

Baker's U.S. Classics:

Some Notes on Foreign Mail Rates

by Hugh J. & J. David Baker

(From STAMPS Magazine, July 1962, with images added)

July 7, 1962:

Do you have a cover addressed to Great Britain that has markings similar to those presented here? Such a cover should show a prepayment of 24 cents. That was the rate to Great Britain from February 15, 1849, to January 1, 1868, for a letter not exceeding one-half ounce in weight. For our present consideration, the significant thing about these markings is the figure "3" or "19". These are accounting marks, and they represent the amount that the U.S. said it owed Great Britain for the letter. They are in red ink, to indicate that this amount had been credited in the accounts.

During this period (when our first postal treaty with Britain prevailed), each individual letter was separately accounted for between the two countries. The 24 cents rate was, in reality, the summation of three individual rates, established by the treaty as follows: U.S. inland postage-5¢; Packet postage-16¢; British inland postage-3¢. Total postage-24¢.

The term "packet postage" referred to that part of the rate that was used to pay the ship which conveyed the letter across the Atlantic. A "packet" was a vessel of a "line" that had been awarded by a government a contract to carry the mails. By the treaty, the "packet postage" was to belong to the country that furnished the packet.

Thus, if a New Yorker placed 24 cents in stamps on a letter addressed to Great Britain and the New York post office forwarded the letter in a packet under contract to Great Britain, the letter would be marked "19" in red. This would mean that the U.S. kept its own inland postage of 5 cents, and marked the cover to show that it owed Great Britain 19 cents-16 cents for the packet which that country furnished, and 3 cents for British inland postage.

1855 (Aug. 14) Saratoga Springs N.Y. to London, England cover with "Saratoga Springs N.Y. Aug 14" c.d.s. and matching



"Paid" straightline with pencil "24" beneath the "Paid", also with boxed "24" rating handstamp, the reverse with "Boston Br. Pkt. Aug 15" exchange c.d.s. and face with red "19" credit rating handstamp, carried as endorsed by Cunard Line Asia from Boston Aug. 15th to Liverpool arriving Aug. 25th, also with red London Paid (8.27.1855) arrival c.d.s.

On the other hand, if the letter crossed the Atlantic in a packet of a "line" that was under contract to the U.S. (the line did not have to be of U.S. registry), the U.S. would keep its own inland

1860 (Nov. 13) New York N.Y. to Ludlow, England, folded letter with 24¢ gray lilac (Sc. 37), cancelled by



vivid red circular grid cancel and tied by matching "New York '19' Nov 13" exchange credit c.d.s., carried as endorsed by Cunard Line Europa from Boston Nov. 14th to Queenstown arriving Nov. 25th, also with Ludlow (11.27) arrival backstamp.

1860 (Feb. 14) Washington D.C. to London, England, date-lined folded letter with 12¢ black (Sc. 36) block of four tied by strikes of "Washington D.C., Feb 14, 1860" c.d.s., New York exchange office red "38" cents credit to G.B., carried on Cunard Line Asia departing New York Feb. 15th to Liverpool, arriving Feb. 27th, also with red London Paid (2.27) arrival c.d.s.—a double-rate treaty rate franking and the latest recorded use of this New York "38" credit mark.



postage plus the packet postage and mark the cover with a red "3" to show it owed Great Britain 3 cents for British inland postage.

1851 (Mar. 30) Boston Mass. to Edinburgh, Scotland, envelope with red "Paid" handstamp and pencil "24" rating, Boston red "3" credit handstamp to G.B., carried



on Collins Line Pacific from Boston Mar. 19th to Liverpool arriving Mar. 30th, with red "Paid in America, Liverpool, 30 MR 51" tombstone and Edinburgh (3.31) arrival c.d.s.

July 14, 1962: Some Notes on Foreign Mail Rates -Part II

The Exchange Offices, George E. Hargest Guest Editor

The Exchange Office was the focal point of the foreign mail service. All mail addressed to a foreign country was routed

1859 (Dec. 26) Key West Fla. to London, England, cover with 12¢ black (Sc. 36) block of four, on reverse pre-paying double the 24¢ treaty rate, cancelled by red "Key West Fla., Paid, Dec 26" c.d.s. with matching strike on face, red New York "6" credit handstamp to G.B., carried on the Havre Line Arago from New York Jan. 7th to Southampton arriving Jan. 20th, also with red London Paid (1.21) arrival c.d.s.



1865 (May 9) Boston, Mass. to London, England cover with 24¢ steel blue (Sc. 70b) tied by neat strike of framed "Paid" handstamp, with red "Boston Am. Pkt. '3 Paid' May 9" exchange cds, originally endorsed "Via New York" and updated to "Via Quebec", carried by Allan Line Peruvian from Quebec May 13th to Londonderry, England, arriving May 22nd, also with red London Paid (5.22) arrival c.d.s.



to one of the exchange offices. These offices were established by treaty, or by additional articles to a treaty, and each office in the U.S. had an office or offices in the foreign country with which it would exchange mail. The exchange offices made up the mails to be dispatched. Letters addressed to a particular country, or to a particular point in a country, were tied in bundles, and the mail contained in these bundles was accompanied by a letter bill.

These were printed forms (the format of which was established in the mail treaty) which the exchange office filled in. ... the actual accounting was performed on the letter bills. Each letter, however, was marked with the appropriate debit or credit because it was often necessary to know how it had originally been accounted for. Letters were frequently missent, forwarded or returned, and once they were separated from their letter bill it was impossible to tell how they had been accounted for unless they were so marked.

Under the first British treaty exchange offices were established in the following cities: Originally, New York and Boston. Later added: -Philadelphia, 1-1-54; Portland, Me., 1-1-59; Detroit and Chicago, 2-14-59; San Francisco, 10-19-63; Baltimore, 11-11-65. San Francisco appears to have been used as an exchange office prior to the Additional Article at the above date. (It never was an exchange office for the dispatch of mail during the life of the first British treaty.)

1863 (Jun. 25) Oberlin Ohio to London, England, cover bearing 24¢ grayish lilac (Sc. 78a) tied by rimless grid and "Oberlin O. Jun 25" c.d.s. on cover to London, England, with red "New-York Am. Pkt. '3' Jun 27" exchange c.d.s., carried by Inman Line City of New York from New York Jun. 27th to Queenstown arriving July 7th, also with red London Paid (7.8) c.d.s.



1867 (Jul. 5) Moorestown N.J. to London, England cover with 24¢ lilac (Sc. 78) tied by blue circular grid fancy cancel, with matching blue "Moorestown N.J. Jul 5" c.d.s., red "Philadelphia '3' Jul 5" exchange cds, and red London Paid (7.18) arrival c.d.s.



We illustrate an example of an exchange office marking. Typically, these show the name of the office, and on prepaid letters, the word "Paid." The amount of credit may be included in the mark, but it was frequently shown as a separate figure, either by handstamp or in manuscript. Frequently, "Br. Pkt" or "Am. Pkt" is also shown. Markings from New York and Boston are most frequently seen. Philadelphia markings are quite scarce, while those from Portland Maine, are definitely scarce. Those from Chicago, Detroit and Baltimore are rare, even in the Bank Note period. An additional 5 cents U.S. inland postage was charged on mail from the Pacific coast. San Francisco markings do not show a debit or credit, but show the total rate to Britain, 29 cents-either in the postmark or as a separate figure. They are scarce.



1853 (Feb. 26) San Francisco, Cal. to London, England folded cover with black "San Francisco Cal 1 Mar" c.d.s. and matching "Paid" and "29" rate handstamps (the only San Francisco "29" in black), Boston red "19" credit handstamp to G.B., carried by Cunard Line Canada from Boston Mar. 30th to Liverpool arriving Apr. 10th, also with red London (4.11) tombstone datestamp. Under the prevailing U.S.-G.B. Convention, the U.S. internal portion of the total rate from the West Coast was 10¢ from July 1851 until July 1863, or 5¢ more than other locations in the U.S.



To Be Continued

Baker's U.S. Classics:

Some Notes on Foreign Mail Rates

by Hugh J. & J. David Baker

(From STAMPS Magazine, July 1962, with images added)

July 21, 1962

The Transatlantic Mails

George E. Hargest, Guest Editor

The Colonies & Art. 13 marking shown below was applied by the British Post Office to mail that originated in "Colonies or Countries beyond the sea" and passed in transit through England to France. Although the marking is British, its significance is of importance to collectors of United States covers. It has been held that the "Art. 12" or "Art. 13" referred to Article 12 and Article 13 of the Anglo-French treaty of 1843. This is not so. The real story is of much greater interest.

Retaliatory Rate cover with partly clear strike of "New Orleans La. Nov. 4" c.d.s. on 1848 folded letter to Paris, France, with "Paid" straightline



and "34" U.S. rating for 24¢ Retaliatory Rate plus 10¢ postage for over-300 miles to New York, carried on Cunarder Hibernia, arriving Liverpool Nov. 27, red London transit backstamp and "COLONIES/ &c ART. 13" Anglo-French accountancy handstamp, "15" decimes due including 10 decimes British sea postage,

1843 folded letter to Paris, France with blue "New Orleans La. Mar. 21" c.d.s. with manuscript "50" prepaid U.S. postage, carried from Boston by Cunarder Britannia, also



with red boxed "Packet Letter" handstamp, manuscript "1/-" shilling British debit to France, red French arrival datestamp and "27" centimes due, an example of France-bound mail exchanged under the 1836 GB-France Treaty before the Treaty of 1843.

On March 31, 1844, additional articles to the Anglo-French 1843 treaty were signed. These established a new system of accounting for mail between the two countries. Complete descriptions of what was to be charged or credited to each account were written up and agreed upon by the post offices of the two countries.

In order to avoid cumbersome account titles, each of these descriptions was given a number which would be referred to when a debit or credit was made. Together, these descriptions

were called the "Articles in the Accounts".

Prescribed letter bill forms had columns in which the weight of each letter was listed. These columns were summed, and the rate by accounting article number was applied to the total. The rate for mail from or to the United States was established by Article 52 of the treaty.

By this article France paid Britain 40 pence per ounce British for letters that originated in "Colonies or Countries beyond the sea, wherever the same may be situated" for sea conveyance and British transit. Article 52 mail was first included in Accounting Article 12 for unpaid mail and 18 for paid mail. Since all Article 52 mail from the United States was forwarded by Britain to France as unpaid, only Accounting Article 12 applied to mail from the United States.

Danish West Indies folded letter to France with rare "Colonies/ Art-18" Anglo-French 1856 treaty accountancy handstamp.



1845 folded letter to Marseilles, France with New York N.Y., 5¢ Black, "A.C.M." Initials (Sc. 9X1b) tied by red Boulogne arrival datestamp, large "New-York 5 Paid Aug. 15" integral-rate



c.d.s. (used only on foreign mail), also with red "COLONIES/ &c ART. 12" Anglo-French accountancy handstamp, manuscript "21" decimes due, Great Britain and French transits. The Anglo-French accountancy marking on this cover was only in use for six months while this N.Y. Postmaster's Provisional Issue was current.

It was agreed that each letter should be marked with the number of the Article in the Accounts to which it had been charged by the dispatching office.

Britain, therefore, prepared a rectangular handstamp showing in two lines, "Colonies/ &c Art 12", which was applied in orange-red ink to each letter so dispatched. "Colonies &c" means "Colonies and so forth" and refers to the phrase in treaty Article 52. "Colonies and countries beyond the sea, wherever the same may be situated".

Jul. 6, 1843
folded letter,
Boston to Paris,
France, carried
on Cunarder
Hibernia with
red "BOSTON"
straightline
handstamp
applied by
British consul,
also with red
London receiv-
ing backstamp
and red "COLONIES/
&c ART. 12" Anglo-French
accountancy handstamp, red French arrival
datestamp and
"20" decimes due.



5¢ red brown
(Sc. 1) pair
tied by red
"Franklin
La. May 29"
(1851) c.d.s.
on greenish
folded letter
to Bordeaux,
France, car-
ried on the Cu-



nardner Canada, which departed Boston on June 11 and arrived at Liverpool on June 21, red London backstamp (Jun. 22), red "COLONIES/ &c ART. 13" Anglo-French accountancy handstamp, red Calais transit, black "15" decimes due handstamp. The under and over-300 miles domestic rates applied to U.S. mail to France for about one year, from July 1847 to July 1848. After the Retaliatory Rate conflict, the uniform 5¢ per half-ounce British Open Mail rate applied to British Packet mail to France, starting in February 1849. The sender or clerk at the Franklin, Louisiana, post office may have been confused and paid the domestic rate for distance.

These Accounting Articles were revised, and beginning in January 1, 1846, Article 12 was replaced by Article 13.

Sometime during the early months of 1851, use of the Article 13 handstamp was discontinued on mail from the United States, and by the time the stamps of the 1851 issue appeared, it had not been used for several months.

It is, therefore, strange indeed to occasionally see a cover in an auction that bears a 5 cent 1856 stamp and also a "Colonies/ &c Art 13" handstamp, usually with a French due 15 marking. Those who would like to think such a 5 cent stamp was originally on the offered cover have to explain how this handstamp appears with an 1856 stamp that was issued six years after the use of the handstamp had been abandoned.

5¢ red brown
(Sc. 12) bot-
tom sheet
margin copy
tied by a
"New Or-
leans La."
c.d.s. with
half of the
back flap.
The cover
bears a red



"New-York Br. Pkt. Nov 4" exchange office c.d.s., "Calais 17 Nov. 56" entry c.d.s. with "13" (décimes) due handstamp—and no "Colonies/ &c Art 13" handstamp.

Baker's U.S. Classics:

Some Notes on Foreign Mail Rates

by Hugh J. & J. David Baker

(From STAMPS Magazine, July 1962, with images added)

July 28, 1962

Our First Postal Treaty With Great Britain: The United States 5 Cents Inland Rate by George E. Hargest, Guest Editor

Our first postal treaty with Great Britain, effective on February 15, 1849, established for all of the United States (except the Pacific Coast) [from Great Britain] an inland rate of five cents per half ounce letter. This is strange, since the domestic rate was 5 cents for a distance up to 300 miles and 10 cents if the letter was conveyed a greater distance. This meant that it would cost an Englishman only 5 cents for United States inland postage to have a letter originating in Britain conveyed from Boston to New Orleans, while it would cost a resident of Boston 10 cents to send a letter to that city.

Baton Rouge
La. Mar.
16, 1849
circular
datestamp
with match-
ing strikes
of "PAID",
large
"10" and
"STEAM"



handstamps, addressed to Hagerstown Md., an example of the domestic rate of 10¢ over 300 miles.

Pre-Treaty,
Paris Jan.
19, 1849
double-circle
datestamp on
folded letter to
New Orleans,
manuscript
"15" decimes
on reverse
including 10



decimes British sea postage, London Jan. 15 transit, carried from Liverpool on Cunarder "Niagara" on Jan. 27, arrived Boston Feb. 11 with red "Boston Ms. Ship Feb. 12" c.d.s and "12" rate handstamp for 2¢ ship fee **plus 10¢ over-300 miles rate to New Orleans**, before treaty went into effect.

This odd situation grew out of difficulties encountered in negotiating the treaty. George Bancroft, who represented the United States in the negotiations, first proposed a simple arrangement or convention between the Post Offices of the two countries that would establish a rate that included the existing inland rate of each country. The British rejected this proposal because it would make it very difficult to account for a varying inland rate. They proposed that a uniform inland rate be adopted, that would be the same amount for both countries. Bancroft rejected this proposal, since the great distances in the United States would require a rate higher than the

British could allow. The resulting impasse was broken by Bancroft who proposed a compromise. In a dispatch to James Buchanan, then Secretary of State, Bancroft describes his proposal:

"...To keep just accounts under so varying rates would have been difficult. I agreed, therefore, to make an average of the inland rates in each country...and to adopt uniformly these average rates. In England the inland rate on a letter, if paid in advance, is one penny: if not paid in advance, as most foreign letters are not, it is two pence. Three half pence, then is a just and fair uniform British inland rate.

For America, an inland letter, if received at a Post Office for delivery, and not for transmission, pays two cents: if transmitted, it pays a varying rate of five or ten cents. The average is, therefore, five and two-thirds of a cent, less than 6 cents."

Post Treaty,
1849 (Jun.
29) London,
England to
Petersburg,
Va., folded let-
ter with red
London (6.29)
c.d.s. with red
manuscript
"1/-" shilling



prepaid rating (upper left), red "5/cents" credit h.s., carried by Cunard Line "Niagara" from Liverpool Jun. 30 to New York arriving Jul. 14, New York red "Paid/Ship" h.s. and red "24" cent h.s. for prepayment restatement, example of incoming mail with 5¢ for mail over 300 miles, New York to Virginia.

Once the uniform 5 cents inland rate was agreed upon, Bancroft sought a full fledged treaty, rather than an agreement between the Post Offices. He felt that only a treaty, signed by the President and approved by two-thirds of the Senate, could establish an inland rate different than that set by Congress.

When Postmaster General Cave Johnson heard of the proposal, he became irate, and wrote Bancroft:

"I can never give my consent to any arrangement which will authorize the letters of the Citizens of the United States, when conveyed in the English Mails, to be charged more than is paid by British subjects for the same service and at the same time, undertake to convey British letters in the Mails of the United States for less than the price paid by our own citizens."

And that just about summed up the situation, but Cave Johnson was going to have nothing to say about what was done. Neither did Clanricarde, British Postmaster General. Henceforth, the negotiations were carried on by Bancroft and the British Chancellor of the Exchequer, Lord Wood, and in the end the treaty was signed by Bancroft and Lord Palmerston, British Foreign Secretary.

Bancroft was to live to see the day when on November 24, 1868, the Post Offices of the two countries made a simple postal agreement that set an inland rate for the United States at one cent less than that established by Congress. Such had been the change in the concept of the treaty-making power.

Baker's U.S. Classics:

Some Notes on Foreign Mail Rates, Part 3

by Hugh J. & J. David Baker

(From STAMPS Magazine, December 1, 1962, with images added)

The 24¢ rate to Great Britain, previously discussed, was an “international” rate. That means it was the rate between the two countries only. The “transit” rate was the amount paid for the conveyance of a letter over British territory when addressed to a country beyond. This was established at 1-1/2 pence or 3¢.

When the treaty was being framed, the transit rate proved to be a difficult problem. Clanricarde, British Postmaster General, wanted the United States to prepay the transit rate on each letter. This would have meant that on a letter addressed to a German state, for example, 24¢ would have had to be prepaid in the United States, which would have paid the letter through England. Since many of the treaties Britain had signed with foreign countries had flat, undivided rates that included British transit postage, Bancroft (who negotiated for the United States) felt the British would either be collecting double transit postage, or the accounting would become unnecessarily complicated. He, therefore, proposed that the transit postage not be prepaid in the United States. He explained his position in these words:

“... I held that we should have the right to bring transit letters in our own packets to a British port, and deposit them free of British charge in the British Post Office, there to be treated as letters originating in England...”

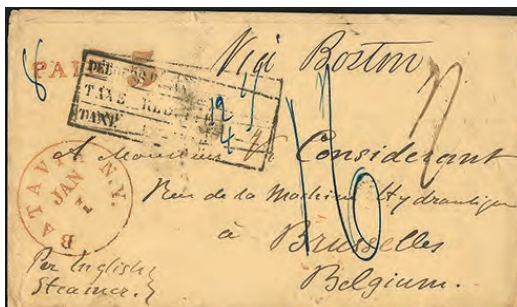
Bancroft prevailed and it was thus required that the United States inland postage of 5¢ be prepaid in the United States on all transit letters to be sent in the “Open Mail”, but on those conveyed across the Atlantic by an American packet, the 16¢ packet postage would also have to be prepaid. Hence, 5¢ was to be prepaid when the letter was conveyed by a British packet and 21¢ when the packet was American (see below). This ingenious system relieved the United States of accounting for any letters dispatched in the “open mail”. Britain, of course, collected her share of the postage from the country of destination, under rates established by her treaty with that country.

Small cover to Dordogne, France, with clear strikes of “Paid”



straight-line and “56” rate handstamp for prepaid 16¢ American Packet plus 40¢ U.S. transcontinental postage, also with red London transit backstamp and “COLONIES/ &c ART. 13” Anglo-French accountancy handstamp, red Calais arrival datestamp (Jun. 6), “15” decimes due including continued 10 decimes discriminatory sea postage to Great Britain. The “56” rate handstamp was in use only from November 1850 to June 1851. It was carried from San Francisco via PMSC steamer Panama arriving Panama May 2, left Chagres via USMC steamer El Dorado arriving New York May 17, then carried on Collins Line steamer Arctic from New York on May 24, arriving Liverpool June 4.

Cover with red “Batavia N.Y. Jan. 1” c.d.s. and matching “Paid” and “5” handstamps to Brussels, Belgium, endorsed “Via



Boston”, backstamps include “Boston Am. Pkt. Jan. 9” and “Boston Br. Pkt. Jan. 17” c.d.s.’s, also with 1855 London and receiving backstamps, framed exchange office handstamp showing division of rate, manuscript 1 shilling debit. The sender paid 5¢ (3¢ domestic postage plus 2¢ shore-to-ship fee), mistakenly backstamped in Boston to go via American packet, they realized their mistake (which would have deprived the U.S. of the postage for transit) and held it for the next British Packet, carried on the Cunarder Asia.

The term, “open mail”, needs to be explained. “Open mail” was dispatched by a United States exchange office to a corresponding British exchange office whence it was forwarded from one exchange office to another on its route, each office routing it to the next. This was in contrast to “closed mail” which was dispatched in closed, sealed bags, and passed intact over British territory, and sometimes also over the territory of a country beyond Britain, to an exchange office at a distribution point abroad where the bags were opened for the first time. Closed mail bags were generally accompanied by a diplomatic or postal agent of the dispatching country while in transit over foreign territory.

1855 folded letter with red “New-York Am. Pkt. Apr. 21” c.d.s. to Augustine Heard & Co. in Canton, China, endorsed “per overland mail” and with



London transit, Hong Kong backstamp, pencil “65” rate and magenta “44” credit to Britain, sent via American Packet to Southampton. See page 31 for Open Mail example.

The settling of the open mail rates did not solve all the problems of the treaty negotiators, since these rates could not be made to apply in all cases. There were also to be considered rates to countries with whom Britain had no postal treaty, but with whom mails were exchanged, and to those countries whose treaties with Britain required that postage to destination be prepaid.

Baltimore
May 2, 1854
datelined
folded letter
to Augustine
Heard &
Co. in Can-
ton, China,
with blue
"Baltimore
Md. Jun. 5"



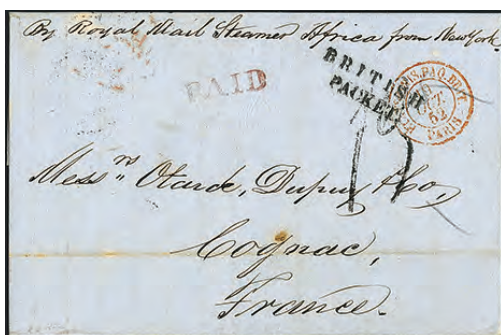
c.d.s., Boston Jun. 7 transit backstamp, "Paid" straightline with manuscript "45" in both pencil and magenta pen, red "40" credit handstamp, manuscript directive at top "Per Str. America from Boston to Liverpool & thence per Peninsular & Oriental Steam Ship Company Packets via Ceylon," London and Hong Kong transit datestamps.

Folded letter dated New York April 26, 1850 to Cognac, France, prepaid 21¢ and carried on the first sailing of



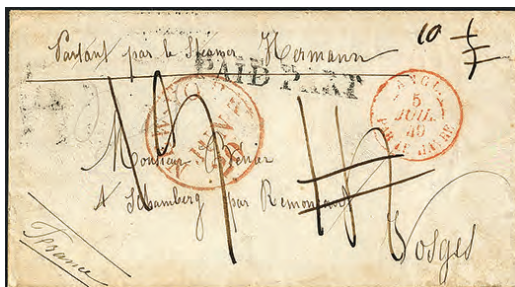
of the Collins Line steamer Atlantic on April 27, arrived Liverpool May 10, red London transit backstamp, no Article 13 markings struck in Great Britain, red "U.S. Pkt." handstamp, Calais arrival datestamp, treated as an unpaid double-weight letter with "16" decimes due in France, with the rare "U.S. Pkt" handstamp.

October 5, 1852 dated folded letter to Cognac, France, with "Paid" straightline for 5¢ U.S. internal rate, with scarce "BRITISH/PACKET" two-line hand-



stamp, red London transit backstamp, Paris arrival datestamp (Oct. 19) and "13" decimes due (8 decimes to Great Britain), carried by Cunarder Africa from New York on Oct. 6, arriving Liverpool Oct. 17

New York to Vosges, France via American Packet: 1849 cover to Vosges, France, carried on the



Hermann, departed N.Y. June 20 and arrived Southampton July 4, routed to Le Havre with red "Angl. Par Le Havre 5 Jul. '49" arrival datestamp, "19" decimes due, including 10-decimes discriminatory sea postage credit to Great Britain, also with pencil "24" for American Packet postage.

To be Continued

Baker's U.S. Classics:

Some Notes on Foreign Mail Rates, Part 4

by Hugh J. & J. David Baker

(From STAMPS Magazine, December 1962, with images added)

When the British treaty was framed, Britain was exchanging mail with a number of countries with whom it had no postal convention. Since no accounting could exist between Britain and the country in question, it was necessary that Britain collect the postage on mail received as well as on mail sent.

Therefore, full prepayment was required in Britain on letters posted in Britain addressed to these destinations and all letters posted in these countries addressed to Britain were sent unpaid with full postage collected from the recipient in Britain.

The United States "hooked into" this system by adding 21¢ to the British rates (5¢ U.S. inland and 16¢ packet postages). On a letter to China, for example, full prepayment to Chinese frontier was required in the United States and the same amount was collected in the United States on letters received.

On mail to those countries whose treaties with Britain required full prepayment of postage, the procedure on letters sent was the same, i.e., 21¢ was added to the rate from Britain.

Letters posted in a foreign country addressed to the United States were prepaid to Britain only (open mail), prepaid to the American frontier (generally) or prepaid to destination in the United States (occasionally).

A folded letter from Marseilles to Salem, Mass. with Feb. 4, 1849 double-circle datestamp, "21" decimes on reverse including 10 decimes

British sea postage, and London transit datestamp, carried from Liverpool on February 10, arrived New York February 24 with a red "7" struck over London marking for 2¢ ship fee plus 5¢ under 300 miles rate to Salem, carried on the last of only four westbound sailings during the short six-week Restored Rate period, cover fully prepaid to U.S. destination.



A London transit folded cover to Augustine Heard & Co. in Canton, China with "Boston Br. Pkt. 23 May" and 1855 Hong Kong backstamps, endorsed "Via Marseilles", also with red "38" and "Paid" handstamps, pencil "43" for total amount paid by sender.

On mail prepaid to Britain only, the amount collect in the United States would be 5¢, if conveyed by British packet, or by American packet 21¢.

Letters prepaid to the American frontier required a collection of the U.S. inland postage of 5¢ only, whether by British or American packet, but if conveyed by American packet Britain credited the United States with 16¢.

1861 cover to Boston, Mass., with India 1855-64 8a rose on blue glazed paper (Sc. 10, 1/2 blue, 1a brown and 2a dull Rose (Sc. 11-13), tied by Calcutta circular datestamp and "B/1" octagon cancels, oval "Forwarded by Goddard & Co., Calcutta" oval handstamp on reverse, also with red boxed "India Paid", London transit, Boston American Packet arrival backstamp, red "16 cents" credit and "5" due for local delivery.



On letters prepaid to a destination in the United States, Britain credited the U.S. with 5¢ if by British packet, and 21¢, if conveyed by American packet. This latter arrangement does not appear to have been used until about 1861. Mail from Brazil, via England, is an example.

Nova Scotia 1853 1p Red Brown pair and 3p Bright Blue (Sc. 1, 2) tied by oval grids on cover to New York via Boston, with Halifax Apr. 21, 1858

origination backstamp, manuscript "p. Steamer", Boston British Packet circular datestamp, showing the 5¢ British Packet rate.



On prepaid letters posted in the United States addressed to these destinations, the United States, similarly, made credits to Britain according to the conveying packet.

For illustration, in 1857, the rate to many points by British Mail was 33¢. (See page 29.)

This rate was made up as follows:

U. S. inland	5¢
Transatlantic	16
British	12
Rate	33¢

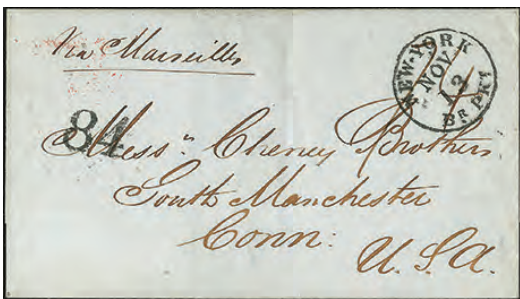
Baltimore
Mar. 24, 1856
datelined
folded letter
to Augustine
Heard & Co.
in Canton,
China with
blue "Balti-
more Md.
Apr. 18"
circular date-



stamp, New York Apr. 19 transit backstamp, "Paid" straightline with manuscript "33" and red "12" credit handstamp, also with manuscript directive at top "Per Steamer Washington and Peninsular Steam Navigation Company Packets," London and Hong Kong transit datestamps, showing the 33¢ rate to Canton, sent to England via American Packet.

If transatlantic conveyance was by American packet, the United States kept the inland and packet postages of 21¢ and credited Britain with her share of 12¢. On the other hand, if the letter was conveyed by British packet, the United States retained the 5¢ inland postage and credited Britain with the 16¢ packet postage plus her share of 12¢—a total of 28¢.

Hong Kong to
Conn. folded
letter with
"Hong Kong
? SE 1857"
backstamp
to South
Manchester
Conn., red
"London OC
22, 1857"



transit backstamp, endorsed "Via Marseilles", also with bold "84" [3x28 rate] debit and "New-York Br. Bkt. Nov. 13" circular datestamp, manuscript "74" (for 2 x 12¢ Colonial plus 2 x 16¢ sea postage plus 3 x 6c French transit), carried on the British Cunarder Arabia, an unusual triple-rate usage that was sent completely unpaid.

Since the United States was required to give Britain the proper credit for her share of the postage, a table of these credits was made up and included in the detailed regulations to the treaty. Local postmasters were informed of the proper rates through occasional issues of the Postal Laws and Regulations and of the Postal Guide, published by D. Appleton and Co. These contained schedules of rates to foreign destinations. A better dissemination of foreign rate information began in 1860 with the publication of the *United States Mail and Post Office Assistant*. Although a private publication, it was officially recognized and schedules of foreign rates were distributed monthly to subscribing postmasters.

There were three routes by which British mail travelled to the Far East, namely, via Southampton, via Marseilles and via Brindisi. These will be discussed later.
December 29, 1962

**Some Notes on Foreign Mail Rates,
Part V-British Mail Routes
By George E. Hargest**

At the time of the signing of the U.S.-British treaty on December 15, 1848, there were two routes by which British Mail was conveyed to the Far East. They were:

Via Southampton—Mail steamers left Southampton on the 4th and 20th of each month and travelled through Gibraltar, across the Mediterranean to Marseilles. These steamers left Marseilles on the 12th and the 28th of the month and proceeded to Alexandria, where both Britain and France maintained post offices. The mail was conveyed across the isthmus to Suez where it was placed aboard a Red Sea packet and thence conveyed to the orient. After 1869, the mail steamer could pass through the canal.

1847 5¢ Red
Brown (Sc.
1) pair tied
by pen cancels, and red
"Bardstown
Ky. Dec. 4"
(1850) circular date-
stamp on
small envelope to Alex-
andria, also
with Cairo,
Egypt red
etiquette seal
on flap, ad-
dressed to
"Joseph Holt



Esq., London, England, Care of Baring & Bro. London", red "19" credit handstamp—applied at New York foreign-mail office—although there is no indication of 24¢ prepaid treaty rate, red "X/Paid/29DE29 1850" framed receiving datestamp. It was mailed from London to Rathbone & Co. in Alexandria, Egypt, then forwarded from there to Cairo, with red "London Paid (7?) Jan. 1851" circular datestamp and manuscript "2/1" rate marking. This cover is from a Siegel Galleries auction in which it was stated, "two strikes of red 'VIA MARSEILLES' straightline handstamp probably applied by Baring Brothers forwarding clerk to indicate route to Alexandria, the back has a partly readable strike of 'Alexandria JA 18 1851' receiving datestamp and manuscript docketing 'Received at Cairo No. 2, Answered at Cairo'. This is the only recorded 1847 issue cover to Egypt.

"Joseph Holt...In 1848 he made a trip to Europe and to the East...for seventeen months (*Harper's Weekly*, February 16, 1861). This cover was mailed to Holt during his travels. It was sent in care of the banking and mail-forwarding firms of Baring Brothers and Rathbone & Co., each of which would have been given instructions by Holt for sending mail to him as he travelled. Baring Brothers mailed the letter to Alexandria, Egypt, where Rathbone & Co. redirected it to Cairo.

"The letter was carried on the Cunarder Asia, departing New York on December 18 and reaching Liverpool on December 28, 1850. The pair of 5¢ 1847 stamps pays the rate from Bardstown, Kentucky, to New York City. Despite the absence of any markings to indicate prepayment of the 24¢ U.S.-British treaty rate, the foreign-mail clerk in New York applied the "19" cents credit handstamp, which was sufficient for the receiving clerk in England to consider it prepaid. When Baring Brothers mailed the letter at the London post office, it was marked prepaid "2/1" (2sh1p) and datestamped with the red 'London Paid' circle."

To Be Continued

Some Notes on Foreign Mail Rates, Part 5

by **Hugh J. & J. David Baker**

(From *STAMPS Magazine*, December 1962, with images added)

Some Notes on Foreign Mail Rates,

Part V: British Mail Routes

By **George E. Hargest**

At the time of the signing of the U.S.-British treaty on December 15, 1848, there were two routes by which British Mail was conveyed to the Far East. They were:

Via Southampton—Mail steamers left Southampton on the 4th and 20th of each month and travelled through Gibraltar, across the Mediterranean to Marseilles. These steamers left Marseilles on the 12th and the 28th of the month and proceeded to Alexandria, where both Britain and France maintained post offices. The mail was conveyed across the isthmus to Suez where it was placed aboard a Red Sea packet and thence conveyed to the orient. After 1869, the mail steamer could pass through the canal.

Cover to Rev. M.C. White in care of English Consul at Fuh Chau (Fuchow), China, with manuscript "Cardiff July 21" (1852) postmark



(lower left) and "Paid 45" rate, also with sender's routing "Overland via Southampton", red manuscript "24" credit, red "Paid 4 AU 4 1852" transit datestamp, manuscript "4" British P.O. rate, and Hong Kong receiving backstamp (Oct. 10)

Via Marseilles—If letters were mailed in England after the 4th or the 20th of the month, they could still reach the same steamer when it touched at Marseilles, by traveling overland across France in closed mail to Marseilles. These mails were closed at London on the 10th and 26th of the month.

Two days were, therefore, allowed for the mail from London to reach Marseilles, while it required eight days for mail steamers to travel from Southampton to Marseilles. Thus, there was a saving of six days by the overland mail to Marseilles. This route was more expensive, however, since it had to bear the cost of French transit.

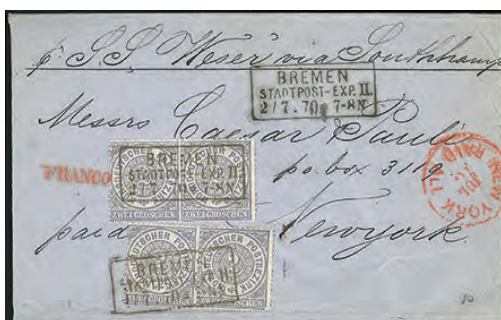
Folded letter with "New York 42 Sep. 7" debit circular date-stamp to Baring Bros. in London, forwarded to Canton, China, with red "London Paid 24 Sep. 1850" c.d.s., red "VIA MARSEILLES" handstamp, manuscript ratings, and Hong Kong (Nov. 11) backstamp.



Via Brindisi—In answer to questions put to him in the House of Commons, the Marquess of Hartington, British Postmaster General, described the via Brindisi route, as follows: "Since October last (1869)...a mail supplementary to the ordinary Indian mail...had been dispatched weekly to India, China and other countries, via Brindisi, and that mails had been also received weekly by that route. The mails were sent through France and delivered to the Italian Post Office, which provided for their conveyance through Italy and from Brindisi to Alexandria...at which point they fell into the ordinary Overland Mail. In order to make...payment to the Italian Government an additional charge is made of three pence for every half ounce letter. ." (Hansard's Parliamentary Debates—Vol. 201, p. 1058; vol. 202 p. 492.)

Strangely, this route does not appear to have been made immediately available to mail from the United States. When the Franco-German war broke out in July, 1870, the overland mail to Marseilles and the Brindisi route through France were suspended. Instead, mail was sent to Ostend, whence it travelled through Belgium, Germany and the Brenner pass to Italy where the Italian Post Office provided for its conveyance through Italy, through Brindisi to Alexandria. This was virtually the same route used by North German Union mail. The Marseilles route was reopened to 1872, but with diminished importance, since the advantages of the Brindisi route (again passing through France) had been clearly demonstrated.

Folded letter with two horizontal pairs of 2gr tied by boxed "Bremen Stadtpost Exp. II 2/7.70" date stamps, "New York Paid All Jul. 16" c.d.s., and "Franco" handstamp.



Cover which must have been hand-carried from the expedition to enter the mails in Cairo with Great Britain 1865-67 4p vermilion, 6p red violet (43, 51), tied by "B01" in barred oval handstamps of Alexandria, to Customs House in New York, with "Cairo JA 20, 1871" circular date-stamp, endorsed "Via Brindisi", also with red "2 Cents" credit handstamp to the U.S., red New York receiving datestamp. Original contents datelined "Horusko, Nubia/100 miles above Cataract, January 1st 1871."



March 23, 1968

1847 Transatlantic Covers I

Creighton Hart [a leading student of the U.S. 1847 issue] wrote on this subject in the February, 1968 issue of *The Chronicle of the U. S. Philatelic Classics Society*.

He divided these covers into three categories; the first, prior to June 1848, “the pre-retaliatory rate” covers; the second, June 1848 through December 1848, the “retaliatory rate” period. (During this period both the U.S. and England charged 24¢: or 1 shilling on letters carried by contract transatlantic ships of the other country.) The third; all covers after December, 1848.

I read this article before I started on my first column about covers in my [David Baker] recently stolen collection.

In the collection was a 10¢ 1847 cover postmarked Cumberland, Maryland, August 12, 1847, carried on the Cunarder *Hibernia* from Boston on August 16th to Liverpool and Carlisle, England. The 10¢ stamp paid the rate over 300 miles from Cumberland to Boston. On the face of the cover is the 1 shilling due mark.

10¢ 1847 tied by orange-red grid, matching “Norfolk Va. Aug. 12” c.d.s. on 1847 folded letter to Dundee, Scotland, with clear “1/-” one-shilling due handstamp, carried on the Cunarder *Hibernia*, which departed Boston August 16 and arrived in Liverpool August 27, light strike of “TOO LATE”

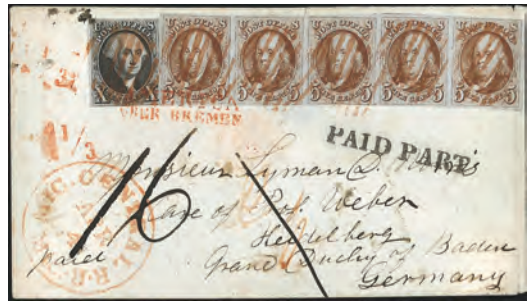


backstamp, Liverpool (Aug. 28) and receiving backstamp (Aug. 30)

A second cover purchased in the Meroni sale was an April 4th, 1848 combination cover postmarked Michigan Central RR, addressed to Heidelberg, Germany. A 10¢ and five 5¢ 1847 stamps prepaid the letter to Bremen. The 10¢ paid the postage to New York and the 25¢ overpaid the 24¢ rate across the Atlantic to Bremen by American Packet.

Pictured in the next column, the celebrated “Heidelberg Cover” bearing a 10¢ 1847 used with 5¢ horizontal strip of five tied by red 9-bar open grid cancels, with matching “Mic. Central R.R. Mic. Apr. 4” (1851) Michigan Central Railroad route agent’s c.d.s. on cover to Heidelberg, Baden, Germany, also with red “New-York Apr. 8” backstamp and Heidelberg May 9 receiving backstamp, “PAID PART” straightline handstamp indicating prepayment of United States portion of postage—10¢ domestic rate and 24¢ Ocean Line rate (1¢ overpayment)—red “AMERICA/UBER BREMEN” two-line handstamp applied at Bremen, red “1-1/3” (gutegroschen) debit handstamp applied by Hannover Post Office at Bremen for its transit fee due from the Thurn & Taxis Post, who carried the mail south to Baden, light red manuscript “6/6” applied by Thurn & Taxis Post indicating 6 kreuzer (equivalent to 1-1/3 ggr.) plus 6 kreuzer (Thurn & Taxis transit fee) due in southern German currency, the total of 12 kreuzer debited to Baden, to which an additional 4 kreuzer internal postage was added, for a total of “16” kreuzer due from addressee (expressed in black manuscript).

The Ocean Steam Navigation Company performed this service with the S.S. *Washington* and S.S. *Hermann*. The cover is addressed to Monsieur Lyman D. Norris and was handstamped “PAID PART” in black and “American Uber Bremen” and “1-1/3” in red and a manuscript “16” in black.



There were none during the “retaliatory” rate period. This was on my “wanted” list. [See below for an example that came to light since the Hart article was written.]

From the March 2016 Siegel auction of the *Walske U.S.—France Transatlantic Mail Collection*, an 1848 folded letter to France with



a magenta pen “X” that ties the 10¢ 1847, along with a matching “298” charge box notation, also with a manuscript “24” Retaliatory Rate notation and “34” total U.S. postage for 10¢ over-300 miles paid by the 1847 stamp and 24¢ Retaliatory Rate paid by cash via the charge box.

There were three covers in the later period. One of these bore two 5¢ singles which paid the double inland rate on a Philadelphia cover to Coln, Germany March 19, 1849 “per Liverpool Steamer” “via Ostende”, addressed to Carl Godel. A black rectangular handstamp “AMERICA via ENGLAND”, and “2/ 10” in manuscript indicated British charges for Atlantic, cross channel and carriage to destination.

The other two traveled the Atlantic on the same steamer in 1850.

Illustrated and fully described in our December installment, one of these bears a 5¢ 1847 pair tied by pen cancels,



and red “Bardstown Ky. Dec. 4” (1850) c.d.s., addressed to “Joseph Holt Esq., London, England, Care of Baring & Bro. London”, with red “19” credit handstamp—applied at New York foreign-mail office—although there is no indication of 24¢ prepaid treaty rate—carried to London on the Cunarder *Asia*, then on to Alexandria, with a Cairo red etiquette seal on flap, with a red “X/Paid/29DE29 1850” framed receiving datestamp.

To Be Continued

Baker's U.S. Classics:

Some Notes on Foreign Mail Rates, Part 6

by Hugh J. & J. David Baker

(From STAMPS Magazine, October 1964, with images added)

The Extra 5¢ To California & Oregon

The first British treaty with the United States, effective in February 1849, provided a rate of 24¢ or one shilling to all of the United States except California and the Pacific Coast, which required 29¢ or one shilling, 2-1/2 pence per half ounce. The rate was discontinued July 1, 1863, four and one-half years prior to the expiration of this treaty.



January 26, 1849 folded letter from London to Petersburg, Va., via Liverpool and New York with red "Paid 9 Feb 9 1849" c.d.s. and "New York Ship Feb. 24 (1849) 12" Restored Rate red integral-rate circular datestamp, with manuscript "1/-" one shilling rate .

Stampless covers from the Pacific coast prior to July 1, 1851, since no postage stamps were available on the Pacific Coast until after July 1851, show interesting markings on mail to England. The rates were totally prepaid "59" cents with "19" credit for British inland and sea carriage; partially prepaid "40" cents with "9 1/2" pence collect for British inland and sea carriage; or totally unpaid "2/5" pence.



Printed circular datelined San Francisco Jan. 1, 1850 to London, entered U.S. mails with red "New Orleans La. Feb. 8" c.d.s. and "STEAM" straightline handstamp, manuscript "59" rate for 40¢ transcontinental U.S. rate and 19¢ U.S. packet to England, crossed out and rated "56" debit to England, also with manuscript "2/5-1/2" 2sh5-1/2p (59¢) due. (See also, the cover at the top of the next column.)



Small cover to Dordogne, France via London with "Paid" straightline and "56" rate handstamp for prepaid 16¢ American Packet plus 40¢ U.S. transcontinental postage, red London transit backstamp and "COLONIES/ &c ART. 13" Anglo-French accountancy handstamp, red Calais arrival datestamp (Jun. 6), "15" decimes due including continued 10 decimes discriminatory sea postage to Great Britain. The 56¢ rate was in use only from November 1850 to June 1851.

After July 1, 1851, and continuing until July 1, 1863, open mail to England or beyond via British Packet required 10¢ (5¢ U. S. Inland plus 5¢ Pacific Coast), or if by American Packet 26¢ (5¢ U. S. Inland plus 16¢ sea carriage plus 5¢ Pacific Coast).



San Francisco Cal. 16 Feb. (1855) c.d.s. and "PAID 26" straightline on blue folded letter to Paris, with red "New-York Am. Packet Mar. 21" transit and red Paris receiving datestamps, "8" decimes due handstamp. The 26¢ rate included the 21¢ American Packet postage to France and the 5¢ premium from the West Coast.

Covers fully prepaid to England would require 29¢ of postage. A cover from London to Honolulu in 1856, bearing the "1 / 2 1/2", illustrates this 29¢ rate. The 2¢ ship fee was not included. (See cover, page 25)

Mail to and from France, before April 1st, 1857, by British Open Mail also required the 5¢ Pacific Coast rate. Those letters required the 10¢ by British Packet and 26¢ by American Packet (explained in the previous paragraph) and are quite hard to find. The postage could be paid by cash or stamps. The new postal treaty with France, April 1, 1857, did not require the 5¢ Pacific Coast surcharge. (Photo, p. 24)



1856 stampless folded business letter from London to Honolulu, postmarked red London Paid c.d.s., Oct 31, also with black "PAID" with manuscript "1/2-1/2" rate, docketed as received Jan 7, 1857.



Folded letter from the Three Months Period, showing the 21¢ American Packet rate plus 5¢ West Coast surcharge. It was sent from San Francisco to Bordeaux, with a red "San Francisco Cal. 26 Paid 20 Mar." circular datestamp, red "New-York Am. Pkt. Apr. 18" c.d.s., red Le Havre arrival datestamp (May 5), "16" decimes due for double-weight (struck after the treaty period commenced), and transit and receiving backstamps.

Mail to and from Canada, from April 6, 1851 to February 17, 1864, also required the 5¢ Pacific Coast surcharge, 9d or 15¢ per half ounce being the Pacific Coast rate, 6d or 10¢ the rate elsewhere. The 1855 Postal Law provided the rate to be 15¢ per half oz. if the distance were over 3,000 miles, 10¢ if under 3,000 miles, prepayment optional.



Folded letter from Berthier, Canada to Pembina, Minnesota Territory with "Berthier L.C. Feb. 22, 1852" blue c.d.s., and matching "6d" in circle handstamp for combined Canadian-U.S., also with Montreal Feb. 23 backstamp, red "CANADA" arc handstamp, red "Saint Paul Min. Ter. 29 Mar." c.d.s., forwarded to Pembina with manuscript "fwd" and "5" handstamp, with "15" below that for total due.

10¢ Green Nesbitt entire (Sc. U16) to Cornwallis, Nova Scotia, with "San Francisco Cal. May 22, 1859" c.d.s. and faint



"U. States 6d" framed arc cross-border handstamp (arrow points to the "U" in the arc) indicating unpaid rate, also with blue crayon "9" for 9p rate due from addressee, New Brunswick (Jul. 21) and Nova Scotia transit backstamps. This is the only recorded example of the "Overland" imprint on an entire to a foreign destination.

Cover to Florence, Canada West, "Via Panama" with "Forbestown Cal. Mar. 5 (1860)" red c.d.s. and manuscript "Due 15",



blue "U. States 15" arc in frame with integral 15 cents rate, Newbury and Florence backstamps (Mar. 31 and Apr. 2).

This law prevailed until August 1864, when a U.S. Postal order established 10¢ per half oz. as the uniform rate of letters postage to foreign countries with which no postal treaties or arrangements have been concluded. The rate table at this time exempts Canada and New Brunswick from the additional 5¢ regulation over 3,000 miles, but leaves it in effect for Nova Scotia. The rate became 10¢ from all states to Nova Scotia January 1, 1868 after they joined the Canadian Federation.

To Be Continued

Enjoy U.S. stamps
& postal history
in Mekeel's
& Stamps
Magazine
ONLINE

Just \$25.50 for
1 year (24 issues)

603-424-7556 or

subs@stampnewsnow.com or

Use order form page 40



Some Notes on Foreign Mail Rates, Part 7

by **Hugh J. & J. David Baker**

(From *STAMPS Magazine*, October 1964, with images added)

Mails to France Before the Treaty by **George E. Hargest**

The Anglo-French treaty of 1843 provided that France pay Britain 40 pence per ounce for sea conveyance and British transit of unpaid letters which originated in "Colonies or countries beyond the sea, wherever the same may be situated" and delivered by the British Post Office to the French Post Office. On her side, Britain was to pay France 40 decimes per 30 grammes of such mail delivered by the French Post Office to the British Post Office. Mail from the United States, of course, fell under this treaty provision.

Jul. 6, 1843
folded letter to
Paris, France,
with red "BOS-
TON" straight-
line hand-
stamp, red
London receiv-
ing backstamp,
red "COLO-
NIES/&c ART.



12" Anglo-French accountancy handstamp, red French arrival datestamp and "20" decimes due. The "BOSTON" British P.O. marking was applied by the British consul and packet agent to letters carried on Cunard sailings from Boston.

When the U.S.-British treaty was being framed in 1848, the existence of this provision made it necessary that the 16¢ packet rate and the 3¢ British transit rate not apply to France. Therefore, France was excluded from the "open mail" provisions of the U.S.-British treaty. The arrangement that finally developed was that 5¢ inland postage be prepaid in the United States on every letter sent via England to France.

1848 folded
tissue-paper
letter from
Philadelphia
with a blue
"Philadelphia
Pa. Aug. 1"
circular dat-
estamp, to Co-
gnac, France,
with a blue



framed "Paid" and matching "29" handstamp for the 24¢ Retaliatory Rate plus 5¢ postage for under-300 miles to New York, also with a red crayon "24". It was carried on the steamer *Hibernia*, arriving Liverpool August 15, with a red London transit backstamp and a "COLONIES/&c ART. 13" Anglo-French accountancy handstamp, a clear red Boulogne arrival datestamp (Aug. 17), and "19" decimes due including 10 decimes British sea postage.

If transatlantic conveyance was by British packet, no further prepayment was necessary. The 5¢ paid the letter aboard a British packet in Boston or New York and once on board the letter immediately fell under the 40 pence per ounce rate of the Anglo-French treaty.

If France was to pay Britain, France, of course, had to collect from the recipient of the letter, and that would necessarily be done in French money on the French system of weight. The amount to be collected was set up this way: A single rate was arrived at by dividing the 40 decimes per 30 grammes by four. This resulted in a 10 decimes per 7-1/2 grammes single rate that paid the letter to the French frontier. To this French inland postage was added.

Apr. 19, 1848
folded letter
from Phila-
delphia to
France, with
red "29" for
prepaid 24¢
American
Packet plus
5¢ postage
to New York,
carried on the



Ocean Line's Washington, arrived Southampton May 10 and taken directly from steamship to Le Havre, manuscript "12" decimes due for 7.5-10 grams weight. Unlike the previous cover, it was carried privately to Le Havre, bypassing the 10-decimes British discriminatory sea postage charge.

French inland postage during this period was a complicated matter. Suffice it to say that in the period 1849-December 1, 1851, the most frequently seen rates show 5, 10, 15 etc. decimes added to the above 10, 20, 30 etc. decimes making total collections of 15 decimes, 30 decimes and 45 decimes, according to the weight of the letter.

France 1849 1fr Carmine (Sc. 9) strip of five and two pairs, with red "Paris 8 Aout '49" datestamp on 1849 cover to Philadelphia, red London transit datestamp of Aug. 9, small boxed "PD" handstamp, carried on *Cunarder Canada* from Liverpool on Aug. 11,

arriving New York Aug. 25, blue pen "20" cents due for quadruple 5¢ U.S. inland postage—sent one week after French postal regulations allowed covers



to the U.S. to be prepaid with postage stamps.

If transatlantic service was by American packet, the packet postage of 16¢ as well as the 5¢ inland postage was required to be prepaid in the United States. In the period, 1849-December 1, 1851, there does not appear to have been a difference made in the amount collected on British packet or American packet mail. The few covers seen which show a prepayment of 21¢ or 42¢ also show collections of 15, 30 or 45 decimes. The question is still a moot one, however, since a prepayment of 21¢ does not mean that the letter actually crossed the Atlantic in an American packet.

Feb. 12, 1850 folded tissue-paper cover from Bordeaux, France to San Francisco, with manuscript "21" decimes prepayment



on back, red Bordeaux double-circle datestamp and London Feb. 15 transit datestamp, carried from Southampton on Royal Mail Steam Packet steamer Great Western, arriving Jamaica Mar. 18, then by RMSP steamer Tay to Chagres, arriving Mar. 25, then by Pacific Mail Steamship Co. Panama, arriving San Francisco Apr. 20, also with red "30" cents due handstamp in San Francisco. French Circular #27 set a 21 decimes per 7.5 grams rate to Chagres by Royal Mail Steam Packets via Jamaica, effective Sep. 15, 1848, the U.S. rate from Chagres to San Francisco was 30¢ per -1/2 ounce.

Folded letter dated New York Apr. 26, 1850 to Cognac, France, pre-paid 21¢ and carried on the first sailing of the



Collins Line steamer Atlantic on Apr. 27, arrived Liverpool May 10, with red London transit backstamp, red "U.S. Pkt." handstamp, Calais arrival datestamp, treated as an unpaid double-weight letter with "16" decimes due in France.

Effective December 1, 1851, a French decree established uniform rates on mail from or to the United States for all of France. For letters conveyed by British packet and not exceeding 7-1/2 grammes, 13 decimes were collected; not over 15 grammes, 26 decimes, etc. On American packet mail the collection was 8 decimes the single rate, 16 decimes for a double rate, etc.

The United States prepayments were for a single rate not exceeding one half ounce, while the single rate collection in France was for 7-1/2 grammes. The treaty held an ounce to be equal to 30 grammes when it actually weighs only 28.35 grammes. The difference in the weight of a single rate and the discrepancy in equating ounces and grammes

makes it possible to find interesting differences in prepayment and collection.

These last rates were in effect until January 1, 1857. The rates between January 1 and April 1, 1857, present interesting problems and these will be discussed at a later time.

Our next cover bears a pair of 12¢ 1851s paying the 24¢ rate to England. However, this letter was addressed to Mister Christian Fluerele, c/o Rauch Brothers Heilbronn, Kingdom of Wurtemberg, Germany, Europe. The stamps are tied by two small black Boston "PAID" and a double circle French receiving mark, "B.A. CALAIS." The Liverpool receiving mark is dated "DEC 18", Calais Dec. 19, and Heilbronn Dec. 21, 1851. The letter crossed the channel and traveled across France by rail to Germany. The manuscript mark 51/6 in black and "57" in red are interpreted as follows:

France paid to Britain	10 decimes	20¢
French transit	3 decimes	6¢
France charged Wurtemberg	13 decimes	40 Kr. 26¢
French Wurtemberg transit	11 Kr.	6¢

12¢ Black (Sc. 17) pair cancelled by small Boston "Paid" grids, tied by Calais transit c.d.s. on Dec. 1851 cover to Wurttemberg, Germany, paid only to England, with red "19" credit handstamp, appropriate transit backstamps and manuscript rates.



Wurtemberg Inland	6 Kr.	4¢
	57 Kr.	36¢

From STAMPS Magazine, February 27, 1965

We have wondered how many covers exist with the 5¢ inland rate paid by either five 1¢ stamps or a pair of 1¢ and a 3¢ stamp, prior to March 24, 1856, the earliest recorded date of use of the 5¢ 1856 stamp.

Covers with five 1¢ 1851 stamps are unusual enough to be pictured in auction catalogs and therefore can be listed.

1851 1¢ Blue Type IV (Sc. 9) vertical strip of five from Plate 1 Late, tied by grid cancels, red "New Orleans La. Apr. 30" circular datestamp on 1855 folded letter to Bordeaux,



France, also with "Boston Br. Pkt. 9 May" exchange office backstamp, London and Paris backstamps, manuscript also ties strip, "26" decimes due marking. The 26 decimes due was collected from the recipient.

To Be Continued

Some Notes on Foreign Mail Rates, Part 8

by **Hugh J. & J. David Baker**

(From *STAMPS Magazine*, October 1964, with images added)

Mails to France Before the Treaty, Cont.

by **George E. Hargest**

From *STAMPS Magazine*, February 27, 1965

We have wondered how many covers exist with the 5¢ inland rate paid by either five 1¢ stamps or a pair of 1¢ and a 3¢ stamp, prior to March 24, 1856, the earliest recorded date of use of the 5¢ 1856 stamp.

Covers with five 1¢ 1851 stamps are unusual enough to be pictured in auction catalogs and therefore can be listed.

1851 1¢ Blue Type IV (Sc. 9) vertical strip of five from Plate 1 Late, tied by grid cancels, red "New Orleans La. Apr. 30" circular datestamp on 1855 folded letter to Bordeaux, France, also with "Boston Br. Pkt. 9



May" exchange office backstamp, London and Paris backstamps, manuscript also ties strip, "26" decimes due marking. The 26 decimes due was collected from the recipient.

Covers bearing the 3¢ plus a pair of 1¢ do not have enough value to be listed and therefore are more difficult to tabulate.

3¢ Dull Red Type IIA (Sc. 11A) used with two 1¢ Blue Type IV (Sc. 9), and tied by blue "Philadelphia Pa. Apr. 11" circular datestamps on blue 1853 folded letter to



St. Petersburg, Russia, also with "Boston Br. Transit Apr. 13", London and transit backstamps, and manuscript due marking.

A variation on the 3¢ subject, a 3¢ Red on Buff Nesbitt entire (Sc. U10) used with a pair of Sc. 9, tied by "Jefferson City Mo. Jun. 22" (1858) circular datestamps, sent to the Netherlands, "pr British Steamer via Liverpool & Ostend", with red "New-York Br. Pkt. Jun. 28" transit datestamp, red London (Jul. 12) and Gravenhage (Jul. 14) backstamps, manuscript "2/" and "160" due markings.



Since the 5¢ rate was required on covers carried by British Packet under the British Treaty, we might suppose that the greatest number of covers went to England and those addressed beyond, to France, Germany, or Italian States are quite unusual.

Some Notes on Foreign Mail Rates to France

January 1 to April 1, 1857

by **George E. Hargest**

From *STAMPS Magazine*, April 27, 1963

The Anglo-French treaty of September 24, 1856, effective January 1, 1857, provided in Article XXXI, as follows:

"The British Post Office and the French Post Office shall determine, by mutual consent, the conditions upon which shall be exchanged in open mails...letters...originating in or addressed to the colonies or foreign countries which make use of the two countries as a means of communicating with each other."

Open mail rates were first established and included in the detailed regulations. France was to collect 50 centimes (5 decimes) on every letter of 7-1/2 grammes, or fraction of 7-1/2 grammes, dispatched to France by Britain at the transit rate of 40 centimes per 30 grammes bulk weight of such mail. On letters charged with both sea and transit postages and dispatched by Britain at the rate of 1 franc, 60 centimes, France was, similarly, to collect 80 centimes (8 decimes). These same amounts were to be collected (prepaid) in France for like letters forwarded by France to Britain.

These rates, when applied to mail from the United States, created the following total rates:

Via British Packet (charged with sea and transit postages): Required to be prepaid in the United States, letter not exceeding 1/2 oz., 5¢; collected in France, per 7-1/2 grammes—8 decimes, or 15¢; total rate 20¢.

Folded letter to Bordeaux, France with "San Francisco Cal. Jun. 24, 1861"

c.d.s., crayon "45" for triple the 15¢ treaty rate, New York "9" debit date-stamp, red Calais arrival datestamp (Jul. 28), "24" decimes (8 x 3 triple rate) due, transit and receiving backstamps.



Via American Packet (charged with transit postage only): Required to be prepaid in the United States, letter not exceeding 1/2 oz., 21¢; collected in France, per 7 1/2 grammes—5 decimes, or 10¢; total rate 31¢.

(See page 39)

Cover from San Francisco to Bordeaux, France with red "San Francisco Cal. 26 Paid 20 Mar." c.d.s. showing the Three Months Period 21¢ American



Packet rate plus 5¢ West Coast surcharge, with red "New-York Am. Pkt. Apr. 18" c.d.s., also with red Le Havre arrival datestamp (May 5), "16" decimes due for double-weight, transit and receiving backstamps.

Because of greatly decreased American packet service, and probably also because of the difference in the total rate, only one example of the 5 decimes collection, via American packet, has come to light. Since this rate was in use for only three months, covers showing the British packet collection of 8 decimes are definitely scarce.

The detailed regulations also provided that every unpaid letter (international letters between France and England or Malta excepted) charged with transit or sea postage should bear on the address side in black ink, a stamp of prescribed shape which showed the rate at which the dispatching office

had delivered the letter to the other office. Britain, therefore, applied one of the two illustrated marks to letters from the United States which it delivered to the French post office.



The illustrations shown are two of twenty-four such marks illustrated in the detailed regulations; others were added later. The reason for having a mark of a different shape for each rate was evidently to allow postal clerks to rate letters according to the shape of the mark without necessity of reading the figures. These are often termed, "tray" or "partitioned" marks, and there are collectors who specialize in collecting them.

10¢ Green Type III (Sc. 15) used with 1¢ blue Type IV (Sc. 9), all tied by "New Orleans La. Jan. 23, 1857" c.d.s. on folded letter to Bordeaux, France, with red "New York Am. Pkt. Jan. 31" c.d.s., "GB 40c" Anglo-French accountancy handstamp, French entry and receiving datestamps and "5" decimes due (10 centimes to Great Britain), carried on the Collins Line American Packet steamer Atlantic, during the "Three Months" period.



It should be mentioned that we had no postal treaty with France in the period from January 1, 1870, to August 1, 1874. During that period a prepayment of 4 cents paid a letter to the British frontier, whence Britain forwarded the letter to France under the same conditions that American packet mail was forwarded in this three-month period. Such letters show a collection of 5 decimes, a GB/40¢ marking in black and the marking of the traveling post office, Calais to Paris, exactly as they appeared from January 1 to April 1, 1857.

Mails Direct to France Before the Treaty by George E. Hargest

From STAMPS Magazine, May 4, 1963

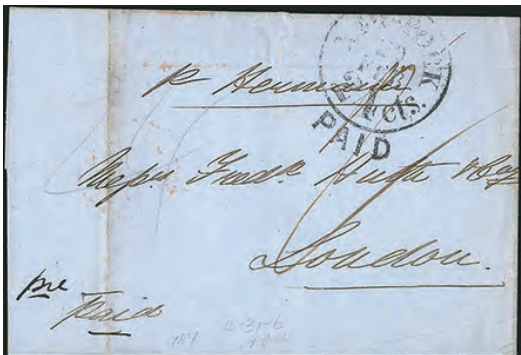
In 1845 Postmaster General Cave Johnson invited tenders for a mail service between New York and several selected European ports. Edward Mills was finally awarded a five-year contract for a fortnightly service between New York and Bremen, and the privilege of establishing a like service between New York and Havre. Each of these services would require two steamships, and for each ship an annual subsidy of \$100,000 was awarded. Mills organized the Ocean Steam Navigation Company, which built the *Washington* and *Hermann* and put them on the lucrative immigrant run between New York and Bremen, touching at Southampton each way.

Folded letter from New York to London with Scott 1 tied by "Paid" in arc handstamps, also with light strike of red "New-York Jun. 1" (1847) c.d.s. (not visible here), pencil "48" cents prepayment for double rate, endorsed for and carried on the *Washington*—the first Ocean Line sailing for the new American Packet service—departed New York June 1 and arrived Southampton June 15.



(1847) c.d.s. (not visible here), pencil "48" cents prepayment for double rate, endorsed for and carried on the *Washington*—the first Ocean Line sailing for the new American Packet service—departed New York June 1 and arrived Southampton June 15.

Folded cover to London, England with "New-York 24 cts. 20 Feb." and Attached "Paid", endorsed "prepaid" and "p Hermann" carried on the Ocean Line *Hermann's* Feb. 20, 1849 sailing from New York, also with red "7 MR 1849" receiving backstamp.



To Be Continued

Some Notes on Foreign Mail Rates, Part 9

by Hugh J. & J. David Baker

(From *STAMPS Magazine*, October 1964, with images added)

Mails Direct to France Before the Treaty by George E. Hargest, Cont.

From *STAMPS Magazine*, May 4, 1963

In 1845 Postmaster General Cave Johnson invited tenders for a mail service between New York and several selected European ports. Edward Mills was finally awarded a five-year contract for a fort-nightly service between New York and Bremen, and the privilege of establishing a like service between New York and Havre. Each of these services would require two steamships, and for each ship an annual subsidy of \$100,000 was awarded. Mills organized the Ocean Steam Navigation Company, which built the *Washington* and *Hermann* and put them on the lucrative immigrant run between New York and Bremen, touching at Southampton each way.

By 1848 no ships had been built for the New York Havre run, and the \$200,000 annual subsidy had not been used. In 1849 the rights to this run were sold to Messrs. Fox and Livingston, who organized the New York and Havre Steam Navigation Company. Orders for two wooden-paddle steamers of 2,000 tons each were placed with Westervelt & McKay, and the first of these, the *Franklin*, left New York on October 5, 1850, with the first "direct" mail to France under this contract. The *Humboldt* made her maiden voyage on May 6th of the following year, both ships touching at Cowes on the Isle of Wight (in the Southampton Harbor Complex) each way.

Folded cover from San Francisco to Bordeaux, France, carried from New York on the New York & Havre Line steamer



Humboldt on June 28, arriving Le Havre Jul. 10—the first American Packet Direct service cover—with red "San Francisco Cal. May 15" (1851) circular datestamp with matching "Paid" straightline and "56" rate handstamp, red "Outre-Mer Le Havre 10 Jul. '51" arrival datestamp, "6" decimes due, transit and receiving backstamps.

Until July 1, 1851, the rate to the French frontier by this route was 24¢ for a letter not exceeding one-half ounce, to be prepaid when sent from, or collected when received in the United States. The Act of March 3, 1851, (effective, July 1) reduced this rate to 20¢. On letters addressed to the city of Havre, French inland postage of 3 decimes (30 centimes) for every 7-1/2 grammes (about 1/4 oz.), or fraction of 7-1/2 grammes, was collected on delivery. Those addressed to a

point in France beyond Le Havre were charged double this rate. These rates remained in effect until the French treaty came into operation on April 1, 1857.

As was true of mail by all routes, those who wished their letters to go by the first steamer, regardless of nationality, prepaid the maximum rates, and endorsed it "By First Steamer," "By Steamer" or to a particular ship. Thus, since maximum postage was prepaid, it could go by any ship.

1854 cover from New Orleans to France franked by pair 3¢ 1852 (Sc. 11) paying 5¢ U.S. rate (1¢ overpaid) with red NY



Br. Pkt, black French transit and 19 (decimes) due, manuscript "By first steamer via Liverpool" lower left, redirected from France.

Covers showing Havre Line service during this period are rare.

Some of the few seen show a 20¢ prepayment; others show the maximum prepayment of 21¢. The New York exchange office American Packet marking was not used until 1852 (earliest seen, September 4) and covers prior to that date do not show it. The characteristic French receiving mark is a double-circle "Outre-Mer/Le Havre" marking (photo, left), with date in center, and applied in reddish-orange ink. Also, of course, a French due marking of 3, or a multiple of 3 decimes. While all "Havre Packet" covers in this period are rare, those showing prepayment by stamps are rarest, only several being noted.

This folded letter is, thus the only 5-cent 1856 issue cover correctly prepaying the 20-cent rate to France via American Packet direct.



The strip of three and single are tied by "New Orleans La. Nov. 8" circular datestamps. It also displays a red "New York Am. Pkt. Nov. 15" c.d.s., red "Outre-Mer Le Havre 1 Dec. '56" arrival datestamp for incoming ship (non-contract) mail, "6" decimes due, and transit and receiving backstamps.

Rare also are covers showing the maximum 21¢ prepayment by stamps, which were sent by British packet. American packet covers, via England, bearing seven 3¢ stamps or three 3¢ stamps, plus a 12¢ stamp, are scarce to very scarce, while those bearing two 10¢ stamps and a 1¢ stamp are rare indeed.

Blue folded cover to Lyon with 3¢ Orange Brown Type II (Sc. 10A) horizontal strip of three used with 12¢ black (Sc. 17), all tied by red circular grid



cancels, also with matching "New-York Aug. 23" (1851) circular datestamp, sent via New York & Havre Line steamer Humboldt on August 23 with ship-name directive at bottom left, arriving Le Havre Sep. 4, with red "Outre-Mer Le Havre 4 Sept. '51" arrival datestamp, and manuscript "6" decimes due.

Part IX: Treaty Mails to France: Routes & Rates by George E. Hargest

From STAMPS Magazine, June 8, 1963

Our first postal treaty with France, which became effective April 1, 1857, was made possible by the Anglo-French treaty of September 24, 1856. The U.S.-French treaty established a rate of 15 cents per one-fourth ounce, or fraction of one fourth ounce in the United States and 80 centimes per 7-1/2 grammes, or fraction of 7-1/2 grammes for France. Letters could be sent prepaid or unpaid, but a partial payment of the whole postage was not recognized.

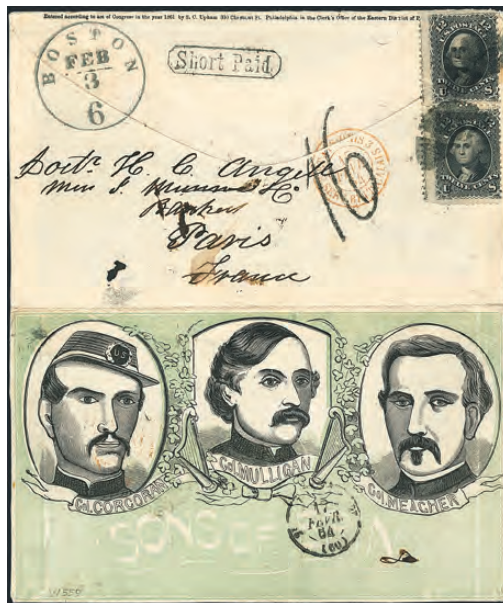
Cover to Paris, France with two strikes of blue two-line "South Letter Unpaid." handstamp, one of which ties the 12¢ black plate 3 and 3¢ dull



red Type III (Sc. 36B, 26), also with "New Orleans La. 10 Jun." (1861) c.d.s. and blue crayon "10" for prepaid Confederate postage, blue "Louisville Ky. Jun. 27" double-circle datestamp that ties the 3¢ stamp, "New York 9 Jun. 29" debit datestamp that also ties the 3¢ stamp, manuscript "15" (cents) applied in U.S. and "8" decimes due handstamp applied in France, red Calais Jul. 13 arrival datestamp that ties both stamps and Paris (Jul. 13) receiving backstamps. Because the U.S.-France treaty had a provision for unpaid mail, this cover was allowed to go through the U.S. mails with no postage due until arrival in France.

The treaty provided for three routes by which mail could be sent between the two countries and set the total debit or credit to be made by one country to the other for mail conveyed over each route. Although the treaty did not say how much of the debit or credit was for inland, sea or transit postages, analysis shows the division to be as follows:

Double-rate cover to Paris, France, with "Sons of Erin" green and black Patriotic design on the front, red Calais arrival datestamp (Feb. 17) and "16" decimes due, the stamps tied by quartered cork cancels. The cover also shows a "Boston 6 Feb. 3" debit datestamp and "Short Paid"



in octagonal frame handstamp on the back. As a short paid treaty rate cover it was treated as completely unpaid.

British packets, via London through Dover to Calais

Postage	Rate	Prepaid (Credit)	Unpaid (Debit)
U. S. Inland	3¢		3¢
Sea	6	6¢	
Br. Transit	3	3	
French Inland	3	3	
Total	15¢	12¢ (Red)	3¢ (Black)

American packets, via London through Dover to Calais

Postage	Rate	Prepaid (Credit)	Unpaid (Debit)
U. S. Inland	3¢		3¢

Folded cover with block of ten of the 3¢ Dull Red Type III (Sc. 26) paying double the 15¢ rate to France via England, cancelled but not tied



by "Galveston Tex. Apr. 1, 1860" double-circle datestamps and tied by a red "New York Paid 24" credit datestamp, carried by Cunarder Arabia from New York on April 11, arriving Liverpool April 22, with French arrival datestamp (April 26), transit and receiving backstamps.

Sea	6		6
Br. Transit	3	3¢	
French Inland	3	3	
Total	15¢	6¢ (Red)	9¢ (Black)

To Be Continued

Some Notes on Foreign Mail Rates, Part 10

by Hugh J. & J. David Baker

(From STAMPS Magazine, October 1964, with images added)

Part IX: Treaty Mails to France: Routes & Rates, Cont.
by George E. Hargest

From STAMPS Magazine, June 8, 1963

Since Britain was not a party to the U.S.-French treaty, mail was forwarded through Britain under the closed mail provisions of the Anglo-French treaty of 1856. In fact, that treaty anticipated the French treaty and provided in the detailed regulations for closed mail letter bills on mail from the United States at a time when such closed mail did not exist. Therefore, the United States paid France only and France paid Britain. It also should be noted that unpaid letters by French mail do not show a "tray" marking, which they would have had to show if they had passed through Britain as ordinary or open mail.

American Packets direct to Havre, or Bremen packets via Southampton, and to Havre by Channel packets:

Postage	Rate	Prepaid (Credit)	Unpaid (Debit)
U. S. Inland	3¢		3¢
Sea	9		9
French Inland	<u>3</u>	<u>3</u>	—
Total	15¢	3¢	12¢

5¢ (Sc. 12) tied by "New Orleans La. Mar. 6" c.d.s. on 1857 folded letter to Paris, France, also with "Boston Br. Pkt. 25 Mar." c.d.s. on back, red London transit



backstamp, "GB/1F60C" boxed Anglo-French accountancy handstamp, Calais arrival datestamp (Apr. 7), and "16" decimes due handstamp for double rate. It was carried on the British Cunarder America. Per the 1856 GB-France treaty, Great Britain bulk-debited France 16 decimes per 30 grams, French inland postage was 4 decimes for 7.5 grams, so the total due for a single-weight letter was 8 decimes. The 12¢ stamp paid the U.S. Inland 3¢ and Sea 9¢.

The Ocean Steam Navigation Company's Washington and Hermann discontinued sailings in July, 1857 and their spot was filled by the Vanderbilt Line until July, 1861. These vessels dropped mail at Southampton for Havre as did the steamers of the North German Lloyd Line. The Havre Line's Arago and Fulton maintained sailings until 1861, when they were chartered as Union troop transports and did not reenter the service until December, 1865. During the Civil War, direct service was maintained by The North German Lloyd (Bremen) Line and the Hamburg American (Hamburg) Line which was

awarded a U.S. mail contract in 1861.

Jan. 5, 1861 cover from Marseilles, France with three 1860 80 centimes Rose on Pinkish (Sc. 20) tied by diamond of grids



cancels, addressed to "Honorably Mr. Lincoln, Elected U.S. President". It bears a crayon "27" credit to the U.S., was carried on the New York & Havre Line steamer Arago, and bears a red "New York Paid 15 Jan. 23" circular datestamp, "Am. Service" octagonal handstamp, Washington D.C. Jan. 24 arrival datestamp, "Forwarded" straightline and a "For 3" forwarding due notation to Springfield, Ill.

Some may wonder why Liverpool is not mentioned in the routings through Britain. Liverpool was an exchange office under the U.S.-British treaties, but was not an exchange office under the Anglo-French treaties. Mail for France, therefore, passed through Liverpool directly to London where the closed bags were weighed in bulk, the letter bills made out whence the closed bags with their letter bills were forwarded through Dover to Calais.

STAMPS, June 15, 1963

French Mail—Exchange Offices & Mail beyond France
By George E. Hargest

The U.S.-French treaty, effective April 1, 1857, established exchange offices in the United States at New York, Boston, Philadelphia, and San Francisco, and at Havre and the traveling post office, Calais to Paris, in France. Additional articles to the treaty, effective April 1, 1861, discontinued San Francisco as an office and added offices at Portland, Me., Detroit and Chicago in the United States, and at Paris in France. Mail addressed to countries beyond France left one of the United States exchange offices in closed bags, which

An Angell Correspondence Patriotic cover to Paris with two 12¢ black (Sc. 69) and pair of 3¢ rose (Sc. 65), tied by circle of wedges cancels, also with red "Boston Paid 24 Jan. 26" credit datestamp, red Calais arrival datestamp (Feb. 7), large boxed red "P.D." handstamp and receiving backstamp.



were not opened until they reached the particular French exchange office to which the letter bill covering the bag or bags was addressed. The French exchange office then routed the mail to the country of destination.

15¢ Pictorial Type I (Sc. 118) tied by segmented cork cancel, with "New Orleans La. May 17" (1869) c.d.s. on embossed corner card cover to Perpignan, France, determined in New York to be over the quarter-ounce limit, so marked with "New York 18 May 22" debit datestamp and "Insufficiently Paid" straightline handstamp, blue Calais transit. On arrival at the Paris exchange office it was marked "PD" (Paid to Destination), the "18" and "Insufficiently Paid" were crossed out and ms. "Art 7" was written at upper left."



In general, the rates in the United States per one-fourth ounce were 21¢ to countries bordering France, 27¢ to countries once removed, and 30 cents to countries more remote. France received additional credit above the credit normally given for the 15¢ rate to France. Proper credits can immediately be ascertained by subtracting the United States share from the total rate.

Cover to Paris with 90¢ blue (Sc. 72), cancelled by "New Orleans La. Dec. 22" (1866) c.d.s., also with red "New York Paid Dec. 29" c.d.s., red crayon "60 cents credit, boxed "PD" handstamp, red French embarkation datestamp (Dec. 29). It departed New York Dec. 29 and arrived Brest Jan. 8, 1867. Franked in New Orleans for six times the 15¢ treaty rate to France. New York found it met the 5-times weight rate, so France was credited 60¢ for the 5-times rate (12¢ credit to France per weight for transit by French Packet Direct). The additional postage was kept by the United States."

"N. York U.S. Pkt. Paid 1 Sep. 6" red c.d.s. on 1856 cover to Bremen, Germany, with blue "10" crayon rate, rare 1¢ credit marking, the letter went by American packet so U.S. retained 3¢ internal postage plus 6¢, leaving the 1¢ credit.



"N. York U.S. Pkt. Paid 1 Sep. 6" red c.d.s. on 1856 cover to Bremen, Germany, with blue "10" crayon rate, rare 1¢ credit marking, the letter went by American packet so U.S. retained 3¢ internal postage plus 6¢, leaving the 1¢ credit.

for Mr. Norman. August 1856. Louis Léon Jacobi. No. 20 Lübeckstr. Bremen.



for Mr. Norman. August 1856. Louis Léon Jacobi. No. 20 Lübeckstr. Bremen.

Thus, if the letter was conveyed by British packet (also French packets after 1865), 3¢ is subtracted from 21¢, 27¢ or 30¢, yielding credits of 18¢, 24¢ or 27¢, respectively. If by American packet through England, 9¢ is subtracted; if by direct route 12¢. Mail to countries beyond France and showing direct service to Havre by U.S. packet is exceedingly scarce.

The United States Mail urged the public to indicate the desired route on the face of their letters and warned them as follows: "It is important that letters addressed to Germany and other European countries, via France, where the single rate per quarter once is 21 cents, should be plainly marked to be sent via France; otherwise they may be missent in the open mail to Liverpool by United States packet, the 21 cents rate per half ounce being also chargeable on letters thus forwarded."

Some letters were missent (collectors today wish there had been more). Let us assume that a letter prepaid with 21¢ addressed to Switzerland arrived at the Liverpool office in the open mail. The normal route to Switzerland was through France. Since the U.S.-French mail passed through Liverpool in closed bags, the letter could not be included in the next French Mail passing through that office. The letter, therefore, would be forwarded to London, which was an exchange office for Anglo-French mail. London would have no alternative to forwarding it to France as an unpaid letter charged with transit postage under provision of the Anglo-French treaty. The letter would, therefore, be marked with a "tray" marking in black reading, GB/40¢. The French post office forwarded the letter to Switzerland as an unpaid letter originating in England and according to rates established by a Franco-Swiss treaty which also provided for the use of "tray" markings. Such mail was dispatched to Switzerland by France at the rate of 27 decimes per 30 grammes and an oval "tray" marking reading, F/27 was applied in black. Similarly, covers are known that bear a 5 cents prepayment and were forwarded by London, through France, charged with sea and transit postage. These, of course, bear a GB/1f60¢ "tray" marking. Those seen were addressed to southern Germany or to Sardinia. Covers showing this route after April 1, 1857, are indeed rare.



Enjoy U.S. stamps & postal history in Mekeel's & Stamps Magazine ONLINE

Just \$25.50 for 1 year (24 issues)

603-424-7556 or

subs@stampnewsnow.com or

Use order form page 40

