

Guide to the Analysis of Letters  
Carried between France and the  
United States  
1840 to 1874



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# Preface

This guide was originally created to help me acquire and analyze covers for my collection. The Appendix shows the table that I actually used, and this guide fleshes out that table by describing the elements that characterize each rate period. In addition, selected letters are illustrated and described to aid in understanding the frankings and markings characteristic of each period. All of the covers illustrated here were once in my collection.

I began collecting transatlantic covers in the late 1960's, when my philatelist father, Carl, gave me a group of classic covers with French stamps on them. I noticed that most of them were transatlantic uses to the United States, so I began my research into what turned out to be a complicated subject. Essential to that research was Professor George Hargest's 1971 *History of Letter Post Communication Between the United States and Europe, 1845-1875*, which opened my eyes to the nature of postal treaties and the varied postal relations that existed between France and the USA in the 19<sup>th</sup> Century. I initially collected only westbound mail from France to the USA, and focused on rare frankings, routes and rates. This was my first serious postal history collection and also my first attempt at exhibiting; it scored second place at a France & Colonies Philatelic Society event in 1975. I later expanded the collection to include mail in the opposite direction. The effort then became a quest to find letters from each rate/route combination in both directions. That quest was achieved in 2006, when I acquired an elusive westbound letter carried by an American packet via England in the "Three Months Period" of 1857. After a final showing at Italia 2009, where it won an international large gold and special prize, the collection was sold in a series of Robert A. Siegel sales in 2016.

In developing this guide, I relied considerably on good friends and eminent postal historians Richard Winter and Jeff Bohn, who generously shared their extensive knowledge in this area, both through private communications over many years and in many published articles, the most important of which are included in the Bibliography. I would also like to thank the following individuals who have assisted with the interpretation of various transatlantic covers over the years and generously provided valuable insights: Richard Frajola, Scott Trepel, Dwayne Littauer, Bernard Biales and Michael Perlman. Nonetheless, all errors and omissions are my sole responsibility.

All of the sailing data in this article was drawn from *North Atlantic Mail Sailings 1840-1875* by Walter Hubbard and Richard Winter, published by the USPCS in 1988. This is the single most important listing in the Bibliography, although others have also been of considerable value.

Steven Walske, December 2025

# Section One

## Packet Mail between the USA and France via England: 1840-1857

### Introduction

This section of the guide is designed to assist in the analysis and interpretation of letters carried by steam packets between the United States of America (USA) and France from May 1840 to March 1857. A packet is a steamship that is engaged in regular travel between two countries and possesses a postal contract. The period covered here began with the May 16, 1840 commencement of the first transatlantic steam packet service by Great Britain's Cunard Line, and ended with implementation of the first Franco-USA postal treaty on April 1, 1857.

Formal postal relations between countries are governed by postal treaties which set out the routes and compensation for correspondence between those countries. If two countries do not have a postal treaty, such as the USA and France in this period, then they are obliged to use one of two methods for the exchange of correspondence:

- One or both of the two countries has a postal treaty with a third country that can serve as a transit for mail between the two countries. Rates and markings on this type of mail are dictated by the bilateral treaties with the third country.
- One or both of the two countries has a postal contract with a steamship line sailing directly between the two countries. In this case, each country collects its domestic postage and the country contracting with the steamship line retains or collects sea postage. Mail fully-prepaid to its destination is not possible in this scenario.

Packet mail between the two countries that was exchanged via Great Britain (GB) under a series of 1836, 1843 and 1856 Franco-British postal treaties is examined here and organized by Franco-British treaty. Direct packet mail between France and the USA during this period is examined in a separate section.

### **Mail Exchanged under the 1836 Franco-British Treaty from May 1840 to May 1843**

The British Admiralty authorized a subsidized transatlantic steam packet service between Great Britain and North America on September 24, 1838. The seven-year contract was awarded on May 4, 1839 to the British & North American Royal Mail Steam Packet Company, commonly called the Cunard Line, for a twice-monthly service starting on July 1, 1840 between Liverpool and Boston. Ahead of that deadline, the initial sailing by a Cunard steamer, the *Unicorn*, left Liverpool on May 16, 1840.

The March 30, 1836 Franco-British postal treaty (amended on March 30, 1839) included a British transatlantic sea postage charge of one shilling (12 pence), which was equivalent to 12 French décimes (a décime is equal to 10 centimes). The treaty used a 7.5-gram single letter weight progression.

On mail from France to the USA, British sea postage and French inland charges had to be prepaid in France, with the sea postage credited by France to GB. USA inland postage was collected from the recipient. On mail from the USA, inland postage to the port of departure had to be prepaid and GB debited France for the sea postage, which was collected in France, along with French inland postage.

French inland postal charges were also stipulated in the treaty, and were based on a French June 26, 1836 Law, which set rates according to distance in kilometers and weight in grams. Article V stipulated a single-weight rate of 10 décimes between Paris and GB. Table FR-1 shows these rates.

**Table FR-1 - French Inland Rates per June 26, 1836 Law**

<b>Distance</b>	<b>to 7.5 grams</b>	<b>7.5-10 grams</b>	<b>10-15 grams</b>	<b>15-20 grams</b>
# of rates	1	1.5	2	2.5
ms. symbol	(none)	check	w	15
Channel ports	3 décimes	4 décimes	6 décimes	8 décimes
To/from Paris	10 décimes	15 décimes	20 décimes	25 décimes
< 25 km	4 décimes	6 décimes	8 décimes	10 décimes
26-50 km	5 décimes	8 décimes	10 décimes	13 décimes
51-80 km	6 décimes	9 décimes	12 décimes	15 décimes
81-115 km	7 décimes	11 décimes	14 décimes	18 décimes
116-160 km	8 décimes	12 décimes	16 décimes	20 décimes
161-220 km	9 décimes	14 décimes	18 décimes	23 décimes
221-300 km	10 décimes	15 décimes	20 décimes	25 décimes
301-400 km	11 décimes	17 décimes	22 décimes	28 décimes
401-500 km	12 décimes	18 décimes	24 décimes	30 décimes
501-600 km	13 décimes	20 décimes	26 décimes	33 décimes
601-750 km	14 décimes	21 décimes	28 décimes	35 décimes
751-900 km	15 décimes	23 décimes	30 décimes	38 décimes
> 900 km	16 décimes	24 décimes	32 décimes	40 décimes
British Sea	12 décimes	12 décimes	24 décimes	24 décimes

USA inland postal rates were based on a combination of distance and number of letter sheets. They are shown in Table USA-1. A 2¢ ship fee was added to inland postage on letters from France, unless the letter was addressed to the ship’s port of entry, in which case a total of 6¢ was collected.

**Table USA-1 – United States Inland Rates per May 1, 1825 Act**

<b>Distance to Port</b>	<b>Single Sheet</b>
< 30 miles	6¢
31-80 miles	10¢
81-150 miles	12.5¢
151-400 miles	18.75¢
> 400 miles	25¢

Using Table FR-1 and Table USA-1, any France-USA transatlantic cover via England from this period can be analyzed using the single-weight rate summary below, although the complicated variable inland rates and scribbled rate markings often make it difficult.

**British Packet via England – July 1, 1840 to May 31, 1843**

<b>Postage</b>	<b>France to the USA</b>	<b>USA to France</b>
French inland	Table FR-1	Table FR-1
British sea	12 décimes	12 décimes
French total	Variable (prepaid)	Variable (due)
USA ship fee	2¢	n/a
USA inland	Table USA-1	Table USA-1
USA total	Variable (due)	Variable (prepaid)
Accounting	1/- credit to GB	1/- debit to France

Typical markings on eastbound mail include the oval “America L” Liverpool transit, a manuscript “1/-” debit to France and a red boxed “Packet Letter” postmark. Figure 1-1 shows an 1840 eastbound example. This letter was posted in Philadelphia on November 28, 1840 and endorsed “Via Boston & Lpool Steamer

1<sup>st</sup> dec” at upper left. Consisting of a single sheet, it was prepaid 18<sup>3</sup>/<sub>4</sub>¢ in cash for the 330 miles to Boston per the blue framed “PAID” marking and the manuscript scribble at upper right. As endorsed, it left Boston on December 1 aboard the Cunard steamer *Britannia*, which arrived in Liverpool, England on December 15. Liverpool added an oval “AMERICA L” marking on the reverse and sent the letter to London, where it received a red “I 16 DE 16 1840” postmark, also on the reverse. London debited France one shilling per the manuscript “1/-” marking at right and the red boxed “Packet Letter” marking. The letter entered France at Calais, as indicated by the red December 18 “Angl. Calais 2” postmark, and was rated double-weight per the manuscript “w” at upper left. Accordingly, it was assessed 32 décimes postage due per the manuscript “32” on the front, consisting of the 12 décimes due to GB for sea postage plus the double-weight rate of 20 décimes for the 236 kilometers to Paris, as seen in Table FR-1.



Figure 1-1. November 28, 1840. Philadelphia to Paris by British packet.

Figure 1-2 shows an 1842 single-weight eastbound cover, unfolded to show the reverse.



Figure 1-2. February 28, 1842. New York to Niort by British packet.

This letter was carried privately by a private express from New York to the Cunard steamer at Boston per the red oval “Harnden & Co’s Express New York” marking at upper right. Endorsed “Steamer Unicorn” at upper left, it left aboard that steamer on March 1, 1842. Cunard’s *Unicorn* had been pressed into service after the scheduled steamer *Caledonia* was delayed by storms. At Halifax, *Unicorn* transferred her mail to the eastbound Cunard steamer *Acadia*, which reached Liverpool on March 12. Liverpool applied the oval “AMERICA L” marking on the reverse and sent the letter to London, which debited France one shilling per the manuscript “1/-” marking at top right and the red boxed “Packet Letter” marking. It entered France at Calais, per the red March 14 “Angl. Calais 2” postmark, and was assessed 25 décimes postage due, consisting of the 12 décimes due to GB plus 13 décimes inland postage for the 515 kilometers from Calais to Niort, per Table FR-1.

Figure 1-3 shows eastbound example from late in the period.



**Figure 1-3. March 21, 1843. New Orleans to Paris by British packet.**

This letter was postmarked “New Orleans La.” on March 21, 1843 and endorsed “via Boston” at upper left. Consisting of two sheets, it was prepaid a double-rate 50¢ in cash for the greater than 400 miles to Boston, as indicated by the blue “PAID” and manuscript “50” at upper right. As endorsed, it left Boston on April 2 aboard the Cunard steamer *Columbia*, which arrived in Liverpool on April 15. London debited France one shilling per the manuscript “1/-” marking at top right and the unusual red boxed “Packet Letter” marking. Upon entering France per the red April 20 “Angl. Calais 2” postmark, it was rated between 7.5 and 10 grams as indicated by the manuscript check mark at upper left. Accordingly, it was assessed 27 décimes postage due per the manuscript “27” on the front, consisting of the 12 décimes due to GB for sea postage plus the 7.5-10 grams rate of 15 décimes for the 236 kilometers to Paris.

Typical markings on mail from France to the USA include a manuscript “1/-” credit to GB at upper right and a red “Boston Ms Ship” transit postmark.

Figure 1-4 shows an 1841 westbound example. This letter originated in Paris per the red December 31, 1841 “Bureau Central” postmark, and was endorsed “Steamer Britannia from Liverpool (Angleterre)” at lower left. As required, it was prepaid 12 décimes sea postage plus 10 décimes for the inland postage from Paris to Calais for a letter weighing no more than 7.5 grams. This was noted by a manuscript “22” on the reverse. The French also credited one shilling to GB per the red manuscript “1/-” at upper right, so GB added an orange “PAID 2 JA” postmark at London. As endorsed, the letter left Liverpool on January 4, 1842 aboard the Cunard steamer *Britannia* and reached Boston on January 21. Upon arrival, it was postmarked “Boston Ms. Ship” on January 23 and rated in blue manuscript for 20¾¢ postage due,

consisting of a 2¢ ship fee plus 18¾¢ for the 151-400 miles to New York. New York later up-rated the letter to a double-rate 39½¢ postage due (2¢ plus 37½¢).



Figure 1-4. December 31, 1841. Paris to New York by British packet.

Given the high domestic postal charges in France, many correspondents elected to use forwarders to get their letters to the Cunard steamers at Liverpool. In doing so, they sometimes avoided the British sea postage as well.

Figure 1-5 shows an 1842 westbound example that was forwarded outside of the French postal system to save postage.



Figure 1-5. January 29, 1842. Avize to New Orleans by British packet.

This letter originated in Avize, France on January 29, 1842 and was endorsed “par Caledonia du 4 février” at upper left and sent under cover to a forwarder who added the blue “Forwarded Emerson & Co. Havre & Paris” marking. Emerson arranged to get the letter to Liverpool to be placed aboard the Cunard steamer *Caledonia*. She left as scheduled on February 4, but ran into violent storms that forced her back to Liverpool on February 17 for repairs. Her mails were then taken by the replacement Cunard steamer *Acadia*, which left Liverpool on February 19 and encountered the Cunard steamer *Unicorn* at Halifax on March 7, as described in Figure 2. *Acadia* transferred her mails to the *Unicorn*, which took them to Boston on March 12, where this letter was postmarked “BOSTON MS. SHIP” upon arrival. It was also rated for a double-sheet 52¢ postage due, consisting of a 2¢ ship fee plus twice the 25¢ over 400 miles rate to New Orleans. It was received there on March 24.

## Mail Exchanged under the 1843 Franco-British Treaty - June 1843 to December 1856

The April 3, 1843 Franco-GB Treaty reduced French inland and British sea postage, effective June 1, and continued to use a 7.5 grams weight progression. New French inland rates were derived from a January 1828 French Law and British sea was reduced from one shilling to ten pence (equivalent to ten décimes). USA domestic and ship postal rates continued as before until July 1, 1845. The new French rates, still based on a combination of distance and weight, are shown in Table FR-2. Some key distances are: Paris-Calais 236 km; Paris-Le Havre 175 km and Paris-Boulogne 205 km. Higher weight classes on eastbound letters are often indicated by manuscript symbols at top left.

**Table FR-2 - French Inland Rates per January 1828 Law**

Distance to port	To 7.5 grams	7.5 to 10 grams	10 to 15 grams	15 to 25 grams
# of rates	1	1.5	2	2.5
ms. symbol	(none)	check	w	15
< 40 km	2 décimes	3 décimes	4 décimes	5 décimes
41-80 km	3 décimes	5 décimes	6 décimes	8 décimes
81-150 km	4 décimes	6 décimes	8 décimes	10 décimes
151-220 km	5 décimes	8 décimes	10 décimes	13 décimes
221-300 km	6 décimes	9 décimes	12 décimes	15 décimes
301-400 km	7 décimes	11 décimes	14 décimes	18 décimes
401-500 km	8 décimes	12 décimes	16 décimes	20 décimes
501-600 km	9 décimes	14 décimes	18 décimes	23 décimes
601-750 km	10 décimes	15 décimes	20 décimes	25 décimes
751-900 km	11 décimes	17 décimes	22 décimes	28 décimes
> 900 km	12 décimes	18 décimes	24 décimes	30 décimes
British Sea	10 décimes	10 décimes	10 décimes	20 décimes

Using Tables FR-2 and USA-1, France-USA transatlantic covers via England from June 1, 1843 to June 30, 1845 can be analyzed, as summarized below. The Cunard Line was still the only active steamship service on the north Atlantic route during this period.

### British Packet via England – June 1, 1843 to June 30, 1845

Postage	France to the USA	USA to France
French inland	Table FR-2	Table FR-2
British sea	10 décimes	10 décimes
French Subtotal	Variable (prepaid)	Variable (due)
USA ship fee	2¢	n/a
USA inland	Table USA-1	Table USA-1
USA Subtotal	Variable (due)	Variable (prepaid)

The 1843 Treaty also introduced a new postal marking for the accounting of sea postage. London replaced the boxed “Packet Letter” marking of the previous period with a red boxed “COLONIES &c. ART 12” marking for the bulk debit of 40 décimes per 30 grams (10 décimes per single 7.5-gram letter) to France. Article 12 refers to the section of the treaty dealing with USA mails.

Figure 1-6 shows a single-sheet eastbound letter from early in this period. This letter was datelined June 24, 1843 at Charleston, South Carolina and endorsed “p Columbia Steamer” at the top. It was carried under cover to Boston where it connected with the Cunard steamer *Columbia* departing on July 1. *Columbia* ran aground off Nova Scotia on July 2, so her mails were off-loaded to the reserve Cunard steamer *Margaret*, which reached Liverpool on July 23. London postmarked the letter the next day and debited

France 10 pence (1d equals 1 décime) per the red boxed “COLONIES &c. ART 12” marking. Upon entering France per the red July 26 “Angl. Boulogne 2” postmark, it was rated for 19 décimes postage due by the manuscript “19” on the front. This consisted of 10 décimes due to GB plus 9 décimes single-weight inland postage for the 512 kilometers from Boulogne to Guebwiller, per Table FR-2.

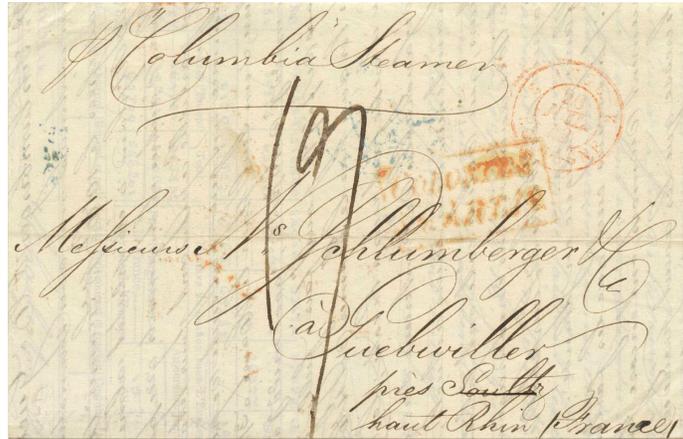


Figure 1-6. June 24, 1843. Charleston to Guebwiller by British packet.

Figure 1-7 shows an 1843 double-weight eastbound cover from this period. This folded letter was datelined July 6, 1843 in New York City and carried in a British consular bag to Boston, where it received the rare red straight-line British “BOSTON” marking. It left Boston on July 16 aboard the Cunard steamer *Hibernia*, which arrived in Liverpool on July 28. London postmarked the letter that day and debited France ten pence per the red boxed “COLONIES &c. ART 12” marking at top right. Upon entering France per the red July 30 “Angl. Boulogne 2” postmark, it was rated double-weight by a manuscript “w” at top left, so 20 décimes postage due was assessed per the manuscript “20.” This consisted of the 10 décimes due to GB plus 10 décimes double-weight inland postage for the 205 kilometers to Paris, per Table FR-2.



Figure 1-7. July 6, 1843. New York to Paris by British packet.

Figure 1-8 shows an 1845 westbound example, unfolded to show the reverse. This letter was posted in Périgueux on February 1, 1845 and endorsed “Voie d’Angleterre” at the top. As required, it was prepaid 20 décimes per a manuscript “20” marking on the reverse, consisting of 10 décimes sea postage plus 10 décimes for the 620 kilometers to Boulogne for a letter weighing no more than 7.5 grams. It passed through London on February 5 (red circular postmark) and reached Liverpool that day per the oval “L H” postmark on the reverse, just missing the February 4 Cunard sailing. The letter waited for the March 4

departure of the Cunard steamer *Cambria*, which reached Boston on March 18. It was not handled at Boston, but rather transported in a closed bag to Philadelphia for processing, where it was rated in blue for 20<sup>3</sup>/<sub>4</sub>¢ postage due, consisting of a 2¢ ship fee plus 18<sup>3</sup>/<sub>4</sub>¢ for the 330 miles from Boston to Philadelphia.



Figure 1-8. February 1, 1845. Périgueux to Philadelphia by British packet.

### July 1845 Uniform USA Inland Rates

July 1845 brought a significant change to the rating of Franco-USA transatlantic letters. The March 3, 1845 USA Act set uniform inland postal rates of 5¢ per ½ ounce (equal to 14.18 grams) for less than 300 miles and 10¢ for over 300 miles, effective July 1. The USA incoming ship fee remained 2¢ per letter, unless the letter was addressed to the ship’s port of entry, in which case a total of 6¢ was collected. The French and British postal rates remained the same. This change is summarized in the single-rate table below.

#### British Packet via England – July 1, 1845 to May 31, 1847

Postage	France to the USA	USA to France
French inland	Table FR-2	Table FR-2
British sea	10 décimes	10 décimes
French Subtotal	Variable (prepaid)	Variable (due)
USA ship fee	2¢	n/a
USA inland	5¢ or 10¢	5¢ or 10¢
USA Subtotal	6¢, 7¢ or 12¢ (due)	5¢ or 10¢ (prepaid)

1845 changes to the 1843 Franco-GB Treaty restructured the letter bills. Accordingly, London replaced the red boxed “COLONIES &c. ART 12” debit marking with a new red boxed “COLONIES &c. ART 13” marking in January 1846.

Figure 1-9 shows an 1845 eastbound example with the “COLONIES &c. ART 12” marking. This letter was postmarked “New-York 5 Paid” on August 15, 1845 and endorsed “p Str Cambria” at top left. It was franked by a 5¢ New York postmaster provisional stamp for the inland postage to Boston. As endorsed, it left there on August 16 aboard the Cunard steamer *Cambria*, which arrived in Liverpool on August 28. London postmarked the letter the next day and debited France 10 pence per the red boxed “COLONIES &c. ART 12” marking. Upon entering France per the red August 31 “Angl. Boulogne 2” postmark, it was rated for 21 décimes postage due, consisting of the 10 décimes due to GB plus 11 décimes single-weight postage for 870 kilometers from Boulogne to Marseille, as seen in Table FR-2.



Figure 1-9. August 15, 1845. New York to Marseille by British packet.

Figure 1-10 shows a double-weight eastbound cover with the new Article 13 debit marking. This letter was postmarked on April 27, 1846 at Baton Rouge, Louisiana and endorsed “Via Boston & Liverpool” at top right. It was prepaid double-weight 20¢ in cash for over 300 miles to Boston per the “PAID” and manuscript “20” markings. It connected there with the Cunard steamer *Cambria*, which left on May 16 and arrived May 28 in Liverpool. London postmarked the letter the next day and debited France ten pence per the red boxed “COLONIES &c. ART 13” marking at top right. Upon entering France per the red May 30 “Angl. Boulogne 2” postmark, it was rated over 15 grams by a manuscript “15” at upper left. Accordingly, it was assessed 33 décimes postage due per the manuscript “33” on the front, consisting of double-weight 20 décimes sea postage due to GB plus the 13 décimes 2.5-times rate for the 174 kilometers from Boulogne to Le Havre, as seen in Table FR-2.



Figure 1-10. April 27, 1846. Baton Rouge, Louisiana to Le Havre by British packet.

Figure 1-11 shows an 1847 eastbound example. This letter was postmarked “Philadelphia Pa. 10 cts” on December 14, 1847 and endorsed “per Steamer Britannia from Boston” at the top. It was franked by a pair of 1847 Issue 5¢ stamps for over 300 miles rate to Boston. As endorsed, it left there on December 16 aboard the Cunard steamer *Britannia*, which arrived in Liverpool on December 30. London postmarked the letter the next day and debited France 10 pence per the red boxed “COLONIES &c. ART 13” marking struck on the pair. Upon entering France per the January 1 “Angl. Boulogne Amb” postmark, the letter was rated for 15 décimes postage due, consisting of 10 décimes due to GB plus 5 décimes single-weight inland postage to Paris.



Figure 1-11. December 14, 1847. Philadelphia to Paris by British packet.

Figure 1-12 shows an 1845 westbound cover unfolded to show the markings on the reverse. This letter was forwarded by Slade, Lemaitre & Co. at Le Havre and postmarked “Bureau Maritime Havre” on July 1, 1845. Endorsed “p Britannia Steamer” at top left, it was prepaid 13 décimes per a manuscript “13” on the reverse, consisting of 10 décimes sea postage plus 3 décimes for less than 40 kilometers for a letter weighing between 7.5 and 10 grams (as indicated by a manuscript check mark on the reverse). Carried by an auxiliary steamer to Southampton, England, it was postmarked there on July 2 and marked “Foreign Paid” in red. It passed through London on July 3 (red tombstone postmark) and reached Liverpool the same day per the oval “L H” postmark. As endorsed, it caught the July 4 departure of the Cunard steamer *Britannia*, which reached Boston on July 19. Upon arrival, it was postmarked “Boston Ms Ship” and rated for 7¢ postage due per the red “7” marking, consisting of a 2¢ ship plus 5¢ for less than 300 miles to Topsham, Maine.



Figure 1-12. July 1, 1845. Le Havre to Maine by British packet.

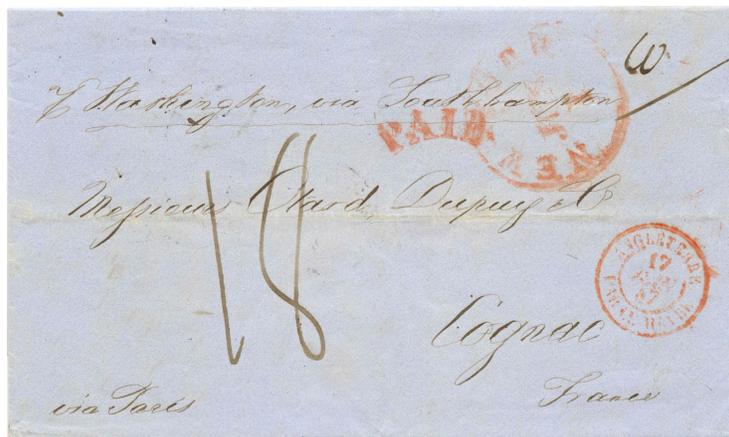
**June 1847 Entry of American Steamships into the Transatlantic Service**

June 1847 marked another significant change in postal relations. The March 3, 1845 USA Act included a provision for a subsidized American transatlantic steamship service. The Ocean Steam Navigation Company (“Ocean Line”) received that subsidy for a monthly service to Bremen, with a stop at Southampton each way, starting June 1, 1847. The 1845 Act also set USA sea postage at 24¢ per ½ ounce. The 1843 Franco-GB Treaty embedded the 10 décimes British sea postage, since the Cunard Line was the only packet when the treaty was signed. That provision did not change for the new American service, so a double sea charge was inherent since both France and the USA were collecting sea postage on American packet mail. This would lead to considerable conflict. The rate table can be expanded as follows.

**British and American Packets via England – June 1, 1845 to June 26, 1848**

Postage	British Packet to the USA	British Packet to France	American Packet to the USA	American Packet to France
French inland	Table FR-2	Table FR-2	Table FR-2	Table FR-2
British sea	10 décimes	10 décimes	1 décime	1 or 10 décimes
French total	Variable (prepaid)	Variable (due)	Variable (prepaid)	Variable (due)
USA ship/sea	2¢	n/a	24¢	24¢
USA inland	5¢ or 10¢	5¢ or 10¢	5¢ or 10¢	5¢ or 10¢
USA total	6¢, 7¢ or 12¢ (due)	5¢ or 10¢ (prepaid)	24¢, 29¢ or 34¢ (due)	24¢, 29¢ or 34¢ (prepd)

Figure 1-13 was carried on the first eastbound sailing of the Ocean Line. This letter was postmarked in New York City on June 1, 1847 and endorsed “p Washington via Southampton” at the top. It was prepaid 24¢ sea postage (amount not shown, as usual) per the New York curved “PAID” marking - domestic postage was not charged on letters from the port. It left New York that day aboard the Ocean Line steamer *Washington*, which arrived on June 15 at Southampton. The British debited France 10 décimes for British sea postage per the manuscript “10” at top right and sent the letter by auxiliary steamer to Le Havre per the red June 17 “Angleterre par Le Havre” entry marking. It was rated for 18 décimes postage due by the manuscript “18” on the front, consisting 10 décimes due to GB plus 8 décimes for the 425 kilometers from Le Havre to Cognac, as can be seen in Table FR-2.



**Figure 1-13. June 1, 1847. New York to Cognac by American packet.**

The second through seventh American packet sailings (October 1847 to July 1848) also had their mails transported by auxiliary steamer from Southampton to Le Havre, but were put into the French mails as ship letters, as evidenced by one décime ship fees assessed, rather than the 10 décimes British packet fee. The reason for this is apparent from the 1847 USA Postmaster General’s report to Congress:

On his arrival at Southampton, on the 15<sup>th</sup> of June, Mr. Hobbie met a hostile movement of the English government against the line of American steamers, in a post office order issued the 9<sup>th</sup> of June, by the direction of the lords of the treasury. This order subjected all letters and newspapers, conveyed by the Washington to England, to the same charge of postage as if they had been conveyed in the British steamers, at their own expense. The mails made up in this country for France, and left at Southampton to be forwarded to Havre, were subjected to the same charge, and all were required to be sent to the London post office.

On his return to Southampton in July, Hobbie made arrangements to avoid the GB post office on subsequent eastbound sailings by privately forwarding the mails from Southampton to Le Havre. Figure 1-14 shows an example carried on the *Washington's* second voyage. This letter originated in New York City on September 23, 1847 and was endorsed "Steamer Washington" at top left. It was prepaid 24¢ sea postage (amount not shown) per the "PAID" marking. It left that day aboard the Ocean Line steamer *Washington*, which arrived on October 9 at Southampton. The letter was forwarded privately by an agent to the Le Havre post office, as evidenced by the red October 11 "Outre-Mer Le Havre" ship letter entry marking. It was rated for 9 décimes postage due per the manuscript "9" on the front, consisting a 1 décime ship fee plus 8 décimes for the 425 kilometers from Le Havre to Cognac, per Table FR-2.



Figure 1-14. September 23, 1847. New York to Cognac by American packet.

Figure 1-15 shows an example from the sixth eastbound sailing.



Figure 1-15. April 14, 1848. Philadelphia to Cognac by American packet.

This letter originated in Philadelphia on April 14, 1848 and was endorsed “Washington” at lower left. It was prepaid 29¢ per the Philadelphia blue boxed “PAID” and red manuscript “29” markings, representing 24¢ USA sea postage plus 5¢ postage to New York City. It left there on April 20 aboard the Ocean Line steamer *Washington*, which reached Southampton on May 10. The letter was carried privately to Le Havre and mailed there as an ordinary letter, as evidenced by the absence of a French ship fee and the May 12 regular “Le Havre” post office marking. It was rated between 7.5 and 10 grams per the manuscript check mark at upper left, so it was assessed 12 décimes postage due per the manuscript “12” on the front, representing 425 kilometers from Le Havre to Cognac in that weight class, as can be seen in Table FR-2.

By July 1848, the USA and GB were negotiating their first postal treaty, so the avoidance of the GB postal system by American steamship mail was abandoned. Figure 1-16 was carried on the 8<sup>th</sup> eastbound sailing and documents the change. This letter was postmarked “New-York” on July 20, 1848 and endorsed “pr Steamer Washington” at top left. It was prepaid 24¢ sea postage per the pencil “24” marking, and left that day aboard the Ocean Line steamer *Washington*, which arrived at Southampton on August 3. The letter was left at the Southampton post office and routed through London to France, as evidenced by the August 4 “Angl. Boulogne-s-Mer” French entry marking. It was rated for 19 décimes postage due per the manuscript “19” on the front, consisting of 10 décimes discriminatory GB packet postage plus 9 décimes for the 575 kilometers from Boulogne to Cognac, per Table FR-2.



Figure 1-16. July 20, 1848. New York to Cognac by American packet.

By June 1849, Southampton was again processing the mail and forwarding it directly to Le Havre, but still with a 10 décimes discriminatory GB sea charge, as seen in Figure 1-17.

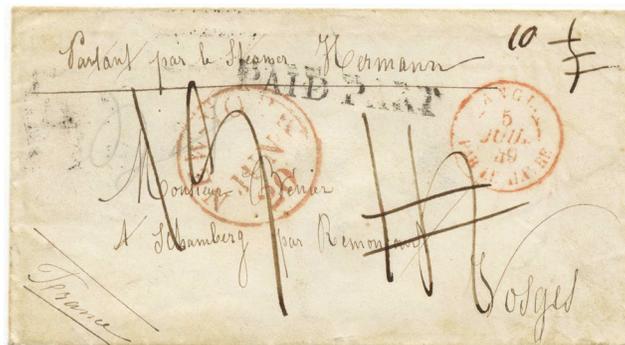


Figure 1-17. June 20, 1849. New York to Schamberg by American packet.

This letter was postmarked in New York City on June 20, 1849 and endorsed “Partant par le Steamer Hermann” at top left. It was prepaid 24¢ sea postage per the pencil “24” marking at left and rated “Paid Part” to France. It left that day aboard the Ocean Line steamer *Hermann*, which arrived at Southampton on July 4. The letter was left at the Southampton post office, which debited France for the 10 décimes GB packet postage per the manuscript “10” at upper right, and forwarded the letter directly to Le Havre, as evidenced by the July 5 “Angl. Par Le Havre” French entry marking. It was rated for 19 décimes postage due per the manuscript “19” on the front, consisting of 10 décimes discriminatory GB packet postage plus 9 décimes for the 560 kilometers from Le Havre to Schamberg, per Table FR-2.

Throughout this period, Cunard steamers were the default for mail from France to the USA. Accordingly, only mail endorsed specifically to an American steamer was routed via Le Havre to Southampton, so it is quite rare. Figure 1-18 shows a westbound example with a very detailed routing instruction. This letter was postmarked in Paris on July 17, 1848 and endorsed “Par Paquebot américain Le hermann a Southampton (angleterre)” at top left. It was prepaid 5 décimes for the 175 kilometers from Paris to Le Havre per a pencil “5” marking on the reverse and the boxed “P.P.” (port payé) marking at top right; that amount omitted the required 1 décime ship fee. It received a red July 18 “Bureau Maritime Havre” transit postmark on the reverse and left Southampton on July 21 aboard the Ocean Line steamer *Hermann*, which reached New York on August 5. Upon arrival, it was postmarked “New-York Ship 34 cts” with integral postage due of 24¢ American packet postage plus 10¢ for greater than 300 miles to New Orleans.



Figure 1-18. July 17, 1848. Paris to New Orleans by American packet.

### June 1848 to January 1849 Retaliatory Rate Period

On June 27, 1848, a USA Congressional Act applied a 24¢ per ½ oz. retaliatory packet fee on mail carried by Cunard steamers in response to the GB discriminatory sea charge, as summarized in the table below.

#### British and American Packets via England – June 27, 1848 to January 3, 1849

Postage	British Packet to the USA	British Packet to France	American Packet to the USA	American Packet to France
French inland	Table FR-2	Table FR-2	Table FR-2	Table FR-2
British sea	10 décimes	10 décimes	1 décime	10 décimes
French total	Variable (prepaid)	Variable (due)	Variable (prepaid)	Variable (due)
USA ship/sea	24¢	24¢	24¢	24¢
USA inland	5¢ or 10¢	5¢ or 10¢	5¢ or 10¢	5¢ or 10¢
USA total	24¢, 29¢ or 34¢ (due)	24¢, 29¢ or 34¢ (prepd)	24¢, 29¢ or 34¢ (due)	24¢, 29¢ or 34¢ (prepd)

Figure 1-19 shows an interesting example carried by a British packet. This letter was postmarked “Augusta Ga” on July 14, 1848 and endorsed “Per Cunards Steamer via New York” at lower left. It was franked by an 1847 Issue 10¢ stamp for the postage to New York, and the post office charged Box 298 to add the 24¢ retaliatory packet fee per the notations in scarlet ink. As endorsed, it left New York on July 19 aboard the Cunard steamer *Caledonia*, which arrived in Liverpool on August 2. London postmarked the letter the next day and debited France 10 pence per the red boxed “COLONIES &c. ART 13” marking. Upon entering France per the red August 4 “Angl. Boulogne 2” postmark, it was rated for 21 décimes postage due, consisting of 10 décimes due to GB plus 11 décimes for 850 kilometers to Bagnères Bigorre.



Figure 1-19. July 14, 1848. Augusta, Georgia to France by British packet.

Figure 1-20 illustrates another eastbound example with 29¢ retaliatory postage due. This letter was postmarked on August 1, 1848 at Philadelphia and endorsed “pr Steamer via New York & Liverpool” at the top. It was prepaid 29¢ per the blue boxed “PAID” and “29” markings, representing the 24¢ retaliatory packet charge plus 5¢ for under 300 miles to New York. It connected there with the Cunard steamer *Hibernia*, which departed on August 2 and arrived on August 15 in Liverpool. London postmarked the letter the next day and debited France ten pence packet postage per the red boxed “COLONIES &c. ART 13” marking. Upon entering France per the red August 17 “Angl. Boulogne 2” postmark, the letter was assessed 19 décimes postage due per the manuscript “19” on the front, consisting of 10 décimes due to GB plus 9 décimes for 575 kilometers from Boulogne to Cognac, as shown in Table FR-2.



Figure 1-20. August 1, 1848. Philadelphia to Cognac by British packet.

Westbound letters also show the double sea postage. Figure 1-21 was carried by the first westbound Cunard sailing after the passage of the Retaliatory Act. This letter was postmarked “Bureau Maritime Havre” on June 28, 1848 and endorsed “p Hibernia Steamer via Liverpool” at the top. It was prepaid 12 décimes (amount not indicated), consisting of 10 décimes GB sea postage plus 2 décimes for the less than 40 kilometers to the port. It was carried by auxiliary steamer to Southampton and passed through London and Liverpool on June 30, per the London red circular “Paid” postmark and the Liverpool diamond “L B” postmarks. The letter left there on the July 1 sailing of the Cunard steamer *Niagara*, which reached Boston on July 12. Upon arrival, it was postmarked “Boston Ms Ship” and rated for 29¢ postage due per the red “29” and straight-line “Ship-Letter” markings. This represented the 24¢ retaliatory sea postage plus 5¢ for less than 300 miles to New York City.



Figure 1-21. June 28, 1848. Le Havre to New York City by British packet.

### January-February 1849 Restored Rate Period

The USA and GB signed their first postal treaty on December 14, 1848. In response, the USA rescinded the retaliatory packet postage in a January 4, 1849 Post Office Order. Rates returned to May 1848 levels, even though the GB discriminatory packet postage was still being collected on American packets. This “Restored Rate” period lasted only six weeks until the USA-GB Treaty became effective on February 15, 1849, so surviving letters are rare. At this point only the British Cunard Line steamers and American Ocean Line steamers were active. The single-weight table below reflects this change.

#### British and American Packets via England – January 4, 1849 to February 15, 1849

Postage	British Packet to the USA	British Packet to France	American Packet to the USA	American Packet to France
French inland	Table FR-2	Table FR-2	Table FR-2	Table FR-2
British sea	10 décimes	10 décimes	1 décime	10 décimes
French total	Variable (prepaid)	Variable (due)	Variable (prepaid)	Variable (due)
USA ship/sea	2 cents	n/a	24¢	24¢
USA inland	5¢ or 10¢	5¢ or 10¢	5¢ or 10¢ (due)	5¢ or 10¢
USA total	6¢, 7¢ or 12¢ (due)	5¢ or 10¢ (prepaid)	24¢, 29¢ or 34¢ (due)	24¢, 29¢ or 34¢ (prepd)

Figure 1-22 shows an eastbound example from this brief period. This letter was postmarked “Philada Pa. 5” on January 8, 1849 and endorsed “per Steamer” at lower left. It was prepaid 5¢ for less than 300 miles to New York, as indicated by the pencil “5” and blue boxed “Paid” markings. It left New York on January 10 aboard the Cunard steamer *Europa*, which arrived in Liverpool on January 22. London postmarked the

letter the next day and debited France 10 pence per the red boxed “COLONIES &c. ART 13” marking. Upon entering France per the red January 24 “Angl. Boulogne 2” postmark, it was rated between 10 and 15 grams by a manuscript “w” at top left. Accordingly, it was assessed 20 décimes postage due, consisting of the 10 décimes due to GB plus 10 décimes double-weight postage to Paris, per Table FR-2.



Figure 1-22. January 8, 1849. Philadelphia to Paris by British packet.

A westbound example is shown in Figure 1-23. This letter was postmarked in Paris on January 14, 1849 and endorsed “Voie d’angleterre” at top left. It was prepaid 15 décimes per a manuscript “15” on the reverse, consisting of 10 décimes GB sea postage plus 5 décimes for 205 kilometers from Paris to Boulogne, per Table FR-2. It passed through London on January 15 (red circular “Paid” postmark) and reached Liverpool the following day per the diamond “L A” postmark. The letter left on January 27 aboard the Cunard steamer *Niagara*, which reached Boston on February 11. It was postmarked “Boston Ms Ship” the next day and rated for 12¢ postage due per the red “12” marking. This represented a 2¢ ship fee plus 10¢ for greater than 300 miles to New Orleans. No retaliatory packet postage was charged.



Figure 1-23. January 14, 1849. Paris to New Orleans by British packet.

### February 1849 British Open Mail Rate

The December 15, 1848 USA-GB Treaty set British Open Mail (“BOM”) rates of USA uniform inland at 5¢, GB transit postage at 3¢ and packet postage (paid to the carrier) at 16¢, all per ½ ounce. This 24¢ GB rate became effective on February 15, 1849, although application to American packets did not occur until July 1. Unfortunately, the 1843 Franco-GB Treaty was not changed to remove the inherent GB packet postage of 10 décimes, so rates to France were unaffected, except for the 5¢ USA domestic rate.

**British and American Packets via England – February 15, 1849 to July 31, 1849**

Postage	British Packet to the USA	British Packet to France	American Packet to the USA	American Packet to France
French inland	Table FR-2	Table FR-2	Table FR-2	Table FR-2
British sea	10 décimes	10 décimes	1 décime	10 décimes
French total	Variable (prepaid)	Variable (due)	Variable (prepaid)	Variable (due)
USA sea	n/a	n/a	24¢ (due)	24¢ (prepaid)
USA inland	5¢ (due)	5¢ (prepaid)	5¢ or 10¢ (due)	5¢ or 10¢ (prepaid)
USA total	5¢ (due)	5¢ (prepaid)	24¢, 29¢ or 34¢ (due)	24¢, 29¢ or 34¢ (prepd)

Figure 1-24 shows an eastbound example. This letter originated in New York City on June 19, 1849. Endorsed “Partant par le Steamer allant a Liverpool” at the top, it was prepaid 5¢ for the BOM treaty rate, per the pencil “5” marking. It left Boston on June 20 aboard the Cunard steamer *Europa*, which arrived in Liverpool on July 1. The red boxed “COLONIES &c. ART 13” marking debited France 10 pence, and the letter entered France per the red July 3 “Angl. Boulogne 2” postmark. It was assessed 18 décimes postage due, consisting of 10 décimes due to GB plus 8 décimes for 460 kilometers to Shamburg per Table FR-2.



**Figure 1-24. June 19, 1849. New York to France by British packet.**

Figure 1-25 shows a cover carried on the first westbound sailing under the USA-GB Treaty.



**Figure 1-25. February 22, 1849. Le Havre to Warren, Maine by British packet.**

This letter was postmarked “Bureau Maritime Havre” on February 22, 1849 and endorsed “p Steamer via Liverpool” at the top. It was prepaid 12 décimes (amount not indicated) per the red boxed “PD” marking,

consisting of 10 décimes GB sea postage plus 2 décimes for the less than 40 kilometers to the port. It was carried by auxiliary steamer to Southampton, where it received the faint red curved “Foreign Paid” postmark, and then passed through London on February 23 (red tombstone postmark). The letter left Liverpool on February 24 aboard the Cunard steamer *America*, which reached Boston on March 8. It was postmarked “Boston Ms Ship” two days later and rated for 5¢ BOM postage due per the red “5” marking.

**July 1849 New American Packet and French Inland Rates**

On July 1, 1849, detailed articles of the USA-GB Treaty dealing with American packets came into effect. They implemented the BOM 21¢ American packet rate (16¢ sea postage plus 5¢ USA inland) per ½ ounce. The GB-France transit was still governed by the 1843 Franco-GB Treaty, so the inherent double sea charge continued to discriminate against American packets. On July 23, 1849, the French Postal Circular #14 set a uniform inland rate of 50 centimes per 7.5 grams, effective August 1. This circular also permitted the use of French postage stamps to prepay mail to the USA. Finally, the West Coast rate of 40¢ per ½ ounce per the August 14, 1848 USA Postal Act began to appear. The table below shows these rates.

**British and American Packets via England – July 1, 1849 to November 30, 1851**

Postage	British Packet to the USA	British Packet to France	American Packet to the USA	American Packet to France
French inland	5 décimes	5 décimes	5 décimes	5 décimes
British sea	10 décimes	10 décimes	10 décimes	10 décimes
French total	15 décimes (prepaid)	15 décimes (due)	15 décimes (prepaid)	15 décimes (due)
USA sea	n/a	n/a	16¢	16¢
USA inland	5¢	5¢ or 40¢	5¢	5¢ or 40¢
USA total	5¢ (due)	5¢ or 40¢ (prepaid)	21¢ (due)	21¢ or 56¢ (prepaid)

Four Cunard sailings and one Ocean sailing in July 1849 were still subject to variable French inland rates. No covers are known from these sailings.

**July 1849 to November 1851 British Packet Mail**

Figure 1-26 shows an interesting 1850 eastbound cover.



**Figure 1-26. March 6, 1850. Boston to Paris by British packet.**

This letter was carried to the Boston post office by a private carrier service per the blue “Penny Post” stamp (Scott #3LB1) at lower left. Endorsed “per Steamer America from Boston to Liverpool March 6, 1850” at the top, it was franked by a USA 1847 Issue 5¢ stamp for the BOM rate. As endorsed, it left on

March 6 aboard the Cunard steamer *America*, which arrived in Liverpool on March 19. London postmarked the letter that day and debited France 10 pence per the red boxed “COLONIES &c. ART 13” marking. It entered France per the March 20 “Angl. Calais 2” postmark, and was rated between 7.5 and 10 grams by a manuscript check mark. Accordingly, it was assessed 30 décimes postage due, consisting of double-weight 20 décimes due to GB plus double-weight 10 décimes French inland postage to Paris.

Figure 1-27 shows the earliest known cover from California to France. This letter was postmarked “San Francisco Cal” on September 1, 1849 and endorsed “Voie de Panama” at lower left. It was prepaid 40¢ for the postage from California to New York per the “Paid” and red manuscript “40” markings. It left on September 2 aboard the Pacific Mail Steamship (PMSS) *Panama*, which arrived at Panama City on September 2. After crossing the isthmus, it connected with United States Mail Steamship (USMSC) *Falcon* and reached New York on October 13. It left there four days later on the Cunard steamer *Canada*, which arrived in Liverpool on October 28. London postmarked the letter the next day and debited France 10 pence per the red boxed “COLONIES &c. ART 13” marking. Upon entering France per the October 30 “Angl. Calais 2” postmark, the letter was assessed 15 décimes postage due, consisting of 10 décimes due to GB plus 5 décimes uniform French inland postage to Le Havre.



Figure 1-27. September 1, 1849. San Francisco to Le Havre by British packet.

The “COLONIES &c. ART 13” marking was retired on July 31, 1851. Figure 1-28 illustrates this change.



Figure 1-28. October 18, 1851. Charleston to Paris by British packet.

This heavy letter was postmarked “Charleston SC Paid” on October 18, 1851 and endorsed “Steamer Humboldt” at lower left. It was prepaid 15¢ for the triple-weight BOM rate, but since the *Humboldt* was an American packet, it was marked “U.S. Steamship Postage Not Paid” and routed to the Cunard steamer *Asia* departing from New York on October 22. It reached Liverpool on November 2 and entered France per the red November 4 “Etats-Unis Paq. Brit. Paris” postmark. It was rated over 30 grams per the manuscript “31” at top left, and was assessed quintuple-rate 75 décimes postage due, consisting of 50 décimes due to GB plus 25 décimes French inland postage. This letter weighed between 31 and 37.5 grams since 31 grams (quintuple rate in France) is equivalent to just over one ounce (triple-weight in the USA).

Figure 1-29 shows a typical westbound cover sent in 1850 to Tuscumbia, Alabama. This letter was postmarked “Paris (K)” on July 19, 1850 and endorsed “per Steamer from Liverpool” at lower left. It was franked by a 25 centimes pair and one franc carmine stamp of the French 1849 Issue for the 15 décimes rate to the USA. It passed through London on July 20 (red circular “Paid” postmark) and left Liverpool on July 27 aboard the Cunard steamer *Cambra*, which reached Boston on August 8. It was postmarked “Br Packet Boston” upon arrival and rated for 5¢ BOM postage due per the black “5” marking.



Figure 1-29. July 19, 1850. Paris to Tuscumbia, Alabama by British packet.

Figure 1-30 shows a heavy letter sent one week after French stamps were allowed on transatlantic mail.



Figure 1-30. August 8, 1849. Paris to Philadelphia by British packet.

This letter was postmarked “Paris (E)” in red on August 8, 1849 and endorsed “Via Liverpool” at top left. It was franked by nine one franc carmine-brown stamps of the French 1849 Issue for the sextuple-weight rate (45 to 52 grams) to the USA. It passed through London on August 9 (red circular “Paid” postmark) and left Liverpool on August 11 aboard the Cunard steamer *Canada*, which arrived in New York on August 25. It was assessed there for quadruple-weight (43 to 56 grams) 20¢ BOM postage due to Philadelphia per the blue “20” marking.

### July 1849 to November 1851 American Packet Mail

American packet mail from this period is rare. Figure 1-31 shows an 1851 eastbound cover. This letter was postmarked “Boston Mass.” on February 3, 1851 and endorsed “Steamer per New York & Liverpool” at the top. It was franked by an 1847 Issue 5¢ stamp for the BOM rate, and an additional 16¢ sea postage was paid in cash per the red “Paid” and red “16” markings. The 21¢ rate is re-stated in black at upper right. As endorsed, it left New York on February 5 aboard the American Collins Line steamer *Arctic*, which arrived in Liverpool on February 16. London postmarked the letter a day later and debited France 10 pence per the red boxed “COLONIES &c. ART 13” marking. Entering France per the February 18 “Angl. Calais 2” postmark, it was assessed 15 décimes postage due, consisting of 10 décimes due to GB plus 5 décimes French inland postage. This is the only known use of the 1847 Issue on American packet mail to France.



Figure 1-31. February 3, 1851. Boston to La Rochelle by American packet.

As seen in Figure 1-31, the New York & Liverpool United States Mail Steamship Company (known as the “Collins Line”), entered into American service on April 27, 1850 after receiving a subsidy for a monthly transatlantic service. Figure 1-32 shows a rare letter carried on the first eastbound Collins Line sailing.



Figure 1-32. April 26, 1850. New York to Cognac by American packet.

This letter originated in New York City on April 26, 1850. Endorsed “Steamer Atlantic” at top right, it was prepaid 21¢ for the American packet BOM rate, per the pencil “21” marking at top left. It left New York the next day on the Collins Line steamer *Atlantic*, which reached Liverpool on May 10. London processed it the next day, but was apparently unfamiliar with American packet mail coming into Liverpool instead of the Ocean Line terminus at Southampton. As a result, it was erroneously marked “U.S. Pkt” in red and forwarded as an unpaid GB-to-France letter at the 80 centimes rate. It entered France per the May 12 “Angl. Calais 2” postmark, and was assessed double-weight 16 décimes postage due to Cognac per the manuscript check mark at upper left and the manuscript “16” marking.

Figure 1-33 shows an Ocean Line cover from California that was handled through Southampton in 1850.



**Figure 1-33. June 1, 1850. San Francisco to Bordeaux by American packet.**

This letter was postmarked “San Francisco Cal” on June 1, 1850 and prepaid 56¢ for the American packet rate from California, per the red “Paid” and manuscript “56” markings. This amount consisted of 16¢ American packet postage plus 40¢ transcontinental postage. It left on June 1 aboard the PMSS steamer *Oregon*, which arrived at Panama on June 21. After crossing the isthmus, it connected with the USMSC steamer *Georgia* that left Chagres on June 26 and reached New York on July 8. It missed the July 6 Collins Line sailing, so it had to wait for the July 21 departure of the Ocean liner *Washington*, which arrived in Southampton on August 4. It was postmarked there a day later and sent to Le Havre to receive an August 5 “Angl. Par Le Havre” entry postmark. It was assessed 15 décimes postage due, consisting of 10 décimes discriminatory packet postage due to GB plus 5 décimes French inland postage to Bordeaux.

The New York & Havre Steam Navigation Company (known as the “Havre Line”) received a subsidy to supplement the Ocean Line contract. Monthly sailings between New York and Le Havre, with a stop at Southampton each way, began October 5, 1850.

Figure 1-34 shows a westbound cover carried on the Havre Line’s second westbound sailing. This letter was postmarked “La Ferte-Jouarre” on December 30, 1850 and endorsed “Voie d’angleterre” at top left. It was franked by a 25 centimes pair and one franc carmine stamp of the French 1849 Issue for the 15 décimes rate that included 10 décimes discriminatory GB packet postage. It passed through London on January 1 (red circular “Paid” postmark) and left Southampton on January 1 aboard the Havre Line steamer *Franklin*, which reached New York on January 16. The next day, it received a “New York 21” postmark that incorporated 21¢ postage due, consisting of 16¢ American packet postage and 5¢ inland postage to Philadelphia.



Figure 1-34. December 30, 1850. France to Philadelphia by American packet.

Figure 1-35 illustrates a double-weight westbound usage. This letter was postmarked “Les Batignolles” (a suburb of Paris) on December 11, 1850 and endorsed “Via Liverpool” at top left. It was franked by a one franc carmine strip of three of the 1849 Issue for the double-weight 30 décimes rate. It passed through London on December 12 (red circular “Paid” postmark) and left Liverpool on December 14 aboard the Collins Line steamer *Baltic*, which reached New York on January 1. Upon arrival, it received a “New York 21” postmark with integral single-weight 21¢ postage due to Cambridge, Massachusetts. The letter weighed between 7.5 and 14 grams to receive this combination of rates.



Figure 1-35. December 11, 1850. Paris to Massachusetts by American packet.

### August 1849 to December 1856 Special Westbound California Rates

Eastbound mail from California to France was carried under exclusive contract by American PMSS and USMSC steamships via Panama for transfer to transatlantic steamships at New York, as seen in Figures 27 and 33. Westbound letters from France to the Pacific coast were handled differently. The British Royal Mail Steam Packet Company (RMSP) had been running steamships between England and Chagres, on the east coast of Panama, via the West Indies since 1842, and this was the default mail route for British mails to the Pacific coast. They connected with American PMSS steamships at Panama City, on the west coast of Panama, for the trip to San Francisco. Accordingly, the French post office introduced a rate of 21 décimes per 7.5 grams to Panama City by RMSP steamship in the French Postal Circular #14, effective August 1, 1849. This was a composite rate that arose from the September 15, 1848 additional articles to the 1843 Franco-GB Treaty, which set bulk credits from France to GB at 5 shillings 4d per ounce (16 décimes per 7.5 gram letter) for the RMSP service, and French domestic postage of 50 centimes.

Postage beyond Panama City was collected from the recipient in California according to the March 3, 1847 USA Postal Act that set a 30¢ per ½ ounce rate to San Francisco. This can be seen in the table of westbound California rates below that covers three rate periods.

**Westbound RMSP Packet to California – August 1, 1849 to December 31, 1856**

Postage	August 1, 1849	January 1, 1851	September 1, 1851
French inland	5 décimes	5 décimes	5 décimes
British sea	16 décimes	23 décimes	20 décimes
French Subtotal	21 décimes (prepaid)	28 décimes (prepaid)	25 décimes (prepaid)
USA ship or sea	30¢	30¢ or 20¢	20¢
USA inland	(included in above)	(included in above)	(included in above)
USA Subtotal	30¢ (due)	30¢ or 20¢ (due)	20¢ (due)

Figure 1-36 shows a rare example of the 21 décimes rate.



**Figure 1-36. February 12, 1850. Bordeaux to San Francisco via England and Panama.**

This letter was postmarked at Bordeaux on February 12, 1850 and endorsed “par Paquebot de Panama” at top left. It was prepaid two francs ten centimes per a manuscript “21” (décimes) on the reverse, and routed via Southampton for the February 18 sailing of the RMSP steamship *Great Western*, which reached Jamaica on March 18. It was transferred there to the RMSP steamer *Tay* for Chagres, where it arrived on March 25. British consular agents then arranged for the transit across the isthmus, and the letter connected with the April 1 PMSS *Panama* sailing to San Francisco on April 20. Since the postage had only been paid to Panama City, the San Francisco post office charged 30¢ postage due per the red boxed “30.”

The December 30, 1850 French Postal Circular #51 introduced a fully-paid 28 décimes closed mail rate to California via the West Indies, effective January 1. This rate was composed of 7 shillings 4.5d per ounce (23 décimes per 7.5 gram letter) bulk credit from France to GB per January 1, 1851 additional articles to the 1843 Franco-GB Treaty, and French domestic postage of 50 centimes per 7.5 grams.

To enable a fully-paid rate, GB credited the USA 75¢ per ounce (about 19¢ per quarter-ounce letter for domestic and Pacific coast steamship postage) per an April 24, 1850 USA Post Office Order. This amount was taken from GB’s 23 décimes share of the prepaid postage but was only applicable to closed mailbag service to San Francisco. Finally, the March 6, 1851 French Postal Circular #57 announced that the British West Indies route was the default for packet mails to California.

The July 1, 1851 USA Postal Act also set a 20¢ per ½ oz. rate for over 2,500 miles between Panama City to San Francisco, replacing the old 30¢ rate. Figure 1-37 shows a rare example with the new 28 décimes and 20¢ rates. This letter was postmarked in Angouleme on July 10, 1851 and endorsed “Par Panama voie d’Angleterre” at the top. It was prepaid 28 décimes per a manuscript “28” on the back, and routed via Southampton to the July 17 sailing of the RMSP steamship *Avon*, which reached Chagres on August 12. British consular agents then arranged for the transit across the isthmus to Panama City, where it met the September 1 sailing of the PMSS steamship *Oregon*, which arrived in San Francisco on September 18. Per markings on the reverse, this letter was picked up at the San Francisco post office by Reynolds & Company, which delivered it to the southern gold mines for a \$1 express fee.



**Figure 1-37. July 10, 1851. Angouleme to California via England and Panama.**

Although 28 décimes was published as a fully-paid rate, San Francisco charged 20¢ postage due, per the red “20” marking on the front. The British consul in Panama City transferred the mail to the American consul, who opened the closed mail bags to extract any locally-addressed mail in his capacity as Despatch Mail Agent. Since the mail bags were no longer closed when they reached San Francisco, the letters inside were assessed 20¢ postage from Panama City.

The September 1, 1851 French Postal Circular #67 reduced fully-paid rates on mail to California to 25 décimes. This reduction arose from reduced bulk credits from Great Britain to the United States of 50¢ per ounce (reflecting lower transcontinental postage) as published in the July 3, 1851 U.S. Postal Order.

San Francisco continued to collect 20¢ on each of these letters. Figure 1-38 shows an example.



**Figure 1-38. October 31, 1853. Paris to California via England and Panama.**

This letter was posted in Paris on October 31, 1853 and endorsed “Steamer voie de Panama” at top left. It was prepaid 25 décimes by an 1852 Issue 25 centimes vertical pair and an 1853 Issue 1 franc vertical pair,

and routed via Southampton for the November 2 sailing of the RMSP steamship *La Plata* to Chagres on November 16. British consular agents arranged for the transit across the isthmus to Panama City, where it connected with the December 3 sailing of the PMSS steamship *John L. Stephens* to San Francisco on December 16. Since the mailbag had been opened in Panama City, the San Francisco post office charged 20¢ steamship postage due to Stockton per the black “20.”

**September 1851 Rate Reduction for American Packets via England**

Bulk transit rates in the 1843 Franco-GB Treaty were reduced on July 31, 1851 to 3 shillings 4 pence per ounce (8 décimes per 7.5-gram letter) on British packets and 1 shilling per ounce (3 décimes per 7.5-gram letter) on American packets. The reduction of the transfer rate on American packets included the elimination of the discriminatory GB sea charge. The French, however, acted slowly to reflect these changes in their published postal rates. Finally, the French Postal Circular #67 set a reduced 8 décimes per 7.5 grams rate for American packets, effective September 1, 1851. In addition, the October 2, 1851 French Postal Circular #69 set westbound rates of 30 centimes (from the port) or 60 centimes (beyond the port) per 7.5 grams for Ocean Line steamers. The USA reduced the transcontinental rate from 40¢ per ½ ounce to 6¢ on July 1, 1851, but charged only a 5¢ transcontinental surcharge on French mail to and from the West Coast, for a total of 26¢. The table below includes the new American packet rates.

**British and American Packets via England – September 1, 1851 to November 30, 1851**

Postage	British Packet to the USA	British Packet to France	American Packet to the USA	American Packet to France
French inland	5 décimes	5 décimes	5 décimes	5 décimes
British sea/transit	10 décimes	10 décimes	3 décimes	3 décimes
French total	15 décimes (prepaid)	15 décimes (due)	8 décimes (prepaid)	8 décimes (due)
USA sea	n/a	n/a	16¢	16¢
USA inland	5¢ or 10¢	5¢ or 10¢	5¢ or 10¢	5¢ or 10¢
USA total	5¢ or 10¢ (due)	5¢ or 10¢ (prepaid)	21¢ or 26¢ (due)	21¢ or 26¢ (prepaid)

From July 1 to August 15, 1851, the San Francisco post office mis-rated letters to France by charging 22¢ (16¢ sea plus 6¢ transcontinental) instead of the intended 26¢. Figure 1-39 shows this error rate.



**Figure 1-39. August 1, 1851. San Francisco to Bordeaux by American packet.**

This letter was postmarked “San Francisco Cal” on August 1, 1851 and endorsed “Per Steamer Oregon” at top left. It was prepaid 22¢ for the American packet error rate, per the red “Paid” and red “22” markings, and left on August 2 aboard the PMSS steamer *Oregon*, which arrived at Panama City on August 20. After

crossing the isthmus, it connected with USMSC steamer *Georgia*, which left Chagres on August 26 and reached New York on September 7. It connected there with the Collins Line steamer *Atlantic* departing on September 13 for Liverpool on September 24. It entered France per the red September 26 “Etats-Unis Paq. Am. A. Paris” postmark, and was assessed 8 décimes postage due, consisting of 3 décimes due to GB for transit postage plus 5 décimes French inland postage. No GB packet postage was assessed.

Figure 1-40 shows a remarkable 1854 eastbound cover from the West Coast.



Figure 1-40. July 15, 1854. San Francisco to Lyon via Nicaragua and by American packet.

This letter originated in San Francisco and was handled by the Nicaragua Steamship Company, which applied its blue oval “Stmr Sierra Nevada via Nicaragua ahead of the Mails” handstamp at lower right. The 26¢ American packet rate from California was overpaid by a 3¢ stamp and 12¢ pair of the 1851 Issue. The letter left on July 15, 1854 aboard the steamer *Sierra Nevada*, which arrived at San Juan del Sur, Nicaragua on July 28. After crossing the isthmus, it connected with the steamer *Star of the West* that left San Juan del Norte on July 29 and reached New York on August 7. The letter entered the mails at New York, where the stamps were cancelled by a red August 12 “New-York Am Packet” postmark. It left that day aboard the Ocean Line steamer *Hermann*, which reached Southampton on August 26. Upon entering France per the red August 29 “Etats-Unis Paq. Am. A. Paris” postmark, it was assessed 8 décimes postage due to Lyon.

Figure 1-41 shows a typical eastbound American packet cover.



Figure 1-41. July 3, 1855. New Orleans to Bordeaux by American packet.

This letter was postmarked “New Orleans La” on July 3, 1855 and endorsed “Via New York per first Steamer for Europe” at top right. It was franked by a 1¢ stamp and 10¢ pair of the 1851 Issue for the 21¢ American packet rate. It left New York on July 16 aboard the Ocean Line steamer *Hermann*, which arrived at Southampton on July 30. Upon entering France per the red July 31 “Etats-Unis Paq. Am. Havre” postmark, it was assessed 8 décimes postage due per the black “8” marking, consisting of 3 décimes due to GB for transit postage plus 5 décimes inland postage to Bordeaux.

Figure 1-42 shows a single-weight westbound example. This letter was postmarked “Paris 2<sup>e</sup>” on May 14, 1853 and endorsed “Per American Steamer a Liverpool” at the top. It was franked by two 1849 Issue 15 centimes stamps and an 1852 Issue 25 centimes pair for the 8 décimes rate by American packet. It left Liverpool on May 18 aboard the Collins Line steamer *Arctic*, which reached New York on May 28. The next day, it was postmarked “N. York Am. Pkt 21” with integral 21¢ postage due to Easton, Maryland.



Figure 1-42. May 14, 1853. Paris to Easton, Maryland by American packet.

Figure 1-43 shows a remarkable multiple-weight cover. This letter was postmarked “Paris (J)” on May 16, 1853 and endorsed “via Liverpool per Arctic” at top left. It was franked by a 40 centimes stamp and a 1 franc carmine tête-bêche pair of the 1849 Issue for the triple-weight (15 to 22 grams) 24 décimes rate by American packet. It left Liverpool on May 18 aboard the Collins Line steamer *Arctic*, which reached New York on May 28. The next day, it was postmarked “New-York Am. Pkt” and assessed double-weight (14.2 to 28 grams) 42¢ postage due per the black “42” marking.



Figure 1-43. May 16, 1853. Paris to New York City by American packet.

The April 4, 1853 French Postal Circular #98 eliminated the RMSP monopoly on westbound mails to California, so some West Coast mail began to be carried via New York and was subject to the 5¢ transcontinental surcharge. Figure 1-44 shows an example. This letter originated in Bordeaux and was postmarked on the railroad bureau “Bordeaux a Paris” on March 27, 1856. Endorsed “Par Steamer

américain voie d'angleterre” at the top, it was franked by an 1853 Issue 80 centimes carmine stamp for the rate by American packet. It left Liverpool on April 2 aboard the Collins Line steamer *Baltic*, which reached New York on April 17. Upon arrival, it was postmarked “N. York Am. Pkt 21” with the integral 21¢ postage due corrected by a manuscript “26” to add the 5¢ transcontinental surcharge. The letter left on April 21 aboard the USMSC steamer *George Law*, which arrived in Aspinwall on May 5. After crossing the isthmus, it connected on May 5 with the PMSS steamer *Golden Age* to San Francisco on May 22.



Figure 1-44. March 27, 1856. Bordeaux to San Francisco by American packet.

Ocean Line mail originating in France was subject to prepayments of 30 centimes if from Le Havre, or 60 centimes if from beyond Le Havre. Figure 1-45 shows a rare example from beyond the departure port.



Figure 1-45. September 7, 1856. Paris to New York City by American packet.

This letter was postmarked “Paris 3<sup>e</sup>” on September 7, 1856 and endorsed “Par le Washington” at the top. It was franked by 1853 Issue 20 centimes and 40 centimes stamps for the Ocean Line 6 décimes rate from beyond the port. It was postmarked “Bureau Maritime Le Havre” in transit on September 8 and forwarded to Southampton. It connected there on September 9 with the Ocean Line steamer *Washington* to New York on September 24. Upon arrival, it was postmarked “N. York Am. Pkt 21” reflecting 21¢ postage due.

Figure 1-46 shows an example of the rare 30 centimes Ocean Line rate. This letter was postmarked “Bureau Maritime Le Havre” on October 6, 1856 and endorsed “pr Hermann via Southampton” at the top. It was franked by 1853 Issue 10 centimes and 20 centimes stamps for the Ocean Line 3 décimes rate from the port. It was forwarded to Southampton, and connected there on October 8 with the Ocean Line steamer *Hermann* to New York on October 24. Upon arrival, it was postmarked “N. York Am. Pkt 21” reflecting 21¢ postage due to Philadelphia.



Figure 1-46. October 6, 1856. Le Havre to Philadelphia by American packet.

### December 1851 Rate Reduction for British Packets

The bulk transit rate for British packets in the 1843 Treaty was reduced on July 31, 1851 to 8 décimes per 7.5 grams. On December 1, the French Circular #72 reduced the amount charged on such letters to 13 décimes per 7.5 grams (8 décimes to GB plus 5 décimes French inland). On mail to or from the West Coast, the USA added a 5¢ surcharge, for a total of 10¢ per ½ ounce. The table below incorporates the new British packet rates. As explained further below, this new rate structure was temporarily interrupted by a USA postal action that wrongly charged 16¢ retaliatory sea postage on British packet letters.

### British and American Packets via England – December 1, 1851 to December 31, 1856

Postage	British Packet to the USA	British Packet to France	American Packet to the USA	American Packet to France
French inland	5 décimes	5 décimes	5 décimes	5 décimes
British sea/transit	8 décimes	8 décimes	3 décimes	3 décimes
French total	13 décimes (prepaid)	13 décimes (due)	8 décimes (prepaid)	8 décimes (due)
USA sea	n/a	n/a	16¢	16¢
USA inland	5¢ or 10¢	5¢ or 10¢	5¢ or 10¢	5¢ or 10¢
USA total	5¢ or 10¢ (due)	5¢ or 10¢ (prepaid)	21¢ or 26¢ (due)	21¢ or 26¢ (prepaid)

Figure 1-47 shows a typical single-weight eastbound example by British packet.



Figure 1-47. November 17, 1856. New Orleans to Paris by British packet.

This letter was postmarked “New Orleans La” on November 17, 1856 and endorsed “p Cunard steamer” at top left. It was franked by an 1856 Issue 5¢ stamp for the BOM rate, and passed through New York on November 26 per the red “New-York Br Pkt” postmark. It left that day aboard the Cunard steamer *Europa*, which arrived at Liverpool on December 8. Entering France per the December 9 “Etats-Unis Paq. Brit. B. A. Calais” postmark (“Bureau Ambulant”), it was assessed 13 décimes postage due to Paris per the black “13” marking.

Figure 1-48 shows a typical single-weight westbound example by British packet.



**Figure 1-48. August 23, 1853. Guebwiller to Lansing, Iowa by British packet.**

This letter was postmarked “Guebwiller” on August 23, 1853 and endorsed “Voie d’Angleterre” at the top. It was franked by three 1849 Issue 40 centimes stamps and an 1852 Issue 10 centimes stamp for the 13 décimes rate by British packet. It left Liverpool on August 27 aboard the Cunard steamer *Asia*, which reached New York on September 8. A day later, it was postmarked “N. York Br. Pkt 5” with integral 5¢ postage due to Lansing, Iowa.

Figure 1-49 shows an extraordinary double-weight example by British packet. This cover front was postmarked “Affranchissements Paris” on March 11, 1852 and endorsed “Via England & Liverpool steamer” at the top. It was franked by two 15 centimes pairs and a 1 franc carmine pair of the 1849 Issue for the double-weight 26 décimes rate by British packet. It left Liverpool on March 13 aboard the Cunard steamer *Europa*, which reached New York on March 25. Upon arrival, it was postmarked “New York 5” with integral single-weight 5¢ postage due to New Orleans.



**Figure 1-49. August 23, 1853. Paris to New Orleans by British packet.**

The pair at lower right is the unique tête-bêche pair of the 1849 Issue 15 centimes stamp, making this one of the greatest covers in French philately.

**January-February 1853 Second Retaliatory Rate Period**

In late 1852, the USA post office became aware that the 1843 Franco-GB Treaty had included a discriminatory sea charge on American packet mail to/from France. They were unaware that the charge had been removed in September 1851, so they resolved to attack the non-existent problem by initiating the "Second Retaliatory Period." A January 24, 1853 Post Office Notice ordered that USA postage on British packets be raised from 5¢ to 21¢ per half ounce. They quickly learned of their error and retracted the retaliatory 16¢ sea charge in a February 10, 1853 Post Office Notice that returned rates to the December 1, 1851 levels. Mail from this short 16-day period is very rare and Figure 1-50 shows an eastbound example. This letter was postmarked "New-York Br Pkt" on February 1, 1853 and endorsed "p Europa" at top left. It was prepaid the retaliatory rate of 21¢ per the pencil "21" at the top, and left the next day from Boston aboard the Cunard steamer *Europa*, which arrived at Liverpool on February 13. Upon entering France per the February 15 "Etats-Unis Paq. Brit. B. A. Calais" postmark, it was assessed 13 décimes postage due to Reims per the manuscript "13" marking, representing 8 décimes to GB plus 5 décimes inland postage.



**Figure 1-50. February 1, 1853. New York to Reims by British packet.**

Not all mail from this period was charged the retaliatory postage. Figure 1-51 shows an example.



**Figure 1-51. February 1, 1853. Mobile, Alabama to Paris by British packet.**

This letter was postmarked "Mobile Ala" on February 1, 1853 and endorsed "British Steamer" at top right. It was franked by two 1¢ stamps and a 3¢ stamp of the 1851 Issue for the normal 5¢ BOM rate. It was

postmarked “New York Br Pkt” on February 9, and left that day aboard the Cunard steamer *Africa*, which arrived at Liverpool on February 23. Upon entering France per the February 24 “Etats-Unis Paq. Brit. B. A. Calais” postmark, it was assessed 13 décimes postage due to Paris per the “13” marking.

Figure 1-52 shows a westbound example. This cover was postmarked “Paris 2<sup>e</sup>” on January 12, 1853 and endorsed “Per Liverpool Steamer of 15<sup>th</sup> January 1853” at the top. It was franked by a 15 centimes pair and a 1 franc carmine stamp of the 1849 Issue for the 13 décimes rate. It left Liverpool on January 15 aboard the Cunard steamer *Africa*, which reached New York on January 30. Upon arrival, New York assessed 21¢ postage due per the “21” marking, consisting of the 5¢ BOM rate plus 16¢ retaliatory postage.



Figure 1-52. January 12, 1853. Paris to New York City by British packet.

Figure 1-53 shows a multiple-weight westbound cover. This cover was postmarked “Bordeaux” in red on January 6, 1853 and endorsed “voie d’Angleterre” at the top. It was prepaid quadruple-weight 52 décimes per a manuscript “52” on the reverse. It passed through Paris on January 7 and left Liverpool on January 15 aboard the Cunard steamer *Africa*, which reached New York on January 30. A day later, New York postmarked it “New-York” and assessed quadruple-weight 84¢ postage due per the “84” marking.



Figure 1-53. January 6, 1853. Bordeaux to New Orleans by British packet.

### February 1853 to December 1856 Second Restored Rate Period

News of the elimination of the retaliatory postage was slow to propagate, as seen in Figure 1-54. This letter was postmarked “Philadelphia Pa” on February 14, 1853 and endorsed “pr Steamer Canada Feby 16<sup>th</sup>” at lower left. It was franked by a strip of three 1851 Issue 3¢ stamps and a 12¢ stamp for the expired 21¢ retaliatory rate. There is an unusual “British Packet” straight-line marking in the center, probably applied at New York. It left there on February 16 aboard the Cunard steamer *Canada*, which arrived at Liverpool on

February 28. Upon entering France per the March 1 “Etats-Unis Paq. Brit. B. A. Calais” postmark, it was assessed double-weight 26 décimes postage due to Paris by a “26” marking.



Figure 1-54. February 14, 1853. Philadelphia to Paris by British packet.

Figure 1-55 shows an unusual westbound example. This letter was postmarked “Levier” on August 12, 1856 and franked by two 20 centimes stamps, a 10 centimes stamp and an 80 centimes rose stamp of the 1853 Issue for the single-weight 13 décimes rate by British packet. An unusual red “P.F.” (paid to frontier) marking was used. It left Liverpool on August 16 aboard the Cunard steamer *Niagara*, which reached New York on August 27. New York rated it for 10¢ postage due to San Francisco per the black “10” at upper right, reflecting 5¢ BOM postage plus a 5¢ transcontinental surcharge.



Figure 1-55. August 12, 1856. Levier to San Francisco by British packet.

Figure 1-56 shows a remarkable multiple-weight westbound cover.



Figure 1-56. August 23, 1853. Paris to Groton, Massachusetts by British packet.

This letter was postmarked “Paris (K)” on August 23, 1853 and franked by a strip of six 1849 Issue 1 franc cherry-carmine stamps and an 1852 Issue 25 centimes pair for the quintuple (30 to 37 grams) 65 décimes rate by British packet. It left Liverpool on August 27 aboard the Cunard steamer *Asia*, which reached New York on September 8. The next day, it was postmarked “New-York Br. Pkt” and assessed quadruple-weight (34 to 56 grams) 20¢ postage due to Groton, Massachusetts. The cherry-carmine shade is among the rarest for the 1 franc stamp. It is only known used in Paris in late 1853.

### Mail Exchanged under the 1856 Franco-British Treaty from January to March 1857

The September 24, 1856 Franco-GB Treaty reduced French inland and British sea postage, effective January 1, 1857. For letters carried by American packets, the bulk amount to GB was 40 centimes per 30 grams (10 centimes per 7.5-gram letter). For letters carried by British packets, the bulk amount was 1 franc 60 centimes per 30 grams (40 centimes per 7.5-gram letter). New accounting postmarks were introduced for these new bulk rates. French inland rates were decreased to 4 décimes. The USA 5¢ BOM inland rate and 16¢ packet postage continued in effect, along with the 5¢ surcharge for mail to and from the West Coast. The non-competitive USA packet rate (16¢ versus 6¢) meant that very little mail was carried by American packet during this “Three Months Period.” Finally, the new treaty decreased the rates on the westbound RMSP service via Panama to the West Coast, so the French closed mail fully-paid rate became 12 décimes per 7.5 grams. The new rates are summarized below.

#### British and American Packets via England – January 1 to March 31, 1857

Postage	British Packet to the USA	British Packet to France	British Packet via Panama	American Pkt to the USA	American Packet to France
French inland	4 décimes	4 décimes	4 décimes	4 décimes	4 décimes
British transit	1 décime	1 décime	1 décimes	1 décime	1 décime
Sea	3 décimes	3 décimes	7 décimes	n/a	n/a
French Total	8 déc. (prepd)	8 décimes (due)	12 déc. (prepd)	5 déc. (prepd)	5 décimes (due)
USA sea	n/a	n/a	n/a	16¢	16¢
USA inland	5¢ or 10¢	5¢ or 10¢	20¢ (due)	5¢ or 10¢	5¢ or 10¢
USA Subtotal	5¢ or 10¢ (due)	5¢ or 10¢ (prepd)	20¢ (due)	21¢ or 26¢ (due)	21¢ or 26¢ (prepd)

Figure 1-57 shows a typical eastbound cover by British packet.



Figure 1-57. March 16, 1857. New Orleans to Paris by British packet.

This letter was postmarked “New Orleans La” on March 16, 1857 and endorsed “p british steamer” at the top. It was franked by an 1856 Issue 5¢ stamp for the BOM rate, and passed through Boston on March 25 per a “Boston Br Pkt” postmark on the reverse. It left there that day aboard the Cunard steamer *America*, which arrived at Liverpool on April 6. The following day, it passed through London, where the boxed “G.B. 1<sup>F</sup> 60<sup>C</sup>” marking debited France double-weight 8 décimes. Upon entering France per the April 7 “Angl. Amb. Calais L” railroad postmark (“Angleterre Ambulant”), it was assessed double-weight 16 décimes postage due (8 décimes due to GB plus 8 décimes inland to Paris) per the black “16” marking.

Figure 1-58 shows a typical single-weight westbound example sent by British packet.



Figure 1-58. March 5, 1857. Paris to New Orleans by British packet.

This letter was postmarked “Paris (DS2)” on March 5, 1857 and endorsed “pr Steamer Africa via N.Y.” at the top. It was franked by an 1853 Issue 80 centimes carmine stamp for the 8 décimes rate by British packet. It left Liverpool on March 7 aboard the Cunard steamer *Africa*, which reached New York on March 24. Upon arrival, it was postmarked “N. York Br. Pkt 5” with integral 5¢ postage due to New Orleans. It was then handled by a carrier service for delivery in New Orleans per the March 31 “N.O.U.S. City Post” postmark.

Figure 1-59 shows a rare westbound cover carried by British packet via Panama.



Figure 1-59. January 30, 1857. Paris to San Francisco via England and Panama.

This letter was posted in Paris on January 30, 1857 and endorsed “par Southampton” at top left. It was prepaid double-weight 24 décimes per a manuscript “24” on the reverse, and routed via London on January 31 (red circular “Paid” postmark) and Southampton for the February 2 sailing of the RMSP steamship *Parana* via St. Thomas to Aspinwall on February 24. British consular agents arranged for the transit across the isthmus to Panama City, where it connected with the March 1 sailing of the PMSS steamship *Sonora* to San Francisco on March 17. Since the mailbag had been opened in Panama City, the San Francisco post office charged 20¢ postage due per the black “20.” This route became obsolete when the April 1857 Franco-USA Treaty introduced a fully-paid 80 centimes rate to the West Coast.

Figure 1-60 shows a single-weight eastbound cover carried by an American packet.



**Figure 1-60. December 17, 1856. Baltimore to Paris by American packet.**

This letter was postmarked “Baltimore Md” on December 17, 1856 and prepaid 21¢ in cash per the red “Paid” and boxed “21” markings for the American packet rate. It passed through New York on December 20 per a red “New-York Am Pkt” postmark, and left the next day aboard the Collins Line steamer *Atlantic*, which arrived at Liverpool on January 1. It passed through London, which applied the oval “G.B. 40<sup>c</sup>” marking debiting France 40 centimes per 30 grams, or 1 décime per single 7.5-gram letter. It entered France per the January “Etats-Unis Paq. Am. A. Calais” ambulant postmark and was assessed 5 décimes postage due (1 décime due to GB plus 4 décimes French inland to Paris) per the black “5” marking.

Figure 1-61 shows a franked eastbound cover carried by an American packet.



**Figure 1-61. January 23, 1857. New Orleans to Bordeaux by American packet.**

This letter was postmarked “New Orleans La” on January 23, 1857 and franked by an 1851 Issue 1¢ stamp and type III 10¢ pair for the 21¢ American packet rate. It passed through New York on January 31 per a red “New-York Am Pkt” postmark, and left the next day aboard the Collins Line steamer *Atlantic*, which arrived at Liverpool on February 14. It passed through London, where the oval “G.B. 40<sup>c</sup>” marking debited France 1 décime. It entered France per the February 15 “Angl. Amb. Calais L” railroad postmark,

and was assessed 5 décimes postage due (1 décime due to GB plus 4 décimes French inland) per the black “5” marking.

Figure 1-62 shows a very rare westbound cover by American packet. This letter was postmarked “Paris K” on February 16, 1857 and franked by 1853 Issue 10 centimes and 40 centimes stamps for the 5 décimes rate by American packet. It left Liverpool on February 18 aboard the Collins Line steamer *Atlantic*, which reached New York on March 5. A day later, it was postmarked “N. York Am. Pkt 21” reflecting 21¢ postage due (5¢ BOM inland plus 16¢ packet). Fewer than five westbound American packet covers are known from this period.



Figure 1-62. February 16, 1857. Paris to New York by American packet.

### End of the 1856 Franco-GB Treaty for USA Mails

The 1856 treaty continued in force until 1868, but virtually all Franco-USA mails began to be treated under a new Franco-USA Treaty in April 1857. Some Franco-USA mails were still sent in the British open mail and show London transit postmarks along with 1856 treaty postal markings.

Figure 1-63 shows an eastbound example carried by a British packet.



Figure 1-63. February 24, 1858. Boston to Paris by British packet.

This letter was postmarked “Boston B. Pkt. Paid” on February 24, 1858 and franked by two 1857 Issue 3¢ stamps in a slight overpayment of the 5¢ BOM rate. Since it was underpaid for the 15¢ 1857 Treaty rate, it was sent in the open mails to GB. It left that day aboard the Cunard Line steamer *Niagara*, which reached Liverpool on March 9. The next day, it was postmarked “London Paid” and marked for a 4 décimes debit to France per the boxed “G.B. 1<sup>F</sup> 60<sup>C</sup>” marking. Upon entering France per the March 10 “Angl. Amb.

Calais M<sup>r</sup> railroad postmark, it was assessed 8 décimes postage due (4 décimes due to GB plus 4 décimes French inland) per the black “8” marking.

Figure 1-64 shows a westbound example carried by an American packet.



**Figure 1-64. October 23, 1863. Le Havre to Philadelphia by American packet.**

This letter was postmarked “Le Havre” on October 23, 1863 and franked by an 1862 Issue 80 centimes stamp for the 1857 Treaty rate, but sent in the open mails via England instead. It was postmarked “London Paid” on October 24 and left Liverpool four days later aboard the Inman Line steamer *Edinburgh*, which reached New York on November 15. A day later, it was postmarked “Philadelphia Am. Pkt” and assessed 21¢ postage due (5¢ BOM inland plus 16¢ packet postage) per the black “21” marking.

## Section Two

### Direct Packet Mail between the USA and France: 1847-1857

#### Introduction

Section One covers the analysis of mail sent via England during this period. This section addresses the analysis and interpretation of letters carried directly between the USA and France by steam packets from June 1847 to March 1857. A packet is a steamship that is engaged in regular travel between two countries and possesses a postal contract with one of them. When two countries do not have a postal treaty, such as the USA and France in this period, each country collects its domestic postage and the country contracting with the steamship line retains or collects sea postage on mail carried directly between the two. Mail fully-prepaid to its destination is not possible in that scenario.

The period covered here began with the June 22, 1847 commencement of the first French transatlantic steam packet service by the Hérout & de Handel Line. It ended with implementation of the first Franco-USA postal treaty on April 1, 1857. As an adjunct to the direct packet mail covered here, direct private ship mail is covered at the end of this section.

#### Mail Exchanged Directly by French Packet from June 1847 to February 1848

The French government signed a contract with the Compagnie Générale des Paquebots Transatlantiques (the Hérout & de Handel Line) on January 29, 1847 for a ten-year subsidized transatlantic steam packet service. Sailings were to be monthly between Le Havre and New York, starting on May 31. Because of issues with the water depth at Le Havre, the first seven westbound sailings left from Cherbourg, and began a month late on June 22. The largely unsuccessful service ended with the February 23, 1848 arrival of the ninth and last sailing at newly-dredged port of Le Havre.

A May 25, 1847 French Postal Circular set French sea postage at 10 décimes per 7.5 grams. French inland postal charges were based on a French March 15, 1827 Law, which set rates according to distance in kilometers and weight in grams. Table FR-2 shows these rates. Two key distances are 220 km between Paris and Cherbourg and 175 km between Paris and Le Havre. Higher weight classes are often indicated by manuscript symbols at the top left of a letter.

**Table FR-2 - French Inland Rates per January 1828 Law**

Distance to port	To 7.5 grams	7.5 to 10 grams	10 to 15 grams	15 to 25 grams
# of rates	1	1.5	2	2.5
ms. symbol	(none)	check	w	15
< 40 km	2 décimes	3 décimes	4 décimes	5 décimes
41-80 km	3 décimes	5 décimes	6 décimes	8 décimes
81-150 km	4 décimes	6 décimes	8 décimes	10 décimes
151-220 km	5 décimes	8 décimes	10 décimes	13 décimes
221-300 km	6 décimes	9 décimes	12 décimes	15 décimes
301-400 km	7 décimes	11 décimes	14 décimes	18 décimes
401-500 km	8 décimes	12 décimes	16 décimes	20 décimes
501-600 km	9 décimes	14 décimes	18 décimes	23 décimes
601-750 km	10 décimes	15 décimes	20 décimes	25 décimes
751-900 km	11 décimes	17 décimes	22 décimes	28 décimes
> 900 km	12 décimes	18 décimes	24 décimes	30 décimes
French Sea	10 décimes	15 décimes	20 décimes	25 décimes

The March 3, 1845 USA Act set uniform inland postal rates of 5¢ per ½ ounce for less than 300 miles and 10¢ for over 300 miles, effective July 1. The USA ship fee on incoming letters was 2¢ per letter, which was added to the inland postage, unless the letter was addressed to the ship's port of entry, in which case a total of 6¢ ship postage was collected. Letters from the USA had to be prepaid the domestic postage to the departure port of New York. These rates are summarized in the single-weight table below.

#### French Direct Packet – June 22, 1847 to February 23, 1848

Postage	France to the USA	USA to France
French inland	Table FR-2	Table FR-2
French sea	10 décimes	10 décimes
French Subtotal	Variable (prepaid)	Variable (due)
USA ship fee	2¢	
USA inland	5¢ or 10¢	5¢ or 10¢
USA Subtotal	6¢, 7¢ or 12¢ (due)	5¢ or 10¢ (prepaid)

Because of the short period of operations, mail carried by the Hérout & de Handel Line is quite scarce.

#### French Direct Packet Mail from the USA to France

The French post office prepared special “Paq. Reg.” (“paquebot régulier” or regular packet) entry postmarks for eastbound mail carried by Hérout & de Handel. These provide clear identification of a letter carried on this route. Figure 2-1 shows a remarkable eastbound example.



Figure 2-1. August 28, 1847. Philadelphia to Cognac by French packet.

This letter was postmarked “Philada Pa. 5 cts” on August 28, 1847 and endorsed “Missouri” at lower left. It was franked by an 1847 Issue 5¢ red brown stamp for the postage to New York, and left there on August 31 aboard the Hérout & de Handel steamer *Missouri*, which reached Cherbourg on September 15. The red September 17 “Le Havre Paq. Reg. 2” entry postmark was applied at Paris, where the letter was rated double-weight (between 10 and 15 grams) per the partial “w” mark at upper left. Accordingly, it was assessed 38 décimes postage due per the manuscript “38” on the front. This consisted of double-weight 20 décimes sea postage plus double-weight 18 décimes postage for the 590 kilometers from Cherbourg to Cognac, per Table FR-2. This is the only known French direct packet letter that was prepaid by a stamp. It is also the earliest known use of the 1847 5¢ stamp on a letter to France.

The special “Paq. Reg.” dated postmarks were not prepared in time for the arrival of the first eastbound packet sailing, so a pre-existing “Outre-Mer Le Havre” postmark was used. Figure 2-2 shows an example. This folded letter was datelined July 15, 1847 in New York City and endorsed “Steamer Union” at top left. It received no New York postmark and no USA postage was required from New York. It left on July 24 aboard the first sailing of the Hérout & de Handel Line by the steamer *Union*, which arrived off Le Havre on August 7. The ship could not enter the low-draft harbor, so the mail and cargo were off-loaded and the steamer proceeded to Cherbourg. Le Havre applied the red August 8 “Outre-Mer Le Havre” postmark, and added a manuscript red “10” at upper right to explain the 10 décimes sea charge. It was assessed 18 décimes postage due per the manuscript “18” marking, consisting of the 10 décimes sea postage plus 8 décimes inland postage for the 420 kilometers from Le Havre to Cognac, per Table FR-2.



Figure 2-2. July 15, 1847. New York to Cognac by French packet.

The “Paq. Reg.” dated postmarks were still not available for the arrival of the second eastbound packet sailing, so a provisional blue boxed “Paq. Reg.” postmark was used. Figure 2-3 shows an example.



Figure 2-3. August 14, 1847. Boston to Paris by French packet.

This folded letter was postmarked “Boston 5 cts” on August 14, 1847 and endorsed “Per Steamer 15<sup>th</sup> via New York” at lower left. The integral “5 cts.” in the Boston postmark and the red “PAID” indicate that the 5¢ postage to New York was paid in cash. The letter left there on August 15 aboard the Hérout & de Handel steamer *Philadelphie*, which reached Cherbourg on September 1. The blue boxed “Paq. Reg.” entry

postmark was applied at Paris, where the letter it was rated double-weight (between 10 and 15 grams) per the “w” mark at upper left. Accordingly, it was assessed 30 décimes postage due per the manuscript “30” on the front. This consisted of double-weight 20 décimes sea postage plus double-weight 10 décimes postage for the 175 kilometers from Le Havre to Paris, per Table FR-2.

The “Paq. Reg.” dated postmarks were available for the arrival of the third eastbound packet sailing, as seen in Figure 2-1. They were applied in blue ink for the final three sailings of the line. Figure 2-4 shows an example from the 8<sup>th</sup> sailing. This folded letter was postmarked “New Orleans La.” on November 14, 1847 and endorsed “Per French Steamer from New York” at the top. 10¢ USA postage for over 300 miles to New York was paid in cash per the “PAID” and “10” markings. The letter left New York on November 25 aboard the Hérout & de Handel steamer *New York*, which reached Le Havre on December 12. The blue December 12 “Le Havre Paq. Reg.1” entry postmark was applied at Le Havre, along with the restatement of the 10 décimes sea postage by the manuscript “10” mark at upper right. It was assessed 21 décimes postage due per the manuscript “21” on the front. This consisted of 10 décimes sea postage plus 11 décimes postage for the 800 kilometers from Le Havre to Marseille, per Table FR-2.



Figure 2-4. November 14, 1847. New Orleans to Marseille by French packet.

The ninth and final sailing reached France in February 1848. Figure 2-5 shows an example.



Figure 2-5. February 3, 1848. Boston to Paris by French packet.

This folded letter originated in Boston on February 3, 1848 and was endorsed “pr Missouri Steamer 5 feb” at lower left. It was carried under cover to New York and left there on February 6 aboard the Hérout & de

Handel steamer *Missouri*, which reached Le Havre on February 23. The blue February 23 “Le Havre Paq. Reg.1” entry postmark was applied at Le Havre, and the letter was rated between 7.5 and 10 grams per the check mark at upper left. Accordingly, it was assessed 23 décimes postage due per the manuscript “23” on the front. This consisted of 15 décimes sea postage plus 8 décimes postage for the 175 kilometers from Le Havre to Paris, per Table FR-2.

### French Direct Packet Mail from France to the USA

Westbound Hérout & de Handel mail is harder to identify because it has no special postmarks. The rare surviving letters can be identified by manuscript endorsements and sailing dates. Figure 2-6 shows an example carried on the third voyage, unfolded to show the markings on the reverse.



Figure 2-6. July 27, 1847. Rouen to New Orleans by French packet.

This letter was postmarked “Rouen” on July 27, 1847 and endorsed “Paq Fais du Havre” (French packet from Havre) at lower left. It was prepaid 13 décimes per a manuscript “13” marking on the reverse, consisting of 10 décimes sea postage plus 3 décimes for 70 kilometers to Le Havre for a single-weight letter, as seen in Table FR-2. It was postmarked “Bureau Maritime Havre” in transit on July 28 and left from Cherbourg on July 31 aboard the Hérout & de Handel steamer *Missouri*, which reached New York on August 21. The next day, it was postmarked “New-York Ship 12 cts” with integral postage due of 12¢, consisting of a 2¢ ship fee plus 10¢ for over 300 miles to New Orleans.

Figure 2-7 shows an example carried on the 8<sup>th</sup> sailing. This letter was posted in Paris on October 23, 1847 and endorsed “Paquebot du vapeur du Havre” at lower left. It was prepaid 15 décimes per a manuscript “15” notation on the reverse, consisting of 10 décimes sea postage plus 5 décimes for the 175 kilometers to Le Havre for a letter weighing no more than 7.5 grams, as seen in Table FR-2. The letter left Le Havre on October 24 aboard the Hérout & de Handel steamer *New York*, which reached New York on November 13. Upon arrival, it was postmarked “New-York Ship 7 cts” with integral postage due of 7¢, consisting of a 2¢ ship fee plus 5¢ for less than 300 miles to Philadelphia.



Figure 2-7. October 23, 1847. Paris to Philadelphia by French packet.

Figure 2-8 shows an example carried on the last sailing from France. Originating in Paris on December 16, 1847 and endorsed “pr Missouri Steamer” at top left, this folded letter was carried under cover from Paris to Le Havre by Parisian forwarder Clermont & Cie. Le Havre forwarder Post & Dose applied their December 20 cachet on the reverse and took the letter to the post office where it was postmarked “Bureau Maritime Havre” on December 23. Although the amount is not indicated, it was prepaid 10 décimes sea postage for a letter weighing no more than 7.5 grams per the small red “PD” marking. It left Le Havre on December 23 aboard the Hérout & de Handel steamer *Missouri*, which reached New York on January 18. Upon arrival, it was marked for arrival port ship postage due of 6¢ per the red circled “6” marking.



Figure 2-8. December 16, 1847. Paris to New York by French packet.

### Mail Exchanged Directly by American Packet from October 1850 to March 1857

In 1850, the New York & Havre Steam Navigation Company (the “Havre Line”) received a USA subsidy for monthly sailings between New York and Le Havre, with a stop at Southampton each way. This service began on October 5, 1850. France treated this type of mail as private ship letters. The July 23, 1849 French Postal Circular #14 set ship rates of 3 décimes per 7.5 grams to/from Le Havre and 6 décimes to/from anywhere else in France, effective August 1. The USA 1845 Act set sea postage at 24¢ per ½ ounce, which was added to the inland postal rates of 5¢, 10¢ or 40¢ (mail to or from the West Coast was subject to a rate of 40¢). The March 3, 1851 USA Act reduced sea and inland postage on this type of mail to a uniform 20¢ per ½ ounce, effective July 1. The table below shows these rates for single-weight letters.

**American Direct Packet – October 5, 1850 to March 31, 1857**

Postage	France to the USA 10/50 - 6/51	USA to France 10/50 - 6/51	France to the USA 7/51 - 3/57	USA to France 7/51 - 3/57
French inland	3 or 6 décimes	3 or 6 décimes	3 or 6 décimes	3 or 6 décimes
French Subtotal	3/6 décimes (prepaid)	3 or 6 décimes (due)	3/6 décimes (prepd)	3/6 décimes (due)
USA sea	24¢	24¢	included	included
USA inland	5¢, 10¢ or 40¢	5¢, 10¢ or 40¢	included	included
USA Subtotal	29¢, 34¢ or 64¢ (due)	29¢, 34¢ or 64¢ (prepd)	20¢ (due)	20¢ (prepaid)

**American Direct Packet Mail from France to the USA: October 5, 1850 to June 30, 1851**

Covers showing the USA 29¢ or 34¢ rates are rare and the 64¢ rate is unknown. Figure 2-9 shows an example. This letter was posted in Phalsbourg on December 26, 1850 and endorsed “par Le Havre” at the bottom. It was franked by two 10 centimes stamps and a 40 centimes stamp of the 1849 Issue to make up the 6 décimes beyond-port rate. It was postmarked “Bureau Maritime Havre” in transit on December 28 and left on January 1 aboard the Havre Line steamer *Franklin*, which reached New York on January 16. The next day, it was postmarked “New-York Ship 34 cts” with integral postage due of 34¢, consisting of 24¢ packet postage plus 10¢ for over 300 miles to Indiana.



Figure 2-9. December 26, 1850. France to Indiana by American packet.

Figure 2-10 shows an example with a 29¢ collection in the USA.



Figure 2-10. June 3, 1851. Paris to Boston by American packet.

This letter was posted in Paris on June 3, 1851 and endorsed “via Havre” at the top. It was franked by a 10 centimes pair and a 40 centimes stamp of the 1849 Issue to make up the 6 décimes beyond-port rate. It was postmarked “Bureau Maritime Havre” in transit on June 4 and left that day aboard the Havre Line steamer *Humboldt*, which reached New York on June 17. The next day, it was postmarked “New-York Ship 29 cts” with integral postage due of 29¢, consisting of 24¢ packet postage plus 5¢ postage to Boston.

### American Direct Packet Mail from the USA to France: October 5, 1850 to June 30, 1851

Properly-paid eastbound covers are hard to find. Letters via this route can be identified by 3 or 6 décimes collections in France and red “Outre-Mer Le Havre” entry postmarks. Figure 2-11 shows a cover prepaid for the lower cost route via England that was carried on the direct route. This letter was postmarked “Philada Pa.” on February 4, 1851 and endorsed “Per Steamer Franklin” at top left. Since the Havre Line steamer *Franklin* was scheduled to stop at Southampton enroute to Le Havre, it was prepaid 21¢ for an American packet via England, per the red boxed “Phila 21¢ Paid” marking. This amount consisted of 16¢ American packet postage plus 5¢ postage to New York. The letter left on February 8 aboard the *Franklin* and was carried all the way to Le Havre on February 21. Upon arrival, it was postmarked “Outre-Mer Le Havre” and assessed 6 décimes postage due to Jarnac. The correct prepayment for the direct routing should have been 29¢, consisting of 5¢ postage to New York plus 24¢ direct packet postage.



Figure 2-11. February 4, 1851. Philadelphia to France by American packet.

Figure 2-12 shows an example from California.



Figure 2-12. May 15, 1851. San Francisco to Bordeaux by American packet.

This letter was postmarked “San Francisco Cal” on May 15, 1851 and prepaid 56¢ for the rate by American packet via England per the red “Paid” and “56” markings. This consisted of 16¢ American packet postage plus 40¢ transcontinental postage. It left on May 15 aboard PMSS steamer *Northerner*, which arrived at Panama on June 3. After crossing the isthmus, it connected with the USMSC steamer *Falcon* that left Chagres on June 10 and reached New York on June 23. It left there on June 28 aboard the Havre Line steamer *Humboldt*, which reached Le Havre on July 10. Upon arrival, it was postmarked “Outre-Mer Le Havre” and assessed 6 décimes postage due to Bordeaux. The correct prepayment for this routing would have been 64¢, consisting of 40¢ transcontinental postage plus 24¢ direct packet postage.

#### American Direct Packet Mail from France to the USA: July 1, 1851 to March 31, 1857

The American direct packet postage became 20¢ on July 1, 1851. Figure 2-13 shows a remarkable westbound example. This letter was postmarked “Collioure” on December 9, 1851 and franked by a strip of six 1849 Issue 10 centimes stamps for the 6 décimes beyond-port rate. It was postmarked “Bureau Maritime Havre” in transit on December 12 and left there on December 21 aboard the Havre Line steamer *Franklin*, which reached New York on January 3. Upon arrival, it was rated for 20¢ postage due.



Figure 2-13. December 9, 1851. France to New York by American packet.

Figure 2-14 shows another westbound example with a rare franking.



Figure 2-14. July 23, 1852. Paris to New York by American packet.

This letter was postmarked “Paris (3)” on July 23, 1852 and franked by a strip of four 1849 Issue 15 centimes stamps to make up the 60 centimes beyond-port rate. It was postmarked “Bureau Maritime Havre” in transit on July 24 (red circular postmark on the reverse) and left there on August 4 aboard the Havre Line steamer *Franklin*, which reached New York on August 16. Upon arrival, it was rated for 20¢ direct steamship postage due to New York per the “20” at lower right.

Figure 2-15 shows a westbound example prepaid the 30 centimes in-port rate. This letter was postmarked “Bureau Maritime Havre” on August 1, 1854 and endorsed “Per Union” at left. It was franked by 1853 Issue 10 centimes and 20 centimes stamps to make up the 30 centimes in-port rate. The stamps were unusually cancelled in red. It left there on August 2 aboard the Havre Line steamer *Union*, which reached New York on August 16. Upon arrival, it was postmarked “N. York Am. Pkt. 20” with integral 20¢ postage due for the direct steamship rate to Boston.



Figure 2-15. August 1, 1854. Le Havre to Boston by American packet.

Figure 2-16 shows a westbound example prepaid by both stamps of the short-lived 1852 Issue. This letter was postmarked “Paris 11” on September 29, 1853 and endorsed “p. Humboldt” at top left. It was franked by a 10 centimes stamp and 25 centimes pair of the 1852 Issue to make up the 60 centimes beyond-port rate. It was postmarked “Bureau Maritime Havre” in transit on September 30 on the reverse, and left there on that day aboard the Havre Line steamer *Humboldt*, which reached New York on October 14. A day later, it was postmarked “N. York Am. Pkt. 20” with integral 20¢ postage due for the direct steamship rate.



Figure 2-16. September 29, 1853. Paris to New York by American packet.

### American Direct Packet Mail from the USA to France: July 1, 1851 to March 31, 1857

Correspondents often prepaid 21¢ to ensure that their letters could go by either the 20¢ direct route or the 21¢ route via England. Figure 2-17 shows a rare example that was prepaid correctly. This letter was postmarked “New Orleans La” on November 8, 1856 and endorsed “Per first Steamer” at top left. It was franked by a single and strip of three 5¢ stamps of the 1856 Issue for the 20¢ direct packet rate. It was postmarked “New York Am. Pkt.” on November 15 and left two days later aboard the Havre Line steamer *Fulton*, which reached Le Havre on December 1. Upon arrival, it was postmarked “Bureau Maritime Havre” and assessed 6 décimes postage due for the beyond-port rate to Pontay.



Figure 2-17. November 8, 1856. New Orleans to France by American packet.

Figure 2-18 shows a slightly overpaid example. This letter was postmarked “New-York” on August 23, 1851 and endorsed “Steamer Humboldt” at lower left. It was franked by a strip of three 3¢ orange-brown stamps and a 12¢ stamp of the 1851 Issue for the 21¢ American packet rate. It left that day aboard the Havre Line steamer *Humboldt*, which reached Le Havre on September 4. Upon arrival, it was postmarked “Bureau Maritime Havre” and assessed 6 décimes postage due for the beyond-port rate to Lyon.



Figure 2-18. August 23, 1851. New York to Lyon by American packet.

### End of the Pre-Contract Direct Packet Period

The first Franco-USA first postal treaty became effective on April 1, 1857.

## Mail Exchanged Directly by Private Ship from 1840 to 1869

Private ships also ran directly between the two countries. They were given a “captain’s gratuity” of 2¢ (equal to 1 décime) for each letter that they carried. Identifying which ship carried a given letter is generally not possible, since their sailings were not as well documented as those by contract packets.

### Private Ship Mail: 1840 to June 30, 1845

In 1840, the French rates for private ship letters were a 1 décime ship fee plus variable inland postage per Table FR-2 (shown on page 41). USA inland postal are shown below in Table USA-1. A 2¢ ship fee (which did not progress with weight ) was added to inland postage, unless the letter was addressed to the ship’s port of entry, in which case a total of 6¢ was collected. Letters from the USA only required domestic postage prepaid to the departure port. The table below shows these rates for single letters.

**Table USA-1 – United States Inland Rates per May 1, 1825 Act**

Distance to Port	Single Sheet
< 30 miles	6¢
31-80 miles	10¢
81-150 miles	12.5¢
151-400 miles	18.75¢
> 400 miles	25¢

### Private Ship Rates – 1840 to June 1845

Postage	France to the USA	USA to France
French inland	Table FR-2	Table FR-2
French ship	1 décime	1 décime
French Subtotal	1 décime plus variable (prepaid)	1 décime plus variable (due)
USA ship fee	2¢	
USA inland	Table USA-1	Table USA-1
USA Subtotal	6¢ or 2¢ plus variable (due)	variable (prepaid)

Figure 2-19 shows an eastbound example.



**Figure 2-19. November 1844. New York to France by private ship.**

This letter originated in New York in November 1844 and was forwarded to a private ship in the harbor by “The Sun Newspaper and Foreign Letter Office” per the magenta label, avoiding USA postal charges. It was carried by a private ship to Le Havre, where it was postmarked “Outre-Mer Le Havre” on December 19. It was rated there for 10 décimes postage due per a manuscript “10” marking, consisting of 1 décime ship postage plus 9 décimes for the 555 kilometers to Rive de Gier, per Table FR-2.

Figure 2-20 shows a westbound example. This single-weight letter was postmarked “Lyon” on April 13, 1844 and prepaid 10 décimes per a manuscript “10” on the reverse, consisting of 1 décime ship postage plus 9 décimes for 550 kilometers to Le Havre. It was postmarked “Bureau Maritime (Havre)” in transit and carried from there to New Orleans, where it was rated for in-port ship postage due of 6¢.



Figure 2-20. April 13, 1844. Lyon to New Orleans by private ship.

### Private Ship Mail: July 1, 1845 to July 31, 1849

The USA July 1, 1845 Act maintained the ship postage at 6¢ and 2¢, but reduced inland postal rates to 5¢ per ½ ounce for less than 300 miles or 10¢ for over 300 miles, so beyond-port ship collections became 7¢ or 12¢. Private ship letters from the USA required only domestic postage prepaid to the departure port. On January 1, 1849, France introduced a uniform 20 centimes per 7.5 grams domestic rate and issued postage stamps for that rate, but maintained the variable ship rates from the previous period. The table below shows these rates for single-weight letters.

#### Private Ship Rates – July 1845 to July 1849

Postage	France to the USA	USA to France
French inland	Table FR-2	Table FR-2
French ship	1 décime	1 décime
French Subtotal	1 décime plus variable (prepaid)	1 décime plus variable (due)
USA ship fee	2¢	
USA inland	5¢ or 10¢	5¢ or 10¢
USA Subtotal	6¢, 7¢ or 12¢ (due)	5¢ or 10¢ (prepaid)

Figure 2-21 shows an unusual westbound example.



Figure 2-21. June 13, 1849. France to New York by private ship.

This letter was postmarked “Septeuil” on June 13, 1849 and endorsed “par le Havre” at lower left. It was franked by an 1849 Issue 20 centimes stamp for the postage to Le Havre, which was accepted per the red “PF” (paid to the frontier) marking. The correct prepayment should have been 5 décimes, consisting of 1 décime ship postage plus 4 décimes for the 125 kilometers to Le Havre for a letter weighing no more than 7.5 grams. It was postmarked “Bureau Maritime Le Havre” in transit on June 15 and carried from there to New York by a private ship. Upon arrival, it was rated for in-port ship postage due of 6¢ per the red circled “6” marking. This stamp appears rarely on transatlantic mail.

Figure 2-22 shows an unusual eastbound example.



Figure 2-22. April 25, 1848. Owego, New York to Paris by private ship.

This letter was postmarked “Owego NY” on April 25, 1848 and franked by an 1847 Issue 5¢ stamp for the postage to New York. It was carried from there by a private ship to Le Havre, where it was postmarked “Outre-Mer Le Havre” on June 3. It was rated for 6 décimes postage due per a manuscript “6” marking, consisting of 1 décime ship postage plus 5 décimes for the 175 kilometers to Paris for a single-weight letter per Table FR-2.

### Private Ship Mail: August 1, 1849 to June 30, 1851

The French Postal Circular #14 set uniform ship rates of 3 décimes per 7.5 grams to or from the port or 6 décimes beyond the port, effective August 1, 1849. This applied to mail in both directions. USA ship postage continued as in the previous period. The table below shows these rates for single-weight letters.

## Private Ship Rates – August 1849 to June 1851

Postage	France to the USA	USA to France
French inland	3 or 6 décimes	3 or 6 décimes
French ship	(included in above)	(included in above)
French Subtotal	3 or 6 décimes (prepaid)	3 or 6 décimes (due)
USA ship fee	2¢	
USA inland	5¢ or 10¢	5¢ or 10¢
USA Subtotal	6¢, 7¢ or 12¢ (due)	5¢ or 10¢ (prepaid)

Figure 2-23 shows a westbound example. This letter was postmarked “Montpellier” on June 3, 1850 and endorsed “Bat. du com<sup>ce</sup> par le Havre” (bateau du commerce, or private ship) at lower left. It was franked by 1849 Issue 20 centimes and 40 centimes stamps for the 6 décimes beyond-port private ship rate. It was postmarked “Bureau Maritime Le Havre” in transit on June 7 and carried from there to New York by a private ship. On July 17, it was postmarked “New-York Ship 7 cts” with integral private ship postage due of 7¢, consisting of a 2¢ ship fee plus 5¢ for less than 300 miles to Ipswich, Massachusetts.



Figure 2-23. June 3, 1850. Montpellier to Massachusetts by private ship.

Figure 2-24 shows a westbound example with 12¢ due. This letter was postmarked “Guebwiller” on April 14, 1851 and franked by two 10 centimes stamps and a 40 centimes stamp of the 1849 Issue.



Figure 2-24. April 14, 1851. Guebwiller to upstate New York by private ship.

Postmarked “Bureau Maritime Le Havre” on April 16, it was carried to New York, where it was postmarked “New-York Ship 12 cts” on May 22 with integral private ship postage due of 12¢, consisting of a 2¢ ship fee plus 10¢ for more than 300 miles to Constableville, NY.

Figure 2-25 shows an eastbound example from this period. This letter was postmarked “Chicago Ill.” on April 28, 1851 and endorsed “par havre a France” at lower left. It was prepaid 10¢ for over 300 miles to New York per the red circled “10” and “Paid” markings. It was carried from there by a private ship to Le Havre, where it was postmarked “Outre-Mer Le Havre” on May 22. It was rated for 6 décimes postage due per a black “6” marking, for the beyond-port private ship postage to Bouzonville.



Figure 2-25. April 28, 1851. Chicago to France by private ship.

#### Private Ship Mail: July 1, 1851 to March 31, 1855

The March 3, 1851 USA Act reduced inland postage to 3¢ per ½ ounce for distances under 3,000 miles, effective July 1. Unpaid letters were subject to a surcharged rate of 5¢, which was applicable to incoming ship letters from France. This was added to the 2¢ ship fee, unless the letter was addressed to the arrival port, in which case 6¢ ship postage was charged. Outgoing private ship letters required prepayment of 3¢ domestic postage to the departure port. French ship rates continued unchanged from the prior period. The table below shows these rates for single-weight letters, but excludes transcontinental rates.

#### Private Ship Rates – July 1851 to March 1855

Postage	France to the USA	USA to France
French inland	3 or 6 décimes	3 or 6 décimes
French ship	(included in above)	(included in above)
French Subtotal	3 or 6 décimes (prepaid)	3 or 6 décimes (due)
USA ship fee	2¢	
USA inland	5¢ (unpaid)	3¢
USA Subtotal	6¢ or 7¢ (due)	3¢ (prepaid)

Figure 2-26 shows a westbound example. This letter was postmarked “Paris” on October 16, 1851 and endorsed “via Havre” at lower left. It was franked by a 10 centimes stamp and a 25 centimes pair of the 1849 Issue for the 6 décimes beyond-port rate and postmarked “Bureau Maritime Le Havre” in transit on October 17. It was carried to New York, where it was postmarked “New-York Ship 7 cts” on November 14 with integral ship postage due of 7¢, consisting of a 2¢ ship fee plus 5¢ postage to Philadelphia.



Figure 2-26. October 16, 1851. Paris to Philadelphia by private ship.

Figure 2-27 shows an eastbound example. This letter was postmarked “New-York” on April 13, 1853 and endorsed “Pr Steamer Franklin via Havre” at the top. The Havre Line steamer *Franklin* required a 24¢ prepayment of the direct packet postage, so this letter was marked “Not Paid” and routed to a private ship in the harbor, for which no USA postage was required since it originated in the port. Upon arrival, it was postmarked “Outre-Mer Le Havre” on May 29 and rated for double-weight beyond port 12 décimes postage due to Metz per the manuscript “12” marking.



Figure 2-27. April 13, 1853. New York to Metz by private ship.

### Private Ship Mail: April 1, 1855 to June 29, 1863

On April 1, 1855, the USA eliminated the unpaid letter surcharge, leaving a uniform rate of 3¢ per ½ ounce for distances under 3,000 miles. A curiosity of this period is that ship letters addressed to the arrival port were charged more (6¢) than letters beyond the port (5¢). Outgoing private ship letters required prepayment of 3¢ domestic postage to the departure port. French ship rates continued unchanged. The table below shows the rates for single-weight letters, but excludes transcontinental rates.

#### Private Ship Rates – April 1855 to June 1863

Postage	France to the USA	USA to France
French inland	3 or 6 décimes	3 or 6 décimes
French ship	(included above)	(included above)
French Subtotal	3 or 6 décimes (prepaid)	3 or 6 décimes (due)
USA ship fee	2¢	
USA inland	3¢	3¢
USA Subtotal	6¢ or 5¢ (due)	3¢ (prepaid)

Figure 2-28 shows a westbound example. This letter was postmarked “Versailles” on July 2, 1860 and endorsed “via Havre” at top right. It was franked by a strip of three 1853 Issue 20 centimes stamps for the 6 décimes beyond-port private ship rate, but initially rated for insufficient postage (the 1857 Treaty rate was 80 centimes) per the red boxed “Affranchissement Insuffisant” marking. That was crossed out and the letter was routed to a private ship. It was postmarked “Bureau Maritime Le Havre” in transit on July 3 and carried from there to an arrival port other than New York. Upon arrival, it was rated for private ship postage due of 5¢ per the “Ship” and “5” postmarks, consisting of a 2¢ ship fee plus 3¢ postage to New York. Had it proceeded as an unpaid 1857 Treaty cover, it would have been subject to 15¢ postage due.



Figure 2-28. July 2, 1860. Versailles to New York by private ship.

Figure 2-29 shows another westbound example. This letter was postmarked “Bureau Maritime Le Havre” on July 13, 1856 and endorsed “pr Johannesburg” at top left. It was franked by 1853 Issue 10 centimes and 20 centimes stamps for the 3 décimes in-port private ship rate and carried from there directly to New Orleans by a private ship. It was postmarked “New Orleans La.” on September 5 and rated for in-port private ship postage due of 6¢ per the New Orleans “Ship 6” marking.



Figure 2-29. July 13, 1856. Le Havre to New Orleans by private ship.

Figure 2-30 shows another westbound example that travelled around Cape Horn. This letter was postmarked “Bordeaux” in red on March 23, 1860 and endorsed “p Mozart Capt Heron” at top right. It was franked by 1853 Issue 10 centimes and 20 centimes stamps for the 3 décimes in-port private ship rate and carried from Bordeaux directly to San Francisco by a private ship around Cape Horn. Upon arrival, it was postmarked “San Francisco Cal” on September 5 and rated for in-port private ship postage due of 6¢ per the distinctive San Francisco clamshell “Ship 6” marking.



Figure 2-30. March 23, 1860. Bordeaux to San Francisco by private ship.

### Private Ship Mail after June 30, 1863

On June 30, 1863, USA ship rates were further modified to 4¢ per ½ ounce if addressed to the arrival port or 6¢ if sent beyond the port, and did increase with weight. Outgoing private ship letters were required to be prepaid 3¢ postage to the departure port. French ship rates continued unchanged from the prior period. The table below shows these rates for single-weight letters.

#### Private Ship Rates – July 1863 to December 1875

Postage	France to the USA	USA to France
French inland	3 or 6 décimes	3 or 6 décimes
French ship	(included in above)	(included in above)
French Subtotal	3 or 6 décimes (prepaid)	3 or 6 décimes (due)
USA ship fee	4¢ or 6¢	
USA inland	(included in above)	3¢
USA Subtotal	4¢ or 6¢ (due)	3¢ (prepaid)

Figure 2-31 shows a westbound example bearing the new 4¢ private ship rate.



Figure 2-31. December 9, 1863. Le Havre to New York by private ship.

This letter was postmarked “Le Havre Le Port” on December 9, 1863 and endorsed “par le N<sup>re</sup> Français Lise Amélie” (Navire Français, or French sailing ship) at the top. It was franked by 1862 Issue 10 centimes and 20 centimes stamps for the 3 décimes in-port private ship rate and carried from there to New York by a private ship. On February 5, it was postmarked “New York Ship Letter 4” with integral single-weight in-port private ship postage due of 4¢.

Figure 2-32 shows a double-weight westbound example. This letter was postmarked “Le Havre” on February 27, 1865 and endorsed “p St. Hansa from South<sup>on</sup> 27<sup>th</sup>” at top left. It was franked by four 1862 Issue 80 centimes stamps for the quadruple-weight 1857 Treaty rate and carried by an auxiliary steamer to Southampton. It caught the March 1 departure of the NGL steamship *Hansa*, which was not sailing with a postal contract on that trip, so this was considered a private ship letter. It reached New York on March 13, where it was postmarked “New York Ship Letter 8” with integral double-weight in-port private ship postage due of 8¢.



Figure 2-32. February 27, 1865. Le Havre to New York by private ship.

### End of the Private Ship Mail Period

Private ship letters were mostly obsoleted by the convenient and inexpensive 1857 Franco-USA postal treaty. They disappeared completely after 1875, when France joined the Universal Postal Union.

## Section Three

### Packet Mail between the USA and France: 1857 to 1869

#### Introduction

The purpose of this section is to assist in the analysis and interpretation of letters carried by steam packets between the USA and France from April 1857 to December 1869. The period began with the April 1, 1857 commencement of the first postal treaty between France and the USA. It ended with the December 31, 1869 expiration of that treaty.

Formal postal relations between countries are governed by postal treaties which set out the routes and compensation for correspondence between those countries. The March 2, 1857 Franco-USA Treaty set a uniform fully-paid rate of 15¢ per ¼ ounce (7.1 grams) or 80 centimes per 7.5 grams for all routes, effective April 1. A system of credits and debits was established to compensate each country for the postal service provided. Credit amounts were marked in cents in red. Debit amounts, also in cents, were marked in black ink. Letters no longer needed to be prepaid, and underpaid letters were treated as fully-unpaid in the treaty. The table below summarizes the eastbound rate breakdowns.

#### Eastbound from the USA to France – April 1, 1857 to December 31, 1869

Postage	British Packet	American Packet via England	American Direct Packet	French Direct Packet
	1857-1867	1857-1867	1857-1869	1864-1869
French inland	4¢	4¢	3¢	3¢
British transit Packet	2¢	2¢	n/a	n/a
USA inland	6¢	6¢	9¢	9¢
Total	3¢	3¢	3¢	3¢
Credit to France (prepaid mail)	15¢	15¢	15¢	15¢
Debit to France (unpaid mail)	red 12	red 6	red 3	red 12
	black 3	black 9	black 12	black 3

The table below summarizes the westbound rates, using an exchange rate of 5.3 French centimes per American cent.

#### Westbound from France to the USA – April 1, 1857 to December 31, 1869

Postage	British Packet	American Packet via England	American Direct Packet	French Direct Packet
	1857-1867	1857-1867	1857-1869	1864-1869
French inland	21 centimes	21 centimes	16 centimes	16 centimes
British transit Packet	11 centimes	11 centimes	n/a	n/a
USA inland	32 centimes	32 centimes	48 centimes	48 centimes
Total	16 centimes	16 centimes	16 centimes	16 centimes
Credit to USA (prepaid mail)	80 centimes	80 centimes	80 centimes	80 centimes
Debit to USA (unpaid mail)	red 3	red 9	red 12	red 3
	black 12	black 6	black 3	black 12

### British Packet from the USA to France

Figure 3-1 shows an eastbound cover carried by a British packet on the first day of the new treaty. This letter was postmarked “New York Paid 12” on April 1, 1857 and endorsed “Steamer Africa for Liverpool” at the top. The postmark incorporated a 12¢ credit to France for 8¢ British transit and packet postage plus 4¢ French inland postage. France remitted the 8¢ to GB under the bulk credit provisions of the 1856 Franco-GB Treaty (described in Section 1). The letter was prepaid the single-weight treaty rate of 15¢ per the pencil “15” at lower left, and left that day aboard the Cunard steamer *Africa*, which arrived at Liverpool on April 12. Since it was sent in closed mails, no British transit marks were applied. It entered France at Calais per the April 13 “Et. Unis Serv. Br. A. C.” postmark (British service from the USA via railroad bureau from Calais), and was accepted as fully-paid to Cognac.



Figure 3-1. April 1, 1857. New York to Cognac by British packet.

For the first time, letters could be sent unpaid from the USA to France. Figure 3-2 shows an unpaid double-weight eastbound cover sent by British packet on the first day of the treaty. This letter was postmarked “New York Paid 6” on April 1, 1857 and endorsed “pr Africa” at top left. The postmark incorporates a double-weight 6¢ debit to France for USA inland postage. The letter left that day aboard the Cunard steamer *Africa*, which arrived at Liverpool on April 12. It entered France at Calais per the April 13 “Et. Unis Serv. Br. A. C.” postmark, and was rated double-weight per the manuscript check mark at upper left. Accordingly, double-weight 16 décimes postage due was assessed per the manuscript “16” marking. France would credit 8 décimes of that to GB.



Figure 3-2. April 1, 1857. New York to Autun by British packet.



faced a significant deficit from collecting postage in paper currency (“U.S. Notes”). Accordingly, they began collecting different amounts depending on how they were paid. Figure 3-5 shows an unpaid single-weight eastbound cover sent by British packet.

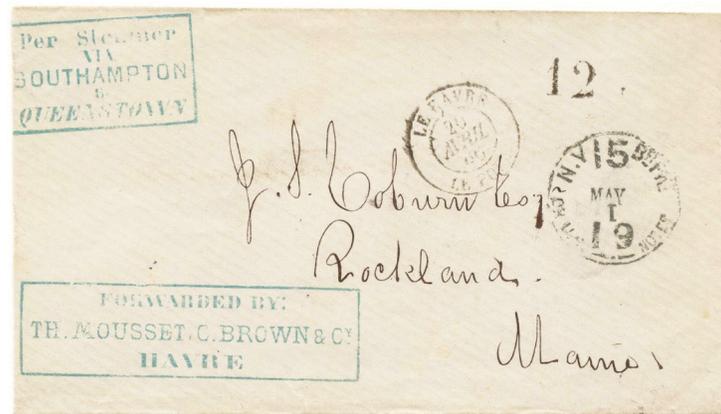


Figure 3-5. April 20, 1866. Le Havre to Maine by British packet.

This letter was postmarked “Le Havre Le Port” on April 20, 1866 and endorsed “Per Steamer via Southampton & Queenstown” at top left. Le Havre added a 12¢ debit to the USA for 8¢ British transit and packet postage plus 4¢ French inland per the distinctive black “12” marking at upper right. The letter left Liverpool on April 21 aboard the Cunard steamer *Scotia*, which arrived at New York on May 1. Upon arrival, New York added the “N.Y. Br. Pkt 15 or U.S. Notes 19” depreciated currency due marking, signifying 15¢ postage due in coin or 19¢ due in paper currency from the recipient in Rockland, Maine. The value of silver coins was 29% higher than greenbacks at that time.

Figure 3-6 shows an unusual double-weight westbound cover carried by British packet. This letter was postmarked “Paris R. du Faubg-St-Honoré” on October 14, 1864 and franked by a tête-bêche pair of the 1862 Issue 80 centimes stamp for the double-weight treaty rate. Paris credited 6¢ to the USA for inland postage per the red “6” struck on the left stamp. The letter left Liverpool a day later aboard the Cunard steamer *Canada*, which reached Boston on October 29. A day after that, New York added a “N. York Br Pkt Paid” postmark. Fewer than five letters to the USA are known with this tête-bêche franking.



Figure 3-6. October 14, 1864. Paris to New York City by British packet.

### American Packet from the USA to France via England

Figure 3-7 shows an eastbound cover carried by an American packet via England during the first week of the treaty period. This letter was postmarked “New Orleans La.” on April 8, 1857 and endorsed “pr first Steamer” at the top. It was prepaid the 15¢ treaty rate by 1851 Issue 3¢ and 12¢ stamps. An April 18 “New

York Paid 6” transit postmark incorporates the 6¢ credit to France for 2¢ British transit plus 4¢ French inland. France would remit the 2¢ to GB under the provisions of the 1856 Franco-GB Treaty. The letter left New York that day aboard the Ocean Line steamer *Washington*, which reached Southampton on May 3. It entered France at Calais per the May 4 “Et. Unis Serv. Am. A. C.” postmark, and it was accepted as paid to Paris. The Ocean Line made only three sailings during the 1857 Treaty period.



Figure 3-7. April 8, 1857. New Orleans to Paris by American packet via England.

Figure 3-8 shows a remarkable eastbound cover that was treated as unpaid. This letter was postmarked “New Orleans La.” on June 10, 1861 and prepaid 10¢ Confederate postage per the blue crayon “10” marking at lower right. It was also prepaid the 15¢ treaty rate by 1857 Issue 3¢ and 12¢ stamps and sent via Nashville for transmission across the lines to Louisville, Kentucky. That USA postal route had been discontinued, so this letter was carried by private express to Louisville and deposited in the post office. The postmaster had orders to hold all mail from the Confederacy, but was finally allowed to forward it starting on June 27, after invalidating any USA postage on the letters. He accordingly applied the rare blue “Southn Letter Unpaid.” marking and released the letter after postmarking it “Louisville Ky” on June 27. When it reached New York, it was rated unpaid per the black manuscript “15” at upper left and postmarked “New York 9” on June 29. That transit postmark incorporates a 9¢ debit to France for 6¢ American packet postage plus 3¢ USA inland. The letter left New York that day aboard the Inman Line steamer *City of Baltimore*, which arrived at Queenstown on July 11. It entered France at Calais per the red July 12 “Etats Unis Serv. Am. Calais” postmark, and was assessed 8 décimes postage due per the black “8” on the 12¢ stamp. France credited 1 décime of the postage due to GB for transit postage.



Figure 3-8. June 10, 1861. New Orleans to Paris by American packet via England.

Figure 3-9 shows a multiple-weight eastbound cover carried by an American packet via England. This letter was postmarked “New Orleans La.” on December 14, 1864 and endorsed “by the first Steamer” at top left. It was prepaid the seven-times 15¢ treaty rate by 1861 Issue 3¢, 12¢ and 90¢ stamps making up a \$1.05 franking. A December 24 “New York Paid” transit postmark is accompanied by a red manuscript seven-times 42¢ credit to France for British transit and French inland, of which France would credit 14¢ to GB. The letter left New York that day aboard the Inman Line steamer *City of Cork*, which arrived at Queenstown January 6. It entered France at Calais per the January 8 “Etat Unis Serv. Am. Calais” postmark and was rated paid to Bordeaux.



Figure 3-9. December 14, 1864. New Orleans to Bordeaux by American packet via England.

### American Packet from France to the USA via England

Figure 3-10 shows a single-weight westbound cover carried by an American packet via England. This letter was postmarked “Paris E” on August 4, 1863 and franked by an 1862 Issue 80 centimes stamp for the treaty rate. Paris credited 9¢ to the USA per the red “9.” marking and added a red boxed “PD” (paid to destination) marking. The letter left Liverpool on August 5 aboard the Inman Line steamer *City of Washington*, which reached New York on August 17. Upon arrival, New York added a “New York Paid 15” transit postmark and sent the letter by overland stage to Salt Lake City, Utah. It was later forwarded to San Francisco from Salt Lake City on September 8 with forwarding postage paid by an 1861 Issue 3¢ stamp.



Figure 3-10. August 4, 1863. Paris to Utah by American packet via England.

Figure 3-11 shows an unpaid westbound cover carried by an American packet.



Figure 3-11. November 11, 1866. Paris to New York City by American packet via England.

This letter was postmarked “Paris Montmartre” on November 11, 1866 and sent unfranked. Accordingly, it was marked for a 6¢ debit to the USA for 2¢ British transit postage plus 4¢ French inland per the black “6” marking at upper right. The letter left Southampton on November 14 aboard the HAPAG steamer *Germania*, which arrived at New York on November 25. A day later, it was postmarked “N.Y. Am. Pkt 15 or U.S. Notes 21,” signifying 15¢ postage due in coin or 21¢ due in depreciated paper currency. The value of silver coins was 40% higher than greenbacks at that time.

Figure 3-12 shows an historically interesting westbound cover carried by an American packet.



Figure 3-12. January 5, 1861. Marseille to Washington by American packet via England.

This letter was postmarked “Marseille” on January 5, 1861 and franked by three 1859 Issue 80 centimes rose stamps for the triple-weight treaty rate. A triple-weight 27¢ credit to the USA was added per the red crayon “27” at the left, representing 18¢ USA packet postage plus 9¢ USA inland postage. The letter left Southampton on January 9 aboard the Havre Line steamer *Arago*, which reached New York on January 23. Upon arrival, a “New York Paid 45” postmark was added along with a red boxed “Am Service” marking. It was addressed to “The Honourable Mr Lincoln elected U.S. President” at Washington, D.C., but he was then in his hometown of Springfield, Illinois, preparing to depart on February 1 for his March 4 Inauguration in Washington. It was forwarded to him with an additional 3¢ postage due.

### American Direct Packet from the USA to France

The 1857 Treaty included provisions for American and French packets sailing directly between France and the USA. For the first time, letters carried by these steamers could be fully-paid to destination. Blue ink was used for many of the exchange markings, as opposed to red ink on mail via England.

Figure 3-13 shows an eastbound cover. This letter was postmarked “New Orleans La.” on July 29, 1857 and endorsed “By the first steamer for Liverpool” at top left. It was prepaid the 15¢ treaty rate by an 1856 5¢ pair and stamp. The next sailing was the August 8 departure of the Vanderbilt Line *Ariel*, so New York postmarked it “New York Paid 3 AUG 8” with an integral 3¢ credit to France for inland postage. The *Ariel* arrived at Southampton on August 20. Accordingly, this letter was carried by an auxiliary steamer to Le Havre, where it received the blue August 21 “Et. Unis Serv. Am. D. Havre” (Service Américain Direct) entry postmark, and was rated paid to Nantes.



Figure 3-13. July 29, 1857. New Orleans to Nantes by American direct packet.

Figure 3-14 shows an unpaid eastbound cover carried by an American packet.



Figure 3-14. September 7, 1860. Philadelphia to La Rochelle by American direct packet.

This unfranked letter was postmarked “Philadelphia Pa. 12” on September 7, 1860 and endorsed “pr Vanderbilt” at top left. The postmark incorporated a 12¢ debit to France for 9¢ USA packet postage plus 3¢ USA inland postage. As endorsed, the letter left New York on September 8 aboard the Vanderbilt Line steamer *Vanderbilt*, which arrived at Le Havre on September 19. Upon arrival, it received the blue September 19 “Et. Unis Serv. Am. D. Havre” (Service Américain Direct) entry postmark and was assessed single-weight 8 décimes postage due to La Rochelle per the manuscript “8” marking.

Figure 3-15 shows a multiple-weight eastbound cover carried by an American direct packet. This letter was postmarked “New York Paid 9” on September 14, 1861 and endorsed “Per Arago” at top left. It was prepaid the triple-weight 45¢ treaty rate by 1857 Issue 5¢ deep orange brown, 10¢ type III and 30¢ orange stamps. The postmark contains an integral triple-weight 9¢ credit to France for inland postage. It left that

day aboard the Havre Line steamer *Arago*, which arrived at Le Havre on September 27. Upon arrival, it received the “Et. Unis Serv. Am. D. Havre” entry postmark, and was rated fully-paid to Paris.



Figure 3-15. September 14, 1861. New York to Paris by American direct packet.

### American Direct Packet from France to the USA

Figure 3-16 shows a single-weight westbound cover carried by an American direct packet. This letter was postmarked “Bureau Maritime Havre” on August 14, 1860 and endorsed “par Steamer Vanderbilt” at top left. It was franked by an 1859 Issue 80 centimes rose stamp for the treaty rate and received a 12¢ credit to the USA, per the red “12” marking at right, representing 9¢ packet postage plus 3¢ USA inland postage. The letter left Le Havre on August 15 aboard the Vanderbilt Line steamer *Vanderbilt*, which reached New York on August 26. A day later, New York applied a red “New York” postmark, a red curved “Paid” and a boxed “Am Service” marking in blue to signify direct service.



Figure 3-16. August 14, 1860. Le Havre to New York by American direct packet.

Figure 3-17 shows an unpaid westbound cover carried by American direct packet. This letter was postmarked “Paris J” on September 6, 1858 and endorsed “Par Steamer Pr les Etats-Unis” at top right. It was marked for a single-weight 3¢ debit to the USA for French inland postage per the black “3” marking. The letter left on September 8 aboard the Vanderbilt Line steamer *Northern Light*, which arrived at New York on September 22. Upon arrival, New York added the “New York 15” postmark with integral postage due of 15¢, and a blue boxed “Am Service” marking. The 15¢ postage due to Northampton, Massachusetts was re-stated in red at top left.



Figure 3-17. September 6, 1858. Paris to Massachusetts by American direct packet.

Figure 3-18 shows a double-weight westbound cover carried by American direct packet.



Figure 3-18. September 26, 1866. Le Havre to New York by American direct packet.

This letter was postmarked “Le Havre” on September 26, 1866 and endorsed “p Str Arago” at top left. It was franked by two 1862 Issue 40 centimes pairs for the double-weight treaty rate. It received a 24¢ credit to the USA, per the red “24” marking, representing 18¢ packet postage plus 6¢ USA inland postage. The letter left Le Havre on September 26 aboard the Havre Line steamer *Arago*, which reached New York on October 10. Upon arrival, New York applied a red “N. York Am. Pkt. Paid” postmark.

### French Direct Packet from the USA to France, June 1864 to December 1869

A July 22, 1861 Imperial Decree approved a subsidy for a line of French-owned packets between France and New York. Accordingly, the Compagnie Générale Transatlantique (CGT) began operations on June 14, 1864. The CGT steamships carried mail agents on board who occasionally postmarked letters in transit, and who could process letters given to them on board. At the outset, they used rarely-seen name-of-ship postmarks on such mail.

Figure 3-19 shows a single-weight eastbound cover carried by French direct packet. This letter was postmarked “New York Paid 12” on March 29, 1865 and endorsed “via Havre pr Washington” at top left. It was prepaid the 15¢ treaty rate by 1861 Issue 3¢ and 12¢ stamps. The postmark contains an integral single-weight 12¢ credit to France for 9¢ packet postage and 3¢ inland postage. It left that day aboard the

CGT Line steamer *Washington*, which arrived at Le Havre on April 10. A day later, it received the red octagonal “Etats Unis Paq. Fr. Le Havre 2” entry postmark, and was rated paid to Paris.



Figure 3-19. March 29, 1865. New York to Paris by French direct packet.

Figure 3-20 shows an eastbound unpaid cover carried on the CGT’s first return sailing to France. This letter was postmarked “Boston 9” on July 5, 1864 and endorsed “By the Africa” at top left. The postmark contains an integral triple-weight 9¢ debit to France for USA inland postage. It missed the July 6 sailing of the Cunard Line steamship *Africa* from Boston, and was instead routed to New York to catch the maiden return voyage of the CGT steamer *Washington*, which left on July 6 and arrived at Le Havre on July 18. Upon arrival, it received the red octagonal “Etats Unis Paq. Fr. Le Havre 2” entry postmark, and was assessed triple-weight 24 décimes postage due to Reims.



Figure 3-20. July 5, 1864. Boston to Reims by French direct packet.

Figure 3-21 shows a rare cover given directly to a CGT mail agent in New York harbor. This letter was postmarked “Etats Unis Paq. Fr. Lafayette” on April 26, 1865 and prepaid the 15¢ treaty rate by 1861 Issue 3¢ and 12¢ stamps, which were cancelled by the agent’s “ancre” killer. There is no 12¢ credit to France for 9¢ packet postage and 3¢ inland postage, so France received no compensation on this letter. It left that day aboard the CGT Line steamer *Lafayette*, which arrived at Le Havre on May 9. A red boxed “P.D.” marking indicated that it was rated fully-paid to St. Jean Pied-Port. Fewer than five eastbound letters are known with CGT name-of-ship postmarks.



Figure 3-21. April 26, 1865. New York to France by French direct packet.

### French Direct Packet from France to the USA, June 1864 to December 1869

The CGT was re-classified in March 1866 as “Ligne H” by the French post office, necessitating a change in postal markings. The steamships continued to carry postal agents through the end of this period.

Figure 3-22 shows an 1867 westbound cover carried by French direct packet. This letter was endorsed “per steamer Pereire” at top left and given directly to the CGT postal agent in Le Havre harbor. He postmarked it “Etats-Unis Paq. Fr. H No. 2” on June 6, 1867 and cancelled the 1862 Issue 80 centimes stamp with his “ancre” killer. He also added a June 6 “Ligne H Paq. Fr. No. 2” postmark and credited 3¢ to the USA, per the red manuscript “3” marking at upper left. The letter left Le Havre that day aboard the Ligne H steamer *Pereire*, which reached New York on June 17. It was processed a day later at Boston, which added the rare blue boxed “Fr Service” and red “Boston Paid” postmarks.



Figure 3-22. June 6, 1867. Le Havre to Boston by French direct packet.

Figure 3-23 shows an unpaid westbound cover carried by French direct packet, unfolded to show the back. This letter was postmarked “Marseille 4” on August 29, 1866 and endorsed “per Steamer voie d’Angleterre” at the top. It was sent instead to the Ligne H postal agent at Le Havre, who added a September 1 “Ligne H Paq. Fr. No. 2” postmark on the reverse but failed to apply a 12¢ debit to the USA. The letter left that day aboard the Ligne H steamer *Pereire*, which reached New York on September 11. Upon arrival, it received the rare “N.Y. Frnh Pkt 15 or 21 U.S. Notes” depreciated currency due marking, signifying 15¢ postage due in coin or 21¢ due in paper currency.



Figure 3-23. August 29, 1866. Marseille to New York by French direct packet.

Figure 3-24 shows a remarkable multiple-weight westbound cover, unfolded to show the back.



Figure 3-24. July 27, 1864. Le Havre to New York by French direct packet.

This letter was postmarked “Le Havre” on July 27, 1864 and endorsed “Str Washington from Havre 27<sup>th</sup> July” at top left. It was franked by six 1862 Issue 80 centimes stamps for the sextuple-weight treaty rate, and received a 18¢ credit to the USA, per the red “18” marking at upper left, representing sextuple USA inland postage. It was given to the CGT agent at Le Havre, who added the July 27 name-of-ship marking “Washington \*Paq. Fr\*” on the reverse. The letter left that day on the second sailing of the CGT steamer *Washington*, which reached New York on August 9. Upon arrival, New York applied a red “New York

Paid” postmark and the rare boxed “Fr Service” marking in blue to signify direct service. This is the only known example of the Washington name-of-ship postmark.

**Canadian Packet from the USA to France via England, April 1859 to March 1861**

The Montreal Ocean Steam Ship Company (“Allan Line”) began weekly transatlantic sailings in April 1859. The western termini were Portland, Maine in the summer and Quebec for the rest of the year, and they connected with Queenstown, Ireland. Effective April 1, 1859, Portland became an exchange office under the 1848 USA-GB Treaty, with mail accounted for as American packets. Figure 3-25 shows a prepaid eastbound example treated as an American packet. This letter was postmarked “Boston Paid 12” on January 28, 1860 and endorsed “via Portland” at top left. It was prepaid the double-weight 30¢ treaty rate in cash per the red boxed “Paid” and pencil “30” markings. The postmark contains an integral double-weight 12¢ credit to France for 4¢ British transit postage and 8¢ French inland postage. It left on January 28 from Portland, Maine aboard the Allan Line steamer *Anglo-Saxon*, which arrived at Queenstown on February 7. It entered France at Calais per the February 10 “Et. Unis Serv. Am. A.C.” (Service Américain Ambulant Calais) railroad entry postmark, and was rated paid to Paris.



Figure 3-25. January 28, 1860. Boston to Paris by Canadian packet.

Figure 3-26 shows an unpaid eastbound example treated as an American packet.



Figure 3-26. January 7, 1860. Boston to Paris by Canadian packet.

This letter was postmarked “Boston 12” on January 7, 1860 and endorsed “Per Steamer of Sat. Jan 7<sup>th</sup> fr. Portland” at bottom left. It also received a “Boston Am Pkt” postmark of that date on the reverse. The postmark contains an integral double-weight 18¢ debit to France for 12¢ American packet postage and 6¢

USA inland postage. It left on January 7 from Portland aboard the Allan Line steamer *North Briton*, which arrived at Queenstown on January 17. It entered France at Calais per the January 18 “Et. Unis Serv. Am. A.C.” entry postmark, and was rated double-weight per the check mark at upper left. Accordingly, it was assessed double-weight 16 décimes postage due to Paris. France credited two décimes of the postage due to GB under the provisions of the 1856 Franco-GB Treaty.

### Canadian Packet from France to the USA via England, April 1859 to March 1861

Figure 3-27 shows an interesting westbound example. This letter was postmarked “Bordeaux” on January 22, 1861 and franked by an 1859 Issue 80 centimes rose stamp for the treaty rate. France credited 9¢ to the USA per the red manuscript “9” marking at the left, consisting of 6¢ American packet and 3¢ American inland postage. The letter left Liverpool on January 24 aboard the Allan Line steamer *Anglo-Saxon*, which reached Portland on February 6. It was processed at Boston per the February 7 “Boston Paid 15” and red boxed “Am Service” postmarks. It was sent on to Confederate New Orleans without further charge.



Figure 3-27. January 22, 1861. Bordeaux to New Orleans by Canadian packet.

Letters by Canadian packet could be sent in the British open mails, as seen in Figure 3-28.



Figure 3-28. October 3, 1861. Le Havre to New York by Canadian packet.

This letter originated in Le Havre on October 3, 1861 and was franked by an 1859 Issue 80 centimes rose stamp for the treaty rate. It was mailed on board the Le Havre-Southampton steamer and received an October 3 “Southampton France MB” (mobile box) postmark. The stamp was cancelled by Southampton’s “723” killer, and the letter was routed in the open mails to Liverpool. It left there on October 4 aboard the Allan Line steamer *North American*, which reached Quebec on October 16. It was then processed at Portland per the rare October 18 “Portland Me Am Pkt 21” postmark, which

incorporated 21¢ postage due to Williamsburgh, New York. This represented 16¢ American packet postage plus 5¢ inland, as set out in the 1848 USA-GB Treaty.

### Canadian Packet from the USA to France via England, April 1861 to December 1869

March 8, 1861 Additional Articles to the 1857 Franco-USA Treaty added the Allan Line, accounted for as a British packet, effective April 1. They also added exchange offices at Detroit and Chicago, and stipulated that mail to or from Boston, the Midwest and New Orleans would be routed to Allan Line steamers.

Figure 3-29 shows an eastbound cover handled by the Detroit exchange office.



Figure 3-29. September 27, 1866. Detroit to France by Canadian packet.

This letter was postmarked “Detroit Mich Paid 12” on September 27, 1866 and endorsed “via New York” at top left, although that was ignored since all mail from the Midwest was directed to Canadian packets. It was prepaid the 15¢ treaty rate by five 1861 Issue 3¢ stamps and marked “Br Service.” The postmark contains an integral 12¢ credit to France for 2¢ British transit postage, 6¢ British packet postage and 4¢ French inland postage. It left Quebec on September 29 aboard the Allan Line steamer *Moravian*, which arrived at Londonderry on October 8. It entered France at Calais per the red October 10 “Etat-Unis Serv. Brit. Calais 3” entry postmark, and was rated paid to Combrondes.

Figure 3-30 shows a rare eastbound cover handled by the Chicago exchange office.



Figure 3-30. October 2, 1866. Chicago to France by Canadian packet.

This letter was postmarked “Chicago Ill” on October 2, 1866 and endorsed “via New York” at top left, although that was ignored and it was routed to a Canadian packet. It was prepaid the 15¢ treaty rate by an 1866 Issue 15¢ stamp and postmarked “Chicago Ill Paid 12” with an integral 12¢ credit to France for 2¢

British transit postage, 6¢ British packet postage and 4¢ French inland postage. It left Quebec on October 6 aboard the Allan Line steamer *Damascus* and arrived at Londonderry on October 23. It entered France at Calais per the red October 24 “Et. Unis Serv. Brit. Calais 3” entry postmark, and was rated paid to Magny.

### Canadian Packet from France to the USA via England, April 1861 to December 1869

Mail addressed to the Midwest and New Orleans was routed to Allan Line steamers and processed at one of the new exchange offices: Portland, Detroit or Chicago. Figure 3-31 shows an example via Portland.

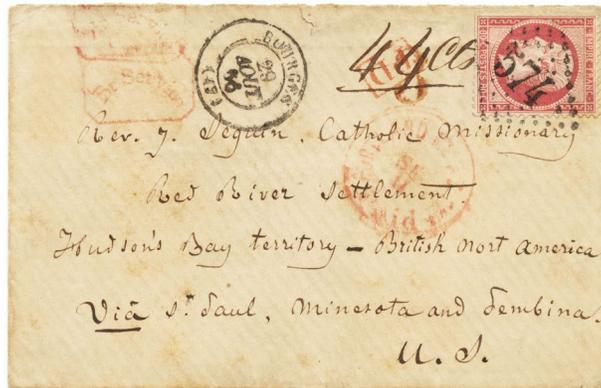


Figure 3-31. August 29, 1866. Bourges to North Dakota by Canadian packet.

This letter was postmarked “Bourges” on August 29, 1866 and franked by an 1862 Issue 80 centimes stamp for the treaty rate. France credited 3¢ to the USA per the red “3” marking at top right and added a red boxed “PD” (paid to destination) marking. The letter left Liverpool on August 30 aboard the Allan Line steamer *Peruvian*, which reached Quebec on September 9. It was processed at Portland per the September 11 “Portland Me Paid 15” and red boxed “Br Service” postmarks. It was later forwarded from Pembina, North Dakota to the Canadian Red River Settlement for an additional 44¢ postage due.

Figure 3-32 shows a double-weight westbound cover sent via the Portland exchange office.



Figure 3-32. July 20, 1864. Nantes to New Orleans by Canadian packet.

This letter was postmarked “Nantes” on July 20, 1864 and franked by two 1862 Issue 80 centimes stamps for the double-weight treaty rate. France credited double-weight 6¢ to the USA per the red “6” marking at lower right and added a red boxed “PD” (paid to destination) marking. The letter left Liverpool on July 21 aboard the Allan Line steamer *St. David*, which reached Quebec on August 4. It was processed at Portland per the August 6 “Portland Me Paid 30” and red boxed “Br Service” postmarks. It was sent onwards to New Orleans, which was once again under Union control.

Figure 3-33 shows a single-weight westbound cover sent via the Detroit exchange office.



**Figure 3-33. September 2, 1862. Paris to Kentucky by Canadian packet.**

This letter was postmarked “Paris D3” on September 2, 1862 and franked by an 1859 Issue 80 centimes rose stamp for the treaty rate. France credited 3¢ to the USA per the red manuscript “3” marking at top left and added a red boxed “PD” (paid to destination) marking. The letter left Liverpool on September 4 aboard the Allan Line steamer *Bohemian*, which reached Quebec on September 16. It was processed at Detroit per the September 20 “Detroit Mich Paid 15” and red boxed “Br Service” postmarks. When it reached Louisville, Kentucky, it was re-rated as double-weight, so the Detroit paid postmark was cancelled by a blue grid and 19¢ postage due in depreciated notes was assessed per the manuscript “Due 19 cts.”

Figure 3-34 shows a rare single-weight westbound cover handled by the Chicago exchange office.



**Figure 3-34. July 3, 1861. Hagenau to Illinois by Canadian packet.**

This letter was postmarked “Hagenau” on July 3, 1861 and franked by two pairs of 1853 Issue 20 centimes stamps for the treaty rate. The circled “OR” marking signifies rural origin. France credited 3¢ to the USA per the red manuscript “3” marking at top right. The letter left Liverpool on July 4 aboard the Allan Line steamer *Hibernian*, which reached Quebec on July 16. It was processed at Chicago per the July 18 “Chicago Ill Paid 15” and red boxed “Br Service” postmarks, and rated paid to Fayetteville, Illinois.

Figure 3-35 shows a rare unpaid westbound cover handled by the Chicago exchange office. This unfranked single-weight letter was postmarked “Guebwiller” on April 18, 1865 and received a 12¢ debit to the USA per the manuscript “12” marking at top left, representing 2¢ British transit postage, 6¢ British packet postage and 4¢ French inland postage. The letter left Liverpool on April 20 aboard the Allan Line steamer *Peruvian*, which reached Quebec on March 1. It was processed at Chicago per the March 4 “Chicago Ill 15” and blue boxed “Br Service” postmarks, and rated for 20¢ postage due to Taos, Missouri in depreciated currency per the blue “20 U.S. Notes” marking.



This letter was postmarked “New York Paid 6” on July 17, 1869 and franked by an 1869 Issue 15¢ (type I) stamp for the treaty rate. The postmark contains an integral 6¢ credit to France for 2¢ British transit postage and 4¢ French inland postage. It left New York on July 17 aboard the Inman Line steamer *City of Boston*, which arrived at Queenstown on July 27. It entered France at Calais per the blue July 29 “Etats Unis Serv. Am. Calais 3” entry postmark, and was rated fully-paid to Paris per the red boxed “P.D.” marking. The addressee had arranged to have an agent forward her mail, so Munroe & Co. re-addressed the letter to Heidelberg, Germany, added 30 centimes postage and re-mailed it on July 29. It was later forwarded a second time to Brussels, Belgium.

Figure 3-37 shows a multiple-weight eastbound cover from the USA to France via GB. This letter was postmarked “New York Paid 24” on December 4, 1869 and franked by an 1869 Issue 30¢ pair for the quadruple-weight treaty rate. The postmark contains an integral quadruple-weight 24¢ credit to France for 8¢ British transit postage and 16¢ French inland postage. It left New York on December 4 aboard the Inman Line steamer *City of Brussels*, which arrived at Queenstown on December 12. It entered France at Calais per the blue December 14 “Etats Unis Serv. Am. Calais 3” entry postmark, and was rated paid to Paris per the red boxed “P.D.” marking. It was later returned to New York.

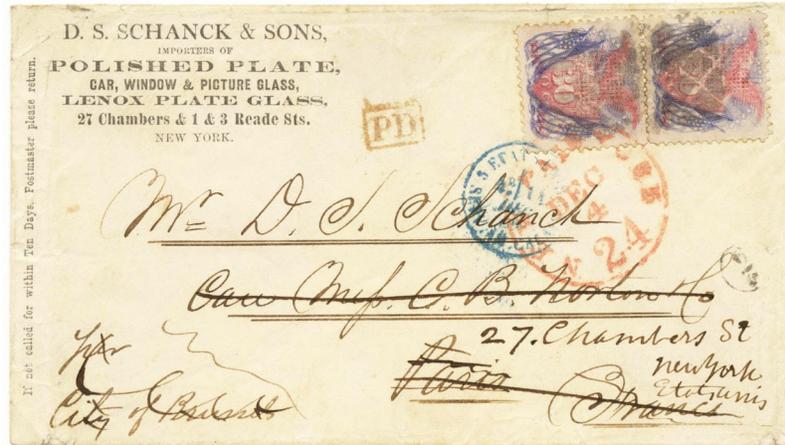


Figure 3-37. December 4, 1869. New York to Paris by packet via England.

Figure 3-38 shows an underpaid eastbound cover from the USA to France via GB that was treated as wholly unpaid, per the terms of the 1857 Franco-USA Treaty.



Figure 3-38. December 27, 1869. New Orleans to Le Havre by packet via England.

This letter was postmarked “New Orleans La.” on December 27, 1869 and franked by an 1869 Issue 10¢ stamp underpaying the 30¢ double-weight treaty rate. The treaty ignored all postage on under-paid letters, so it was postmarked “New York 18” on December 31. That postmark contains an integral double-weight 18¢ debit to France for 12¢ packet postage and 6¢ USA inland postage. It left New York on January 1 aboard the North German Lloyd steamer *Rhein*, which arrived at Southampton on January 11. It then entered France at Le Havre per the red January 12 “Et. Unis Serv. Am. V. A. Havre” (American service via England) entry postmark, and was rated for double-weight 16 décimes postage due.

**Packet from France to the USA via England, January 1868 to December 1869**

Figure 3-39 shows a westbound single-weight cover. This letter was postmarked “Paris Pl. de la Bourse” on April 17, 1868 and franked by an 1863 Issue 80 centimes stamp for the treaty rate. France credited 3¢ to the USA for inland postage per the red “3” marking at the top and added a red boxed “PD” (paid to destination) marking. The letter left Queenstown on April 19 aboard the Cunard Line steamer *Java*, which reached New York on April 30. It was later advertised by the New York post office on May 19, and marked “Cannot be Found” before it was returned to Paris.



Figure 3-39. April 17, 1868. Paris to New York by packet via England.

Figure 3-40 shows a westbound double-weight cover.



Figure 3-40. February 7, 1868. Le Havre to New York by packet via England.

This letter was postmarked “Le Havre Le Port” on February 7, 1868 and franked by two 1862 Issue 80 centimes stamps for the double-weight treaty rate. France credited 6¢ to the USA for inland postage per the red “6” marking and added a red boxed “PD” (paid to destination) marking. The letter left Liverpool on February 8 aboard the Cunard Line steamer *Cuba*, which reached New York on February 19.

Figure 3-41 shows a westbound double-weight insufficiently paid cover. This letter was postmarked “Mulhouse” on September 26, 1868 and franked by two 1863 Issue 40 centimes stamps for the treaty rate. Rated as double-weight per the boxed “Affranchissement Insuffisant” marking, the prepayment was ignored. Accordingly, the letter was sent wholly unpaid, and France debited double-weight 24¢ to the USA per the “24” marking, representing 4¢ British transit, 12¢ packet and 8¢ French inland. The letter left Queenstown on September 28 aboard the Inman Line steamer *City of Washington*, which reached Boston on October 11. Upon arrival, it received the rare “Boston 30 or 41 U.S. Notes” depreciated currency due marking, signifying 30¢ postage due in coin or 41¢ due in paper currency.



Figure 3-41. September 26, 1868. Mulhouse to Boston by packet via England.

### Direct Packet Mail, January 1868 to December 1869

The treatment of direct packets remained unchanged in 1868-1869. Figure 3-42 shows a double-weight eastbound cover carried by a French direct packet.



Figure 3-42. October 15, 1869. Washington, D.C. to Paris by French direct packet.

This letter was postmarked “Washington D.C.” on October 15, 1869 and franked by 1869 Issue 3¢, 12¢ and 15¢ (type I) stamps for the double-weight treaty rate. The October 16 “New York Paid 24” transit

postmark contains an integral double-weight 24¢ credit to France for 18¢ French packet postage plus 6¢ French inland postage. It was routed that day to the agent on board the Ligne H steamer *Lafayette* in New York harbor, who applied the red “Etats Unis Paq. Fr. No. 2” postmark. The steamer left that day and arrived at Brest on October 26. Upon arrival, it received the “P.D.” marking confirming that it was fully-paid to Paris.

Figure 3-43 shows a triple-weight eastbound example carried by an American direct packet. This letter was postmarked “New Orleans La.” on June 9, 1869 and franked by 1869 Issue 15¢ (type I) and 30¢ stamps for the triple-weight treaty rate. The June 15 “New York Paid 9” transit postmark contains an integral triple-weight 9¢ credit to France for inland postage. It left that day aboard the HAPAG steamer *Germania*, which arrived at Cherbourg on June 26. A day later, it received the blue “Etats-Unis Cherbourg 2” entry postmark, and was rated paid to Paris.



Figure 3-43. June 9, 1869. New Orleans to Paris by American direct packet.

Figure 3-44 shows a double-weight eastbound example carried by an American direct packet. This letter was postmarked “New Orleans La.” on December 9, 1869 and franked by two 3¢ stamps and a 24¢ stamp of the 1869 Issue for the double-weight treaty rate. The December 14 “New York Paid 6” transit postmark contains an integral double-weight 6¢ credit to France for inland postage. It left that day aboard the HAPAG steamer *Allemania*, which arrived at Cherbourg on December 26. Upon arrival, it received the blue “Etats-Unis Cherbourg 2” entry postmark, and was rated paid to Paris.



Figure 3-44. December 9, 1869. New Orleans to Paris by American direct packet.

Figure 3-45 shows a remarkable multiple-weight cover.



Figure 3-45. September 23, 1869. New Mexico Territory to France by American direct packet.

This letter was postmarked “Fort Cummings N.Mex.” on September 23, 1869 and franked by a 3¢ stamp and 16 12¢ stamps of the 1869 Issue for the \$1.95 13-times treaty rate, as confirmed by the manuscript “13 at upper left. It received an October 12 “New York Paid” transit postmark and a red crayon “42/14” 42¢ credit to France for 14-times inland postage. Curiously, New York rated it higher but did not penalize it for the 15¢ underpaid postage. According to the 1857 Treaty, underpaid mail was to be treated as fully-unpaid and sent with postage due. Had that been the case here, this letter would have been subject to 11 francs 20 centimes postage due in France. It left that day aboard the HAPAG steamer *Hammonia II*, whose mail was off-loaded at Plymouth, England on October 22. It was transferred by steamer to Le Havre, where it received the rare red October 23 “Etats-Unis Le Havre” entry postmark and was rated paid to Vire. The block of nine 12¢ stamps is the largest known on cover.

### End of the 1857-1869 Franco-USA Treaty Period

When the 1857 Franco-USA Treaty expired on December 31, 1869, rates between the USA and France were once again determined by a series of bilateral Franco-GB and USA-GB postal treaties until the August 1874 France-USA Treaty re-established postal relations between the two countries.

## Section Four

### Packet Mail between the USA and France: 1870-1874

#### Introduction

The purpose of this section is to assist in the analysis and interpretation of letters carried by steam packets between the USA and France from January 1, 1870 to July 31, 1874. A packet is a steamship that is engaged in regular travel between two countries and possesses a postal contract. The period covered in this article began with the January 1, 1870 expiration of the 1857 Franco-USA postal treaty and ended with the commencement of a new Franco-USA postal treaty on August 1, 1874.

Since France and the USA did not have a postal treaty during this period, they were obliged to use both direct and indirect methods for the exchange of correspondence. For the indirect service, France relied on the 1856 postal treaty with Great Britain (GB) for the Franco-GB transit, and the USA relied on the 1869 treaty with GB for the USA-GB transit. Accordingly, GB became a natural conduit for Franco-USA mails and these are discussed below. Following that, rates for the direct steamship service between the two countries will be covered.

#### Mail Exchanged via England from January 1870 to July 1874

The September 24, 1856 Franco-GB Treaty set French inland and British transit postage on mail between the two countries. The bulk amount for British transit postage was 40 centimes per 30 grams (10 centimes per 7.5 gram letter) per Article 38. French inland rates on mail from the USA were set at 40 centimes per 7.5 grams. The November 24, 1868 USA-GB Treaty (modified on December 14, 1869, effective January 1, 1870) set USA inland postage at 2¢ per ½ ounce (14.17 grams) and sea postage at 2¢ per ½ ounce. The sea postage was retained by the dispatching country. The December 22, 1869 French Imperial Decree set a prepaid rate to the USA of 70 centimes per 10 grams, effective January 1, 1870.

This meant that eastbound mail was treated quite differently than westbound mail. On eastbound letters, the 1869 USA-GB Treaty stipulated payment of the 4¢ British open mail rate, (2¢ USA inland plus 2¢ sea postage). That amount paid the postage to the GB frontier. For the GB to France leg, GB debited France 10 centimes for its transit service, and France collected 50 centimes postage due, consisting of the 10 centimes due to GB plus 40 centimes French inland postage.

On unpaid eastbound letters, the USA debited GB 4¢ per ½ ounce and GB debited France 2 francs per 30 grams (50 centimes per 7.5 gram letter, of which 40 centimes was credited back to the USA). France collected 80 centimes postage due, consisting of the 50 centimes due to GB plus 30 centimes French inland postage. On underpaid letters, the postage on the letter was ignored and it was sent fully unpaid.

Westbound mail required 70 centimes prepayment in France, of which 3 décimes was credited to GB for 1 décime transit postage plus 1 décime sea postage plus 1 décime USA inland. GB then credited 2¢ (equivalent to 1 décime) to the USA for its domestic postage, so no postage due was collected in the USA. On unpaid westbound letters, France debited GB 2 francs per 30 grams (50 centimes per 7.5-gram letter for French inland postage) and GB debited the USA 14¢ (10¢ due to France plus 2¢ GB transit plus 2¢ sea postage). The USA collected 16¢ postage due, consisting of the 14¢ due to GB plus 2¢ USA inland postage. This amount was often increased to account for the depreciated USA paper currency. Underpaid letters were rated fully unpaid.

This complex rate structure is summarized for single-weight letters in the table below.

**Packet via England – January 1, 1870 to June 30, 1871**

Postage	Prepaid France to the USA	Prepaid USA to France	Unpaid France to the USA	Unpaid USA to France
French inland	40 centimes	40 centimes (due)	10¢ (debit)	30 centimes (due)
British transit	10 centimes	10 centimes (due)	2¢ (debit)	10 centimes (due)
Sea	10 centimes	2¢ (prepaid)	2¢ (debit)	20 centimes (due)
USA inland	10 centimes	2¢ (prepaid)	2¢ (due)	20 centimes (due)
French total	70 centimes (prepaid)	50 centimes (due)		80 centimes (due)
USA total		4¢ (prepaid)	16¢ (due)	
French credit to GB	30 centimes			
French debit to GB			50 centimes	
GB credit to USA	2¢			
GB debit to USA			14¢	
GB debit to France		10 centimes		50 centimes
USA debit to GB				4¢

**Mail from France to the USA via England: January 1870 to June 1871**

Figure 4-1 shows an interesting prepaid westbound cover. This letter was postmarked “Paris R. St. Lazare” on October 7, 1870 and endorsed “Per Steamer” and “Par ballon Monté” at the top. It was franked by 1863 Issue 30 centimes and 40 centimes stamps for the 70 centimes fully-paid rate, as confirmed by the red boxed “PD” marking. Since Paris was besieged by the Germans, this letter escaped on the manned balloon *Godefroy Cavaignac*, which left on October 14 and landed the same day in occupied territory east of Paris. The next day, the letter was smuggled to free territory and then processed on October 19 by the Paris-Calais railroad bureau. It received a red October 19 “London Paid” transit postmark and a red “2 Cents” credit to the USA for its inland postage. It then left Liverpool on October 20 aboard the Allan Line steamer *Scandinavian*, which reached Quebec, Canada on November 3. It was sent from there in closed mails to San Francisco, where it was postmarked “San Francisco Paid All” on November 12.



**Figure 4-1. October 7, 1870. Paris to San Francisco via England.**

Figure 4-2 shows an unusual unpaid westbound cover. This folded letter was postmarked “Paris R. Taitbout” on February 8, 1871 and franked by an 1863 Issue 20 centimes stamp for the domestic rate to German-occupied Versailles. Paris had surrendered twelve days earlier and the Germans permitted correspondence from the city during the February 4-16 period, so long as unsealed letters were sent via Versailles for censoring. Any postage beyond Versailles was unpaid. Upon reaching unoccupied France, the letter received a French oval “\*FR\* 2F” debit to GB for 50 centimes inland postage. London postmarked it on February 13 and added a faint “14” cents debit to the USA, consisting of the 10¢ due to France plus 2¢ British transit and 2¢ sea postage. It left Liverpool on February 14 aboard the Cunard

steamer *Parthia*, which reached Boston on February 26. A day later, it was postmarked “New York U.S. Notes 18” with integral postage due of 18¢ in depreciated USA currency. The recipient in New York City also had the option of paying 16¢ in coin, representing the 14¢ due to GB plus 2¢ USA inland postage.



Figure 4-2. February 8, 1871. Paris to New York via England.

Figure 4-3 shows a multiple-weight unpaid westbound cover with complicated markings.



Figure 4-3. April 27, 1871. Nice to Vermont via England.

This letter was postmarked “Nice” on April 27, 1871 and franked by 1863 Issue 20 centimes and 40 centimes stamps, along with an 1870 Bordeaux Issue 80 centimes stamp for the double-weight 14 décimes rate. It was actually triple-weight (20 to 29 grams), so it was marked “Affranchissement Insuffisant” in red, and the prepayment was ignored. It was routed via St. Nazaire on April 30 to avoid Commune-controlled Paris and received a French oval “\*FR\* 2F” debit to GB for triple-weight 1 franc 50 centimes inland postage. London postmarked it on May 8 and added a manuscript “38” cents debit to the USA, consisting of the 30¢ due to France plus double-weight ( $\frac{1}{2}$  to 1 ounce, or 14.2 to 28.3 grams) 4¢ British transit and double-weight 4¢ sea postage. It left Southampton on May 9 aboard the North German Lloyd steamer *Weser II*, which reached New York on May 19. A day later, it was postmarked “New York” and rated for 47¢ in depreciated USA currency. The recipient also had the option of paying 42¢ in coin, representing the 38¢ due to GB plus double-weight 4¢ USA inland postage to Burlington, Vermont. The different weight progressions in the Franco-GB and GB-USA treaties greatly complicates the analysis of multiple-weight unpaid letters in this period.

### Mail from the USA to France via England: January 1870 to June 1871

Figure 4-4 shows a typical prepaid eastbound cover.



Figure 4-4. January 4, 1870. Boston to Paris via England.

This letter was postmarked “Boston” on January 4, 1870 and franked by an 1869 Issue 2¢ pair for the 4¢ British open mail rate. The next day, it left New York aboard the Guion Line steamer *Manhattan*, which reached Queenstown, Ireland on January 15. This was the first sailing under the new rate structure. London postmarked the letter on January 17 and added the oval “GB 40c” debit to France for double-weight (7.5 to 14.9 grams) 20 centimes British transit postage. It entered France per the January 17 “Angl. Amb. Calais” railroad postmark, and was assessed 10 décimes postage due (2 décimes due to GB plus double-weight 8 décimes French inland to Paris) per the black “10” marking. The letter later followed the addressee from Paris back to New York. It must have weighed between 7.5 and 14.1 grams for this combination of markings.

Figure 4-5 shows an early eastbound unpaid cover. This unfranked letter originated in New York City on February 19, 1870 and was marked with a blue crayon “4” debit to GB for the 4¢ British open mail rate. It left that day aboard the North German Lloyd steamer *Donau*, which reached Southampton on March 1. London added the rare boxed “G.B. Art. 38” (this marking was only used from January to March 1870) debit to France for double-weight 20 centimes British transit postage. It entered France per the March 2 “Angl. Amb. Calais” railroad postmark, and was assessed 10 décimes postage due (2 décimes due to GB plus double-weight 8 décimes French inland postage to Cognac) per the black “10” marking.



Figure 4-5. February 19, 1870. New York to Cognac via England.

Figure 4-6 shows a typical eastbound unpaid cover. This unfranked letter was postmarked “New York Br. Transit” on February 1, 1871 and marked with a black “4” debit to GB for the 4¢ British open mail rate. It left that day aboard the Guion Line steamer *Manhattan*, which reached Queenstown on February 12. London added the boxed “GB 2F” debit to France for 50 centimes, consisting of the 20 centimes due to the USA plus 30 centimes British transit and sea postage. It entered France per the red February 14 “Angl. Par Le Havre” postmark, and was assessed 8 décimes postage due (5 décimes due to GB plus 3 décimes French inland postage to Le Havre) per the manuscript “8” marking.



Figure 4-6. February 1, 1871. New York to Le Havre via England.

Figure 4-7 shows a multiple-weight eastbound underpaid cover. This letter's red April 13, 1870 “New York” postmark was overstruck by a “New York Br. Transit” postmark of the same date. It was franked by 1869 Issue 1¢ and 3¢ stamps for the 4¢ British open mail rate, but weighed more than a half ounce per the manuscript “2” at upper left, so it was marked “Insufficiently Paid” and the franking was ignored. New York added a blue crayon “8” debit to GB for double-weight (14.2 to 28.3 grams) inland and sea postage. It left that day aboard the Guion steamer *Idaho*, which reached Queenstown on April 24. A day later, London postmarked it and added the boxed “GB 2F” debit to France for double-weight (7.5 to 14.9 grams) 10 décimes, consisting of the 40 centimes due to the USA plus 60 centimes British transit and sea postage. It entered France per the April 26 “Angl. Amb. Calais” railroad postmark, and was assessed 16 décimes postage due (10 décimes due to GB plus double-weight 6 décimes inland postage to Paris).



Figure 4-7. April 13, 1870. New York to Paris via England.

**“Phantom” rates on mail from the USA to France via England: January 1870 to October 1871**

The 1857 Franco-USA Treaty had provided for transit through France to other countries, using the French postal system for onward transmission. The impending expiration of that treaty threatened to cut off service to a number of countries, so the USA Post Office relied on provisions in the November 24, 1869 USA-GB Treaty to use the British postal system for onward transmission. The rates on such mail were the 4¢ British open mail rate plus the British postage to the foreign country, resulting in a rate that was fully paid to destination. The USA collected the full postage to destination and credited GB for the portion from GB to the foreign country. There was a long list of countries served by GB but, curiously, the USA Postmaster General did not authorize the use of this rate mechanism for a number of them, including France. Nonetheless, the New York post office occasionally applied this rate on eastbound mail to France. It consisted of 4¢ per ½ ounce plus 8¢ per 7.5 grams (equal to the normal GB-France rate of 40 centimes). Because this rate was not announced by the USA Post Office, it is known as a “phantom” rate. Single-weight covers are recognized by prepayment of 12¢ or more, an absence of postage due in France, a red 8 (cents) credit marking and a GB oval “PD” marking. Multiple-weight covers are more difficult to analyze because of the different weight progressions, as will be seen below.

On July 1, 1870, the rate between GB and France was reduced to 30 centimes per 10 grams, which reduced the prepayment in the USA to 10¢ and the credit to 6¢. This 10¢ rate was finally announced on October 28, 1871. The two “phantom” rates are summarized for single-weight letters in the table below.

**“Phantom” Rates from the USA via England – January 1, 1870 to October 27, 1871**

Postage	January 1, 1870 rate	July 1, 1870 rate
GB-France transit	8¢	6¢
Sea	2¢	2¢
USA inland	2¢	2¢
USA total	12¢	10¢
USA credit to GB	8¢	6¢

Covers from the January-June 1870 period are rare. Figure 4-8 shows a single-weight example.



**Figure 4-8. April 23, 1870. New York to Caussade, France via England.**

This letter was postmarked “New-York Paid All Br. Transit” (British transit) on April 23, 1870 (on the reverse) and franked by 1869 Issue 2¢ and 10¢ stamps on an 1864 3¢ entire for the obsolete 15¢ 1857 Treaty rate. This was more than the 12¢ “phantom” rate, so the New York post office opted to forward it

fully paid and credited 8¢ to GB per the red "8" marking. It left that day aboard the North German Lloyd Line steamer *Union*, which reached Southampton on May 4. Upon arrival, it was postmarked "London Paid" and rated fully paid to destination per the red oval PD" marking. It entered France per the May 5 "Angl. Amb. Calais" railroad postmark, and was received in Caussade without any postage due.

Figure 4-9 shows a multiple-weight example. This letter was postmarked "San Francisco Cal." on March 20, 1870 and franked by an 1867 Issue 30¢ F-grill stamp on an 1861 10¢ entire. This was much more than the double-weight 20¢ "phantom" rate (4¢ retained by the USA plus double-weight 16¢ for the GB-France transit), so the New York post office postmarked it "New-York Paid All Br. Transit" in red on March 29, 1870 and credited 16¢ to GB per the red "16" marking. It left the next day aboard the Guion Line steamer *Manhattan*, which reached Queenstown on April 11. Upon arrival, it was postmarked "London Paid" and rated fully paid to destination per the red oval PD" marking. It entered France per the April 12 "Angl. Amb. Calais" railroad postmark, and was received in Lyon without any postage due.



Figure 4-9. March 20, 1870. San Francisco to Lyon via England.

Covers from the July 1870 to October 1871 period are scarce. Figure 4-10 shows a single-weight example.



Figure 4-10. November 5, 1870. Kentucky to Paris via England.

This letter was postmarked in Maysville, Kentucky on November 5, 1870 and franked by an 1869 Issue 10¢ stamp for the direct packet rate. This was also the same as the 10¢ “phantom” rate, so New York postmarked it “New-York Paid All Br. Transit” on November 9 (on the reverse) and credited 6¢ to GB per the red “6” marking. It left that day aboard the Guion Line steamer *Idaho*, which reached Queenstown on November 20. A day later, it was postmarked “London Paid” and rated fully paid to destination per the red oval “PD” marking. It entered France per the November 27 “Angl. Amb. Calais” railroad postmark, but could not reach besieged Paris. Accordingly, it was held in free France and delivered on February 23, 1871, following the end of the siege.

Figure 4-11 shows a multiple-weight example. This letter was postmarked “Pittsburgh Pa.” on July 14, 1870 and franked by an 1869 Issue 30¢ stamp for the obsolete double-weight 1857 Treaty rate. This exceeded the double-weight 26¢ “phantom” rate, consisting of double-weight (14.2 to 28.3 grams) 8¢ retained by the USA plus triple-weight (20-29 grams) 18¢ for the GB-France transit. Accordingly, the New York post office credited 18¢ to GB per the red crayon “18/2” marking. It left on July 19 aboard the HAPAG Line steamer *Silesia*, which reached Leith, Scotland on July 29. The next day, it was postmarked “London Paid” and rated fully paid to destination per the red oval “PD” marking. It entered France per the July 31 “Angl. Amb. Calais” railroad postmark, and was received in Paris without any postage due.

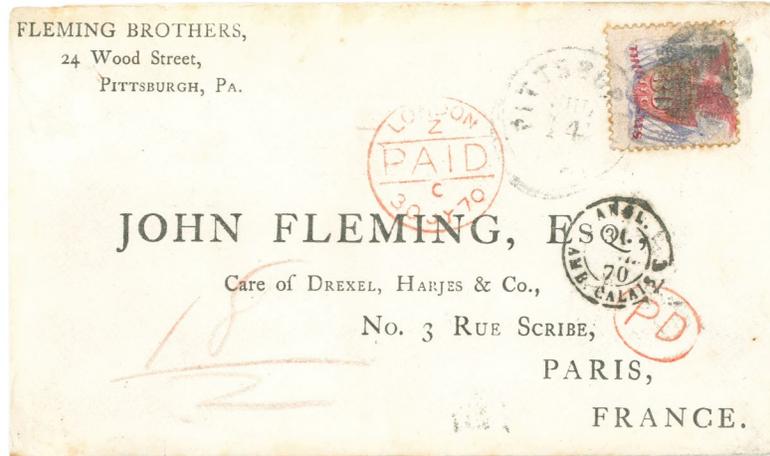


Figure 4-11. July 14, 1870. Pittsburgh to Paris via England.

The 10¢ fully-paid rate was finally published on October 28, 1871, ending the “phantom” rate period.

### July 1871 Increased French Inland Rate

The end of the disastrous Franco-German War left France scrambling to pay war reparations to Germany. Accordingly, they increased the postal rates on prepaid mail to the USA via England from 70 centimes to 1 franc 20 centimes per 10 grams, effective July 1, 1871. All other rates continued as before. These can be seen in the “Packet via England – January 1, 1870 to June 30, 1871” table above, with the only change being the increase of prepaid French inland from 40 centimes to 90 centimes.

### Mail from France to the USA via England: July 1871 to July 1874

Figure 4-12 shows an unusual prepaid westbound cover from this period. This letter was postmarked “Biarrits” on April 6, 1874 and endorsed “via Angleterre” at top right. It was franked by three 1870 Issue 40 centimes stamps for the 1 franc 20 centimes fully-paid rate, as confirmed by the red boxed “PD” marking. The horizontal pair of stamps shows both positions of the “retouched 4” errors. The letter received an April 9 “London Paid” transit postmark and a red “2 Cents” credit to the USA for its inland

postage. It left Liverpool on April 9 aboard the Inman Line steamer *City of Richmond*, which reached New York on April 19. It was finally delivered by carrier service in Washington, D.C. on April 20.



Figure 4-12. April 6, 1874. Biarrits to Washington, D.C. via England.

Figure 4-13 shows a five-color double-weight prepaid westbound cover.



Figure 4-13. August 26, 1872. Marseille to New York City via England.

This letter was postmarked “Marseille Cours du Chapitre” on August 26, 1872 and franked by an 1863 Issue 30 centimes stamp, an 80 centimes pair from the 1870 Bordeaux Issue, 15 centimes and 25 centimes stamps from the 1871 Issue and a 5 centimes pair from the 1872 Issue for the double-weight 2 francs 40 centimes fully-paid rate, as confirmed by the red boxed “PD” marking. The letter received an August 28 “London Paid” postmark and a single-weight red “2 Cents” credit to the USA for its inland postage. It left Liverpool a day later aboard the Inman Line steamer *City of London*, which reached New York on September 9. The next day, it was postmarked “New York Paid All” and delivered locally. This letter weighed between 10.1 and 14.1 grams to receive this combination of markings.

Figure 4-14 shows a remarkable multiple-weight prepaid westbound cover. This registered letter was postmarked “Paris Pl. du Theatre-Francaise” on July 20, 1874 and franked by an 1863 Issue 5 francs stamp, 1871 Issue 10 centimes and 25 centimes stamps and a 15 centimes stamp and 80 centimes pair from the 1872 Issue for the triple-weight 3 francs 60 centimes fully-paid rate, doubled to include the registration fee. A boxed registration marking on the reverse confirms that the letter weighed triple-weight 24 grams. It received a July 21 “Registered London” postmark and left Queenstown a day later aboard the Cunard steamer *Java*, which reached New York on July 31. The next day, it was postmarked “New York

Registered” and delivered locally. At 24 grams (0.85 oz.), this letter was double-weight in the USA and should have received a 4¢ credit from GB for USA inland postage.



Figure 4-14. July 20, 1874. Paris to New York City via England.

Figure 4-15 shows a curious westbound mixed franking cover that was rated fully-paid. This letter was postmarked “Paris R. D’Antin” on February 2, 1872 and endorsed “voie française” at top right. The rate by French steamer direct to New York was 50 centimes per 10 grams and 10¢ was collected on such mail in the USA. The sender prepaid the entire postage to destination with a USA 1870 Issue 10¢ stamp along with two French 1862 Issue 5 centimes stamps and an 1863 Issue 40 centimes stamp. Surprisingly, this combination was accepted and the letter was routed via England, where it received a February 3 “London Paid” postmark and a red “2 Cents” credit to the USA. It left Liverpool on February aboard the Cunard steamer *Russia*, which reached New York on February 16. Upon arrival, it was postmarked “New York Paid All” and delivered to Wilmington, Delaware without postage due.



Figure 4-15. February 2, 1872. Paris to Wilmington, Delaware via England.

Figure 4-16 shows an underpaid westbound cover that was treated as fully unpaid. This letter was postmarked “Bordeaux” on August 28, 1871 and franked by an 1870 Issue 20 centimes stamp and an 1870 Bordeaux Issue 80 centimes stamp, underpaying the 1 franc 20 centimes rate. Accordingly, the franking was ignored and the letter was rated “Affranchissement Insuffisant” in red. It passed through the Paris Étranger foreign mail bureau on August 29, where it received a French oval “\*FR\* 2F” debit to GB for 50 centimes inland postage. London postmarked it on August 30 and added a “14” cents debit to the USA, consisting of the 10¢ due to France plus 2¢ British transit and 2¢ sea postage. It left Liverpool on August 31 aboard the Inman Line steamer *City of Brussels*, which reached New York on September 10. A day later, it was postmarked “New York U.S. Notes 18” with integral postage due of 18¢ in depreciated USA

currency. The recipient in New Orleans also had the option of paying 16¢ in coin, representing the 14¢ due to GB plus 2¢ USA inland postage.



Figure 4-16. August 28, 1871. Bordeaux to New Orleans via England.

#### Mail from the USA to France via England: July 1871 to July 1874

The 10¢ fully-paid eastbound rate was finally announced on October 28, 1871 and became the principal rate for mail from the USA to France, rendering the 4¢ British open mail rate obsolete. Figure 4-17 shows an example sent in the open mails two months before the announcement. This letter was postmarked “New-York” on August 26, 1871 and franked by two 1870 Issue 2¢ stamps for the 4¢ British open mail rate. It left that day aboard the Inman Line steamer *City of Brooklyn*, which reached Queenstown on September 4. London postmarked it the next day and added the oval “GB 40c” debit to France for 10 centimes British transit postage. It entered France per the September 6 “Angl. Amb. Calais” railroad postmark, and was assessed 5 décimes postage due (1 décime due to GB plus 4 décimes French inland postage to Cognac) per the black “5” marking.



Figure 4-17. August 26, 1871. New York to Cognac via England.

The 10¢ fully-paid eastbound rate did not apply to unpaid or underpaid letters, which were processed under the 4¢ open mail rate. During this period, the French inland postage on these types of letters was increased from 30 to 70 centimes, resulting in 12 décimes collections (up from 8 décimes).

Figure 4-18 shows an example. This unfranked letter was postmarked “New Orleans La.” on June 6, 1874 and was postmarked “New York Br Transit 4” on June 11. That postmark includes a 4¢ debit to GB for the British open mail rate. It left that day aboard the HAPAG steamer *Frisia*, which reached Plymouth,

England on June 21. London postmarked it a day later, and added the boxed “GB 2F” debit to France for 50 centimes, consisting of the 20 centimes due to the USA plus 30 centimes British transit and sea postage. It entered France per the June 23 “Angl. Amb. Calais” postmark, and was assessed 12 décimes postage due (5 décimes due to GB plus 7 décimes French inland postage to Marseille) per the “12” marking.



Figure 4-18. June 6, 1874. New Orleans to Marseille via England.

Figure 4-19 shows an example of the announced 10¢ fully-paid eastbound rate.



Figure 4-19. June 20, 1873. New Hampshire to Paris via England.

This letter was postmarked “Exeter N.H.” on June 20, 1873 and franked by 1870 Issue 1¢, 3¢ and 6¢ stamps for the 10¢ rate. It was then postmarked “Boston Paid Jun 20” in red and marked for a 6¢ credit to GB for the 30 centimes rate from GB to France per the red crayon “6” marking. It left a day later from New York aboard the Cunard steamer *Batavia*, which reached Queenstown on July 1. A day later, it was postmarked “London Paid” and rated fully paid to destination per the red circled PD” marking. It entered France per the July 2 “Angl. Amb. Calais” railroad postmark, and was delivered to Paris.

Figure 4-20 shows a double-weight prepaid cover sent ten days before the end of this period. This letter was postmarked “New York Paid 12” on July 21, 1874 and franked by 1870 Issue 1¢ and 15¢ stamps for the 16¢ double-weight fully-paid rate, consisting of single-weight 4¢ (less than 14.1 grams) retained by the USA and double-weight 12¢ (10 to 19 grams) for the GB-France postage, as credited in the New York postmark. It left a day later aboard the Cunard steamer *Cuba*, which reached Queenstown on August 1. Two days later, it was postmarked “London Paid” and rated fully paid to destination per the red circled PD” marking. It entered France per the August 3 “Angl. Amb. Calais” railroad postmark, and was delivered to Lyon.



Figure 4-20. July 21, 1874. New York to Lyon via England.

This period ended with the August 1, 1874 effective date of the new Franco-USA postal treaty.

### Mail Exchanged Directly from January 1870 to July 1874

The American and French packets running directly between France and the USA continued to operate after the expiration of the 1857 Treaty on January 1, 1870, but each country had to collect its share of the postage. The December 22, 1869 French Imperial Decree set prepayments on westbound direct mail at 60 centimes per 10 grams, effective January 1, 1870. The same decree set French collections on eastbound mail at 80 centimes per 10 grams, and include a 20 centimes unpaid letter surcharge.

USA prepayments on eastbound mail and collections on westbound mail were set at 10¢ per half ounce by the July 1, 1864 Act for regularly-scheduled steamship service without a postal treaty. These rates are summarized below for single-weight letters.

#### Direct Packet between the USA and France – January 1, 1870 to June 30, 1871

Postage	France to the USA	USA to France
French inland & sea	60 centimes (prepaid)	80 centimes (due)
USA inland & sea	10¢ (due)	10¢ (prepaid)

The main American contract for direct service was with the German Hamburg-American (“HAPAG”) Line. The Franco-Prussian War forced a nine-month suspension of service by that line on October 5, 1870. Two other small direct steamship lines with American contracts, Ruger’s American Line and the North American Steamship Company, ended operations on May 18 and October 28, 1870, respectively. This meant that American direct packet service ended on October 28 and would not resume until the aftermath of the Franco-Prussian War in July 1871. The French packets ran throughout this period.

#### Direct Service from France to the USA: January 1870 to June 1871

Figure 4-21 shows a westbound cover carried by a German steamship under American contract. This letter was postmarked “Le Havre” on January 15, 1870 and endorsed “p Allemania” at top left. It was franked by two 1863 Issue 30 centimes stamps for the 6 décimes direct packet rate. Without a postal contract with the USA, it could only be paid to the USA frontier, as indicated by the red boxed “P.P.” marking. The letter left that day aboard the HAPAG Line steamer *Allemania*, which reached New York on January 27. Upon arrival, it was postmarked “N.Y. Steamship 10” with integral postage due of 10¢ to New York.



Figure 4-21. January 15, 1870. Le Havre to New York by American packet.

American packet letters from this short ten-month period are surprisingly hard to find. Figure 4-22 shows a westbound cover carried by a British steamship with a temporary American contract.



Figure 4-22. August 30, 1870. Paris to Boston by American packet.

This letter was postmarked “Paris R. d’Antin” on August 30, 1870 and franked by 1863 Issue 20 and 40 centimes stamps for the 60 centimes direct packet rate. It was paid only to the USA frontier, as indicated by the red boxed “P.P.” marking. The letter left Le Havre on September 1 aboard the National Steam Navigation Company steamer *Erin*, which reached New York on September 17. The letter was routed to Boston where it received the rare September 18 “Boston Am. Pkt 10” postmark with integral postage due of 10¢ to Boston.

French direct packet covers carried by the Compagnie Général Transatlantique (“CGT” or “Ligne H”) have the same frankings and many of the same markings as American direct packets.

Figure 4-23 shows a westbound cover. This letter was postmarked “Le Havre” on February 24, 1870 and franked by 1863 Issue 20 and 40 centimes stamps for the 60 centimes direct packet rate. It was paid only to the USA frontier, as indicated by the red boxed “P.P.” marking. The letter left Le Havre on February 25 aboard the Ligne H steamer *Péreire*, which reached New York on March 7. A day later, it was postmarked “N.Y. Steamship 10” with integral postage due of 10¢ to New York.



Figure 4-23. February 24, 1870. Le Havre to New York by French packet.

The Ligne H steamships carried postal agents on board who occasionally applied their postmarks in transit. Figure 4-24 shows an example. This letter was postmarked “Bordeaux” on January 27, 1870 and endorsed “Via Brest par Ville de Paris” at the top. It was franked by two 1863 Issue 30 centimes stamps for the 60 centimes direct packet rate. It was then routed to the Ligne H postal agent in Brest harbor, who applied the rare January 29 “Ligne H Paq. Fr. No. 3” transit postmark on the reverse. The letter left that day aboard the Ligne H steamer *Ville de Paris*, which reached New York on February 13. A day later, it was postmarked “N.Y. Steamship 10” with integral postage due of 10¢ to New Orleans.



Figure 4-24. January 27, 1870. Bordeaux to New Orleans by French packet.

The Ligne H postal agents also accepted mail posted on board their ship. These covers are among France’s greatest maritime rarities, and are characterized by Ligne H postmarks and “ancre” cancellations. Figure 4-25 shows a westbound example. Originating in Le Havre on June 17, 1870, this letter was given directly to the Ligne H postal agent aboard the *Pérelle* in the harbor. It was franked by 1863 Issue 20 and 40 centimes stamps for the 60 centimes direct packet rate. The agent added his June 17 “Ligne H Paq. Fr. No. 1” postmark and cancelled the stamps with a maritime “anchor” cancel. It left that day and stopped in Brest a

day later, where the agent added a June 18 Ligne H transit postmark on the reverse. Upon arrival in New York on June 27, it was postmarked “N.Y. Steamship 10” with integral postage due of 10¢ to New York.



Figure 4-25. June 17, 1870. Le Havre to New York by French packet.

### Direct Service from the USA to France: January 1870 to June 1871

Figure 4-26 shows a typical eastbound cover carried by an American direct packet. This letter was postmarked “Buffalo W. Va.” on May 16, 1870 and franked by a 1¢ stamp and 2¢ pair of the 1869 Issue on an 1864 Issue 3¢ stamped envelope for the 10¢ direct packet rate. It was postmarked “New-York” on May 24, and left that day aboard the HAPAG Line steamer *Allemania*, which reached Plymouth on June 4. It was carried to Cherbourg, where it received the blue June 5 “Etats-Unis Cherbourg 2” entry postmark, and was assessed 8 décimes postage due to Paris per the black “8” marking.



Figure 4-26. May 16, 1870. West Virginia to Paris by American packet.

The short-lived Ruger and North American steamship lines operated three and two contract trips, respectively, for American direct service. Figure 4-27 shows an eastbound example carried by Ruger. This letter was postmarked “New Orleans La.” on February 21, 1870 and franked by a 2¢ stamp and three 6¢ stamps of the 1869 Issue for the double-weight (14.2 to 28.3 grams) 20¢ direct packet rate. It was postmarked “New York” on three different days as the sailing of the Ruger Line steamship *Ocean Queen* was pushed back from February 29 to March 3. The letter finally left on the 3<sup>rd</sup> and reached Le Havre on March 19. Upon arrival it received the rare red “Et.-Unis Ser. Fr. Havre” entry postmark, and was assessed triple-weight (20 to 29 grams) 24 décimes postage due to Bordeaux per the manuscript “24” marking. This consisted of 18 décimes direct packet postage plus 6 décimes unpaid letter surcharge.



Figure 4-27. February 21, 1870. New Orleans to Bordeaux by American packet.

Figure 4-28 shows an extraordinary eastbound mixed franking cover carried by North American. This letter was postmarked “Newark N.J.” on August 22, 1870 and franked by an 1870 Issue 10¢ stamp for the direct packet rate. The sender wanted to prepay the French postage as well, and added 1863 Issue 20 centimes and 40 centimes stamps for the prepaid rate. It was postmarked “New-York” on August 24 and left the next day aboard the North American Steamship Company steamer *Guiding Star*. The letter reached Le Havre on September 9, where it received the rare red “Etats-Unis Le Havre” entry postmark of that date, and was assessed no postage due to Chazelle per the red boxed “PD” marking. This is the only known mixed franking by an American direct packet in this period.



Figure 4-28. August 22, 1870. New Jersey to France by American packet.

Figure 4-29 shows a typical eastbound cover carried by a French direct packet.



Figure 4-29. January 8, 1870. New York to Paris by French packet.

This letter was postmarked “New York” on January 8, 1870 and endorsed “By French Steamer” at top left. It was franked by a 1¢ stamp and 3¢ strip of three of the 1869 Issue for the 10¢ direct packet rate. The Ligne H postal agent added the octagonal “Etats-Unis Paq. Fr. H No 4” postmark at New York on January 8, and it left that day aboard the Ligne H steamer *St. Laurent*, which reached Brest on January 18. The letter was assessed 8 décimes postage due to Paris per the black “8” marking.

Figure 4-30 shows a double-weight eastbound cover carried by a French direct packet. This letter was postmarked “Pittsburgh Pa.” on May 25, 1870 and franked by an 1869 Issue 15¢ pair (type II) for the expired double-weight 1857 Treaty rate, which was in excess of the double-weight (½ to 1 ounce, or 14.2 to 28.3 grams) 20¢ direct packet rate. It was postmarked “New York” in transit on May 28 and given to the Ligne H postal agent who added the May 28 “Etats-Unis Paq. Fr. H No 4” postmark. It left the next day aboard the Ligne H steamer *St Laurent*, which reached Brest on June 8, where it was assessed double-weight (10 to 19 grams) 16 décimes postage due to Paris per the black “16” marking.



Figure 4-30. May 25, 1870. Pittsburgh to Paris by French packet.

Figure 4-31 shows a mixed franking cover carried by an eastbound French packet. This letter was postmarked “Jersey City N.J.” on August 5, 1870 and franked by two 1869 Issue 2¢ stamps and an 1870 Issue 6¢ stamp for the 10¢ direct packet rate. The sender also prepaid the French postage by adding 1863 Issue 20 centimes and 40 centimes stamps. It was postmarked “New-York” in transit on August 6 and given to the Ligne H postal agent who added the August 6 “Etats-Unis Paq. Fr. H No 3” postmark and cancelled the stamps with his “ancre” postmark. It left that day aboard the Ligne H steamer *Ville de Paris* and reached Le Havre on August 16, where it was rated fully-paid to Paris per the red “P.P.” marking.



Figure 4-31. August 5, 1870. New Jersey to Paris by French packet.

Figure 4-32 shows an interesting underpaid mixed franking cover carried by an eastbound French packet. This letter was postmarked “New-York” on April 30, 1870 and endorsed “pr St Laurent” at top left. It was franked by an 1867 Issue 10¢ F-grill stamp for the direct packet rate and French 1863 Issue 20 centimes and 40 centimes stamps for the French portion of the postage. The Ligne H postal agent found it to be double-weight per the blue crayon “2” at upper left, so he added the red “Affranchissement Insuffisant” marking and rated the letter for 10 décimes postage due to Bordeaux per the blue “10” marking. This consisted of double-weight postage due of 16 décimes minus the 60 centimes prepaid. The agent also applied the April 30 “Etats-Unis Paq. Fr. H No 4” postmark and cancelled the stamps with his “ancre” postmark. The letter left that day aboard the Ligne H steamer *St Laurent* and reached Le Havre on May 11.



Figure 4-32. April 30, 1870. New York to Bordeaux by French packet.

The Ligne H postal agents also accepted eastbound mail posted on board their ship, although these are rarities. Figure 4-33 shows an example.



Figure 4-33. February 18, 1870. New York to Cognac by French packet.

Originating in New York on February 18, 1870, this letter was given directly to the Ligne H postal agent on board the *Ville de Paris* in the harbor, avoiding the USA 10¢ prepayment. It was rated double-weight per the red crayon “2” at left and franked by two strips of three 1863 Issue 20 centimes stamps for the double-weight one franc 20 centimes French direct packet rate. The agent added his February 19 “Ligne H Paq. Fr. No. 3” postmark and cancelled the stamps with a maritime “anchor” cancel. It left that day and reached Brest on February 28. No postage due to Cognac was assessed per the boxed “P.P.” marking.

**Reduced French Postage on Direct Mails from July 1871 to July 1874**

An April 21, 1871 French Law reduced prepayments and collections on direct packet mail to 50 centimes per 10 grams, effective July 1. HAPAG Line sailings resumed on July 4, although its mail was incorrectly rated for 6 décimes collections at the start. The normal rates are shown below for single-weight letters.

**Direct Packet between the USA and France – July 1, 1871 to July 31, 1874**

Postage	France to the USA	USA to France
French inland & sea	50 centimes (prepaid)	50 centimes (due)
USA inland & sea	10¢ (due)	10¢ (prepaid)

**Direct Service from France to the USA: July 1871 to July 1874**

Figure 4-34 shows a typical westbound example carried by an unusual American packet. This letter was postmarked “Bordeaux” on August 16, 1872 and endorsed “Par Ste<sup>r</sup> Minnesota” at top left. It was franked by two 1871 Issue 25 centimes stamps for the 50 centimes direct packet rate. The letter left Bordeaux that day aboard the State Line steamer *Minnesota*, which reached New Orleans on September 12. Upon arrival, it was postmarked “New Orleans La.” and “Steamship 10” with postage due of 10¢ to New Orleans.



Figure 4-34. August 16, 1872. Bordeaux to New Orleans by American packet.

Figure 4-35 shows a double-weight westbound example carried by an American packet.



Figure 4-35. November 11, 1871. Cette to New Orleans by American packet.

This letter was postmarked “Cette” on November 11, 1871 and franked by a pair of 30 centimes stamps and a 40 centimes stamp of the 1870 Bordeaux Issue for the double-weight (10 to 19 grams) 1 franc direct packet rate. The mistaken “Affranchissement Insuffisant” marking was corrected by the boxed “P.P.” marking to reflect full payment to the USA frontier. The letter left Le Havre on November 18 aboard the HAPAG Line steamer *Westphalia*, which reached New York on November 29. A day later, it was postmarked “N.Y. Steamship 10” with integral single-weight postage due of 10¢ (less than ½ ounce, or 14.2 grams). This was repeated in New Orleans by its circled “Steamship 10” postmark.

Figure 4-36 shows a westbound example carried by a French direct packet. This letter was postmarked “Nantes” on October 18, 1872 and endorsed “Paquebots français” at top left. It was franked by two 1871 Issue 25 centimes stamps for the 50 centimes direct packet rate and routed to the Ligne H postal agent in Brest harbor, who applied the rare October 26 “Ligne H Paq. Fr. No. 3” transit postmark on the reverse. The letter left that day aboard the Ligne H steamer *St. Laurent*, which reached New York on November 10. A day later, it was postmarked “N.Y. Steamship 10” with integral postage due of 10¢ to New York.



Figure 4-36. October 18, 1872. Nantes to New York by French packet.

The Ligne H postal agents also accepted mail posted on board during this period. These covers are characterized by Ligne H postmarks and “ancre” cancellations. Figure 4-37 shows a westbound example.



Figure 4-37. July 6, 1872. Le Havre to New York by French packet.

Originating in Le Havre on July 6, 1872, this letter was given directly to the Ligne H postal agent aboard the *St. Laurent* in the harbor. It was franked by an 1862 Issue 5 centimes stamp, an 1863 Issue 80 centimes stamp and an 1871 Issue 15 centimes stamp for the double-weight 1 franc direct packet rate. The agent added his July 6, 1872 “Ligne H Paq. Fr. No. 3” postmark and cancelled the stamps with a maritime “anchor” cancel. The *St. Laurent* left that day and reached New York on July 18. Upon arrival, the letter was postmarked “N.Y. Steamship 10” with integral postage due of 10¢ to New York.

Figure 4-38 shows an interesting mixed franking cover carried by an westbound French direct packet. This letter was postmarked “Paris R. de Cléry” on December 14, 1871 and franked by an 1871 Issue 25 centimes pair for the direct packet rate. The sender attempted to prepay the USA portion of the postage by adding an 1870 Issue 10¢ stamp, but the Parisian post office cancelled all three stamps, invalidating the USA stamp. The letter left Le Havre on December 21 aboard the Ligne H steamer *Washington* and reached New York on January 8. Upon arrival, it was postmarked “N.Y. Steamship 10” with integral steamship postage due of 10¢ to New York, since the cancelled 10¢ stamp was ignored.



Figure 4-38. December 14, 1871. Paris to Delaware by French packet.

#### Direct Service from the USA to France: July 1871 to July 1874

Figure 4-39 shows a typical eastbound cover carried by an American direct packet.



Figure 4-39. February 29, 1872. New York to Marseille by American packet.

This letter was postmarked “New-York” on February 29, 1872 and franked by an 1870 Issue 10¢ stamp for the direct packet rate. It left that day aboard the HAPAG Line steamer *Allemania*, which reached Plymouth on March 12. It was carried by auxiliary steamer to Cherbourg, where it received the blue March

14 “Etats-Unis Cherbourg 2” entry postmark, and was assessed 5 décimes postage due to Marseille per the blue “5” marking.

Figure 4-40 shows an early eastbound cover with Cherbourg’s 6 décimes rating error. This incorrect due marking is only seen from mid-July to mid-August 1871.



Figure 4-40. July 20, 1871. California to Montbéliard by American packet.

This letter was postmarked “Eureka Cal” on July 20, 1871” and franked by an 1869 Issue 2¢ pair and an 1870 Issue 3¢ stamp on an 1870 Issue 3¢ entire for the 10¢ direct packet rate. It was postmarked “New-York” on August 1 in transit, and left that day aboard the HAPAG Line steamer *Westphalia*, which reached Plymouth on August 11. It was carried by auxiliary steamer to Cherbourg, where it received the blue August 13 “Etats-Unis Cherbourg 2” entry postmark, and was assessed the erroneous 6 décimes postage due (instead of 5 décimes) to Montbéliard per the blue “6” marking.

Figure 4-41 shows an eastbound cover carried by an American packet that was double-weight in France.



Figure 4-41. September 13, 1871. California to France by American packet.

This letter was postmarked “Stockton Cal” on September 13, 1871 and franked by an 1870 Issue 10¢ stamp for the single-weight (up to ½ ounce, or 14.1 grams) direct packet rate. It was postmarked “New-York” on September 26 in transit, and left that day aboard the HAPAG Line steamer *Thuringia*, which reached Plymouth on October 6. It was carried by auxiliary steamer to Cherbourg, where it received the blue October 8 “Etats-Unis Cherbourg 2” entry postmark, and was assessed double-weight (10 to 19 grams) 10 décimes postage due to Maçon per the blue “10” marking.

Figure 4-42 shows a typical eastbound cover carried by a French direct packet. This letter was postmarked “Winnegance Me” on July 14, 1871 and franked by an 1869 Issue 10¢ stamp for the direct packet rate. It was postmarked “New York” in transit on July 15 and given to the Ligne H postal agent who added the July 15 “Etats-Unis Paq. Fr. H No 3” postmark. It left that day aboard the Ligne H steamer *Lafayette*, which reached Brest on July 26. It was assessed 5 décimes postage due to Le Havre per the manuscript “5” marking.



Figure 4-42. July 14, 1871. Maine to Le Havre by French packet.

Figure 4-43 shows an interesting double-weight eastbound cover carried by a French direct packet.



Figure 4-43. February 9, 1873. Washington, DC to Paris by French packet.

This letter originated at the White House, where it was endorsed by President U.S. Grant at top right. It was postmarked “Washington D.C.” on February 9, 1873 and franked by an 1867 Issue 3¢ F-grill stamp and 1873 Issue 6¢ stamp, underpaying the 10¢ direct packet rate. It was postmarked “New York” in transit on February 12 and left the next day aboard the Ligne H steamer *Washington*, which reached Brest on February 28. A day later, it received a March 1 “Etats-Unis Paq. Fr. Brest 2” entry postmark and was assessed double-weight 10 décimes postage due to Paris per the blue “10” marking.

### End of the Period on July 31, 1874

This period ended with the August 1, 1874 effective date of a new Franco-USA postal treaty that set uniform fully-paid rates for the direct and via England routes. The new rates were 50 centimes per 15 grams or 9¢ per 15 grams (just over ½ ounce). There was no accounting on individual letters, since this was a “reciprocal” treaty that assumed equivalent volumes of mail in each direction would result in each

country collecting equivalent amounts of postage. These rates were valid until December 31, 1875 when France joined the UPU.

The fairly short 17-month period makes letters with these frankings hard to find. Figure 4-44 shows a typical westbound example to the USA.



Figure 4-44. December 30, 1874. Paris to Philadelphia via England.

This letter was postmarked “Paris R. Taitbout” on December 30, 1874 and endorsed “Voie d’Angleterre” at upper left. It was franked by an 1871 Issue 25 centimes pair for the treaty rate. The letter left Liverpool on December 31 aboard the Inman Line steamer *City of Brooklyn* and reached New York on January 25. Upon arrival, it was postmarked “New York Paid” and sent fully-paid to Philadelphia.

Figure 4-45 shows an eastbound 9¢ treaty rate cover to France.



Figure 4-45. April 10, 1875. New York to France via England.

This letter was postmarked “New York Paid” on April 10, 1875 and franked by 1873 Issue 3¢ and 6¢ stamps for the 9¢ treaty rate. It left that day aboard the NGL steamer *Neckar*, which reached Southampton on April 21. A day later, it received an “Etats-Unis v. Angl. Amb. Cal” entry postmark at Calais and was rated fully paid to Pont d’Ain per the boxed “P.D.” marking.

For a supplementary fee equal to the regular postage paid, a late letter could be processed in New York after the mails had closed. Figure 4-46 shows a double-weight example. This letter was postmarked “New York Sup Paid” (Supplementary Paid) on December 4, 1875 and endorsed “Per steamship Hermann” at top left. It was rated double-weight per a blue crayon “2” and franked by a 6¢ stamp and 15¢ pair of the 1873 Issue for the double-weight 18¢ treaty rate plus the 18¢ supplementary service fee. It left the next day

aboard the NGL steamer *Hermann*, which reached Southampton on December 16. It entered France at Calais per an “Etats-Unis v. Angl. Amb. Cal C” entry postmark and was rated fully paid to Montpellier per the boxed “P.D.” marking.



Figure 4-46. December 4, 1875. New York to Montpellier.

Figure 4-47 shows a triple-weight supplementary mail example.



Figure 4-47. December 16, 1875. New York to Montpellier.

This letter was postmarked “New York Sup Paid” (Supplementary Paid) on December 16, 1875 and franked by a 3¢ stamp, three 5¢ stamps, a 6¢ stamp and a 30¢ stamp of the 1873-75 Issue for the triple-weight 27¢ treaty rate plus the 27¢ supplementary service fee. It left that day aboard the HAPAG steamer *Frisia*, which reached Plymouth on December 26. It entered France that day per a red “Etats-Unis Cherbourg” entry postmark and was rated fully paid to Montpellier per the boxed “P.D.” marking.

**Appendix: Table of Packet Mail Rates between France and the USA**

**1840-1847**

**\*\*\*All rates are for a single-weight prepaid or partially-prepaid letter\*\*\***

	<b>France to the USA</b>	<b>USA to France</b>	<b>Packet Line(s) (# Roundtrip Sailings)</b>	<b>Characteristic Markings</b>
<b>British Packet via England July 1, 1840-May 31, 1843 (between Boston and Liverpool)</b>				
French Inland	Table FR-1 (prepaid)	Table FR-1 (due)	Cunard: 4-July-40 to 19-May-43 (54)	<i>France to the USA</i> Manuscript "1/-" (one shilling) credit in front upper right corner
British Transit and Sea	<u>12 décimes (prepaid)</u>	<u>12 décimes (due)</u>		Curved "FOREIGN PAID" (Southampton)
French Postage Subtotal	variable (prepaid)	variable (due)		Circular datestamp "BOSTON MS SHIP"
US Ship Fee	2 cents (due)	-		<i>USA to France</i>
US Inland	<u>Table US-1 (due)</u>	<u>Table US-1 (prepaid)</u>		Manuscript "1/-" debit and/or red boxed italic "Packet Letter"
US Postage Subtotal	variable (due)	variable (prepaid)		Entry circular datestamp "ANGL. BOULOGNE"
France/GB Accounting	(1 shilling credit to GB)	(1 shilling debit to France)		Entry circular datestamp "ANGL. CALAIS"

*The British Treasury authorized a steam packet mail service on September 24, 1838. The contract was given to the Cunard Line on May 4, 1839 for a packet service starting July 1, 1840. March 30, 1836 France-GB Treaty set French and British charges per 7.5 grams (modified March 30, 1839). United States postage per number of letter sheets set by May 1, 1825 Act. France and Great Britain accounted to each other for British sea and transit postage. "Packet Letter" marking specified the basis for the 1 shilling debit to France.*

<b>British Packet via England June 1, 1843-June 30, 1845 (between Boston and Liverpool)</b>				
French Inland	Table FR-2 (prepaid)	Table FR-2 (due)	Cunard: 1-Jun-43 to 19-Jun-45 (43)	<i>France to the USA</i> Oval datestamp "L H (or some other letter)" (Liverpool)
British Transit and Sea	<u>10 décimes (prepaid)</u>	<u>10 décimes (due)</u>		Curved "FOREIGN PAID" (Southampton)
French Postage Subtotal	variable (prepaid)	variable (due)		Circular datestamp "BOSTON MS SHIP"
US Ship Fee	2 cents (due)	-		<i>USA to France</i>
US Inland	<u>Table US-1 (due)</u>	<u>Table US-1 (prepaid)</u>		Red boxed "COLONIES &c.ART.12"
US Postage Subtotal	variable (due)	variable (prepaid)		Entry circular datestamp "ANGL. BOULOGNE"

*April 3, 1843 France-GB Treaty set reduced French inland and British transit and sea charges per 7.5 grams, effective June 1, 1843.*

*"COLONIES &c.ART.12" marking on mail from the US to France signified British 10 décimes debit to France for "unpaid mail from countries beyond sea" (3sh 4d per ounce bulk rate).*

<b>British Packet via England July 1, 1845-June 26, 1848 (between Boston/New York and Liverpool)</b>				
French Inland	Table FR-2 (prepaid)	Table FR-2 (due)	Cunard: 1-Jul-45 to 17-Jun-48 (70)	<i>France to the USA</i> Oval datestamp "L H (or some other letter)" (Liverpool)
British Transit and Sea	<u>10 décimes (prepaid)</u>	<u>10 décimes (due)</u>		Circular datestamp "BOSTON MS SHIP"
French Postage Subtotal	variable (prepaid)	variable (due)		
US Ship Fee	2 cents (due)	-		<i>USA to France</i>
US Inland	<u>5 or 10 cents (due)</u>	<u>5 or 10 cents (prepaid)</u>		Red "COLONIES &c.ART.12" or "COLONIES &c. ART. 13"
US Postage Subtotal	6, 7 or 12 cents (due)	5 or 10 cents (prepaid)		Entry circular datestamp "ANGL. BOULOGNE"

*March 3, 1845 US Act set inland rates of 5 cents for less than 300 miles, and 10 cents over 300 miles per ½ ounce letter, effective July 1, 1845. Six cents was due on mail to the arrival port. 1845 changes to the 1843 France-GB Convention resulted in a re-structuring of the letter bills. Starting January 1846, letters from the US fell under Article 13.*

<b>American Packet via England June 1, 1847-June 30, 1849 (between New York and Southampton/Le Havre)</b>				
French Inland	Table FR-2 (prepaid)	Table FR-2 (due)	Ocean: 1-Jun-47 to 20-Jun-49 (17)	<i>France to the USA</i> Red datestamp "BUREAU MARITIME LE HAVRE"
French Ship Fee	<u>1 decime (prepaid)</u>	<u>1 or 10 décimes (due)</u>		Red datestamp "NEW-YORK SHIP"
French Postage Subtotal	variable (prepaid)	variable (due)		
US Sea	24 cents (due)	24 cents (prepaid)		<i>USA to France</i>
US Inland	<u>5 or 10 cents (due)</u>	<u>5 or 10 cents (prepaid)</u>		Entry circular datestamp "OUTRE-MER LE HAVRE"
US Postage Subtotal	24, 29 or 34 cents (due)	24, 29 or 34 cents (prepaid)		Entry circular datestamp "ANGL. PAR LE HAVRE"

*Only specifically-endorsed mail from France was carried on this route via Le Havre and Southampton. Unendorsed mail to the United States was routed to British packets.*

*Most Ocean Line mail was carried by auxiliary steamer directly between Southampton and Le Havre. Second-7th mails rated for 1 decime ship fee with OUTRE-MER LE HAVRE entry mark.*

*First and 8th-17th eastbound mails rated per 1843 France-GB Treaty and show 10 décimes British double sea charge, but have no Article 13 accounting marks since they bypassed London.*

*March 3, 1845 US Act set US packet postage at 24 cents per ½ ounce letter, effective July 1, 1845. Only 24 cents was charged on mail to/from New York (no inland charges).*

**Appendix: Table of Packet Mail Rates between France and the USA**

**TABLE FR-1 - French Inland Rates per June 26, 1836 Law, Effective July 15, 1836 (Applied to Mail After 1836 France-GB Convention)**

Distance to Port	Up to 7.5 grams	Between 7.5 and 10 grams	Between 10 and 15 grams	Between 15 and 20 grams
Number of rates	1	1.5	2	2.5
Channel ports	3 decimes	4 decimes	6 decimes	8 decimes
1-25 kilometers	4 decimes	6 decimes	8 decimes	10 decimes
26-50 kilometers	5 decimes	8 decimes	10 decimes	13 decimes
51-80 kilometers	6 decimes	9 decimes	12 decimes	15 decimes
81-115 kilometers	7 decimes	11 decimes	14 decimes	18 decimes
116-160 kilometers	8 decimes	12 decimes	16 decimes	20 decimes
161-220 kilometers	9 decimes	14 decimes	18 decimes	23 decimes
221-300 kilometers	10 decimes	15 decimes	20 decimes	25 decimes
301-400 kilometers	11 decimes	17 decimes	22 decimes	28 decimes
401-500 kilometers	12 decimes	18 decimes	24 decimes	30 decimes
501-600 kilometers	13 decimes	20 decimes	26 decimes	33 decimes
601-750 kilometers	14 decimes	21 decimes	28 decimes	35 decimes
751-900 kilometers	15 decimes	23 decimes	30 decimes	38 decimes
> 900 kilometers	16 decimes	24 decimes	32 decimes	40 decimes
British Sea & Transit	10 decimes	10 decimes	20 decimes	20 decimes
French Sea	10 decimes	15 decimes	20 decimes	25 decimes

Note: Article V of the 1836 Treaty set the 7.5 gram French inland rate from Paris to the GB frontier at 10 decimes.

**TABLE FR-2 - French Inland Rates per March 15, 1827 Law, Effective January 1, 1828 (Applied to Mail After 1843 France-GB Convention)**

Distance to Port	Up to 7.5 grams	Between 7.5 and 10 grams	Between 10 and 15 grams	Between 15 and 20 grams
Number of rates	1	1.5	2	2.5
0-40 kilometers	2 decimes	3 decimes	4 decimes	5 decimes
41-80 kilometers	3 decimes	5 decimes	6 decimes	8 decimes
81-150 kilometers	4 decimes	6 decimes	8 decimes	10 decimes
151-220 kilometers	5 decimes	8 decimes	10 decimes	13 decimes
221-300 kilometers	6 decimes	9 decimes	12 decimes	15 decimes
301-400 kilometers	7 decimes	11 decimes	14 decimes	18 decimes
401-500 kilometers	8 decimes	12 decimes	16 decimes	20 decimes
501-600 kilometers	9 decimes	14 decimes	18 decimes	23 decimes
601-750 kilometers	10 decimes	15 decimes	20 decimes	25 decimes
751-900 kilometers	11 decimes	17 decimes	22 decimes	28 decimes
> 900 kilometers	12 decimes	18 decimes	24 decimes	30 decimes

Note: Paris-Calais distance is 220 kilometers, Paris-Le Havre distance is 175 kilometers, and Paris-Boulogne distance is 205 kilometers.

British sea/transit	10 decimes	10 decimes	20 decimes	20 decimes
French sea	10 decimes	15 decimes	20 decimes	25 decimes

**TABLE US-1 - US Inland Rates per May 1, 1825 Act**

Distance to Port	Single Letter Rate (per letter she
0-30 miles	6 cents
31-80 miles	10 cents
81-150 miles	12.5 cents
151-400 miles	18.75 cents
More than 400 miles	25 cents

Note: Letters addressed to the arrival port were subject to a total of 6 cents collection, which included the ship fee.

**Appendix: Table of Packet Mail Rates between France and the USA**

**1847-1849**

	<b>France to the USA</b>	<b>USA to France</b>	<b>Packet Line(s) (# Roundtrip Sailings)</b>	<b>Characteristic Markings</b>
<b>French Direct Packet June 22, 1847-February 6, 1848 (between New York and Cherbourg/Le Havre)</b>				
French Inland	Table FR-2 (prepaid)	Table FR-2 (due)	Herout: 22-Jun-47 to 6-Feb-48 (9)	<i>France to the USA</i>
French Packet	<u>10 decimes (prepaid)</u>	<u>10 decimes (due)</u>		Manuscript endorsements
French Postage Subtotal	variable (prepaid)	variable (due)		Red datestamp "NEW-YORK SHIP"
US Ship Fee	2 cents (due)	-		<i>USA to France</i>
US Inland	<u>5 or 10 cents (due)</u>	<u>5 or 10 cents (prepaid)</u>		Red entry circular datestamp "OUTRE-MER LE HAVRE" (8/8/47)
US Postage Subtotal	6, 7 or 12 cents (due)	5 or 10 cents (prepaid)		Blue boxed "PAQ. REG." (9/1/47)
				Entry circular datestamp "LE HAVRE PAQ. REG. 1 (or 2)"

*Herout & de Handel Line began operations under a January 29, 1847 contract with the French State. Operations were suspended per the January 18, 1848 French Postal Circular #19. French rates per 7.5 grams set by May 25, 1847 French Postal Circular (and May 19 Royal Decree). United States postage per ½ ounce set by July 1, 1845 Act. Ten decimes French sea postage followed the same weight progression as in Table FR-2 (i.e. 1.5 rates for a letter between 7.5 and 10 grams).*

<b>British Packet via England June 27, 1848-January 3, 1849 “First Retaliatory Period” (between Boston/New York and Liverpool)</b>				
French Inland	Table FR-2 (prepaid)	Table FR-2 (due)	Cunard: 24-Jun-48 to 16-Dec-48 (25)	<i>France to the USA</i>
British Transit and Sea	<u>10 decimes (prepaid)</u>	<u>10 decimes (due)</u>		Oval datestamp "L A (or some other letter)" (Liverpool)
French Postage Subtotal	variable (prepaid)	variable (due)		Circular datestamp "BOSTON MS SHIP"
US Ship Fee	24 cents (due)	24 cents (prepaid)		<i>USA to France</i>
US Inland	<u>5 or 10 cents (due)</u>	<u>5 or 10 cents (prepaid)</u>		Red boxed "COLONIES &c.ART.13"
US Postage Subtotal	24, 29 or 34 cents (due)	24, 29 or 34 cents (prepaid)		Entry circular datestamp "ANGL. BOULOGNE"

*The June 9, 1847 British Post Office Order set discriminatory sea charges on American packet mail, so the US assessed a retaliatory packet charge on British packets per the June 27, 1848 US Act. French mail addressed to the US arrival port was subject to a total 24 cents collection during this "First Retaliatory Period." Beyond port collections were 29 or 34 cents.*

<b>British Packet via England January 4, 1849-February 14, 1849 (between Boston/New York and Liverpool)</b>				
French Inland	Table FR-2 (prepaid)	Table FR-2 (due)	Cunard: 30-Dec-48 to 10-Feb-49 (4)	<i>France to the USA</i>
British Transit and Sea	<u>10 decimes (prepaid)</u>	<u>10 decimes (due)</u>		Oval datestamp "L A (or some other letter)" (Liverpool)
French Postage Subtotal	variable (prepaid)	variable (due)		Circular datestamp "BOSTON MS SHIP"
US Ship Fee	2 cents (due)	-		<i>USA to France</i>
US Inland	<u>5 or 10 cents (due)</u>	<u>5 or 10 cents (prepaid)</u>		Red boxed "COLONIES &c.ART.13"
US Postage Subtotal	6, 7 or 12 cents (due)	5 or 10 cents (prepaid)		Entry circular datestamp "ANGL. BOULOGNE"

*US retaliatory sea charge eliminated per January 3, 1849 US Post Office Order. Rates returned to July 1, 1845 levels in this brief "Restored Rate Period."*

<b>British Packet via England February 15, 1849-July 31, 1849 (between Boston/New York and Liverpool)</b>				
French Inland	Table FR-2 (prepaid)	Table FR-2 (due)	Cunard: 21-Feb-49 to 21-Jul-49 (20)	<i>France to the USA</i>
British Transit and Sea	<u>10 decimes (prepaid)</u>	<u>10 decimes (due)</u>		UK circular or octagonal transit datestamp "PAID"
French Postage Subtotal	variable (prepaid)	variable (due)		Oval datestamp "L A (or some other letter)" (Liverpool)
US Inland	5 cents (due)	5 cents (prepaid)		Circular datestamp "BOSTON MS SHIP"
				<i>USA to France</i>
				Red boxed "COLONIES &c.ART.13"
				Entry circular datestamp "ANGL. BOULOGNE"

*December 15, 1848 US-GB Treaty set US inland at 5 cents, GB transit at 3 cents and sea at 16 cents (paid to carrier) per ½ ounce for a 24 cents total rate, effective February 15, 1849. August 14, 1848 US Postal Act set 40 cents per ½ ounce inland rate to/from California, and was used for US inland postage on eastbound transcontinental mail to France. US-GB Treaty provided for mails to France in British open mail. France collected postage and credited GB per the April 3, 1843 France-GB Treaty.*

**Appendix: Table of Packet Mail Rates between France and the USA**

**1849**

	<b>France to the USA</b>	<b>USA to France</b>	<b>Packet Line(s) (# Roundtrip Sailings)</b>	<b>Characteristic Markings</b>
<b>American Packet via England July 1, 1849-August 31, 1851 (between New York and Liverpool/Southampton)</b>				
French Inland	5 decimes (prepaid)	5 decimes (due)	Collins: 27-Apr-50 to 30-Aug-51 (28)	<i>France to the USA</i> UK circular transit datestamp "PAID"
British Transit and Sea	<u>10 decimes (prepaid)</u>	<u>10 decimes (due)</u>	Ocean: 20-Jul-49 to 13-Aug-51 (23)	
French Postage Subtotal	15 decimes (prepaid)	15 decimes (due)		
US Packet	16 cents (due)	16 cents (prepaid)		<i>USA to France</i>
US Inland	<u>5 cents (due)</u>	<u>5 cents (prepaid)</u>		Red boxed "COLONIES &c.ART.13" (until 7/31/51)
US Postage Subtotal	21 cents (due)	21 cents (prepaid)		Entry circular datestamp "ANGL. CALAIS" Entry circular datestamp "ANGL. PAR LE HAVRE"

*Detailed Articles of the 1848 US-GB Treaty implemented the 21 cents per ½ ounce packet rate and the Treaty US inland rates on this route, effective July 1, 1849.*

*Variable French inland rates per Table FR-2 applied to the Ocean Line mail which left Southampton on July 20, 1849; all other trips fell under the uniform 50 centimes inland rate.*

*Ocean Line mail to France was often carried by auxiliary steamer directly from Southampton to Le Havre (ANGL. PAR LE HAVRE), but was assessed 10 decimes British double sea charge.*

*Mail to the US by American Packet was permitted by July 1, 1849 France-US Accords, but was not announced until the September 1, 1851 French Postal Circular #67.*

*Bulk transit & sea rates lowered on July 31, 1851, but not reflected in postal rates until September 1, 1851, except reduced 8 decimes French dues applied provisionally on July 29 "Hermann" arrival.*

*Exchange rate by British packet reduced July 31 from 3sh 4d/oz to 2sh 8d; American packet rate reduced to 1sh/oz - French did not pass this on immediately.*

*From July 1 until August 15, 1851, San Francisco mis-rated prepayments to France at 22 cents (6 cents inland plus 16 cents sea), but used correct 26 cents rate starting September 1, 1851.*

**British Packet via England August 1, 1849-November 30, 1851 (between Boston/New York and Liverpool)**

French Inland	5 decimes (prepaid)	5 decimes (due)	Cunard: 28-Jul-49 to 29-Nov-51 (108)	<i>France to the USA</i> French railroad circular datestamp "LIGNE DE CALAIS" UK circular transit datestamp "PAID" Large circular datestamp "BR. PACKET BOSTON"
British Transit and Sea	<u>10 decimes (prepaid)</u>	<u>10 decimes (due)</u>		
French Postage Subtotal	15 decimes (prepaid)	15 decimes (due)		
US Inland	5 cents (due)	5 cents (prepaid)		<i>USA to France</i> Red boxed "COLONIES &c.ART.13" (until 7/31/51) Entry circular datestamp "ANGL. CALAIS" Entry circular datestamp "ETATS-UNIS PAQ.BRIT. PARIS"

*July 23, 1849 French Postal Circular #14 set uniform French inland rate per 7.5 grams, effective August 1. Prepayment by postage stamps was not permitted in France before August 1, 1849.*

*Mail was sent in open mails through GB, so British transit marks appear until the May 1, 1851 US-GB Closed Mail Agreement sent westbound mail closed through GB.*

*Bulk transit and sea rates were lowered in mid-1851, but not reflected in postal rates until December 1, 1851. First French "Etats-Unis" entry datestamps introduced August 1, 1851.*

*March 3, 1851 US Act lowered US transcontinental postage to 6 cents (10 cents unpaid) per ½ ounce, so ten cents inland was charged on mail to/from the West Coast, effective July 1, 1851.*

**British West Indies Packet to California August 1, 1849-December 31, 1850 (Southampton to Chagres)**

French Inland	5 decimes (prepaid)	n/a	RMSP: 2-Aug-49 to 17-Dec-50 (22)	<i>France to the USA</i> Red circular datestamp "PAID" (GB transit mark) Black or red "30" due
British Transit and Sea	10 decimes (prepaid)	n/a		
Panama Transit	<u>6 decimes (prepaid)</u>	n/a		
French Postage Subtotal	21 decimes (prepaid)			
US Sea and Inland	30 cents (due)	n/a		<i>USA to France</i> (no mail was routed to British West Indies packets)

*September 12, 1848 French Postal Circular #27 set 2 francs 10 centimes per 7.5 grams rate to Panama City by the Royal Mail Steam Packet Company, effective September 15, 1848.*

*September 15, 1848 Additional Articles to the 1843 France-GB Convention set bulk credits from France to GB at 5 shillings 4 pence per ounce (16 decimes per 7.5 gram letter).*

*French inland postage on West Indies route was variable per Table FR-2 from September 15, 1848 to July 31, 1849. Set at uniform 5 decimes per Postal Circular #14, effective August 1, 1849.*

*August 14, 1848 US Postal Act set 30 cents per ½ ounce rate from Panama City to San Francisco.*

*Eastbound mail posted in California was required to be carried via Panama to New York by US contract steamships, so no eastbound mails were directed to the RMSP route.*

**Appendix: Table of Packet Mail Rates between France and the USA**

**1850-1851**

	<b>France to the USA</b>	<b>USA to France</b>	<b>Packet Line(s) (# Roundtrip Sailings)</b>	<b>Characteristic Markings</b>
<b>American Direct Packet October 5, 1850-June 30, 1851 (between New York and Le Havre)</b>				<i>France to the USA</i>
French Inland	3 or 6 decimes (prepaid)	3 or 6 decimes (due)	NY & Havre: 5-Oct-50 to 28-Jun-51 (7)	Circular datestamp "BUREAU MARITIME HAVRE"
US Packet	24 cents (due)	24 cents (prepaid)		<i>USA to France</i>
US Inland	<u>5 or 10 cents (due)</u>	<u>5 or 10 cents (prepaid)</u>		Entry circular datestamp "OUTRE-MER LE HAVRE"
US Postage Subtotal	29 or 34 cents (due)	29 or 34 cents (prepaid)		

*French rates per 7.5 grams set by July 23, 1849 French Postal Circular #14, effective August 1, 1849. 3 decimes was the rate to/from Le Havre, and 6 decimes was the beyond-port rate. March 3, 1845 US Act set inland and packet rates per ½ ounce, effective July 1, 1845. 6 cents in-port ship rate did not apply to this mail.*

	<b>France to the USA</b>	<b>USA to France</b>	<b>Packet Line(s) (# Roundtrip Sailings)</b>	<b>Characteristic Markings</b>
<b>British West Indies Packet to California January 1, 1851-August 31, 1851 (Southampton to Chagres)</b>				<i>France to the USA</i>
French Inland	5 decimes (prepaid)	n/a	RMSP: 2-Jan-51 to 18-Aug-51 (16)	Red circular datestamp "PAID" (GB transit mark)
British Transit and Sea	10 decimes (prepaid)	n/a		Black "20" due
Panama Transit	3 decimes (prepaid)	n/a		
US Sea & Inland	<u>10 decimes (prepaid)</u>	n/a		<i>USA to France</i>
French Postage Subtotal	28 decimes (prepaid)			(no mail was routed to British West Indies packets)
US Inland	Paid or 20 cents (due)	n/a		

*December 30, 1850 French Postal Circular #51 set 2 francs 80 centimes per 7.5 grams fully-prepaid rate to California by the Royal Mail Steam Packet Company, effective January 1, 1851. January 1, 1851 Additional Articles to the 1843 France-GB Convention set bulk credits from France to GB at 7 shillings 4.5 pence per ounce (approximately 23 decimes per 7.5 gram letter). March 6, 1851 French Postal Circular #57 required that mail to California be routed to RMSP packets. US required that eastbound mail be carried on US contract packets to New York. Mail was sent in closed bags to San Francisco; GB gave US bulk credit of 75 cents per ounce for its sea and inland charges per April 24, 1850 US Post Office Order. San Francisco assessed 20 cents per ½ ounce rate from Panama per August 14, 1848 Act since the closed mail bags had been opened in Panama City.*

	<b>France to the USA</b>	<b>USA to France</b>	<b>Packet Line(s) (# Roundtrip Sailings)</b>	<b>Characteristic Markings</b>
<b>American Direct Packet July 1, 1851-March 31, 1857 (between New York and Le Havre)</b>				<i>France to the USA</i>
French Inland	3 or 6 decimes (prepaid)	3 or 6 decimes (due)	NY & Havre: 2-Jul-51 to 11-Mar-57 (66)	Circular datestamp "BUREAU MARITIME HAVRE" Large circular datestamp "N. YORK AM PKT. 20"
US Packet and Inland	20 cents (due)	20 cents (prepaid)		<i>USA to France</i> Entry circular datestamp "OUTRE-MER LE HAVRE"

*March 3, 1851 US Act set direct route postage at 20 cents per ½ ounce, effective July 1, 1851. French postage still governed by July 23, 1849 French Postal Circular #14.*

	<b>France to the USA</b>	<b>USA to France</b>	<b>Packet Line(s) (# Roundtrip Sailings)</b>	<b>Characteristic Markings</b>
<b>British West Indies Packet to California September 1, 1851-December 31, 1856 (Southampton to Chagres)</b>				<i>France to the USA</i>
French Inland	5 decimes (prepaid)	n/a	RMSP: 2-Sep-51 to 17-Dec-56 (143)	Red circular datestamp "PAID" (GB transit mark)
British Transit and Sea	10 decimes (prepaid)	n/a		Black "20" due
Panama Transit	3 decimes (prepaid)	n/a		
US Sea & Inland	<u>7 decimes (prepaid)</u>	n/a		<i>USA to France</i>
French Postage Subtotal	25 decimes (prepaid)			(no mail was routed to British West Indies packets)
US Inland	Paid or 20 cents (due)	n/a		

*September 1, 1851 French Postal Circular #67 set 2 francs 50 centimes per 7.5 grams fully-prepaid rate to San Francisco. US still charged 20 cents postage due. July 3, 1851 US Post Office Order reduced bulk closed mail credit from GB to 50 cents per ounce, reflecting lower US transcontinental rates set on July 1, 1851. April 14, 1853 French Postal Circular #98 permitted mail to California by all available routes, but it was not until April 1854 that westbound mail to California began travelling via New York.*

**Appendix: Table of Packet Mail Rates between France and the USA  
1851-1853**

	<b>France to the USA</b>	<b>USA to France</b>	<b>Packet Line(s) (# Roundtrip Sailings)</b>	<b>Characteristic Markings</b>
<b>American Packet via England September 1, 1851-December 31, 1856 (between New York and Liverpool/Southampton)</b>				<i>France to the USA</i>
French Inland	5 decimes (prepaid)	5 decimes (due)	Collins: 3-Sep-51 to 25-Dec-56 (137)	Large circular datestamp "NEW-YORK AM PACKET."
British Transit	<u>3 decimes (prepaid)</u>	<u>3 decimes (due)</u>	Ocean: 6-Sep-51 to 31-Dec-56 (59)	Large circular datestamp "N. YORK AM PKT. 21"
French Postage Subtotal	8 decimes (prepaid)	8 decimes (due)		
US Packet				<i>USA to France</i>
US Inland	<u>5 cents (due)</u>	<u>5 cents (prepaid)</u>		Entry circular datestamp "ETATS-UNIS PAQ. AM. A PARIS"
US Postage Subtotal	21 cents (due)	21 cents (prepaid)		Entry circular datestamp "ETATS-UNIS PAQ. AM. B.A. CALAIS"

*September 1, 1851 French Postal Circular #67 set new prepayments per 7.5 grams and eliminated double sea charges on American packets.*

*October 2, 1851 French Postal Circular #69 set 3 or 6 decimes westbound Ocean Line rate per 7.5 grams, and the US collected 21 cents per 1/2 ounce per December 1848 US-GB Convention.*

<b>British Packet via England December 1, 1851-January 23, 1853 (between Boston/New York and Liverpool)</b>				<i>France to the USA</i>
French Inland	5 decimes (prepaid)	5 decimes (due)	Cunard: 3-Dec-51 to 8-Jan-53 (58)	Large circular datestamp "BR. PACKET BOSTON"
British Transit and Sea	<u>8 decimes (prepaid)</u>	<u>8 decimes (due)</u>		Large circular datestamp "NEW-YORK 5 cts"
French Postage Subtotal	13 decimes (prepaid)	13 decimes (due)		
US Inland				<i>USA to France</i>
	5 cents (due)	5 cents (prepaid)		Entry circular datestamp "ETATS-UNIS PAQ. BRIT. PARIS"
				Entry circular datestamp "ETATS-UNIS PAQ. BRIT. B.A.CALAIS"

*November 24, 1851 French Postal Circular #72 passed on lower transit and sea charges per 7.5 grams, effective December 1, 1851.*

<b>British Packet via England January 24, 1853-February 9, 1853 "2<sup>nd</sup> Retaliatory Period" (between Boston/New York and Liverpool)</b>				<i>France to the USA</i>
French Inland	5 decimes (prepaid)	5 decimes (due)	Cunard: 15-Jan-53 to 9-Feb-53 (2)	Large circular datestamp "N. YORK BR. PKT."
British Transit and Sea	<u>8 decimes (prepaid)</u>	<u>8 decimes (due)</u>		Large circular datestamp "BR. PACKET BOSTON"
French Postage Subtotal	13 decimes (prepaid)	13 decimes (due)		
US Retaliatory Packet				<i>USA to France</i>
US Inland	<u>5 cents (due)</u>	<u>5 cents (prepaid)</u>		Entry circular datestamp "ETATS-UNIS PAQ. BRIT. B.A.CALAIS"
US Postage Subtotal	21 cents (due)	21 cents (prepaid)		

*Unaware that the double sea charge on American packets had been eliminated by the September 1, 1851 French Postal Circular #67, the US initiated the "Second Retaliatory Period."*

*January 24, 1853 US Post Office Notice ordered that US postage on mail to/from France via British packets be raised to 21 cents per 1/2 ounce.*

<b>British Packet via England February 10, 1853-December 31, 1856 (between Boston/New York and Liverpool)</b>				<i>France to the USA</i>
French Inland	5 decimes (prepaid)	5 decimes (due)	Cunard: 29-Jan-53 to 31-Dec-56 (180)	Large circular datestamp "BR. PACKET BOSTON"
British Transit and Sea	<u>8 decimes (prepaid)</u>	<u>8 decimes (due)</u>		Large circular datestamp "N. YORK BR. PKT. 5"
French Postage Subtotal	13 decimes (prepaid)	13 decimes (due)		
US Inland				<i>USA to France</i>
	5 cents (due)	5 cents (prepaid)		Entry circular datestamp "ETATS-UNIS PAQ. BRIT. PARIS"
				Entry circular datestamp "ETATS-UNIS PAQ. BRIT. B.A.CALAIS"

*February 10, 1853 US Post Office Notice eliminated the retaliatory sea charge, and restored the December 1, 1851 rate structure.*

## Appendix: Table of Packet Mail Rates between France and the USA

1857

	France to the USA	USA to France	Packet Line(s) (# Roundtrip Sailings)	Characteristic Markings
<b>British Packet via England January 1, 1857-March 31, 1857 (between Boston/New York and Liverpool)</b>				
French Inland	4 decimes (prepaid)	4 decimes (due)	Cunard: 3-Jan-57 to 28-Mar-57 (13)	<i>France to the USA</i>
British Transit	1 decimes (prepaid)	1 decimes (due)		Large circular datestamp "BOSTON BR. PKT. 5"
British Packet	<u>3 decimes (prepaid)</u>	<u>3 decimes (due)</u>		Large circular datestamp "N. YORK BR. PKT. 5"
French Postage Subtotal	8 decimes (prepaid)	8 decimes (due)		
US Inland	5 cents (due)	5 cents (prepaid)		<i>USA to France</i>
				Boxed "GB 1F 60c" British accountancy marking
				Entry circular datestamp "ANGL. AMB. CALAIS"

*September 24, 1856 France-GB Treaty reduced French and British charges per 7.5 grams, effective January 1, 1857. This is known as the "Three Months Period."*

*The five cents US transcontinental inland postage surcharge continued through this period, and ended with the April 1, 1857 France-US Convention.*

### American Packet via England January 1, 1857-March 31, 1857 (between New York and Liverpool/Southampton)

French Inland	4 decimes (prepaid)	4 decimes (due)	Collins: 3-Jan-57 to 1-Apr-57 (5)	<i>France to the USA</i>
British Transit	<u>1 decimes (prepaid)</u>	<u>1 decimes (due)</u>	Ocean: 25-Feb-57 to 26-Mar-57 (*)	Large circular datestamp "N. YORK AM PKT. 21"
French Postage Subtotal	5 decimes (prepaid)	5 decimes (due)	* 3 eastbound and 2 westbound	
US Packet	16 cents (due)	16 cents (prepaid)		<i>USA to France</i>
US Inland	<u>5 cents (due)</u>	<u>5 cents (prepaid)</u>		Oval "GB 40c" British accountancy marking
US Postage Subtotal	21 cents (due)	21 cents (prepaid)		Entry circular datestamp "ANGL. AMB. CALAIS"

*Non-competitive US packet rate and fewer sailings meant that not much mail was carried on this route during the "Three Months Period."*

### British West Indies Packet to California January 1, 1857-December 31, 1865 (Southampton to Chagres)

French Inland	4 decimes (prepaid)	n/a	RMSP: 2-Jan-57 to 17-Mar-57 (7)	<i>France to the USA</i>
British Transit and Sea	4 decimes (prepaid)	n/a		Red circular datestamp "PAID" (GB transit mark)
Panama Transit	1 decimes (prepaid)	n/a		Black "20" due
US Sea & Inland	<u>3 decimes (prepaid)</u>	n/a		<i>USA to France</i>
French Postage Subtotal	12 decimes (prepaid)			(no mail was routed to British West Indies packets)
US Inland	Paid or 20 cents (due)	n/a		

*French prepayments were reduced to 1 franc 20 centimes per 7.5 grams, effective January 1, 1857. April 1, 1857 80 centimes fully-paid rate to California made this route obsolete.*

*Rate breakdown is approximated. San Francisco continued to charge 20 cents per half ounce due on most letters.*

### British Packet via England April 1, 1857-December 31, 1867 (between Boston/New York/Portland and Liverpool/Queenstown)

French Inland	21 centimes (prepaid)	4 cents (prepaid)	Allan: 4-Apr-61 to 28-Dec-67 (354)	<i>France to the USA</i>
British Transit	11 centimes (prepaid)	2 cents (prepaid)	Cunard: 1-Apr-57 to 28-Dec-67 (564)	Red boxed "Br Service" and/or red '3' credit marking
British Packet	32 centimes (prepaid)	6 cents (prepaid)	Galway: 27-Jun-60 to 23-Oct-60 (8)	Large circular datestamp "N. YORK BR. PKT. PAID"
US Inland	<u>16 centimes (prepaid)</u>	<u>3 cents (prepaid)</u>	and 14-Aug-63 to 12-Jan-64 (10)	Circular datestamp "PORTLAND ME PAID 15"
Subtotal	8 decimes (prepaid)	15 cents (prepaid)		<i>USA to France</i>
				Red manuscript or handstamp '12' credit marking
US/France Accounting	(3 cents credit to US)	(12 cents credit to France)		Entry circular datestamp "ET. UNIS SERV.BR.A.C."
				Entry circular datestamp "ETATS-UNIS SERV.BRIT.CALAIS"

*March 2, 1857 France-US Convention introduced a uniform fully-prepaid rate of 80 centimes per 7.5 grams or 15 cents per ¼ ounce for all routes and destinations, effective April 1, 1857.*

*March 28, 1857 French postal circular No. 49 announced the Convention, effective April 1. Inherent exchange rate was \$1 = 5.3 francs.*

*France accounted for US postage to the US, and the US accounted for British and French postage to France. All credit accounting was marked in red cents on each letter.*

*March 8, 1861 additional articles to the 1857 France-U.S. Convention added Canada's Allan Line, accounted for as British packets, effective April 1, 1861.*

*Mail from Boston or the U.S. Midwest (via Detroit and Chicago exchange offices) to France could be forwarded via Portland, Maine for transport by the Allan Line.*

**Appendix: Table of Packet Mail Rates between France and the USA**

**1857-1864**

	<b>France to the USA</b>	<b>USA to France</b>	<b>Packet Line(s) (# Roundtrip Sailings)</b>	<b>Characteristic Markings</b>
<b>American Packet via England April 1, 1857-December 31, 1867 (between N.Y./Portland and Liverpool/Queenstown/Southampton)</b>				
French Inland	21 centimes (prepaid)	4 cents (prepaid)	Allan: 20-Apr-59 to 31-Mar-61 (99)	<i>France to the USA</i>
British Transit	11 centimes (prepaid)	2 cents (prepaid)	Balt. & Liverpool: 1-Oct-65 to 23-Oct-67 (23)	Red boxed "Am Service" and/or red '9' credit marking
US Packet	32 centimes (prepaid)	6 cents (prepaid)	Collins: 9-May-57 to 3-Feb-58 (14)	Large circular datestamp "N. YORK AM. PKT."
US Inland	<u>16 centimes (prepaid)</u>	<u>3 cents (prepaid)</u>	HAPAG: 4-May-61 to 25-Dec-67 (171)	Large circular datestamp "NEW YORK PAID 15"
Subtotal	8 decimes (prepaid)	15 cents (prepaid)	Havre: 4-Apr-57 to 11-Dec-61 (59) and 25-Nov-65 to 27-Nov-67 (29)	Large circular datestamp "BOSTON PAID 15"
US/France Accounting	(9 cents credit to US)	(6 cents credit to France)	Inman: 10-Apr-58 to 25-Dec-67 (396) NY & Bremen: 9-Mar to 28-Nov-67 (17) N Am Lloyd: 22-Feb-66 to 10-Sep-66 (10) North Atlantic: 14-April to 5-Dec-60 (6) NGL: 22-Mar-59 to 29-Dec-67 (202) Ocean: 18-Apr to 15-Jul-57 (3) Vanderbilt: 13-Jun-57 to 21-Nov-60 (46)	<i>USA to France</i> Red manuscript or handstamp '6' credit marking Entry circular datestamp "ET. UNIS SERV.AM.A.C." Entry octagonal datestamp "ET. UNIS SERV.AM.V.A. HAVRE" Entry circular datestamp "ETATS-UNIS SERV.AM.CALAIS"

*March 2, 1857 France-US Convention introduced a uniform fully-prepaid rate of 80 centimes per 7.5 grams or 15 cents per ¼ ounce for all routes and destinations, effective April 1, 1857. The discontinuance of mail subsidies for American packets in 1857-58 led to a number of contracts between the U.S.P.O. and a variety of steamship lines to carry the U.S. packet mail.*

*February 3, 1859 Amendment to US-GB December 15, 1848 Treaty established Portland, Maine as an exchange office for Allan Line mail, effective April 1, 1859.*

*Westbound mail for all U.S. destinations other than Boston, Philadelphia and New York to be forwarded via Boston and Portland by the Allan Line, treated as American packet mail via England.*

<b>American Direct Packet April 1, 1857-December 31, 1869 (between New York and Falmouth/Havre/Cherbourg)</b>				
French Inland	16 centimes (prepaid)	3 cents (prepaid)	HAPAG: 8-Jan-69 to 25-Dec-69 (50)	<i>France to the USA</i>
US Packet	48 centimes (prepaid)	9 cents (prepaid)	Havre: 4-Apr-57 to 11-Dec-61 (60)	Blue boxed "Am Service" and/or red '12' credit marking
US Inland	<u>16 centimes (prepaid)</u>	<u>3 cents (prepaid)</u>	and 25-Nov-65 to 27-Nov-67 (29)	Large circular datestamp "NEW YORK PAID 15"
Subtotal	8 decimes (prepaid)	15 cents (prepaid)	North Atlantic: 14-Apr to 5-Dec-60 (6) Vanderbilt: 13-Jun-57 to 21-Nov-60 (46)	Circular datestamp "N. YORK AM. PKT. PAID"
US/France Accounting	(12 cents credit to US)	(3 cents credit to France)		<i>USA to France</i> Red manuscript or handstamp '3' credit marking Entry octagonal datestamp "ET. UNIS SERV.AM.D. HAVRE" Entry circular datestamp "ETATS-UNIS CHERBOURG"

*After December 11, 1861, all direct American packets were withdrawn from transatlantic service to serve as Civil War transports; the Havre Line returned briefly to service in 1865-1867.*

*The Hamburg-American Line (HAPAG) began direct packet service under U.S. contract in 1869. Prior to that, it had operated a service via Southampton.*

*Westbound HAPAG direct service from Le Havre to New York began January 8, 1869, and eastbound service began from New York to Cherbourg via Plymouth on April 13, 1869.*

<b>French Direct Packet June 15, 1864-December 31, 1869 (between New York and Le Havre/Brest)</b>				
French Inland	16 centimes (prepaid)	3 cents (prepaid)	Ligne H: 15-Jun-64 to 31-Dec-69 (120)	<i>France to the USA</i>
French Packet	48 centimes (prepaid)	9 cents (prepaid)		Blue boxed "Fr Service" and/or red '3' credit marking
US Inland	<u>16 centimes (prepaid)</u>	<u>3 cents (prepaid)</u>		Circular datestamp "N. YORK FR. PKT. PAID"
Subtotal	8 decimes (prepaid)	15 cents (prepaid)		<i>USA to France</i>
US/France Accounting	(3 cents credit to US)	(12 cents credit to France)		Red manuscript or handstamp '12' credit marking Octagonal datestamp "ETATS-UNIS PAQ.FR.H No 3" Octagonal entry datestamp "ETATS-UNIS PAQ.FR. LE HAVRE"

*Compagnie Generale Transatlantique (CGT) began direct packet operations on June 15, 1864 under a July 22, 1861 Imperial Decree.*

*During the first period of operations (6/64-2/66), CGT carried postal agents who used rarely-seen postmarks that include the name of the ship.*

*During the second period of operations (3/66-12/72), CGT became known as Ligne H, and new maritime postmarks were introduced.*

**Appendix: Table of Packet Mail Rates between France and the USA  
1868-1870**

	<b>France to the USA</b>	<b>USA to France</b>	<b>Packet Line(s) (# Roundtrip Sailings)</b>	<b>Characteristic Markings</b>
<b>Packet Service via England January 1, 1868-December 31, 1869 (between New York and Liverpool, Queenstown or Southampton)</b>				<i>France to the USA</i>
French Inland	21 centimes (prepaid)	4 cents (prepaid)	Cunard: 1-Jan-68 to 29-Dec-69 (156)	Red manuscript or handstamp '3' credit marking
British Transit	11 centimes (prepaid)	2 cents (prepaid)	Allan: 2-Jan-68 to 30-Dec-69 (105)	Circular datestamp "NEW YORK PAID ALL"
Packet	32 centimes (prepaid)	6 cents (prepaid)	HAPAG: 8-Jan to 6-Apr-69 (58)	
US Inland	<u>16 centimes (prepaid)</u>	<u>3 cents (prepaid)</u>	Inman: 1-Jan-68 to 30-Dec-69 (105)	<i>USA to France</i>
Subtotal	8 decimes (prepaid)	15 cents (prepaid)	Inman/Halifax: 4-Jan-68 to 28-Dec-69 (86) NGL: 2-Jan-68 to 25-Dec-69 (103)	Red manuscript or handstamp '6' credit marking Entry circular datestamp "ET.-UNIS SERV.AM.CALAIS"
US/France Accounting	(3 cents credit to US)	(6 cents credit to France)		Entry octagonal datestamp "ET. UNIS SERV.AM.V.A. HAVRE"

*June 18, 1867 US-GB Treaty made each country responsible for the dispatch of all mails, and eliminated distinction between American and British packets, effective January 1, 1868. HAPAG carried no westbound mail after the October 1868 expiration of its British mail contract. Eastbound HAPAG mails continued until April 1869 under US contract.*

<b>Packet Service via England January 1, 1870-June 30, 1871 (between New York and Queenstown) - Open Mail</b>				<i>France to the USA</i>
French Inland	40 centimes (prepaid)	40 centimes (due)	Cunard: 1-Jan-70 to 29-Jun-71 (165)	Curved red "2 CENTS", or red '2' credit marking
British Transit	10 centimes (prepaid)	<u>10 centimes (due)</u>	Allan: 1-Jan-70 to 29-Jun-71 (81)	Circular datestamp "LONDON PAID"
Subtotal	n/a	5 decimes (due)	Inman: 1-Jan-70 to 29-Jun-71 (70) NGL: 1-Jan-70 to 21-Jun-70 (27) and 7-Mar-71 to 29-Jun-71 (18)	
Packet	10 centimes (prepaid)	2 cents (prepaid)		<i>USA to France</i>
US Inland	<u>10 centimes (prepaid)</u>	<u>2 cents (prepaid)</u>		Oval "GB 40c" British accountancy marking
Subtotal	70 centimes (prepaid)	4 cents (prepaid)		Circular datestamp "NEW YORK X"
UK Accounting	(2 cents credit to US)	(10 centimes debit to Fr.)		

*1857 France-US Treaty expired, so 2 cents inland and 2 cents packet rates per ½ ounce between US and GB set by December 14, 1869 US-GB Treaty, effective January 1, 1870. Bulk rates between GB and France of 40 centimes per 30 grams (four 7.5 gram letters) set by September 24, 1856 France-GB Treaty. Bulk unpaid mail rate was 2 francs per 30 grams. French fully prepaid rate of 70 centimes per 10 grams set by December 22, 1869 Imperial Decree, effective January 1, 1870. Unpaid mail was charged 8 decimes due in France.*

<b>Packet Service via England January 1, 1870-June 30, 1870 "Phantom" Rate (between N.Y. and Queenstown)</b>				<i>USA to France</i>
French Inland	n/a	6 cents (prepaid)	Cunard: 1-Jan-70 to 29-Jun-70 (51)	red "8" (US credit to GB)
British Transit	n/a	2 cents (prepaid)	Allan: 1-Jan-70 to 30-Jun-70 (26)	Circular datestamp "NEW YORK PAID ALL BR TRANSIT"
Packet	n/a	2 cents (prepaid)	Inman: 1-Jan-70 to 30-Jun-70 (26)	Entry circular datestamp "ANGL. AMB.CALAIS"
US Inland	n/a	<u>2 cents (prepaid)</u>	NGL: 1-Jan-70 to 30-Jun-70 (25)	
US Postage Subtotal		12 cents (prepaid)	Guion: 5-Jan-70 to 29-Jun-70 (24)	
US Credit to GB		(8 cents)		

*November 29, 1868 US-GB Convention set fully prepaid rate to France of 12 cents per ½ ounce, with GB-France postage of 8 cents per 7.5 grams to be credited to GB by the US.*

*Article XIII of 1856 GB-France Treaty set 4d/40 centimes (8 cents) GB-France rate per 7.5 grams.*

*US inland & packet postage set at 4 cents per ½ oz (14.1 grams) by Dec. 14, 1869 US-GB Convention; different weight progressions for the US-to-GB transit and the GB-to-France transit. "Phantom" rate was effective January 1, 1870, but not published by US Post Office until October 28, 1871. It is only seen on eastbound mail via New York.*

**Appendix: Table of Packet Mail Rates between France and the USA**

**1870-1871**

	<b>France to the USA</b>	<b>USA to France</b>	<b>Packet Line(s) (# Roundtrip Sailings)</b>	<b>Characteristic Markings</b>
<b>American Direct Packet January 1, 1870-October 28, 1870 (between N.Y. and Le Havre/Plymouth/Cherbourg)</b>				<i>France to the USA</i>
French Sea & Inland	6 decimes (prepaid)	8 decimes (due)	HAPAG: 9-Jan-70 to 5-Oct-70 (24)	Circular datestamp "N.Y. STEAMSHIP 10"
			North American: 16-Jan-70 to 28-Oct-70 (3)	<i>USA to France</i>
US Sea & Inland	10 cents (due)	10 cents (prepaid)	Ruger: 3-Mar-70 to 18-May-70 (3)	Entry circular datestamp "ETATS-UNIS CHERBOURG"
				Entry octagonal datestamp "ET. UNIS SERV.AM.V.A. HAVRE"

*French prepayments of 60 centimes per 10 grams and collections of 80 centimes per 10 grams set by December 22, 1869 Imperial Decree, effective January 1, 1870.*

*US postage of 10 cents per ½ ounce set by July 1, 1864 Act for regularly-scheduled steamship service to/from countries without US postal treaties.*

*Hostilities associated with the Franco-Prussian War interrupted HAPAG service starting October 1870.*

**French Direct Packet January 1, 1870-June 30, 1871 (between NY and Brest)**

French Sea & Inland	6 decimes (prepaid)	8 decimes (due)	Ligne H: 8-Jan-70 to 22-Jun-71 (35)	<i>France to the USA</i>
				Circular datestamp "N.Y. STEAMSHIP 10"
				Circular datestamp "LIGNE H PAQ. FR. No. "
US Sea & Inland	10 cents (due)	10 cents (prepaid)		<i>USA to France</i>
				Octagonal datestamp "ETATS-UNIS PAQ. FR. H No "
				Circular datestamp "NEW YORK X"

*Rates identical to those of the American direct packets of the January 1, 1870 to October 28, 1870 period.*

**Packet Service via England July 1, 1870-July 31, 1874 "Phantom" Rate (between New York and Queenstown)**

French Inland	n/a	4 cents (prepaid)	Cunard: 2-Jul-70 to 29-Jul-74 (446)	<i>USA to France</i>
British Transit	n/a	2 cents (prepaid)	Allan: 1-Jul-70 to 30-Jul-74 (252)	red "6" (US credit to GB)
Packet	n/a	2 cents (prepaid)	Inman: 1-Jul-70 to 30-Jul-74 (241)	Circular datestamp "NEW YORK PAID ALL BR TRANSIT"
US Inland	n/a	<u>2 cents (prepaid)</u>	NGL: 2-Jul-70 to 29-Jul-74 (179)	Entry circular datestamp "ANGL. AMB.CALAIS"
US Postage Subtotal		10 cents (prepaid)	Guion: 6-Jul-70 to 29-Jul-74 (308)	
US Credit to GB		(6 cents)		

*September 21, 1869 France-GB Convention set GB-France postage at 30 centimes per 10 grams (approx. 1/3 ounce), effective July 1, 1870.*

*Fully prepaid US rate became 10 cents per ½ ounce and US credit to GB was lowered to 6 cents. Different weight progressions used for US-to-GB transit than for GB-to-France transit.*

*This rate was finally published by the US Post Office on October 28, 1871, ending the second "phantom" rate period. It was only available for eastbound mail.*

**American Direct Packet July 1, 1871-July 31, 1874 (between N.Y. and Plymouth/Cherbourg)**

French Sea & Inland	5 decimes (prepaid)	5 decimes (due)	HAPAG: 4-Jul-71 to 30-Jul-74 (153)	<i>France to the USA</i>
				Circular datestamp "N.Y. STEAMSHIP 10"
				<i>USA to France</i>
US Sea & Inland	10 cents (due)	10 cents (prepaid)		Entry circular datestamp "ETATS-UNIS CHERBOURG"

*April 21, 1871 French Law reduced French prepayments and collections on direct packets to 50 centimes per 10 grams, effective July 1.*

*The westbound stop at Le Havre by the HAPAG Line resumed on July 22, 1871, and the eastbound stop at Cherbourg resumed with the July 4, 1871 voyage from New York.*

*Eastbound HAPAG mail was incorrectly rated for 6 decimes postage due in Cherbourg from mid-July to mid-August 1871.*

**Appendix: Table of Packet Mail Rates between France and the USA  
1871-1878**

	<b>France to the USA</b>	<b>USA to France</b>	<b>Packet Line(s) (# Roundtrip Sailings)</b>	<b>Characteristic Markings</b>
<b>Packet Service via England July 1, 1871-July 31, 1874 (between New York and Queenstown/Plymouth) - Open Mail</b>				<i>France to the USA</i>
French Inland	90 centimes (prepaid)	40 centimes (due)	Cunard: 1-Jul-71 to 29-Jul-74 (332)	Curved red "2 CENTS"
British Transit	10 centimes (prepaid)	<u>10 centimes (due)</u>	Allan: 6-Jul-71 to 30-Jul-74 (170)	Circular datestamp "LONDON PAID"
Subtotal		5 decimes (due)		
Packet	10 centimes (prepaid)	2 cents (prepaid)	Inman: 1-Jul-71 to 30-Jul-74 (165)	<i>USA to France</i>
US Inland	<u>10 centimes (prepaid)</u>	<u>2 cents (prepaid)</u>	NGL: 1-Jul-71 to 28-Jul-74 (161)	Ovoid "GB 40c" British accountancy marking
Subtotal	12 decimes (prepaid)	4 cents (prepaid)		Circular datestamp "NEW YORK X"
Credit to US/Debit to Fr.	(2 cents)	(10 centimes)		
<i>April 21, 1871 French Law increased French prepayments per 10 grams to promote French direct packet usage, effective July 1, 1871. French collections on eastbound mail unchanged. After the announcement of the fully-prepaid 10 cents "phantom" rate on October 28, 1871, the US 4 cents open mail rate was seldom used.</i>				
<b>French Direct Packet July 1, 1871-July 31, 1874 (between N.Y. and Brest)</b>				<i>France to the USA</i>
French Sea & Inland	5 decimes (prepaid)	5 decimes (due)	Ligne H: 1-Jul-71 to 31-Jul-74 (35)	Circular datestamp "N.Y. STEAMSHIP 10" Circular datestamp "LIGNE H PAQ. FR. No. "
US Sea & Inland	10 cents (due)	10 cents (prepaid)		<i>USA to France</i> Octagonal datestamp "ETATS-UNIS PAQ. FR. H No " Octagonal entry datestamp "ETATS-UNIS PAQ. FR. BREST"
<i>April 21, 1871 French Law reduced French prepayments to 50 centimes per 10 grams, effective July 1. French collections on eastbound mail also lowered to 50 centimes per 10 grams.</i>				
<b>Packet Service August 1, 1874-December 31, 1875 (all packets and routes)</b>				<i>France to the USA</i>
Total	50 centimes (prepaid)	9 cents (prepaid)	Cunard: 1-Aug-74 to 29-Dec-75 (149) Allan: 6-Aug-74 to 25-Dec-75 (77) Inman: 1-Aug-74 to 28-Dec-75 (76) NGL: 1-Aug-74 to 18-Dec-75 (74) HAPAG: 6-Aug-74 to 23-Dec-75 (72) Ligne H: 8-Aug-74 to 31-Dec-75 (39)	Circular datestamp "NEW YORK PAID ALL " <i>USA to France</i> Entry circular datestamp "ETATS-UNIS CHERBOURG" Entry circular datestamp "ETATS-UNIS PAQ. FR. BREST" Entry circular datestamp "ETATS-UNIS V.ANGL. PARIS" Entry circular datestamp "ETATS-UNIS V.ANGL. AMB.CALAIS"

*April 28, 1874 France-US Treaty set a fully-prepaid rate of 9 cents per 15 grams, effective August 1, 1874. This was a reciprocal treaty, so no accounting per letter was done.*

**Packet Service January 1, 1876-April 30, 1878 (all packets and routes)**

Total	40 centimes (prepaid)	5 cents (prepaid)
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*The October 9, 1874 Treaty of Bern created the General Postal Union, effective July 1, 1875. Basic universal letter rate set at 25 centimes or 5 cents per 15 grams. France signed the Treaty on May 3, 1875 and joined on January 1, 1876. France charged a higher rate per 15 grams because of higher transit mail costs.*

## Appendix: Table of Packet Mail Rates between France and the USA

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