

Pre GPU Philadelphia-Great Britain Mails

Purpose and Scope

This exhibit illustrates the treatment of letter mails between Great Britain and Philadelphia from colonial times until the General Postal Union took effect in 1875. The exhibit is not a treatise on transatlantic rates or Philadelphia postal markings *per se*, although these elements are discussed.

The intent is to highlight improvements in the mode and efficiency of mail handling, and how these changes related to Philadelphia's waning importance, compared to New York, as a port of entry and departure for mails. Shown are covers which document the evolution of transatlantic services, culminating in the 1854-1875 operation of Philadelphia's Exchange Office. Included are attempts by the Cope and Inman lines to sustain direct, scheduled shipping service to Great Britain, both of which ultimately failed.

Great Britain-Philadelphia transit times are given to show improvements in the speed of transatlantic communication.

Historical Background

Granted a City Charter by William Penn in 1702, Philadelphia's subsequent growth was rapid—in 1776 its population was second in the Americas only to Mexico City's. But by the 1840s Philadelphia had fallen behind New York both in population and international commerce, because:

- New York had a natural harbor 200 miles closer to Great Britain than Philadelphia's narrow, shoal-water harbor. In 1755 the advent of scheduled British packets between Falmouth and New York provided a faster option than most private ships sailing directly to Philadelphia.
- The Cope Line's scheduled sailings between Philadelphia and Liverpool (1822-1872) were ultimately not competitive with six lines of New-York-based fast ships.
- The 1825 opening of the Erie Canal made New York City effectively the commercial terminus for transport of people and goods to the Great Lakes and Midwest.
- By 1839 train service to New York was available from Camden and Trenton, so it became faster for passengers and mail to travel to Great Britain via New York.
- A brief period of direct steamship service from Philadelphia in the early 1850s succumbed to contract steamship lines serving the routes to Boston and New York.

Postal Effects of Political Pressure

When British contract-steamship service to Boston began in 1840, incoming British packet letters were sorted at the Boston post office. Politicians and businessmen in Philadelphia and other eastern cities lobbied the U.S. Postmaster General to address resultant delays. Consequently the PMG convinced the Liverpool Postmaster to separately bundle mail for these cities, and to ship the bundles in a bag which Boston would send unopened to New York. This *special arrangement* began in October 1844, and in some cases hastened Philadelphia's mail arrivals by about a day.

Service via Boston and New York was seen as adequate, so no role for Philadelphia was included in the 1848 U.S.-British Treaty. Nevertheless, when James Campbell, a Philadelphia politician, became Postmaster General in March 1853 he quickly began renegotiating the treaty. Additional articles agreed in November 1853 named Philadelphia an Exchange Office effective January 1, 1854. Covers indicate little or no subsequent improvement in total transit times compared to the special arrangement already in place.

Generating commerce, not expediting mail, was probably PMG Campbell's intention all along. Immediately after achieving exchange-office status, Philadelphia's businessmen lobbied unsuccessfully for the Post Office Department to establish Philadelphia as a contract-mail terminus.

The Liverpool & Philadelphia Steamship Company, also called the "Inman Line" began a monthly schedule in late 1850. After six years they moved their western terminus to New York due to insufficient cargoes and the unavailability of the mail subsidies enjoyed by their New York competitors.

Relative Rarity

Under terms of the amended 1848 U.S.-British treaty, the Philadelphia Exchange Office was only permitted to receive mail sent to addresses within the city. The exchange office could process outgoing mail from any origin, but handled very few letters posted outside Philadelphia. Thus U.S.-British mails postmarked by the Philadelphia Exchange Office are far less common than letters accounted for in Boston or New York—by well more than an order of magnitude.

In 1865 the Exchange Office began using special cancellation devices on all outgoing foreign mail, a practice which continued until well after the office became the Foreign Branch during GPU/UPU. Most of these devices were in use for only a few months—some for only a few weeks. These cancellations were first noted and published by the exhibitor.

Especially noteworthy items are framed in **red**.

Exhibit Plan

Chapters reflect five chronological periods. Within each period, covers are arranged by usage, not always chronologically. Modes of transport, *Falmouth Packets*, for example, thus appear in more than one chapter.

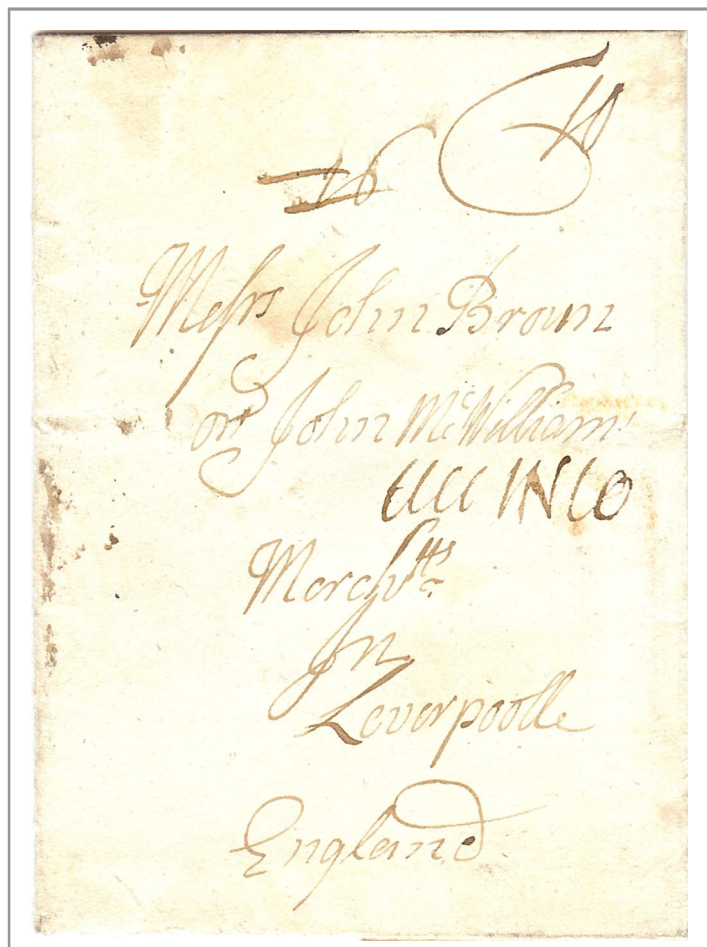
Pre 1775	Colonial Posts
1775-1792	Congressional and Confederation Posts
1792-1849	Pre U.S.-British Treaty of 1848
1849-1853	1848 treaty, Pre Philadelphia Exchange Office
1854-1875	Philadelphia Exchange Office

The final chapter includes examples of Philadelphia's use of British mails for correspondence with other countries.

Sailing dates for pre-treaty covers are from newspapers published in Liverpool, London, New York and Philadelphia.

The exhibit's purpose requires that both incoming and outgoing covers be shown, as well as covers that arrived or departed via other American ports.

Private Ship and Lisbon Packet



Philadelphia, 22 August 1712

Unpaid packet rate

Private ship to Lisbon, where rated $\frac{1}{6}$ due
 Weekly British packet from Lisbon to Falmouth, arrival 21 November

London rated $\frac{1}{10}$ due: 1s6d packet, 4d inland, per Act of 1711

William Warren's Bristol-New York packet service was begun in September 1710. The fifth and last-documented departure from New York was in June 1711. The sixth packet, **Edgley**, did not reach New York but sailed into Philadelphia on May 3, 1712. There are no official or newspaper records of what happened to this ship. She could not have carried this letter direct to Bristol however, because the rate would have been only 1s4d (1s packet, 4d inland).

Warren's packet service was failing. It is possible that Edgley sailed direct to Lisbon, due east from Philadelphia, or the letter may have gone on another ship. Regardless, the Portugal-Falmouth service is the only $\frac{1}{6}$ packet rate that can be invoked.

Private Sailing Ships

To The Pennsylvania Coffee House

Philadelphia, 5 April 1734

Unpaid ship letter

Unknown private ship

Bristol rated 5 pence due:

1^d ship,
4^d inland to London

London 21 April
picked up on 1 May

Transit 16 days

Act of 1711

Distance from London
to 80 miles 3^d
over 80 miles 4^d

Ship letters
1^d plus inland postage

To 5
Isaac Norris. Merch^t
at the Pennsylvania Coffee house. In
via Bristol London

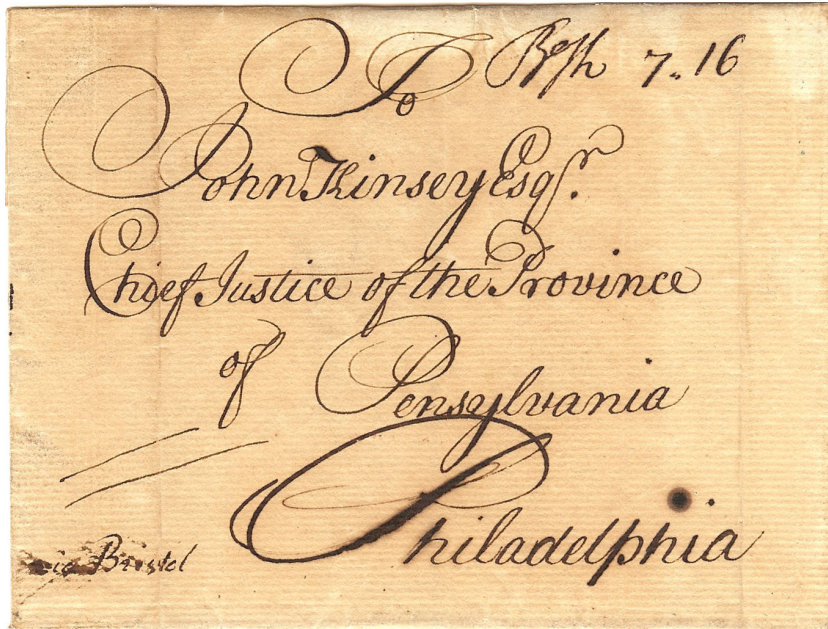
To Bsh: ^{due gr} 7-~~th~~
John Reynell
Merch^t
In Philadelphia

London, 1737

Unpaid ship letter

Waters from Cork, via Cadiz, arrived Boston 25 June
Bsh: Boston rated 7^{dwt} due, inland to Philadelphia (1^s9^d)
Received 30 June 1737

The **Pennsylvania Coffee House** provided a place for businessmen and politicians with an interest in the colony to meet for socializing and deal-making. Letters could be delivered there, and a bag was available for patrons to drop ship letters for Philadelphia. The house was in Birchin Lane, only 400 m from the Thames, near Lombard Street post office



To Bth 7.16
 John Kinsey Esq.
 Chief Justice of the Province
 of Pennsylvania
 Philadelphia
 Bristol

London, 8 November 1745

Unknown ship, Capt. Demmet
 Bristol 10 November
 Boston 23 January

Boston rated **BoSh 7.16** due

$7^{\text{dwt}} 16^{\text{gr}} = 1\text{s} 11^{\text{d}}$
 $= 1\text{s} 9^{\text{d}}$ inland, 2^{d} delivery

Received 26 January

Transit 75 days



To
 Mr Edward Shippen junr
 To be left at the Pennsylvania—
 Coffee-House in Birch Lane
 }
 P the Dolphin
 Capt. Selgros.
 2 Dec
 London

Philadelphia, 30 September 1749

Unpaid ship letter

Sloop *Dolphin* : Philadelphia 5 October, London 2 December

London rated **10** pence due for 1 oz. : 1^{d} ship, $2 \times 4^{\text{d}}$ inland, 1^{d} delivery

Received in London 21 April, picked up by addressee on 1 May

Transit 63 days

Private Sailing Ships



Bristol, 15 April 1739

Ship letter rate, prepaid 4 pence
 3^d inland, Bristol to Dover
 1^d ship

Elizabeth, to Philadelphia
 Arr. 2 November 1739

Transit 201 days

Philadelphia, 26 May 1766

Unpaid ship letter

Jamaica : Philadelphia 6 June
 Dover 10 August

Dover rated 4 pence due
 1^d ship
 3^d inland, Dover to London

Transit 65 days

**DOVER
 SHIP LRE**



Although in the mid 1700s Philadelphia was the largest city in North America, ship arrivals and departures were infrequent. Scheduled transatlantic service was available only to New York, and then only from late 1755 onward. Ship letters could arrive at any port, having taken circuitous routes often lasting many months. The stage to New York took two days. Philadelphia merchants expressed the need for direct, regular transatlantic service, and would continue to do so for the next 100 years.

Sailed to London, Mails Ashore at Plymouth



Philadelphia, 7 November 1768

Unpaid ship letter

Pennsylvania Packet : Philadelphia 7 November
Plymouth 11 December

Received in London 12 December

London rated 5 pence due : 1^d ship, 4^d inland

Transit 36 days

Act of 1765

To one post stage	1 ^d
One to two post stages	2 ^d
Distance from London	
to 80 miles	3 ^d
over 80 miles	4 ^d
Ship letters	
Inland postage plus	1 ^d

**PLYMOUTH
SHIP.LRE**

Ships inbound to London often put mails ashore on the south coast. Even with favorable winds and tides, handing mails to a pilot boat would save at least a day. Under very unfavorable conditions as much as a week might be gained.

Double Rate Via Ireland



Philadelphia, 1 August 1772

Unpaid ship letter

Snow Charlotte : Philadelphia 12 August
Waterford 21 September

Received in London 25 September,

London rated **1/9** : 1^d ship, 8^d inland to Dublin (2 x 4^d), 1/- packet to London (2 x 6^d)

Transit 45 days

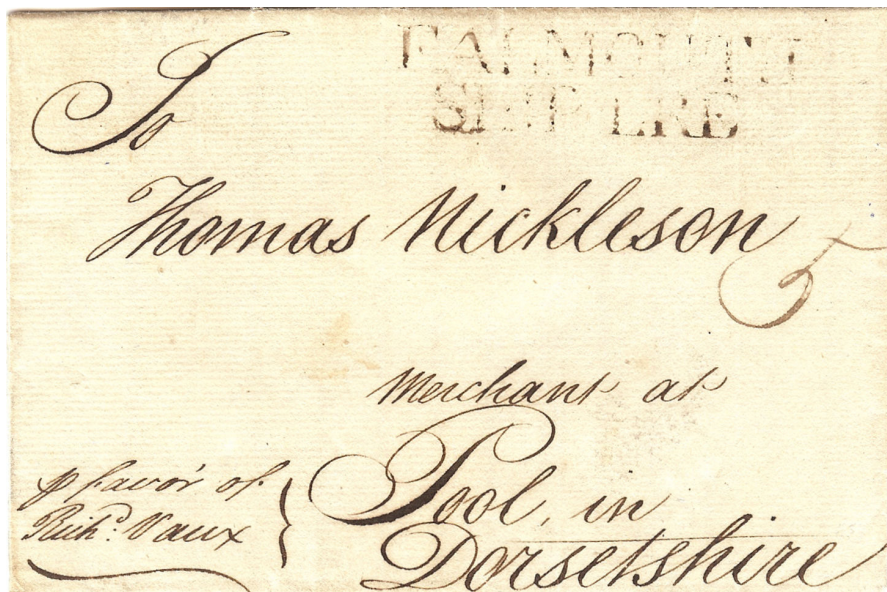
Outer sheet of letter to **Thomas Penn** from Richard Hockley, co-executor of the Penn estates in America. Thomas Penn succeeded his father William on his death in 1718, and chose to rule his provincial lands in North America from his homes in Great Britain.

WATERFORD

SHIP

not recorded by Robertson

Because departures for Great Britain were so infrequent, letters would usually be sent on the next ship leaving for any port in the British Isles, from where an efficient postal service connected to any destination. In this case the sender would have gained a week by sending the letter to New York for the packet to Falmouth.





Falmouth, 11 September 1756

Single packet rate, prepaid 1 shilling

Packet *General Wall* : Falmouth 11 September, New York 8 November

New York rated 3^{dwt} due for inland postage

Received in Philadelphia 10 November

Philadelphia rated 1/3 due in local currency

Transit 61 days

Monthly packet service between Falmouth and New York began in November 1755, with inland postage to Philadelphia due in pennyweights of silver. **One pennyweight = three pence sterling. Sterling x 1.66 = local Pennsylvania currency.**

Westbound trips were usually two months or longer, plus an overland trip to Philadelphia of at least two days. Scheduled, one-day stage service between New York and Philadelphia was unavailable until 1785.

Single Rate

Falmouth, 8 January 1757

Single packet rate:
prepaid 1 shilling

Packet *General Wall*
Falmouth 13 February
New York 22 March

New York rated 3^{dwt} due
for single inland

Received 24 March 1757

Philadelphia rated 1/3 due
in local currency

Transit 65 days



Double Rate



London, 29 February 1764

Double packet rate:
prepaid 2 shillings

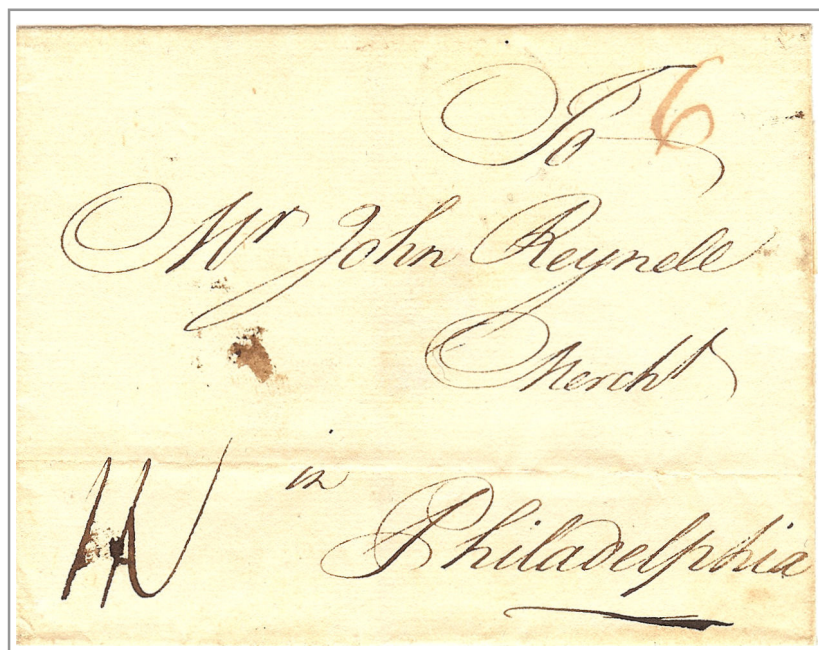
Packet *Harriet*
Falmouth 17 March
New York 2 May

New York rated 6^{dwt} due
for double inland

Received 4 May 1764

Philadelphia rated 2/8 due
in local currency
(30^d inland + 2^d carrier)

Transit 65 days



Falmouth, 8 August 1767
Single packet rate, unpaid
Packet *Earl of Halifax* : Falmouth 29 August, New York 8 October
New York rated 6^{dwt} due: 4^{dwt} packet + 2^{dwt} inland



Falmouth, 11 April 1767

Packet *Lord Hyde* : Falmouth 16 April, New York 28 May
New York rated 18^{dwt} due: $(4^{dwt}$ packet + 2^{dwt} inland) x 3
Received at Philadelphia 29 May 1767 Transit 49 days

Triple packet rate, unpaid

Mandatory prepayment of packet postage to New York was required by GPO notice on October 1755, published just prior to departure of the first Falmouth packet. Per the Act of 1765 (5 Geo III c 25) inland postage in the American colonies was six pence for less than 100 miles. Amounts due were more commonly indicated in pennyweights of silver, at $6^d = 2^{dwt}$.

British Inland and Packet Prepaid



Exeter, [unknown date] 1772

Single packet rate, prepaid

Prepaid **1N4**: 1s packet + 4^d inland from Exeter to Falmouth

Packet *Lord Hyde* : Falmouth 11 June, New York 6 August
New York rated **2^{dwt}** due for inland postage

Received at Philadelphia 8 August 1772, transit 59+ days

Falmouth packets were commercial sailing vessels under contract with the British Postmaster General. They were not forbidden from carrying freight or passengers, nor from making intermediate stops. Some captains even engaged in privateering. Such non-postal activities of course delayed the mails, and eventually led to their being turned over to the Admiralty.

British Inland and Packet Prepaid



Norwich, 5 December 1772

Single packet rate, prepaid

P^d 1/4 in Norwich : 1s packet + 4^d inland from Norwich to London, where marked **P1N4** and **POST PAID**

Packet *Duke of Cumberland* : Falmouth 25 December, New York 7 February 1773

New York rated **2^{dwt}** due for inland postage

Philadelphia rate **1/-** due in local currency : (6^d inland + 1^d delivery) x 1.67 = 12^d

Received at Philadelphia 9 February 1773

Transit 66 days

Packet Postage Unpaid



London, 6 January 1773

Single packet rate, unpaid

Packet *Harriot* : Falmouth 30 January, New York 14 March

New York rated 1s packet (4^{dwt}), + 6^d inland (2^{dwt}) = 6^{dwt} due

Received on 16 March, transit 70 days

Philadelphia rated 2/8 in local currency: 2/6 + 2^d carrier

From Thomas Penn, son and successor to William Penn



reverse

Because the values of local currencies differed, and because each fluctuated at different rates, the Act of 1765 required that payment of postage in the colonies be made in relation to rates defined in sterling. Inflation in Pennsylvania by early 1773 was high—local currency had lost 16.5 percent of its value. The currency used for rating of incoming letters was not always consistent, and in this case caused confusion, probably since New York had previously begun rating in pennyweights of silver.

Sent Unpaid via New York



Philadelphia, 5 April 1774

Single packet rate

New York rated **1N6** : 6^d inland from Philadelphia + 1s packet, and indicated the unpaid amount with **IN^D AND PAC^T/POSTAGE**. This postmark was only applied on packet letters from towns other than New York.

Packet *British Mercury* : New York 7 April, Falmouth 26 May, transit 50 days

London rated **2/4** on 28 May, and sent the letter to Dublin, where uprated to **2/8** for colonial, packet, and British inland postage.

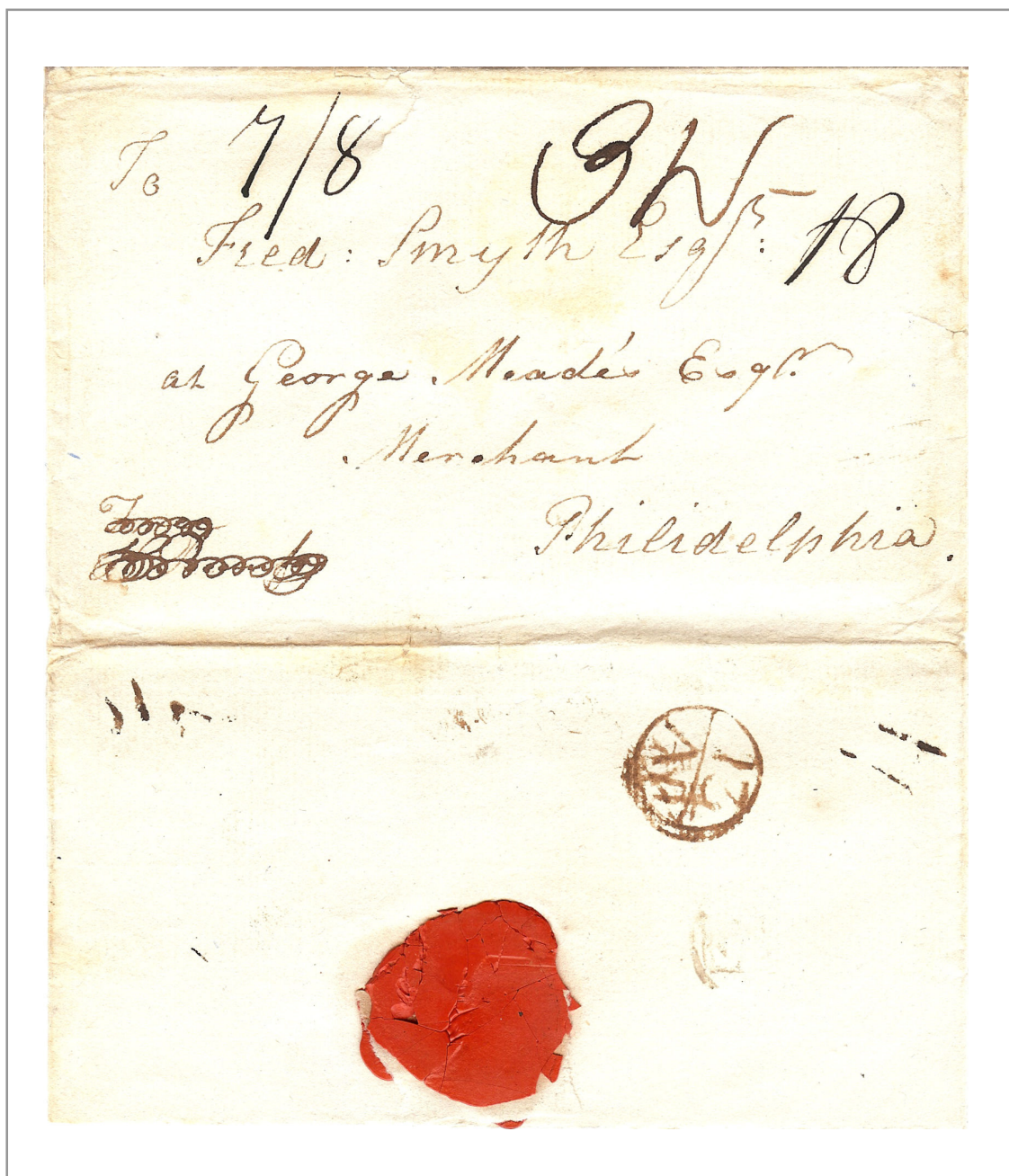
PHILA
DELPHIA

NEW-YORK

Reverse

In February 1756 William Franklin, Comptroller of the General Post Office in Philadelphia, issued a public notice that all letters sent via packet from New York to London must be fully prepaid for both packet postage and inland postage to New York. In silver these rates were 4 pennyweights (1 shilling) and 2 pennyweights (6 pence) for packet and inland, respectively. This edict was not regularly followed, and GPO London did not demand prepayment of incoming packet letters from America until 1784.

Triple Rate, Unpaid



London, 13 April 1774

Triple packet rate, unpaid

Packet *Harriot* : Falmouth 15 April, New York 14 May

New York rated 18^{dwt} due = $4 \times (4^{\text{dwt}} \text{ packet} + 2^{\text{dwt}} \text{ inland}) = 54^{\text{d}}$

Received in Philadelphia on 16 May, transit 32 days

Philadelphia rated $7/8$ in local currency: $54^{\text{d}} \times 1.67 + 2^{\text{d}} \text{ delivery}$

Addressed care of the business of George Meade, grandfather of Civil War General George Meade. The 1755 GPO notice that packet letters should be prepaid was not strictly enforced. By 1784 the GPO insisted that rates "...must absolutely be paid."

Irregular Packet During Blockade of New York Harbor



Bristol, 20 December 1775
 London, 23 December

single packet rate, unpaid

Bristol assumed conveyance by private ship, so rated 4^d inland postage to London
 London corrected to $1/4$, the unpaid packet rate

Packet *Swallow* : Falmouth 9 January 1776, New York 9 March 1776
 transit to New York 60 days

Carried privately to Philadelphia.

Philadelphia rated $2/6$ due in local currency
 $16^d \times 180\%$ inflation + 2^d carrier fee = $30^d = 2/6$

American attacks on British ships led to withdrawal of scheduled packet service to New York. The last advertised mail from Falmouth departed on 5 October 1775. **The literature holds that unannounced packet service continued, but only to Halifax, with mail then trans-shipped to Boston or New York.** Research, and this cover, show that this is incorrect.

On this voyage, the unannounced packet ship "Swallow" sailed directly to New York.

- March 11: the New York Provincial Congress passed a resolution allowing John Foxcroft (Deputy PMG) to board the "Asia" along with Elias Nixon (Port Master) to receive the packet mails and bring them ashore for delivery. "Asia" was a 64-gun British warship, one of the Royal Navy vessels blockading New York Harbor.
- March 12: The resolution was changed, eliminating the obligation to bring mail ashore if Foxcroft thought it not proper.
- March 13: Foxcroft wrote from the "Swallow" directing Francis Dashwood (P.O. Secretary) to come aboard with mail clerks.
- March 19: The New York Committee of Safety permitted Elias Nixon to bring ashore lists of all the letters on board. These were advertised in eastern newspapers as available from Nixon and Henricus Boel (P.O. First Clerk).
- Private agents traveled to New York to claim mails for their towns, paying Nixon and Boel for postage due, as well as their fee. Letters were then delivered privately.

Philadelphia to London Direct



Philadelphia, 21 March 1785

Unpaid ship letter

Ship *Hendrick* : Philadelphia 26 March, London 20 MayLondon rated **6** due: 1^d ship, 5^d inlandReceived at Poole 21 May, *transit 56 days*

Act of 1784	
Under one post stage	2 ^d
1-2 post stages	3 ^d
Over 2 post stages:	
under 80 miles	4 ^d
80-150 miles	5 ^d
above 150 miles	6 ^d
Ship letters	
Inland postage plus	1 ^d

**LONDON
SHIP-LRE**

Earliest recorded use

Direct shipping from Philadelphia to any British Port was irregular at best. The next departure for London after the Hendrick was not until the Pigou sailed on 2 May 1785, almost six weeks later.

Post-War Exemption from American Ship-Letter Fees



London, 3 December 1785

single packet rate, prepaid

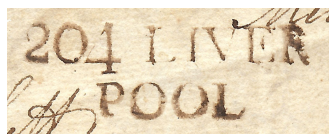
Sender paid **1/6** : 6^d inland, 1s packet; London marked **POST/PAID**

Packet *Shelburn* : Falmouth 16 December, New York 4 February 1786

New York rated **2^{dwt}** due for inland postage

Received at Philadelphia 6 February 1786

Transit 53 days



To ensure correct rating of letters, at least as early as 1765 towns began using straight-line postmarks which included the mileage to London. By 1802, the route to Liverpool had been re-surveyed at 206 miles.

Immediately after the American Revolution, even as negotiations were underway for the Treaty of Paris, British authorities sought via Benjamin Franklin to reinstate the New York packet under the old terms. One of these was that **no ship fees were to be charged on incoming packet letters**. Anxious to restart commercial relations, the Americans agreed; for several years the New York postmaster was paid a generous stipend to compensate for the lost fees on packet letters.

Quadruple Rate



London, 2 February 1786

quadruple packet rate, prepaid

Sender paid 4/- for a letter weighing over 1 oz.

Packet *Speedy*: Falmouth 14 February, New York 18 April

New York rated 8^{dwt} due for inland postage

Received at Philadelphia 20 April 1786

Philadelphia rated 3/6 due in local currency: 8^{dwt} = 24^d sterling, so: 24^d x 1.67 = 40^d local + 2^d delivery = 3s6^d

Transit 66 days

Weight Progression for Packet Letters

Up to 1/2 oz.	1/-
Over 1/2 oz., up to 1 oz.	2/-
Over 1 oz., up to 2 oz.	4/-
Over 2 oz., up to 3 oz.	6/-



London, 6 December 1786

single packet rate, prepaid 1/-

Packet *Lord Hyde* : Falmouth 17 December, New York 8 February
New York rated 2^{dwt} due for inland postage

Received 9 February 1787, transit 66 days
Philadelphia rated 11^d due in local currency



Double Rate

Ostende, Belgium, 30 June 1787

Privately to London, posted 4 July

Double packet rate, prepaid 2/-

Packet *Dashwood* :

Falmouth 8 July

New York 31 August

New York rated 4^{dwt} for double inland

Received 1 September

Philadelphia rate 1⁰ due (sterling)

To Ireland



Philadelphia, 25 August 1787

single packet rate, unpaid

Carried privately to New York, arr. 5 September

Packet *Grantham* : New York 7 September, Falmouth 2 October

London rated 1/- due, corrected to 1/6, then 1/10, the extra 4^d for Dublin to Cork

Very few eastbound letters from Philadelphia went via Falmouth packet. Until the advent and growth of regular service by lines of sailing ships, with effect from 1818 in New York, and from 1822 in Philadelphia, most mail was sent direct from Philadelphia on private ships-of-opportunity.

From Belgium Via London



Philadelphia, 20 November 1788

double packet rate

Carried privately to London, arr. 3 December

Sender paid 2/- : 1/- packet rate from Antwerp to London, 1/- Falmouth packet

Packet *Queen Charlotte* : Falmouth 12 December, New York 13 February
 New York rated 2^{dwt} due for inland postage

Received 15 February, and rated 10^d due in local currency

$$2^{\text{dwt}} = 6^{\text{d}} \text{ sterling} \quad 6^{\text{d}} \times 1.67 = 10^{\text{d}} \text{ local}$$

There is no evidence this letter entered the mails in Belgium. Had it arrived in England as a ship letter, the rate from the port to Falmouth via London (Act of 1784) would have been only 11^d. So it appears that the GPO London required the sender to pay **as though** the letter had arrived on the Antwerp-London packet, despite being hand-carried.

Private Ships: Often a Cheaper and Faster Alternative

London, 19 September 1796

unpaid ship letter

Brig *Diana* : London 1 October, Philadelphia 28 October

Transit 40 days ~two weeks faster than the average packet sailing

Philadelphia rated **26** cents due: 22¢ inland, 4¢ ship

U.S. Act of 1792	
Mileage	Cents
Not over 30	6
30-60	8
60-100	10
100-150	12½
150-200	15
200-250	17
250-350	20
350-450	22
Over 450	25
Ship letters	4

To a correspondent, transit time is the total time between posting and receipt, including the wait for a ship departure. This letter waited almost two weeks before departure of the brig *Diana*, yet was still faster than had it gone by packet.

If sent by packet, the letter would have cost 1s8d in England plus 20 cents inland from New York. Using a private ship thus lowered the total cost of this communication by 34 cents.

Berne, Switzerland, 3 August 1793

Carried privately to London

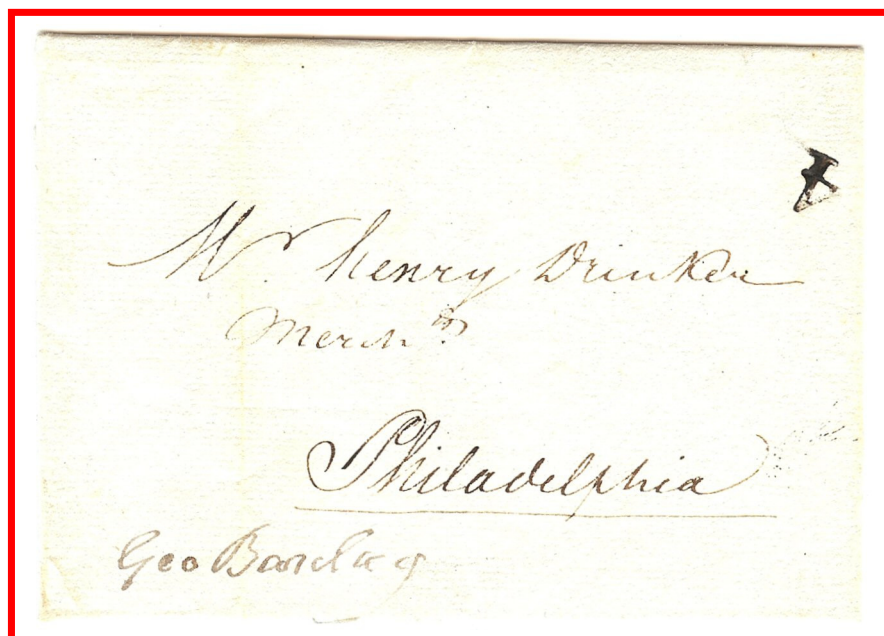
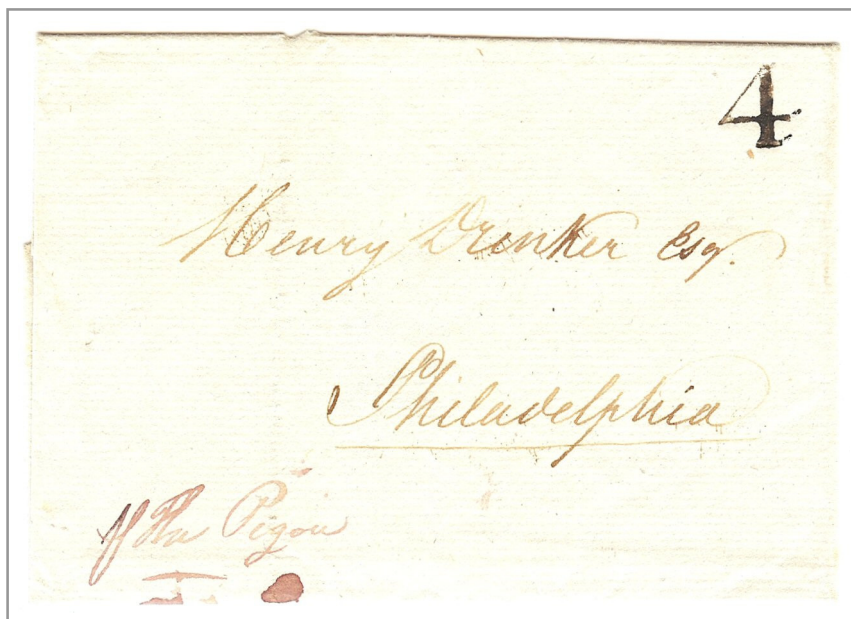
Ship *Pigou* : London 2 September
Philadelphia 31 October

Transit from London 60 days

Philadelphia rated **4** cents due
for delivery at the port

12mm **4** used 1792 to 1799

15 examples recorded



London, 1 March 1794

Ship *George Barclay* :
London 1 March
Philadelphia 1 May

Transit 62 days

Philadelphia rated **4** cents due
for delivery at the port

8mm **4** used 1793 to 1794

5 examples recorded

The Act of February 1792 required a four-cent ship-letter fee whether a letter was to be delivered at the port or sent inland. **Philadelphia was the only city to use a handstamp 4 rate marker.** Four sizes of postmarks were used for this rate; a census records that all four comprise only 26 examples.



Philadelphia, 8 November 1794

unpaid ship letter

Ship *Adriana* : Philadelphia 8 November, Falmouth 9 December

Received in London 9 December, rated **11^d** due: 1^d ship, 10^d inland

Transit 31 days ~ three weeks faster than the average packet sailing from New York

**FALMOUTH
SHIP-LRE**

From The Netherlands Via London



Rotterdam, 2 November 1792

Carried privately to SE England port,
where prepaid **1/11** :

1^d incoming ship
 4^d to London
 6^d to Falmouth
 1s packet

Packet *Queen Charlotte*
 Falmouth 24 December
 New York 7 February

Over-rated in New York at **12** cents

Received 9 February 1793

Transit 89 days

London, 7 September 1796

Packet rate, prepaid **1** shilling

Packet *Princess of Wales* :
 Falmouth 24 September
 Halifax 15-19 October
 New York 26 October

New York rated **10** cents due
 60-100 miles; *no ship fee*

Received 27 October

Transit 51 days



The New York post office continued their practice of charging only inland postage on incoming British packet letters. Although the above letters were rated differently, neither was charged the 4 cent ship-letter fee.

From Italy Via London



Livorno, 13 October 1797

double packet rate, prepaid

Forwarded by Merle d'Aubigné's courier service: Geneva 19 November, London 27 December

Forwarder paid **3/4** : 2 x (8^d London to Falmouth, 1s packet)Packet *Halifax* : Falmouth 25 January, New York 10 MarchNew York rated **20** cents due, double rate for 60-100 miles

Received 12 March, transit 150 days

Act of 1797

Packet rate remained 1s, but must include:

8^d inland postage from London, and
inland postage to London if posted elsewhere

Too Late for Packet Sailing



Philadelphia, 29 March 1798

Unpaid packet letter

Carried privately to New York

Packet *Harlequin* : New York 1 May, Falmouth 7 June

London rated **1/8** due : 1s packet, 8^d inland to Whitby

Transatlantic 40 days; total "transit" with sending delay 70 days

*Letters from Philadelphia were seldom sent via Falmouth Packet. It was far more convenient to simply use one of the many England-bound ships departing from Philadelphia. This letter missed the packet *Halifax*'s April 15 departure—as a copy it may have been held for a few weeks before sending via courier to New York.*

From Hamburg Via London



Hamburg, 6 December 1799

single packet rate, prepaid

Carried privately to London, where paid **1/8** on December 14: 8^d to Falmouth, 1s packetPacket *Earl Gower* : Falmouth 12 February 1800, New York 10 AprilNew York mis-rated at **12** cents; rate changed to 12½ cents in March 1799Received 11 April 1800, *transit 127 days*

U.S. Act of 1799

Mileage	Cents
Not over 40	8
40-90	10
90-150	12½
150-300	17
300-500	25
Ship letters	
Delivered at port	6
Elsewhere, plus postage	2

Although Hamburg was an important trading center in 1799, direct sailings for Philadelphia were infrequent. The sender no doubt counted on the regularity of Falmouth packets. In this case the results must have disappointed.

Single Rate



London, 7 January 1801

single packet rate

Sender paid prepaid $1/8 : 8^d$ to Falmouth, 1s packet

Packet *Duke of Cumberland* : Falmouth 24 January, New York 1 March

New York Rated $12\frac{1}{2}$ cents for inland

Received 2 March 1801

Transit 55 days

Double Rate



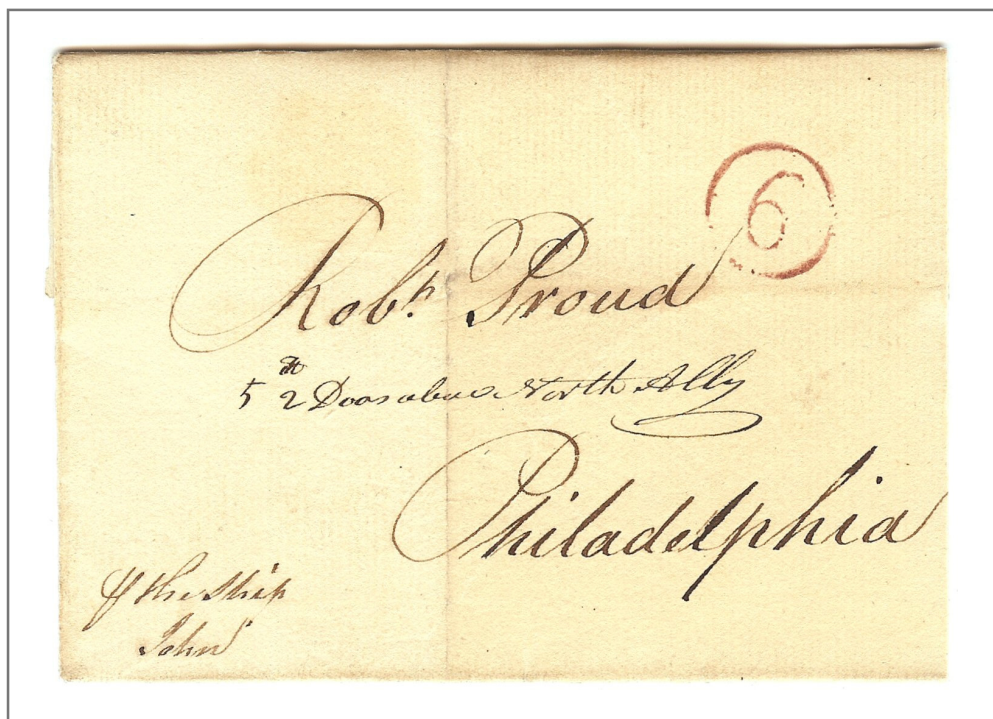
Lewes, 15 January 1804

double packet rate

LEWES/50 : 50 miles from GPO LondonSender paid **3/10** : 2 x (11^d inland to London + 1s packet)Packet *Prince Adolphus* : Falmouth 12 February, New York 7 AprilNew York rated **25** cents, double inland rate

Received 9 April 1804, transit 86 days

Despite providing packet service for nearly 50 years, the ships sailing from Falmouth to New York demonstrated no long-term improvement in performance.



Hull, 23 July 1803

unpaid ship letter

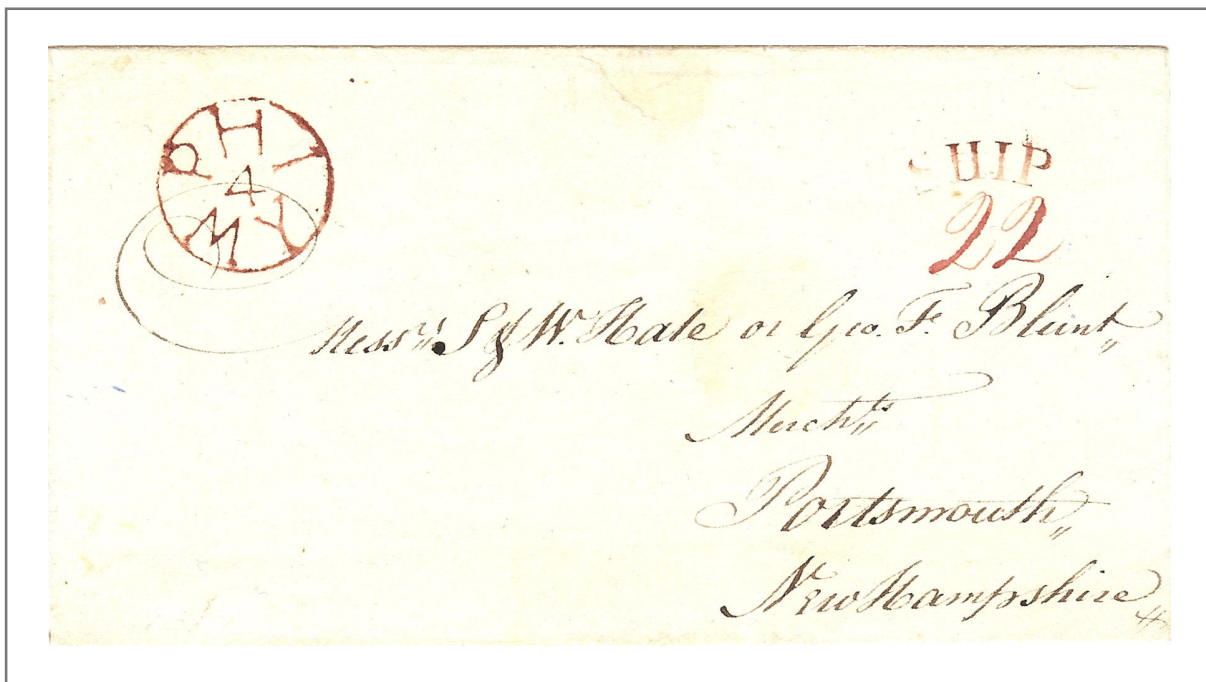
Ship *John*, via Cadiz and Havana : Hull 23 July, Philadelphia 30 OctoberPhiladelphia rated **6** cents due for delivery within the city*Transit 69 days*

8/1802 – 7/1805

Philadelphia used at least seven varieties of a **6** in circle on ship letters during the period 1799-1851.

It was not uncommon for private ships to sail the southern route to Philadelphia, since it allowed additional port calls for trade purposes, and avoided sailing against the Gulf Stream.

From Cape Colony, Direct



Cape Town, 8 March 1804

unpaid ship letter

Ship Perseverance : Cape Town 8 March, Philadelphia 3 May

Philadelphia rated **22** cents due: 2¢ ship, 20¢ inland (300-500-Miles)

Transit 47 days

SHIP

1804-1817

earliest recorded use

Private ships were often the wiser choice for senders in British colonies, as they could offer a more direct route—and very possibly a faster one—than sending a letter via the GPO in London.

Prepaid Ship Letter



London, 21 July 1803

prepaid ship letter

Sender paid **11^d**, one half the packet rate of 1/10Ship *Pigou* : London 22 July, Philadelphia 7 SeptemberPhiladelphia rated **6** cents due for delivery within the city*Transit 47 days*

Prepaid Ship-Letter Rates From London

1799 (39 Geo III c 76)	≥ ½ packet rate
1803 (POD)	11 ^d to N. America
1814 (POD)	⅓ packet rate
1815 (POD)	½ packet rate
1835 (5/6 William IV 25)	8 ^d

Before 1799, prepayment of non-packet ship letters was not permissible. In 1799, **Act 39 Geo III c 76** allowed private ships to carry mail for the post office at “not less than half the packet rate”. This was amended by GPO notice in 1803 to be exactly half the packet rate, and required letters to be held in sealed bags.

Triple-Rate Ship Letter



Philadelphia, 13 February 1807

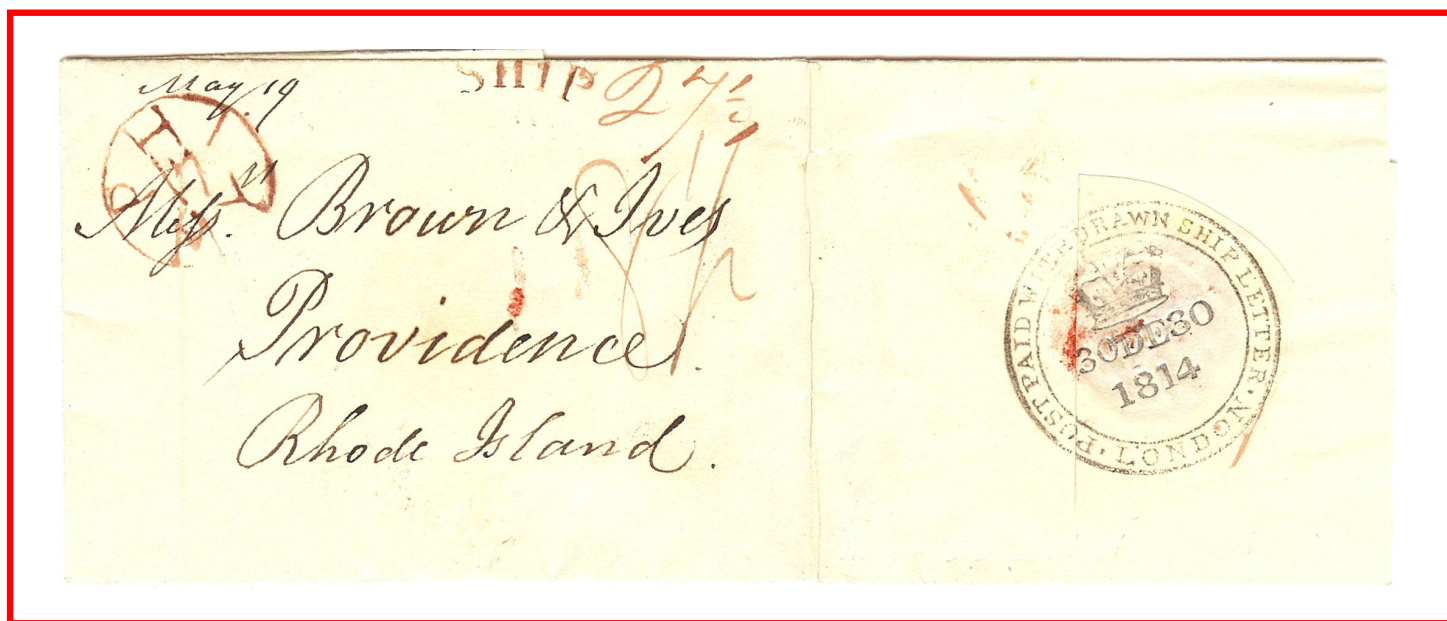
unpaid ship letter

Endorsed for *Latona*, but sent on *Abigail*: Philadelphia 14 February, arrival unknownRated **1/10** due for triple-rate ship letter, 50-80 miles: 4^d ship + (3 x 6^d inland)*Illustrated in Robertson*

Two examples recorded by Robertson

Private ships were often the wiser choice for senders in British colonies, as they could offer a more direct route—and very possibly a faster one—than sending a letter via the GPO in London.

Withdrawn Ship Letter



London, 30 December 1814

Withdrawn Ship Letter, prepaid 8 ½

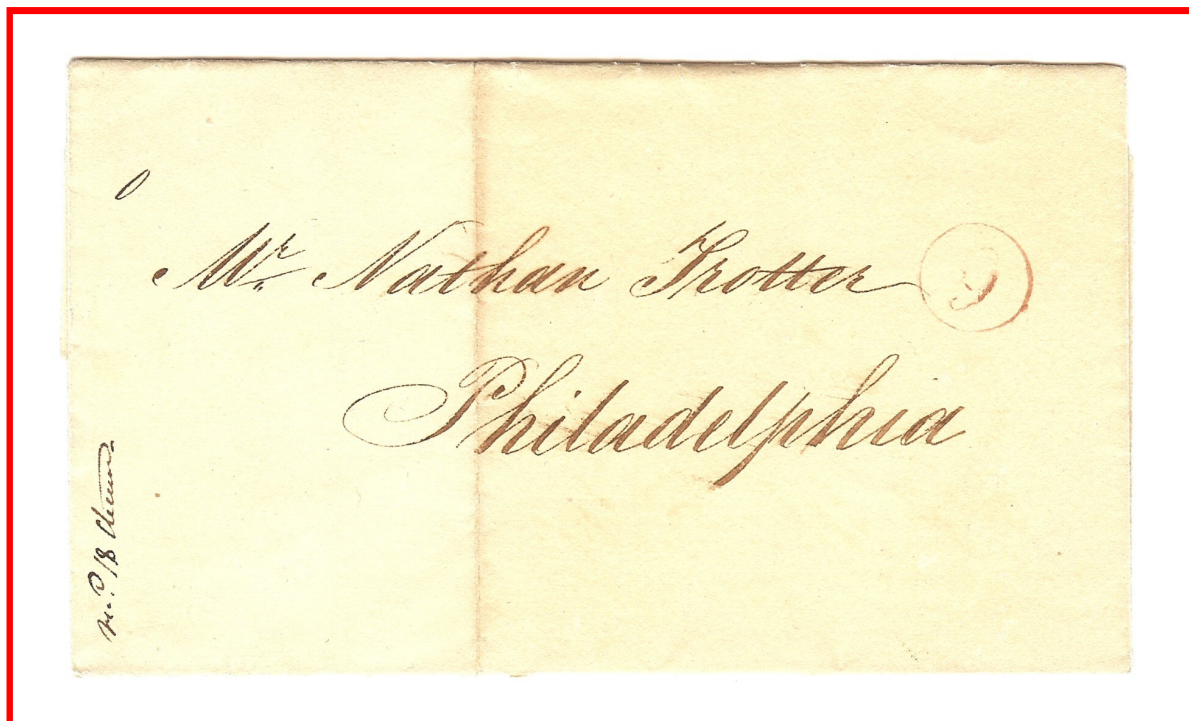
Ship *Pacific* : London departure unknown, Philadelphia 17 May 1815

Philadelphia rated 27 ½ cents due: 2 cents ship + 17 cents inland + 8 ½ cents surcharge (50% of inland rate)

Transit 45 days from Cork, where delayed many weeks by gales; *total transit time 139 days****Finest of 7 recorded withdrawn ship letters into Philadelphia***

Under Britain's 1814 Act Geo III c. 169, senders could use any private ship of their choosing if they prepaid one third of the packet-letter rate of 2s2d (26d x .33 = 8.58d, rounded down = 8.5d). Such letters were thus "withdrawn" from the mails.

The Withdrawn Ship Letter option was available for ten months: 10 October 1814 -11 July 1815.



PFC

London, 3 October 1815

unpaid ship letter

Ship *Catharine & Edward* : The Downs 27 October, Philadelphia 18 DecemberPhiladelphia rated **9** cents due: 50% surcharge to 6 cent ship-letter fee for delivery at port.*Transit 53 days***~8 covers are recorded bearing Philadelphia's circled handstamp 9****U.S. Act of 1814**

Mileage	Cents
Not over 40	12
40-90	15
90-150	18¾
150-300	25½
300-500	37½
Ship letters	
Delivered at port	9
Elsewhere, plus postage	2

On 1 February 1814, all inland rates and the six-cent ship letter rate were increased by 50%. The 1799 rates were restored on 1 February 1816.

Withdrawn Ship Letter, Double Rate



Liverpool, 19 May 1815

Withdrawn Ship Letter, paid 1/6

Sender paid one third of the 2/2 packet rate, doubled: $0.33 \times 52d = 17.3^d$, rounded up to $18^d = 1/6$

Ship *Superior* : Liverpool 2 June, Philadelphia 21 July

Philadelphia rated **9** cents due: 50% surcharge to 6 cent ship-letter fee

Transit 49 days

~8 covers are recorded bearing Philadelphia's circled handstamp 9

Post-War Resumption of Falmouth Packets



Richmond, 2 June 1824

Single packet rate
Prepaid 2/2Packet *Duke of York*
Falmouth 16 June
New York 7 August**Not rated in N.Y. or Phila.**

Received 9 August

Transit 69 days

General Cadwalader was manager of the Penn family's estates.

Philadelphia, 3 April 1836

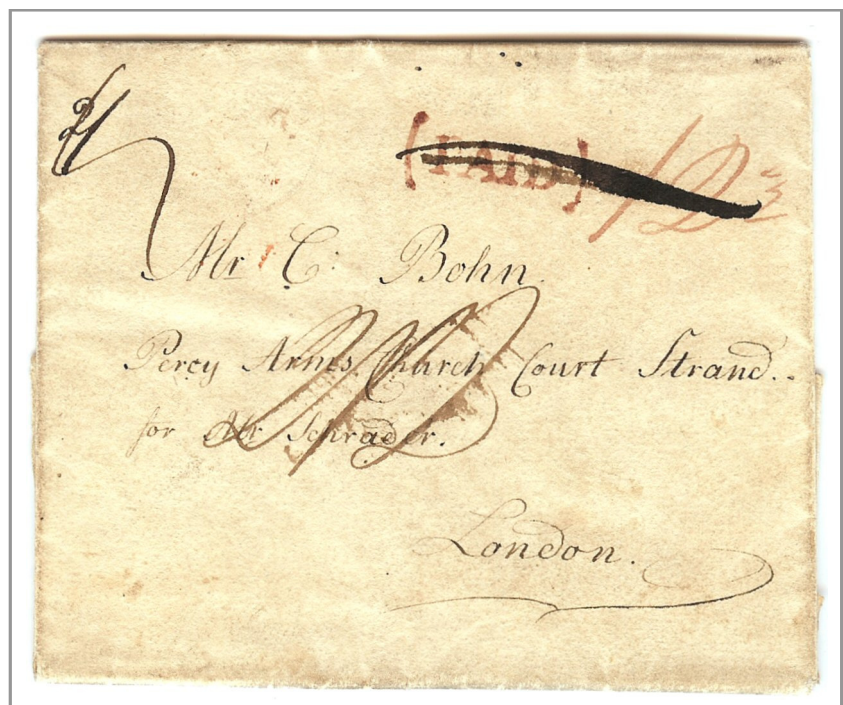
Paid 12½cents inland to New York

Packet
New York [sailing date unknown]
Falmouth 13 May

Received at London, 14 May

London initially rated 2/- due
corrected to 2/2

Transit 42 days



The British packet rate between London and America was increased to **2s2d** by GPO Notice of July 1812, and remained in place until April 1839, when the rate was reduced to 1 shilling, inclusive of inland postage. Falmouth packet service to New York resumed shortly after the United States ratified the Treaty of Ghent in January 1815.

By 1828 the ascendancy of American shipping had greatly reduced the importance of Falmouth packets on the North Atlantic, an influence not regained until Cunard steamers began scheduled service in 1840.

Private Sailing Ships



London, 14 December 1820

unpaid ship letter

Ship *Atlantic* : London 17 December, New York 19 February 1821New York rated **14½** due: 2¢ ship, 12½¢ inland

Transit 65 days

U.S. Act of 1816	
Mileage	Cents
Not over 30	6
30-80	10
80-150	12½
150-400	18½
Over 400	25
Ship letters	
Delivered at port	6
Elsewhere, plus postage	2



Applied by ship's purser

Letter to the publishing and bookselling business run by Matthew Carey, a revolutionary, close friend of Benjamin Franklin and John Adams, and early advocate of strong naval power as a necessary role of federalism.

Private Sailing Ships

Philadelphia, 10 July 1824

Unpaid ship letter, carried
privately to Baltimore

Brig *Paragon* :
Baltimore 20 July
Gravesend 16 August

Rec'd at London 16 August

London rated $1\frac{1}{2}$ due
8^d ship + 6^d inland

Transit 27 days



PARAGON applied by ship's purser
the only reported example



JULIUS CAESAR applied by ship's purser
finest of three reported examples

Philadelphia, 22 June 1824

Ship *Julius Caesar*:
Philadelphia 22 June
Liverpool 18 July

Received at London 19 July

London rated $1\frac{1}{7}$ due
8^d ship + 11^d inland

Transit 25 days

Private Sailing Ships



Liverpool, 13 September 1835

Unpaid ship letter

Ship *Pocahontas* : Liverpool 8 October, Philadelphia 9 November

Transit 35 days

Philadelphia rated 27 due: 2¢ ship, 25¢ inland



Liverpool, 19 August 1834

Unpaid ship letter

Brig *Morgan* : Liverpool 20 August, Philadelphia 8 October Transit 59 days

Philadelphia rated 6¢ due for delivery at the port

Earliest recorded use of this postmark in red

As with the 1816 rate change, the 1825 rates left intact the 12½ cent rate to New York, and the 6 cent ship fee for letters delivered at the port of arrival.

Redirection Prepaid by Forwarder



Philadelphia, 19 April 1835

unpaid ship letter

Brown's Line ship *Pocahontas* : Philadelphia 20 April, Liverpool 11 May

Hand carried by ship captain to Brown's agent in Liverpool. The addressee, B.A. Parish, could not be found.

On 19 May Brown paid **1/11** for forwarding : 9^d to London + 1/2 packet rate to France.London marked **PAID** on 21 May. Received in Paris on 23 May and rated **15** decimes due.

Transit 34 days



reverse

U.S. Act of 1825

Mileage	Cents
Not over 30	6
30-80	10
80-150	12½
150-400	18¾
Over 400	25
Ship letters	
Delivered at port	6
Elsewhere, plus postage	2

As with the 1816 rate change, the 1825 rates left intact the 12½ cent rate to New York, and the 6 cent ship fee for letters delivered at the port of arrival.

Transatlantic Round Trip



Baltimore, 14 April 1820

unpaid ship letter

Carried privately to Philadelphia.

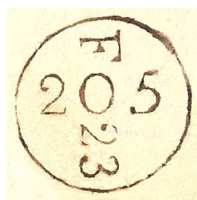
Endorsed for ship *Bainbridge*, but sent on *Superior* : Philadelphia 28 April, Liverpool arrival unknownLiverpool rated **8^d** due for incoming ship letter. Forwarder returned to Baltimore via PhiladelphiaShip *Stranger* : Liverpool 24 June, Philadelphia 23 AugustPhiladelphia rated **14½^d** due: 12½¢ inland, 2¢ ship*Transit from Liverpool 60 days*

To Belgium Via Liverpool & London



Philadelphia, 2 September 1823

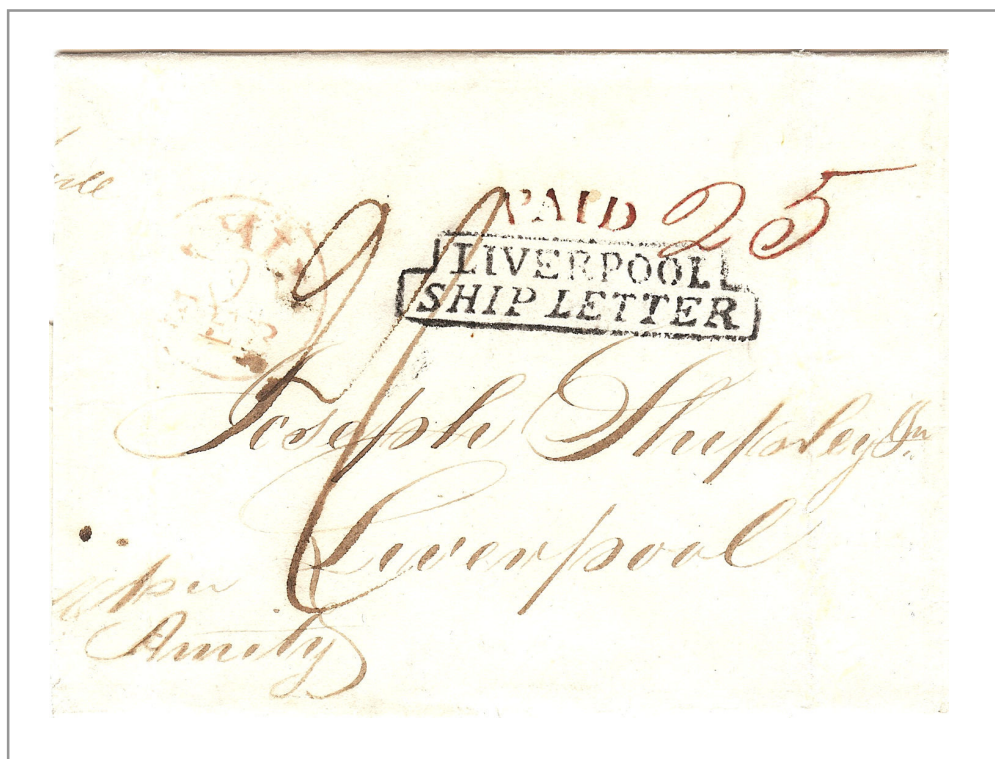
unpaid ship letter

Carried privately to New York. *Ship Hector* : New York 10 September, Liverpool 6 OctoberLiverpool office of Mertens, Mosselman & Co. paid **2/11** : 8^d ship letter, 11^d inland, 1/4 packetReceived on 10 October; Antwerp rated **10** decimes due for inland*Transit 39 days*Postmark indicating mileage to London,
as a check for correct rating at both
ends of the journey.

reverse

Daily stage service was available between Philadelphia and New York, so it was relatively easy to send ship letters out of New York instead of waiting for a ship departure from Philadelphia.

Private Sailing Ships



Philadelphia, 9 February 1820

Double Rate

Sender paid **25** cents to New York
for a letter comprising two sheets.

Ship Amity :

New York 10 February
Liverpool 7 March

Liverpool rated **2/-** due: 3 x 8^d
for a letter weighing 1-2 oz.

Transit 27 days



Philadelphia, 15 July 1828

Double Rate

Sender paid **25** cents to New York for a letter comprising two sheets.

Ship Florida: New York 16 July, Liverpool 6 August Transit 23 days

Liverpool rated **4/9** due for 1-2 oz. : 3 x (8^d ship + 11^d inland)

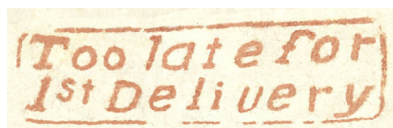


Sheffield, 17 September 1836

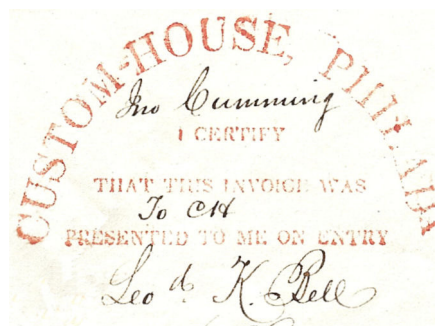
unpaid ship letter

Sender paid **9^d** inland to Liverpool, with bill of ladingLetter arrived **too late for first delivery** to shipper, George Wright & Co.

Ship John Cummings : Liverpool 21 September, Philadelphia 5 November

Received on 7 November, *transit 39 days*

Liverpool



Philadelphia's postal history mirrors its commercial history. It was America's first industrial city, and continued strong industrial growth long after New York had become relatively more important as a maritime shipping center.

Black Ball Line 1818-1840



Philadelphia, 9 June 1820

ship letter

Sender paid **12½**cents postage to New YorkShip *Amity* : New York 10 June, Liverpool 3 July Transit 24 daysLiverpool rate **8^d** due for incoming ship letter

London, 12 May 1834

unpaid ship letter

Ship *Orpheus* : Liverpool 16 May, New York 17 JuneNew York rated **14½**cents due: 2¢ ship, 12½¢ inland*ORPHEUS* added by ship's purser**Two examples recorded**

The Black Ball and other New York lines were a game-changer for the Philadelphia shipping industry—even the owners of the Cope Line sent most of their mail via New York. By 1830, 36 American packets sailed from New York; 48 by 1840.

Red Star Line 1822-1840



Philadelphia, 28 April 1835

ship letter, double rate

Sender paid **25** cents postage to New YorkShip *Virginian* : New York 29 April, Liverpool 16 May Transit 19 daysLiverpool rated **3/2** due: (8^d ship + 11^d inland) x 2

Black X Line 1824-1840



London, 19 April 1838

prepaid ship letter

Sender paid **1/-** ship-letter fee for posting outside the portShip *Philadelphia* : Portsmouth, 20 April, New York 14 May Transit 25 daysNew York rated **14½** cents due: 2¢ ship, 12½¢ inland

Blue Swallowtail Line 1822-1840

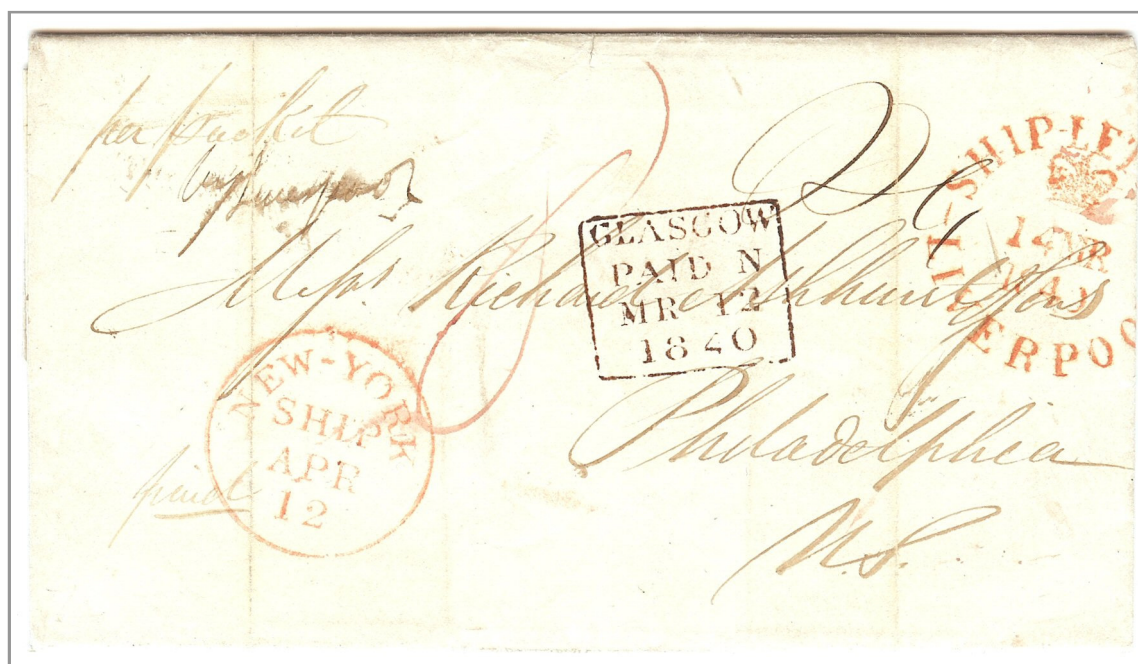


Philadelphia, 7 October 1835

ship letter

Sender paid $12\frac{1}{2}$ cents postage to New YorkShip *George Washington* : New York 7 October, Liverpool 2 November Transit 27 daysLiverpool rated $\frac{1}{6}$ due: 8^d ship + 10^d inland

Dramatic Line 1836-1840



Glasgow, 12 March 1840

prepaid ship letter

Sender paid 8^d ship-letter fee for posting at the portShip *Sheridan* : Liverpool 16 March, New York 13 April Transit 29 daysNew York rated $14\frac{1}{2}$ cents due for postage to Philadelphia

Freight Money Letter - Red Star Line



Philadelphia, 12 February 1839

prepaid ship letter, double rate

Sender paid **50** cents: ($12\frac{1}{2}\text{¢}$ to New York + $12\frac{1}{2}\text{¢}$ freight money) x 2Ship *United States* : New York 14 February, Liverpool 15 March Transit 32 days

Liverpool rated as a triple ship letter.

3 x 8d	= 2/-	ship fee
3 x 11d	= $\frac{2}{9}$	inland to London
	4/9	due

After the advent of transatlantic steamships, American sailing packets were disadvantaged. The freight-money concept was introduced to retain revenue on outgoing mails. The charge, which was paid to the shipping company, was $12\frac{1}{2}$ cents per sheet cents by sail, 25 cents per sheet by steam. In most cities that offered this service, the freight-money fee was accounted separately. Only in Philadelphia did the post office add the two charges and show them as a single number.

Maiden Voyage of the *Algonquin*

Philadelphia, 13 July 1824

unpaid ship letter

Cope Line *Algonquin* : Philadelphia 20 July, Liverpool 16 August Transit 28 days

Received at London 16 August & forwarded to Worthing, Sussex the same day
 London rated 8^d ship letter + 11^d to London = 1/7, then 8^d to Worthing

Three examples reported of *Algonquin* name-of-ship hand stamp

In 1806 Thomas P. Cope, a Philadelphia merchant, began an import-export business using his own ships. In 1822 he opened the Cope Line, which operated a monthly schedule between Philadelphia and Liverpool until 1872. Although letters are sometimes endorsed Philadelphia Packet or Liverpool Packet, Cope never held a mail contract. Nevertheless the Cope Line played an important role in the ascendancy of American shipping on the North Atlantic during the early 189th Century. Cope failed to take advantage of steamship technology, so in the end the company became non-competitive.

Paid to the Port of Philadelphia

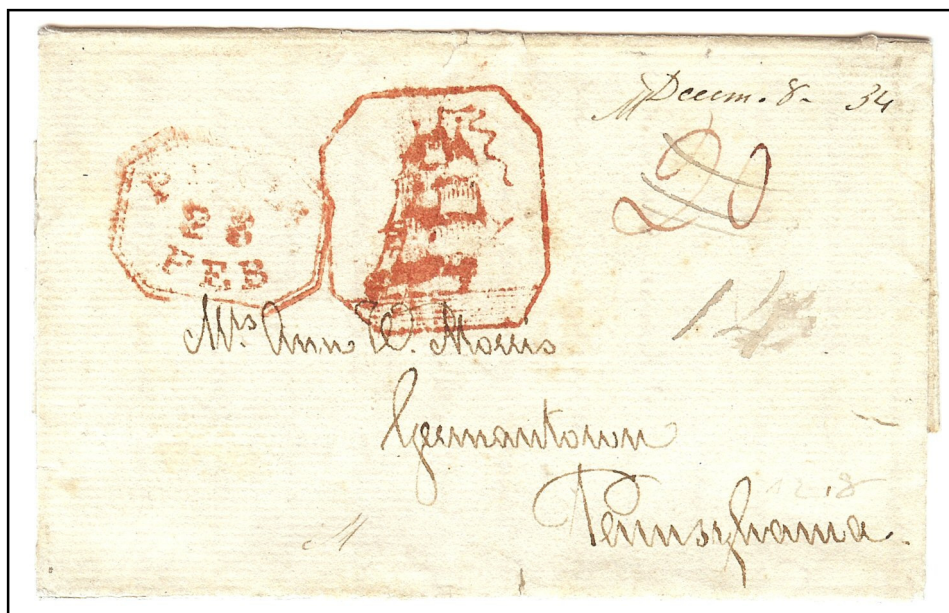
Doylestown, 17 July 1834

double rate

Sender paid **12** cents to Philadelphia, double rate for < 30 milesCope Line *Monongahela* : Philadelphia 20 July, Liverpool 22 August Transit 34 daysLiverpool rated **2/10** due: (8^d ship + 9^d inland) x 2***Ship letters posted outside Philadelphia are far rarer than letters sent from within the city***

Before extensive development of the railroads, people living in most of Pennsylvania—even as far south as Bucks County—found it faster to send transatlantic mail via New York. The reason was that most roads followed the SW-NE grain of the Valley & Ridge province; traveling southeast to Philadelphia from central Pennsylvania was a major inconvenience.

Delaware Estuary Blocked by Ice, Winter of 1834-35



Liverpool, 8 December 1834

Unpaid ship letter

Cope Line *Algonquin*
Liverpool 11 Dec
Cape Is., N.J. 6 JanDelayed by storms and ice
Arr. at Lazaretto 26 Jan 1835
Postmarked February in error

Transit 83 days

Philadelphia rated **14** due
2¢ ship, 6¢ inland double

London, 12 December 1834

Unpaid ship letter

Private ship *Aid de Camp*
Liverpool 17 Dec
Cape Is., N.J. 15 JanMails sent overland
Arr. Phila 17 Jan 35

Transit 37 days

Cape Is. rated **14½** due
2¢ ship, 12½¢ inland

From Liverpool the route to Philadelphia was 200 miles longer than to New York, and required navigating a shoaling estuary. Even in fair weather with favorable tides and winds, the trip to Philadelphia could easily consume an additional one to two weeks. The covers shown above represent the extreme case of Philadelphia's disadvantage. From the 1830s onward, rapid growth in the eastern seaboard's rail system further decreased the need for sailing direct to Philadelphia.



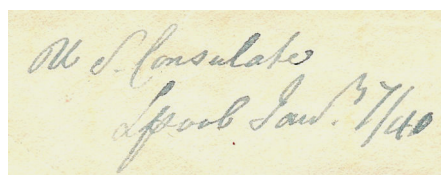
Liverpool, 8 January 1840

unpaid ship letter

Personal letter sent from the United States Consulate in Liverpool

Cope Line *Algonquin*: Liverpool 8 January, Philadelphia 28 MarchPhiladelphia rated **20** cents due for triple rate, 1-1½ oz.: 2¢ ship, 3 x 6¢ inland

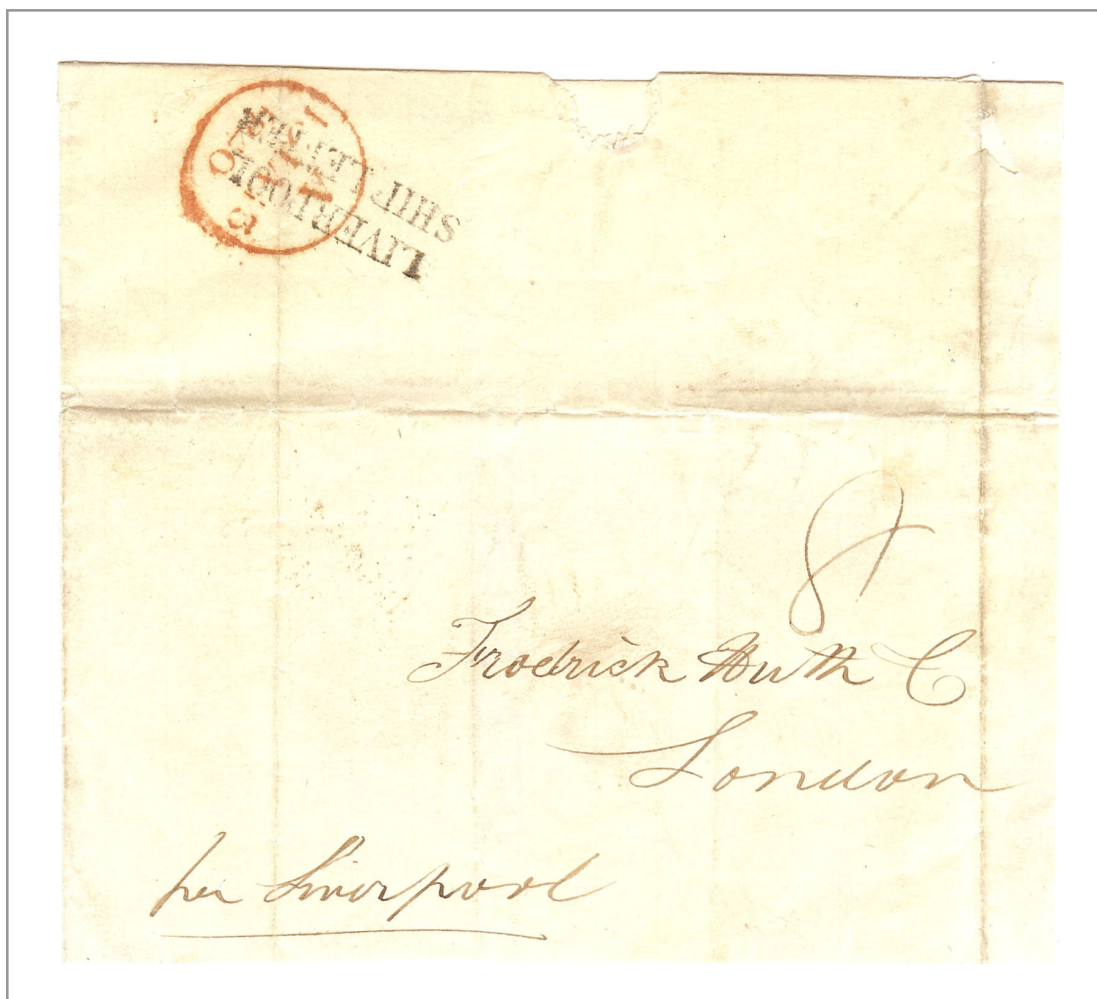
Transit 80 days



reverse

Germantown was not part of Philadelphia until its annexation in 1854, so incoming ship letters to Germantown were subject to inland postage at 6¢ per ½ ounce (<30 miles) rather than the 6¢ ship-letter fee.

The Transatlantic Steamship Company



Philadelphia, 13 December 1839

unpaid ship letter

Carried privately to New York

Steamship *Liverpool* : New York 14 December, Liverpool 13 January 1840

Liverpool rated 8^d due for incoming ship letter

Transit 31 days

The Transatlantic Steamship Company owned two ships, Royal William and Liverpool. Together they made a total of only ten voyages between 1838 and 1840 before leaving Atlantic service. The company had no mail contract.

The Great Western Steamship Company

Freight-Money Letter to Paris



Philadelphia, 17 August 1840

Freight money letter, quadruple rate

Letter regarding bills of exchange from Bank of the United States to the Rothschild Bros.

Sender paid **\$1.50** : 4 x 12½¢ inland, plus 4 x 25¢ freight money*Great Western*: New York 18 August, Bristol 1 SeptemberLondon rated **3/-** : 1s4^d ship-letter rate, 1s8^d to FranceParis rated **6fr=1** : 36 dec. (3/- converted) plus 25 dec. inland <20g*Philadelphia to Paris transit 18 days*

**BRISTOL
SHIP LETTER**

Outport postmark, applied
in red in London

Great Western Steamship Company provided the first scheduled transatlantic steam service. No sailings were under mail contracts but could collect freight money of 25 cents for each single sheet carried. The revenue for this letter was collected by the Philadelphia post office on behalf of the company, and the amount added to postage to denote the total prepayment.

The Great Western Steamship Company



Philadelphia, 28 September 1842

Freight money letter, single rate

Sender paid $37\frac{1}{2}$: $12\frac{1}{2}$ ¢ to New York, 25¢ freight money

Great Western: New York 29 September, Bristol 13 October Transit 13 days

Bristol rated 8^d due for incoming ship letter

Liverpool, 5 July 1846

prepaid ship letter

Sender paid 8^d ship-letter rate

Great Britain: Liverpool 7 July, New York 24 July Transit 17days

New York rated 7 due : 2¢ ship, 5¢ inland

Private Steamship *Unicorn*



Liverpool, 17 March 1846

prepaid ship letter

Sender paid **8^d** ship-letter fee

Steamship *Unicorn* : Liverpool 19 March, Boston 17 April

New York rated **12** due : 2¢ ship, 10¢ inland, >300 miles

Received 18 April Transit 33 days

Last transatlantic voyage - seven covers recorded



reverse

Unicorn carried Cunard's first transatlantic mail in 1840, then operated on the St. Lawrence River between Quebec and Pictou, Nova Scotia, a feeder line for Cunard packets calling at Halifax. Unicorn returned to private service when the line was discontinued in 1845, and made her last transatlantic voyage in March 1846.

British & North American Royal Mail Steam Packet Company-The Cunard Line



Canton, 17 February 1840

Forwarded to London, via
Manila, by Russell & Co.

Arr. London, 17 Sep 1840

Packet rate, prepaid 1/-

Cunard *Caledonia*
Liverpool 19 Sep
Boston 3 OctBoston rated **20³/₄** due
1825 rates, 150-400 mi.
2¢ ship, 18³/₄¢ inland

Rec'd 5 October 1840

Transit from GB 19 days,
from China 226 days

Mis-rated in Philadelphia

Philadelphia 29 September 1840

Sender paid **56¹/₄**, triple rate
1825 rates, 150-400 mi.Cunard *Britannia*
Boston 1 October
Liverpool 15 OctoberLiverpool rated 1/- due
single packet rate

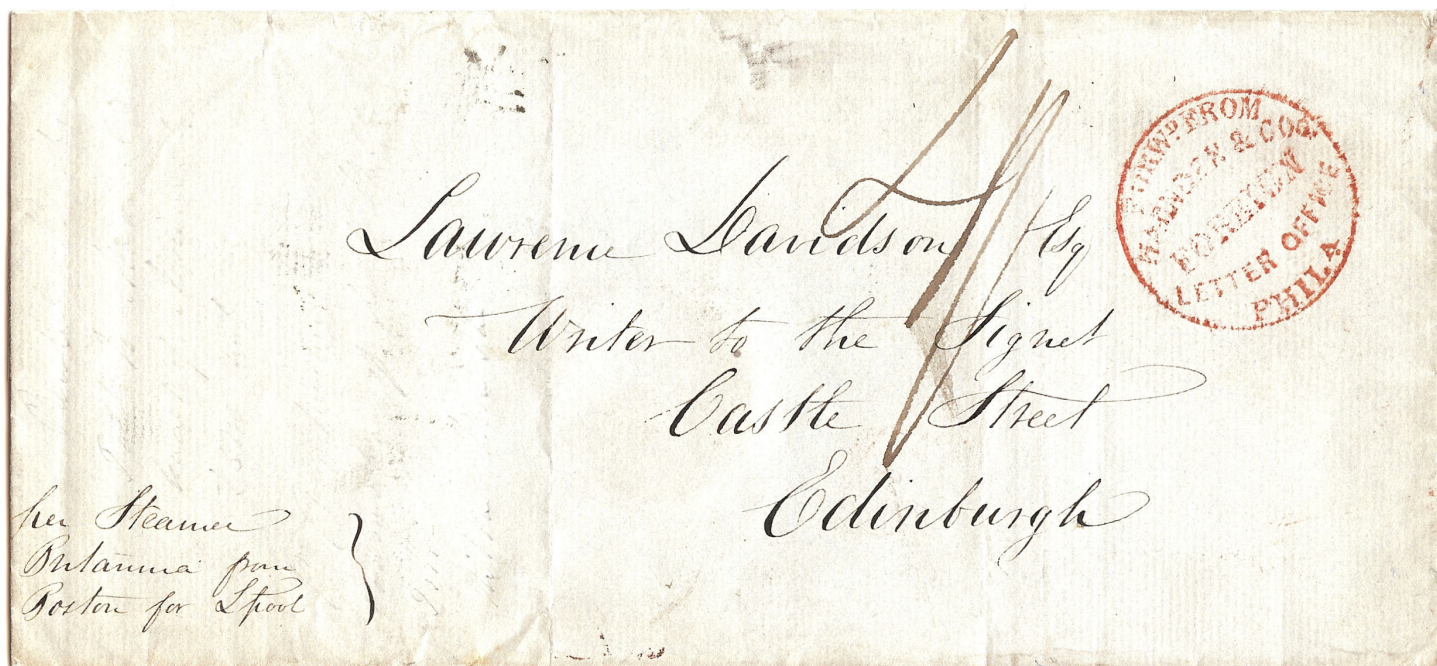
Rec'd 16 October

Transit 16 days



When the Cunard Line began steam service to Boston in 1840, delays in Philadelphia's British mails had shrunk dramatically. New York was less than a day away, Boston only two days. Even if transatlantic steamers had sailed direct to Philadelphia, mails would have taken longer than the service already being provided via Boston.

British & North American Royal Mail Steam Packet Company-The Cunard Line



Philadelphia, 14 September 1841

unpaid packet letter

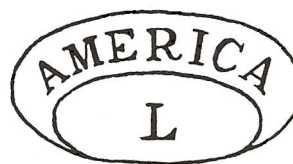
Carried to Boston by Harnden & Company's Foreign Letter Office

Cunard *Britannia* : Boston 16 September, Liverpool 30 September

Liverpool rated 4/- due, for letter weighing 1-2 oz.

Received 2 October 1841

Transit 19 days

Liverpool, packet letter
(reverse)

British & North American Royal Mail Steam Packet Company-The Cunard Line

Philadelphia, 12 July 1841

Forwarded to Boston by
Harnden & Cos.

Cunard *Britannia*
Boston 17 July
Liverpool 29 July

Liverpool rated 1/- due
single packet rate

Transit 18 days



Newport, Wales, 16 September 1841

Packet rate, prepaid 1/-

Cunard *Acadia*
Liverpool 19 September
Boston 6 October

Boston rated 20³/₄ due
2¢ ship
18³/₄¢ inland (150-400 mi)

Received 8 October 1841

Transit 23 days

The bottom letter was sent to Alfred Cope, co-owner of the Cope Line, which provided monthly service between Philadelphia and Liverpool. Cope ships did carry mails, but primarily conveyed passengers and freight. Much of the Cope correspondence preserved in archives was sent via New York, then via Boston once steam service became available.

British & North American Royal Mail Steam Packet Company-The Cunard Line



Philadelphia, 10 October 1842

unpaid packet letter

Carried to the post office by Harnden, where paid **18¾**cents to BostonCunard *Columbia* : Boston 16 October, Liverpool 30 OctoberLondon marked **Packet Letter**, and rated **1/-** due to the U.K. from FranceParis rated **33** decimes due: 12 dec. to U.K., 21 dec. Calais-Lyon (10 grams, 750 km)

Received 4 November

Transit 26 days

Packet Letter.

London

Treated under the Anglo-French treaty of 30 March 1836, which provided for unpaid British packet letters, from countries with which Great Britain had postal treaties, could be paid by a recipient in France. London's **Packet Letter** handstamp, shown above, was used to justify debiting France with amount of the unpaid packet postage.

British & North American Royal Mail Steam Packet Company-The Cunard Line

Delayed by Breakdown



Paris, 26 February 1842

prepaid to U.S. port

Sender paid **5.40** (5Fr.40c): 30 dec. to London, 24 dec. transatlantic
 Paris credited **2/-** to Great Britain for British packet to North America

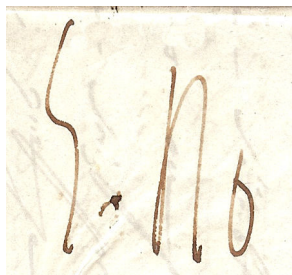
London marked **PAID** to U.S. frontier on 27 February

Endorsed for *Acadia*, but missed sailing so sent on *Columbia* : Liverpool 4 March
 Mails transferred to *Unicorn* in Halifax : Boston 28 March

Boston rated **77** due : 2¢ ship, 3 x 25¢ inland

Received 29 March

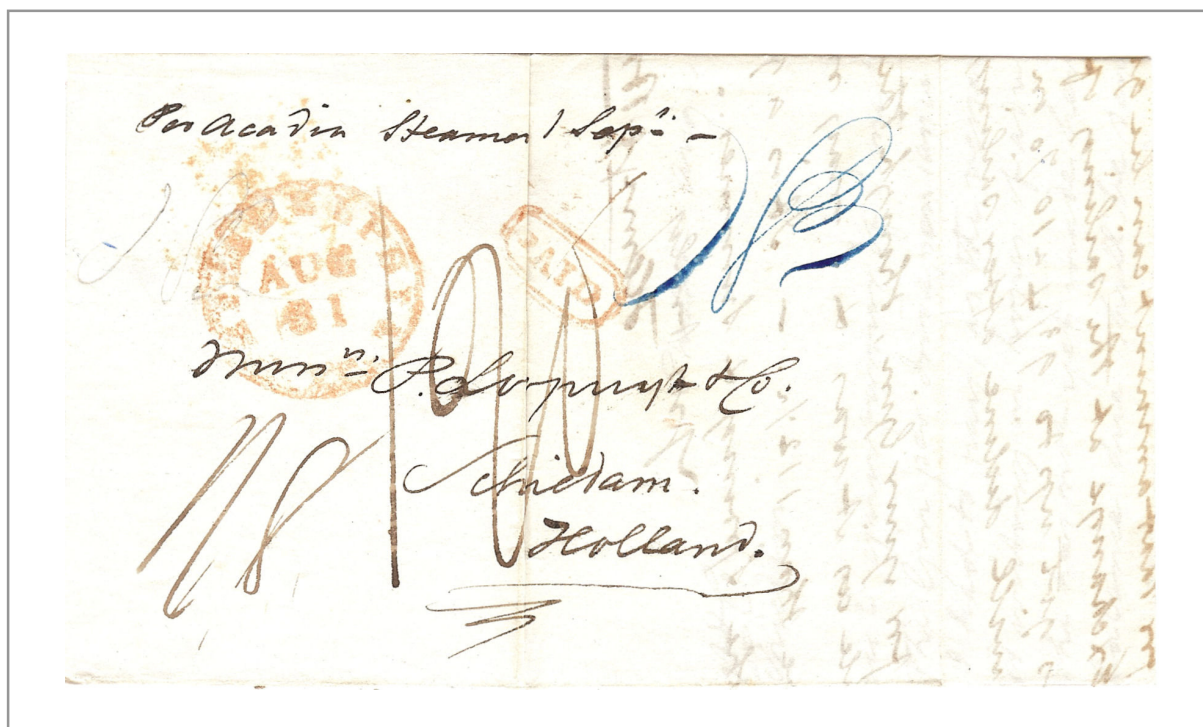
Transit 31 days



Paid **5Fr.40c**
 (reverse)

Columbia broke her shaft 450 miles from Halifax, and continued under canvas. In Halifax the mails were transferred to *Unicorn*, which was at the time providing Cunard's Halifax—Quebec—Pictou feeder service.

British & North American Royal Mail Steam Packet Company-The Cunard Line



Philadelphia, 31 August 1844

paid to U.S. port

Sender paid **18³/₄** inland to Boston (150-400 miles)

Acadia : 1 September, Liverpool 14 September

London debited The Netherlands **1/8** for transatlantic and Br. transitRotterdam rated **120** Dutch cents due, covering debit from Great Britain and Dutch inland

Received 20 September

Transit 21 days

Engeland
over Rotterdam



reverse

The United States had no mail treaty with The Netherlands until 1867, so this letter was sent in the British open mail under terms of the Anglo-Dutch Convention of 1844. Prepayment was possible only to the U.S. port.

British & North American Royal Mail Steam Packet Company-The Cunard Line



Philadelphia, 24 February 1848

paid to U.S. port

Sender paid **5** cents to New York, British open mail to France*Hibernia* : New York 26 February, Liverpool 11 MarchParis rated **15** decimes due: 8 dec. transatlantic, 2 dec. Br. transit, 5 dec. French inland

Received 12 March

Transit 17 days

**1843 Anglo-French Convention**

Under article 13 of the letter bill to France, the U.K. was entitled to 3s4d per 30 grams of bulk weight.

London

Prior to the first American postal treaty with France in April 1857, mail could not be prepaid to destination in France. The ability to send unpaid letters to France under Anglo-French postal agreements was a great convenience to U.S. correspondents.

Packet letters for Philadelphia Bundled Separately



Rated in Boston

London, 23 February 1844

Packet letter, prepaid 1/-

Cunard *Caledonia*
Liverpool 5 March
Boston 22 March

Boston rated **39½** due
2¢ ship
37½¢ inland

Rec'd 24 March

Transit 31 days

Rated in Philadelphia

Birmingham
4 November 1844

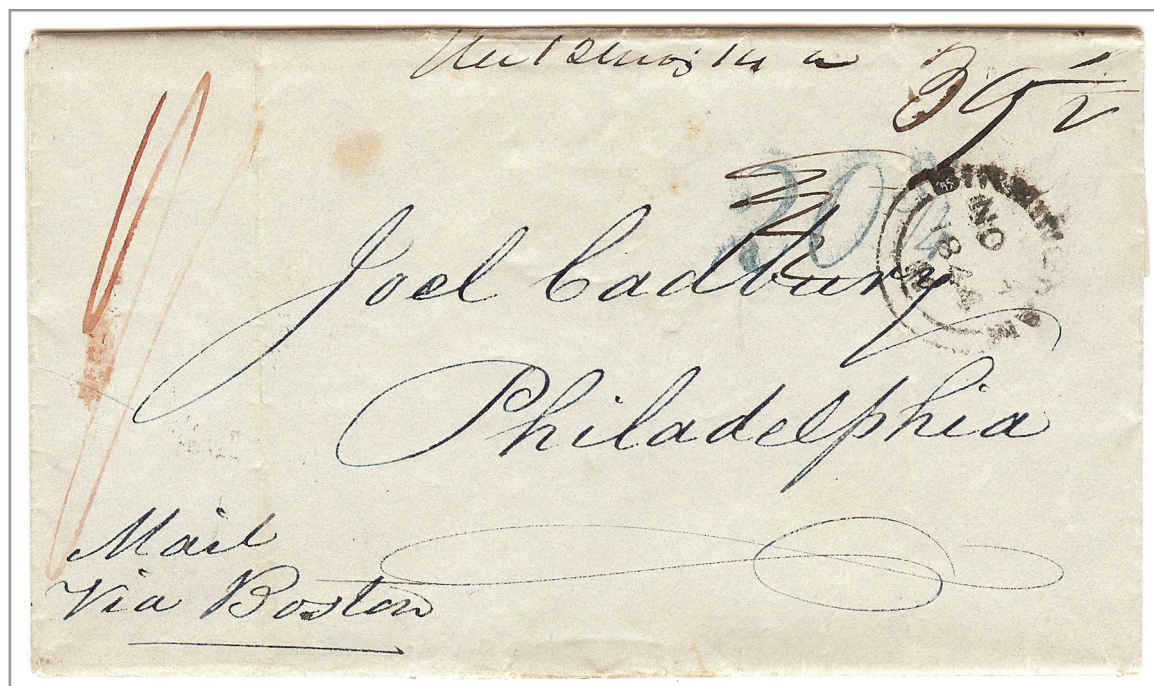
Packet letter, prepaid 1/-

Cunard *Britannia*
Liverpool 5 November
Boston 22 November

Philadelphia rated **39½**
37½ ¢ inland
2¢ ship

Received 24 November

Transit 21 days



Businessmen and politicians in Philadelphia and other eastern cities had complained about delays in mail arriving via Boston, due to sorting and rating required there. After a November 1843 request to the Liverpool Postmaster by the U.S. Postmaster General, **from October 1844 mails to Philadelphia and nine other cities were made up in separate parcels in Liverpool.** These bundles were included in the bag for New York, where they were sent onward un-postmarked.



Liverpool, 19 November 1844

Packet rate, prepaid 1/-

Cunard *Caledonia* : Liverpool 19 Nov, Boston 7 Dec

Received 8 December 1844

Philadelphia rated **20³/₄** due : 2¢ ship, 18³/₄¢ inland (150-400 mi)

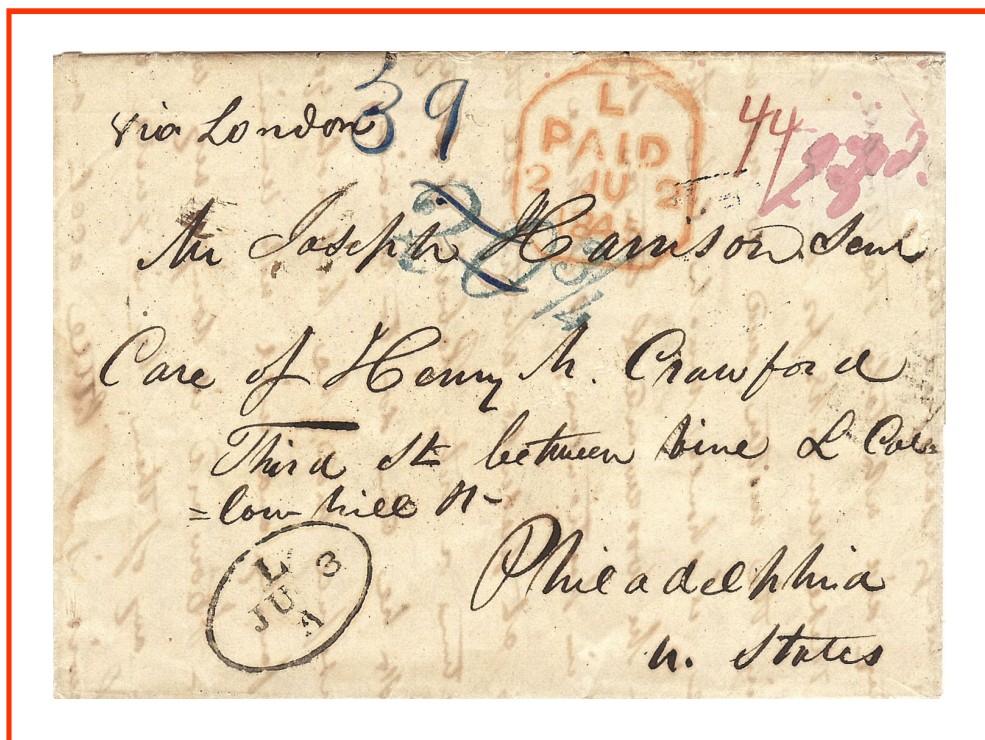
Transit 19 days

20³/₄

October 1844
to
June 1845

Philadelphia's **20³/₄** and circled **12** postmarks were obtained specifically for rating letters arriving from Boston under the Postmaster General's special arrangement with the Liverpool Postmaster.

From Russia Via Hamburg & London



44 kop. Russian
credit to Prussia

2/8^d Prussian
credit to U.K.

St. Petersburg, Russia, 12 May 1845

Prepaid to U.S. port

Sender paid 240 kopeks at Prussian P.O. in St. Petersburg:
15 kop. Russian inland, 44 kop. Prussian transit, 180½ kop. British transit & transatlantic

London arrival 2 June, rate **PAID** to U.S. frontier

Cunard *Caledonia* : Liverpool 4 June, Boston 19 June

Philadelphia rated **20¾** due, then mis-rated again **39** due, under-rated ½¢

Total transit 40 days



reverse

Prior to the 1848 treaty, letters could not be paid to destinations either within or beyond Great Britain, and incoming British mails were paid only to the U.S. port. Americans could nevertheless avail themselves of the British mail system to correspond with countries with which Great Britain had postal conventions. Incoming mails from such countries were accounted for entirely outside the United States, and arrived at American ports in British mail bags as unpaid ship letters.

From Belgium Via London



Ghent, 24 September 1846

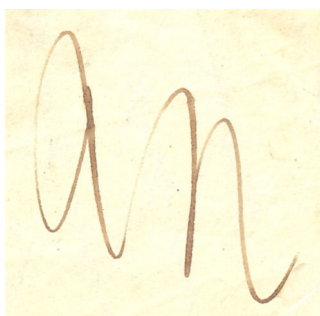
Prepaid to U.S. port

Sender paid **24** decimes: 4 dec. inland, 8 dec. British transit, 12 dec. transatlantic
 Ghent marked **PD** and credited **1/8** to Great Britain

London arrival 26 September, marked **PAID** to U.S. frontier
 Cunard Caledonia : Liverpool 4 October, Boston 20 October

Philadelphia arrival 5 October, rated **12** due : 2¢ ship, 10¢ inland (>300 mi)

Total transit 28 days



24 decimes
 (reverse)

The United States had no postal convention with Belgium until 1859, so this letter went via British open mail under terms of the Anglo-Belgian convention of 1844. Letters could be paid only to the U.S. port, since no U.S.-British postal treaty was in place.

From The Netherlands Via London



Rotterdam, 30 May 1848

Prepaid to U.S. port

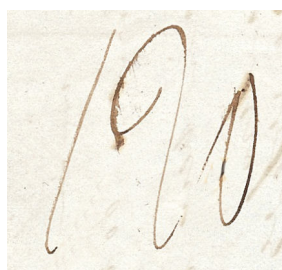
Sender paid **120** Dutch cents : 20 inland, 40 British transit, 60 transatlantic
 Rotterdam postmarked **FRANCO** (paid) and credited Great Britain with **1/8**

London arrival 30 May, marked **PAID** to U.S. frontier

Cunard America: Liverpool 4 June, Boston 13 June

Philadelphia arrival 14 June, rated **12** due : 2¢ ship, 10¢ inland (>300 mi)

Total transit 16 days



120 Dutch cents
 (reverse)

The United States had no mail treaty with The Netherlands until 1867, so this letter was sent in the British open mail under terms of the Anglo-Dutch Convention of 1844. Prepayment was possible only to the U.S. port.



Glasgow, 17 November 1847

Packet rate, prepaid 1/-

Cunard *Britannia*
Liverpool 19 Nov
Boston 9 Dec

Philadelphia rated **12** due
2¢ ship
10¢ inland, >300 mi.

Transit 21 days

Liverpool
11 March 1848

Packet rate,
prepaid 1/-

Cunard *Caledonia*
Liverpool 12 Mar
Boston 27 Mar

Phila. rated **12** due
2¢ ship
10¢ inland, >300 mi.

Transit 17 days



The Special Arrangement was convenient, and on average hastened Philadelphia's incoming mails by a day. However, the process **violated Article 122 of the 1847 U.S. postal regulations**, which required that all incoming ship letters be postmarked at the port of entry.

Costlier via Boston



PFC

Philadelphia, 28 October 1847
 Paid **10** cents to Boston
 London rated 1/- due

Single packet rate, unpaid
 Cunard *Cambria* : Boston 1 Nov, Liverpool 15 Nov
 Transit 18 days

Cheaper via New York



Philadelphia, 23 May 1848
 Paid **5** cents to N.Y.
 Liverpool rated 1/- due

Single packet rate, unpaid
 Cunard *Cambria* : New York 24 May, Liverpool 6 Jun
 Transit 15 days

Cunard's addition of a New York terminus in January 1848 meant Philadelphia senders could pay five cents less for their outgoing letters by specifying a ship departing from New York. Inland transit times were shorter via New York, but this gain was sometimes offset by the longer transatlantic journey compared to Boston departures.

Insufficiently Paid for American Packet



Philadelphia, 19 June 1848

unpaid ship letter

Sender endorsed for American packet *Hermann* via Southampton, but paid only 5 cents inland, so the New York post office sent via Cunard steamer as an unpaid ship letter.

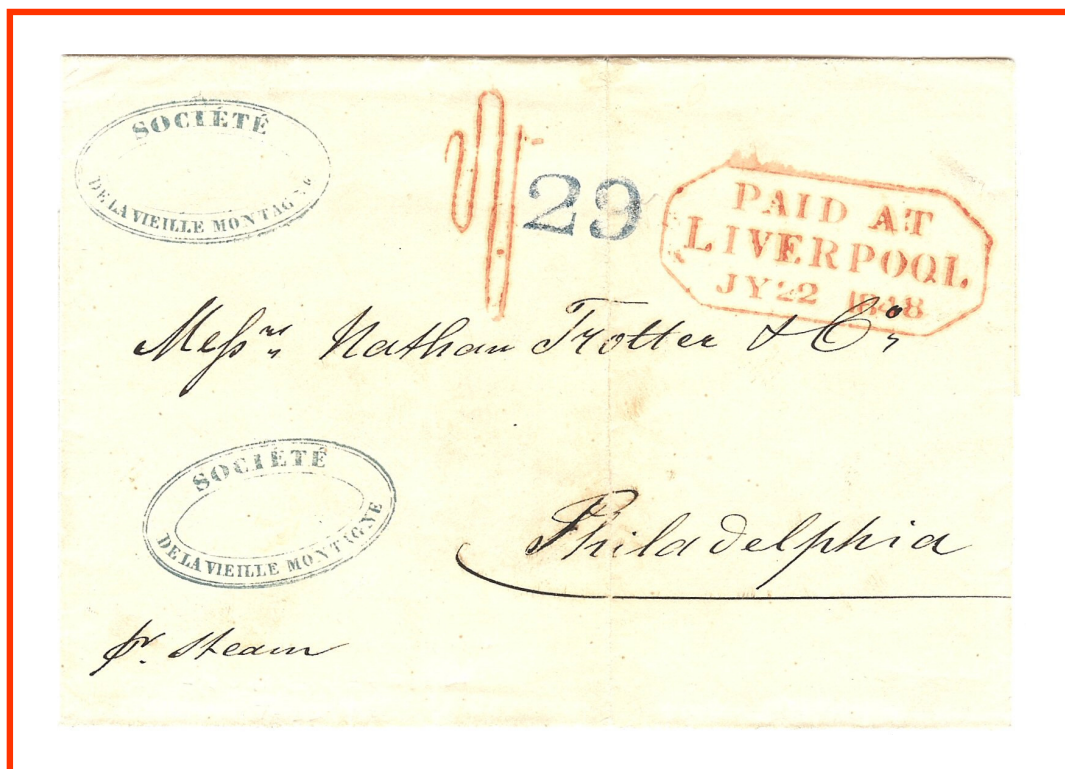
Cunard *Acadia* : New York 21 June, Liverpool 5 July

Postmarked in London 6 July (back stamp), and charged 1/- for British packet

Transit 17 days

In March 1845 Congress authorized a 24-cent sea-postage rate for letters carried on American contract vessels, a charge to be added to inland postage. The first contract, awarded more than two years later in June 1847, was with the Ocean Line. Great Britain immediately began charging their one-shilling packet rate on incoming American packet letters, rather than treating them as unpaid ship letters. Because eastbound letters sent during this period were effectively charged double, most letters were sent on Cunard sailings. **No American packet letters from Philadelphia during this period are recorded.**

Rated in Philadelphia



Liege, Belgium, 19 July 1848

Packet rate, prepaid 1/-

Carried privately from Belgium, posted in Liverpool on 22 July

Cunard America : Liverpool 22 July, New York 4 August

Received at Philadelphia on 5 August, and rated **29** due: 24¢ retaliatory fee, 5¢ inland

Transit 15 days

Seven retaliatory covers rated in Philadelphia are recorded

After a year of inaction on British discriminatory rates, in July 1848 the United States responded with a 24¢ per-letter reprisal tax on incoming mails conveyed by British packets. All seven recorded retaliatory covers postmarked in Philadelphia entered via New York.

Rated in Boston



Liverpool, 30 June 1848

Packet rate, prepaid 1/-

Cunard *Niagara* :
 Liverpool 1 Jul
 Boston 12 Jul

Boston rated **34** due
 24¢ retaliatory fee
 10¢ inland, >300 mi.

Received 14 Jul

Transit 15 days



Manchester, 1 December 1848

Packet rate, prepaid 1/-

Cunard *Niagara* : Liverpool 2 December, Boston 16 December
 Boston rated **34** due : 24¢ retaliatory, 10¢ inland, >300 mi.

Received 17 December - Transit 17 days

Most retaliatory-rate letters to Philadelphia were postmarked at the port of arrival. Boston's rating of these letters for Philadelphia demonstrates that Liverpool had already ceased bundling Philadelphia's mails and including them in the New York bag.

Rated in New York

Liverpool, 30 September 1848

Packet rate, prepaid 1/-

Cunard *Britannia* :

Liverpool 30 September

New York 17 October

New York rated **29** due

24¢ retaliatory fee

5¢ inland, <300 mi.

Rec'd 18 Oct

Transit 19 days



Liverpool, 29 August 1848

Double packet rate, prepaid 2/3

Sender paid 2/- packet plus 3^d late fee at Liverpool post office

Cunard *Europa* : Liverpool 2 September, New York 15 September

New York rated **58** cents due: (24¢ retaliatory + 5¢ inland) x 2

Received 15 September, transit 18 days

Single Rate



Birmingham
29 December 1848

Packet rate, prepaid 1/-

Cunard *America*
Liverpool 30 December
Boston 12 January

Boston rated **12** due
2¢ ship
10¢ inland, >300 mi.

Received 13 January

Transit 16 days

Falmouth, 7 February 1848

Packet rate, prepaid 1/-

Cunard *Europa*
Liverpool 10 February
New York 24 February

New York rated **7** cents due
2¢ ship
5¢ inland, <300 mi.

Received 26 February

Transit 18 days



After the U.S. British Postal Convention was signed in December 1848, the retaliatory rate was rescinded by the Postmaster General on 3 January 1849. Rates reverted to those in force pre-June 1848, so incoming British packet letters were again treated as unpaid ship letters.

Only four westbound Cunard sailings arrived at American ports during this period.

Double Rate



Birmingham, 12 January 1849

Double packet rate, prepaid 2/-

Cunard *Canada* : Liverpool 13 January, New York 29 January

New York rated **12** cents due: 2¢ ship , 10¢ inland (2 x 5¢ <300mi)

Received 30 January - *transit 19 days*

London, 20 April 1849

24¢ treaty rate, unpaid

19/CENTS debit to U.S.

16¢ British packet

3¢ British inland

Cunard America
Liverpool 21 April
New York 5 May

New York rated **24** due

Received 6 May

Transit 17 days



London, 9 Nov 1849

24¢ treaty rate, unpaid

19/CENTS debit to U.S.

16¢ British packet

3¢ British inland

Cunard Caledonia
Liverpool 21 Nov
Boston 24 Nov

Received 25 November

Transit 17 days

The treaty became effective on 15 February 1849, before implementation details were agreed. Instructions issued to U.S. postmasters by the PMG on 19 June 1849 specified that the exchange offices in Boston and New York were:

to mark incoming unpaid letters with the amount due in black;

to mark incoming prepaid letters with PAID in red.

Date stamping incoming mail was not required before 19 June, but Boston began doing so early on, New York later in 1849.

Thetford, 29 June 1849

24¢ treaty rate
Prepaid 1/-

5/CENTS credit to U.S.
U.S. inland

Cunard Niagara
Liverpool 30 June
New York 14 July

New York **PAID/SHIP, 24**

Received 14 July

Transit 16 days



Not a ship letter, so PAID/SHIP struck in error
24 unnecessary—restating prepayment not required for incoming mail
New York omitted post office date stamp



New York omitted PAID and post office date stamp

Liverpool
21 August 1849

24¢ treaty rate
Prepaid 1/-

5/CENTS credit to U.S.
U.S. inland

Cunard Niagara
Liverpool 25 August
New York 7 September

Phila. arrival unknown

Despite clear procedures from the PMG, postmarking at the New York Exchange Office was often irregular for the first five years of the treaty. Letters to Philadelphia were sometimes postmarked inconsistently or not at all.



Birmingham, 31 January 1851

24¢ treaty rate, unpaid

19/CENTS debit to U.S., British inland and packet

Africa : Liverpool 1 February, New York 15 February

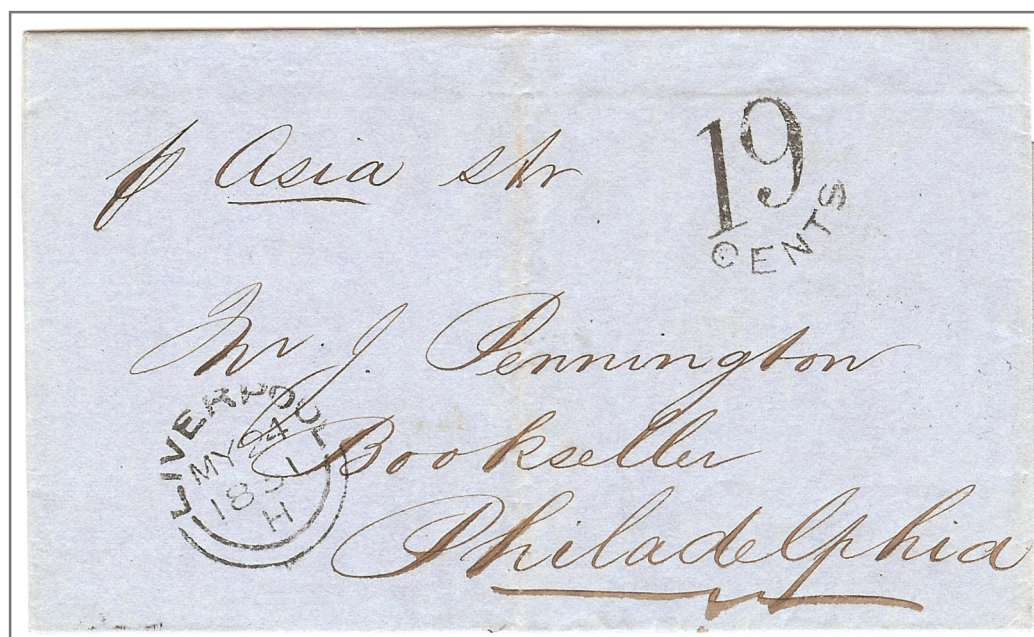
New York omitted date stamp and amount due; Philadelphia rated 24 cents due

Liverpool, 25 May 1851

24¢ treaty rate, unpaid

19/CENTS debit to U.S.
British inland and packetCunard Asia
Liverpool 25 May
New York 6 June

Phila. arrival date unknown

**New York omitted post office date stamp and amount due**

In early 1851 the New York Exchange Office increased the frequency with which they sent incoming letters onward to Philadelphia without postmarking them. This could be justified for prepaid letters, but for unpaid letters it was evidently assumed that the Philadelphia Post Office—which had no authority under the treaty—would correctly rate each letter and collect the amount due. It is unknown whether this represented an agreement with the Philadelphia Postmaster.

Liverpool, 12 March 1852

24¢ treaty rate, unpaid

19/CENTS debit to U.S.
British inland and packet

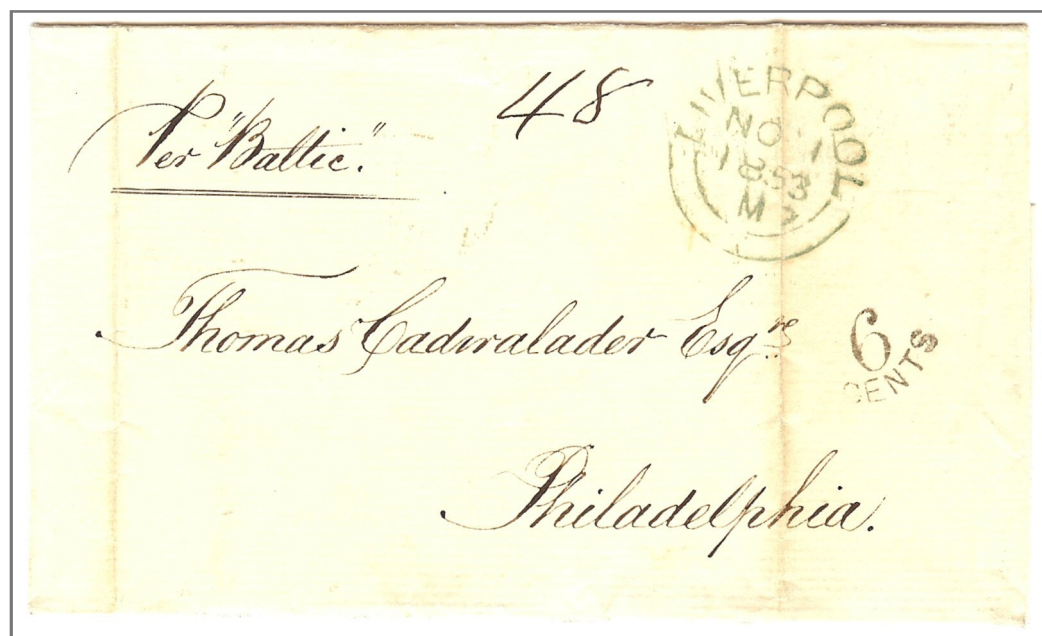
Cunard *Europa*
Liverpool 13 March
New York 25 March

Received 25 March

Philadelphia rated **24** due



New York omitted post office date stamp and amount due



Liverpool
1 November 1853

Double 24¢ treaty rate
Am. Packet, unpaid

6/CENTS debit to U.S.
British inland

Collins *Baltic*
Liverpool 2 November
New York 14 November

Received 24 November

Philadelphia rated **48** due

New York omitted post office date stamp and amount due

Until August 1851, Philadelphia had no die-cast hand-stamp **24**, and instead relied on the versions of the hand-carved device shown on the previous page. No hand-stamp **48** was available until after Exchange Office status was achieved in 1854, so amounts paid or due from double or higher multiple rates were noted in manuscript.



Philadelphia, 1 April 1850

24¢ treaty rate, unpaid

Boston 5¢ debit to U.K.
U.S. inlandCunard Niagara
Boston 3 April
Liverpool 16 April

Received 16 April

London rated 1/- due

Transit 16 days

Philadelphia omitted date stamp, and should not have applied rate marking
Boston omitted date stamp



Philadelphia, 1 May 1851

Double 24¢ treaty rate
unpaidPhiladelphia assumed
under ½ oz.New York 42 cents debit
to the U.K., double rate
by American PacketCollins Pacific
New York 10 May
Liverpool 20 May

Liverpool rated 2/- due

Philadelphia should not have applied rate marking
This 24 rate is an incorrect amount and in the wrong color .

Philadelphia's postal clerks were not required to use red to denote prepayment or black for amounts due, since the Postmaster General's instructions to that effect applied to Exchange Offices. Instead, blue 24 hand stamps were used as late as September 1853 to denote both an unpaid rate on outgoing letters and an amount due on incoming letters.

Philadelphia, 27 May 1852

24¢ treaty rate, prepaid

New York 3¢ credit to U.K.
British inland
by American packet

Collins Atlantic
New York 29 May
Liverpool 9 June

Transit 14 days



New York did not mark paid, since Philadelphia had already done so



Philadelphia, 26 August 1851

24¢ treaty rate, prepaid

New York 19¢ credit to U.K., British packet & inland

Cunard Africa : New York 27 August, Liverpool 6 September
Transit 12 days

By mid 1851, Philadelphia generally followed the PMG's instructions to Exchange Offices, despite lack of official status in that regard. PAID was usually marked in red, along with the relevant amounts, and clerks largely (but not always) refrained from noting debits and credits. Philadelphia's red octagons indicating prepayment of domestic mail had been in disuse since 1836, but were subsequently put back into service for foreign mail. The above **PHIL^A / 24 Cts. / PAID** stamp was used until mid 1853.



Philadelphia, 28 March 1853

24¢ treaty rate, prepaid

Philadelphia postmarked **PAID, 24**Boston **19** cents credit to U.K., British packet & inland

Cunard Canada : Boston 30 March, Liverpool 10 April Transit 14 days



Philadelphia, 31 May 1853

24¢ treaty rate, prepaid

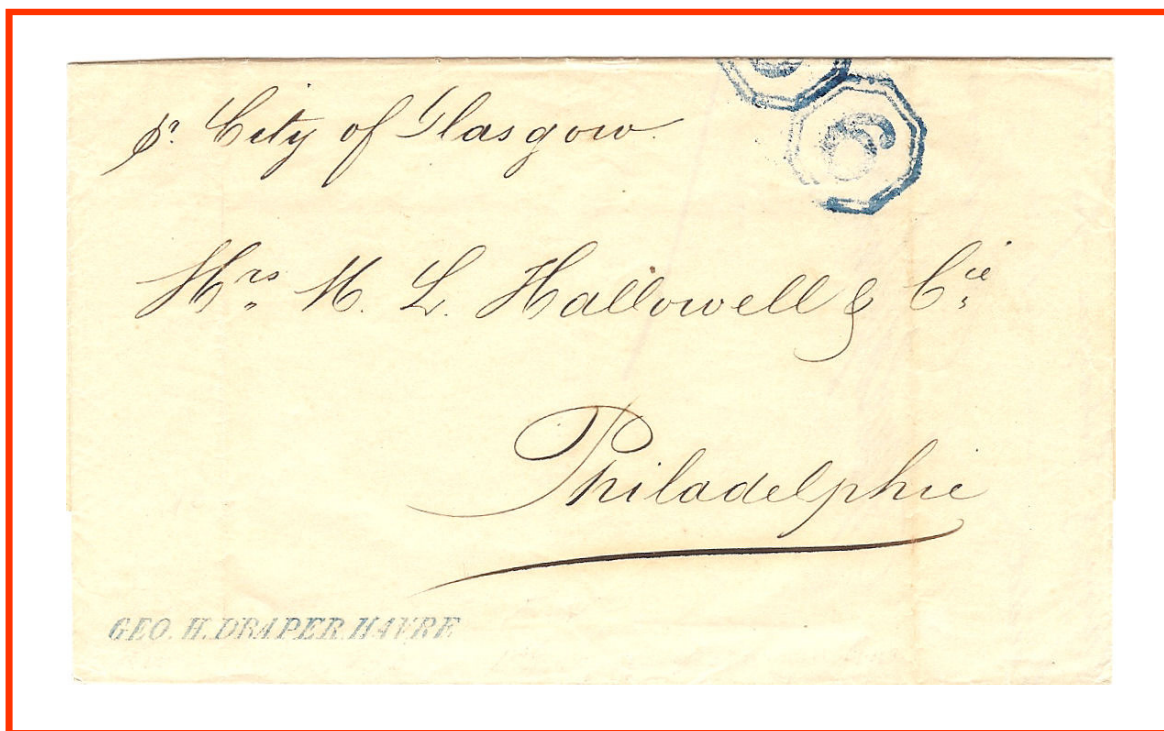
Philadelphia postmarked **PAID, 24**New York **19** cents credit to U.K., British packet & inland

Cunard Africa : New York 1 June, Liverpool 12 June Transit 13 days

Philadelphia's red **24** hand stamps appeared in March 1853 shortly after James Campbell, a Philadelphian, was appointed Postmaster General. His renegotiation of the 1848 Treaty yielded Exchange-Office status for Philadelphia on 1 January 1854.

The Liverpool & Philadelphia Steamship Company - Inman Line

Inaugural Voyage



Lyon, France, 28 November 1850

unpaid ship letter

Privately forwarded from Havre to Inman headquarters in Liverpool by Geo. H. Draper
Inman *City of Glasgow* : Liverpool 11 December 1850, Philadelphia 3 January 1851

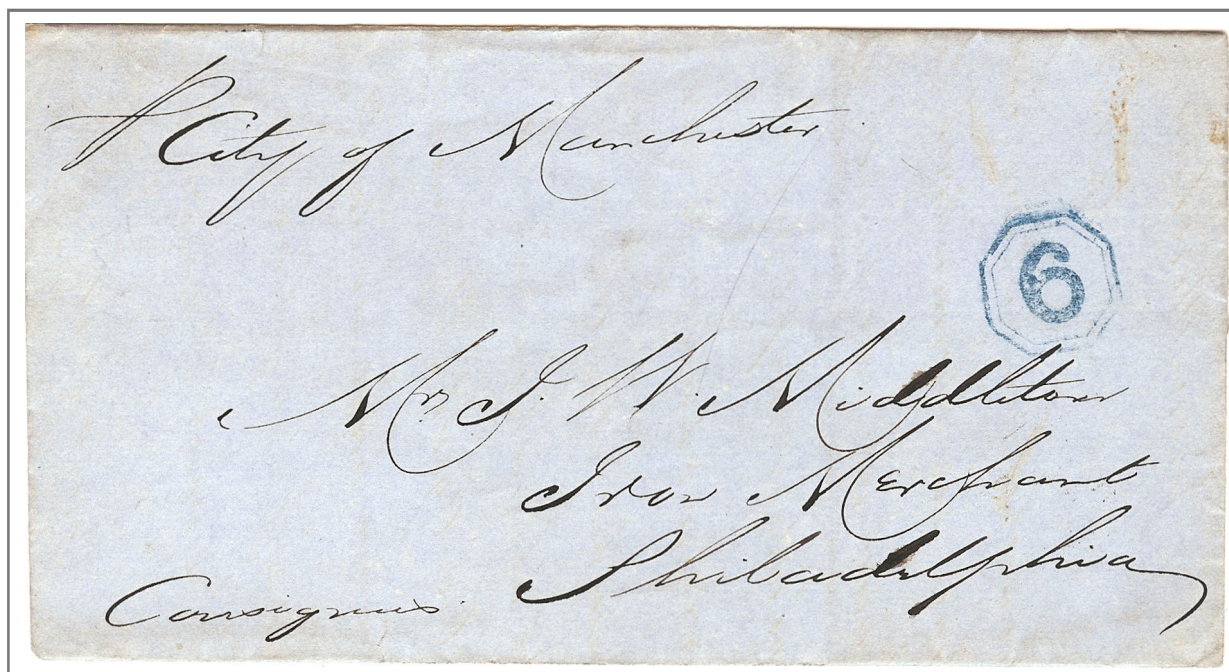
Philadelphia rated 6¢ due for delivery at the port

Transit from Liverpool 24 days, total transit 38 days

Despite direct service, time from Liverpool was 10 days longer than Cunarders to New York

Founded in 1850 by William Inman and two Quaker partners for passenger and cargo service to Philadelphia. The line offered monthly departures with a fleet of three new steamships, the largest and most modern ever built on the Clyde. Philadelphia celebrated the inaugural voyage with two brass bands, artillery salutes, and an escort vessel bearing of 300-400 of the city's "leading citizens". A celebratory dinner for the Captain, attended by James Buchanan, Governor Johnston and members of both legislatures, was reported as the "most sumptuous ever held in this country".

The reason for the city's elation was that **Philadelphia was finally to have the fast, scheduled, direct steam service** enjoyed by Boston and New York. Within a few weeks of attaining Exchange Office status, city politicians and businessmen unsuccessfully petitioned the U.S. government for the Liverpool-Philadelphia route to be supported by a mail contract. Inman carried ship letters, but these are uncommon. After six years of losing freight and passenger business to the New York Lines, Inman moved its headquarters to New York in January 1857, and began carrying mail under temporary U.S. contracts.



Glasgow, 31 October 1851

unpaid ship letter

Inman City of Manchester : Liverpool 5 November, Philadelphia 20 November

Philadelphia rated 6¢ due for delivery at the port

Transit 16 days



Sheffield, 24 November 1853

unpaid ship letter

Inman City of Manchester : Liverpool 7 December, Philadelphia 23 December

Philadelphia rated 7¢ due: 2¢ ship, 5¢ inland, <300 mi.

Transit 17 days

First westbound mails for the Philadelphia Exchange Office

Manchester, 6 January 1854

24¢ treaty rate, unpaid

Liverpool **19/CENTS** debit
to U.S.

Cunard Niagara
Liverpool 7 January
Boston 25 January

Philadelphia rated 24¢ due:

24/PHILADELPHIA/B^R PK^T
earliest recorded use

Transit 21 days



Malvern, 12 August 1858

24¢ treaty rate, prepaid

Liverpool **5/CENTS** credit
to U.S.

Cunard Canada :
Liverpool 14 August
New York 26 August

Philadelphia rated paid:

PHILA/24/B^R PK^T/PAID

Transit 19 days

Philadelphia became an Exchange Office on 1 January 1854, following a long campaign to speed the arrival of transatlantic mail. Little to no improvement in speed was actually seen, since contract mails still arrived via Boston or New York.



Philadelphia, 29 September 1857

24¢ treaty rate, prepaid

Philadelphia 19 cents credit to U.K.: 19 / PHIL^A B^R PK^T

Cunard Persia : New York 30 September, Liverpool 10 October

Transit 12 days



Philadelphia, 13 August 1861

Double 24¢ treaty rate, underpaid

Treated as unpaid: **INSUFFICIENTLY/PAID** earliest recorded use10 cents debit to U.K. for U.S. inland: 10/PHIL^A B^R PK^T earliest recorded use

Cunard Africa : New York 14 August, Liverpool 25 August

Liverpool rated 2/- due

Transit 12 days



Manchester, 3 November 1865

Double 24¢ treaty rate, underpaid

Treated as unpaid: Liverpool **38** cents debit to U.S., British inland & packet, 2 x (16 + 3)

Cunard Persia : Liverpool 4 November, New York 15 November

Philadelphia rated **48** cents due

Transit 13 days



Liverpool, 21 January 1859

Quadruple 24¢ treaty rate, unpaid

Liverpool **76 CENTS** debit to U.S., British inland & packet, 4 x (16 + 3)

Cunard Asia : Liverpool 22 January, New York 7 February

Philadelphia rated **96** cents due

Transit 18 days

American Contract Steamships - Accounting

Second sailing with mail for the Philadelphia Exchange Office



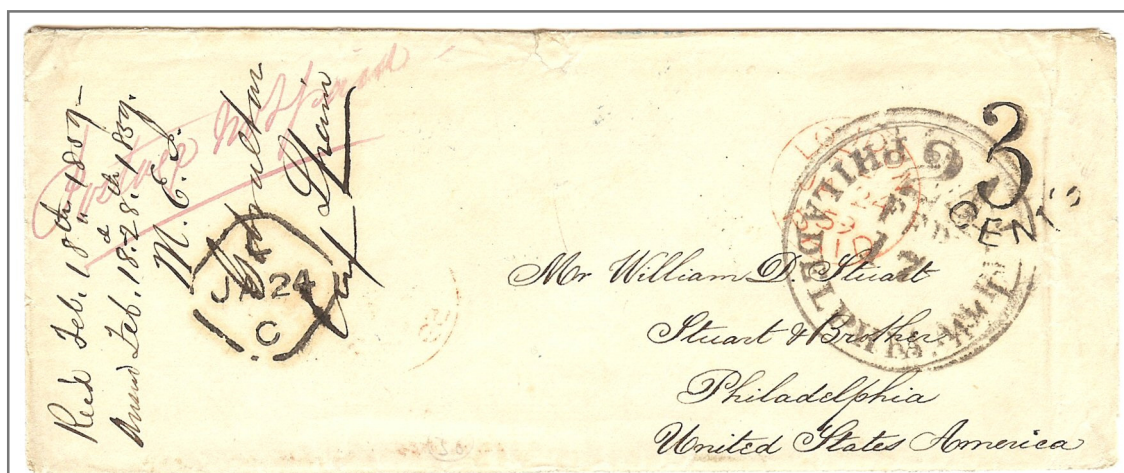
London, 27 March 1854

24¢ treaty rate, prepaid 1/-

London **21/CENTS** credit to U.S., Am. Packet & U.S. inlandOcean Line *Hermann* : Southampton 29 March, New York 14 AprilPhiladelphia marked paid: **PHIL^A 24 A^M PK^T /PAID**

Transit 19 Days

Carried privately from Gibraltar to London



Gibraltar, 17 January 1859

24¢ treaty rate, unpaid

London **3/CENTS** debit to U.S., British inlandInman *Lebanon* : Liverpool 29 January, New York 17 FebruaryPhiladelphia rated 24¢ due: **24 / PHILADELPHIA A^M PK^T**

Transit 20 days from London, total transit 32 days



Cape May, N.J., 15 July 1858

24¢ treaty rate, prepaid

Philadelphia 3 cents credit to U.K., British inland

Inman Line City of Washington : New York 17 July, Liverpool 29 July

Transit 15 days



Philadelphia, 6 December 1862

Double 24¢ treaty rate, prepaid

5¢ registration paid in cash; Philadelphia 6¢ credit to U.K., British inland

Inman Line City of Washington : New York 6 December, 16 December

REGISTERED earliest recorded use on foreign mail

Transit 11 days

Accounting for Underpaid Mail

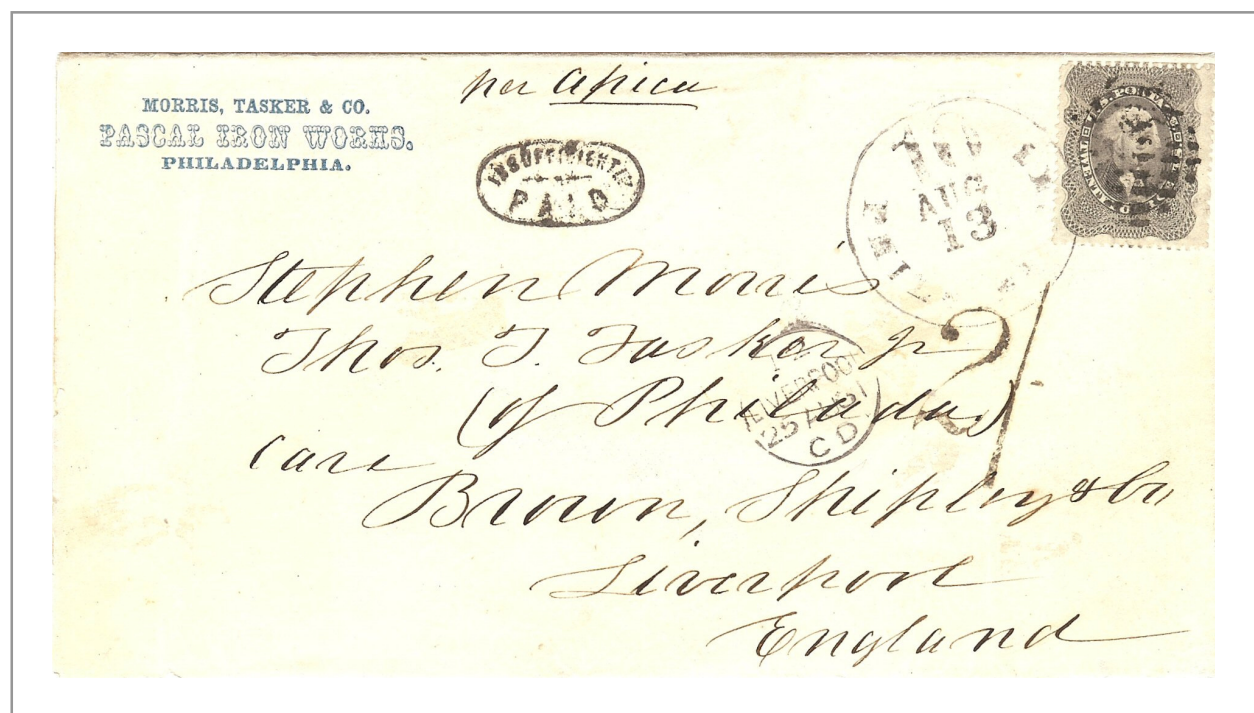


Ashford, 18 April 1859

24¢ treaty rate, underpaid

Treated as unpaid: London 3 cents credit to U.S. for U.K. inland

NGL Bremen : Southampton 19 April, New York 1 May transit 12 days

Philadelphia rated 24 cents due **previously unrecorded postmark**

Philadelphia, 13 August 1861

Double 24¢ treaty rate, underpaid

Treated as unpaid: **INSUFFICIENTLY/PAID** **earliest recorded use**Philadelphia 10 cents debit to U.K. for U.S. inland: **10/PHIL^A B^R PK^T** **earliest recorded use**

Cunard Africa : New York 14 August, Liverpool 25 August Transit 12 days

Liverpool rated 2/- due

The treaty allowed for letters to be sent prepaid or unpaid, but partial payment was not permitted. Such letters were treated as unpaid, with the full rate due on arrival. Neither fines nor extra fees were imposed.

Forwarding

Philadelphia, 20 February 1855

24¢ treaty rate, prepaid

Phila. 3¢ credit to U.K., inland

Collins Line *Atlantic*
 New York 21 February
 Liverpool 4 March

Forwarded to Paris unpaid
 Arr. 7 March
 8 decimes due

Total transit 16 days



Philadelphia, 17 May 1858

24¢ treaty rate, prepaid

Philadelphia 19¢ credit to U.K.: British packet and inland

Returned unpaid by American packet: London **3/CENTS** debit to U.S., British inland
 Philadelphia rated 24¢ due

Cunard *Europa* : Boston 19 May, Liverpool 30 May transit 12 daysHavre Line *Arago* : Southampton 2 June, New York 15 June transit 14 days

All prepaid mail could be forwarded unpaid by the receiving country to any of their treaty partners. Returned letters were treated the same way—sent unpaid to the original sender.



London, 8 June 1860

24¢ treaty rate, prepaid

Sender paid **1/6** : 1s packet rate, 6^d registeredLondon **5 / 6** credit to U.S.: 5¢ inland, 6¢ registered

Cunard Asia : Liverpool 9 June, New York 21 June

Philadelphia intentionally overstruck London registered oval: **PHIL^A/24/B^R PK^T/PAID**

Transit 13 days

The 1848 Treaty had no provision for registered mail. Additional articles effective 1 May 1856 allowed exchange of registered letters, provided that the registration fee was fully prepaid, and that the receiving country would bear no liability for loss. Each country was to credit the other with half of their registration fee.

Quadruple Rate



London, 16 March 1860

quadruple 24¢ treaty rate, prepaid

Sender prepaid **4/6** : 4/- quadruple packet (1-2 oz.), 6^d registered

London **20 / 6** credit to U.S.: 4 x 5¢ inland, 6¢ registered

Cunard *Arabia* : Liverpool 17 March, New York 30 March

Philadelphia marked **PHIL^A/B^R PK^T/PAID**, and restated the rate: manuscript **96**

transit 15 days

The Best Intentions, But...

Incorrectly Handled



PFC

Philadelphia, 15 September 1857

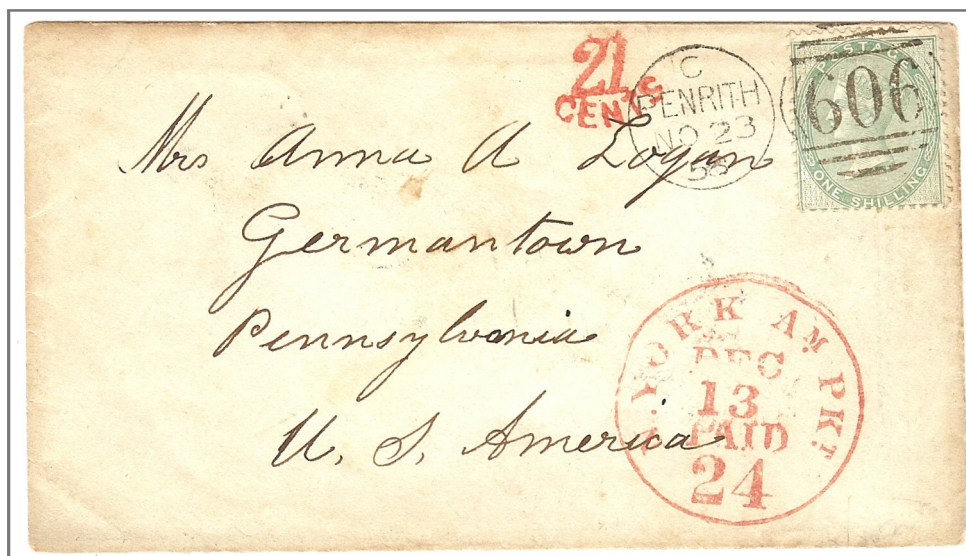
24¢ treaty rate, prepaid

Philadelphia 19¢ credit to U.K., British packet & inland

Cunard Asia : New York 16 September, Liverpool 27 September

Local post offices were instructed by the Philadelphia Postmaster not to postmark letters for the British mails but to send them directly to the exchange office. This directive also applied to the domestic mail section of the central post office, which nevertheless date-stamped this letter in error.

Treaty Restriction on Inbound Mail



Penrith, 23 November 1858

treaty rate, prepaid 1/-

Liverpool 21/CENTS credit to U.S., Am. Packet and inland

Inman City of Washington : Liverpool 26 November, New York 13 December

The Philadelphia Exchange Office could correspond with all three British offices, and account for letters to any destination served by the British mail system. **Inbound mail was restricted solely to letters for the city of Philadelphia.** This sender may not have realized that Germantown was annexed by Philadelphia in 1854. Hence Liverpool sent it in the New York bag.

Credit for Missing Adhesive



Philadelphia, 24 March 1860

24¢ treaty rate, prepaid

Philadelphia 19¢ credit to U.K., British packet & inland

Cunard Asia : New York 28 March, Liverpool 8 April transit 16 days

PAID 24 postmark previously unrecorded

Stain on envelope is the same size as the 1857 24-cent issue. A charitable postal clerk accepted as paid.

Wrong Ink for Debit Marking



London, 23 June 1854

treaty rate, unpaid

London credited U.S. 19/CENTS for American packet and U.S. inland

Cunard America : Liverpool 24 June, Boston 7 July Rec'd the same day

London should have used black ink to indicate a debit, since letter was unpaid and went by British packet.

According to Plan...

British Packet, Prepaid



London, 15 May 1856

24¢ treaty rate, prepaid 1/-

London 5¢ credit to U.S. inland postage

Cunard Africa : Liverpool 17 May, New York 28 May transit 12 days

Philadelphia marked PAID and restated rate

American Packet, Prepaid



Jersey, 27 August 1857

24¢ treaty rate, prepaid 1/-

Liverpool 21¢ credit to U.S. for Am. Pkt. and inland postage

Collins Baltic : Liverpool 2 September, New York 14 September transit 13 days

Philadelphia marked PAID and restated rate

According to Plan...

American Packet, Prepaid



Philadelphia, 31 May 1861

24¢ treaty rate, prepaid

Philadelphia 3¢ credit to U.K. for inland postage

HAPAG Saxonia : New York 1 June, Southampton 12 June transit 12 days
London marked PAID

British Packet, Prepaid



Philadelphia, 21 May 1858

24¢ treaty rate, prepaid

Philadelphia 19¢ credit to U.K., British packet & inland

Cunard Persia : Boston 2 June, Liverpool 13 June transit 23 days

According to Plan...

Undeliverable, Returned



London, 9 December 1859

24¢ treaty rate, unpaid

London ~~19¢~~ debit to U.S. for inland and British packet

Cunard Asia : Liverpool 10 December, New York 22 December transit 12 days

Letter was insufficiently addressed, so sent to the Philadelphia Dead Letter Office, **RECEIVED** on 23 December and advertised the same day. Addressee could not be found, so postmarked **DEAD** on 1 February and returned to the United Kingdom on Cunard's Africa, departed New York on 1 February. No net charges to either country.

ADVD
1Ct.

Philadelphia DLO
Earliest recorded use



reverse

SENT BACK TO ENGLAND
WITHOUT A REASON
FOR NON-DELIVERY

London Exchange Office
Latest recorded use

Rate Reduction and Accounting Change



Glasgow, 19 June 1868

Cunard Scotia : Liverpool 20 June, New York 30 June
Philadelphia marked PAID ALL12¢ treaty rate, prepaid
transit 11 days

Philadelphia, 9 September 1868

Phila. foreign mail cancel, used only in Sept-Oct 1868
NGL Hansa : New York 10 September, Southampton 21 September
London marked PAID

12¢ treaty rate, prepaid

transit 13 days

Effective 1 January 1868 the single-letter rate was reduced to 12¢ per ½ oz. (15 g). Each country was required to contract for shipping of their outbound mails, obviating the need for single-letter accounting and associated debit and credit postmarks.

Foreign Mail Postmarks



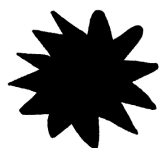
F

F : Foreign (?)
13x21 mm
3-27 Nov 68

PHIL'A. / PAID ALL

In purple:
2/10/68-12/21/70

Philadelphia, 16 November 1868 12¢ treaty rate, prepaid
Cunard Java : New York 18 November, Queenstown 27 November
transit 12 days



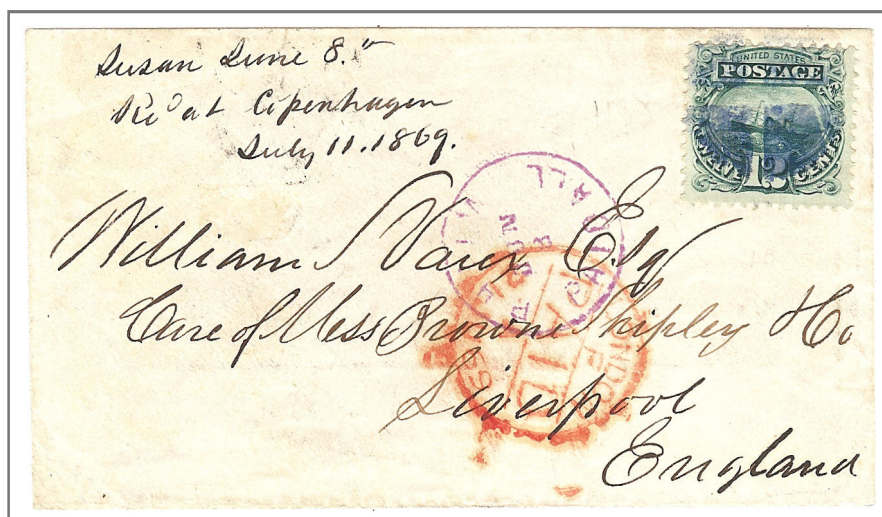
12-point starburst
24 mm
12/68

One recorded



Philadelphia, 23 December 1868 12¢ treaty rate, prepaid
Forwarded to Rome by Brown & Shipley
NGL Main : New York 24 December, Southampton 3 January transit 11 days

In February 1868 Philadelphia began using hand-made fancy cancellation devices on letters outgoing from their Exchange Office. Most designs lasted only a month or two. In the ensuing years the Exchange office used a succession of purple, red and orange inks for their date stamps. Although these colors made covers more attractive, they connoted no postal significance.



22 mm
6/69

One recorded

Philadelphia, 8 June 1869 12¢ treaty rate, prepaid
Forwarded to Denmark by Brown & Shipley
NGL Weser II : New York 10 June, Southampton 20 June



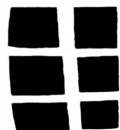
20x15 mm
1/69-4/69

Recorded only
in blue

PFC

Philadelphia, 15 March 1869 12¢ treaty rate, overpaid
HAPAG Cimbria : New York 16 March, Southampton 27 March

It has been suggested that the "hedgehog"-shaped cancel on the bottom cover might be a broken version of the starburst shown on the previous page. Digitally overlaying scans of tracings shows this not to be true.



21x24 mm
8/69-12/69



Philadelphia, 27 August 1869

12¢ treaty rate, prepaid

Forwarded to naval vessel by B.F. Stevens

Inman City of Paris : New York 28 August, Queenstown 6 September



21x24 mm
8/69-12/69

Worn state

Philadelphia, 26 October 1869

12¢ treaty rate, prepaid

HAPAG Holsatia : New York 26 October, Plymouth 4 November



Philadelphia
11 May 1869

12¢ treaty rate, prepaid

Cunard Scotia
New York 12 May
Queenstown 21 May



26x24 mm
4/30/69-5/11/69

Two recorded

PFC

Philadelphia
25 June 1869

12¢ treaty rate, prepaid

Inman City of Brooklyn
New York 26 June
Queenstown 6 July



25x22 mm
6/8/69-7/16/69



PFC

Of the 50+ Philadelphia foreign-mail cancellations documented, 21 were used for less than a month. These numbers are undoubtedly skewed to the low side, since outgoing mails handled by the Philadelphia Exchange Office are scarcer than letters postmarked in Boston or New York. Nevertheless, the majority of Philadelphia foreign mail cancellations are rare indeed.

Rate Reduction



26x27 mm
4/74-7/74

PHILAD. PAID ALL

In orange:
1/19/68-7/18/75



Philadelphia, 15 May 1874

White Star Adriatic : New York 16 May, Queenstown 25 May
Adriatic sailed on to Liverpool with Scottish mails; Edinburgh back stamp, 26 May

6¢ treaty rate, prepaid

transit 12 days



30x27 mm
7/73-9/73

PHILAD. PAID ALL

In orange:
1/19/68-7/18/75

Philadelphia, 18 July 1873

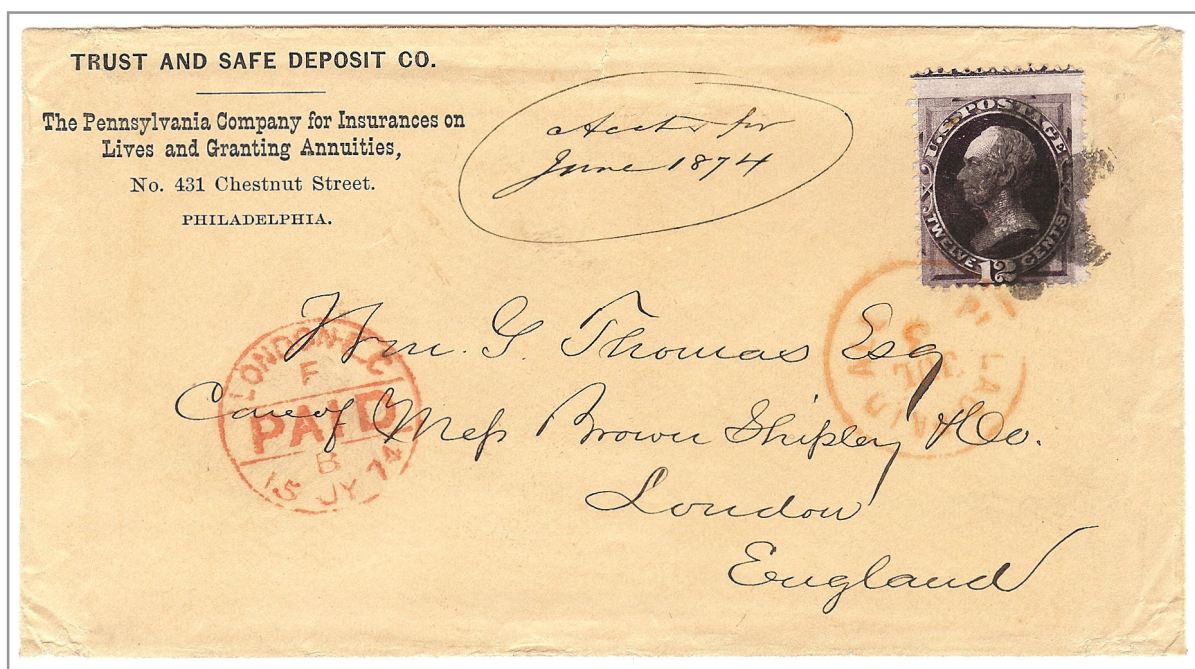
NGL Deutschland: New York 19 July, Southampton 30 July

6¢ treaty rate, prepaid

transit 1 3 days

In December 1869 a new treaty was signed, reducing the single-letter rate to 6¢. The fine for unpaid or insufficiently paid letters, which was 5¢ under the 1867 treaty, was increased to 6¢ plus the deficiency. The rate breakdown was 2¢ for sea postage and 2¢ for each country's inland postage. Other terms remained as per the previous convention.

Rate Reduction



Philadelphia, 3 July 1874

Cunard China : New York 4 July, Queenstown 14 July

double 6¢ treaty rate, prepaid
transit 12 days

Philadelphia, 21 January 1873

8¢ Registered + double 6¢ treaty rate, prepaid
Cunard Calabria : New York 22 January, Queenstown 2 February
Back-stamped Dublin 4 February transit 15 days20x19 mm
1/73

Use of British Open Mails

From Victoria via Cape Horn & Liverpool



Melbourne, 1 August 1854

37¢ treaty rate, unpaid

Sender paid the 1/- Victoria ship-letter fee, which covered no part of the journey

Non-contract clipper ship *Red Jacket* : Melbourne 2 August, Liverpool 16 OctoberLiverpool **16 Cents** (8^d) debit to U.S. for unpaid incoming ship letterCollins Line *Pacific* : Liverpool 18 October, New York 30 OctoberPhiladelphia rated **37** cents due: 16¢ incoming ship-letter, 16¢ Am. Pkt., 5¢ U.S. inland

Transit 91 days



reverse

ART-2

reverse

Article 2 of the letter bill was for:

"Unpaid letters from foreign countries and British colonies and possessions in transit through the United Kingdom for the United States."

The treaty provided Americans with the use of the worldwide British mail system, via Great Britain's postal arrangements with other countries. Before July 1855, Victorian letters to the United States could not be prepaid to destination, so U.K. transit charges were collected in the United States. Transit was 8^d for letters conveyed to the U.K. on non-contract vessels.

From Victoria via Cape Horn, Plymouth & Liverpool



Melbourne, 28 February 1855

33¢ treaty rate, unpaid

Sender paid the 1/- Victoria ship-letter fee, which covered no part of the journey

Private ship *Orwell* : Melbourne 28 February, Plymouth 25 MayLiverpool **28 Cents** (14^d) debit to U.S.: 6^d incoming ship letter, 8^d transatlanticCunard *Africa* : Liverpool 26 May, Boston 7 JunePhiladelphia rated **33** cents due: 28¢ debit from G.B., 5¢ U.S. inland

Transit 100 days



reverse

On 1 October 1854, Great Britain introduced a **uniform paid-to-destination rate of six pence** between any two places in the British Empire. The British ship-letter fee was simultaneously reduced to the same amount. This reduced by two pence the transit fee charged on letters to the United States.

Use of British Open Mails

To France, American Packet



Philadelphia, 6 January 1853

21¢ treaty rate, prepaid

Sender paid **21¢** : 5¢ inland, 16¢ American packet New York struck red **3** in error
 Collins Line *Atlantic* : New York 8 January, Liverpool 20 January
 Sent unpaid from London Paris rated **16** decimes due, 7½ to 15 grams

To Switzerland, American Packet



Philadelphia, 21 April 1852

21¢ treaty rate, prepaid

Sender paid 21¢ : 5¢ inland, 16¢ American Packet
 Ocean Line *Hermann* : New York 24 April, Southampton 7 May
 Sent unpaid from London Basel rated **60** rappen due for inland plus British & French transit

To Paris, Forwarded to Rome—The Three Month Period



Philadelphia, 20 January, 1857

21¢ treaty rate, prepaid

Sender paid **21¢** to England: 5¢ inland, 16¢ American packetOcean Line *Constitution* : New York 24 January, Southampton 7 FebruaryLondon debited **40** centimes/oz. to France; Paris rated **5** decimes due (canceled)Forwarded unpaid by *GREENE & Co.* to Rome : **Trouvé à la boîte**

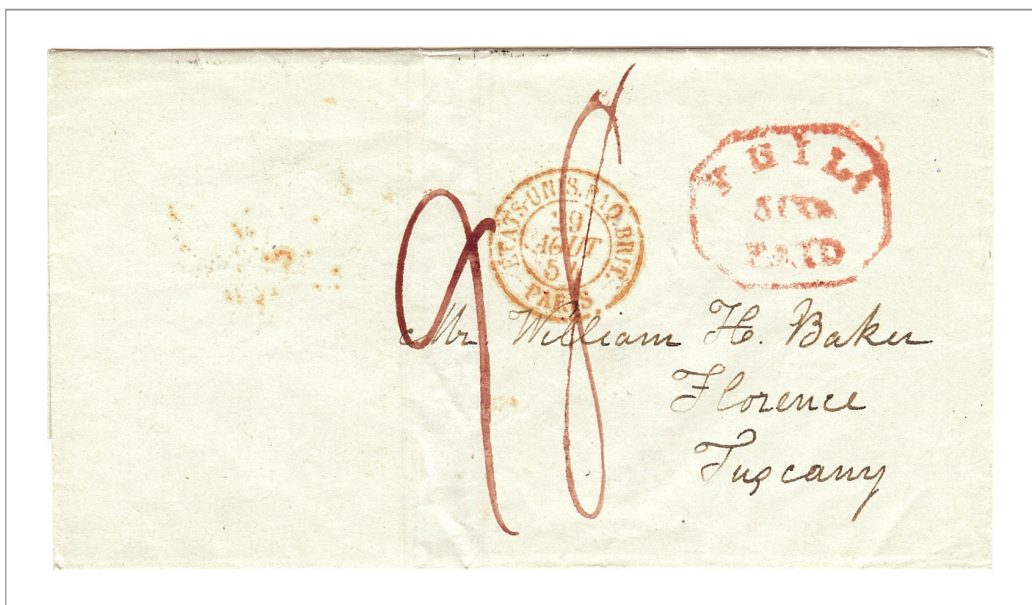
Paris-Marseilles-Civitavecchia-Roma, received 14 February

Transit 25 days

Rome rated **20** bajocchi due : inland plus British & French transit"Found in the Box"
Paris**VIA DI MARE**"By Sea"
Marseilles-Civitavecchia

Under the 1856 Anglo-French treaty, effective 1 January 1857 the fee charged to France by Great Britain for unpaid letters transiting the U.K. was reduced from 40 decimes to only 40 centimes per ounce. Senders in America paid the same amount, but recipients in France saw a steep reduction in postage due. Because the first U.S-French treaty went into effect in April 1, the first quarter of 1857 is often called the **Three Month Period** by collectors.

To Tuscany via London, Paris & Marseilles



Philadelphia, 9 August 1854

5¢ treaty rate, prepaid

Sender paid 5¢ inland to Boston, where letter entered British open mails

Cunard *Canada* : Boston 16 August, Liverpool 27 August

London 28 August, Paris 29 August

Paris-Marseilles-Livorno-Florence, received 3 September

Florence rated 28 grazie due = 19 decimes: 13 dec. U.S. to France, 6 dec. France to Tuscany

Transit 24 days

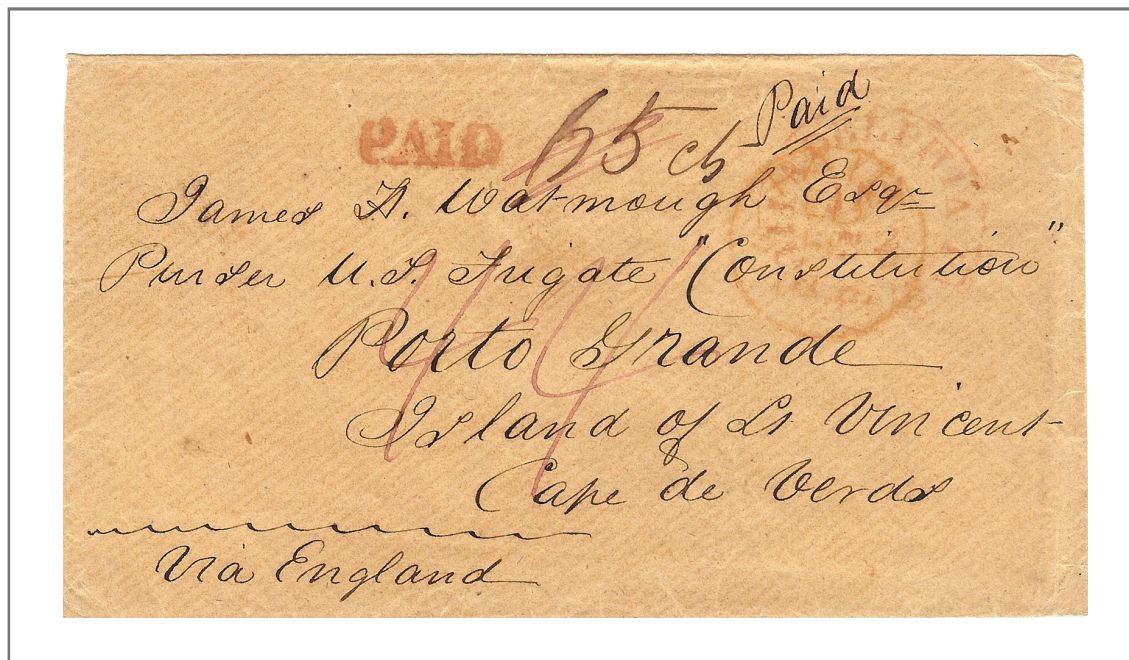


reverse

For British open mail to France, senders could pay 5¢ to the U.S. port for British Packet, or an additional 16¢ if by American Packet. In either case all postage due was collected at the destination. This letter required accounting under both the Anglo-French treaty and the Franco-Italian treaty after postage was collected in Florence.

Use of British Open Mails

To the Cape Verde Islands, American Packet



Philadelphia, 22 January 1855

65¢ treaty rate, prepaid

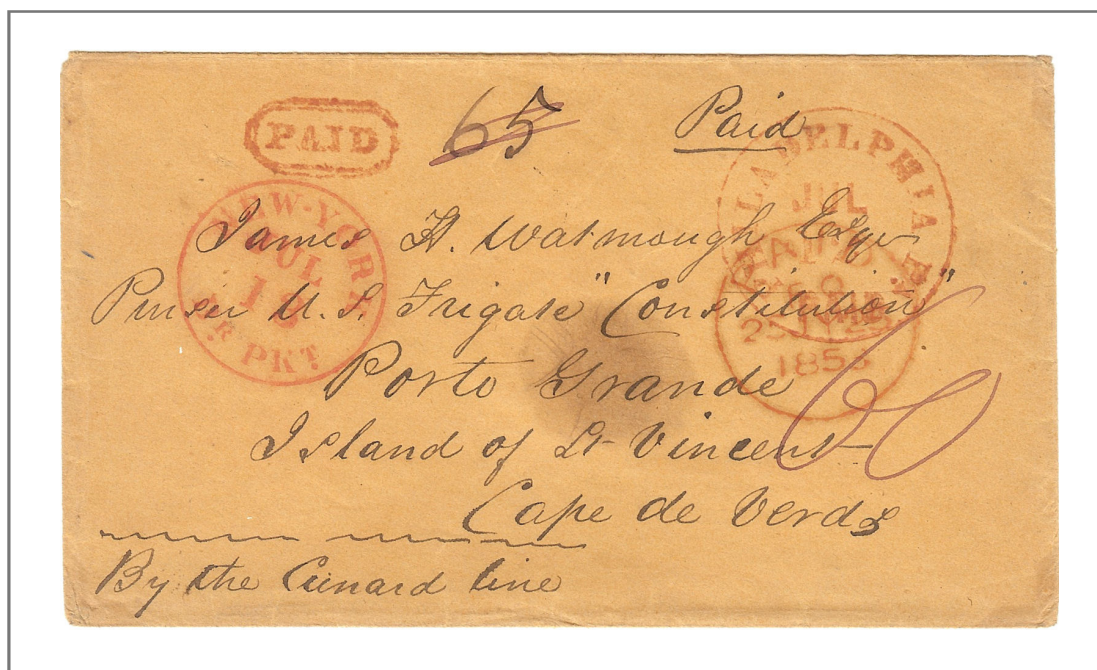
Philadelphia retained 21¢ for inland and sea, 44¢ credit to G.B.

Collins Line *Baltic* : New York 25 January, Liverpool 5 February

Received 26 February 1855

Transit 36 days

To the Cape Verde Islands, British Packet



Philadelphia, 12 July 1858

65¢ treaty rate, prepaid

Philadelphia retained 5¢ for inland and sea, 60¢ credit to G.B.

Cunard *Arabia* : Boston 14 July, Liverpool 24 July

Received 18 December 1858

Transit 160 days

To Chile via Panama, American & British Packets



Philadelphia, 4 February 1858

34¢ treaty rate, prepaid

Sender paid **34¢**: 10¢ to Aspinwall, 24¢ British packetNew York **24** cents credit to U.K. for British Packet from PanamaU.S. Mail Steamship Co. *Moses Taylor* : New York 5 February, Aspinwall 19 February*Panama to Valparaiso dates unknown*

Letters to the west coast of South America conveyed by British packet from Panama entered the British mails at Chagres for the trip across the isthmus. From 1855 the Chagres-Panama leg was by rail.

To Canton via Southampton, Suez & Singapore, British and American Packets



Philadelphia, 11 June 1852

Quadruple treaty rate to China, prepaid **\$1.80****PHILA/5 Cts./PAID** octagonal stamp up-rated to \$1.80, four times the 45¢ treaty rate to China.New York credited **96** cents to U.K.: 20¢ U.S. inland, 64¢ American packet: 4 x 16¢

Collins Arctic : New York 12 June, Liverpool 23 June
 P&O Sultan : Southampton 29 June, Malta 9 July
 HMS Medina : Malta 13 July, Alexandria 17 July
 P&O Oriental : Suez 5 August, Galle 20 August
 P&O Ganges : Galle 21 August, Hong Kong 2 September, via Penang & Singapore

Received at Hong Kong 3 September 1852

Transit to GB 13 days, total transit 86 days

The only recorded example of up-rating to \$1.80

To Hong Kong via Southampton & Suez, British Packets



Philadelphia, 29 September 1863

45¢ treaty rate, prepaid

Sender paid **45¢** : 5¢ inland, 16¢ transatlantic, 24¢ Far East packetPhiladelphia **40¢** credit to U.K., retaining only 5¢ inland postage to BostonCunard *Arabia* : Boston 30 September, Queenstown 10 OctoberLondon credited **1^d** to Hong Kong for delivery

P&O contract steamships to Hong Kong:

Ripon : Southampton 20 October, Alexandria 2 November*Mooltan* : Suez 11 November, Galle 24 November*Norna* : Galle 24 November, Hong Kong 13 December

Transit 87 days

The Peninsular & Oriental Steam Navigation Company provided biweekly Packet service from Southampton to Hong Kong and Shanghai, with stops at Gibraltar, Malta, Alexandria, Suez, Galle, Penang and Singapore.

From The Netherlands, British Packet



Rotterdam, 17 July 1855

80¢D treaty rate, prepaid

Sender paid **80** Dutch cents: 10¢D inland, 10¢D Belgian transit, 20¢D U.K. transit, 40¢D transatlanticRotterdam **1/-** credit to U.K. for British packet

Cunard Asia : Liverpool 21 July, Boston 2 August

Philadelphia rated **5** cents due for U.S. inland

Transit 18 days

Earliest recorded use of this handstamp 5 device

Effective 15 December 1853, U.K.-Netherlands mails were exchanged at Ostend, Belgium; the direct route from Rotterdam was closed. The rate was reduced from 100¢D to 80¢D, 10¢D of which was for Belgian transit.

From Spain via Paris & London, American Packet



Cadiz, 26 October 1871

28¢ treaty rate, prepaid

Sender paid **800** milesimas (40¢) for a letter weighing between $\frac{1}{3}$ and $\frac{1}{2}$ oz.Madrid marked **P.D.**, meaning paid to the U.S. port, not to destinationEndorsed *via Francia* : routed Madrid-Paris-Calais in closed bagInman Line *City of New York* : Queenstown 3 November, New York 14 NovemberPhiladelphia rated **3¢** due, $< \frac{1}{2}$ oz.

Transit 21 days

This marginal weight letter was rated double in Spain ($\frac{1}{3}$ to $\frac{1}{2}$ oz.) but only single in the U.K. and U.S. ($< \frac{1}{2}$ oz.).

To Burma via Southampton, Suez, Bombay and Calcutta

e

Philadelphia, 3 May 1870

22¢ rate, prepaid

Philadelphia credited **18¢** to the U.K., retaining 2¢ for U.S. inland, 2¢ for Am. Pkt.British rate comprised 6^d to India, 3^d onward to BurmaLondon credited **1^d** to Burma for deliveryHAPAG *Cimbria* : New York 3 May, Plymouth 13 MayP&O *Pera* : Southampton 14 May, Alexandria 27 MayP&O *Columbia* : Suez 29 May, Aden 3 June, Bombay 10 June

Overland to Calcutta, received 19 June

British India Steam Navigation Company to Rangoon, *ship and date unknown*Received at Bassein (now Patheinghy) on 30 June *total transit 59 days***The only recorded pre-GPU cover from Philadelphia to Burma**

reverse



From Egypt, via Brindisi and Liverpool

Cairo, 28 January 1873

20¢ rate, prepaid

P&O steamer from Alexandria to Brindisi
 London credited 2¢ to U.S. for inland postage

Cunard *Batavia* : Liverpool 11 February, New York 25 February
total transit 29 days

By the 1870s, better rail service meant that most of Philadelphia's foreign mail incoming via New York was received on the same day as a ship's arrival. That improvement, combined with the elimination—in 1868—of single-letter accounting, greatly reduced the need for an exchange office for U.S.-British mails.

The United Kingdom's uniform rate of 6^d to any destination in the British Empire had shown since 1854 that a single foreign-mail rate was more efficient than a plethora of postal treaties specifying different rates and complex accounting. The stage was set for the advances that would be made by the General Postal Union.

Eight pence of the 10^d paid-to-destination rate covered inland mail from Cairo to Alexandria, British packet to Brindisi, and all European charges between Brindisi and London. The remaining 2^d (4¢) covered transatlantic (2¢) and U.S. inland postage (2¢).

Prepaid to Destination



Aignay-le-Duc, 5 April 1870
70c rate, prepaid

Sender paid **70** centimes (14¢) :
8¢ inland & transit to U.K.
6¢ transatlantic

London credited **2¢** for U.S. inland

Guion Line Colorado :
Queenstown 7 April,
New York 18 April

Transit 14 days



Nice, 25 February 1872

July 1871 rate increase

120c rate, prepaid

Sender paid **120c** (24¢) : 18¢ inland & transit to U.K., 6¢ transatlantic

London credited **2¢** for U.S. inland postage

Guion Line Wyoming : Liverpool 28 February, New York 13 March

Transit 17 days

The United States-France postal treaty expired in January 1870; senders could then use British open mails to pay letters to destination. The leg between the U.S. and U.K. was the same as under the 1869 U.S.-G.B. treaty: 2¢ inland on both ends, and 2¢ transatlantic. In 1871 France raised the rate from 70c to 120c to help pay for their war against Germany.

Prepaid to Destination



Earliest
recorded use



reverse

Philadelphia, 16 January 1874 10¢ treaty rate, prepaid
 Philadelphia credited 6¢ to U.K., British transit & French inland
 White Star Republic : New York 17 January, Queenstown 27 January
 Calais-to-Paris traveling P.O., 29 January



Philadelphia, 30 July 1873 16¢ treaty rate, prepaid
 Sender paid 16¢ for $\frac{1}{3}$ to $\frac{1}{2}$ oz (10-15 grams)
 Philadelphia credited 12¢ to U.K. for British transit and French inland
 HAPAG Westphalia : New York 31 July, Plymouth 10 August
 Paris and Lyon-a-Marseilles, 13 August Transit 15 days

Fewer than ten multiple-rate examples reported from Philadelphia

Paid Only to England

Philadelphia
24 October 1871

4¢ treaty rate, prepaid

HAPAG Westphalia
New York 25 October
Plymouth 6 November

London debited **40c/oz.**
to France, bulk rate

Calais-to-Paris R.P.O.
8 November

Paris rated **5** dec. due

Toulouse 10 November

Transit 18 days

Sent Unpaid

Philadelphia
12 May 1871

4¢ treaty rate, unpaid

N.Y. **4¢** debit to U.K.:
2¢ U.S. inland
2¢ American packet

Inman City of Brooklyn
New York 13 May
Queenstown 22 May

London debit to France:
2F/30 grams, bulk rate

Calais-to-Paris R.P.O.
24 May

Cognac 25 May

Transit 14 days





Philadelphia, 29 July 1878

5¢ GPU rate

Cunard Algeria:

New York 30 July

Queenstown 10 August

Forwarded to Denmark by

Brown, Shipley & Co.,

out of the mails

Total transit 14 days



reverse

Great Britain and the United States both joined the GPU on 1 July 1875



Philadelphia, 7 March 1877

15¢ treaty rate, prepaid

Sender paid 15 cents for British mail via Southampton, 50 centimes credit to U.K. (10¢)

Cunard Algeria : New York 10 March, Queenstown 23 March

British packet to Cape Town, arr. 4 May Total transit 59 days

The Cape of Good Hope joined the UPU in February 1895

Only 51 countries became members of the General Postal Union when it took effect on 1 July 1875. By the time the Universal Postal Union took effect on 1 April 1879, another 86 countries, colonies and protectorates had joined.

To Brazil, a Non-GPU Member, American and British Packets



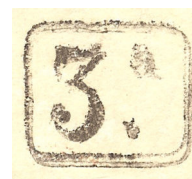
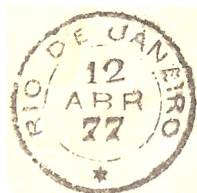
Philadelphia, 2 March 1877

double 21¢ rate, prepaid

Sender paid **42¢**, double the 21¢ rate to Brazil by British mail, ½ to 1 oz.: 5¢ GPU, 16¢ British packet**The 5¢ and one 2¢ adhesive on the stamped envelope would have paid a double GPU rate**Philadelphia **160** centimes credit to U.K. : 2 x 8^d British packet rate to Brazil

Inman City of Richmond : New York 2 March, Queenstown 12 March

Pacific Steam Navigation Co. John Elder : Liverpool 21 March, Rio de Janeiro 12 April Total transit 42 days

Rio de Janeiro rated **3** reis duePhiladelphia foreign mail cancel
only recorded example

reverse

Brazil became a GPU member on 1 July 1877.