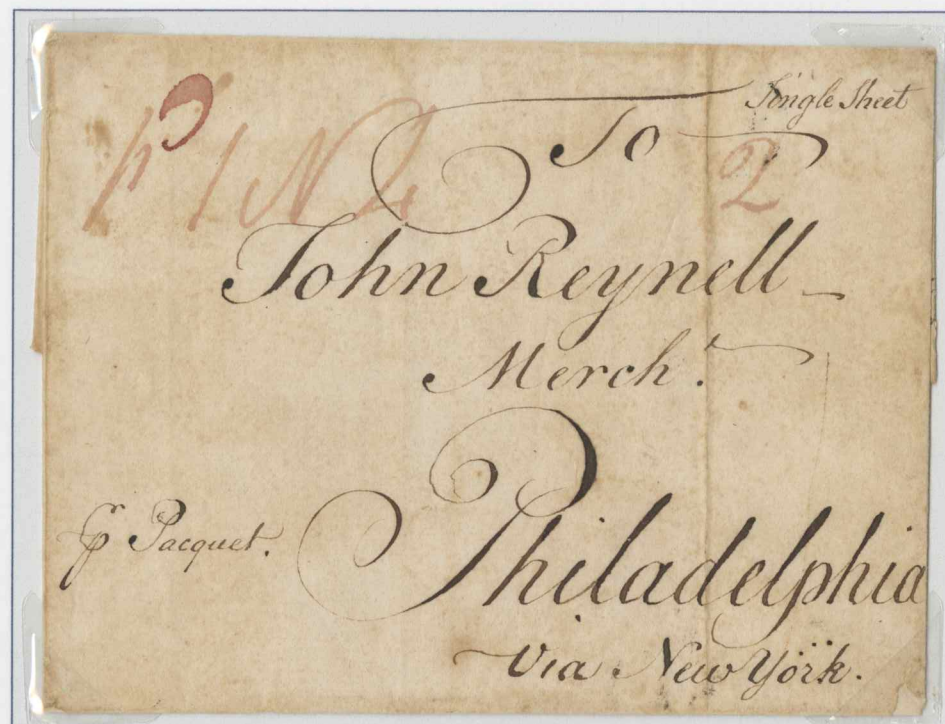


British Contract Sailing Ship

Falmouth Packet, Single Rate Prepaid

Prepaid **1N4**: 1s packet + 4^d inlandPacket Lord Hyde
Falmouth 11 June
New York 6 AugustNew York rated **2^{dwt}** due for inland

Received 8 August

64 days

Exeter, 6 June 1772

Falmouth Packet, Single Rate Unpaid

Sent unpaid by packet Harriot
Falmouth 30 January
New York 14 MarchNew York rated **6^{dwt}** due:
packet (4^{dwt}) + inland (2^{dwt})Philadelphia rated **2/8** due
in local currency:
 $6^{\text{dwt}} \times 3 = 2s6^{\text{d}}$
+ 2^d carrier = 2/8

Received 16 March

70 days

From Thomas Penn,
Proprietor of
Pennsylvania 1718-1775.

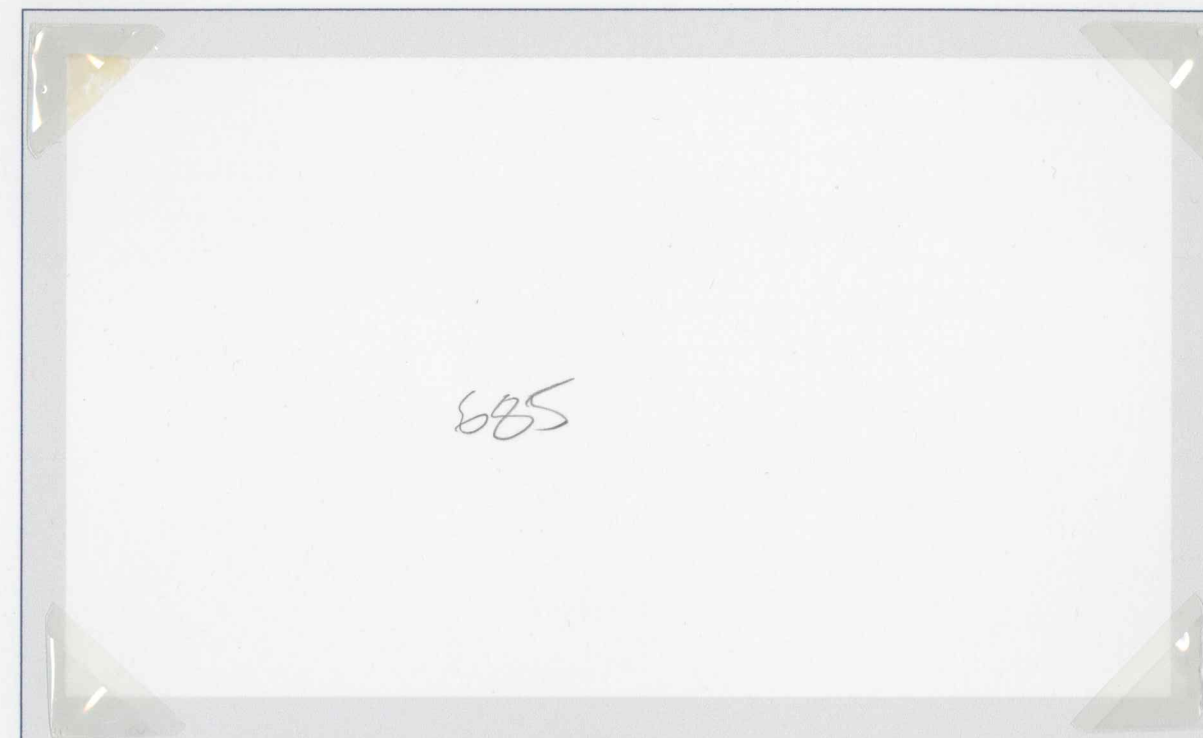
London, 6 January 1773

Prior to a 22 May 1784 London GPO Notice, prepayment of packet postage from London to New York was optional.

Local currencies fluctuated at different rates, so the Act of 1765 required payment of postage in the colonies be made in relation to rates defined in sterling. Inflation in Pennsylvania in 1773 was high—local currency had lost 16.5 percent of its value.

Private Sailing Ship

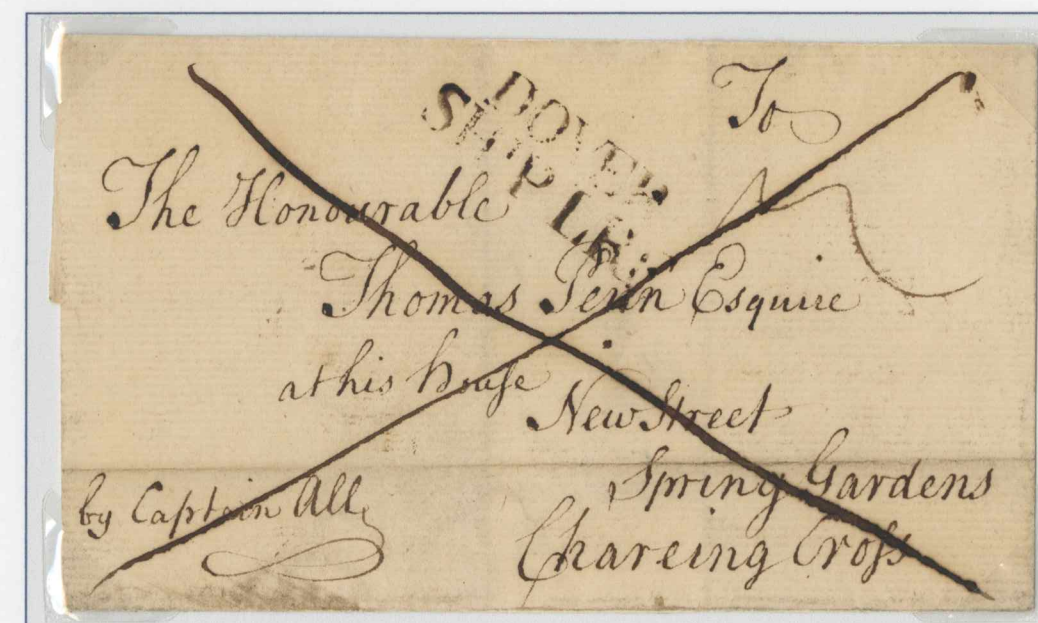
From Jamaica via Edenton, N.C.



Kingston, 24 December 1771

Sent unpaid by private ship, departure & arrival dates unknown
Edenton rated **1/4** stg. due; Philadelphia converted to **6^{dwt} 16^{gr}** for ship and inland = 20^d stg.
Phila. converted to local currency: $(20^{\text{d}} \text{ stg.} \times 1.67) = 34^{\text{d}}$; 34d + 2d delivery = 3/-

To Thomas Penn in England, forwarded to Windsor from London



Philadelphia, 12 October 1772

Sent unpaid by private ship

Ship Richard Penn:
Philadelphia 19 October
Dover 23 NovemberDover rated **2^d** to London
London rated **2^d** for
forwarding to Windsor

Rec'd 24 November 47 days



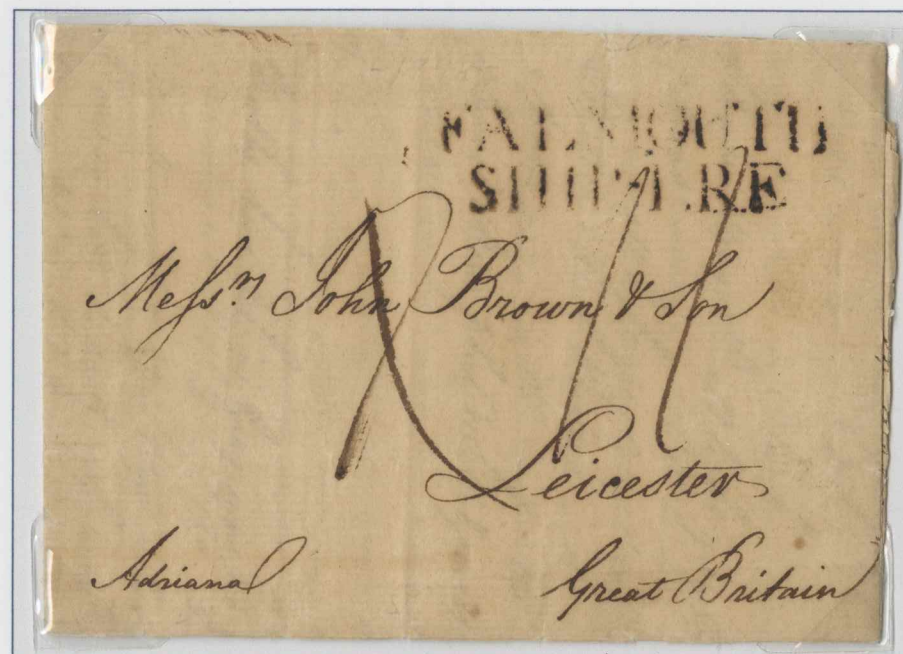
reverse

From R. Hockley, co-executor of Penn's estates, to Thomas Penn, Proprietor of Pennsylvania 1718-1775.

1792 Rate Period

Private Sailing Ship
British Contract Sailing Ship

1792 - 1799



Sent unpaid by private ship *Adriana* :
Philadelphia 8 November
Falmouth 9 December

London rated 11^d due:
1^d ship, 10^d inland

Received 9 December
31 days

FALMOUTH
SHIP-LRE

59

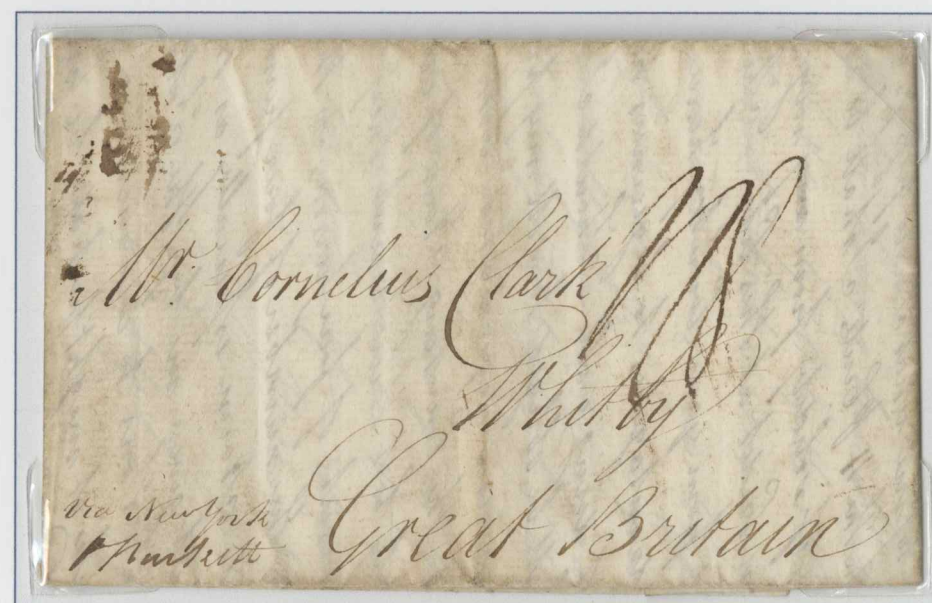
Philadelphia, 8 November 1794

Carried privately to New York,
where sent unpaid

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

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

Received 8 June
70 days



66

Philadelphia, 29 March 1798

Post-war letters from Philadelphia by Falmouth packet are rare

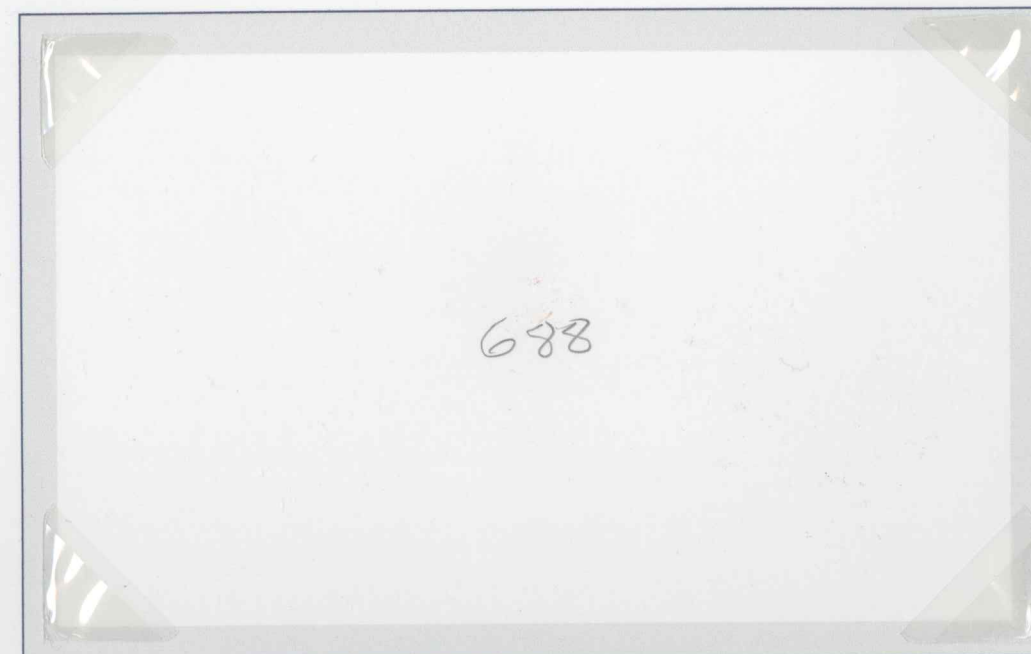
Letters from Philadelphia were seldom sent to New York for the packet to Falmouth, because private ship departures from Philadelphia for England were relatively frequent. However from the date this letter was written until 30 April, not a single ship cleared Philadelphia for Great Britain. The sender evidently grew tired of waiting, so the letter went by favor to New York.

Act of 1765

Private Sailing Ship

1765 - 1775

To Thomas Penn, Proprietor of Pennsylvania Colony



Sent unpaid by private ship

Ship *Snow Charlotte* :
Philadelphia 12 August
Waterford 21 September

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

Received 25 September
45 days

WATERFORD

Previously unrecorded

Philadelphia, 1 August 1772

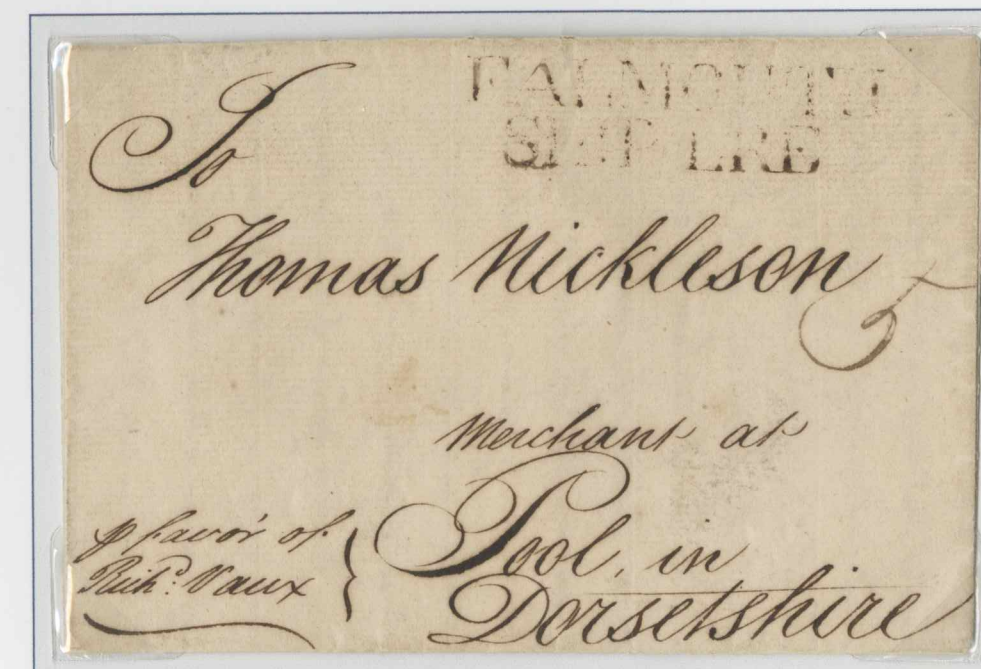
Single Rate via Falmouth

Sent unpaid by private ship

Ship *Mary & Elizabeth* :
Philadelphia 13 September
Falmouth arrival unknown

Falmouth rated 5 due:
1^d ship
4^d inland to Pool

FALMOUTH
SHIP-LRE



30

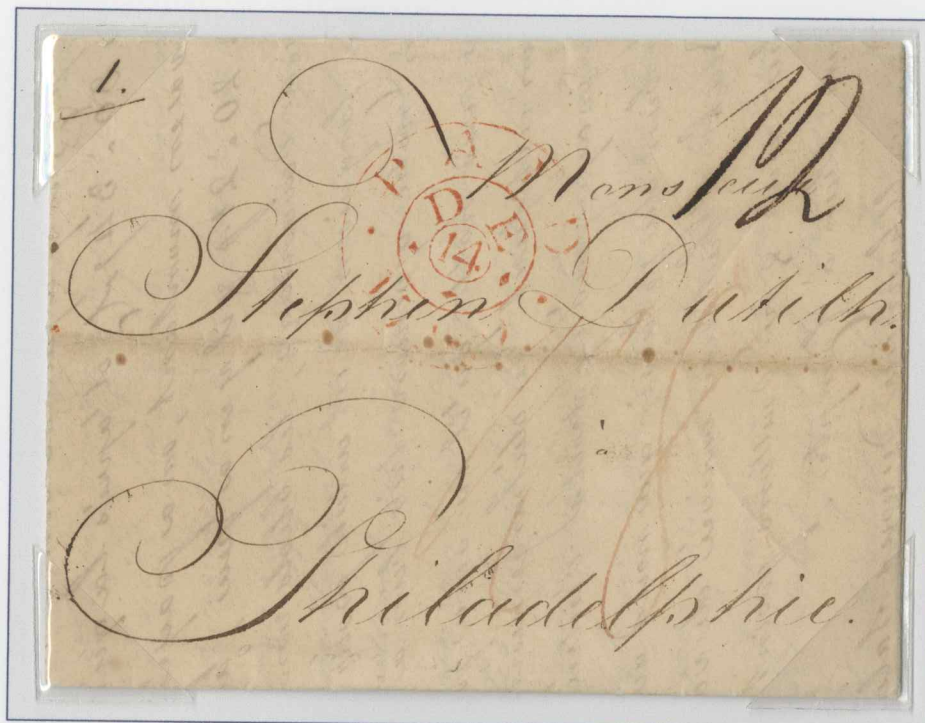
Philadelphia, 11 September 1773

1799 Rate Period

British Contract Sailing Ship

1799 - 1815

From Hamburg Via London



65

Hamburg, 6 December 1799

Carried privately to London, where paid 1/8 on December 14: 8^d to Falmouth, 1s packet

Packet *Earl Gower*: Falmouth 12 February 1800, New York 10 April
New York mis-rated at 12 cents, ignoring the 1799 rate change

Received 11 April 1800, transit 127 days

U.S. Act of 2 March 1799 effective 1 May 1799

Mileage	Cents
Not over 40	8
40-90	10
90-150	12½
150-300	17
300-500	20
Over 500	25

Ship letters

Delivered at port	6
Elsewhere, plus postage	2

1792 Rate Period

British Contract Sailing Ship

1792 - 1799

British Packet Mail Arriving at U.S. Ports not Liable for Ship Fees

Packet to New York



52

Rotterdam, 2 November 1792

Carried privately to London, where paid the 1/- packet rate.

Packet *Portland*
Falmouth 25 December
New York 8 February

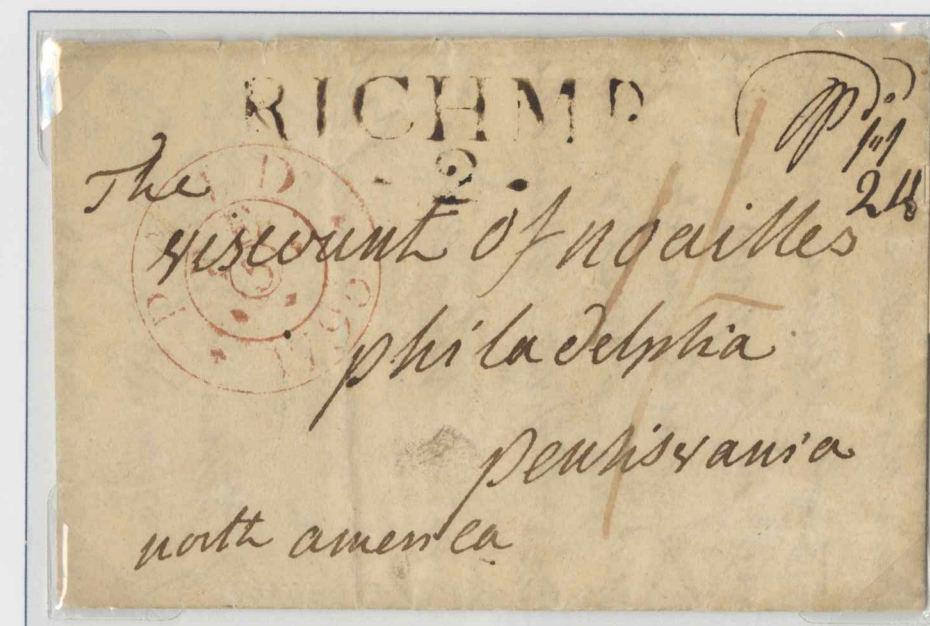
New York crossed out the London PAID, then mis-rated 12 cents

Received 9 February 1793

89 days

U.S. inland postage due should have been only 10 cents (60-100 miles).

Packet to Halifax, Private Ship to Boston



60

Richmond, 4 February 1795

Prepaid 1/1: 1s packet, 1d to London

Packet *Sandwich*:
Falmouth 27 February
Halifax 3 April

Private schooner *Lively*:
Halifax ~20 April
Boston 27 April

Boston rated 24 cents due
4¢ ship, 20¢ inland (300-350 miles)

May arrival date unknown

~90 days

Ship fee charged because letter
did not arrive by packet

French naval vessels and privateers used New York harbor as a base for launching attacks against British ships, which resulted in the withdrawal of monthly packet service to New York from January 1794 until November 1795. Packets letters were instead landed at Halifax, Nova Scotia, from where they were taken to Boston by private vessels.

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.

Private Sailing Ship

From Jamaica Via Baltimore



Sent unpaid by private ship

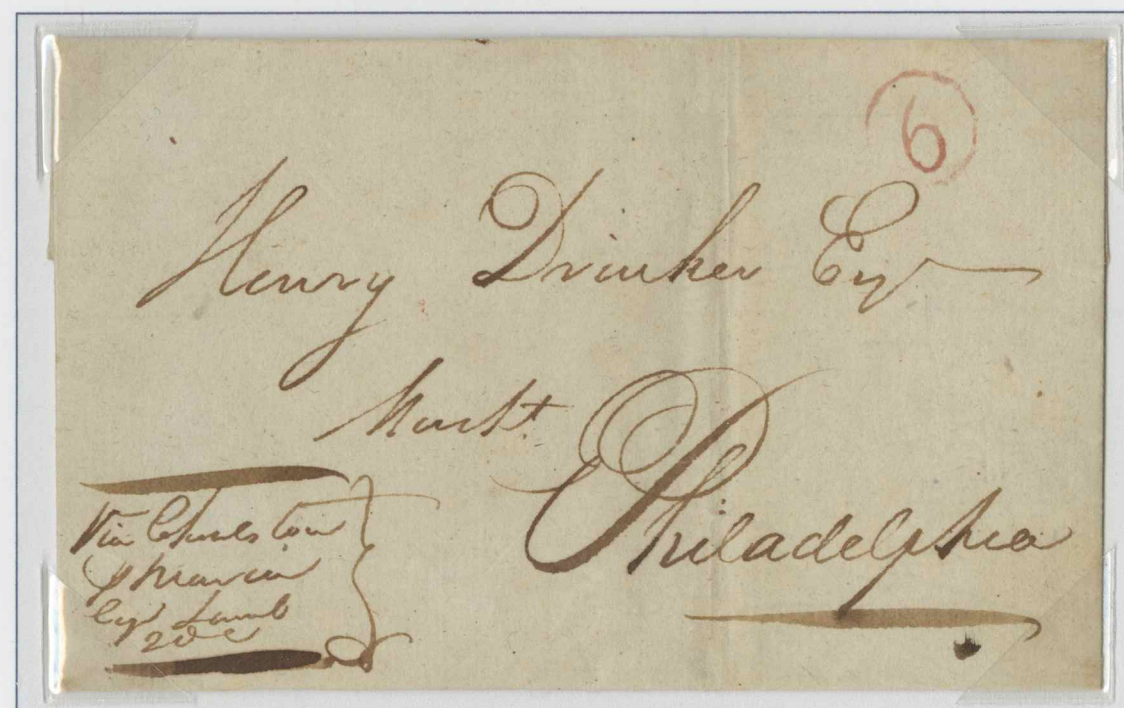
Fair American
 Kingston 24 February
 Baltimore 20 April
 Baltimore rated 27 cents due:
 2¢ ship, 2 x 12½¢ inland

Received 23 April

55 days

Kingston, 24 February 1804

From The Bahamas Via Charleston



Nassau, 26 April 1801

Sent unpaid via sloop *Maria* : Nassau 26 April, Charleston 5-30 May, Philadelphia 10 June
 Philadelphia rated 6 cents due for delivery at the port

Received 10 June 46 days

British Contract Sailing Ship

Falmouth Packet Single Rate



London, 7 January 1801

Prepaid 1/8 : 8^d to Falmouth, 1s packet

Packet *Duke of Cumberland*
 Falmouth 24 January
 New York 1 March
 New York Rated 12½ cents for inland

Received 2 March 55 days

Falmouth Packet Double Rate



Lewes, 15 January 1804

Prepaid 3/10 :
 2x (11^d to London + 1s packet)

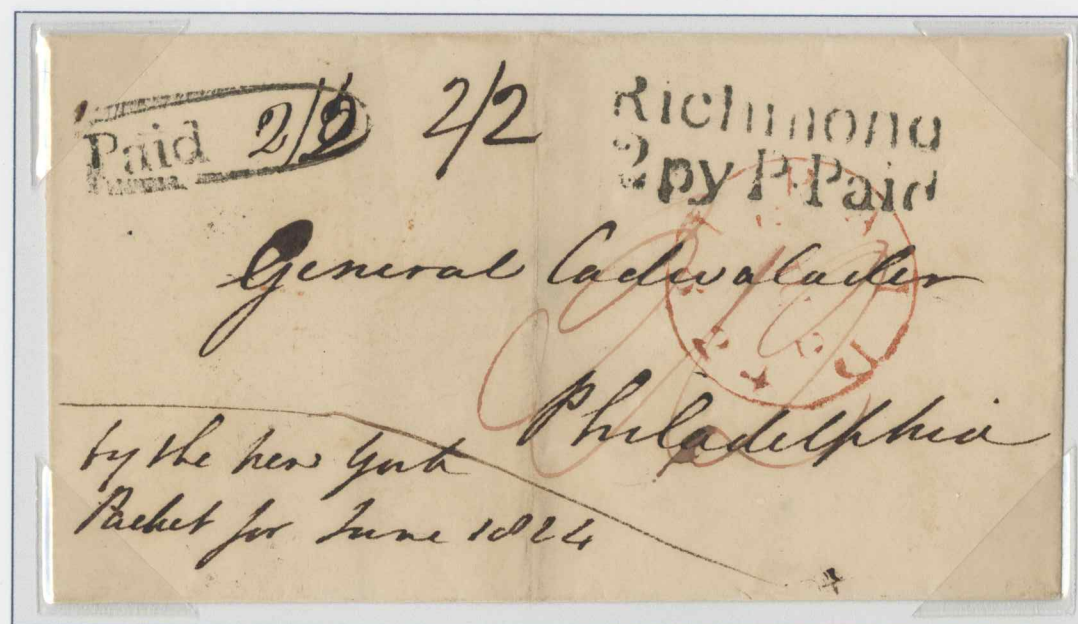
Packet *Prince Adolphus* :
 Falmouth 12 February
 New York 7 April
 New York rated 25 cents for
 double inland

Received 9 April 1804 86 days

The New York post office often used a small 2 to indicate ½ cent. Not all clerks used this notation; some wrote out ½.

Post-War Resumption of Falmouth-New York Packet Service

Packet service to New York resumed shortly after the United States ratified the Treaty of Ghent in February 1815. By the mid 1820s American ships provided weekly service between New York and Liverpool. The packets, which were more expensive and slower, were left with only government dispatches for Canada, Nova Scotia and Bermuda. Packet service to New York was therefore discontinued in late 1826.

Falmouth Packet, Single Rate

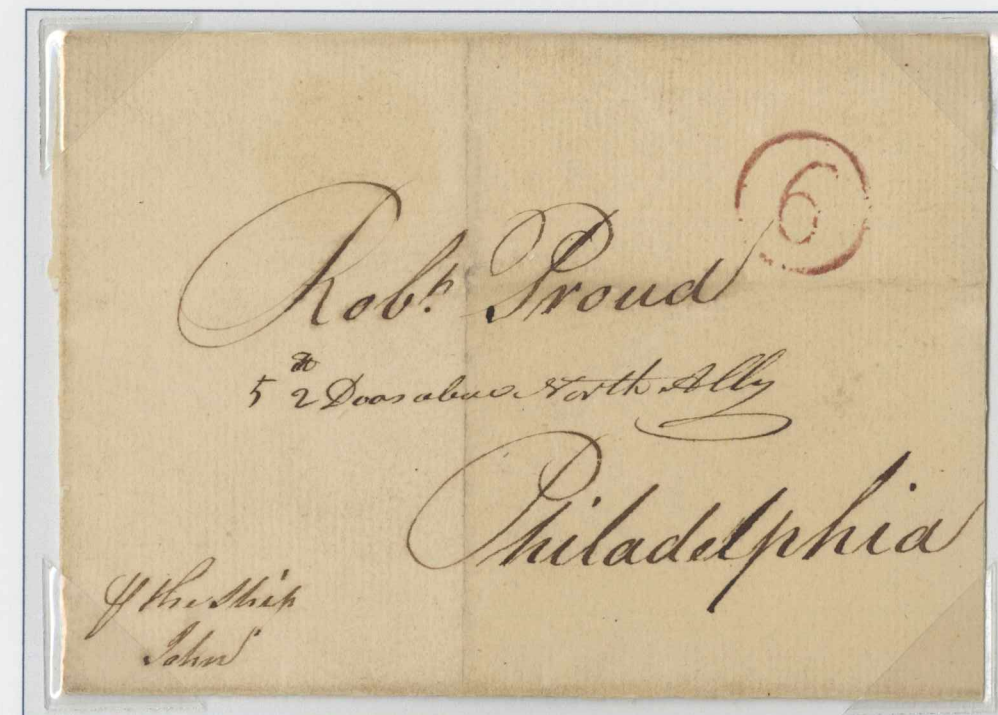
107

Richmond, 2 June 1824

Prepaid 2/2, the packet rate to New York
 Packet Duke of York: Falmouth 16 June, New York 7 August 69 days

Free of ship fee, but New York erred in not charging inland postage to Philadelphia

Senders in English ports had no incentive to use British packets. A private ship saved 2s2d, since letters could be sent unpaid by depositing them in the ship's bag dockside. Letters sent by private ship would likely arrive weeks ahead of the packet mail.

Via Cadiz and Havana

77

Hull, 23 July 1803

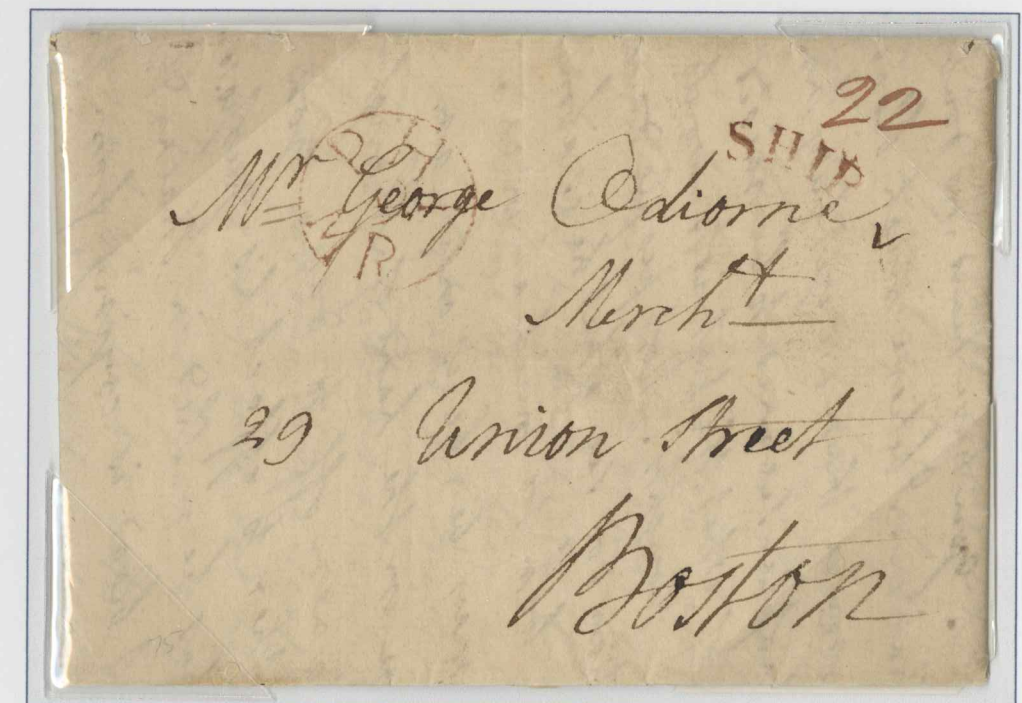
Sent unpaid by private ship

Ship Union:
 Plymouth 8 February 1809
 Philadelphia 9 March

Philadelphia rated 22 cents due:
 2¢ ship, 20¢ inland to Boston

Received 12 March

81 days



85

London, 22 December 1808

Sent unpaid by private ship

Ship John:
 Hull 23 July
 Philadelphia 30 October

Philadelphia rated 6 cents due
 for delivery within the city

69 days



Aug 1802 - Jul 1805

Private ships commonly sailed the southern route to Philadelphia, since it provided additional port calls for trade purposes, and avoided sailing against the Gulf Stream. Stops were often made at Cadiz, Madeira, and Caribbean ports.

British Contract Steamship

To France - Paid Only to the U.S. Port

Harnden prepaid **18½** cents
and carried to Boston

Cunard *Columbia* :
Boston 16 October
Liverpool 30 October

London debited **1/-** to France
for transatlantic packet

Paris rated **33** decimes due:
12 dec. to U.K.
21 dec. Calais to Lyon

Received 4 November
26 days

Packet Letter.

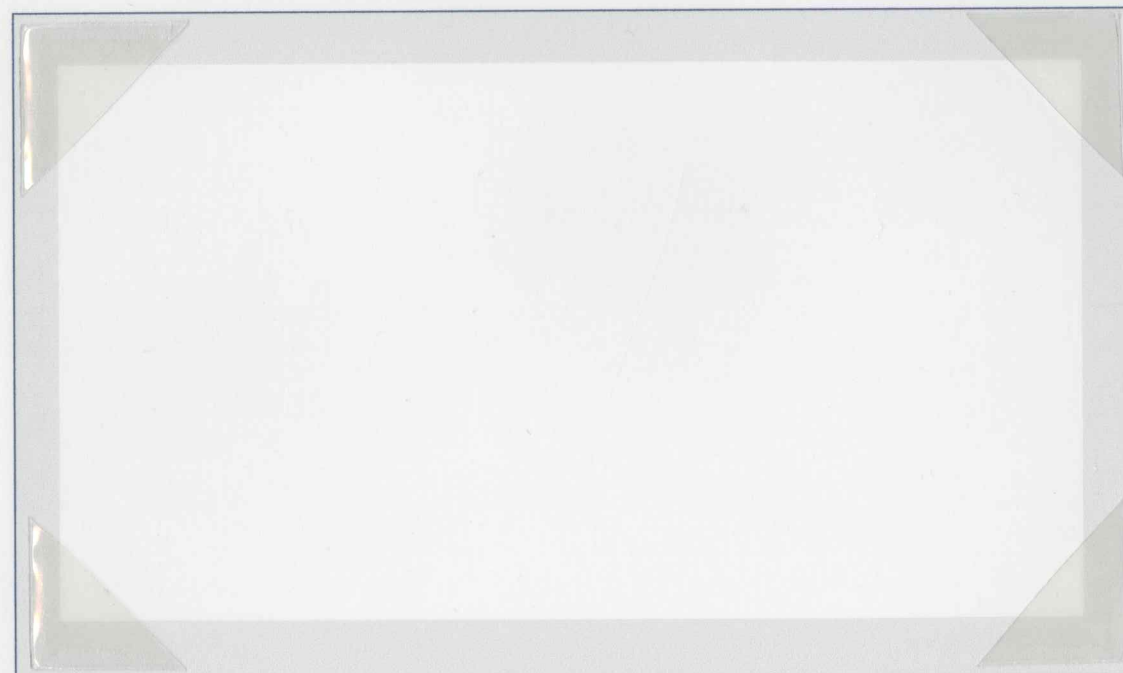
London



172

Philadelphia, 10 October 1842

From Wales - Double Rate, Paid Only to U.S. Port



181

Taibach, 18 May 1845

Prepaid **2/-** to Boston

Cunard *Cambria* :
Liverpool 20 May
Boston 1 June

Boston rated **39½¢** due
2¢ ship
18½¢ x 2 inland

Received 4 June
16 days

**Finest reported strike
of Boston's 39½
ship-letter postmark**

British Contract Steamship



165

Philadelphia, 12 July 1841

Sent unpaid; carried to
Boston by Harnden & Co.

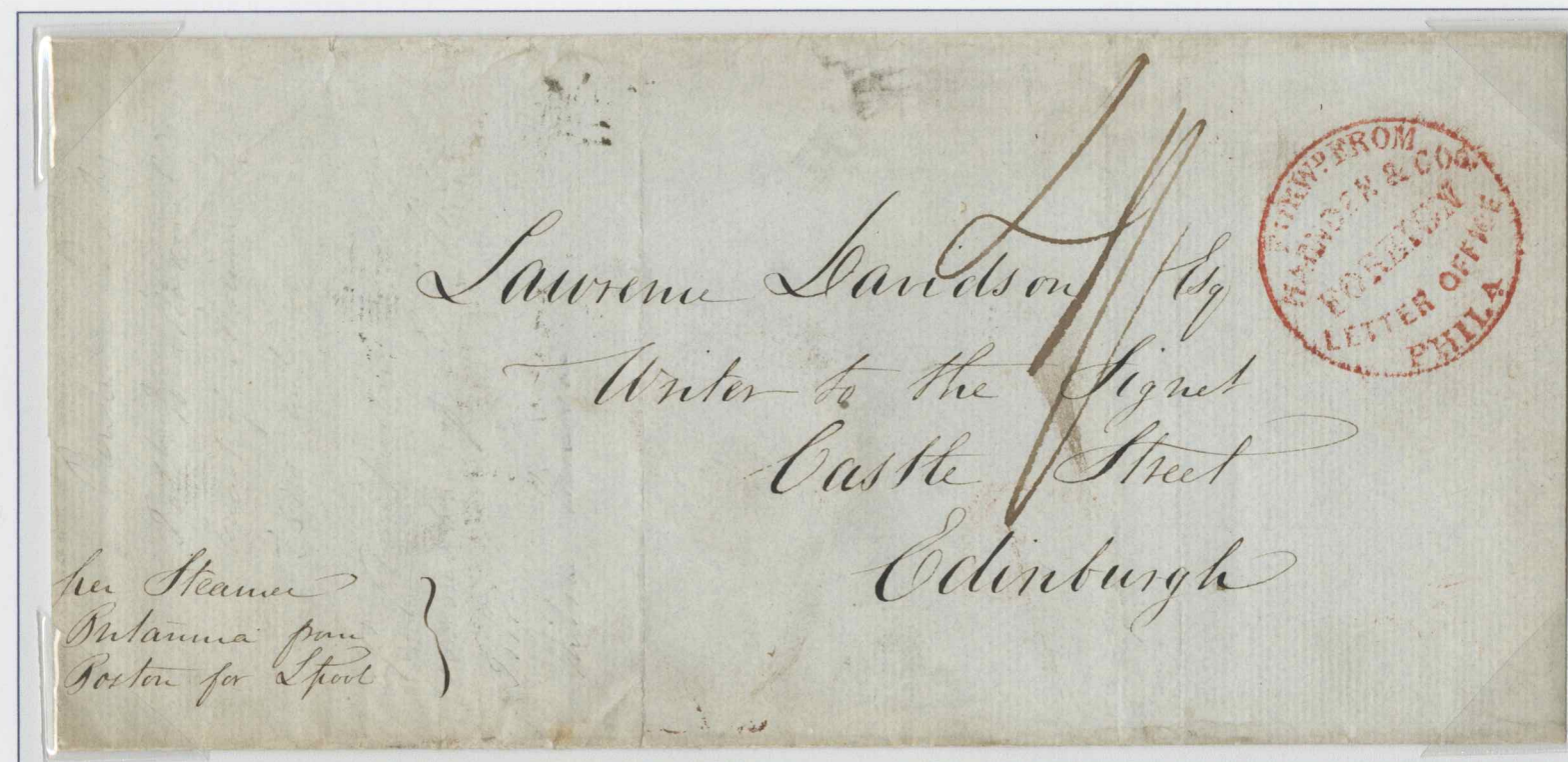
Cunard *Britannia*
Boston 17 July
Liverpool 29 July

Liverpool rated **1/-** due
single packet rate

18 days



Used only on transatlantic mail



166

Philadelphia, 14 September 1841

Sent unpaid; 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., **quadruple packet rate**

Received 2 October 1841

19 days

Pre U.S.-Belgium Treaty: Use of British Open Mail to The United States

From Belgium via London, Prepaid to U.S. Port



Ghent, 24 September 1846

Prepaid **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)

Received 21 October 28 days



reverse

24 decimes

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.

Pre U.S.-French Treaty: Use of British Open Mail to France



Philadelphia, 28 December 1845

Prepaid **10** cents to Boston

Cunard *Acadia* :
Boston 1 January
Liverpool 15 January

London applied
COLONIES &c. ART. 12

Paris rated **15** decimes due:
8 dec. transatlantic
2 dec. British transit
5 dec. French inland

Received 18 January

21 days

**Latest use of
COLONIES &c. ART. 12
on mail from the U.S.**

Prepaid **5** cents to New York

Cunard *Hibernia* :
New York 26 February
Liverpool 11 March

London applied
COLONIES &c. ART. 13

Paris rated **15** decimes due:
8 dec. transatlantic
2 dec. Br. transit
5 dec. French inland

Received 12 March

17 days



196

Philadelphia, 24 February 1848

COLONIES &c. ART. 12, 13 markings noted that the U.K. was entitled to a French payment of 3s4^d per 30 grams of bulk weight, under the 1843 Anglo-French convention. This was equivalent to 10 dec. per single-weight letter.

From Portugal via London



47

St. Ubes, Portugal, 30 June 1788

Privately to London, received 11 October

Prepaid 1/- packet rate on 7 January 1789
By forwarder *Duveluz & Co.*

Packet *Duke of Cumberland* :
Falmouth 11 February
New York 2 April

New York rated 1^{dwt} 8^{gr} due in Philadelphia
(60-100 miles; 1788 Congr. Resolution)

Received 5 April 1789 279 days