

1929

THE CUNARD LINE

R.M.S. Berengaria

52,226 tons, 883' x 98'. Built as Imperator by A.G. Vulcan, Hamburg, launched May 23, 1912 for Hapag. 1920 allocated to Great Britain. 1921 bought by Cunard, renamed Berengaria.



March 22, 1929. A registered letter posted at Moshi, Tanganyika (backstamp) where the postage and registry fees were paid by four copies of the 10 cents yellow and black, Issue of 1925, and the 15¢ carmine and black, Issue of 1922.

March 25. Letter went by rail to the port city of Mombasa, Kenya where it received the Mombasa backstamp. Letter then went by ship to London.

April 13. R.M.S. Berengaria of the Cunard line departed from Southampton.



N.Y. Times. Arrived New York April 19, Berengaria, Cunard, Southampton April 13.

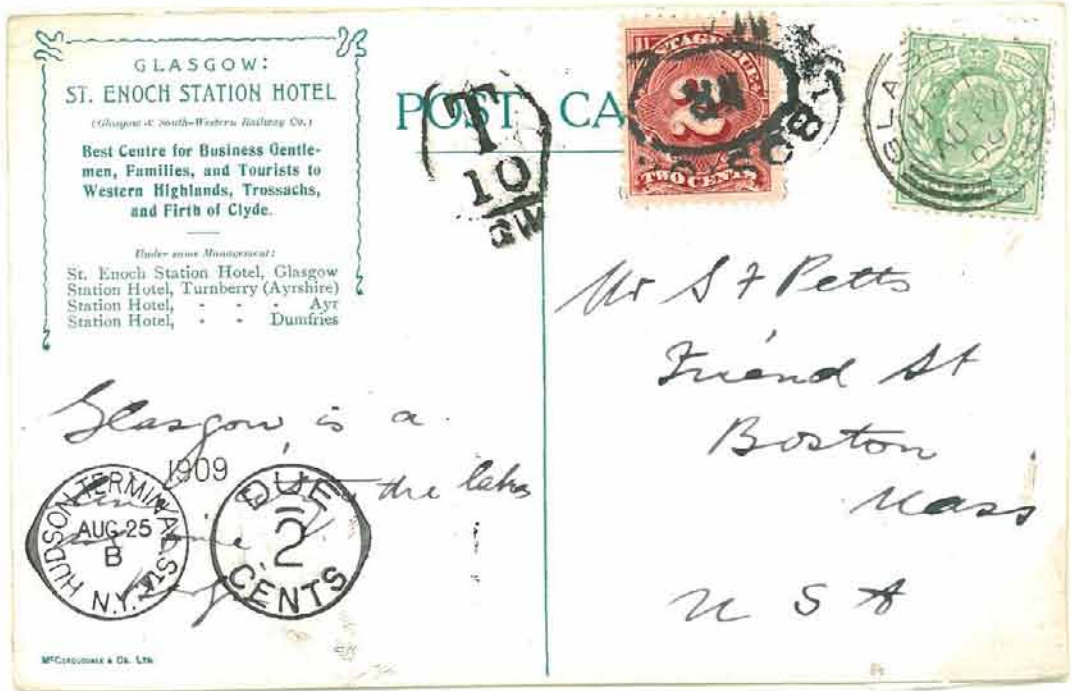
April 20. New York Registry Division and Madison Square Station arrival backstamps.

1909

THE CUNARD LINE

R.M.S. Caronia (I)

19,687 tons, 650' x 72.2', twin screw, 2 sets of four cylinder quadruple-expansion engines, 18 knots. John Brown & Co. Ltd., Glasgow. Launched July 13, 1904, maiden voyage February 25, 1905, Liverpool-Queenstown-New York. First voyage Liverpool-Queenstown-Boston June 2, 1914. After two round voyages became an armed merchant cruiser. 1916 (Aug.) troopship. Varied career after World War I until scrapped at Osaka, Japan in 1933.



August 17, 1909. A picture post card posted at Glasgow, Scotland by the ha' penny stamp, Issue of 1902. This was the British Inland postal card rate, the international rate was one penny, so the Glasgow post office stamped the letter T = Taxe = Postage Due at 10 centimes due per U.P.U. regulations.

August 17. R.M.S. Caronia departed from Liverpool for New York via Queenstown.

N.Y. Times. Arrived at New York August 24, SS Caronia, Liverpool Aug. 17 via Queenstown Aug. 18.

The Boston, Mass. post office applied the 2¢ Postage Due stamp, figured at ha' penny (1¢) underpaid + 1¢ fine = 2¢ due (5 centimes = 1¢, so 10 centimes = 2¢ due.)



1866

TRANSATLANTIC MAIL
—  —
THE CUNARD LINE

R.M.S. China

Triple Rated Letter



April 28, 1866. Paid letter under the U.S.-British Treaty of 1848, at 1 shilling (24¢) per ½-oz. This letter weighed over one ounce, but not over 1½-oz., thus took 3 rates at 1/- x 3 = 3/-, paid by a pair and a single stamp of the Issue of 1865, Plate 4, equivalent to 72¢ U.S. Stamps cancelled by "466" in an oval of bars, the British Post Office number of Liverpool. Backstamp is of the Liverpool Packet Letter Office (P.L.O.).

R.M.S. China departed from L'pool April 28 on her 25th round voyage for Boston via Queenstown and Halifax.

Exchange Office notation in crayon debits British for 5¢ U.S. Inland x 3 = 15¢. British retained 16¢ Sea (British Packet) + 3¢ British Inland = 19¢ x 3 (triple letter) = 57¢. Triple rated letters are remarkably scarce.

May 8. Recorded arrival date of China at Boston. Docket notes "Received May 9" (at N.Y.). N.Y. mail was bulked aboard ship and went Boston to N.Y. by rail in sealed bags, hence received no identity at Boston.

1866-67

TRANSATLANTIC MAIL
THE CUNARD LINE

R.M.S. China



Dec. 22, 1866. An unpaid letter to New Orleans, posted at Liverpool. It is endorsed: p "Australasian" via Queenstown & New York. This letter was posted sometime after Dec. 15, probably the 16th, and just missed the sailing of the R.M.S. Australasian, which had departed from Liverpool on Dec. 15. The Liverpool Packet Letter Office (P.L.O. in the cds) traditionally postmarked letters on the sailing date of the steamers.

R.M.S. China of the Cunard Line departed from Liverpool on Dec. 22 for Boston via Queenstown, where she touched Dec. 23. Exchange Office debited U.S. for 16¢ Sea (British Packet) + 3¢ British Inland = 19¢ x 2 (double letter) = 38¢.

28



January 2, 1867. China arrived at Boston. The N.Y. mail was bulked to New York by rail where bulk was broken and the letters first received identity as British Packet mail. The N.Y. Exchange first struck the British Packet due 24¢ mark in error. This was overstruck with the correct 48¢ charge mark being the U.S.-British Treaty of 1848 rate per ½-oz. of 24¢ x 2 = 48¢, the double rate. U.S. retained U.S. Inland of 5¢ x 2 = 10¢.

1841

THE CUNARD LINE

R.M.S. Columbia

Maiden Voyage

The 1175 ton Columbia was the last of the original quartette ordered by Cunard to satisfy the mail sailing contract with the British Admiralty. The others were Britannia, Acadia and Caledonia. In all, Columbia made only 11 round voyages. On her 12th eastbound passage on July 2, 1843, in dense fog on Seal Island, near Cape Sable, she was wrecked. The Cambria was laid down in 1845 as a replacement for her.



January 4, 1841. A tobacco market letter and prices current. Letter was paid one shilling, the packet letter rate, at Liverpool. Early January usage of the Liverpool lozenge handstamp, the clerk forgot to change the the year date, shown as "1840" in error. Letter is endorsed: p Columbia/ via Boston

January 5, The wooden paddle steamer R.M.S. Columbia departed from Liverpool for Boston via Halifax.

January 21. Columbia arrived at Boston after touching at Halifax the 19th. Letter was rated, Act of 1825, over 400 miles at 25¢ x 2 (double letter) = 50¢ + 2¢ Ship Letter charge = 52¢ due.

January 25. Docket notes letter received at Richmond, Virginia.



1841

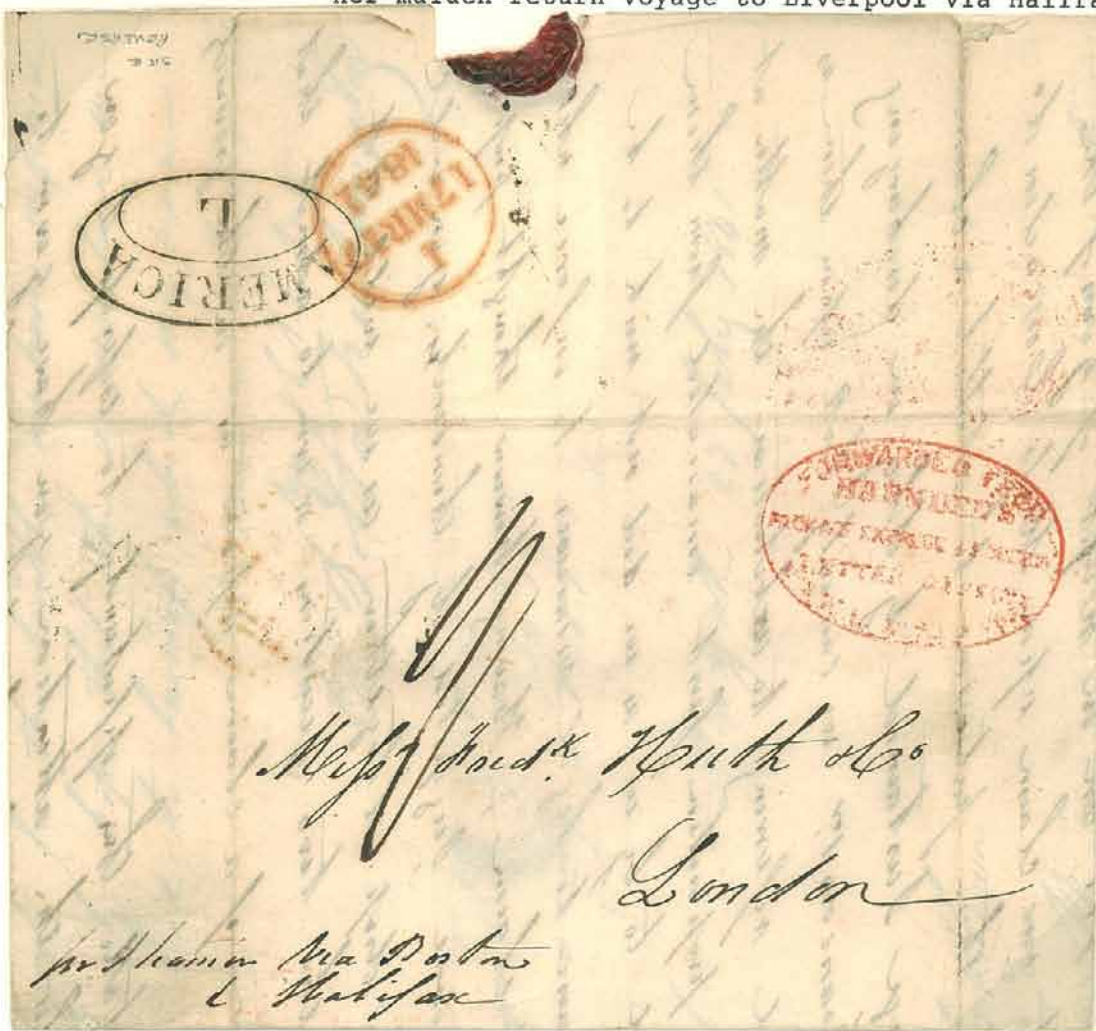
THE CUNARD LINE

R. M. S. Columbia

Maiden Return Voyage

February 27, 1841. Letter headed at New York and endorsed: pr. Steamer via Boston/ 7 Halifax. It was handed directly to Harnden & Co. at No. 2 Wall St., New York. Their courier carried it on the train to Boston who handed this letter directly to the purser of the Cunard Line's R.M.S. Columbia.

March 2. R.M.S. Columbia departed from Boston on her maiden return voyage to Liverpool via Halifax.



March 16. Columbia arrived at Liverpool. arrival backstamp at London March 17.

Letter rated one shilling (1/- in manuscript) the North American Packet Letter rate.

1841

THE CUNARD LINE

R. M. S. Columbia

6th Outbound Passage

1175 tons, 207 ft. x 34 ft. beam. Clipper bow, wooden paddle steamer, side lever 2 cylinder engine, 9 knots. Launched 1840 by Robert Steele & Son, Greenock (engines Robert Napier, Glasgow). Maiden Voyage January 5, 1841 Liverpool-Halifax-Boston. July 2, 1843, wrecked near Cape Sable, Nova Scotia.

The Cunarders sailed from Liverpool on the 4th and 19th of each month (the 4th only during the months of November through February inclusive) unless the 4th was a Sunday in which case the sailing was postponed until Monday.



October 3, 1841. Letter into mails and the 1/- transatlantic rate paid in cash as shown by the 1 shilling handstamp. October 3 was a Sunday. Endorsed on face: p Boston Steamer/ Columbia (sic). She sailed on the 4th.

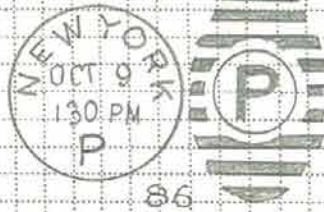


October 21, 1841. Boston Ship Letter mark (Blake 293) rated incoming at zone rate 150-400 miles, Boston to Philadelphia, 18-3/4¢ + 2¢ Ship Letter charge = 20-3/4¢ due, shown in manuscript.

1886

TRANSATLANTIC MAIL
CUNARD LINE

R. M. S. Etruria



October 9, 1886. A quadruple letter paid by an interesting combination of 5¢ Garfield stamped envelope, Issue of 1882; 5¢ Garfield brown, Issue of 1882, and the 10¢ re-engraved Jefferson Issue of 1882.

Oelrichs & Co., who were the agents for the North German Lloyd Line, endorsed the cover: p. Str. Etruria. This Cunard steamer sailed October 9 for Liverpool.

October 16 (BY CABLE): The Cunard Line steamship Etruria, Capt. Cook, from New-York Oct. 9 for Liverpool, passed Browhead at 11:40 A.M. today.



October 19. Arrival backstamp at Berlin.

1890

TRANSATLANTIC MAIL
THE CUNARD LINE

R.M.S. Etruria



December 5, 1890. Letter paid at the 5¢ U.P.U. rate by a 1¢ stamped envelope plus a 4¢ Bureau Issue of 1890. Letter endorsed: Str "Etruria".

N.Y. Times: OUTGOING STEAMERS, Sat. Dec. 6. Etruria, Queenstown. Mails close 8:30 AM, Sails 12M.

By Cable: London Dec. 14, Cunard Line SS Etruria, Capt. Hains, from N.Y. Dec. 7 for Liverpool, arrived at Queens-town at 5:53 A.M. to-day.



Dec. 16. Arrival backstamp at Neumunster, Switzerland.

1891

TRANSATLANTIC MAIL
THE CUNARD LINE

R.M.S. Etruria

TOO LATE for R.M.S. Pavonia



TOO LATE



April 30, 1891. Letter paid 2½d. U.P.U. rate by the Queen Victoria Jubilee Issue of 1887 cancelled by the "hooded scroll" of Liverpool. Letter was endorsed: Per R.M.S. "Pavonia."

The Pavonia departed from Liverpool on April 30, but this letter was too late to make the sailing. The Liverpool Packet Letter office overstruck the endorsement with the boxed TOO LATE and applied their P.L.O. dated backstamp.

May 2. R.M.S. Etruria departed from Liverpool via Queens- town May 3 for New York.

May 10. Etruria arrived at New York. Transit backstamp.

May 11. Arrival backstamp at Holyoke, Mass.



1892

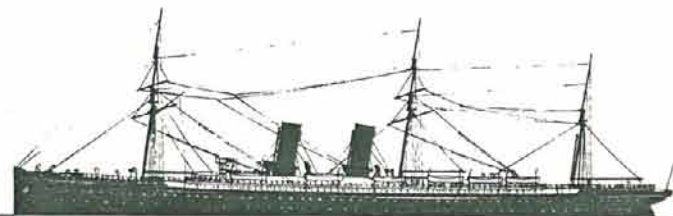
TRANSATLANTIC MAIL



THE CUNARD LINE

R. M. S. Etruria

7718 tons, 501' x 57', steel screw steamer, 19 knots. John Elder & Co., Glasgow. Launched Sept. 20, 1884, maiden voyage April 25, 1885 Liverpool-Queenstown-New York. May 1885 record passage Sandy Hook-Queenstown, May 1888 record voyage Queenstown-Sandy Hook. 1890 tonnage 8120. 1902 lost propeller shaft in mid-Atlantic; towed to Azores by S.S. William Cliff (West India & Pacific), thence by tugs to L'pool. Last voyage Sept. 9, 1908, L'pool-Q'town- N.Y. Scrapped Nov. 1909 at Preston.

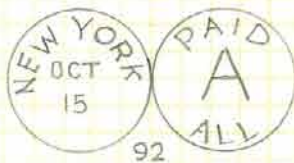


1885 ETRURIA 7,718 tons
Sistership: UMBRIA. Last single-screw record breakers.



Oct. 8, 1892.
Letter paid 2½d., U.P.U. rate by Issue of 1887 cancelled by the "Squared Circle" of the London West Central office.

By Cable, London Oct. 9: Cunard Line SS Etruria, Capt. Haines, from Liverpool sailed from Queenstown for New-York today.



Oct. 15. N.Y. Times: Arrived N.Y. Sat. Oct. 15, SS Etruria, Haines, Liverpool and Queens-town, 7 days to Vernon H. Brown & Co. Arrived at the bar at 8 42 AM. Backstamp.



Oct. 17. Arrival backstamp at Concord, New Hampshire.

1905

TRANSATLANTIC MAIL
THE CUNARD LINE

R.M.S. Etruria



June 22, 1905. A letter posted at Detroit, Michigan and paid at the 5¢ U.P.U. rate by the 2¢ stamped envelope, Issue of 1903, and the 3¢ bright violet, Issue of 1903.

N.Y. Times. OUTGOING STEAMSHIPS
Saturday, June 24. Etruria for Liverpool. Mails close 6:30 A.M., vessel sails 10 A.M.

N.B.: There were no European sailings on June 23.

FOREIGN INTELLIGENCE: SS Etruria. Arrived at Liverpool July 2.



Mails were forwarded from Britain to Germany via Ostende, Belgium.

July 3. Frankfurt am Main arrival backstamp.

1897

TRANSATLANTIC MAIL



THE CUNARD LINE

R. M. S. Etruria



May 1, 1897. Postal card paid at the U.P.U. rate of 1d. (2¢) (Card Huggins CP27. 1d. pale red, 1 April 1892.) Card is cancelled by the Woking, Surrey "Squared Circle."



N.Y. Times: By Cable, London May 2: S.S. Etruria, Capt. Ferguson, from L'pool May 1 for N.Y. sailed from Queenstown at 9:40 AM May 2.

May 8, Saturday. SS Etruria arrived at the Bar at 1:35 PM, thence to Vernon H. Brown & Co.



May 9. Straight line arrival mark at Washington, D.C.

WASHINGTON, D.C.
MAY 9 5-AM

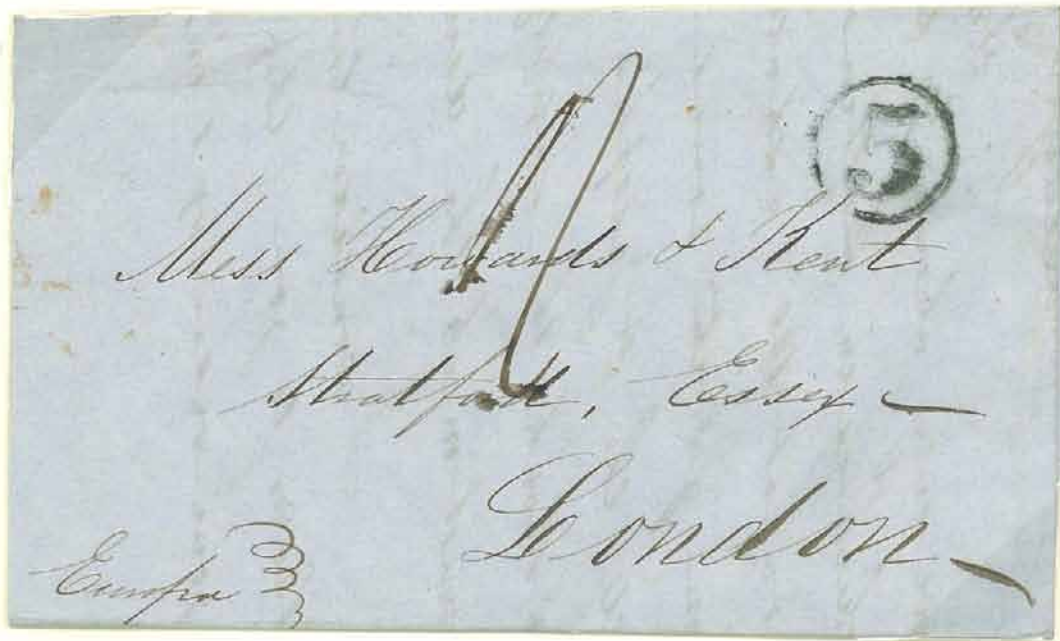
1849

THE CUNARD LINE

R.M.S. Europa

Collision of Europa at sea kills 134 aboard ship Charles Bartlett

Europa departed from Boston June 20, 1849, with this letter on board, bound for Liverpool via Halifax. On Wednesday, June 27, the Europa was steaming at about 12 knots in a dense fog some five days out of Halifax and about 700 miles west of Cape Clear, Ireland when at 3:30 P.M. the lookout called there was a ship dead ahead. Before any evasive action could be taken, Europa struck the 400 ton American immigrant ship Charles Bartlett amidships, cutting halfway through the vessel which sank within a few minutes. Only 43 of the 177 persons on board were rescued, including Capt. William Bartlett. Of the 162 steerage passengers most were below decks and perished. Survivors were rescued by Europa and taken to Liverpool.



5

June 18, 1849. Letter dated at New York and endorsed: Europa.

June 20. Letter went by rail to Boston where R.M.S. Europa departed on June 20 for Liverpool via Halifax. She cleared the latter port June 22. On this unpaid letter, Britain was debited for 5¢ U.S. Inland under the U.S.-British Treaty of 1848.

June 27. Europa crashes into ship Charles Bartlett, bound from England to New York with a cargo of lead and chalk, 162 steerage and one cabin passenger.

July 1. Europa arrived at Liverpool with her sad cargo. This letter arrived at London July 2, backstamp. Postage due of one shilling (1/- in manuscript). Britain retained 16¢ Sea (British Packet) + 3¢ British Inland = 19¢.

AS
2 JY 2
1849

1850

THE CUNARD LINE

R.M.S. Europa



June 5, 1850. An unpaid letter posted at New York and addressed to England. It weighed over $\frac{1}{2}$ -oz. but not over 1-oz., thus was subject to double the U.S.-British Treaty of 1848 rate of 24¢ per $\frac{1}{2}$ -oz. x 2 = 48¢. Britain was debited for 5¢ U.S. Internal postage x 2 = 10¢, shown in the rather unusual New York handstamp.

June 5. R.M.S. Europa, Cunard Line, departed from New York for Liverpool. This was a British Packet, so Britain retained 16¢ Sea + 3¢ British Inland = 19¢ x 2 = 38¢ out of the 46¢ (equivalent to 2 shillings) to be collected in England.



June 16. Europa arrived at Liverpool, Packet Letter Office AMERICA transit backstamp.

June 17. Bath transit backstamp and Bradford-Wiltshire arrival mark (on face.) Double rate of 2 shillings due, shown as manuscript 2/-.

1851

TRANSATLANTIC MAIL
— — — — —
THE CUNARD LINE

R. M. S. Europa



April 24, 1851. This letter was paid at the Lombard Street Post Office, London. This type of Maltese Cross is usually seen in black, here in red for a paid letter. 1 shilling (24¢) rate is stated in the faint red manuscript note 1/-. R.M.S. Europa departed Liverpool April 26 for New York.



Credit to U.S. for 5¢ U.S. Inland. England retained 16¢ Sea (British Packet) + 3¢ British Inland = 19¢.



May 8. Arrival date of the Europa at New York. U.S.-British Treaty rate of 24¢ per ½-oz. included inland handling at each end with U.S. here getting 5¢ through the Exchange Office credit.

1851

TRANSATLANTIC MAIL
—  —
THE CUNARD LINE

R.M.S. Europa

Double paid letter



October 17, 1851. Paid letter at the double U.S.-British Treaty of 1849 rate, 1/- per ½-oz., 2/- double (48¢). R.M.S. Europa sailed Oct. 18 from Liverpool for Boston. Manuscript "10" credits U.S. for 5¢ U.S. Inland x 2 (double letter) = 10¢.



B. 702

October 30. Europa arrived at Boston Oct. 29. An array of Boston Exchange Office marks show arrival at Boston by British Packet and that 48¢ (2 shillings) had been prepaid.

British retained 16¢ Sea postage (British Packet) + 3¢ British Inland = 19¢ x 2 (double letter) = 38¢.

PAID

B. 527

48

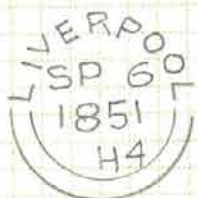
B. 716

1851

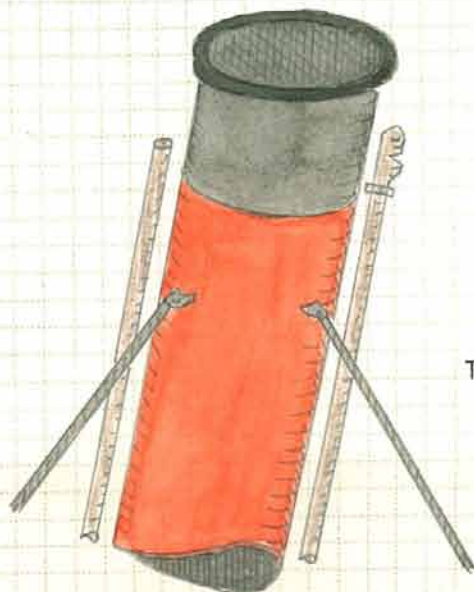
TRANSATLANTIC SHIPPING LINES
*
THE CUNARD LINE

R.M.S. Europa

1,834 tons, 251 ft. x 38 ft. beam, clipper bow, wooden paddle steamer. Built by John Wood, Port Glasgow (engines Robert Napier, Glasgow), launched Sept. 22, 1847, maiden voyage July 15, 1848 Liverpool-Halifax-Boston. 1854 Crimean War transport. 1867 sold.



Sept. 6, 1851. Receipt mark and Packet Letter Office oval transit backstamp agree with recorded sailing date of the R.M.S. Europa from Liverpool for Halifax and Boston.



Funnel Colors
The Cunard Line
1840 - 1881

19
CENTS

Debit mark struck aboard ship, debiting U.S. with 16¢ sea (British Packet) + 3¢ British Inland.



Sept. 17. Arrival date of the Europa at Boston. 24¢ treaty rate, Britain to U.S. due. U.S. would retain 5¢ U.S. Domestic.

Blake 767.



1853

TRANSATLANTIC MAIL
CUNARD LINE

R.M.S. Europa



March 24, 1853. Dubus 99. London Inland Office "19" of the first series, first appeared in the proof book June 1851, small diamond nearly a square. 1/- transatlantic rate paid by a cut-to-shape embossed stamp (in accordance with regulations).

March 25. Transit lozenge at Liverpool, unusual in green. R.M.S. Europa sailed this date for N.Y.



Credit to U.S., partially struck on letter, gives U.S. 5¢ for U.S. Inland.



April 9, 1853. Date agrees with recorded arrival date of the Europa at N.Y. An unusually fine strike of this N.Y. Exchange Office mark. "24" = 24¢ prepaid (1 shilling). This is a remarkably uncommon hand-stamp.

1853

TRANSATLANTIC MAIL
— † —
THE CUNARD LINE

R.M.S. Europa



19
CENTS

Aug. 19, 1853. Unpaid letter at Glasgow, receiving mark a hexagon with top "E" inverted. R.M.S. Europa sailed Aug. 20 from Liverpool for Boston.

Unusual debit mark in green at the Liverpool Exchange Office, charges U.S. for 16¢ sea (British Packet) + 3¢ British Inland = 19¢.



Aug. 31. Arrival date of the Europa at Boston. 24¢ due from recipient. Uncommon style of the BR. PACKET/BOSTON with the small 24.

B. 767

1854

CONCORD, N.H. TO DUBLIN VIA BOSTON & LIVERPOOL
CUNARD LINE

R.M.S. Europa



24 19
PAID

October 24, 1854. A letter paid in cash at Concord, New Hampshire to Dublin, Ireland. The 24¢ paid was the per ½-oz. rate by the U.S.-British Treaty of 1848. Britain was credited with 16¢ Sea (British Packet) + 3¢ British Inland = 19¢. The U.S. retained 5¢ U.S. Inland. Very few transatlantic covers from Concord under the 1848 rate are known.



October 25. Boston Exchange Office transit backstamp. R.M.S. Europa of the Cunard Line (British Packet) sailed from Boston this date for Liverpool.

November 5. Europa arrived at Liverpool. The Packet Letter Office marked this letter in transit as PAID.



November 6. Dublin arrival backstamp.

1857

TRANSATLANTIC MAIL
— * —
THE CUNARD LINE

R.M.S. Europa
Single Letter



24



Feb. 24, 1857. This letter was posted paid in cash (as shown by the penciled "24") at the 24¢ per ½-oz. rate, U.S. to Britain. New York marked it with a credit to Britain of 16¢ sea (British Packet) + 3¢ British Inland = 19¢. This mark is remarkable uncommon in this format.

Feb. 25. The R.M.S. Europa sailed from New York for Liverpool.



March 9. London "tombstone" receipt mark. The Europa had arrived at Liverpool March 8, 1857.

1857

TRANSATLANTIC MAIL
*
THE CUNARD LINE

R. M. S. Europa
Double Letter



48



Sept. 22, 1857. Letter paid in cash (as shown by manuscript "48") at double the 24¢ per ½-oz. rate, U.S. to Britain. New York Exchange Office marked it with a credit to Britain of 16¢ sea (British Packet) + 3¢ British Inland = 19¢ x 2 (double letter) = 38¢.

Sept. 23. R.M.S. Europa sailed from New York to Liverpool.



October 5. Arrival mark at London. The Europa had dropped the mails at Liverpool October 3.

1858

TRANSATLANTIC MAIL
BRITISH PACKET: U.S. TO FRANCE, UNPAID
R.M.S. Europa



March 17, 1858. Unpaid letter posted at New York and endorsed: Pr Europa. Rates of April 1, 1857, applied, 15¢ per 1-oz., equivalent to 8 decimes French. Of this 3¢ was the portion due to the U.S. for her internal postage, the balance going to France for French Inland, transatlantic by British Packet, and British-French transit. The "3" in the New York handstamp debits France for the 3¢ U.S. Inland.

March 17. R.M.S. Europa, Cunard Line (British Packet), departed from N.Y. this date on her 58th return voyage to Liverpool.



March 30. Europa arrived at Liverpool this date, having put the European mail ashore at Queenstown on March 29. French entry mark shows United States mail serviced by British Packet, A.C. = Ambulant Calais (R.R.). Lower letter shows the brigade handling the mail. Brigades were A to M excluding I.



8

March 31. Paris arrival backstamp. 8 decimes (15¢) due from recipient. France and Britain settled up separately for the transatlantic postage.

1858

TRANSATLANTIC MAIL

CUNARD LINE

R. M. S. Europa



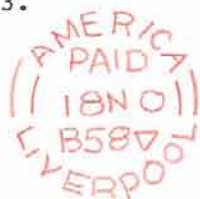
24



November 2, 1858. A single rated letter posted at New York and paid in cash at 24¢ (blue manuscript notation), the U.S.-British Treaty of 1848 rate per ½-oz. Britain was credited with 16¢ Sea (British Packet) + 3¢ British

Inland = 19¢. U.S. retained 5¢ U.S. Inland. Letter is endorsed: Per Steamship "Europa".

November 3. European bound mail was bulked to Boston to go aboard the Cunard Line's R.M.S. Europa, which departed for Liverpool on November 3.



November 18. Europa arrived at Liverpool. Eastbound she had called at Queenstown Nov. 16 for more coal. Liverpool processed the letter as AMERICA/PAID.

November 18. Arrival backstamp at Glasgow.

1864

TRANSATLANTIC MAIL
—  —
THE CUNARD LINE

R. M. S. Europa



August 19, 1864. A pair of the 6 pence, Issue of 1862, make up the 1 shilling (24¢) U.S.-British Treaty of 1848 rate. Letter solicits orders for coals from Newcastle.

August 20. R.M.S. Europa departed from Liverpool for Boston.

September 2. Boston Exchange Office receiving mark agrees with the arrival date of the Europa at that port. 5 cents was credited to the United States for her internal postage. Britain retained 16¢ Sea (British Packet) + 3¢ British Inland = 19¢.

5
CENTS



1879

THE CUNARD LINE

R.M.S. Gallia



The Cunard screw steamer Gallia off Cape Race, homeward bound from America, displaying the U.S. ensign at the foremast. Built by Thompson of Clydebank in 1879, accommodation was modelled on the White Star Oceanic, this company and the Inman Line having captured much of the transatlantic trade during the 1870's. The Gallia (430' long) accommodated 300 first class and 1200 steerage passengers.

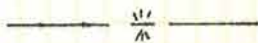
Gallia marked the transition from the previously styled "British and North American Company" to the now official "Cunard Steam Ship Company."

Oil on canvas, 30 $\frac{1}{4}$ "x53"
Painting by S. Walters, 1879.

A. White photo.

1880

TRANSATLANTIC SHIPPING LINES



THE CUNARD LINE

SS Gallia

4,809 ton steamer in service 1879-1897. She ran to New York and Boston.



K6
GLASGOW
SP 25
80

159

17 ψ
GLASGOW
SP 25
80

Sept. 25, 1880.
Glasgow Type B-5
numbered cancel and
Glasgow transit
control backstamp.

NEW YORK
OCT 4
80

C
PAID
FD
ALL

Oct. 4, 1880.
New York Foreign
Department receipt
backstamp.



5 ψ
GLASGOW
OC 30
80

159

Oct. 30, 1880.
Glasgow Type B-5.

NEW YORK
NOV 8
80

B
PAID
FD
ALL

Nov. 8, 1880.
New York backstamp.

1884

TRANSATLANTIC MAIL



THE CUNARD LINE

R. M. S. Gallia

4809 tons, 430 x 44.6 ft. straight stem, iron, 3 funnels, compound 2 cylinder engine, 13 knots. Built by J. & G. Thompson, Glasgow. Launched Nov. 12, 1878, maiden voyage April 5, 1879, Liverpool-Queenstown-New York. April 20, 1886 first voyage L'pool-Q'town-Boston, Sept. 5, 1895, last Boston voyage, then to Cia Transatlantica charter. Resumed Boston voyages May 21, 1896 until Oct. 7, 1897. Various owners until scrapped 1900 at Cherbourg.



1879 GALLIA 4,809 tons
An improved BOTHNIA.



February 12, 1884. R.M.S. Gallia, McMicken master, cleared New York this date for Liverpool, she sailed Feb. 13 in agreement with the directional endorsement. U.P.U. rate of 5 cents paid by a copy of the Issue of 1882, April 10.

Feb. 23, 1884. Arrival
backstamp at Sheffield.



1892

THE CUNARD LINE

R. M. S. Gallia



July 29, 1892. A letter posted from Pennsylvania to London c/o a forwarding agent was paid at the 5¢ U.P.U. rate by the Issue of 1890. Same day transit backstamp at New York.

N.Y. Times. TO SAIL July 30, Gallia for Liverpool, Mails Close 6:30 A.M., Sails 10 A.M.



N.Y. Times. BY CABLE. London August 8. Cunard Line SS Gallia, Capt. Ferguson, from New-York July 30 for Liverpool arrived at Queenstown to-day at 1:35 A.M.

August 8. London transit backstamp. The forwarder in London held this letter for John R. Gilhur and finally forwarded it to a second forwarder in Paris by sticker.

August 14. Paris arrival backstamp.

August 15. Drexel, Harjes & Co., Paris held the letter poste restante for the addressee. Their purple handstamp appears on the cover face.



1864

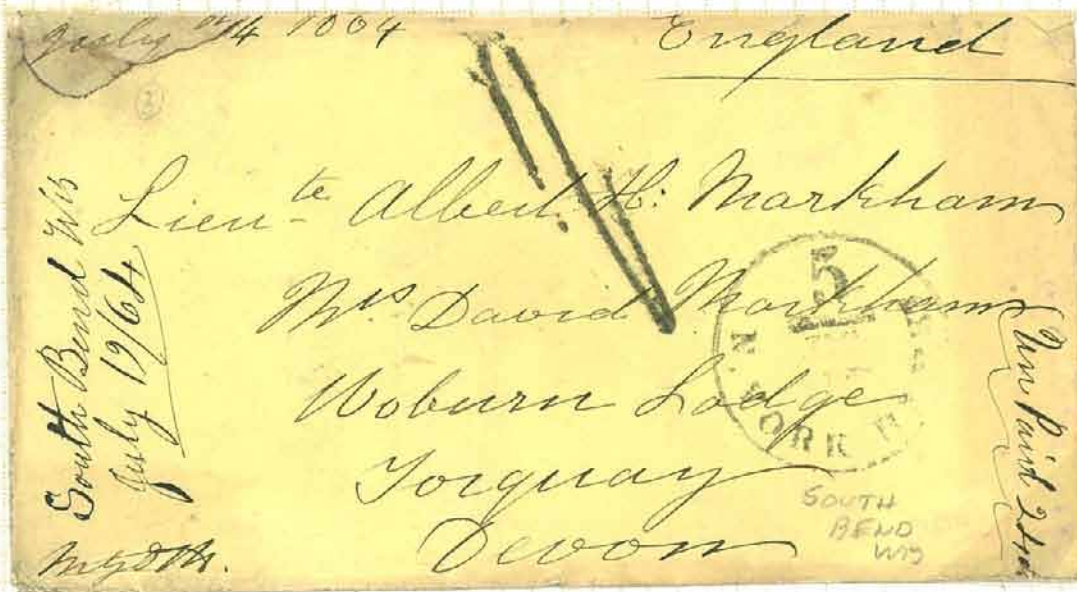
TRANSATLANTIC MAIL

CUNARD LINE

BRITISH PACKET, Unpaid Letter

R.M.S. Australasian

South Bend, Wisconsin to Torquay, England



Un. Paid 24c

South Bend Wis
July 19/64



July 19, 1864. Manuscript town mark at South Bend, Wisconsin shows at left on face. Letter posted unpaid.

July 27. Sailing date of the Cunarder Australasian from New York. She dropped her mail sacks at Queens-town at 9 a.m. on Aug. 6. "5" shows debit to Britain for U.S. Domestic.

Aug. 8. Arrival backstamp at Torquay. Handstamp shows 1 shilling due (24¢). As U.S. wanted 5¢ (above), Britain got 16¢ Sea (British Packet) + 3¢ British Inland or 19¢.

One of three covers from a correspondence exhibiting Wisconsin manuscript town marks.



1864

TRANSATLANTIC MAIL
CUNARD LINE

BRITISH PACKET, Unpaid Letter

R.M.S. Europa

Hooker, Wisconsin to Torquay, England



Hooker Wis Sept 7/64
unpaid 24



Sept. 7, 1864. Manuscript town mark at Hooker, Wisconsin. This town mark not recorded. Notation "unpaid 24" refers to the U.S. - British packet rate of 24¢ per half ounce.

Sept. 14. Recorded sailing of the Cunarder Europa from Boston. Blake 807. The "5" at base of cds debits Britain for U.S. 5¢ Domestic postage. The Europa arrived at Queenstown September 25, 1864.



Sept. 27. Arrival backstamp at Torquay. 1 shilling, equivalent to 24¢, due as shown by mss. 1/- on face. As U.S. got 5¢, Britain retained 16¢ Sea postage (Cunard, British packet) + 3¢ British Inland = 19¢

One of three covers from a correspondence exhibiting Wisconsin manuscript town marks.

1864

TRANSATLANTIC MAIL
CUNARD LINE

BRITISH PACKET, Unpaid Letter
Arcadia, Wisconsin to Devon, England

R.M.S. Persia



*Arcadia Wis
Aug 17*



Due 24

August 17, 1864. Manuscript town mark at Arcadia, Wisconsin shows at left on face. Noted "due 24", referring to the U.S.-British treaty rate of 24¢ per ½-oz.

Aug. 24. Sailing date of the Cunarder Persia from New York. She dropped British mail at Queenstown Sept. 2. "5" shows debit to Britain for U.S. Domestic.

||



Sept. 4, 1864. Arrival backstamp at Torquay. 1 shilling (24¢) due as shown by 1/- handstamp. Britain thus kept 16¢ Sea + 3¢ British Inland = 19¢ while U.S. debited her for U.S. 5¢ Domestic (above).

One of three covers in a correspondence exhibiting Wisconsin manuscript town marks.

1875

TRANSATLANTIC MAIL



THE CUNARD LINE

R.M.S. Hecla



March 23, 1875. Letter endorsed: "Hecla"/Via Queenstown. It is paid at the rate of 3d. (6c) effective from Jan. 1, 1870 to July 1, 1875, by the 3d. Issue of 1873, plate 16. As Hecla was to sail the same day from Liverpool to Boston via Queenstown, the sender paid a Late Fee of 2d. to be sure it would meet Hecla at Queenstown March 24 at her port of call there. Restatement of the Late Fee by the boxed red "L2".

Cancellation is by the London Inland Branch duplex obliterator (Dubus 132). Code letters in the cds are "r" for the 2nd. No. 99 used after Jan. 1875 and "B" which is the date code for March 23, 1875.

April 4. R.M.S. Hecla arrived at Boston. The Jan. 1, 1870 rates were all inclusive, hence no debits or credits were necessary, and letter PAID.



1876

TRANSATLANTIC MAIL



THE CUNARD LINE

R. M. S. Hecla

1785 tons, 276' x 36', clipper bow, iron screw steamer, 10 knots. Built in 1860 by Robert Napier & Sons, Glasgow for Cunard Mediterranean service. June 16, 1863, first voyage Liverpool-Queenstown-N.Y., last voyage ditto June 1, 1869. Lengthened in 1871 to 339', 2421 tons, 3 masts, compound engines by J. & G. Thompson, Glasgow. May 23, 1872, first voyage L'pool-Q'town-Boston, and so mostly 1872-81 (few N.Y. voyages). Feb. 5, 1881, last Boston voyage. Sold 1881, then various owners until scrapped in 1954.

Return to WILLIAM CLAFLIN & CO.
138 Summer St., BOSTON, Mass.
If not delivered within 10 days.



*Ex Gov William Claflin
Care Henry Wood Esq
7 Rue Scribe Paris France
"Hecla"*



April 1, 1876. Double U.P.U. rate to France (France became a U.P.U. member on Jan. 1, 1876), overpaid 2¢. Post Office clerk noted "Hecla" in blue at lower left.

R.M.S. Hecla of the Cunard Line departed April 1 from Boston for Liverpool via Queenstown. Mail to Europe from Boston direct is scarce this late as most mail was bulked to New York.



Queenstown April 11. The Cunard Line steamer Hecla, Capt. Billings, from Boston April 1, arrived at 5 P.M. today.

April 13. French entry mark at Paris indicating U.S. mail via England.

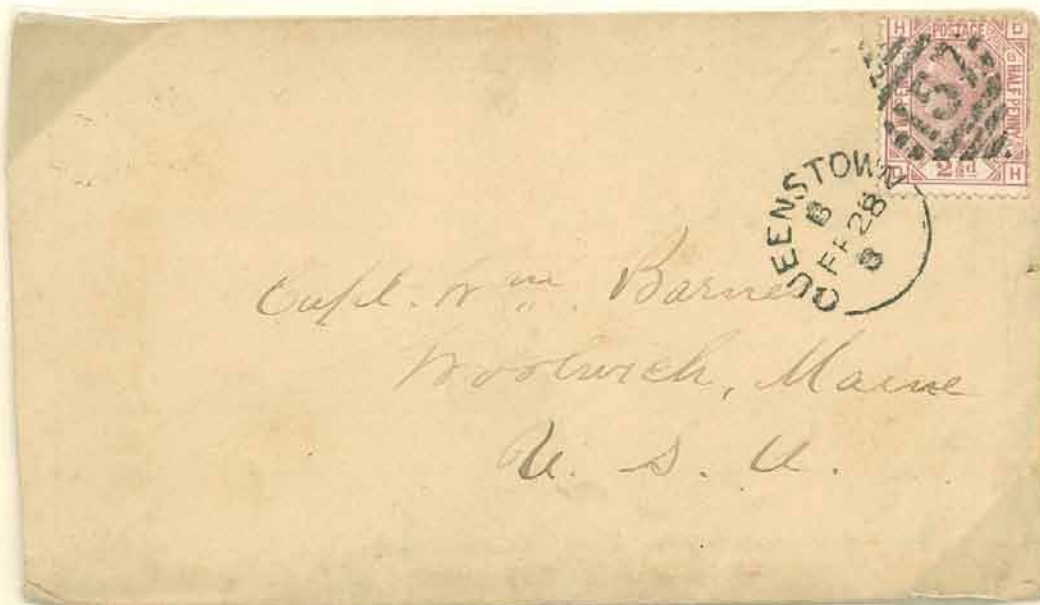
1880

TRANSATLANTIC MAIL
THE CUNARD LINE

R.M.S. Hecla, Boston to Liverpool via Queenstown
R.M.S. Algeria, Queenstown to New York

February 27, 1880. Letter written aboard the Cunard Line "Tub" Hecla as she sailed off the Irish Coast preparing to land at Queenstown. The writer, Laura M. Barnes, was travelling with her young daughter Hilda to Cardiff, Wales to meet her husband. She writes, "They say we shall be at Queenstown about eight tonight = I shall get this ready to send ashore..."

N.Y. Times. BY CABLE. Feb. 28. QUEENSTOWN Feb. 27. The Cunard Line steam-ship Hecla, Capt. Moulard, from Boston Feb. 17, arrived here at 8 P.M. on her way to Liverpool.



February 28. Letter went ashore in time to meet the westbound sailing of the Cunarder R.M.S. Algeria, which left Queenstown the 29th for New York. U.P.U. postage of 2½d. paid by Great Britain Issue of 1876, plate 15. Cancellation is by the British Post Office number "157" assigned to Queenstown. It is in the diamond of bars of the Irish series.

N.Y. Times Arrived N.Y. March 12. Steam-ship Algeria (Br.,) Gill, Liverpool 28th and Queenstown 29th to C.G. Francklyn.



1845

TRANSATLANTIC MAIL
CUNARD LINE

R.M.S. Hibernia

14th Outbound Voyage



WESTGATE ST R.H.

NEWCASTLE-ON-TYNE
OC 2
1845
E

October 2, 1845. A letter posted at the Westgate Street Receiving House of the Newcastle-on-Tyne post office. It was paid in cash one shilling (1/- in red) for the British packet letter postage to the U.S.

L
OC 3
A

October 3. Transit oval backstamp at Liverpool. The R.M.S. Hibernia departed from this port for Boston October 4 on her 14th outbound passage.

October 19. Hibernia arrived at Boston. The New York mails were bulked to N.Y., letter rated under rates effective July 1, 1845 of 5¢ for a letter not over ½-oz. under 300 miles plus 2¢ Ship Letter fee = 7¢ due, shown in blue manuscript.

1849

TRANSATLANTIC MAIL
CUNARD LINE

R.M.S. Hibernia

36th Outbound Voyage



PAID

November 30, 1849. Paid letter posted at Manchester, England and endorsed: per Hibernia/Mail Steamer. Paid in cash at 1 shilling, equivalent to 24¢ U.S.



December 1. Liverpool transit oval backstamp. The Exchange Office credited the United States with 5¢ U.S. Inland. Britain retained 16¢ Sea (British Packet) + 3¢ British Inland = 19¢.

R.M.S. Hibernia sailed December 1 from Liverpool for Boston via Halifax.

December 15. Hibernia arrived at Boston.

1849

TRANSATLANTIC MAIL
CUNARD LINE

R.M.S. Hibernia

30N030
1849

PAID
BT
30N030
1849



PAID

A&H
1412 *

November 30, 1849. This letter bears a strange boxed, dated backstamp, listed by Alcock & Holland. The double circle PAID is the London transit mark showing one shilling (1/- in red mss.) had been paid for the U.S.-British Treaty rate (24¢). This letter was posted out of course or required special treatment as shown by the inspector's "cross hair" mark. This might have some connection with the odd backstamp.*



Dec. 1, 1849.
Transit lozenge
at Liverpool.
R.M.S. Hibernia
sailed this date
for New York.

5
CENTS

Dec. 18. Record-
ed arrival date of
the Hibernia at NY,
verified by docket,
"Recd..Dec.19th".
5¢ credit to U.S.
for U.S. Inland.
Britain retained
16¢ sea + 3¢ Brit-
ish Inland = 19¢.

* Indicates Late Fee
of 1d. had been paid to
get letter into mails
from 5:15 p.m. to 6:15 p.m.,
eff. 1841. Scarce mark.



1850

TRANSATLANTIC MAIL

THE CUNARD LINE

R. M. S. Hibernia

1422 tons, 219 ft. x 35 ft. beam. Wooden paddle wheel steamer of nine knots. Built by Robert Steele & Son, Greenock (engines Robert Napier, Glasgow). Launched Sept. 8, 1842, Maiden Voyage April 19, 1843 Liverpool-Halifax-Boston. Ditto Last Voyage Aug. 24, 1850. Sold 1850 to Spanish Navy and renamed Habanois.

The letter below was carried on the third from the last trip, there being one round trip on June 29, 1850 before the last voyage as a Cunarder.



Tooley St.

May 3, 1850. Letter posted at the Tooley St., London Receiving House, and the 1 shilling (24¢) transatlantic rate paid in cash, red manuscript left side.

The Hibernia cleared Liverpool May 4 for Boston.

Marked aboard ship for a 5¢ debit to Britain for U.S. Domestic. Britain retained 16¢ sea + 3¢ British Inland = 19¢.

The Hibernia arrived at Boston May 17.



PAID

5 CENTS

1850

TRANSATLANTIC MAIL



THE CUNARD LINE

R.M.S. Hibernia

37th Return Voyage



May 28, 1850. Letter posted unpaid at New York where the Exchange Office marked it with a debit to Britain of 5¢ for U.S. Inland postage per the 1848 Treaty. Letter endorsed: pr. Hibernia, so forwarded to Boston.

May 29. R.M.S. Hibernia sailed this date on her 37th return voyage to Liverpool via Halifax.

June 11. Transit backstamp at London. Hibernia had arrived at Liverpool June 10. Fred: Huth & Co. were charged the 1 shilling (24¢) Treaty rate. Britain retained 16¢ Sea (British Packet) + 3¢ British Inland = 19¢.



1850

THE CUNARD LINE

R.M.S. Hibernia Last outbound passage for Cunard

This letter was carried on the 39th (and last) outbound passage of Hibernia under the Cunard flag, Liverpool to Boston via Halifax. She sailed from Boston on September 18 on her last eastbound voyage. She was sold to the Spanish Navy and renamed Habanois.



LS
23AU23
1850

19
CENTS

August 23, 1850. Letter datelined at London and headed: Hibernia. Endorsed on the face: Steamer via Halifax. U.S. was debited for 16¢ Sea (British Packet) + 3¢ British Inland = 19¢, the British share under the 24¢ per ½-oz. rate, U.S.-British Treaty of 1848.

August 24. Letter went by rail to Liverpool. The R.M.S. Hibernia departed from Liverpool on her last westbound passage as a Cunarder.

September 6. Hibernia arrived at Boston, she had made a port-of-call at Halifax on September 4.

24

Recipient charged at the 24¢ Treaty rate. The U.S. retained 5¢ U.S. Inland postage after remitting 19¢ to Britain through the Exchange Office.

1865

THE CUNARD LINE

R.M.S. Java

Maiden Voyage

2696 tons, 337' x 43', clipper bow, iron screw steamship, 12 knots. Launched June 24, 1865, at J. & G. Thompson, Glasgow. Maiden Voyage October 21, 1865 (with this letter on board) Liverpool-Queenstown-New York. September 8, 1866 she made her first voyage Liverpool-Boston, resumed Liverpool-New York in 1876. Engines compounded in 1877 when she was chartered to the Warren Line. 1878 sold to Red Star Line as Java. Varied career until converted to sail as Lord Spencer in 1892. April 9, 1895, sailed from San Francisco and went missing.



October 20, 1865. Unpaid letter posted at Windermere, Westd. county, England, shown by a partial strike of the town's duplex canceller. Endorsed: via Queenstown. U.S. was debited for 16¢ Sea (British Packet) + 3¢ British Inland = 19¢ under the U.S.-British Treaty of 1848.

19 CENTS

October 21. R.M.S. Java, Cunard Line, departed from Liverpool, touched at Queenstown the 22nd where this letter went on board.



November 3. Java arrived at New York. Letter was subject to the 24¢ u.s. British Treaty of 1848 rate, due in gold. This was also shown at the optional amount in depreciated paper currency at the day's gold/paper ratio of 1.42 x 24¢ = 34¢. This is shown by the handstamp type with the "OR" missing before the U.S. NOTES.

1872

TRANSATLANTIC SHIPPING LINES
— * —
THE CUNARD LINE

SS Java

2,697 ton steamer in service 1865-76.



April 27, 1872. Exceptionally fine strike of the earlier type EXCHANGE/LIVERPOOL double stamp, 23mm c.d.s., 21 mm between outer "parentheses" at either side of 466.

Letter is a prices current sent at the newspaper rate of one penny at a time when the letter rate (effective Jan. 1, 1870) was 3 pence per $\frac{1}{2}$ ounce. Rate paid by penny red, Plate 115.

1895

TRANSATLANTIC MAIL



THE CUNARD LINE

R. M. S. Lucania

12,592 tons, 601' x 65', Fairfield & Co., Ltd., Glasgow. Launched Feb. 2, 1892. Maiden Voyage Sept. 2, 1893, Liverpool-Queenstown-N.Y. Record voyages 1993-4-5. Last voyage June 26, 1909, Liverpool-Queenstown-NY. Aug. 14, 1909, destroyed by fire in Huskisson Dock. Liverpool, scrapped.



August 16, 1895. Letter at double the U.P.U. rate to member countries paid by an embossed 5¢ envelope, Issue of 1894, Die 2, and the 5¢ Bureau Issue of 1894. Stamped "Per LUCANIA" by the writer, Muller, Schall & Co., New York.

August 17. R.M.S. Lucania, Cunard Line, sailed for Queenstown.



Aug. 25. Arrival backstamp at Coln (Cologne), Germany.

The New York Times.

NEW YORK, FRIDAY, OCTOBER 11, 1907.—TWENTY PAGES.

ON

TO TRANSFER COAST DEFENSE TO NAVY

Bill Is Now in Preparation to Make It a Separate

OPERATIONS ON COUNT BIRON.

He May Lose Both His Legs and Can Never Walk Again.

Special Cable to THE NEW YORK TIMES. PARIS, Oct. 10.—Count Louis Gontaut Biron, who a few years ago married Miss Martha Leishman, daughter of the American Ambassador at Constantinople, lies desperately ill at a private hospital at Neuilly. Although

LUSITANIA ARRIVES; BROKE ALL RECORDS

At the Lightship at 1:25 A. M.; Time, 4 Days 20 Hours from Coast to Coast.

BEST DAY'S RUN 617 MILES

Yet She Wasn't Pushed, Says Vernon H. Brown—Fine Sight at Sunset Off Nantucket.

With all transatlantic records broken under her stately prow, the Cunard Line's new giant turbine liner Lusitania reached Sandy Hook Lightship at 1:25 this morning, having made the passage from Queenstown in 4 days 20 hours. She was sighted off Fire Island at 11:22 o'clock last night, and passed the island at 12:07.

The Lusitania came to anchor between the Lightship and the Bar about four miles from the point of Sandy Hook. She will come up to Quarantine at 7:30 o'clock and will dock about 10 o'clock.

All Records Broken.

On this voyage the Lusitania has broken all records for the hour, average, and an travel. Her four hours and 20 minutes, the Cunard record, were:

made on the steamer... beats the... Line and... the eager... Deutsche... Deutsche... a longer... minutes... that the... er the re... ports from... has been... shown lit-

ROOSEVELT KIL

Has Not Found a Better Con

STAMBOUL, La., Oct. 10.—The condition of the improved since the rain still cool enough to re delightful to the Presi The President will di hunt to-morrow and ne go after catamounts, 1 teen dogs, belonging 1 Greenville, Miss., arriv night, and will be ta early in the morning.

Special to The New DELTA, La., Oct. 1 reaching Delta from nea vel's camp say that an ed by a member of the Joseph Jefferson to f the Gulf of Mexico has dent so favorably that range his schedule for is understood that you invited Grover Clevelan

HUSBAND'S AGON

Wife of Gen. von Buel of His Attack

BERLIN, Oct. 10.—Imperial Adjutant, Gen. died last night under stances. The General h for some time past, suff He had a severe attac the night and his atte General's wife. Seen suffocating and unconsc "The General is dyn As she uttered the l dead at her husband's eral recovered conscie remains in a serious e not yet been informe

MR. CLEVELAN

Walks with a Cane of Recent

For the first time st ness ex-President Grov to town yesterday after ing at the Hotel Buckl nue and Fifth Street Mr. Cleveland's visit in relation to the affa tion of Life Insuran which he is Chairman, the particular matters over from Princeton co last night. As he left his train Cleveland plainly show his illness. He walks

LETTER CARRIED ABOARD A RECORD BREAKING CUNARD TRANSATLANTIC CROSSING !!

A cover that first seems to be a run-of-the-mill cover turns out to be a part of history making transatlantic lore -- Posted at Streatham in the South Western District of London Oct. 4, 1907, this letter went to Queenstown where the Lusitania, Capt. Watt, left Q'town Sunday, Oct. 6 and broke all records to N.Y. as shown in the headlined news item in the Times.

Oct. 11, arrival at N.Y., letter was backstamped at Egypt, Maine Oct. 12th.



From Joseph Dixon
30 Lougham Vale
Streatham, London



Mr and Mrs Austin
Egypt - North Hancock
Hancock County
Maine U.S.A

TAS/50-1

The New York Times

NEW YORK, FRIDAY, OCTOBER 11, 1907.—TWENTY PAGES.

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All Records Broken.

On this voyage the Lusitania has broken all records for the hour, average, and day's run in the history of ocean travel. The runs for each twenty-four hours ending at noon, as sent in to the Cunard office in this city by Capt. Watt, were: Sunday to Monday, 575 miles. Monday to Tuesday, 608 miles. Tuesday to Wednesday, 617 miles. Wednesday to Thursday, 600 miles. Thursday noon to Sandy Hook Lightship, 324 miles.

The best day's run was made on Wednesday at noon, when the steamer had made 617 miles at an average speed of 24.76 knots an hour. This beats the record of the Hamburg-American liner Deutschland of 601 miles and the Deutschland's speed of 23.56 knots an hour.

With this trip the Cunard Line and England capture from Germany the eagerly sought record for possessing the fleetest ship on the Atlantic. The Deutschland has held that record for five years. Her record from Cherbourg, a longer course, was 5 days 11 hours 54 minutes, average speed 23.15 knots an hour.

Steamship men also contend that the achievement of the Lusitania proves the superiority of turbine engines over the reciprocating type. Wireless reports from the ship have said that the trip has been pleasant and that the ship has shown little vibration.

A dispatch from Newport last night

ROOSEVELT

Has Not Found a Better

STAMBOUL, La. who arrived from camp on the Tennes reported that the P fine buck, but othe was barren of resu The condition of improved since the still cool enough t delightful to the P The President will hunt to-morrow an go after catamount teen dogs, belong Greenville, Miss., night, and will be early in the morn

Special to The

DELTA, La., O reaching Delta from velt's camp say thud by a member of Joseph Jefferson t the Gulf of Mexico dent so favorably t range his schedule. Is understood that invited Grover Cleve

HUSBAND'S AG

Wife of Gen. von f of His Attar

BERLIN, Oct. 10 Imperial Adjutant. C died last night un stances. The Gener for some time past. He had a severe at the night and his General's wife, S suffocating and unc "The General is d As she uttered th dead at her husband's general recovered con remains in a serio: not yet been inform

MR. CLEVEL

Walks with a Car of Recei

For the first time ness ex-President G to town yesterday a ing at the Hotel Bu nue and F n Str Mr. Cleveland's in relation to the ation of Life Insur which he is Chairm the particular matte over from Princeton last night.

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LETTER CARRIED ABOARD A RECORD BREAKING CUNARD TRANSATLANTIC CROSSING !!

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Oct. 11, arrival at N.Y., letter was backstamped at Egypt, Maine Oct. 12th.



From Joseph Dixon
30 Luffham Vale
Streatham, London



Mr and Mrs Austin
Egypt - North Hancock
Hancock County
Maine U.S.A

1911

THE CUNARD LINE

R.M.S. Lusitania



December 15, 1911. A letter to France c/o Thomas Cook & Sons, Paris. It was underpaid as the U.P.U. rate was 5¢, here paid only 2¢ by the Issue of 1910. Cancel by Newtonville, Mass. flag.

N.Y. Times. Outgoing Steamships: December 16: Lusitania, Liverpool. Mails close 12:30 P.M.

December 23. Lusitania arrived at Liverpool.



December 23. Letter received at Paris where Thomas Cook & Sons redirected it to the Cook office at Florence, Italy.

December 28. Arrival postmarks at Florence.



The Italian U.P.U. surface rate to the U.S. was 25 centesimi per 15 grams. As 5 centesimi was equal to 1¢ U.S., the underpayment of this letter was 15 cent. x 2 (underpayment fine) = 30 cent. due shown by the postage due stamp, Issue of 1870 (later shade.)

1910

THE CUNARD LINE

R.M.S. Mauretania (I)

31,938 tons, 762' x 88', Swan, Hunter & Wigham Richardson, Wallsend-on-Tyne (engines Wallsend Slipway Co.Ltd.), launched September 20, 1906. November 16, 1907, first voyage Liverpool-Queenstown-New York. Held many speed records, 1915-19 served as troopship or hospital ship. July 25, 1921 damaged by fire at Southampton, converted to oil.



August 18, 1910. Picture post card posted at Alnmouth Sorting Office, Northumberland, and paid by the ha' penny Issue of 1904. This was the British domestic post card rate, so this card was stamped at Liverpool T = Taxe = Postage Due. The amount was expressed in French francs (per U.P.U. regulations) at 10 centimes, or 2¢ U.S.

August 20. R.M.S. Mauretania, Cunard Line, departed from Liverpool for New York via Queenstown, August 21.



N.Y. Times. Arrived at New York August 25, SS Mauretania, Liverpool August 20, Queenstown 21.

Postage due stamp applied at Lowell, Mass. The charge was figured at ½d. (1¢) underpayment, doubled at 1¢ x 2 = 2¢ due.

1869

THE CUNARD LINE

R.M.S. Nemesis (on Charter from P. & O. Line)

The Nemesis was chartered by Cunard for six round voyages in 1869 and 1870. This cover was carried on her first voyage for Cunard, departing Liverpool October 30, 1869. On her return voyage leaving New York November 17, she for the first and last time, carried the American mails to Liverpool via Queenstown. This was at a time when the Cunard Line refused to carry the American Packet mails. At that time all eastbound mail was designated "American Packet" and westbound mail was "British Packet" whoever carried it. Thus, on the last five return voyages Nemesis did not carry the American mails.

In 1871 Nemesis made 3 round voyages under charter to the Inman Line and 4 for North German Lloyd.



October 30, 1869. A double weight letter paid at the January 1, 1868, rate of 6d. x 2 = one shilling. Payment by the 1/- Issue of 1867, plate 4. Cancellation is by the Liverpool duplex, Western District.

October 30. R.M.S. Nemesis departed from Liverpool on her first westbound voyage for Cunard under charter from the Peninsular & Oriental Steam Navigation

Company.

November 11. Nemesis arrived at New York, letter processed November 12. It was passed as a PAID ALL letter.

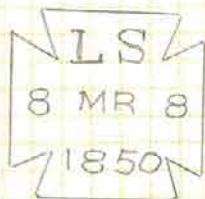


W. 133

1850

TRANSATLANTIC MAIL
&
THE CUNARD LINE

R.M.S. Niagara



March 8, 1850. Letter posted unpaid at the Lombard Street Post Office (L.S.) in London. Letter went by rail to Liverpool to meet the March 9 sailing of R.M.S. Niagara for Boston via Halifax as noted in the directional endorsement across the top of the cover.

19
CENTS

24

Debit to U.S. of 16¢
Sea (British Packet) +
3¢ British Inland = 19¢.

March 23, 1850. Arrival date of Niagara at Boston. New York mail was bulked by rail to N.Y., thus no identification at Boston. 24¢ U.S.-British Treaty rate due. U.S. retained only 5¢ U.S. Inland.

1856

TRANSATLANTIC MAIL
THE CUNARD LINE

R.M.S. Niagara

Edinburgh, Scotland to U.S. via Liverpool and Boston



PITT STREET

MAY
W 23 E
1856

May 23, 1856. Letter posted unpaid at the Edinburgh penny post office at Pitt Street, marked there with the Scots local cancellation. Transit backstamp same day at the Edinburgh Chief Office. Cover endorsed: "Via Liverpool".

L
MY 24
K

May 24. Transit lozenge at Liverpool. R.M.S. Niagara departed from Liverpool for Boston via Halifax.

19
CENTS

BR. PACKET
6 JUN 24
BOSTON

June 6. The Boston Exchange Office textbook transit strike agrees with the recorded June 6 arrival of Niagara at Boston. Mark shows 24¢ due, the U.S.-British Treaty rate of 1848. Debit to U.S. of 16¢ Sea (British Packet) + 3¢ British Inland = 19¢.

1856

TRANSATLANTIC MAIL



THE CUNARD LINE

S.S. Niagara

1824 tons, 251 ft. x 38 ft. beam. Launched July 28, 1847 at R.Steele & Co., Greenock (engines Robert Napier, Glasgow). Maiden voyage May 20, 1848 Liverpool-Halifax-Boston. 1854 Crimean War transport. Sold 1866, wrecked June 6, 1875 near South Stack, Anglesey.



1848 EUROPA 1,834 tons
An enlarged BRITANNIA. Sister ships: AMERICA, NIAGARA, CANADA.



((498))

PAID



Sept. 26, 1856. Letter prepaid at the 1/- (24¢) packet letter rate, Britain to U.S. Receipt backstamp at sub-station of Upper Mill and stamp cancelled at Manchester with the uncommon number under name duplex of the England and Wales series. "498" is the British Post Office Number assigned to Manchester. Rate paid by trimmed to shape embossed stamp. While not so popular with collectors, British Postal Regulations actually required these stamps to be so trimmed.

Sept. 26. Backstamps at L'pool. Shipping records show Cunarder Niagara sailed L'pool Sept. 27, arrived Boston Oct. 10. Docket notes receipt N.Y. on Oct. 11. 5¢ credit to U.S. for inland. Britain kept 16¢ sea + 3¢ Inland = 19¢.



5 CENTS

1857

TRANSATLANTIC MAIL
CUNARD LINE

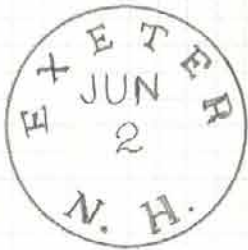
R.M.S. Niagara

Exeter, N.H. to London via Boston

54th Return Voyage

Forwarding Agent

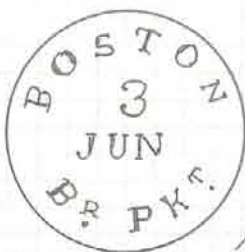
Baring Bros. & Co., London



24



June 2, 1857. An unpaid letter addressed to the Hon. Henry F. French, care of the London bankers and forwarding agents, Baring Brothers & Co. It was marked "24", the U.S.-British Treaty rate of 1848, signifying 24¢ due.



B.706

5



June 3. Transit backstamp at Boston noting handling by British Packet. R.M.S. Niagara departed from Boston on this date for Liverpool via Halifax on her 54th return passage. Boston Exchange Office debited Britain for 5¢ U.S. Inland. Britain would retain 16¢ Sea (British Packet) + 3¢ British Inland = 19¢.

June 14. Niagara arrived at Liverpool, arrival backstamp at London June 15. British marked a collect amount of 1 shilling (24¢) for the U.S.-British Treaty rate. This was paid by Baring Bros. and debited to the Hon. French's account.

June 15. The same day Baring Bros. deleted their name and the 1/- mark and forwarded the letter on to 42 Upper George St., Bryanstone Square, London West, paying the 1d. postage with a Penny Red. This was cancelled by the London District Post duplex "75" (Dubus 45) with time in the date stamp (8 NT = 8 PM.)

1884

TRANSATLANTIC MAIL
THE CUNARD LINE

R.M.S. Oregon

First Voyage for Cunard Line

7374 tons, 501' x 54', iron screw steamer, built for Guion Line, June 23, 1883. May 1884 acquired by Cunard, first voyage June 7, 1884 for Cunard, Liverpool-Queenstown-NewYork. This letter was carried on her first return voyage to Queenstown. In August 1884 she made a record voyage Queenstown to Sandy Hook. 1885 taken by British Govt. as armed cruiser. March 14, 1886, sunk in collision with an unknown schooner 18 miles east of Long Island, N.Y., no lives lost.



June 23, 1884. The 5¢ U.P.U. rate was paid at Newtonville, Mass. by the 2¢ American Bank Note Issue of 1883 and 3¢ Issue of 1881.

June 25. R.M.S. Oregon departed from New York on her 1st return voyage under the Cunard flag.



N.Y. Times. BY CABLE. Queenstown, July 2. The Cunard Line steam-ship Oregon, Capt. McMicken., from New-York June 25, for Liverpool, arr. here at 4 o'clock this morning. The time of passage was 6 days 14 hours and 24 minutes.

July 3. London, East Central District backstamp.

1884

TRANSATLANTIC MAIL



THE CUNARD LINE

R. M. S. Oregon

7374 tons, 501' x 54' beam, iron screw steamer, straight stem, 18 knots. Built by John Elder & Co., Glasgow for the Guion Line. Launched June 23, 1883. Acquired May 1884 by Cunard as Guion was unable to pay outstanding installments to John Elder & Co. June 7, 1884 first voyage Liverpool-Queenstown-N.Y. Aug. 1884 record voyage Queenstown-Sandy Hook. 1885 taken up by British Government as an armed cruiser. March 14, 1886, sunk in collision with an unknown schooner. Passengers and crew rescued by Norddeutsch Lloyd Fulda.



1883 OREGON 7,375 tons
Transferred in 1884 from Guion to Cunard, for whom she regained the 'Blue Riband'.



July 29, 1884. Single U.P.U. rate of 5¢ paid by the Issue of 1882. Letter endorsed: per SS Oregon from N.Y. July 30. N.Y. TIMES: Cleared to sail at N.Y. July 29, 1884, Steam-ship Oregon (Br.), McMicaw for Liverpool from Vernon H. Brown.



August 7. Arrival backstamps at London, West Central District, St. Martin's Place (S.M.P.). Letter was held poste restante (general delivery) at the American Exchange in Europe, 449 Strand, London.

1872

TRANSATLANTIC MAIL

CUNARD LINE

R.M.S. Parthia

Advertised, Unclaimed



October 22, 1872. Letter posted at Martok, Som., England and paid at the 3d. (6¢) rate to the U.S. effective January 1, 1870. Payment by a pair and a single of the penny red, plate 119.

R.M.S. Parthia of the Cunard Line left Liverpool October 22, picked up this letter at Queenstown, Ireland October 23.

November 3. Parthia arrived at New York and this letter forwarded on to Madison, Wisconsin.



December 16. Letter was advertised at Madison, Wisconsin, finally stamped "Unclaimed" when no response to the advertisement, stamped both by a circular mark on the face and by the boxed red backstamp.

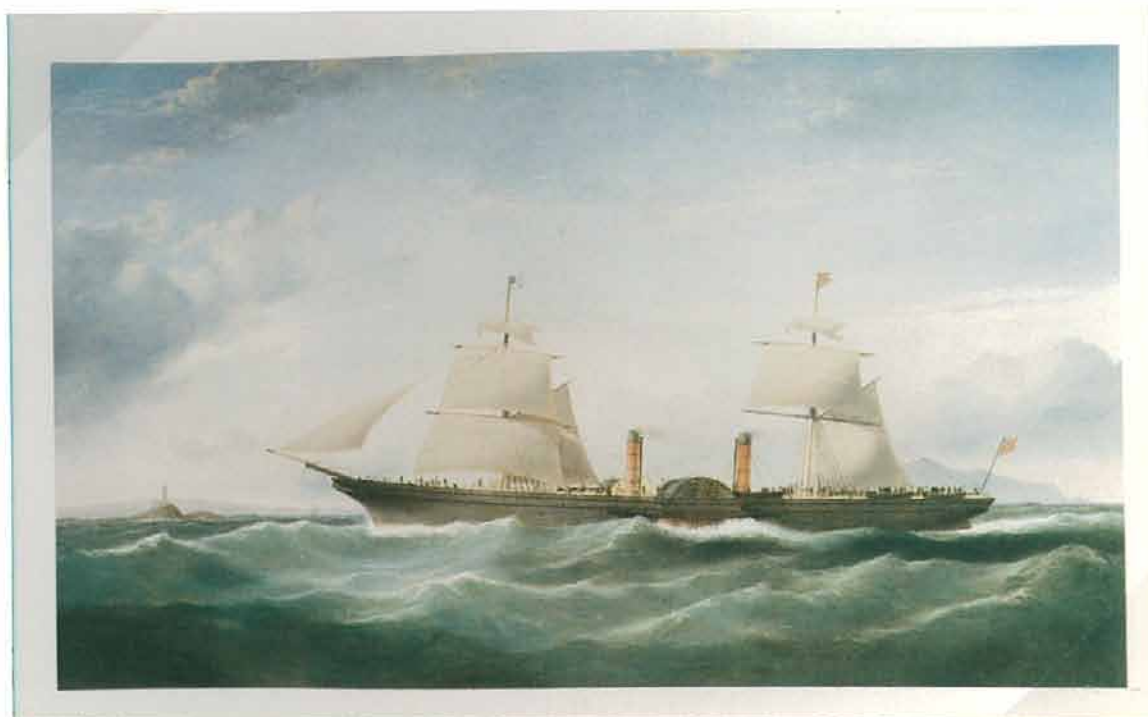
January 10, 1873. Madison backstamped the letter and sent it on to the Dead Letter Office.

February 21. Letter processed by the Dead Letter Office and returned to England 3½ months after receipt at Madison. This time lapse hardly follows the writer's note, "If not there please return at once."

1855

THE GUNARD LINE

R.M.S. Persia



Iron paddle steamer Persia, 3300 tons, 376 ft. x 45 ft. beam. Double side lever engines, $13\frac{1}{2}$ knots. Launched July 3, 1855 by R. Napier & Sons, Glasgow. Maiden voyage January 26, 1856, Liverpool - New York. 1856 (June) mizzen mast removed, originally built with three masts.

In the Samuel Walters painting above the p.s. Persia is seen inward bound off the Skerries, with Holyhead Mountain and South Stack in the distance. Walters portrays Persia under steam and full sail, rigged as a brig. As the mizzen mast was removed in June 1856, this painting was executed in the latter half of that year.

Oil on canvas, 36'x60'
S. Walters 1856

A. White photo.

1856

TRANSATLANTIC MAIL



CUNARD LINE

R.M.S. Persia

Newspaper Rate

April 19, 1856. Prices current posted paid at Liverpool with the penny Newspaper Rate paid by 1d. red, Issue of 1855. At this time letter rate per U.S.-British Treaty was 1 shilling (12d.). Cover so marked to indicate printed matter.

POSTED SINCE
LIVERPOOL
11 APR 19
1856
8:30 A1
LAST NIGHT

Backstamped with the scarce POSTED SINCE 8.30 LAST NIGHT mark to explain any delay in delivery, needless here as the letter made the sailing of the Persia.

R.M.S. Persia of the Cunard Line departed April 19, 1856 from Liverpool for New York.

April 29.
Persia arrived at New York this date.



1858

TRANSATLANTIC SHIPPING LINES

THE CUNARD LINE

R.M.S. Persia

3,300 tons, 376 ft. x 45 ft. beam. Iron paddle steamer, double side lever engines, 13½ knots. Launched July 3, 1855 by R. Napier & Sons, Glasgow. Maiden voyage Jan. 26, 1856, Liverpool - New York. 1856 (June) mizzen mast removed, 1868 sold, 1872 scrapped at London.



1856 PERSIA 3,300 tons
First Cunard iron paddle steamer. Started service with three masts.

Ireland to U.S. - Unpaid

TARBERT
AU31
1858
LIMERICK

LIMERICK
AU31
1858
H



Aug. 31, 1858.
Letter posted unpaid at Tarbert, Co. Limerick. Transit same day at City of Limerick.

DUBLIN
BA
SE 1
1858

Sept. 1.
Transit backstamp at Dublin.

L
SP 2
A

Sept. 2. Transit lozenge at L'pool. The RMS Persia sailed from here Sept. 4, 1858.

19
CENTS

British Packet debit mark to U.S. for 16¢ sea + 3¢ British Inland = 19¢.

YORK B P
SEP
17
24

Sept. 17. Arrival mark at New York agrees with recorded arrival date of the Persia on Sept. 16, New York. 24¢ due, rate from Britain, single.

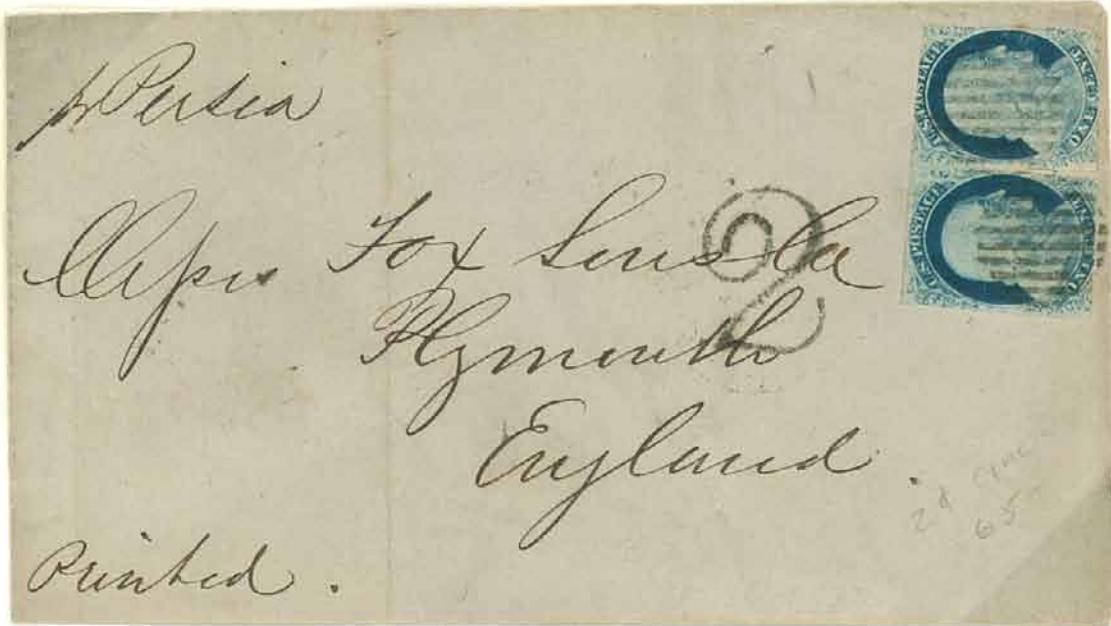
1859

TRANSATLANTIC MAIL

THE CUNARD LINE

R.M.S. Persia

Printed Matter Rate



May 20, 1859. A cover for a printed circular posted at Philadelphia (per docket) and paid at the pamphlet rate to the United Kingdom. The Act of 1855, specified on such material to the British Isles, "Pamphlets and periodicals 2 cents each, if not weighing over two ounces, and 4 cents an ounce or fraction of an ounce if they exceed two ounces, to be collected in all cases in the United States."

The 2¢ circular rate was paid by two copies of the 1¢ Issue of 1857, perforated 15½ with the stamps trimmed down. Wrapper is endorsed: p. Persia.

May 25. R.M.S. Persia of the Cunard Line departed from New York, she arrived at Liverpool June 4.



2

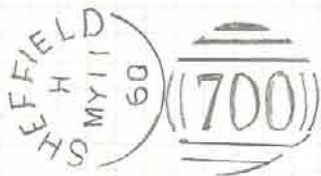
June 25. Plymouth arrival backstamp. Charged at Plymouth at the double printed matter rate of 2d., shown by the charge mark.

1860

TRANSATLANTIC MAIL
—  —
THE CUNARD LINE

R.M.S. Persia

30th Outbound Voyage



May 11, 1860. Letter paid at Sheffield at the one shilling U.S.-British Treaty rate (24¢) by a wing margin adhesive, Issue of 1856. Duplex obliterator 700 is the British Post Office number of Sheffield in a numbers under town format. The bottom bars of the killer at 4-6 o'clock are damaged.

May 12. The R.M.S. Persia departed from Liverpool on her 30th outbound voyage. Envelope was struck in transit with the red lozenge of the Liverpool Packet Letter Office.

5
CENTS

PAID

May 23. Persia arrived at New York, where this letter was marked PAID. 5 cents credit to the U.S. for U.S. Inland. Britain retained 16¢ Sea (British Packet) + 3¢ British Inland = 19¢.

1862

TRANSATLANTIC MAIL
— ❖ —
THE CUNARD LINE

R. M. S. Persia



Sept. 27, 1862. Letter posted paid at Newcastle-on-Tyne, England, regards coal shipments to the Boston Gas Light Co. 1 shilling (24¢) rate. Letter directed by Carlisle and Queenstown (Ireland). The Cunard's R.M.S. Persia departed L'pool on Sept. 27, 1862, and this letter was picked up by her Sept. 28 at her port of call at Queenstown.

5
CENTS



B. 712

5¢ credit to U.S. for
Inland Postage. Britain
retained 16¢ sea + 3¢
British Inland = 19¢.

Oct. 10, 1862. Persia arrived at New York on Oct. 9, Boston mail, bulked aboard ship, sent directly on to Boston by rail where bulk was broken and this PAID mark applied at the Exchange Office there. A textbook strike.

1938

CUNARD-WHITE STAR LINE

R.M.S. Queen Mary



July 4, 1938. A letter posted at New York and endorsed: Via Queen Mary, paid at the U.P.U. rate by the 5¢ Issue of 1927 (perf. 11 x 10½).

N.Y. Times. To sail Wednesday July 6, Queen Mary (Cunard W. Star) for Southampton.

July 11. R.M.S. Queen Mary arrived at Southampton.

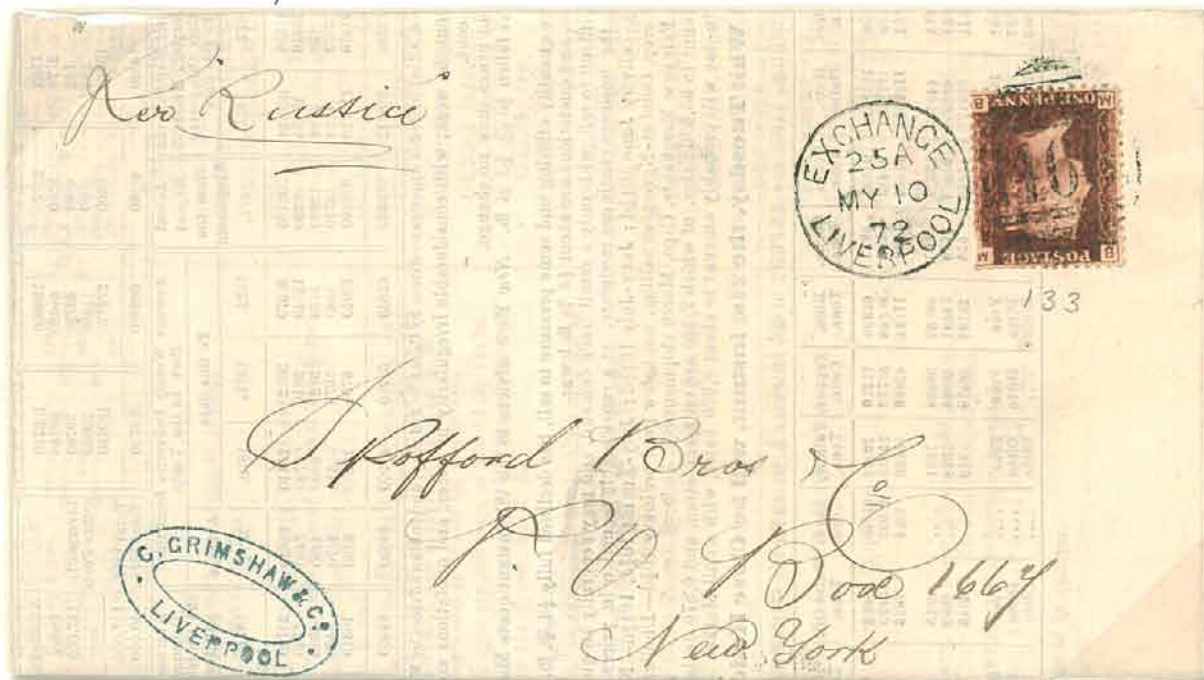
1872

TRANSATLANTIC MAIL

CUNARD LINE

R.M.S. Russia

One Penny Printed Matter Transatlantic Rate



May 10, 1872. This Liverpool General Brokers' Association Prices Current was forwarded for Bigland, Sons & Jeffreys by C. Grimshaw & Co., Liverpool, taking advantage of the one penny newspaper rate to the U.S. vs. the one shilling (12d.) letter rate. The printed folder is endorsed: Per "Russia". The postage stamp is the penny red Issue of 1864, plate 133. This is one of the less common plates of this stamp.

May 11. R.M.S. Russia of the Cunard Line departed from Liverpool for New York.

N.Y. Times. Arrived at New York Monday, May 20. Steam-ship Russia (Br.,) Cook, Liverpool May 11 and Queenstown 12th with mdse. and 160 passengers to Charles G. Francklyn.

1872

TRANSATLANTIC SHIPPING LINES

—*—
THE CUNARD LINE

SS Scotia

3,871 ton steamer in service 1862-76. Sold out of service in 1878, she was the last Cunard paddle-steamer. Apart from the abnormal Great Eastern she was the world's largest ship (379 ft.).

Because embarkation and landing of mails at an Irish port instead of Liverpool saved several hours, the British & North American Company (Cunard) established a Cobh (Queenstown) call in November 1859 and ordered the latest and fastest British trans-oceanic paddler, Scotia, in 1862. The Irish call lasted until 1914.

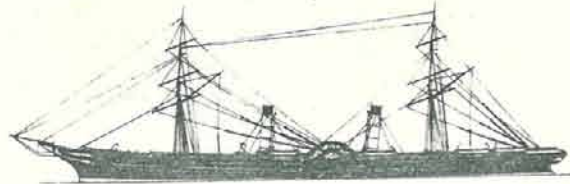


May 24, 1872. Prices current sent "per p(addle) s(teamer) "Scotia" via Queenstown" at the 1 penny transatlantic newspaper rate. Earliest EXCHANGE/LIVERPOOL circular date stamp with wide (21mm) 466 obliterator.

1872

TRANSATLANTIC SHIPPING LINES
——
THE CUNARD LINE

S.S. Scotia



1862 SCOTIA 3,871 tons
An improved PERSIA. Last of the Cunard paddle
steamers.

The Scotia was launched June 25, 1861 at Robert Napier & Sons shipyard in Glasgow. She was fitted with side-lever engines and had a speed of about 14 knots on a coal consumption of 160 tons a day! While inferior cost-wise to screw steamers (80 tons of coal a day at 12 knots for the 1862 China), the paddle steamer was still the fastest means of marine propulsion and Cunard was still determined to have the fastest ships.



April 20, 1872. Prices current posted 'per p(addle) s(teamer) "Scotia" via Queenstown (Ireland)'. Liverpool special obliterator shows geographic division (N,E,S,W) of postal city. Paid by penny red (plate 123) at the 1d. "newspaper" rate. Normal letter rate was 3d. per 1/2-ounce, effective Jan. 1, 1870.

TASOSSI

1871

THE CUNARD LINE

R. M. S. Siberia



July 21, 1871. A letter posted at Washington, D.C. to Great Britain, paid at the 6¢ rate of January 1, 1870. Payment is by two copies of the 3¢ Issue of 1870, without grill.

July 22. Transit mark at New York. R.M.S. Siberia of the Cunard Line departed from New York this same date.



August 1. Siberia arrived at Queenstown.

August 3. Arrival backstamp at Bursley, Gloucestershire.

1873

THE CUNARD LINE

R.M.S. Samaria



February 18, 1873. A letter posted at Glasgow and paid 3d., the U.S.-British rate per $\frac{1}{2}$ -oz., effective Jan. 1, 1870 to July 1, 1875. Payment is by the Great Britain Issue of 1867, plate 9. Cancellation is by the Scottish type "159". the British Post Office number assigned to Glasgow.

The letter is endorsed: per "Batavia". R.M.S. Batavia of the Cunard Line had sailed from Liverpool on February 11, 7 days before this letter was posted. Instead it went aboard the R.M.S. Samaria, which departed from Liverpool February 18, touched at Queenstown on the 19th.



March 3. Samaria arrived at Boston and the bagged mails were forwarded to New York by rail. Same day arrival mark at N.Y. The 1870 rates were all inclusive, so letter was marked PAID ALL.

1870-1872

TRANSATLANTIC SHIPPING LINES
— ÷ —
THE CUNARD LINE

Letters prepaid in cash 3d. (equivalent to 6¢ U.S.), trans-Atlantic rate, effective January 1, 1870.

SS Tarifa

2146 tons in service 1865-1899.



March 15, 1870,
posted paid at
London.



March 28.
Blake 937.
Boston receipt.

SS Samaria

2574 tons in service 1868-1896.



Blake 941.



1874

TRANSATLANTIC SHIPPING LINES
THE BRITISH AND NORTH AMERICAN ROYAL MAIL
STEAM PACKET COMPANY

THE CUNARD LINE

The Cunard Line commenced service from Liverpool on July 4, 1840. It soon became the major Transatlantic shipping line, and was subsidized by the British government.



Jan. 3, 1874. L'pool "466" barred oval obliterator double stamp on Scott #60, Plate 12, 6d. rate, double. After 1867 steamers of the Cunard Line picked up mail from London by the Saturday Night Mail to Queens-town, leaving weekly on Sunday at 3:30 p.m.

Jan. 18, 1874.
Backstamp:
New York transit,
"Paid" marking.

The SS "Russia" was a 2959 ton ship in service from 1867-79.

1871

TRANSATLANTIC SHIPPING LINES
THE BRITISH AND NORTH AMERICAN ROYAL MAIL
STEAM PACKET COMPANY

—*—
THE CUNARD LINE

S.S. Russia



The 2960 ton Russia, built in 1867 at the J. & G. Thomson yards in Glasgow, was considered to be one of the most graceful steamships ever built. The Russia, Scotia and Persia took charge of the fortnightly New York mail service.

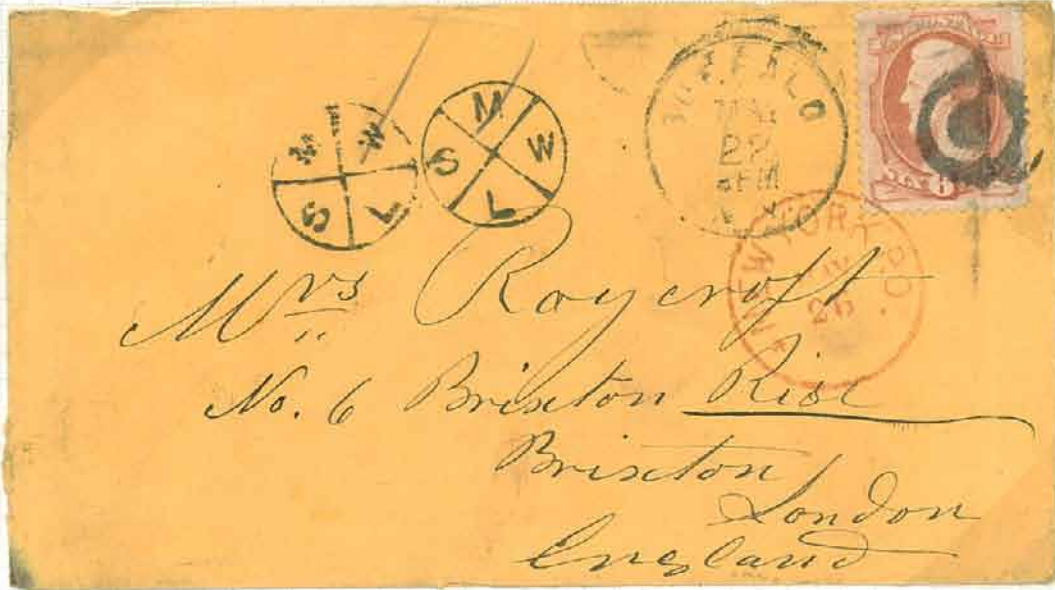


December 29, 1871. Prices current posted at Liverpool at the advantageous one penny transatlantic "newspaper" rate, paid by penny red, plate 125. First class rate then was 3d. per ½-ounce (effective Jan. 1, 1870).

1875

TRANSATLANTIC MAIL
CUNARD LINE

R.M.S. Russia



May 22, 1875. Letter paid at Buffalo, N.Y. at the 6 cent rate to the United Kingdom, effective from Jan. 1, 1870 to July 1, 1875. This was paid by the 6¢ dull pink Continental Bank Note Co. Issue of 1873.

May 26. Transit stamp at New York. The R.M.S. Russia, Cook, sailed for Liverpool this date.



BY CABLE, QUEENSTOWN, June 4. The Cunard Line steam-ship Russia, Capt. Cook, from N.Y. May 26, for Liverpool, arrived here at 4 o'clock this morning.



A 2 H. 1723

British mails went ashore at Queenstown and arrived London June 5. This letter was addressed to Brixton, near Plymouth, but also noted "London", so it ended up at the South West District Office of London. Here the missent stamp was applied (M= Missent; S W = South West District; L = London). This elusive mark first appeared in 1858 and was last seen around 1890.



Three London backstamps record letter went in and out of London on June 5.

1876

TRANSATLANTIC MAIL
— — — — —
THE CUNARD LINE

R.M.S. Scythia

Return to WILLIAM CLAFLIN & CO.
138 Summer St., BOSTON, Mass.
If not delivered within 10 days.



B.1048



1489(Typ)



941

May 9, 1876. Letter paid at the U.P.U. rate of 5¢ by a stamped 3¢ envelope and the 2¢ National Bank Note Issue of 1873. Paid at Boston.

May 10. R.M.S. Scythia departed from New York for Liverpool via Queenstown.

QUEENSTOWN, May 19, 1876. The Cunard Royal Mail steam-ship Scythia, Capt. Hains, from New York May 10, for Liverpool arrived here at 5 o'clock A.M. today.

May 20. Arrival transit mark at London.

This letter is addressed to Hon. Wm. Claflin, ex-governor of Massachusetts at London from his office in Boston (governor 1869, 1870, 1871).



THE CUNARD STEA



BOSTON OFFICE-
MESSRS. THE CUNARD STEAM SHIP COMPANY, LIMITED,
99, STATE STREET.



Handwritten in a diamond shape: *1/2 rd*
5

PRINTED AND SOLD ONLY BY TURNER AND DUNNETT, LIVERPOOL.

			Charges Forward	5.7
Freight on	<u>3.</u>	<u>2</u>	at <i>in full</i> per ton, £	
			10 per cent. primage	10.6
				<u>15.7</u>

M SHIP COMPANY, LIMITED.

Received, in apparent good order and condition, from THE CUNARD STEAM SHIP CO. LTD., of Liverpool, as Agents, to be transported by the British Steam-ship SCYTHIA, Master, now lying in the Port of LIVERPOOL, and bound for BOSTON (via QUEENSTOWN),

One Case Mohy.

being marked and numbered as per margin (Weight, Quality, Contents, Brand, and Value unknown), and to be delivered from the Ship's deck (where the Ship's responsibility shall cease) in like good order and condition, at the Port of BOSTON, unto Messrs. The

Nonantum, World, Co., New York, Mass. or to his or their Assigns, he or they paying Freight, Primmage, and Charges in cash, as per margin, without discount, on the said Goods on discharge. General Average payable as customary.

It is mutually agreed that the Carrier shall have liberty to Navigate without Pilot; to Toward Assist Vessels in Distress; to Deviate for the purpose of Saving Life or Property; to convey Goods in Lighters to and from the Ship at the risk of the Owners of the Goods, and, in case the Ship shall put into a port of refuge or be prevented from any cause from proceeding in the ordinary course of her voyage, to tranship the Goods to their destination by any other steamship or other Vessel.

It is also mutually agreed that the Carrier shall not be liable for loss, or damage occasioned by causes beyond his control, the Perils of the Sea, or other Waters, by Fire from any cause and whatsoever occurring by Barratry of the Master or Crew, by Enemies, Pirates, Thieves, or Robbers, by Arrest and Restraint of Princes, Rulers, or People, by Steam, Explosion, or Bursting of Boilers, Breakage of shafts, or any Latent Defect in Hull or Machinery; or the Unseaworthiness of the Ship, provided all reasonable means have been taken to make her seaworthy, by Collision, Stranding, or other Accidents of Navigation of whatsoever kind even when occasioned by the Negligence, Default, or Error in Judgment of the Pilot, Master, Mariners, or other servants of the Shipowner, not resulting, however, in any case, from want of due diligence by the Owners of the Ship or any of them, or by the Ship's Husband or Manager; nor by Vermin, Heating, Rain, Spray, Smell or Emanation from other Goods, Decay, Putrefaction, Rust, Sweat, Change of Character, Drainage, Leakage, Breakage, or any or Transshipment; nor for the Obliteration, Errors, insufficiency or absence of Marks or Numbers, Address, or Description; nor for any Loss or Damage caused by the prolongation of the voyage; or by Pilots, strikes, or Stoppage of Labour.

It is also mutually agreed that the Carrier shall not be liable for Gold, Silver, Bullion, Specie, Documents, Jewellery, Pictures, Embroideries, Perfumeries, Works of Art, Silks, Furs, China, Porcelain, Watches or Clocks, Precious Metals, manufactured or unmanufactured, Plated Articles, glass, Valuable and Precious Stones, Monies, Bills, Bank Notes of any country, Orders, Notes or Securities for payment of any money, Quinine, Laces, or Cashmires, Manufactured or Unmanufactured, made up into Clothes or otherwise, in any respect, or for any Goods of any description whatever above the value of £5 per cubic foot, and in no case is the Carrier to be liable beyond £100 per package, unless Bills of Lading are signed therefor, with the value therein expressed, and a special agreement is made. The only condition on which Glass, Earthenware and China will be carried is that the Shipowner shall not be liable for any Breakage, whether caused by negligence or otherwise howsoever. Also, that Shippers shall be liable for any loss or damage to Ship or Cargo caused by inflammable, explosive, or dangerous Goods, shipped without full disclosure of their nature, whether such Shipper be Principal or Agent; and such Goods may be thrown overboard or destroyed at any time without compensation. Also, that the Carrier shall have a lien on the Goods for all Freight, Primmages and Charges, and also for Fines or damages which the Ship or Cargo may incur or suffer by reason of the incorrect or insufficient marking, numbering, or addressing of packages, or description of their contents. In case the Ship shall be prevented from reaching her destination by Quarantine, the Carrier may discharge the Goods into any Depot, Lazaretto, Hulk, Lighter, or other vessel necessary for the Ship's despatch, at the Consignee's risk and expense; or the Master to have the option, and he is hereby authorized to land at or to carry on the Cargo to the nearest Port to which the Vessel is bound, the landing at such Port to be considered a final delivery under this contract, and all the expenses thereby incurred on the Goods shall be a lien thereon. The Ship may commence to discharge immediately on arrival, and discharge continuously, the Collector of the Port being hereby authorized to grant a general order for discharge provided by the regulations of the Port of discharge, they may be stored by the Carrier at the expense and risk of their Owners. In the event of there being no immediate opportunity for transshipping Goods at Port of discharge to ultimate destination, and the Goods having to go into store, the Ship not to be responsible for loss, nor for expenses in connection therewith. The Shipowner is not liable for any loss, detriment or damage to any Goods which are capable of being covered by Insurance, nor for any claim of which notice is not given before the removal of the goods, nor for any claim for damage to or detention of any Goods where the damage is done or detention occurs while Goods are not in the possession of the Shipowner, nor in any case for more than the declared or Invoice value of the Goods, whichever shall be least. Full Freight is payable on damaged or unsorted Goods; but no Freight is due on any increase in bulk or weight caused by the absorption of water during the voyage. In the event of claims for short delivery when the Ship reaches her destination, the price shall be the market price at the Port of destination on the day of the Ship's entry at the Custom House, less all charges saved, if the whole or part of the Goods be prevented from any cause from going in said Steam-ship, the Carrier is only bound to forward by succeeding Steam-ship or Steam-ships.

Freight payable on weight is to be paid on gross weight delivered, unless otherwise agreed. Parcels for different consignees, collected or made up in single packages, addressed to one consignee, to pay full Freight on each parcel. Freight and disbursements payable in Boston will be collected in currency or gold, at the current rate of exchange for Bankers' Bills on date of Ship's arrival.

And Finally, in accepting this Bill of Lading, the Shipper, Owner, and Consignee of the Goods and the holder of the Bill of Lading agree to be bound by all of its stipulations, exceptions, and conditions, whether written or printed, as fully as if they were all signed by such Shipper, Owner, or Consignee, and this Contract shall be governed by the Law of England, with reference to which Law this Contract is made.

IN WITNESS whereof, the Master or Agent of the said Ship hath affirmed to 2 Bills of Lading, all of this tenor and date, one of which being accomplished, the others to stand void.

Dated in LIVERPOOL, this

24 day of

May 1894.

J. W. Jones

1883

TRANSATLANTIC MAIL
THE CUNARD LINE

R.M.S. Scythia

4,557 tons, 421 ft. x 42 ft. beam, straight stem, iron screw steamer, 13 knots. Built by J. & G. Thompson, Glasgow, launched Oct. 28, 1874. May 1, 1875 first voyage Liverpool-Queenstown-Boston; subsequent sailings mostly to Boston. Sept. 20, 1898, last voyage Liverpool-Q'town-N.Y. 1899 scrapped in Italy.



May 15, 1883. Letter paid at the 5¢ U.P.U. rate by a 2¢ stamped envelope, Issue of 1878, fawn paper, Die 6 (Sc. U152) with an added 3¢ Bank Note Issue stamp. Cancellation was by the New York Foreign Mail killer No. 6, used only on foreign mail.

Letter endorsed "S/S Scythia", which sailed from N.Y. on May 16 for Liverpool.

May 25. By cable from Queenstown: The Cunard Line Steam-ship Scythia, Capt. Murphy, from N.Y. May 16 arrived here at 3:10 o'clock this afternoon.



May 27. Mail was processed via Queens-town to Hamburg where it received this back-stamp on the 27th. Handled by the 8-12 PM shift (N= Nachmittag or PM).

1882

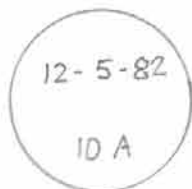
SWEDEN TO U.S. VIA ENGLAND
CUNARD LINE

R.M.S. Servia



November 21, 1882. Letter posted at Majorna, Sweden, franked at the U.P.U. rate by the 20 öre Issue of 1877, perf. 13. Railway transit backstamp same day. Letter went by local steamers and rail to England.

March 26. R.M.S. Servia of the Cunard Line departed from Queens-town.



N.Y. Times. Arrived N.Y. Dec. 4. Steam-ship Servia, (Br.,) Cook, Liverpool Nov. 25, Queenstown 26th, with mdse. and passengers to Vernon H. Brown & Co.

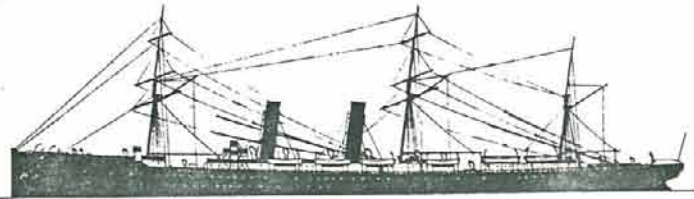
December 5. N.Y. transit backstamp and Boston arrival mark on face.

1882

TRANSATLANTIC MAIL
THE CUNARD LINE

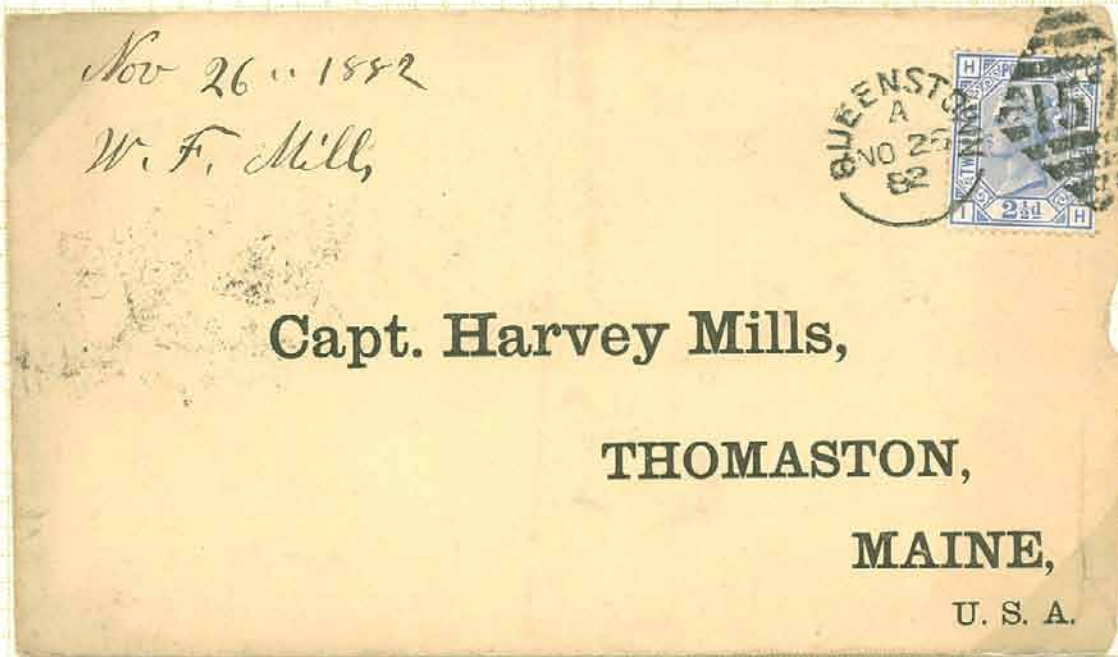
R.M.S. Servia

Of 7392 tons, the 515 ft. long Servia was the first steel constructed Cunarder and the first to be fitted with electric lights. Although an outstanding Cunarder, she was not unique among steam vessels as Inman's City of Rome was larger (8415 tons; 560 ft.), the Allan Line's Buenos Ayrean and Parisian were



1881 SERVIA 7,392 tons
Cunard reply to the BUENOS AYREAN'S steel construction, CITY OF BERLIN'S electric light and ARIZONA'S speed.

both of steel construction and Guion's Arizona was faster. Other steamers had also been fitted with electric lights.



Nov 26, 1882

W. F. Mills,

Capt. Harvey Mills,

THOMASTON,

MAINE,

U. S. A.



Nov. 26, 1882. Letter paid at the 2½d. U.P.U. rate by a copy of the Issue of 1881, Pl. 22. The R.M.S. Servia, Captain Cook, departed from Liverpool Nov. 25 and called at Queenstown the 26th, the same day this letter was posted. Cancellation of the stamp by the duplex Irish type obliterator, a diamond of bars, 157 being the British Post Office number of Queenstown.

Dec. 4. Arrival backstamp at New York. N.Y. Times notes the arrival of Servia on Monday Dec. 4 to Vernon H. Brown & Co.

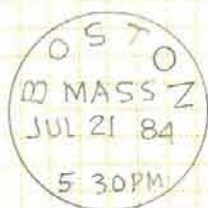
1884

TRANSATLANTIC MAIL



THE CUNARD LINE

R.M.S. Servia



B2084



B2186



July 21-22, 1884. Double U.P.U. rated letter paid by a pair of the 5¢ Issue of 1882. Directionally endorsed: per S.S. "Servia" from New York.

Cleared to sail from New York July 22, 1884, Steam-ship Servia (br.), Cook, for Liverpool, Vernon H. Brown & Co.

July 23. Servia sailed.



BY CABLE: Queenstown July 30. The Cunard Line steamship Servia, Capt. Cook from New York July 23 for Liverpool, arrived here at 6 PM to-day. Time of passage 7 days and 6 hours.

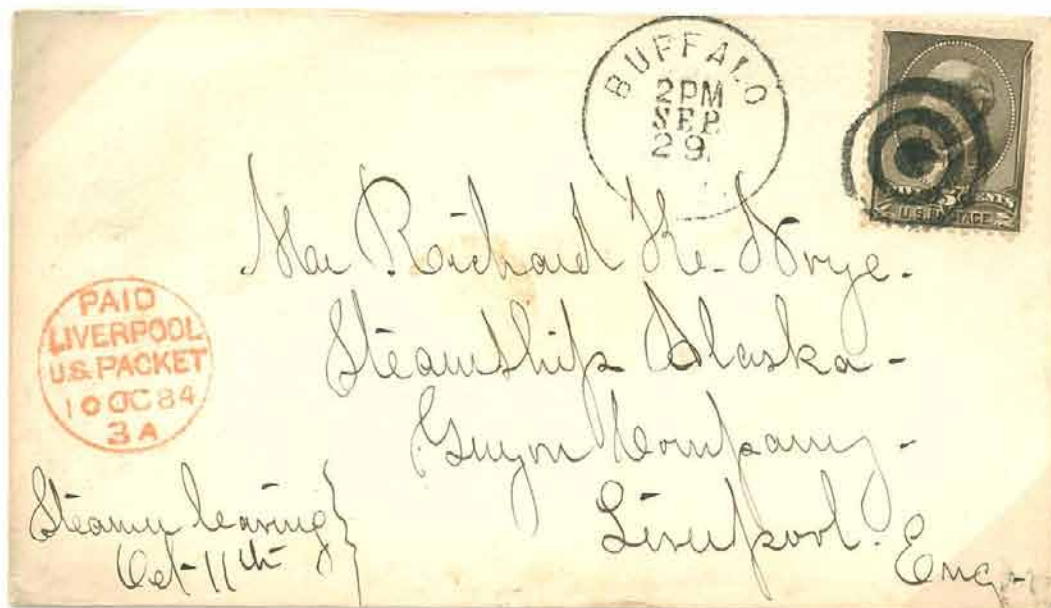
July 31. London "hooded scroll" receiving backstamp.

1884

TRANSATLANTIC MAIL

CUNARD LINE

R.M.S. Servia



September 29, 1884. A letter posted at Buffalo, N.Y. to Liverpool paid at the 5¢ U.P.U. rate by the Issue of 1882. It is addressed to a passenger aboard the "Guyon" Company steamship Alaska, due to sail from Liverpool on October 11.

N.Y. Times. Cleared New York September 30: SS Servia, (Br.,) Cook, for Liverpool, Vernon H. Brown & Co.

BY CABLE: QUEENSTOWN. The Servia arrived at Queenstown October 9 at 5:40 A.M.



October 10. Servia arrived at Liverpool, Liverpool arrival handstamp. This stamp is noted "U.S. PACKET". The Cunard Liners were British Packets and this handstamp merely identifies a letter from the U.S.

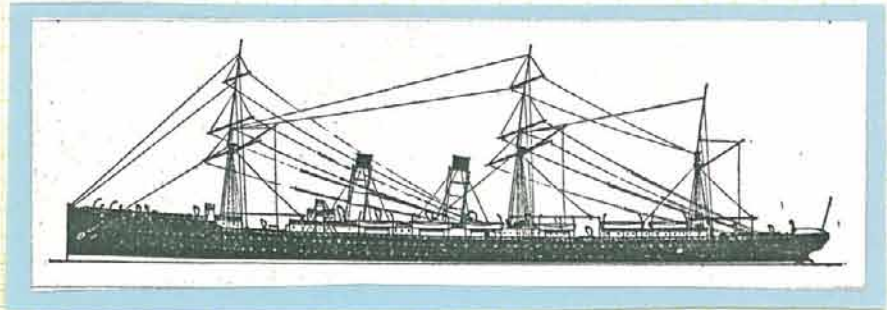
N.B.: BY CABLE, QUEENSTOWN, October 12. The Guion Line steamship Alaska, Capt. Murray, from Liverpool sailed hence to-day for New-York.

It would appear that this letter arrived just in time to meet the sailing of Alaska from Liverpool.

1885

TRANSATLANTIC MAIL
— — — — —
⚓
— — — — —
THE CUNARD LINE

R.M.S. Servia



June 27, 1885. Letter posted at London, paid at the U.P.U. rate of 2½d. to member countries by Issue of 1884. Stamp cancelled by the "Hooded Scroll" of London's East Central Office. Letter directionally endorsed per"Servia" and handstamped "VIA QUEENSTOWN", the normal routing from London for transatlantic mail. R.M.S. Servia left Liverpool on June 27 and called at Queenstown the 28th where this letter went aboard with the London and Irish mails.



July 5. Servia,
Capt. McMickan,
arrived this date
at N.Y. to Vernon
H. Brown & Co.

Printed address on back
flap notes sender as:
J.B. THOMAS
FRUIT BROKER
COVENT GARDEN
LONDON.

1896

TRANSATLANTIC MAIL
—  —
THE CUNARD LINE

R.M.S. Servia

MAIDSTONE. Kent N° 493



Feb. 28, 1891. Registered letter, paid by the Queen Victoria Jubilee Issue 2½d. U.P.U. postage to a member country plus 2d. Registry Fee. Cancellation by the duplex MAIDSTONE / STATION OFFICE with "493", British Post Office Number of Maidstone in the killer. Same day transit at London, oval postmark.

March 1. R.M.S. Servia, Capt. Dutton, departed from Queens-town where this letter had been put aboard with the London and South Britain mails in the Irish Mail make-up.



March 9, 1896. New York and Brooklyn Registry Division backstamps.

N.Y. Times: Arrived N.Y. March 9, S.S. Servia, Dutton, Liverpool and Queenstown, 9 days to Vernon H. Brown & Co. Arrived at the Bar at 9:58 A.M.



1900

TRANSATLANTIC SHIPPING LINES
THE CUNARD LINE

S.S. Servia

Registered Letter

Per Steamer Servia from Queenstown

Registered



MESSRS. MULLER SCHALL & Co.,

NS182

Post Office Box, No. 857,

NEW YORK,

U.S.A.



1900

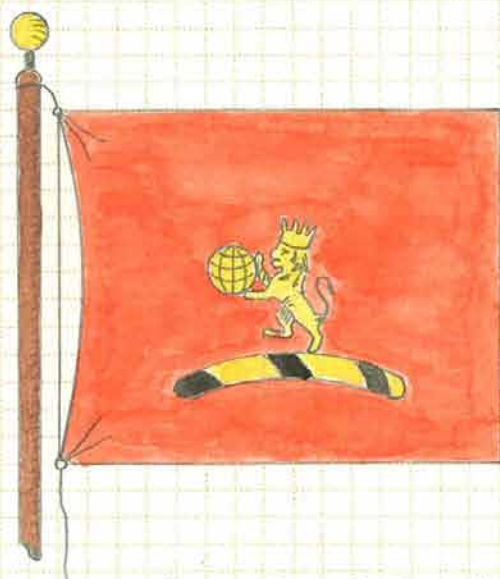
TRANSATLANTIC SHIPPING LINES

THE CUNARD LINE

S.S. Servia

Registered Letter

7,392 tons, 515 ft. x 52 ft. beam, steel screw steamer launched March 1, 1881 at R. & G. Thompson, Glasgow. Nov. 26, 1881, maiden voyage Liverpool-Queenstown-New York. November 1899 she was a Boer War transport. June 9, 1900 she resumed Liverpool-Queenstown-New York run. This letter carried on that first (June 9) voyage.



House Flag & Funnel Colors
Cunard Line after 1881.



Perforated initials of Dennistoun, Cross & Co. prepay the U.P.U. double rate shown by blue mss. "2" at 2½d. x 2 = 5d. + 2d. registry fee = 7d.

June 9, 1900. Registered letter at the Lombard Street Office, London. Letter was endorsed "Per Steamer Servia from Queenstown". The Servia left Liverpool June 9, and this letter picked up at her Irish port of call at Queenstown (Cork). This was the first sailing of the Servia to New York after serving as a Boer War transport.



June 18. Arrival date backstamp at New York, Registry Section.

1887

TRANS ATLANTIC MAIL
THE CUNARD LINE

R. M. S. Umbria



May 11, 1887. Letter to Paris posted at the 5¢ U.P.U. rate by the Issue of 1882.

May 13. Transit stamp of the Boston office "PAID ALL DIRECT."

May 14. R.M.S. Umbria sailed from New York.

N.Y. Times. BY CABLE, LONDON. May 21. The Cunard Line steamship Umbria, Capt. McMickan, arr. from New-York May 14, for Liverpool, arr. at Queenstown to-day at 3 P.M.

May 23. Paris Foreign Letter Office (ETRANGER) transit stamp.

May 24. Messrs. Perier Freres forwarded this letter to Munich. Rue Taitbout, Paris backstamp received the letter back into the mail.

May 25. Munich arrival backstamps.



1893

TRANSATLANTIC MAIL

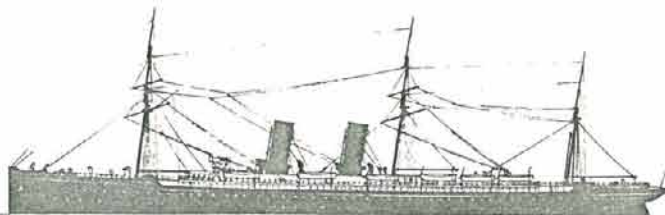


THE CUNARD LINE

R.M.S. Umbria

7,718 tons, 501'-6"
x 57 ft., straight stem,
2 stacks, 3 masts, screw,
3 cylinder engine, 19
knots. Built at John
Elder & Co., Glasgow,
launched June 26, 1884;
Nov. 1, 1884, maiden
voyage Liverpool-Queens-
town-N.Y. Jan. 1900

Boer War transport, 2 round voyages. July 21, 1900, resumed N.Y.
run, last voyage Feb. 12, 1910, scrapped 1910.



1885 ETRURIA 7,718 tons
Sistership: UMBRIA. Last single-screw record
-breakers.

Return to HOSKIER, WOOD & CO.,
46 Exchange Place, NEW-YORK, N. Y.,
If not delivered within 5 days.

per "Umbria"



*Messrs. Mendelssohn & Co.
Berlin
Germany.*

Aug. 11, 1893. Double rated U.P.U. letter posted at New York
and directionally endorsed, per "Umbria". 9:30 PM time stamped
letter just made the sailing of R.M.S. Umbria, which departed from
N.Y. at 5:30 AM Saturday, August 12.

Double rate paid by 5¢ blue stamped envelope, Issue of 1887-94
plus the 5¢ Columbian Issue at 5¢ per ½-oz. 5¢ envelope is Die 1.



Aug. 21. Berlin arrival backstamp.
Bestelli Vom Postamt 56 = Delivered
from Postoffice 56. 7½-8 V(ormittag)
= 7:30 - 8 AM.

1895

THE CUNARD LINE

R.M.S. Umbria



February 15, 1895. A letter posted at New York to London paid at the 5¢ U.P.U. rate by the Columbian Issue of 1893. It is endorsed: p "Umbria". The time-dated machine cancellation shows letter posted at 1 P.M. on the 15th.

N.Y. Times: OUTGOING STEAMSHIPS from N.Y., Saturday, Feb. 16, 1895: SS Umbria, Liverpool. Mails close 7:30 AM, Ship sails 11:00 AM.



February 25. London East Central Office "hooded scroll" arrival backstamp.

1893-94

TRANSATLANTIC MAIL



THE CUNARD LINE

R. M. S. Umbria



December 23, 1893. Letter to Paris paid at the 5¢ U.P.U. rate to member countries by a nice combination of a pair of the 1¢ and a single 3¢ Columbian issue. Station 16 cancellation at San Francisco, letter went by rail to New York.



Dec. 28. Receipt at New York, backstamp. N.Y. Times, Outgoing Steamships Sat., Dec. 30, 1893:

Umbria, Liverpool.....11:00 A.M.

BY CABLE: QUEENSTOWN, Jan. 6, 1894. Cunard Line SS Umbria, Capt. Dutton, from New-York arrived here at 4 A.M. to-day and proceeded for Liverpool.



Jan. 8. Arrival mark at the Paris Foreign (Etranger) office.

1897

TRANSATLANTIC MAIL



THE CUNARD LINE

R.M.S. Umbria



Feb. 20, 1897. 2½d. (5¢) U.P.U. rate paid at Liverpool. The stamps are cancelled by the "Scotch" type of circular date stamp, here with a damaged rim, 1 to 2 o'clock, at the West District office.

R.M.S. Umbria sailed from Liverpool the 20th for New York.

March 1. Arrival backstamp at Baltimore.



N.Y. Times: Arrived N.Y. Feb. 28, 1897, S.S. Umbria, Dutton, Liverpool Feb. 20 and Q'town 21st to Vernon H. Brown & Co. Arrived at the Bar at 8:20 P.M.

1897

TRANSATLANTIC MAIL
THE CUNARD LINE

R.M.S. Umbria



April 30, 1897. A letter to England paid at the 5¢ U.P.U. rate to member countries. The rate was made up by two copies of the 1¢ Issue of 1895 and one of the 3¢ Issue of 1894.

N.Y. Times, April 28. Outgoing Steamships, Saturday, May 1. SS Umbria, Queenstown and Liverpool. Mails close 12M, Supplementary mail 1:30 P.M., ship sails 3:30 P.M.

N.Y. Times. May 11. BY CABLE. London May 10. SS Umbria, (Br.,) Capt. Dutton, arr. at Liverpool from New York yesterday.

May 10. Okehampton, Devon arrival backstamp.



1843

TRANSATLANTIC MAIL
GREAT BRITAIN TO BERMUDA VIA HALIFAX
THE HALIFAX-BERMUDA PACKET LINE



R.M.S. Caledonia
Dep. Liverpool MAY 4, 1843
ARR. HALIFAX MAY 17.
MAIL BOAT ROSSETT
Dep. Halifax MAY 17
ARR. BERMUDA MAY 26

May 3, 1843. Letter posted paid, 1 shilling rate, at the Lombard Street Office, London. Noted "p Halifax Mail". Letter went out of Liverpool on the Cunarder to Halifax, there transhipped to the Halifax-Bermuda Packet Line, also a Cunard Line.

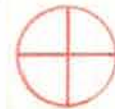
During the period of the above cover the distance was covered by sailing packets. Cunard introduced steam packets of 80 H.P. in 1848.

No other transit marks document this letter.

1852

TRANSATLANTIC SHIPPING COMPANIES
CUNARD LINE - ENGLAND TO BERMUDA VIA HALIFAX
THE HALIFAX - BERMUDA PACKET LINE

Samuel Cunard for many years had a contract for the convenience of mails between Halifax and Bermuda, direct. Mail from England out of Liverpool was trans-shipped at Halifax. Until 1848 the distance was covered by a sailing packet, after 1848 by steam packets of 80 H.P., which left Halifax twice a month (on the arrival of mails from England) to Bermuda, a voyage of about 4 days.



April 16, 1852. Lombard Street receiving mark at London. 1 shilling handstamp for unpaid rate due from recipient. Crossed circle in red is surveyor's or inspector's mark.



April 17, 1852. Lozenge transit mark at Liverpool, date coinciding with the 17th of the month sailings of the Cunarders for Halifax.

R. A. S. MASON
DEP. LONDON APRIL 17, 1852
ARR. HALIFAX APRIL 28

MAIL BOAT LEVANTINE
DEP. HALIFAX APRIL 28
RETURNED APRIL 29
BY MAIL SHIP

MAIL BOAT OSTRAY
DEP. HALIFAX APR 29
ARR. BERMDA MAY 3

7A5 085.0

1851

TRANSATLANTIC MAIL
THE CUNARD LINE-ENGLAND TO BERMUDA VIA HALIFAX.
THE HALIFAX-BERMUDA PACKET LINE



LS
14 FEB 14
1851

H
FE 26
1851
NS

Feb. 14, 1851. Letter posted unpaid at Lombard Street Office, London for Bermuda. Noted "via Halifax". Cunarders sailed for Halifax out of Liverpool.

Feb. 26, 1851. Letter received in transit at Halifax where it was transferred to the Cunard Halifax-Bermuda Packet Line. 1 shilling (1/- mms.) due from recipient.

R.M.S. EUROPA
DEP. L'POOL FEB 15, 1851
ARR. HALIFAX FEB 26

MAIL BOAT OSPRAY
DEP. HALIFAX FEB 28
ARR. BERMUDA MAR. 4

1929

THE CUNARD LINE

R.M.S. Berengaria

52,226 tons, 883' x 98'. Built as Imperator by A.G. Vulcan, Hamburg, launched May 23, 1912 for Hapag. 1920 allocated to Great Britain. 1921 bought by Cunard, renamed Berengaria.



March 22, 1929. A registered letter posted at Moshi, Tanganyika (backstamp) where the postage and registry fees were paid by four copies of the 10 cents yellow and black, Issue of 1925, and the 15¢ carmine and black, Issue of 1922.

March 25. Letter went by rail to the port city of Mombasa, Kenya where it received the Mombasa backstamp. Letter then went by ship to London.

April 13. R.M.S. Berengaria of the Cunard line departed from Southampton.



N.Y. Times. Arrived New York April 19, Berengaria, Cunard, Southampton April 13.

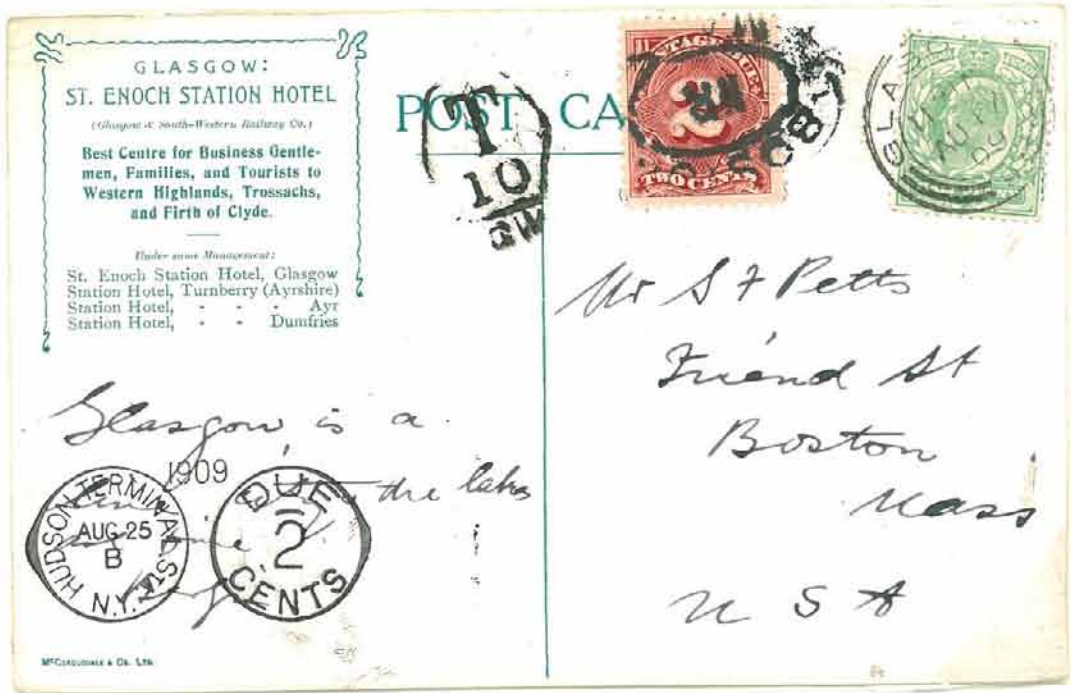
April 20. New York Registry Division and Madison Square Station arrival backstamps.

1909

THE CUNARD LINE

R.M.S. Caronia (I)

19,687 tons, 650' x 72.2', twin screw, 2 sets of four cylinder quadruple-expansion engines, 18 knots. John Brown & Co. Ltd., Glasgow. Launched July 13, 1904, maiden voyage February 25, 1905, Liverpool-Queenstown-New York. First voyage Liverpool-Queenstown-Boston June 2, 1914. After two round voyages became an armed merchant cruiser. 1916 (Aug.) troopship. Varied career after World War I until scrapped at Osaka, Japan in 1933.



August 17, 1909. A picture post card posted at Glasgow, Scotland by the ha' penny stamp, Issue of 1902. This was the British Inland postal card rate, the international rate was one penny, so the Glasgow post office stamped the letter T = Tax = Postage Due at 10 centimes due per U.P.U. regulations.

August 17. R.M.S. Caronia departed from Liverpool for New York via Queenstown.

N.Y. Times. Arrived at New York August 24, SS Caronia, Liverpool Aug. 17 via Queenstown Aug. 18.



The Boston, Mass. post office applied the 2¢ Postage Due stamp, figured at ha' penny (1¢) underpaid + 1¢ fine = 2¢ due (5 centimes = 1¢, so 10 centimes = 2¢ due.)

1866

TRANSATLANTIC MAIL
—  —
THE CUNARD LINE

R.M.S. China

Triple Rated Letter



PAID

April 28, 1866. Paid letter under the U.S.-British Treaty of 1848, at 1 shilling (24¢) per ½-oz. This letter weighed over one ounce, but not over 1½-oz., thus took 3 rates at 1/- x 3 = 3/-, paid by a pair and a single stamp of the Issue of 1865, Plate 4, equivalent to 72¢ U.S. Stamps cancelled by "466" in an oval of bars, the British Post Office number of Liverpool. Backstamp is of the Liverpool Packet Letter Office (P.L.O.).

R.M.S. China departed from L'pool April 28 on her 25th round voyage for Boston via Queenstown and Halifax.

Exchange Office notation in crayon debits British for 5¢ U.S. Inland x 3 = 15¢. British retained 16¢ Sea (British Packet) + 3¢ British Inland = 19¢ x 3 (triple letter) = 57¢. Triple rated letters are remarkably scarce.

May 8. Recorded arrival date of China at Boston. Docket notes "Received May 9" (at N.Y.). N.Y. mail was bulked aboard ship and went Boston to N.Y. by rail in sealed bags, hence received no identity at Boston.

1866-67

TRANSATLANTIC MAIL
THE CUNARD LINE

R.M.S. China



Dec. 22, 1866. An unpaid letter to New Orleans, posted at Liverpool. It is endorsed: p "Australasian" via Queenstown & New York. This letter was posted sometime after Dec. 15, probably the 16th, and just missed the sailing of the R.M.S. Australasian, which had departed from Liverpool on Dec. 15. The Liverpool Packet Letter Office (P.L.O. in the cds) traditionally postmarked letters on the sailing date of the steamers.

R.M.S. China of the Cunard Line departed from Liverpool on Dec. 22 for Boston via Queenstown, where she touched Dec. 23. Exchange Office debited U.S. for 16¢ Sea (British Packet) + 3¢ British Inland = 19¢ x 2 (double letter) = 38¢.

28



January 2, 1867. China arrived at Boston. The N.Y. mail was bulked to New York by rail where bulk was broken and the letters first received identity as British Packet mail. The N.Y. Exchange first struck the British Packet due 24¢ mark in error. This was overstruck with the correct 48¢ charge mark being the U.S.-British Treaty of 1848 rate per ½-oz. of 24¢ x 2 = 48¢, the double rate. U.S. retained U.S. Inland of 5¢ x 2 = 10¢.

1841

THE CUNARD LINE

R.M.S. Columbia

Maiden Voyage

The 1175 ton Columbia was the last of the original quartette ordered by Cunard to satisfy the mail sailing contract with the British Admiralty. The others were Britannia, Acadia and Caledonia. In all, Columbia made only 11 round voyages. On her 12th eastbound passage on July 2, 1843, in dense fog on Seal Island, near Cape Sable, she was wrecked. The Cambria was laid down in 1845 as a replacement for her.



January 4, 1841. A tobacco market letter and prices current. Letter was paid one shilling, the packet letter rate, at Liverpool. Early January usage of the Liverpool lozenge handstamp, the clerk forgot to change the the year date, shown as "1840" in error. Letter is endorsed: p Columbia/ via Boston

January 5, The wooden paddle steamer R.M.S. Columbia departed from Liverpool for Boston via Halifax.



January 21. Columbia arrived at Boston after touching at Halifax the 19th. Letter was rated, Act of 1825, over 400 miles at 25¢ x 2 (double letter) = 50¢ + 2¢ Ship Letter charge = 52¢ due.

January 25. Docket notes letter received at Richmond, Virginia.

1841

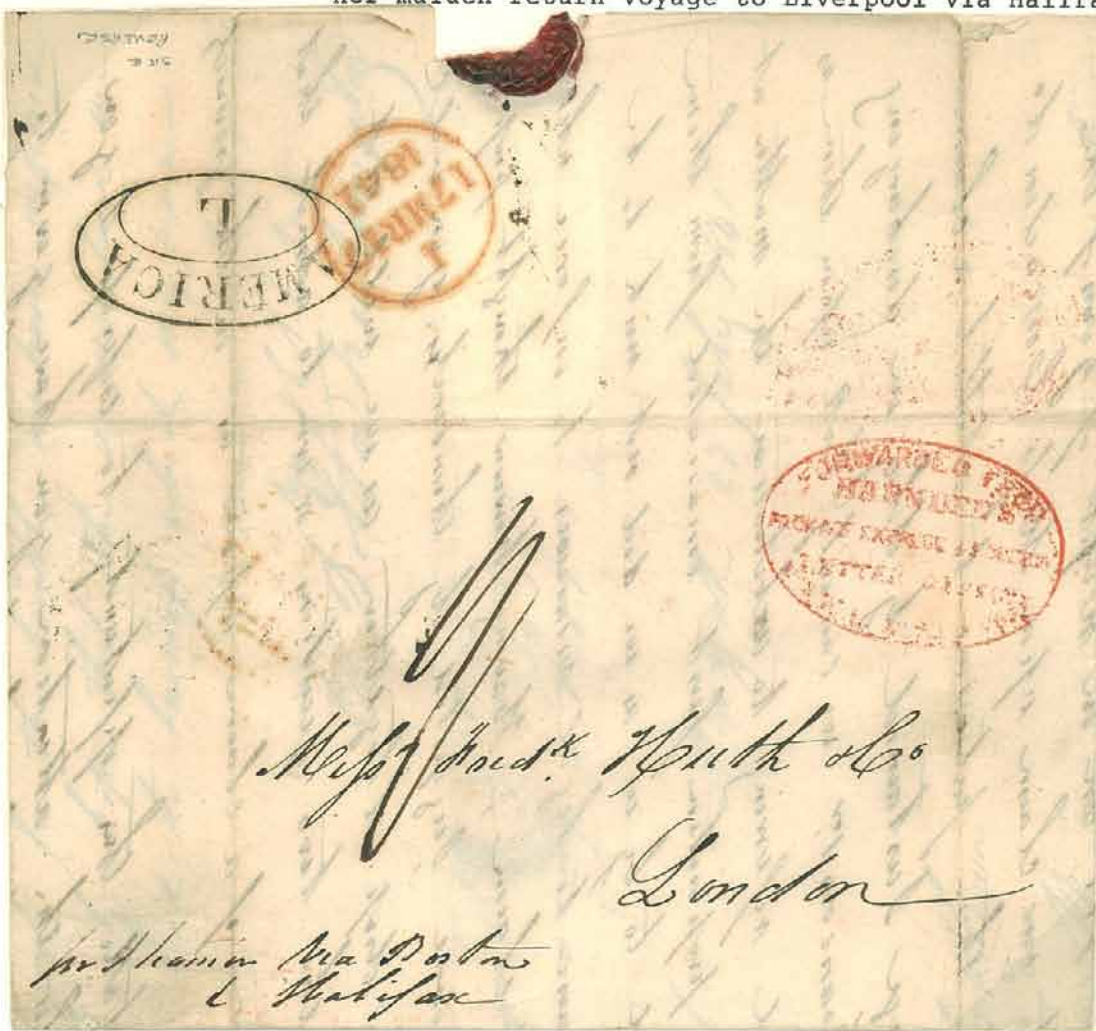
THE CUNARD LINE

R. M. S. Columbia

Maiden Return Voyage

February 27, 1841. Letter headed at New York and endorsed: pr. Steamer via Boston/ 7 Halifax. It was handed directly to Harnden & Co. at No. 2 Wall St., New York. Their courier carried it on the train to Boston who handed this letter directly to the purser of the Cunard Line's R.M.S. Columbia.

March 2. R.M.S. Columbia departed from Boston on her maiden return voyage to Liverpool via Halifax.



March 16. Columbia arrived at Liverpool. arrival backstamp at London March 17.

Letter rated one shilling (1/- in manuscript) the North American Packet Letter rate.

1841

THE CUNARD LINE

R. M. S. Columbia

6th Outbound Passage

1175 tons, 207 ft. x 34 ft. beam. Clipper bow, wooden paddle steamer, side lever 2 cylinder engine, 9 knots. Launched 1840 by Robert Steele & Son, Greenock (engines Robert Napier, Glasgow). Maiden Voyage January 5, 1841 Liverpool-Halifax-Boston. July 2, 1843, wrecked near Cape Sable, Nova Scotia.

The Cunarders sailed from Liverpool on the 4th and 19th of each month (the 4th only during the months of November through February inclusive) unless the 4th was a Sunday in which case the sailing was postponed until Monday.



October 3, 1841. Letter into mails and the 1/- transatlantic rate paid in cash as shown by the 1 shilling handstamp. October 3 was a Sunday. Endorsed on face: p Boston Steamer/ Columbia (sic). She sailed on the 4th.

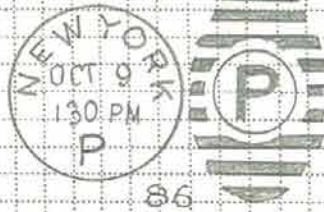


October 21, 1841. Boston Ship Letter mark (Blake 293) rated incoming at zone rate 150-400 miles, Boston to Philadelphia, 18-3/4¢ + 2¢ Ship Letter charge = 20-3/4¢ due, shown in manuscript.

1886

TRANSATLANTIC MAIL
CUNARD LINE

R. M. S. Etruria



October 9, 1886. A quadruple letter paid by an interesting combination of 5¢ Garfield stamped envelope, Issue of 1882; 5¢ Garfield brown, Issue of 1882, and the 10¢ re-engraved Jefferson Issue of 1882.

Oelrichs & Co., who were the agents for the North German Lloyd Line, endorsed the cover: p. Str. Etruria. This Cunard steamer sailed October 9 for Liverpool.

October 16 (BY CABLE): The Cunard Line steamship Etruria, Capt. Cook, from New-York Oct. 9 for Liverpool, passed Browhead at 11:40 A.M. today.



October 19. Arrival backstamp at Berlin.

1890

TRANSATLANTIC MAIL
THE CUNARD LINE

R.M.S. Etruria



December 5, 1890. Letter paid at the 5¢ U.P.U. rate by a 1¢ stamped envelope plus a 4¢ Bureau Issue of 1890. Letter endorsed: Str "Etruria".

N.Y. Times: OUTGOING STEAMERS, Sat. Dec. 6. Etruria, Queenstown. Mails close 8:30 AM, Sails 12M.

By Cable: London Dec. 14, Cunard Line SS Etruria, Capt. Hains, from N.Y. Dec. 7 for Liverpool, arrived at Queens-town at 5:53 A.M. to-day.



Dec. 16. Arrival backstamp at Neumunster, Switzerland.

1891

TRANSATLANTIC MAIL
THE CUNARD LINE

R.M.S. Etruria

TOO LATE for R.M.S. Pavonia



TOO LATE



April 30, 1891. Letter paid 2½d. U.P.U. rate by the Queen Victoria Jubilee Issue of 1887 cancelled by the "hooded scroll" of Liverpool. Letter was endorsed: Per R.M.S. "Pavonia."

The Pavonia departed from Liverpool on April 30, but this letter was too late to make the sailing. The Liverpool Packet Letter office overstruck the endorsement with the boxed TOO LATE and applied their P.L.O. dated backstamp.

May 2. R.M.S. Etruria departed from Liverpool via Queens- town May 3 for New York.

May 10. Etruria arrived at New York. Transit backstamp.

May 11. Arrival backstamp at Holyoke, Mass.



1892

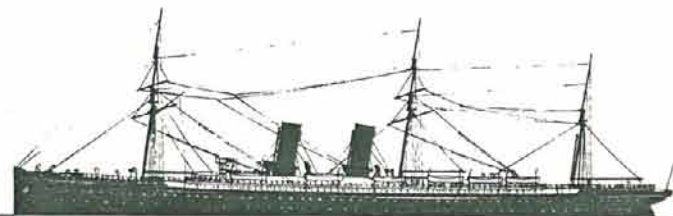
TRANSATLANTIC MAIL



THE CUNARD LINE

R. M. S. Etruria

7718 tons, 501' x 57', steel screw steamer, 19 knots. John Elder & Co., Glasgow. Launched Sept. 20, 1884, maiden voyage April 25, 1885 Liverpool-Queenstown-New York. May 1885 record passage Sandy Hook-Queenstown, May 1888 record voyage Queenstown-Sandy Hook. 1890 tonnage 8120. 1902 lost propeller shaft in mid-Atlantic; towed to Azores by S.S. William Cliff (West India & Pacific), thence by tugs to L'pool. Last voyage Sept. 9, 1908, L'pool-Q'town- N.Y. Scrapped Nov. 1909 at Preston.



1885 ETRURIA 7,718 tons
Sistership: UMBRIA. Last single-screw record
-breakers.



Oct. 8, 1892.
Letter paid 2½d.,
U.P.U. rate by Issue
of 1887 cancelled by
the "Squared Circle"
of the London West
Central office.

By Cable, London
Oct. 9: Cunard Line
SS Etruria, Capt.
Haines, from Liver-
pool sailed from
Queenstown for New-
York today.



*Miss E. J. Spalding,
Care Dr. C. P. Bancroft,
Concord,
New Hampshire,
U. S. A.*



Oct. 15. N.Y. Times: Arrived N.Y. Sat. Oct. 15, SS Etruria, Haines, Liverpool and Queens- town, 7 days to Vernon H. Brown & Co. Arrived at the bar at 8 42 AM. Backstamp.



Oct. 17. Arrival backstamp at Concord, New Hampshire.

1905

TRANSATLANTIC MAIL
THE CUNARD LINE

R.M.S. Etruria



June 22, 1905. A letter posted at Detroit, Michigan and paid at the 5¢ U.P.U. rate by the 2¢ stamped envelope, Issue of 1903, and the 3¢ bright violet, Issue of 1903.

N.Y. Times. OUTGOING STEAMSHIPS
Saturday, June 24. Etruria for Liverpool. Mails close 6:30 A.M., vessel sails 10 A.M.

N.B.: There were no European sailings on June 23.

FOREIGN INTELLIGENCE: SS Etruria. Arrived at Liverpool July 2.



Mails were forwarded from Britain to Germany via Ostende, Belgium.

July 3. Frankfurt am Main arrival backstamp.

1897

TRANSATLANTIC MAIL



THE CUNARD LINE

R. M. S. Etruria



May 1, 1897. Postal card paid at the U.P.U. rate of 1d. (2¢) (Card Huggins CP27. 1d. pale red, 1 April 1892.) Card is cancelled by the Woking, Surrey "Squared Circle."



N.Y. Times: By Cable, London May 2: S.S. Etruria, Capt. Ferguson, from L'pool May 1 for N.Y. sailed from Queenstown at 9:40 AM May 2.

May 8, Saturday. SS Etruria arrived at the Bar at 1:35 PM, thence to Vernon H. Brown & Co.



May 9. Straight line arrival mark at Washington, D.C.

WASHINGTON, D.C.
MAY 9 5-AM

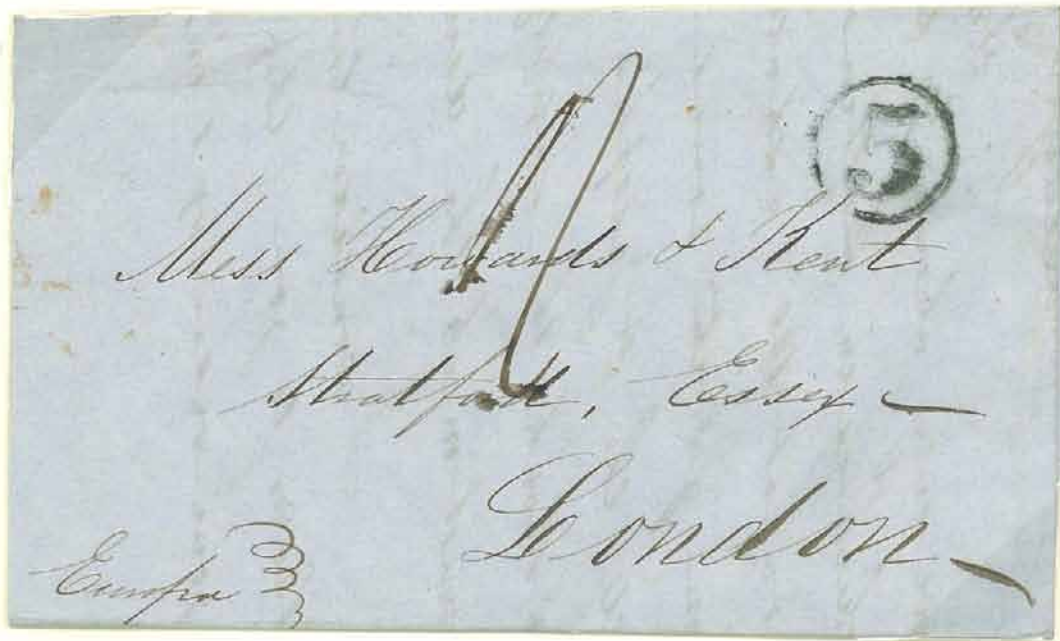
1849

THE CUNARD LINE

R.M.S. Europa

Collision of Europa at sea kills 134 aboard ship Charles Bartlett

Europa departed from Boston June 20, 1849, with this letter on board, bound for Liverpool via Halifax. On Wednesday, June 27, the Europa was steaming at about 12 knots in a dense fog some five days out of Halifax and about 700 miles west of Cape Clear, Ireland when at 3:30 P.M. the lookout called there was a ship dead ahead. Before any evasive action could be taken, Europa struck the 400 ton American immigrant ship Charles Bartlett amidships, cutting halfway through the vessel which sank within a few minutes. Only 43 of the 177 persons on board were rescued, including Capt. William Bartlett. Of the 162 steerage passengers most were below decks and perished. Survivors were rescued by Europa and taken to Liverpool.



5

June 18, 1849. Letter dated at New York and endorsed: Europa.

June 20. Letter went by rail to Boston where R.M.S. Europa departed on June 20 for Liverpool via Halifax. She cleared the latter port June 22. On this unpaid letter, Britain was debited for 5¢ U.S. Inland under the U.S.-British Treaty of 1848.

June 27. Europa crashes into ship Charles Bartlett, bound from England to New York with a cargo of lead and chalk, 162 steerage and one cabin passenger.

July 1. Europa arrived at Liverpool with her sad cargo. This letter arrived at London July 2, backstamp. Postage due of one shilling (1/- in manuscript). Britain retained 16¢ Sea (British Packet) + 3¢ British Inland = 19¢.

AS
2 JY 2
1849

1850

THE CUNARD LINE

R.M.S. Europa



June 5, 1850. An unpaid letter posted at New York and addressed to England. It weighed over $\frac{1}{2}$ -oz. but not over 1-oz., thus was subject to double the U.S.-British Treaty of 1848 rate of 24¢ per $\frac{1}{2}$ -oz. x 2 = 48¢. Britain was debited for 5¢ U.S. Internal postage x 2 = 10¢, shown in the rather unusual New York handstamp.

June 5. R.M.S. Europa, Cunard Line, departed from New York for Liverpool. This was a British Packet, so Britain retained 16¢ Sea + 3¢ British Inland = 19¢ x 2 = 38¢ out of the 46¢ (equivalent to 2 shillings) to be collected in England.



June 16. Europa arrived at Liverpool, Packet Letter Office AMERICA transit backstamp.

June 17. Bath transit backstamp and Bradford-Wiltshire arrival mark (on face.) Double rate of 2 shillings due, shown as manuscript 2/-.

1851

TRANSATLANTIC MAIL
— — — — —
THE CUNARD LINE

R. M. S. Europa



April 24, 1851. This letter was paid at the Lombard Street Post Office, London. This type of Maltese Cross is usually seen in black, here in red for a paid letter. 1 shilling (24¢) rate is stated in the faint red manuscript note 1/-. R.M.S. Europa departed Liverpool April 26 for New York.



Credit to U.S. for 5¢ U.S. Inland. England retained 16¢ Sea (British Packet) + 3¢ British Inland = 19¢.



May 8. Arrival date of the Europa at New York. U.S.-British Treaty rate of 24¢ per ½-oz. included inland handling at each end with U.S. here getting 5¢ through the Exchange Office credit.

1851

TRANSATLANTIC MAIL
—  —
THE CUNARD LINE

R.M.S. Europa

Double paid letter



October 17, 1851. Paid letter at the double U.S.-British Treaty of 1849 rate, 1/- per ½-oz., 2/- double (48¢). R.M.S. Europa sailed Oct. 18 from Liverpool for Boston. Manuscript "10" credits U.S. for 5¢ U.S. Inland x 2 (double letter) = 10¢.



B. 702

October 30. Europa arrived at Boston Oct. 29. An array of Boston Exchange Office marks show arrival at Boston by British Packet and that 48¢ (2 shillings) had been prepaid.

British retained 16¢ Sea postage (British Packet) + 3¢ British Inland = 19¢ x 2 (double letter) = 38¢.

PAID

B. 527

48

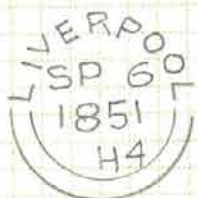
B. 716

1851

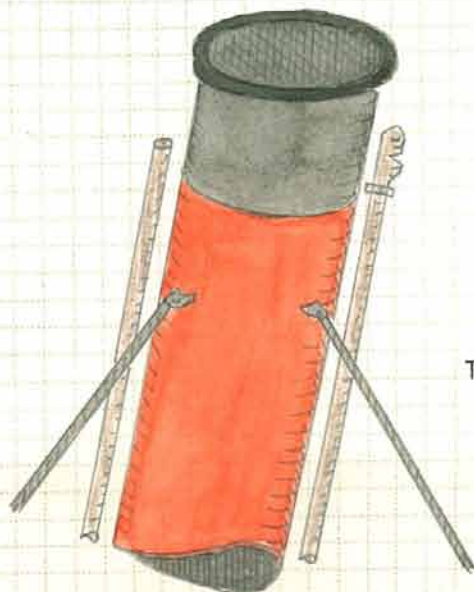
TRANSATLANTIC SHIPPING LINES
*
THE CUNARD LINE

R.M.S. Europa

1,834 tons, 251 ft. x 38 ft. beam, clipper bow, wooden paddle steamer. Built by John Wood, Port Glasgow (engines Robert Napier, Glasgow), launched Sept. 22, 1847, maiden voyage July 15, 1848 Liverpool-Halifax-Boston. 1854 Crimean War transport. 1867 sold.



Sept. 6, 1851. Receipt mark and Packet Letter Office oval transit backstamp agree with recorded sailing date of the R.M.S. Europa from Liverpool for Halifax and Boston.



Funnel Colors
The Cunard Line
1840 - 1881

19
CENTS

Debit mark struck aboard ship, debiting U.S. with 16¢ sea (British Packet) + 3¢ British Inland.



Sept. 17. Arrival date of the Europa at Boston. 24¢ treaty rate, Britain to U.S. due. U.S. would retain 5¢ U.S. Domestic.

Blake 767.



1853

TRANSATLANTIC MAIL
CUNARD LINE

R.M.S. Europa



March 24, 1853. Dubus 99. London Inland Office "19" of the first series, first appeared in the proof book June 1851, small diamond nearly a square. 1/- transatlantic rate paid by a cut-to-shape embossed stamp (in accordance with regulations).

March 25. Transit lozenge at Liverpool, unusual in green. R.M.S. Europa sailed this date for N.Y.



Credit to U.S., partially struck on letter, gives U.S. 5¢ for U.S. Inland.



April 9, 1853. Date agrees with recorded arrival date of the Europa at N.Y. An unusually fine strike of this N.Y. Exchange Office mark. "24" = 24¢ prepaid (1 shilling). This is a remarkably uncommon hand-stamp.

1853

TRANSATLANTIC MAIL
— † —
THE CUNARD LINE

R.M.S. Europa



19
CENTS

Aug. 19, 1853. Unpaid letter at Glasgow, receiving mark a hexagon with top "E" inverted. R.M.S. Europa sailed Aug. 20 from Liverpool for Boston.

Unusual debit mark in green at the Liverpool Exchange Office, charges U.S. for 16¢ sea (British Packet) + 3¢ British Inland = 19¢.



Aug. 31. Arrival date of the Europa at Boston. 24¢ due from recipient. Uncommon style of the BR. PACKET/BOSTON with the small 24.

B. 767

1854

CONCORD, N.H. TO DUBLIN VIA BOSTON & LIVERPOOL
CUNARD LINE

R.M.S. Europa



24 19
PAID

October 24, 1854. A letter paid in cash at Concord, New Hampshire to Dublin, Ireland. The 24¢ paid was the per ½-oz. rate by the U.S.-British Treaty of 1848. Britain was credited with 16¢ Sea (British Packet) + 3¢ British Inland = 19¢. The U.S. retained 5¢ U.S. Inland. Very few transatlantic covers from Concord under the 1848 rate are known.



October 25. Boston Exchange Office transit backstamp. R.M.S. Europa of the Cunard Line (British Packet) sailed from Boston this date for Liverpool.

November 5. Europa arrived at Liverpool. The Packet Letter Office marked this letter in transit as PAID.



November 6. Dublin arrival backstamp.

1857

TRANSATLANTIC MAIL
— * —
THE CUNARD LINE

R.M.S. Europa
Single Letter



24



Feb. 24, 1857. This letter was posted paid in cash (as shown by the penciled "24") at the 24¢ per ½-oz. rate, U.S. to Britain. New York marked it with a credit to Britain of 16¢ sea (British Packet) + 3¢ British Inland = 19¢. This mark is remarkable uncommon in this format.

Feb. 25. The R.M.S. Europa sailed from New York for Liverpool.



March 9. London "tombstone" receipt mark. The Europa had arrived at Liverpool March 8, 1857.

1857

TRANSATLANTIC MAIL
*
THE CUNARD LINE

R. M. S. Europa
Double Letter



48



Sept. 22, 1857. Letter paid in cash (as shown by manuscript "48") at double the 24¢ per ½-oz. rate, U.S. to Britain. New York Exchange Office marked it with a credit to Britain of 16¢ sea (British Packet) + 3¢ British Inland = 19¢ x 2 (double letter) = 38¢.

Sept. 23. R.M.S. Europa sailed from New York to Liverpool.



October 5. Arrival mark at London. The Europa had dropped the mails at Liverpool October 3.

1858

TRANSATLANTIC MAIL
BRITISH PACKET: U.S. TO FRANCE, UNPAID
R.M.S. Europa



March 17, 1858. Unpaid letter posted at New York and endorsed: Pr Europa. Rates of April 1, 1857, applied, 15¢ per 1-oz., equivalent to 8 decimes French. Of this 3¢ was the portion due to the U.S. for her internal postage, the balance going to France for French Inland, transatlantic by British Packet, and British-French transit. The "3" in the New York handstamp debits France for the 3¢ U.S. Inland.

March 17. R.M.S. Europa, Cunard Line (British Packet), departed from N.Y. this date on her 58th return voyage to Liverpool.

March 30. Europa arrived at Liverpool this date, having put the European mail ashore at Queenstown on March 29. French entry mark shows United States mail serviced by British Packet, A.C. = Ambulant Calais (R.R.). Lower letter shows the brigade handling the mail. Brigades were A to M excluding I.



March 31. Paris arrival backstamp. 8 decimes (15¢) due from recipient. France and Britain settled up separately for the transatlantic postage.

1858

TRANSATLANTIC MAIL

CUNARD LINE

R. M. S. Europa



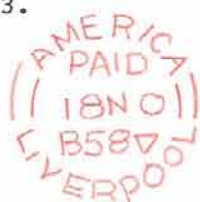
24



November 2, 1858. A single rated letter posted at New York and paid in cash at 24¢ (blue manuscript notation), the U.S.-British Treaty of 1848 rate per ½-oz. Britain was credited with 16¢ Sea (British Packet) + 3¢ British

Inland = 19¢. U.S. retained 5¢ U.S. Inland. Letter is endorsed: Per Steamship "Europa".

November 3. European bound mail was bulked to Boston to go aboard the Cunard Line's R.M.S. Europa, which departed for Liverpool on November 3.



November 18. Europa arrived at Liverpool. Eastbound she had called at Queenstown Nov. 16 for more coal. Liverpool processed the letter as AMERICA/PAID.

November 18. Arrival backstamp at Glasgow.

1864

TRANSATLANTIC MAIL
—  —
THE CUNARD LINE

R.M.S. Europa



August 19, 1864. A pair of the 6 pence, Issue of 1862, make up the 1 shilling (24¢) U.S.-British Treaty of 1848 rate. Letter solicits orders for coals from Newcastle.

August 20. R.M.S. Europa departed from Liverpool for Boston.

September 2. Boston Exchange Office receiving mark agrees with the arrival date of the Europa at that port. 5 cents was credited to the United States for her internal postage. Britain retained 16¢ Sea (British Packet) + 3¢ British Inland = 19¢.

5
CENTS



1879

THE CUNARD LINE

R.M.S. Gallia



The Cunard screw steamer Gallia off Cape Race, homeward bound from America, displaying the U.S. ensign at the foremast. Built by Thompson of Clydebank in 1879, accommodation was modelled on the White Star Oceanic, this company and the Inman Line having captured much of the transatlantic trade during the 1870's. The Gallia (430' long) accommodated 300 first class and 1200 steerage passengers.

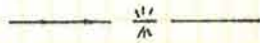
Gallia marked the transition from the previously styled "British and North American Company" to the now official "Cunard Steam Ship Company."

Oil on canvas, 30 $\frac{1}{4}$ "x53"
Painting by S. Walters, 1879.

A. White photo.

1880

TRANSATLANTIC SHIPPING LINES



THE CUNARD LINE

SS Gallia

4,809 ton steamer in service 1879-1897. She ran to New York and Boston.



K6
GLASGOW
SP 25
80

159

17 ψ
GLASGOW
SP 25
80

Sept. 25, 1880.
Glasgow Type B-5
numbered cancel and
Glasgow transit
control backstamp.

NEW YORK C
OCT 4
80
PAID
FD
ALL

Oct. 4, 1880.
New York Foreign
Department receipt
backstamp.



5 1/2
GLASGOW
OC 30
80

5 1/2
GLASGOW
OC 30
80

159

Oct. 30, 1880.
Glasgow Type B-5.

NEW YORK B
NOV 8
80
PAID
FD
ALL

Nov. 8, 1880.
New York backstamp.

1884

TRANSATLANTIC MAIL



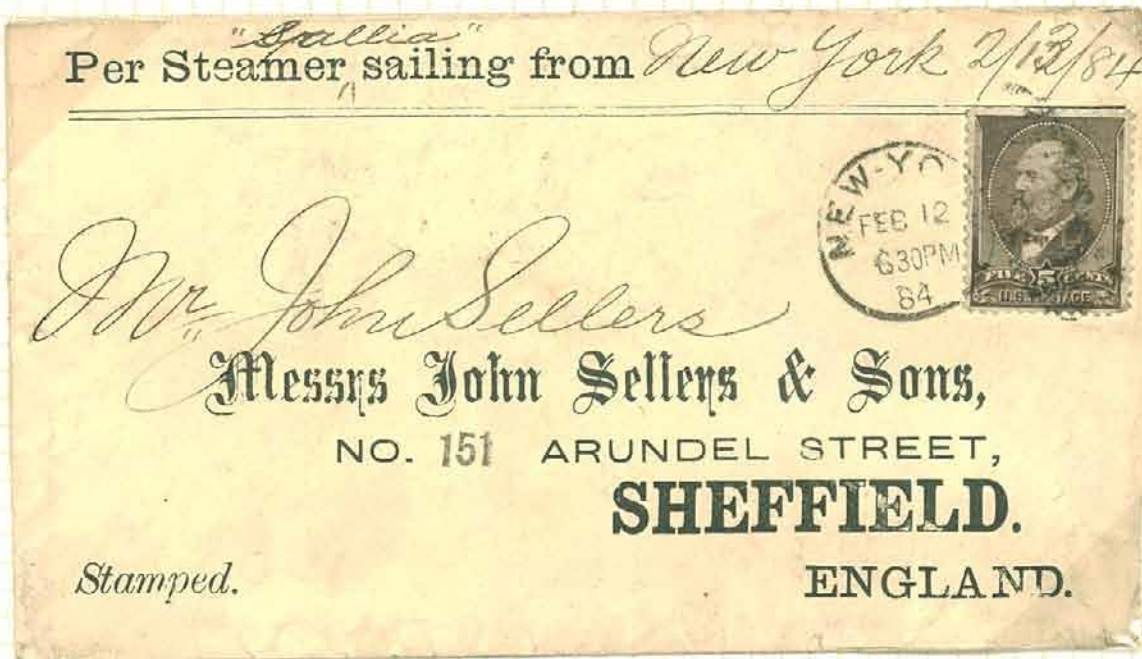
THE CUNARD LINE

R. M. S. Gallia

4809 tons, 430 x 44.6 ft. straight stem, iron, 3 funnels, compound 2 cylinder engine, 13 knots. Built by J. & G. Thompson, Glasgow. Launched Nov. 12, 1878, maiden voyage April 5, 1879, Liverpool-Queenstown-New York. April 20, 1886 first voyage L'pool-Q'town-Boston, Sept. 5, 1895, last Boston voyage, then to Cia Transatlantica charter. Resumed Boston voyages May 21, 1896 until Oct. 7, 1897. Various owners until scrapped 1900 at Cherbourg.



1879 GALLIA 4,809 tons
An improved BOTHNIA.



February 12, 1884. R.M.S. Gallia, McMicken master, cleared New York this date for Liverpool, she sailed Feb. 13 in agreement with the directional endorsement. U.P.U. rate of 5 cents paid by a copy of the Issue of 1882, April 10.

Feb. 23, 1884. Arrival
backstamp at Sheffield.



1892

THE CUNARD LINE

R. M. S. Gallia



July 29, 1892. A letter posted from Pennsylvania to London c/o a forwarding agent was paid at the 5¢ U.P.U. rate by the Issue of 1890. Same day transit backstamp at New York.

N.Y. Times. TO SAIL July 30, Gallia for Liverpool, Mails Close 6:30 A.M., Sails 10 A.M.



N.Y. Times. BY CABLE. London August 8. Cunard Line SS Gallia, Capt. Ferguson, from New-York July 30 for Liverpool arrived at Queenstown to-day at 1:35 A.M.

August 8. London transit backstamp. The forwarder in London held this letter for John R. Gilhur and finally forwarded it to a second forwarder in Paris by sticker.

August 14. Paris arrival backstamp.

August 15. Drexel, Harjes & Co., Paris held the letter poste restante for the addressee. Their purple handstamp appears on the cover face.



1864

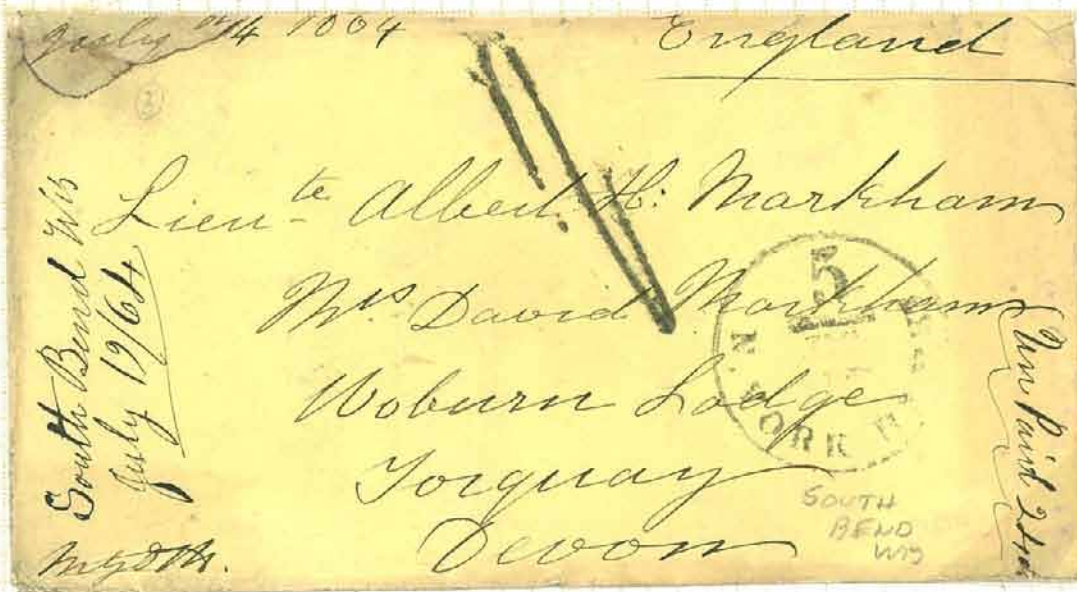
TRANSATLANTIC MAIL

CUNARD LINE

BRITISH PACKET, Unpaid Letter

R.M.S. Australasian

South Bend, Wisconsin to Torquay, England



Un. Paid 24c

South Bend Wis
July 19/64



July 19, 1864. Manuscript town mark at South Bend, Wisconsin shows at left on face. Letter posted unpaid.

July 27. Sailing date of the Cunarder Australasian from New York. She dropped her mail sacks at Queens-town at 9 a.m. on Aug. 6. "5" shows debit to Britain for U.S. Domestic.

Aug. 8. Arrival backstamp at Torquay. Handstamp shows 1 shilling due (24¢). As U.S. wanted 5¢ (above), Britain got 16¢ Sea (British Packet) + 3¢ British Inland or 19¢.

One of three covers from a correspondence exhibiting Wisconsin manuscript town marks.



1864

TRANSATLANTIC MAIL
CUNARD LINE

BRITISH PACKET, Unpaid Letter

R.M.S. Europa

Hooker, Wisconsin to Torquay, England



Hooker Wis Sept 7/64
unpaid 24



Sept. 7, 1864. Manuscript town mark at Hooker, Wisconsin. This town mark not recorded. Notation "unpaid 24" refers to the U.S. - British packet rate of 24¢ per half ounce.

Sept. 14. Recorded sailing of the Cunarder Europa from Boston. Blake 807. The "5" at base of cds debits Britain for U.S. 5¢ Domestic postage. The Europa arrived at Queenstown September 25, 1864.



Sept. 27. Arrival backstamp at Torquay. 1 shilling, equivalent to 24¢, due as shown by mss. 1/- on face. As U.S. got 5¢, Britain retained 16¢ Sea postage (Cunard, British packet) + 3¢ British Inland = 19¢

One of three covers from a correspondence exhibiting Wisconsin manuscript town marks.

1864

TRANSATLANTIC MAIL
CUNARD LINE

BRITISH PACKET, Unpaid Letter
Arcadia, Wisconsin to Devon, England

R.M.S. Persia



*Arcadia Wis
Aug 17*



Done 24

August 17, 1864. Manuscript town mark at Arcadia, Wisconsin shows at left on face. Noted "due 24", referring to the U.S.-British treaty rate of 24¢ per ½-oz.

Aug. 24. Sailing date of the Cunarder Persia from New York. She dropped British mail at Queenstown Sept. 2. "5" shows debit to Britain for U.S. Domestic.

||



Sept. 4, 1864. Arrival backstamp at Torquay. 1 shilling (24¢) due as shown by 1/- handstamp. Britain thus kept 16¢ Sea + 3¢ British Inland = 19¢ while U.S. debited her for U.S. 5¢ Domestic (above).

One of three covers in a correspondence exhibiting Wisconsin manuscript town marks.

1875

TRANSATLANTIC MAIL



THE CUNARD LINE

R.M.S. Hecla



March 23, 1875. Letter endorsed: "Hecla"/Via Queenstown. It is paid at the rate of 3d. (6c) effective from Jan. 1, 1870 to July 1, 1875, by the 3d. Issue of 1873, plate 16. As Hecla was to sail the same day from Liverpool to Boston via Queenstown, the sender paid a Late Fee of 2d. to be sure it would meet Hecla at Queenstown March 24 at her port of call there. Restatement of the Late Fee by the boxed red "L2".

Cancellation is by the London Inland Branch duplex obliterator (Dubus 132). Code letters in the cds are "r" for the 2nd. No. 99 used after Jan. 1875 and "B" which is the date code for March 23, 1875.

April 4. R.M.S. Hecla arrived at Boston. The Jan. 1, 1870 rates were all inclusive, hence no debits or credits were necessary, and letter PAID.



1876

TRANSATLANTIC MAIL



THE CUNARD LINE

R. M. S. Hecla

1785 tons, 276' x 36', clipper bow, iron screw steamer, 10 knots. Built in 1860 by Robert Napier & Sons, Glasgow for Cunard Mediterranean service. June 16, 1863, first voyage Liverpool-Queenstown-N.Y., last voyage ditto June 1, 1869. Lengthened in 1871 to 339', 2421 tons, 3 masts, compound engines by J. & G. Thompson, Glasgow. May 23, 1872, first voyage L'pool-Q'town-Boston, and so mostly 1872-81 (few N.Y. voyages). Feb. 5, 1881, last Boston voyage. Sold 1881, then various owners until scrapped in 1954.

Return to WILLIAM CLAFLIN & CO.
138 Summer St., BOSTON, Mass.
If not delivered within 10 days.



*Ex Gov William Claflin
Care Henry Wood Esq
7 Rue Scribe Paris France*



April 1, 1876. Double U.P.U. rate to France (France became a U.P.U. member on Jan. 1, 1876), overpaid 2¢. Post Office clerk noted "Hecla" in blue at lower left.

R.M.S. Hecla of the Cunard Line departed April 1 from Boston for Liverpool via Queenstown. Mail to Europe from Boston direct is scarce this late as most mail was bulked to New York.

Queenstown April 11. The Cunard Line steamer Hecla, Capt. Billings, from Boston April 1, arrived at 5 P.M. today.

April 13. French entry mark at Paris indicating U.S. mail via England.



1880

TRANSATLANTIC MAIL
THE CUNARD LINE

R.M.S. Hecla, Boston to Liverpool via Queenstown
R.M.S. Algeria, Queenstown to New York

February 27, 1880. Letter written aboard the Cunard Line "Tub" Hecla as she sailed off the Irish Coast preparing to land at Queenstown. The writer, Laura M. Barnes, was travelling with her young daughter Hilda to Cardiff, Wales to meet her husband. She writes, "They say we shall be at Queenstown about eight tonight = I shall get this ready to send ashore..."

N.Y. Times. BY CABLE. Feb. 28. QUEENSTOWN Feb. 27. The Cunard Line steam-ship Hecla, Capt. Moulard, from Boston Feb. 17, arrived here at 8 P.M. on her way to Liverpool.



February 28. Letter went ashore in time to meet the westbound sailing of the Cunarder R.M.S. Algeria, which left Queenstown the 29th for New York. U.P.U. postage of 2½d. paid by Great Britain Issue of 1876, plate 15. Cancellation is by the British Post Office number "157" assigned to Queenstown. It is in the diamond of bars of the Irish series.

N.Y. Times Arrived N.Y. March 12. Steam-ship Algeria (Br.,) Gill, Liverpool 28th and Queenstown 29th to C.G. Francklyn.

1845

TRANSATLANTIC MAIL
CUNARD LINE

R.M.S. Hibernia

14th Outbound Voyage



WESTGATE ST. R. H.

NEWCASTLE-ON-TYNE
OCT 2
1845
E

October 2, 1845. A letter posted at the Westgate Street Receiving House of the Newcastle-on-Tyne post office. It was paid in cash one shilling (1/- in red) for the British packet letter postage to the U.S.

L
OCT 3
A

October 3. Transit oval backstamp at Liverpool. The R.M.S. Hibernia departed from this port for Boston October 4 on her 14th outbound passage.

October 19. Hibernia arrived at Boston. The New York mails were bulked to N.Y., letter rated under rates effective July 1, 1845 of 5¢ for a letter not over ½-oz. under 300 miles plus 2¢ Ship Letter fee = 7¢ due, shown in blue manuscript.

1849

TRANSATLANTIC MAIL
CUNARD LINE

R.M.S. Hibernia

36th Outbound Voyage



PAID

November 30, 1849. Paid letter posted at Manchester, England and endorsed: per Hibernia/Mail Steamer. Paid in cash at 1 shilling, equivalent to 24¢ U.S.

December 1. Liverpool transit oval backstamp. The Exchange Office credited the United States with 5¢ U.S. Inland. Britain retained 16¢ Sea (British Packet) + 3¢ British Inland = 19¢.

R.M.S. Hibernia sailed December 1 from Liverpool for Boston via Halifax.

December 15. Hibernia arrived at Boston.



1849

TRANSATLANTIC MAIL
CUNARD LINE

R.M.S. Hibernia

30N030
1849

PAID
BT
30N030
1849



PAID

A&H
1412 *

November 30, 1849. This letter bears a strange boxed, dated backstamp, listed by Alcock & Holland. The double circle PAID is the London transit mark showing one shilling (1/- in red mss.) had been paid for the U.S.-British Treaty rate (24¢). This letter was posted out of course or required special treatment as shown by the inspector's "cross hair" mark. This might have some connection with the odd backstamp.*



Dec. 1, 1849.
Transit lozenge
at Liverpool.
R.M.S. Hibernia
sailed this date
for New York.

5
CENTS

Dec. 18. Record-
ed arrival date of
the Hibernia at NY,
verified by docket,
"Recd..Dec.19th".
5¢ credit to U.S.
for U.S. Inland.
Britain retained
16¢ sea + 3¢ Brit-
ish Inland = 19¢.

* Indicates Late Fee
of 1d. had been paid to
get letter into mails
from 5:15 p.m. to 6:15 p.m.,
eff. 1841. Scarce mark.



1850

TRANSATLANTIC MAIL

THE CUNARD LINE

R. M. S. Hibernia

1422 tons, 219 ft. x 35 ft. beam. Wooden paddle wheel steamer of nine knots. Built by Robert Steele & Son, Greenock (engines Robert Napier, Glasgow). Launched Sept. 8, 1842, Maiden Voyage April 19, 1843 Liverpool-Halifax-Boston. Ditto Last Voyage Aug. 24, 1850. Sold 1850 to Spanish Navy and renamed Habanois.

The letter below was carried on the third from the last trip, there being one round trip on June 29, 1850 before the last voyage as a Cunarder.



Tooley St.

May 3, 1850. Letter posted at the Tooley St., London Receiving House, and the 1 shilling (24¢) transatlantic rate paid in cash, red manuscript left side.

The Hibernia cleared Liverpool May 4 for Boston.

Marked aboard ship for a 5¢ debit to Britain for U.S. Domestic. Britain retained 16¢ sea + 3¢ British Inland = 19¢.

The Hibernia arrived at Boston May 17.



PAID

5 CENTS

1850

TRANSATLANTIC MAIL



THE CUNARD LINE

R.M.S. Hibernia

37th Return Voyage



May 28, 1850. Letter posted unpaid at New York where the Exchange Office marked it with a debit to Britain of 5¢ for U.S. Inland postage per the 1848 Treaty. Letter endorsed: pr. Hibernia, so forwarded to Boston.

May 29. R.M.S. Hibernia sailed this date on her 37th return voyage to Liverpool via Halifax.

June 11. Transit backstamp at London. Hibernia had arrived at Liverpool June 10. Fred: Huth & Co. were charged the 1 shilling (24¢) Treaty rate. Britain retained 16¢ Sea (British Packet) + 3¢ British Inland = 19¢.



1850

THE CUNARD LINE

R.M.S. Hibernia Last outbound passage for Cunard

This letter was carried on the 39th (and last) outbound passage of Hibernia under the Cunard flag, Liverpool to Boston via Halifax. She sailed from Boston on September 18 on her last eastbound voyage. She was sold to the Spanish Navy and renamed Habanois.



19
CENTS

August 23, 1850. Letter datelined at London and headed: Hibernia. Endorsed on the face: Steamer via Halifax. U.S. was debited for 16¢ Sea (British Packet) + 3¢ British Inland = 19¢, the British share under the 24¢ per ½-oz. rate, U.S.-British Treaty of 1848.

August 24. Letter went by rail to Liverpool. The R.M.S. Hibernia departed from Liverpool on her last westbound passage as a Cunarder.

September 6. Hibernia arrived at Boston, she had made a port-of-call at Halifax on September 4.

24

Recipient charged at the 24¢ Treaty rate. The U.S. retained 5¢ U.S. Inland postage after remitting 19¢ to Britain through the Exchange Office.

1865

THE CUNARD LINE

R.M.S. Java

Maiden Voyage

2696 tons, 337' x 43', clipper bow, iron screw steamship, 12 knots. Launched June 24, 1865, at J. & G. Thompson, Glasgow. Maiden Voyage October 21, 1865 (with this letter on board) Liverpool-Queenstown-New York. September 8, 1866 she made her first voyage Liverpool-Boston, resumed Liverpool-New York in 1876. Engines compounded in 1877 when she was chartered to the Warren Line. 1878 sold to Red Star Line as Java. Varied career until converted to sail as Lord Spencer in 1892. April 9, 1895, sailed from San Francisco and went missing.



October 20, 1865. Unpaid letter posted at Windermere, Westd. county, England, shown by a partial strike of the town's duplex canceller. Endorsed: via Queenstown. U.S. was debited for 16¢ Sea (British Packet) + 3¢ British Inland = 19¢ under the U.S.-British Treaty of 1848.

19 CENTS

October 21. R.M.S. Java, Cunard Line, departed from Liverpool, touched at Queenstown the 22nd where this letter went on board.



November 3. Java arrived at New York. Letter was subject to the 24¢ u.s. British Treaty of 1848 rate, due in gold. This was also shown at the optional amount in depreciated paper currency at the day's gold/paper ratio of 1.42 x 24¢ = 34¢. This is shown by the handstamp type with the "OR" missing before the U.S. NOTES.

1872

TRANSATLANTIC SHIPPING LINES
— * —
THE CUNARD LINE

SS Java

2,697 ton steamer in service 1865-76.



April 27, 1872. Exceptionally fine strike of the earlier type EXCHANGE/LIVERPOOL double stamp, 23mm c.d.s., 21 mm between outer "parentheses" at either side of 466.

Letter is a prices current sent at the newspaper rate of one penny at a time when the letter rate (effective Jan. 1, 1870) was 3 pence per $\frac{1}{2}$ ounce. Rate paid by penny red, Plate 115.

1895

TRANSATLANTIC MAIL



THE CUNARD LINE

R. M. S. Lucania

12,592 tons, 601' x 65', Fairfield & Co., Ltd., Glasgow. Launched Feb. 2, 1892. Maiden Voyage Sept. 2, 1893, Liverpool-Queenstown-N.Y. Record voyages 1993-4-5. Last voyage June 26, 1909, Liverpool-Queenstown-NY. Aug. 14, 1909, destroyed by fire in Huskisson Dock. Liverpool, scrapped.



August 16, 1895. Letter at double the U.P.U. rate to member countries paid by an embossed 5¢ envelope, Issue of 1894, Die 2, and the 5¢ Bureau Issue of 1894. Stamped "Per LUCANIA" by the writer, Muller, Schall & Co., New York.

August 17. R.M.S. Lucania, Cunard Line, sailed for Queenstown.



Aug. 25. Arrival backstamp at Coln (Cologne), Germany.

The New York Times.

NEW YORK, FRIDAY, OCTOBER 11, 1907.—TWENTY PAGES.

ON

TO TRANSFER COAST DEFENSE TO NAVY

Bill Is Now in Preparation to Make It a Separate

OPERATIONS ON COUNT BIRON.

He May Lose Both His Legs and Can Never Walk Again.

Special Cable to THE NEW YORK TIMES. PARIS, Oct. 10.—Count Louis Gontaut Biron, who a few years ago married Miss Martha Leishman, daughter of the American Ambassador at Constantinople, lies desperately ill at a private hospital at Neuilly. Although

LUSITANIA ARRIVES; BROKE ALL RECORDS

At the Lightship at 1:25 A. M.; Time, 4 Days 20 Hours from Coast to Coast.

BEST DAY'S RUN 617 MILES

Yet She Wasn't Pushed, Says Vernon H. Brown—Fine Sight at Sunset Off Nantucket.

With all transatlantic records broken under her stately prow, the Cunard Line's new giant turbine liner Lusitania reached Sandy Hook Lightship at 1:25 this morning, having made the passage from Queenstown in 4 days 20 hours. She was sighted off Fire Island at 11:22 o'clock last night, and passed the island at 12:07.

The Lusitania came to anchor between the Lightship and the Bar about four miles from the point of Sandy Hook. She will come up to Quarantine at 7:30 o'clock and will dock about 10 o'clock.

All Records Broken.

On this voyage the Lusitania has broken all records for the hour, average, and an travel. Her four hours and 20 minutes, were:

ROOSEVELT KIL

Has Not Found a Better Con

STAMBOUL, La., Oct. 10.—The President who arrived from Pre camp on the Texas Riv reported that the Presid fine buck, but otherwis was barren of results.

The condition of the improved since the rain still cool enough to re delightful to the Presid The President will di hunt to-morrow and ne go after catamounts, 1 teen dogs, belonging 1 Greenville, Miss., arriv night, and will be ta early in the morning.

Special to The New DELTA, La., Oct. 1 reaching Delta from nea vel's camp say that an ed by a member of the Joseph Jefferson to f the Gulf of Mexico has dent so favorably that range his schedule for is understood that you invited Grover Clevelan

HUSBAND'S AGON

Wife of Gen. von Buel of His Attack

BERLIN, Oct. 10.—Imperial Adjutant, Gen. died last night under stances. The General h for some time past, suff He had a severe attac the night and his atte General's wife. Seen suffocating and unconsc "The General is dyn As she uttered the l dead at her husband's eral recovered conscie remains in a serious e not yet been informe

MR. CLEVELAN

Walks with a Cane ; of Recent

For the first time st ness ex-President Grov to town yesterday after ing at the Hotel Buckl nue and Fifth Street Mr. Cleveland's visit in relation to the affa tion of Life Insuran which he is Chairman, the particular matters over from Princeton co last night. As he left his train Cleveland plainly show his illness. He walks

LETTER CARRIED ABOARD A RECORD BREAKING CUNARD TRANSATLANTIC CROSSING !!

A cover that first seems to be a run-of-the-mill cover turns out to be a part of history making transatlantic lore -- Posted at Streatham in the South Western District of London Oct. 4, 1907, this letter went to Queenstown where the Lusitania, Capt. Watt, left Q'town Sunday, Oct. 6 and broke all records to N.Y. as shown in the headlined news item in the Times.

Oct. 11, arrival at N.Y., letter was backstamped at Egypt, Maine Oct. 12th.



*From Joseph Dixon
30 Lougham Vale
Streatham, London*



*Mr and Mrs Austin
Egypt - North Hancock
Hancock County
Maine U.S.A*

TAS/50-1

The New York Times

NEW YORK, FRIDAY, OCTOBER 11, 1907.—TWENTY PAGES.

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All Records Broken.

On this voyage the Lusitania has broken all records for the hour, average, and day's run in the history of ocean travel. The runs for each twenty-four hours ending at noon, as sent in to the Cunard office in this city by Capt. Watt, were: Sunday to Monday, 575 miles. Monday to Tuesday, 608 miles. Tuesday to Wednesday, 617 miles. Wednesday to Thursday, 600 miles. Thursday noon to Sandy Hook Lightship, 324 miles.

The best day's run was made on Wednesday at noon, when the steamer had made 617 miles at an average speed of 24.76 knots an hour. This beats the record of the Hamburg-American liner Deutschland of 601 miles and the Deutschland's speed of 23.56 knots an hour.

With this trip the Cunard Line and England capture from Germany the eagerly sought record for possessing the fleetest ship on the Atlantic. The Deutschland has held that record for five years. Her record from Cherbourg, a longer course, was 5 days 11 hours 54 minutes, average speed 23.15 knots an hour.

Steamship men also contend that the achievement of the Lusitania proves the superiority of turbine engines over the reciprocating type. Wireless reports from the ship have said that the trip has been pleasant and that the ship has shown little vibration. A dispatch from Newport last night

ROOSEVELT

Has Not Found a Better STAMBOUL, La. who arrived from camp on the Tennes reported that the P fine buck, but othe was barren of resu The condition of improved since the still cool enough t delightful to the P The President will hunt to-morrow an go after catamount teen dogs, belong Greenville, Miss., night, and will be early in the morn

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HUSBAND'S AG

Wife of Gen. von f of His Attar

BERLIN, Oct. 10 Imperial Adjutant. C died last night un stances. The Gener for some time past. He had a severe at the night and his General's wife, S suffocating and unc "The General is d As she uttered th dead at her husband's general recovered con remains in a serio: not yet been inform

MR. CLEVEL

Walks with a Car of Recei

For the first time ness ex-President G to town yesterday a ing at the Hotel Bu nue and F n Str Mr. Cleveland's in relation to the ation of Life Insur which he is Chairm the particular matte over from Princeton last night.

As he left his tral Cleveland plainly s his illness. He wa

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Oct. 11, arrival at N.Y., letter was backstamped at Egypt, Maine Oct. 12th.



From Joseph Dixon
30 Lougham Vale
Streatham, London



Mr and Mrs Austin
Egypt - North Hancock
Hancock County
Maine U.S.A

1911

THE CUNARD LINE

R.M.S. Lusitania



December 15, 1911. A letter to France c/o Thomas Cook & Sons, Paris. It was underpaid as the U.P.U. rate was 5¢, here paid only 2¢ by the Issue of 1910. Cancel by Newtonville, Mass. flag.

N.Y. Times. Outgoing Steamships: December 16: Lusitania, Liverpool. Mails close 12:30 P.M.

December 23. Lusitania arrived at Liverpool.



December 23. Letter received at Paris where Thomas Cook & Sons redirected it to the Cook office at Florence, Italy.

December 28. Arrival postmarks at Florence.



The Italian U.P.U. surface rate to the U.S. was 25 centesimi per 15 grams. As 5 centesimi was equal to 1¢ U.S., the underpayment of this letter was 15 cent. x 2 (underpayment fine) = 30 cent. due shown by the postage due stamp, Issue of 1870 (later shade.)

1910

THE CUNARD LINE

R.M.S. Mauretania (I)

31,938 tons, 762' x 88', Swan, Hunter & Wigham Richardson, Wallsend-on-Tyne (engines Wallsend Slipway Co.Ltd.), launched September 20, 1906. November 16, 1907, first voyage Liverpool-Queenstown-New York. Held many speed records, 1915-19 served as troopship or hospital ship. July 25, 1921 damaged by fire at Southampton, converted to oil.



August 18, 1910. Picture post card posted at Alnmouth Sorting Office, Northumberland, and paid by the ha' penny Issue of 1904. This was the British domestic post card rate, so this card was stamped at Liverpool T = Taxe = Postage Due. The amount was expressed in French francs (per U.P.U. regulations) at 10 centimes, or 2¢ U.S.

August 20. R.M.S. Mauretania, Cunard Line, departed from Liverpool for New York via Queenstown, August 21.



N.Y. Times. Arrived at New York August 25, SS Mauretania, Liverpool August 20, Queenstown 21.

Postage due stamp applied at Lowell, Mass. The charge was figured at ½d. (1¢) underpayment, doubled at 1¢ x 2 = 2¢ due.

1869

THE CUNARD LINE

R.M.S. Nemesis (on Charter from P. & O. Line)

The Nemesis was chartered by Cunard for six round voyages in 1869 and 1870. This cover was carried on her first voyage for Cunard, departing Liverpool October 30, 1869. On her return voyage leaving New York November 17, she for the first and last time, carried the American mails to Liverpool via Queenstown. This was at a time when the Cunard Line refused to carry the American Packet mails. At that time all eastbound mail was designated "American Packet" and westbound mail was "British Packet" whoever carried it. Thus, on the last five return voyages Nemesis did not carry the American mails.

In 1871 Nemesis made 3 round voyages under charter to the Inman Line and 4 for North German Lloyd.



October 30, 1869. A double weight letter paid at the January 1, 1868, rate of 6d. x 2 = one shilling. Payment by the 1/- Issue of 1867, plate 4. Cancellation is by the Liverpool duplex, Western District.

October 30. R.M.S. Nemesis departed from Liverpool on her first westbound voyage for Cunard under charter from the Peninsular & Oriental Steam Navigation

Company.

November 11. Nemesis arrived at New York, letter processed November 12. It was passed as a PAID ALL letter.

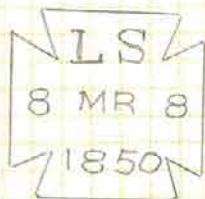


W. 133

1850

TRANSATLANTIC MAIL
&
THE CUNARD LINE

R.M.S. Niagara



March 8, 1850. Letter posted unpaid at the Lombard Street Post Office (L.S.) in London. Letter went by rail to Liverpool to meet the March 9 sailing of R.M.S. Niagara for Boston via Halifax as noted in the directional endorsement across the top of the cover.

19
CENTS

24

Debit to U.S. of 16¢
Sea (British Packet) +
3¢ British Inland = 19¢.

March 23, 1850. Arrival date of Niagara at Boston. New York mail was bulked by rail to N.Y., thus no identification at Boston. 24¢ U.S.-British Treaty rate due. U.S. retained only 5¢ U.S. Inland.

1856

TRANSATLANTIC MAIL
THE CUNARD LINE

R.M.S. Niagara

Edinburgh, Scotland to U.S. via Liverpool and Boston



PITT STREET

MAY
W 23 E
1856

May 23, 1856. Letter posted unpaid at the Edinburgh penny post office at Pitt Street, marked there with the Scots local cancellation. Transit backstamp same day at the Edinburgh Chief Office. Cover endorsed: "Via Liverpool".

L
MY 24
K

May 24. Transit lozenge at Liverpool. R.M.S. Niagara departed from Liverpool for Boston via Halifax.

19
CENTS

BR. PACKET
6 JUN 24
BOSTON

June 6. The Boston Exchange Office textbook transit strike agrees with the recorded June 6 arrival of Niagara at Boston. Mark shows 24¢ due, the U.S.-British Treaty rate of 1848. Debit to U.S. of 16¢ Sea (British Packet) + 3¢ British Inland = 19¢.

1856

TRANSATLANTIC MAIL



THE CUNARD LINE

S.S. Niagara

1824 tons, 251 ft. x 38 ft. beam. Launched July 28, 1847 at R. Steele & Co., Greenock (engines Robert Napier, Glasgow). Maiden voyage May 20, 1848 Liverpool-Halifax-Boston. 1854 Crimean War transport. Sold 1866, wrecked June 6, 1875 near South Stack, Anglesey.



1848 EUROPA 1,834 tons
An enlarged BRITANNIA. Sister ships: AMERICA, NIAGARA, CANADA.



((498))

PAID



Sept. 26, 1856. Letter prepaid at the 1/- (24¢) packet letter rate, Britain to U.S. Receipt backstamp at sub-station of Upper Mill and stamp cancelled at Manchester with the uncommon number under name duplex of the England and Wales series. "498" is the British Post Office Number assigned to Manchester. Rate paid by trimmed to shape embossed stamp. While not so popular with collectors, British Postal Regulations actually required these stamps to be so trimmed.

Sept. 26. Backstamps at L'pool. Shipping records show Cunarder Niagara sailed L'pool Sept. 27, arrived Boston Oct. 10. Docket notes receipt N.Y. on Oct. 11. 5¢ credit to U.S. for inland. Britain kept 16¢ sea + 3¢ Inland = 19¢.



5 CENTS

1857

TRANSATLANTIC MAIL
CUNARD LINE

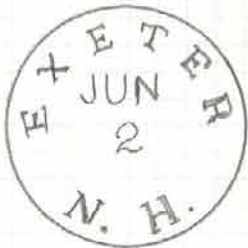
R.M.S. Niagara

Exeter, N.H. to London via Boston

54th Return Voyage

Forwarding Agent

Baring Bros. & Co., London



24



June 2, 1857. An unpaid letter addressed to the Hon. Henry F. French, care of the London bankers and forwarding agents, Baring Brothers & Co. It was marked "24", the U.S.-British Treaty rate of 1848, signifying 24¢ due.



B.706



June 3. Transit backstamp at Boston noting handling by British Packet. R.M.S. Niagara departed from Boston on this date for Liverpool via Halifax on her 54th return passage. Boston Exchange Office debited Britain for 5¢ U.S. Inland. Britain would retain 16¢ Sea (British Packet) + 3¢ British Inland = 19¢.

June 14. Niagara arrived at Liverpool, arrival backstamp at London June 15. British marked a collect amount of 1 shilling (24¢) for the U.S.-British Treaty rate. This was paid by Baring Bros. and debited to the Hon. French's account.

June 15. The same day Baring Bros. deleted their name and the 1/- mark and forwarded the letter on to 42 Upper George St., Bryanstone Square, London West, paying the 1d. postage with a Penny Red. This was cancelled by the London District Post duplex "75" (Dubus 45) with time in the date stamp (8 NT = 8 PM.)

1884

TRANSATLANTIC MAIL
THE CUNARD LINE

R.M.S. Oregon

First Voyage for Cunard Line

7374 tons, 501' x 54', iron screw steamer, built for Guion Line, June 23, 1883. May 1884 acquired by Cunard, first voyage June 7, 1884 for Cunard, Liverpool-Queenstown-NewYork. This letter was carried on her first return voyage to Queenstown. In August 1884 she made a record voyage Queenstown to Sandy Hook. 1885 taken by British Govt. as armed cruiser. March 14, 1886, sunk in collision with an unknown schooner 18 miles east of Long Island, N.Y., no lives lost.



June 23, 1884. The 5¢ U.P.U. rate was paid at Newtonville, Mass. by the 2¢ American Bank Note Issue of 1883 and 3¢ Issue of 1881.

June 25. R.M.S. Oregon departed from New York on her 1st return voyage under the Cunard flag.

N.Y. Times. BY CABLE. Queenstown, July 2. The Cunard Line steam-ship Oregon, Capt. McMicken., from New-York June 25, for Liverpool, arr. here at 4 o'clock this morning. The time of passage was 6 days 14 hours and 24 minutes.



July 3. London, East Central District backstamp.

1884

TRANSATLANTIC MAIL



THE CUNARD LINE

R. M. S. Oregon

7374 tons, 501' x 54' beam, iron screw steamer, straight stem, 18 knots. Built by John Elder & Co., Glasgow for the Guion Line. Launched June 23, 1883. Acquired May 1884 by Cunard as Guion was unable to pay outstanding installments to John Elder & Co. June 7, 1884 first voyage Liverpool-Queenstown-N.Y. Aug. 1884 record voyage Queenstown-Sandy Hook. 1885 taken up by British Government as an armed cruiser. March 14, 1886, sunk in collision with an unknown schooner. Passengers and crew rescued by Norddeutscher Lloyd Fulda.



1883 OREGON 7,375 tons
Transferred in 1884 from Guion to Cunard, for whom she regained the 'Blue Riband'.



July 29, 1884. Single U.P.U. rate of 5¢ paid by the Issue of 1882. Letter endorsed: per SS Oregon from N.Y. July 30. N.Y. TIMES: Cleared to sail at N.Y. July 29, 1884, Steam-ship Oregon (Br.), McMicaw for Liverpool from Vernon H. Brown.



August 7. Arrival backstamps at London, West Central District, St. Martin's Place (S.M.P.). Letter was held poste restante (general delivery) at the American Exchange in Europe, 449 Strand, London.

1872

TRANSATLANTIC MAIL

CUNARD LINE

R.M.S. Parthia

Advertised, Unclaimed



October 22, 1872. Letter posted at Martok, Som., England and paid at the 3d. (6¢) rate to the U.S. effective January 1, 1870. Payment by a pair and a single of the penny red, plate 119.

R.M.S. Parthia of the Cunard Line left Liverpool October 22, picked up this letter at Queenstown, Ireland October 23.

November 3. Parthia arrived at New York and this letter forwarded on to Madison, Wisconsin.



December 16. Letter was advertised at Madison, Wisconsin, finally stamped "Unclaimed" when no response to the advertisement, stamped both by a circular mark on the face and by the boxed red backstamp.

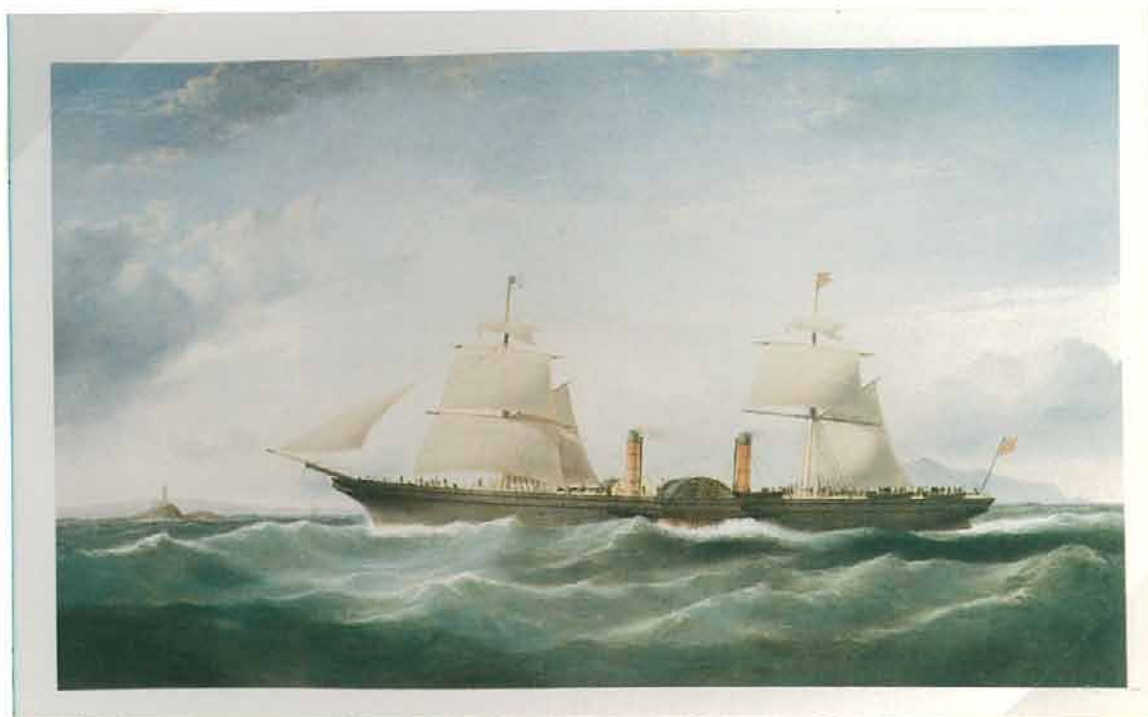
January 10, 1873. Madison backstamped the letter and sent it on to the Dead Letter Office.

February 21. Letter processed by the Dead Letter Office and returned to England 3½ months after receipt at Madison. This time lapse hardly follows the writer's note, "If not there please return at once."

1855

THE GUNARD LINE

R.M.S. Persia



Iron paddle steamer Persia, 3300 tons, 376 ft. x 45 ft. beam. Double side lever engines, $13\frac{1}{2}$ knots. Launched July 3, 1855 by R. Napier & Sons, Glasgow. Maiden voyage January 26, 1856, Liverpool - New York. 1856 (June) mizzen mast removed, originally built with three masts.

In the Samuel Walters painting above the p.s. Persia is seen inward bound off the Skerries, with Holyhead Mountain and South Stack in the distance. Walters portrays Persia under steam and full sail, rigged as a brig. As the mizzen mast was removed in June 1856, this painting was executed in the latter half of that year.

Oil on canvas, 36'x60'
S. Walters 1856

A. White photo.

1856

TRANSATLANTIC MAIL



CUNARD LINE

R.M.S. Persia

Newspaper Rate

April 19, 1856. Prices current posted paid at Liverpool with the penny Newspaper Rate paid by 1d. red, Issue of 1855. At this time letter rate per U.S.-British Treaty was 1 shilling (12d.). Cover so marked to indicate printed matter.



Backstamped with the scarce POSTED SINCE 8.30 LAST NIGHT mark to explain any delay in delivery, needless here as the letter made the sailing of the Persia.

R.M.S. Persia of the Cunard Line departed April 19, 1856 from Liverpool for New York.

April 29.
Persia arrived at New York this date.



1858

TRANSATLANTIC SHIPPING LINES

THE CUNARD LINE

R.M.S. Persia

3,300 tons, 376 ft. x 45 ft. beam. Iron paddle steamer, double side lever engines, 13 1/2 knots. Launched July 3, 1855 by R. Napier & Sons, Glasgow. Maiden voyage Jan. 26, 1856, Liverpool - New York. 1856 (June) mizzen mast removed, 1868 sold, 1872 scrapped at London.



1856 PERSIA 3,300 tons
First Cunard iron paddle steamer. Started service with three masts.

Ireland to U.S. - Unpaid

TARBERT
AU31
1858
LIMERICK

LIMERICK
AU31
1858
H



Aug. 31, 1858.
Letter posted unpaid at Tarbert, Co. Limerick. Transit same day at City of Limerick.

DUBLIN
BA
SE 1
1858

Sept. 1.
Transit backstamp at Dublin.

L
SP 2
A

Sept. 2. Transit lozenge at L'pool. The RMS Persia sailed from here Sept. 4, 1858.

19
CENTS

British Packet debit mark to U.S. for 16¢ sea + 3¢ British Inland = 19¢.

NEW YORK
SEP
17
24

Sept. 17. Arrival mark at New York agrees with recorded arrival date of the Persia on Sept. 16, New York. 24¢ due, rate from Britain, single.

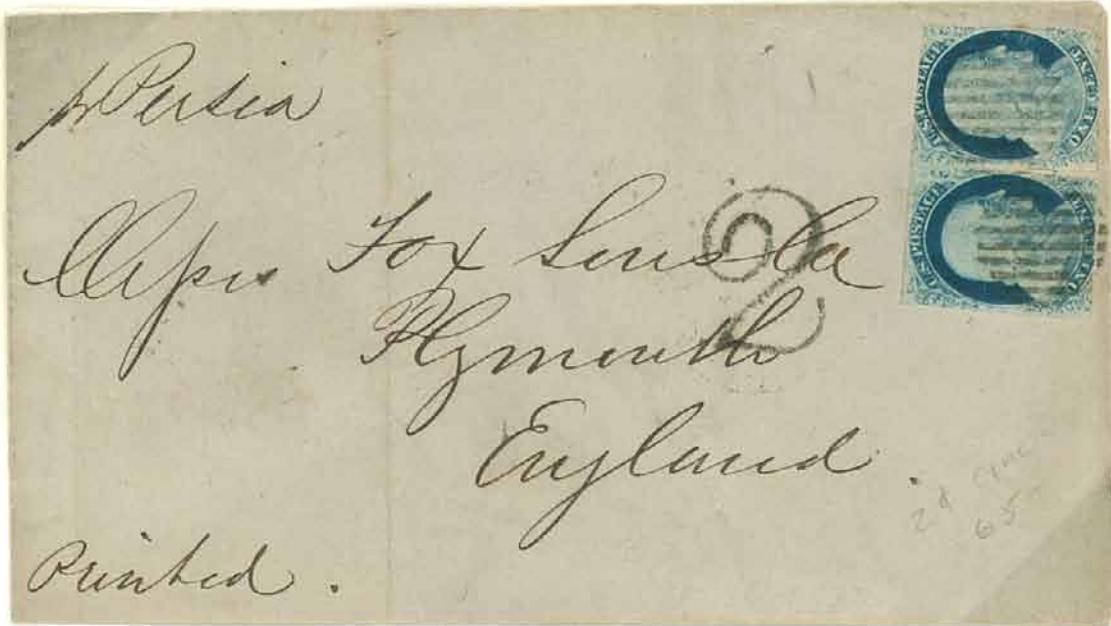
1859

TRANSATLANTIC MAIL

THE CUNARD LINE

R.M.S. Persia

Printed Matter Rate



May 20, 1859. A cover for a printed circular posted at Philadelphia (per docket) and paid at the pamphlet rate to the United Kingdom. The Act of 1855, specified on such material to the British Isles, "Pamphlets and periodicals 2 cents each, if not weighing over two ounces, and 4 cents an ounce or fraction of an ounce if they exceed two ounces, to be collected in all cases in the United States."

The 2¢ circular rate was paid by two copies of the 1¢ Issue of 1857, perforated 15½ with the stamps trimmed down. Wrapper is endorsed: p. Persia.

May 25. R.M.S. Persia of the Cunard Line departed from New York, she arrived at Liverpool June 4.



2

June 25. Plymouth arrival backstamp. Charged at Plymouth at the double printed matter rate of 2d., shown by the charge mark.

1860

TRANSATLANTIC MAIL
—  —
THE CUNARD LINE

R.M.S. Persia

30th Outbound Voyage



May 11, 1860. Letter paid at Sheffield at the one shilling U.S.-British Treaty rate (24¢) by a wing margin adhesive, Issue of 1856. Duplex obliterator 700 is the British Post Office number of Sheffield in a numbers under town format. The bottom bars of the killer at 4-6 o'clock are damaged.

May 12. The R.M.S. Persia departed from Liverpool on her 30th outbound voyage. Envelope was struck in transit with the red lozenge of the Liverpool Packet Letter Office.

5
CENTS

PAID

May 23. Persia arrived at New York, where this letter was marked PAID. 5 cents credit to the U.S. for U.S. Inland. Britain retained 16¢ Sea (British Packet) + 3¢ British Inland = 19¢.

1862

TRANSATLANTIC MAIL
— ❖ —
THE CUNARD LINE

R. M. S. Persia



Sept. 27, 1862. Letter posted paid at Newcastle-on-Tyne, England, regards coal shipments to the Boston Gas Light Co. 1 shilling (24¢) rate. Letter directed by Carlisle and Queens-town (Ireland). The Cunard's R.M.S. Persia departed L'pool on Sept. 27, 1862, and this letter was picked up by her Sept. 28 at her port of call at Queenstown.

5
CENTS



B. 712

5¢ credit to U.S. for
Inland Postage. Britain
retained 16¢ sea + 3¢
British Inland = 19¢.

Oct. 10, 1862. Persia arrived at New
York on Oct. 9, Boston mail, bulked aboard
ship, sent directly on to Boston by rail
where bulk was broken and this PAID mark
applied at the Exchange Office there. A
textbook strike.

1938

CUNARD-WHITE STAR LINE

R. M. S. Queen Mary



July 4, 1938. A letter posted at New York and endorsed: Via Queen Mary, paid at the U.P.U. rate by the 5¢ Issue of 1927 (perf. 11 x 10½).

N.Y. Times. To sail Wednesday July 6, Queen Mary (Cunard W. Star) for Southampton.

July 11. R.M.S. Queen Mary arrived at Southampton.

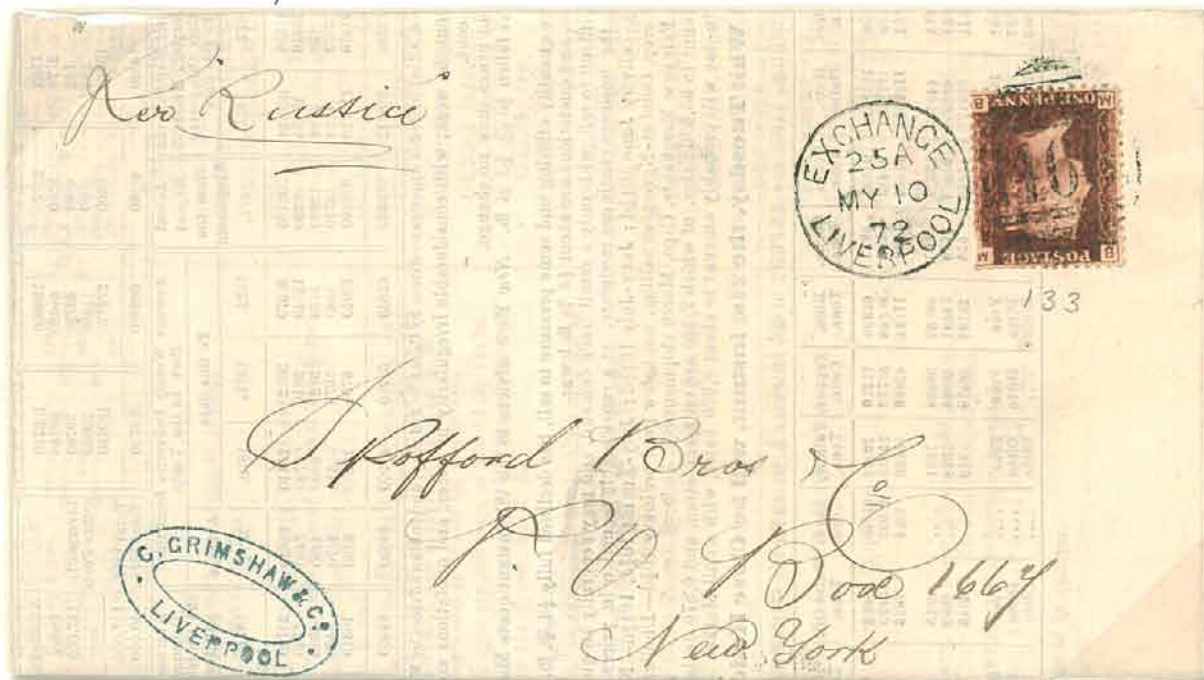
1872

TRANSATLANTIC MAIL

CUNARD LINE

R.M.S. Russia

One Penny Printed Matter Transatlantic Rate



May 10, 1872. This Liverpool General Brokers' Association Prices Current was forwarded for Bigland, Sons & Jeffreys by C. Grimshaw & Co., Liverpool, taking advantage of the one penny newspaper rate to the U.S. vs. the one shilling (12d.) letter rate. The printed folder is endorsed: Per "Russia". The postage stamp is the penny red Issue of 1864, plate 133. This is one of the less common plates of this stamp.

May 11. R.M.S. Russia of the Cunard Line departed from Liverpool for New York.

N.Y. Times. Arrived at New York Monday, May 20. Steam-ship Russia (Br.,) Cook, Liverpool May 11 and Queenstown 12th with mdse. and 160 passengers to Charles G. Francklyn.

1872

TRANSATLANTIC SHIPPING LINES

—*—
THE CUNARD LINE

SS Scotia


3,871 ton steamer in service 1862-76. Sold out of service in 1878, she was the last Cunard paddle-steamer. Apart from the abnormal Great Eastern she was the world's largest ship (379 ft.).

Because embarkation and landing of mails at an Irish port instead of Liverpool saved several hours, the British & North American Company (Cunard) established a Cobh (Queenstown) call in November 1859 and ordered the latest and fastest British trans-oceanic paddler, Scotia, in 1862. The Irish call lasted until 1914.

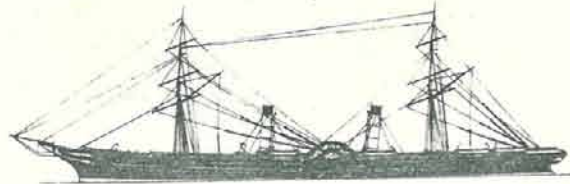


May 24, 1872. Prices current sent "per p(addle) s(teamer) "Scotia" via Queenstown" at the 1 penny transatlantic newspaper rate. Earliest EXCHANGE/LIVERPOOL circular date stamp with wide (21mm) 466 obliterator.

1872

TRANSATLANTIC SHIPPING LINES
——
THE CUNARD LINE

S.S. Scotia



1862 SCOTIA 3,871 tons
An improved PERSIA. Last of the Cunard paddle
steamers.

The Scotia was launched June 25, 1861 at Robert Napier & Sons shipyard in Glasgow. She was fitted with side-lever engines and had a speed of about 14 knots on a coal consumption of 160 tons a day! While inferior cost-wise to screw steamers (80 tons of coal a day at 12 knots for the 1862 China), the paddle steamer was still the fastest means of marine propulsion and Cunard was still determined to have the fastest ships.



April 20, 1872. Prices current posted 'per p(addle) s(teamer) "Scotia" via Queenstown (Ireland)'. Liverpool special obliterator shows geographic division (N,E,S,W) of postal city. Paid by penny red (plate 123) at the 1d. "newspaper" rate. Normal letter rate was 3d. per 1/2-ounce, effective Jan. 1, 1870.

TASOSSI

1871

THE CUNARD LINE

R. M. S. Siberia



July 21, 1871. A letter posted at Washington, D.C. to Great Britain, paid at the 6¢ rate of January 1, 1870. Payment is by two copies of the 3¢ Issue of 1870, without grill.

July 22. Transit mark at New York. R.M.S. Siberia of the Cunard Line departed from New York this same date.



August 1. Siberia arrived at Queenstown.

August 3. Arrival backstamp at Bursley, Gloucestershire.

1873

THE CUNARD LINE

R.M.S. Samaria



February 18, 1873. A letter posted at Glasgow and paid 3d., the U.S.-British rate per $\frac{1}{2}$ -oz., effective Jan. 1, 1870 to July 1, 1875. Payment is by the Great Britain Issue of 1867, plate 9. Cancellation is by the Scottish type "159". the British Post Office number assigned to Glasgow.

The letter is endorsed: per "Batavia". R.M.S. Batavia of the Cunard Line had sailed from Liverpool on February 11, 7 days before this letter was posted. Instead it went aboard the R.M.S. Samaria, which departed from Liverpool February 18, touched at Queenstown on the 19th.



March 3. Samaria arrived at Boston and the bagged mails were forwarded to New York by rail. Same day arrival mark at N.Y. The 1870 rates were all inclusive, so letter was marked PAID ALL.

1870-1872

TRANSATLANTIC SHIPPING LINES
— ÷ —
THE CUNARD LINE

Letters prepaid in cash 3d. (equivalent to 6¢ U.S.), trans-Atlantic rate, effective January 1, 1870.

SS Tarifa

2146 tons in service 1865-1899.



March 15, 1870,
posted paid at
London.



March 28.
Blake 937.
Boston receipt.

SS Samaria

2574 tons in service 1868-1896.



Blake 941.



1874

TRANSATLANTIC SHIPPING LINES
THE BRITISH AND NORTH AMERICAN ROYAL MAIL
STEAM PACKET COMPANY
THE CUNARD LINE

The Cunard Line commenced service from Liverpool on July 4, 1840. It soon became the major Transatlantic shipping line, and was subsidized by the British government.



Jan. 3, 1874. L'pool "466" barred oval obliterator double stamp on Scott #60, Plate 12, 6d. rate, double. After 1867 steamers of the Cunard Line picked up mail from London by the Saturday Night Mail to Queens-town, leaving weekly on Sunday at 3:30 p.m.

Jan. 18, 1874. Backstamp: New York transit, "Paid" marking.

The SS "Russia" was a 2959 ton ship in service from 1867-79.

1871

TRANSATLANTIC SHIPPING LINES
THE BRITISH AND NORTH AMERICAN ROYAL MAIL
STEAM PACKET COMPANY

—*—
THE CUNARD LINE

S.S. Russia



The 2960 ton Russia, built in 1867 at the J. & G. Thomson yards in Glasgow, was considered to be one of the most graceful steamships ever built. The Russia, Scotia and Persia took charge of the fortnightly New York mail service.



December 29, 1871. Prices current posted at Liverpool at the advantageous one penny transatlantic "newspaper" rate, paid by penny red, plate 125. First class rate then was 3d. per ½-ounce (effective Jan. 1, 1870).

1875

TRANSATLANTIC MAIL
CUNARD LINE

R.M.S. Russia

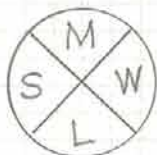


May 22, 1875. Letter paid at Buffalo, N.Y. at the 6 cent rate to the United Kingdom, effective from Jan. 1, 1870 to July 1, 1875. This was paid by the 6¢ dull pink Continental Bank Note Co. Issue of 1873.

May 26. Transit stamp at New York. The R.M.S. Russia, Cook, sailed for Liverpool this date.



BY CABLE, QUEENSTOWN, June 4. The Cunard Line steam-ship Russia, Capt. Cook, from N.Y. May 26, for Liverpool, arrived here at 4 o'clock this morning.



A 2 H. 1723

British mails went ashore at Queenstown and arrived London June 5. This letter was addressed to Brixton, near Plymouth, but also noted "London", so it ended up at the South West District Office of London. Here the missent stamp was applied (M= Missent; S W = South West District; L = London). This elusive mark first appeared in 1858 and was last seen around 1890.



Three London backstamps record letter went in and out of London on June 5.

1876

TRANSATLANTIC MAIL
— — — — —
THE CUNARD LINE

R.M.S. Scythia

Return to WILLIAM CLAFLIN & CO.
138 Summer St., BOSTON, Mass.
If not delivered within 10 days.



B.1048

1489(Typ)

941

May 9, 1876. Letter paid at the U.P.U. rate of 5¢ by a stamped 3¢ envelope and the 2¢ National Bank Note Issue of 1873. Paid at Boston.

May 10. R.M.S. Scythia departed from New York for Liverpool via Queenstown.

QUEENSTOWN, May 19, 1876. The Cunard Royal Mail steam-ship Scythia, Capt. Hains, from New York May 10, for Liverpool arrived here at 5 o'clock A.M. today.

May 20. Arrival transit mark at London.

This letter is addressed to Hon. Wm. Claflin, ex-governor of Massachusetts at London from his office in Boston (governor 1869, 1870, 1871).



THE CUNARD STEA



BOSTON OFFICE-
MESSRS. THE CUNARD STEAM SHIP COMPANY, LIMITED,
99, STATE STREET.



Handwritten: 1/20
5

PRINTED AND SOLD ONLY BY TURNER AND DUNNETT, LIVERPOOL.

					5.7
Freight on	Ft.	In.	at	Charges Forward	
	3.	2	<i>in full</i>	per ton, £	
				10 per cent. primage	10.6
					<u>15.7</u>

M SHIP COMPANY, LIMITED.

Received, in apparent good order and condition, from THE CUNARD STEAM SHIP CO. LTD., of Liverpool, as Agents, to be transported by the British Steam-ship SCYTHIA, Master, now lying in the Port of LIVERPOOL, and bound for BOSTON (via QUEENSTOWN),

One Case Mohy.

being marked and numbered as per margin (Weight, Quality, Contents, Brand, and Value unknown), and to be delivered from the Ship's deck (where the Ship's responsibility shall cease) in like good order and condition, at the Port of BOSTON, unto Messrs. J. W. & Co., New York, Mass.

or to his or their Assigns, he or they paying Freight, Primmage, and Charges in cash, as per margin, without discount, on the said Goods on discharge. General Average payable as customary.

It is mutually agreed that the Carrier shall have liberty to Navigate without Pilot; to Toward and Assist Vessels in Distress; to Deviate for the purpose of Saving Life or Property; to convey Goods in Lighters to and from the Ship at the risk of the Owners of the Goods, and, in case the Ship shall put into a port of refuge or be prevented from any cause from proceeding in the ordinary course of her voyage, to tranship the Goods to their destination by any other steamship or other Vessel.

It is also mutually agreed that the Carrier shall not be liable for loss, or damage occasioned by causes beyond his control, the Perils of the Sea, or other Waters, by Fire from any cause and whatsoever occurring by barratry of the Master or Crew, by Enemies, Pirates, Thieves, or Robbers, by Arrest and Restraint of Princes, Rulers, or People, by Steam, Explosion, or Bursting of Boilers, Breakage of shafts, or any Latent Defect in Hull or Machinery; or the Unseaworthiness of the Ship, provided all reasonable means have been taken to make her seaworthy, by Collision, Stranding, or other Accidents of Navigation of whatsoever kind even when occasioned by the Negligence, Default, or Error in Judgment of the Pilot, Master, Mariners, or other servants of the Shipowner, not resulting, however, in any case, from want of due diligence by the Owners of the Ship or any of them, or by the Ship's Husband or Manager; nor by Vermin, Heating, Rain, Spray, Smell or Emanation from other Goods, Decay, Putrefaction, Rust, Sweat, Change of Character, Drainage, Leakage, Breakage, or any or Transshipment; nor for the Obliteration, Errors, insufficiency or absence of Marks or Numbers, Address, or Description; nor for any Loss or Damage caused by the prolongation of the voyage; or by Pilots, strikes, or Stoppage of Labour.

It is also mutually agreed that the Carrier shall not be liable for Gold, Silver, Bullion, Specie, Documents, Jewellery, Pictures, Embroideries, Perfumeries, Works of Art, Silks, Furs, China, Porcelain, Watches or Clocks, Precious Metals, manufactured or unmanufactured, Plated Articles, glass, Valuable and Precious Stones, Monies, Bills, Bank Notes of any country, Orders, Notes or Securities for payment of any money, Quinine, Laces, or Cashmires, Manufactured or Unmanufactured, made up into Clothes or otherwise, in any respect, or for any Goods of any description whatever above the value of £5 per cubic foot, and in no case is the Carrier to be liable beyond £100 per package, unless Bills of Lading are signed therefor, with the value therein expressed, and a special agreement is made. The only condition on which Glass, Earthenware and China will be carried is that the Shipowner shall not be liable for any Breakage, whether caused by negligence or otherwise howsoever. Also, that Shippers shall be liable for any loss or damage to Ship or Cargo caused by inflammable, explosive, or dangerous Goods, shipped without full disclosure of their nature, whether such Shipper be Principal or Agent; and such Goods may be thrown overboard or destroyed at any time without compensation. Also, that the Carrier shall have a lien on the Goods for all Freight, Primmages and Charges, and also for Fines or damages which the Ship or Cargo may incur or suffer by reason of the incorrect or insufficient marking, numbering, or addressing of packages, or description of their contents. In case the Ship shall be prevented from reaching her destination by Quarantine, the Carrier may discharge the Goods into any Depot, Lazaretto, Hulk, Lighter, or other vessel necessary for the Ship's despatch, at the Consignee's risk and expense; or the Master to have the option, and he is hereby authorized to land at or to carry on the Cargo to the nearest Port to which the Vessel is bound, the landing at such Port to be considered a final delivery under this contract, and all the expenses thereby incurred on the Goods shall be a lien thereon. The Ship may commence to discharge immediately on arrival, and discharge continuously, the Collector of the Port being hereby authorized to grant a general order for discharge provided by the regulations of the Port of discharge, they may be stored by the Carrier at the expense and risk of their Owners. In the event of there being no immediate opportunity for transshipping Goods at Port of discharge to ultimate destination, and the Goods having to go into store, the Ship not to be responsible for loss, nor for expenses in connection therewith. The Shipowner is not liable for any loss, detriment or damage to any Goods which are capable of being covered by Insurance, nor for any claim of which notice is not given before the removal of the goods, nor for any claim for damage to or detention of any Goods where the damage is done or detention occurs while Goods are not in the possession of the Shipowner, nor in any case for more than the declared or Invoice value of the Goods, whichever shall be least. Full Freight is payable on damaged or unsorted Goods; but no Freight is due on any increase in bulk or weight caused by the absorption of water during the voyage. In the event of claims for short delivery when the Ship reaches her destination, the price shall be the market price at the Port of destination on the day of the Ship's entry at the Custom House, less all charges saved, if the whole or part of the Goods be prevented from any cause from going in said Steam-ship, the Carrier is only bound to forward by succeeding Steam-ship or Steam-ships.

Freight payable on weight is to be paid on gross weight delivered, unless otherwise agreed. Parcels for different consignees, collected or made up in single packages, addressed to one consignee, to pay full Freight on each parcel. Freight and disbursements payable in Boston will be collected in currency or gold, at the current rate of exchange for Bankers' Bills on date of Ship's arrival.

And Finally, in accepting this Bill of Lading, the Shipper, Owner, and Consignee of the Goods and the holder of the Bill of Lading agree to be bound by all of its stipulations, exceptions, and conditions, whether written or printed, as fully as if they were all signed by such Shipper, Owner, or Consignee, and this Contract shall be governed by the Law of England, with reference to which Law this Contract is made.

IN WITNESS whereof, the Master or Agent of the said Ship hath affirmed to 2 Bills of Lading, all of this tenor and date, one of which being accomplished, the others to stand void.

Dated in LIVERPOOL, this

24 day of

May 1894.

J. W. Jones

1883

TRANSATLANTIC MAIL
THE CUNARD LINE

R.M.S. Scythia

4,557 tons, 421 ft. x 42 ft. beam, straight stem, iron screw steamer, 13 knots. Built by J. & G. Thompson, Glasgow, launched Oct. 28, 1874. May 1, 1875 first voyage Liverpool-Queenstown-Boston; subsequent sailings mostly to Boston. Sept. 20, 1898, last voyage Liverpool-Q'town-N.Y. 1899 scrapped in Italy.



May 15, 1883. Letter paid at the 5¢ U.P.U. rate by a 2¢ stamped envelope, Issue of 1878, fawn paper, Die 6 (Sc. U152) with an added 3¢ Bank Note Issue stamp. Cancellation was by the New York Foreign Mail killer No. 6, used only on foreign mail.

Letter endorsed "S/S Scythia", which sailed from N.Y. on May 16 for Liverpool.

May 25. By cable from Queenstown: The Cunard Line Steam-ship Scythia, Capt. Murphy, from N.Y. May 16 arrived here at 3:10 o'clock this afternoon.



May 27. Mail was processed via Queens-town to Hamburg where it received this back-stamp on the 27th. Handled by the 8-12 PM shift (N= Nachmittag or PM).

1882

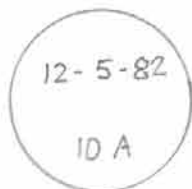
SWEDEN TO U.S. VIA ENGLAND
CUNARD LINE

R.M.S. Servia



November 21, 1882. Letter posted at Majorna, Sweden, franked at the U.P.U. rate by the 20 öre Issue of 1877, perf. 13. Railway transit backstamp same day. Letter went by local steamers and rail to England.

March 26. R.M.S. Servia of the Cunard Line departed from Queens-town.



N.Y. Times. Arrived N.Y. Dec. 4. Steam-ship Servia, (Br.,) Cook, Liverpool Nov. 25, Queenstown 26th, with mdse. and passengers to Vernon H. Brown & Co.

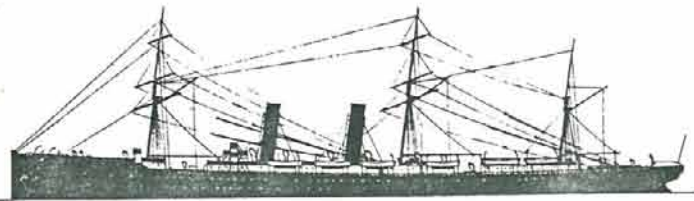
December 5. N.Y. transit backstamp and Boston arrival mark on face.

1882

TRANSATLANTIC MAIL
THE CUNARD LINE

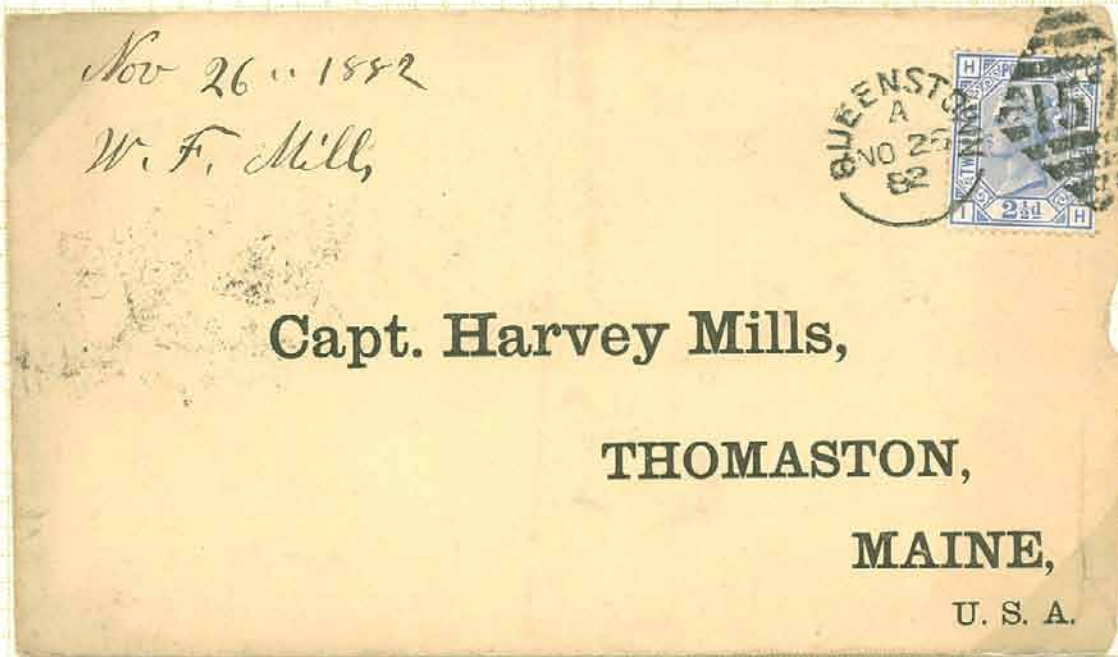
R.M.S. Servia

Of 7392 tons, the 515 ft. long Servia was the first steel constructed Cunarder and the first to be fitted with electric lights. Although an outstanding Cunarder, she was not unique among steam vessels as Inman's City of Rome was larger (8415 tons; 560 ft.), the Allan Line's Buenos Ayrean and Parisian were



1881 SERVIA 7,392 tons
Cunard reply to the BUENOS AYREAN'S steel construction, CITY OF BERLIN'S electric light and ARIZONA'S speed.

both of steel construction and Guion's Arizona was faster. Other steamers had also been fitted with electric lights.



Nov 26 1882

W. F. Mills,

Capt. Harvey Mills,

THOMASTON,

MAINE,

U. S. A.



Nov. 26, 1882. Letter paid at the 2½d. U.P.U. rate by a copy of the Issue of 1881, Pl. 22. The R.M.S. Servia, Captain Cook, departed from Liverpool Nov. 25 and called at Queenstown the 26th, the same day this letter was posted. Cancellation of the stamp by the duplex Irish type obliterator, a diamond of bars, 157 being the British Post Office number of Queenstown.

Dec. 4. Arrival backstamp at New York. N.Y. Times notes the arrival of Servia on Monday Dec. 4 to Vernon H. Brown & Co.

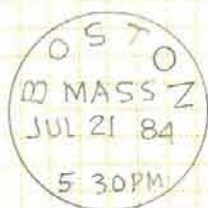
1884

TRANSATLANTIC MAIL



THE CUNARD LINE

R.M.S. Servia



B2084



B2186



July 21-22, 1884. Double U.P.U. rated letter paid by a pair of the 5¢ Issue of 1882. Directionally endorsed: per S.S. "Servia" from New York.

Cleared to sail from New York July 22, 1884, Steam-ship Servia (br.), Cook, for Liverpool, Vernon H. Brown & Co.

July 23. Servia sailed.



BY CABLE: Queenstown July 30. The Cunard Line steamship Servia, Capt. Cook from New York July 23 for Liverpool, arrived here at 6 PM to-day. Time of passage 7 days and 6 hours.

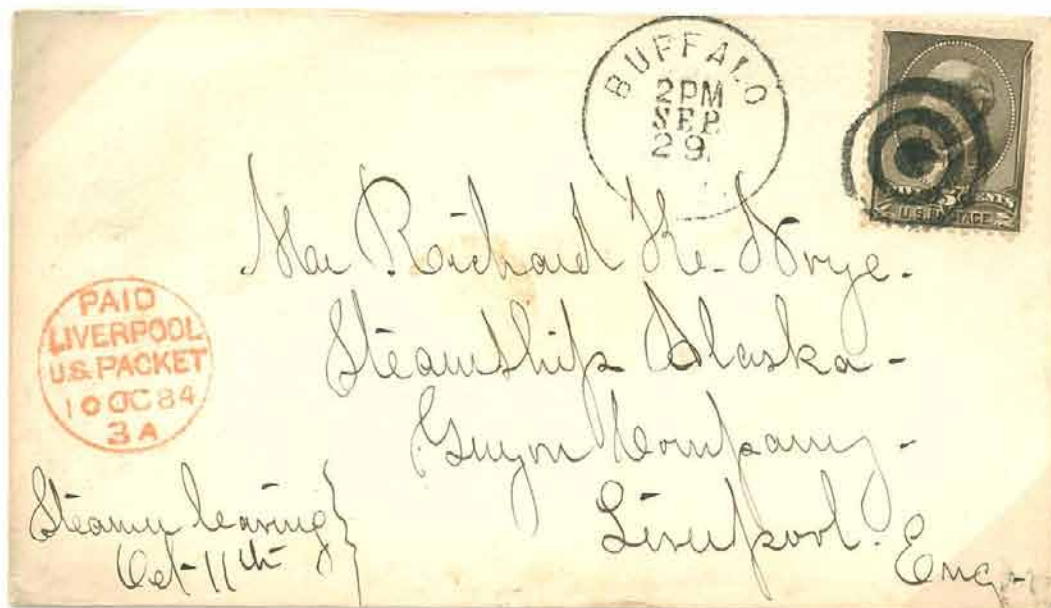
July 31. London "hooded scroll" receiving backstamp.

1884

TRANSATLANTIC MAIL

CUNARD LINE

R.M.S. Servia



September 29, 1884. A letter posted at Buffalo, N.Y. to Liverpool paid at the 5¢ U.P.U. rate by the Issue of 1882. It is addressed to a passenger aboard the "Guyon" Company steamship Alaska, due to sail from Liverpool on October 11.

N.Y. Times. Cleared New York September 30: SS Servia, (Br.,) Cook, for Liverpool, Vernon H. Brown & Co.

BY CABLE: QUEENSTOWN. The Servia arrived at Queenstown October 9 at 5:40 A.M.



October 10. Servia arrived at Liverpool, Liverpool arrival handstamp. This stamp is noted "U.S. PACKET". The Cunard Liners were British Packets and this handstamp merely identifies a letter from the U.S.

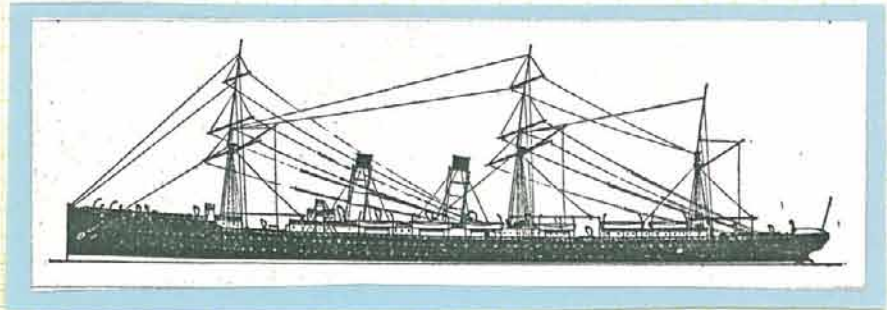
N.B.: BY CABLE, QUEENSTOWN, October 12. The Guion Line steamship Alaska, Capt. Murray, from Liverpool sailed hence to-day for New-York.

It would appear that this letter arrived just in time to meet the sailing of Alaska from Liverpool.

1885

TRANSATLANTIC MAIL
— — — — —
THE CUNARD LINE

R.M.S. Servia



June 27, 1885. Letter posted at London, paid at the U.P.U. rate of 2½d. to member countries by Issue of 1884. Stamp cancelled by the "Hooded Scroll" of London's East Central Office. Letter directionally endorsed per"Servia" and handstamped "VIA QUEENSTOWN", the normal routing from London for transatlantic mail. R.M.S. Servia left Liverpool on June 27 and called at Queenstown the 28th where this letter went aboard with the London and Irish mails.



July 5. Servia,
Capt. McMickan,
arrived this date
at N.Y. to Vernon
H. Brown & Co.

Printed address on back
flap notes sender as:
J.B. THOMAS
FRUIT BROKER
COVENT GARDEN
LONDON.

1896

TRANSATLANTIC MAIL
— & —
THE CUNARD LINE

R.M.S. Servia

MAIDSTONE. Kent N° 493



Feb. 28, 1891. Registered letter, paid by the Queen Victoria Jubilee Issue 2½d. U.P.U. postage to a member country plus 2d. Registry Fee. Cancellation by the duplex MAIDSTONE / STATION OFFICE with "493", British Post Office Number of Maidstone in the killer. Same day transit at London, oval postmark.

March 1. R.M.S. Servia, Capt. Dutton, departed from Queens-town where this letter had been put aboard with the London and South Britain mails in the Irish Mail make-up.



March 9, 1896. New York and Brooklyn Registry Division backstamps.

N.Y. Times: Arrived N.Y. March 9, S.S. Servia, Dutton, Liverpool and Queenstown, 9 days to Vernon H. Brown & Co. Arrived at the Bar at 9:58 A.M.



1900

TRANSATLANTIC SHIPPING LINES
THE CUNARD LINE

S.S. Servia

Registered Letter

Per Steamer Servia from Queenstown

Registered



MESSRS. MULLER SCHALL & Co.,

NS182

Post Office Box, No. 857,

NEW YORK,

U.S.A.



1900

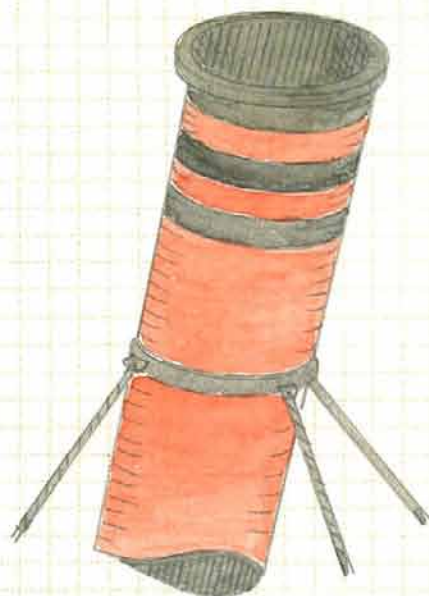
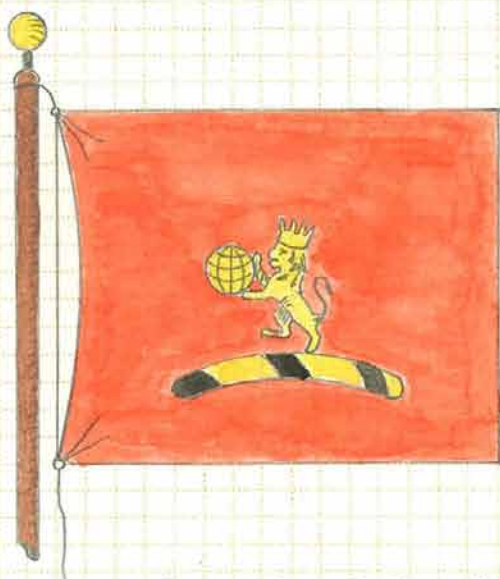
TRANSATLANTIC SHIPPING LINES

THE CUNARD LINE

S.S. Servia

Registered Letter

7,392 tons, 515 ft. x 52 ft. beam, steel screw steamer launched March 1, 1881 at R. & G. Thompson, Glasgow. Nov. 26, 1881, maiden voyage Liverpool-Queenstown-New York. November 1899 she was a Boer War transport. June 9, 1900 she resumed Liverpool-Queenstown-New York run. This letter carried on that first (June 9) voyage.



House Flag & Funnel Colors
Cunard Line after 1881.



Perforated initials of Dennistoun, Cross & Co. prepay the U.P.U. double rate shown by blue mss. "2" at 2½d. x 2 = 5d. + 2d. registry fee = 7d.

June 9, 1900. Registered letter at the Lombard Street Office, London. Letter was endorsed "Per Steamer Servia from Queenstown". The Servia left Liverpool June 9, and this letter picked up at her Irish port of call at Queenstown (Cork). This was the first sailing of the Servia to New York after serving as a Boer War transport.



June 18. Arrival date backstamp at New York, Registry Section.

1887

TRANS ATLANTIC MAIL
THE CUNARD LINE

R. M. S. Umbria



May 11, 1887. Letter to Paris posted at the 5¢ U.P.U. rate by the Issue of 1882.

May 13. Transit stamp of the Boston office "PAID ALL DIRECT."

May 14. R.M.S. Umbria sailed from New York.

N.Y. Times. BY CABLE, LONDON. May 21. The Cunard Line steamship Umbria, Capt. McMickan, arr. from New-York May 14, for Liverpool, arr. at Queenstown to-day at 3 P.M.

May 23. Paris Foreign Letter Office (ETRANGER) transit stamp.

May 24. Messrs. Perier Freres forwarded this letter to Munich. Rue Taitbout, Paris backstamp received the letter back into the mail.

May 25. Munich arrival backstamps.



1893

TRANSATLANTIC MAIL

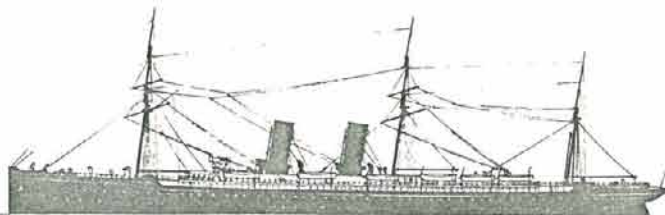


THE CUNARD LINE

R.M.S. Umbria

7,718 tons, 501'-6"
x 57 ft., straight stem,
2 stacks, 3 masts, screw,
3 cylinder engine, 19
knots. Built at John
Elder & Co., Glasgow,
launched June 26, 1884;
Nov. 1, 1884, maiden
voyage Liverpool-Queens-
town-N.Y. Jan. 1900

Boer War transport, 2 round voyages. July 21, 1900, resumed N.Y.
run, last voyage Feb. 12, 1910, scrapped 1910.



1885 ETRURIA 7,718 tons
Sistership: UMBRIA. Last single-screw record
-breakers.

Return to HOSKIER, WOOD & CO.,
46 Exchange Place, NEW YORK, N. Y.,
If not delivered within 5 days.

per "Umbria"



*Messrs. Mendelssohn & Co.
Berlin
Germany.*

Aug. 11, 1893. Double rated U.P.U. letter posted at New York
and directionally endorsed, per "Umbria". 9:30 PM time stamped
letter just made the sailing of R.M.S. Umbria, which departed from
N.Y. at 5:30 AM Saturday, August 12.

Double rate paid by 5¢ blue stamped envelope, Issue of 1887-94
plus the 5¢ Columbian Issue at 5¢ per ½-oz. 5¢ envelope is Die 1.



Aug. 21. Berlin arrival backstamp.
Bestelli Vom Postamt 56 = Delivered
from Postoffice 56. 7½-8 V(ormittag)
= 7:30 - 8 AM.

1895

THE CUNARD LINE

R.M.S. Umbria



February 15, 1895. A letter posted at New York to London paid at the 5¢ U.P.U. rate by the Columbian Issue of 1893. It is endorsed: p "Umbria". The time-dated machine cancellation shows letter posted at 1 P.M. on the 15th.

N.Y. Times: OUTGOING STEAMSHIPS from N.Y., Saturday, Feb. 16, 1895: SS Umbria, Liverpool. Mails close 7:30 AM, Ship sails 11:00 AM.



February 25. London East Central Office "hooded scroll" arrival backstamp.

1893-94

TRANSATLANTIC MAIL



THE CUNARD LINE

R. M. S. Umbria



December 23, 1893. Letter to Paris paid at the 5¢ U.P.U. rate to member countries by a nice combination of a pair of the 1¢ and a single 3¢ Columbian issue. Station 16 cancellation at San Francisco, letter went by rail to New York.



Dec. 28. Receipt at New York, backstamp. N.Y. Times, Outgoing Steamships Sat., Dec. 30, 1893:

Umbria, Liverpool.....11:00 A.M.

BY CABLE: QUEENSTOWN, Jan. 6, 1894. Cunard Line SS Umbria, Capt. Dutton, from New-York arrived here at 4 A.M. to-day and proceeded for Liverpool.



Jan. 8. Arrival mark at the Paris Foreign (Etranger) office.

1897

TRANSATLANTIC MAIL



THE CUNARD LINE

R.M.S. Umbria



Feb. 20, 1897. 2½d. (5¢) U.P.U. rate paid at Liverpool. The stamps are cancelled by the "Scotch" type of circular date stamp, here with a damaged rim, 1 to 2 o'clock, at the West District office.

R.M.S. Umbria sailed from Liverpool the 20th for New York.

March 1. Arrival backstamp at Baltimore.



N.Y. Times: Arrived N.Y. Feb. 28, 1897, S.S. Umbria, Dutton, Liverpool Feb. 20 and Q'town 21st to Vernon H. Brown & Co. Arrived at the Bar at 8:20 P.M.

1897

TRANSATLANTIC MAIL
THE CUNARD LINE

R.M.S. Umbria



April 30, 1897. A letter to England paid at the 5¢ U.P.U. rate to member countries. The rate was made up by two copies of the 1¢ Issue of 1895 and one of the 3¢ Issue of 1894.

N.Y. Times, April 28. Outgoing Steamships, Saturday, May 1. SS Umbria, Queenstown and Liverpool. Mails close 12M, Supplementary mail 1:30 P.M., ship sails 3:30 P.M.

N.Y. Times. May 11. BY CABLE. London May 10. SS Umbria, (Br.,) Capt. Dutton, arr. at Liverpool from New York yesterday.

May 10. Okehampton, Devon arrival backstamp.



1843

TRANSATLANTIC MAIL
GREAT BRITAIN TO BERMUDA VIA HALIFAX
THE HALIFAX-BERMUDA PACKET LINE



R.M.S. *Caledonia*
Dep. L'pool MAY 4 1843
ARR. H'FX MAY 17.
MAIL BOAT *ROSEWAT*
Dep. H'FX MAY 17
ARR. BERMUDA MAY 26

May 3, 1843. Letter posted paid, 1 shilling rate, at the Lombard Street Office, London. Noted "p Halifax Mail". Letter went out of Liverpool on the Cunarder to Halifax, there transhipped to the Halifax-Bermuda Packet Line, also a Cunard Line.

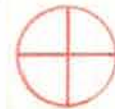
During the period of the above cover the distance was covered by sailing packets. Cunard introduced steam packets of 80 H.P. in 1848.

No other transit marks document this letter.

1852

TRANSATLANTIC SHIPPING COMPANIES
CUNARD LINE - ENGLAND TO BERMUDA VIA HALIFAX
THE HALIFAX - BERMUDA PACKET LINE

Samuel Cunard for many years had a contract for the convenience of mails between Halifax and Bermuda, direct. Mail from England out of Liverpool was trans-shipped at Halifax. Until 1848 the distance was covered by a sailing packet, after 1848 by steam packets of 80 H.P., which left Halifax twice a month (on the arrival of mails from England) to Bermuda, a voyage of about 4 days.



April 16, 1852. Lombard Street receiving mark at London. 1 shilling handstamp for unpaid rate due from recipient. Crossed circle in red is surveyor's or inspector's mark.



April 17, 1852. Lozenge transit mark at Liverpool, date coinciding with the 17th of the month sailings of the Cunarders for Halifax.

R. A. S. MASON
DEP. LONDON APRIL 17, 1852
ARR. HALIFAX APRIL 28

MAIL BOAT LEVANTINE
DEP. HALIFAX APRIL 28
RETURNED APRIL 29
BY MAIL SHIP

MAIL BOAT OSPRAY
DEP. HALIFAX APR. 29
ARR. BERMDA MAY 3

7A5 085.0

1851

TRANSATLANTIC MAIL
THE CUNARD LINE-ENGLAND TO BERMUDA VIA HALIFAX.
THE HALIFAX-BERMUDA PACKET LINE



LS
14 FEB 14
1851

H
FE 26
1851
NS

Feb. 14, 1851. Letter posted unpaid at Lombard Street Office, London for Bermuda. Noted "via Halifax". Cunarders sailed for Halifax out of Liverpool.

Feb. 26, 1851. Letter received in transit at Halifax where it was transferred to the Cunard Halifax-Bermuda Packet Line. 1 shilling (1/- mms.) due from recipient.

R.M.S. EUROPA
DEP. L'POOL FEB 15, 1851
ARR. HALIFAX FEB 26

MAIL BOAT OSPRAY
DEP. HALIFAX FEB 28
ARR. BERMUDA MAR. 4