

1887

TRANSATLANTIC MAIL
NORDDEUTSCHER LLOYD

S.S. Aller



February 24, 1887. Embossed 2½d. Great Britain envelope pays the U.P.U. rate. Stamp is cancelled by the "squared circle" of Liverpool. Cover is endorsed: p. Aller/via Southampton. The Norddeutscher Lloyd S.S. Aller touched at Southampton on Feb. 25 en route to New York.



N.Y. Times, March 6. Arrived 5th, steamship Aller, (Ger.,) Christoffers, Bremen and Southampton 10 ds. with mdse. and passengers to Oelrichs & Co.

March 5. Boston Foreign Department transit backstamps.

1890

NORDDEUTSCHER LLOYD
(North German Lloyd)

S.S. Aller

Supplementary Mail

LAZARD FRÈRES,
No. 46 EXCHANGE PLACE,
P. O. Box, 3085,
NEW YORK.

Per

REMOVED BY
WALL STREET
ALLER



K. K. priv. Oest. Creditanstalt,
für Handel & Gewerbe,
WIEN,
Austria.



June 11, 1890. A letter endorsed by the purple handstamp to the ALLER was posted after the mails for that ship had closed. By paying double the postage, late mails were made up as Supplementary Letters and bagged aboard the ship after the mails had "closed" and before the steamer sailed. Here double the U.P.U. rate of 5¢ x 2 = 10¢ was paid in cash with no postage stamps used, the PAID in the handstamp sufficed. S.S. Aller of Norddeutscher Lloyd sailed for Bemen from New York on June 11.

London Times, June 20. North German Lloyd SS Aller arr. at Southampton at 9 PM yesterday and proceeded for Bremen.

June 20. London transit backstamp. Mail forwarded across Europe to Austria.

June 22. Vienna arrival backstamp.

N.B.: Aller arrived at Bremerhaven June 21.



727 742. 45

1893

NORDDEUTSCHER LLOYD
(North German Lloyd)

S. S. Aller



September 1, 1893. One cent postal card with an added 1¢ Columbian stamp to make up the 2¢ foreign U.P.U. postal card rate, posted at Milwaukee.

N.Y. Times: OUTGOING STEAMSHIPS:

Sat. SEPT. 2	Mails Close	Ship Sails
Elbe, Bremen	6:30 A.M.	10. A.M.
Weiland, Hamburg	---	10. A.M.
Tues. Sept. 5		
Aller, Bremen		6. A.M.

BY CABLE: SOUTHAMPTON, Sept. 13. North German Lloyd SS Aller, Capt. Christoffers from N.Y. arr. here at 7 AM to-day and proceeded for Bremen.

BY CABLE, LONDON: Sept. 14. North German Lloyd Aller, Capt. Christoffers from New-York, arr. at Bremen at 11 AM to-day.

September 15. Arrival postmark at Chemnitz, Germany.



1893

TRANSATLANTIC MAIL
⚓
NORTH GERMAN LLOYD

S.S. Aller

Return to CHARLES ZOLLER,
12 Water St., NEW YORK, N. Y.,
If not delivered within 10 days.



*Action Gesellschaft für
Chemische Industrie
Germany! Mannheim - Baden*



September 4, 1893. Letter paid at the 5c per 1/2-oz. U.P.U. rate
by a 2c stamped envelope plus 3c Columbian Issue.

N.Y. Times: Outgoing Steamships Sept. 5. Aller for Bremen,
Mails close 3 A.M., ship sails 6 A.M.

BY CABLE: London, September 12. North German Lloyd SS Aller,
Capt. Christoffers, from N.Y. Sept, 5. for Bremen, passed the
Lizard to-day.



September 14. Arrival backstamp
at Mannheim, Germany.

1893

NORDDEUTSCHER LLOYD
(North German Lloyd)

S. S. Aller



October 5, 1893. Letter at Alameda, California. 5¢ U.P.U. rate made up by the 2¢ Columbian stamped envelope plus a 3¢ Columbian.



Oct. 30. Transit back-stamp at N.Y. Times notes: OUTGOING STEAMERS, None to Germany, Mon. Oct. 30. Tues., Oct. 31, Aller, Bremen. Mails Close 7 AM, sails 10AM.



N.Y. Times, BY CABLE. London Nov. 10. North German Lloyd ss Aller, Capt. Christoffers, from New-York Oct. 31 via Southampton, arrived at Bremerhaven at 4 AM to-day.

November 11. Arrival backstamp at Danzig,

1894

TRANSATLANTIC MAIL
NORDDEUTSCHER LLOYD
(North German Lloyd)

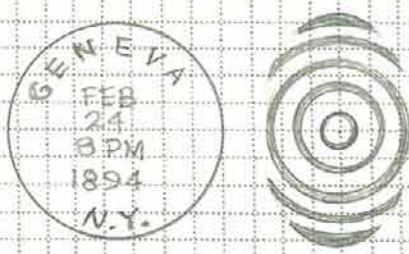
S. S. Aller

New York-Southampton-Bremen

Return to
THE HERENDEEN MFG. CO.,
GENEVA, N. Y.,
If not delivered within 5 days.



Mr. Ernest Ruhl,
Frankfort,
Germany.



Feb. 24, 1894. U.P.U. rate of 5¢ to Member Countries paid by the 2¢ stamped envelope and the 1¢ and 2¢ Columbian Issue. Paid at Geneva, N.Y.

N.Y. Times: Outgoing steamships, Tues, Feb. 27, Aller for Bremen, sails at 11 A.M.

By Cable: London, March 7. North German Lloyd SS Aller, Capt. Christoffers, from New-York Feb. 27 for Bremen, arr. at Southampton at 6 PM to-day, and proceeded for Bremen.

March 9. BREMERHAVEN, March 9. North German Lloyd ss Aller, Capt. Christoffers from New-York via Southampton arr. here at 11 PM yesterday (Mar.8).

March 9. Frankfort-an-Main arrival backstamp.



1894

TRANSATLANTIC MAIL
—  —
NORDDEUTSCHER LLOYD

S.S. Aller

4966 tons, 438' x 48' beam. Straight stem, 2 funnels, 4 masts. Steel hull, single screw, triple expansion engine, 17 knots. Built Fairfield Co., Ltd., Glasgow. Launched Feb. 18, 1886, maiden voyage Bremen-Southampton-N.Y. April 24, 1886. Last voyage ditto, Sept. 18, 1897. Scrapped 1904.

Return to SCHULZ & RUCKGABER,
Box 3116, NEW YORK, N. Y.,
If not delivered.

Per Str. *Aller*

Per Closed Mail.



To the

DIRECTION DER DISCONTO GESELLSCHAFT,

43-44 BEHRENSTRASSE,

BERLIN, W. 64,

Germany.



July 27, 1894. Letter paid at double the U.P.U. rate of 5¢/1/2-oz. x 2 = 10¢, by the Columbian embossed envelope at 2¢ plus 8¢ Issue of 1893. Endorsed to the steamer Aller and to go per Closed Mail through to Bremen.

July 28. S.S. Aller sailed from New York.

BY CABLE: London, August 6. North German Lloyd SS Aller, Capt. Christoffers, from New-York July 28 for Bremen arr. at Southampton to-day.

BREMERHAVEN, Aug. 6. North German Lloyd SS Aller, Capt. Christoffers, from New-York via Southampton, arr. here at 4 PM to-day.

August 7. Arrival backstamp at Berlin.

1864

NORDDEUTSCHER LLOYD
(North German Lloyd)

S.S. America

Depreciated Currency



5/10



May 6, 1864. An unpaid letter posted at Hamburg and endorsed: pr steamer via Bremen. The sender opted for this routing rather than by a steamer out of Hamburg as the

next Hamburg-American Line (HAPAG) steamship advertised was the S.S. Teutonic, to sail May 16.

Letter was subject to the 15¢ rate beyond Bremen, shown as 5/10, being 2 silbergroschen (or 5 Bremen grote or 5¢ U.S.) over 4½ sgr. (or 10 grote or 10¢ U.S.), the latter the Bremen Packet letter rate.

May 7. Transit backstamp at Bremen. S.S. America, NGL, sailed from Bremerhaven May 8, touched at Southampton the 11th.

May 22. America arrived at New York. The "beyond Bremen" rate of 15¢ was due in gold. This was also shown at the optional payment in depreciated paper currency at the day's gold/paper ratio of 1.8 x 15¢ = 27¢ due in U.S. NOTES.



1869

NORDDEUTSCHER LLOYD
(North German Lloyd)

S.S. America

The United States - North German Union Postal Convention
Direct Mail rate - Bremen or Hamburg and the U.S.

From January 1865 until January 1870 the rates per 15 grams were:

On letters from the U.S.	10¢
On letters from Germany	4 silbergroschen.



January 22, 1869. A letter paid at Bremen at the 4 groschen rate by two copies of the two groschen rouletted North German Confederation Issue of 1868. Letter is marked FRANCO = PAID and endorsed: per Str. America.

January 23. S.S. America of the Norddeutscher Lloyd Line departed from Bremen this date for New York via Southampton. She cleared the latter port on January 26.

February 8. America arrived at New York. Letter processed as a PAID ALL letter which included delivery to New Orleans.



1929

NORDDEUTSCHER LLOYD
(North German Lloyd)

S. S. Bremen

Catapult Mail



July 25, 1929. A letter posted at New York for delivery by the Ship-to-Shore catapult plane at Bremen. This was designed to speed delivery of mail by avoiding the delays attendant to harbor entry and docking.

N.Y. Times. To sail from New York July 26 BREMEN (North German Lloyd)...Bremen. Mails close 7:30 P.M., sails shortly after midnight.



August 2. The large red cachet on the cover face notes catapult mail from the S.S. Bremen (D = Dampshiff = Steamship). Same day receipt backstamp at Friedrichshafen.

1930

NORDDEUTSCHER LLOYD
(North German Lloyd)

S. S. Bremen (IV)

51,656 tons, 273.91m. x 31,05m. beam, steam turbines. Launched August 16, 1928 at A.G. Wesrer, Bremen. Maiden voyage Bremen-Southampton-Cherbourg-New York July 16, 1929. April 1934 became tourist. August 21, 1939, last voyage Bremen-Southampton-Cherbourg-New York. 1940 accommodation ship at Bremerhaven. March 16-18, 1941 burnt at Bremerhaven. Scrapped 1952-6.



November 25, 1930. A letter posted at Paris and endorsed to the S.S. Bremen via Cherbourg. Rate to the U.S. was paid by the 1f50centimes Issue of 1926 and the 90 cent. Berthelot Issue of 1927.

N.Y. Times. S.S. Bremen, North German Lloyd, Bremen
Nov. 26. Due at New York Tuesday December 2.

December 2. The N.Y. Times shipping list records the arrival of the Bremen at N.Y. this date.

1867

NORDDEUTSCHER LLOYD
(North German Lloyd)

S.S. Deutschland

Depreciated Currency



2 $\frac{5}{10}$



August 30, 1867. A letter posted at Dresden and subject to the 2 silbergroschen (5 Bremen grote) German-Austrian Union postage to get the letter to Bremen. Letter is

endorsed: Via Hamburg oder Bremen. Transit backstamp at Bremerhaven, the port city of Bremen. This letter was sent in the Bremen Packet mail under the revived convention of 1853. The rate beyond Bremen was 15¢ U.S. stated by the 5/10, being 2 silbergroschen (or 5 Bremen grote or 5¢ U.S.) over 4½ s.g. (or 10 grote or 10¢ U.S.), total the Bremen Packet rate.

August 31. S.S. Deutschland departed from Bremen for New York via Southampton (September 3.)



September 14. Deutschland arrived at New York. The Hannover rate of 15¢, effective July 1857 to January 1868, was due in gold. This was converted to the optional payment in depreciated paper currency at the day's gold/paper ratio of 1.4 x 15¢ = 21¢ due in U.S. NOTES.

1873

TRANSATLANTIC MAIL

U.S. TO AUSTRIA - Direct Mail - Bremen Steamers

6¢ (2½ silbergroschen) rate, effective October 1861 to July 1, 1875

S.S. Deutschland

Norddeutscher Lloyd



April 25, 1873. Letter paid at the 6¢ rate to the North German Union, direct by any of the North German Lloyd (Norddeutscher Lloyd) or Hamburg-American steamers.

April 26. Transit at the Port of New York. S.S. Deutschland, 2850 tons, in service 1866-1875, sailed this date for Bremen via Southampton, England.

May 9, 1873. Paid (FRANCO) letter arrived at Bremen, home port of the Deutschland.

May 10. Arrival backstamp at Vienna (Wien). Letter was directed Care of Anglo-Austrian Bank who deleted their name and forwarded the letter to London c/o Morton Rose & Co., Bankers.

May 11. Letter back into post at Vienna, cds on face of letter.

May 14. London red arrival backstamp. This type usually shows an "L" in the center. This with "N" is extremely scarce, the "L" said to denote London routing via Liverpool, the "N" Newcastle.

1½d. due for forwarding, shown by manuscript note at upper left.



1875

TRANSATLANTIC SHIPPING LINES
THE NORTH GERMAN LLOYD
Bremen to New York via Southampton

The North German Lloyd was founded in 1856 with its headquarters in Bremen. The British Post Office realized the advantage in having its mail picked up by these German steamers when they stopped at Southampton, and, knowing how well they were serving the U.S. Post Office, decided, in November 1867, to make a contract with the line for the British mail to be carried weekly from Southampton to N.Y.



Sept. 28, 1875. London District, First Series obliterator cancelling Scott. #66, Plate 1. 2^d. U.P.U. rate. Letter "per Donau", 2900 tons, in service 1869-90.

October 10, 1875. Boston Foreign Mail "paid" transit mark.

Blake Fig. 941.

1881

NORDDEUTSCHER LLOYD
(North German Lloyd)

S. S. Donau



September 18, 1881. A letter posted aboard the Bologna railway car. It was paid at 25 centesimi, the U.P.U. rate. It is endorsed: Via England, and addressed "Stati Uniti dell' America Settentrionale" (the latter = Northern). This letter went across Europe to England.

September 18. S.S. Doneau of the Norddeutscher Lloyd departed from Bremen. She touched at Southampton on September 20.

N.Y. Times. Arrived N.Y. September 30. Steam-ship Donau (Ger.,) Bussins, Bremen Sept. 18 and Southampton 20th to Oelrichs & Co.



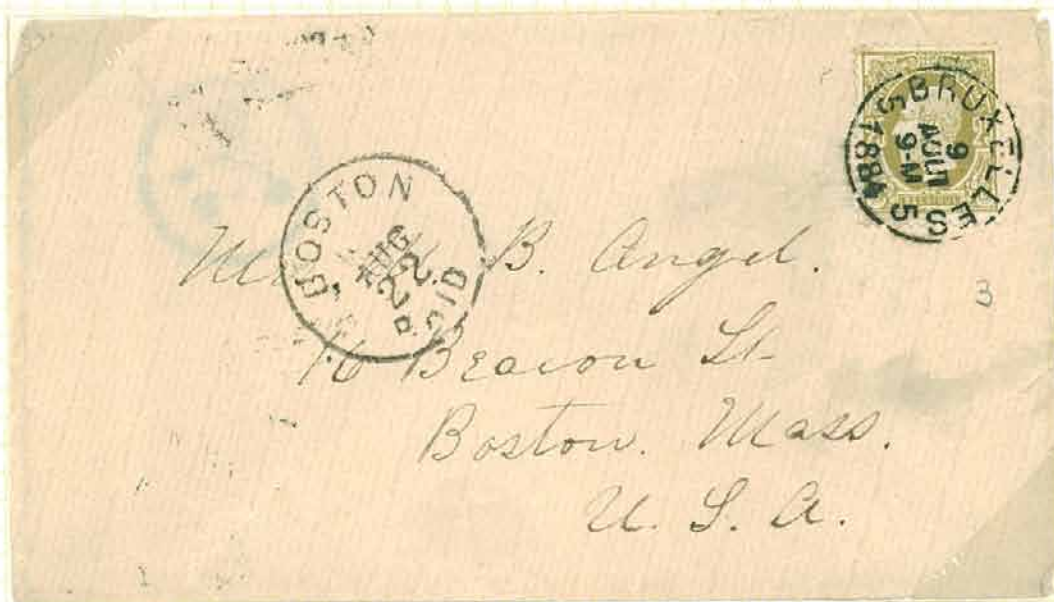
September 30. N.Y. transit backstamp.

1884

TRANSATLANTIC MAIL
— — — — —
— — — — —
NORDEUTSCHER LLOYD
(North German Lloyd)

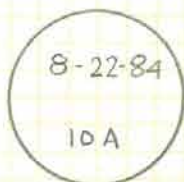
S. S. Donau

2,896 tons, 332' x 40' beam, clipper bow, iron screw steamer, 13 knots. Launched Oct. 17, 1868, Caird & Co., Greenock. Jan. 16, 1869, maiden voyage Bremen - Southampton - New York. Jan. 16, 1887, last voyage Bremen - New York. March 16, 1895, destroyed by fire on the North Atlantic, abandoned.



August 9, 1884. Paid letter posted at Brussels, Belgium. 25 centimes x .002¢/centime = 5¢ equivalent to the U.P.U. rate to member countries.

Aug. 9. Steam-ship Donau departed from Bremen with this letter aboard.



Aug. 21, 1884. Steam-ship Donau (German), Capt. Ringk, arrived at New York to Oelrichs & Co., Bremen 12 days. Mail bulked to Boston where it received identity Aug. 22.

1884

TRANSATLANTIC MAIL
—  —
NORDDEUTSCHER LLOYD
(North German Lloyd)

S.S. Eider

New York-Southampton-Bremen

Underpaid Letter



July 21, 1884. Letter posted at New York with an adhesive affixed of 2¢. As the U.P.U. rate to a member country was 5¢, the letter was 3¢ underpaid. Stamp was cancelled at New York and backstamped at the Foreign Department. New York also marked it as T = Taxe (postage due or postage deficiency) at double the underpayment or 15 centimes. 5 centimes was equivalent to 2¢, thus 15 centimes = 6¢.

July 23. Steamship Eider, Capt. Willegerod, sailed for Bremen and Southampton from New York.

July 31. By Cable, London. The North German Lloyd steamship Eider from New York July 23 arrived at Southampton at 11 o'clock this morning and proceeded for Bremen.



3^d

August 1. Arrival backstamp at London, East Central office. British noted letter for a 3d. (6¢) collect amount for deficient postage.

1885

TRANSATLANTIC MAIL
NORDDEUTSCHER LLOYD
(North German Lloyd)

S.S. Eider

New York - Southampton - Bremen



September 8, 1885. Hooded scroll at London, East Central Office, cancels 2½d. U.P.U. rate stamp, Issue of 1884. Letter was nicely endorsed: By Eider/via Southampton.

September 10. S.S. Eider touched at Southampton.

N.Y. Times, Sunday Sept. 20, 1885. Arrived at New York Sat. Sept. 19, Steamship Eider (Ger.), Hellmers, Bremen via Southampton, 10 days to Oelrichs & Co. Tangential circles backstamp at N.Y.



September 20. Arrival backstamp at Ansonia, Connecticut.

1886

TRANSATLANTIC MAIL

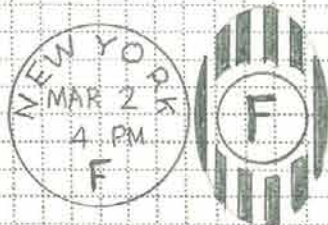


NORDDEUTSCHER LLOYD

(North German Lloyd)

S. S. Eider

2¢ U.P.U. Postal Card Rate



March 2, 1886. One cent postal card, Issue of 1885, augmented with one cent adhesive, Issue of 1881 (design of 1873 re-engraved), to make up the 2¢ U.P.U. postal card rate. Time and date stamped at 4 PM, March 2, at New York.

N.Y. Times: OUTGOING STEAMSHIPS, Wednesday March 3:

Eider, Bremen. Mails close 2:30 AM, ship sails 5:00 AM.

SOUTHAMPTON, March 11. The North German Lloyd steamship Eider, Capt. Hellmers, from New York March 3 for this port and Bremen arrived off the Lizard at 8 AM to-day.

1888

TRANSATLANTIC MAIL
— — — — —
— — — — —
NORDDEUTSCHER LLOYD
(North German Lloyd)

S. S. Eider

New York-Southampton-Bremen

4719 tons, 430' x 47', single screw, 17 knots. Launched Dec. 15, 1883 at John Elder & Co., Glasgow. Maiden Voyage Bremen-Southampton-New York March 17, 1884. Lost by stranding on the Isle of Wight Jan. 31, 1892, no lives lost, refloated and scrapped.



May 18, 1888. Double rated letter at 5¢ per ½-oz. by 5¢ stamped envelope, Issue of 1882-86 and 5¢ indigo, Issue of Feb. 18, 1888. Endorsed 'Eider' Via England'. N.Y. Times notes outgoing steamer for Saturday, May 19, 1888, the Eider for Bremen, Mails close at 7:30 AM, ship sails 11 AM.

1890

TRANSATLANTIC MAIL
NORDDEUTSCHER LLOYD
(North German Lloyd)

S. S. Eider

4722 tons, 430' x 47', straight stem, iron screw steamer.
Built by John Elder & Co., Glasgow, launched Dec. 15, 1883,
maiden voyage March 19, 1884, Bremen-Southampton-New York. Jan.
9, 1892, last voyage ditto. Jan. 31, 1892, stranded on Ather-
field Ledge, Isle of Wight, refloated, scrapped.



January 30, 1890. Postal card posted at Linz, Austria for Harvard College, Cambridge, Massachusetts.

February 1. S.S. Eider of the North German Lloyd departed from Bremen. German mails went aboard at Bremen.



Feb. 11. New York Times: Arrived at New York Feb. 10, steamship Eider (Ger.), Bauer, Bremen and Southampton, 9 days, to Oelrichs & Co.

Mail processed next day.



Feb. 12. 1 A.M. transit backstamp at Boston.

1884

NORDDEUTSCHER LLOYD
(North German Lloyd)

S.S. Elbe

4510 tons, 416' x 45' beam, iron screw steamer, straight stem, 15 knots. Launched April 2, 1881, by John Elder & Co., Glasgow. Maiden voyage Bremen-Southampton-New York June 26, 1881. Jan. 22, 1895 sailed Bremen-New York, Jan. 30, 1895, sunk in North Sea in collision with British steamship Craithie, 332 lives lost.



July 1, 1884. Dated backstamp. Letter posted at Boston, paid at double U.P.U. rate by two copies of the 5c James A. Garfield, Issue of April 10, 1882. Directionally endorsed: per ss Elbe from New York.

July 2. Cleared for sailing at New York, Steam-ship Elbe (Ger.), Hamelmann for Bremen and Southampton.

July 11, 1884. London "hooded scroll" receiving backstamp. Outer frame of stamp clearly shows as partial arc at bottom.

N.Y. Times: BY CABLE: London, July 10. The North German Lloyd steamship Elbe, Capt. Hamelmann, from N.Y. July 2, for Bremen, passed the Scilly Islands at 4 o'clock this afternoon.



1886

NORDDEUTSCHER LLOYD
(North German Lloyd)

S.S. Elbe



March 20, 1886. A postal card datelined at New York and endorsed: By Steamer "Elbe", a rather unusual endorsement for a postal card. Paid at the U.P.U. 2¢ postal card rate by the 1¢ domestic rate postal card Issue of 1885 augmented by the 1¢ Issue of 1881.

N.Y. Times, March 18, 1886.

OUTGOING STEAMSHIPS, SATURDAY March 20

	Mails Close	Ship Sails
ELBE, BREMEN	12:00M	8:00 PM

Cleared March 20, Steamship Elbe, (Ger.,) Richter, Bremen and Southampton, Oelrichs & Co.

BY CABLE: SOUTHAMPTON, MAR. 30.

The North German Lloyd steamship Elbe, Capt. Richter, from N.Y. Mar. 21 for this port and Bremen arrived off the Lizard at 11 A.M. to-day.

1888

NORDDEUTSCHER LLOYD
(North German Lloyd)

S. S. Elbe



August 31, 1888. A 5¢ stamped envelope, Issue of 1882, pays the U.P.U. rate to Germany. The letter is endorsed: "p. Elbe" at Hoboken, N.J. at 1 P.M. Same day arrival backstamp at 11 P.M. at New York.

N.Y. Times: OUTGOING STEAMSHIPS, Saturday September 1 - Elbe, Bremen. Mails close at 9:30 A.M., vessel sails 1:00 P.M.

Elbe arrived at Bremerhaven about Sept. 13. N.Y. Times (by Cable) noted that NGL Elbe sailed from Southampton for New York on September 17 on her return trip.

1890

NORDDEUTSCHER LLOYD
(North German Lloyd)

S. S. Elbe



May 3, 1890. The 5¢ U.P.U. rate paid at New York by the 2¢ envelope, Issue of 1887 and the 3¢ Jackson, Issue of 1890. The New York backstamp shows a transit date of May 3 at 3 P.M. The only mail steamer for Europe, the R.M.S. Aurania, sailed for Liverpool at 2 P.M. on the 3rd, so this letter went out on the 4th.

May 4. S.S. Elbe of the North German Lloyd mails closed at 11 A.M., she sailed at 3:30 P.M.



N.Y. Times. BY CABLE. LONDON. May 12. North German Lloyd SS Elbe, Capt. Thalenhorst, from New York May 3 (sic) arr. at Southampton at 7 AM today and proceeded for Bremen.

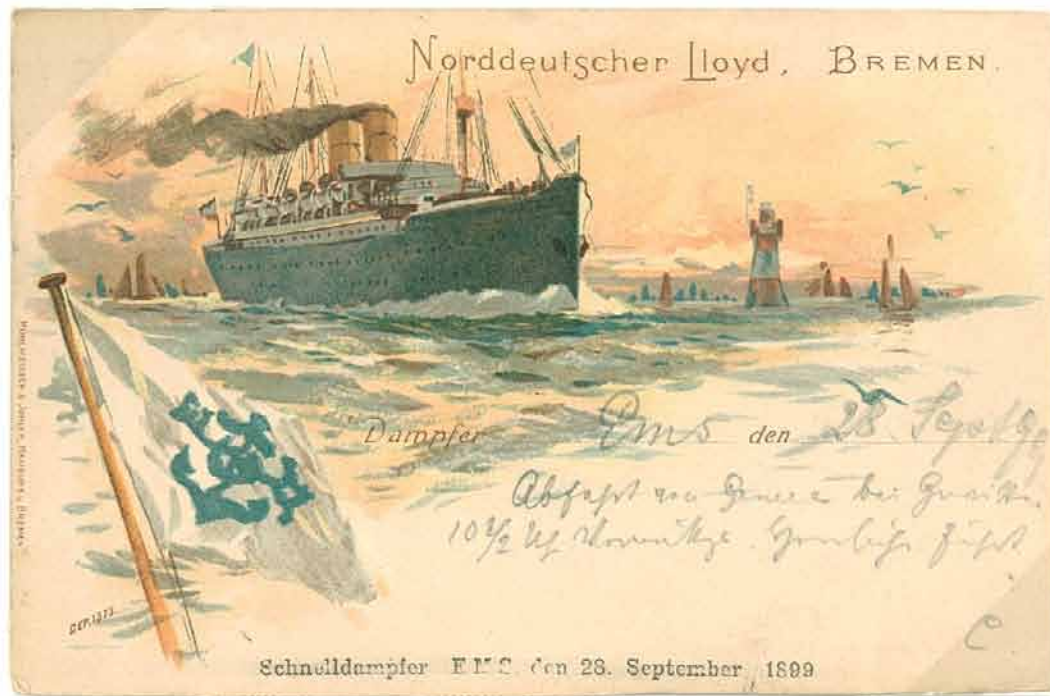
May 17. Dresden-Streisen arrival backstamp. Elbe had arrived at Bremen on the 15th.

1899

NORDDEUTSCHER LLOYD
(North German Lloyd)

S. S. Ems

Built in 1884 by John Elder & Co., Glasgow. 4933 tons, 430' x 47'. Single screw, 16 knots. Compound engines, four masts and two funnels. Maiden voyage, Bremen-Southampton-New York on June 2, 1884. Reduced to two masts in 1896. Transferred to Mediterranean-New York service. Renamed Lake Simcoe (1901). Scrapped in 1904.



September 28, 1899. This card was specially printed with the date for the September 28, 1899 cruise, and was datelined by the sender as aboard the Ems at Naples and addressed to Nuremberg.

It would appear that the lithographed picture of a straight-stemmed steamship was generic and used for many Norddeutscher Lloyd vessels, with the ship's identity printed on board as occasion required. Note that the steamer depicted has three masts and two funnels, not consistent with the official (Smith) description of only two masts on the Ems by 1899.

1934

NORDDEUTSCHER LLOYD
(North German Lloyd)

S.S. Europa

Catapult Mail



August 11, 1934. The North German Lloyd S.S. Europa sailed from New York. This letter was posted aboard her and cancelled at sea on August 16.

N.Y. Times: Sailed August 11, EUROPA (North German Lloyd), Cherbourg August 17, Southampton August 17 and Bremen August 18. Ship-to-Shore airplane service via Southampton.

August 16. This letter was catapulted off the Europa by plane at Southampton for eventual delivery to Switzerland.

1935

NORDDEUTSCHER LLOYD
(North German Lloyd)

S.S. Europa

Catapult Mail

Mit Vorausflug nach New York.

Drucksache

DEUTSCHER SCHLEUDERFLUG



31.7./1.8.35

D. „EUROPA“-NEW YORK



Herrn
Adolf Böhmer
Post-office Wash. Bridge
Sta.
postlagernd.

New York U.S.A.

MIT LUFTPOST
PAR AVION



N. Y. - G. D.
AUG I 1935
NO. 5.

July 31, 1935. A letter directed to be handled by the Ship-to-Shore catapult plane posted aboard the S.S. Europa. Payment of postage by part of a German booklet pane, Issue of 1939.

N.Y. Times. Arrived at New York August 1, EUROPA, North German Lloyd, Bremen July 26.

August 1. General Delivery arrival backstamp.

Catapult mail was flown by a plane catapulted off the ship while at sea en route to New York, thus saving several hours consumed by the ship docking. The Europa made a fast turnaround: N.Y. Times. Sails Aug. 2, EUROPA (NGL), Cherbourg Aug. 8, Southampton Aug. 8 and Bremen Aug. 9. Ship-to-Shore airplane service via Southampton.

1899

NORDDEUTSCHER LLOYD

S.S. Friedrich der Grosse

July 5, 1899. Private Mailing Card posted at Hoboken, N.J. and overpaid by the 5¢ Issue of 1898. The U.P.U. postal card rate of July 1, 1875, to member countries was 2¢.

N.Y. Times: To sail from N.Y., July 6, Friedrich der Grosse for Bremen.

BY CABLE. LONDON, July 15. SS Friedrich der Grosse, (Ger.,) Capt. Eichel, New York for Bremen arr. at Southampton to-day and passed Hurst Castle at 1:40 P.M.

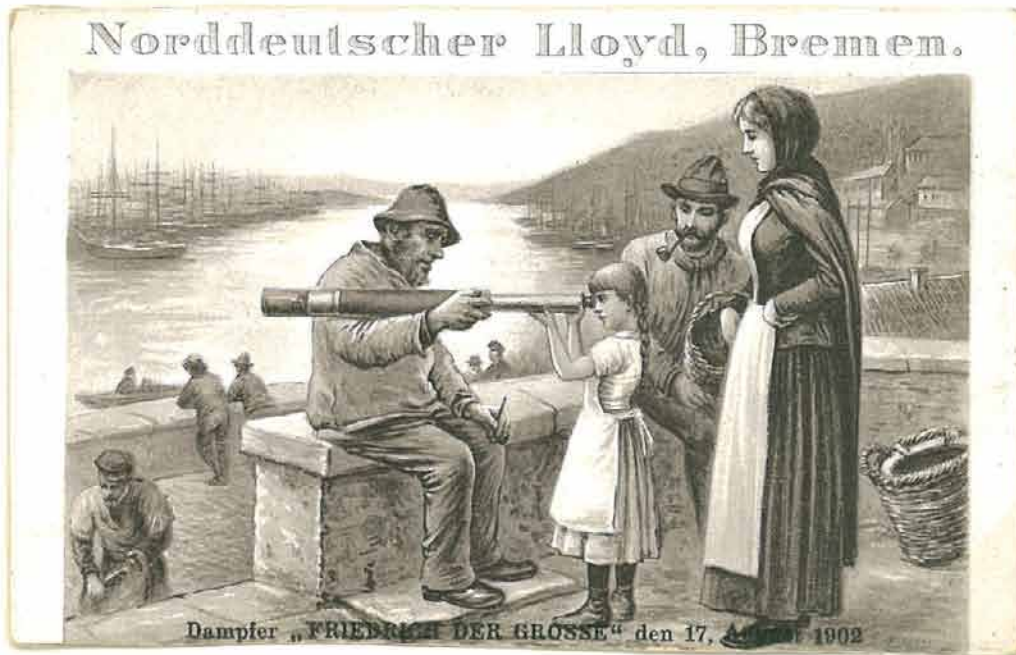
July 16. Geseke, Westfalen, Germany arrival stamps.



1902

NORDDEUTSCHER LLOYD
(North German Lloyd)

Passenger souvenir post cards for use aboard this steamship
S.S. Friedrich der Grosse



August 17, 1902



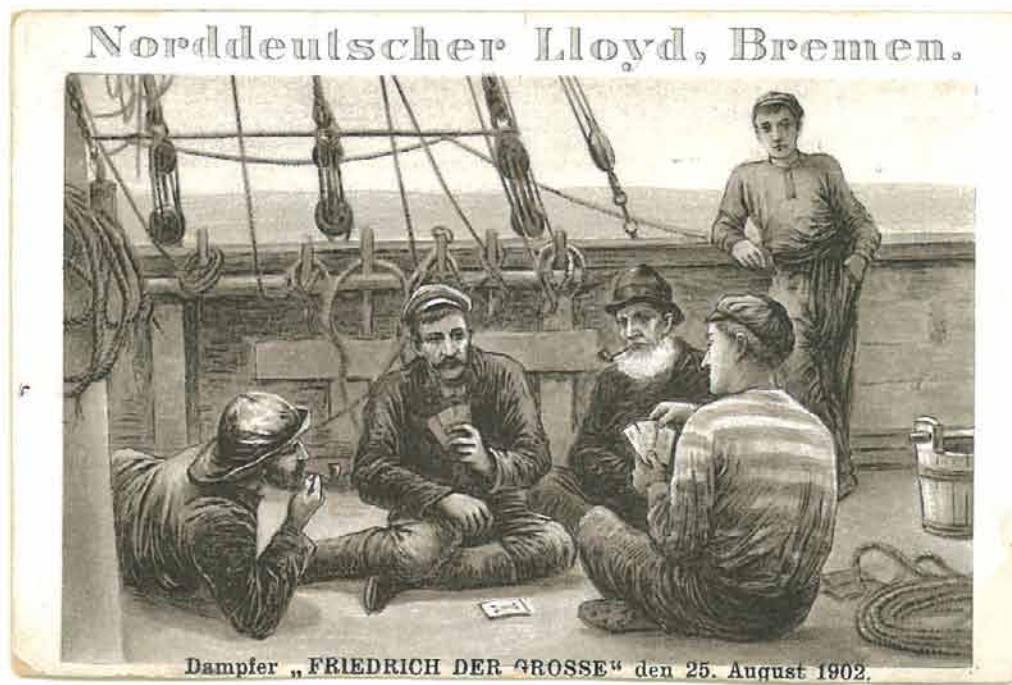
August 19, 1902

1902

NORDDEUTSCHER LLOYD
(North German Lloyd)

S. S. Friedrich der Grosse

Passenger souvenir card for use aboard this steamship

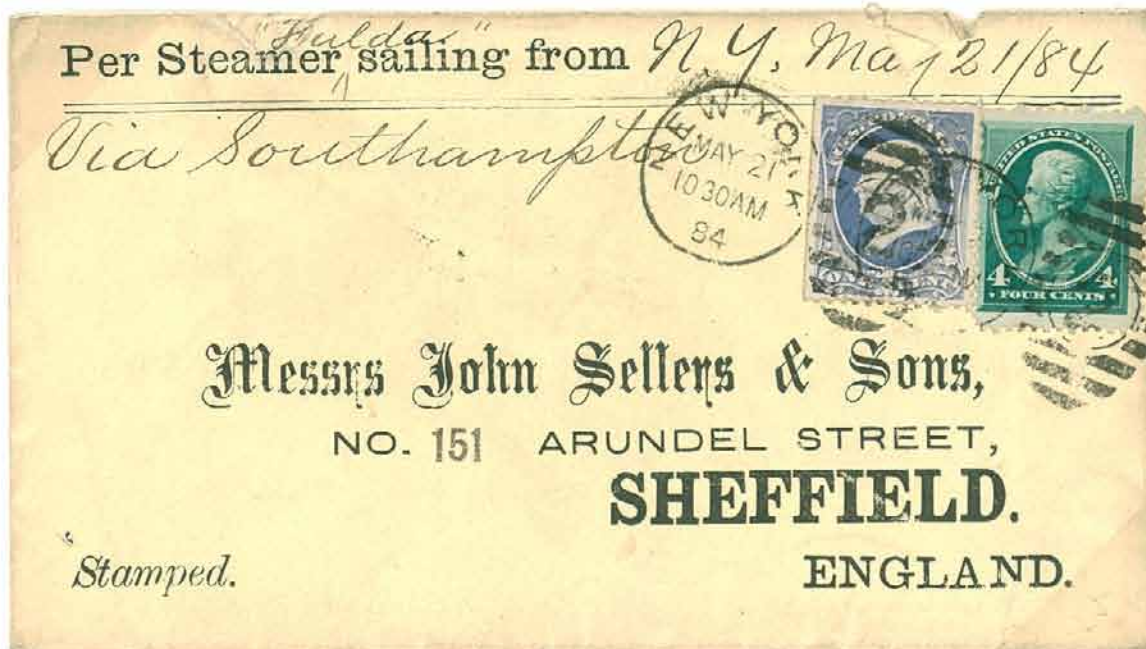


August 25, 1902

1884

NORDDEUTSCHER LLOYD
(North German Lloyd)

S. S. Fulda



May 21, 1884. A letter with preprinted address to England, paid at the 5¢ U.P.U. rate by the American Bank Note Co. stamps, 1¢ Issue of 1881 and the 4¢ Issue of 1883.

N.Y. Times, May 20. Cleared: Steam-ship Fulda (Ger.,) Heimbruck, Bremen via Southampton, Oelrichs & Co. (Fulda sailed May 21.) Letter was properly endorsed to her.

N.Y. Times. BY CABLE, SOUTHAMPTON. May 29. The North German Lloyd steam-ship Fulda, Capt. Heimbruck, from N.Y. May 21 for this port and Bremen, arrived off the Lizard at 4 P.M. to-day.



May 30. Arrival backstamp at Sheffield.

1885

NORDDEUTSCHER LLOYD
(North German Lloyd)

S.S. Fulda

4816 tons, 430' x 46', launched Nov. 15, 1882 by John Elder & Co., Glasgow. March 14, 1883, maiden voyage Bremen-Southampton-New York. March 14, 1886, rescued passengers and crew of Cunard Oregon. Oct. 7, 1891, last voyage Bremen-Southampton-New York.



October 9, 1885. Letter postmarked at New York and paid at the double U.P.U. rate to member countries by a pair of the Issue of 1882.

New York Times: OUTGOING STEAMSHIPS, SAT. OCTOBER 10:

Fulda; Bremen, Mails Close 4:00 A.M.; to sail 6:30 A.M.

BY CABLE: SOUTHAMPTON, OCTOBER 19.

The North German Lloyd steamship
Fulda, Capt. Ringk, from New York Oct.
10, arrived here at 9 P.M. yesterday (Oct. 18).

October 19. Arrival postmark at the Paris
Foreign Office (Etranger.)



1881

NORDDEUTSCHER LLOYD
(North German Lloyd)

S.S. General Werder

3020 tons, 347' x 39', iron screw steamer, straight stem. Launched Mar. 4, 1874 by Caird & Co., Greenock. Maiden voyage Bremen-Southampton-Baltimore-Bremen, Sept. 16, 1874. Strangely, Bonsor lists the General Werder's first voyage Bremen-Southampton-New York as July 7, 1877. This cover and the N.Y. Times show she was plying this route in August 1881.

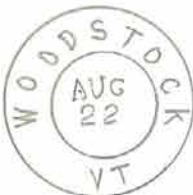


August 4, 1881. Letter paid at Heidelberg, Germany at the 20 pfennig U.P.U. rate by the Issue of 1880.



August 7. S.S. General Werder of the North German Lloyd sailed from Bremen for New York via Southampton.

N.Y. Times. Arrived N.Y. Aug. 20, steam-ship General Werder (Ger.,) Christoffer, Bremen Aug. 7 and Southampton 9th to Oelrichs & Co.



Aug. 20. N.Y. transit backstamp.

Aug. 22. Woodstock, Vermont arrival backstamp.

1863

TRANSATLANTIC MAIL
THE NORTH GERMAN LLOYD (Norddeutscher Lloyd)
Bremen to New York via Southampton

S.S. Hansa

Quadruple Rated Letter, U.S. - British Treaty



PAID



January 21, 1863. Quadruple letter (over 1- $\frac{1}{2}$ oz, but not over 2 oz.) prepaid by 2 pairs of the 1 shilling green, Issue of 1862, Plate 1, equivalent to 24¢ U.S. x 4 = 96¢.

Steamship Hansa, Capt. Von Santen, departed Bremen Jan. 18, 1863, and Southampton where this letter was put aboard.

84 CENTS
Feb. 8. Arrival date of Hansa at New York, 4 PM with merchandise and 147 passengers to Oelrichs & Co. docks. This extremely scarce 84 CENTS Exchange Office mark was struck debiting Britain (per $\frac{1}{2}$ -oz.) for 16¢ Sea postage (American Packet) + 5¢ U.S. Inland = 21¢ x 4 (quadruple letter) = 84¢ U.S. Most debits of this uncommon size were indicated in manuscript.

Hansa had a rough voyage. N.Y. Times records: Hansa has had experienced very heavy westerly gales the entire passage; lost all the quarter boats and nearly all the sails; had wheel house stove in, and is badly damaged about the deck.

1865

NORDDEUTSCHER LLOYD
(North German Lloyd)

S.S. Hansa

Depreciated Currency



5/10



BREMEN
6-5*6-7

May 6, 1865. Letter headed at Essen, Hannover and posted at Osnabrueck. Sender prepaid 2 silbergroschen (5 Bremen grote) for internal German-Austrian Union postage. This letter

was sent in the Bremen Packet mail under the revived convention of 1853. The rate beyond Bremen was 15¢ U.S. This is stated by the 5/10, being 2 silbergroschen (or 5 Bremen grote or 5¢ U.S.) over the 4½ s.g. (or 10 grote or 10¢), the letter the Bremen Packet rate.

May 6. Same day backstamps, transit at Bremen. Letter is endorsed: via Bremen per Steamer Hansa.

May 7. S.S. Hansa of HAPAG departed from Bremen for New York via Southampton.

May 21. Hansa arrived at New York. The Bavarian (and Hannover) rate of 15¢, effective July 1857 to January 1868, was due in gold. This was converted to its value in depreciated paper currency at the day's ratio of 1.27 x 15¢ = 19¢ due in U.S. NOTES.



1865

NORDDEUTSCHER LLOYD
(North German Lloyd)

S. S. Hansa

Depreciated Currency



3
CENTS

October 10, 1865. An unpaid letter posted at London by David Taylor & Sons advising they have sent five cases of prime Smyrna opium to Liverpool, hoping to get it aboard the S.S. City of Dublin, due to sail the 14th inst.

As her cargoes are full, shipment will probably be per the Queen or City of Boston, both to sail the 18th. This cover is endorsed: pr. "Hansa". U.S. was debited for 3¢ for British Inland.

October 8. S.S. Hansa, NGL, sailed from Bremen, touched at Southampton the 11th where this letter went aboard.



October 26. Hansa arrived at New York. The recipient was charged at the 24¢ U.S.-British Treaty of 1848 rate per ½-oz. As this was due in gold, the optional payment in depreciated paper currency was shown at the day's gold/paper ratio of 1.42 x 24¢ = 34¢ due in U.S. NOTES.

1867

NORDDEUTSCHER LLOYD
(North German Lloyd)

S.S. Hansa

Depreciated Currency

2992 tons, 328' x 42' beam, iron screw steamer, clipper bow, built by Caird & Co., Greenock, Scotland. Launched August 23, 1861. Maiden Voyage Bremen-Southampton-New York November 24, 1861. Last voyage Bremen-New York November 12, 1878. Sold British.



BREMEN
12 10 ** - 77

10

October 12, 1867. An unpaid letter posted at Bremen and endorsed: pr. Stmr. Hansa. It was rated at 10 grote, equivalent to 10¢ U.S. This was the rate to the U.S. by Bremen Packet. Mailing of a letter outside of Bremen in the German area was subject to an additional 5 grote (5¢) for carriage into Bremen.

October 12. S.S. Hansa of NGL departed from Bremen for New York via Southampton.



October 28. Hansa arrived at New York where the mail was processed October 29.

The 10¢ Bremen rate was due in gold, so the N.Y. Exchange Office converted this to the equivalent in depreciated currency at the day's ratio of 1.40 x 10¢ = 14¢ due in U.S. NOTES.

1893

NORDDEUTSCHER LLOYD
(North German Lloyd)

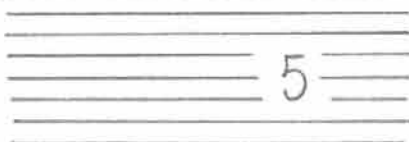
S. S. Havel

6865 tons, 463' x 52', straight stem, 2 funnels, 3 masts, steel, single screw, triple expansion engines, 5 cylinders. Built by A.G. Vulcan, Stettin, launched August 30, 1890. Maiden voyage February 5, 1891, Bremen-Southampton-New York. Last voyage, ditto, April 19, 1898.



August 23 (mis-dated Aug. 28), 1893. Letter to Bavaria paid at the 5¢ U.P.U. rate by the 1¢ and 4¢ Columbian Issues.

August 24. New Orleans transit backstamp.



Aug. 26. New York transit backstamp. N.Y. Times: OUTGOING SS. Tues. Aug. 29, Havel, Bremen, mails close 6 AM, sails 9 AM.



N.B.: There were no European sailings from N.Y. Aug. 27 and 28.

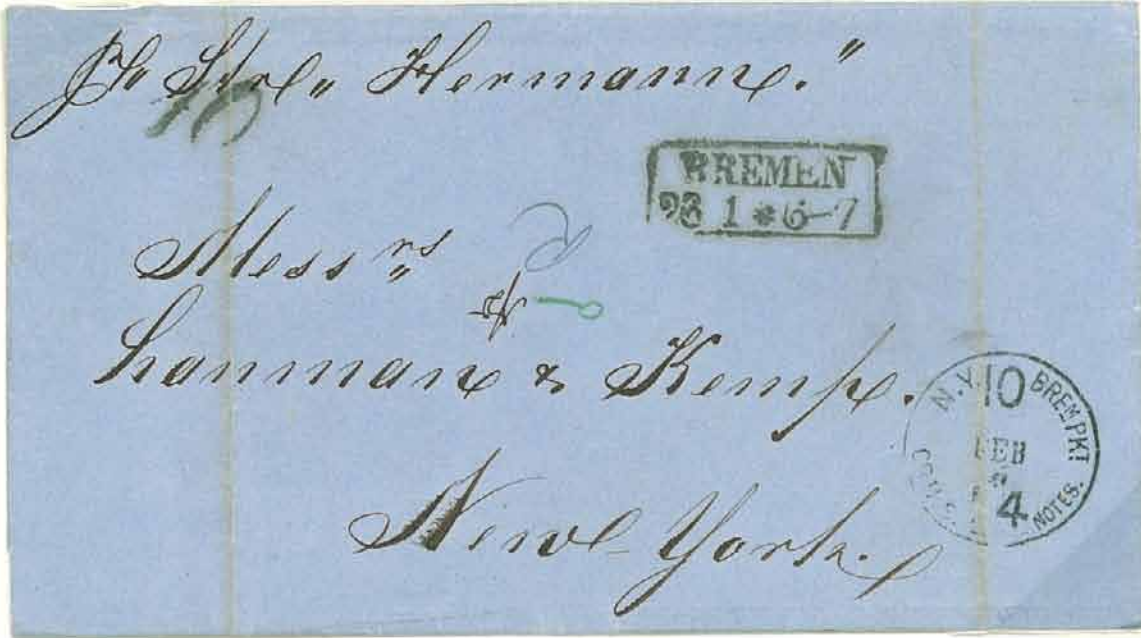
N.Y. Times, BY CABLE: London Sept. 5. North German Lloyd Havel, Capt. Jungst, from N.Y. Aug. 29 arr. at Southampton at 7 PM today and proceeded.

1867

NORDDEUTSCHER LLOYD
(North German Lloyd)

S.S. Hermann

Depreciated Currency



BREMEN
26 1*6-7

10

January 26, 1867. An unpaid letter datelined and posted at Bremen, endorsed: Pr. Str. Hermann. It was rated at 10 grote, equivalent to 10¢ U.S., the rate to the U.S. by Bremen Packet (NGL) from Bremen direct. Mailing of a letter outside of

Bremen in the German area was subject to an additional 5 grote (5¢) for carriage into Bremen.

January 29. S.S. Hermann, North German Lloyd, departed from Bremen for New York via Southampton. She touched at the latter port on Feb. 1.

N.Y. 10 BREPKT
FEB
15
OR.U.S. 14 NOTES

February 15. Hermann arrived at New York. As the 10¢ Bremen Packet rate was due in gold, the N.Y. Exchange Office showed the optional payment in depreciated paper currency by applying the day's ratio of gold/paper at $1.4 \times 10¢ = 14¢$ due in U.S. NOTES.

1867

TRANSATLANTIC MAIL
NORDDEUTSCHER LLOYD
(North German Lloyd)

S. S. Hermann



PAID

March 20, 1867. Dubus 39. London, Western District, duplex cancellation obliterates one shilling (24¢) U.S.-British Treaty rate paid by 1/-, Issue of 1865, Plate 4.

Steamship Hermann (Bremen Packet), Capt. Wenke, departed from Bremen Mar. 17 and Southampton Mar. 20.

21
CENTS

Exchange Office mark, American Packet, so U. S. got 16¢ Sea + 5¢ U. S. Inland = 21¢. British retained 3¢ British Inland.

March 31 (Sunday). Hermann arrived at New York with merchandise and 578 passengers to Oelrichs & Co. wharf.

N.Y. Times notes the Hermann was detained about 24 hours by ice from lon. 38 39 to 53 W. and from lat. 45 30 to 44 N. Has experienced strong westerly winds for the last 3 days.

1868-69

NORDDEUTSCHER LLOYD
(North German Lloyd)

S.S. Hermann

The United States - North German Union Postal Convention
Direct Mail rate - Bremen or Hamburg and the U.S.

From January 1868 until January 1870 the rates per 15 grams were:

On letters from the U.S.	10¢
On letters from Germany	4 silbergroschen.



December 11, 1868. Letter paid at Bremen at the 4 groschen rate by a horizontal pair of the two groschen rouletted North German Confederation Issue of 1868. Letter is marked FRANCO = PAID and endorsed: p Steamer Hermann.

December 19. S.S. Hermann of the Norddeutscher Lloyd Line departed this date from Bremen for New York via Southampton. She cleared the latter port December 22.

January 6, 1869. Hermann arrived at New York Jan. 5, letter processed Jan. 6. Letter accepted as PAID ALL.



1874

NORDDEUTSCHER LLOYD
(North German Lloyd)

S.S. Hermann

New York Foreign Mail Cancel

Rate effective 1 Jan. 1870, 6¢ per ½-oz.



April 4, 1874. Letter paid 6¢ at the ½-oz. rate by 6¢ stamp, Issue of 1873. Cancellation is one of the New York Foreign Mail geometric marks (Type A1).

Saturday, April 4, S.S. Hermann of the N.G. Lloyd sailed from New York to Bremen via Southampton, Capt. Reichmann, from Oelrichs & Co.'s wharf.

Inman Liner City of Brussels also sailed April 4, Capt. Leitch, for Liverpool, but London mails would have been sent aboard the Hermann for speedier delivery via Southampton.



April 15. London arrival mark PAID.

1874

TRANSATLANTIC MAIL
NORDDEUTSCHER LLOYD
(North German Lloyd)

S. S. Hermann

2,873 tons, 318 ft. x 40 ft. beam, clipper bow, 1 funnel, two masts, iron, screw steamer, 11 knots. Caird & Co., Greenock. Laid down as Europa(NDL). Launched June 1865 as Hermann. Dec. 17, 1865, Maiden Voyage Bremen-Southampton-New York. 1872 engines compounded by Day, Summers & Co., Southampton. Dec. 22, 1892, last voyage Bremen- New York.



November 9, 1874. Dubus 137a. Small numbers "104" type London Inland Branch obliterator cancels 3d. per 1/2-oz rate, transatlantic to U.S., effective 1 January 1870. 3d. Issue of 1873, plate 15. Red L1 is for a late fee, here paid in cash, usually by a 1d. stamp. Letter directed "Per 'Hermann' " at Southampton.



Nov. 23. Transit and arrival stamp at Boston.

1904

TRANSATLANTIC MAIL

NORDDEUTSCHER LLOYD

(North German Lloyd)

S.S. Prinzess Alice (sic)

10,911 tons, 523' x 60', 8 cylinder quadruple expansion engines. Launched AG Vulcan, Stettin as Kiautschou (Hapag.). Sailed Far East and in 1904, as Princess Alice, was acquired by NDL. March 22, 1904, first voyage Bremen-New York. July 30, 1904, last voyage ditto, making 5 round voyages. Varied career after that. Seized April 1917 by U.S., renamed Princess Matoika, U.S. Govt. vessel. 1922 renamed President Arthur. Scrapped 1933 in Japan.



June 25, 1904. S.S. Prinzess Alice departed from Bremen.

June 29. Letter processed aboard the Prinzess Alice, and received the German-American Sea Post cancellation. The westbound voyages used this DEUTSCH-AMERIKANISCHE SEEPOST oval, eastbound voyages used the duplex U.S. GERMAN SEA P O cds with a grid number.

July 5. Prinzess Alice arrived at New York.

July 6. Yarmouthville, Maine arrival back-stamp.



1900

NORDDEUTSCHER LLOYD

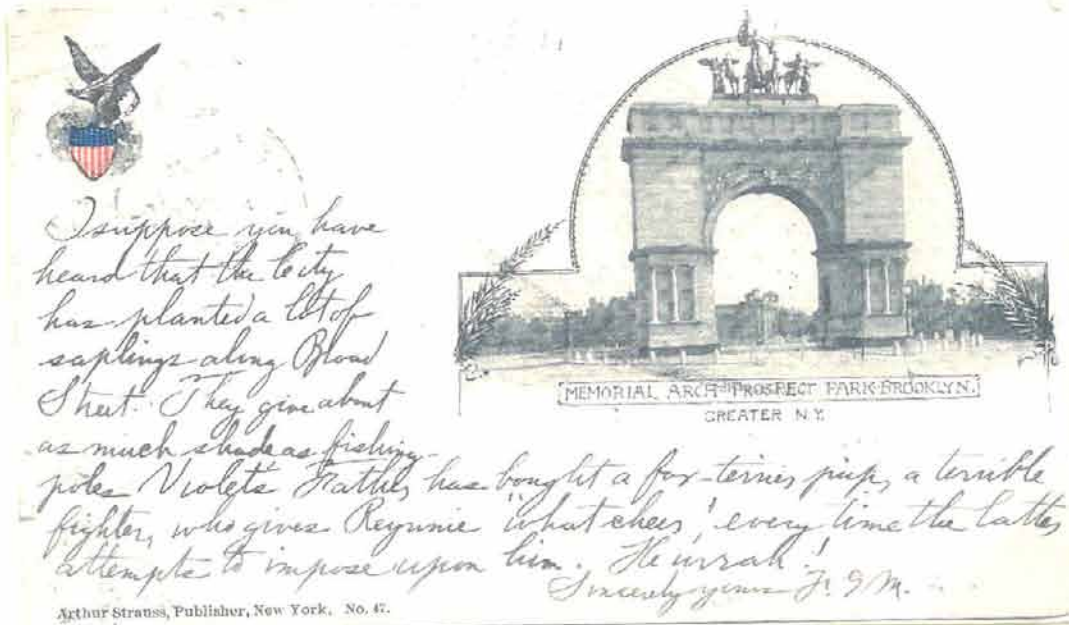
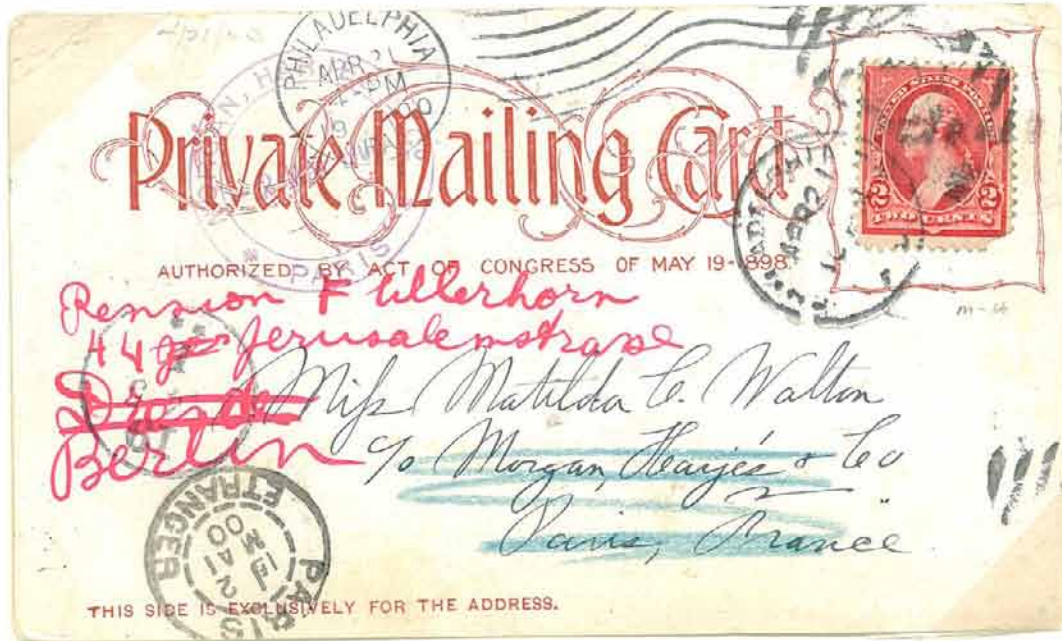
S.S. Kaiserin Maria Theresa

April 21, 1900. Private Mailing Card posted at Philadelphia to Paris and franked at the 2¢ U.P.U. postal card rate to member countries.

N.Y. Times. To sail from N.Y. April 24: Kaiser (sic) Maria Theresa for Bremen. Mails close 7 A.M., vessel sails 10 A.M.

BY CABLE, LONDON, May 1. SS Kaiserin Maria Theresa, (Ger.,) Capt. Stormer, from New York arr. at Cherbourg at 3 P.M. to-day and proceeded and arrived at Southampton at 6:35 P.M. (arr. at Bremen May 2, 6 P.M.)

May 2. Card forwarded by Morgan, Harjes & Co., Paris to Berlin.



1898

NORDDEUTSCHER LLOYD

S.S. Kaiser Friedrich

November 26, 1898. Private Mailing Card posted at New York and paid at one cent by the trans-Mississippi Issue of 1898. This was underpaid at the 2¢ U.P.U. postal card rate, but was passed without a note for postage due. The card also bears the cryptic "Package Box. Route 3" handstamp in purple.

N.Y. Times. To sail from New York Tuesday November 29: Kaiser Friedrich for Bremen. Mails close 7 A.M., vessel sails 10 A.M.

BY CABLE: LONDON. SS Kaiser Friedrich, (Ger.,) Capt. Stoermer from New York via Southampton, arr. at Bremen to-day (December 8.)

December 9. Karlsruhe, Baden, Germany arrival handstamp.

7

11/26/98

Private Mailing Card



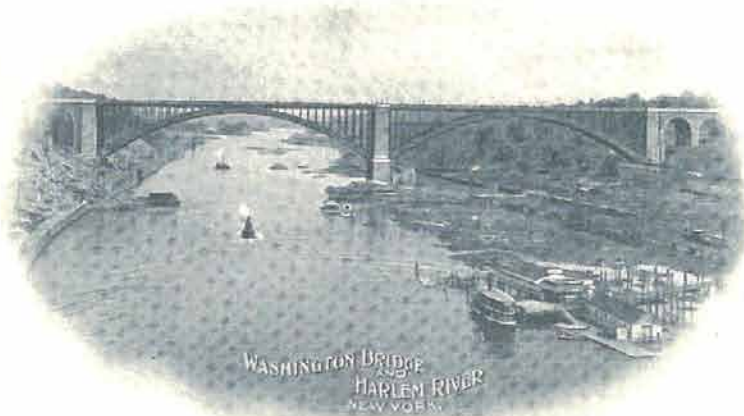
AUTHORIZED BY ACT OF CONGRESS OF MAY 19, 1898.

Miss Julie Dellerbach,
 20 Schlossplatz,
 Karlsruhe, Baden,
 Germany.

Package Box, Route 3



THIS SIDE IS EXCLUSIVELY FOR THE ADDRESS



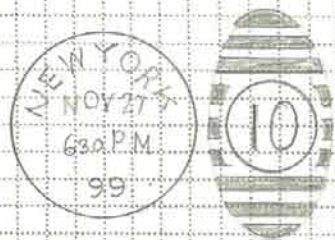
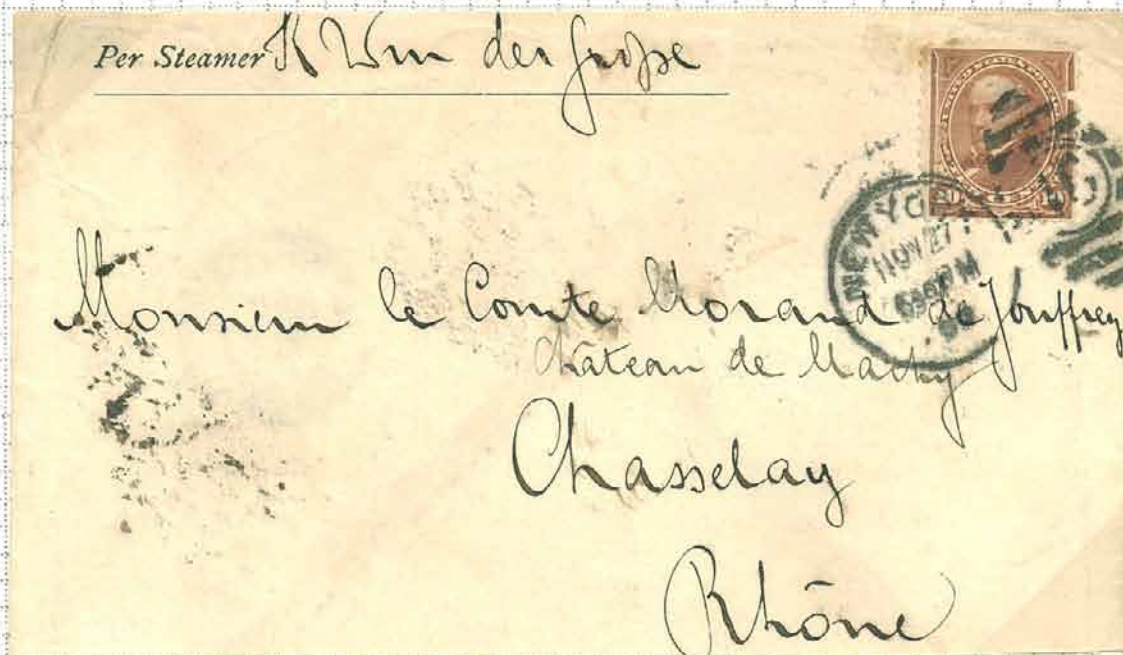
3059

1899

NORDDEUTSCHER LLOYD
(North German Lloyd)

S. S. Kaiser Wilhelm der Grosse

14,349 tons, 627' x 668, 8 cylinder triple expansion engines, 22 knots. Launched May 4, 1897 at AG Vulcan, Stettin. Sept. 19, 1897, maiden voyage Bremen-Southampton-New York-Plymouth-Bremen. Last voyage Oct. 28, 1913 Bremen-Southampton-Cherbourg-New York. Became armed merchant cruiser. Aug. 27, 1914, sunk by British cruiser Highflyer at Rio de Oro, Spanish Sahara.



November 27, 1899. Double rated U.P.U. letter at 5c x 2 = 10c, endorsed: Per Steamer K. Wm. der Grosse.

November 28. S.S. Kaiser Wilhelm der Grosse's mails closed at 7 A.M. and she sailed at 10 A.M. for Bremen.

December 5. Cherbourg arrival backstamp.

N.Y. Times. BY CABLE. London Dec. 5. SS Kaiser Wilhelm der Grosse (Ger.,) Capt. Englebart, from New York via Cherbourg and Southampton, arrived at Bremen to-day.





Nord



Lloyd & D. Kaiser Wilh. d. Gross

52

1902

NORDDDEUTSCHER LLOYD
(North German Lloyd)

S. S. Kaiser Wilhelm der Grosse

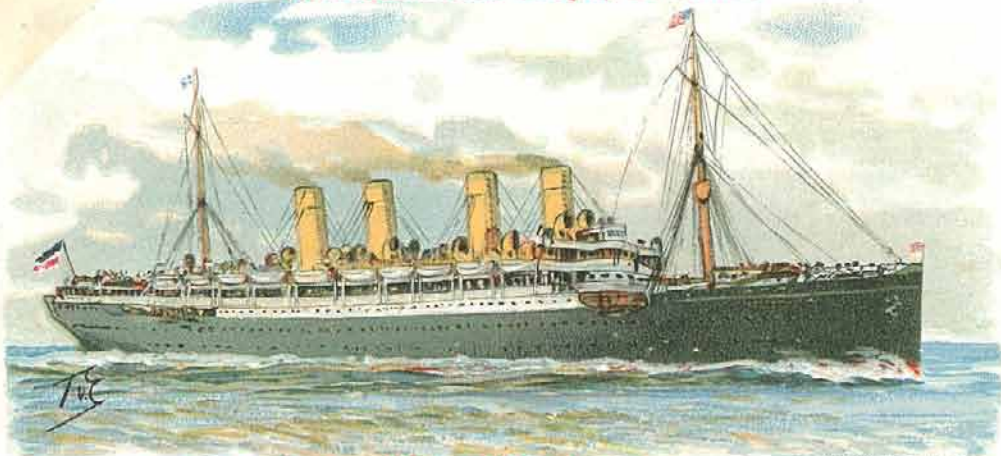
Cabin passenger list, sailing from New York March 25, 1902

NORTH GERMAN LLOYD
STEAMSHIP
COMPANY

OELRICHS & Co. AGENTS,
BOWLING GREEN OFFICES 5 BROADWAY NEW YORK.

S. S. KAISER WILHELM DER GROSSE, Tuesday, March 25, 1902.

Norddeutscher Lloyd, Bremen.



Gruss von Bord des Schnelldampfers „Kaiser Wilhelm der Grosse“.

WILHELM JANTZEN BREMEN.

1902

NORDDEUTSCHER LLOYD
(North German Lloyd)

S. S. Kaiser Wilhelm der Grosse



December 13, 1902. A postal card paid at the international postal card rate of 5 centimes by the 5c. deep green, Issue of 1899. It was forwarded from Bern, Switzerland to Southampton.

December 14. S.S. Kaiser Wilhelm der Grosse touched at Southampton and picked up the U.S. mails.

Rec'd DEC 22 1902

N.Y. Times. Sunday, December 21. Arrived at N.Y. SS Kaiser Wilhelm der Grosse, (Ger.,) Cuffers, Bremen December 13, Southampton and Cherbourg, 14th with mdse. and passengers to Oelrichs & Co. Arrived at the Bar at 1:55 AM Sun. Dec. 21.

December 22. Company receiving handstamp on reverse tracks with the posted arrival of Kaiser Wilhelm der Grosse.

1906

NORDDEUTSCHER LLOYD

(North German Lloyd)

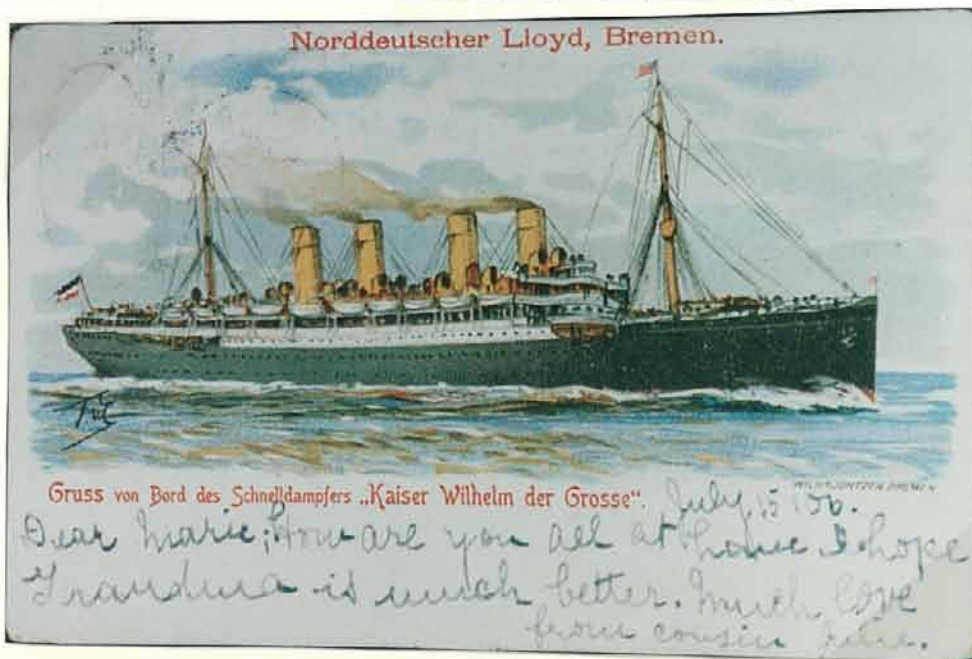
S.S. Kaiser Wilhelm der Grosse, New York to Cherbourg

S.S. Kronprinz Wilhelm, Cherbourg to New York

From 1891 to 1914 the American Postal Service on eastbound transatlantic voyages on board German vessels used a duplex cancellation with the cds reading "U.S. GERMAN SEA P.O." The Sea Post No. 10 killer used on the card below can be found on various NGL vessels from 1891 to 1913. It is found in use on S.S. Kaiser Wilhelm der Grosse 1906-13.

This card was posted aboard the K. Wilhelm der Grosse on her eastbound voyage which arrived at Cherbourg July 16, 1906, the same date as in the duplex cancel.

July 18. N.Y. Times. Sailed SS Kronprinz Wilhelm from Cherbourg July 18, Bremen 17th. Arrived N.Y. July 24, Kronprinz Wilhelm.



1904

NORDDEUTSCHER LLOYD

(North German Lloyd)

S.S. Kaiser Wilhelm II (1903)

This was the second Kaiser Wilhelm II built by "Vulkan" at Stettin, Germany. The 1st, 4773 tons, was built in 1889. The second, built in 1903, was 19,361 tons, 684' x 72' (706' o.l.), twin screw, 23½ knots, quadruple expansion engines, 42,000 i.h.p. Note: Largest express liner in the world built to date. Won transatlantic speed record in 1903. Maiden voyage: Bremen-Southampton-New York April 14, 1903. Renamed (a) Agamemnon (1917); (b) Monticello (1927), United States government. Scrapped at Baltimore in 1940.



March 28, 1904. 10 pfennig letter card augmented by 2pf., 3pf., and 5pf., adhesive stamps to make the 20pf. U.P.U. rate. Posted at Sindelfingen, Germany.

March 29. S.S. Kaiser Wilhelm II departed from Bremen.

April 5. Kaiser Wilhelm II arrived at New York.

April 6. Receiving postmark at Newport, R.I. Letter addressed to Mr. Otto Duecker, Watchmaker & Jeweler.



1906

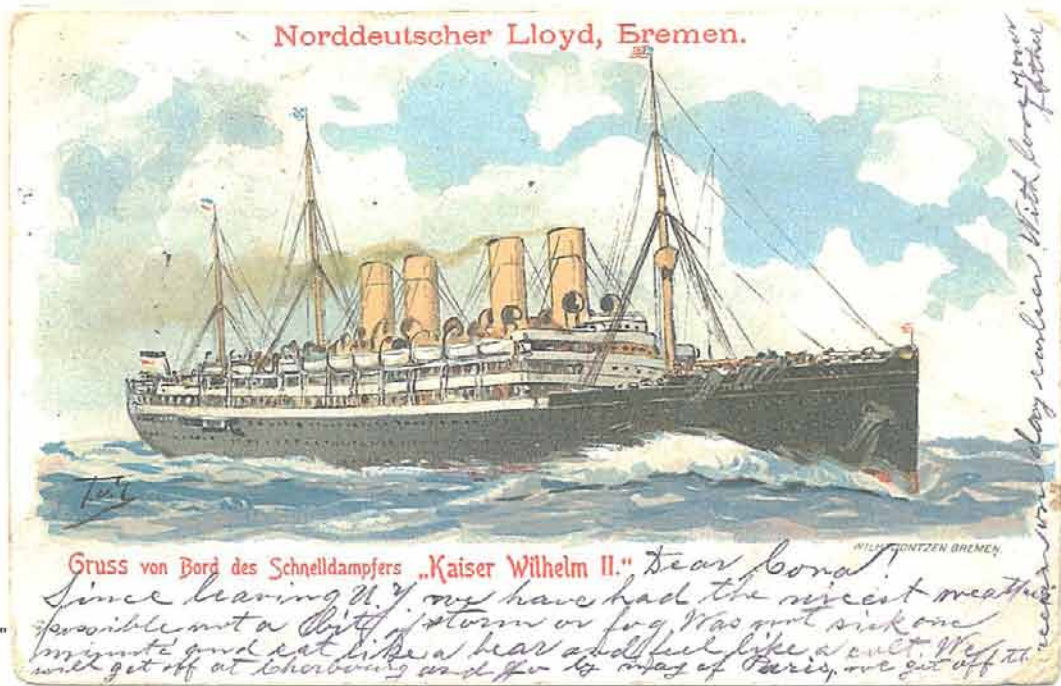
NORDDDEUTSCHER LLOYD
(North German Lloyd)

S. S. Kaiser Wilhelm II

April 30, 1906. Post card posted aboard S.S. Kaiser Wilhelm II on the day she docked at Plymouth, England.

N.Y. Times. Sailed Tuesday April 24, 1906 K. Wm. II for Bremen. Mails close 2:30 A.M., sails 9 A.M. Supplemental mails available to 8:50 A.M.

BY CABLE: Arrived at Plymouth April 30, SS Kaiser Wilhelm.



1907

NORDDEUTSCHER LLOYD
(North German Lloyd)

S. S. Kaiser Wilhelm II



RETURN RECEIPT DEMANDED

"RETURN RECEIPT DEMANDED". It is doubtful if this was done, as rate for this was 5¢ and U.P.U. regulations required that letters requesting this service be stamped A.R. (Avis du Reception).



N.Y. Times. OUTGOING STEAMSHIPS, October 29.
K. Wilhelm II, Bremen. Mails close 6:30 A.M., ship
sails 10 A.M.

FOREIGN PORTS: Arrived SS Kaiser Wilhelm II
at Cherbourg November 4; at Bremen November 5.



November 5. Wiesbaded arrival backstamp.

1908

TRANSATLANTIC MAIL

NORDDEUTSCHER LLOYD

(North German Lloyd)

S.S. Kronprinz Wilhelm

14,908 tons, 637' x 66' beam, twin screw, quadruple expansion, 12 cylinder engine, 22 knots. Built by A.G. Vulcan, Stettin. Launched March 30, 1901, Maiden Voyage Sept. 17, 1901, Bremen-Southampton-Cherbourg-N.Y. July 21, 1914, last voyage Bremen-Southampton-N.Y. where she arrived July 29. On Aug. 3-4 she escaped from N.Y. and acted as a commerce raider. April 10, 1915 interned at Newport News.

Per Steamer,

"Kron P. Wilhelm"



July 21/1908

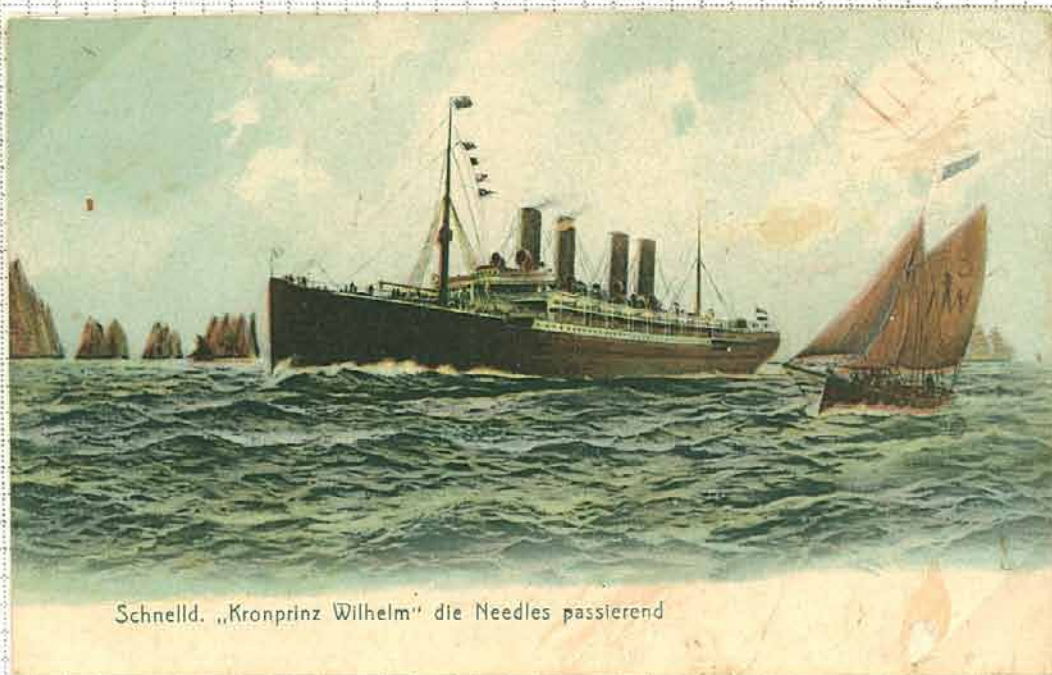


Messrs. JOHN SELLERS & SONS,
No. 151, Arundel Street,
SHEFFIELD,
ENGLAND.

July 21, 1908.
S.S. Kronprinz
Wilhelm sailed
from N.Y. for
Bremen via
Southampton.



July 27.
Sheffield, Eng-
land arrival
backstamp.



Schnell. „Kronprinz Wilhelm“ die Needles passierend

1907

NORDDEUTSCHER LLOYD
(North German Lloyd)

S.S. Kronprinzessin Cecilie

19,400 tons, 685' x 72', 4 funnels, 3 masts, twin screw, 23 knots. Built by A.G. Vulcan, Stettin. Launched December 1, 1906. Maiden voyage August 6, 1907, Bremen-Southampton-Cherbourg-New York. Last voyage ditto July 14, 1914. July 28, 1914 sailed New York-Bremen, but returned to Boston. April 1917 seized by U.S.A.: Mount Vernon (US transport.) September 5, 1918, torpedoed by German submarine in North Atlantic, but reached port. 1940 scrapped at Baltimore.



Schnelldampfer "Kronprinzessin Cecilie"
Nordd. Lloyd Bremen

1889

NORDDEUTSCHER LLOYD
(North German Lloyd)

S.S. Lahn



June 4, 1889. 5¢ U.P.U. rate paid by the embossed envelope, Issue of 1887. It was posted at 7 P.M. at New York and handstamped with the endorsements: Per Lahn; and: VIA ENGLAND.

N.Y. Times. OUTGOING STEAMSHIPS, Wednesday, June 5: Lahn, Bremen. Mails close 6:30 A.M., vessel sails 10:00 A.M.

N.Y. Times, BY CABLE. Southampton, June 11. The North German Lloyd steam-ship Lahn, Capt. Hallmere, from New-York June 5 for this port and Bremen arrived off Scilly at noon to-day.

June 12. Lahn arrived at Southampton at 10 P.M. This letter went ashore for transit to Cöln (Cologne) where it arrived June 13, backstamp, at 10-11 N (Nachmittag or P.M.)

June 14. Lahn arrived at Bremerhaven at 5 A.M.



1889

NORDDEUTSCHER LLOYD
(North German Lloyd)

S.S. Lahn



July 29, 1889. A letter to Florence, Italy paid at Erie, Penn. at the 5¢ U.P.U. rate, paid by the Issue of 1888. It is endorsed: S.S. "Lahn" from New York.

July 30. New York transit backstamp.

N.Y. Times. OUTGOING STEAMSHIPS. Wednesday, July 31: Lahn, Bremen. Mails close 5 AM, sails 8:30 AM.

BY CABLE: SOUTHAMPTON, August 7. The North German Lloyd steamship Lahn, Capt. Hellmers, from New York July 31 for this port and Bremen, arr. off Scilly at 10 AM to-day.



August 10. Arrival backstamp at Florence. This letter was addressed in care of Fioravanti & Co. at Florence, who forwarded it to Livorno (Leghorn) after striking their forwarder's cachet (not listed Rowe.)

August 10. Livorno arrival backstamp.



1899

NORDDEUTSCHER LLOYD
(North German Lloyd)

S. S. Lahn

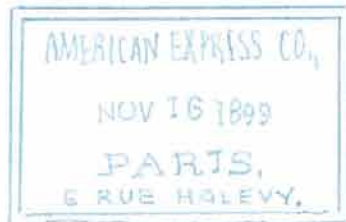
5,681 tons, 448' x 49'. Built in 1887 by Fairfield Shipbuilding & Engineering Co., Glasgow. Single-screw, 18½ knots, triple expansion engines, 4 masts, 2 funnels. Iron hull. Maiden voyage: Bremen-Southampton-New York December 1887. When new she was the third fastest steamship on the Atlantic.



November 5, 1899. A fine franking of the 5¢ U.P.U. rate by the 4¢ and 1¢ Trans-Mississippi Issue at New Haven, Conn.

N.Y. Times: TO SAIL November 7, Lahn, Hamburg (sic), Mails Close 7 A.M., Sails 10 A.M. (N.B.: There were no European sailings On Nov. 6).

BY CABLE. London, Nov. 14. SS Lahn, (Ger.,) Capt. Pohl, from New York for Bremen, arrived at Southampton November 15 (sic).



November 16. Paris arrival backstamp. Letter was forwarded by American Express to the Hotel de France, Paris. "VOIE au dos" on the face says, "See other side." This letter was delivered to the Hotel de France by a private messenger. No forwarding postmarks are seen. American Express struck their dated receipt mark on the reverse.

1875

TRANSATLANTIC SHIPPING LINES
THE NORTH GERMAN LLOYD
Bremen to New York via Southampton

SS Main

3,100 ton steamer in service 1868-91.



April 19, 1875. London Inland Branch obliterator, Dubus 129a, cancels 3d., transatlantic rate effective January 1, 1870 to July 1, 1875.

Stamp is 3d. Issue of 1873, Plate 16.



May 2, 1875. New York "PAID ALL" receipt backstamp.

1875

TRANSATLANTIC MAIL
NORDDEUTSCHER LLOYD
(North German Lloyd)

S.S. Main

3087 tons, 332' x 40', clipper bow, iron, screw, 13 knots.
Launched Aug. 22, 1868, at Caird & Co., Greenock. Nov. 28, 1868,
maiden voyage Bremen-Southampton-New York. 1878 engines comp-
ounded by builders. March 6, 1890, last voyage Bremen-N.Y. Went
British in 1891. March 23, 1892, destroyed by fire at Fayal,
Azores.

May 31, 1875. Issue of 1873, 3d.,
Plate 16, rate per 1/2-oz. Britain to
U.S., effective 1 Jan. 1870. Cancell-
ation is of Dubus 130a, London Inland
Branch. The "97" hammer exists with
two codes in the cds; "m" from 12 Feb.
1872- 5 Jan. '75 and "p" from around
10 March 1875, shown here.



→ 130 a
97 épais — 9 carré
1875

130 b
97 mince
9 arrondi
1881

Red L1 is for a Late Fee, here
paid 1d. in cash.

S.S. Main
departed Bremen
May 29 and South-
ampton June 1.



June 12. Back-
stamp N.Y. arr-
ival. N.Y. Times:
Arrived June 11
1875, steam-ship
Main (Ger.),
Leist, with
merchandise and
414 passengers
to Oelrichs &
Co. Has had
moderate west-
erly winds the
entire passage.



Main
from Southampton



New Archer & Bull



New York

1882

NORDDEUTSCHER LLOYD
(North German Lloyd)

S.S. Main



August 6, 1882. A letter to Nantucket, Mass. paid by a vertical strip of 4 of the 5 pfennig German Issue of 1880 at the 20 pf. U.P.U. rate.

August 6. S.S. Main of the North German Lloyd Line departed from Bremen.



N.Y. Times. Arrived N.Y. August 20, steam-ship Main (ger.,) Heimbruck, Bremen August 6 and Falmouth 12th to Oelrichs & Co.

August 21. N.Y. transit backstamp.

1896

NORDDEUTSCHER LLOYD
(North German Lloyd)

S.S. H.H. Meier

5140 tons, 421' x 48', steel, twin screw, 6 cylinder triple expansion engine, 13 knots. Built by Sir W.G. Armstrong, Mitchell & Co., Walker-on-Tyne. Oct. 19, 1891, launched as Luania. 1892 renamed H.H. Meier (NDL.) Dec. 27, 1892, maiden voyage Bremen-Southampton-N.Y. Various routes, rebuilt in 1939 as a cargo steamer, scrapped 1959 in Spain.



May 9, 1896. 2¢ Columbian envelope plus 4¢ Columbian adhesive overpays 5¢ U.P.U. rate at Hoboken, N.J.

May 9. S.S. H.H. Meier of the North German Lloyd sailed from New York.

BY CABLE. London May 19. S.S. H.H. Meier (ger.,) Capt. Metz, from New-York May 9 for Bremen passed the Lizard to-day.

BY CABLE, May 21. H.H. Meier arrived at Bremerhaven to-day. Hamburg arrival back-stamp.

N.B.: S.S. Normania (Hamburg-American Line) which sailed from N.Y. May 14 for Hamburg didn't arrive there until May 22 (note on reverse instructs via Normannia, ignored.)



1873

TRANSATLANTIC MAIL
NORDDEUTSCHER LLOYD
(North German Lloyd)

S. S. Mosel

3,200 tons, 349 ft. x 40 ft. beam, iron screw steamer, straight stem, 13 knots. Launched Aug. 20, 1872 at Caird & Co., Greenock. Maiden voyage Jan. 4, 1873, Bremen-Southampton-New York. Damaged by a bomb explosion at Bremerhaven Dec. 11, 1875, 128 killed. Wrecked Aug. 9, 1882 near Lizard, Cornwall.



1874 ODER 3,265 tons
Bremen—Southampton—New York service.
Sister ships: MOSEL, NECKAR.



PD

April 8, 1873. Letter paid by 2 copies of the Swiss 20 centimes, Issue of 1862-63. The Swiss rate via Bremen or Hamburg was 8¢ per 1/2-oz., effective 1872. As 1 franc (100c.) was equivalent to about 20¢ U.S., here 40c. x .002¢ U.S./c. = .08 U.S. Stamps cancelled at Geneva, transit backstamp at Basle. Letter endorsed "Via Bremen".

April 12, 1873. Steamship Mosel of the ND L departed Bremen this date, touched at Southampton April 15.



April 26. New York "PAID ALL" arrival handstamp agrees with the recorded arrival of the Mosel at New York.



1875

NORDDEUTSCHER LLOYD
(North German Lloyd)

S.S. Mosel

Reciprocal Period Rates, France to U.S.

Rates were established by the April 28, 1874, French-U.S. Treaty, effective August 1, of 50 centimes per 10 grams for mail conveyed by all packets and routes.



February 15, 1875. Letter posted at LeHavre, endorsed: pr. Str. "Mosel" de Southampton. This letter weighed over 10 grams, but not over 20 grams, thus took the double rate of 50 centimes x 2 = 100 centimes, paid by a pair of the 30 centimes, Issue of 1872 (large numerals) plus 40 centimes Issue of 1870. Cancellation is by the large numerals "1769" lozenge of dots of Havre. Letter was forwarded to Southampton to meet the call of the S.S. Mosel.

February 16. The S.S. Mosel of the NGL had departed from Bremerhaven on February 13, touched at Southampton February 16, where this letter went aboard.

February 28. Mosel arrived at New York, letter processed March 1. New York receiving backstamp notes letter PAID ALL under the Treaty.



1872-73

NORDDEUTSCHER LLOYD

S. S. Mosel

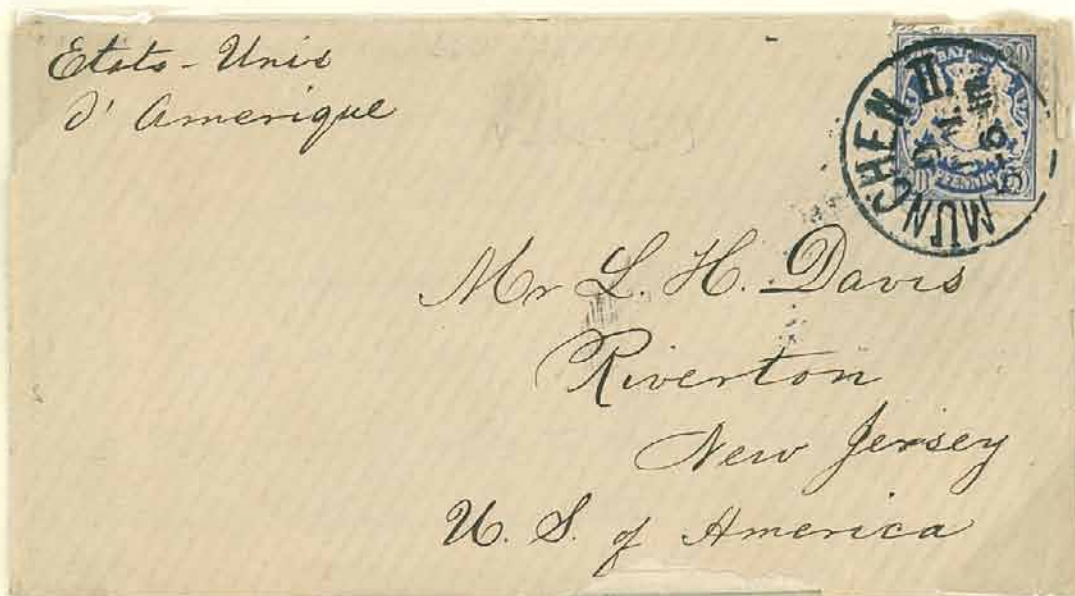
3200 tons, 349' x 40.3' beam, straight stem, 1 funnel, 2 masts. Iron screw steamer, 2 cylinder compound engine, 13 knots. Built by Caird & Co., Greenock. Launched August 20, 1872, maiden voyage Bremen-Southampton-New York January 4, 1873. December 11, 1875 bomb explosion when in dock at Bremen, 128 people killed. 1881, new compound engines by John Elder & Co., Glasgow. July 2, 1882, last voyage Bremen-Southampton-New York. August 9, 1882, wrecked near Lizard, Cornwall.



1880

NORDDEUTSCHER LLOYD
(North German Lloyd)

S. S. Mosel



June 9, 1880. A letter by a lady tourist describing her travels through Europe, a most delightful account of her travels. It was posted at Munich and forwarded to Bremerhaven the port city of the North German Lloyd. U.P.U. rate of 20 pfennig per $\frac{1}{2}$ -oz paid by Bavaria Issue of 1876.

July 13. S.S. Mosel departed from Bremen.



N.Y. Times. Arrived N.Y. June 26. Steam-ship Mosel (Ger.,) Neynaber, Bremen June 13 and Southampton 15th to Oelrichs & Co.

S.S. Mosel: 3200 tons, 349' x 40'. Iron screw steamer, 10 knots. Caird & Co., Greenock, launched May 24, 1872 for ND L New Orleans service. Sept. 3, 1872, maiden voyage Bremen-Southampton-New York. Various routes until sold in 1896. Scrapped at Genoa 1897.

1880

NORDDEUTSCHER LLOYD (North German Lloyd)

S.S. Mosel



Enclosed post card, message on reverse:

This is the hotel in which Mrs. Singer and I spent the night of June 3rd. Beautifully situated and elegantly conducted. It was once a Dominican Monastery. The cloisters are preserved and the Dining Room was once the Chapel, you must visit it when you come over.

Jennie.

Munich June 9th 1880

Kind Friend

I left Paris June 2nd at 7.40 in the morning, travelled as far as Bale reaching there in the Eve., remained all night taking train for Schaffhausen at 10 A.M. reaching there at 2 P.M. at this point took boat for Constance reached that place at 7 P.M. The Rhine from Constance to Schaffhausen is rather of a tame nature compared with the same stream from Bingen to Bonn. Just before reaching Schaffhausen you pass the Fall of the Rhine it is very beautiful, but as I had visited it last season throughly I did not break my journey there. From Constance to Lindau by boat on Lake Constance a pleasant sail of about three hours although the lake is considered beautiful I thought the country flat. At Lindau we took train for Munich (or as it is called here Munchen) a journey of five hours by fast train, the line runs through a magnificent country called the Tyrol such lovely mountain scenery most of the way. Munich is reached after which the first object is to find a place for the night and as there are numerous good hotels it is not a hard task. Saturday morning we took a drive in the city and found it very large and fine tram cars and all other improvements of the age. At 1.40 P.M. took train for a place called Murnau from there by carriage to Ober-Ammergau in a pelting rain so thick that the mountains were lost to us. The accommodations at Ammergau were better than we expected and the food excellent, but the charges exorbitant. My friend and I had to occupy the same room and for the two nights and four meals they charged us 46 marks (for both of course) it was quite equal to N. York prices. For the places at the play we paid the moderate sum of eight

marks 50 pfennigs, they were the best in the house.

We visited the representation of the Passion Play given on June 6th and although we cannot help admitting it is a wonderful performance, there are some things one cannot help wishing they had not seen. The tableaux are really wonderful and some thing rather odd, par example, Jonah enveloped in a mantle of royal purple standing cool and calm, could hardly be imagined the person who had so recently been subjected to the caprice of a sea-sick Whale. Adam and Eve in rather scant garments although they were made of sheep-skins were cold looking as they stood in the open-air. All around them the snow capped mountains of the Tyrol. The costume of Judas was a bright lemon coloured robe and orange colour mantle, one could not help feeling sorry for the poor fellow after all. The Crucifixion was so real as to send a shudder of horror through all. Much more I might say about the play, but will only add it was one of the most unique things I ever saw and as it will be well and fully written up by able pens I bid it adieu. The village of Ammergau is beautifully situated in a hollow surrounded by high peaks and lovely green mountains. Throughout the village wood-carving seemed to be the principal occupation of the people and dutch their tongue (How I wish you could see the play, place and people for yourself, and if you take that short trip you spoke of you can do so.)

Leaving Ammergau on Monday morning the weather was fine and being so fortunate as to get in the carriage with the conductor of the party (for we joined at Munich a Cook's party) he pointed out all points of interest and made the drive one of the most interesting I ever took. I have always used Cook's tickets in travelling, that is R.R. and boat tickets, but never their hotel coupons, and never before went in their parties for they travel too quickly for me, but this time I was delighted with their arrangements. Reaching Munich my friend Mrs. Singer was taken sick with a bad cold and has been in bed since. We are staying at a pleasant hotel and have every comfort as well as many luxuries of the season and as she is suffering from a cold only, I hope she will be up in a few days. The weather has been delightful and I enjoy going about alone poking in shops and churches, gardens and beer gardens, and you would laugh to see me drink a quart of Bavarian Beer but laugh still more to hear me ask for Ine bier sil-vous-plait after drinking it ask in english how much and wind up in something like donkey which is as close as I can get the sound of thank you. Don't you think I am living a jolly sort of life, you never can imagine how much I enjoy it. I hope in my next to tell you something about the town and I promise to write soon again.

I had such a pleasant surprise a day or two before I left Paris, in a call from Mr. Barnett's youngest brother, a nice young fellow who I have known since he wore dresses, it was so kind in him to find me and will be a satisfaction to the family also to know how I am living alone in a strange land. I was sorry all my plans were made for leaving as it would have given me much pleasure to have guided him around Paris as I flatter myself I am competent to do so. As I have a little consideration for you and am sure by the time you have waded through this you are thoroughly tired out I will say goodbye for a few days and with best wishes and much love to Madame Davis, Mademoiselle Maria and your dear little tots, believe me as ever your

Friend Jennie.

1877

NORDDEUTSCHER LLOYD
(North German Lloyd)

S.S. Neckar

3120 tons, 350' x 40', iron screw steamer, straight stem, 13 knots. Built by Caird & Co., Greenock, launched Nov. 10, 1873. Maiden voyage April 18, 1874, Bremen-Southampton-New York. Rebuilt in 1886 at Bremerhaven.



July 6, 1877. Letter to Paris paid at the 5¢ U.P.U. rate by Issue of 1875. Control letter (?) "B".

July 7. S.S. Neckar of the Norddeutscher Lloyd Line sailed from New York for Bremerhaven via Southampton.

N.Y. Times. BY CABLE. SOUTHAMPTON, July 17. The North German Lloyd's steamship Neckar, Captain Willigerod, from New York July 7, for Bremen arrived here today.

July 18. French entry mark, mail from the U.S. Ambulant (RR) at Calais. Paris to Bordeaux T.P.O. backstamp, day train (octagonal center). Bordeaux arrival backstamp.



B



1865

NORDDEUTSCHER LLOYD
(North German Lloyd)

S.S. New York

Depreciated Currency



BREMEN
15-7*6-7

July 15, 1865. An unpaid letter posted at Bremen to Philadelphia. The Bremen Packet rate of August 1853 (effective until January 1868) was 10¢ per ½-oz. This was a double weight letter, so it was marked as 20¢ due in blue crayon. Letter is endorsed: pr Str. New York.

July 16. S.S. New York of Norddeutscher Lloyd sailed from Bremen and touched at Southampton July 19.



July 31. New York arrived at New York. (Arrival date reported by Winter et. al. and verified by NY. Times. The N.Y. Exchange Office misdated this handstamp.)

As the exchange with Bremen was in gold, the 20¢ double rate was adjusted to the day's equivalent in depreciated paper currency at the ratio of 1.40 x 20¢ = 28¢ due in greenbacks, shown in the bold manuscript.

1865

TRANSATLANTIC MAIL
NORDDEUTSCHER LLOYD
(North German Lloyd)

S. S. New-York



August 12, 1865. Letter posted at the German rate of 15¢ for mail for the North German Union, which was 10¢ plus 5¢ transit postage through Bremen. The 10¢ was 7¢ transatlantic + 3¢ U.S. Inland. Prepaid letter, paid by 10¢ green, Issue of 1861-2 (sc. 68) and 5¢ brown, Issue of 1863 (sc. 76). "12" in the postmark shows a credit to Germany of 7¢ transatlantic by the Bremen packet + 5¢ Bremen postage = 12¢ U.S. retained 3¢ U.S. Inland. Aug. 12 S.S. New-York, Capt.

Von Ottendorp, sailed for Bremen from New York, Oelrichs & Co.

AMERICA
ÜBER BREMEN
FRANCO

Bremen Exchange Office mark indicating "America - Paid Through Bremen."



Aug. 27-28. German transit backstamps via Frenkfurt-Am-Main to Stuttgart, final arrival at Tübingen, Wurtemberg.

1860

NORDDEUTSCHER LLOYD
(North German Lloyd)

S.S. New York



3
CENTS

August 8, 1860. A letter posted unpaid at London's East Central District. Transit is shown by the duplex with "large" LONDON E.C, split ring at lower of letters and 8 A.M. time stamp (Dubus 27b.) Letter is endorsed: Steamer New York via Southampton. U.S. was debited for 3¢ British Inland.

The S.S. New York of the NGL had departed from Bremen on August 5, and touched at Southampton August 8, where this letter went aboard in the U.S. mail bags.

24

August 21. New York arrived at New York. 24¢ due, being the U.S.-British Treaty of 1848 rate. The U.S. retained 16¢ Sea (American Packet) + 5¢ U.S. Inland = 21¢.

1868

NORDDEUTSCHER LLOYD
(North German Lloyd)

S. S. New York

2,674 tons, 320 ft. x 39 ft. beam, clipper bow, iron screw steamer, inverted 2 cylinder engine, 10 knots. March 31, 1858, launched at Caird & Co., Greenock. Maiden voyage Aug. 14, 1858, Bremen-New York. Last voyage Dec. 20, 1873 Bremen-Southampton-N.Y. Wrecked April 20, 1891 near Staten Island as a sailing ship (engines removed 1874).



1858 BREMEN 2,674 tons
NDL's pioneer North Atlantic unit.
Sister ship: NEW YORK.

French Rates of 1 April 1857

Per quarter-ounce (7½ grams)

French Inland	3¢	
Transatlantic	9¢) = 12¢
U.S. Domestic	3¢)
	15¢.	

Depreciated Currency



12

March 9, 1868. Letter posted unpaid at Paris. Endorsed "New York de Southampton". S.S. New York, Capt. Dreyer, departed Bremen Mar. 6 and touched at Southampton on Mar. 10, where she picked up this letter. Credit "12" (¢) to U.S. for transatlantic plus U.S. Domestic (see above).



March 24, 1868, Tuesday, agrees with the arrival date of the New York at N.Y., with merchandise and 603 passengers to Oelrichs & Co. Her log noted, "Has experienced heavy W. and S.W. gales during her passage. Mar. 18 lat. 44, lon. 41 passed a brig-rigged steamer bound E." Paper currency (U.S. NOTES) of 21¢ was due, the depreciated value of 15¢ in silver coin on March 24, 1868.

via Anglaterra } *New York*
March 8th } *de Southampton*
1868

Mrs Geo J. Bourne
Mr Arnold, Constable & Co.
134 New York City
St. S. America.

ARNOLD CONSTABLE & CO.
27, Rue d'Hauteville, PARIS.

1868-69

NORDDEUTSCHER LLOYD
(North German Lloyd)

S. S. New York

The United States - North German Union Postal Convention
Direct Mail rate - Bremen or Hamburg and the U. S.

From January 1868 until January 1870 the rates per 15 grams were:

On letter from the U.S.	10¢
On letter from Germany	4 silbergroschen.



FRANCO

FRANCO

December 31, 1865. Letter paid at Bremen at the 4 groschen rate by a horizontal pair of the two groschen rouletted North German Confederation Issue of 1868. Letter is marked FRANCO = PAID and endorsed: p Steamer Newyork.

January 2, 1869. S. S. New York of the Norddeutscher Lloyd Line departed this date for New York via Southampton. She cleared the latter port January 5.



January 24. New York arrived at New York. Letter processed as a PAID ALL letter.

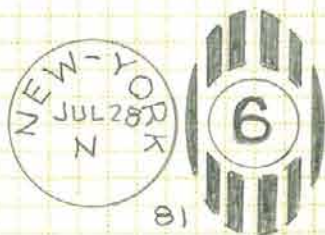
1881

TRANSATLANTIC MAIL
NORTH GERMAN LLOYD

S.S. NÜRNBERG

Forwarding Agent
Munroe & Co., Paris

3116 tons, 351' x 39' beam, straight stem, iron screw steamer, 2 cylinder compound engines, 12 knots. Launched Sept. 9, 1873, by R. Steele & Co., Greenock. Feb. 1874 maiden voyage Bremen-Southampton-Baltimore. Sept. 11, 1880, first voyage Bremen-Southampton-N.Y. After 1886 she went Bremen to Far East or Australia. 1896 scrapped at Vegesack.



July 28, 1881. Letter paid at the 5¢ U.P.U. rate by Bank Note Issues. The New York killer "6" was used exclusively at the New York Foreign Department.



S.S. Nürnberg of the NGL departed N.Y. July 29. Letter mailed c/o Munroe & Co., Paris, forwarders.

By Cable to N.Y. from Southampton Aug. 9: North German Lloyd Steam-ship Nurnberg, Capt. Jaeger, from N.Y. July 29, arrived here on way to Bremen.



Aug. 10. Paris transit back-stamp at Place de



Aug. 11. Arrival back-stamp at Carlsbad.

Aug. 10. Arrival mark at the Paris Foreign (Etranger) Office. Munroe & Co. deleted their name and forwarded letter on to Carlsbad by sticker.

la Madeleine, en route to Germany.

U.P.U. rates included no extra charge for forwarding.

1889

NORDDEUTSCHER LLOYD (North German Lloyd)
BREMERHAVEN TO NEW YORK VIA SOUTHAMPTON
S.S. Saale



Sept. 3, 1889. Letter posted at Braunschweig, Germany, paid at the 20 pfennig U.P.U. rate by the Issue of 1889. Time stamp 8-12 p.m. (nachmittag.)

Sept. 5. S.S. Saale of the Norddeutscher Lloyd sailed from Bremerhaven.

N.Y. Times. Arrived N.Y. Sept. 13, 1889. Steamship Saale (Ger.,) Richter, Bremen and Southampton 8 ds. to Oelrichs & Co. Arrived at the Bar at 9:10 A.M.

Sept. 13. Transit backstamp at N.Y.



Sept. 15. Ann Arbor arrival backstamp.



1890

NORTH GERMAN LLOYD: S.S. Saale, N.Y. to Southampton.
WHITE STAR LINE: S.S. Britannic, Queenstown to N.Y.



February 6, 1890. A 10 pf. postcard rate German card headed: Atlantic Ocean for Southampton Steamer Saale. The NGL Steamship Saale had left New York January 29 and this card was written aboard her on the eastbound passage, just before she landed at Southampton.

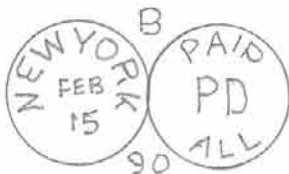
N.Y. Times: BY CABLE, London Feb. 6. The North German Lloyd Line steamship Saale, Capt, Richter, from New-York Jan. 29 for Bremen, passed the Lizard at 10 A.M. to-day.

The card was prominently stamped "via Queenstown" to indicate the routing of the westbound passage.

N.Y. Times: BY CABLE, London Feb. 7. The White Star Line steamship Britannic, Capt. Davison, from Liverpool, sailed from Queens-town for N.Y. at 2 P.M. yesterday.

N.Y. Times. Arrived N.Y. Feb. 14. Steamship Britannic (Br.,) Davison, Liverpool and Queens-town 8 ds. to J. Bruce Ismay. Arrived at the Bar at 1:15 P.M.

February 15. New York arrival postmark.

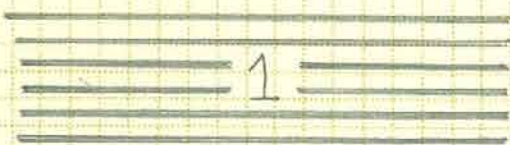


1889

TRANSATLANTIC MAIL
— — — — —
NORDDEUTSCHER LLOYD

S. S. Trave

4969 tons, 438' x 48' beam. Straight stem, iron, screw. Launched Feb. 18, 1886, at Fairfield Co. Ltd., Glasgow. Maiden voyage June 5, 1886, Bremen-Southampton-New York. 1896-7 refitted, masts reduced to two. Scrapped 1909.



B.2705



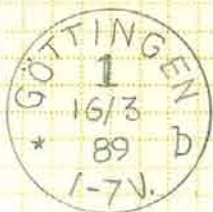
B.946C

March 4-5, 1889. U.P.U. letter paid 5¢ at Boston and marked there "PAID ALL DIRECT".

March 6. The North German Lloyd steamship Trave sailed from New York for Bremerhaven. Mails had closed at 5:30 AM, the ship sailed at 9:00 AM.

BY CABLE: Bremerhaven, March 15, The North German Lloyd steamship Trave, Capt. Willegerod, from New York March 6, arrived at Bremerhaven at 10 A.M. today.

March 16. Arrival backstamp at Göttingen, Germany.



1894

NORTH GERMAN LLOYD

S.S. Trave



Chicago

REGISTERED
DEC 7 1894

CHICAGO. IL

AR

December 7, 1894. A registered letter paid at Chicago to Baden-Baden, Germany. It is endorsed: Return Receipt demanded. Rate was made up: 5¢ U.P.U. rate per ½-oz. to member country; 10¢ Registry fee gives indemnity up to 50 francs (\$9.65) [rate effective April 1, 1879] and 5¢ Return

Receipt. The letter was overpaid 3¢ by the Issue of 1890-3. The 2¢ envelope is the Columbian Issue of 1893. All are cancelled by the heavy bold straight line "Chicago". Registry office backstamp.

Letter was stamped "AR" (Avis de reception = Notice of Receipt) per the U.P.U. Convention of July 1, 1892, requiring this notation.

December 9-10. New York registry backstamps.

N.Y. Times: OUTGOING STEAMSHIPS, Tues. Dec. 11: Trave, Bremen: Mails close 4AM, sails 7 AM (There were no European sailings on Dec. 10).

By Cable: London, Dec. 20. SS Trave arr. at Southampton at 1 PM to-day and proceeded for Bremen.

London, Dec. 21. SS Trave, (Ger.,) Capt. Sander, from N.Y. Dec. 11, arrived at Bremerhaven at 7 PM to-day.

December 21. Baden-Baden receiving backstamp.

12
9
94

NEW YORK, N. Y.
12-10
1894
REG'Y. DIV.

BADEN-BADEN
21.12.94.11-12N
* 7 a

1867

NORDDEUTSCHER LLOYD
(North German Lloyd)

S.S. Union

Depreciated Currency



3
CENTS

December 2, 1867. A letter from David Taylor & Sons, London informing Lanman & Kemp that they are sending a shipment of calomel and lint to be shipped by the Union. The letter is endorsed: p "Union via Southampton."

This cover was posted on the same day at the London East Central Office. U.S. was debited with 3¢ British Inland under the U.S.-British Treaty of 1848 rate of 24¢ per ½-oz. U.S. would retain 16¢ Sea (American Packet) + 5¢ U.S. Inland = 21¢.

December 1. S.S. Union of Norddeutscher Lloyd departed from Bremen on her 7th outbound passage to New York. She called at Southampton on December 3 where this letter together with the calomel and lint went aboard.



December 14. Union arrived at New York. The 24¢ rate was due in gold. This was converted to available depreciated paper currency at the day's ratio of 1.37x 24¢ = 33¢ due in U.S. NOTES.

1869

TRANSATLANTIC MAIL
— — — — —
NORDDEUTSCHER LLOYD

S.S. Union

2800 tons, 325' x 40' beam, clipper bow, iron screw steamer.
Launched May 29, 1866, at Caird & Co. Greenock. Maiden voyage
Jan. 13, 1867, Bremen-Southampton-New York. Wrecked Nov. 28,
1870, on Rattray Head, Aberdeenshire, no lives lost.



September 13, 1869. Letter posted at the North District station of Liverpool at a time when the city was divided into four postal districts, N, E, S and W. The obliterator cancels 6 pence Issue of 1869, plate 8, transatlantic rate effective January 1, 1868 to January 1, 1870.



September 14. Transit backstamp at London. S.S. Union of the North German Lloyd cleared Southampton the 14th.



September 26. N.Y. Times. Arrived Sept. 25, 1869. Steamship Union (N.G.), Dreyer, Bremen Sept. 11 via Southampton 14th with merchandise and 763 passengers to Oelrichs & Co.



1869-70

NORDDEUTSCHER LLOYD
(North German Lloyd)

Austria to U.S. by North German Union. direct
S.S. Union

Effective on January 1, 1868, the direct mail rate by German Packet to New York was set at 10¢ per ½-oz. The NGU closed mail rate through England was 15¢. The 10¢ direct rate lasted until July 1870 when it was reduced to 7¢.



December 20, 1869. A letter dated at Vienna and posted unpaid on December 23. It was sent in the mails to Bremen for inclusion in the direct post to New York.

December 25. S.S. Union, North German Lloyd, sailed from Bremen to N.Y. via Southampton. She touched at the latter port on the 28th.

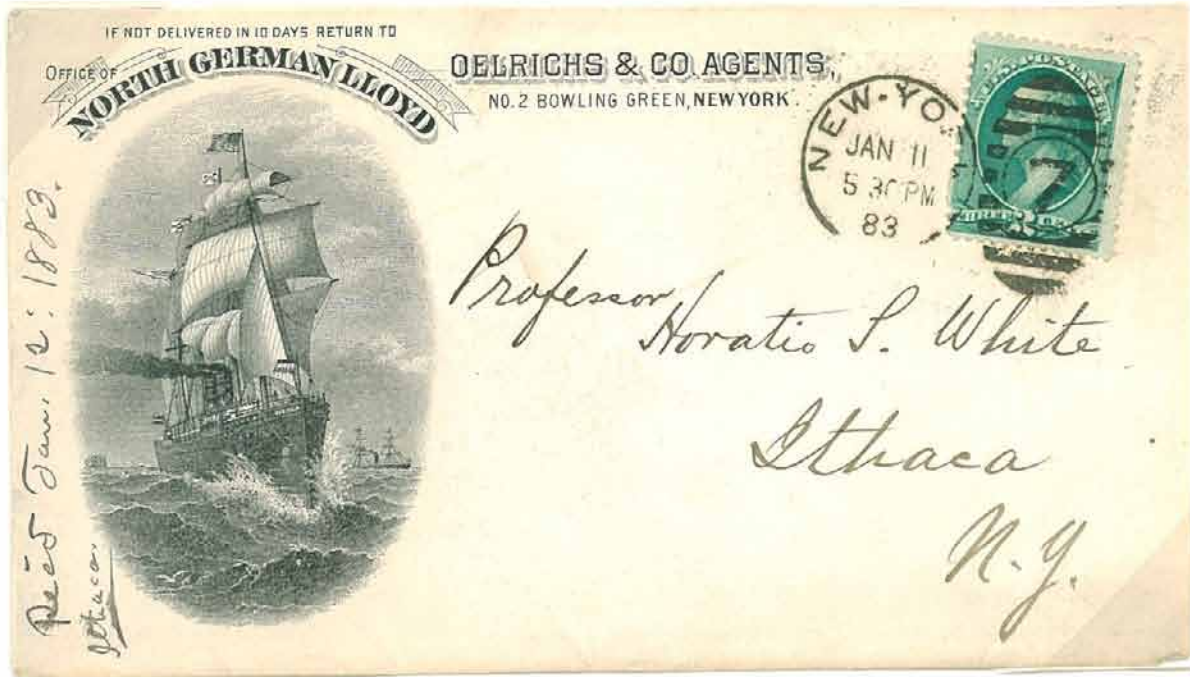


January 10. Union arrived at New York, letter processed January 11. The N.Y. Exchange Office weighed this letter and found it weighed over ½-oz., not over 1 oz., so took a double rate of 10¢ x 2 = 20¢. This was converted to the value in depreciated paper currency by applying the day's gold/paper ratio of 1.15 x 20¢ = 23¢ due in U.S. NOTES. The mail clerk restated in pencil: Due 23¢.

1883

NORDDEUTSCHER LLOYD
(North German Lloyd)

S. S. Werra



January 11, 1883. A fine engraving of the NDL S.S. Werra under full sail and steam. It is shown on the company envelope of Oelrichs & Co., agents for the North German Lloyd for many years.

January 12. Docket notes receipt at Ithaca, N.Y.

1885

NORDDEUTSCHER LLOYD
(North German Lloyd)

S. S. Werra

TOO LATE for the General Werder



TOO LATE

January 26, 1885. A 1¢ postal card augmented by a 1¢ stamp, Issue of 1881 to make up the 2¢ International Post Card rate to Bavaria. The card is endorsed: Via Southampton/ pr. Steamer "General Werder". The General Werder of the NGL had already sailed from New York on January 24, so the card was stamped TOO LATE to show why that conveyance was not used.

January 28. The card was held for the next NGL steamer, the S.S. Werra, which departed from New York this date.



N.Y. Times, BY CABLE. Southampton, Feb. 5. The North German Lloyd Steamship Werra, Capt. Barre from New York Jan. 28 for this port and Bremen, passed the Scilly at 9 A.M. to-day.

February 7. Arrival mark at Regensburg, Bavaria.

1887

NORDDEUTSCHER LLOYD
(North German Lloyd)

S.S. Werra

4817 tons, 433' x 46', iron screw steamer, John Elder & Co., Glasgow. Launched July 4, 1882. October 12, 1882, first voyage Bremen-Southampton-New York. Nov. 9, 1891, last voyage ditto.



Nov. 15, 1887. Letter posted at Harburg-am-Elbe and paid at the 20 pfennig U.P.U. rate by a vertical pair of the 5pf. violet and 10pf. rose, Issue of 1880 (pfennig without final "e").

Nov. 16. S.S. Werra sailed from Bremerhaven.

Nov. 29. N.Y. backstamp. N.Y. Times, arrived Nov. 29, S.S. Werra, (Ger.,) Bussins, Bremen and So'ton. 10ds. to Oelrichs & Co.

N.B.: S.S. Amalfi from Hamburg arr. Dec. 1

Nov. 30. Newark, N.J. arrival backstamp.



1895-96

NORDDEUTSCHER LLOYD
(North German Lloyd)

S.S. Werra

4817 tons, 433' x 45'-10", straight stem, iron screw steamship. Built by John Elder & Co., Glasgow, launched July 4, 1882. Oct. 12, 1882, maiden voyage Bremen-Southampton-New York. Nov. 9, 1891, last voyage ditto (per Bonsor), but N.Y. Times shows still on this run December 1895, January 1896.



December 30, 1895. Letter paid at Muenchen at the 20 pfennig U.P.U. rate by Bavaria Issue of 1888, ultramarine on toned paper.

December 31. S.S. Werra sailed from Bremen for N.Y.

Jan. 10, 1896. N.Y. Times. Arrived N.Y., S.S. Werra (Ger.,) Pohle, Bremen Dec. 31 via Southampton to Oelrichs & Co. Arrived at the Bar at 8:50 A.M.

New York arrival backstamp.

Jan. 11. Concord, N.H. arrival backstamp.



1875

TRANSATLANTIC MAIL
NORDDEUTSCHER LLOYD

S.S. Weser (II)

2870 tons, 325' x 40', clipper bow, iron, screw steamer, 11 knots. Launched March 19, 1867, at Caird & Co., Greenock. June 1, 1867, maiden voyage Bremen-Southampton-New York. 1881 compound engines by builders. June 13, 1895, last voyage Bremen-New York-Baltimore. 1896 scrapped.



L2



April 5, 1875. Issue of 1873, 3d., Plate 16, rate per 1/2-oz. Britain to U.S., effective Jan. 1, 1870 to July 1, 1875. Stamp is cancelled with the obliterator of the types 99 to 104 combined with the circular date stamp. This series shows date circles very small and "LONDON" is curved. The central bars of the oval are very small. "99" has two codes O before Jan. 1875 and r (as here) after Jan. 1875. The red L2 is for a Late Fee, here paid in cash.

S.S. Weser departed Bremen April 3 and Southampton April 6. This letter had been directionally endorsed "Weser" from Southampton.



April 17. N.Y. arrival backstamp. N.Y. Times: Arrived April 16 Steam-ship Weser (Ger.), Willigerod, with merchandise and 487 passengers to Oelrichs & Co. April 13 lat 42 46 lon 50 25 passed several icebergs and much drift ice. 9th lat 49 39 lon 14 19, passed steam-ship Leipzig hence for Bremen.

1868

TRANSATLANTIC MAIL

S. S. Weser

NORDDEUTSCHER LLOYD



May 26, 1868. A letter paid at London at the 6d. (12¢) Great Britain to U.S. rate of Jan. 1, 1868. Franking is by penny red Issue of 1864, a vertical strip of 3, plate 109 and a block of 3, plate 71. Letter endorsed: via Southampton/Str. Weser.

Cancellation is by the London Inland Branch (Dubus 111) duplex obliterator No. 104. In the 1st code series "Z", as appearing in the circular date stamp, was for No. 104.

May 23. The North German Lloyd Line's S.S. Weser departed from Bremen, picked up the U.S. mails at Southampton on her call there May 26.

June 6. S.S. Weser arrived at New York where this arrival mark was struck.



1878

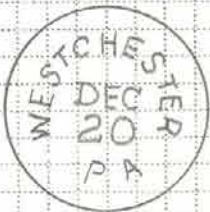
TRANSATLANTIC MAIL

NORTH GERMAN LLOYD

S.S. Weser

FORWARDING AGENT

Brown, Shipley & Co.
London



December 20, 1878. Letter paid at the 5c U.P.U. rate was posted at Westchester, Pa., and passed through the Philadelphia post office the same day. Directed to Mr. C.Y. Jones, Brown, Shipley & Co., London.

December 21. The steamship Weser, Capt. Bane, of the North German Lloyd departed from New York.

N.Y. Times BY CABLE: SOUTHAMPTON, Dec. 31, 1878. The North German Lloyds' steamship Weser, Capt. Bane, from New-York Dec. 21, for Bremen, arr. here today.

PAID receipt mark at London, East Central.

December 31. Brown, Shipley & Co. deleted their address and forwarded the letter to the Sackville Hotel, Sackville St., London West and struck their forwarder's handstamp. Backstamps show receipt into the mail at London, E.C. and arrival at London West, all in the same day!

