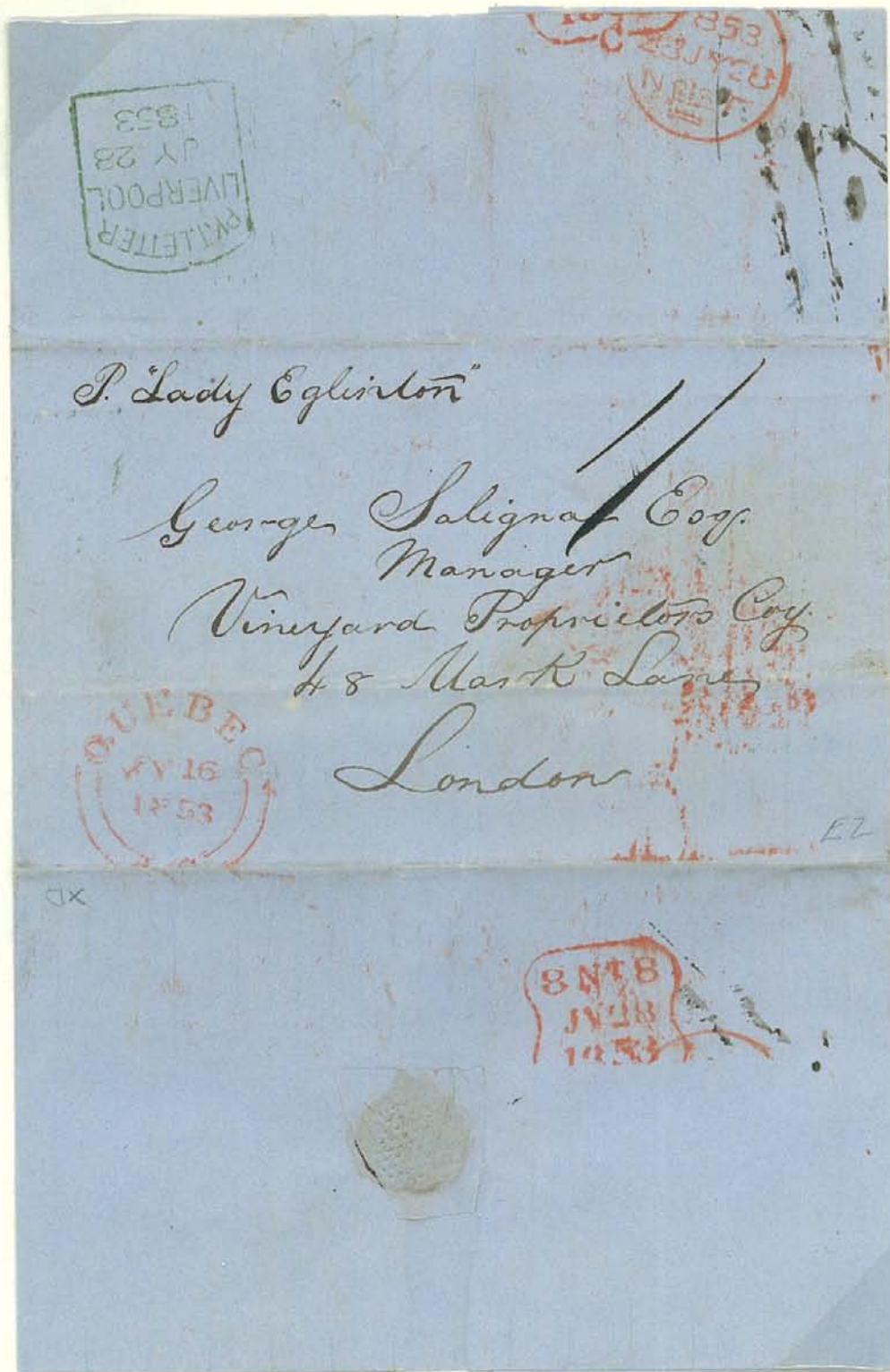


1853  
TRANSATLANTIC MAIL  
CANADIAN STEAM NAVIGATION COMPANY  
1853 - 1854

S.S. Lady Eglinton





1853

TRANSATLANTIC MAIL  
CANADIAN STEAM NAVIGATION COMPANY  
1853-54

S.S. Lady Eglinton

The Canadian Steam Navigation Company, newly formed as a result of the empowerment for the Canadians to assume full authority over their postal service in 1849, was to start service in April 1853 by the steamer Cleopatra. The Cleopatra did not arrive back from Australia in time, so the Genova was chartered for the first voyage, leaving Liverpool April 19. As the Cleopatra was still unavailable there was no sailing in May, but the 750 ton iron screw steamer Lady Eglinton was chartered for the 2nd voyage on June 16. This letter was carried back by her on her first return voyage. In all, she made 2 round voyages for Canadian SN Co. (the 2nd Aug. 18, 1853). The company closed down on March 2, 1855, due to unsuitable steamers unable to compete.

Lady Eglinton was 768 tons, 182 ft. x 33 ft. beam, clipper bow, 1 funnel, 4 masts, iron screw steamer, 9 knots. Built by Robert Napier, Glasgow, launched 1853 for British & Irish. June 16, 1853, first voyage for Canadian SN Co., L'pool-Quebec-Montreal.



July 16. Paid letter at Quebec at the 1/- transatlantic rate, effective Sept. 1850 for letters to Britain by way of Quebec or New Brunswick.

July 28, 1853. Packet Letter Office backstamp. The Lady Eglinton is noted for the speed of this return trip, having made it in 11 days, 1 hour.



July 28. London transit backstamp. This type of mark was introduced in 1851 with letters and crown at bottom for midday duty. An uncommon mark.

July 28. Old Chief Office type used as a transit backstamp with a code letter inserted at bottom. 8Nt = 8 Night. Interestingly, 8Mg8 is distinguished by having the 8Mg8 at the bottom and the year date at the top of the stamp.



1857

VAN DERBILT EUROPEAN LINE

S.S. Ariel



October 3, 1857. A letter posted unpaid at New York and endorsed: pr. Steamer Ariel via Southampton. It was marked at the New York Exchange Office with a debit to France of 3¢ U.S. Inland + 9¢ Sea (American Packet) = 12¢. This was in accordance with the rate to France, Treaty of April 1, 1857, of 15¢ per ¼-oz. (7½ grams.)

October 3. S.S. Ariel of the Vanderbilt European Line departed from New York for Havre via Southampton.



October 20. Ariel arrived at Havre, having touched at Southampton October 18.

October 20. Octagonal receipt mark in blue at Havre on cover face.



Backstamps:

October 20. Havre to Paris ambulant (RPO) night train (circular center.)

October 21. Paris transit.

October 21. Paris to Bordeaux, night train, 2nd Section, Brigade B.

October 23. Cognac arrival. 8 decimes (equivalent to 15¢) due.



8

1856

VANDERBILT EUROPEAN LINE

S.S. North Star

Bremen-Havre - Southampton-N.Y.

During 1856, the Vanderbilt European Line made only one trans-atlantic voyage, this by the S.S. North Star, departing from New York on May 10 for Bremen via Southampton. Westbound, she carried the Bremen mails which were treated as Ship Letters upon arrival at New York.



June 9, 1856. A consignee's letter, actually a receipt from T.B. Greene & Co., Le Havre for goods shipped aboard the S.S. North Star, paid at the July 23, 1849, French Circular 14 rate. This set the rate at 30 centimes for a Ship Letter mailed at the port of debarkation, 60 centimes from elsewhere in France. Here the port rate is paid by the 20 cent. blue and 10 cent. bistre, imperforated, Issue of 1853. Stamps cancelled by sml. no. 1495 of Havre.

North Star departed from Bremen June 6 via Havre the 10th where this letter with freight went aboard. Transit at Southampton was June 11.

6

New York Times. June 25, 1856. Arrived June 24. Steamship North Star, Hunter. Bremen and Havre 10th inst. with mdse. and passengers to D. Torrance. 12th at 5:31 P.M. passed ship Young Sam, of Bath, bound W., 13th exchanged signals with bark Johanna, in lat 49 15 lon 10 49 stg. west...

Passengers arrived. In steamship North Star from Bremen and Southampton...

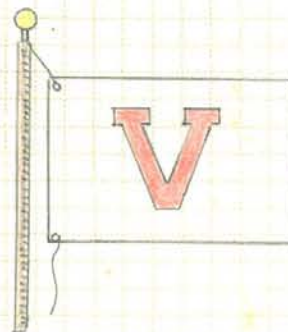
Letter rated at 6¢ for a Ship Letter addressed to the port of arrival.



1858

TRANSATLANTIC SHIPPING LINES  
VANDERBILT EUROPEAN LINE  
1855 - 60 (United States)

This line was established in 1855 by "Commander" Cornelius Vanderbilt when he placed his private yacht, the wooden paddle steamer North Star and the Ariel in service between New York and Havre. From July onwards an intermediate call was made at Southampton in each direction, later some calls were made at Bremen. Because of a lack of sufficient U.S. mail subsidies the line ceased its transatlantic operations in 1860.



S. S. Ariel

1295 tons, 252½ ft. x 32½ ft. beam. Straight bow, wooden paddle steamer. Launched March 3, 1855 by J. Simonson, New York (engine Allaire Works, N.Y.). Maiden voyage May 19, 1855 New York-Havre. Chartered to Ruger's American Line 1868, 2 voyages. Oct. 27, 1873 sank after striking uncharted reef near Yokohama.



Aug. 9, 1858.  
Cds backstamps.  
1/- rate, Britain  
to U.S. paid by  
pair of 6d. is-  
sue of 1856.

"26" = London Inland  
Office (Dubus 315h).  
Receiving Office at  
Millbank St. near the  
Millbank Prison,  
which was located on  
the left bank of the  
Thames between Lam-  
beth Bridge and Vaux-  
hall Bridge.



Ariel left Bremen Aug. 7, 1858, Havre Aug. 11,  
and cleared Southampton Aug. 11. This letter  
from London Aug. 9 was put aboard at S'hampton.

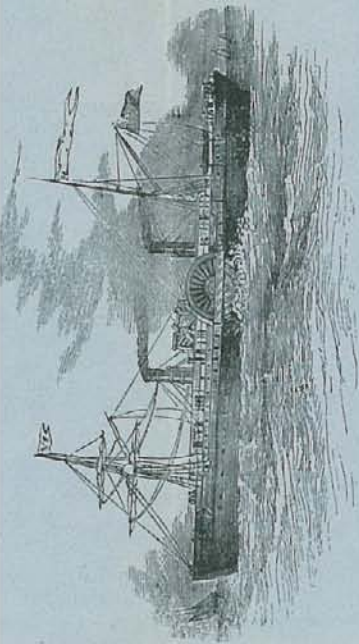
21  
CENTS



Aug. 26. Records show  
Steamer Ariel arrived at  
N.Y. from Bremen, Havre  
and S'Hampton. N.Y. cds  
shows 24¢ (1 sh.) prepaid.  
Debit to Britain of 16¢  
sea (Am. Packet) + 5¢ US  
Inland = 21¢.



THE VANDERBILT EUROPEAN LINE OF UNITED STATES MAIL STEAMSHIPS



shipped, in good order and well conditioned, by **WALRAUM & EBEL** in and upon the  
 Vanderbilt European Line of **U. S. M. Steamship** called the *Clean Green*  
 whereof *Seaborn* is Master for this present voyage, now lying in the **PORT OF HAVRE**, and  
 bound for **NEW-YORK**, calling at **COVES**, or **SOUTHAMPTON**

*One Case merchandise*

*L. A. F. & C. 1291 mo<sup>r</sup> 2 9/14*

being marked and numbered as in the margin, and are to be delivered in like good order and condition, at the aforesaid port  
 of **NEW-YORK**, (the dangers of Fire at Sea or on Shore, Collision, accidents from Machinery, Boilers, Steam, Smoke, Heat,  
 Water, or any other accidents and damage of the same, except Navigation of Steamer, nature or kind source  
 excepted), and with liberty to tranship in case of accident on a first-class steamship, to sail with or without Pilots, and to  
 assist vessels in all situations, unto *Messrs. L. A. F. & C.*  
 or to *them*. Assigns, he or they paying Freight for the said Goods, as per margin, with Prime and Average accustomed.  
 To be paid immediately on the landing of the Goods without any allowance of credit or discount.

**IN WITNESS WHEREOF**, the Master, Agents or Purser of the said Ship hath affirmed to *S* Bills of  
 Lading, all of this tenor and date, one of which being accomplished, the others to be void.

Weights, Contents and Value unknown, and not answerable for Leakage, Breakage or Rust. The Goods to be taken from alongside by the Consignee immediately after  
 Vessel is ready to discharge, otherwise they will be landed by the Master, at the Consignee's risk, and expense. The Collector of the Port being hereby authorized to  
 grant a General Order for discharge immediately after entry of the Ship. The owner of these Ships will not be accountable for Gold, Silver, Bullion, Plate, Spices,  
 Jewels, Precious Stones or Metals, unless Bills of Lading are signed therefor, and the value therein expressed.

Dated in **HAVRE**, the *19<sup>th</sup>* day of *July* 185 *9*

*Wright & Cheever*  
*agents*

Reimbursement..... F. *7.10*  
 Primage % *7.71*  
 F. *14.81*  
 Total..... \$ *12.00* Payable in New-York \$ *1.96*

Freight on *21.4* In. a *20* \$ Ton \$ *10.97*  
 Primage 10% *1.09*  
 Total..... \$ *12.00* Payable in New-York \$ *1.96*



1859

VAN DERBILT EUROPEAN LINE

S.S. Ocean Queen

Havre - Southampton - N.Y.

July 19, 1859. Letter datelined at Havre. It is a consignee's letter which inclosed a Bill of Lading for one case of merchandise shipped on board the U.S. Mail steamship Ocean Queen of the Vanderbilt European Line of United States Mail Steamships.



July 20, 1859. Transit mark of the Maritime Bureau at Havre. Unpaid letter. U.S. Mail Steamship Ocean Queen departed from Havre via Southampton the same day.

August 1. Ocean Queen arrived at New York. Letter rated as a double letter at 15¢ per ¼-oz. x 2 = 30¢ due, Treaty of April 1, 1857 rate. Lozenge notes "American Service", i.e. by American Packet. The small manuscript "6" at upper right allowed France a credit of 3¢ per ¼-oz. x 2 = 6¢ for French internal postage.



W. 200

6



1859

VANDERBILT EUROPEAN LINE

S.S. Ocean Queen

2801 tons, 327' x 42', wooden paddle steamer, straight stem. Built by Stephen G. Bogert, New York, engines Morgan Iron Works, N.Y. Launched April 8 to 12, 1857 as Queen of the Pacific; altered by J. Simonson; renamed Ocean Queen. May 17, 1859, first voyage New York-Southampton-Havre. Made 5 round voyages for Vanderbilt in 1859. 1861 chartered to U.S. War Dept. Varied career, scrapped 1875 at Wilmington.



LONDON  
AU 30  
59

August 30, 1859. An unpaid letter posted at London. It was endorsed: Ocean Queen/Southampton.

August 31. S.S. Ocean Queen of the Vanderbilt European Line departed from Havre on the 3rd return voyage out of her 5 for Vanderbilt. She picked up the U.S. Mails, as endorsed, at Southampton on the same day.

3  
CENTS

September 13. Ocean Queen arrived at New York. Exchange Office marked the letter with 24¢ due, the U.S.-British Treaty rate of 1848. U.S. was debited for 3¢ for British Inland. U.S. retained 16¢ Sea (American Packet) + 5¢ U.S. Inland = 21¢.

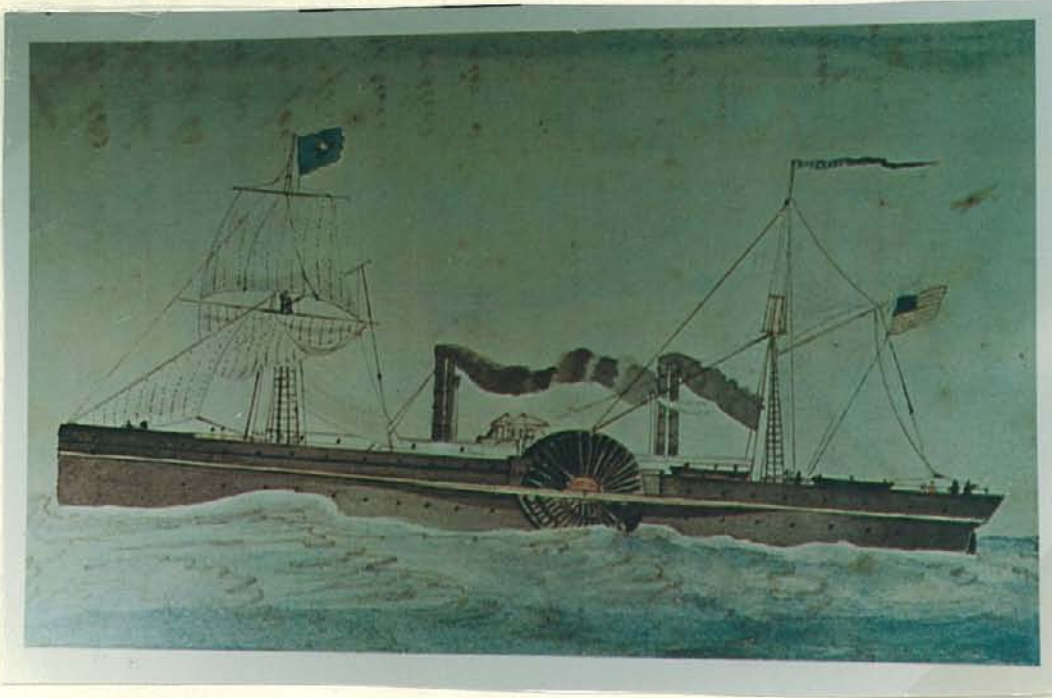
24



1853

VANDERBILT EUROPEAN LINE  
1855-60

S.S. North Star



Edward Knight Collins had entered the North Atlantic steamship trade in 1850, with four ships and a yearly subsidy of \$858,000 from the U.S. government. Spurred by Collins' challenge to British supremacy in the steamship business, Cornelius Vanderbilt, who had made his immense fortune (and earned his nickname "Commodore") running ferries in New York Harbor, built four swift ships that ran briefly from New York to Bremen as well as to English ports. Vanderbilt's first entrant into the field, which he grandiloquently styled his "yacht" was the North Star in which he cruised European waters trying to drum up business in a dozen ports, including St. Petersburg.

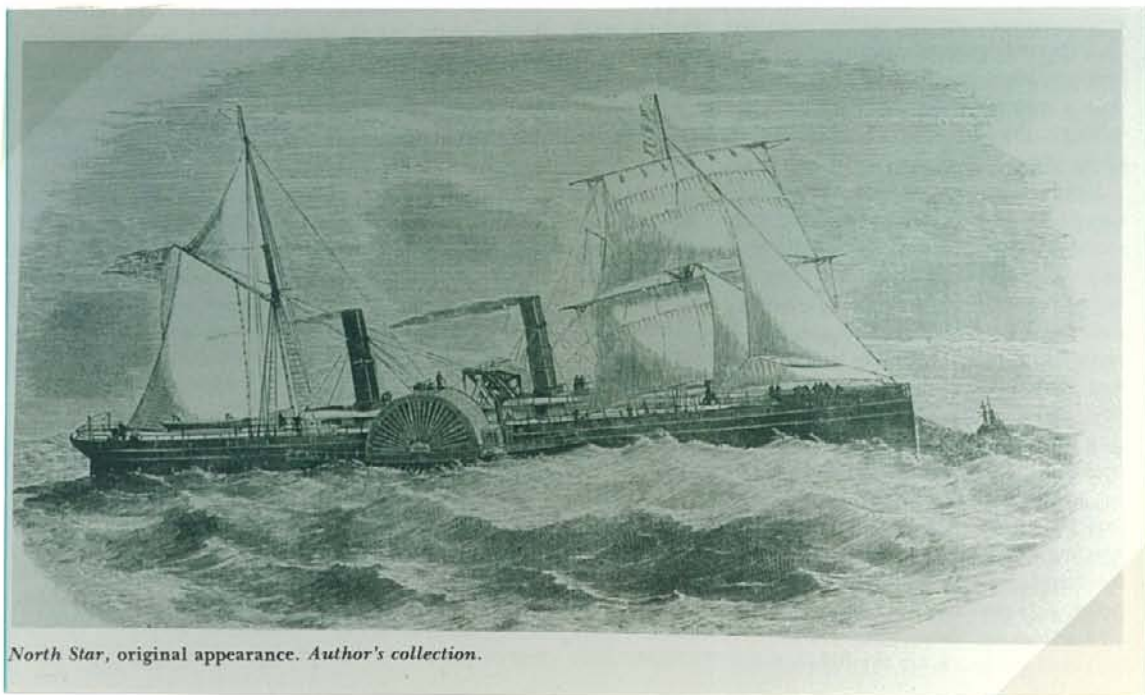
1853

VANDERBILT EUROPEAN LINE

1855 - 60

S.S. North Star

1867 tons, 262'-6" x 38'-6". Launched March 10, 1853 as Commodore Vanderbilt's yacht by J. Simonson, N.Y., engines by Allaire Works, N.Y. Made a European cruise in 1853. April 21, 1855, first voyage New York-Havre. Made various voyages N.Y.-Southampton-Havre or N.Y.-Southampton-Bremen until she was transferred to Vanderbilt's New York-Panama service. 1865 sold to Pacific Mail (U.S.) Scrapped 1866.



*North Star, original appearance. Author's collection.*



1857

VANDERBILT EUROPEAN LINE

S.S. North Star

Commencing with this voyage, the September 5, 1857, departure of North Star, the two steamers running to Bremen (the other being the Ariel) touched at Havre on each voyage, according to advertisements. Evidence from newspapers indicates this was doubtful on some voyages. This particular September 5 New York departure does not record a Havre stop.



September 5, 1857. An unpaid letter posted at New York and endorsed: pr. Stmr./North Star. The New York Exchange Office debited Britain for 5¢ U.S. Inland + 16¢ Sea (American Packet) = 21¢, shown in the New York handstamp. Britain retained 3¢ British Inland out of the one shilling collected, shown by the manuscript 1/-. Rate was 24¢ (1/-) per ½-oz.

September 5. S.S. North Star (previously Commander Vanderbilt's yacht) departed from New York.



September 17. North Star arrived at Southampton. She is recorded as having arrived at Bremen September 19.

September 18. London transit backstamp.

September 19. Edinburgh arrival backstamp. Letter was charged at one shilling (1/- in manuscript), equivalent to 24¢ U.S.



1857

VANDERBILT EUROPEAN LINE

S.S. North Star



October 31, 1857. A letter to Scotland paid in cash at New York and endorsed: Per North Star. Payment was 24¢ under the U.S.-British Treaty of 1848. Britain was credited with 3¢ British Inland. U.S. retained 16¢ Sea (American Packet) + 5¢ U.S. Inland = 21¢.

The U.S.M.S. North Star departed from New York October for Bremen via Southampton on her 10th outbound voyage for the Vanderbilt European Line, although this was only her 3rd, as a contract mail carrier.

November 13. North Star arrived at Southampton, she went on to arrive at Bremen on the 15th.

November 14. Glasgow arrival back-stamp.





1858

VANDERBILT EUROPEAN LINE

1855-60

S. S. North Star

New York-Southampton-Havre

1,867 tons, 262'-6" x 38'-6". Launched March 10, 1853 as Commodore Vanderbilt's yacht by J. Simonson, N.Y., engines by Allaire Works, N.Y. Made a European cruise in 1853. April 21, 1855, first voyage New York-Havre. Made various voyages N.Y.-Southampton-Havre or N.Y.-Southampton-Bremen until she was transferred to Vanderbilt's New York-Panama service. 1865 sold to Pacific Mail (U.S.) Scrapped 1866.



15



June 12, 1858. Unpaid letter posted at New Orleans was rated at the Treaty of April 1, 1857 rate of 15¢ per 4-oz.

June 19. Letter transit at New York where the Exchange Office debited France 12¢ under Article VIIc. of the U.S.-French Postal Convention of March 2, 1857: "The rate of postage to be paid by the French Post Office to the U.S. Post Office on unpaid letters received in France shall be fixed at 12¢ per single rate for each letter conveyed between the American and French frontiers direct or when touching only at one intermediate English port without passing through England, at U.S. expense."

The North Star, Jones master, of the Vanderbilt European Line sailed as scheduled for Southampton and Havre on June 19.



7. SIDED MARK



NVIT



JOAR



July 1. North Star arrived at Havre. Transit backstamps trace route. 8 decimes (15¢) due from recipient.



1858

VANDERBILT EUROPEAN LINE

1855 - 1860

S.S. North Star

New York - Southampton - Havre



June 18, 1858. An unpaid letter dated at New York and endorsed: pr. Steamship North Star for Havre.

June 19. Letter processed at the New York Exchange Office. Under the U.S.-French Postal Convention of March 2, 1857, France was debited with 3¢ U.S. Inland + 6¢ Sea (American Packet) = 12¢ out of the 15¢ per ¼-oz. rate. S.S. North Star of the Vanderbilt Line sailed on even date for Havre via Southampton.



July 1. North Star arrived at Southampton, same day transit at Le Havre, French entry mark.

July 1. Backstamp, T.P.O. Le Havre to Paris.



July 2. Paris transit backstamp and Paris to Bordeaux T.P.O. mark, day train (octagonal center).

July 3. Cognac arrival backstamp. 8 decimes due, equivalent to 15¢ U.S.







I just thought this was an interesting cover. It is dated at N.Y. Aug. 7, 1858, and endorsed: p. Northern Light for Havre. This was directed to the last out passage (last of two) of Northern Light for Vanderbilt. The N.Y. Times Shipping List notes: Cleared N.Y. Aug. 6, 1858, Steamship Northern Light, Tinklepaugh, Southampton, Havre and Bremen. This tracks with the letter's endorsement "for Havre."

Your list reads: Northern Light, N.Y. Aug. 7  
 Southampton 19  
 Havre  
 Bremen 21.

The Salles 1795 mark in red, dated Aug. 21, would confirm your list that Northern Light went directly from Southampton to Bremen. The notation ET. UNIS SERV. AM. V.A. I presume means (V.A.) Voie Angletterre.

It would appear that this letter went by another ship from Southampton to LeHavre as backstamps show LeHavre Aug. 21, Ambulant Havre to Paris Aug. 21, Ambulant Paris to Bordeaux Aug. 22, and Cognac arrival Aug. 23.

This would seem to verify your Note 14 and that Northern Light on this voyage indeed did not call at Havre.

In all my collecting years I have never seen the S. 1795 before. I am wondering about his valuation of 15 francs (I had a note from him in 1975 to increase the valuations in Tome IV by 2½X.) Still, it would seem that this is a rather scarce mark, enough to warrant a higher value.

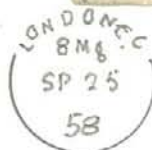
I note that Salles records use mainly by Inman Line steamers, which of course did not go to Havre. I'm thinking that usage on a Vanderbilt steamship cover would be scarcer as their norman itinerary included a call at LeHavre.

1858

VANDERBILT EUROPEAN LINE

S.S. North Star

Last voyage of North Star



INSUFFICIENTLY  
STAMPED

3  
CENTS

September 25, 1858. Letter posted at London, East Central District, and short paid by a vertical pair of the 2d. blue, Issue of 1857, and a horizontal pair of penny reds, Issue of 1856, total 6d. As the U.S.-British Treaty of 1848 rate was one shilling (12d.), this letter was treated as unpaid. U.S. was debited for 3¢ British Inland postage.

September 29. S.S. North Star of the Vanderbilt European Line departed from Le Havre, France on her last homeward bound voyage for the Vanderbilt European Line. She touched at Southampton later the same day where this letter went on board.

October 14. North Star arrived at New York. The full 24¢ Treaty rate was due. U.S. retained 16¢ Sea (American Packet) + 5¢ U.S. Inland = 21¢. The 24¢ due was boldly restated in manuscript to avoid confusion.





1858

VAN DERBILT EUROPEAN LINE

S.S. Northern Light

Last voyage of Northern Light for Vanderbilt

This vessel made two round trips for Vanderbilt European Line, the first June 12, 1858. This letter was carried on her last outward (Eastbound) voyage for Vanderbilt.. Per N.Y. Times. Cleared N.Y. Aug. 6, steamship Northern Light, Tinklepaugh for Southampton, Havre and Bremen...D. Torrance.



August 7, 1858. An unpaid letter to France posted at New York. The March 2, 1857 rate to France was 15¢ (8 decimes). Under the U.S.-French Postal Convention for a letter direct to France by American Packet, France was debited 3¢ U.S. Inland + 9¢ American Packet = 12¢, shown in the N.Y. Exchange Office. Letter was endorsed: per Northern Light for Havre. This was as advertised.

August 7. S.S. Northern Light departed from N.Y. on her last voyage for Vanderbilt.

August 19. Northern Light arrived at Southampton, and left there directly for Bremen. She did not go to Havre. The Northern Light's mails to Havre went by a local steamer.

August 21. Havre entry mark (Salles 1795). This shows American Packet mail V.A. (Voie Angleterre) to justify the apportionment of the rate.



S.1195



August 21-23. Backstamps record the route of this letter, Havre to Cognac via paris.. 8 decimes due, equivalent to 15¢ U.S.



1858

VAN DERBILT EUROPEAN LINE

S.S. Northern Light N.Y. - Southampton - Havre - Bremen

1768 tons, 253' x 38', wooden paddle steamer built at J. Simonson, N.Y., engines Allaire Works, N.Y. Launched Oct. 25, 1851. 2 round voyages for Vanderbilt, first June 12, 1858 to Bremen via Southampton and Havre. Last voyage (per this cover), August 1858, same route. Chartered in 1867 to N.Y. & Bremen Line, and 1867-68 for Ruger, N.Y. - Bremen. Scrapped 1875.



September 7, 1858. Unpaid letter posted at London and endorsed: p "Northern Light". Forbes Forbes & Co. applied their forwarding agents' cachet, used in this case as a corner card as the letter originated with Forbes Forbes & Co. The U.S. Mail steamship Northern Light left Bremen September 4 on her 2nd (and last) return voyage for Vanderbilt European Line. She called at Havre Sept. 8 and later the same day picked up the U.S. mails at Southampton.

3  
CENTS

September 21, 1858. Northern Light arrived at New York, letter processed the next day. U.S.-British Treaty rate of 24¢ due. The Exchange Office debited United States for 3¢ British Inland. U.S. retained 5¢ U.S. Inland + 16¢ Sea (American Packet) = 21¢.





1859

VANDERBILT EUROPEAN LINE

S. S. Ocean Queen

First Voyage





1859

## VANDERBILT EUROPEAN LINE

S.S. Ocean Queen

First Voyage

2801 tons, 327' x 42', wooden paddle steamer. Built by Stephen G. Bogert, N.Y. (engine Morgan Iron Works, N.Y.) April 8-12, 1857, launched as Queen of the Pacific; sold to Vanderbilt; altered by J. Simonson; renamed Ocean Queen. Made 5 round voyages in 1859 for Vanderbilt.

**U.S.-French Postal Convention of March 2, 1857.**

This convention was based on the International rate of 15¢ or 8 decimes (80 centimes) per  $\frac{1}{4}$ -oz. or  $7\frac{1}{2}$  grams. For letters to France direct by American Packet, this rate was divided:

	Single	Double	Triple
U.S. Inland	3¢	6¢	9¢
Sea (Am. Pkt.)	9	18	27
Debit to France	12¢	24¢	36¢
Collect in France	8 decimes	16 dec.	24 dec.



*EL*

May 21, 1859. Unpaid letter posted at New York. It weighed over 15 grams, but not over  $22\frac{1}{2}$  grams ( $3/4$ -oz.), so France was debited with 36¢ for triple U.S. Inland + Sea (see above.)

S.S. Ocean Queen departed from New York May 21 on her first voyage for Vanderbildt European to Le Have via Southampton



June 2. Ocean Queen arrived at Havre. French marked letter 24 decimes due for a triple letter.

June 3. Transit backstamps. Le Havre to Paris day train (octagonal center) 2nd Section, Brigade F handled the mail. Arrival at Paris June 3.

1859

VANDERBILT EUROPEAN LINE

S.S. Ocean Queen

2nd Outbound Voyage



July 2, 1859. A letter datelined at New York by Messrs. Barclay & Livingston. They struck their company handstamp and endorsed the letter: pr. "Ocean Queen". The letter was processed the same day by the New York Exchange Office which debited France for 3¢ U.S. Inland + 9¢ Sea (American Packet) = 12¢. This was in accordance with the rate to France, Treaty of April 1, 1857, of 15¢ per ¼-oz. (7½ grams.)

July 2. S.S. Ocean Queen of the Vanderbilt European Line departed from New York on her 2nd outbound passage. In all, she made 5 round voyages for Vanderbilt.

July 15. Ocean Queen arrived at Havre, having touched at Southampton July 14.

July 15-17. Backstamps trace the route of this letter, Havre to Cognac. 8 decimes due, equivalent to 15¢

U.S.



8



1858

VANDERBILT EUROPEAN LINE

S. S. Vanderbilt



July 3, 1858. An unpaid letter posted at New York for London and endorsed: Per Vanderbilt. It was received at the New York Exchange Office where the debit to Britain was shown in the N.Y. postmark as 16¢ Sea (American Packet) + 5¢ U.S. Inland = 21¢. The S.S. Vanderbilt of the Vanderbilt European Line departed from N.Y. this date for Havre via Southampton.



June 13. Vanderbilt arrived at Southampton, en route to Havre, at which latter port she arrived on June 14.

June 13. London arrival backstamp. Letter subject to a collect amount of one shilling, shown as 1/-, equivalent to 24¢ U.S. Britain retained 3¢ British Inland after remitting 21¢ to the U.S.



1860

NEW ORLEANS TO PARIS VIA NEW YORK & LE HAVRE  
 VANDERBILT EUROPEAN LINE U.S.M.S. Vanderbilt

331' x 48' wooden paddle steamer. Built by J. Simonson, N.Y. (engines Allaire Works, N.Y.). Launched Dec. 17, 1855, maiden voyage N.Y.-Southampton-Havre May 15, 1857. 1861 chartered to U.S. Government. After a varied career, she was scrapped in 1930.



1857 VANDERBILT 3,360 tons  
 Fastest of the American wooden paddle steamers built for the English Channel trade.



June 9, 1860.  
 Letter posted unpaid at New Orleans, struck with the 15¢ charge mark, Treaty of April 1, 1857 rate, U.S.-France, divided: 3¢ U.S. Inland, 9¢ Sea transit and 3¢ French Inland.

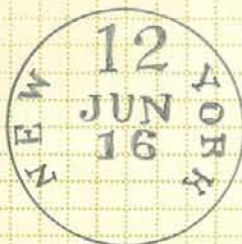


**SHIPPING.**  
**STEAM-NEW YORK, SOUTHAMPTON AND HAVRE.**

The Vanderbilt European Line United States Mail Steamships sail between New-York, Southampton and Havre.

FROM NEW YORK	RETURNING FOR SOUTHAMPTON AND HAVRE	FROM HAVRE AND SOUTHAMPTON
VANDERBILT, Lefevre, Sat., June 16	Wed., July 6	Wed., July 6
VANDERBILT, Giffin, Sat., June 30	Wed., July 20	Wed., July 20
VANDERBILT, Giffin, Sat., July 14	Wed., Aug. 3	Wed., Aug. 3
VANDERBILT, Giffin, Sat., July 28	Wed., Aug. 17	Wed., Aug. 17
VANDERBILT, Giffin, Sat., Aug. 11	Wed., Aug. 31	Wed., Aug. 31
VANDERBILT, Giffin, Sat., Sept. 1	Wed., Sept. 15	Wed., Sept. 15

These ships have water-tight compartments.  
 Price of passage either way the same.  
 1st Cabin, \$120 and \$140. 2d Cabin, \$80.  
 Certificates of passage issued from Europe to America, Agents delivered in London and Paris.  
 D. TOMRANOE, Agent & Bowling-green, New-York.  
 H. G. WAINWRIGHT & CO., No. 13 Rue Faubourg, Montmartre, Paris.  
 OAKFORD & CO., Agents, No. 67 Grace-Church-st., London.



June 16. U.S.M.S. Vanderbilt of the Vanderbilt European Line departed New York June 16 for Havre via Southampton. Letter marked with a debit to France for 3¢ U.S. Inland + 9¢ Sea (American Packet) = 12¢ shown at top of the cds.



June 27. French entry mark at Havre showing American Packet service. 8 decimes (15¢) due.

June 27-29. French transit backstamps, R.R. Le Havre to Paris day train (octagonal) Brigade F. Paris transit. Bordeaux arrival.





1860

TRANSATLANTIC MAIL  
VANDERBILT EUROPEAN LINE

New York to Switzerland via Southampton and Havre  
S.S. Illinois



August 7, 1860. This cover, posted at Augusta, Georgia, was prepaid at the 27¢ rate to Switzerland by Bremen or Hamburg packet. Adhesives are a pair of the 12¢, Issue of 1857, Plate I and a 3¢ Issue of 1857, Type II.

August 11. Transit at N.Y. where the Exchange Office ignored the 27¢ prepayment by Bremen or Hamburg packet and forwarded the letter by the S.S. Illinois, Captain P.E. Perry, of the Vanderbilt European Line. The rate per French mail was 21¢, so the U.S. credited France with 9¢, being 3¢ French inland + 6¢ for delivery beyond France. U.S. retained the rest including the over payment. Earlier forwarding by Illinois, which sailed August 11, was done as Saxonia of HAPAG was not due to sail until August 15, and New-York of NGL Sept. 1.

August 24. Illinois arrived at Havre. The French arrival mark notes "United States, Service American." Red "PD" is on the face of the 3¢ stamp.

August 25-27. French and Swiss transit and arrival backstamps.



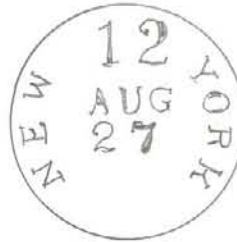
S. 179A



1859

VAN DERBILT EUROPEAN LINE

S.S. Vanderbilt



August 27, 1859. A letter posted unpaid at New York by the merchants Barclay & Livingston. It is endorsed: "Vanderbilt", and was marked at the New York Exchange Office with a debit to France of 3¢ U.S. Inland + 9¢ Sea (American Packet) = 12¢. This was in accordance with the Treaty of April 1, 1857 rate of 15¢ per ¼-oz.

August 27. S.S. Vanderbilt departed from New York for Havre via Southampton.

September 7. Vanderbilt arrived at Havre, having touched at Southampton earlier in the day.



Sept. 7-9. A series of backstamps trace this letter's route from Le Havre to Cognac. The rate of 8 decimes, equivalent to 15¢ U.S. was due.

Sept. 9. Cognac arrival backstamp.





1857

W.A. FRITZE & COMPANY

S. S. Hansa

Bremen Packet

Last Voyage of the Line





1857

W.A. FRITZE & COMPANY

S.S. Hansa

Last Voyage of the Line

This Bremen line was formed in 1853 with two wooden paddle steamers, the Hansa (formerly the United States) and the Germania (formerly the Cunard steamer Acadia). A contract was signed with the U.S. to carry mails between New York and Bremen on these vessels (Bremen Packets) in conjunction with the Ocean Line steamers to achieve fortnightly voyages. The sailings, however, were not held to a fixed schedule and only eight round voyages were made by Fritze between April 2, 1853, and Hansa's arrival at Bremerhaven November 3, 1854.

The two steamers were chartered by the British Government in 1855, as troop transports during the Crimean War. On April 9, 1857, Hansa made the last voyage of the line, Bremerhaven to New York. This letter was carried on her return voyage.

May 2, 1857. An unpaid letter posted at Burlington, Iowa to Wiesbaden, Germany. It was marked "30" (4due) as the Iowan postal clerk figured the letter would be going by Prussian Closed Mail where the rate was indeed 30¢.



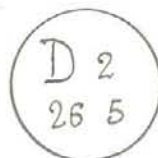
May 7. Transit at New York. Rather than using PCM, the New York Exchange Office used the more expeditious routing via the W.A. Fritze & Co.'s Bremen Packet.

Bremen was debited for 5¢ U.S. Inland. S.S. Hansa departed from New York on this date for Bremen on the last (and only 1857) voyage of the Fritze Line.



N.B.: Winter & Hubbard record this mark (W. 53) with known dates of Sept. 19, 1853, to October 17, 1854, exactly spanning the 1853-54 sailing dates of Fritze & Co.'s steamers from N.Y. This cover exhibits the only known strike from the Hansa's 1857 sailing. It is obvious that no examples of this postmark can be found between October 17, and 54, and May 7, 1857, as the Bremen Packets were not in service to New York during that period.

24  
9 KrR AMERICA  
UBER  
BRE MEN



May 24. Hansa arrived at Bremen. The Hannover post office in Bremen applied the charge mark seen faintly in red on the letter face. The "24" represents the amount of foreign fees (postage to Bremen) in kreuzer and the "9" represents the internal transit fee due to the Thurn & Taxis Post. These fees were collected at Wiesbaden.

May 25. Frankfurt transit backstamp.

May 26. D2 distribution backstamp at Wiesbaden.





May 2. 1857. Letter posted at Burlington, Iowa.

This cover bears a new date for your W. 53; you list last known date as 17 OCT. 1854. The 2½ year hiatus between your last known date and this cover was no doubt due to the Hansa not sailing transatlantic until her last homeward voyage from New York on 7 May 1857' having been otherwise occupied in the interim. Quite apparently there will be no examples of W.53 found between 17 OCT. 1854 and 7 MAY 1857.

I make sailing dates of W. A. Fritze & Co.'s S.S. Hansa as:

N.Y.	7 May 1857
Bremen	24 May.

These dates agree with cover postmarks.

It appears obvious that this cover was rated at Burlington, Iowa to go via PCM at the 30¢ rate. When the cover got to New York they used the more expeditious routing via Fritze's Bremen Packet.

I make the faint red mark on the face from Chronicle 129, pg. 67, Fig. F as:

$\frac{24}{9}$	KrR	AMERICA
		UBER
		BREMEN.

U.S. debited Bremen for 5¢ U.S. Inland and Bremen marked letter for 33 (24+9) kreuzer due. By using Starnes' equivalency table, the 33kr. = 22¢, the U.S. rate to Wiesbaden of 8/53. Reading over Van de Linden's article I am not sure how the 22¢ was allocated and also the 24/9, presumably the 9 kr. being the German State's share and the 24 kr. being Bremen's share for Sea, credit to U.S. and Bremen transit.

I would imagine these Fritze covers are scarce, particularly one originating in Iowa.



1860

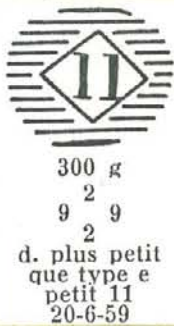
TRANSATLANTIC MAIL



NORTH ATLANTIC STEAMSHIP COMPANY

S.S. Atlantic

When the mail contract between N.Y. and San Francisco came up for renewal in 1859, the U.S. Mail Steamship Co., previously responsible for the section N.Y. to Aspinwall, retired and two new companies were formed to take this over. One of these was the North Atlantic Steamship Company, of which the principal sponsors were the Panama Railroad and the Pacific Mail Steamship Company. This company bought the ex-Collins liners Atlantic, Baltic and Adriatic and readied them for the New York - Aspinwall service. The contract was instead awarded to a Cornelius Vanderbilt line and the Adriatic was put into the transatlantic run N.Y.-Southampton-Havre, completing 5 round voyages. Atlantic made the last voyage on Nov. 17, 1860, from New York. This letter was carried on the return trip. Upon her return she was laid up until April 1861 when she was taken up as a Civil War transport.



*per "Atlantic"  
via Southampton  
Dec 5*



*Wm E. S. Whelan & Co  
Philadelphia U.S.*



December 4, 1860. Letter posted paid 1 sh. (24¢) by a 1/- Issue of 1856 adhesive cancelled by the London Inland Office "11" type (Dubus 300g.). Backstamp at London. Endorsed: per "Atlantic"/via Southampton/Dec. 5, which was the British port of call on the Atlantic's return from Havre.

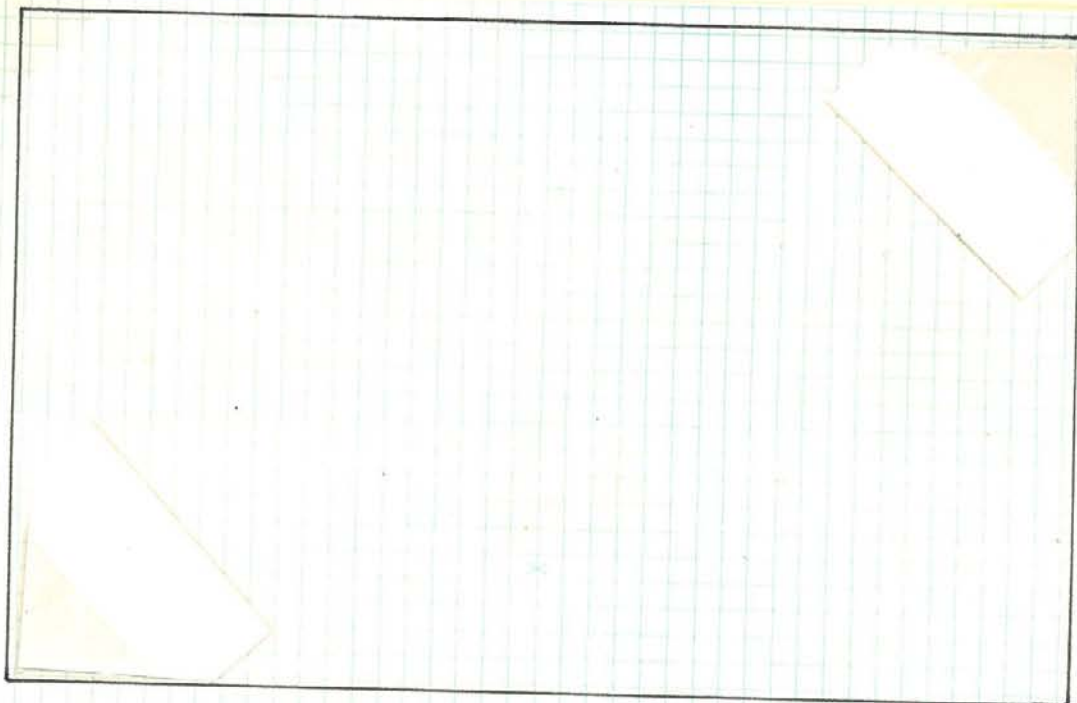
N.Y. Times Dec. 20. The United States Mail steamship Atlantic, Alfred S. Gray, Commander, from Havre and Southampton on the evening of Dec. 5, arrived at this port yesterday morning (Dec. 19). She experienced strong westerly gales with heavy sea during the whole voyage. She brings 63 passengers and \$850,000 in specie to North Atlantic Steamship Company.

Arrival mark at the Philadelphia Exchange Office Dec. 19. 21¢ credit to U.S. for 5¢ U.S. Inland + 16¢ Sea. A rare cover, only 1 voyage by the Atlantic for North Atlantic SS Co. out of 6 total by the company.

21 CENTS







*Only voyage for North Atlantic S.S. Co., then a  
Civil War transport.*

125-

Letter from Foster & Brathwaite, London dated 4 December 1860, enclosing a duplicate of a letter dated 1 December. This letter is related to an order for the purchase of Pennsylvania Central shares, for which gold was being shipped on the Cunard freight steamer Etna from Liverpool on the next day.

Postage prepaid at London with 1/- adhesive stamp (see 72).

Backstamped at London on 4 December in black and struck with "21 cents" in red to show the amount of the postage paid which had been credited to the USPO.

Carried from Southampton on 5 December in the Philadelphia bag by the Atlantic, a former Collins steamer, on the only voyage she made for the North Atlantic Steamship Company and arrived at New York on 19 December.

Date stamped at Philadelphia with "PHILA. AM. PKT. PAID-24" handstamp in red on 19 December.

cf.: Hubbard &  
Winter, Pg 279  
This cover  
illustrated



1860

NORTH ATLANTIC STEAMSHIP COMPANY

S.S. Atlantic

Last Voyage of the Company



12



December 3, 1860. Letter posted in Paris at the 80 centimes per 7½ grams rate of April 1, 1857. This was equivalent to 15¢ U.S. This "direct" rate of 15¢ was divided : 3¢ French Inland, 9¢ Sea and 3¢ U.S. Inland. U.S. was credited with 9¢ Sea and 3¢ U.S. Inland = 12¢. Letter is endorsed: per "Atlantic" viâ Havre. Atlantic was an American Packet, hence 9¢ credit to U.S.

Adhesive stamp, Issue of 1860, is cancelled by the Bureau de Quartier "N" at Paris, where the incorrectly dated date stamp ("3 SEPT.") was struck.

December 5. Transit backstamp at Havre. The S.S. Atlantic made her first (and last) return voyage for the North Atlantic Steamship Co. which ceased operations with this voyage. The Atlantic was one of three ex-Collins Line steamships purchased to form this short-lived line (1859-60.)

December 19. Atlantic arrived at New York, Alfred S. Gray, commander from Havre via Southampton December 5. The New York Exchange Office showed the letter as paid at 15¢.





1872-73

BALTIC LLOYD LINE

S.S. Thorwaldsen

The Baltic Lloyd Line was a German-owned steamship company founded in early 1870 in Stettin, Prussia. The line commenced operations in June 1871 from Stettin, calling at Copenhagen and Christiansand (Oslo), Norway en route to New York. In July 1872, the Baltic Lloyd steamers began proceeding via the English Channel with port calls at Havre or London. Only those voyages after July 1872 are considered mail sailings. The Blatic Lloyd terminated operations in August 1874 and went into liquidation in April 1876. Covers from this line are seldom seen.



Dec. 24, 1872. A consignee's letter originally directed to the S.S. Denmark, a non-contract steamer of the National Line. Cargo was shifted to the S.S. Thorwaldsen of the Baltic Lloyd, note 2 dates of F. Isabelle & Munster, shipping and forwarding agents at Le Havre. Rate of 50 centimes paid by 2 copies of the Issue of 1871 cancelled by the gross chiffres "1769" of Havre. Face and back-stamps at central Havre office and port office. Marked Port Payee (P.P.) in red, i.e., paid only to the port of embarkation.

The Thorwaldsen departed from Stettin Dec. 17, Copenhagen 19th and Havre the 24th.

N.Y. Times. Arrived Sun., Jan. 12, 1873. Steam-ship Thorwaldsen (Ger.,) Liskow, Stettin Dec. 17, Copenhagen 19th, and Havre 24th, 7 cabin and 89 steerage passengers to Chas. Rammeisberg & Co.

Jan. 13. 10¢ direct steamship letter rate due for a letter incoming, no treaty. Thorwaldsen made only 3 round voyages.





1873

BALTIC LLOYD LINE

S.S. Humboldt



June 24, 1873. A consignee's letter posted at Le Havre, le Port and paid at the 50 centimes rate by a pair of the 5 centimes, Issue of 1872 and a single 40 centimes, Issue of 1870. This rate paid only to the port of debarkation, P.P. = Port Payee. The adhesives are cancelled by the gros chiffres "6311" of le Port at Havre.

The S.S. Humboldt of the Baltic Lloyd Line departed from Stettin on June 19 and picked up mails and cargo at Havre on June 24.



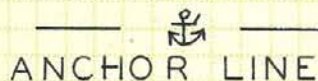
July 12. Humboldt arrived at New York. Letter subject to the 10¢ direct steamship letter rate, no treaty.

S.S. Humboldt was the first steamer of the Baltischer Lloyd (Baltic Lloyd.) Of 1801 tons, she was 282' long, 36' wide, launched April 1871 at T.R. Oswald & Co., Sunderland. Maiden voyage June 27, 1871, Stettin-Copenhagen-Christiansand-New York. She also made the last voyage of this short-lived line, returning August 13, 1874, New York to Stettin.



1876

TRANSATLANTIC MAIL



New York - Menville - Glasgow

S.S. Bolivia

Henderson Brothers



August 26, 1876. G.P.U. rate of 5¢ paid by Issue of 1875, cancelled by New York geometric, letter endorsed: pr "Str Bolivia". The New York mark with two Maltese crosses is unusual.

N.Y. Times, August 25. Cleared at N.Y. steam-ship Bolivia (Br), Small, Glasgow via Menville, Henderson Bros. She sailed August 26.

BY CABLE: Menville, Sept. 5. The Anchor Line steam-ship Bolivia, Capt. Small, from New York Aug. 26 for Glasgow, arrived here today.

Sept. 5. The British mails went ashore at Menville and were transshipped to Liverpool where this letter received the U.S. PACKET postmark.

Letter went on for same day delivery at Glasgow (3E backstamp). William Little had relocated to London, so the Glasgow address was deleted and "Langhorn Hotel, London" added. U.P.U. rules allowed forwarding at no extra rate. Receiving mark back into the mails (9H cds on face.)

Sept. 6. Receiving backstamp at London, West.

Endorsed covers by Anchor Line steamers are extremely uncommon.





1878

VALENCIA, SPAIN TO U.S.

ANCHOR LINE

S.S. Castalia

Henderson Brothers

The Anchor Line was formed as a sailing firm in 1852 by two brothers Nicol and Robery Handyside, and took into partnership Robert Henderson, the eldest of four brothers. They operated out of Glasgow, and on May 1, 1856, advertised the sending of the S.S. Tempest, Glasgow to New York. She finally steamed out of Glasgow on October 8, 1856. Their steamers made numerous voyages to Quebec, Portland and New York. In 1869 onwards more and more sailings were extended from Gibraltar to Italian ports. It was said the service from Italian ports to New York was to cater to the numerous Italian emigrants to the United States.



April 14, 1878. Letter datelined at Valencia, Spain as a consignee's letter.

May 1. S.S. Castalia of the Anchor Line touched at Valencia en route from Genoa, Italy to New York.

New York Times. May 26. Arrived N.Y. Saturday, May 25. Steam-ship Castalia, (Br.,) Cringle, Genoa April 14, Leghorn 16, Naples 17, Messina 23, Palermo 28, Valencia, May 1, Malaga 4, and Gibraltar 6, with mdse. and 43 passengers to Henderson Bros.

May 27. New York Foreign Department receiving stamp. Letter rated at the U.S. Internal rate of 3¢ for a ½-oz. letter any distance within the U.S.

N.Y. Times. Cleared May 31. Steam-ship Castalia, (Br.,) Cringle, Glasgow, Henderson Bros.



U.S. CHARGE TO COLLECT

3 Cents



1887

TRANSATLANTIC MAIL

ANCHOR LINE

Henderson Brothers

S.S. City of Rome

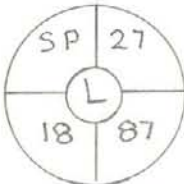
8415 ton, 560' x 52', iron screw steamer. Barrow Shipbuilding Co., Barrow. Launched June 14, 1881 for Inman Line. First voyage for Anchor Line Aug. 25, 1882, Liverpool-Queenstown-New York.



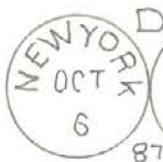
Sept. 27, 1887. Large ring London type of cancel appeared in the 1880's. Seldom seen. Here it cancels the 2½d. U.P.U. rate paid by the Issue of 1884. Letter directed: Per "City of Rome". London directional backstamp directs letter to Liverpool.



Sept. 28. Liverpool Packet Letter Office transit backstamp. S.S. City of Rome departed from Liverpool for New York on this date,



N.Y. Times, arrived New York Oct. 6, 1887, Steamship City of Rome (Br.,) Young, Liverpool and Queenstown 8 days to Henderson Bros. (Anchor Line.)



Oct. 7. Arrival backstamp at Holyoke, Mass.



1906

GLASGOW TO NEW YORK

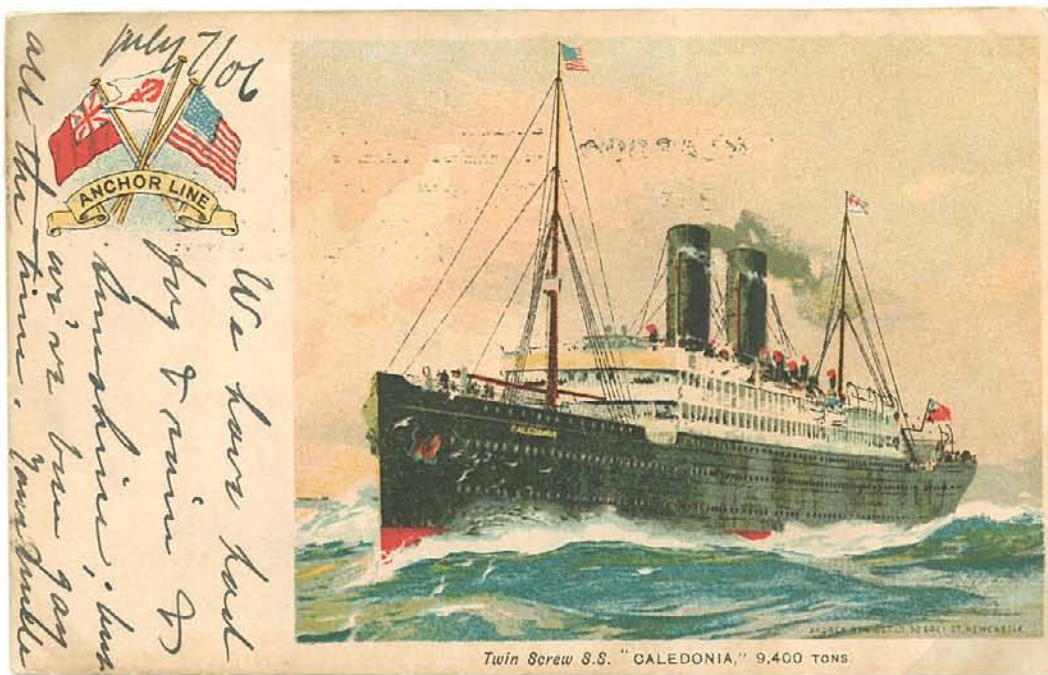
ANCHOR LINE

New York - Moville - Glasgow

S.S. Caledonia

Henderson Brothers

9233 tons, 500' x 58', twin screw, 6 cylinder triple expansion engines, 14 knots. Built by D. & W. Henderson, Ltd., Glasgow. Launched October 22, 1904, maiden voyage March 25, 1905, Glasgow-Moville-New York. Last voyage ditto July 11, 1914. August 1914 troopship. Torpedoed and sunk by enemy submarine 125 miles E by S of Malta December 4, 1916.



GLASGOW

9:15 AM

JUL 10 '06

July 10, 1906. Picture post card posted at Glasgow to New York. It was paid at the 1d. (2¢) international postal card rate.

New York Times, Saturday, July 21, 1906. Steamships due: Sunday, July 22, Caledonia from Glasgow, July 14.



1878

LEYLAND LINE

Frederick Leyland & Company

Boston to Liverpool

S.S. Bulgarian

3112 tons, 400' x 37', screw iron steamer. Launched 1870 at Harland & Wolff for Bibby. 1873 became Leyland, 1877 new compound engines by J. Jack & Co., Liverpool. Aug. 25, 1877, first voyage Liverpool-Boston. 1892 acquired by J. Glynn & Son., Liverpool, 1894 ditto to Furness Withy. 1896 scrapped at New Ferry, River Mersey.



November 22, 1878. Letter paid at the 5c U.P.U. rate to member countries by a copy of the Zachary Taylor Issue of 1875. Marked at Boston with the PAID ALL DIRECT handstamp.

November 26. S.S. Bulgarian, Capt. Trent, departed from Boston for Liverpool, direct.

N.Y. Times. LIVERPOOL, Dec. 6. The steam-ship Bulgarian (Br.,) Capt. Trent, from Boston Nov. 26 has arrived here.

December 6. German arrival backstamp.





1879

LEYLAND LINE

Frederick Leyland & Company

Liverpool to Boston

S.S. Illyrian

2,890 tons, 390' x 37', iron screw steamer, 10 knots, launched March 10, 1867 by Harland & Wolff, Belfast for the Bibby Line. Became part of the Leyland Line fleet when Frederick Leyland took it over Jan. 1, 1873. April 4, 1876, first voyage Liverpool to Boston. May 15, 1884, wrecked at Cape Clear, Ireland, no lives lost.

Marshall P. Welder

J. W. Dear Esq.  
New England Historical and  
Genealogical Society.

18 Somerset Street

(note, 1 penny extra)

Boston  
United States Mass.



June 17, 1879. Cover paid at the U.P.U. rate of 2½d. Issue of 1876, plate 15. It was posted at the London West Central Charing Cross post office, but after the mails for Liverpool had been made up, noted TOO LATE. The sender paid an extra Late Fee of one penny for special handling for a late mail make-up. Backstamp "L" shows routing via L'pool.

N.Y. Times, BY CABLE: Liverpool, June 18. The steam-ship Illyrian Br., Capt. Armstrong, sailed today for Boston.

Boston Evening Transcript - Marine Journal.  
PORT OF BOSTON, Monday June 30, 1879. Arr. Sunday, Br. steamer Illyrian, Armstrong, Liverpool June 18 with mdse to Thayer & Lincoln.

June 30, 8 A.M. Carrier backstamp at Boston.



R2253



1883

LEYLAND LINE

Frederick Leyland & Company

Liverpool to Boston

S.S. Virginian

4081 tons, 422' x 41', iron screw steamer launched Oct. 8, 1881 at Palmers Co. Ltd., Jarrow-on Tyne. Jan. 27, 1882, maiden voyage, Liverpool to Boston. Jan. 23, 1897, first voyage for Wilson's & Furness-Leyland (chartered), London-Boston. 1910 scrapped in Italy.



May 19, 1883. A letter posted at Paris at the 25 centimes U.P.U. rate per 15 grams, paid by the French Sage Issue of 1879, yellow on straw. Although endorsed "via Queenstown", the letter was bagged for the more direct Leyland Line, Liverpool to Boston.

May 23. S.S. Virginian of the Leyland Line departed from Liverpool.



Boston Daily Evening Traveller. Monday June 4, 1883. Arrived Boston this day. Br. steamer Virginian, Fitt, Liverpool 23d. ult., with mdse to Thayer & Lincoln.



1883

LEYLAND LINE

Frederick Leyland & Company

Liverpool to Boston

S.S. Istrian

The Leyland Line was formed in 1873 when Frederick Richard Leyland took over the Bibby Line, changing its name to Frederick Leyland & Co. He continued in the Liverpool-Medeterranean trade, but as the Cunard service to Boston had been running in a rather half-hearted way, it was in this trans-Atlantic direction that Leyland saw his chance. He started this run with some of the largest of the ex-Bibby fleet, the 2890 ton cargo steamers Iberian, Istrian, and Illyrian, straight-stemmed, four masted, built by Harland and Wolff of Belfast in 1867, starting the Boston run in 1876.



Sept. 28, 1883. Mourning cover posted at Rotterdam, paid at the 12½ centimes U.P.U. rate to member countries. Although endorsed "via Queenstown", the letter was sent via Liverpool as the most direct route to Boston.

Sept. 29. S.S. Istrian of the Leyland Line departed from Liverpool.



October 10. Transit backstamp at Boston. Istrian had arrived "below" at 8:30 p.m. on Oct. 10, her mails went by tug to be processed at Boston.

Boston Daily Evening Traveller. Arrived Oct. 11, Br. steamer Istrian, Leask, Liverpool 29th ult. with mdse to Thayer & Lincoln.

Had strong westerly winds with rain, up to the Banks, thence to port moderate weather, with fog. Anchored below last evening at 8:30.



1889

LEYLAND LINE

Frederick Leyland & Company

Liverpool to Boston

S.S. Venetian

4136 tons, 423"-6" x 41', iron screw steamer, launched May 6, 1882 at Palmer's Co. Ltd., Jarrow-on-Tyne. Sept. 8, 1882, stranded soon after leaving Boston, broke in two, no lives lost.



May 7, 1889. A double weight letter at 25 centimes per 15 grams or fraction thereof, posted at Paris and paid by a pair of the Sage Issue of 1886, black on pale rose.

May 8. The closed mail bags from Paris for Massachusetts destinations went aboard the Leyland Line's S.S. Venetian, which departed from Liverpool this date.



Boston Daily Evening Traveller, June 19. Arrived this day, Br. steamer Venetian, Parry, Liverpool 8th inst., with merchandise to Thayer & Lincoln.

June 20. Letter in transit at the Boston Foreign Department.



1872

TRANSATLANTIC SHIPPING LINES  
NATIONAL LINE

S.S. Canada

Originally 2872 tons, 325' x 41', iron screw steamer. Launched Oct. 27, 1863, as Carolina (Fernie Bros.) at Palmer Bros. & Co., Jarrow-on-Tyne. 1863 as Pennsylvania (National Line). Feb. 16, 1864, maiden voyage Liverpool-Queenstown-New York. 1866 trooping voyage, Liverpool-Malta-Quebec-Liverpool.



1872 lengthened to 391'-7", 4276 tons (as per illustration above); compound engines by Caird Bros., Birkenhead; renamed Canada. April 24, 1872, first voyage Liverpool-Queenstown-New York. Sept. 15, 1874, last voyage ditto. Nov. 8, 1874, first voyage London-New York, Dec. 17, 1893, last voyage ditto. 1894 scrapped.



1871

TRANSATLANTIC SHIPPING LINES  
NATIONAL LINE

S.S. Egypt

4650 tons, 443' x 44', straight stem, iron screw steamer. Liverpool Shipbuilding Co., Liverpool (engines J. Jack, Rollo & Co., Liverpool.) Launched Feb. 9, 1871. Maiden voyage Nov. 10, 1871, Liverpool-Queenstown-New York. Jan. 18, 1883, first voyage for Inman ditto (1 R.V.). Nov. 8, 1889, last voyage Liverpool-New York. July 19, 1890, destroyed by fire at sea.



S.S. EGYPT, 5089 TONS

*Fred. Jenkins & Co. N.Y.*



1871 EGYPT 4,670 tons  
For a time the largest ship in the world apart from  
the GREAT EASTERN.



1866

TRANSATLANTIC SHIPPING LINES  
NATIONAL LINE

S.S. England

3308 tons, 357'-6" x 42'-6", clipper bow, iron screw steamer, 10 knots. Launched June 24, 1865, by Palmer Bros. & Co., Jarrow-on-Tyne. Maiden voyage Feb. 7, 1866, Liverpool-Queenstown-New York. 1867 served as Abyssinian campaign transport. 1873-74 lengthened to 437'-10", 4898 tons; compound engines by G. Forrester & Co., Liverpool. Aug. 26, 1874, resumed Liverpool-Queenstown-New York.



Jan. 2, 1891. Last voyage Liverpool-New York. Mar. 1, 1891, first voyage London-New York. Jan. 10, 1896, last voyage ditto. 1896 sold; scrapped in Italy.



1874

THE AMERICAN LINE

Philadelphia to Liverpool

S.S. Pennsylvania

The American Line was established in 1873 with the Pennsylvania as its first steamer. It lasted until 1897. During the 1880's it was associated with the Red Star Line, the Inman and the International Line.

Pennsylvania was of 3166 gross tonnage, 2497 net tonnage, 343 x 43" and 24.9' depth, and was of iron construction. She was built in 1873 at Philadelphia and was in the Line until 1892.



October 14, 1874. An account of charges for goods shipped aboard the S.S. Pennsylvania from Liverpool to Philadelphia aboard the ship. Agents were Baring Brothers & Co. Letter is endorsed: p"Pennsylvania".

N.Y. Times. NEW-CASTLE, Del. October 27. Noon - Passed up steamer Pennsylvania from Liverpool.

October 27. Receiving handstamp at Philadelphia at 2 P.M., 2 hours after passing New Castle.



Letter rated at the Act of July 1, 1863, for local delivery at 4¢ per ½-oz. Letters beyond local were rated at double the domestic rate.

27mm. circle, sans serif letters. SHIP DUE/ 4 in 21.5mm. circle.

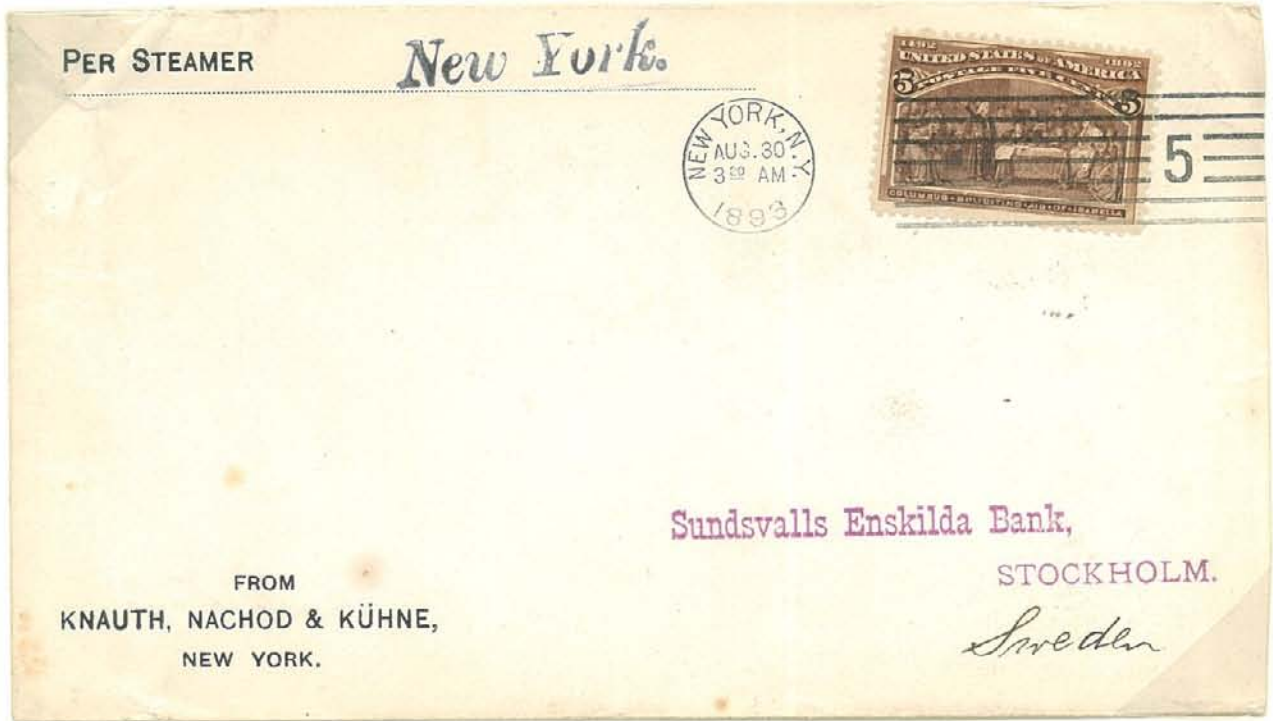


1893

INTERNATIONAL NAVIGATION CO. (New Jersey)  
AMERICAN LINE

S.S. New York

This cover was carried on an early voyage of the International Navigation Co. of New Jersey. The company was reconstructed from the International Navigation Co. of Philadelphia in Feb. 1893, to handle a U.S. Mail contract. This letter was carried eastbound in August 1893.



August 30, 1893. Letter paid at the 5¢ U.P.U. rate with 5¢ Columbian Issue. Endorsed to the steamer New York.

N.Y. <u>Times</u> : OUTGOING STEAMERS	Mails Close	Ship Sails
WED. AUG. 30, New York for Southampton:	3:30 AM	7:00 AM

Note time on New York cancellation is 3:30 AM, the posted time for the mail closing.

BY CABLE. London, Sept. 5. American Line S.S. New York, Capt. Jameison, from New-York Aug. 30 for Southampton, passed the Lizard at 10 P.M. yesterday.

London, Sept. 6. American Line S.S. New-York arrived at Southampton to-day.

Sept. 9. Stockholm arrival backstamp.





1894

INTERNATIONAL NAVIGATION COMPANY  
American Line

S.S. Chester

4,791 tons, 445' x 44', iron screw steamer, 14 knots. Built by Caird & Co., Greenock, Scotland. March 29, 1893, launched as City of Chester (Inman). 1893 Chester (American Line; British flag.) March 4, 1893, first voyage New York-Southampton; November 4, 1894, first voyage, Southampton-N.Y.\*.



June 3, 1894. A letter to the U.S. posted at Vienna. The backflap shows a view of the Hotel Metropole with a paddle steamer in the foreground. A nice 4 color franking with Austrian Issue of 1890, totalling 20 kroner.

June 8. S.S. Chester of the American Line departed from Southampton.

N.Y. Times. Arrived at New York June 13, SS Chester, (Br.,) Watkins, Southampton June 8 to International Navigation Company. Arrived at the Bar at 2:15 A.M.



June 14. Boston arrival backstamp.

\*Above chronology is from Bonsor. He is evidently in error. Here we have a cover carried Southampton to N.Y. on June 8, 1894.



1896

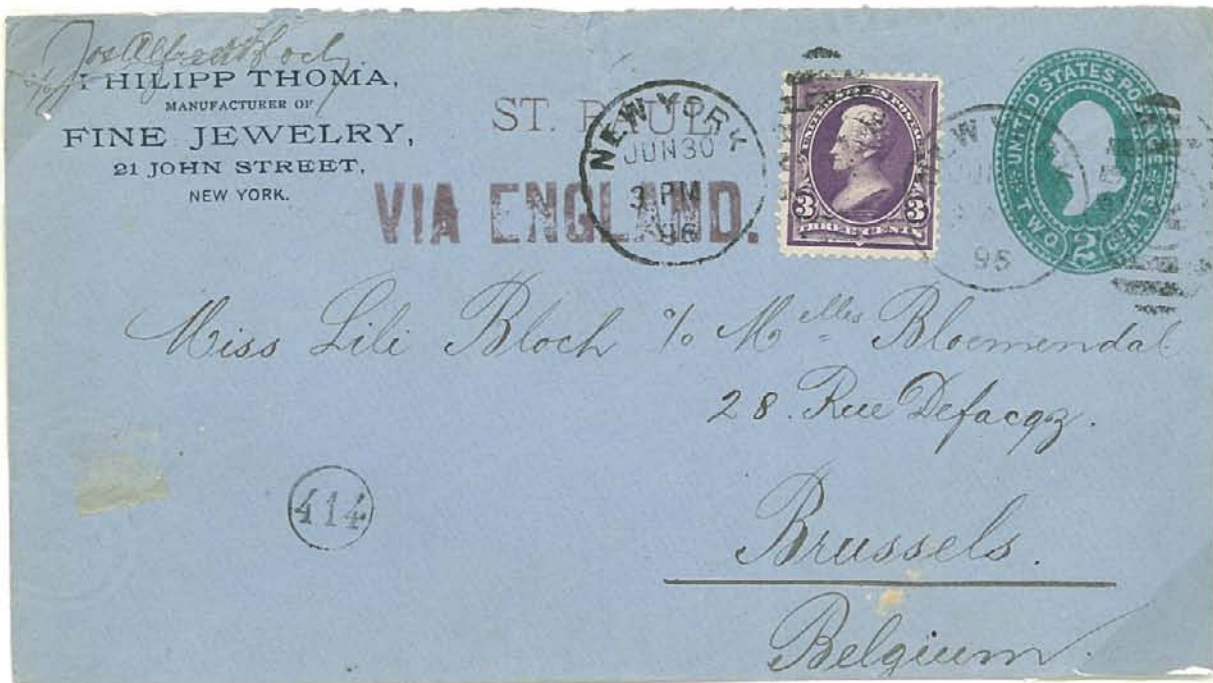
INTERNATIONAL NAVIGATION CO. (New Jersey)  
AMERICAN LINE

S. S. St. Paul

ST. PAUL  
VIA ENGLAND.



June 30, 1896. A letter to Brussels, paid at the 5¢ U.P.U. rate by the 2¢ stamped envelope, Issue of 1887, and a 3¢ Issue of 1894, type I. Letter from a jeweler in New York was directionally endorsed by the handstamp ST. PAUL/ VIA ENGLAND.



N.Y. Times. N.Y. departure: July 1, 1896. SS St. Paul for Southampton.

N.Y. Times. BY CABLE. London, July 8. SS St. Paul, Capt. Jamison, from New-York for Southampton, passed Hurst Castle at 11:35 A.M. to-day.

July 9. Brussels arrival backstamp.





1897

TRANSATLANTIC MAIL



INTERNATIONAL NAVIGATION CO. (New Jersey)

S.S. New York

10,499 tons, 527' x 63', clipper bow, 3 masts, 3 funnels, steel, 20 knots, twin screw, triple expansion engines, 6 cylinders. J. & G. Thompson, Glasgow, launched Mar. 15, 1888 as City of New York for Inman. Feb. 22, 1893, New York (American Line - U.S. Flag). Feb. 25, first voyage N.Y. - Southampton. Was U.S. Armed Cruiser Harvard (Spanish-American War charter) 1899, resumed N.Y.-Southampton June 11, 1899, as New York. Various sailing until out of service in 1920.

In the autumn of 1884 the American Line was bought by the International Navigation Co. of Philadelphia which controlled the Red Star Line. This company was reconstructed in Feb. 1893, as International Navigation Co. of New Jersey to handle a U.S. Mail contract using the two steamers New York and Paris as a basis.

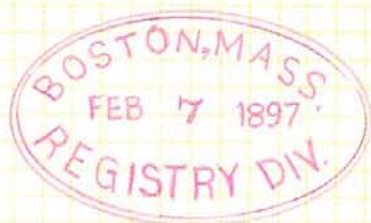


Jan. 28, 1897. Registered letter paid at Furth, Bavaria by three copies (one single, one paid) of the 20 pfennig, Issue of 1888. Letter directionally endorsed "via England".

Jan. 30. S.S. New York sailed from Southampton.

Feb. 7. Backstamps. N.Y. Times: Arrived at New York Feb. 6, 1897, SS New York, Passow, Southampton Jan. 30, to International Navigation Company. Arrived at the Bar 3:53 PM. Mail processed the next day.

Arrived at Boston, Registry Division evening of the same day.





1897

INTERNATIONAL NAVIGATION CO. (New Jersey)  
"The American Line"

S. S. Paris

10,499 tons, 527' x 63'. J. & G. Thompson, Glasgow, launched Oct. 23, 1888 as City of Paris for the Inman Line, (British registry). Acquired in 1883 by the International Navigation Co. (of Philadelphia) as part of the "American Line" which was part of the Inman Line. In 1893 Paris (City of -- dropped) became an American flag ship with the change of ports from Liverpool to Southampton, now under the International Navigation Co. (of New Jersey) trading as The American Line.



March 13, 1897. Letter posted at Detroit and paid 5¢ U.P.U. rate to member countries by the 1¢ stamped Columbian tercentenary envelope plus a pair of the 2¢ Bureau Issue of 1895, Type III.

NEW YORK  
MAR 14 12- PM '97

March 14. Transit backstamp at New York, time dated 12 PM. No steamers sailed for Europe on March 14, 15 or 16.

March 17. S.S. Paris for Southampton, mails close 7 AM, steamer sails 10 AM.

By Cable: London, March 24. SS Paris, Capt. Watkins, New York for Southampton, passed Scilly at 2:05 P.M. to-day.

March 25. Arrival backstamp at Carlisle.





1905

INTERNATIONAL NAVIGATION COMPANY LTD (British)  
THE AMERICAN LINE

S.S. New York

The first all-American Transatlantic Sea Post service, under Government Mail Contract to the American S.S. Co. on the New York to Europe route, commenced on February 25, 1893, with the sailing of the S.S. New York for Southampton and LeHavre, almost two years after the introduction of the U.S.-German service.

**HOLLAND-AMERICAN COTTON OIL COMPANY,  
ROTTERDAM.**

via QUEENSTOWN

REGISTERED.



Mr. Edward S. Stebbins,

614 Masonic Temple,

MINNEAPOLIS.



U. S. A.

Minnesota.

Oct 20-1905

25439

60112  
10003



October 20, 1905. A registered letter posted at Rotterdam, Netherlands, paid U.P.U. postage and registry fees by 10c. gray lilac and 12½c. blue, Issue of 1898. Although stamped "VIA QUEENSTOWN", this letter was actually routed via Southampton and the American Line.

October 21. Backstamped with Type A3a of the U.S. Sea Post Series postmark, 25mm. diameter. small stamp, complete year date. This No. 1 is found on the S.S. New York 1893 to 1898, 1903 to 1916/17, also S.S. St. Paul November 3, 1906. New York departed from Southampton October 21.

N.Y. Times. Arrived N.Y. October 29, S.S. New York. Oct. 30. Minneapolis backstamps.

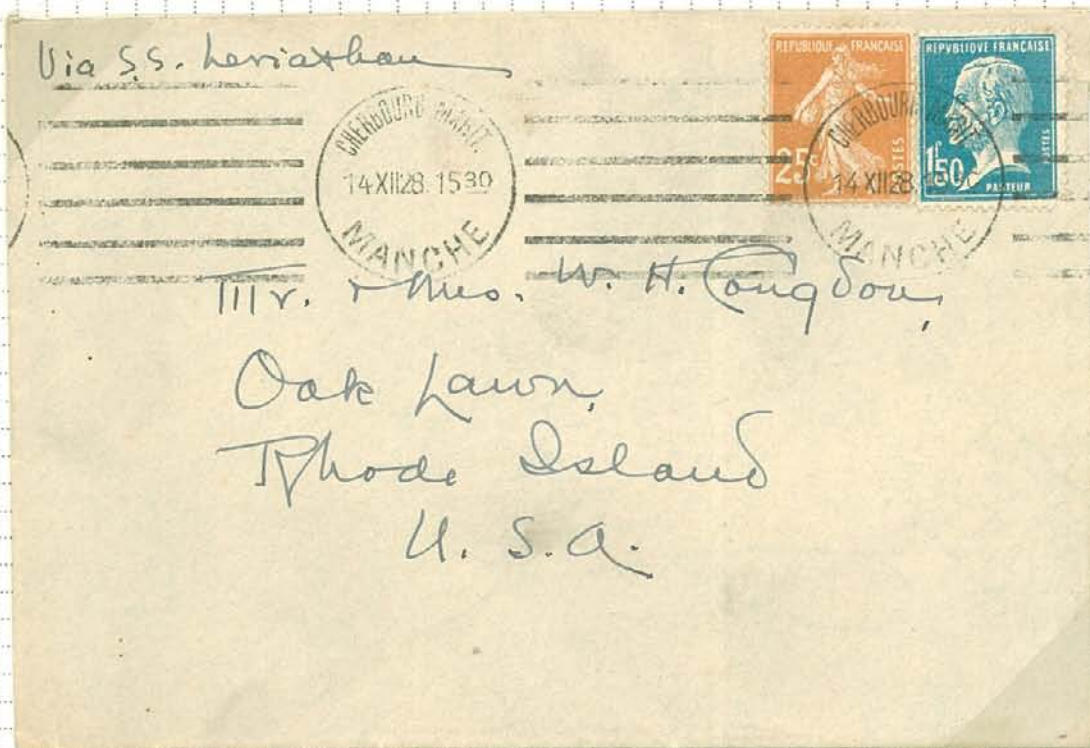


1928

UNITED STATES SHIPPING BOARD  
(United States Lines)

S.S. Leviathan

59,956 tons, 907' x 100'. Built by Blohm & Voss, Hamburg, launched 1913 as Vaterland. 1917 re-named Leviathan by U.S. Government, re-built 1920-23. She ran New York-Cherbourg-New York, first voyage July 4, 1923. At the time the world's largest ship, and could carry 970 first, 542 second and 1879 third class passengers. In February 1925 she left New York with some of her second class cabins and the best of her third set aside for a new class known as tourist third cabin. This inaugurated a new tourist class.



December 14, 1928. Letter endorsed: via S.S. Leviathan, posted at the Cherbourg Maritime Post Office where the stamps were cancelled by the roller canceller, channel (manche) office.

December 14. S.S. Leviathan sailed from Southampton for New York via Cherbourg. This letter went aboard her on the afternoon of the 14th.

December 20. Leviathan arrived at New York.



1929

UNITED STATES LINES

S.S. President Roosevelt



GLEN E. SHEARS  
6512 KENWOOD AVE.  
CHICAGO, ILLINOIS



October 31, 1929. A letter prepared by a ship cover collector to obtain this U.S. GER. SEA POST cancellation. This duplex mark was used on eastbound voyages. On westbound passages an oval DEUTSCH-AMERIKANISCHE SEEPOST mark was used.

N.Y. Times. To sail Wednesday, November 6: President Roosevelt (United States Line) for Bremen.

The S.S. Roosevelt had arrived at New York November 2, from Bremen October 24. This cover could have been brought into New York on that passage.