

1862

THE INMAN LINE

S.S. City of New York (I)

The first City of New York was launched April 14, 1861, by Tod & McGregor, Glasgow, 2360 tons, 336' x 40', clipper bow, iron screw steamer, 12 knots. Maiden voyage Sept. 11, 1861, Liverpool-Queenstown-New York. Feb. 24, 1864, last voyage ditto. Mar. 29, 1864, wrecked on Daunt's Rock, Queenstown, no lives lost.

The City of New York (II) was built by Tod & McGregor in 1865, launched as Delaware, but acquired by Inman while fitting out and renamed City of New York.



August 27, 1862. Unpaid letter posted by forwarding agent George Peabody & Co., London, endorsed: p. St. "City of New York".

August 27. City of New York departed from Liverpool for N.Y. via Queenstown. Bagged London mails went aboard her at Queenstown August 28.

3 CENTS



Sept. 9. City of New York arrived at New York. The pre-sorted Boston mails went by rail to Boston where bulk was broken and letter received identity on Sept. 10. Exchange Office debited U.S. for 3¢ British Inland. 24¢ U.S.-British Treaty of 1848 rate due. U.S. retained 16¢ Sea (American Packet) + 5¢ U.S. Inland = 21¢.

1865

THE INMAN LINE

S.S. City of New York (II)

2642 tons, 321' x 39.6' beam, clipper bow, one funnel, 3 masts, iron screw steamer, 2 cylinder horizontal trunk engines. Tod & McGregor, Glasgow. Launched February 25, 1865 as Delaware (Richardson, Spence & Co., Liverpool). 1865 City of New York (Inman). Maiden voyage June 7, 1865, Liverpool-Queenstown-New York. 1871 lengthened to 375', 3523 tons. In 1876 she made first voyage for American Line under charter, then for other lines. In 1883 she became Norwegian for Allan Line. 1903 scrapped in Holland.

Said by many to be the most beautiful steamship ever built.



S.S. City of New York (II) leaving the Mersey c. 1865. This is her first configuration. After lengthening in 1871, she had two funnels.

Crossing her stern, also wearing the Inman house flag, the tender (Chartered from the Liverpool Steam Tug Co.) replies with a toot on her steam siren, as occupants waive a final farewell to their departing friends on the liner's afterdeck.

Oil on canvas, 19" x 34"  
Painting by Samuel Walters,  
unsigned.

A. White photo.

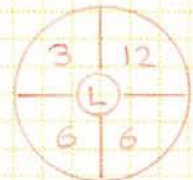


1866

THE INMAN LINE

S.S. City of New-York  
Depreciated Currency

Late Fee



Dec. 2, 1866. 1d. Late Fee paid by penny red, Issue of 1864, Plate 103, cancelled by duplex with "557", British Post Office number of Newmarket. Transatlantic portion of the voyage was unpaid.

Dec. 3. Backstamps at London. Directional mark at right gives routing "L" to Liverpool. Steamship City of New-York, Capt. Leitch, departed L'pool Dec. 5 via Queens-town the 6th.

3  
CENTS

Exchange Office mark, credit to England for 3¢ British Inland. U.S. retained 16¢ Sea (American Packet) + 5¢ U.S. Domestic = 21¢.



Dec. 21. City of New York arrived this date with 430 passengers to John G. Dale wharf. N.Y. Times notes: Has had strong westerly winds the entire passage. Letter struck with 24¢ due in hard money, U.S.-British Treaty rate, converted to 32¢ in depreciated paper currency (U.S. Notes).



1866

THE INMAN LINE

S. S. City of New York

2642 tons, 321 x 40', clipper bow, iron screw steamer, 12 knots. Tod & McGregor, Glasgow, launched Feb. 25, 1865 as Delaware for Richardson, Spence & Co., L'pool, became City of New York (II) in 1865 for Inman. June 7, 1865, maiden voyage, Liverpool-Queens-town-New York. Lengthened in 1871. Various charters and owners (Allan Line 1883) until scrapped 1903 in Holland.

Triple Rated Letter

Late Fee



PAID  
63

June 13, 1866. London, Foreign Branch backstamp, letter paid triple transatlantic rate or 1 shilling x 3 (equiv. to 72¢ U.S.) plus a 2d. Late Letter fee. Cancellation of stamps by London Inland office double stamp.

June 13. City of New York, Leutch, master, departed L'pool for N.Y. via Queenstown. She cleared latter port June 14 where this letter went a-board. Credit to U.S. stated in red crayon "63" as 16¢ Sea (Am. Packet) + 5¢ U.S. Inland = 21¢ x 3 = 63¢.

June 24. City of New York arrived at N.Y. with 691 passengers to John G. Dale.



1874

THE INMAN LINE

S.S. City of New York

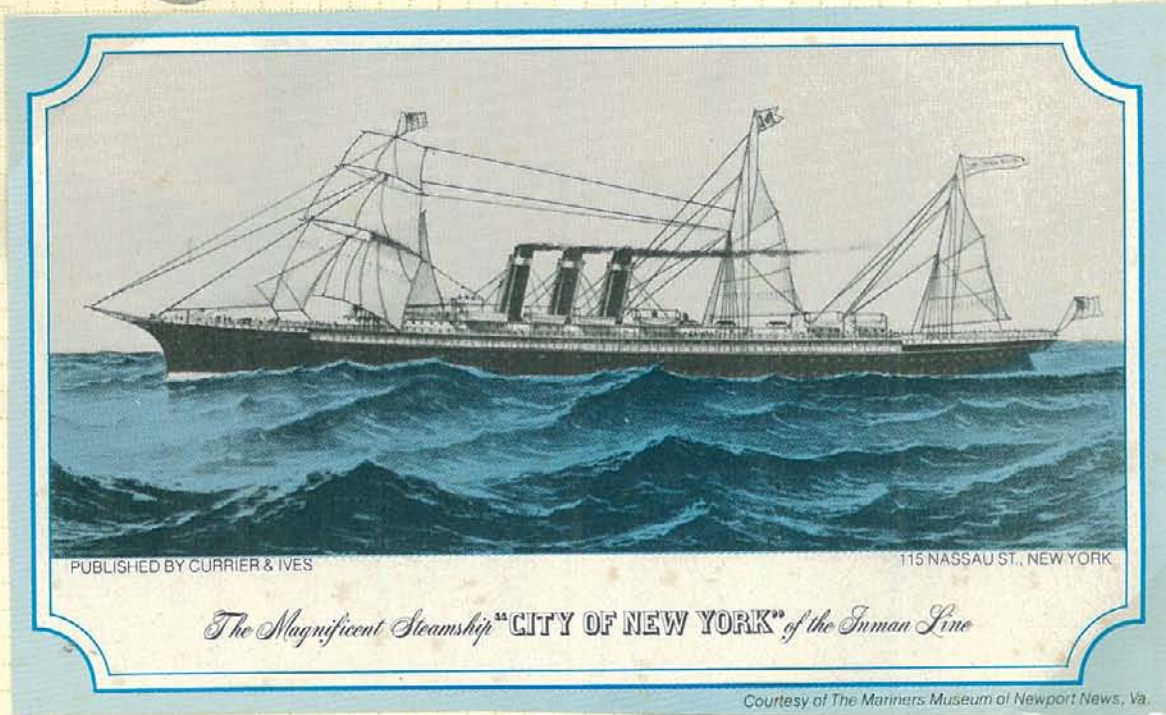
Double Rated Letter, rates effective 1 Jan. 1870

Late Fee

Jan. 22, 1874.  
Inland Branch,  
Dubus 74a can-  
cels double  
rate 3d./½-oz.  
x 2 = 6d, Issue  
of 1872-73, Plate  
12. The "M" in  
the code letter  
agrees with the  
listing for Jan  
22. Sender  
paid a 2d. late  
fee, Issue of  
1869, Plate 14  
to catch the  
City of New  
York, which  
left Liverpool  
Jan. 22, Queen-  
stown Jan. 23  
where this let-  
ter was put  
aboard.



February 4, 1874. Arrival of the S.S. City of New York, Capt. Lohead, at the Port of New York. Backstamp.



Courtesy of The Mariners Museum of Newport News, Va.

TAS 199.5



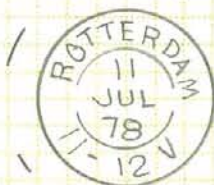
1878

TRANSATLANTIC MAIL



THE INMAN LINE

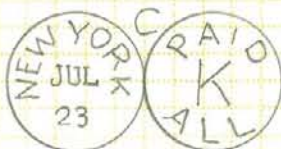
S.S. City of New York



July 11, 1878. Letter at Dutch U.P.U. rate of 12½ cent, paid to Bath, Maine. Stamp cancelled by P.O. lozenge of dots at Rotterdam. Note parts of frame of cancelling device showing as arcs about the cds.

July 12. Letter went by error to Bath, England. Identical receiving backstamp and outgoing stamp on face as post office at Bath forwarded letter onward.

July 13. S.S. City of New York, Capt. Land, departed from Liverpool July 13. This letter was made up in the London mails the evening of July 12 and forwarded with the Irish mails to Queenstown where the City of New York called on the 14th.



July 23, Thursday. City of New York arrived at New York this date to the wharf of John G. Dale.



1866

LIVERPOOL, NEW YORK & PHILADELPHIA STEAM SHIP CO.  
THE INMAN LINE

S. S. City of Paris

"Via Carlisle & Queenstown."



Sept. 19, 1866. Newcastle-on-Tyne duplex cancels the one shilling rate, Britain to U.S., paid by the Issue of 1865, Plate 4. Being from Newcastle, this is naturally a coal letter. It is directed "Via Carlisle" on the west coast of England. It was there directed via railroad to Queenstown. The Inman liner S.S. City of Paris, Capt. Kennedy, left Liverpool Sept. 19 for N.Y. via Queenstown, Ireland. The N.Y. Times records, "Had strong Westerly gales the entire passage. Oct. 1, 270 miles E. of Sandy Hook saw steamship Caledonia for Glasgow."

ected via railroad to Queenstown. The Inman liner S.S. City of Paris, Capt. Kennedy, left Liverpool Sept. 19 for N.Y. via Queenstown, Ireland. The N.Y. Times records, "Had strong Westerly gales the entire passage. Oct. 1, 270 miles E. of Sandy Hook saw steamship Caledonia for Glasgow."

21 CENTS



B. 837

As letter went by an American Packet, this mark credits U.S. with 16¢ sea + 5¢ U.S. Inland = 21¢.

Oct. 2, 1866. The S.S. City of Paris arrived at N.Y. this date. Mail bulked to Boston where this mark was struck Oct. 3.



1867

LIVERPOOL. NEW YORK & PHILADELPHIA STEAM SHIP CO.  
THE INMAN LINE

S.S. City of Paris

France to California via N.Y.

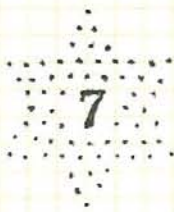
Double Rated Letter

American Packet

2556 tons, 346' x 40½ ft., clipper bow, iron screw steamer. Built at Tod & McGregor, Glasgow. Launched Dec. 13, 1865. March 3, 1866, Maiden Voyage Liverpool-Queenstown-New York. 1870 lengthened to 398 ft., 3081 tons.



1866 CITY OF PARIS 2,556 tons  
A close rival of the Cunard SCOTIA and RUSSIA.



18

PD



July 2, 1867. Paris star cancellation No. 7 of Rue des Villes-Hautes cancels 160 centimes, double French rate at 80c. per ¼-oz. x 2 for a letter not over ½-oz, equiv. to 30¢ U.S. Marked for a credit to U.S. of 3¢ U.S. Inland (U.S.-French convention) + 6¢ sea = 9¢ x 2 = 18¢. France retained Anglo-French transit 2¢ + French Inland 4¢ = 6¢ x 2 = 12¢. July 13. Records show City of Paris, Capt. Kennedy, arrived N.Y. from L'pool via Queenstown. U.S. -French rate included delivery onward to California.



1867

TRANSATLANTIC MAIL  
INMAN LINE

S.S. City of Paris



October 14, 1867. Prepaid trans-Atlantic rate paid by one shilling stamp, issue of 1865, Plate 4. Cancellation is Dubus 117a, first recorded July 24, 1866. Code letter in the cds was "c" for stamp 107, after Sept. 16, 1869, the code was changed to "m".

S.S. City of Paris, Capt. Kennedy, departed from Liverpool October 16 and Queenstown Oct. 17, where this letter was picked up with the Irish Mail.

21  
CENTS



Debit to England of 16¢ Sea  
(American Packet) + 5¢ U.S.  
Inland = 21¢.

Oct. 29. Arrival at New York, City of Paris on this date. N.Y. Times notes, "Oct. 19, 280 miles W. of Fasnet, passed steamship Palmyra, hence for Liverpool, 26th 307 miles east from Sandy Hook, passed a Cunard steamer bound east."



1870

TRANSATLANTIC MAIL  
THE INMAN LINE

S.S. City of Paris



June 16, 1870. A paid letter posted at Manchester, England at the January 1, 1870 Britain to U.S. all inclusive rate of 3d. (6¢) made up of the 2 penny blue, Issue of 1869, plate 13 and penny red, Issue of 1864, plate 175. Cancellation is by the "498" British Post Office number of Manchester. Letter endorsed: p. (s) "City of Paris"/Via Queenstown.

The S.S. City of Paris of the Inman Line departed from Liverpool June 16, picked up the U.S. bound mails at Queenstown June 17.



June 27. City of Paris arrived at New York. Letter forwarded on to Ware, Mass. as fully paid.



1873

TRANSATLANTIC SHIPPING LINES  
THE LIVERPOOL, NEW YORK AND PHILADELPHIA  
STEAM SHIP COMPANY  
— \* —  
THE INMAN LINE

SS City of Paris

Originally 2,550 tons, the City of Paris was lengthened in 1870 with weight then 3,000 tons. In service 1866-83.



July 24, 1873. Letter posted paid at the Lombard Street Office, London. Prepaid 3d. (red mms.) in cash, equivalent to 6¢ U.S., transatlantic rate effective January 1, 1870 to July 1, 1875.

August 4, 1873. Blake 937. Boston arrival mark.



1873

THE INMAN LINE

S. S. City of Richmond



October 8, 1873. Letter paid at Glasgow at the 3d. (6¢) British-U.S. rate per ½-oz. effective January 1, 1870 to July 1, 1875, paid by 3d. Issue of 1873, plate 11. Letter is endorsed: per "City of Richmond". Cancellation is by the Scotch series with "159" the British Post Office number assigned to Glasgow.

October 9. S.S. City of Richmond of the Inman Line departed from Liverpool for New York. She touched at Queenstown on the 10th.



October 20. City of Richmond arrived at New York, PAID ALL backstamp.

N.B.: On the City of Richmond's return to England from this voyage, leaving New York October 25, she broke down mid-ocean and was towed into Queenstown by the Inman Line steamship City of Montreal, arriving at Queenstown November 14.



1877

THE INMAN LINE

S.S. City of Richmond

This unpaid letter was originally endorsed to S.S. Celtic of the White Star Line. That vessel departed from Liverpool on September 20, 1877, for New York via Queenstown. This letter missed that sailing so was re-endorsed to the Inman Liner S.S. City of Richmond which also left Liverpool on September 20.



September 20, 1877. This letter was intended to be a consignee's letter as it inclosed a bill of lading for one package shipped pr. Celtic. Unpaid or short paid letters under the General Postal Union were subject to a fine of double the underpayment. Here, this is a double letter, i.e., over ½-oz., not over 1 oz. as noted in the manuscript "2". T= Taxe noting that the letter was subject to postage due. The S.S. City of Richmond departed from Liverpool this date.

N.Y. Times. Arrived Sept. 29, Steam-ship City of Richmond (Br.,) Leitch, Liverpool Sept. 20 and Queenstown 21st with mdsa. and pass. to John G. Dale.

Double letter of 5¢ x2 = 10¢ + double fine = 20¢ due



1877

TRANSATLANTIC MAIL  
INMAN LINE

S.S. City of Richmond

2¢ Circular Rate



December 13, 1877. Printed circular 2¢ rate to G.P.U. member countries paid by a pair of 1¢ Continental Bank Note Issue stamps of 1873. This rate is seldom seen.

December 15. Steamship City of Richmond of the Inman Line departed from New York for Liverpool.

N.B.: Another departure Dec. 15, 1877 for Liverpool was S.S. Celtic of the White Star Line.



1879

TRANSATLANTIC MAIL  
THE INMAN LINE

S. S. City of Richmond



July 11, 1879. A long letter to a daughter on a European tour. It is paid at the 5¢ U.P.U. rate at Manchester, N.H. by the Issue of 1875. The envelope is endorsed: Section No. 5, Tourjee Gaze Party.

N.Y. Times. Cleared Saturday, July 12. Steam-Ship City of Richmond (Br.,) Leitch, Liverpool, John G. Dale.

N.Y. Times. BY CABLE, QUEENSTOWN. July 20. The Inman Line steam-ship City of Richmond, Capt. Leitch, from New-York July 12 for Liverpool, arr. off Crookhaven at 6:30 o'clock.



July 22. London arrival postmark.

GAZE TOURJEE  
TOURIST PARTY

July 22. The tour company's handstamp. The Gaze Tourjee Tourist Party identification. Section No. 5 is indicated by the blue manuscript "5".



1879

TRANSATLANTIC MAIL  
THE INMAN LINE

S.S. City of Richmond

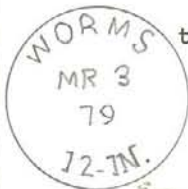


February 21, 1879. A letter paid at the 5¢ U.P.U. rate, addressed to Worms, Germany, endorsed: Pr City of Richmond/ Prussian closed mail. It bears the seldom seen backstamp: + NEW YORK + / BRITISH TRANSIT / N.

N.Y. Times, Sunday Feb. 23. Sailed Feb. 22, City of Richmond for Liverpool.

N.Y. Times, BY CABLE: QUEENSTOWN, Mar. 2 - the Inman Line steam-ship City of Richmond, Capt. Leitch, from New-York Feb. 22, arrived off Crookhaven at 8 o'clock this morning.

The Prussian Closed Mail was bulked from Queenstown through England to Germany.



March 3. Worms receiving backstamp.

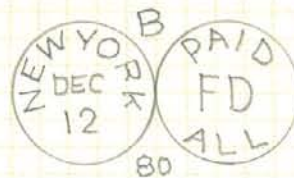
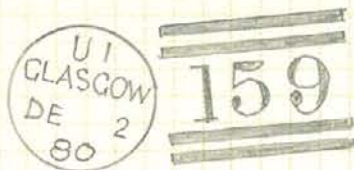


1880

TRANSATLANTIC SHIPPING LINES  
THE LIVERPOOL, NEW YORK AND PHILADELPHIA  
STEAM SHIP COMPANY  
— ÷ —  
THE INMAN LINE

SS City of Richmond

4,560 ton steamer in service 1873-1891, at which time she was sold out of service.



December 2, 1880. Letter posted at Glasgow at the 2½d. U.P.U. rate. Type B-5 obliterator has two lines above and below the "159", which is the Post Office number assigned to Glasgow in the Scotch Series, and with the office name in the date stamp in a straight line.

December 12, 1880. New York Foreign Department backstamp.



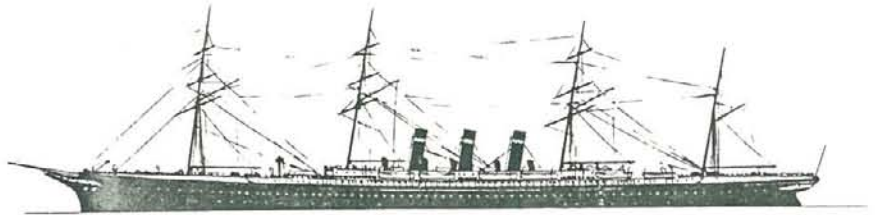
1882

TRANSATLANTIC MAIL  
INMAN LINE

S.S. City of Rome

Last Voyage for Inman Line

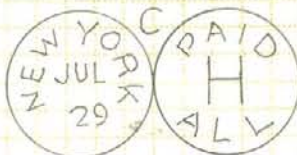
8415 tons, 560 ft.  
x 52 ft. beam, clipper bow, iron screw steamer. Barrow Shipbuilding Co., Barrow, launched June 14, 1881. Maiden voyage Liverpool-Q'town-N.Y. Oct. 13, 1881, which occupied 9 days 17 hours, disappointing when compared



1881 CITY OF ROME 8,415 tons  
Considered by many the most beautiful steamer ever built. Ran for Anchor Line 1882-1901.

with Arizona's record of 7 days 10 hours 47 minutes. The return took 8 days 7 hours 45 minutes, even that nearly a day slower than the best eastbound crossing. Her next voyage did not start until April 6, 1882, much of the intervening time spent in overhauling her engines and fitting a new propeller. Further voyages took place on May 11, June 15 and July 20, with this letter being carried on the last westbound voyage. The next L'pool departing was under the auspices of the Anchor Line as Inman had handed her back to the Barrow Shipbuilding Company, in turn owned fifty-fifty by the Duke of Devonshire and the Anchor Line, hence the appearance of the latter in the picture. She made 58 round voyages for Anchor L'pool-Q'town-N.Y. until transferred in 1891 to the Glasgow-Moville-N.Y. run for Anchor. Scrapped in Germany in 1902.

July 20, 1882.  
Liverpool  
"squared circle" cancels the 2½ pence U.P.U. rate paid by Issue of 1881, Plate 22. On this date the City of Rome departed from L'pool for New York via Queenstown the 21st on her last Inman Line voyage.



July 29. Arrival backstamp at N.Y. The N.Y. Times records the arrival of City of Rome, Capt. Kennedy, this date to John G. Dale.



1855

THE LIVERPOOL, NEW YORK & PHILADELPHIA  
STEAM SHIP COMPANY  
THE INMAN LINE

S. S. City of Washington



(Above) Samuel Walters, 1811-1882

The auxiliary screw steamer City of Washington was Clyde built in 1855, for the Liverpool, New York & Philadelphia Steam Ship Co., owned by William Inman and the Richardson brothers of Liverpool, the latter being Quakers. On completion, the ship was immediately chartered by the French for trooping to the Crimea. This led to the brothers resigning, leaving Inman in charge, when the company became the Inman Line. Initially 319' long, City of Washington was increased to 358' in 1869, and served until 1873 when she was lost after running aground, twenty miles from Cape Sable.

This painting by Samuel Walters portrays her at sea, running before a wind using her sails to good effect. The main topgallent sheets have been let fly, and members of the crew are going aloft to secure and stow the sail.

A. White photo.



1858-59

TRANSATLANTIC MAIL  
THE INMAN LINE

S.S. City of Washington



Dec. 18, 1858. Letter posted unpaid: pr. City of Washington. S.S. City of Washington of the Inman Line left New York on this date for Liverpool.

Letter rate to France was per ¼-oz., divided (Treaty of April 1, 1857): U.S. Inland 3¢; Sea 6¢; British transit 2¢; French Inland 4¢ = 15¢ total (equivalent to 8 decimes French. N.Y. Exchange Office mark debits France with U.S. Inland 3¢ + 6¢ Sea (American Packet) = 9¢ x 2 (double letter) = 18¢.

Dec. 30. City of Washington arrived at Liverpool.

Dec. 31. French entry mark ambulant (T.P. O.) showing U.S. mail, SERV. AM. A.C. (Ambulant Calais.) By error French marked this letter as a single (not over ¼-oz.) letter with 8 decimes due. Correct should have been 8 dec. x 2 = 16 dec.

Dec. 31. Paris transit and ambulant Paris to Nantes backstamps, night train (circular inner).

Jan. 1, 1859. Nantes arrival backstamp.



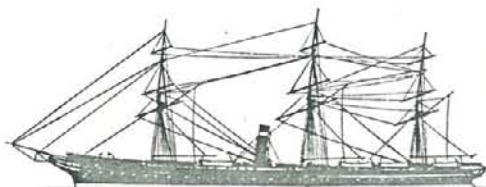


1860

LIVERPOOL, NEW YORK & PHILADELPHIA STEAM SHIP CO.  
THE INMAN LINE

S. S. City of Washington

2,381 tons, 319 ft. x 40 ft.  
Iron screw steamer, 10 knots.  
Built at Tod & McGregor, Glasgow.  
Launched Aug. 1, 1855. Sept. 1855  
sailed Liverpool to Marseilles,  
chartered by French Government as  
Crimean War transport. Nov. 5,  
1856, first voyage L'pool-Philad-  
elphia (one voyage); Dec. 31, 1856  
first voyage L'pool-New York  
(first Inman voyage thereto). July  
7, 1873, wrecked near Cape Sable.



1856 CITY OF WASHINGTON 2,381 tons  
Ran Liverpool-New York after completing Crimean  
War transport service. Consort: CITY OF  
BALTIMORE.



*J. Wendel*  
LIVERPOOL  
JA 24  
60  
F  
24  
3

*John D. Wendel*  
*Esq.*  
*New York*

January 24, 1860. London, East Central office receiving stamp.  
City of Washington, Capt. Geoffrey, sailed from Liverpool Jan. 25,  
where this letter received the Liverpool Packet Letter Office  
transit lozenge. Steamer called at Queenstown Jan. 26th.

3  
CENTS

24

Feb. 8, 1860. N.Y. Times records the arrival  
of City of Washington at New York this date.  
Docket notes receipt at John D. Wendel on Feb.  
10. 24¢ due, with credit to Britain for 3¢  
British Inland.

The Times records arrival at 2 P.M. with  
merchandise and 52 passengers to S.G. Dale.  
For the first 9 days she experienced strong  
westerly gales, lat 25 saw steamship Kangaroo  
hence for L'pool, bound up the Channel.



1862

TRANSATLANTIC MAIL  
THE INMAN LINE

S.S. City of Washington



Nov. 10, 1862. Letter posted paid at the 1 shilling (24¢) U.S.-British Treaty rate, paid by a strip of 3 of the 4 pence Issue of 1862 (perfs. folded over the top, hence intact), a very fine franking. Clontarf is a small town on Dublin Bay 3 miles from Dublin, and the

receiving mark is shown as a backstamp. Stamps were cancelled at Dublin on the same day with the Irish Type duplex with the office number in a diamond of bars.

S.S. City of Washington, Mirehouse master, departed Liverpool Nov. 12 and Queenstown, Ireland the 13th, where this letter was put aboard.

**21**  
CENTS

As letter went trans-Atlantic by American Packet, U.S. was credited with 16¢ Sea + 5¢ U.S. Inland = 21¢ as shown by this Exchange Office mark.



Nov. 27. N.Y. Times notes the arrival of the City of Washington at New York on Nov. 27 at 3:40 PM. On Nov. 12 the City of Washington had passed the Steamship Kangaroo, hence bound into Liverpool.



1865

TRANSATLANTIC MAIL  
INMAN LINE

S.S. City of Washington

Registered Letter



May 22, 1865. Letter datelined at Field Lock and contained money, thus required registration. The 1 shilling (24c) U.S.-British Treaty rate and the 6d. (12c) registry fee were paid by a strip of 3 of the 6d. Issue of 1865, plate 5. Posted at the town of Shipley, Yorkshire, the adhesives were cancelled at the city of Leeds.



May 23. Liverpool transit backstamp. The Inman Line S.S. City of Washington arrived at New York June 5, transit at the N.Y. Exchange Office next day. As the 6d. (12c) Registry Fee was shared by both U.S. and Britain, the 27c credit to the United States was arrived at, as follows:

27

|                 | Credit to U.S.     | British retained  |
|-----------------|--------------------|-------------------|
| Rate 1sh. = 24c | Sea Postage 16c    | British Inland 3c |
| Registry 6d=12c | U.S. Inland 5c     | 1/2 Reg. Fee 6c   |
|                 | 1/2 of Reg. fee 6c |                   |
|                 | Total 27c          | 9c.               |



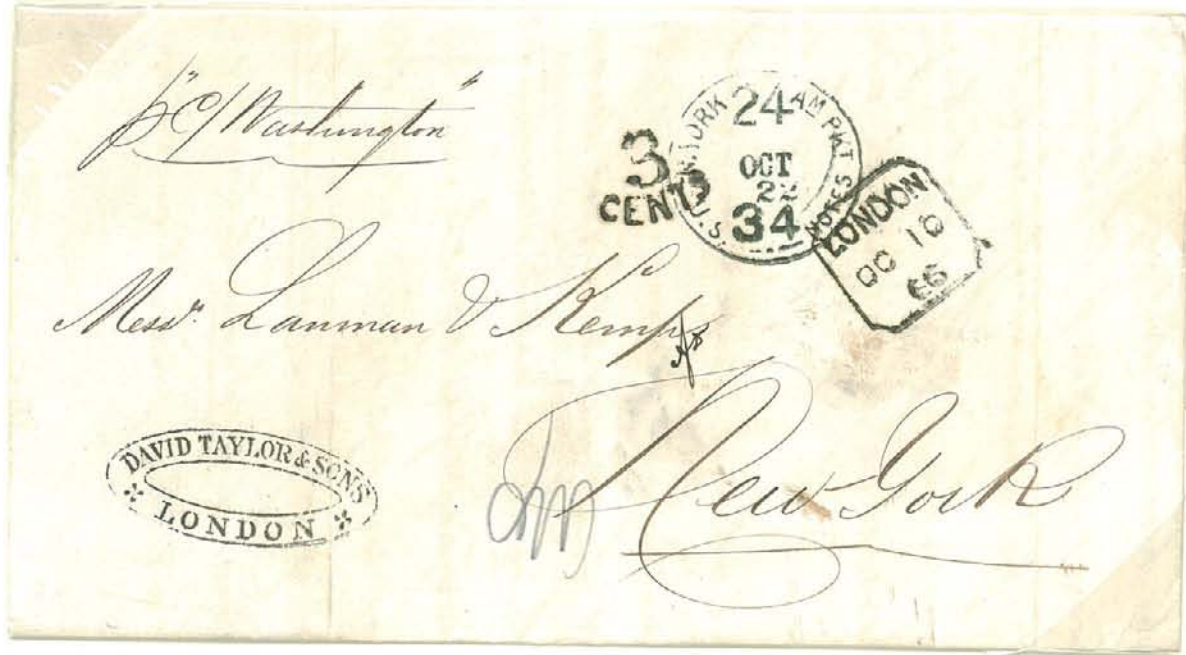


1866

TRANSATLANTIC MAIL  
THE INMAN LINE

S.S. City of Washington

Depreciated Currency



October 10, 1866. A letter from David Taylor & Sons advising Lanman & Kemp that they had received their letter per Scotia, and that they had made a shipment from Bordeaux per Str. Virginia for New York. Letter posted unpaid and endorsed: p "C/Washington". U.S. was debited for 3¢ British Inland.

October 10. S.S. City of Washington, Inman Line, departed from Liverpool, picked up this letter with the London mails at Queenstown the 11th.

October 21. City of Washington arrived at New York, letter processed October 22. Recipient was charged at the 24¢ U.S.-British Treaty of 1848 rate per ½-oz. The U.S. retained 16¢ Sea (American Packet) + 5¢ U.S. Inland = 21¢

Payment was due in hard currency, not available, so the optional payment in depreciated paper currency was shown at the day's ratio of gold/paper at 1.42 x 24¢ = 34¢ due in U.S. NOTES.





1861

TRANSATLANTIC MAIL  
INMAN LINE

S.S. Glasgow

1962 tons, 262' x 36' beam, clipper bow, iron screw steamer, 10 knots. Built by Tod & McGregor, Glasgow for Glasgow & New York Steam Ship Company. Launched Aug. 16, 1851. In 1859 Inman bought the good-will and fleet (the Glasgow and the Edinburgh) of the Glasgow & New York Line, including trips to Glasgow which were discontinued after one voyage. First voyage of the Glasgow for Inman was Feb. 22, 1860, Liverpool-Queenstown-New York. July 7, 1865, last voyage ditto. July 31, 1865, destroyed by fire at sea, no lives lost.



196 d  
1861-62

21 CENTS PAID

NEW YORK TIMES: Arrived at New York, Wednesday Oct. 16, steamship Glasgow (Br.), McQuigan, L'pool Oct. 2 and Queenstown the 3rd at 8 PM to J. G. Dale. Docketed at N.Y. Oct. 18. Paid letter with debit to Britain of 16¢ sea (American Packet) + 5¢ U.S. Inland = 21¢.



Oct. 2, 1861. Letter paid at the one shilling (24¢) U.S.-Britain rate, Issue of 1856 plus a 1d. late fee by a penny red, Issue of 1856, perf. 14. Stamps cancelled by the double stamp series 45-47 of the London Inland Office, originally used to cancel multiples of 1d. stamps on Crimean War soldiers' mail. This is Dubus 196d, 5 joined bars, no serif at foot of "4".

Steam-ship Glasgow of the Inman Line departed from Liverpool Oct. 2 and picked up the London mails at Queenstown Oct. 3.



1860

THE INMAN LINE

S. S. Edinburgh

Non-Contract Mail



July 31, 1860. A letter posted at Liverpool at the 6d. Ship Letter rate, paid by 6d. lilac Issue of 1856. It was endorsed: pr "Edinburgh". The contract packet rate was 12d. (1sh.), so the letter was directed to the non-contract S.S. Edinburgh. Letter marked on the reverse with the Liverpool Ship Letter cds.

August 1. S.S. Edinburgh of the Inman Line sailed from Liverpool for New York via Queenstown.



Aug. 14. Edinburgh arrived at New York where letter was marked as a Ship Letter. Rated Act of 1855, 3¢ for a ½-oz. letter under 3000 mils in the U.S. + 2¢ Ship Letter charge = 5¢ due.

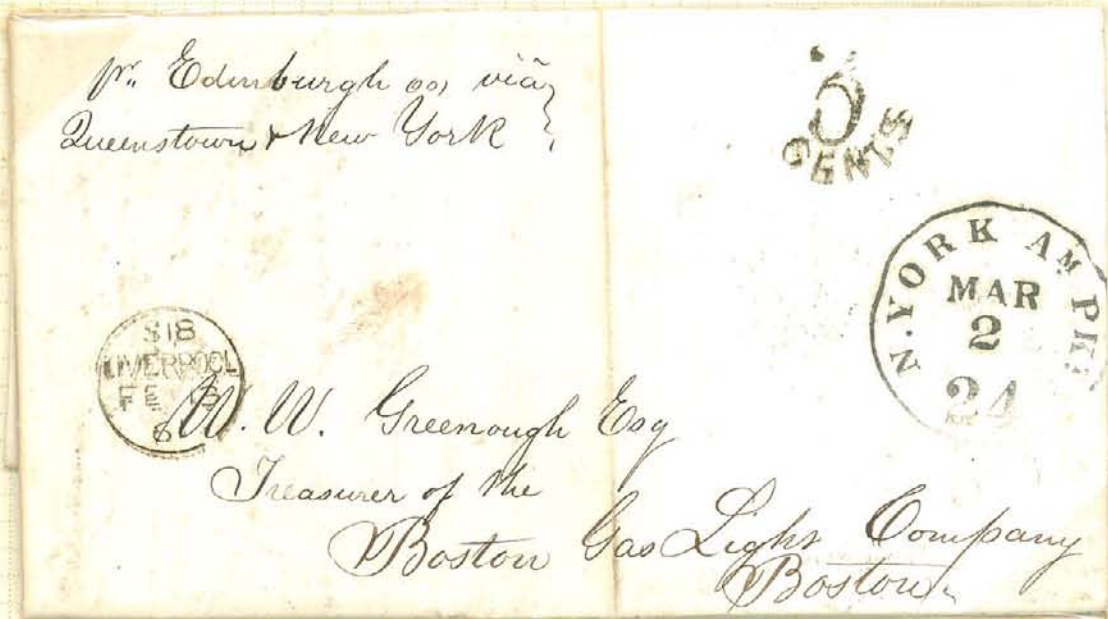


1861

TRANSATLANTIC MAIL  
LIVERPOOL, NEW YORK AND PHILADELPHIA STEAM SHIP CO.  
THE INMAN LINE

S.S. Edinburgh

2,197 tons, 300 ft. x 40 ft. beam, iron screw steamer, 10 knots. Built by Tod & McGregor, Glasgow, launched Nov. 10, 1855 for Glasgow & New York Steam Ship Company. Acquired by Inman, she made her first voyage under the Inman flag Nov. 23, 1859, Liverpool-Queenstown-New York. Sold out of Inman service 1867, she had a varied career until scrapped 1917.



Feb. 13, 1861. Letter unpaid. The SS Edinburgh left Liverpool for N.Y. via Queenstown (Ireland).

Letter concerns shipments of channel coal to Boston, unable to charter the Sebasticook, George Wright & Co. have chartered the Frank Hayuil for 1000 tons and the Rutland, 300 to 400 tons.

Debit to U.S. struck aboard ship gives Britain her 3¢ Inland Postage. Unusually shaped "3" seen elsewhere on Allan Line steamers and two examples have been seen on the City of Baltimore.



March 2. Records show the Edinburgh arrived at N.Y. March 1, processed next day. Cds shows slightly damaged rim. 24¢ due from recipient.



1863

TRANSATLANTIC MAIL



THE INMAN LINE

S.S. Edinburgh

Late Fee



PAID

July 1, 1863. Prepaid letter at the 1 shilling (24¢) U.S.-British Treaty rate of 1848 by a 1/- stamp, Issue of 1862, Plate 1. A Late Fee of 6d. was also paid by an adhesive stamp, Issue of 1862. Both stamps were cancelled by one of a special series of London Inland Branch obliterators, No.

13 (Dubus 4) is usually found on "Late Fee" letters. The Late Fee did not figure in the Exchange Office transactions or accountings, being wholly retained by the British Post Office.

S.S. Edinburgh, Ruskell, master, departed Liverpool July 1 via Queenstown the 2nd, where this letter was picked up with the London, South of England and Irish mails.

21 CENTS

Exchange Office mark debiting Britain for 16¢ Sea postage (Inman = American Packet) + 5¢ U.S. Domestic = 21¢. Britain retained 3¢ British Inland plus the Late Fee.

July 15. Edinburgh arrived at N.Y. this date at 11:20 AM to J.G. Dale's wharf with 683 passengers. Docket inside notes "Rec'd July 16 1863". N.Y. Times: On July 2 Edinburgh passed the hull of a derelict vessel in tow of a bark.



1864

TRANSATLANTIC MAIL

INMAN LINE

S.S. Edinburgh



March 23, 1864. A letter paid at Washington, D.C. to Britain at the 24¢ (1 shilling) U.S.-British Treaty of 1848 rate. Payment is by the unusual use of 8 three cent stamps, Issue of 1861, consisting of a strip of 5, a pair and a single.

March 26. Transit mark at the New York Exchange Office. Britain was credited with 3¢ British Inland. U.S. retained 16¢ Sea (American Packet) + 5¢ U.S. Inland = 21¢. S.S. Edinburgh of the Inman Line departed from New York for Queenstown on March 26.


April 14. Edinburgh landed at Queenstown where this letter went ashore. She then went on to Liverpool, landing there April 15.

April 14. London East Central office and London Western office (backstamp) receiving marks.





1861

TRANSATLANTIC MAIL  
LIVERPOOL. NEW YORK AND PHILADELPHIA STEAMSHIP CO.  
—  —  
THE INMAN LINE

S. S. Etna

Rate corrected, single to double

*for Etna (ss) via Queenstown & New York*



*W. W. Greenough Esq  
Treasurer  
Boston Gas Light Co.  
Boston -*

February 27, 1861. Letter unpaid and endorsed: pr Etna (ss) via Queenstown & New York. Etna departed from Liverpool this same date.

6 CENTS



Thursday, March 14. Arrived N.Y. steam-ship Etna (Br.,) Kennedy, Liverpool Feb. 27 and Queenstown 28th with mdse and passengers to J.G. Dale. Has on freight \$1,265,000.

Letter was originally stamped with the 32 mm. N.YORK exchange office mark showing 24¢ due for a single letter. The error was caught, the "24" deleted in blue ink and re-stamped with the correct double rate of 48¢ due. The latter mark is uncommon, this 26 mm. hyphenated NEW-YORK mark being the only recorded example.

Britian was credited with 3¢ x 2 = 6¢ for her inland postage. U.S. retained 16¢ Sea (American Packet) + 5¢ U.S. Domestic = 21¢ x 2 (double) = 42¢ out of the 48¢ collected.



1861

THE INMAN LINE

S.S. Etna

6th Return Voyage



Due 24



October 24, 1861, An unpaid letter posted at Richmond, Maine to Capt. Samuel Goodwin of the ship Calliope care of Simpson & Mason, London. The Richmond postal clerk noted "Due 24", the U.S.-British Treaty of 1848 rate.

October 25. Boston Exchange Office transit mark. Britain was debited for 16¢ Sea (American Packet) + 5¢ U.S. Inland = 21¢. The Boston mails were bulked by rail to New York to meet the October 26 sailing of the Inman Line's S.S. Etna from New York to Liverpool via Queenstown.

November 6. Etna arrived at Queenstown.



November 7. London arrival backstamp. The recipient was charged one shilling (24¢), shown by the 1/- handstamp.



1861

TRANSATLANTIC MAIL  
LIVERPOOL, NEW YORK AND PHILADELPHIA STEAMSHIP CO.  
\*  
THE INMAN LINE

S. S. Etna

2215 tons, 305 x 37 ft. beam, iron screw steamer. Launched by Caird & Co., Greenock, Aug. 26, 1854 for Cunard, 1860 sold to Inman. Dec. 5, 1860, First Voyage Liverpool-Queenstown-New York. 1871 lengthened to 349 ft. and renamed City of Bristol.



R1  
LIVERPOOL  
18 DE 61

3  
CENTS

Dec. 18, 1861. Unpaid letter datelined and posted at Liverpool. The Inman Liner S. S. Etna, Capt. Kennedy, sailed this date from Liverpool to New York.

Debit of 3¢ to U.S. for British Inland, struck aboard ship.

NEW YORK AM. PKT.  
DEC 31  
24

Dec. 31, 1861. New Yprk "American Packet" mark agrees with arrival date of the Etna at New York. 24¢ due, being the U.S. - British Treaty rate per 1/2-oz., letter rate.



1865

TRANSATLANTIC MAIL  
THE INMAN LINE

S.S. Etna

Depreciated Currency

LONDON  
OC 25  
65

6  
CENTS



October 25, 1865. An unpaid letter posted at London and endorsed: p "Etna". Letter mentions bills of lading and invoices, so took a double rate. U.S. was debited for 3¢ x 2 = 6¢. This was struck 3 times, one obliterating the other at right, clear strike at left.

October 25. S.S. Etna, Inman Line, departed from Liverpool, touched at Queenstown the 27th where this letter went on board.

NEW YORK 24 AMPKT  
NOV 10  
34 NOTES

N.Y. 48 AMPKT  
NOV 10  
68 NOTES

November 10. Etna arrived at New York where the Exchange Office at first erroneously rated this letter as a single. The error was caught, and the correct assessment of 24¢ x 2 = 48¢ was made. U.S. retained 16¢ Sea (American Packet) + 5¢ U.S. Inland = 21¢ x 2 = 42¢ after remitting the 6¢ debit to Britain. The 48¢ was due in hard currency, so the optional payment in depreciated paper currency was shown by applying the day's gold/paper ratio of 1.42 x 48¢ = 68¢ due in U.S. NOTES.



1866

TRANSATLANTIC MAIL  
THE INMAN LINE

S. S. Etna

Depreciated Currency

2215 tons, 305' x 37.6', clipper bow, iron screw steamer. Builder Caird & Co., Greenock, August 26, 1854, launched for Cunard. 1860 Etna (Inman). December 5, 1860, first voyage Liverpool-Queenstown-New York. October 8, 1870, last voyage, Liverpool-Queenstown-Halifax-Boston-New York. Renamed City of Bristol in 1871 after lengthening to 349' and engines compounded.



3  
CENTS

January 17, 1866. An unpaid letter datelined at London from David Taylor & Sons noting receipt of a Lanman & Kemp letter per Java. Taylor gives prices current for shellac (orange,) d'ampfor, quinine, oil amis and other drugs.

January 17. U.S. was debited 3¢ for British Inland out of the 24¢ U.S.-British Treaty of 1848 rate per ½-oz. S.S. Etna, Inman Line, sailed as endorsed from Liverpool, touched at Queenstown the 19th where this letter went on board with the London auxiliary mails.



February 3. Etna arrived at New York. The U.S. retained 16¢ Sea (American Packet) + 5¢ U.S. Inland = 21¢ after remitting 3¢ to Britain. The 24¢ rate, due in gold, was also shown in depreciated paper currency at the day's gold/paper ratio of 1.375 x 24¢ = 33¢ due in U.S. NOTES.



1866

THE INMAN LINE

S.S. Etna

Depreciated Currency



3 CENTS

October 31, 1866. An unpaid letter datelined at London and endorsed: p "Etna". David Taylor & Sons shipments and prices for various natural drugs such as oil anis, oil cassia, camphor, essential oil of almonds, hemp seed and rhubarb. They are shipping a quantity of brimstone (sulphur), and opium, the last quotation from Smyrna is 19/3 for new and 18/6 for old. One interesting comment, "We note that you say with regard to your arrangements as to Cable Messages...the rate will be reduced to £10 tomorrow."

October 31. S.S. Etna, Inman Line, departed from Liverpool, touched at Queenstown November 1, where this letter went aboard.



November 14. Etna arrived at New York, letter processed on the 15th. The N.Y. Exchange Office added 16¢ Sea (American Packet) + 5¢ U.S. Inland to the 3¢ British debit, total 24¢ due in gold. This was converted to the optional payment in depreciated paper currency at the day's depreciation ratio of gold/paper of 1.42 x 24¢ = 34¢ due in U.S. NOTES.



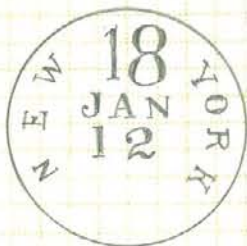
1861

TRANSATLANTIC MAIL



THE INMAN LINE

S. S. Kangaroo



Jan. 12, 1861. Letter posted unpaid "pr: Mail Steamer Kangaroo (sic) via Southampton", routing by the Inman Liner which left N.Y. on that date for Liverpool via Queenstown, William G. Hewes, master. N.Y. Times noted she passed the Battery at 12:35 p.m.

Letter rate per 1/4-oz. divided (Treaty of April 1, 1857): U.S. Inland 3¢; Sea 6¢; British transit 2¢; French Inland 4¢ = 15¢ total (equivalent to 8 decimes French). N.Y. mark debits France with U.S. Inland 3¢ + 6¢ Sea (American Packet) = 9¢ x 2 (double letter) = 18¢.



16

Jan. 26. French entry mark ambulant (T.P.O.) at Calais, Brigade F. SERV. AM. (American Service).

Jan. 27. Arrival backstamp at Paris. 16 decimes due (double rate).



1862

TRANSATLANTIC MAIL

THE INMAN LINE

S. S. Kangaroo

1874 tons, 257'-5" x 36'-2" beam, iron screw steamer, 10 knots. Built by Laurence, Hill & Co., Port Glasgow. Launched Aug. 20, 1853 for Australasian Pacific Mail SP Co. 1854 Kangaroo (Inman) chartered to British Gov't. July 30, 1856 first voyage Liverpool-Philadelphia. Feb. 11, 1857 first voyage Liverpool-N.Y. 1870 Kangaroo as British cable steamer. 1880 Selamet (Turkish). 1901 (approx.) scrapped.

W. SCHALL & CO.  
NEW-YORK

BY STR. KANGAROO



BY STR. KANGAROO

June 19, 1862.  
W. Schall & Co. of N.Y. posted double rated letter unpaid. Their unique (and very nice) hand-stamp BY STR. KANGAROO indicates routing via Inman Line. Letter rate per 1/2-oz. divided (Treaty of April 1, 1857): U.S. Inland 3¢, Sea 6¢, British transit 2¢, French Inland 4¢ = 15¢ total (equivalent to 8 decimes French. New York mark debits France with U.S. Inland 3¢ + 6¢ Sea (American Packet) = 9¢ x 2 (Double letter) = 18¢.



Aug. 4. French entry mark shows mail from U.S. (Etats Unis), American service, RR at Calais.



16

Aug. 4-5. Transit Paris to Lyon. 16 decimes due (double).



1862

TRANSATLANTIC MAIL  
THE INMAN LINE

S.S. Kangaroo



LONDON  
NO 26  
62

November 26, 1862. Unpaid letter posted at London, endorsed: "Kangaroo" via Queenstown. S.S. Kangaroo of the Inman Line left Liverpool November 26 and this letter went on board at her Irish port of call at Queenstown on November 27.

24

3 CENTS

December 12. Kangaroo arrived at New York where letter was subject to the 24¢ (equivalent to one shilling) collect amount of the U.S.-British Treaty rate. Exchange Office debited U.S. for 3¢ British Inland. U.S. retained 16¢ Sea (U.S. Packet) + 5¢ U.S. Inland = 21¢.

Letter content deals with drug prices, including opium.

Dear Sirs:

There are no changes to note on Kourie gum. Holders firm @ 35/ & upwards.

Importers having accepted £9 to arrive for Camphor 250 chests have been sold & there is an enquiry at the reduction for more. Opium firms @ 19/6 to 20/ for fine.

We are sirs, yours truly

Maclean Morris & Co.



1864

TRANSATLANTIC MAIL

INMAN LINE

S.S. Kangaroo

Depreciated Currency



LONDON  
AP G  
64

3  
CENTS

April 6, 1864. Letter from David Taylor & Sons, London to Lanman & Kemp advising that they are shipping a quantity of sticklac aboard the "present conveyance". Letter is endorsed: P "kangaroo". As this was an American Packet, the U.S. was debited for 3¢ British Inland. Under the U.S.-British Treaty of 1848, the rate was 24¢ per ½-oz., U.S. would retain 16¢ Sea (American Packet) + 5¢ U.S. Inland = 21¢.

April 6. S.S. Kangaroo of the Inman Line departed from Liverpool on her antepenultimate mail carrying voyage for Inman. Although a regular Inman freighter, she did only occasional duty carrying mail in her later years. This letter was carried on her 3rd from last transatlantic voyage as a contract mail carrier.



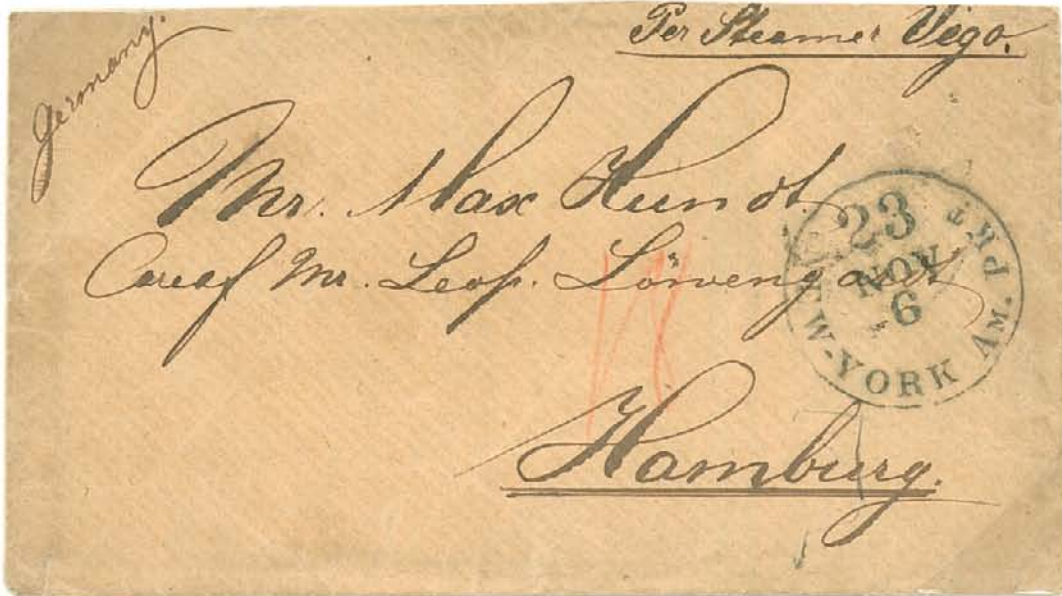
April 21. Kangaroo arrived at New York. The 24¢ was due in gold. This was converted to depreciated paper currency at the day's ratio of  $1.63 \times 24¢ = 39¢$  as shown in the New York Exchange Office stamp.



1858

U.S. TO HAMBURG BY PRUSSIAN CLOSED MAIL  
INMAN LINE S.S. Vigo

November 6, 1858. An unpaid letter to Hamburg, Germany posted at New York. It is endorsed: Per Steamer Vigo. In all, Vigo made 14 round voyages for the Inman Line, this being her 3rd. return voyage.



The Prussian Closed Mail rates per ½-oz. via England under the revived Convention of 1853, were divided:



|                         |     |   |                            |
|-------------------------|-----|---|----------------------------|
| U.S. Inland             | 5¢  | ) | = 23¢ debit to<br>Hamburg. |
| Sea and British Transit | 18  | ) |                            |
| Prussian Inland         | 5   | ) |                            |
|                         | 30¢ |   |                            |

November 6. Transit stamp at the New York Exchange Office. Hamburg was debited 23¢ as noted above. The S.S. Vigo of the Inman Line departed from New York. The N.Y. mark had to state "American Packet" because the U.S. settled up with Britain on a bulk basis of 40¢ per ounce for Prussian Closed Mail by British packet and 17½¢ per ounce via American Packet.

November 21. Vigo arrived at Liverpool. The closed mails went on to Hamburg.



November 24. Hamburg arrival backstamp at the Stadt Post Amt (State Post Office). 18 schillinge due, equivalent to the 30¢ U.S. rate. Hamburg kept 2¢ Belgian Transit + 5¢ Prussian Inland = 7¢.



1860

TRANSATLANTIC MAIL  
\*  
THE INMAN LINE

S. S. Vigo

1953 tons, iron screw steamer. Built by John Laird, Birkenhead (engines Humphreys, Tennant & Dykes, London). Laid down as Erie (Canadian SN Co.) June 2, 1855 launched as Vigo (Vapores Correos Espanoles Trasatlanticos). 1856, Cie Franco-Americaine. 1858, Inman. July 21, 1858, first voyage Liverpool-New York. April 30, 1861, last voyage after 16 round voyages. Oct. 1861 sold, became Isla de Puerto Rico

Feb. 7, 1860. Letter datelined at London, endorsed "Vigo".

2A  
LIVERPOOL  
8 FEB 60  
P.L.O.

Feb. 8, 1860.  
Transit at  
Packet Letter  
Office back-  
stamp at  
Liverpool.

3  
CENTS  
24

Feb. 24.  
Shipping records note  
the arrival  
of the British steamer  
Vigo, Mier-  
nouse, at  
N.Y. from  
L'pool and  
Queenstown.  
Marked  
aboard ship  
for a 3¢  
debit to the

U.S. for British Inland postage. 24¢ collect. U.S. retained 16¢ sea (American Packet by contract) + 5¢ U.S. Inland = 21¢.





1859

TRANSATLANTIC MAIL  
INMAN LINE

S.S. Vigo



24

December 1, 1859. An unpaid letter to London posted at Washington, D.C. Handstamp "24" shows that the U.S.-British Treaty of 1848 rate of 24¢ was due.



December 3. Transit at New York as an American Packet letter. The handstamp debits Britain for 16¢ Sea (American Packet) + 5¢ U.S. Inland = 21¢.

The U.S. Mail Steamship Vigo of the Inman Line departed this date for Liverpool.

December 17. Vigo arrived at Liverpool, transit backstamp at London Dec. 19. British marked the letter in manuscript (1/-) showing 1 shilling (24¢) was due. Britain retained 3¢ for British Inland.





1861

TRANSATLANTIC MAIL  
THE INMAN LINE

S.S. Vigo

Last Westbound Voyage



21  
CENTS

April 29, 1861. Payment of the U.S.-British Treaty of 1849 rate per ½-oz. of one shilling (24¢) at New Ross Ireland. Payment is by a pair of the 6d. lilac, Issue of 1856. Cancellation is by the horizontal diamond of bars of "398", the British Post Office number assigned to Ross, County Wexford. Later lists changed the listing to New Ross. British credited U.S. with 16¢ Sea (American Packet) + 5¢ U.S. Inland = 21¢. Britain retained 3¢ for British Inland.

April 30. The Inman Line steamship S.S. Vigo departed from Liverpool for New York via Queenstown, Ireland at which port she touched on May 2. This was her last westbound passage. She left N.Y. June 1, arrived back at Liverpool June 14.



May 15. Vigo arrived at New York. The New York Exchange Office marked letter as a 24¢ PAID letter.