

1864

TRANSPACIFIC MAIL  
SYDNEY, N. S.W. TO SAN FRANCISCO  
Barque Australind, Capt. Harrick



July 13, 1864. A letter paid at the Ship Letter rate of 6d. at Sydney. Payment by a strip of 3 of the 2d. adhesive, Issue of 1862, printed in the Colony from the De La Rue plates. Watermarked single-lined "2", this strip being from the bottom row with a horizontal watermark line shown across the strip below the 2's.

Letter is endorsed: Per Barque "Australind". This vessel sailed from Sydney on July 15.

Daily Alta California, Saturday, October 1, 1865. Arrived San Francisco, Sept. 30. Barque Australind, Harrick, 77 days from Sydney: coal to Macondray & Co.



10

Letter was subject to the 10¢ "blanket" rate applicable to mail from countries with which the United States had no postal arrangements (Cf. Coburn, "letters of Gold")

Letter marked with the bold FOREIGN used only in September and October 1864. Only 9 examples of this mark are known.

1874

TRANSPACIFIC MAIL  
ENGLAND TO THE SANDWICH ISLANDS VIA 'FRISCO

Overland from New York  
NATIONAL STEAMSHIP CO.  
J.C. MERRILL & CO.

S.S. Greece  
S.S. Cyphrenes



May 7, 1874. Letter paid at Bolton, Lancashire, 6 pence rate, by the Issue of 1873, plate 13. Same day transit backstamp at London.

The National Line steamship Greece, Capt. Thomas, departed from Liverpool May 6 and picked up the London mails at Queenstown the 7th.

May 17. Greece arrived at New York to F.W.J. Hurst. Pacific mails were forwarded trans-continental by rail.

May 28. Transit at San Francisco. The British steamer Mikado, Moore, of J.C. Merrill & Co. had just sailed for Honolulu and Sydney on May 27. This letter had to await the next steamer, which was the Br. steamer Cyphrenes, Wood, which sailed for Sydney via Honolulu on June 21.



1875

TRANSPACIFIC MAIL

J.C. MERRILL & CO.

S.S. Cyphrenes

Sydney to San Francisco



PAID ALL

April 10, 1875. Letter headed at Dunedin, New Zealand. The writer mentions a proposed trip home to Troy, Kansas with stops at Honolulu, Sandwich Islands, c/o Herbert House and Sanfrancisco (sic) c/o Middleton, Boyde & Co., Commission Merchants.

April 16. S.S. Cyphrenes touched at Auckland, N.Z. outbound from San Francisco to Sydney. She departed from Sydney on April 20 on her return voyage.

San Francisco Daily Examiner. Arrived Thursday, May 13, Br. stmr. Cyphrenes, Wood, 23 ds. fm Sydney, via way ports; passengers and merchandise to J.C. Merrill & Co. Dates from Auckland to April 16 have been received.





1897

CANADIAN PACIFIC RAILWAY LINE  
S.S. Empress of India



November 23, 1897. A letter posted at the Treaty Port of Canton, China and the 10¢ U.P.U. rate paid by a strip of 5 of the 2¢ Issue of 18882 of Hong Kong. The mails went by local steamer from Canton to Hong Kong for forwarding.

November 24. Hong Kong transit backstamp. S.S. Empress of India of the Canadian Pacific Railway Line departed from this port for Vancouver, British Columbia, Canada.



London Times, Monday December 20, 1897. The Canadian Pacific Railway Co.'s s. EMPRESS OF INDIA from Hongkong, arrived at Vancouver on Wednesday (December 14.)

December 15. Vancouver transit backstamp.



December 21. Melrose, Mass. receiving backstamp. Usual 5-6 day transcontinental transit by rail.

1898

CANADIAN PACIFIC RAILWAY LINE

S.S. Empress of Japan



July 21, 1898. Quadruple rated letter at U.P.U. rate of 5 sen per ½-oz., paid by a pair of the 10s. orange brown, Issue of 1888. Letter posted at Hakodate, Japan, and was sent on to Yokohama, port of call of the Canadian Pacific Railway steamers.



London Times, THURSDAY, July 21, 1898. The Canadian Pacific Railway Company's s. EMPRESS OF JAPAN left Hong-Kong yesterday afternoon for Japan and Vancouver, B.C.

Empress of Japan picked up this letter at Yokohama.

London Times, FRIDAY, August 12. The Canadian Pacific Railway Company's s. EMPRESS OF JAPAN arrived at Vancouver on Wednesday (August 10.)



August 15. Arrival backstamp at New Bedford, Mass., 5 days after letter arrived at Vancouver. This was the normal transcontinental transit time.

1900

TRANSPACIFIC MAIL  
CANADIAN PACIFIC LINE S.S. Empress of China

SHEWAN TOMES & CO'S PRINTED MARKET LETTER.



Messrs. WIGHT BROTHERS & Co.

70 & 72, Chauncy Street,



BOSTON,

MASS.



October 24, 1900. A letter paid at Hong Kong at the 2¢ Newspaper rate via any route by the Issue of 1900, 2¢ green. The S.S. Empress of China of the Canadian Pacific Line departed from Hong Kong for Vancouver this date.



November 14 (circa). Empress of China arrived at Vancouver. Mail went transcontinental by rail.

November 20. Boston arrival duplex postmark. Mail took usually 5 days coast-to-coast by rail.

1901

TRANSPACIFIC MAIL  
CANADIAN PACIFIC RAILWAY LINE S.S. Empress of Japan



March 13, 1901. Letter endorsed: Per "S/S Empress of Japan" is paid at the 10¢ U.P.U. rate at Hong Kong by Issue of 1900, 10¢ ultra-marine. S.S. Empress of Japan departed from Hong Kong.

The Japan Weekly Mail, Yokohama, March 23, 1901.

ARRIVALS: Empress of Japan, British steamer, 3003, H. Pybus, 21st March, Mails and General - C.P.R.Co.

DEPARTURES: Empress of Japan, British steamer, 3003, H. Pybus, 22nd March - Vancouver, B.C., Mails and General - C.P.R.Co.

London Times, Monday April 8. The Canadian Pacific Railway Company's s. EMPRESS OF JAPAN, from Hong Kong, arrived at Vancouver on Wednesday (April 3.)



April 8. New York arrival backstamp. Usual 5 day transit time, coast to coast, by rail.



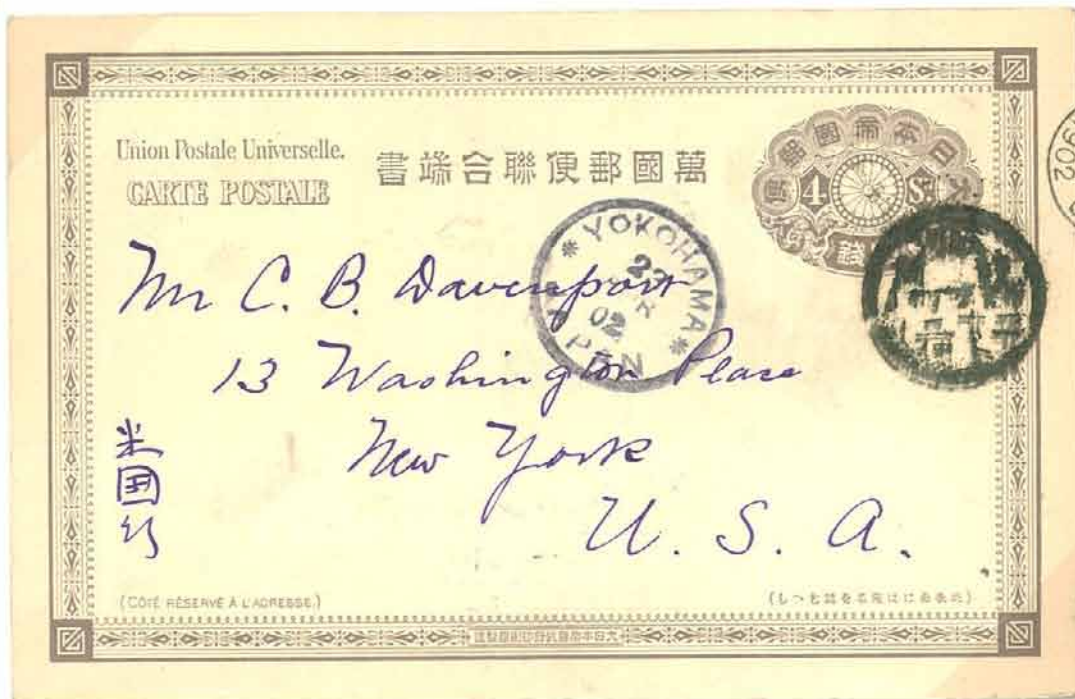
1902

TRANSPACIFIC MAIL

CANADIAN PACIFIC RAILWAY LINE

S. S. Tartar

4425 tons, 376' x 47", iron hull, single screw, 14½ knots. Built 1883 by Aitken & Mansel, Glasgow for Union Steam Ship Co. for the England - South African Service. Sold to Canadian Pacific Line in 1897, as more tonnage was needed to get miners to the gold region during the Klondyke Gold Rush. Was in transpacific service 1898-99, 1900-1907. Sold to Japanese 1907.



April 22, 1902. 4 sen U.P.U. postal card dated at Shiguoka, Japan from a missionary noting that he now has an average of 33 pupils.

April 23. Card transit at Yokohama.

Japan Weekly Mail, Yokohama, May 3.

ARRIVALS. Tartar, British steamer, 2768, E. Beetham, 26th April - Hongkong via ports and Kobe 24th Apr.

DEPARTURES: Tartar, 26th April - Vancouver, B.C. - Mails and General - C.P.R. Co.



Examiner, San Francisco. PACIFIC COAST PORTS. VANCOUVER (BC) - Arrived May 9. Br. stmr. Tartar, Beetham from Yokohama.

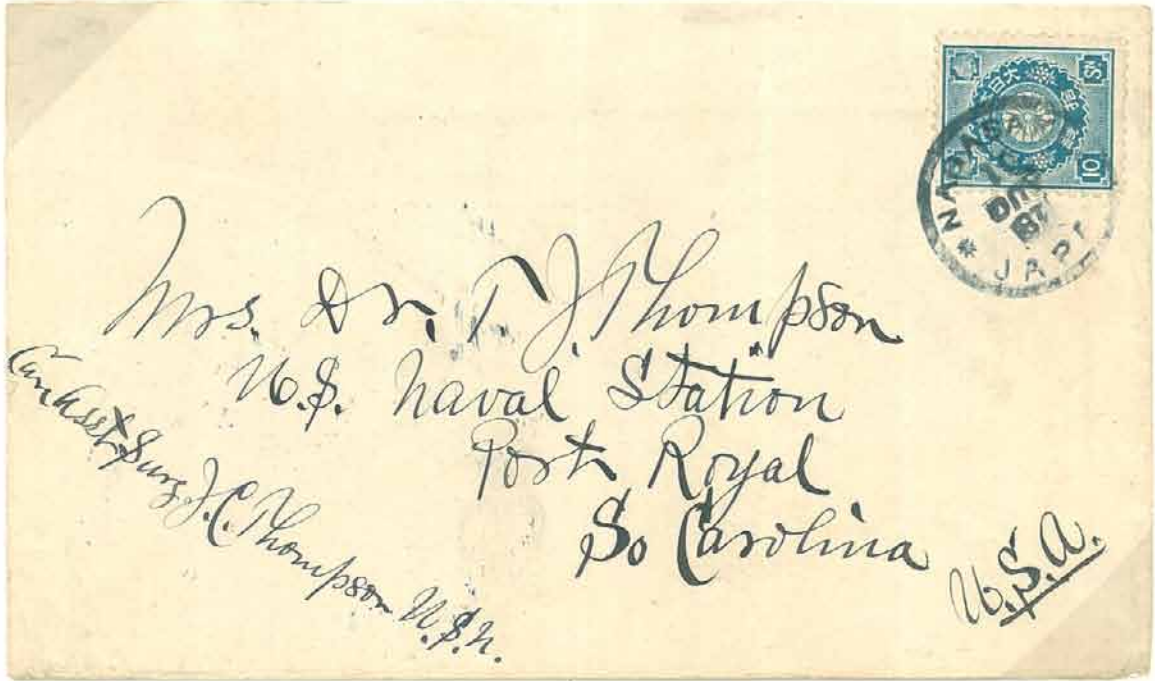
May 15. Arrival backstamp at New York. Usual 5-6 day transcontinental transit time.

1901

TRANSPACIFIC MAIL

CANADIAN PACIFIC LINE

S.S. Empress of China



Aug. 13, 1901. Letter posted at Nagasaki, Japan, paid at the 10 sen U.P.U. rate by the Issue of 1899.

Aug. 15. Transit backstamp at Yokohama, Japanese port of call of the Canadian Pacific Line steamers.

London Times, Thurs., Aug. 8, 1901. The Canadian Pacific Railway Company's s. EMPRESS OF CHINA left Hong-Kong yesterday afternoon for Shanghai, Yokohama and Vancouver.

London Times, Thurs. Aug. 29. The Canadian Pacific Railway Company's s. EMPRESS OF CHINA arrived at Vancouver on Tuesday (Aug. 27.)



Aug. 28. Transit backstamp at Vancouver, B.C. and arrival backstamp at Port Royal, S.C. Sept. 3.

1901-02

TRANSPACIFIC MAIL

CANADIAN PACIFIC LINE

S. S. Athenian

Built 1882 by Aitken & Mansel, Glasgow. 3882 tons, 365' x 48', single screw, 16 knots, iron hull. Originally owned by Union Line, England for South Africa trade. Purchased by the Canadian Pacific 1897 for Vancouver-Skagway trade. In Vancouver-Hong Kong service 1898-9, 1901-07. Sold Japanese 1907. Broken up in 1908.



December 4, 1901. 10c U.P.U. rate paid by a pair of 4c carmine rose and single 2c green, all Issue of 1900, wmkd. Crown and C.A.

Letter endorsed: Via S.S. "Athenian" / to Vancouver B.C.



December 29. Arrival backstamp at Vancouver, British Columbia, port of the Canadian Pacific Line steamers.

January 5, 1902. Arrival backstamp at Dayton, Ohio.

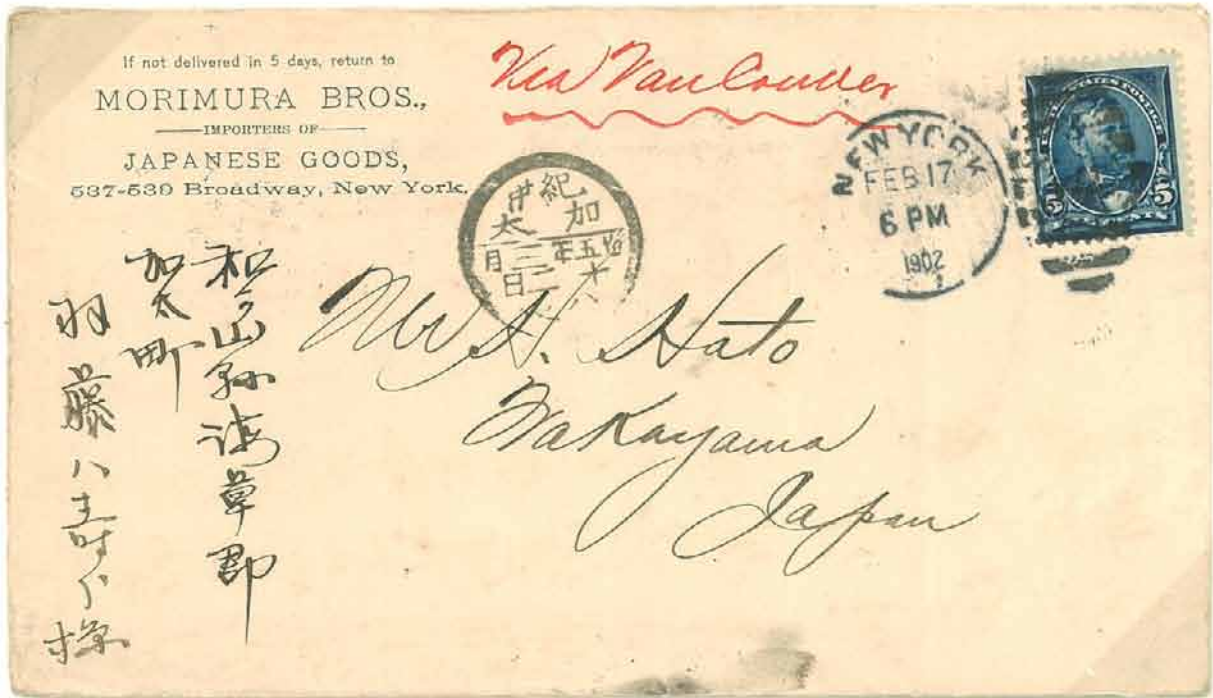
1902

TRANSPACIFIC MAIL

CANADIAN PACIFIC LINE

S.S. Empress of China

Built 1890 by Naval Construction and Armaments Co., Ltd., Barrow, England. 5947 tons, 455' x 51'; twin screw, 17 knots. Launched March 25, 1891. In service Vancouver-Hong Kong, 1891-1911. Wrecked near Yokohama in July 1911, no loss of life.



Feb. 17, 1902. Letter posted at the 5¢ U.P.U. rate to Japan by Issue of 1898. Endorsed: Via Vancouver.

N.Y. Times. Feb. 14. TRANSPACIFIC MAILS. Mails for China and Japan via Vancouver, close

here daily at 6:30 P.M. up to Feb. 18, inclusive for dispatch per steamer Empress of China (registered mail must be directed "Via Vancouver". Merchandise for the United States Postal Agency at Shanghai cannot be forwarded via Canada)...

Feb. 24. Transit backstamp at Vancouver, British Columbia, port of sailing of the Canadian Pacific Line steamers.

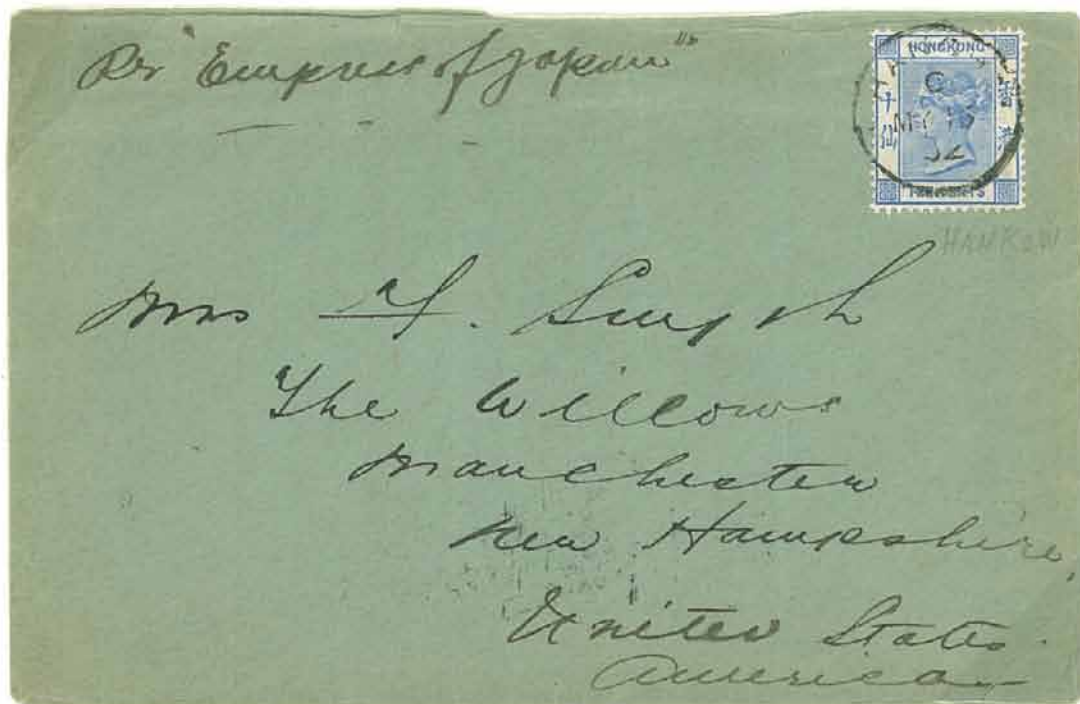
March 11. Arrival backstamp at Yokohama, Japanese port for the Canadian Pacific steamers en route to Hong Kong.



1902

TRANSPACIFIC MAIL

CANADIAN PACIFIC MAIL S.S. Empress of Japan  
Hankow, China to U.S. via Hong Kong and Vancouver



May 11, 1902. A letter headed SS Kutwo, Hankow. The Treaty Port of Hankow lies about 600 miles up the Yangtse River and is some 500 miles due north of Hong Kong. Letters were sent downstream by steamer to Shanghai and by local steamer to Hong Kong.

Letter is endorsed: Pr. "Empress of Japan." The 10 cents U.P.U. rate is paid by the Hong Kong 10¢ ultramarine, Issue of 1900, cancelled by the British Consular Office handstamp at Hankow. This 21½ mm. c.d.s. with index letter "C" appears to be Webb type Jii.

June 3. S.S. Empress of Japan arrived at Vancouver.



N.Y. Times. Postmaster Van Cott announces that mails from China and Japan reached Vancouver per steamer Empress of Japan and were dispatched east June 3 and 4.

June 10. Boston arrival backstamp.

1910

TRANSPACIFIC MAIL

CANADIAN PACIFIC LINE S.S. Empress of India



May 5-6, 1910. Letter posted at Hankow, China describes a riot at Changsha on April 14, 1910. The writer, a graduate of Bates College, is directing his letter to a friend at Livermore Falls, Maine for inclusion in the Banner, a newspaper of that town. Paid at Hankow 10¢ U.P.U. rate by Issue of 1908.

May 6. Letter was endorsed: Via Siberia & N.Y. This was ignored as letter was forwarded via Shanghai and Nagasaki for transpacific routing via Vancouver.

May 9. Backstamp at Chinese Post Office at Shanghai, with forwarding by French Office at Shanghai May 12, French postmark on face.

May 15. Nagasaki transit backstamp.

London Times, May 19. Canadian Pacific s. Empress of India, for Vancouver, left Hong Kong Sunday morning (May 15).

June 6. Empress of India arrived at Vancouver (London Times).

June 10. Backstamp, arrival at Livermore Falls, Maine.



1929

TRANSPACIFIC MAIL

CANADIAN PACIFIC LINE

S.S. Empress of France

Chengfu to Boston via Mukden and Seattle

Empress of France built 1913 by Wm. Beardmore, Glasgow. 18,357 tons; 571' x 72', quadruple screw, 19½ knots. Steam turbines. First voyage Liverpool to Quebec Nov. 14, 1919. Made a world cruise from New York in 1923. Placed in trans-Pacific service in December 1928 for a year. Last voyage: Southampton-Quebec Oct. 2, 1931. Laid up until scrapped in 1935.

PH. DE VARGAS  
YENCHING UNIVERSITY  
PEKING, CHINA.



Mr. Harvey L. Meekew  
14 Beacon Street  
Boston Mass  
U. S. A.



June 3, 1929. Registered letter posted at Chengfu and backstamp transit June 5 at Peping, China.

June 6. Transit backstamp at Moukden (Mukden), Manchurian port some 380 miles N.E. of Peking. S.S. Empress of France called at this port June 6 and letter went aboard her then.

June 27. Arrival backstamp at Boston.



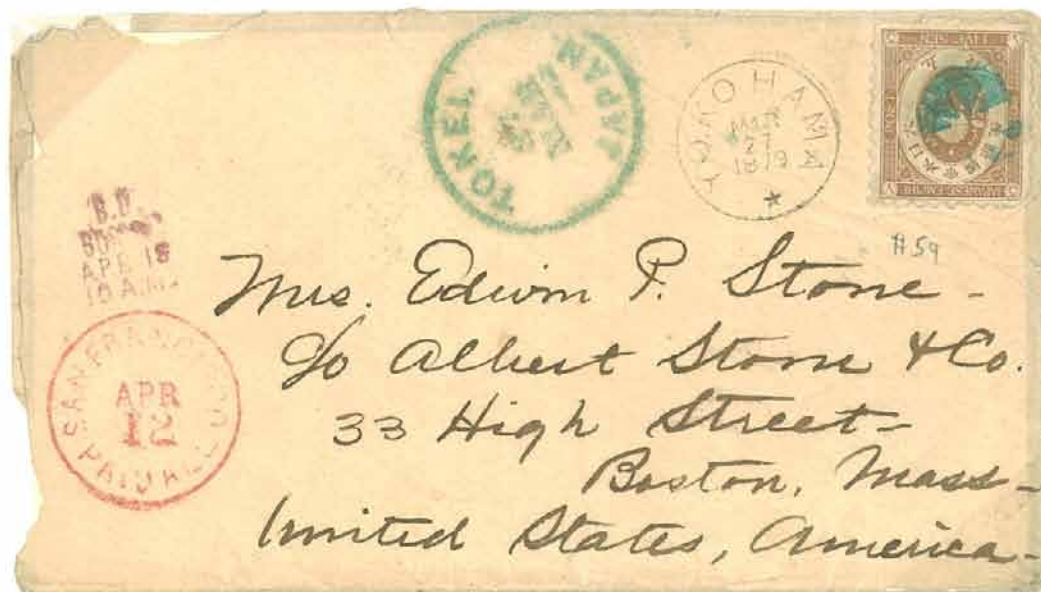
N.Y. TIMES, June 25, Tuesday: Transpacific mails due at New York. Australia, China, Fiji Islands, Friendly Islands, Hawaii, Indo-China, Japan, Java, New Zealand Philippines and Straits Settlements - Mails of the following dates, Sydney May 30, Nukulafa May 27, Auckland June 4, Suva June 7, Honolulu June 14 which arrived per S.S. NIAGARA, were dispatched from Seattle June 21 and mails dated Yokohama June 13, Shanghai June 6, Mukden June 8, Hong Kong June 5, Canton June 4, Manila May 31, Singapore May 23, Batavia May 25, Saigon May 24, which arrived per S.S. EMPRESS OF FRANCE were dispatched

from Seattle on June 22. The mails from the S.S. NIAGARA are due in N.Y. tomorrow morning, and mails from the S.S. EMPRESS OF FRANCE on Thursday morning, June 27.

1879

TRANSPACIFIC MAIL  
OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY  
S. S. Belgic

Built in 1873 by Harland & Wolff, Ltd., Belfast for White Star Line. 2652 tons, 370' x 36', single screw, iron hull. Chartered by O. & O. and in service San Francisco - Hong Kong 1875-83. Sold to Spanish owners in 1883 and renamed Geofredo.



March 27, 1879. Letter paid at Tokio at the 5 sen U.P.U. rate by the Issue of 1876. N.B.: Tokio was also called Tokei. Prior to 1868, it was also called Yedo, Yeddo, Jeddo or Iedo. Same day transit mark at Yokohama, the port city of Tokio.

S.S. Belgic of the O. & O. Line departed from Yokohama this same day for San Francisco.



B.D.  
BOSTON  
APR 18  
10 A.M.

B.7262

April 11. Belgic arrived at San Francisco, letter processed April 12, San Francisco date stamp.

April 18. A so-called "B.D." mark at Boston. Usual 5-6 day transcontinental time from California to the East Coast.



1882

TRANSPACIFIC MAIL

STRATHAM, N.H. TO FOOCHOW, CHINA VIA S. FRANCISCO  
OCCIDENTAL & ORIENTAL STEAMSHIP CO. S.S. Oceanic

Built 1870 by Harland & Wolff, Ltd., Belfast for the White Star Line. 3808 tons, 420' x 40', single screw, 14½ knots. Transatlantic (pioneer vessel of White Star) 1871-1875 when she was transferred to O. & O. SS Co. Ran San Francisco-Hong Kong 1875-1895. Broken up in London 1896.



October 31, 1882. Letter to Foochow, China at the U.P.U. rate of 5¢ paid by the Issue of 1882, at Stratham, New Hampshire via Boston and San Francisco.

N.Y. Times: POST OFFICE NOTICE: Foreign mail for the week ending Nov. 4, 1882, will close at this office, as follows: Saturday. The mails for China and Japan per steam-ship Oceanic via San Francisco close Nov. 4 at 7 P.M.

San Francisco Examiner:

November 11. Cleared at San Francisco Br. steamer Oceanic, Metcalfe, Yokohama and Hong Kong. O. & O. SS Co.



December 9, 1882. Transit backstamp at Hong Kong, normal transit time (25-30 days), San Francisco to Hong Kong.



December 16. Mail transported by local steamer from Hong Kong to the Treaty Port of Foochowfoo, arrival backstamp.

1883

TRANSPACIFIC MAIL  
OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY  
S. S. Gaelic (I)

2652 tons, built for White Star Line by Harland & Wolff, Belfast, 1872. 370' x 36', single-screw. In service Liverpool-South America, London - New York, 1873-75; chartered by Occidental & Oriental for service San Francisco - Hong Kong. Sold to Spanish owners in 1883 and renamed Higo. This letter was carried on her last year of service under Occidental & Oriental.



February 6, 1883. A letter to Cleveland, Ohio paid at Yokohama by the 5 sen Issue of Japan, being the U.P.U. rate. This is an early usage of the stamp, issued in 1883.

January 28. S.S. Gaelic of the Occidental and Oriental Line departed from Hong Kong, touched at Yokohama February 6 where this letter went aboard.

February 22. Gaelic arrived at San Francisco, backstamp. The letter went by rail to Cleveland.

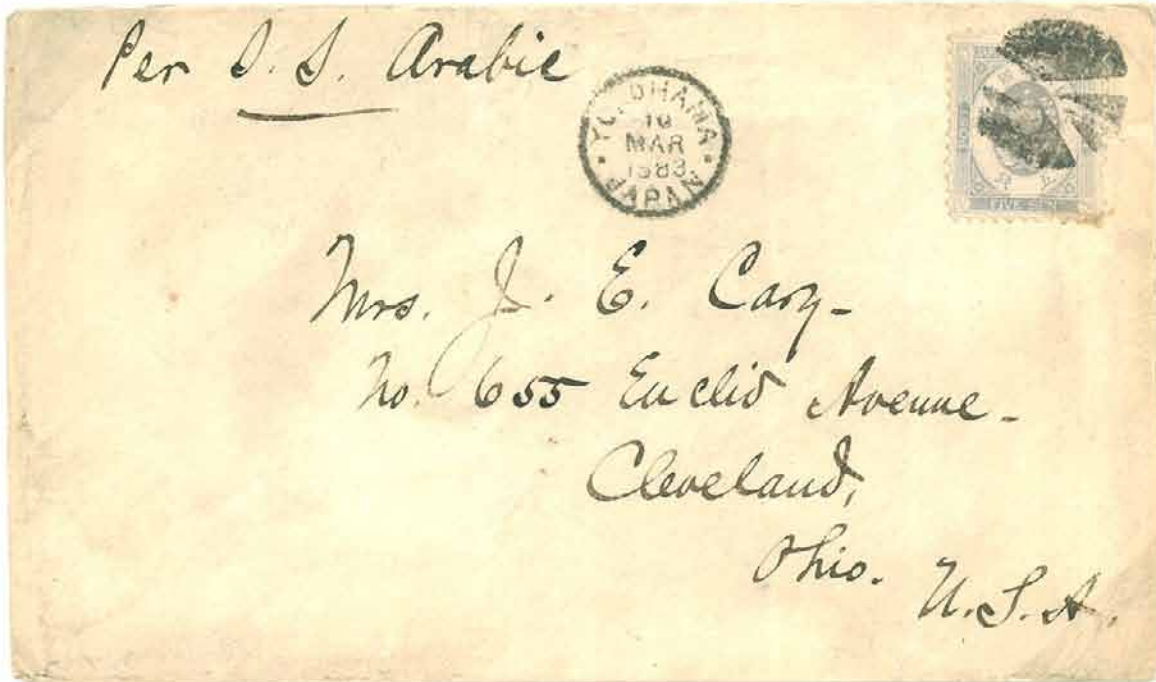
February 28. Letter received at Cleveland, and forwarded to New York. Under U.P.U. regulations forwarded letters were not subject to further charges.

March 2. New York arrival backstamp.



1883

TRANSPACIFIC MAIL  
OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY  
S.S. Arabic



March 10, 1883. A letter to Cleveland, Ohio paid at Yokohama at the U.P.U. rate of 5 sen by the Japan Issue of 1883, early use for this stamp. Letter is endorsed: Per S.S. Arabic.



The Arabic was built in Belfast in 1881 for the White Star Line. She was in service San Francisco - Hong Kong 1882-1885, 1888-89. This letter was carried in the 2nd. year of her service.

March 1. S.S. Arabic departed from Hong Kong, touched at Yokohama on March 10 where this letter went aboard.



March 26. Arabic arrived at San Francisco, backstamp. The U.P.U. rate paid all charges, so letter marked PD ALL. Mail went east by rail.

1883

TRANSPACIFIC MAIL  
OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY  
S. S. Coptic



March 31, 1883. A 2 sen Japanese Postal Card dated at Okayama, Japan. The writer noted that Mrs. French did not receive her spectacles because they were returned from Kobe as being unmailable because they were of glass.

April 3. Card was mailed to Kobe and transited Yokohama on April 6, port of call of the O. & O. SS Co. steamers.

The S.S. Coptic departed from Hong Kong March 27, and touched at Yokohama April 6.

April 28. Coptic arrived at San Francisco. The 2 sen U.P.U. postal card carried the card to Foxboro, Mass.



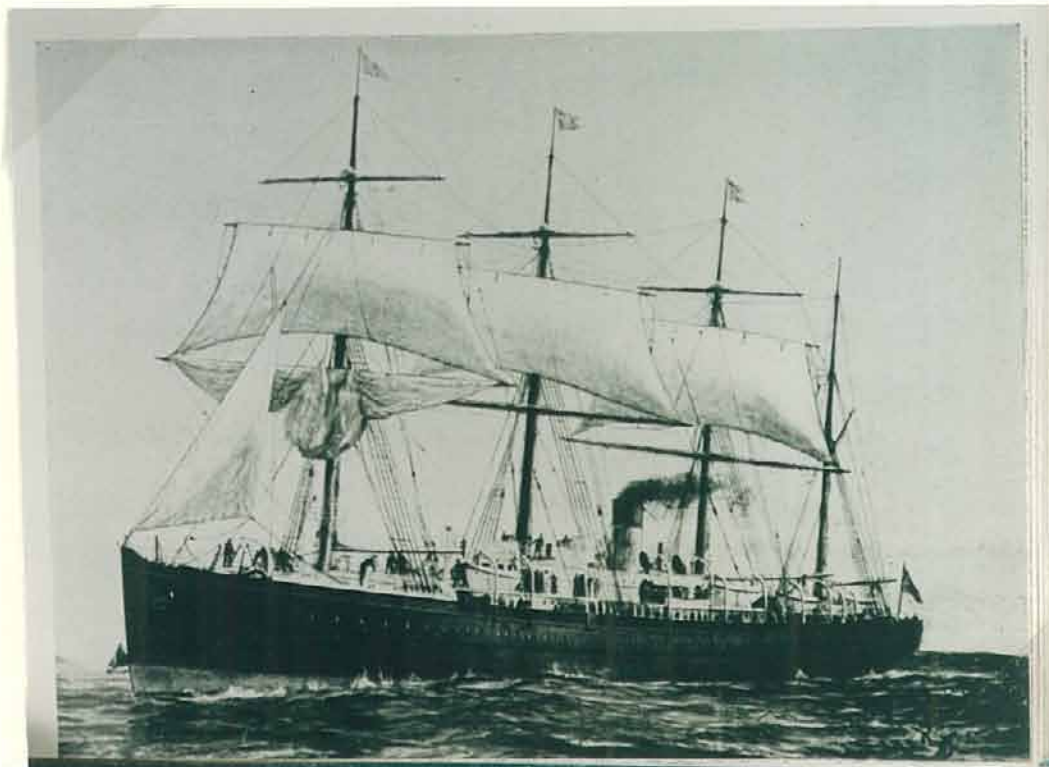
1883

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY

S.S. Oceanic



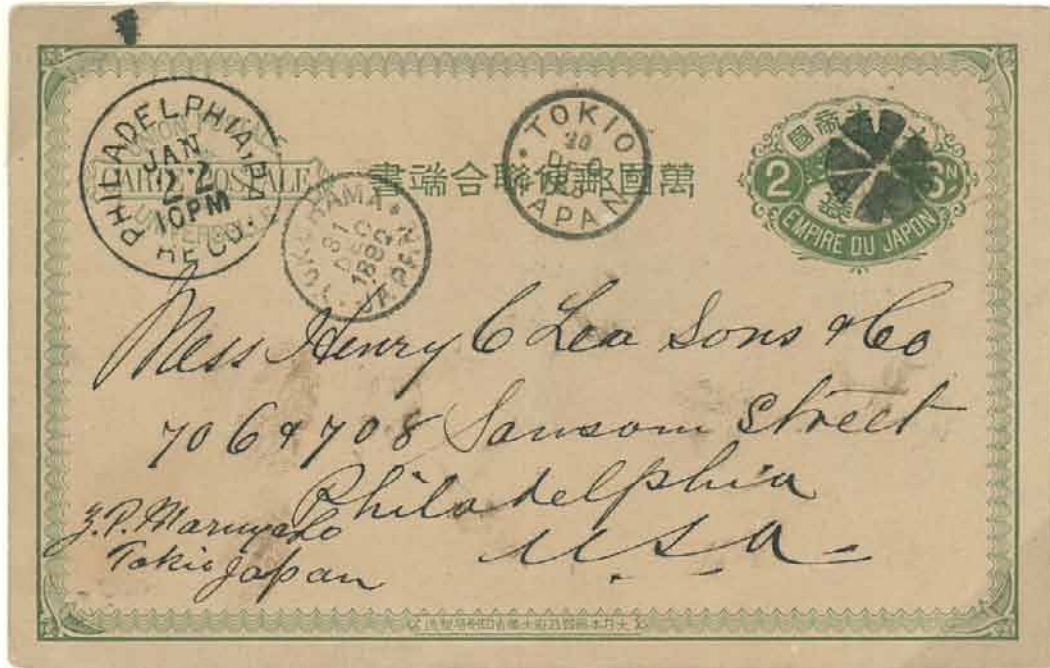
Dec. 30, 1882. A New Year card for 1883, hand painted card from Tokio. It features a dancing monkey on a string, also what looks like a lobster dinner in teh next room! This card went transpacific by the S.S. Oceanic.



S.S. Oceanic. Built 1870 for White Star Line. Transferred to O. & O. Line in 1875, where she served until 1895.

1883

TRANSPACIFIC MAIL  
OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY  
S. S. Oceanic



December 30, 1882. A New Year's card posted at Tokio. It bears an original, hand painted design of a trained monkey on a string printed on the reverse of the 2 sen Japanese U.P.U. card.

December 31. Card in transit at Yokohama. The S.S. Oceanic of the O. & O. Line had departed from Hong Kong on December 23 and touched at Yokohama December 31 where this card went aboard.

January 15, 1883. Oceanic arrived at San Francisco, receiver backstamp agrees with her recorded arrival date.



January 22. Philadelphia receiving post mark. Usual 6-7 day transcontinental transit by rail.

1883-84

TRANSPACIFIC MAIL  
OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY  
S.S. Oceanic

Built 1870 by Harland & Wolff, Ltd., Belfast, Ireland for the White Star Line. 3808 tons, 420' x 42', iron hull, single screw, 14½ knots, she was the pioneer steamship of the White Star Line. She was transferred to the transpacific route in 1875. In service San Francisco-Hong Kong, 1875-1895. Broken up in London in 1896.



December 14, 1883. Letter posted at Washington, D.C. to Nagasaki, Japan, paid at the 5¢ U.P.U. rate by the Issue of 1882. Letter went transcontinental by rail to San Francisco, where it arrived December 19 at the Foreign Department, backstamp.

December 22. S.S. Oceanic of the Occidental & Oriental Steamship Co. departed from San Francisco.

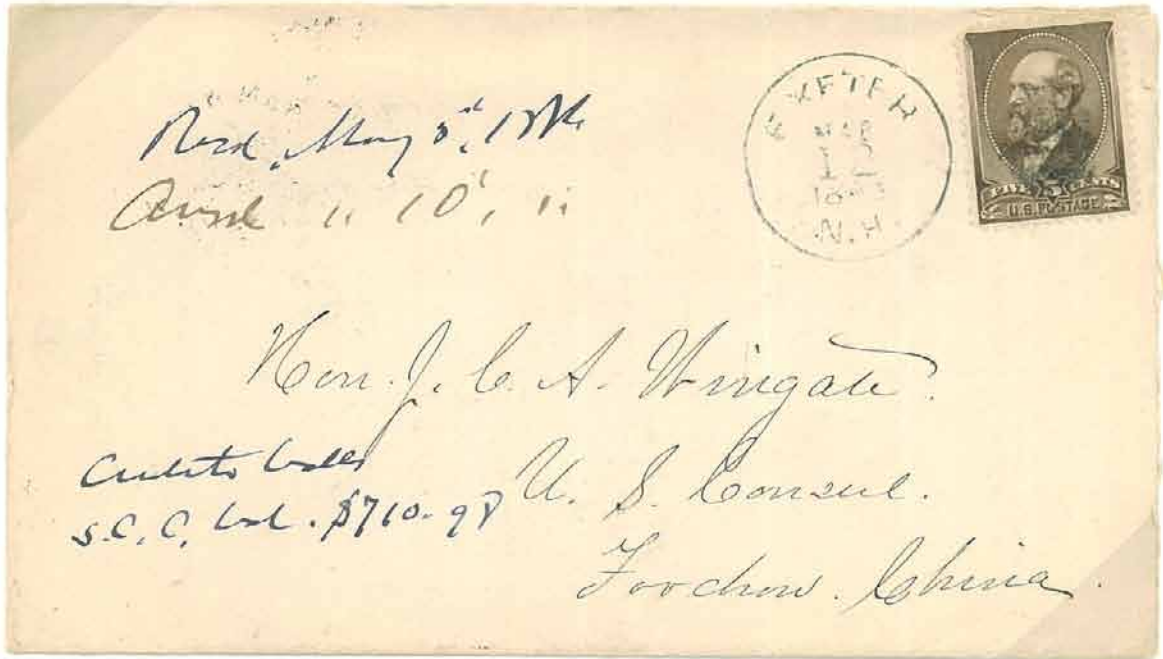


January 14, 1884. Oceanic arrived at Yokohama, backstamp. She went on to arrive at Hong Kong on January 21.

January 20. Nagasaki arrival backstamp.

1886

TRANSPACIFIC MAIL  
OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY  
S. S. Oceanic



March 12, 1886. A letter to Foochow, China, paid at the 5¢ U.P.U. rate by a copy of the Issue of 1882. It is addressed to the Hon. Joseph Charles Augustus Wingate of Stratham, N.H. who had been appointed U.S. Consul in May 1880. Letter was posted at Nearby Exeter, N.H.

March 12. Boston Foreign Department transit backstamp.

March 19. Transit backstamp at San Francisco. Pacific Mail's S.S. City of Sydney departed from "Frisco on March 24, but this letter was held for the S.S. Oceanic of the O. & O. Line, which sailed from San Francisco on April 3.

April 30. Hong Kong transit backstamp, which agrees with the recorded arrival date of Oceanic at that port.

May 5. Letter went by a local steamer, Hong Kong to Foochow, backstamp.





1886-87

TRANSPACIFIC MAIL  
OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY  
S. S. San Pablo (Charter)

Chartered from Pacific Improvement Co. 4064 tons, 331' x 42', single screw. Built 1884 by W. Cramp & Sons, Philadelphia. In O. & O. SS Co. service San Francisco-Hong Kong 1884-88. Wrecked on reef, Turnabout Island, Formosa Channel in April 1888.

JOHN H. TURNER,  
PRINTER,  
AYER, - - MASS.



吉信 送交  
花旗祖家波士頓埠  
梅曾其收閱呈請

John H. Turner,  
Ayer,  
Mass.  
U. S. A. (Middlesex Co.)



December 21, 1886. Letter to the U.S. posted at Hong Kong at the 3rd Hong Kong U.P.U. rate of 10¢ per 1/2-oz., effective 18 Feb. 1880 to 1 Jan. 1891. Franking is with the 10¢ green, Issue of 1882, cancelled by the "B62", British Post Office number assigned to Hong Kong. S.S. San Pablo of the O. & O. Line departed from Hong Kong this same day.



January 14, 1887. Arrived at San Francisco, steamer San Pablo, Reed, 24 days from Hong Kong via Yokohama 15 days to O. & O. S. & Co. Backstamp.



January 12. Arrival backstamp at Ayer, Mass.

1888

TRANSPACIFIC MAIL

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY

San Francisco to Japan and China via Honolulu

S. S. Arabic

Occidental & Oriental was a subsidiary of the White Star Line. Commenced service between San Francisco and the Orient in 1879 with White Star Line vessels.

Arabic built 1881 by Harland & Wolff, Ltd., Belfast. 4368 tons, 430' x 42', single-screw, 4 masts, one funnel, steel hull. In service San Francisco-Hong Kong 1882-1885, 1888-89. Also in transatlantic service. Renamed: Spaarndam.



August 20, 1888. Letter posted at Pacific Grove, California to Kapaa, Kauai, Sandwich Islands (Hawaii). It is directed to the care of Hon. G.H. Dole (of Dole pineapple fame). 5¢ U.P.U. rate paid by the Garfield Issue, indigo, of 1888.



DAILY ALTA CALIFORNIA, TUES., Aug. 21, 1888. The steamer Arabic will depart to-day at 3 PM for Japan and China, calling at Honolulu.

August 21, cleared Arabic, Smith, O. & O. S.S. Co.

August 28. Arrival backstamp at Honolulu, Hawaiian Islands.

1889

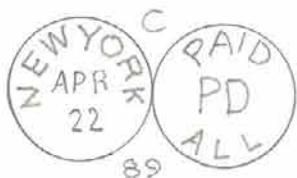
TRANSPACIFIC MAIL  
OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY  
S. S. Oceanic



March 29, 1889. A Japanese 2 sen U.P.U. international post card is dated at Yokohama and endorsed: Per S/S "Oceanic". The writer applied his Forwarding Agent's backstamp, here used as a business card.

March 27. S.S. Oceanic of the Occidental & Oriental Steamship Co. departed from Hong Kong. She touched at Yokohama on March 31, where this card went aboard with the U.S. mails. Cancellation of even date at Yokohama.

April 16. Oceanic arrived at San Francisco.



April 22. New York arrival postmark. Usual 5-6 day transcontinental transit by rail from San Francisco.

1896

TRANSPACIFIC MAIL  
OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY  
S.S. Coptic



March 10, 1896. Letter, an autobiography of a missionary at Kioto, posted at Kioto, Japan, paid at the U.P.U. rate by the 5 sen Issue of 1883.

March 11. Transit mark at Yokohama. The S.S. Coptic of the O.&O. SS Co. had departed from Hong Kong March 5, and picked up the mails via San Francisco at Yokohama on March 14.



Examiner, San Francisco, March 28, 1896. Arrived March 27. Br. stmr. Coptic, Sealby, 22 days from Hongkong, via Yokohama 13 days 52 minutes; pass. and mdse. to O & OSS Co.

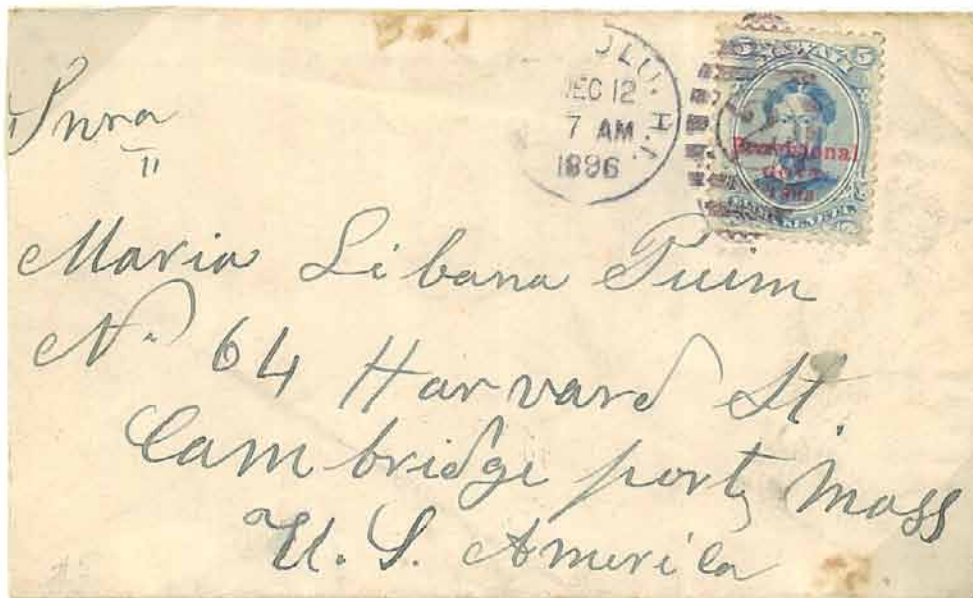
March 27. Transit backstamp at San Francisco.



April 3. Arrival backstamp at Dracut, Mass. 7 day transit transcontinental, San Francisco to Dracut.

1896

TRANSPACIFIC MAIL  
OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY  
S.S. Belgic



December 12, 1896. A letter paid at the 5¢ U.P.U. rate by the "Provisional GOVT./1893" overprint in red Issue of 1893. Hawaii was an independent republic from 1893 to 1898, and these overprinted stamps superseded the former kingdom Issues.

December 15. The S.S. Belgic of the O. & O. SS Co., en route from Hong Kong to San Francisco, touched at Honolulu.

The Examiner, San Francisco, December 23. Arrived San Francisco Dec. 21, Br. Str. Belgic, Rinder, 27 days 21 hours 4 minutes from Hongkong, via Yokohama 17 days 4 hours 11 minutes and Honolulu 6 days 2 hours 26 minutes; passengers and mdse. to O & O SS Co.



December 22. San Francisco arrival backstamp.

December 26. Boston arrival backstamp, mail by rail trans-continental.

1898

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY  
S.S. Belgic



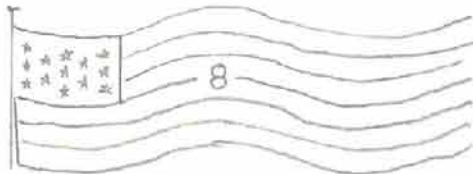
May 20, 1898. Letter to the U.S. paid at Yokohama at the U.P.U. rate of 5 sen, Issue of 1883. Backstamp at Yokohama.



Japan Weekly Mail. Arrivals at Yokohama: Belgic, British steamer, 2695, J.H. Rinder, 20th May - Hongkong via ports, 10th May, Mails and General - O. & O.S.S Co.

May 21. Belgic sailed from Yokohama for San Francisco via Honolulu.

San Francisco Examiner, June 8. Arrived June 7. Br. steamer Belgic, Rinder, 28 days from Hongkong via Yokohama 17 days 5 hours 42 minutes via Honolulu 6ds 7hrs 42min.



June 12. Transit backstamp at Boston, usual 4 days trans-continental transit from San Francisco.



June 13. New Bedford arrival backstamp.

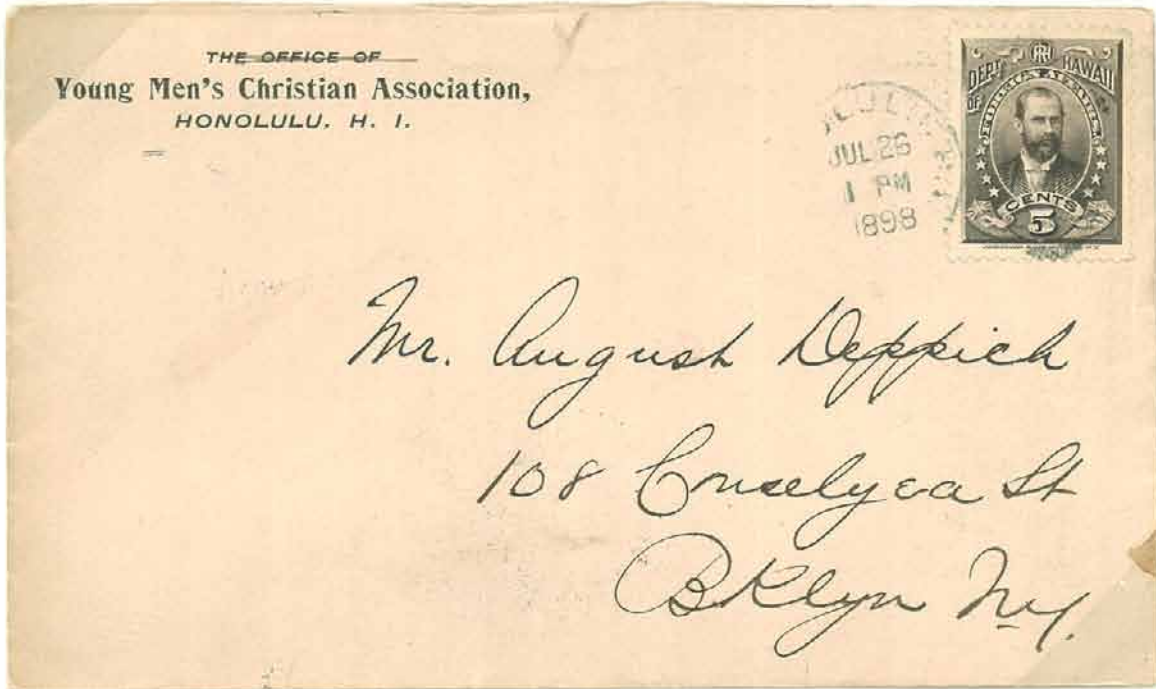
1898

TRANSPACIFIC MAIL

OCCIDENTAL & ORIENTAL STEAMSHIP CO.

S.S. Doric

Built 1883 by Harland & Wolff, Ltd., Belfast. 4676 tons, 440' x 44', single screw, 15 knots, steel hull. Occidental & Oriental was a subsidiary of the White Star Line. Doric was in service San Francisco-Hong Kong, 1896-1906. Doric sold to Pacific Mail Steamship Co. in 1906.



July 26, 1898. Single rate U.P.U. letter paid at Honolulu, Hawaii by the "Department of Foreign Affairs" official stamp, Issue of 1896. Actually, these stamps were used for official correspondence by other government departments and by members of the militia. Their use on cover is seldom seen.



SAN FRANCISCO  
- CALA. -  
AUG 2 12 M '98



San Francisco Examiner, Aug. 2. Arrived steamer Doric, Hong Kong via Honolulu.

Aug. 7. Backstamps on arrival at Brooklyn, N.Y., 5 days later.

1902

TRANSPACIFIC MAIL  
OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY  
S.S. Doric



January 14, 1902. U.P.U. rate 4 sen postal card from a missionary datelined at Morioka, Japan. It was in transit at Tokio January 16.

Japan Weekly Mail, Yokohama, Jan. 25, 1902.

ARRIVALS: Doric, British steamer, 2936, Harry Smith, 18th Jan. Hongkong via ports and Kobe 17th Jan. - Mails & General - O.&O. SS Co.

DEPARTURES: Doric, Smith, 21st Jan. - San Francisco via Honolulu - O. & O. SS Co.

Examiner, San Francisco. February 6. Arrived: Stmr. Doric, Smith, 28 days 15 hours from Hongkong, via Yokohama, 16 days 18 hours and Honolulu 6 days.

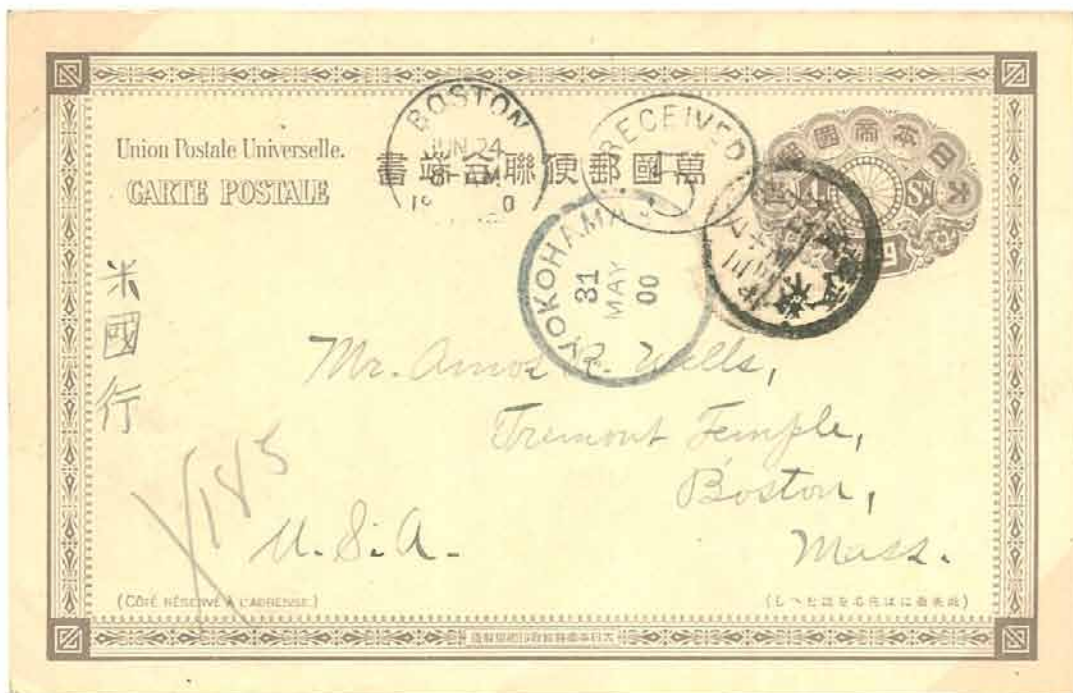


February 10. New York arrival backstamp. Four days in transit transcontinental by rail, San Francisco to New York.



1900

TRANSPACIFIC MAIL  
OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY  
S.S. Doric



May 30, 1900. U.P.U. rated 4 sen postal card datelined at 1541 Nakamura, Yokohama, Japan from a missionary regarding the finding of a "lost" hymn.

The Japan Weekly Mail, Yokohama, June 7, 1900.

ARRIVALS: Doric, British steamer, 2936, Henry Smith, 31st May. - Hongkong via ports and Kobe 30th May, Mail and General - O. & O. SS Co.

DEPARTURES: Doric, Smith, 2nd June - San Francisco via Honolulu. Mails and General - O. & O. SS Co.

Examiner, San Francisco. Arrived June 18, Br. steamer Doric, Smith, 27 days from Hongkong via Yokohama 17 days, via Honolulu 7 days.

June 24. Boston arrival postmark. This allows the usual 5-6 days trans-continental by rail.



1898

TRANSPACIFIC MAIL

S. S. Glenfarg, Hong Kong - Yokohama - Honolulu - San Francisco

Young Men's Christian Association,  
HONOLULU, H. I.



*Mr Aug. Reppich  
107 Linsley St  
Brooklyn N.Y.*

*U.S.A.*



August 10, 1898. Letter paid at double the 5¢ U.P.U. rate by a copy of the Hawaiian 10¢ "Department of Foreign Affairs" official stamp, Issue of 1896. Stamps were for official correspondence by other governmental departments as well as by members of the militia, as here. Their use on cover is seldom seen.

August 12. Steamer Glenfarg picked up the mails at Honolulu en route to San Francisco from Hong Kong. She was a casual steamer, not part of a regular Pacific line.

SAN FRANCISCO —  
— CALA. —  
AUG 20 3 30 P M '98 — 1



San Francisco Examiner. Aug. 21. Arrived Aug. 20, Br. steamer Glenfarg, Selby, 35 days from Hong Kong via Yokohama 20 days via Honolulu 8 days 12½ hours.

Aug. 25. Brooklyn, N.Y. arrival backstamps, usual 5 day transit by rail from the West Coast.

1899

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY  
S.S. Coptic

Built in 1881 by Harland & Wolff, Ltd., Belfast for White Star Line which operated O. & O. SS Co. 4352 tons, 430' x 42', single screw, 15 knots, steel hull. Sold to Pacific Mail in 1906. Owned by Persia Steamship Co. of London and operated on commission basis by Pacific Mail. Sold to Toyo Kisen Kaisha in 1915. Renamed; (a) Persia (1907), (b) Persia Maru (1915). Scrapped in 1925.



Japan Weekly Mail, Yokohama, March 18, 1899. NEXT MAILS LEAVE:

Canada &c.	C.P.R. Co.	Em. of Japan	March 24
America	P.M. Co.	Rio de Janeiro	March 25
America	O. & O. Co.	Coptic	April 2

March 26, 1899. Letter posted at Yokohama, paid at double the U.P.U. rate of 5 sen per  $\frac{1}{2}$ -oz. by 10s. orange brown Issue of 1888. Letter just missed the sailing of S.S. Rio de Janeiro, which departed Yokohama on March 25.

Japan Mail. Arrived Coptic, British steamer, 2744, Inman Sealby, 30th March - Hong Kong via ports, Kobe 29th Mar., Mails & General to O. & O. SS Co.

April 1. Coptic cleared for San Francisco via Honolulu.

San Francisco Examiner. Arrived San Francisco April 17, Br. steamer Coptic, 27 days 20 hours 1 min. from Hongkong, via Yokohama 16 days 23 hours 10 min. and Honolulu 5 days 22 hours.

1900

TRANSPACIFIC MAIL  
OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY  
S.S. Gaelic



February 23, 1900. Letter originated at Sendai, Japan, and the U.P.U. rate of 10 sen was paid by the Issue of 1888.



February 24. Transit stamp at Tokio.

February 25. S.S. Gaelic of the O. & O. SS Co. touched at Yokohama for the mails en route to San Francisco.

San Francisco Examiner. Arrived at San Francisco March 13, 1900. Br. Stmr. Gaelic, Finch, 28 days 2 hours from Hong-kong, via Yokohama 17 days 4 hours, via Honolulu 6 days 10 hours.



March 18. Transit backstamp at Boston, Foreign Department. Usual five day transit time trans-continental by rail.

March 19. Lowell, Mass. receiving backstamp.

1900

TRANSPACIFIC MAIL  
OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY

S. S. Gaelic

台烟  
CHEFOO  
11 JUL  
00

SHANGHAI  
16 JUL

SHANGHAI  
C  
JL 17  
00

YOKOHAMA \*  
24  
JUL  
00  
\* JAPAN



July 11, 1900. Postal Card written by a missionary at Chefoo, China. As China was not yet a member of the U.P.U. Imperial Chinese postage was paid by the 1 cent card plus 3 copies of the Imperial Chinese Issue of 1898. This carried the card only to Shanghai.

July 16. Arrival backstamp at the Shanghai, China post office.

North China Herald (Shanghai,) July 18. Arrived at Shanghai previous week, steamer Haeon from Chefoo.

July 17. Card was transferred to the British Post Office at Shanghai where the 4¢ Jan. 1, 1895 post card rate was paid by Hong Kong adhesives, pair of 2¢, Issue of 1882.

Numerous sailings Shanghai to Yokohama are recorded, so it is difficult to assign the one that transported this letter. July 24. Transit stamp at Yokohama.

Japan Weekly Mail (Yokohama). July 28. Departed: Gaelic, British steamer, 2690, Wm. Finch, 25th July - San Francisco via Honolulu, mails and General - O.&O. S.S. Co.

The Examiner, San Francisco, August 12. Arrived Aug. 11, Br. stmr. Gaelic, Finch, 29 days 4 hours from Hong Kong, via Yokohama 17 days 18½ hours via Honolulu 6 days 14-¾ hours.

August 17. St. Johnsbury, Vt. arrival backstamp. Usual 5 day transcontinental transit.

SAN FRANCISCO CAL.  
AUG 11  
1900

ST. JOHNSBURY  
AUG 17  
8 30 A  
1900  
VT

RECEIVED

1901

TRANSPACIFIC MAIL  
OCCIDENTAL & ORIENTAL STEAMSHIP CO.

S.S. Gaelic

4206 tons, 420' x 42', built by Harland & Wolff, Belfast, 1885. Single screw, 14 knots.



July 22, 1901. Picture post card to the U.S. paid at Victoria, Hong Kong at the 4¢ post card rate of Jan. 1, 1895, by a copy of the 4¢ slate, Issue of 1896. This rate was effective until 1918.

Aug. 3. S.S. Gaelic of the O. & O. SS Co. left Hong Kong for San Francisco.



San Francisco Chronicle,  
arr. S.F. Aug. 21. Br.  
Stmr. Gaelic, Finch, 29  
days 14 hours 17 minutes  
from Hongkong, via Yokoha-  
ma 18 days 17 hours 1 min.

via Honolulu 6 days 15 hours 19 min.

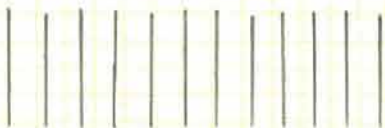
The subject of the post card is "General Aquinaldo and his followers in Hongkong in 1898". Emilio Aquinaldo was a Philippine leader. In the insurrection against Spain in 1896 he took command and by the terms of the peace that ended it he went into exile in Hong Kong. When this card was written he was again leading a rebellion.

1904

TRANSPACIFIC MAIL

OCCIDENTAL & ORIENTAL STEAMSHIP CO. S.S. Doric

PACIFIC MAIL STEAMSHIP CO. S.S. Alameda



Sept. 21, 1904. Embossed envelope of United States/Philippines cancelled by the Doremus Machine cancellation. Mail transported from Manila to Hong Kong to meet the transpacific steamer to San Francisco, the S.S. Doric of

the Occidental & Oriental Steamship Co, Hong Kong, Yokohama and Honolulu.

Honolulu: The steamer Doric, which arrived Oct. 17th from the Orient, brought 416 tons of cargo for this port.

San Francisco Examiner: Arrived at San Francisco Oct. 25, 1904 S.S. Alameda, Dowdell, 6 days from Honolulu.



Oct. 31. Arrival backstamp at Ilchester, Md., usual 5 days from west coast by rail, same mark on face. Letter forwarded to Washington where it received the arrival backstamp the same day.

News from Honolulu, Oct. 19: "The steamships Siberia and Alameda, which arrived last week from San Francisco, experienced rough weather on the trip to this port. There were heavy south-westerly and beam seas running. The Siberia is to make the round trip to S.F. in 60 days, 5 days faster than usual, as she is to fit into a schedule just prepared by the Pacific Mail people."



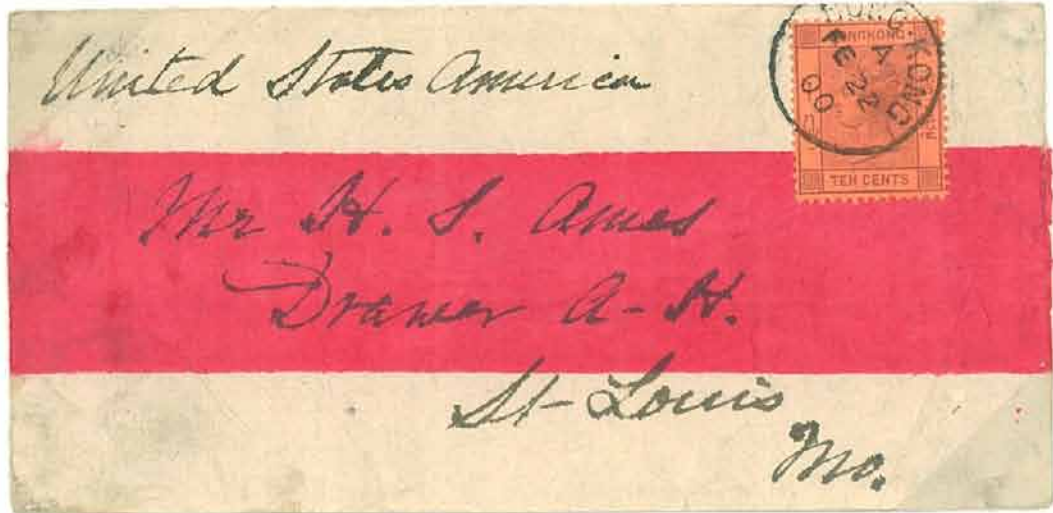




1900

TRANSPACIFIC MAIL

Hong Kong-Shanghai-Yokohama-Honolulu-San Francisco  
TOYO KISEN KAISHA Oriental Steamship Co.  
S.S. Hongkong Maru Japanese



February 22, 1900. Letter paid at Hong Kong at the 10¢ U.P.U. rate by the violet on red, Issue of 1890.

February 25. S.S. Hongkong of the Oriental Steamship Co. departed from Hong Kong.



San Francisco Examiner, March 22. Arrived San Francisco March 21. Jap stmr. Hongkong Maru, Filmer, 26 days 23 hours from Hong Kong via Yokohama 15 days 23 hours 50 minutes and Honolulu 5 days 23 hours 10 minutes.

March 22. Transit backstamp at San Francisco.

March 26. Arrival backstamp at St. Louis.

1901

TRANSPACIFIC MAIL

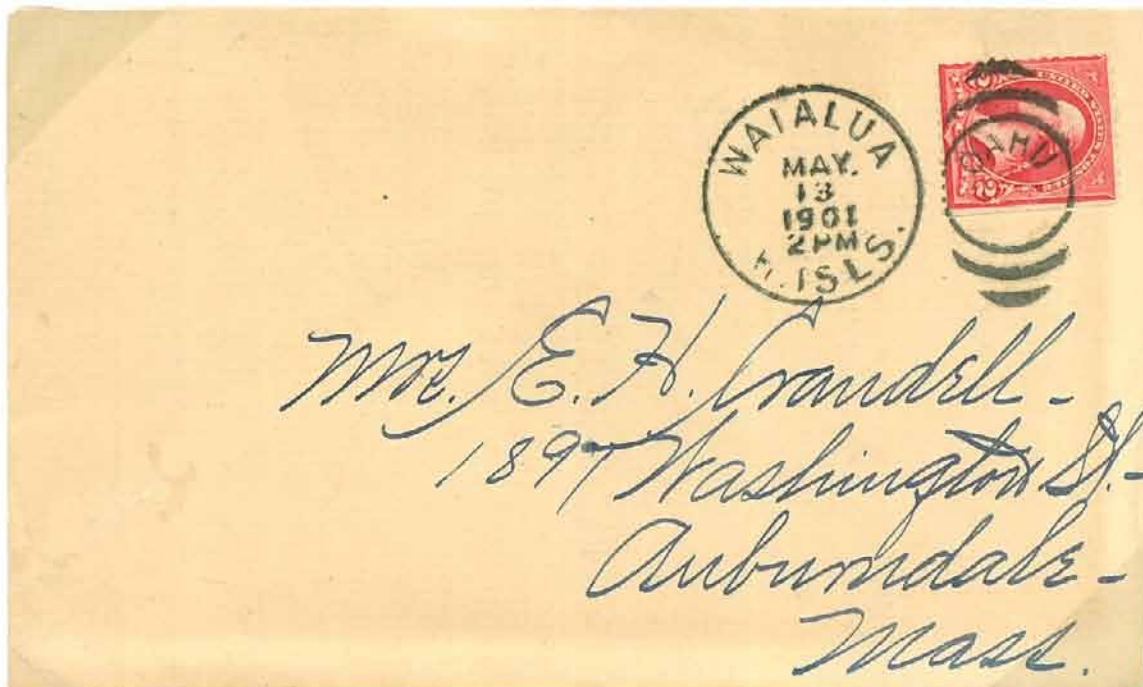
Honolulu to U.S. via San Francisco

TOYO KISEN KAISHA

Oriental Steamship Co.

America Maru

Japanese



May 13, 1901. A domestic rated letter posted at Waialua, Hawaiian Islands at 2 P.M. It is backstamped at Honolulu at 5:30 P.M., same day. It met the sailing of America Maru from Honolulu the same day.

The domestic first-class category has always applied to the United States, its territories and possessions. Beginning in 1898, the U.S. continued to expand its jurisdiction. Hawaii was allowed to use "domestic rates and conditions." She became a territory on June 14, 1900, and the use of U.S. stamps was mandated on prepaid mail.

N.Y. Times. Wed. May 22. Postmaster Van Cott advised that the mails from China, Japan and Hawaii of the following dates: Hongkong, Apr. 27; Yokohama, May 4; and Honolulu, May 13, which arrived at San Francisco on the steamship American Maru (sic) were dispatched east May 20. ¶ May 25. Auburndale receiving backstamp.



1901

TRANSPACIFIC MAIL

Hong Kong - Shanghai - Yokohama - Honolulu - San Francisco

TOYO KISEN KAISHA

Oriental Steamship Co.

S.S. Hongkong Maru

Japanese

Built by Sir J. Laing, Sunderland, England. 6185 tons, 431' x 50'; twin-screw, 17 knots. Running mates; America Maru and Nippon Maru.

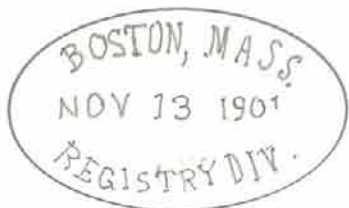


October 21, 1901. A registered letter posted at Yokohama at the Grand Hotel. Back of cover illustrates the facade of the Grand Hotel. U.P.U. rate plus registry fee paid by 20 sen, Issue of 1899.

October 24. S.S. Hongkong Maru of the Oriental Steamship Co. departed from Yokohama, having left Hong Kong October 17.

San Francisco Daily Examiner, November 8, 1901. Arrived Thursday Nov. 7, Jap steamer Hongkong Maru, Filmer, 20 days 21 hours 58 minutes from Hongkong, via Yokohama 14 days 33 minutes via Honolulu 5 days 19 hours 43 minutes.

November 13. Registry arrival backstamp at Boston, usual 5-6 day transcontinental transit time by railroad.



1901

TRANSPACIFIC MAIL

Hong Kong - Shanghai - Yokohama - Honolulu - San Francisco

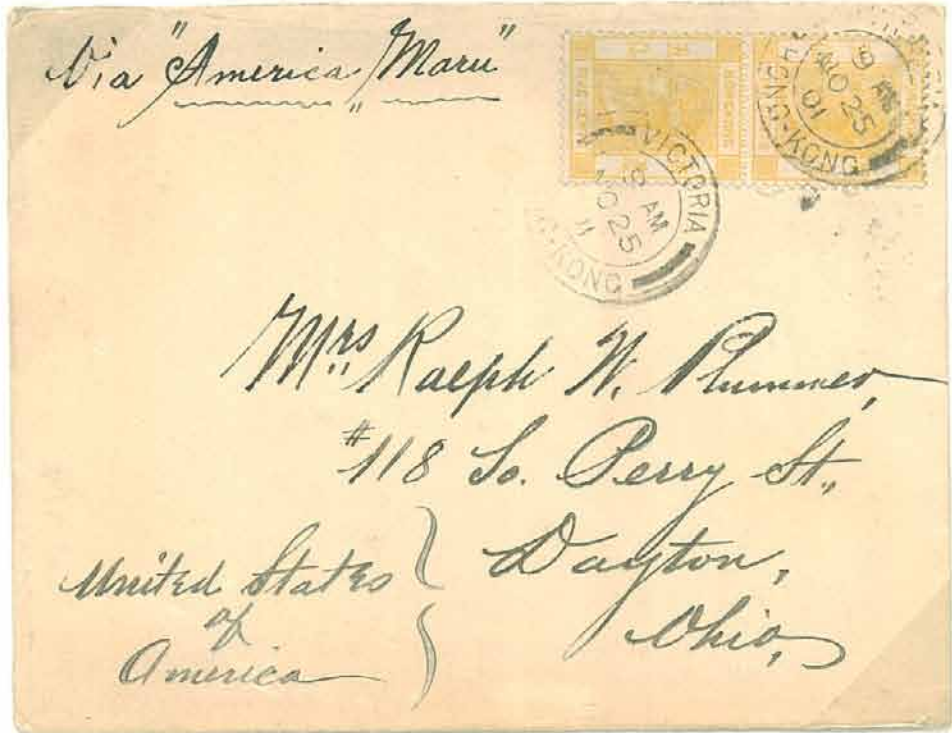
TOYO KISEN KAISHA

Oriental Steamship Co.

America Maru

Japanese

The Hong Kong U.P.U. rate had been affected by the fluctuations of the dollar. On Jan. 1, 1891, all special transit rates allowed under U.P.U. regulations were abolished and the standard rate of 2½d. per half ounce was made applicable to member countries overseas. As far as Hong Kong was concerned, the U.P.U. rate was scarcely affected, for it had been 10c, the equivalent of 5d. since 1880 and the new rate of exchange in 1891 meant that 10c was now the equivalent of 2½d., the standard U.P.U. rate. (Webb Pg.182)



Nov. 25, 1901. U.P.U. rate of 10c paid at Victoria, Hong Kong by a vertical pair of the 5c yellow, Issue of 1900, wmkd. Crown and C.A.

Nov. 28. Japanese steamer America Maru departed from Hong Kong for America via Yokohama.

Dec. 27. Arrival backstamp at San Francisco. S.F. Examiner Arrived Friday Dec. 27, Jap steamer America Maru, Going, 29 days 11 hours from Hongkong, via Yokohama 17 days 10½ hours, via Honolulu 6 days 7 hours 6 minutes.

Dec. 31. Arrival Backstamp at Dayton, Ohio.

1902

TRANSPACIFIC MAIL

Hong Kong - Shanghai - Yokohama - Honolulu - San Francisco

TOYO KISEN KAISHA

Oriental Steamship Co.

America Maru

Japanese

6,307 tons, 423 x 51'. Built 1898 by C.S. Swan & Hunter Ltd. Newcastle, England. Twin screw, 17 knots. Reciprocating engines. Two masts, two funnels, clipper bow. Later acquired by Osaka Line. Torpedoed and sunk by a United States submarine on March 6, 1944.

On January 1, 1899, the Hong Kong U.P.U. rate was reduced from 10 cents to 4 cents. However, the U.P.U. rate from the Treaty Ports to member U.P.U. countries remained at 10 cents until 1902 when it too became 4 cents. This letter represents a late use of the 10 cents rate.



*Mrs. G. L. Shearn & Co.  
America Trade Socy  
150 Nassau St  
New York.*



September 19, 1902. Letter posted at the Treaty Port of Foochow. 10 cents rate to the U.S. was made up of the 2 cents green and a vertical pair of the 4 cents carmine rose, both Issue of 1900.

September 24. Transit backstamp at Victoria, Hong Kong. The America Maru of the Oriental Steamship Co. departed from Hong Kong on Sept. 25 on her transpacific voyage to San Francisco.

October 27. Arrival backstamp at New York. America Maru had arrived at San Francisco Oct. 22.



POST OFFICE NOTICE: Postmaster Van Cott announces that mails from China, Japan, and Hawaii of the following dates: Hong Kong, Sept. 25; Shanghai, Sept. 29; Yokohama, Oct. 6; and Honolulu, Oct. 16, reached S.F. per steamer America Maru, and were dispatched East Oct. 22. Due in N.Y. Oct. 27.

1903

TRANSPACIFIC MAIL

Hong Kong-Shanghai - Yokohama - Honolulu - San Francisco

TOYO KISEN KAISHA

Oriental Steamship Co.

Hongkong Maru

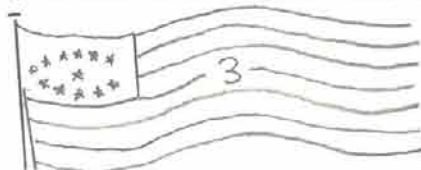
Japanese

*Per S.S. "Hongkong Maru".*



June 7, 1903. A letter posted at Nagasaki, Japan at the 10 sen U.P.U. rate paid by the Issue of 1899. Letter is endorsed: Per S.S. "Hongkong Maru."

June 10. Yokohama backstamp. This city was the port city for calls of the Oriental Steamship Co. Hongkong Maru touched there on June 10, where this letter went aboard.



N.Y. Times, Sunday June 28, 1903. POST OFFICE NOTICE. Postmaster Van Cott announces that mails from China, Japan and Hawaii of the following dates: Hongkong, May 30; Shanghai, June 6; Yokohama, June 10; and Honolulu, June 20 reached San Francisco per steamer Hong Kong Maru, were dispatched east at 6 P.M. June 26, and are due in New York on Wednesday morning July.

July 1. Boston transit and Springfield, Mass. arrival back-stamps.

1903

TRANSPACIFIC MAIL

TOYO KISEN KAISHA

Oriental Steamship Co.

America Maru

Japanese



July 10, 1903. A picture post card with message dated at Foochow, China. It was paid at the five cent U.P.U. rate by Chinese Imperial Post stamps, Issue of 1898.

July 16. Card was forwarded through the French Bureau Office at Foochow which sent it on to Yokohama by a local steamer.

July 27. Transit at Yokohama.

August 1. America Maru of the Oriental Steamship Co. departed from Yokohama.

N.Y. Times: POST OFFICE NOTICE. August 19. Postmaster Van Cott announces that mails from China, Japan and Hawaii of the following dates: Hongkong, July 21; Shanghai, July 25; Yokohama, Aug. 1; Honolulu, Aug. 11 reached San Francisco per steamer America Maru, and that those mails were dispatched East at 10 AM and at 6 PM Aug. 17 and are due in New York on the morning of Sat. Aug. 22.



Fuzhou  
July 10, '08. <sup>China.</sup>

We haven't  
heard of you  
for a long  
time, & hope  
you are all  
well. We are  
here. It has  
been a very  
rainy & cool  
summer so  
far. In Aug.  
Lucy & I shall

go up to the hills 3 hours from here where we  
have a bungalow. We saw Charlie for a  
few hours only 28 & had to go to Amoy to meet  
him. Love to all Elsa C. Drew.



1915

TRANSPACIFIC MAIL

Manila - Hong Kong - Shanghai - Yokohama - Honolulu - S. Francisco

TOYO KISEN KAISHA

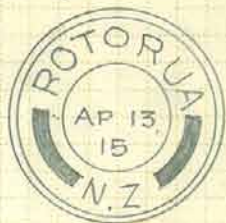
Oriental Steamship Co.

Tenyo Maru

Japanese

The full name of this old Japanese shipping firm was Toyo Kisen Kisen Kabusiki Kaisha. They opened their Oriental-U.S. service in 1898. The amalgamation of Toyo Kisen Kaisha fleet with Nippon Yusen Kaisha took place in 1926.

Tenyo Maru, 1908, Mitsubishi Dockyard, Nagasaki, Japan, 13,398 tons, 558' x 61'. Triple screw, 16 knots (service speed), turbines. Averaged 18.25 knots on one trip Honolulu to 'Frisco, attaining a top speed of nearly 20 knots. Sold in 1933. Sister ships: Shinyo Maru and Chiyo Maru.



PASSED BY THE  
MILITARY CENSOR  
N.Z.



April 13-15, 1915. Registered letter posted at Rotorua, censored by New Zealand censor, World War I in progress. Mail transported New Zealand to Honolulu by the Union Steamship Company of New Zealand through their subsidiary Canadian Australian Royal Mail Line, which after dropping mails at Honolulu went on to Vancouver.

April 30. Transit backstamp at Honolulu, Tenyo Maru called there May 4. May 12, arrival backstamp Redlands, Ca.

PACIFIC MAILS

Postmaster Morgan announces that the mails of the following dates - Manila April 10, Hong Kong April 13; Shanghai April 19; Yokohama April 24; and Honolulu May 4 - which arrived at San Francisco per steamer Tenyo Maru, were dispatched east on May 10, and are due in New York today.

(N.Y. Times: Sat. May 15, 1915).



1917

TRANSPACIFIC MAIL

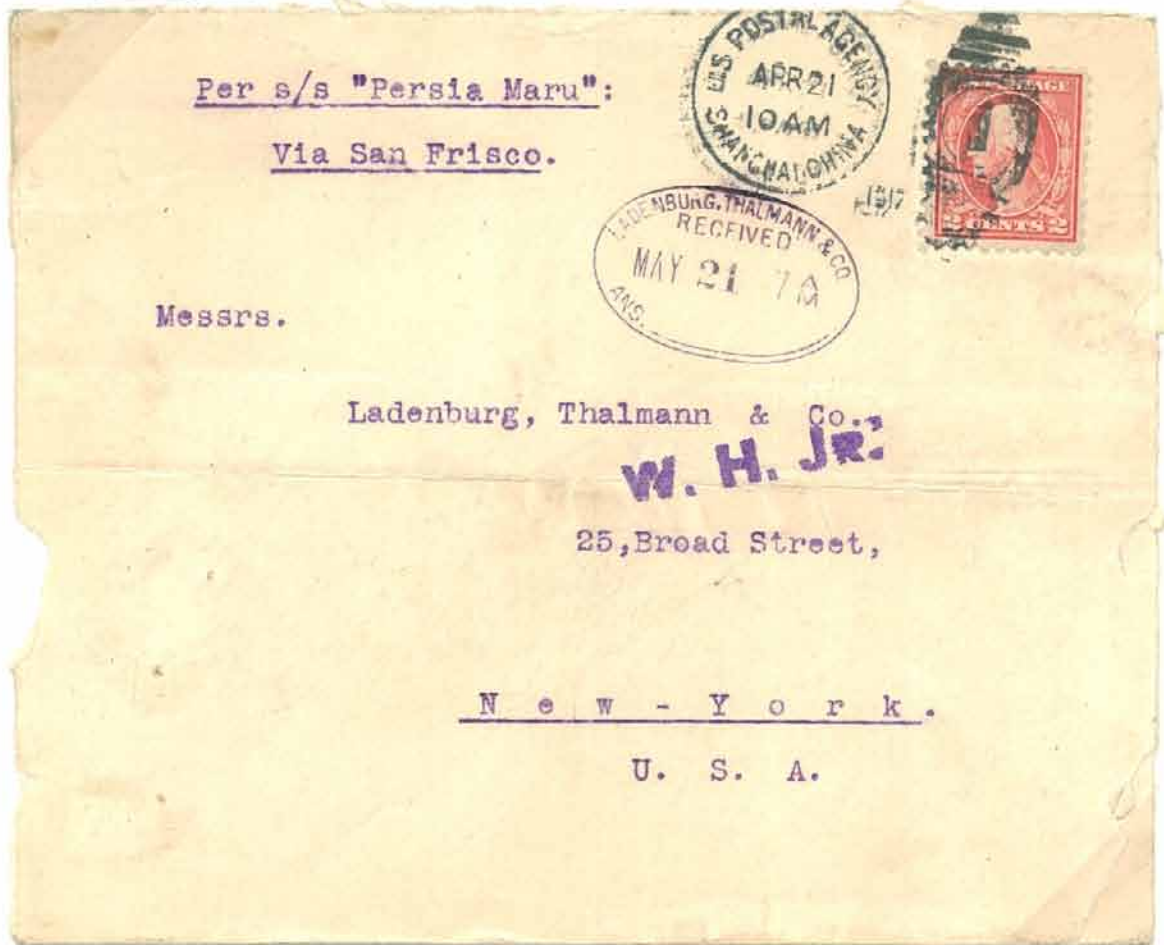
TOYO KISEN KAISHA

Oriental Steamship Co.

Persia Maru

Japanese

Built 1881 as Coptic by Harland & Wolff, Belfast for the White Star Line (Occidental & Oriental), 4356 tons, 430' x 42', single screw, 14 knots, 4 masts, 1 funnel. In 1907 she was sold to the Persian Steamship Co. and renamed Persia, operated under commission by Pacific Mail Steamship Co. In 1915 ownership passed to Toyo Kisen Kaisha, and she became Persia Maru. Broken up for scrap in 1925.



April 21, 1917. Letter paid at U.S. domestic 2¢ rate at the U.S. Postal Agency, Shanghai, endorsed: Per s/s "Persia"/ Via San Frisco. The Toyo Kisen Kaisha steamers ran on the route: Hong Kong-Shanghai-Yokohama-Honolulu-San Francisco. This letter went aboard the Persia Maru at her port of call at Shanghai.

May 16 (circa). Arrival of Persia Maru at San Francisco. The company stamp shows that this letter was received in New York on May 21, reflecting a usual 5 day transcontinental time by rail.

1905

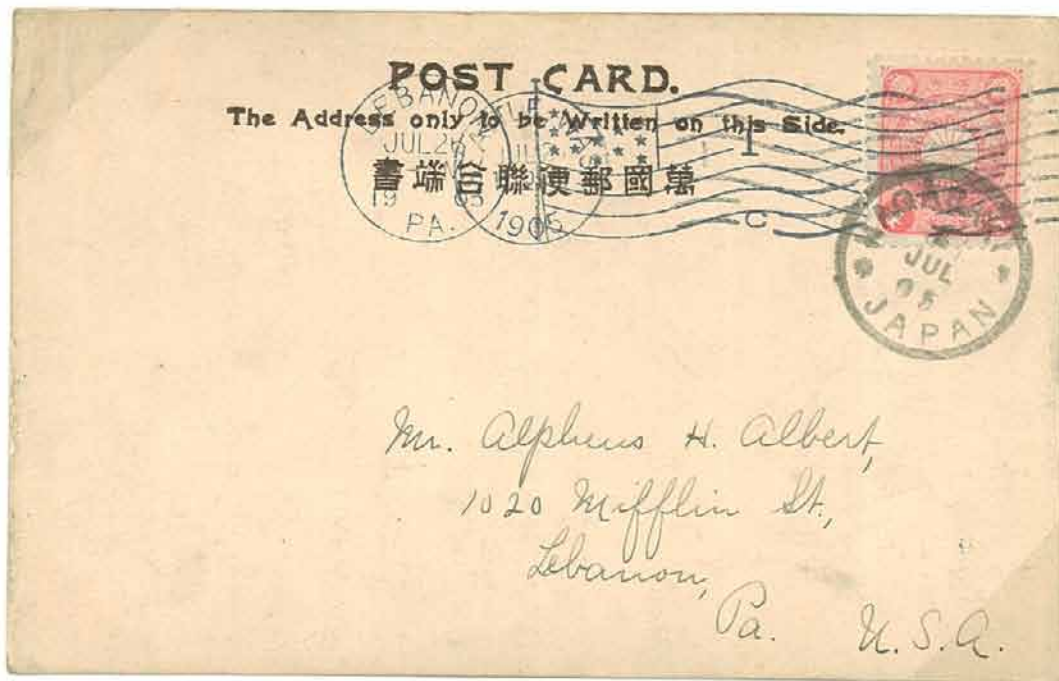
TRANSPACIFIC MAIL

Hong Kong - Kobe - Yokohama - Victoria, B.C. - Seattle

NIPPON YUSEN KAISHA

Japanese

S.S. Iyo Maru



July 4, 1904. A picture post card of Lake Hakone, Japan, posted at Nagasaki, and paid at the 4 sen U.P.U. postal card rate by the Issue of 1899.



Japan Weekly Mail, Yokohama, July 1, 1905. Next Mail Leaves: Iyo Maru, Japanese steamer, 3918, Wm. Thompson, 8th July - Seattle, Wash., via Victoria, B.C., Maila and General - Nippon Yusen Kaisha.

July 21. Card postmarked at Seattle upon arrival of the Iyo Maru.



July 26. Flag cancel at Lebanon, Penn., usual five day transcontinental transit.



1902

TRANSPACIFIC MAIL

Hong Kong - Kobe - Yokohama - Victoria, B. C. - Seattle

NIPPON YUSEN KAISHA

Japanese

S. S. Kinshiu Maru

The N.Y.K. Line was established in 1885, by the amalgamation of Kiado Unyu Kaisha and Yubin Kisen Mitsubishi Kaisha. This is the oldest and largest Japanese shipping company. The N.Y.K. Line absorbed the Toyo Kisen Kaisha Line in 1926. Their services became worldwide.



April 14, 1902.  
Letter posted at Victoria, Hong Kong and paid at the 10¢ U.P. U. rate by a horizontal strip of 3 and 2 singles of the 2¢ green, Issue of 1900.

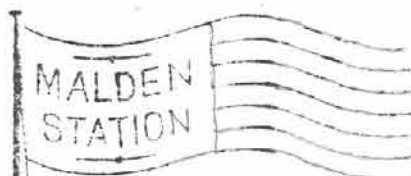
S. S. Kinshiu Maru  
of N.Y.K. Line departed from Hong Kong.



Japan Weekly Mail, Yokohama, April 26. ARRIVALS. Kinshiu Maru, Japanese steamer, 2459, F.L. Pyne, 20th April - Hongkong via ports and Kobe, 19th April. Mails and General - Nippon Yusen Kaisha.

DEPARTURES. Kinshiu Maru, Japanese steamer, F.L. Pyne, 22nd April - Victoria, B.C. and Seattle, Wash., Mails & General.

Backstamps:



1885

TRANSPACIFIC MAIL

UNION STEAMSHIP CO. OF NEW ZEALAND

S.S. Zealandia



April 17, 1885. A letter to California paid at the 6d. rate by a strip of 3 of the 2d. New South Wales Issue of 1882. This was the treaty direct rate via San Francisco, effective February 1874 to October 1891, when N.S.W. joined the U.P.U. U.S. rate was 12¢. Letter is endorsed: p. R.M.S. Zealandia (sic).

April 25. S.S. Zealandia of the Union Line departed from Sydney.

Examiner, San Francisco, May 22, 1885. Arrived May 21, British steamer Zealandia, Webster, 25 days from Sydney via Honolulu 7 days 22 hours to Union Steamship Co.



1893

TRANSPACIFIC MAIL

Barbados to New Zealand via New York and San Francisco

S.S. Caribee, Barbados to New York

Union Steamship Co. of New Zealand, S.S. Monowai



February 9, 1893. A letter posted at Barbados and paid at the 3d. U.P.U. rate by a one penny embossed envelope plus 2 copies of the half penny green and a 1d. rose, Issue of 1892.

N.Y. Times. Arrived N.Y. February 18. SS Caribee, (Br.,) Fraser, Barbados &c. with mdse. and passengers to A.E. Outerbridge.

February 19. New York transit backstamp.

N.Y. Times. Mails for Australia, New-Zealand, Hawaiian, Fiji and Samoan Islands, per steamship Monowai (from San Francisco) close daily up to Feb. 25 at 6:30 P.M. (or on arrival at New York of SS Etruria with British mails for Australia.)

February 25. Etruria, Cunard Line, arrived from Liverpool, which she had left February 18.

February 25. San Francisco arrival backstamp. The S.S. Monowai sailed about Feb. 29, this letter was held for the arrival of the Etruria's mails.

March 27. Arrival backstamp at Oamaru, New Zealand.



1893-94

TRANSPACIFIC MAIL

UNION STEAMSHIP CO. OF NEW ZEALAND S.S. Monowai

3433 tons, built by Wm. Denny & Bros., Dumbarton, Scotland in 1890; 330' x 42'. Single screw, 14 knots, reciprocating engines, two masts, one funnel. Partially dismantled and sunk so as to form a breakwater at Gisborne, New Zealand in 1926.



Dec. 23, 1893. Paid at the U.P.U. rate of  $2\frac{1}{2}$  pence to member countries by Issues of 1888 (2d.) and 1892 ( $\frac{1}{2}$ d.) at Newtown, New South Wales, a suburb to the south of Sydney. S.S. Monowai cleared Sydney Dec. 23 for Honolulu.

Jan. 19, 1894. San Francisco Examiner: Arrived Friday, Jan. 19, Br. stmr. Monowai, Carey, 26 days from Sydney, via Honolulu 7 days, passengers and merchandise to J.D. Spreckles & Bros.



Jan. 24. Arrival backstamp at the Foreign Division, Boston, this date consistent with normal 5 days coast-to-coast by rail.

1894

TRANSPACIFIC MAIL  
UNION STEAMSHIP CO. OF NEW ZEALAND

S. S. Monowai

Built 1890 by W. Denny & Bros., Dumbarton, Scotland. 3433 tons, 330' x 42', single screw, 14 knots. Partially dismantled and sunk so as to form a breakwater at Gisborne, New Zealand, in 1926.



March 15, 1894. Letter paid at Sydney, New South Wales at the U.P.U. rate of 2½d. x 3 = 7½d. triple rate by surcharged Issue of 1891. Letter endorsed: Per Monowai. Note misalignment of the circular date stamp with the treble oval killer.

March 19. S.S. Monowai of the Union Line departed from Sydney.

San Francisco Examiner: Arrived April 13. Stmr. Monowai, Carey, 24 ds. 18 hrs. from Sydney, via Honolulu 7 ds. 3 hrs., passengers and merchandise to J.D. Spreckle & Bros. Backstamp.

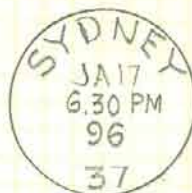


1896

TRANSPACIFIC MAIL

UNION STEAMSHIP CO. OF NEW ZEALAND S.S. Monowai  
Kiama, New South Wales via San Francisco to U.S.

Built 1890 by W. Denny & Bros., Dumbarton, Scotland. 3433  
tons, 330' x 42', single screw, 14 knots. Sunk to form a break-  
water at Gisborne, New Zealand, 1926.



January 17, 1896. Letter paid at Kiama, New South Wales with the U.P.U. postage paid at 2½d. The Australian States became members of the U.P.U. in August 1891. Backstamp dated at Kiama and the stamp cancelled by the Post Office number "25" of Kiama.

Backstamped in transit the same day at Sydney, N.S.W. Monowai departed from Sydney Jan. 20 with the mails.

Note interesting address: Duryea Motor Wagon Company, one of the early automobile manufacturers.



Examiner, San Francisco: February 16, 1896. Arrived at San Francisco: Br. stmr. Monowai, Carey, 27 days 7 hours from Sydney via Honolulu 7 days 18 hours to J.D. Spreckles & Bros. Co. Transit backstamp.

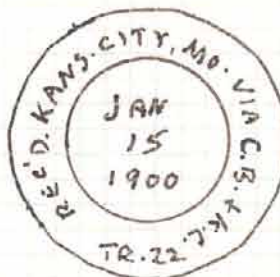
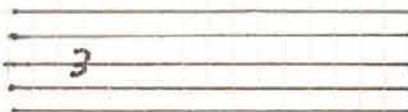


February 21. Arrival backstamp at Springfield, Mass.

1899



SAN FRANCISCO  
CAL.  
JAN 11 4-PM '00



ORIGINATING  
POST OFFICE

TRANSIT BACKSTAMP

ARRIVAL  
BACKSTAMP



C. F. Edredge Esq  
309 West Twelfth St.  
Kansas City  
Mo. Mo

UNION STEAMSHIP COMPANY SHIP

"SS MOANA"

SYDNEY 20 DEC 1899

AUCKLAND DEC.

SAN FRANCISCO 11 JAN 1900

C.B. + K.C. R.R. CO.

TRAIN # 22

SAN FRANCISCO

KANSAS CITY 15 JAN 1900

1915

TRANSPACIFIC MAIL  
UNION STEAMSHIP CO. OF NEW ZEALAND  
S. S. Moana

Built 1897 by W. Denny & Bros., Dumbarton, Scotland, 3915 tons, 350' x 44'. Iron, single screw steamer, 16 knots, two masts and one funnel. Broken up for scrap in new Zealand in 1927.



August 9, 1915. A registered letter paid at the U.P.U. rate of 2½d. plus a 3d. registry fee. The Federation of the Australian States became effective in 1901, although New South Wales continued to issue its own stamps until January 1913. They were still valid for postage after that date. Rate is made up by a pair of the 2d. and the ha' penny green Issue of 1906 together with the 1d. Australian Issue of 1914.

August 14. S.S. Moana of the Union Line departed from Sydney.  
September 9. Arrival backstamp at San Francisco.



N.Y. Times, Sept. 11. Postmaster Morgan announces that mails of the following dates:- Melbourne Aug. 13, Sydney Aug. 14, Auckland Aug. 18, and Wellington Aug. 19 - which arrived at San Francisco per steamer Moana were dispatched east on Sept. 9 and are due in N.Y. Monday morning Sep. 13.

Sept. 13. Boston Registry Div. b'stamp.

1935

TRANSPACIFIC MAIL  
UNION STEAMSHIP CO. OF NEW ZEALAND

R.M.S. Niagara

Built 1913 by John Brown & Co., Ltd., Clydebank, Glasgow. 13,413 tons, 524' x 66', triple screw, 18 knots. The first ship with combination reciprocating engines and turbine to serve in the transpacific trade. Did not serve as a troopship in the First World War as her need in maintaining the mail service in this particular trade was too great. During World War II she struck a mine and sunk NW of North Island, New Zealand, on June 19, 1940.



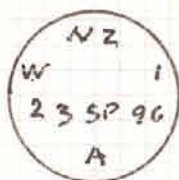
January 17, 1935. A registered letter posted aboard the R.M.S. Niagara at the Marine Post Office where it received both the distinctive cancellation and registration handstamp of the Niagara. Postage and registration rates of 1932 were 1d. letter rate, 3d. registration, total of 4d. paid by a block of four of the Issue of 1926.

Jan. 25. Letter backstamped at Seattle on arrival of the Niagara.

Jan. 29. Registry marks at Boston and Brookline, Mass.



1896



WHANGEREI  
POST OFFICE

TRANSIT BACKSTAMPS



UNION STEAMSHIP COMPANY SHIP

"SS MONOWAI"

SYDNEY

AUCKLAND 25 SEPT. 1896

SAN FRANCISCO 22 OCT.

1935

TRANSPACIFIC MAIL

UNION STEAMSHIP CO. OF NEW ZEALAND S.S. Monowai (II)

10,602 tons. Built in 1925 by Harland & Wolff, Ltd., Greenock Scotland as Razmak for P. & O. Line. 500' x 63'. Twin screw, 18 knots. Quadruple expansion engines. Acquired by Union Steamship and renamed Monowai. Still in service in 1958.



September 7, 1935. Registered letter franked with a complete set of the King George V Silver Jubilee Issue at Rarotonga, Cook Islands. Coincidentally, the R.M.S. Monowai pictured on the 6d. value is the same ship that carried this letter to Seattle, Washington.



October 4. N.Y. Times (Oct. 8): AUSTRALIA, FIJI ISLANDS, HAWAII, NEW CALEDONIA AND NEW ZEALAND. - Mails of the following dates: Honolulu Sept. 27; Suva Sept. 20; Auckland Sept. 17; Sydney Sept. 12; and Noumea Sept. 6, which arrived on the S.S. MONOWAI, were dispatched East from Seattle Oct. 4.



Oct. 6, Oct. 28. Los Angeles backstamps applied while notices were sent to the recipient to sign for this registered letter.

1935

TRANSPACIFIC MAIL

UNION STEAMSHIP CO. OF NEW ZEALAND M.V. Aorangi

17,491 tons, built 1924 by Fairfield Shipbuilding and Engineering Co., Ltd., Glasgow. 580' x 72'. Quadruple screw, 18½ knots. Largest British motorship built to date. Served as a troopship in World War II. Afterwards entered the trans-Pacific trade. Sold to British shipbreakers in 1953.



January 23, 1935. Letter entered the mails at Waiyevo on the small Fijian island of Taveuni. It transited at the capital of Suva on the main island of Viti Levu on January 28 (backstamp).

Feb. 8. The M.V. Aorangi picked up the Fiji mails at Suva this date.

Feb. 25. Transit backstamp at the Seattle Parcel Post office.

The N.Y. Times, Tuesday Feb. 26, 1935

Transpacific Mails due at New York

AUSTRALIA, FIJI ISLANDS, HAWAII, NEW CALEDONIA AND NEW ZEALAND. - mails of the following dates: Honolulu, Feb. 15; Suva, Feb. 8; Auckland Feb. 5; Sydney, Jan. 31 and Noumea, Jan. 22, which arrived

on the S.S. AORANGI, were dispatched East from Seattle Feb. 22. These mails are due in New York today.

1892-93

NORTHERN PACIFIC STEAMSHIP CO.

S. S. Tacoma

Batavia, Canadian Pacific Line. Built 1870 by W. Denny & Bros., Dumbarton, Scotland. 2553 tons, 327' x 29', single screw, 15 knots, iron hull. Renamed Tacoma (1892), (b) Shikotan Maru. Originally operated on the Cunard transatlantic service. In the Vancouver-Hong Kong service for Canadian Pacific Line, 1887-91. Chartered to Upton Line, 1891-92. Began service for Northern Pacific Co. in 1892 and renamed Tacoma. Served as a U.S. Army transport 1899-1901. Purchased by Northern Pacific Steamship Co. in 1901. (This was a subsidiary of Northern Pacific Railway, and was a different company from that which had previously operated her.) Used as a blockade runner in Russo-Japanese War and placed under their flag on March 14, 1905.



Dec. 10, 1892. Letter posted at Tokio, paid at the 5 sen U.P.U. rate by Issue of 1883.

Dec. 13. Transit handstamp at the port city of Yokohama.

Japan Weekly Mail, Yokohama Dec. 10. P.O. Notice: Mail leaves for Victoria and Tacoma per N.P. Co., Tues., Dec. 13.

Weekly Mail, Dec. 17. Departed Dec. 13, Tacoma, British steamer, 1661, J.R. Hill - Tacoma, Wash. via Victoria, B.C.



Jan. 1, 1893. Backstamp, arrival of Tacoma at Victoria, B.C.

Jan. 11. Transit and arrival backstamps, Rockland and Waterville, Maine.

N.B.: MEIJI 25 = 25th year of the reign of Emperor Meiji.



1902

TRANSPACIFIC MAIL  
NORTHERN PACIFIC STEAMSHIP CO.

S.S. Glenogle



September 27, 1902. U.P.U. rate 4 sen postal card dated at Nagoya, Japan. Takeo Nishi asks for a copy of the Montgomery Ward catalogue.

September 28. Transit postmark at Yokohama.'

The Japan Weekly Mail.

ARRIVALS: Glenogle, British steamer, 2398, G.E. Warner, 30th Sept. - Hongkong via ports 20th September - General - Dockwell & Co., Ltd.

DEPARTURES: Glenogle - Victoria, B.C. and Tacoma, Wash., Mails and General - Dockwell & Co., Ltd. (N.P. Company.)



Examiner, San Francisco, October 17. PACIFIC COAST PORTS - TACOMA. Arrived October 16, Br. steamer Glenogle, Warren, from Hongkong.

October 20. Receiving stamp at Montgomery Ward & Co., Chicago. Four day transit time by rail, Tacoma to Chicago.

1897

FOOCHOW-CHINA TO U.S. VIA JAPAN AND TACOMA

Steamer Fooksang, Foochow to Shanghai

P. & O. Line, S.S. Ceylon, Shanghai to Yokohama

Northern Pacific S.S. Co., S.S. Columbia, Yokohama to Tacoma



July 26, 1897. Letter posted at Foochow, China, directed "via Japan". The Chinese post office chop at Foochow appears on the face.

North China Herald, Shanghai, Aug. 6, 1897. Arrived at Shanghai previous week, Str. Fooksang from Foochow. July 26, transit backstamp at the Chinese Post Office at Shanghai. Letter was transferred to the Imperial Japanese Post Office at Shanghai where the Japan Issue of 1896, 5 sen U.P.U. rate adhesive was applied. It was cancelled by the Shanghai I.J.P.O. there on August 2.

1897

FOOCHOW, CHINA TO U.S. VIA JAPAN AND TACOMA



North China Herald, August 6. Sailed prior to August 6 from Shanghai, Stmr. for Kobe and Yokohama, stmr. Ceylon.

Japan Weekly Mail, Yokohama, August 14. Arrived at Yokohama Ceylon, British steamer, 2734, E.G. Andrews, 9th August from London via ports and Kobe 7th, general cargo, P. & O. S.N. Co.

August 10. Transit backstamp at Yokohama.

London Times. Friday August 13. The Northern Pacific Company's s. COLUMBIA left Yokohama for Tacoma on Wednesday (August 11.)



London Times, August 31. The Northern Pacific Company's s. COLUMBIA, from Yokohama, arrived at Victoria, B.C. on Saturday (August 28.)

September 4. Boston arrival backstamp. Normal 5-7 day transit from the west coast. Same day arrival at Templeton, Mass., backstamp.

Registered

**R** DARU 74



Paul A. Corn Sq.  
Box 343,  
Redlands, Cal.,  
U.S.A.

McLaner, Dan

1935-1936  
TRANSPACIFIC MAIL  
UNION STEAMSHIP CO. OF NEW ZEALAND  
S.S. Niagara

Built 1913 by John Brown & Co., Ltd., Clydebank, Glasgow. Tonnage 13,413. Dimensions: 524' x 66'. Triple-screw, 18 knots. Two masts and two funnels. The first ship with combination reciprocating engines and turbine to serve in the trans-Pacific trade. Held the honor for a number of years of being the largest passenger ship trading to Australia from North American Pacific ports. Did not serve as a troopship in the First World War as her need in maintaining the mail service in this particular trade was too great. During the Second World War she struck a mine and sunk N.W. of North Island, New Zealand, on June 19, 1940.



November 12, 1935. Registered letter posted at Daru in the Western District of Papua.



Transit backstamps.

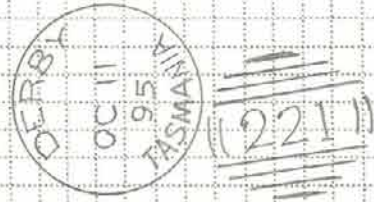
N.Y. Times, January 3, 1936: AUSTRALIA, FIJI ISLANDS, HAWAII, NEW CALEDONIA, AND NEW ZEALAND - Mails of the following dates: Honolulu Dec. 22, Suva Dec. 15, Auckland Dec. 11, Sydney Dec. 7, and Noumea Nov. 25, which arrived on the S.S. NIAGARA, were dispatched East from Seattle on Dec. 30. These mails are due in New York today.

1895

TRANSPACIFIC MAIL

CANADIAN-AUSTRALIAN LINE S. S. Warrimoo

Tasmania to New York via Sydney and Vancouver, B.C.



October 11, 1895. Letter paid at the 2½d. U.P.U. rate to member countries by 2d. Issue of 1878, perf. 14 and 1d. "Key" Type Issue of 1892.

October 12. Transit backstamp at Launceston, Tasmania. Local steamer conveyed the letter to Sydney.

October 21. The Canadian-Australian Line's S.S. Warrimoo left Sydney, N.S.W. for Vancouver, B.C.

November 12. Warrimoo arrived at Vancouver. Letter went transcontinental by rail to New York.

November 18. Arrival backstamp at New York. This letter took the usual 5-6 days transit, West to East Coast.



Warrimoo, 3326 tons, 345' x 42', single screw steamer built 1892 by C.S. Swan & Hunter, Newcastle. In trans-Pacific service only a short time. Her usual route was between Melbourne and New Zealand ports.

1900-01

TRANSPACIFIC MAIL  
CANADIAN-AUSTRALIAN LINE

S. S. Miowera

Huddart, Parker & Co.

Built 1892 by C.S. Swan & Hunter, Newcastle, England.  
3393 tons, 345' x 42', single screw. Renamed: Maitai.  
Sister ship: Warrimoo.



Dec. 3, 1900. Postal card datelined at Melbourne and posted same day at Traraigon, Victoria.



London Times, Dec, 4. The Canadian-Australian s. MIOWERA left Sydney yesterday for Vancouver.



N.Y. Times: Dec. 31, 1900. POST OFFICE NOTICE. Postmaster Van Cott announces that mails from Australia arrived at Vancouver and were dispatched east Dec. 28. Due in New York on the morning of Wed., Jan. 2.



January 2, 1901. Duplex arrival mark at Somerville, Mass.

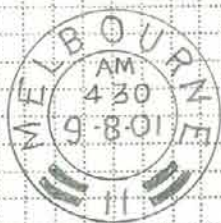
1901

TRANSPACIFIC MAIL

CANADIAN-AUSTRALIAN LINE

S.S. Miowera

Sydney to Vancouver



August 9, 1901. Letter paid at Melbourne, Victoria at the 2½d. U.P.U. rate to member countries. It is endorsed: Per R.M.S. Miowera via Sydney.

London Times, Saturday, August 17, 1901. The Canadian-Australian Line s. Miowera, from Sydney for Vancouver, left Brisbane yesterday.

Times, Saturday, Sept. 7. The Canadian-Australian s. Miowera, from Sydney, arrived at Vancouver on Thursday (Sept. 5.)

Sept. 7-8. Backstamps, transit at Winnipeg and arrival at Ottawa track with the arrival of Miowera

Miowera, 1892. Owners Huddart, Parker & Co. Built by C.S. Swan & Hunter, Ltd., Newcastle, England. 3393 tons, 345' x 42'. Sister ship of Warrimoo.





1894

TRANSPACIFIC MAIL  
CANADIAN-AUSTRALIAN LINE

S.S. Arawa

Shaw, Saville & Albion Co.

Built by Wm. Denny & Bros., Ltd., Dumbarton, Scotland.  
5026 tons, 439' x 46', single-screw, 13 knots, steel hull.  
Service England-Australia-New Zealand. This pioneer  
steamer made 3 voyages in the Transpacific service from  
1893-95. Various names 1896-1913, finally Porto Said.  
Torpedoed and sunk by submarine in December 1915.



May 17, 1894. Letter posted at Melbourne, Victoria, paid at the 2½d. U.P.U. rate by a pair of the one penny Issue of 1890 plus the ha' penny rose Issue of 1886. Letter is directionally endorsed: per S.S. Arawa/Via Vancouver.

London Times, Sat. May 19. The Canadian-Australian Line s. ARAWA left Sydney N.S.W., for Vancouver via Fiji and Honolulu yesterday (May 18.)



London Times, Tues., June 12. The Canadian-Australian Line s. ARAWA from Sydney N.S.W. arrived at Vancouver, B.C. yesterday (June 11).

U.S. mails were put ashore at Victoria on Vancouver Island a day before. June 10 Victoria arrival backstamp.

June 20. Boston, Mass. arrival back stamp.

1948

COMPAGNIE DES MESSAGERIES MARITIMES  
(French Line)

S. S. Ville de Strasbourg

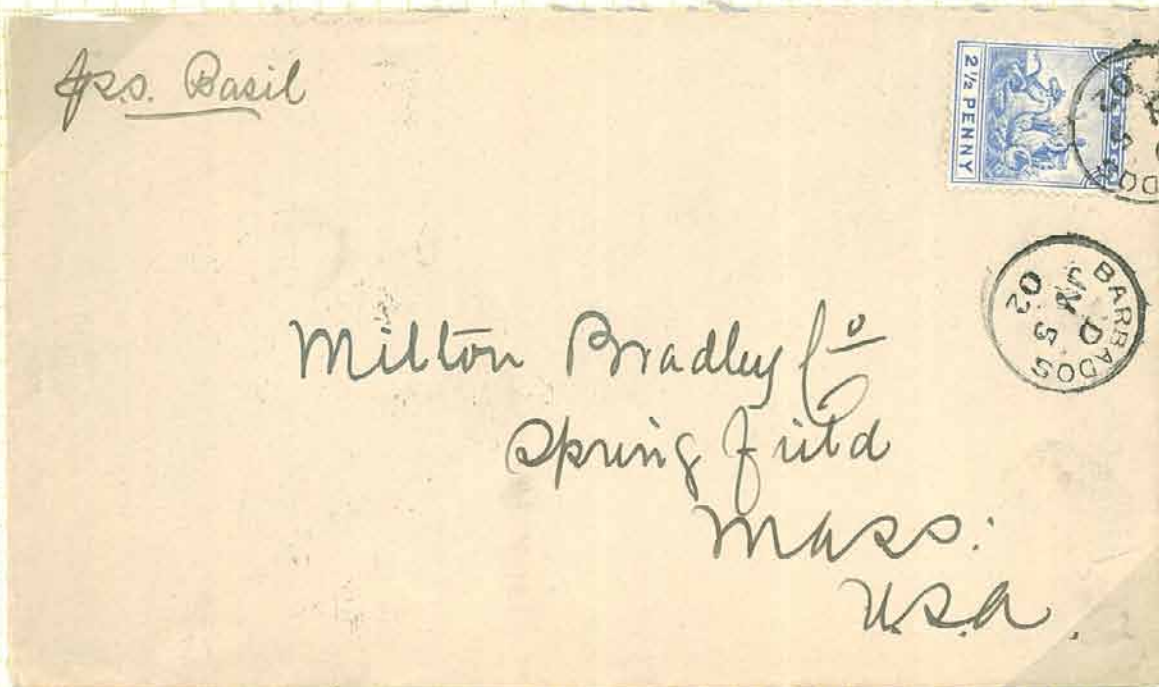
Built in 1920 by North of Ireland Shipbuilding Co., Londonderry.  
7138 tons, 410' x 53', single screw, triple expansion engines. Two  
masts and one funnel.



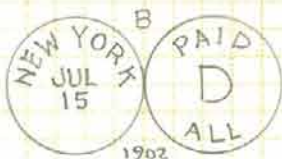
September 30, 1948. A letter posted at Noumea, New Caledonia and endorsed to the S.S. Ville de Strasbourg. It is addressed to New South Wales, Australia, on the South Pacific route of the French Line.

1902

BOOTH STEAMSHIP COMPANY (British)  
BOOTH LINE S.S. Basil



July 5, 1902. Letter posted at Barbados and paid 2½d. (5¢) at the U.P.U. rate to member countries. It was directionally endorsed: p S.S. Basil. This ship, built in 1895 and of 3,223 tons, was of the Booth passenger line which ran from New York through the Caribbean to South American ports. Here she stopped at Barbados en route to New York from Manaos, a town in Northern Brazil on the Rio Negro 10 miles from its mouth in the Amazon.



July 15. NEW YORK TIMES: Arrived July 15 S.S. Basil (Br.), Toque, Manaos, &c. June 24, with merchandise and passengers to Booth & Co. Arrived at the Bar at 6 AM.



July 15. Springfield, Mass. receiving backstamp.