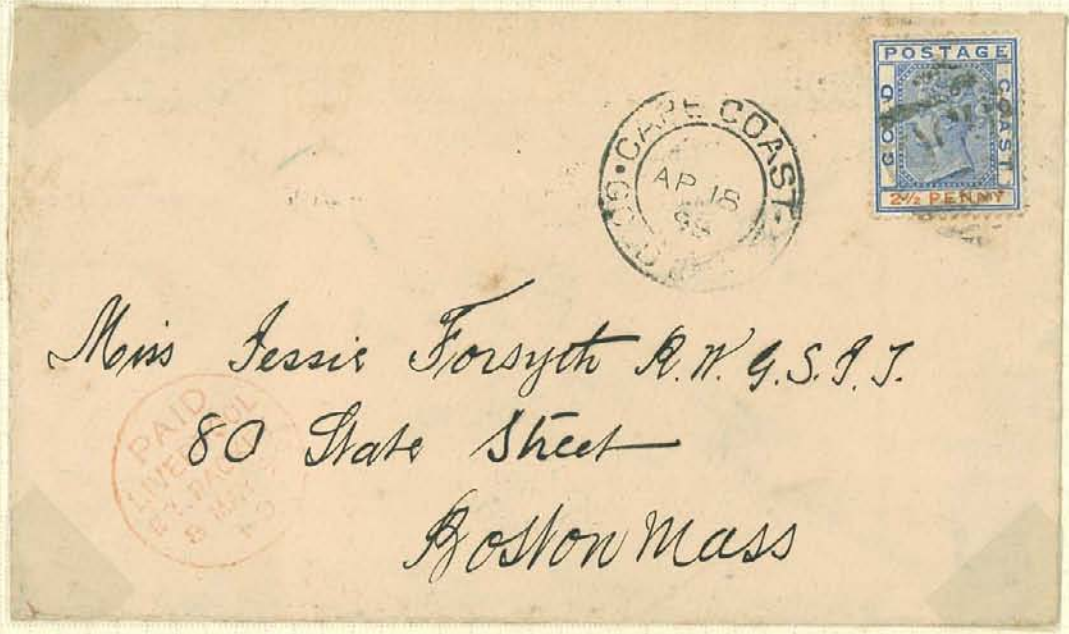
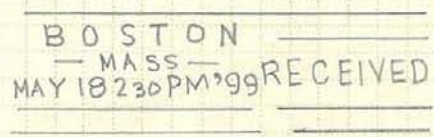


1899

TRANSATLANTIC MAIL  
GOLD COAST TO BOSTON VIA LIVERPOOL



April 18, 1899. Letter prepaid at the 2½d. U.P.U. rate by a stamp of the issue of 1891 (Sc. 15). "556" is the British Post Office number of Cape Coast Castle. This number was re-assigned from an English town, Shelton (Staffordshire).



May 8, 1899. Transit mark mark incoming at Liverpool. Robertson Type P18, used mainly on West African Packet mail.

May 18, 1899. Boston receipt backstamp.

1863

TRANSATLANTIC MAIL  
—  —  
THE CUNARD LINE

R.M.S. Arabia

Depreciated Currency



19  
CENTS

November 13, 1863. Unpaid letter posted at London and date marked with the "hollowed square" handstamp at London. Directionally endorsed "p Arabia", it was made up in the London mails to go via Queenstown. R.M.S. Arabia departed from Liverpool Nov. 14 and picked up the London mails Nov. 15 at her port of call at Queenstown.

Letter was marked with a debit to the U.S. of 16¢ Sea postage (British Packet) + 3¢ British Inland = 19¢.



Nov. 27. Arrival date of Arabia at Boston, where it put U.S. mails ashore. The Boston Exchange Office struck the letter with the depreciated currency mark showing 24¢ due in hard currency or the equivalent 34¢ in depreciated U.S. Notes (paper currency).

1865

PACKET LETTERS  
TRANSATLANTIC MAIL  
BRITISH PACKET-WESTBOUND  
U.S. DEPRECIATED CURRENCY



Dec. 22, 1865, letter posted London to Richmond, Maine.



19  
CENTS

Dec. 27, 1865.  
London "hollowed  
square" transit  
stamp.

British inspectors'  
mark (?)



British Exchange  
Office mark showing  
19¢ out of 24¢ due  
British as letter  
carried on British  
packet.

Jan. 11, 1866. U.S. Exchange Office  
mark showing 24¢ in gold or 32¢ in deprec-  
iated U.S. currency due from recipient.

1864

TRANSATLANTIC MAIL

Britain to U.S.  
CUNARD LINE

DEPRECIATED CURRENCY  
R.M.S. Australasian



February 27, 1864. Unpaid letter posted at Liverpool and endorsed: pr "Australasian" via Queenstown. The Cunard Line's R.M.S. Australasian sailed this date from Liverpool for New York via Queenstown, Ireland on her 15th outbound passage.

The Exchange Office debited the U.S. for 16¢ Sea (British Packet) + 3¢ British Inland = 19¢. 24¢ was the 1848 U.S.-British Treaty rate.

March 9. Australasian arrived at New York. The New York Exchange Office marked the letter as 24¢ due in hard currency or the depreciated equivalent of 39¢ in U.S. NOTES (paper currency).

Date stamp is Winter Type 422, 25 mm. with mustache.



19  
CENTS

1864

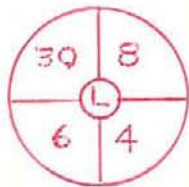
PACKET LETTERS  
TRANSATLANTIC MAIL  
BRITISH PACKET-UNPAID      DEPRECIATED CURRENCY



Aug. 28, 1864. Letter apparently stamped with wrong date (the 27th) and restamped correctly with the date of Aug. 28. Also backstamped with this unframed c.d.s. on Aug. 28.

Aug. 28. Transit stamp, Limerick Head Office.

Aug. 30, 1864. Transit backstamp at London.



Aug. 30. London packet office backstamp, letter routed to Liverpool (L).

Letter erroneously marked with 3¢ credit to Britain (3¢ was credit if by U.S. Packet). This charge obliterated.

19¢ credit to Britain as this went by British Packet.

Sept. 2(?), 1864. Letter transit at N.Y. 24¢ gold due from recipient, or equivalent 52¢ in depreciated U.S. notes.

R.M.S. Sidon:  
Depart L'pool. Sept. 6  
Arrived N.Y. Sept. 23.

1865

TRANSATLANTIC MAIL

BRITISH PACKET, Unpaid

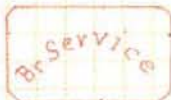
DEPRECIATED CURRENCY

R.M.S. Asia



August 31, 1865. Unpaid letter posted at Vichy, France. 15¢ rate was made up 3¢ French Inland, 9¢ British transit and transatlantic and 3¢ U.S. Inland postage.

Sept. 1. Railroad (Ambulant) backstamp struck aboard the mail car on the Clermont to Paris run. Brigade D processed this letter. Circular center indicates night train.



12



Mail through England was marked "Br. Service". Credit to France for all but 3¢ U.S. Inland postage (see above). Asia departed L'pool on Sept. 2, 1865.

Sept. 15, 1865. Depreciated currency mark coincides with the arrival date of the Asia at Boston. 15¢ rate due in hard money or 21¢ in depreciated paper notes. Blake does not list 15/21, but lists other depreciated amounts under B.929 and 930.

1866

TRANSATLANTIC MAIL

CUNARD LINE

R.M.S. Java

Depreciated Currency



19 CENTS

September 16, 1866. A prices current letter of the Liverpool Cotton Brokers' Association Weekly Circular. It is accompanied by a letter dated 8 September at Liverpool. The letter refers to the usual decline of the market.

September 8. Letter handed unpaid into the Liverpool Packet Letter Office which applied their backstamp (P.L.O.) Cover is endorsed: pr Java via Queenstown. The R.M.S. Java of the Cunard Line departed from Liverpool September 8 for N.Y. via Queenstown Sept. 9. U.S. was debited for 16¢ Sea (British Packet) + 3¢ British Inland = 19¢.

September 20. Java arrived at New York, letter processed September 21 at the New York Exchange Office. It was subject to the depreciated currency ratio of 1.42. This showed a collect amount of 24¢ in hard coinage or 34¢ in U.S. Notes (depreciated paper currency.)



1866

TRANSATLANTIC MAIL

Italy to U.S. via France

DEPRECIATED CURRENCY

BRITISH PACKET, UNPAID



November 26, 1866. Torino, Italy receipt cds. Letter unpaid to New York. It will go French transit via Liverpool. British Open Mail rate was 21¢ from the Italian States.

Nov. 28. French entry mark (Noel 859) showing mail entering France from Italy at Lanslebourg. The "5's" indicate mark struck at Paris.

18



British Exchange Office at Liverpool debited U.S. with 18¢, thus allowing the U.S. 3¢ out of the 21¢ postage to collected from recipient.

Dec. 13, 1866. This N.Y. Exchange Office mark checks with the arrival date of the Cunarder Cuba. Collect 21¢ in gold, converted to the equivalent 29¢ in depreciated paper currency (U.S. Notes), calculated at the value on Dec. 13.



1867

TRANSATLANTIC MAIL

NORTH GERMAN LLOYD

S.S. Deutschland

Depreciated Currency



September 2, 1867. An unpaid letter posted at London's East Central office. It is endorsed: p. "Deutschland"/ Via Southampton. As the transatlantic conveyance was to be by an American Packet, the U.S. was debited for 3¢ British Inland postage. Us. would retain the remainder.



3  
CENTS

The North German Lloyd S.S. Deutschland had departed from Bremen on August 31 and touched at Southampton on September 3, where this letter went aboard with the U.S. mails.

September 14. Deutschland arrived at New York. The recipient, Lanman & Kemp, paid the 24¢ U.S.-British Treaty of 1848 rate. This could be paid with 24¢ in hard cash or 33¢ in depreciated greenbacks (U.S. NOTES). The 33¢ represents the day's equivalent of 24¢ gold.



w.384

1869

PACKET LETTERS  
TRANSATLANTIC MAIL  
PREPAID U.S. TO G.B. - 1 JAN. 1868 RATE.



Letter posted prepaid at Boston for Belfast, Ireland.  
Prepaid at 1 January 1868 Treaty rate of 12¢ per ½ oz.  
Franked with Scott # 69, issue of 1861-62.



March 3, 1869. Boston  
transit mark.



March 15, 1869. London  
"Paid" transit mark.



Backstamp: Mar. 16, 1869.  
Dublin & Belfast RR Post Office  
transit mark.

NORTH GERMAN LLOYD:

Mar. 4, 1869. S.S. Main, Von  
Oterendorp, departed N.Y. for  
Bremen via Southampton.

Mar. 15, Steam-ship Main  
arrived at Southampton.

1873

TRANSATLANTIC MAIL  
NORDDEUTSCHER LLOYD (North German Lloyd)

S.S. Deutschland

Insufficiently Prepaid  
Depreciated Currency

2800 tons, 325' x 40' beam, launched May 29, 1866 by Caird & Co., Greenock. Maiden voyage Oct. 14, 1866 Bremen-Southampton-New York. Dec. 6, 1875, wrecked off Kentish Knock, River Thames estuary, 157 lives lost.

OVER ½ OZ  
INSUFFICIENTLY  
PREPAID



Aug. 11, 1873.  
British-U.S. postal rates were set, effective Jan. 1, 1870 to July 1, 1875 at 3d. (6¢) per ½-oz. This letter was paid at the single (½-oz.) rate at 3d. by an adhesive stamp, Issue of 1867, Plate 10. As it weighed over ½-oz., it was marked INSUFFICIENTLY/PREPAID by the rare and unusual "OVER ½ OZ." postmark.

The stamp was cancelled at the London Eastern District office with the E/28 killer, one of three E/28 types, this with a large E (Dubus 33a), and further identified by the code letter "C" in the cds. The other two did not have code letters in the circular date stamps.

S.S. Deutschland, Capt. Ladewigs, of the NGL departed Bremen Aug. 9 and picked up the English mails Aug. 12 at Southampton.

Aug. 23, Saturday, Deutschland arrived at N.Y. with 593 passengers to Oelrichs & Co.



The fine for insufficiently paid letters was set at 6¢ per letter in the U.S. plus the amount of the underpayment. Here underpaid 3d. (6¢) + 6¢ fine = 12¢. This amount was due in hard coin as the U.S. had to settle in gold with Britain and the Bremen packet. The equivalent amount to convert the 12¢ in gold to paper money (U.S. Notes) was added, rounded off to the next highest 1¢, making the total collect in depreciated currency as 13¢, shown in the New York Exchange Office circular stamp.

1875

TRANSATLANTIC MAIL

General Postal Union Rate - Effective July 1, 1875

Letter in transit during the rate change

INMAN LINE

S.S. City of Richmond



June 24, 1875. Letter not over  $\frac{1}{2}$ -oz. paid at the 6¢ rate to the United Kingdom, effective from Jan. 1, 1870 to July 1, 1875. This was paid by the 6¢ dull pink Continental Bank Note Co. Issue of 1873.

Seven days later the General Postal Union (later renamed Universal Postal Union) rates went into effect on July 1, at 5¢ per  $\frac{1}{2}$ -oz. to any Member Country, of which the U.K. was one.

June 25. Cleared at N.Y., City of Richmond (Br.), Brooks, for Liverpool, John G. Dale.

QUEENSTOWN, July 5. Steamer City of Richmond arrived at 8 o'clock last night (July 4).

July 5. London arrival mark.

While the City of Richmond was on the high seas, the G.P.U. rate became effective.



1875

TRANSATLANTIC MAIL  
THE CUNARD LINE

R.M.S. Algeria

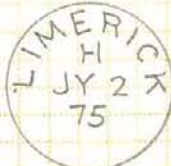
First Westbound Cunarder under General Postal Union Rates.

The General Postal Union (GPU), later known as the U.P.U., letter rate of 2½d. (5¢) per half ounce to any member country became effective July 1, 1875. The following Westbound voyages first carried mail under the GPU rates, Britain to the U.S.:

S.S. Idaho, Capt. Beddoe, departed Liverpool June 30 via Queenstown July 1, arrived at New York July 13. Guion Line.

S.S. Adriatic, departed L'pool July 1, sailed from Queenstown July 2 at 12:30 PM, arrived at N.Y. July 11. White Star Line.

R.M.S. Algeria, departed L'pool July 3 via Queenstown the 4th, arrived at New York July 13. Cunard Line.



July 2, 1875.  
Circular dated backstamps. Letter originated at Newcastle, Co. Limerick, Ireland, and was entitled to the GPU rate of

2½d. effective July 1, 1875. Overpaid ½d. (sender either didn't know of the new rate and used the 3d. rate effective Jan. 1, 1870 to July 1, 1875, or he just did not have the right combination of stamps to make 2½d.), paid by a vertical strip of 3 of the 1d. Issue of 1864, Plate 175. Stamps cancelled by very worn strikes "353" in a diamond of bars, Irish type of Newcastle. Exceptionally clear strikes of the backstamps, letter transit same day at Limerick (City).

R.M.S. Algeria departed from Liverpool July 3 and picked up this letter at her call at Queenstown, Co. Cork, July 4. Letter mailed too late at Newcastle on the 2nd to have made the 12:30 PM sailing of the Adriatic from Q'town July 2, also verified by N.Y. arrival backstamp.



July 14. R.M.S. Algeria arrived at N.Y. July 13 (Tuesday) and mail processed on the 14th, the first Cunarder to carry GPU mail.



1876

TRANSATLANTIC MAIL

U.P.U., Double Rate



April 22, 1876. A colorful franking of the 5¢ per ½-oz. rate x 2 to total 10¢, 2 copies of the 2¢ (alas, one damaged by the sender) plus one 3¢ of the National Bank Note Issue of 1873 on the 3¢ embossed envelope.

Which steamer carried this letter?

April 22 was a busy day for the sailing of eastbound steamers from Boston or New York. It was also a busy day on May 2 when they all arrived at port in England, making assignment of a transatlantic ship difficult.

April 22. Letter posted at Boston.

May 3. Arrival postmark at London.

Steamer itineraries were, as follows:

1.) Queenstown, May 2, 1876.

The Cunard Line steam-ship Batavia, Capt. Moreland from Boston April 22 for L'pool arrived here at 1 o'clock this morning.

2.) Queenstown.

The Inman steamer City of Brooklyn, from New-York April 22 arrived off this port at 7:15 P.M. with 25 passengers and \$125,000 in specie. Having landed passengers and dispatches, she proceeded immediately for Liverpool.

3.) Southampton, May 2. The North German Lloyd's steamer Main, Capt. Reichmann, which sailed from N.Y. at 5 P.M. April 22, arrived at this port this evening and subsequently sailed for Bremen.

We would opt for 1. above due to (a) sailing of the Batavia from Boston would be more logical routing and early arrival (1 P.M.) would assure a May 3 transit at London rather than the later arrivals of the other two steamers.



1884

TRANSATLANTIC MAIL

BOSTON TO QUEENSTOWN Cunard Line R.M.S. Catalonia  
QUEENSTOWN TO NEW YORK Inman Line S.S. City of Chicago



August 16, 1884. This letter went aboard the R.M.S. Catalonia at Boston. Posted at the Pearl Point Hotel, Lake George, N.Y. U.P.U. rate overpaid 1¢. A fine overall printed envelope.

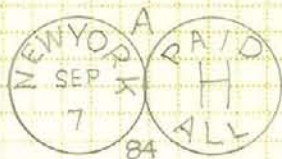
By Cable: Aug. 26, Queenstown. The Cunard Line steamship Catalonia, Capt. Cottier, from Boston Aug. 16, for Liverpool, arrived here at 1 P.M. today. London, E.C. arrival backstamp.

Letter arrived at London to the offices of Baring Brothers and was redirected back to Newtonville, Mass. U.P.U. regulations included forwarding at no extra postage. London "hooded scroll" black receiving mark at the East Central office struck on face.

Aug. 29. S.S. City of Chicago, Capt. Watkins, had departed Liverpool Aug. 28 and picked up the London mail Aug. 29 at Queenstown.

Sept. 7. Backstamp. Recorded arrival date of City of Chicago at New York to Inman Steamship Co.

Sept. 8. Newtonville arrival backstamp. This is part of the (Wm.) Claflin correspondence, ex-governor, Massachusetts.



1876

TRANSATLANTIC MAIL

CLONAKILTY, Co. Cork to U.S.

U.P.U. Rate

R.M.S. Russia

Insufficiently Prepaid



July 28, 1876. Letter paid at the small County Cork town of Clonakilty on Clonakilty Bay by a copy of the 2½d. (5¢) Issue of 1876, Plate 3, per ½-oz. Clerk noted letter was overweight (½-1 oz.) and should have been paid as a double letter, shown by the blue "2" at upper left. Backstamp transit at Dublin July 29. R.M.S. Russia departed Liverpool July 29 and touched at Queens-town the 30th.



International regulations dictated mail should be marked with a "T" (Taxe) and noted in French centimes the amount underpaid or 25 centimes. As 5 cent. = 1¢, thus 5¢ underpaid.

Aug. 9. Russia, Capt. Cook, arrived at N.Y. this date to C.G. Francklyn. 15 cents due from the recipient in Loveland, Ohio, being 10¢ for a double letter plus 5¢ unpaid letter fee.



1891

TRANSATLANTIC MAIL

THE FRENCH LINE

S.S. La Normandie

SUPPLEMENTARY MAIL

Supplementary Mail refers to a system at New York where, for double the U.P.U. postage, a letter could be put aboard a ship from the time of the official closing of the mails until the steamer sailed. This situation was shown by a distinctive "Supplementary Mail" postmark. All letters so handled had to bear the double postage.



April 18, 1891. Letter posted at New York at 10:30 A.M., too late for all the European bound steamers as their mails had already closed. Sender paid double the U.P.U. rate by two copies of the 5¢ Issue of

1890 to qualify for the Supplementary Mail.

N.Y. Times. OUTGOING STEAMSHIPS, SATURDAY, April 18.

	Mails Close	Vessel Sails
Eider, Southampton	9:30 A.M.	1:00 P.M.
Etruria, Queenstown	10:00 A.M.	1:00 P.M.
La Normandie, Havre	9:30 A.M.	1:00 P.M.

1882

FINLAND TO BOSTON VIA ST. PETERSBURG AND LIVERPOOL  
CUNARD LINE

R.M.S. Samaria

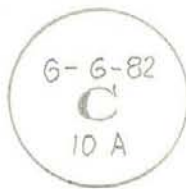


May 19, 1882. (Gregorian). Letter paid at 25 penni, the U.P.U. rate by Issue of 1879, perf. 11. Kristinestadt is a small port city of Finland on the Gulf of Bothnia. Mail from this area is seldom seen transatlantic.



May 11 (Julien calendar, equivalent to May 22 in the Gregorian or "new" calendar.) Transit backstamp at St. Petersburg, Russia, railway (T.P.O.) mark. Mail went closed across Germany to Liverpool.

London Times. Liverpool, May 24. The Cunard Royal Mail Steamer Samaria, for Boston, left the Mersey to-day.



Boston Herald. Arrived June 5 at Boston, steamer Samaria, from Liverpool.

June 6. Boston arrival mark and Boston receiving distribution backstamp.

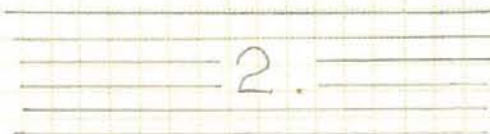
B2306

1889

TRANSATLANTIC MAIL

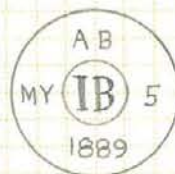
5¢ U.P.U. RATE

Underpaid Letter



April 24, 1889. Letter for London, paid only by 2¢ stamp, thus is 3¢ underpaid.

April 24. Boston Foreign Department transit backstamp. Blake 964.



Boston Foreign Department marked letter as T = Taxe, international usage of French language and due 15 centimes in French currency. Each 5 centimes = 1¢ U.S., thus 3¢ underpaid. (Blake 936C and 936E). Cf.: CSPM Vol. 10, No. 7, Pg. 7.

May 5. London Inland Branch now processed letter and struck the bold 3 pence charge mark as double the deficiency due, or as 1d. = 2¢ US, the 3d. corresponded to 6¢ U.S. due from recipient.

April 27, 1889, 11am, R.M.S. Etruria sailed from N.Y. for Liverpool.

1876

U.S. TO CAPE OF GOOD HOPE VIA ENGLAND

27¢ British Mail Rate via Southampton, Effective July 1875 - Aug. 1876  
NORTH GERMAN LLOYD, New York to Southampton, S.S. Main  
UNION STEAMSHIP CO., Southampton to Cape Town, R.M.S. Roman



April 21, 1876. Half-ounce letter paid by Bank Note Issues at the 27¢ rate to South Africa by British Mail via Southampton. South Africa did not join the U.P.U. until 1895. In August 1876 the 27¢ rate was reduced to 15¢, the rate to non-member countries.

April 22. Transit at New York where 1 franc 10 centimes was credited to Great Britain whose vessels would carry the letter all the way to Cape Town. As 1 franc = 20¢ U.S., this credit amounted to 22¢, with U.S. retaining only 5¢, the U.P.U. postage. The North German Lloyd S.S. Main departed from New York.

London Times, Thurs. May 4. The North German Lloyd Royal Mail steamship Main, Capt. G. Reichmann, from N.Y. on the 22d ulto. arrived at Southampton yesterday morning, and landed \$30,000 in gold for France, 17 bags of mail, 17 passengers, after which she left for Bremen.

May 3. Transit at London. Times, May 6. The Union Company's Royal Mail steamship Roman, Capt. A.W.B. Smith sailed from Southampton yesterday with the mails for the Cape of Good Hope, Natal, Mozambique and Zanzibar.

Times, June 28. The steamship Roman, Smith, from Southampton May 5, and Plymouth the 6th, with the outward Cape mails, arrived at Capetown on the 2d of June.



1878

TRANSATLANTIC MAIL

U.P.U. MAIL TO NON-MEMBER COUNTRIES

When the General Postal Union Treaty (U.P.U. in 1878) went into effect 1 July 1875, mail from the U.S. to countries outside the Union was handled in two ways; (1) by "direct routing" to the non-Union country, or (2) by using the mail services of member countries - per British Mail, Danish Mail, German Mail, etc. In the latter case, the U.S. retained only the Union rate (5¢ per ½ oz.) and credited the balance, in francs and centimes (at 1 franc = 20¢) to the Union member responsible for the transit.



Aug. 23, 1878. Letter posted at New Haven with postage prepaid by 15¢ issue of 1873 (Scott 163).



August 24, 1878. Transit at New York. Credit of 50 centimes (½ franc) or 10¢ to Great Britain, U.P.U. member country which handled the transit. (See above.)

Sept. 3, 1878. Transit at London.

Sept. 30, 1878. Transit and receipt marks, respectively, at Cape Town and Wellington, Cape Colony.

North German Lloyd: Sailed Aug. 24, 1878 from N.Y., Steam-ship Mosel for Bremen.

By cable from Southampton: Sept. 3. The North German Lloyd's Steam-ship Mosel, Capt. Neynaber, from New York Aug. 24 for Bremen has arrived here.

1879

U.P.U. MAIL TO NON-MEMBER COUNTRIES

NORTH GERMAN LLOYD. S.S. Rhein, N.Y. to Southampton.

COLONIAL MAIL LINE S.S. Edinburgh Castle, Dartmouth to Cape Town.



January 17, 1879. 15¢ rate to the Cape of Good Hope paid by the Issue of 1873. This was the rate effective Aug. 1876 to 1895 when the Cape Colony entered the U.P.U. Posted at Claremont, N.H.

January 18. Transit at N.Y. As conveyance was to be by another U.P.U. member (Great Britain), the U.S. retained only the Union rate (5¢ per ½-oz.) and credited Britain with 50 centimes in French francs, equivalent to 10¢ (1 franc = 100 centimes = 20¢ U.S.) All U.P.U. transactions were made in French francs.

The North German Lloyd S.S. Rhein, Capt. Franke, departed from N.Y. Jan. 18 for Bremen via Southampton.

January 29. Rhein arrived at Southampton. Transit stamp same day at London.

London Times, Jan. 30. The Royal Mail steamer Edinburgh Castle of Messrs. Donald Currie & Company's Colonial Mail Line between London and South Africa, left Dartmouth at 1.30 p.m. yesterday, and will call at Maderia to embark telegrams for the Cape Colonies and Natal. Messages for this steamer should be despatched from England on or before Feb. 1.

March 6. Edinburgh Castle arrived at Cape Town, receipt handstamp. Letter forwarded on to Wellington for same day arrival.

1879

U.P.U. MAIL TO NON-MEMBER COUNTRIES

INMAN LINE: S.S. City of Berlin, New York to Queenstown

UNION STEAMSHIP CO.: S.S. German, Southampton to Cape Town



May 23, 1879. 15¢ rate to the Cape of Good Hope paid at New Haven, Conn. by the 5¢ blue and 10¢ brown (with secret mark), Issue of 1879. This rate was effective August 1876 to 1895, when the Cape Colony entered the U.P.U.

May 23. Transit at New York. As conveyance was to be by another U.P.U. country (Great Britain), the U.S. retained only the Union rate (5¢ per ½-oz.) and credited Britain with 50 centimes in French centimes, equivalent to 10¢ (5 centimes = 1¢ U.S.). All U.P.U. transactions were made in French francs.

May 24. S.S. City of Berlin, Inman Line, departed from New York for Queenstown.



N.Y. Times. BY CABLE. Queenstown, June 1. The Inman Line steam-ship City of Berlin, Capt. Kennedy, from New-York May 24, arrived here at 5:45 this evening.

June 2. London transit mark.

June 5. The R.M.S. German of the Union Steamship Co. sailed from Southampton for East Africa via Madeira and Cape Town, Cape of Good Hope.



June 26. German arrived at Cape Town, receiving mark.

June 27. Wellington arrival. Letter was forwarded to Caledon, 4d. was due for forwarding.

June 28. Letter was passed back through Cape Town.

June 29. Caledon receiving backstamp.

1879

U.S. TO CAPE TOWN - MDH-U.P.U. LETTER

N.Y. Times. Cleared New York May 23, 1879: Steam-ship City of Berlin, (Br.,) Kennedy, Liverpool via Queenstown, John G. Dale.

BY CABLE: Queenstown June 1. The Inman Line steam-ship City of Berlin, Capt. Kennedy, from New-York May 24, for Liverpool, arr. here at 5:45 this evening.

London Times

CAPE OF GOOD HOPE, NATAL, ZANZIBAR and EAST AFRICA ROYAL MAIL STEAMERS. THE UNION STEAMSHIP COMPANY'S PACKETS will sail as follows for the South African ports calling at Madeira:

Steamer	From Southampton	From Plymouth
German	Thurs. June 5	Fri. June 6
Roman	Thurs. June 12	Fri. June 13
Pretoria	Thurs. June 19	Fri. June 20
American (extra)	Thurs. June 26	Fri. June 27.



1881

TRANSATLANTIC MAIL  
U.S. TO CAPE OF GOOD HOPE

U.P.U. Mail to Non-member Countries



Mar. 4, 1881. Postage of 15¢ at New Haven prepaid by issue of 1873 (Sc. 163).

March 5, 1881. Transit at New York. As Cape Colony was a non-UPU member country, rate was 10¢ over UPU rate of 5¢ per ½ oz. U.S. kept the Union rate of 5¢ and credited Great Britain, the transit UPU country with 50 centimes or 10¢.

March 16, 1881. Transit at London, backstamp.



3<sup>d</sup>

April 10, 1881. Cape Town transit backstamp.

April 11, 1881. Wellington receipt. Letter was then forwarded to Caledon.

April 13, 1881. Wellington and Cape Town transit stamps.

April 15, 1881. Caledon receipt backstamp. 3 pence Cape Colony postage due from recipient for forwarding.

1882

NATAL, SOUTH AFRICA TO U.S. VIA ENGLAND  
UNION STEAMSHIP COMPANY, Cape Town to Southampton  
S.S. Moor, Maiden return voyage. Record time  
NORTH GERMAN LLOYD, S.S. Hohenstauffen, Southampton to New York  
U.P.U. MAIL FROM NON-MEMBER COUNTRIES



June 24, 1882. Letter paid at Isipingo, Natal, a non-UPU member at 3 times the 2½d. U.P.U. rate or 7½d. by 6d. and 1d. Issue of 1874, and ½d., Issue of 1880. Transit backstamp at Durban.

July 4. The Union Steamship Co.'s R.M.S. Moor departed from Cape Town.



July 23. The Moor landed mails at Plymouth. July 24. London transit backstamp. British credited U.S. with 2½d. or 5¢, one full U.P.U. rate, shown in red manuscript.



London Times, Monday, July 24. THE MAILS. The Union Steamship Company's Royal Mail steamer Moor arrived at Plymouth yesterday from the Cape, having made the fastest passage yet recorded viâ St. Helena and Ascension. This is the first voyage of this vessel. She left Cape Town on the 4th inst. at 5 45p.m. The duration of this passage was 18 days 13 1/3 hours, and the actual steaming time 18 days 4 hours 22 minutes. After landing passengers and mails, the Moor left for Southampton.



July 25. The S.S. Hohenstauffen departed from Southampton with the mails for New York.

N.Y. Times. Aug. 6. Arr. S.S. Hohenstauffen (Ger,) Jungst, Bremen July 23, So'ton 25th to Oelrichs & Co.

Aug. 8. Letter missent to Scotland, Penn., forwarded back to Plymouth, Mass.

1886

TRANSATLANTIC MAIL

U.P.U RATE - Double rate to Italy



December 14, 1885. Erie, Pennsylvania. Double U.P.U. rate @ 5¢ per ½ oz. x 2 = 10¢ paid by American Bank Note Co. re-engraved stamp in the black brown shade (Sc.#209b).



December 15, 1886. New York transit backstamp.

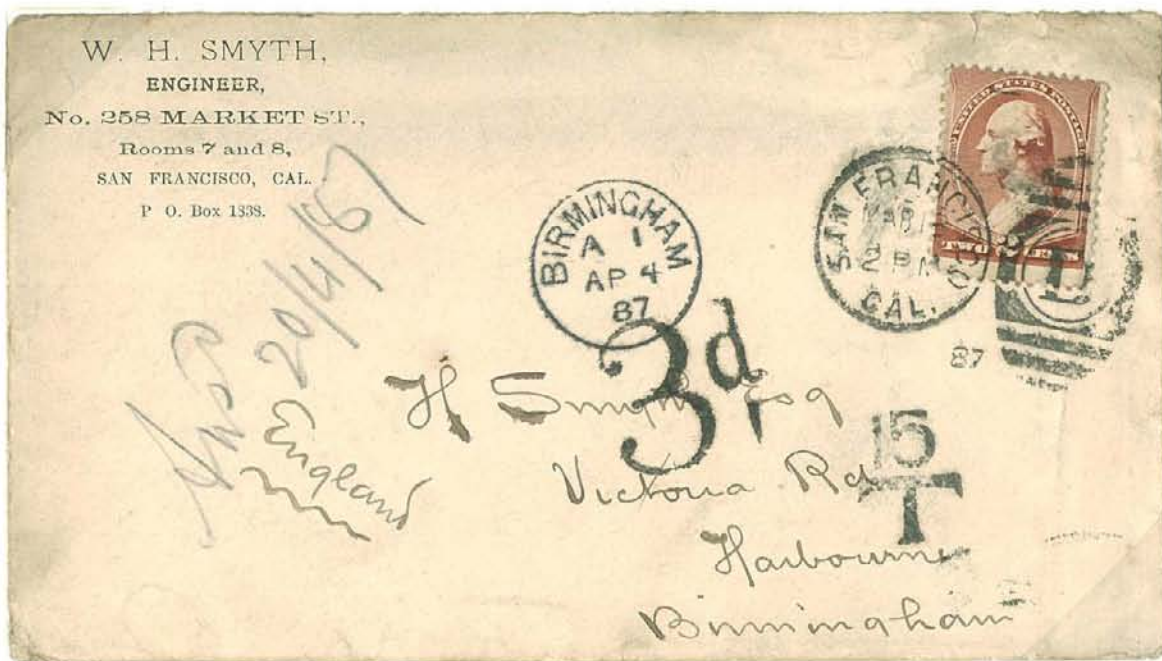
December 28, 1886. Naples arrival backstamp.

1887

NORTH GERMAN LLOYD

S. S. Fulda

March 18, 1887. A letter posted at San Francisco to Birmingham, England and paid only 2¢ by the Issue of 1883. As the U.P.U. rate to member countries was 5¢/½-oz., this payment left the letter 3¢ underpaid.



15  
T

March 26. Letter in transit at New York where the 3¢ underpayment was noted as T (Taxe = Postage Due) at 15 French centimes (5 centimes = 1¢).

N.Y. Times: OUTGOING STEAMSHIPS, Saturday March 26: SS Fulda ...Bremen. Mails close 3;30 A.M., vessel sails 6:30 A.M.

BY CABLE: SOUTHAMPTON. April 4. The North German Lloyd steamship Fulda, Capt. Ringk, from New-York March 26, for Bremen, arr. here at 6 P.M. yesterday.

3d

Letter in transit at London where double the 3¢ (1½d.) underpayment was charged at 3d. (6¢).

This is the large "3" with serifs and a lower case "d".

April 4. Birmingham arrival postmark.



1888

TRANSATLANTIC MAIL

HAMBURG-AMERICAN LINE

S. S. Hammonia

Forwarded Letter - Underpaid



Oct. 20, 1888. A UPU letter addressed to Toronto partially paid by the 2¢ stamped envelope at Boston. Underpayment was 3¢ as the UPU rate was

5¢. Underpayment was shown by the "T" = Taxe (postage due) and the notation "15" or 15 centimes in French currency, the basis for UPU settlements. This indicated, at 5 centimes per U.S. 1¢, that 3¢ was due.

Oct. 21. Toronto arrival b/s.

Oct. 22. Letter forwarded to London, back into mail at Toronto.

Oct. 25. S. S. Hammonia departed from N.Y. for Hamburg via Plymouth.

London Times, Mon. Nov. 5. The Hamburg-American Company's s. Hammonia arr. at Plymouth at 1:15 p.m.

Sat. The H. landed the mails for England, sailed at 1:27 p.m. for Cherbourg and Ham'g.

London Inland Branch charges underpaid 3¢ (1½d.) + a double underpayment fine of 1½d., total 3d. (6¢) due.

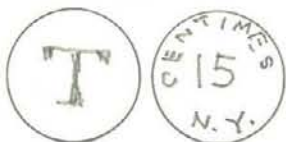


1893

NORTH GERMAN LLOYD

S. S. Aller

September 27, 1893. A letter posted at San Francisco to Birmingham, England and only paid 2¢ by the Issue of 1890. As the U.P.U. rate to member countries was 5¢, this payment left the letter 3¢ underpaid.



October 3. Letter in transit at New York where the 3¢ underpayment was noted as T (Taxe = Postage Due) of 15 French centimes (5 centimes = 1¢ U.S.)

October 3. S.S. Aller of the Norddeutscher Lloyd departed from New York.

N.Y. Times. BY CABLE. LONDON, October 11. North German Lloyd SS Aller, Capt. Christoffers, from New-York Oct. 3 for Bremen, arr. at Southampton to-day.

3<sup>d</sup>  
F. B.

Letter in transit at London where the recipient was charged at double the 3¢ (1½d.) underpayment or 3d. (6¢).

This is the large "3" with flat head and the lower case "d".

October 12. Birmingham arrival postmark.

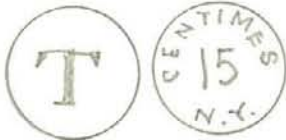
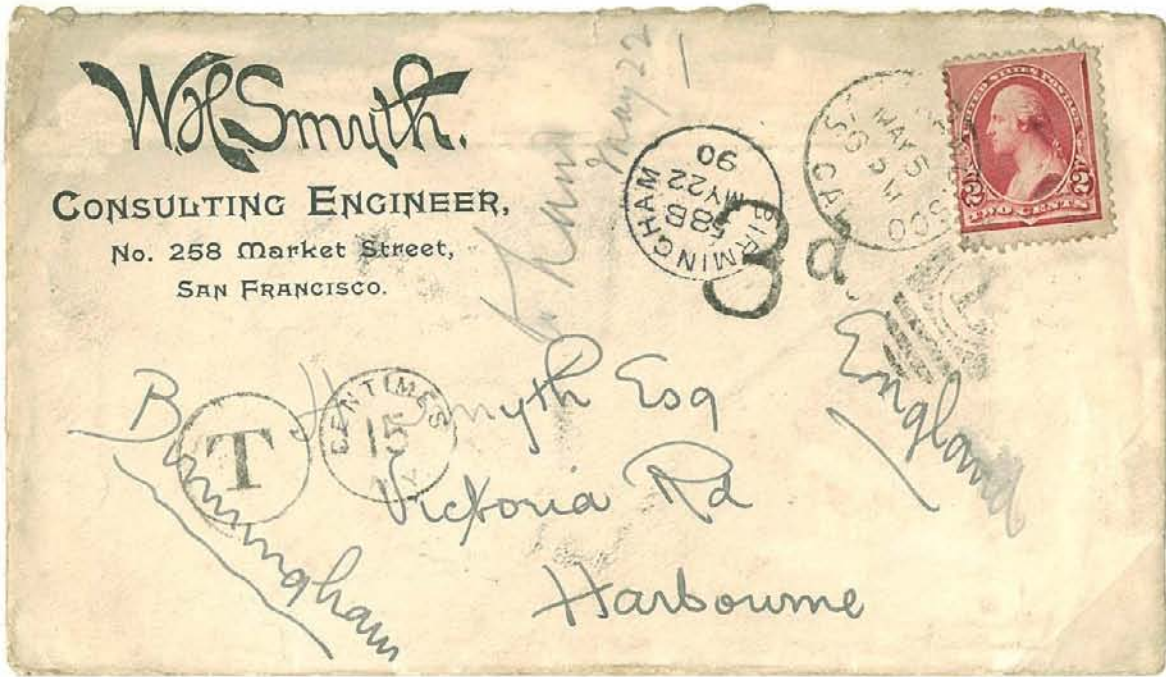


1890

GUION LINE

S.S. Arizona

May 5, 1890. A letter posted at San Francisco to Birmingham, England and paid only 2¢ by the Issue of 1890. As the rate per ½-oz. to U.P.U. member countries was 5¢, this payment left the letter 3¢ underpaid.



May 10. Transit backstamp at 3:30 P.M. in New York. The N.Y. post office noted the underpayment and stated that amount, per U.P.U. regulations, in French centimes. As 5 centimes = 1¢ U.S., then 15 centimes was equivalent to the 3¢ underpayment.

N.Y. Times. OUTGOING STEAMSHIPS. No sailings May 11 or May 12.

TUESDAY, May 13. Arizona...Liverpool, mails close 10:00 A.M., vessel sails 1:30 P.M.

BY CABLE. LONDON, May 21. Guion Line SS Arizona, Capt. Brooks, from New-York May 13 for Liverpool arr. at Queenstown at 6:30 P.M. to-day.

3d

The British Post Office struck the 3d. (6¢) charge mark representing double the 1½d. (3¢) underpayment, postage due. This is the very plain "#" with lower case "d".

May 22. Birmingham arrival postmark.



1890

THE INMAN LINE

S.S. City of Berlin

November 14, 1890. A letter to Birmingham, England posted at San Francisco, California. It was paid at 6¢ by a strip of 3 of the 2¢ Bureau Issue of 1890. This letter took a double U.P.U. rate of 5¢ x 2 = 10¢, so was 4¢ underpaid.



November 19. Letter in transit at New York. The post office there weighed the letter and found that it should have been paid at double the 5¢ U.P.U. rate or 10¢ total. The underpayment of 4¢ was then charged in French centimes (5 centimes = 1¢ U.S.), shown as 2 (double letter) over 20 centimes (4¢).

November 19. S.S. City of Berlin departed from New York.

N.Y. Times. BY CABLE. LONDON, November 27. INMAN LINE SS City of Berlin, Capt. Lavel, from New-York Nov. 19 for Liverpool was signaled off Brow Head at 10:30 A.M. to-day.

At London the 4¢ underpayment (2d.) was charged at double the deficiency or 4d., equivalent to 8¢ U.S., shown by the handstamp "4D". This large plain "4" is seldom seen, this being an uncommon charge.

November 28. Birmingham arrival stamp.

NY  
 4<sup>D</sup>  
 F.B.





1897

HAPAG. S.S. Auguste Victoria, N.Y. to Plymouth  
Atlantic Transport Line, S.S. Massachusetts, London to N.Y.

September 8, 1897. A letter to a passenger aboard the S.S. Cephalonia,  
Cunard Line, at Liverpool. It was posted at Boston and paid at the 5¢ U.P.U.  
rate by the Issue of 1895.

September 9. Sailed from New York Auguste Victoria for Plymouth, Cher-  
bourg and Hamburg.



N.Y. Times, BY CABLE, LONDON, Sept. 16. SS Auguste Victoria, (Ger.), Koempft, New York for  
Hamburg, passed Scilly at 7 A.M. yesterday. Arrived Plymouth Sept. 16, 12 P.M.

September 17. Arrival postmark at Liverpool.

London Times. Sept. 14. The Cunard Line's SS CEPHALONIA from Boston for Liverpool  
arrived at Queenstown at 4:15 P.M. yesterday.

September 17. As passenger Mr. James Atkins Hayes had already left the Cephalonia with  
no forwarding address, the Cunard Line noted "late" in red manuscript and struck "The CUNARD  
STEAMSHIP COMPANY Limited" mark and sent the letter to the Returned Letter Office.

Sept. 17-18. Variety of Returned Letter  
handstamps. London forwarded letter to U.S.  
by Atlantic Line's S.S. Massachusetts.

N.Y. Times. Arr. N.Y. Oct. 5, Massach-  
usetts, London Sept. 23.

Oct. 7. Foreign Dept. D.L.O. back-  
stamp and pointing hand to return letter  
to Boston. Under U.P.U. no charge for  
forwarding returned letters.

Oct. 9. Boston receiver backstamp.



1897

TRANSATLANTIC MAIL

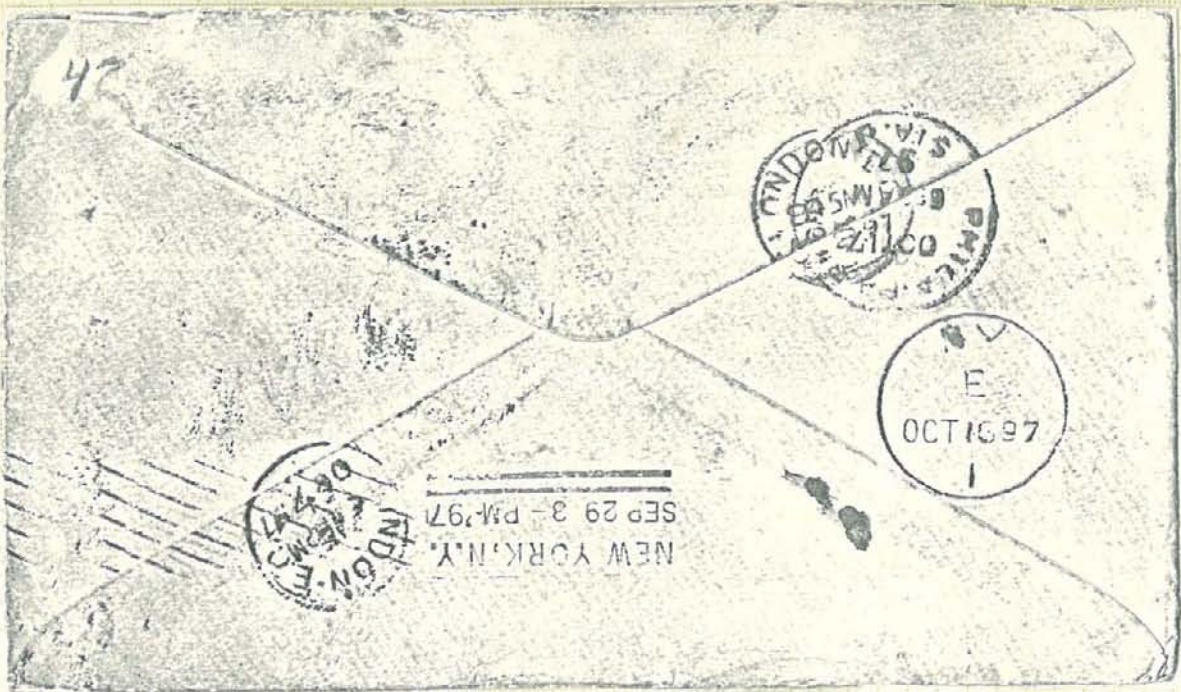
UNDERPAID LETTER - U.P.U. Rates

Eastbound - North German Lloyd

Westbound - Cunard

S.S. Bremen

R.M.S. Umbria



1897

TRANSATLANTIC MAIL UNDERPAID LETTER-U.P.U. Rates  
Eastbound -North German Lloyd Westbound-Conard Line  
S.S. Bremen R.M.S. Umbria



September 28, 1897. Letter put into the mail at Alderson, West Virginia, paid by a pair of the 2¢ Issue of 1895 (Type III) or 4¢. U.P.U. rate to member countries was 5¢ per ½-oz., hence underpaid 1¢.

NEW YORK, N.Y.  
SEP 29 3-PM '97



Sept. 29. Transit at N.Y. As the letter was underpaid 1¢, it was subject to a double underpaid penalty. Marked by International U.P.U. rules in French centimes at 5 centimes equal one cent, 5 centimes show 2¢ due (underpayment x 2). T = Taxe (postage due).

Sept. 29 sailings from N.Y.

- S.S. Majestic (White Star Line). Mails close 9 AM  
Supplemental Mail 10:30 AM, sailed 12M.
- S.S. Paris (American Line). Mails close 7 AM  
Supplemental Mail 9 AM, sailed 10 AM

Note time/date stamp, New York Sept. 29, 3-PM, this letter missed both of the above sailings

Sept. 30 sailings, Thursday.

S.S. Bremen (North German Lloyd). Sailed 12M for Southampton and Bremen. No other sailings to Southampton this date.

D  
F.B.

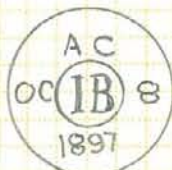


London Foreign Branch marked letter due one penny, equivalent to 2¢ U.S.

Oct. 7. Transit incoming at London, East Central Office backstamp. The Inland Branch cds is the type with a small "IB" and time at the top. Thomas Cook & Son, Ludgate Circus, paid the underpayment and fine of 1d. and as Mr. Benners had returned to the U.S., they forwarded the letter back by sticker.

1897

TRANSATLANTIC MAIL  
UNDERPAID LETTER - U.P.U. Rates



October 8. Letter back into mails for return to U.S. at 8:15 AM (backstamp). Inland Branch type with large "IB" and time code at top.

R.M.S. Umbria departed Liverpool Oct. 9 for N.Y. via Queenstown.



COLLECT  
POSTAGE 2 CENTS

October 16. New York arrival dated backstamp agrees with the arrival of the Umbria at New York. Even though Thomas Cook & Son in London had paid the underpayment plus fine, it was assessed again at New York. The TAXE 5 centimes still applied.



October 17. Arrival backstamp at Philadelphia. The recipient now had to pay the 2 cents postage due, which he did with receipt shown by the postage due 2¢ stamp. Total paid on this letter was: 4¢ (stamps) + 2¢ (1d. in London) + 2¢ (by recipient) = 8¢.

Note: It is interesting regarding the New York sailings to Europe on the 29th of Sept. N.Y. Times carried the footnote:

Supplementary Mails: After the closing of the regular Supplementary Mails, additional supplementary mails are opened on the piers of the American, English, French and German steamers, and remain open until within ten minutes of the hour of sailing of the steamer.

Bremen (II)

10,525 tons, 525 ft. x 60 ft. beam. Two sets of 4-cylinder quadruple expansion engines, twin screw. 15 knots. Built by F. Schichau, Danzig, launched Nov. 14, 1896. Maiden voyage June 5, 1897 Bremen - Southampton - New York.

Oct. 20, 1897, voyage after this one, first voyage Bremen - Suez Canal - Australia. June 30, 1900 damaged in N.Y. dock fire. April 1919 surrendered to Britain, name unchanged; ran for P&O. Scrapped 1929 at Venice, Italy.

R.M.S. Umbria

7718 tons, 502 x 57 ft. Single screw, 3 cylinders, compound engine. John Elder, Glasgow. MV Nov. 1, 1884, L'pool-NY. Scrapped 1910.

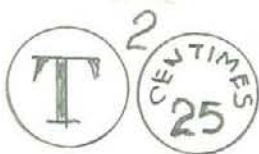
1898

HAMBURG - AMERICAN LINE

"Hapag"

S. S. Fuerst Bismarck

June 26, 1898. A letter paid at Lawrence, Mass. at the 5¢ U.P.U. rate by the Bureau Issue of 1894. Cancellation is by the machine flag of Lawrence.



June 29. Letter in transit at New York. The N.Y. post office weighed the letter and found it was over ½-oz., so marked it as postage due (T = Tax = Due) showing 25 centimes (5¢), the amount of the underpayment.

N.Y. Times. OUTGOING STEAMSHIPS, Thursday, June 30: Fuerst Bismarck for Hamburg, mails close 6 A.M., vessel sails at 9 A.M.

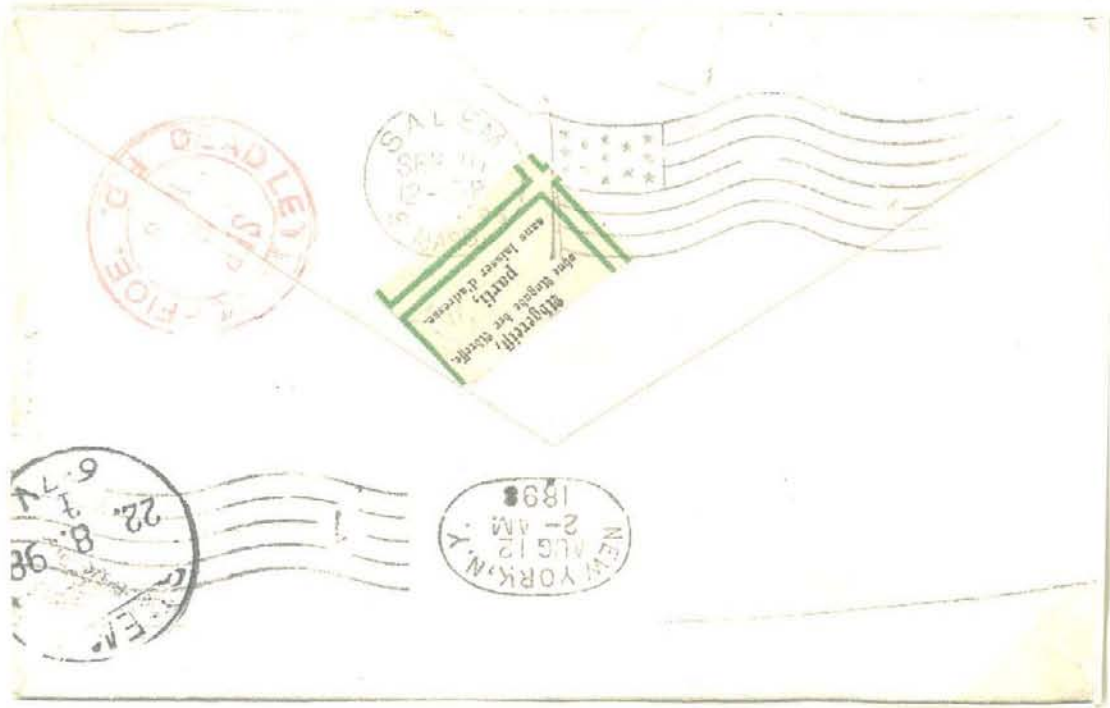
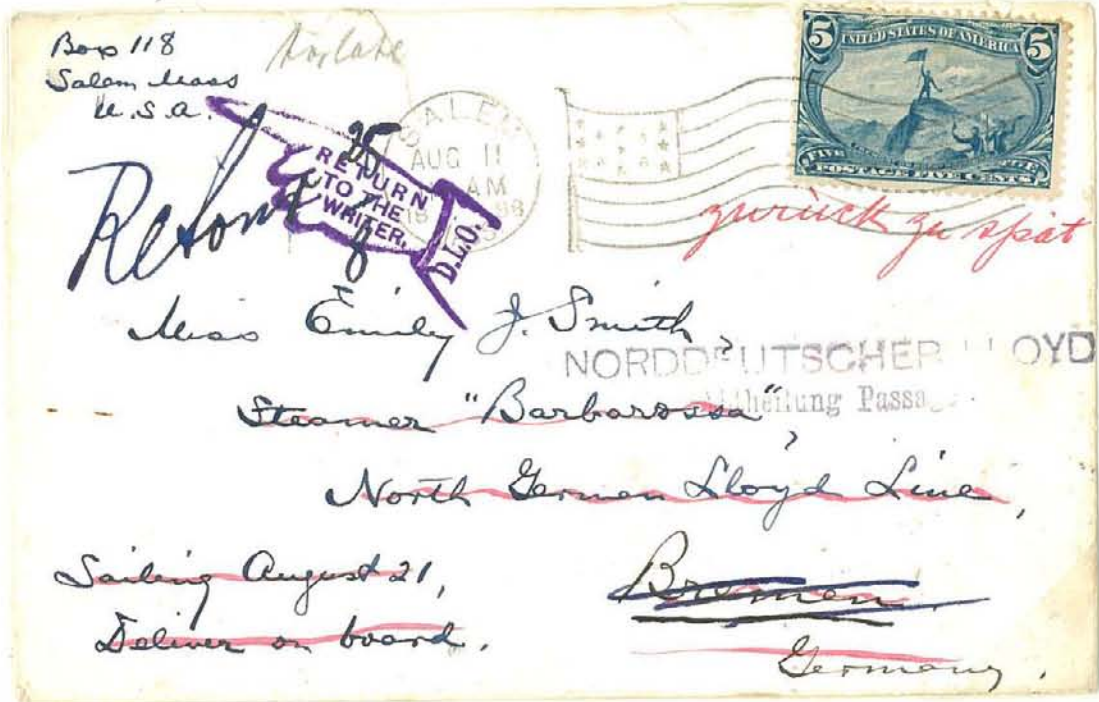
BY CABLE: London, July 7. Fuerst Bismarck, Albers from New York via Cherbourg for Hamburg arrived at Southampton at 11:A.M. to-day and proceeded.



July 9. The French mails went ashore at Cherbourg. Letter in transit at the Paris Foreign (Etranger) office. The recipient was charged at double the 25 centimes deficiency or 50 centimes, shown by the French postage due stamp, Issue of 1895.

1898

CUNARD LINE: R.M.S. Etruria, New York to Liverpool  
NORTH GERMAN LLOYD: S.S. Kaiser Wilhelm der Grosse, Bremen-N.Y.  
NGL S.S. Barbarossa sailed from Bremen before this letter arrived



1898

CUNARD LINE: R.M.S. Etruria, New York to Liverpool  
NORTH GERMAN LLOYD: S.S. Kaiser Wilhelm der Grosse, Bremen to N.Y.



August 11, 1898. A letter posted at Salem, Mass. destined to connect with a passenger aboard the North German Lloyd S.S. Barbarosa, scheduled to sail from Bremen on August 21 and noted "Deliver on board." It was paid at the 5¢ U.P.U. rate by the trans-Mississippi Issue of 1898.



August 12. New York transit backstamp. There were no European sailings from N.Y. on August 12.

SHIPS TO SAIL: R.M.S. Etruria, Queenstown and Liverpool. Mails close 8 AM, vessel sails 11 AM.

August 13. N.Y. Times. STEAM-

N.Y. Times. By Cable. London August 20 SS Etruria, (Br.,) Capt. Ferguson, from New-York, arr. at Liverpool to-day.



August 22. Letter arrived at Bremen, backstamp.

However, N.Y. Times. BY CABLE: London. SS Barbarosa, (Ger.,) Capt. Richter, sailed from Bremen for New York via Southampton to-day (August 20.) Thus, this letter missed the intended connection at Bremen with Barbarosa by two days. Barbarosa arrived at New York on August 31.

*Too late*

The letter was marked in manuscript "too late", struck with the NORDDEUTSCHER LLOYD purple marking and noted "Retour" (return) in manuscript on the face as well as "zuruck zu spat" in red ink. The bilingual sticker on the reverse notes, "GONE/ without leaving a (forwarding) address."

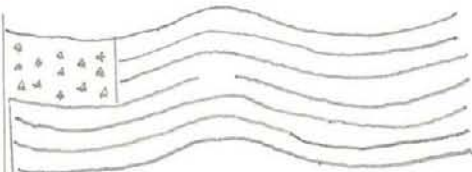
August 30. The letter was routed back to the U.S. by the NGL S.S. Kaiser Wilhelm der Grosse which sailed from Bremen this date.

N.Y. Times. Arrived Tues. Sept. 6. SS Kaiser Wilhelm der Grosse, (Ger.,) Englebart, Bremen Aug. 30, Southampton 31st. with mdse. and passengers to Oleirichs & Co. East of Fire Island at 12; 5:30 on Sept. 7.



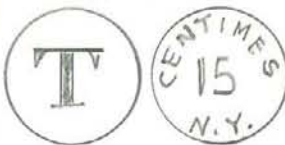
September 8. Backstamp at the Dead Letter Office. The D.L.O. also struck the pointing hand in purple to RETURN/ TO THE/WRITER at Salem.

September 10. Salem, Mass. arrival backstamp. The letter had been forwarded back all the way from Bremen at no additional cost under the U.P.U. regulations.



1899

White Star Line: S. S. Teutonic, New York to Liverpool  
North German Lloyd: S. S. Lahn, Southampton to New York



June 10, 1899. A letter to Scotland posted at Providence, R.I. in a 2¢ embossed envelope. As the U.P.U. rate was 5¢, this letter was 3¢ underpaid. The N.Y. transit office marked it as due (T = Taxe = Postage Due) at 15 centimes. As 5 centimes = 1 cent, the 15 centimes represented a due amount of 15¢, the underpayment.

N.Y. Times, June 14. OUTGOING STEAMSHIPS, WED., June 14, Teutonic to Liverpool, mails close 9 AM, ship sails 12 M.



3<sup>d</sup>  
F B

BY CABLE: June 22: SS Teutonic (Br.,) Capt. Cameron from N.Y. arr. at L'pool today.

The British Post Office, Foreign Branch, marked the letter with 3d. due, equivalent to 6¢ U.S.

June 23. Letter arrived at Dalbeattie with 4:30 AM backstamp and 5:15 AM transit on face. They attempted to deliver the letter, but was noted, "Gone no address." 378 in the cds is the British Post Office number of Dalbeattie.



June 26. Letter was returned to sender, Dalbeattie circular sate stamp on face.

June 28. S.S. Lahn, (Ger.,) Capt. Pohl, from Bremen for N.Y. sailed from Southampton at 5:30 P.M. today.

N.Y. Times. Arrived July 5, SS Lahn, Bremen June 27, SE of Fire Island 2 AM July 6.

July 21. Letter had been referred to the Dead Letter Office, Washington, D.C., backstamp. The D.L.O. Pointing Hand notes "collect 6 cts " This transaction was shown by the 1¢ and 5¢ Postage Due stamps. The sender paid 6¢ to get their own letter back.



1899

TURKEY TO U.S. VIA GREAT BRITAIN

CUNARD LINE

R.M.S. Umbria



July 30, 1899. Letter posted in Constantinople and paid by the 1 piastre adhesive of Turkey, cancelled by the negative seal. The letter was trans- it at the Constantinople-Galata office.

Galata is the largest suburb of Constantinople on the north side of the Golden Horn.

Estimated 5 days transit to Britain by rail, where R.M.S. Umbria picked up the U.S. mails at Queenstown August 6.



N.Y. Times. Arr. Aug. 12. S.S. Umbria (Br.,) Dutton, Liver- pool Aug. 5 and Queenstown 6th to Vernon H. Brown. Arrived at the Bar 4:10 P.M.

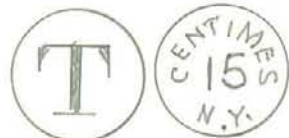
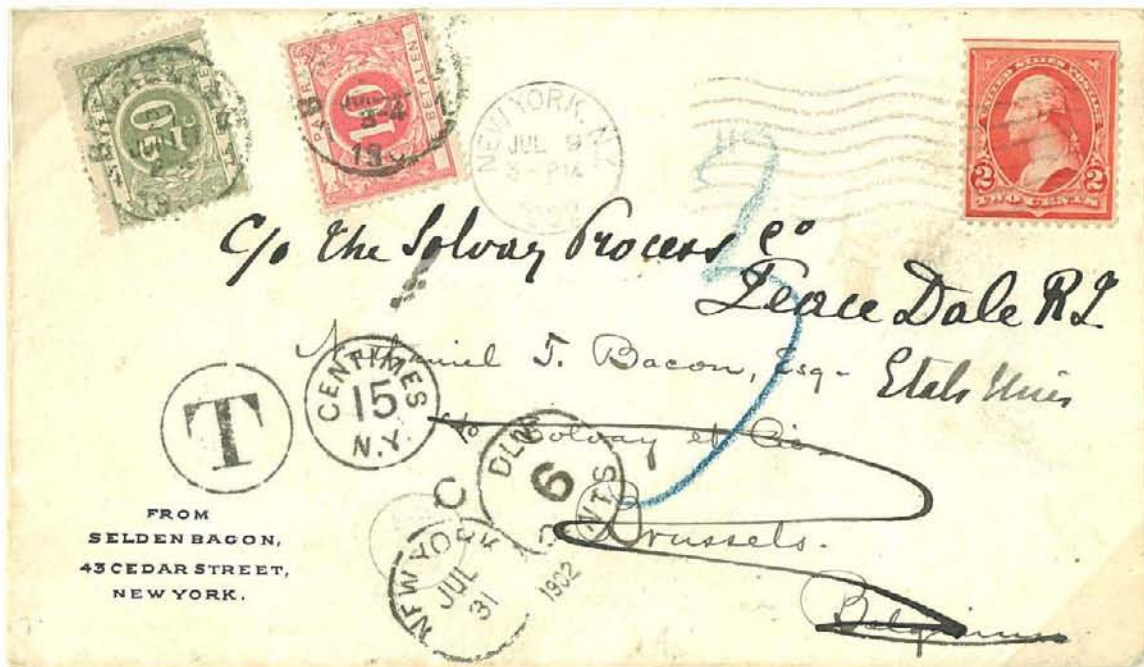
N.B.: Above arrival estimated. Other possible transatlantic vessels are:

Arr. Aug. 12. S.S. St. Paul, Jamison, Southampton & Cherbourg Aug. 5 to International Steamship Co. Arr. at Bar 7:23 A.M.

Arr. Aug. 13. S.S. LaBretagne (Fr.,) Tournier, Havre Aug. 5 to Compagnie General Transatlantique. Arr. Bar at 8:40 A.M.

1902

Conard Line Eastbound, R.M.S. Etruria  
White Star Line, Westbound. S.S. Celtic



July 9, 1902. A letter to Belgium and posted at the domestic letter rate of 2¢ by the Issue of 1898, type III. As the U.P.U. rate to member countries was 5¢, the N.Y. post office noted the 3¢ underpayment by the blue crayon "3" and marked the letter T = Taxe = Postage Due. The underpayment was shown as 15 centimes (at 5 centimes = 1¢, 15 cent. = 3¢).

N.Y. Times. No mail steamers sailed on July 9 or 10.

July 12. Sailed ss Etruria for Liverpool via Queenstown.

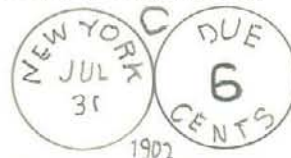
BY CABLE. LONDON, July 18. Etruria, (Br.,) Capt. Watt from N.Y. for Queenstown and Liverpool. passed Brow Head at 2:50 A.M. 19th Arrived Queenstown July 19th.

July 21. Receiving backstamp at Brussels. Postage due stamps, Issue of 1895, were affixed to the amount of 30 decimes, double the amount of the deficiency. As the addressee had returned to the U.S., this letter was redirected back to the U.S. also.

July 24. S.S. Celtic departed from Queens- town.

N.Y. Times. Arrived N.Y. July 31. SS Celtic, (Br.,)

Lindsey, Liverpool July 23 and Queenstown 24th with mdse and passengers to White Star Line. Postage due was 6¢, double the deficiency, shown by a strip of 2¢ due stamps on the reverse.



1903

TRANSATLANTIC MAIL

U.P.U. Period

Underpaid Letter

Letter written and posted at London, and prepaid at the 2½ pence per ½ ounce rate.

Writer directed it via the "Lucania" S.S., Liverpool. The Lucania was a 12,950 ton Cunarder in service 1893-1909. In 1903 (perhaps this voyage?) she achieved prominence as the first vessel to be in wireless touch with both sides of the Atlantic simultaneously. She was destroyed by fire alongside at Liverpool 14 August 1909.



May 29, 1903. Letter posted at Paddington at 2½d. per ½-oz., but was over ½-oz., thus an additional 2½d (5¢) was underpaid.

British then struck letter in compliance with U.P.U. terms, showing in the French language the deficient rate in units of 25 centimes per half ounce. T = Taxe, or postage due.



June 7, 1903. Letter marked incoming at New York Foreign Dept. Assessed double penalty at 25 centimes = 5¢ single U.P.U. rate underpaid x 2 = 10¢ due. Scarce pre-cancelled postage due stamp used to validate amount collected.

(CSPM Vol.10,#7,pg.7)

1903

TRANSATLANTIC MAIL



INTERNATIONAL MERCANTILE MARINE COMPANY

S. S. New-York

U.P.U. Period-Underpaid Letter

This ship, of 10,499 tons, was launched at J. & G. Thomas, Glasgow, on March 15, 1888 as City of New York for the Inman Line. She was renamed New York and on Feb. 25, 1893, made her first voyage New York-Southampton under the U.S. Flag with the American Line. After a varied career she fell under the International Mercantile Marine Company, formed in 1902.



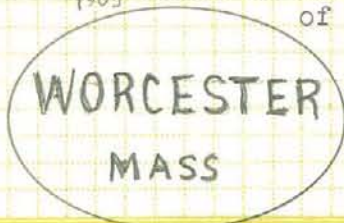
July 23, 1903.  
Letter posted under the U.P.U. rate of 2½d. (5 ¢) per ½-oz. It was, however, a double rated letter as shown by the blue crayon "2" in the upper left corner, i.e., over ½-oz., but not over 1-oz.

London Office struck this letter in compliance with U.P.U. terms showing in the French language the deficient rate in units of 25 centimes per half ounce. T = Taxe, or postage due.

July 24. S.S. New York departed Southampton en route to Cherbourg  
July 25 (letter directionally endorsed via Southampton).

Aug. 1. N.Y. Times, "Arrived N.Y., S.S. New York, Passow, Southampton and Cherbourg, July 25, with mdse., passengers and mails to the International Mercantile Marine Co., arrived at the Bar at 2:10 P.M. Letter was subject to the underpayment (5¢) + the underpaid penalty of 5¢ = 10¢ due.

Aug. 2. Arrival backstamp, machine cancel, at Worcester where the 10¢ postage due stamp was cancelled by the large Worcester oval.



1910

TRANSATLANTIC MAIL

Eastbound: Cunard Line, R.M.S. Mauratania

Westbound: North German Lloyd, S.S. Prinz Friedrich Wilhelm



1910

TRANSATLANTIC MAIL

Eastbound: Cunard Line; R.M.S. Mauratania

Westbound: North German Lloyd, S.S. Prinz Fredrich Wilhelm



July 11, 1910 A letter to Antwerp, Belgium, c/o American Express Co., Quai Van Dyck, Antwerp. Posted at the Hudson Terminal Station, N.Y., it was only paid at 2¢ by the Issue of 1908. As the U.P.U. rate to member countries was 5¢, this letter was underpaid 3¢.

The N.Y. office marked this letter as postage due under the U.P.U. regulations in French centimes. As each 5 centimes = 1¢ U.S., this 30 centimes = 6¢ due in U.S. funds. This was the 3¢ underpayment doubled as a fine or 3¢ x 2 = 6¢ due,

N.Y. Times: OUTGOING STEAMSHIPS, July 13. SS Mauratania, for Liverpool. Mails close 5:30 A.M., Vessel sails 9:00 A.M..

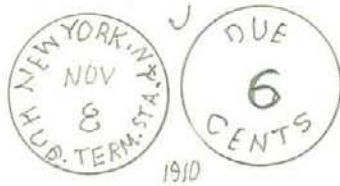
FOREIGN PORTS: Arrived, July 18. SS Mauratania at Fishguard.



July 19. Antwerp arrival backstamp. The Belgians recognized the underpayment and charged 30 centimes postage due, shown by the Belgian postage due stamp, Issue of 1909 (Sc. J7.)

July 20. American Express received this letter per their oval red backstamp and held the letter for Miss. Thompson, who never called for it. They readdressed the letter back to New York 3½ months later.

October 29. S.S. Prinz Fredrich Wilhelm departed from Bremen for New York via Southampton. This letter went aboard her at Southampton.



N.Y. Times. Arrived November 7: SS Prinz Fredrich Wilhelm, Bremen October 29.

Postage due at New York restated by the "DUE/6" handstamp on the face and the pair of 3¢ postage due stamps on the reverse, Issue of 1895 (Sc. J40.)

1913

LA COMPAGNIE GENERAL TRANSATLANTIQUE

The French Line

S.S. La Savoie

Underpaid U.P.U. Letter



July 1, 1913. A letter posted at Cincinnatti, Ohio and paid at the 2¢ domestic letter rate, first class, by the Issue of 1912, type I. It was addressed by the yellow sticker to "City", i.e., to an address within the city of posting.



Letter was forwarded to Paris c/o American Express. As the U.P.U. rate to a member country was 5¢, this made the letter 3¢ short paid, and the New York foreign dept. marked it T = Taxe + Postage Due.

N.Y. Times, OUTGOING STEAMSHIPS: Thursday July 3, Savoie, Havre, mails close 7 A.M., vessel sails 10 A.M.

At Paris the letter was assessed the 3¢ underpayment by a strip of 3 postage due 5 centimes stamps, showing a gutter between the right pair. 5 centimes = 1¢, thus the 15 centimes represents 3¢ due.



American Express redirected the letter back to Cincinnatti. A fast turnaround to catch the S.S. La Savoie on her return trip, leaving Havre August 2.

August 9. N.Y. Times. Arrived N.Y. Aug. 9, Savoie, Havre Aug. 2.

Letter arrived back at Cincinnatti where Mrs. Johnson had to pay 3¢ to get her letter. Receipt of payment shown by the 1¢ and 2¢ postage due stamps, Issue of 1910, precancelled at Cincinnatti.

1894

PACKET LETTERS  
PAQUEBOT

Letter posted aboard Cunard steamship, probably Westbound and so marked "Paquebot". Letter then transferred at Boston or New York to U.S. Packet Eastbound to Liverpool for ultimate delivery at St. Gallen, Switzerland.



PAQUEBOT

Mail posted aboard ship can bear the postage stamps of the country to which the ship belongs, then postmarked "Paquebot" at the port of arrival.



Dec. 15, 1894.  
Stamped incoming at L'pool as U.S. Packet letter.  
Note reversed "S" in stamp.



Backstamp:  
Dec. 17, 1894.  
St. Gallen receipt stamp.



1894

TRANSATLANTIC MAIL  
PACKET LETTERS

LIVERPOOL - U.S. PACKET

U.P.U. Period



December 18, 1894. 5¢ Issue of 1890-93 pays the U.P.U. rate. Blake 2142.

December 25, 1894. Transit at Liverpool shows mail carried by a U.S. packet. Robinson Type P13, noted in use from 1858 to 1903. Because of its long use, this stamp exhibits numerous sub-types.

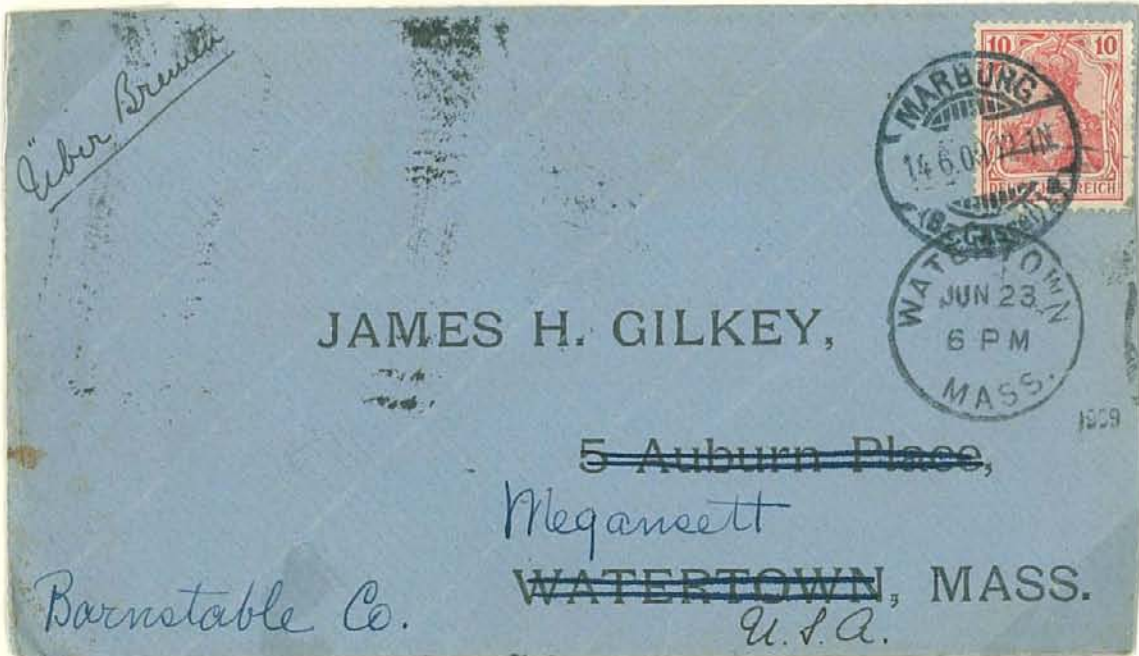
1909

NORDDEUTSCHER LLOYD  
(North German Lloyd)

S. S. Kaiser Wilhelm II

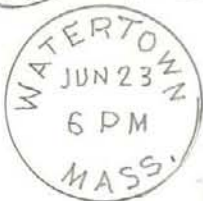
10 Pfennig (2¢) Rate from Germany

Under a special agreement between the U.S. and Germany, letters could be sent between the two countries at domestic rates of 2¢ per ounce from the U.S. and 10 pfennigs per 20 grams from Germany. This special rate applied exclusively to letters sent by direct steamer between the U.S. and German ports only, which effectively meant that almost all such mail was carried on German steamers. This rate was effective from January 1, 1909 to August 1914.



June 14, 1909. A letter under 20 grams paid at Marburg, Germany at the special 10 pfennig rate by the Issue of 1905. It is directionally endorsed: Über Bremen.

June 15. The North German Lloyd Line's S.S. Kaiser Wilhelm II departed from Bremen.



- June 22. Arrived N.Y. SS Kaiser Wilhelm II.
- June 23. Arrival backstamp, Watertown, 7 A.M. Letter forwarded to Megansett, Mass., received back into Watertown post shown by the 6 PM duplex (cnds only struck.)
- June 24. Megansett backstamp, summer p.o. of Falmouth.

1909

NORDDEUTSCHER LLOYD  
(North German Lloyd)

S. S. Kaiser Wilhelm der Grosse

The 2¢ Rate to Germany, effective Jan. 1, 1909 to August 1914

Under a special agreement between the United States and Germany, letters could be sent between the two countries at domestic rates of 2¢ per ounce from the U.S. and 10 pfennigs per 20 grams from Germany. This special rate applied exclusively to letter sent by direct steamer between U.S. and German ports only, which effectively meant that almost all such mail was carried by German steamers.

Mail prepaid at the higher UPU rate of 5¢ per ounce and 3¢ for each additional ounce continued to apply to letters not sent direct. The UPU rated letters had the advantage on the first mail and passenger steamer leaving N.Y. regardless of nationality, and was landed at the first European port-of-call. In practice, such letters would often reach German destinations three or more days before mail sent at the 2¢ rate.



June 21, 1909. A letter paid at the special 2¢ per ounce rate at Megansett, Mass., paid by the Issue of 1908. Megansett was a summer post office, mail handled through Falmouth. This office was open only from June 5, 1901 to March 15, 1930 (RF 3).

N.Y. Times. Outgoing steamships: SAIL TUES. (June 22).  
K. Wilhelm der Grosse. Mails close 6:30 AM, sails 10:00 AM.

Foreign Ports. Arrived SS K. Wilhelm der Grosse, at Plymouth, June 28; at Cherbourg, June 29; at Bremen, June 30.

1913

NORDDEUTSCHER LLOYD  
(North German Lloyd)

S.S. Kaiser Wilhelm der Grosse

The 2¢ Rate to Germany, effective Jan. 1, 1909 to August 1914

Under a special agreement between the U.S. and Germany letters could be sent between the two countries at domestic rates of 2¢ per ounce from the U.S. and 10 pfennigs per 20 grams from Germany. This special rate applied exclusively to letters sent by direct steamer between the U.S. and German ports only, which effectively meant that almost all such mail was carried on German steamers.



May 19, 1913. A letter paid at the U.S.-German 2¢ rate by the stamped envelope. It is boldly marked "Per Kaiser Wilhelm/ der Grosse" to assure transmission at the 2¢ rate rather than by any first steamer to Europe which would command the 5¢ U.P.U. rate and subject the letter to postage due.

N.Y. Times. Sails TUES. May 20, 1913: Kaiser Wilhelm der Grosse, Bremen. Mails close 5:30 A.M., ship sails 10 A.M.

By Cable: Kaiser Wilhelm der Grosse arrived Plymouth May 26, arrived Bremen May 27.

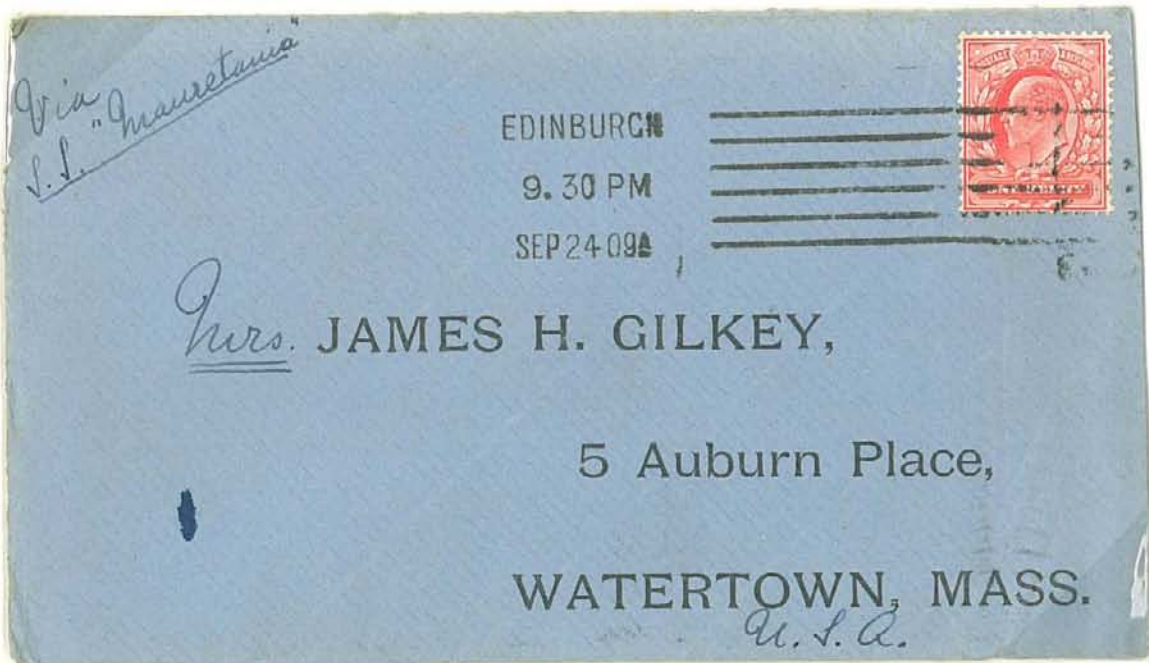
1909

THE CUNARD LINE

R.M.S. Mauretania

One Penny (2¢) Rate to the U.S.

Under a special arrangement, effective October 1, 1908, mail could be exchanged between Britain and the United States and vice versa at Domestic rates of one penny (2¢) per ounce. This arrangement lasted into the 1930's.



September 24, 1909. A letter posted at Edinburgh and paid at the one penny rate by Great Britain Issue of 1902. Letter is endorsed: Via/ S.S. "Mauretania". The writer noted the speed of communication by the fast steamships of the day, "I'm back in the land of fast and frequent mails again; you very likely have already my letter of last week which went by the 'Lusitania' on Saturday, and I am writing this to-night for the 'Mauretania' to-morrow so that it will reach you before another Sunday. By these two flyers we're only 6 days apart."

September 25. R.M.S. Mauretania departed from Liverpool, arrived at New York September 30.

October 1. Watertown arrival backstamp.

1910

THE CUNARD LINE

R.M.S. Lusitania

The 2¢ Rate to Britain

Effective October 1, 1908, the U.S. Postal Laws and Regulations contained the following, "Sec. 514. By virtue of special postal conventions or arrangements, United States domestic postage rates and conditions...apply to mail matter destined for Canada, Cuba, Mexico and the Republic of Panama, and the rate of 2¢ an ounce applies to letters destined for Newfoundland and the United Kingdom of Great Britain and Ireland and also to letters for Germany which are dispatched to Germany by sea direct." The use of U.S. domestic rates to Britain lasted until the 1930's.



June 6, 1910. A letter posted at Watertown, Mass. paid at the 2¢ domestic rate, but addressed to England, allowable under a special agreement with Britain. Postage paid by the stamped envelope.

June 9. The R.M.S. Lusitania departed from N.Y. for Liverpool.

June 14. Letter arrived at London care of Brown, Shipley & Co. They applied their oval forwarder's backstamp and directed the letter to Edinburgh. It was received into the British post at the London, South Western office.



1910

WHITE STAR LINE

S.S. Arabic

One Penny (2¢) Rate to U.S.

Under a special arrangement, effective October 1, 1908, mail could be exchanged between Britain and the United States and vice versa at Domestic rates of one penny (2¢) per ounce. This arrangement lasted into the 1930's.



EDINBURGH

11 30 AM

JUN 18 10

June 18, 1910. A mourning envelope posted at Edinburgh and paid at the one penny rate by Great Britain Issue of 1902.

June 18. The S.S. Arabic of the White Star Line departed from Liverpool for New York.

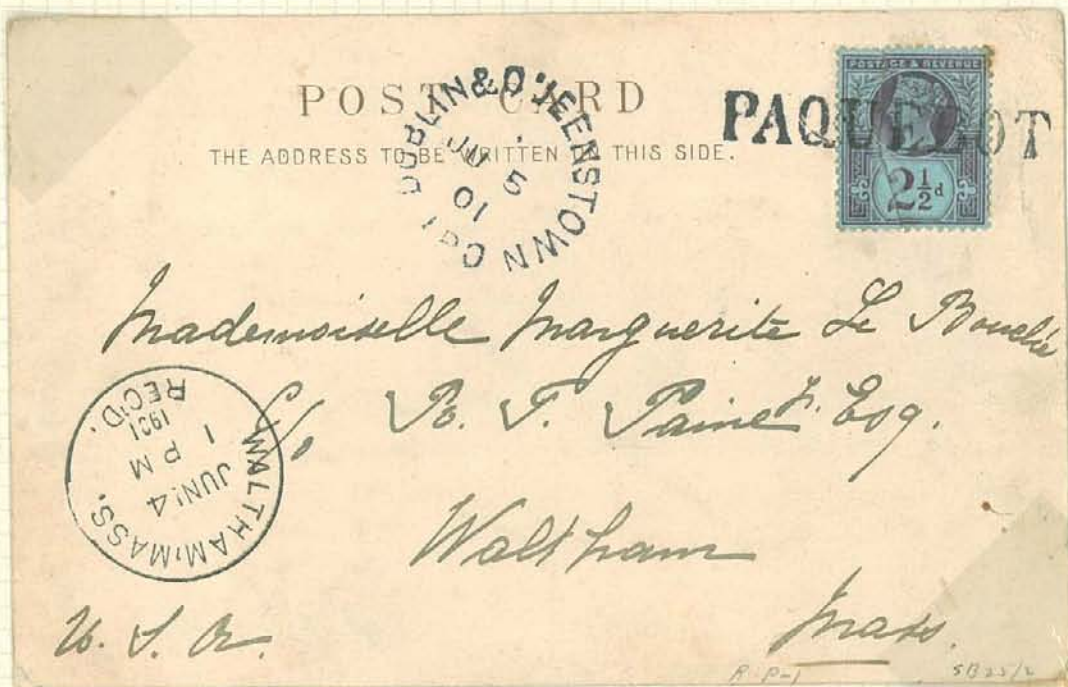
June 26. Arabic landed at New York.

N.B.: Another possible steamer could be S.S. Caledonia, which departed from Glasgow June 18, arrived at New York June 26.

1901

PACKET LETTERS  
TRANSATLANTIC MAIL  
IRISH NIGHT MAIL

Letters written aboard ships Eastbound were stamped "Paquebot" and posted at the port of arrival to be transshipped elsewhere, and were sorted on the Travelling Post Offices of the Irish Night Mail. Special postmarks were supplied for this service which began 3 January 1869.



PAQUEBOT

Cancel by "Paquebot" mark.  
Letter posted aboard White  
Star liner.



June 5, 1901. Irish  
Night Mail, Travelling  
Post Office mark.



June 14, 1901. Waltham  
receipt stamp.

THORP & MARTIN CORP. MATRIBO NO. 20



NEW YORK, N. Y.  
NOV 1  
1937



Mr & Mrs Chas A. Lewis  
Ephrata,  
Lanc Co. Penna.

52

PER

*Seythia*

BOSTON, MASS  
OCT 5  
8:30 PM  
1936



MESSRS.....

*Irving Trust Co*

NEW YORK.

If undelivered please return to  
CUNARD WHITE STAR LIMITED,  
25 Broadway, NEW YORK

C7809

*100*  
*Memo*  
*Ship*