

1891

WEST INDIES MAIL SERVICE
FRENCH PACKETS: 6e LIGNE E

Annexe de Fort-de-France à Haïti
Septembre 1890-1897

Postal Bulletin No. 8, Aug. 1890, notified of a new itinerary from Fort-de-France to Haiti served by the annex paquebots Saint-Dominique, Salvador, Ville de Tanger and Manoubia. These steamers had postal agents aboard.



Sept. 11, 1891. Letter posted and registered at Santo Domingo, City office. Dominican Republic 20 centavos stamp pays postage.

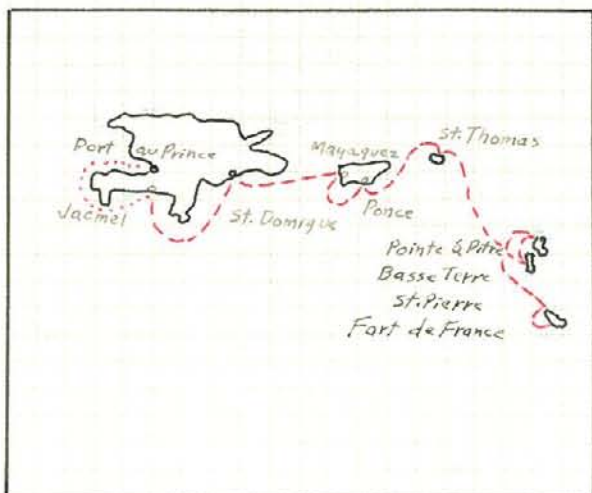
Sept. 11. Mark struck aboard the Annex Ligne E steamer, Haiti to Fort-de-France (Salles 1576)
A very scarce mark.



October 1, 1891. Arrival backstamp at Hannover, Germany.

1893

WEST INDIES MAIL SERVICE
FRENCH PACKETS: 6^e LIGNE E
Annexe de Fort-de France à Haïti.



S1576

March 16, 1893. "Cachet de Ligne" struck aboard the Ligne E steamer enroute Haïti to Forte de France. Letter was then picked up at Forte de France by other French steamer where it passed into normal mails for London via Havre.

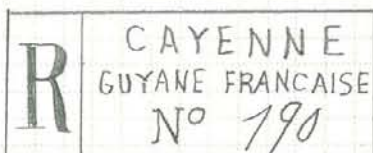
Above is a very scarce mark.



1916

WEST INDIES MAIL

FRENCH PACKETS: LIGNE A, De Colon a Saint Nazaire
Steamer Perou



May 9, 1916. A registered letter posted at Cayenne in French Guiana. Postage and registration fees paid by a block of four of the semi-postal Issue of 1915.

Mail went by local steamer to a port of call of the Ligne A.



May 20, 1916. Letter received aboard the Paquebot Perou, designated No. 2 of Ligne A on this trip.

Perou departed from Colon on May 13, touched at the Antilles May 21 and arrived at St. Nazaire June 1.

S.1409/2

1936

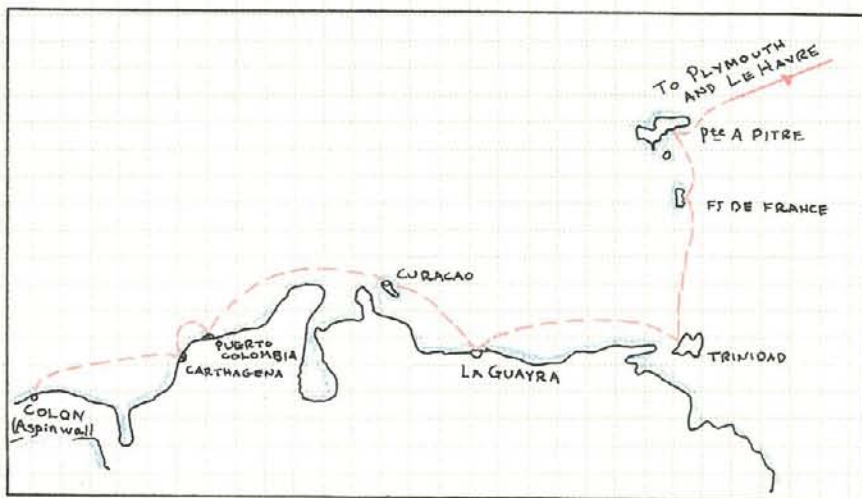
WEST INDIES MAIL

FRENCH PACKETS: LIGNE L, Du Colon au Havre

Steamer Colombie

This new line succeeded in December 1932 and January 1933 the good old Ligne A, the veteran line to the Antilles. The new line, designated Ligne L, ran from Havre to Colon.

The route from Havre, coming and going, was by way of Plymouth, England. This service lasted until 1939.



February 23, 1936. Letter posted aboard the Paquebot Colombie as a "Paquebot" letter, franked with the 1d. Virgin Islands 1935 Silver Jubilee Issue of the Coronation of King George V. 1d. was the printed matter rate. Letter was marked aboard with the Ligne L octagon (S.1432/2).

Colombie departed Colon Feb. 16, 1936 was at the Antilles Feb. 24-25 and arrived at Havre March 6 after touching at Plymouth.

A separate handstamp (Salles bb-Pg. 89, T IV) indicates the homeward direction of the voyage, Colon to Havre.



*Seymour Rd. Capt. Surge
Del-on-Slant
Hants England*

1879

ROYAL MAIL STEAM PACKET COMPANY
France to Vera Cruz via Southampton
R. M. S. P. Don



May 31, 1879. Letter to Vera Cruz with the directional handstamp: VOIE DE SOUTHAMPTON. This indicated routing by the Royal Mail Steam Packets. Letter was prepaid at the French Tarif No. 2 of the U.P.U. rates to Mexico, which was 35 centimes per 15 grams. Payment by the Sage Issue of 1878, Type II.

London Times, Tuesday, June 3, 1879. The Royal Mail Company's steamship Don, Captain Woolward, sailed from Southampton yesterday with the West India, Pacific and Mexican mails, £6744 in specie, £700 flasks of quicksilver, jewelry value of £5000, and a full cargo of British and foreign merchandise.

June 28. Docket notes receipt at Vera Cruz.

Don and Para were the biggest steamers in the Royal Mail fleet for 12 years, and were modernized in 1889/90. Triple-expansion machinery added 2 knots to speed and gross tonnage to 4050.

1879

ROYAL MAIL STEAM PACKET COMPANY
France to Vera Cruz via Southampton
R. M. S. P. Para



December 1, 1879. Letter posted at the Rue Taitbout, Paris receiving office to Vera Cruz, Mexico and directed by the straight line handstamp: VOIE DE SOUTHAMPTON. This was to indicate West Indies Mail per the Royal Mail Steam Packet Co.

The "Tarif No. 2" U.P.U. rate to Mexico was 35 centimes per 15 grams, paid by the Sage Issue 5 centimes of 1876, Type II and the 30 centimes Issue of 1876, Type I.

London Times, Monday December 1, 1879. The following mail steamships will leave Southampton during the ensuing week:- The Para (Royal Mail Company), Capt. J.T. Moir, tomorrow with the West Indian, Pacific and Mexican mails.

December 28. Docket notes receipt at Vera Cruz.

The Royal Mail steamer Para was launched at Birkenhead in 1873 as Pungo for the Pacific Mail Steam Navigation Co. Acquired by Royal Mail in 1875 and renamed Para, she, along with Don, were the biggest steamers in the Royal Mail fleet for 12 years. 3800 tons, 387' x 43'.

1880

ROYAL MAIL STEAM PACKET COMPANY
France to Vera Cruz via Southampton
R.M.S.P. Don



March 31, 1880. Letter to Vera Cruz, Mexico, endorsed: Par Steamer Anglais Via Southampton. It was paid at the French U.P.U. Tarrif No. 2 rate of 35 centimes per 15 grams, made up by Sage Issue, 10 centimes Issue of 1877 and 25 centimes, Issue of 1879, both Type II.

London Times, Sat. April 3, 1880. The Royal Mail Company's steamship Don, Captain R. Woodward, sailed from Southampton yesterday, with the West India, Pacific and Mexican mails, 62 passengers, £10,460 in specie, jewelry value £4500, and a full cargo of British and foreign merchandise.

April 27. Docket notes receipt at Vera Cruz.

R.M.S.P. Don was launched as Corcovado and the Para as Puno, both for the Pacific Mail Steam Navigation Co. in 1873. They were both acquired by Royal Mail as replacements for the lost Shannon and Bayne, and entered the West India trade as Don and Para.

1881

ROYAL MAIL STEAM PACKET COMPANY

France to Vera Cruz via Southampton

R. M. S. P. Don

U. P. U. Rate of 16 Feb. 1879, French Tarif N° 2, 35 centimes/15 grams

On this date France established two tariffs, No. 1 included European countries, China via Russia, French Colonies, U.S. and Canadian Colonies at 25 centimes per 15 grams. Tariff No. 2 included South and Central America, European Colonies and British Colonies at 35 centimes per 15 grams.



February 28, 1881. Letter paid at the 35 centimes U.P.U. rate to Mexico by a copy of the Sage Issue of 1878, Type II. Posted at Bordeaux, it is endorsed: Voie d'Angleterre/ Mexique, to meet the sailing of the Royal Mail steamer from Southampton March 2.

London Times, March 3, 1881. The Royal Mail Company's steamship Don, Captain R. Woolward, sailed from Southampton yesterday with the West India, Pacific and Mexican mails, a large number of passengers, £31,000 in specie, 120 bottles of quicksilver, jewelry value £2500, and a full general cargo.

March 28. Docket notes letter received at Vera Cruz.

R.M.S.P. Don. Launched 1873 at Birkenhead as the Corcovado for the Pacific Mail Steam Navigation Co. Acquired by the Royal Mail in 1875 and re-named Don. 3800 tons, 387' x 43'. With the Para the pair remained the largest steamers in the Royal Mail fleet for 12 years.

1884

INMAN LINE

France to Vera Cruz via Queenstown and New York overland to Laredo

U.P.U. rate of October 1, 1881, 25 centimes per 15 grams

S.S. City of Chicago

On October 1, 1881, France abandoned the two tariff rating system in which Tarif No. 2 imposed a 10 centime "maritime" surcharge to certain countries, including Mexico. In 1881 all member country rates became that of Tarif No. 1, viz., 25 centimes per 15 grams.



May 15, 1884. Letter paid at double the U.P.U. rate by two copies of the 25 centimes, Issue of 1879, posted at the Rue Taitbout receiving office, Paris. It is directionally endorsed by the rather unusual routing: Voie d'Angleterre & des Etats Unis, instead of direct via Southampton.

May 16. S.S. City of Chicago picked up the U.S. mails at Queens-town.

N.Y. Times. Arrived New York May 25. Steam-ship City of Chicago (Br.,) Leitch, Liverpool May 15 and Queenstown 16th to Inman Steam-ship Co. Backstamp receiving mark at New York. Letter forwarded overland to the U.S. Exchange Office at Laredo, Texas.



May 30. Letter transit at Laredo and received at Neuvo Laredo, Mexico on May 31. Back-stamps.

June 5. Vera Cruz arrival backstamp.



1862

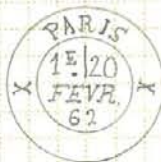
ARGENTINA TO U.S. VIA FRENCH MAIL

Rio de Janiero to Bordeaux

Ligne du Brésil

S.S. Guienne

Rates of 1860 spelled out a 30 cents (U.S.) rate per $\frac{1}{4}$ -oz. (7 $\frac{1}{2}$ grams). French consular offices at Buenos-Ayres and Montevideo forwarded mail by local steamer to Rio de Janiero, there to go by the Ligne du Bresil to Bordeaux.



Jan. 14, 1862. Known date of departure of the consular mail from Buenos-Ayres to Rio. The steamer Guienne left Rio de Janiero Jan. 25, 1862, arrived Bordeaux Feb. 19.

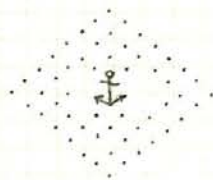
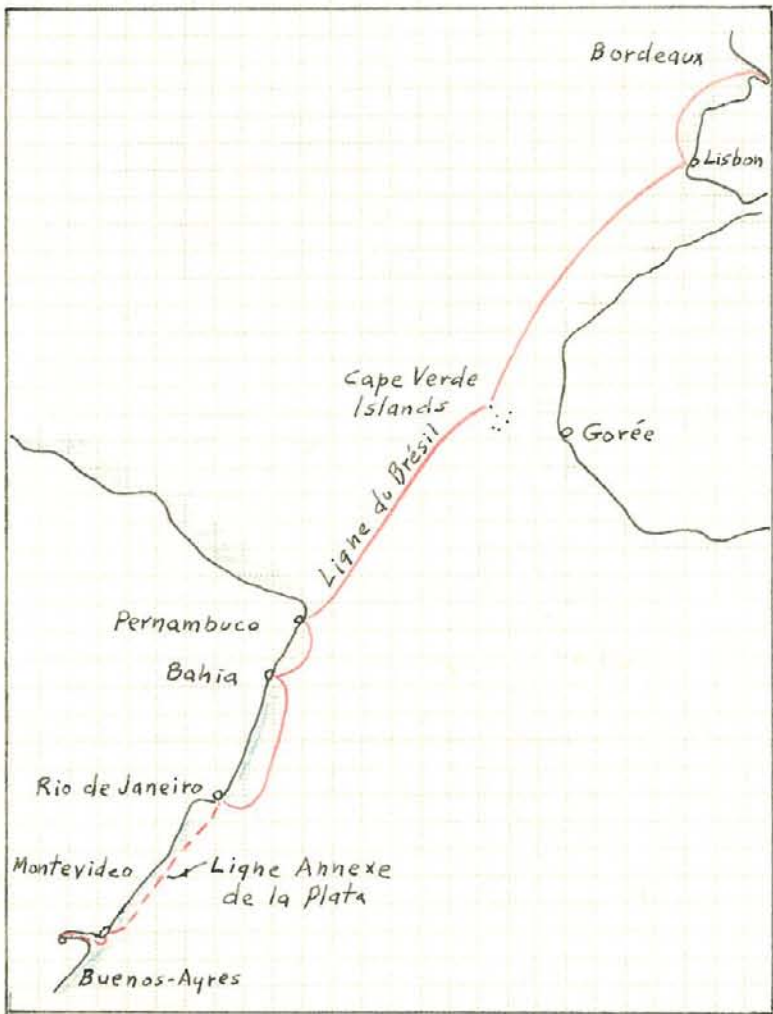
Feb. 20. Transit backstamp at Paris en route to Liverpool. "Br. Service" refers to handling through Britain. French debited U.S. with 27¢ (mss. U.R.) charging her with all but 3¢ U.S. Inland.



March 7. 30¢ rate, U.S. from Argentina via French Mail due. Blake 877A.

1864

SOUTH AMERICAN MAIL
FRENCH PACKETS: LIGNE ANNEXE DE LA PLATA, 1860-66
"PAQUEBOTS DU BRÉSIL"



PD

June 12, 1864. Cover posted at French Post Office, Buenos-Ayres, prepaid at 80 centimes rate per 7½ grams. Anchor cancellation for French Maritime handling.

Letter first handled by the "Ligne Annexe de la Plata", Buenos-Ayres to Rio de Janeiro (see map). The Saintonge left Buenos-Ayres June 12, arrived Rio about June 20. Letter then picked up by the Bearn, one of the ships of the "Paquebots du Bresil" which cleared Bordeaux on July 17, 1864.



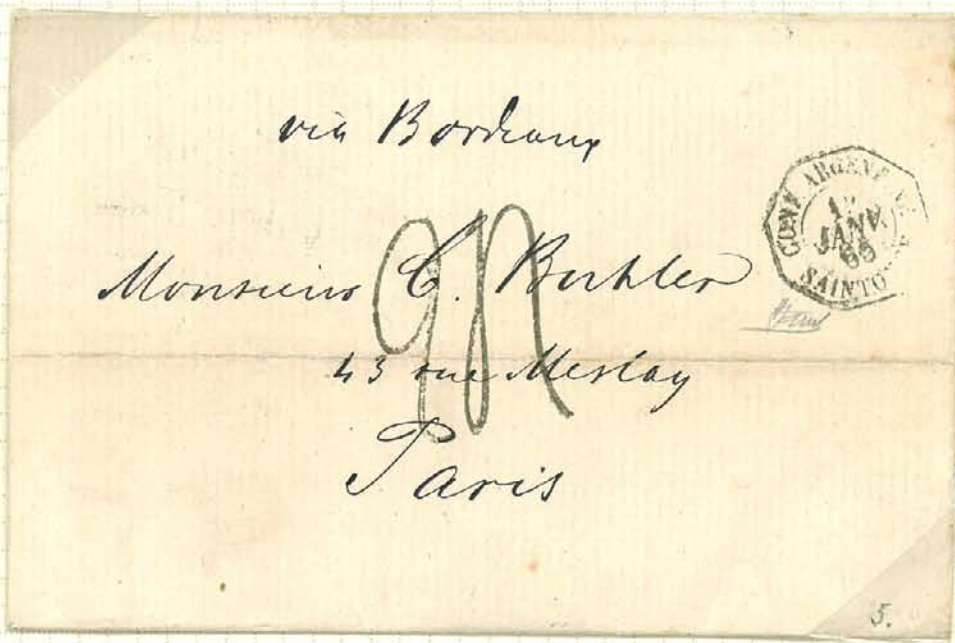
July 18, 1864. Receipt backstamp at Havre.

1865

FRENCH MARITIME POSTAL HISTORY
LIGNE ANNEXE DE LA PLATA
Paquebot SAINTONGE

The first paquebot in the auxillary service to Rio de la Plata (the River Plate) was the Saintonge, which was sent out from Bordeaux 25 August 1860.

The postal agent aboard had four octagonal date stamps, showing either the cachet de Ligne, origin marks at Conf. Argentine and Uruguay, or "Correspondance de Armees". The Saintonge, and later the Carmel made the monthly river run Buenos-Ayres-Montevideo-Rio de Janeiro. Mail from the latter port was transhipped aboard the Ligne du Bresil to Bordeaux.



S. 1030



JN

January 12, 1865. Origin mark at Argentina applied aboard the Saintonge. She left Buenos-Ayres Jan. 12, arriving Rio Jan. 15. Note routing "via Bordeaux", indicating the Ligne du Bresil.

Feb. 12, 1865. Receipt back-stamp at Paris. These letters are usually seen with unpaid, collect marks of 8, 16, or 24 decimes. Here 24 decimes for a triple rated letter.

1865

LIGNE ANNEXE DE LA PLATA
LIGNE DU BRESIL
ROYAL MAIL STEAM PACKET CO.

Paquebot Saintonge
Paquebot Bearn
R.M.S.P. Parana

The wreck of the Bearn



S.1030

February 12, 1865.
Unpaid letter posted
at Buenos Aires and
directionally endor-
sed: per Steamer via
Bordeaux. This in-
dicated handling all
the way by French
packets, 1st by the
Ligne Annexe de la
Plata which ran from
the River Plate
(Buenos Aires) to
Rio de Janeiro,

touching at Montevideo, then by the Ligne du Bresil: Rio - Bahia -
Pernambuco - St. Vincent (Cape Verde) - Lisbon - Bordeaux. On Feb.
12, 1865, the Paquebot Saintonge of the Ligne de la Plata departed
from Buenos Aires and the Confederation Argentine mark was struck
showing the ship's name at the bottom.

February 22. Saintonge arrived at Rio de Janeiro and her mails
were transferred to the Bearn, a 2470 ton iron paddle steamer built
by Messageries Imperiales at LaCiotat.

February 25. Bearn departed on schedule for Bordeaux via Bahia
and her regular ports of call en route. However, at about 9 p.m.
of the 27th while about one mile off the coast of Brazil she was
caught in heavy currents and went ashore on the Ponte de Castell-
anos, 47 miles south of Bahia. Passengers and mails were saved
and went overland to Bahia. The Bearn could not be got off and
was a total loss.

March 15. Mails and passengers were taken onward to Europe by
the Royal Mail Steam Packet Parana, which had left Rio March 11
via Bahia the 15th.

April 7. Backstamp on arrival at Paris.
Parana had arrived at Southampton the 4th.
Double rate of 16 decimes due.



1867

FRENCH PACKETS

LIGNE K: Buenos-Ayres - Montevideo - Rio de Janeiro

Paquebot Aunis

LIGNE J: Rio de Janeiro to Bordeaux via St. Vincent

Paquebot Navaire



S.1062



October 15, 1867. Letter postmarked at Montevideo with the octagonal MONTEVIDEO handstamp of the French consular office there. This is the sans fleuron type in use from 1865-1872. Letter, endorsed: Via Bordeaux, is franked with 1fr.20 centimes, rate to Sweden, paid by a vertical strip of 3 of the Napoleon Issue of 1862. These were cancelled aboard ship by the anchor in a lozenge of dots.

October 12. The S.S. Aunis of Ligne K departed from Buenos-Ayres this date, picked up the mails at Montevideo (this letter among them) October 15, and delivered the mails to Rio de Janeiro to meet the October 24 sailing of the Ligne J steamer.

October 24. S.S. Navaire of Ligne J departed from Rio de Janeiro for Bordeaux via St. Vincent, Cape Verde Islands.

November 16. Navaire arrived at Bordeaux.

November 20. Arrival backstamp, railroad, at Gothenbourg, Sweden tracks with the Nov. 16 arrival of Navaire at Bordeaux.



1867-68

FRENCH PACKETS:

LIGNE K, Buenos-Ayres - Montevideo - Rio de Janeiro

Paquebot Aunis

LIGNE J, Rio de Janeiro to Bordeaux via St. Vincent, C.V.

Paquebot Estramadure



S. 1037

December 12, 1867. Unpaid letter put into the ship's letter bag for the French packet Aunis of Ligne K, which ran a feeder service Buenos-Ayres - Montevideo - Rio de Janeiro and return, leaving Buenos-Ayres the 12th of each month. This mark was struck aboard the Aunis out of Buenos-Ayres on December 12.

December 24. The Ligne K's paquebot Aunis got the mails to Rio de Janeiro in time to meet the departure of paquebot Estramadure, which sailed for Bordeaux via St. Vincent, Cape Verde Islands.

January 18, 1868. Estramadure arrived at Bordeaux. This letter was subject to the Jan. 1, 1866 rate from the Argentine of 10 decimes (1 franc) for an unpaid letter by French or British packet.



S. 1042

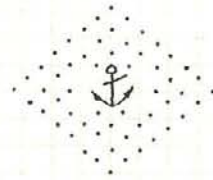
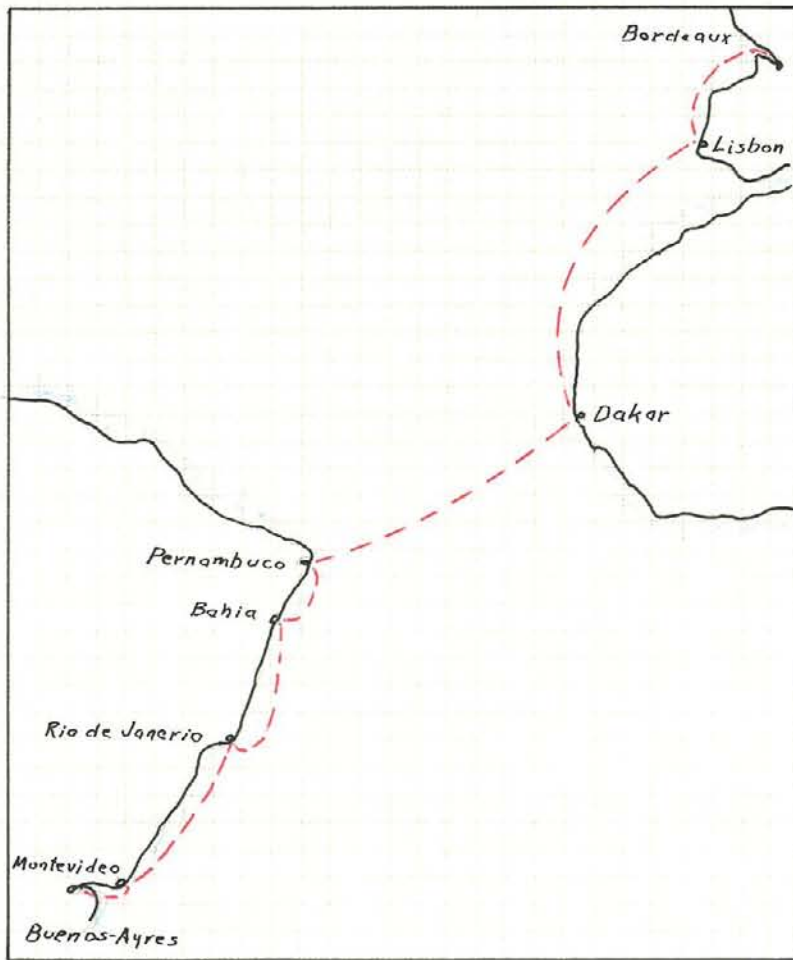


10

1871

SOUTH AMERICAN MAIL

FRENCH PACKETS: LIGNE J. Buenos-Ayres to Bordeaux



Oct. 30, 1871. Triple rate letter cancelled aboard the Amazone, ship No. 3 of Ligne J at Buenos-Ayres. She arrived at Bordeaux on Nov. 26. Letter to Malaga, Spain, routed "Via Lisboa", port of call of Ligne J (see map). (S 1072).



Transit at Exchange Office at Badajoz, Spain, border town. 2 pesetas due for Spanish tax.



Nov. 26, 1871. Badajoz transit.

1868

SOUTH AMERICAN MAIL
BRITISH PACKETS OF THE PACIFIC

October 14, 1868. Receipt mark at Buenos-Ayres of the French Post Office. Letter unpaid.



Cover was then turned over to the British Pacific Steam Navigation Co. steamer, en route home from calls on the West coast of South America.



November 17, 1868. From 1863-69 letters were marked incoming at Bordeaux with this "1 BRESIL 1", signifying handling by British Packet, which landed at Bordeaux (Pacific Steam Navigation Co.).



10

10 decimes (100 centimes) assessed to recipient, steel hand-stamp for unpaid letter. Prepaid rate at that time was 8 decimes.

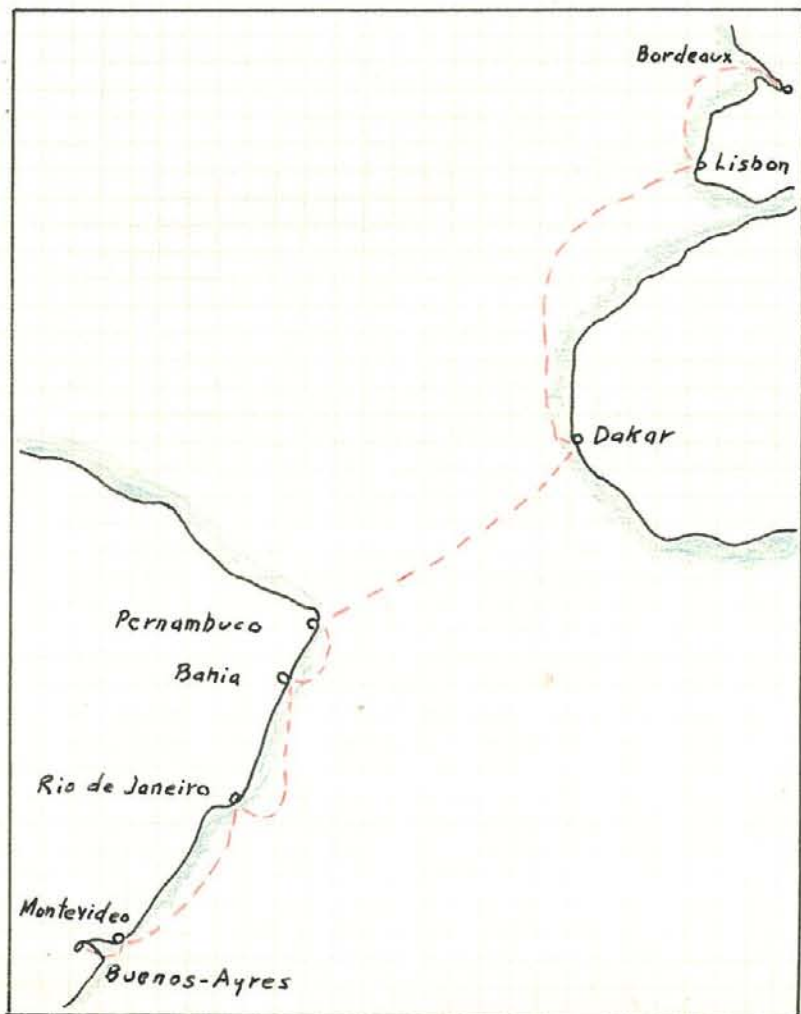


November 17, 1868.
Bordeaux receipt backstamp.

1871

SOUTH AMERICAN MAIL

FRENCH PACKETS: LIGNE J: Buenos-Ayres to Bordeaux



Jan. 30, 1871. Single rate (7½ grams) letter canceled aboard the Mendoza, ship No. 3 of Ligne J.



Feb. 27, 1871. Bordeaux mark on the arrival of the Mendoza. Red marks denoted arrival of French Packet. Earlier black marks show British Packets.



Feb. 27, 1871. Bordeaux receipt back-stamp.

1874

SOUTH AMERICAN MAIL
FRENCH PACKETS: LIGNE J - Buenos-Ayres to Bordeaux
S.S. Senegal



S. 1072/3

November 11, 1874. This letter was posted at the 2nd phase of Ligne J which lasted from July 1873 to March-April 1876. The Argentine stamp of 5 centavos paid only the Argentine internal postage to the port, here cancelled at Buenos-Ayres. The same day the letter went aboard the S.S. Senegal where it was post-marked with the octagonal mark of Ligne J, designated No. 3 on this voyage. This is the earlier type with no dot after "J". Senegal departed this date from Buenos-Ayres for Bordeaux via Dakar on the West African Coast.

December 3. Receipt mark at Bordeaux agrees with the arrival of Senegal at that port. Incoming unpaid letters were rated 12 decimes per 10 grams. Here a single rate due shown by the medieval script "12" handstamp.



12

1869

LIVERPOOL, BRAZIL & RIVER PLATE STEAM NAVIGATION CO.

S.S. Hipparchus

Lampport & HOLT

While Lampport & Holt had been running steamers to Brazil and the River Plate for several years, it was not until 1868 that they finally got a G.P.O. contract from London. The first contract mail was carried by the S.S. Hipparchus, departing from Liverpool on August 20, 1868, arriving at Buenos Ayres on September 20.



November 10, 1869. A letter posted at Ayr, Scotland to Buenos Ayres. It was paid as a double letter, i.e., over ½-oz., but not over 1 oz. at 1/- per rate. These rates were effective April 2, 1866 to December 1, 1875. Prepayment was compulsory. Stamps are a horizontal pair of the 1/- Issue of 1865, plate 4.

The S.S. Hipparchus sailed from Liverpool, her dates were:

Liverpool	Nov. 20
Rio de Janeiro	Dec. 13
Montevideo	19
Buesno Ayres	20.

Hipparchus was a 1840 ton iron screw steamer, 170 hp, built 1867 by A. Leslie & Co., Hebburn-on-Tyne. Her dimensions were 291' x 34' x 20' depth. She was in the Lampport & Holt fleet 1867-1915.

via Liverpool



*Messrs. Russell & Anderson
Merchants
Buenos Ayres.*

1890

LAMPOR & HOLT LINE
LIVERPOOL, BRAZIL & RIVER PLATE STEAM NAVIGATION CO.
S.S. Leibnitz, Buenos Ayres to Southampton
NORTH GERMAN LLOYD
S.S. Saale, Southampton to New York



via England

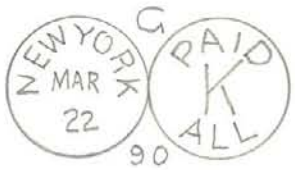


February 3, 1890. Letter posted at Cordoba, Argentina and paid at the U.P.U rate of 8 centavos by the Issue of 1880, perf. 12. Backstamped in transit at Buenos Ayres at the British Consular Post Office February 5.



February 8. S.S. Leibnitz of the Lamport & Holt Line departed from Buenos Ayres.

London Times, Mon. Mar. 10, 1890. Messrs. Lamport & Holt's steamer Leibnitz, from Buenos Ayres on Feb. 8, Montevideo 9th, Rio de Janeiro 16th and Madeira March 3, arrived at Southampton last evening. She landed mails, passengers and £27,316 in specie, and left for Antwerp with the homeward Belgian mails.



The following mail steamers will leave Southampton during the ensuing week: The Saale (Norddeutscher Lloyd) on Thursday with mails for New York...

Letter transit as a Ship Letter at Southampton.

N.Y. Times, Sun. Mar. 23. Arrived, Steamship Saale, (Ger.,) Richter, Bremen & So'ton 10 ds.

1860

ROYAL MAIL STEAM PACKET CO.

S.S. Magdalena, Buenos Aires to Southampton

INMAN LINE

S.S. City of Manchester, Queenstown to New York



August 27, 1860. An unpaid letter posted at the British Consular office at Buenos Ayres, backstamp. It went aboard the Royal Mail Steam Packet Co.'s Magdalena, whose dates were:

Buenos Aires	August 27
Montevideo	31
Rio de Janeiro	Sept. 8
Southampton	Oct. 3.



12



33

October 3. London transit backstamp. It would appear that this letter was erroneously rated at the 33¢/¼-oz. "French" rate, effective

October 1860. The April 1853 rate from Brazil to the U.S. via England of 45¢ was in effect until January 1868. The British debited U.S. for 12¢ British handling as shown in manuscript.

October 4. S.S. City of Manchester, Inman Line, departed from Liverpool via Queenstown October 6 for New York, at which port she arrived on October 20. Letter processed by the New York Exchange Office October 21, noting service by American Packet.

U.S. charged rate at 12¢ British + 16¢ Sea (American Packet) + 5¢ U.S. Inland postage = 33¢ due shown by the "33" charge mark.

1862

ROYAL MAIL STEAM PACKET CO.

S.S. Oneida, Buenos Aires to Southampton
INMAN LINE

S.S. Edinburgh, Queenstown to New York



October 3, 1862. An unpaid letter posted at Montevedio and endorsed: *pr Steamer, via Southampton*. It went aboard the Royal Mail Steam Packet Co.'s Oneida, whose dates were:

Buenos Aires	Oct. 28) = transit B.A. to Rio by
Montevideo	31) Branch Packet RMSP <u>Mersey</u> .
Rio de Janeiro	Nov. 8
Southampton	Dec. 2.



24 CENTS

24 CENTS



45

Dec. 3. Transit backstamp at London tracks with Dec. 2 arrival date at Southampton. Letter was marked with a 24¢ debit to U.S. for British handling, Montevedio to Queenstown. It was erroneously marked in red 24 CENTS, which would indicate a credit. This was voided by the London Inland Office "37" and replaced with the black 24 CENTS, a debit.

Dec. 3. S.S. Edinburgh of the Inman Line departed Liverpool, called at Queenstown the same day where this letter went aboard.

Dec. 20. Edinburgh arrived at New York, verified by receiving docket of even date. 16¢ sea + 5¢ U.S. Inland + 24¢ British = 45¢ due.

1873-74

ROYAL MAIL STEAM PACKET COMPANY
Bahia, Brazil to France via Southampton
R.M.S. Neva



December 28, 1873. Letter posted unpaid at the British consular office at Bahia, Brazil and endorsed 'Str. "Neva" via Southampton'. It was marked with the British office circular date stamp.

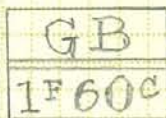
R.M.S. Neva departed from Buenos Ayres Dec. 16, 1873 on her homeward voyage, cleared Rio de Janeiro Dec. 25, and picked up the mails at Bahia Dec. 28.

January 15, 1874. Backstamp. Agrees with recorded arrival date (cf. Howat) of Neva at Southampton.

Letter was marked with the Franco-British accountancy mark showing France owed Britain 1 franc 60 centimes per 30 grams for British handling of French mail.

Jan. 16-17. French entry mark shows mail from Britain entering France at Calais, Ambulant (RR). T.P.O. transit backstamp and arrival mark at Bordeaux.

Letter was originally rated at the single rate of 12 decimes due. This was corrected to 24 decimes collect for a double letter. The French postal system still used the mediaeval script numerals in 1874.



19
21

1868

LONDON, BELGIUM AND RIVER PLATE STEAMSHIP CO.

Antwerp - Rio de Janeiro - Montevideo - Buenos Ayres via Plymouth
S.S. City of Brussels

This line ran a regular service to the River Plate, but had difficulty in having its mail processed upon arrival in England, many times it was sent on to Antwerp to be processed there. This delay caused complaints from the owners (Tait & Co.) and from the public. Late in 1868 mail was being accepted in Britain as Ship Letters, per this cover.

In 1869 Tait & Co. received a royal mail contract and became the London, Belgium, Brazil and River Plate Royal Mail Steam Ship Company. This contract lasted only from August 1869 to August 1870, some 12 round voyages utilizing four steamers.



Sept. 1, 1868.
Argentinian postage of 5 centavos paid by issue of 1868. Tait & Co. City of Brussels departed from Buenos Ayres this date.



October 8. Letter received at London as a Ship Letter, backstamp.

London Times, Thurs. Oct. 8, 1868. BRAZIL AND THE RIVER PLATE (BY TELEGRAPH). PLYMOUTH, Oct. 7. The London, Belgium and River Plate Company's steamship City of Brussels, Haddock, commander, has arrived at this port, having left Buenos Ayres, Sept. 1; Montevideo, Sept. 4; and Rio de Janeiro, Sept. 13. She brings a full cargo besides 2600 l in specie and 30 passengers, also the Brazilian mails for Antwerp and London. The City of Brussels experienced strong northerly winds from Montevideo to Rio; light south-easterly winds from Rio to within one day of St. Vincent's; crossed the line on the 20th of September.



October 10. Genoa arrival backstamp.
Italian rate of 10 centesimi due for a Ship Letter.

1870

LONDON, BELGIUM AND RIVER PLATE STEAMSHIP CO.

R. M. S. City of Limerick

In 1869 Tait & Co. received a Royal Mail contract and became the London, Belgium, Brazil and River Plate Royal Mail Steam Ship Company. This contract lasted only from August 1869 to August 1870, some twelve round voyages utilized four steamers.



April 5, 1870. A letter headed at Havana and endorsed: p. "Paq. Ingles", same repeated on cover face. It was sent in a bundle to a forwarding agent.

April 28. The Royal Mail Steam Packet Company's Elbe, Capt. T.A. Bevis, arrived at Southampton with the West India and Pacific mails.



N^o. 1644

May 2. Letter was received by the London forwarder Fesser, Uthoff & Co. (R.F.2), backstamp, who forwarded it to Buenos Ayres as letter No. 1644. The forwarder debited the recipient's account with 2s.4d., probably containing a handling charge over the 1/- Cuban rate plus the 1/- rate, Britain to Buenos Ayres. The forwarders paid the 1/- Brazil rate by a copy of the Issue of 1867, plate 4, cancelled at London (Dubus 115a). They endorsed it:

"City of Limerick".

London Times. FLAMOUTH, May 3. The London, Belgium and River Plate steamer City of Limerick, Corbett, Commander, arrived this morning from London and Antwerp, and proceeded this afternoon for Brazil and the River Plate, after embarking 29 passengers and 37 bags of mail.

June 2. Docket notes receipt at Buenos Ayres.

1877

SOUTH AMERICAN MAIL

BRITISH PACKETS

French Entry Mark: 2 BRÉSIL 2

Starting October, 1860, date of the enforcement of the Postal Convention between France and Brazil, new circular date stamps appeared. These were to be struck upon entry into France via Calais on correspondence delivered by the Brazilian post to British Packets.



May 30, 1877.
Letter prepaid at inland town of Ceara by Brazillian stamp which carried it as far as port of call of British packets at Pernambuco, Brazil.

French entry mark has been superimposed over the town mark.



June 3, 1877. Backstamp transit at Pernambuco.



105

July 1, 1877. Salles 1185. Entry mark in blue struck at the Paris Foreign Dept. showing mail entering at Calais from Brazil. T = Taxe or postage due.

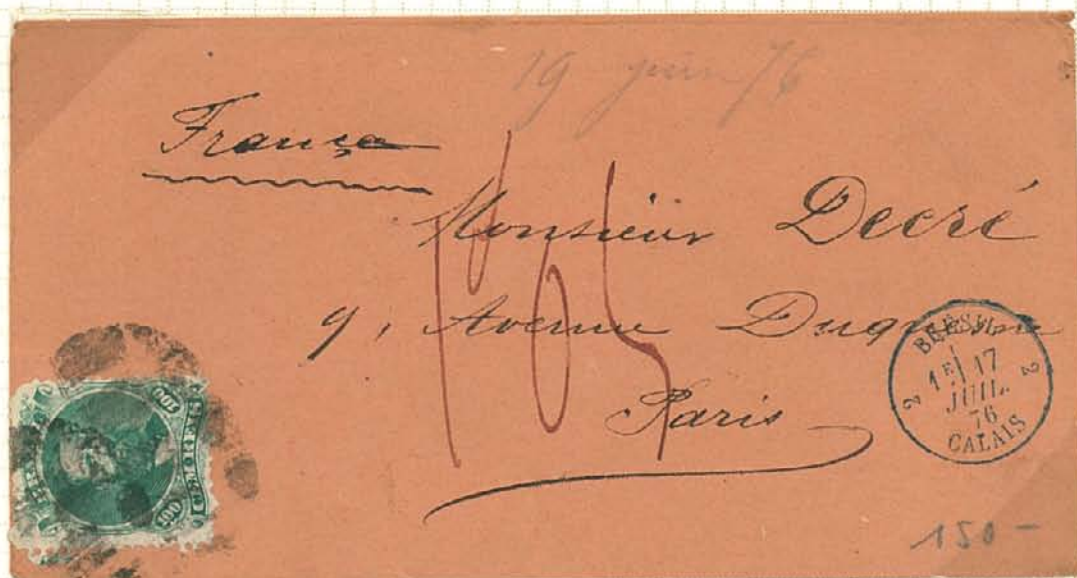
Letter rated at 105 centimes (1 franc 5 centimes) due from recipient.

1876

SOUTH AMERICAN MAIL

BRITISH PACKETS

French Entry Mark: 2 BRÉSIL 2



June 28, 1876. Letter posted at port city of Pernambuco and inland rate of Brazil paid by 100 reis stamp. Carried by British packet to British port and closed mail to Paris.

July 17, 1876. French maritime entry mark (Salles 1185) struck at Paris showing mail from Brazil entering France at Calais (via England).

Rated collect at 1 franc 05 centimes due.

1884

FRENCH MARITIME POSTAL HISTORY
LIGNE J - BUENOS-AYRES A BORDEAUX



May 8, 1884.
Prepaid letter.
Stamps cancelled at Buenos-Aires. Noted "per Equateur" steamer of Ligne J.



May 8, 1884.
Octagon applied aboard the Equateur on her homeward journey. She arrived at Bordeaux on June 4.



June 4.
Paris to Langres RR transit.

June 4.
Transit backstamp at Basel.

June 5.
Zurich receipt.

1890

MESSAGERIES MARITIMES

FRENCH PACKETS: 2^{ieme} LIGNE J - Buenos Ayres a Bordeaux

S.S. Orenoque



S. 1067/4

March 22, 1890. A letter paid by the Argentinian 8 centavos embossed envelope to Paris. It was posted at the British Consular office at Buenos Aires and transferred to the French deuxieme Ligne J.

March 23. The paquebot Orenoque of Ligne J departed from Buenos Aires this date. She touched at Dakar, West Africa on April 8, and arrived at Bordeaux April 17.

April 16 (sic). Paris arrival backstamp.



1899

LIGNES DE BORDEAUX A BUENOS-AYRES

LIGNE J - 1898-1912



May 19, 1899. Card written at St. Louis, Senegal, West Coast of Africa. Card went overland to Dakar where it was picked up by the French steamer Cordillere.



May 20, 1899. Stamp struck aboard ship on her return voyage. Ship No. 3 of Ligne J.



The Cordillere, 6400 tons, left Buenos-Ayres on May 5, 1899, Dakar on May 20, and arrived on May 27 at Bordeaux. She was designated ship No. 3 of Line J.

1893

FRENCH MARITIME POSTAL HISTORY
2ème LIGNE J, DE BORDEAUX A BUENOS-AYRES
CORRESPONDANCES D'ARMÉES

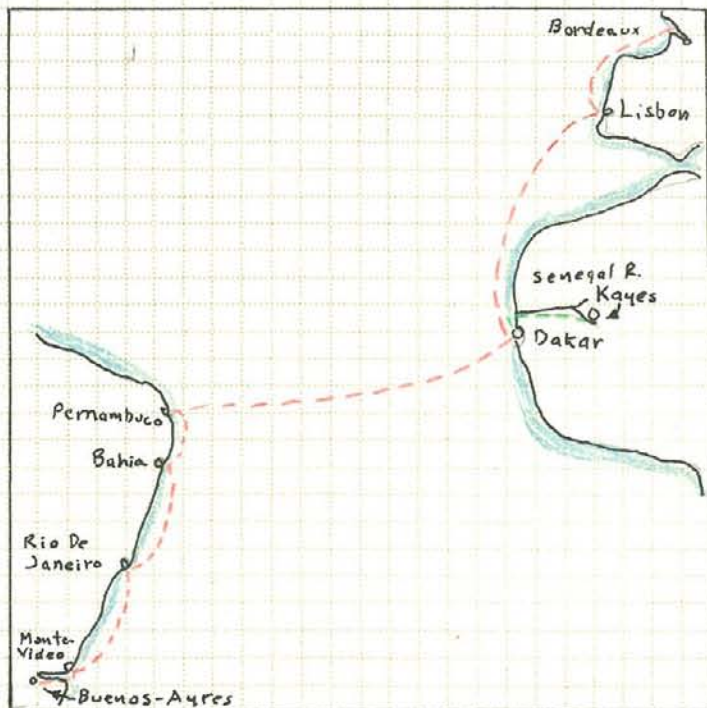
The 2nd Ligne J operated from October 1869 to December 1897.

The CORR.D.ARM date stamps were to confirm to postal raters that the mail was from military men out of France and had the right to go at the Metropolitan rates.



October 2, 1893.
Letter posted by French soldier at Kayes, town in the French Soudan. Mail went by local steamer

down the Senegal River to meet Ligne J at Dakar.



Oct. 10. Mail marked CORR. D'ARM aboard the Equateur, designated as paquebot No. 3 of Ligne J. It arrived at Bordeaux Oct. 18.



Oct. 18, Paris Etranger (Foreign) Office backstamp.



Corresp. milit. en Soudan

40

Monsieur

F. Casson

17. rue de Chateaudun

Paris

(faire suivre)

*Com. d'Art. de Marine
P. Lirou*

1903

FRENCH MARITIME POSTAL HISTORY
2ème LIGNE J - DE BORDEAUX A BUENOS-AYRES
CORRESPONDENCE D'ARMÉES

Corps Expéditionnaire du Soudan

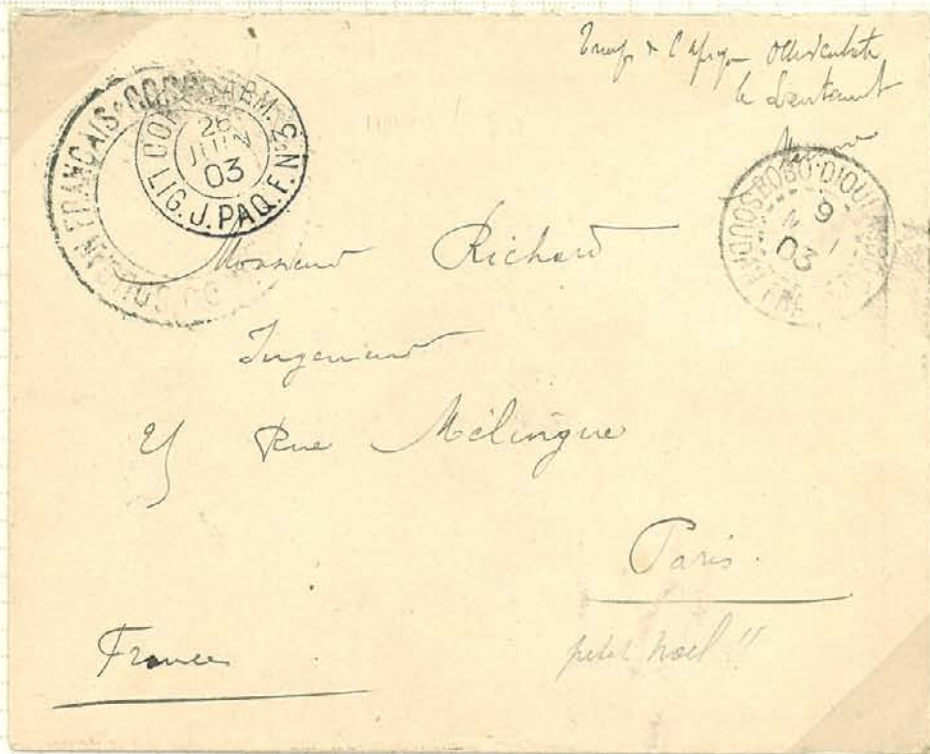
Because of serious disturbances, many French troops were stationed in the Soudan, which required special mail handling. A note in the Bulletin des Postes No. 3, supplement of Mar. 1892, informed that a special military cachet (Salles 1106) should be applied to the face of mail by troops or services operating in the region of the Soudan to indicate the mail was to go free.



May 9, 1903. Letter posted at Bobo-Dioulasso in Upper Volta. This letter had to go by the very circuitous route overland to Kayes in the Congo.



June 3. Transit backstamp of the town of Kayes, upriver on the Senegal, thence downriver and by coastal steamer to Dakar.



June 26, 1903. Letter picked up by the paquebot Cordillere, No. 3 of Ligne J at Dakar.



July 6, 1903. Receipt backstamp at Paris.

1888

The CLYDE STEAMSHIP CO.

For CHARLESTON, S. C., the South and Southwest
For JACKSONVILLE, FLA., and all Florida Points
From Pier 29, East River, N. Y.

Mondays, Wednesdays and Fridays, at 3 P. M.

THE ONLY LINE BETWEEN
NEW YORK AND JACKSONVILLE, FLA.
WITHOUT CHANGE

Unsurpassed passenger accommodations and cuisine.

Steamer "ALGONQUIN," Captain Joseph McKee.
Steamer "IROQUOIS," Captain L. W. Pennington.
Steamer "CHEROKEE," Captain H. A. Bearse.
Steamer "SEMINOLE," Captain S. C. Platt.
Steamer "YEMASSE," Captain J. Robinson.
Steamer "DELAWARE," Captain I. K. Chichester.

Through Tickets, Rates and Bills of Lading for all points
South and Southwest via Charleston, and all Florida points via
Jacksonville.

ST. JOHN'S RIVER STEAMERS

(DE BARY LINE)

Between Jacksonville, Palatka, Sanford, Enterprise, Fla.,
and Intermediate Landings on the St. John's River.

Sailing from Jacksonville daily, except Saturday, at 3.30 P.M.
making close connections with all Railroads at PALATKA,
ASTOR, BLUE SPRINGS AND SANFORD.

Through Tickets and Bills of Lading at Lowest Rates to all
interior points in Florida.

Steamer "CITY OF JACKSONVILLE," Captain W. A. Shaw.
Steamer "F. DE BARY," Captain T. W. Lund, Jr.
Steamer "EVERGLADE," Captain Creaser.
Steamer "WELAKA," Captain Ohlsen.

THEO. G. EGER, T. M. M. H. CLYDE, A. T. M.
5 Bowling Green, New York.

WM. P. CLYDE & CO., General Agents

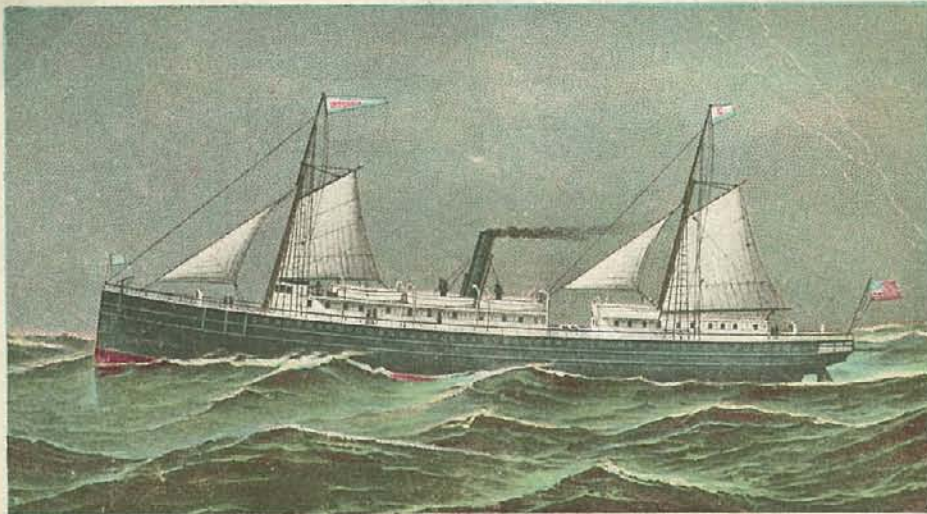
5 BOWLING GREEN NEW YORK 12 SOUTH WHARVES PHILADELPHIA

The Clyde Steamship Company
New York to Charleston, S.C. and
Jacksonville, Florida

S. S. Iroquois

2943 gross tons, 2236 net. 275'
x 46' x 19' depth. Built 1888 at
Philadelphia. Home port New York.

Capt. L.W. Pennington.



THE CLYDE STEAMSHIP COMPANY.
"New York, Charleston, S. C., and Jacksonville, Fla., Service."

OVER

1873

ATLAS STEAM-SHIP COMPANY

S.S. Claribel, Kingston, Jamaica to New York

Forwarding Agent

J. Leaycraft, New-York

April 17, 1873. A letter concerning fish markets is dated at Kingston, Jamaica. It is headed "via New York," where it went in a separate packet or bundle of mail to the forwarding agent J. Leaycraft at New York.

April 18. S.S. Claribel of the Atlas Steamship Co. touched at Kingston.



FORWARDED BY
J. LEAYCRAFT
NEW-YORK

NEW YORK
APR 26
10 AM



N.Y. Times. Arrived N.Y.
April 26: Steam-ship Claribel,
(Br.,) Bayley, Savanilla 16th,
Kingston 18th and Turk's Island
20th to Pim, Forwood & Co.

The forwarding agents applied
their oval backstamp and affixed

the 6¢ National Bank Note Co. Issue of 1870 stamp to pay the November 1868 pre-
paid Treaty rate to Nova Scotia. The unpaid rate was 10¢.

May 1. Letter went by local steamer to Halifax, back-
stamp. Arrival backstamp at Lockport, N.S, May 3.

H
MY 1
1873

LOCKE-PORT
MAY 3
73
N.S.

The Atlas Line advertised at New York:
ATLAS STEAM-SHIP COMPANY. Mail service to Jamaica, Hayti,
Nassau, Havana, Curacao, Venezuela and the Spanish Main.
The Company's first-class iron-built screw steamers will be
dispatched as follows: MANDINGO, Capt. Spence for Havana direct;

CLARIBEL, Bayley for Turk's Island, Kingston and Savanilla. PIM, FORWOOD & CO.

WIM 310-5

1874

ATLAS MAIL LINE

Puerto Cabello, Venezuela to U.S. via Hayti

S.S. Corinth

Pim, Forwood & Co.

April 25, 1874. Letter datelined at Puerto Cabello acknowledging receipt of 200 doz. "Florida Water" from Lanman & Kemp by the ship June Addison. Letter is headed and also noted on the face: Pr. Corinth/s.s./. The S.S. Corinth departed from Puerto Cabello on even date.



N.Y. Times, arrived at New York May 10: Steam-ship Corinth, (Br.,) Eden, Laguayra April 24; Puerto Cabello 26th; Curacao 26th, Jacmel May 1 and Port-au-Prince 3rd with mdse. and passengers to Pim, Forwood & Co.

Letter processed on May 11. The single 10¢ Steamship Letter rate was due.

1875

ATLAS MAIL LINE

CHILE TO U.S. VIA PANAMA AND ASPINWALL

S.S. Etna

Pim. Forwood & Co.



September 2, 1875. Internal Chilian postage paid at Valparaiso by the 10 centavos Issue of 1867. This only carried the letter to the port as Chile did not enter the U.P.U. until April 1, 1881. Letter forwarded on to Panama via Callao, Peru, back-stamp, by steamships of the Pacific Steam Navigation Co.



12

September 20. Transit mark at the British Consular post office at Panama. The mail went transisthmus by rail to Aspinwall.

October 3. S.S. Etna of the Atlas Mail Line departed from Aspinwall for New York.



.19



October 13. Arr. N.Y. steam-ship Etna (Br.,) Samson, Port au Prince Sept. 19, Savanilla 28th and Aspinwall Oct. 3 to Pim, Forwood & Co.

Rate from Chile of July 1875 at 12¢ British + 5¢ U.S. Inland = 17¢, hard currency. Depreciated currency conversion at 1.12, total 19¢ due in paper money. Oct. 14, New Bedford b'stamp.

1872

NEW-YORK, HAVANA AND MEXICAN MAIL STEAMSHIP CO.
S. S. City of Merida F. Alexandre & Sons



March 27, 1872. Letter datelined at Havana, headed "p. City of Merida" and similarly endorsed on the letter face.

March 28. S.S. Merida called at Havana from Vera Cruz en route to New York.



N.Y. Times. Arrived at New York April 1. Steam-ship City of Merida, Deaken, Vera Cruz March 21, Progresso 24th and Havana 28th with mdse. and 71 passengers to F. Alexandre & Sons.

Letter, which mentions enclosures, was a double weight letter, so was assessed the Steamship Letter rate of 10¢ x 2 = 20¢. This payment was accepted in depreciated paper currency (U.S. NOTES).

1873

NEW-YORK, HAVANA AND MEXICAN MAIL STEAMSHIP CO.

S.S. City of Havana

F. Alexandre & Sons

Built 1872 at Greenpoint, L.I., N.Y. 1701 tons, 241' x 37', single screw. Wrecked in August 1877.



February 21, 1873. Letter datelined at Havana. It is headed as well as directionally endorsed on the face: p. City of Havana.

February 22. S.S. City of Havana departed from Havana for New York.



N.Y. Times. Arrived at New York February 28: Steam-ship City of Havana, Deakin, Havana Feb. 22 via Nassau, 24th at 5 A.M. with mdse and passengers to F. Alexandre & Sons.

Letter rated as a double Steamship Letter at 10¢ x 2 = 20¢ due. Payment was accepted in depreciated U.S. NOTES without discount.

1873

NEW-YORK. HAVANA AND MEXICAN MAIL STEAMSHIP CO.

S.S. City of Merida

F. Alexandre & Sons

A heavy letter dated at Palmira, julio 9 de 1873. This is a small town in central Cuba, 7 miles N.E. of Cienfuegos. This letter was held until October 11, 1873, to be posted at Havana.

S.S. City of Merida departed from Havana October 11 for New York.

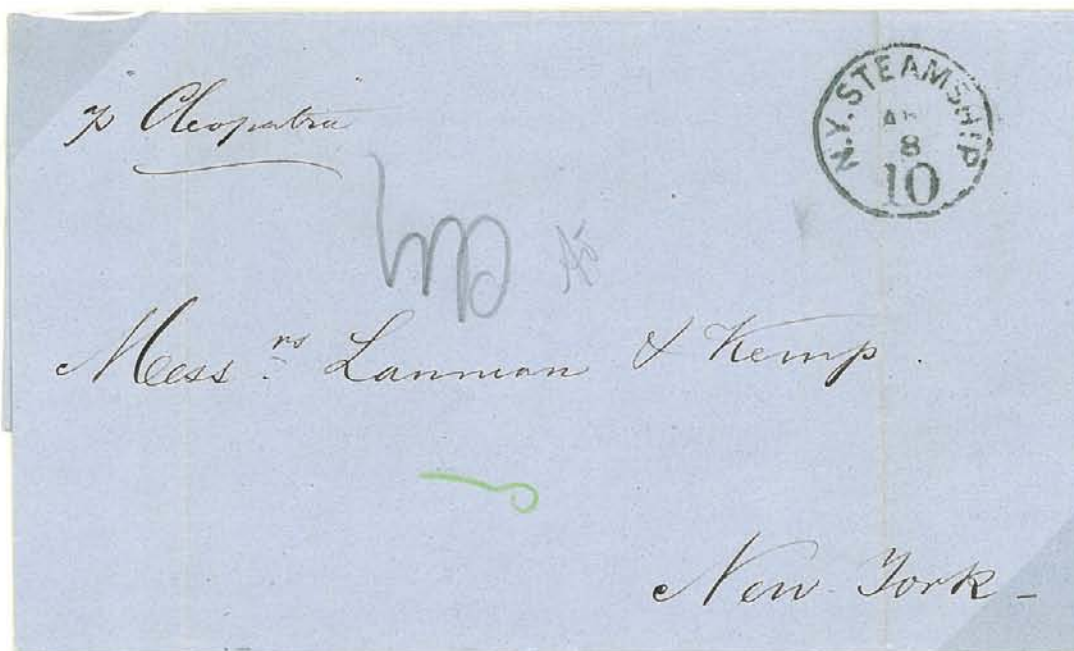


N.Y. Times. Arrived at New York October 17: Steam-ship City of Merida, Timmerman, Havana October 11, and Nassau 13th to F. Alexandre & Sons.

October 18. Letter processed at New York as a double weight Steam-ship Letter at 10¢ x 2 = 20¢ due in U.S. NOTES. As no exchange with another postal entity was involved, payment was accepted in depreciated paper currency. This postmark is Wierenga NY-17, noted used from January 17, 1872 to October 1, 1873. Here its use is extended to October 18, 1873.

1869

NEW-YORK, HAVANA AND MEXICAN MAIL STEAMSHIP CO.
S. S. Cleopatra F. Alexandre & Sons



March 24, 1869. A letter headed at Vera Cruz and endorsed: p Cleopatra.

March 27. Vera Cruz backstamp. Mexican postage had been paid only to get this letter to the dockside at Vera Cruz. S.S. Cleopatra sailed on even date for New York via Havana.



N.Y. Times. Arrived at New York April 8, Steamship Cleopatra, Phillips, Vera Cruz March 27, Sisal 30th and Havana April 2 with mdse. and passengers to F. Alexandre & Sons.

Letter subject to the 10¢ Steamship Letter rate as shown in the New York handstamp (W. N.Y.32.)

1874

NEW-YORK, HAVANA AND MEXICAN MAIL STEAMSHIP CO.

S. S. Cleopatra

F. Alexandre & Sons

January 28, 1874. A letter datelined at Vera Cruz and noting a shipment "por este vapor Cleopatra." It is also endorsed on the face: Por vap. am^o „Cleopatra“.



January 31. Receiving stamp at Vera Cruz. The S.S. Cleopatra of the New-York, Havana and Mexican Mail Steamship Co. departed from Vera Cruz on this date en route to New York via Havana.

February 13. Arrival mark at New York.



N.Y. Times. Arrived at New York Feb. 12, steam-ship Cleopatra, Vera Cruz January 31, Progresso, Feb. 2 and Havana 6th with mdse. and passengers to F. Alexandre & Sons. Feb. 7, 20 miles S. from Jupiter, passed ship Saranac from New-Orleans for Havre; 9th. 4 A.M. John Kree coal-passer was killed by a heavy sea boarding the ship; it was blowing a hard gale at the time; brought his body to this port for burial; 11th lat 35 30, lon 75 10, passed a monitor and frigate bound E.

This letter was rated erroneously at the July 1851 rate from Mexico of 3¢ for "land routes". It should have taken the 10¢ Steamship Letter rate, effective July 1862.

1879

NEW-YORK, HAVANA & MEXICAN MAIL STEAMSHIP COMPANY
S. S. City of Merida F. Alexandre & Co.



Messrs. E. C. Knight & Co.

PHILADELPHIA.
Penn.



April 16, 1879. Letter paid at Havana by three copies of the 25 centavos de peseta, Issue of 1879. Cuba, as a Spanish Colony, had entered the G.P.U. on May 1, 1877. As 25 centavos was equivalent to 5¢ U.S., the prepayment was for a triple weight letter (1 to 1½-oz.)



April 16. S.S. City of Merida touched at Havana en route to New York.

N.Y. Times. April 21. Arrived N.Y. Sunday Apr. 20, Steam-ship City of Merida, Reynolds, Vera Cruz April 9, Frontera 10th, Campeche 11th, Progreso 13th and Havana 16th., with mdse and passengers to F. Alexandre & Sons.



April 20. Transit backstamp at New York and arrival at Philadelphia.

The N.Y. Times of April 21 advertisement shows this steamship line's routes:

NEW-YORK, HAVANA & MEXICAN MAIL S.S. LINE

Steamers leave Pier No. 3 North River at 3 P.M. FOR HAVANA DIRECT AND VERA CRUZ, calling at Progreso, Campeche and Frontera.

CITY OF WASHINGTON, (Havana only).....Thursday May 1
 CITY OF MERIDA.....Saturday May 3
 CITY OF NEW-YORK.....Saturday May 17.

Steamer leaves New-Orleans April 23 via Matamoros, Tampico, Tuxpan, connecting with steamer for Havana, New-York and the above ports.
F. ALEXANDRE & SONS, Nos. 31 and 33 Broadway.

1875

PORTO PLATA TO NEW YORK

S. S. Tybee

Shopford & Co.

The S.S. Tybee was of a New York steamer line which ran from New York to Porto Plata via St. Thomas and Santo Domingo, later also to Haiti. The first trip left N.Y. June 8, 1869. This line operated irregularly until 1876.

Holdcamper List: 746 ton wooden screw steamer launched 1864 at Philadelphia as Governor Chase. Sold to U.S.Q.M.D. on March 7, 1864; re-documented Tybee November 25, 1865.



January 11, 1875. Letter headed at Pt^o Plata (Santo Domingo or Dominican Republic) and endorsed: p "Tybee". The dated company handstamp of Cocco & Co. appears on the cover face.

Letter went on board S.S. Tybee at her call at Porto Plata on even date. She was acting on this voyage as a contract mail carrier.



N.Y. Times. Arrived at N.Y. January 19: Steam-ship Tybee, Gardiner, St. Domingo City, Jan. 8; Samana 9th and Porto Plata 11th with mdse. and passengers to L. Delmonte.

Letter subject to the 10¢ Steamship Letter rate, postage due.

1883

N.Y., HAVANA AND MEXICAN MAIL STEAMSHIP LINE

N.Y. to Vera Cruz via Havana, Progreso, Campeche and Frontera

S. S. British Empire

3361 tons, 392' x 39', iron screw steamer, built for British Shipowners Co., launched at Harland & Wolff, Belfast, March 7, 1878. Chartered to American Line, transatlantic Liverpool - Philadelphia until 1880 when she ran for N.Y., Havana and Mexican Mail. May 30, 1885, chartered to Guion Line, Liverpool-Queenstown-New York, for one round voyage.



September 19, 1883. Letter dated at New York by Damion Fort and handed to the forwarding agent H. Marquardt & Co., New York, who endorsed it: p. S.S. British Empire. Letter paid at the 5¢ U.P.U. rate by the issue of April 10, 1882, 5¢ yellow brown, James A Garfield.

Advertisement, N.Y. Times, Sept. 18, 1883:

N.Y., HAVANA and MEXICAN MAIL S.S. LINE

Steamers leave WEEKLY from Pier 3 N.R. at 8 P.M. FOR HAVANA DIRECT AND FOR VERA CRUZ, Via Havana, Progreso, Campeche and Frontera

BRITISH EMPIRE.....	Thursday	Sept. 20
CITY OF PUEBLA.....	Thursday	Sept. 27
CITY OF ALEXANDRIA.....	Thursday	Oct. 4
CITY OF WASHINGTON.....	Thursday	Oct. 11.

Small tables in dining-room. These steamers carry doctors.

I. ALEXANDRE & SONS, No. 33 Broadway.

Sept. 20. Sailed, British Empire (Br.,) Fawcett for Havana and Mexico.

Oct. 2. Docket notes received at Vera Cruz.

1882

NEW YORK & CUBA MAIL STEAMSHIP CO.
WARD LINE

S. S. Newport

Built in 1880 by John Roach & Son, Chester, Pennsylvania. 2735 tons, 326' x 38'. Single screw, 13 knots, triple expansion engines. She was later sold to Pacific Mail Steamship Co. Scrapped in 1932.



February 3, 1882. A letter posted paid at Boston at the 5¢ U.P.U. rate by the Issue of 1879. It is endorsed: Pr. Str. Newport/ fr. N.Y. for Havana.

N.Y. Times. February 4. Cleared, steam-ship Newport, Sundberg, Havana, James E. Ward & Co.



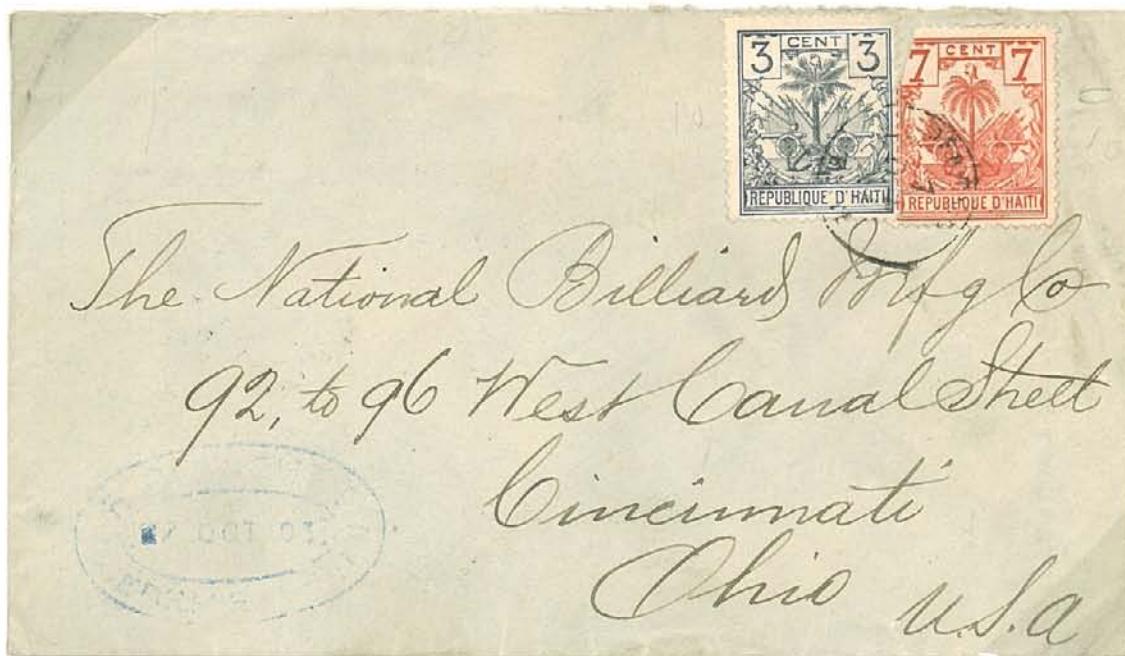
February 9. Havana transit backstamp and February 10 arrival backstamp at Cienfuegos.

1893

NEW YORK & CUBA MAIL STEAMSHIP CO.
WARD LINE

S.S. Orizaba (I)

Built in 1890 by Delaware River Shipbuilding Co., Chester, Penn.
3497 tons, 336' x 43', single screw, 14 knots. Triple expansion
engines, steel and iron hull.



October 7, 1893. Indecipheral postmark at Haiti, except date legible. The 10 cent U.P.U. rate was paid by the Issue of 1891 (3¢) and Issue of 1892 (7¢). Mail delivered by local steamer to Matanzas, Cuba.



N.Y. Times. Arrived N.Y. October 16, 1893: SS Orizaba, McIntosh, Matanzas October 11, Havana October 12, &c. with merchandise and passengers to J.E. Ward & Co. Arrived at the Bar at 3:49 A.M. Backstamp.



October 17. Cincinnati receiving backstamp.

1898

QUEBEC STEAMSHIP CO.

S.S. Trinidad

Latin American Line

Built 1884 by James Laing, Ltd., Sunderland, England. 2592 tons, 310' x 37', single screw, 15 knots, triple expansion engine. Torpedoed and sunk without warning by submarine 12 miles from Coddling Light Ship, March 22, 1918, with the loss of 39 lives.



January 24, 1898. Letter paid at double the 2½d. U.P.U. rate by 2 copies of the Issue of 1886. The S.S. Trinidad sailed from Hamilton Harbor on this date.



N.Y. Times, Jan. 27, 1898.
Arrived N.Y. Jan. 26, SS Trinidad (Br.,) Fraser, Bermuda Jan. 24 with mdse and passengers to A.E. Outerbridge & Co. Arrived at the Bar at 6:40 P.M.

1931

THE CUNARD LINE

BERMUDA TO U.S.

S.S. Franconia

Built 1923 by John Brown & Co., Clydebank, Glasgow. 20,175 tons, 601' x 73' (624' o.l.), twin screw, 16½ knots, steam turbine. Maiden voyage: Liverpool-New York, June 23, 1923. Frequently used as a cruise ship, as here. Served as a British troop ship in World War II.



July 27, 1931. A registered letter posted at Hamilton, Bermuda. The 2½d. U.P.U. rate plus the 1922 registration fee of 3d. were paid by stamps. ½d. Issue of 1922 and a pair of the 2½d., type I, Issue of 1926, total 5½d.

July 29. S.S. Franconia departed from Hamilton on a return cruise to New York.



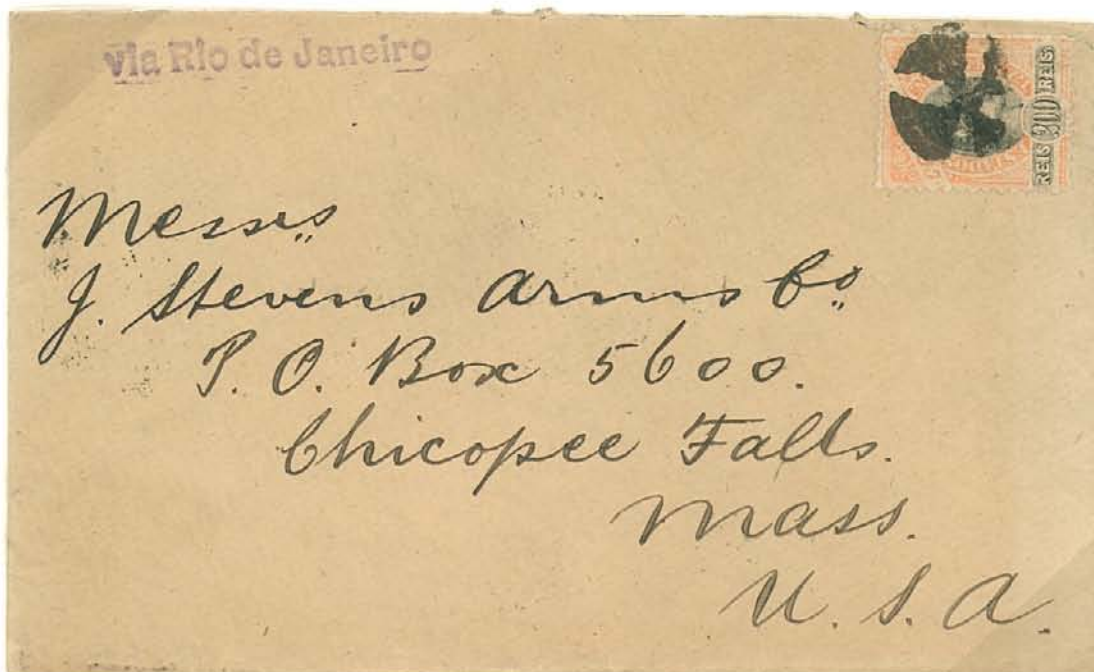
N.Y. Times. Arrived at New York July 31, SS Franconia, Bermuda, July 29.



July 31. N.Y. Registry Division backstamp, arrival backstamp at Princeton, N.J. August 1.

1898

RIO DE JANEIRO TO NEW YORK
Belgian S.S. Hevelius

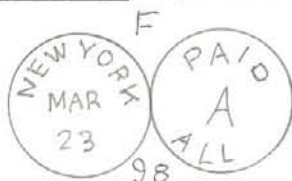


via Rio de Janeiro



February 23, 1896. A letter posted at Rio de Janeiro and franked with Brazil 200 reis Issue of 1894, paying the U.P.U. rate. Rio receiving backstamp. Letter is endorsed by the straight line handstamp: via Rio de Janeiro.

February 29. S.S. Hevelius departed from Rio de Janeiro.

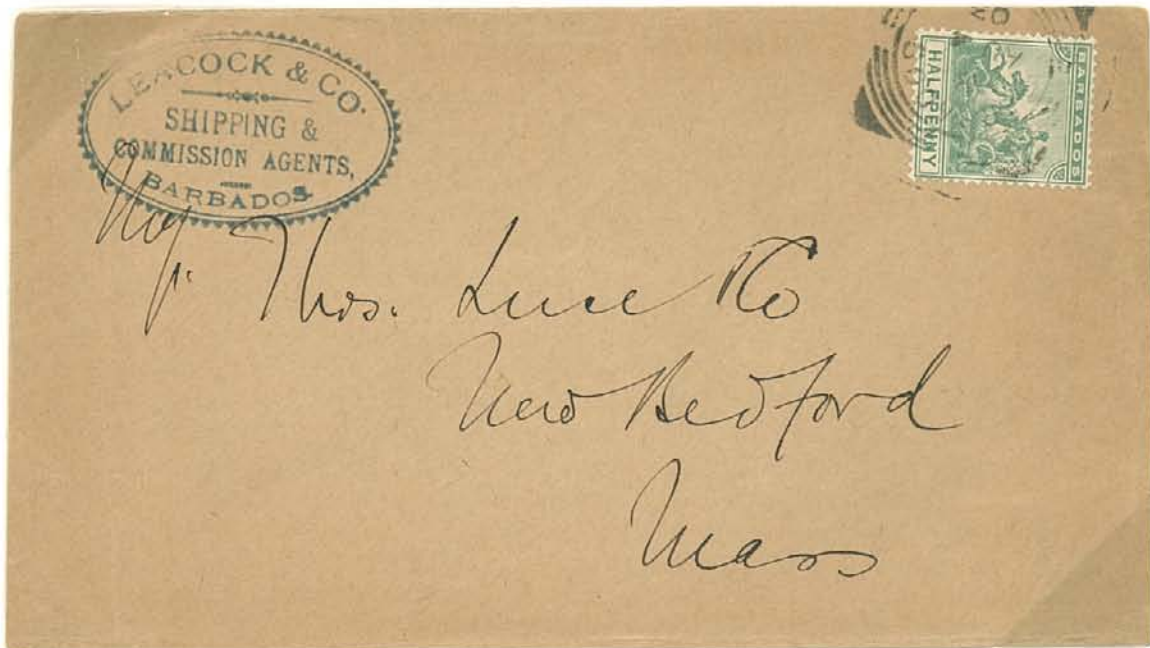


N.Y. Times. Arrived N.Y. friday, March 20. SS Hevelius, (Belg.,) Stapleton, Rio Janeiro Feb. 29; Bahia, Mar. 4; Pernambuco 5 and St. Lucia 13, with mdse and pass. to Busk & Jevons. Arrived at the Bar at 6:30 PM the 19th.

March 23. N.Y. arrival backstamp, Monday morning.

1903

VICTORIA, ARGENTINA TO N.Y. VIA RIO AND BARBADOS
German steamer Catania



August 4, 1903. A piece of mail posted at Barbados at the ha' penny unsealed printed matter rate by the Issue of 1892. The German S.S. Catania touched at Barbados en route to New York to pick up the mails under a contract with the U.S. Post Office.

N.Y. Times. Arrived New York August 12: SS Catania (Ger.,) Evert, Victoria July 19, Rio Janeiro 22d. and Barbados Aug. 4, with mdse. and passengers to Funch, Edys & Co. Arrived at the Bar at 7 P.M.

1917

NEDERLAND ROYAL MAIL LINE
"Nederland" Stoomvaart Maatschappij
S.S. Prins der Nederlanden

Built 1914 by Nederlandsche Schps. Maats., Amsterdam, 9322 tons,
481' x 57'. Twin-screw, 15 knots.



September 24, 1917. A registered letter posted at Paramaribo, Surinam to Jamaica via New York. Franking is by the 5 cent envelope plus 5 cent and 12½ cent deep blue, Issue of July 1912. Letter is endorsed: Per SS. Prins der Nederlanden.

November 15. Arrival backstamps at New York. The N.Y. Times notes: Arrived at eastern ports, Prinz (sic) der Nederlanden (Dutch).

Because of wartime restrictions, limited shipping information was published.

November 26. Kingston, Jamaica arrival backstamp.

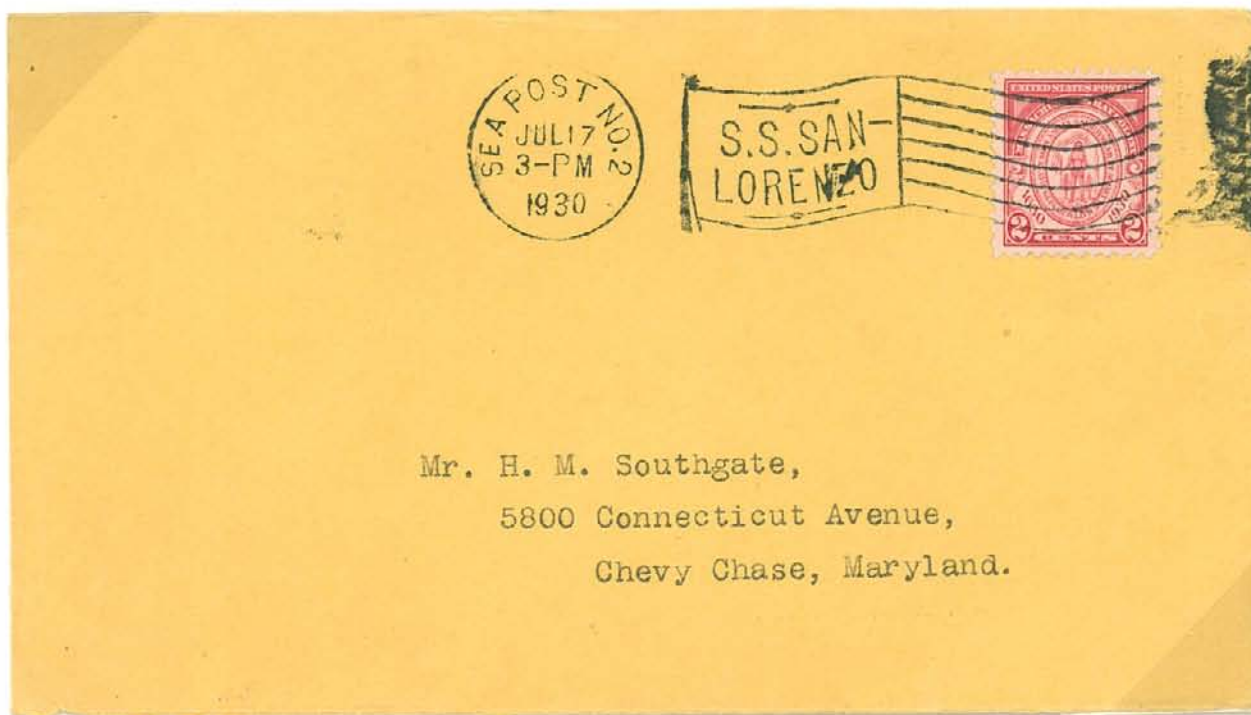


1930

NEW YORK & PORTO RICO STEAMSHIP CO.

S.S. San Lorenzo

Built 1907 by Newport News Shipbuilding Co., Newport News, Virginia as Brazos. 6576 tons, 401' x 54', twin screw, 15 knots. Quadruple expansion engines. Two masts and one funnel. Acquired by New York & Porto Rico Steamship Co. in 1926. Scrapped in 1934.



July 17, 1930. A letter to the U.S. posted aboard the S.S. San Lorenzo where it received the distinctive machine cancellation: SEA POST NO. 2.

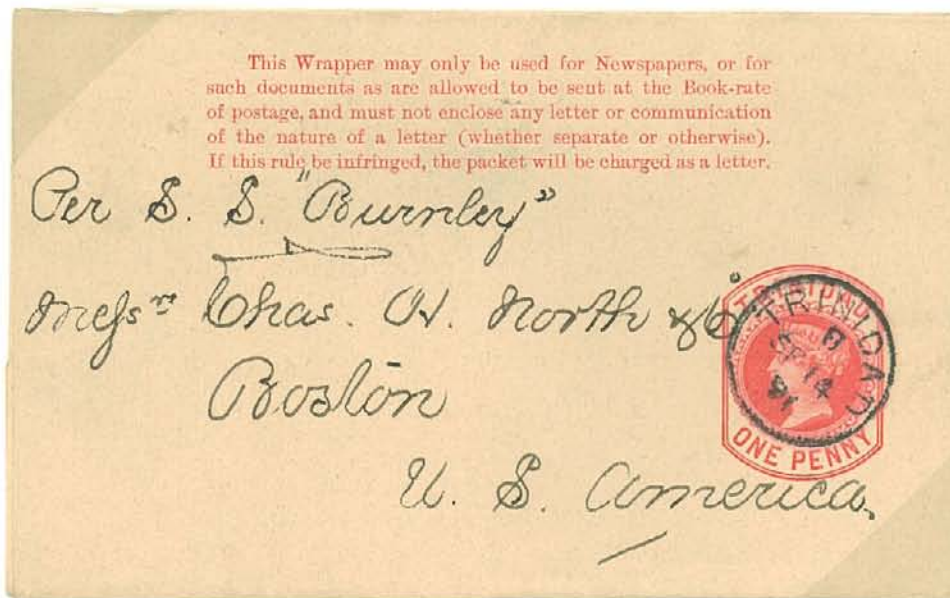
N.Y. Times. Due at New York: SAN LORENZO, Porto Rico. S. Domingo City July 15. Due Monday (July 21).

July 21. The San Lorenzo arrived at New York.

1891

George Christall & Co.
S.S. Burnley

TRINIDAD TO NEW YORK



September 14, 1891. One Penny newspaper rate wrapper mailed at Trinidad to Boston. It is endorsed: Per S.S. "Burnley".

N.Y. Times. Arrived at New York September 24 - SS Burnley, (Br.,) Hanslip, Trinidad and Grenada, 10 ds. with mdse and passengers to G. Christall. Arrived at the Bar at 6:30 P.M.

1891

George Christall & Co.

TRINIDAD TO NEW YORK

S. S. Alps

This Wrapper may only be used for Newspapers, or for such documents as are allowed to be sent at the Book-rate of postage, and must not enclose any letter or communication of the nature of a letter (whether separate or otherwise). If this rule be infringed, the packet will be charged as a letter.

Per. S. S. "Alps"
Messrs
Chas. H. North & Co
Boston
U. S. America



October 10, 1891. One Penny newspaper rate wrapper mailed at Trinidad to Boston. It is endorsed: Per S.S. "Alps".

N.Y. Times. Arrived at New York October 18 - SS Alps (Br.,) Legg, Trinidad and Grenada, 7 ds. with mdse. and passengers to George Christall. Arrived at the Bar at 10 A.M.

1931

FURNESS-TRINIDAD LINE

S.S. Dominica

Built 1913 by Irvine's Shipbuilding Co., West Hartlepoole, England. 4856 tons, 350' x 50'. Single-screw, 14 knots. Owner: Furness Withy & Co., Ltd. In service New York-West Indies. Furness operated several lines as Bermuda & West India Steam Co., Ltd.



June 23, 1931. A registered letter posted at Fort de France, Martinique. 250 centimes in postage is on the obverse together with 140 cent on the reverse, total 390 centimes.



June 23. June 23. S.S. Dominica of the Furness Trinidad Line departed from Trinidad. She packed up the Martinique mail en route to New York.

N.Y. Times. Arrived N.Y. July 2, steamer DOMINICA, Furness Trinidad, Trinidad June 23.

July 2. New York registry backstamp.

1928

MUNSON LINE

S.S. American Legion

Buenos Aires to New York

Built 1920 by New York Shipbuilding Co., Camden, N.J. 13,736 tons, 516' x 72', twin screw, 17 knots, steam turbine, 2 masts, one funnel. Scrapped in 1948.

THE NATIONAL CITY BANK
OF NEW YORK

CAIXA POSTAL, 301

SANTOS, BRAZIL



REGISTRADO

14787

S/S "A. LEGION"

PORTO RICAN EXPRESS COMPANY

60 WASHINGTON - 40 WEST STREET

NEW YORK

NÃO SENDO ENTREGUE
DENTRO DE 7 DIAS
ROGA-SE DEVOLVER

(U S A)



February 23, 1928. S.S. American Legion of the Munson Line departed from Buenos Aires.

February 28. A registered letter posted at Santos, Brazil, endorsed: S/S "A. LEGION". The combined postage and registration rates paid by the 200 reis and a vertical pair of the 300r., Issue of 1928, March 5. These stamps here are used 6 days before the official first day.

N.Y. Times. Incoming Passenger and Mail Steamships. AMERICAN LEGION, Munson, Buenos Aires, Feb. 23 to arrive March 13, 4th St., Hoboken.

1929

MUNSON LINE

S.S. American Legion

Built 1920 by New York Shipbuilding Co., Camden, N.J. 13,736 tons, 516' x 72', twin-screw, 17 knots. Scrapped in 1948.



March 21, 1929. Letter posted aboard the S.S. American Legion and paid at the 5 centavos U.P.U. rate by Argentina Issue of 1927. As this was posted aboard a United States registered vessel it was treated as "Paquebot" mail.

N.Y. Times. Foreign Ports - Departures: American Legion, Buenos Aires, March 21.

To arrived at New York: AMERICAN LEGION, Munson, April 10.

1932

MUNSON LINE

S.S. American Legion

Per s.s. "AMERICAN LEGION".

Mr. W.O. Wylie
THE SEVERN WYLIE, JEWETT CO.
MEKEEL'S WEEKLY STAMP NEWS
BEVERLY,
M a s s.
U. S. of AMERICA.
ESTADOS UNIDOS.



cat 32

10c



July 30, 1932. A letter to Beverly, Mass. endorsed: per s.s. "AMERICAN LEGION". The 10 centavo rate is paid by the 1 c. buff, Issue of 1927 plus a vertical strip of three of the overprinted Issue of 1931. The latter was to honor the first anniversary of the Revolution of 1930.

July 30. S.S. American Legion departed from Buenos Aires on this date on her return trip to New York.

New York Times. Arrived at New York August 18, AMERICAN LEGION, Buenos Aires July 30, Munson...Montague St., Brooklyn.

ca. 1933

AMERICAN-SOUTH AFRICAN LINE
(Farrell Lines)

M.V. City of New York

Built 1930 by Sun Shipbuilding & Dry Dock Co., Chester Penn.
8272 tons, 450' x 61', motor ship, twin screw, 14 knots. Torped-
oed and sunk off the American coast in 1942.

This was the pioneer vessel in the New York-South African Service
of an American shipping firm.

THE TRINIDAD TRADING CO. LTD

PORT-OF-SPAIN
TRINIDAD, B.W.I

Per s.s. "City of New York".



Messrs. J. H. Hamlen & Sons, Inc.,

Portland,

Maine, U.S.A.



Letter paid at Trinidad & Tobago at the U.P.U. rate by the 3d.
Issue of 1922, letter endorsed: Per s.s. "City of New York". This
motor vessel was en route to New York.