

1881

TRANSATLANTIC SHIPPING LINES
THE INMAN LINE



The Steamers of this Line are among the largest, fastest, and most comfortable Ocean Passenger Steamers in the World. They are built with especial regard to Strength, and are fitted with watertight and fireproof compartments. They have long been admired for their beautiful model, great power, and excellent sea-going qualities, and have the highest reputation for speed, comfort, and regularity, their Passages being amongst the shortest on record.

The Cabin accommodation is of the highest order every consideration being paid to the care and comfort of passengers.

The Saloons, which are luxuriously furnished, especially well lighted and ventilated, contain revolving arm chairs, and take up the whole width of the vessel amidships.

The principal Staterooms are amidships, where least noise and motion is felt, and all are particularly light and airy, are fitted with electric bells, have water laid on, and every requisite to add to the comfort of a sea passage.

Ladies' sitting and retiring rooms, gentlemen's smoking room, pianos, libraries, bathrooms, barber's shop, &c., provided. Special attention has been paid to the sanitary arrangements.

The Cuisine has always been a speciality of this Line.

SALOON RATES OF PASSAGE from LIVERPOOL or QUEENSTOWN, 15, 18, and 21 Guineas each berth, according to accommodation, all enjoying equal Saloon privileges. Children under twelve years half fare; infants free.

Return Tickets (available for twelve months), 30 and 35 Guineas.

The Brunswick Company's Patent Berths are in use in these Steamers.

Passengers holding Prepaid or Return Tickets will require to have them exchanged at the Head Office, Liverpool, or at the office of the Agent in Paris, London, or Queenstown before berths can be secured.

These rates include a liberal table, and Stewards' Fees, but without Wines or Liquors, which can be obtained on board.

Five Pounds deposit is required to secure a cabin berth, the balance to be paid the day before sailing.

Cabin Passengers are allowed 20 cubic feet of Luggage free to each adult, all in excess will be charged for.

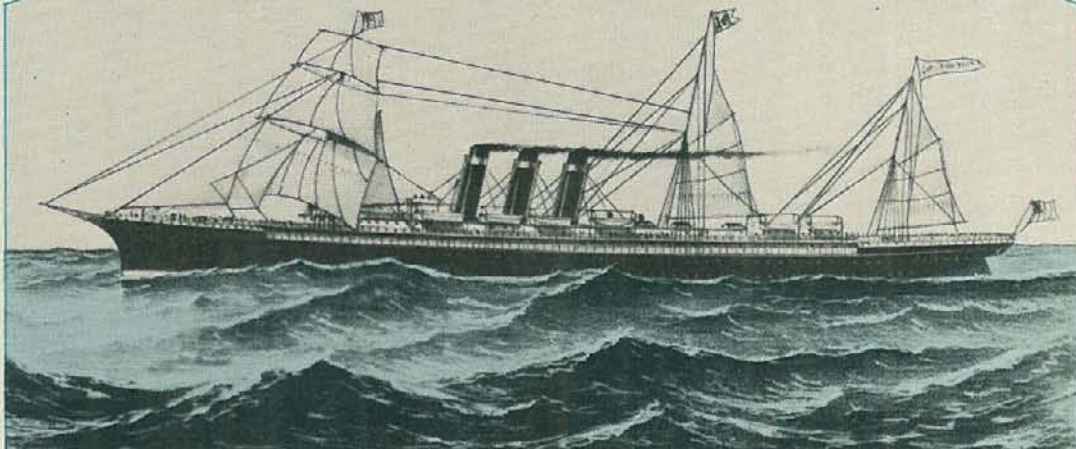
Passengers booked at Special Rates to all parts of the United States and Canada, also via American Overland Route to Australia, New Zealand, China, Japan, and India, at lowest through rates.

Agents, having power to issue Tickets, and give every information, will be found in most of the principal Towns and Cities in Europe and America.

FASTEST PASSAGES.

BETWEEN QUEENSTOWN AND NEW YORK (SANDY HOOK).

OUTWARDS.				INWARDS.			
		Dys.	Hrs. Mts.			Dys.	Hrs. Mts.
City of Berlin	Oct. 1877	7	14 12	City of Berlin	Oct. 1875	7	15 48
City of Chester	Jan. 1881	7	22 57	City of Chester	Dec. 1873	8	1 35
City of Richmond	July 1875	8	0 12	City of Richmond	Dec. 1875	7	18 50
City of Brussels	April 1878	8	4 39	City of Brussels	Dec. 1869	7	20 33
City of Montreal	Oct. 1880	8	20 53	City of Montreal	Jan. 1875	8	21 2



PUBLISHED BY CURRIER & IVES

115 NASSAU ST., NEW YORK

The Magnificent Steamship "CITY OF NEW YORK" of the Inman Line

Courtesy of The Mariners Museum of Newport News, Va.

In Scotland a keel was laid for the City of New York. In New York the foundation was laid for Wm. H. McGee & Co., Inc. Both enterprises were destined to succeed.

The great ship, "built to beat anything afloat," was one of the first twin-screw liners on the North Atlantic run. In 1892 she broke the speed record for an Eastward crossing. She was a "wonderfully consistent" performer and "very popular with the traveling public for many years."

William McGee was one of the early marine insurance underwriters in the modern New York insurance market. He, too, was a consistent performer, and came to enjoy the confidence of brokers, insureds, and insurers alike. The organization he founded carries on those traditions.

For superior service on your Marine Insurance needs—Ocean or Inland
—SEE MCGEE.



WM. H. MCGEE & CO., INC.

Four World Trade Center, New York, N.Y. 10048
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Atlanta · Baltimore · Boston · Chicago · Clifton, N.J. · Columbus · Dallas · Detroit
Hamilton · Bermuda · Houston · Los Angeles · New Orleans · New York Regional
Philadelphia · Pittsburgh · San Francisco · Seattle · Syracuse · Toronto · Vancouver

Established 1887 Correspondents throughout the World

1871

TRANSATLANTIC SHIPPING LINES
THE LIVERPOOL, NEW YORK AND PHILADELPHIA
STEAM SHIP COMPANY

— † —
THE INMAN LINE

New York Foreign Mail Cancellations

The Inman Line opened in 1850 with an iron screw steamer the City of Glasgow. Other "Cities" followed. The City of Paris was a 2550 ton steamer in service 1866-83. She was lengthened in 1870, then 3000 tons.

By an extraordinary process of reasoning the Inman steamers, although British owner, were termed by the British Post Office as American packets, and the ocean share of the postage was always credited to the U.S. Post Office. The main reason for this procedure was that the British recognized only one British Packet service - namely, the Cunard Line.



June 24, 1871. Stamps prepaying 6¢ per $\frac{1}{2}$ oz. rate, effective 1 Jan. 1870 to 1 July 1875, cancelled by New York Foreign Mail Department F13 obliterator.

July 5, 1871. London transit.

CUNARD LINE

SS RUSSIA. In service 1867-78
2959 tons. Last mail ship with
clipper bow and figurehead.

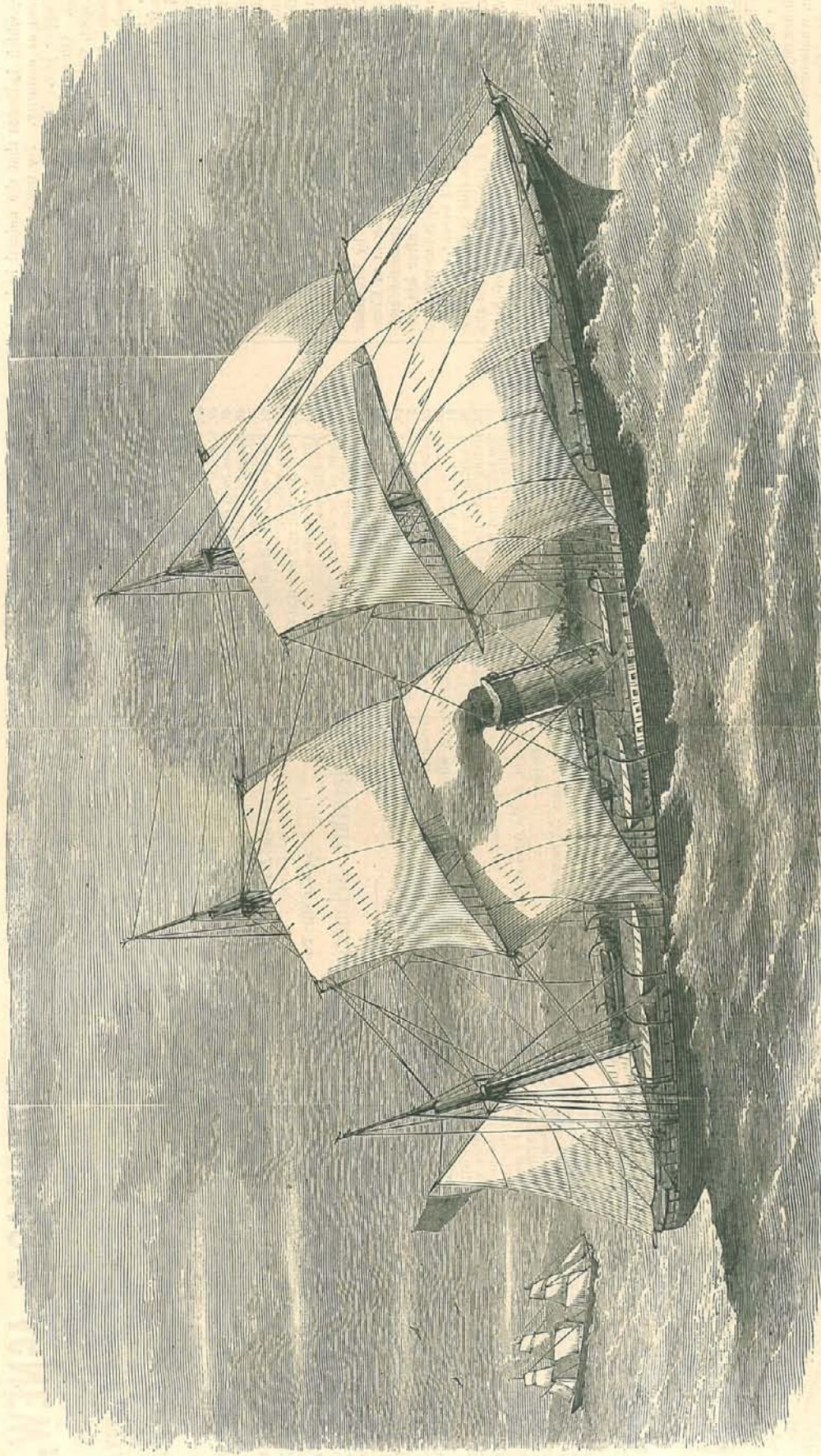
INMAN LINE

SS CITY OF PARIS. In service 1866-83
2550 tons. Lengthened in 1870
Then became 3000 tons.

APRIL 3, 1869.]

HARPER'S WEEKLY.

221



RACE ACROSS THE ATLANTIC BETWEEN THE "RUSSIA" AND THE "CITY OF PARIS."—[SEE PAGE 215.]

1851-2

THE LIVERPOOL & PHILADELPHIA STEAM SHIP COMPANY
THE INMAN LINE

S.S. City of Manchester

The Liverpool & Philadelphia Steam Ship Company was founded in 1850, popularly known as the Inman Line as a compliment to William Inman who founded the line. Their first steamer was S.S. City of Glasgow, followed by the S.S. City of Manchester which made her maiden voyage July 26, 1851, Liverpool to Philadelphia. The line sailed from Liverpool to Philadelphia until December 31, 1857, when the line started to carry contract mail between Liverpool and New York. It was then renamed Liverpool, New York & Philadelphia Steam Ship Company. The letter below is a pre-contract (i.e., mail contract) letter and was handled as a Ship Letter.



December 30, 1851. A letter dated at Liverpool inclosing a bill of lading for goods consigned to the City of Manchester. J.W. Jones notes that the invoice will "go by Mail Steamer sailing here 3 Jany." He was referring to R.M.S. Asia of the Cunard Line which departed on that date from Liverpool for New York.

N.Y. Shipping List & Price Current. Arrived at Philadelphia January 21, 1852, steamer City of Manchester, Leitch....Liverpool.

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



1867

THE INMAN LINE

S.S. City of Antwerp

Maiden Voyage

2391 tons, 332' x 39'-5", clipper bow, iron screw steamer built by Tod & McGregor, Glasgow. Launched November 8, 1866. Maiden Voyage February 20, 1867 (with this letter on board) Liverpool-Queenstown-New York.



3
CENTS

February 20, 1867. An unpaid letter posted at London and endorsed: p City of Antwerp. This letter was carried on the Maiden Voyage of that ship. U.S. was debited for 3¢ British Inland under the U.S.-British Treaty of 1848 rate per ½-oz.

February 20. S.S. City of Antwerp departed from Liverpool. She touched at Queenstown the 21st where this letter went on board.

March 6. City of Antwerp arrived at New York. Letter charged at the 24¢ Treaty rate. U.S. retained 16¢ Sea (American Packet) + 5¢ U.S. Inland = 21¢ after remitting 3¢ to Britain.

The 24¢ was due in gold. The N.Y. Exchange Office showed the optional amount due in depreciated paper currency by applying the day's gold/paper ratio of 1.33 x 24¢ = 32¢ due in U.S. NOTES.



1867

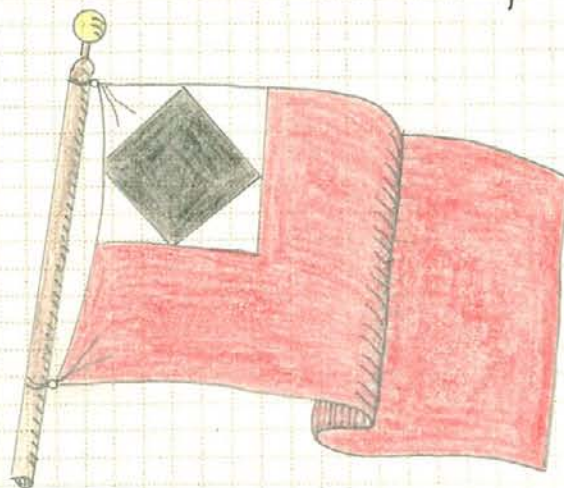
TRANSATLANTIC SHIPPING LINES

THE INMAN LINE

S.S. City of Antwerp

Depreciated
Currency

2,391 tons, 332 ft. x 39 ft. beam, clipper bow, iron screw steamer. Launched on Nov. 8, 1866 at Tod & McGregor yards, Glasgow. Maiden voyage Feb. 20, 1867 Liverpool-Queens-town-New York, last voy- age Jan. 13, 1876 on that run. Went missing Nov. 26, 1890, 43 lives lost.



House Flag of the Inman Line.

LONDON
AU 13
67

Aug. 13, 1867. Receipt mark at London. Letter endorsed "p City of Antwerp" to

allow routing by Irish Night Mail to Queenstown (Ireland) to pick up the City of Antwerp at her port of call there.

3
CENTS

Letter marked aboard ship, 3¢ debit to U.S. for British Inland. U.S. kept 16¢ sea (American Packet) + 5¢ U.S. Inland = 21¢.



Aug. 28. Stamped at N.Y., 24¢ packet rate from Britain due, if paid in coin. If paid in greenbacks (U.S. Notes) the depreciated paper had to be paid at the inflated rate of 33¢ as shown at bottom.



1858

TRANSATLANTIC MAIL

American Packet, Unpaid

THE INMAN LINE

S. S. City of Baltimore

12 times rated cover

You City of Baltimore

W. H. G.

Chas. D. Minot & Co.

Highburg

Maine

U. S. A.



$$\begin{array}{r}
 224241 \\
 113-33 \\
 480 \\
 \hline
 9040 \\
 487 \\
 \hline
 8732168 \\
 116 \\
 64 \\
 \hline
 60
 \end{array}$$

1858

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

London to U.S. unpaid
12 X rated cover

S.S. City of Baltimore

This is a truly remarkable cover in that very few large multiple rate covers have survived. Most surviving correspondence is of the folded letter type which was saved as normal company files. Large pieces, which served merely as "covers" for other correspondence, were usually discarded.



April 27, 1858. Letter posted unpaid at London. At first it was rated at a quadruple rate of 24¢ x 4 = 96¢. This was deleted and the cover rated at 12 times the 1/2-oz. rate, as noted by the manuscript "12" at U.L. Thus, 24¢ x 12 rates = \$2.88 due. Letter weighed 1/2-oz. x 12 = 6 oz.

36



The Exchange Office marked this letter with a credit to England of 3¢ British Inland per 1/2-oz., or 3¢ x 12 = 36¢. U.S. kept 16¢ transatlantic (Inman, American Packet) x 12 = \$1.92 + 5¢ U.S. Inland x 12 = 60¢ or a total of \$2.52.

May 12. New York Exchange marked letter incoming. Inman Liners were American Packets. The City of Baltimore, 2400 tons, was in service 1856-73.

This cover is further notable as it was carried during 1858 at a time when the United States had no regular contracts

(since the last return of the Collins Line Baltic to N.Y. Feb. 18). Instead, Postmaster General Aaron V. Brown engaged ships on a single trip basis, the so-called "Miscellaneous Lines." During 1858 22 trips were so chartered of which 16 were by Inman, 2 by Glasgow & NY SS Co., and 4 by Vanderbilt (the only American line used.)

1859

TRANSATLANTIC MAIL

THE INMAN LINE

S.S. City of Baltimore



March 29, 1859. Letter into mails unpaid at Liverpool. Liverpool Packet Office transit oval backstamp.

Mark struck aboard ship debiting the U.S. for British 3¢ Inland. This unique "3" is usually found on Allan Line mail, also has been seen on one other City of Baltimore and an Edinburgh cover, both Inman Liners.



B. 815 (var)

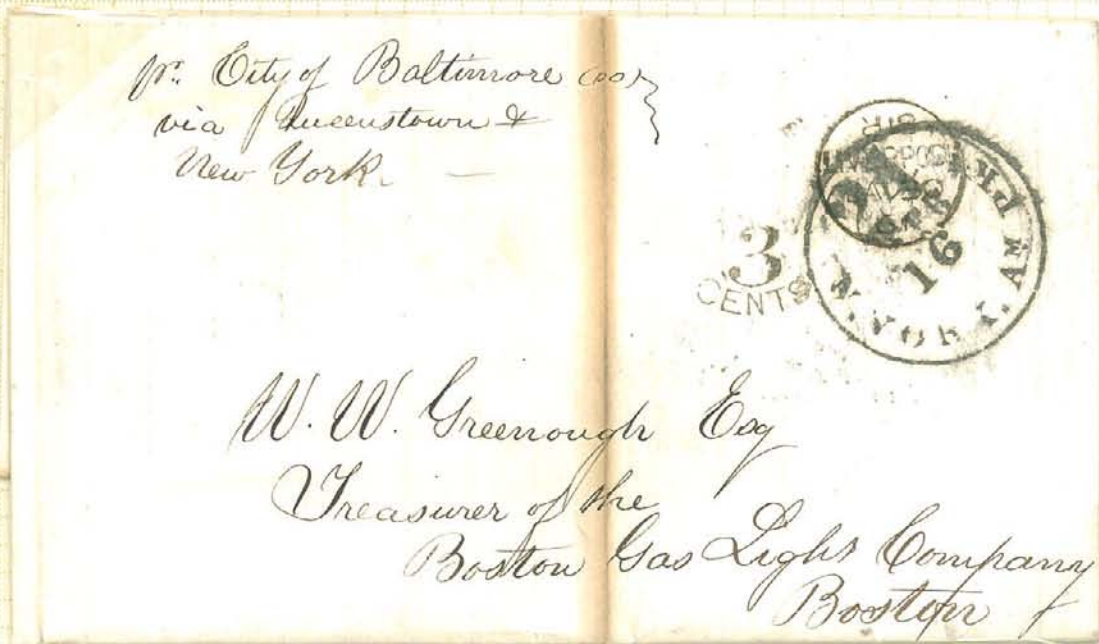
April 12. Records show the SS City of Baltimore, Capt. Leitch, arrived at N.Y. this date. Mail was bulked to Boston where this unrecorded double rim mark was struck showing 24¢ transatlantic rate due. This spectacular mark seems to be a variation of B. 815, and is similar to "Br. Pkt." double rim mark (B. 778A) (Which see TAS 015.5).

1861

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

Liverpool to New York
American Packet

S.S. City of Baltimore



3 CENTS

January 30, 1861. Shipping records show that the British Steamer City of Baltimore, Captain Petrie, sailed from Liverpool this date. Though the Inman Line was of British registry and ownership, for postal rating purposes they were considered "American" packets.

Struck aboard ship, this mark debits the U.S. with 3¢ British Inland postage.



Feb. 16, 1861. Records show the City of Baltimore arrived N.Y. on Feb. 15, mail processed next day. 24¢ British-U.S. Treaty rate due. U.S. retained 16¢ sea (American Packet) + 5¢ U.S. Inland = 21¢.

1862

THE INMAN LINE

S. S. City of Baltimore



October 10, 1862. A letter to London paid at the 24¢ U.S.-British Treaty of 1848 rate by stamps of the Issue of 1861, cancelled by the large Boston PAID (type with center bars 10 mm. apart). Letter is endorsed: Steam ship/City of Baltimore/via N. York. The Boston Exchange Office credited Britain with 3¢ for British Inland postage under the Treaty. U.S. would retain 16¢ Sea (American Packet) + 5¢ U.S. Inland = 21¢. Boston mails for Europe went by rail to New York.

October 10. S.S. City of Baltimore , Inman Line, departed from New York for Liverpool via Queenstown.



October 22. City of Baltimore touched at Queenstown, arrived at Liverpool October 23.

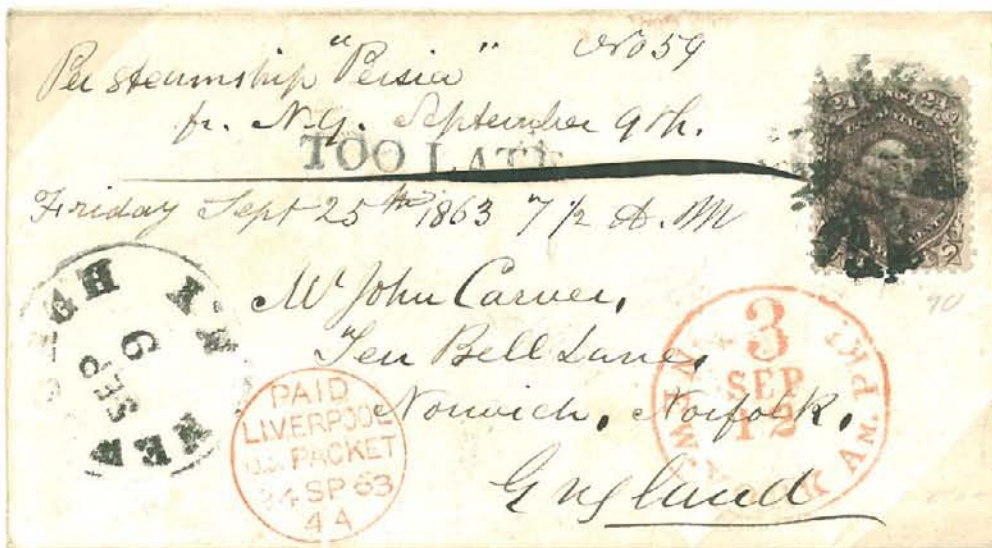
October 24. London arrival mark where letter was passed as PAID.

1863

TRANSATLANTIC MAIL
THE INMAN LINE

S. S. City of Baltimore

TOO LATE for R. M. S. Persia



TOO LATE



September 9, 1863. Letter paid at Newburgh, N.Y. by the 24¢ red lilac, Issue of 1862. It was endorsed: Per steamship "Persia"/fr. N.Y. September 9th.

September 12. Transit at New York where the Exchange Office marked the letter TOO LATE as the R.M.S. Persia had sailed on September 9, too early for this cover. The Inman Line's S.S. City of Baltimore was the next eastbound sailing for Europe and she departed from New York September 12. The Exchange Office credited Britain with 3¢ British Inland. U.S. retained 16¢ Sea (American Packet) + 5¢ U.S. Inland = 21¢. 24¢ was the U.S.-British Treaty of 1848 rate.

September 24. City of Baltimore arrived at Liverpool where the U.S. PACKET mark was struck. Transit backstamp at London, North Western office the same day.

September 25. Norwich arrival backstamp.

1875

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

SS City of Berlin

5,490 ton steamer in service 1875-93, when it was sold to the American Line.

This is under late usage with the captioned title, as the line passed from its founders in 1875, and in 1886 was purchased by the International Navigation Company of Philadelphia and renamed the Inman and International Steamship Company.



April 28, 1875. London Inland Branch obliterator, Dubus 127a, cancels 3d. transatlantic rate effective Jan. 1, 1870 to July 1, 1875. Stamp is Issue of 1873, Plate 17.

May 10, 1875. New York "PAID ALL" receipt

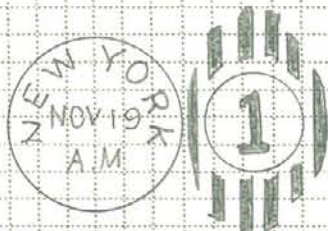
1881

TRANSATLANTIC MAIL



THE INMAN LINE

S. S. City of Berlin



November 19, 1881. Quadruple weight letter (1½-2-oz.) at the U.P.U. rate of 5¢ per ½-oz., paid by a pair of the 10¢ Issue of 1879. Endorsed: St. City of Berlin.

N.Y. Times. Cleared Sat. Nov. 19, 1881, Steamship City of Berlin, Leitch, Liverpool via Queenstown, John G. Dale.

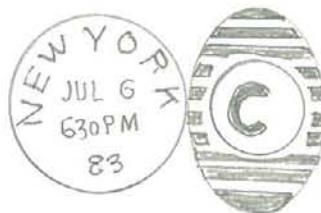
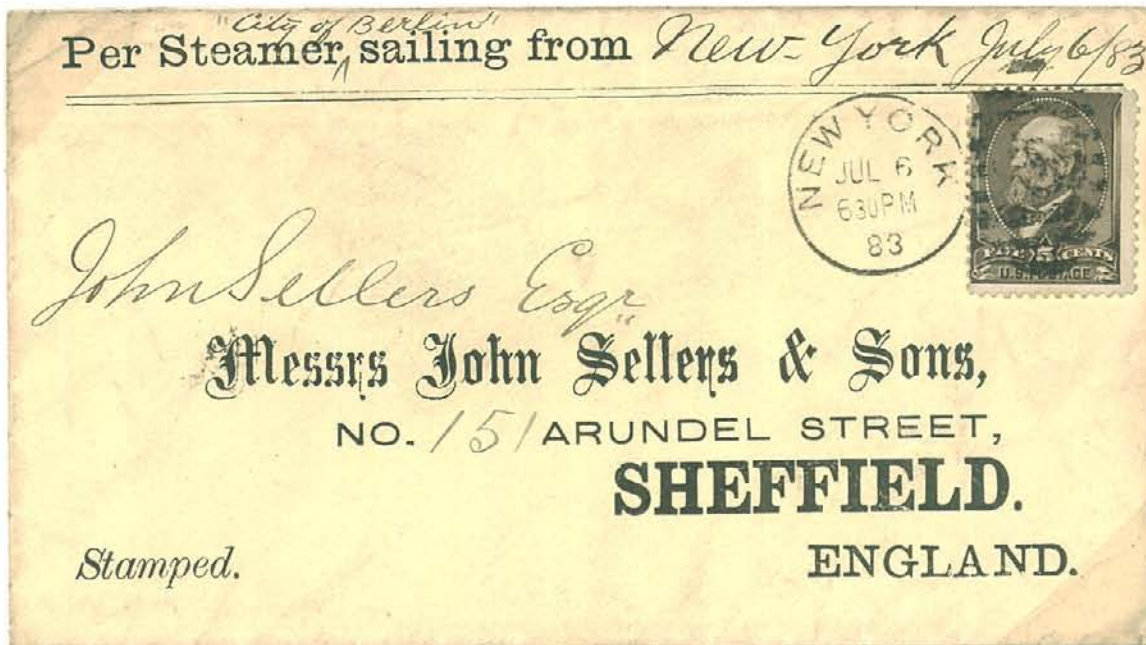


November 30. London arrival mark.

1883

TRANSATLANTIC MAIL
THE INMAN LINE

S.S. City of Berlin



July 6, 1883. Letter to England paid at New York at the 5¢ U.P.U. rate by the Issue of 1882. A preprinted envelope endorsed: Per Steamer "City of Berlin" sailing from New-York July 6/83.

July 7. S.S. City of Berlin of the Inman Line departed from New York for Queenstown, as endorsed.

N.Y. Times. BY CABLE. QUEENSTOWN, July 16. The Inman Line steam-ship City of Berlin, Capt. Leitch, from New-York July 7, for Liverpool was signalled off Brow Head at 1 o'clock this morning.

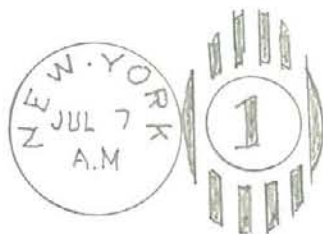


July 17. Mails went ashore at Queenstown. Sheffield arrival backstamp.

1883

TRANSATLANTIC MAIL
THE INMAN LINE

S. S. City of Berlin



July 7, 1883. A letter to Frankfurt-am-Main, Germany paid at double the 5¢ U.P.U. rate by the 5¢ stamped envelope, Issue of 1882 with the added adhesive stamp 5¢ Issue of 1882.

July 7. S.S. City of Berlin, as endorsed, departed from New York for Queenstown.

N.Y. Times. BY CABLE. QUEENSTOWN, July 16. The Inman Line steam-ship City of Berlin, Capt. Leitch, from New-York July 7 for Liverpool was signaled off Brow Head at 1 o'clock this morning.

July 18. Mails had gone ashore at Queens-town and forwarded to Germany through England. Receiving backstamp at Frankfurt-am-Main.



1870

TRANSATLANTIC MAIL
THE INMAN LINE

S. S. City of Brooklyn

2911 tons, 354' x 42½', clipper bow, iron screw steamer, two horizontal trunk engines, 13 knots. Built by Tod & McGregor, Glasgow, launched December 1868. Maiden Voyage February 24, 1869, Liverpool-Queenstown-New York. April 6, 1867, last voyage ditto. 1878 sold to Dominion Line, named Brooklyn. November 8, 1885, wrecked on Anticosti Island, no lives lost.



July 28, 1870. A single (not over ½-oz.) letter posted at Liverpool, paid at the 3d. (6¢) Britain to U.S. rate effective January 1, 1870. Payment is by the 3d. rose, Issue of 1867, plate 5, with cancellation by a clear strike of the duplex "466" obliterator of Liverpool. Letter endorsed: per "City of Brooklyn"/ Via Queenstown. As endorsed, the S. S. City of Brooklyn sailed from Liverpool on July 28, touching at Queenstown the 29th.



August 8. New York receiving handstamp agrees with the recorded arrival date of the City of Brooklyn at New York.

1872

TRANSATLANTIC SHIPPING LINES
THE LIVERPOOL, NEW YORK AND PHILADELPHIA
STEAM SHIP COMPANY

— ÷ —
THE INMAN LINE

SS City of Brooklyn

2900 ton steamer in service from 1869 - 1879.



June 27, 1872. Letter posted paid at the Lombard Street Office, London. Prepaid 3d. (red mms.) in cash, equivalent to 6¢ U.S., the trans-Atlantic rate effective Jan. 1, 1870.

July 9, 1872. Blake 937. Boston arrival mark.

1871

TRANSATLANTIC MAIL

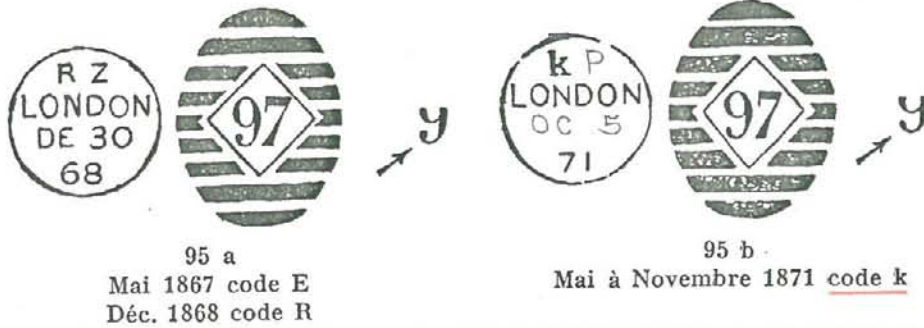


THE INMAN LINE

S.S. City of Brussels

London Inland Branch

Triple Rated Letter



Oct. 5, 1871. Dubus 95b. Triple rated cover at the Jan. 1, 1870 rate of 3d. (6¢) per ½-oz., 9 pence paid by a combination of 3d. Issue of 1867, Plate 6, and the 6d. Issue of 1869, Plate 9, no hyphen after SIX. Triple rated covers are uncommon.

The duplex "97" occurs with two different codes in the cds, earlier E and R (Dubus 95a) and later "k" (Dubus 95b), the latter in use only from May to November 1871. The "P" on this cover agrees with the date code assigned for Oct. 5, 1871.

S.S. City of Brussels, Capt. Kennedy, departed from Liverpool Oct. 5 and called at Queenstown Oct. 6, where this letter directionally endorsed "Via Queenstown" was picked up with the mails made up the evening of Oct. 5 at London.



Oct. 17.
City of
Brussels
 had arrived
 at New York
 Sunday Oct.
 15 to the
 docks of
 John. G.
 Dale.

1873

TRANSATLANTIC SHIPPING LINES
THE LIVERPOOL, NEW YORK AND PHILADELPHIA
STEAM SHIP COMPANY



THE INMAN LINE

SS City of Brussels

3,000 ton steamer in service 1869-1883. She was sunk in a collision at the mouth of the Mersey 7th January 1883.



Oct. 30, 1873. Postage of 3d. (mms.) prepaid at Lombard Street Office, London in cash, equivalent to 6¢ U.S. Trans-Atlantic rate effective Jan. 1, 1870.

Nov. 11, 1873. Blake 941. Receipt stamp at Boston.

1882

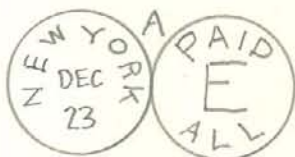
THE INMAN LINE

S. S. City of Brussels

Last Voyage

3081 tons, 390' x 40', clipper bow, iron screw steamer. Launched Aug. 10, 1869 at Tod and MacGregor, Glasgow. Oct. 14, 1869, maiden voyage Liverpool-Queenstown-New York. Dec. 1869, record passage New York-Queenstown. Enlarged to 3747 tons in 1872 with the addition of an iron promenade deck.

This letter was carried on her last voyage, westbound Queenstown to New York. On her return voyage, leaving N.Y. Dec. 28, 1882, she was struck on Jan. 7, 1883, by the Glasgow steamer S.S. Kirby Hall at the estuary of the Mersey in dense fog. She sank in 20 minutes with the loss of 10 lives.



December 11, 1882. Letter posted at Berkhamsted, and paid at the 2½d. U.P.U. rate by 2 copies of the one penny lilac (16 dots) Issue of 1881, and half penny green, Issue of 1881. The Birkhamsted "65" appears on the lists before 1874.

December 12. Liverpool transit backstamp. S.S. City of Brussels sailed this date from Liverpool for New York.

N.Y. Times Arrived Dec. 23, Steamship City of Brussels, (Br.,) Land, Liverpool Dec. 12 and Queenstown 13th, with merchandise and passengers to John G. Dale.

1873

THE INMAN LINE

S.S. City of Chester, Lost propeller blade, towed back to Queenstown.
S.S. City of Brussels, Carried "Chester's" mail to New York

November 27, 1873. A letter paid at Glasgow, Scotland at the 3d. (6¢) rate Britain to U.S., effective January 1, 1870, to July 1, 1875. Paid by the 3d. Issue of 1867, plate 10. Letter is endorsed: per C. of Chester.

November 27. The Inman Line S.S. City of Chester departed from Liverpool and touched at Queenstown on the 28th. One day out of Queenstown she lost one blade of her propeller and had to be towed back to Queenstown, where she arrived on November 30.

November 29. S.S. City of Brussels, also of the Inman Line, sailed from Liverpool and called at Queenstown on December 1. The mails from the disabled City of Chester were transferred to her at Queenstown.



December 9. City of Brussels arrived at New York with her own and City of Chester's mails. Arrival backstamp at New York December 10.

1875

TRANSATLANTIC MAIL
THE INMAN LINE

S.S. City of Chester

Insufficiently Prepaid
Depreciated Currency

The U.S.-British letter rates of Jan. 1, 1870, were 6¢ (3d.) per ½-oz., 12¢ (6d.) over ½-oz., but not over one oz. These were apportioned, as follows:

Up to ½-oz. Over ½-oz., but not over 1-oz.

British Inland	2¢	4¢
Sea Postage	2¢	4¢
U.S. Domestic	2¢	4¢
	<u>6¢</u>	<u>12¢.</u>



INSUFFICIENTLY
PREPAID

Feb. 3, 1875. Letter had been paid 4 pence by a strip of 3 (partial separation of 1st two stamps) and a single of the 1d., Issue of 1864, Plate 150. Jan. 1, 1870 rates were 3d. (6¢) per ½-oz. or 6d. (12¢) per ounce, hence this double (over ½-oz., not over 1 oz.) letter was underpaid 2d. (4¢).



Feb. 3. Backstamp transit at Manchester, England.

S.S. City of Chester, Capt. Kennedy, departed from Liverpool Feb. 4, 1875 and Queenstown the 5th where this letter went aboard with the London and Irish mails.



Feb. 17. City of Chester arrived at N.Y. Feb. 16, mail processed next day due to underpayment.

The fine for insufficiently paid letters was set at 6¢ per letter in the U.S. plus the amount of the underpayment. Here the letter was 4¢ (2d.) underpaid + 6¢ fine = 10¢. This was payable in gold, but in the post-Civil War era hard money was not available and the U.S. paper money was still depreciated over gold or silver coins.

The Coinage Act of Feb. 21, 1873, removed from the list of legal coins the silver dollar-piece due to the declining value of silver as several European countries had demonitized silver and large deposits were found in the U.S. Therefore, this letter was rated to collect the equivalent amount of 10¢ in gold, which was 11¢ in U.S. Currency (paper money) as shown in the New York Exchange Office receipt stamp.

PS-5

VPD SHEET PROTECTOR PS-5

VPD SHEET PROTECTOR

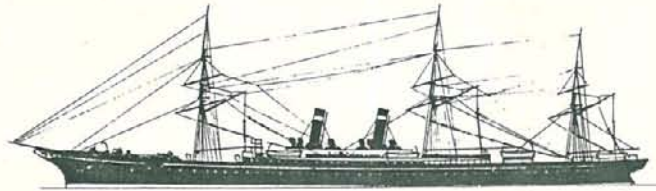
1875

TRANSATLANTIC MAIL
THE INMAN LINE

S.S. City of Chester

Rates of 1st Jan. 1870, 6d per oz. Insufficiently Prepaid

Prior to 1873 all of the Inman Line ships were built by Tod & McGregor, Glasgow. In that year Inman decided more tonnage was needed, one order was placed with Tod & McGregor, who were then in financial difficulty, for City of Richmond and one order with Caird & Co. of Greenock, who completed the beautiful clipper bowd 4566 ton City of Chester in time to sail from Liverpool July 10, 1873. City of Richmond began her maiden voyage September 4, 1873.



1873 CITY OF CHESTER 4,566 tons
Inman's considered reply to the OCEANIC. Consort:
CITY OF RICHMOND.



1875

TRANSATLANTIC MAIL



THE INMAN LINE

S.S. City of Chester

Belgium to U.S., Closed Mail via England

Rate of July 1873



Feb. 2, 1875. Letter posted at Antwerp (Anvers) and paid by a pair of the 40 centimes stamp, Issue of 1870. U.S.-Belgium rate, closed mail via Britain was set at 8¢ per $\frac{1}{2}$ -oz. and direct at 6¢ per $\frac{1}{2}$ -oz. effective July 1873. The centime was approximately .002/U.S. ¢, hence: 40 centimes x .002 = .08, the equivalent to 8¢ U.S. These rates included domestic delivery at each end.

Feb. 4. Steam-ship City of Chester, Inman Line, departed Liverpool Feb. 4 and Queenstown Feb. 5 where this letter went aboard with the closed bags of the Belgian mails.

Feb. 16. Arrived at New York, City of Chester, Capt. Kennedy, to John G. Dale.

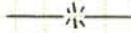


Feb. 17. Boston and New England mails were bulked through to Boston where bulk was broken at the Boston Exchange Office, Foreign Division and the letter received identity there. Belgian rate included forwarding on to North Edgecomb, Maine.

B. 941

1875

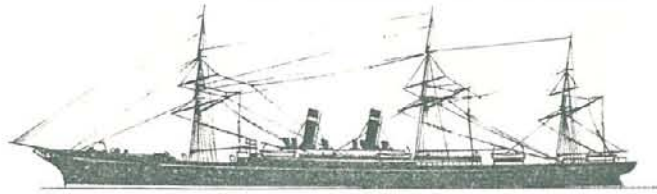
TRANSATLANTIC SHIPPING LINES



THE INMAN LINE

S.S. City of Chester

4566 tons, 444.6 ft. x
44.2 ft. beam. Launched
Mar. 29, 1873 at Caird &
Co., Greenock. July 10,
1873 Maiden Voyage Liver-
pool - Queenstown - New
York. Iron, single screw,
two cylinder compound
engine, 14 knots. Scrapped
1907.



1873 CITY OF CHESTER 4,566 tons
Inman's considered reply to the OCEANIC. Consort:
CITY OF RICHMOND



October 7, 1875. Letter posted
at Liverpool and paid at the 2½d.
(5¢) U.P.U. single rate to member
countries by Issue of 1875, plate
1.

Oct. 19. New
York arrival backstamp.

1876

TRANSATLANTIC MAIL



THE INMAN LINE

S.S. City of Chester

London Inland Branch. Nos. 27 to 52 w/Double Circle cds.



Sept. 7, 1876. G.P.U. rate of 2½d. (5¢), paid by Issue of 1876, plate 3. Stamp cancelled by the London Inland Branch stamp with Nos. 27 to 52 in a diamond. Code letters in date stamp correspond A to Z as 27 to 52. Here "C" is the 3rd letter of the alphabet and "29" is the 3rd stamp of the series.

Letter is endorsed : p "City of Chester". This Inman Liner departed from Liverpool Sept. 6 and called at Queenstown Sept. 7 where this letter went aboard.

Sept. 17. Steam-ship City of Chester, Capt. Leitch, arrived at New York to John G. Dale.

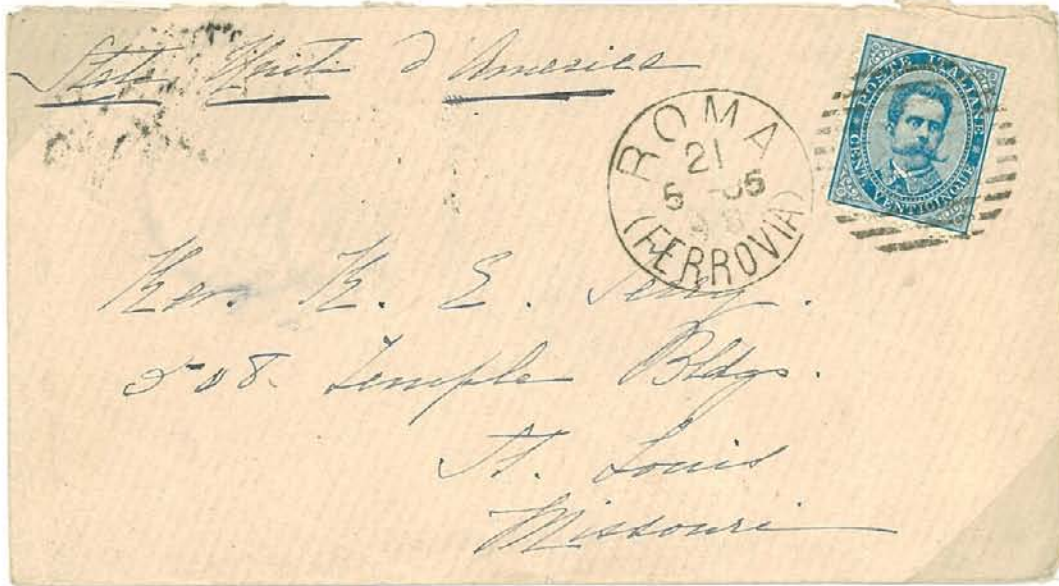
Sept. 18. Arrival "PAID ALL" mark at New York.



1885

THE INMAN LINE

S.S. City of Chester



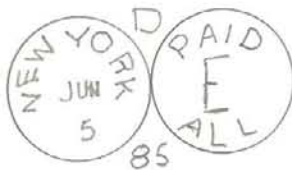
May 21, 1885. Letter to the U.S. paid in Italy at the 25 centisimi rate by the Issue of 1879. It was cancelled aboard a railway post office (Ferrovial).

May 26. S.S. City Of Chester departed from Liverpool.

N. Y. Times. Arrived at New York June 5, Steamship City of Chester, (Br.,) Condron, Liverpool via Queenstown 10 ds. to Inman Line Steamship Co.

June 5. New York transit backstamp.

June 7. St. Louis arrival backstamp.



1886

THE INMAN LINE

S.S. City of Chicago

Built by Charles Connell & Co., Scotstoun, Glasgow 5202 tons, 430' x 45', single-screw, 14 knots, iron hull. Laid down as Vancouver for Dominion Line. Maiden voyage, Liverpool-New York September 18, 1883, wrecked by stranding near Old Head of Kinsdale on south coast of Ireland July 1892.



November 22, 1886. A letter paid at the 5¢ U.P.U. rate to member countries at Central City, Nebraska. Rate is made up by the 2¢ stamped envelope brown on oriental buff Issue of 1886 (Sc. U279) and 3 copies of the 1¢ Issue of 1881.

November 27. S.S. City of Chicago departed from New York for Queens-town.

N.Y. Times: LATEST FOREIGN SHIPPING. LONDON, Dec. 7 (Tuesday). The steamship City of Chicago. (Br.,) Capt. Watkins, from New-York Nov. 27 for Liverpool arr. at Queenstown at 10 o'clock Sunday night (Dec. 5).



December 6. Arrival backstamp at Exeter, England.

N.B.: Another possible transatlantic conveyance: HAPAG. London, December 7. The steam-ship Gellert, (Ger.,) Capt. Kuhlwein, from New York Nov. 26 for Hamburg, arr. at Plymouth Sunday.

1866

TRANSATLANTIC SHIPPING LINES

THE INMAN LINE

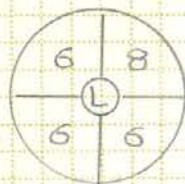
S. S. City of Dublin

2138 tons, 318' x 36'-4" beam. Iron screw steamer. Laid down as Hellespont; bought on stocks by Inman, Smith & Rodger, Glasgow. Launched as City of Dublin, Feb. 1864. Maiden voyage Dec. 10, '64 Liverpool-Queenstown-N.Y. April 2, 1872, last voyage L'pool-N.Y. Various owners and names, Feb. 16, 1890, abandoned in the North Atlantic.



August 6, 1866. Double rated letter paid by pair of 1 shilling stamps of the Issue of 1865. 422 is British Post Office number assigned to Kingston-on-Thames.

42 CENTS



Debit to Britain of
16¢ Sea (American Packet)
+ 5¢ U.S. Inland = 21¢ x
2 (double letter) = 42¢.

Aug. 6. Transit at London, South Western District Office. S.S. City of Dublin left L'pool for N.Y. Aug. 4 via Queenstown the 6th. Letter put into mails for Q'town at London.



Aug. 22. City of Dublin, Capt. Eynon, arr. N.Y. Aug. 21, mail bulked to Boston where this mark struck. Two other steamers arrived at N.Y. Aug. 21:
SS Bremen (Brem.), Neynaber, Bremen Aug. 4, S'hampton 8th.
SS Saxonia (Hamb.), Meier, Hamburg Aug. 5, S'hampton 8th.

B. 837

1864

TRANSATLANTIC MAIL
— ⚓ —
THE INMAN LINE

S.S. City of Limerick

1529 tons, 281 ft. x 34 ft. beam, clipper bow, iron screw steamer, 10 knots. Built by Smith & Rodger, Glasgow, launched 1855 as African. Purchased 1863 by Inman, renamed City of Limerick. May 29, 1863, first voyage Liverpool-Queenstown-N.Y. 1870 lengthened to 331 ft., 2536 tons. Jan. 8, 1882, sailed N.Y. to London, went missing, 43 lives lost.



PAID

21
CENTS

Jan. 5, 1864. Letter paid at London by 1 shilling stamp, Issue of 1862, Plate 1. S.S. City of Limerick, Eynon, master, departed Liverpool Jan. 9. Dubus 52 cancellation of London, East Central.

Exchange Office credit to U.S. for 16¢ transatlantic (U.S. Packet) + 5¢ U.S. Inland = 21¢.

Jan. 28, 1864. Docket notes arrival at N.Y. The Times records her arrival on that date. She had heavy westerly winds the entire passage. Jan. 21, lat 47 lon 46 30 saw large quantity of field ice to the northward. 25th lat 42 18 lon 61 08 exchanged signals with a Cunard screw steamship steering E. City of Limerick took 19 days from L'pool. The weather conditions held up the City of Limerick on her westbound voyage. The City of New York left L'pool Jan. 15 and Q'town the 16th, yet arrived at New York on the same day as Limerick, the 28th, 12 days from Liverpool.

1863

TRANSATLANTIC MAIL

INMAN LINE

S.S. City of London



3
CENTS

August 19, 1863. Letter, unpaid, is datelined at London and endorsed: "City of London" via Queenstown. This routing was to connect with the Inman Liner sailing out of Liverpool. U.S. was debited for 3¢ British Inland out of the 24¢ per ½-oz. U.S.-British Treaty of 1848 rate.

August 19. S.S. City of London departed from Liverpool and touched at Queenstown, Ireland on the 20th where this letter went aboard with the London mails.

August 31. City of London arrived at New York, letter processed September 1.



This letter was subject to the 24¢ rate in hard currency or 28¢ in depreciated paper currency (U.S. NOTES) at the day's ratio of depreciation at 1.67 x 24¢ = 28¢.

1865-66

TRANSATLANTIC MAIL



THE INMAN LINE

S.S. City of London



3 CENTS

December 20, 1865. An unpaid letter posted at London. It is endorsed: "City of London" via Queenstown. S.S. City of London of the Inman Line departed from Liverpool December 20 and picked up the U.S. mails at Queenstown on December 22. Letter marked with a 3¢ debit to the U.S. for British Inland postage.

January 9, 1866. City of London arrived at New York. Letter was marked with the U.S. depreciated currency handstamp showing 24¢ due in hard coin, the 1848 U.S. - British Treaty rate. This could also be paid at 33¢ in U.S. Notes (greenbacks), the day's value against subsidiary silver coins.



1866

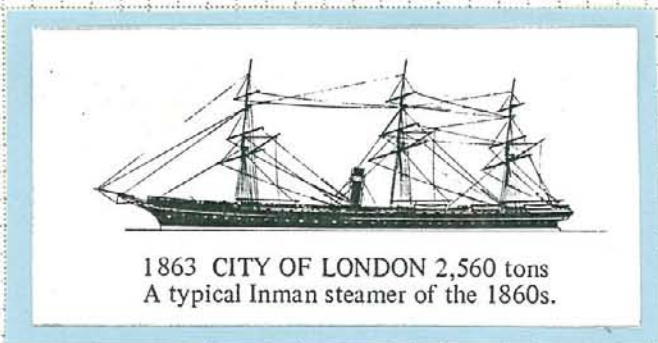
TRANSATLANTIC MAIL



THE INMAN LINE

S.S. City of London

2560 tons, 336 x 40.5 ft., clipper bow, iron screw steamer, 12 knots. Launched 1863 at Tod & McGregor, Glasgow. July 8, 1863, maiden voyage Liverpool-Queenstown-New York. July 8, 1869 last voyage before lengthened to 374', 2765 tons, new single-expansion engines. Nov. 4, 1869 resumed L'pool-Q'town-N.Y.. Feb. 25, 1875, last voyage ditto. 1878 sold to Thistle Line.



1863 CITY OF LONDON 2,560 tons
A typical Inman steamer of the 1860s.

May 23, 1866. Archer & Bull correspondence letter, double rate at 2 shillings paid by pair of the Issue of 1865, plate 4. Late fee is paid by the 2d., Issue of 1858, plate 9. It is endorsed "City of London via Queenstown." This Inman Liner touched at Queenstown on May 24 to put aboard the U.S. Mails.

Exchange Office credited U.S. for 16¢ Sea (American Packet) + 5¢ U.S. Inland = 21¢ x 2 = 42¢ plus 1/2 of late fee or 2¢, shown as 42/2 in red. On late fee letters by British Packet, Britain retained all the fee. June 5. Arr. June 4, Steamship City of London (Br.,) Mirehouse, L'pool May 23, 3:45 PM via Q'town 24th: 4 47 to J.G. Dale.

1872

THE INMAN LINE

S.S. City of London

One Penny Printed Matter Transatlantic Rate

Per "City of London," via Queenstown.



October 3, 1872. A wrapper for a newspaper posted at Liverpool and paid at the penny rate for printed matter for transmission abroad by the penny red, Issue of 1864, plate 136. It bears the printed endorsement: Per "City of London" via Queenstown. The S.S. City of London of the Inman Line departed from Liverpool on October 3 and touched at Queenstown October 4.

October 14. City of London arrived at New York. Prepayment of one penny at Liverpool carried the printed circular from New York to Richmond.

1862

TRANSATLANTIC MAIL



THE INMAN LINE

S. S. City of Manchester

The City of Manchester was the first ship built expressly for Inman and was the second of the fleet, the City of Glasgow having been launched for Tod & McGregor. Manchester was 2,109 tons, 265' x 37½' beam, iron screw steamer, clipper bow, 9 knots. Launched June 14, 1851, by Tod & McGregor she made her maiden voyage July 26, 1851, Liverpool to Philadelphia, sailing that route until Dec. 20, 1854. Chartered in 1855 by the French as a Crimean War transport, she resumed the Philadelphia run 1856-57 until August 1857 when she sailed London - Calcutta as an Indian War Mutiny transport. Dec. 22, 1858, she made her first voyage Liverpool-New York, and made 48 round voyages until 1862 when new boilers were installed. Her last voyage to N.Y. was Jan. 28, 1871, then sold, engines removed. Wrecked in 1876.



January 1, 1862. Unpaid letter at Liverpool. City of Manchester departed from Liverpool Jan. 1 via Queenstown where she departed the 3rd. Leech, Harrison & Forword were consignees of 10 cases of goods aboard the City of Manchester and this invoice accompanied the shipment.

Jan 24. N.Y. Times: "Arrived at N.Y. Steamship City of Manchester, Halcrow, at 4 AM to John G. Dale. Has had continued heavy westerly gales the entire passage." 24¢ due for U.S.-British Treaty rate. 3¢ credit to Britain for British Inland. The curious "hook-nosed" "3" has been noted on Inman Line steamer letters of the SS Edinburgh, City of Brussels, and City of Washington as well as some Allan Line letters.



3 24
CENTS

1864

TRANSATLANTIC MAIL

INMAN LINE

S.S. City of Manchester

"SHORT PAID" Letter

Treaty of April 1, 1854

Letters under this Treaty were rated:

	<u>Per ¼-oz.</u>	<u>Per ½-oz.</u>	
U.S. Inland	3¢	6¢) = 18¢ debit to France
Sea	6	12	
British Transit	2	4	
French Inland	<u>4</u>	<u>8</u>	
	15¢	30¢	



SHORT PAID

November 12, 1864. A letter to Paris paid at the single (¼-oz.) rate of 15¢ by the 5¢ brown, Issue of 1863

and 10¢ yellow green, Issue of 1861. As this letter weighed over ¼-oz., but not over ½-oz. it was stamped "SHORT PAID" and forwarded as unpaid. The New York Exchange Office marked the letter for a debit to France of 6¢ U.S. Inland + 12¢ Sea (American Packet) = 18¢. The

U.S. kept the windfall of the disallowed 15¢.

November 12. S.S. City of Manchester of the Inman Line sailed from N.Y., touched at Queenstown the 24th, arrived at Liverpool 25th.



16



November 25. French entry mark struck at Paris showing mail from the U.S., American Service via Calais, Paris Backstamp. Letter charged 16 decimes, equivalent to 30¢ U.S.

1864

TRANSATLANTIC MAIL

INMAN LINE

S.S. City of Manchester

Depreciated Currency



3
CENTS

December 14, 1864. An unpaid letter posted at London and endorsed: City of Manchester via Queenstown. The U.S. was debited for 3¢ British Inland out of the 24¢ per ½-oz. U.S.-British Treaty of 1848 rate.

December 14. S.S. City of Manchester of the Inman Line departed from Liverpool and picked up this letter with the London mails at her port-of-call at Queenstown on December 15.

December 30. City of Manchester arrived at New York, letter processed December 31. U.S. retained 16¢ Sea (American Packet) + 5¢ U.S. Inland = 21¢.

As hard currency was virtually nonexistent during the Civil War and as settlement of the Treaty mails had to be made in gold, this letter was subject to the depreciated amount in paper money (U.S. NOTES) at the day's depreciation ratio of $2.25 \times 24¢ = 53¢$ due in paper money. The end of 1864 saw the highest depreciation ratios of the era.



W 384

1865

TRANSATLANTIC MAIL

INMAN LINE

S.S. City of Manchester



24

January 4, 1865. A letter datelined and posted at Richmond, Maine. It is addressed to Capt. L. R. Ross of the ship Southern Rights at London. It advises the captain to call on Baring Brothers for the writer's one-fourth expenses, J.L. Harward being owner of one-quarter of the ship.

Letter was unpaid and the U.S.-British Treaty of 1848 rate of 24¢ per ½-oz. was added in pen, later deleted in England to avoid confusion.

January 7. Transit mark at Boston. Britain was debited for 16¢ Sea (American Packet) + 5¢ U.S. Inland = 21¢. Britain would retain 3¢ British Inland. Letter went by rail to New York where the S.S. City of Manchester of the Inman Line sailed on even date for Liverpool via Queenstown.

January 19. City of Manchester touched at Queens-town, arrived at Liverpool January 20.

January 21. London receiving backstamp. Letter was there subject to one shilling (1/-) due, equivalent to 24¢ U.S.



1872

TRANSATLANTIC MAIL
THE INMAN LINE

S.S. City of Montreal



April 10, 1872. A letter paid at Chattanooga, Tenn. at the 6¢ rate (equivalent to 3d. sterling) to England, effective January 1, 1870 to July 1, 1875. Payment by the 6¢ carmine National Bank Note Co. Issue of 1870. This cover bears the interesting corner card of the "POSTAL DEPARTMENT - BOWLES BROTHERS & CO." This firm acted as forwarding agents and poste restante (general delivery.)

April 13. New York transit mark. The S.S. City of Montreal of the Inman Line departed this date from New York for Queenstown.



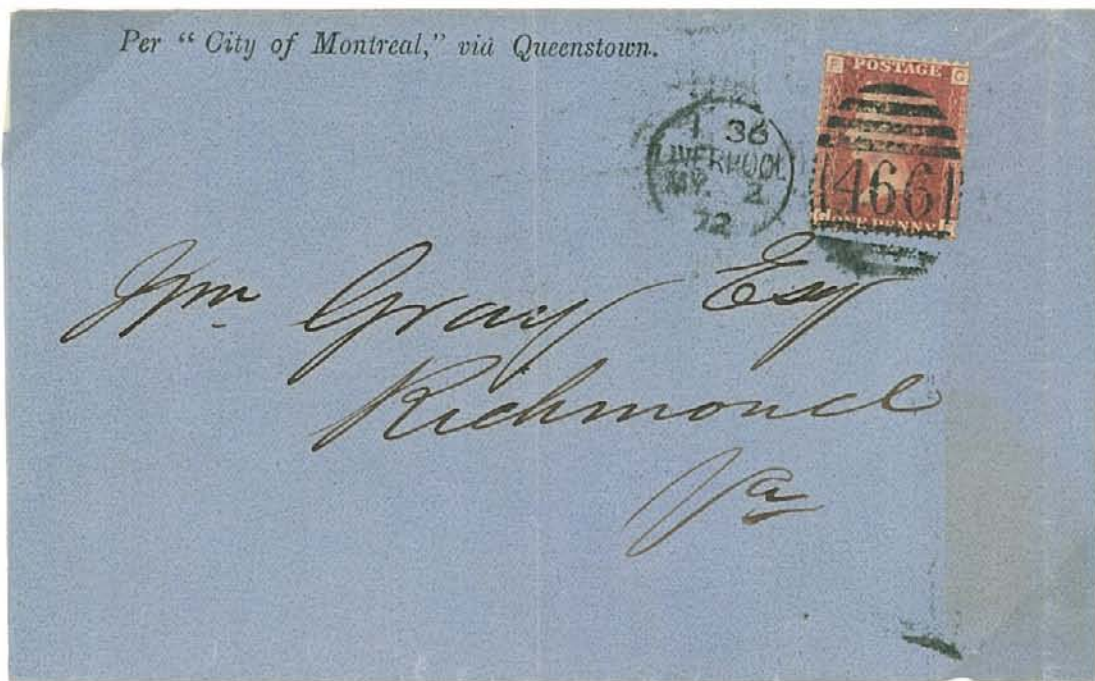
April 23. The City of Montreal arrived at Queenstown. Letter forwarded by local steamer and rail to London where it was processed as a PAID letter on April 24.

1872

THE INMAN LINE

S.S. City of Montreal

One Penny Printed Matter Transatlantic Rate



May 2, 1872. A wrapper for a newspaper posted at Liverpool and paid at the penny rate for printed matter for transmission abroad by the penny red, Issue of 1864, plate 158. The Liverpool duplex obliterator shows a recut with 4 bars over and 3 under the 466. This letter bears the printed endorsement: *Per "City of Montreal" via Queenstown.* The S.S. City of Montreal of the Inman Line sailed from Liverpool on May 2, touched at Queenstown May 3.

May 14. City of Montreal arrived at New York. The one penny prepayment included delivery from New York to Richmond, Virginia.

1872

THE INMAN LINE

S. S. City of Montreal



May 17, 1872. A letter posted at Hyde Park, Mass. by Willis Bumstead's aunt Mary. Hyde Park is now a section of Boston, but in 1872 it was a separate town.

May 18. New York transit postmark. The S.S. City of Montreal of the Inman Line departed from New York for Queenstown on this date. The 6¢ (3d.) rate per ½-oz. to Britain, effective Jan. 1, 1870 to July 1, 1875, was paid by the 6¢ National Bank Note Co. Issue of 1870, no grill.

N.Y. Times. London, Thursday, May 30, 1872. The Inman Line steam-ship City of Montreal, Capt. Kennedy, which left New-York May 18 for Liverpool, arrived at Queenstown at 8 o'clock last Tuesday evening (May 28.)

May 30. London arrival postmark.

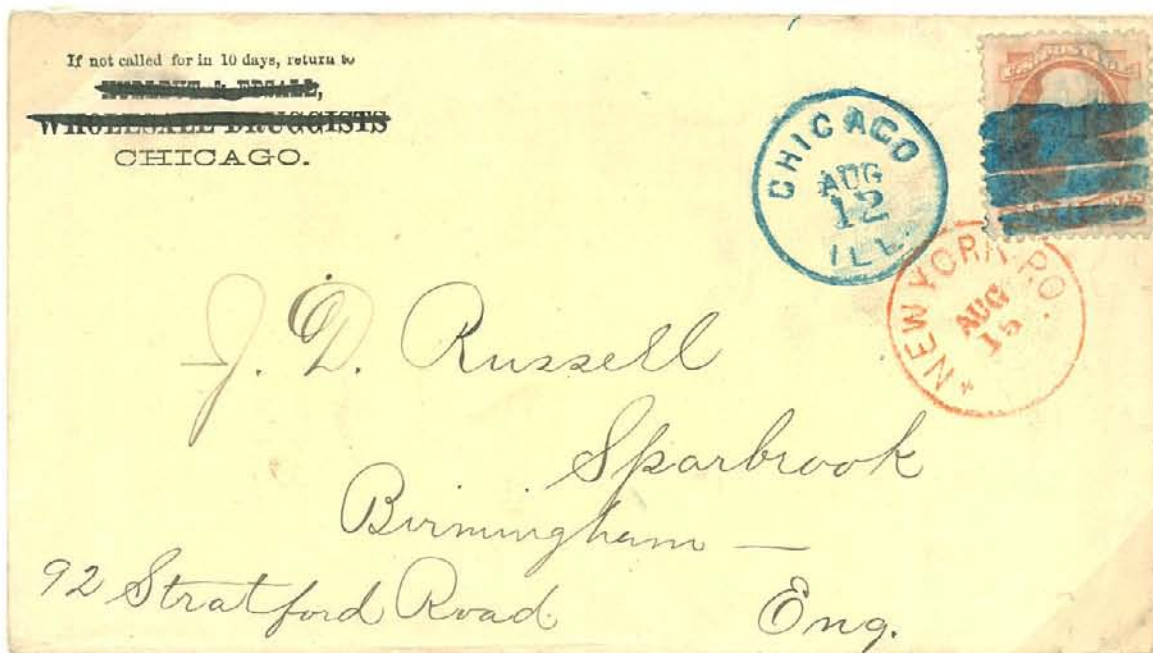


1874

TRANSATLANTIC MAIL

INMAN LINE

S.S. City of Montreal



August 12, 1874. A letter paid at Chicago to Birmingham, England at the 6¢ rate (equivalent to 3d. sterling), effective January 1, 1870 to July 1, 1875. Payment by a 6¢ Bank Note Issue.

August 15. New York P.O. transit mark. Noted used (Winter et al #243) from Oct. 6, 1874 to July 17, 1875, here extended back to August 15, 1874.

August 15. S.S. City of Montreal departed from New York for Queenstown.

August 25. City of Montreal arrived at Queenstown, Ireland. Same day arrival backstamp at Birmingham,



1875

TRANSATLANTIC MAIL

THE INMAN LINE

S.S. City of Montreal

Registered Letter



Sept. 7, 1875. Registered letter, U.P.U. rate and fee paid by a strip of three of the 2d., Issue of 1869, Plate 14 and a ½d. Issue of 1870.

Sept. 8. Transit at London, Registry Section.

U.P.U. Rate per ½-oz.	2½d.
Registry Fee	4 d.
	6½d.



Sept. 8. Backstamp at Liverpool. S.S. City of Montreal Mirehouse master, departed L'pool Sept. 9, Queenstown Sept. 10.

Sept. 20. Arrival mark at N.Y., date of docking of the City of Montreal.

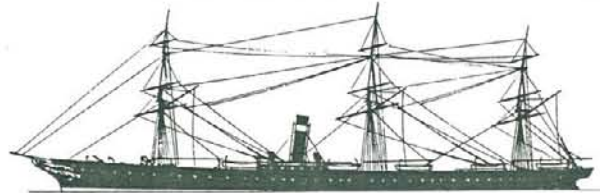
1876

LIVEPOOL, NEW YORK AND PHILADELPHIA STEAM SHIP CO.
— ʘ —
THE INMAN LINE

S. S. City of Montreal

Last voyage before refitting

4,451 tons, 419 ft. x 44 ft., beam. Clipper bow, 1 funnel, 3 masts, iron screw steamer, compound horizontal engines, 12 knots. Built by Tod & McGregor, Glasgow. Launched Sept. 20, 1871, Maiden Voyage Feb. 8, 1872, Liverpool-Queenstown-New York. July 20, 1876 Last Voyage. 1876 new compound inverted engines; 2nd funnel added. Sept. 13, 1877 resumed Liverpool-Queenstown-N.Y. July 12, 1887, last voyage. Aug. 10, 1887 destroyed by fire at sea, passengers and crew rescued by York City (Furness).



1872 CITY OF MONTREAL 4,451 tons
Inman's immediate reply to the White Star
OCEANIC. A second funnel was added in 1876.

Per "CITY OF MONTREAL," (s.s.)



Wm & A. Trotter & Co
Philadelphia
U.S.

7/20
1876

July 20, 1876. Prices current at the one penny transatlantic newspaper rate. U.P.U. letter rate at this time was 2½d. per half-ounce. This was the last voyage of the City of Montreal before refitting (see above).

"466" is the British Post Office number assigned to Liverpool.

1879-80

THE INMAN LINE

S. S. City of Montreal

Underpaid Letter



November 4, 1879. A letter posted at the London West Central District Office with postage paid by the one penny red, plate 200, Issue of 1864. As the G.P.U. rate was 2½d. (5¢) per ½-oz., this letter was 1½d. (3¢) underpaid. Consequently, it was marked "T" for Taxe or Postage Due, with the notation of "10" (centimes), the G.P.U. convention currency due.

N.Y. Times, BY CABLE, QUEENSTOWN. November 5. The Inman Line Steamship City of Montreal, Capt. Condron, from Liverpool for New York, sld. hence to-day.

November 14. City of Montreal arrived at New York.

Letter marked postage due at 5 centimes = 2¢ or 10 cent. = 4¢, shown by the handstamp. This was further stated by two 2¢ Postage Due stamps affixed at lower left, later removed by the Dead Letter Office.

Nov. 16 (ca.) Utica, N.Y. arrival backstamp.

Dec. 3. Letter was not called for, so it was advertised in the local paper. This would require an additional 1¢ charge.

Jan. 2, 1880. Letter was unclaimed so it was sent to the Dead Letter Office where it was sent back to England in a covering pouch, no further marks.



1881

THE INMAN LINE

S. S. City of Montreal



June 5, 1881. A letter to Vermont posted at Tanygris, Merionethshire, Wales. It was paid at the 2½d. U.P.U. rate for a ½-oz. letter by the Issue of 1880, plate 20. As this was a double weight letter, i.e. over ½-oz., it was marked T = Taxe = Postage Due (under the U.S. due stamps.)

June 6. Liverpool transit backstamp. The S.S. City of Montreal, Inman Line, departed from Liverpool June 7.



N.Y. Times. Arrived N.Y. June 18, Steam-ship City of Montreal, (Br.,) Liverpool June 7, via Queenstown 8th. with mdse and passengers to John G. Dale.

June 18. Letter was stamped at New York for 10 CENTS due. This was figured at the underpayment of 2½d., equivalent to 5¢ U.S., double for fine, total 10¢ due. The payment was shown by the 1¢ and the strip of 3¢ U.S. Postage Due stamps, Issue of 1879.

1881

TRANSATLANTIC MAIL



THE INMAN LINE

S.S. City of Montreal



August 30, 1881. Letter at Stockbridge, Mass., stamps cancelled by the "arrows" killer, paid at the 5¢ U.P.U. rate per ½-oz. to member countries by 2¢ and 3¢ Issue of 1879. Directionally endorsed: Per "City of Montreal" on Thursday.

N.Y. Times records: Cleared at N.Y., Wednesday Aug. 31, City of Montreal, Land, for Liverpool via Queenstown. Sailed Thursday, Sept. 1.



Sept. 12. Letter processed at the London, East Central office.

By Cable from London Sept. 11: The Inman Line steam-ship City of Montreal, Capt. Land, from N.Y. Sept. 1 for Queenstown and Liverpool passed Crookhaven at 3:20 o'clock this afternoon.

N.B.: Crookhaven is the southern tip of Ireland, indicating the City of Montreal landing at Queenstown later that day.