

1873

FORWARDING AGENTS

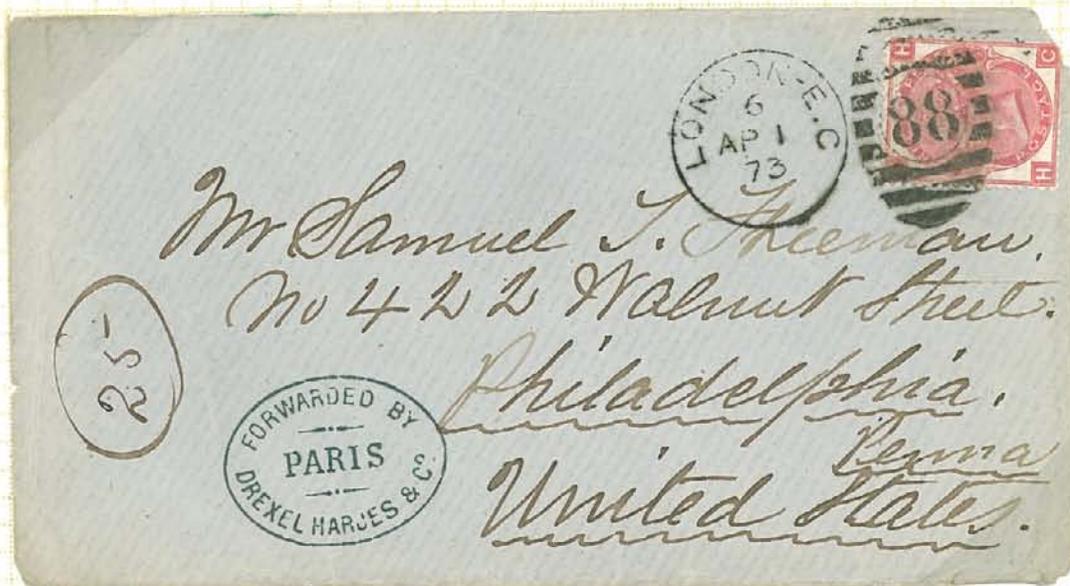
DREXEL HARJES & C^o
PARIS

J.S. MORGAN & C^o
LONDON

Transatlantic by Cunard Line

R.M.S. Calabria

Mail forwarded ex-post office in bulk from France to England may found during the period Jan. 1, 1870 to 1875 to by-pass the high French rates in favor of the relatively cheap U.S.-British transatlantic rate of 3d. (6¢) per ½-oz.



Letter originated in Paris where it was forwarded by Drexel Harjes & Co. by courier to London. Back imprint shows the correspondent was staying at the Hotel Meurice, 228 Rue de Rivoli, Paris.



April 1, 1873. Forwarder J.S. Morgan & Co. put letter into mails, paying the rate with 3d. postage stamp, Issue of 1867, Plate 9, cancelled by the London East Central District Office obliterator (Dubus 270) of the third series of the number 88.

R.M.S. Calabria (ex-Australasian, renamed), Capt. McMickan, departed L'pool April 1 and Queenstown April 2. Arrived N.Y. April 12. N.Y. Times notes, "Apr. 9, lat 45 50 lon 49 36 passed an Allan steamer bound E; 11th, 348 mi. E. from Sandy Hook passed a Cunard steamer bound E.; same day 329 mi. E from Sandy Hook, passed a Guion steamer bound E."

1872 - 73

FORWARDING AGENTS

DREXEL HARJES & CO

J. S. MORGAN & CO

PARIS

LONDON

Transatlantic by Inman Line

S.S. City of Brooklyn



Letter originated in Paris and was forwarded by Drexel Harjes & Co. to London by courier to avoid the higher French transatlantic rates of the time.



December 19, 1872. Letter paid by J.S. Morgan & Co. (who applied their blue oval backstamp) at the 3d. British-U.S. transatlantic rate per 1/2-oz. by a 3d. stamp, Issue of 1867, Plate 9. The 3d. rate was effective Jan. 1, 1870 to July 1, 1875. Cancellation was applied at the London East Central office (Dubus 261a) by one of a series numbered 71

to 88 with date stamps, this being of the 3rd set identified primarily from the predecessors by the notches of the horizontal bars at top and bottom of the number circle.

S.S. City of Brooklyn, Capt. Tibbits, a 2911 ton Inman Liner, departed from Liverpool Dec. 19 and Queenstown the 21st where this letter was put aboard with the London and Irish mails.

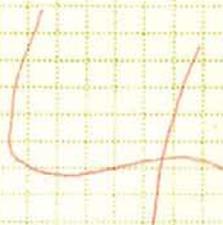
Jan. 4, 1873, Saturday. City of Brooklyn arrived at New York to John G. Dale. N.Y. Times reports: Experienced strong westerly gales and high sea most of the voyage; Jan. 3, PM, stopped off the Light-ship in a dense fog.

1867

FORWARDING AGENTS

HOTTINGER & CIE.

Paris



Aug. 23, 1867.
Letter paid to
France at 4 d.
(red note) in cash
at the Lombard
Street Foreign
Office, London.



Aug. 24. French
entry mark, Ambul-
ant (RR) at Calais.
French accepted the
letter as paid and
marked it PD.



Aug. 24. Paris arrival backstamp where the letter was held at Poste Restante (General Delivery). The forwarding agents Hottinguer & Cie retrieved it from there, deleted their name and struck their oval company mark on the back. They readdressed the letter to another Paris address, paid the forwarding local postage and put it into the mail.

Aug. 24. Letter received at Rue d'Enghien. The indistinct cancellation on the stamp is the Paris Star No. 4 of Rue d'Enghien.

1864

FORWARDING AGENTS

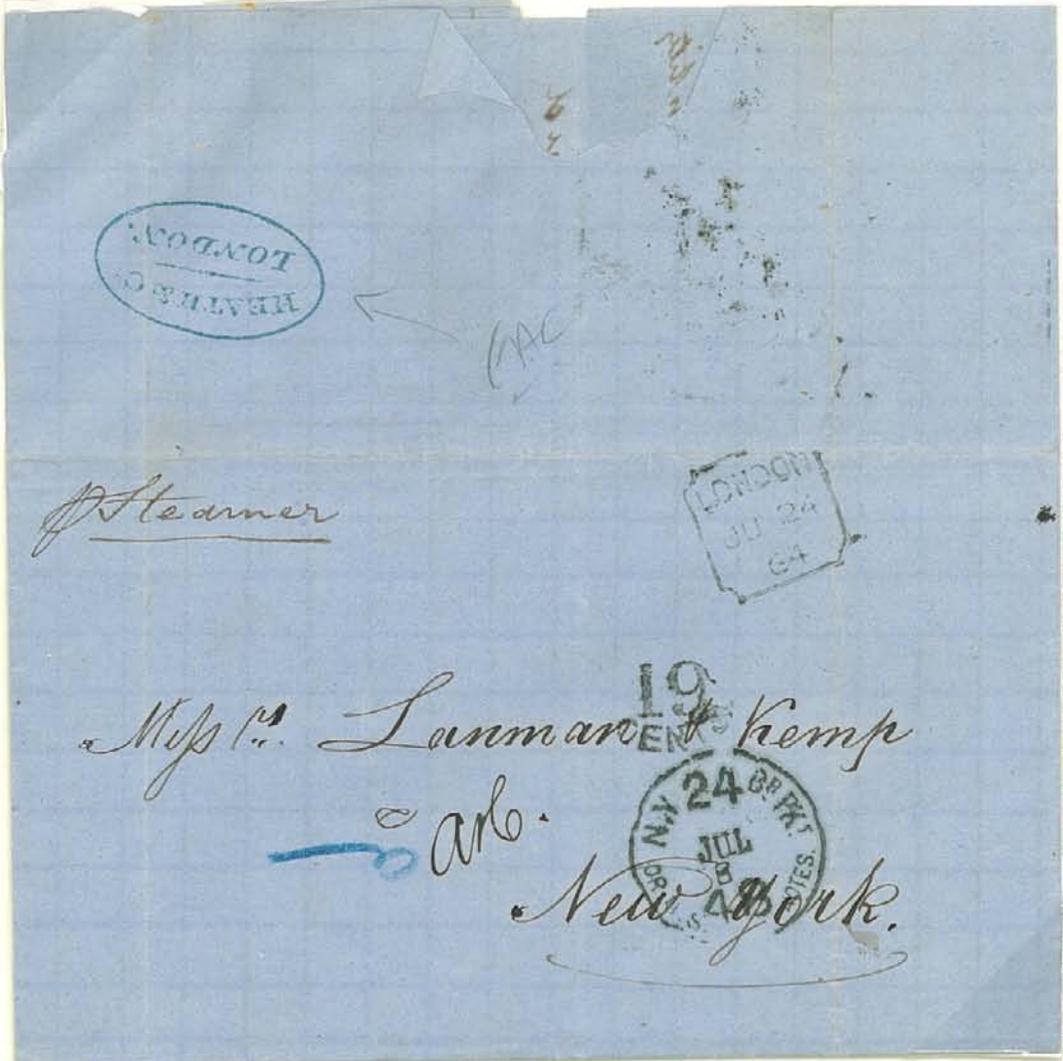
Heath & Co., London

Messina, Sicily to U.S. via England

CUNARD LINE

R.M.S. Asia

June 18, 1864. Letter datelined at Messina and carried to London by courier to expedite transatlantic handling by the forwarding agent Heath & Co.



19
CENTS



June 24. London Forwarding Agent Heath & Co. struck their oval backstamp and put letter into the mail unpaid. U.S. debited for 16¢ Sea (British Packet) + 3¢ British Inland = 19¢. under the U.S.-British Treaty of 1848 rates.

June 25. R.M.S. Asia, Cunard Line, departed From Liverpool, touched at Queenstown the 26th where this letter went on board.

July 7. Asia arrived at Boston, N.Y. mails bulked thence by rail where mail processed the 8th. Treaty rate of 24¢ due in gold, also could be paid by depreciated paper currency at the day's gold/paper ratio of 2.0 x 24¢ = 48¢.

1858

FORWARDING AGENTS

GEORGE PEABODY & Co.
LONDON



BERLIN
STADTPOST-EXPVII
12 2 58 -



Feb. 12, 1858. Letter posted paid from Berlin to Alfred P. Rockwell c/o the forwarding agents George Peabody & Co., Bankers, London. Prepaid 7 silbergroschen as shown in red mss.

Feb. 15. Letter received at London as a PAID letter to George Peabody & Co.



George Peabody & Co. readdressed letter to 9 Bolton St., Piccadilly, impressed their stamp on the reverse of the letter and added the Penny red stamp.

Feb. 15 (Dubus 23a). Large 4 and small LONDON. EC cancel on 1d. Uniform penny rate used by forwarding agent to send letter on to Piccadilly.

1857

U. S. TO LONDON, FORWARDED TO PARIS
CUNARD LINE

R. M. S. America

Forwarding Agent
George Peabody & Co., London



19

B.704

B.724

September 8, 1857. A letter posted at Northampton, Mass. and paid at the 24¢ U.S.-British Treaty of 1848 rate by a pair of the 12¢ imperforated Issue of 1851, cancelled by a grid of bars.

September 9. Transit backstamp at the Boston Exchange Office. Britain was credited with 16¢ Sea (British Packet) + 3¢ British Inland = 19¢. R.M.S. America, Cunard Line, departed from Boston this date for Liverpool.



September 20. America arrived at Liverpool, arrival backstamp at London September 21. This letter was addressed care of George Peabody & Co., London who acted as poste restante and forwarding agents.



September 21. George Peabody & Co. lost no time in forwarding this letter by deleting their address and adding that of

Munroe & Co. of Paris. They paid the 4d. rate to France (P.O. Guide of May 1856) by applying the 4d. Issue of 1857 over the U.S. stamps. This was cancelled by the London Inland Office obliterator "42" (Dubus 330b). Letter was posted at the Throgmorton St. receiving house, backstamp.

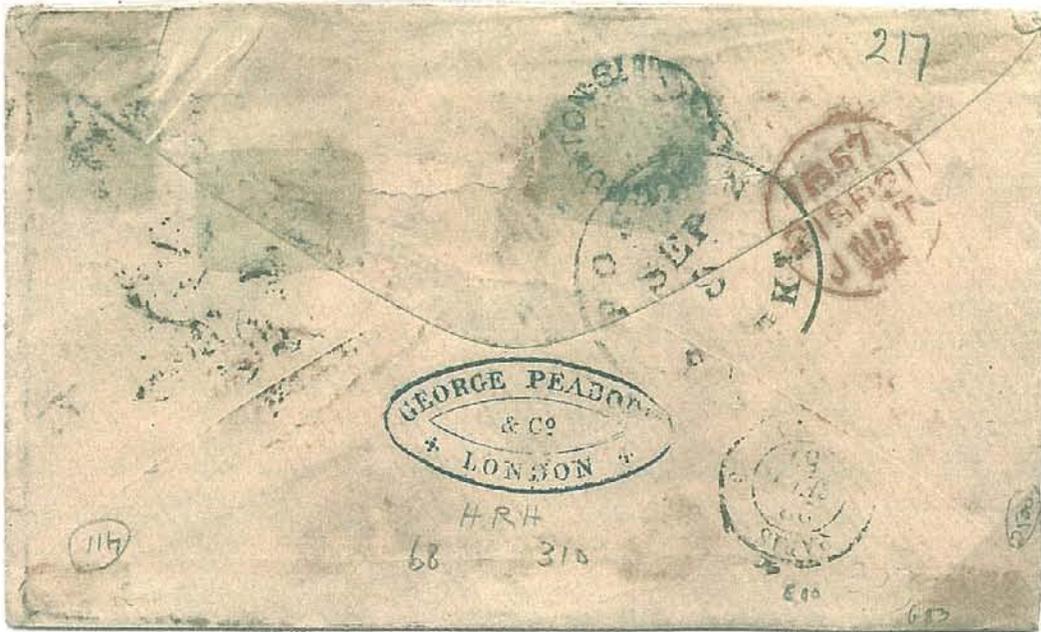
September 22. French entry mark at Calais, Ambulant (T.P.O.) and same day arrival mark at Paris.



1857

U.S. TO LONDON, FORWARDED TO PARIS
GUNARD LINE

R.M.S. America
Forwarding Agent
George Peabody & Co., London



1856

FORWARDING AGENTS

Mac LEAN, MARIS & CO., LONDON

CUNARD LINE

R.M.S. Asia

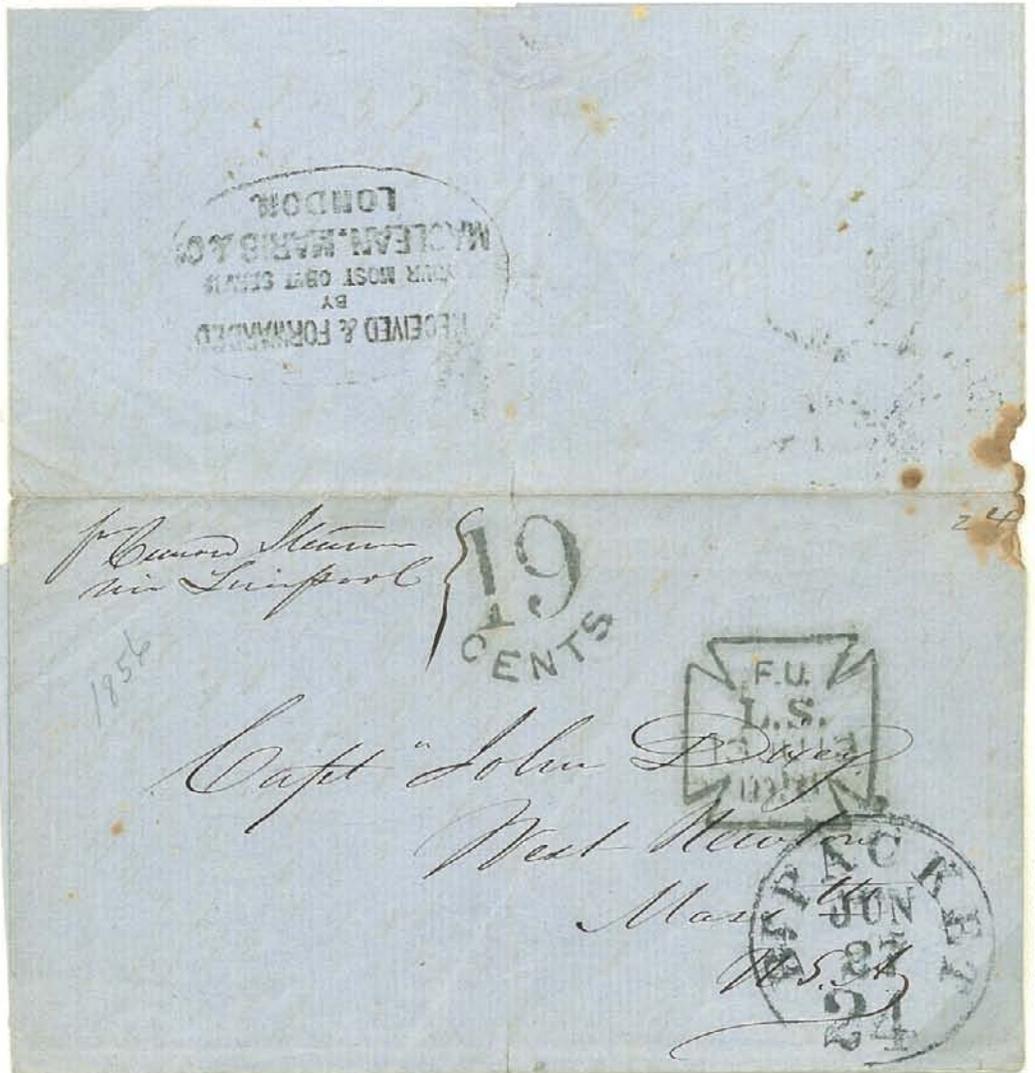


June 12, 1856. Letter datelined Paris, sent in bulk to London, care forwarding agents MacLean, Maris & Co. who struck their backstamp and put letter unpaid into the mails at London. This mark used 1848 to 1861 (R.F. 1).

June 13.
Receipt at
Foreign Unit
of the Old
Lombard St.
P.O., London,
forwarded to
Liverpool.
Debit to U.S.
16¢ Sea + 3¢
British In-
land = 19¢.

June 14.
R.M.S. Asia
departed from
L'pool for
N.Y.

June 27.
Asia arrived
New York,
Exchange Off-
ice mark show-
ing 24¢ due,
the U.S. -
British 1848
Treaty rate.
U.S. retained
5¢ for U.S.
Internal
postage.



SHIP LETTERS OF THE EARLY 1800'S

by

Arthur White

To the postal historian comes the thrill of holding history in his hand, to realize a tattered and ageing letter has beat westward in an early 19th century sailing ship out of Sumatra, to know the hand of the captain who penned it has held sextant to sun in the rolling Indian Ocean south of the Tropic of Capricorn, and to feel the quite, almost matter-of-fact, resolve in the telling of trouble at sea at a time when ships disappeared into the depths on a daily basis.

By a fortunate circumstance of postal rating many entire letters have come down through the years to enable not only the postal historian, but the general history student to read, document, enjoy and relive the events of the past in a first-hand manner. This "fluke" of postal rating stems from early times when letters were rated on a "single sheet" basis, which said that the postal system or courier would be compensated based upon the number of single sheets the letter contained, two "sheets" taking double the rate, 3 sheets triple the rate, and so forth in progression. An envelope qualified as an additional "sheet", thereby requiring an additional rate. The thrifty people of those days circumvented this additional charge (not to mention the cost of an envelope) by merely folding their letters into neat packets and applying the address to the outside of the folded letter. Thus, we today have a nice package consisting not only of the preserved letter, but also the address and all postal markings, route stamps, rates, and other matters of great interest to the postal history student. Had an envelope been used, only the contents would have been filed away, as is usually

done with modern correspondence, thus destroying the postal markings. Many of the surviving letters (or "entires" as they are known) come from the file drawers of business correspondence.

Such is our cover now under study, Fig. 1, and we will analyze

Fig. 1.

this entire letter from the rates and markings standpoint, but first will call attention to the contents, written by a salty sea farer in Batavia (now Jarkata, Indonesia) to his employers who were halfway around the world in Boston.

Captain Gorham T. Bassett had sailed his ship, the Chilo, out of Boston, with a load of New England ice insulated with sawdust for delivery to the sub-tropical port of Batavia, first stopping at Singapore. Unfortunately, he doesn't give his departure date from Boston, but does give us clues as to his route. Traditionally, our sailing vessels went down the Atlantic coast to a point off Brazil, then rode the "Roaring Forties"* down to a point southwest of the Cape of

*
Latitudes of 40°S subject to strong westerly winds.

Good Hope, then northeast around the Cape. The good captain's letter mentions damage from "a strong breeze" off that tiny dot of an island, Tristan da Cunha, halfway between South America and Africa and right on the roaring forties route. Trouble strikes again at 60°E. Long. Lat 40°S., putting the Chilo in the Indian Ocean 1500 miles southeast of Madascar^{ga} on her long tack about the Cape of Good Hope.

Upon eventual arrival at Batavia our doughty Captain Bassett saw need to bring the Chilo's owners up to date, and penned the letter we have under study. Naturally, most early commercial mail of this nature deals mainly with staid business matters, but occassionally a gleam of romance shines through, and lets us feel some of the adventure and danger of early sea travel. Our not too modest captain was quick to tell his employers that all was not easy on the bounding main of 1846, but that he, Captain Bassett, was equal to the challenges.

(Here follows Capt. Bassett's letter).

via Singapore

Batavia November 30th, 1846

Messrs R.C. Mackay and I.P. Coolidge

Boston

Gentlemen:

Have now the pleasure to inform you of the safe arrival of the Ship Chilo at this port on the 13th inst. - I have had a very tedious time out but can congratulate myself with the satisfaction of knowing that I have made as quick a passage as any of the ships from New York except the "Tartar"* and she only beat me two days to "Anger". I found

* Note: The CSPM collection of Hong Kong has a 1835 cover carried aboard the Tartar.

the ships rigging very bad all the backstays fore and aft have parted many times and in a strong breeze off Tristan de Achuna (sic) the main topmast stay parted and sprung the head of the maintopmast badly. I secured it as well as possible with Iron Stanchons from between decks and the gin

Chain but in 60° Long. Lat. 40°S in a blow it went entirely and was obliged to send up another - the topmast trusselliers fore and aft eventually gone and was obliged to get a new topmast and trusselliers and top Gall backstay at Singapore but shall endeavor to make the expense as small as possible, the pumps are as bad as ever full of gravel.....

(The balance of the letter goes into business matters, including the captain's opinion that the "Ice experiment" was a poor one, and that he had disposed of his cargo of ice and sawdust at what he felt was a wash-out figure.)

Discharging Ice at this port is very difficult and there being many ships here can get only a portion of the Lighters and as it is in the NW monsoon season sometimes for two or three days the Lighters cannot get off, however I have succeeded very well thus far having landed the last lighter of Ice yesterday and most of the sawdust.....

I remain, yours Respectfully

Gorham T. Bassett

"Macassar" is now a free Port.

The outside, address, portion of our letter is of even greater interest, particularly to the student of postal history. In addressing his letter, Captain Bassett knew well of the relative speeds of the postal routes of the day. In 1846 mail from remote parts of the far East could either be sent by any home-going ship to be dropped off by the ship's captain upon touching port in the United States (a so-called "Ship Letter"), or it could be sent through the Mediterranean Sea by way of the Overland route across Egypt from Suez to Alexandria, thence to Marseilles

and across France to London. The former route was only as fast as a sailing ship could go, probably 180~~4~~ days to New York or Boston. The Overland Route had the advantage of speed. You will note that the letter was addressed to London in care of the well-known commercial house and forwarding agents, Messrs. Baring Brothers & Co. While not proved by any markings on the cover, this letter was probably handled at Batavia by a ship or forwarding agent who bundled the letter with others to various destinations to take maximum advantage of the bulk rate, sending all in one parcel to Baring Bros., who broke bulk and forwarded the letters on individually.

The "Overland Route" specified by Capt. Bassett would entail getting the letter to Singapore, where ~~it~~ would be picked up by a P. & O. Steamer, which would transport it across the Indian Ocean by way of Bombay and thence across the Red Sea to the Gulf of Aden and up to Suez. The mail there had to go overland as the Suez Canal was still, in 1846, some 23 years in the future. A further complication was the fact that no railroad had yet been built (the first railroad from Cairo to Alexandria was completed in 1855 and extended to Suez in 1868), thus, the mail had to travel across the desert from Suez to Cairo weaving and bobbing in wooden boxes on the backs of camels, then down the Nile in a boat to ~~Asi~~ where it was transferred to horse-drawn canal boats for the nine hour trip through the Mahmoudieh Canal to Alexandria. Here the mails went by French or British Packet to Marseilles, then across France to Bolougne and then across the English Channel to Folkstone and on to London.

It will be noted that the first postal marking on the letter

was at London, Feb. 1, 1847, thus the letter was 2 months to the day in getting from Batavia to London.

The letter, when received on Feb. 1, 1847, by Baring Bros., was taken by them in the capacity of a Forwarding Agent to the old Lombard Street Office of the G.P.O. in London where they deleted their name and paid the transatlantic packet rate of 1 shilling, which was noted in red (1/-) on the face of the cover. Baring Bros. charged Mackay and Coolidge's account for the 1 sh. In 1847 there were no postal treaties between the U.S. and Britain, and mail sent by British Packet, while "paid" in Britain, was only paid to the port of arrival as far as the U.S. was concerned, whereafter they treated it as a "ship letter", i.e., incoming by private ship with no Post Office contract to carry the mail.

The London postal clerk stamped the letter with the Maltese Cross paid marking of the Lombard Street office (L.S.). It was then sent on to Liverpool, where it received on Feb. 2, the oval transit mark of the Liverpool Packet Office.

Upon arrival in Boston (on Feb. 20, 1847, as noted in the docket mark made by the recipient) the letter was, as mentioned above, treated as a Ship Letter. From 1799 to Feb. 27, 1861, all incoming ship letters were rated at 6¢ due from the recipient, if a letter was addressed to the port of arrival. Otherwise, normal zone mileage rates applied, plus a 2¢ ship letter charge. The rate due was indicated at Boston by stamping the incoming letter with the "SHIP" in an arc over "6" handstamp (Blake 274*) in red.

*Blake, M.C., Postal Markings of Boston, Severn-Wylie-Jewett Co., Portland, Me., 1949, Pg. 48.

R.M.S.
CAMBRIDGE
Lip Feb 4
Boston
Feb 20
1847

Fig. 2.

Another entire letter (Fig. 2) in the author's collection illustrates the same marking in a purer usage, namely, a letter written January 29, 1827, at Palermo, Italy and handed to the captain of the ship Pharos (manuscript note lower left). Again, upon arrival at Boston the Blake type 274 handstamp was applied for 6¢ due for a Ship Letter addressed to the port of arrival.

From the study of early covers comes many rewarding moments, and the student always feels the thrill of proving a rate or verifying a route by the markings found on 19th Century mail. Again, from the careful study of covers additional knowledge can be added to the repository of postal history lore. An early article in the CSPM Bulletin will disclose a contribution to the field of Maritime Postal History as a result of a study now being made of the covers contained in the CSPM Hong Kong Collection.

END

1846

FORWARDING AGENTS

BARING BROTHERS & CO.
LONDON

One of the prime uses of Forwarding Agents was to effect an economy in mail transmission. This letter was written on Nov. 30, 1846 at Batavia (now Jarkata, Indonesia) and sent either by private ship or in a parcel with other letters to London "care of Messrs. Baring Brothers & Co.", who deleted their name and forwarded the letter to Boston as a paid packet letter. Savings was thus the expensive trip Batavia-London, although it took over 2 months.



Feb. 1, 1847.
Lombard St., London,
paid receipt mark.



Boston "ship" charge of
6¢ due for Brit. packet letter
addressed to U.S. port of arrival.



Feb. 2, 1847.
Liverpool transit.

1 shilling (nms.)
packet letter rate,
prepaid to U.S. Port
of Arrival.

Note: See following sheet for
interesting contents of
this letter.

1840

TRANSATLANTIC MAIL
SHIP LETTER

SHIP YAZOO

Forwarding Agent
Coates & Co., London.

February 17, 1840. Letter datelined at New York. It was directed YAZOO, referring to the private Ship Yazoo, 677 tons, built 1833 at New York, first registry Oct. 25, 1833. She later became a packet of the New Orleans Louisiana & New York Line. She made her first New Orleans run leaving N.Y. March 26, 1841, arriving New Orleans April 27.

The Yazoo, Captain Trask, sailed March 2, 1840 with this letter from New York to Liverpool (She returned arriving at New York June 5, 1840).

Sender noted on reverse "Messrs. Coates & Co. will please forward this letter & chge to W.S. & S." (Wight, Sturgis & Shaw.)

This letter is a "duplicate" letter. It notes "Orig. pr Silvie de Grasse". The Silvie de Grasse was a 641 ton ship of the Old Line Packets, New York to Havre. She had cleared New York for Havre Feb. 15, 1840, a normal routing for Leghorn (Livorno), Italy.

LIVERPOOL
SHIP LETTER

1
6 AP 6
1840

LONDON
6
APR
1840

April 6, 1840. Letter arrived at L'pool as a Ship Letter (Robertson S.14) and went on to London to Messrs. Coates & Co. who paid the 8 pence standard ship letter rate charged after 1840 regardless of port of entry. They deleted the "8" before forwarding the letter.

April 6. Coates & Co. put letter back into mail and paid 1sh.7d. (1/7 in red mss.) rate to Sardinian border. Backstamp.

ANGL
6
AVRIL
40
CALAIS

VIA DI
P^{TE}BEAUVOISIN

15
APRILE
1840

April 8. Transit at Calais. The small 2's show the mark was struck at Paris.

Letter transit at the French-Sardinian Exchange Office at Pont Di Beauvoisin.

April 15. Arrival backstamp at Leghorn. Sardinian postage of 12 decimes due as per mss. mark.

1834

FORWARDING AGENTS

Ship Yazoo

HOTTINGUER & Co.

HAVRE

Originally penned to reach the packet of the 24th, this letter from Havre was delayed by the writer until July 30, 1834, wherein he says, "My dear John I have allowed one packet to pass without sending this letter..." Endorsed on the face "Packet of the 1st". The packet ship Charlemagne departed Aug. 1 from Havre, but letter missed this packet based on N.Y. arrivals. Charlemagne arrived N.Y. Sept. 5. Planned departure dates of the Havre-N.Y. packets after Aug. 1 were:

<u>Silvie de Grasse</u>	Depart Havre Aug. 8.	Arrived N.Y. Sept. 19
<u>Poland</u>	" " Aug. 16.	" " Sept. 20-21.

*Forwarded by
Hottinguer & Co.
Havre.*

Forwarding agent Hottinguer & Co. struck their spectacular handstamp (RF 2) on the back and put this letter aboard the private trader, the Ship Yazoo, outbound from Havre for New York. The letter did not go aboard one of the regular Havre packets.

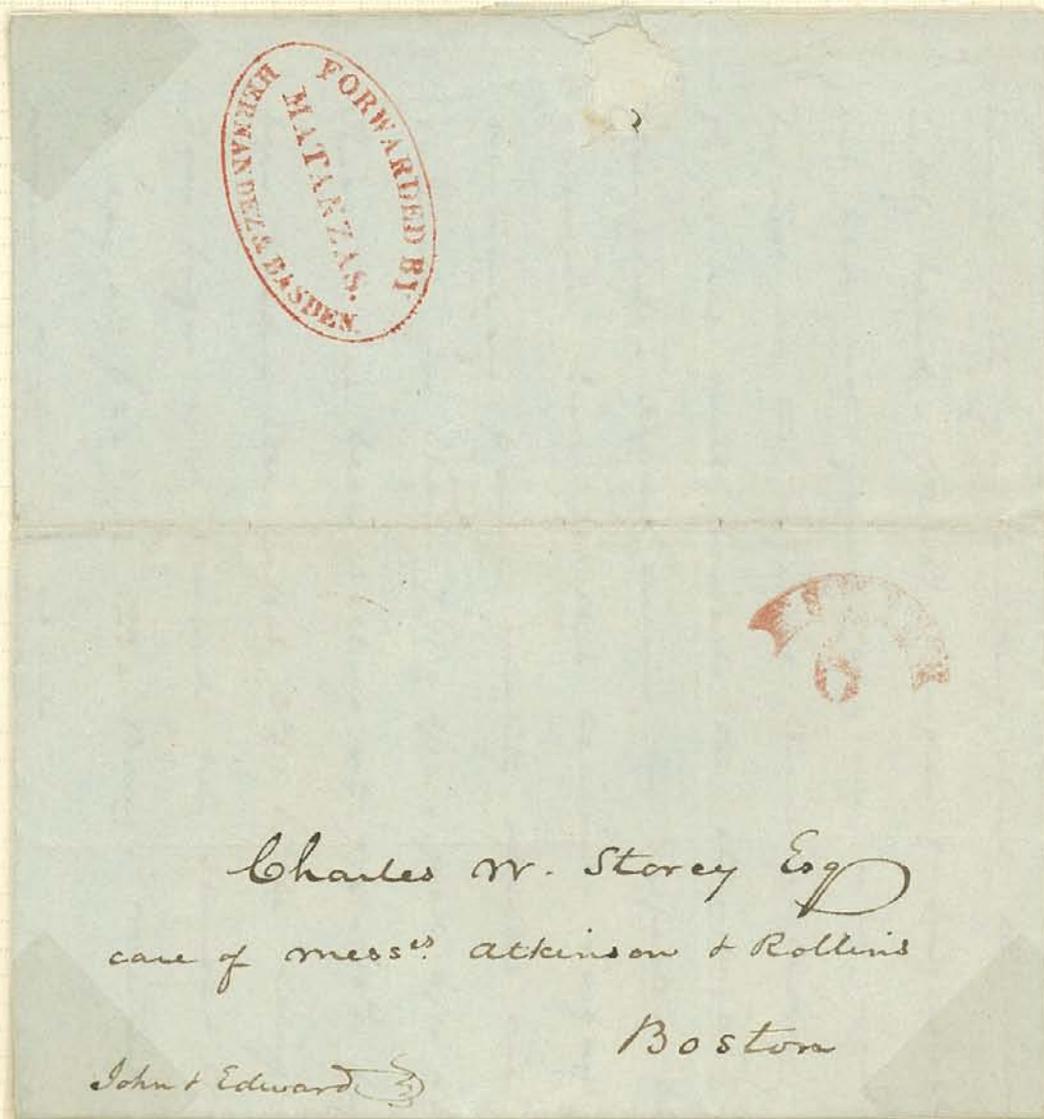


SHIP

Sept. 13, 1834. The Shipping & Commercial List (N.Y.) records the arrival on Sept. 12 of the Ship Yazoo, Captain Packard, at New York from Havre. Letter rated at Act of March 3, 1825 zone rate, 150 to 400 miles at 18-3/4¢ single X 2 (double letter) = 37½¢ + 2¢ Ship Letter charge = 39½¢ due as shown in red manuscript.

1837

FORWARDING AGENT
SHIP LETTER, BOSTON HERNANDEZ & BASDEN
MATANZAS, CUBA



July 1, 1837. Letter handed to outgoing ship captain at Matanzas, Cuba by forwarding agents, Hernandez & Basden.

Letter received at Boston and marked with the rate of 6¢ due from recipient, namely, the Ship Letter Rate for a letter addressed to the Port of Entry.

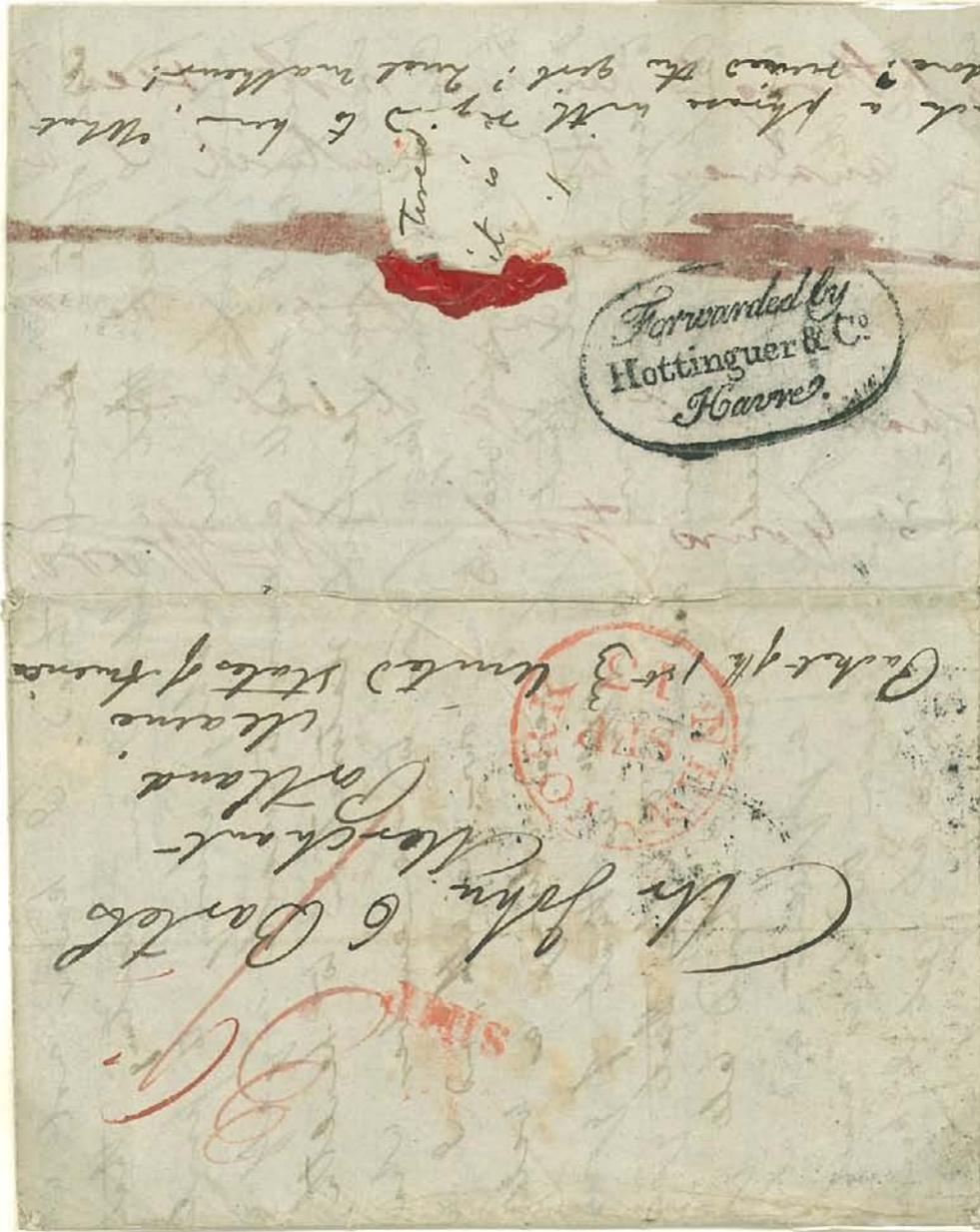
July 29, 1837. Brig John and Edward, Capt. Gordon, arrived at Boston from Matanzas.

1834

FORWARDING AGENTS

Ship Yazoo

HOTTINGUER & Co.
HAVRE



VPD SHEET PROTECTOR PS-8

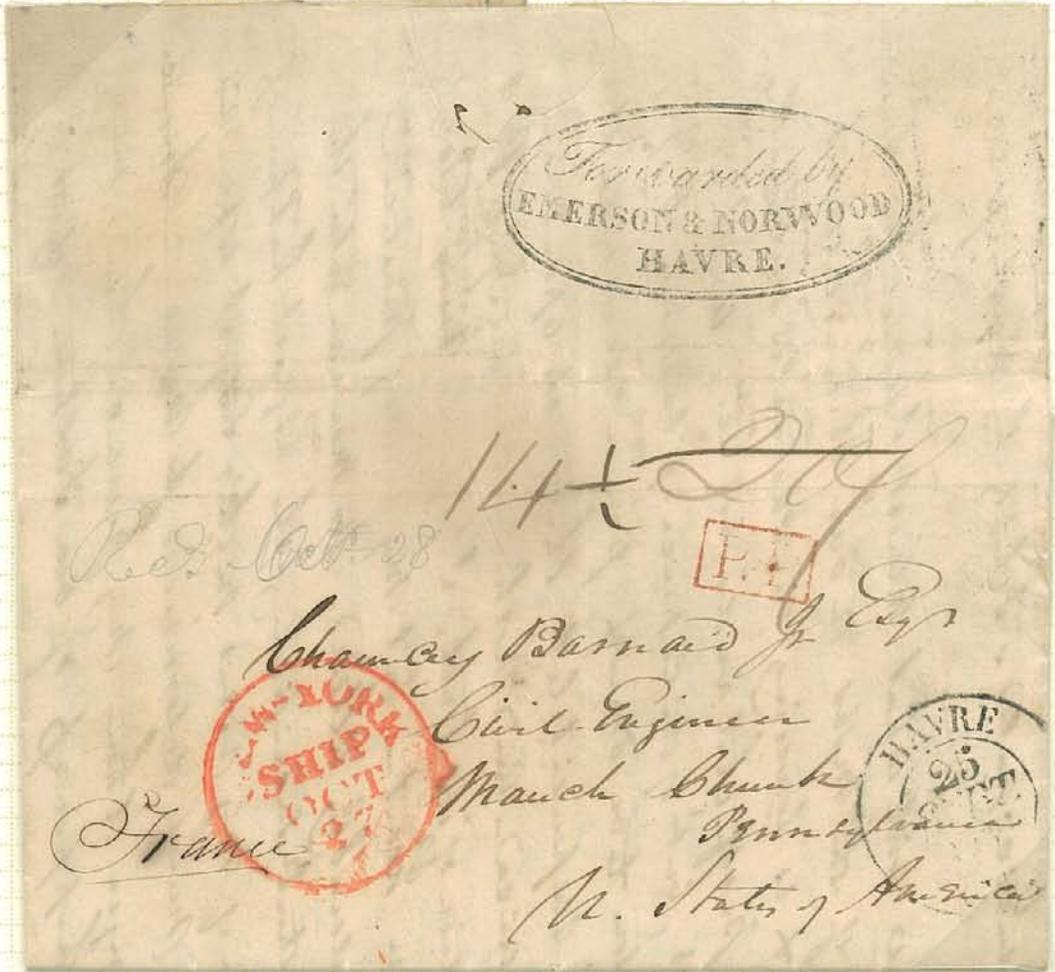
1835

FORWARDING AGENTS

SHIP LETTER
NEW YORK

EMERSON & NORWOOD
HAVRE

September 13, 1835. Letter datelined at Geneva, Switzerland and posted under separate cover to Le Havre, France, where it was forwarded to New York by the forwarding agents Emerson & Norwood.



14 1/2

Oct. 27. Letter rated incoming as a SHIP LETTER at New York, Act of Mar.

Sept. 25, 1835. Letter transit at Havre. P.P. = Port Payee, i.e. paid to the port in France.

3, 1825 rates for a letter 80-150 miles of 12 1/2¢ + 2¢ Ship Lre charge = 14 1/2¢. Originally rated in error 150-400 miles, 18 3/4¢ + 2¢ = 20 3/4¢. This was deleted.

HAVRE SECOND LINE. Ship France, P.D. from Havre Sept. 24, arr. N.Y. Oct. 27, 1835 Capt. Funck.

1834-35

FORWARDING AGENTS

JOHN CHARLES ERNENPUTSCH

HENRI MEINEL

NEW YORK

HAVRE

Packet Ship Sully

HAVRE OLD LINE later UNION LINE

Bath Pa Dec 2

paid 25

Nov. 27, 1834. Letter datelined at Bath, Pa. and paid into the post on Dec. 2. It was paid to New York at the double letter rate, 80 to 150 miles, Act of 1825. Only manuscript postal markings are recorded for Bath.

Dec. 8. VESSELS UP FOR FOREIGN PORTS:

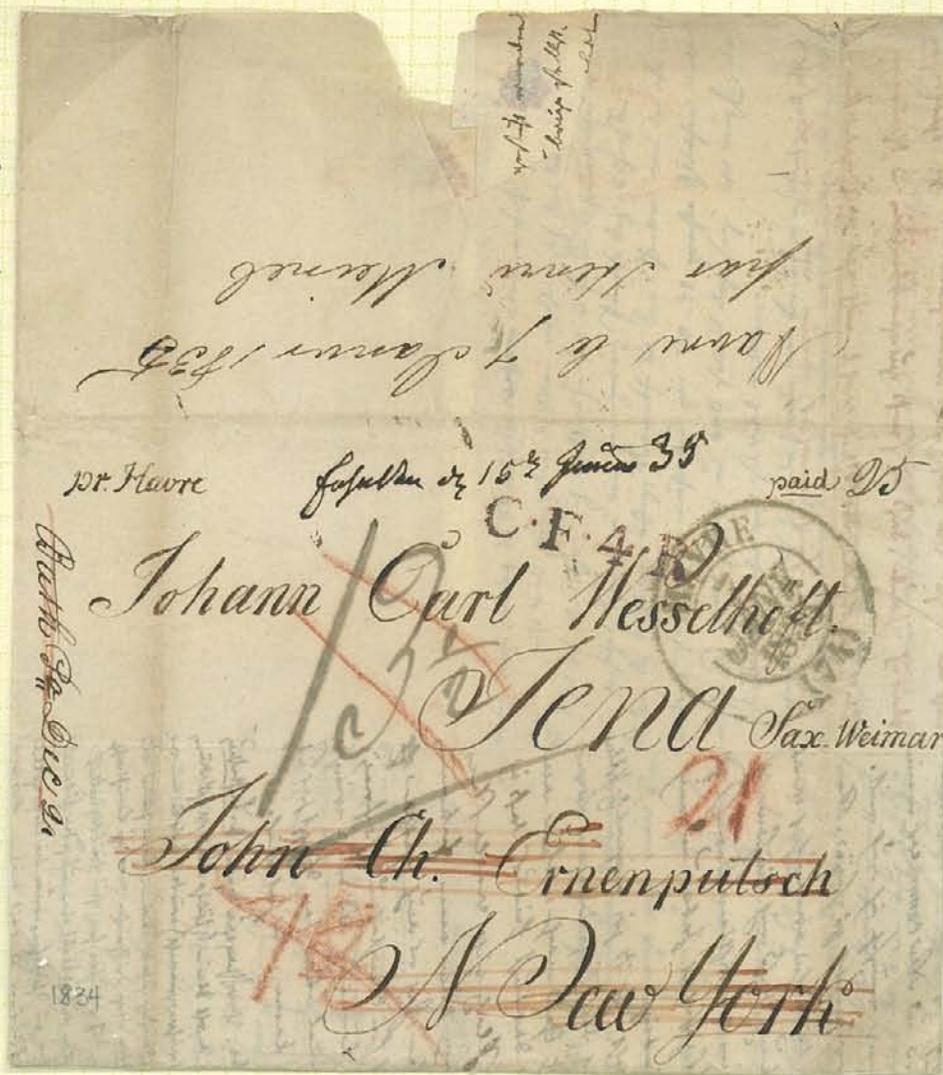
Havre:

Ship Sully, Forbes, 9 North River, 8th Dec.

J.J. Boyd

Ship Rhone, Rockett, 9 N.R., 24th Dec.

Letter was addressed to the New York forwarding agent J.C. Ernenputsch, who deleted his name and deposited the letter into the Ship Letter bag of the Old Line packet Sully (Rhone sailing of Dec. 24 was too late for a Jan. 7 arrival at Havre.



January 7, 1835. Sully arrived at Le Havre where this letter was handled by the forwarding agent Henri Meinel who added his manuscript backnote: Havre le 7 Janvr 1835/ par Henri Meinel (R.F. 1). He forwarded it on to Jena in the German duchy of Sax Weimar. French marked it in red Correspondence Francais 4th Rayon (a rating zone designation).

January 15. Docket notes arrival at Jena. 13½ decimes credit to France, 21 neugroschen collect on delivery.



C.F.4.R

1833

FORWARDING AGENTS

JOHN CHARLES ERNENPUTSCH
NEW YORK

HENRI MEINEL
HAVRE

Packet Ship Charles Carroll

HAVRE SECOND LINE

Jan. 26, 1833. Letter datelined at Bath, Pennsylvania and went "by favor" to New York, addressed to the well known forwarding agent Ernenputsch. The deleted address reads: To Mr. J. Charles Ernenputsch/ New York/ Nr. 10 Hannover Street.

The forwarding agent added "Via Havre" and dropped the letter in the Ship Letter bag of the packet ship Charles Carroll, Capt. Lee, which departed from N.Y. for Havre Feb. 1, 1833. (N.B.: Ship Charlmagne, Pierce, departed Feb. 8, too late for this letter, which would make a passage of only 13 days, N.Y. to Havre.

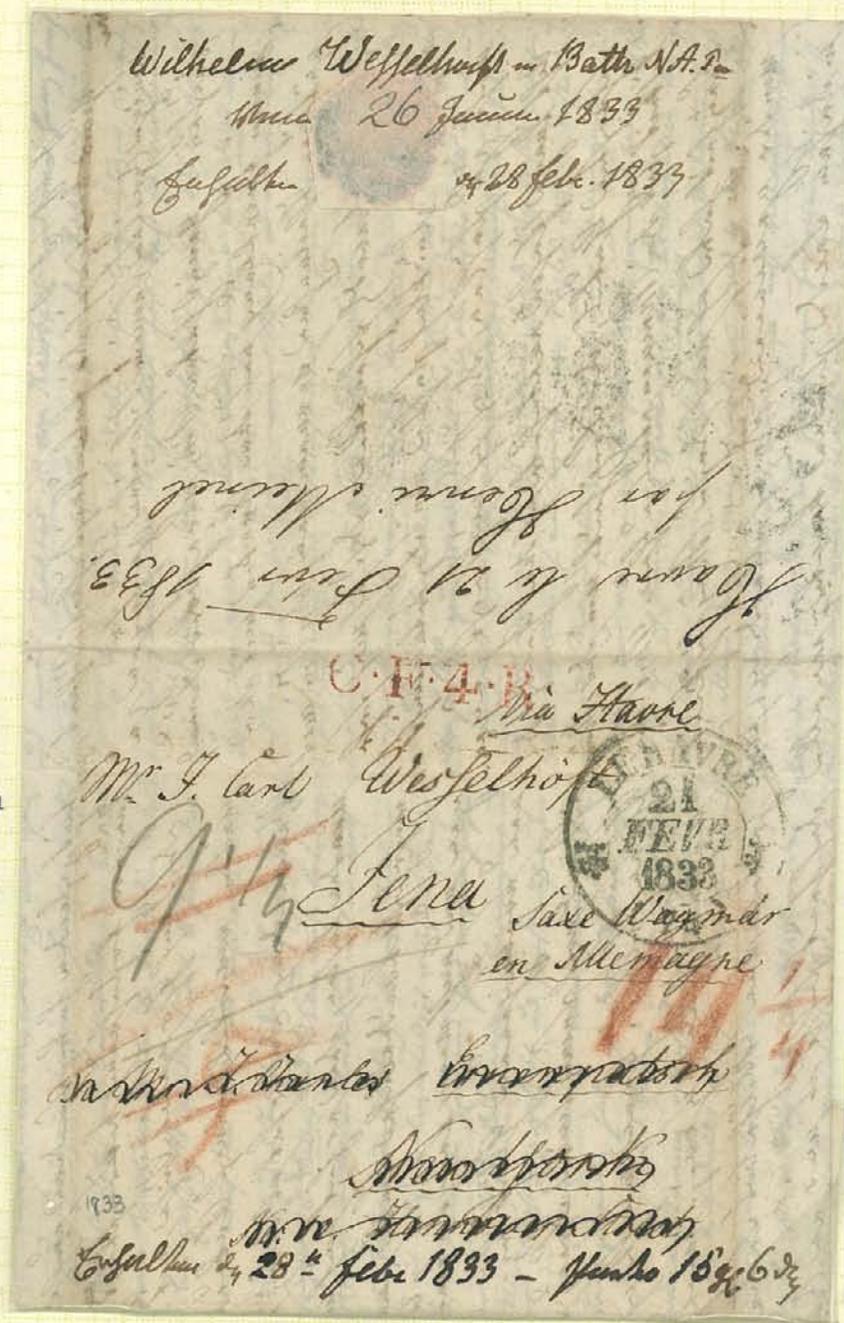


C.F.4.R

Feb. 21 Arrival of the Charles Carroll at Havre. Letter was forwarded to Jena in the duchy of Saxe Wagmar (sic) in Germany by the forwarding agent Henri Meinel who added his forwarding agent's notation on the reverse (R.F. 1).

Feb. 28. Docket notes arrival at Jena. 9½ decimes credit to France, 14½ neugroschen due.

Red handstamp C.F.4.R signifies Correspondence Francais 4th Rayon. The term "rayon" denoted a distance rating zone from France to Germany.



1832

FORWARDING AGENTS

JOHN CHARLES ERNENPUTSCH

HENRI MEINEL

New York

Havre

Packet Ship Charles Carroll

HAVRE SECOND LINE

Bath Pa May 21

May 21, 1832.
Letter datelined at Philadelphia May 16, was posted at Bath on the 21st. It was paid to New York at the single letter rate, 80 to 150 miles, Act of 1825 at 12 $\frac{1}{2}$ ¢. Only manuscript postal markings are recorded for Bath.

Letter addressed to Mr. J. Ch. Ernenputsch at New York who deleted his name and forwarded the letter to LeHavre, noting "Via Havre."



June 1. Ship Charles Carroll, Lee, J.J. Boyd, cleared New York on May 29 and sailed on June 1 for Havre.

*Marne la Vallée 1832
par Henri Meinel*



C.F.4.R

July 6. Charles Carroll arrived at Le Havre where the forwarding agent Henri Meinel penned his endorsement on the reverse (R.F. 1) and forwarded the letter to Jena in the German duchy of Sax-Weimar. French marked in red Correspondence Francais 4th Rayon (a rating zone designation.)

July 14. Docket notes arrival in Jena. 5 decimes credit to France, 10 neugroschen collect on delivery.

1829

FORWARDING AGENTS

HENRI MEINEL
HAVRE, FRANCE

The most universally employed use of forwarding was irregular. Many parts of the world had no regular packet service. Letters were solicited by ship captains who would deliver them for a fee to the next landfall nearer the mail's ultimate destination. Many times forwarding agents would handle these letters en route, and direct the mail onward by the fastest or cheapest route.

Letter written at Genoa, Italy 1 Jan., 1829. Taken by private ship to Havre, France and handed to H. Meinel, forwarding agent.



NEW-YORK
APR
14

SHIP

Arrival mark at New York where letter was rated as a "Ship" letter.

Rate (Act of Mar. 3, 1825) of 20-3/4 ¢ due, computed, N.Y. TO Salem 150-400 miles zone rate: 18-3/4 Ship Letter charge $\frac{2¢}{20-3/4}$

Havre le 16 fév 1829
H. Meinel

Feb. 16, 1829.
Letter handled by forwarding agent Henri Meinel, Havre, who made this notation.

1828

FORWARDING AGENTS

Havre - Second Line Packet Ship Don Quixote

Forwarder: Petersen & Mensch, New York

November 14, 1828. Letter dated at Philadelphia and sent under cover to the forwarding agents Petersen & Mensch at New York. Letter is endorsed: p Havre packet/ fr. N. York/15 Nov.

Shipping and Commercial List, N.Y., Sat. Nov. 8, 1828. VESSELS UP FOR FOREIGN PORTS: Havre- Ship Don Quixote, Whitall, 15th Nov. - Crassons & Boyde. LETTER BAGS AT THE SHIP LETTER OFFICE, NEW EXCHANGE: Don Quixote...Havre, 15th Nov.

November 15. Forwarding Agent backstamp (N.L. Rowe). Letter handed unpaid into the Ship Letter office by the forwarder.

November 15. Packet Ship Don Quixote sailed for Havre.

NEW YORK *Nov 15 1828*
PETERSEN & MENSCH

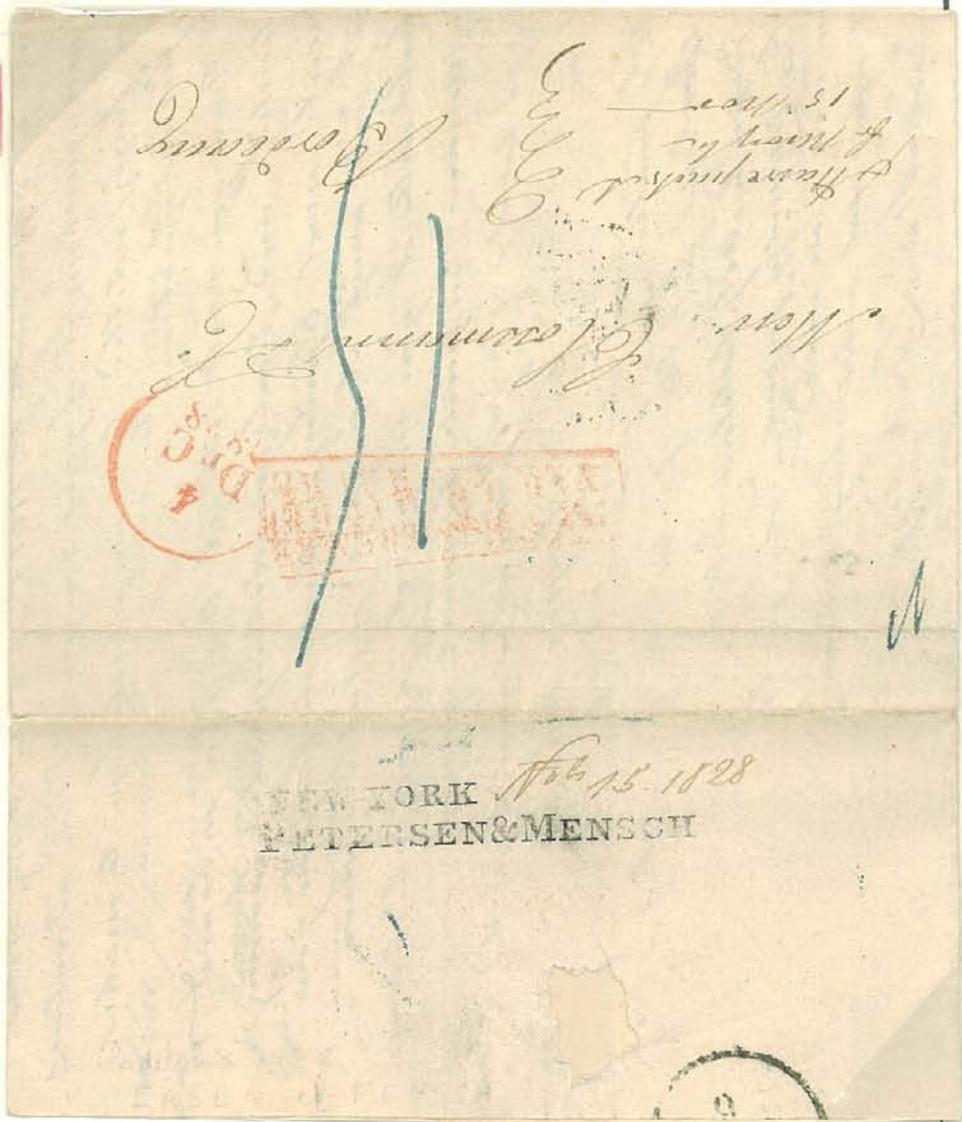
PAYS D'OUTREMER
PAR LE HAVRE

583 (Type IV)

4
DEC
1828

9
DEC
1828

December 4.
Don Quixote arrived at Havre. This letter was received as a Ship Letter, indicated by PAYS OUTREMER (Overseas Countries). It was rated at 15 decimes collect, being the Ship Letter charge plus the inland postage, Havre to Bordeaux.



1828

FORWARDING AGENTS

C. GRISAR & W. J. MARSILY

ANTWERP

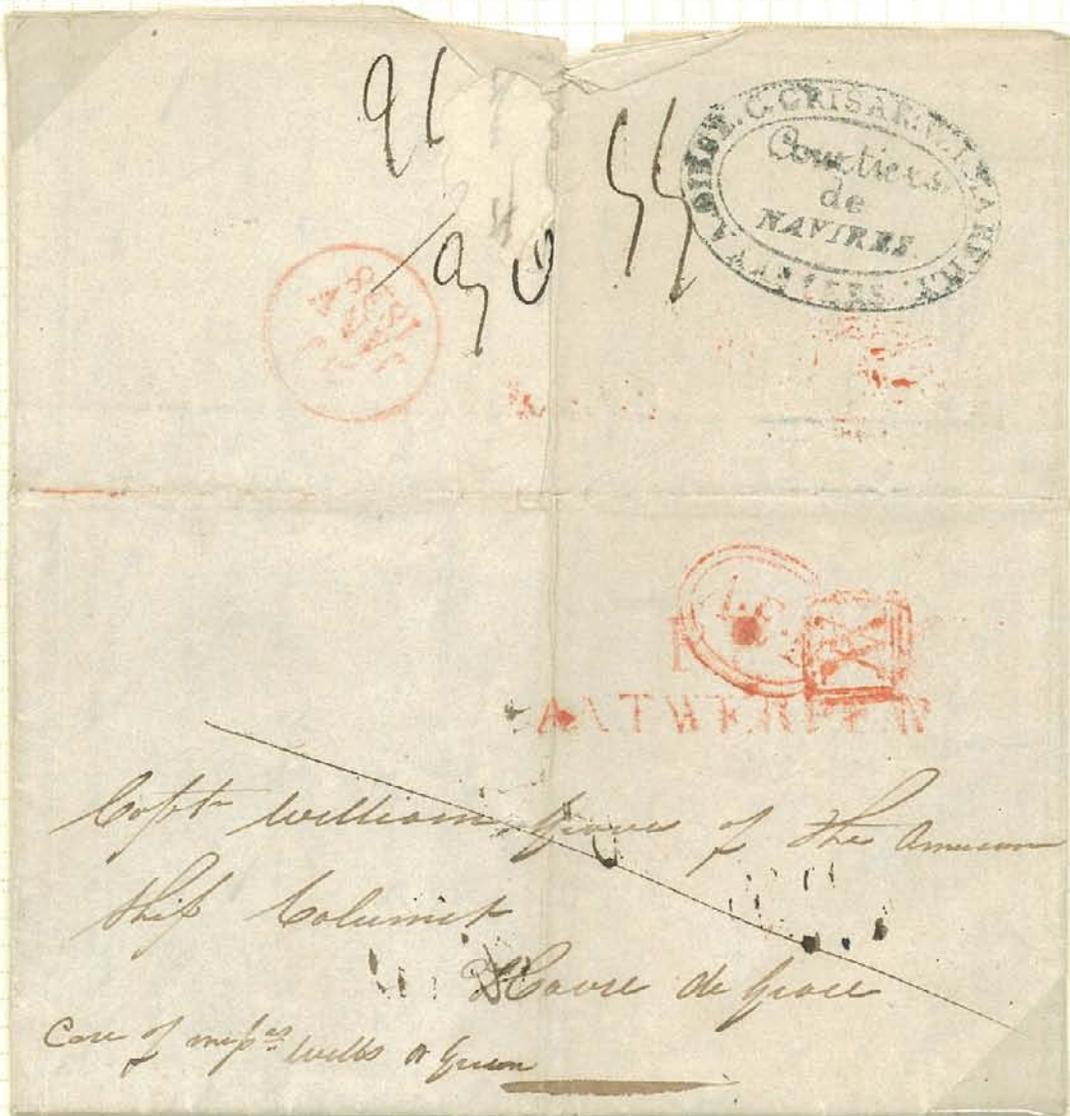
January 25, 1828. Letter datelined at Antwerp and is from a homesick Newburyporter seeking information and news from Captain William Graves of the American Ship Calumet.

Letter handled by the Antwerp (Anvers) forwarding agents C. Grisar & W. J. Marsily who applied their quite spectacular handstamp on the reverse.

P
ANTWERPEN



Letter marked by the French Exchange Bureau at Paris AED = Affranchie a l'et-ranger jusqu' a destination (Noel 1727) or Foreign paid to destination. Red AV is a monogram for Affranchie Verifiee (Payment verified).



Jan. 31. Arrival backstamp at Havre. We wonder if Capt. Graves gave the homesick young man news of "Who is dead/ who is married/ how many churches have been built/ or if the bridge is done?", quoting from the letter.

1818

FORWARDING AGENTS

LIVERPOOL TO MONTREAL

BOORMAN & JOHNSTON

Via New York

New York

January 22, 1818. Letter datelined at Liverpool and endorsed at lower left on face:

"Messrs. Boorman & Johnston
N. York"

which firm acted as forwarding agents.

*N. York 18 March 1818
Recd. & forwarded by
Yr most obedts
Boorman & Johnston*

March 18, 1818. Letter received at New York "by favor" or ex-post office and forwarded unpaid to Montreal. Boorman & Johnston added their manuscript endorsement on the reverse (yrmobds = "your most obedient servants").



552 541

March 18, 1818. Letter posted unpaid at New York to Montreal. A triple letter (3 sheets), it was rated at the U.S. Act of 1816 rates of 150-400 miles, N.Y. to Canadian Border of $18\frac{1}{2}\text{¢} \times 3 = 55\frac{1}{2}\text{¢}$ as shown in manuscript. To this was added the June 1, 1792 Canadian rates, border to Montreal of 201 to 300 miles at 10d. sterling per single sheet $\times 3 = 30\text{d. sterling}$.

These rates were converted into Canadian currency, as follows:

	<u>Currency</u>
55½¢ U.S. at 24¢ per shilling	= 2 sh. 3½d.
30d. (2 sh. 6d.) sterling	= 2 sh. 9½d.
Total	= 5 sh. 1 d.

Total of 5 shilling 1 penny was shown as 5N1, to be collected from the recipient.

1818

FORWARDING AGENTS

LIVERPOOL TO MONTREAL

BOORMAN & JOHNSTON

Via New York

New York

Jan'y 1818

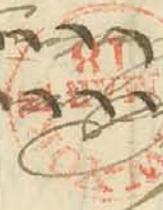
Exch. 1/4 St. Jm
Flour \$10
Cakes Pot \$175
Pearl \$200

N. York 18 March 1818

Rec. Forwarded by
Grunder
Boorman & Johnston



[Faint, mostly illegible handwriting, possibly including a name like 'Messrs. Boorman & Johnston']



[Faint handwriting, possibly initials or a signature]

1819

TRANSATLANTIC MAIL

SHIP LETTER

FORWARDING AGENT

MAURY & LATHAM of Liverpool

London, December 18, 1819. Letter written at London and forwarded by private carrier to Liverpool.



Forwarded by Y. O. S. Co.
Maury & Latham of LIVERPOOL

Maury and Latham of Liverpool forwarded letter to Boston as a Ship Letter. They applied this beautiful strike of their forwarding handstamp: "Forwarded by Your Obedient Servents".



SHIP

20

Feb. 6, 1820. Letter received at New York and passed into Domestic U.S. mails to Boston.

Manuscript rate of 20¹/₂¢ due from recipient, being inland rate of 18¹/₂¢ single 150-400 miles (Act of April 9, 1816) plus 2¢ Ship Letter charge.

BLACK BALL LINE, Packet Ship Albion, Capt. Williams, arrived Feb. 6, 1819 from Liverpool.

1820 - 1870'S

THE FORWARDING AGENTS

INTRODUCTION

A century and more ago postal communication between many parts of the world was either nonexistent or unreliable. Certain countries had reciprocal treaties for the exchange of mail, but it was not until the U.P.U. was formed in 1875 that anything approaching international agreement was reached.

Letters to a foreign country could be sent in those early days either (1) by the official postal service or (2) by private means of communication. However, the official postal system concerned itself with the internal mails and, except for the British, made little, if any, efforts to exchange mail beyond its borders.

To send a letter by private means was simple if one lived at a seaport where a letter could be handed directly to a sea captain. If one lived inland, however, or had no way of contacting a ship's captain, it was necessary to use an intermediary. It was at this point that the Forwarding Agent entered the picture.

Another function of the Forwarding Agent was to circumvent the official postal charges, which were often very high. Thus, the Forwarding Agent, by utilizing the private services of a ship's captain could direct mail onward at the lower "ship letter" rates.

Many times letters were sent in bulk to a Forwarding Agents' address to take advantage of the maximum weight allowed under the official postal rates. The Forwarding Agent then forwarded the individual letters on to the addressees at the much lower inland local rates.

As correspondence was the lifeblood of commerce, the function of the Forwarding Agent was a valuable one. Also, due to the hazards of early travel, many time letters were sent in duplicate or even triplicate by different ships to ensure safe transmission of information. Again, the monetary savings by utilizing the cheaper rates sought out by the Forwarding Agents was often considerable.

Shipping agents, merchants, bankers, brokers, consular officials, tavern keepers, express companies and private citizens are but a few of the types that acted as forwarding agents. A number of firms specialized in forwarding letters as part of their normal business, e.g., Harndens, Gilpins Exchange and Hudsons News Room.

The earliest recorded example of a forwarding agent's endorsement is that of Ezekiel Wright of London in 1673. By far the greatest number of forwarding agents operated in the period 1820 - 1860. Very few were in operation after 1870.

Marking identifying handling by Forwarding Agents include handstamps, manuscript notations or adhesive labels. Many letters can only be classed as forwarded letters by deduction or contents.

1855

TRANSATLANTIC MAIL

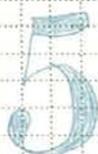
CHARLESTON, S.C. TO FRANCE VIA BOSTON

CUNARD LINE
R.M.S. Africa

Forwarding Agent
G. A. Hopley & Co.
Charleston, S.C.



November 1, 1855. Letter datelined at Charleston, S.C. and handed to the forwarding agent G.A. Hopley & Co. who endorsed it in red ink: Prepaid/ Pr. Steamer Africa from Boston to Liverpool. They also struck their cachet (unlisted.) Pr. Marion (see below).



PAID

November 5. G.A. Hopley & Co. paid the 5¢ rate of Feb. 1853 which required prepayment in the U.S. of letters to France by British open mail to the port of debarkation only. Through rate could not be paid. Similar conveyance by American Packet required a prepayment of 21¢.

November 7. Letter received at Boston, from which port the R.M.S. Africa departed on Nov. 7 for Liverpool.



November 19. Africa had arrived at Liverpool Nov. 18, transit backstamp at London.

November 20. French entry mark, U.S. mail, British Service, Ambulant (T.P.O.) at Calais. Railway transit backstamp, night train (round center) Paris to Brest, Brigade A handled the mail sorting.



November 21. Arrival backstamp at St. Gervan. 13 decimes (26¢) due, shown in medieval script handstamp used by the French post office.



19

S.S. Marion: Forwarder at Charleston endorsed letter: pr. Marion. N.Y. Times: Arr. N.Y. Nov. 6, steamship Marion, Foster, Charleston, 22 hours, to Spofford, Tilsen & Co.

1843

SHIP LETTER

FORWARDING AGENT

SOUTTER & BELL
NORFOLK, VA.

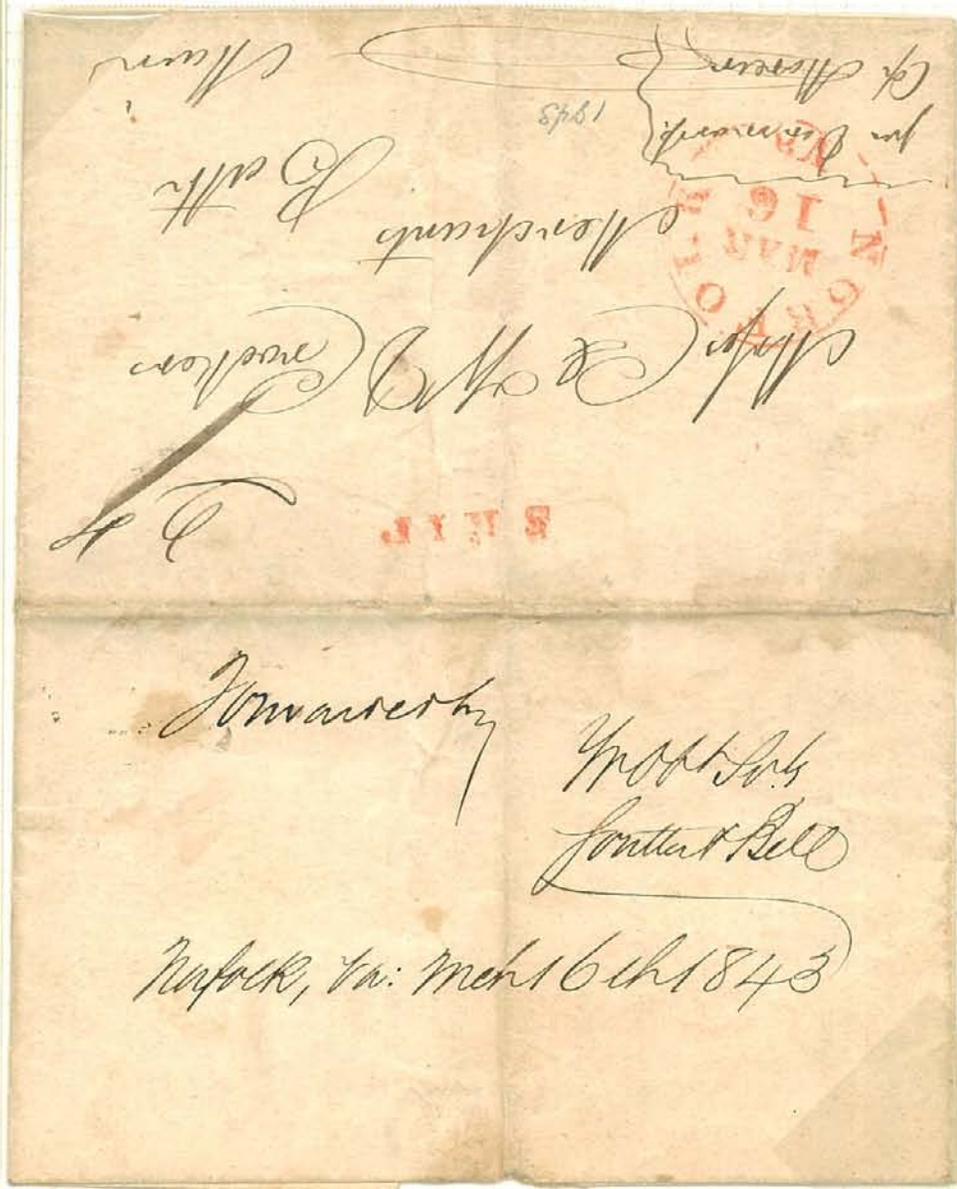
March 3, 1843. Matanzas, ^{Cuba}Mexico. Letter handed to Captain Morier of the ship Denmark, who on arrival at first U.S. Port handed it to Forwarding Agent at Norfolk, Va. Latter posted it unpaid into the regular post at Norfolk for Bath, Maine.

Manuscript notation on reverse by Forwarding Agent:

Forwarded by

Vr. Obt. Svts.
Soutter & Bell

Norfolk, Va. Mch 16th
1843



SHIP

Mar. 16, 1843.
Letter accepted as an unpaid Ship Letter. 27¢ due from recipient, 25¢ over 400 mile rate plus 2¢ ship gratuity to the captain.

Shipping & Commercial List (N.Y.) records arrival of the Brig Denmark at Norfolk on March 16.1843 from Matanzas, confirming notation on cover.

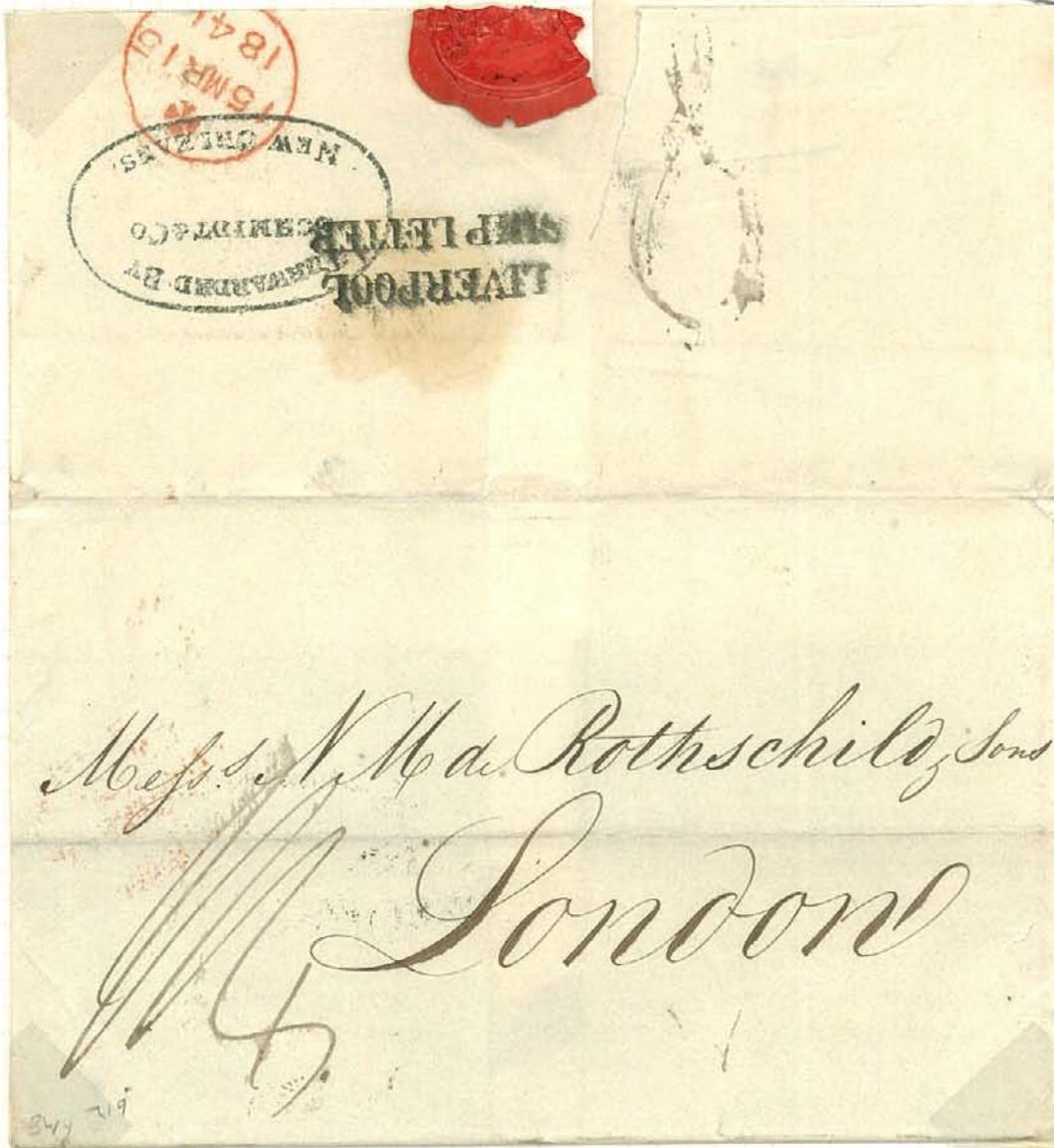
1841

FORWARDING AGENTS

SCHMIDT & CO.

New Orleans.

January 1, 1841. Letter headed at Vera Cruz, Mexico, and handed to correspondent who carried it ex-post office to New Orleans.



Forwarding Agent Smidt & Co. at N'Orleans handed letter to a ship's captain headed for England.

LIVERPOOL SHIP LETTER

Letter arrived L'pool where "SHIP LETTER" hand-stamp was applied. After 1840 a uniform ship letter charge of 8d. per 1/2 ounce prevailed, regardless of port of entry.



March 15, 1841. Letter received at London and rated as a double ship letter. 8d. x 2 = 16d. or 1sh./ 4d. (mms.).

1863

FORWARDING AGENTS
HAITI TO PLYMOUTH, MASS. VIA NEW YORK
HUBBARD & STEENCKEN
Port au Prince, Haiti

Sept. 1, 1863. Letter datelined at Cape Haytien by Timoleon Dupuy who directionally endorsed letter "pr Steamer via Port au Prince".



Estimated 2 days (Sept. 3) from Cape Haytien to Port au Prince. The forwarding agents Hubbard & Steencken struck their blue oval (R.F. 5) and sent letter onward by steamer.

New York steamer arrivals from the Caribbean area after Sept. 7 are:



- Sept. 10. SS Patapsco, Mott, from Havana
- Sept. 11. SS Evening Star, Bell, from N. Orleans
- Sept. 12. SS Melville, Ellis, from Havana
- Sept. 14. SS Ocean Queen, Wilson, from Aspinwall
- Sept. 16. SS Eagle, Adams, from Havana
- Sept. 17. SS Hudson, Lavender, from N. Orleans.

Most steamers arriving at N.Y. were 7 days out of the area, and this researcher would opt for the SS Patapsco as the carrier of this letter. 454 ton wooden screw steamer, originally Jackson (Doc. No. 19912), built 1853 at Philadelphia, renamed Patapsco May 8, 1858.

1856

SHIP LETTER

Long Cay, Bahamas to East Orleans, Mass. Forwarding Agent:
D. Sargent, Inagua

July 21, 1856. Letter datelined at Long Cay, one of a pair of letters in this collection from a Cape Codder then in the Bahamas in the salt business. He complains of lack of news from home and wonders if Mr. Buchanan had received the nomination for the presidency. He also wonders how his friend Alex Henrich made out on his "Western tour" to the lead mines at Galena, Illinois.

This letter carried by small salt boat to Inagua.

*From by D. Sargent
Inagua 17 Sept '56*

Sept. 17, 1856. Letter endorsed on back at Inagua by forwarding agent D. Sargent, who sent it aboard one of the salt schooners bound northward from Trinidad to Boston or New York.



Blake 48

SHIP

680

5

681

October 24, 1856. Letter marked incoming at Boston and rated (rates effective April 1, 1855) at 3¢ for a letter going not over 3000 miles + 2¢ ship letter charge = 5¢ due.

1856

SHIP LETTER

Long Cay, Bahamas to East Orleans, Mass. Forwarding Agent
D. Sargent, Inagua

April 25, 1856. One of a pair of letters from Long Cay or Fortune Island in the Bahamas from an expatriate Cape Codder working at the salt fields.

This interesting letter tells of sending a gang of laborers into a "pan" of about one acre to rake salt. They commenced before 9 A.M. and by sunset had gathered about 2500 kegs (one keg to the bushel). The writer could not count the people, they were so numerous and so in motion, men, women and children, as they carried the salt out in baskets or tubs on their heads. Many men took 2 bushels of wet salt at a time, the women 1-1½ bushel.

This letter was carried out by one of the local salt boats delivering small loads for trans-shipment at Matthew town on the big Bahamanian island of Inagua.

*From D. Sargent
Inagua
11th May '56*

May 11, 1856. Back endorsement by forwarding agent D. Sargent at Inagua. Letter was picked up by one of the salt schooners going on to Boston or New York.



May 28. Arrival mark at New York as a ship letter and rated 3¢ for a letter going not over 3000 miles plus 2¢ ship letter charge = 5¢ due, rates effective April 1, 1855.



*25th May '56
Inagua
D. Sargent*

Ship

*Alex. Herrick
East Orleans
Mass.*



Schooner Alfred Chase arrived at N.Y. from Baracoa, Cuba, close port to Inagua. Capt. Wixon.

1851

FORWARDING AGENTS

FORDATI, COXHEAD & CO., London

Marseilles to Boston via Britain

CUNARD LINE

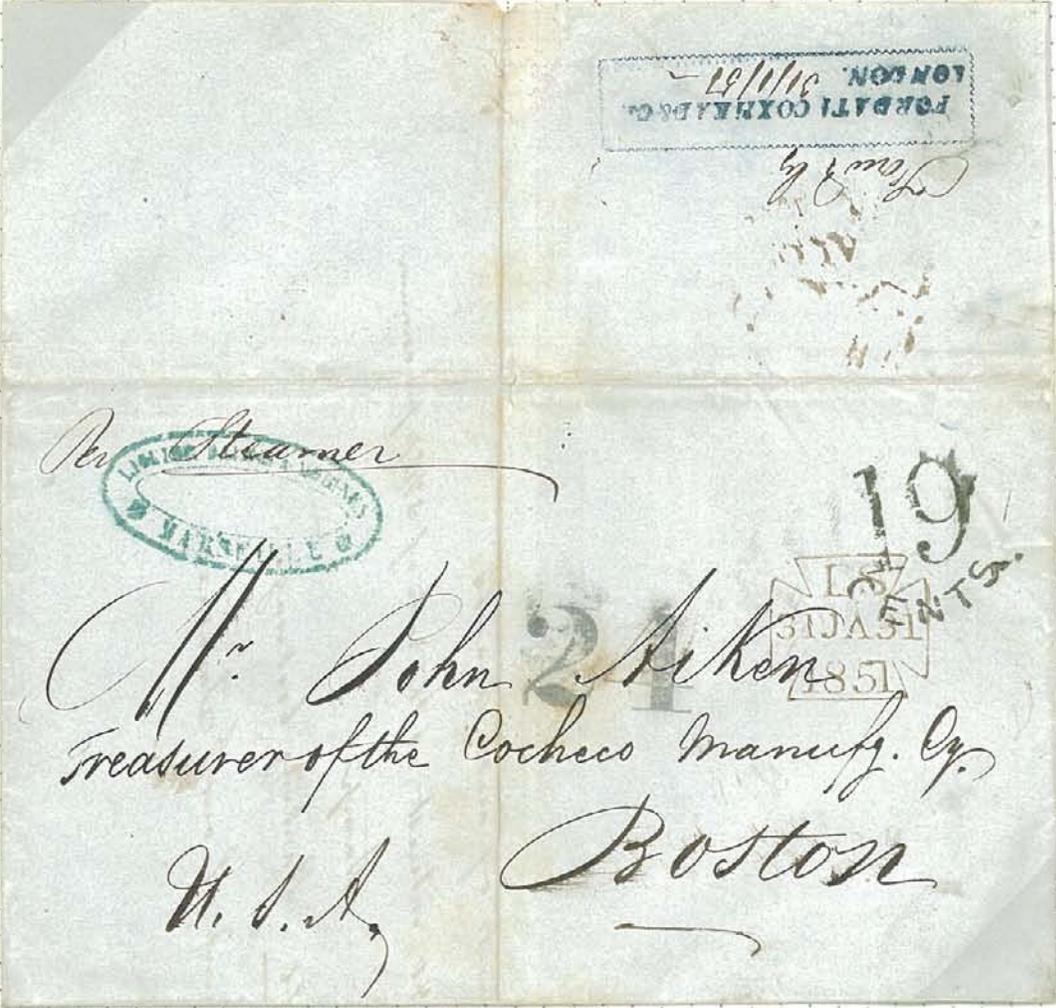
R.M.S. Africa

January 25, 1851. Letter originated at Marseilles, France as shown by this handstamped corner card. It went in a closed packet to the forwarding agents Fordati, Coxhead & Co. at London.



Hand by
FORDATI, COXHEAD & CO.
LONDON 24/1/51

LSZ
31JA31
1851



Jan. 31, 1851. Fordati, Coxhead & Co. struck their pen-dated backstamp and forwarded letter "Per Steamer". It was received at the old Lombard Street (L.S.) post office, London as an unpaid letter.

Feb. 1. The Cunard Line R.M.S. Africa departed from L'pool

arrived N.Y. Feb. 15. Coincidentally, on this voyage the Africa was carrying the Atlantic's (Collins Line) mail because the latter had to return to England with a fractured paddle shaft.

U.S. was debited for 16c Sea (British Packet) + 3c British Inland = 19c. 24c due, being the U.S.-British Treaty rate of 1848. U.S. retained 5c U.S. Inland.

19 24
CENTS

1844

TRANSATLANTIC MAIL

Marseille to Boston via Liverpool

CUNARD LINE

R.M.S. Acadia

Forwarding Agent:

Fordati, Coxhead & Co.
London

March 27, 1844. Letter docketed at Marseille and sent in bulk packet to Forwarding Agent at London.

April 3.

Fordati, Coxhead

& Co. endorsed the

letter on the reverse,

paid the 1 shilling (1/- in red

mss.) transatlantic steamer rate and directed letter to

the Liverpool steamer of April 4, when the Cunarder

Acadia sailed. Marked PAID by the red Maltese cross of

the Lombard

Street Post

Office, London.

*Forwarded by Fordati Coxhead & Co
London 3 April 1844*

PAID
L S
3 AP 3
1844



B. 279.

April 17, 1844.

The Acadia arrived

at Boston

where letter was

subject to a

charge of 6¢ due

for a single

incoming ship

letter addressed

to the port of

entry.



1841

TRANSATLANTIC MAIL

CUNARD LINE from Boston

R.M.S. Columbia

Forwarding Agents:

Goodhue & Co, New York

T.W. Ward, Boston.

1175 tons, 207 ft. x 34 ft. beam. Clipper bow, wooden paddle steamer, side lever 2 cylinder engine. 9 knots. Launched 1840 at R. Wood, Port Glasgow (engines Robert Napier, Glasgow). Maiden voyage Sept. 19, 1840, Liverpool - Halifax - Boston.



January 14, 1841. Letter datelined at New Orleans by John & D. Fehrman. They paid the Act of 1825 rate for a single letter going over 400 miles, N. Orleans to New York, 25¢ as noted in mss. U.R. of obverse.



Goodhue & Co. received letter, readdressed it and forwarded it on to Boston, U.S. terminus at that time of the transatlantic steamer line, Boston to Liverpool.

T.W. Ward in turn forwarded letter aboard the Cunard Liner R.M.S. Columbia, which cleared Boston Mar. 1, 1841, sailed March 2.



Transit mark at Liverpool. Distinctive mark applied by the Post Office there on incoming Cunard Line mail.

March 17, 1841. Arrival backstamp at London. 1 shilling (24¢) due for transatlantic, U.S. to U.K., single, rate.

1841

NEW ORLEANS TO LONDON VIA NEW YORK AND BOSTON
CUNARD LINE from Boston Forwarding Agents:
R.M.S. Columbia New York & Boston.



1841

FORWARDING AGENTS

FRÜHLING & GÖSCHEN
LONDON

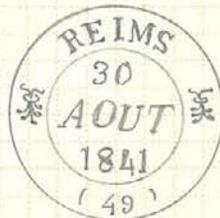
July 19, 1841. Letter headed at Matanzas, Cuba, and carried ex-post office to London where it was handed over to a forwarding agent. Expensive ship letter charges were thus avoided.



Aug. 27, 1841. Cachet with hand-inserted date by Forwarding Agent, Fruhling & Goschen, who paid 10 d. (U.R.) for British foreign rate to France.



August 29, 1841. French entry mark at Calais (Noel 377) showing mail entering France there from England. ANGL. = ANGLETERRE.



August 29-30, 1841. Paris transit and Reims arrival backstamps. 20 decimes (mms.) due from recipient.

1857

TRANSATLANTIC MAIL
COLLINS LINE

S.S. Baltic. Grounded on a mud bank.

Forwarding Agent:
Bruno Silva & Son, London



August 16, 1857. Letter posted in a packet or bundle of letters to the London forwarding agent Bruno Silva & Son for forwarding on to Porto (Oporto), Portugal.

Baltic of the Collins Line departed this day, but grounded on a mud bank upon leaving her berth at N.Y. and was detained one day.

August 28. Baltic arrived at Liverpool.

August 29. Letter received by Bruno Silva & Son in London who applied their forwarders' oval backstamp (R.F. 3) and forwarded the letter on as a paid letter to Porto. London transit handstamp.

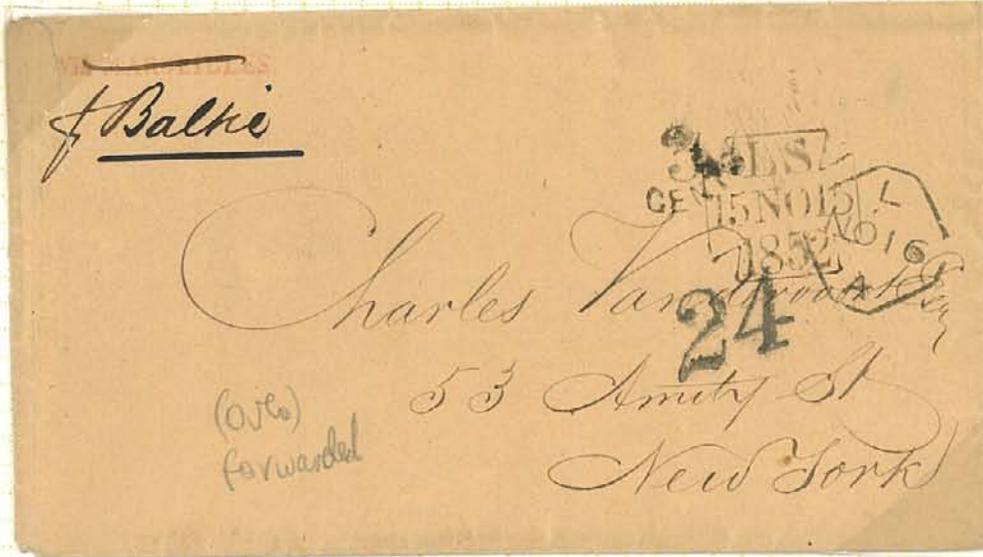


1852

FORWARDING AGENTS

Transatlantic Mail
U.S. Mail Steamship Baltic
Collins Line

FORBES FORBES & CO
LONDON



Via MARSEILLES



Letter from unknown origin (probably Hong Kong) was contained in a packet of other mail addressed to Forbes, Forbes & Co. in London for forwarding. Upon arrival at London, Forbes & Co. deleted the red "Via MARSEILLES", indicated "p Baltic", and applied their large oval backstamp.



November 15, 1852. Letter posted unpaid at London's Lombard Street Office (L.S.)

Nov. 16. Lozange of the Liverpool Packet Office. Baltic departed from Liverpool Nov. 17.

Nov. 28. Baltic arrived at New York.



New-York Daily Times, Monday Nov. 29. The United States Mail steamship Baltic, Capt. Comstock, arrived at her wharf at an early hour yesterday morning. She was off the Hook on Saturday evening, and the passage for this season of the year is an excellent one.

3 CENTS 24

The Baltic left Liverpool on Wednesday, Nov. 17, at 12 o'clock noon. She experienced a gale of great severity in the Channel. Throughout the passage the weather has been generally rough. Has 68 passengers. Arrived at the Light Ship at 10 o'clock Sat. ev'ng., and waited for a pilot - burning blue lights and sending up rockets.

1851

THE CUNARD LINE

R.M.S. Niagara

Forwarding Agent
Gustav Dressler, London

Pluygers
& Hauck.

April 15, 1851. Letter datelined at Rotterdam by Pluygers & Hauck and endorsed: Enclosed samples of no value. It was sent under cover to a forwarding agent in London.



GUSTAV DRESSLER
17 April 1851
LONDON

76
CENTS

LS
17/AP 17
1851

L
AP 18
A

April 17. Gustav Dressler, a forwarding agent in London struck his hand dated back-stamp and marked the letter: Niagara Steamer. It went into the post unpaid at the Lombard (L.S.) London post office.

April 18. Transit lozenge at Liverpool. Letter was rated as a quadruple weight letter. U.S. was debited 16¢ Sea (British Packet + 3¢ British Inland = 19¢ x 4 = 76¢. Thus was per the U.S.-British Treaty of 1848.

April 19. R.M.S. Niagara of the Cunard Line departed from Liverpool.

96

May 1. Niagara arrived at Boston. Under the U.S.-British Treaty of 1848, the recipient was charged 24¢ x 4 = 96¢. U.S. retained 5¢ U.S. Inland x 4 = 20¢.

1866

FORWARDING AGENTS

FRITZE & CO., Trinidad de Cuba

BÜSING & CO., Havana

S.S. Eagle, Havana to New York

Oct. 21, 1866. A letter written at San Pablo by a plantation wife to her sister describing life on a sugar plantation with 9 children, a husband and 126 negro workers to cook and sew for. Letter was handed to the forwarding agent Fritze & Co. at Trinidad de Cuba for forwarding to Havana. They struck their (unlisted) oval backstamp.

pr. U.S. Steamer Eagle

Mrs. Isabel M. Pierce
care of William Pierce Esq
Lincoln
Mass.

via Havana



20/10.66



Oct. 20.
 Busing & Co.
 received
 letter,
 struck their
 control num-
 bered for-
 warders mark
 backstamp,
 and directed
 letter: pr.
U.S. Steamer
Eagle. This
 mark also
 unlisted.

20/10.66

116
376
575
805
345
432.25
151
581

7737

20/10.66



Oct. 27.
Eagle depart-
 ed from Havana.



N.Y. Times: Arrived N.Y. Thurs. Nov. 1, 1866. Steam-
 ship Eagle, Greene, Havana Oct. 27, with merchansise and
 passengers to Garrison & Allen.

Letter subject to the 10¢ steamship letter rate.

words we have to
and one of the tu
his work is down
for them to name
Gabe and Ron
teacher for the c
but had already
who lived in H
been here since W
something of life
helping hand to
sowing and she
family. She plays
an elder child in.

1866

FORWARDING AGENTS

ST. JAGO DE CUBA TO PHILADELPHIA VIA HAVANA & N.YORK

S. S. Morro Castle

Forwarding Agent

J. Marquette, Havana



Sept. 15, 1866. Letter penned at St. Jago de Cuba by Brooks & Co. who endorsed it, "Via Havana" and sent it overland to Havana. The Havana forwarder, J. Marquette, struck his oval backstamp and forwarded the letter to N.Y. aboard the steamship Morro Castle of the Atlantic Mail Steamship Co. which departed Havana Sept. 29. The Marquette backstamp (R.F. 2) predates the Rowe listing by 4 years, and here in black, listed only in blue by Rowe.

Oct. 3, 1866. Arrived N.Y. S.S. Morro Castle, Adams, Havana Sept. 29, 1 P.M., with mdse and passengers to Garrison & Allen. Left steamers Eagle and Stars and Stripes.

Letter subject to the 10¢ steamship letter rate.

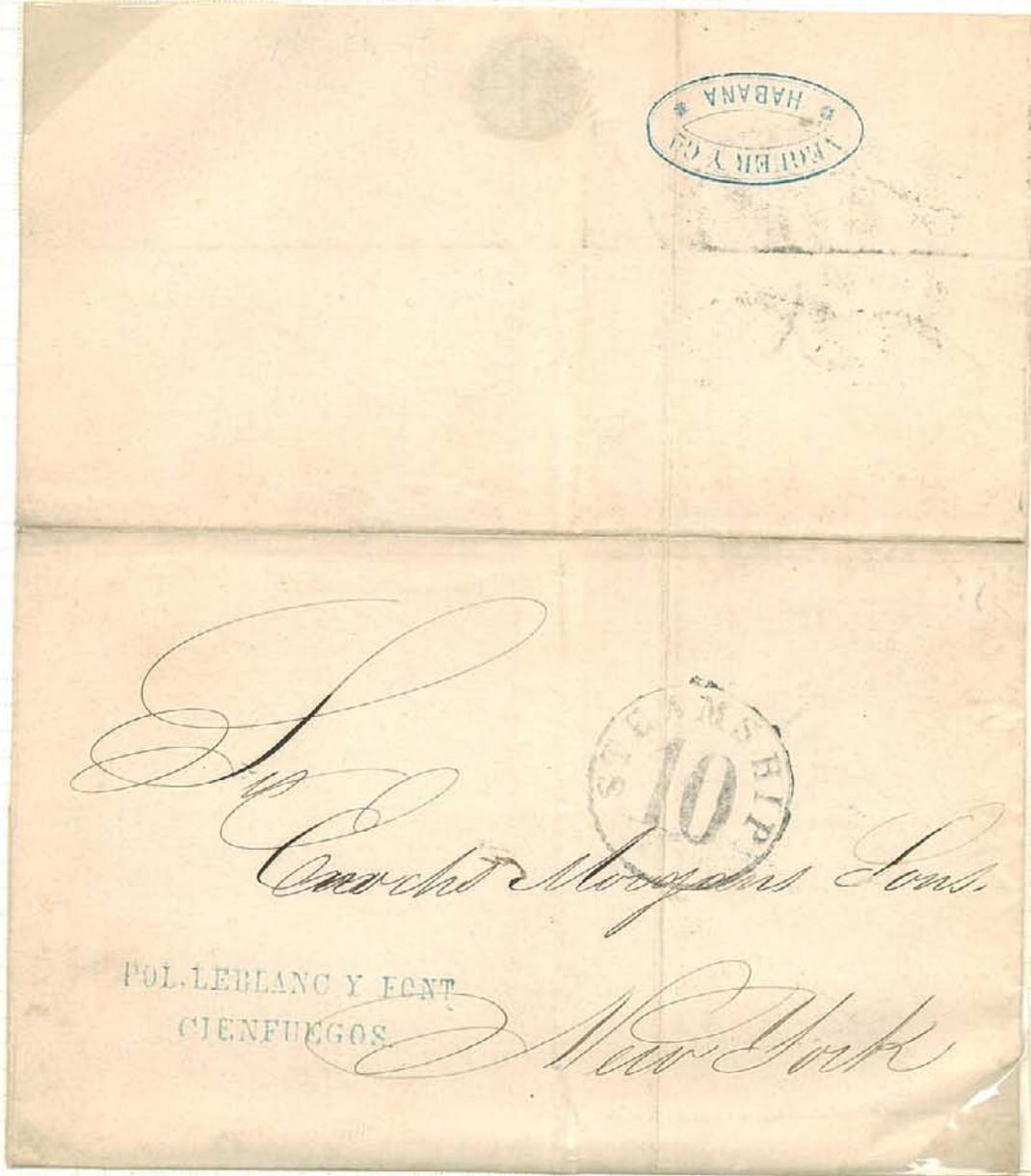


1866

FORWARDING AGENTS

VEGUER Y C^o
HAVANA, CUBA

Letter written Sept. 25, 1866 by Leblanc and Font at Cienfuegos on the Southern shore of Cuba. Conveyed to Havana where Veguer and Co. forwarded letter to New York via N.Y. Steamship.



Company stamp of forwarding agent.



Rate marking at New York showing 10¢ due from recipient, standard rate.

Oct. 3, 1866, SS Morro Castle, Capt. Adams, arr. NY from Havana

1863

FORWARDING AGENTS

BROOKS, DOUGLAS & CO

Havana

S.S. Sheldrake, Havana to New York



Handwritten text in cursive script, including the name Nelson S. Johnson & Kemp.

April 17, 1863. Letter datelined at St. Jago de Cuba and handled overland to Havana. There it was forwarded on to New York by the forwarding agents Brooks, Douglas & Co. who backstamped the letter with their blue oval with the pen notation: Forwarded by (RF 1).

N.Y. Times, Thurs., April 30. Arrived N.Y. April 29, Steamship Sheldrake (Br.,) Searle, Havana, April 23, with mase to Howland & Aspinwall. 27th inst., Cape Hatteras, bearing E.N.E. 40 miles, was boarded by U.S. steamship Massachusetts, and received despatches from her.

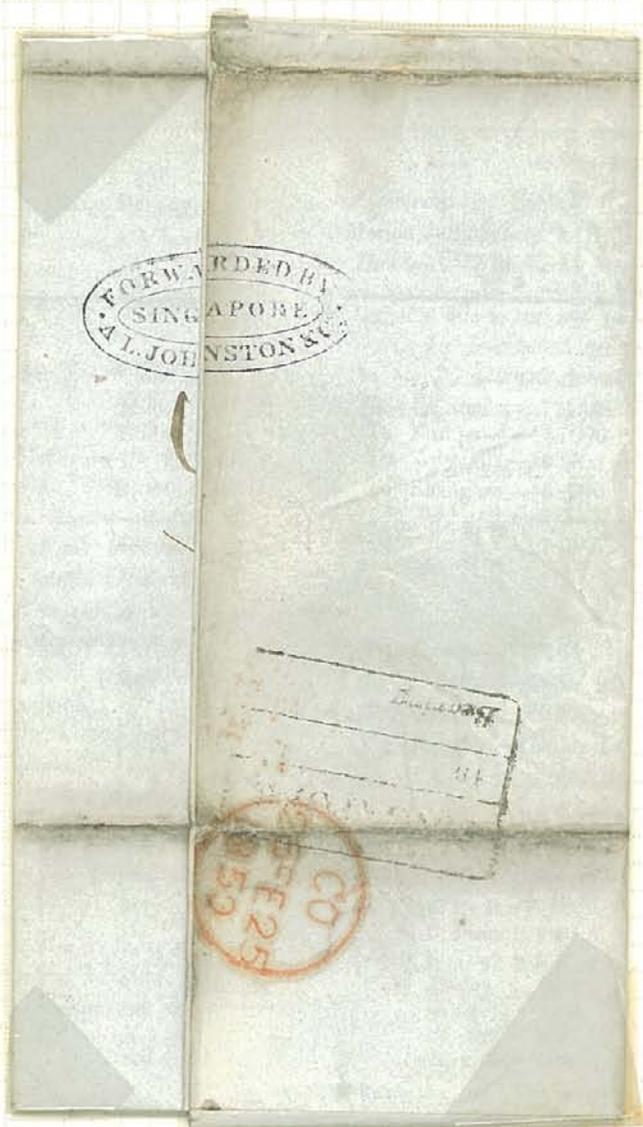
Letter subject to the 10¢ steamship letter rate, charge mark struck at New York. Lanman & Kemp docket notes receipt April 30.

1849

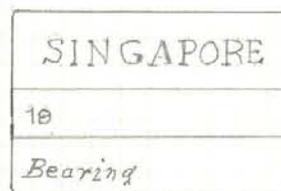
FORWARDING AGENT

A. L. JOHNSON & CO.
SINGAPORE

Nov. 24, 1849. Letter written at Manila and conveyed by private ship to Singapore.



A. L. Johnston & Co. received this letter at Singapore and forwarded letter as a British Packet letter to addressee, F. Huth & Co. at London "via Southampton".



Singapore transit Packet Letter mark. Regulations stated mail must be stamped in black with the notation "bearing".



Feb. 25, 1850. Letter received at London and assessed the Packet Letter rate of 1/-. Transit time, Manila - London, 93 days.

1846

FORWARDING AGENTS

CONSTANTIN & SONS
BORDEAUX



Letter handed to Constantin & Sons, Bordeaux, who forwarded it to New Orleans by private ship.

SHIP

Letter noted as a Ship Letter at New Orleans.

6

Letter rated 6¢ due, ship letter rate for letter addressed to Port of Entry.



Lebournele
1846

SHIP

Monsieur

Monsieur Antoine Blanc
Evêque de la Nouvelle Orléans
A La Nouv. Orléans
Etat Unis d'Amérique

"SHIP" 6

966

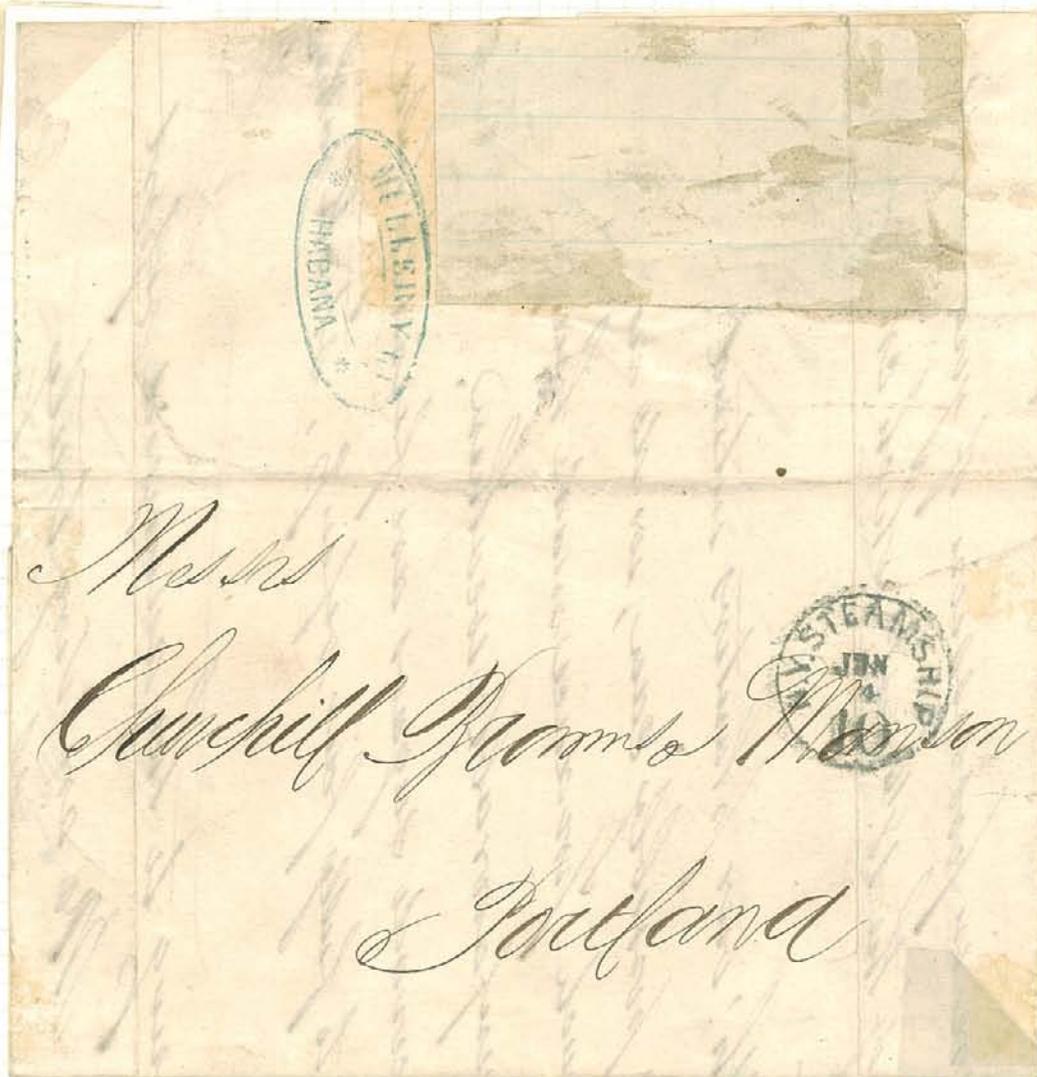


1869

FORWARDING AGENTS

MULLER Y CA
HAVANA, CUBA

Letter written May 28, 1869 at Cardenas, Cuba, city on northern coast of Cuba. It then travelled either by private coastwise ship or overland to Havana where it was handed to forwarding agents, Muller Y Ca. They sent it on its way to Portland Maine via N.Y. Steamship.



Forwarding Agents cachet.

June 3 SS Morro Castle, Adams, arr.
N.Y. Departed Havana May 29 via
Nassau.

June 4, 1869. Arrival
marking at New York. 10¢
due from recipient.