

1860

36TH CONGRESS, } HOUSE OF REPRESENTATIVES. { REPORT  
1st Session. } No. 607.

CARLOS BUTTERFIELD AND ASSOCIATES.

[To accompany Bill H. R. No. 810.]

JUNE 4, 1860.

Mr. GREEN ADAMS, from the Committee on the Post Office and Post Roads, made the following

REPORT.

*The Committee on the Post Office and Post Roads, to whom was referred the petition of Carlos Butterfield and his associates, proposing the establishment of a line of mail steamers from New Orleans or Mobile to sundry ports on the Gulf of Mexico, have had the same under consideration, and respectfully report:*

That, in the opinion of your committee, postal communication with these several ports on the Gulf of Mexico, by the establishment of a line of mail steamers, such as proposed by the petitioners, with the encouragement of a fair compensation for mail service jointly with Mexico, will furnish to our own citizens, as well as to those of Mexico, such facilities of communication between the two countries as their necessities require and the progress of the age demand.

Our postal communication with all the ports of Mexico is chiefly obtained at present through foreign channels and by foreign means. Thus is our commercial intercourse with Mexico, to a great extent, made subsidiary to, and dependent upon, facilities furnished by other countries, to their immense advantage but our great detriment.

While your committee believe that no postal arrangement should be made with exclusive reference to commercial advantages, it may, nevertheless, be proper to consider, as an argument in its favor, the eminent service which will be rendered our commerce incident to the establishment of such a line of mail steamers, in connexion with the fact that a considerable portion of the cost to the government will be returned to the treasury in the shape of postages. The duties also which will probably arise upon increased imports in a short time will, without doubt, more than balance any deficiency in postal receipts.

Mexico, with a full appreciation of the immense advantages which will accrue to her government and citizens, has, with a liberality worthy of imitation by our government, granted to a citizen of the

1861

WEST INDIES MAIL SERVICE  
SANTIAGO, CHILE TO NEW YORK VIA ASPINWALL (Panama)

S.S. North Star

Cornelius Vanderbilt

Wooden side-wheel steamer, 1867 tons, 262½ ft. x 36½ ft., built 1853 by J. Simonson, Greenpoint, L.I. for Vanderbilt. Used by him as a private yacht for an excursion to Europe in 1853. Various Aspinwall and transatlantic services until returning to the New York - Aspinwall run for Vanderbilt June 1859. Chartered by the War Department on a daily basis in 1862, 1864 and 1865. Final voyage Feb. 1865, she was broken up at New London in 1866.



May 17, 1861. Letter datelined and posted at Santiago, Chile. It was carried by the (British) Pacific Steam Navigation Company. Rate for this service which included transit to Panama and transisthmus to Aspinwall was 2 shillings (48¢) as shown by the red 2/-.



August 23, 1861. Shipping lists note arrival of the steamer North Star, Capt. Jones, at New York from Aspinwall. Lanman & Kemp docket records arrival at their office on Aug. 24, 1861, over 3 months from posting at Santiago.

1864

UNITED STATES MAIL LINE

S.S. Ocean Queen

Wooden side-paddle steamer, 2802 tons, 327' x 42'; vertical-beam engine built by Morgan Iron Works, hull by J.A. Westervelt & Sons, N.Y. Launched April 8, 1857, for the San Francisco-Nicaragua Line of Morgan and Garrison. Originally christened Queen of the Pacific, but when she was purchased by Vanderbilt before completion, she was renamed Ocean Queen. Until 1861, she was employed on Vanderbilt's transatlantic service. Chartered to the Quartermaster's Department 1861-62, she entered Vanderbilt's N.Y.-Aspinwall service in October 1862, and continued in that service after being purchased by Pacific Mail in 1865.

The United States Mail Line for California via Panama advertised regular sailing days on the 3rd, 13th and 23rd unless sailing day was a Sunday, whereupon the day of departure would be the Monday following.



June 6, 1864. Letter datelined at San Jose de Guatemala, located on the Pacific side of Guatemala. It went by local vessel to Panama as endorsed: p. Steamer via Panama. Mail by rail cross-isthmus to Aspinwall.

June 27. S.S. Ocean Queen departed from Aspinwall on the Atlantic side of the isthmus.

July 6. N.Y. Times, arrived Steamship Ocean Queen, Tinklepaugh, Aspinwall June 27, at 6 P.M., with mails, specie and passengers to D.B. Allen. Letter was subject to a double steamship letter rate of 10¢ x 2 = 20¢.

Lanman & Kemp docket notes, "Rec'd July 6."

1860

NEW YORK, HAVANA & MOBILE LINE  
S.S. Quaker City, Havana to New York

Built by Vaughn & Lynn, Philadelphia, 1428 tons, 227' x 36', wooden paddle steamer, 10 knots. Originally built for New York, Havana & Mobile Line, during the Civil War she was employed as an a med cruiser, searching for blockade runners. She made a special pleasure cruise to the Holy Land and Europe in 1867. This may be considered the world's first cruise ship. It is reported that Mark Twain wrote a large part of "The Innocents Abroad" while aboard the Quaker City during this cruise (Smith, "Passenger Ships of the World")



December 12, 1860. A letter paid at the local Cuban postage by the  $\frac{1}{2}$  reale, Issue of 1857. This only paid the letter to the pier from which the steamers departed at Havana, and had no bearing on the U.S. Steamship postage.

N.Y. Times. Arrived N.Y. December 20, steamship Quaker City, Shufeldt, Havana, with mdse. and passengers to Hargous & Co.

Letter stamped with the due mark of 10¢ for a single Steamship Letter.



1862

WEST INDIES MAIL SERVICE  
HAVANA TO NEW YORK

S.S. Roanoke

Paddle wheel steamer, 1071 tons, built 1851 at New York. She came to a strange end. On September 28, 1864, while en route from Havana to N.Y. she was seized by Confederates who had boarded her at Havana as passengers. They sailed her to Bermuda where she was burnt.

April 29, 1862. Letter datelined at Havana and directionally endorsed ' pr. "Roanoke" '.



May 5, 1862. Docket notes received at New York. Shipping and Commercial List (N.Y.) records the arrival of the steamship Roanoke, Capt. Couch, on May 4. Single steamship letter rate of 10¢ due.

1861

WEST INDIES MAIL SERVICE

HAVANA TO NEW YORK

S.S. Santiago de Cuba

Operated by: Valiente and Company  
N.Y. to Santiago

Wooden paddle steamer, 1567 tons, 229 ft. x 38 ft. beam. Vertical-beam engine built by the Neptune Iron Works; diameter of cylinder 5'-6", stroke 11 ft., maximum speed 14 knots, average speed 8 knots. Hull white oak, brigantine rigged, built by Jeremiah Simonson, Greenpoint, N.Y. for Valiente and Company for service between New York and Santiago.

August 13, 1861. Letter datelined at Havana. This was the last northbound voyage under Valiente, as the Santiago de Cuba was purchased by the Navy Dept. Sept. 6, 1861 for \$200,000 and served as a gunboat during the Civil War as U.S.S. Santiago de Cuba. Redocumented Nov. 16, 1865; rig changed to screw, 1877; rig changed to schooner barge, and name to Marion Dec. 7, 1886.



Aug. 20, 1861. Docket notes receipt at N.Y. Double rated steamship letter, thus 10¢ x 2 = 20¢ due from recipient.

Part of the famous Lanman & Kemp correspondence, drug dealers of New York.

1862

WEST INDIES MAIL  
BOSTON TO HAVANA VIA NEW YORK  
Spanish Screw Steamer Noc Daqui



BOSTON  
JAN  
21  
MASS

PAID

NEW YORK  
PAID  
JAN  
22

Sc. 68

January 14, 1862. N.Y. Times. Arrived Jan. 14, Steamship Noc Dague (sic) (Span. screw), Sartitegue, Matanzas 6ds with sugar to J.M. Cabellas.

January 21. This letter to Havana endorsed p Noc Daqui concerns sugar shipments. It noted a message by the same steamer. Cover paid at the 10¢ steamship rate to Cuba, Issue of 1861.

Jan. 22. Transit at New York.  
N.Y. Times: Sailed Jan. 22, Spanish Steamer Noc Dague for Matanzas.

Jan. 31. Havana arrival backstamp.  
1 Peso due for inland delivery.

HABANA  
31  
ENE  
62  
(1)

NA1

WIM 123.5

1865

HAVANA TO LONDON VIA NEW YORK

American & Mexican Steamship Co., U.S.M.S. Vera Cruz  
Inman Line, S.S. City of New York



26

October 26, 1865. Letter datelined at Havana. Posted unpaid to London "via New York".

November 4. Transit at New York. Arrived New York Nov. 1, Steamship Vera Cruz, Murray, Vera Cruz Oct. 22 and Havana 27th to C.A. Whitney. Between Tavernier and Carysport Lighthouse saw nine vessels on the reef, one of them a large screw steamer, apparently an American, about 5 miles south of Carysport, inside the reef and surrounded by wreckers. (Refers to the aftermath of strong gales along the East Coast.)

The N.Y. Exchange Office debited Britain for the 10¢ Cuba rate by American Packet (American & Mexican SS Co.) of July 1864, plus 16¢ American Packet transatlantic, City of New York, which sailed November 4 for Liverpool.



Nov. 17. City of New York arrived at L'pool afternoon of Nov. 17. Transit backstamp at London.

British added 3¢ (1½d.) Brit Inland to the American debit 26¢ to total 29¢ shown as 1sh. 2d. figured 1sh. 2d. + 2½d. (5¢) =

This is a so and unusual rate



*Handwritten initials: M & W*



1861

ATLANTIC & PACIFIC STEAMSHIP CO.  
ASPINWALL TO NEW YORK

S.S. Champion

Iron paddle steamer 1419 tons, 235' x 35' beam. Built by Harlan & Hollingsworth, Wilmington, in 1859 for Cornelius Vanderbilt. Made two voyages for Atlantic & Pacific SS Co. San Francisco to Panama, then transferred to New York for the same line. She sailed between New York and Aspinwall from 1860 until the end of 1864. In 1864-65 she was chartered by the Quartermaster's Department, War Department.



PAID - TO  
PANAMA



September 24, 1861. A letter paid in cash to Panama at the British Consular post office at Guayaquil, . . . It went by a steamer of the Pacific Steam Navigation Co. to Panama where it started its transit of the Isthmus by rail on October 3 as shown by the British Post Office PANAMA handstamp.

October 5. Letter went aboard the S.S. Champion, which sailed from Aspinwall on October 5.

N.Y. Times, Oct. 14. Arr. Sun. Oct. 13, ss. Champion, Wilson, Aspinwall 5th inst. at 7pm to D.B. Allen. ¶ She sailed in company with the U.S. ship Macedonian for Carth-  
agena. The Champion was convoyed from Aspinwall to lat. 23 by the United States gun-  
boat Keystone State, when they parted company and the latter steered N.W. ¶ Rated 10¢  
Steamship Letter. Docket received 10thmo.16th.61 (Quaker date) = Oct. 16, 1861.

1861

CALLAO, PERU TO NEW YORK VIA PANAMA  
VANDERBILT LINE: S. S. Northern Light, Aspinwall to New York

PAID-TO  
PANAMA



April 14, 1861. A business letter dated at Callao and endorsed: Via Panama. One shilling was paid in cash and the letter transported up the West Coast of South America by the British run Pacific Mail Steam Navigation Co. to Panama. Backstamp in black notes: PAID-TO/PANAMA

April 24. Transit mark at the British Consular office at

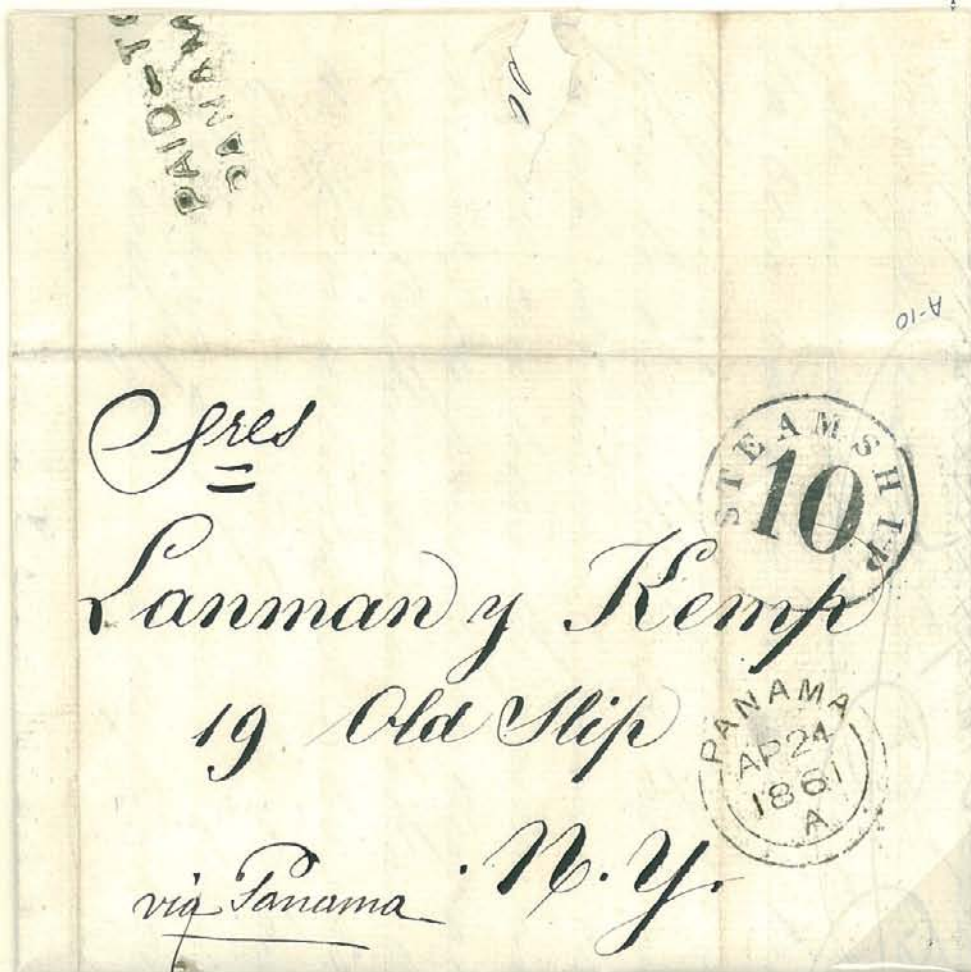
Panama. Mail went by the Panama Railway cross-isthmus to Aspinwall.

April 25. S.S. Northern Light departed from Aspinwall for N.Y.

New York Times, May 4, 1861. Arrived at N.Y. May 3. Steamship Northern Light, Tinklepaugh, Aspinwall April 25 with mdse. and 360 passengers to D.B. Allen & Co.

Letter was subject to the 10¢ Steamship Letter rate.

May 4. Docket of Lanman & Kemp notes receipt in New York this date.



1862

VALPARAISO, CHILE TO NEW YORK VIA PANAMA  
VANDERBILT LINE: S.S. Ariel, Aspinwall to New York



PAID-TO  
PANAMA

*7*

June 18, 1862. A letter dated at Valparaiso, Chile and endorsed: Via Panama. It was paid at a double rate of one shilling x 2 = 2/-, shown in red manuscript. This fee covered transit to Panama by a steamer of the Pacific Steam Navigation Co. It was posted June 19 at the British Consular office at Valparaiso, backstamp.

July 6. Transit stamp at the British office at Panama. Letter went cross-isthmus by the

Panama Railway.

July 7. S.S. Ariel of the Vanderbilt Line sailed from Aspinwall.



N.Y. Times, July 16. Arrived at New York July 15. Steamship Ariel, Miner, Aspinwall July 7 at 3 P.M. with mdse., specie and passengers to D.B. Allen.

July 16. Lanman & Kemp docket notes letter received by them on this date. It was subject to a double Steamship Letter rate of 10¢ x 2 = 20¢. Enclosures are noted.

N.B.: It is interesting to note that Ariel ran in the Vanderbilt European Line, N.Y. to Havre 1855 to her last voyage on that route, arriving at N.Y. Oct. 16, 1859. She steamed to the Isthmus of Panama from Nov. 1859, then after use as Civil War transport.

1862

ECUADOR TO NEW YORK VIA PANAMA

S. S. Ella Warley (nee Isabel), Havana to New York



PAID-TO  
PANAMA



N.Y. Times. Arrived at New York December 31, Steamship Ella Warley, Schenck, Havana Dec. 25, via Key West 26th with mdse and passengers to Trujillo & Vining. Experienced heavy weather from Hatteras.

December 31. Lanman & Kemp docketed the letter as received by them on this date. Letter subject to the 10¢ Steamship Letter rate.

The 1115 ton wooden paddle steamer Ella Warley was built in 1848 at Charleston, S.C. as Isabel. After serving on the Havana to Charleston run until the Civil War, the Isabel, as the p.s. Ella Warley became a blockade runner. She was captured in April 1862 and redocumented as Ella Warley. This cover was carried on her last voyage. Feb. 9, 1863, she collided with the S.S. North Star and was lost with 4 lives.

1865

PACIFIC STEAM NAVIGATION CO., Valparaiso to Panama

S. S. Callao

CORNELIUS VANDERBILT'S LINE dba U.S. MAIL LINE

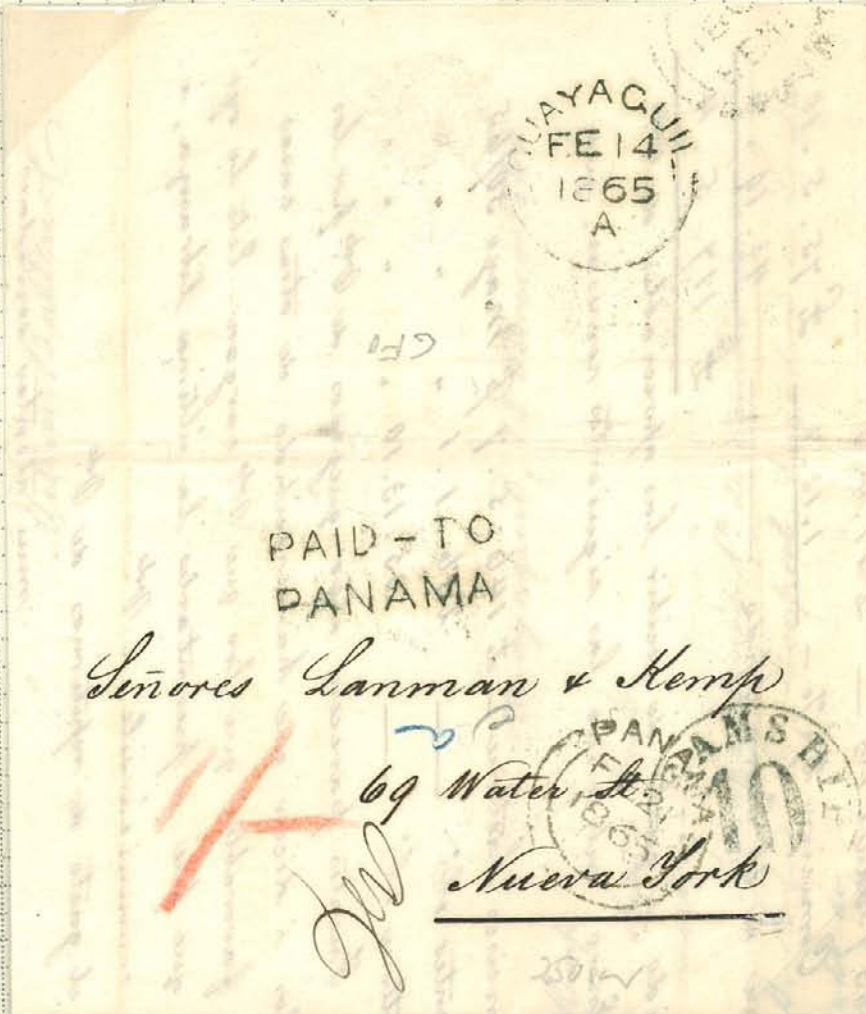
S. S. Costa Rica



PAID-TO  
PANAMA

Feb. 14, 1865.  
Letter posted at Guayaquil, Ecuador at the British Consular Office (backstamp), Paid, per PAID-TO-PANAMA handstamp at a one shilling (1/-) rate.

Feb. 2. The Pacific Steam Navigation Co.'s S.S. Callao, Grierson, departed from Valparaiso, Chile en route to Panama. She made numerous calls along the West Coast of South America, arriving at Panama on February 21.



PAID-TO  
PANAMA

*Senores Lanman & Kemp*

*69 Water St*

*New York*



Feb. 21. Transit at British Consular Office at Panama. Mail went trans-isthmus to Aspinwall (Colon) to find the New York bound mails and passengers, supposed to have gone forward by the S.S. North Star, stranded. North Star had broken a paddle wheel shaft on her outward voyage, arriving at Aspinwall Feb. 8.

Feb. 25. S.S. Costa Rica of Vanderbilt's United States Mail Line departed from Aspinwall with the mails and passengers including those of the ill-fated North Star, also of the U.S. Mail Line.

March 7. Costa Rica, Tinklepaugh, arrived at New York. 10c steamship letter rate due. Lanman & Kemp docket notes, "Rec'd Mch 7."



1870

U. S. TO CALLAO, PERU VIA PANAMA

Pacific Mail Steamship Co.

S.S. Rising Star



July 1, 1870. A letter posted paid at Richmond, Maine at the 22¢ rate to Peru via American Packet, then British Packet via Colon [Aspinwall], effective December 1856 to October 1867, when it went to 34¢ to March 1870, when the rate went back to 22¢. The rate is made up by the 2¢ and 6¢ National Bank Note Issue of 1870 plus the 12¢ Issue of 1869. Letter is addressed to Mr. Zack Allen aboard the ship Matterhorn, c/o American Consul, Callao.

July 6. Transit stamp at New York which gives credit to Great Britain of 12¢ (6d.) for British handling beyond Panama.

N.Y. Times, July 7. Cleared Wednesday, July 6: Steamship Rising Star, Maury, Aspinwall, Pacific Mail Steamship Co.

The letter transited the Isthmus by rail to Panama then went by the British packets of the Pacific Steam Navigation Co. to Callao.



1871

WEST INDIES MAIL

PHILADELPHIA TO ST. DOMINGO via British Mail

Rates, effective January 1868 to July 1875, were 18¢ per ½-oz. to non-British West Indies by British Steamer via St. Thomas. Apparently this was divided 10¢ to U.S. and 8¢ to Britain per ½-oz.



Double rated letter



June 3, 1871. Double rated letter posted at Philadelphia, backstamp. 18¢ rate x 2 = 36¢, prepaid by stamps of the banknote issue.



June 8, 1871. Letter transit at New York, terminal of the West Indies packets.



July 1, 1871. Transit backstamp at the British packet port of St. Thomas. 8¢ x 2 = 16¢ credit to Britain shown in red.



July 6. Receipt stamp at St. Domingo.

1873

VERA CRUZ, MEXICO TO NEW YORK VIA HAVANA  
Royal Mail Steam Packet Co.: R.M.S.P. Eider, Vera Cruz to Havana  
Atlantic Mail Steamship Co.: S.S. Columbia, Havana to New York

July 31, 1873. A letter fated at Vera Cruz and endorsed: via Habana. It was sent in a packet to a forwarder in Havana. R.M.S.P. Eider was on her return voyage to St. Thomas from Tampico, Mexico. Her dates were: Tampico, July 31; Vera Cruz, August 1-2; arrived at Havana August 5. Letter was deposited for U.S. Steamship mail at Havana by the forwarder.

August 7. S.S. Columbia of the Atlantic Mail Steamship Co. departed from Havana.



N.Y. Times. Arrived at New York August 12: Steamship Columbia, Curtis, Havana August 7 with mdse. and passengers to Wm. P. Clyde.

Letter subject to the 10¢ Steamship Letter rate (W. NY-34).



1875

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



January 23, 1875. Letter company date stamped on reverse and paid at the Cuban rate of 50 centavos de peseta x 2 = 100 centavos by four copies of the 25 centavos Issue of 1875 to total double the inland rate. Covers bearing internal rates prepaid by adhesives are known for this era, but reasons for the prepayment are unclear, most Havana mail for the U.S. being handed directly to the steamships. This cover is endorsed: V. "City of N. York". S.S. City of New York sailed from Havana on this same date, January 23.



N.Y. Times. Arrived N.Y. Jan. 28, steam-ship City of New-York, Timmerman, Havana Jan. 23 with mdse and passengers to F. Alexandre & Sons. Jan. 27th, lat 37 44 lon. 74 44 passed steam-ship City of Merida, hence for Havana.

Letter rated as a double letter at the 20¢ Steamship Letter rate from Cuba. The prepayment in Cuba had no bearing on the U.S. rating.

1875

NEW-YORK, HAVANA AND MEXICAN MAIL STEAMSHIP CO.

S. S. Cuba

F. Alexandre & Sons



February 6, 1875. Letter date stamped with the company date stamp of Viuda de Martinez and Daughter (!). It was paid at the Cuban inland rate of 50 centavos de peseta, Issue of 1875. Covers bearing internal rates prepaid by adhesives are known for this era, but reasons for the prepayment are unclear.

S.S. Cuba sailed from Havana this same date.



N.Y. Times. Arrived N.Y. February 12, Steam-ship Cuba, McIntosh, Havana, Feb. 6 with mdse. and passengers to F. Alexandre & Sons.

February 13. Letter processed at New York. Letter rated at the 10¢ Steamship Letter rate from Cuba. The prepayment in Cuba had no bearing on the U.S. rating.

1875

NEW-YORK, HAVANA AND MEXICAN MAIL STEAMSHIP CO.

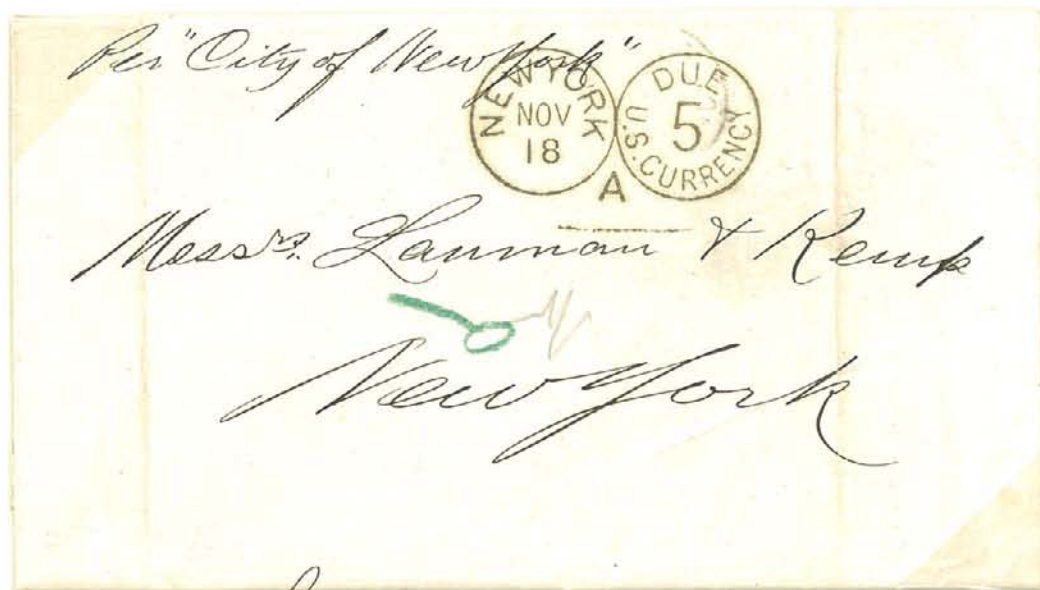
S.S. City of New York

This line had two services; to Havana direct and to the Mexican Gulf ports via Havana. A November 1875 advertisement in the New York Times ran:

NEW-YORK, HAVANA AND MEXICAN S.S. LINE

For Havana Direct: CITY OF VERA-CRUZ  
CITY OF NEW-YORK  
CITY OF MERIDA

For Vera Cruz and New Orleans, calling at Havana, Progresso, Campeachy, Tuspan and Merida  
CITY OF MERIDA.



November 13, 1875. Letter datelined at Havana and endorsed: Per "City of New York". This steamship of the New-York, Havana and Mexican Mail Steamship Company departed from Havana this same date.

November 17. N.Y. Times. Arrived Steam-ship City of New York, Timmerman, Havana Nov. 13 to F. Alexandre & Sons.

November 18. Letter processed at New York. It was subject to the July 1875 rate from Cuba of 5¢ per  $\frac{1}{2}$ -oz. This rate was effective until May 1877 when Cuba entered the U.P.U. The rate then became the U.P.U. rate of 5¢ officially.

1876

NEW-YORK, HAVANA AND MEXICAN MAIL STEAMSHIP CO.  
S.S. City of Vera-Cruz

This line had two services; to Havana direct and to the Mexican Gulf ports via Havana. Steamers of the line were, City of Vera-Cruz, City of New-York, and City of Merida.



September 15, 1876. Letter datelined at Matanzas and deals with the sale of sugar shooks. A shook is a set of staves and headings sufficient for one hogshead or barrel. The hoops are quoted separately. This letter, endorsed: Pr. City of Veracruz, went overland to Havana.

September 16. S.S. City of Vera-Cruz departed from Havana.

N.Y. Times, Friday Sept. 22. Arrived N.Y. Sept. 21, Steam-ship City of Vera Cruz, Deaken, Havana Sept. 16 with mdse. and passengers to F. Alexandre & Sons.



Letter rated at New York subject to the July 1875 rate from Cuba of 5¢ per ½-oz. This rate was effective until May 1877 when Cuba entered the U.P.U. Mail after that date could be posted with Cuban stamps.

1876

WEST INDIES MAIL

5¢ Non-G.P.U. Rate to Cuba, effective July 1875-May 1877

S.S. Liberty

The steamship rate from Cuba by American Packet had been 10¢ per half-ounce since July 1851, except 20¢ if over 2500 miles. In July 1864 this became 10¢ regardless of distance. This rate was further reduced to 5¢ per half-ounce from Cuba, the same as the G.P.U. rate to member countries, although Cuba was not yet a member. Cuba joined the G.P.U. in April 1877, when the 5¢ rate became an official G.P.U. rate.



February 29, 1876. Leap Year day letter datelined at St. Jago de Cuba and endorsed: "S.S. Liberty". Letter concerns the arrival of the Evening Star at St. Jago.



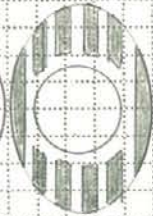
N.Y. Times, March 9. Arrived March 8, steamship Liberty (which arrived 7th), Sunburg, Cienfuegos via Santiago (St. Jago). Has had strong northerly winds most of the passage.

Letter due at the 5¢ rate of July 1875.

1883

PACIFIC MAIL STEAMSHIP COMPANY

S.S. Colon, New York to Aspinwall



July 9, 1883. U.P.U. rate at 5¢ to member countries per 1/2-oz. paid by Issue of 1882. Sender, M. Echeverria & Co. used their hand-stamps to indicate steamship and Mexico destination.

N.Y. Times. Cleared July 10, 1883, S.S. Colon, Porter, Aspinwall, Pacific Mail Steamship Co.

Upon arrival at Aspinwall, mail went trans-isthmus by the Panama Railroad to Panama, then by steamer to San Francisco via Acapulco, where this letter was put ashore.

The N.Y. Times of July 10, 1883 carried an advertisement detailing the Pacific Mail Steamship Co.'s routes.

PACIFIC MAIL STEAM-SHIP COMPANY'S LINES  
FOR CALIFORNIA, SANDWICH ISLANDS, JAPAN, CHINA, NEW-ZEALAND,  
AUSTRALIA, CENTRAL and SOUTH AMERICA and MEXICO.

From New-York, pier foot of Canal St., North River for the isthmus of Panama.

COLON sails TUESDAY, July 10, noon, connecting for Central and South America and Mexico.

From San Francisco, 1st and Brannan sta. FOR JAPAN AND CHINA.  
D. & O. SS OCEANIC sails Tuesday July 10 2 P.M.

Excursion tickets between San Francisco and Yokohama at special rates.  
FOR HONOLULU, NEW-ZEALAND, and AUSTRALIA, CITY OF SYDNEY sails SATURDAY, July 23 at 2 P.M. or on arrival of London Mails at San Francisco.

1878

PACIFIC MAIL STEAMSHIP CO.

New York to Chile via Panama

17¢ Rate

S.S. Acapulco



January 15, 1878. A letter posted at North Tisbury, Mass. to a crewman of the whaling bark Bounding Billow at Talcahuano, Chile, a town with a good anchorage 8 miles N.W. of Concepcion.

January 16. Boston transit backstamp.

Letter was paid at the 17¢ rate via Colon by American Packet then by British Packet effective July 1875 to April 1881 (when Chile entered the G.P.U.) Rate is made up by an array of the Continental Bank Note Issues: 1¢ Issue of 1873, strip of 3 of the 2¢ vermilion Issue of 1875, and the 10¢ brown, Issue of 1873.

January 31. The letter was held at New York for the next available steamship to Colon. The Exchange Office credited Britain for 12¢ (6d.) for British Packet handling beyond Panama. U.S. retained 5¢ for domestic and American Packet, New York to Aspinwall.

N.Y. Times. Cleared Jan. 31: Steamship Acapulco, Clapp, Aspinwall, Pacific Mail Steamship Co.

Ca. February 10. S.S. Acapulco arrived at Aspinwall (Colon). Mail went transisthmus by rail to Panama, then by the British owned Pacific Steam Navigation Co. to Chile. March 2. Valparaiso transit backstamp, letter by rail to Talcahuano. 10 centavos due for local postage.

N.B.: Bark Bounding Billow, 262 tons, built Chelsea, Mass. 1854.



10

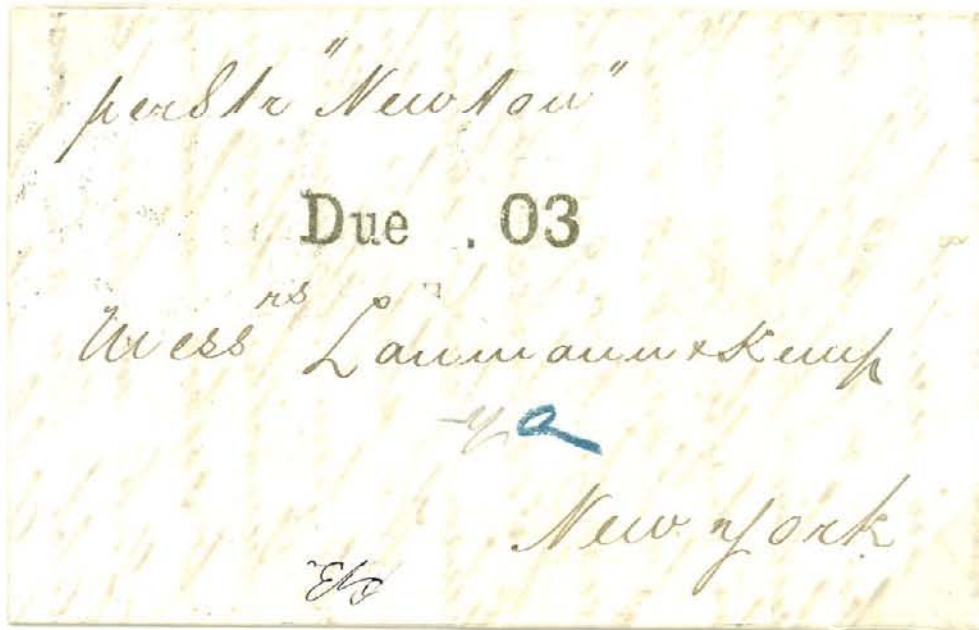
1876

STAR BALL LINE

United States and Brazil Mail Steamships

S.S. Newton

June 1, 1876. A consignee's letter dated at Pernambuco containing a bill of lading for one bag of wax per "Newton". The Times records the departure of the S.S. Newton from Pernambuco May 31 (sic).



Due .03

N.Y. Times. Arrived June 21 at New York. Steam-ship Newton, (Br.,) Lions, Rio de Janeiro May 26, Bahia 30th, Pernambuco 31st, Para, June 6, with mdse and passengers to Busk & Jevous.

Letter rated at the U.S. Internal rate of 3¢ for a ½-oz. letter any distance within the United States.

STAR BALL LINE

United States and Brazil Mail Steam-ships. Sailing regularly every month from WATSON'S WHARF, BROOKLYN, N.Y.

For Para, Pernambuco, Bahia and Rio Janeiro, calling at ST. JOHN'S PORTO RICO.

J.S. TUCKER & CO., Agents, No. 54 Pine St.



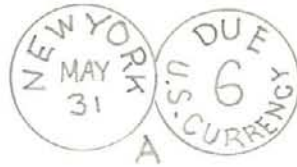
1878

LA GUAYRA, VENEZUELA TO NEW YORK  
S. S. Bermuda



May 16, 1878. Letter datelined at Caracas, Venezuela and headed "By the Hornet". It went by that vessel to LaGuayra, Venezuela where it was endorsed to the steamer Bermuda.

May 18. The S.S. Bermuda touched at La Guayra en route to New York.



New York Times. Arrived May 31. Steam-ship Bermuda (Br.,) Wilson, Puerto Cabello, May 17; Laguayra 18th, Ponce 21st, St. Thomas 22d, and St. John, P.R. 24th with merchandise and passengers to A.E. Outerbridge.

Letter rated as a Ship Letter at double the domestic rate of 3¢ x 2 = 6¢. Payment in depreciated U.S. Currency (greenbacks) was accepted.

1891

BARBADOES TO U.S. VIA PHILADELPHIA

S.S. Bermuda



November 2, 1891. A letter posted at Barbados and paid 4d. by the Issue of 1885. It is endorsed: per "Bermuda".

The S.S. Bermuda, a British freighter, had departed earlier from Demerara, British Guiana, and was reported at St. Kitts on November 13. This letter had gone aboard her at her port-of-call at Barbados.



November 26. Bermuda was scheduled to arrive at New York on November 26, but she had been diverted the Philadelphia where her mails went ashore. The bagged New York mails went by rail to N.Y. where they received identity on November 26, backstamp.

November 26. Meriden, Conn. receiving backstamp.

N.Y. Times Arrived N.Y. Sunday November 29. SS Bermuda (Br.,) Karsons Demerara &c. via Philadelphia with mdse. to A.E. Outerbridge & Co.

1883

PACIFIC MAIL STEAMSHIP COMPANY  
NEW YORK TO SOUTH AND CENTRAL AMERICA  
S.S. Acapulco

Return to B. WESTERMANN & CO.,  
P. O. Box 2306, NEW YORK,  
If not delivered within 10 days.

*per Acapulco*



*Mr. O. von Schroeter Esq*

*San Jose*

*Costa Rica*



August 31, 1883. Letter posted at New York for San Jose, Costa Rica, paid at the U.P.U. 5¢ rate by a 3¢ stamped envelope + 2¢ Bank Note. It is properly endorsed: per Acapulco, to indicate transport by the Pacific Mail steamer.

N.Y. Times, August 28, 1883

PACIFIC MAIL STEAM-SHIP  
COMPANY'S LINES

FOR CALIFORNIA, SANDWICH ISLANDS, JAPAN, CHINA, NEW ZEALAND, AUSTRALIA, CENTRAL and SOUTH AMERICA and MEXICO  
From New York, pier foot of Canal St., North River, for San Francisco via the Isthmus of Panama.

ACAPULCO sails SATURDAY, Sept. 1, noon, connecting for Central and South America and Mexico...

H.J. BULLAY, Supt.

1901

JAMAICA TO NEW YORK  
British Steamship Adirondack



May 22, 1901. A letter endorsed: Per S.S. "Adirondack", posted at Kingston, Jamaica. The 2½d. U.P.U. rate was paid by two copies of the one penny May 1, 1900 Issue and the ha'penny Issue of 1885.

The British steamship Adirondack had departed from Jeremie, Haiti May 14, touched at Kingston on the 22nd.



FORWARDED  
N.Y. P. O.

N.Y. Times. Arrived at New York May 29. SS Adirondack, (Br.,) Owen, from Jeremie & Co. May 14, with mdse. and passengers to Pim, Forwood & Kellock. Arrived at the Bar at 7:45 AM and anchored on account

of thick weather.



May 29. New York arrival backstamp. The letter was forwarded by the N.Y.P.O. to the Wakefield Reed Chair Company at Wakefield, Mass.

May 30 (erroneously dated May 18), receiving backstamp at Wakefield.

1903

UNITED FRUIT COMPANY STEAMSHIP LINE

Belize, British Honduras to New York via New Orleans

S.S. Anselm



October 8, 1903. Registered letter posted at Belize, paid at the 5¢ U.P.U. rate + 5¢ registry fee by the 10¢, Issue of 1901.

The Daily Picayune, New Orleans, October 13.  
MARINE NEWS - ARRIVALS. British steamship Anselm, Brown, from Puerto Cortez, via Port Barrios and Belize to United Fruit Company - Post 30, Third District.

Advertisement in the Picayune:

UNITED FRUIT CO.'s  
STEAMSHIP LINES TO CENTRAL  
and SOUTH AMERICAN POINTS

From New Orleans, La.  
For BELIZE, B.H.; PUERTO BARRIOS, GUAT.,  
and PUERTO CORTEZ, S.H. -  
Every Thursday at 9 A.M.

October 13. New Orleans Registry transit backstamp.

October 16. Registry Division receipt backstamp at Binghamton, N.Y.



1898

THE BLUEFIELDS STEAMSHIP CO., LTD.  
NEW ORLEANS TO BLUEFIELDS, NICARAGUA

S. S. Suldal

Form 249

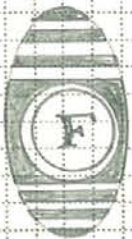
National Association of Manufacturers  
48-51 The Bourse  
PHILADELPHIA, PA.

PHILADELPHIA,  
— PENN. —  
OCT 13 6 - PM 1898



M. J. Clancy,  
United States Consular Agent,  
Bluefields, Nicaragua.

October 13, 1898. Letter posted at Philadelphia and paid at the 5¢ U.P.U. rate to member countries by the Garfield Issue of 1898. Mail went by overland Southern Mail route to New Orleans.



October 16. Transit marking at New Orleans. The Daily Picayune carried the following notice:

THE BLUEFIELD STEAMSHIP CO., LTD.  
FOR BLUEFIELDS AND RAMA

Steamship Suldal sails Oct. 16, a.m., receiving freight Saturday Oct. 15, until 3 p.m. For freight or passage apply to The Bluefields Steamship Co., Ltd

Cleared and sailed October 16. Norwegian steamship Suldal, Ellingsen, for Bluefields, Nicaragua, Bluefields Steamship Company.

October 26. Purple duplex with star killer arrival backstamp at Bluefields.

N.B.: Rama is a small town in Nicaragua about 40 miles up the Escondito River.



1903

ROYAL NETHERLANDS STEAMSHIP CO.  
KON. NEDERLANDSCHE STOOMBOT MIJ, N.V.  
S.S. Prins Maurits

Built by Blohm & Voss, Hamburg in 1900. 2121 tons, 284' x 38', single screw, triple expansion engines. Foundered off Cape Hatteras April 3, 1915, 59 lives lost.

The K.N.S.M. line served the Europe-West Indies route for a number of years.



February 3, 1903. A letter paid at the 5¢ U.P.U. rate by the 1¢ deep green and 2 copies of the 2¢ red, Type III, Issue of 1898. Letter is addressed to Puerto Plata, Dominican Republic. Transit backstamp February 4 at the New York Foreign Branch.

N.Y. Times: OUTGOING STEAMERS:  
Thursday Feb. 5: Prins Mautitz (sic), Haiti  
.....10:00 A.M.

Feb. 10. Arrival postmark at P. PLATA

1912

ROYAL NETHERLANDS STEAMSHIP CO.  
KON. NEDERLANDSCHE STOOMBOT MIJ. N.V.

S. S. Coppename



March 26, 1912. A letter, although on a Hamburg-Amerika Linie envelope, went aboard the Royal Netherlands Line. The U.P.U. postage of 2½d. at Port-of-Spain, Trinidad, was paid by Trinidad Issue of 1909, 2 copies of the 1d. carmine and the ½d. gray green.

S.S. Coppename departed from Port-of-Spain on March 26.

N.Y. Times. Arrived at New York April 2, 1912, SS Coppename, Trinidad, March 26.

The Coppename was built in 1908, by Workman, Clark & Co., Belfast, Ireland. 3192 tons, 339' x 42', single screw, 13 knots. Acquired by Tropical Fruit Co. in 1913.



1914

ROYAL NETHERLANDS STEAMSHIP CO.  
KON. NEDERLANDSCHE STOOMBOT MIJ. N.V.

S. S. Commewyne

Built 1907 by Akt. Burmeister & Wain, Copenhagen.  
2476 tons, 310' x 40', single screw, 13 knots. Vessel  
was purchased in 1912. Burned in Black Sea in 1938  
under other ownership.



June 29, 1914. This letter was posted aboard the S.S. Commewyne while at sea. The U.P.U. rate of 12½ cent was paid by the Suriname Issue of 1902. The cachet of the ship was struck to cancel the stamp.

June 29. N.Y. Times. Arrived Monday June 26, SS Commewijne, Port of Spain June 21.

Letter was entered into the U.S. Postal system as a Paquebot latter at the N.Y. Hudson Terminal Station (Hosking 953). This cds was used 1908-15, with the frame damaged in 1911.

Dutch (Commewijne) and English (Commewyne) spellings are found.

1896

PANAMA RAILROAD COMPANY

S. S. Allianca



Return to MIRAMONTE FARM,  
 AUROREA MILLS, Marion Co., Oregon,  
 If not delivered within 10 days.

Via NEW YORK & PANAMA.

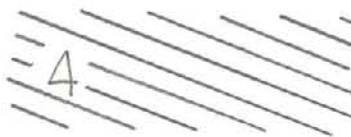
Sr. ED. MUNKKE

a. c. del Sr. Lorenzo Petersen

Iquique, CHILE

September 14, 1896. A letter from Aurora, Oregon paid at the 5¢ U.P.U. rate to Chile by the 2¢ Columbian Issue stamped envelope plus the 3¢ Issue of 1895 (? - watermark not checked). Cancellation is by the duplex with the distinct "horizontal striped football" killer. The letter is handstamped: Via New York & Panama.

-NEW YORK, N.Y.  
 SEP 19 1- PM '96



September 19. Transit  
 backstamp at New York.

N.Y. Times: OUTGOING STEAMSHIPS. S.S. Allianca, Sept. 21, Colon.\*

Letter went to Colon in the Allianca, trans-isthmus by the Panama Railroad and south to Iquique by the British Pacific Steam Navigation Co. Backstamp ca. October 16 at Iquique.

\*Confusion occurs in the spelling of this ship's name. It was built in 1886 for the 3rd U.S. & Brazil Mail Steamship Co. as Allianca. It was acquired by the Panama Railroad Co. on the dissolution of the Brazil Line in 1893. Later shipping lists (after 1900) list her as Alliance.

1902

ISTHMUS OF PANAMA TO CALIFORNIA VIA NEW YORK  
PANAMA RAILROAD CO. S.S. Advance

Built in 1883 for United States & Brazil Steamship Company by John Roach & Son, Chester, Pennsylvania. 2603 tons, 295' x 38', single screw, 12 knots. Compound engines, two masts, one funnel. Sister ships: Alliance and Finance.

LAM HING & CO. *Via New York*  
COLON.

*Meyaro*   

*Chy King & Co.*  
*640 Sacramento St.*  
*P.O. Box 2567 San Francisco*  
*California U.S.A.*

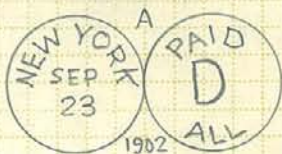
*南興安行*  
*交金山埠*  
*要正須*



Sept. 16, 1902. Paid letter at Colon, Colombia, paid 5 centavos, Issue of 1892 under Colombian Dominion. At this time what was to become the Canal Zone (in 1904) was still part of Colombia and what appears to be the canal shown on the stamp map more properly represents

in 1892 the route of the Panama Railroad. Revolution occurred with the formation of the Republic of Panama November 1903.

This letter to San Francisco was directionally endorsed "Via New York" and cancelled at the National Postal Agency, Colon. T = "Transit" at Colon. S.S. Advance departed Colon Sept. 16 for N. York.



Sept. 23. N.Y. Times, Tuesday Sept. 23, arrived Steam-ship Advance from Colon Sept. 16.

Letter forwarded by railroad overland to California.



—	I
—	—
—	R
—	—

Sept. 27-29. San Francisco arrival back-stamps.



1904

HAMBURG-AMERICAN LINE

S.S. Altai, Barranquilla, Colombia to Puerto Cabello

ATLANTIC & CARIBBEAN STEAM NAVIGATION CO., Red "D" Line

S.S. Caracas, Puerto Cabello, Venezuela to New York



October 26, 1904. Letter posted aboard the Hamburg-American Line's S.S. Altai, a 2480 ton steamer built in 1897. Letter franked with a bisected 10 centavos Colombian stamp, Issue of 1904, to pay the 5 centavos U.P.U. rate. Cancelled aboard the Altai en route from Barranquilla to Puerto Cabello.

November 7. Arrival backstamp at New York. N.Y. Times. INCOMING STEAMSHIPS. S.S. Caracas, Porto Cabello, October 28. Arrived November 7.

Red "D" Line, the Atlantic & Caribbean Steam Navigation Co. operated in the Caribbean trade from 1885 to around 1927 with 6 steamers. Caracas was built in 1889 by W. Cramp & Sons, Philadelphia, 2886 tons, 311' x 40'.



1929

ATLANTIC & CARIBBEAN STEAM NAVIGATION CO.  
Red "D" Line

S. S. Caracas



July 26-27, 1929. A registered letter paid at Grand Turk Post Office forwarding mint postage stamps to C.W. Caswell. The 2½d. U.P.U. rate plus 3d. registry fee paid by Issues of 1928, viz., 1d. brown, 1½d. red and 2½d. violet on yellow.

N.Y. Times. Arrived at New York August 6, S.S. Caracas, LaGuayra, July 30.

The Caracas of the Red "D" Line stopped at Grand Turk en route to N.Y. from Venezuela.

N.B.: The S.S. Huron, a freight carrier, left Grand Turk on July 25, two days before this letter was posted. She also arrived at New York on August 6.



1907

WEST INDIES MAIL

S. S. Tennyson

Lamport & Holt, Ltd

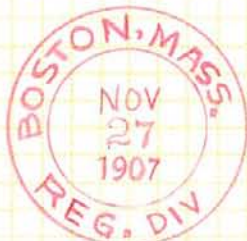
Built in 1900 as Evangeline by Alexander Stephen & Sons, Ltd., Glasgow for Furness, Withy & Co., Ltd. for their London to Canada route. Sold in 1902 to Lamport & Holt, re-named Tennyson for the Liverpool, Brazil & River Plate Steam Navigation Co., Ltd. 3944 tons, 371' x 45', single screw, 14 knots, triple expansion engine. Re-named Valparaiso when sold in 1922. Scrapped in 1932.



Nov. 15, 1907. Registered letter posted at Princes Town, Trinidad and transit same day at Port of Spain.

Nov. 18. S.S. Tennyson departed from nearby Barbados en route to N.Y.

Nov. 26. Backstamp at N.Y. Registry Division. Tennyson arrived at N.Y. Monday, Nov. 25.

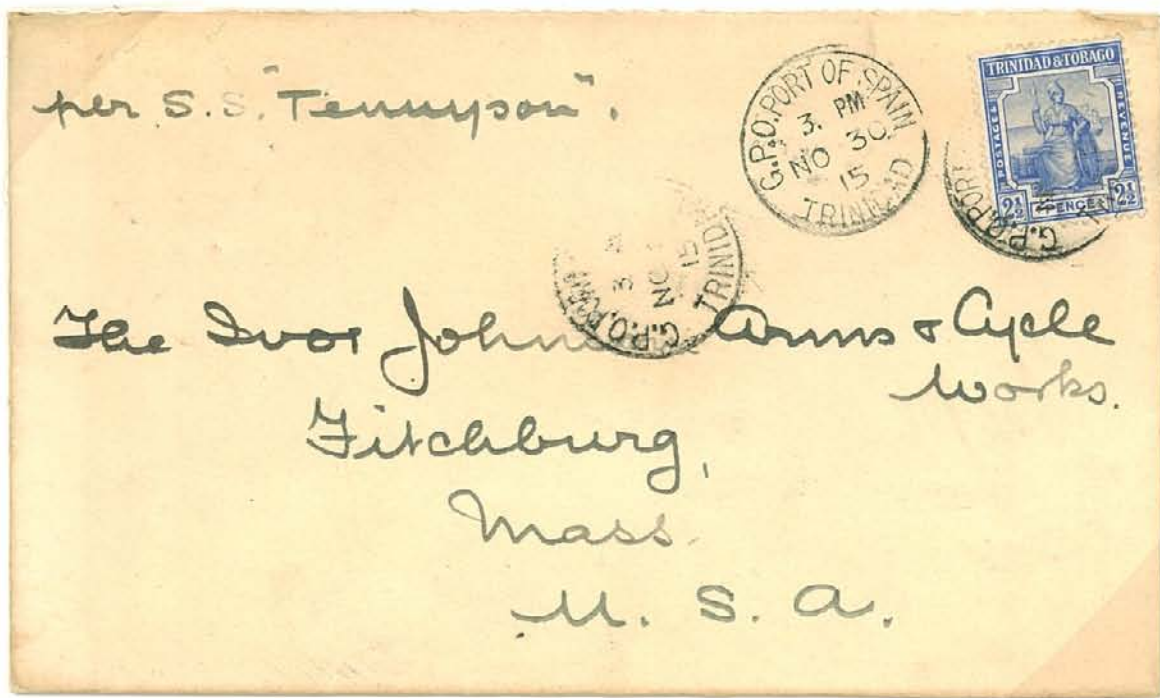


Nov. 27. Boston Registry Division transit backstamps.

1915

LAMPORT & HOLT CO., LTD.  
(British)

S. S. Tennyson



S.S. Tennyson. Built 1900 by Alexander Stephen & Sons, Ltd., Glasgow. 3944 tons, 371' x 45', single screw, 14 knots. Two masts, one funnel. Renamed Valparaiso. Scrapped in 1932.

November 30, 1915. Letter paid at Port of Spain, Trinidad at the 2½d. U.P.U. rate by the Issue of 1913 of the British Colony of Trinidad and Tobago. Letter endorsed: per S.S. "Tennyson".

The S.S. Tennyson of the Lamport & Holt Line picked up this letter at Port of Spain en route from Rio de Janeiro to New York.

N.Y. Times. Incoming Steamships: Due December 12, 1915, Tennyson, Rio Janeiro, Nov. 13. The Times further notes her arrival on December 12.

1921

LAMPORT & HOLT, LTD.  
(British)

S.S. Vauban

Buenos Aires to New York via Barbados



March 31, 1921. A letter posted at Buenos Aires at the 12 centavos U.P.U. rate. It is endorsed: Per S.S. Vauban. The Vauban, 10,660 tons, built in 1912 by Workman, Clark & Co., Belfast, departed from Buenos Aires this date for New York. The Vauban was scrapped in 1932.

N.Y. Times. Incoming Steamships. Arrived at New York April 24, Sunday, Vauban, Barbados...April 19.

The shipping list of the Times gave only the last West Indies port-of-call at Barbados. This vessel had made other calls on the east coast of South America en route.



1926

LAMPORT & HOLT CO., LTD.  
(British)

S.S. Vandyck

13,233 tons, 510' x 64', built 1921 by Workman, Clark & Co., Belfast, Ireland. Twin screw, 14½ knots. Sunk in action with enemy aircraft off Norway, June 10, 1940.



February 17, 1926. A letter paid at Georgetown, Grand Cayman with the War Tax stamps, Issue of 1917 (1½d. and 2½d. ultramarine) and 1919. The amount over the 2½d. U.P.U. rate was for the War Tax.

February 17. S.S. Vandyck departed from Barbados, picked up mails at Grand Cayman Island en route to New York.

N.Y. Times. Arrived at New York February 24: VANDYCK, Lamport & Holt, Barbadoes February 17.

1914

TRINIDAD TO NEW YORK VIA GRENADA  
S. S. Mayaro

PH. N. PAMPELLONNE & Co.  
TRINIDAD.

Per S/S "Mayaro"

REGISTERED

Messrs W.R. Grace & Co  
Hanover Square

NEW YORK, U.S.A.

42664



July 9, 1914. A registered letter posted at Trinidad, paid at the 2½d. U.P.U. rate by the Issue of 1909, plus the registry rate of 2d. paid by the 1d. pair, Issue of 1909. Letter endorsed: Per S/S "Mayaro".

The S.S. Mayaro touched at Trinidad this date en route to New York via Grenada. She called at the latter port July 11.



July 17. N.Y. Times. Arrived at New York July 17, SS Mayaro, Grenada July 11.

There are three N.Y. registry backstamps, July 17-18.

1929

MUNSON LINE

S.S. Pan America

Built 1921, Bethlehem Shipbuilding Corp., Sparrow's Point, Maryland. 13,712 tons, 517' x 72', twin-screw, 17 knots. Ex-Palmetto State. Scrapped 1948.



PAQUEBOT

November 28, 1929. A letter to the U.S. posted aboard the Munson Line S.S. Pan America on the date of her sailing from Buenos Aires. The U.P.U. postage of 5 centavos was paid by Argentina Issue of 1927. Cancellation is by the ship's duplex cancellor N.Y. & BUENOS AIRES SEA POST/S.S. PAN AMERICA.

N.Y. Times. Arrived at New York December 18, Pan America, Munson, Buenos Aires Nov. 28 to 3rd. St. Hoboken.

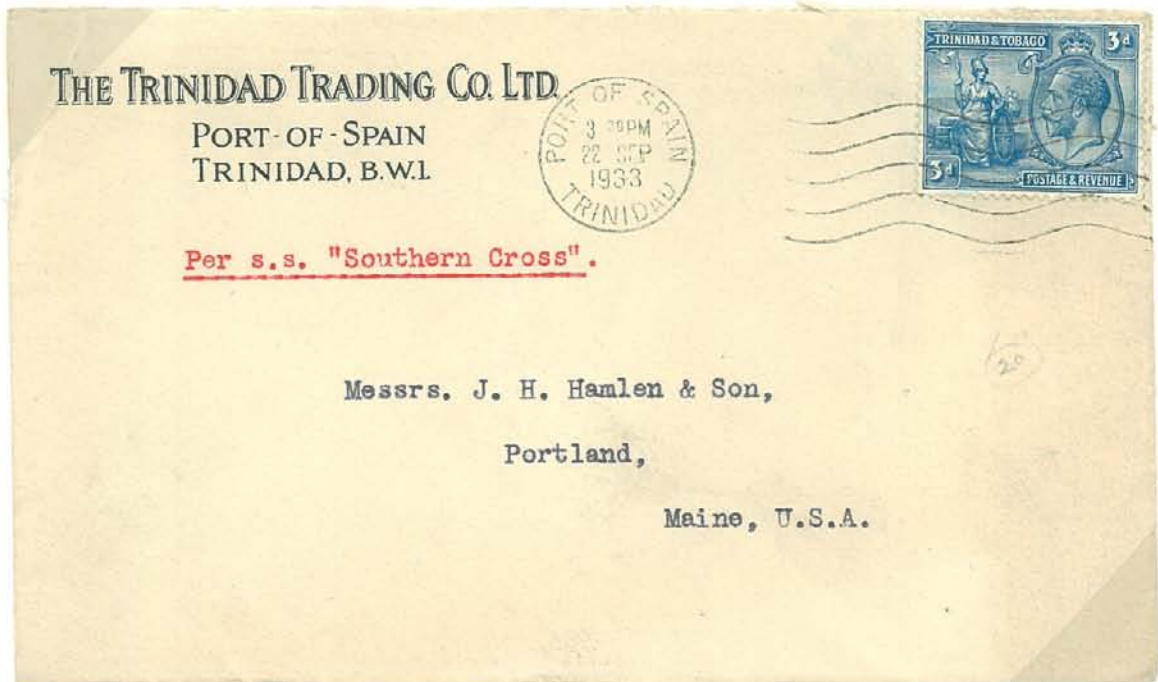
N.B.: The PAQUEBOT marking is not listed (Hosking) for New York. Possibly struck aboard ship.

1933

MUNSON LINE

S.S. Southern Cross

Built 1921 by the New York Shipbuilding Corp., Camden, N.J.  
13,789 tons, 516' x 72', twin screw, 17 knots, steam turbines,  
two masts, one funnel. Broken up for scrap in Seattle in 1954.



September 22, 1933. A letter from Port of Spain, Trinidad paid at the 3d. U.P.U. rate by the 3d. Issue of 1922, machine cancelled at Port of Spain. Letter is endorsed: Per s.s. "Southern Cross".

September 9. The Munson Line's Southern Cross departed from Buenos Aires this date, touched at Trinidad September 22 where this letter went aboard.

N.Y. Times. Incoming Steamships: Due September 28, SOUTHERN CROSS, Munson, Buenos Aires Sept. 9 at 9:30 A.M. to Montague St., B'klyn.

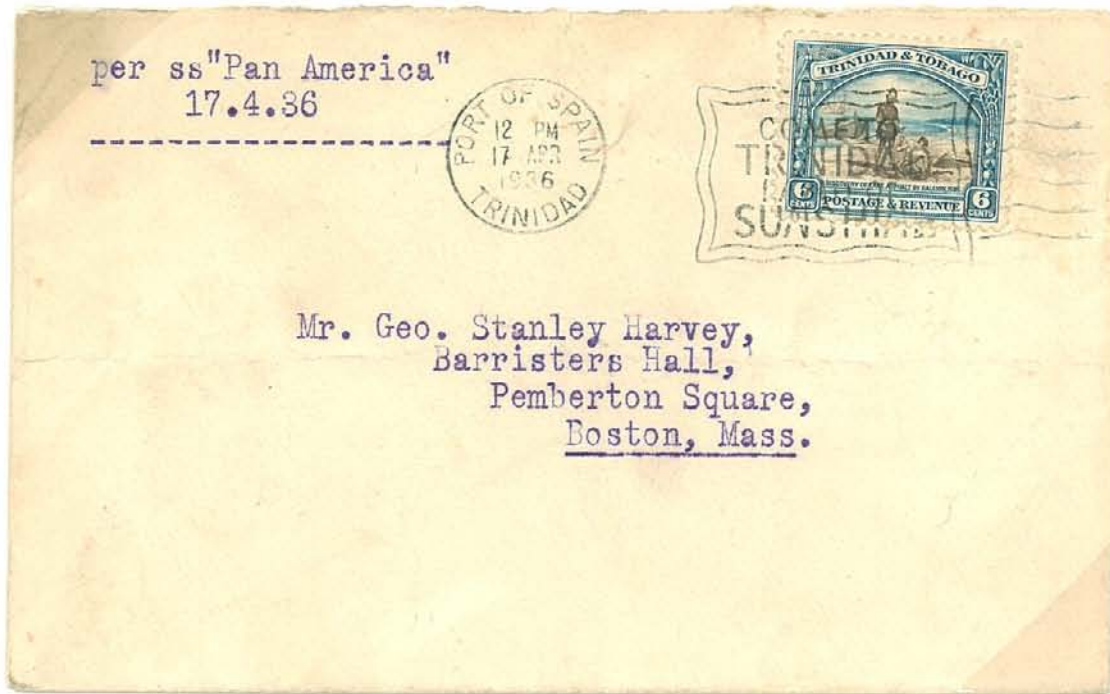
September 28. Southern Cross arrived as advertised.

1936

MUNSON LINE

S.S. Pan America

Pan America, 13,712 tons, built 1921 by Bethlehem Shipbuilding Corp., Sparrow's Point, Maryland. 517' x 72', twin-screw, 17 knots. In New York - South American service. Renamed Hunter Liggett. Scrapped 1948.



April 17, 1936. A letter to the U.S. paid at Port of Spain, Trinidad at the 6¢ U.P.U. rate. It is endorsed: per ss "Pan America"/17.4.36.

The S.S. Pan America had departed from Buenos Aires on April 4, and picked up this letter at Trinidad on April 17, on her way to New York.

N.Y. Times: April 23, 1936. Arrived today Pan America, Munson, Buenos Aires, April 4.

1911

HAMBURG-AMERICAN LINE

Latin American Service

S.S. Prinz August Wilhelm, Kingston, Jamaica to New York



September 14, 1911. Adhesives, Issues of 1886 and 1905 make up the 2½d. U.P.U. rate plus 2d registration, total 4½d.

S.S. Prinz August Wilhelm of the Hamburg-American Line departed from Kingston on this date.

September 20. Arrived New York, S.S. Prinz August Wilhelm, Kingston Sept. 14. N.Y. Registry backstamp.

September 21. Melrose Highlands, Mass. registration backstamp.

Prinz Albert Wilhelm, built by Flensburger Schifftsb. Ges., Flensburg, Germany. 4733 tons, 370' x 45', single screw, 13 knots. Burned and scuttled by crew to prevent capture by Columbian government, 1917.