

1850/78 – ATLANTIC MAIL ROUTES from and to AMERICAS

INTRODUCTION. During the nineteenth century the great excess of manpower resulting, above all from the rising industrialization, led to the United States million of foreigners coming, mainly, from the Northwest European countries, while French, Italian and Spanish people found their way to Latin America. Therefore the ship traffic knew an unprecedented intensity encouraged also by the arrival of the steam navigation that was, by then, able to insure not only more security but even shorter journeys and a more certain length of these.

The new transatlantic navigation lines were financed from the respective countries to ensure a postal service with a periodical feature, whereas, other lines, even though non financed by the states, could, instead, be bound to carry the mail by particular conventions and the merchant ships, even if not financed or bound by any convention could, if requested, be however compelled to assure that service.

SCOPE: The subject is always object of very advanced and in-depth studies with important collections: this one with its diversity of provenances and destinations (including about sixtyfive different countries) has the aim to offer an adequate and comprehensive view of the mail system, in years 1850/78, according to the three areas of North, Central and South America, the following list of routes, as well as the different countries, carriers and rates.

GREAT BRITAIN:-North America lines: LIVERPOOL-BOSTON and LIVERPOOL- NEW YORK by “CUNARD” line, LIVERPOOL–QUEBEC-MONTREAL by “Montreal Canadian Steamship Company” popularly called “ALLAN” line and LIVERPOOL-NEW YORK, calling at Halifax, by INMAN line.

-West Indies lines: SOUTHAMPTON-COLON (Royal Mail Steam Packet Company) that allowed, after crossing the Panama Isthmus, to take on board of the Pacific Steam Navigation Co steamers that called the main ports of Colombia, Ecuador, Peru and Chile.

-South America lines: SOUTHAMPTON-RIO DE JANEIRO-BUENOS AYRES by “Royal Mail Steam Packet Co.”and SOUTHAMPTON-SANTIAGO (Chile), via Magellan straits, by “Royal Mail Steam Pacific Co”

FRANCE: -North America lines: HAVRE-NEW YORK by “Compagnie Général Transatlantique”

-West Indies lines: SAINT NAZAIRE – VERA CRUZ and SAINT NAZAIRE- COLON;

-South America lines: BORDEAUX-RIO DE JANEIRO-BUENOS AYRES and MARSEILLE-BUENOS AYRES;

GERMANY:-North America lines: BREMEN-NEW-YORK by “North German Lloyd” and HAMBURG-NEW YORK with a call at Southampton (from 1869 at Havre) by “Hamburg American line”–HAPAG-.
West Indies line: BREMEN-SOUTHAMPTON-COLON by “North German Lloyd”.

There is to add, also, that from the destination ports and from those called at in the route, especially in the West Indies area, branched out a busy network of local lines that allowed the postal relations in the direction of the central America, Colombia, Venezuela and the countries facing the Mexican Gulf.

BIBLIOGRAPHY: “Understanding Transatlantic Mail“ by Richard F. Winter, “The Transatlantic Mail” by Frank Staff, “South American Packets” by the Rev. J.N.T. Howat, ”Early routings of the Royal Mail Steam Packet Company 1842-1879” by P.J. Kenton and H.G. Parsons, “le Poste Maritime Français” Vol. III° and IV° by Raymond Salles, “Paquetes a vapor para o Brasil -1851/1877” by A.M.O. Vieria, “The Belgian Maritime mail” by Claude J.B. Delbeke and some various writings in Philatelic magazines.

NORTH AMERICA
from United States to Austria via United Kingdom and Prussia
by British CUNARD line packets



Cover from BALTIMORE –Nov. 11 1850- to FREIWALDAU (Austrian Empire) franked to pay the 5 cents rate with 1847 Franklin 5 c. dark brown manuscript cancelled and tied by red” 5” handstamp in sheet margin, confirming the payment of the inland rate. It, as per endorsement “p. Liverpool steamer”, was carried to New York where on Nov. 13 was embarked on the Cunard SS “Canada” arriving in Liverpool on Nov. 24, then to London where received the orange circular date stamp (11.25) and the ink notation 1/4 d debited to Prussia for British sea carriage and internal transit fees. As endorsed “via Berlin” the letter was dispatched, under the 1846 UK/Prussia Postal Convention, to the Prussian exchange office of Aachen where was applied the framed entry mark “America per England” (see on reverse) and noted the Austria debited to Prussia 44 Kr. CM (38kr + 6 inland rate). Then via Berlin by train to Freiwaldau .

The letter was addressed to Freiwaldau - K.K. Schlesien. At that time the Silesia was a constituent part of the the Bohemian Crown lands under the Austrian Habsburg Monarchy. The K.K. acronym comes from the initial letters of “Kaiserlich Osterreichische” and “Koniglich Bomisch”. Freiwaldau is now part of the Czech Republic and is named Jeseník

NORTH AMERICA
 from United States to Great Britain and vice versa
 by CUNARD and ALLAN lines packets



Cover from CLEVELAND -Sep 28 1858- generically addressed to ENGLAND, prepaid the 24 cents single rate under the 1848 US/UK Convention with 12 c. black (Sc. 36) pair having alongside the red circular mark "Cleveland O. PAID"; it on Sep 29 in New York was placed on board the Cunard "SS Arabia" and disembarked in Liverpool on Oct. 13, then to London - red circular mark London PAID- where, as undelivered, it was readdressed and, most likely, embarked back to New York on the Cunard "SS Persia" leaving Liverpool on 16 Oct.



Cover from NEWCASTLE on TYNE- JAN 24 1860- to BOSTON franked with one shilling green to pay the simple rate to United States (24 c.). The cover was carried, via Liverpool (Jan 25), by the ALLAN line steamship "North Briton" (see endorsement) to Boston -red mark on arrival "Boston AM PKT Paid /Feb 8"- On transit noted by the London exchange office the red mark "21 cents" showing the sea carriage fee credited to US.

NORTH AMERICA
 from United States to Great Britain and vice versa
 by INMAN ine packets



Cover from NEW HAVEN – JA 23 1868- prepaid the single rate under the Ja. 1st 1868 US/UK postal Convention with 1861 12 cents tied by mute cancel and alongside d.c. “New Haven C1 23 Ja”. It was carried to New York receiving the red circular mark “New York 25 Jan PAID ALL” and, on the same day, placed on board the INMAN “SS City of Boston” arriving in Liverpool on Feb. 5, then was dispatched to London –red arrival mark “London PAID –Feb 6 1868”



Cover from LIVERPOOL-Sep 9 1868- to NEW YORK –Sep 20- prepaid 1/6 d triple rate for 1 ½ oz. under the 1868 USA/UK Postal Convention with 1865 one sh. together with 1861 2d. and 1864 4d all tied by Liverpool 466 duplex. It, according to the endorsement, was carried to Queenstown and placed on board the INMAN line “SS City of Boston” arriving in New York on Sep 20 -red circular arrival mark “NEW YORK PAID SEP 20”

NORTH AMERICA
routes to and from CANADA by Canadian "Allan" packets



Mourning cover from London -Ja 22 1866-- to NIAGARA (Canada) -Feb 12- prepaid the single rate 6 pence for mail to Canada not exceeding ½ oz . It was carried to Liverpool where on Ja 25 was placed on board the Allan line "SS Peruvian" and disembarked on following 8th in Portland , then dispatched to Niagara (on reverse arrival mark Feb 12)

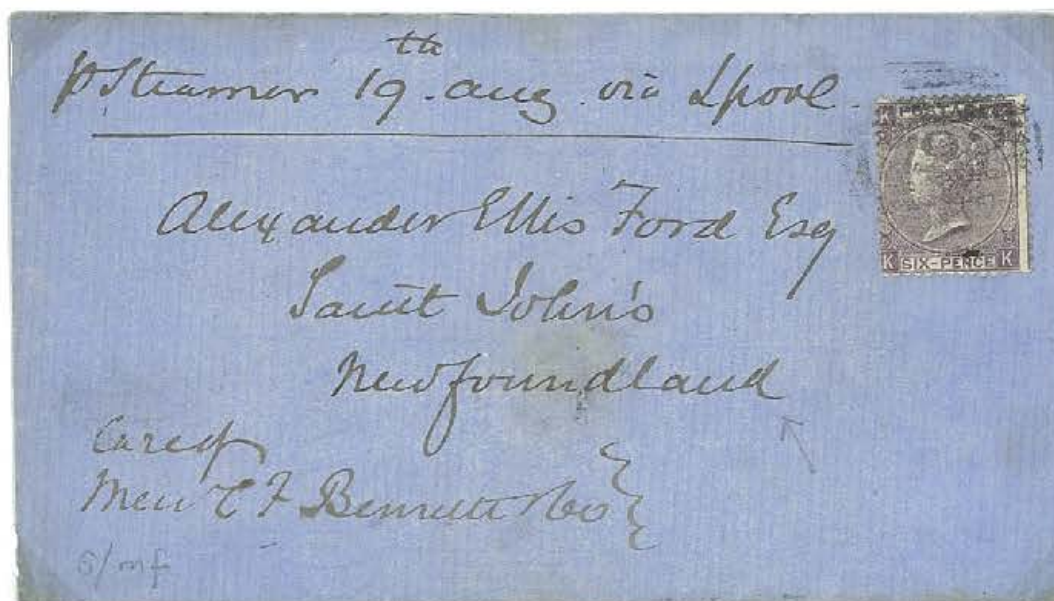


Cover from MONTREAL (Canada) -AU 16 1867- to LONDON- Au 27- prepaid the single rate 12 ½ c. for mail carried by Canadian steamer with 1859 Queen Victoria 12 ½ cents tied by grid cancel and alongside c.s. "Montreal Au 16 67 C.E.". It was carried to Quebec where on Au 17 was placed on board the Allan line "SS Nestorian" and disembarked in Liverpool on following 26th to be dispatched to London - red arrival mark "LONDON C AU 27 67 PAID".

NORTH AMERICA
from UNITED KINGDOM to CANADA by "Cunard" packets
rate six pence for letters addressed via Halifax



Letter from LIVERPOOL -JY 11 1862- to PRINCE EDWARD Island (Canada) prepaid the the single rate six pence with 1862 Victoria 6 d. tied by duplex Liverpool "466" and alongside "Liverpool JY 11 62". On Jy 12th in Liverpool it was placed on board the Cunard line "SS Asia" proceeding to Boston and disembarked at the call of Halifax where had been conveyed the mail bag for Prince Edward island (arrival mark on reverse Jy 25)



Letter from TEIGHMOUTH (UK)-Au 18 1865 – to ST JOHN (New Foundland-Canada) prepaid the rate six pence with 1865 Victoria 6 d. It was carried to Liverpool (Aug 18) where on 19 was placed on board the Cunard line "SS Africa" and in the route to Boston disembarked in Halifax (Aug. 29) to be transferred by a branch line to New Foundland.

NORTH AMERICA -from CANADA to SPAIN



Letter from HALIFAX (Nova Scotia-Canada) -SEP 18 1851- to BARCELONA prepaid the 2/10d double rate (ink notation at upper right corner) to the Spanish border: red mark "HALIFAX PAID SEP 18 1851-NOVA-SCOTIA". On 19 Sep. at the call of Halifax it was delivered to the Cunard SS "America" coming from Boston and arriving in Liverpool on Sep. 28. On transit in London was noted the British claim 2/3d (1/10 sea carriage and transit UK + 5 d. transit France) and impressed the "PF" mark meaning the rate paid included the French port. Then it was routed via France (red d.c. 28 Sep) to the French/Spanish border. On arrival in Barcelona (Oct 1) was charged the internal double rate 10 reales by blue cancel.



Letter from MONTREAL -Feb 26 1869- to Port St. Mary (Spain) prepaid the 23 c. CAD rate (see ink notation): 12 ½ c. (6 d.) rate to England by Canadian steamer and 10 ½ c (5d) for carriage to Spain, with "Montreal paid Feb 26 1869-Canada" -red mark and alongside "PD". As per endorsement it was carried to Portland (Usa) where on Mar. 3 was embarked on the Allan line "North America" arriving in Liverpool on Mar. 14 then via London -transit mark "London 15 Mar.1869-PAID" and ink notation claim 6 d.- to Southampton to be transferred to a "Peninsular&Oriental" steamer and disembarked in Cadiz (22/3) to be taken to St. Mary. "Paid drawer 3" on the lower left corner is most likely an internal accounting notation.

NORTH AMERICA
from USA to GERMANY and FRANCE by British packets



Cover from NEW ORLEANS -June 4 1859- to OBERNDORF on NECKAR –Wurtemberg – Germany- prepaid the 30 c. rate for Prussian closed mail with a strip x 3 1859 10 c.. It was routed to Boston -red “JUN 15 PAID”- with 7 c. credited to PRUSSIA and then on Ju 15 embarked on the Cunard “SS America” for Liverpool (Ju 26) and Aachen where received the transit mark “AACHEN 28 FRANCO” showing that the letter was fully paid. On reverse, transit mark in Stuttgart Jun 29 and arrival in Oberndorf on 30th.



Cover from CAMBRIDGE (USA) Feb 1868- to PARIS prepaid the single rate 15 c. under the 1867 convention. It was carried to Boston where was struck the “INSUFFICIENTLY PAID” mark for weight more then ½ oz and noted “2” by red crayon, receiving also the date stamp “Boston Feb 29-6” to show a double rate 6c. debit to France. Then was routed to Portland to be embarked (Mars 1) on the Allan “SS Peruvian” arriving in Liverpool (Mars 13) and in Paris-entry mark “Et.Unis. Serv.Am. Calais Mar. 13”. Charged for double rate 16 decimes .

NORTH AMERICA

from USA to SWITZERLAND by direct mail via North German Union



Cover from GRAND RAPIDS -Minnesota (USA) – Feb 18 1868- to FRUTIGEN (Switzerland) -Mar 10- paid 15 c. rate under 1867 convention for the direct mail via North German Union with 1866 15 c. It was carried to New York –red mark "New York Paid All Direct Feb. 23" receiving also the red orange circle "5" showing the required 5 c. credited to the North German Union. On Feb. 25 it was placed on board the HAPAG "SS Cimbria" and disembarked in Hamburg (8/3 arrival mark on reverse); then by train dispatched to Frutigen (11/3) via Basel and Bern.

from USA to SWITZERLAND by Prussian closed mail through England



Cover from San FRANCISCO –May 14 1868- to LOCARNO (Switzerland) paid the 20 c. rate for the North German Union closed mail through England with 1861/62 10 c. pair. It was carried to New York -red exch. mark "New York/Paid All/June 2/ British transit" indicating that the letter was fully paid, and on Ju 3rd placed on board the Cunard "SS Scotia" arriving in Queenstown on Ju 12 to be delivered, via England, Belgium and Prussia to Locarno (Ju 16).

NORTH AMERICA- from FRANCE to UNITED STATES

by American Havre-New York line



Cover from PARIS (Ap 28 1855) to NEW YORK prepaid the 60 c. rate for mail carried by American Steamer with a single and a pair 1853 20 c. bleu tied "gros points carrés" lozenge. It was carried to Havre (see red mark "Bureau Maritime/Le Havre April 29" on reverse) and on May 9 placed on board the "SS Union" and disembarked in New York receiving the mark -AM/PKT/27 May "20" paid- showing the credit due paid with 60. c. to the U.S. post office.

Via Liverpool by British "Cunard" line



Cover from MARSEILLE - OCT 22 56- to BOSTON paid the rate 1,30 Fr. with 1853 10 c. + 40 c. +80 c.. It, endorsed "Par Liverpool Angleterre", was routed via Lyon, Paris, Calais and London to Liverpool where on Oct 25 was placed on board the Cunard "SS Canada" and disembarked on Nov. 7 in Boston where received the ink notation "English steamer via Liverpool" and the circular exchange mark showing the 5 cts rate to be paid on delivery.

NORTH AMERICA

France to United States by "Cunard" British Packets



Cover from PARIS (France) –SEP 24 1856- to NEW YORK (USA) via Boston prepaid the double rate 2,60 fr. with Napoleon 1853 80 c. carmin x 3 + 20 c. bleu cancelled by "pointillé fin" mark. Transit mark Paris-Calais Sep. 24. Endorsed "Voie d'Ang.re p.Steamer", it was carried to Liverpool and, on Sep. 27, placed on board the Cunard line "SS Niagara" arriving on Oct. 10 in Boston where was charged 5 cts tax due to pay on delivery in New York.



Cover from CANNES (France) –MAR 9 1865— to NEW ORLEANS (Louisiana-U.S.A.) franked to pay the double rate 1,60 Francs by British packet to the disembarkation port with pair Napoleonen 1862 80 c. rose cancelled "gros chiffres 726". It was carried via Paris and London to Liverpool where, on Mar. 11, was placed on board the Cunard "SS Australasian" and disembarked on Mars 24 -red circular mark "New York Br. Pkt –PAID", then dispatched to New Orleans (Ap. 18) where on delivery was charged "6" cents.

NORTH AMERICA
to United States via Liverpool by British Cunard line



Cover from MARSEILLE -Feb 28 62- to NEW YORK paid the single rate 80 c. according to the 1856 Anglo/French convention with 1853 20 c. strip x 4. As per endorsement "Par steamer CHINA Via Liverpool Angleterre" the letter was carried by a Cunard packet showing on arrival (Mar 14) 5 c. due in exchange office datestamp plus "3" c. to be paid on delivery.
via Le Havre by Hamburg American line-HAPAG



Double rate letter from Le Havre -May 29 1869- to NEW YORK paid a double rate 1,60 Fr. with 1867 80 c. pair. The letter was placed on board -as per endorsement- the packet "Germania" of the Hamburg -New York line that called at Havre and disembarked on June 9 receiving the red mark "New York ALL PAID" and the due "6" cents France credit to U.S.A.

NORTH AMERICA- routes from FRANCE to UNITED STATES



Cover from PARIS -Jul 19 1865- to NEW ORLEANS (USA) prepaid the single rate 80 c. to United States with 1858 40 c. pair tied "15". It, marked "3" by red handstamp meaning the 3 cents credited to USA, was put in closed mail bag and routed to Liverpool where on Jy 20 was placed on board the Allan "SS Hibernian" and disembarked in River du Loup in St. Lawrence River (near Quebec) to be carried by train to Portland where, after receiving the exchange "Portland Paid Aug 2" and "Br. Service" marks, was dispatched to New Orleans.



Cover from ST GERMAIN en LAYE (France) -Aug 2 1872- to BOSTON paid the double rate 1 Fr. to New York—see "2" handwritten—with 1867 Napolcon 30 c. pair + Ceres 40 c.. As per endorsement, it was carried to Brest and on Aug. 3 placed on board the French C.G.T. Havre/New York "SS France" coming from Havre and proceeding to New York where it was disembarked on the following Aug. 17th and, after receiving the charging mark "'N.Y Steamship 10 c.'" dispatched to Boston.

NORTH AMERICA

Route from the Kingdom of HANOVER to UNITED STATES
by British packet (Inman Line) per Prussian closed mail

Hanover was a Kingdom that became a province of Prussia after the 1866 war.
She issued stamps from 1850 to 1867.



Front of cover from EMDEN (Kingdom of Hanover) -Mar 6 (1858)- to BALTIMORE paid the internal rate with 1857 Hanover 1/15 thaler (equivalent 2 groschen) tied by Emden bleu cancel. It as per endorsement "per Prussian closed mail via Liverpool" was sent to the Aachen exchange office (Mar 8) and processed with a credit to USA of 25 cts. and the notation by red orange crayon that the complete foreign rate 11 sgr. was fully paid. Then it was put in a closed bag and routed to Liverpool where was embarked on the Inman SS "City of Baltimore" receiving on arrival the red "NEW YORK MAR 30 - Br. PKt. - 30 PAID" to acknowledge that the full rate 30.c. had been prepaid.

Under the 1852 Prussia/Usa Postal Convention the single rate was 30 c. per ½ oz. consisting of the 5 c. for the United States, 5 c. for Prussia and 20 c. for all transit fees between the two countries.

This rate was applied not only to Prussia but to all German States, included Hanover, that were members of the GAPU (German Austrian Postal Union)

**NORTH AMERICA- Denmark to United States
to East coast**



Cover from Copenhagen -Mar 29 (1866)- to Baltimore paid 55 skilling for the 1/8/65-9/7/66 simple rate to USA by Prussian closed mail with 1864 3+4 +16 skilling pair + single tied by 3/ring "181" (railway) and alongside "SJAEL.J.B.P. 30/3". It was carried over Prussia -blue travelling P.O. mark "LUBECK 1/4 IV T LAUENBURG"- to the Aachen exchange office (2/4) where was processed receiving the red mark "Aachen 2/4 paid 23 cts" which showed the 23 cts credited to the United States was fully paid, then put in closed mail bag it was routed over Belgium and England (credited 1/6d for sea carriage) to Liverpool where on Ap 4 was placed on board the Inman SS "City of New York" and disembarked in New York (16/4).

to West coast



Cover from COPENHAGEN -SEP 29 1868- to MILLERTON (California-USA) prepaid with 2, 3 and 16 sk. -all tied by 3/ring "1"- the 1/5/1868 -30/6/1870 simple rate 21 skilling -equal to 13 cents- (3 for inland rate -see blue notation- and 10 for rate to New York) via Hamburg. It, endorsed "pr. Hamburg or Bremen steamer" with alongside "Kobenhavn 29/9", "Franco" (paid all) and on reverse the transit mark "/KIEL/HAMBURG Sep 30", was on the same day placed on board the Hamburg American line "SS Germania" and disembarked in New York receiving the red cds. "NEW YORK/PAID ALL OCT. 16", then dispatched to California .

NORTH AMERICA

routes from UNITED STATES to SCANDINAVIA and viceversa



1859- Unfranked letter from BOSTON to LAURVIG (Norway). struck "New York Brem. PK -3- Nov 26" to show the date it was forwarded to New York and that Bremen was debited 3c. for inland rate. It on the same date was placed on board the "North German Line "SS New York" arriving on Dec. 12 in Bremerhaven where was struck the the "8 ¼ gr. blue handstamp (6 ¾ sgr. debited to Bremen and 2 sgr. to Hamburg). Then it was routed via Hamburg (Hamburg K.DOPA d.c. and St. P.A. 13 Dec 59 oval marks on reverse), Danmark and Sweden and after crossing the Sweden/Norway Svinesund border bridge (19/12 transit mark) it was addressed to Laurvig receiving on delivery the charge due of 43 Norwegian skilling (7 debited for Sweden transit noted by bleu crayon on reverse)



Cover from UGGELBO (Sweden) -May 29 1872- to Altona (Illinois-USA) prepaid the 42 ore rate to USA via Hamburg with 1858 12+30 ore tied by "Uggelbo". It was carried via Gefle (29/5) and Kiel to Hamburg (on reverse railway mark "Kiel 2/5-Hamburg) receiving the clerck notation " 3 2/12" sgr. for Sweden and Danish fees, the red "Franco" (fully paid) and the boxed "1 2/3 W.F."(Weiter Franco) showing the fees to NGPU. It on Ju 5th was embarked on the Hapag "SS Hammonia II" arriving in New York on Ju 20 to be addressed to Altona .

NORTH AMERICA

from GERMANY to USA by Prussian closed mail



Letter from NURNBERG (Bavaria) -May 4 1861- to NEW YORK prepaid the 45 kr. rate (equivalent to 30 c.) for Prussian closed mail (6 kr. internal rate +39 kr. for foreign fees as noted by ink) under the 1852 Prussia/USA postal Convention, with Bavaria 1850/54 18 kr. yellow pair + 9 kr. yellow green tied by open wheel "356" cancel and alongside d.c. "Nurnberg 4 may 1861". It was carried by train via Leipzig (May 8) to the exchange office of AACHEN where was impressed the red mark "Aachen 10-5 PAID 25" showing the 25 cents credited to USA. Then the letter was included in a closed mail bag sent via Belgium to the United Kingdom and, as per endorsement, carried to Liverpool where on May 11 was placed on board the Cunard "SS Persia" arriving in New York on May 21. The mail bag was opened the following day and the letter received, by the New York exchange office, the mark "N.YORK BR. PKT - May 22 - PAID 30" meaning that the 30 cents international fee had been fully paid.

The Prussia/USA 1852 Postal Convention rates were applied not only to Prussia but to all German States that were members of the GAPU (German/Austrian Postal Union) and was up to ½ oz. (2 loth) 13 sgr. for North German States, 45 Kr. for South German States and 38 Kr. CM for Austria.

NORTH AMERICA

Route from the Duchy of BRUNSWICK to UNITED STATES by Hamburg American Line (HAPAG) packet

the Duchy of Brunswick was part of the German Confederation, then North German Confederation and from 1871 of the German Empire.



Letter from BRUNSWICK -Dec 6 1866- to NEW YORK -Dec. 26- prepaid the 6½ s.groschen (equivalent to 15 cents) simple GAPS rate by Hapag with Brunswick 1863 ½ gr (5 pf.) and 1866 3 sgr. pair tied by Braunschweig date mark Dec. 6. The letter was sent to the Prussian Office in Hamburg where received on reverse the blue double circle Hamburg datestamp (Dec.7) and on front the exchange office red orange circular mark "HAMBURG PACKET. 8 Dec./Paid 3" that indicated the letter was prepaid and that the USA was credited with 3 cents. The clerk noted in red crayon "4 ½" to show the international postage had been paid. Then it was placed on board the Hapag steamer "Allemania" arriving on Dec. 26. in New York where no arrival date stamp was marked.

The Duchy of Brunswick – member of GAPS- was part of the North German Confederation and from 1871 of German Empire.

NORTH AMERICA-Routes from Germany



by German packet
via Hamburg

Cover from SCHWERTZENZ (Prussia) –Sep 15 1867- to SAN FRANCISCO (California – USA) prepaid the simple rate $6\frac{1}{2}$ silb. (see red notation) with 1861/64 3 sgr. x 2 + 6 pf. for 15 c. equivalent fee to USA by Hamburg convention. On Sep. 15, it was embarked in Hamburg on the HAPAG “SS Hammonia II” and disembarked, on the following 28, in New York where was impressed the exchange mark used for mail carried by the Hamburg packet with “3” debited to Usa. Then was dispatched to San Francisco and on delivery charged 8 cents.



by British packet
(Cunard line)
via Queenstown

1865- Cover from LEIPZIG (Saxony) –Ap 4 1865- –to NEW YORK paid the rate 12 Ngrosch. with Saxony 5 ng pair + 2 ng tied by octagonal boxed “Leipzig D.Resp.Banhof”. The letter was sent to the Aachen exchange office and, processed on Apr. 29, showed the 23 c. credit to the U.S. for a fully paid by Prussian closed mail. As per endorsement it was carried to Queenstown and on May 5 embarked on the Cunard SS “Cuba” to New York (arrival 25).

NORTH AMERICA – from GERMANY to UNITED STATES
 by GERMAN packet via HAMBURG direct line - simple rate 4 groschen



Cover from JENA (Germany) -Ap 20 1868- to NEW YORK prepaid the single rate 4 gr. (equivalent 10 cents) by the direct line via Hamburg with North German Confederation 2 groschen x 2. It, on Ap. 22, was embarked on the North Lloyd German "SS Allemannia" to New York (May 6). Straight line blue mark "FRANCO" showing the letter fully paid and red "NEW YORK DIRECT-PAID ALL" packetboat receiver. Endorsed "Via Hamburg".

by GERMAN packet—simple rate 6 gr. by closed mail via Southampton



Cover from BREMEN –SEP 19 1868 –to NEW YORK franked with North German Confederation 2 gr. x 3 to prepay, as per endorsement, the closed mail rate 6 gr. by North German Lloyd calling at Southampton. It was routed via Aachen (receiving from the exchange office the straight line red Franco showing the letter fully paid), Belgium and U.K. to Southampton and, on SEP 22, placed on board the "SS Bremen" coming from Hamburg and disembarked in New York receiving the red mark "NEW YORK PAID ALL/ Oct. 3."

NORTH AMERICA

from GERMANY to USA by Prussian closed mail



Letter from FRANKFURT am Main -Feb 12 1867- to PHILADELPHIA (USA) prepaid the reduced 41 kr. rate (equivalent to 28 c.) for Prussian closed mail (6 kr. internal rate +35 kr. for foreign fees) being Frankfurt included in the postal districts (South German States) under the Postal administration of the Thurn&Taxis Post that was permitted the use of the reduced mail rate. The letter franked with Thurn und Taxis stamps 30+9+1(2) kr. tied by "220 quadruple circles" and alongside "Frankfurt Bahnhof" datestamp mark, was sent to Aachen where was processed at the exchange office (27/2) receiving the red orange double circle datestamp "AACHEN 27-2 - 23 c.ts" that showed the 23 c. credit to the United States for a fully paid letter by Prussian closed mail. It was carried via Belgium and London to Liverpool where on Mar 2nd was placed on board the Cunard SS "Africa" and disembarked in Boston. After receiving the red " BOSTON BR.PKT- MAR 14 PAID" meaning the letter was fully paid, it was dispatched to Philadelphia.

After the victory in the 1866 Austria/Prussia war, the "Free City of Frankfurt" was occupied by the Prussian troops and lost its independence. The "Thurn und Taxis" private Post service, which had its headquarters in Frankfurt, transferred its postal system contract to Prussia. The new postal service, with Prussian stamps, took place on 1st July 1867.

NORTH AMERICA
from Netherlands to U.S.A and vice versa by British packets



Letter from AMSTERDAM –Ju 23 1865 – to NEW YORK, prepaid the rate 55 Dutch cents (40 c. or 8d for transatlantic fee plus 15 c. transit) under Usa/Dutch Sep. 1864 Convention, with 1863 10 c.+ 15 c. (3). It was sent to the exchange office of Moerdyk where was noted “10” (credit to UK) by red crayon then placed on a closed mail bag and over London (Ju 24) carried -as per endorsement- to Queenstown and embarked on the Cunard “SS China” receiving on arrival the c.d.s. “New York Jul 6 - Br. Packet “ showing 5 cents credit to G.B.



Cover from NEW-YORK -May 13 1862- to AMSTERDAM prepaid 5 c. for single rate by British open mail. It received the “NEW YORK Br. Pkt MAY 13” mark and in Boston, as per endorsement, was embarked on the Cunard “SS America” arriving in Queenstown on May 25, then via London, Ostende and Moerdyk to Amsterdam (May 28). On transit noted 1/ debit to Netherlands (8 d sea carriage, plus 4 d British share) and 80 Dutch cents due on arrival .

NORTH AMERICA
from Netherlands to United States



Letter from ROTTERDAM – Ap 4 1868- to ANDOVER (Massachussets –Usa) prepaid the single rate 40 Dutch cents to destination under the 1867 Usa/Dutch Postal Convention with 1867 20 c. pair tied by boxed “Franco” mark. It was sent to the exchange office of Moerdyk where was placed on a closed mail bag for New York and over Belgium and England - differently from the endorsement “per Liverpool steamer”- it was carried, most likely, to Southampton where on Ap. 7 was embarked on the North German Lloyd “SS Weser” receiving on arrival the circular date stamp “New York -Direct- Apr. 20”



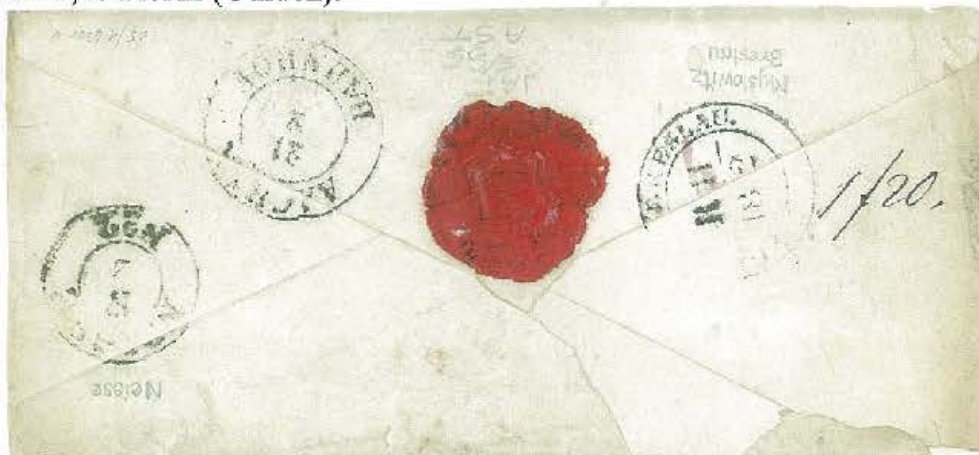
Cover from UTRECHT – Mar 30 1872- to NEW YORK prepaid the 25 Dutch c. single rate under the 1872 Usa/Dutch additional Postal Convention with 1867 10 c. pair + 5 c. tied by “107 dots”and alongside d.c. “Utrecht 30 MRT 72”. It was sent by closed mail through Belgium and England to Southampton where on Ap. 2 was embarked on the North German Lloyd “SS Bremen” arriving in New York on 15 Ap –red circular mark “New York Apr. 15 PAID ALL”

NORTH AMERICA

from Austria to United States by British packets via Prussia



1851- Letter from FREYWALDAU (Silesia-Austria) -Feb 16 1851- to NEW YORK -Mar 6- prepaid the inland rate with 1850 9 kr. + 1,20 Fl. (noted by ink in the reverse) equivalent to a double rate 80 kreuzer for Belgian/England transit and British sea carriage (noted on front 1-6 =18 pence debited to G.B). It, marked "Franco" (fully paid), was carried over Prussia via "NEISSE 17" and the travelling post office "MYSLOWITZ/BRESLAU 18/2" to the exchange office of Aachen – black "AACHEN Bahnhof 21/2" mark on reverse- where was processed receiving the boxed provenance mark "AUS Oesterreich" and the circular "P" (paid); then, placed on open mail bag, it was routed via Belgium and London –red transit mark "PAID 22 FEB 1851" - to Liverpool and, on the same day, placed on board the Collins line "SS Pacific" arriving on the following Mar 6th in New York where was charged the due tax "5" for internal rate. The letter having a weight more than ½ loth (see handwritten ¾ loth), paid a double rate 20+20 for Belgian/British transit and 20+20 kr. for British sea carriage for a total of 80 Kreuzer -1,20 Florin (Gulden).



NORTH AMERICA

from HUNGARY (Austrian Empire) to UNITED STATES by
Cunard British packets via Prussia closed mail



1859- Letter from NAGY-KANISA (Hungary-Austrian Empire) -Ja 18 (1859)- to BOSTON - Feb 16- It paid 11 Nkr., for inland rate + 54 Nkr. for Belgian/England transit, British sea carriage and Usa domestic rate (5 c.), via Prussia closed mail, with Austria 1858 15 kr (pair +two singles), 5 kr. + 1 kr all type I° (total 66 Nkr: 1 Nkr overpaid) all tied by circular Nagy-Kanisa date stamp. The letter was routed via Wien (20 Feb. transit mark on reverse), then by train to the exchange office of Aachen where received the red double circle mark "Aachen 22/1 - Paid 25 cts" showing that the foreign portion was fully paid. Then it was put on closed bag and sent over Belgium and London to Liverpool where on Ja 29 was placed on board the Cunard SS America" arriving on Feb 16 in Boston where was struck the red circular mark "Boston Br.PKT Feb. 16 -30 PAID". The crossed ink notation means nothing to be paid.

At that period the Kingdom of Hungary, a country which had always been considered a separate realm, was part of the Empire of Austria.

With the Austro-Hungarian compromise of 1867, the Kingdom of Hungary and the Empire of Austria, as two separate entities, joined together on an equal basis to form the dual Monarchy of Austria-Hungaria.

The Hungarian Post became independent on May 1867, but stamps listed under Austria were also used in Hungary until July 31 1871 as the first specifically Hungarian stamps were released on May 1st 1871.

NORTH AMERICA

routes to and from Austria by German and British packets

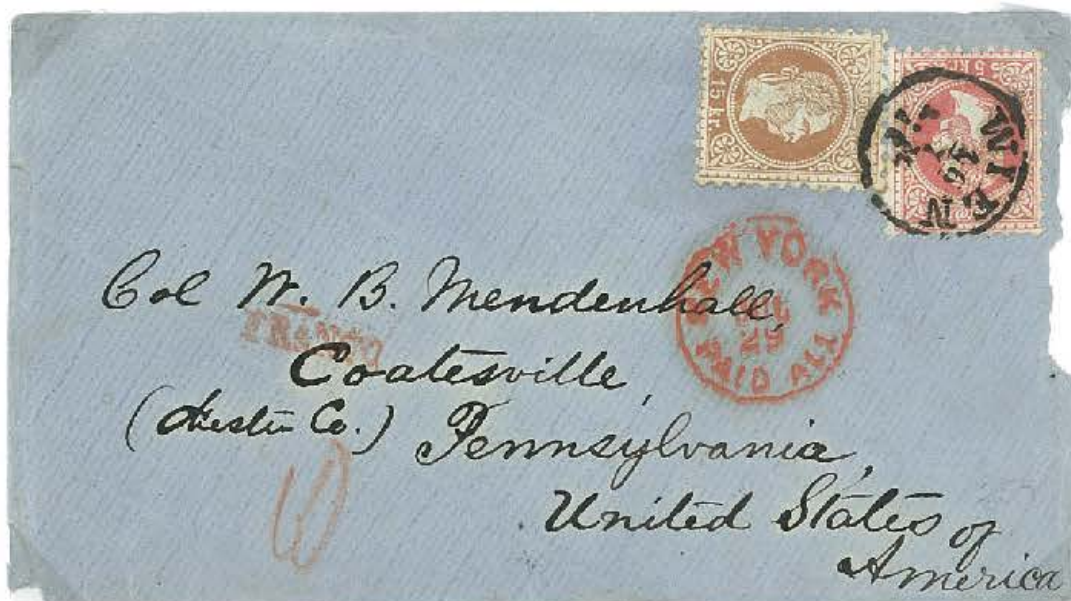


Cover from WASHINGTON-Nov 6 1867- to VIENNA -Nov 24- prepaid 15 c. for a single rate with 15 c.(Sc.77) tied by mute cancel and alongside the circular "Washington Nov. 6". It was carried to New York where received the exchange mark "New York Brem. Nov 7 paid 12", showing the 12 c. credited to Bremen, and placed on board the North German Lloyd "SS Hansa" to be disembarked on the following Nov 22th in Bremen having impressed the origin "AMERICA/UBER/BREMEN/FRANCO" handstamp, thence by train to Vienna (Nov 24)



Cover from INNSBRUCK (Austria) Nov 7 -1863- to BOSTON -Nov 27- franked with 1863/64 15 nkr x 4 tied by Innsbruck c.s. The letter prepaid 60 nkr: 10 nkr. for GAPU (German Austrian Postal Union) transit to German departure port + 50 nkr debited to Prussia -see handwritten W.F. (Weiter Franco) 50-. The letter was carried to the exchange office of Aachen which credited 23 c. to the United States for Prussian closed mail, then dispatched to Liverpool to be embarked (Nov 14) on the Cunard steamship "Arabia" to Boston where was disembarked on Nov 27th receiving the red arrival mark "BOSTON BR.PKT- PAID."

**NORTH AMERICA-ROUTES from AUSTRIA to UNITED STATES
by British packets via NGU, Belgium and England**



Cover from WIEN -JY 16 1872- to NEW YORK- JY 29-paid the rate 20 Nkr via North German Union, Belgium and England with 1867 Franz Joseph 5+15 Nkr (5 inland rate +15 credited to NGU) tied by Wien s.c.. It was carried over North German Union, Belgium and England to Queenstown where on Jy 19 was placed on board the Imnan line "SS City of Paris" and disembarked in New York where received the red circular "New York ALL PAID" showing the letter was fully paid and credited 10 d. from NGU. See red crayon "10"

by direct "Hamburg American line" German packets



Cover from WIEN (AUSTRIA) -SEP 14 1874-- to MARRISTON (New Jersey-U.S.A.) paid the rate 13 kreuzer, for mail carried via Hamburg or Bremen by an Hamburg American direct packet, with 1867 Franz Joseph 3 kr + 5 kr pair. It was embarked in Hamburg (Sep. 24) on the "Silesia" steamer receiving on arrival the red circular mark "New York PAID ALL - SEP 29". Notation in red crayon "8".

**NORTH AMERICA – routes from Papal States
38 bajocchi under French/Papal convention OCT 1st 1853**



Front of letter from ROME –Nov 11 1853- to NEW YORK –Dec 6 – prepaid the 38 baj rate with 1852 8 baj two pairs + 6 baj tied by Papal grid. It was routed to France -red mark “Pont de B(eauvoisin) Nov 11”- and in Paris placed on the closed mail bag to be addressed to Liverpool where -on Nov 19- was embarked on the Cunard “SS Africa” and disembarked on the following Dec.6th receiving the exchange mark “New York Dec. 6-Br.Packet-” showing the 5 cents rate to be paid on delivery.

32 bajocchi under French/Papal Convention JA 1st 1858



Letter from ROME –AP 5 1862- to NEW MILFORD (Connecticut – USA) prepaid the rate 32 baj with two pairs 8 baj tied by Papal grid. It was carried by a French packet to Marseille (Et. Pont. Ap. 9) and thence to Liverpool where was placed on board the Canadian Allan line steamship “SS Bohemian” and disembarked in Portland (Maine) to be addressed to New Milford. Exchange mark “PORTLAND ME PAID 15 AP 23.” Boxed “Br. Service” and charged credit “3” by red crayon. Endorsed “prepaid” PP mark.

NORTH AMERICA
routes from Papal state to and from the United States



Cover from ROME (Papal States) -Dec. 20 1869- to NEW YORK -Ja 4 1870- prepaid the rate 115 centesimos (1,15 Papal Lira) with 40 c. lemon yellow x 3 tied by the Papal grid, having so an overfranking of 5 cts. Black PD alongside. The cover was routed via France- St Michel 23 Dec. exchange mark- to Liverpool where was placed on board the Allan line "SS Nestorian" and disembarked in New York - New York PAID ALL- red mark on the following Jan 4th 1870. On arrival charged "3 cents" French credit exchange to USA.



Cover from PITTSBURG (Usa) -Ja 10 1869- underpaid the 19 c. rate for the closed mail route via North German Union with 1865 5+10 tied by mute cancel. It was carried to New York -noted "4" US credit to NGU- and on Ja 16 placed on board the Hamburg American line "SS Alemannia" and disembarked in Hamburg on 26th receiving the boxed "Hamburg 26 1 69/Franco" and confirming by red crayon "1 1/2" the transit fee beyond the NGU was fully paid. Then through Austria was dispatched to Rome (Ja 31) and charged on arrival "25" c.

NORTH AMERICA
from SARDINIA and ITALY by British Packets



Cover from GENOVA (Sardinia)-Mar 23 1859- to BOSTON (U.S.A.) - APR 18- prepaid the single rate 1,20 lire to United States with Sardinia 1855 40 c. +80 c.. The letter entered France at Culoz (see exchange red mark) and then was transferred to Liverpool where it was placed on board the Cunard line "SS Europa" and disembarked in Boston receiving the red circular mark "Boston Apr.18/PAID". Alongside the octagonal "Br. Service" indicating the carriage by a British Packet. On front notation "3" French credit exchange to USA.



Letter from PALERMO (Italy) -March 23 1868- to PHILADELPHIA (USA) franked with a strip x 4 De La Rue 60 c. to prepay the double rate 2,40 lires to U.S.A. for weight gr. 15 ½ (see notation upper left corner). It was carried from Palermo to Marseille by French Packet - Ligne X (see "M.M.II"- Messageries Impériales), and then via Calais to London - transit red mark March 28 - to be embarked in Liverpool on the Cunard "SS Australasian" to New York (Ap. 9), then to Philadelphia. charged on arrival credit to USA 6 ½ cents by red crayon.

NORTH AMERICA
from **BELGIUM** and **ITALY** to United States



Cover from ANTWERP -Aug 22 1872- to NEW YORK- prepaid single rate 50 c. under 1870/Belgium/USA Convention with 1869 Leopold 30 + 20 c. tied by "12" lozenge of dots and alongside c.d. "Anvers 22 Aout 72" and boxed PD. It was placed on a closed mail bag for New York and on Aug. 25 embarked in Queenstown on the Cunard "SS Russia" and, on arrival, was processed receiving the circular date stamp "New York PAID ALL/SEP 4".



Cover from MILANO (ITALY) -Feb 3 1871- to BALTIMORE prepaid the single rate 55 cts to destination with V. Emmanuel 40+10+5 cts dots "17" cancelled. It routed via France - "Ventimiglia Ambul.te" mark on reverse- was carried in a closed mail bag to Queenstown (Feb 10) and embarked on the INMAN "SS City of Brooklyn" receiving on disembarking the red circular mark "New-York Feb 21 PAID ALL".

NORTH AMERICA

from Mediterranean area by French and British Packets



Cover from MALTA -JY 4 1873—to NEW YORK (U.S.A.) prepaid the 10/ rate to destination with G.B. 1872 4 pence (carriage to France) + 6 pence (transatlantic carriage via London) tied by "A25" duplex. It was carried by French packet over Marseille and London -red "2"d. accountancy mark showing the British share of the 4d transatlantic due-- to be dispatched by the Cunard "SS Russia" via Liverpool arriving in New York on July 23th.



Cover from LEGHORN (Tuscany) -Ap.14 1858- to PHILADELPHIA (U.S.A.) prepaid the rate 20 crazie to disembarkation port (Convention 1st May 1857) with 1853/57 9 cr. pair + 2 cr. tied by "P.D." cancel . It -as per endorsement- was routed via France -red exchange exchange mark "Tosc./18 Ap. 1858 - 3 Pt. Beauvoisin 3" applied in Paris - and in closed bag carried to Liverpool where was placed on board a Cunard steamship and disembarked in New York -red circular "New York May 4 -15"- showing the 15 cents of the prepaid letter rate to France, then addressed to Philadelphia. Red "Br. Service" indicating the carriage by British packet. Notation "9" credit for sea carriage.

NORTH AMERICA- ROUTES from SPAIN to UNITED STATES

Single rate letter to Philadelphia



Lettersheet from CADIZ –JY 1 1865- to PHILADELPHIA prepaid the single rate 4 reales by British mediation with 1865 2 r. (2) tied by “R.C. 3” and alongside “Cadiz Jy 1”. Endorsed “via Inghilterra”- it was routed via Madrid and London (Jy 5) to Liverpool to be embarked on the same day, on “Inman” line SS “City of Washington” and disembarked in New York (Jy 17) then, on the same day, to Philadelphia, where was impressed the black circular exchange mark “Philadelphia Jul 17 AM.PKT.” showing letter carried by American packet.

Double rate letter to New York



Cover from CADIZ – Ja 7 1865- to NEW YORK prepaid the double rate with 1865 2 reales x 4 tied by “R.C. 3”. It was routed, via Madrid and London (Ja 11), to Liverpool where was embarked on the Inman line SS” Glasgow” and disembarked on the following 29th in New York showing the exchange office datestamp impressed on arrival that confirmed American carriage (AM PKt.) and debited 21 cents on delivery.

NORTH AMERICA- ROUTES from and to Spain

from SPAIN to Nova Scotia (Canada)



Letter from MALAGA -JY 22 1865- to HALIFAX (Nova Scotia-Canada) AUG 14- prepaid the single rate 4 reales by British mediation with 1865 2 r. (2) tied by "R.C.6" mark. It was routed via Madrid (Jy 23) and London (Jy 27) to Liverpool where on Aug 5 was placed on board the Cunard SS "China" proceeding to Boston and disembarked at the call of Halifax "H AU 14 1865 N.S" arrival mark on backside and "1" charged on delivery noted by red crayon. Rare destination for mail coming from Spain; unique known in the period Isabel II imperforated (Graus).



Cover from NEW ORLEANS -OCT 19 1859- to BARCELONA franked to pay the double rate by British packet with 1859 5 c. brown pair tied by c.d. of New Orleans. It was carried to New York -red "New York Oct 26 Br. PK." exchange mark- and placed on board the Cunard "SS Africa" and disembarked in Liverpool (Nov 6) to be dispatched via London (Nov 7) and France to Barcelona (Nov 10) where was charged for a double rate of 8 reales.

NORTH AMERICA
from **CANARY ISLANDS** to **UNITED STATES**



Cover from SANTA CRUZ de TENERIFE (Canary-Spain) -Ja 12 1865- to BOSTON (USA) paid the simple rate 4 reales to the disembarkation port with 1865 Isabel 2 r. (2) tied by "R.C. 42" and alongside "Santa Cruz de Tenerife" datestamp. It, endorsed "via Espana, Francia e Inglaterra" was carried to Cadix most likely by a packet of the "Bofill, Martorell y Cia" Canary-Barcelona line with a call at Cadiz, then was routed via Madrid (Ja 21), France and London (Ja 23) to Liverpool to be embarked on Ja. 25 on the Allan SS "St. David" arriving in Portland on Feb. 11. On the same day it was carried to Boston where was impressed the exchange office mark "Boston AM.PKT-FEB 11- 21" showing 21 c. due by the addressee.



Letter -endorsed "paid"- "per mail steamer"- from GLASGOW (G.B.) -Ap. 7 1852- (red cancel on reverse) to TENERIFFE (Canary Islands- Spain) prepaid the 1/10d rate for British sea carriage with 1848 Victoria 1 sh.+10d. It was carried via London -red transit mark- to Southampton and placed on board the RMSP "Teviot" proceeding to Rio de Janeiro with a call at Teneriffe where it was disembarked on 19 Ap. receiving the 17 ½ reales tax due. This letter does not belong properly to a "North America route" but it has been located in this page to show another important transatlantic route touching the Canary island.

NORTH AMERICA
from **SWITZERLAND** to **UNITED STATES**



Cover from BASEL (Switzerland) -AP 2 1860- to the Mission of FEMME OSAGE (St Charles County -Missouri -U.S.A.) prepaid the rate 95 rappen for the British mail route with two 40 + 15 r.; alongside Basel c.s. datestamp, PP (Partially Paid to the limit of British mail system) and red French entry mark "Suisse/St.Louis". It was carried to Paris where was charged for 21c. postage due, the British open mail rate by American packet, then, as per endorsement, to Liverpool where on Ap. 4 was placed on board The Allan line "SS North America" and disembarked in Portland to be dispatched via Philadelphia (red octagonal cancel AP 21 1860) to destination where paid further 3 cents (see "3" handwritten).



Cover from FLUELEN (Switzerland) -JY 7 1867- to PHILADELPHIA(Usa) -Jy 23- prepaid the 1,10 francs rate to USA by the French mail with 1862/67 10 c.+ 1 Fr. tied by Fluelen datestamp. It, via Basel (8/7), was carried to France - entry mark "Suisse-St Louis 8 Jul - Amb. A" and in Paris placed on closed bag and dispatched to Havre where the exchange office applied the orange "12" handstamp showing that 12 c. was credited to US; then, placed on board the American Havre line "SS Arago" was disembarked in New York -red PAID New York Jy 23- to be delivered on the same day to Philadelphia .

NORTH AMERICA
from SWITZERLAND by "Inman" British packet via Queenstown



Cover from LUCERNE –June 20 1871- to WEARE (New Hampshire U.S.A.) prepaid the 50 c. simple rate to United States under the 1870 American/Swiss additional Convention with 1867 50 c. tied by "Luzern 20 VI 1871" c.d.s and alongside "P.D" mark meaning fully paid to its destination. It was placed on closed bag and sent to England and on 23 June in Queenstown was embarked on the "Inman" line "SS City of Brussels" arriving on the following Jy 2nd in New York –red circular "New York paid all Jul 2 71"- to be dispatched to New Hampshire.

from PORTUGAL by "Cunard" British packet via Liverpool



Letter from LISBON –Mar 8 1871 –to PHILADELPHIA (USA) prepaid the 160 reis rate to the disembarkation port -with 80 r. (2). It was carried by the PSNC "SS Nemesis", coming from Valparaiso, with a call at Lisbon, to Liverpool –see "2" accountancy mark indicating the British share for transatlantic carriage -and embarked on the Cunard "SS Java" - circular mark "PAID-LIVERPOOL BR PACKET 18 MR"- arriving in New York on Mars 30th to be dispatched to Philadelphia. On arrival charged "5".

NORTH AMERICA

from RUSSIA to UNITED STATES via Hamburg by HAPAG packet



Letter from YEVPATORIA (Crimea-Russia) -Nov 9 1874- to PHILADELPHIA (USA) -Dec. 25 1874- franked -to pay the 65 kopecs rate plus the registration fee at destination- with 1866 5 k. and two 30 k. stamps tied by the c.d. postmark "YEVPATORIA-9 Nov.1874". The letter was sent first to Odessa (transit mark Nov 14) to be embarked to the United States, but the local Post Office sent back it to Yevpatoria with the adnotation that the letter must be routed via Volochisk to Germany. The letter returned on 21 November in Yevpatoria where was sealed by five wax imprints and dispatched via Volochisk (transit Nov. 26) and Prussia (enter mark "Recommandiert") to the port of Hamburg where, on Dec. 9, was embarked on the HAPAG "SS Westphalia" to New York . On arrival (Dec. 23) was impressed the mark "New York- Paid all Dec. 25" and the registration number 26964, thence to Philadelphia. In transit in Germany it was noted by crayon bleu 6 ½ (?) gr. debited to North German Union.

The Julian Calendar adopted in Orthodox area was at that time 12 days earliest respect the Gregorian one; so this letter, according to the Gregorian Calendar, leaved Yevpatoria (the second time) on Dec. 3rd via Volochisk on Dec. 8th and was disembarked in New York on Dec. 23th.



NORTH AMERICA

from Algeria via France and England



Cover from ORAN (Algerie) -AP 30 1869- to AURORA (Indiana-Usa) via New York, prepaid the single rate to destination 80 cms. with a strip x 4 1867 Napoleon 20 c. bleu tied by "5051" grosses chiffres" and d.c. "Oran-Algerie -30 Avril 1869" alongside. It was carried by a packet of the "Cie des Messageries Impérialles" to Marseille (May 4), then by train to Paris exchange office (bleu c.s. Paris Etranger- May 5 on reverse) where the letter was marked with a small boxed "PD" and in additionaly was applied the red orange handstamp "3" to show the credit to the United States of 3 c. for inland rate. Then the letter was placed on a closed bag mail and sent to England where on May 7, at the Queenstown call, it was put on board the Inman line "SS City of Brooklin" and disembaked in New York- red mark "NY/Paid All- May 17"- to be dispatched to Aurora .

Uncommon provenance and very scarce destination

Under the U.S./French Convention of 1857 the rate for paid letter breakdown ¼ oz or 7 ½ grams posted in France or ALGERIE and carried by British service was 80 c. Franc or 15 USD cents (3c. inland rate, 6 c. sea carriage, 2 c. British transit and 4 c. French transit)

NORTH AMERICA
from Egypt via Southampton and Via Brindisi-Ostende



Cover from ALEXANDRIA (Egypt) -Nov 12 1870- to NEW YORK prepaid the 8 d. rate for British sea carriage via Southampton and Liverpool with 1865 4d pair tied by the British Consular P.O. "B01" mark and c.s. "Alexandria Nov 12 1870" alongside. As per endorsement it was embarked on a "P&O" packet and carried via Gibraltar Straits to Southampton, then via London -"2 cents" credit to USA noted by red orange mark- was dispatched to Liverpool where on Nov. 19 was placed on board the Cunard line "SS China" and disembarked in New York in Dec. 2 receiving the red mark "New York Pail All - Dec 2 "



Cover from CAIRO (Egypt) -Mar 10 1871- NEW YORK (USA) prepaid the 10 d. single rate by British packet via Brindisi with 1867 4+6 d tied by "B01" of the British P.O. in Cairo. In Alexandria it was placed on board a "Peninsular&Oriental Co." steamer to Brindisi, thence by train via Ostende to England to be embarked in Liverpool (Mar 18) on the Cunard "SS Java" to New York where, on arrival, received the red mark "New York Paid All - Mar 30"

NORTH AMERICA

Route from GREECE to UNITED STATES
via Triest and Ostende by Prussian closed mail

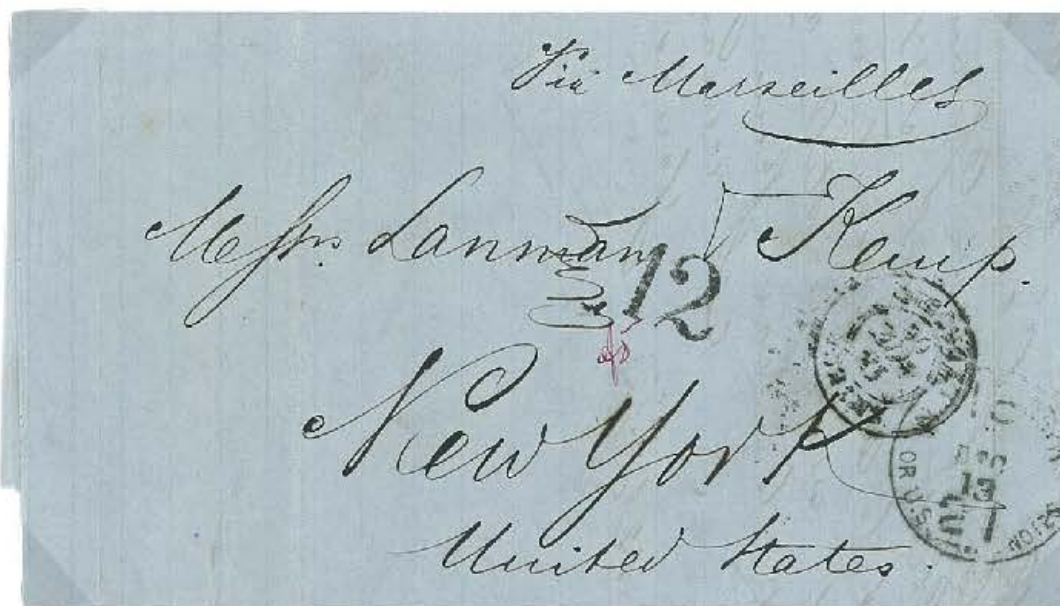


Unpaid letter from ATHENS -Nov 22 1858 (Julian Calendar)- to NEW YORK -Jan 5 1859- It was posted in Athens on 22 Nov. receiving a bleu double circle date stamp of the local Post Office. As per endorsement "Etats Unis d'Amérique, par Trieste and Ostende" the letter, most likely, was carried from Pireus to Syras island to be embarked on a Lloyd steamship coming from Smyrna or Constantinople and proceeding to Triest, where it was marked by red crayon "15/25" showing 15 Nkr owed to Lloyd for transit from Athens and 25 Nkr. for international service to Usa. In Triest the letter entered in the GAPU area and was routed to the exchange office of Aachen (Dec. 12) where the clerk noted by ink "17" cents indicating the 12 cents rate from Greece plus the 5 c. American internal rate, then it was put on a closed bag and carried over Ostende and England to Southampton where it was embarked on the -New York & Havre Steam Navigation Co.- SS "Fulton" coming from Havre and proceeding to New York where arrived on Ja 5 1859 -black circular exchange mark "NEW YORK- A.M. PACKET JA 5" receiving the mark "42" indicating that 42 cents postage was due.

At that period in Orthodox area was used the Julian Calendar which was 12 days earlier respect the Gregorian one, so the date Nov. 22 impressed in Athen corresponds to December 4 of the Gregorian calendar.

Very scarce letters from Greece to United States at that period

NORTH AMERICA- to United States



from TURKEY
via Marseille
and Liverpool

Unpaid letter from SMYRNA (Turkye) to NEW YORK. On November 17 1866 was embarked on the French packet "Gange" and disembarked in Marseille on Nov. 28, then carried by train to the Paris exchange office where was marked "12" c. debited to USA, put on closed bag and routed via England to be embarked in Liverpool on the Cunard "SS Cuba" arriving in New York on Dec 13. On arrival was applied the exchange office mark "New York 15 Am.Pk. OR. U.S. 21 Notes" showing the postage due of 15 c. if paid in coin or 21 c. if paid in depreciate "greenback" currency (paper dollars).

from ROMANIA by "HAPAG" German packet via Hamburg



Cover from JASSY(Romania) May 21 1873(?) - to NEW YORK - Ju 20- prepaid to destination the rate 100 bani (1 Leu) -see "100" noted by crayon bleu- with 1872 25 b. x 4 (one stamp removed) tied by Jassy d.r.. It was routed via Austria to Germany entering in the GAPU mail to be processed receiving the red straight line "Franco" (fully paid) and the note "30" debited to Austria. Carried to Hamburg it -likely on June 5th- was placed on board the Hamburg American line "SS Hammonia II" and disembarked in New York on June 20th.

NORTH AMERICA

from INDIA to UNITED STATES via Indian Ocean, Mediterranean Sea and
Atlantic

by British and American Packets



Lettersheet with full contents and sender's cachet on reverse from CALCUTTA (India) -June 21 1862 (error 1861)- to BOSTON (U.S.A.) -Aug 13- prepaid the 13 ½ annas rate: 8 annas carriage to France and 5 ½ annas from U.K. to USA, equivalent to 1/7 pence as noted by ink, to the disembarkation port with 1856 8+4+1+ ½ anna tied by Calcutta mark and alongsied the red boxed "India Paid". The letter endorsed "per Bengal" and "via Marseille", was embarked in Calcutta on bord the P&O "SS Bengal" and carried to Suez where it was disembarked and transported overland by train to Alexandria to be placed on board P&O British steamer to Marseille then over France to London arriving there on Jy 28 1862 -see transit orange circular date stamp and "16 cents" struck to show a credit of 16 c. from United States for transit fees from India via France to U.K.- In London it was put on closed bag and on Aug 1st placed on board the Allan line steamship "Jura" calling at Londonderry, Ireland and proceeding to Quebec (Canada). On Aug. 11 the mail for Boston had been put off at Rivière du Loup in the St. Lawrence river before the steamer got to Quebec and was carried to Boston by train; on arrival the bag was opened and the exchange office marked the letter by the circular datestamp "Boston AM.PKT/Aug 13/5" showing the 5 c. postal due to be paid by the addressee.

**CENTRAL AMERICA
routes FRANCE from and to GUATEMALA**



Letter unpaid from SAN JOSE de Guatemala (Pacific coast) -Dec. 1863- to JOYEUSE (France). It was carried by a "Central America steamship Co." packet, operating between the ports along central America, to Panama, "transit 21 Dec. 1863", and after crossing the Isthmus, in Colon was embarked on the RMSP "Tamar" to St. Thomas (Dec. 29) and the same day delivered to the RMSP "Tasmanian" arriving in Southampton on 13 Ja. Then via London (Ja 13) it was routed to France (Calais 14 Ja.) to Joyeuse (Ardeche). Anglo/French accountancy mark GB2F 87 5/10 " and 24 decimes charged on arrival.



Cover from PARIS -Aug 16 1866- to GUATEMALA prepaid the single rate 1,40 Fr. with 1863 20c.+40c. (3) tied "etoile 4" cancel. It was carried via London (transit Aug. 7) to Southampton where was placed on board the RMSP "SS Seine" and disembarked in St. Thomas (Danish West Indies) to be dispatched via Kingston (Jamaica) and Belize (British Honduras) to Guatemala. On arrival it was charged the simple internal rate 2 reales.

CENTRAL AMERICA
from France to Haiti and vice versa



Cover from PARIS –Nov. 30 1867- to PORT AU PRINCE (Haiti) paid the 80 c. simple rate by British packet with 1862 80 c. tied by “etoile”. It was routed via London (transit mark Dec. 2) to Southampton where on the same day was placed on board the RMSPC “Atrato” and disembarked in Jaemel (Haiti) on Dec 19 to be addressed to Port au Prince.-



Letter front from LE CAP HAITIEN -Oct 19 1867- to PARIS paid the rate by French packet with 1862 80 c. tied by “ancre” and alongside the octagonal consular P.O. “Le Cap Haitien 19 Oct.” (Salles n. 366). It was embarked on the Oct. 19 on the “annexe ligne D” packet -see octagonal mark applied on board- coming from Kingston (Jamaica) and disembarked in Fort de France –Martinica- (instead of the usual call at St. Thomas, closed cause of a cholera epidemic) where was exchanged the mail with the French packet coming from Colon and proceeding to Saint Nazaire (most likely SS “Lafayette” on 8/11 with arrival on 25/11).

CENTRAL AMERICA
from Belgium and France to West Indies by British packets



Letter (*tropicalized*) from ANTWERPEN (Belgium) -Ap. 15 1874- to JACMEL (Haiti) prepaid the 1,50 Fr. single rate to destination -according to the 1865 UK/Belgium Postal Convention – with 1869 Leopold 1Fr.+40+10 c. tied by “Antwerpen Station Avril 15 1874” date stamp and alongside boxed “PP”. It, as per endorsement “P W.(est)I.(ndies) from Southampton” was carried via Ostende to London -red transit mark “London Paid 16 Ap 74” and notation by red orange crayon 1/1 d credited to UK- then to Southampton to be embarked on the RMSPC “Elbe” proceeding to Colon with a call at Jacmel, where it was disembarked on May 5.



Letter from PAULILLAC (France) -Mars 26 1859- to CIENFUEGOS (Cuba) prepaid the simple rate to the disembarkation port with 1856 80 c.. It via Paris and London (Mr 28) was carried to Southampton and embarked on Ap. 2 on the RMSPC “Magdalena” to St. Thomas (Ap. 21) to be transferred to the SS “Thames” arriving in Havana on Ap. 26. where received the provenance mark “NE 2” (Nord Europa) with tax 2 reales for inland rate to Cienfuegos.

CENTRAL AMERICA
routes from France to and from Cuba



Front of package from BORDEAUX (France) -JUNE 23 1868- to HABANA (Cuba) franked with a strip x 6 of 1867 80 c. for a sixfold rate of 4,80 c.. Posted to the train Bordeaux–Paris (Cancel BP 1) it was carried to Liverpool where, on Ju 24, was placed on board the Inman line “SS City of Boston” and disembarked in New York on July 5 -red circular mark “New York PAID ALL”- then it was dispatched via Nassau to Habana where on arrival was impressed the boxed origin mark “NE” (Norte Europa) and charged “6” for internal rate.



Cover from SANTIAGO DE CUBA (Cuba) -Ja 18 1872- to BORDEAUX -Feb 12 1872- carried at double rate with 80 c. rose pair +1870 40 c. orange tied “ancre” and alongside “Cuba” octagonal French Consular P.O. datestamp. It on Ja 25 in Santiago was embarked on line B SS “Nouveau Monde” coming from Vera Cruz and proceeding to St. Nazaire (10/2). On reverse ligne B (Ja 25 1872) and Bordeaux cds’s arrival.

CENTRAL AMERICA
from PUERTO RICO – SPANISH DOMINION



Cover from SAN JUAN (Puerto Rico) March -17 1861- to BARCELONA paid the 1 real rate with Isabel II° 1857 ½ real plata x 2 tied by “parrilla colonial” and alongside “Puertorico ADMON GRAL” blue datestamp. The sender was “Caracena y CIA/Puerto Rico” (oval mark on reverse), the consignee for the packets in San Juan. No endorsement or transit marks: much mail sent by consignees was taken on the packets “out of the mail” either as consignees’ mail (to accompany cargo), as a favor, or clandestinely. On reverse d.r.”Barcelona Apr.19”



Cover from SAN JUAN (Puerto Rico) – Ja 27 1871—to BARCELONA franked with “Espana-Ultramar” 1871 50 c. and one peseta tied by “parrilla colonial” mark and Franco (all paid) alongside. Posted at British P.O. in Puerto Rico was carried -according to the endorsement- to St. Thomas by SS “Mersey” and thence by SS “Nile” to Plymouth where, via London (transit mark Feb 12 1872) and Perpignan (French/Spain border) it was dispatched to Barcelona.

**CENTRAL AMERICA-
routes from PUERTO RICO to ITALY**



Unpaid letter from MAYAGUEZ (Puerto Rico) –JY 24 1873- to GENOA –Aug 16-. It was posted to the British P.O. of Mayaguez (date mark on reverse) to be carried by the RMSPC “Mersey” to St. Thomas where was transferred on Jy 28 to the RMSPC “Moselle” arriving in Plymouth on Aug. 12. Then it was routed via London (red transit mark Aug 12 on reverse) and France (noted by ink 1 Fr.20 credited for British sea carriage and France transit) to Genoa (Aug 16) where the charge of 17 decimes was paid by Italian postage due stamps.



Unpaid letter with sender’s cachet from MAYAGUEZ (Puerto Rico) – docketed 23 May 1878- to GENOA. As per endorsement “via inglese” it on May 26 was embarked on the RMSPC “Arno” to be transferred in St. Thomas on May 27 to the RMSPC “Tasmanian” but, cause the wreck of this steamer, the mail was dispatched by the next departure of the SS “Tiber” arriving in Plymouth on June Ju 16. Then via London (Ju 17) and Calais -T exchange mark (Salles 3073) showing the charge of UPU 18 decimes double rate for unpaid letter for Italy- to Genoa (Ju 18) where on delivery paid the tax with Italian postage due stamps 1,80 Lires.

CENTRAL AMERICA- ROUTES from FRENCH WEST INDIES



Cover from St. PIERRE (Martinique) –Dec 24 1867- to MARSEILLE underpaid with 1859/65 Eagle 10+40 tied by the dotted “MQE” lozange, “Martinique/St Pierre” despatch c.d.s. and framed red “AFFRANCHISSEMENT INSUFFISANT”. The letter, as per endorsement “Voie de St Nazaire”, was placed on board the “Ligne B” steamship “France”(cholera epidemic in St. Thomas, so port of call transferred to Fort de France –MQE-) and disembarked in St Nazaire on the following Ja 14th . On arrival “Ligne B Paquebot “ cds and Paris transit to Marseille (Ja 15). Charged “7” decimes for double rate “-see “2” on the upper left corner.



Cover from St. PIERRE (Martinique)- JY 9 1877- to MARSEILLE- franked, to pay a single rate, with French General Colonies 40 c. tied “MQE” in lozange. It was placed on board the “Washington” line A steamer and disembarked in Saint Nazaire- bleu date stamp “COL. Fr. PAQ Fr. Saint Nazaire 24 Jul 1877“- then dispatched by train to Marseille (25/9).

CENTRAL AMERCA- routes from French West Indies



by British Packet

Letter from BASSE TERRE (Guadelupe) -Nov 13 1874- to LE HAVRE paid the simple rate with 1871 French Colonies 30+40 c. tied by dotted lozenge with adjacent d.r. "PAQ-Ang. BASSE TERRE GUAD." Endorsed "voie anglaise" it was routed by the RMS "Mersey" to St Thomas and on Nov. 28 transferred to the "SS Tasmanian" and disembarked on Nov. 14 in Plymouth, then to Havre -origin cachet "COL. FRA. V. ANG. -LE HAVRE /15 Dec 1874-.



by French Packet

Cover from POINT A PITRE (Guadelupe) -July 27 1876- to MARSEILLE franked to pay the simple rate to destination with 1871 French Colonies General Issue 40 c (2) tied by large lozenge and "Paq.Fr./Pointe a Pitre/Guad /29/7/76" date stamp alongside. The letter, as per endorsement, was placed on board the steamship "Ville Saint Nazaire" of the Vera Cruz -St Nazaire/Line B, that called at Guadelupe, and disembarked in St Nazaire (bleu entry marking 14 aout.) to be dispatched to Marseille (Sep 2nd) by train.

CENTRAL AMERICA- routes to Mexico
from GREAT BRITAIN by French Packet Saint Nazaire-Vera Cruz



Cover from LONDON -FEB 18 1873- to VERACRUZ (Mexico) paid the 2/ rate under one ounce with 1867 1 shilling pair tied by London duplex; alongside Paris transit and "3" reales charged on arrival. It, according to the endorsement, was carried via Paris to Saint Nazaire where was embarked on the French line B steamer "Martinique" to Veracruz (22/3)

from France by British Packet Southampton-St. Thomas-Vera Cruz



Lettersheet from LE HAVRE-May 31 1855- to VERACRUZ- Ju 24- franked for 3 Fr. with 1853 Napoleon 80 c. strip x 3 + 40 c. overpaying the single rate 2,80 Fr. to Mexico. It - as per endorsement- was carried, via Paris and London (transit red mark Ju 2), to Southampton and placed on board the RMSP "SS Tay" to to be disembarked in St. Thomas (Danish west Indies) where on June was transferred to the RMSP "SS Wey" for Vera Cruz (June 24).

CENTRAL AMERICA
Routes from France to Mexico



Letter with full contents from BAYONNE (Fr.) -Oct 12 1864- to GUADALAJARA (Mexico) franked 1,60 Fr. to pay a double rate with 1862 Napoleon pair 80 c.. The letter -endorsed "par St. Nazaire"- was placed on board the French line B" packet "Louisiane" (Oct 16), and, disembarked in Vera-Cruz (17/11), addressed by inland mail to Guadalajara which, at that time, was occupied by French troops employed from Napoleon III° in support of the new Emperor Maximilian I° Habsburg. On arrival was charged with the tax due 2 (reales).



1872. Cover from SANTANDER (SPAIN) -see on reverse the sender's cachet- to VERACRUZ (Mexico) paid the double rate with 1867 80 c. (2) and Cerès 1870 20 c. (2) tied by "ancres" cancel. It -on May 20 1872- was posted and franked on board the "SS Nouveau Monde" coming from St. Nazaire - at Santander call of the "Ligne B" and disembarked Vera Cruz on the following June 15th. Endorsed "Por vapor correo Frances "Nouveau Monde"".

CENTRAL AMERICA
from Mexico -French Expedition Corps- to France by French Packet



Letter from MEXICO –Jun 12 1866- to BORDEAUX –Jy 13- prepaid the 20 c. reduced rate to France for mail of the French Expedition Corps with 1862 20 c. tied by CEM lozange and alongside the mark "Corps Exp. Mexique 12 Jun 66 BAU". It was embarked in Veracruz on the "SS Panama" arriving in St. Nazaire on July 11 to be dispatched to Paris where was applied the red origin mark "Corps Exp. Mexique/V.Franc.", and carried to Bordeaux.

from Mexico to France by British packet



Cover from PUEBLA (Mexico) -AP 27 1870- to VILLEFRANQUE (France) paid the inland rate with Hidalgo 50 c. tied by d.r. "Puebla Avr. 27. Anglo/French accountancy mark 1F 60c and tax due 10 (decimes) to be paid on arrival. It was carried by the RMSP steamship "Tyne" from Vera Cruz (Ap 30) to St. Thomas (May 11) and there delivered to the RMSP "Seine" coming from Colon to Plymouth where was disembarked on May 30th . Transit London on the same day and arrival in Bayonne, to be dispatched to Villafrance, on the following Jun 4.

CENTRAL AMERICA
Routes to SPAIN by British packets



Cover from MEXICO City to MADRID paid the 37 cts rate to the disembarkation port with Hidalgo 1872 12+25 c.. As per endorsement "por el paquete ingles" it was carried to Veracruz where on Sep. 26 was placed on board the RMSP "Corsica" to St. Thomas (14 Oct.) and transferred to the RMSP "Tagus" arriving in Plymouth on Nov. 6. Then it was routed via London (Nov. 7) and Calais to Spain where on arrival was charged for a double rate 8 reales.



Cover from SAN JUAN (Puerto Rico) – OCT 11 1870- to CADIZ paid the 40 c. rate to the disembarkation port with 1870 20 cts pair tied by "parrilla colonial" mark and "Franco" (all paid) alongside. It was posted at the Spanish P.O. in Puerto Rico and carried to St. Thomas where on Oct. 13th it was placed on board the RMSP "Seine" to Southampton and dispatched to London (transit Oct 31), then again to Southampton where was embarked on a "Peninsular & Oriental" packet to Cadiz (Nov. 5)

CENTRAL AMERICA
routes from MEXICO to ITALY and vice versa



by British packet

Letter from VERA CRUZ –Ju 1 1870- to GENOA -Jy 2-. On Ju 1st in Vera Cruz (Franco - paid for inland rate mark) it was placed on board the RMSPC “Corsica” and disembarked on Ju 13 in St.Thomas to be transferred to the “Shannon” arriving in Plymouth on Ju 28. Then via London and Calais (Ju 30) it was dispatched to Genoa (Jy 2) . Anglo/French accountancy mark “GB 1 F 60 c.”and French/Italian 1869 Convention exchange mark “F56”. On arrival was charged for a second weight step 20 decimes paid by an Italian 2 Lire postage due stamp.



by French packet

Letter from GENOA –Mar 16 1874-to VERA CRUZ prepaid (P.P.) the 1 Lira rate with V.E. 40 +60 c.. It was routed via Moncenisio –exchange mark “Italie Amb.M.Cenis 17 Mars”-, Lyon and Paris to Saint Nazaire where was embarked on the French Ligne B “SS Panama” arriving in Vera Cruz on Ap. 17. On arrival not any notation on cover front for internal rate.

CENTRAL AMERICA

from Germany to Mexico by French packet



Letter from HAMBURG (Germany Empire) –Nov 17 1877- to VERACRUZ (Mexico) prepaid the 1,80 mark for double rate – see “2” noted by red crayon- with 1875 10 pfennig, 20 pfennig, 25 pfennig (2) and 50 pfennig(2) tied by the Hamburg datestamp. It -as per endorsement “per steamer via St. Nazaire”- was carried by train, “Alemagne/Erq.Paris” bleu French entry mark, to Saint Nazaire where on Nov 21 was placed on board the French packet “Ville de Paris” arriving in Vera Cruz on the following Dec. 24th. On front red manuscript “160” c. credit to France and “25” c. Mexican due charged on arrival.

CENTRAL AMERICA
Mexico to France by British Packet



Cover from TAMPICO (Mexico) -AP 27 1873 – to BORDEAUX paid the inland rate with Mexico 12 c. with date and Tampico district overprint tied by oval FRANCO TAMPICO. Anglo/French accountancy mark IF 60c and tax due 12 (decimes) to be paid on arrival. It was carried by the RMSP steamship “Corsica” from TAMPICO (Ap 28) to St. Thomas (May 13) and there delivered to the RMSP “Moselle” coming from Colon to Plymouth where was disembarked on 27th. Transit London May 28 and arrival in Bordeaux on the following 29th.

by French Packet



Cover from PAPANTLA (Mexico) –MAR 9 1879- to BORDEAUX paid the inland rate with Mexico 25 c. bleu tied “Franqueado/Papantla” and alongside French octagonal mark VERACRUZ/PAQ. FR.B N° 4. It was carried by the French Packet “Ville de Brest” Line B Vera Cruz –St.Nazaire (26 days). Tax 12 decimes on arrival (AP 17).

CENTRAL AMERICA
routes to and from Danish West Indies by British packets



Cover from SJAELL (Denmark) – Sep 28 1880- to St. CRUZ (Danish West Indies) franked to pay the 40 ore carriage by British packet rate with 1875 25 + 5 o. tied by “TPO railway PB-181” duplex. As per endorsement, the letter was carried to Southampton where was placed on board a RMSP packet and disembarked in St. Martha to be addressed to St. Cruz. On reverse transit mark Korsor (28/9) and, on arrival, St. Thomas (15/10) and Christiansted (16/10).



Cover from St. THOMAS (Danish West Indies) -Ju 14 1875- to LONDON franked to pay the single rate to the destination port with one shilling tied by the British P.O. mark “St. Thomas-C 51” duplex. The letter, as per endorsement, was placed on board the RMSP “Tagus“ and disembarked in Southampton to be addressed to London (red arrival mark Ju 28).

CENTRAL AMERICA - ROUTES to DUTCH WEST INDIES



Cover from MANCHESTER -SEP 1 1870- to CURACAO -Netherlands Antillen -SEP 26- prepaid the single rate to the disembarkation port (see "paid" endorsed) with one shilling tied by duplex "498"-Manchester 1 SP 70- The letter, carried to Southampton, was placed on board the R.M. British Packet "Seine" and disembarked in St. Thomas (Danish west Indies) on the following 20th to be dispatched to Curacao where, on arrival, was impressed the Dutch circular mark "Curacao 25/9 1870". On delivery was charged 12 ½ cents (Dutch Guilder).



Cover from PARIS -Aout 14 1871 -to CURACAO -Netherlands Antilles -Sep 4 1871- franked to pay the double rate 2,40 Fr. to destination with 1867 80c. pair + single tied by "etoile" and alongside d.c. "Paris d'Enghien Aug 14 1871". As per endorsement "via Southampton" it was carried via Calais to Southampton where was placed on board the R.M. British packet "Tagus" and disembarked in St. Thomas (Danish west Indien) and thence to Curacao (Dutch circular date stamp 4/9 on the front.)

**CENTRAL AMERICA
PRUSSIA to CURACAO (Dutch West Indies)**



Cover from HAMBURG Ja 13 1868- to CURACAO (Dutch West Indies) - Feb. 7- paid the single rate 12 ¼ gr. to the disembarkation port with Prussia 1866 10 sgr. rose and North German Confederation 2 gr. pair + 1 /4 gr. all tie by doouble ring Hamburg date stamp. It was carried to the exchange office in London (Ja 15) where was debited to Prussia 1/ 2d for sea carriage and transit fees, then to Southampton to be embarked (Ja 18) on the RMSPC "Atrato" arriving in St. Thomas on Feb. 3 where was dispatched, most likely by a non contract ship, to Curacao receiving on arrival the Dutch red circular handstamp on front (7/2) and on delivery the charge 12 ½ cents (Dutch Gulden.)

In 18th and 19th centuries the island of Curacao was an important center for the slave trade. The Dutch abolished the slavery in 1863.

No contract line called at Curacao till the extension, in the October 1869, of the French line "L". Fort de France-La Guayra-Puerto Cabello.

CENTRAL AMERICA
COLON (Colombia) to ITALY



Unpaid letter from COLON (Colombia) –Mars 4- to GENOA (Ap.7). It was posted at the British Post Office –circular datestamp in front- and on the following 7th was embarked on the RMSPC “Seine” arriving in Plymouth on Ap. 2. Then via London and France was carried to Genova receiving the charge of 15 decimes (the rate for mail coming from the Wes coast of South America) then corrected in 12 decimes paid with Italian due stamps 1,20 lire.

Colon -initially named Aspinwall- was founded, over all, as a result of the California golden rush. The city began in years 1850/55 as a starting point of the railroad that carried people, coming from the eastern United States, across the Isthmus of Panama continuing by ship to California.

Before the railway construction the crossing to Panama city was made by canoe up the Chagres river to Cruces, and thence by mule to Panama where the passengers and the mail were embarked to North or South America Pacific coasts.

At that time was a booming commercial center overall, among others, as it was the arrival and starting port of the French line St. Nazaire–Colon and the Royal Mail Steam Packet line Souhtampton-Colon via St. Thomas.

CENTRAL AMERICA- West Indies

From Great Britain to Trinidad by RMSPC British packets



Letter from LONDON -Jy 2 1869- to TRINIDAD Jy 23- paid the single rate 1/ with 1867 one shilling green tied by duplex "London JY 2 1869". On the same day it was carried to Southampton and embarked on the RMSPC "Sannon" arriving in St. Thomas on Jy 16 where was transferred to the SS "Eider" and carried via St. Lucia (Jy 21) to Trinidad (Jy 23 on reverse).

from Haiti to Italy by RMSPC British packets



Unpaid letter from JACMEL (Haiti) Mars 24 1872 to GENOA. It as per endorsement was delivered to the British P.O. in Jacmel (date stamp on reverse) and on Mars 27 embarked on the RMSPC "Tasmanian" coming from Colon and proceeding to Plymouth where was disembarked on Ap 11 and via London (Ap 12) and Calais was routed to Italy receiving the charge of 12 decimes paid on arrival in Genova (Ap 15) by Italian due stamps.

CENTRAL AMERICA

Routes from United Kingdom



Cover from GLASGOW -De 6 1870- to KINGSTON (JAMAICA) -JA 5 1871- franked to pay a single rate with 1867 1/ green tied by the Glasgow "159" duplex and alongside the s.c. "Glasgow De 6 70". It was carried to Southampton where on Dec. 17th was placed on board the RMSP "Shannon" calling at St. Thomas and Kingston where was disembarked on Ja 5th. On reverse arrival mark "Kingston-Jamaica Ja 5 1871".



Cover from LONDON -JY 5 1875- to GUATEMALA franked -to pay a single rate to the disembarkation port - with one shilling stamp tied by London "95" duplex. It -as per endorsement "by French Packet"- was routed to Saint Nazaire (France) where, on July 7th was placed on board the French "SS Lafayette" and disembarked on the following August 1st in Colon (Panama), thence, most likely, it was carried, via Kingston and Belize, to Guatemala. On arrival was charged "2" reales to pay the inland rate.

CENTRAL AMERICA
from France to El Salvador and Costa Rica



Cover from Montpellier -17 Ja 1875- to SANTA ANA (El Salvador) paid the rate 1,30 fr. to the disembarkation port with Ceres 80+25 c. (pair) tied by "250" lozenge and alongside "Montpellier 27 Ja" datestamp. As per endorsement, it was routed via London -red transit mark 29 Ja- to Southampton where was placed on board the RMSPC "Elbe" and disembarked in Colon on Feb. 23; after crossing the Isthmus, it was delivered to a "Central American Steamship" packet operating between Panama and ports along the coast of Central America and carried to the port of Acajutla (El Salvador).



Cover from LE HAVRE -Dec 6 1873- to San Jose' (Costa Rica), paid the rate 1 fr. for carriage by German packet with Ceres 80+10(2) tied by "6311" lozenge and alongside "Le Havre-Le Port" datestamp. It was routed via London (dec. 10) to Southampton to be embarked -as per endorsement- on board of the Nord German Lloyd "SS Hoenzollern" coming, on its maiden voyage, from Bremen to Colon where it was disembarked and, after crossing the Isthmus, dispatched via Panama city to the Puntarenas Port (Costa Rica) by a packet of the "Central America Steamship Co."

CENTRAL AMERICA
Routes to S.SALVADOR and HONDURAS by British Packet



Cover from DUNDEE (G.B.) -Feb 1 1876- to SANTA ANA (Salvador) paid one rate 1/6d with one shilling and six pence (S.G. 148, 147). It was carried to Southampton where on Feb 2nd was placed on board the R.M.S.P " SS Para" and disembarked in Colon on the following Feb. 23th; then, after crossing over the Isthmus to Panama by train, it was delivered to a "Central America Steamship Co."packet running between Panama city and the ports along the coast of Central America to be addressed to Santa Ana. Charged 2 (reales) on delivery by bleu crayon.



Cover from GLASGOW -FEB 15 1866- to BELIZE (Honduras) -Ap 12- paid the April 1st 1865 single rate with one sh. green tied Glasgow duplex. Red mark 1 d indicating the late fee for post to be paid. It, endorsed "Via Southampton", was carried by the RMSPC " SS Tasmanian" to St.Thomas (Danish West Indies) -Mar 2- then delivered to the SS "Eider" for Kingston -Jamaica Mar 7- to be dispatched on Ap 6 by the monthly line to Belize (Ap 12).

In 1862 the settlement of Belize was declared British Colony and called British Honduras.

SOUTH AMERICA

Routes from France by British Packets via Southampton



Front of letter from PARIS -March 21 1853 – to SANTA MARTA (New Granada-Colombia) prepaid the double rate to the destination port with 1849 Ceres 1 Fr. strip x 3 tied by dot roller cancel and besides d.r. “Paris 21 March 1853”. Endorsed “Par la Paquet”, it was carried to Southampton where on Ap. 2nd was placed on board RMSP “Orinoco” and disembarked in St. Thomas (Danish West Indies) on Ap. 19, then on 24th dispatched by the British packet “Dee” to Santa Marta. On arrival (Ap 28th) charged for internal rate 1 real.



Letter from BORDEAUX –Aug 13 1867- to GUAYAQUIL (Ecuador) franked with 1862 80 c. rose x 3 to pay the single rate 2,40 to Ecuador. The letter, via Paris and London (transit red mark London J PAID 16 Aug 67), was carried from Southampton by the RMSP “Douro” to St Thomas where was delivered to the “Tyne” packet to be carried to Colon (SEP 21), then crossed by train the Panama Isthmus, dispatched to Guayaquil by a PSNC packet.

SOUTH AMERICA

from VENEZUELA to FRANCE by French Packet via St Nazaire



Front of letter from LA GUAYRA -Dec 6 1875- to NANTES franked to pay the internal rate with 1870 1 real red tied by cds "La Guayra-Correo" and alongside the "0" cancel. It -as per endorsement -was placed in la Guayra -French Consular P.O. octagonal mark Dec 6- on board the steamship "Lafayette" and disembarked on the following 24th -red cds "COL.FR.PAQ.-2 St. NAZAIRE-2"- was addressed to Nantes charged "12" on delivery.

from SPAIN to VENEZUELA by British Packet via Southampton



Letter from SANTANDER (Spain) Nov 9 1867 - to CARUPANO (Venezuela) -Ja 18 1868- franked with 1867 2 reales pair to pay the single rate to destination. It was routed via France and London to Southampton where was embarked on the RMSP "Tasmanian" and disembarked in St Thomas on Dec. 3rd, thence carried, likely, by a French packet, to Venezuela (arrival docketed date Ja 18 1868). The trip time was longer (70 days) than usual, so it is possible to hypothesize a quarantine period in St Thomas.

**SOUTH AMERICA- Mail routes from United Kingdom
to COLOMBIA by French Packet**



Front of cover from MANCHESTER -FEB 6 1868- to BOGOTA' franked - to pay a quadruple rate- with 1867 2/ pair tied Manchester "498" with alongside red d.r. "Manchester Paid 6 FE 68". The cover, as per the endorsement, was addressed to France to be embarked in St. Nazaire on the French Packet "Nouveau Monde" line A to Colon that called at St Martha (Colombia). On transit (Feb 27) oval SANTAMARTA/DEBE and tax marking 50 (cents).

to VENEZUELA by British Packet



Double rate letter from MANCHESTER -Oct 31 1874- to CARACAS (Venezuela) franked with 2/ tied by "498"duplex and red "Manchester paid" alongside. It was carried to Southampton and on Nov. 3, according to the endorsement, placed on board the RMSP "SS Moselle" to St.Thomas (Nov. 16) where was transferred, likely, by a non-contract ship, to La Guayra to be dispatched to Caracas.

**SOUTH AMERICA -ROUTES to and from VENEZUELA
by French Packet-line A-Colon-St Nazaire**



Letter from PARIS -Sep 7 1869 – to CARACAS (Venezuela) prepaid the single rate to the disembarkation port with 1867 Napoleon 80 c. tied by star “8” cancel. It was carried by train to Saint Nazaire where – see mark on reverse “Ligne A Paq.Fr.N.3 -8 Sep 1869”- was placed on board the paquebot “France” arriving in Fort the France (Guadalupe) on 23th to be transferred to a packet of the French Line “L” to the port of La Guayra and then to Caracas. On delivery was charged 1 ½ real.



Letter from LA GUAYRA (Venezuela) -AP 7 1876- to SANTANDER (Spain) franked to pay the simple rate with Ceres 1871 25 c. strip x 4 tied by “ancre” lozange and alongside by the French Consular datestamp “La Guayra Avr. 6”. It was placed on board the French line “A” steamship “Colombia” and carried to France via Saint Nazaire (Avr. 27), then to Bordeaux (Avr. 28) where was addressed to Santander .

SOUTH AMERICA – Routes to FRANCE

from Colombia by British Packets via Southampton



Front of letter from BOGOTA' –SEP 1864- to PARIS – OCT 30- franked to pay the internal rate with 1861 10 ctv. tied by oval "Bogota". It was carried to the British P.O. of Cartagena where on OCT 1th was embarked on the RMSP steamship "Tyne" and carried -via Colon- to St. Thomas where, on OCT 14, was delivered to the "Shannon" RMSP packet and disembarked in Southampton (Oct 28) to be dispatched -via London – to Paris (entry mark 30 Oct). Anglo/French accountancy mark "1F 60c." and tax due "8" decimes charged on delivery.



Front of letter from BOGOTA' –JUNE 1865 to PARIS –JY 29 – franked to pay the internal rate with 1864 10 ctv. tied by oval "Bogotá". It was carried to the British P.O. of Cartagena where on July 1th was embarked on the RMSP "Eider" and carried –via Colon- to St. Thomas where, on JULY 14, was delivered to the "Seine" RMSP packet and disembarked in Southampton (JY 24) to be dispatched, on the same day, to Paris (entry mark Jy 29). Anglo/French accountancy mark "1F 60 c." and tax due "8" decimes charged on delivery.

**SOUTH AMERICA - routes from French Guyana
by French packets**



Entire letter with sender's cachet from CAYENNE (French Guyana) -Oct 1 1869- to BORDEAUX-. The letter -unpaid- was carried (see octagonal mark on front) by a steamship of the French "Ligne C" Cayenne-Fort du France (Martinique) where on Oct 7 was transferred to the Ligne A "France" steamship (see d.c. mark on reverse) coming from Colon and arriving on Oct. 22 in Saint Nazaire where it was disembarked and dispatched to Bordeaux. On arrival received the charge due of 6 decimes.

by British packets

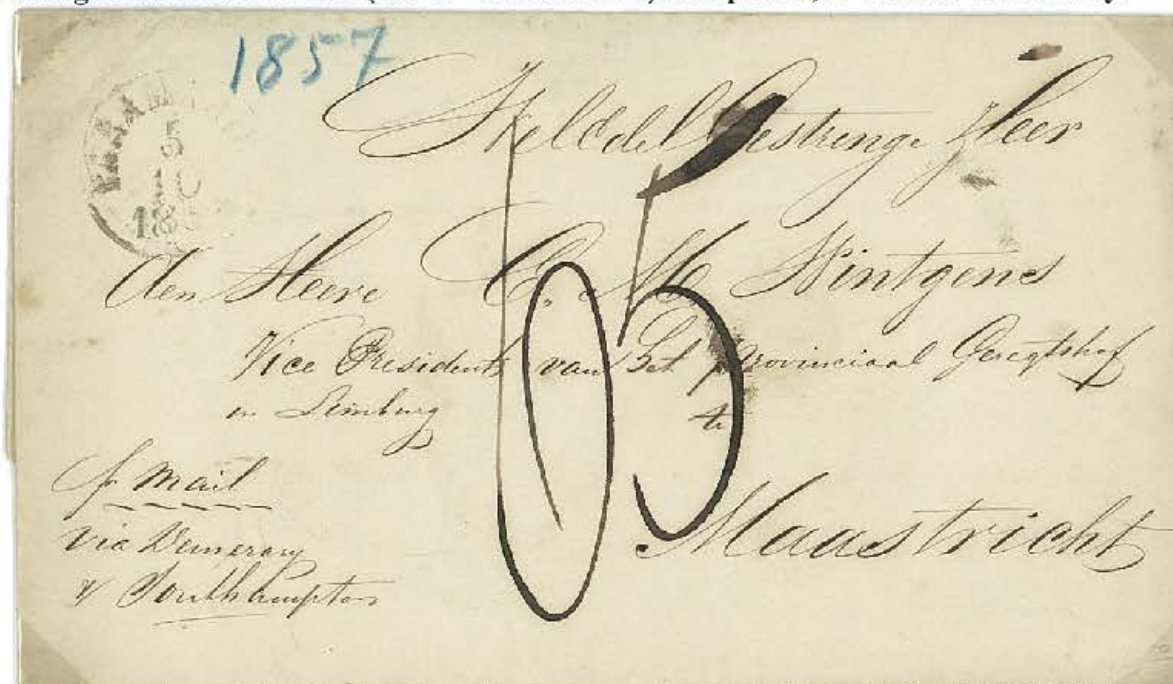


Letter from CAYENNE (French Guyana) to BORDEAUX struck with "Cayenne-Guyane Francaise-30 Sept 1869" datestamp, prepaid the rate to destination with framed "PD" in red. It was carried by a local ship service to Georgetown -Demerara (British Guyana) where, as per endorsement "voic anglaise", was placed on bord the RMS "Teviot" to Barbados, then by the "Thames" carried to St. Thomas on Oct.14 where was delivered to the "Scinc" arriving on Oct 29 in Southampton to be routed, via London and Calais, to Bordeaux.

SOUTH AMERICA
routes from Netherlands to Dutch Guyana and vice versa



Unpaid letter from Amsterdam -Mar 3 1858- to PARAMARIBO (Suriname-Dutch Guyana). As per endorsement the letter was routed to Southampton and on Ap. 2 embarked on the RMSPC "Parana" arriving in St. Tomas on Ap. 22 to be transferred, the same day, on the "Conway" proceeding via Barbados to Demerara-Georgetown (British Guyana) where arrived on Ap. 27; then by local sea carriage to Paramaribo (bleu arrival mark 29/4) where was charged for a double rate (see "2" ink notation) and paid 1,30 Gulden on delivery.



Unpaid letter from PARAMARIBO (Suriname) -Oct 5 1857- to MAASTRICHT. It as per endorsement "via Demerary and Southampton" was carried by local service to Demerara (British Guyana) where on Oct 10 was embarked on the RMSP "Trent" and on Oct 15 in St. Thomas transferred to the RMSP "La Plata" arriving in Southampton on Oct. 30 to be dispatched via London to Maastricht (2/11) where was charged for a single rate 65 c. Gulden.

SOUTH AMERICA-Routes from United Kingdom



Cover from AYLSHAM (G.B.) – Feb 16 1879- to PERNAMBUCO (Brazil) -Mar 12- prepaid the single 1/2d rate to the disembarkation port with 1873 1/ together to 1 d. pair tied by “39” duplex. It was routed to Southampton where on Feb 24 was embarked on the RMSP “SS Tagus” packet of the Southampton-Rio de Janeiro-Buenos Ayres line which called at Pernambuco (arrival mark Mars 12 on reverse).



Cover from LIVERPOOL -May 1st 1869- to DEMERARA (British Guyana) prepaid the single rate 1 sh. to destination port- with 1867 1/ tied “466” duplex and alongside s.c. “Liverpool 1 May 69”. It -as per endorsement- on May 3rd in Southampton was placed on board the RMSP “Atrato”, disembarked (May 15) in St.Thomas and transferred to the RMSP packet “Corsica” to Demerara. On reverse disembarkation mark “Georgetown B. Guyana May 24”

SOUTH AMERICA
routes from Italian States to Brazil



Lettersheet from ROME (Papal State) -Ja 27 1857-to RIO de JANEIRO (Brazil) prepaid 38 bajocchi to the disembarkation port under the French/Papal Convention with 8 baj. two pairs + 6 baj. all tied by Papal grid. It was routed via France -red exchange mark "Pont de Beauvoisin"- applied in Paris (Feb. 3)- and London -red "Paid Feb 4"- to Southampton where, on Feb. 9 was placed on board the RMSPC "SS Medway" and disembarked in Rio de Janeiro, (most likely) on Mars 4. No delivery charges as the distribution was care of the British Consulate.



Cover from GENOA -SEP 4 1859- to BAHIA (Brazil) paid the simple rate 1 Lira to the disembarkation port with Sardinia V. Emmanuel II° 20 c. bleu + 80 c. yellow-ochre. It was routed via France -French/Sardinian red exchange mark "CULOZ SEP 6"- and London -SEP 7 transit mark- to Southampton where on Sep 9 was placed on board the RMSPC "Avon" steamship and disembarked in Bahia on the following 28th . Mark PP (Porto Parziale) , but not delivery charges noted.

SOUTH AMERICA
Routes from BRAZIL to France and Italy



Cover from RIO DE JANEIRO –June 25 1863- to PARIS -Jy 20- prepaid (see PD) -according to the Brazilian/French Postal Convention July 7 1860- the single rate 280 reis to destination with “coloridos” 280 reis red tied by “roller dots” mark and alongside the cds “Correo Ge.ral de Corte- Brazil 25/6/1863”. On the same day it was placed on board the “Ligne J du Brèsil” French packet “Bearn” and disembarked in Bordeaux on July 19, then to Paris where on arrival was impressed the red origin mark “2 Bresil-Paris 2-July 20”.



Cover from RIO DE JANEIRO -AP 23 1869- to CASALETTO SPARTANO (Italy) prepaid (see PD) -according to the Brazilian/French Postal Convention Jy 7 1860- the 430 reis single rate with “coloridos” 430 r. yellow tied by black cork cancel and alogside s.c. “RIO DE JANEIRO 23 AB 1869” The cover, on Ap. 24, was placed on board the French packet “Navarre” (Ligne J du Brèsil) and disembarked in Bordeaux on 20 May; then was dispatched via France and Italy to Naples (May 23) and Casalbucione (May 24) to Casaletto Spartano.

The “Coloridos” stamps, 280 and 430 reis, were issued according to the Brazilian/French postal Convention July 7 1860 and paid the single rate post 7,5 gr. to France and to Austria, Germany, Belgium, Nederland, Switzerland, Sardinian States, respectively.

SOUTH AMERICA

routes from Brazil to Portugal by French packets



**SOUTH AMERICA – British Mail Routes
to PERU and BOLIVIA by British Packets**



Cover from LONDON-SEP 2 1865- to AREQUIPA (Peru) prepaid the simple rate to the disembarkation port with 1864 1/ pair tied by London "W13" duplex . The letter was placed in Southampton on board the RMSP packet "Atrato" and in St. Thomas delivered to the "Tyne" steamship and disembarked in Colon. After crossing the Isthmus by train, it was placed, in Panama (transit SEP 24), on a PSNC steamship and disembarked in Yslay (mark on reverse), then taken to Arequipa.



Letter from London Ja 16 1861 to COBIJA (Bolivia) prepaid single rate to disembarkation port with 1857 one shilling pair tied by London "11" numeral obliterations. The letter was carried to Southampton where was placed on board the RMSP steamship "Seine" and delivered, in St. Thomas (Feb 2), to the steamship "Tamar" for Colon. It crossed the Isthmus (Panama transit Feb 11) and was embarked on a PSNC steamship to be disembarked in the port of Cobija, at that time belonging to Bolivia.

SOUTH AMERICA from France by British Packets



Lettersheet from PARIS –MAR 31 1856- to AREQUIPA (Peru) paid the single rate 2,10 Fr. (see 2,10 handwritten) to the disembarkation port with Napoleon 10 c. together to 40 c. and 80 c. (2) tied by “pointillé fin”. The letter –red London transit mark AP 1- was carried via Southampton and St. Thomas, by the RMSP “Parana” and Teviot” respectively, to Colon, then, crossed the Isthmus, transferred in Panama on a PSNC packet to be delivered in Arequipa. Endorsed “Voie de Panama”.



Cover from PARIS –SEP 30- 1864- to LIMA –NOV 4- prepaid a triple rate 3,60 Fr. to the disembarkation port with Napoleon 80 c. strip x 4 + 40 c. “etoile” cancelled. It was carried via Southampton and St. Thomas to Colon by the RMSP “Tasmanian” and “Tyne”, respectively, then, crossed the Isthmus, embarked in Panama on a RMSP packet and disembarked in Callao to be dispatched to Lima. On arrival charged 2 dineros for double internal rate.

SOUTH AMERICA
ROUTES from PERU to KINGDOM of SARDINIA and vice versa



Cover -undated- from LIMA to BOGLIASCO (Kingdom Sardinia) -Ju 3 1858- paid one dinero for the inland rate. It was placed on closed mail bag, and , compatibly with the arrival date, must have left Callao on April 27th which is the date that the PSNC northbound steamer departed to Panama. After crossing the Isthmus, it was embarked in Colon (May 6) on the RMSP "SS Trent" to St. Thomas then, transferred to "SS La Plata", arrived in Southampton on May 30 and routed over France to Genoa. On arrival (Ju 3) charged 15 decimes tax due.



Letter from GENOVA -Feb 10 1858- to LIMA prepaid 3 Lire double rate - with 1858 Sardinia 20+40+80 c. (pair + single). It, endorsed "via d'Inghilterra e Panamà"- was routed via France (exch. mark "Sardaigne 3 - Culoz 13/2/1858") to Southampton, placed on board the RMSP SS "Atrato" and disembarked in St. Thomas on Mar. 3; the same day it was embarked on the SS "Thames" arriving in Colon on Mar 10. After crossing the Isthmus, in Panama it was delivered to a PSNC packet to Callao and taken to Lima. On reverse the mark "E"(Etranjero).

SOUTH AMERICA
routes from ITALY to PERU and vice versa



1869. Cover from CALLAO to GENOA paid the internal rate with 1 dinero green tied by the British Consular P.O. mark "Nov. 14 1869". It was carried to Panama by a PSNC packet then, after crossing the Isthmus by train, in Colon (Nov 21) was placed on board the RMSP "Neva" and disembarked in Plymouth (Dec. 12) to be forwarded, via London (Dec. 13) and France, to Genoa (Dec. 16). Anglo /France accountancy "GB 1F 90 c." and French/Italian Nov. 1869 convention "F58" marks. On arrival the addressee paid the tax due of 14 decimes.



Cover from GENOA -Nov 12 1864- to LIMA- prepaid the simple rate 1,40 lire to the disembarkation port of Callao with 1863 DLR 40 x 2 + 60 c. tied by c.s. "Genova Ufficio del Porto". It was carried over France -exchange red mark "Italie/Lanslebourg 13 Nov" and Calais transit- to Southampton where was placed on board the RSMP "Shannon" packet to be disembarked via St. Thomas in Colon. After crossing the Isthmus by train, it was shipped by a PSNC packet to Callao and then taken to Lima (Dec. 19).

SOUTH AMERICA routes from and to PERU



Cover from LIMA -Ja 13 1874- to BIELLA (italy) paid the inland rate with one dinero green tied by Lima circular mark. It was routed via Callao (Ja 14) to Panama by a PSNC packet, then, after crossing the Isthmus, in Colon (Ja 22) was placed on board the RMSP "Nile" and disembarked in Plymouth on Feb.14. to be dispatched via London and France to Italy. According to the French tax notation (23), on arrival (feb 17) were placed Italian due stamps 2,30 Lire.



Cover from VILLERS-S-MER (France) -AUG 22 1874- to LIMA (Oct 10) underpaid the double rate 2,40 with 80 c. pair + 40 c.. It was carried via Southampton by RMSP "SS Tasmanian" to Colon, then, crossed the Panama Isthmus, addressed to Callao for LIMA by a PSNC steamship. The cover, franked 2 F. instead of 2,40, was taxed 10 centavos (see "10" bleu pencil notation) on arrival, paid with the tax due 10 c. stamp. *The addressee of the letter was the great Italian theatre actress Adelaide Ristori, at that time on tour in South America.*

SOUTH AMERICA
routes from Spain to Pacific coast via Panama



Letter from BARCELONA –Aug 26 1864- to AREQUIPA (Peru) prepaid the single rate 4 reales to the disembarkation port with a vertical pair 1864 Isabel II° 2 r. tied by “parrilla con cifra” mark and alongside d.c. “Barcelona 26 Ago.”. Endorsed “via Inglaterra” it was routed via France and London (transit mark Aug 30) to Southampton and placed on board the RMSP “Seine” to St. Thomas where was transferred to the RMSP “Tyne” and disembarked in Colon; then, after crossing the Isthmus by train, to Panama (Sep 23 transit) where was dispatched by a PSNCo packet to the port of Islay (transit dots mark) and taken to Arequipa



Letter from BARCELONA –Jy 10 1863- to VALPARAISO prepaid the 8 reales double rate to the disembarkation port with 1863 Isabel II° 2 r. pair (2) tied by “R.C. 2” . It was carried over France and London (Jy 13) to Southampton where (Jy 17) was embarked on the RMSP “Shannon” to St. Thomas (Jy 31) and transferred by the SS “Tamar” to Colon (Aug. 6). After crossing the Isthmus by train, in Panama was delivered to a PSNC packet to be taken to Valparaiso. On arrival charged “25” (internal 10 + 10 c. double rate + 5 PSNC carriage)

SOUTH AMERICA

from CHILE to ITALY and viceversa by PSNC and RMSP packets



1856. Letter sheet from SANTIAGO to VOGHERA (Kingdom of Sardinia) prepaid the internal rate with 1854 5 ctvs tied by 6/bar target. It was carried to Valparaiso and placed on board a PSNC packet to be disembarked in Panama - red and black PANAMA transit marks July 24 1856- and after crossing by train the Isthmus, in Colon embarked on the RMSP packet "Dee" to St. Thomas where it was transferred to the RMSP SS "Paranà" arriving in Southampton on Aug 18 and London (transit on reverse); then it was dispatched, over France, to Voghera (Aug 22) where on arrival the recipient paid tax due 29 decimes (2,90 L.).



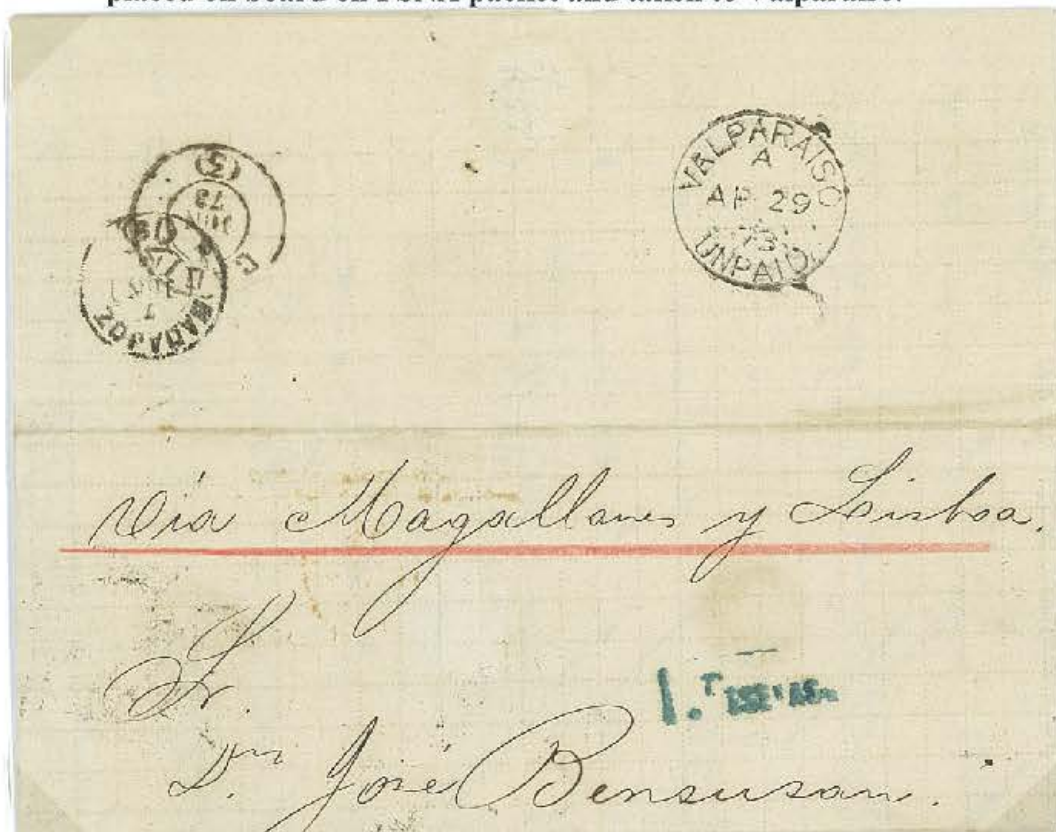
Cover from TORINO -June 18 1863- to SANTIAGO prepaid the simple rate 1,40 Lires to the disembarkation port with a mixed franking Sardinia/Italy 80+40+15+5c. It -as per endorsement "Via d'Inghilterra"-was routed over France to London (red transit mark June 20) and in Southampton -on July 2- was placed on board the RMSP packet "Seine" to be disembarked, via St. Thomas, to Colon. After crossing the Isthmus, in Panama (transit mark JY 22) was embarked on a PSNC steamship to be carried to Valparaiso. On arrival paid tax due 15 (10 c. for internal rate and 5 for maritime mail).

SOUTH AMERICA
from and to CHILE by different routes



VIA PANAMA
 by Royal Steam packets Co.
 and Pacific Steam Navigation Co.

Letter from LIVERPOOL -Jy 1 1863- to VALPARAISO -Aug. 14 (docketed inside)- prepaid the 2/ rate to destination with 1 sh. pair tied by "466" duplex. It was carried to Southampton where on Jy 2 was embarked on the RMSP "Seine" arriving in St.Thomas on Jy 16 to be transferred on the RMSP "Tyne" to Colon (Jy 22.) After crossing the Isthmus n Panama was placed on board on PSNA packet and taken to Valparaiso.

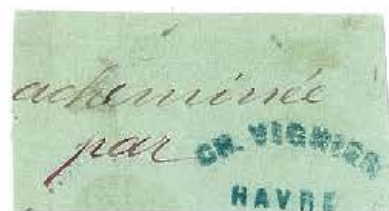


VIA MAGELLAN STRAITS
 by Royal Steam Packet Co.
 "Cordillera"

Letter unpaid from VALPARAISO -Ap 28 1873- to CADIZ (Spain) -Ju 8- Endorsed "Via Magellan y Lisboa" it was posted at the British P.O. where received the circular "Valparaiso Ap 29 73-UNPAID" mark and was delivered to the PSNC "Cordillera" proceeding via Magellan straits to Liverpool with a call at Lisbon where the letter was disembarked on Ju. 6 and envoyed via Badajoz (Ju 7) to Cadiz . On arrival charged 1 peseta by bleu straight line.

SOUTH AMERICA

routes from FRANCE to PERU via Panama and Magellan strait



Cover from LOCLE (Switzerland) –Aug 11 1859- to LIMA was handcarried from Locle to the care of the forwarder CH. VIGNIER in Le Havre where it paid the 3,60 Fr. double rate with 1853 80 x 4+40 c. and was routed –via Paris and London - to Southampton (Aug 16) to be placed on board the RMSP “Shannon”. The letter disembarked in Colon, after crossing the Isthmus, was dispatched by the PSNC to Callao (tax due 2 dineros) and taken to Lima .



Cover from LE HAVRE –Aug 17 1867- to AREQUIPA (Peru) paid the reduced tariff for Peru for mail carried by merchant ship with Napoleon 40 c.. It was carried, over *Magellan strait*, by the ship “Nankin” sailing to Peru to load, likely, saltpetre in the port of Arica, where it was disembarked (Dec. 14) and addressed to Arequipa (docketed Ja 27 1868). **162 days.**

SOUTH AMERICA

from FRANCE to BOLIVIA by British Packets



Letter from PARIS –Mar 15 1852- to LA PAZ (Bolivia) prepaid the single rate 2,10 Fr. to the disembarkation port by British packets with 1849/50 Ceres 1 Fr. (pair) + 10 c. tied by black “lozenge” roller cancel and alongside d.c. “Paris 15 Mars 1852”. Endorsed “Via Panamá” it was routed via London -red boxed transit mark “PAID Mar 16 1852”- to Southampton where on Mar. 17 was placed on board the RMSP “Trent” arriving via St. Thomas (Ap. 8) in Chagres (Colombia – mouth of the river Chagres)*. After crossing the Isthmus (very hard at that time, before the opening of the railway), in Panama city (Pacific coast) it was embarked on a PSNC packet to be disembarked in Lamar/Cobija** receiving the straight line handstamp “LAMAR”; then was carried to LA PAZ where on delivery (June 9 docketed inside) was charged 2 ½ reales by ink to pay the carriage from Lamar to La Paz. (85 days)

**As a point of interest, at that time the crossing over the Isthmus took an average of four days, but in the rainy season the journey could take much longer. The crossing was made by canoe from Chagres to Cruces up the Chagres river, and thence by mule to Panama.*

***This port of LAMAR was founded in 1825 with the name of Puerto Lamar o Lamar by Simon Bolivar to the service of the Republic of Bolivia, on the coast of Atacama desert. It (called later Cobija) was occupied by Chilean troops in Feb 1879 (during the Pacific war) and from then the Bolivia became a country without any sea access.*

SOUTH AMERICA
FRANCE - ROUTES from and to ARGENTINA



Cover from BUENOS AYRES (12/7/62)- to BORDEAUX (16/8) prepaid the single rate with 1862 80 c. tied by "anchor" lozenge and strike of French Consular P.O. It was placed on board the French packet "Saintonge" to Rio De Janeiro where, on July 25, was embarked on the French packet "Navarre" to Bordeaux. On arrival was impressed the origin mark "Bresil/Bordeaux 16 Avril" (error for Aout). On reverse Bordeaux mark correctly dated 16/8



Cover from BAYONNE —JA 19 1864- to BUENOS AYRES franked to pay a double rate with 1862 80c. pair tied by "gros chiffres". On the same day, as per endorsement, it was carried to Bordeaux and – likely- (lack of any usual French packet mark), placed on board the steam ship "Bearn" leaving Bordeaux on Ja 25 and disembarked in Rio De Janeiro (Feb 24), then to Buenos Ayres (Mars 1) by the packet "Saintonge"—Ligne annexe de la Plata. Tax 3 on arrival.

SOUTH AMERICA
routes from Argentina to France and vice versa



by French packets

Letter from BUENOS AYRES –Ja 11 1874- to BRANNE (Gironde-France) paid the double internal rate by 1872 10 c. tied by “B diamond” mark and the double rate 2 Fr. to destination by French packets with Ceres 40+80 (2) c tied by “anchor dots” and alongside d.c. “Buenos Ayres-Paq.Fr. J n. 2 - 11 Janv. 74” On the same day it was placed on board the “SS Gironde” and disembarked in Bordeaux on Feb. 9 to be dispatched to the near ville of Branne.



by British packets

Cover from Le HAVRE –May 31 1876- to BUENOS AYRES prepaid the single rate 1 Fr.. As per endorsement “Par premier Steamer” it was addressed to Bordeaux where on Ju 3 was embarked on the PSNC SS “Cotopaxi” coming from Liverpool and proceeding to Valparaiso with a call at Montevideo where it was disembarked (Ju 28) and then taken to Buenos Ayres (Ju 29).

SOUTH AMERICA - ROUTES from ARGENTINA to FRANCE
 by French Packet -Messageries Maritimes S/S "Gironde"



Cover from BUENOS AYRES —Oct 26 1875- to CETTE (France) - franked to pay the internal rate with 1867 Rivadavia 5 c. tied by "OM (Oficina Maritima) and alongside the octagonal packet mark applied aboard the steamer "Gironde". It was disembarked in Bordeaux on Nov. 25 and, charged 24 decimes due to be paid , dispatched to Cette (Nov. 26)

by British packet – Pacific Steam Navigation S/S" Cordillera"



Letter from BUENOS AYRES —Dec. 26 1870- to BORDEAUX franked with 1867 RIVADAVIA 5 c. pair to pay the rate to Montevideo where the P.S.N.C. "Cordillera" steamer docked when en route from Valparaiso, via Straits of Magellan, to Liverpool. On arrival bleu mark "Bordeaux Outremer Jan 31" and 20 decimes due charged to be paid by the recipient.

SOUTH AMERICA
routes between Italy and Argentina



Cover from BUENOS AYRES –May 30 1870- to GENOVA -June 29- via Bordeaux prepaid the rate 1,20 fr. with France Napoleon 1863 40 c. strip x 3 tied by “lozenge ancre” of the Consular Postal Office. Alongside strike octagonal “Buenos Ayres / Paq.Fr. J N. 2”. The letter carried (closed bag) by the French Packet Line “J”, steamship “Sindh”, arrived in Bordeaux on the following June 26th and then dispatched to Genova, arrival 29th on reverse.



Letter from GENOA -FEB 5 1867- to BUENOS AIRES prepaid the single rate 1 Lira to the disembarkation port with V. Emmanuel II° 40 c. + 60 . It was routed via France (red Italy/France exchange mark) and LONDON (transit FEB 6) to Southampton in order to be embarked (Feb 9) on the RMSPC “SS Shannon” to Buenos Ayres where arrived on March 14.

SOUTH AMERICA

from ARGENTINA to ITALY by Italian "Lavarello" packets



1876 -Fragment of letter from BUENOS AYRES to GENOVA franked with 1867 Rivadavia 5 centavos -to pay the Argentinean inland rate- tied by " Buenos Ayres Sep 11 1876" and for the next rate up to destination with Italy one pair 10 c.+30 c "Estero" cancelled on landing in Genova with the linear origin postmark "Da Buenos Ayres coi postali Italiani". Franking of the Consular Italian Agency in Buenos Ayres carried by the Italian packet of the Lavarello Company.



Cover from BUENOS AYRES -Oct 4 1876- to GENOVA franked with 1867 Rivadavia 5 centavos to pay the Argentinean inland rate. It was embarked in Buenos Ayres, on Oct 4 1876 on the Lavarello Co. " SS C. Colombo" and on landing in Genova (Nov. 10) was charged "10" decimes paid with the 1 Lira postage due stamp and was impressed the linear origin postmark "Da Buenos Ayres Coi Postali Italiani"

SOUTH AMERICA

routes from Germany to Argentina



Lettersheet from HAMBURG -Sep 21 1871- to BUENOS AYRES prepaid –according to the notation by red crayon- the $11 \frac{3}{4}$ groschen rate up to $\frac{1}{2}$ oz. to the disembarkation port with North German Confederation $\frac{1}{4} + \frac{1}{2} + 1 + 5$ (2) grs. (3 groschen for inland rate and $8 \frac{3}{4}$ grs – equivalent to 11 pence- for British transit and sea carriage). It was carried via Ostende to London -“London Paid Sep 23”- red transit mark and British due 11 pence by ink notation; then to Liverpool where on Sep 29 was placed on board the PSNC “Lusitania” proceeding to Valparaiso with a call at Montevideo (Oct. 26) where it was disembarked to be transferred to Buenos Ayres (Nov. 2nd arrival date docketed inside).

The PSNC steamers proceeded directly from Montevideo to the Straits of Magellan and Valparaiso. However Buenos Ayres was one of the largest mercantile communities of the seaboard of South America and at that time it was still served by only two British mail steamers a month. So by agreement with the Postmaster General the company's agents in Montevideo were responsible for despatching the mails across the River Plate to Buenos Ayres.

SOUTH AMERICA –Routes from SPAIN

to ARGENTINA



Front of cover (Valentine) from BARCELONA –FEB 20 1865- to BUENOS AYRES prepaid the single rate 4 reales to the disembarkation port with 1865 Isabel II^o 2 reales salmon. Contrary to the “Ultramar via di Lisboa” endorsement it was routed via France and London (Feb 24) to be carried to Buenos Ayres by the RMSPC “SS Oncida” leaving Southampton on Mars 9th (first sailing ship scheduled) or, likely, by a packet of “Lamport&Hall Co.” which in 1865 year dispatched 24 vessels from Liverpool to Buenos Ayres.



Cover from BILBAO –Jy 2 1860- to BUENOS AYRES prepaid the 12 reales triple rate by British packets to the disembarkation port with 1860 Isabel II 2 reales pair (2) + single (2) tied by “R.C. 20” and alongside d.c. “Bilbao 2 Jul 1860”. According to the endorsement “Via Cadiz” it was embarked in Cadiz on a P&O packet and carried via Southampton to London -red transit mark Jy 5 1860 and postal clerk notation 2/4d by red crayon. Then it returned to Southampton where on Jy 9 was placed on board the RMSPC “Tyne” and disembarked in Buenos Ayres on Aug 14.

SOUTH AMERICA
SPAIN- Routes to ARGENTINA by RMSPC and PSNC packets



Cover from MALAGA —Dec. 6 1871- to BUENOS AYRES franked to pay the 350 mils de escudo single rate with 1870 50+100+200 m. tied by "lozenge". As per endorsement "Via de Lisboa" it was carried, via Badajoz, to Lisbon where on Dec. 13 was placed on board the RMSPC "SS Boyne" coming from Southampton and proceeding to Buenos Ayres where was disembarked on the following Ja. 9th.



Letter from TARRAGONA (Spain) -Feb 1 1874- to BUENOS AYRES paid the 87 cms single rate (equivalent to 350 mils de escudo) with 1873 "Republica Allegoria" 50 +10 cms. x 4 (3 cms more the rate 87 cm.), having also affixed the stamp war 5 c. not requested for foreign mail all tied by lozenge mark and alongside d.c. "Tarragona 1 Feb 1874". As per endorsement it was carried to Lisbon and embarked on Feb. 6 on the PSNC "SS Patagonia" coming from Liverpool and proceeding to Valparaiso with a call at Lisbon. At the call of Montevideo (23/2) it was disembarked and then dispatched to Buenos Ayres (24/2).

SOUTH AMERICA

routes from FRANCE to PARAGUAY

by British packet to Buenos Aires and via Paraná-Uruguay rivers to Asunción



Cover from PARIS -May 8 1872- to ASUNCION (Paraguay) franked to pay the one Franc simple rate to destination with Ceres 60A pair + two singles cancelled "etoile" and alongside "Paris St. Lazare - 8 Mai 72". As per endorsement it was routed to London -"London PAID 8 MY 72" red transit mark, then to Southampton where (9/5) was placed on board the RMSPC "Neva" arriving in Buenos Aires on June 8th -bleu arrival cancel- where was dispatched by inland waterway (Paraná and Paraguay rivers) to Asunción.

Very scarce destination at that period

The Paraná-Paraguay inland waterway is one of the most extensive and important continental axes of political, social and economic integration.

Historically it has the basins of the Latin America colonisation crossing the Countries of Brazil, Paraguay, Bolivia, Argentina and Uruguay.

Its length is 3442 km. with 2202 km to the the border with Paraguay and Argentina.

SOUTH AMERICA-MONTEVIDEO

The TRANSATLANTIC COMPANY of Kingdom of Sardinia

This line operated only 11 round trips in the period 1856/57. The route, from Genoa, called at the ports of Marseille, Malaga, Cadiz, Lisbon, Tenerife, Madeira, Pernambuco, Bahia and Rio de Janeiro from where the passengers and the mail were carried to Montevideo and Buenos Ayres by an other vessel of the same Company.



Cover from MONTEVIDEO -green oval mark FEB 21 1857- carried with the steamship "Italia" to RIO DE JANEIRO where, on the following Feb 28th was placed on board the steamship "Genova" and disembarked in Genoa on Ap. 17th. On arrival was charged for a single rate 11/10 (1,10 lire) to be paid by the recipient and impressed the origin boxed mark "VAP.TRANSATLANTICI". Red arrival mark of Genova Aprile 17. 48 days (10 days later than scheduled arrival date)

SOUTH AMERICA
Mail from Kingdom of Sardinia to Montevideo
via Southampton by British packet



Cover from GENOA –Aug. 3 1858- to MONTEVIDEO franked 1 Lira for overseas rate to the disembarkation port with Sardinia V. Emmanuel II 80 c. bistre orange + 20 c. deep indigo. It was routed via France -red French/Italian exchange mark “Sardaigne-Culoz Aout 6”- and London (Aug 8) to Southampton where was placed on board the RMSP “SS Tamar” and disembarked in Montevideo on the following Sep 13th .

Via Bordeaux by French packet



Cover from SANTA MARGHERITA (Rapallo-Italy) –JAN 18 1861- to MONTEVIDEO paid 1 Lira for overseas rate mail with V. Emmanuel II 80 c. clear orange yellow + 20 c. slate bleu. It was routed via France -Anglo/French exchange mark “Sardaigne Culoz Jan 21”-and carried to Bordeaux where on Ja 25 was placed on board the “Ligne du Brésil” SS “Bearn” and disembarked on Feb. 20 in Rio De Janeiro to be transferred to the “Ligne annexe de la Plata” SS “Saintonge” and taken to Montevideo.

SOUTH AMERICA- MAIL ROUTES FRANCE/URUGUAY



Cover from LE HAVRE(France) –Mar 23 1865- to MONTEVIDEO paid the double rate 1,60 fr. with 1863 Napoleon 80 c. x 2 tied by “losanges gros chiffrés 1765”. It was carried to Bordeaux where on Mar. 29 was placed on board the SS ”Estremadura” packet (ligne du Brasil) and disembarked in Rio de Janeiro (Ap 24) to be transferred, the same day, on the SS “Saintonge” arriving in Montevideo on Ap. 29.



Cover from MONTEVIDEO –Jy 27 1876- to Nantes (France) paid 10 c. for internal rate with 1866 10 cm. green tied by double ring and alongside the packet mark “Montevideo Paq.Fr. J.N. 5” impressed aboard the steamship “Gironde”. On arrival in Bordeaux (Aug 24) according to the “T” mark, was charged 12 decimes and sent for delivery to Nantes (Ap. 25) .

SOUTH AMERICA

Letters to the "ITALIAN NAVY DIVISION" stationed in Montevideo



Cover from ALBISSOLA –Aug. 8 1868- addressed to an Officer of "ETNA" in MONTEVIDEO roadstead, prepaid the rate 1 Lira with DLR 30c. (3) +10c. tied by 274 dots. It was routed via France –Lanslebourg Italy/France exchange mark (10 Aug.)- London (11 Aug.), then, likely, to Liverpool where on Aug. 20th was placed on board the earliest sailing ship which was the "Lamport & Hall Co." SS Hipparcus, arriving in Montevideo on Sep. 9th.



Cover from FLORENCE (then Italy's capital city) –Oct 26 1868- addressed to the Commander in Chief of Italian Navy Division of South America in Montevideo, paid a single rate with DLR 40 +60 c. tied by Florence dots and alongside oval "Ministero di Marina" (Admiralty). It was carried via France and London (Oct 30) to Southampton where on Nov. 9th was embarked on the RMSP "SS Oncida" arriving in Montevideo on Dec. 8th.

SOUTH AMERICA
GREAT BRITAIN to ARGENTINA by French Packet



Cover from STALYBRIDGE (G.B.) –SEP 23 1867- to BUENOS AYRES prepaid the rate 1/6 d. with one shilling green and 1865 4 d. vermilion tied by Stalybridgege “502” duplexes with a “deficit” of two pence. London and France transit marks. Endorsed “Per French packet” it was carried to Bordeaux where on Sep 25 was placed on board the French steamship “Navarre” and disembarked in Rio de Janeiro on the following Oct 24 in order to be dispatched to Buenos Ayres (arrival 1st November) by a French Packet “Ligne K- Annexe de la Plata”. Charged on delivery 1/6 pence with blue crayon.

to URUGUAY by British Packet



Cover from DUNDEE (G.B.) -Aug 3 1877- to MONTEVIDEO franked to pay the rate for ½ ounce with 1875 one shilling green tied by Dundee “114” duplexes. The cover was carried to Southampton where on Au 8 was placed on board the RMSPC “SS Elbe” going to Buenos Ayres with a call at Montevideo where it was charged on arrival (Sep 5) by 20 c. due.

SOUTH AMERICA
routes from Uruguay to Spain and vice versa



Mourning cover from MONTEVIDEO (Uruguay) –Nov 21 1875– to BARCELONA (Spain)- Dec 28 –franked with 1866 10 c. green tied by “bars numeral 1” to pay the inland rate. The letter, regarding to the journey length (37 days) and the lack of any endorsement notation and transit or packet mark, most likely was carried by a merchant ship and disembarked in Barcellona on the following Dec. 28th. On arrival was charged 75 (centesimos).



Letter from BILBAO (Spain) May 3 1859 to MONTEVIDEO paid a single rate to destination with 1859 2 reales pair tied by the Bilbao “rueda de carreta 20”. The letter, endorsed “America-Per la via de Angleterra” was routed via France and London (red transit mark May 7) to Southampton where on May 9 it was placed on board the RMSP “SS Tyne” then, in Rio de Janeiro, transferred to “SS Camilla” to be disembarked in Montevideo on June 13.