

# External Mail Routes of the United States: 1854 - 1875

This exhibit will illustrate with postal history artifacts the network of external mail routes that were used to handle mail from and to the United States in the period between 1854 and 1875. The period commences with the critical year of the Crimean War when mail service was affected by the drain of French and British mail steamers which were pressed into service due to military contingencies. The period ends after mail routes through Europe to Asia began to more fully utilize the Suez Canal and with the formation of the Universal Postal Union.

This exhibit focuses on how mail routes were inter-connected as well as how they changed. This approach allows postal artifacts to be placed into a much broader historical context that includes transportation improvements as well as disruptions of mail routes caused by war, political changes, disease and other factors.

In 1854 the numerous British and French mail service routes dominated ocean mail transport. By 1875 alternate and faster service was available as steam lines proliferated and technology improved. In 1867 trans-Pacific steamship service commenced. In 1869 a railway line was opened over the Alps at Mont Cenis that made the "Via Brindisi" route possible. This period also saw dramatic improvements in land mail transport as railway networks expanded. Both mail volume and commerce increased with the technological improvements brought about by the Industrial Revolution.

The exhibit is arranged by geographic area with a sub-title page for each section within the area. For each section the primary routes are given numbers and short tag names that incorporate only the major points on a route as it crossed each border. Maps with these major points are also included to assist the viewer in visualizing the routes being shown. Each page additionally includes the route number designation for each route and a more complete schema of the itinerary which is presented as a waybill. A paragraph at the foot gives historical background information regarding the routes shown.



Pacific Mail steamer at  
Yokohama, Japan

Covers illustrating carriage on nearly 100 different routes are shown in the exhibit. These include several special routes which were not typically used for mail but illustrate alternate mail systems that were utilized when normal routes were suspended or provided inadequate service.

The exhibit is organized along the following outline:

- Frame 1: North America: British North America and Mexico
- Frame 2: West Indies, Central America, West coast of South America
- Frame 3: East coast of South America, Great Britain, France
- Frame 4: Scandinavia, Germany, Benelux
- Frame 5: Switzerland, Austria, Greece, Iberia, Russia
- Frame 6: Italy, Africa
- Frame 7: Near East, Indian Subcontinent, Australasia
- Frame 8: Eastern Asia, Hawaii

# Canada and British Columbia

## ROUTES TO CANADA AND BRITISH COLUMBIA & VANCOUVER ISLAND



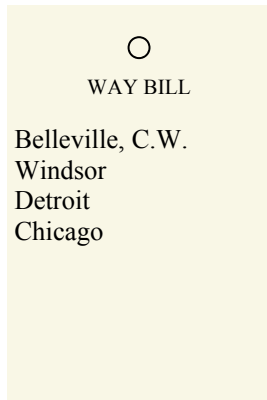
1. Via Detroit
2. Via Buffalo
3. Via Island Pond
4. Via Pembina
5. Via San Francisco
6. Via Portland

*Mails between the United States and Canada were carried between designated exchange post offices. Land routes were established at several points connecting offices along the shared border. Maritime Province mails are treated as a separate section.*

*Mails between the United States and British Columbia were carried by sea via San Francisco before the 1869 completion of the transcontinental railroad when mail was carried via Portland.*

### From Canada

### Detroit Route (1)

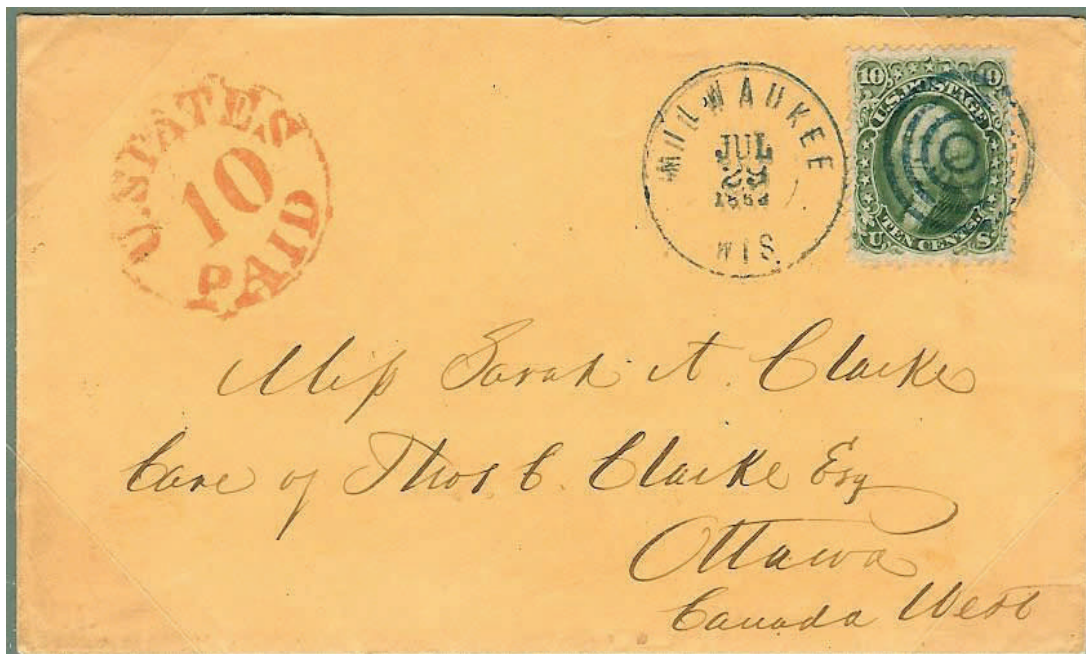


February 1, 1858 Belleville, Canada to Chicago, prepaid 6d treaty rate  
"CANADA 10 CENTS" Windsor exchange office marking, Windsor transit backstamp

# Canada and British Columbia

To Canada

Detroit Route (1)



○  
WAY BILL  
Milwaukee  
Grand Haven, Michigan  
Detroit  
Windsor  
Junction  
Prescott  
Ottawa

July 29, 1863 Milwaukee, Wisconsin to Ottawa, Canada, prepaid 10¢ treaty rate route by steamer across Lake Michigan, via Detroit - Windsor exchange office, to Ottawa by rail

To Canada

Buffalo Route (2)



○  
WAY BILL  
New York  
Buffalo  
Toronto  
Port Burwell

August 28, 1867 New York to Port Burwell, Ontario, Canada, paid 10¢ treaty rate Port Burwell arrival backstamp

# Canada and British Columbia

## To Canada

## Island Pond Route (3)

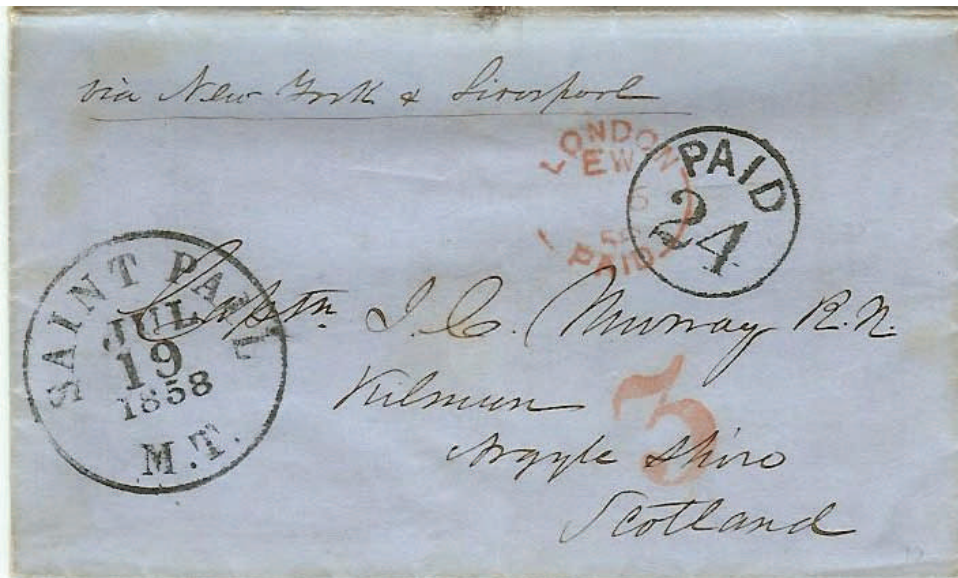
○  
WAY BILL  
Portland  
Island Pond, Vermont  
Montreal



January 9, 1857 Portland, Maine to Montreal, Canada, unpaid 10¢ (6d) treaty rate  
Atlantic & St. Lawrence Rail Road route agent to Island Pond, Vt. exchange office, Montreal arrival backstamp

## From Canada

## Pembina Route (4)



○  
WAY BILL  
Lower Fort Garry  
Pembina, North Dakota  
Saint Paul, Minnesota  
New York City  
Liverpool  
Greenock, Scotland  
Kilmon, Scotland

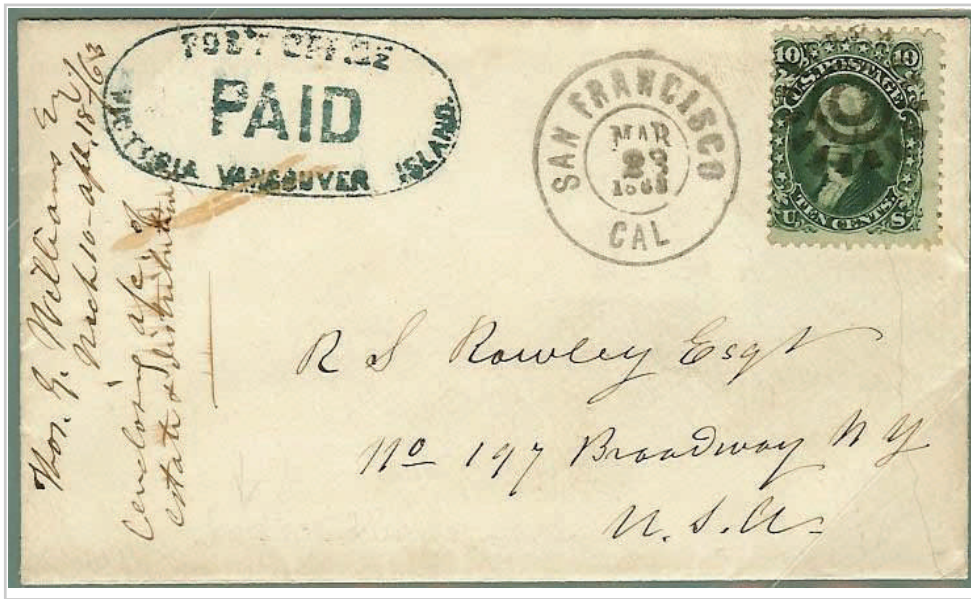
June 23, 1858 Lower Fort Garry, Red River Settlement (Manitoba) to Kilmon, Scotland  
carried overland privately via Pembina and entered mails with Saint Paul, Minnesota postmark, prepaid 24¢ rate

*Red River Settlement was an important fur trade factory operated by the Hudson's Bay Co. This cover was carried privately over the "Red River Trail" via Pembina to Saint Paul, Minnesota, where it entered the U.S. mails. From New York the letter was carried to Southampton by American packet for further transmission to Scotland.*

# Canada and British Columbia

## From Vancouver Island

## San Francisco Route (5)



○  
WAY BILL  
Victoria, VI  
San Francisco  
New York

March 10, 1863 Victoria, Vancouver Island to New York, colonial postage paid with handstamped frank treaty rate postage of 10¢ prepaid with U.S. stamp applied at Victoria, entered mails at San Francisco

## From Vancouver Island

## San Francisco Route (5)

○  
WAY BILL  
Victoria, VI  
San Francisco



April 18, 1866 Victoria to San Francisco carried privately by Wells Fargo Express U.S. treaty rate postage of 10¢ and colonial postage of 5¢ were prepaid, as required, at origin

*Mails from British Columbia and Vancouver Island were routed through San Francisco or Portland. The lack of a postal treaty with the U.S. led to the separate handling of the Colonial and U.S. postages. U.S. adhesive stamps were sold at the Victoria post office. Mail was sent to San Francisco aboard vessels subsidized by the Colony.*

# Canada and British Columbia

## From British Columbia

## San Francisco Route (5)

○  
WAY BILL

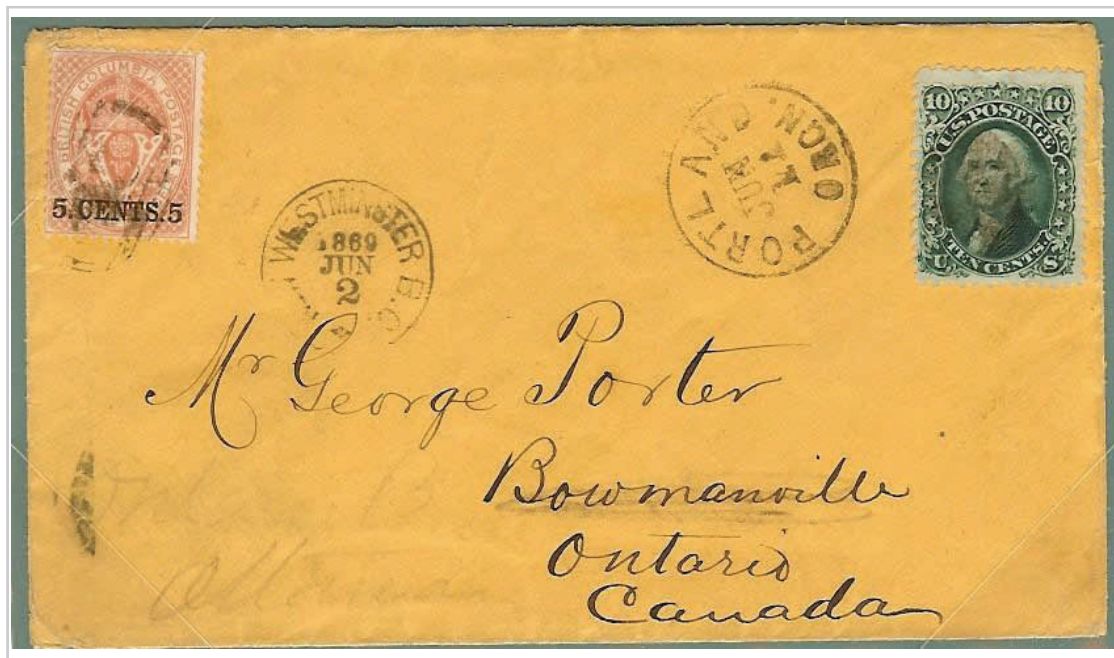
Fraser River Mines  
Victoria  
San Francisco  
Des Moines  
Chicago  
Buffalo  
Toronto  
Stamford



Barnard's Cariboo Express private mail carriage from Fraser River mines to Victoria with their paid label oval frank indicated prepayment of colonial postage, 15¢ rate for transmission to Canada via San Francisco

## From British Columbia

## Portland Route (6)



○  
WAY BILL

New Westminster, B.C.  
Portland  
Boise (Idaho)  
Kelton (Utah)  
Omaha  
Chicago  
Buffalo  
Toronto  
Bowmanville  
Ottawa

June 2, 1869 New Westminster to Bowmanville, Canada and redirected to Ottawa, prepaid 5¢ colonial rate  
June 11 entered U.S. mails at Portland as overpaid 6¢ treaty rate to Canada

*The top cover was forwarded by steamer from Victoria to San Francisco and was then carried East by stage. The lower cover entered the U.S. mails at Portland, Oregon and was carried by stage to the railhead at Kelton, Utah where it connected with the newly completed transcontinental railroad.*

# British Maritime Provinces

## ROUTES TO THE MARITIME PROVINCES



1. Via Boston to Halifax
2. Via Portland to St. John, NB
3. Via Robinston land route to St. Andrews, NB

*Mails between the United States and the Maritime Provinces were carried on three principal routes. Cunard Line steamers operated on a frequent schedule between Boston and Halifax, Nova Scotia. Less used were the International Steamship Line steamers running from Boston, via Portland, to St. John, New Brunswick. A slower land route was also utilized that connected exchange offices of Robinston, Maine and St. Andrews, New Brunswick.*

### From Nova Scotia

### Boston Route (1)

○  
WAY BILL

Halifax  
Boston  
New York



February 13, 1857 Halifax, Nova Scotia to New York, prepaid 10d double packet rate to Boston by Cunard Line steamer, due 10¢ for double U.S. inland rate

# British Maritime Provinces

## To Nova Scotia

## Portland Route (2)

○  
WAY BILL  
Roxbury, Boston  
Portland  
St. John, NB  
Windsor, NS  
Halifax, Nova Scotia



December 1857 Roxbury, Massachusetts to Halifax, Nova Scotia, prepaid 10¢ treaty rate  
Boston exchange, St. John, New Brunswick transit and Halifax arrival

## From Nova Scotia

## Robinston Route (3)



○  
WAY BILL  
Windsor  
St. John, NB  
St Andrews, NB  
Robinston  
New Jersey

June 25, 1858 Windsor, Nova Scotia to New Jersey, prepaid 6d single land rate  
St. John, New Brunswick transit, exchanged between St. Andrews-Robinston offices

*The routing of the top cover can be divided in three segments: 1) Boston-St. John by coastal steamer of the International Steamship Line, 2) to Windsor across the Bay of Bundy and 3) to Halifax by rail.*



# British Maritime Provinces

## To Newfoundland

## Boston Route (1)



○  
WAY BILL

Boston  
Halifax, NS  
St. Johns, NFD

October 16, 1861 Boston, Massachusetts to St. Johns, Newfoundland  
carried by Cunard Line steamer, prepaid 5¢ packet rate, 4d due on arrival

## To Prince Edward Island

## Portland Route (2)

○  
WAY BILL

Boston  
Portland  
St. John, NB  
Shediac  
Charlottetown



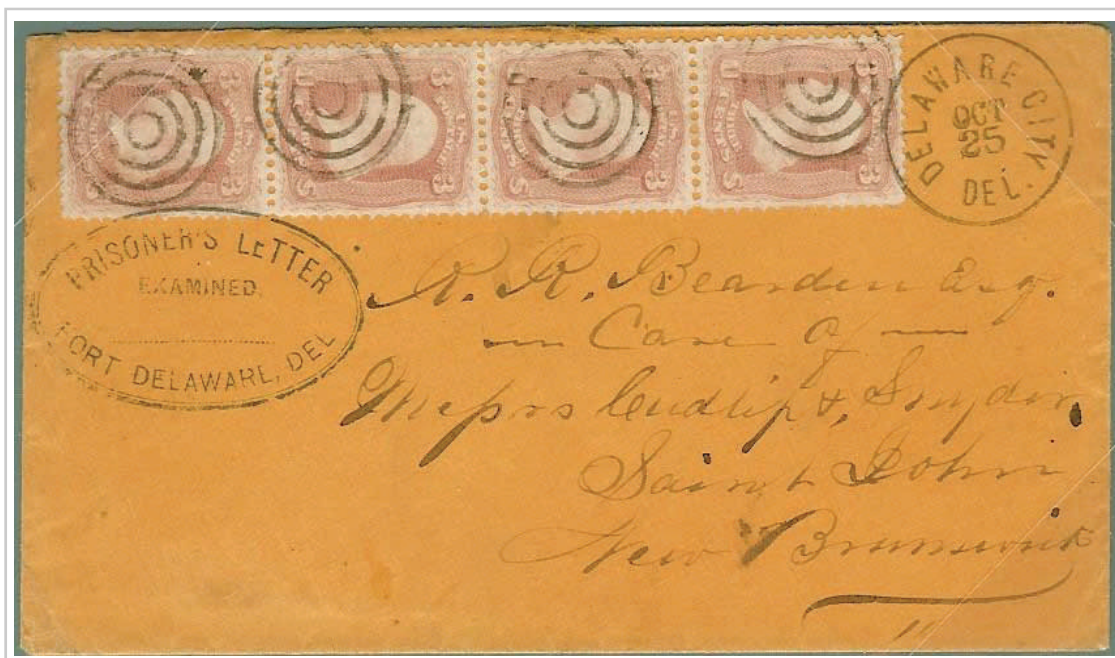
March 24, 1862 Boston, Massachusetts to Charlottetown, Prince Edward Island  
carried by International Steamship Line steamer, insufficiently prepaid 10¢ rate, 6d due

*The routing of the lower cover included three segments: 1) Boston-St John by steamer of the International Steamship Line, 2) to Shediac by the European & North America railway and 3) to Charlottetown across the Northumberland Strait.*

# British Maritime Provinces

To New Brunswick

Portland Route (2)



○  
WAY BILL

Delaware City  
New York  
Boston  
portland  
St. John, NB

October 25, 1864 Delaware City, Delaware to St. John, New Brunswick, overpaid 10¢ treaty rate  
“PRISONER’S LETTER FORT DELAWARE, DEL/ EXAMINED” oval censor’s handstamp, St. John backstamp

**Fewer than five covers from Confederate prisoners are reported used to foreign destinations.**

*This letter was sent by a Confederate prisoner, held at Fort Delaware. It was transmitted by rail to Greenport (Long Island), via New York City, and then ferried across the Long Island Sound to reach Boston by rail. An International Steamship Company coastal steamer took the cover via Portland to destination.*

# Mexico



## ROUTES TO MEXICO

1. Via New York
2. Via San Francisco
3. Via El Paso
4. Special War Routes

*Mails between the United States and Mexico were carried principally by sea. On the Atlantic Ocean steamers ran from New York to Mexico and the Pacific Mail Steamship Company (PMSS) operated a steamship line from Panama to San Francisco on the Pacific side. A land route was seldom used.*

*The U.S. Civil War (1861-1865) disrupted service from the South and special routes across the Rio Grande were used. Special routes were also required after the war as U.S. mail service in Texas was lacking.*

## To Mexico

## New York Route (1)



○  
WAY BILL  
New York  
Havana  
Veracruz  
Mexico City

September 23, 1865 New York to Mexico City, prepaid double the 10¢ blanket rate  
"83" centavos due handstamp for Mexican internal rate

*This cover was carried by a steamer of the Mexico-American Shipping Line. After 1865 this line provided service between New York and Veracruz with a stop at Havana. The Imperial Mexican government of Maximilian I made available a subsidy of 120,000 pesos to support the line.*

# Mexico

## To Mexico

## New York Route (1)



○  
WAY BILL

New York  
Aspinwall  
Panama  
Acapulco

July 22, 1864 New York to Acapulco, prepaid 10¢ rate

## From Mexico

## San Francisco Route (2)

○  
WAY BILL

Hermosillo  
San Francisco  
Panama  
Aspinwall  
New York  
Southampton  
Calais  
Paris  
Strasbourg



February 21, 1865 Hermosillo, Mexico to Strasbourg, France, sent unpaid from a French officer during the French intervention of 1860-1867

The top cover is routed "per steamer Northern Light, via Panama" of the Aspinwall Line. After crossing the isthmus by rail, it was carried by PMSS steamer Uncle Sam to Acapulco. The bottom cover was sent to San Francisco and followed the reverse route of the previous cover before reaching New York for carriage to France.

# Mexico

From Mexico

San Francisco Route (2)

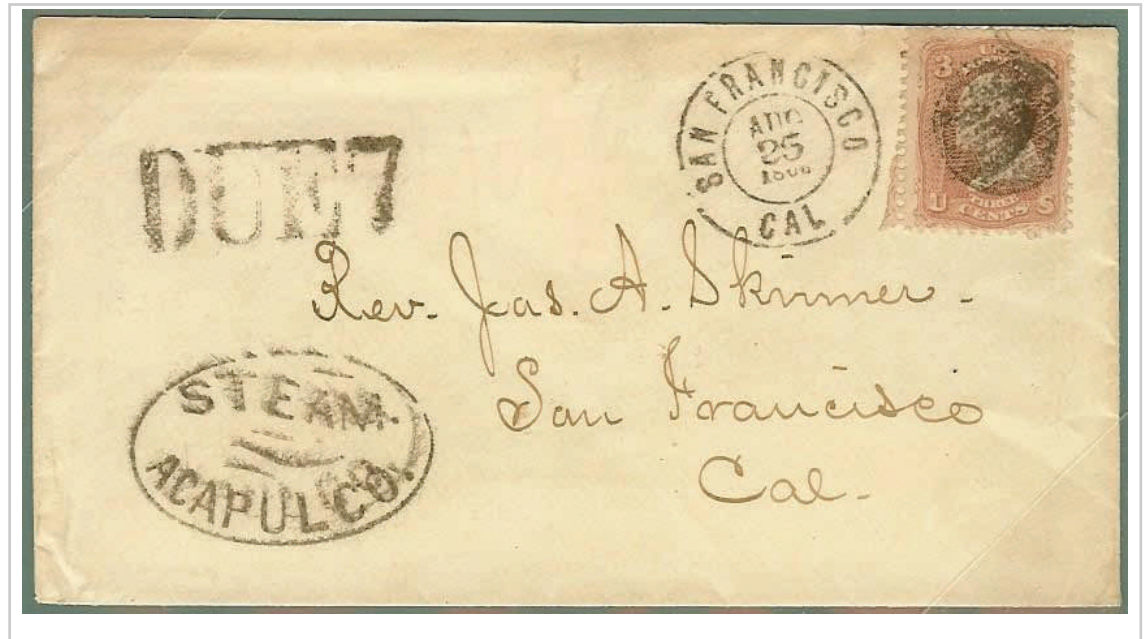


○  
WAY BILL  
Mazatlan  
San Francisco  
Fort Wayne, Indiana

January 23, 1866 arrived San Francisco from Mazatlan, partially prepaid 10¢ steamship rate

From Mexico

San Francisco Route (2)



○  
WAY BILL  
Acapulco  
Manzanillo  
Mazatlan  
San Francisco

August 25, 1866 arrived San Francisco from Acapulco, partially prepaid 10¢ steamship rate

*The "STEAM MAZATLAN" and "STEAM ACAPULCO" markings were applied at San Francisco on mail received from the Pacific Mail Steam Ship Co. (PMSS) steamers to designate where the mail had been picked up. The line operated between Panama and San Francisco with calls at Acapulco, Manzanillo and Mazatlan.*

# Mexico

## From Mexico

## San Francisco Route (2)



○  
WAY BILL  
Acapulco  
San Francisco  
La Grande

August 7, 1862 arriving San Francisco from U.S. Consulate at Acapulco

## To Mexico

## El Paso Route (3)



○  
WAY BILL  
San Antonio  
El Paso  
Parral, Mexico

June 9, 1873 San Antonio, Texas to Parral, Mexico, paid triple 3¢ land rate, endorsed "via El Paso Tex"

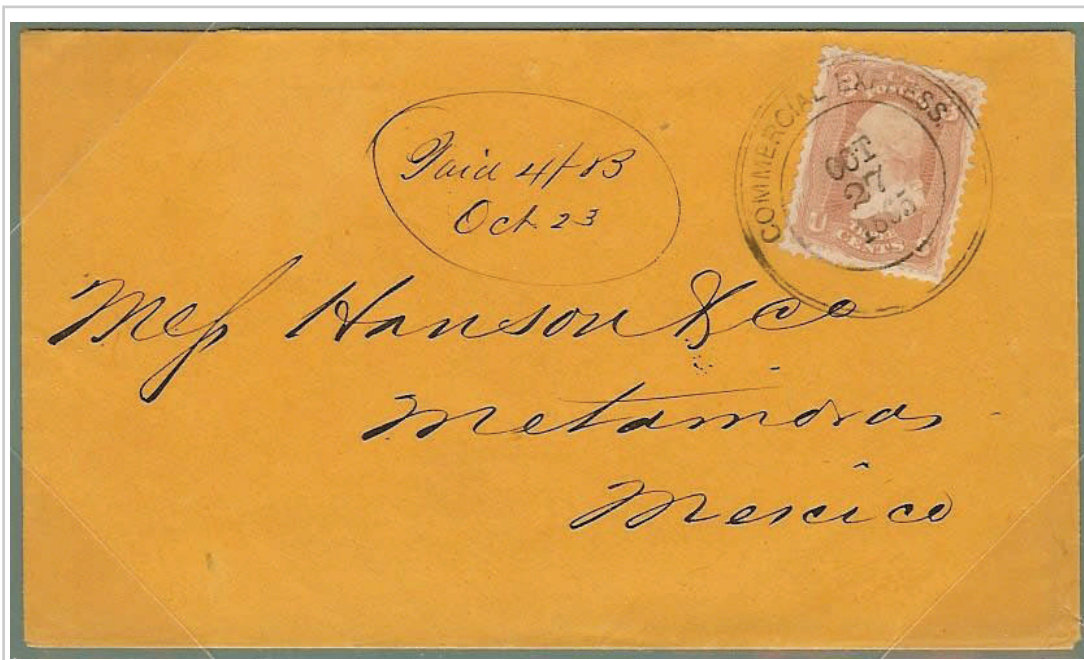
# Mexico

## TRANS-RIO GRANDE ROUTES



### To Mexico

### Special War Route (4)



○  
WAY BILL  
New Orleans, LA  
Brownsville, Texas  
Matamoros, Mexico

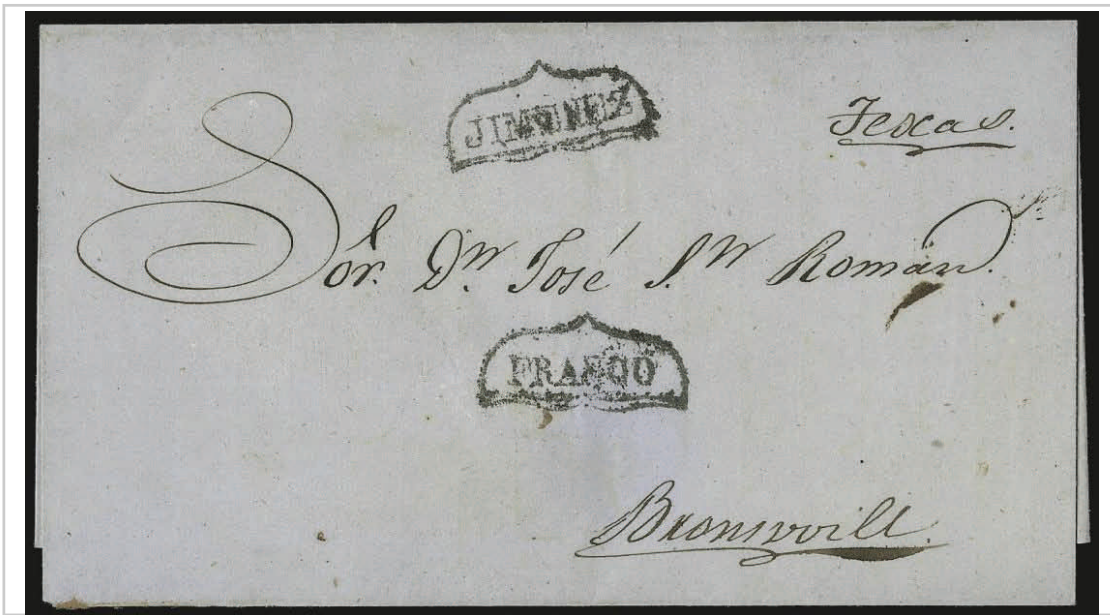
October 27, 1865 New Orleans carried privately to Matamoros, Mexico by Commercial Express  
“paid 4/-B” (4 bits = 50¢) in cash, 3¢ stamp to comply with U.S. regulations

*For a short period of time immediately following the collapse of the Confederacy the privately owned Commercial Express Company provided mail and express service from New Orleans and Brownsville, Texas across the Rio Grande to Matamoros, Mexico.*

# Mexico

From Mexico

Special War Route (4)



○  
WAY BILL

Jimenez, Mexico  
Matamoros  
Brownsville, Texas (CSA)

June 5, 1863 Jimenez, Mexico to Brownsville, Texas, prepaid in Jimenez processed thru Matamoros and privately carried across the river to Brownsville

From Mexico

Special War Route (4)

○  
WAY BILL

Piedras Negras  
Eagle Pass, Texas (CSA)  
San Antonio, Texas



1864 from Piedras Negras, Mexico via Eagle Pass, to San Antonio, Texas, paid double 10¢ CSA rate

*The Union blockade disrupted communications to and from the Confederacy. As the Federal forces increased their presence along the Rio Grande, mail transfer points were moved up-river from Brownsville (top cover) and Laredo to Eagle Pass (lower cover).*



# West Indies



## ROUTES TO THE WEST INDIES

1. Direct to St. Thomas
2. Direct to Bahamas
3. Direct to Cuba
4. Special War Routes
5. Via St. Thomas
6. Via Halifax

*Mails between the United States and the West Indies utilized several direct routes, mostly by U.S. steamers as well British service via the Royal Mail Steam Packet Company (RMSP) steamers that connected at Halifax for service to the United States. In 1865 regular service to St. Thomas began with the US -Brazil Line.*

## From Danish West Indies

## Direct Route (1)



○  
WAY BILL  
St. Thomas, D.W.I.  
New York

December 20, 1865 St. Thomas to New York, combination franking paying 3¢ local plus 10¢ steamship

### Return maiden voyage of U.S. and Brazil Line service

*The U.S. and Brazil Steamship Co. began operations from New York to Rio de Janeiro, via St. Thomas, on October 30, 1865 with the departure of the steamship North America. This cover was carried on the return voyage from Brazil at departed St. Thomas on December 21, 1865.*

# West Indies

## To Bahamas

## Direct Route (2)



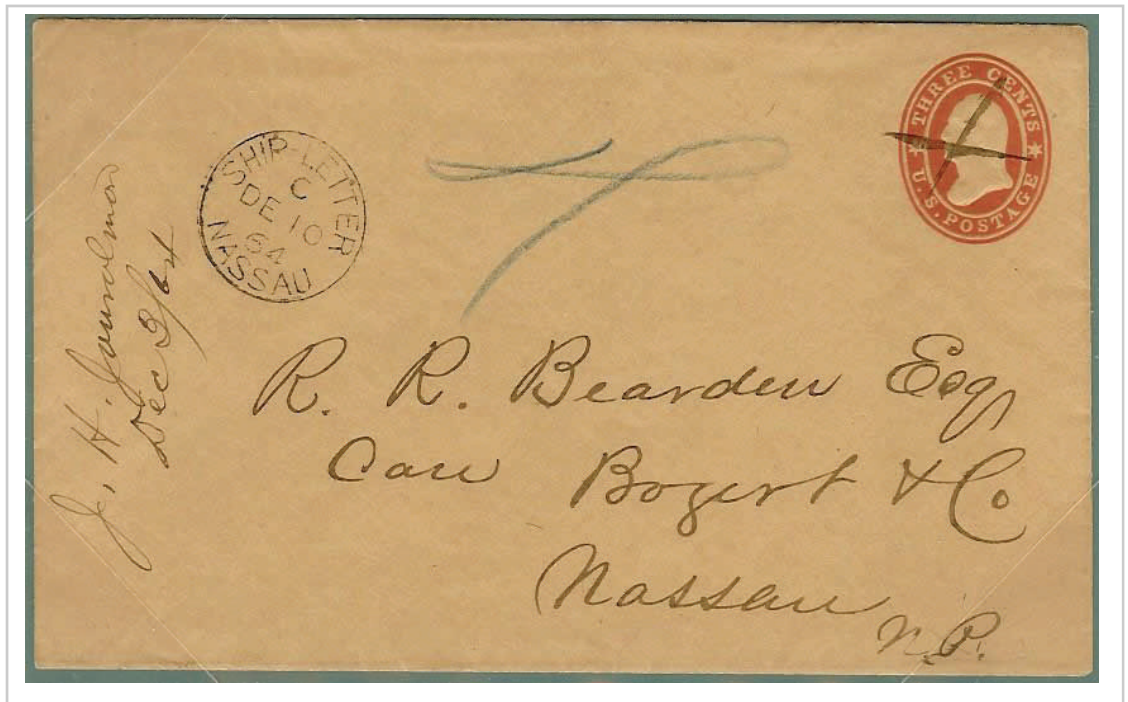
○  
WAY BILL  
New York  
Nassau

March 1, 1862 New York to Nassau, New Providence  
prepaid 5¢ for transmission by British packet, 4d due for internal postage

## To Bahamas

## Special War Route (4)

○  
WAY BILL  
Wilmington, NC  
New Providence, Nassau



December 3, 1864 Wilmington, North Carolina by **blockade-runner** to Nassau, New Providence, 4d due

The top cover was carried to destination by the Cunard steamer Karnak. The Cunard line provided monthly mail service between Nassau and New York from 1859 until the end of 1867. The bottom cover is an outbound blockade-run cover with original letter dated at Wilmington N.C. on Dec 3, 1864. The blockade-runner Wild Rover left on Dec 7 and arrived in Nassau on Dec 10.

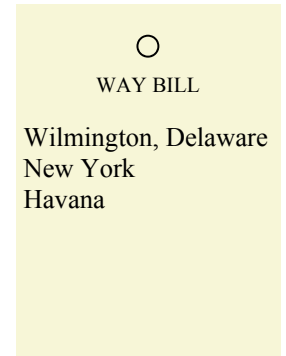
# West Indies

## To Cuba

## Direct Route (3)



May 12, 1858 Wilmington, Delaware to Havana, prepaid 10¢ rate  
New York exchange, Havana arrival, and “NA 1” one real due

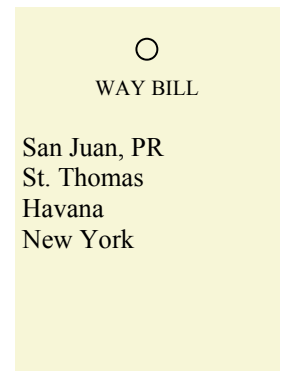


## From Puerto Rico

## St. Thomas Route (5)



February 13, 1859 San Juan, Puerto Rico, 2 shillings credit to British PO  
St. Thomas transit, “STEAMSHIP/20” New York due marking

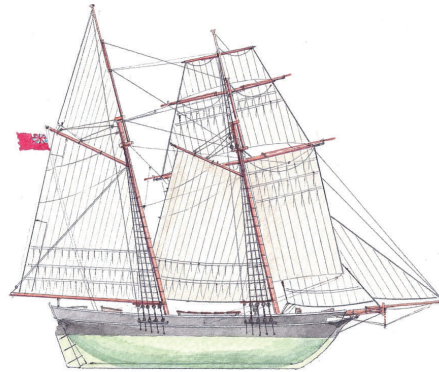


The top cover was carried by the Havana and New Orleans Line steamer Philadelphia that departed on May 17, 1858. The lower cover was sent by British steamer from San Juan to St. Thomas for transmission to Havana. The USMS Co. steamer Cahawba carried the letter to New York.

# West Indies

## From Cuba

## Special War Route (4)



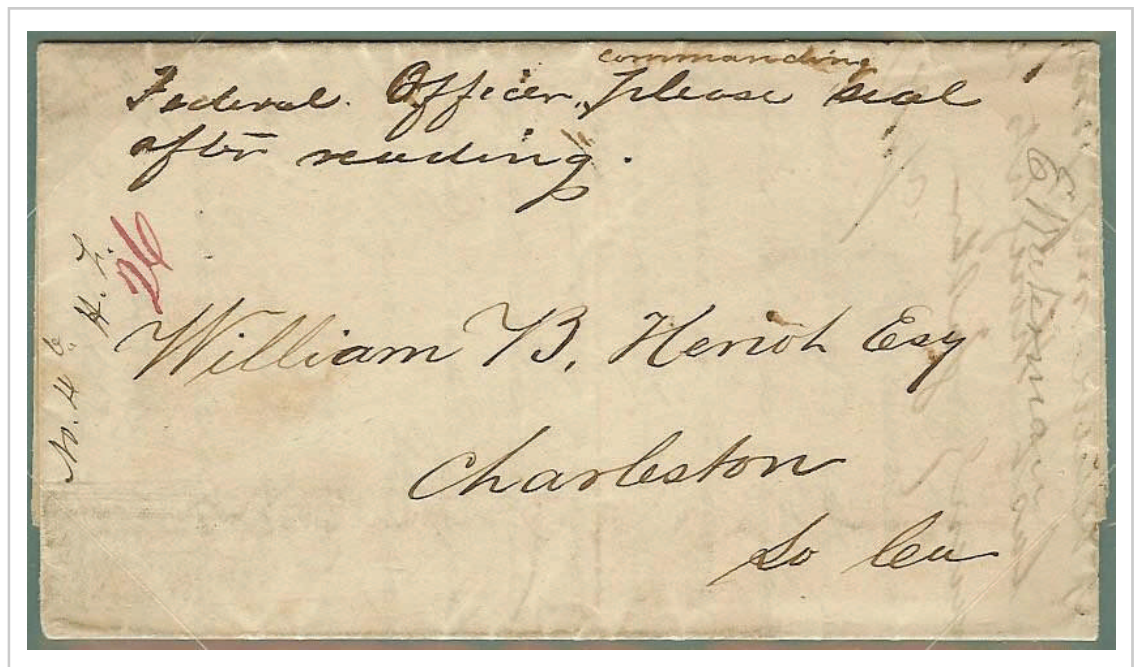
drawing of blockade-runner *E.J. Waterman*



WAY BILL

Cardenas, Cuba  
Havana, Cuba

-- Captured --



November 9, 1861 Cardenas, Cuba to Confederate Charleston, South Carolina by blockade-runner *E.J. Waterman*  
November 30, 1861 captured by USS *Savannah* and adjudicated at Prize Court

*During the Civil War the captain and crew members of U.S. naval ships participating in the blockade shared in the money awarded in "Prize Court" for captured C.S.A. blockade-runners. This cover was carried aboard the blockade-runner schooner E. J. Waterman from Cardenas, Cuba bound for Charleston, South Carolina. It was captured on Nov 30, 1861 ashore on Tybee Island, near the city of Savannah. The vessel was searched and the mail found aboard was confiscated. This letter was used as evidence in a prize court hearing. The docketing with the manuscript "26" and the initials "H.L." are court filing notations.*

# West Indies

To Haiti

Halifax Route (6)

○  
WAY BILL  
Philadelphia  
Boston  
Halifax  
St. Thomas  
Jacmel



January 28, 1861 Philadelphia, Pennsylvania to Cape Haitien, Haiti, prepaid 33¢ British mail rate  
St. Thomas and Jacmel transits backstamps

**Fewer than five reported examples to Haiti in period**

*This cover was carried by Cunard Line steamer Niagara that departed from Boston on February 5, 1861 to Halifax and then via St. Thomas to Jacmel, Haiti by Royal Mails Steamship Co. steamers.*

# West Indies

## To Martinique

## St. Thomas Route (5)



○  
WAY BILL

New Orleans  
New York  
St. Thomas  
Saint Pierre

October 6, 1868 New Orleans to Saint Pierre, French Martinique, prepaid 18¢ British mail rate  
St. Thomas British office transit and Saint Pierre arrival backstamps

**Fewer than four reported examples to Martinique in period**

## From Martinique

## Halifax Route (6)



○  
WAY BILL

St. Pierre, Martinique  
St. Thomas  
Bermuda  
Halifax  
Boston  
New York

March 12, 1865 St. Pierre, Martinique to New York, paid 135 centimes (24¢) for transmission to Halifax  
March 30, 1865 Boston arrival with due 10¢, St. Thomas transit backstamp

*The top cover was carried to St. Thomas on the first segment of the U.S.-Brazil Steamship Co. route and then onward by RMSP steamer to Martinique. The lower letter was transmitted by RMSP steamer to St. Thomas and Bermuda and then by Cunard Line steamer Africa from Halifax to Boston.*

# Central America



## ROUTES TO CENTRAL AMERICA

1. Via Panama (first transit port)
2. Via Aspinwall (first transit port)
3. Via Havana

*Mails between the United States and Central America were primarily carried via connections on both sides of the Isthmus of Panama. Mail on the Pacific side was handled from Panama by the Panama Railroad Company steamers. Mail on the Atlantic side utilized transit to and from Aspinwall or British steamers.*

## From Costa Rica

## Panama Route (1)



○  
WAY BILL

Puntarenas  
Panama City  
Aspinwall  
New York

June 14, 1867 Puntarenas, Costa Rica to New York, prepaid triple internal mail rate steamship 20¢ due upon arrival in New York

**Only reported triple rate to the United States with Costa Rica first issue**

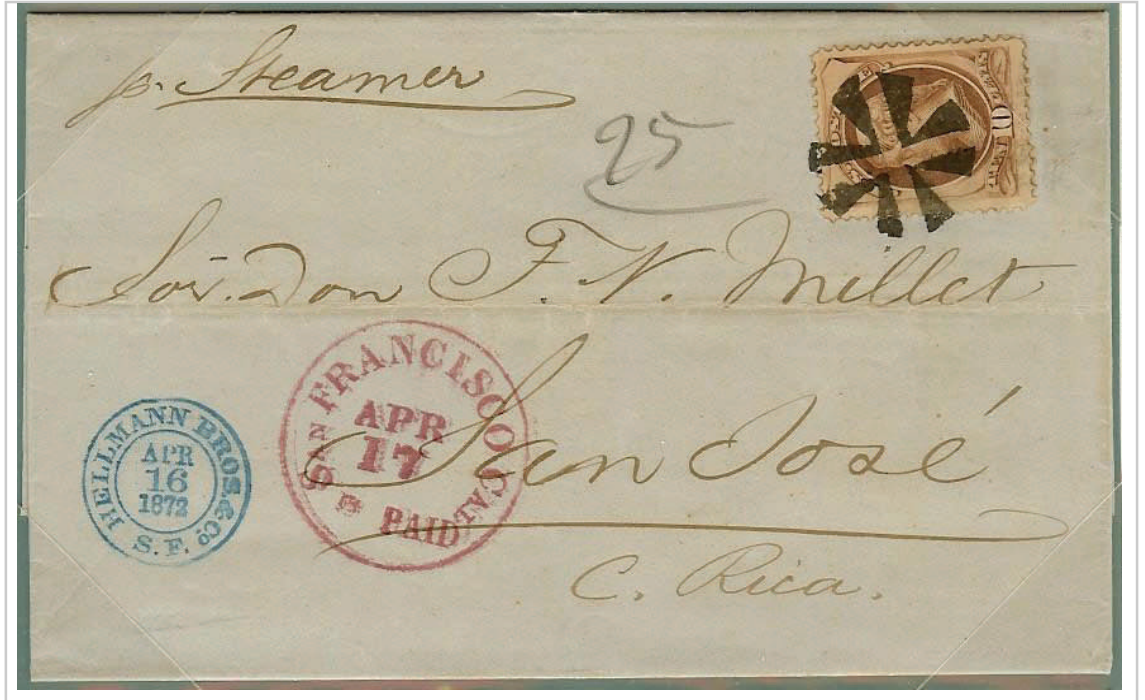
*The Panama Railroad Company (PRC) carried this cover by steamer to Panama and across the Isthmus to Aspinwall. It was then taken to New York on an Aspinwall Line steamer Rising Star which departed Aspinwall on June 30 and arrived in New York on July 6, 1867.*

# Central America

## To Costa Rica

## Panama Route (1)

○  
WAY BILL  
San Francisco  
Panama City  
Puntarenas  
San Jose



April 17, 1872 San Francisco to San Jose, Costa Rica, paid 10¢ blanket rate, 25 centavos due

## To Panama

## Aspinwall Route (2)



○  
WAY BILL  
Cincinnati  
New York  
Aspinwall  
Panama City

January 25, 1867 Cincinnati, Ohio to sailor aboard U.S. Ship *Powhatan* at Panama

*The top cover was conveyed to Panama by a PMSS steamer and then to Puntarenas by a PRC steamer. Onward transmission to San Jose was by stagecoach. The lower cover was carried via Aspinwall Line steamer to Aspinwall and by rail to Panama.*



# Central America

## To Guatemala

## Aspinwall Route (2)



○  
WAY BILL  
Wyandotte, Kansas  
New York  
Aspinwall  
Panama City  
San Jose de Guatemala  
Guatemala City

August 14, 1862 Wyandotte, Kansas to Guatemala City, prepaid 20¢ rate over 2,500 miles with type I stamps

## To Guatemala

## Panama Route (1)



○  
WAY BILL  
San Francisco  
Panama City  
San Jose de Guatemala  
Guatemala City

December 10, 1862 San Francisco to Guatemala City, prepaid 10¢ blanket rate

*The above two covers are uses from the Atlantic and Pacific coasts of the U.S., top before and after the U.S.-Guatemala treaty of September 1, 1862. Both letters were carried to Guatemala by the Panama Railroad Co.*

# Central America

## To New Grenada (Colombia)

## Aspinwall Route (2)



○  
WAY BILL

Middletown, CT  
Portland  
New York  
Aspinwall  
Cartagena

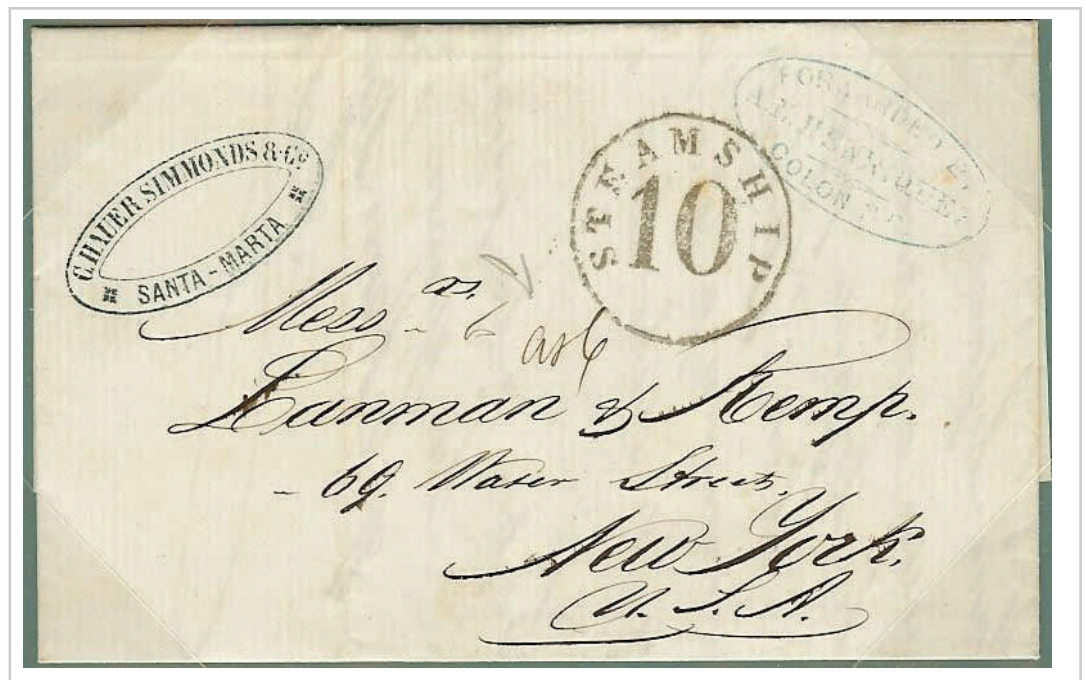
September 10, 1867 Middletown, Connecticut to Cartagena, New Grenada (Colombia), paid 18¢ rate  
Colon (British) transit backstamp, 1 reale due handstamp

## From New Grenada

## Aspinwall Route (2)

○  
WAY BILL

Santa Marta  
Cartagena  
Colon  
Aspinwall  
New York



September 7, 1862 Santa Marta, New Grenada to New York, "STEAMSHIP 10" New York due marking

*These covers were delivered to their destinations by a combination of American and British mail service systems. Steamers of the Aspinwall line carried each on the New York - Aspinwall leg. The top cover was transferred to the British office at Colon for further transmission by a RMSPL branch line steamer bound to Santa Marta that stopped first at Cartagena. The bottom cover was routed in the opposite direction.*

# Central America

From El Salvador

Via Panama (1)



○  
 WAY BILL

La Libertad  
 Panama City  
 San Francisco

La Libertad, El Salvador to San Francisco, unpaid 10¢ blanket steamship rate

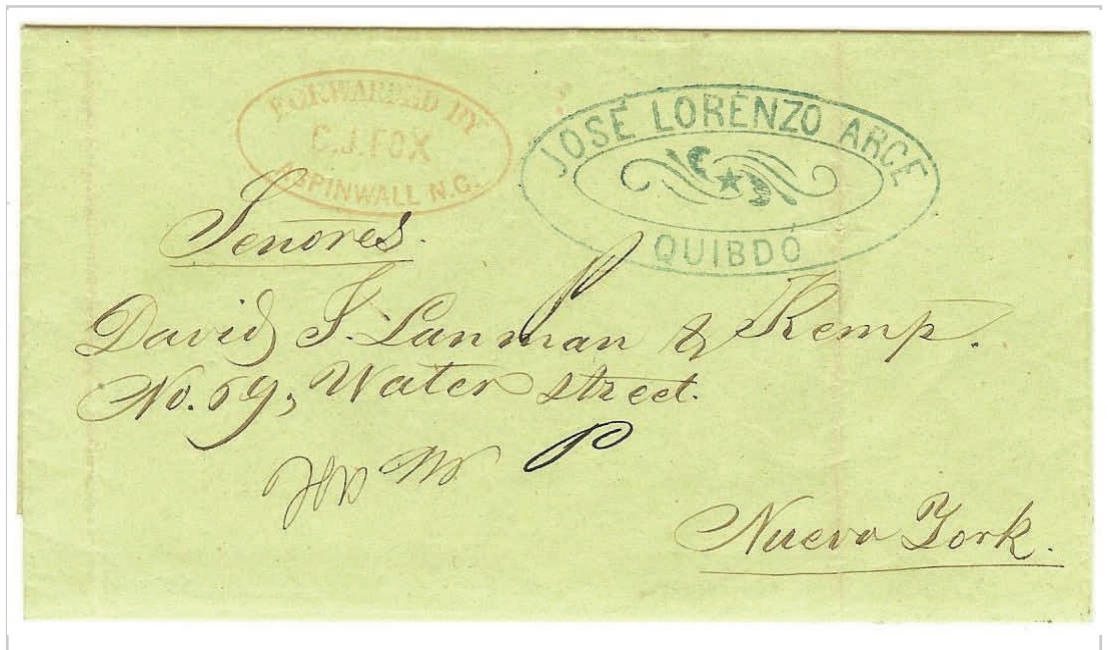
Fewer than four reported examples from El Salvador to Unites States in period

From New Grenada

Via Aspinwall (2)

○  
 WAY BILL

Quibdo  
 Cartagena  
 Aspinwall  
 New York



October 22, 1859 Quibdo, New Grenada to New York

The top cover was carried by the Panama Railroad Company to Panama and thence by PMSS steamer to San Francisco. The lower cover was carried entirely outside the mails via a forwarding agent at Aspinwall.

# Central America

From Honduras

Via Havana (3)



WAY BILL

Tegucigalpa  
Truxillo  
Havana  
New York  
Washington D.C.



September 26, 1854 Tegucigalpa, Honduras to Washington D.C.  
November 27 arrival at New York with 7¢ ship rate due

**The only reported example of this Tegucigalpa postmark  
Fewer than four reported uses from Honduras to the United States in this period**

*This letter was carried overland to the port of Truxillo and onward to Havana where it was trans-shipped aboard the private schooner John Pierce bound for New York City.*

# South America (West Coast)



## ROUTES TO WEST COAST SOUTH AMERICA

1. Via Aspinwall
2. Via Panama

*Mail service to the west coast of South America was provided by the Pacific Steamship Navigation Company (PSNC) under British contract. The line operated between Panama and Valparaiso with intermediate stops. This service connected with the American mails at Panama. Mails from the West coast of U.S. reached Panama aboard steamers of the PMSS Co. and those from the East coast were carried to Aspinwall by steamers of the Aspinwall line and were carried across the Isthmus by rail to Panama. The routes are designated by first port of transit reached.*

## To Ecuador

## Aspinwall Route (1)



- WAY BILL
- Bloomsburg, PA
- New York
- Aspinwall
- Panama
- Guayaquil
- Quito

October 4, 1860 Bloomsburg, Pennsylvania to Quito, Ecuador, prepaid 34¢ rate  
Panama British transit, arrival backstamp

# South America (West Coast)

## To Chile

## Aspinwall Route (1)



November 18, 1862 Cambridge, Massachusetts to Santiago de Chile, prepaid 34¢ British mail rate  
Panama British office transit

## From Chile

## Panama Route (2)



November 11, 1860 Serena, Coquimbo District, Chile to New York, 25 centavos prepaying internal postage  
Panama transit, New York "STEAMSHIP 10" due marking

*In 1860 the PSNC Co. offered a bimonthly service between Valparaiso and Panama. The bottom cover was carried from the port of Coquimbo, a regular stop on the PSNC line, to Panama for transmission across the isthmus to Colon. A steamer of the Aspinwall Line conveyed the letter to New York.*

# South America (West Coast)

To Peru

Aspinwall Route (1)



○  
WAY BILL  
Portchester, NY  
New York  
Aspinwall  
Panama  
Callao  
Lima

June 29, 1861 Portchester, New York to Lima, Peru, prepaid 22¢ British mail rate  
Panama transit postmark

To Peru

Panama Route (2)



○  
WAY BILL  
San Francisco  
Panama  
Callao Lima

May 16, 1868 San Francisco to Lima Peru, prepaid 34¢ British mail rate  
Panama transit and Lima arrival backstamp

*Top cover was carried by Aspinwall Line to Aspinwall, then overland to Panama. Lower cover was carried direct to Panama by PMSS steamer. Both were carried by Pacific Steam Navigation Co. ships from Panama to Lima.*

# South America (West Coast)

From Chile

Panama Route (2)



December 1861, U.S. Consulate, Valparaiso, Chile to Boston, double 10¢ steamship rate due by diplomatic pouch mail to Panama, across the Isthmus to Aspinwall, to destination by American steamer

**Fewer than three reported uses of patriotic design covers from Chile are known**

*This cover was carried by a Pacific Steam Navigation Co. steamer to Panama. It was handled as diplomatic pouch mail until it arrived at Panama where it was turned over to the Aspinwall agent for onward transmission.*

*The U.S. Consul at Valparaiso evidently assisted American merchants in avoidance of British postal charges by sending private mail in diplomatic pouches which was allowed under the terms of the U.S. - British postal treaty.*



# South America (East Coast)



## ROUTES TO EAST COAST SOUTH AMERICA

1. Via Great Britain
2. Via France
3. Special Routes
4. Via Rio de Janeiro

*Mails between the United States and the East Coast of South America were mostly handled utilizing the British mail service line from Southampton. The French mail service that operated from Bordeaux was less used, but still a viable option. In 1865 the United States -Brazil Steamship Co. commenced direct service to Rio de Janeiro. If required, mails could be handed-off there to French Line steamers.*

## To Uruguay

## Great Britain Route (1)



○  
WAY BILL

Westerly, R.I.  
New York  
Southampton  
Lisbon  
Madeira  
Pernambuco  
Bahia  
Rio de Janeiro  
Montevideo

June 3, 1868 Westerly, Rhode Island to Montevideo, Uruguay, paid 34¢ rate by British mails  
New York and London transit postmarks

# South America (East Coast)

## To Argentina

## Great Britain Route (1)



○  
WAY BILL  
Barton, Vermont  
Boston  
Portland  
London  
Southampton  
Lisbon  
Pernambuco  
Rio de Janeiro  
Buenos Aires

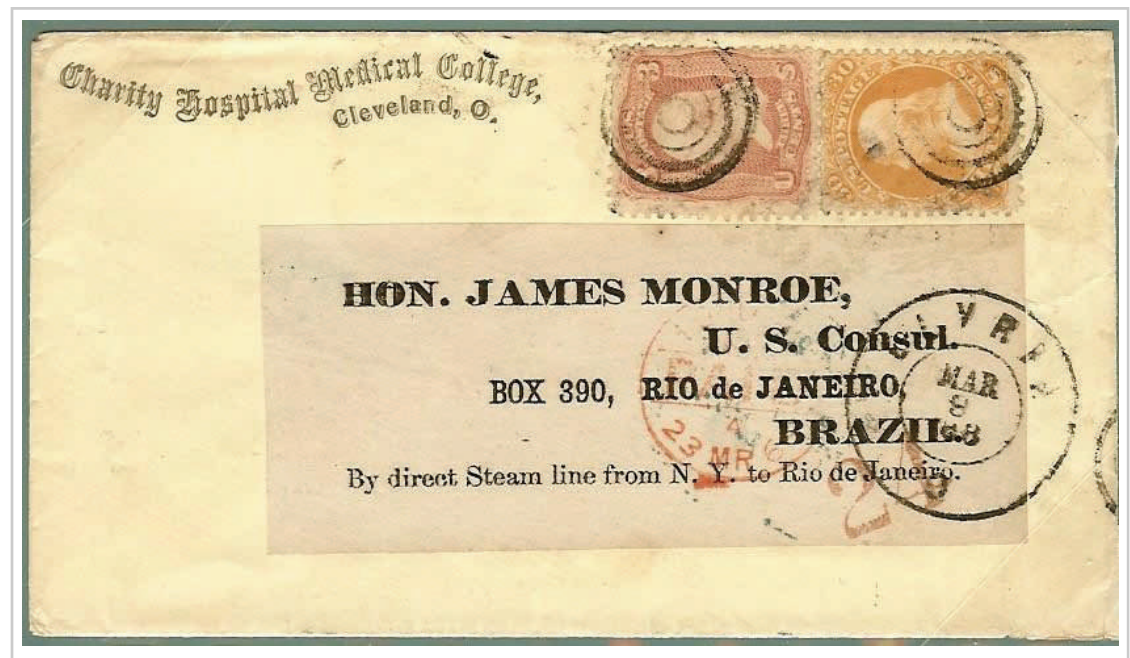


January 24, 1865 Barton, Vermont to Buenos Aires, Argentina, prepaid 45¢ British mail rate  
Boston and London transit postmarks

## To Brazil

## Great Britain Route (1)

○  
WAY BILL  
Elyria, Ohio  
New York  
Southampton  
Lisbon  
Pernambuco  
Bahia  
Rio de Janeiro



March 8, 1869 Elyria, Ohio to Rio de Janeiro, Brazil, prepaid 33¢ French mail rate but sent British mail  
New York and London transit postmarks, Rio de Janeiro arrival backstamp

*Mails to South American countries served by the British mail system could be sent to England on either American or British packets. Both covers were carried from Southampton to Rio de Janeiro by the Royal Mail Steam Packet Co. A branch steamer transmitted the top cover to Buenos Aires.*

# South America (East Coast)

## To Brazil

## France Route (2)



○  
WAY BILL

Oberlin, Ohio  
New York  
Southampton  
Calais  
Bordeaux  
Lisbon  
Cape Verde  
Pernambuco  
Bahia  
Rio de Janeiro

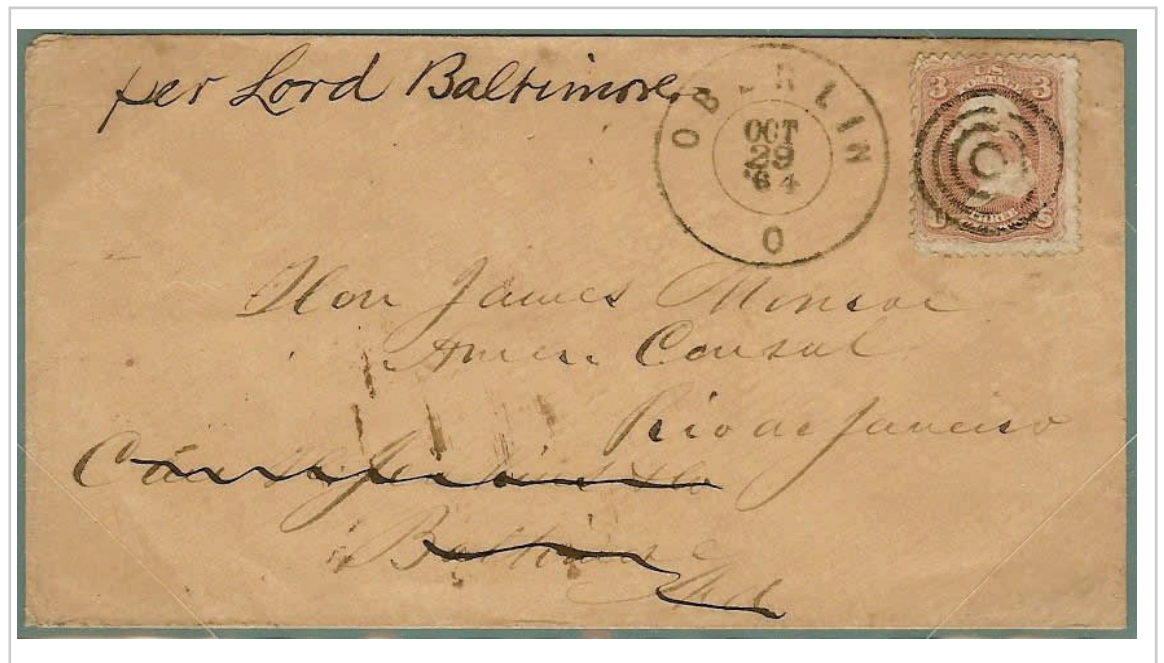
January 3, 1865 Oberlin, Ohio to Rio de Janeiro, Brazil, prepaid 33¢ French mail rate  
New York and Calais transit postmarks

## To Brazil

## Special Route (3)

○  
WAY BILL

Oberlin, Ohio  
Baltimore  
Rio de Janeiro



October 29, 1864 Oberlin, Ohio to Rio de Janeiro, Brazil, prepaid 3¢ U.S. domestic rate to exit port  
sent from Baltimore by private ship *Lord Baltimore* direct to destination

*The top cover was sent from the U.S. to Great Britain by American packet and entered the French mails at Calais. After reaching Bordeaux it was carried to Rio de Janeiro by a French steamer of the "Ligne du Bresil." The bottom cover was sent from Oberlin, Ohio to Baltimore for transmission by private ship to destination.*

# South America (East Coast)

From Venezuela

Special Route (3)

○  
WAY BILL

La Guaira, Venezuela  
St. Thomas  
Bermuda  
Philadelphia



May 7, 1863 La Guaira, Venezuela to Philadelphia, Pennsylvania, prepaid Venezuela 2 reales for internal postage  
"St. Thomas Express Office" blue transit cachet, Philadelphia "U.S. SHIP" arrival postmark

## The only reported example

*This cover was carried by Blohm, Nolting & Company (La Guaira Steamship Co.), a private steamer service that began in 1861, connecting La Guaria, Puerto Cabello, St. Thomas and Curacao. The letter was conveyed to St. Thomas for handling by the St. Thomas Express Office. It was then placed aboard the USS Wachusett bound for Philadelphia although it made a stop in Bermuda for repairs enroute. The ship arrived in Philadelphia on June 13, 1863. It was handled as sailor mail with a "U.S. Ship" handstamp and a "Due 3" cents sailor concession ship rate.*

# South America (East Coast)

## To Brazil

## Via Rio de Janeiro (4)



○  
WAY BILL

Bangor, Maine  
New York  
St. Thomas  
Pernambuco  
Bahia  
Rio de Janeiro

April 27, 1866 Bangor, Maine to Rio de Janeiro, Brazil, prepaid 10¢ steamship rate  
Rio de Janeiro arrival backstamp

## From Brazil

## Via Rio de Janeiro (4)

○  
WAY BILL

Rio de Janeiro  
Bahia  
Pernambuco  
Para  
St. Thomas  
New York  
Pottsville, PA



August 14, 1870 USS *Lancaster* (at Rio de Janeiro) to Pottsville, Pennsylvania, prepaid 10¢ steamship rate

*Both covers were carried by the U.S.– Brazil Steamship Co. Their packets plied between New York and Rio de Janeiro via St. Thomas. The bottom cover was franked aboard the U.S.S. Lancaster and placed by the Navy Agent directly into U.S. mails at Rio de Janeiro for dispatch to New York on the Brazil line steamer Merrimack.*

# South America (East Coast)

To Argentina

Via Rio de Janeiro (4)



WAY BILL

Vallejo, California  
New York  
St. Thomas  
Pernambuco  
Bahia  
Rio de Janeiro  
Montevideo  
Buenos Aires

November 4, 1869 Vallejo, California to Buenos Aires, Argentina, prepaid 25¢ rate overland to New York, to Rio de Janeiro by Brazil Line, French Ligne J service to Buenos Aires

**The only reported example of “Ligne J” marking on cover from United States**

*This cover was carried from New York to Rio de Janeiro by the Brazil Line for transmission to destination by the French Line J steamer Gironde that operated between Rio de Janeiro and Buenos Aires via Montevideo. It bears a Ligne marking indicating origin from the Unites States.*

*In October 1869 the Ligne K service had been discontinued and the route of the Ligne J (Bordeaux-Lisbon-Dakar-Rio de Janeiro) was extended to Buenos Aires. Postal relations between U.S. and France expired on January 1, 1870, therefore only a brief period of only three months was possible for U.S. mail to be carried onward by vessels of the Ligne J.*

# Great Britain



## ROUTES TO GREAT BRITAIN

1. Via Queenstown
2. Via Londonderry
3. Special War Routes

*The major mail routes to Europe, as well as to most of the Eastern Hemisphere, first stopped in Great Britain, France, or Germany. However Great Britain was the major hub. British Cunard Line steamers departed Boston or New York and landed in Queenstown. Additional lines departed from New York using a similar route. The Canadian owned Allan Line carried limited quantities of mail from either Quebec or Portland to Liverpool via Londonderry. While additional foreign steamship lines also stopped at Great Britain, they carried little mail directed to Great Britain.*

## To England

## Queenstown Route (1)



○  
WAY BILL  
San Francisco  
New York  
Queenstown  
Liverpool  
London

May 12, 1863, San Francisco, California to London, prepaid quadruple 24¢ treaty rate combination franking with 90¢ 1861 issue, New York and London transit markings

# Great Britain

## To Scotland

## Londonderry Route (2)



○  
WAY BILL  
Toledo, Ohio  
Portland, Maine  
Londonderry  
Glasgow

January 20, 1862 Toledo, Ohio to Glasgow, Scotland, prepaid 24¢ treaty rate  
Detroit exchange marking and Glasgow Packet Paid transit

## From Shetland Islands

## Londonderry Route (2)

○  
WAY BILL  
Lerwick  
Glasgow  
Londonderry  
Portland  
New York



March 17, 1862 Lerwick, Shetland Islands to New York, prepaid 1s treaty rate  
Portland exchange office marking

*During the winter months when the port of Quebec was icebound, mail was sent from Detroit to Portland.*



# Great Britain

To England

Queenstown Route (2)



*For a fee equal to the postal rate, late mail could be deposited at the wharf.*



Feb 10, 1869 New York to Liverpool  
prepaid with 24¢ “F grill” paying the 12¢ rate plus 12¢ supplementary mail fee

**Three reported examples of this stamp on cover with such Supplementary Mail use**

*This cover was sent under the guidelines of the U.S.-British postal treaty of 1868 which reduced the postal charge to twelve cents for a single weight letter. The sea postage was to be arranged and paid for the dispatching country which obviated tedious accounting practices that had been used previously.*

# Great Britain

From England

Special War Route (3)



○  
WAY BILL

Liverpool  
New York  
Nassau, Bahamas

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Charleston



November 29, 1862 Liverpool sent under cover via Nassau forwarder to CSA Charleston, South Carolina blockade-runner *Duro* from Nassau (arrived on January 15, 1863), CSA ship rate postage due

From England

Special War Route (3)

○  
WAY BILL

Liverpool  
New York  
Nassau, Bahamas

---

Wilmington



August 15, 1863 Liverpool sent under cover via Nassau forwarder to CSA Wilmington, North Carolina blockade-runner *Margaret & Jesse* from Nassau (arrived on September 24, 1863) CSA ship rate postage 12¢ due

*During the Civil War government mail routes to the Confederate States were unavailable. Charleston was the primary entry port for blockade-runners operating from Nassau before mid-September, 1863 when the preferred port was changed to Wilmington as the Federal blockade tightened.*

# France



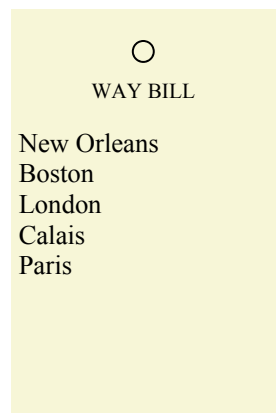
## ROUTES TO FRANCE

1. Via Great Britain
2. Direct to France
3. Special War Routes

*British steamers bound for Great Britain carried the majority of French mails prior to 1864. Mail was carried in open bags prior to implementation of the 1857 U.S. - France postal treaty after which closed bags were used. Mail crossed the Channel at various ports including Calais, Havre and Cherbourg. Direct service to France was inaugurated in 1864. The Franco-Prussian War in 1870 disrupted mail service which necessitated the employment of special mail routes.*

## To France

## Great Britain Route (1)



February 17, 1857 New Orleans, Louisiana to Paris, prepaid 5¢ British open mail rate  
Boston and London transit postmarks, Calais entry and Paris arrival backstamp, 8 decimes due  
boxed accountancy handstamp of 1<sup>F</sup>60<sup>C</sup>

*This five cent open mail rate cover was carried by British packet. It was sent during the so-called "Three Months Period" which began after the signing of the Anglo-French convention on January 1, 1857 but before the treaty took effect on April 1, 1857.*

# France

## To France

## Great Britain Route (1)

○  
WAY BILL

New York  
Southampton  
Havre  
Paris  
Bordeaux



March 30, 1861 New York to Bordeaux, France, prepaid double 15¢ treaty  
New York exchange postmark and Havre French entry

## To France

## Great Britain Route (2)



○  
WAY BILL

New York  
Queenstown  
Liverpool  
Dover  
Calais  
Paris

April 6, 1864 New York to Paris, prepaid double 15¢ treaty  
New York exchange postmark and Calais French entry

*The top cover was conveyed via England in closed mail via Southampton and entered French mails at Havre. The lower cover was also carried in closed mail but crossed the Channel from Dover and entered France at Calais.*

# France

## To France

## Great Britain Route (1)



○  
WAY BILL  
Frederick, Md  
New York  
Queenstown  
Liverpool  
Dover  
Calais  
Paris  
Marseille  
Paris  
Calais  
Liverpool  
New York

August 5, 1863 Frederick, Maryland to Marseille, France, prepaid 30¢ double treaty rate  
New York exchange postmark and Calais French entry  
returned from Marseille to the Dead Letter Office in Washington who returned to sender “Due 6 cents”

## To France

## Great Britain Route (1)

○  
WAY BILL  
New Orleans  
New York  
Plymouth  
Cherbourg  
Paris  
St. Leonard



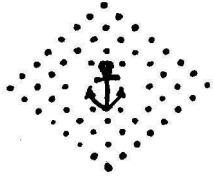
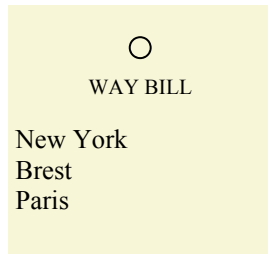
August 10, 1869 New Orleans, Louisiana to St. Leonard, France, prepaid double 15¢ treaty rate  
New York exchange postmark and Cherbourg French entry

*The top cover was conveyed via England in closed mail via Dover and entered French mails at Calais. The lower cover was also carried in closed mail but crossed the Channel from Plymouth and entered France at Cherbourg.*

# France

To France

Direct Route (2)



November 17, 1866 New York to Paris, prepaid 15¢ treaty rate, French anchor cancel postmarked onboard French Line steamer *Pereire*

Fewer than ten covers from Unites States reported with anchor cancel

To France

Direct Route (2)



May 18, 1867 New York to Paris, France, prepaid quadruple 15¢ treaty rate

In March 1866 direct service between New York and France was inaugurated by the French who designated the line as "Ligne H." Mail was sorted by an agent on board the ship who directed letters addressed to Paris be off-loaded at Brest rather than being carried to final port of Havre.

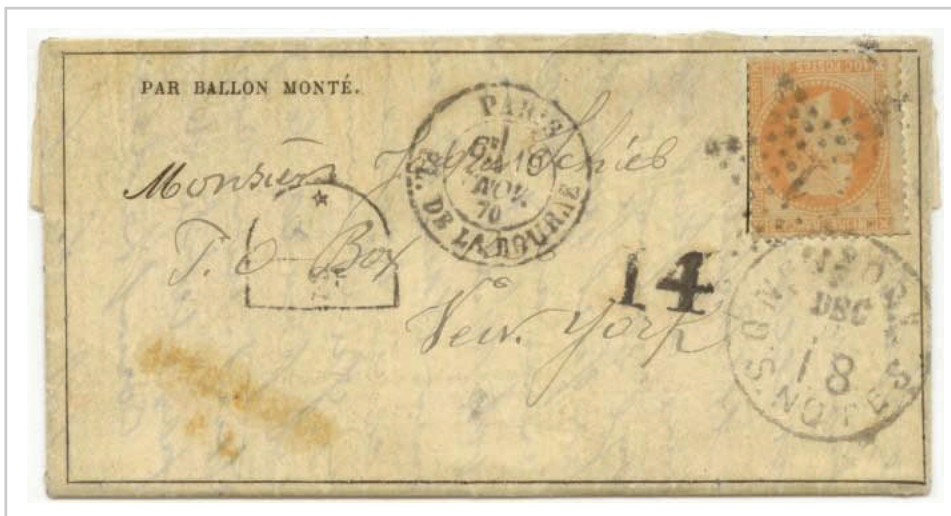
# France

## From occupied France

## Special War Route (3)



view of balloon ascent from *London News*



○  
WAY BILL  
Paris  
Castelre, Netherlands  
Lille, Belgium  
London  
New York

November 19, 1870 Paris, France, **Par Ballon Monte** *Gazette des Absents* printed newsletter short paid with repaired 40c adhesive, carried by balloon *Archimede* from Paris to Casteire, Netherlands  
November 24 London transit backstamp, British 2<sup>F</sup> accountancy handstamp  
December 7 New York “18 U.S. Notes” depreciated currency due

# France

## To German occupied France

## Special War Route (3)



Reduced image of reverse showing handstamps:

"Societe Francaise de Secours aux Blesses des Armees de Terre et de Mer / Comite Auxiliare de St. Louis"  
"Armee Du Rhin"



○  
WAY BILL  
Saint Paul, Minnesota  
New York  
Queenstown  
London  
Calais  
Ostend  
Basel  
St. Louis, France

September 23, 1870 Saint Paul, Minnesota to Basel, Switzerland, overpaid 10¢ rate to Switzerland  
October 12, 1870 **forwarded by Red Cross** from Basel to St. Louis located in German occupied France

**The only reported example from the United States**

cover contained a letter of inquiry regarding a hospitalized soldier or prisoner of war



# Scandinavia



## ROUTES TO SCANDINAVIA

1. Via Kiel
2. Via Lubeck
3. Via Stralsund
4. Special Route

*Routes for mail between Scandinavia and the United States uniformly involved transit through Germany. Mail from the U.S. could be sent by steamer direct to Germany or by Prussian Closed Mails (PCM) using the route via Aachen to Hamburg. Onward transmission depended on destination as well as ice conditions on the Baltic Sea. Routes in the Summer months often were quite different than those used in the Winter.*

## From Denmark

## Kiel Route (1)



○  
WAY BILL

- Helsingor
- Copenhagen
- Kosor
- Kiel
- Hamburg
- Aachen
- New York
- Boston
- Aspinwall
- Panama
- San Francisco
- Honolulu

May 27, 1856 Helsingor, Denmark to Boston, prepaid 92 sk  
remailed by Charles Brewer from Boston to **Hawaii**, 10¢ prepaid

**The only reported example**

# Scandinavia

## To Denmark

## Lubeck Route (2)

○  
WAY BILL

Green Bay, Wisconsin  
New York  
Aachen  
Hannover  
Lubeck  
Skottemarke



October 23, 1866 Green Bay, Wisconsin to Skottemarke, Denmark, overpaid 31¢ PCM rate  
New York exchange, Aachen transit and Skottemarke arrival backstamp

## To Holstein

## Kiel Route (1)



○  
WAY BILL

Oroville, California  
New York  
Aachen  
Hamburg  
Kiel

November 15, 1864 Oroville, California to Kiel, (Holstein) Germany, paid 15¢ Hamburg mail rate  
New York exchange, Aachen and Hamburg transit backstamps

The top cover was sent by Prussian packet from Lubeck direct to destination. The lower cover by rail from Hamburg to Kiel. The use is shortly after the Vienna Treaty of October 30, 1864 by which Austria took over administration of Holstein while Prussia administered Schleswig. Letter was accepted as paid to the German border with "3" (schillinge) red crayon due for foreign postage between Hamburg and Kiel.

# Scandinavia

## To Sweden

## Kiel Route (1)

○  
WAY BILL

New York  
Aachen  
Hamburg  
Kiel  
Kosor  
Copenhagen  
Helsingor  
Helsingborg  
Gothenburg



May 3, 1861 New York to Gothenburg, Sweden, short paid 42¢ PCM rate  
New York exchange, Aachen and KDOPA Hamburg transit backstamps

## To Sweden

## Kiel Route (1)



○  
WAY BILL

Harrisburgh  
New York  
Southampton  
Aachen  
Hamburg  
Kiel  
Copenhagen  
Helsingor  
Helsingborg  
Gothenburg  
Stockholm

January 24, 1862 Harrisburgh, Pennsylvania to Stockholm, Sweden, prepaid 42¢ PCM rate  
New York exchange, Aachen and KDOPA Hamburg transits

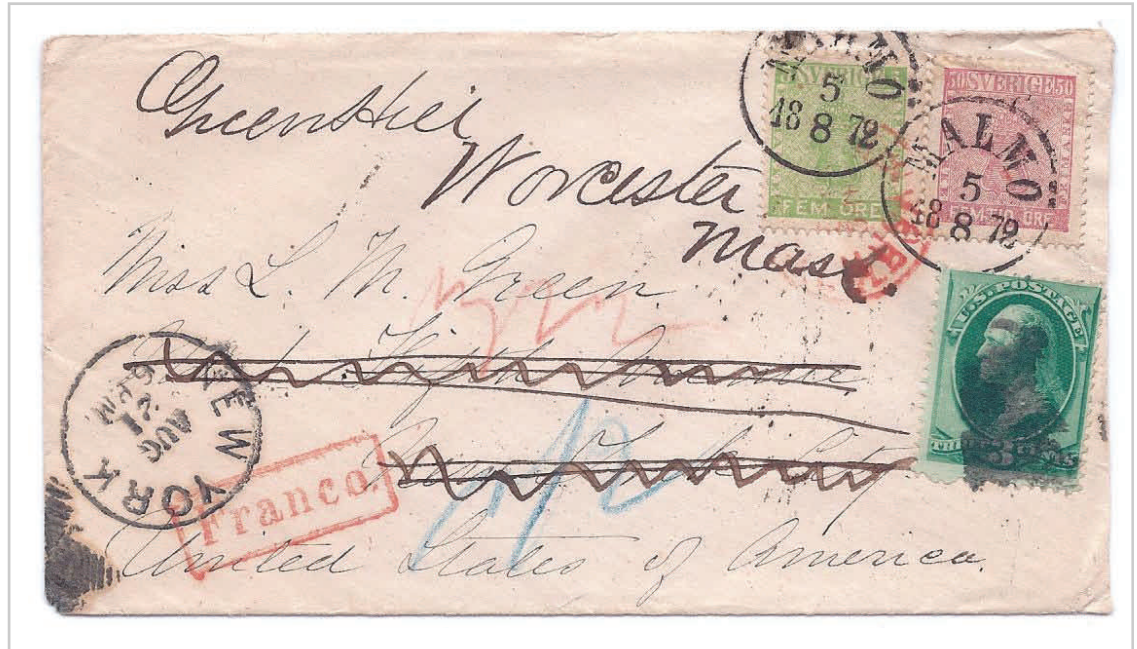
*The top cover was sent from Hamburg through Denmark. The routing was: 1) Hamburg-Kiel (rail), 2) Kiel-Kosor (sea) 3) Kosor-Helsingor (rail) 4) Oresund Strait crossing and 5) Helsingborg-Gothenburg (sea). The bottom cover transited the winter time route utilizing the Danish rail system between Hamburg and Helsingor through Flensborg. It crossed the Oresund Strait to Helsingborg, overland to Gothenburg and to Stockholm by rail.*

# Scandinavia

## From Sweden

## Strulsand Route (3)

- WAY BILL
- Malmö
  - Stralsund
  - Berlin
  - Hannover
  - Cologne
  - Aachen
  - Ostende
  - London
  - Liverpool
  - New York



August 5, 1872 Malmö, Sweden to New York, forwarded to Worcester, Mass., overpaid 45 ore NGU rate  
Stralsund-Berlin railroad transit, New York exchange entry and re-mailing postmarks  
**The only reported example with U.S. postage for forwarding**

## From Norway

## Kiel Route (1) Winter



- WAY BILL
- Skien
  - Svinesund
  - Helsingborg
  - Copenhagen
  - Kiel
  - Hamburg
  - Aachen
  - Liverpool
  - Londonderry
  - Portland
  - Chicago
  - Blue Earth, Minnesota

December 4, 1861 Skien, Norway to Blue Earth, Minnesota, unpaid 46¢ PCM rate  
Svinesund & Aachen exchange postmarks, Hamburg transit, Chicago exchange marking

*Top cover crossed the ice-free Baltic Sea from Malmö to Stralsund. It was taken to Berlin by rail and then to Aachen via Hannover and Cologne. Bottom cover was carried on Winter route to Helsingborg through Denmark and overland to the exchange office at Svinesund (see map next page).*

# Scandinavia

## To Norway

## Kiel Route (1) Summer



○  
WAY BILL

- San Francisco
- New York
- Aachen
- Hamburg
- Kiel
- Sandosund
- Christiansand
- Trondheim

April 18, 1862 San Francisco, California to Trondheim, Norway, prepaid double 46¢ PCM rate  
New York exchange, Aachen and Hamburg transit postmarks

**The only reported ninety cent 1861 issue use to Norway**  
**The only reported combination with one cent stamps**

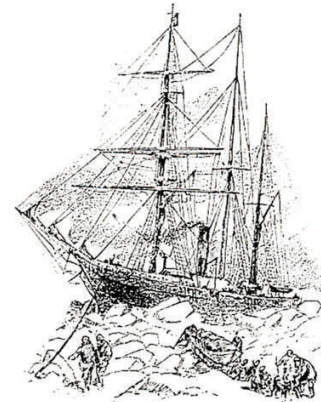


*Winter mails to and from Norway were carried to Helsingborg through Denmark and then overland to the exchange office at Svinesund (see bottom cover on previous page). Summer mails were conveyed by sea between Baltic ports and the Sandosund summer exchange office.*

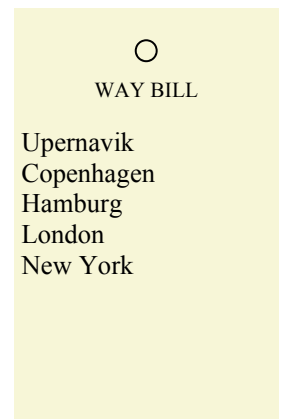
# Scandinavia

## From Greenland

## Special Route (4)



the USS *Polaris* stuck on iceberg



(September 5) 1871, Upernavik, Greenland (in the Arctic Circle) to New York City  
Arctic Expedition USS *Polaris* imprint cover signed by Captain Hall and endorsed from Upernavik  
“B.F. Stevens, Despatch Agent London” forwarder datestamp

### The only reported expedition cover from the Arctic Circle

The 1871 *Polaris* expedition led by Charles Francis Hall was an unsuccessful attempt, sponsored by the U.S. Congress, to be the first to reach the North Pole. Although it failed in its main objective the expedition did reach a point beyond Cape Brevoort, a record at the time. The *Polaris* arrived at Upernavik on August 30, 1871 and when it departed on September 5 mail was handed-off to a Danish vessel returning to Copenhagen.

When Hall laid up for the winter at Thank God Harbor he became ill and died on November 8, 1871, possibly poisoned with arsenic administered by a crew member. After his death, the *Polaris* run aground on an iceberg and the remaining crew was not rescued until the following summer.

# Germany



## ROUTES TO GERMANY

1. Via Aachen
2. Via Hamburg
3. Via Bremen

The primary mail routes between the United States and Germany during the 1854-70 period included the Prussian Closed Mails (PCM) system via Ostende and entering at Aachen, Belgium on the Verviers-Cologne traveling office as well as direct mail routes utilizing the port cities of Bremen or Hamburg.

## To Lippe

## Aachen Route (1)



○  
WAY BILL

Baltimore  
New York  
London  
Aachen  
Cologne  
Detmold

October 30, 1866 Baltimore, Maryland registered cover to Detmold, Principality of Lippe prepaid 28¢ PCM rate plus 5¢ registry fee. Registry handstamps, Aachen transit

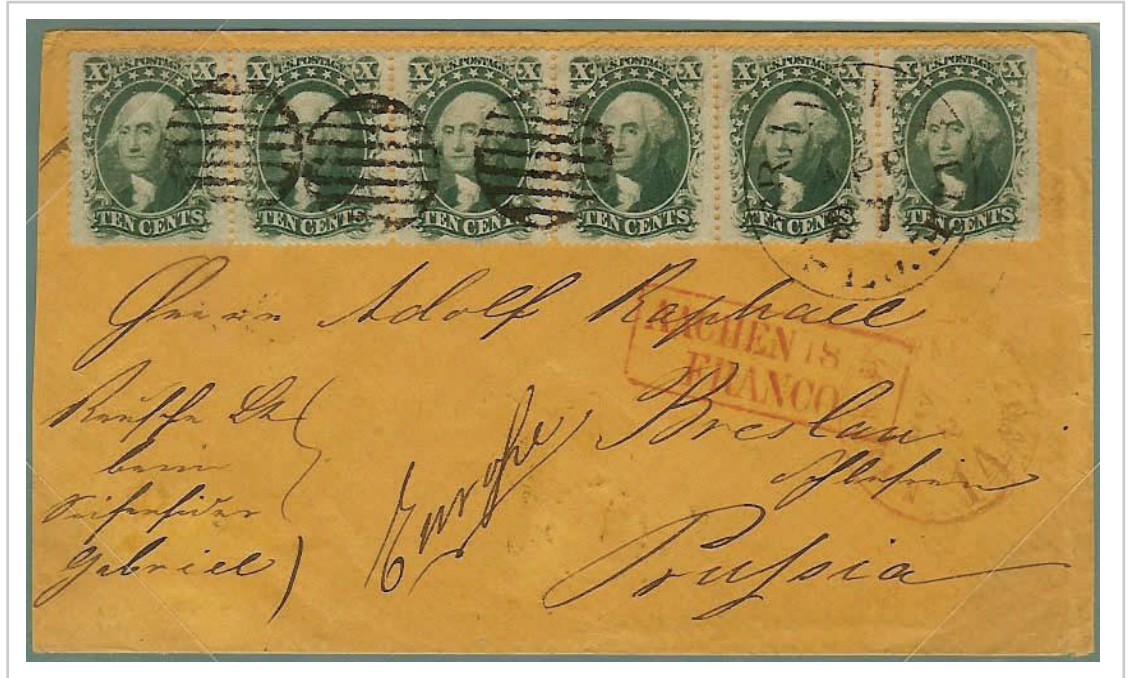
During the 1854-75 period the German States were organized into different political entities. The German Confederation lasted until June 1866, while the North German Union existed from July 1866 to January 1871 when the German Empire was formed.

# Germany

To Prussia

Aachen Route (1)

○  
WAY BILL  
St. Francisville, LA  
New York  
Aachen  
Cologne  
Hannover  
Berlin  
Breslau



April 27, 1860 St. Francisville, Louisiana to Breslau, Province of Silesia, Kingdom of Prussia prepaid double the PCM rate, New York exchange, Aachen transit and Breslau arrival backstamp

To Prussia

Aachen Route (1)



○  
WAY BILL  
New York  
Aachen  
Cologne  
Hannover  
Berlin

November 6, 1861 New York to Berlin, Kingdom of Prussia, prepaid 30¢ PCM rate plus 1¢ carrier fee New York exchange, Aachen transit and Berlin arrival backstamp

*The top cover is addressed to Silesia, province of the Kingdom of Prussia. This area had excellent rail connections to mobilize its abundant mineral and natural resources.*



# Germany

## To Frankfurt

## Aachen Route (1)



○  
WAY BILL

Belleville, Illinois  
New York  
Aachen  
Cologne  
Frankfurt

February 18, 1862 Belleville, Illinois to free city of Frankfurt, unpaid 30¢ PCM rate  
New York exchange, Aachen transit and Frankfurt arrival backstamp

## To Prussia

## Aachen Route (1)

○  
WAY BILL

Buffalo, New York  
New York  
Aachen  
Cologne  
Frankfurt  
-----  
Frankfurt



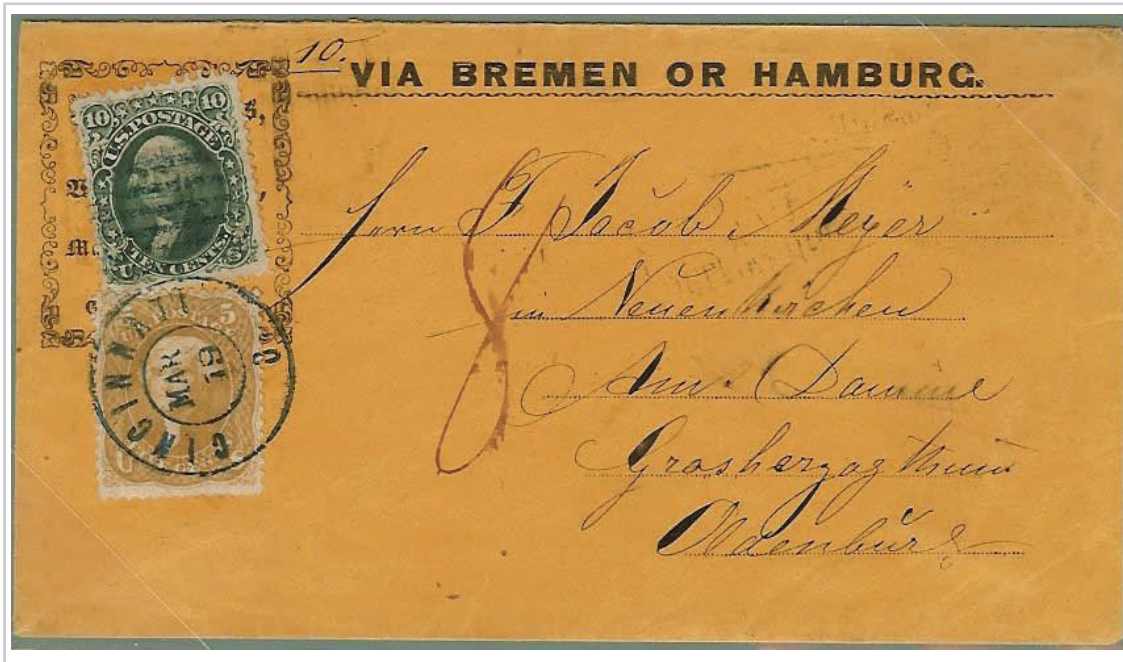
September 3, 1867 Buffalo, New York to Frankfurt, Prussia, prepaid 28¢ PCM rate  
New York Exchange, Verviers-Coeln transit, Frankfurt arrival backstamp  
re-mailed locally with Prussia 1kr 1867 issue

*In 1862 when the top cover was mailed Frankfurt was a free city. However, Frankfurt lost its independence after the Austro-Prussian war because supported Austria. The bottom cover is a use after it was annexed by Prussia in 1866 as part of the province of Hesse-Nassau.*

# Germany

## To Oldenburg

## Hamburg Route (2)



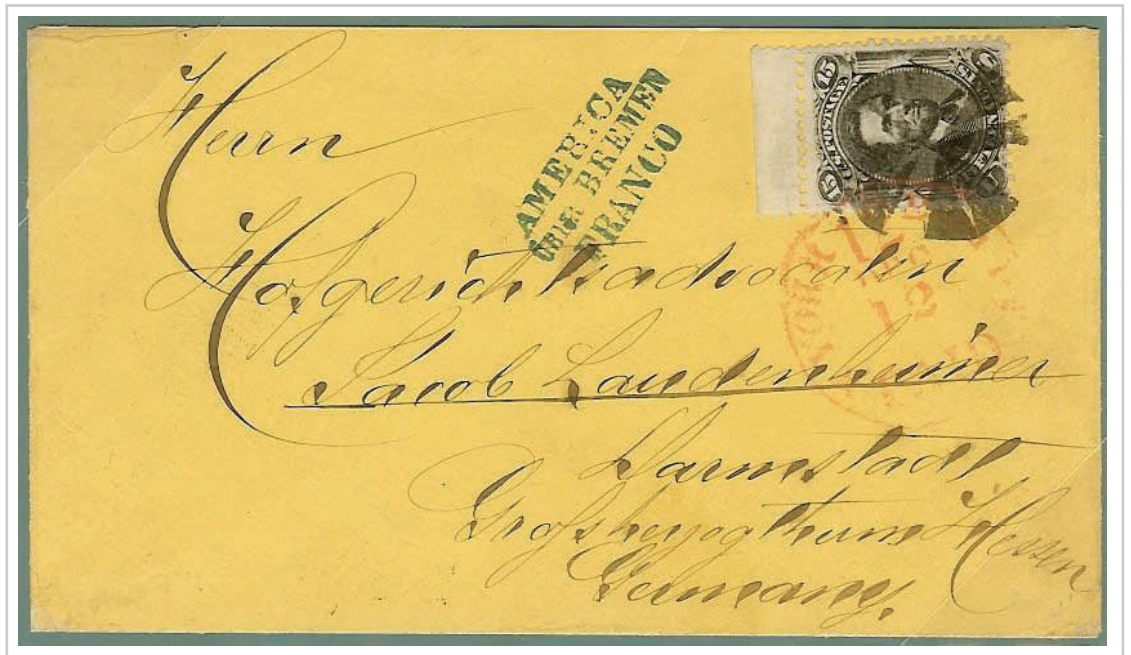
○  
WAY BILL  
Cincinnati, Ohio  
New York  
Hamburg  
Delmenhorst  
Oldenburg

March 19, 1862 Cincinnati, Ohio to Oldenburg, Grand Duchy of Oldenburg, overpaid 13¢ Bremen-Hamburg rate New York exchange, Hamburg transit and Delmenhorst arrival backstamp

## To Hesse-Darmstadt

## Bremen Route (3)

○  
WAY BILL  
New York  
Bremen  
Hannover  
Frankfurt  
Darmstadt



December 17, 1867 New York to Darmstadt, Grand Duchy of Hesse-Darmstadt, paid 15¢ Bremen Rate New York exchnage, Bremen transit and Darmstadt arrival backstamp

*The top cover was sent by Hamburg mails to Oldenburg. Although the postal rate by Bremen or Hamburg mails to the North German Union was 15¢, the rate to Oldenburg was 13¢, since mail was easily sent to the border city of Delmenhorst for internal distribution. The bottom cover was sent from Bremen to Darmstadt by rail.*

# Germany

To Saxony

Hamburg Route (2)



○  
WAY BILL  
New York  
Hamburg  
Magdeburg  
Leipzig  
Dresden

December 14, 1861 New York to Dresden, Kingdom of Saxony, unpaid 15¢ Hamburg rate  
New York exchange, Hamburg transit and Dresden arrival backstamp

To Saxony

Hamburg Route (0)



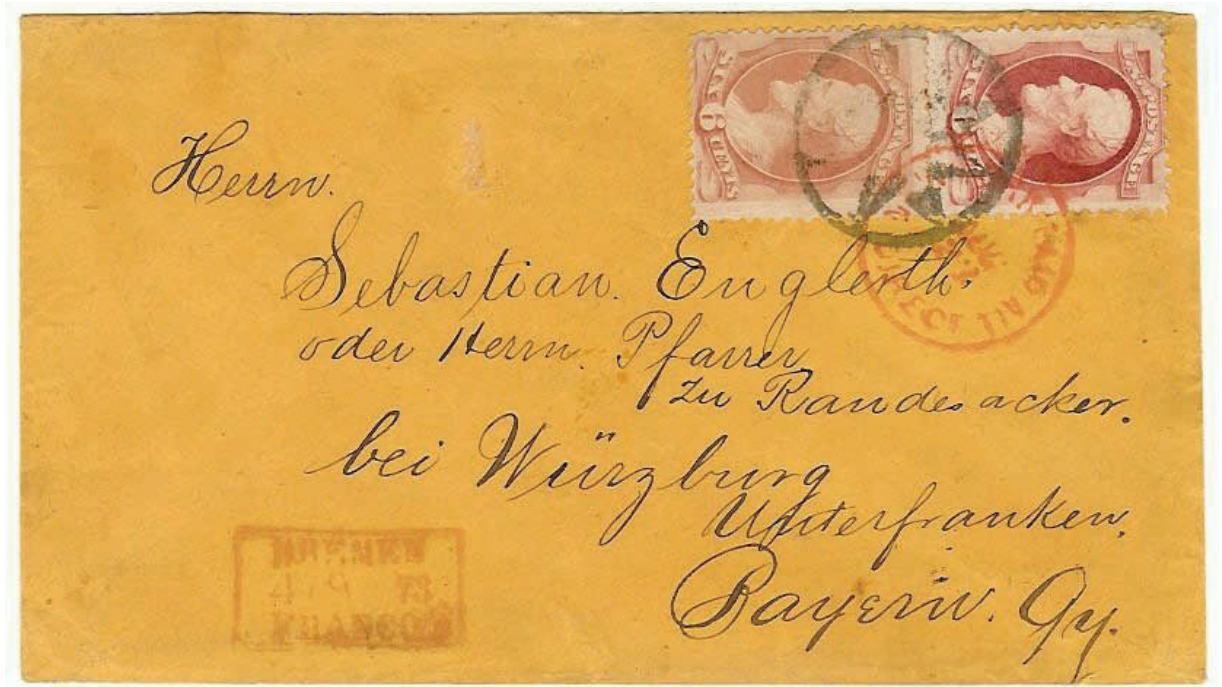
○  
WAY BILL  
New York  
Hamburg  
Magdeburg  
Bürgerholz

June 29, 1866 New York to Bürgerholz, Saxony, prepaid double 15¢ Bremen - Hamburg mail rate  
New York exchange, Hamburg transit, arrival backstamp

# Germany

## To German Empire

## Bremen Route (3)



○  
WAY BILL

New York  
Bremen  
Hannover  
Darmstadt  
Würzburg  
Randersacker

August 22, 1873 New York to Randersacker, Lower Franconia, Kingdom of Bavaria  
paid double 6¢ NGU rate, New York exchange and Bremen transit datestamps

## To German Empire

## Aachen Route (1)



○  
WAY BILL

New York  
London  
Ostende  
Aachen  
Verviers-Cologne  
Frankfurt  
Bamberg  
Nürnberg  
Fürth

July 29, 1869 New York to Fürth, Kingdom of Bavaria, prepaid 15¢ NGU closed mail rate  
New York exchange, Verviers-Cologne transit and Fürth arrival backstamp

Both covers were sent under the guidelines of the U.S.-North German Union postal treaty (January 1868). The top cover was sent direct by Bremen steamer while the bottom cover was sent closed mail via England, Ostende and Aachen to the Verviers-Cologne TPO.

# Benelux



## ROUTES TO BELGIUM, NETHERLANDS AND LUXEMBURG

1. Via Great Britain
2. Via France
3. Via Germany

Letters between the United States and the Benelux countries could be sent as open mail to Great Britain and then onward to destination as unpaid covers from Great Britain or by closed mail in sealed bags which were transmitted between the U.S. and destination country exchange offices. Closed mails could additionally be sent via France or Germany.

## From Netherlands

## Great Britain Route (1)



○  
WAY BILL

Rotterdam  
Moerdyk  
Antwerp  
Ostende  
Dover  
London  
Liverpool  
Boston

December 24, 1862 Rotterdam, Netherlands to Andover, Massachusetts, paid 80c British open mail rate  
London transit, Boston 5¢ due entry postmark

*This cover was sent to the U.S. via the British open mails.*

# Benelux

## To Netherlands

## Great Britain Route (1)

○  
WAY BILL

Baltimore  
New York  
Quentown  
Dover  
Ostende  
Rotterdam  
Utrech  
Amsterdam



August 31, 1869 Baltimore, Maryland to Amsterdam, Netherlands, paid 15¢ Netherlands closed mail rate  
New York exchange postmark, Amsterdam arrival backstamp

## To Belgium

## Great Britain Route (1)



○  
WAY BILL

Cincinnati  
New York  
Liverpool  
London  
Ostende  
Brussels

April 16, 1861 Cincinnati, Ohio to Brussels, Belgium, overpaid 27¢ Belgium closed mail rate  
New York exchange, Ostende transit and Brussels arrival backstamp

The top cover paid the 15¢ rate according to the U.S.-Netherlands convention of January 1, 1868. Both covers were sent to destination as closed mail via Great Britain. The bottom cover was sent under the guidelines of the first U.S.-Belgium postal treaty, signed September 26, 1867.

# Benelux

## To Netherlands

## France Route (2)



○  
WAY BILL

Hartford, Ct.  
Boston  
Calais-Paris  
Valenciennes  
Ghent  
Antwerp  
Ghent  
Moerdyk  
The Hague

September 17, 1861 Hartford, Connecticut to The Hague, Netherlands, paid double 21¢ rate by French mails  
Boston exchange backstamp, Calais entry and The Hague arrival backstamp

## To Belgium

## France Route (2)

○  
WAY BILL

Kensington, PA  
Philadelphia  
Havre  
Paris  
Valenciennes  
Brussels



June 14, 1859 Kensington, Massachusetts to Brussels, Belgium, overpaid 21¢ rate by French mails  
Philadelphia exchange, Havre entry, Paris transit and via Valenciennes-Brussels RR backstamps

○  
WAY BILL  
Echternach  
Stettin  
New York  
St. Paul, MN



July 21, 1871 Echternach, Luxemburg to St. Paul, Minnesota  
paid 32½ centimes (6¢) North German Union direct mail rate

**Fewer than four reported uses from Luxemburg to the United States before 1875**

*Mails between Luxemburg and the United States were regulated under an additional article to the U.S. - North German Union Mail Treaty announced on June 21, 1871. Mails could be sent via the Baltic Lloyd Line of steamers operating between Stettin and New York and single-weight letters could be sent for six cents.*

*The above cover was carried from Stettin on the second voyage of the Baltic Lloyd Line on-board their steamer Franklin which departed Stettin on August 8 and arrived at New York on August 29, 1871.*



# Switzerland



## ROUTES TO SWITZERLAND

1. Via Aachen
2. Via Paris
3. Via Bremen

*Mails between the United States and Switzerland were primarily handled by the Prussian Closed Mail (PCM) system via Ostende and Aachen. Additionally, mail could be sent by the French Mail system via Huningen or by the Bremen Mails via Frankfurt.*

## To Switzerland

## Aachen Route (1)



WAY BILL

Cape Vincent, NY  
New York  
Aachen  
Cologne  
Frankfurt  
Basel  
Olten  
Lausanne  
Geneva

July 16, 1861 Cape Vincent, New York to Geneva, Switzerland, prepaid 6¢ PCM **newspaper rate** prepaid only to border of GAPU handstamp, Geneva arrival backstamp

*This patriotic cover, refolded into a newspaper wrapper, was carried by the Prussian mails to Basel via Cologne and Frankfurt. The border city of Basel connected Switzerland with the French and German railroads.*

# Switzerland

## To Switzerland

## Aachen Route (1)



○  
WAY BILL

Sherrill's Mount, Iowa  
Chicago  
Aachen  
Basel  
Olten  
Werdenberg

September 7, 1863 Sherrill's Mount, Iowa to Werdenberg, Switzerland  
prepaid 30¢ only to border of GAPS handstamp, Chicago exchange, Aachen transit and arrival backstamp

## To Switzerland

## Paris Route (2)

○  
WAY BILL

New York  
Calais  
Paris  
Huningen  
Basel  
Olten  
Zurich  
Winterthur  
Gottlieben



August 12, 1861 New York to Gottlieben, Switzerland, prepaid 21¢ French mail rate  
New York exchange, Calais French entry, Winterthur transit and Gottlieben arrival backstamp

*The hub of the Swiss railway system was the city of Olten, situated between Lucerne and Basel. The internal rail-road network was divided into several segments. These covers were both carried on the Olten-Winterthur route.*

# Switzerland

To Switzerland

Aachen Route (1)



Paid Wells Fargo printed frank and their oval Paid handstamp



WAY BILL

San Francisco  
New York  
Aachen  
Cologne  
Frankfurt  
Basel  
Olten  
Geneva

August 1864 San Francisco to Geneva, Switzerland  
carried privately by Wells Fargo & Co. from San Francisco overland to New York  
prepaid Wells Fargo franked entire (cost 10¢) plus 68¢ in adhesives (four color franking)  
August 30, 1864 entered mails to Switzerland as overpaid double PCM rate  
Aachen transit and Geneva arrival backstamp

*The hub of the Swiss railway system was the city of Olten, situated between Lucerne and Basel. The internal rail-road network was divided into several segments. This cover was carried on the Olten-Geneva route.*

# Switzerland

## To Switzerland

## Paris Route (2)

○  
WAY BILL

Washington, DC  
New York  
Brest  
Paris  
Huningen  
Basel  
Olten  
Zurich  
Egelshofen



June 21, 1865 Old Capitol Prison, Washington, D.C. to Egelshofen, Switzerland, overpaid 21¢ French mail rate  
New York exchange, Havre French entry, Basel-Olten and Olten-St. Gallen Railway backstamps

**The only recorded cover from the Old Capitol Prison to a foreign destination**

## To Switzerland

## Bremen Route (3)



○  
WAY BILL

Highland, Illinois  
New York  
Bremen  
Hannover  
Frankfurt  
Basel  
Olten  
Zurich

April 1, 1867 Highland, Illinois to Zurich, Switzerland, prepaid 19¢ Bremen - Hamburg rate  
New York exchange, Bremen Paid and Grand Duchy of Baden RR transits, Zurich arrival backstamps

*The top cover was carried by French mails, via Paris, to the border city of Hüningen (Alsace) for transmission to Basel. The bottom cover was sent by Bremen mails. It reached Basel by rail through Hannover, Frankfurt and the Grand Duchy of Baden.*

# Austria



## ROUTES TO AUSTRIA

1. Via Paris
2. Via Bremen/Hamburg
3. Via Aachen

*Although the French mail system could be used for mail between Austria and the United States, most mail to the northern sections was routed through the Prussian closed mail system or the Bremen - Hamburg mails. Prussian mails were dispatched through Prussia and Bavaria to Vienna. Hamburg and Bremen mails reached Vienna via Berlin and Breslau.*

## From Austria

## Paris Route (1)



○
WAY BILL
Trento
Milan
Torino
Culoz
Paris
Calais
London
Liverpool
New York
St. Louis, Missouri

July 12, 1858 Trento, Austria to St. Louis, Missouri, paid 42 kreuzer Prussian mail rate  
Culoz French entry from Austria datestamp, New York transit

*This cover was mailed from Trento, province of Tyrol, in the Austrian Empire. During the 19th century, Trento and Trieste, cities with ethnic Italian majorities belonging to the Austrians, became icons of the Italian unification movement. The letter was fully paid under the Prussian closed mail convention but transmitted on the French mails.*

# Austria

To Austria

Bremen Route (2)



○  
WAY BILL

Boston  
New York  
Bremen  
Hannover  
Berlin  
Breslau  
Vienna

February 16, 1865 Boston to Vienna, Austria, prepaid 15¢ Bremen mail rate  
New York exchange, Bremen transit and Vienna arrival backstamp

To Austria

Hamburg Route (2)



○  
WAY BILL

New York  
Hamburg  
Vienna

November 14, 1867 New York to Vienna, Austria, paid 15¢ Hamburg mail rate  
New York exchange, Hamburg transit and Vienna arrival backstamps

# Austria

## To Austria

## Aachen Route (3)



○  
WAY BILL

Hartford, Connecticut  
Boston  
Aachen  
Cologne  
Berlin  
Breslau  
Vienna  
Trieste

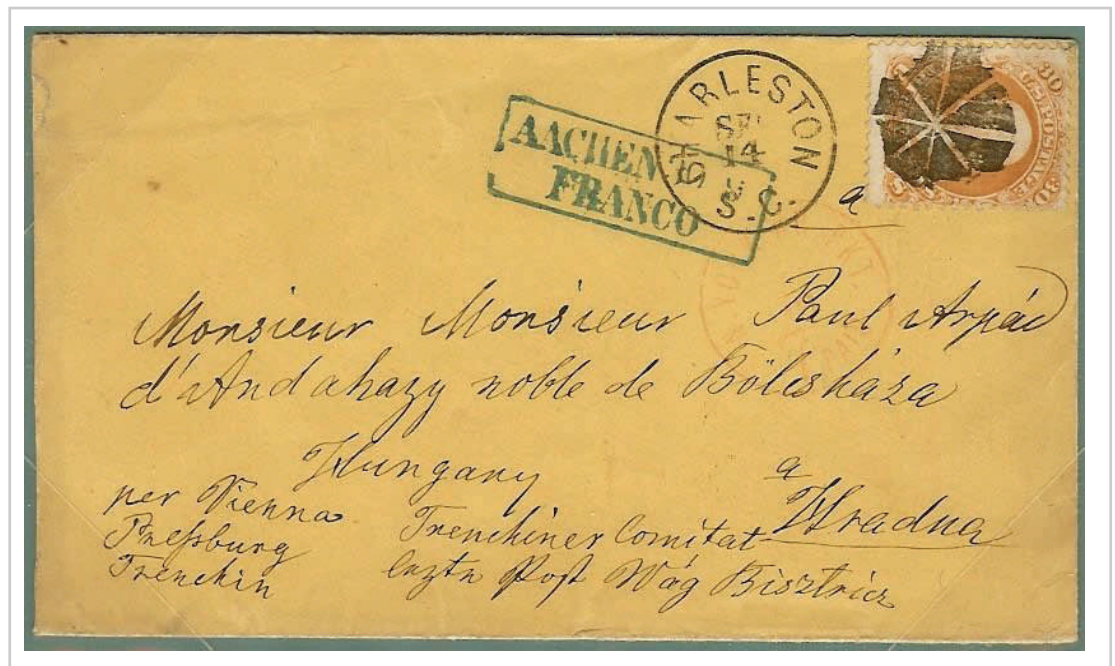
February 27, 1865 Hartford, Connecticut to Trieste, Austrian Empire, prepaid 30¢ PCM rate  
Boston exchange, Aachen transit and Trieste arrival backstamp

## To Hungary

## Aachen Route (3)

○  
WAY BILL

Charleston, SC  
Boston  
Aachen  
Hannover  
Berlin  
Breslau  
Vienna  
Presburg  
Trenschin  
Hradna



September 14, 1865 Charleston, South Carolina to Hradna, Hungary, overpaid 28¢ PCM rate  
New York exchange, Aachen and Presburg transits markings

The top cover was carried by rail between Vienna and Trieste. Rail development extended late into the Hungarian territory. The bottom cover was sent from Vienna to Presburg (today Bratislava) by rail. This was an important station on the main rail connection between Vienna and Budapest that served as a distribution point for smaller offices, such as Hdrana, which were served by a stage coaches.

# Greece



## ROUTES TO GREECE

1. Via Marseille
2. Via Trieste

### To Greece

### Marseille Route (1)

○  
WAY BILL

New York  
Havre  
Paris  
Marseille  
Messina  
Piraeus  
Athens



October 20, 1860 New York to Athens, Greece, prepaid 1¢ carrier fee, unpaid 30¢ French mail rate  
New York exchange and Havre French entry, Paris transit, Athens arrival backstamp  
**The only reported use to Greece with prepaid carrier fee**

### To Greece

### Trieste Route (2)



○  
WAY BILL

Knob Noster, MO  
New York  
Bremen  
Hannover  
Berlin  
Breslau  
Vienna  
Trieste  
Athens

October 25, 1869 Knob Noster, Missouri to Athens, Greece, overpaid the 18¢ NGU direct rate  
Bremen exchange marking, Athens arrival backstamp



# Iberia



## ROUTES TO IBERIA (and Atlantic Colonies)

1. Via Bayonne
2. Via Behovia
3. Via Lisbon
4. Special Route

*This section includes Spain, Portugal and the Portuguese colonies of Madera and cape Verde (not shown on map but located off west coast of Africa). During the 1860's the British and French postal systems were used for mail exchanged between the United States and these countries.*

## To Spain

## Bayonne Route (1)



○  
WAY BILL

- New York
- Queenstown
- London
- Paris
- Bayonne
- Irun
- Cadiz

September 7, 1869 New York to Cadiz, Spain, overpaid 22¢ British mail rate  
New York exchange, London transit and Cadiz arrival backstamp

*This cover was carried by British mails. After London arrival it was enclosed in a bag directed to the Spanish exchange office in Irun. It was sent as closed mail via France and reached Cadiz by rail.*

# Iberia

## To Spain

## Behovia Route (2)

○  
WAY BILL

Havana  
New York  
Calais-Paris  
Behovia  
La Junquera  
Barcelona



February 15, 1862 New York, forwarded from Havana, Cuba to Barcelona, Spain, paid double 21¢ French rate  
New York exchange, Calais French entry, La Junquera transit and Barcelona arrival backstamp

## To Portugal

## Special Route (4)



○  
WAY BILL

Toledo, Ohio  
New York  
London  
Southampton  
Oporto  
Lisbon

June 11, 1867 Toledo, Ohio to USS *Swatara* to the care of B. F. Stevens in London, prepaid 24¢ treaty rate  
forwarded by diplomatic pouch to Lisbon, Portugal where the ship was stationed

*The top cover was carried by French mails to Paris for transmission to the La Junquera exchange office. The bottom cover was forwarded from London to the U.S.S. Swatara by B.F. Stevens. He was an appointed forwarding agent by the State Department with the responsibility of distributing mail to naval personnel serving in the European squadrons. The U.S.S. Swatara was at Lisbon, Portugal from July 1 to August 6, 1867.*

# Iberia

## To Gibraltar

## Bayonne Route (1)



○  
WAY BILL  
Cincinnati, Ohio  
New York  
Havre  
Paris  
Bayonne  
Irun  
Cadiz  
Gibraltar

August 22, 1867 Cincinnati, Ohio to Gibraltar, prepaid 21¢ French mail rate  
French entry postmark and Gibraltar arrival datestamp

## To Madiera

## Lisbon Route (3)



○  
WAY BILL  
New York  
London  
Southampton  
Oporto  
Lisbon  
Funchal

August 2, 1870 New York to Funchal, Madeira, prepaid 16¢ British mail rate  
London transit and Gibraltar arrival datestamp

The top cover was routed overland through France and Spain. It reached Gibraltar by rail from the Irun exchange office, via Madrid, Seville and Cadiz. The letter is addressed to the care of the steamer Quaker City at Gibraltar. Mark Twain was aboard on this cruise and his book "Innocents Abroad" was based on this trip.

○  
WAY BILL

Norfolk  
New York  
Southampton  
Lisbon  
Cape Verde



October 23, 1856 Norfolk, Virginia to Porto Grande, Cape Verde, paid 65¢ rate by British mails  
New York exchange and London transit postmarks

### Five reported covers from United States to Cape Verde

*This was carried by sea from Southampton by the Royal Mail Steam Packet Company's Brazil line. An 1859 convention between Great Britain and Portugal provided for conveyance between Southampton and Oporto, Lisbon, Funchal and St. Vincent (Cape Verde) by British ships.*

# Russian Empire



## ROUTES TO RUSSIAN EMPIRE

1. Via Aachen
2. Via Hamburg

*Mails to the Russian Empire, which included Finland, passed through Germany. Transmission beyond was dependant largely on the development of the railroad system. These rail and steamer connections are annotated in the paragraphs at foot of each page.*

## To Russia

## Aachen Route (1)



○  
WAY BILL

Portland  
Quebec  
Londonderry  
Liverpool  
Aachen  
Berlin  
Stettin  
St. Petersburg

July 19, 1861 Portland, Maine to St. Petersburg, Russia, prepaid double 37¢ PCM rate  
Portland exchange office datestamp and Aachen transit postmarks

*This cover was sent from Aachen to Stettin via Berlin. A regular weekly summer steamship service between Stettin and Kronstadt ( port of St. Petersburg) carried the letter to destination.*

# Russian Empire

## To Russia

## Hamburg Route (2)



○  
WAY BILL

New York  
Hamburg  
Berlin  
Breslau  
Krakow  
Warsaw  
Vilnius  
St. Petersburg  
Moscow

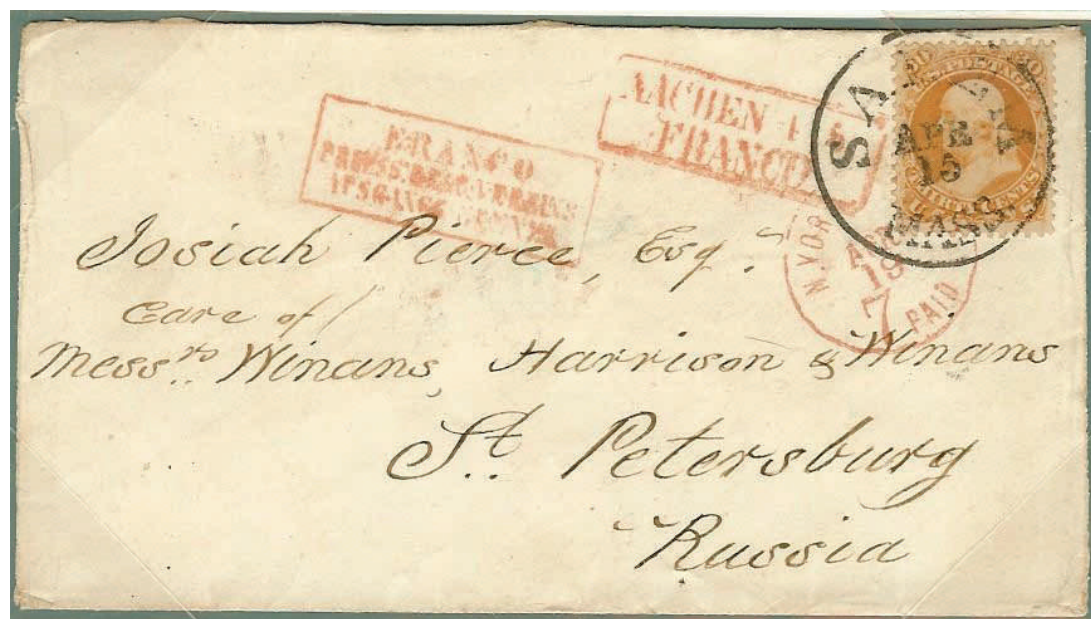
September 1, 1868 New York to Moscow, Russia, overpaid 15¢ NGU direct mail rate  
New York exchange datestamp and Hamburg transit

## To Russia

## Aachen Route (1)

○  
WAY BILL

Salem, Mass.  
New York  
Liverpool  
Aachen  
Berlin  
Bromberg  
Danzig  
Kaliningrad  
Vilnius  
St. Petersburg



April 15, 1861 Salem, Mass. to St. Petersburg, Russia, prepaid 30¢ PCM rate to German Confederation border  
New York exchange, Aachen Paid to Border handstamp, St. Petersburg arrival backstamp

*The St. Petersburg - Moscow railroad was completed in 1851. The Warsaw - Vilnius segment of the Warsaw - St. Petersburg line was not finished until 1862. Both letters were sent by rail from Bromberg to the Prussian border city of Kaliningrad for further transmission to Vilnius on the Kaliningrad - Vilnius line.*

# Russian Empire

## To Russia

## Aachen Route (1)

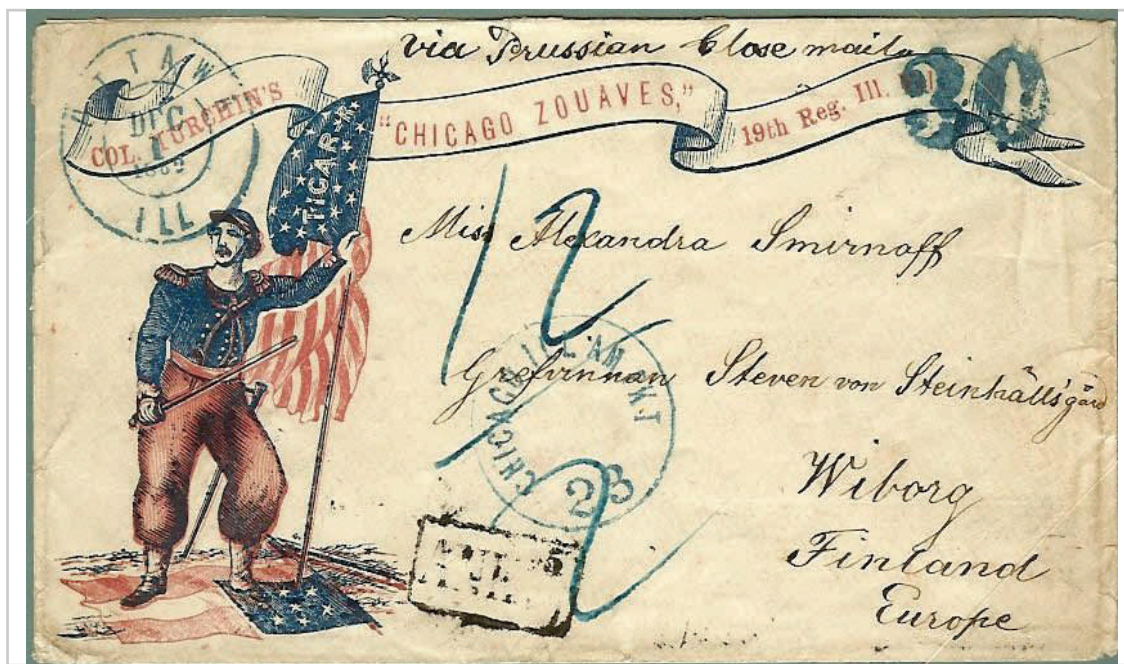


- WAY BILL
- Portland
- New York
- Aachen
- Berlin
- Breslau
- Krakow
- Warsaw
- Vilnius
- Dunaburg
- St. Petersburg

October 30, 1865 Portland, Maine to St. Petersburg, Russia, prepaid 45¢ PCM rate  
New York exchange, Aachen transit and Russian arrival backstamp

## To Finland

## Aachen Route (1)



- WAY BILL
- Ottawa, Illinois
- Chicago
- Liverpool
- Aachen
- Berlin
- Breslau
- Krakow
- Warsaw
- St. Petersburg
- Wiborg

December 1, 1862 Ottawa, Illinois to Wiborg, Grand Duchy of Finland, unpaid 37¢ PCM rate  
Chicago exchange office datestamp, Verviers-Coeln and St. Petersburg transit backstamps, Finnish arrival

Both covers was carried on the Warsaw - St. Petersburg railroad line. The bottom cover then carried onward to Wiborg, Finland.

# Russian Empire

## To Finland

## Aachen Route (1)

- WAY BILL  
New York  
London  
Aachen  
Berlin  
Bromberg  
Danzig  
Kaliningrad  
Vilnius  
St. Petersburg  
Helsingfors



May 14, 1861 New York to Helsingfors, Finland, paid 37¢ rate by Prussian closed mails  
New York exchange, Aachen and St. Petersburg transits, Finnish arrival backstamp

**The only reported example of this franking to Finland**

*The Warsaw - Vilnius segment of the Warsaw-St.Petersburg line was not finished until 1862. This letters was sent by rail from Bromberg to the Prussian border city of Kaliningrad for further transmission to Vilnius on the Kaliningrad - Vilnius line which had been completed in December 1860.*



# Italy



## ROUTES TO ITALY

1. Via Mount Cenis
2. Via St. Gotthard Pass
3. Via Brenner Pass
4. By Sardinian Packet
5. By French Direct Line
6. By French Indirect Line

*Mail between the Italian States and Italy and the United States was carried over three principal land routes and three main sea routes. The majority of the mails to northern Italy traveled over one of the three passes as determined by destination and mail service of arrival. France operated a direct line of steamers to serve their interest in Rome, and an indirect line that stopped at several ports. Sardinian packets were also employed.*

## From Modena

## Mt. Cenis Pass Route (1)



○  
WAY BILL

- Carrara
- Sarzana
- Genoa
- Torino
- Mt. Cenis
- Culoz
- Paris
- London
- Liverpool
- New York
- Philadelphia

Apr 11, 1855 Carrara, Duchy of Modena to Philadelphia, prepaid 190 centesimi to U.S. port of entry sent via Sarzana (Sardinia-Tuscany) via Mt. Cenis route and onward as closed mail across France to London London transit, Philadelphia exchange office entry and 21¢ due for carriage from England by American packet

*This cover was sent according to the guidelines of the March 1, 1859 Sardinian-Modenese Convention. Sarzana was the exchange office between Modena and Sardinia.*

# Italy

## To Tuscany

## Mt. Cenis Pass Route (1)



- WAY BILL
- Boston
  - Liverpool
  - Calais-Paris
  - Culoz
  - Mt.Cenis
  - Torino
  - Piacenza
  - Bologna
  - Firenze

October 9, 1860 Boston to Florence, Piedmont-Sardinia, prepaid 27¢ French mail rate  
Boston exchange backstamp, Calais French entry, Torino transit and Firenze arrival backstamps

## To Tuscany

## Mt. Cenis Pass Route (1)

- WAY BILL
- Boston
  - Liverpool
  - Paris-Calais
  - Culoz
  - Mt. Cenis
  - Torino
  - Piacenza
  - Bologna
  - Firenze



May 29, 1863 Boston to Florence, Italy, prepaid for 28¢ Bremen rate but send overpaid 21¢ French mail rate  
Boston exchange backstamp, Calais French entry, Torino transit and Firenze arrival backstamps

*The unwillingness of the Papal Government to concede the construction of railways lines led to a slow development of the Southern railway network. Both covers were carried from Bologna to Firenze by coach. The Bologna-Firenze line was completed in 1864.*

# Italy

From Tuscany

French Indirect Line (6)



○  
WAY BILL

Livorno  
Marseille  
Paris-Calais  
Liverpool  
Boston  
New York

April 28, 1856 Livorno, Grand Duchy of Tuscany to New York, prepaid 28 crazie per 6 denari (7.1 grams) by packet to Marseille with Marseille from Tuscany entry, Boston transit with 5¢ for carriage by British packet carried by French steamer *Vatican* that departed Livorno on April 28, 1856

*Mail to western port cities of Italy was additionally handled by weekly service by the French Indirect Line steamers. This service operated between Marseille and Malta with intermediate stops at Genoa, Livorno, Civitavecchia, Naples, and Messina.*

# Italy

## To Sardinia

## St. Gotthard Pass Route (2)

○  
WAY BILL

New York  
Bremen  
Frankfurt  
Basel  
Lucerne  
Gotthard Pass  
Milan  
Torino



June 17, 1865 New York to Torino, Italy, prepaid old 30¢ Bremen mail rate which had been reduced to 23¢  
New York exchange, Bremen transit, Basel-Olten, Lucerne, Como-Milano, and Torino arrival backstamps

## To Papal States

## Brenner Pass Route (3)



○  
WAY BILL

Baltimore  
New York  
Hamburg  
Innsbruck  
Brenner Pass  
Verona  
Milan  
Bologna  
Firenze  
Rome

April 4 1868 Baltimore, Maryland to Rome, Papal States, overpaid 14¢ NGU direct rate  
Baltimore foreign mail postmark, Hamburg and Verona transits, Rome arrival backstamp

*The Gotthard Pass was the preferred route after the 1859 annexation of Lombardy to the Kingdom of Italy .  
The top letter traveled the Piacenza-Bologna rail line, the only one that connected different pre-unification  
states. The bottom cover was sent prior to November 1870, when Rome became part of the Italian Kingdom.*

# Italy

From Papal States

French Direct Line (5)



- WAY BILL
- Rome
- Civitavecchia
- Paris
- London
- Londonderry
- Portland
- Detroit
- Cincinnati

Jan 30, 1862 Rome to Cincinnati, Ohio, prepaid double 32 bajocchi French mail rate  
Marseille from Pontifical States French entry, London transit, Detroit exchange office entry postmarks  
carried by French Direct Line steamer *Vatican*

*This letter was carried from Civitavecchia to Marseille by a packet boat of the French Direct Line. Calls were made only at Civitavecchia and Naples. This line was introduced to supply French troops stationed in the Papal States. Calls at Genoa, Livorno and further southern ports were avoided.*

# Italy

## To Papal States

## French Direct Line (5)



○  
WAY BILL

New York  
London  
Calais  
Paris  
Marseille  
Civitavecchia  
Rome

CIVITAVECCHIA  
DALLA  
VIA DI MARE

December 31, 1861 Boston, Massachusetts to Rome, prepaid 27¢ French mail rate with 24¢ steel blue shade Boston exchange, Calais French entry, “Civitavecchia Dalla Via Di Mare” handstamp

## To Papal States

## French Direct Line (5)

*Netto fuori, e dentro*

○  
WAY BILL

Newport, Rhode Island  
New York  
London  
Calais  
Paris  
Marseille  
Civitavecchia  
Rome



July 25, 1865 Newport, Rhode Island to Rome, prepaid 28¢ Bremen mail rate, sent overpaid French mails disinfected (fumigated with slits) at Civitavecchia

*The top cover, from the period before the fourth cholera pandemic, was sent by steamers of the French Messageries Imperiales Italy Direct Line. With the beginning of the cholera epidemic starting in mid 1865, quarantine measures and the disinfection of mail were introduced in many places in Italy. An early example of mail disinfected at Civitavecchia is shown at bottom.*

# Italy

## From Papal States

## French Direct Line (5)



○  
WAY BILL  
Rome  
Marseille  
St. Michel  
London  
Liverpool  
Boston  
Philadelphia

Feb 24, 1870 Rome, Papal States to Philadelphia, prepaid 1.15 lire French mail rate  
St. Michel French entry, London transit and Philadelphia arrival postmarks

## To Sicily

## Sardinian Packet (4)

○  
WAY BILL  
New York  
Calais-Paris  
Culoz  
Mt. Cenis  
Torino  
Genoa  
Palermo



May 3, 1865 New York to Palermo, Italy overpaid 21¢ rate by French mails  
Calais French entry, Genoa transit and Palermo arrival backstamps

*The bottom cover was carried to Palermo from Genoa by Italian packets. The International Sanitary Conference recommended that packet services to Mediterranean ports be suspended to prevent further spread of cholera. Italy utilized Sardinian packets to supply Southern Italy with food, medicines and arms ignoring the recommendations of the public health authorities.*



○  
WAY BILL

Naples  
Civitavecchia  
Livorno  
Genoa  
Marseille  
Havre  
Southampton  
New York



March 27, 1860 Naples to New York, 47g French mail rate made up with two 20g **postal forgeries**  
Marseille French entry from Sicily, Havre transit and New York exchange arrival postmarks

**The only reported example to the United States**

*Mail to the southern region was handled by French Indirect Line steamers. This service operated between Marseille and Malta with calls at all the intermediate ports. This cover was carried by steamer Paulsilippe which left Malta on March 24, picked up mail at Naples on March 27, and arrived in Marseille on March 31, 1860.*

*This cover is franked with two 20g postal forgeries used to defraud the post office used in combination with genuine 2g and 5g.*



# Africa



## ROUTES TO AFRICA

1. Via African Line
2. Via Union Line
3. Via Peninsular & Orient Line
4. Via Algiers
5. Via Suez
6. Special Route

*Mail between the United States and Africa was handled by sea routes. Three British Lines were used. The African Steamship Company operated monthly service between Liverpool and Fernando Po. The Union Steam Ship Company operated monthly service between Plymouth and Cape Town and the Peninsular and Orient (P&O) Line operated across the Mediterranean Sea. French Lines also operated on the Mediterranean to and from Northern Africa.*

## From Liberia

## African Line (1)



○	WAY BILL
○	Greenville
○	Monrovia
○	Sierra Leone
○	Teneriffe (Canary Is.)
○	Madeira
○	Liverpool
○	Quebec
○	Portland
○	Round Pond

1865 Greenville, Liberia to Round Pond, Maine, 33¢ British rate partially prepaid with adhesives  
 Liverpool Paid transit and Portland exchange datestamps

### **The only reported Liberia first issue use from Greenville to United States**

*After carriage from Greenville to Monrovia, this cover was carried by the African Steamship Co. from Monrovia to Liverpool. The transatlantic service was provided by the Allan Line. Upon arrival at Quebec the cover was transmitted to Portland by rail.*

# Africa

## To Fernando Po

## African Line (1)



○  
WAY BILL

Brunswick, Maine  
Boston  
Queenstown,  
London  
Liverpool  
Teneriffe, Canary Is.  
Freetown  
Monrovia  
Fernando Po  
Loando

February 19, 1861 Brunswick, Maine to USS *Mohican* at Loando, West Coast of Africa, paid 33¢ British mail rate Boston exchange, London Paid transit, docketing on reverse indicates June 9, 1861 arrival

## To Gabon

## African Line (1)

○  
WAY BILL

Stockton, NJ  
Philadelphia  
London  
Liverpool  
Madeira  
Freetown  
Gabon



June 7, 1875 Stockton, New Jersey to Gabon River, Lower Guinea, West Africa, paid 16¢ rate British mail rate Philadelphia exchange, London transit, docketing on reverse indicates arrival October 11, 1875

Both covers were carried by steamers of the African Steam Ship Co. The service consisted of a monthly departure from Liverpool to the island of Fernando Po with stops at different ports of the African West Coast. The top cover is addressed to the USS *Mohican* while on slave patrol with the African Squadron which was headquartered at Loando (now Luanda, Angola). The U.S. Navy carried mail from the post office at Fernando Po to the squadron.

# Africa

## To Cape of Good Hope

## Union Line (2)



○  
WAY BILL

Boston  
Liverpool  
London  
Plymouth  
Cape Town  
Port Elizabeth

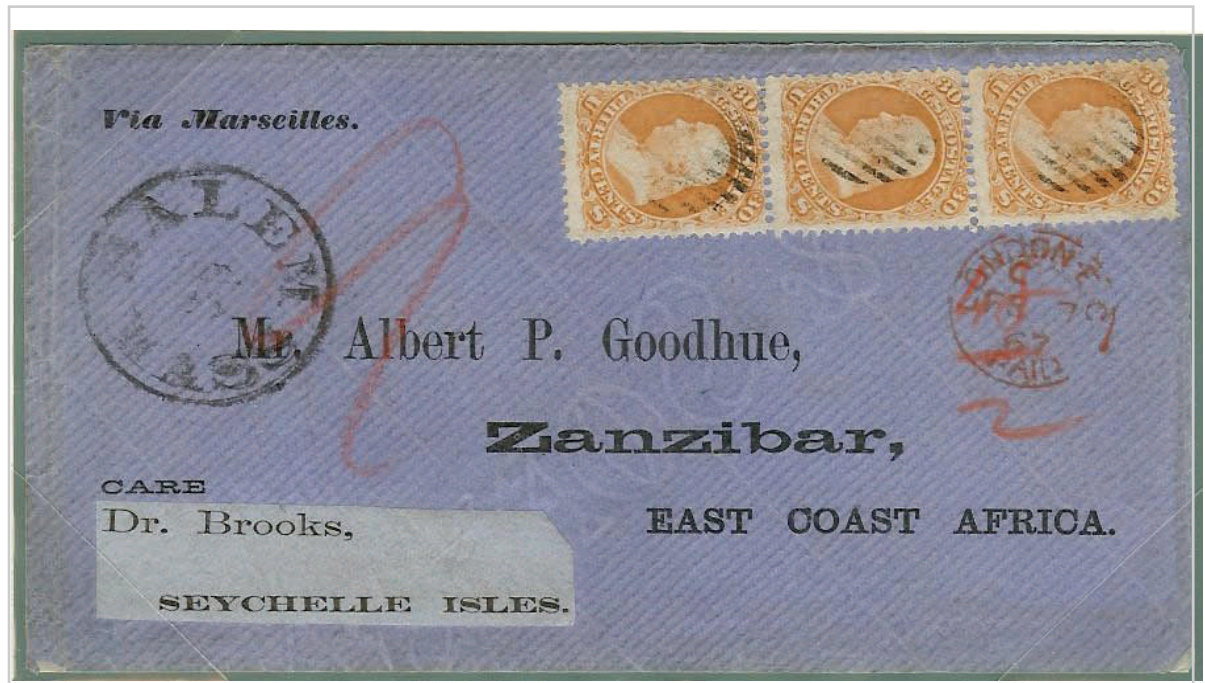
September 18, 1863 Boston to Port Elizabeth, Cape of Good Hope, prepaid 45¢ British mail rate  
Boston exchange, London Paid and Cape Town transits, Port Elizabeth arrival backstamp

## To Zanzibar

## Union Line (2)

○  
WAY BILL

Salem, Massachusetts  
New York  
Liverpool  
London  
Plymouth  
Cape Town  
Natal  
Mauritius  
Seychelles Isles  
Zanzibar



January 25, 1867 Salem, Massachusetts to Zanzibar, prepaid double 45¢ British mail rate  
Boston exchange, London Paid and Mauritius transit backstamp

*Both covers were carried by steamers of the Union Steam Ship Co. From 1857 the Company transported monthly mails between Plymouth and the Cape of Good Hope. In December 1864 the route was extended from Cape Town to Mauritius, via Natal. The bottom cover reached Zanzibar via Mauritius and from the Seychelles by a local brancher.*

# Africa

## To Zanzibar

## P&O Line (3)



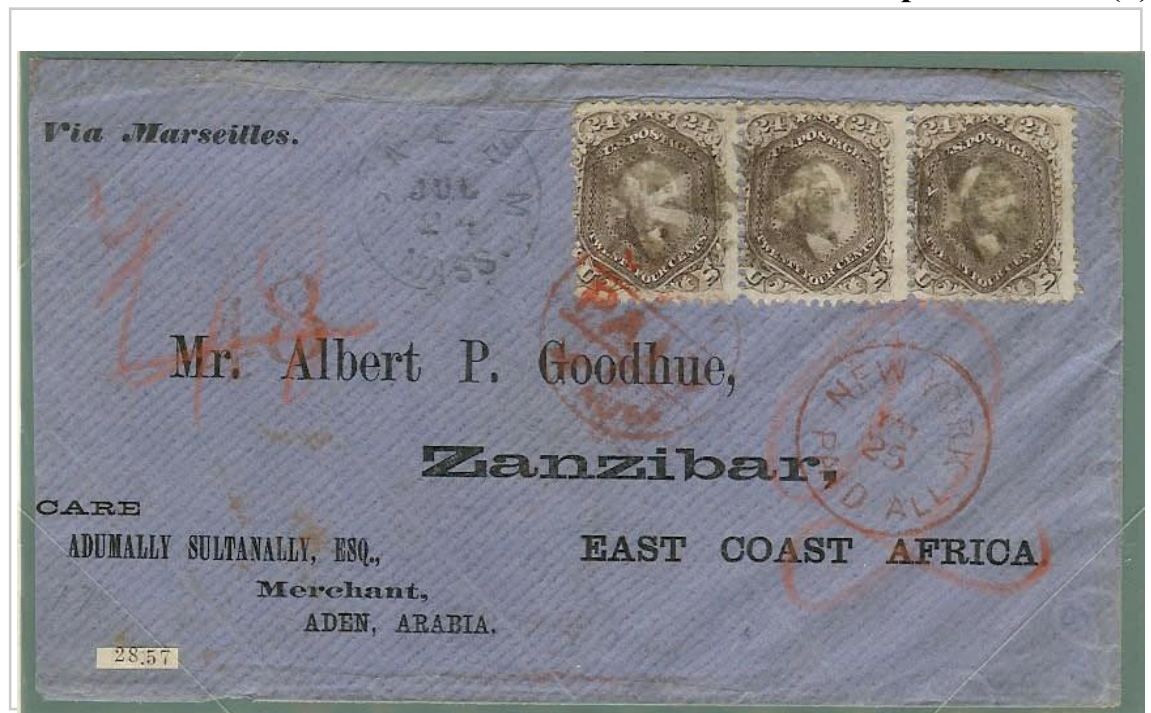
- WAY BILL
- Salem, Massachusetts
- Boston
- Queenstown
- London
- Marseille
- Alexandria
- Suez
- Aden
- Seychelles Isles
- Zanzibar

March 1866 Salem, Massachusetts to Zanzibar, prepaid 45¢ British mail rate  
Boston exchange and London Paid transit, 4½d colonial credit

## To Zanzibar

## Special Route (6)

- WAY BILL
- Salem, Massachusetts
- New York
- London
- Marseille
- Alexandria
- Suez
- Aden
- Zanzibar



July 24, 1868 Boston to Zanzibar, prepaid double 36¢ British mail rate to Aden  
New York exchange, London paid transit and Steamer-Point Aden backstamp

The top cover was carried by a P&O Line branch steamer between Aden and Mauritius via the Seychelles Islands. The transmission from the Seychelles to Zanzibar depended on a local brancher. P&O discontinued this service at the beginning of the malaria outbreak in June 1866. The bottom cover reached Zanzibar from Aden by private transmission.

# Africa

To Mauritius

P&O Line (3)



○  
WAY BILL  
Nantucket, Mass.  
Boston  
New York  
Liverpool  
Marseille  
Alexandria  
Suez  
Aden  
Mauritius

April 9, 1862 Nantucket, Massachusetts to Mauritius, prepaid 45¢ rate via Marseille  
Boston exchange, London Paid transit and Mauritius arrival backstamps

**Fewer than five reported examples from United States to Mauritius in period**

*The government of Mauritius funded the carriage of mail between Suez and Port Louis between 1860 and 1866. The 4½ pence credit indicates 3½d due to Mauritius plus 1d colonial rate.*

# Africa

## From Mauritius

## P&O Line (3)



○  
WAY BILL

Mauritius  
Point de Galle  
Aden  
Suez  
Alexandria  
Malta  
Gibraltar  
Southampton  
Liverpool  
New York

September 5, 1866 Mauritius to Princeton, New Jersey, paid 1sh 2d (28¢) rate to U.S. port of entry London Paid and New York exchange transits, postage due 5¢

## To Algeria

## Algiers Route (4)

○  
WAY BILL

Boston  
Queenstown  
London  
Calais-Paris  
Marseille  
Algiers  
Mostaganem



December 11, 1861 Boston to Mostaganem, Algeria, prepaid double 15¢ French mail rate Boston exchange, French entry and Mostaganem arrival backstamp

*In 1865 the Union Line extended the service from Mauritius to Ceylon. After 1866 mail to the East Coast of Africa was sent to Point de Galle by ships of P&O to be collected their by Union Line steamers.*

*In April 1854 a direct service between Marseille and Algiers with three monthly departures was established. Coastal auxiliary lines connected the ports cities of Tangier, Oran, Mostaganem and Tunis.*

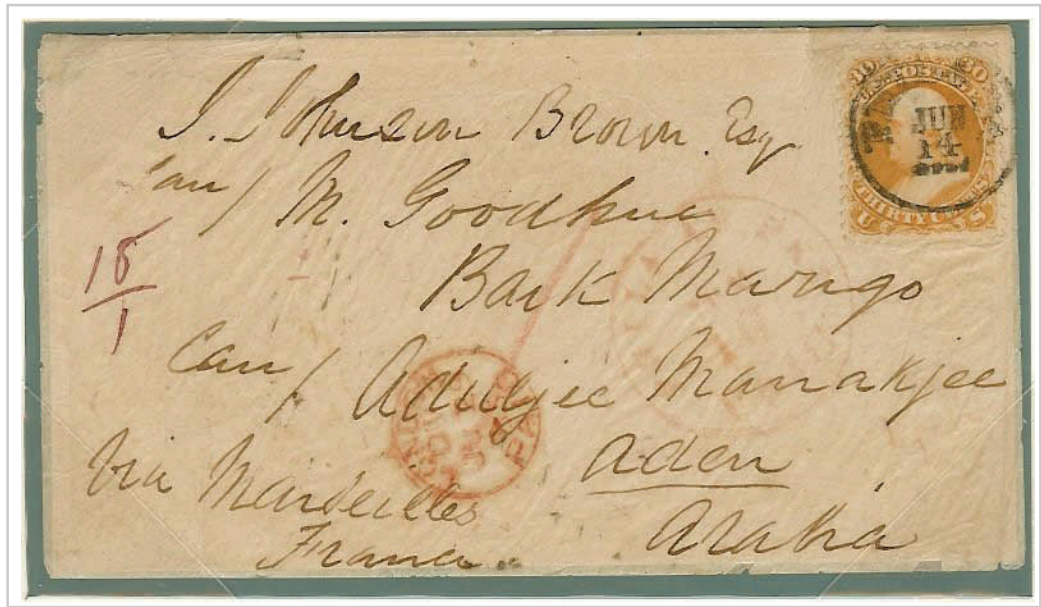
# Africa

To Aden

Suez Route (5)

○  
WAY BILL

Philadelphia  
New York  
Liverpool  
London  
Calais  
Marseille  
Malta  
Alexandria  
Suez  
Aden



June 14, 1865 Philadelphia, Pennsylvania to Aden, prepaid 30¢ French mail rate Philadelphia exchange and London Paid transit datestamps

From Egypt

P&O Line (3)



○  
WAY BILL

Cairo  
Suez  
London  
Boston  
Springfield

April 25, 1860 Cairo, Egypt to Springfield, Ohio, prepaid 1sh5d British rate to port of entry crown "PAID AT CAIRO" handstamp, London Paid transit, Boston 5¢ due arrival

Carried overland from Cairo to Alexandria and thence by P&O Line steamer to Marseille

*The top cover was handled by French Ligne d'Egypte steamers that operated from Marseille to Alexandria on a monthly schedule. Mails were carried overland from Alexandria to Suez and then down the Gulf of Suez to Aden. The lower cover was carried by British mails north from Cairo on the "Caravan Route" to Alexandria. It was then carried by P&O Line steamer to Marseille.*

# Africa

From Egypt (Suez Canal Zone)

Special Route (6)



○  
WAY BILL

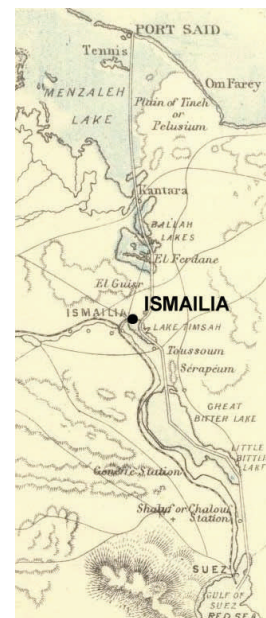
Ismailia  
Alexandria (Egyptian)  
Alexandria (Austrian)  
Trieste  
Vienna  
Bremen  
Southampton  
New York  
Exeter, NH



March 3, 1871 Ismailia, Egypt to Exeter, New Hampshire, prepaid 7pi rate by Austrian mails  
Austrian Pots Office Alexandria, Trieste and New York transit postmarks

## Two external uses from Ismailia reported

*This cover was carried by the Egyptian mail system from Ismailia, located half-way between Port Said and Suez on the newly (November 17, 1869) completed Suez Canal that connected the Mediterranean Sea and the Red Sea, to the Egyptian post office at Alexandria. It was then placed in the Austrian post office under Egypt-Austria agreement that accepted Egyptian franking for international mail posted there.*





# Near East



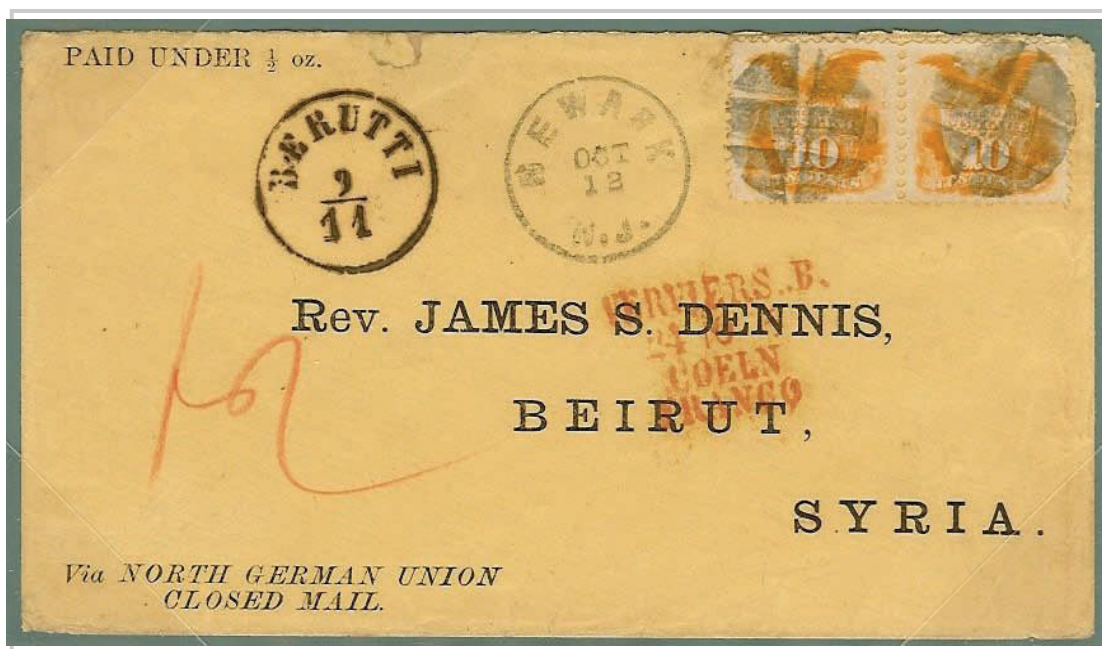
## ROUTES TO THE NEAR EAST

1. Austrian Line
2. French Lines
3. Land Routes

*Mails to and from Syria and Turkey were carried by the Austrian Lloyd Navigation Company, a combination of French Lines as designated in bold under such covers, as well as by overland routes used in conjunction with service through Europe.*

## To Syria

## Austrian Line (1)



- WAY BILL
- Newark, New Jersey
- New York
- Queenstown
- Ostende
- Verviers-Cologne
- Vienna
- Trieste
- Beirut

October 12, 1869 Newark, New Jersey to Beirut, Syria prepaid 20¢ NGU closed mail rate  
New York exchange, Verviers - Coeln and Trieste transits, Beirut arrival

*Vienna was a major junction on Belgian, French and Hamburg-Bremen routes to Western Asia. The Austrian Lloyd Navigation Co., with headquarters in Trieste, provided mail service to several ports of Asia Minor and the Syrian coast.*

# Near East

## From Syria

## French Line (2)



○  
WAY BILL

Beirut  
Alexandretta  
Mersina  
Smyrna  
Syra  
Marseille  
London  
Liverpool  
Boston  
Tolland, Ct

April 4, 1857 Beirut, Syria to Tolland, Connecticut, carried undercover to Boston, forwarder paid 5¢ U.S. rate  
Missionary depot in Beirut privately applied datestamp at origin, carried by French **Syrian Line**

## To Syria

## French Line (2)

○  
WAY BILL

Boston  
London  
Calais  
Marseille  
Alexandria  
Jaffa



September 7, 1866 New York to Jaffa, Syria, prepaid 45¢ British mail rate  
Boston exchange, London, Calais, Marseille and Alexandria transits,  
carried by French **Egyptian and Syrian Lines**

*The top cover is from a missionary in Beirut and was carried under separate cover to Boston and by the French Syrian Line and to London. The bottom letter was transmitted from Marseille to Alexandria by the Egyptian Line and then to Jaffa by the Syrian Line.*

- WAY BILL
- Faribault, Minnesota
  - Chicago
  - Detroit
  - Quebec
  - Londonderry
  - London
  - Calais
  - Marseille
  - Alexandria
  - Jaffa
  - Jerusalem



September 20, 1866 Faribault, Minnesota to Jerusalem, Syria, prepaid 33¢ British mail rate  
London and Calais and London transits, carried French **Egyptian and Syrian Lines**

**Disinfected by fumigation with slits at Alexandria**

*This letter was conveyed by the French Egypt Line from Marseille to Alexandria before transmission to Jaffa by the Syrian Line. It was disinfected at Alexandria, reached Jerusalem overland.*

*While previous outbursts of cholera started in Bengal, this one flared up in Syria, Asia Minor and ports of the Black Sea. Fumigation was performed at Alexandria prior to entering the endemic area.*



○  
WAY BILL

Beirut  
Alexandretta  
Smyrna  
Syra  
Marseille  
Paris  
Liverpool  
Boston  
Tolland, Ct.



July 8, 1864 Beirut, Syria to Tolland, Connecticut, prepaid 160 centimes French mail rate (30¢)  
superfluous use of the 3¢ U.S. stamp, "BEYROUTH / SYRIE" origin postmark  
"Br Service" handstamp, Boston exchange arrival  
carried by French **Syria Line**

*The French Syrian Line served ports of Asia Minor and the Syrian coast between Smyrna and Alexandria, returning to Marseille via Smyrna. In January 1863 the French P.O. introduced a new cancellation device with lozenges of dots with large numerals. The number "5082" was assigned to the Beirut post office.*



- WAY BILL
- Haverhill
  - New York
  - Bremen
  - Vienna
  - Czernowitz
  - Bucharest
  - Ruse
  - Varna
  - Constantinople
  - Beirut
  - Alexandretta
  - Aleppo



Map of key points on land routes to Turkey

Feb 9, 1870 Haverhill, Massachusetts to Aleppo, Turkey, prepaid 15¢ NGU direct mail rate  
 Bremen, Vienna, Constantinople and Beirut transits, Aleppo arrival postmark via Alexandretta  
 Turkey 1 piaster and 20 para postage due adhesives for postage from Alexandretta to Aleppo

**The only reported example of such a combination**

*This cover utilized five different postal systems to reach its destination: American, North German Union, Austria, Turkey and France. The winter route from Vienna to Constantinople was by rail via Czernowitz, Bucharest and Varna. The letter was forwarded by the Turkish mails to the French office at Beirut. A packet boat of the French Syrian Line carried the cover to Alexandretta for land transmission to Aleppo.*

# Near East

## To Turkey

## French Line (2)

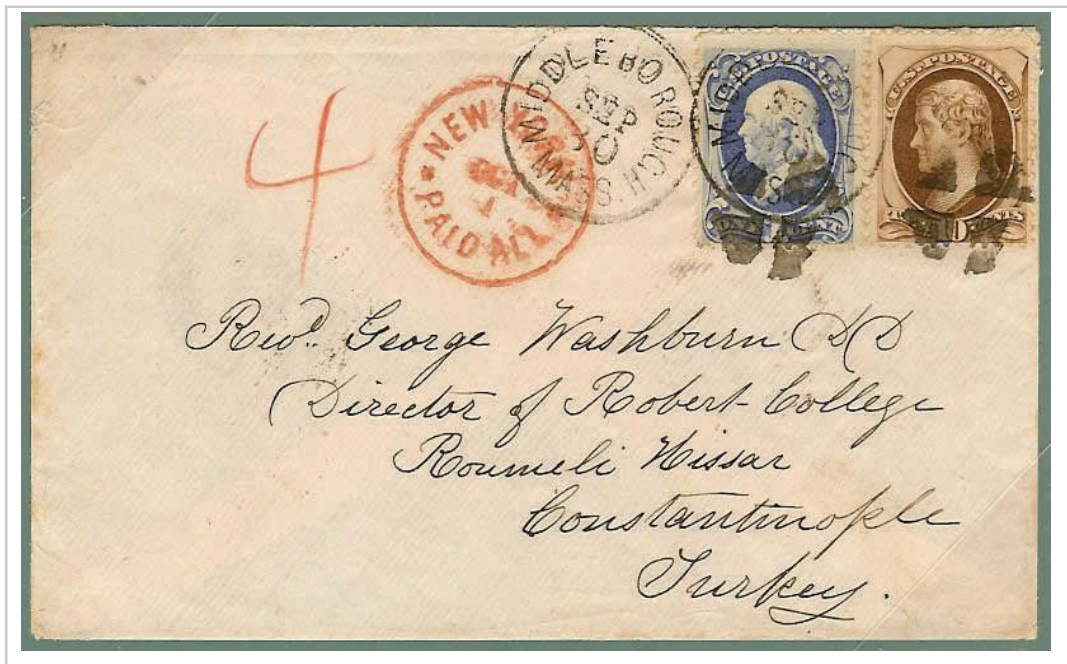
- WAY BILL
- New York
  - Queenstown
  - London
  - Calais
  - Marseille
  - Messina
  - Piraeus
  - Dardanelles
  - Constantinople



January 13, 1864 New York to Constantinople, Turkey, prepaid 30¢ French mail rate  
Calais French entry, French post office in Constantinople arrival backstamp, carried by French **Levant Line**

## To Turkey

## Land Route (3)



- WAY BILL
- Middleborough, Mass.
  - New York
  - Ostende
  - Cologne
  - Vienna
  - Budapest
  - Basiach
  - Ruse
  - Varna
  - Constantinople

September 30, 1873, Middleborough, Massachusetts to Constantinople, Turkey, prepaid 11c NGU rate  
New York exchange, German post office arrival backstamp, carried via Budapest land route

*The top cover was sent by the French Levant Line via Messina. The routing of the bottom cover can be divided into four segments (see map of land route locations on previous page): Vienna to Basiach by rail, Basiach to Ruse by Danube Steam Navigation Co. steamer, Ruse to Varna by rail, and from Varna to Constantinople by the Austrian Lloyd Company.*

# Indian Subcontinent



## ROUTES TO INDIA

1. Via Marseille
2. Via Southampton
3. Via Brindisi

Mails between the United States and the Indian Subcontinent were handled using three primary routes before reaching Suez. The route via Marseille could be reached by either the French or the British mail systems. French Line and British steamers operated from Marseille to Alexandria. The via Southampton route relied on P&O Line steamers operating from England, via Malta to Alexandria. The faster via Brindisi route came into prominence after the development of the railway system across Italy and over Mt. Cenis (1869-1871) and then over same route but using the newly completed Mt. Cenis tunnel.

## From India

## Marseille Route (1)



○	WAY BILL
	Calcutta
	Galle
	Aden
	Suez
	Alexandria
	Malta
	Marseille
	London
	Liverpool
	Boston

November 8, 1858 Calcutta, India to Boston, paid 13.5 annas (40¢) to pprrt of entry, 5¢ postage due "INDIA PAID" handstamp, London Paid transit, Boston due exchange entry

# Indian Subcontinent

## To India

## Marseille Route (1)

○  
WAY BILL

- Boston
- Liverpool
- London
- Calais
- Marseilles
- Alexandria
- Suez
- Aden
- Galle
- Madras
- Calcutta



October 25, 1861 Boston to Calcutta, India, prepaid 21¢ British open mail rate with two type I 10¢ stamps  
“Calcutta Steam Letter” backstamp, carried by **P&O Bombay Line** steamer

## To India

## Marseille Route (1)



○  
WAY BILL

- Boston
- Liverpool
- London
- Calais
- Marseilles
- Alexandria
- Suez
- Aden
- Bombay
- Calcutta

September 20, 1861 Boston to Calcutta, India, prepaid 21¢ British open mail rate  
Bombay transit backstamp, carried by **P&O Line Calcutta Line** steamer

*Both covers of the same correspondence were sent one month apart from Boston to Calcutta by British open mails. The top letter was carried from Suez to Bombay aboard a Bombay line P&O steamer and then overland to destination. The bottom cover was transmitted from Suez to Calcutta by sea around the Indian Peninsula by a Calcutta line P&O vessel.*



# Indian Subcontinent

## To India

## Southampton Route (2)



- WAY BILL
- Boston
  - New York
  - Queenstown
  - London
  - Southampton
  - Gibraltar
  - Malta
  - Suez
  - Aden
  - Bombay
  - Ahmednagar

December 11, 1874 Boston to Ahmednagar, India, paid 22¢ by British mails via Southampton

## To India

## Brindisi Route (2)

- WAY BILL
- Boston
  - Queenstown
  - London, Calais
  - Paris, Macon
  - Mt. Cenis
  - Torino
  - Bologna
  - Brindisi
  - Alexandria
  - Suez
  - Aden
  - Bombay
  - Ahmednagar



November 6, 1875 Boston to Ahmednagar, India, overpaid the double 27¢ rate by British mails via Brindisi

*A contract signed in July 1874 provided for the Southampton to Bombay mails to pass through the Suez Canal. The top cover was carried by P&O Line steamers around the Iberian Peninsula via Malta and down the canal. The bottom cover was sent overland through Europe via Mt. Cenis route to Brindisi. It was transferred at Suez to a vessel of the P&O Calcutta Line.*

# Indian Subcontinent

## To Punjab

## Marseille Route (1)



- 
- WAY BILL
- Bellefonte, PA
- Philadelphia
- London
- Marseille
- Alexandria
- Suez
- Aden
- Bombay
- Lahore
- Rawul Pindee
- Murree

June 3, 1868 Bellefonte, Pennsylvania to Rawul Pindee, Punjab forwarded to Murree, paid 36¢ British mail rate Philadelphia exchange, London transit, Lahore, Rawul Pindee and Murree backstamps

## To Ceylon

## Marseille Route (1)

- 
- WAY BILL
- Philadelphia
- New York
- Queenstown
- London
- Calais
- Marseille
- Alexandria
- Suez
- Aden
- Point de Galle



June 12, 1866 Philadelphia to USS Shenandoah at Point de Galle, Ceylon, prepaid 30¢ French mail rate Philadelphia exchange, French entry and Galle arrival backstamp

This top letter was processed in Lahore, capital city of undivided Punjab. It is addressed to Rawul Pindee and forwarded to the resort town of Murree. Both towns are located in what is now Pakistan. The lower cover is addressed to Commander Goldsborough on the USS Shenandoah while enroute, via Siam, to Yokohama. It was carried by P&O Line steamers from Marseille to Aden and Suez to Galle.

# Indian Subcontinent

To Burma

Southampton Route (2)



○  
WAY BILL

Warren, Maine  
New York  
Southampton  
Gibraltar  
Malta  
Alexandria  
Suez  
Aden  
Galle  
Calcutta  
Rangoon

February 7, 1865 Warren, Maine to Rangoon, Burma, underpaid 21¢ open mail rate by American packet  
“PAID-ONLY TO ENGLAND” handstamp, Calcutta Steam Letter backstamp  
carried by P&O branch line steamer from Calcutta to Rangoon

## Two reported uses to Burma

*During the mid 19th century Great Britain was in the midst of expanding her Empire in Southern Asia. After three Anglo-Burmese wars the British accomplished the total annexation of Burma. A large contingent of British soldiers stationed in the Bay of Bengal area increased the demand for postal services and led to the establishment of P&O branch line steamer service between Calcutta and Rangoon.*

# Australasia



## ROUTES TO AUSTRALASIA

1. Via Galle
2. Via Mauritius
3. Via Panama
4. By Clipper Ship

*Most mail between Australasia and the United States was carried by P&O steamers operating between Galle, Ceylon and Sydney, touching at King George's Sound and Melbourne. In addition, mail could be routed via Panama to be carried by the Panama, New Zealand & Australian Royal Mail Company. Scarcer mail routes shown include the short-lived P&O route via Mauritius, and private ship mail by clipper ship direct to San Francisco.*

## To New South Wales

## Galle Route (1)



○ WAY BILL
Washington, D.C.
Boston
Queenstown
Marseille
Alexandria
Suez
Aden
Galle
King George's Sound
Melbourne
Sydney

July 6, 1863 Washington, D.C. to Sydney, New South Wales, prepaid double 45¢ treaty rate  
Boston exchange, London transit, Sydney ship letter arrival backstamp

**Five reported ninety cent uses to New South Wales**

# Australasia

## To Victoria

## Galle Route (1)



○  
WAY BILL  
Dover, NH  
Boston  
Liverpool  
Southampton  
Gibraltar, Malta  
Alexandria  
Suez, Aden  
Galle  
King George's Sound  
Melbourne

August 24, 1864 Dover, New Hampshire to Melbourne, Australia, paid 33¢ British rate via Southampton Boston & London exchange postmarks, Melbourne arrival backstamp

## To New South Wales

## Galle Route (1)

○  
WAY BILL  
Washington, DC  
New York  
Queenstown  
London  
Marseille  
Alexandria  
Suez, Aden  
Galle  
King George's Sound  
Melbourne  
Sydney



February 6, 1865 Washington D.C. to Sydney, New South Wales, paid 45¢ British rate via Marseille New York & London exchange postmarks, Sydney ship-letter backstamp

*Both covers were carried by a P&O branch line from Galle to Sydney, touching at King George's Sound and Melbourne. The contract was signed on April 16, 1861 with a provision for a monthly service with half of the subsidy to be paid by the colonies. The contract was renewed in 1865 with only minor changes. It included branch lines to Adelaide, Tasmania, Queensland and New Zealand.*

# Australasia

From Victoria

Mauritius Route (2)



○  
WAY BILL  
Melbourne  
Adelaide  
King George's Sound  
Port Louis, Mauritius  
Suez  
Alexandria  
Malta  
Southampton  
Liverpool  
New York  
Madison, Wi  
Decorah, Ia

February 15, 1859 Melbourne, Victoria to Madison, Wisconsin  
paid 1s 2d British open mail rate, London transit, New York due 5¢ entry postmark  
re-mailed from Madison to Decorah, Iowa prepaid 3¢ domestic rate

**The only reported example of such a combination**

*This cover was sent from Australia to Suez via Mauritius. After the tender of £180000 was accepted for the Australian mail service the P&O Co. decided to divert the main line from Suez-Ceylon to Suez-Aden-Mauritius, and onward to King George's Sound. This new route started on March 12, 1859. The P&O Co. found this change unprofitable. The route was discontinued on June 30, 1860 and P&O resumed its call at Point de Galle.*

# Australasia

## From New South Wales

## Panama Route (3)



○  
WAY BILL

Sydney  
Wellington  
Panama  
San Francisco

June 1, 1868 Sydney New South Wales to San Francisco, California, paid 1 shilling rate  
San Francisco arrival postmark

## To New Zealand

## Panama Route (3)

○  
WAY BILL

Boston  
Colon  
Panama  
Wellington  
Lyttleton



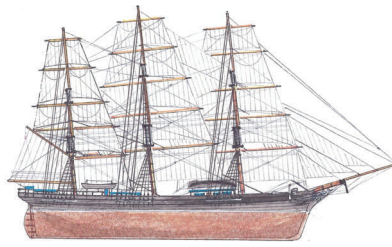
February 9, 1867 Boston, Massachusetts to Lyttleton, New Zealand, paid 22¢ rate  
Panama transit marking, Lyttleton arrival backstamp

*Both covers were carried by the Panama, New Zealand & Australian Royal Mail Co. The Government of New Zealand entered into a contract with the Company for a monthly service between Sidney, Wellington and Panama with branch services to other ports of New Zealand. The outbreak of yellow fever on the Atlantic side of the Isthmus decreased the passenger service leading to the demise of the company in February 1869.*

# Australasia

From Australia

By Clipper Ship (4)



drawing of British Clipper ship *Georgiana*



WAY BILL

Melbourne  
San Francisco



February 16, 1859 Melbourne, Australia to San Francisco, California, paid 6d for outbound ship postage  
May 9, 1859 San Francisco arrival and "SHIP 6" ship rate due handstamp  
carried by English clipper "Georgiana"

*In the 1840s a faster sailing vessel, the Clipper ship, began to be built in the United States and to a lesser extent in Great Britain. Built to carry small, valuable cargo, speed became more important than cargo capacity and the size of the hold was reduced, the bow sharpened, and the total area of sail increased.*

*After the Crimean War when British steamers had been pulled from most mail carrying duties, the clipper ships were often utilized. The clippers that operated directly between Melbourne and San Francisco carried mail without postal contracts.*



# Eastern Asia



## ROUTES TO EASTERN ASIA

1. Via Marseille
2. Via Southampton
3. Via San Francisco
4. Special Routes

*There were only two primary trunk routes for mails between the United States and Eastern Asia before the United States inaugurated their steamship service via San Francisco to Japan. The Marseille route utilized French or British steamers after arriving at Suez. The Southampton route used only steamers of the Peninsular and Orient (P&O Line). All three trunk lines were augmented by branch line service to additional ports. For the western portion of the area, Singapore was a major center for branch line service and for the eastern portion, Hong Kong served the same purpose. Covers carried on the via San Francisco route are shown at the end of the section.*

## To Singapore

## Marseille Route (1)



January 20, 1862 Boston to Singapore, prepaid 45¢ rate via Marseille

*Following the creation of the Straits Settlements Singapore became an important center for the China trade. The P&O contract of 1853-60 provided a bimonthly branch service from Singapore to the Australian Colonies via Batavia. It was briefly suspended due to the increase demand for transportation of soldiers and supplies to the Crimean. Important branch lines to Labuan, Batavia and Siam departed from Singapore.*

# Eastern Asia

## To Batavia

## Marseille Route (1)



- WAY BILL
- Boston
  - New York
  - Queenstown
  - London
  - Marseille
  - Alexandria
  - Suez
  - Galle
  - Singapore
  - Batavia

January 9, 1865 Boston, Massachusetts to Batavia, Dutch Indies, paid 53¢ British rate via Marseille  
New York exchange and London transit postmarks

## To Siam

## Southampton Route (2)

- WAY BILL
- New Haven
  - New York
  - Queenstown
  - London
  - Southampton
  - Malta
  - Alexandria
  - Suez
  - Aden
  - Galle
  - Penang
  - Singapore
  - Bangkok



May 7, 1861 New Haven, Connecticut to Bangkok, Siam, paid 38¢ British rate via Southampton

**Five reported covers to Siam in this period**

*Both covers were carried to Singapore by P&O line steamers and then onward by branch line steamers.*

## Eastern Asia

### To Labuan Island

### Marseille Route (1)



○  
WAY BILL

Boston  
Queenstown  
London  
Calais  
Marseilles  
Alexandria  
Suez  
Aden  
Galle  
Singapore  
Labuan Island

May 1, 1869 Holmes Hole, Massachusetts to Labuan Island, paid at the double 30¢ French mail rate sent British mails, Boston exchange backstamp, London Paid transit and crayon 1d colonial postage

**The only reported example of use from United States to Labuan in this period**

*In 1867 the Straits Settlements comprised of Penang, Dinding, Malacca, Singapore and the islands of Labuan became a British crown colony, making them accountable to the Colonial Office in London. Labuan was an important source of coal to the eastern depots. Service to Labuan was provided by a local P&O branch steamer from Singapore.*

# Eastern Asia

## To Hong Kong

## Marseille Route (1)

○  
WAY BILL

Boston  
Queenstown  
London  
Calais  
Marseille  
Alexandria  
Suez  
Aden  
Galle  
Singapore  
Hong Kong



April 26, 1864 New York to Hong Kong, prepaid double 53¢ rate via Marseille  
New York exchange, London Paid transit, Hong Kong arrival backstamp



The “Overland Mail” directive found on this cover as well as many others sent on the Marseille route refers to the portion of the route between Alexandria and Suez. Mail was carried by camel caravan on the portion between Alexandria and Cairo and by wagon onward to Suez.

*Prior to the commencement of trans-Pacific service in 1867 most mail from The United States to Eastern Asia was handled through Great Britain utilizing the P&O system to Hong Kong and onward to additional destinations using branch line steamers. Although the French postal system also provided service to Eastern Asia it was far less reliable and was seldom used.*

# Eastern Asia

## To Hong Kong

## Marseille Route (1)



- WAY BILL
- New York
- Queenstown
- London
- Calais
- Marseille
- Alexandria
- Suez
- Aden
- Galle
- Singapore
- Hong Kong

July 20, 1862 New York to Hong Kong, prepaid 57¢ treaty rate via Marseille  
New York exchange backstamp, London Paid transit, Hong Kong arrival backstamp

## To Hong Kong

## Special Route (4)

- WAY BILL
- Boston
- London
- Calais
- Marseille
- Alexandria
- Suez
- Aden
- Galle
- Singapore
- Hong Kong
- Canton



May 22, 1856 Boston, Massachusetts to Canton, China, prepaid 48¢ double rate to Great Britain  
forwarded by Baring Brothers & Co. from London under separate cover to Hong Kong and Canton

*Both covers via Marseille on the overland route to Suez and to Hong Kong by P&O steamers. The bottom cover was carried by the Canton River Line (Feb 1849-Oct 1859) after arrival in Hong Kong. Its route included was from Hong Kong to Macao, Cumsingmoon, Whampoa to Canton and return.*

# Eastern Asia

## To Shanghai

## Marseille Route (1)



- WAY BILL
- New York
- Southampton
- Calais
- Marseille
- Malta
- Alexandria
- Suez
- Aden
- Galle
- Singapore
- Hong Kong
- Shanghai

October 22, 1862 New York to Shanghai, China, prepaid double 57¢ rate via Marseille  
New York exchange, London Paid transit and Hong Kong arrival backstamp

## To Swatow

## Southampton Route (2)

- WAY BILL
- Straham, NH
- Boston
- Queenstown
- Southampton
- Malta
- Alexandria
- Suez
- Aden
- Galle
- Penang
- Singapore
- Hong Kong
- Swatow



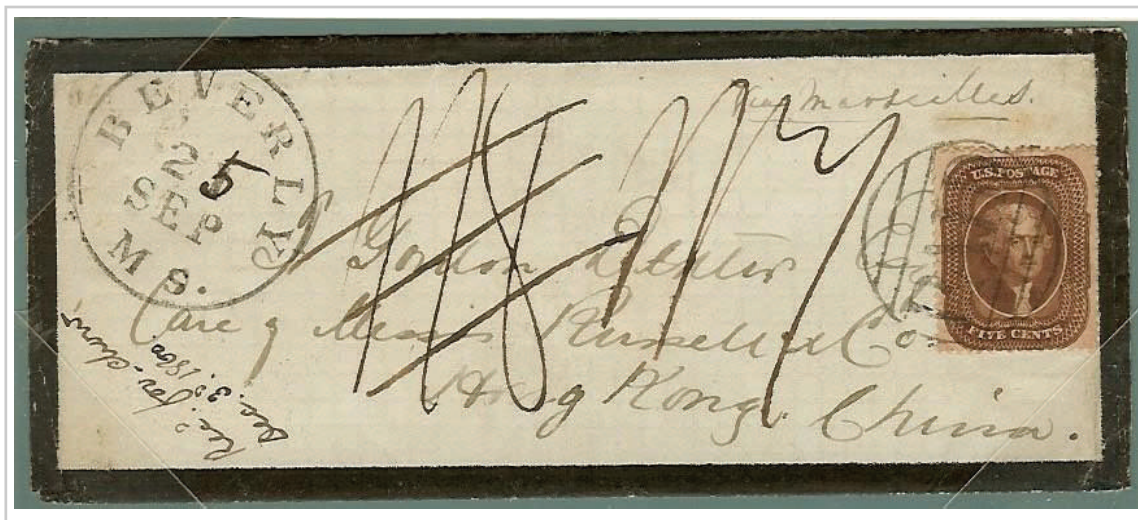
November 4, 1864 Straham, New Hampshire to Swatow, China, prepaid 45¢ rate via Southampton  
Boston exchange, London Paid transit and Hong Kong arrival backstamp

*The P&O Co. operated a bimonthly branch line between Hong Kong and Shanghai. This service was discontinued when the main line was extended to Shanghai in 1874. Shanghai mails were discharged or received at Woosung, near the mouth of the Whangpoo river for further overland carriage to destination. The P&O also offered a regular branch line service with calls at Swatow, Amoy and Foochow from 1859 to 1871.*

# Eastern Asia

## To Foochow

## Southampton Route (2)



- WAY BILL
- Beverly, Mass.
- Boston, New York
- Queenstown, London
- Marseille
- Alexandria
- Suez
- Aden
- Galle
- Penang
- Singapore
- Hong Kong
- Foochow

September 25, 1860 Beverly, Massachusetts to Foochow, China, paid 5¢ open mail rate to England Boston exchange, London transit and Hong Kong arrival backstamps docket at left is “Rec<sup>d</sup> Foo-chow Dec 3 1860”

## To the Philippines

## Marseille Route (1)

- WAY BILL
- Boston
- Queenstown
- London
- Calais
- Marseille
- Alexandria
- Suez
- Aden
- Galle
- Singapore
- Hong Kong
- Manila



January 27, 1863 Boston to Manila, Philippines, prepaid 57¢ rate via Marseille to Hong Kong Boston exchange, London Paid and Hong Kong transit backstamps

*Prior to 1860 mail service to the Philippines from Hong Kong was provided by the P&O line. This service was paid for by the Spanish government. A request for an increase in subsidy was rejected and the service was discontinued in January 1860. For further mail conveyance the Manila P.O. relied on private ships from Hong Kong or Singapore. The P&O also offered a regular branch line service with calls at Swatow, Amoy and Foochow from 1859 to 1871.*

# Eastern Asia

To Macau

Southampton Route (2)



block of fifteen 2¢ on reverse

- WAY BILL  
New York  
Southampton  
Gibraltar  
Malta  
Alexandria  
Suez  
Aden  
Galle  
Singapore  
Hong Kong  
Macau



December 22, 1866 Milo, Maine to Macau, prepaid 45¢ rate via Southampton  
London paid transit backstamp,

*Mail to Macau, a Portuguese colony, was carried from Hong Kong by a British ferry across the harbor.*



# Eastern Asia

## To Japan

## Special Route (3)



- 
- WAY BILL
- Hartford, Connecticut
- New York
- Queenstown
- Southampton
- Gibraltar
- Malta
- Alexandria
- Suez
- Aden
- Galle
- Singapore
- Hong Kong
- Kanagawa

July 1, 1862 Hartford, Connecticut to Kanagawa, Japan, prepaid 45¢ treaty rate to Hong Kong via Southampton New York exchange, London Paid transit, Hong Kong arrival backstamp

*The recipient of this cover, Francis Hall, was a prominent American in Kanagawa. He joined the Walsh & Company firm in 1862 and the name was changed to Walsh, Hall & Company. This letter was sent to him to the care of Olyphant and Company in Hong Kong for transmission to Kanagawa.*



Walsh & Co. building in Yokohama as shown in a Hiroshige II print.

# Eastern Asia

## From Hong Kong

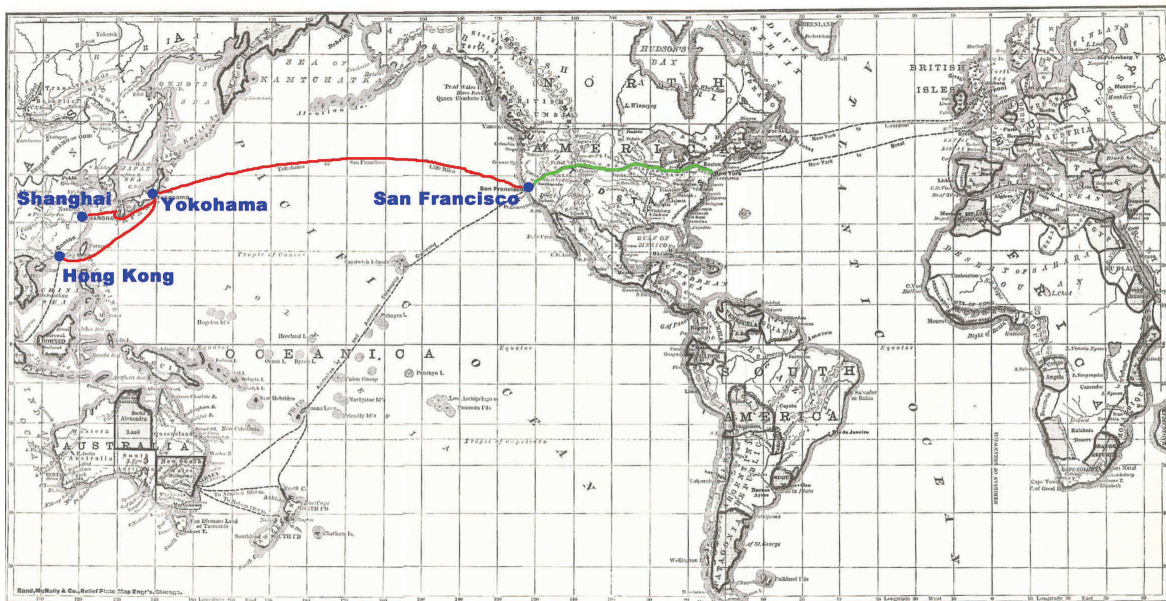
## San Francisco Route (3)



○  
WAY BILL  
Hong Kong  
Yokohama  
San Francisco



January 19, 1869 Hong Kong to San Francisco, California, prepaid 8 cents  
“CHINA AND JAPAN STEAM SERVICE” handstamp applied at San Francisco and their arrival backstamp  
carried by PMSS steamer *China* that arrived San Francisco on February 23, 1869.



map showing the PMSS routes in red and railway link across the United States in green

*In conjunction with a postal treaty, the Pacific Mail Steamship Co. (PMSS) inaugurated monthly mail service from San Francisco to Yokohama, Japan and onward to Hong Kong on January 1, 1867. A branch service between Yokohama and Shanghai serves the US post offices. Prior to 1870 a special marking (shown above right) was employed at San Francisco to inbound mail received from PMSS steamers. The completion of the trans-continental railroad in 1869 allowed a link from China, across the U.S. by rail and to England that faster than the via Southampton or Marseille routes.*

# Eastern Asia

To Swatow

San Francisco Route (3)



○  
WAY BILL

San Francisco  
Yokohama  
Hong Kong  
Swatow

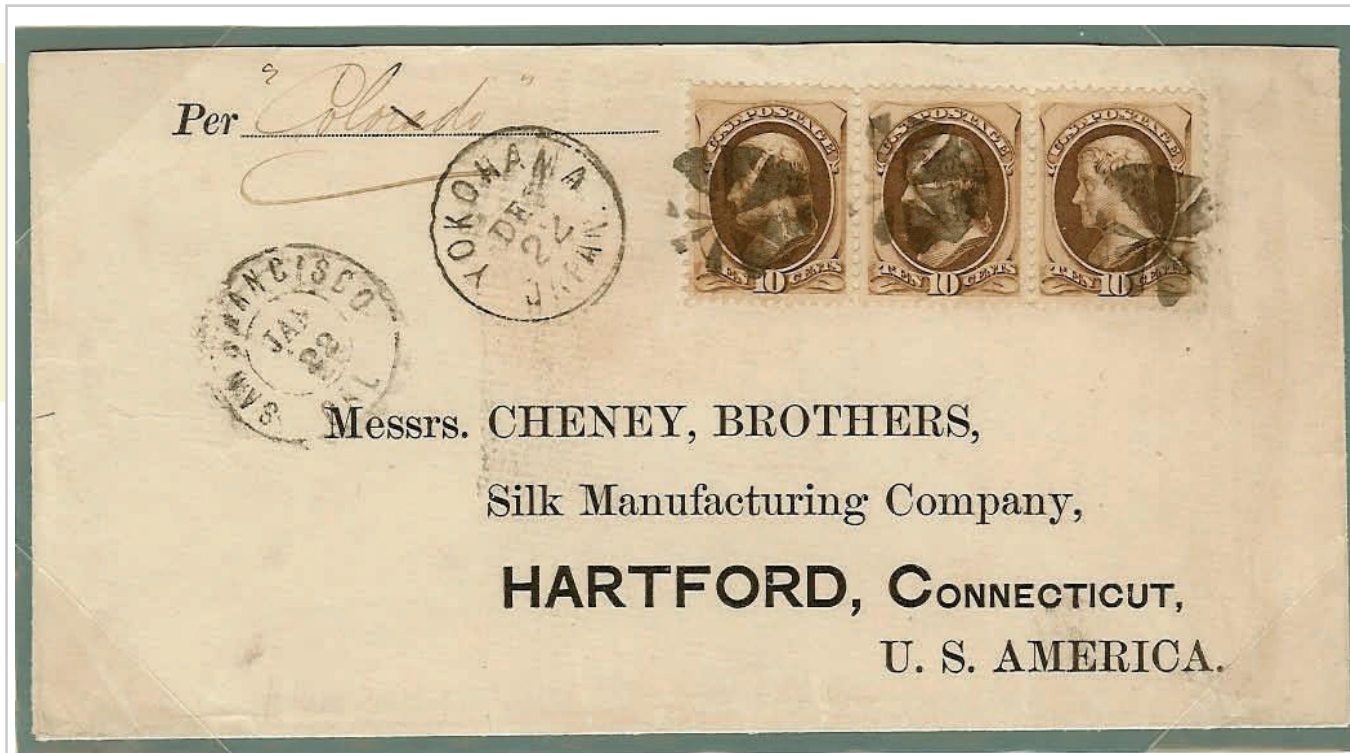
September 9, 1869 Bristol, New Hampshire to Swatow, China, prepaid 10¢ trans-Pacific rate

From Japan

San Francisco Route (3)

○  
WAY BILL

Yokohama  
San Francisco  
Hartford.



Dec 22, 1874 U.S. Post Office in Yokohama to Hartford, Connecticut, paid triple 10¢ treaty rate carried by PMSS Colorado on last trip from Japan prior to the closing of the U.S. postal agencies

The top cover was carried by PMSS steamer to Hong Kong and onward to Swatow by P&O branch line steamer. Such service to Hong Kong treaty ports was called for in the 1867 postal treaty. The bottom cover was sent on the last mails sent from a U.S. post office in Japan which were all closed effective December 31, 1874.

# Eastern Asia

## From Shanghai

## San Francisco Route (3)

○  
WAY BILL  
Shanghai  
Yokohama  
San Francisco  
Detroit  
Montreal



December 21, 1869 U.S. Consular Post Office Shanghai to Montreal, Canada overpaid 16¢ rate (10¢ carriage to U.S. plus 6¢ U.S. rate to Canada), Montreal arrival backstamp

## To Hong Kong

## Marseille Route (1)



○  
WAY BILL  
New York  
Queenstown  
London  
Calais  
Marseille  
Alexandria  
Suez  
Aden  
Galle  
Singapore  
Saigon  
Hong Kong

October 3, 1868 New York to Hong Kong, prepaid double 30¢ French rate

The top cover was carried by the PMSS branch line steamer Costa Rica from Shanghai to Yokohama to connect with the PMSS steamer to San Francisco. It was then carried over the newly completed transcontinental rail line to Detroit and onward to Montreal. The bottom cover, imprinted to be transmitted via San Francisco was directed to the French Line steamer because it was too late to catch the monthly departure from San Francisco.

# Oceania



## ROUTE TO HAWAII

### 1. Via San Francisco

*The only route used for mail between the United States and Hawaii during the period under study is the direct route via San Francisco, California to Honolulu. The California, Oregon and Mexico Steamship Company (CO&M) secured a contract for mail service between San Francisco and Hawaii starting on September 1, 1867.*

## To Hawaii

## San Francisco Route (1)



○  
WAY BILL

Boston  
New York  
Aspinwall  
Panama  
San Francisco  
Honolulu

October 28, 1864 Boston to Honolulu, Hawaii, prepaid nine times the 10¢ to the port of San Francisco rate

**The only reported example of the ninety cent 1861 issue stamp to Hawaii**

# Oceania

## From Hawaii

## San Francisco Route (1)



○  
WAY BILL

Honolulu  
San Francisco  
Los Angeles  
St. Louis  
Perry, Maine

November 16, 1859 Honolulu, Hawaii to Perry, Maine, 12¢ U.S. postage paid in cash in Hawaii  
“OVERLAND” handstamp, missed steamer to Panama, and sent from San Francisco by Butterfield stage

## To Hawaii

## San Francisco Route (1)

○  
WAY BILL

Watertown, NY  
St. Joseph  
Placerville  
San Francisco  
Honolulu  
Hana



December 3, 1862 Watertown, New York to Hana, Maui, Hawaii, paid 10¢ to the port of San Francisco rate

*Top cover was carried on the Butterfield southern overland mail route after reaching San Francisco one week prior to the default mail being changed to the “via Panama” route. The lower cover was sent to San Francisco via the central transcontinental route after daily service had been inaugurated on July 1, 1861.*

# Oceania

From Hawaii

San Francisco Route (1)



○  
WAY BILL

Honolulu  
San Francisco  
Panama  
Aspinwall  
New York  
Montclair, NJ

April 29, 1865 Honolulu, Hawaii to Montclair, New Jersey,  
Combination franking 5¢ Hawaiian and 5¢ U.S. postage paid in Hawaii with adhesives

From Hawaii

San Francisco Route (1)

○  
WAY BILL

Honolulu  
San Francisco



January 22, 1866 Honolulu, Hawaii to San Francisco, California, prepaid 4¢ unsealed printed matter rate

**The only reported example of such a use**

*Prior to the contract mail service of 1867, mails between Hawaii and San Francisco were conveyed by steam or sail on a per trip contract basis. The respective postmasters kept all postal accounts and allowed United States postage to be prepaid in Hawaii with cash or with adhesives.*

# Oceania

From Hawaii

San Francisco Route (1)



○  
WAY BILL  
Honolulu  
San Francisco  
Omaha  
Hillsdale Co., Mi



May 28, 1869 Honolulu, Hawaiian Islands to Reading, Hillsdale Co., Michigan combination franking, Hawaii paid 5¢ and United States paid 10¢ with adhesives carried by the CO&M steamer *Idaho*

*This cover was carried by the California, Oregon and Mexico Steamship Co. This Company had secured a contract for mail service between San Francisco and Hawaii starting on September 1, 1867. The "HAWAIIAN STEAM SERVICE" handstamp was applied at San Francisco. Both U.S. and Hawaii stamps were supplied at Honolulu. This cover was posted in the same month that the transcontinental railroad was completed and it was carried over the full length of the new route.*