

1854

THE FRANK D. WILLIAMS CORRESPONDENCE

SINGAPORE TO U.S. VIA MARSEILLES

P. & O. Line: S.S. Pottinger, Singapore to Galle, Ceylon

S.S. Bentinck, Galle to Suez

S.S. Candia, Alexandria to Malta

S.S. Valetta, Malta to Marseilles

Conard Line: R.M.S. Asia, Liverpool to New York

March 30, 1854. A letter written by Frank D. Williams headed: Via Batavia, Bark "Messinger Bird"/ S. Indian Ocean.

Mr. Frank Williams was a passenger aboard the bark Messenger Bird en route from Boston to Shanghai. The ship's departure was noted per: Shipping & Commercial List, N.Y.: January 11, 1854. Cleared Boston January 5, Barque Mess nger Bird, Duane.....Hong Kong.

Williams mentions the numerous problems with Capt. Duane. He further records observations for the dates of April 2, 4, 7 and 8. On the 8th of April he notes the Messenger Bird has arrived at 6 P.M. at Anjer, a seaport of the Dutch East Indies on the West Coast of Java. He notes that he is sending this letter "care of S.J.W." per overland mail and "Via Batavia". The letter was carried out of the mails to Singapore to meet the track of the Peninsular & Oriental Steam Navigation Co. steamers from China to Suez.



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1854THE FRANK D. WILLIAMS CORRESPONDENCE
SINGAPORE TO U.S. VIA MARSEILLES

SINGAPORE

18 May

Bearing

May 13. It took some time for the transfer of this letter from Anjer to Singapore in the Straits Settlements. Peninsular & Oriental Steam Navigation Co. steamships carried this letter:

<u>S.S. Pottinger</u>		<u>S.S. Bentinck</u>		<u>S.S. Candia</u>		<u>S.S. Valetta</u>	
Hong Kong	May 6	Galle	May 26	Alexandria	Jun. 19	Malta	Jun. 22
Singapore	13-15	Aden	Jun. 8-9	Malta	22-23	Marseilles	25
Penang	17	Suez	16				
Galle, Ceylon	26						



June 28. London transit backstamp. This letter was rated at the China rates effective July 1, 1849 to Feb. 21, 1855, British Mail via Marseilles. The letter weighed over $\frac{1}{2}$ -oz., but not over $\frac{3}{4}$ -oz. Rate division was:

	$\frac{1}{4}$ -oz.	$\frac{1}{2}$ -oz.	$\frac{3}{4}$ -oz.
U.S. Inland	5¢	5¢	10¢
Transatlantic	16	16	32)
British Transit	34	34	68) = 130 debit to U.S.
French Transit	10	20	30)
	65	75	140

British debited U.S. for 130¢, which notation was later deleted to avoid confusion. The U.S. and British progression of charges was on $\frac{1}{2}$ -oz. increments, French was on $\frac{1}{4}$ -oz.

July 1. R.M.S. Asia of the Cunard Line departed from Liverpool.



July 12. Asia arrived at New York. Boston mail was bulked there by rail, where this letter received identity July 13. The Boston Exchange Office added the 10¢ U.S. postage to the British debit of 130¢ to total 140¢ due, a not inconsiderable amount in 1854.

1854

THE FRANK D. WILLIAMS CORRESPONDENCE

SINGAPORE TO U.S. VIA MARSEILLES

P. & O. Line: S. S. Pottinger, Singapore to Galle, Ceylon

S. S. Bentinck, Galle to Suez

S. S. Candia, Alexandria to Malta

S. S. Valetta, Malta to Marseilles

Conard Line: R. M. S. Asia, Liverpool to New York

March 30, 1854. A letter from Frank Williams to his wife Dolly at Boston written while he was aboard the bark Messenger Bird, Boston to Shanghai. Letter was posted from Anjer, Dutch East Indies. It was the second letter to her (content missing) via Batavia and overland mail (i.e., across Egypt). It was handled out of the mails to Singapore to meet the track of the P. & O. Line steamers from China to Galle, Ceylon. This must have been just a short note as it took only the single ($\frac{1}{4}$ -oz.) rate via Marseilles, divided as follows:

U.S. Inland	5¢	
Transatlantic (Br. Pkt.)	16)
British Transit	34) = 60¢ debit to U.S.
French Transit	<u>10</u>)
	65¢.	



1854

THE FRANK D. WILLIAMS CORRESPONDENCE
SINGAPORE TO U.S. VIA MARSEILLES

SINGAPORE
18 May
Bearing

Peninsular & Oriental Steam Navigation Co. steamships carried this letter:

<u>S.S. Pottinger</u>		<u>S.S. Bentinck</u>		<u>S.S. Candia</u>		<u>S.S. Valetta</u>	
Hong Kong	May 6	Galle	May 26	Alexandria	Jun. 19	Malta	Jun. 22
Singapore	13-14	Aden	Jun. 8-9	Malta	22-23	Marseilles	25
Penang	17	Suez	16				
Galle	26						



[Handwritten signature]

[Handwritten signature]

June 28. London transit backstamp. The British had noted in sterling the rate Singapore to Britain, which was 1sh.10d., shown in manuscript as 1/10. This was equivalent to U.S. funds at 1sh. (24¢) + 10d. (20¢) = 44¢. To this they added the transatlantic charge of 16¢ (8d.) to total a 60¢ debit to the U.S., also shown in manuscript.

July 1. R.M.S. Asia of the Cunard Line (British Packet) departed from Liverpool for New York.



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July 12. Asia arrived at New York. Boston mail was bulked by rail to Boston where bulk was broken on July 13. The Boston Exchange Office added 5¢ U.S. Inland to the 60¢ British debit to total 65¢ due, the China rate per ¼-oz., British Mail via Marseilles, effective July 1, 1849 to February 21, 1855.

1854

THE FRANK D. WILLIAMS CORRESPONDENCE

HONG KONG TO SHANGHAI ABOARD THE Messenger Bird

June 4, 1854. A letter penned by Frank Williams and headed: Aboard the "Messenger Bird". He notes they left Hong Kong on June 1 and on the 4th were only about 50 miles on their way to Shanghai due to calms. He notes much about shipping on and out of Hong Kong and that, except for a dirty ship, conditions aboard the Messenger Bird have improved somewhat with a new steward. He also keeps us up-to-date on Capt. Duane's eating habits, saying, "...teeth and nails being still preferred by him to knife and fork."

June 8. Frank mentions a suspicious brig which at last went out of sight. He was worried as it appeared they were trying to catch up with the Messenger Bird and there was a large amount of money aboard. His servant Jose is now acting as cook and steward. Williams got \$50 back from Capt. Duane to cover Jose's labor. He also says that if he hadn't fully paid for passage to Shanghai at Boston, he would have taken another opportunity Hong Kong to Shanghai, even though it would have cost him \$120 more.

June 10. They have been out of Hong Kong for 10 days and they are still beating against head winds and are now 50-60 miles Southward of Amoy. The "little captain" (Duane) sleeps most of the time and attributes his sleepiness to their opium cargo!

June 11. The prior day was exciting. He says, inter alia, "Yesterday eve'g just about dusk, we saw two junks coming down before the wind. We were some 15 miles to the Northward of Amoy, in sight of land, when about a mile and a half distant from us one of the junks 'rounded to' and fired a heavy gun in our direction, & stood on the same tack with us...and this morning as soon as it was light enough to see, we discovered a fleet of eighty-four junks standing along with us, but with the wind increasing to nearly a gale we put on all steam and outsailed them." This shows that sailing on the China Sea in 1854 was fraught with perils and worry.

There are no further entries to this letter, which has no cover. Estimating from the Messenger Bird's position north of Amoy on June 11, we would put an arrival at Shanghai at ca. June 30, 1854. The S.S. Lady Mary Wood of the P. & O. Line had departed Shanghai on June 28 with the overland mail. There was no scheduled sailing from Shanghai to meet the July 22 overland mail leaving from Hong Kong. This would put the departure of the first overland mail after the arrival of the Messenger Bird at Shanghai with the following dates:

<u>S.S. Lady Mary Wood</u>	<u>S.S. Pottinger</u>	<u>S.S. Bentinck</u>
Shanghai July 24	Hong Kong Aug. 8	Galle Aug. 28
Hong Kong 30	Singapore 15-17	Aden Sep. 9-10
	Penang 19	Suez 17
	Galle 26	

THE FRANK D. WILLIAMS CORRESPONDENCE

HONG KONG TO SHANGHAI ABOARD THE Messenger BirdS.S. Nubia

Alexandria

Malta

Sept. 22

26

S.S. Valetta

Malta

Marseilles

Sept. 26

29.

Lack of a cover for this letter limits us in the analysis of the rates and routes. However, with an arrival date at Marseilles of September 29, this would give a transit date at London of October 1. Possible transatlantic passages could be:

Cunard Line: R.M.S. Africa. Depart Liverpool October 7
Arrive New York 20

Collins Line: U.S.M.S. Baltic. Depart Liverpool October 4
Arrive New York 16.

We would opt for the latter as the most expedient routing was usually employed.

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THE FRANK D. WILLIAMS CORRESPONDENCE

SHANGHAI TO U. S. VIA MARSEILLES

U. S. Navy: U. S. S. Susquehana, Shanghai to Hong Kong

P. & O. Line: S. S. Singapore, Hong Kong to Galle, Ceylon

S. S. Oriental, Galle to Suez

S. S. Indus, Alexandria to Malta

S. S. Vectis, Malta to Marseilles

Collins Line: U. S. M. S. Pacific, Liverpool to New York

July 28 and 30, 1854. Letter datelined at Shanghai by Frank Williams. He describes a band concert by members of the U. S. Frigate Susquehana and its social implications. He also noted that the Schr. Nalda from Shanghai for Foo-chow had been taken by pirates and all hands thrown overboard.

He also commented on the difficulties of getting letters outbound and that the Susquehana would be leaving on July 30 for Hong Kong via Foo-chow, and that he was sending this letter by her to meet the overland mail steamer leaving Hong Kong the 20th of August. He was right as the S. S. Lady Mary Wood had departed Shanghai July 24 for Hong Kong to meet the August 6 departure of Pottinger for Galle. There was no scheduled July or August steamer for Hong Kong after that when Lady Mary Wood left Shanghai.

July 30. U. S. Frigate Susquehana departed from Shanghai with this letter aboard.



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THE FRANK D. WILLIAMS CORRESPONDENCE

SHANGHAI TO U.S. VIA MARSEILLES



August 21. Hong Kong transit backstamp. The U.S. Frigate Susquehana had arrived at Hong Kong with the Shanghai mails. This letter went into the overland mail route via Marseilles, with Peninsular & Oriental Steam Navigation Co. dates as follows:

<u>S.S. Singapore</u>	<u>S.S. Oriental</u>	<u>S.S. Indus</u>	<u>S.S. Vectis</u>
Hong Kong Aug. 22	Galle Sep. 15	Alexandria Oct. 7	Malta Oct. 11
Singapore 30-31	Aden 26-27	Malta 10-11	Marseilles 13
Penang Sep. 2	Suez Oct. 4		
Galle 9			



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October 16. London transit backstamp. The U.S. was debited for British mail per overland at 12¢ (per ½-oz.) + French transit at 10¢ (per ¼-oz.), total 22¢, shown in manuscript.

October 18. U.S.M.S. Pacific of the Collins Line departed from Liverpool.



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October 30. Pacific arrived at New York. The mails were bulked to Boston where bulk was broken and the mail received identity on October 31. Here the Exchange Office struck the Am. Pkt backstamp. They added 16¢ Sea (American Packet) + 5¢ U.S. Inland = 21¢ to the 22¢ British debit, total 43¢, the China rate, British Mail via Marseilles per ¼-oz.

1854

THE FRANK D. WILLIAMS CORRESPONDENCE

SHANGHI TO U.S. VIA HONG KONG AND MARSEILLES

British Navy: H.M.S. Rattler, Shanghai to Hong Kong

P. & O. Line: S.S. Singapore, Hong Kong to Galle, Ceylon

S.S. Oriental, Galle to Suez

S.S. Indus, Alexandria to Malta

S.S. Vectis, Malta to Marseilles

Conard Line: R.M.S. Arabia, Liverpool to New York

August 6, 1854. A letter, sans cover, is dated at Shanghai by Frank Williams. He notes to his wife that he had written to her a week since by the Susquehanna (U.S. Navy). He further says that in order to make the overland mail from Hong Kong August 22, he will have to send this August 6 letter to Hong Kong by the steamer "Rattler", a British naval vessel. The next scheduled P. & O. steamer for Hong Kong was to be the S.S. Lady Mary Wood, which left Shanghai August 25, to meet the September 11 sailing of Ganges with the overland mail. He also mentions that the overland mail arrived at Shanghai August 5 by the Barracouta, another British warship. It would that it was not uncommon for naval vessels to fill in between Lady Mary Wood's monthly sailings.

This letter is full of gossip, the juiciest being that the four "young men" at Smith King & Co., who lived together in a bungalow, were in the habit of keeping Chinese ladies! Mrs. Smith found this out through her Chinese servant and was thoroughly shocked. Her husband David "went off at half cock" and immediately fired them and ordered them off the premises. One Amory, who was evidently blameless, was to sue, as he had a written agreement, and also demands a public apology. Williams postulated that Smith King & Co. was in financial trouble and took advantage of the situation to reduce expenses by firing four clerks. Mr. Fred A. King, the senior partner, was away from Shanghai when all this was going on, but Williams feels that he, King, knew the practices going on at the bungalow, given the state of morals in China.

THE FRANK D. WILLIAMS CORRESPONDENCE
SHANGHAI TO U.S. VIA HONG KONG AND MARSEILLES

August 6. The overland mail closed at 3 P.M. when the British naval vessel H.M.S. Rattler departed from Shanghai for Hong Kong. She arrived at that port about August 10, well in time for the August 22 overland mail.

Transit homeward was by steamers of the Peninsular & Oriental Steam Navigation Co., as follows:

<u>S.S. Singapore</u>		<u>S.S. Oriental</u>		<u>S.S. Indus</u>		<u>S.S. Vectis</u>
Hong Kong	Aug. 22	Galle	Sep. 15	Alexandria	Oct. 7	Malta Oct. 11
Singapore	30-31	Aden	26-27	Malta	10-11	Marseilles 13
Penang	Sep. 2	Suez	Oct. 4			
Galle	9					

October 16. Estimated arrival of the overland mails at London.

October 21. R.M.S. Arabia of the Cunard Line departed from Liverpool, arrived at New York November 3.

N.B.: The Arabia sailing tracks with the arrival in London about October 16. The next contract transatlantic sailing was the Collins Line Baltic, which departed from Liverpool October 28.

1854

THE FRANK D. WILLIAMS CORRESPONDENCE

SHANGHAI TO U.S. VIA HONG KONG AND MARSEILLES

P. & O. Line: S.S. Lady Mary Wood, Shanghai to Hong Kong

S.S. Ganges, Hong Kong to Galle, Ceylon

S.S. Hindostan, Galle to Suez

S.S. Candia, Alexandria to Malta

S.S. Valetta, Malta to Marseilles

Collins Line: U.S.M.S. Atlantic, Liverpool to New York



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Via Marseilles

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Mrs. F. D. Williams

*Care of
S. M. Thacher Esq.
Boston,*

U.S.A.

August 25, 1854. Letter, sans content, written by Frank D. Williams at Shanghai. It is endorsed: Via Marseilles. It was posted unpaid at Shanghai. Steamships of the P. & O. Line carried the overland mail to Marseilles, dates as follows:

<u>S.S. Lady Mary Wood</u>	<u>S.S. Ganges</u>	<u>S.S. Hindostan</u>	<u>S.S. Candia</u>	<u>S.S. Valetta</u>
Shanghai Aug. 25	Hong Kong Sep. 11	Galle Sep. 29	Alexandria Oct. 20	Malta Oct. 23
Hong Kong Sep. 1	Singapore 19-20	Aden Oct. 10	Malta 22-24	Marseilles Oct. 26
	Penang 22	Suez 17		
	Galle 29			

October 28. Transit backstamp at London. U.S. was debited with 12¢ British + 20¢ French transit = 32¢, shown in manuscript, double rate French only per ½-oz. to ½-oz.

November 1. U.S.M.S. Atlantic of the Collins Line departed from Liverpool.



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November 12. Atlantic arrived at New York, same day receipt backstamp at Boston. To the 32¢ British debit, the U.S. added 16¢ transatlantic (American Packet) + 5¢ U.S. Inland = 21¢ to total 53¢ due, shown by the Boston Exchange Office handstamp.

1854-55

THE FRANK D. WILLIAMS CORRESPONDENCE

SHANGHAI TO U.S. VIA MARSEILLES

P. & O. Line: S.S. Mary Woods, Shanghai to Hong Kong
S.S. Malta, Hong Kong to Galle, Ceylon
S.S. Bentinck, Galle to Suez
S.S. Valetta, Alexandria to Marseilles
 Collins Line: U.S.M.S. Baltic, Liverpool to New York.



November 10, 1854. A cover, sans content, written while Frank Williams was at Shanghai. The P. & O. Line's S.S. Lady Mary Wood departed from Shanghai November 4, arrived at Hong Kong Nov. 8. Hong Kong transit backstamp November 10.

Transit onward by P. & O. packets was as follows:

<u>S.S. Malta</u>		<u>S.S. Bentinck</u>		<u>S.S. Valetta</u>	
Hong Kong	Nov, 11	Galle	Nov. 28	Alexandria	Dec. 19
Singapore	17-19	Aden	Dec. 7-8	Malta	22-23
Penang	21	Suez	14	Marseilles	26.

December 28. London transit backstamp. U.S. was debited for a $\frac{1}{2}$ -oz. letter at 12¢ British transit, 20¢ French (double the 10¢ $\frac{1}{4}$ -oz. rate) = 32¢, shown in manuscript.



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December 30. U.S.M.S. Baltic of the Collins Line departed from Liverpool.

January 11, 1855. Baltic arrived at New York, mail was bulked to Boston where it received identity January 12, backstamp. The U.S. added 16¢ Sea (American Packet) + 5¢ U.S. Inland = 21¢ to the 32¢ British debit, total 53¢ due, shown by the Boston handstamp.

1854-55

THE FRANK D. WILLIAMS CORRESPONDENCE

SHANGHAI TO U.S. VIA HONG KONG AND MARSEILLES

Ship Mermaid, Shanghai to Hong Kong

P. & O. Line: S.S. Pottinger, Hong Kong to Galle, Ceylon

S.S. Oriental, Galle to Suez

S.S. Indus, Alexandria to Malta

S.S. Valetta, Malta to Marseilles

Conard Line: R.M.S. Africa, Liverpool to Boston

December 6-21, 1854. A long letter by Frank Williams to his wife Doll datelined Shanghai. Besides the usual gossip, he tells (Dec. 9) of the French Guard firing upon the rebels within the city walls after which they, the French, took a small fort outside the city walls, which they destroyed. The rebels killed one Frenchman and wounded two others. Because of that, the French commenced firing shot and shells into the city from the French steamer Culbert. He feels an attack is to be made by the French upon the city the next day when the French frigate Jeanne d'Arc is to be taken up the river. He feels the French could drive the rebels out of the city, whereupon the Chinese Imperialists, about 12,000 strong, will fall upon them. He is afraid that the rebels will get desperate and rush upon the foreign settlement, so they are on the lookout and "keep our powder dry". The rebels are said to number 4,000 of the worst class villains. There are supposed to be more than 30,000 people in the city detained against their will.

December 10. All still quiet last night. The Culbert is getting up steam and supposed getting ready to tow the French frigate upstream to bombard the city. The rebel leader "Aling" has asked for refuge aboard the British Vandalia, but has received no reply.

Williams has prejudiced viewpoints, as he says, inter alia, "The French, as you know, have no mercantile interests here... They are looking out for the French priests & Padres, who are spread all about the country: their object as far as I can understand is to force the Catholic religion & Jesuitism upon the Chinaman faster than it will go down."

December 11. Monday morning. "All serene" so far. He anticipates action by the French as well as fierce resistance by the rebels.

December 11. Afternoon. Nothing done. The French frigate is anchored off the city. Various interests are trying to avoid any confrontation. A steamer is reported ashore in the river this side of Woosung, supposed to be Encounter from Hong Kong with another overland mail.

December 12. All quiet. Encounter brought no overland mail. Negotiations going on with the rebels.

December 16. French landed a few men and destroyed the rebel battery on the wall. Culbert has fired a few shot into the city.

December 15. The French have decided to blockade the city and starve the rebels out, no one is allowed in the city, the bridge having been torn down.

1854-55

THE FRANK D. WILLIAMS CORRESPONDENCE

SHANGHAI TO U.S. VIA HONG KONG AND MARSEILLES

The French have issued notice that Shanghai is in a state of seige.

December 16-21. Nothing more on the seige. His "boy" is accused of theft and a note about this is inclosed. Williams notes that he is to send this letter along by the Mermaid.



December 21, 1854. Letter content notes sending of this letter from Shanghai to Hong Kong by the ship Mermaid "to guard against accident."

January 14, 1855 (circa, poor impression of the Hong Kong backstamp.) Letter entered into the mail stream of the overland mail by Peninsular & Oriental Steam Navigation Co.'s steamers, dates as follows:

<u>S.S. Pottinger</u>		<u>S.S. Oriental</u>		<u>S.S. Indus</u>		<u>S.S. Valetta</u>	
Hong Kong	Jan. 15	Galle	Feb. 1	Alexandria	Feb. 21	Malta	Feb. 25
Singapore	21-22	Aden	10-11	Malta	25	Marseilles	28
Penang	24	Suez	18				
Galle, Ceylon	29						



March 2. Transit backstamp at London. U.S. was debited for 20¢ French transit + 12¢ British transit + 16¢ transatlantic (British Packet) = 48¢, shown in manuscript, for a double weight letter via Marseilles, over $\frac{1}{2}$ -oz., not over $\frac{1}{2}$ -oz.

March 3. R.M.S. Africa of the Cunard Line departed from Liverpool.

March 17. Africa arrived at Boston, Exchange Office backstamp. U.S. added u.s. Inland of 5¢ (a single letter [$\frac{1}{2}$ -oz.] by U.S. rating to total 53¢ due, shown by the Boston charge mark.

1855-56

THE FRANK D. WILLIAMS CORRESPONDENCE

SHANGHAI TO U.S. VIA HONG KONG AND MARSEILLES

P. & O. Line: S.S. Erin, Shanghai to Hong Kong

S.S. Norna, Hong Kong to Galle, Ceylon

S.S. Hindostan, Galle to Suez

S.S. Alhambra, Alexandria to Marseilles

Collins Line: U.S.M.S. Atlantic, Liverpool to New York

Two identical letters posted at Shanghai by Frank D. Williams in the same mail to his wife "Doll" at Boston. Covers are sans content.



1855-56

THE FRANK D. WILLIAMS CORRESPONDENCE
SHANGHAI TO U.S. VIA HONG KONG AND MARSEILLES



December 8 (ca.), 1855. These two letters were written by Frank D. Williams to his wife in Boston while he was at Shanghai, based on other covers w/content in this collection. The letters were posted unpaid and endorsed: Via Marseilles. Transit onward from Shanghai by the Peninsular & Oriental Steam Navigation Co. was as follows:

<u>S.S. Erin</u>	<u>s.s. Norna</u>	<u>S.S. Hindostan</u>	<u>S.S. Alhambra</u>
Shanghai Dec. 8, '55	Hong Kong Dec. 15	Galle Dec. 31	Alexandria Jan. 23
Honk Kong 12	Singapore 21-22	Aden Jan. 9-10, '56	Malta 28-29
	Penang 24	Suez 17	Marseilles Feb. 1
	Galle 31		

February 4, 1856. Transit backstamp at London. The U.S. was debited with 12¢ British Transit + 20¢ French Transit = 32¢, shown in manuscript. This was double rate French only (10¢ x 2) per ½-oz. to ½-oz., other charges were per ½-oz.

February 6. U.S.M.S. Atlantic of the Collins Line departed from Liverpool.

February 24. Atlantic arrived at New York. The Boston mails were forwarded closed to Boston by rail where the Boston Exchange Office backstamp was struck February 25.

The Boston Exchange Office added 16¢ Sea (American Packet) + 5¢ U.S. Inland or 21¢ to the 32¢ British debit to total 53¢ due. This was the China, British Mail via Marseilles per ½-oz., effective October 1854 to January 1857.



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1856

THE FRANK D. WILLIAMS CORRESPONDENCE

FOOCHOW TO U.S. VIA HONG KONG AND MARSEILLES

P.&O. Line: S.S. Formosa, Shanghai to Hong KongS.S. Cadiz, Hong Kong to Galle, CeulonS.S. Bentinck, Galle to SuezS.S. Euxine, Alexandria to MarseillesCunard Line: R.M.S. Africa, Liverpool to New York

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February 4, 1856. Letter from Frank D. Williams datelined at Foochow, and endorsed: Via Marseilles. It was picked up en route to Hong Kong by the S.S. Formosa of the P. & O. Line. Steamships of the P. & O. carried the overland mail to Marseilles, dates as follows:

<u>S.S. Formosa</u>		<u>S.S. Cadiz</u>		<u>S.S. Bentinck</u>		<u>S.S. Euxine</u>	
Shanghai	Feb. 7	Hong Kong	Feb. 15	Galle	Mar. 2	Alexandria	-
Hong Kong	11	Singapore	21-22	Aden	11-13	Malta	Mar. 28
		Penang	24	Suez	19	Marseilles	31
		Galle	29				

April 2. London transit backstamp. The U.S. was debited for 16¢ transatlantic (British Packet); 12¢ British transit; 10¢ French transit, total 38¢, shown in manuscript.

April 5. R.M.S. Africa of the Cunard Line departed from Liverpool.



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April 19. Africa arrived at New York, where the bagged Boston mails were forwarded by rail to Boston.

April 21. Boston arrival backstamp. where 5¢ U.S. Inland was added to the 38¢ British debit = 43¢ due. This was the British mail rate from China via Marseilles per ½-oz., effective 10/54 to 1/57.