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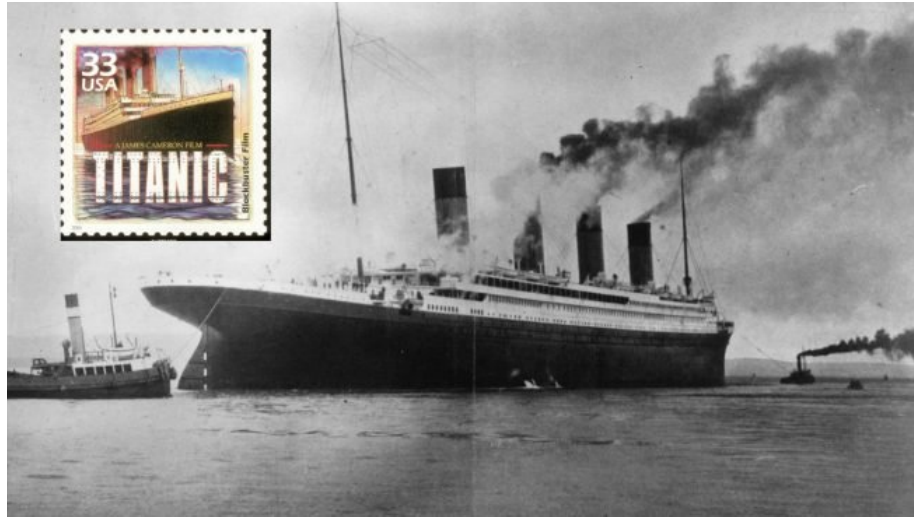
THE LETTERS THAT DID NOT SINK WITH THE S.S. TITANIC

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News sent by Sergio Manuel Hernandez de Leon and Perdomo on Wednesday, June 3, 2020



When an accident happens in means of collective transport, there is almost always someone who is *salva* "saved" for having *perdido* "missed" the plane, boat or train. With the correspondence that should have traveled aboard the SS "TITANIC" on its original journey, the same thing happens. They were taken in another transatlantic, and therefore, "salvaron". Undoubtedly, within the collection of [Postal History](#), they are very rare and difficult to obtain cards, since they are protected by "the "TITANIC" myth. They are "musege pieces" and their price is usually around 4,000 E. What is scarce, is rare and is paid. At the beginning of 2019, my friend *Esteve Doménech*, great expert and passionate about [Postal History](#), has edited a selection of it for sale, whose cover reproduces one of those letters, sent from *Blanes to the Company M.A. Winter* in Washington D.C.



This company, was dedicated, worldwide, to the sale of all kinds of accessories for garnishing, corsets, etc. and even “miracle elixirs” that were of no use. According to an American newspaper, they were “snake oil.” Something like the charlatans who went from town to town, selling “grow hairs” that left you bald. The envelope is crossed with two stamps of 10 c. and 15 c. of the *Alfonso XIII series* type *medallón* “medallion”, killed on 3-Mar-1912 in Blanes (Gerona), and sent by “*Dolores de Garriga, Corsetera de Blanes*” with registration number (or control) 5569, which being not of “Certified” (is very high), I think of the number, which as a client *had Pains*. It is also marked number 264548 which is from the U.S. Post Office.

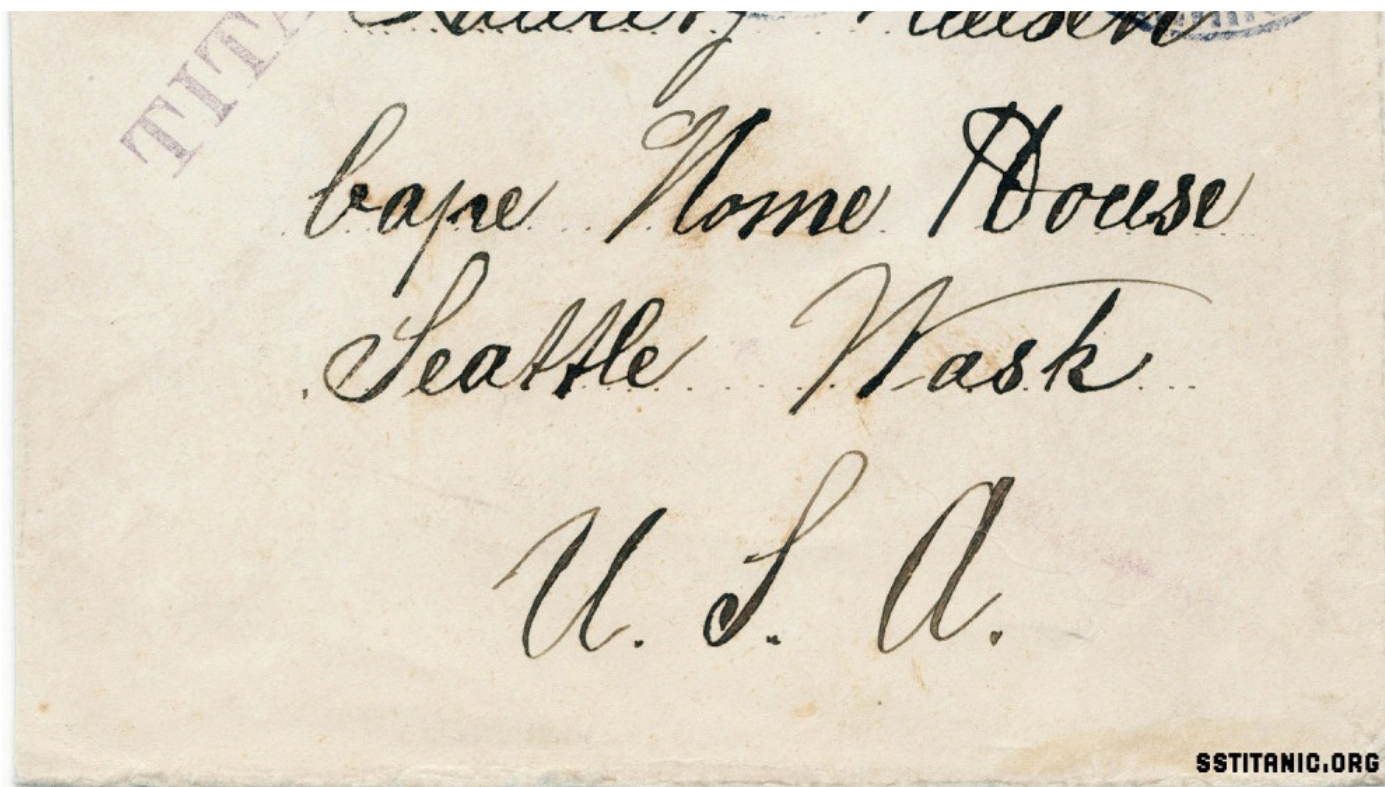


*The front and back of the envelope sent from Blanes to the USA, with the trademark of the **TITÁNIC**, of which I refer in the text*



On the back, he wears a “roll” stamps dated *16-Mar-1912-11AM* as “received” in the U.S. mail in Washington D.C. That is, it takes 13 days from Spain to the USA, via Great Britain, normal at the time. 11 AM, it is “*Ante Meridiem*,” that is, before 12 noon. In Spain and other countries, something similar was also put: 12M, 8T... On the obverse are two marks. The rectangular, in dark violet, “*Received Mar-18-1912*” sealed by the recipient *M.A. Winter Co.* when he receives the letter, and another in clear violet and letters *serif* “*TITANIC*” “*TITANIC*”, stamped in the offices of the White Star in G.B., since both this, with another 19 letters that have been preserved, had to have traveled from Europe to the USA aboard the **TITANIC** “*TITANIC*”.





Another envelope sent from **Denmark**. Text: *About slaughter sealed in Copenhagen, 14-Mar.12, with the brand of the TITANIC* "TITANIC", different from that of *Blanes*.

However, it was not so, since once received in G.B. to be sent to the USA, via Shouthampton (UK) and Cherbourgo (F) an **unforeseen event** occurred that caused the correspondence to be delivered to other ships crossing the Atlantic: The **LUSITANA** "LUSITANA", English, the "German Main" or the *Espagne* French "Espagne". I couldn't figure out which one, but they came. Undoubtedly, the volume of correspondence "deviated" from the "TITANIC" had to be very high, but, unfortunately only 20 envelopes directed (minus one) to **M.A. Winter** are preserved: 17 from France, 1 from Denmark and 2 from Spain: East of **Blanes**, and another sent from Vich dated 7-03-1912. What in some old U.S. file do some more appear?. It's possible... and very difficult. What was that **unforeseen event**?



Postcard, *killed in Southampton* on the 65th anniversary date of *the TITANIC*. There is a big mistake in the drawing: There are only 2 of the 4 chimneys, since although the proel was sunk, the following is missing as well. Draftsman's failure.

After the launch of the SS "TITANIC" on 31-03-1911, the equipment process begins, between June 1911 and March 1912. On 18-09 - 1911, the *White Star* announced "by hype" the maiden voyage for March 20, 1912, but on 20-09-1911, the SS "OLIMPIA", collides with the warship HMS "HAWKE", so the "TITANIC" was removed from the dike, to leave room for the OLIMPIC"OLIMPIC". Of course, the maiden voyage has to be postponed to 10-04-12, with the result of all known: its sinking by colliding with an immense block of ice.





View of the **TITANIC** by the stern. The **4th Fireplace** is clearly seen, without smoke. It was simply **adorno** “*earm*” because aesthetically, it was thus more “pretty”. Over there, only smoke came out of the kitchens.



Picture, where you can see in red circle, the false fireplace

But there is a “loose end” that needed *amarrear* “mooring”: The letters that should have been travelled from Europe to the USA aboard **the** “TITANIC” cannot be delayed 3 weeks, since one of the priorities of **the Universal Postal Union**, is the speed in the delivery of the correspondence. That mail had already been “marked” with “TITANIC” at the W.S. 3 different types are known: Normal vertical letters, *vertical Serif* type and *inclined serif* type, which is the one applied in the Blanes card. The solution, as we have explained before, was to send the bags on board one of the 3 Transatlantics reviewed before. If the accident of the **OLIMPIA** “OLYMPIA” had not occurred, they would have traveled in the “TITANIC” “TITANIC”, and sunk with it ... or who knows if the *iceberg* “iceberg”, by the change of dates, was not in its direction and would have arrived safely in New York.





Manuel García García, C.E.A.N -S.E.F.P. Barcelona-3-January 2019