

1798-99

PACKET LETTER

DUBLIN TO BOSTON VIA NEW YORK

Rates by Act of February 20, 1792 Packet Lady Harriet
Correspondence relative to the American Brig Minerva



A & H 781



A & H 678



October 31, 1798. Letter datelined at Dublin, Ireland. It was paid at the 1 shilling packet rate plus 8d. inland rate, Dublin to London. This compulsory prepayment was shown by the brownish red POST PAID D mark of Dublin. This payment only carried the letter to the dock at New York.

November 6. Paid transit at London. The "November" mails did not leave Falmouth until Dec. 10 per the packet Chesterfield. The Lady Harriet departed Falmouth about Dec. 5, so this letter would likely have been aboard her.

February 9, 1799. Lady Harriet arrived at New York about this date. The U.S. did not surcharge any of the British Packet letters, merely charging the domestic postage. Letter rated Act of February 20, 1792, as a single letter 250 to 350 miles at 20¢ due.

Letter content notes no sign of the Minerva having arrived at Dublin and expresses concern for her safety.

1798-99

PACKET LETTER
DUBLIN TO BOSTON VIA NEW YORK

Rates by Act of February 20, 1792 Packet Chesterfield
Capture of American Brig Minerva by Spanish Privateers
Forwarding Agent: H. & J. Johnston & Co., London

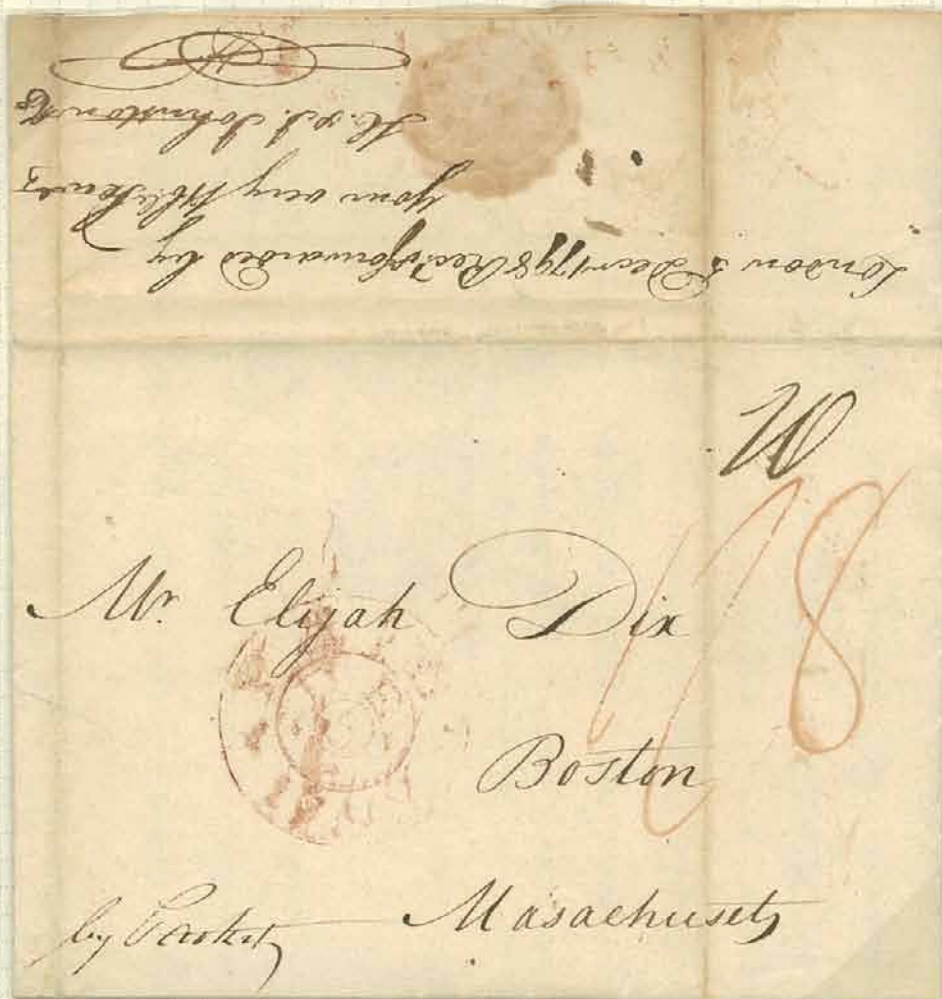


A & H 678

Nov. 6, 1798. Letter datelined at Dublin containing a duplicate of letter of Oct. 31. This November letter informs Mr. Elijah Dix of the capture of his Brig Minerva by Spanish privateers and taken into a Spanish port in Biscay. Rate paid at 1sh. Packet plus 8d. inland postage to London, total 1sh.8d. This paid only to the dock at New York.

Dec. 5. Letter held by forwarding agents H. & J. Johnston, & Co., London, for the next Falmouth Packet to America. Their manuscript endorsement on the reverse is dated Dec. 5, 1798. As the Lady Harriet sailed about Dec. 5, this letter would have been aboard the Chesterfield which departed from Flamouth December 10.

January 31, 1799. Chesterfield arrived at New York 10 days before Lady Harriet. The U.S. did not make a Ship Letter charge for British Packet letters at this time, merely charging the domestic postage. Letter rated Act of Feb. 20, 1792, as a single letter 250 to 350 miles, 20¢, New York to Boston.



1827

TRANSATLANTIC MAIL

The Packet Services



COPE'S PHILADELPHIA LINE TO LIVERPOOL

Packet Ship Tuscarora

Tuscarora, 379 tons, ship rigged, was built 1819 at Philadelphia according to the Holdcamper List, although Staff, F. "Transatlantic Mail" notes her of 349 tons, built 1810. She ran many years for Cope's Philadelphia Line.

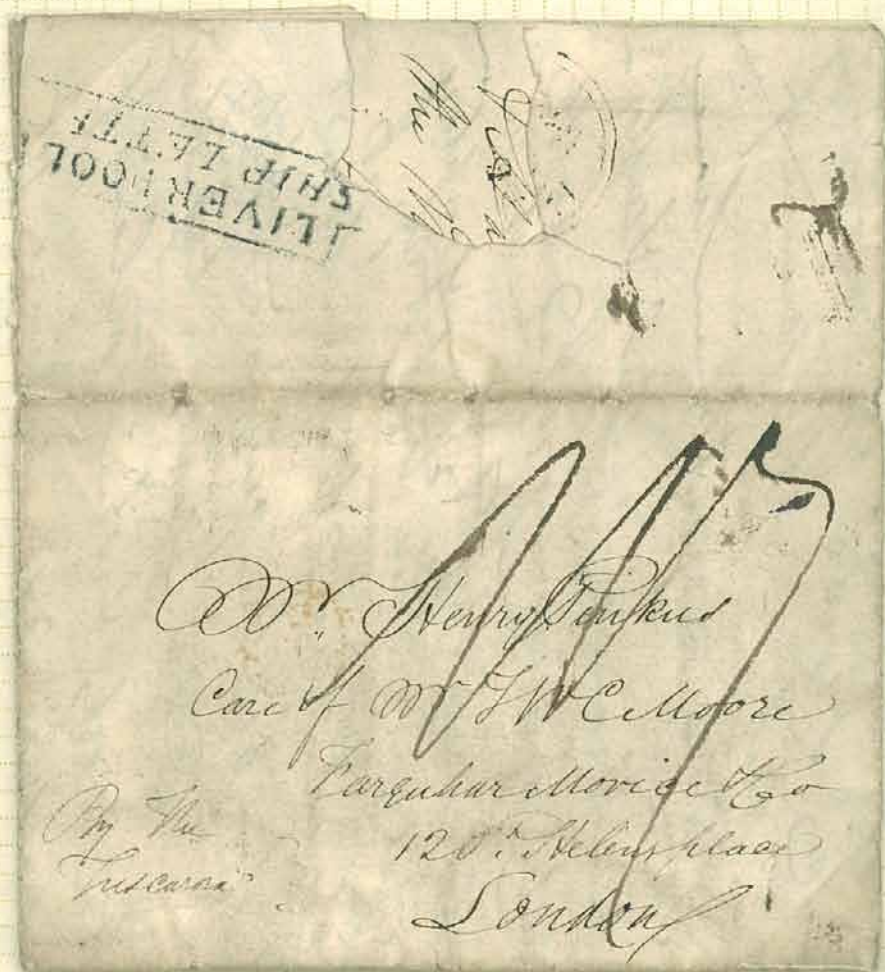
Feb'y 25, 1827. Letter, datelined at Philadelphia, concerns inventions of a floating dry dock and a canal powering device (see letter over) and refers to review of the plans by Mr. Clinton (DeWitt, N.Y. governor and proponent of the U.S. canal system). Letter was directionally endorsed "By the Tuscarora". N.Y. Shipping & Commercial List, Sat., March 3, 1827 notes: March 1, cleared for Liverpool at Philadelphia, Ship Tuscarora, Capt. Serrill.

LIVERPOOL
SHIP LETTER

R. 59



March 29. Back-stamped at Liverpool as a Ship Letter incoming. Rated L'pool to London, 206 miles, Inland rate for a single letter 170 to 230 miles of 11d. (Act of 1812) plus 8d. Ship Letter charge, total 19d. or one shilling 7 pence shown in manuscript on face as 1/7. Arrival red backstamp at London where the letter was rated.



1835

TRANSATLANTIC MAIL

COPE'S PHILADELPHIA LINE TO LIVERPOOL

Packet Ship Pocahontas

May 31, 1835. A chatty letter datelined at Liverpool and endorsed: Pocahontas. This was directed to the Cope's Philadelphia Line. Pocahontas, 535 tons, with Cope since 1833, Captain James West.



Shipping and Commercial List and New-York Price Current. Arrived Philadelphia, July 23, 1835. Ship Pocahontas, West....Liverpool.

Letter rated 6¢ for a single letter addressed to the port of entry. This octagonal mark is found in red and black, more scarcely in blue.

1844

TRANSATLANTIC MAIL

The Packet Services



COPE'S PHILADELPHIA LINE TO LIVERPOOL

Packet Ship Susquehanna

This line is recorded from 1807 with the ship Lancaster of 290 tons. Some eleven ships saw service on the line, the last the Chimera, 1300 tons in 1852.

The Susquehanna, 600 tons, recorded by Staff in 1852, however the Holdcamper List shows a 582 ton ship Susquehanna, built 1833 in Philadelphia, recorded as registered at the Port of New York March 26, 1853. Accordingly, we would feel the latter listing applies to this vessel. Cope's Line covers are extremely scarce.

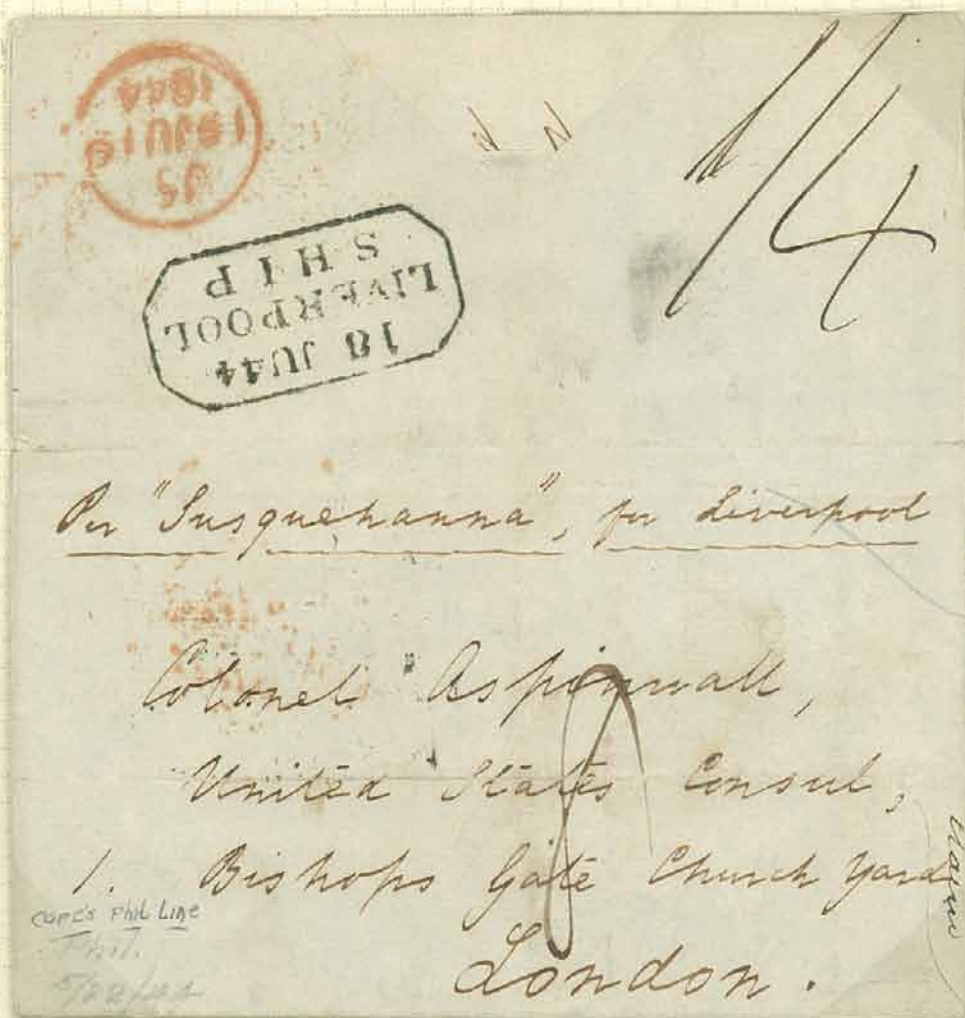
May 22, 1844. Letter datelined at Philadelphia and endorsed, Per "Susquehanna", for Liverpool. It was put directly into the mailbag aboard the ship.

18 JU44
LIVERPOOL
SHIP

June 18, 1844.
Letter incoming as a Ship Letter at Liverpool and subject to the 8d. rate prevailing after 1840. The 1/4 on the back reflects a double letter, 8d. x 2 = 16d. or 1 shilling 4 pence.

JS
19 JUL 19
1844

June 19. London receipt backstamp.



1844

TRANSATLANTIC MAIL

COPE'S PHILADELPHIA LINE TO LIVERPOOL

Packet Ship Shenandoah

September 7, 1844. Letter, datelined at Liverpool, concerns shipment of goods per "Thomas P. Cope", another Cope Line packet. The Shenandoah was of 738 tons burthen, in Cope Line 1839. In 1846 she went to the Black Diamond Line (Philadelphia.)



Shipping and Commercial List, New York. Arrived Philadelphia, October 16, 1844. Ship Shenandoah, Wise.....Liverpool.

Letter rated at 6¢ for a single Ship Letter addressed to the port of entry.

1845

TRANSATLANTIC MAIL

COPE'S PHILADELPHIA LINE TO LIVERPOOL

Packet Ship Susquehanna

FORWARDING AGENT
Rathbone Bros. & Co.
Liverpool

Feb. 13, 1845. Holograph letter from Alfred Fox datelined Falmouth (England) to Alfred Cope, one of the Cope's Philadelphia Line family members. Letter deals with the smelting of copper ores and the problems of anthracite and bituminous coals therefore (see overleaf).

FORWARDED BY
RATHBONE BROS & CO
LIVERPOOL

Originally directed "Pr. Monogahela", one of the Cope Line's ships by the sender. Letter went ex-post office to Rathbone Bros. & Co., forwarding agents at Liverpool who stamped it on the back with their oval mark (R.F. 4) and deleted the Monongahela in favor of the Packet Ship Susquehanna, another Cope Line vessel.

4/19
Alfred Cope

Philadelphia
D. Susquehanna

April 19, 1845. Boston Shipping List shows the Ship Susquehanna, Captain Miercken, arrived at Philadelphia this date from Liverpool. This checks with docket date, 4/19, on face of the letter. Hand delivered to ship's owners (Cope) per favor of Capt. Miercken, hence no postal markings.

1845

TRANSATLANTIC MAIL

COPE'S PHILADELPHIA LINE TO LIVERPOOL

Packet Ship Saranak

September 8, 1845. Charges letter for one package shipped aboard the Saranak, Turley Master for Philadelphia. Charges include town dues 2d., dock dues 2d., Bills of Lading 1/6, etc. to total 6sh.4d.



Shipping and Commercial List, New York. Arrived at Philadelphia October 11, 12, ship Saranak, Turley
....Liverpool.

Letter rated at 6¢ due for a single Ship Letter addressed to the port of entry. Charge shown by the octagonal Philadelphia handstamp, here shown in blue. It is more commonly seen in red or black.

1856

TRANSATLANTIC MAIL

The Packet Services

COPE'S PHILADELPHIA LINE TO LIVERPOOL

Packet Ship Tonawanda

Consignee's Letter

1241 tons, began service for Cope's Line in 1848. Her master on this voyage was Captain Theodore Julius, who continued as her commander through and after the Civil War, at least until 1868. The Line, which began in 1822, went through the War with packets Tonawanda, Tuscarora, Wyoming, and Saranak.

June 12, 1856. Consignee's letter for 3 casks of hardware is datelined at Liverpool, shipped aboard the "Tonawanda" for Philadelphia. Letter face endorsed: per "Tonawanda."



Shipping & Commercial List, New York. Arrived at Philadelphia August 4, 1856, ship Tonawanda, Julius, from Liverpool.

Letter rated at 6¢ due for a single Ship Letter addressed to the port of entry. Charge shown by the octagonal Philadelphia handstamp.

1859

COPE'S PHILADELPHIA LINE TO LIVERPOOL

Packet Ship Tuscarora II

Tuscarora, the original vessel of that name was built at Philadelphia in 1819, and was of the original fleet when formed in 1822. Tuscarora II was of 1232 tons, and entered the fleet in 1848. Her master in 1859 was Richard M. Dunlevy (since 1858.)

July 15, 1859. A bill of lading for a cargo shipped aboard the Tuscarora, consignee's letter, endorsed: p "Tuscarora."



SHIP



Shipping and Commercial List, N.Y., August 27, 1859. Arrived at Philadelphia August 22, Ship Tuscarora, Dunlevy...Liverpool.

Philadelphia arrival octagonal mark, 30mm. side-to-side. 20 x 5mm. SHIP.

Letter rated at 6¢ for a single Ship Letter addressed to the port of arrival.

1862

TRANSATLANTIC MAIL

The Packet Services

COPE'S PHILADELPHIA LINE TO LIVERPOOL

Packet Ship Saranak

The Cope Line, founded in 1822, continued through and after the Civil War with packets Tonawanda, Tuscarora, Wyoming and Saranak under Capts. Theodore Julius, R.M. Dunlevy, William Burton and James Rowland, respectively. Saranak, 816 tons, began Cope Line service in 1844.

January 9, 1862. Consignee's letter for 500 boxes of Coke tin plate shipped aboard the ship Saranak.



SHIP

5

Boston Shipping List, March 5, 1862. Arrived Philadelphia Feb. 27, Ship Saranak, Rowland, from Liverpool.

Letter rated, Act of 1851, 1-oz. letter not exceeding 3,000 miles at 3¢ + 2¢ Ship Letter charge = 5¢ due. SHIP designation struck twice. Late usage per Cope Line Liverpool to Philadelphia.

1862

COPE'S PHILADELPHIA LINE TO LIVERPOOL

Packet Ship Tonawanda

Consignees' Letter

March 14, 1862. An invoice with an enclosed bill of lading for tin plate shipped aboard the Tonawanda, a 1210 ton ship of Cope's Line. Endorsement on face reads: Consignees p "Tonawanda".

Captain on this voyage was Theodore Julius. Cope's Line went through the Civil War with packets Tonawanda, Tuscarora, Wyoming, and Saranak.



SHIP

5

Boston Shipping List, May 3, 1862. Arrived at Philadelphia April 27: Ship Tonowanda, Julius...Liverpool.

Letter rated under Act of February 27, 1861: Private ship letter to or intra-U.S. 5¢ each if for delivery at port of arrival; 2¢ each plus regular postage if further forwarded through the mail. Here 5¢ for delivery at port of arrival.

1824

SHIP LETTERS

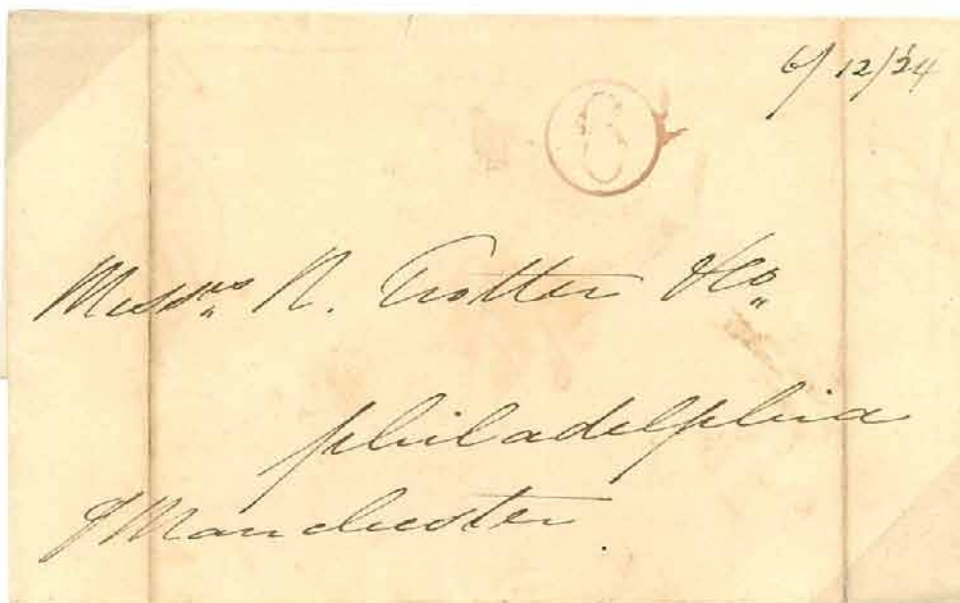
WELSH LINE-PHILADELPHIA TO LIVERPOOL

Packet Ship Manchester

John Welsh

This short-lived line was established by John Welsh, 51 South Wharf, Philadelphia. Established to begin operations April 5, 18 3. Discontinued in 1824.

May 1, 1824. Letter docketed at Liverpool. It is endorsed: p Manchester. This 321 ton ship was captained by Charles Winslow.



6

Shipping and Commercial List, N.Y., June 16, 1824. Arrived at Philadelphia June 11, Ship Manchester, Winslow, from Liverpool.

Docket notes arrival at recipient's office June 19.

Letter rated 6¢ for a single Ship Letter addressed to the port of arrival. Charge mark is the tuscan red "6" of Philadelphia.

1831-32

TRANSATLANTIC MAIL

NEW LINE OF LIVERPOOL AND PHILADELPHIA PACKETS

Packet Ship Delaware

Spackman & Wilson, 21 Church Alley, Philadelphia Agents. J. Willis, Latham & Gair, and Rathbone Bros. & Co., Liverpool Agents. Established February 1824, to sail from Liverpool the 20th of each month. Line was discontinued in 1834. Ship Delaware, 412 tons, was into the fleet in 1827.



November 24, 1831. Letter datelined at Clifton near Bristol, England. It is endorsed: pr Delaware. This letter probably went out on the Dec. 20, 1831 sailing of the New Line ship Delaware.



SHIP

Shipping and Commercial List and New-York Price Current. Arrived at Philadelphia Feb. 20 (sic) Ship Delaware, Bartleston.....Liverpool.

Letter rated, Act of 1825, for a single letter not over 30 miles, Philadelphia to Germantown, at 6¢ plus 2¢ Ship Letter charge = 8¢ due.

1830

RED STAR or SECOND LINE

Packet Ship Birmingham

571 ton ship built in New York by C. Porter, launched in 1825. She was in the Red Star Line service (Robert Kermit) 1826-32 after which she became a transient. She was wrecked off Valparaiso, 18th October 1836.



Oil on canvas, 22 x 37½ in., by Miles Walters (1773-1855) and son (Samuel.)

This view shows the Egremont fort and lighthouse visible on the horizon amidships. On the left of the painting is Liverpool Pilot sloop No. 3, Earl of Liverpool. Under the packet's bowsprit is an approaching gig boat probably about to come alongside with the ship's agent and other officials.

The Birmingham presents a handsome appearance with the broad, light-colored wale surmounted by two narrower strakes in the American style. Additional color stems from the U.S. ensign at the peak, the red star on her top-foresail, the swallowtail house flag at the mainmast, and the requisite Liverpool Code hoist at the fore.

Across the Western Ocean, Pg. 44, Peabody Essex Museum, 1995.

1834

RED STAR or SECOND LINE

New York to Liverpool
Packet Ship John Jay



March 18, 1834. Letter posted at Bath, Maine and endorsed: pr. Ship John Jay/ New York. It was paid at the inland rate, Bath to New York, Act of 1825, at 18-3/4¢ for a letter conveyed 150 to 400 miles.

N.Y. Shipping & Commercial List, VESSELS UP FOR FOREIGN PORTS: LIVERPOOL _ Ship John Jay, Glover, 18 E.R., 24th March, Wood & Tremble or S. Hicks & Sons.

LIVERPOOL
SHIP LETTER

5.11

Arrival backstamp at Liverpool as a SHIP LETTER. This letter was subject to the 8d. Ship Letter rate for a letter addressed to the port of arrival.. Capt. Lowell's letter was care of Baring Brothers & Co., Liverpool.

1824-25

RED STAR or SECOND LINE

Liverpool to New York

Byrnes, Trimble & Co.

Packet Ship Meteor

The Red Star Line was formed in 1821, and sailed irregularly. They were established in January 1822 as a regular line to sail from New York the 25th and from Liverpool the 12th of each month. Original ships were the Panther, Manhattan, Meteor, and Hercules.



PAID
5 NOV 5
1824

November 1, 1824. A letter to New York from Dingwall, Scotland via a forwarding agent at Liverpool. It was paid, Act of 1812, Dingwall to Liverpool at 1sh.3d. for a letter conveyed 500-600 miles plus 1/2d. Scotch Mail Coach Tax or 1/3 1/2d.

N.B.: Mileage charts show Dingwall to Liverpool as 474 miles, but this letter was charged at the 4-500 mile rate.

November 5. Transit as PAID at Edinburgh.

November 12. Forwarder deleted his name and gave the letter to the captain of the Meteor, which departed from Liverpool on the 12th. Payment at Dingwall only carried this letter to Liverpool.



N.Y. Shipping & Commercial List. Arrived at New York January 15, 16, 1825; Ship Meteor, Gardner...Liverpool.

T.W. Gardner was master on this voyage.

Letter rated at 6¢ for a Ship Letter addressed to the port of entry, amount due from recipient.

1827

RED STAR or SECOND LINE

New York to Liverpool

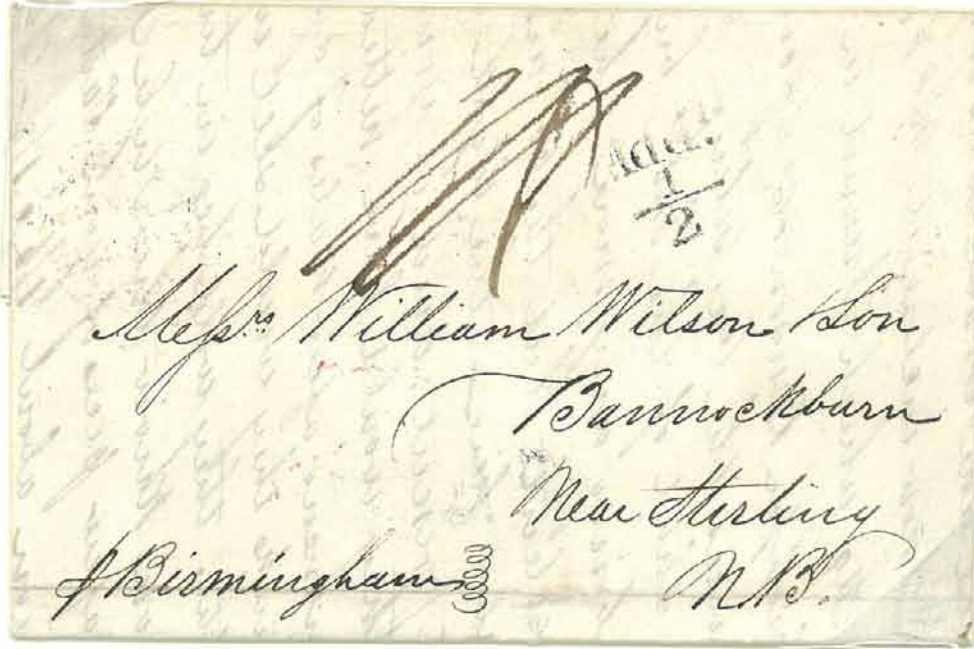
Robert Kermit

Packet Ship Birmingham

July 23, 1827. A letter to William Wilson & Son, Bannockburn, Scotland (N.B. = North Briton), endorsed: p Birmingham. It concerns sales by auction from two bales of carpeting sent from Wilson per ship Saml Robertson.

N.Y. Shipping & Commercial List VESSELS UP FOR FOREIGN PORTS, LIVERPOOL. Ship Birmingham, Harris, 24 E.R., 24th July, S. Hicks & Son or Byrnes, Trimble & Co.....Liverpool.

Samuel Hicks & Son were added as New York agents in 1826.



SHIP LETTER
LIVERPOOL

AUG
16
1827

Add
 $\frac{1}{2}$

August 14. Birmingham arrived at Liverpool, SHIP LETTER backstamp.

August 16. Edinburgh transit backstamp. Letter rated, Act of 1812, Liverpool to Sterling (257 miles) at the zone rate 230 to 300 miles at one shilling + 8d. Ship Letter charge = 1sh.8d. due, shown as 1/8/ In addition this letter was subject to the 1/2d. Scotch Mail Coach charge, effective from 1813 to 1839.

1831

TRANSATLANTIC MAIL
RED STAR or SECOND LINE

Liverpool to New York

Robert Kermit

Packet Ship Birmingham

The packet ship Birmingham, 571 tons, served in the Red Star Line from 1826 to 1832. She became a transient vessel and was wrecked at Valparaiso October 18, 1836.

January 6, 1831. This letter is datelined at London and is endorsed: p. packet/ from Liverpool.

January 10. The packet sailing ship Birmingham departed from Liverpool.



SHIP

N.Y. Morning Courier and Enquirer.
Friday, February 25, 1831. Arrived February 24 Packet ship Birmingham, Harris, from Liverpool Jan. 10th with dry goods &c. to Byrnes, Trimble & Co. Jan. 31st. experienced a most violent hurricane, lost most of the sails. The B was off the Highlands on Monday last, but stood off on account of the fog.

Letter rated, Act of 1825, for a single letter, 80 to 150 miles at 12½¢ plus 2¢ Ship Letter charge = 14¼¢ due, manuscript note.

1832

TRANSATLANTIC MAIL

The Packet Services

—x—
RED STAR LINE or SECOND LINE

New York to Liverpool

Robert Kermit

Packet Ship Sheffield

The Red Star Line of packet ships was formed in 1822 with the acquisition of four ships, all under 395 tons by Robert Kermit, the Meteor, Hercules, Manhattan and Panthea. The line ended in 1867.

The packet Sheffield was of 578 tons, saw service with the Red Star Line from 1831-43. She was wrecked off New York Bar 14 Nov. 1843, was salvaged and served as a whaler 1845-60.

Red Star was the "Second Line", there was no third line as such, the enlarged fleet of the Black Ball Line was accepted in its place.



June 22, 1832. Letter datelined at Manchester, England. Addressed to Kirk Boott of Lowell. His name lives on today in the Boott Mills, Lowell. Endorsed "p Sheffield".

August 18, 1832. Incoming at New York as a Ship Letter. Rated (Act of March 3, 1825), 150-400 miles as a double letter. 18-3/4¢ single x 2 = 37½¢ + 2¢ Ship Letter charge = 39½¢ due as shown in red manuscript.



1833

TRANSATLANTIC MAIL

The Packet Services



RED STAR LINE or SECOND LINE

New York to Liverpool

Robert Kermit

Packet Ship Sheffield



March 4, 1833. Letter datelined at Lancaster and posted March 6, backstamp. It was charged only the British Inland rate, Act of 1812, at 8d. for a letter conveyed 50 to 80 miles. Lancaster to Liverpool is 54 miles.



March 8. The packet ship Sheffield sailed from Liverpool for New York.



Morning Courier and New-York Enquirer, THURSDAY, April 11. Arrived N.Y. April 9, Packet Ship Sheffield, Hackstaff, from Liverpool, sailed March 8 with mdze. to J. Wright. 19th March lat 40 4, lon 45 21, saw ship Albany, hence for Havre.

Letter rated, Act of 1825, single, 150 to 400 miles at 18-3/4¢ + 2¢ Ship Letter charge = 20-3/4¢ due, shown in red manuscript.

1835

The Packet Services

RED STAR or SECOND LINE

Liverpool to New York

Robert Kermit

Packet Ship Sheffield

March 6, 1835. A letter including prices current from Baring Bros. & Co., London includes a duplicate letter of February 14, 1835, the original sent p. "Caledonia". The latter was a packet ship of the Black Ball Line. This letter is headed and endorsed on the face: p. Sheffield. It went under cover to Baring Bros. Liverpool office for direct deposit in the Sheffield's letter bag.



Shipping & Commercial List, N.Y. Arrived at New York April 11:
Ship Sheffield, Allen.....Liverpool.

Single letter conveyed 150-400 miles at 18-3/4¢ plus 2¢ Ship
Letter charge = 20-3/4¢ due, shown in manuscript.

1828

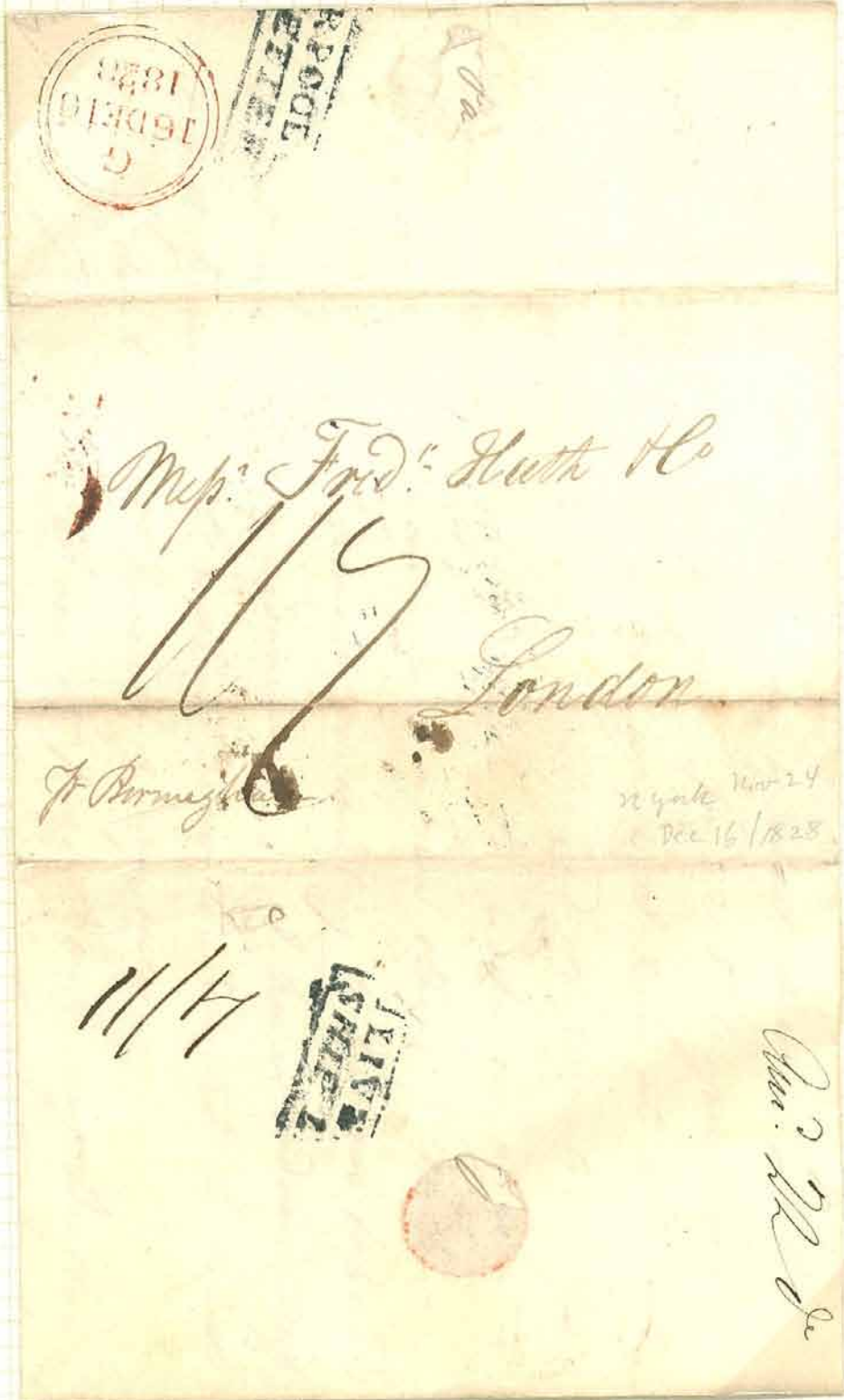
TRANSATLANTIC MAIL

The Packet Services

RED STAR LINE OR SECOND LINE

New York to Liverpool

Packet Ship Birmingham



1828

TRANSATLANTIC MAIL

The Packet Services



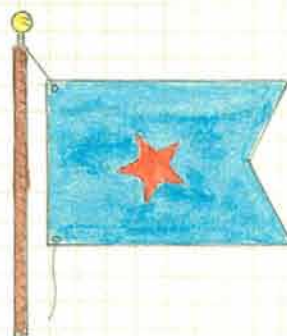
RED STAR LINE OR SECOND LINE

New York to Liverpool

Robert Kermit

Packet Ship Birmingham

The packet Birmingham was built at New York in 1825 and registered at the Port of New York Dec. 30, 1825. She was ship rigged of 571 tons and saw service on Robert Kermit's Line from 1826-1832, making in all 16 crossings. She was wrecked Oct. 18, 1836 at Valparaiso.



Nov. 24, 1828. Letter datelined New York. Daniel W. Coit writes to F. Huth & Co., "I have been so particularly occupied for the last two or three packet days in bringing together a cargo for my Brig Danube (274 tons, built 1824 at New York) & getting her away that I have not found time.....to a good long letter.... You will be pleased to hear that the Danube goes direct to F. Huth, Grunning & Co.... I am at present with my Brother in law Perit (Pelatiah Perit of Norwich, principal silent partner of Goodhue, latter originally from Salem) & transact my business at the counting house of Goodhue & Co."

Letter put into mail bag aboard the Packet Birmingham at New York for Liverpool.

Dec. 16, 1828. Letter arrived Liverpool, struck

LIVERPOOL
SHIP LETTER



Handwritten signature or scribble

with the Ship Letter mark (Robertson S.9), and sent on to London where the circular date backstamp was applied. Rated at the Act of 1812 rates (52 Geo. III Cap 88) rate of 11d. for a single letter 170-230 miles from Liverpool to London (206 miles). To this was added the 8d. Ship Letter charge, total 19d. or 1 sh. 7d. due as shown by manuscript 1/7.

Handwritten signature or scribble

Apparently other letters arrived for Frederick Huth & Co. on the same ship, and two other single letters were bundled together with this one and all subject to the total charge of 1sh.7d. x 3 = 4sh.11d., as shown on cover reverse as 4/11.

1836

TRANSATLANTIC MAIL
RED STAR or SECOND LINE

New York to Liverpool

Robert Kermit

Packet Ship St. Andrew

The packet St. Andrew was 651 tons, 137'-10" x 32'-4" beam, launched 1834 at C. Bergh & Co., N.Y. She served the Red Star line from 1835 until she was wrecked near Liverpool Jan. 9, 1839. This was during the "Liverpool Hurricane" which swept the west coast of England. The shipping in the Mersey had been detained for several days by west winds when on Sunday the 6th a breeze sprang up from the east. A number of vessels immediately put out including the St. Andrew, but before they were clear of the land a hurricane force wind drove from the west. The St. Andrew's new sails were torn to ribbons and on Tuesday she struck a sandbar after drifting helplessly for a while. Her veteran captain William C. Thompson had all liquor casks smashed "being apprehensive of the crew" and eventually everyone was rescued by lifeboats sent out from shore.

May 7, 1836. Letter datelined at Liverpool. Shipping records show the St. Andrew sailed from Liverpool May 8.



June 2, 1839. Packet St. Andrew, Capt. Thompson, arrived at New York from Liverpool.

Letter rated Act of 1825 rate for a letter 150-400 miles (New York to Richmond) of 18-3/4¢ + 2¢ Ship Letter charge = 20-3/4¢ due as shown in red manuscript.

1837

TRANSATLANTIC MAIL
RED STAR or SECOND LINE

Liverpool to New York

Robert Kermit

Packet Ship St. Andrew

May 5 and 6, 1837. A bill of lading from Jevons Sons & Co., Liverpool, iron, steel and tin-plate merchants shipping a quantity of Best Charcoal Tin Plates to Philadelphia aboard the ship Algonquin, the latter of the Cope's Philadelphia Line of Packets. Letter is endorsed: p St. Andrew.

N.Y. Shipping & Commercial List. PACKET SHIPS TO ARRIVE. From Liverpool: Ship St. Andrew, Thompson, to sail May 8.



N.Y. Shipping and Commercial List. Arrived at New York June 9: Ship St. Andrew, Thompson....Liverpool.

June 10. Letter processed at New York. Rated Act of 1825, double letter conveyed 80-150 miles at $12\frac{1}{2}\phi \times 2 = 25\phi + 2\phi$ Ship Letter charge = 27 ϕ due, shown in manuscript.

1838

RED STAR or SECOND LINE

New York to Liverpool

Robert Kermit

Packet Ship United States

3/2
Messrs Morrison, Bryden & Co.
London
P. United States

February 24, 1838. Letter headed and dated at New York, headed and endorsed: p. United States.

Shipping & Commercial List, N.Y. VESSELS UP FOR FOREIGN PORTS:
Liverpool. Ship United States, Holdrege, 19 E.R., 24th Feb....R.
Kermit. Letter was handed directly to the United States.

LIVERPOOL
SHIP LETTER



March 18. United States arrived at Liverpool where the letter received the SHIP LETTER backstamp.

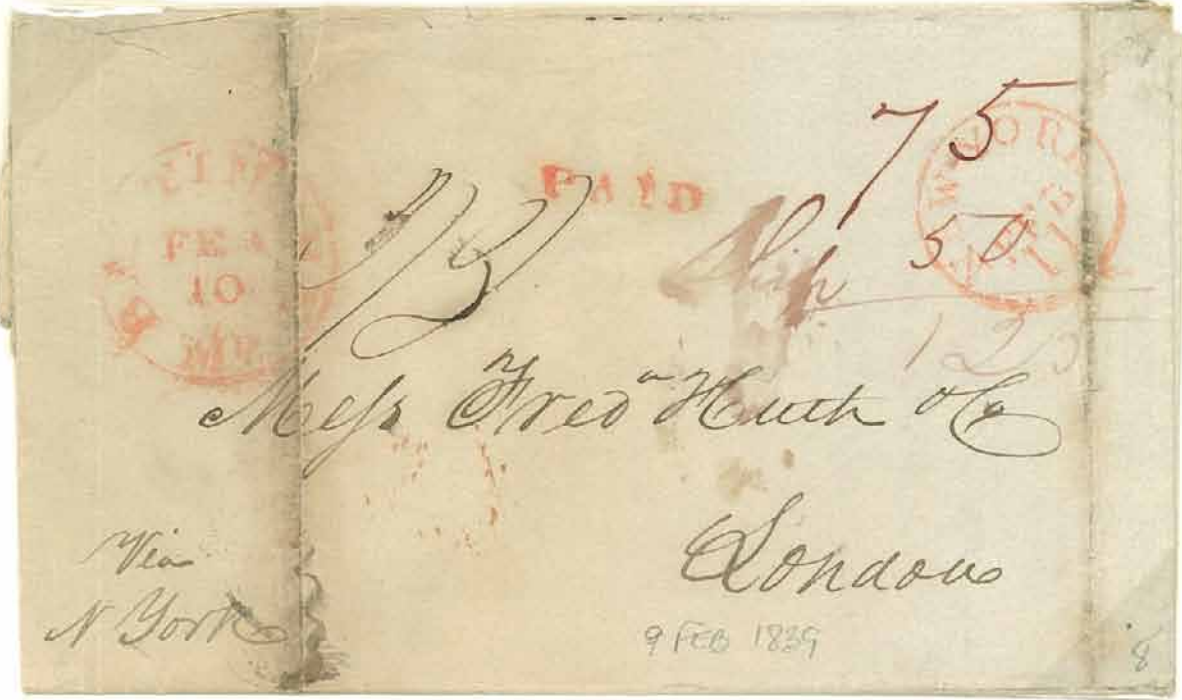
March 19. London arrival backstamp. Letter rated, Act of 1812, for a letter conveyed 170 to 230 miles (Liverpool to London = 206 miles) at 11d. + 8d. Ship Letter charge = 19d. = 1sh.7d. x 2 (double letter) = 3sh.2d. due, shown as 3/2 in manuscript.

1839

RED STAR or SECOND LINE

New York to Liverpool
Packet Ship United States

Robert Kermit
Freight Money



PAID

75
Ship 50
125



February 8, 1839. A letter to London dated at Baltimore and endorsed: Via/ New York. It contained four Bills of Exchange necessitating a quadruple rate. The zone rate, Baltimore to New York was charged at $18\frac{3}{4}\text{¢} \times 4 = 75\text{¢}$. To this was added the sailing vessel freight money charge of $12\frac{1}{2}\text{¢} \times 4 = 50\text{¢}$, total \$1.25, paid as shown in manuscript. This only got the letter as far as New York and aboard the ship.

N.Y. Shipping List & Price Current. VESSELS UP FOR FOREIGN PORTS: LIVERPOOL, Ship United States, Holdrege, 19 E.R., 13th Feb., R. Kermit.

LIVERPOOL
SHIP LETTER

R.S. 14



Feb. 11. Letter in transit at N.Y., United States sailed Feb. 13, arrived Liverpool Mar. 14, L/P backstamp.

Mar. 16. London arrival backstamp. Liverpool to London = 206 miles. Rated, Act of 1812, 170 to 230 miles at 11d. + 8d. Ship Letter charge = 1sh.7d. x 3 (British considered this treble) = 4sh.9d., shown as 4/9 in manuscript.

1836

TRANSATLANTIC MAIL
RED STAR or SECOND LINE

New York to Liverpool

Robert Kermit

Packet Ship Virginian

The packet Virginian was of 616 tons, ship rigged, and built 1832 at New York by Smith & Dimon. She was 133'-7" x 32' beam and saw service from August 1832 until April '47. Among the Liverpool packets this span of nearly 15 years is the longest in the Liverpool service.

Virginian's average voyage westbound was 34 days, shortest 20 days and longest 55 days. This trip took 39 days.

Her captain on this 1836 voyage was Issac Harris from New London and he captained her from '32 to '40. He died at his residence in Brooklyn May 14, 1855. Birth date unknown. He was master of the John Wells in '23 and Birmingham in '27, both Red Star packets.



July 17, 1836. Shipping records show the Virginian left Liverpool June 8 (letter is datelined L'pool June 7) and arrived at New York July 17, Capt. Harris.

Letter rated at the Act of 1825 rates for a letter, single, 150-400 miles (N.Y. to Richmond) of 18-3/4¢ + 2¢ Ship Letter charge = 20-3/4¢ due as shown in red manuscript.

1836

RED STAR LINE

A letter to the Hon. Gideon Lee, congressman from New York at Washington. It is in regard to the concerns of the practice of packet ship captains to refuse to deliver Government packages or letters, returning them to New York or Liverpool, as the case may be. He specifically refers to Captain Harris of the ship Virginian (616 tons in Robert Kermit's Red Star Line, New York to Liverpool, from 1832-47) that this was true. The letter says, inter alia, "Capt. Harris of the Virginian says that if he finds a package or letter on board his vessel for the American Minister at London or any other public offices connected with the Government or Departments that he will bring it back to New York, and that if on his voyage to New York he finds a letter or package for any of the agents of Government he will take it again to Liverpool..."



December 7, 1836. This letter was posted at New York. As it was addressed to a member of Congress, it went under the FREE frank.

1833

RED STAR or SECOND LINE

Packet Ship Virginian

Built by Smith and Dimon of New York for the Red Star's Liverpool service in 1832, the 616 ton Virginian below shows hands aloft stowing the royals in central view, prior to rounding up and furling courses as seen in the stern view on the left of the painting. The hull is adorned with handsome varnished strakes, the fore-topsail bears the company's red star logotype, and the fore-topgallant sail displays the first letter of the ship's name, all indicative of this early period of trade.

The Virginian was the longest serving transatlantic packet - probably the most arduous sea service of any - operating from August 1832 until April 1847.



Packet Virginian, preparing to anchor in the Mersey estuary, 1833.

Oil on canvas, 25½ x 42 in., Samuel Walters (1811-82.) The Virginian is shown here arriving off the mouth of the Mersey estuary, preparing to anchor off Perch Rock and Lighthouse, New Brighton.

1833

RED STAR or SECOND LINE

Packet Ship Virginian

New York to Liverpool

616 tons, length 133'-7", beam 32', depth of hold 16'. Launched 1832 at Smith & Dimon's shipyard, New York. She served in the Red Star Line until 1847, a period of 15 years. Her average Westbound passage was 34 days, shortest was 20 days, longest 55 days.



A. White photo.

1840

TRANSATLANTIC MAIL
RED STAR or SECOND LINE

Packet Ship Virginian

Delph
P P

PAID
AT
MANCHESTER

MANCHESTER
DE 31
1839
F



December 31, 1839. Letter mailed at the City of Delph, one of the 37 sub-offices of Manchester. It was there paid at the Penny Post rate plus 1 shilling (shown in red as "Pd. 1/-") packet letter rate. Later in the year (Oct. 5, 1840) this rate became a standard 8d. Letter transit at Manchester. Directional endorsement at lower left "Per Virginian/Jany 1st-1840".

Dec. 31. Transit lozenge backstamp at the Liverpool Packet Office.

L
DE 31
H

Jan. 1, 1840. Paid Ship Letter mark on face at Liverpool. Packet Virginian, Higgins master, departed this date from L'pool for New York.

SHIP-LETTER
LIVERPOOL
1 JA 1
1840

R. S15

Feb. 28, 1840. Recorded arrival date of Virginian at New York. U.S. rate of 6¢ due for a single Ship Letter addressed to the port of entry, shown by manuscript "6" on face.

1839-40

TRANSATLANTIC MAIL
The Packet Services
RED STAR or SECOND LINE

New York to Liverpool

Robert Kermit

Packet Ship Stephen Whitney

Maiden Voyage

December 18, 1839. Letter docketed as from Havana from Godeffray & Co. This letter went under cover to a forwarder at New York.

N.Y. Shipping & Commercial List: January 15, 1840. Arrived at New York, Barque Rapid, Ward, from Havana.

N.Y. S. & C. L.. VESSELS UP FOR FOREIGN PORTS - LIVERPOOL:
Ship Stephen Whitney (new), Thompson, 18 E.R., 13th Jan. R. Kermit.

January 13. The forwarding agent endorsed the letter: p. Stephen Whitney, which vessel cleared N.Y. on the 13th for her maiden voyage.



LIVERPOOL
SHIP LETTER



Stephen Whitney arrived at Liverpool where the LIVERPOOL/ SHIP LETTER backstamp was struck.

February 4. London arrival backstamp. Letter rated as a single Ship Letter at 8 pence (manuscript "8"), rate in effect starting in 1840.

1851

RED STAR or SECOND LINE

Liverpool to New York

Robert Kermit

Packet Ship Constellation

The 1586 ton Constellation came into the Kermit Line in 1849. In 1851, William H. Allen was master.

July 19, 1851. Letter datelined at Liverpool and endorsed: p "Constellation". This vessel sailed as scheduled from Liverpool on July 26.



N.Y. Shipping & Commercial List: Arrived at New York September 4, Ship Constellation, Allen...Liverpool.

Letter rated at 6¢ due for a Ship Letter addressed to the port of arrival.

Constellation was in the Red Star Line from 1851 until the end of the Line's operations in 1867.

1838

TRANSATLANTIC MAIL

The Packet Services

DRAMATIC LINE

New York to Liverpool

Packet Ship Siddons

Upper Mills Penny Post



1838

TRANSATLANTIC MAIL

The Packet Services

DRAMATIC LINE

New York to Liverpool

Packet Ship Siddons

Upper Mills Penny Post

The Dramatic Line was founded in 1836 by Edward K. Collins (later of Collins Line of steamers). Spoffard Tieson & Co. took over the Line in January 1848; what was left of the Line was taken over by James Foster, Jr. in 1853.

Siddons, 895 tons, built 1837 by Brown & Bell, N.Y., 157'-6" x 35'-4" beam. She served in James Foster, Jr.'s Liverpool "Line" until 1854.

Captain on this voyage was Alexander Britton, who served on the Siddons '37 to '38; then on the Red Star '40, United States Line, lost when ship "went missing" December 1844.

Upper Mills
Penny Post



June 6, 1838. Letter datelined at Huddersfield, Yorkshire, 74 miles to Liverpool. Posted at the Upper Mills Penny Post, and directed to Abraham Gartside/L'pool and 8 pence charged for a single letter within England 50 to 80 miles, Act of 1812 (52 Geo.III.Cap 88 - re-enacted in 1837).

June 15. Letter in error to Manchester, England where it was forwarded on to Liverpool. Red "X" is examiner's mark showing no additional postage required.

Abraham Gartside at Liverpool paid the 8d., crossed off his name and endorsed letter "p Siddons via New York". The Siddons departed Liverpool June 16 for New York. Gartside here acted as a forwarding agent.



July 19, 1838. Arrival date of the Siddons at New York, Capt. Britton. Letter rated (mss. upper right) at Act of Mar. 3, 1825 of

12½¢ for a single letter 80 to 150 miles (N.Y. to Philadelphia 90 miles) plus 2¢ Ship Letter charge = 14½¢ due.



Letter is an invoice of woolen goods to be off-shipped by the ship George on Aug. 28. When goods arrived Jeremiah Adshead, the consignee, presented this invoice and the Philadelphia Custom-House so stamped this document.

1839-40

TRANSATLANTIC MAIL

The Packet Services

DRAMATIC LINE

New York to Liverpool

Packet Ship Siddons

FREIGHT MONEY



PAID



December 21, 1839. A letter paid at Baltimore and endorsed: By way of New York. It was subject to two sets of rates, that of the Post Office and the "Freight Money" charge of the transatlantic shipping company. This was a treble letter, so the Act of March 3, 1825, rates applied, namely the zone rate 80-150 miles, Baltimore to New York of $18\text{-}\frac{3}{4}\text{¢} \times 3 = 56\frac{1}{4}\text{¢}$, shown by the lower red manuscript rate. In addition, the Freight Money rate of $12\frac{1}{2}\text{¢}$ (charge for the transmission by the sailing packet) $\times 3 = 37\frac{1}{2}\text{¢}$, per the upper figure.

December 25. Transit at N.Y. The packet ship Siddons, Capt. Palmer, of the E.K. Collins Dramatic Line sailed from New York.

Letter was put ashore at Liverpool, port in England of the Dramatic Line, backstamp.

January 20, 1840. London receipt backstamp. 8d. (8 in mss.), standard Ship Letter rate effective in 1840 due. This is a very early usage of this rate, which superceded the 4d. experimental inland rate up to Jan. 9, 1840 - 48.

"Captains pence" for a Ship Letter previously in effect.

LIVERPOOL
SHIP LETTER



1839

The Packet Services
DRAMATIC LINE

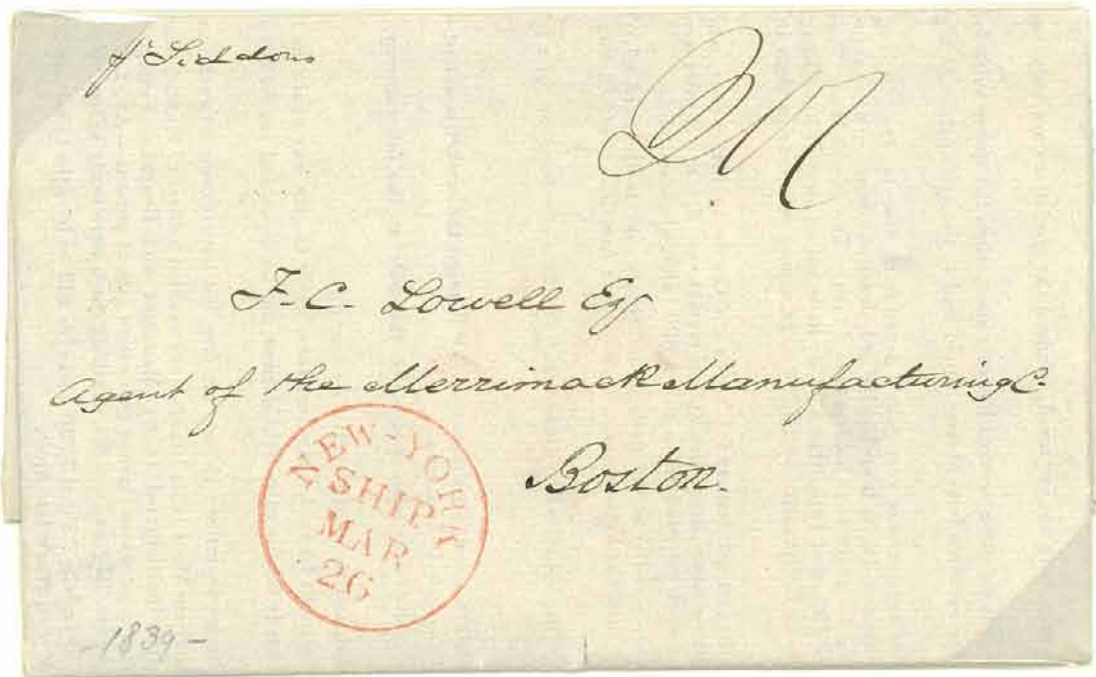
New York to Liverpool

E.K. Collins

Packet Ship Siddons

February 12, 1839. Letter, including prices current, datelined at London noting original of 5 Feb. per "Liverpool", referring to the pioneer steamship Liverpool of the Transatlantic Steam Ship Company, which made 7 round trips Liverpool via Cork to New York in 1838-40.

N.Y. Shipping & Commercial List. Ships to Sail from Foreign Ports: Siddons from Liverpool Feb. 13.



Shipping & Commercial List: Arrived
New York March 25, Ship Siddons, Britton,
Liverpool, to E.K. Collins & Co.

Letter rated, Act of 1825, single letter 150 to 400 miles,
N.Y. to Boston, at 18-3/4¢ + 2¢ Ship Letter charge = 20-3/4¢
due, shown in manuscript.

1839

The Packet Services
DRAMATIC LINE

New York to Liverpool
Packet Ship Siddons

E. K. Collins



1839
G
15
14

9/0
Messrs. Fred. Smith & Co.

London

Siddons.

NEW YORK
POST OFFICE
PAID
15
14

New York Aug 27
London

1839

1839

The Packet Services
DRAMATIC LINE

New York to Liverpool
Packet Ship Siddons

E.K. Collins
Forwarding Agent
Gilpin's Exchange, N.Y.

August 24, 1839. A duplicate letter dated at New York. The original went by the steamer Liverpool. The letter content refers to mail handling by Goodhue & Co., the writers, inter alia, "The parcel of letters alluded to you in your favor of the 31st July, was sent to Public Store & did not reach us 'till the 22 inst. The letters for Mexico we have disposed of p. Schr. 'Petersburg' for Vera Cruz on the eve of her departure."



N.Y. Shipping List and Price Current. VESSELS UP FOR FOREIGN PORTS: Ship Siddons, Palmer, 15 E.R., 25th August...E.K. Collins & Co...L'pool.

This letter was handed to the forwarding agents at Gilpin's Exchange who deposited it into the letter bag of the packet ship Siddons after striking their large forwarders' backstamp. Siddons cleared N.Y. August 24, sailed August 25, as advertised.

LIVERPOOL
SHIP LETTER



September 13. Siddons arrived at Liverpool. London transit backstamp September 14. This letter was rated at the Act of 1812 rates, 170 - 230 miles, Liverpool to London (206 miles) at 1sh.10d. double + double Ship Letter charge (of 8d. x 2 = 1/4d.), total of 1sh. 10d. + 1sh. 4d. = 3sh.2d., shown as 3/2 in manuscript.

1837-38

The Packet Services
DRAMATIC LINE

Liverpool to New York
Packet Ship Garrick

E. K. Collins

December 15, 1837. Letter datelined at Liverpool concerns tin plates including an allowance of £20.5.0 on 162 boxes of tin plates defective on size, per the "Susquehanna" (Cope Line, Liverpool to Philadelphia.) Letter is endorsed: p Garrick.

December 16. The packet ship Garrick of the Dramatic Line departed from Liverpool for New York.



N.Y. Shipping and Commercial List. Arrived at New York
January 25, 1838. Ship Garrick, Palmer.....Liverpool.

Letter rated, Act of 1825, single letter, 80 to 150 miles,
New York to Philadelphia, at 12½¢ + 2¢ Ship Letter charge = 14½¢
due, shown in red manuscript at upper right.

1845

The Packet Services
DRAMATIC LINE

New York to Liverpool
Packet Ship Siddons

E.K. Collins

OXFORD ST
MANCHESTER



Feb. 5, 1845. Letter datelined at Manchester, deposited at the Oxford St. P.O. of Manchester. Paid 8d., standard Ship Letter rate after 1840.

Feb. 6. Letter backstamped at Liverpool as a Ship Letter in transit.

Feb. 11. Packet Siddons sailed from Liverpool for New York.

New-York Daily Tribune. Arrived Mar. 24, Packet ship Siddons, Cobbs, from L'pool Feb. 11, mdse to E.K. COLLINS & Co. The Siddons has experienced very severe weather and constant westerly gales during the passage.

Marked "ShipLetter" in manuscript, rated Act of 1825, 30 to 80 miles 10¢ + 2¢ Ship Letter = 12¢.

1842-43

The Packet Services
DRAMATIC LINE

New York to Liverpool
Packet Ship Garrick

E. K. Collins

Garrick of 895 tons was in service from 1837-53. Her commander on this voyage was William Skiddy, stepson of the famous John R. Skiddy. William had a long career, commencing with captaincy of the Crisis in 1819 followed by many years in the Havre packets. He served with the Liverpool Dramatic Line aboard the Garrick from 1841 to 1844, when he went with the Red Star Line where he commanded the J.R. Skiddy until 1846.

December 10th, 1842. Letter datelined at Glasgow and headed: p. L'pool Sailing packet. It went to a forwarder in Liverpool who endorsed it: pr. Garrick.



N.Y. Shipping & Commercial List. Arrived New York Jan. 16, 1843, Ship Garrick, Skiddy, Liverpool. Letter received as a Ship Letter and charged, Act of 1825, 150 to 400 miles, N.Y. to Canadian border at 18-3/4¢ + 2¢ Ship Letter charge = 20-3/4¢. The U.S. Ship Letter rate was converted at the border exchange office to 1/- currency to which was added 6d. Cy. to total 1sh.6d. (1/6) due in Canadian currency.

1840

The Packet Services
DRAMATIC LINE

New York to Liverpool

E.K. Collins

Packet Ship Roscius (Had a rough passage)

1030 tons, 167'-6" x 36'-4", built 1838 by Brown & Bell, N.Y. In service to Dramatic Line until 1853 when the line was taken over by James Foster, Jr.'s Liverpool "Line" to 1856. Foundered at sea August 26, 1860.

Captain on this passage was John G. Collins, uncle of Edward K. Collins, owner of the line and later a steamship operator. John G. was born c.1795 at Truro, Cape Cod, later settled at Hallowell, Maine. He was in the privateer service during War of 1812. Served Dramatic Line Shakespeare 1836, Roscius '37 to '44. He died at N.Y. in 1857.



Jan. 7, 1840 Letter to Grafton, Illinois paid in London as a packet letter at 1 shilling (24¢) shown in manuscript as the red 1/-.

Jan. 13. Roscius of the Dramatic Line sailed from Liverpool.

N.Y. Shipping & Commercial List. Arrived N.Y. March 14, 15, Ship Roscius, Collins, Liverpool.

Disasters &c. : Ship Roscius, Collins, at this port from Liverpool has had continued gales on the passage and lost main yard, and mast, main topsail and foresail, 3d. inst.

Letter rated Act of 1825, single letter over 400 miles at 25¢ plus 2¢ Ship Letter charge = 27¢ due, noted in manuscript.

1846

DRAMATIC LINE

Liverpool to New York

E. K. Collins

Packet Ship Roscius

The Dramatic Line was founded by E.K. Collins in 1836, with the ship Roscius as his first vessel. The Roscius, 1030 tons, was in Collins' New Orleans packet fleet 1835-36 and again 1838-40.

The Dramatic Line was taken over by Spofford, Tileston & Co. on January 1848.



1846

DRAMATIC LINE

Liverpool to New York

E.K. Collins

Packet Ship Roscius

January 3, 1846. A letter datelined at London includes prices current for several commodities at the Russian ports of Riga and St. Petersburg. Letter is endorsed: p Roscius.



January 3. Letter was posted unpaid at the old Lombard Street (LS) post office, London. It was returned to the writer in London for payment of the one shilling (1/- note in black on the red handstamp on the face of the letter), the packet letter postage. A further "Returned for Postage" backstamp was used. This amount was paid and the letter was then forwarded on to Liverpool to meet the sailing of the Dramatic Line's packet ship Roscius.

January 11. The ship Roscius sailed from Liverpool.

N.Y. Shipping and Commercial List. Arrived at New York March 6: Ship Roscius, Eldridge.... Liverpool to E.K. Collins & Co.

Letter rated in manuscript at 6¢ for a Ship Letter addressed to the port of arrival.

Captain on this voyage was Asa Eldridge (-1856), from Yarmouth, Cape Cod, Mass. He commanded Dramatic Line: '45, Roscius; '49 Garrick briefly; '53 Vanderbilt's Steam Yacht North Star on a European Cruise; '54 Clipper Red Jacket; Collins steamship Pacific, lost when she "went missing" in 1856.

1840

The Packet Services
DRAMATIC LINE

New York to Liverpool

E.K. Collins

Packet Ship Sheridan

Sheridan, 895 tons, was in service of the Dramatic Line from 1837-53. Commander on this passage was Frederick Augustus DePeyster, born in New York City about 1785 to a prominent old Dutch family. He was in the China trade until 1828, then in the Havre Line to 1836, Black Ball 1836 to '38, and captained the Dramatic Line ship Sheridan 1838-44.

March 11, 1840. Letter datelined at Liverpool. Sheridan departed from that port March 13.



N.Y. Shipping & Commercial List. Arrived N.Y. April 11, 12, ship Sheridan, DePeyster from Liverpool. Agents at N.Y. E.K. Collins & Co.

Letter rated, Act of 1825, 150 to 400 miles, N.Y. to Brattleboro, Vermont, 18-3/4¢ + 2¢ Ship Letter charge = 20-3/4¢ due.

N.B.: Packet ship North America of the Black Ball Line left Liverpool March 19, and is also recorded arriving at New York April 11, 12.

1840

The Packet Services
DRAMATIC LINE

Liverpool to New York
Packet Ship Sheridan

E. K. Collins

November 6, 1840. A duplicate letter, the original of which had gone to New York by the S.S. Great Western. It is from Baring Bros. & Co., bankers, acknowledging receipt of a draft for £198. Letter is endorsed: p. Sheridan.



November 12. Letter paid at London at the 8d. Ship Letter rate in effect in 1840, rate shown by the manuscript "8".

Shipping and Commercial List, N.Y. PACKETS TO ARRIVE - From Liverpool: Ship Sheridan, DePeyster...to sail November 13.

S. & C.L.: Arrived at New York Dec. 17-18. Ship Sheridan, DePeyster...Liverpool.

Letter rated in manuscript at 6¢ for a single Ship Letter addressed to the port of arrival.

1838

The Packet Services



BLACK X LINE

New York to London via Portsmouth

John Griswold

Packet Ship Mediator

PORTSMOUTH SHIP LETTER



Sept. 29, 1838. Letter paid from Philadelphia to New York (90 miles) at the Act of March 3, 1825 single letter rate of 12 $\frac{1}{2}$ ¢ (1/3 = ?) of from 80 to 150 miles.



Oct. 1. Transit at New York. Ship Mediator of the Black X Line, Capt. Champlin, 17 East River, was up for London Oct. 1 per J. Griswold. She was cleared to sail Oct. 1.

Mediator, 660 tons, in service to Black X 1837-49. She was a New Orleans packet 1849-60.

PORTSMOUTH
SHIP LETTER

R. S. 13

October 20. London arrival back-stamp. Mediator put her mails ashore at Portsmouth, 72 miles from London. Act of 1812 zone rate, single, 50 to 80 miles was 8d. to which was added a 5d. Ship Letter charge making 1sh1d. due as shown in manuscript at upper left.



1838

BLACK 'X' LINE

New York to London via Portsmouth

John Griswold

Packet Ship Philadelphia

November 1, 1838. A consignee's letter dated at New York and endorsed: per "Philadelphia." W.W. DeForest & Co. is sending to J. Cryder two barrels of sweet potatoes packed in dry sand and in air tight casks. They trust with a short passage the potatoes will arrive in the same good order. They potatoes are for the wives of Morrison, Cryder & Co. as gifts. As a consignee's letter this went aboard the Philadelphia directly.

N.Y. Shipping & Commercial List. VESSELS UP FOR FOREIGN PORTS: LONDON. Ship Philadelphia, Morgan, 17th E.R., 1st Nov....J. Griswold.

Consignee

J. Cryder Esq.

Care of Messrs Morrison, Cryder & Co

Philadelphia *London*

SHIP LETTER
PORTSMOUTH

S
2 DE 2
1838

December 1. Philadelphia arrived at Portsmouth where this SHIP LETTER handstamp was struck.

December 2. London arrival Sunday "S" backstamp. December

2, 1838 was a Sunday.

Letter rated, Act of 1812, Portsmouth to London (72 miles) at the 50 to 80 miles zone rate of 8d. + 8d. Ship Letter charge = 1sh.4d. x 2 (enclosures noted) = 2sh.8d. due, shown in manuscript as 2/8.

1833 - 34

The Packet Services
BLACK X LINE

New York to London via Plymouth
Packet Ship President

John Griswold

468 tons, in service 1831-41. Struck on Goodwin Sands February 1841, condemned.

December 31, 1833. Letter dated at New York and endorsed: Pr. President.

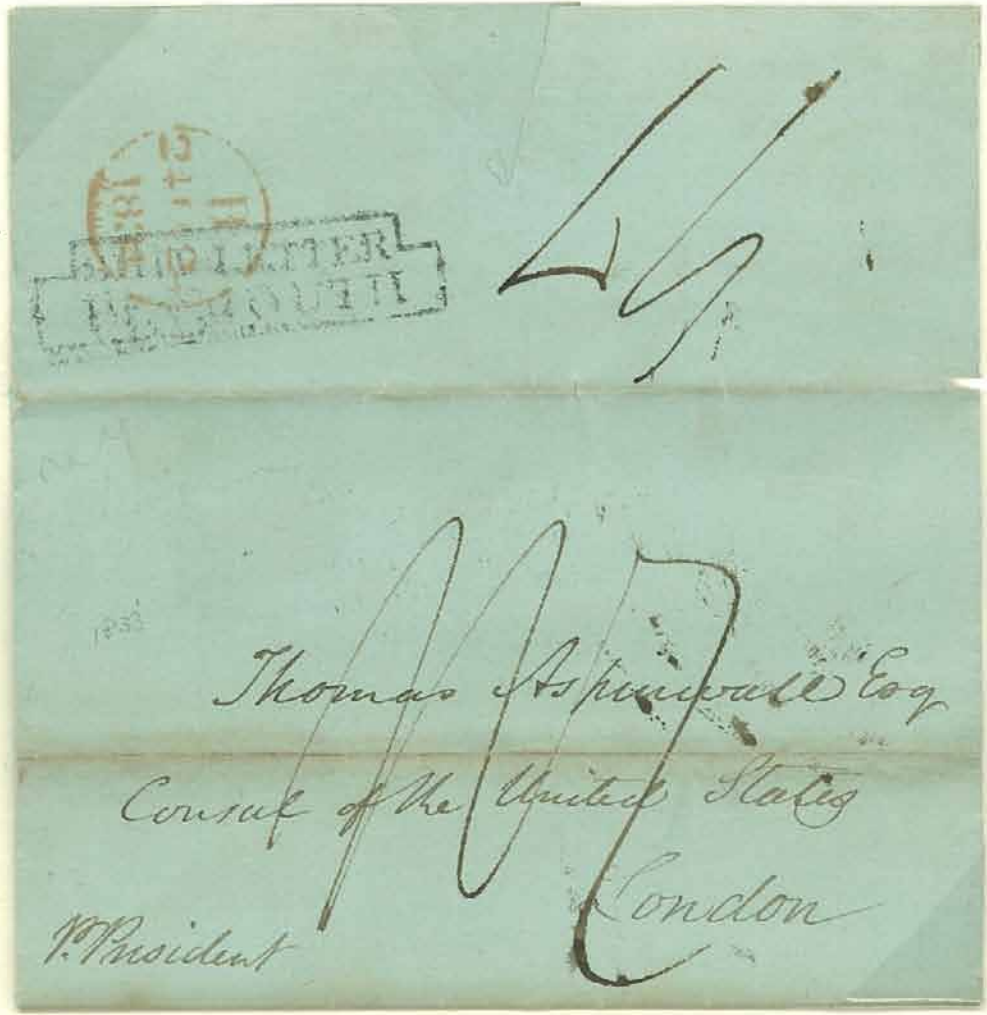
N.Y. Shipping & Commercial List. VESSELS UP FOR FOREIGN PORTS. LONDON. Ship President, Moore, 17 E.R., 1st January 1834. J. Griswold. Letter was placed directly into the President's letter bag.

President touched at Plymouth, Ship Letter backstamp. Her normal port of call was at Portsmouth.

SHIP LETTER
PLYMOUTH

H
24 JAN 24
1834

January 24, 1834. London arrival backstamp. Letter rated, Act of 1812, at 11d. for a single letter 170 to 230 miles from Plymouth to London (215 miles) plus 8d. Ship Letter charge = 19d. or 1sh.7d. due, shown as 1/7 in manuscript. Rate is also shown on the reverse.



1840

The Packet Services



BLACK X LINE

London to New York via Portsmouth John Griswold
Packet Ship President

January 16, 1840. Letter (erroneously docketed 26 Jan.) was headed at Richmond Hill, a suburb of London. The writer is thanking the addressee for three Brace of Canvas Backs (ducks) sent to him per the S.S. Liverpool. This steamer left New York Dec. 15, 1839, and had to put into Fayal, Azores for coal on the 30th, consequently did not arrive at London until Jan. 11, 1840. The canvas backs did not arrive at Richmond Hill until Jan. 16, by which time they were spoiled.



January 30, 1840. The packet ship President, Chadwick, master, departed from London.

March 22. N.Y. Morning courier and New-York Enquirer. Monday, March 23. Arrived packet ship President, Chadwick, from London and Portsmouth, 30th. Jan. and the Lands-end 13th Feb. with Mdze to J. Griswold. The P. has been 15 days West of the Banks, and has experienced very severe gales from the westward.

Letter rated, Act of 1825, single letter 80 to 150 miles at $12\frac{1}{2}\phi$ plus 2ϕ Ship Letter charge = $14\frac{1}{2}\phi$ due.

President, Black X Line 1831-41, 468 tons. Struck on Goodwin Sands Feb. 1841, condemned.

1849

The Packet Services

BLACK X LINE

New York to London via Portsmouth

John Griswold

Packet Ship Toronto

Forwarding Agent

NEW ROMNEY SHIP LETTER

John Griswold, N.Y.

Toronto, 631 ton, ship rigged, 135'-3" x 32'-2" beam, built 1835 by Christian Bergh & Co., New York. She served nearly 15 years in the Black X Line, and shortly after this voyage of January 1849 was sold to the New York & New Orleans Line and ran as a New Orleans packet until wrecked off Cuba Jan. 2, 1851.

The London packet line, the Black X Line, was formally inaugurated by the June 1, 1824 sailing of the packet Hudson. John Griswold, who originally hailed from Old Lyme, Connecticut, was associated with these packets for many years as agent and part owner. The line shared schedules with the London Red Swallow-tail service.



1849

TRANSATLANTIC MAIL

The Packet Services

BLACK X LINE

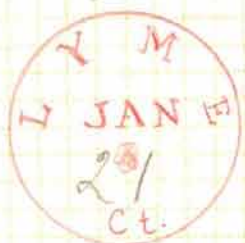
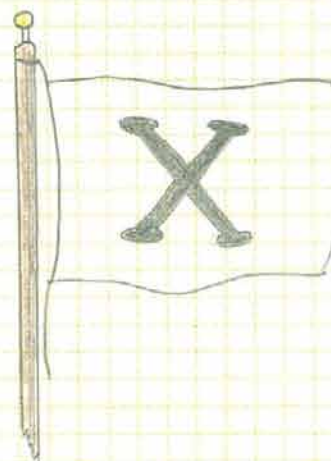
New York to London via Portsmouth

Packet Ship Toronto

NEW ROMNEY SHIP LETTER

John Griswold
Forwarding Agent
John Griswold, N.Y.

This letter was written in 1849 by the wife (Helen) of Capt. Robert H. Griswold (c. 1808 - 1869), who at this date was Master of the Ship Northumberland, an 817 ton packet of the Black X Line. He was related to the owners Griswold (relationship uncertain). The 5'-10" captain was from Lyme, Conn. from where this letter was datelined Jan. 21, 1849. Mrs. Griswold knew the sailing dates, for she starts her letter, "A few days since I wrote you a long letter, and sent it in time to go by the Yorkshire, but as the letters have been so long on the way, I think it doubtful whether it went by her..." (N.B. Yorkshire was a Black Baller, and the fastest ocean packet to Liverpool).



5

Jan. 21, 1849. Letter posted at Lyme, Ct., and paid 5¢ as shown by small "5" at upper right, the Act of March 3, 1845, rate for a ½-oz. letter going under 300 miles. It was directed to the attention of John Griswold, agent and part owner of the Black X Line at 70 South St., New York. The Shipping and Commercial List (N.Y.) shows "Vessles up for Foreign Ports"

Ship Toronto, Pratt, 17 East River, 24th Jan., J. Griswold.

Subsequent sailing date showed: Jan. 25, Ship Toronto, Pratt, cleared for London. This letter went aboard the Toronto.

NEW ROMNEY
SHIP LETTER



Ship put into New Romney, possibly as the result of being blown farther eastward from Portsmouth. New Romney was an important harbor for vessels proceeding up the English Channel. Letters were handed in there to be identified as ship letters before posting onwards to London.

Feb. 19, 1849. Final receipt backstamp at London. Letter here rated 8 pence due ("8" in manuscript), standard British packet rate after 1840.

1844

TRANSATLANTIC MAIL

The Packet Services

NEW LINE (1843-49)

Woodhull & Minturns

Packet Ship Queen of the West

1160 tons, old customs measurement, 179'-4" x 37'-6" beam. Launched 1843 by Brown & Bell, N.Y. Her average westbound passage was 33 days, here 35 days. Sold to Liverpool Swallow-tail Line in 1849.

WARRINGTON
MR 5
1844

L
MRG
A

SHIP LETTER
LIVERPOOL
6 MR 6
1844
R. 515

March 5, 1844.
Letter datelined at Warrington and the 1 shilling packet letter rate was paid

there in cash. This is shown by the 1/- red manuscript mark. Letter was directionally endorsed: p Queen of the West Pacquet.

March 6. Liverpool packet office oval and SHIP LETTER/LIVERPOOL transit backstamps. The Liverpool New Line sailed from this port on the 6th of each month.

April 10. Docket notes arrival of the letter at A. Bell & Son office in New York, which agrees with the N.Y. Shipping and Commercial List: Arrived April 10, Ship Queen of the West, Philip Woodhouse, from Liverpool to Woodhull & Minturns. Rated 6¢, the Ship Letter rate rate for a letter addressed to the port of entry.

The New Line packets sailed from NY to L'pool on the 21st of each month.



1844-45

TRANSATLANTIC MAIL
The Packet Services

NEW LINE (1843-49)

Woodhull & Minturns

Packet Ship Rochester

New York to Liverpool

FORWARDING AGENT

P.R. Poland & Son, London

The New Line had only five ships, 714 ton Rochester, built 1839 at Brown & Bell yard, N.Y. (in service 1843-47), Hottinguer, Liverpool, Queen of the West and Constitution. Rochester was wrecked on the Blackwater Bank, Irish Coast, April 18, 1847. The others were all sold to the Liverpool Swallowtail Line in 1849 when the New Line was dissolved.

*Forwarded by P.R. Poland Son
London 5th December 1844*



December 5, 1844. Letter from J.B. Holte & Sons, London was handled by the London forwarding agent P.R. Poland & Son who paid the 8 pence standard British Ship Letter charge in effect after 1840, and who applied their manuscript backnote. Fielden, Brothers & Co. were the Liverpool agents for the New Line. Shipping records show that the Ship Rochester, John Britton master, sailed from L'pool Dec. 6.

8th Private ship "Rochester" via Liverpool

Jan. 11, 1845.
Shipping & Commercial List records arrival of Rochester at N.Y. this date, corroborated by docket "received Jan. 11".

6¢ Ship Letter rate due for a letter addressed to the port of arrival. Rochester sailed back to L'pool Feb. 21 from the pier at 20 East River.

M^{rs} John G. Wendel



New York

1825

NEW YORK-GRENNOCK IMMIGRANT LINE

Packet Ship Mentor

This line was established May 1824, the first New York Immigrant Line. Sailed from Grennock the 10th of wach month, no fixed date from New York. There were six packet ships in the Line. The Line continued irregularly for several years,



February 9, 1825. Letter datelined at Glasgow, Scotland. It is clearly endorsed: pr. Packet Ship Mentor to sail from Grennock for New York the 10th February 1825.

February 10. The New York-Grennock packet ship Mentor sailed from Greenock on the 10th of the month as advertised.



SHIP

N.Y. Shipping & Commercial List: Arrived at New York March 19,20, Ship Mentor, WilsonGreenock.

Letter rated, Act of 1816, single letter conveyed 150-400 miles at 18½¢ + 2¢ Ship Letter charge = 20½¢ due.

The 456 ton Mentor was in the fleet in 1824, Captain was Josiah L. Wilson. The Mentor became a whaler in 1831.

1837

SHIP LETTERS

HURLBUT LINE or EXPRESS LINE

New York to Mobile

E.D. Hurlbut & Co.

Packet Ship Indiana

The Hurlbut Line was established in 1827, but observed no regular schedule until 1849. This letter was transported during the early, irregular, sailing period.

June 3, 1837. Letter datelined at New York and is endorsed on face: Indiana.

N.Y. Shipping and Commercial List: Vessels up for Distant Ports in the United States:

MOBILE: Ship Indiana, Knowles, 20 E. River, E.D. Hurlbut & Co.

June 12. Cleared Ship Indiana, Knowles, for Mobile.



N.Y. Shipping List: Arrived Mobile July 4, 1837, Ship Indiana, Deane (sic), from New York.

Letter was marked with the 23 x 3 mm. SHIP of Mobile in blue, unlisted by ASCC.

Letter was subject to the 6¢ rate for a Ship Letter addressed to the port of entry. This letter was part of a bundle to H. Garrison arriving on the Indiana with the top letter having the total of postage due.

1848

ST. GEORGE LINE
(aka Red Cross Line)

New York to Liverpool

David Ogden

Ship St. George

In 1844 David Ogden bought out the famous "St. George Line," popularly known as the "Red Cross," operating between New York and Liverpool. He was the New York agent and A. Taylor & Co. were the Liverpool agents. Line was established in September 1844, discontinued in 1860.

The ship St. George was of 845 tons, built 1843 at Newbury Mass. She was burned at sea December 24, 1852, with the loss of 51 lives.

July 3, 1848. A consignee's letter informing Jno. Bottomly at New York that seven cases were being shipped to him aboard the St. George, bill of lading inclosed. Letter is endorsed: per St. George. Captain on this 1848 passage was Watson G. Ferris.



N.Y. Shipping & Commercial List. Arrived N.Y. August 19, 20, Ship St. George, Ferris...Liverpool. Docket notes receipt Aug. 22.

Letter rated at 6¢ for a Ship Letter addressed to the port of arrival

1805

TRANSATLANTIC MAIL

The Packet Services

THE BOSTON IMPORTING CO.

Boston to Liverpool

1805-1811

Packet Ship Packet

Little is recorded about the Boston Importing Company other than the dates of operation and that they had three ships, all about 300 tons: Sally, Packet and Romeo.

The Holdcamper List notes the ship rigged Packet, 307 tons, built 1805 at Falmouth, Maine.

February 16, 1805. Price Current datelined at Liverpool. It was directionally endorsed on the face: Packet/ via Boston.



B. 202

B. 271

SHIP

April 22, 1805. Arrival mark at Boston where this letter was rated under the Act of March 2, 1799 zone rate for a letter going 150 to 300 miles, Boston to Wiscasset, District of Maine (then a part of Massachusetts) of 17¢ + 2¢ Ship Letter charge = 19¢ due, shown by manuscript "19" at upper right.

Rf: Ming & Young's NEW-YORK PRICE-CURRENT, Sat. April 27, 1805, report of April 23: Arrived at Boston, Ship Packet, Trott, from Liverpool.

1823

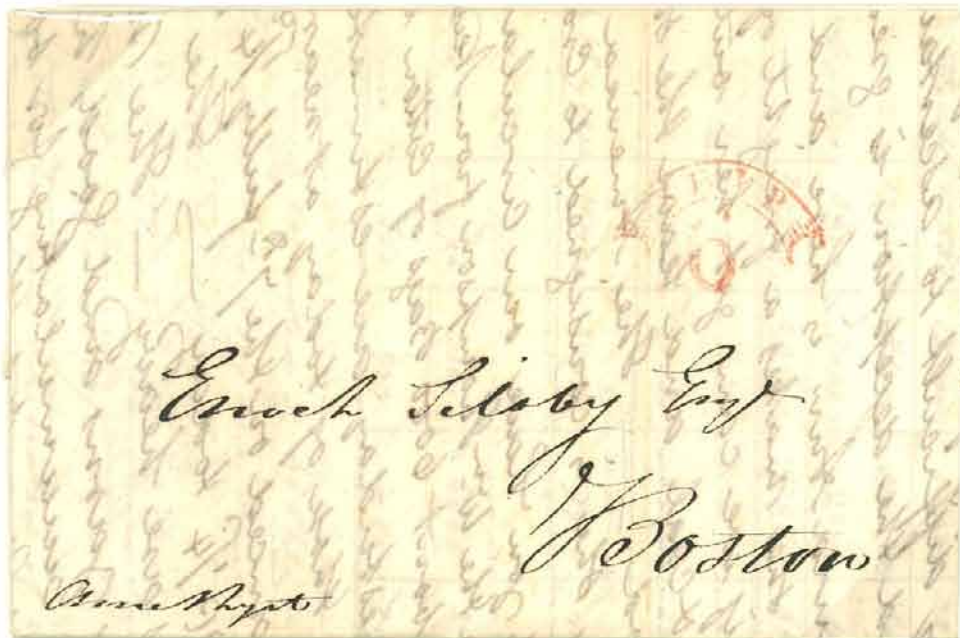
THE BOSTON AND LIVERPOOL LINE

Boston's First Line of Packets, 1822-27

The Jewel Line

Packet Ship Amethyst

Boston & Liverpool Packet Co., Proprietors, S. Austin, Jr. and J.W. Lewis, India Wharf, Boston, agents. Operation started with the clearance of Emerald for Charleston October 1822. All line sailings ceased in 1826. Line started with Herald, Emerald and Topaz in 1822, ship Lucilla (chartered) and Amethyst (Capt. John Bussey) in 1823 and Saphire in 1825.



July 9, 1823. A cotton market letter and details of Enoch Silsby's various ships at Liverpool. Letter is endorsed to the Boston & Liverpool Packet Co.'s Amethyst.



B.174

Independent Chronicle and Boston Patriot, Saturday August 23, 1823. By the Amethyst, arrived last evening, we have received our regular files of London papers to July 8th inclusive.

FRIDAY, August 22. Below, Ship Amethyst, Bussey, 42 days from Liverpool, sailed 10th ult.

Letter rated as a single Ship Letter addressed to the port of entry at 6¢.

1834

TRANSATLANTIC MAIL

The Packet Services

THE BOSTON & LIVERPOOL PACKET CO.

Boston's Second Line of Packets: 1827-34

(Messrs. Hall, Blake & Henshaw)

Packet Ship Trenton

The Second Line of Boston packets was started in 1827 with a fleet of six ships of 400 to 500 tons. They offered first-class accommodations at a fare of 140 dollars to Liverpool, and included the use of a library and the luxury of a bathing room, which implied a place where one could have a good sluice down with a bucket of water in privacy.

The ship rigged Trenton was of 429 tons.

Jan. 4, 1834. Letter datelined at Liverpool and addressed to Kirk Boott at Lowell, Mass. Boott was a prominent mill owner.



SHIP

B.208

B.283

March 7, 1834. N.Y. Shipping and Commercial List notes the arrival of the Ship Trenton, Capt. Holmes this date at Boston from Liverpool. Letter rated at Act of 1825 zone rate, single letter not over 30 miles 6¢ plus 2¢ Ship Letter charge = 8¢ due as shown

by red manuscript. The Trenton's cargo was detailed in the shipping list and included coal 125 tons; mdse 215 cases, iron rails 1811, chairs 4000 (a metal block to secure a rail), etc. Also were: iron bars 3797, bundles 259. The invoice of this letter is for 219 bundles of iron. This shipment should have gone by the packet Chatham of the Boston & Liverpool Packet Co., but arrived too late.

1848

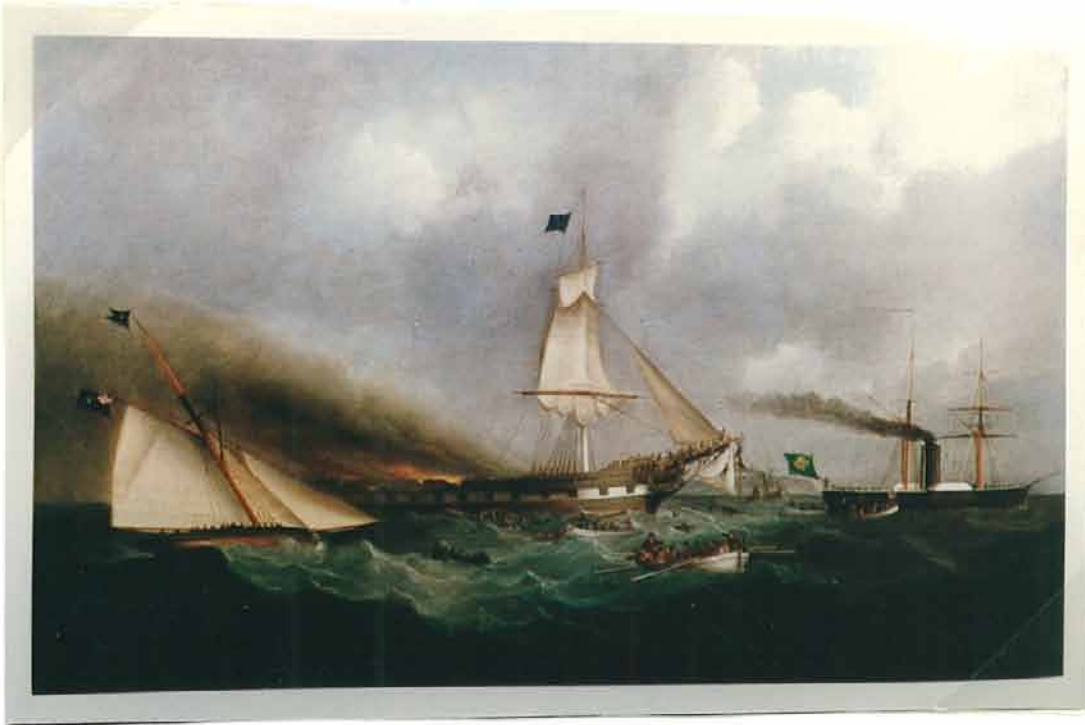
TRAIN & CO.

Liverpool to Boston

Destroyed by fire leaving Liverpool

THE BOSTON PACKETS

Packet Ocean Monarch



August 24, 1848. The Ocean Monarch was described as one of the finest and largest ships ever built in the United States. She left the Mersey under tow at high water on August 24 about 5 a.m. Two hours later she was past the Formby Light. By 8 a.m. she was well clear of the channel, in ample depth of water and the tow was dropped. She tacked north, and then just before noon she tacked to the southwest.

At noon the steward reported to Captain James Murdock that there was a fire below decks. When Captain Murdock went below he discovered that the fire was beyond control and spreading rapidly. Wind and tide prevented him from turning to the Welsh shore, some four miles distant, so both anchors were let go, bringing the ship into the wind.

The fire continued to gain headway. The fortunate arrival of the yacht Queen of the Ocean and the Brazilian naval steam frigate Affonso (seen left and right respectively in the painting above) caused many to be saved. Out of a total of 406 (a crew of 42, 32 cabin passengers, and 332 emigrants) 216 people were saved.

Above: The scene about 1 p.m.
Oil on canvas
36" x 48"
Samuel Walters.

A. White photograph.

1848

TRAIN & CO.

Liverpool to Boston

THE BOSTON PACKETS

Packet Sunbeam

Original per Ocean Monarch, lost by fire while leaving Liverpool

August 18, 1848. A duplicate letter by the Boston Packet Sunbeam of the Train Line. The original went aboard the Boston Packet Ocean Monarch, which burned in the Mersey estuary August 21. She burned to the waterline and all her cargo and mails were lost as well as 180 lives. This possibility of a marine disaster was the main reason duplicate letters were sent by different ships to assure that at least one would arrive safely.

Letter is from Baring Brothers & Co., Liverpool, advising of the placement to George Skolfield's account of £490 by Captain Merryman of the "Brandywine." It is endorsed: p. "Sunbeam."



7

SHIP



Shipping List and Price Current, N.Y., October 14. Arrived at Boston October 8, Ship Sunbeam, Winsor...Liverpool. Freights at Boston: Liverpool - Ship Sunbeam, Salt 2101 sacks - Camel Coal 50 tons - copper 60 cases - sheet iron 300 bdls. - yellow metal 44 cases - etc.

Letter rated, Act of 1845, not over 300 miles, Boston to Brunswick, Maine, at 5¢ plus 2¢ Ship Letter charge = 7¢ due.

Sunbeam was 843 tons, master in 1847-48 was George Winsor.

1848

TRAIN & CO.

Liverpool to Boston

Destroyed by fire leaving Liverpool

THE BOSTON PACKETS

Packet Ocean Monarch

Although storms claimed more packets than any other type of disaster, no shipboard hazard was more dreaded than fire. On a foundering vessel, the ship's boats offered hope of escape; but on a burning ship, passengers and crew were in double jeopardy, for the boats were as vulnerable to flames as the rest of the vessel. The worst ordeal of this type was suffered by the 1,301-ton *Ocean Monarch* on August 24, 1848.

That morning, the *Ocean Monarch*—the first of three ships to bear that name—set out on her fourth voyage from Liverpool to Boston. Her hold contained a varied cargo: iron, dry goods, salt, light merchandise and earthenware packed in crates stuffed with straw. Nearly 400 passengers were aboard, 322 of them emigrants in the steerage spaces.

Shortly after dawn, a steam tugboat towed the packet out into the Mersey on her way to open water at the estuary. At 8 a.m., the pilot and tug left the *Ocean Monarch* and the wind filled her sails. As the packet beat her way downchannel, she passed the 1,404-ton *New World*, the largest packet afloat, which was also sailing with a full complement of steerage passengers. "Many a time during the morning did we look out and view the *Ocean Monarch*," recalled the Reverend S. Remington, a passenger aboard the *New World*, "not only on account of her beauty and symmetry, but because of her even match for the *New World* and the kind of competition there was between the two noble ships as to the speed of each. Evidently there was to be a trial between them this voyage, to determine which of the two could beat."

But competition was soon foreclosed. Around noon, the *Ocean Monarch's* steward told Captain James Murdock that there was a fire in a ventilator in the afterpart of the ship, started by a steerage passenger who had wanted to cook a meal. Later, however, a crewman testified that he had seen another sailor go down into the hold with a lighted candle and return without it. Whatever the exact cause, it fast became irrelevant. When the captain went below, he found the main cabin full of smoke. He ordered his men to throw water over the flames, but the fire was already raging hopelessly out of control. Within five minutes, all of the after section was ablaze. Captain Murdock returned to the deck and ordered the helmsman to turn the vessel into the wind—an attempt to slow the spread of the fire by blowing the flames over the stern. Panicked passengers were scrambling up from below and pushing forward to escape the flames, smoke and heat. "Yells and screams of the most horrifying description were uttered," Murdock later recounted. "My voice could not be heard, nor my orders obeyed."

The scene on deck grew progressively more nightmarish. Men and women rushed back and forth trying to find husbands, wives and children. One eyewitness later recalled that "while some were standing in resignation, or insensibility, others were yielding to the most frantic despair. Several of the emigrants' wives and children were engaged in prayer and in reading the Scriptures." Murdock ordered the ship's boats lowered, and the crew succeeded in getting two into the water. The first mate, and some of the crew and passengers got away in these; the custom of women and children first was ignored. The other boats were destroyed by the fire before their lashings could be cut. Murdock, who was still on board, endeavored to throw a spare yard over the side so that those struggling in the water would have something to cling to. Then, almost trapped by flames, the captain jumped over the side himself.

Fortunately, the *Ocean Monarch* was still in the Mersey estuary, a waterway alive with incoming and outgoing ships. A passing yacht, the *Queen of the Ocean*, rescued Murdock after he had clung to a floating board for half an hour. The yacht belonged to Thomas Littledale, Commodore of the Royal Mersey Yacht Club. Littledale, who was returning from an outing with a party of friends, staunchly kept his vessel alongside the *Ocean Monarch* for two hours, saving as many lives as possible. A Brazilian steam frigate, the *Affonso*, was also coming into harbor when she sighted the burning ship. The *New World* and another outward-bound vessel, the *Prince of Wales*, turned around to give the stricken ship what assistance they could. Boats from all four vessels shuttled back and forth, picking up survivors in the water, taking them to safety and returning for a new load.

By late afternoon the fire had consumed so much of the *Ocean Monarch* that passengers sought refuge on the bowsprit and jib boom. From the deck of the *New World*, pastor Remington could see men and women packed tightly against and atop one another, "strung out like bunches of grapes." Then the foremast collapsed over the side, dragging with it much of the jib boom's rigging and the screaming people who were hanging on to it.

For more than an hour, a dozen or so women and children continued to cling desperately to the bowsprit, so immobilized by fear that they would not let go and drop into the water, even though rescuers waited below in boats. Finally, a seaman on the *New World*, Frederick Jerome, stripped off his clothing, swam under the bow of the burning *Ocean Monarch* and climbed up a rope that was hanging from the vessel. One by one he lowered the passengers to safety—although, as Remington reported, "the bowsprit was tottering to its fall, and the ship every moment expected to sink." The last passenger saved was an old man who had been sheltering a small child.

All that day and into the night the fire blazed, devouring the *Ocean Monarch* down to the water line. Then the sea reached over the edge of the ravaged hull, quenched the flames and, at about 1:15 Friday morning, sank what remained of what Remington had called one of the "finest and most magnificent ships afloat." The death toll was a staggering 178. Through their combined efforts, the *Queen of the Ocean* and the *Affonso* had rescued a total of 188 people. The other vessels had saved 30 more.

All of the first-class passengers had escaped with their lives, as had a good part of the 42-man crew. But of the 322 passengers in steerage, fewer than 200 survived the disaster.

For his bravery, the 24-year-old Frederick Jerome was promptly given £20 in gold by a wealthy admirer aboard the *Affonso*. Later, the City of New York presented him with an inscribed gold box worth \$150.

Seaman Frederick Jerome risked his life by hanging from the bowsprit of the burning *Ocean Monarch* to hand the last of the passengers down to the safety of a lifeboat. When the City of New York presented him with a gold box for his bravery, he asked a minister to express his thanks to the assembled crowd.



1836

NEW ORLEANS, LOUISIANA & NEW YORK LINE

Packet Ship Yazoo

E. K. Collins

677 tons, 136' x 32'-6" x 16'-3" hold depth. Built at New York in 1833 by Fickett & Thomas. In service 1833-45.



April 25, 1836. Letter datelined at New Orleans and was endorsed: Yazoo to/New York. The Yazoo cleared New Orleans April 30 for New York as recorded in the N.Y. Shipping & Commercial List.



SHIP

May 21. Shipping and Commercial List & New-York Price Current. Arrived New York May 21. Ship Yazoo, Eldridge, New Orleans.

Letter rated as a double letter, Act of 1825, at $18\frac{3}{4}c \times 2 = 37\frac{1}{2}c$, the zone rate 150 to 400 miles, New York to Providence. To this was added the Ship Letter charge of $2c$ to total $39\frac{1}{2}c$ due.

Letter concerns shipment of cotton to Lonsdale Mfg. Co. by the brig Forest. Letter contained an invoice for 115 bales, thus the charge as a double letter.