

1818

BLACK BALL LINE or OLD LINE
New York to Liverpool

Packet Ship James Munroe

The James Munroe was among the first four ships in the Black Ball fleet, along with Pacific, Amity, and Courier. The 424 ton James Munroe was in the line 1818-1824. It should be noted that she was the first packet to sail "on time" when she departed from New York on January 5, 1818, for Liverpool.

The Black Ball liners generally sailed from New York during the first year (1818) with very light freights. The lightest of all was probably of this departure of the James Munroe. She left New York on September 10, 1818, with 212 bales of cotton, 1265 quintals of corn, and a few odds and ends, this was barely a fourth of her capacity.



September 8, 1818. This cover consists of a copy of the New-York Wholesale Prices Current, together with a letter dated September 10, 1818. The letter is endorsed: p James Munroe.

New-York Public Sale Report, Sept. 12. Cleared at New York Sept. 7, Ship James Munroe, Watkinson for Liverpool.

Although cleared on Sept. 7, the ship did not sail until Sept. 10, perhaps waiting for more freights.

LIVERPOOL
SHIP LETTER

James Munroe arrived at Liverpool, where this letter received the Ship Letter handstamp. Letter rated 8d. as a single Ship Letter addressed to the port of arrival.

1820

TRANSATLANTIC MAIL

The Packet Services

BLACK BALL LINE or OLD LINE

New York to Liverpool

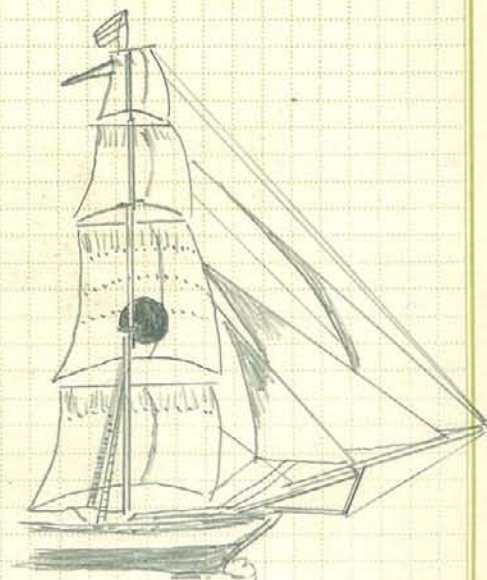
Packet Ship Amity

382 tons, 106'-6" x 28'-6" beam, built 1816 at N.Y. by F. Cheeseman. She was a private trader until acquired in 1818 by the Black Ball Line as one of the four ships of the original fleet which also included the Pacific, Courier and James Monroe. They constituted the first "Atlantic Shuttle" whereby the packets ran a regular schedule.

Her average westbound passage was 39 days, shortest 22 days, here at 41.

On April 23, 1824, the Amity piled up on Squam Beach, N.J. at low tide with a valuable cargo. She was a total loss.

July 30, 1820. Letter docketed, presumably at Liverpool.



The Black Ballers were distinguished by a large black ball painted on the fore topsail.



SHIP

20 1/2



Sept. 11, 1820. Arrival at New York where letter was treated as a ship letter. Rated, Act of 1816, 150-400 miles (N.Y. to Portsmouth, N.H.) of 18 1/2¢ + 2¢ Ship Letter charge = 20 1/2¢ due as stated in manuscript.

1821

TRANSATLANTIC MAIL

The Packet Services

BLACK BALL LINE or OLD LINE New York to Liverpool

Packet Ship Nestor

The Black Ball Line was established April 1817 with 3 sailing packets, sailing in succession, but not on a fixed schedule. Isaac Wright & Son and Francis Thompson, Props. A fourth ship added Oct. 24 and announcement made that ships would sail on schedule from N.Y. the 5th and Liverpool the 1st of month beginning Jan. 1818. On Oct. 18, 1817, Benjamin Marshall and Jeremiah Thompson were added as props.

Nestor, 481 tons, was in Black Ball services from 1820-24. She was wrecked off Long Island Dec. 25, 1824.



January 25, 1821. Letter datelined at Plymouth, England and endorsed; p Nestor. Nestor left Liverpool Feb. 7.

March 25. N.Y. Commercial Advertiser, Monday,
March 26. ARRIVED SINCE OUR LAST. Packet Ship
Nestor, Macey, 46 days from Liverpool with dry
goods &c. to I. Wright & Sons and F. Thompson,
owners, etc. The Nestor has been upwards of a
month West of the Grand Bank, and has experienced
continual gales from northwest. Spoke nothing.

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



SHIP

1821

TRANSATLANTIC MAIL

The Packet Services

BLACK BALL LINE or OLD LINE New York to Liverpool

Packet Ship Nestor

HOLYHEAD SHIP LETTER



PAID
10c

December 21, 1821. A letter paid to the port of departure, Easton, Penn. to New York at the Act of 1816 rate of 10¢ for a letter conveyed 30 to 80 miles. It bears a fine impression of the Easton "tin hat" datestamp. Letter is endorsed: Packet/ Ship Nestor.

N.Y. Commercial Advertiser, December 7, 1821. LIVERPOOL PACKETS, SHIP NESTOR, Seth G. Macy, master to sail on the 10th of 12th month (10th Dec.) In order to furnish more certain conveyance for Goods and Passengers, Between New-York and Liverpool, the owners of the American ships Amity, Albion, Nestor and James Monroe, have undertaken to establish, between the two ports, a regular succession of Vessels, to sail, from New-York on the 10th and from Liverpool on the 1st of every month throughout the year. Apply on board to ISAAC WRIGHT & SON or to FRANCIS THOMPSON.

HOLYHEAD
SHIP LETTER

For some reason Nestor put into Holyhead on the west coast of England and 104 miles from Liverpool. The mails went ashore there and received the seldom seen HOLYHEAD/

SHIP LETTER backstamp.

This letter was rated, Act of 1812, at 120-170 miles	10d.
Letter appears to have been erroneously rated, as the Inland charge for 80-120 miles was 9d., here one penny overrated.	Ship Letter chg. 6d.
	Captain's pence 2d.
	18d. = 1/6d.

1825

BLACK BALL LINE or OLD LINE

Packet Ship La Fayette

February 26, 1825. A letter dated at Glasgow, Scotland. It is endorsed: Per Packet Ship LaFayette, Capt. Fanning to sail from Liverpool the 1st March 1825 for New York.

The 341 ton LaFayette was in temporary service to the Black Ball Line. Her outward sailing was advertised in the N.Y. Shipping and Commercial List in January 1825: Vessels up for Foreign Ports, Ship La Fayette, Fanning, Crane wf 16th January, I Wright & Son or F. Thompson & Neph's, for Liverpool.

March 1. The Packet Ship LaFayette departed from Liverpool for New York on her return voyage.

LaFayette served the Black Ball Line for only one round voyage in 1825, consequently, covers carried by her in this service are uncommon. Her next voyage, out of New York, she sailed April 24, 1825 to Charleston for Phelps & Peck [The Established Line].



SHIP



N.Y. Shipping List, April 9. Arrived New York April 7, Ship LaFayette, Fanning, from Liverpool.

Letter rated, Act of 1816, single letter, 150 to 400 miles at 18½¢ + 2¢ Ship Letter charge = 20½¢ due. [The 18-3/4¢ rate did not become effective until May 1, 1825.]

Commander on this voyage was Thomas Fanning (1786-1835), born at Nantucket. He served as captain of the LaFayette 1824-30.

It is to be noted that the ship's contemporary spelling was "LaFayette", later changed to "Lafayette".

1826

TRANSATLANTIC MAIL

The Packet Services

BLACK BALL LINE or OLD LINE

New York to Liverpool

Packet Ship Manchester

Messrs. Goodhue & Co.
and C. H. Marshall

561 tons, in service for Black Ball 1825-1832. She was sold to the Havre Old Line and was in service there 1832-34.

February 27, 1826. Letter datelined at London. It was endorsed: pr Manchester, London & N. York, 1 Mar/26. It went via Liverpool from which port the Black Ball Line packets sailed.



April 6, 1826. N.Y. Shipping & Commercial List. Arrived at New York April 6, Ship Manchester, Lee, Liverpool.

Letter rated, Act of 1825, New York to Frederick Town, Maryland, zone rate of 150 to 400 miles at 18-3/4¢ x 2 (double letter) = 37½¢ + 2¢ Ship Letter charge = 39½¢ as shown in manuscript.

1826

BLACK BALL LINE or OLD LINE

Liverpool to New York

Packet Ship James Cropper

Goodhue & Co.

May 15, 1826. A letter docketed at Liverpool and endorsed: pr. James Cropper. It was handed directly to the master of the Black Ball Line's James Cropper.



SHIP

Shipping & Commercial List (N.Y.) Arrived New York June 22, Ship James Cropper, Marshall....Liverpool.

Letter rated, Act of 1825, as a treble letter at $12\frac{1}{2}\phi \times 3 = 37\frac{1}{2}\phi + 2\phi$ Ship Letter charge = $39\frac{1}{2}\phi$ due, shown in manuscript. The basic zone rate was $12\frac{1}{2}\phi$ for a letter conveyed 80 to 150 miles.

Commander on this voyage was Charles Henry Marshall (1792-1865) who in 1834 became part owner and principal operator of the Liverpool Black Ball Line.

1827

TRANSATLANTIC MAIL

The Packet Services

BLACK BALL LINE or OLD LINE

Packet Ship Britannia

Goodhue & Co. and
C.H. Marshall

Britannia, 630 tons, in the Black Ball Line service 1826-35,
after which she became a transient.

January 9, 1827. A duplicate letter endorsed per the Britannia.
The original had gone per the sailing ship Majestic, which was not
a regular packet. Dated at Liverpool, Rathbone & Co. advises E.
Silsby of Boston that they have honored his draft for £100. on
account of the owners of the Brig Wade.



SHIP



N.Y. Shipping and Commercial List. Arrived N.Y. February 27,
Sh. Britannia, Marshall...Liverpool.

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.

Master on this voyage was the famous Charles Henry Marshall (1792-
1865), part owner and principal operator of the Black Ball Line. He
was doubtless the most conspicuous individual connected with the
packet service. Liverpool Black Ball Line: '22 James Cropper, '26
Britannia, '32 South America to '33, '34 became part owner of the
Black Ball Line.

1828

TRANSATLANTIC MAIL

The Packet Services



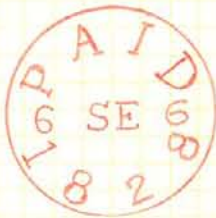
BLACK BALL LINE or OLD LINE New York to Liverpool

Packet Ship Pacific

Messrs. Goodhue & Co.
and C. H. Marshall



September 6, 1828. Letter datelined at Dover Street, London, and put into the General Post as a paid letter, single. Act of 1812 (52 Geo. III. Cap 88) rates for 170 to 230 miles, London to Liverpool (206 miles), was 11d., as shown in red manuscript. It was addressed to the correspondents Messrs. Bowe & Bushby, Liverpool, who acted as forwarding agents. Bowe & Bushby deleted their name and endorsed the letter: pr Pacific. They put the letter directly into the Ship Letter bag aboard the Pacific.



SHIP



October 23, 1828. Shipping & Commercial List and New-York Price Current: Arrived New York Oct. 23, Ship Pacific, Crocker, Liverpool.

Letter rated, Act of 1825, for a single letter inland 80 to 150 miles, 12½¢ + 2¢ Ship Letter charge = 14½¢ due, shown in manuscript.

Ship Pacific (II), 586 tons, in service 1824-34.

1809

TRANSATLANTIC MAIL

The Packet Services

BLACK BALL LINE or OLD LINE

Holograph letter from Jonathon Goodhue, owner of Black Ball Line since 1834

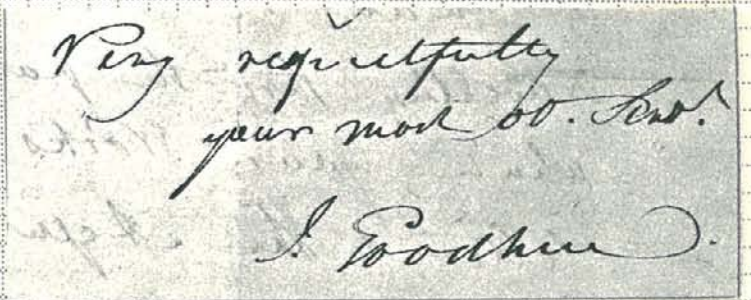
January 13, 1809. Letter datelined at New York, addressed to Elias Hasket Derby, son of the well-known merchant at Salem, Mass.



Jan. 13, 1809. Letter unpaid into the post. Rated Act of March 2, 1799, single letter, 150 to 300 miles at 17c.

In 1809 Jonathan Goodhue was a merchant and an agent for William Gray at New York, having come there from Salem in 1807.

The firm of Goodhue & Co. prospered and in 1834 with the backing of the British banking house of Baring Bros. & Co., who loaned him half the money, he purchased the Black Ball or "Old" Line together with two of his captains, C.H. Marshall and N. Cobb.

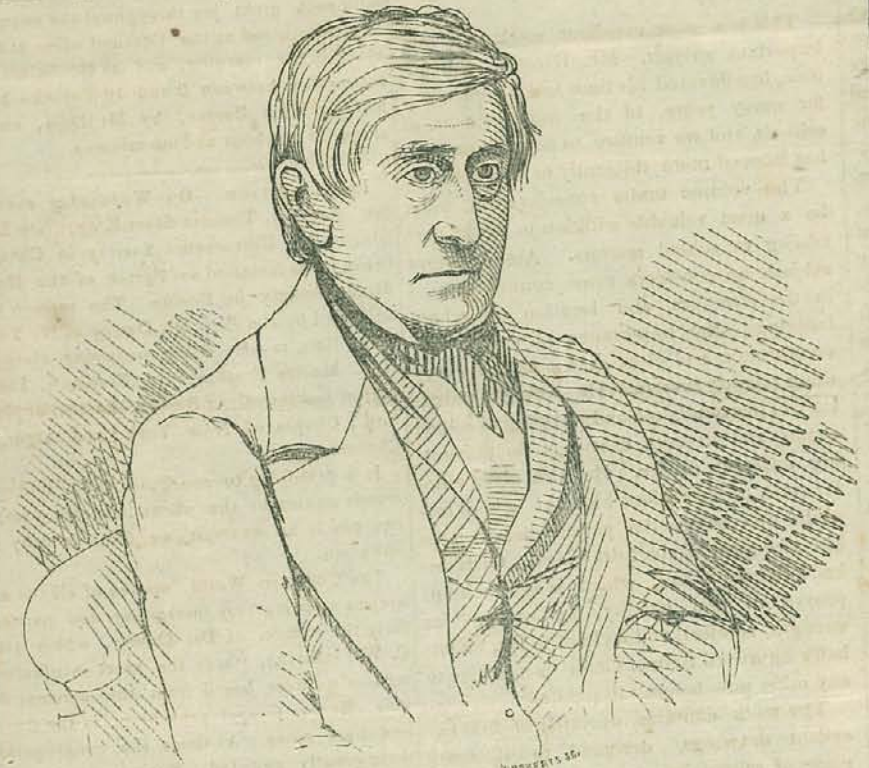


The addressee of this letter, actually Elias Hasket Derby, Jr., was the son of the famous Salem merchant Elias H. Derby. Early in 1799 Elias, Jr. was captain of the Mount Vernon, owned by his father, on a voyage involving much action with the French fleet.

The Mount Vernon returned home in 1800 safely, with a cargo of silks, wine and brass cannon, and realized a profit of more than \$100,000 on a capital of \$43,274, the cost of the outward cargo.

JONATHAN GOODHUE, Esq.

We recorded in the last Observer, the death of this distinguished merchant, who was a native of this city, but for nearly fifty years a resident in New-York. He was son of the Hon. Benjamin Goodhue, deceased, who was a Member of Congress under the administration of Washington and Adams. We give below a portrait and brief sketch of his life and character, for which we are indebted to JOHN F. ROPES, Esq., one of the Editors of the N. Y. Atlas, (an able and well conducted paper) who is a townsman of Mr. Goodhue, but removed to New-York a few years since, where by his enterprise, industry and talents, he has secured the good will and confidence of the public.



[From the New York Atlas of April 4th, 1847.]

We give to-day the portrait of one of our most distinguished merchants—a man universally respected and beloved by all who knew him—Jonathan Goodhue, Esq.

Mr Goodhue was born in Salem, Massachusetts. He commenced business in this city about the year 1802, under the auspices of William Gray, Esq. He prospered, as a man of his industry, enterprise and probity should prosper. All who knew him became attached to him. We give one instance in proof. About twenty-six years after the date we have given, Mr Goodhue made a passage to Liverpool, with Capt. C. H. Marshall, another of nature's noblemen. The carman who took his luggage on the ship, was the same carman who took his luggage to his boarding-house on his arrival in this city. He had remained in his employment ever since.

In 1834, the firm of Goodhue & Co., associated with C. H. Marshall & N. Cobb, purchased the "old line of Liverpool packets," known as the "Black Ball Line," which the same parties, with some few changes, have managed successfully to the present time. No line has ever had the good fortune to be served by more popular commanders. In no line have the wants and comforts of passengers been more carefully considered.

We have given as much of the history of Mr Goodhue as is necessary in giving the portrait of a New York merchant. Of his public and private virtues, we could hardly speak too much if we spoke for a year. He is one of the old school, the good old school merchants, governed in all his transactions by the strictest and most indomitable regard for fair and righteous dealing between man and man. We once heard a person say, who had transactions with him for years, that he verily believed he would suffer his right hand to be cut off, rather than be guilty of practising deceit in tak-

ing advantage in any business matter to the amount of a shilling.

Mr Goodhue is a noble specimen of the New York merchant, and a bright example for the young merchants of the present day, who would, like him, be respected and honored.

[From the Atlas of Nov. 26th, 1848.]

DEATH OF MR JONATHAN GOODHUE. We announce, with sorrow the death of Mr Jonathan Goodhue—a gentleman, who was, for forty-six years, known most advantageously, and respected, and honored, as a merchant of this city. He was a native of Salem, Mass., but migrated to New York in the year 1802, as the agent of the celebrated William Gray, who, at that time, and for many years afterwards, maintained the position of the merchant monarch of the United States. He subsequently established himself as a commission merchant in South street, where he continued business till the day of his death. He was a gentleman of singular enterprise, industry, perseverance and worth—the confidence of the city, and a reputation for all that was ennobling in the character of man, were his rewards. He was many years a member of the New York Chamber of Commerce; and was regarded by that eminent and influential body, as one of its most able and intelligent advisers.

In an eminent degree, did Mr Goodhue display the characteristics of a gentleman; and, in his intercourse with the world, he made no distinction between the rich and the poor; and always regarding merit as the only standard of worth, he extended to all, the amenities and courtesies of dignified, but unostentatious life.

He had been in ill-health many months; but no immediate danger was apprehended, till Friday morning, when he was severely attacked, and died in a few hours.

1830

TRANSATLANTIC MAIL

The Packet Services

BLACK BALL LINE or OLD LINE

New York to Liverpool

Packet Ship Pacific

Messrs Goodhue & Co
and C.H. Marshall

Pacific (II), 586 tons, 133'-6" x 31'-2" beam, depth of hold 15'-4". Built 1824 by Brown & Bell, N.Y. She served as a transient Black Baller until 1834. Her average Westbound passage was 36 days, fastest 25 days, longest 52 days. Pacific (I) was a 384 ton ship in service 1818-19, whereupon she became a whaler until 1882, the longest general career.

Captain on this 1830 voyage was one with a colorful career, Rowland R. Crocker, born in Falmouth, Mass., died 1852. Birth date unknown, but his first command was in 1792 and he had steady service thereafter on the Atlantic shuttle; wounded in a letter of marque (privateer) engagement about 1798; 1807 received 500 guineas and plate from British underwriters for saving sp. Otis during a gale in the Downs when nearly 100 vessels were lost; his only accident in 164 Atlantic crossings, he also saved the lives of at least 32 persons from wrecks. He served on the Pacific from 1826-32, whereupon he retired to New Bedford as a marine insurance official.

Dec. 30, 1829. Letter datelined at Dublin. It went by courier across the Irish Sea to Liverpool.

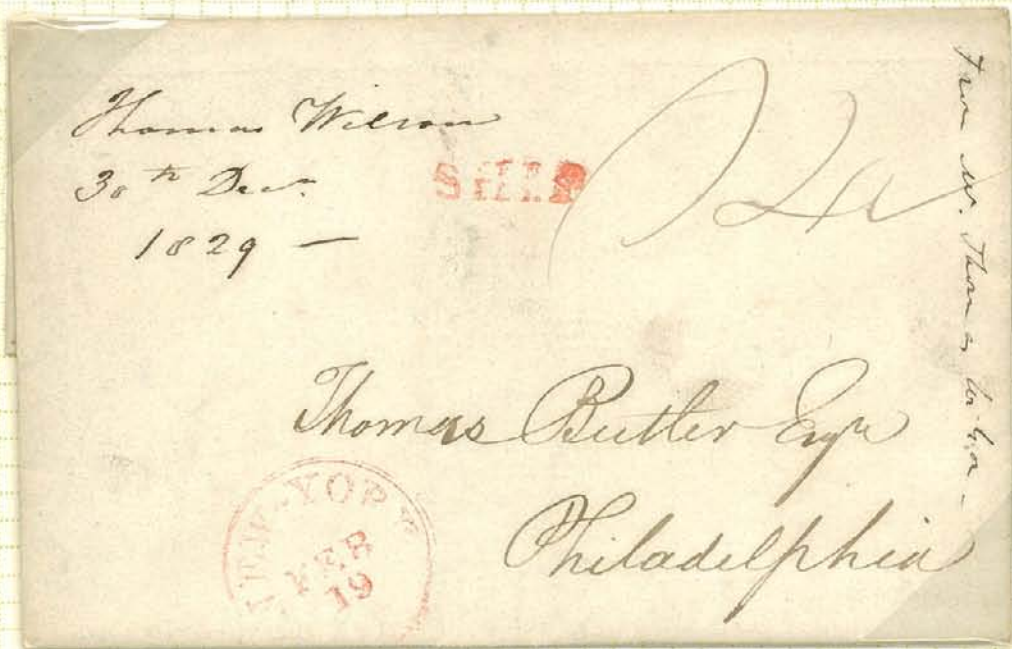
Jan. 16, 1830. Packet ship Pacific, Crocker, departed from Liverpool for New York.



SHIP

Feb. 18. N.Y. Shipping List & Prices Current records the arrival of the Packet Pacific on this date, letter handled by the New York

Post Office Feb. 19. Rated, N.Y. to Philadelphia (90 miles), Act. of 1825 rates of 12½¢ for a letter going 80 to 150 miles + 2¢ Ship Letter charge = 14½¢ due as shown in manuscript.



From Mr. Thomas Wilson

1835

TRANSATLANTIC MAIL

The Packets

BLACK BALL LINE

New York to Liverpool

Packet Ship Britannia

630 tons, 132'-10" x 32'-6" beam, built 1826 by Brown & Bell at New York. She served until 1835, the year of this letter.

Paid at Stroud



August 29, '35. Single letter prepaid at Stroud Gloucestershire to Liverpool. The rates were determined by distance and here we see the cumulative distance through London, Stroud to London 101 mi. + London to Liverpool 206, total 307 miles and charged at the zone rate 300 to 400 miles of

1 shilling 1 penny shown as 1/1 in mss. (Act of 1812). An inspector's "X" on the reverse verifies postage. Scarce straight line "Paid at Stroud" appears on face. The British Post Office at Liverpool put letter into bag for the Liverpool Packet Britannia which sailed Sept. 1 for N.Y.



*Machine Stephens & Co
Stroud Mills
Recd. 12 Octob. 1835*

*Q^d
Charles C. Watson & Son Esq.
Philadelphia
A New York Packet via
Liverpool*



October 10, 1835. The Britannia docked at New York Oct. 9, Capt. Waite.

Rated Act of 1825 rates for a single letter going 80 to 150 miles (N.Y. to Philadelphia) of 12½¢ + 2¢ Ship Letter charge = 14½¢ due as shown in manuscript.

1833

TRANSATLANTIC SHIPPING LINES
—*—
BLACK BALL LINE or OLD LINE
New York to Liverpool

Packet Ship North America

The Black Ball Line started on January 4, 1818 with the sailing of the Courier from Liverpool and the James Monroe from New York Jan. 5. They set a new standard in Atlantic travel and sailed regularly on the 1st of the month regardless of the weather or how little cargo might have been consigned. They were also fairly comfortable. Success soon caused sailing on the 16th as well as the 1st of each month.

The North America was ship rigged, 610 tons, in service 1831-43. She was wrecked near Sandy Hook 14th January 1843.



March 30, 1833. Letter datelined at New York to meet the April 1st sailing of the North America.

LIVERPOOL
SHIPLETTER

D
26AP26
1833

The packet North America arrived at Liverpool. Letter rated as a ship letter and struck with this mark (Robertson S.11). Rates Act of 1812, 170-230 miles, L'pool to London, at 11d. single plus 8d. ship letter charge = 1 shilling 7 pence due as shown by mss. on face.

April 26, 1833.
Arrival backstamp,
London.

1833

TRANSATLANTIC MAIL

The Packet Services



BLACK BALL LINE or OLD LINE

Packet Ship North America

North America. 610 tons, 134'-5" x 31'-5" beam x 15'-8" depth of hold. Built 1831 by Brown & Bell, New York. Her shortest westbound passage was 22 days, longest 50 days, average 36. Here at 37 she was about average.

Captain on this passage was Robert J. Macy (1794-1836), b. Hudson, N.Y., son of Capt. Seth G. Macy. Capt. R. Macy sailed on the Havre Line 1823-31. Liverpool Black Ball Line 1831 Canada, '32-34 North America.



September 14. Prices current datelined at London. It went under cover to Liverpool, British port of the Black Ball Line, to a forwarding agent or correspondent. The letter was put directly into the Letter Bag of the Ship North America.

October 21. Arrived at New York Ship North America, Macy, from Liverpool.

Letter rated Act of March 3, 1825, inland 150-400 miles, New York to Portland, at 18-3/4¢ + 2¢ Captain's gratuity = 20-3/4¢ due.



1835

BLACK BALL LINE or OLD LINE

Liverpool to New York

Packet Ship North America

October 1, 1835. A letter dated at Liverpool and enclosing a duplicate letter of 13 September 1835, per Independence of the Liverpool Blue Swallow Tail Line. This letter is endorsed: North America.

October 1. The packet ship North America, Black Ball Line, sailed from Liverpool.

N.Y. Shipping & Commercial List. Arrived at New York October 29:
Ship North America, Dixey...Liverpool.

Letter docket notes: Rec'd 30 October.

6
Letter rated at 6¢ due for a Ship Letter addressed
to the port of entry (faint manuscript "6" on face.)

1834-35

TRANSATLANTIC MAIL
The Packet Services
BLACK BALL LINE or OLD LINE
New York to Liverpool

Packet Ship Columbus

Messrs Goodhue & Co
and C. H. Marshall



663 ton packet ship, launched in N.Y. 1834 and began service as a Black Baller in 1834. 138'-10" x 32'-6" beam. Her shortest passage Westward was 28 days, longest 50 days, average in the 11 years she served Black Ball was 36 days. She became a regular trader out of Liverpool after 1845.

Captain on this trip was Nathan Cobb (1783-1859), b. Stonington Conn. He served several lines and owned individually Orpheus in 1833, sold to Black Ball in 1834 when he became part owner of the line. Part owner, with Goodhue & Co., and C.H. Marshall in purchase of the Black Ball Line in 1834; released part of interest to sponsor an ocean steamship service to Liverpool, but the panic of 1837 cut off his financial support.

Dec. 1, 1834. Planned departure date of the Columbus from Liverpool. Letter put directly into the letter bag of the Columbus.

Jan. 1, 1835. Ship Columbus arrived N.Y., mail processed Jan. 2. Letter rated Act of Mar. 3, '25, 80 to 150 miles at 12½¢. Clerk neglected to add the 2¢ Ship Letter charge.



1835

TRANSATLANTIC MAIL

The Packet Services



BLACK BALL LINE or OLD LINE

Packet Ship Britannia

Goodhue & Co. and
C. H. Marshall

April 29, 1835. Letter, datelined at London, went by private favor or under cover to Liverpool to meet the sailing of the Black Ball Liner Britannia, as endorsed on the cover face.



June 8, 1835. Shipping & Commercial List & New-York Price Current: Arrived N.Y. June 6, 7, Ship Britannia, Waite, Liverpool.

Letter rated under Act of March 3, 1825, for a double letter conveyed inland 80 to 150 miles at $12\frac{1}{2}\text{¢} \times 2 = 25\text{¢} + 2\text{¢}$ Ship Letter fee = 27¢ , so noted in manuscript.

Captain of this voyage was the popular Benjamin L. Waite. In addition to commanding Britannia in 1834-35, he also commanded other Black Ballers, Pacific II in 1831 and England, 1836 to 1842.

1835

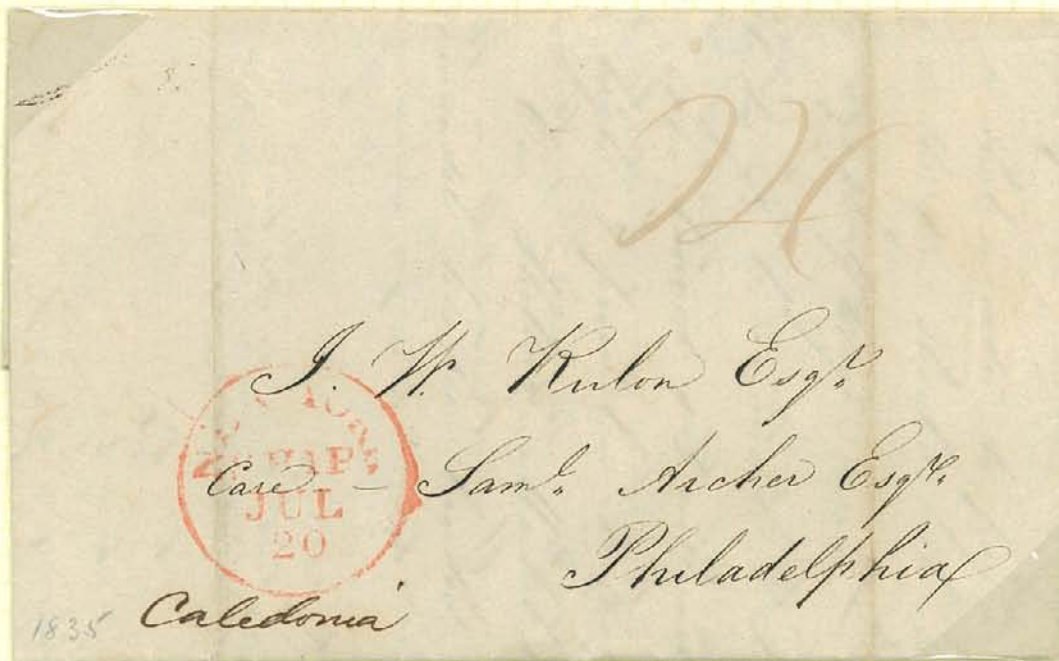
TRANSATLANTIC MAIL
The Packet Services
BLACK BALL or OLD LINE
New York to Liverpool

Packet Ship Caledonia

Messrs. Goodhue & Co.
and C.H. Marshall

The Caledonia was a 647 ton ship, 136 ft. x 32'-6" beam built by Brown & Bell, New York, launched in 1828 when she began service for Black Ball. She was sold in 1836 as a transient after a collision in the English Channel.

Her captain on this voyage was Hugh Graham who commanded the Caledonia from 1831 to '36. No further information is currently available on him (R.G. Albion).



June 12, 1835. Letter datelined at London and endorsed: Caledonia. It was put directly into the letter bag of the Caledonia, hence bears no British postal markings.



July 20, 1835. New York SHIP mark agrees with arrival date of Caledonia, Graham, at New York. Rated under Act of 1825 rates for a single letter 80-150 miles, N.Y. to Philadelphia of $12\frac{1}{2}\text{¢}$ + 2¢ Ship Letter charge = $14\frac{1}{2}\text{¢}$ due.

1847

BLACK BALL LINE or OLD LINE

Havana to Liverpool via New York

Schooner Henrietta, Havana to Charleston, S.C.

Brig Tybee, Charleston to New York

Ship Columbia, New York to Liverpool (Black Ball)

August 13, 1847. A letter to London dated at Havana and endorsed: via New York. It went under separate cover to a forwarding agent in New York.

Shipping and Commercial List, N.Y.:

August 20. Arrived at Charleston, Schr. Henrietta, Brown...Havana.

August 23. Cleared Charleston, brig Tybee, M'Cormack for N.Y.

August 31. Arrived New York, brig Tybee.

VESSELS UP
FOR LIVERPOOL:
Ship Columbia,
Furber, 23 E.R.
1st Sept., C.H.
Marshall.

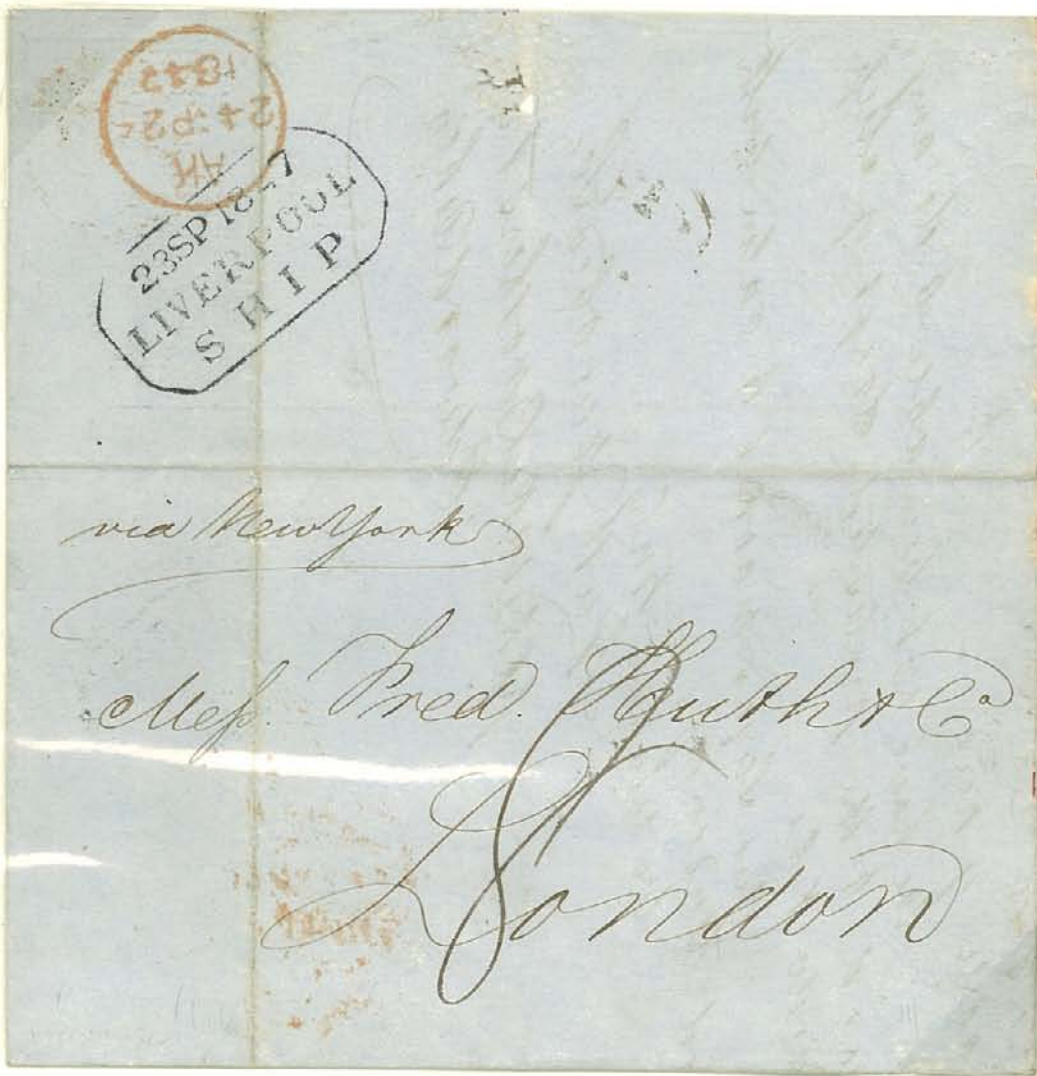
23SP1847
LIVERPOOL
SHIP

AK
24SP24
1847

London Times.
Liverpool, Sept.
23. Off the
port-Columbia
from New York.

Ship Letter
arrival mark at
Liverpool.

Sept. 24. Lon-
don arrival backstamp. Letter rated 8d., the single Ship Letter rate in effect since 1840.



1836

TRANSATLANTIC MAIL

The Packet Services

BLACK BALL LINE or OLD LINE

Packet Ship Europe

Goodhue & Co.
C.H. Marshall



March 14, 1836. A letter from Baring Brothers & Co. at London to Captain Skolfield of the ship "John Dunlap" at Portland, Maine advising him that £100 has been credited to his account. Letter is endorsed: p Europe.

N.Y. Shipping List. Arrived N.Y. April 26, Ship Europe, Marshall...Liverpool. This ship was of the Black Ball Line.

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

After arrival at Portland, this letter was forwarded to c/o George Skolfield at Harpswell, Maine by Noah Hinkley. This was out of the mails per the note: Mr. J.S. Cushing will send this. N.H.



1836

TRANSATLANTIC MAIL

The Packet Services



BLACK BALL LINE or OLD LINE

New York to Liverpool

Messrs. Goodhue & Co.

Packet Ship England

and C.H. Marshall

The Ship England, 729 tons, was 140'-4" x 34' beam. She was launched in 1834 by Smith & Dimon at New York for the Red Star Line which she served during 1834-35. She was sold that year to the Black Ball Line. She "went missing" on her passage from Liverpool to New York in December of 1844.

Master on this voyage was the famous Benjamin L. Waite, born c. 1804 in Lyme Connecticut. The 5'-4" Capt. Waite joined the Liverpool Black Ball Line commanding Pacific II in 1831, Britannia '34 and England '36 to '42. Ranked high in popularity and speed of passages, the Herald wrote in Feb. '41, "Capt. Waite by right and title belongs to the Atlantic Ocean. He has made it his home, came within an ace of being born thereon and crossed it when he was but nine months old. And since then has crossed to Liverpool and back 149 times without a disaster...and is, in fine, Admiral of the fleet." Waite retired at the end of 1842 and later held shares of several Black Ball Packets.

Aug. 8, 1836. Letter datelined at Liverpool and directionally endorsed: p "England".



Oct. 9, 1836.

N.Y. Shipping

List and Price

Current notes:

Oct. 8,9, 1836,

arrived at New York, Ship England, Waite, from Liverpool.

Letter was rated N.Y. to

Philadelphia (90

miles) at the Act of March 3, 1825 rate for a single letter going 80 to 150 miles of 12½¢ + 2¢ Ship Letter charge = 14½¢ as shown in manuscript.



1838

TRANSATLANTIC MAIL

The Packet Services



BLACK BALL LINE or OLD LINE

New York to Liverpool

Forwarding Agent

Packet Ship Europe

Goodhue & Co., New York



May 11, 1838. This letter was dated at Boston and sent under cover to the forwarding agent Goodhue & Co. at New York for the most expeditious forwarding on to London.

May 12. Forwarding agent backstamped the letter with their cachet (RF 3) and endorsed it on the obverse "pr Europe". Packet ship Europe of the Black Ball Line, which cleared N.Y. port on May 12, sailed May 16. Captain was Alexander C. Marshall who commanded Europe from '34 to '42. He was also brother of C.H. Marshall, one of the owners of the Black Ball Line - Goodhue & Co. were also owners.



June 11, 1838. Backstamped at Liverpool as a Ship Letter and London arrival handstamp.

Letter was rated L'pool to London (206 miles) at the zone rate of 11d. for a letter going 170 to 230 miles inland (Act of 1812) plus the 8d. Ship Letter charge = 1sh.7d. x 2 (double letter) = 3sh.2d., shown as 3/2 in manuscript.



W. Europe

1842

TRANSATLANTIC MAIL

The Packet Services

BLACK BALL LINE or OLD LINE

New York to Liverpool

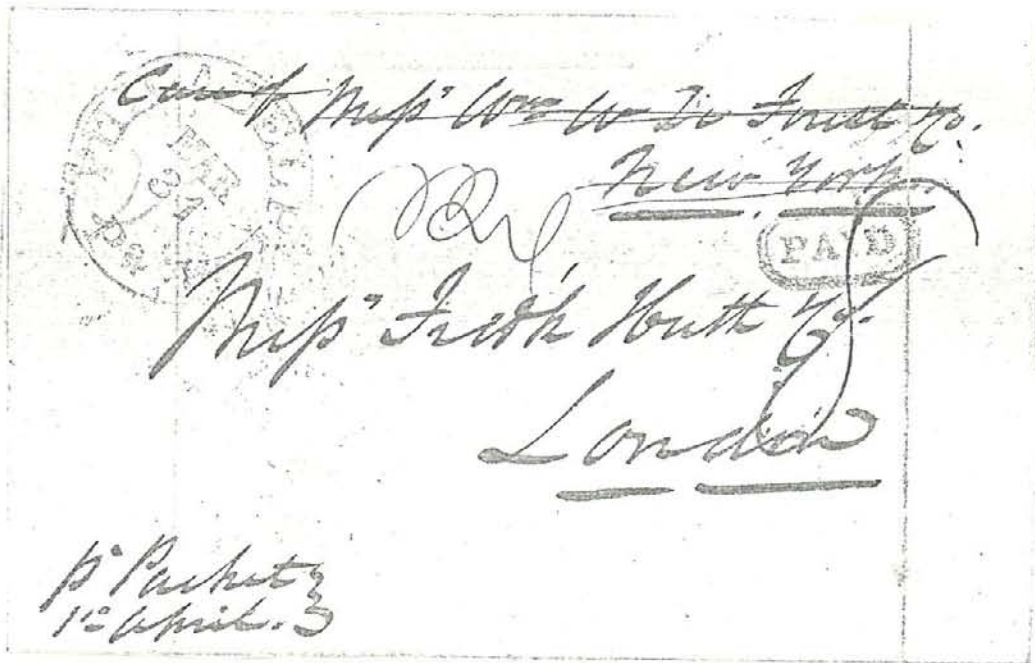
Messrs. Goodhue & Co.

Packet Ship Europe

and C.H. Marshall

FORWARDING AGENTS: Wm. W. DeForest & Co., New York

Hale's Foreign Letter Office, New York



1842

TRANSATLANTIC MAIL

The Packet Services



BLACK BALL LINE or OLD LINE

New York to Liverpool

Messrs. Goodhue & Co.

Packet Ship Europe

and C.H. Marshall

FORWARDING AGENTS: Wm. W. DeForest & Co., New York

Hale's Foreign Letter Office, New York



Handwritten signature

March 31, 1842. Letter paid at Philadelphia to New York, care of the forwarding agents Wm. W. DeForest & Co. Paid 12 $\frac{1}{2}$ c (red mss.), Act of 1825 rate, single letter 80 to 180 miles.

N.Y. Shipping List & Price Current.

VESSELS UP FOR FOREIGN PORTS

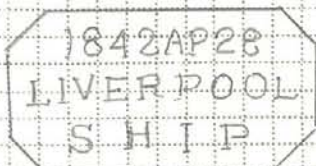
Liverpool: Ship Europe, Marshall, 23 East River, 1st April.

Europe, 630 tons was in service 1833-47 for Black Ball Line. Captain was Alexander Marshall, born Easton, N.Y. to Nantucket parents. He commanded Black Ball Europe from 1834-42. Died at New York 1859.



FORWARDED THROUGH
HALE'S
FOREIGN LETTER OFFICE
NEW YORK.

Wm. W. DeForest & Co. received letter and applied their forwarders' backstamp. They in turn handed letter to Hale & Co.'s Foreign Letter Office for direct deposit to the letter bag of the Europe, which sailed for Liverpool April 1, 1842.



April 28. Arrival backstamp at Liverpool as a Ship Letter, subject to the 8d. Ship Letter charge, prevailing after 1840.

1833

CHARLESTON, S.C. TO LONDON VIA NEW YORK

Steamboat David Brown, Charleston to New York

Black Ball Line: Packet Ship Hibernia, N.Y. to Liverpool



August 13, 1833. A market letter and prices current for cotton and rice printed at Charleston. A penned note says, "15 August. The New York Steam packet just arrived, brings Lpool advices to 8th July..." This refers to the steamboat David Brown which is recorded as arriving at Charleston on August 15. She was a 190 ton steamboat 130'-11" x 18'-1" built in 1832 by Brown & Bell of New York to run from Red Bank, N.J. to New York for James P. Allaire, creator of the steamship Robert Fulton (of 1820). Originally used to carry Allaire's cast metal products, in December 1832 she made her first voyage to Charleston, and made fairly regular two-week interval trips New York to Charleston. In 3 years of ocean service she made 45 round trips, New York to Charleston.

1833

CHARLESTON, S.C. TO LONDON VIA NEW YORK

Steamboat David Brown, Charleston to New York

Black Ball Line; Packet Ship Hibernia, N.Y. to Liverpool

Forwarding Agent: DeRham, Iselin & Moore, New York

August 17, 1833. The coastwise steamboat David Brown departed from Charleston. This letter went in a packet of mail to a New York forwarding agent.

Shipping & Commercial List, N.Y. August 28. Disasters &c. Steamboat DAVID BROWN, Coffey, of and for this port, from Charleston, with 50 passengers, encountered a severe N.E. gale off Cape Hatteras, lost her rudder, &c., and put into Norfolk for repairs, 23rd instant.



August 29. The David Brown arrived at New York. This letter was there handled by the forwarding agents DeRham, Iselin & Moore, who placed it in the letter bag as endorsed: p Hibernia/ via New York.

Shipping & Commercial List, N.Y.: VESSELS UP FOR FOREIGN PORTS - LIVERPOOL: Ship Hibernia, Wilson, 22 E.R., 1st Sept...Office 29 Wall-street.

September 1. The packet ship Hibernia of the Black Ball Line departed from New York for Liverpool. This 551 ton ship-rigged vessel was in the Line 1830-37.

LIVERPOOL
SHIPLETTER



September 24. Hibernia had landed at Liverpool ca. September 22, receiving backstamp at London September 24.

Letter rated in England, Act of 1812, 170 to 230 miles, Liverpool to London at 11d. single plus 8d. Ship Letter charge = 19d. or 1sh.7d. due, shown as 1/7 on letter face.

Commander of the Hibernia on this voyage was James L. Wilson (c1797-1853). He served in the Liverpool Black Ball Line, '31 Canada; 1833 Hibernia to '37.

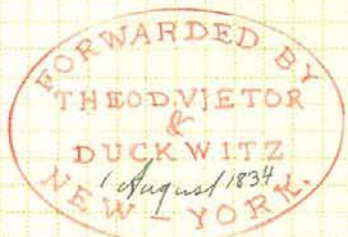
1834

TRANSATLANTIC MAIL
The Packet Services
BLACK BALL LINE or OLD LINE
New York to Liverpool

Packet Ship Orpheus

Forwarding Agent
Theod. Viotor & Duckwitz
New York

July 29, 1834.
Letter docketed at
Baltimore from whence
it was sent in a
packet to a New York
forwarding agent,
endorsed: per Liver-
pool Packet.

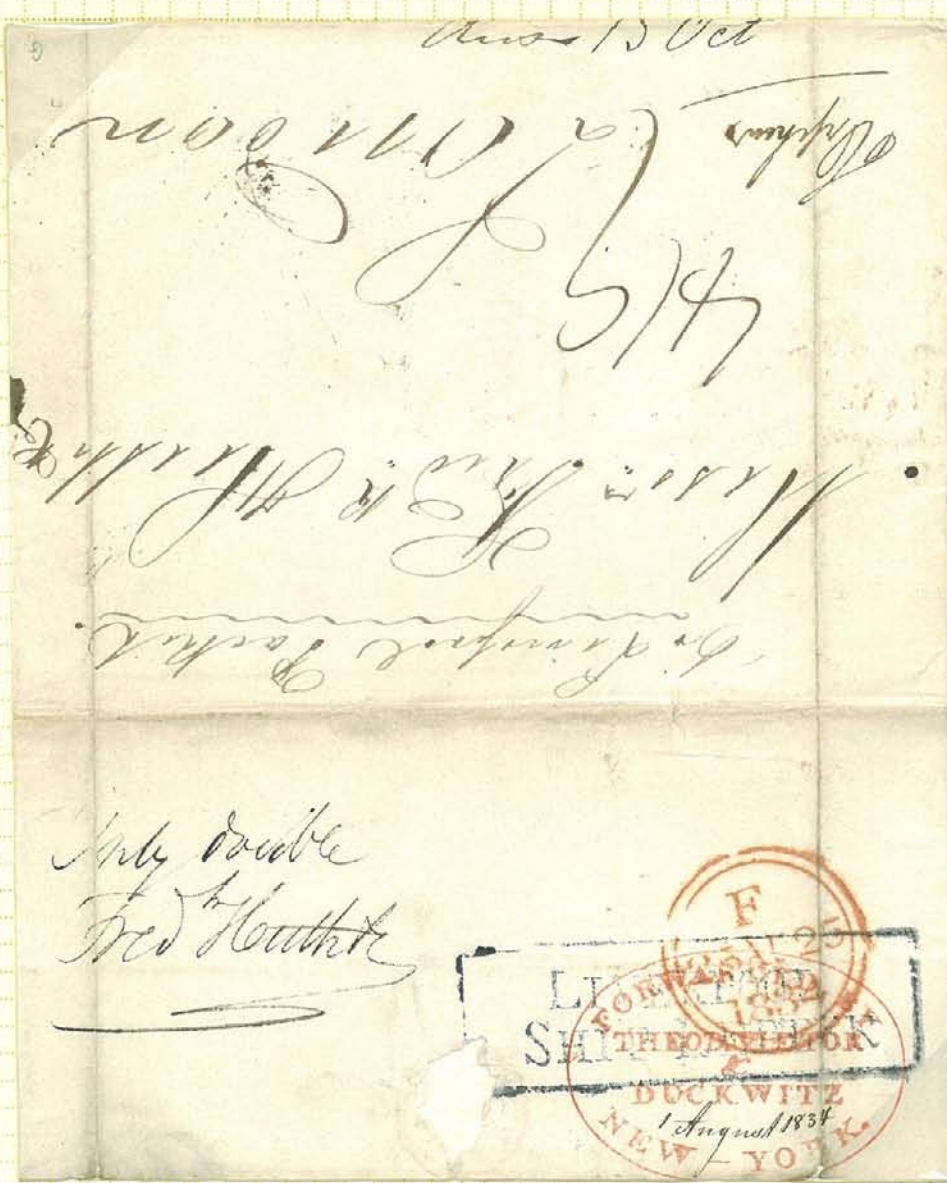


August 1. Theod.
Viotor & Duckwitz,
forwarding agents
struck their cachet
(R.F. 3) and dated
it in manuscript.
They directed the
letter: p. Orpheus.

N.Y. Shipping
List & Price Cur-
rent: Ships up for
Foreign Ports,
LIVERPOOL: SHIP
ORPHEUS, Bursley,
22 E.R., 1st Aug.,
Goodhue & Co.

Aug. 25. Orpheus
arrived L'pool Aug.
24, transit back-
stamp at London 25th.

Rated a treble
letter, Act of 1812
(52 Geo. III Cap 88)
rate of 11d. for a letter 170-
230 miles, L'pool-London (206
mi.). Ship Letter charge of 8d.
added, total 1sh.7d. x 3 = 4sh.
9d. due as shown in manuscript.



LIVERPOOL
SHIP LETTER



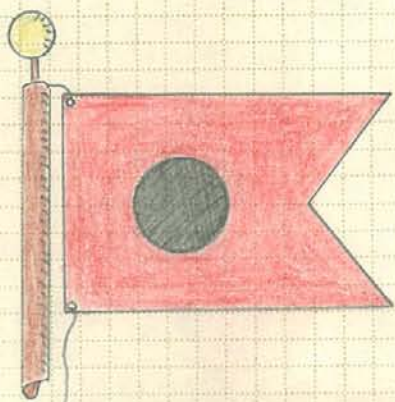
S.13

1837

TRANSATLANTIC MAIL
The Packet Services
BLACK BALL LINE or OLD LINE
New York to Liverpool

Packet Ship Orpheus

Messrs. Goodhue & Co.
and C. H. Marshall



573 ton packet ship, built 1832 at New York, registered May 11, 1832. She saw service with the Black Ball Line 1834-39. Afterwards she was a regular trader out of Liverpool.

The Black Ball Line flag was a red swallowtail with a black ball in the center. In addition, many Black Ball packets carried a black ball painted on the fore topsail, which was visible from far away.



January 19, 1837. Letter docketed as from Hagarty & Jerdein, Liverpool. They marked it "p Orpheus/via N.Y."



March 2, 1837. New York receipt mark. Rated as a SHIP LETTER, Act of March 3, 1825 rates, single letter 150-400 miles (New York to Richmond) 18-3/4¢ plus 2¢ Ship Letter charge = 20-3/4¢ due as shown in manuscript.

1837

TRANSATLANTIC MAIL

The Packet Services

BLACK BALL LINE or OLD LINE

New York to Liverpool

Packet Ship Oxford

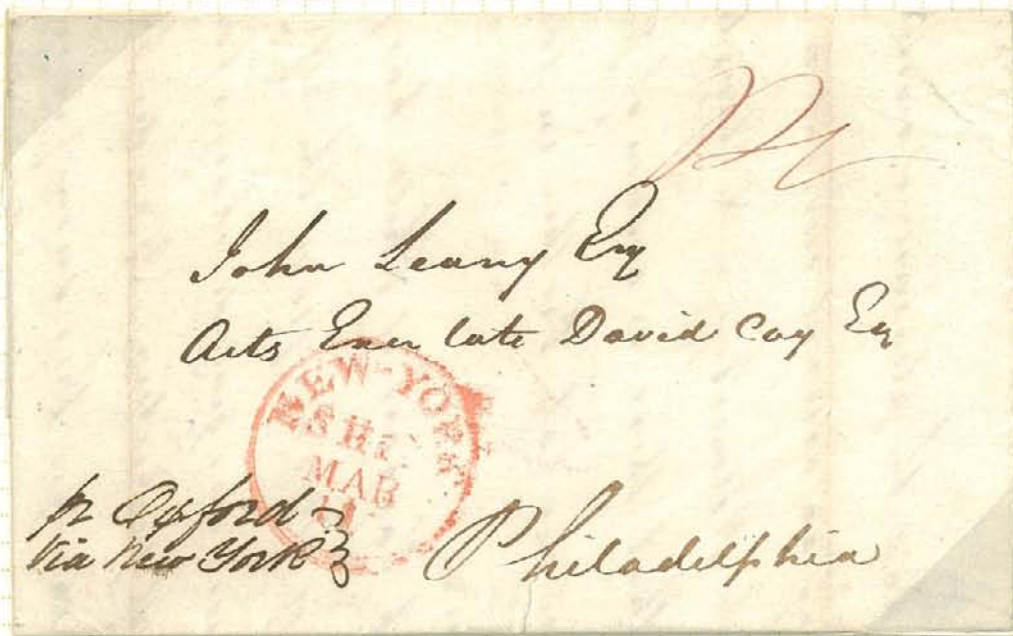
Messrs. Goodhue & Co.

and C. H. Marshall

752 tons, 147'-6" x 33'-6" beam, launched 1836 by Webb & Allen at New York. Served the Black Ball Line from 1836 to 1850. Her shortest Westbound passage was 21 days, average 37, slowest 47. Here at 38 days just over the average.

Captain at this time was John Rathbone from Stonington, Conn. He served on the New Orleans packets before taking command of the Black Baller Oxford in 1836. In 1846 he transferred to the Columbia. On January 13, 1847 he was washed overboard and drowned in a storm on the Eastbound passage.

26 January 1837. Letter datelined at Springvale, Ballyclare, near Belfast. Lack of any British postal markings would indicate this went by private hand to Liverpool where the Black Baller Oxford, Capt. Rathbone, sailed February 1 for New York.



March 11, 1837. N.Y. Shipping List and Prices Current records the arrival of the Oxford March 10 at New York. Letter rated Act of March 3, 1825, at 12½¢ for a letter 80 to 150 miles (N.Y. to Philadelphia 90 miles) + 2¢ Ship Letter charge = 14½¢ due.

Interestingly, the docket notes "Answered 23rd August per Ship Alleghny, Capt. Michalk for Liverpool." This ship was a private trader.

1837

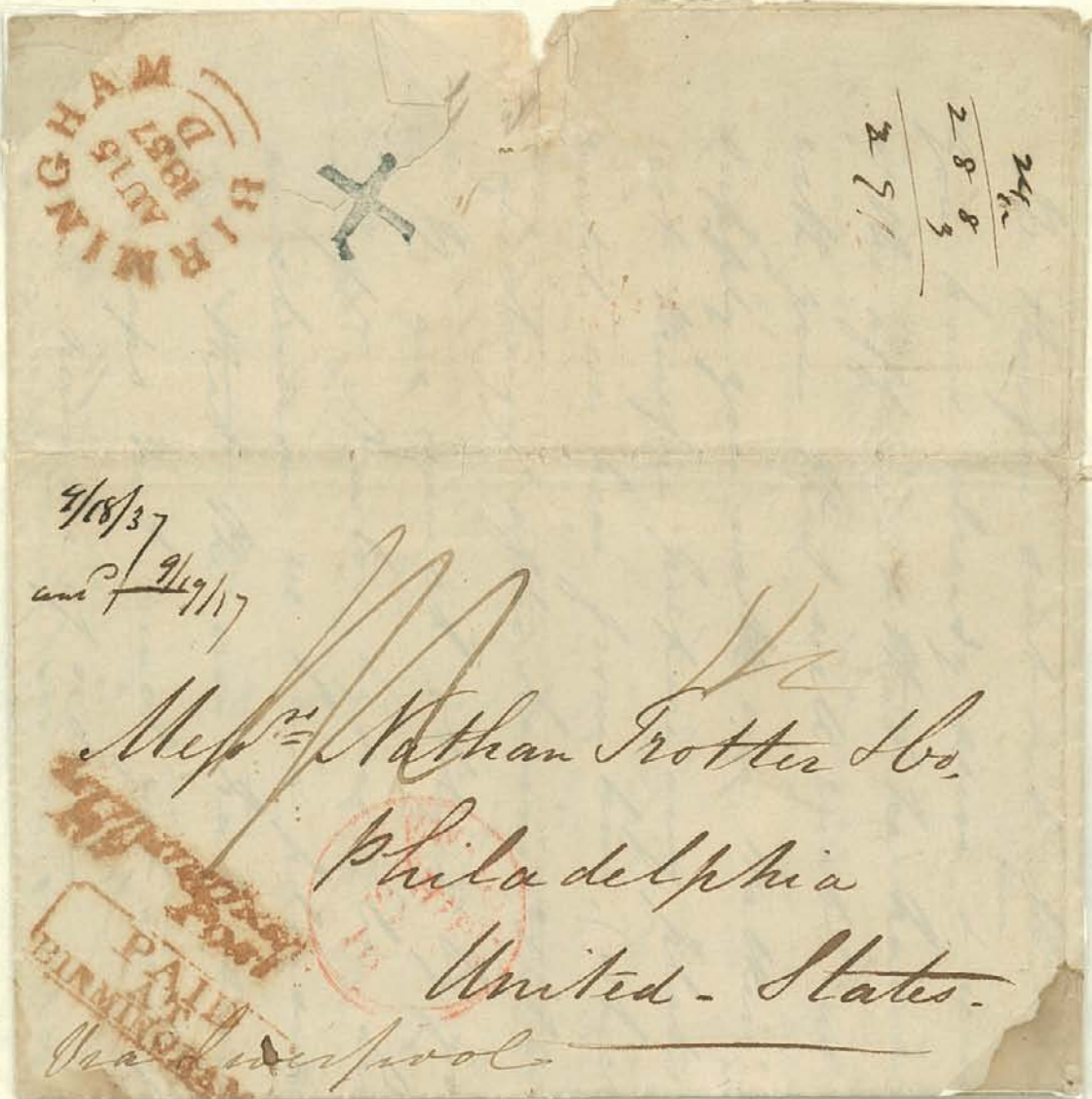
BLACK BALL LINE or OLD LINE

Packet Ship South America

Liverpool to New York

Messrs. Goodhue & Co.
and C. H. Marshall

August 14, 1837. A letter headed at Gospel Oak Works, a manufacturer of tin plate in Birmingham. They discuss a foul-up by them with Messrs. Morrison Cryder & Co. who refused to accept Nathan Trotter & Co.'s draft because the Gospel Oak Works failed, by oversight, to ship through M. Cryder & Co. This reflected concern with American credit due to the Panic of 1837.



1837

TRANSATLANTIC MAIL

The Packet Services

BLACK BALL LINE or OLD LINE

Liverpool to New York

Packet Ship South America

Messrs. Goodhue & Co.

and C. H. Marshall

Birmingham
Penny Post
5 AUG 15
1837
Q D W

PAID
AT
BIRMINGHAM



August 15, 1837. Letter posted at the Birmingham Penny Post Office. It was rated, inland (Act of 1812) for the cumulative miles, Birmingham to Liverpool via London as follows: Birmingham to London 109 miles plus London to Liverpool 206 miles, total 315 miles. The zone rate 300 to 400 miles applied of 1 shilling one penny, shown as 1/1 in manuscript. The Birmingham Penny Post was paid separately. Letter is endorsed: Via Liverpool. It bears an inspector's cross backstamp indicating it had received special treatment, probably relative to the Penny Post.

N.Y. Shipping and Commercial List & Price -Current: PACKET SHIPS TO ARRIVE - FROM LIVERPOOL;

Ship South America, Barstow...August 16.

August 16. The South America sailed from Liverpool for New York as advertised.

NEW-YORK
SHIP
SEP
15

Shipping and Commercial List, N.Y.: Arrived at New York September 15. Ship South America, Barstow...Liverpool

Letter rated, Act of 1825, as a single letter 80 to 150 miles at 12½¢ + 2¢ Ship Letter charge = 14½¢ due, shown in manuscript.

1838

TRANSATLANTIC MAIL

The Packet Services

BLACK BALL LINE or OLD LINE New York to Liverpool
Packet Ship South America Messrs. Goodhue & Co.
and C. H. Marshall

South America was launched in 1832 at the Brown & Bell shipyard, New York. This 605 ton ship's dimensions were: length 133'-9", beam 31'-8", depth of hold 15'-10". She served in the Black Ball Line until 1843, when she became a whaler, in which occupation she was employed until 1860. In 1861 she was sunk as one of the "stone fleet" to blockade Charleston harbor during the Civil War. During her years as a Black Baller her shortest Westbound passage was 23 days, longest 59 days.



March 31, 1838. A business letter datelined at Manchester, England. It is headed "per South America" and similarly endorsed on the letter face. It went under cover to Liverpool to meet the sailings of the packets for New York which departed on the 1st, 7th, 13th, 19th and 25th of each month.



N.Y. Shipping and Commercial List, May 5, 1838.
Arrived N.Y. May 2, ship South America, Barstow..
..Liverpool.

Letter rated, Act of 1825, for a letter conveyed 150-400 miles at 18-3/4¢ x 2 (double) = 37½¢ + 2¢ Ship Letter charge = 39½¢ due.

1843

TRANSATLANTIC MAIL

The Packet Services

BLACK BALL LINE or OLD LINE
Packet Ship South America

Liverpool to New York
Messrs. Goodhue & Co.
and C.H. Marshall

March 4, 1843. A business letter datelined at Liverpool. It was handed directly to the purser of the Black Ball packet South America. This 605 ton ship was in the Black Ball Line 1832 to 1843, this letter carried during her last year of service. She was a whaler 1843-60.



Shipping and Commercial List, N.Y. Arrived at New York April 13, 1843. Ship South America, Bailey.....Liverpool.

April 14. Letter rated, Act of 1825, single letter, 150 to 400 miles at 18-3/4¢ plus 2¢ Ship Letter charge = 20-3/4¢ due at Brattleboro, Vermont.

1840

TRANSATLANTIC MAIL
The Packet Services
BLACK BALL LINE or OLD LINE
New York to Liverpool

Packet Ship Oxford

Messrs. Goodhue & Co.
and C.H. Marshall



August 13, 1840. Letter datelined at Edinburgh with a closing entry August 14 at Melrose.

Aug. 17. Letter finally posted at Carlisle where the writer paid 1 shilling Ship Letter fee and endorsed "per packet from Liverpool the 19th". Backstamped the same day at the Liverpool Packet Letter Office.



Aug. 18. A fine backstamp of the SHIP LETTER/LIVERPOOL mark.

Aug. 19. The packet ship Oxford of the Black Ball Line, Capt. Rathbone, sailed on schedule from Liverpool for New York.



Sept. 27. Recorded arrival date of Oxford at New York. Letter rated Act of Mar. 3, 1825 at the 80 - 150 mi. zone rate of 12½¢ + 2¢ Ship Letter charge = 14½¢ due.



1847

TRANSATLANTIC MAIL
The Packet Services
BLACK BALL or OLD LINE

Packet Ship Oxford
New York to Liverpool

Messrs. Goodhue & Co.
and C.H. Marshall

September 30, 1847. Letter docketed from the offices of the owners of the Blue Swallowtail Line, Grinnell Minturn & Co. and endorsed: Oxford, which was a Black Baller.

N.Y. Shipping List: VESSELS UP FOR FOREIGN PORTS: Ship Oxford, Goodmason, 23 E. R., 1st October, C.H. Marshall. She cleared September 30.

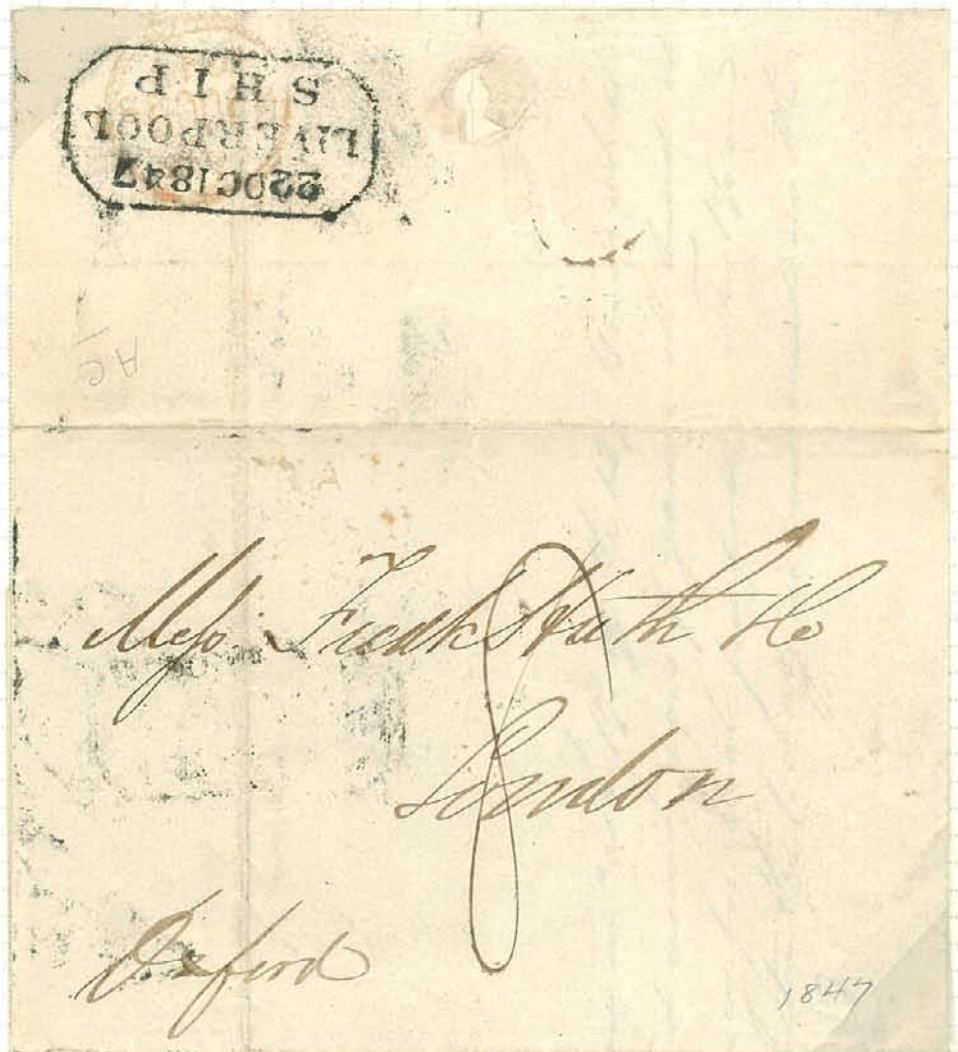
Her master was John P. Goodmason, formerly of the New Orleans packet Panthea 1840 to 1843. He was with the Black Ball Line from 1843 with the Oxford to 1850, the last year of her service.

220C1847
LIVERPOOL
SHIP

230C23
1847

Oct. 22, 1847.
Oxford arrived at
Liverpool as a Ship
Letter and subject
to the standard 8d.
Ship Letter charge
in effect after 1840.
Transit October 23
at London. Backstamps.

The Oxford made the
eastbound passage in
the remarkable time
of only 21 days.
This equalled her
westbound record of
21 days.



1838

The Packet Services

BLACK BALL LINE or OLD LINE

New York to Liverpool

Packet Ship Europe

618 tons, 137'-4" x 31'-6" beam, launched 1833 at Brown & Bell, N.Y., served as a Black Baller until 1847. Average West-bound passage 37 days, shortest 24, longest 58 days.



B. 208

PAID

B. 230

May 14, 1838. Inland rate, Boston to N.Y. (225 miles) paid at 18-3/4¢ (red mss.), single, Act of Mar. 3, 1825, letter going 150 to 400 miles, inland.

Letter is addressed to the captain of the Ship Dencalion, 513 tons, Medford built by T. Magoun & Son who wrote this letter. Sold to San Francisco parties, abandoned April 15, 1852 in lat. 44° 11' N, long. 45° 58' W, while bound for Boston from London.



LIVERPOOL SHIP LETTER

S. 13

May 15. The Europe Capt. Marshall sailed from N.Y. this date for Liverpool.

Arrival backstamp at Liverpool. Letter rated at 8d. due, being the Ship Letter charge of 6d. + 2d. captain's grauity = 8d. total. Letter care of Messrs. Biddle & Humphrey who acted as agents poste restante for the Magouns.

1830

TRANSATLANTIC MAIL
BLACK BALL LINE or OLD LINE

Packet Ship William Thompson

Liverpool to N.Y.

March 13, 1830. Letter datelined at London and endorsed: via Liverpool. It went under separate cover to Liverpool to meet the March 16 sailing of the Black Baller William Thompson, per shipping notice in Gore's General Advertiser, Liverpool.



SHIP



April 15, 1830. Shipping List & N.Y. Price Current: Arrived at New York April 15, Wm. Thompson, Fulger, Liverpool.

Letter was triple rated, Act of 1825, for a letter conveyed 150 to 400 miles, N.Y to Portsmouth, N.H. at 18-3/4¢ x 3 = 56¢. + 2¢ Ship Letter charge = 58¢.



April 19. Letter upon arrival at Portsmouth was forwarded to Dover, N.H. The inland zone charge of 6¢, not over 30 miles, was added making 64¢ due. Strangely, the letter was not forwarded at the triple rate.