

1838

THE TRANSATLANTIC STEAM SHIP CO.
S. S. Liverpool



(Above) Samuel Walters 1811-1882.

Paddle steamer Liverpool at sea. This Liverpool built steamer was constructed in wood by Humble & Millcrest in 1837 and was the first transatlantic two funnel steamer. Leaving Liverpool for New York on 20th October 1838 with 60 passengers, she was forced back into Cork by a severe gale. Staying until 6th November, she arrived at New York after 16 days.

Oil on canvas by Samuel Walters, he portrays her under sail and power, pitching into a head sea. In the distance an east-bound ship of the American Black Ball Line bowls along in fine style, having the wind and seas astern.

Davidson, A.S., Samuel Walters-
Marine Artist, Jones-Sands Publishing
Co., Coventry, 1992.

1838

THE TRANSATLANTIC STEAM SHIP CO.

S.S. Liverpool

1150 tons, 223 ft. x 31 ft. beam. Wooden paddle steamer, 7 knots, 3 masts, 2 funnels, clipper bow. Built by Humble & Milcrest, Liverpool (engines George Forrester & Co., Liverpool.) Launched October 14, 1837. Maiden voyage October 20, 1838, Liverpool-Cork (arrived October 30), departed November 6, arrived New York November 23. Made 7 round voyages until the company disbanded 1840.



A. White photo from original
in A. White collection.

1839

THE TRANSATLANTIC STEAM SHIP CO.

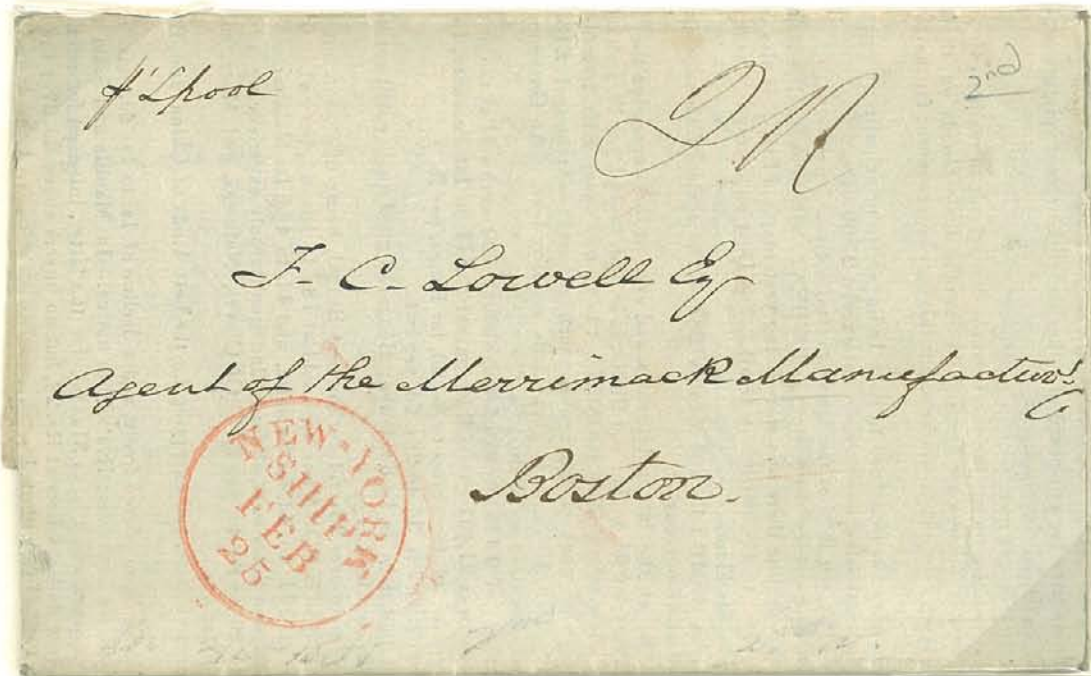
S.S. Liverpool

2nd Outbound Passage

January 26, 1839. A duplicate business letter, the original of which had gone per the Great Western, which had departed from Liverpool January 28.

February 5, 1839. A further note on a prices current dated London, Tuesday, 5th February 1839. The printed portion begins, "On 26th Ultimo, per 'Great Western', we gave full advices on markets..." Letter is endorsed: p. L'pool.

February 6 [7]. S.S. Liverpool departed from Liverpool on her 2nd outbound passage. This letter had been handed directly to the purser, hence no British markings.



February 25. Liverpool arrived at New York. Letter was rated under the Act of 1825 zone rates, 150 to 400 miles, New York to Boston, at 18-3/4¢ + 2¢ Ship Letter charge = 20-3/4¢ due.

F.C. Lowell was of the well-known Lowells of Boston and an agent for the Merrimack Manufacturing Co. at Lowell, Mass.

1839

THE TRANSATLANTIC STEAM SHIP CO.

S. S. Liverpool

3rd Outbound Passage

April 18, 1839. Letter datelined at Leith, Scotland. It concerns tobacco prices and qualities. It is endorsed: p Steamer Liverpool for New York/ from Liverpool.



April 18. Letter posted at Edinburgh where it was paid at one shilling (1/- in red manuscript), Ship Letter rate to U.S. via Liverpool.

April 19. Liverpool transit lozenge, backstamp.

April 20. Letter passed at Liverpool as a Ship Letter. S.S. Liverpool sailed this date from Liverpool for New York on her 3rd outbound passage.



May 7. Liverpool arrived at New York. Letter rated, Act of 1825, zone rate for a letter conveyed 150 to 400 miles at 18-3/4¢ + 2¢ Ship Letter charge = 20-3/4¢ due, shown in manuscript.

1839

THE TRANSATLANTIC STEAM SHIP CO.

S. S. Liverpool

3rd Outbound Passage

April 5, 1839. A business letter datelined at Manchester, England. It is headed: Duplicate: Orig. p the South America. This refers to the Black Ball Line ship South America, the original letter of which is in this (A. White) collection. The letter below is endorsed: per Liverpool. It went under separate cover to a forwarder at Liverpool who handed it directly to the Liverpool.

April 20. The S.S. Liverpool departed from the port of Liverpool on her 3rd outbound passage to New York.



May 7. Liverpool arrived at New York, letter processed May 8. It was rated, Act of 1825, letter conveyed 150-400 miles at 18-3/4¢ x 4 (quadruple letter) = 75¢ plus 2¢ Ship Letter charge = 77¢ due, shown in manuscript. The letter content mentions several enclosures.



1839

THE TRANSATLANTIC STEAM SHIP CO.

S. S. Liverpool

CORK
C API 18
1839
E

PAID
AT
CORK

PAID
AP 19
1839

post paid single 1/4
Mr John Pollock
24 Water Street
Liverpool
to forward 20 April
per Liverpool Steamer to
Jacob Harvey Esq
New York

April 18, 1839. A letter paid at Cork, Ireland to a forwarding agent at Liverpool. Its route is nicely explained in the addressing:

post paid single 1/4 Mr. John Pollock/ 24 Water Street/Liverpool
to be forwarded 20 April/ per Liverpool Steamer
to Jacob Harvey, esq./ New York.

N.B.: John Pollock was the Liverpool agent for the Transatlantic Steam Ship Co.

Postage at Cork only paid the letter to Liverpool as follows, rates by Act of 1812:

Cork to Howth (Dublin Packet Port)	179 English Miles
Holyhead to Liverpool	267 " "
	446 miles total.

Zone rate 400-500 miles, single	= 1sh.2d.
Dublin to Holyhead Packet	2d.
	1sh.4d. shown as 1/4 in mss.

April 19. PAID transit at Dublin.

Mr. John Pollock handed the letter directly to the purser of the S.S. Liverpool, which departed from Liverpool on April 20.

May 7. Liverpool arrived at New York where letter was rated at 6¢ due for a Ship Letter addressed to the port of arrival.

Docket notes: received 5/7

1839

TRANSATLANTIC MAIL
THE TRANSATLANTIC STEAM SHIP CO.
1838-1840

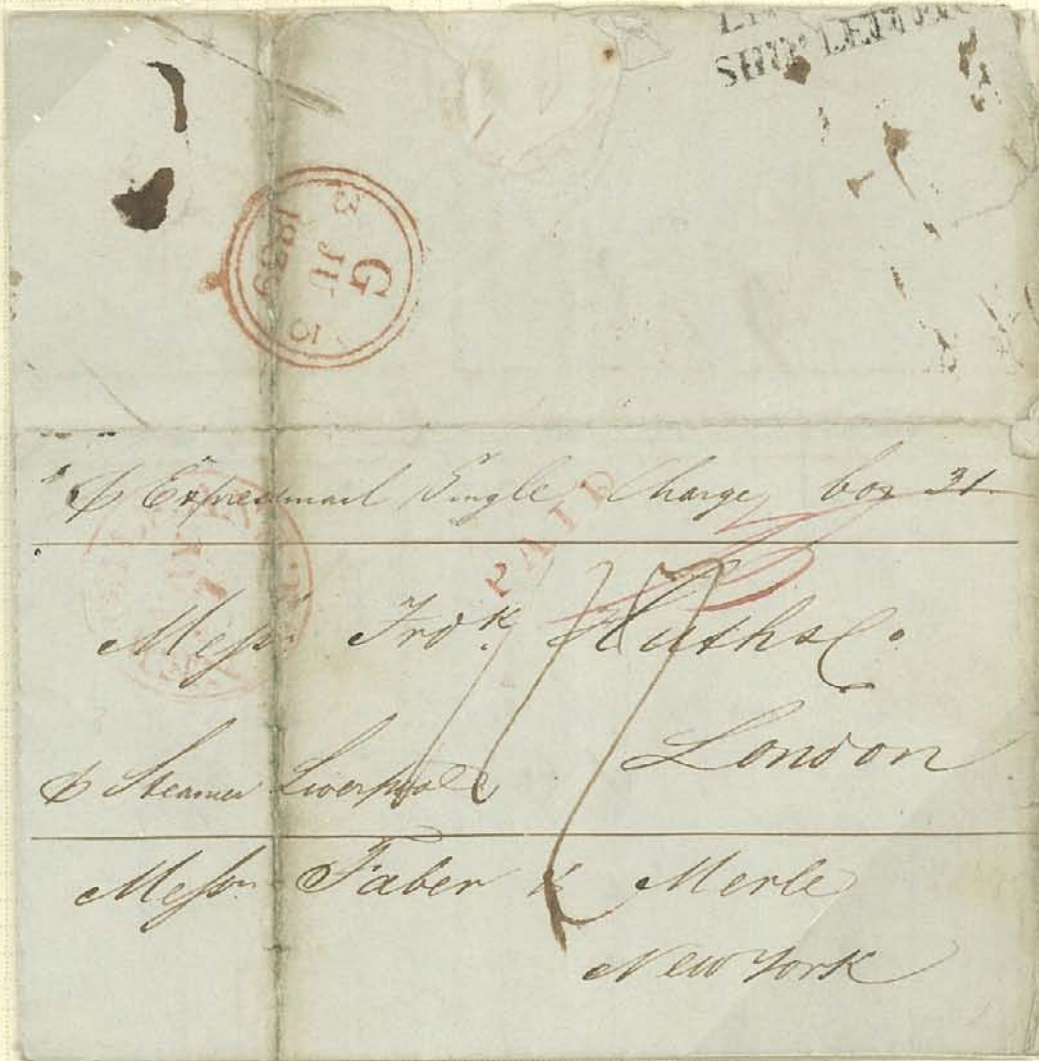
S.S. LIVERPOOL

1,150 tons, 223 ft. x 31 ft beam. Wooden paddle steamer, 7 knots. Built by Humble & Milcrest, Liverpool (engines George Forrester & Co., Liverpool). Launched Oct. 14, 1837. Maiden Voyage Oct. 20, 1838, L'pool-Cork (arrived Oct. 30), departed Nov. 6, arrived New York Nov. 23. Made 7 round voyages until the company disbanded 1840.

U.S. Express Mail



1838 LIVERPOOL 1,150 tons
First two-funnelled North Atlantic steamer.



1839

TRANSATLANTIC MAIL
THE TRANSATLANTIC STEAM SHIP CO.
1838-1840

S. S. Liverpool

U. S. EXPRESS MAIL

The Transatlantic Steam Ship Company was a subsidiary of the City of Dublin Steam Packet Company. The parent company's S.S. Royal William had commenced transatlantic voyages in 1838, but was never advertised under the Transatlantic SS Co. After considerable losses, the company was disbanded in 1840. This was a typical example of the early North Atlantic steamship lines being unable to survive without a Government subsidy.



PAID

May 7, 1839. Letter posted paid at the Express Mail rates which were authorized by Act of Congress July 2, 1836 whereby for triple the regular rates of postage the government contracted to carry the mail by the fastest possible means of transportation over certain specified routes. Here, Act of 1825 rate for a letter going over 400 miles, New Orleans to New York at 25¢ x 3 = 75¢. The writer, John A. Merle & Co., had a charge account and letter was endorsed "p Express Mail Single. Charge Box 31".

May 18, 1839. Letter was endorsed to the Forwarding Agents Messrs. Faber & Merle, New York, in order to meet the May 18 sailing of the Steamship Liverpool. The Liverpool, Capt. Fayrer, cleared N.Y. May 17, sailed May 18 for Liverpool.

LIVERPOOL
SHIP LETTER



Backstamp struck upon arrival of the SS Liverpool at L'pool.

June 3, 1839. London receipt backstamp. Letter was rated under Act of 1812 (52 Geo.III.Cap 88) for a single letter 170 to 230 miles (Liverpool to London = 206 miles) of 11d. + 8d. Ship Letter charge = 19d. or 1sh.7d. due as shown by manuscript 1/7.

1839

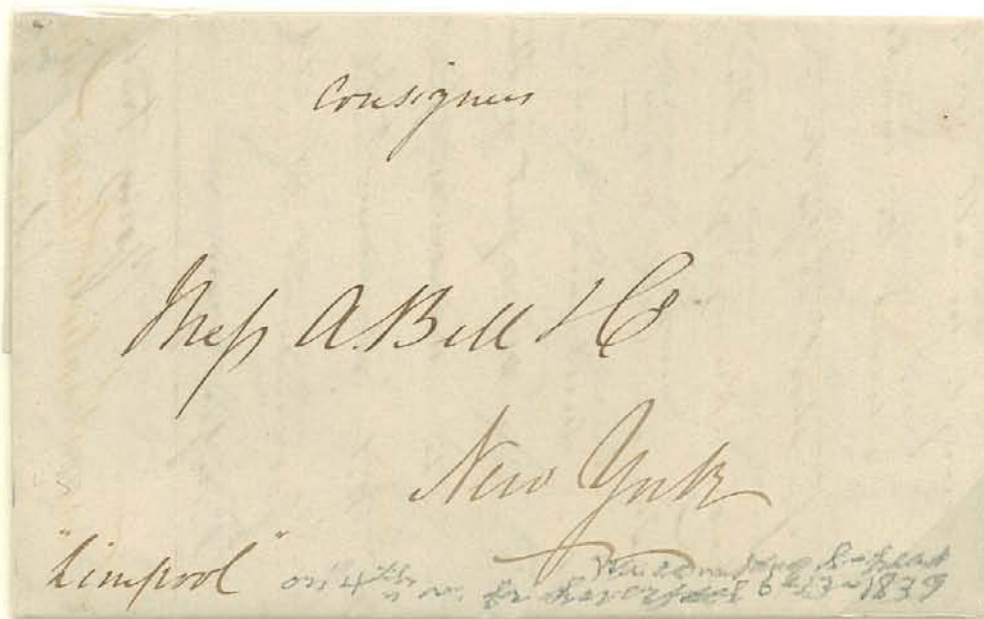
THE TRANSATLANTIC STEAM SHIP CO.

S. S. Liverpool

4th Outbound Voyage

June 12, 1839. A letter written on the Transatlantic Steam Ship Company letterhead to Abraham Bell & Co. at New York. The latter were the U.S. agents for the Company. John Pollock at Liverpool writes of changes to be made in the coaling facilities of the Liverpool by installing coal chutes forward, where 12" pipes are to be installed on each side of the bow, with holes cut through the state cabin down to the holds. This was apparently to speed up the coaling and was deemed worth the loss of cabin space.

June 13. S.S. Liverpool departed from Liverpool on her 4th outbound passage. This letter was endorsed "Consignees" and went in a private pouch carried by the purser.



June 30. Liverpool arrived at New York. This letter, on company business, was handed directly to A. Bell & Co. and did not go through the U.S. post office. Bell's office docketed the letter: Received June 30.

No 1

Transatlantic Steam Ship Company.

OFFICE 21, Water Street.

Liverpool 12th June 1859

fr "Liverpool"

Dear Sir

30

I have to acknowledge receipt of several of your favors - as under -

Date - 30 April	fr "Europe"	on the 17 th inst	- in 38 days
" 7 & 8 May	fr "Roscoe"	" " "	" 30 "
" 17 & 18 "	fr "Liverpool"	" 2 nd "	" 14 "

The "Liverpool" cast anchor opposite Georges Pier on Sunday May the 2nd inst @ 10¹/₄ A.M. - The weather though fine being hazy she made her appearance without any intimation from the Telegraph that she was off - Her run home was a most pleasant one - and gave great satisfaction to all the passengers who addressed a letter in conformity to the Company through me - we are all pleased with every thing

Now for a reply to your several remarks re matter - The point as to coating the vessel forward has been considered and a remedy has been suggested. The materials for accomplishing same have been ordered and if ready will go out by the vessel - It is hoped

No. 1

p. Liverpool

TRANSATLANTIC STEAM SHIP COMPANY
OFFICE 24 Water Street
Liverpool 12th June 1839

Dear Sirs

I have to acknowledge receipt of several of your favours as under

Date	30 April	pr.	"Europe"	on the	7th inst	in	38 days
"	7 & 8 May	p.	"Roscoe"	"	"	" 30 "	
"	17 & 18 "	p.	Liverpool	" "	2nd "	" 14 "	!!

The "Liverpool" cast anchor opposite Georges Pier on Sunday Mg. the 2nd inst. @ 10 $\frac{1}{4}$ A.M. The weather though fine being hazy, she made her appearance without any intimation from the Telegraph that she was off. Her run home was a most pleasant one, and gave great satisfaction to all the passengers who addressed a letter in conformity to the Company through me, one and all pleased with every thing.

Now for a reply to your several remarks therein.

The point as to coaling the vessel forward has been considered and a remedy has been suggested. The materials for accomplishing same have been ordered and if ready will go out by the vessel. It is hoped that the ship's Carpenter will be able to introduce the materials on the voyage outward. The plan is that the interior of the pipes about 12 inches diam., one on the larboard & one on the starboard side, holes to receive the pipes will be cut through the deck, & they will be carried through a state cabin on each side down to the holds. The coals will be filled through them and the fore cargo, which will not produce much, will be stowed away as formerly.

As the servants found a difficulty in the fore cabin in having a proper place to stow away the daily supply of wines for the fore cabin tables, and to the 6 berthed cabin being complained off, this cabin has been divided, reserving 3 berths for servants and the space for the other 3 converted into a store room. As it will often occur that there will be more than 3 servants, the Engineer's cabin under the platform midships has been enlarged and it will hold all the Engineers, leaving the cabin they had 3rd voy. free for passengers' servants or the ship's cooks &c., which latter were without berths in the voyage just terminated.

Yours of 30th April states that great anxiety was felt for the arrival of the "Liverpool" to tell you about cotton and whether Whigs or Torries governed the destines of "Gt. Britain", no less anxiety on the former account was felt here for her arrival home as the cotton market here was and had been dull enough in all conscience. She by her news however relieved the market somewhat by the usual reports of short crops &c. As to the Whigs & Torries, nobody knows yet who governs the country. Though Peel was in, he was soon out. Melbourne came back again and now the report is that he is out. The _____ of _____ (has) been so vacillating that it cannot be considered that we have a Government at all. However, to the newspapers I refer you.

Yours truly John Pollock.

Messrs A. Bell & Co.
New York

I write as opportunity offers.

1839

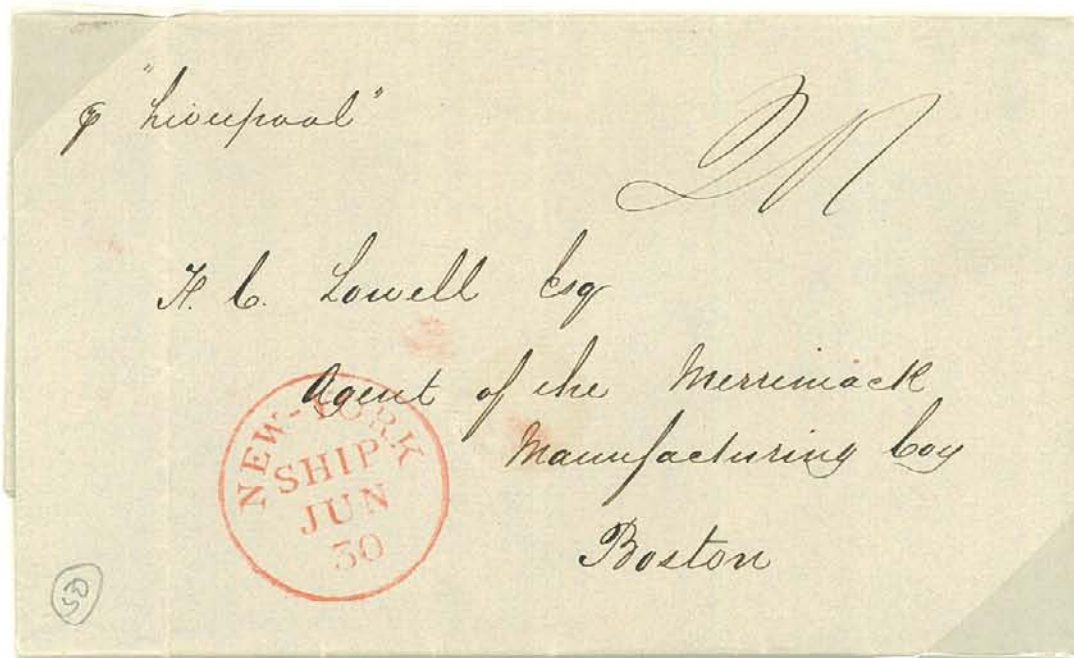
THE TRANSATLANTIC STEAM SHIP CO.

S. S. Liverpool

4th Outbound Passage

May 31, 1839. A duplicate letter from Baring Brothers & Co. at London. The original had been sent by the packet sailing ship Virginian of the Liverpool Red Star Line or Second Line. Letter is endorsed: p "Liverpool".

June 13. S.S. Liverpool departed from Liverpool on her 4th outbound passage. This letter had been sent under cover to a forwarder at Liverpool who handed it directly to the ship's purser, hence no British markings.



June 30. Liverpool arrived at New York. Letter was rated, New York to Boston, at the Act of 1825 zone rate for a letter conveyed 150-400 miles of 18-3/4¢ + 2¢ Ship Letter charge = 20-3/4¢ due.

1839

THE TRANSATLANTIC STEAM SHIP CO.

S.S. Liverpool

5th Outbound Passage

July 31, 1839. A letter headed at London concerns financing of the Maryland and New York Coal and Iron Co. Paris financiers are to do so by means of a loan as well as by subscribers. The writer, Thos. Welch, notes, "...when I have received your answer and the necessary documents I will come out to you by the returning Steam Boat..." He further adds a postscript, "Duncan's letter is too late for the Liverpool, so you must manage as well as you can with what I have said in my others to you." Letter is endorsed: Per Steamer/Liverpool.



July 31, 1839. Letter was posted paid at the London Charing Cross station. It was passed at the London General Office as a PAID SHIP LETTER. It was charged at one shilling, shown by the 1/- mark in red manuscript.

August 1. S.S. Liverpool departed from Liverpool on her 5th and antepenultimate passage.

August 18. Liverpool arrived at New York. This letter was rated at 6¢ for a Ship Letter addressed to the port of arrival.

1839

THE TRANSATLANTIC STEAM SHIP CO.

S.S. Liverpool Penultimate outbound passage of the Liverpool

September 20, 1839. A market letter with prices current written at Liverpool. Letter face is endorsed: p Lpool.

September 21. S.S. Liverpool departed from Liverpool on her next-to-last westbound passage as a transatlantic steamer. After her last transatlantic voyage she was sold to the Peninsular Steam Navigation Co. as Great Liverpool.



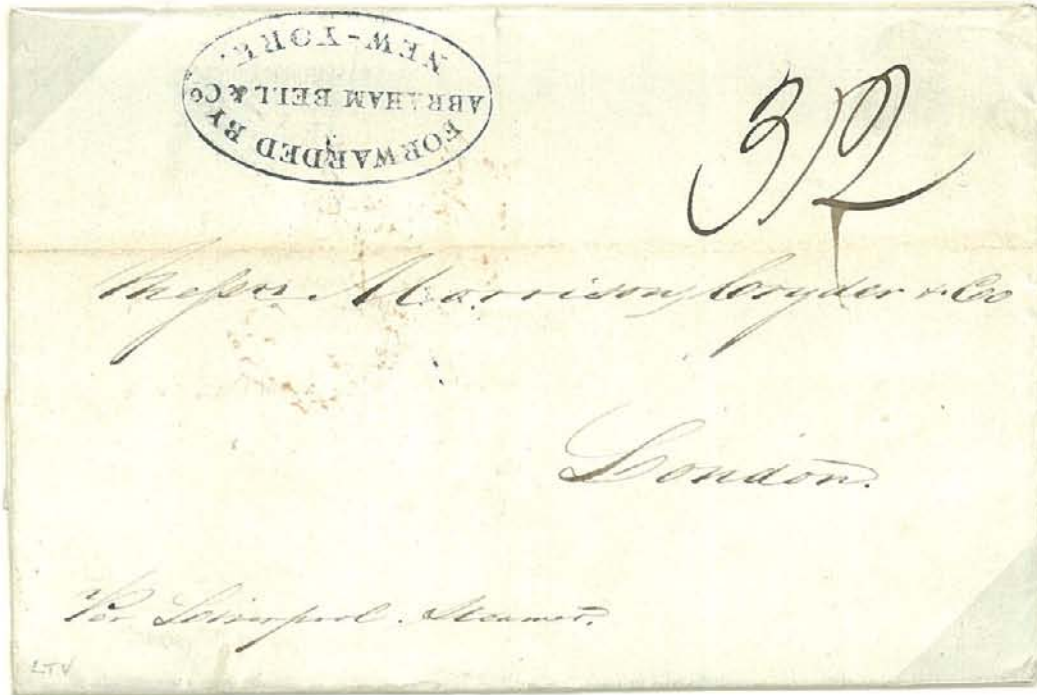
October 10. Liverpool arrived at New York. Letter rated at the 1825 zone rate for a single letter conveyed inland 150-400 miles, New York to Richmond, Virginia at 18-3/4¢ + 2¢ Ship Letter charge = 20-3/4¢, shown in manuscript.

1839

THE TRANSATLANTIC STEAM SHIP CO.

S.S. Liverpool Penultimate voyage of the Liverpool
Forwarding Agent, Abraham Bell & Co., New York

October 16, 1839. Letter datelined at Boston. It went under separate cover to New York to the forwarding agents Abraham Bell & Co. who handed it directly to the S.S. Liverpool, as endorsed: Per Liverpool Steamer.



October 19. Forwarder's cachet applied at New York. The Liverpool departed from N.Y. this date for Liverpool on what was to be her next-to-last return voyage.



LIVERPOOL
SHIP LETTER



November 6. Liverpool arrived at Liverpool, mail went by rail to London where the November 7 receiving mark was struck, both backstamps.

Letter rated as a double letter, Act of 1812, Liverpool to London, 206 miles, at 11d. + 8d. Ship Letter charge = 1 shilling 7d. x 2 = 3 shillings 2d., shown as 3/2 in manuscript.

1839

THE TRANSATLANTIC STEAM SHIP CO.

S.S. Liverpool

Last voyage of the Liverpool

In all, the Liverpool made 7 round voyages during 1839-1840. In 1840 she was sold to the P. & O., renamed the Great Liverpool and was wrecked off Cape Finisterre, Spain in 1846.

On this, her last voyage under the Transatlantic Steam Ship Co. flag, she returned to Liverpool, leaving N.Y. Dec. 16, 1839, and ran into heavy weather forcing her to put into the Azores to refuel, not arriving at England until Jan. 16, 1840, where she was thought lost. Hugh Allan, later of the Allan Line, was aboard her on this last trip.



Nov. 15, 1839. Paid Ship Letter originated at the Lombard St. (LS) post office, London. Ship Letter office marked it paid as a double "ship letter" at 2 shillings (2/- in red mss.), which payment took letter as far as port of entry in the U.S. This enclosure contained other documents. Nov. 16, SS Liverpool, Capt. Engledue, left L'pool on her last transatlantic voyage.



Dec. 6. Datestamp at New York. Shipping and Commercial List of Dec. 7 records the Dec. 5 arrival of the Br. steamer Liverpool at N.Y.

Letter rated at Act of March 3, 1825 rates, double 18-3/4¢ x 2 = 37½¢ + 2¢ Ship Letter = 39½¢ due.

1839

THE TRANSATLANTIC STEAM SHIP CO.

S. S. Liverpool Last Outbound Transatlantic Passage

November 7, 1839. Letter headed at Birmingham, England and endorsed: pr. Liverpool. It was sent under cover to an agent of the Transatlantic Steam Ship Co. at Liverpool.

November 16. S.S. Liverpool departed from Liverpool for New York. This was to be her last Westbound passage for the Transatlantic Steam Ship Co. On her return voyage, leaving New York December 15, she ran low on coal and had to divert to FAYAL in the Azores to re-fuel, causing a late arrival back at Liverpool. Shortly afterward the company disbanded and the Liverpool was sold to the P. & O. Line and renamed Great Liverpool.



December 5. Liverpool arrived at New York, letter processed December 6, per SHIP handstamp. It was rated at the Act of 1825 zone rate for a letter conveyed 80 to 150 miles, New York to Hartford, Conn. at 12½¢ + 2¢ Ship Letter charge = 14½¢ due.

1839

THE TRANSATLANTIC STEAM SHIP CO.

S. S. Liverpool

6th Outbound Passage

LEITH
PAID A
SEP 18
1839

PAID
SEP 18 E
1839

September 18, 1839. Letter headed at Leith, Scotland and also enclosing a duplicate of September 11. It is endorsed on the face "(Double only)" and endorsed: p Steamer Liverpool for New York from Liverpool.

Letter rated at the August 1, 1837 outgoing Ship Letter rate from anywhere within the U.K. at 1/- single. Here, as noted, the letter was charged as a double letter at 1/- x 2 = 2/-, shown in red manuscript at left, prepayment compulsory. This charge only carried the letter to the port of entry at New York. Same day transit mark at Edinburgh.

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SE 19
K



SHIP-LETTER-TO
21 SP 21
1839
LIVERPOOL

September 19. Transit backstamp lozenge at Liverpool.

September 21. AHIP LETTER transit stamp at Liverpool. The S.S. Liverpool departed on even date for New York on her penultimate transatlantic passage.

NEW-YORK
SHIP
OCT
10

October 10. Liverpool arrived at New York. Letter rated, Act of 1825, for a letter conveyed 150-400 miles, New York to Richmond, Virginia at 18-3/4¢ x 2 (double letter) = 37½¢ + 2¢ Ship Letter charge = 39½¢ due, shown in manuscript.

1839

THE TRANSATLANTIC STEAM SHIP CO.

S.S. Liverpool

Last Outbound Passage

November 15, 1839. A business letter datelined at Manchester, England and headed: per Liverpool. It is also endorsed on the face: p. "Liverpool". The letter states, inter alia, "We wrote to you on the 30th & 31st per British Queen, & have now to acknowledge your valued favour of the 19th ulto." This notation refers to the September 1, 1839 departure of the S.S. British Queen from London. She arrived at New York September 20.

This letter was sent under cover to Liverpool to meet the sailing date of the S.S. Liverpool which departed from that port on November 16 on what was to prove to be her last Westbound passage.



December 5, 1839. Liverpool arrived at New York, mail processed December 6.



This letter was rated, Act of 1825, at 18-3/4¢ for a single letter conveyed 150-400 miles, N.Y. to Boston + 2¢ Ship Letter charge = 20-3/4¢ due. It was originally erroneously rated and the error corrected by marking over in pen.

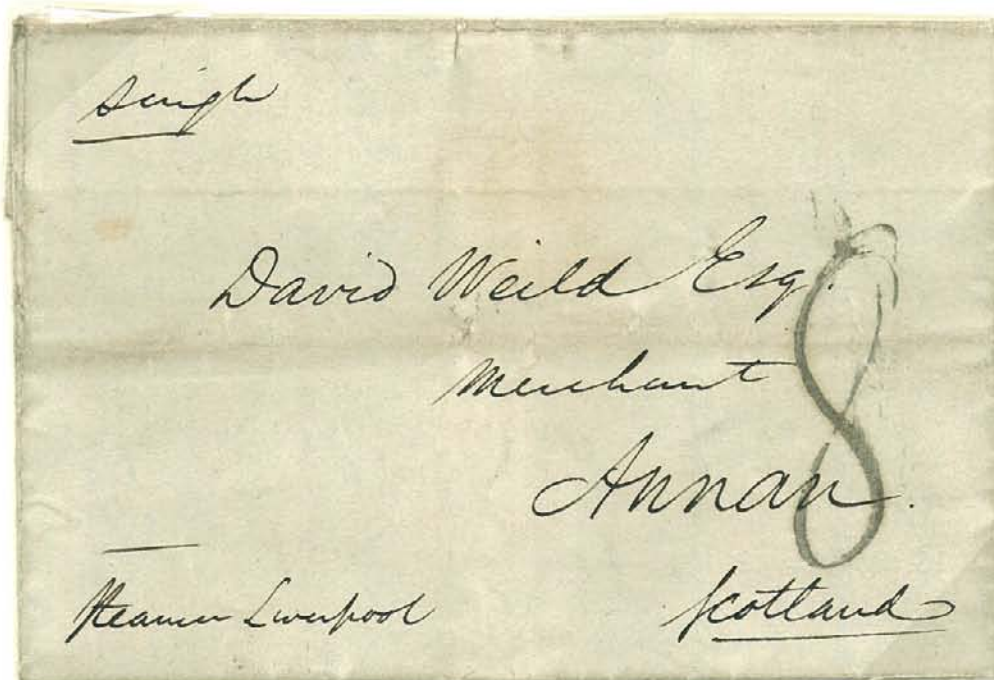
1839-40

THE TRANSATLANTIC STEAM SHIP CO.

S.S. Liverpool

Last return voyage

December 14, 1839. Letter dated at New York and endorsed: Steamer Liverpool. It reads, inter alia, "Dear Uncle. I send by the steamer Liverpool, addressed to your care, six barrels of apples and one of the half barrels of flour. I beg you to accept. I trust they will arrive in good order..." Letter was handed directly to the ship's purser.



December 15. S.S. Liverpool departed from New York for Liverpool. However, she ran low on coals and put into Fayal, Azores on December 30 for re-fueling. She departed for Liverpool on January 3, 1840. Her long passage had caused concern that she had been lost. Because of no government subsidies, the company suffered severe financial losses, the service was withdrawn early in 1840. Liverpool was sold to the P. & O. Line and became Great Liverpool.

LIVERPOOL
SHIP LETTER

January 11, 1840. Liverpool arrived at Liverpool, backstamp. Letter was rated at 8d. collect, the British Ship Letter charge that had become effective on January 10, 1840, just one day before this letter arrived.

This is an early use of this rate. The previous Ship Letter rate was 8d. plus the inland zone rate.

1839-40

S.S. Liverpool

Last Return Voyage

THE TRANSATLANTIC STEAM SHIP CO.

December 7, 1839. Letter datelined at New York. It is endorsed "Via Liverpool", but should have been more properly endorsed "p. Liverpool, Steamer." The next fast packet out of New York was the S.S. Liverpool which departed December 15 for Liverpool with this letter on board. She ran low on coals and put into Fayal, Azores on December 30 for re-fueling. She departed for Liverpool on January 3, 1840.

8

JAN
C 12 A
1840

William Crawford Esq
6, Bellevue Crescent
Via Liverpool
1840
Edinburgh

LIVERPOOL
SHIP LETTER

January 11, 1840. S.S. Liverpool arrived at Liverpool. Letter was rated at the Uniform Ship Letter of 8d. which had become effective on January 10, 1840, one day before Liverpool's arrival. SHIP LETTER backstamp.

January 12. Edinburgh arrival backstamp where the 8d. Ship Letter charge was paid by the recipient.

In the letter the writer, Mr. A. Watson, that he is sending a barrel of New Town pippins by the Liverpool Blue Swallow Tail sailing packet Independence.

It is interesting to note that Hugh Allan, the future owner of the Montreal Ocean Steam Ship Co. (the Canadian Packets,) was a passenger on this last transatlantic passage of Liverpool. She was sold to the P. & O. Line later in 1840 and renamed Great Liverpool.

In fact, things were looking up. In April, 1838, the British steamer *Sirius* had made a 19-day passage from Cork to New York to be joined the same day by the much larger *Great Western* - first of Brunel's immortal trio *Great Western*, *Great Britain* and *Great Eastern* - which had sailed from Bristol four days later. The *Great Western*, with her Maudsley engines enabling her to average 215 miles a day, had demonstrated that ocean steam was already emerging from the experimental stage into the realm of practical shipowning. Indeed Sir John Rennie, the famous engineer, said of this first crossing by the *Great Western*: "The success of this voyage across the Atlantic having exceeded the most sanguine expectations of its promoters, and indeed of the world, there seemed no bounds to the extension of steam navigation." If the founder of the firm of J & G Rennie of Blackfriars, who had been knighted for his services to steam navigation, was of this opinion, here was something worth looking into.

With this in mind Hugh Allan got extended leave from his military duties. Changing the high stock and scarlet tunic of a soldier for the more natural cravat and coat of a private gentleman and shipowner, he booked a berth for England in the only steamer available at the time, the *Liverpool*, which then lay at New York. "I might have gone in a sailing ship," he later said, "but I wanted to have the experience of a steamship." In this he was less than fortunate, for the *Liverpool* was no *Great Western*. But to put this in perspective it must be remembered that the relative comfort and safety of steam and sail was a subject of concern to travellers long after 1839. As late as 1860 an anonymous writer in *Sketches of a Visit to Canada West* wrote:

I know that you will not relish the passage in one of those hot crowded steamers that give one time for nothing but to be ill and complain. You will go in a nice comfortable leisurely way, in a good sailing ship. . . .

On her westward voyage before Hugh Allan joined her, the *Liverpool's* best day's run had been 242 miles, a result which had been helped by strong fair winds and was above her average. She had demonstrated, however that 10 knots was by no means an impossible goal. Unfortunately the *Liverpool* was a great coal-eater, even by the standards of the period. There was little room for paying cargo when her bunkers were full. Hugh Allan was disappointed in the ship and said of her:

There could hardly be a vessel less adapted for Atlantic passages than the *Liverpool* was. She had been built to carry cattle between Dublin and Liverpool and had a high poop and forecastle with solid bulwarks five feet high extending from one to the other.

There were twelve cabin passengers of whom Allan remarked that four besides himself were "Canadians," among them G.B. Symes, the Quebec timber merchant, with whom he struck up a friendship. Sailing from New York on 14th December 1839, the *Liverpool* ran slap into a heavy gale. The waist was continually flooded with large quantities of free water, which sloshed from side to side because the scuppers and washports were quite inadequate. This highly dangerous situation made a great impression on Hugh Allan and remained to influence the design of his steamships later.

They had a wretched voyage towards England as continuous bad weather forced the master to bear up for Fayal in the Azores as the last few shovels of coal gave out, arriving eventually at Liverpool 31 days from New York and given up for lost. Well might Hugh Allan recall that most of his friends were distrustful of steamships; he now saw for himself the embryo state of steam navigation on the Atlantic service. Steamships would improve, without doubt; but in the meantime it was clearly hard enough to make them pay in year-round operation on the much-travelled New York route, never mind the difficulties inherent in seasonal sailings to Montreal and the added question of a railway to the coast. Yet despite these difficulties, and despite its small population, Montreal had been among the first cities to benefit from river steam-boats and it was clear that future development would depend on ocean steam navigation.

Perhaps the best memory of that miserable month in the *Liverpool* was a superb view of Fayal from 7,000 feet up Mount Caldura as Symes and Allan looked down on their tiny ship far below. Those on board hung on grimly as she rolled to the gunwales in the heavy swell of an open roadstead.