

UNITED STATES

SHIP, STEAMBOAT & STEAM MARKS

SHIP
6

STEAM-BOAT

DIRECT ROUTE. NO RE-HANDLING.
Freight received until Steamer sails.

**Boston and Philadelphia
STEAMSHIP LINE,**

From Central Wharf, Boston.

FOR
PHILADELPHIA.

SAILING SEMI-WEEKLY
NO WHARFAGE.

1893 **DECEMBER.** 1893

STEAMSHIP.	DATE.
SPARTAN,	Saturday, Dec. 2, 3, P. M.
INDIAN	Wednesday, " 6, " "
PARTHIAN,	Saturday, " 9, " "
SPARTAN,	Wednesday, " 13, " "
INDIAN,	Saturday, " 16, " "
PARTHIAN,	Wednesday, " 20, " "
SPARTAN,	Saturday, " 23, " "
INDIAN,	Wednesday, " 27, " "
PARTHIAN,	Saturday, " 30, " "

STEAMBOAT

F. P. WING, Agent,
Central Wharf.

E. B. SAMPSON, General Manager,
Fiske Building, State Street.
INSURANCE EFFECTED AT OFFICE

NEW-YORK
STEAMSHIP
JUN 4
10

NEW-YORK
SHIP
SEP 19
7 cts

STEAMSHIP
10

COLONIAL SHIPPING PAPERS

Schooner Flying Fish, St. John, Antigua to Boston

Bill of Lading for Seven Hogshead of Rum & one bbl. of Do., one Tearce (?) & two bbles. of Sugar, thirteen Jars of Oyle, one Keg of Reasons (raisins) & one bag of Cotton.

May 4th, 1746, the "good Ship (or Schooner) called the Flying Fish, whereof is Master under this present voyage, the aforesaid Geo. Frost, and now riding at Anchor in the Harbour of St. John Antigua and by God's Grace bound for Boston in New England..."



Hippel, by the Grace of God, in good Order and well conditioned, by *Geo. Frost on his own* - *Proper account of Resque or Rhone* in and upon the good Ship, called the *Flying Fish* - whereof is Master, under God, for this present Voyage, *of aforesaid Geo. Frost* and now riding at Anchor in the *Harbour of St. John Antigua* - and by God's Grace bound for *Boston in New England* to say

Seven Hogshead of Rum & one bbl. of Do. one Tearce & two bbles. of Sugar thirteen jars of Oyle one Keg of Reasons & one bag of Cotton

being marked and numbered as in the Margin, and are to be delivered, in the like good Order and well conditioned, at the aforesaid Port of *Boston* (the Danger of the Seas only excepted) unto *Geo. Frost*

or to his Assigns, he or they paying Freight for the said Goods *Six* *three pound* *with Primage and Average accustomed.* In witness whereof, the Master or Purser of the said Ship hath affirmed to *two* Bills of Lading, all of this Tenor and Date; the one of which *two* Bills being accomplished, the other — to stand void: And so God send the good Ship to her desired Port in Safety. Amen. Dated in *St. John Antigua* *May 4th 1746* *Geo. Frost*

N.F.F. 2.3
G.F. 1 to 5
G.F. 1 Reason
13 jars Oyle
1 Bag Cotton

1762

SHIP LETTER
COLONIAL MAIL
MARTINICO (Martinique) to BOSTON VIA MARBLEHEAD

MARTINICO

October 14, 1762. Letter datelined at Martinique, and was backstamped MARTINICO, which was the Spanish spelling of the island and was the name it was usually known by in the 18th Century. A scarce mark. Martinique was settled by the French in 1635, subsequently taken by the British in 1794 (32 years after this letter), and restored in 1802.

Mart. 2 dwt

M(arble)H(ead) Sh(ip)

Letter arrived by ship into the British Colonial Post Office at the port of Marblehead, Massachusetts Bay Colony. It was there subject to the postage rate for a single letter of 1 dwt. (pennyweight) 8 grains of silver for a letter sent from one Colonial port to another Colonial port (M'head to Boston). In addition, it was subject to a Ship Letter charge of 1 penny (8 grains) plus 8 grains captain's gratuity.

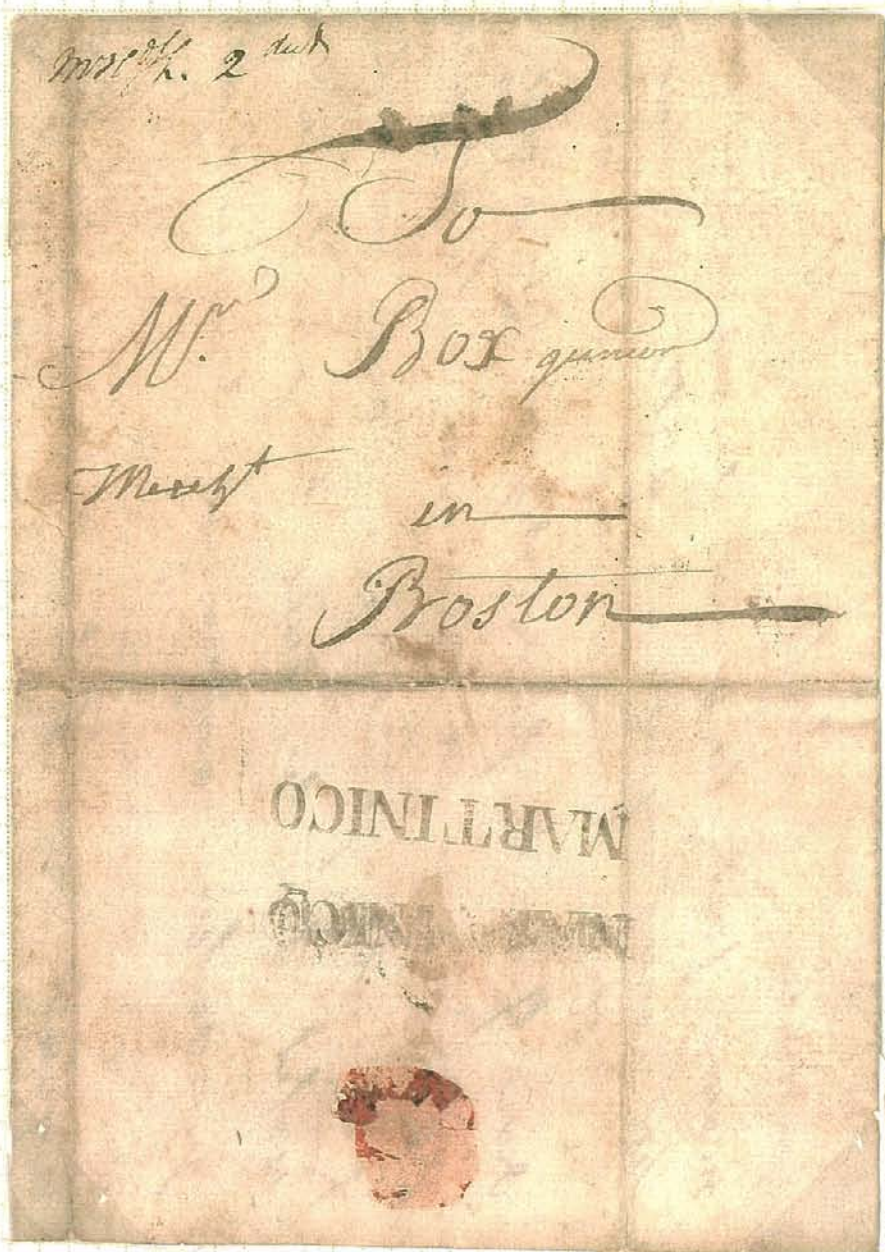
Summarized:

1 dwt. 8gr. Port to port
8gr. Ship Letter
8gr. Capt. fee

2 dwt. shown as mss.
rate due.

N.B.: 24 grains = 1 dwt.

Collect amount due from Mr. Box was then 6 pence, as 1 dwt. was equal to 3 pence.

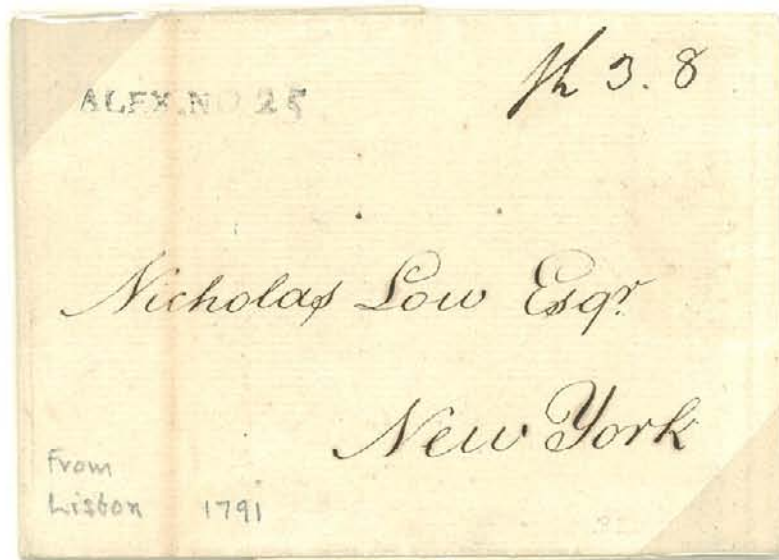


1791

SHIP LETTERS

LISBON TO ALEXANDRIA, COLUMBIA DISTRICT

September 9, 1791. Letter datelined at Lisbon, Portugal. It concerns the poor markets for wheat occasioned by the flood of inferior European grain, which has the effect of depressing the price for all grains. The writer doesn't recommend sending any more as the prices realized barely cover the cost of shipping. Letter was handed to the captain of a ship bound for the U.S.



ALEX. NO 25

Sh 3.8

November 25. The vessel arrived at the Columbia District port of Alexandria. This was the first year of the District, established by proclamation of President Washington March 30, 1791. The District was then a territorial form of government with the right of a Delegate representation in Congress.

The ALEX straight line postmark is the 12 x 2.5 mm. size used in 1791-92. (A slightly larger ALEX of 14 x 3 mm. is recorded for Alexandria, Virginia.)

Letter is rated by the Congressional Resolution of October 20, 1787, effective April 5, 1788. Letter conveyed 200 to 300 miles, Alexandria to New York, at 2 dwt. 16gr. silver plus 16gr. Ship Letter charge = 3 dwt. 8gr. due, shown as Sh 3.8

N.B.: 1 pennyweight (dwt.) = 24 grains (gr.) of silver.

1795

SHIPPING PAPERS

Ship Apollo, Capt. Samuel Jones, Liverpool to Portsmouth, N.H.

August 27, 1795. Bill of Lading for a cargo of 114 crates of Earthen Ware, 8 casks sheathing nails, white lead and Bottles Porter, 15 tons 1300 Wright Coals and 8,600 Bushells Common White Salt.

Four pence duty paid, shown by the embossed seal (IIII PENCE) at upper left.



HIPPED, by the Grace of God, in good Order and well Conditioned, by *David M. Blunsdon* in and upon the good Ship called *the Apollo* whereof is Master, under God for this present Voyage *Samuel Jones* and now riding at Anchor in the Port of *Liverpool* and by God's Grace, bound for *Portsmouth in New Hampshire* *to say* *James Thrale Esq. there and a Captain of the United States* *in America, One Hundred and Fourteen Crates, Earthen Ware, Eight Casks Sheathing Nails, White Lead and Bottled Porter, Fifteen Tons Western-hammered, White Lead, and Eight Thousand six hundred Bushells Common White Salt* being Marked and Numbered as in the Margin; and are to be delivered in the like good Order and well Conditioned, at the aforefaid Port of *Portsmouth* (the Danger of the Seas only excepted) unto *James Thrale Esq. Master there*

or to *his* Assigns, he or they paying Freight for the said Goods as *Owner*



G. R.

with Primage and Average accustomed. In Witness whereof, the Master or Purser of the said Ship hath Affirmed to *four* Bills of Lading, all of this Tenor and Date; the one of which Bills being accomplished, the other *three* to stand void: And so God fend the good Ship to her desired Port in Safety. Amen. Dated in *Liverpool Aug. 27th 1795.*

Samuel Jones

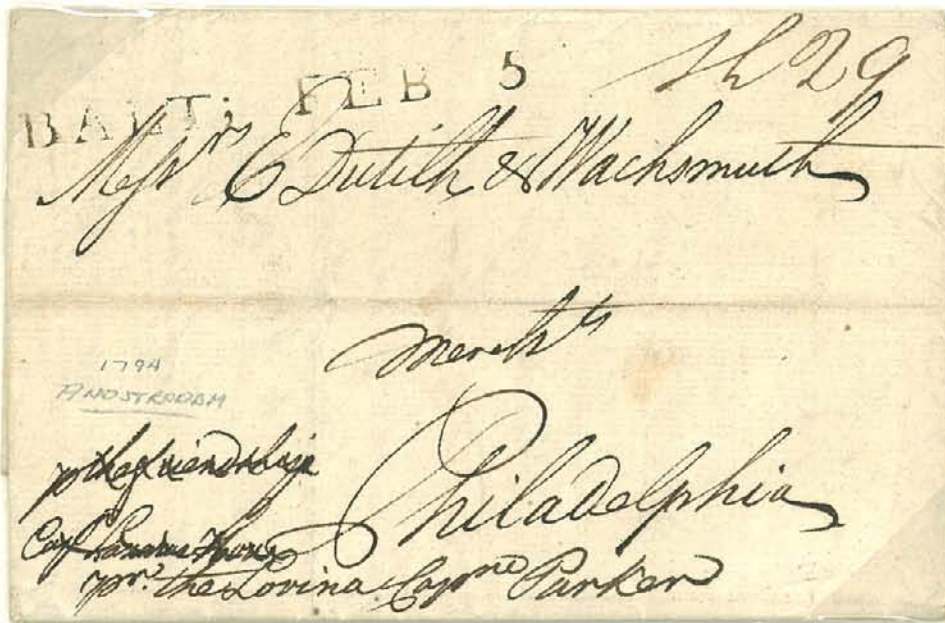
1794-95

SHIP LETTERS

AMSTERDAM TO PHILADELPHIA VIA BALTIMORE

Ship Lovina, Capt. Parker

October 30, 1794. Letter datelined at Amsterdam, written in French. It was endorsed: pr. the Lovina, Captn. Parker. The Lovina was a 210 ton ship built in 1789 at Biddeford, Maine.



BALT. FEB 5 29

February 5, 1795. The Lovina arrived at Baltimore. Letter was rated, Act of 1792, Baltimore to Philadelphia at the zone rate for 100 to 150 miles at $12\frac{1}{2}\phi$ x 2 (double sheet) = 25¢ plus 4¢ Ship Letter charge = 29¢ due, shown in manuscript.

The Baltimore straight line receiving handstamp is of the 25 x 5 mm. type, here with the period high.

1800

SHIP LETTERS

HAMBURG TO PHILADELPHIA VIA BALTIMORE

Brig Hercules

Forwarding Agent

F. C. Bertheau, Hamburg

June 21, 1800. Letter in French, datelined at Hamburg, Germany, by C.M. Buck & Co. They handed it to the forwarding agent F. C. Bertheau who inscribed his note on the reverse:

Baltimore/ forwd by yr. mst obdt. Servt.

F.C. Bertheau.

The forwarding agent endorsed the letter on the face: Via Balto/ pr the He cules.

Commercial Advertiser,
New York, THURS. EVE,
Sept. 25, 1800. Arr-
ived Baltimore Sept.
22 (sic), Brig
Hercules, Capt.
Kopper, 49 days
from Hamburg.

Rated as a Ship
Letter (mss. red Sh)
at the Act of 1799
double rate 90 to
150 miles at 12½¢
x 2 = 25¢ plus 2¢
Ship Letter fee =
27¢, shown in manu-
script.

This red 27mm. cds
is found used 1799-
1807.



1805

SHIP LETTERS

CORK, IRELAND TO U.S. VIA BALTIMORE

Ship Louisiana

September 6, 1805. A "Current Prices of American Produce" dated "Cork, 6th of 9th Month, 1805." It is a form prices current with amounts added in pen. Prices are quoted for Deer Skins in the hair (in poor demand), Barrel staves, Fustic (a yellow dyewood) and James's River prime tobacco among other commodities.

Letter was first endorsed: p. Polly, but this was deleted and re-endorsed: p. Louisiana/ to Baltimore. The Louisiana was a 162 ton ship-rigged vessel, built in 1803 at New York.



SHIP

November 24. Louisiana arrived at Baltimore. Letter struck with the red date stamp (Md. 395) at Baltimore, mark used 1801-07, accompanied by the red SHIP (Md. Supl. 395).

Letter rated, Act of 1799, single letter 150-300 miles (Baltimore to New York) at 17¢ plus 2¢ Ship Letter charge = 19¢ due, shown in red manuscript.

1810

SHIP LETTERS

Hamburg to Boston via Baltimore

Rates by Act of March 2, 1799

Baltimore Type 17c.d.s.

June 11, 1810. Letter handed to ship's captain at Hamburg, Germany. Carried as a Ship Letter transatlantic by the ship Elora Haily. This vessel is not carried on the lists of American-Flag merchant vessels.



SHIP

42

September 10, 1810. Letter handed into the U.S. Post at Baltimore and received the 30 mm red Type 17 circular date stamp. The Maryland Postal History Catalog lists this as RR (less than 10 copies known). In use 1808 - 1818. Baltimore Type 395 "SHIP" handstamp.

Letter rated as a double letter, Act of 1799 rates, 300 - 500 miles at 20¢ x 2 = 40¢ + 2¢ Ship Letter charge = 42¢ due.

1817

SHIP LETTERS

Hamburg to Portsmouth, N.H. via Baltimore

Ship Laura

Boarded by Pirates on the High Seas



April 18, 1817. Commercial letter datelined at Hamburg (sic) from William Shackelford, master of the brig Lucy, to the owners. He has lost his mate who he had shipped at Havana. He has a charter for the Brazils via Cadiz, thence to Havana. He needs a new bottom on the long boat (damage by worms) and has to buy canvas to repair the sails.

He handed the letter to Captain Volgant of the Laura, bound for Baltimore.

Commercial Advertiser, N.Y., June 30, 1817: Port of Baltimore, June 26. Arrived Laura, Volgant, 60 days from Hamburg, glass, cordage, etc. Spoke nothing but a pirate under French colors, but manned by Spaniards. Robbed him of his clothing, compass, etc. (A casual mention of a frightening experience.)



SHIP

T.395

T.17

Letter marked with the Baltimore Type 17 datestamp (RR - less than 10 known) with Type 395 SHIP (not previously recorded with Type 17.)

Letter rated Act of April 9, 1816, inland over 400 miles, Baltimore to Portsmouth, N.H., of 25¢ + 2¢ Captain's pence = 27¢ due.

1824

SHIP LETTERS

Matanzas, Cuba to Bristol, R.I. via Baltimore
Schooner Gen. Jackson

November 14, 1824. A letter concerning the sugar trade dated at Matanzas. It was placed into the hands of the captain of the schooner General Jackson. Letter is endorsed: Via Balt?



Shipping & Commercial List, N.Y. Arrived at Baltimore November 29:
Schr. Gen. Jackson, _____ ...Matanzas

Date stamp is Maryland Cat. type 20, used 1821-26. SHIP is type 393 of Baltimore.

Letter rated, Act of 1816, single letter, zone 150 to 400 miles at 18½¢ plus 2¢ Ship Letter charge = 20½¢ due, shown in red manuscript.

1828

SHIP LETTERS

LIMA, PERU TO BEVERLY, MASS. VIA BALTIMORE

Ship Guinare, Capt. Griffith

Sept. 1828. Letter datelined at Lima, Peru. It was handed aboard the ship Guinare whose last recorded western South American post was Huasco, Chile.



SHIP

Shipping & Commercial List, N.Y.
Arrived Baltimore April 24 [sic], Ship
Guinare, Griffith, Huasco.

AT BALTIMORE. During the week end-
ing April 25, 1828. HUASCO - Ship
Guinare. Copper 2425 bars - silver
17 pieces - plata pina 2 bxs -
chinchilla skins 2 do - turtle shells
4 bbls.

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

N.B.: HUASCO, Atacama province, N. Central Chile, Pacific port
near mouth of Huasco River. Ships copper, cobalt, nickel and
other ores.

1830-31

SHIP LETTERS

CALCUTTA TO PHILADELPHIA VIA BALTIMORE

Ship Corinthian

August 27, 1830. A long letter from Mrs. George Johnson to her sister Sophia Underwood in America. Mrs. Johnson, an English lady, had sailed in the American ship Crusoe, Capt. Hill, from Boston on January 8, 1830. Emma Johnson describes a terrible trip out from Boston arriving at Calcutta on the 10th of May, a passage of 122 days. The ship's Captain Hill, definitely an anglophobe, had short changed them on rations leaving nothing but the "coarsest" of foods, only salt beef and fat salt pork with hard biscuit and that of the common kind for the latter half of the voyage. She describes a near capsizing during a gale off the coast of the Cape of Good Hope. There was not even a cabin boy "...so that you had to empty your own slops."

She gives an interesting narrative about the life and conditions at Calcutta, especially the cheapness of food if one went to the markets or auction houses, much dearer if one uses the "commission houses". The heat is extremely oppressive and the mosquitoes are horrendous. She says she now knows what prickly heat is.

Protocol is for European women to do nothing, even to go out walking, besides there is no pavement (sidewalks). They have a horse and chaise and go out riding every evening. Mr. Johnson went out to India to engage in the silk trade, but it was so dull that he is doing business as a money dealer.



1830-31

SHIP LETTERS

CALCUTTA TO PHILADELPHIA VIA BALTIMORE

Ship Corinthian

August 27, 1830. Letter datelined at Calcutta. An "opportunity" for a vessel sailing to Philadelphia or a nearby port did not occur until September 16, 1830, per the note on the face of the letter. The letter is endorsed: Pr. Ship Corinthian, which departed from Calcutta on Sept. 16. The voyage from Calcutta to Baltimore took 164 days or 5½ months.



SHIP

Shipping and Commercial List, N.Y. Arrived at Baltimore February 26, Ship Corinthian, _____...Calcutta.

February 27, 1831. Date stamp at Baltimore with the wrong date. This letter was rated, Act of 1825, single letter conveyed 80 to 150 miles at the zone rate of 12½¢ + 2¢ Ship Letter charge = 14½¢ due, shown in red manuscript.



March 19. The Underwoods had removed to Cincinnati, Ohio, so this letter was forwarded there by the Post Office at Philadelphia. The inland rate for a letter over 400 miles of 25¢ was added to the 14½¢ Ship Letter rate making a total of 39½¢ due, shown by the addition on the cover face. It is interesting to note that if the letter had been correctly addressed to Cincinnati, then the rate would have been 25¢ (the over 400 mile rate) + 2¢ Ship Letter = 27¢. As Mrs. Johnson had noted in her letter, "...if you were to write ever so soon, it will be twelve months ever I hear from you." Thus, it is not surprising that she did not know that her sister had moved.

1832

SHIP LETTERS

RIO DE JANEIRO TO PORTLAND, MAINE VIA BALTIMORE

Brig Arctic, Capt. Phillips

March 28, 1832. Letter datelined at Rio de Janeiro by a sailor who has put demon rum behind him for over a year. His heart-rending letter to his mother tells how his drinking lost him his wife and child and the respect of his father.



SHIP

21A

385

May 21, 1832. Shipping and Commercial List (N.Y.) Arrived at Baltimore, May 20, Brig Arctic, Phillips, Rio Janeiro.

Letter rated, Act of 1825, over 400 miles, Baltimore to Portland at 25¢ + 2¢ Ship Letter fee = 27¢.

1840

SHIP LETTERS

RIO DE JANEIRO TO NEW YORK VIA BALTIMORE

Brig William Price

October 16, 1840. A letter dated at Rio to owners at New York concerns poor markets and need to buy coffee. The captain notes that he had written by the brig Saldana for Baltimore five days previously. That vessel did not arrive at Baltimore until December 10, the day after this letter arrived.

Letter is endorsed: Brig Wm. Price.



N.Y. Shipping and Commercial List. Arrived Baltimore December 9, Brig William Price, Hands, from Rio de Janeiro.

December 9. Arrival postmark at Baltimore. Letter rated, single, Act of 1825, 150 to 400 miles, Baltimore to New York, at 18-3/4¢ plus 2¢ Ship Letter charge = 20-3/4¢ due, shown in manuscript.

1841

SHIP LETTERS

Rio de Janeiro to New York via Baltimore

BALTIMORE SHIP

Ship Seaman



June 17, 1841. Letter datelined at Rio de Janeiro. It notes that this is a duplicate letter, the original sent per Nahmakanta on which had been shipped 1778 bags of coffee. Nahmakanta was a 184 ton brig built in 1835 in Bangor, Maine.

It was usual to send letters by different ships to be sure at least one got through. This letter was handed to the captain of the ship Seaman after penning a cover note June 19.



SHIP

August 4, 1841. The Ship Seaman, Capt. Nickerson arrived at Baltimore this date (N.Y. Shipping & Commercial List). Letter was marked in blue with the 32 mm. Type 24 Baltimore cds and 394 SHIP handstamps.

Letter rated at the Act of 1825, rates as a triple letter going inland over 400 miles at 25¢ x 3 = 75¢ plus 2¢ Ship Letter charge = 77¢ due. Letter mentions enclosures.

1847

SHIP LETTERS

BARBADOES TO BOSTON VIA BALTIMORE

British Brig Thomas Trobridge, Capt. Whittlesey

October 28, 1846 and February 4, 1847. Menton Lodge, Barbadoes. A letter written at two different times by Rebecca J. Cotton (wife of Dudley Cotton) to her sister-in-law Mrs. E.T. Kidder at Boston. The October 28, 1846 letter is a copy of one she wrote and was sent by the ship Calcutta. Not having had a reply, she fears that her sister-in-law did not get the original.



SHIP

Shipping and Commercial List, N.Y. Arrived at Baltimore February 26, 1847: Br. Brig Thos. Trowbridge, Whittlesey.....Barbadoes.

Letter rated, Act of 1845, letter over 300 miles, Baltimore to Boston, at 10¢ (double letter included enclosures) = 20¢ + 2¢ Ship Letter charge = 22¢ due, shown in manuscript.

1848

SHIP LETTERS

Honolulu, Sandwich Islands to Oswego, N.Y. via Baltimore

March 1, 1848. A long rambling letter from Mr. and Mrs. Turrill at Honolulu principally decrying the lack of mail from home. They note the arrival of the ships Samoset and Honolulu 125 days from Boston, but with no mail for them. They mention that mission ships leave Boston or New York each month with their sailings well advertised, so there should be no excuse for not writing.



SHIP

12

August 4. A ship bearing the Turrill's letter arrived at Baltimore where the letter was rated, Act of 1845, letter conveyed over 300 miles, Baltimore to Oswego, at 10¢ + 2¢ Ship letter charge = 12¢ due.

It is doubtful that the ship bearing this letter came directly from Honolulu, but handed off the U.S. mails at an intermediate port or one spoken at sea. Shipping List & Price Current (N.Y.) records two vessels arriving at Baltimore on August 4: Brig Juliet, Ferrell, Rio Grande (Brazil) and Brig Zoe, Gayle, Rio de Janeiro.

N.B.: This letter is from Mr. & Mrs. Joseph Turrill, the American Consul at Honolulu. Cf.: Siegel Auction, "The Honolulu Advertiser Collection," November 1995, Lot 2070.

1847

SHIP LETTERS

Rio de Janeiro to New Bedford. Mass. via Baltimore

Brig Abo, Capt. Jones

January 12, 1847. Capt. Jones of the brig Abo departed from Rio de Janeiro. The letter is endorsed: "Abo"/to Balte. Content contains a shipping list noting Brig Abo to sail for Baltimore.



SHIP
12

March 6, 1847. Arrival of Abo at Baltimore. Letter rated, Act of 1845, over 300 miles, Baltimore to New Bedford at 10¢ + 2¢ Ship Letter charge = 12¢ due.

The Baltimore Sun records the Abo's voyage, as follows:

Arrived Baltimore March 4. Brig Indus, Coffin from Rio de Janeiro, Jan. 15th, coffee to Kirkland, Chase & Co. Sailed in company with barque Commerce, Oram, for Baltimore, Brig Abos, Jones, for do had sailed three days previous. The Indus came in the Capes on the 28th was blown out to sea, and recovered them next day (Towed into port by steamer relief.)

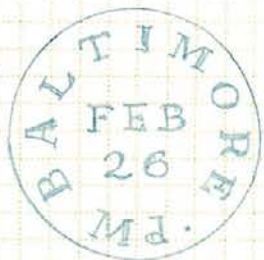
March 7. Arrived (Mar. 6) Brig Abo, Jones. from Rio de Janeiro Jan 12, coffee to Levin Jones & Co.

1849

SHIP LETTERS

Rates by Act of March 3, 1845

Baltimore Type 28 c.d.s.



SHIP 12

Feb. 26, 1849. Letter marked incoming at Baltimore with the 33 mm Type 28 circular date stamp, the Type 349 "SHIP" handstamp of Baltimore and the same city's Type 251 rate mark "12", all nicely shown in blue (Cf: Maryland Postal History Catalog).

Letter rated at the "under 300 miles" zone rate, Act of Mar. 3, 1845, at 5¢ single x 2 for a double letter = 10¢. To this was added a 2¢ Ship Letter charge or 12¢ total due.

1854

SHIP LETTERS

PERNAMBUCO TO BOSTON VIA BALTIMORE

Schooner Rosamond

January 12, 1854. A duplicated market letter prepared at Pernambuco concerning shipments of flour, codfish, etc. It notes the arrival of Rosamond from Baltimore on January 2 with 757 Bbls Flour & Sundries, as well as the "Sheffield", Whaleship, to refresh and proceed to New York on the 2nd.



SHIP

7

T. 31

T. 396

T. 211

February 14, 1854. Letter had been handed to Capt. Ellis of the Schooner Rosamond at Pernambuco. N.Y. Shipping & Commercial List notes arrival of Rosamond, Ellis, from Pernambuco at Baltimore Feb. 13.

Letter rated Act of 1851, for a letter not exceeding 3000 miles at 3¢ paid, 5¢ unpaid. The latter applied plus 2¢ Ship Letter charge = 7¢ due.

1857

SHIP LETTERS

BERMUDA TO BALTIMORE

British Brig Lady of the Lake

April 16 and 18, 1857 (erroneously dated "1856"). A letter written at Bermuda and endorsed: pr "Lady of the Lake".



SHIP

6

N.Y. Shipping and Commercial List. May 13, 1857. Arrived at Baltimore May 9, Br. Brig Lady of the Lake, Newman...Bermuda.

31mm. circle, serif letters. 23 x 6mm. SHIP and 10 x 12mm. boxed rate "6".

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

1866

SHIP LETTERS

HAVANA TO BOSTON VIA BALTIMORE

S.S. Cuba

1248 tons, 220' x 34'-6", wooden screw steamer, built by S.H. Pook, Fair Haven, Conn. as Admiral in 1863. Sold to U.S. Navy Jan. 8, 1864, renamed U.S.S. Fort Morgan Sept. 1, 1864. She was a store-ship of the Gulf Blockading Squadron. Decommissioned Aug. 22, 1865, and redocumented as Cuba Sept. 27, 1865.

Her mail here is treated as a Ship Letter (1866) on the run Havana to Baltimore. After Feb. 1867 her incoming mails to Baltimore may be found with the BALTIMORE/Am. Pkt. designation, along with the steamers Liberty and Cleopatra.



February 20, 1866. Letter docketed at Cardenas, Cuba. It is endorsed: pr "Cuba".



SHIP
DUE 6

Baltimore Sun, PORT OF BALTIMORE, Feb. 28, 1866. Arrived Stmp. Cuba, Sundberg, from New Orleans via Havana, 23d. inst.

Letter rated, Act of March 3, 1863, as a Ship Letter at double the domestic rate, here any distance 3¢ x 2 = 6¢.

1863

SHIP LETTERS

Rio de Janeiro to New York via Baltimore
Brig Redwing, Capt. Clark

August 5, 1863. The brig Redwing departed from Rio de Janeiro.



SHIP DUE 6

September 7. The Sun, Baltimore. Arrived Sept. 7.
Brig Redwing, Clark, from Rio de Janeiro August 5.

As a Ship Letter, this letter was subject to double
the inland rate of 3¢ x 2 = 6¢.

Content mentioning shipments of coffee indicates
this letter originated at Rio de Janeiro.

The Sun also records arrivals on Sept. 7:

Ship Ocean, (Brem,) Gerdes, from Bremen.

Bark Baltimore, (Prus.,) Meyer, from Rotterdam.

1867

SHIP LETTERS
BALTIMORE

Bark Ariel

Liberia to Baltimore via Freetown, Sierra Leone & Rio de Janeiro

February 6, 1867. Letter datelined at Caries Burg (Careysburg) Liberia from Frederic Tilman, a liberated slave, to a friend back home describing his voyage from Charleston, S.C. on Nov. 21, 1866, arriving at Cape Mount near Monrovia Dec. 27, where 190 people went ashore. Mr. Tilman's group sailed from Cape Mount on Jan. 2, 1867, arriving at Monrovia the same day. This letter went by local vessel to Freetown, Sierra Leone to await a ship bound for the U.S.

Liberia had been established in 1822, as a settlement for freed slaves and after the Civil War many liberated people went there.



PAID

SHIP
396



Baltimore Sun: Arrived Port of Baltimore Sept. 1, 1867, Bark Ariel (Br.,) of Freetown, Sierra Leone, Jackson from Rio de Janeiro July 12th. Has experienced light variable winds and calms all the way from the equator, and has been 12 days north and west of Bermuda, with calms for days in succession; August 13th, lat 16 50N, lon 55 exchanged signals and longitude with brig C. Wheelwright, of Liverpool, N.S., lumber laden, bound south.

This placed the letter 6 months 25 days arrival at Baltimore since it was written. Received as a Ship Letter, it bore the 3¢ stamp, Issue of 1861, which was accepted as partial payment and marked PAID. As the Ship Letter rate of 1861, was double the domestic rate of 3¢, an additional 3¢ was due. Letter was forwarded on to Mr. Henry Sumer at Newberry Court House, S.C.

Lippincott's Gazetteer, 1882: Newberry Court House, a post-village capital of Newberry County, S.C., in Newberry township, on the Greenville & Columbia Railroad, 47 miles WNW of Columbia. It contains a court-house, 6 churches, 2 newspaper offices. Good granite abounds here. Newberry is an important market for cotton.

1802

SHIP LETTERS

Havre to New York via Charleston, S.C.

Ship Fabius

February 18, 1799. Printed circular letter with a hand written letter datelined Havre 1st February 1802. "I take this first opportunity to send you my circulating Letter which I was prevented doing before the war was over." An enclosure is mentioned. It is endorsed on the reverse, "2d by the Ship fabius Capn. Boissel."



1802

April 14, 1802. Arrival of the Fabius at Charleston, date corrected in pen from April 12.

Rated, Act of March 1799, zone of over 500 miles, 25¢ x 2 (double letter) = 50¢ + 2¢ Ship Letter charge = 52¢ due.

1807-08

UNITED STATES
SHIP LETTER

Liverpool to St. Simons, Georgia via Charleston

Rates by Act of March 2, 1799

Triple Rate



Dec. 7, 1807. Letter datelined at Liverpool and concerns shipments of cotton. The writer directionally endorsed it "p Romp/v Charleston". The ship Romp was of 250 tons, built 1806 at East Windsor, Connecticut, registered Dec. 9, 1806 at N.Y. Letter contained enclosures.



SHIP

March 26, 1808. Romp arrived at Charleston, S.C. Charleston to St. Simeons, Georgia is 170 miles, which took the rates of the Act of March 2, 1799, for a letter going 150-300 miles at 17¢ x 3 (for enclosures) = 51¢ + the 2¢ Ship Letter charge = 53¢ due as shown in manuscript.

1830

SHIP LETTERS

HAVANA TO BOSTON VIA CHARLESTON, S.C.

Schooner Lovely Keziah, Capt. M'William

March 15 and 16, 1830. A business letter dated at Havana and endorsed on face: Insurance. This would appear to be the name of a ship, but apparently refers to insurance papers included for various cargoes of sugar and other commodities. The writer notes, "The Statesman grounded on the Banks and threw over part of her Candles and Soap, a Capital sale for them..."



SHIP

N.Y. Shipping and Commercial List. April 3, 1830. Arrived CHARLESTON, S.C., March 23, Schr. Lovely Keziah, M'William ... Havana.

This letter, which contained enclosures, was rated as a double letter over 400 miles at 25¢ x 2 = 50¢ + 2¢ Ship Letter charge = 52¢ due.

1839

SHIP LETTERS

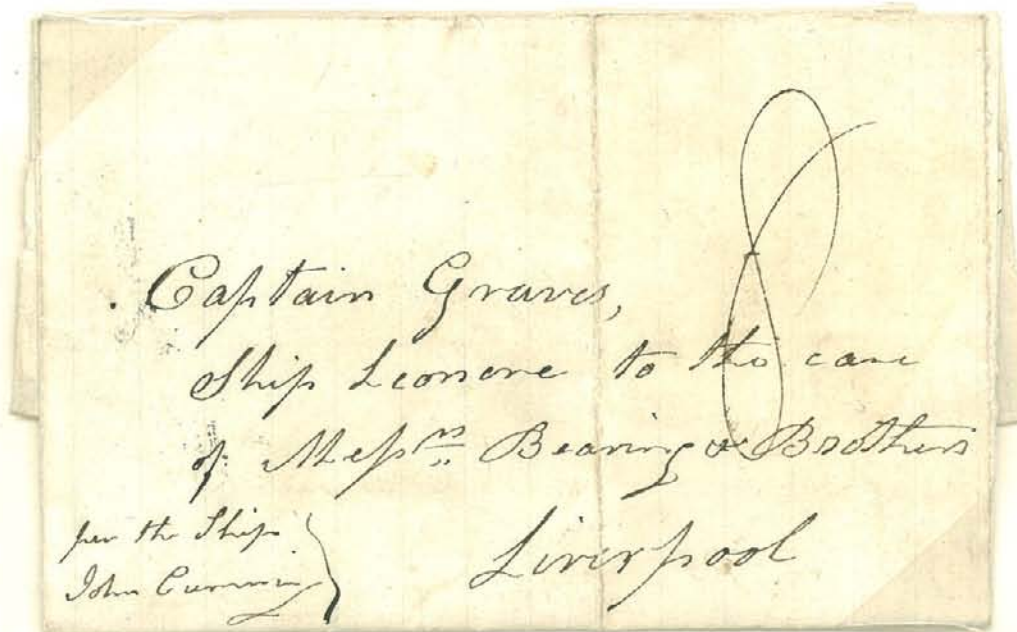
CHARLESTON, S.C. TO LIVERPOOL

From Lazeretto (Quarantine station) at Morris Is., Charleston
Ship John Cummings, Capt. Thayer

July 16, 1839. A letter headed: Lazeretto, Morris Island, Charleston, S.C. regarding a crew member, Hazen, who had been discharged from the hospital (a quarantine station) at Morris Island. Two other men from the ship Denmark, who had been sent to the writer, N. Brown, died from being "kept them so long and given them so much medicine..."

Letter is endorsed: per the Ship John Cumming.

Shipping and Commercial List, N.Y.: Cleared Charleston, S.C. July 16, 1839: Ship John Cumming, Thayer.....Liverpool.



Captain Graves,
Ship Leonore to the care
of Messrs Bearing & Brothers
per the Ship }
John Cumming }
Liverpool

LIVERPOOL
SHIP LETTER

August 10, 1839. Docket notes receipt at Liverpool. LIVERPOOL/
SHIP LETTER backstamp. Letter rated as a single Ship Letter address-
ed to the port of entry at 6d. plus 2d. ship captain's pence = 8d.
due, shown in manuscript. This was equivalent to 16¢ U.S.

1844

SHIP LETTERS

Havana to New York via Charleston

CHARLESTON, S.C. - SHIP

April 12, 1844. Letter datelined Havana. It concerns a suit of the Mutual Safety Ins. Co. vs. Isaac T. Smith. The writer mentions he will have all witnesses examined by the 23rd Inst., "when I shall leave in the steamer Alabama for New Orleans."



SHIP

27

April 22, 1844. Letter marked incoming with a perfect strike of the Charleston, S.C., 30 mm, circular date stamp. This is an earlier type with 4 mm letters.

Letter rated at the Act of March 3, 1825 rates for a single letter over 400 miles of 25¢ plus Ship Letter charge of 2¢ for a total collect of 27¢.

Shipping & Commercial List (N.Y.) records the April 22, 1844 arrival of the Schooner Cora, Capt. Read, at Charleston, S.C. from Havana.

1847

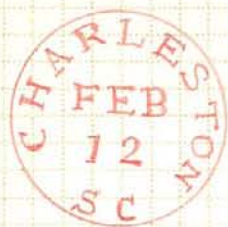
SHIP LETTERS

Key West to New York via Charleston

CHARLESTON, S.C. - SHIP

January 28, 1847. Letter datelined at Key West. It bears an interesting postal history note: ".....forward the documents which I have deposited in the letter bag of the Brig N.G. Bourne (Ann Eliza had been deleted), addressed according to the directions..."

Noted on face "Brig N.G. Bourne", 195 tons, built 1826 at Kennebunk, Maine. Registered March 27, 1830 at New York.



SHIP

12

Feb. 12, 1847. Marked incoming at Charleston, 30 mm c.d.s., later type with 3 mm letters.

Letter rated Act of 1845 rates, 10¢ single over 300 miles plus 2¢ Ship Letter charge = 12¢ due, as shown by "12" handstamp.

1809-10

SHIP LETTERS

Great Britain to Providence via Lisbon and New Bedford
Brig Amelia



Letter Quaker dated 11th Mo. 5th 1809 at Milford, England. Writer says, "This goes up to London by Capt. Clark." Letter went by favor to Lisbon by the British Packet.

Old Colony Gazette (New Bedford), Friday, February 16, 1810. Latest from Lisbon - By the Brig Amelia from Lisbon, which port she left on the 24th December (1809). A British packet had arrived at Lisbon, which brought London papers of the 14th of December.

N.B.: Gazette Marine News of Feb. 23 notes: Capt. Pierce, of the Brig Factor, 150 days from Lisbon, left Lisbon Dec. 21 in company with various vessels.

February 8, 1810. Cover rated, Act of 1799, zone 40 to 90 miles, 10c plus 2c Ship Letter charge = 12c. Part of the frame of the "SHIP" handstamp shows as a line beneath.



SHIP

1839

SHIP LETTERS

St. Croix to New Haven

NEW HAVEN, CONNECTICUT - SHIP

July 10, 1839. Letter datelined at St. Croix. It was directionally endorsed per the Hyder Ali, a 191 ton brig built in 1833 at Wells, Maine, however, it didn't go aboard her, see below.



August 7, 1839. The New York Shipping and Commercial List records the arrival on Aug. 7, 1839, of the Schooner Victorin, Captain Hinsdale at New Haven from St. Croix. No other arrival from the area is recorded near this date, thus this letter went aboard the Victorin rather than the indicated Hyder Ali.

Letter marked with the scarce and desirable SHIP in the outline of a hull. Letter rated, Act of March 3, 1825, at 6¢ single for a letter going not over 30 miles plus 2¢ Ship Letter charge = 8¢ due as shown in red manuscript notation on face.

1842

SHIP LETTERS

Barbados to Boston via New Haven

NEW HAVEN, Ct - SHIP



February 13, 1842. Letter datelined at Barbados and directionally endorsed, "P. Brig Atlantic."



March 5, 1842. Upon arrival of the Brig Atlantic at New Haven, the mail was put ashore where the circular date stamp and the SHIP in the outline of a hull were struck in red. Letter subject to Act of March 3, 1825, rate for a single letter 80 to 150 miles, New Haven to Boston of $12\frac{1}{2}$ ¢ + a 2¢ Ship Letter charge = $14\frac{1}{2}$ ¢ as shown in red manuscript.

This mark is known in red, blue (USS 047.10) and black and is purported to be an outline of the ship Yawl (or perhaps the outline of a yawl.)