

1815

Newport, R. I. to Hamstead, N.H.

WAR RATE

Rates of 1799 increased by 50%

Letter datelined on board the U.S. Frigate Congress.

Congress, one of six frigates authorized by congressional enactment of 27 March 1794, was built by naval constructor, J. Hackett, at Portsmouth, N.H. Her construction, interrupted upon conclusion of peace terms with Algiers, was resumed with the imminence of naval war with France, and she was launched 15 August 1799 under command of Captain J. Sever.

After a varied career she became part of the Mediterranean Squadron, Capt. Morris, in 1815, sailing from Boston to Flushing, Holland with the Minister, thence to her station in the Mediterranean. The Squadron left Gibraltar October 6, 1815, arriving at Newport November 15 for wintering.



November 16, 1815. Letter datelined at Newport "On board the U.S.F. Congress." It was posted unpaid on November 17 at the War Rates, which were the 1799 rates increased by 50%. Hence, 150 to 300 miles, single,  $17c \times 1.5 = 25\frac{1}{2}c$  as shown in manuscript.

The writer, Samuel Boynton, describes the cruise of Congress, which left Boston in June 1815 and cruised the Mediterranean until October.

She returned in the company of the U.S. Frigate Independence carrying Commodore Bainbridge, commodore of the Squadron.



U.S. Frigate Congress (4th Congress, 1842-1862), foreground and U.S.S. Susquehanna at Naples, Italy, 1857.  
Artist: DeSimone.

1816

U.S. Ship-of-the-line Washington, 74 guns

1st Port after Fitting-out

WAR RATES

Rates of 1799, increased by 50%

Letter datelined on board the U.S. Ship Washington at Boston

The Washington, a 74 gun ship-of-the-line, was authorized by Congress on January 2, 1813, and was laid down in May of that year at the Portsmouth Navy Yard. She was launched Oct. 1, 1814, and after fitting-out sailed for Boston on December 3, 1815. This letter was written aboard her while at Boston, and in the spring she was shifted to Annapolis, Maryland, arriving there on May 15, 1816.



Mr. J. Eastman  
Hamstead  
N.H.

January 18, 1816. Letter was posted unpaid at Boston. The "War Rates" had been instituted to help defray the costs of the War of 1812 by increasing the 1799 rates by 50%, Act of December 23, 1814, effective February 1, 1815. Here the 1799 rate of not over 40 miles, Boston to Hamstead, N.H. of 8¢ x 1.5 = 12¢ due, as shown in manuscript.

Rates were restored to the 1799 rates on March 31, 1816. The "restored rates" were effective for only the month of April 1816, when a new schedule of zone rates went into effect on May 1.

Seaman Samuel Boynton, per his letter, went with the U.S.S. Washington when she transferred to Annapolis.

1817

Ship-of-the-Line Washington at Port Mahon  
Sloop-of-War Ontario, Port Mahon to Annapolis

The Washington, a 74 gun ship-of-the-line was authorized by Congress on January 2, 1813 and was laid down in May of that year at Portsmouth N.H. Navy Yard, launched October 1, 1814, commissioned August 26, 1815. She was 750 tons, 190'-10" long, beam 54'-7½", draft 24'-4", complement 750, armament 74 guns.

Washington sailed for Boston on December 3, 1815. In the spring of 1816 the ship-of-the-line shifted to Annapolis, Md., later, with William Pinckney and his suite on board sailed June 8 for the Mediterranean. Washington arrived at Gibraltar on July 2, then on to Naples with Pinckney to negotiate and adjust the claims of American merchants against the Neopolitan authorities.

For the next two years the ship-of-the-line operated in the Mediterranean as flagship of the American squadron, providing a display of force to encourage the Barbary states to respect American commerce. This was her mission when this letter was written at Port Mahon in the Balearic Islands, the U.S. Navy port in the Mediterranean.

The writer of this letter, purser Thomas J. Chew, was ordered from Sacketts Harbor on August 16, 1814, to Portsmouth, N.H. and hence to the Washington on March 1, 1815. Thus, he was aboard the ship-of-the-line before she was commissioned on August 26, 1815. On March 5, 1819, Chew was ordered back to New York.

1817

Ship-of-the-Line Washington at Port Mahon  
Sloop-of-War Ontario, Port Mahon to Annapolis

January 19, 1817. Letter, written by purser Thomas J. Chew, is headed at Port Mahon, and endorsed on the face: pr. Major Hall.

Chew's letter says, inter alia, "I wrote you a few days since my beloved wife by the Java and sent you by Fitzgerald a cup... Tomorrow the Ontario expects to sail, by Major Hall who goes on her I forward this..."

January 20. The U.S. Sloop-of-War Ontario, 16 guns, departed from Port Mahon for the U.S. after a distinguished career as part of Stephen Decatur's squadron sent to put a stop to the piracy of the Barbary states of Tripoli and Algiers.



SHIP

March 17, 1817. The Ontario touched at Annapolis en route to New York. This letter went ashore at Annapolis where it was rated, Act of 1816, single letter, zone rate of 150 to 400 miles of  $18\frac{1}{2}\phi$  +  $2\phi$  Ship Letter fee =  $20\frac{1}{2}\phi$  due, shown in manuscript.

1830

U. S. Sloop-of-War Falmouth

Falmouth was launched November 3, 1827, by Boston Navy Yard, and declared ready for sea January 19, 1828. 703 ton, 127' x 33'-9" beam, draft 16'. Armament four 8" and 16 32-pdrs. Complement 190.

Between 1828 and 1840, Falmouth made two cruises in the West Indies and the Gulf of Mexico, and two in the Pacific.

August 4, 1830. This letter was written by Lieut. Henry Pinkney while Falmouth was berthed at Staten Island, N.Y. He notes that they have just returned from Pensacola, St. Jago de Cuba, Carthegena and Havana, which later port they departed on July 23.



August 7. Letter posted unpaid at New York. It was rated, Act of 1825, for a single letter 150-400 miles at 18-3/4¢ due.

August 10. A docket notes "ANSWERED" indicates arrival at least by that date at Carlisle, Pa.

1829-30

SHIP LETTERS

VALPARAISO, CHILE TO SALEM AROUND THE HORN

U.S. Frigate Guerriere at Valparaiso

Brig Roscoe, Capt. Briggs

December 24, 1829. Letter datelined: U.S.F. Guerriere, Valparaiso by the ship's doctor R.K.H. Sims. He describes conditions in Chili and the voyage including a voyage to the Chilian island of Juan Fernandez where they anchored in Cumberland Bay. This was the home of the marooned Scotchman Alexander Selkirk, and the basis for DeFoe's "Robinson Crusoe."

Guerriere was the first frigate built in the United States since 1801. She was launched June 20, 1814 at the Philadelphia Navy Yard and soon saw action off Algiers with the famed frigate Constellation. Later she sailed Feb. 13, 1829, rounding Cape Horn for Callao, Peru. She saw service in the Pacific until she departed Callao Sept. 8, 1831 for Norfolk.



SHIP *21/4*

*D<sup>r</sup> William Muschenberger*

*Care of D<sup>r</sup> Harris*

*Spring Street*

*Philadelphia*

SHIP

*(per Brig Colon) Valparaiso 12/24/29*

May 3, 1830. Although this letter had been endorsed per Brig Colon, a better opportunity occurred by the Brig Roscoe which departed from Valparaiso December 29, 1829, 125 days to Salem.

Salem Gazette: May 4. Arrived Port of Salem May 3: Brig Roscoe, Briggs, from Valparaiso 29th Dec. Spoke nothing. Mr. Geo. Berry, of this town, first officer of the Roscoe, died about 2 months since.

Letter rated, Act of 1825, 150 to 400 miles, Salem to Philadelphia, 18-3/4¢ plus 2¢ Ship Letter = 20-3/4¢ due. It was privately forwarded to Washington, D.C., where a docket notes it was received May 8, 1830.

1826

U.S. frigate Constellation at Havana

Barque Langdon Cheves, Havana to Charleston, S.C.

February 2, 1826. A personal letter written by Lt. Chas. Wayne, Asst. Surgeon, aboard the U.S.F. Constellation at Havana (heading is noted "Havanne"). He included a second letter for the addressee, Francis James, to deliver in person. He also says, inter alia, "If you write to Pensacola within the dates of this letter, I will be able to receive it, if not, I expect we will sail before it arrives." Letter is endorsed: Per Langdon Cheves/ Baker master.

In 1826 Constellation was in the West India Squadron and in 1827 acted briefly as flagship. Her mission was twofold, to eradicate the last of the pirates and the interception of slavers operating in the area.



SHIP

N.Y. Shipping List & Price Current.  
February 22, 1826. Arrived at Charleston February 10: Barque Langdon Cheves, Baker...Havana.

Letter rated, Act of 1825, letter over 400 miles at 25¢ x 2 (double a/c enclosures) = 50¢ + 2¢ Ship Letter charge = 52¢ due.

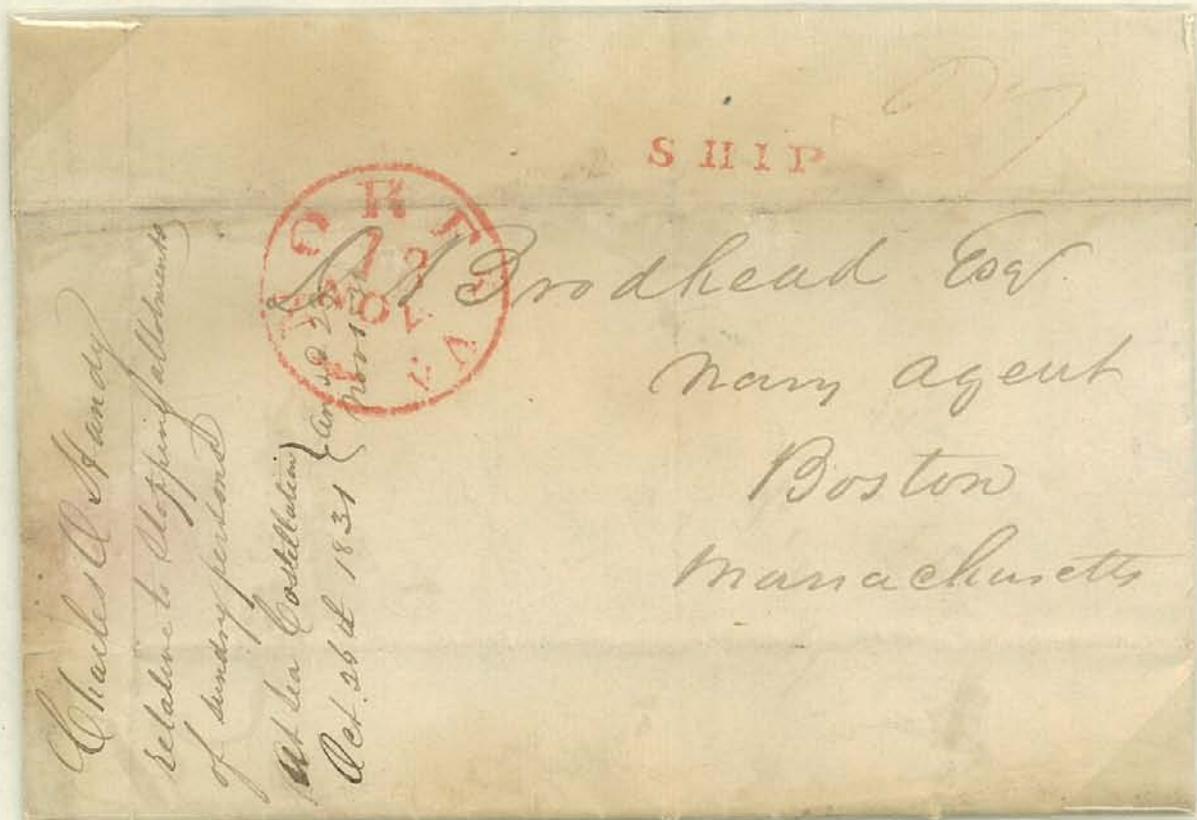
30mm. date stamp, serif letters, raised N in CHALSN, red, used 1818-35. 22 x 5mm. SHIP.



1831

SHIP LETTERS

U.S. Frigate Constellation - at Sea  
Norfolk, Virginia to Boston



U. S. Frigate Constellation  
at Sea

26<sup>th</sup> October 1831.

Sir,

On the receipt of this, please  
discontinue further payments on the  
subjoined alliment tickets, & acquaint  
me with the aggregate of the payments

1831

SHIP LETTERS

U.S. Frigate Constellation - at Sea

Norfolk, Virginia to Boston

October 26, 1831. Letter datelined: U.S. Frigate Constellation at Sea, concerning "stopping allotments of sundry persons" to the Navy Agent at Boston.

In August 1829, the Constellation cruised to the Mediterranean to exercise vigilant watch over American trade and to collect indemnities owing from previous losses suffered by United States merchantmen. While en route to her station, she carried the American ministers to France and England to their posts of duty. She returned to the United States, arriving in November 1831. This letter was written while she was at sea en route to Norfolk.

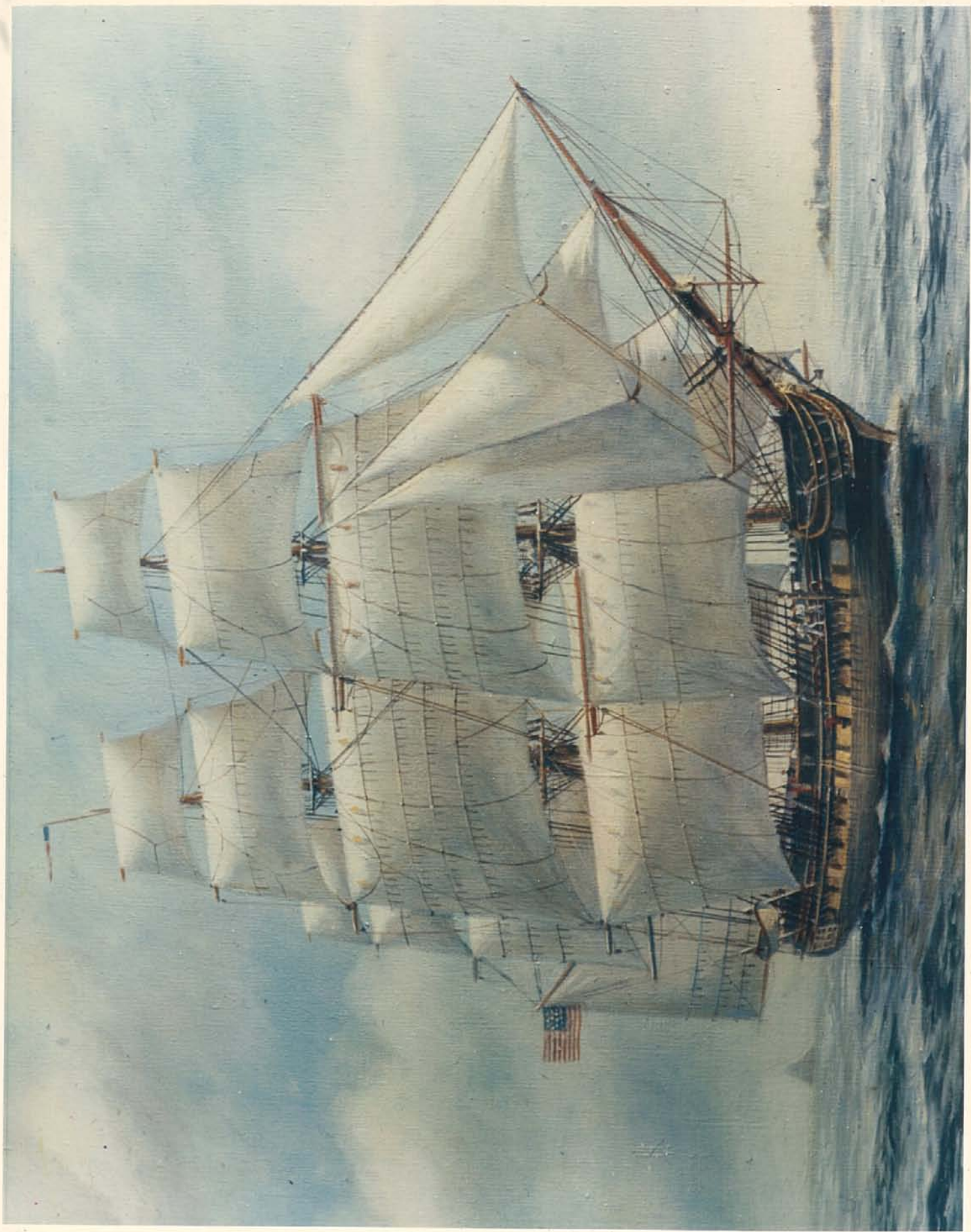


SHIP

November 18, 1831. Letter was received at Norfolk as a Ship Letter. Rated Act of 1825, as a single letter over 400 miles, Norfolk to Boston, at 25¢ + 2¢ Ship Letter charge = 27¢ due.

The frigate Constellation was authorized by congressional enactment of March 27, 1794, and was the design of Joshua Humphreys and J. Fox. 1265 tons, 164' x 40'-6", she carried 38 guns. She was launched at the Sterrett Shipyard, Baltimore Sept. 7, 1797, the 2nd of the U.S. frigates to go down the ways, 1st being frigate United States. She was a remarkably prominent ship in U.S. Naval history. She defeated the French frigate L'Insurgente Feb. 9, 1799 and severely damaged the 52-gun Vengeance Feb. 1, 1800. In all, Constellation was active in 5 wars including the blockade of Tripoli in the war with the Barbary pirates.

This cover truly represents a piece of "living history."



U.S. FRIGATE CONSTELLATION  
PAINTING BY RADM JOHN W. SCHMIDT (RET)  
FROM U.S. NAVAL HISTORICAL CENTER

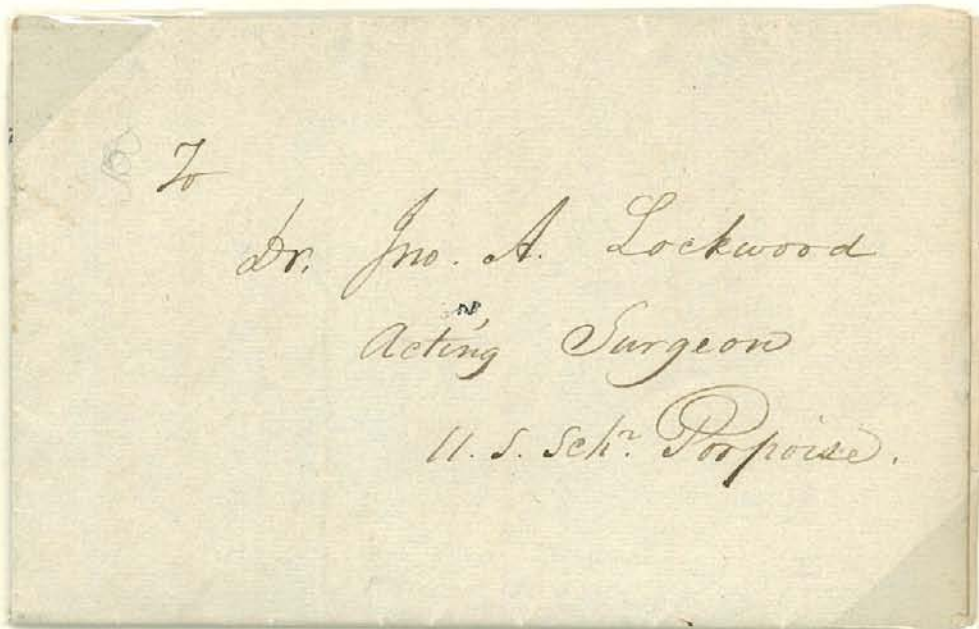
1833

U. S. Schooner Porpoise at Pensacola

U. S. Sloop-of-War St. Louis at Pensacola

The first Porpoise, a 177 ton topsail schooner was built in 1820 at the Portsmouth Navy Yard, N.H. Schooners Alligator, Dolphin and Shark were her sister ships. She first cruised in the West Indies in 1821-23, hunting pirates. She cruised the West African coast in 1824-25 in the suppression of the slave trade. Porpoise cruised the Mediterranean from 1826 until 1830, after which she was assigned to the West Indies. In 1833 she was wrecked on a reef off Point Lizardo. This vessel should not be confused with the second Porpoise, a hermaphrodite brig launched in May 1836.

Sloop-of-War St. Louis, 700 tons, was launched August 18, 1828 at the Philadelphia Navy Yard. After a varied career on the West Coast of South America with the Pacific Squadron, she was laid up in ordinary until September 1832, when she departed New York October 12 to base at Pensacola, Florida as a unit of the West Indies Squadron, where she was when this letter was written



May 10, 1833. This letter of commendation was written by Surgeon Augustus A. Adee aboard the St. Louis to a brother surgeon, Dr. Jno. A. Lockwood aboard the U.S. Schooner Porpoise, while both vessels were at Pensacola. Letter is headed: U.S. Ship St. Louis/ Pensacola Bay.

The writer, A.A. Adee, later became Surgeon of the Fleet for the Squadron on the Coast of Brazil. This collection contains a letter from Fleet Surgeon Adee to his wife while he was aboard the U.S. Frigate Potomac at Rio de Janeiro in November 1841.

Fleet Surgeon Adee died February 22, 1844 at New York.

This letter was delivered by hand within the Naval Base at Pensacola.

1833

U.S. Sloop-of-War Fairfield

En route to the Pacific Squadron

Ship Martha, Rio de Janeiro to New York

The sloop-of-war Fairfield was launched June 28, 1828 at the New York Navy Yard, and put to sea August 20, 1828. She was first assigned to Port Mahon in the Bal<sup>e</sup>vic Islands and cruised the Mediterranean until returning to Hampton Roads May 5, 1831.

On May 30, 1833, Fairfield sailed from New York for duty in the Pacific Squadron, arriving at Valpairaso, Chile Sept. 25. During this cruise she supervised the disarmament of a group of ships belonging to an Equadorian revolutionary force after American mediations had ended a civil war. Fairfield sailed for Norfolk Sept. 26, 1835, arriving at Hampton Roads December 1.

July 27, 1833. Letter headed: U.S.S. Fairfield, Rio de Janeiro. A letter from Samuel Lockwood to his father Thomas Lockwood, the postmaster at Fallsburgh, N.Y. The Fairfield was outbound to the Pacific Squadron.



SHIP

6

NEW-YORK  
18  
SEPT

N.Y. Shipping and Commercial List. Arrived N.Y. Sept. 18, Ship Martha, Hussey...Rio Janeiro. Letter was rated at 6¢ as a Ship Letter addressed to the port of arrival. The N.Y. post office did not add the 2¢ Ship Letter charge, probably due to confusion with the address. Fallsburgh is 97 miles from New York City.

1834

U. S. Frigate Brandywine inbound to Hampton Roads

June 2, 1834. Letter headed: U.S. Frigate Brandywine off Cape Henry.

Cape Henry in S.E. Virginia is a promontory on the South side of the entrance to Chesapeake Bay, opposite Cape Charles, 17 miles east of Norfolk. When this letter was written, the Brandywine was inbound to the navy yard at Hampton Roads, where she arrived June 4.



SHIP

31 mm. date stamp, serif letters, Va., red. 22.5 x 4 mm. SHIP.

The ship's mail from the Brandywine was handed into the post office at Norfolk when the ship arrived on June 4. This letter was rated at the Act of 1825 zone rate, single letter conveyed 150 to 400 miles, Norfolk to Washington, at 18-3/4¢ + 2¢ Ship Letter charge = 20-3/4¢ due, shown in red manuscript.

1835

SHIP LETTERS

CALLAO BAY, PERU TO DOVER N.H. VIA PANAMA & N.Y.

U.S. Frigate Brandywine at Callao Bay

Schooner Caledonia, Chagres to N.Y.

Forwarding Agent

I. B. Feraud, Panama



April 23, 1835. A seaman aboard the U.S. Frigate Brandywine at Callao notes he must take an "opportunity" to get his letter aboard a ship lying off the harbor and bound for Panama.

He was successful and the Callao to Panama ship handed the letter to the forwarding agent I.B. Feraud at Panama who impressed his clear handstamp on the letter face (R.F.4). This mark is recorded used only 1834-35.

Feraud had the letter forwarded by pack mule across the Isthmus of Panama to Chagres.

Shipping & Commercial List and New-York Price Current: SAT. June 13, 1835. Arrived New York June 10, Schr. Caledonia, Smith, from Chagres.

Caledonia carried hides 1091, fustic 54 tons (a yellow dyewood) to Hussey & Mackay; Cocoa nuts 475 to R. Smith.

Letter rated, Act of 1825, 150 to 400 miles, 18½¢ plus 2¢ Ship Letter charge = 20½¢.



SHIP



The U.S. Squadron Acting from Fort Maiton Respectfully Rejoice that the most noble and successful of all has met with success  
October 25<sup>th</sup> 1852



U.S. Frigate Brandywine  
Callao Bay, April 23, 1835.

My Dear Mother.

A vessel is now lying off the harbor & it is rumored that it is bound for Panama, an opportunity which I cannot let pass, although there is some uncertainty whether it will be received. We have been lying here since January, but expect to sail for Payta (which is a few hundred miles to the leeward (?)) in a few weeks. The political commotions of the Country here have been so frequent & attended with so much risque (sic) to the foreign residents - their lives and property that it has become necessary to remain here as the presence of a Man of War may prevent and farther aggressions. A few days since I received a letter from Mr. Woodbury & one from Cousin William Cogswell. Mr. Woodbury enclosed a paper containing Lucy's marriage - & Cousin William wrote that he was present. These were the only letters that I received with the exception of one from Rich just before we sailed. I wrote Mr. Hale a few days since by Captain Horn, which will not be received probably till after this, & wrote Lucy about the middle of March. There is a probability of my being in the United States some time in December on the U.S. Ship Fairfield. Will leave here in August & I have made application to return in her. My health is remarkably good. Out of 500 individuals, officers & men, there are only 6 or 7 sick & those only slightly indisposed. It is very unusual to have so healthy a ship. I have seen within a few days the deaths of two intimate friends, Lt. Eastman & Charles W. Uppam. I was prepared to hear of the latter as he was seriously indisposed, but was surprised to hear of Eastman's death. When at West Point he used to complain slightly of his lungs being affected & was fearful that he would not live long - but he always appeared robust & hearty & his friends were rather disposed to laugh at him as his personal appearance indicated such good health. The only question of deep interest connected with such events is not when we die but how. We may (be sure) the only uncertainty of death is its day - thus, as to-morrow, the time must come. During my sickness at West Point Eastman and Mr. Duffee were my constant attendants, they have now passed that bourne whence none returns.

My love to Lucy & Mr. Hale.

Your affectionate Son,

Thos. R. Lambert.

1836

U. S. Sloop-of-War Vincennes

Letter Singapore to Norfolk, Va.

Vincennes completed 2nd Global Circumnavigation

Vincennes, 700 tons, 127' x 33'-9", draft 16'-6"; complement 80, armament 18 guns. Launched April 27, 1826 at New York.

During her 41 years of service in both peace and war, Vincennes compiled an outstanding record of unprecedented achievements in polar exploration, global cartography, and commercial expansion and protection. Her career paralleled that of the young, expanding, and confident American nation, and began with her departure from New York on September 3, 1826.

Accompanied by the U.S.S. Brandywine, Vincennes rounded Cape Horn, went on to the Society then the Sandwich (Hawaiian) Islands, thence to Macao, the Philippines, across the Indian Ocean to Capetown, South Africa. She returned to New York via St. Helena on June 8, 1830 to become the first American naval vessel to circumnavigate to globe.

After being decommissioned at New York on June 10, 1830, she underwent extensive repairs, she then went to the West Indies after which she again went for an extensive overhaul at Portsmouth, N.H. and placed back in service June 1, 1833.

Vincennes departed Portsmouth in the autumn of 1833 for her second Pacific cruise. She rounded Cape Horn early in 1834, with orders to visit the Fiji and Palau Islands, China and Sumatra and to search for shipwrecked and stranded American seamen. Following a more southerly route westward from South America than that taken previously by any American vessel, Vincennes became the first American warship to call at Guam. She arrived at Singapore on January 25, 1836 (where this letter went aboard), passed through the Straits of Malacca, and called at Quallah Battu on the west coast of Sumatra on February 15. Continuing westward, Vincennes provisioned and watered at Capetown and St. Helena and stood into Hampton Roads, Va. on June 5, 1836 to complete her second circumnavigation of the globe.

She later (1838-42) sailed as flagship for Lt. Charles Wilkes' United States South Sea Surveying and Exploring Expedition to the Antarctic and South Pacific. This nearly four year cruise with naval and civilian scientists is a story unto itself.

After a very varied career including action in the Civil War, Vincennes was sold at public auction at Boston on October 5, 1867.

1836

U.S. Sloop-of-War Vincennes

Letter Singapore to Norfolk, Va

Vincennes completed 2nd Global Circumnavigation

January 5, 1836. A letter datelined at Singapore and headed: p. U.S. Vincennes. It is also endorsed on the face: p. U.S. Ship Vincennes. The Vincennes was at this time homeward bound on her 2nd global circumnavigation. After rounding Cape Horn early in 1834, she visited visited many Pacific Islands, and was the first American warship to call at Guam. She arrived at Singapore on January 25, 1836, where this letter went aboard. It is very unusual to find civilian letters endorsed to U.S. naval vessels as is this one.



June 5, 1836. Vincennes arrived at Hampton Roads nearly 2½ years after leaving Portsmouth early in 1834.

June 8. This letter was handed to the postmaster at Norfolk, Va. Letter was rated, Act of 1825, for a single letter over 400 miles, Norfolk to Providence, R.I. at 25¢ + 2¢ Ship Letter charge = 27¢ due, shown in manuscript.

The letter is from J. Balestier at Singapore, - a forwarding agent and ship broker, concerning the refitting of one of Brown & Ives' ships.

1836

U. S. Surveying Schooner Jersey



June 4, 1836. A letter written at Perth Amboy, New Jersey. The writer, Franklin Clinton, is writing to his friend Dr. Jonathan Folby of the U.S. Navy upbraiding him for not writing, and advising him that Allen McLane has been ordered to the Frigate United States.

June 5. Letter posted at Amboy, unpaid. Rate, Act of 1825, was for a single letter conveyed 150 to 400 miles, Amboy to Washington, D.C. at 18-3/4¢ due.

It is interesting to note that Admiral John Rodgers, in 1836 a passed Midshipman, served a hitch of 6 months on the Jersey in 1836.

N.B.: A passed Midshipman is one who has passed all the tests for Lieutenant, but must await an opening before he can be appointed. In this era such an appointment may be years before it becomes available.

1841

BLACK BALL LINE or OLD LINE

Packet Ship Europe

Liverpool to New York

Seaman drowned off the U. S. Revenue Cutter Dexter

January 18, 1841. A mourning letter headed at Bristol, England from Elizabeth Ryland to the U.S. Secretary of the Navy asking how to obtain the effects of her son George, a seaman aboard the U.S. Revenue Cutter Dexter who was drowned February 20, 1840, after accidentally falling overboard. As the revenue cutter was under the Treasury Department, the Secretary of the Navy referred her to the Secretary of the Treasury.



January 18. Letter paid at Bristol at one shilling, the Packet Letter rate. It was endorsed: By first Ship from Liverpool.

January 19. Liverpool Ship Letter backstamp. The letter went out on the Black Ball Line ship Europe.



N.Y. Shipping List and Price Current. Arrived at New York March 2, 1841. Ship Europe, Marshall.... Liverpool.

This letter was erroneously rated at 6¢ for a Ship Letter addressed to the port of entry. It should have been rated for a letter 150-400 miles, Act of 1825, at 18-3/4¢ + 2¢ Ship Letter charge = 20-3/4¢ due.

1837

SHIP LETTERS

SYRA, GREECE TO DOVER, N.H. VIA MARSEILLES & N.Y.

1<sup>o</sup> LIGNE DU LEVANT, Paquebot Eurotas, Syra to Marseilles

Ship Georges, Capt Sill, Marseilles to New York

Letter from U. S. Frigate Constitution in the Mediterranean

*back*  
*back*  
*back*  
~~Mr. G. P. ...~~  
~~...~~  
 18.  
~~Care of Fitch, Boston & Co.~~  
 Marseilles  
 Mrs. Lucy H. L. Hale  
 Care of John P. Hale, Esq.  
 Dover  
 New Hampshire  
 U. S. States of America

SYRA  
 10  
 ROYAL  
 1837

PP

L. R. L.  
 27  
 1837

1837

SYRA, GREECE TO DOVER, N.H. VIA MARSEILLES AND NEW YORK

1<sup>o</sup> LIGNE DU LEVANT, Paquebot Eurotas, Syra to Marseilles

Fumigation at Marseilles

Forwarding Agent:

Fitch Brothers & Co. Marseilles

Ship Georges, Capt. Sill, Marseilles to New York

Letter from U.S. Frigate Constitution in the Mediterranean Sea

July 27, 1837. Letter datelined at Syra, one of the Greek islands, aboard the U.S.S. Constitution ("Old Ironsides") one of the ships of the Mediterranean Squadron. The writer endorsed it "Care of Fitch Brothers & Co., Marseilles" and noted on reverse, "Charge T.R. Lambert, Frigate Constitution, Care of Fitch Bros."

July 16 (Julian or "old" calendar date still in use in Greece was equivalent to July 27 in the Gregorian or "new" calendar.) Letter put into the post at Syra (modern name Siros) and paid to Marseilles, marked paid in Greek ΠΑΡΠΟΜΕΝΟΝ. 10 lepta back note in pen, which was charged to T.R. Lambert.

August 7 (Gregorian). The 1st Ligne du Levant under the Administration of the French Post paquebot Eurotas left Constantinople on her 2nd return voyage. She touched at Syra August 11 where this letter went aboard. She then proceeded for Marseilles via Malta and 3 western Italian ports. She arrived Marseilles August 21.

Upon arrival at Marseilles, the letter was fumigated at the lazaretto there and backstamped, "Purified at Marseilles." One horizontal and two vertical slits (rastel marks) were cut through the letter to admit the fumigation fumes.



August 23 (circa). Fitch Brothers deleted their address, paid the 20 decimes postage "Port Payee" and forwarded the letter on to the U.S. It was handed by the Marseilles post office to Capt. Sill of the Ship Georges, bound for New York.

November 6. Shipping and Commercial List, New York. Arrived Nov. 4, 5, ship Georges, Sill, Marseilles.

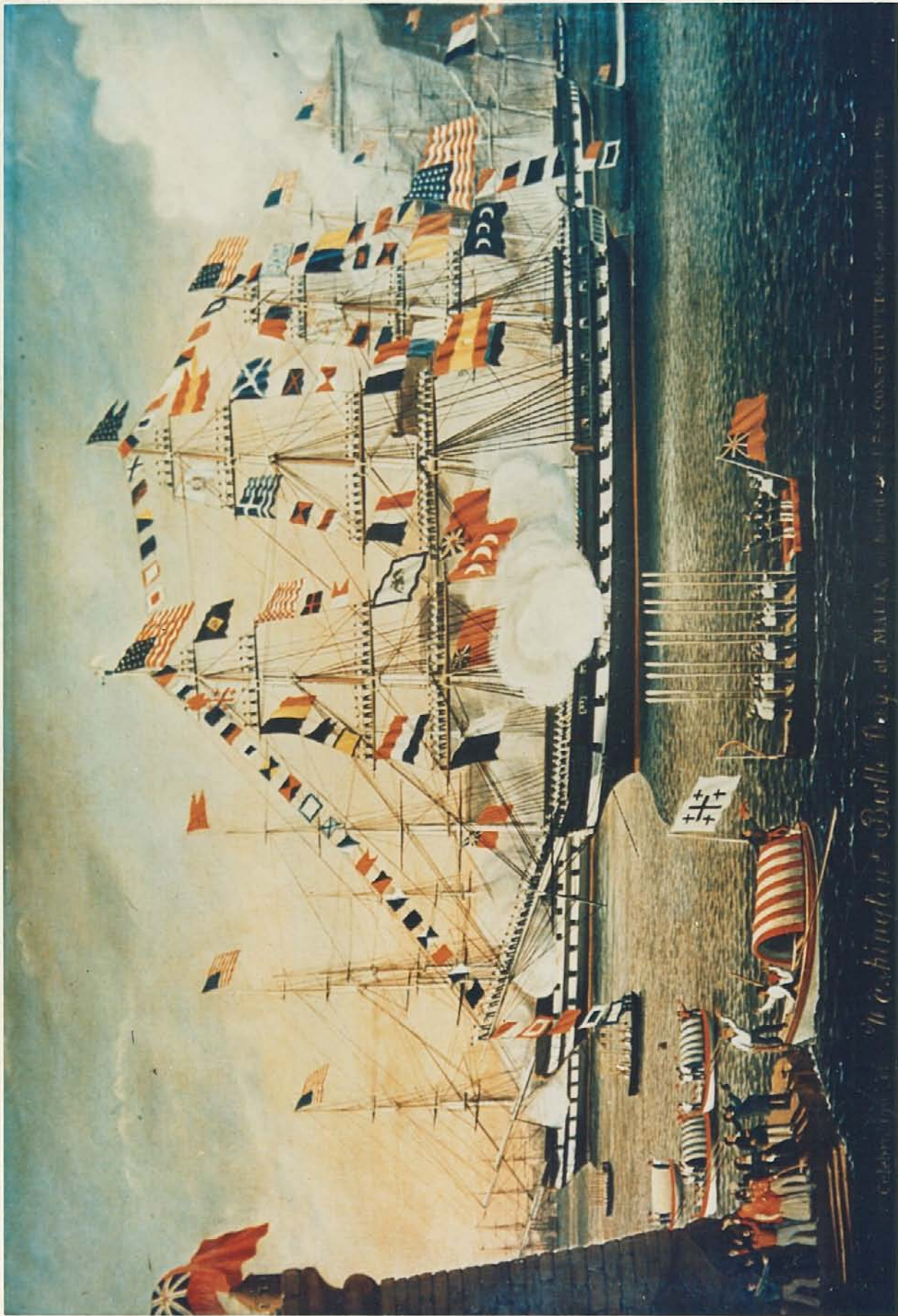
Letter rated Act of 1825, single, 150 - 400 miles, 18-3/4¢ + 2¢ Ship Letter fee = 20-3/4¢ due, shown in manuscript.



SHIP

5205

*Purified at Marseilles*



*Celebration of Washington's Birthday*  
at Malta on board U.S. Frigate  
Constitution, 1837.  
Oil by J.G. Evans, U.S. Naval  
Academy Museum.



1838

TRANSATLANTIC MAIL

The Packet Services



HAVRE - SECOND LINE

Packet Ship Erie

John J. Boyd

Letter from U.S. Frigate United States at Marseilles

August 15, 1838. Letter datelined, "Frigate United States, Marseilles," describes the frigate having been at Port Mahon in the Baleric Islands and not having pratique (to be out of quarantine.) He also mentions the captain of the Frigate Constitution having left the fleet with a load of animals and referred to as, "Old Ironsides transmorgafied into a Jackass frigate."



August 17. Letter paid 12 decimes (manuscript on reverse) Port Payee (P.P.), Marseilles to Havre.

August 20. Paris transit backstamp.

August 24. The packet ship Erie, Captain Funk, of the Havre-Second Line sailed from Havre.

October 9. Erie arrived at New York, Letter subject to double Act of March 3, 1825, rate of  $18-3/4¢ \times 2 = 37\frac{1}{2}¢ + 2¢$  Ship Letter charge =  $39\frac{1}{2}¢$  due, per manuscript.

Frigate United States was the first American warship to be launched in 1797 under the naval provisions of the Constitution, 4 months before her sister ship Constellation and  $5\frac{1}{2}$  months before Constitution. She served in the Mediterranean Squadron from 1833 to 1838. In 1812 she had defeated the British H.M.S. Macedonian south of the Azores.

N.B.: Cover fumigated at Marseilles, note 2 vertical slits to allow penetration of fumigating vapors.

1838

SHIP LETTERS

BALTIMORE, MD., SHIP

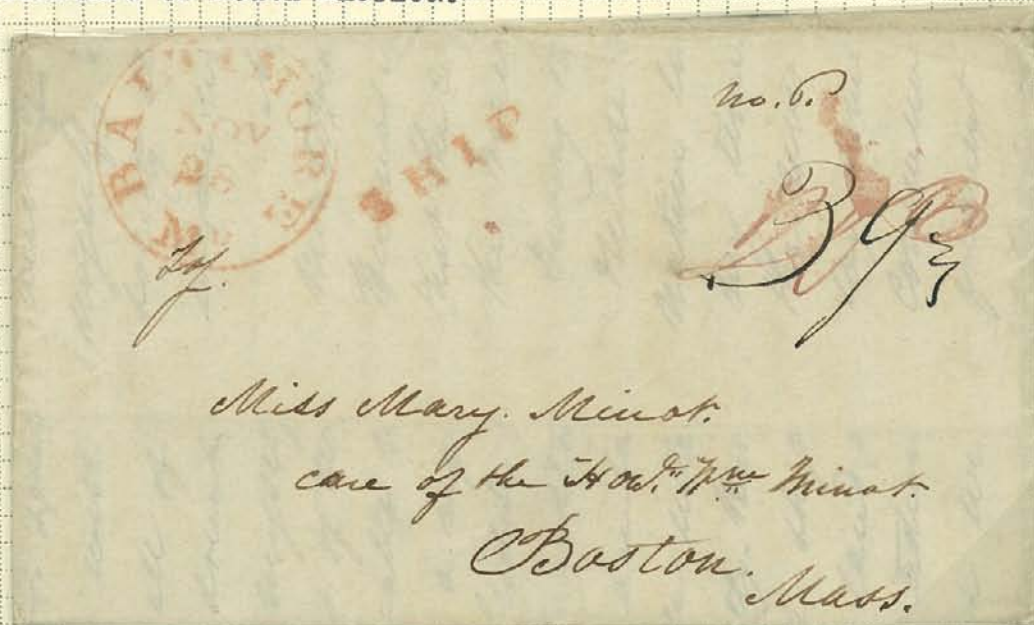
U. S. S. Independence at Rio de Janeiro

The Independence was the first ship-of-the-line commissioned in the U.S. Navy, launched 22 June 1814, in the Boston Navy Yard. She immediately took on guns and was stationed with frigate Constitution to protect the approaches to Boston Harbor. She led her squadron from Boston 3 July 1815, to deal with piratical acts of the Barbary Powers against American merchant commerce.

She was placed in ordinary in 1822, and remained at Boston until 1836, when she was razed or cut down to one covered fighting deck with poop and forecastle, rated at 54 guns and referred to as a "raze" or a frigate. She was commissioned 20 May 1837, as flagship for Commodore John B. Nicholson. After a cruise to Russia she departed Cronstadt 13 August 1837 for Rio de Janeiro, where she became flagship of the Brazil Squadron to guard American commerce along the eastern seaboard of South America.



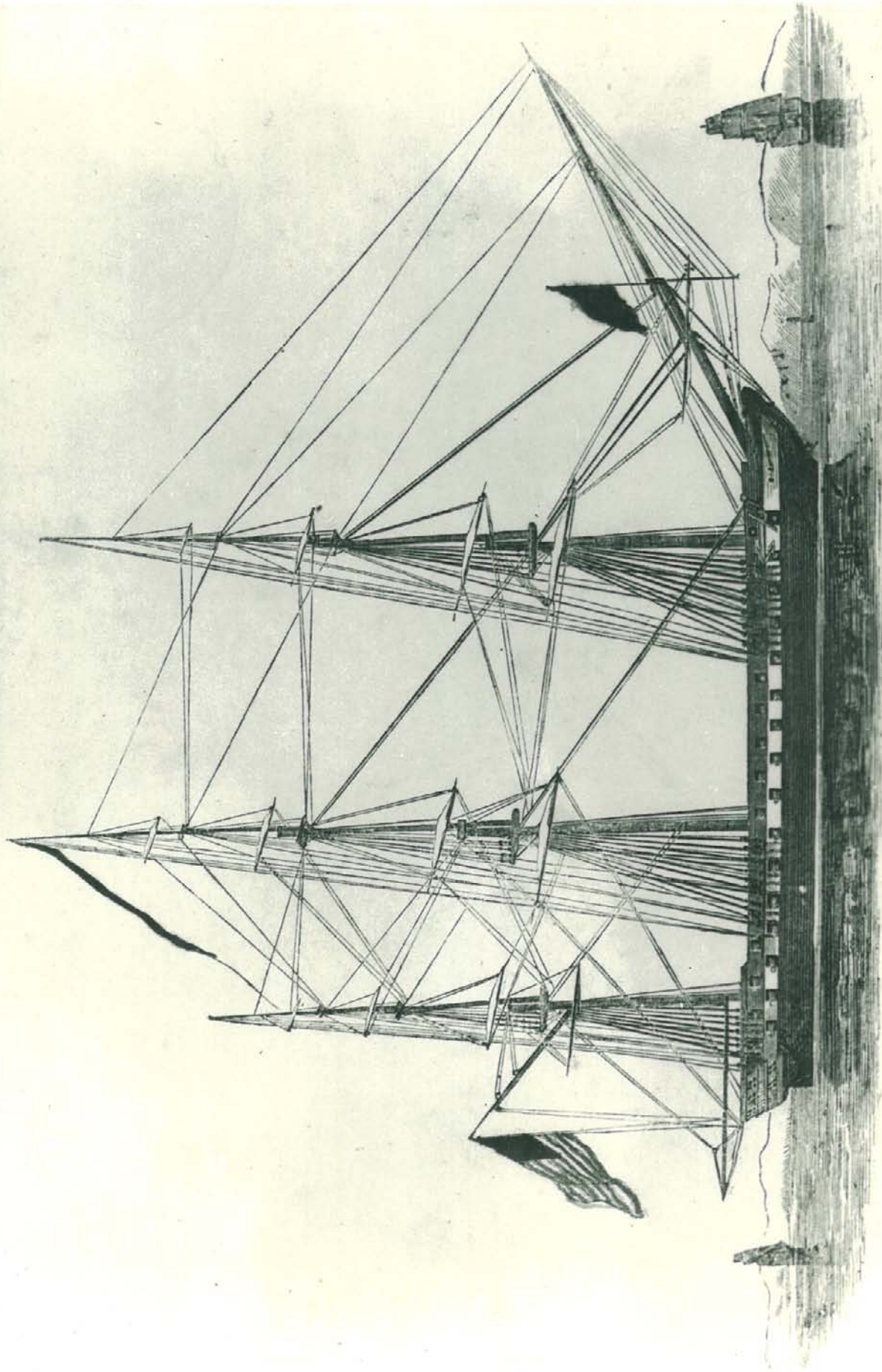
SHIP



Sept. 30, 1838. Letter datelined aboard U.S.S. Independence by an officer to his niece Mary Minot at Boston. He describes the drunkenness and scandalous behavior of the Americans at parties shore which resulted in their banishment. He also makes unkind remarks about the Commodore.

November 28. Two vessels arrived at Baltimore this day from Rio, both no doubt travelling together, Barque Hortensia, Focke, and Brig Harriet, Phillips.

Letter rated Act of March 3, 1825, as a double letter 150 to 400 miles at  $18\text{-}3/4\text{¢} \times 2 = 37\frac{1}{2}\text{¢} + 2\text{¢}$  Ship Letter charge =  $39\frac{1}{2}\text{¢}$ . It had originally been rated as a single letter at  $20\text{-}3/4\text{¢}$ .



United States Frigate INDEPENDENCE, at Anchor.

1838-39

SHIP LETTERS

BALTIMORE MD/SHIP

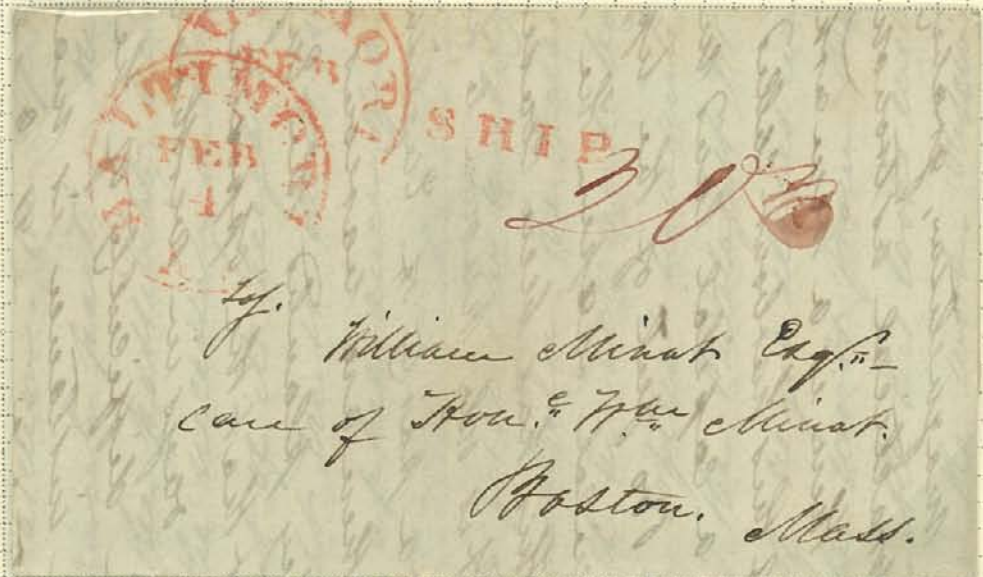
U. S. S. Independence at Rio de Janeiro

December 13, 1838. Letter datelined aboard the Razez (or Frigate) Independence. Letter tells of the activities of the Exploring Expedition which was charting the seas about Argentina, studying magnetism, botany, natural history, philology, etc. of the area.

The Independence, built in 1814, had been cut down in 1837 from a ship-of-the-line to a razez with one fighting deck. She was flagship for Commodore John B. Nicholson of the Brazil Squadron to guard American commerce along the eastern shore of South America.

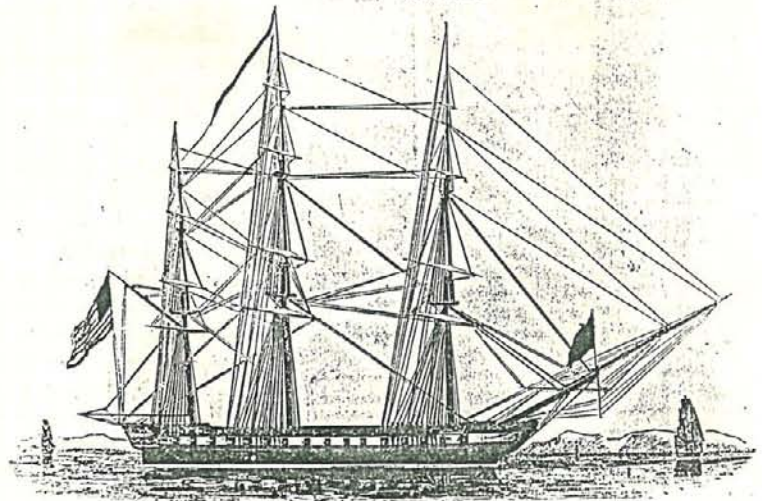


SHIP



Feb. 4, 1839. Two vessels from Rio de Janeiro arrived this day at Baltimore, Brig Orleans, Lewis and Brig Arctic, Phillips, no doubt travelling together.

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



United States Razez or Frigate INDEPENDENCE, at Anchor.

ca. 1889

U. S. Receiving Ship Independence  
At Mare Island Navy Yard,  
California

Use of the Navy Department  
penalty clause handstamp.

NAVY DEPARTMENT,  
U. S. R. S. "INDEPENDENCE",  
NAVY YARD, MARE ISLAND, CAL.  
OFFICIAL BUSINESS,  
PENALTY FOR PRIVATE USE \$300

Lieutenant W. C. Sewell, U.S.N.,  
NAVY YARD,  
MARE ISLAND, CAL.

(Naval Observatory)

ca. 1889

U. S. Receiving Ship Independence at Mare Island, California  
Penalty clause handstamp

The Independence was the first ship-of-the-line commissioned in the U.S. Navy, launched 22 June 1814 at the Boston Navy Yard. She immediately took on guns, and was stationed with the frigate Constitution to protect the approaches to Boston Harbor. She led her squadron from Boston 3 July 1815, to deal with piratical acts of the Barbary Powers against American merchant commerce.

She returned to Newport 15 November 1815, and was the flagship of Commodore Bainbridge at Boston until 29 November 1819, then flagship of Commodore John Shaw until placed in ordinary in 1822.

In 1836 she was razed or cut down to one covered fighting deck with poop and forecastle. She became a frigate known as a "razee". She had a varied career including during the Mexican War as flagship of Commodore William B. Shubrick, commanding the Pacific Squadron. After much service in the Pacific, she entered Mare Island Navy Yard 2 October 1857. She served as a receiving ship there until decommissioned 3 November 1912. Her name was struck from the Navy List 3 September 1913. The sturdy veteran of the days of wooden ships and iron men had survived more than a century, 98 years of which were serving the U.S. Navy.

This envelope, which bears the U.S.R.S. "INDEPENDENCE" penalty handstamp was posted as interoffice correspondence at the Mare Island Navy Yard, California. The addressee, Lt. William Eldridge Sewell, was assigned to the Mare Island Navigation Office on 22 July 1887. On 24 March 1891, he was detached to the U.S. Lancaster. Addressed to Lt. Sewell, this letter was used during his tour of duty at Mare Island.

1839

HAVRE - SECOND LINE

Packet Ship Baltimore

Boyd & Hincken

U. S. Ship-of-the-Line Ohio at Marseilles

Designed by Henry Eckford, Ohio was laid down at New York Navy Yard in 1817 and launched 30 May 1820. She went into ordinary (mothballed) and in the ensuing years decayed badly. Refitted for service in 1838, Ohio sailed 16 October 1838 to join the Mediterranean Squadron under Commodore Issac Hull. Acting as flagship for two years, she protected commerce and suppressed the slave trade off the African coast.



Mar. 29, 1838 (sic). Letter datelined at Locust Woods and directed to the forwarding agent Gilpin's Exchange Reading Room and Foreign Letter Office. They endorsed it: p. Baltimore.

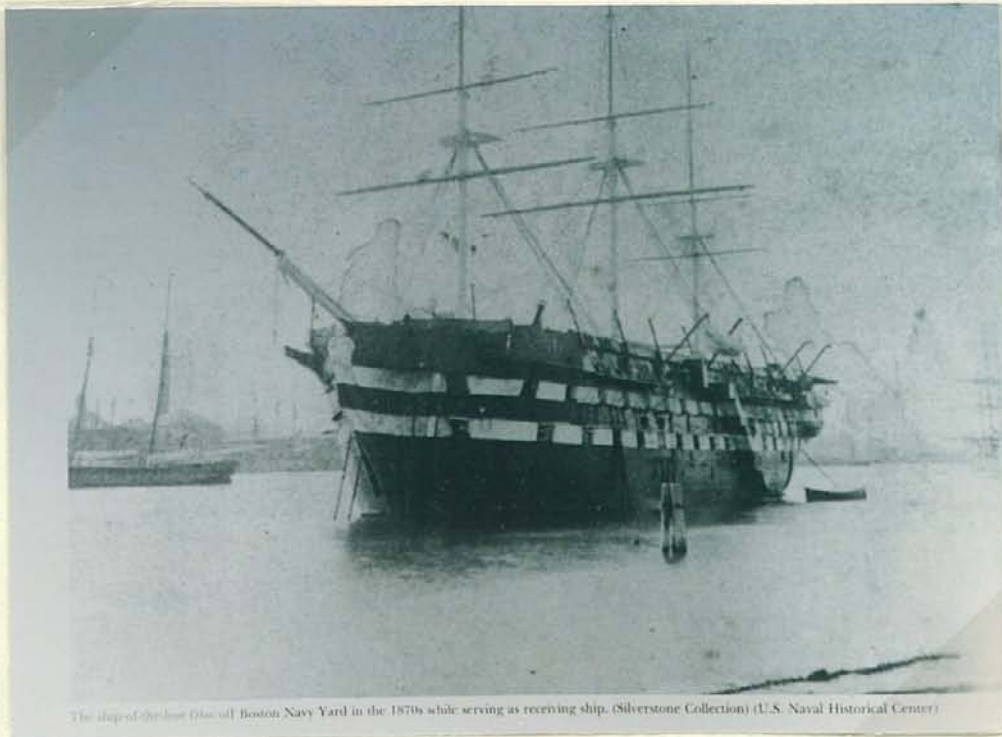
N.Y. Journal of Commerce. PORT OF NEW YORK, April 1, 1839. CLEARED, Packet Ship Baltimore, Funk, Havre, Boyd & Heniken.

May 5. Arrival of Baltimore at Havre. It was handled as a Ship Letter, Outre-Mer "overseas." Letter routed through Paris May 6, backstamp, rate of 18 decimes due, French Ship Letter charge plus inland postage.



1870's

U.S. Ship of the line Ohio



A view of the Ship-of-the-Line Ohio off Boston Navy Yard in the 1870's while serving as a receiving ship.

Ohio was laid down at New York Navy Yard in 1817 and launched May 30, 1830. Her tonnage was 2724 tons, length 197', beam 53'. She went into ordinary and in the ensuing years decayed badly. Refitted for service in 1838, Ohio sailed October 16, 1838 to join the Mediterranean Squadron. Acting as flagship for 2 years, she protected commerce and suppressed the slave trade off the African coast. In 1840 Ohio returned to Boston where she again went into ordinary. From 1841 to 1846 she served as a receiving ship.

She was recommissioned December 7, 1846 and sailed January 4, 1847, for the Gulf of Mexico to meet the Navy's needs of the Mexican War.

A. White photo.



1820

U.S. Ship-of-the-Line Ohio



U. S. S. OHIO



USA 22



Of the People  
By the People  
For the People



# GREAT FIGHTING SHIPS OF THE 50 STATES

## U.S.S. OHIO

The U.S.S. *Ohio* was the first of a new class of ship-of-the-line designed by William Doughty and built by Henry Eckford, then America's foremost naval design and construction team. She was launched on 30 May 1820 and was unanimously proclaimed one of the most splendid ships in the U.S. Navy. However, due to economic measures she was mothballed until 1837. After extensive refitting the U.S.S. *Ohio* received her commission on 11 October 1838 with Captain Joseph Smith commanding. On 16 October 1838, she sailed to join the Mediterranean Squadron under Commodore Issac Hull, acting as his flag ship. For two years she protected America's commercial interests and

Original painting by Charles Lundgren

suppressed the slave trade off the African coast. U.S.S. *Ohio* proved to be an excellent sailing vessel easily running at twelve knots while "possessing in so great a degree all of the qualifications of a perfect vessel." U.S.S. *Ohio's* most historic moment came during the Mexican War. On 27 March 1847 she arrived off the coast of Vera Cruz and unloaded ten guns and helped lead the siege of that city. Her presence there forced the Mexicans to surrender. Later, her seaworthiness made her an integral part of the American fleet in the Atlantic and Pacific. This Commemorative Cover is postmarked on the anniversary of this great fighting ship's arrival at Vera Cruz.

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1841

U. S. Ship-of-the-Line Ohio at Port Mahon

HAVRE - SECOND LINE: Packet Ship Oneida, Maiden Voyage

U. S. S. Ohio, Port Mahon to Boston

February 27, 1841. A personal letter written at Philadelphia by the daughter of William Sinclair, Purser of the U.S. Ship Ohio which was stationed at the U.S. Naval base in the Mediterranean Sea at Port Mahon. The letter was sent under cover to a forwarder at New York, who noted at the lower left of the face: p. Havre packet/Oneida. It was handed directly to the purser of the Havre-Second Line's packet ship Oneida, hence has no U.S. postal markings.

Shipping and Commercial List, N.Y. VESSELS UP FOR FOREIGN PORTS:  
Ship Oneida (new,) Funck, 7 N.R., 1st March. Boyd & Hincken.

March 1. The Oneida sailed from New York for Havre on her Maiden Voyage. She was in service for the line 1841-50.



1841

U. S. Ship - of - the - Line Ohio at Port Mahon  
U. S. S. Ohio, Port Mahon to Boston



9

May 21. The Oneida had arrived at LeHavre, and the bagged mails for the U.S. Fleet at Port Mahon were trans-shipped to the U.S. Naval Dispatch Agent Fitch Brothers & Co. at Marseilles, as addressed. This letter was there marked "OUTRE MER", a Ship Letter designation or "Overseas". At Marseilles it was rated at 2 decimes, the rate for a single Ship Letter addressed to the port of arrival. Fitch Brothers & Co. deleted their name and address as well as the Oneida endorsement, and forwarded the letter by pouch to Port Mahon, as noted on the letter face.

May 26. This letter just reached Mr. Sinclair in time. His notes on the reverse read:

Mrs. E.S. Comtant  
Phil<sup>a</sup> Feby 27th  
Rec'd Mahon May 26th, 1841  
Sailed from Mahon for  
the U.S. Sat. 29th May.

Sinclair carried this letter home with him.

Shipping and Commercial List, N.Y. Arrived at Boston, July 7, 1841, U.S. Ship Ohio, Lavalette...Mediterranean.

N.B.: One other eastbound transit possibility exists for this letter.

Shipping and Commercial List, N.Y. March 5, 1841. Cleared Philadelphia, Ship Chandler Price, Dunlevy...Trieste.

This vessel could have made a port-of-call at Marseilles en route to Trieste, although the endorsement to the Oneida would indicate handling by her via LeHavre.

1844

U. S. Frigate United States at Callao, Peru

The ship United States was one of six frigates authorized by Congress on March 27, 1794, and was built at Philadelphia, launched May 10, 1797. She entered the water 4 months before the launching of sister ship Con-  
stellation and 5½ months before Constitution at Boston. She had a very active and varied career including an illustrious part in the War of 1812. After being decommissioned and placed in ordinary, the United States was in the Pacific Squadron from 1824-27, then served in the Mediterranean Squadron from 1833-38, then with the Home Squadron 1839-40. She was designated the new flagship of the Pacific Squadron in January 1842, and served there until 1844, during which time the letter below was written.



SHIP



February 9, 1844. Letter headed Callao - Frigate United States. The writer, Alonzo C. Gaeliton, writes to his uncle at Schenectady, N.Y. about an encounter with the Peruvian authorities over the decision of Capt. Armstrong of the United States to repair an American vessel, the brig Whig. Peruvian laws requiring to be made on foreign vessels by local mechanics. Notwithstanding, the U.S. captain prevailed by a show of force and the Americans from the United States finished the repairs of the Whig. This letter was sent to the U.S. by an "opportunity".

June 17. The Price Current and Shipping List (N.Y.) records the arrival of two vessels that could have carried this letter: Arrived New Bedford, June 17, 1844, Ship Dartmouth, Wimpenny, Pacific Ocean and Barque LaFayette, Howland, Pacific Ocean.

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