

1840

BRITISH & AMERICAN STEAM NAVIGATION CO.
S.S. President Maiden Outbound Voyage



July 31, 1840. Letter headed at Manchester, England and endorsed: per President. It was paid at the 8d. British Ship Letter rate in effect in Britain from 1840.

August 1. Transit Ship Letter handstamp at Liverpool, the British port of the British & American Steam Navigation Co.

The S.S. President sailed from Liverpool on this date on her maiden voyage. In all, she made only 2 round voyages as she went missing on her 3rd return voyage from New York March 11, 1841. 136 lives were lost.



August 17. President arrived at New York, N.Y. SHIP transit mark August 18. This letter was rated, N.Y. to Boston, at the Act of 1825, rate of 18-3/4¢ for a single letter conveyed 150 to 400 miles plus 2¢ Ship Letter charge = 20-3/4¢ due, shown in manuscript.

1840

BRITISH & AMERICAN STEAM NAVIGATION CO.
S.S. President Maiden Voyage

The 2366 ton wooden paddle steamer President made only two round voyages, Liverpool - New York. On her 3rd return voyage from N.Y. March 11, 1841, she went missing with the loss of 136 lives.



8



8

July 31, 1840. Letter posted at Birmingham, England and endorsed: p President Steamer. It was paid at the Ship Letter rate of 8d. (red manuscript,) Birmingham to Liverpool, the latter being the port city of the British & American Steam Navigation Co.

August 1. Transit backstamp at Liverpool as a Ship Letter. The President sailed this date for New York on her maiden voyage.

August 17. President arrived at New York. The letter was there rated at the U.S. rate of 6¢ for a single Ship Letter addressed to the port of entry, this charge shown in manuscript.

1840

TRANSATLANTIC MAIL

British & American
Steam Navigation Co.
S. S. President

Blue Swallow Tail Line
N.Y. to Liverpool
Packet Ship Roscoe



1840

TRANSATLANTIC MAIL

British & American
Steam Navigation Co.
S. S. President

Blue Swallow Tail Line
N.Y. to Liverpool
Packet Ship Roscoe

25



25

PAID

August 27, 1840. This letter was posted at Charleston, S.C. and paid at the Act of March 3, 1825, rates at 25¢ for a single letter going over 400 miles, Charleston to New York. It was endorsed "President" indicating it was to go to Liverpool aboard the S.S. President of the British & American Steam Navigation Co. This routing required payment of 25¢ Freight Money to B. & A. Steam Nav. Co. which was paid in cash to the postmaster at Charleston who forwarded the Freight Money on to New York with the letter. Hence, the "25" was struck twice showing that inland 25¢ + Freight Money 25¢ had both been paid.



TOO LATE

Sept. 3. The letter arrived at N.Y. Sept. 3, but the British steamer President, Capt. Fayrer, had cleared N.Y. Aug. 31 and

sailed Sept. 1 from Wadsworth & Smith, on schedule for Liverpool. This letter was marked with the possibly unique New York "TOO LATE" in red indicating that it did not arrive at N.Y. in time for the sailing of the President.

Sept. 5. The Packet Ship Roscoe, Capt. Huttleston, of the Blue Swallowtail Line cleared at the port of New York this date at 19 East River dock of Grinnell, Minturn & Co. for Liverpool.

LIVERPOOL
SHIP LETTER

Sept. 29. Roscoe arrived at Liverpool and letter rated at the standard 8d. rate for an incoming packet letter. Backstamped at Liverpool "SHIP LETTER".

GLASGOW
30SEP1840
2 PM

Sept. 30. Dated boxed backstamp at Glasgow. Letter, addressed to Greenock, N.B. (North Briton), was erroneously sent to Glasgow where it received three marks, including the interesting "MISSENT TO GLASGOW" handstamp on the face. 8d. included forwarding on to Greenock.

MISSENT
TO
GLASGOW

GLASGOW
SEP 30
1840

1840

BRITISH & AMERICAN STEAM NAVIGATION CO.

S.S. President

Maiden Voyage, Return

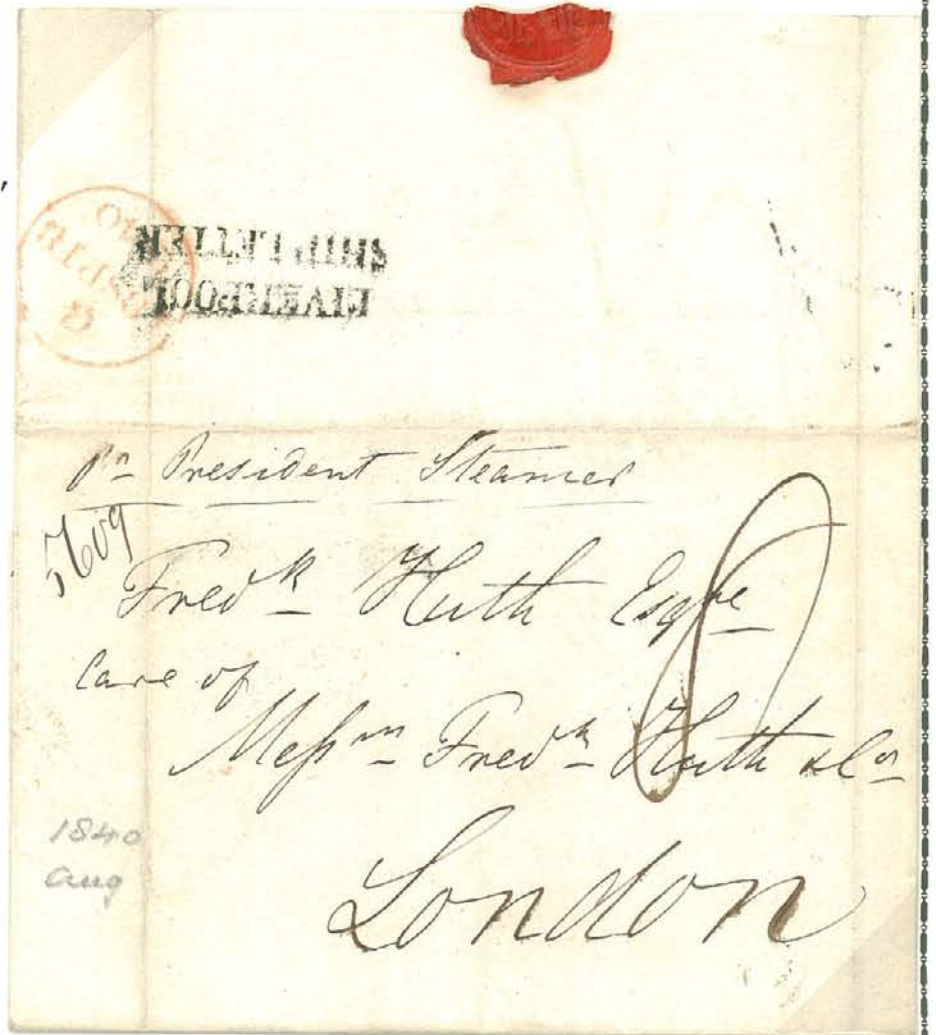
President made only two round voyages, being lost on her third return voyage from New York. Her voyages were:

<u>Depart L'pool</u>	<u>Arr. N.Y.</u>	<u>Dep. N.Y.</u>	<u>Arr. L'pool</u>
Aug. 1, 1840	Aug. 17	Sept. 1*	Sept. 17
Oct. 1	Oct, 18	Nov. 2 (returned NY.	Nov.9)
		Nov.10	Nov. 27
Feb. 10, 1841	Mar. 3,'41	Mar.10 (went missing).	

Aug. 31, 1840.
 Letter docketed at New York and endorsed: pr. President Steamer. President was launched Dec. 7, 1839, and made her 1st crossing, Liverpool to N.Y. Aug.1, 1840, On this passage she was making her 1st return voyage, departing from N.Y. Sept. 1, this letter aboard her. The letter was handed directly to the purser of the steamer.

LIVERPOOL SHIP LETTER

G
 185P18
 1840



Sept. 17. President arrived at Liverpool and this Ship Letter handstamp was struck on the reverse.

Sept. 18. Letter arrived at London, arrival backstamp. It was rated at 8d., the standard British Ship Letter rate after 1840. This rate included delivery to anywhere in the United Kingdom.

1840

BRITISH & AMERICAN STEAM NAVIGATION CO.
S.S. President 2nd Outbound Voyage

9th mo.30, 1840. Letter Quaker dated at Liverpool. It refers to a letter by the Roscoe, arrived yesterday. Roscoe was a sailing packet of the Blue Swallow Tail Line, New York to Liverpool. Letter notes the enclosure of another letter, and that Capt. Fayrer does not go out with the President (as commander). Instead, Capt. Keane commanded the President on her 2nd and penultimate voyage. Lt. Richard Roberts, who was transferred from the British Queen was doomed to command her on her last voyage when she went missing.



October 1. Letter endorsed: "President". Because of the enclosures noted above, this letter was rated at double the standard Ship Letter rate. effective January 10, 1840, at 8d. x 2 = 16d., shown as 1/4 (1sh.4d.) in red manuscript, prepayment compulsory. The President sailed this date from Liverpool on her 2nd outbound transatlantic passage.

October 18. President arrived at New York. Letter rated in New York at 6¢ due for a Ship Letter addressed to the port of arrival.

1840

BRITISH & AMERICAN STEAM NAVIGATION CO.

S.S. President

2nd Outbound Voyage

President made only two round voyages, being lost on her 3rd return voyage from New York. Her voyages were, as follows:

<u>Depart L'pool</u>	<u>Arr. N.Y.</u>	<u>Dep. N.Y.</u>	<u>Arr. L'pool.</u>
Aug. 1, 1840	Aug. 17	Sept. 1	
Oct. 1*	Oct. 18	Nov. 2 (returned to NY Nov. 9)	
		Nov. 10	
Feb. 10, 1841	Mar. 3, '41	Mar. 10 (went missing.)	

PLYMOUTH
29 SE
1840
C

SHIP LETTER
1 OCT 1
1840
LIVERPOOL



Sept. 29, 1840.
This letter, posted at Plymouth, suitably endorsed: p President from Liverpool, was paid at the rate of 4sh'gs., (4= in red), being 4X Ship Letter rate (8d. single if from port of departure, 1sh. if elsewhere in the U.K.) This is a scarce and unusual rating.

Oct. 1. * Transit at Liverpool. S.S. President sailed this date on her 2nd outbound voyage to New York.

October 18, 1840. Docket notes receipt at the offices of Abraham Bell & Co., which agrees with the President's arrival date recorded by the N.Y. Shipping List.

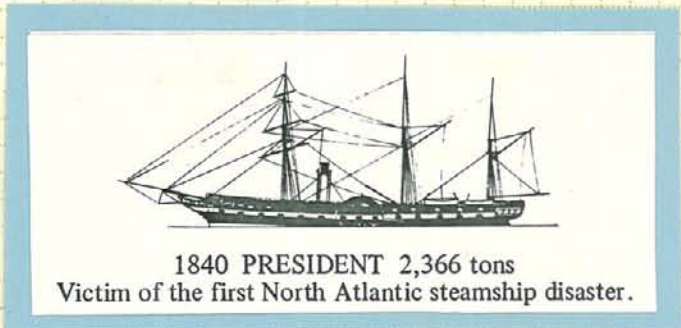
Letter rated 6¢ for a Ship Letter addressed to the port of arrival. The N.Y. office under-rated the letter which should have been charged at 4 rates.

1840

BRITISH & AMERICAN STEAM NAVIGATION CO.

S.S. President

2366 tons, 243 ft. x 41 ft., clipper bow, wooden paddle steamer, 2 cylinder side lever engine, 9 knots. Curling & Young, London, engines Fawcett & Preston, Liverpool. Launched Dec. 7, 1839, maiden voyage Aug. 1, 1840, L'pool to N.Y. President made only two round voyages, being lost on her 3rd return voyage from N.Y. March 11, 1841, 136 lives lost.



Her voyages were as follows:

<u>Depart L'pool</u>	<u>Arr. N.Y.</u>	<u>Dep. N.Y.</u>	<u>Arr. L'pool</u>
Aug. 1, 1840	Aug. 17	Sept. 1	
Oct. 1	Oct. 18	Nov. 2 (returned to N.Y. Nov. 9)	
		Nov. 10	
Feb. 10, 1841	Mar. 3, 1841	Mar. 10 (went missing).	

BRISTOL
SP27
1840
E

SHIP LETTER
28SP28
1840
LIVERPOOL

Sept. 27, 28, '40.
Paid 1/- for
British Packet
transatlantic,
missed the Bris-
tol sailing of
the Great West-
ern, so sent to
L'pool where the
President sailed
Oct. 1 for N.York.

NEW YORK
SHIP
OCT
18



Oct. 18, arrival President at N.Y., subject to Act of Mar. 3, 1825 rate of 18-3/4¢, zone 150-400 mi., N.Y. to Skaneateles + 2¢ Ship Letter charge = 20-3/4¢. A scarce cover.

1840

TRANSATLANTIC MAIL
THE CUNARD LINE

R.M.S. Acadia, Boston to Liverpool via Halifax

Letter refused per S.S. President at N.Y., no Freight Money paid



PAID

Handwritten signature in red ink.

October 29, 1840. A paid letter posted at Baltimore and endorsed: p. Steamship/President. It was paid at triple the Act of 1825 rate for a letter conveyed 140-400 miles at $18\text{-}3/4\phi \times 3 = 56\frac{1}{4}\phi$, shown in manuscript. This carried the letter only to the intended port of embarkation at N.Y.



Because 25¢ in Freight Money had not been paid, the British & American Steam Navigation Co. refused this letter, so the word "President" was deleted in pencil, and it was forwarded on to Boston at no further charge to meet the 2nd return voyage of R.M.S. Acadia departing Boston Nov. 1. The President didn't sail until Nov. 2, but was forced back to N.Y. by a severe gale, returning on Nov. 9. She sailed again on Nov. 11, arriving at Liverpool November 27.

November 15. Acadia arrived at Liverpool, mail forwarded to London for a November 16 arrival, backstamp. Letter was there rated as a triple Ship Letter at $8d. \times 3 = 24d. = 2$ shillings, shown as 2/- in manuscript.

From a practical point of view, the sender gained time as well as money on this letter. As the President didn't arrive at Liverpool until Nov. 27, and the Acadia was already there on Nov. 15, he saved not only the 25¢ Freight Money, but also 12 days in transit time.

1840

BRITISH & AMERICAN STEAM NAVIGATION CO.

S.S. President

2nd Return Voyage

President, although a larger ship than British Queen, proved a disappointment. This letter was carried on her 2nd homeward voyage leaving Nov. 1, 1840. She encountered a severe gale, covered only 300 miles in six days and put back into New York on Nov. 9. She left again on Nov. 10 and reached Liverpool on the 27th after a passage of 16½ days. She went missing on her 3rd return voyage March 11, 1841.

November 1, 1840. Letter docketed inside on Nov. 1 and endorsed: p. Steamer President. President sailed on this date.

Nov. 9. President returned to the Port of New York.

N.Y. Shipping & Commercial List, Wednesday Nov. 11, 1840

MEMORANDA: Br. steamer President, Keane, hence for Liverpool 2nd inst. returned on Monday for a fresh supply of fuel, having had head winds and gales since sailing, and not enough coal left to have reached England. She had only proceeded about 300 miles and burned 400 tons of coal.

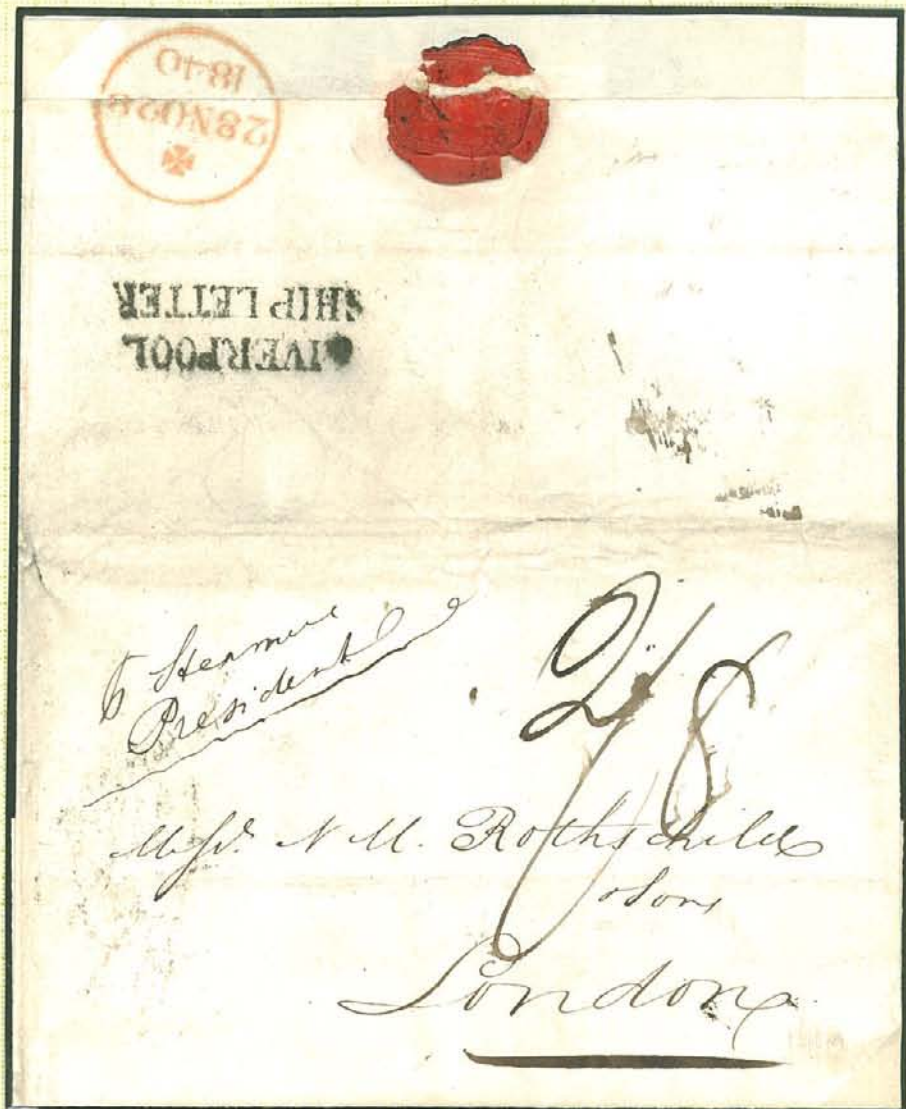
Nov. 10. President again departed for Liverpool.

LIVERPOOL
SHIP LETTER



November 27, 1840.
President arrived at Liverpool and letter backstamped as an incoming Ship Letter. Nov. 28 arrival at London.

Letter was rated as a quadruple letter, at the standard 8d. Ship Letter rate in effect after 1840 x 4 = 32d. or 2/8d., shown as due in manuscript.



1840

BRITISH & AMERICAN STEAM NAVIGATION CO.

S.S. President

2nd Return Voyage

2nd November sailing from N.Y.

The President departed from New York on November 2, 1840, on her 2nd return voyage. She encountered a severe gale and was forced to return back, arriving at New York on November 9. She had had head winds since sailing and returned for a fresh supply of coal, not having enough to reach England. She had proceeded only about 300 miles and burned 400 tons of coal. Ferd. Karck & Co. at New York took advantage of her return and put this letter, dated November 10, aboard her. It is endorsed: p President.

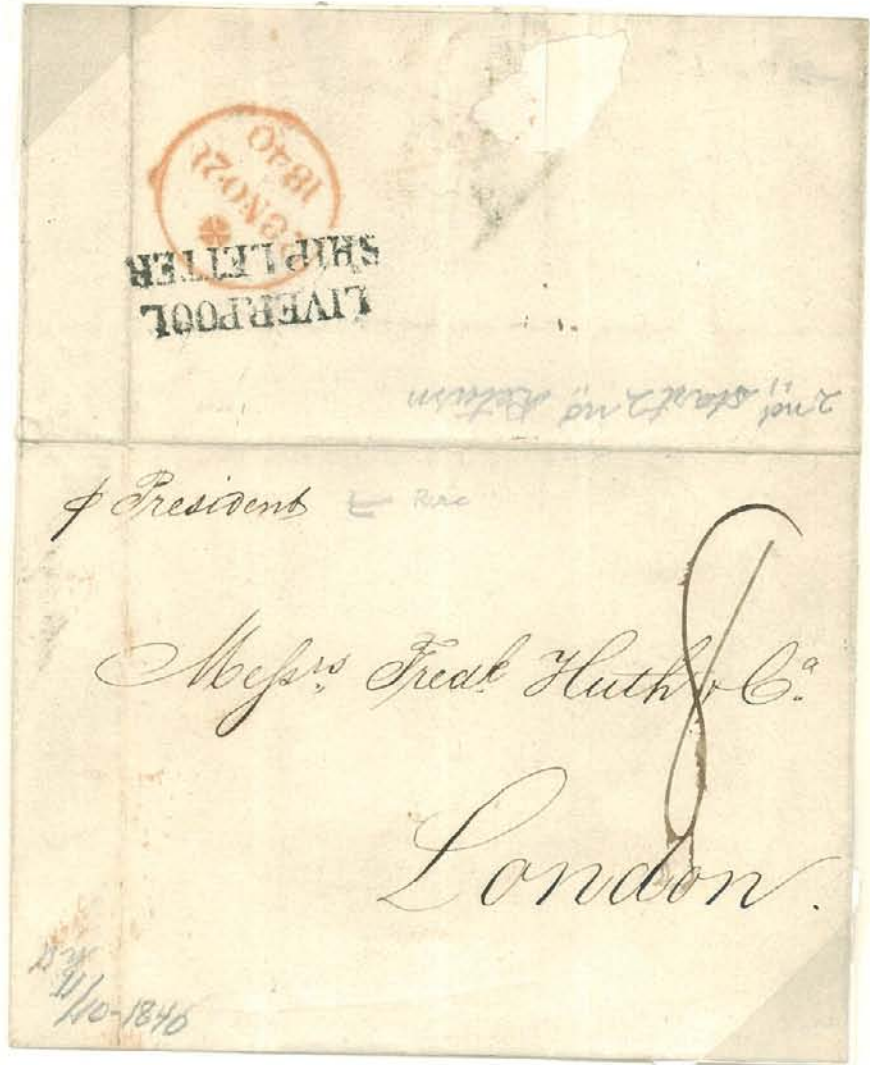
November 11. President sailed again from New York for Liverpool.

LIVERPOOL
SHIP LETTER



November 27. The President arrived at Liverpool. The bagged London mails went by rail.

November 28. London arrival backstamp. There this letter was rated at 8d., the standard Ship Letter rate in effect, starting in 1840.



1840

BRITISH & AMERICAN STEAM NAVIGATION CO.

S.S. President

2nd Return Voyage

FREIGHT MONEY

2nd November sailing from N.Y.

October 15, 1840. Letter headed at New Orleans and endorsed: Via New York to be forwarded by/ first British Steam Ship. Letter went overland to New York.

Rate was paid, Act of 1825, at 25¢ single letter conveyed over 400 miles. As the letter contained a Bill of Exchange for £1000, it was rated double at 50¢. To this was added a 50¢ Freight Money fee, which would be turned over to the ship's captain for carriage aboard the S.S. President. These amounts are shown by the red manuscript 50 over 50 notations. It is noted that there are only 7 Freight Money covers known from New Orleans.



PAID

November 2. S.S. President departed from New York for Liverpool on her 2nd return voyage. She encountered a severe gale and was forced to return to New York for coal, arriving back on November 9. On November 11 she again sailed for England, with this letter aboard.

LIVERPOOL
SHIP LETTER

November 27. President arrived at Liverpool and this letter was marked as a Ship Letter, backstamp.

November 28. London arrival backstamp. Letter rated as a double Ship Letter at 8d. x 2 = 16d. = 1sh.4d., shown as 1/4 in manuscript.

N.B.: the 8d. Ship Letter rate had been in effect since the beginning of 1840, previously it had been the distance zone rates + a Ship Letter charge.



1841

BRITISH & AMERICAN STEAM NAVIGATION CO.

S. S. President

Last Voyage

This letter was carried on the last outbound voyage of the S.S. President, arriving at New York on March 3, 1841. On her return to Liverpool, leaving New York March 10, she went missing with the loss of 136 lives. No trace of her was ever found.



February 2, 1841. A letter datelined at London. This is a duplicate, the original of which went by the R.M.S. Britannia, which departed from Liverpool for Boston on February 4.



February 9. Letter posted at London and endorsed: p President. It is also noted "double", so was paid at the 8d. Ship Letter rate in effect since 1840 x 2 = 16d. or 1sh.4d., shown as 1/4 in red manuscript.

February 10. S.S. President departed from Liverpool for New York on what was to be her last completed transatlantic voyage.



March 3. President arrived at New York where this letter was identified as a Ship Letter. It was rated, Act of 1825, zone rate 150 to 400 miles at 18-3/4¢ x 2 (double) = 37½¢ + 2¢ Ship Letter charge = 39½¢ due.

1841

BRITISH & AMERICAN STEAM NAVIGATION CO.
1838-1841

S. S. British Queen

Last outbound passage of the "Queen" under the British flag

British Queen on this, her last westbound voyage under the British flag, put into Halifax on March 30 for repairs to her paddles, which had been damaged in 10 days of violent storms, and sailed for New York on April 1. On her return to Liverpool she was laid up until September 1841, when she sailed for Antwerp after being sold to the Belgian government.



March 8, 1841. Letter paid at Liverpool as a double Ship Letter at 8d. x 2 = 16d. = 1sh.4d., shown in manuscript. Endorsed: p "B. Queen."

March 9. Letter in transit as a PAID Ship Letter through London. It was forwarded to Portsmouth to meet the March 10 sailing of S.S. British Queen from that port for New York.

April 4. British Queen arrived at New York after a stop-over at Halifax for repairs. 6¢ due at New York for a single Ship Letter addressed to the port of arrival.

1841

BRITISH & AMERICAN STEAM NAVIGATION CO.

S.S. British Queen

1838-1841

March 6, 1841. A letter datelined at Paris. It was handed to the Paris forwarding agents Emerson & Co. who in turn sent it under cover to a forwarding agent in London to be placed on board the British Queen, as endorsed.



March 8. S.S. British Queen departed from London. She touched at Portsmouth outbound on March 10.



April 4. British Queen arrived at New York. Letter rated, Act of 1825, conveyed 80 to 150 miles, New York to Philadelphia, at 12½¢ + 2¢ Ship Letter charge = 14½¢ due.

1841

BRITISH & AMERICAN STEAM NAVIGATION CO.

1838 - 1841

S.S. British Queen

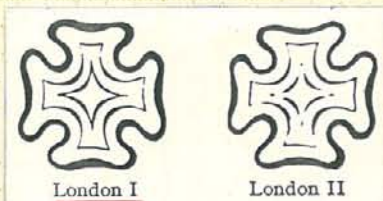
Last Voyage of the "Queen" under the British Flag

The SS President, which "went missing" on her March 11, 1841 sailing from New York and the British Queen were fitted with a modification of the original paddle floats due to a patent infringement law suit which British & American Steam Navigation Co. lost. Some contend the President was lost because of this, and this outward voyage of the Queen with the modification on March 10, 1841 from Portsmouth was beset with severe problems with the portside paddle floats. She had to put into Halifax, finally arriving at New York April 4.

1841 sailing of the British Queen to N.Y. via P'mouth, return to Liverpool.

<u>Leave London</u>	<u>Lv. Portsmouth</u>	<u>Arrive N.Y.</u>	<u>Depart N.Y.</u>	<u>Arr. L'pool</u>
March 8	March 10	April 4	April 11	April 28

Return to Liverpool was because it had been decided that President and British Queen would sail from and to Liverpool. When she arrived at L'pool all hope for President was gone and the company forced into receivership. British Queen was sold in August 1841 to Belgium and sailed for Antwerp in September.



R.551

March 10, 1841. British Ship Letter rate of 1 shilling paid by a strip of 6 (partial separation between 4th and 5th stamps) of the 2d. imperf. Issue of 1840 cancelled by the London I Maltese Cross. Endorsed "p. British Queen from Portsmouth/10th March" to catch the British Queen overland as she had sailed from London March 8.



April 4. Last arrival of British Queen at NY as a British ship. Rated over 400 mi. U.S. Inland 25¢ + 2¢ Ship Letter fee = 27¢ shown in mss.

Cf: R.Lowe/Christie's Auction Sept.29, 1982, Lot 66 (illus. Plate D).

1841

BRITISH & AMERICAN STEAM NAVIGATION CO.
1838 - 1841

Last Voyage of the "Queen" under the British Flag

S.S. British Queen

FORWARDING AGENT
Edw. Bech & Co.
New York



1841

BRITISH & AMERICAN STEAM NAVIGATION CO.
1838-1841

S.S. British Queen

Last Voyage of the "Queen" under the British Flag

The SS President, which "went missing" on her March 11, 1841 sailing from New York and the British Queen were fitted with a modification of the original paddle floats due to a patent infringement law suit which British & American Steam Navigation Co. lost. Some contend the President was lost because of this, and this outward voyage of the Queen with the modification on March 10, 1841 from Portsmouth was beset with severe problems with the portside paddle floats. She had to put into Halifax, finally arriving at New York April 4.

1841 sailing of the British Queen to N.Y. via P'mouth, return to Liverpool.

<u>Leave London</u>	<u>Lv. Portsmouth</u>	<u>Arrive N.Y.</u>	<u>Depart N.Y.</u>	<u>Arr. L'pool</u>
March 8	March 10	April 4	April 11	April 28

Return to Liverpool was because it had been decided that President and British Queen would sail from and to Liverpool. When she arrived at L'pool all hope for President was gone and the company forced into receivership. British Queen was sold in August 1841 to Belgium and sailed for Antwerp in September.



March 28, 1841. Letter posted unpaid at New Orleans, rated 25¢ (blue mss. U.R.), U.S. zone rate, Act of March 3, 1825, single letters over 400 miles, New Orleans to New York. Forwarding Agent Edw. Bech & Co., to whom the letter was originally directed, paid this charge to the account of Clason & Vles, New Orleans.

*New York 10 April
forwarded by
Edw. Bech & Co.*

April 10. Edw. Bech & Co., forwarding agents, endorsed the letter, paid the freight letter fee of 25¢ in cash (additional to U.S. inland postage), and put the letter marked "Steam" aboard the British Queen which sailed on April 11 from N.Y. on her final transatlantic voyage under the British Flag.

LIVERPOOL
SHIP LETTER



April 29. London arrival backstamp. Doubly stamped also, apparently the London clerk wasn't to be outdone by the Ship

Stamped incoming at the Port of Entry. Note interesting double stamping. British Queen arrived L'pool on April 28.

Letter clerk at L'pool. Rated 8d. due, standard ship letter rate after 1840 included delivery within Britain.

1841

BRITISH & AMERICAN STEAM NAVIGATION CO.
1838-1841

S.S. British Queen

Last outbound voyage of the "Queen" under the British flag

March 9, 1841. Letter datelined at London and endorsed: per British Queen. It went under separate cover to Portsmouth to meet the British Queen who called at that port on March 10, having left London March 8.

March 30. The British Queen, whose paddle wheels had been altered due to a patent infringement, lost all her paddles from the port wheel on this voyage. She then met a hurricane so she put into Halifax for repairs.



April 4. After repairs at Halifax, the British Queen sailed for New York on April 1, arriving at New York April 4. There the New York Exchange Office marked the letter as a Ship Letter, rated, Act of 1825, single letter 150 to 400 miles, N.Y. to Richmond, Virginia, at 18-3/4¢ + 2¢ Ship Letter charge = 20-3/4¢ due, shown in manuscript.

Her return to Britain on April 11, via Liverpool, was the British Queen's last passage under the British flag. She was sold to Belgium in August 1841 and sailed from Antwerp in September, still as the British Queen.

1841

BRITISH & AMERICAN STEAM NAVIGATION CO.
1838-1841

S. S. British Queen

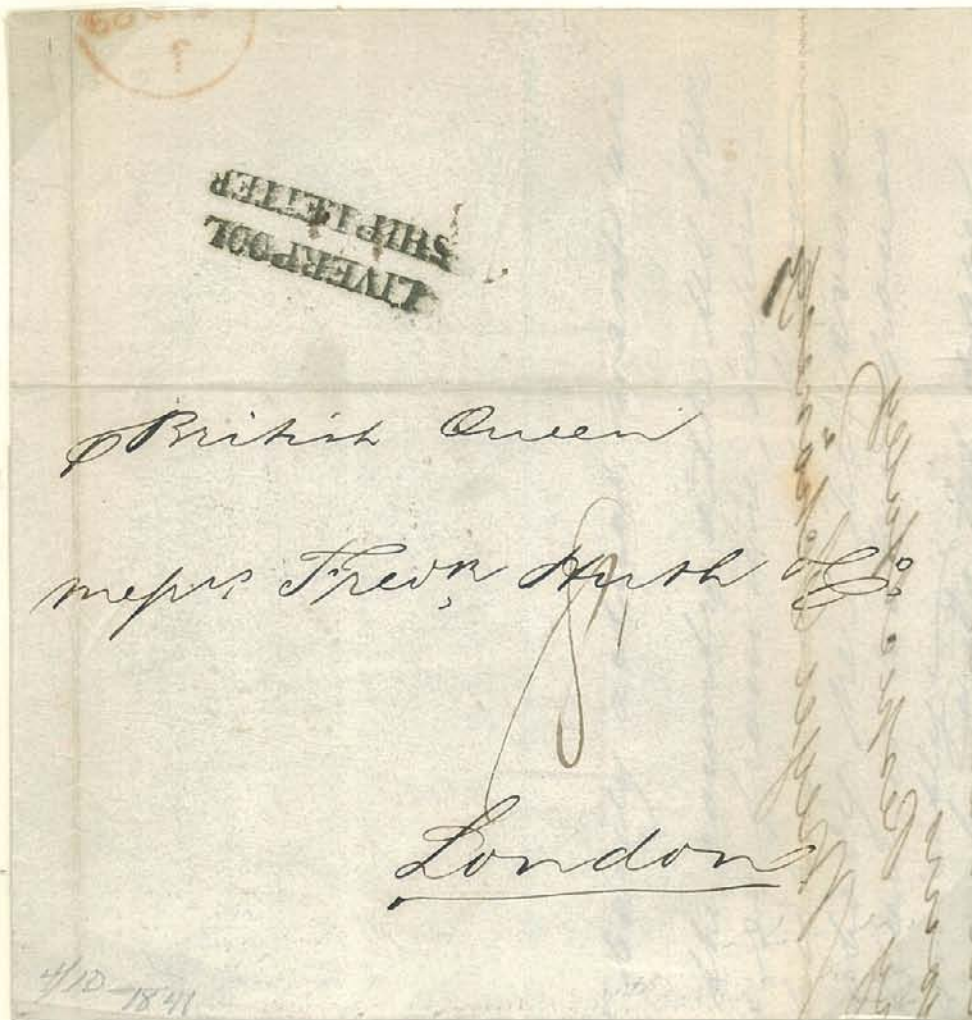
Last homeward voyage of the "Queen" under the British flag

April 10, 1841. A letter docketed at New York and endorsed: p British Queen. This letter was handed directly to the purser of the ship which departed from N.Y. April 11 for Liverpool, her first and only call at that port. She normally went to London via Portsmouth.

LIVERPOOL
SHIP LETTER



April 28.
The British Queen arrived at Liverpool where this letter received the LIVERPOOL/SHIP LETTER backstamp. It was transit at London on April 29, backstamp, where the standard 8d. Ship Letter charge was due.



This was the last voyage of the British Queen under the British Flag. Because of the loss of the President, the company went into receivership and the British Queen was sold to Belgium in August 1841 and made three round transatlantic voyages under that flag in 1842.

1841

BRITISH & AMERICAN STEAM NAVIGATION CO.
1838-1841

S.S. British Queen

Last homeward voyage of the "Queen" under the British flag

This cover was carried on the last homeward bound voyage of the S.S. British Queen under the British flag. Normally calling at Portsmouth, on this, her last voyage she used Liverpool for the first and last time as a British ship. In August 1841, she was sold to Belgium and sailed from Antwerp in September, still as the British Queen.



April 10, 1841. A cover docketed at Jersey City is endorsed: British Queen/fm New York April 10/1841. It went under separate cover to the purser of the British Queen at New York.

April 10. S.S. British Queen sailed from New York for Liverpool.

LIVERPOOL
SHIP LETTER

April 28. British Queen arrived at Liverpool, Ship Letter backstamp. This letter was rated at 8d. for a single weight Ship Letter, Liverpool to Annan, Scotland. This rate had been in effect since 1840.

1842

TRANSATLANTIC SHIPPING LINES
SS BRITISH QUEEN
(Belgium) - 1842

The 1,862 ton wooden paddle steamer British Queen of the British & American Steam Navigation Company was sold to the Belgian Government in August 1841 for £ 60,000 and on Sept. 6 left L'pool for Antwerp.

Eight months later, on 4 May 1842, she sailed from Antwerp for New York wearing the Belgian flag. On May 13, after experiencing severe gale conditions, the British Queen shipped a tremendous sea, which made a complete breach over her, carrying with it part of the paddle boxes and several coal bunkers that were on deck. This letter was carried on that first voyage.

This pioneering voyage was the first serious attempt to establish a non-British steamship service on the North Atlantic. She made only three round trips, whereupon she was laid up and scrapped.



6



May 4, 1842. Letter datelined May 3 at Antwerp, posted for "British Queen" and marked PF or Payee au Frontier, indicating paid to ship at dockside, Antwerp. The mss. 6 on reverse shows this as 6 francs. Letter carried on first voyage as a Belgian steamer.

The letter within concerns reparations by the Belgian Government for a stock of Havana sugar destroyed at the Royal Entrepot (warehouse) when Antwerp was bombarded by the Dutch on Oct. 27/28, 1830 (which see in detail elsewhere).



May 27, 1842. Letter incoming as a Ship Letter at New York. Rated New York to Providence (175 miles) at the Act of April 9, 1816 rates of 18½¢ for a single letter going 150 to 400 miles + 2¢ Ship Letter charge for a total of 20½¢ as shown in black mss.

1842

S.S. BRITISH QUEEN
(Belgium) - 1842

First Outbound Voyage under the Belgian Flag

This letter to Canada is a duplicate letter headed at London 4 April 1842, but wasn't posted until 6 May 1842. It is endorsed: Per "British Queen". This was to meet the first sailing of the British Queen as a Belgian packet. She left Antwerp on May 4, 1842, and touched at Southampton May. 8 where this letter went aboard. Her first westbound trip from Southampton was attended by severe gale conditions which caused damage to the vessel including to her paddle boxes. This voyage took 19 days.



May 6, 1842. Letter paid at London as a Ship Letter at 8d. sterling, shown by the manuscript red "8". This rate, effective since 1840, paid only the British Ship Letter charges.

May 8. Letter went aboard the British Queen when she touched at Southampton.

May 27. British Queen arrived at New York. This letter was there rated as a U.S. Ship Letter: Inland, Act of 1825, 150 to 400 miles (New York to the Canadian border) at 18-3/4¢ + 2¢ Ship Letter charge = 20-3/4¢ as shown in manuscript. In Canada the U.S. 20-3/4¢ was converted to 11½d. Canadian currency. To this was added the Canadian rate, 60 to 100 miles, border to Montreal, at 6½d., total 18d. or 1sh.6d., shown as 1/6 in manuscript.



1/6

1842

SS BRITISH QUEEN

(Belgium-1842)

2nd Voyage under the Belgian Flag

St. Petersburg, Russia to Boston via London and N.Y.



1842

TRANSATLANTIC SHIPPING LINES

SS BRITISH QUEEN

(Belgium-1842)

2nd Voyage under the Belgian Flag

St. Petersburg, Russia to Boston via London and N.Y.

June 13, 1842. Letter is docketed at ST. Petersburg. It went under separate cover to a forwarding agent in London.



T.P
Old Broad St



JULY 6. The forwarding agent John Mollett at London handled the letter, directing it: p. "British Queen". He struck his forwarder's backstamp (R.F. 3) and neatly penned in the date and the name: p British Queen. It was posted at the Two Penny Post office at Old Broad St., London, backstamp. The London "tombstone" transit mark was struck on the face of the cover.



July 6. Letter processed as a paid Ship Letter at London at the 8d. rate of 1840 x 2 (double letter) = 16d. = 1sh.4d., shown as 1/4 in red manuscript.

July 7. S.S. British Queen departed from Antwerp on her second outbound passage under the Belgian flag. She picked up this letter with the U.S. mails at her call at Portsmouth July 10.



July 27. British Queen arrived at New York. Letter rated July 28. It was treated as a triple letter, Act of 1825, 150 to 400 miles, at 18-3/4¢ x 3 = 56 1/4¢ plus 2¢ Ship Letter charge = 58 1/4¢ due.

1842

TRANSATLANTIC SHIPPING LINES
S.S. BRITISH QUEEN
(Belgium) - 1842

2nd Voyage under the Belgian Flag



1842

TRANSATLANTIC SHIPPING LINES
 S.S. BRITISH QUEEN
 (Belgium) - 1842

2nd Voyage under the Belgian Flag

Under the Belgian flag and during 1842, the British Queen made three round voyages.

Lv. Antwerp	Lv. S'hampton	Arrive N.Y.	Dep. N.Y.	Lv.S'hpt.	Arr.Ant.
May 4	May 7	May 27	June 7	June 17	
July 7	July 10	July 27	Aug. 7		
	<u>Lv. Portsmouth</u>			(<u>via Azores</u>)	
Sept.7	Sept.10	Sept. 28	Oct. 10	Nov. 3	



M

July 8, 1842. Directionally endorsed "Via Southampton/ p British Queen". Letter rated as a double ship letter at Liverpool, viz, 8 pence x 2 = 16 pence or 1 shilling 4 pence, shown as 1/4 in red manuscript. Letter mentions an enclosure. Nicely struck with the PAID AT/LIVERPOOL mark. The writer had noted across the reverse in pen:

If too late please return to
 J.T. Crook, Liverpool.



R. S. S.

July 9. Transit through London, letter was recognized as a Paid Ship Letter. British Queen, Belgian, left Antwerp July 7, and picked up this letter at Southampton on July 10, on the next to the last outbound voyage of the British Queen.

July 27. Arrival date of the British Queen at New York. The letter was subject to the 6¢ rate for a Ship Letter addressed to the port of arrival.

J

1842

TRANSATLANTIC SHIPPING LINES

SS BRITISH QUEEN

(Belgium) - 1842

Last Voyage of the S.S. British Queen

Under the Belgian flag and during 1842, the British Queen made three round voyages.

<u>Lv. Antwerp</u>	<u>Lv. S'hampton</u>	<u>Arr. N.Y.</u>	<u>Dep. N.Y.</u>	<u>Lv.S'hamp.</u>	<u>Ar.Ant.</u>
May 4	May 7	May 27			
July 7					
	<u>Lv. Portsm'th</u>			<u>(via Azores)</u>	
Sept. 7	Sept. 10	Sept. 28	Oct. 10	Nov. 3.	



Sept. 9, 1842. Letter paid as a Ship Letter at 8 pence (red "8")

standard British Ship Letter rate after 1840. Paid at the Lombard Street (L.S.) Branch Office of the London Chief Office.

Paid Ship Letter handstamp (R. S.51), with hyphens is noted used 1838-47, Crown Type E. Belgian steamer British Queen left Antwerp Sept. 7, 1842, and picked up this letter at Portsmouth on Sept. 10.

Sept. 28. Arrival of the British Queen at New York. Rated at Act of 1825 rates for a letter 80 to 150 miles of 12½¢ x 2 (double letter) = 25¢ + 2¢ Ship Letter charge = 27¢ (blue manuscript).

After her return voyage leaving N.Y. Oct. 10, the British Queen was laid up and scrapped in Italy.



1846

TRANSATLANTIC MAIL

S. S. Unicorn

Liverpool to Boston via Newfoundland

R.M.S. Unicorn was the pioneer steamship of the Cunard Line inaugurating the transatlantic service, leaving Liverpool May 16, 1840 for Boston via Halifax. She served as the feeder steamer from Quebec to Pictou, Nova Scotia while the St. Lawrence River was navigatable in season. The fall of 1844 the feeder service was discontinued. During this period she also made three emergency runs Halifax to Boston and return.

On August 28, 1845, Unicorn sailed for Liverpool, arriving there Sept. 11. In November 1845, she was purchased by Mr. Whitney of St. Johns, Newfoundland to run between Halifax and St. Johns.



March 18, 1846. Prices current posted at London and endorsed: per Unicorn. The letterhead also bears the printed notation: per "UNICORN" Steamer. As far as is known, this is only the 2nd transatlantic passage by Unicorn, now privately owned and not under a Royal Mail contract, hence we no longer use R.M.S.

March 19. Unicorn departed from Liverpool for Boston. She was 7 days in the ice and experienced constant westerly winds, which slowed her passage. She had to put into St. Johns, Newfoundland on April 10 for coals, departing there April 11.

April 14. Unicorn arrived at Halifax, departed on April 15 at 0800 for Boston.

Shipping & Commercial List, N.Y. April 17. Arrived at Boston Br. Steam ship Unicorn, Dollimore, Liverpool via St. Johns, N.F.

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

April 18. Cleared Boston Br. Steam ship Unicorn, Meagher, Halifax (April 21) and St. Johns, N.F.



13274

1847

TRANSATLANTIC GENERAL STEAM PACKET CO.
(Herout & de Handel)

S. S. Missouri

First Voyage for H. & H.

pr. Steamer "Missouri."
 Mons^r George Endcott
 case of Mess^{rs} Allmand & Hersens
 William & Abigail Endcott
 24 Rue Thevenot
 (A. Bakere.) Aug 29 1847 Paris

Abigail taking care
 of 2 children



TRANSATLANTIC GENERAL STEAM PACKET COMPANY
(Herout & de Handel)

S.S. Missouri

First voyage for H.&H.

Officially titled "Compagnie General des Paquebots Transatlantiques", this was the first French line to establish a steamship service on the North Atlantic. It was generally known by the Paris and Havre firm which operated it, Herout & de Handel. The French government subsidized it with 400,000 francs (£16,000) in 1847 and loaned a similar sum at 5% interest as working capital for a steamship service between Havre and New York. In addition, the government placed at their disposal four 1500 ton wooden paddle frigates, previously used as transports between France and Algeria. On May 10, 1847, they were renamed Union, Philadelphie, Missouri, and New York. Because of inadequate harbor facilities at Havre, the first seven voyages were made from Cherbourg. In October the New York made the first voyage from Havre. In February 1848, the line failed after only nine voyages. The ships were returned to the French navy and reverted to their earlier names.

S.S. Missouri. 1500 tons, wooden paddle steamer, 9 knots. Launched Aug. 8, 1842, at the Cherbourg shipyard as Ulloa. First voyage for Compagnie General was Aug. 1, 1847, Cherbourg-New York.

August 29, 1847. Letter datelined at New York. Directionally endorsed: pr Steamer "Missouri". This was the 1st return voyage of Missouri for Herout et de Handel and the 3rd return voyage of the line. Missouri departed from New York August 31.

Sept. 17. Missouri arrived at Cherbourg Sept. 15 and mail transhipped to Havre (see above) where it received the Paquebot Regular mark, an extremely scarce mark. Hargest (Pg. 55) states, "No cover actually conveyed by this line has been seen by the author." Starnes (Chronicle 104, Pg. 284) notes the existence of four covers bearing this mark. This cover shown here makes five known.



S.1703

French postage of 30 decimes due, being ordinance of May 1847 sea rate of 1 franc (10 decimes) per 7.5 grams plus the French Inland postage. Here double (mss. "2" U.L.) or 20 dec. sea postage + 10 dec. Inland = 30 dec. shown in large manuscript "30".

1847

RED CROSS LINE
(ST. GEORGE'S CROSS LINE)

S. S. Sarah Sands (Chartered from Sands & Co.) Maiden Voyage

1299 tons, iron screw steamer, launched Sept. 1846 for Sands & Co. (she was named after the owner's wife.) Originally intended for Australian service, she was chartered instead to the Red Cross Line of sailing packets for an experimental service, under the British flag, between Liverpool and New York.



S.51



January 19, 1847. Letter prepaid in England as a double ship letter, 8d. x 2 = 1sh.4d. It was posted paid at the Lombard Street (L.S.) post office, London, and passed the London Ship Letter Office as a paid ship letter.

January 20. The S.S. Sarah Sands under charter to the Red Cross Line departed from Liverpool on her maiden voyage.

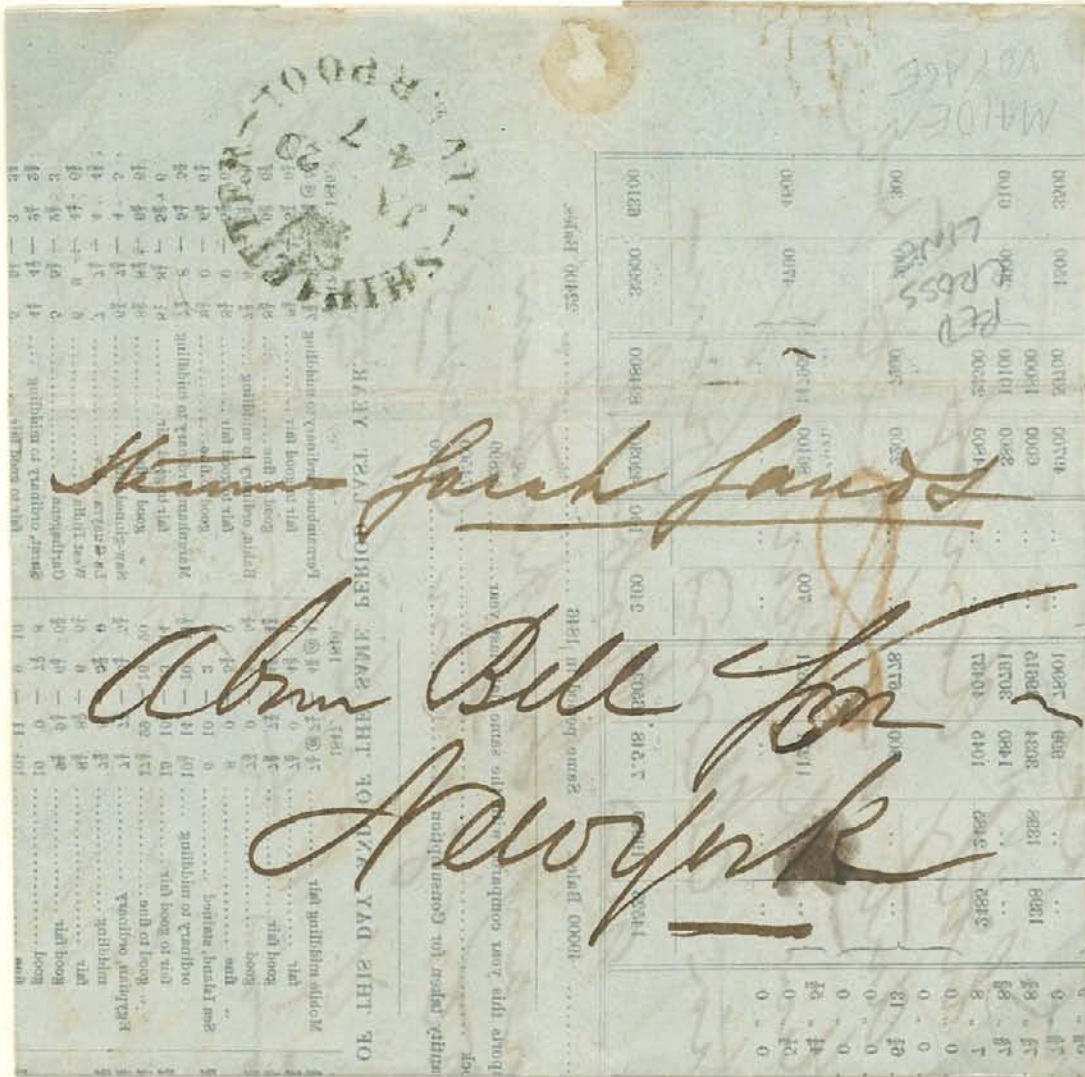
February 11. Sarah Sands arrived at New York, where this letter was received as a ship letter. Act of March 3, 1845, rates applied: Half ounce letter not over 300 miles, New York to Kingston, Massachusetts, 5¢ x 2 (double) = 10¢ + 2¢ ship letter charge = 12¢ due.

1847

RED CROSS LINE
(ST. GEORGE'S CROSS LINE)

S.S. Sarah Sands

Maiden Voyage



SHIP LETTER

 JA 20
 4 7
 LIVERPOOL

8

January 20, 1847. Letter paid at Liverpool at the 8d. Ship Letter rate in effect since 1840. Backstamped as a SHIP LETTER at Liverpool, and the rate shown by the "8". The S.S. Sarah Sands, on charter from Sands & Co., sailed from Liverpool for New York on her maiden voyage January 20 with this letter aboard.

February 10. Sarah Sands arrived at New York. The 6¢ single Ship Letter rate for a letter addressed to the port of entry was due, shown in manuscript.

1847

RED CROSS LINE
(ST. GEORGE'S CROSS LINE)

S. S. Sarah Sands (Chartered from Sands & Co.)

Head winds a problem

2nd Outbound Voyage

LIVERPOOL
AP 6
(1847)
PAID

SHIP LETTER
AP 6
LIVERPOOL



April 6, 1847.
Letter paid at
Liverpool at the
outgoing Ship
Letter rate of
8d., effective
since 1840. En-
dorsed: p. Sarah
Sands (Screw
Steamer,) the
letter went out
on the Sarah
Sands, Captain
Wm. Thompson.

She sailed from Liverpool April 6 on her 2nd outbound voyage and under charter to the Red Cross Line.

April 30, 1847. Arrived port of New York, Auxiliary steamship Sarah Sands, April 6 from Liverpool to R. Kermit. Has experienced during the whole passage nothing but westerly winds and has been short of coals the last 7 days, and had to put out half her furnaces. (Maritime Herald, N.Y.)

In spite of the difficulties and the frustration of continual head winds, the cabin passengers praised Capt. Thompson and drafted for him a letter of commendation.

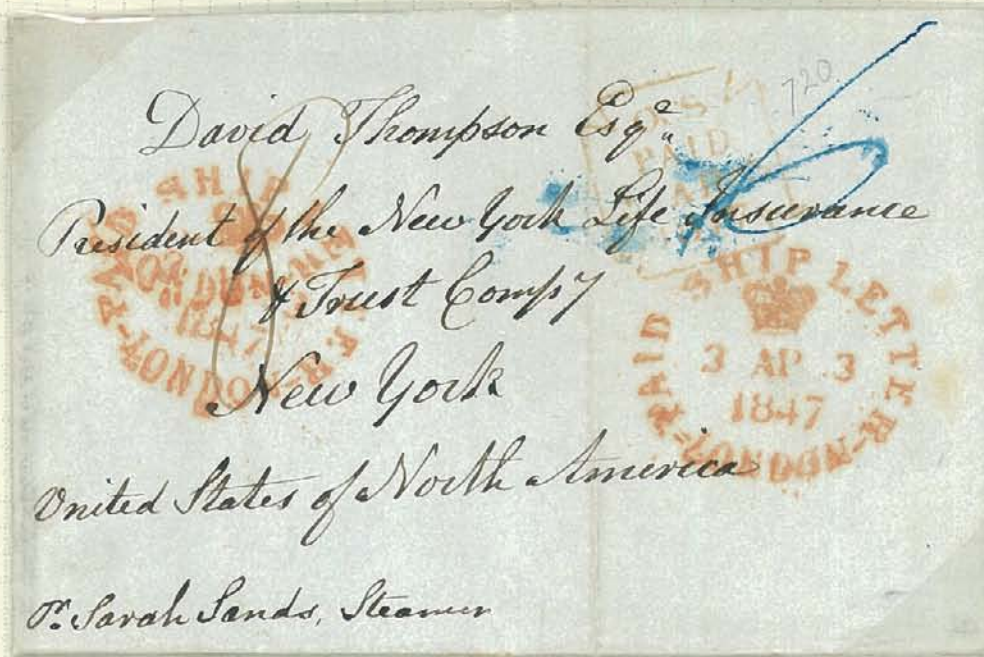
Letter rated 6¢ for a Ship Letter addressed to the port of entry (blue "6".) Docket in letter notes receipt 4/30 corroborating the Herald's shipping list.

1847

RED CROSS LINE
(ST. GEORGE'S CROSS LINE)

S.S. Sarah Sands (Chartered from Sands & Co.)

2nd Outbound Voyage



April 3, 1847. Letter paid at the Old Cavendish Street Post Office, London at the 8d. Ship Letter rate. It was passed as a paid Ship Letter at the London P.O. where the PAID SHIP LETTER crowned oval was struck 2+ times.

Endorsed: pr. Sarah Sands, steamer, this letter met the April

6 sailing of the S.S. Sarah Sands from Liverpool from whence she departed on her 2nd Westbound voyage.

April 29, 1847. Sarah Sands arrived at New York after experiencing continued heavy Westerly winds (head winds). As a result, she ran short of coal the last seven days and was obliged to extinguish half her furnaces.

The cabin passengers, no doubt relieved at a safe arrival, wrote a glowing testimonial letter to Captain Wm. C. Thompson which was published in the New York Herald of April 30.

Letter was subject to the collect Ship Letter charge of 6¢ for a letter addressed to the port of arrival. This is shown by the blue manuscript "6".

1847

RED CROSS LINE
(ST. GEORGE'S CROSS LINE)

S.S. Sarah Sands (Chartered from Sands & Co.)

2nd Return Voyage

May 11, 1847. Letter datelined at New York, endorsed: "pr Sarah Sands." It was handed directly to the letter bag of the Sarah Sands, thus bears no U.S. postal markings. Sarah Sands sailed this same date on her 2nd return voyage to Liverpool. On her trip westward, leaving Liverpool April 6, she had run into continual head winds and ran low on coal.

31MY1847
LIVERPOOL
SHIP

8

8
JU 1
1847
C



May 31. Sarah Sands arrived at Liverpool after a passage of 20 days. Incoming as a Ship Letter.

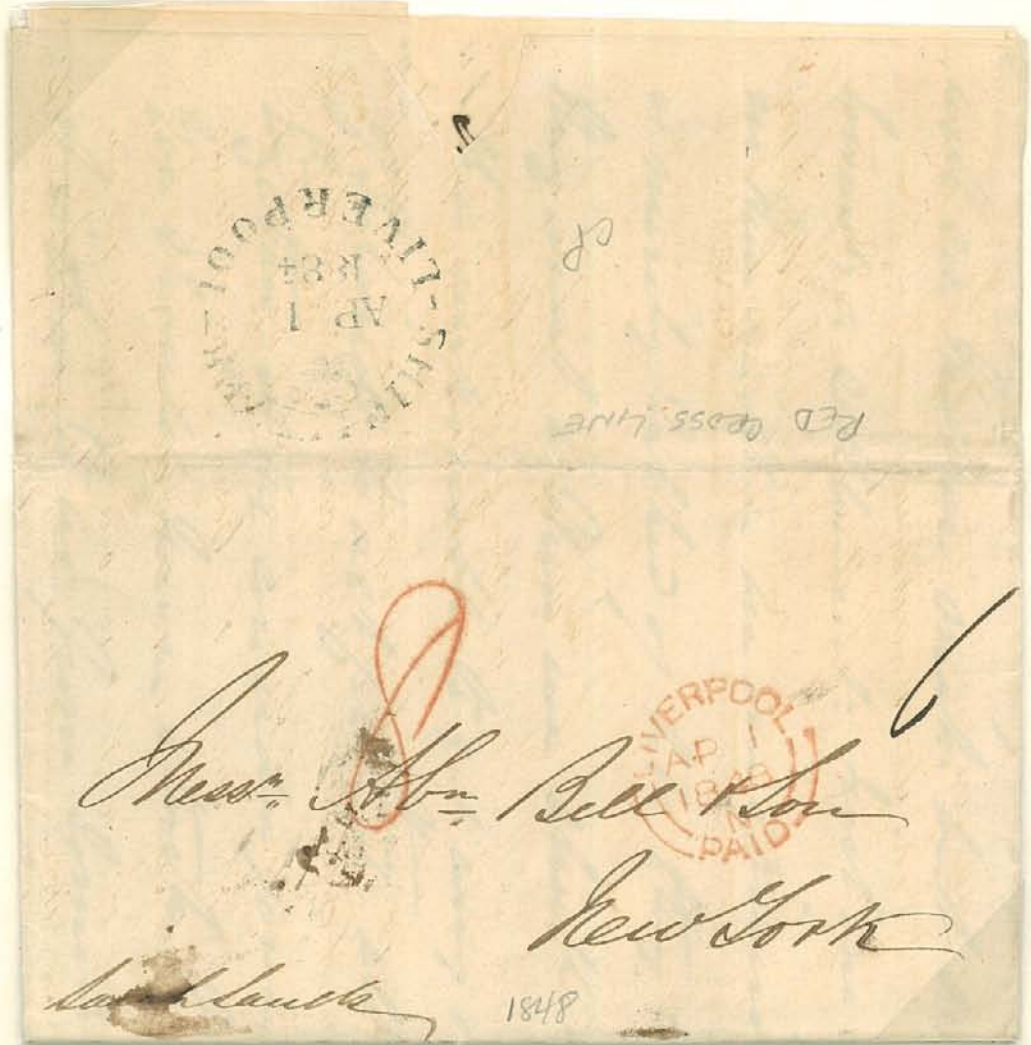
June 1. Dublin arrival backstamp. Letter rated at the 8d. standard Ship Letter rate in effect after 1840. This is shown by the "8" handstamp.

1848

RED CROSS LINE
(ST. GEORGE'S CROSS LINE)

S.S. Sarah Sands

6th Outbound Passage



LIVERPOOL
AP 1
1848
PAID

8

SHIP LETTER
AP 1
1884
LIVERPOOL

April 1, 1848. A letter datelined at Liverpool and endorsed: Sarah Sands. It was paid at Liverpool at the 8d. Ship Letter rate in effect since 1840, payment shown by the handstamped "8". Backstamped as a SHIP LETTER at Liverpool. Note that the year numbers were transposed, giving "1884" instead of "1848."

April 3. S.S. Sarah Sands departed from Liverpool on her 6th outbound voyage to New York. This 1299 ton iron screw steamer was not owned by the Red Cross Line, but was chartered from Sands & Co.

April 21. Sarah Sands arrived at New York, This letter was subject to the 6¢ Ship Letter charge for a single letter addressed to the port of entry.

1849

RED CROSS LINE
(ST. GEORGE'S CROSS LINE)

S.S. Sarah Sands

10th Outbound Passage

January 18, 1849. This letter is datelined at Derry (London-derry,) Ireland and concerns shipments of oatmeal and indian corn. This was at a time when the potato famine, caused by a blight, was devastating Ireland. The letter went under separate cover to Liverpool to meet the sailing of S.S. Sarah Sands per the endorsement: p S. Sands.

January 25. The S.S. Sarah Sands of the Red Cross Line departed from Liverpool on her 10th outbound passage.



6

February 20. Sarah Sands arrived at New York. The letter is docketed 2/20 inside by Abraham Bell & Son. It is rated at the Ship Letter rate of 6¢ for a letter addressed to the port of entry. The encircled "6" is the 22mm. New York type.

1848

S.S. UNITED STATES

Maiden Return Voyage

1857 ton wooden paddle steamer, completed in 1848 for the Black Ball Line of sailing packets. Built at New York by William H. Webb (engines T.F. Secor Co., N.Y.), 244.6' x 48' beam, side-lever engine, 10 knots. Maiden voyage left New York April 8, 1848, for Liverpool. The letter below was carried on her return maiden voyage, leaving Liverpool May 17.

She made three other round voyages in 1848 to England and LeHavre. On May 31, 1849, she left N.Y. for Liverpool, arriving there June 16. On August 14, 1849, she was acquired by the Weiland Deutsche Reichsflotte and renamed Hansa. She did further transatlantic service in 1853-54 for W.A. Fritz & Co.



May 15, 1848. Letter dated at 16 George St., Euston Sq., London and endorsed: Steamship/ United States. It went under separate cover to Liverpool to make the May 17 departure of S.S. United States for New York on her return maiden voyage.

May 31. United States arrived at New York. As there were no postal treaties or contract packets at this time, the incoming mail of the S.S. United States was handled as Ship Letters.

Rated Act of 1845, double weight letter under 300 miles at 5¢ x 2 = 10¢ + 2¢ Ship Letter charge = 12¢ due from the recipient.



1849

BRITISH AUXILIARY STEAMER SARAH SANDS
1847-49 ; 1852

1299 tons, 182' x 33' beam, iron screw steamer, clipper bow, 9 knots. Built for Sands & Co. at James Hodgson & Co., L'pool. Launched Sept. 1846, maiden voyage Jan. 20, 1847, Liverpool to N.Y. Oct. 8, 1849, last voyage ditto. In 1853 she made eight round voyages for Canadian Steam Navigation Company. In 1849 she was a contract mail packet for the United States.

Aug. 3, 1849. Letter datelined at Mitchestown, a small village outside Cappamore, County Limerick. Letter deals with the conditions resulting from the potato famine and severe family conditions resulting therefrom, deaths and other horrors from this national disaster.



Cappamore
Pallasgreen



Aug. 5, 1849.
Letter posted un-
paid into the
Cappamore, Co. Lim-
erick, sub-post
office of Pallas-
green. Transit at
Pallasgreen.



Aug. 6-7. London and London
Chief Office transit backstamps.
SS Sarah Sands sailed from Liver-
pool to N.Y.

24 3
CENTS

Aug. 25, 26, 1849. British steamer
Sarah Sands, Thompson master, arrived at
New York from Liverpool. 24¢ transatlantic
from Britain rate due under the 1848
Treaty. 3¢ credit to Britain for British
Inland. A scarce steamer usage, United
States packet under contract.

1840

BRITISH & AMERICAN STEAM NAVIGATION CO.
S.S. President Maiden Outbound Voyage



July 21, 1840. A duplicate letter, the original of which went by the S.S. Great Western which sailed from Bristol for New York on July 25.

July 31. Letter posted at London and paid at the 8d. Ship Letter rate in effect starting in 1840. Letter is endorsed: p. President.

August 1. S.S. President departed from Liverpool on her Maiden Voyage, outbound.

August 17. President arrived at New York. Letter was rated 6¢ for a single Ship Letter addressed to the port of arrival. As usual, the busy N.Y. post office merely noted the 6¢ rate in pen.