

1864-65

U. S. SHIP

Mail Steamer Dictator, City Point to Washington, D. C.

December 26, 1864. A form letter from Headquarters General Hospitals, Alexandria, Virginia. E. Bentley was Surgeon U.S. Volunteers, In Charge, Department of Washington. It was sent from the Field Hospital at City Point informing the Commanding Officer Co. "E", 139th N.Y. Infantry Volunteers that Sergt. Y. T. Cavanaugh was discharged from the 2nd Division General Hospital on the 25th October 1864, by reason of amputation of right arm from gunshot wound.

D'grs U. S. Gen'l Hospitals.
 Alexandria, Va.

OFFICIAL BUSINESS.

John Bentley
 Surg. U. S. Vols.
 in charge -

Put in 20 Cents.
 30 Cents
 30 Cents

Commanding Officer Co. "E",
 139th N.Y. Inftry Vols.
 Washington, D.C.

U.S. SHIP
 30 CTS

Daily National Intelligencer, January 2, 1865. The mail steamer Dictator arrived here yesterday afternoon from City Point with the army mails and passengers. Nothing is transpiring along the lines except the usual picket firing. There are a number of gunboats and other vessels of war at Fortress Monroe.

The hospitals at City Point have a large number of inmates. There are a few cases of confluent smallpox, but the most fatal disease is measles, of which numbers of soldiers are dying.

Letter subject to the 3 cents concession soldiers' rate which allowed unpaid letters to be received at the paid rate of 3c.

1828

MAIL ROUTE MARKINGS

COASTAL WATERWAYS MAIL

MAIL ROUTE markings were used in the 1827-30 period on some coastal mail from New Orleans, Charleston, S.C. and Savannah to Northern Ports. New York, Philadelphia and Providence are seen for this period. These "Mail Routes" are not specifically referred to in the P.L. & R., but authorities feel it designates letters carried by ship over waters, the whole of which had been declared post roads. All these marks are scarce.



March 22, 1828. Letter datelined at New Orleans. Writer directed it "pr Louisiana", specifying ship bound to New York.

MAIL ROUTE

New York MAIL ROUTE marking. The rates of postage charged on these letters do not correspond to the prevailing zone rates. Evidently a separate schedule applied to these Mail Route letters, but no record has been found. This letter rated at 37½¢.

N.Y. Shipping and Commercial List notes that the Packet Ship Lavinia, Capt. Miner, sailed from New Orleans Mar. 22, 1828, arr. N.Y. April 23. Letter went aboard Lavinia, not Lousiana NEW ORLEANS - HOLMES LINE. Lavinia, 309 tons, 100'-2" x 25'-5". Built 1823 at Chatham, Ct. Sold 1828 to the Vera Cruz Line.

1830

MAIL ROUTE MARKINGS

COASTAL WATERWAYS MAIL



January 15, 1830. Letter datelined at New Orleans. It received the MAIL ROUTE mark at New York, the northern terminus of the coastal mail route which ran from New Orleans, Charleston, S.C. and Savannah to Northern ports. This little red mark is scarce.



February 4, 1830. Arrival at New York. No known schedule of rates applied to these MAIL ROUTE letters. This letter took the normal Act of March 3, 1825 rate of 25¢ for a single letter going over 400 miles.

N.Y. Shipping & Commercial List shows the Ship Azelia left New Orleans Jan. 15, 1830, Stoddard, arr. N.Y. Feb 4, corroborated by dates on this cover. NEW ORLEANS - OLD LINE. Azelia, 383 tons, launched 1825 at S.&F. Fickett, N.Y., 106'-9" x 28½'. In N.O. service until 1831, then regular trader to So. America.

NEW-YORK AND BOSTON STEAM-BOAT CO.

Steamboat President

New York to Providence

Passengers from Boston took the stage to Providence where the steam-boats sailed on a regular schedule to New York as seen in this advertisement from the Providence Journal, July 23, 1833.

July 22, 1833. Letter datelined at New York and put aboard the Steam-boat President to meet her July 22 sailing from New York to Providence.

Providence Journal: July 25. Arrived Providence, July 24, Steamer President, Bunker, fm N. York.

The President normally made the run in 16 hours. She was fitted with a ladies' cabin and 137 berths for passengers.

Letter rated Act of March 3, 1825, single letter, 150 to 400 miles, 18-3/4¢, New York to Newport, R.I.



ARRANGEMENT FOR JULY.

The splendid steam packets BENJAMIN FRANKLIN, Capt. E. S. Bunker and the PRESIDENT, Capt. R. S. Bunker, will leave Providence at 12 o'clock, M., and New York at 5 o'clock, P. M. every Monday, Wednesday and Friday.

BENJAMIN FRANKLIN.

Leaves Providence at 12 M.	Leaves New York at 5 P. M.
Wednesday, July 3	Friday, July 5
Monday, 8	Wednesday, 10
Friday, 13	Monday, 15
Wednesday, 17	Friday, 19
Monday, 22	Wednesday, 24
Friday, 26	Monday, 29
Wednesday, 31	

PRESIDENT.

Leave Providence at 12, M.	Leave N. York at 5, P. M.
Friday, July 5	Wednesday, July 3
Wednesday, 10	Monday, 8
Monday, 15	Friday, 12
Friday, 19	Wednesday, 17
Wednesday, 24	Monday, 21
Monday, 29	Friday, 26
	Wednesday, 31

For freight or passage, apply to the master on board, at Fox Point wharf, or to S. B. MUMFORD, No. 7 South Water street.

STEAM BOAT

Mr Geo Bowen

Newport
R.I.

1837

THE RAIL ROAD LINE

Steamboat Service Providence to New York.

Steamboat Rhode Island

The Providence Journal advertised the schedule for New York for the month of October 1837.

RAIL ROAD LINE FOR NEW YORK

The RHODE ISLAND, Capt. Thayer

From Providence

At 3 o'clock PM

Depot at India Point

Tues. 3d, 17th and 31st

Thurs. 12th and 26th

Sat. 7th and 21st.

From New York

Ft. of Marketfield St., N.R.

Battery Place at 4 o'clock PM

Tues. 10th and 24th

Thurs. 5th and 19th.

Sat. 14th and 28th.

The MASSACHUSETTS, Capt. Comstock

Tues. 10th and 24th

Thurs. 5th and 19th

Sat. 14th and 28th

Tues. 3d, 17th and 31st

Thurs. 12th and 26th

Sat. 7th and 21st.

The PRESIDENT, Capt. Child

Mon. 9th and 23rd

Wed. 4th and 18th

Fri. 13th and 27th

Mon. 2nd, 16th and 30th

Wed. 11th and 25th

Fri. 6th and 20th.



FREE



October 21, 1837. Letter, endorsed "Steamboat", posted at Newport, R.I. and noted in manuscript: paid No. 28 (Charge Box number)/double and 3 3/4 in red. This was the Act of March 1825 rate, being single at 18-3/4c for a letter conveyed 150 to 400 miles x 2 = 37 1/2c. The "FREE" was struck in error, should be "PAID", but here can be construed as "FREE" from further postal charges.

The steamboat Rhode Island departed from the Depot at India Point, Providence to pick up this letter en route to New York at Newport.

1838

Steamboat Lexington

New York to Stonington, Conn.

The Transportation Company steamboats Lexington and Rhode Island left N.Y. at 6 P.M. from Pier 4, North River and arrived at Stonington about 4 A.M. Passengers and mail arrived at Boston at 9 A.M. via Providence and Stonington RR and Boston and Providence RR.

The steamboats were advertised in the Providence Journal, viz.

		<u>Depart Stonington for N.Y.</u>	<u>Depart N.Y. For Stonington</u>
THURS.	AUG. 30	Lexington	Rhode Island
FRI.	AUG. 31	Rhode Island	Lexington
SAT.	SEP. 1	Lexington	Rhode Island
SUN.	—		
MON.	SEP. 3	Rhode Island	Lexington
TUES.	SEP. 4	Lexington	Rhode Island.



August 31, 1838. Letter datelined at New York. It went on the Friday 6 P.M. sailing of Lexington, N.Y. to Stonington.

STEAM-BOAT.
1838

September 1. Letter arrived at Boston 9 A.M. Docket notes, "answered Sep. 1."

Rated, Act of 1825, single letter conveyed 150 to 400 miles, 18-3/4¢, rate noted by the distinctive Boston handstamp (B.302.)

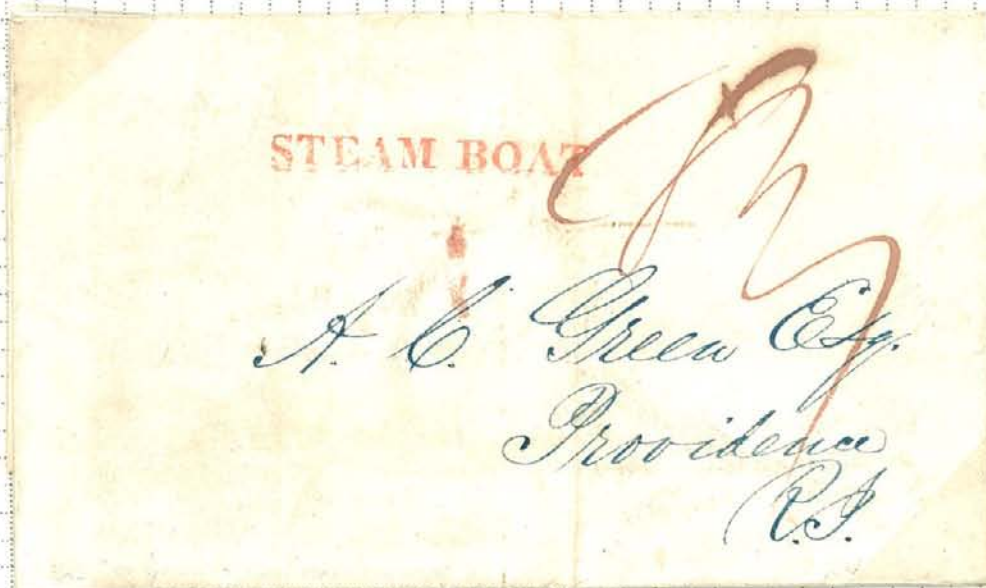
1838

BOSTON AND NEW YORK TRANSPORTATION COMPANY
Steamboat Narragansett New York to Stonington, Conn.

November 15, 1838. Letter datelined "On Board the Steamer Narragansett." Writer notes, "I did intend stopping at Prov. tomorrow morning, but in consequence of the Massachusetts not coming, am prevented." The Massachusetts ran direct N.Y. to Providence, and arrived at Providence November 17.

The Boston and New-York Transportation Company ran steamers N.Y. to Stonington, Conn. Passengers then went by train to Boston via Providence. The Providence & Stonington Line was opened in November 1837. There was no rail connection Stonington and New Haven.

Letter arrived at Stonington and went by the Providence & Stonington Railroad to Providence. Rated, Act of March 3, 1825, single, 150 to 400 miles, 18-3/4c.



NEW YORK, PROVIDENCE, AND BOSTON RAILROAD AND
STEAMBOAT LINE

Inland Route, via Stonington

Cars leave Boston daily (Sundays excepted) at 3 o'clock p.m. and Providence for Stonington on arrival of the Boston train, thence to New York by Steam Boat.

Returning, leaves New York daily (Sundays excepted) at 5 1/2 p.m.

ACCOMMODATION TRAIN

Daily from Stonington at 7 a.m. (Sundays excepted.)

Daily from Providence at 3 p.m. (Sundays excepted.)

Passengers for New York wishing to remain an hour or two at Stonington can avail themselves of the Accommodation Train.

Advertisement: Providence Journal, November 1838.

1838

NEW-YORK AND PROVIDENCE STEAM-BOAT CO.
Steamboat Providence

In 1831, the President and the Benjamin Franklin were run as the New-York and Boston Steam-boat Co. and the Providence and Boston as the New-York and Providence Steam-boat Co.



B24

December 21, 1838. A letter datelined at Salem, Mass. and endorsed: Per Steam Boat. It was unpaid and rated at the Act of 1825 rate for a letter conveyed 150 to 400 miles at 18-3/4¢, as noted in manuscript. It went in the railroad cars to Boston where it received the Boston circular date stamp on the same day.



The Providence Journal, Dec. 22, 1838. FOR NEW-YORK - THIS DAY - VIA STONINGTON. Cars will leave THIS DAY, on the arrival of the train leaving Boston at 3 o'clock P.M. from the Depot of the Stonington Rail Road for Stonington; thence without delay by steamer

PROVIDENCE

for New-York. Passengers by this route will arrive in New-York about 6 in the morning; and with a view toward their convenience, the safety of their luggage, and the expedition of the route, are requested to be particular in having their luggage put into Crates marked "NEW-YORK" at the Depot. These Crates are locked up, and taken over the Road and on board the Steamer without shifting the baggage.

Passengers by the Accommodation Train which leaves at 3 o'clock p.m. will be charged the same as those who take the steamboat train.

December 23. Docket notes receipt of this letter at New York showing the effectiveness of the Steam-boat route from Boston via Providence and Stonington, Conn.

1839

UNITED STATES MAIL LINE

Steamboat Providence

June 12, 1839. This letter is datelined at Salem, Mass. and endorsed: Fav'd/ Capt. Curtis. Captain Curtis was heading toward New York and took the cars from Boston to Providence and then Providence to Stonington, Conn. to meet the sailing date of the steamboats from Stonington to New York.

STEAM BOAT

Capt. Curtis deposited this letter aboard the steamboat Providence at Stonington. There it was marked "STEAMBOAT" and rated, Act of 1825, as a single letter conveyed 80 to 150 miles at 12½¢, shown in manuscript.



The Providence Journal, June 13, 1839. UNITED STATES MAIL LINE
Daily for New York (Sundays excepted)

INLAND ROUTE-VIA STONINGTON . Cabin \$3.- Deck \$1.50.

A train of Cars will leave Providence on the arrival of the Train leaving Boston at 4 o'clock p.m. for Stonington, thence to New York by steamboat.

On and after THURSDAY, April 25th:

Accommodation Train from Stonington at 7½ p.m.

" " " Providence at 2½ p.m.

Passengers by this train will be charged the same as per steamboat train. Freight taken at 6¢ per foot, through.

Tickets may be had and berths taken at the Depot, Providence.

The steamboat Providence will leave Stonington THIS DAY June 13.

1843

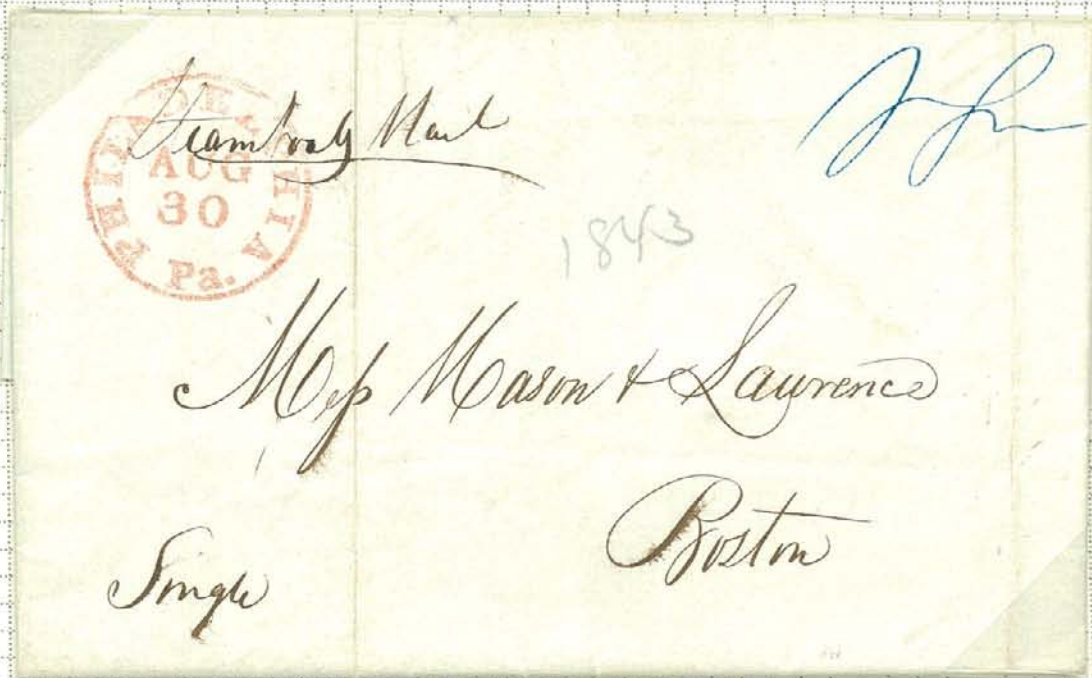
NEW JERSEY STEAM NAVIGATION CO.
DAILY MAIL LINE, NEW YORK TO STONINGTON, CONN.
Steam-boat Massachusetts

Advertisement: Providence Journal, Sept. 1, 1843.

FOR NEW YORK
VIA STONINGTON RAILROAD
DAILY, SUNDAYS EXCEPTED
Cabin Fare \$1 - Deck 50 cts in the Rhode Island
Cabin Fare \$2 - Deck \$1 in the Massachusetts
(until further notice)

On and after Thursday, July 20, the Boats will continue their regular trips from Stonington at the usual hour, on the arrival of the train that leaves Boston at 4½ o'clock p.m.

The MASSACHUSETTS, Comstock, Monday, Wednesday, Friday; RHODE ISLAND, Tuesday, Thursday and Saturday.



August 30, 1843 (Wednesday). Letter put into the mail at Philadelphia and endorsed: Steamboat Mail. It went by rail to New York to make the Thursday return sailing of the steam-boat Massachusetts to Stonington, Conn. From there the Providence & Stonington RR carried it to Providence, then on to Boston by the Boston & Providence RR.

Letter rated Act of March 3, 1825; 140 to 400 miles; Philadelphia to Boston, at 18-3/4¢. Inland waterway mails took the inland rates.

1845

NEW JERSEY STEAM NAVIGATION CO.
DAILY MAIL LINE, NEW YORK TO STONINGTON, CONN
Steam-boat Mohegan

In 1845, the Providence & Stonington Railroad came under control of Cornelius Vanderbilt and Daniel Drew. At the same time the New Jersey Steam Navigation Co. passed into the hands of Daniel Drew as president. He retained that position for 20 years. The railroad control lasted until 1851.

Advertisement: Providence Journal, Feb. 27, 1845.

WINTER ARRANGEMENT
FOR NEW YORK, VIA STONINGTON RAILROAD
DAILY, SUNDAYS EXCEPTED

Will commence on Monday Nov. 4

Morning Line, via Long Island Railroad - The MOHEGAN will leave Stonington for Greensport Monday, Wednesday and Friday on the arrival of the train that leaves Providence at 10 o'clock a.m.

Night Line - Thru NARRAGANSETT, Capt. Thayer, will leave Stonington Tuesday, Thursday and Saturday, on the arrival of the mail train from Boston.

Tickets for both routes can be obtained at the Stonington Depot and on board the ferry boat.
Providence, Nov. 2, 1844. William Comstock, Agent.



Mar. 5, 1845 (Wed.) Letter at Philadelphia endorsed: Steamboat Mail, went by rail to N.Y. to meet the return sailing of steam-boat Mohegan, which departed Thursday night for Stonington. From there mail went by the Providence & Stonington RR and Boston & Providence RR to Boston.

Rated Act of March 3, 1825, 150 to 400 miles at 18-3/4¢. Though Mar. 3, 1845 rates had been passed, they were not effective until July 1.

1847

NEW YORK TO STONINGTON, CONN. MAIL LINE
Steamboat Governor, Capt. Thayer

The Regular Mail Line ran for New York via Stonington daily, Sundays excepted. The Providence Journal advertised the Spring of 1847 schedule:

The steamboats will continue running in connection with the commodious cars of the Stonington Railroad as follows, viz: The Governor, Capt. Thayer, will leave Stonington on Monday, Wednesday and Friday.

The Massachusetts, Capt. Potter, will leave Stonington on Tuesday, Thursday and Saturday.



March 20, 1847. Letter datelined at New York on a Saturday, and was carried by the Governor on her return trip from Greenport to Stonington. It was marked aboard the steamboat with the red STEAMER/5. This is the former STEAMER/5/OREGON handstamp with OREGON cut out, she having been sold to Daniel Drew for the People's Line to Albany. These marks are catalogued as Official Waterways Route Agent marks, and were applied by the U.S. postal route agents in charge of the mail bags carried on the steamboats.

Rate of March 1845, 1/2-oz. letter under 300 miles, 5c.

1851

BAY STATE STEAMBOAT COMPANY

Steam-boat Bay State

Fall River to New York

March 19, 1851 (Wednesday.) Letter datelined at New York went out on the Thursday return sailing of the steam-boat Bay State. She departed from New York for Fall River every Tuesday, Thursday and Saturday, alternating with the State of Maine which returned to Fall River every Monday, Wednesday and Friday.

Bay State was built by Samuel Sneed at New York, and was fitted with a beam engine built by the Allaire Works. She was considered the fast boat of the line.



STEAM

5



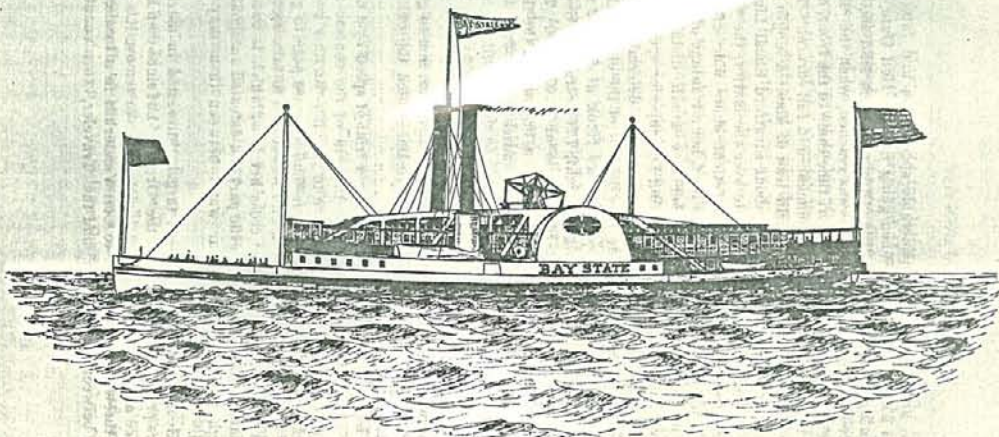
STEAM

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*N. Stetson, Esq.
Bridgewater
Mass*

March 20, 1851. Bay State arrived at Fall River on her scheduled return. Letter rated Act of March 3, 1845, rate, half-ounce letter under 300 miles, 5c.

Although the Act of March 3, 1851, rates had been passed, they were not effective until June 30, so this letter fell under 1845 rates.



"BAY STATE."

1849

U. S. INLAND WATERWAYS

Official Route Agents' Markings

HUDSON RIV. MAIL, N.Y.

These markings were applied by U.S. postal employees who were in charge of the mail bags carried on waterways steamboats with contracts to carry the mails. These Route Agents also received loose letters en route and their postmark was applied indicating that such a letter had entered the mails.



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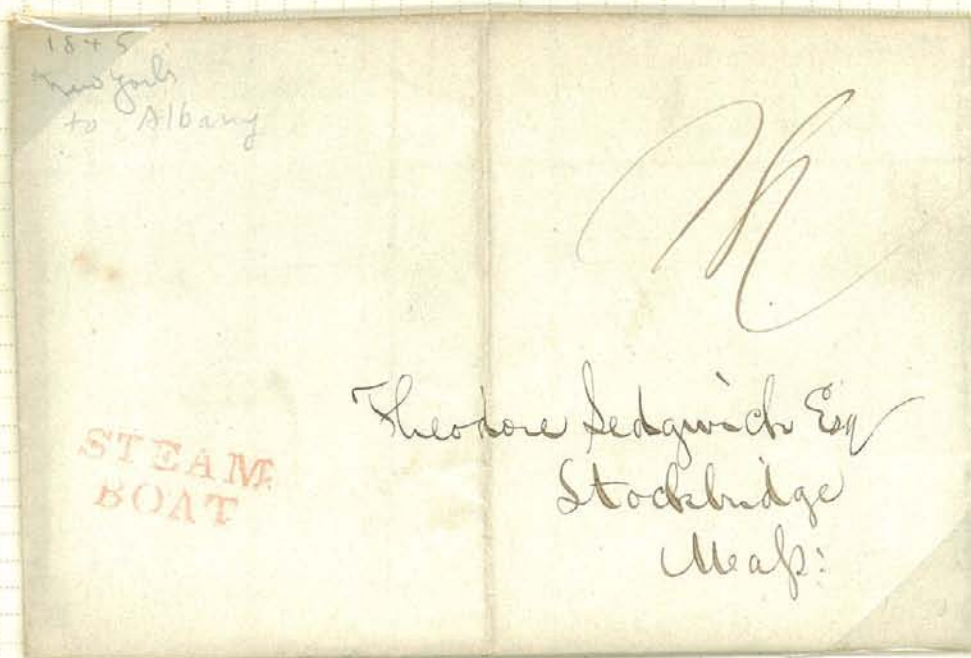
April 11, 1849. Very fine strike of the Route Agent's mark aboard downriver steamboat of the Hudson River Mail. Docket notes received April 12.

Letter rated at the Act of 1847 rates of 5¢ under 300 miles, due.

1845

U. S. INLAND WATERWAYS

STEAM/BOAT, Albany, N.Y.



May 7, 1845. Letter datelined at New York City. Letter put aboard a non-contract steamboat bound up-river to Albany.

STEAM
BOAT

Put ashore at Albany, letter received this "STEAM/BOAT" mark. It then went cross-country to Stockbridge, Mass. Rated at Act of 1825 rates, single, for a letter going 150-400 miles at 18-3/4¢, cumulative mileage, N.Y. to Albany; Albany to Stockbridge was used to calculate the charge.

May 9. Docket notes letter received at Stockbridge.

1837

U.S. INLAND WATERWAYS

STEAM-BOAT, Boston



September 8, 1837. Letter datelined at New York. Letter put aboard a steamboat not under Post Office Department contract from New York to Boston. This was considered an "inland waterway", and letters so carried were generally subject to the prevailing domestic inland rates.



STEAM-BOAT

Sept. 11. Letter marked incoming at Boston with the circular date stamp (Blake 211) and the STEAM-BOAT designation (Blake 303A), the latter quite scarce. Zone rate by Act of March 3, 1825 due, single letter going 150 to 400 miles, 18-3/4¢, New York to Boston to North Andover, Mass, about 280 miles.

1839

U. S. INLAND WATERWAYS

STEAMBOAT, Hartford



April 16, 1839. Letter datelined at Middletown, Connecticut, down-river on the Connecticut River from Hartford. It concerns a shipping foul-up:

" Middletown April 16, 1839

Mr. Tolles, Sir,

Your the 15th we reply would say that the Schr (schooner) Augusta went by Middletown did not stop therefore the trunk remains on board of her.

Yours in hast (sic)
Shuddick & Bros. By FPS. "

STEAMBOAT

Received at Hartford from aboard a non-contract steamboat and struck with the 32 x 2½ mm straight line "STEAMBOAT".

Rated at Act of April 9, 1816 rates, zone single letter of 30 to 80 miles at 10¢ + Ship Letter charge 2¢ = 12¢ due as shown. "Captains gratuity" (2¢) is not consistent, some letters showing it, others not.

1827

U. S. INLAND WATERWAYS

STEAM/BOAT, New London, Ct.

STEAM BOAT marks were applied to letters carried by non-contract steamers plying inland waterways into a port of arrival. Letters were rated at the required postage between the point the letter was picked up and its final destination.



October 8, 1827. Letter datelined New York. It was handed to the captain of a non-contract steamer headed up Long Island Sound to New London, Connecticut.



STEAM
BOAT

October 9. Letter stamped incoming at New London. Cumulative distance, New York to New London, New London to Marblehead, Mass. (overland) resulted in Act of Mar. 3, 1825 rate of 18-3/4¢ due for a single letter going 150-400 miles.

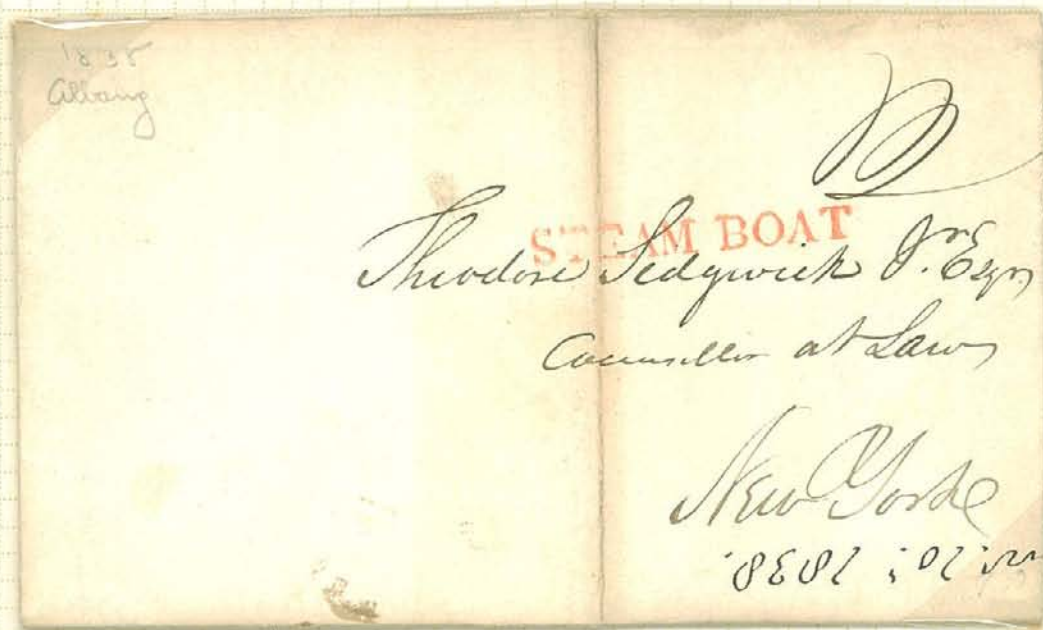
1838

U.S. INLAND WATERWAYS

STEAM BOAT, New York

STEAMBOAT marks were official Port of Arrival marks applied to letters delivered to a given port by a steamboat having no mail-carrying contract with the Post Office Department. These letters were picked up somewhere along an inland river, lake, bay or sound route as a favor to the writer.

Steamboat letters were recognized for the first time in the Postal Laws & Regulations in 1825, with a fee of 2¢ to the steamboat captain delivering the letter.



November 19, 1838. Letter datelined at Albany (Monday p.m.) and handed to down-stream steamer captain, bound for New York.

STEAM BOAT

November 20. Docket notes letter received at New York City. Fine strike of the Port of New York's STEAM BOAT mark. Letter rated Act of March 3, 1825, 10¢ for single letter 30 to 80 miles plus 2¢ to steamboat captain = 12¢ due, as shown in manuscript.

1851

BAY STATE STEAMBOAT COMPANY

Steam-boat State of Maine

Fall River to New York

The Fall River line was organized in 1846 by Fall River and Boston capitalists, commencing business on May 18, 1847. This was possible as the Fall River R.R. had opened for business June 9, 1845, and connected at South Braintree with the Old Colony R.R.

A continuing advertisement ran in the Providence Journal late in 1850 and early 1851.

WINTER ARRANGEMENT
FALL RIVER LINE TO NEW YORK

On and after this date the above line will comprise the new and splendid steamers BAY STATE, Capt. Wm. Brown, and STATE OF MAINE, Capt. T.G. Jewett. The Bay State will leave Fall River on Mondays, Wednesdays and Fridays, and the State of Maine on Tuesdays, Thursdays and Saturdays.

The steamers on this route are the largest, most substantial and costly of any inland steamers on the American waters, having been built expressly for the route around Point Judith, and are in every respect suitable for the service.
Providence, Nov. 25, 1850.



STEAM

5

Mrs Sazell Pennington
Bridgewater
Ms

STEAM

5

1851

January 6, 1851. Letter, datelined Jan. 4 (Saturday) at New York, arrived at Fall River aboard the Steam-boat State of Maine, which left N.Y. early on the morning of Jan. 6 on her scheduled trip to Fall River via Point Judith.

Letter rated, Act of March 3, 1845, under 300 miles, 5c. Steam-boat letters were considered inland waterway mails, subject to inland rates of postage.

1851

U. S. INLAND WATERWAYS

Mississippi River Steamboat Red River

WAY LETTER

Port Caddo to New Orleans

January 25, 1851. Letter datelined at Shreveport, Louisiana concerns shipment of 16 bales of cotton of good quality by the steamer Belvidere. The letter was endorsed: per steamer/ Red River, and was placed aboard her unpaid. The Red River was en route downriver to New Orleans from Port Caddo, the Mississippi River port just above Shreveport.



January 31, 1851. Arrived at New Orleans, Jan. 31, Steamboat Red River, Franks, from Port Caddo. Letter rated, Act of 1845, over 300 miles at 10¢. As it was put aboard Red River en route, it was considered a Way Letter, so the 1¢ Way fee was added to the inland rate to total 11¢ due, shown by the charge mark.

Red River was a 276 ton wooden stern paddle steamer built at Marietta, Ohio in 1850.

1851

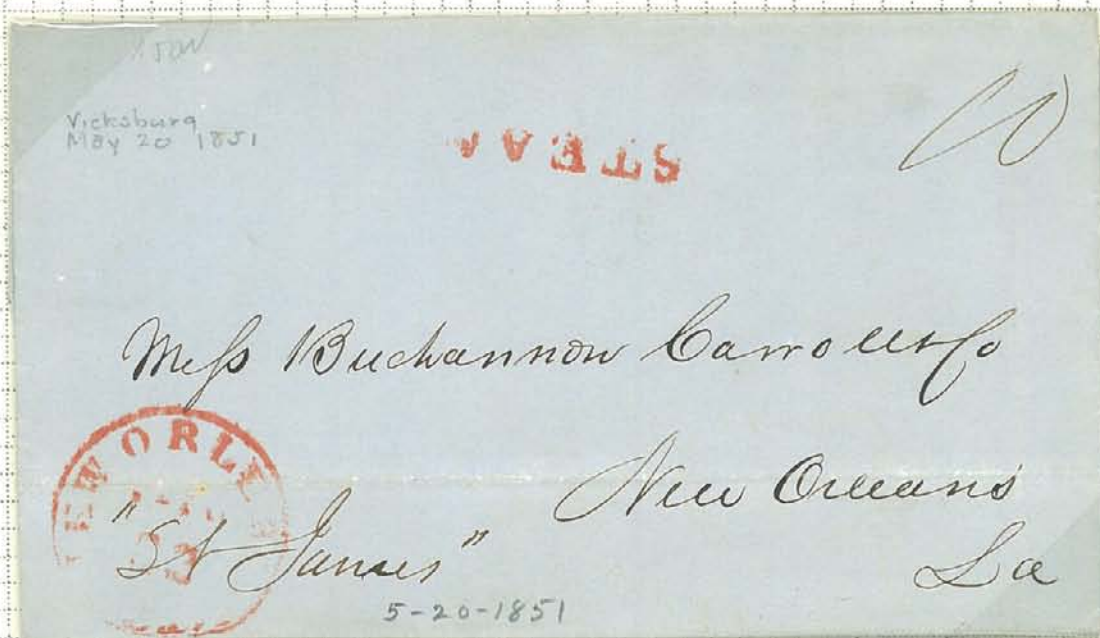
U. S. INLAND WATERWAYS

Mississippi River Steamboat St. James

Yazoo City, Mississippi to New Orleans via Vicksburg

May 20 (1851). Letter datelined at Vicksburg, Mississippi concerning shipment of bales of cotton. Endorsed: "St. James."

The steamboat St. James sailed down the Yazoo River from Yazoo City to Vicksburg at the confluence of the Yazoo and the Mississippi where this letter went aboard.



STEAM

May 23, 1851. New Orleans Picayune. STEAMBOATS ARRIVED. St. James, Kercheral, from Yazoo City.

Letter rated as a steamship letter at 10¢.

Holdcamper List: St. James, wooden paddle steamer, 347 tons, built 1850 Cincinnati. Home port New Orleans. Exploded 7-5-82 at Lake Ponchartrain, La., 30 lives lost.

1852

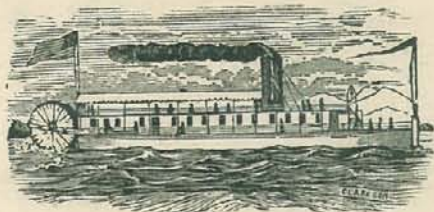
Steamboat Col. J.C. Fremont

A notice for the launching of this vessel at Bridesbury, Penn. on Saturday, October 23, 1852 at noon.

Holdcapmer lists this as a 60 ton wooden sidewheel paddle steamer (not stern paddle as shown) in 1853 (sic), first port Philadelphia.

She was reported "snagged" and lost in the Tombigbee River Ala. October 24, 1852

Oct 14 '52



DEAR SIR :

Your attendance is respectfully solicited at the **Launching of the Steamboat, Col. J. C. FREMONT**, at Bridesburg, on Saturday, the 23d inst. at 12 o'clock, M.

G. CONVERSE, *Builder.*

Philadelphia, Oct. 14th, 1852.