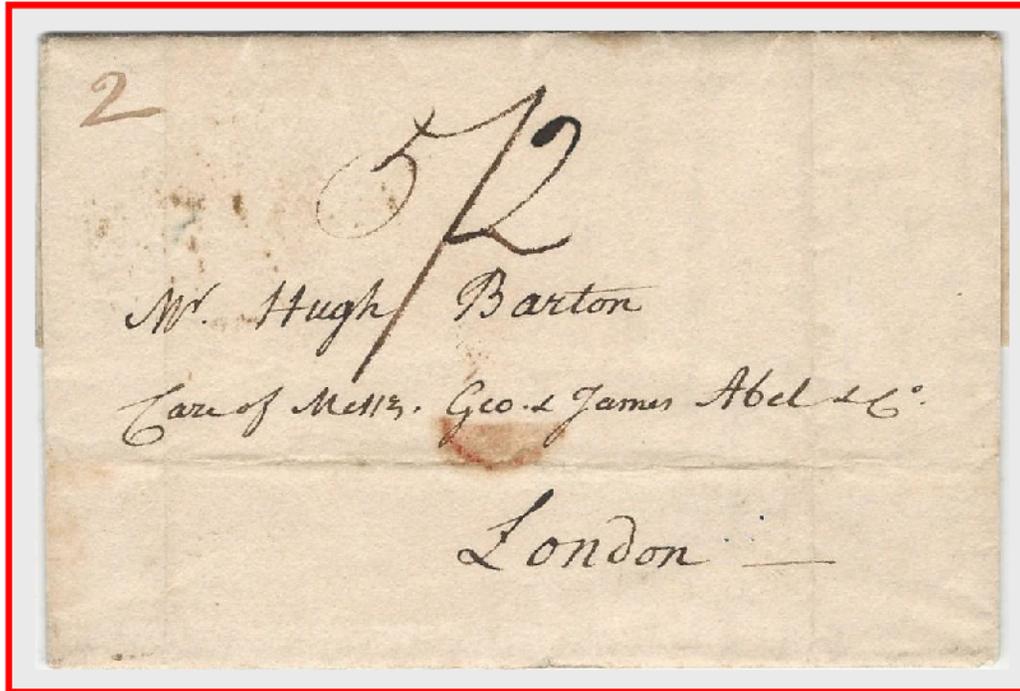


Private Sailing Ship

The War of 1812-1815

Privateering threatened packets to New York, so service was halted in March 1813. By GPO notice of 11 March 1814: "HM pkts having ceased to go to NY you are to cease receiving letters with pkt postage to the USA. Only ship letter bags may occasionally be sent." Britain announced the blockade of Delaware River on 5 February 1813, New York Harbor on 26 May 1814, and Boston Harbor on 25 April 1814.

Cartel Ship Through British Blockade of the Delaware River



Philadelphia, 23 October 1813

Cartel ship advertised for
Madeira at 25¢ per letter
Philadelphia 22 November
Madeira arrival unknown

Packet *Montague* :
Madeira 2 January
Scilly 14 January: driven
ashore in gale
Mail at London 25 January

London rated 5/2 due:
2 x 2s7^d packet, double rate

94 days



reverse

Cartel Ship Through British Blockade of Boston

Prepaid 2/2
Double 1/1 ship fee
Cartel ship to Boston
Boston rated 42¢ due
2 x 20¢ inland
2¢ ship
Arrival date unknown



London, 25 June 1814

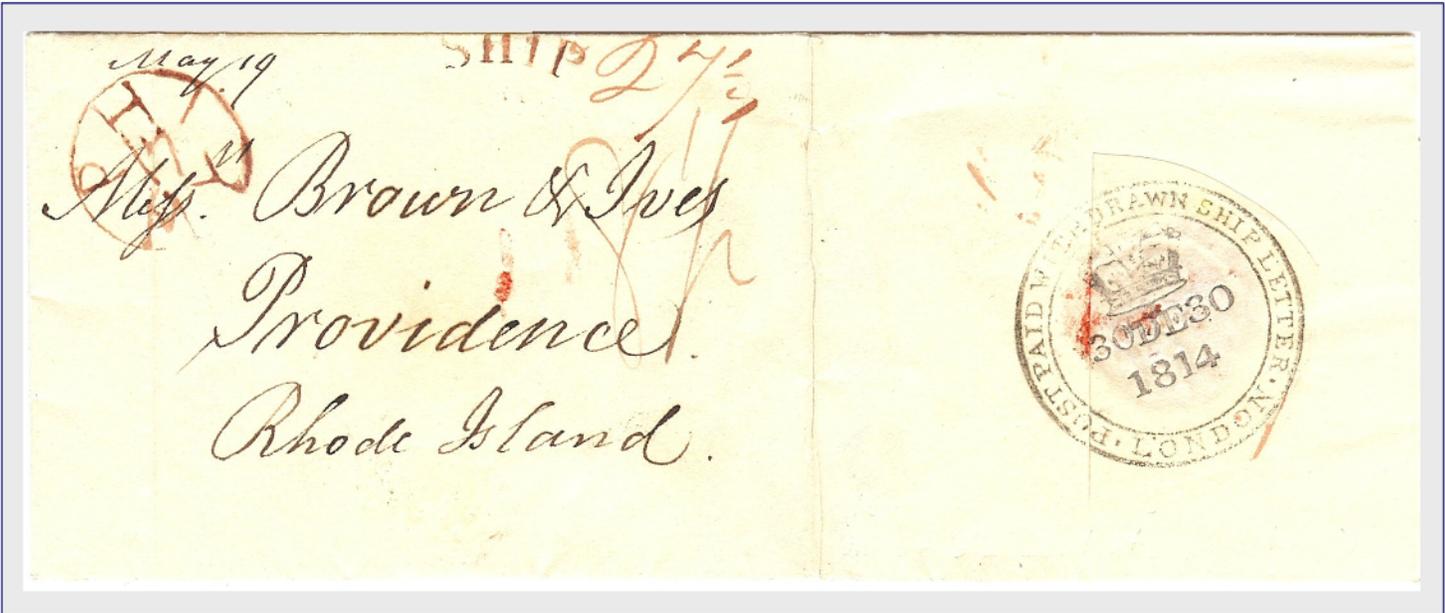


Private Sailing Ship

Rates Respond to the Economics of War

Commerce with the United States was important to British business, so with packet service unavailable, GPO London reduced the ship-letter rate by 30% to 8 ½ pence. Conversely, because the U.S. Treasury was essentially bankrupt, American inland rates and the ship-letter fee were increased by 50%.

Withdrawn Ship Letter: Cartel Ship Through British Blockade of the Delaware River



London, 30 December 1814

Prepaid 8 ½^d, one third the packet rate of 2/2

Ship *Pacific* : London departure unknown, Philadelphia 17 May 1815 139 days
 Transit 45 days from Cork, where delayed several weeks by gales

Philadelphia rated 27½cents due: 2¢ ship, 17¢ inland, 8½¢ surcharge

Finest of 7 withdrawn ship letters landed at Philadelphia

Act of 1814, Geo III c. 169
 effective 10 Oct 1814

Senders could use any private ship of their choosing if they prepaid one third of the 2s2d packet-letter rate (26^d x .33 = 8.58^d, rounded to 8.5^d). Such letters were thus "withdrawn" from the mails.

The Post Paid Withdrawn-Ship-Letter option was terminated on 11 July 1815.



U.S. Act of 1814
 effective 1 Feb 1815

Mileage	Cents
Not over 40	12
40-90	15
90-150	18¾
150-300	25½
300-500	30
Over 500	37½

Ship letters	
Delivered at port	9
Elsewhere, plus postage	2

Private Sailing Ship

Blockade-Run Through British Blockade of the Delaware River

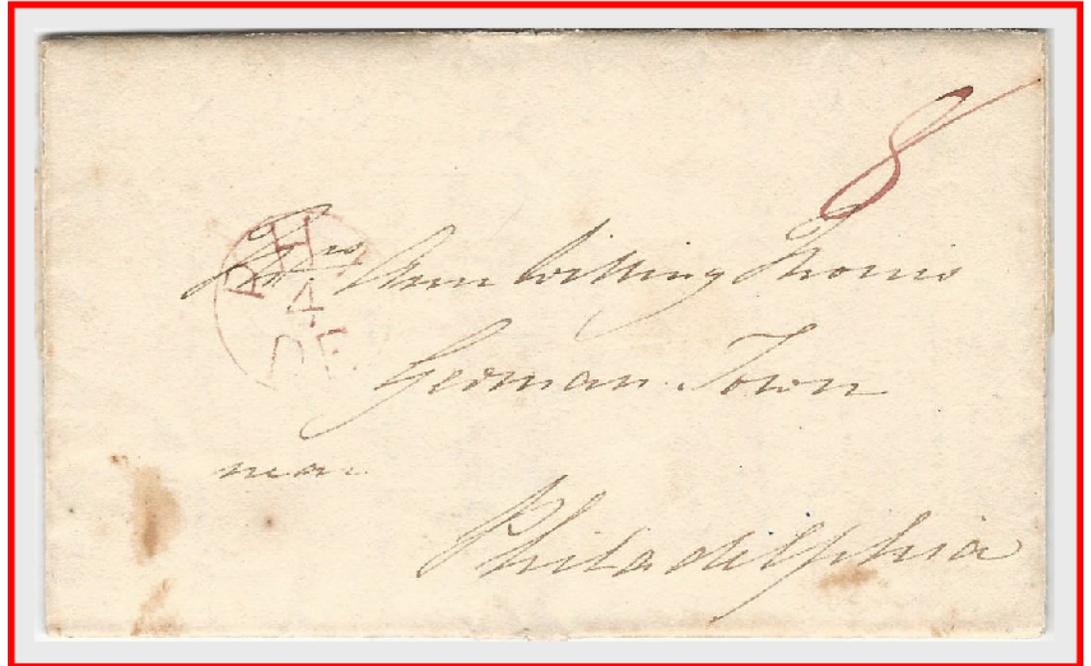
Sent unpaid

Ship unknown; newspapers seldom revealed the names of blockade runners.

Philadelphia 4 December

Rated 8 cents due
 <40 miles to Germantown
 no 2¢ ship fee charged

56 days

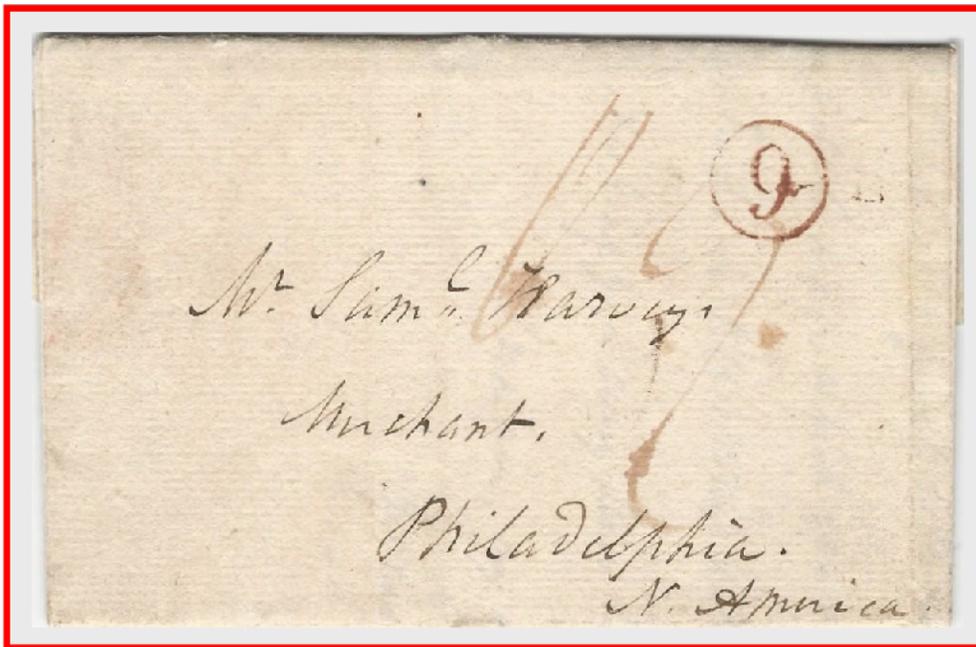


London, 10 October 1814

The enemy's squadron have been in the Bay for two or three days, consisting of the "Spenser" 74 and the "Pactolus" frigate, with a tender.

Extract of a letter from Lewes, Delaware, 2 Dec 1814: Poulson's American Daily Advertiser, 12 Dec.

Cartel Ship Through British Blockade of the Delaware River



Manchester, 20 January 1815

Prepaid 9^d, ~ one third of the 2/2 packet rate for a withdrawn ship letter

Cartel ship *Royal Edward* via Bermuda
 Liverpool 20 March
 Philadelphia 12 June

Philadelphia rated 9 cents due, 50% surcharge on the 6¢ rate for delivery at the port

72 days



8 recorded

Private Sailing Ship

Post-War Growth of the American Merchant Fleet

The United States became a naval power in the War of 1812-1816. Improvements gained in ship design and speed were transferred to American commercial shipping, which then saw explosive growth in the North Atlantic. Many new shipping lines were started, and single-ship operators increased the competition.



London, 14 December 1820

Sent unpaid on private ship

Ship *Atlantic* : London 17 December, New York 19 February 1821 65 days

New York rated **14½**cents due: 2¢ ship, 12½¢ inland



applied by ship's purser
used in olive green only on 17 Dec.
three recorded

By the 1820s American lines sailing regular schedules sprung up in many eastern U.S. ports. Intense competition for cargo and passengers was evident in newspaper advertisements.

Name-of-ship markings provided additional advertising.

Letter to the publisher and bookseller Matthew Carey, a revolutionary, close friend of Benjamin Franklin and John Adams, and early advocate of strong naval power as a necessary role of federalism.

Private Sailing Ship

Philadelphia Shipping Lines

Cope Line, 1821-1872



Broomfield, 14 July 1819

Posted at Chelmsford, prepaid 1/- for inland postage to Liverpool

Sent unpaid by private ship

Cope Line Ship *Lancaster*: Liverpool 21 July, Philadelphia 13 September 55 days

Philadelphia rated 8 cents due: 2¢ ship, 6¢ inland

LANCASTER

applied by ship's purser

two known
the only example in black

U.S. Act of 1816

effective 1 May 1816

Mileage	Cents
Not over 30	6
30-80	10
80-150	12½
150-400	18½
Over 400	25

Ship letters

Delivered at port	6
Elsewhere, plus postage	2

Thomas P. Cope's ships operated from 1806, and on a monthly schedule between Philadelphia and Liverpool from 1822 to 1872. Often termed the "Philadelphia Packet" or "Liverpool Packet," none of Cope's voyages were under mail contracts.

Private Sailing Ship

Philadelphia Shipping Lines

Cope Line, 1821-1872



Philadelphia, 13 July 1824

Sent unpaid by private ship

Ship *Algonquin* :

Philadelphia 20 July

Liverpool 16 August

London rated 1/7 due :

8^d ship11^d inland,8^d forwarding

Received 17 August 36 days

Maiden voyage of Algonquin

ALGONQUIN

three recorded

Sent unpaid by private ship

Ship *Montezuma* :

Philadelphia 20 June

Liverpool 13 July

Liverpool rated double,

so 3/2 due :

8^d ship11^d inland

Received 15 July

26 days

MONTEZUMA

three recorded

Philadelphia, 20 June 1824

Private Sailing Ship

Philadelphia Shipping Lines

Hutchinson Line

Carried privately to Baltimore;
then unpaid on private ship

Brig *Paragon* :
Baltimore 20 July
Gravesend 16 August

Received 16 August

London rated $\frac{1}{2}$ due
8^d ship, 6^d inland

27 days

PARAGON

applied by ship's purser

the only reported example



Philadelphia, 10 July 1824

Walker Line



Philadelphia, 22 June 1824

Sent unpaid by private ship
Ship *Julius Caesar*:
Philadelphia 22 June
Liverpool 18 July

Received at London 19 July

London rated $\frac{1}{7}$ due
8^d ship, 11^d inland

25 days

JULIUS CAESAR

applied by ship's purser

three reported

Private Sailing Ship

Bevans & Humphreys Line of Philadelphia



Philadelphia, 14 October 1819

Sent unpaid

Ship *Telegraph* :

Philadelphia 18 October

Liverpool 14 November

Liverpool rated 8^d due for ship

28 days



two recorded

Carrington Line of Providence, R.I.

Privately to Philadelphia,
where sent unpaidEndorsed for *Bainbridge*,
but sent on ship *Superior* :

Philadelphia 29 April

Liverpool 10 June

43 days

Liverpool rated 8^d due for shipReturned via Philadelphia
Ship *Stranger* :

Liverpool 24 June

Philadelphia 23 August

60 days

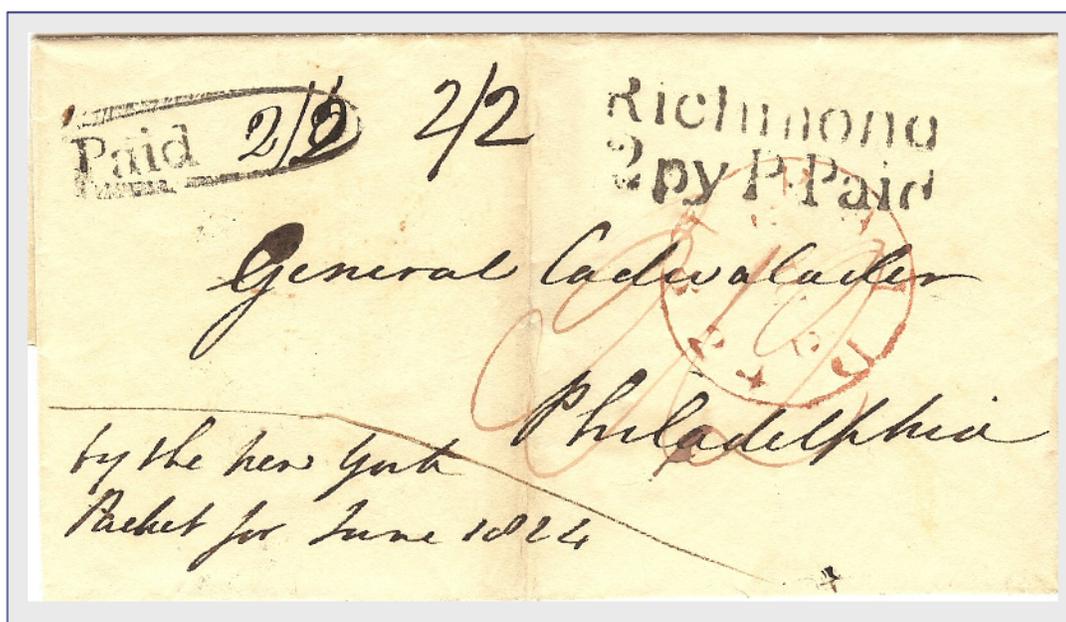
Philadelphia rated 14½^d due:
12½^d inland, 2^d ship

Baltimore, 14 April 1820

British Contract Sailing Ship

Post-War Resumption of Falmouth-New York Packet Service

Packet service to New York resumed shortly after the United States ratified the Treaty of Ghent in February 1815. By the mid 1820s American ships provided weekly service between New York and Liverpool. The packets, which were more expensive and slower, were left with only government dispatches for Canada, Nova Scotia and Bermuda. Packet service to New York was therefore discontinued in late 1826.

Falmouth Packet, Single Rate

Richmond, 2 June 1824

Prepaid 2/2, the packet rate to New York

Packet *Duke of York* : Falmouth 16 June, New York 7 August 69 days

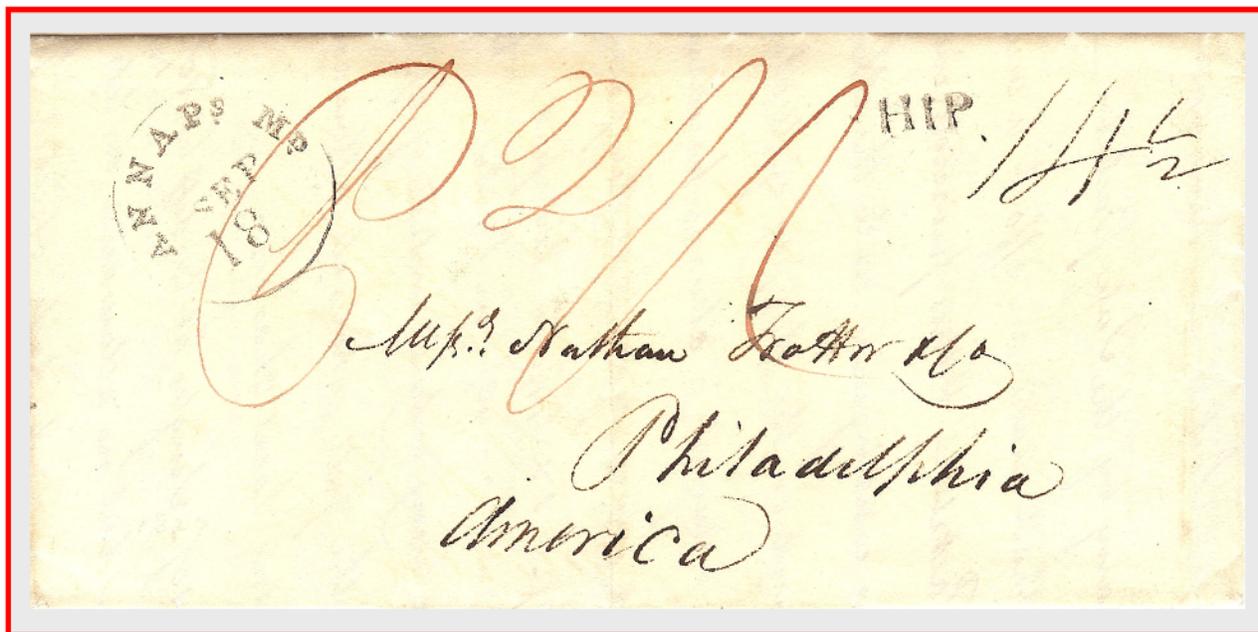
Free of ship fee, but New York erred in not charging inland postage to Philadelphia

Senders in English ports had no incentive to use British packets. A private ship saved 2s2d, since letters could be sent unpaid by depositing them in the ship's bag dockside. Letters sent by private ship would likely arrive weeks ahead of the packet mail.

British Contract Sailing Ship

Introduction of Packet Service Via Bermuda

When Falmouth-New York packet service was terminated in late 1826, letters for America were sent on the Falmouth-Bermuda packet. From Bermuda a Cunard sailing ship was contracted to take them to Annapolis. Only nine such voyages were made before the service ended in October 1827.



Monmouth, Wales, 27 June 1827

Prepaid *2/1*, the single packet rate

Packet *Eclipse*, Falmouth 4 August, Bermuda arrival unknown
Cunard sailing packet *Emily* from Bermuda, Annapolis 18 September 85 days

Annapolis rated $14\frac{1}{2}$ cents due: 2¢ ship, $12\frac{1}{2}$ ¢ inland

10 letters recorded via Annapolis packet, only 2 to Philadelphia

U.S. Act of 1825 effective 1 May 1825	
Mileage	Cents
Not over 30	6
30-80	10
80-150	$12\frac{1}{2}$
150-400	$18\frac{3}{4}$
Over 400	25
Ship letters	
Delivered at port	6
Elsewhere, plus postage	2

Letters arriving by Bermuda packet entered the mail in Annapolis, not—as reported in the literature— taken to Washington by special courier. The trip to Philadelphia by mail coach took an entire day.

Private Sailing Ship

Philadelphia Ship-Letter Postmarks

Brown's Line of Baltimore

Sent unpaid

Ship *Pocahontas* :
 Liverpool 8 October
 Philadelphia 9 November

35 days

Phila. rated **27** cents due:
 2¢ ship, 25¢ inland to Maine

*Postmark used only on
 incoming mail for addresses
 beyond the port :*

May 1834 - 9 Nov 1835

latest recorded use



Liverpool, 13 September 1835



Liverpool, 19 August 1834

Sent unpaid

Brig *Morgan* :
 Liverpool 20 August
 Philadelphia 8 October

59 days

Phila. rated **6** cents due
 for delivery at the port

*Postmark used only on
 incoming mail for ad-
 dresses within the city :*
Oct 1834 - Oct 1836

**earliest recorded
 use in red**

Private Sailing Ship

Delaware Estuary Blocked by Ice, Winter of 1834-35

Delayed Seven Weeks at Cape Henlopen—Mails Kept Aboard



Liverpool, 8 December 1834

Sent unpaid by private ship

Cope Line *Algonquin* :

Liverpool 11 Dec

Cape Island, N.J. 6 Jan

Delayed by storms and ice

Arr. at Lazaretto 26 Jan 1835

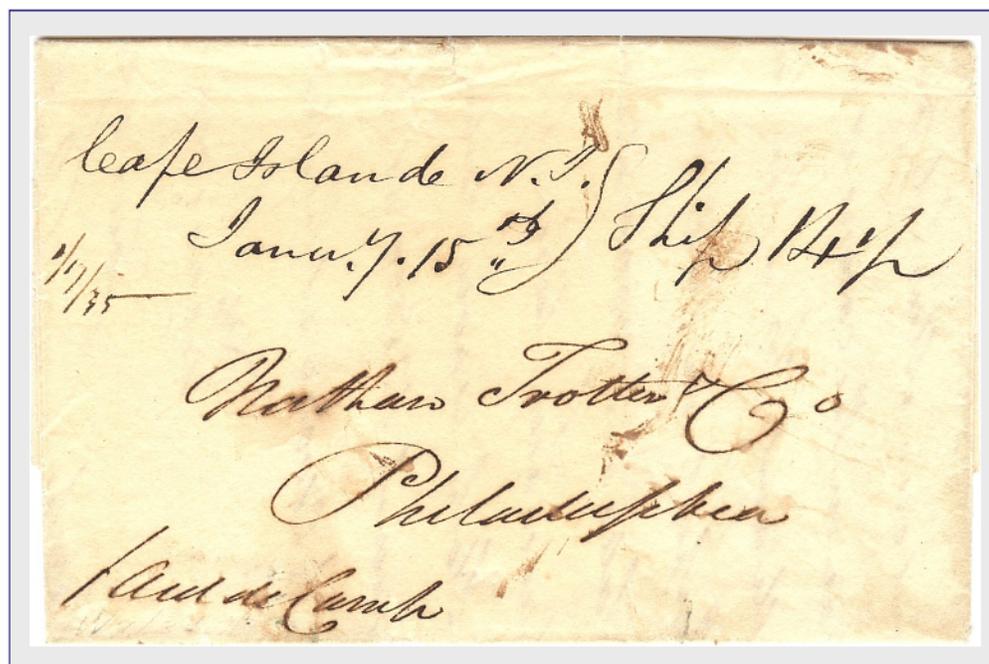
Postmarked February in error

Philadelphia rated **14** cents due

2¢ ship, 6¢ inland double

83 days

Mails Taken Overland Through New Jersey to Avoid Ice



London, 12 December 1834

Sent unpaid by private ship

Ship *Aid de Camp* :

Liverpool 17 Dec

Cape Island, N.J. 15 Jan

Delaware River ice-jammed,
so mails sent ashore in New
JerseyCape Island rated **14½** due

2¢ ship, 12½¢ inland

Received 17 Jan 35

37 days

Liverpool to Philadelphia was 200 miles longer than to New York, and required navigating a shoaling estuary. Even with favorable winds, the trip to Philadelphia could take an additional one to two weeks; ice blockages were not uncommon.

Private Sailing Ship

New York Sailing "Packet" Companies

From 1818 to 1840 an increasing proportion of transatlantic mail went by non-contract sailing via weekly service from New York. Their importance waned with the increase of steamship traffic late in the 1830s.

Black Ball Line, 1818-1840



Sent unpaid by private ship

Ship *Orpheus* :
Liverpool 16 May
New York 15 June

New York rated **14½**cents due:
2¢ ship
12½¢ inland

Received 16 June 32 days

ORPHEUS

Applied by ship's purser

two recorded

London, 12 May 1834

Prepaid 25 cents, double
rate to New York:
12½¢ x 2

Ship *England* :
New York 16 March
Liverpool 5 April

Liverpool treated as single
rate, **1/7** due:
8^d ship
11^d to London

21 days



Philadelphia, 5 March 1836

Private Sailing Ship

Blue Swallowtail Line, New York 1822-1840

Prepaid 37½ cents to New York
(2 x 18¾¢ rate)

Ship *Cortes* :
New York 8 May
Liverpool 5 June

London first rated 3/2 due for
2 sheets. Inspector canceled
rate with crown handstamp
and re-rated 4/9 due
3 x (8d ship + 11d inland)

30 days

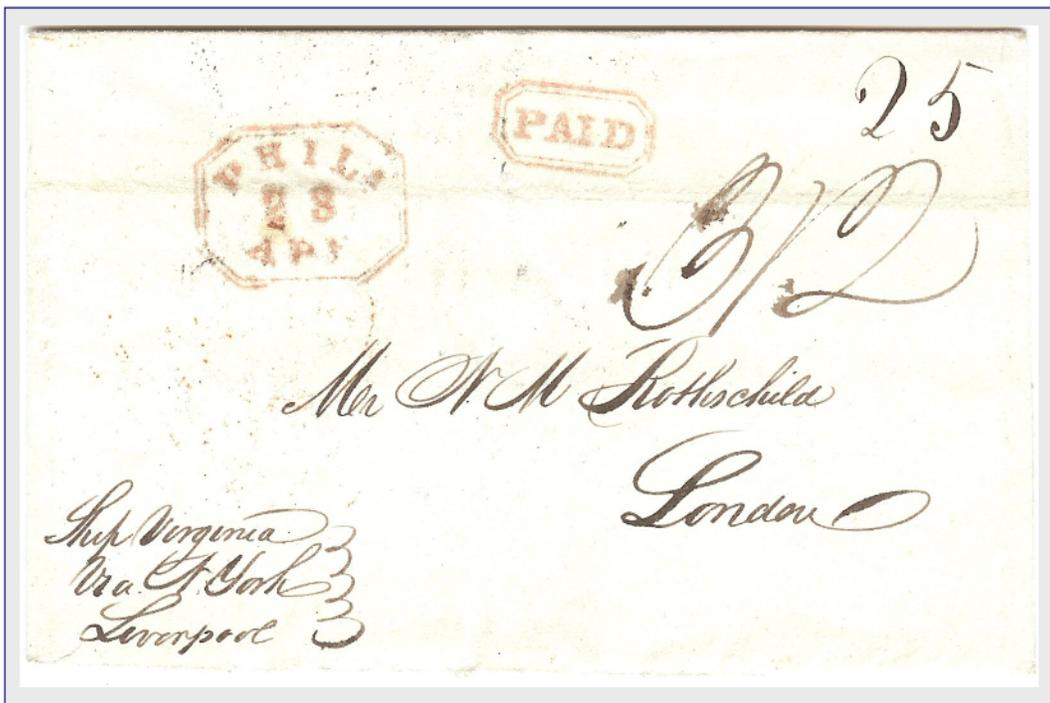
SHIP LETTER
LIVERPOOL

reverse



Philadelphia, 7 May 1825

Red Star Line, New York 1822-1840



Prepaid 25 cents to New York
(2 x 12½¢ rate)

Ship *Virginian* :
New York 29 April
Liverpool 16 May

19 days

Liverpool rated 3/2 due:
2x (8^d ship + 11^d inland)

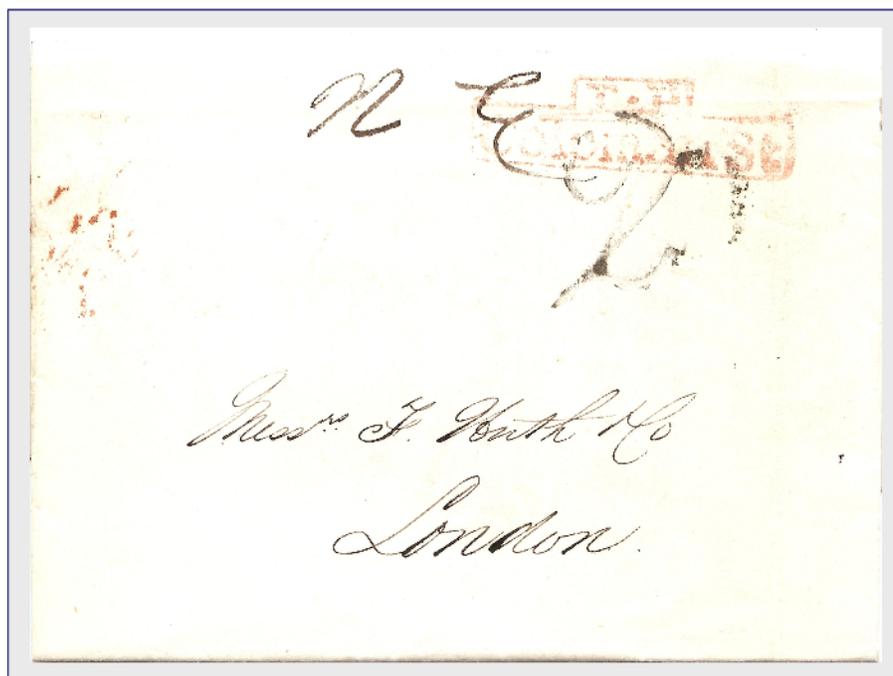
LIVERPOOL
SHIP LETTER

reverse, 80%

Philadelphia, 28 April 1835

Private Sailing Ship

Red Swallowtail Line, New York 1827-1840



Philadelphia, 20 January 1836

Carried privately to London, where posted at the Coleman Street two-penny post office.

Ship *Gladiator* :
New York 10 February
London 19 March

Coleman St. office rated 2^d due for delivery, and **NE** to signify the carrier route.

40 days

T·P
Coleman St

Coleman Street two-penny post office

Dramatic Line, New York 1836-1840

Prepaid 8^d ship fee

Ship *Sheridan* :
Liverpool 16 March
New York 13 April

New York rated 14½¢ due
2¢ ship
12½¢ inland

Received 14 April

30 days



Glasgow, 12 March 1840

Private Sailing Ship

Black X Line, New York 1824-1840

Prepaid **12½ cents**
To New York

TOO LATE for ship
George Washington

Ship *Montreal* :
New York 10 October
Portsmouth 8 November

London rate **1/4** due:
8d ship
8d inland to London

Received 9 November
30 days



Philadelphia, 30 September 1835



London, 19 April 1838

Prepaid **1/-** ship-letter fee
for posting outside the port

Ship *Philadelphia* :
Portsmouth, 20 April
New York 14 May

New York rated **14½ cents**
due: 2¢ ship, 12½¢ inland

Received 15 May
35 days