

XXIV. 1. 13(35)

1862

Lampson & Holt

9th St

On chartering cargo



Liverpool 9 September 1862

Messrs. Rimbone Bro^{rs} & Co

Dear Sirs

Having in mind the points on which Messrs. Worthington & Co. lately consulted you in respect of two tea ships at Montreal, you will no doubt advise Messrs. Borley, Worthington & Co. and others of your friends to expunge the word "freight" entirely from their bills of lading. And considering that in the cases in question the owners of the ships seem to be taking a technical advantage of an oversight, it may be well that at the same time you explain to your friends that when chartering a ship here or at Lloyd's or elsewhere is not the

only thing to be looked at.
Much depends also on the character
of the owners and they should
give a decided preference to ships
owned by persons already known
to them or who are well introduced
to them. When they are driven
to take ships owned by complete
strangers they may take as a
general rule that among the
British ship owning ports London
Liverpool & Glasgow have usually
the best owners and that very
few high classed ships are owned
in these ports by other than
respectable people, though the
same cannot always be said

of low classed ships. Sunderland
again is much better than Shields
or Newcastle, and the owners of
Sunderland 13 years ships can
usually be relied on as respectable.
Aberdeen owners are generally
good but the other ports on the
East Coast of Scotland are to
be avoided except when the
owners are known. Irish
owned ships are frequently
looked on with dislike by
our Underwriters. Cumberland
owned ships are good, but the owners
are often too ^{high} priced.
We can only speak in this
vague & general manner.
Yours truly
Samuel Hoyle