



Historical Society
of Pennsylvania

Collection 1486

Cope Family papers

Creator: Cope family
1785-1928 (bulk dates, 1820-1880)
352 boxes, 297 volumes, 178.4 linear feet

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Related Collections at See page 22

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Abstract

Thomas Pim Cope, the son of Caleb and Mary (Mendenhall) Cope, was born in Lancaster, Pennsylvania, in 1768. The Copes, a Quaker family, were primarily farmers by occupation. Thomas felt that city life was a more appealing alternative, and in 1786 he moved to Philadelphia. After completing several years of apprenticeship in his uncle's store, Thomas began his career as a highly successful and well-respected merchant. In 1821 he established Philadelphia's first packet line, a small fleet of first-rate ships that offered regular freight and passenger service between Philadelphia and Liverpool. Cope's Line of Packets was passed on to subsequent generations of Copes until it ceased operations in the 1870s. At the time of his death in 1854, Thomas P. Cope was one of the wealthiest and most prominent men in the city.

Papers of the Cope family contain extensive records of their shipping business, including correspondence, bills and receipts, freight lists, passenger lists, ledgers, and crew papers. These documents chronicle more than 500 voyages made by the Copes' vessels. Also included are the records of several other companies in which the Copes were involved. Records of J. & M. Brown & Co., textile merchants related to the Copes by marriage, are included as well. Personal papers are comprised of correspondence, bills and receipts, documents concerning the administration of several estates, and miscellaneous materials relating to the Cope, Drinker, Reeve, and Brown families.

Background note

The Cope Family

Thomas P. Cope was born in 1768, the fourth child of Caleb Cope and Mary (Mendenhall) Cope. The Copes lived in Lancaster, Pennsylvania, where their seven children were educated. One of the highlights of young Thomas's childhood was the extended visit of Major John Andre, a British officer who was captured by the American army during the Revolution and then permitted to lodge with the Copes.

Thomas moved to Philadelphia in 1786. There he was apprenticed to his uncle, merchant Thomas Mendenhall. His apprenticeship was completed in 1790, and in 1792 Thomas married Mary Drinker, the daughter of John and Rachel (Reynear) Drinker. Thomas and Mary's first child, Henry, was born in 1793, and was soon followed by

Francis, William, Caroline, Alfred, and Eleanor. In 1816 Francis drowned in the ocean while vacationing at Cape May with his brother William. Mary (Drinker) Cope, who was frequently ill, died in 1825 when she ingested poison in place of medicine. In 1829 Thomas P. Cope married again, this time to Elizabeth Stokes Waln, the widow of Joseph Waln.

Henry Cope, the eldest son of Thomas and Mary, married Rachel Reeve in 1818 and later went on to found Awbury, the family's enclave in Germantown. Henry and Rachel had six children: Mary, Francis, Thomas, Anna, Ruth Anna, and Clementine. Henry and his brother Alfred, who was married twice, first to Hannah Edge and later to Rebecca Biddle, joined their father in the family business, which was eventually continued by Henry's sons Francis and Thomas.

Thomas P. Cope's Business Endeavors

Upon the completion of Thomas P. Cope's apprenticeship in 1790, he and his uncle, Thomas Mendenhall, formed a dry goods partnership. This was the first of many short-lived business partnerships. In 1792, after Cope discovered that Mendenhall had been using company money to make dubious investments, the firm dissolved. The Society of Friends had to be called upon to arbitrate the dispute.

After the Mendenhall & Cope debacle, Thomas P. Cope transacted business on his own for a few years and enjoyed enormous success. By 1797 he had accumulated enough capital to retire from active business and he became an investor in several start-up enterprises. That year Cope entered into a partnership with Cox, Whitehead & Co. James Cox and Elisha Whitehead lived in New Jersey, but their firm was based in New York City. Cope contributed a sizable amount of capital to their business, with the understanding that he would be a silent partner. After several years of business, Cox and Whitehead still had not produced any profits that could be shared with Cope. James Cox died suddenly in 1801 and his estate could not satisfy his debts. The company nearly bankrupt, Cope hired a lawyer and was finally able to extract himself from the partnership in 1804.

In 1797 Cope began another business venture, this one with James Robinson. As part of their partnership, they decided to purchase a share of a ship. The ship in which they invested was called *Charlotte*, and she was in poor condition. Cope urged Robinson to sell their share, but Robinson stalled and took some time to travel. Upon his return to Philadelphia, he told Cope he had sold their share of *Charlotte* to Cox, Whitehead & Co., knowing that Cope was also a partner in that firm. Essentially, Cope had sold the dilapidated ship to himself. Outraged with Robinson and furious about the high cost of repairing the damaged ship, Cope and Robinson sought arbitration for their dispute and their partnership was dissolved.

Thomas P. Cope was still looking for honest business partners when he went into business with John Thomas in 1803. John Thomas had married Hannah Drinker, the sister of Cope's wife. Because of their family ties and his favorable view of John Thomas's character, Cope perceived him to be an ideal business partner. Again, Cope was more of a silent partner, and Thomas was in charge of keeping the company's

books. It eventually became apparent that John Thomas was taking cash and not recording the transactions in the books. Cope became frustrated when, after several years of business, the books had not been balanced because of Thomas's nonchalant attitude toward bookkeeping. After appealing to Thomas several times with no change in behavior, Cope began to pressure him to end their partnership. The two eventually parted ways in 1808. Despite his own business successes, this string of failures led Cope to lament in 1807, "Never had a partnership which in a pecuniary point of view did not result to my disadvantage. Had I remained unconnected with any other & left master of my own business, I should long since have retired or at least have had a sufficiency to warrant my retiring from the thorny path of business."¹

Among Cope's less disastrous business endeavors was a partnership with his brothers, Israel and Jasper. Much of Cope & Brothers' business was in Baltimore, but arrangements were made that relieved Thomas from having to travel. This partnership began in 1800 and ended in 1805, after Israel and Jasper had both married and permanently moved to Baltimore.

Thomas P. Cope also had a business arrangement with the firm Barker & Annesley. Peter Barker had married Mary (Drinker) Cope's cousin, Abigail Drinker. Initially in business by himself, Barker soon partnered with Thomas Annesley. The two had an office on Walnut Street next to Cope's counting house at 1 Walnut. Their business was mostly built upon the tobacco trade, and Cope was one of their investors. When Barker & Annesley went bankrupt in 1808, Cope took on much of their trade and handled their creditors. Upon the death of Thomas Annesley in 1810, Cope became responsible for nearly all of their business.

Cope's Line of Packets

No longer satisfied with being at the mercy of shippers and their schedules, Thomas P. Cope built his first ship, the *Susquehanna*, in 1806. The *Susquehanna's* first voyages were to Calcutta and Canton. The *Lancaster* was built in 1811 and made trips to a number of foreign ports before establishing more regular trade with Liverpool. During these early years Cope's business partner was John K. Helmuth. Although this partnership seems to have been mutually beneficial, it was dissolved before Cope established his extremely profitable line of packets. In 1817 Cope partnered with his son Henry under the name Thomas P. Cope & Son.

Although Cope's early voyages with the *Susquehanna* and the *Lancaster* had been quite lucrative, commercial shipping was about to get very competitive. In 1818 the Black Ball Line of New York became the first company to offer regular transatlantic shipping service. These ships, known as packets, made regular trips across the ocean and were made to be sturdy and long-lived. Unlike most vessels that sailed whenever they had achieved maximum freight, packets left port on a set day, regardless of how much freight the ship was carrying.

¹ Phila merchant p. 211

Not to be outdone by his New York competitors, in late 1821 Thomas P. Cope & Son began the first packet line based in Philadelphia. Their vessels traveled to and from Liverpool, England, one of the busiest ports of the day. The Copes' Liverpool agents were William and James Brown & Co., who also had offices in New York, Philadelphia, and Baltimore, and were perhaps the wealthiest merchants involved in the Atlantic trade. The Browns, assisted by the ships' captains, were responsible for filling the ships with freight for the voyage home. By 1827 the Copes' business was called Thomas P. Cope & Sons and included Alfred, the youngest son. Ships sailed from Philadelphia and Liverpool once a month. The Copes usually operated with four packet ships; each ship made three voyages per year.

Not long after beginning the packet line Thomas turned most of his time toward his numerous other pursuits. Henry and Alfred ran most of the business on their own and in 1829 the name was changed to H. & A. Cope. The firm enjoyed some of its best years in the 1830s and 1840s, by which time the Copes had eliminated any prospective competition and established themselves as Philadelphia's only line of packets. Their reputation was well – known and untarnished. In 1855 Henry's sons, Francis Reeve and Thomas Pim Cope, took over the business, which was afterwards known as Cope Brothers. Henry and Alfred remained important business advisors until their deaths.

The Copes' major exports were cotton, grain, bark, and rosin. They also exported a great deal of tobacco, especially in their early years of operation. The Browns wrote to the Copes often to report on the demand for these materials. Among the imports were textiles, hardware, and pottery. The packets also carried mail and specie. Most exports were consigned to the Browns for them to sell; imports were sometimes consigned to the Copes or to other Philadelphia merchants. The Copes and the Browns received commission from the freight that was shipped and sold.

Shipping interests suffered due to a depression in the 1850s and the Civil War, and the Copes spent much of the late 1860s and 1870s trying to re – establish themselves. They started making stops in European ports other than Liverpool and sometimes did not sail to Liverpool at all. The advent and surging popularity of steam travel made it more difficult for packets to keep sailing and maintain their scheduled departures. By 1880 New York had long been established as the superior eastern port; poor freight rates and high insurance premiums made it more difficult for the Copes to sail their ships. Packet service ceased in the mid 1870s, at which point most of the vessels were either sold or retired. The Copes continued to send their ship *Tonawanda* to southern and European ports through 1881. At that time it became too costly to operate even one ship, and the Copes retired from shipping.

Post-shipping endeavors

Cope Brothers continued to exist, even after Francis and Thomas made their exit from the shipping business. They owned many properties and pier locations, and for a number of years Cope Brothers operated as a management company and collected rents from a number of tenants. They also operated as an investment firm for much of their extended family.

Francis's sons became involved with the textile industry, establishing a mill in the Philadelphia suburbs. Their company, which was first called Emlen & Cope, but later became Cope & Co., dissolved after several decades in business.

Public Servants and Civic Leaders

In addition to his mercantile pursuits, Thomas P. Cope also worked tirelessly in public service and was a generous philanthropist. He was a founder of the Sunday School Society, a member of the Board of Guardians of the Poor, a benefactor of the Zoological Society and the Institute for Colored Youth, a member of the Select Council of Philadelphia, and a Pennsylvania State Legislator. He sponsored several endeavors that led to city and state improvements, including the introduction of Schuylkill River water into the city, an important health measure in its day; the construction of the Pennsylvania Railroad; and the creation of the Chesapeake and Delaware Canal. An extremely well-respected citizen, Cope also served as president of the Board of Trade, president of the Mercantile Library Company, and was a member of the group chosen to amend Pennsylvania's Constitution in the 1840s. He was also a member of the American Philosophical Society, a founder of Haverford College, and a member of the committee appointed by President Tyler to assay the United States Mint. He served as an officer of the Bridge Company of Philadelphia, which sought to construct a permanent bridge over the Schuylkill River. Thomas was also a member of the Pennsylvania Abolition Society and worked to assist victims of the famine in Ireland.

Thomas and his son Alfred were instrumental in the founding and development of Fairmount Park, beginning with the purchase of Lemon Hill in the 1840s. Alfred continued to donate large sums of money toward the purchase of additional Fairmount properties and mansions. Henry Cope was an officer of the Chesapeake and Delaware Canal Company, which maintained the canal built between the Chesapeake Bay and the Delaware River. The canal opened in 1829, and both Henry and his father exercised their influence in resolving several disputes and unsettled matters relating to its operation.

In addition to their roles as civic leaders and major philanthropists, the Copes also donated varying amounts of money to many other charities and organizations. The papers of Francis Reeve Cope, in particular, indicate that he donated money to almost any worthy cause. During the winter months he provided many needy families with coal. Francis and his brother Thomas also managed the assets of other family members and gave their time and money generously to needy family members. The Copes' sizable wealth also financed much of the pioneering work of Alfred's son, Edward Drinker Cope, who was perhaps the foremost paleontologist of the nineteenth century.

The Brown Family

In 1847 Francis Reeve Cope married Anna Brown. Anna was the daughter of Jeremiah and Elizabeth (Stewardson) Brown, who married in 1821. Jeremiah Brown was a prominent dry goods merchant and a son of William and Abigail (Peasley) Brown of Dover, New Hampshire. The Browns were active members of the New England Quaker community. Jeremiah came to Philadelphia *circa* 1814 and set up business as a commission dry goods merchant on Market Street, where he sold cloth that came

principally from the New England mills of textile mogul Samuel Slater. Jeremiah's brother, Moses, joined the business in about 1815, and together they built a large firm and even began selling goods to western Pennsylvania and various locations through the Ohio River Valley. A partnership formed with Mordecai D. Lewis in 1818 helped the brothers to further expand their business, and eventually David Sands Brown, another brother, joined them as well. David went on to form his own highly successful business of textile mills.

Scope & content

Papers relating to the Cope family's long-lived shipping business include a wealth of information on the daily operations of their enterprise. Bills and estimates for building new ships are often provided, and the papers for each voyage (a round trip from Philadelphia to Liverpool) generally contain the bills incurred in both Philadelphia and Liverpool, the captains' correspondence to the Copes' office in Philadelphia, lists of freight and passengers transported, reports regarding accidents, and lists of officers and crew. This collection is a nearly complete record of almost every imaginable aspect of a nineteenth century shipping company.

The success and longevity of Cope's Line of Packets was clearly the result of the remarkable foresight of Thomas P. Cope and the tremendous dedication of his sons and grandsons. One of the most astute businessmen of his time, Cope saw the need for Philadelphia to have its own line of packets and was judicious enough to choose the right partners. The Copes' attention to detail made them a formidable force, and they outlasted all their competitors to become Philadelphia's only truly successful packet line. Thomas's sons, Henry and Alfred, devoted more than forty years of their lives to the family business and managed the company during its most successful years. Henry's sons, Francis and Thomas, continued the packet line for nearly thirty more years, with the advice and support of their father and uncle. The fortitude of all these men is manifested by the vastness of this collection and the decades of hard work that it represents.

The versatility of the Copes is demonstrated not only by their attention to the packet line and their numerous other business undertakings, but also by their personal endeavors. Although the Copes' personal papers are not a quantitatively significant portion of the collection, they chronicle numerous commitments to civic affairs, community improvements, and above all, the Copes' many responsibilities to family and friends, for whom they acted as financial managers, caretakers, and advisors. It is clear from these papers that several family members, especially Thomas P. Cope and Francis R. Cope, devoted an enormous amount of time to looking after the affairs of others. A list of descendants from Thomas Pim Cope (1768-1854) is available on page 62 of this guide.

Though this collection depicts the many activities of several of the Cope men, only a few women make notable appearances, and none of them are directly related to the Copes. There are several letters of Elizabeth Sandwith Drinker, written to her son Henry, that illuminate the relationship between mother and son. Also included are a few diaries of Susan S. Brown, kept when she was an elderly woman, that record her appointments and

note some of her health problems. Letters from Verlinda Mudd discuss her frustration with her alcoholic charge Samuel Reeve, a Cope cousin. Other women are represented by small caches of letters regarding financial transactions and through bills and receipts paid by the Copes.

Records of J. & M. Brown & Co. provide a snapshot of Philadelphia's busy textile trade in the late 1810s. The Browns transacted a large volume of business with mills, merchants, and individuals in many states. Although the records for this firm are incomplete and cover only a few years, the Browns' burgeoning business is indicative of the enormous growth of American textile mills, one of the harbingers of the American industrial revolution.

Overview of arrangement

Series I	Cope's Line of Packets	1811 – 1903
	a. Ships' Papers	1817 – 1882
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Series II	Other Cope Business Records	1784 – 1916
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	b. Mendenhall & Cope	1789 – 1796
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	d. Cope & Brothers	1800 – 1803
	e. Cope & Thomas	1803 – 1810
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	g. Philadelphia Steam Tow Boat Co.	1832 – 1840
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	i. Emlen & Cope/Cope & Co.	1882 – 1916
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Series III	Personal Papers	1785 – 1928
	a. Thomas P. Cope (1768 – 1854)	1785 – 1890
	b. Henry Cope	1839 – 1891
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	d. Francis R. Cope	1840 – 1908
	e. Thomas P. Cope (1823 – 1900)	1862 – 1900
	f. Thomas P. Cope (1852 – 1944)	1871 – 1914
	g. Susan S. Brown	1882 – 1909
	h. Drinker Family	1787 – 1878
	i. Reeve Family	1856 – 1897
j. Miscellaneous	1838 – 1928	
Series IV	J. & M. Brown & Co.	1814 – 1820
	a. Correspondence	1814 – 1820
	b. Invoices	1817 – 1819
	c. Bills and Receipts	1814 – 1819

Series description

Series I. Cope's Line of Packets

Subseries a. Ships' Papers (Boxes 1-274, 276-289; Volume 1)

The papers in this series include records of Thomas P. Cope & Sons, H. & A. Cope, and Cope Brothers. They represent several generations of the family's shipping business. Ships' Papers include the documents concerning most of the Copes' ships: *Algonquin*, *Lancaster* (I), *Lancaster* (II), *Monongabela*, *Montezuma*, *Saranak*, *Shenandoah*, *Susquehanna*, *Thomas P. Cope*, *Tonawanda*, *Tuscarora* (I), *Tuscarora* (II), and *Wyoming*. Not all of these ships were used as packets; some operated according to the rise and fall of the market or were used to fill in for one of the regular packets in case of an emergency. Also included are a handful of papers pertaining to other vessels that the Copes operated or chartered during the course of their business. Many of the documents in this subseries were papers that were kept by the ships' captains during the voyages. Papers are arranged by ship, voyage number, and document type. Note that the *Lancaster* (I, II) and *Tuscarora* (I, II) have two sequences of voyages; when the ships were re-registered, voyage numbers began again with voyage one.

Documents include bills and receipts for expenses incurred in Philadelphia; receipts for the disbursements paid in other ports; bills of lading for goods shipped; correspondence, which is generally from the captains to the Copes' office in Philadelphia; freight lists showing consignors and consignees; orders for labor, which are typically receipts for day laborers working at the wharf; seamen's accounts that show what was paid to sailors (or their wives, in their absence); and lists of cargo, passengers, and ticket stubs. The papers for each voyage generally include oversized documents as well, which can include freight lists and manifests, passenger lists, seamen's contracts, and the occasional protest that was filed if the ship was involved in an accident. For some ships there are also papers providing estimates for building the new ship and receipts for its construction.

The ships' bills include every aspect of the details of nineteenth century shipping. Included are receipts for replacing mainsails, topsails, timbers, and every other necessary part; the costs of re-outfitting the cabins where the forward passengers stayed; amounts paid to stewards, watchmen, stevedores, cabin boys, captains and crew; food for passengers' rations; and the captains' personal bills. There are also bills, receipts, correspondence, and other documents relating to the building of several of the Copes' ships.

Correspondence between the Copes, their captains, and their agents describes economic trends and market fluctuations. The bulk of the correspondence in this subseries is from the captains, who were not only entrusted with the care and safety of the ships, its passengers, and its crew, but also acted as the Copes' business representatives and were partially responsible for securing as much freight as possible for the best rate. Sometimes ships would travel to southern ports, usually Charleston or New Orleans, to obtain cotton. Often they remained at the ports for several months while they waited for market condition to improve. The captains also wrote of their experiences with their crew members, many of whom deserted,

and most of whom were constantly inebriated. Ocean travel was rough and uncertain, and more often than not the captains complained of difficult passages and harsh weather.

During their many years of operation, the Cope vessels underwent a series of accidents and catastrophes. Among the most serious incidents were the loss of the captain and several seamen after they were washed off the deck of the *Algonquin* in 1826, the burning of the *Thomas P. Cope* in 1846, the Confederates' capture and ransom of the *Tonawanda* in 1862, and the sinking of the *Tuscarora* in 1873, with the captain and fourteen crew members on board. Even when all was well, rumors of disaster abounded; in 1837 the city was shaken with a false report that the *Susquehanna* had been taken over by pirates.

The *Tuscarora* (II) seems to have been the Cope's most accident-prone ship. Not long after it entered service it was grounded at Indian River, near Rehoboth, Delaware. It took several months to move the ship and several more to make the necessary repairs. There are also a number of documents pertaining to the ship's 1858 collision with the *Andrew Foster*. The two ships collided near the port of Liverpool, and the *Andrew Foster* sank not long after the impact. The loss of the ship and its cargo prompted British officials to seize the *Tuscarora*, which kept sailing only because Brown Shipley & Co., the Copes' Liverpool agents, paid its bond. The subsequent legal entanglements, which involved the possible sale of the ship at British auction, took nearly a year to resolve. Captain Richard Dunlevy, who served the Copes for nearly twenty years, wrote to them of his problems dealing with British officials: "They have fleeced you unjustly and have taken years off my life." Also included with the *Tuscarora*'s papers are accounts of the ship's January 1873 sinking near Gibraltar. The ship was on its way to completing its fifty – sixth voyage. The captain was Richard Dunlevy, Jr., who had served as his father's mate and had been given his first command in 1870. Accounts given by surviving crewmen recount how Captain Dunlevy refused to abandon the sinking ship. He and fourteen of his crew perished.

Also of considerable interest are passengers' ticket stubs, collected by the captain and crew, which are also part of the Ships' Papers subseries. Many of these ticket stubs have partial letters from family members written on the back. During the 1840s and 50s the Cope vessels carried thousands of Irish immigrants to America, and the letters on the back of the ticket stubs, often written by family members in the United States who purchased the tickets for their relatives overseas, reflect the hard times these people faced in Ireland and contain their relatives' promises for a better world in America. One entreaty, written to a woman who traveled on the *Wyoming*'s fifteenth voyage, begged her to "come to this country, where peace and plenty residith." These letters, which are often anonymous because they are so fragmentary, also describe the conditions that people faced on the ships, where they had to provide many of their own provisions. Passengers were also warned to be careful on the docks at Liverpool, where thieves and pickpockets were rampant. Captains also kept lists of Philadelphia-bound passengers that sometimes included ages, professions, and country or city of origin. Nearly all papers concerning

passenger travel relate to passage from Liverpool to Philadelphia. Tickets for passengers traveling eastward, of which there are very few, were not separated from other papers and are generally found with bills and receipts.

Freight lists, cargo books, manifests, and bills of lading all provide documentation about goods that were being imported and exported. Nearly all of the bills of lading document freight transported from Liverpool. Freight lists also show rates and commissions received on shipments.

In addition to papers of the Copes' main packets, this subseries also includes a small group of ships' papers for other vessels owned by the Browns or Copes. These papers appear at the end of the subseries.

Series I. Cope's Line of Packets

Subseries b. Passenger Records (Boxes 290-293; Volumes 2-6)

These papers include tickets purchased that were not used and that were subsequently refunded by the Copes, as well as lists of both Philadelphia and Liverpool-bound passengers from 1837 to 1868. The Copes used Liverpool-based brokers to help manage their passenger bookings, usually Harnden & Co. or W. Tapscott & Co. These companies managed the Copes' passenger interests in much the same way that the Browns managed freight affairs.

Passenger travel was not especially lucrative for the Copes in the early years of the packet line. Travelers to Liverpool were frequently wealthy Philadelphians on their way to England or the Continent; passengers to Philadelphia were generally poorer European immigrants who traveled in steerage. The famine in Ireland in the 1840s created a dramatic increase in steerage passenger travel. Whereas in the 1830s there might have been a few dozen Philadelphia-bound steerage passengers, in the late 1840s and 1850s there were sometimes as many as 500. These conditions created a number of health problems, and correspondence in the Ships' Papers subseries occasionally refers to deaths on board the ships or time spent at the quarantine station near the mouth of the Delaware River.

This subseries includes the records of tickets that the Copes refunded, sometimes because purchasers were certain that the tickets had never reached the intended recipients, and sometimes because the intended recipient had since died. Tickets belonging to passengers who had intended to travel via Cope's Line but were diverted to other ships are included as well. There are also several volumes of lists of passengers that were compiled at the Copes' Walnut Street office.

Series I. Cope's Line of Packets

Subseries c. Walnut Street Office Records (Boxes 275, 294-297; Volumes 7-136)

Information contained in this subseries is often the same as that contained in Ships' Papers subseries. Most of the records kept at the Copes' office were volumes that often contained information that was copied from the ships' papers. The volumes, which are generally more succinct than the papers, are organized according to the

name of the company that used them initially. For instance, a volume that was begun by H. & A. Cope may have been continued when the firm's name changed to Cope Brothers. This volume would be grouped with other records of H. & A. Cope (although the date would reflect that it was also used during a later period). It should be noted that a few of the volumes belonging to the firm Thomas P. Cope & Sons cover the years before the Copes began their packet line. These volumes include information on earlier shipping and mercantile ventures. Similarly, a few volumes of Cope Brothers' records include information about the company's post-packet line business. Also, the papers of Thomas P. Cope, particularly those in Series 2A, contain information about his shipping enterprise before the packet line was developed and includes scattered tidbits relating to the packets.

Of particular note in this subseries are the letterbooks, which contain the Copes' correspondence to their agents, captains, and colleagues. These letters show how dedicated the Copes were to the success of the packets and how committed they were to punctuality, efficiency, and high service standards. Ledgers, freight books, and invoices provide a concise picture of the Copes' profit and loss through the decades. Later letterbooks of Cope Brothers depict how they struggled to keep their ships sailing. During the 1870s and early 80s, when business waned, Francis and Thomas began to use company letterbooks for some personal purposes. These letterbooks include correspondence written to various friends, family, and acquaintances about investments and other affairs.

In addition to the plethora of volumes, Walnut Street Office Records also includes papers pertaining to the packet line, including freight lists, invoices and bills of lading showing items that were imported, miscellaneous bills and receipts, cancelled checks, insurance papers, and tax information. Of special interest is the 1822 agreement signed by Thomas P. Cope & Sons and Alexander Brown & Sons, in which the two parties agree to establish a packet line. There are also some papers pertaining to maintenance and repairs to the Walnut Street office.

Also of note in this subseries is a small cache of papers pertaining to the Guardians of the Poor. An 1828 law passed by the Pennsylvania Legislature mandated that all passengers arriving at the port of Philadelphia have bond posted for them. Ships' owners became responsible for passengers who were unable to make ends meet in their new city. Miscellaneous papers from the Guardians of the Poor include bills for fees to be paid by the Copes for passengers who became a burden to the city.

Series I. Cope's Line of Packets

Subseries d. Incoming Correspondence (Boxes 298-321)

This subseries is comprised of the Copes' incoming letters from both their domestic and foreign customers and business associates. Domestic letters include letters from passengers inquiring about fares and overseas travel, merchants fretting about supply and demand, and vendors attempting to persuade the Copes to try new products and services. There are a number of letters from people inquiring about relatives and belongings that they thought had been transported by the packets. A few letters

from the Copes' family members, which usually address some form of business concern, are intermingled.

Letters from foreign correspondents (marked "foreign letters") generally include information about trade and current prices in the Liverpool and European markets. There is a handful of correspondence from Rathbone Hodgson & Co. and Cropper Benson & Co., the Copes' agents in Liverpool during their early years of operation, but most of the correspondence is from William and James Brown & Co., the firm that acted as the Copes' Liverpool agents for most of the years that Cope's Line of Packets was in operation. Their letters include information about the packets' departures from Liverpool, market trends, and price regulation. Printed circulars providing market summaries and including the current prices of cotton, grains, and bark are often included. Letters from other merchants and associates abroad occasionally appear. The Brown brothers eventually went into business with Joseph Shipley and the firm became Brown Shipley & Co. Brown Shipley continued to represent the Copes' Liverpool interests after the packets ceased operations.

Miscellaneous correspondence includes letters from merchants and agents concerning legal matters and shipping concerns.

Much of the Copes' outgoing correspondence can be found in their letterbooks in the previous subseries.

Series II. Other Cope Business Records (Boxes 275, 297, 322; Volumes 137-253)

This series is comprised of volumes that record Thomas P. Cope's miscellaneous business transactions, records of companies with which he was involved before he began the packet line, and other miscellaneous companies affiliated with his sons and grandsons. Included in this series are the records of several companies that were eventually absorbed by Thomas P. Cope, including records of Peter Barker & Co. and Barker & Annesley. Thomas P. Cope's involvement in Cope & Brothers (with his brothers Israel and Jasper) is represented, and also included are two volumes of Mendenhall & Cope's records. There is also an invoice for Mendenhall & Cope that has fabric samples attached. Several volumes of Cope & Thomas records are included as well.

There are a number of volumes pertaining to the short-lived Philadelphia Steam Tow Boat Company, which existed during the late 1830s and early 1840s. Henry Cope served as the president of the company for a time, and the company operated several towboats along the Delaware River. They seemed to have trouble making a substantial profit and eventually ceased operations.

In 1882 several members of the Cope family attempted to establish the Philadelphia Rubber Clothing Co., a company committed to "manufacturing, selling, and dealing in rubber cloth, rubber goods, and all articles manufactured out of rubber." The members of the board met just a few times, and their attentions were focused on

procuring a charter and developing by-laws. Their minutes include the by-laws that were developed, but end abruptly.

In the early 1880s Francis Cope's sons, Thomas, Francis, and Alfred, joined their cousin, George Williams Emlen, to form Emlen & Cope. George left the business in 1887 and the firm became Cope & Co. The company operated a textile mill near Wayne Junction, known as Tonawanda Mills. There are records dating from 1882 to 1916 of their business that include letterbooks, cashbooks, and ledgers.

Miscellaneous records include several volumes belonging to Thomas Algeo, a Lancaster merchant who appears to have been one of Thomas P. Cope's debtors.

Also included in this series are the records of a French merchant working in Philadelphia during the 1790s and the early 1800s. His records include four volumes that were kept almost entirely in French. Although the name appearing on one of the volumes appears to be "Brouillard," little is known about him or his business. A handful of other unidentified volumes are also included in this subseries.

Series III. Personal Papers

Subseries a. Thomas P. Cope (1768-1854) (Boxes 297, 323-325; Volumes 254-262)

Included in the papers of Thomas P. Cope is correspondence, 1795-1851, which includes letters from Stephen Girard, Eli Kirk Price, Horace Binney, Philip Physick, John Randolph of Roanoke, and Treasury Secretary William Duane, among others. Of note are letters from John Wilson and James Bell, written in Cadiz in 1810, describing conditions there and fighting amongst the French, Spanish, and British. An 1812 letter from Charles Miner describes the political state of Washington and the possibility of the outbreak of war. There is a considerable amount of correspondence from 1837, when Cope was in Harrisburg at the convention to revise the state's constitution. This section consists of both incoming and outgoing letters, mostly between Cope and his son Alfred.

Proceedings of the Philorhetorical Society, 1787, are included in this subseries. Cope was a charter member of the Society and served as the secretary at one point. Minutes are brief, yet record the topics of papers that were written, read, and discussed by the members.

There are a few papers, 1799-1800, concerning Cope's involvement in the development of the plan to introduce clean water from the Schuylkill into Philadelphia.

Papers pertaining to the establishment of Haverford College include correspondence, both incoming and outgoing, of Thomas P. Cope. Among the topics discussed is the stakeholders' decision to not admit students who were not members of the Society of Friends and the founding committee's difficulty in getting

the state senate to approve their application for a charter. Also included are drafts of charters and constitutions and lists of shareholders.

Also included in Thomas P. Cope's papers is correspondence pertaining to his service on the Commission on Means of Conveying Merchandise. In 1835 his commission was appointed by the City Council and their mission was to determine the best way to transport goods from the wharves to the railroad at Broad Street. Thomas P. Cope was the chair and secretary. Sporadic minutes and committee reports are included as well.

Cope was very active in collecting and administering funds for the relief of those in Ireland who were suffering from the famine. Correspondence, 1847-1850, is from those who gave money to Cope for distribution to the Irish. Contributions were made by individuals and by groups, many of them Quaker meetings. The money was often used to purchase foodstuffs, which was then sent across the ocean via Cope's Line of Packets. Miscellaneous papers regarding the relief effort include bills of lading, a small account book, and cancelled checks.

A handful of papers regard Waln Farm, the former residence of Cope's second wife, Elizabeth (Stokes) Waln Cope. These papers include agreements with tenants, especially Davis Richards and his son Davis Jr., who resided there for more than ten years; bills and receipts pertaining to maintenance; and a list of goods belonging to Elizabeth Cope that were sold.

Cope invested heavily in lands in western Pennsylvania. Papers concerning his lands in Centre, Columbia, Dauphin, Luzerne, Northumberland, and Susquehanna Counties include correspondence with brokers, bills and receipts for taxes and purchases, maps, legal agreements, and survey notes.

Thomas P. Cope served as an executor for several estates, including that of James Wilson, a friend with whom he had lived while he was an apprentice. Wilson, a merchant, died in 1793 and Cope took possession of several of his account books and handled transactions pertaining to Wilson's estate. Included are bills, receipts, accounts, and correspondence, some of it in Wilson's hand.

Papers concerning the administration of Stephen Girard's estate, of which Cope was an executor, include printed accounts of the settlement and an account book.

Cope's bills and receipts are largely for household goods and some building repairs. Among Cope's more miscellaneous papers are certificates of membership in various organizations, printed circulars, and notes and extracts copied by Cope concerning topics ranging from the Yellow Fever Epidemic of 1793 to the Bank of North America.

There are a handful of papers concerning the estate of Thomas P. Cope, including various papers relating to the western lands that he owned.

Series III. Personal Papers

Subseries b. Henry Cope (Boxes 297, 326; Volumes 263-273)

The papers of Henry Cope include Chesapeake & Delaware Canal Company letters, 1844, mostly from Caleb Newbold, Jr., the company's president. Henry was an official of the company, and this batch of correspondence concerns a rift that had taken place between the canal company and the railroad company. The origin of the dispute was over passenger tolls on the canal. Newbold's letters often discuss news on how the legislature was viewing the case. Henry often wrote drafts of his replies directly on the letters.

The only other correspondence included in Henry's papers is a letter, 1863, from H. B. Tatham concerning a house that Henry was selling. Tatham found the house to be "too grand" and was put off by "a dead cat in the cellar and a live one in the third story."

Henry Cope was the executor of the estate of Caleb E. Pleasants, a Philadelphia druggist. A few of Pleasants's own papers and volumes are included, and there are several volumes pertaining to the administration of his estate.

The bulk of the papers in this subseries relate to the estate of Henry Cope. Most of the papers are bills addressed to Cope Brothers regarding the maintenance of the family business at 1 Walnut Street. There are some papers regarding the distribution of monies that was indicated in Henry's will. Henry's will was voided due to a technicality and the money that he had meant for Constantia Reeve (the sister-in-law of Henry's wife, Rachel) and her heirs would not be allocated to them. Henry's children remedied the situation by deeding the property Henry had meant for Constantia, who had since died, to her children. Series 3I also has information about this topic, most of it written by Henry Preuss, Constantia's brother.

Series III. Personal Papers

Subseries c. Alfred Cope (Box 327)

Alfred Cope's papers consist of outgoing correspondence written to his nephews Francis and Thomas, mostly regarding financial matters. There is one letter concerning the principles and practice of agricultural drainage.

Incoming correspondence includes a letter, 1862, written by Horace Smith while in Yorktown, Virginia. Smith briefly described the conditions of the sick Union soldiers he was attending and cut his letter short, "prompted by the destitution of dying men." The handful of other letters in this subseries mostly refer to donations and contributions that Alfred made or that were solicited from him.

Alfred's bills and receipts, 1853 and 1868, are for personal and household goods, including prescriptions, groceries, and books. Miscellaneous receipts, 1834-1858, document donations made to various organizations and taxes paid. Among the recipient organizations are the Library Company of Philadelphia and the Institute for Colored Youth.

A few items relate to Alfred's efforts on behalf of Mary Devlin, for whom he was trustee, as per the will of James Devlin. These papers include two small account books, some cancelled checks, and an agreement giving Alfred the authority to make investments on Mary's behalf.

Miscellaneous papers of Alfred Cope include a certificate from Fairmount Park acknowledging Alfred's donation of \$10,000 for the park's purchase of the Sedgley estate. Of particular interest is a bill of lading, 1839, with a letter from John Edward Lee written on it. Lee was shipping natural history specimens to Alfred; they apparently had a history of exchanging plant and animal fossils. Lee's lengthy letter describes their mutual interest in collecting these specimens and mentions how difficult it was to procure specimens of high quality. Alfred must have passed on his apparent interest in natural history to his son, the eminent paleontologist Edward Drinker Cope.

Series III. Personal Papers

Subseries d. Francis Reeve Cope (Boxes 275, 328-331; Volumes 274-278)

The papers of Francis Reeve Cope, the son of Henry Cope, include outgoing correspondence recorded in letterpress books, as well as correspondence received. Correspondence mostly relates to financial matters and donations to numerous charities, schools, and other causes.

Lehigh Valley Coal and Navigation papers include information on stocks, some of which were purchased for other family members; correspondence from Francis's fellow stockholders, and miscellaneous notes about the company and the railroad.

Also included in Francis's papers are contribution records, 1901-1908, of the Penn Normal School of South Carolina, which was established in 1862 on St. Helena's Island as part of the Port Royal Experiment, an endeavor originally undertaken by Pennsylvania philanthropists and abolitionists who wanted to help blacks in the Sea Islands gain an education in preparation for freedom.

Francis R. Cope's papers also include miscellaneous correspondence and notes pertaining to real estate sales.

His bills and receipts include those of his daughter, Elizabeth Stewardson Cope; his niece, Margaret Cope; and his son-in-law Jonathan Evans. A handful of bills were also addressed to his wife, Anna Stewardson (Brown) Cope and to Thomas P. Cope. Receipts are for stocks, household goods, flowers, and miscellaneous services, including gardening and plumbing. Coal order books list the needy persons to whom he provided coal in the winter months.

One section of Francis R. Cope's papers includes materials relating to his trusteeship of his cousin Elizabeth Waln (Cope) Garrett's estate. The will of Alfred Cope, Elizabeth's father, named Francis R. and Thomas P. Cope as the trustees of her estate. Francis and Thomas gave Elizabeth's husband, Philip Cresson Garrett, power

of attorney and most of the papers in this section relate to Philip's transactions on Elizabeth's behalf.

Miscellaneous papers include a 1903 building inspection certificate for Cope's property in Germantown, some investment notes, and a small book including the names of people helping to finance the arctic expedition of Isaac Hayes. There is also a blank volume with one receipt laid in.

Series III. Personal Papers

Subseries e. Thomas P. Cope (1823-1900) (Box 332; Volumes 289-292)

Thomas P. Cope is represented by a small body of material, including some miscellaneous correspondence and information pertaining to tax refunds. His receipt book, 1857-1869, includes entries for household expenses, including groceries and handiwork, as well as entries for clothing, stable expenses, and money spent on behalf of Haverford College. Other volumes pertain to the administration of the estate of his cousin, Alexis T. Cope.

Some correspondence in Series 3d (Francis Reeve Cope) includes items addressed to both Francis and Thomas, and series 3i (Reeve Family) includes correspondence sent to Thomas from various members of the Reeve family.

Series III. Personal Papers

Subseries f. Thomas P. Cope (1852-1944) (Box 332; Volumes 293-294)

The papers of Thomas P. Cope (1852-1944) include correspondence from various family members and some business associates, printed materials and correspondence from Richard Randolph regarding religion, and miscellaneous papers that include membership materials for The Historical Society of Pennsylvania and tax information regarding the estate of Ruth Anna Cope. A 1911 letterpress book contains miscellaneous correspondence. Also included is one volume pertaining to the accounts of his aunt, Elizabeth H. Brown.

Series III. Personal Papers

Subseries g. Susan S. Brown (Boxes 332, 333)

Papers of Susan S. Brown, daughter of Jeremiah Brown and Elizabeth (Stewardson) Brown, include five small pocket diaries that list appointments, visits, and medical treatments. Susan stored many items in her diaries, including receipts and business cards; these items have been removed and are stored separately.

Correspondence, 1904-1909, is mostly from her maid, Rose Simpson. Rose wrote from Philadelphia to Susan's residence in Asbury Park, New Jersey. It appears that she was forced to leave Susan's employ due to an illness. There are a few letters from L.A. Doren, who appears to have been one of Susan's acquaintances.

Bills and receipts are for sundry personal and household goods, including flowers, groceries, and clothing. An address book completes this subseries.

Series III. Personal Papers

Subseries h. Drinker Family (Box 332)

Papers of the *Drinker Family* are comprised almost entirely of the correspondence of Henry Sandwith Drinker. These papers include both incoming and outgoing letters. Correspondents are his father, Henry Drinker; his mother, Elizabeth Sandwith Drinker; his father-in-law, James Smith; his brother, William Drinker; and various other family members. The primary concern of this correspondence is the financial situation of Henry Sandwith Drinker and subsequent disputes and disagreements arising from his profession and conduct. Unlike his father, who made his fortune as a merchant and land speculator, the younger Drinker chose to be a farmer and lived near Pennsbury Manor in Bucks County. He named his farm "North Bank," but after Henry sold it in the early 1800s, it became known as "Drinker's Folly."

Henry's letters reveal his bleak financial situation and are filled with expressions of gratitude to his father for assisting him and providing generously for his comfort. He also expressed his feelings of failure resulting from his financial dependence and his determination to quit farming and begin more profitable pursuits. This led to the selling of his farm and the evolution of what he called his "project," which culminated with his voyage to Calcutta in 1807 as a supercargo. Henry had avoided traveling earlier in his life because his father felt he would become "unquakered," but he had no inclination to involve himself in his father's dry goods business or any other occupation connected with his family. Both his father and his father-in-law discouraged him from pursuing what they felt would be a fruitless and foolish endeavor, and through a series of heated debates and miscommunications, many of them involving the character of Henry's wife, Hannah, the elder Drinkers, younger Drinkers, and Smiths became embroiled in a family feud that lasted several years, during which insults and tirades abounded. Many of these letters are strongly-worded epistles rife with indignation and containing an occasional epithet. It appears that the families eventually became civil, but their relationship never regained the cordiality and affection that it once had.

Papers of other members of the Drinker family include letters, 1855-1878, from Rebecca Drinker. Each of Rebecca's letters begins "Dear Cousins," and most seem to be intended for Francis and Thomas Cope, her second cousins. There is one letter addressed to Henry Cope. Nearly every letter acknowledges the recent receipt of checks that Francis and Thomas had sent her, and topics include reports on weather, health, and other family news.

Correspondence, 1858-1863, from other members of the Drinker family include letters from Robert W. Drinker, Charles G. Drinker, and C.M. Drinker. Also, some papers relating to the administration of several Drinker estates are in Series 3j.

Series III. Personal Papers

Subseries i. Reeve Family (Box 334)

Reeve Family papers include letters from Samuel Reeve, Sr., to his nephews Francis R. and Thomas P. Cope. Samuel Reeve was the brother of Rachel Reeve Cope. The Reeve family lived near Washington, D.C., and Samuel worked at the Treasury

Department. In several of his letters, 1856-1863, he asked his nephews for financial assistance. There are also papers concerning the estate of Samuel Reeve, who died in 1863.

Correspondence from Samuel's wife, Constantia Reeve, is mostly addressed to Thomas P. Cope and his father Henry. Most letters were written from Copeland Farm in Maryland, and Constantia's efforts to make improvements on the grounds and buildings were frequently mentioned. Constantia also expressed concern about her young children and how their educations would be funded. Included is a letter to the Copes from Mary Tyson, the head of the school attended by Eugenia Reeve, Constantia's daughter. The letter mentions that a bill for Eugenia's education was enclosed. Subsequent letters indicate that the Copes continued to pay for Eugenia's education. In addition, nearly every letter from Constantia acknowledged the receipt of money that the Copes sent to her.

Of particular interest is Constantia's letter dated July 25, 1864, in which she described the occupation and pillaging of her home by Confederate General Jubal Early's troops. Constantia's letter conveys the extent of the damage; shells and bullets had torn through the house, which was ransacked. Apparently her house was the only one in the vicinity that was not completely destroyed. Her letters from the following months continually referred to the damage and her financial problems, which were greatly exacerbated by the raid. Constantia's proximity to Washington, D.C., meant that property damages, incurred by forces on both sides of the conflict, would continue through the end of the war. In an 1865 letter to Henry she again stated that much of her food had been taken by soldiers, some of whom had been boarding in her house, and that she was again without means of supporting herself.

There is a small section of bills for damages sustained by the house at Copeland Farm, accompanied by the correspondence of those who assessed the damage and estimated the repairs.

Following Constantia's death in 1869, Thomas and Francis received a number of letters from Constantia's brother, Henry Clay Preuss. These letters concern the education and guardianship of Samuel and Eugenia Reeve, the financial burdens sustained by Constantia's estate, and the occasionally turbulent state of affairs at Copeland Farm, which had been leased. There is also some correspondence relating to the estate of Henry Cope and how his will affected the Reeve family (see also Series 3b). Preuss also discussed Samuel's difficulty in finding and keeping employment and expressed his thankfulness at the Copes' continued attention, patience, and generosity toward Samuel.

As Samuel got older, it became increasingly clear that he had a serious problem with alcohol abuse. His letters to his cousins, Thomas and Francis, begin in 1872. Samuel had received some education and had worked at several jobs, including one making cigars. He seemed at a loss to find a way to pass his time and stay sober. Samuel's letters reveal his ongoing struggles with alcohol and his difficulty maintaining focus in his life. They are often rambling and fragmented; once he

admitted to being drunk while writing. His condition does not seem to have improved with time. Letters from the 1890s show no marked difference from the earlier correspondence, and he appears to have suffered from the same problems. Frequently his only reason for writing was to ask for the interest due him from his portion of his inheritance.

Verlinda Mudd's correspondence to the Cope family provides a more detailed view of Samuel's progress and setbacks. Verlinda resided on the Maryland farm with Samuel and acted as his caretaker. Her letters give updates on Samuel's condition, which was often not good, and ask for advice from the Copes on how best to manage him. Verlinda had a hard time finding suitable employment for Samuel; if he ever received any type of cash payment for services, he immediately spent it on alcohol. Verlinda's frustration with Samuel seems to have increased with time. Unable to remain sober, Samuel sometimes sold his own clothing for money to buy liquor. Some letters in this section also include a few lines written by Samuel to his cousins.

Additional letters in this subseries include correspondence from Mary D. Preuss, the sister of Henry and Constantia; correspondence and receipts regarding the education of Samuel and Eugenia Reeve; and a few letters from Eugenia Reeve written shortly after her very early marriage to Frank Borden. Letters from and about Henry W. Burnham regarding the maintenance of the farm are also included.

Series III. Personal Papers

Subseries j. Miscellaneous (Boxes 275, 335; Volumes 295-297)

Miscellaneous papers include correspondence from William Drinker Cope, Edge T. Cope, Edward Drinker Cope, and Francis Hazen Cope. Also included are some 1852 bills for William Drinker Cope; a few real estate papers of George W. Emlen, a partner in Emlen & Cope; and miscellaneous papers pertaining to the estates of John and Rachel Drinker and Mary (Drinker) Cope. Among these papers are a few pieces of correspondence from Caroline (Cope) Yarnall and Elenor (Cope) Tyson regarding their share of the estates. Among the miscellaneous papers there is also correspondence from Stewardson Brown, and an indenture pertaining to William Draper Lewis.

Series IV. J. & M. Brown

Subseries a. Correspondence (Boxes 336-344)

Correspondence of J. & M. Brown & Co. is arranged chronologically and begins with letters received by Jeremiah Brown in 1814, when he was new to Philadelphia. Correspondence is from Brown's suppliers and customers and discusses supplies, orders, and shipments. Of note is correspondence from Samuel Slater, Brown's principal supplier.

Correspondence from 1815 is minimal, and there is no correspondence from 1816. By 1818 letters are addressed to both Jeremiah and Moses, and the volume of their business had increased greatly. Letters from Slater and his auxiliary companies continue to appear, as do letters from suppliers and customers in Boston,

Providence, New York, Wilmington, Baltimore, and other locations in New England and the Mid-Atlantic. The same trend continues through the end of the letters in 1820.

The Browns' alliance with their friend and fellow merchant Mordecai D. Lewis in 1818 enabled them to pursue business in western Pennsylvania and in areas even further west. Jeremiah and Moses traveled west on separate occasions in 1818 and 1819. Letters sent from Ohio, Indiana, and Kentucky to the partners remaining in Philadelphia reveal the rich business possibilities that lay westward during this early period.

Also of note is correspondence from John Brown, a brother of Moses and Jeremiah, sent from Dover, New Hampshire. John appears to have been involved in the local textile business there, and his letters include both business and family news.

There is a small cache of correspondence from the related firms of Tiffany Wyman & Co. (including Bela Tiffany) and Shaw & Tiffany (including his cousin Osmond Capron Tiffany), 1816-1818. The recent establishment of Tiffany Wyman & Co.'s Baltimore firm is mentioned.

Series IV. J. & M. Brown

Subseries b. Invoices (Boxes 345-349)

This subseries includes lists of goods and fabrics received from manufacturers. These goods were consigned to the Browns to be sold. Occasionally letters were included with the invoices, and bills of lading appear intermittently, as well. For the most part, *Invoices* are according to the company that consigned the goods. Among the companies represented are Almy, Brown & Slater; Slater & Tyson; Sterling Cotton Manufacturing Co.; Easton Co.; David Our & Co.; Warwick Manufacturing Co.; Dudley Manufacturing Co.; and United Manufacturing Co.

Series IV. J. & M. Brown

Subseries c. Bills and receipts (Boxes 348-349)

This subseries includes several types of payment and shipment records, including bills of lading, cancelled checks, and a few account statements.

Separation report

Transferred to Library:

The Merchants Fund of Philadelphia. Thirty – fifth Annual Report of The Merchants Fund of Philadelphia, Together with the Proceedings of the Annual Meeting and List of the Officers and Members, January 22, 1889. Philadelphia: John C. Clark & Sons, 1889.

American Shipmasters' Association. Register of Approved Shipmasters, and Officers of Merchant Vessels, Holding Commissions from the American Shipmaster's Association. New York: American Shipmasters' Association, 1865.

Passmore and Birckhead, auctioneers. Catalogue-Extra. John Binns, March 14, 1816.

Related materials

At the Historical Society of Pennsylvania:

David S. Brown & Co. Records (Collection 1586)

Brown Family Papers (Collection 1617)

Henry Drinker Papers (Collection 1767)

Henry Drinker Business Papers (Collection 176)

Mendenhall & Cope Records (Amb .5700)

At other institutions:

Moses Brown Papers, Haverford College, Haverford, Pa.

Thomas P. Cope Family Papers, Haverford College, Haverford, Pa.

Thomas P. Cope Letterbooks [microfilm], Hagley Museum and Library, Greenville, Del.

Cope Family Estate Papers, Collection 2035, The Historical Society of Pennsylvania

Cope-Evans Family Papers, Haverford College, Haverford, Pa.

Journal and Diary Collection, Haverford College, Haverford, Pa.

John Lenthall Collection, The Franklin Institute, Philadelphia, Pa. (Currently on deposit at The Independence Seaport Museum, Philadelphia, Pa.)

Joseph Shipley Papers, Hagley Museum and Library, Greenville, Del.

Stokes-Evans-Cope Family Papers, Haverford College, Haverford, Pa.

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- Stokes, F. Joseph. *Stokes, Cope, Emlen, Evans: Genealogical Charts of Four Closely Associated Germantown Families, 1682-1982*. Philadelphia, Pa.: F.J. Stokes, 1982.

Subjects

Administration of Estates
Alcoholics—Family Relationships
Alcoholism
Collisions at sea
Commission merchants
Cotton trade
England—Commerce—United States
Grain trade
Immigrants—Irish—United States
International Trade—19th century
Ireland—History—Famine, 1845 – 1852
Marine protests
Merchant mariners—19th century
Merchants—Philadelphia (Pa.)—18th century
Merchants—Philadelphia (Pa.)—19th century
Packets
Philadelphia Steam Tow Boat Co.
Philanthropists—Philadelphia (Pa.)
Quakers
Quakers in business
Seafaring life – 19th century
Ship captains
Ship handling
Ship's papers
Shipbuilding
Shipment of goods
Shipping
Ships—Equipment and supplies
Ships—Maintenance and repair
Ships—Passenger lists
Textile Industry—United States—19th century
Tobacco Industry
United States—Economic Conditions—To 1865

United States—Emigration and Immigration
United States—Commerce—England
United States—History—Civil War, 1861-1865—Maryland Campaign, 1864

Algeo, Thomas
Annesley, Thomas, d. 1810
Barker, Peter
Borden, Eugenia Reeve
Brown, Elizabeth H.
Brown, Jeremiah, 1791-1880
Brown, Moses, 1793-1879
Brown, Susan S.
Brown Family
Cope, Alexis T., 1850-1883
Cope, Alfred, 1806-1875
Cope, Alfred, 1857-1897
Cope, Edge T., 1809-1886
Cope, Edward Drinker, 1840-1897
Cope, Elizabeth Stewardson, 1875-1937
Cope, Elizabeth Stokes Walk, 1780-1852
Cope Francis Hazen, 1859-1909
Cope, Francis Reeve, 1821-1909
Cope, Henry, 1793-1865
Cope, Israel, 1770-1855
Cope, Jasper, 1775-1856
Cope, Margaret, 1856-1948
Cope, Thomas Pim, 1768-1854
Cope, Thomas Pim, 1823-1900
Cope, Thomas Pim, 1852-1944
Cope, William Drinker, 1798-1873
Cope Family
Dixey, Charles
Dunlevy, Richard M.
Dunlevy, Richard M., Jr.
Drinker, Charles G. d. 1870
Drinker, Hannah (Smith), 1773-1830
Drinker, Henry, 1734-1809
Drinker, Henry Sandwith, 1770-1824
Drinker, Rachel (Reynear), 1734-1822
Drinker, Rebecca, 1792-1878
Drinker Family
Emlen, George Williams, 1853-1938
Evans, Jonathan, 184- 1911
Garrett, Elizabeth Waln Cope, 1831-1941
Garrett, Philip Cresson, 1834-1905
Girard, Stephen, 1750-1831
Julius, Theodore

Lewis, Mordecai
Mendenhall, Thomas, 1750-1808
Miercken, Henry F.
Miercken, John W.
Milnor, Isaac
Mudd, Verlinda
Newbold, Caleb, Jr.
Pleasants, Caleb E.
Preuss, Henry Clay
Preuss, Mary D.
Reeve, Constantia (Preuss), d. 1869
Reeve, Samuel, 1805-1863
Reeve, Samuel C.
Reeve Family
Robinson, James
Rowland, James
Serrill, James
Shipley, Joseph, 1795-1867
Slater, Samuel, 1768-1835
Smith, James, 1750-1833
Thomas, John
Turley, Albert
Turley, Enoch
Turley, John K.
West, William

Barker & Annesley
Brown, Shipley & Co.
Chesapeake & Delaware Canal Co.
Cope & Brothers
Cope & Co.
Cope & Thomas
Cope Brothers
Cropper Benson & Co
Emlen & Cope
H. & A. Cope
Harden & Co.
Haverford College
Lehigh Coal & Navigation Co.
Peter Barker & Co.
Penn Normal School (S.C.)
Thomas P. Cope & Sons
W. Tapscott & Co.

Administrative Information

Restrictions

The collection is open for research.

Acquisition information

Gift of E.W. Evans, 1949.

Gift of George W. Emlen, Jr., 1964.

Gift of Edward Evans through the kindness of Haverford College Library, 1967.

Alternative format

None.

Preferred citation

Cite as: [Indicate cited item or series here], Cope Family Papers (Collection 1486), The Historical Society of Pennsylvania.

Processing note

Processing and preservation made possible by generous contributions from J. Morris Evans and Eliza Cope Harrison.

This collection arrived at HSP in large manila envelopes and cardboard boxes. The papers pertaining to specific ships were bundled according to ship and voyage and had been sorted, usually so that one voyage was contained in each envelope. The bundles were further sorted into categories, such as “bills,” “orders for labor,” “passenger tickets,” etc. These categories were maintained during processing, although oversized materials were separated and are housed separately. A few new categories, such as “bills of lading” and “freight lists” were created. Because papers were already sorted, processing mainly entailed unfolding and housing them.

Fifteen volumes were removed from the collection. These were volumes that were either never used or that had all of their relevant pages removed. Two of these volumes were labeled: “Minutes of the Executive Committee of the Pennsylvania Freedmen’s Relief Association” and “Cope Brothers Ledger Balances 1900 to 19.”

It is clear that some volumes served a number of purposes. Since the Copes’ business went through several phases, a volume may have begun with one company and passed through several generations and company names. Volumes have been labeled according to their initial user and purpose. An unusually large date span often indicates that the volume was used by more than one person/company. A number of volumes were either blank or had the relevant pages ripped out. Those volumes were separated from the collection.

Approximately 10% of the collection was severely damaged by mold. Most of these papers could be cleaned and vacuumed to remove surface mold, but all or part of the papers documenting the following voyages were damaged beyond salvation, such as:

Algonquin: 2nd, 9th, and 13th voyages

Susquehanna: 12th, 23rd, 24th, and 27th voyages

Thomas P. Cope: 1st, 2nd, and 3rd voyages

Tuscarora (I): 26th voyage

Tuscarora (II): 32nd voyage

Wyoming: 34th voyage and bills of lading dated 1850, 1856, and 1857

The above list is only partial inventory. A full list of discarded papers with explanations is available in our library.

Please note that only the papers that had mold growth or substantial mold residue on them were cleaned. Mold was quite pervasive throughout Series 1 of this collection, and many documents were exposed to mold and exhibit signs of mold damage or staining.

Box inventory

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Appendix A: Descendants of Thomas Pim Cope

Generation No. 1

1. THOMAS PIM² COPE (*CALEB*¹) was born 1768, and died 1854. He married (1) MARY DRINKER 1792, daughter of JOHN DRINKER and RACHEL REYNEAR. She was born 1766, and died 1825. He married (2) ELIZABETH STOKES 1829.

Children of THOMAS COPE and MARY DRINKER are:

2. i. HENRY³ COPE, b. 1793; d. 1865.
- ii. FRANCIS COPE, b. 1795; d. 1816.
3. iii. WILLIAM DRINKER COPE, b. 1798; d. 1873.
- iv. CAROLINE RACHEL COPE, b. 1802; d. 1873; m. EDWARD YARNALL.
4. v. ALFRED COPE, b. 1806; d. 1875.
- vi. ELENOR COPE, b. 1807; d. 1847; m. JOB ROBERTS TYSON.

Generation No. 2

2. HENRY³ COPE (*THOMAS PIM*², *CALEB*¹) was born 1793, and died 1865. He married RACHEL REEVE 1818, daughter of SAMUEL REEVE and RUTH SCULL. She was born 1794, and died 1863.

Children of HENRY COPE and RACHEL REEVE are:

5. i. MARY DRINKER⁴ COPE, b. 1819; d. 1890.
- ii. FRANCIS REEVE COPE, b. 1821; d. 1909.
- iii. THOMAS PIM COPE, b. 1823; d. 1900; m. ELIZABETH WALN STOKES, 1849; b. 1823; d. 1902.
- iv. RUTH ANNA COPE, b. 1834; d. 1879.

3. WILLIAM DRINKER³ COPE (*THOMAS PIM*², *CALEB*¹) was born 1798, and died 1873. He married SUSAN NEWBOLD 1834. She was born 1805, and died 1872.

Children of WILLIAM COPE and SUSAN NEWBOLD are:

- i. EDGAR⁴ COPE, b. 1838; d. 1895.
- ii. CAROLINE ELIZABETH COPE, b. 1840; d. 1944.
- iii. ANNETTE COPE, b. 1843; d. 1916.
- iv. ELEANOR COPE, b. 1847.
- v. ALEXIS THOMAS COPE, b. 1850; d. 1883; m. ELIZABETH STEWARDSON COPE, 1875; b. 1848; d. 1937.

4. ALFRED³ COPE (*THOMAS PIM*², *CALEB*¹) was born 1806, and died 1875. He married (1) HANNAH EDGE 1839. She was born 1814, and died 1843. He married (2) REBECCA BIDDLE 1851. She was born 1812, and died 1876.

Children of ALFRED COPE and HANNAH EDGE are:

- i. EDWARD DRINKER⁴ COPE, b. 1840; d. 1933.
- ii. ELIZABETH WALN COPE, b. 1841; d. 1931; m. PHILIP CRESSON GARRETT; b. 1834; d. 1905.
- iii. MARY ANNA COPE, b. 1843.

Child of ALFRED COPE and REBECCA BIDDLE is:

- iv. JAMES BIDDLE⁴ COPE, b. 1852.

Generation No. 3

5. FRANCIS REEVE⁴ COPE (*HENRY*³, *THOMAS PIM*², *CALEB*¹) was born 1821, and died 1909. He married ANNA STEWARDSON BROWN 1847, daughter of JEREMIAH BROWN and ELIZABETH STEWARDSON. She was born 1822, and died 1916.

Children of FRANCIS COPE and ANNA BROWN are:

- i. ELIZABETH STEWARDSON⁵ COPE, b. 1848; d. 1937; m. ALEXIS THOMAS COPE, 1875; b. 1850; d. 1883.
- ii. RACHEL REEVE COPE, b. 1850; d. 1939.
- iii. THOMAS PIM COPE, b. 1852; d. 1944.
- iv. WILLIAM BROWN COPE, b. 1854; d. 1860.
- v. ALFRED COPE, b. 1857; d. 1897.
- vi. FRANCIS HAZEN COPE, b. 1859; d. 1909.
- vii. ALGERNON HENRY COPE.
- viii. ANNA BROWN COPE, b. 1862.
- ix. CAROLINE MARY COPE, b. 1865; d. 1953.