

TRANSATLANTIC MAIL STUDY GROUP

of the

British North America Philatelic Society

Newsletter No. 18

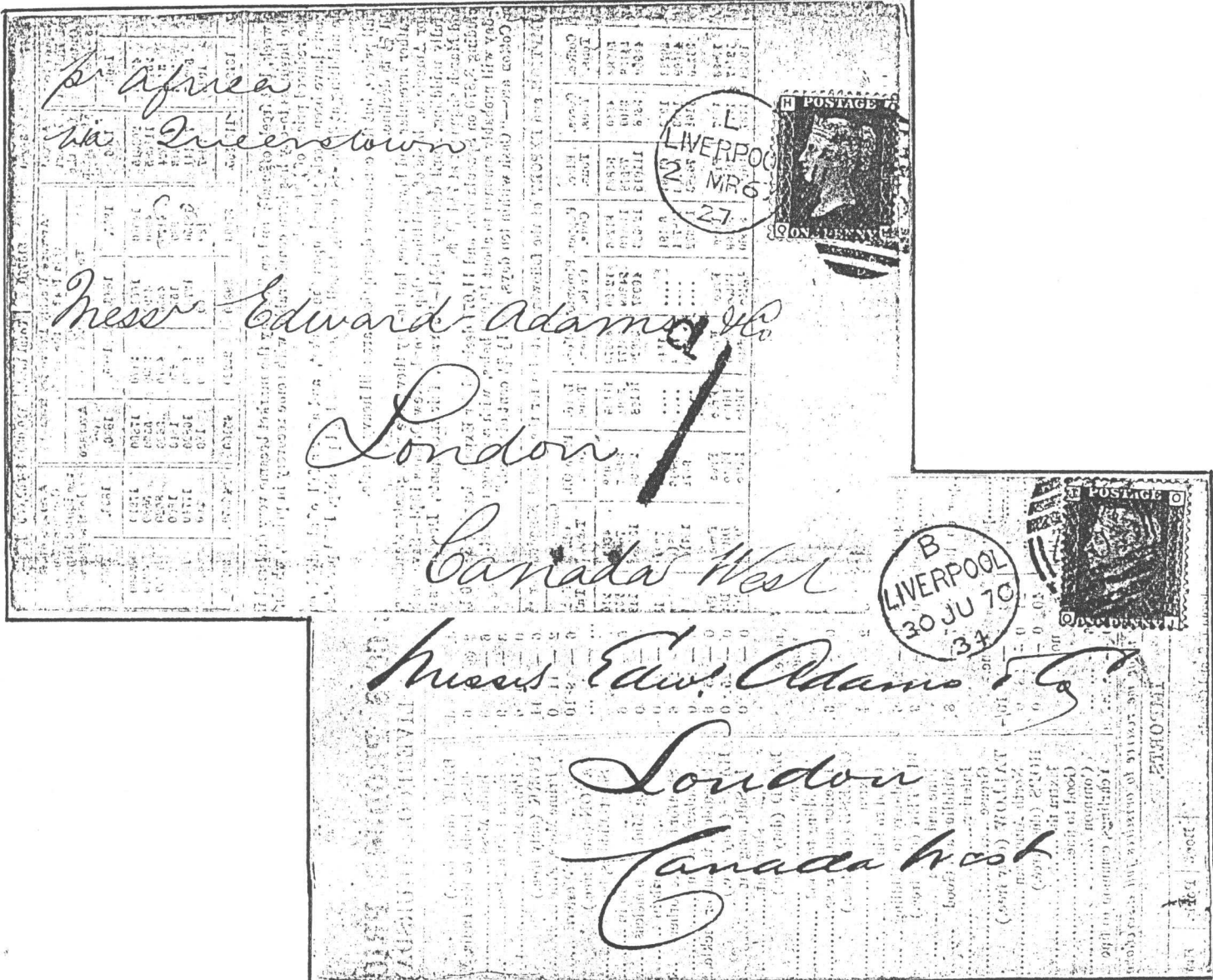
August 1990

ONE PENNY PRINTED CIRCULAR RATE

Eric Quinn has sent along the two Prices Current shown below with a query about the '1d' Liverpool handstamp on the 1867 cover. From the 2 March 1867 datestamp, this should have been carried by the Cunard *Africa* either from Liverpool on 2 March or Queenstown on 3 March in a closed bag for London, C.W. via Boston on 14 March. If it

did, why the 1d Stg. postage due? Would anyone like to offer an explanation?

The companion 30 June 1870 item is identical apart from the handstruck '1d'. It went by the Allan *Moravian* either from Liverpool on 30 June or Londonderry the next day, and arrived at Quebec on 10 July.



LATE FEE

In the August 1988 Newsletter (No. 9), I raised the matter of Late Fees and asked if anyone could send me a copy of Stitt Dibden's study of the subject. Garvin Lehman sent me a photocopy and after studying it, I realized that I had several examples in my collection. I have since added a few more, mainly to the United States. As this seems to be a little understood subject, the following is offered as a help to the group members.

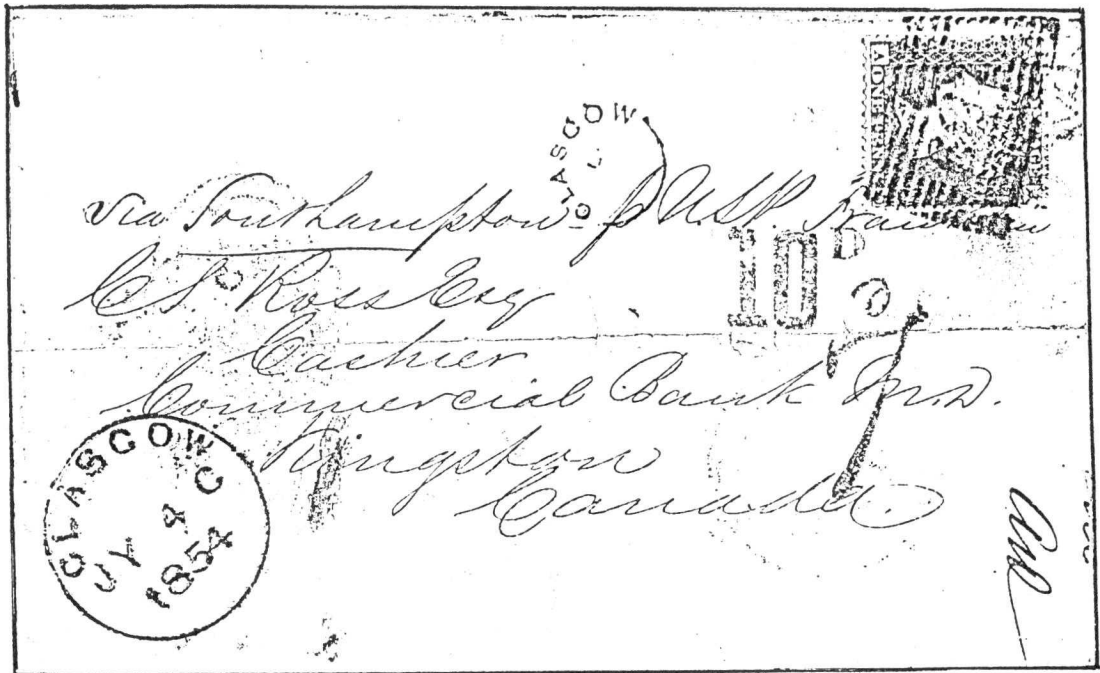
Generally speaking, for an hour after the 6:00 p.m. closing of main post offices, letters would be

accepted if they had a 1d adhesive stamp on them as the Late Fee, and with a 6d adhesive, they were accepted from 7:00 to 7:30 p.m. at the Head Office in London. As time passed, the latest closing times for Foreign Mails were extended with increasing Late Fees, as follows:

6:00 - 7:00 p.m.	1d
7:00 - 7:15 p.m.	2d
7:15 - 7:30 p.m.	3d.

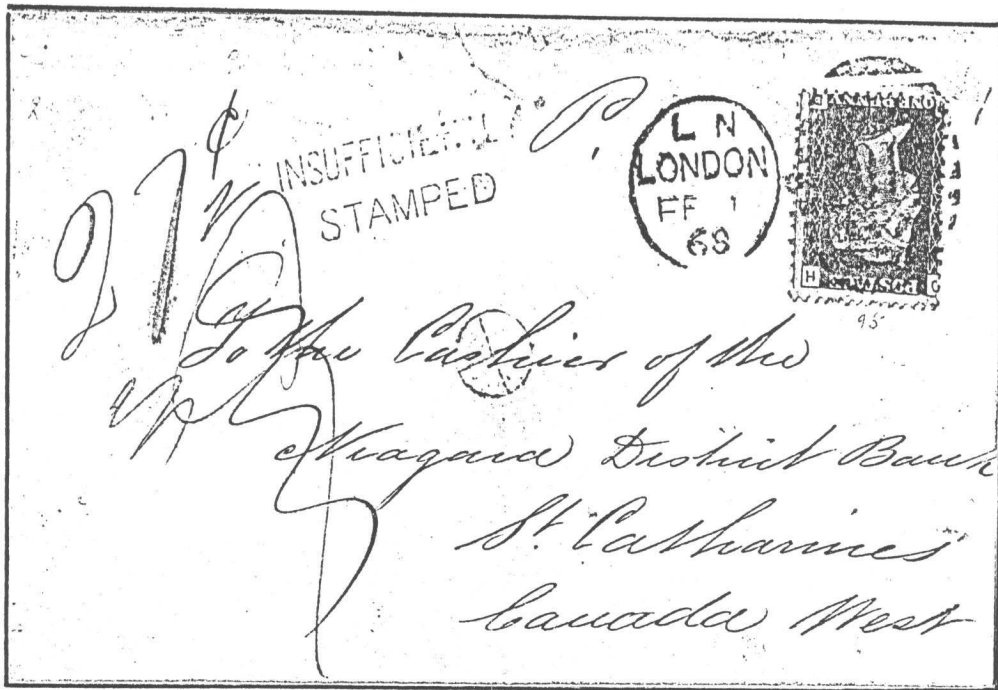
These fees appear to have been applied at the main post-offices in major British cities, as the examples below show.

One Penny Late Fee

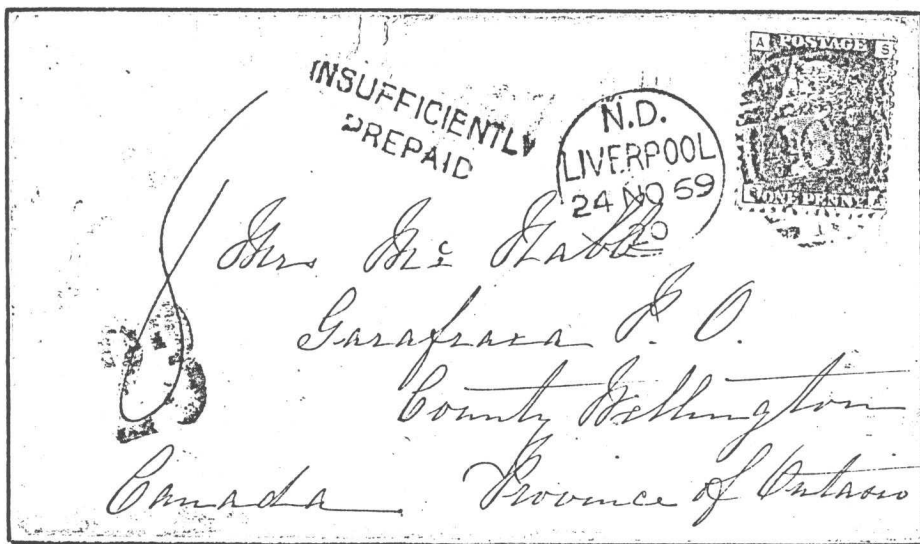


Glasgow, 4 July 1854. Struck with a small circular 'GLASGOW/L' to confirm the Late Fee. British debit - 7d Stg. Postage due - 10d Cy.

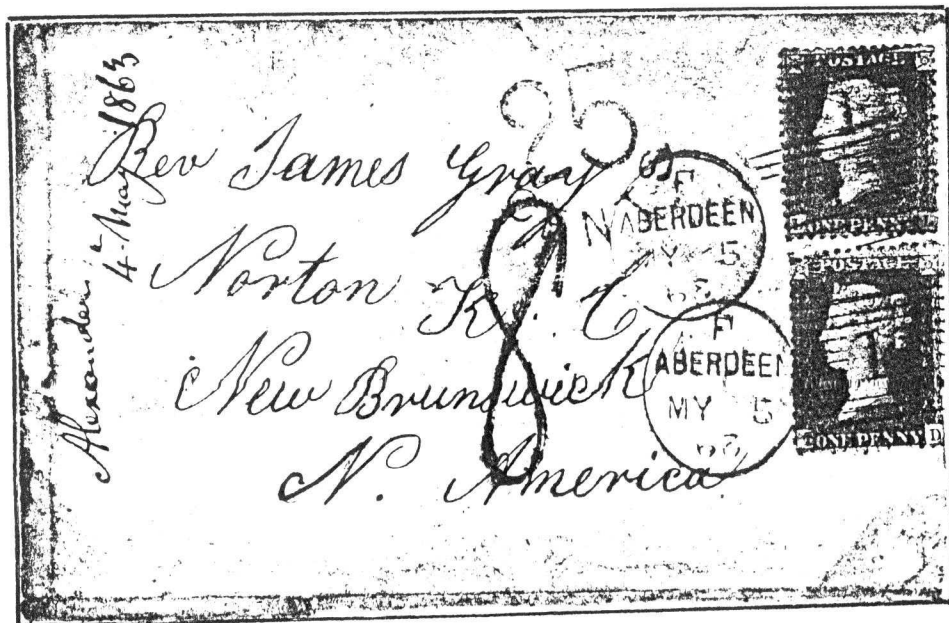
One Penny Late Fee (Cont'd)



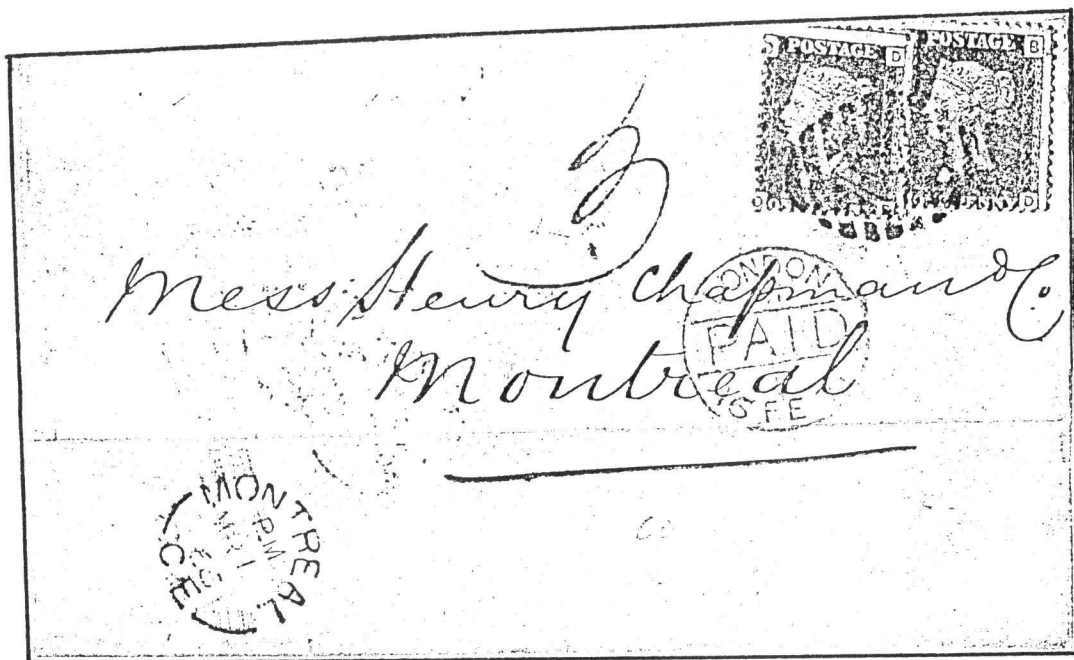
London, 1 February 1868. British debit - 9d Stg. (6d postage + 3d half fine).
Postage due - 27 cents (15 cents postage + 12½ cents fine).



Liverpool, 24 November 1869. British debit - 8d Stg. (5d postage + 3d half fine).
Postage due - 23 cents (Only 10½ cents postage, as 1d adhesive credited to postage + 12½ cents fine).

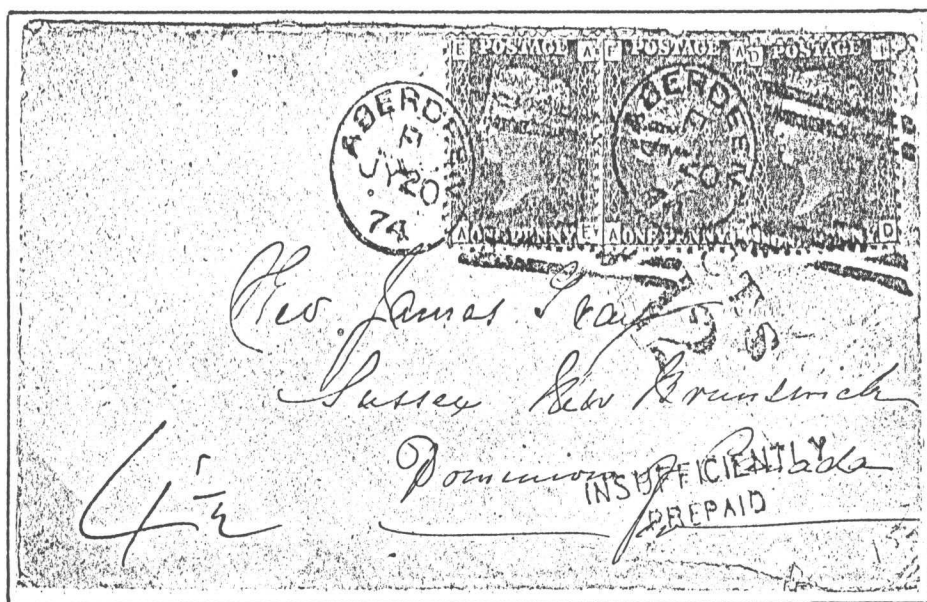


This is a cover that Allan Steinhart sent to show the handstamps. He did not recognize the Late Fee and commented: 'Prepaid 2d - No Credit Given'. British debit - 8d Stg. (5d postage + 3d half fine). Postage due - 25 cents (12½ cents postage + 12½ cents fine).

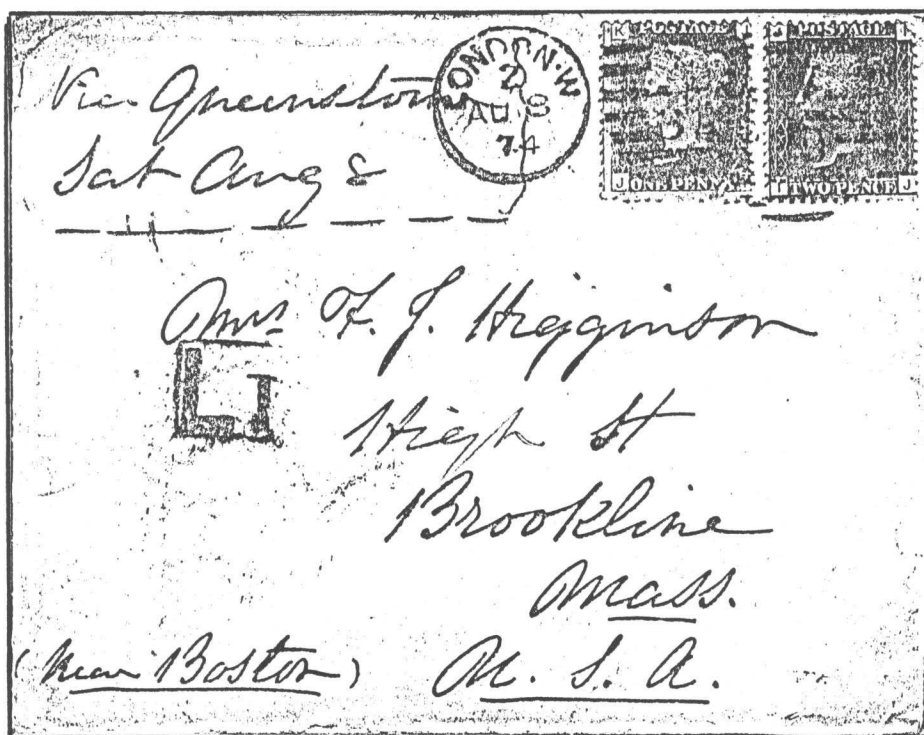


London, 16 February 1871. Prepaid 3d Stg. Carried on Allan Caspian's maiden voyage.

Three Penny Late Fee



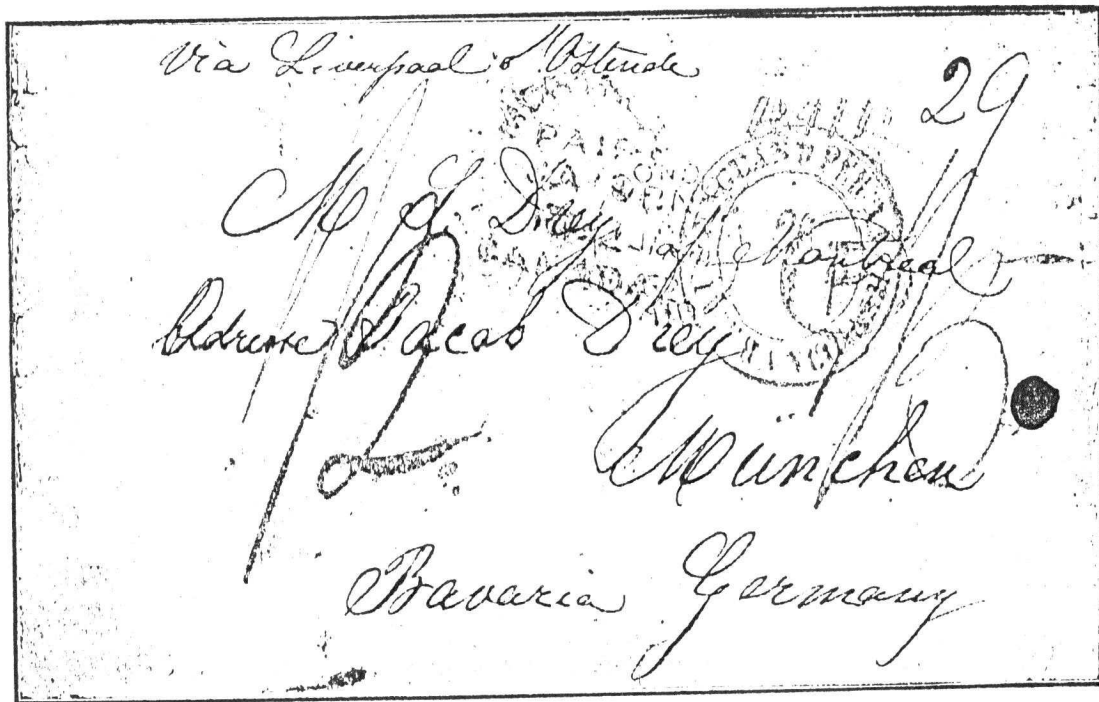
Aberdeen, 20 July 1874. British debit - 4 1/2 d Stg. (3d postage + 1 1/2d half fine).
Postage due - 12 cents (6 cents postage + 6 cents fine).



London, 8 August 1874. Prepaid letter to Brookline, Mass., U.S.A.
Instead of a 1d adhesive, the N.W. District Office in London used the framed
'L' handstamp to show payment of the Late Fee.

PRUSSIAN CLOSED MAIL VIA AACHEN

Last year I received a query from a correspondent in Lauf, Germany asking for help in interpreting rate markings on 1862 and 1867 letters from Montreal to the German States, via Canadian contract (Allan Line) steamers. These are shown below.



This letter was mailed at Montreal on 10 January 1862 with 29 cents postage paid to destination. The amount is also shown as 1/5 Cy. and 1/2 Stg. I cannot establish whether this was the correct postage, as my only Canadian postal guide is dated 1863. This gives 19 cents to Bavaria and 23 cents to Prussia by Canadian steamers. The letter was carried by the Norwegian from Portland, on 11 January to Liverpool on 23 January, was datestamped at London on 25 January and at the Aachen Exchange on the next day.

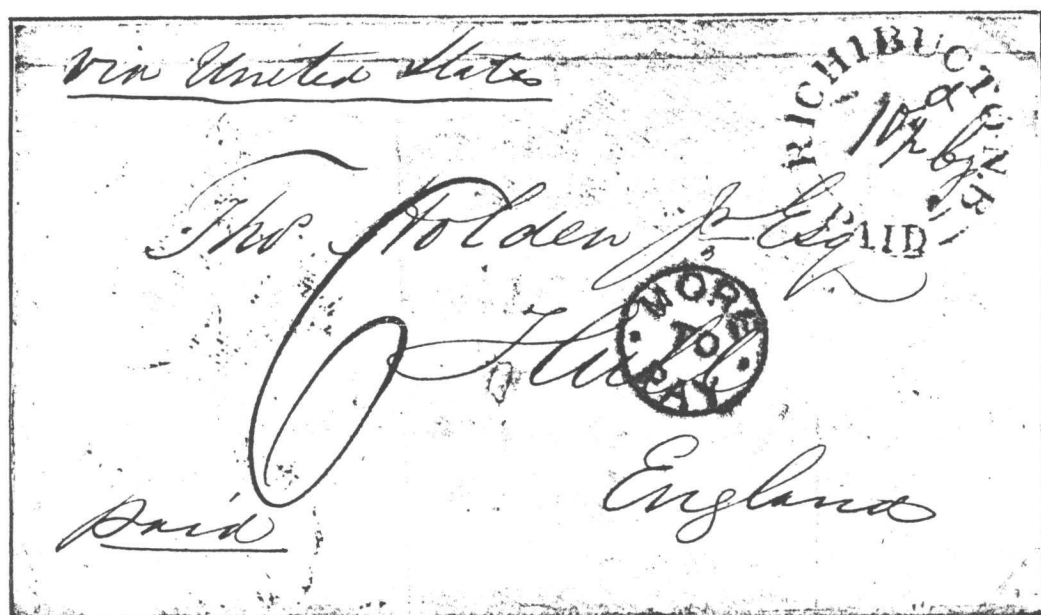


This letter was mailed at Montreal on 18 April 1867 with 23 cents postage prepaid and 6d Stg. British credit shown. It was carried by the *Peruvian* from Portland on 20 April to Londonderry on 1 May, was datestamped at London on 2 May and at the Aachen Exchange on the following day.

Perhaps one of the Group can explain the six cents difference in the postage on these two letters for the benefit of the rest.

NEW BRUNSWICK LETTER BY U.S. STEAM PACKET

Here is another Steinhart gem! A letter mailed at Richibucto, N.B. on 10 September 1858 with 10 $\frac{1}{2}$ d Cy. postage via Cunard from New York prepaid. Backstamped at St. John on 13 September and at St. Stephen on the next day. The letter missed the Cunard *Africa*, which sailed on 15 September, and was sent by the Havre Line *Falcon* from New York on 18 September, arriving at Southampton on 30 September. Backstamped at London on 1 October, it was struck with a circular 'MORE TO PAY' and rated 6d Stg. postage due to make up the difference between the Cunard rate of 8d Stg. and the U.S. packet rate of 1/2 Stg. Backstamped at Hull on the same day.



UNRECORDED RATE MARKING

The same German correspondent, as provided the Aachen Exchange covers, sent another cover which was mailed at Weston, Ont. on 27 February 1877 with 6 cents postage prepaid with an adhesive. It was backstamped at Hamilton, Ont. the next day and struck with a previously unrecorded '2 $\frac{1}{2}$ ' to show the British credit in sterling. I have identified this handstamp as B.7.



I hope that I shall see many of you at Galveston in October at the BNAPS annual meeting. There should be a scheduled session for the Group to get together for a general discussion. If anyone would like to give a short presentation on a subject dear to his heart, it will be welcome. I shall be exhibiting covers showing the transition from sail to steam - the 1835-45 decade.

CONTRIBUTIONS, PLEASE!

With this newsletter, I have exhausted my supply of material once again and ask all of you to think about sending me some interesting item, however small, for a future issue.

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