

# TRANSATLANTIC MAIL STUDY GROUP

of the

British North America Philatelic Society

Newsletter No. 32

Jack Arnell, Chairman

January 1993

## PROBLEMS WITH RED INK

Soon after I began to collect and study transatlantic B.N.A. covers, I noticed that sometimes the 'PAID' rate marking handstamps would not be *red* as required, but a colour ranging from a *reddish-brown* to a *blackish-brown*. In particular, I remember two roughly contemporary Kingston, U.C. covers with the same handstamp in *red* and *brown*. At the time, I attributed this to carelessness on the part of the postmaster, in using handstamps without cleaning them after using them with *red* and *black* inks. When working through the Post Office Records in the Public Archives in Ottawa some twenty-five years ago, while collecting material for *The Atlantic Mails*, I found letters from 1846 that explained the reason. Recently, when going through my files looking for something entirely different, I noticed these letters and decided that they would be of interest to group members.

The first was a letter from T.A. Stayner, Deputy Postmaster General for Canada, to Lt. Col. Maberly, the Post Office Secretary in London, dated 26 June 1846.

We experience much inconvenience at the small offices in the Interior of Canada from the difficulty which the Post Masters labor under (in many cases it is insurmountable) in procuring Stamping ink as well as red writing ink—the latter required for rating Paid letters.

In those remote Settlements in the Backwoods, distant perhaps 50 or 100 miles from any considerable Town, neither Vermilion powder, of which the Stamping ink is generally made, nor the common red writing ink are to be had—altho' the latter is indispensably necessary in order to comply with a Post Office Regulation. – Not infrequently Postmasters in such situations attempt to make red writing ink themselves, but from the badness of the materials employed, it soon acquires a dark hue, – is mistaken at the office of its address, for black ink, and not infrequently have Postmasters been accused to me of perpetrating frauds with regard to Paid postages, when I have been persuaded no such intention even existed. – In consequence of the inconvenience here alluded to, it has occurred to me that in forwarding our annual supply of Stationery, you might be

induced to send out some Stamping ink, in a cask, which I could distribute in small tin Boxes to those Postmasters who have no other means of procuring it, – and likewise Red writing ink, put up in stone bottles of a pint each. – I would not trouble you with a matter of this kind, but that really the inconvenience to which I have adverted amounts to a serious evil—and I know not how to overcome it, except in the manner I am now suggesting, – . . .

[*Endorsed*] For the Postmaster General  
I submit the Deputy Postmaster General of Canada may be authorized to supply the Postmasters of those Offices in Canada when Red Writing Ink and Stamping material cannot be procured, with such quantities of each of these Articles as they require for their use. I would propose, however, to take the opinion of the Comptroller of the Stationery Office as to whether it is advisable to send out these stores from London, or whether they may be obtained at a moderate cost in Montreal. . . . 18 July 1846  
approved C 20 July 1846

J.R. McCulloch, the Comptroller of the Stationery Office, replied to the Post Office query on 25 July.

I have the honour to acknowledge receipt of your letter of the 22<sup>d</sup> instant, in which you state that the Postmaster General requests my opinion whether it is advisable to send red writing ink & stamping materials from London to Canada, or whether they may be obtained at a moderate cost

in Montreal—And in answer to this inquiry I beg you will state for the information of the Post Master General

That I am not acquainted either with the supply or the prices, of the articles referred to, in Montreal—But nevertheless, I have no manner

of doubt that they may be bought here & sent to Canada at a decidedly less price than they would cost in Montreal, & also of a decidedly better quality—There can be but little demand for the articles in question in a country like Canada, whereas they are here in extensive demand & are produced under a system of open competition, & sold at the lowest price—Under the circumstances I would beg to suggest that the articles should be bought here & sent to Canada

[Endorsed] Mr Milliken to order a supply of Stamping Ink and Red Writing Ink for Montreal—to be shipped with the other stores lately ordered WLM 28 July 1846

112 lbs Stamping Composition (red) & 50 Pints of red writing ink ordered C.S. 30 July 1846

Stayner was informed of this decision by letter on 1 August. Presumably this solved the problem, although there are later examples of peculiar coloured handstamps.

### NEW YORK PACKET AGENT'S FEE

While I have written articles on the British packet agents in the United States for several publications, I have never touched on the subject of the hidden fee for their services. I have therefore decided to cover the subject here and invite any comments or additions any group member may like to offer. But first a short review.

There was a British Packet Agent stationed in New York from the reestablishment of the Falmouth packets after the American Revolution to receive the Mails from England and make up the return ones. Shortly after the turn of the century, Thomas Moore was appointed to the position and had the responsibility of securing the B.N.A. Mails on arrival at New York and providing the escorts to see them to the Canadian border. There has never been any

reference to what compensation he received for this work, nor how the couriers were funded.

With the second reestablishment of the Falmouth packets, after the War of 1812, the U.S. Post Office undertook the conveyance of the Mails through its territory, so that Moore's responsibility was reduced to the receipt of the incoming Mails and transfer to the New York post office, and the making up of the outgoing Mails.

With respect to the latter, it was the practice of Canadian correspondents to include in the address of their letters to Britain: 'To the care of T.W. Moore Agent to H.B.M. Packets New York' or something similar to ensure that they were delivered to him for the packet Mail.

2/2  
P.D. [redacted]  
Rev George Marsden IN  
Secretary to the  
Wesleyan Methodist Missionaries  
to the care of 14 City Road  
London  
J. H. [redacted] Agent  
J. H. [redacted] New York

The letter shown on the previous page is the earliest example I have of one sent in this way. It was mailed at Quebec on 8 May 1817 with the postage to New York prepaid. This is shown by '1N' in red inside a circular 'QUEBEC PAID' in black—the postage to the Swanton exchange office, and 'Paid 18<sup>1</sup>/<sub>2</sub> Cents' also in red, There was also the instruction to deliver to Moore.

There is a letter illustrated in the Earl Palmer Cross Border Collection, published by Jim Hennok in 1986, which has the only reference I have seen to any fee paid to Moore. When this collection was sold a few years ago, I was fortunate in buying this letter for its contents. It was sent by W. Allen,

the York, U.C. postmaster, to William Hanar, the Sandwich postmaster, in answer to a number of his concerns, and is dated 18 February 1816. In it he details how the postage to New York is calculated, which is the only part of interest here. Below is a reproduction of the pertinent part.

Swanton is on the line, which divides  
Lower Canada from State, and is the  
Eastern of the British territory thus  
The Postage from Montreal to it is 9<sup>0</sup> Cents  
for a single letter —  
from Swanton to New York 20 Cents + 6  
for Mr Moore the agent for the route —  $\frac{2}{2/5}$  C  
British Postage alone is stamp paid  
at the diff<sup>r</sup> office in Canada, and the  
American at Mr Moore allowed, must  
be remitted to Mr Lusk at Mont<sup>r</sup>.  
what he makes on the letters + is  
responsible alone Swanton to the State  
So that when you take any letters in at your  
office to be sent ~~from~~ to New York via New York  
you must pay the Postage from Sandwich  
to Montreal ~~which includes the only~~  
the remainder of the Postage of a single  
letter you know is 2/5 by which  
you must arrive at the amount...

Below is the full text, as it relates to the handling of these charges:

Swanton is on the lines – which divide Lower Canada from States, and is the Extent of the British Country there.

The Postage from Montreal to it is 9<sup>d</sup> Cury for a Single Letter –

from Swanton to New York	30 Cents	1.6
for M <sup>r</sup> Moore the Agent for trouble		<u>2</u>
		2/5 Cy

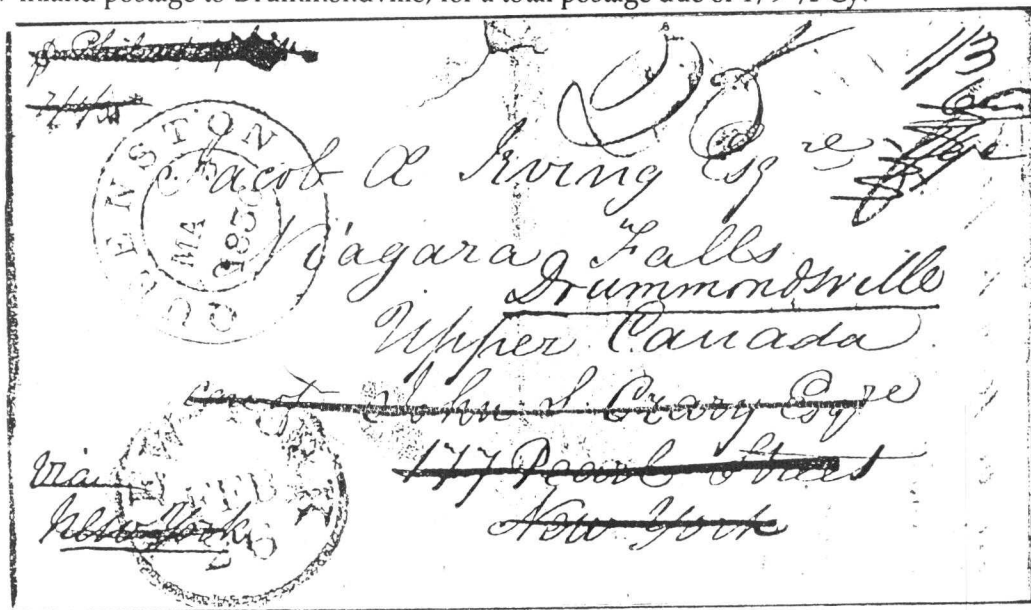
British Postage alone is Stamp<sup>t</sup> paid at the diff<sup>r</sup> Offices in Canada, and the American & M<sup>r</sup>

Moore allowance, must be remitted to M<sup>r</sup> Sutherland at Mont<sup>l</sup> which he marks on the Letters & is responsible alone therefore to U. States, So that when you take any letters in at your office to be forw<sup>d</sup> for England via New York you mark p<sup>d</sup> the Postage from Sandwich to Montreal only – the remainder of the Postage if a single Letter you know is 2/5 Hx [Halifax Currency] which you must remit at the same time.

You will note that the above states that Sutherland marks both the U.S. postage and Moore's allowance on the letters. To my knowledge the latter charge has never been recorded on a letter. If any member can add anything further on this subject, please send it to me, so that it may be included in a future newsletter.

### COMPENSATION FOLLOWING THE ABOLITION OF SLAVERY

Malcolm Montgomery has sent along an interesting letter, written by a lawyer in London on 28 December 1835, which was carried by the Red Swallowtail packet *Philadelphia* to New York, where it was rated 6 cents postage due as a ship letter at port of arrival. Retailed on 28 February 1836 and marked 25 cents postage due to the border. Datestamped at Queenston on 3 March, where the U.S. charge was converted to 1s. 3d. Cy. and 6<sup>1</sup>/2d. Cy. added (2d. ferriage + 4<sup>1</sup>/2d. inland postage to Drummondville) for a total postage due of 1/9<sup>1</sup>/2 Cy.



While the markings are interesting in themselves, the contents of the letter reflect a time of major change in the Americas, as they relate to the compensation due to the addressee for slaves which he had owned in Jamaica prior to the abolition of slavery throughout the British Empire in 1834. I have reproduced the section of the letter giving the details of the number of slaves, their location and the resultant compensation due.

You will note that there are two sums involved—one related to his own slaves and a second to slaves in which he had a third ownership. There was counter-claim against him, and the principals making the claim would not agree to any partial payment to the addressee, and their solicitors wanted the entire amount paid to them to settle the alleged indebtedness; this was refused and the matter remained unresolved.

The following are the sums which you will be entitled to receive from the Commissioners of Compensation in respect of the Slaves which were your own property -

N <sup>o</sup> of Claim			£	s	d
382	Trelawney	42 Slaves	017	5	2
551	S <sup>r</sup> James	75 Slaves	1469	11	1
			<u>£ 2286. 16. 3</u>		

The following are the sums to which you are entitled in respect of your one third of the Slaves as joint Owner with your Cousins.

N <sup>o</sup> of Claim			£	s	d
381	Trelawney	59 Slaves	402	0	1
549	S <sup>r</sup> James	86 Slaves	563	1	9
550	Do	123 Slaves	788	9	2
			<u>£ 1753. 11. 6</u>		

so that the whole of the Compensation Money payable to you is £4040. 7. 9 being the two Sums of £2286. 16. 3 & £1753. 11. 6

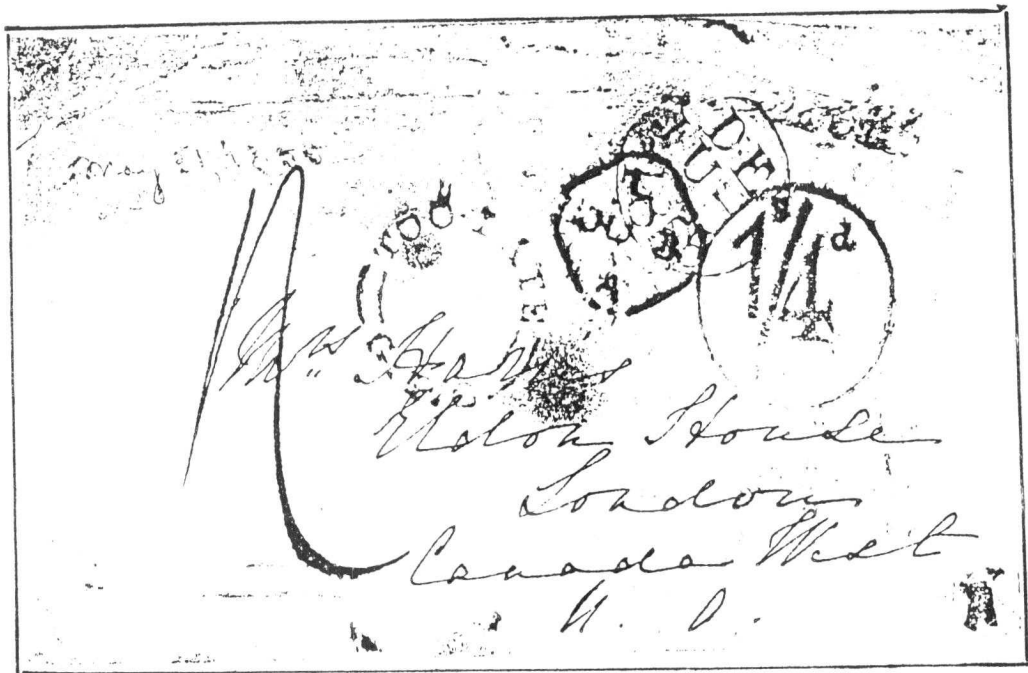
We apprized you in our last, that Mess<sup>rs</sup> Birch Ward had filed Counter Claims against your proportion of the Compensation Money and that we had filed replications thereto.

#### 'TOO LATE' - IT MISSED THE LIVERPOOL MAIL

Here is an interesting cover from Allan Steinhart. It was mailed in London very late in the day on 1 June 1855, for it was struck with a circular 'TOO LATE - G.P.O.' to show that it had missed the night mail to Liverpool. As a result, it was not stamped with the Liverpool packet office lozenge until 3 June.

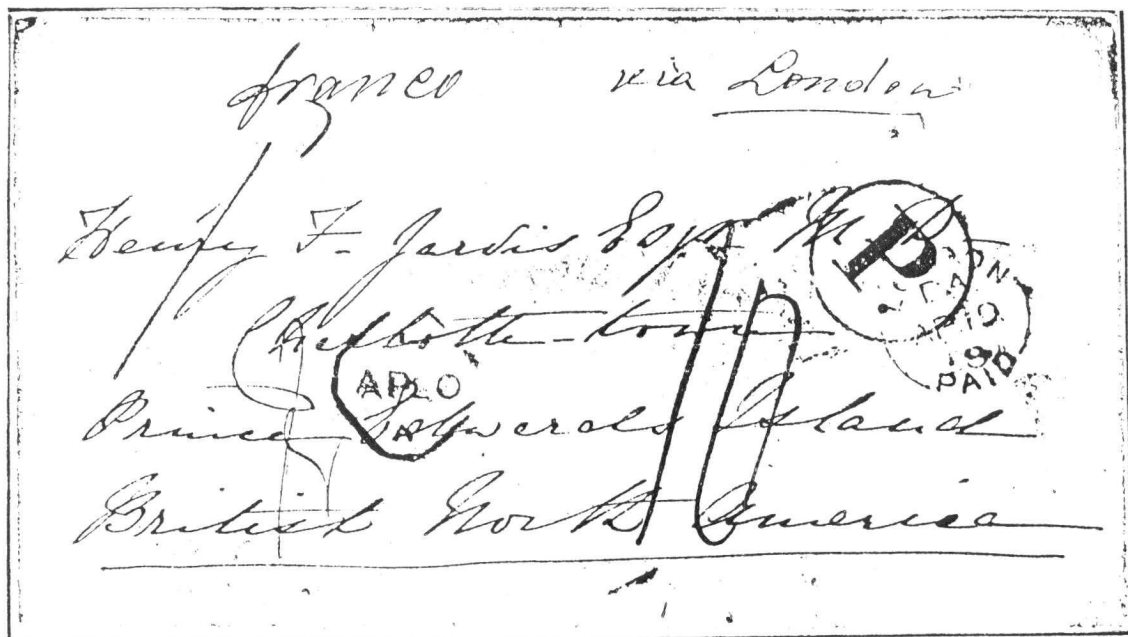
As a result of the delay out of London, this letter missed the Collins Line *Atlantic*, which would be carrying the British Mail that would normally have gone by Cunard to New York in 1855, because of the Crimean War, and which left Liverpool on 2 June. As the next Cunard steamer from Liverpool was the *Asia* for Boston on 9 June, the letter was sent to Southampton to connect with the Havre Line *St. Louis* out of Havre on 6 June and calling at Southampton on the same day. This steamer arrived at New York on 19 June and the letter, which was in a closed mail, reached Montreal on 21 June and London, U.C. on 25 June. Because it was to go by an American contract packet, it had been rated 1s. Stg postage due in London. At Montreal, it was struck with 1s. 4d. Cy. to include the inland postage.

The cover is shown on the next page.

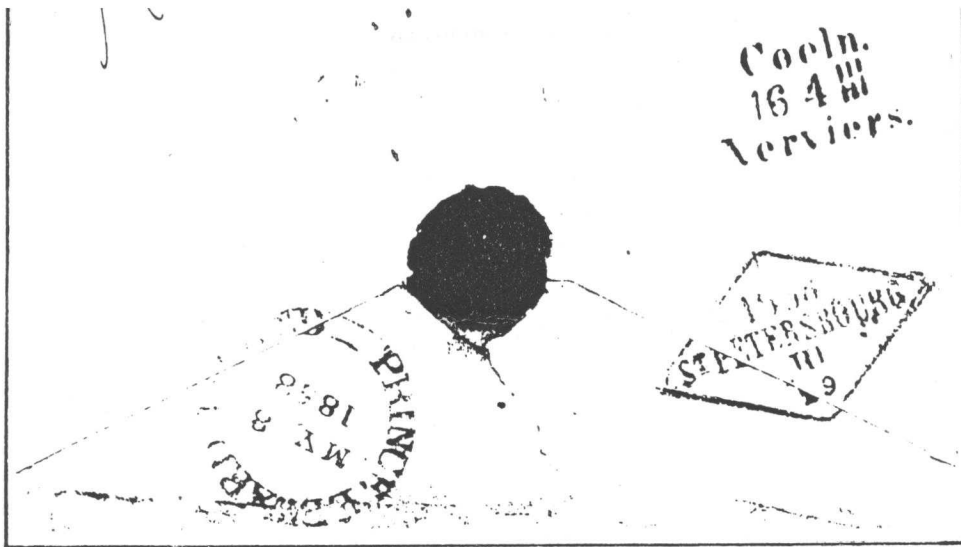


RUSSIA TO PRINCE EDWARD ISLAND

Here is another gem from Allan Steinhart, which he notes is the only recorded cover between Ruusia and Prince Edward Island in the period of interest. It was mailed in St. Petersburg on 29 March 1858 (old calendar), as shown by the diamond-shaped datestamp on the back (shown on next page), with 10 roubles postage prepaid in full, confirmed by the maunscript 'franco via London'.



Backstamped on 16 April with a Cöln (Cologne), Germany-Verviers, Belgium railway handstamp. At Aachen, it was struck with the large encircled 'P.' in red, that was used on letters to Great Britain and 'Fr' added in blue manuscript – another 'Franco'. Datestamped on 19 April at London with a 'PAID' handstamp and a red '1' in manuscript added to show the credit to B.N.A., and forwarded to Liverpool, where struck with a packet office lozenge on the following day. Carried by the *Europa* from Liverpool on 24 April and arrived at Halifax on 4 May. Backstamped at Charlottetown on 8 May. The '9/3' on the back is an accountancy mark.



Coeln.  
16 4<sup>th</sup>  
Liverpool.

AMERICAN SAILING PACKET PASSENGER TICKET

As many B.N.A. letters were carried by American sailing packets via New York before the days of Cunard, I thought it would be of interest to reproduce a passenger ticket issued to a George Scott for a passage from Liverpool to New York on the Dramatic Line *Sheridan*, an 896 ton ship. Note the daily ration of: 1 lb. bread, 1 lb. meal or flour, and 3 quarts of water – of course in those days, you brought most of your food along with you!

Drafts and Exchanges for any amount payable in New York, or any part of the United States, and Passages can at all times be secured to New York, Boston, Philadelphia, Baltimore, and New Orleans, from W. TAPSCOTT & Co., Liverpool.

Drafts and Exchanges on Great Britain and Ireland, and Passages secured from any part of Great Britain and Ireland, weekly, by applying to W. & J. T. Tapscott, Liverpool.

W. TAPSCOTT & CO.,  
AMERICAN EMIGRATION & EXCHANGE OFFICE,  
ST. GEORGE'S BUILDINGS,  
CLARENCE DOCK, LIVERPOOL.

IN CONNECTION WITH  
W. & J. T. TAPSCOTT,  
GENERAL EMIGRATION  
AND  
FOREIGN EXCHANGE OFFICE,  
86, SOUTH STREET,  
NEW YORK.

**PASSENGERS' CHECK TICKET.**

Ship Sheridan for New York  
 Ticket No. 1400 Berth 7/55

George Scott  
 Souls. 1  
 Adults. 1

To receive from the Ship daily during the Voyage,  
1 lbs. Bread. or  
1 lbs. Meal, or Flour.  
3 quarts Fresh Water.

Passage paid at the Office of **W. TAPSCOTT & CO.**  
 Liverpool, 1858  
 Signed, J. B. [Signature]

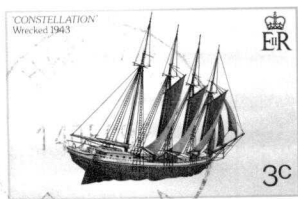
OFFER OF A FREE PRICE LIST

Bernard Biales, P.O. Box 598, Jamaica Plain, MA 02130, U.S.A.—a member of our group—is putting together a price list of about 500 stampless ocean mail covers (1788-1875) from the Oakley and Kraulelin collections, assembled about twenty-five years ago. He describes them as from, to, or through the United States, from England, France, Germany and other European countries, the Caribbean, B.N.A., Latin America, Africa & Asia, with some 1860 covers to Japan via Shanghai. Markings include: consular, retaliatory rates, freight money, depreciated currency, forwarders, and a few others. Most covers have been off the market for 20-30 years.

The price list should be available in late January, and Bernard is offering a copy of the price list free to study group members only. If anyone is interested, I recommend that you drop him a line at the above address as soon as possible.

Dr. J.C. Arnell  
P.O. Box HM 1263  
Hamilton HMF  
Bermuda

AIRMAIL



PRINTED MATTER

Clarence A. Stillions  
2010 48th Street NW  
Washington, DC 20007-1552  
U.S.A.