

TRANSATLANTIC MAIL STUDY GROUP

of the

British North America Philatelic Society

Newsletter No. 37

Jack Arnell, Chairman

November 1993

BNAPEX 93

The Royal York Hotel in downtown Toronto, an pre-war railway hotel modernized to handle conventions of any size, was a superb location for our annual show and meetings. The proper report of the proceedings will be included in a future *BNAPortraits*, the first edition of which was introduced at the Annual General Meeting and a copy of which all of you who not there will have received in the Mail since. You should have received the outline of the split of the old *Topics* into a more formal publication and the above newsletter.

There were the usual range of Study Group meetings. Our meeting was on the first morning, soon after the show had been opened. It may have been that the bulk of the group members present felt that they had to be first going through dealers' stocks, although one or

two admitted to just being forgetful. Whatever the reason, four group members and two other interested collectors attended the meeting at which I gave a slide talk on the 'Development of Freight Money'. Vic Willson expressed an interest in having this for his new *Topics*, and a new manuscript with fourteen illustrations was sent to him in September. He spoke of the possibility of using this in his first issue, but time will tell.

As a footnote on study group meetings, I might add that my experience was not unique. Several other groups had almost as small attendance for theirs. Of course, there are a couple of groups which have a large membership and can usually fill a meeting room and continue discussion long past the allotted time.

PRODUCTION OF SLIDE SHOWS/VIDEOS FOR CIRCULATION/DISTRIBUTION

An interesting discussion materialized at the meeting of study group chairmen when Jon Johnson, the co-ordinator, suggested that some slide shows should be produced for circulation to clubs and other groups. This was countered with a proposal that in this day and age we should accept available technology and produce VHS videos instead. The pros and cons of both approaches was aired to the point of exhaustion, without a clear resolution. I had volunteered to produce a slide show, which was left hanging.

At the AGM the following morning, Chuck Firby, our president, called attention to the fact that Michael Rixon, a member of our study group, was taping all aspects of the show with the aim of producing a video for sale to interested members or groups. It was noted that this had been done at the ROYAL in Lachine, P.Q. in 1991 and the result had sold well among the members of the local club, with a resultant sizeable profit for the club. Having reflected on the subject overnight, I

checked with Michael as to whether colour photocopies could be used for illustrations in the production of a video, because I foresaw the matter of sending valuable collections somewhere to be put on tape would discourage many interested participants. I had several of my rare French packet letters copied in colour and the result was almost indistinguishable from the originals. He agreed that such quality would be adequate. As a result, I raised this possibility during the resultant discussion, at the end of which it was decided to do an experimental video.

On the Sunday morning I met with Chuck and Michael to work out details of how we might get together on this. We agreed that I would produce a programme based on mail between England and North America (B.N.A. and U.S.) during the War of 1812, as a subject which might have a wider appeal than a purely philatelic subject. The text will be an expanded version of the article I did for the 1993 *Congress Book* of the American Phil-

atic Congress, Inc. Rather than use colour photocopies for the illustrations, Michael asked me to see whether I could get them scanned into my computer, so I could send the text and illustrations all together on a disk for him to massage. At the time of writing this

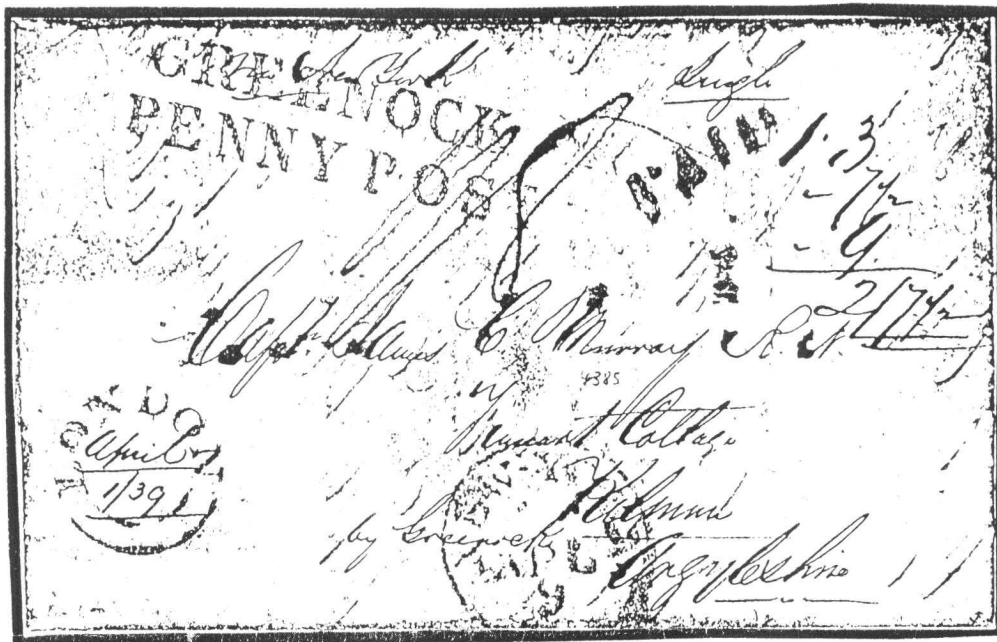
(late September), I am waiting for the scanner at our local Macintosh Users Group to be upgraded with new software, which I hope will be soon, so I can test this approach. If the project is successful, you will hear more about it from a higher level than this newsletter.

SAILING PACKET FREIGHT MONEY

Allan Steinhart has sent along an interesting Liverpool Ship Letter. It was mailed at London, U.C. on 1 April 1839 with three itemized postal charges totalling 2s. 7¹/₂d. Cy. prepaid, viz. '1 . 3' representing 25 cents U.S. inland postage; 7¹/₂d. sailing packet freight money; and 9d. B.N.A. postage to the border. It was datestamped at New York on 9 April and probably carried by the Black Ball

packet scheduled to sail on 16 April for Liverpool. At Liverpool, it was rated 1s. 8d. Stg. postage due at Kilmuir ('by Greenock'). As the recipient lived within the Penny Post area, it was charged an additional 1d. Stg. and struck with 'GREENOCK/PENNY POST'.

As with the two letters reproduced in the last newsletter, this one has interesting contents, which read in part:



The news from this part of the province is unimportant at the present moment but I suspect we shall soon again have some bloody work in expelling another invasion of our territory by 'American sympathisers & Canadian refugees'. As yet the British arms have on every occasion been signally successful & and the Canadas are in such an efficient state of organization & defence that I have no apprehensions as the result. With 18th Regt. of the line & a heavy & over powering force of artillery along with about 20,000 militia under arms I should surely think would at least be equal in action to 3 times the number of Yankee boasters & midnight cowardly assassins. Of the 60 prisoners captured at the recent action at Windsor 6 have already suffered death on the scaffold in this town & the remainder into exile to be transported for life.

The writer also discussed the New Brunswick-Maine boundary dispute.

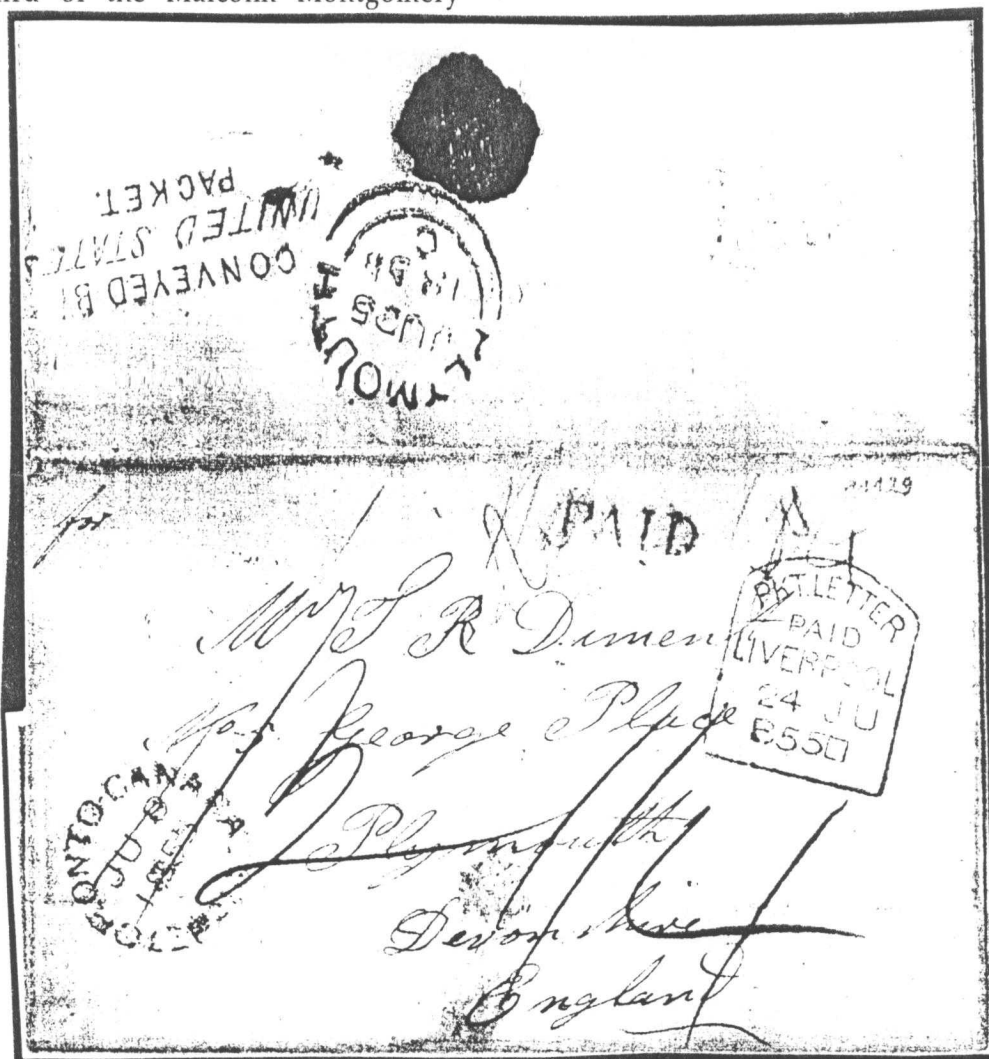
CRIMEAN WAR PERIOD COLLINS LINE LETTER

The letter shown on the next page was mailed at Toronto on 9 June 1855 with 1s. 2d. Stg./1s. 4d. Cy. paid for carriage by the Collins Pacific from New York on 13 June, as the

Cunard service had been withdrawn to provide troopships for the Crimean War. On arrival at Liverpool, it was datestamped with a 'PKT. LETTER PAID' tombstone hand-

stamp and backstamped with 'CONVEYED BY UNITED STATES PACKET'. This was the third of the Malcolm Montgomery-

Dorothy Sanderson letters referred to in the last newsletter; the contents follow below.



Victoria Street, Toronto
June 9th 1855

Dear Cousin Thomas R Diment

I received you letter this day containing the painfull intelligence of the lost of my dear father the stroke is not so hard as I was prepared as it ware to here of the sad news for this day three week twelve months since my mother died and the news of the lost ship was received at toronto I did not know that father was coming in the *John* but when I read of the lost of the *John* something told as much that he was on board and I though he would have no chance of being saved and I was troubled a good deal for two weeks waiting for more particaler and when I received the news paper with the account of the wreck and stateing that father was saved I weep for joy but I was still doubtful of his safety I haste to answer your letter, (and it is as much as I can do) as the mail leaves here on monday morning and as I wish for you to leave nothing undone, as it is a long way from toronto to the wreck as it would be useless for me to come and I am confident that you will attend to it and I hope his body as been picked up before now, and will be interred but I should like if he was buried in beer (a town in Devon) church yard by the side of my sister Mary Elizabeth and if you get his money I should be very glad if you would do it and have a common stone to mark the spot and if you dont get the money that he had on him I should think the owners of the ship can be made to pay his passage money back and with it mark the spot where he is buried but I should think that the owners can be made to pay all loss I do request that you will do as much as lay in your power and go as far as the law will carry it to accomlis the same and if you required any money to do it write directly and I will send forty pounds if it is required and I heartly wish that the Captain will get what he deserved for his negligence I hope this will find you all in perfect health my health is good thank God for it give my kind to your mother and sister and M^r Harvey also Aaron and wife and family, and accept the kind love and well wishes and I shall be ever thankful to you and still remain your affectionate cousin

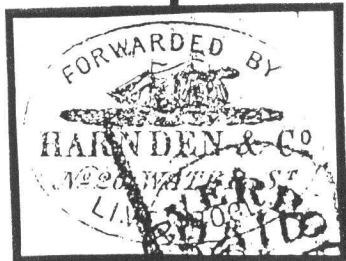
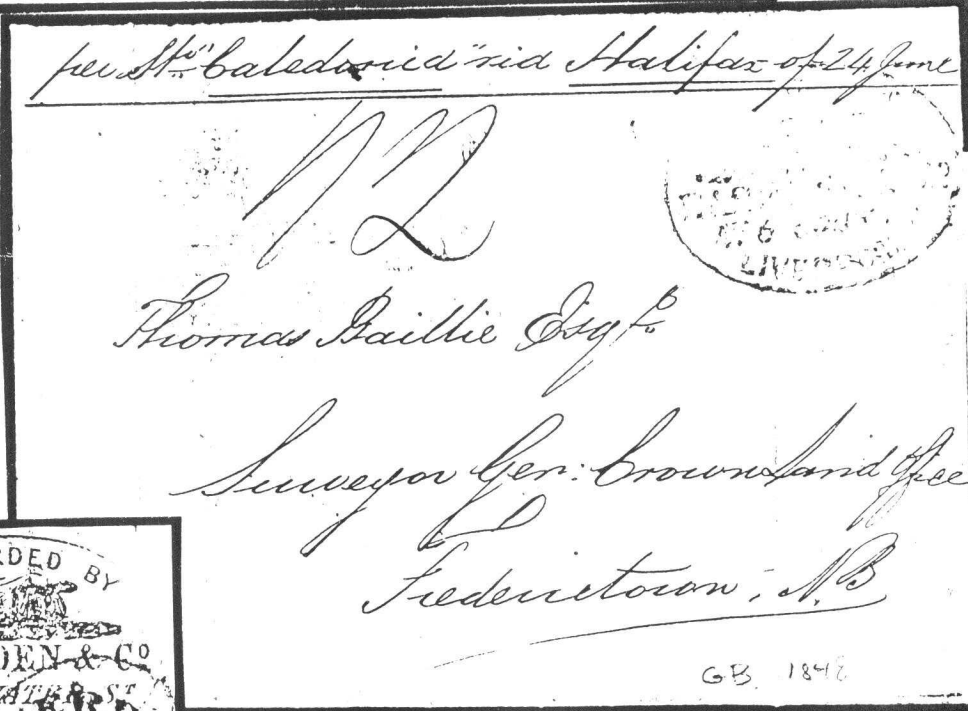
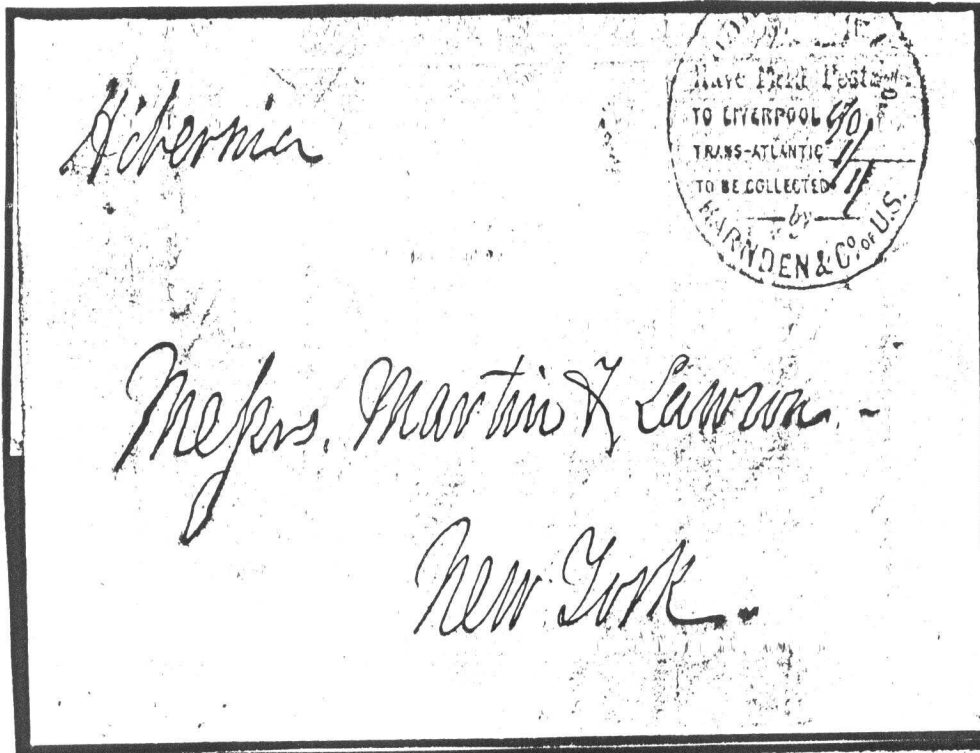
Henry Hornbrook

PS I shall expect a letter soon.

HARDEN & CO. LIVERPOOL OFFICE

Letters bearing the Harnden & Co. Liverpool office are comparatively scarce compared to those of the U.S. offices, and particularly on outbound letters to North America. Most of such letters would have been packaged in larger packets and addressed to the Boston office, or the New York equivalent after 1847. For some years, I have had one to a New York

firm via the Harnden Boston and New York offices. It was dated 4 January 1847 and was written as the Cunard Liverpool freight agent to report a short shipment. As it was sent unpaid, there was a handstamp showing what the recipient owed the company for postage.



I included the first letter as an introduction to the second on the previous page, the latter being very interesting and may be unique. It was a shipping notice dated 23 June 1848 (also reproduced), enclosing a Bill of Lading for goods accompanying the letter on the *Caledonia* from Liverpool on the following day, and which arrived at Halifax on 6 July. This is the first Harnden letter of any kind which I have seen with a B.N.A. address.

The letter is also interesting because this was the first Cunard voyage during the Retaliatory Act period, when all Canadian Mail was channelled through Halifax. It was mailed unpaid and rated 1s. 2d. Stg. postage due.

Unfortunately the Harnden Liverpool handstamp is only partially inked; however, it would have been similar to that shown from a letter going through Liverpool to France, except that the address was 6 Cock Street instead of 20 Water Street.

2d. Stg./2¹/₂d. Cy. COLONIAL INLAND POSTAGE

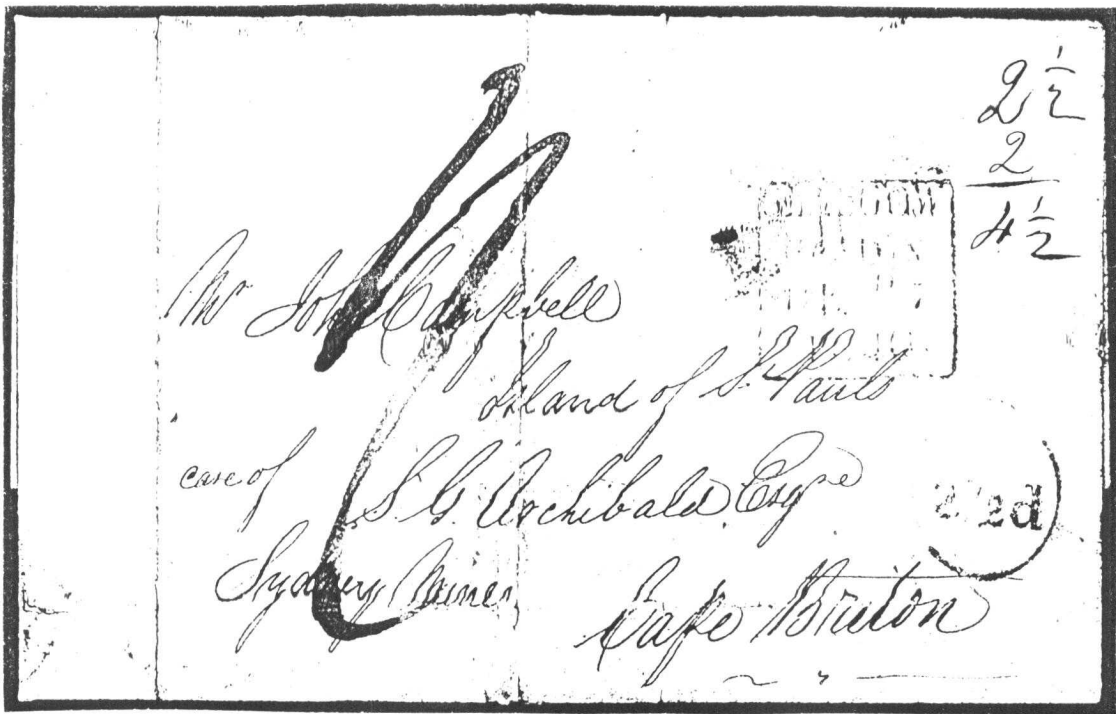
A cover from Allan Steinhart prompts me to review the regulations regarding the application of the 2d. Stg./2¹/₂d. Cy. colonial inland postage rate, which was introduced more or less concurrently with the start of the Cunard steam packet service, on transatlantic letters. This rate was established by a Treasury Order dated 6 July 1840, which was supposed to come into effect on 4 September 1840, and Stayner's notice of it, reproduced in Appendix D, No. 14 of the 1841 Report of the Commissioners on the B.N.A. Post Office, was promulgated there on 19 August 1840. The pertinent paragraph of this order was:

The Deputy Post Master general announces, that he has received from My Lord the Post master general, notification of an Order emanating from the Right Honorable the Lords of Her Majesty's Treasury, by which their Lordships are pleased to direct, that in lieu of the present Provincial and Halifax Packet rates, the whole Postage be charged for the conveyance of a letter not exceeding half an ounce in weight, from any part of the interior of British North America to any part of Great Britain or Ireland and *vice versa*, by Her Majesty's Land Mails and Halifax Steam Packets, shall be reduced to a uniform rate of 1s. 2d. Sterling, equal to 1s. 4d. Currency, and that no further change of any kind be imposed on such letters, either in these Colonies or in the United Kingdom.

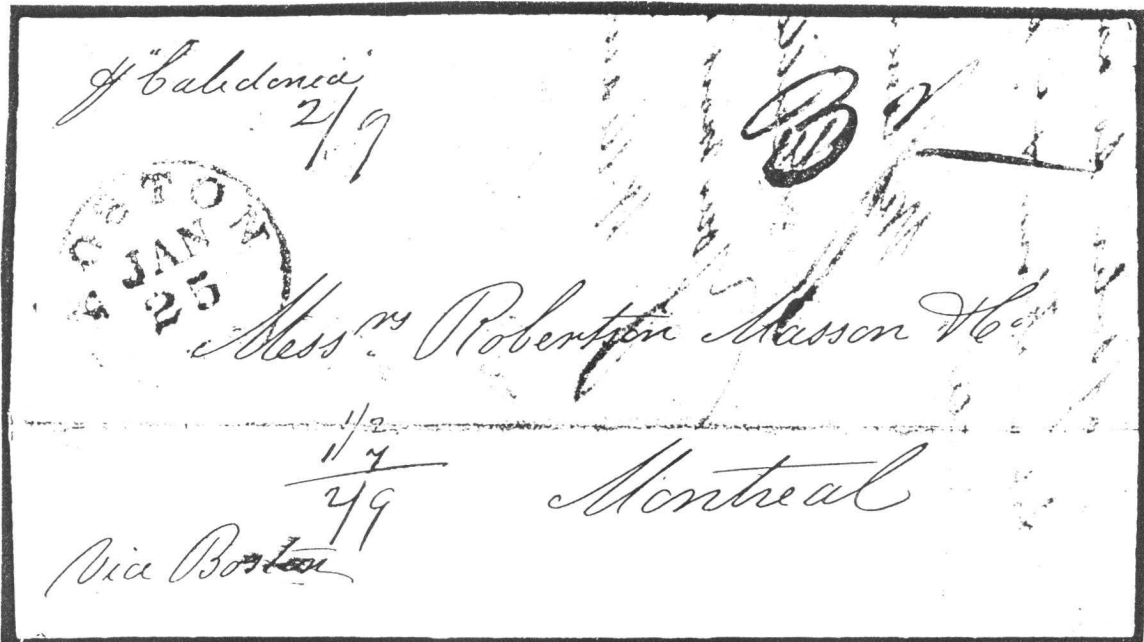
This was applied in advance at Liverpool, as the following letter dated 25 July 1840 shows. Originally treated as an outgoing ship letter, being backstamped with 'SHIP LETTER/LIVERPOOL' and rated 6d. Stg. postage due. The latter was subsequently overwritten with '1/-' as a packet letter to Halifax and struck with a '2' for colonial inland postage. Carried by the *Acadia* on her maiden voyage from Liverpool on 4 August and arrived at Halifax on 15 August, where it was charged 1s. 4d. Cy. postage due.



Notwithstanding the instruction 'that no further charge of any kind [was to] be imposed on such letters', a letter from Glasgow dated 7 December 1840 with 1s. 0d. Stg. packet postage to Halifax prepaid was charged extra in Nova Scotia. This was carried by the *Columbia* on her maiden voyage from Liverpool on 4 January 1841 and arrived at Halifax on 19 January, where it was struck with the B.11 '2¹/₂ d' handstamp. Presumably at Sydney, Cape Breton, this was repeated at upper left in manuscript and '2' added as a 'ferry charge' to St. Paul's Island, about 70 miles from Sydney Mines, for a total postage due of 4¹/₂d. Cy.



On the other hand Cunard letters through Boston did not fair as well, as this 3 January 1843 letter from Liverpool shows. It was carried privately on the *Caledonia* (13th voyage) from Liverpool on 4 January and arrived at Boston on 25 January, where it was mailed and rated 37¹/₂ cents postage due to the Canadian border as a double letter. At Montreal, this was converted to 1s. 7d. and 1s. 2d. (2 x 7d.) inland postage to Montreal added for a total postage due of 2s. 9d. Cy.



Coming now to Allan's cover, which was from Quebec, dated 8 February 1844, and marked 'p sailing packet/New York & Liverpool'. On mailing, 2¹/₂d. Cy. colonial postage and 18³/₄ cents U.S. inland postage were prepaid. At Liverpool, it was backstamped with 'LIVERPOOL SHIP' on 15 March and rated 8d. Stg. as an incoming ship letter. Allan states that the '2¹/₂' represents the colonial portion of the 10d. Stg./11¹/₂ Cy. of the ship letter rate between B.N.A. and Great Britain. I have never seen reference to this rate, which I would think could only relate to letters taken from a B.N.A. port by private ship; here the letter went overland to New York.

PAID 1844
 4
 Messrs Gray & Robinson
 Merchants
 Greenock
 O.C.F.
 sailing packet
 New York & Liverpool

In relation to this charge, I have a notation beside my list of packet postage rates which refers to a Treasury Warrant dated 11 October 1843 and Stayner's circular dated 1 December 1843 that reduced the provincial charge on packet letters between Great Britain and Canada via the United States to 2d. Stg., effective 5 January 1844. I cannot turn up my source of this, but it seems to explain the 2¹/₂d. Cy. paid on the above letter, even though it went by an American sailing packet. I have a similar letter from Quebec dated 29 January 1845. Hopefully Allan can turn up Stayner's circular in his vast collection of such material.

A CALL FOR CONTRIBUTIONS FROM MEMBERS

As many of you know, I have not established an annual membership fee for the Group, but rather have asked for periodic contributions to cover out-of-pocket expenses, such as postage. It is two years since I made only my second such request since the Group was started, but the time has come again. In the past, I have set the subscription at \$10.00 irrespective of the kind of dollar. However, in light of the current exchange rates, I must ask that payments be as follows:

Canadian Dollars \$13.00
 United States Dollars \$10.00
 Sterling £7.00

There are a number of relatively new members and a few who have recently given me some money, I do not expect a further contribution from them at this time. Of the majority, I leave it to your conscience and if you do not subscribe within a reasonable time, I shall have to drop you from the mailing list, as I did reluctantly with a few after the last call.

I hope that you find the newsletters worth supporting. I am quite happy to continue producing them as long as I get some help some group members with material.

LAST MINUTE THOUGHTS

At the start of this newsletter, written a month ago before going to the 50th anniversary meeting of the British Postal History Society in Chester, England, I mentioned contributing to the current *Congress Book* of the American Philatelic Congress. I received two copies of the book the other day and was surprised and pleased to find that the article received the *C. Corwith Wagner Award* for the best article on U.S. postal history to the early 20th century.

In the same connection, I have established that I can scan my covers very satisfactorily in colour for the projected video and am considering investing in one myself, which I shall use for illustrations in future newsletters and any other writing.

In closing, as this will be the last newsletter in 1993, my best wishes to all of you for the coming festive season and 1994.

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