



TRANSATLANTIC MAIL STUDY GROUP
OF THE
British North American Philatelic Society

Newsletter No. 57

May 1997

ODDS AND ENDS

While I would like to focus each Newsletter on a specific topic, life is not that tidy. I have saved contributions from various collectors and am devoting this Newsletter to clearing the back-log, with thanks to those who have contributed. Information, photocopies and notices specific to one of the 'topics' (for instance, registration and soldiers letters), have been set aside, and will be used later.

I have included a couple of Post Office and other notices that have come to hand recently (or re-emerged from the bottom shelf during spring-cleaning). Some of these may have appeared in an 'omnibus' of such work published in the United States (which I have not seen). If so, I apologise. However, these notices are often helpful as background, so, if you have any, or copies, please pass them on. I will keep a log.

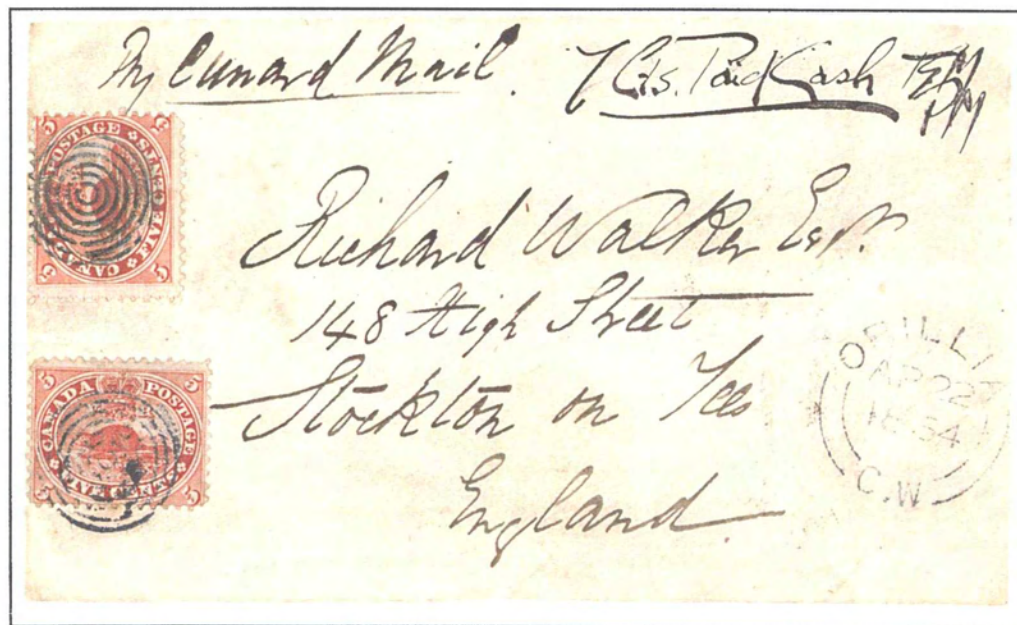


Figure 1: Orilla, Canada West to Stockton-on-Tees, England, 22nd April 1864.

PART PAYMENT IN CASH

The colour illustration is of a cover (ex Allan Steinhart) which suggests that stamps of the correct denomination were not always readily available (a problem with which I can identify - I have found that the fractional airmail printed paper rates to North America can never be covered by a single stamp!). Posted in Orilla, Canada West in April 1864 (the postmark is wrong), it was prepaid ten cents by stamps, the

remaining seven cents for the British Packet out of New York being paid in cash. The Postmaster at Orilla has verified the cash payment by initialling the inscription 'TGM PM' - does anybody know the Postmaster's name? The letter was carried by the Cunard Line 'Asia', departing Boston on 27th April, and arriving at Queenstown on 8th May. The letter has a Stockton-on-Tees arrival mark for 9th May 1864.

I have two similar covers (Figures 2 and 3), where only ten cents has been prepaid, leaving underpayment - in these examples, two and a half cents short, for they were both routed to the Canadian Packet. The first was carried by the Allan Line 'Peruvian' out of Quebec on 15th October 1864, arriving at Londonderry on the 27th, Liverpool on the 28th; it has an Ottley arrival mark for the 30th. There is a clear 'CANADIAN PK^L E OC 15 1864', handstamp - I understand that this mark was applied aboard the ship, but I have no specific evidence to support this ... perhaps you have something, and would let me know. Certainly, the mark is a day later than the Quebec mark. Curiously, I have seen such marks, East and West, only on letters

receiving special attention, such as underpaid and registered letters.

The second letter was carried on the Allan Line 'Nova Scotian', out of Quebec on 27th July 1867 and arriving Londonderry on 5th August, Liverpool the following day; the letter has a London arrival mark for 7th August 1867 (*sailing dates courtesy of Hubbard & Winter, as usual*). The letters have both been charged the deficient postage, converted to twopence Sterling, and fined sixpence Sterling. The Canadian Post Office has claimed fivepence, the deficiency plus the half fine, and the addressee has been charged eightpence (including the remainder of the fine).



Figure 2: Quebec, Canada East to Otley, England, 14th October 1864.

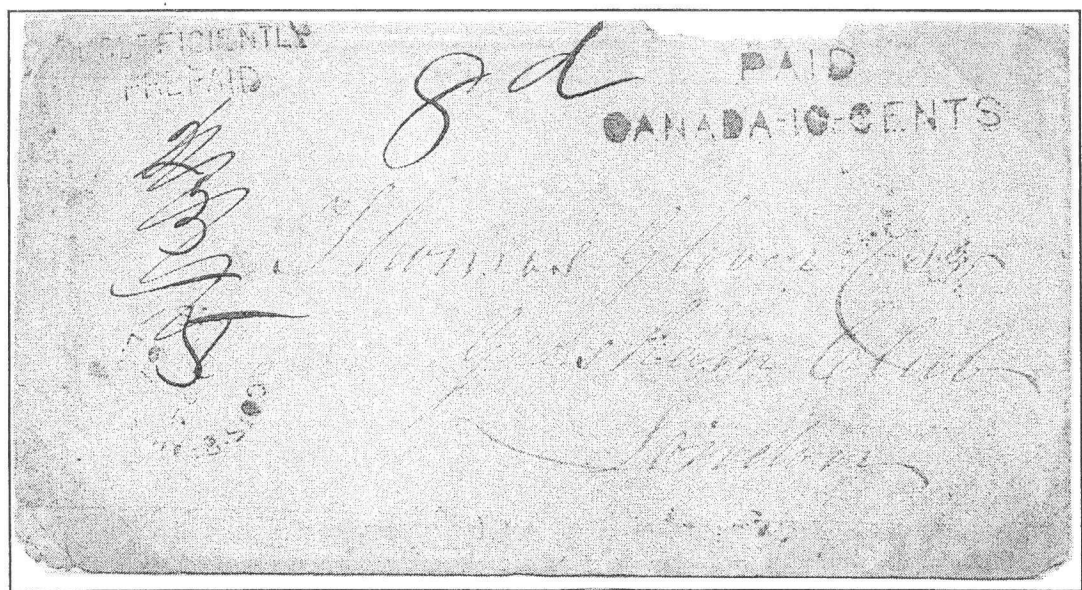


Figure 3: Ste Francois-Beauce, Lower Canada to London, England, 24th July 1867.

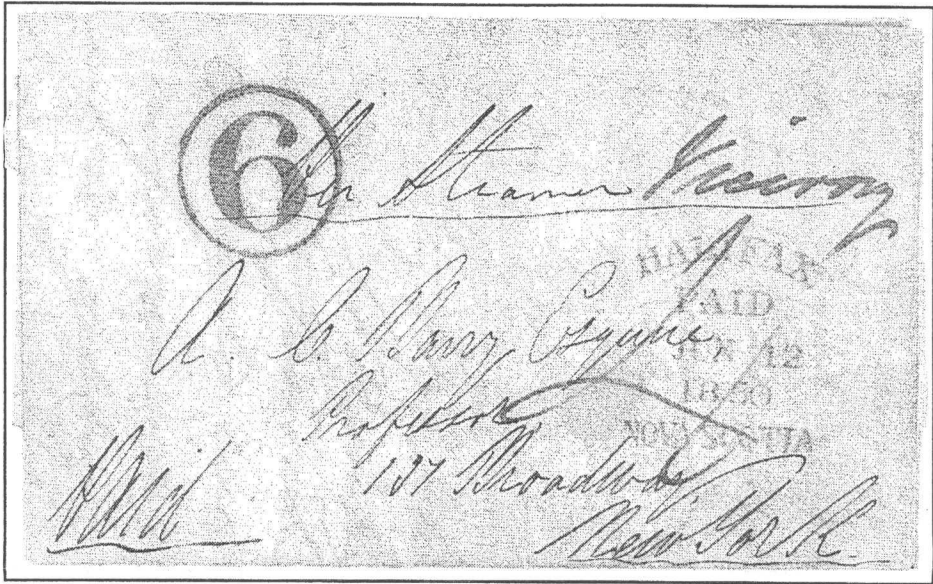


Figure 4: St. John's, Newfoundland to New York, United States, 5th June 1850.

Allan Steinhart sent me the copy of the letter carried by the 'Viceroy', together with all of the information which follows. The letter was written at St. John's on 5th June 1850, prepaid fourpence Sterling (fivepence Currency), the port-to-port Packet rate. Allan stated that the letter was either placed on a ship going from St. John's to Halifax, or was carried there by favour, and was then placed on the second vessel 'Viceroy' - it was recognised as paid at Halifax.

The letter was carried by the 'Viceroy' from Halifax to New York. At New York, it was charged six cents as a local ship letter (2 cents ship fee included). This is believed to be the only recorded cover carried by the 'Viceroy', on her only completed voyage.

Allan also supplied details of the vessel, but did not tell me the source. I will apologise for any copyright infringement, if someone will tell me who deserves the apology. The information is similar to that given in 'North Atlantic Seaway', N.R.P. Bonsor, 1955, Chapter 21. The extract provided by Allan reads:

'Chapter 26
1850
SS VICEROY
(British)

During 1850 a total of over 220,000 immigrants arrived in the U.S.A. from Europe, and of these over 112,000 originated in Ireland. Of the remainder, 28,000 came from England, 9,000 from Scotland and nearly 2,000 from Wales^[1]. Considering the imposing size of the Irish

contingent it is surprising that there was no regular steamship service between Ireland and the U.S.A. at this time, the only means of travel open to the Irish emigrant being the sailing ship or transshipment at an English or Scottish port to a stamer charging a fare likely to be far in excess of his means.

By the beginning of 1850 the Midland & Great Western Railway of Ireland had almost completed its line from Dublin to Galway and it was only to be expected, therefore, that it would gladly help to finance a scheme put forward by the inhabitants of the town and county of Galway to establish a line of steamers between Galway, Halifax and New York.

As a start, the 800 ton iron paddle steamer VICEROY, owned by the Dublin & Glasgow Steam Packet Company, was chartered and left Galway on June 1st 1850 with 22 passengers, a small quantity of cargo and 400 tons of bunker coal. She experienced strong head winds and arrived at Halifax on June 11th with her coal nearly exhausted, New York being reached on June 15th. Thick fog was encountered soon after leaving New York for Galway on June 22nd and 2 days later she stranded near Cape Sable. The 16 passengers, the crew and baggage were safely landed, but the ship was a total loss, and was broken up where she lay.

^[1]New York Daily Tribune (31/12/1850).

a. (1850) VICEROY (c)

800. 60,25 X 7,98 (197.7 X 26.2).

C-1-3. I-P-SL2-9. Robert Napier, Glasgow.

1846 () launched for Dublin & Glasgow S.P. Co. 1850 (1/6) FV Glasgow-Halifax-New York.

1850 (22/6) left New York for Galway. 1850 (24/6) wrecked near Cape Sable (0).

STEAM TO NEW YORK.

THE

Great Western,

Of 1340 Tons Register, and 450 Horse Power,

Strongly built, Coppered and Copper-fastened, with Engines of the very best construction, by Maudslay, Sons, and Field,

AND EXPRESSLY ADAPTED FOR THE BRISTOL AND NEW YORK STATION.

Lieut. JAMES HOSKEN, R.N., Commander,

Will Sail DIRECT *from Bristol*

On the 7th APRIL, 1838,

AT TWO O'CLOCK IN THE AFTERNOON.

The rate of Cabin Passage is 35 Guineas, to be paid on securing State Rooms, for which please to apply at

The GREAT WESTERN RAILWAY OFFICE,

Prince's-Street, Bank, London.

Messrs. GIBBS, BRIGHT, & CO., Liverpool.

Messrs. HAMILTON, BROTHERS & CO., Glasgow.

Mr. ROBERT HALL, Cork.

Mr. C. CLAXTON, *Managing Director*, Great Western Steam Ship Office, 19, Trinity-Street, Bristol.

To Officers on duty in her Majesty's Service, and their Families, some allowance will be made for their travelling expenses to Bristol; and those from the Depot at Cork will have their passage-money, by the regular Steamers to Bristol, allowed. For Families, a reduction will be made in proportion to their numbers and the berths they require. Children under 13 years and Servants half price. No Letters will be taken except on payment of 1s. the single sheet each. Newspapers and Slips, 3d. each. Parcels in proportion to size and weight, and a small quantity of Light Goods at £5 per ton. Specie and Valuables, one-half per cent.

This Ship has Coal Stowage for 25 Days' constant Steaming, and therefore will not require to touch at Cork for Coal.

Printed at the Bristol Mirror Office by John Taylor.

Some years ago, Colin Tabcart sent me the advertisement for the 'Great Western' (reproduced opposite). I noted the requirement for prepayment of a shilling, apparently at odds with other records that the British authorities were not prepared to allow the steamships to collect 'freight money' in the British Isles, and the list of the agents. A letter carried by the 'Great Western' prompted a second look at the notice.

First the shilling: there is no reason why this should be anything more than a reminder that the British postage on outbound ship-letters had to be pre-paid: eightpence from the port or, not in the example below but presumably the poster designer's expectation, a shilling from elsewhere (*General Post Office Notice, 12th January 1838, after 1 Victoria, Cap. 34, 1st August 1837*). It was nice to note the reference to Captain Caxton

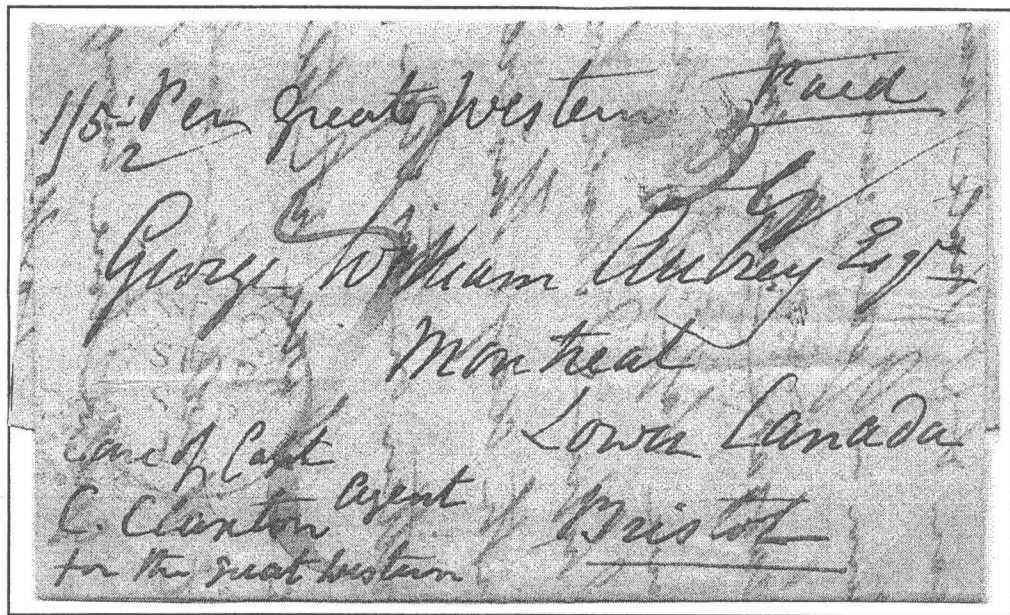


Figure 6: London, England to Montreal, Canada, 22nd August 1839.

A letter from London, prepaid eightpence as an outbound ship letter (London was also a port), but which should have been charged a shilling, as the intended port was Bristol. The letter has been directed 'Care of Capt. C. Claxton, Agent for the Great Western, Bristol' and was carried by that ship, departing Bristol on 24th August 1839, and arriving at New York on 10th September 1839. (*Trans-Atlantic Mail, Handbook Number One, Edited by J.C. Arnell*).

On arrival at New York a further charge of '20³/₄' (cents) was raised, being two cents ship fee and eighteen and three-quarters cents, the inland rate for 150-400 miles (*Act of 3rd March 1825*). At Montreal this was converted to one shilling and a penny Currency, to which was added the Colonial inland charge for a single letter 0-60 miles, fourpence halfpenny Currency (*5 George III, Cap. 25*), for a total charge of '1⁵/₂', one shilling and fivepence Currency.

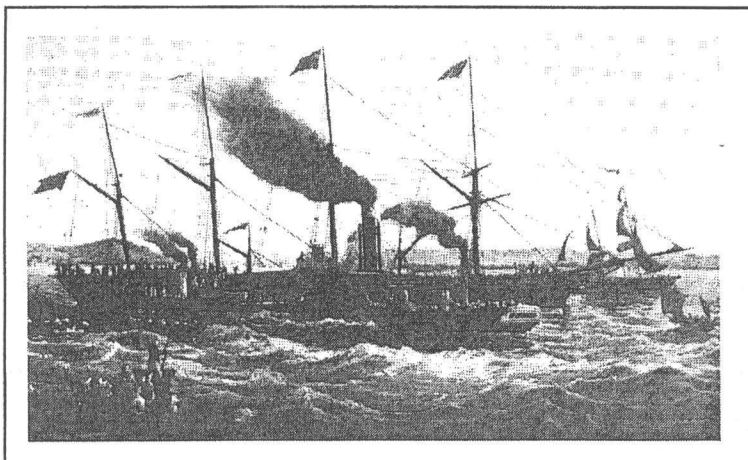


Figure 7: Designed by Isambard Kingdom Brunel and built at Bristol in 1837, 'The Great Western' was the first ship to be built with coal enough to steam across the Atlantic, and was seen as providing the extension of the Great Western Railway, thus connecting London with New York.

UNIFORM POSTAGE IN THE UNITED KINGDOM

Uniform Fourpenny Post: I have seen only a couple of Trans-Atlantic letters arriving in the United Kingdom during the Fourpenny Post Period (5th December 1839 to 9th January 1840); both were from the United States.

Ron Saint has sent me a photocopy from Nova Scotia, by the 'Prince George'. The letter was charged '1/-' at Deal, eightpence ship letter fee, and fourpence, the uniform inland rate for a single letter. It arrived in London on 24th December 1839.

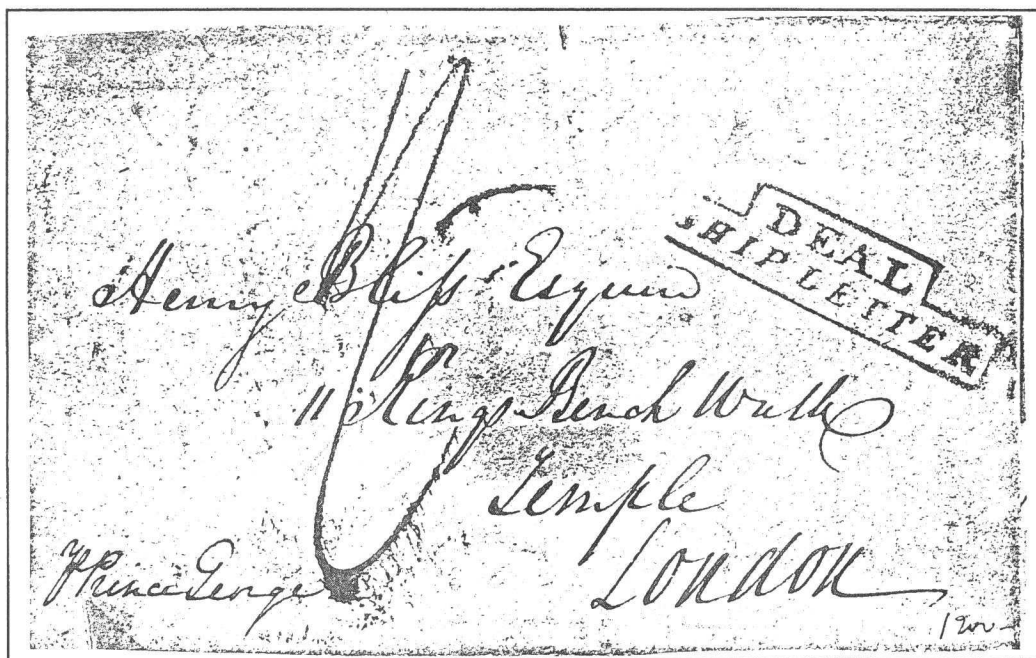


Figure 8: Nova Scotia to London, England, viâ Deal, arrived 24th December 1839.

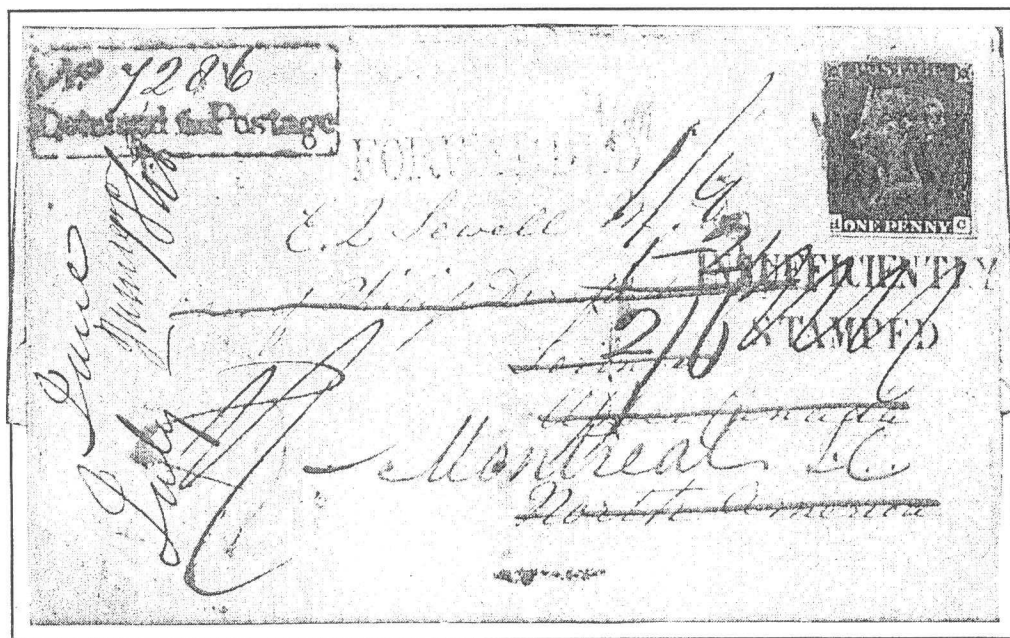


Figure 9: London, England to Montreal (viâ Toronto), Canada, 3rd July 1840.

Uniform Penny Post: Earl Palmer has sent me the photocopy of the letter prepaid a penny (by means of a Penny Black). Being underpaid, it was initially 'Detained for Postage'; however, letters for British North America did not have to be prepaid, and it was despatched as though wholly unpaid, with '1/-' (Sterling) to pay. It presumably travelled on the Cunard Line 'Britannia' (maiden voyage, departing Liverpool

4th July 1840), but I do not have full details. In Canada the rate was amended to 1s 2d Sterling, 1s 4d Currency. At Toronto, the charge was 'FORWARDED', and a further 1s 2d Currency raised (Toronto-Montreal 390 miles). In the future such letters attracted only a further 2½d Currency additional charge on re-addressing. It's a beautiful item which really belongs in my underpaid/fined collection. Colour me green!

NEWLY DISCOVERED HANDSTAMPS

Just before he died, Allan Steinhart sent me the photocopies reproduced below, as contenders for 'Arnell Numbers'. For the first, I reproduce Allan's notes ... there were none with the second. The first letter, from Drummondville, Canada East, arrived at Ely, on 26th March 1855. It bears the following transit marks: Melbourne, 28th February; Montreal, 28th February; Liverpool,

19th March; and CS (London) 19th March. The letter travelled during the 1855 period of the withdrawal of the Cunard New York service, and was carried on the Collins Line 'Baltic'; accordingly, the '8' (pence Sterling) charge was deleted and the previously unrecorded '1/2^d S^g. charge substituted. If Jack Arnell would kindly assign a number, please ...

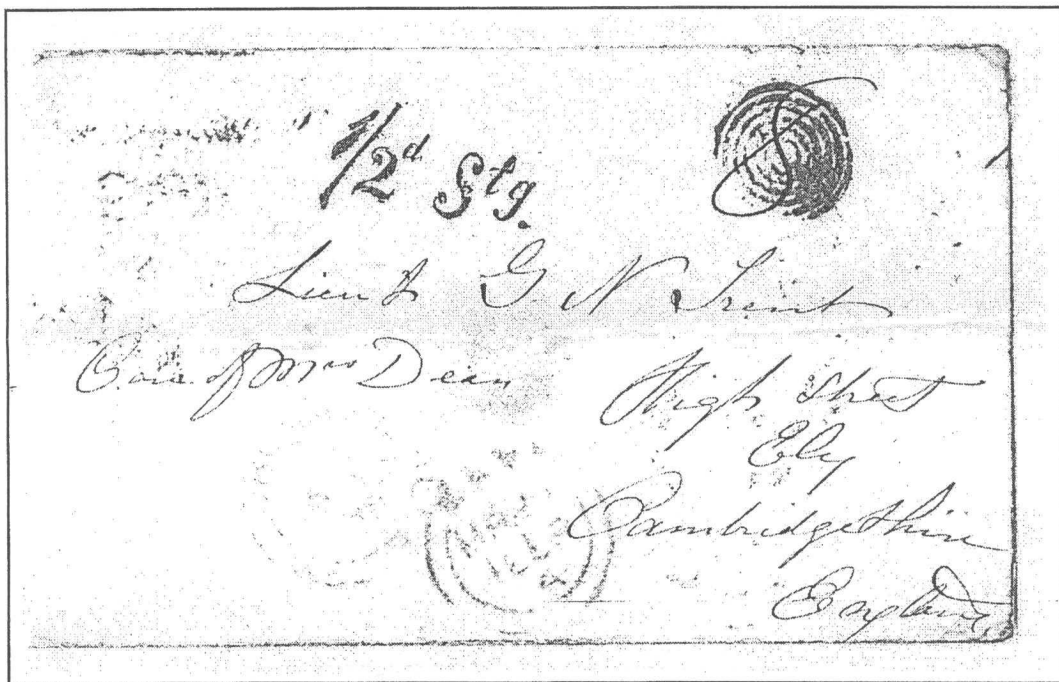


Figure 10: Drummondville, Canada East to Ely, England, 27th February 1855.



Figure 11: New Ross (Ireland) to Ottawa, Canada West, 4th January 1869.

The second letter was posted unpaid in Ireland, and bears an Irish '4' claim (resurrected from the Uniform Fourpenny Post). It was carried by the Allan Line 'Peruvian' viâ Londonderry and Portland, and marked 'UNPAID 25', being 12½

cents postage and 12½ cents fine. It bears an Ottawa arrival of 23rd January 1869, but I have no idea where the mark was applied. Incidentally, I do not believe that this cover belonged to Allan, so please ask around for its location.

SOUTHAMPTON SHIP LETTER

Jack Arnell has provided a photocopy, illustrated below, of an interesting variant of a 'British Queen' letter - he has given a detailed description of its passage, and I shall use his explanation. It was from Duncan Reid in Quebec, dated 27th July 1840, and was carried privately to England by the Rev. Dr. Cook (who had been 'appointed by the Synod of Upper Canada to proceed on a tour of 'begging' through Scotland, for the College now building at Kingston, U.C.'). Dr Cook, and the letter, appear to have travelled on the steamship 'British Queen'; the 'British Queen' departed New York on 1st August 1840 and made Portsmouth on the 15th. The letter was entered into the British mail at Southampton, where it was marked as a shipletter (reverse) and charged eightpence Sterling.

The letter passed through London on 15th August 1840 and arrived at Edinburgh (?) on the morning of the 17th. Jack asks whether the 'British Queen' docked at Southampton on this voyage, rather than Portsmouth, as has previously been supposed. As I am the closest, I shall endeavour to find out, but for starters, Southampton is some miles up Southampton Water, and would seem an unlikely port of call for a ship heading for London ... of course, were a ship to pass close to the Western end of the Isle of Wight (which is not, as reported recently in a North American auction, one of the Channel Islands) it seems very likely that a Pilot's boat might have operated from Southampton and, having delivered the Pilot, return to Southampton with the mails ...

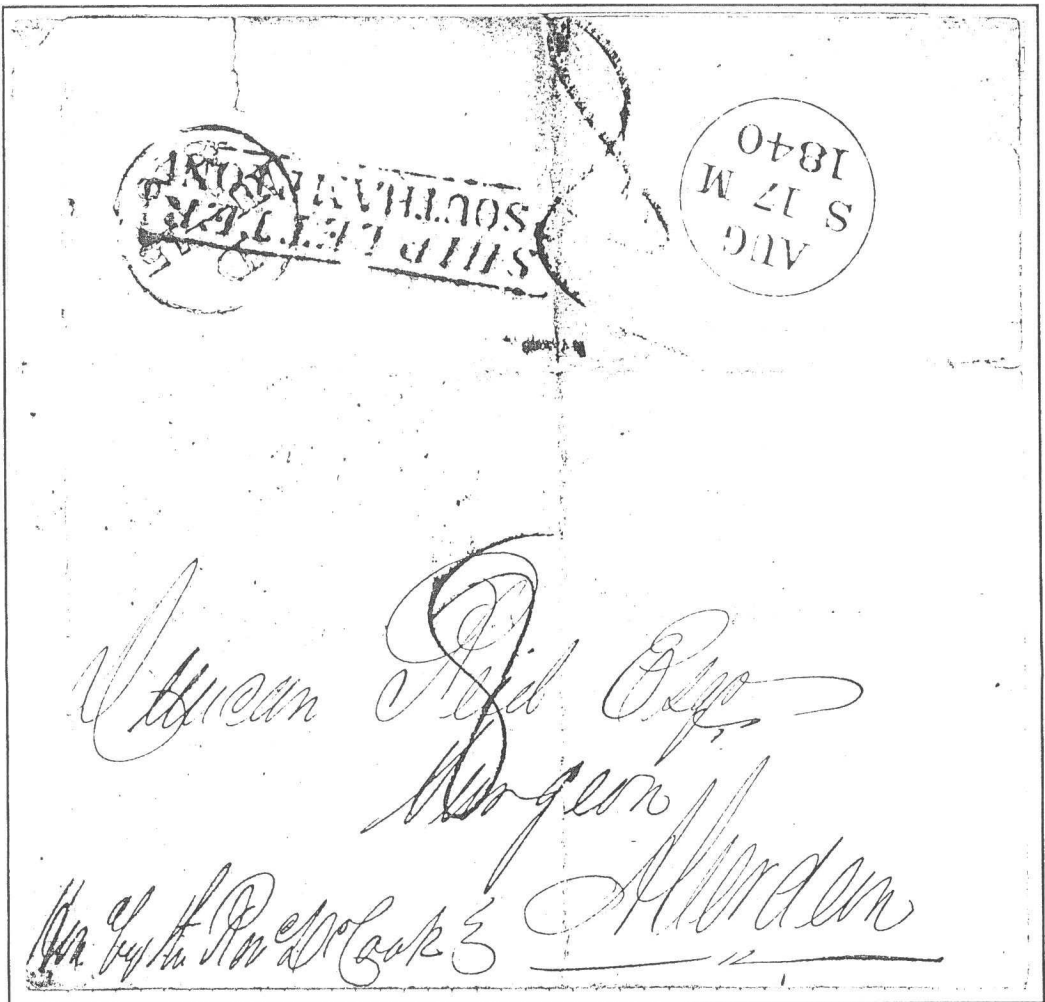


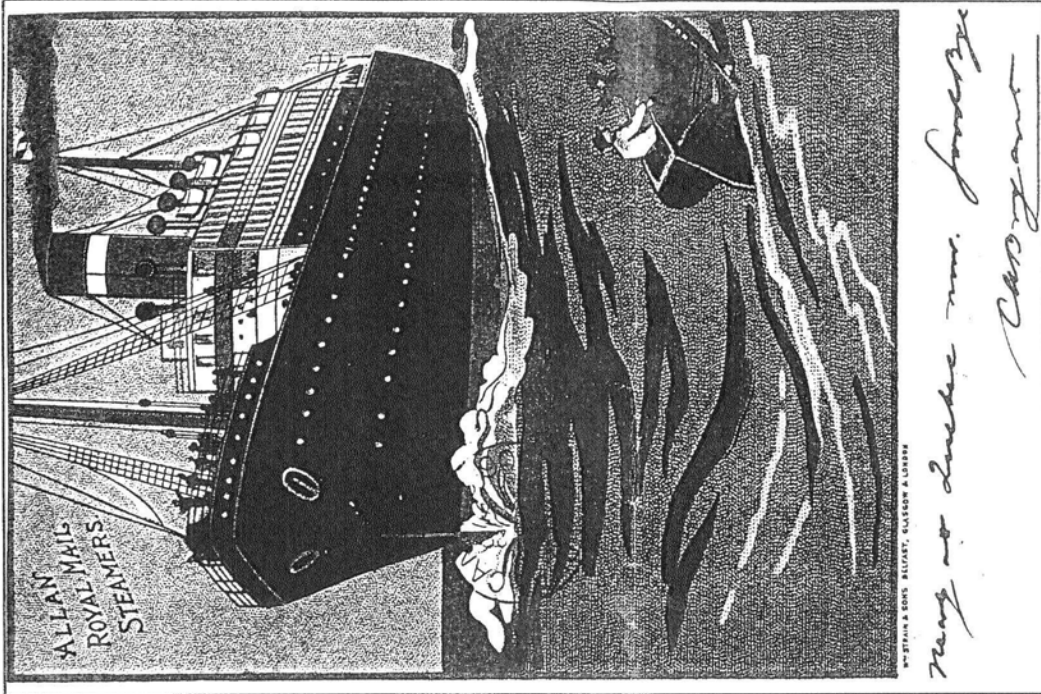
Figure 12: Quebec, Lower Canada to Aberdeen, Scotland, 27th July 1840.

Per S.S. Indian
Via Liverpool & Quebec
Messrs Edmonstone Allan & Co
Montreal
Canada

Figure 13: Glasgow, Scotland to Montreal, Canada, 20th October 1857.

As a footnote to the article on Consignees' Letters, David Whiteley (quoted below) has sent an 'Owners' Letter ... 'from James and Alex Allan, in Glasgow, to Messrs Edmonstone Allan & Co. in Montreal. The outer sheet is inscribed 'Per SS Indian Via Liverpool & Quebec', it was carried to Quebec as free of postage. 'Indian' left Liverpool 21st October and made Quebec on 3rd November 1857'. I have one (tentative) comment on the account offered: There appears on the photocopy to be a 'squiggle' after the word Quebec, which looks rather like a '3' - could this be the Canadian inland charge, which would then be consistent with the treatment of Consignees' Letters? If this was a charge, of course, one would expect some form of Canadian marking at Quebec - comments would be welcomed. The letter's contents are interesting: 'We received yesterday morning your favour of the 5th inst. We were glad to hear of the 'Anglo-Saxon's safe arrival at Quebec on Monday the 5th inst. We daresay it will be hurried work to get her away on the 10th (she sailed Quebec on the 10th) and we shall not be surprised to hear that her day of sailing was delayed until the 11th. We thank you for the information relative to the conveyance of iron pipes from Quebec to Hamilton. We note the arrival of the 'Polly Harlequin', 'City of Quebec', & 'Florence' at Quebec & hope the next mail will bring us accounts of the 'Albion' & 'Toronto'. We were afraid the announcement of this vessel might prove incorrect. The 'Tomayanups' (?) had made an excellent passage to the Shanty Ports. We hope you will carry out your proposed through rates for goods via Portland & as soon as we hear that the rates have been changed we shall act on

them here. Should there be any change in the Passenger rates from Portland please advise us. We credit your account with the remittances enclosed in your letter of the 5th. Exchange Commercial Bank on London Irish Stock Bank 3,000l. Bank of England Note 20l. Total Stg. 3,020l. and we debit you 265l. 12s & 6d. being the John Watkins installment of the 'North American' as cash 22nd December next. The Monetary crisis still continues the Bank of England yesterday raised the rate of discount to 8 per cent and we shall no doubt have additional failures. Messrs. Auld & Buchanan stopped payment on Saturday last & today the suspension of Uhan McLean & Co. is announced. Mr Brett of Toronto owes us 276l. 7s. & 2d. due as cash in Glasgow 30th Sept. as perhaps renedered. If any advantage is to be gained by claiming immediately on his credit for the sum we will thank you for doing so on our behalf. We learn that Allan & Gillespie hold securities from him to a large extent & we may possibly be able to take advantage of this position with them, but of this we are uncertain. We are loading the 'Canada' for Demerara and have at present engaged her for 150 tons loose coal @ 14/- per ton. 100 H'hds Coals @ 18/- each. 10 Bricks @ 45/-. She will sail about the 3rd prox. Cap't Arthur having resigned the Command of this vessel we have appointed Mr. Alex Griffice (mate of the 'Britannia') in his room. The 'Britannia' is discharging her cargo in fine order, but we have not yet fixed any voyage for her - the 'Marion' is also being unemployed at Liverpool.'



FOOTNOTE

A brief excursion into early 20th Century art (1906) has been supplied by Doug Murray. I apologise that it had to be fitted in so awkwardly! In the next issues: Registration (2), Military (2), New Brunswick (1), Free/Official (1), then Printed Papers and Newspapers, Late Fees, etc. Contributions and suggestions would be welcome.

From:

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ENGLAND*

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