



TRANSATLANTIC MAIL STUDY GROUP  
OF THE  
British North American Philatelic Society

Newsletter No. 65

October 1998

PACKET LETTERS, FREIGHT LETTERS *ET AL*

This Newsletter presents an opportunity to pick up various contributions and responses from Study Group members and raise questions. The front cover illustration shows a Packet Letter from St. John, New Brunswick which shows a 'PACKET LETTER' handstamp applied at London. Although not regularly used, there were

six such handstamps of various designs in service from 1802 to the 1860s (*Robertson Revisited*, Colin Tabcart) and apart from their obvious purpose, to inform that a letter was carried by Post Office Packet, the reason they were so infrequently applied to letters from British North America is not known. Ideas would be welcome.

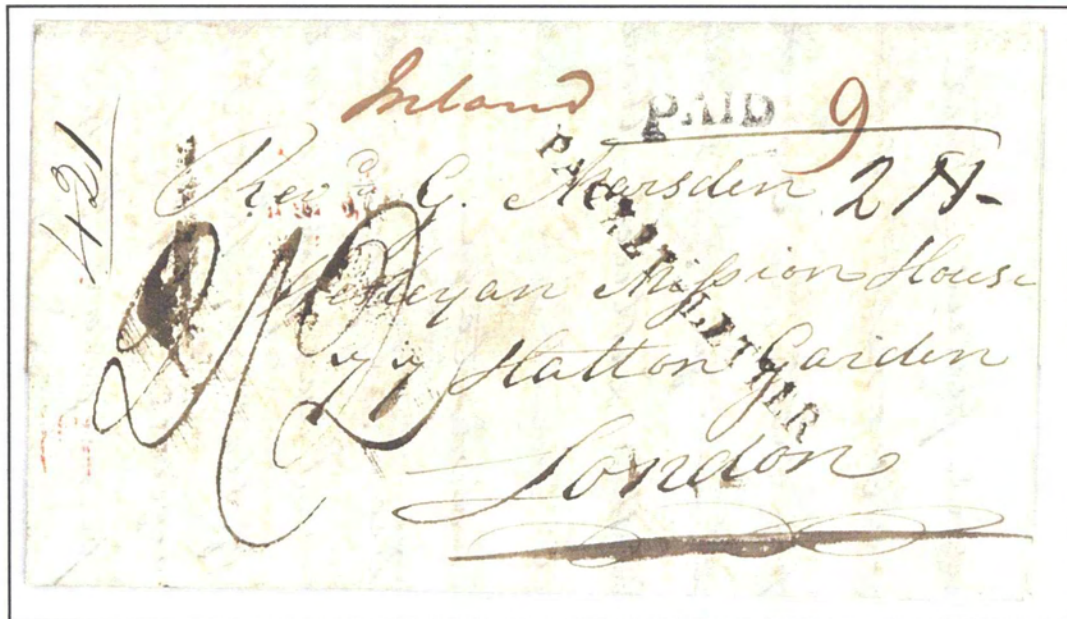


Figure 1: St. John, New Brunswick to London, England, 13<sup>th</sup> June 1821.

A letter prepaid ninepence Currency at St. John, New Brunswick (5 Geo. III, Cap. 25, 10<sup>th</sup> October 1765), the rate from St. John to Halifax, 189 miles, still in force. It was passed to Halifax, for the Falmouth Packet 'Lady Louisa', leaving Halifax on 19<sup>th</sup> June 1821 and making Falmouth on 6<sup>th</sup> July.

The letter was charged '2/2' (2s 2d Sterling) for the journey from Halifax to London (52 Geo. III, Cap. 88, effective July 1812). On arrival in London it was marked 'PACKET - LETTER' (Robertson P2), known used in black from 1802-1863 (also recorded in red in 1823). The British charge comprised the Packet rate from America to Falmouth, 1s 3d. plus the inland rate for the

270 miles from Falmouth to London, 1s (52 Geo. III, Cap. 88, 230-300 miles) abated by a 1d, in all 2s 2d. However, no reason for the abatement is recorded; letters from country and London offices show the abatement.

Post Office Circular N<sup>o</sup>. 1 of July 1812 starts: 'The following Statement of the Packet and Ship Letter Rates of Postage, it is hoped, will be sufficiently intelligible to prevent all Mistakes, and, therefore, in any Case of Doubt, you are particularly enjoined to refer to it.'

How can one argue with that? However, a closer examination of the Act of 1812 would be helpful. Does anybody have a copy of the Act?

## FREIGHT LETTERS

A subject which never seems quite complete; this time it is also my excuse for being late with the Newsletter. Dorothy Sanderson has shown me a letter which adds to the background, and Mac MacConnell has sent me a photocopy of a sailing ship freight letter from Loughboro, Upper Canada exchanged through Kingston for New York.

I have indulged my love of tables by borrowing some information collected by Allan Steinhart

some years ago in a private publication 'Freight Money from Canada on Covers to Great Britain', which must be the definitive work on Canadian aspects of the subject. He gave me a copy some years ago, but I am not aware whether it was even put on sale. I wish that Allan had used a computer - however, the table is now laid out on disc, it has been sorted into chronological order, and can be used to record additional information in the future.

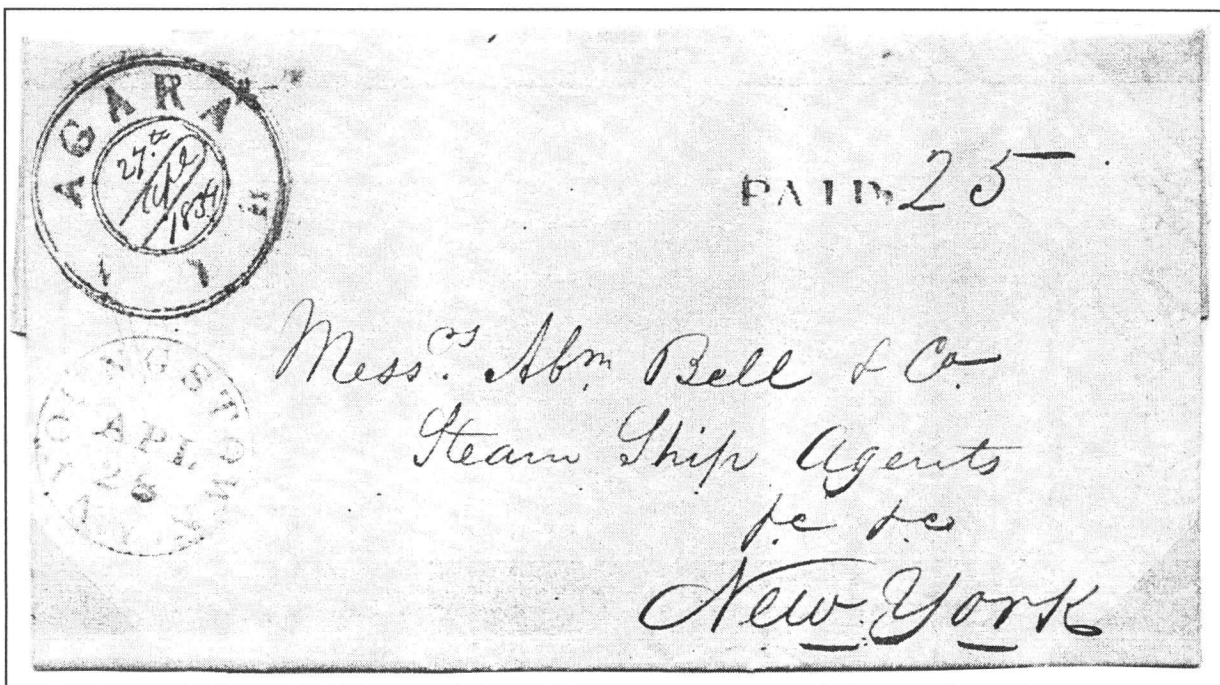


Figure 2: The Postmaster at Niagara to New York, 27<sup>th</sup> April 1839.

'Post Office Niagara U.C.  
26 April 1839

Messrs Abm Bell & Co.

Dear Sirs,

I have hitherto been in the habit of enclosing 25 cts in specie with every single letter for Europe by the Steam Ships to the Post Master at New York, but as this is very troublesome, without any benefit on my part, it occurs to me that some satisfactory arrangement might be made with yourselves.

Will you allow any per centage for collecting letters to go by the Steam Ships and packets, and will you allow the amount of Steam Ship and Packet Charges to be remitted in current bills at the end of the year?

I perceive the Liverpool is to leave New York on the 18<sup>th</sup> May. I suppose you are also

Agents for the Liverpool and London Packets.

I am, Dear Sirs,

Yours truly,

Alex' Davidson

P.M.'

A letter provided by Dorothy Sanderson from the Postmaster at Niagara seeking to make some return on the Freight Money that he was collecting in Canada, by cutting out the middleman, the Postmaster at New York. The letter bears no Canadian postage (post-masters were permitted free postage) and was prepaid 25 cents to New York (a single letter travelling over 400 miles). It was exchanged directly with Youngstown, N.Y.

Briefly, on an associated subject, I am compiling lists of Exchange Offices across the Canadian/U.S. Border and with the United Kingdom, with dates. Information, ideally with sources, would be greatly appreciated.

**CANADIAN FREIGHT MONEY LETTERS**

Ser	Date	Origin	Rate	Ship	Source and Remarks
(a)	(b)	(c)	(d)	(e)	(f)
1.	7 Jan 39	Loughboro, UC	12½c + 18¾c + 4½d	Sail	Am. Phil. - C Hahn.
2.	20 Feb 39	Guelph, UC	12½c + 25c + 7d	Sail	Am. Phil. - C Hahn.
3.	28 Feb 39	Montreal, LC	0 + 37½c + 9d	Steam ' <i>Liverpool</i> '.	TANEWS #19, AL Steinhart. Double rate.
4.	1 Apr 39	London, UC	12½c + 25c + 9d	Sail	TANEWS #37, AL Steinhart.
5.	3 Apr 39	Raleigh, UC	12½c + 25c + 9d	Sail ' <i>Virginia</i> '.	AL Steinhart.
6.	8 Apr 39	Guelph, LC	12½c + 25c + 7d	Sail	TANEWS #11, JC Arnell.
7.	12 Apr 39	Guelph, UC	12½c + 25c + 7d	Sail	Am. Phil. - C Hahn.
8.	19 Apr 39	Dunnville, UC	0 + 18¾c + 4½d	Steam ' <i>Great Western</i> '.	AL Steinhart. Charged to Box #.
9.	22 Apr 39	Dundas, UC	12½c + 25c + 4½d	Sail	MB Montgomery.
10.	18 May 39	Guelph, UC	12½c + 25c + 7d	Sail ' <i>Sheridan</i> '.	AL Steinhart.
11.	20 May 39	Quebec, LC	12½c + 18¾c + 11d	Sail	TANEWS #11, JC Arnell.
12.	23 May 39	Goderich, UC	75c + \$1 50c + 4s 6d	Sail ' <i>George Washington</i> '.	TANEWS #11, AL Steinhart. Sextuple rate.
13.	6 Jun 39	Quebec, LC	25c + 18¾c + 11d	Steam ' <i>Great Western</i> '.	MB Montgomery.
14.	13 Jul 39	Loughboro, UC	12½c + 18¾c + 4½d	Sail ' <i>Roscius</i> '.	AL Steinhart.
15.	26 Jul 39	Darlington, UC	12½c + 18¾c + 9d	Sail ' <i>Independence</i> '.	AL Steinhart.
16.	8 Aug 39	Hamilton, UC	12½c + 25c + 4½d	Sail	MB Montgomery.
17.	17 Sep 39	Queenston, UC	12½c + 25c	Sail	TANEWS #11, JC Arnell. No Canadian postage.
18.	23 Sep 39	Quebec, LC	25c + 18¾c + 11d	Steam ' <i>British Queen</i> '.	AL Steinhart.
19.	21 Oct 39	Drummondville, UC	12½c + 25c + 4½d	Sail	AL Steinhart.
20.	2 Nov 39	Chambly, LC	25c + 18¾c + 4½d	Steam ' <i>British Queen</i> '.	C Hahn.
21.	7 Nov 39	Amherstburg, UC	25c + 25c + 11d	Sail	AL Steinhart. Directed to ' <i>Great Western</i> ', carried by sailing ship.
22.	7 Nov 39	Amherstburg, UC	25c + 25c + 11d	Sail	TANEWS #11, JC Arnell. Directed to ' <i>Great Western</i> ', carried by sailing ship.
23.	23 Nov 39	Hamilton, UC	25c + 25c + 4½d	Steam ' <i>British Queen</i> '.	TANEWS #7, AL Steinhart.
24.	25 Nov 39	Toronto, UC	0 + 25c + 7d	Steam ' <i>British Queen</i> '.	TANEWS #7, AL Steinhart. Paid account #39.
25.	11 Dec 39	Chambly, LC	12½c + 18¾c + 4½d	Sail	AL Steinhart.
26.	21 Dec 39	Vittoria, UC	12½c + 25c + 9d	Sail	AL Steinhart.
27.	1 Jan 40	Hamilton, UC	12½c + 25c + 4½d	Sail	Am. Phil. - C Hahn.
28.	7 Jan 40	Quebec, LC	12½c + 18¾c + 11d	Sail	D Sanderson.
29.	15 Jan 40	Melbourne, LC	12½c + 18¾c + 4½d	Sail ' <i>Sheridan</i> '.	AL Steinhart. 'SHIP PAID' h/s.
30.	28 Jan 40	Prescott, UC	25c + 18¾c	Steam ' <i>British Queen</i> '.	Am. Phil. - C. Hahn. OHMS no Canadian charge.
31.	5 Feb 40	Dunnville UC	12½c + 25c + 4½d	Sail	TANEWS #50, D Sanderson.
32.	8 Feb 40	Guelph, UC	12½c + 25c + 7d	Sail	E Palmer.



**CANADIAN FREIGHT MONEY LETTERS**

Ser	Date	Origin	Rate	Ship	Source and Remarks
(a)	(b)	(c)	(d)	(e)	(f)
33.	12 Feb 40	London, UC	12½c + 25c + 9d	Sail	TANEWS #17, Maresch 1989.
34.	22 Feb 40	Robinson, LC	12½c + 18¾ + 4½d	Sail	MB Montgomery. 'SHIP PAID' h/s, ex J Young.
35.	24 Feb 40	London, UC	12½c + 25c + 9d	Sail	TANEWS #17, Maresch 1989.
36.	24 Feb 40	London, UC	12½c + 25c + 9d	Sail	TANEWS #11, AL Steinhart.
37.	25 Mar 40	Belleville, UC	12½c + 18¾c + 4½d	Sail	AL Steinhart.
38.	2 Apr 40	Loughboro, UC	12½c + 18¾c + 4½d	Sail	LD McConnell.
39.	3 Apr 40	Kingston, UC	12½c + 18¾c	Sail	TANEWS #11, JC Arnell. No Canadian postage.
40.	7 Apr 40	Quebec, LC	12½c + 18¾c + 11d	Sail	TANEWS #11, JC Arnell.
41.	May 40	Kingston, UC	25c + 18¾c	Steam	Gibbons 86. No Canadian postage.
42.	2 May 40	Dundas, UC	25c + 25c + 4½d	Steam 'Great Western'.	Ex AL Steinhart.
43.	4 May 40	Belleville, UC	12½c + 18¾c + 7d	Sail	JC Arnell
44.	5 May 40	Chatham, LC	12½c + 18¾c + 7d	Sail	TANEWS #34, AL Steinhart (written in transit to Rupert's Land).
45.	6 May 40	Sherbrooke, LC	12½c + 18¾c + 4½d	Sail	TANEWS #41, AL Steinhart. 'SHIP PAID' h/s.
46.	21 May 40	Belleville, UC	12½c + 18¾c + 7d	Sail	TANEWS #11, AL Steinhart.
47.	6 Jun 40	Katesville, UC	12½c + 25c + 9d	Sail	AL Steinhart.
48.	24 Jun 40	Dunnville, UC	25c + 25c + 4½d	Steam 'Great Western'.	AL Steinhart.
49.	25 Jun 40	Quebec, LC	25c + 18¾c + 11d	Steam 'Great Western'.	AL Steinhart.
50.	14 Jul 40	London, UC	12½c + 25c + 9d	Sail	Maresch 1998 (ex J Young).
51.	31 Jul 40	Colchester, UC	50c + \$1 + 3s 8d	Sail	TANEWS #19, AL Steinhart. Quadruple rate.
52.	21 Aug 40	Drummondville, UC	12½c + 25c + 4½d	Sail	AL Steinhart.
53.	26 Oct 40	Toronto, UC	0 + 25c + 7d	Steam 'President'.	TANEWS #11, JC Arnell. Paid account #39.
54.	17 Sep 40	Queenston, UC	12½c + 25c	Sail	JC Arnell. No Canadian postage.
55.	17 Nov 40	London, UC	25c + 25c + 9d	Steam 'British Queen'.	TANEWS #17, Maresch 1989.
56.	24 Nov 40	London, UC	25c + 25c + 9d	Steam 'British Queen'.	MB Montgomery.
57.	2 Dec 40	London, UC	50c + 50c + 1s 6d	Steam 'Great Western'.	WS Boggs. Double rate.
58.	14 Dec 40	London, UC	12½c + 25c + 9d	Sail	TANEWS #17, Maresch 1989.

If you know of other examples, please pass the information to me for inclusion in the table. Better still send a photocopy for a future article in the Newsletter. My thanks to those who have contributed the existing information.

## THE 'SHIP PAID' HANDSTAMP

Allan Steinhart included two examples of the 'SHIP PAID' handstamp in his paper on Freight Money Letters from Canada; one more has turned up, previously in the John Young collection. Allan suggested that the handstamp may have been applied at New York but, as far as I know, remained uncertain and left the matter open. The three recorded examples have a number of common characteristics: they are all from Lower Canada, distanced from major mail centres and close enough to Stanstead/Derby Line to suggest that they could have been passed directly to the Exchange Office without being passed through a common collection centre; however, they could all have been passed through Sherbrooke, L.C. All the letters are prepaid '4½' (pence, Currency for a journey of up to 60 miles in Canada) and '18¾' (cents, for a journey between 150-400 miles in the United

States) and '12½' (cents, the sailing ship freight charge). The markings are not all in the same hand and only the '4½' marks seemed to have been applied at the office of origin.

All three letters show a variety of 'PAID' handstamps, indicating that each was processed in more than one office, and they all show a total of the sum due to the United States '31¼'. This last is unusual, and rarely seen on Freight Money Letters, or any Cross-Border mail for that matter. All three were exchanged between Stanstead and Derby Line, and two show the latter office's handstamp.

All arrived in England as ship letters through Liverpool and were charged 8d Sterling, the ship letter fee, including inland postage to any part of the United Kingdom.

'SHIP PAID' HANDSTAMP						
Ser	Date	From	Rate	Exchanged	Ship	Remarks
(a)	(b)	(c)	(d)	(e)	(f)	(g)
59.	15 Jan 40	Melbourne LC	4½d + 18¾c + 12½c	Stanstead/Derby Line	N/K	Shows '31¼' total.
60.	22 Feb 40	Robinson LC	4½d + 18¾c + 12½c	Stanstead/Derby Line (h/s)	N/K	Shows '31¼' total.
61.	6 May 40	Sherbrooke LC	4½d + 18¾c + 12½c	Stanstead/Derby Line (h/s)	N/K	Shows '31¼' total.



**Figure 3:** Robinson, Lower Canada to Knockbain, Scotland, 22<sup>nd</sup> February 1840.

A letter prepaid '4½d' Canadian postage to the Border, '18¾' cents US inland postage to New York, and '12½' cents Freight Money for a sailing ship to Liverpool. It was exchanged

between Stanstead, Lower Canada and Derby Line, Vermont on 25<sup>th</sup> February 1840. The route from Robinson to Stanstead in 1840 is not known ... perhaps you can help?

## THE 'SHIP PAID' HANDSTAMP

I have some observations; I emphasise that these are *observations* and welcome comments from others, in particular if you have copies of the 'SHIP PAID' handstamp, or have collections of Cross-Border mail or United States Freight Money Letters. I am not aware of any other examples of the handstamp; in particular, I have not noted it on any of the covers from Canada exchanged at other offices, or listed in Charless

Hahn's writings on Freight Letters passing through New York. I do not recognise the handwriting of the '31¼'. I am reluctant to conclude that this is a New York mark, for there are many other such letters passing through that port, and none to my knowledge are so marked. Which leaves the Exchange Offices, or an office in Canada which passed mails for exchange. Your views would be most welcome.

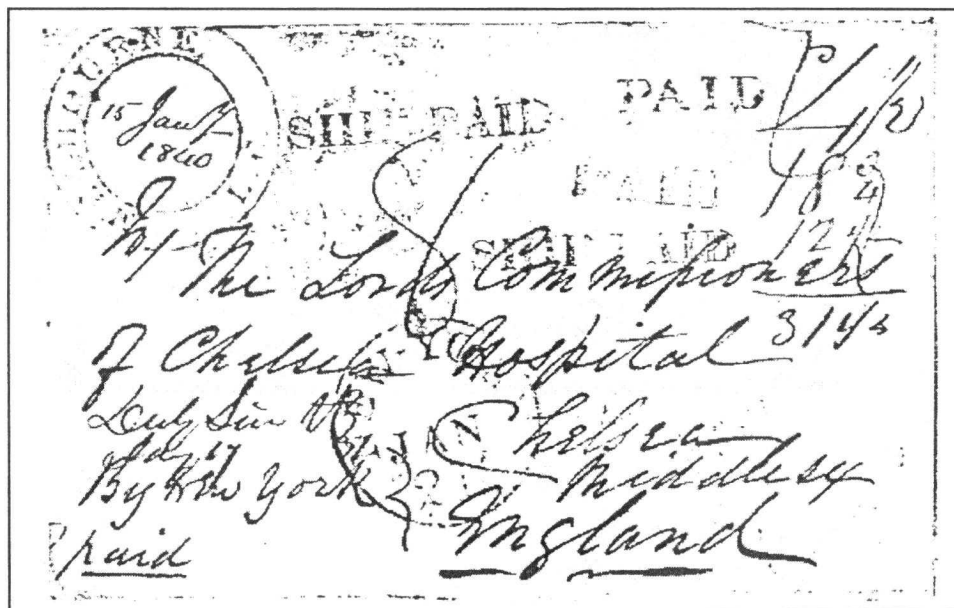


Figure 4: Melbourne, Lower Canada to Chelsea, England, 15<sup>th</sup> January 1840. (A.L. Steinhart collection).

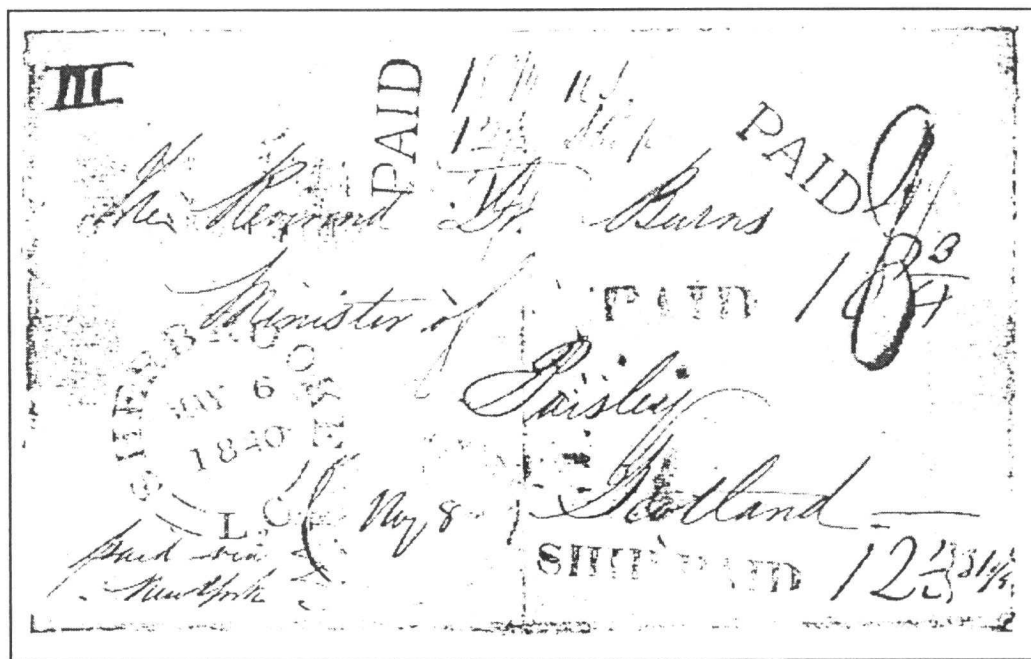
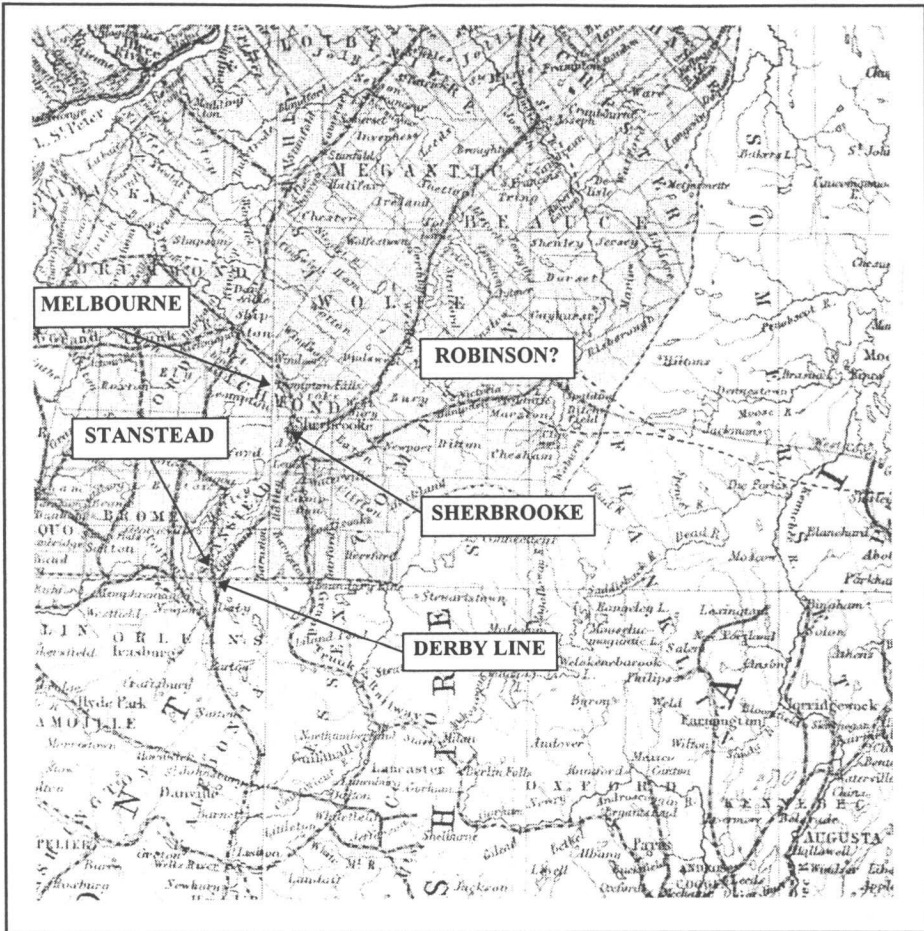


Figure 5: Sherbrooke, Lower Canada to Paisley, Scotland, 6<sup>th</sup> May 1840. (A.L. Steinhart collection)

## WHERE IS ROBINSON?



*Figure 6: Extract from a map of the Sherbrooke/Stanstead area of Lower Canada.*

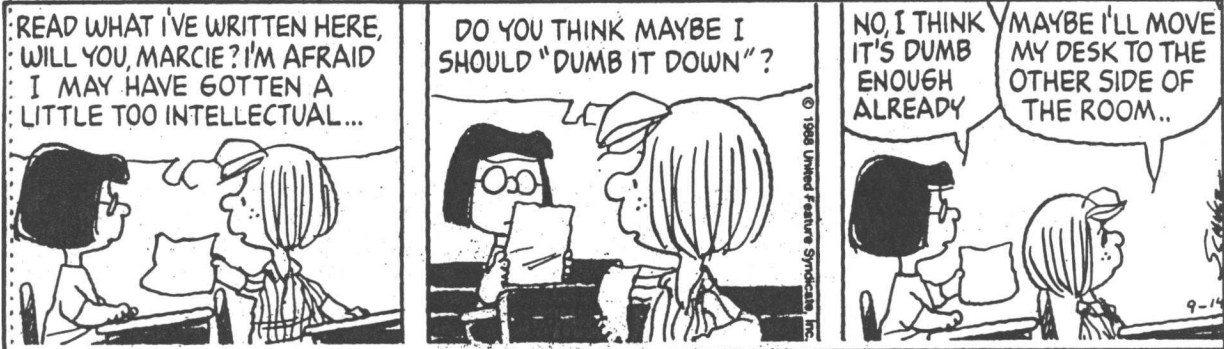
The map above shows some of the significant towns in the movement of the three preceding letters, in particular, Sherbrooke (Electoral District of Sherbrooke), Melbourne (Richmond and Wolf), Stanstead and Derby Line (New York is also common to all, but not shown).

I have not marked Robinson, Lower Canada because I cannot find it, despite two trips to the local library and an examination of all the maps on sale in Southampton (had I found one which showed Robinson, I would have bought it, I promise). According to 'Canada Post Office Act and Post Offices, 1878 and the Split Ring Proofs',

Brian H Symonds, Robinson is, or was, in the Electoral District of Compton. But I still cannot find it. If you know where it is, was, or of any other Robinsons that were in Lower Canada, please let me know, with a copy of the map. Please do not recommend the *Internet*.

It would, of course, be particularly interesting if Robinson happened to be close to Sherbrooke, or if it could be shown that all three letters came together at a particular place on their journeys to the Border. But that would be 'situating the appreciation', which I understand is generally considered to be bad practice in research circles!

### PEANUTS CHARLES M. SCHULZ



‘Why does so little TANEWS material appear in BNAPS?’

## LOUGHBORO, UPPER CANADA

I started by mentioning a letter shown to be by Mac MacConnell, from Loughboro, Lower Canada to England. Placed in the post on 2<sup>nd</sup> April 1840, It shows a manuscript 'Paid 4 $\frac{1}{2}$ d' the rate in Currency for 0-60 miles, and then further markings at Kingston, the Exchange Office.

The '12 $\frac{1}{2}$ ' (sailing ship freight charge) and '18 $\frac{3}{4}$ ' (cents, the United States rate of 150-400 miles) appear to be in a different hand to the earlier mark; the 'PAID' handstamps, with their characteristic reverse slant, are consistent with the Kingston mark.

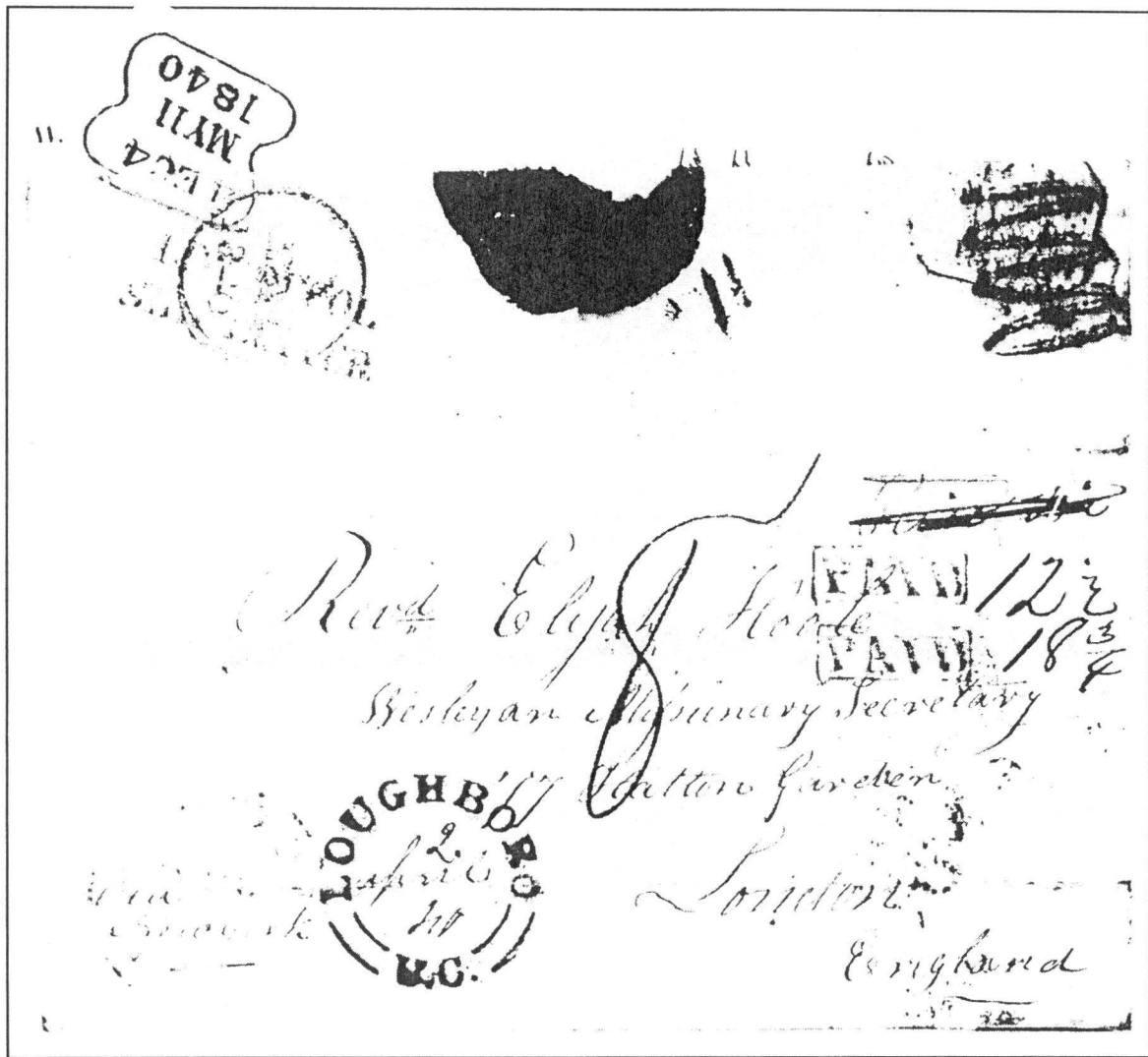


Figure 7: Loughboro, Upper Canada to London, England, 2<sup>nd</sup> April 1840.

The letter was passed to New York for a private sailing ship, known in the United States as a 'Packet' (unlike the United Kingdom usage, not necessarily a Post Office contract ship), and was landed in Liverpool as a ship letter. There rated '8' (eightpence Sterling the incoming ship letter fee to any part of the United Kingdom (or British Isles at that time)). It arrived in London on 11<sup>th</sup> May 1840.

There appears to be a picture emerging with Freight Letters from Canada:

- Some have all the charges recorded at the time of posting, these are usually Exchange Offices in their own right.
- Some have additional markings, usually the United States rate and the Freight Money, in a different hand. Sometimes there is just a reinforcing 'PAID' handstamp from a different office.
- Some letters show no freight charges, despite being carried by steamships in the period (some lines raised no charges. These deserve closer study. Examples please.



## SOME MORE ON MAPS

I reproduce below a map from Mac MacConnell with an interesting view of the Hudson Bay approaches, and on the following page, part of a 1787 Bonne map of the Eastern Seaboard. I have often looked at similar maps and failed to notice

that the lines of longitude are numbered from the meridian of the 'Isle de Fer' (Island of Iron), an island in the North Atlantic which would have explained, had it existed, the magnetic effect. Mac's notes follow.

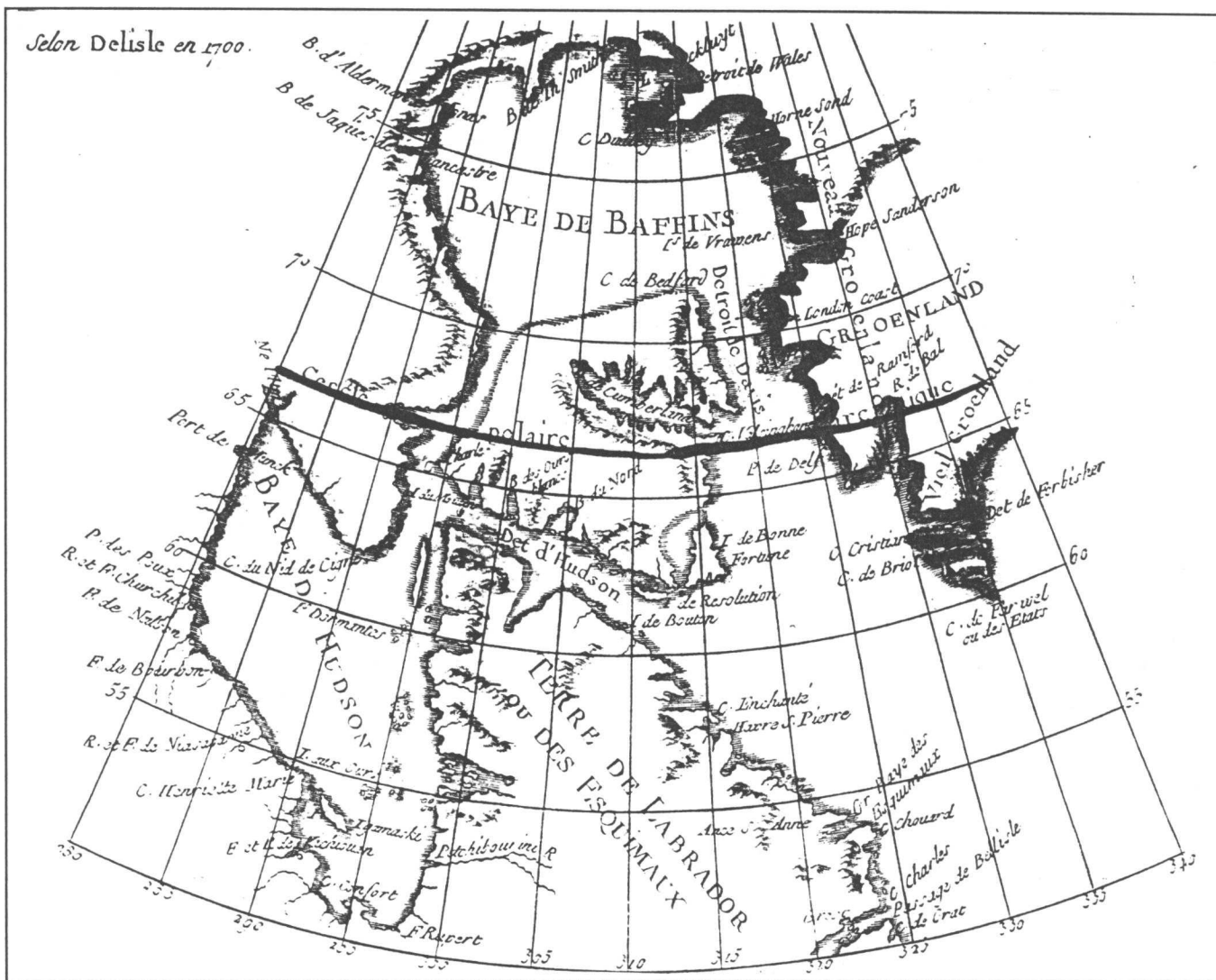


Figure 8: Delisle (en 1700) Baffin Bay, Hudson Bay and Labrador.

'I enclose a copy of Bonne's map of 1787 which shows along the top edge the longitude from the meridian of l'Isle de Fer (Island of Iron) which turns up on early maps. We can locate this prime meridian by taking, for instance, the mouth of the Strait of Belle Isle which is 55°W from Greenwich and 36½°W l'Isle de Fer. This makes the datum about 18°W of Greenwich. From my aerial navigation days I seem to remember that this is in the area of magnetic deviation. Along the bottom edge (of the map) we have the longitude from the Paris meridian. My earliest map of the area (1700) is Delisle's of the Baffin Bay region. This has complementary longitudes,

ie, in reverse order - and also seems to be related to the Island of Iron. If we again take Belle Isle as an example, it is 322° (anticlockwise) on the map which makes it prime meridian 55° - (360-322) = 17°W of Greenwich. The Bonne map is also interesting as it has six different distance scales. These include common leagues, Maritime leagues, English statute miles (1760 yards), English 'usage' miles (which work out at 2446 yards (longer even than Irish miles of 2240 yards) and others. But whoever used the Canadian mile of 28½ to a degree (equals 4300 yards).'

Do you know? Not the Post Office, presumably!



ISLE ET BANC DE TERRE-NEUVE,  
 ISLE ROYALE ET ISLE S. J.  
 AVEC L'ACADIE  
 OU LA NOUVELLE ECOSSE.

Par M. BOUYE, Ingenieur-Hydrographe  
 de la Marine.

Figure 9: Extract from Bonne's map of Newfoundland and the Maritime Provinces, 1787.

VANCOUVER ISLAND - SEAMAN'S LETTER

Jack Wallace let me have the picture that follows when he last visited England; by chance it was addressed to Carmarthen in Wales, which is where the last Convention of the CPS of GB was in progress. It is only the sixth concessionary rate letter that I have seen from the West Coast.

It is different to all the others as it bears no surcharges for postage due to foreign post offices, suggesting that it travelled all the way to London (where the stamp was cancelled) in a ship's bag. It came with the most amazing detail of description which I shall reproduce verbatim.

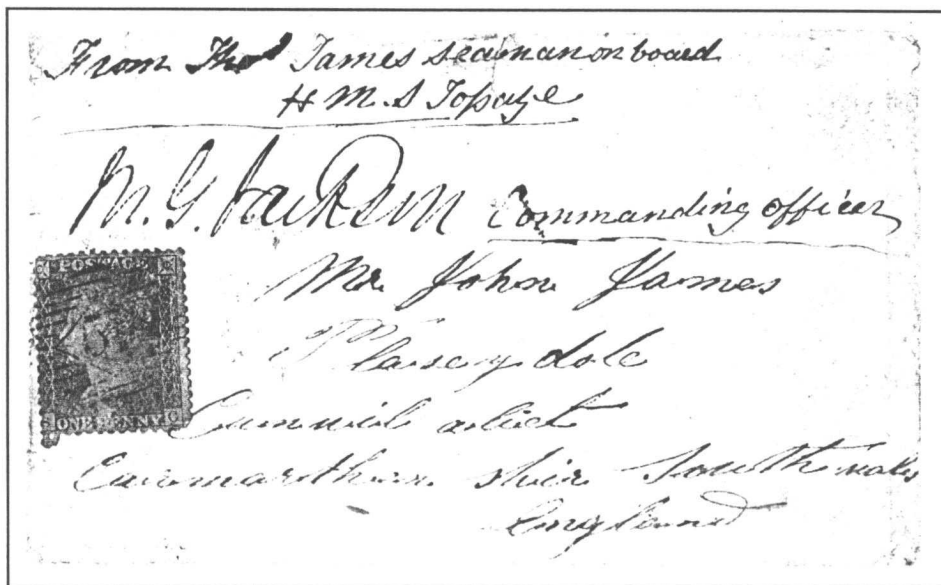


Figure 10 : Vancouver Island to South Wales, 20<sup>th</sup> September 1861.

First, from Jack's notes: The penny seaman's concessionary rate, Esquimalt, Vancouver Island, 20<sup>th</sup> September 1861 to Wales 28<sup>th</sup> November 1861 - 70 days. Backstamped 'DJ LONDON NO-27 61' and 'CARMARTHEN A NO 28 61'. 'HMS Topaze' had arrived in Esquimalt on 20<sup>th</sup> September 1861. The 1d stamps were supplied by the ship's purser and the mail bag was made up on board ship.

Second, from the accompanying notes, which appear to have been gathered at the British Public Archives, Kew, London (and bear a strong resemblance to the kind of information often supplied by my friend Geoffrey Osborn GM, from his collection of Officers' Letters: British Columbia & Vancouver Island/G.B. - Military Mail: 1861 cover from 'Thomas James, seaman on board 'HMS Topaze' posted at the 1d seaman's concessionary rate, countersigned by M.G. Jackson, Commanding Officer, with G.B. 1d red 'stars' just tied by '51' cancellation on arrival in London, backstamped in London and Carmarthen. 'HMS Topaze' arrived at Esquimalt Harbour at the south east end of Vancouver Island on 20<sup>th</sup> September 1861, from where this letter was posted.

'HMS Topaze': Steam vessel built of wood at Devonport Dockyard 1858 (sold 1884). Tonnage 2650. 51 guns. Establishment 570 persons. In 1861 she was commanded by the Hon. J.W.S. Spencer and M.G. Jackson was the Commanding Officer and Senior Lieutenant. On 19<sup>th</sup> September 1861 she was off Cape Flettery and the next day she moored in Esquimalt Harbour where she remained for the rest of 1861, so the letter would have been sent from there.

Esquimalt: At S.E. end of Vancouver Island, B.C. The harbour (6 miles long and 6 miles wide at the entrance) is a bay in Juan de Fuca Strait. The town came into being as a naval station for the Anglo-French forces during the Crimean War. It was afterwards developed as a British Naval Base.

Thomas James: Ordinary Seaman (muster reference No. 180). Joined the ship in June 1859 from 'HMS Impregnable'. Discharged 10<sup>th</sup> December 1861, temporarily to hospital. Born 10<sup>th</sup> December 1841 in Carmarthen, South Wales, where he continued to live. Five feet five inches tall, swarthy complexion, hazel eyes, dark hair, vaccinated. Single.

## VIA LISBON

Arthur Blundell has sent me the illustration which follows:

A letter from a grandson in Richmond, Virginia to his grandfather in Scotland. The letter is said to have gone from Richmond via Lisbon to avoid the British blockade of the United States, but Arthur believes that it is more likely there was no timely direct link and the letter travelled via Lisbon because that was the destination of the 'Pacific';

I agree as I doubt that the Royal Navy paused to categorise ships by their destination; but you may know better. Note the 'LISBON F' arrival handstamp applied at Falmouth; I doubt that there are many letters from America with that handstamp. Arthur adds that the cover has changed hands at some stage for '7/6' (seven shillings and sixpence in old money) less than the '8/3' (eight shillings and threepence) postage charged at Falmouth.

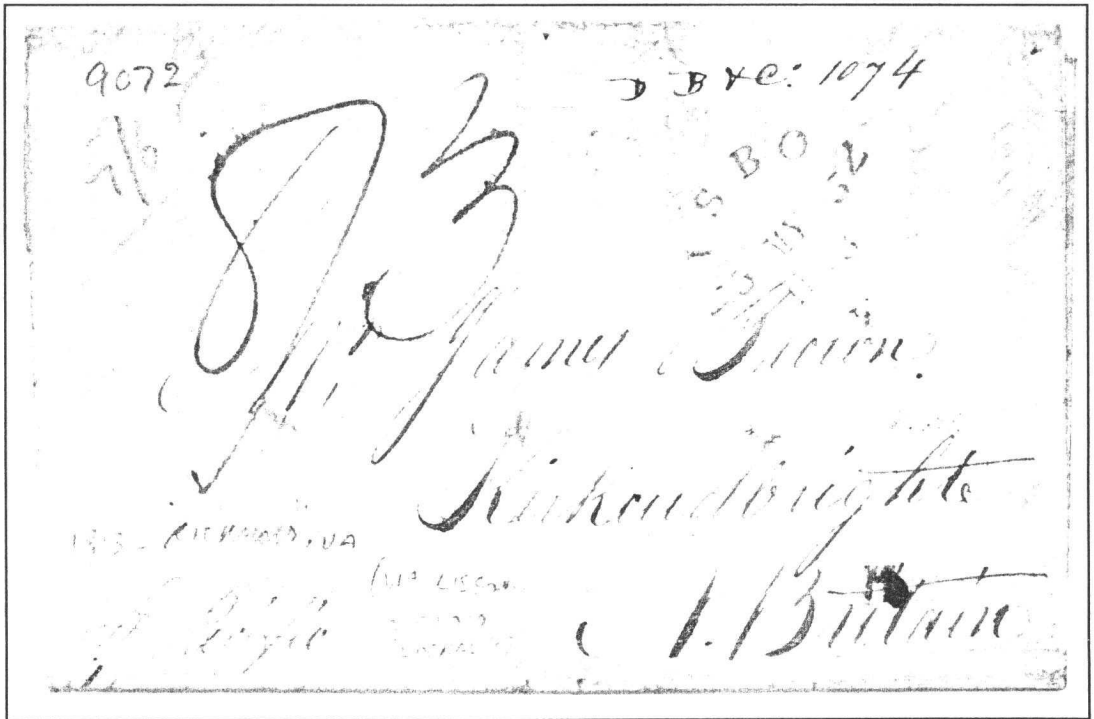


Figure 12: Richmond, Virginia to Kirkcudbright, North Britain (Scotland), 1813.

## BOOK REVIEW

Jack Arnell has produced another splendid publication 'Postal Rates and Routes', which I commend. He has obtained access to Allan Steinhart's notes and photocopies of Post Office Notices and similar information and has extracted information pertinent to the Atlantic mails (and much of significance to the inland mails of Canada, the United States and the United Kingdom). A huge amount of information.

My personal preference would have been for a clearer distinction between extract and comment, although Jack has been at pains use different sized text for each, it is possible to run one into the other if you are careless (as I often am).

I also like to see the source in its entirety if possible; this is purely a personal preference and I readily concede that Jack has undertaken a prodigious typing task, and had to edit (in many cases, remove the repetitive elements) the sources to keep the volume to an affordable size. These are minor criticisms; it is a major piece of work and will be an invaluable guide to those studying the subject in any detail.

The book has already provoked a discussion on United Kingdom incoming ship letter rates, which I will cover in a future Newsletter. I recommend that you buy a copy but, as far as I know, it is only available from Jack.