



TRANSATLANTIC MAIL STUDY GROUP
OF THE
British North American Philatelic Society

Newsletter No. 66

December 1998

PRINCE EDWARD ISLAND (2)

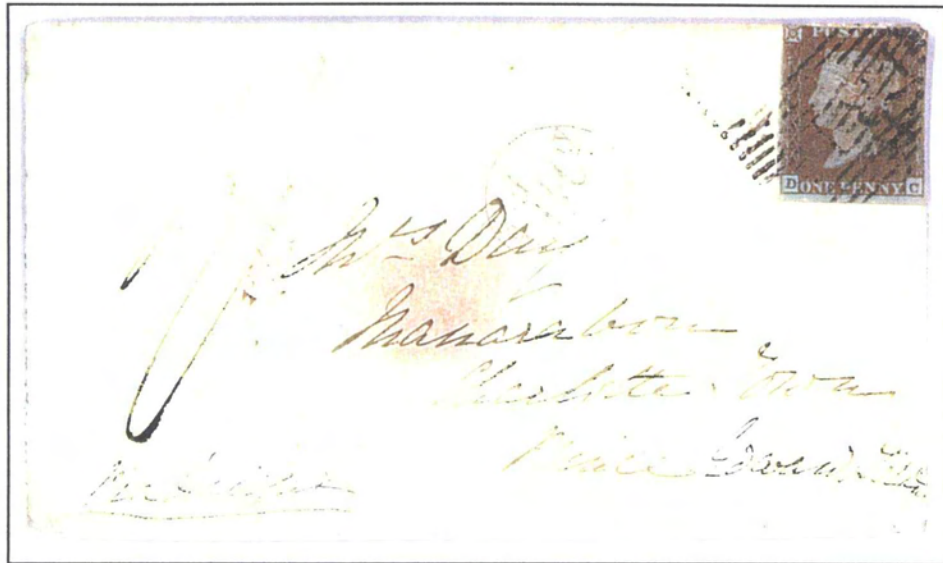
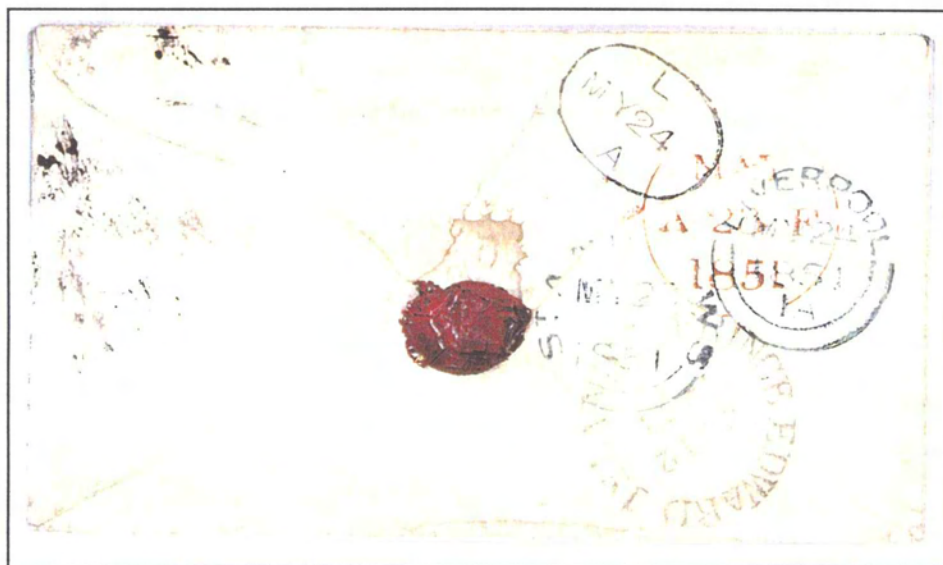


Figure 1: St. Andrews, Scotland to Charlottetown, PEI, 2nd May 1851.



A RARE PEI RATE HANDSTAMP

The front-page illustration of this edition, courtesy of Allan Griffiths, shows what is arguably the rarest of all PEI rate handstamps - rare to the point of having been described as 'no

example known, nor the required rate, perhaps it was never sent'. The handstamp, its history and the rate for which it was provided are explained in more detail later in the Newsletter.

This is the second of three, possibly four, Newsletters which examines the routes, rates, regulations and markings of PEI trans-Atlantic mail. It will cover the period from the beginning of the Nineteenth Century until the introduction of PEI postage stamps; the emphasis will be on the rate markings specific to the Atlantic mails, rather than the various post office date stamps and other markings in more general use in PEI. For more extensive coverage of all PEI markings you are commended to '2000 Postmarks of Prince

Edward Island' by G. Douglas Murray (from which some illustrations in this Newsletter have been borrowed). I should also mention a handbook omitted from the list in Newsletter #64, 'Prince Edward Island' by Leslie G. Tomlinson and Nugent M. Clougher, Special Series #7, Published by the Postal History Society in 1959. It provides an excellent overview of the subject. Its price then was 10s (50p); Martyn Cusworth has kindly provided me with a copy (at a price in line with inflation!).

REPRISE

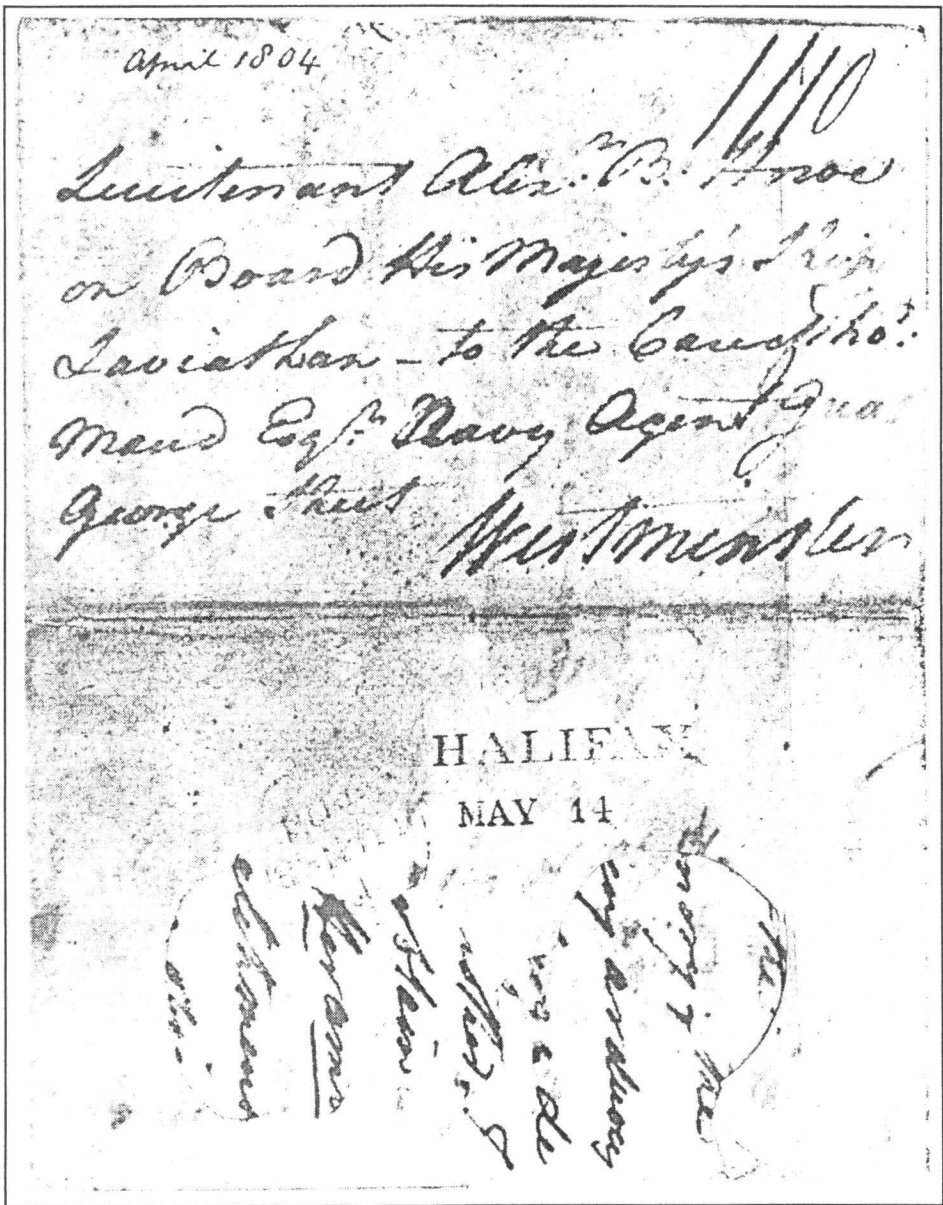


Figure 2: Charlottetown to London, England, April 1804.





The letter above, which was provided by Ron Saint, adds a little to Newsletter #64 and bridges the gap between the Eighteenth Century and the use of the first PEI postmark in 1814. It was taken to Halifax, Nova Scotia, arriving there on

14th May 1804 for the 'Duke of Cumberland' and was received in London on 19th June 1804. It was charged '1/10' (Sterling, 41 Geo. III, Cap. 7). There is no indication of any payment for the journey from Charlottetown to Halifax.


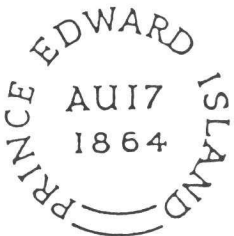



THE PRINCIPAL PEI DATESTAMPS

The illustrations of PEI (Charlottetown) datestamps which follow are all from: Post Office Archives, London; James C. Lehr *'Postage Stamps and Cancellations of Prince Edward Island, 1814-1873'* and G. Douglas Murray *'2000 Postmarks of Prince Edward Island 1814 to 1995'*; I propose to do little more than to record that

they exist, as the subject has already been covered thoroughly and the marks are not unique to trans-Atlantic mails. I am grateful to the sources for their work on this subject. The brief notes which I have included are also from those sources, augmented by observations from the photocopies which you have sent me.

PRINCE EDWARD ISLAND DATESTAMPS			
Serial	Mark	Lehr #	Use and Comments
(a)	(b)	(c)	(d)
1.		P1	<p>The first recorded PEI handstamp, used at Charlottetown; apparently made locally. Typeset dates, manuscript dates also recorded.</p> <p>Earliest known use 2nd May 1814, latest 16th October 1824. Reported by Robson Lowe used as late as 1828. Known principally in black, one strike in brown (2nd February 1821).</p>
2.		P2	<p>Second PEI handstamp, also used at Charlottetown; reported as supplied by GPO London, but not seen in proof books. Manuscript dates.</p> <p>Reported used as early as 1822, remained in use until 1838. Earliest established use 5th July 1825. Known in black and brown.</p>
3.		P3	<p>The third datestamp and the only one with an 'S' after 'EDWARD'. Reported as being supplied by the GPO in London, but not noted in the proof books. Manuscript date (1834-42) or typeset (1836-40).</p>
4.		P4	<p>Reported by Tomlinson; only one strike recorded (Weatherbie Collection), present location unknown.</p>

PRINCE EDWARD ISLAND DATESTAMPS

Serial	Mark	Lehr #	Use and Comments
(a)	(b)	(c)	(d)
5.		P5	Sent by the GPO London 3 rd December 1842. Known used from 30 th January 1843 to 18 th February 1869.
6.		P5a	(Lehr has two handstamps P5, for clarity I have re-numbered the second P5a). Illustrated in Lehr and Murray and known used from 12 July 1846 until 1 st June 1861. Three strikes with a '4' and one with '0' beneath the date, all in 1861.
7.		P6	Used from 13 th May 1866 to 30 th December 1869.
8.		P7	Known used from 20 th December 1861 to 27 th March 1868.
9.		P8	Known used 1869-1872.

I am sure that the dates and specifications of these marks can be improved with a little careful observation - please send any photocopies that you may have (other than those which you have already sent to me).

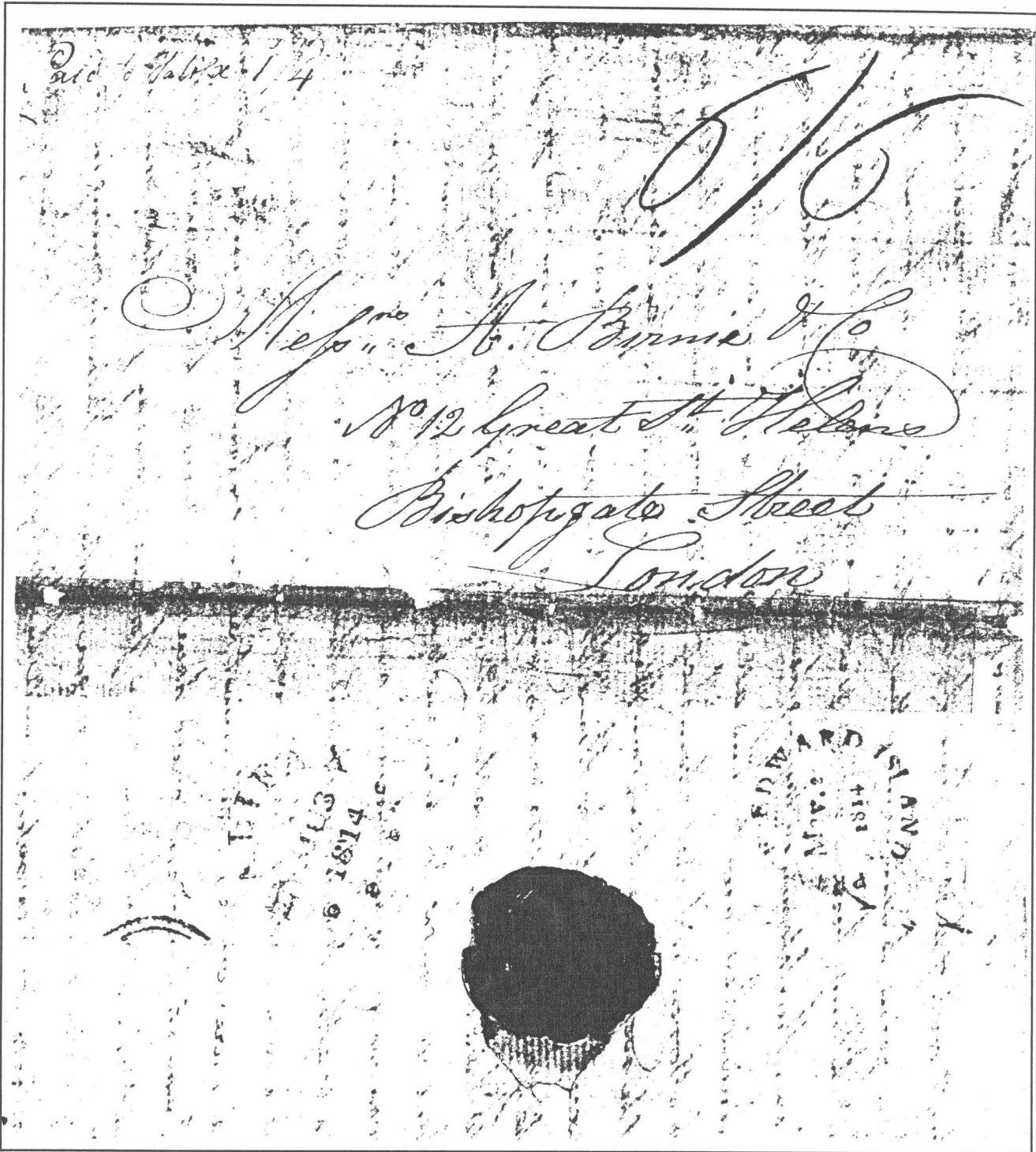


Figure 3: Charlottetown to London, 2nd May 1814.

Ron Saint has sent me a copy of the earliest recorded (one of two known) strike of the first PEI datestamp.

The letter, part of the 'Birnie' correspondence and dated 2nd May 1814, was prepaid at Charlottetown '1/4', one shilling and fourpence to Halifax, Nova Scotia, arriving there on 3rd June. This is the double rate, two sheets, and I believe that the rate has been shown in Sterling, this being the rate for 100-200 miles (5 Geo. III,

Cap. 25, effective 10th October 1765); the quoted distance for Charlottetown to Halifax was 145 miles.

On arrival at Halifax the letter was charged '6/6' (52 Geo. III, Cap. 188, a restatement of the rate effective 9th July 1812), again in Sterling, but this time at the triple rate for the Packet to Falmouth and thence to London. It was carried by the Packet 'Express' departing 6th June 1814 and arrived in London on 6th July 1814.

THE SECOND AND THIRD DATESTAMPS

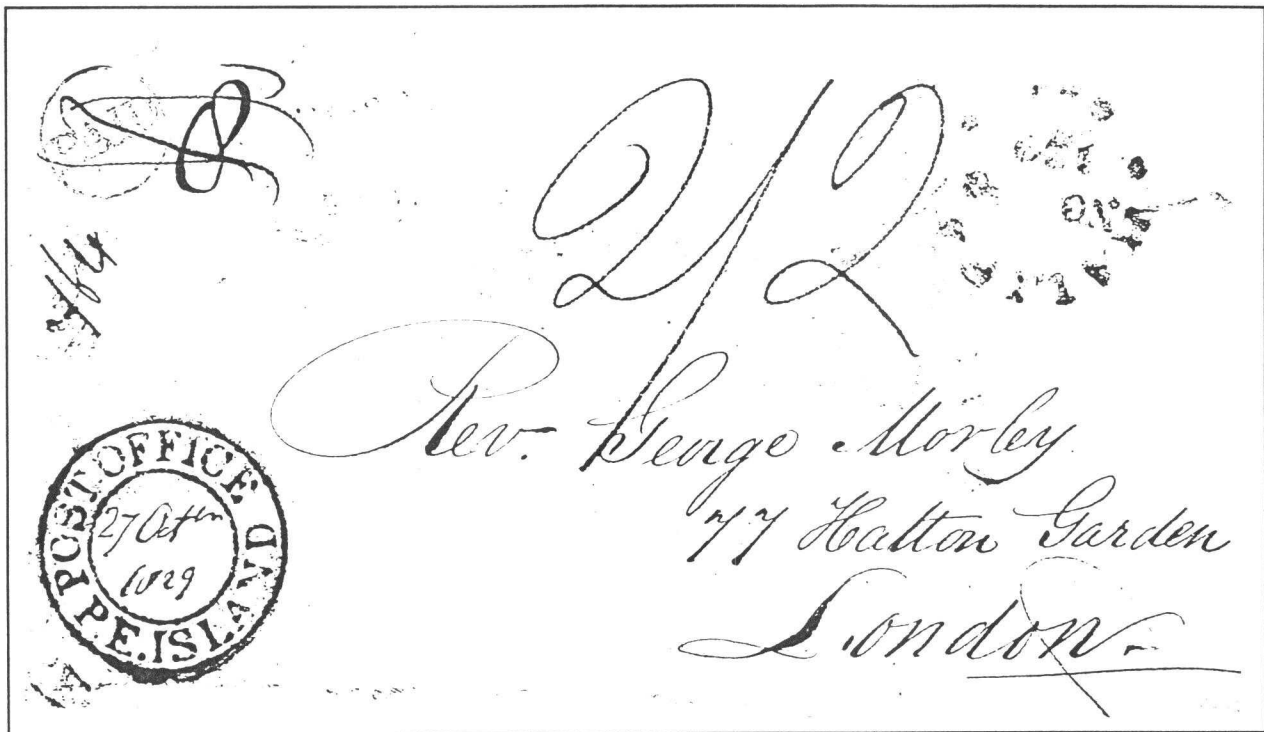


Figure 4: Charlottetown to London, 29th October 1829.

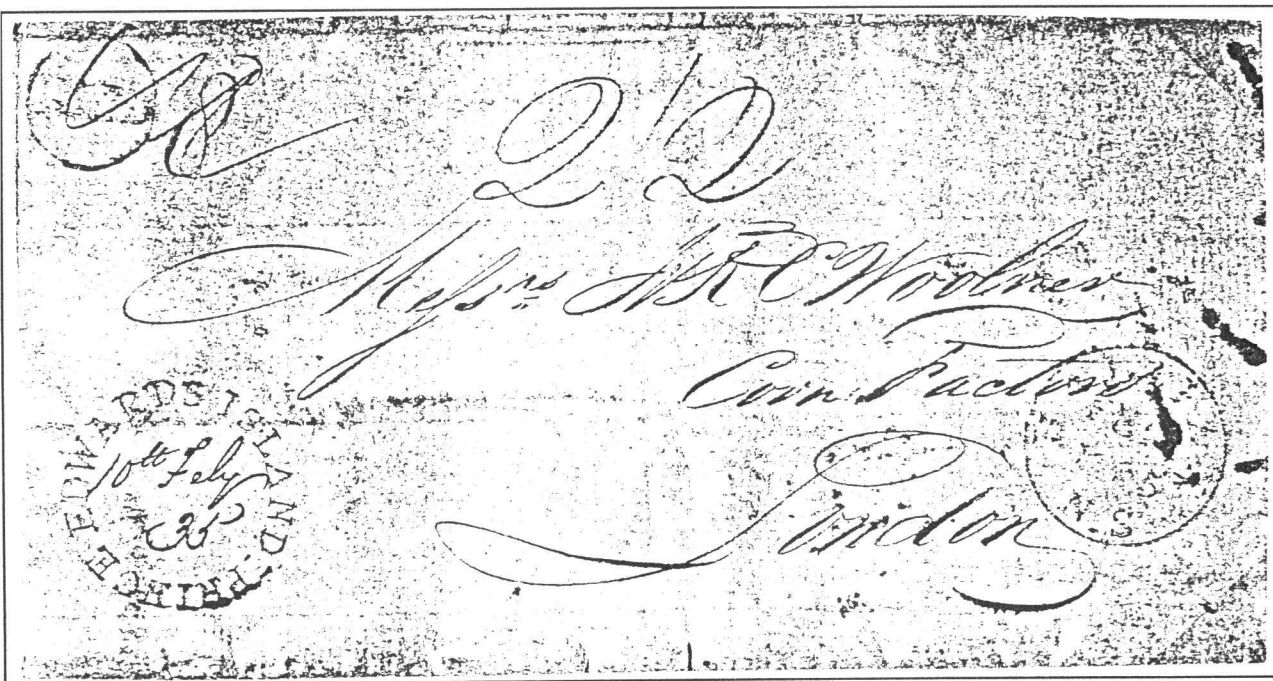


Figure 5: Goodland Point to London, 10th February 1835.



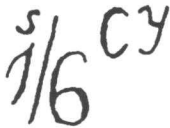


For the illustrations of the second and third datestamps used at Charlottetown I must thank Martyn Cusworth and Douglas Campbell respectively. Both letters were prepaid '8d' (again, I believe Sterling for the benefit of the

British Post Office, to which the prepayment would ultimately be sent) and were charged '2/2', the Packet rate from Halifax to London. The first was carried to Falmouth by 'Opossum', the second by 'Plover'.

THE RATE HANDSTAMPS

In this Newsletter, which is space-constrained (that means postage-constrained!) I intend to cover only those rate handstamps which were used for trans-Atlantic rates; there may be an opportunity to cover other rate markings, which could appear on trans-Atlantic letters, later.

The handstamps which have been reported so far are: '1^s/4 Cy', '1^s/1½^d. Cy.', '1^s/6 Cy', '6' and '9' (the last appear to be the same mark). They are explained in the table below; because they appear scarce, I have prepared a table showing known examples and dates.

PRINCE EDWARD ISLAND RATE HANDSTAMPS			
Serial	Mark	Lehr #	Use and Comments
(a)	(b)	(c)	(d)
1.		P104	The first recorded PEI rate handstamp, used at Charlottetown; sent from GPO London on 8 th August 1845. Used for charging ½ ounce letters from British Packets (Cunard Line) viâ Halifax, Nova Scotia (and in theory viâ Boston), 1s 2d Stg, 1s 4d Cy. Became redundant in 1849 when the 'direct' mail rate was reduced to 1s Stg, 1s 1½d Cy (although it would have applied to letters viâ the US).
2.		P109	Second PEI rate handstamp, used at Charlottetown; sent from GPO London on 25 th May 1849. Used for charging ½ ounce letters from British Packets (Cunard Line) viâ Halifax, Nova Scotia, 1s Stg, 1s 1½d Cy. Became redundant when rate of exchange changed to 1s Stg: 1s 6d Cy.
3.		P105	Third PEI rate handstamp, used at Charlottetown; not known in proof books and assumed manufactured locally. Used for charging ½ ounce letters from British Packets (Cunard Line) viâ Halifax, Nova Scotia, 1s Stg, 1s 6d Cy. Continued in use after rate reduction to 6d Stg on 23 rd March 1854, first to charge double weight (½-1 ounce) letters then, after introduction of fines in 1860, to show 6d Stg charge plus 6d Stg fine, 1s 6d Cy.
4.		P106	Fourth PEI rate handstamp, used at Charlottetown; not known in proof books and assumed manufactured locally. Prepared for indicating charge on ½ ounce unpaid letters sent to British Packets (Cunard Line) viâ Halifax, Nova Scotia, 6d Stg, effective 23 rd March 1854. Became redundant in 1870, when rate reduced to 3d Stg, 4½d Cy.
5.		P106a	Presumed to be the same handstamp as P106, inverted. Used at Charlottetown. Prepared for indicating charge on ½ ounce unpaid letters from British Packets (Cunard Line) viâ Halifax, Nova Scotia, 6d Stg, 9d Cy. Became redundant in 1870, when rate reduced to 3d Stg, 4½d Cy.

THE RATE HANDSTAMPS - RECORDED EXAMPLES

PEI TRANS-ATLANTIC RATE HANDSTAMPS						
Ser	Mark	Mark Date* (if known)	From	To	Ship	Remarks
(a)	(b)	(c)	(d)	(e)	(e)	(i)
1.	1s 4d Cy	6 Jul 46	London	Charlottetown	Cunard ' <i>Britannia</i> '.	M. Cusworth. Manuscript '1/2'.
2.	1s 4d Cy	21 Aug 46	London	Charlottetown	Cunard ' <i>Caledonia</i> '.	D. Murray/R. Saint, Manuscript '1/2'.
3.	1s 4d Cy	5 Oct 46	London	Charlottetown	Cunard ' <i>Hibernia</i> '.	M. Montgomery. Manuscript '1/2'.
4.	1s 4d Cy	4 Mar 47*	Liverpool	Charlottetown	Cunard ' <i>Hibernia</i> '.	D. Sanderson. Manuscript '1/2'.
5.	1s 4d Cy	13 Sep 48*	London	Ringwood	Cunard ' <i>America</i> '.	A. Griffiths. Manuscript '1/2'.
6.	1s 4d Cy	28 May 49	Charlottetown	St. Eleanor's	N/A	D. Campbell. Struck in error, deleted and manuscript '2' inserted.
7.	1s 1½d Cy	12 Jun 51	St. Andrews	Charlottetown	Cunard ' <i>America</i> '.	A. Griffiths. Prepayment of a penny ignored, black manuscript '1/-' (Stg) British Packet not paid. Only recorded example.
8.	1s 6 Cy	19 Aug 51*	Nottingham	Charlottetown	Cunard ' <i>America</i> '.	D. Campbell. Unpaid ½ ounce letter; manuscript '10 ^d ' British claim for British inland and Packet postage.
9.	1s 6 Cy	4 May 52	Glasgow	Charlottetown	Cunard ' <i>Niagara</i> '.	D. Murray/R. Saint. Manuscript '10 ^d ' British claim for British inland and Packet postage.
10.	1s 6 Cy	17 Sep 52	London	Charlottetown	Cunard ' <i>Niagara</i> '.	M. Montgomery. Handstruck '1 ⁴⁰ ' British claim for British inland and Packet postage.
11.	1s 6 Cy	27 Oct 52	London	Charlottetown	Cunard ' <i>Canada</i> '.	A. Griffiths Collection. Handstruck '1 ⁴⁰ ' British claim for inland and Packet postage.
12.	1s 6 Cy	8 Nov 52*	Liverpool	Charlottetown	Cunard ' <i>America</i> '.	D. Campbell. Unpaid ½ ounce letter; handstruck '1 ⁴⁰ ' British claim for British inland and Packet postage.
13.	1s 6d Cy	21 May 58	Plymouth	Charlottetown	Cunard ' <i>America</i> '.	M. Cusworth. Double rate charge.
14.	1s 6d Cy	16 Nov 60	Appledore	Lot 19	Cunard ' <i>Canada</i> '.	M. Montgomery. Unpaid 6d Stg and fined 6d Stg; total due 1s Stg, 1s 6d Cy. Handstruck '8' British claim for British Inland, Packet and half-fine.
15.	1s 6d Cy	30 Apr 63	Barnstaple	Lot 19	Cunard ' <i>America</i> '	A. Griffiths Collection. Unpaid 6d Stg and fined 6d Stg; total due 1s Stg, 1s 6d Cy. Manuscript '8' British claim for inland, Packet and half-fine.
16.	1s 6 Cy	1 Oct 64*	Liverpool	Charlottetown	Cunard ' <i>Europa</i> '.	R. Saint. Prepaid 6d Stg, over ½ oz, charged 6d Stg and fined 6d Stg, 1s Stg due, charged 1s 6d Cy (2 strikes). Also m/s '9' British claim.
17.	6	5 Feb 55	Charlottetown	Bath	Cunard ' <i>Africa</i> '.	M. Cusworth. Forwarded to France; British claim '8' (pence) from France and charged a further '10' (decimes).
18.	6	17 Mar 56	Charlottetown	London	Cunard ' <i>Arabia</i> '.	D. Campbell.

PEI TRANS-ATLANTIC RATE HANDSTAMPS

Ser	Mark	Mark Date* (if known)	From	To	Ship	Remarks
19.	6	8 Jul 59	Charlottetown	Rathmines	Cunard 'Arabia'.	M. Montgomery. Fines not introduced until 1 st June 1860.
20.	9	31 Aug 54	Chichester	Three Rivers	Cunard 'Europa'.	R. Saint. Liverpool transit 11 Aug, British claim 'd5' for inland and Packet postage.
21.	9	30 Jul 57	Strontian	George Town	Cunard 'America'.	R. Saint.
22.	9	21 Dec 57	London	Charlottetown	Cunard 'Canada'.	D. Murray/R.Saint.
23.	9	14 Apr 58	Plymouth	Charlottetown	Cunard 'America'.	M. Cusworth.
24.	9	4 Apr 59	Cheltenham	Charlottetown	Cunard 'Hibernia'.	D. Sanderson.
25.	9	1 Jul 59	Appledore	Lot 19, PEI	Cunard 'Europa'.	M. Montgomery. Fines not introduced until 1 Jun 60.

* Indicates date of letter, date of application of handstamp not presently known.

THE FRONT COVER ILLUSTRATION

The front cover shows the only recorded example of the second PEI trans-Atlantic rate handstamp; it was provided by Allan Griffiths, for which I am grateful.

After the implementation of the Anglo-United States Postal Convention in early 1849 it was recognised that the British North American Colonies (with the sole exception of Halifax, Nova Scotia) were paying more for letters from the United Kingdom than were citizens of the United States. After some procrastination and misunderstanding (which is another story) a Treasury Warrant effective 15th April 1849 reduced the 'direct' rate, *ie* via Halifax, to 1s Stg (1s 1½d Cy). For letters directed or carried via the United States, the rate was 1s 2d Stg, 1s 4d Cy ... however, this was hardly a realistic route for PEI.

On the 29th April 1849, the Postmaster at Charlottetown, Thomas Omen, wrote to the GPO London requesting that he be provided with a handstamp to indicate the 1s 1½d postage due on incoming unpaid letters. He received the following reply (*Post 48/128, Page 76*):

*General Post Office,
25th May 1849*

Sir,

I beg to inform you that, in compliance with the request contained in your letter of the 29th Ultimo, there will be forwarded to you, by this mail, a 1s 1½d Cy stamp for the use of your office.

I am, Sir,

Your obedient & humble servant,

(Maberley)

T. Omen Esq

Prince Edward's Island

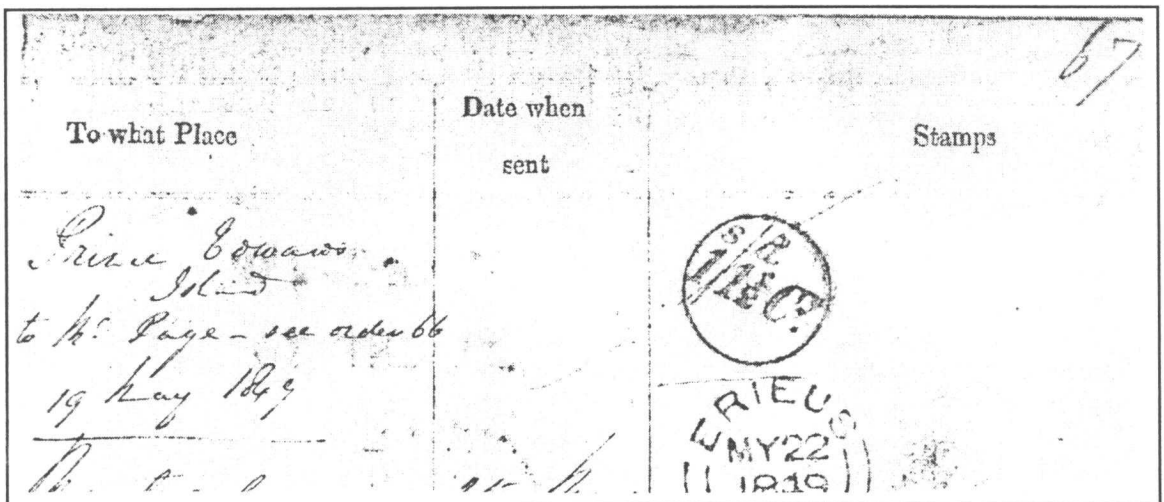


Figure 6: Entry in GPO London Proof Book, 19th May 1849.

THE FIRST RATE HANDSTAMPS

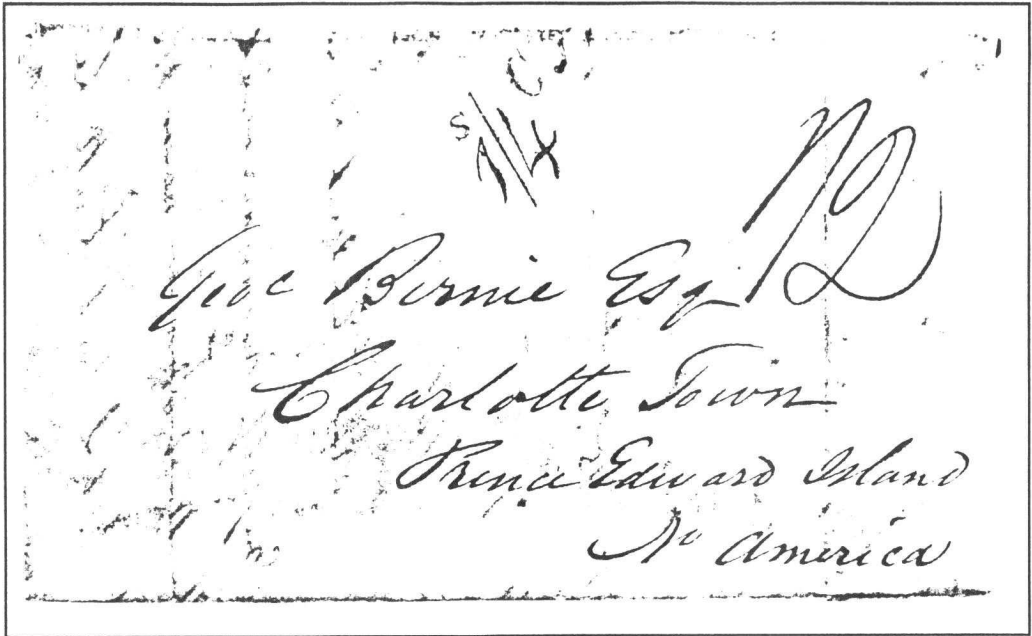


Figure 7: Charlottetown to London, 6th July 1846.

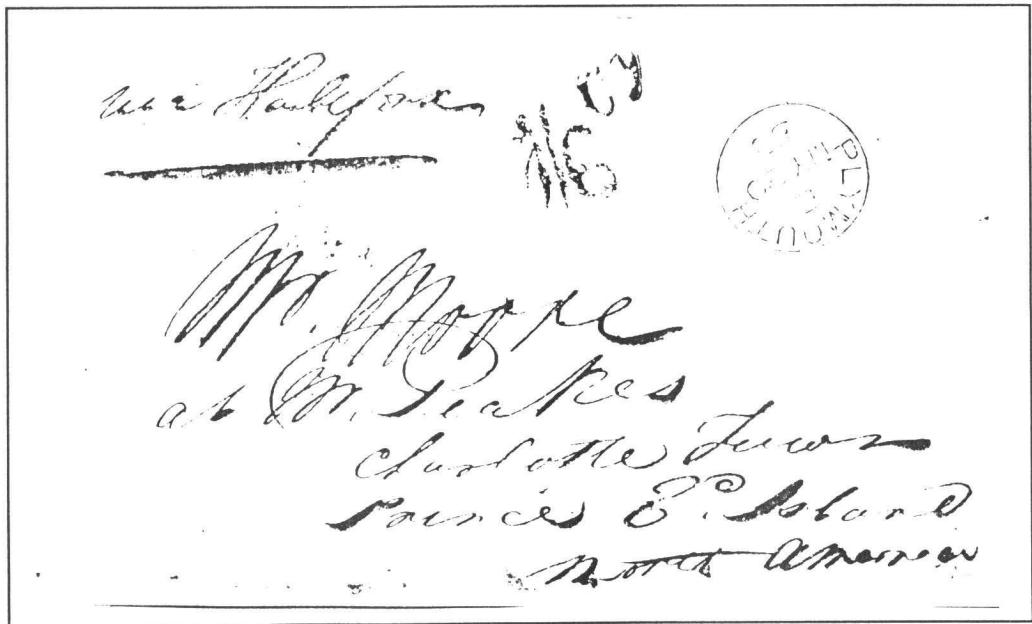


Figure 8: Plymouth, England to Charlottetown, 20th May 1853.

Two letters kindly provided by Martyn Cusworth. The first was sent unpaid by British Packet, the Cunard Line 'Britannia, viâ Liverpool and Halifax, Nova Scotia. It arrived in PEI 6th July 1846 and was charged one shilling and fourpence Currency, the equivalent of one shilling and twopence Sterling.

The second letter was also carried by British Packet, the Cunard Line 'America' again viâ Liverpool and Halifax, but this time after the reduction in rates by the 'direct' or 'all-British' route, and was due only a shilling Sterling. However, PEI was by this time devalued to the

tune of 1 : 1.5 against Sterling, and the letter was charged one shilling and sixpence Currency on arrival at Charlottetown on 4th June 1853.

The breakdown of the rate from 1849 was:

British Inland:	2d Sterling
Packet Postage:	8d Sterling
Colonial Inland:	2d Sterling/2½d Currency

Figure 8 does not show the British claim of tenpence Sterling British Inland and Packet postage, most do. On paid letters twopence Sterling would have been credited to the Colony.

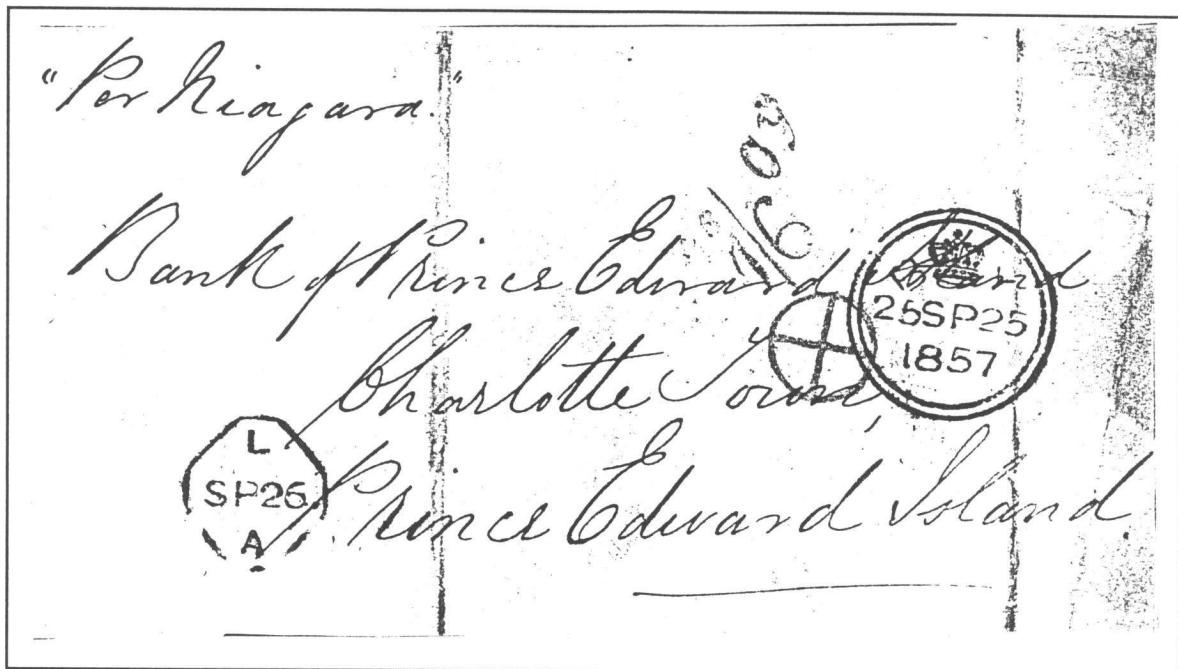


Figure 9: London, England to Charlottetown, 25th September 1857.



Figure 10: Liverpool, England to Charlottetown, 1st October 1864.

This handstamp remained in use for some years after the 'direct' rate was reduced to sixpence Sterling, ninepence Currency on 23rd March 1854. Figure 9, provided by Allan Griffiths, shows a letter weighing ½-1 ounce posted unpaid. It was carried by British Packet, the Cunard Line 'Niagara' and was due a shilling Sterling. On arrival in Charlottetown it was charged one shilling and sixpence Currency.

Figure 10, provided by Ron Saint, is a letter pre-

paid sixpence Sterling but found to be over ½ ounce. It was charged a further sixpence, plus a sixpence fine, one shilling Sterling in all. Of this, the British Post Office has claimed '9' ninepence Sterling, the deficiency plus half of the fine. PEI retained the other half of the fine and charged one shilling and sixpence Currency of the addressee. Claims were for total deficiencies after bulk accounting for British and Colonial elements of the rate was introduced in 1857.

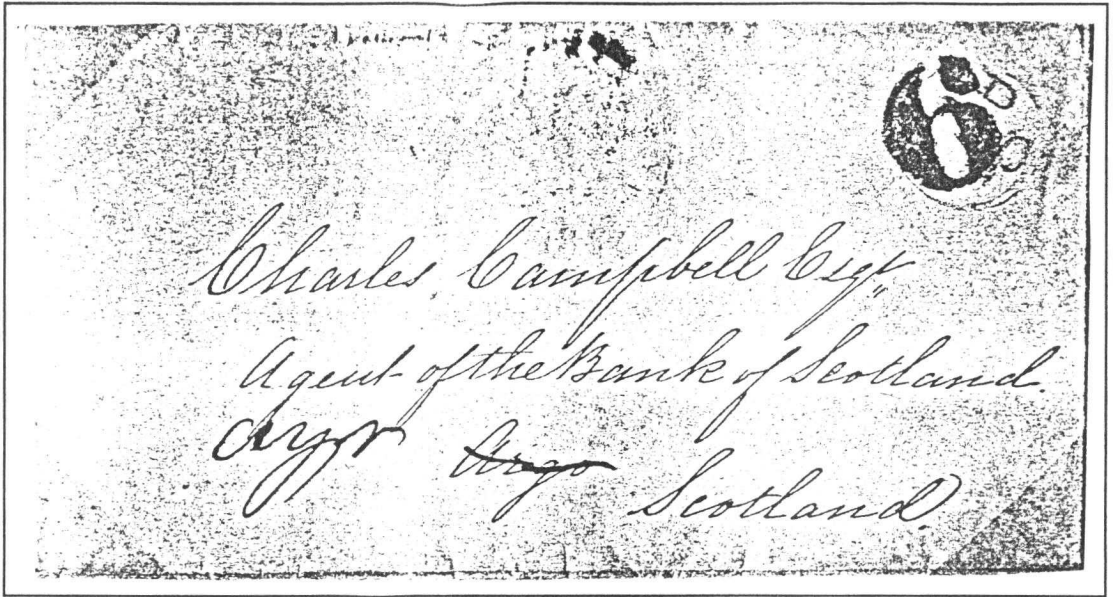


Figure 11: Charlottetown to Ayr, Scotland, 19th August 1856.

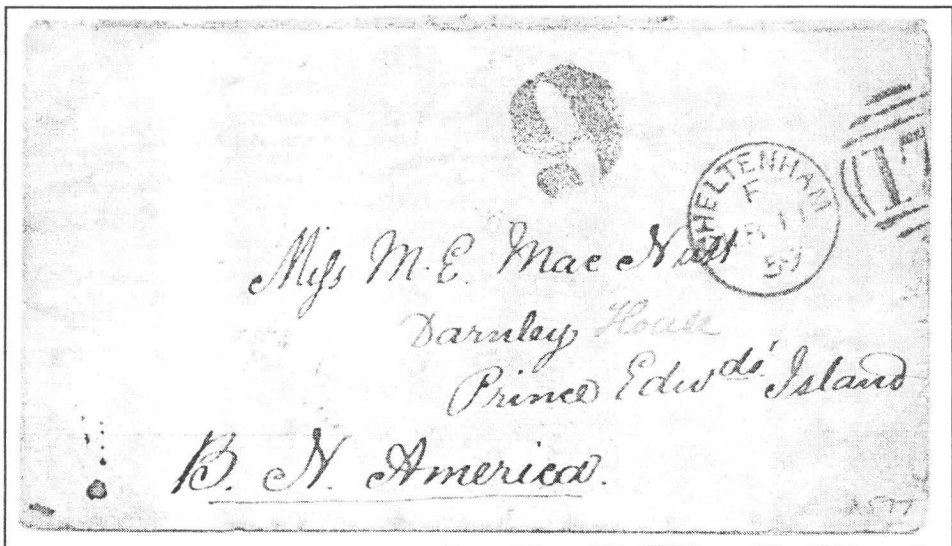


Figure 12: Cheltenham, England to Charlottetown, 11th March 1859.

When the rate was reduced, unpaid outbound letters were charged sixpence Sterling, incoming letters ninepence Currency. The same handstamp seems to have served both purposes. In *Figure 11*, provided by Douglas Campbell, the '6' handstamp has been used to obliterate an incorrectly applied '3^{PC}' charge. The letter, to Scotland, was carried from Halifax to Liverpool

by British Packet, the Cunard Line 'Asia' and arrived in England on 6th September 1856.

Figure 12, provided by Dorothy Sanderson, is an unpaid letter carried by the 'Hibernia' from Liverpool, viâ Halifax. Due sixpence Sterling, it has been charged the equivalent, ninepence Currency on arrival in Charlottetown.

Christmas cards, comments, further inputs and contradictions to:

Malcolm B Montgomery
76 Glen Eyre Road
Southampton SO16 3NL
ENGLAND
Telephone (0)1703 768222

Season's Greetings and a Prosperous New Year!