

BRITISH NORTH AMERICA PHILATELIC SOCIETY

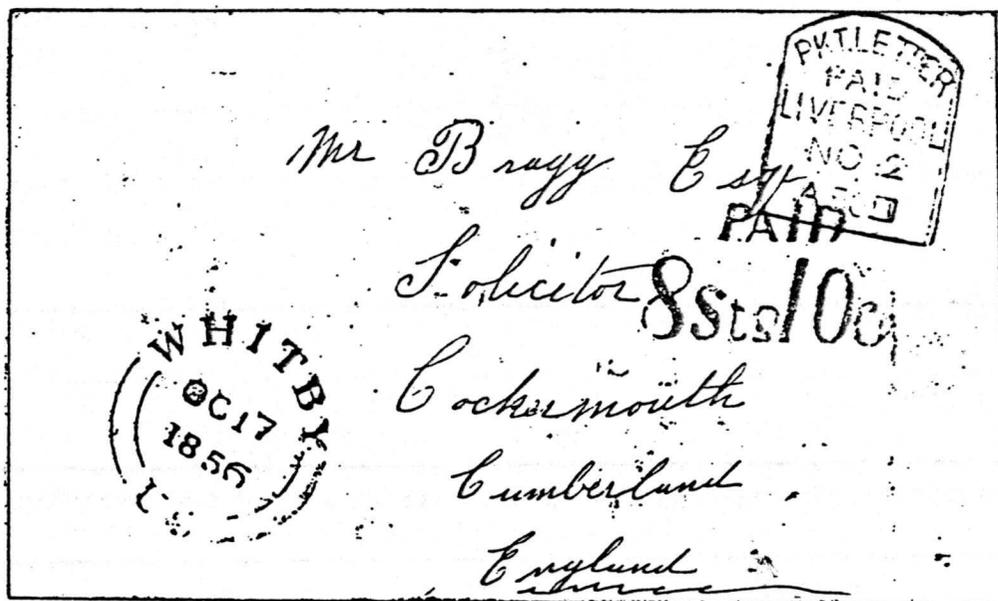
TRANSATLANTIC STUDY GROUP

Newsletter No. 7

June 1988

As a result of my plea for contributions to the newsletter, Allan Steinhart has sent me photocopies of four of his interesting covers with his interpretations. These will form the bulk of this newsletter.

The first cover shown was mailed at Whitby on 17 October 1856 with the postage prepaid. The handstamp used to show the postage has not been previously recorded, so I have assigned it D.29. For those of you who would like to include it in your copy of the Transatlantic Mail Handbook, a tracing is reproduced beside the cover for you to photocopy and put on page 64.



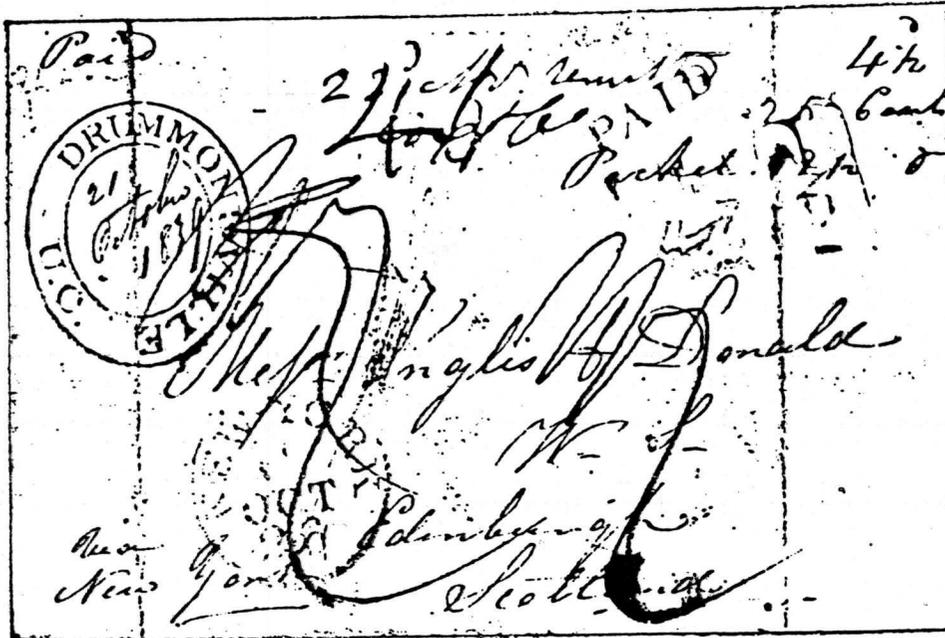
PAID
8 Sts/Oc

D.29

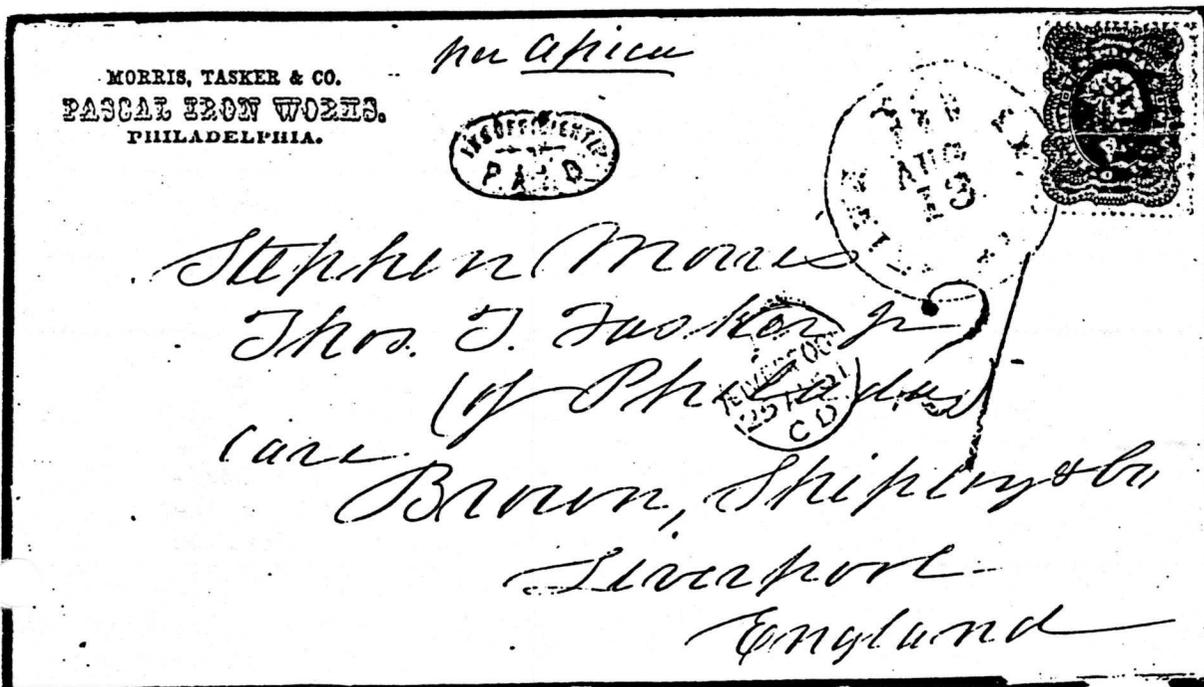
This cover went by closed mail on the Cunard steamer Niagara (49th voyage) from Boston on 22 October and arrived at Liverpool on 2 November, where it was struck with a "PKT LETTER/PAID" tombstone handstamp in red. Allan suggests that the D.29 might have been done with two hammers. This is quite probable as it would allow the lower part to have been used alone in black on unpaid letters, and in red with the "PAID" on prepaid ones. The Hamilton handstamps D.25 and D.26 obviously used the same "PAID" hammer, while the "10d.Cy." used for D.25 was a D.23.

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The second cover shown is a previously unreported Freight Money cover which was mailed at Drummondville, U.C. on 21 October 1839 with 4½d Cy. Canadian postage to the border at Queenston, 25 cents U.S. postage to New York, and 12½ cents American sailing packet freight money prepaid. Date-stamped at New York on 26 October and probably carried to Liverpool on the Black Ball packet scheduled to sail on 1 November, it was backstamped on arrival with a "LIVERPOOL/SHIP LETTER" and rated 1/7 Stg. postage due (8d ship letter fee + 11d inland postage to Edinburgh).



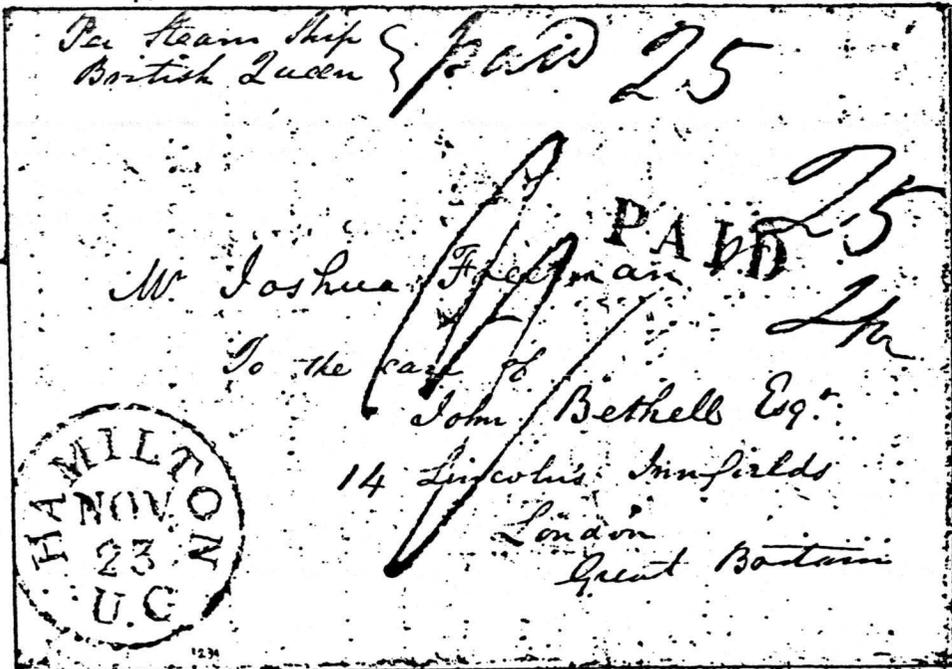
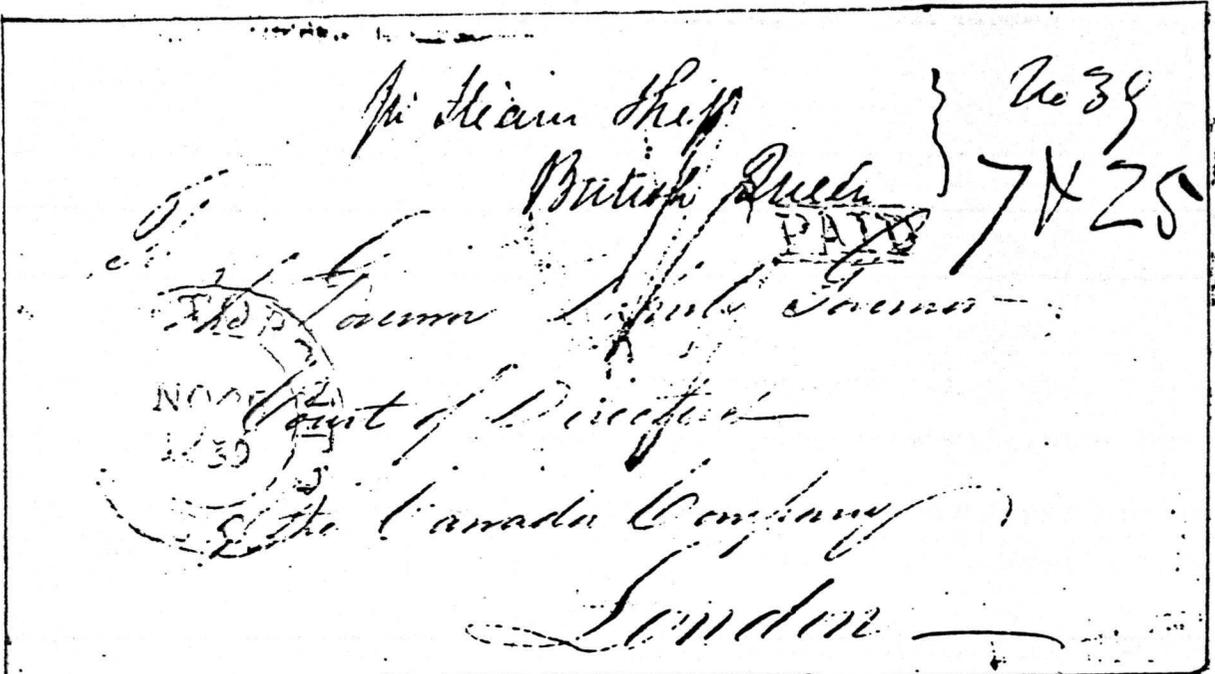
Michael Jackson sent me a photocopy of an envelope with a previously unrecorded "2/-" postage handstamp which had been used on board the Cunard steamer Africa to show double rate postage due. The letter was mailed at Philadelphia on 13 August 1861 with a 24-cent adhesive, but being overweight was stamped "INSUFFICIENTLY PAID". Under the 1848 convention, partial payment of postage was not recognized, so that during the voyage of the Africa from New York on 14 August, the postal clerk treated it as an unpaid letter and rated it with the full 2/- Stg. postage due as a double weight letter. This mark has been assigned "H.5" and a tracing is shown for copying and putting on page 68.



2/-

H.5

The following pair of Steinhart covers went by the pioneer steamer British Queen on her third return voyage from New York on 2 December 1839 to London; the Mail being landed at Gravesend on Christmas Day. They were back-stamped with a "SHIP LETTER/GRAVESEND" and rated 1/- Stg. postage due (8d ship letter fee + 4d inland postage, as this was during the short 5 Dec 39 - 9 Jan 40 experimental uniform postage period). This was the only steamship Mail to arrive in Great Britain from North America during the experimental period.



These are particularly interesting as Freight Money covers. The one from Toronto, mailed on 25 November, shows that 7d Cy. Canadian postage and 25 cents U.S. postage to New York were prepaid by being charged to Account No.39, maintained by the Canada Company with the postmaster, who, having endorsed the letter "pr Steam Ship British Queen", would also have charged the 25 cents freight money. This must have been the case, because the second cover mailed at Hamilton on 23 November shows that the freight money was paid ("Per Steam

In the next newsletter, there will be a definitive article by Allan Steinhart showing how at least one postmaster accounted for freight money to Abraham Bell & Co., New York on letters carried by the Liverpool. I hope to have this available for distribution at BNAPEX, Virginia Beach in September, so plan to be there and get your copy early.

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I would like similar covers with stories from all of you.

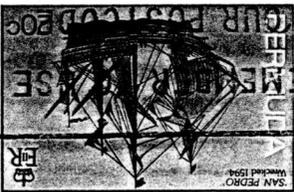
Jack Arnell

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1B

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