

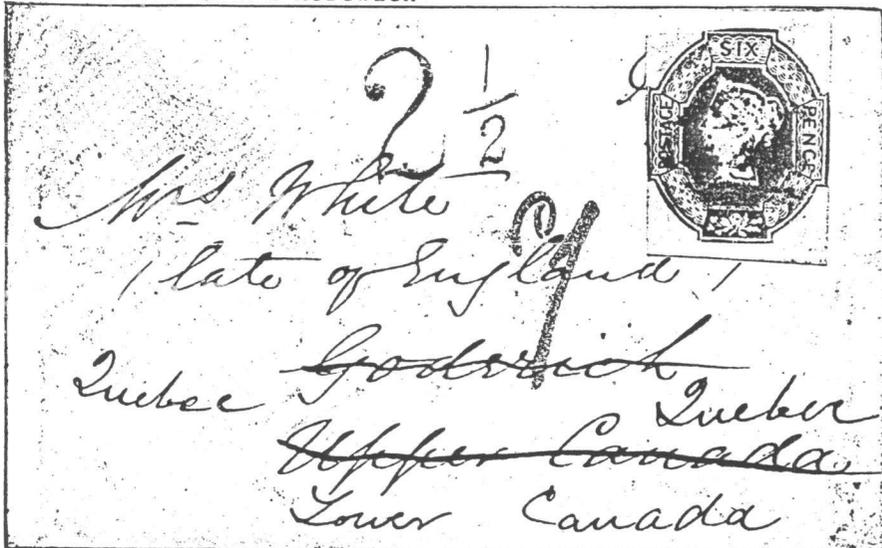
## TRANSATLANTIC STUDY GROUP

Newsletter No. 10

January 1989

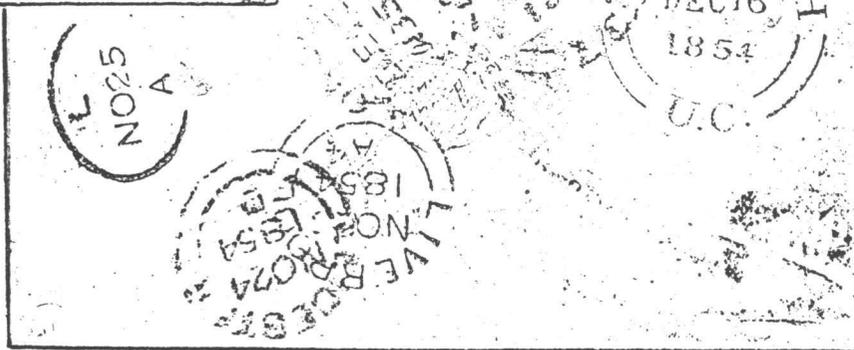
## AN UNUSUAL HANDLING OF INSUFFICIENTLY PREPAID

Susan McDonald has raised an interesting question with respect to the cover shown herewith.



It was mailed at Leicester on 24 November 1854 with a 6d adhesive prepaying the postage by the Cunarder Niagara via Halifax, which was scheduled to sail the following day from Liverpool. This was during the Crimean War and two Cunard steamers had already been

taken over as troopships. The Niagara was also taken over when she arrived from Boston on 19 November, together with the Arabia on 26 November on her arrival from New York. This left Cunard with only four operational steamers and two fortnightly transatlantic routes to maintain.

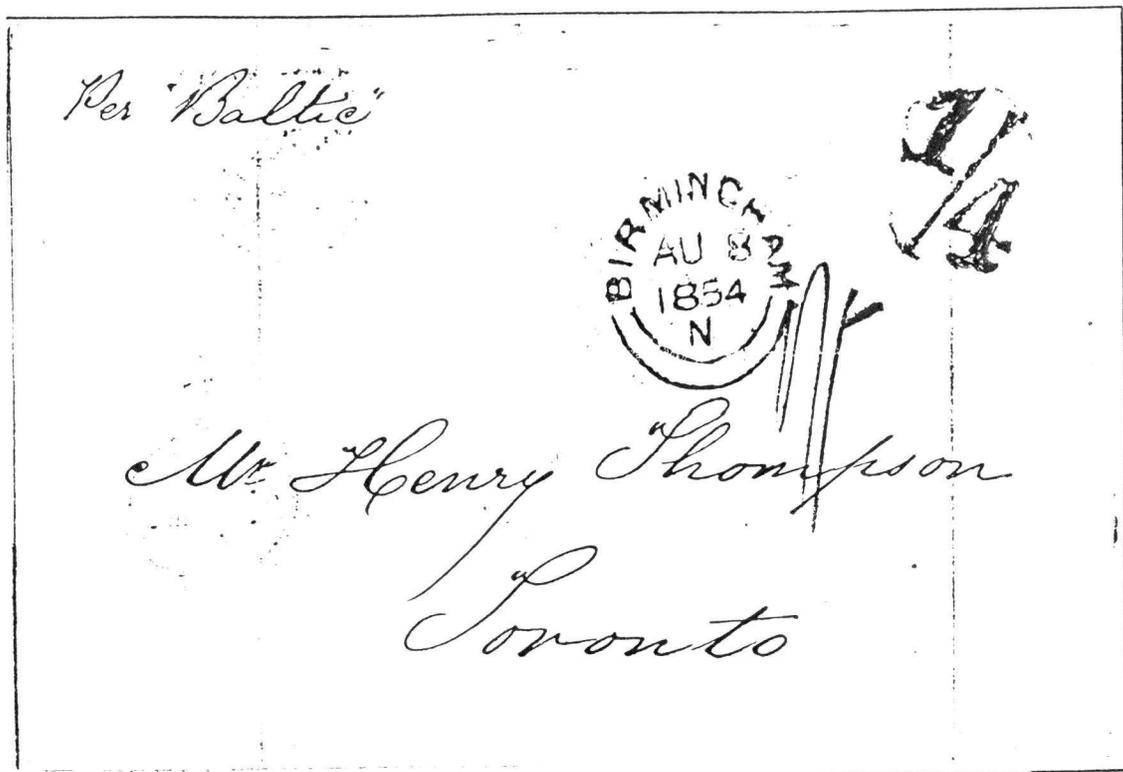


Realizing that he could not meet his commitments, Cunard made an agreement with Edward Collins, his competitor on the Liverpool-New York route, to share the transatlantic service. Cunard continued the Halifax-Boston route, while Collins provided the New York service on the alternate weeks; this continued until the end of 1855, when the Cunard steamers were returned by the Admiralty. Collins even changed his departure dates from Wednesdays to Saturdays to correspond with Cunard's. This arrangement went in effect with the sailing of the Collins Atlantic from Liverpool on Saturday, 16 December.

However in the meantime, there was no sailing on 25 November and the first scheduled to leave Liverpool was the Collins Pacific on 30 November. As the backstamps show, the above letter went on the Pacific, which arrived at New York on 13 December, and reached London, U.C. on 15 December. Although letters for the Canadas, which were carried by the Collins steamers, were normally charged 1/2 Stg. or 1/4 Cy., this letter was treated as a Cunard letter via the United States with 8d Stg. postage. As 6d had already been

paid, only an additional 1d was claimed as British postage; and London, U.C. only required 2½d Cy. postage due.

Below is a typical cover carried by Collins and marked with 1/- Stg. British debit and a Toronto 1/4 Cy. postage due. No distinction was made as a result of the Crimean War.



While on this subject of insufficient prepayment, it is worth noting that Between March 1854 and March 1859, many similarly stamped and marked letters are to be found, representing the difference between the 6d Stg. rate via Halifax or by Canadian steamer and the 8d Stg. rate via Boston or New York by Cunard steamer. On 1 April 1859, the British post office introduced a fine of 6d Stg. on unpaid or insufficiently prepaid letters, in addition to the amount of postage due. This caused an uproar in the Canadas, for the decision to send letters by Cunard through the United States, if this were the first steamer to sail, rested with the British post office. After Canadian protestations, the matter was quickly resolved as shown by the memorandum from W.H. Griffin to the various Canadian postmasters dated 18 June 1859, which is reproduced from Boggs, volume II, page 26-C.

In reply to a communication from this Department on the subject, the General Post Office London agrees, that when letters sufficiently prepaid for Canadian Packet, but posted too late for that conveyance, are forwarded to this Country by the Cunard Packets, the additional postage of 2d sterling only shall be added for collection on delivery here — without any fine as in the case of unpaid or absolutely insufficiently prepaid letters.

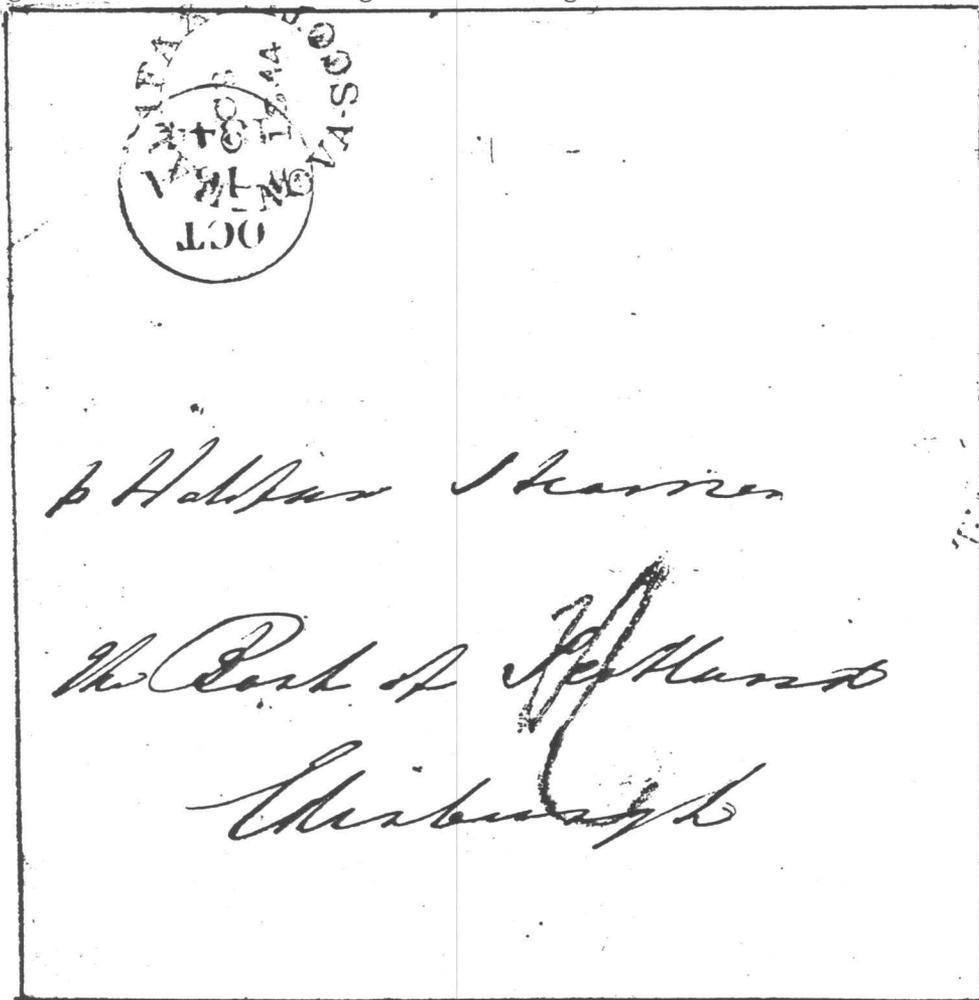
In accordance with the usual practice of the English Post Office such letters will probably come out rated 1d sterling — as only 1d will be due to England to make up her claim of 7d

sterling on each Cunard Packet rate. You will therefore have to put on a currency charge of 2½d until the 1st July - and after that date 5 cents.

When putting on the above rate you will be careful to cancel the post rating of the English Post Office - this has not been attended to lately in all cases, and the consequence has been that Country Postmasters have in many instances been misled, and added together and charged to the Public all the uncanceled Post rates marked on the letters.

NEW RATE MARKING HANDSTAMPS

I have identified two more handstamps used at Halifax to show postage or debits/credits. The first is on a cover, which was mailed there on 3 October 1844 and struck with an unusual-shaped 1/- to show the postage due in sterling. This has been assigned the designation "C.9".



C.9

The second mark is on photocopies of two 1856 covers from Nova Scotia (only one of which is shown over page), which were sent to me by Eric Quinn for comment. They were prepaid with 7½d Cy. in adhesives, and the Halifax post office struck them with an unrecorded "5" to show the British credit in sterling. This has been designated "F.15", and is the counterpart of the contemporary Halifax "1" (F.14).

paid

The Rev.  
 Dr. George Smith  
 of Tolbooth Church,  
 Edinburgh,  
 Scotland.

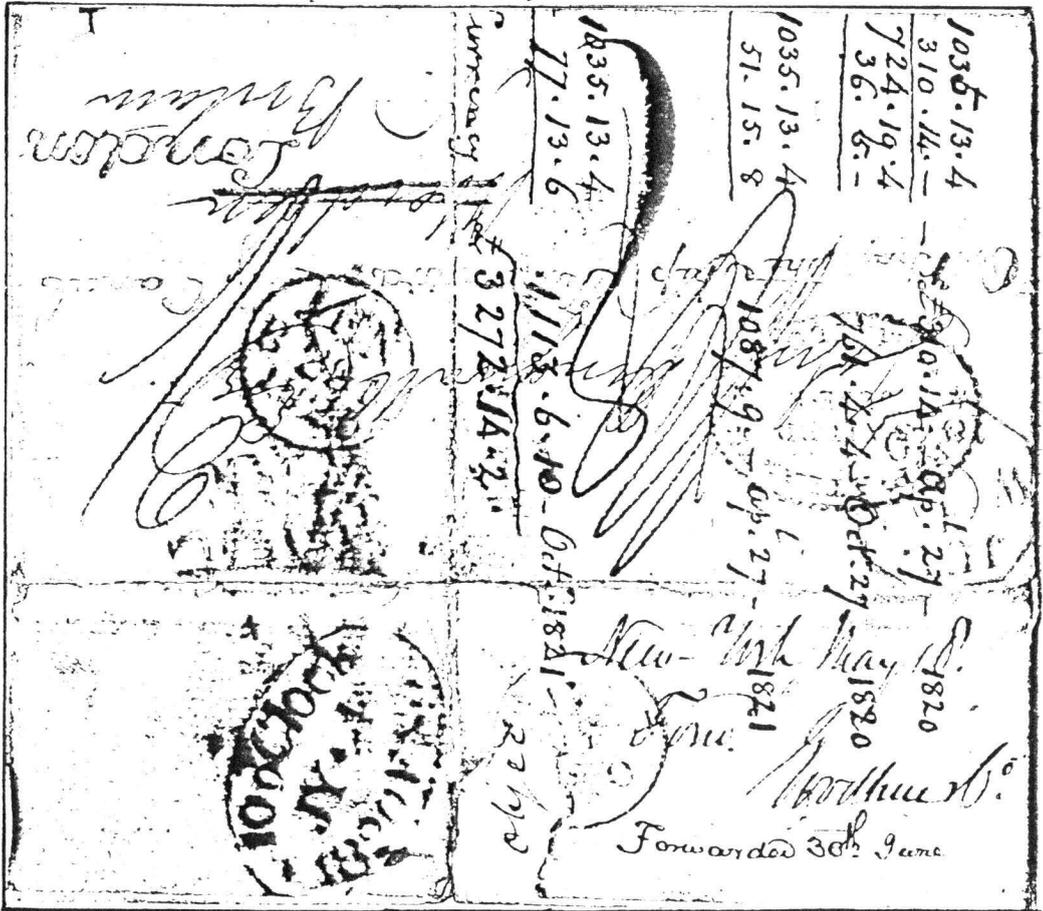


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F. 15

FORWARDING AGENT LETTERS

Having two quite unusual forwarded letters, I decided to include them as they show an added interest to ordinary letters. The first is from the well-known New Brunswicker Ward Chipman, Jr. and is dated 29 April 1820. It was written "in haste as I am preparing for a short absence in the United States on public business", so he took the letter with him and gave it to Goodhue & Co. for forwarding. It was carried by Capt. W. Matlock of the private trader Atlantic, who used his oval handstamp to show he sailed on June 1. It was landed at Falmouth as a ship letter and sent to Aberdeen, only to be re-addressed: "On Board the Ship Timandra City Canal London."



1035.13.4  
 310.14.4  
 724.19.4  
 36.6.5

1035.13.4  
 51.15.8

1835.13.4  
 77.13.6

1113.6.10 - Oct 1821

327214

1087.9. - Op. 27 - 1821

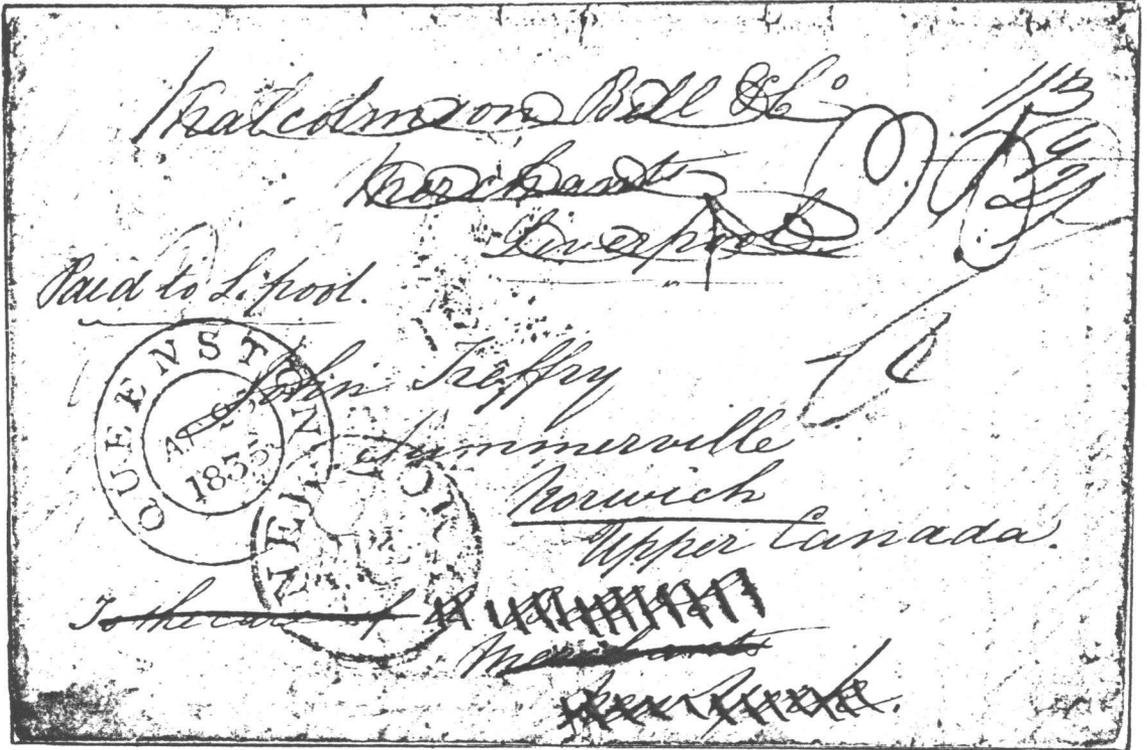
1820  
 1820  
 1820

New York May 1820

Goodhue & Co.

Forwarded 30th June

The second letter was handled by forwarding agents on both sides of the Atlantic. It was written in Exeter on 17 March 1835 and mailed with three addresses and the postage prepaid to Liverpool. It was first directed to Malcolmson Bell & Co., Liverpool, who probably sent it by a Black Ball sailing packet to New York, where it was delivered to A. Bell & Co., who paid the 6-cent ship letter charge and remailed it with the postage unpaid to its final destination.



BOOK REVIEW

The long-awaited book by Walter Hubbard and Dick Winter North Atlantic Mail Sailings 1840-75 has just been published by the U.S. Philatelic Classics Society. While at ARIPEX in Tucson, Arizona two weeks ago, I was fortunate enough to get one of the first copies off the press to bring home with me. This is a must for all collectors of transatlantic mail in the days of steam. My Atlantic Mails pales in comparison in the information contained on the shipping lines, their steamers and the voyages. There are thirty-one chapters giving brief histories of the different contract packet companies, together with tables of all their voyages with dates. It is well illustrated with pictures of ships and covers to add to its value. There are several very useful appendices, including a ship index. The price is US\$39.50, which I think includes surface book postage and cheques/bank drafts should be made out to U.S.P.C.S. and sent with orders to Mrs. J.C. (Susan) McDonald, 2030 Glenmont Drive NW, Canton, Ohio 44708, U.S.A.

NEW HANDBOOK

Quite a few people have asked me whether the Hennok book of my B.N.A. Transatlantic Stampless Mail might be reprinted, as it sold out at Ameripex in 1986. I understand that it will not and, as I have added very significantly to my collection since that book was put together and corrected some incorrect interpretations of rates, etc., the BNAPS publication committee have approved the printing of a second Study Group handbook containing a selection of this newer material. The copy should be on its way to the printer within the next month or so.

CONTRIBUTIONS

I need more contributions from the group members. As you can see, with modern photocopying, it is possible to use almost anything for illustrating a note or comment. Take a look at your holdings and find a cover with a story and send it along or send a note about a peripheral aspect of the carriage of the mails.

NEW MEMBER

Michael Laurence, the editor-publisher of Linn's Stamp News, is our newest member, having joined up at ARIPEX.

Jack Arnell



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