

## TRANSATLANTIC STUDY GROUP

Newsletter No. 11

March 1989

## NEW FORMAT

I have been quite happy for several years with my SHARP ZX-507 electronic typewriter with its internal and external memory, and a selection of fonts on daisy wheels.

Last autumn, when discussing a joint book on the Royal Navy in Bermuda with the Director of the Bermuda Maritime Museum, I was faced with an incompatibility, as he used a Macintosh computer for all his writing. While we used the same type of floppy disks, our respective word processors could not read each other. This was compounded by the fact that I am the editor of the museum's *QUARTERLY* newsletter and of the forthcoming *Bermuda Journal of Archaeology and Maritime History*, so I decided to embark on a new avocation.

In November, I took over a Macintosh 512K, which was being phased out of museum use for a more powerful model, together with its hard disk, and have been studying the many facets of desktop publishing since then. Problems encountered in the last month in translating the manuscripts for the new journal into final page format, made me realize that in addition to learning Microsoft Word, I needed PageMaker. Unfortunately, this required a larger working memory than that of my 512K, so I had to have it upgraded to a Mac Plus. This in turn has produced some software problems, which I hope are finally approaching resolution. In the meantime, I have decided to try my newly acquired skills at producing our newsletter in a different format.

## FREIGHT MONEY COVERS

Allan Steinhart has sent me two lots of Freight Money covers, all of which are interesting. I decided to include some of my own covers from different towns to show the diversity there is in one small facet of our

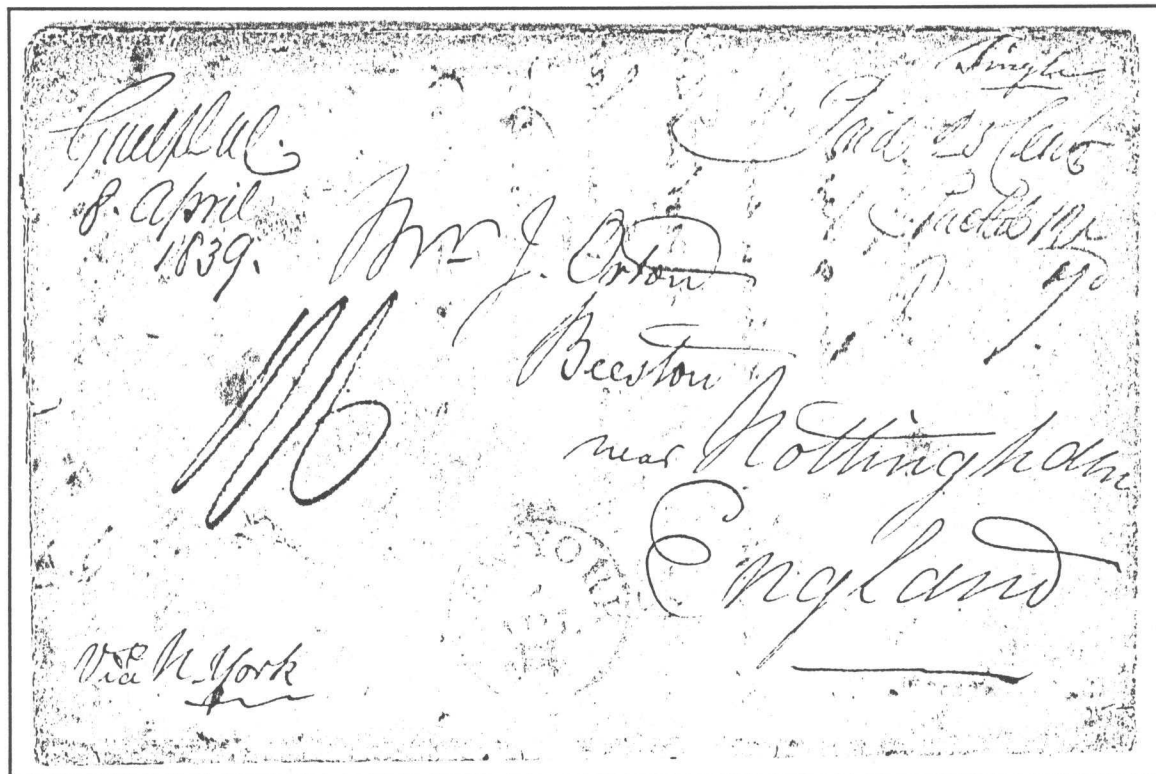
postal history in a two-year period [1838-1840]. Each town seemingly had its own way of showing the prepayment of the three separate charges that were required to get a letter put on board a pioneer steamer or American sailing packet out of New York.

## QUEBEC

Figure 1 is a typical Quebec cover, which was mailed on 20 May 1839 with 11d Cy. inland postage to the border;  $18\frac{3}{4}$  cents US inland postage; and  $12\frac{1}{2}$  cents sailing packet freight money prepaid, with each shown separately at different corners of the cover. It was datestamped at New York on 25 May, and probably went on the Dramatic Line vessel scheduled to sail for Liverpool that day. On arrival, it was backstamped with 'LIVERPOOL/SHIP LETTER' and rated  $1\frac{7}{8}$  Stg. postage due to London [8d ship letter fee + 11d inland postage]. Backstamped at London on 20 June.

Figure 2 is a little more complicated. It was mailed on 7 April 1840 with the same three charges prepaid, although a different 'PAID' handstamp was used. It appears to have had: 'To be forwarded to the care of Mr Benjamin Bristol' at the bottom, which was crossed out and replaced by: 'To the Care of Mr Benjamin Summers Bristol' at the top. There is no New York datestamp, but it can be assumed that it was carried by an American sailing packet from there to Liverpool, where it was entered as a ship letter and rated 8d Stg. postage due. The address was the Hatfield Poor House, Herts. However, it was sent to Hertford and was datestamped there on 12 May and marked: 'Not Hertford/try Bristol'. Because of this directional error, it was backstamped with one of several types of four-pointed stars, which were used to indicate letters out of course or otherwise delayed in the General Post.





This letter was mailed on 8 April 1839 as shown by the manuscript town marking and had the three postal charges prepaid. These are also shown in manuscript at the upper right as: 'Paid 25 cents / Packet 12 $\frac{1}{2}$  / 7d'. It was datestamped at New York on 14 April and probably went on the 16 April Black Ball packet to Liverpool, where it received the usual ship letter backstamp and was rated 1/6 Stg. postage due [8d ship letter fee + 8d inland postage].

## QUEENSTON

The letter shown in Figure 4 was mailed on 17 September 1839 and only has 'PAID 25 & 12 $\frac{1}{2}$ ' in manuscript, representing the US inland postage and sailing packet freight money. Being a border exchange office, no Canadian postage was charged, although ferriage [2d Cy.] may well have been charged, for such border towns were allowed to continue collecting it after it was discontinued for the rest of Upper Canada on 6 March 1837.

## AMHERSTBURG

The cover shown in Figure 5 is a very interesting one. It was mailed on 7 November 1839 and marked to go by the *Great Western*. The Canadian and American inland postage of 11d Cy. and 25 cents are shown beside a unique two-line handstamp, reading 'BRITISH/AMERICAN', with 'PAID' struck vertically in front of it. The total of 2/2 Cy. is written below. On the back is a manuscript endorsement: 'Steamers charge 1/3 paid',

which was the equivalent to the 25-cent steamer freight money.

In sending this to me, Allan noted that the *Great Western* sailed from New York on 16 November, while the letter was datestamped there two days later. Also, the steamer arrived at Bristol on 30 November, while this was entered as a Liverpool ship letter about 15 December. This was during the 4d Stg. experimental Uniform Postage [5 December 1839-9 January 1840], so it was rated 1/- Stg. postage due, the 4d being added to the 8d ship letter fee.

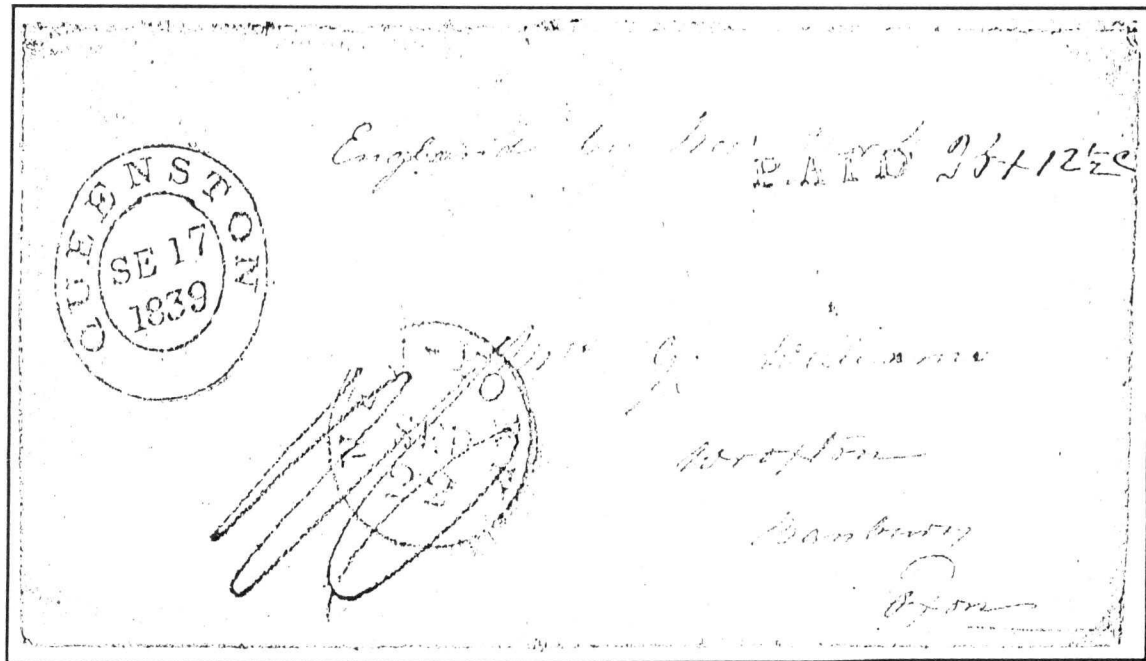


Figure 4

Allan has a matching cover from Amherstburg of the same mailing date and with the same rates, prompting him to comment that, having missed the *Great Western* and being sent by sailing packet, there was a  $12\frac{1}{2}$ -cent overpayment of freight money on each. I wonder whether the freight

money was turned over to the sailing packet's agent.

There must have been some delay in the mails between Amherstburg and Toronto, or from there to New York, as the eleven days transit time was excessive for 1839.

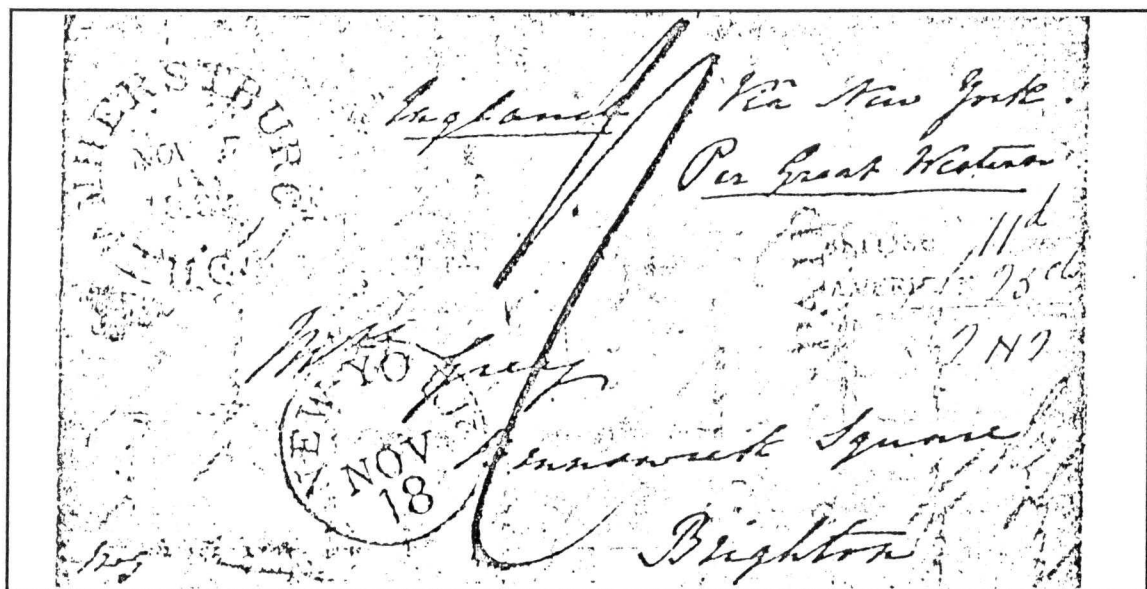
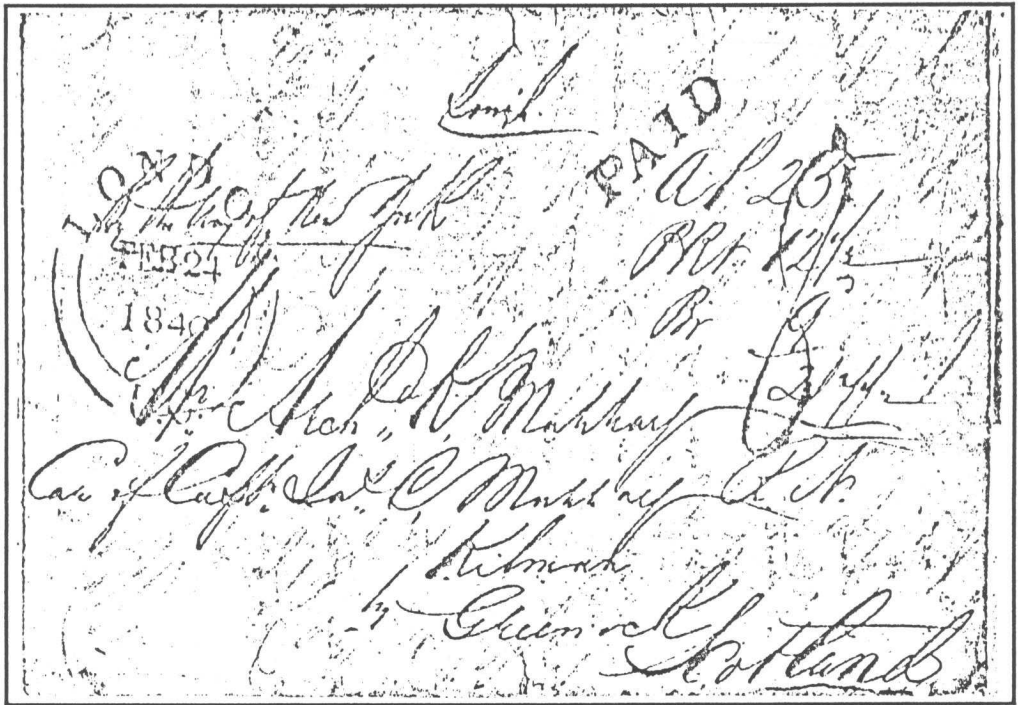


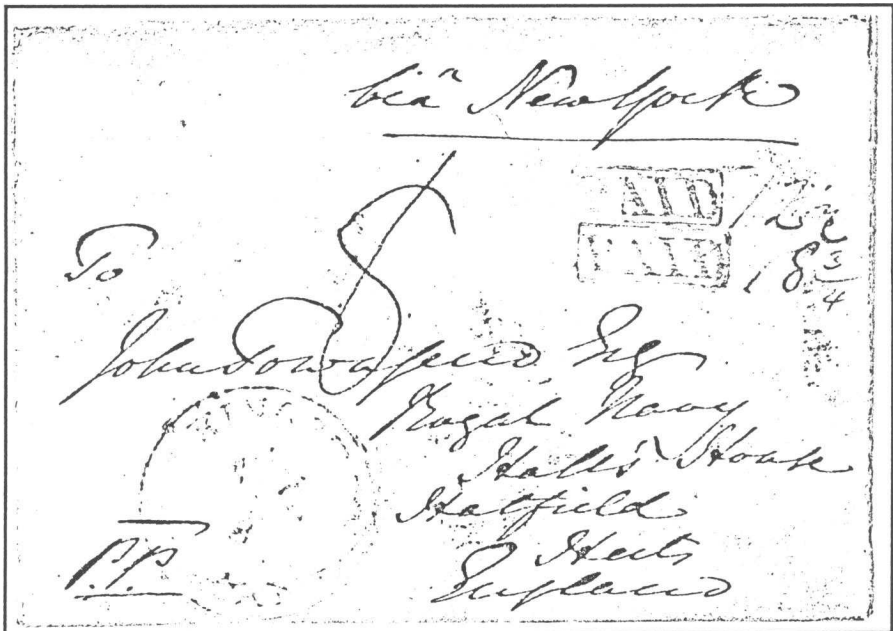
Figure 5

LONDON, U.C.

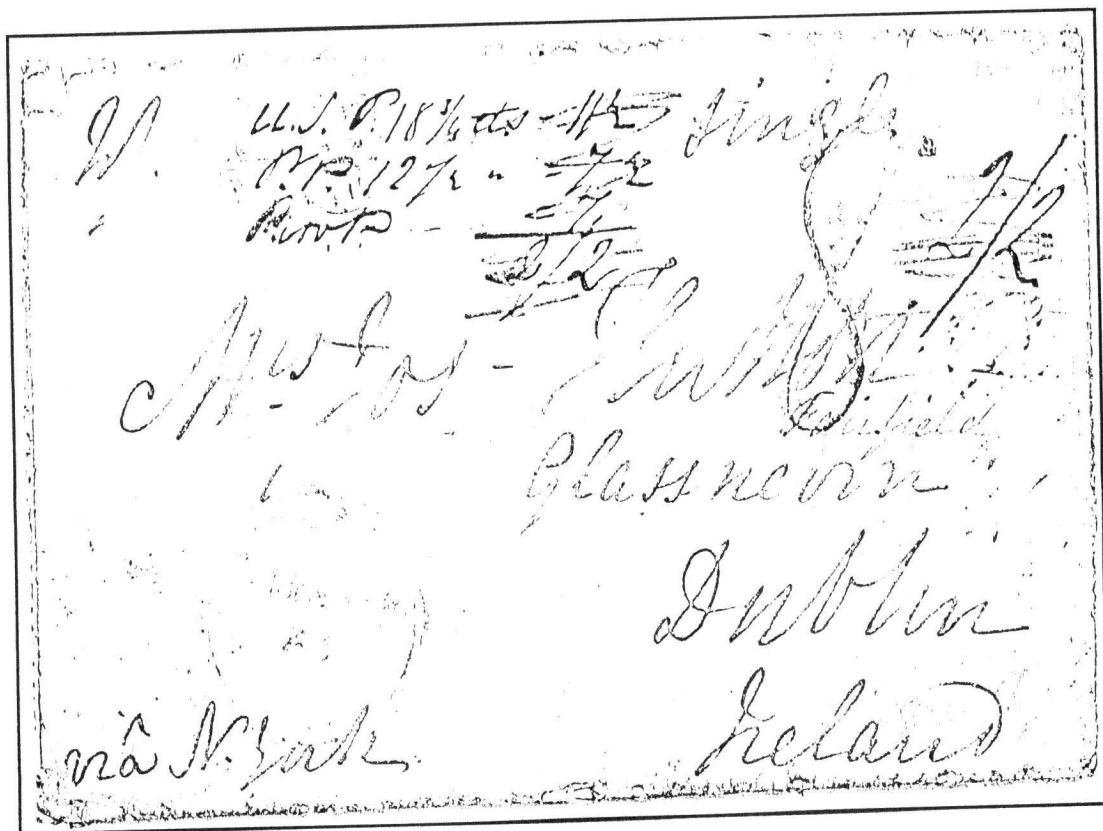


This 24 February letter listed the three prepaid charges in manuscript, viz. 'A.P. 25 / Pkt 12<sup>1</sup>/<sub>2</sub> / Br 9', and then without converting the first two, showed the total as 2/7<sup>1</sup>/<sub>2</sub> Cy., at the same time striking 'PAID' above them. This, like the following two, was a Liverpool ship letter with 8d Stg. postage due.

KINGSTON

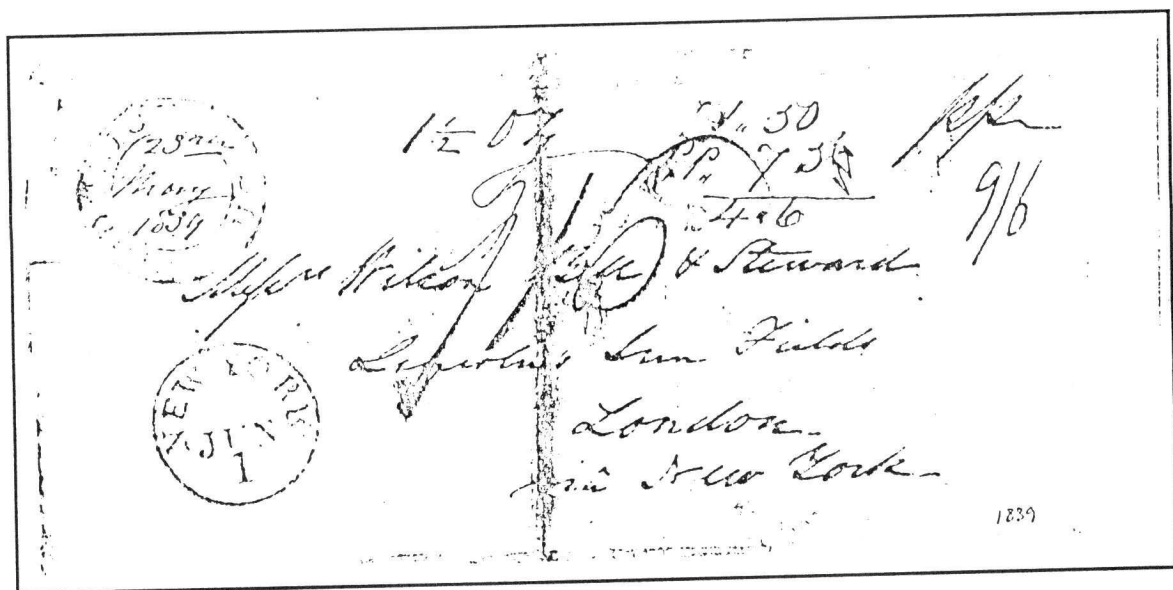


Kingston used a very distinctive boxed forward-leaning 'PAID' on freight money letters as shown on this 3 April 1840 letter. There is only the 12<sup>1</sup>/<sub>2</sub>-cent sailing packet charge and 25 cents US postage prepaid, because Kingston was one of the border exchange offices.



Belleville did full accounting, showing: 'U.S.P.  $18\frac{3}{4}$  =  $11\frac{1}{2}$  / P.P. [packet postage]  $12\frac{1}{2}$  " =  $7\frac{1}{2}$  / Prov. P. = 7', which was totalled below as  $2\frac{1}{2}$  Cy. To avoid any misunderstanding at New York, when the letter went through Kingston on 23 May 1840, the boxed 'PAID' was struck over the 'U.S.P.' and 'P.P.'.

GODERICH



The last cover is Allan's latest contribution to this subject. A multiple rate letter mailed at Goderich on 23 May 1839, and endorsed  $1\frac{1}{2}$  oz. The listed prepaid charges are all six-fold, viz.:

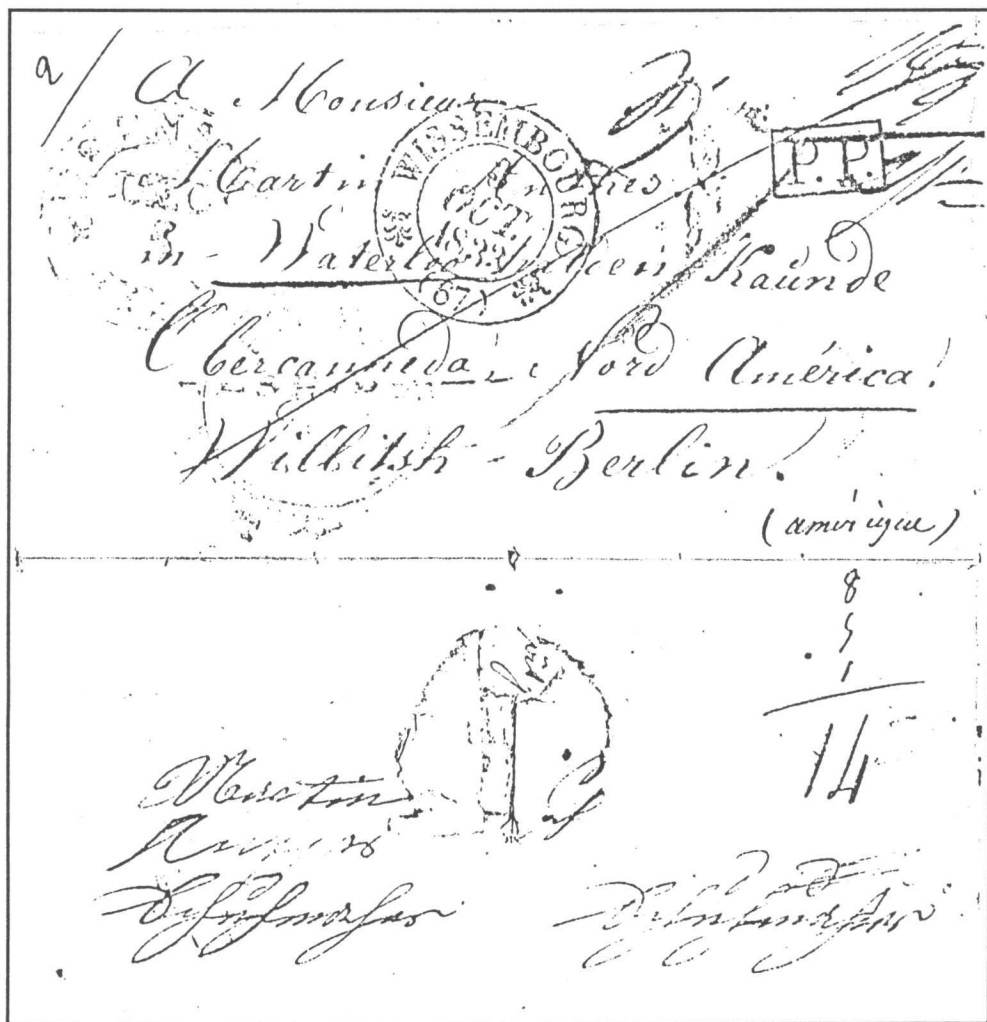


'1.50 [US postage] / P.P. 75 [sailing packet freight money] / 4.6 [6 x 9d Cy. Canadian postage]. As a Liverpool ship letter, it was rated 9/6 Stg. postage due to London [6 x 1/7]. Such covers are very rare.

I have a seven-fold multiple rate cover from Toronto dated 26 October 1840, on which \$1.75 US postage was prepaid. This letter was carried on the ill-fated steamer *President* on her second return voyage from New York - on the next return voyage, she disappeared without a trace. Mine is a Canada Company, which like the one of Steinhart's described in Newsletter No. 7, had the postage charged to Account 39. Neither of these covers showed the freight money, as presumably the Toronto postmaster handled enough such letters to account directly to the New York packet agents.

## LETTERS BETWEEN WURTEMBERG AND UPPER CANADA

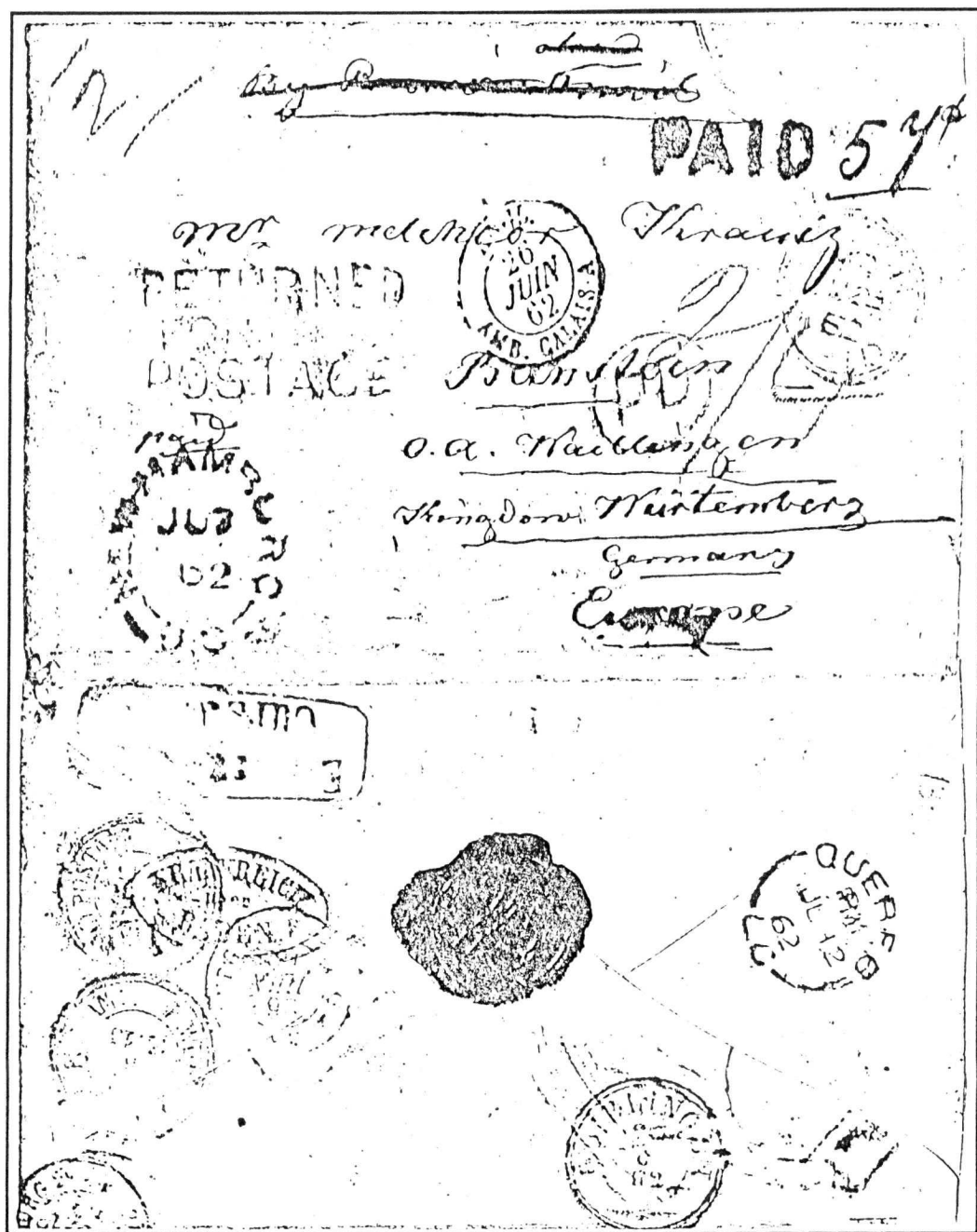
James Van der Linden has sent information on two letters that travelled in opposite directions between Würtemberg and Upper Canada. The first was mailed at Wissembourg on 3 October 1833, with the postage prepaid to New York [boxed 'P.P.'].



On the back is a tally of '8 + 5 + 1 = 14', which James describes as French postage in décimes: [8] 'post interne 500/600 Km.'; [5] 'post de mer'; and [1] 'post rural'. The letter went to LeHarve and was carried by an American Union Line sailing packet to New York, where it was datestamped with 'SHIP' on 30 November and rated 27 cents postage due at the Canadian

border [2 cents ship letter fee + 25 cents inland postage]. Datestamped at Queenston on 5 December, where this was converted to 1/4 1/2 Cy. and 9d Cy. added [2d ferriage + 7d inland postage to Berlin (Kitchener)] for a total postage due of 2/1 1/2 Cy.

The second cover is particularly interesting. It was mailed at New Hamburg (Waterloo) on 7 June 1862 with 57 cents postage paid to destination.



Although the 1863 Canadian Postal Guide does not give the postage to Württemberg, it lists Baden, Bavaria and Switzerland, the countries surrounding it, as all having the same rates, viz.: 19 cents for less than 1/4 oz.; 38 cents for 1/4 - 1/2 oz.; and 57 cents for 1/2 - 3/4 oz. Hence this letter was charged at the latter rate. It was sent to Quebec, where it was backstamped on 12 June, put in a closed bag for London, and carried by the Allan Line *Bohemian* [21st voyage] from there on 14 June and landed at Londonderry on 24 June.

While it was datestamped 'PAID' at London on the following day and marked with 2/4 Stg. in red pencil, there is an inexplicable 'RETURNED FOR POSTAGE', which I am sure is a



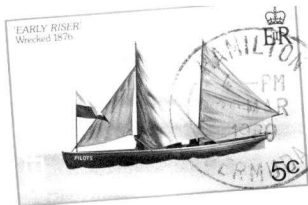
London handstamp. It may be connected with the deleted notation: 'By Prussian closed mail' at the top. Perhaps someone can send me an interpretation of this for a future newsletter. There are a variety of transit marks: Calais, other French, Baden and Württemberg TPOs, 'FRANKREICH oder BADEN' among others.

## NEW HANDBOOK

As I reported in the January newsletter, arrangements had been made to reproduce a selection of album pages of my BNA transatlantic stampless mail collection as Handbook Number Two of the Study Group. This handbook will include over 160 album pages, showing over 200 covers, most of which were not illustrated in the Hennok Postal History Collection book of my covers.

The camera-ready copy was sent to the University of Toronto Press at the end of February and the handbook should be available at ROYAL '89 at Hamilton, Ontario during the first weekend in May.

I do not know what the cost will be, but hopefully BNAPS will again allow an extra discount to the Study Group members, in addition to that accorded BNAPS members. It may be ordered from Dave Clare, P.O. Box 1082, Oakville, ON, Canada L6J 5E9.



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