

TRANSATLANTIC STUDY GROUP

Newsletter No. 13

July 1989

APOLOGY AND CORRECTIONS

I must begin this newsletter with my head hung in shame for my stupidity, and with an apology to Bob Parsons for changing one of his captions, which was correct. This was that for Figure 8 of his article in Newsletter No. 12. In checking the captions, I inadvertently looked up the 1854 steamer sailings, instead of 1855. In so doing, I related the sailing of the Cunard *Arabia* on 15 November 1854 to the Collins *Baltic* sailing on 14 November 1855. As both steamers arrived at Liverpool on 26 November, albeit a year apart, I discarded Bob's caption for an incorrect one.

This caption should read: 'Figure 8. *Mailed at Quebec on 10 November 1855 with 8d Stg./10d Cy. postage prepaid. As the Cunard service from New York was suspended due to the Crimean War, the letter was carried from there by the Collins Baltic on 14 November and arrived at Liverpool on 26 November, where struck with the CONVEYED BY UNITED STATES PACKET and with a PKT. LETTER PAID tombstone, although only 8d*

Stg. [the Cunard rate] had been prepaid, instead of the required 1/2 Stg. U.S. packet rate. [Courtesy of A. Steinhart]

My thanks go to Dick Winter for calling my attention to this error, and in also pointing out that the Liverpool packet office accepted the letter as prepaid, even though it only had enough postage for Cunard.

Dick Winter also wrote that he found the Griffin letter relating to the November 1854 voyage of the *Canadian* from Liverpool to Portland very interesting. However, he pointed out that the letter must have been carried privately on the steamer and mailed at Portland, otherwise it would have been treated as an incoming ship letter. Allan Steinhart confirmed this, with the added comment that if it had been a packet letter, Montreal would have charged 7¹/₂d Cy., instead of 6d Cy.

REDIRECTED LETTERS

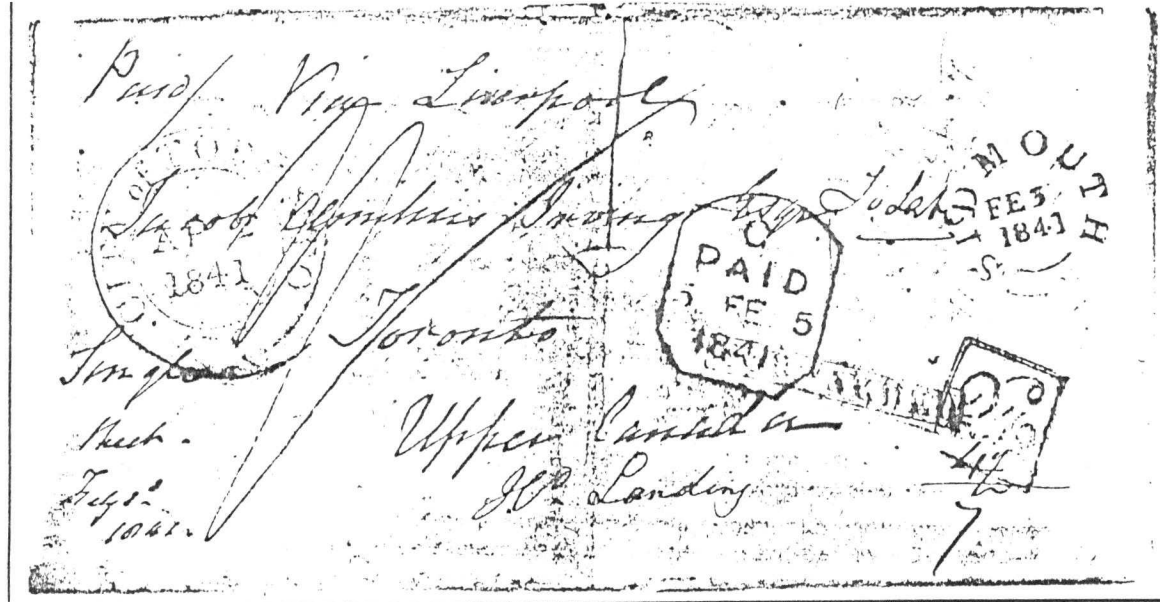
Allan Steinhart has sent me three redirected letters to show the effect of a P.O. circular issued by Thomas Stayner on 26 July 1841, which read in part:

In the case of letters received in this country by Her Majesty's Packets, or by Merchant Ships via the River St. Lawrence from the United Kingdom, which are re-directed after arriving here - I am authorized to instruct you that the additional postage charged in consequence of such re-direction shall be 2d Sterling for each single rate and so in proportion [or 2¹/₂d Cy.]

This circular was endorsed in manuscript: 'per authority of Secy's Letters 24 May & 2^d July 1841.'

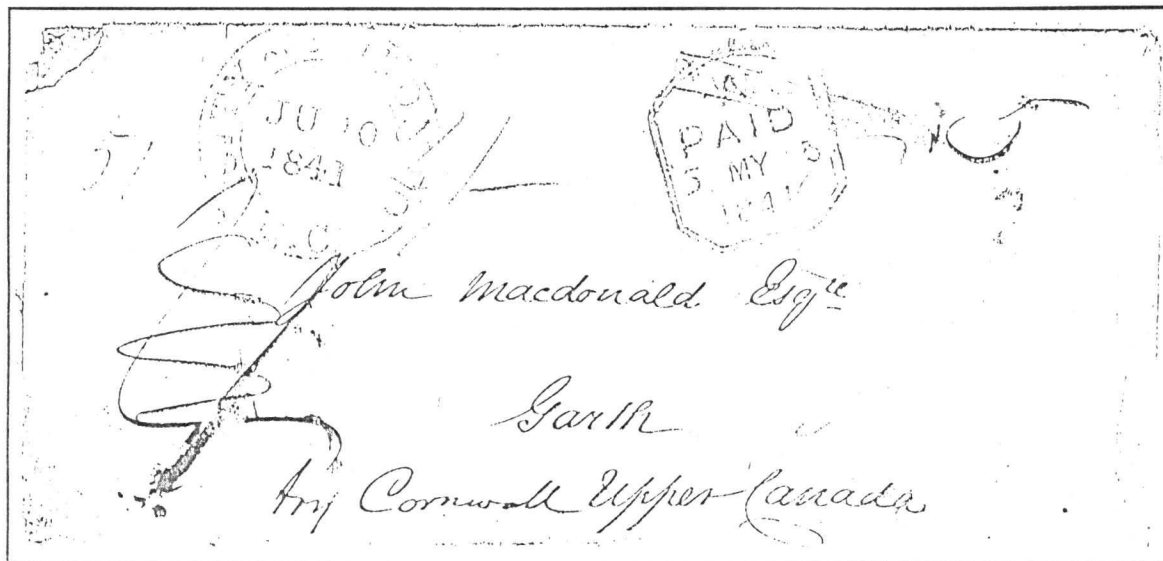
As I have several letters to augment Allan's, they are included to expand the picture of how redirected letters were handled.

The first cover illustrated [Steinhart] was mailed at Sidmouth on 3 February 1841 with 1/- Stg. packet postage to Halifax prepaid. Having missed the 4 February sailing of the *Britannia*, it went on the third voyage of the *Caledonia* from Liverpool on 4 March in a closed bag for Quebec and arrived at Halifax on 18 March. Taken overland to Quebec, where struck with a boxed 2¹/₂d [B.2] to show the B.N.A. inland postage due in currency.



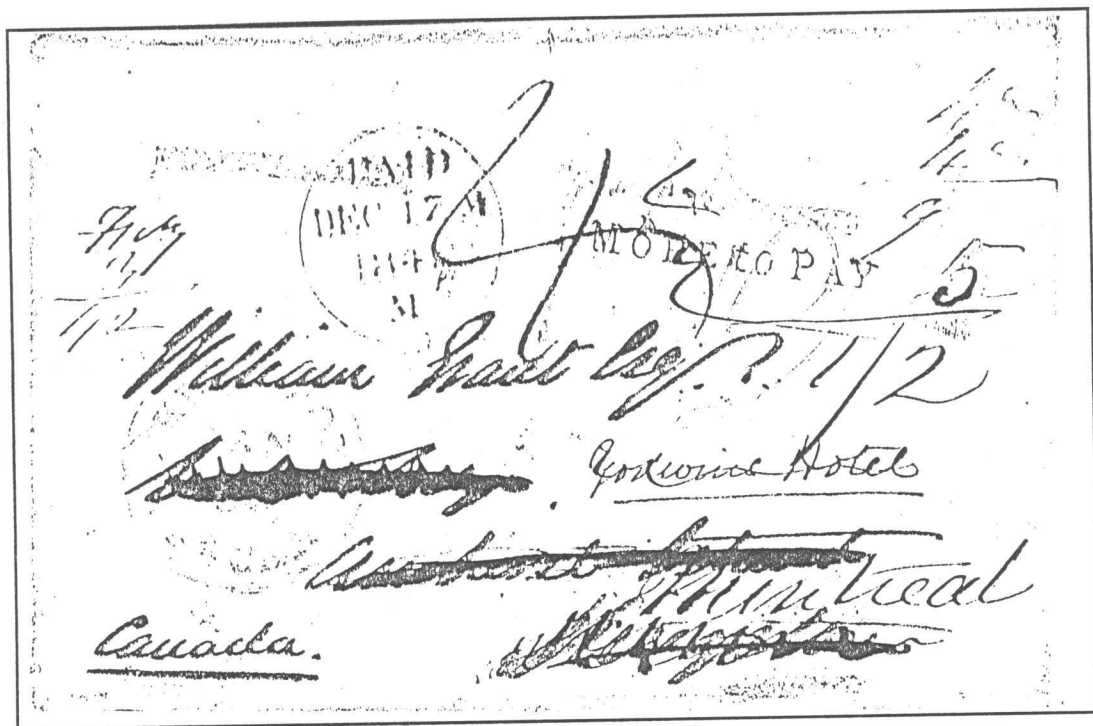
Datestamped at Toronto on 2 April, where the letter was redirected to Holland Landing, about thirty miles to the north, so an additional 4¹/₂d Cy. [under 60 miles] inland postage was added for a total postage due of 7d Cy., and the letter struck with a boxed FORWARDED. This was prior to Stayner's circular.

The second letter [Arnell] was mailed at London on 5 May 1841 with 2/- Stg. packet postage to Halifax prepaid as a double weight letter. Marked with 4d Stg. B.N.A. inland postage due at the Liverpool packet office. Carried by the *Acadia* [5th voyage] from Liverpool on 19 May and arrived at Halifax on 31 May.

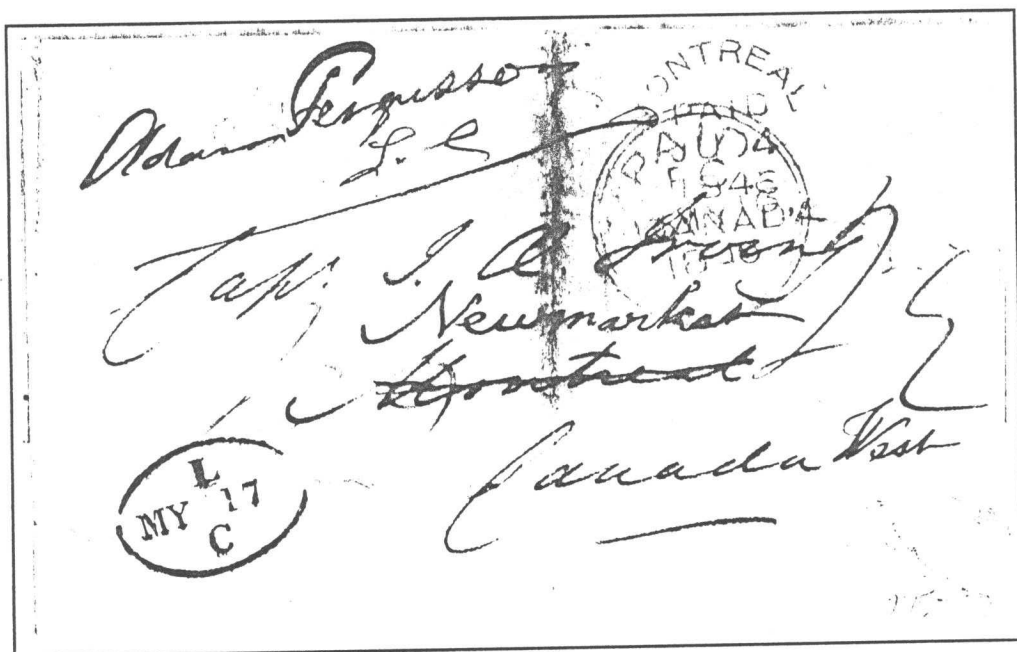


Datestamped at Toronto on 10 June, where the 4d Stg. was deleted and replaced with 5d Cy.. As there was no Garth postoffice, Toronto added 'Try Cornwall' and struck the letter with the same boxed FORWARDED. Presumably this redirection did not justify an additional charge.

The next letter [Arnell] was mailed at Inverness on 15 December 1841 with 2/- Stg. packet postage to Halifax prepaid as a double weight letter. Backstamped with a Liverpool packet office octagon on 18 December, struck with MORE TO PAY with 4d Stg. shown as the postage due, and put in a closed bag for Kingston. Carried by the *Britannia* [9th voyage] on 4 January 1842 and arrived at Halifax on 20 January.

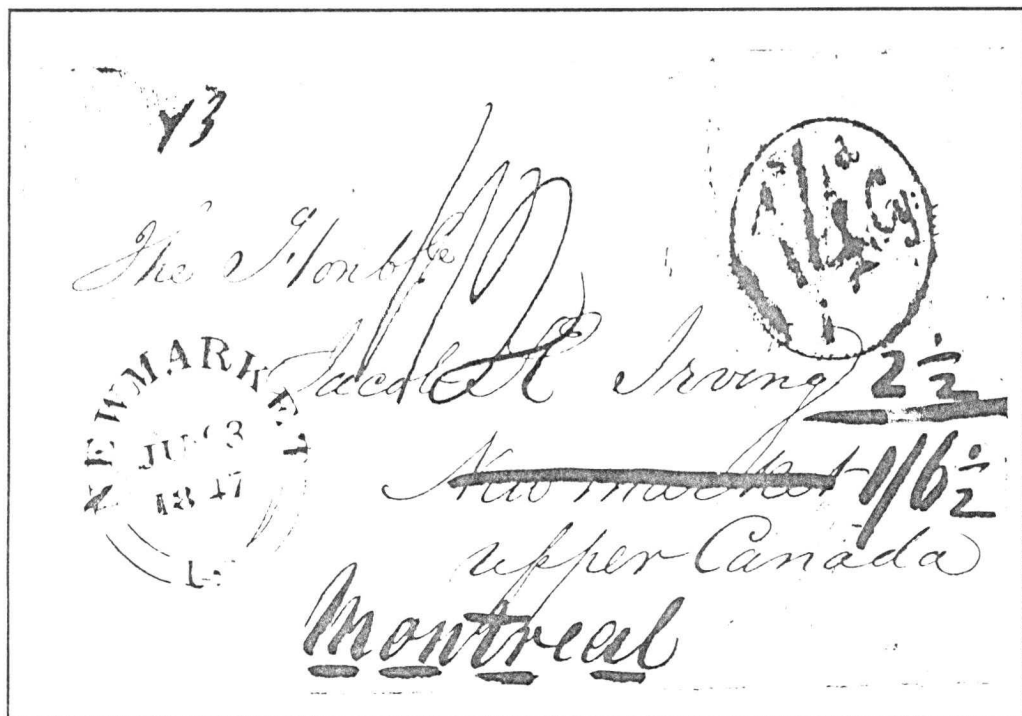


Datestamped at Kingston on 30 January, where the postage due was converted to 4¹/₂d Cy. Readdressed to Godwins Hotel and an additional 4¹/₂d Cy. postage due added for a total of 9d Cy. Godwins Hotel was deleted, the letter readdressed to Montreal and remailed. Date-stamped on 4 February, 4¹/₂d Cy. added for a total postage due, and struck with FORWARDED.



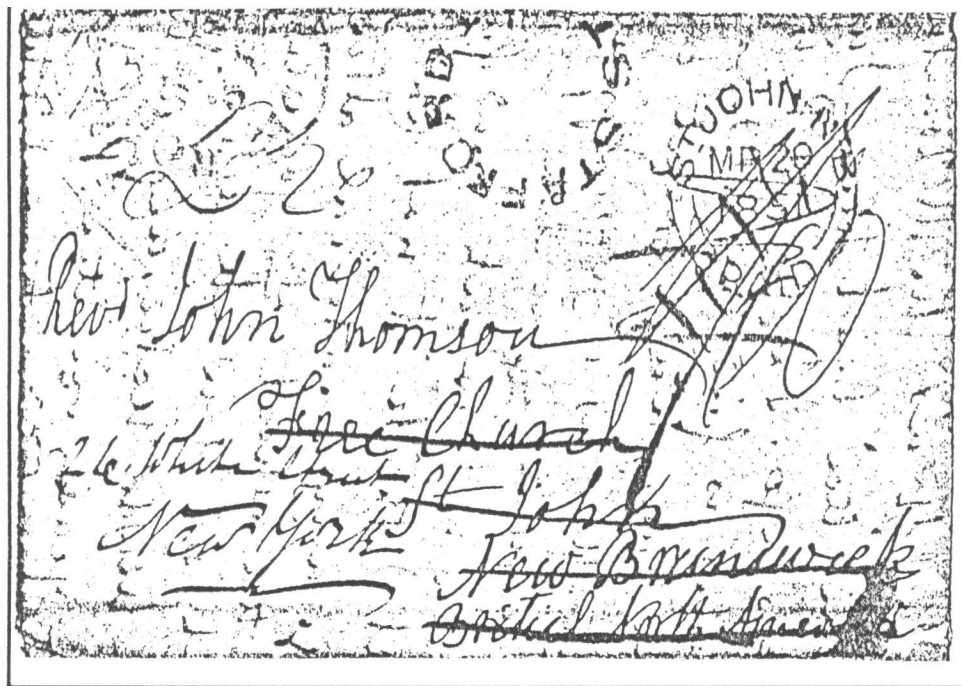
Steinhart has a fully prepaid letter from London, viz. 1/2 Stg., mailed on 16 May 1846 [shown on previous page]. This struck with a Liverpool packet office oval on the next day and put in a closed bag for Montreal. Carried by the *Hibernia* [17th voyage] on 19 May and arrived at Halifax on 1 June. On arrival at Montreal, it was readdressed to Newmarket and endorsed by 'Adam Ferguson L.C.' [Legislative Council]. Rated 2¹/₂d Cy. postage due and struck PAID with a Montreal tombstone on 4 June on the strength of the endorsement.

Steinhart's third letter was also to the Honourable J.A. Irving. Written in St. James, Jamaica on 20 February 1847, it was taken privately to England and mailed at London on 3 June, where it was rated 1/2 Stg. postage due as an unpaid packet letter.



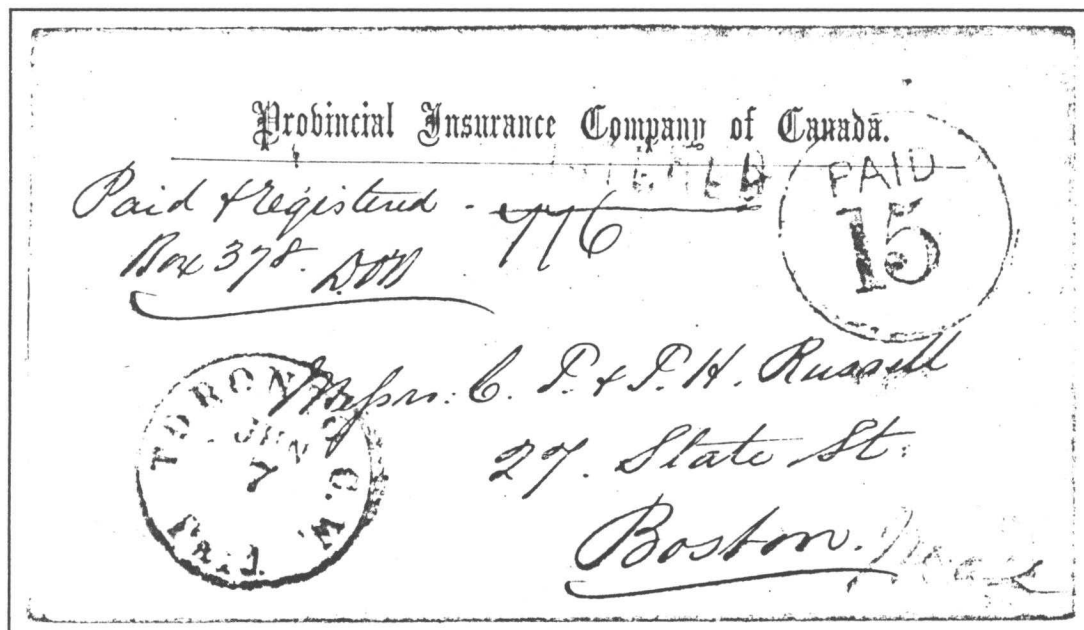
Carried by the *Cambria* [14th voyage] from Liverpool on 5 June in a closed bag for Montreal and arrived at Halifax on 15 June. Datestamped at Newmarket on 23 June, where it was readdressed to Montreal and charged an additional 2¹/₂d Cy. for a total postage due of 1/6¹/₂ Cy.

My last letter [see next page] was redirected to the United States. It was mailed at Edinburgh on 10 March 1851 with 1/- Stg. postage unpaid. Backstamped with a Liverpool packet office oval on the following day and put in a closed bag for St. John, N.B. Carried by the *Canada* [17th voyage] from Liverpool on 15 March and arrived at Halifax on 26 March. Backstamped at St. John on 29 March. After the 1/- Stg. postage due had been paid, the letter was readdressed to New York and the ongoing postage prepaid — 2¹/₂d Cy. inland postage to the border as a packet letter and 10 cents U.S. postage. Datestamped PAID at St. John on the same day and sent to St. Andrews, the N.B. exchange office, where it was backstamped on 30 March. Taken across the St. Croix River to Robbinston, Me., the U.S. exchange office, where it was datestamped on 31 March.



ADDED COMMENT ON 'PAID 15' HANDSTAMP

Allan Steinhart has added information on the other uses of the 'PAID 15' handstamp shown in the last newsletter as H.6 in transatlantic use. Examples are known from the early 1860s showing triple 5-cent inland postage or 10-cent postage to the United States, plus a 5-cent registration fee. These rates disappeared after 1 April 1868, prompting Allan to write: 'The postmaster used his head and used the Paid 15 H/S for the new Cunard rate to UK. A lovely use and possibly a unique one and cover.' Only time will tell! He sent along a copy of his own registered cover to Boston.



EARLY HALIFAX ACCOUNTANCY MARK

When Great Britain and the United States signed their first postal convention in 1848, provision was made for letters to be sent with the postage either prepaid or collect and to be carried by either British or American contract packets. With there being eight different ways in which the 1/- Stg. or 24 cents postage could be divided between the two postal administrations, depending on which of the options applied, a system of showing credits [in red] on prepaid letters and debits [in black] on those with the postage unpaid was introduced. These accountancy marks are found on virtually all letters between the two countries from 1848 until the late 1860s.

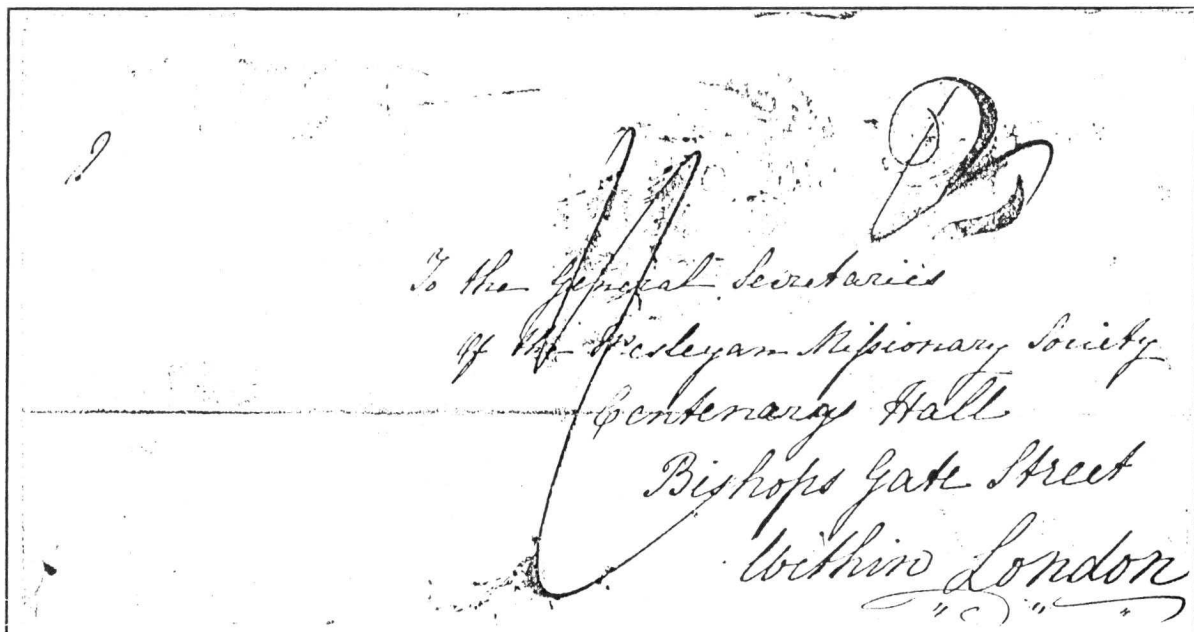
Thus when the Canadian Post Office was established as a separate entity in 1851, a similar system of accounting marks was introduced by the GPO London for letters to and from British North America. While those used on US - UK correspondence were in CENTS, all used on BNA - UK letters were in Sterling. The apportionment of postage was as follows:

	<u>UK Inland</u>	<u>Packet</u>	<u>US Transit</u>	<u>BNA Inland</u>	<u>Total</u>
<u>Closed Mail via U.S.</u>					
1851 - March 1854	2d	8d	2d	2d	1/2 Stg.
From March 1854	1d	4d	2d	1d	8d Stg.

Direct Mail

1851 - March 1854	2d	8d	—	2d	1/- Stg.
From March 1854	1d	4d	—	1d	6d Stg.

The British showed the debits and credits, instead of the total postage, for about five years, while the Canadians were very casual about showing them even at the start. As a result, relatively few Canadian accountancy handstamps have been recorded. There are only four shown in the Study Group Handbook, and a fifth was shown in the January 1989 [No. 10] Newsletter. Here is a sixth, to which I have assigned F.16 as the identifier.

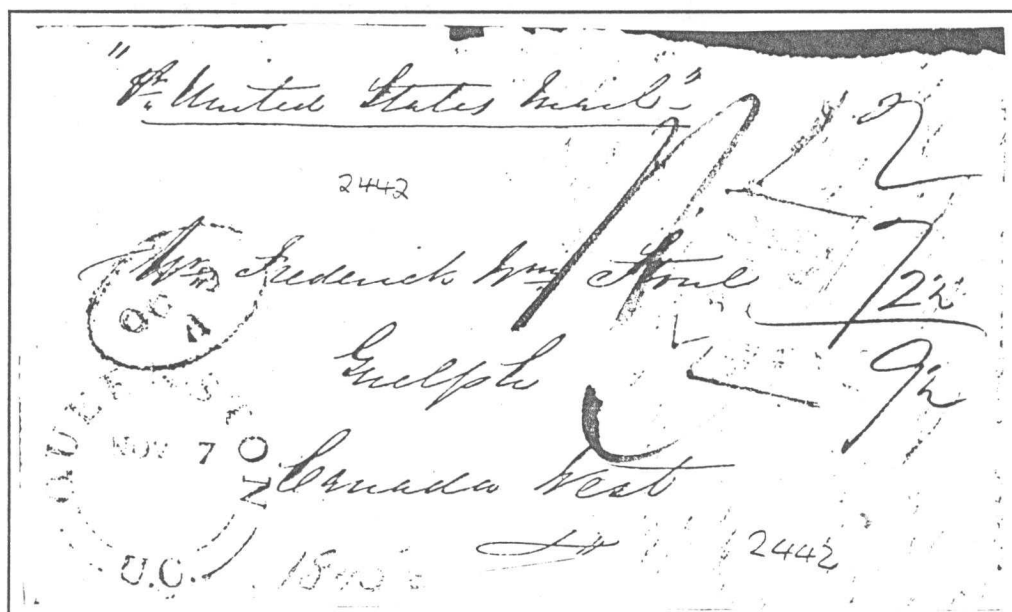


This was on an unpaid letter from W. Ourcombe, Halifax dated 2 October 1851, which was struck with a '2' to show the Canadian debit and put in a closed bag for London. The *Europa* [23rd voyage] sailed with the letter on the same day and arrived at Liverpool on 11 October. Backstamped at London on the next day, where the '2' was deleted and 1/- written in manuscript to show the postage due in sterling.

The handstamp was illustrated in *The Postal History of Nova Scotia and New Brunswick* by Jephcott, Greene and Young in Figure 402 on page 310.

INCORRECTLY BAGGED

A West German correspondence recently sent me the photograph shown below seeking an interpretation of the rate markings. It proved to be particularly interesting as it reflects some judgment on the part of the Queenston postmaster.



This letter was mailed in London on 8 October 1845 with 1/- Stg. packet postage prepaid. Being marked 'pr. United States Mail', it was put in the Boston bag, instead of the closed bag for Toronto. Carried by the *Caledonia* [26th voyage] from Liverpool on 19 October and arrived at Boston on 3 November, where it was treated as a ship letter and rated 12 cents postage due to the Canadian border [2 cents ship letter fee + 10 cents U.S. postage]. Date-stamped at Queenston on 7 November, where the 12 cents was converted to 7d Cy., and, recognizing that it was a packet letter, only an additional 2¹/₂d Cy. Canadian postage was added for a total postage due of 9¹/₂d Cy. If it had been a cross-border letter mailed at Boston, the Canadian postage would have been 7d Cy.

BNAPEX 1989

My wife and I are planning to be in Hamilton, Ontario for BNAPEX next month and shall look forward to seeing some of you there. I do not know whether there will be a scheduled meeting of the Study Group during the show. My experience with meetings since the Study Group was established has been that there was always a conflict with one or two other group meetings, so

that our group meeting was always rather thin. When asked if I wanted to schedule a meeting, I pointed out the problem and left it to the Coordinator to fit one in, if there was a space. At the same time, I suggested to him that we could always arrange something at the time, if there was a desire on the part of group members to congregate.

So I look forward to seeing some of you at tables in the bourse, if not with a glass in your hand or in a meeting!

NEW MEMBER

I should have recorded our newest group member in the March newsletter. When I was at ARIPEX in January, Michael Laurence, the editor of *Linn's Stamp News*, expressed an interest in our subject and joined up on the spot.

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