

# TRANSATLANTIC MAIL STUDY GROUP

of the

British North America Philatelic Society

Newsletter No. 15

December 1989

## IN MEMORIAM

For the first time since the Study Group was created, we must mourn the death of one of its members. As a latecomer to BNAPS [only five years ago], my sole contacts with Ed Richardson were at the successive BNAPEX meetings Celia and I have attended since then. From these brief encounters, I appreciated his interest and grasp in BNA postal history, and from others I learned of all that he had done to further the hobby.

When the Transatlantic Mail Study Group was established at the Calgary meeting, Ed was among the first to contact me and extend his personal support, and thus was among the group's founding members. While he

did not contribute any notes for the newsletter, he was one of the few who told me how much he enjoyed each issue every time he saw me at a meeting.

Time waits for no man, and we are left to mourn the loss of Ed Richardson and to extend the collective sympathy of those group members who knew him to his family.

Living in Bermuda, mail often takes much longer than it should to reach me, as a result I only learned of Ed's passing as I was preparing the last newsletter for mailing. Hence this belated acknowledgement of our indebtedness to a great postal historian.

## COLLECTION OF PHOTOCOPIES FOR THE LIBRARIAN

In a sense, several things coalesced at BNAPEX 89, which I for one was heartily prepared to support. As group members are already aware, parts of my BNA and US transatlantic cover collections have been published in soft cover as reference material - the most recent being the Study Group Handbook No. 2.

At Hamilton, I gave my exhibit the title of *The Unusual in Transatlantic Stampless Mail in the Age of Steam* and showed a number of seemingly commonplace covers, which reflected something unusual - a shipwreck, missed mail, strange routing, and the like. As this approach to exhibiting was in itself unusual, I asked

the jury at their critique whether it had any merit.

The major comment was that the exhibit contained too much for a jury to digest, while the chairman said that he would like to have a copy for leisurely study. I agreed to provide a photocopy. However at the annual meeting, it was announced that the board had agreed to support the idea of BNAPS members supplying photocopies of their exhibits to the Librarian, who would make copies available at a nominal cost, I sent Clinton Phillips photocopies of the exhibit, instead of the jury chairman.

I think this is a great idea. Having initiated Jim Hennok's series some years ago, I was delighted when the U.S. Philatelic Classics Society started doing this several years ago, as I was able to get copies of two outstanding transatlantic collections.

They now have a catalogue of 20-30 collections at prices depending on the number of pages. For those who may be interested, there are one or two crossborder collections in the USPCS list.

## MAILED IN THE UNITED STATES

While there are many transatlantic covers, which were carried privately across the ocean to be either mailed on arrival or delivered privately, relatively few exist which were taken across the American border for mailing. When this was done, it was obviously to speed the letter on its way.

My first letter was from George Emslie, Hamilton, U.C. dated 19 November 1849 and carried privately to New York, contrary to postal regulations, and mailed there. Being unpaid, it was struck with an encircled '5' to show the U.S. debit, and carried from there by the

*America* on 28 November. It arrived at Liverpool on 12 December, where it was backstamped with an 'AMERICA' datestamp and rated 1/- Stg. postage due. It was backstamped at Aberdeen on 13 December.

The next two letters, which were from Chippewa [Niagara Falls], U.C. dated 13 January 1853 and 12 January 1856, were taken across the Niagara River for mailing, probably because their transit to Boston would be faster.

The first of these was mailed at Niagara Falls, N.Y. on 15 January and rated 48 cents postage due as a double weight letter. At Boston, it was struck with an encircled '10' in black to show the U.S. debit. It was carried by the Cunard *America* from Boston on 19 January in a closed bag for London and reached Liverpool on 31 January, and was backstamped at London later the same day and charged 2/- Stg. postage due.

where it was backstamped on 18 January with 'BOSTON/AM. PKT', struck with a large black '21' to show the U.S. debit, because the *Cunard Canada* had left Boston two days earlier and the next Cunarder was not due to sail until 30 January and there was a Collins steamer leaving the New York the following day. Having been put in a closed bag for London, the letter was carried by the Collins *Atlantic* from New York on 19 January and reached Liverpool on 31 January. It was backstamped at London on the next day and charged 1/- Stg. postage due.

The second was mailed at Suspension Bridge, N.Y. on 14 January and rated 24 cents postage due. It was sent to Boston as directed at the top,

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Francis Edmond Esq

Aberdeen

Scotland

North Britain

per R.M. Steamer 1st January

Charles H. Turner Esq

Rocks Nest

Godston

London

NIAGARA FALLS  
JAN 15  
N.Y.

10

Royal Mail Steamer "Beagle"

21

24

Charles H. Turner Esq

Rocks Nest

Godston

London

England

BRIDGE  
JAN 14  
N.Y.  
SUSSEX

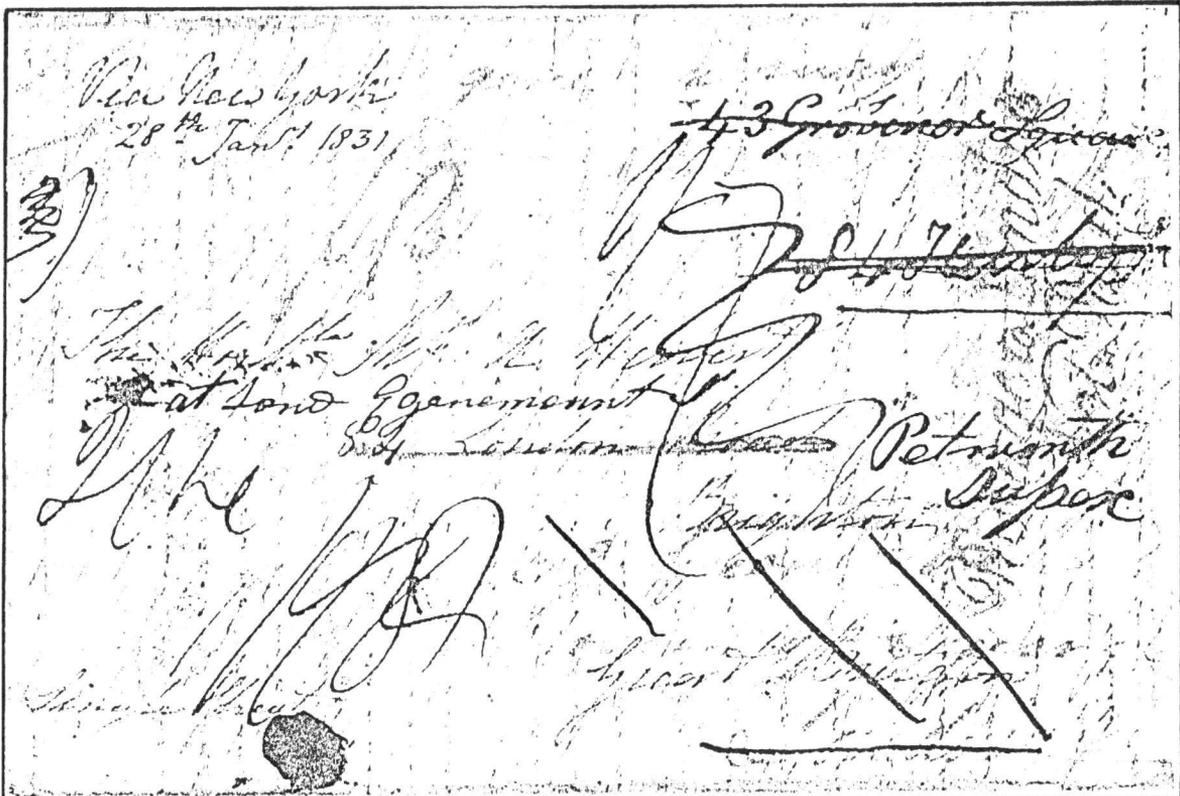
AN UNUSUAL MARKING ON A REDIRECTED LETTER

A West German correspondent, who is not a study group member, recently sent me a coloured photocopy of the letter illustrated here, with a query about the 'Postage to London/Not Paid'.

The letter was mailed at Montreal on 29 January 1831 with the postage paid to New York. It was carried by an American sailing packet, probably the 16 February *Black Baller* to Liverpool, where it was back-stamped with a boxed 'SHIP LETTER/LIVERPOOL', rated 1/7 Stg. postage due, and forwarded to London in error, as the address 84 London Road, Brighton had been misread.

At London on 7 March, the error was noticed and the postage increased to 1/8 Stg., which was what it should have been in the first place, and presumably the 'Postage to London/Not Paid' struck at the same time. This handstamp is identified in *British Postmarks* by R.C. Alcock and F.C. Holland [Fig. 649] as having been in use in London by 1807 on redirected letters where there was an extra charge.

On the following day at Brighton, it was readdressed to London and charged an additional 8d Stg., as if it were a newly posted letter, making the total postage due 2/4 Stg. The subsequent readdressing in London did not increase the postage.



Postage to London  
Not Paid

## SOLDIERS' RATE COVERS

Allan Steinhart has provided these four soldiers' rate covers to show the variety to be found in them.

The first was from Kingston, U.C. to Guernsey, Channel Islands. He notes that most such letters in the stampless period originated in Montreal, Quebec, and this is the first one he had seen from Kingston. or Halifax. It was from a private in the 2nd Bn., The Rifle Brigade and is laid out in the proper format, with a

Kingston datestamp of 28 September 1851 and 'PAID' and '1' handstamps, all in red. It was backstamped at Quebec on 2 October as a transit mark, as it did not go by the usual closed bag from Montreal via New York or Boston, because it was going by the 1d concession rate without the U.S. transit charge being paid. It went via Halifax, which is very unusual at this period and was carried by the *Canada* from there on 15 October.



The second cover was mailed on 27 July 1844 in Montreal to a company sergeant of the 1st Bn., Royal Artillery at Woolwich. It was marked 'Prepaid' and 'P 1' in manuscript to show the 1d rate and sent in a closed bag to Halifax, whence it was carried by the *Hibernia* on 3 August and arrived at Liverpool on 13 August.

On delivery, it was readdressed to Dundee, Scotland and struck 'PAID' at London. There was no additional charge for the forwarding, which was probably incorrect. Allan notes that letters to a soldier at the concession rate are much scarcer than from soldiers.



The final cover was from a soldier of the 8th or King's Regt. of Foot from Halifax, Nova Scotia and was dated 8 January 1810, which is very early for a concession rate cover from B.N.A. It has a manuscript '1' on the front and a two-line Halifax

JAN 8 backstamp. As the Falmouth packets did not call at Halifax during the winter months and this letter reached London on 11 February, it must have been carried by a returning naval vessel to Portsmouth.



### GENERAL NOTES

As I mentioned in the last newsletter, I had a cataract removed from my left eye and received a plastic lens implant. This was done at the Toronto Western Hospital on 2 November and was a complete success. I have to wait for two months for the eye to stabilize, so will be checked for new glasses immediately after the New Year. Even without new glasses, the vision in the eye has been quite remarkable.

Now after much travelling during the past six months, we shall be staying in Bermuda until LONDON 90

in May, unless something comes up to take us away again. I would like to be able to say that there will be bimonthly newsletters. However, I have not received a single contribution from a study group member in many months and, with this newsletter, I have used the last of Allan Steinhart's many notes. So until I get something from some of you, there will be no next newsletter. I am currently writing for four different publications about my collection and do not intend to have this newsletter just another of my own editorial effort.

## NEW MEMBERS

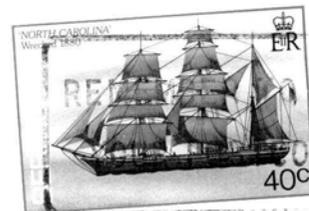
Four additional members joined our study group during 1989 and are listed below:

John T. Nugent, Meriden, CT  
Robert Alary, Anjou, PQ  
J. Don Wilson, St. John's, NF  
Eugene M. Labiuk, Mississauga, ON

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My Best Wishes To All Of You For 1990 - Jack Arnell

From Dr. J.C. Arnell  
P.O. Box HM 1263  
Hamilton HMFX  
Bermuda



Clarence A. Stillions,  
5031 Eskridge Terrace NW,  
Washington, DC 20016,  
U.S.A.

VIA AIR MAIL