

TRANSATLANTIC MAIL STUDY GROUP

of the
British North America Philatelic Society

Newsletter No. 22

May 1991

HERE AND THERE

Since the last newsletter, I have been to ROYAL 91 ROYALE at Pointe Claire, Que. in April and ORAPEX 91 at Ottawa at the beginning of this month, exhibiting at both. The latter show included a literature competition for the first time, and I was asked to submit some Group publications. While I would have liked to enter the first handbook, it was excluded by date of publication, so I entered the second one, which was only the reproduction of 160 of my album sheets of transatlantic letters, augmenting the Hennok original Postal History handbook. Somewhat to my surprise, it was awarded an RPSC Silver Medal. The 1990 newsletters received an RPSC Bronze Medal. The level of the awards is of no moment, for the purpose of exhibiting these publications was to publicize

the Study Group and introduce the fascination of early postal history of a new generation of collectors. I showed two different collections of my covers at the two exhibitions and was awarded an RPSC Gold Medal for each.

The combination of ORAPEX exhibits must have had some impact, for I left Ottawa with two new group members:

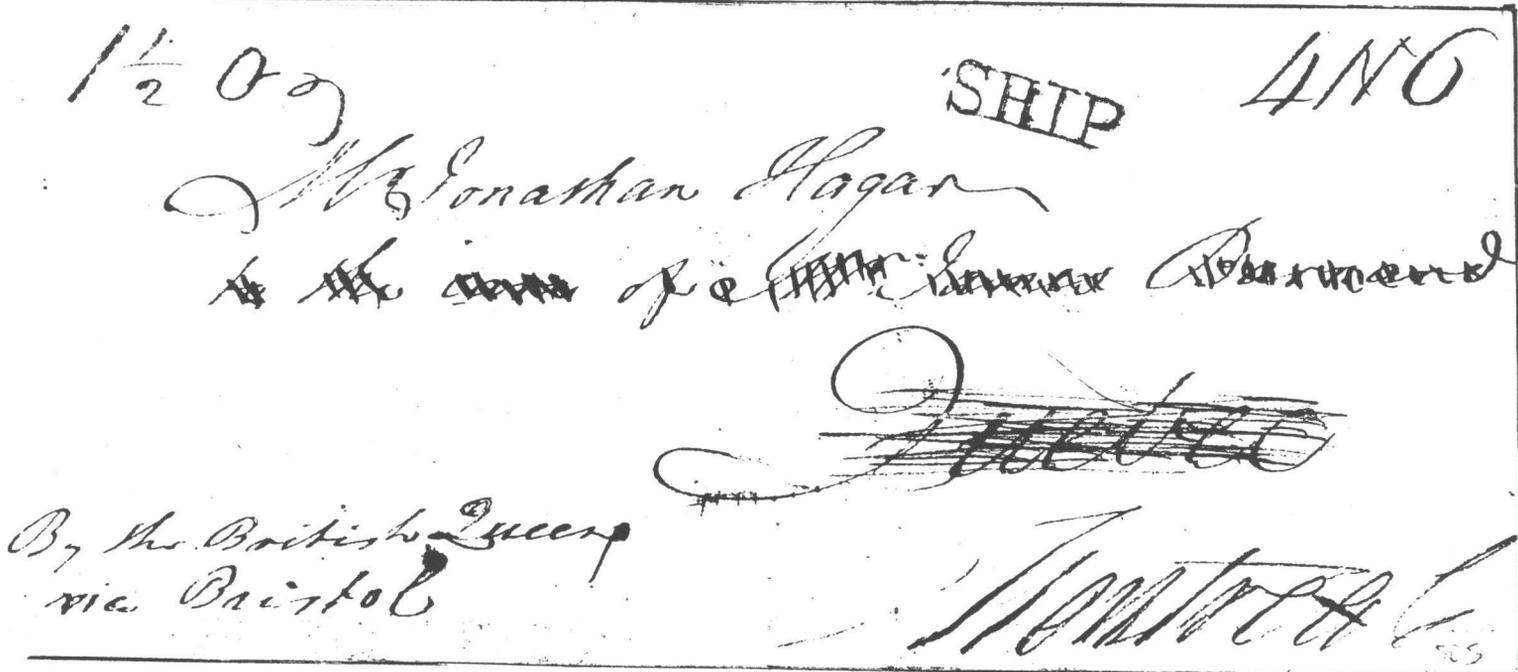
Eric Manchee

Ron Saint.

However at the same time, I must report the first resignation from the group. Allan Crane, a new BNAPS member who joined last June, wrote recently to say that he had misunderstood the meaning of 'Transatlantic Mail' and that, as a collector of Newfoundland Pioneer Airmail covers, found our subject matter predated his area of interest. This is understood.

A NEW SHIP LETTER HANDSTAMP (?)

Allan Steinhart sent in this 1804 cover from Great Britain addressed to the care of Mr James Barnard, Quebec, with the direction: 'By the British Queen via Bristol'.



Mr B will please forward
this soon as he can

QUEBEC
SEP 20 1804

There is an endorsement on the back: 'Mr B will please forward this soon as he can'. It was backstamped at Quebec on 4 September 1804. The question now arises as to where and when were the 'SHIP' strike and the postage due applied?

The letter weighed 1½ oz. or a six-fold rate, which for Quebec to Montreal was 6 x 9d = 4/6 Cy., as shown at the upper right. As

there is no ship letter fee added to this, it might be concluded that the letter was mailed at Quebec, rather than entered as a ship letter. However, there is the 'SHIP' strike. Allan suggests that this was struck in error, as it has signs of a partially erased pencil obliteration, and the letter was smuggled into Quebec and mailed there.

HANDSTRUCK MARKINGS CAN BE CONFUSING

Some of you may have read Michael Madesker's welcome in the programme for the ROYALE * 91 * ROYAL meeting at Pointe Claire in April in which he discussed the early markings used to show whether postage had been prepaid or not. These were:

Franco, Payé, P.P. and P.D.

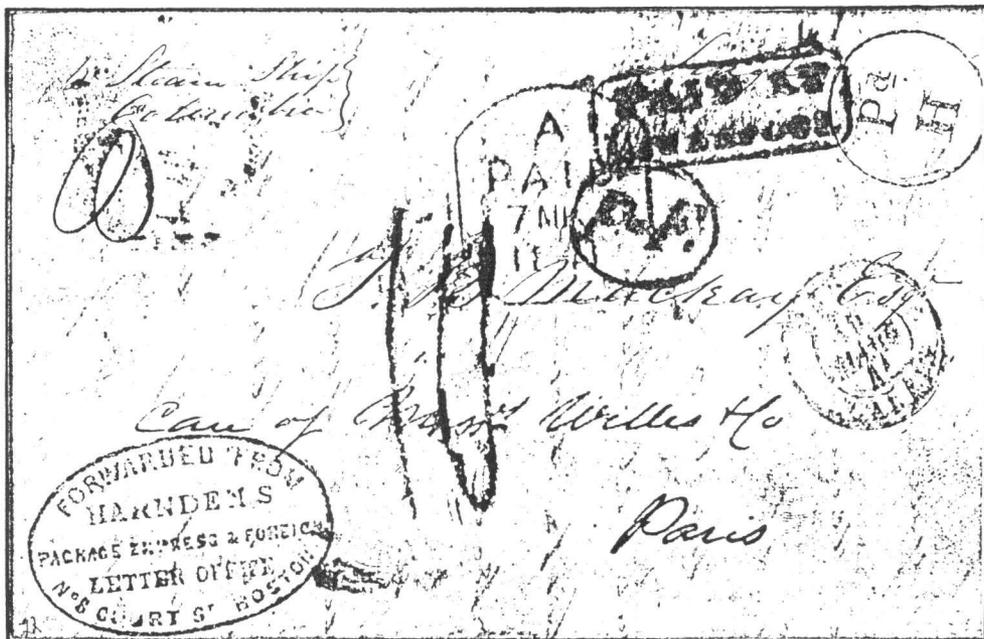
The first three, he had interpreted correctly as free of additional charges or 'paid', but he stated that 'P.D. (port destinaire)' was equivalent to collect or 'postage due'.

When I saw him there, I questioned the source of this information, as it was contrary to my understanding of the marking. He subsequently sent me a photocopy of a page from a philatelic dictionary of some kind by Douglas

& Mary Patrick, which stated that 'P.D.' was a French postal marking indicating mail that had been sent 'collect'.

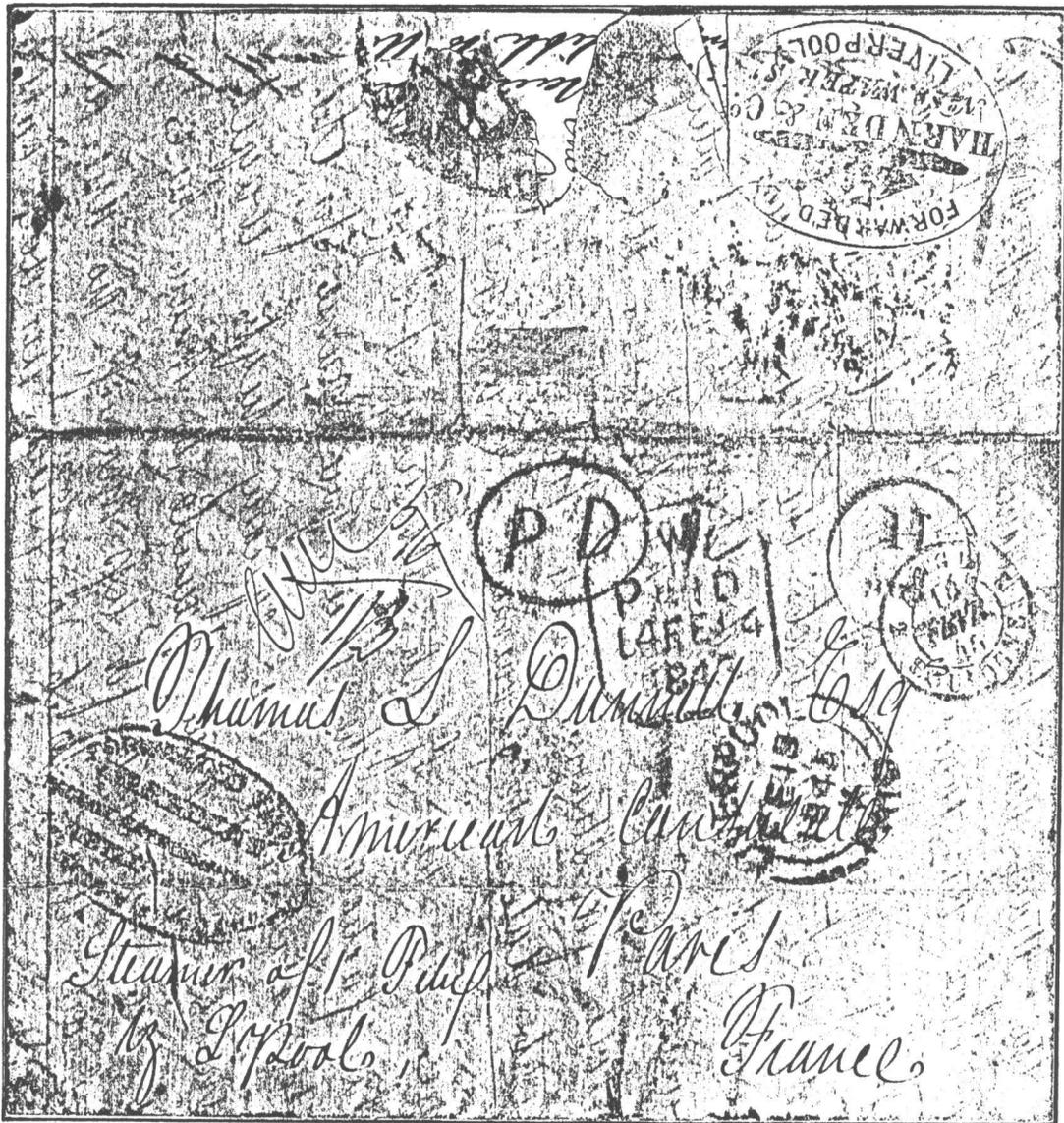
Knowing that it meant 'Paid to Destination', I confirmed this in Cimon Morin's Postal Museum Library on Laurier Street in Ottawa, and Allan Steinhart has since given me photocopies of relevant pages from his definitive reference to such markings with the same information. So that group members may be clear about these markings, I am including pertinent information and examples of use here. They come in a number of forms and shapes—manuscript and handstruck. Unfortunately, I only have an example of one of them on a France-BNA cover, so have to use US-France examples.

The cover below was written at Boston on 20 February 1841 and delivered privately to William Harnden's Boston express office, where it was packaged with similar letters and sent by the Cunard *Columbia* from there on her return maiden voyage to Liverpool for forwarding by the Harnden Liverpool office, where ongoing postage could be paid.



It was mailed with 10d Stg. postage to Calais prepaid. On arrival at Calais, it was datestamped, struck with an encircled 'P.F.' (*payé jusqu'à la frontière* - paid to the frontier) and rated 10 décimes inland postage to Paris due.

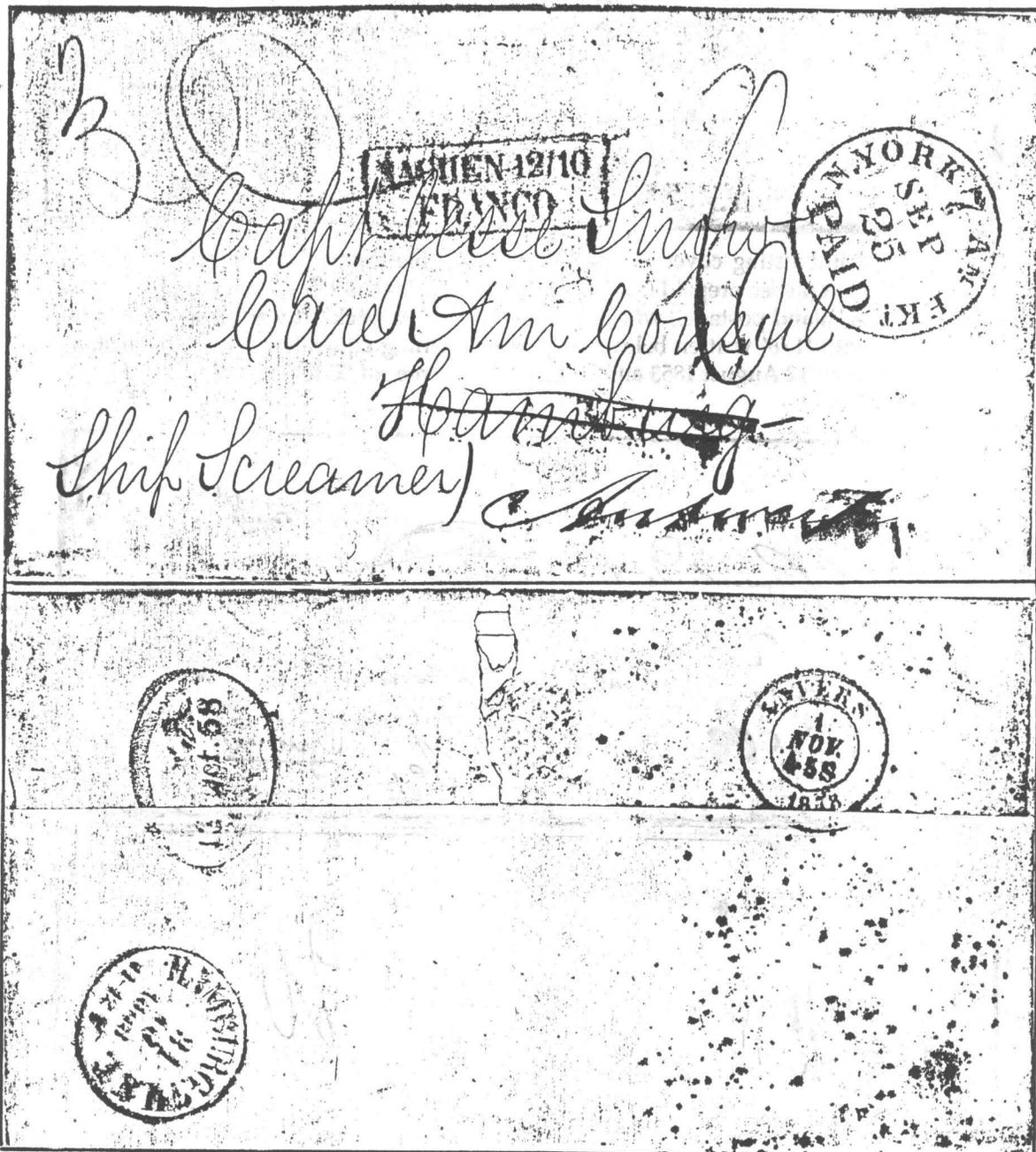
The second cover was written at Pawtucket, Rhode Island on 30 January 1845 and handled in the same way as the first, travelling on the return maiden voyage of the Cunard *Cambria* from Boston to Liverpool. In this case, the Harnden Liverpool office prepaid the full postage of 1/3 Stg., including the 10 décimes (5d Stg.) French inland postage. It was landed at Boulogne, where it was struck with an encircled 'P D' (*port payé jusqu'à destination* - paid to destination).



The third cover was mailed at Dixmude on 8 May 1852 with the postage prepaid to Boston via Cunard from Liverpool (16 décimes?). It was struck with a boxed 'P.P.' (*port payé* - postage paid) and a boxed 'PD' (*paid*), presumably for the benefit of the British post office. It was carried by the *Cambria* from Liverpool to Boston, where it was datestamped with a 'BR PACKET BOSTON 5' in *Black* to show 5 cents inland postage due.



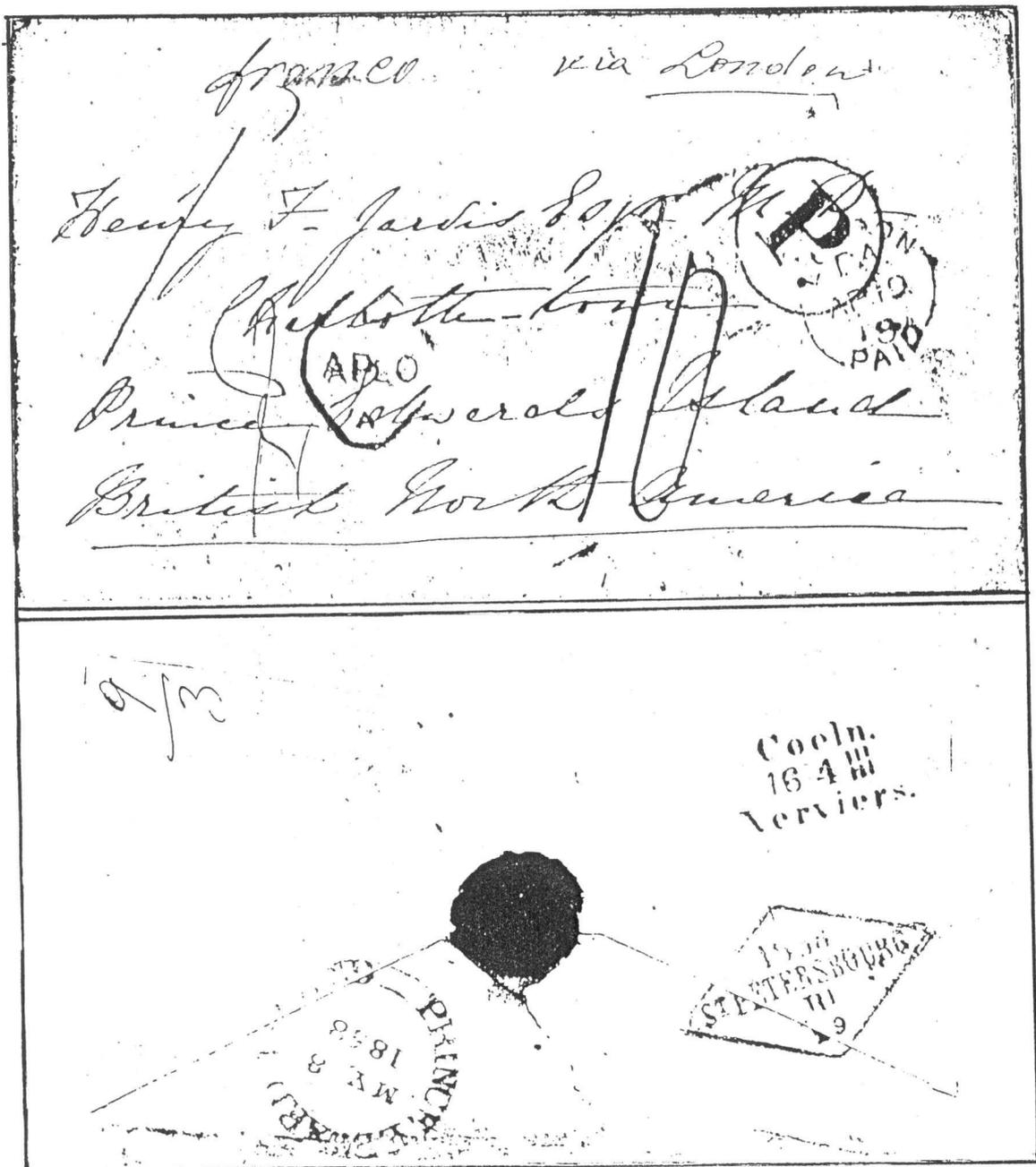
The final letter was mailed at New York with 30 cents postage prepaid (manuscript at upper left) and datestamped 'PAID' on 25 September 1858—the '7' in the datestamp is the Prussian credit. It was carried by the Inman *Vigo* from New York on the same day to Liverpool and reached London on 11 October in a closed bag for Aachen, where it was struck with a boxed 'AACHEN 12/10 FRANCO' (free or paid) and rated 3 silbergroschen inland postage to Hamburg. There is an oval receipt backstamp (US Consulate ?) on 13 October. The letter was obviously held to establish the whereabouts of the *Screamer*, as it was readdressed to Antwerp (Anvers) and remailed on 31 October with 6 silbergroschen (?) postage due. Backstamped at Anvers on 1 November.



ONLY KNOWN RUSSIA-P.E.I. STAMPLESS COVER

Allan Steinhart sent this photocopy with a note that it is the only recorded stampless cover between Russia and Prince Edward island. It was mailed at St. Petersburg on 29 March 1858 (Old calendar) with 10 roubles postage prepaid and was marked 'franco'. It was sent overland to London. On the way, it picked up a blue ink manuscript 'fr' (Prussian franco), and a red encircled 'P.' (paid) at

Aachen. It was backstamped at Cöln Verviers on 16 April, and struck with a 'PAID' at London on 19 April—both in red,—and with a Liverpool packet office lozenge on the following day. Carried by the Cunard *Europa* to Halifax, it reached Charlottetown on 8 May, where it was backstamped with 'PRINCE EDWARD ISLAND'.

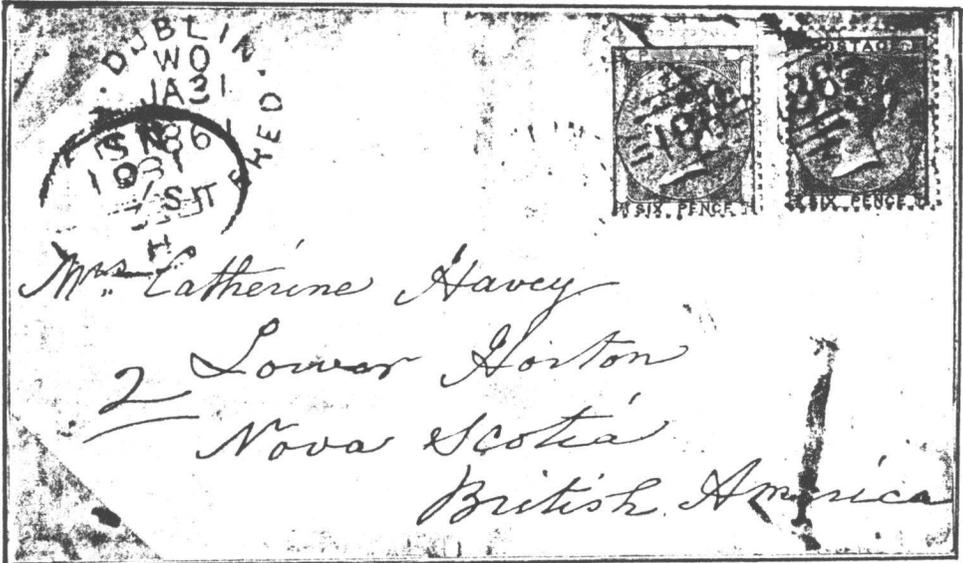


REGISTERED LETTERS FROM IRELAND

At last other group members are sending me material for the newsletter to add variety to the fare. Among several covers from his collection, Gene Labuik has sent the following two which reflect the change in Registration Fee from 1856 to 1866.

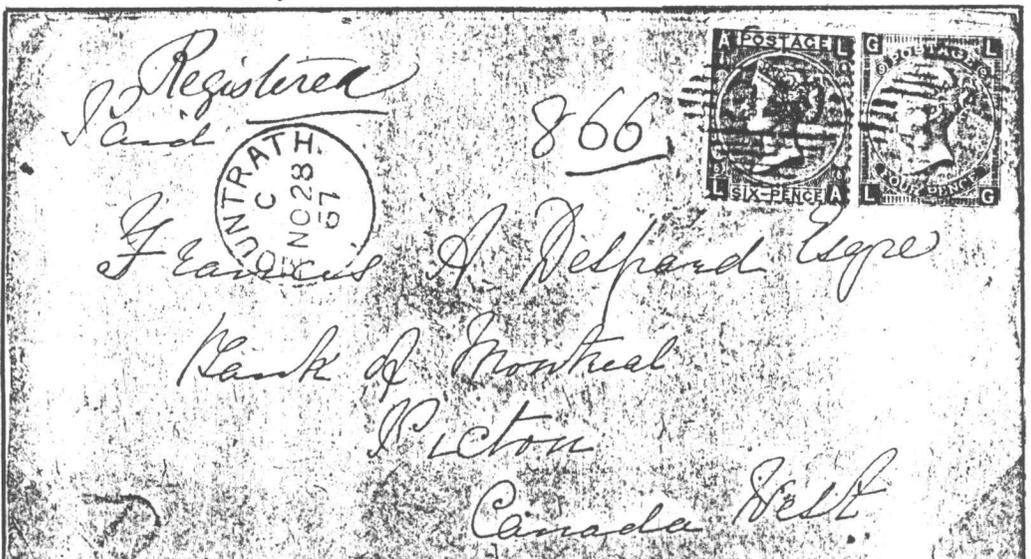
The first was mailed at Dublin on 31 January 1861 with the 6d Stg. packet postage via Halifax (Mar 54) and the 6d Stg. registration fee (Jan 56) prepaid with adhesives. He notes that the 'W.O.' in the DUBLIN REGISTERED datestamp stands for 'Window Officer', i.e. the clerk who served the public through a window in the side wall of the post office.

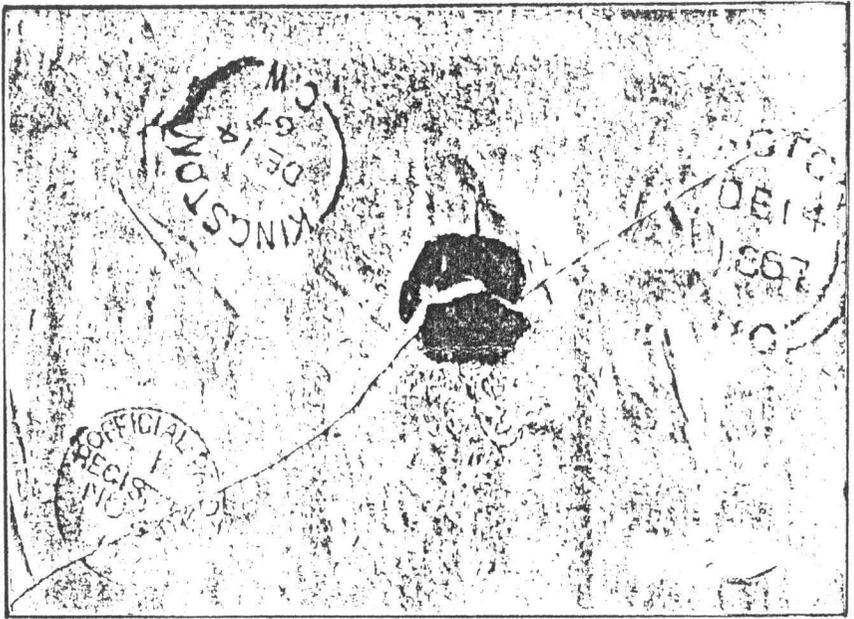
The letter was also struck with a large '1' to show the Canadian credit. It was sent in a closed bag for Halifax by the Irish mail packet to Liverpool, whence it was carried by the Cunard *America* on 9 February to Halifax on 22 February, where it was struck with the Halifax packet office oval.



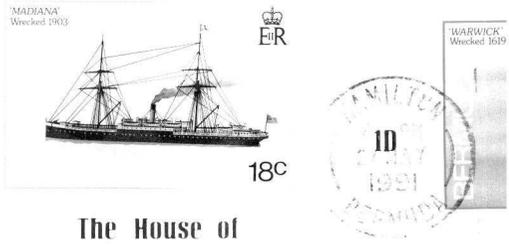
The second cover was mailed at Mountrath on 28 November 1867 with the 6d Stg. postage by Canadian packet via Portland, Me. (Jun 56) and the 4d Stg. registration fee (Feb 66) prepaid with adhesives. It was backstamped with the only known strike of the OFFICIAL PAID REGISTERED Dublin datestamp in red. Gene notes that these datestamps were to have the name of the city included, with

London and Dublin being the only exceptions. At Dublin, the letter was put in a closed bag for Kingston, C.W. and sent to Londonderry to connect on the next day with the *Allan Belgian* from Liverpool. The steamer arrived at Portland on 12 December and the letter was backstamped at both Kingston and Picton on 14 December.





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