

TRANSATLANTIC MAIL STUDY GROUP

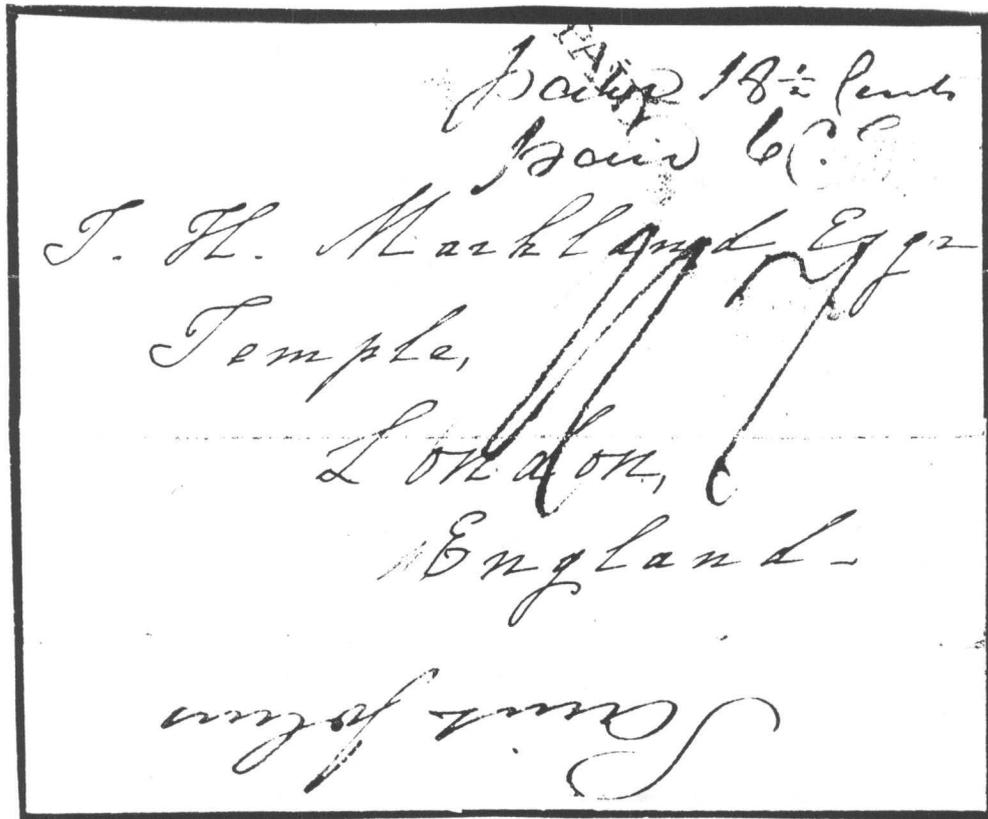
of the
British North America Philatelic Society

Newsletter No. 34

Jack Arnell, Chairman

May 1993

WHAT WAS THE ROUTE OF THIS LETTER?



The above cover, which is the outer sheet of a letter written by W.D. Baldwin, St. John, L.C. on 7 April 1824 was reproduced on page 38 of Earl Palmer's Cross-border Mail Collection, published as No. 2 in Hennok's Series of Postal History Collections.

It shows that 6d. Cy. inland postage to the Lines and 18¹/₂ cents U.S. postage to New York were prepaid when the letter was mailed at St. John—all three notations being in red manuscript. In commenting on the 6d. charge, Palmer stated:

This was actually the special rate between Montreal and the lines, but was apparently applied in this case even though St. Johns was approximately half way between Montreal and the lines, thus entitling it to a rate 1¹/₂ d. less if rated by distance.

I have since acquired this cover and in the course of writing it up for mounting, I con-

cluded this was an incorrect conclusion for two reasons. In the first place, at this period 6d. Cy. was the minimum postage, as Montreal had been adding a 1¹/₂d. Cy. border transfer fee since 1815; but there is a second point to consider, and which is the reason for the question at the top.

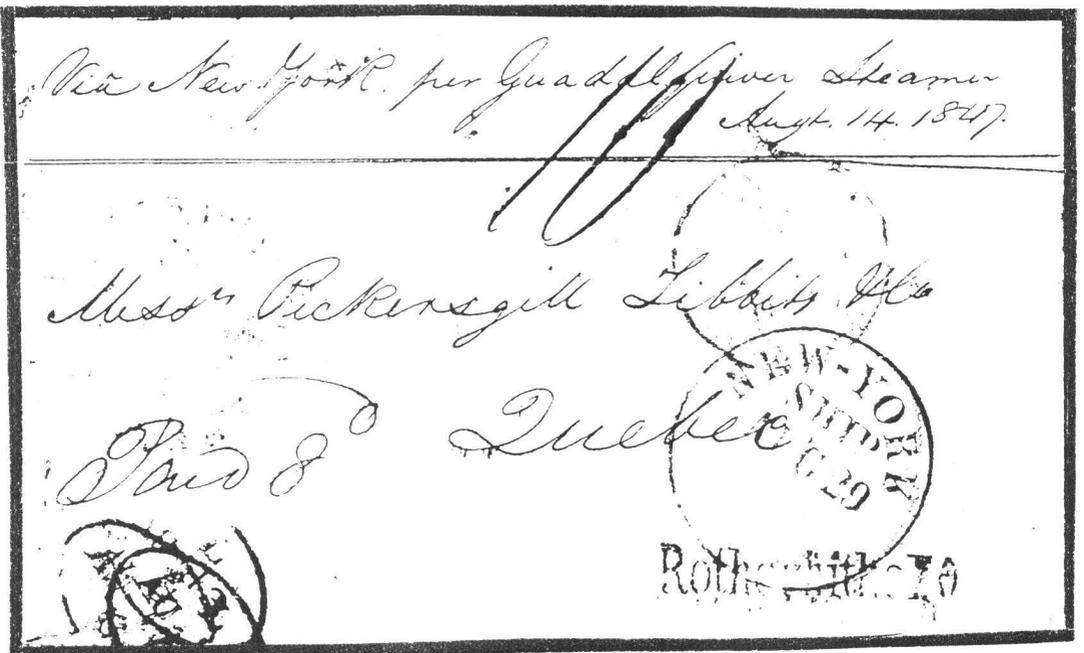
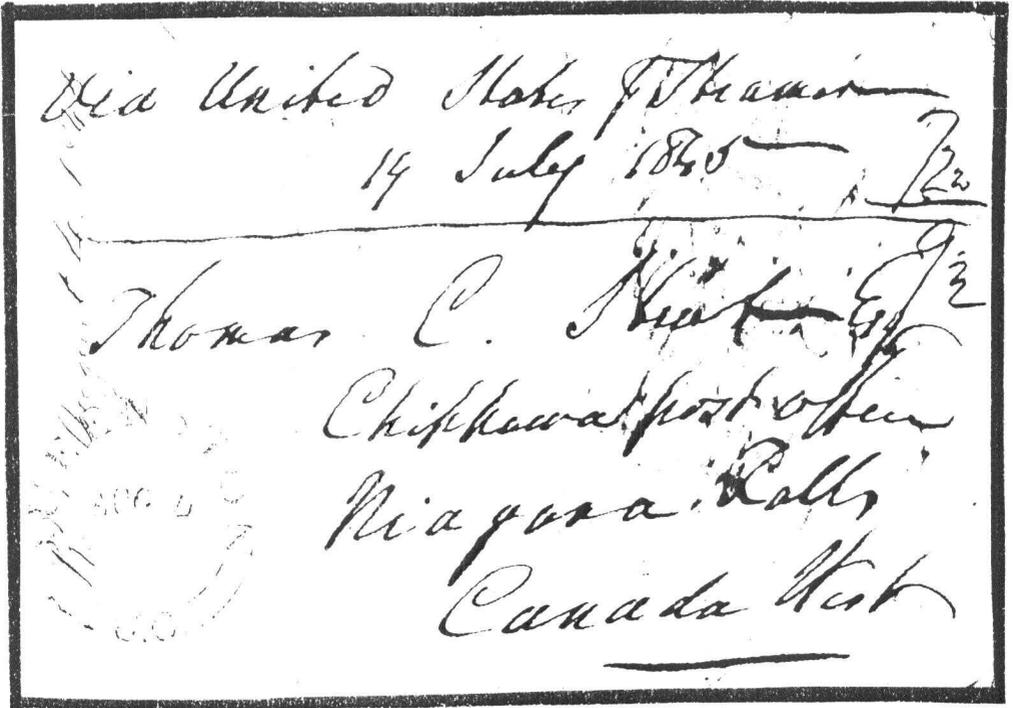
The manuscript 'paid's are overstruck with a 'PAID' stamp in black. Obviously the St. John way office did not have any handstamps, otherwise one would have been used in the first place. This 'PAID' must have been struck in Lower Canada before the letter crossed the border, and the obvious place for this to have occurred was Montreal. Therefore, I think that the letter was sent from St. John into Montreal to be included in the closed bag made up there to go through the U.S. Mail to New York because the courier had no authority to open a sealed bag once he received it.

I NEED MATERIAL FOR THE NEWSLETTERS

I have very little interesting or unusual material for future newsletters, except from Montgomery and Steinhart. Fortunately, Malcolm Montgomery sent me a number of interesting covers, most of which are discussed below. I have been told on various occasions by group members that they do not have anything in their collections worth sending in. Perhaps they are right, but maybe someone can write a short piece on some topic related to transatlantic mail *without illustrations*. Please think about it, because I would like to try and keep to a bimonthly schedule.

DIFFERENT RATES OF EXCHANGE

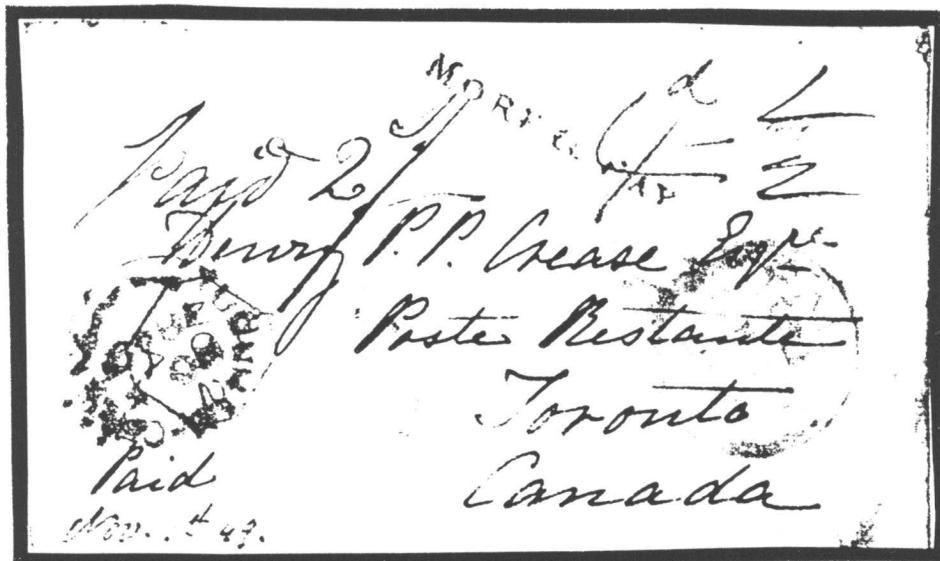
The two covers below were mailed in London on 14 July 1845 and 12 August 1847 respectively.



The first was mailed with 1s. 2d. Stg. packet postage prepaid, shown in *red* manuscript, and carried by the *Cambria* (4th voyage) from Liverpool on 19 July arriving at Boston on 30 July, where it was datestamped with 'SHIP' on the next day and struck with a *red* '12' to show the U.S. postage due. Datestamped at Queenston on 4 August 1845, where the 12 cents was converted to 7d Cy. and 2¹/₂d. inland postage added for a total postage due of 9¹/₂d. Cy.

The second letter had 8d. Stg. prepaid as an outgoing ship letter. It was probably an invoice, or the like, accompanying a shipment from London by the non-contract steamer *Guadalquiver*, (unlisted in Bonsor's *North Atlantic Seaway*) sailing on 14 August 1847. On arrival at New York, it was datestamped with 'SHIP/12' on 29 August. On arrival at Quebec, the 12 cents was converted to 7¹/₂d Cy., so that when the inland postage was added, the total postage due was 10d Cy. One half penny more than the 1845 letter. Can anyone confirm whether there was a change in the exchange rate between 1845 and 1847?

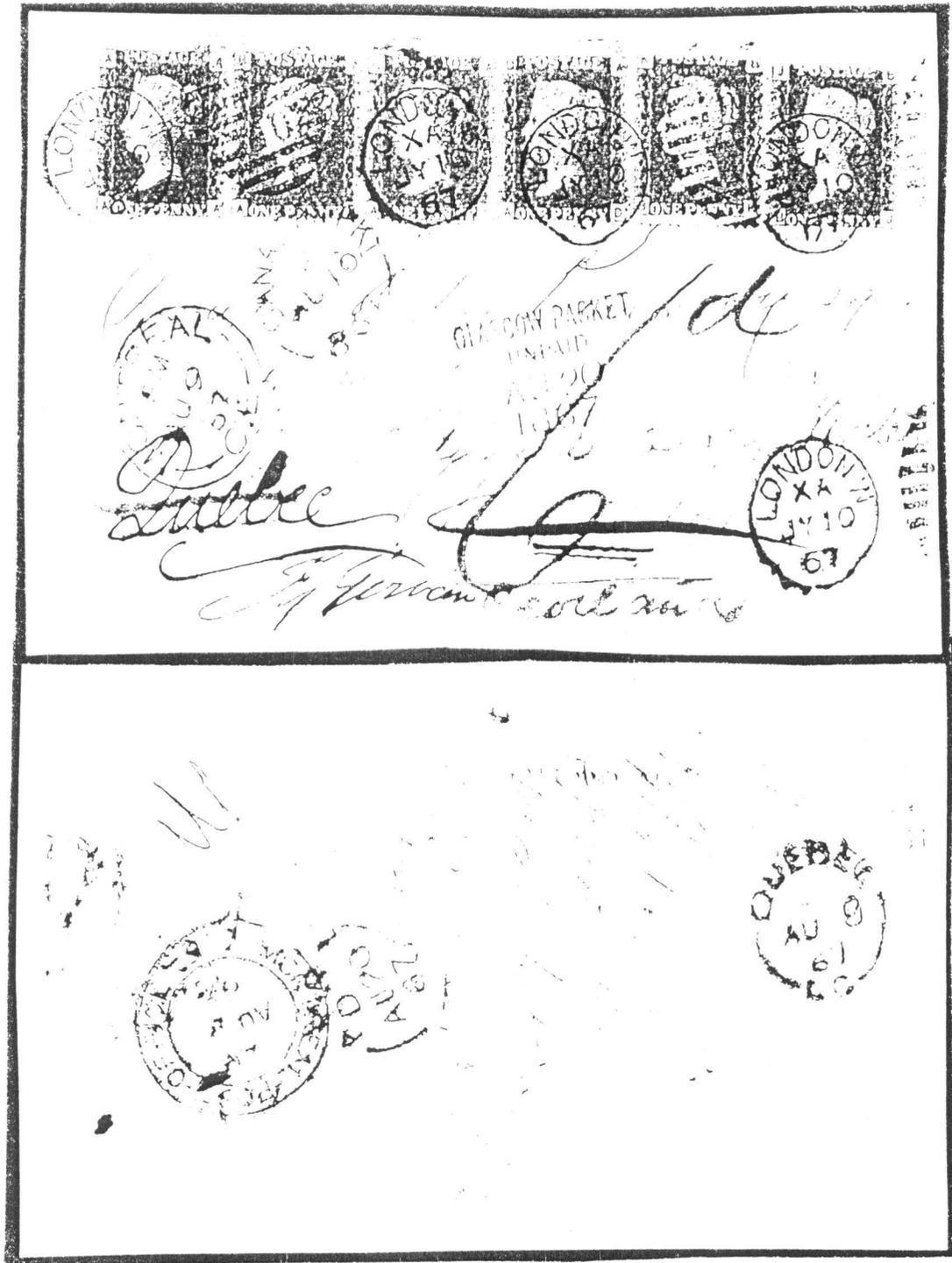
Here is another letter, which appears to have the same rate of exchange applied as the first one above. It is a double packet letter prepaid with 2s. 0d, Stg. at London on 1 November 1849, where it was marked 'MORE TO PAY' to cover the B.N.A. inland postage. It was carried from Liverpool by the *Acadia* (12th voyage) on 3 November in a closed bag for Toronto and arrived at New York on 1 December. At Toronto, the 4d. Stg. double inland postage was converted to 4¹/₂d. Cy., instead of the usual 5d. Cy.



TWO-WAY TRANSATLANTIC LETTER WITH FORWARDING IN BETWEEN

The next letter had quite a history before it came to rest in Scotland. It was addressed to a member of the 78th Highlanders stationed in Canada—I cannot make out where he was supposed to be—it is 'Glen something', and mailed at London on 10 July 1867 with 6d. Stg. packet postage paid with six One Penny adhesives. It was carried by the *Allan Moravian* (23rd voyage) from Liverpool on 11 July and arrived at Quebec on 21 July. There are no arrival handstamps, so it is difficult to know where it went. However, it was back in Quebec on 8 August and sent on to Montreal, where it was backstamped in the morning with a double ring 'MONTREAL POST OFFICE -

C.E.' During the day, it was readdressed to Ayr, Scotland and remailed as shown by the 'PM' datestamp on the front. It was included in the Mails on the *Austrian* (2nd voyage) from Quebec on 10 August, and was sorted that day by the Canadian Ocean Mail Clerk, who struck it with his 'CANADIAN PK^T/E'. Transferred at Londonderry, the Scottish Mail was carried by the Irish Sea packet to Glasgow, where it was datestamped with 'GLASGOW PACKET - UNPAID' on 20 August and rated 6d. Stg. postage due. Backstamped at Ayr later that day and marked 'Try Girvan', where apparently it came to rest.



FREIGHT MONEY COVER - CHATHAM, L.C.

From time to time, I have included Freight Money covers from various B.N.A. towns and Allan Steinhart has sent along yet another, with interesting peripheral information. This letter was written *En Route* to Norway House, Ruperts Land on 29 April 1840. It was written by James Evans (1801-1846)—a teacher, Methodist minister, missionary linguist and

author, who had been ordained in 1833; served at the St. Clair Mission to the Ojibwas from 1834 to 1837; and toured the North Shore of Lake Superior the following year. He was appointed Superintendent of Missions to the Indians in North-west Hudson's Bay Lands on 7 April 1840. The letter reads in part:

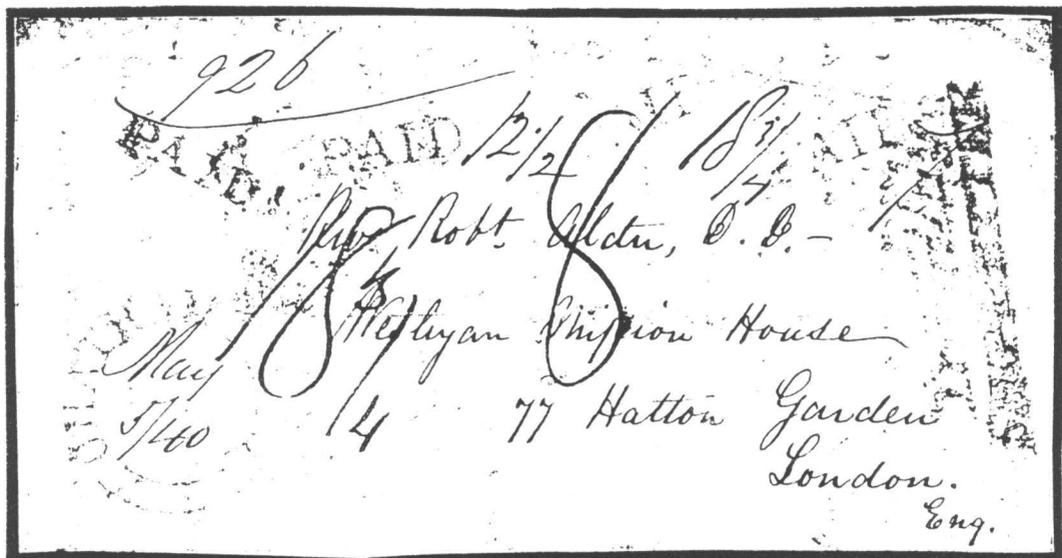
...We should then occupy all the ground above Sault Ste. Marie....I am taking with me one of our native young men who will act as teacher & interpreter...that when we can procure native interpreters & converted men I consider it very important to engage & employ them....Mr. Peter Jacobs at present occupies Rainy Lake Post in the Territory....He is one of our most useful, intelligent, & indefatigable native preachers...most useful...talents are superior....I am now accompanied by Mrs. Evans & my daughter as well as by Mr. Steinhauer native teacher & shall make my way to Norway House with all speed....Address my letters to Norway House care of Wm. Nourse Esq. Sault Ste. Marie, U.C.

The letter was carried by a messenger to Chatham, L.C., where it was mailed on 5 May with 7d. Cy. B.N.A. inland postage, 18³/₄ cents U.S. postage to New York and 12¹/₂ cents Freight Money by American sailing packet prepaid. At Montreal, it was struck with another 'PAID' and '18³/₄' written very much larger beside it. Landed at Torquay, where struck with a two-line 'TORQUAY/SHIP LETTER' and rated 8d. Stg. postage due as a ship letter. It was received in London 3 June.

Allan noted that James Evans arrived at Norway House in August 1840 and that he invented and developed the Ojibwa and Cree-Algonian syllabaries, translating a number of books into Cree. He returned to England in

1846 and must have died shortly thereafter. Henry Bird Steinhauer and Peter Jacobs were native Methodist missionaries and spent many years in the North-west.

This is the first reported Freight Money cover landed at Torquay. While most of these covers went to Liverpool because of the frequency of the New York-Liverpool packets, there are a number of letters addressed to London, particularly from New York, that were sent by the London-bound packets, as this letter was, and therefore landed at the first landfall. I have letters from sailing packets landed at Plymouth, Dartmouth, and Portsmouth.



UNUSUAL USE OF 7¹/₂ CY. HANDSTAMP [E.10]

Here is another Steinhart contribution, which, although it is not a transatlantic letter, is sufficiently interesting to merit inclusion here.

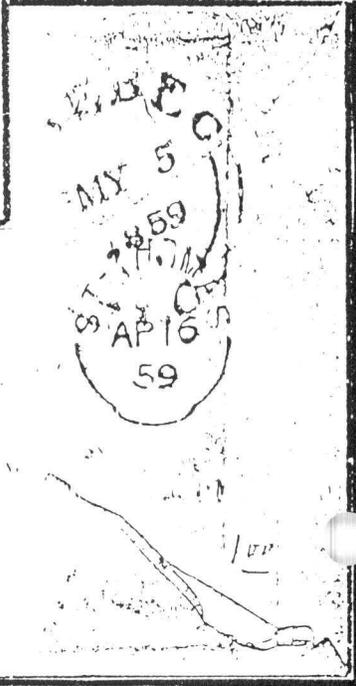
It was mailed at St. Thomas, Danish West Indies on 16 April 1859. It would have been carried by the Cunard mail steamer *Delta* from St. Thomas about 21 April and arrived at Halifax on 29 April, after the steamer called at Bermuda on 25 April for Mail. It was rated 4d. Stg. postage due as an intercolonial packet

letter. Being in a closed bag for Quebec, it was not handled until arriving there on 5 May (backstamp) and then was struck with a 7¹/₂ Cy. handstamp [E.10] postage due (4¹/₂ d. packet postage + 3d. interprovincial postage). It was backstamped at Brantford on 7 May.

The normal use of this handstamp was to show the transatlantic packet rate by Canadian contract packet, viz. 6d. Stg. or 7¹/₂ d. Cy.

BRANTFORD
ST THOMAS
ON

Miss Good
Care of Allen Good Esq
Brantford
Brant County
Canada West
British North America



SHORT PAID with FINE

John Gordon Esq
Miss Gordon Mackay Esq
FINE to a
Canada
Toronto

A
ECCLES
1859



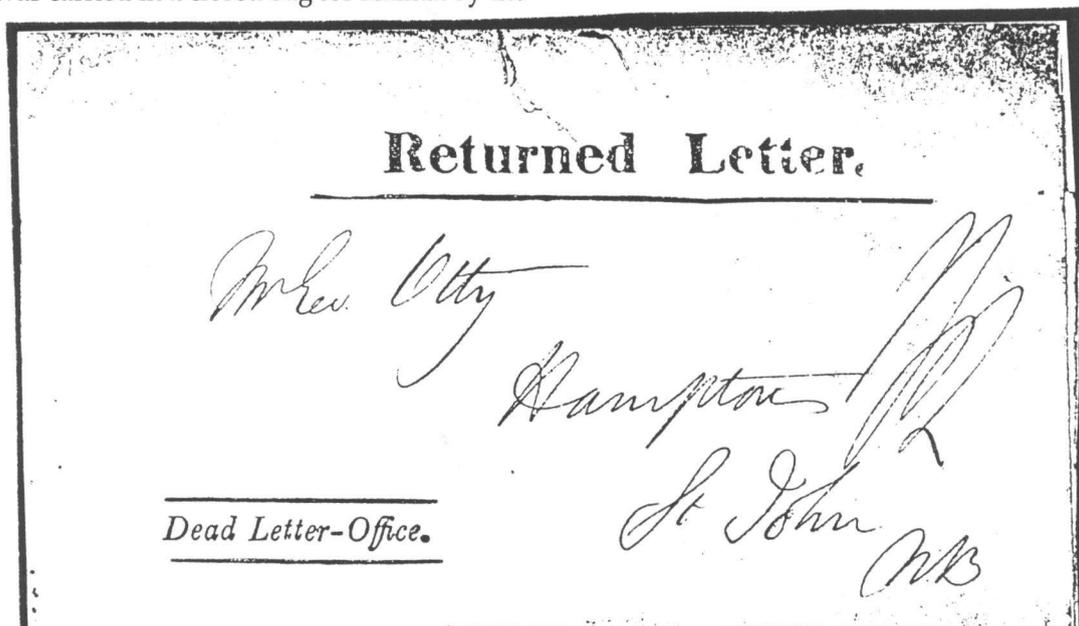
The letter on the preceding page from Malcolm Montgomery was mailed at Eccles on 10 September 1874 with a One Penny adhesive. Probably at Manchester and, if not, at Liverpool, it was struck with 'INSUFFICIENTLY STAMPED' and a two-line 'SHORT PAID/FINE', beside which was shown 2d. deficient postage and 3d. half the unpaid fine.

It was carried by the *Circassian* (12th voyage) from Liverpool on 10 September, and sorted by the Canadian Ocean Mail Clerk on the steamer the same day (backstamp). The *Circassian* arrived at Quebec on 21 September and, being in a closed bag for Toronto, the '10 cts' postage due was applied at that city.

RETURNED LETTER

A wrapper from the Dead Letter-Office, London dated 28 January 1848, enclosing a letter with the printed enclosure reproduced below. Although it was an official post office letter, it was still rated 1s. 2d. Stg. postage due. It was carried in a closed bag for Halifax by the

Hibernia (26th voyage) from Liverpool on 29 January on the second trip to New York since that service was started at the beginning of the year, and arrived at Halifax on 13 February. There is no B.N.A. mark.



GENERAL POST-OFFICE.

THE inclosed Letter not having been delivered for the Reason assigned thereon, was opened here by the Officer appointed by Her Majesty's Postmaster-General for that purpose, and is now returned to the Writer.

W. L. MABERLY,
Secretary.

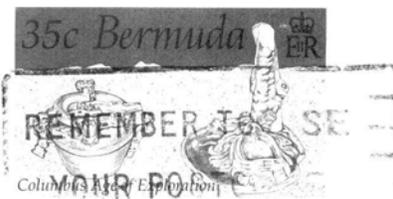
FORWARDING CHARGE

Another Montgomery letter showing the continuation of additional postage on a packet letter being forwarded. This letter was rated 1s. 2d. Stg. postage due and marked to go 'per Packet 1st May. Although Malcolm referred to this as an 1850 forwarding charge, the '1st May' packet must

have been the *Canada* (26th voyage) from Liverpool on 1 May 1852, arriving at Halifax on 11 May. It is surprising that the conversion to 1s. 4d. Cy. is shown in manuscript, instead of one of the regular handstamps in use at the time. When readdressed in Montreal and remailed, 2¹/₂d. Cy. was added for a total postage due of 1s. 6¹/₂d. Cy.

Per Packet 1st May
10
10
2 1/2
10 1/2
10000, Canada

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



AIRMAIL

PRINTED MATTER

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