

TRANSATLANTIC MAIL STUDY GROUP

of the
British North America Philatelic Society

Newsletter No. 41

Jack Arnell, Chairman

July 1994

A CORRECTION

In Newsletter No. 39 on page 4 at the bottom of the second column, I added the suggestion that London, U.C. also had an octagonal Registration hammer. Horace Harrison, who contributed this item, has written to point out that all transatlantic mail from the western areas were consolidated at Hamilton and put in closed bags there for Great Britain as late as the 1880s—and reprimanded me for adding this inaccurate confusing addition. I apologize for making this error.

I arrived at the conclusion that London had become an exchange office sometime around 1850 on the basis of several covers to that city, which appeared to have passed directly there from England, as they had no

transit marks. In fact, in my listing of the hand-struck rate marks, I listed London as having one of the six A.5 encircled '1^s/4^d Cy.' handstamps in 1847; this may be correct, but it does not indicate that London had become an exchange office. As a result of my above confusion, I have found that I had included some of the correspondence, which led to the enlarging of the number of exchange offices for transatlantic mail, in my original manuscript of the *Atlantic Mails*. For some reason, this section was removed during the final editing at the National Postal Museum, Ottawa. This being the case, and as I am not aware of the material being published elsewhere, it is given below.

FURTHER DEVELOPMENT OF EXCHANGE OFFICES

With the rapid extension of railroad services in the United States at the time the 'closed mails' to Canada were first established via Boston, it is not surprising to find proposals being made for the transmission of the mails for Upper Canada by more direct means than through Montreal. When the Kingston postmaster suggested in 1846 that Kingston have a separate bag, the Deputy Postmaster General refused to consider it. The matter appears to have lain dormant for a number of years, probably put out of mind by the termination of the 'closed mail' agreement.

It was raised again in the 1851 annual reports of the Kingston and Toronto Boards of Trade, where the proposal was put forward that the Western Canada portion of the English Mail should be handled separately from that for Montreal and sent to a point on the United States-Canadian border, which would take the greatest advantage of American railroads. In reporting this on 12 February 1852 to Lt. Col. Maberly at the G.P.O., London, James Morris, the Deputy Postmaster General, explained the current practice and added his recommendations.

The whole correspondence for Canada is now Mailed upon Montreal, and that portion of it intended for Upper Canada, is, during Winter, forwarded by Land and by our ordinary Mail taking more than four days to reach Toronto.

Supposing a Mail to have arrived by a Steamer to New York, the Toronto portion of that Mail would not by the present circuitous Route via Montreal reach its destination much under seven days, whilst a Traveller by the same Steamer would be in Toronto in about forty-eight hours! It is this difference of time while the Navigation is closed and the laudable growing desire of the community for the speediest possible conveyance of the Mails, which has originated the present movement.—

In bringing this matter before you I would explain that the only manner in which I imagine the improvement could be effected would be by a further division of the Mails at Liverpool, and it is on this point I would respectfully ask your opinion:— If you authorized the sorting of the Canada correspondence into two Grand divisions, they would be 'Montreal' for all letters for Lower Canada, and 'Kingston' for all letters for Upper Canada, as I would make this latter Town the point of receipt & despatch of the Upper Canada English Mails.— the Rail Roads in the U. States both from Boston and from New York, approaching nearer our grand Mail Route in that direction than further West. The question of Conductors thro' the U. States, and other particu-

lars may be left for after arrangement— the point I am at present desirous of ascertaining your views upon is whether the division of the Mails at London and Liverpool could be effected in the manner I have suggested.

This had not been the first letter Morris had written on this matter, for he received a letter from Maberly dated 19 February expressing a readiness to have separate Mails for Upper Canada. When he replied on 12 March, he enclosed a map of the railroad lines out of Boston and New York in the general direction of Canada and expanded on his earlier letter.

The PM^r of Liverpool states that he makes up at present two Divisions of the Mail for Canada, one for Montreal and one for Quebec, and that any more than one additional Mail would make his packet Duties more complicated, — but it is necessary to explain that the Mail for Quebec is viâ Halifax, & is only made up once a fortnight, and is besides not by any means a large Mail. —

I would beg to propose therefore that the Correspondence for Canada viâ the United States, should be divided into three divisions one to be sent to Montreal and include all letters for that City and for the other places (including Quebec) in Lower Canada and for places in Upper Canada as far as Brockville. — One to be sent to Kingston including all letters for that City & places East and West between Cobourg & Brockville. —

One for Toronto to include all Letters for the Country West & North of Cobourg.

I must take the liberty of urging this division of the correspondence upon the attention of His Lordship, as it is one which must sooner or later be adopted, and the present would be a more favorable time for introducing it, than at any future period, as the Mails are increasing in bulk with the growth & Settlement of the Country. By a glance at the Map Sketch herewith you will perceive that the Rail Roads from Boston and New York to Western Canada are continuous as far as Rome, so that an Officer in charge of the Toronto and Kingston portions of the Mail could bring both together as far as that place. He might proceed on by Rail Road to Buffalo and Lewiston from which latter town there is a Steamer running to Toronto, twice a day in Summer and once a day in Winter —

The Kingston portion of the Mail could be left at Rome, from which point it would be despatched with our daily Mail, by Rail Road to Cape Vincent and Steamer thence to Kingston: — In like manner the Officer on his return from Toronto could take up the Kingston Mail for England at Rome.

I will have prepared for the use of the Liverpool Office, Circulation Lists for these three Divisions, and will procure and send you a Copy of Bouchette's Map of Canada. —

The PM^{rs} of Kingston & Toronto shall be carefully instructed in the duty of making up and ack^g English Mails, and I trust therefore as the proposed arrangement will be a great boon to the people of Upper Canada, His Lordship will be pleased to authorize its being carried into effect at as early a date as possible.

During the next few months, the details of the new arrangement were worked out. Morris visited Washington and received the assurance of the U.S. Postmaster-General that it would have the full support of his department. It was his view that conducting officers were no longer required in the United States. Morris agreed with him 'after much deliberation' and withdrew his earlier contention that they were necessary.

The new routes were put into operation with the 24 July 1852 Mail by the *Niagara* to Boston. On 17 August, Morris reported that the mails for Kingston and Toronto had 'reached their respective destinations in good time, and were found to be well assorted'. It was too much to hope that such a change could be effected without some mix-ups on the part of local U.S. postal officials. On 25 September, the Kingston postmaster reported to Morris that

on one occasion our Liverpool letters came viâ Oswego — the London letters viâ Montreal & the Newspapers viâ Toronto — the Letters p 'Africa' were received here on 23^d inst at 4 P M and the papers by the same Packet were received this morning viâ Toronto — The newspapers for Toronto were on one occasion brought here and at the same time the Letters for Toronto were forwarded viâ Ogdensburg.

Morris continued that he had notified the U.S. Postmaster General and looked for 'more regularity & care' in the transit of future mails. He suggested that instead of the current form of label used on the mail bags for Kingston the words 'Rome & Cape Vincent' should be added to act as a 'guide to ensure the conveyance of the Kingston portion by the proper channel'.

As mails continued to be mis-routed, Morris appointed two conductors to see the Toronto and Kingston mails through the United States. This was the result of the disappearance of the Toronto Mail despatched on 22 November for England, which had 'in some unaccountable manner been lost after reaching Boston Post Office'. After corresponding with U.S. postal officials, Morris reported on 3 February 1853 that he was 'apprehensive that these Mails have been sent by the Boston P Office to some distant quarter of the Globe — probably in some Ship Mail, as if they had been missent to any point of the United States they would have been

returned long ere this. It is doubtful whether this mail ever reached Boston for it was found about the middle of March in the mail room of the steamer which took the Canadian mails across Lake Ontario. With proper conductors, there were no further difficulties.

There was to be one further division of the Upper Canadian mails before the routes were stabilized. Writing on 20 October 1853, W.H. Griffin reported that

early in the next Month a Railroad of forty-two Miles will open for travel between Hamilton, U.C. and the Niagara Frontier connecting there with continuous lines of Railway to New York and Boston, each distant from Hamilton about 520 Miles – and a communication twice a day will then be had between Hamilton and those Cities respectively in about twenty Hours each way.

The ordinary Canadian and United States Mails will be sent over this Road, and it would be felt as a serious evil by the people of Hamilton and of the large section of Western Canada supplied by Post Routes branching from that City if they should be compelled to carry on their correspondence with England by what will then become comparatively a very circuitous Route, via Toronto – the difference of time to Hamilton in favour of the direct communication would frequently be 24 Hours – a very important consideration in commercial intercourse – and I am therefore instructed by the Post Master General to request that authority may be given for the exchange of a Closed bag direct between Hamilton and Liverpool and London.

To aid the assortment in England a List will be immediately prepared and forwarded to you of the Offices to be supplied thro' Hamilton should the desired accommodation be granted –

I should add that the Provincial officers who now travel with the English Mails for Toronto & Kingston will also take charge of the Bags for Hamilton.

This proposal was accepted by London in January 1854, and the first Hamilton mail was carried by the *Africa* from Liverpool on 28 January. This left New York on 15 February and reached Hamilton at 12:20 Noon the following day, while the Toronto mail did not reach its destination until 11:15 p.m. that evening. It was pointed out that, under the former arrangement, the Hamilton mail would not have been delivered 'until late in the afternoon of 17th more than twenty four hours after the actual time of delivery by the direct Route and separate Bag.'

FREIGHT MONEY – ANOTHER TOWN AND MORE COLLATERAL INFORMATION

In the October 1988 newsletter (No. 9), a Money Letter from the Niagara, U.C. postmaster to Abraham Bell & Co., New York, forwarding the Freight Money collected from May to November 1839 for the pioneer steamer *Liverpool*, together with the breakdown of the amounts for each voyage, was reproduced.

This had come from Allan Steinhart. Now he has sent along the information on his

latest acquisition on this subject. This time, it is a letter from Thomas Stayner, the Canadian Postmaster General, dated Quebec, 30 May 1840, and accounts for all the money collected in the two Canadas for the 20 February 1840 voyage of the *Liverpool*. This is reproduced on the next page.

* * * * *

He also sent along a Freight Money cover from Sherbrooke, L.C., which has a very rare handstamp. This was mailed on 6 May 1840 with 4¹/₂d. Cy. inland postage to the border, 18³/₄ cents U.S. postage to New York, and 12¹/₂ cents sailing packet freight money prepaid—the foreign postage shown together at upper centre and totalled to show 31¹/₄ cents; the local postage was at the right, with 'PAID' handstamps of very thin serif letters beside each amount. The route this letter took is not clear; there is an indistinct datestamp with a manuscript 'May 8', representing the exchange office, where the U.S. and freight were written again at right in larger manuscript, with a thick letter 'PAID' beside

the first, and a rare 'SHIP PAID', in similar type face beside the second.

The cover probably would have gone on the mid-month sailing of a Black Ball packet from New York to Liverpool, where back-stamped with a 'LIVERPOOL/SHIP LETTER' and rated 8d. Stg. postage due. The illustration is on page 5.

Account of Steam Ship Postage collected in
the Canadas, on Letters and Packets transmitted to
New York to be forwarded thence by the Steam Ship
"Liverpool" viz:

(Day of Sailing 30th May, 1840)

Paid thro' the Upper Canada Post-offices	113. 64
Paid thro' Montreal - collected at various offices in Lower Canada	156. 50
	<u>\$ 270. 14</u>

Dr

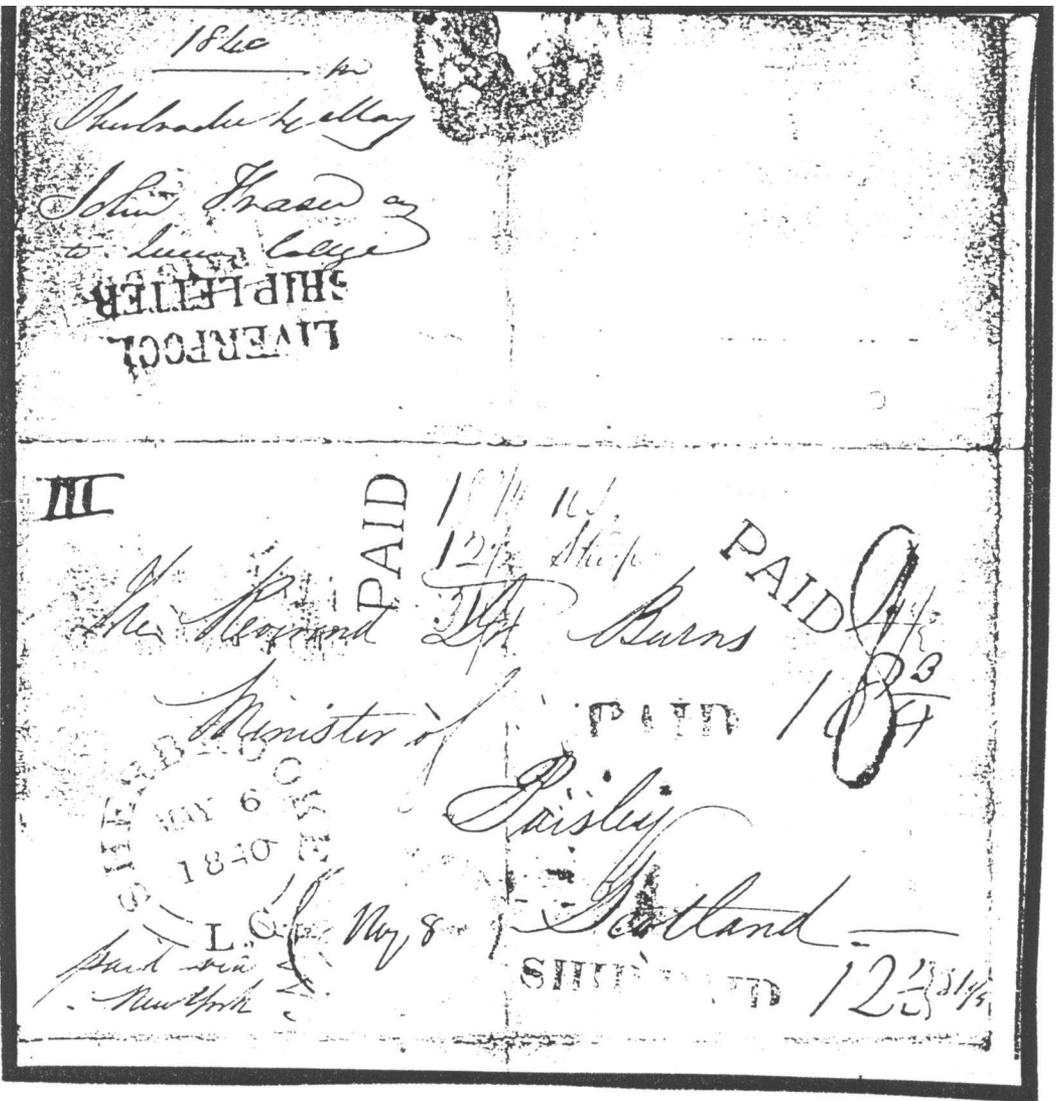
To Commission 12½ Cent allowed to Postmaster for collection	33. 76
To paid Prem. on Sft for \$230. 60 at 2½ Cent	5. 78
To Sft herewith of the Bank of B.N. America on M ^{rs} Prime, Paid King - N York. at 3 Cent	230. 60
	<u>\$ 270. 14</u>

G. E.

General Post-office

Quebec, 30th May, 1840.

W. W. W.



DIFFICULTIES WITH RED INK

Anyone who has collected stampless transatlantic letters from the Canadas may have been a little baffled by finding the 'PAID' handstamp beside the prepaid postage or one of the 'PAID' rate handstamps in *black* or *brownish-black*, and wondered whether this was of any significance.

Several letters during the early summer of 1846 explain the problem and indicate the solution adopted. Thomas Stayner writing to Lt. Col. Maberley in London on 26 June outlined the problem in the following:

We experience much inconvenience at the small offices in the interior of Canada from the difficulty which the Post masters labor under (in many cases it is insurmountable) in procuring Stamping ink as well as red writing ink – the latter required for rating Paid letters.

In those remote Settlements in the Back-woods, distant perhaps 50 or 100 miles from any considerable Town, neither Vermilion powder, of which the stamping ink is generally made, nor the common red writing ink are to be had, – altho' the latter is indispensably necessary in order to comply with a Post Office Regulation. – Not infrequently Postmasters in such situations attempt to make red writing Ink themselves, but from the badness of the materials employed, it soon acquires a dark hue, – is mistaken at the office of its address, for black ink, and not infrequently have Postmasters been accused to me of perpetrating frauds with regard to Paid postages, when I have been persuaded no such intention even existed. – In consequence of the inconvenience here alluded to, it has occurred to me that in forwarding our annual supply of Stationery, you might be induced to send out some Stamping ink, in a cask, which I could distribute in small tin Boxes to those

Postmasters who have no other means of procuring it, – and likewise Red writing ink, put up in stone bottles of a pint each. – I would not trouble you with a matter of this kind, but that really the inconvenience to which I have adverted amounts to a serious evil – and I know not how to overcome it, except in the manner I am now suggesting, –

[Endorsed] For the Postmaster General

I submit the Deputy Postmaster General of Canada may be authorized to supply the Postmasters of those Offices in Canada where Red writing Ink and Stamping material cannot be procured, with such quantities of each of these Articles as they require for their use. I would propose, however, to take the opinion of the Comptroller of the Stationery Office as to whether it is advisable to send out these stores from London, or whether they may be obtained at a moderate cost in Montreal....

approved C 20 July 1846

J.R. McCulloch, the Comptroller, replied to Lt. Col. Maberley on 25 July.

I have the honour to acknowledge receipt of your letter of the 22^d instant, in which you state that the Postmaster General requests my opinion whether it is advisable to send red writing ink & stamping materials from London to Canada, or whether they may be obtained at a moderate cost in Montreal – And in answer to this inquiry I beg you will state for the information of the Post Master General

That I am not acquainted either with the supply or prices, of the articles referred to, in Montreal – But nevertheless, I have no manner of doubt that they may be bought here & sent to Canada at a decidedly less price than they would cost in Montreal, & also of a decidedly better quality – There can be but little demand for the articles in question in a country like Canada, whereas they are here in extensive demand & are produced under a system of open competition, & sold at the lowest price – Under these circumstances I would beg to suggest that the articles should be bought here & sent to Canada

[Endorsed] Mr Milliken to order a supply of Stamping Ink and Red Writing Ink for Montreal – to be shipped with the other stores lately ordered WLM 28 July 1846.

112 lbs Stamping Composition (red) & 50 Pints of red writing ink ordered C.S. 30 July 1846

to Mr. Stayner 1 Aug 46

FIRST WINTER MAIL THROUGH PORTLAND, MAINE

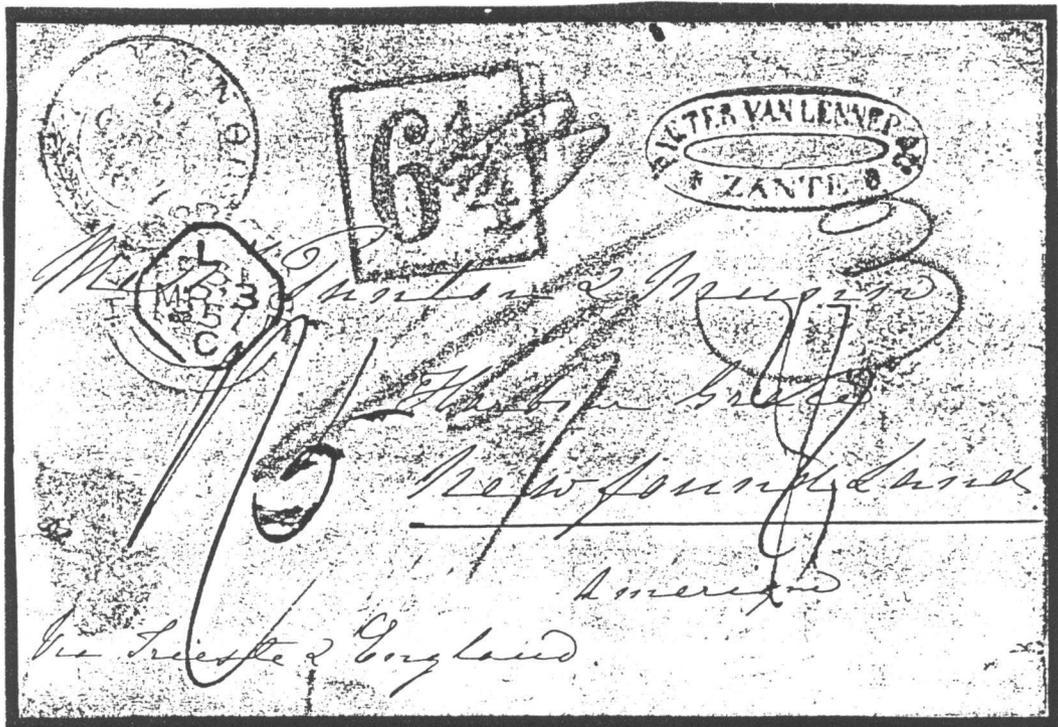


Another of Allan Steinhart's interesting covers. This one was mailed at New Castleton, Scotland on 27 October 1853 with the postage prepaid with a cut 1s. adhesive. Backstamped at Langmuir and Carlisle on 1 November, at Liverpool Main on the next day, and with a packet office oval on 3 November.

As the postage only covered that by a Canadian contract packet—Cunard via the United States being 1s. 2d. Stg.—the letter

was held for the Canadian Steam Navigation Co. *Sarah Sands* (3rd voyage), which left Liverpool on 28 November and arrived at Portland, Maine on 17 December. This was the sixth voyage of these Canadian contract packets and the first on the winter schedule to Portland, instead of Quebec. This route had only become practicable with the opening of the Atlantic & St. Lawrence Railway between Montreal and Portland.

AN UNUSUAL ORIGIN, AN UNUSUAL ROUTEING AND AN UNUSUAL DESTINATION



The above letter was mailed at Zante in the Ionian Islands on 21 February 1857. It was marked 'Via Trieste & England' and so was carried by the Austrian Lloyd Shipping Line from Zante to Trieste. It was rated 9 Kreuzer foreign postage under the Austrian convention or 3¹/₄ silver groschen and 9 Kreuzer D.O.P.V. (Deutsche Österreich Post Verein) postage or 3 Prussian silver groschen—transit through Prussia to Great Britain, shown as '9/9' in manuscript. The '6¹/₄' in large square is the German-Austrian claim against Belgium and Britain. The Belgian transit was another silver groschen, making the total postage due to England 8d. Stg. The British transit fee was another 4d. Stg. for a total due to Liverpool of 1s. Stg. To this was added the British share

of the 6d. Stg. ocean postage to produce a British debit against Newfoundland of 1s. 5d. Stg., shown at left.

Carried by the Cunard *Europa* (50th voyage) from Liverpool on 14 March and arrived at Halifax on 27 March. Taken from there by a Cunard local mail steamer to St. John's, where another 3d. Stg. postage to Harbour Grace was added. Although I do not see it marked on the photocopy, Allan noted that the total charge was 1s. 8¹/₂d. Nfld. Cy., suggesting that the extra half penny was either a local delivery or exchange.

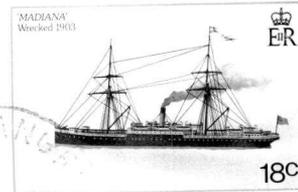
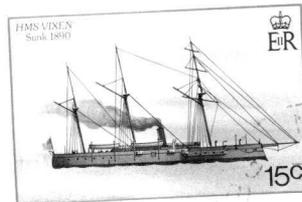
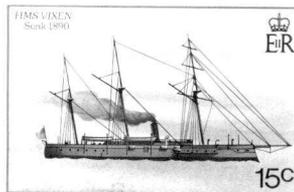
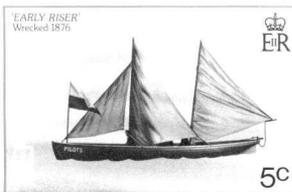
INSTRUCTIONS FOR MARKING POSTAGE ON LETTERS FROM NEWFOUNDLAND

The following instructions were sent by the Earl of Lichfield, British Postmaster General, to William Lemon Solomon, Postmaster of Newfoundland in July 1840 on the subject of 'Stamping and Taxing' letters.

You are to cause all Letters, put into your Office, for Great Britain, to be distinctly stamped with the name of the Colony, on the sealed side, and tax them with the proper rates of Postage, on the other side, and you will distinguish such Letters, as are above $\frac{1}{2}$ an ounce, in weight, and tax them accordingly. - The paid Letters are to be taxed with red ink, and the unpaid with black ink. -

As this had been the practice on the B.N.A. mainland for some years, is this the first time that Newfoundland began following the standard practice?

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



AIRMAIL

PRINTED MATTER

Clarence A. Stillions
2010 48th Street NW
Washington, DC 20007-1552
U.S.A.

