



TRANSATLANTIC MAIL STUDY GROUP

OF THE

British North America Philatelic Society

Newsletter No. 48

Jack Arnell

September 1995

BNAPEX 95

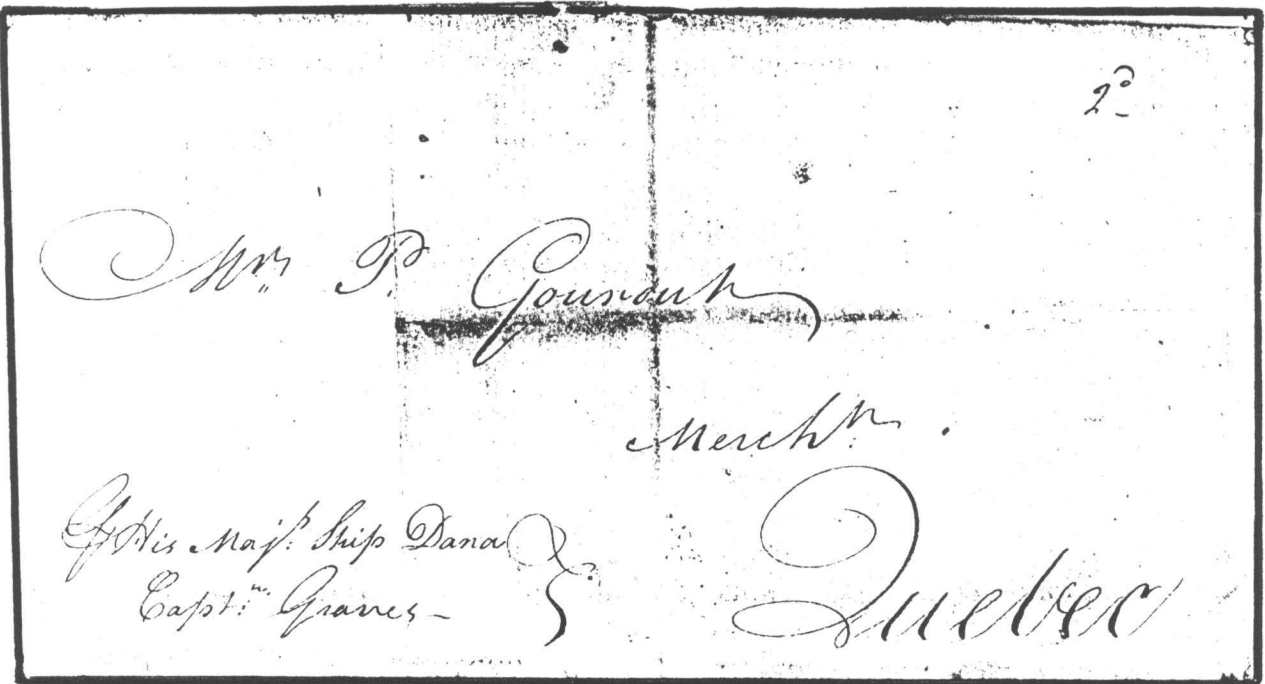
BNAPEX 95 was hosted by the Edmonton Stamp Club at the Fantasyland Hotel, which is attached to the West Edmonton Mall at the beginning of September. It included the regional exhibits of the local club, in addition to the regular B.N.A. exhibits. Of particular interest to my wife and I were two superb exhibits of Arctic mail. We had taken the Marine Atlantic passenger/freighter cruise from Lewisporte, Newfoundland to Nain, Labrador in August, calling at many of the outports along the way. These exhibits, along with the Labrador section of a *Steamboat Mail in Eastern Canada* exhibit, had covers from a number of the places we had called at. The exhibits were all of high calibre and, as we

left before the banquet, I cannot report on the awards.

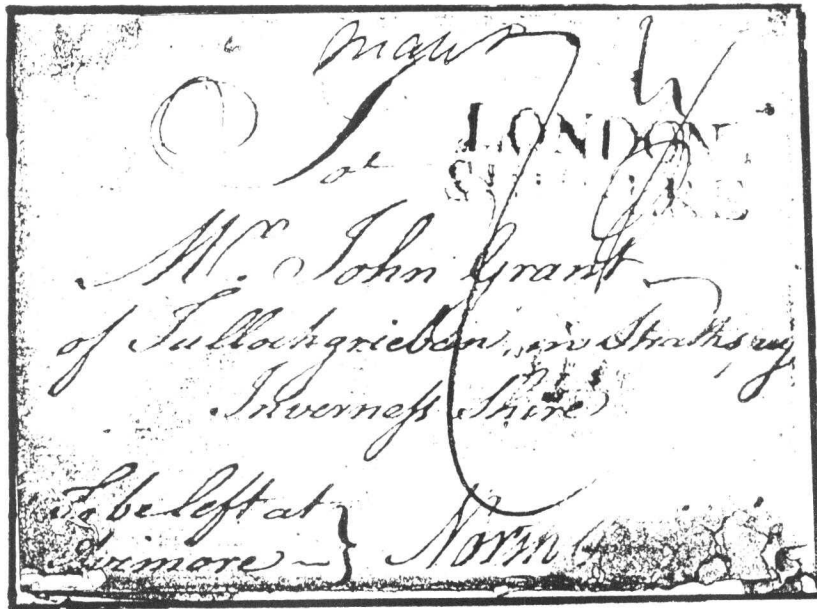
A new departure was tried this year in the form of non-competitive single frame exhibits from the Study Groups. Eleven of the groups responded and the displays were very interesting and would have given the casual viewer a general idea of the area of interest of each. By their very nature, there was no way of comparing them.

For my part, I had a difficult time picking fifteen pages (after an introductory page) to reflect the breadth of transatlantic mail. At the risk of being redundant, I am reproducing the covers here and the next newsletter.

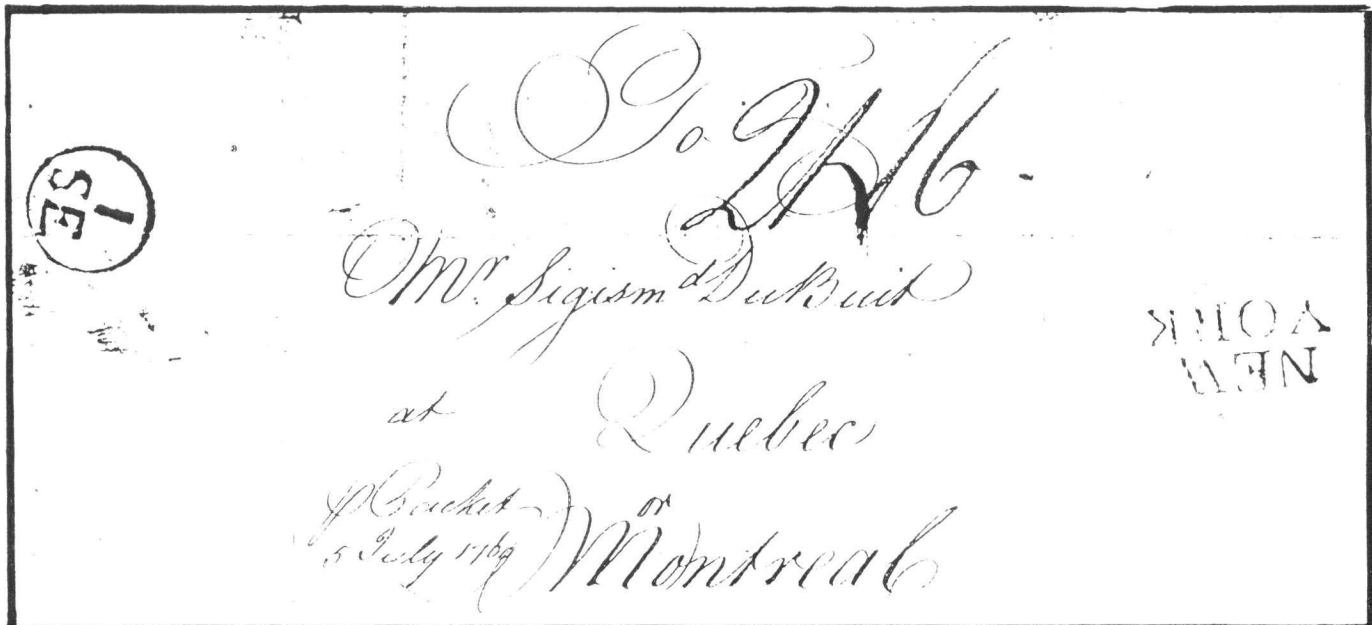
Private Letter. Duplicate of a letter (2^d upper right) from Portsmouth dated 15 April 1780, carried by HMS *Dana*, which was convoying the spring trading fleet to Quebec. It refers to a shipment in the fleet; the original of the letter would have been on the vessel with the goods.



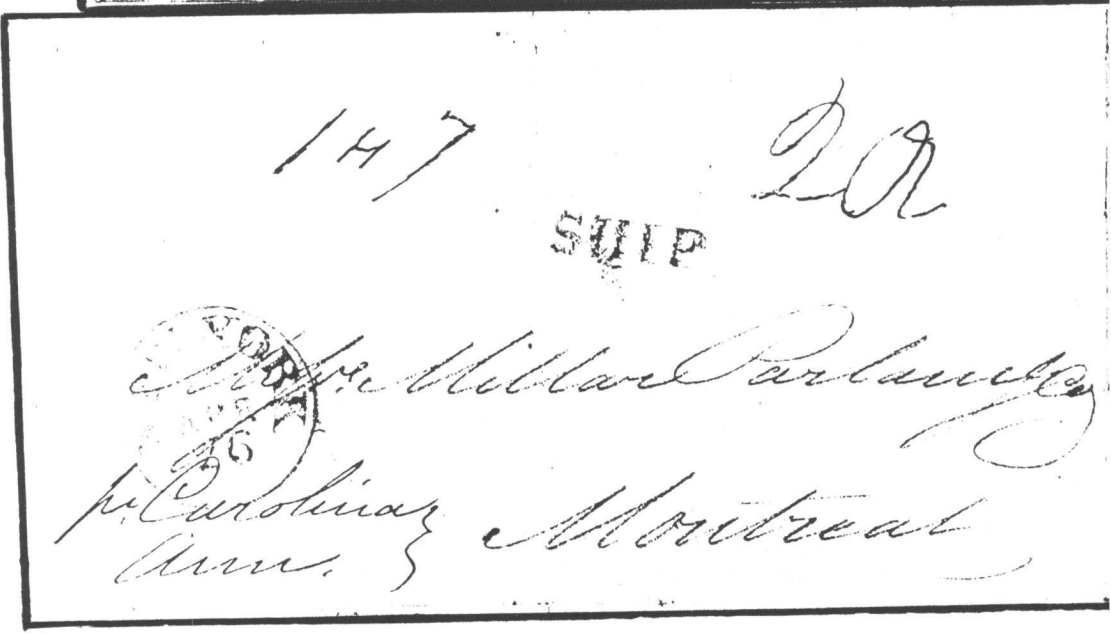
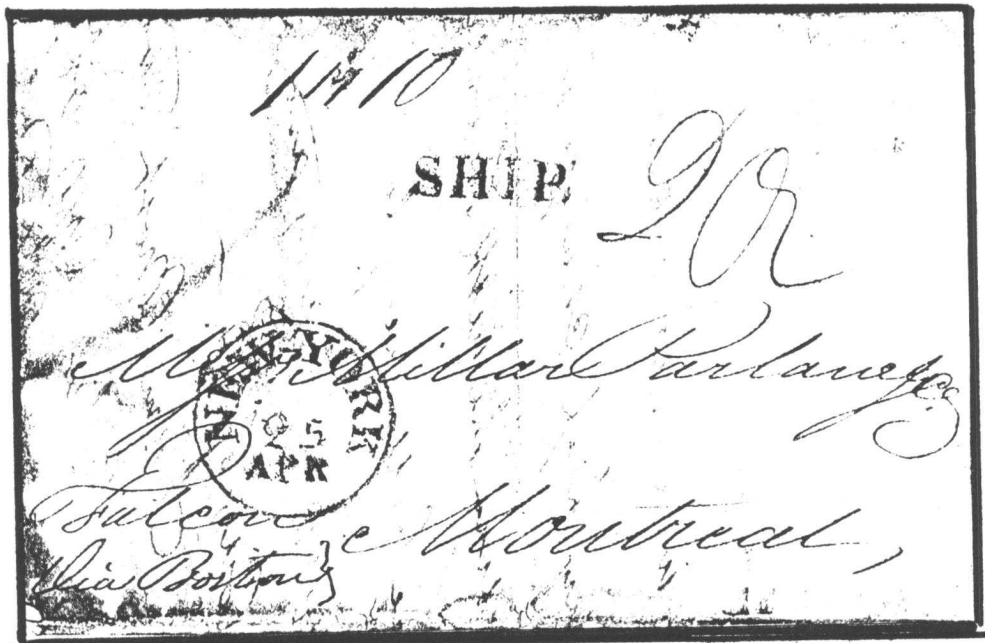
Ship Letter. Letter from Quebec dated 30 September 1774. Probably carried by a returning trading vessel in the autumn convoy. Landed at London, where backstamped with a Bishop mark on 10 November, struck with 'LONDON/SHIP LRE'; and originally rated 1d. Stg. ship fee, to which 6d. postage to Scotland was added for a total postage due of 7d. Stg.



Packet Letter. Unpaid letter from London dated 5 July 1769, which was directed to go by packet ('p Packet/5 July 1769' – presumably the date that the Packet Mail was closed at London). It was marked 2s. 0d. Stg. ('2N') postage due as a double letter. Carried by the *Cumberland* packet from Falmouth to New York, where backstamped with 'NEW/YORK' and a Bishop mark on 1 September, and the packet postage converted to eight pennyweights (8 dwt.) and 2 x 1s. 0d. Stg. (8 dwt.) inland postage to Montreal/Quebec added for a total postage due 16 dwt., written in red immediately to the right of the '2N'.



Duplicate Letters with Postage Reduction. Duplicate letters from Liverpool dated 7 March 1819. The original was marked 'p. *Carolina Ann*' for New York, and the duplicate '*Falcon* Via Boston'. Both letters were carried to New York and entered as ship letters on 26 April (orig.) and 25 April (dup.), struck with 'SHIP' and rated 20½ cents postage due to the Canadian border (2 cents ship letter fee + 18½ cents inland postage). The duplicate would have reached Montreal on 30 April, as it was rated 1s. 10d. Cy. postage due (1s. 1d. U.S. postage + 9d. inland postage to Montreal). The original arrived a day later and was rated 1s. 7d. Cy. postage due, representing 6d. inland postage to Montreal. Following the Americans, the Montreal postmaster unofficially added a fifty percent war surcharge to postage from the border in May 1815, which at 6d. Cy. already included an unofficial 1½d. border fee. This surcharge was removed on 1 May 1819, several years after the Americans removed theirs.



Summer and Winter Packet Letters. Beginning with the November 1806 Mail from Falmouth, the packets called at Bermuda, instead of Halifax, during the four winter months on their way

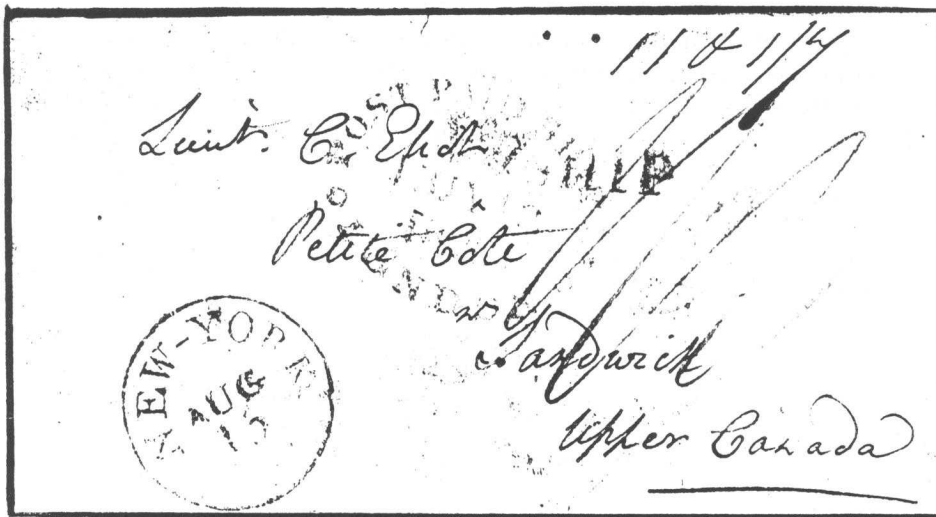
to New York. The following two letters reflect these two routings. Both were written within the Two Penny local London postage to the G.P.O. The first was mailed at Kensington on 10 November 1821 and the second at Woolwich on 5 June 1822 and rated 2s. 4d. Stg. postage due to Halifax, including the local charge. The first was carried by the *Lord Sidmouth* packet from Falmouth on 4 December, arriving at Bermuda in mid-January, whence it was sent to Halifax on HMS *Niemen*, arriving there on 30 January. The second was carried by the *Osborne* packet from Falmouth on 20 June direct to Halifax, arriving on 25 July. At Halifax, both were marked 'Packet' and rated 2s. 7d. Cy. ('7' changed to '8' on second letter) and 7d. inland postage to Lunenburg added for a total postage of 3s. 2 (3)d. Cy.

Packet
2/7
3/2
Ship, *Arcton*.
at the *North*.
Lunenburg
Nova Scotia

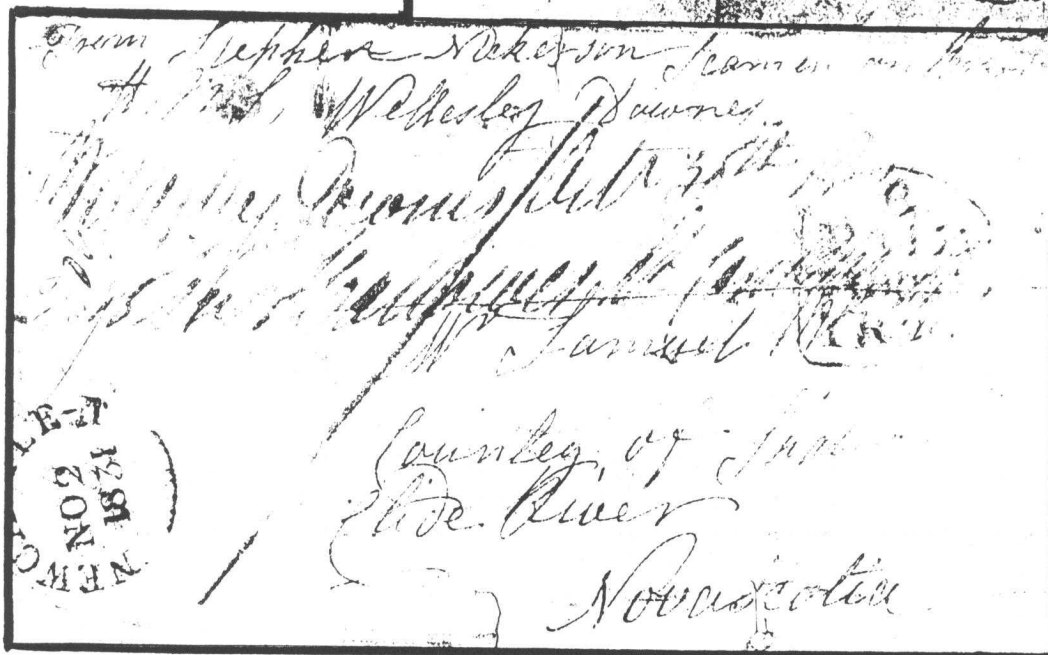
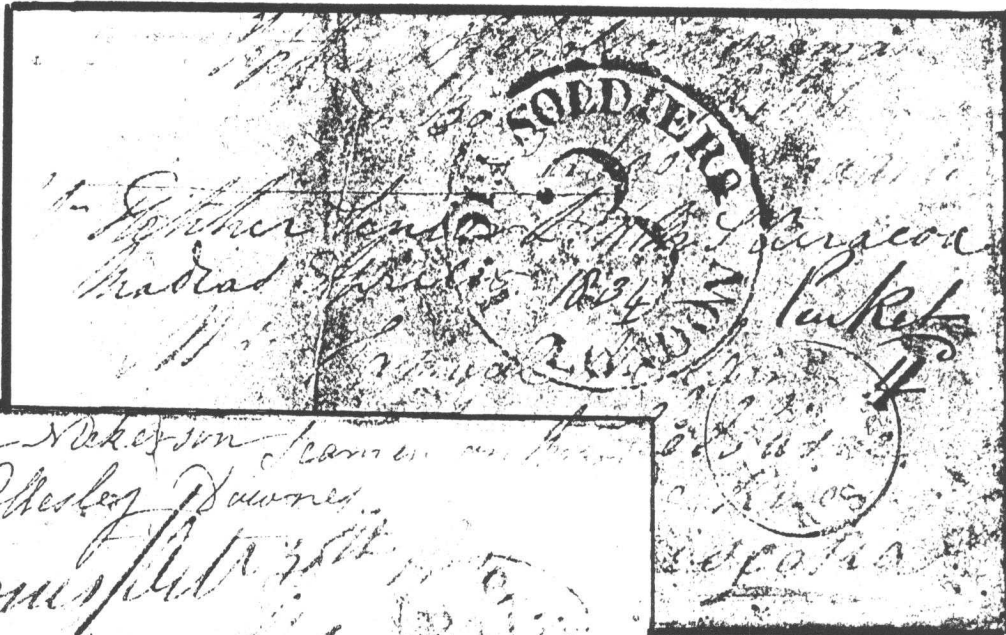
Packet
2/8
3/2
Ship, *Arcton*.
at the *North*.
Lunenburg
Nova Scotia
North America

Paid Outgoing London Ship Letter. Letter from London dated 13 July 1826. As, after 1799, all outgoing letters being sent by a trading vessel had to have a ship letter fee of half the packet letter rate prepaid before the post office would handle it, 1s. 1d. Stg. was prepaid on this letter, which was then struck with the oval 'POST PAID SHIP LE/LONDON' in red. Carried by the American sailing packet from Liverpool on 16 July, arriving at New York on 15 August,

where struck with 'SHIP' and rated 27 cents postage due to Niagara. At Queenston, this was converted to 1s.7d. Cy. and 11d. (2d ferriage + 9d. postage to Sandwich) added.



Seaman's Letters. A pair of letters from a Royal Navy sailor to his father. The first from Deal on 30 October 1831 with 1d. Stg. Soldiers Postage prepaid. The second was from Madras, India dated 5 April 1834. Lacking any regular British Mail from India, such letters were charged a 3d. Soldiers rate.



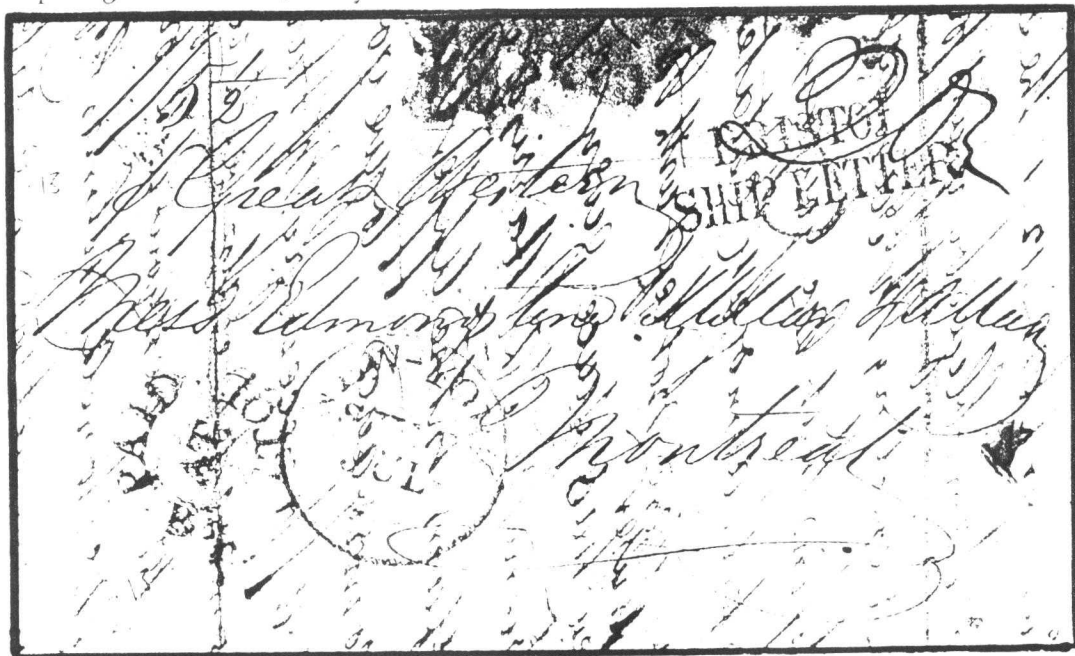
First B.N.A. Rate Marking Handstamp. Letter mailed at Toronto on 19 December 1836 with the postage to New York prepaid, as shown by the handstamp 'PAID 9 & 25' (7d. Cy. inland postage to the border + 2d. Cy. ferriage, and 25 cents U.S. postage to New York). This postage was standard on the large amount of overseas mail from Toronto, and this first handstamp was created to lessen the load of writing it on each letter. The second one was a similar 'PAID 7 & 25', used when ferriage was abolished. It was landed at Deal and backstamped with a boxed 'SHIP LETTER/DEAL' and rated 1s. 4d. Stg. postage due (8d. ship letter fee + 8d. inland postage to London). Backstamped at London on 25 January 1837.

Via New York

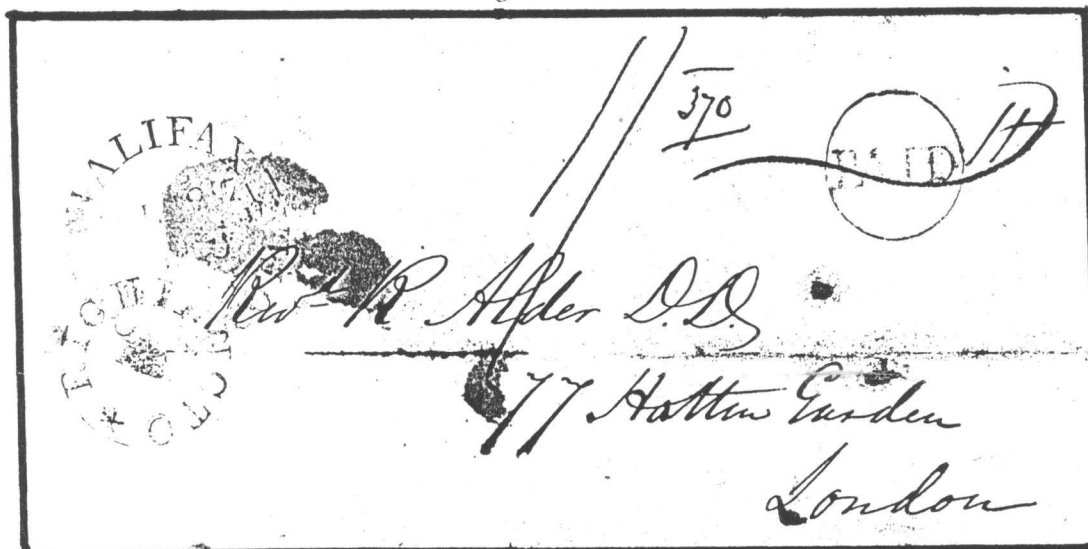
PAID 9 & 25

*The Governor, Deputy Governor, & Directors
of the Canada Company
Canada House
St. Helen's place.
London*

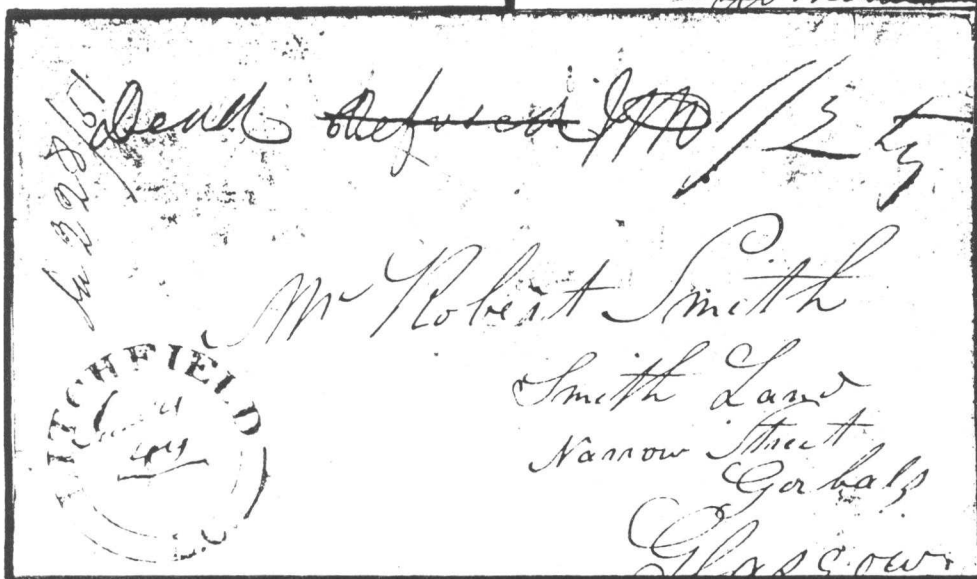
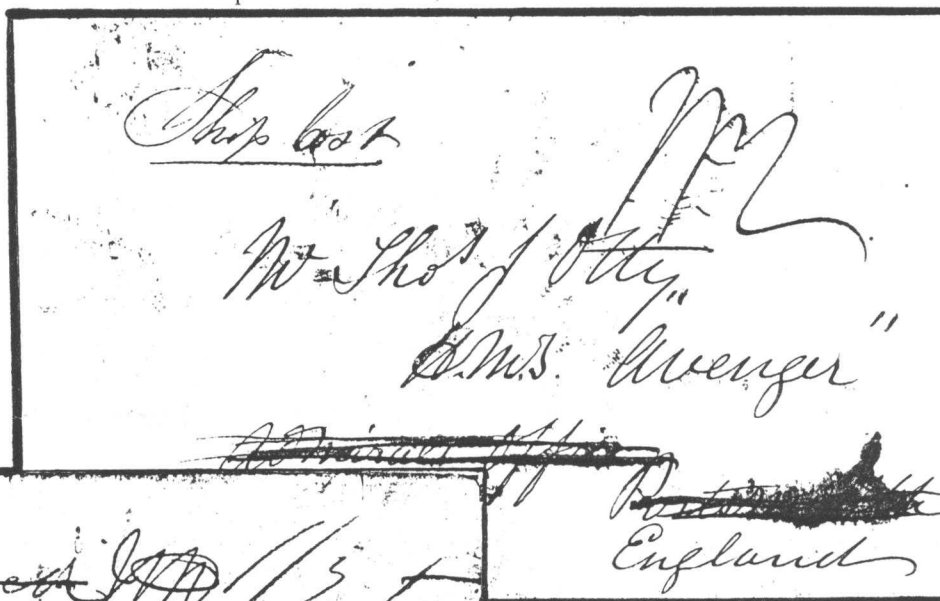
Pioneer Steamer Letter. Letter from Wolverhampton dated 11 July 1839. Mailed at Bristol with 8d. Stg. prepaid as an outgoing ship letter and struck with 'BRISTOL/SHIP LETTER'. It was marked to go by the *Great Western*, but this pioneer steamer had sailed on 6 July, so the letter was sent to Portsmouth to connect with the *British Queen*, which had left London on her maiden voyage on 10 July and called at Portsmouth on 12 July for Mail, arriving at New York on 28 July. Datestamped with 'NEW YORK SHIP' and rated 20³/₄ cents postage due at the border. At Montreal, this was converted to 1s. 1d. Cy. and 4¹/₂d. Cy. inland postage (no border fee) for a total postage due of 1s. 5¹/₂d. Cy.



Cunard Steam Packet. Letter from Richibucto, N.B. dated 23 June 1840 with 11d. (?) Cy. postage to Halifax prepaid. Datestamped at Halifax on 27 July. Carried by the *Britannia* from Halifax on 4 August on her return maiden voyage and arrived at Liverpool on 14 August. This was the first Mail from Halifax to reach England in less than two weeks!



Dead Letters. Letters from Litchfield, L.C. dated 20 June 1844 and St. John, N.B. dated 31 December 1847. Both were mailed with the 1s. 2d. Stg. packet postage unpaid. The first was 'Refused' and subsequently marked 'Dead' by an inspector, while the second was addressed to a seaman on HMS *Avenger* and has the notation 'Ship Lost'.



The above represent eleven of the fifteen pages with covers in the exhibit. As I am limited to four sheets/newsletter to keep the postage down, I shall have to leave the last four pages until the next one.

FUTURE HANDBOOK

As a result of the interest in a compilation of Transatlantic Mail within BNAPS, it was decided at Edmonton that I should proceed to produce an illustrated reference on the subject to be ready, if possible, in time for CAPEX 96 at Toronto next June. I expect to meet this deadline and will keep you informed as to my progress.

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