

TRANSATLANTIC MAIL STUDY GROUP  
OF THE  
British North American Philatelic Society

Newsletter No. 54

October 1996

ALLAN STEINHART

I expect that you will all now have heard of the sudden death of Allan Steinhart. It was a great shock to me, as I am sure that it was to all his friends and associates. This is not the place to pay Allan the respects due to him as a friend, nor am I qualified to do justice to his contribution to postal history.

But I would like to record my sense of loss, for he was a good, and long-standing, friend. I shall miss his letters, his anecdotes, his humour, his outlook on life. Most of all, I shall miss his visits to England, and the opportunity to share a joke with him. He was due to have been in London for STAMPEX; without him it was not the same.

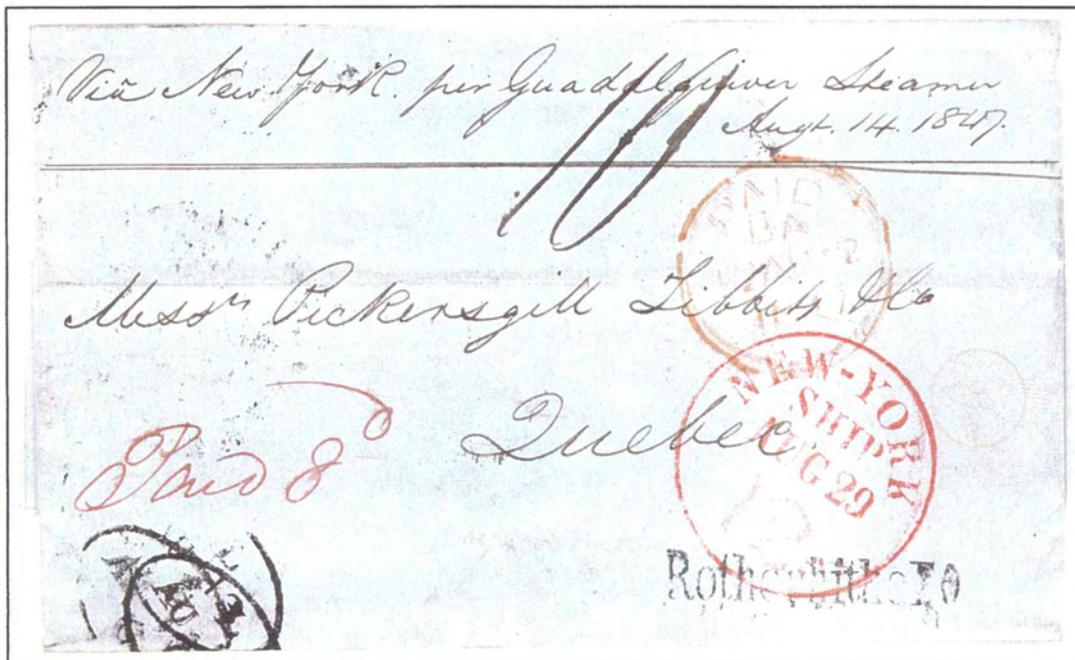


Figure 1: London to New York, via Liverpool, 14<sup>th</sup> August 1847.

THE STEAMSHIP 'GUADALQUIVER'

Two Newsletters past (52/3), I mentioned a letter carried by the Steamship 'Guadalquiver', hitherto unrecorded. Although I was able to trace the sailing through Lloyd's List, I had no other details, and asked for help. Captain Richard F. Winter, USN (Ret'd), responded almost immediately (many thanks) with a quotation from the *New York Commercial Advertiser*, Monday, 30<sup>th</sup> August 1847, under 'Arrival of the Guadalquiver':

The Steamship Guadalquiver, Captain Hosken, formerly of the Great Western and Great

Britain, arrived at this port yesterday morning, at an early hour, in fourteen days from Liverpool. She brought thirty passengers and sixty tons of fine goods.

The Guadalquiver is a steamer of 600 tons burden, with engines of 200 horse power; and after having her cabins finished, will proceed to Havana, whence she is to run along the coast of Cuba as a passenger and light freight boat.

By this arrival we have received files of English papers, London to the evening of the 13<sup>th</sup>, and Liverpool to the 14<sup>th</sup> inst.

## A FREIGHT MONEY DOCUMENT

Allan Steinhart's last letter to me:

'Recently I acquired a cover from the Susan M<sup>c</sup>Donald collection, which sheds some more light on Freight Money procedures in Canada.

The cover is a free-franked triple letter dated 30<sup>th</sup> March 1839, from J.A.Stayner, D.P.M.G. of Canada, to A.Bell & Co. of New York, agents for some of the New York - Britain pioneer steamers that charged freight money.

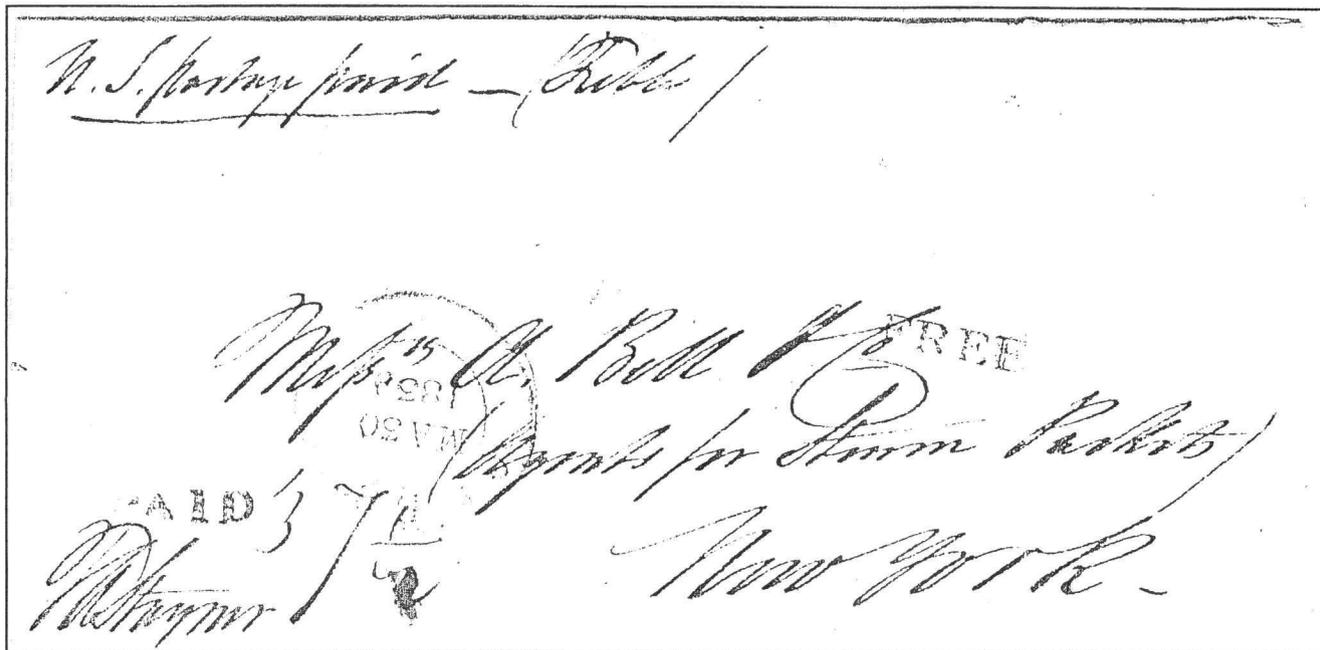


Figure 2: Quebec to New York, 30<sup>th</sup> May 1838.

'The cover is rated free to the Border, and 37½ cents United States collect, double the 18¾ cents United States Border to New York. The contents give us the approximate date that freight money ceased to be remitted in bulk by Stayner from any of the frontier exchange post offices, although all of the offices are not individually mentioned by name, Montreal is. From this period onwards we can assume that if not all, certainly the major exchange post offices, started remitting freight money directly for ships represented by A.Bell & Co., from small offices, and to other agents of steamers and sailing vessels, freight money could have been remitted individually, or sent to Stayner to remit in bulk. This letter, of which a transcription follows, adds another tidbit to our understanding of how the freight money system worked on pioneer steamers.'

Gen<sup>l</sup> Post Office for BNA  
Quebec, 10<sup>th</sup> March 1839

Gentlemen,

Mr Proteus, the Post Master at Montreal has sent me for perusal your letter to him of the 21<sup>st</sup> inst, in which you animadvert upon the time consumed in transmitting the Steam Ship money to Quebec. You say you see no use in it and request him in future to remit direct to you.

*My design in forming the arrangement of which you thus disapprove, was to render an advantage as well to you, as to the inhabitants in all parts of this Province who might desire to send their letters by the Steamers.*

*At the smaller Frontier Offices it is difficult and indeed frequently impossible for the Post Masters to obtain such Money for remittance to New York as would answer the purpose and I thought that by concentrating the whole at Quebec and remitting it to you, at intervals in one Sum, all parties would have been accommodated. That I have not remitted you very lately is owing principally to my having been obliged to wait for a corrected account of some of the postage:- besides, as the sum was not large, I did not suppose the delay could have been of much consequence.*

*I shall of course, as you desire it, direct my Deputy at Montreal to remit direct to you, and if all the Post Masters in the more remote situations could do the same, I should be pleased, as it would relieve me from considerable trouble from which I derive no profit of a pecuniary nature; but if you insist upon this being done at all the Offices, the letters must go by some other channel which may present less obstacles to a free communication - for we cannot perform impossibilities. I now beg to inform you a Statement of all the monies in my*

hands obtained on account of your Steamers - with a draft on Messrs Prince Ward & King for the balance, amounting to \$275 . 44<sup>cts</sup> the receipt of

which you will be so good as to acknowledge. I remain respectfully, Gentlemen Yr Ob Svt, JA Stayner, D<sup>y</sup>PMGen<sup>l</sup>.

### AN UNUSUAL NOVA SCOTIA DATESTAMP

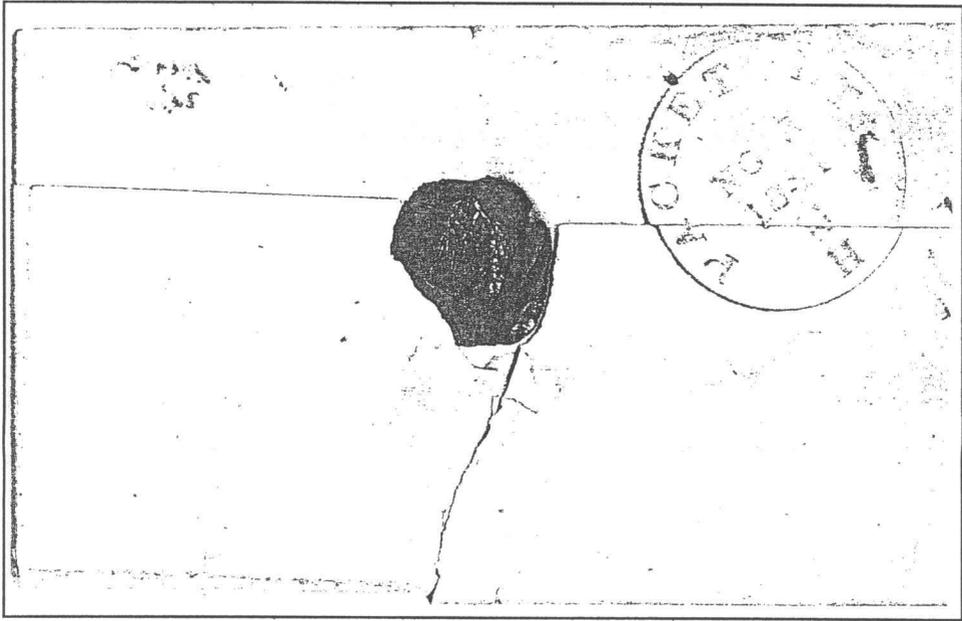


Figure 3: Boston, Massachusetts to Annapolis, Nova Scotia, 1<sup>st</sup> November 1844.

In another letter, Allan wrote:

'The cover shown here bears a hitherto unreported use of the Nova Scotia temporary-emergency datestamp. The cover is dated 1<sup>st</sup> November 1844, at Boston, and is addressed to Annapolis, Nova Scotia, care of someone, probably at Halifax, with the endorsement 'per Acadia'.

The cover by-passed the United States Post Office and was placed directly on board ship either by bag from an agent or other means. Although addressed to Annapolis, N.S., it is care of someone else, with no city or town, who was probably at Halifax, as indicated by the postage rate. The cover is rated '1/1½ Cy' collect. Effective 5<sup>th</sup> December 1842, the packet rate per Cunard Steamer was set at one shilling Sterling, plus inland postage. One shilling and a penny halfpenny is the Currency equivalent, and this seems to indicate a destination postally of Halifax to the party the cover was sent in care of. The cover was carried by the Cunard Steamer 'Acadia', on part of the return portion of her 22<sup>nd</sup> voyage, departing Boston 1<sup>st</sup> November 1844, and arriving at Halifax 3<sup>rd</sup> November 1844, en route to Liverpool.

The important aspect of the cover is the only postal datestamp on the reverse, reading: 'PACKET LTR / NO 3 / 1844 / (Maltese Cross)

/ H '. This type of postmark is referred to as 'town postmarks in temporary use' in Jephcott, Greene and Young, and 'temporary-emergency stamps' in 'The Nova Scotia Post', by J.J. MacDonald, hereafter called T-E H/S. J.G. & Y lists five uses for these markings, as types 81-82, and calls them town postmarks in temporary use. The handstamp is 35mm in diameter, and is struck in black.

J.J. MacDonald lists 11 possible uses for this type handstamp in the first 15 years of its use, of which nine were temporary and two emergency, and lists them as T-E types. MacDonald notes two instruments were proofed at the G.P.O. London, on 3<sup>rd</sup> March 1843, and the proof notes 'two shifting stamps with two complete alphabets and one extra set vowels and double sets of figures' were sent out to Halifax. Reports show the handstamps were used right through the Provincial Period into the Canada Post Office Period, until at least 1873. MacDonald also notes recording only ten strikes in the first fifteen years, five from Amherst, and one each from five others. According to MacDonald, the earliest possible use was when the T-E H/S was sent to the new post office at Shebendcadie, whose datestamp was not yet available, 22<sup>nd</sup> September 1843, with no recorded strikes. He also records the earliest use of the T-E H/S s early 1845, at Amherst, as an emergency handstamp.

In 1845, a special handstamp was put in use at Halifax as a receiver mark on Cunard Packet mail from the United States, which reads: ' U<sup>D</sup> STATES / HALIFAX / (month/day) / (year) ' - J.G & Y #405, J.J.Mac Donald - HAL-16. Cunard had been carrying mails to Halifax from Boston since the first voyages in 1840. This handstamp was proofed and shipped to Halifax from England. It appears that, before the U<sup>D</sup> STATES/ HALIFAX Cunard datestamp arrived

a temporary - emergency handstamp was made up for this purpose. How many we do not know, and it was certainly gone when the new handstamp arrived. The 'H' definitely stands for Halifax. This is the earliest known use of a T-E H/S which has been seen, and also in this type format, and would fall into the temporary category. How long it was used remains to be seen, since at present it is the only such strike recorded.'

### A CUNARD BRITANNIA MAIDEN VOYAGE COVER

Allan Steinhart also sent me the following contribution: 'This cover, dated 24<sup>th</sup> June 1840, was sent from Chelsea (London) to Frampton Township, Lower Canada. The cover was carried by the Cunard steamer 'Britannia' on her maiden voyage, the first trans-Atlantic Cunard voyage under the new mail contract. The 'Britannia' left Liverpool on 4<sup>th</sup> July 1840 and arrived at Halifax on 17<sup>th</sup> July 1840. The cover was carried by closed bag from London to Quebec, via Liverpool and Halifax.

Besides being the first voyage carrying regular contract mails to Canada, the other significant thing about the 'Britannia's' maiden voyage was that this was the only Cunard voyage carrying mails at these rates. At this time the rates to Canada by Falmouth Packet were 1s Sterling, paid or collect, from any place in Britain to any place in Canada, plus interior North American postage.

These rates carried over and were the same at the commencement of the Cunard contract mails. In this case, the rate was 1/- Sterling collect Britain to Halifax, which was equal to 1s 1½d Currency, plus the inland rate of 1s 8d Currency from Halifax to Quebec, for a total of 2s 9½d Currency, with an additional 2½d Currency for a total of 3s Currency collect.

After this first Cunard voyage by 'Britannia', the rates from Britain to Canada became 1s 2d Sterling or 1s 4d Currency from any place in Britain to any place in Canada. The Colonial portion of the postage from Halifax inland was reduced from a charge by miles to a uniform 2d Sterling, 2½d Currency.

To conclude: this cover is not only a Cunard maiden voyage cover, a first Cunard contract mail sailing cover, but also the only Cunard sailing at these rates.'

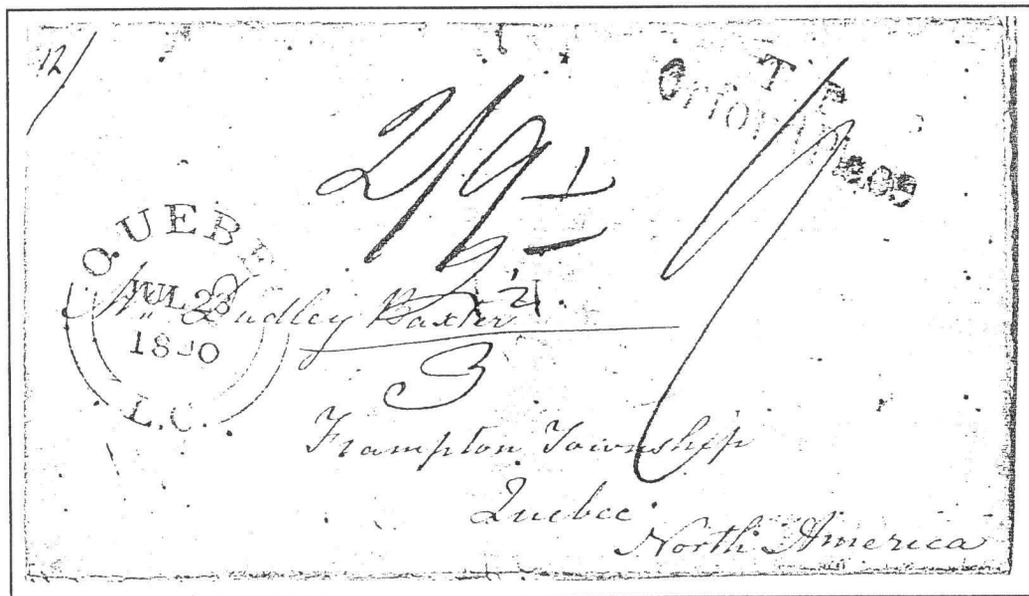


Figure 4: London, England to Quebec, Lower Canada, 24<sup>th</sup> June 1840.

A RE-DIRECTED TRANS-ATLANTIC LETTER

Another interesting cover from Allan:  
 'This cover was inadvertently sent to Canada on its travels. The cover is dated 27<sup>th</sup> December 1850, and was sent from Manchester, England to Brantford, Connecticut, United States endorsed 'p. Steamer Atlantic Dec. 28, 1850'. The cover bears a Manchester datestamp of 27<sup>th</sup> December 1850 and, on the reverse, a Liverpool Packet Office oval datestamp 'L DE 28 A'. The 'Atlantic', a Collins Line American steamship sailed from Liverpool on that date. According to R. Winter, the 'Atlantic' sustained a broken shaft on 6<sup>th</sup> January, 900 miles from Halifax. She returned to Queenston under sail on 22<sup>nd</sup> January, and was towed to Liverpool for repairs. The Cunard Line steamship 'Cambria' was chartered on 4<sup>th</sup> February to convey 'Atlantic's' passengers and cargo to New York, arriving on 20<sup>th</sup> February. 'Atlantic's' mails were carried by the Cunard Line steamship 'Africa', departing Liverpool on 2<sup>nd</sup> February and arriving in New York on 15<sup>th</sup> February. The mails were carried as American Packet Mails.

Somewhere on its journey, probably at Liverpool, this letter was missorted and, instead of being put in a United States mail bag, was directed to Brantford, Canada West, being placed in the closed bag for Hamilton, Canada West. On the reverse is a Hamilton C.W. handstamp for 27<sup>th</sup> February 1851, and a Brantford U.C. handstamp for 24<sup>th</sup> February 1851; this does not make sense, as it would go from Hamilton to Brantford, not the reverse and back to Brantford.

At Brantford a second Brantford U.C. handstamp, 5<sup>th</sup> March 1851 was applied on the face along with a red 'MISSENT-TO' handstamp, and the cover was forwarded to the United States via Montreal, probably under some cover. From there, it was sent on to the Border exchange of Highgate, Vermont, where a Highgate 11<sup>th</sup> March datestamp was applied and the cover forwarded to Brantford, Connecticut. The Postmaster at Brantford probably was the one who endorsed it 'not for Canada, try Connecticut, United States', on the reverse.

The cover was originally unrated in Britain, then mis-rated at Liverpool at 2s 4d Sterling collect, double the 1s 2d Sterling rate to Canada by closed bag via the United States. In Canada this was converted to 2s 7½d Currency collect. At Highgate, Vermont, a boxed '5' handstamp in red was applied indicating 5 cents United States postage collect, the single rate from the Border to Brantford, Connecticut. The cover should have been rated 2s Sterling, double the 1s rate United Kingdom to the United States, or 48 cents, collect. It appears that no one paid this charge and the letter was treated as a single collect cross-Border cover.

In summary, this cover is a mis-routed, mis-rated trans-Atlantic cover carried by both American and British steam Packets; it was on a ship which broke down and failed to complete her voyage, and was carried on one of the few Cunard voyages made for the Collins Line.'



Figure 5: A cover carried by a Cunard Line ship under contract to the Collins Line.

CONTRIBUTIONS AND COSTS

In a couple of months time, I shall have completed my first year as custodian (I do not intend to assume the role of 'editor' - that suggests an element of influence over the content, and I would prefer mainly to distribute information) of the newsletter. During that time I have accumulated a reasonable amount of information to keep the venture going for another year. However, input came principally from Allan Steinhart, UK collectors (including some who are not BNAPS members) Douglas Murray, and a recent substantial package from Jack Arnell (for which, thanks). I do not ask much. Mainly good photo-copies, the writing can

be done separately - you could look upon it as a free research service. And photocopies are cheap! Which leads me to my other point: to cover printing and distribution costs (you can work out the trans-Atlantic postage and guess the rest), I believe that a contribution of some \$10-12 *per annum* would be about right .... I will cover the rest. I would not be embarrassed by cash. However, failing a contribution by the end of January 1997, your name and address will vanish as though by magic from my labels. If there are less then twenty remaining after that exercise, I shall have to consider alternative approaches to keeping the numbers viable.

20007/1552 10



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