Tasmania: A very unusual postcard rate

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It is with great regret that we have to announce the death of two of our members:

Dick Pratt on the 17th February 2007
Barrie Jay on the 10th March 2007

A FEW WORDS FROM THE PRESIDENT

The 2007 programme of activities offers members the opportunity to attend meetings throughout the country with renewed enthusiasm. On 17 February we got off to a great start to the year with a capacity attendance at Ludlow. The venue had some attractive features – easy to locate, plenty of car parking, and a ground floor meeting room with good lighting. Those who stayed overnight were comfortably accommodated and well fed. Additionally some of the single malts were the subject of quality control evaluation trials.

The postal history presentations offered great variety and members responded positively to the convenor’s request to clearly introduce their exhibits without undue delay. Not a single presenter found it necessary to draw attention to each and every cover and the meeting was all the better for it. A splendid example to set, hopefully to be emulated throughout the year. Another strong feature was that the meeting concluded with a cup of tea at 3.30 pm, enabling members to drive in daylight for more than an hour on their homeward journeys. Convenor Judith Edwards can reflect with pride on a very successful meeting.

From 13-15 April we have our annual conference, this year at Llandrindod Wells. This will be the 57th conference and Conference Secretary Richard Farman has been working hard on our behalf. The officers and committee members look forward to greeting you at this event.

---------- AND SOME FROM THE EDITOR

We are getting more and more articles supplied via the internet or on disc which is good for us. We don’t have to type it and mistakes are yours!

My next request is that articles describing displays should be written for the benefit of members who were not there. There is little to be gained from telling them that “in frame three you will see ……..”.

The second part of Malcolm Montgomery’s article on “Freight Money” will be in the next edition of Postscript. If you cannot wait email me and I will send you a copy. Malcolm has also produced a three page schedule of all the eastbound freight money that he has details of. This is available on request from me. It is not proposed to print it in Postscript.
LONDON MEETING, 26 OCTOBER 2006 – Convenor : Susan Oliver

The President, John Forbes-Nixon, welcomed those present and said that Judith Edwards and Bob Viney had tied the knot; he then asked everybody to stand for a minute in memory of Brian Hunt and Susan Smith (Hans Smith’s wife).

Members displays were:
Geoff Oxley Via Ostend
Denis Vandervelde Guatemala Railway Mails
Derek Nathan Gerald Davis’s Instone Airlines
Rodney Frost Ceylon
Malcolm Montgomery Trans-Atlantic Mail
Chris Jackson Worcestershire village rubber handstamps
Mike Bament Banknotes in the Post
Bash Orhan The Austrian Post Office – Constantinople
Jeremy Martin Crisis Covers – Berlin Airlift, Suez, Falklands, Iraq
Alan Moorcroft Liberation of the Channel Islands
David Gurney Alderney sub-post office 1848 to 1946
Hugh Feldman Star Route Contracts by Water
Peter Kelly East Africa and 2 items from Reunion
John Forbes-Nixon HMS Atlanta
Susan Oliver Various cancellations of Barnes, Surrey

Those members present who did not show were: John Jackson, John Powell, Brian Trotter, Tony Stanford, Mike Roberts, Pat Campbell, John Hammonds, Brian Brookes, Chris Hitchen, Peter Maybury. It was good to have Ed Grabowski from the USA present.

Guests were: Mary Nathan, Alan Godfrey, David Gurney, Peter Ward, Ralph Richardson, Malcolm Allinson, Jean Pierre Magne.

ALDERNEY SUB-POST OFFICE 1848 TO 1946 – David Gurney

This display excluded the so called “Alderney”, now known as the Channel Islands, Maltese Cross in use between 1843 and 1845 as there is just no evidence it was ever used in Alderney.

A Sub-Post Office under Guernsey was first opened at Alderney in April 1848 and use of an undated double arc handstamp is known from that date.

There was a continual struggle to improve the postal service to this remote island through the 19th century. As an office of the GPO the usual datestamps were issued and shown were the undated double arc in black and yellow (only two recorded), the numeral obliterator 965, small single circles and a Parcel Post label of 1896.

The 20th century was represented by maps and pictorial views of the Sub-Post Office, a printed copy contract of 1907 for the ALDERNEY MAIL SERVICE, early registered letters, two £1 Edward VII stamps struck with each of the ALDERNEY rubber parcel handstamps in 1911/12 and a telegram form used in 1922.

Alderney was completely evacuated during the German military Occupation and the Sub-Post Office closed in June 1940. It re-opened early in 1946 after the eviction of a family of pigs and some reconstruction of the building following the German desecration of property. Postwar letters used the Guernsey Arms stamps until April 1946 when GVI stamps were again used evidenced by a 1946 letter shown describing the postwar Post Office conditions.
The Berlin Airlift, 1948-49
During 1948 and 1949 the Russians blockaded Berlin and all supplies had to be flown in from West Germany. To help pay for this a special 2 pfennigs emergency tax stamp was produced for compulsory use on mail. Fig. 1 shows use of the blue stamp plus a 10 pfg postage stamp for the postcard rate.

A machine in Cologne, for 15 pfgs, sold an envelope containing a postcard, a 10 pfg postage stamp plus 2 x 2 pfgs tax stamps.

Fig. 2 shows a 1949 philatelic cover from Sutton Coldfield to Berlin with a violet cachet ‘Air Bridge/Berlin’.

Fig. 1

Fig. 2
Suez 1956
As it was the 50\textsuperscript{th} Anniversary of this ‘Crisis’, it seemed appropriate to show covers associated with the event.

My brother was doing his National Service in Barce, Cyrenaica, at the time. Mail in November 1956 from him to our parents in England received a violet diamond censor cachet [Fig. 3]. This was FPO 532 and dated 5 November 1956.

Similar cachets numbered 926 and 339 were also displayed. Mail from Cyprus was also censored – number 1079 being shown.

A letter from my brother dated 13 December 1956 from FPO 147, he was now at Bengazi, was not censored.

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**BANKNOTES IN THE POST – Mike Bament**

Sending money through the post in the 18\textsuperscript{th} and 19\textsuperscript{th} centuries was not without some risk. Despite the fact that letter-stealing was a capital crime subject to death by hanging, there were plenty of footpads and highwaymen only too willing to relieve the letter-carriers of the mail.

Early in the 18\textsuperscript{th} century the Post Office invented the idea of cutting banknotes in half and sending each half by different mails. They recommended that postage of the second half should be delayed until the sender received notice that the first half had been safely received. The method was widely used despite the high cost of doing so. Each half-note was classed as a second letter-sheet, so to send a single banknote in two halves meant a minimum of 5 single sheet postages, including the letter confirming safe receipt of the first half.
Not everyone understood the rules. One letter displayed, written by a London lady in 1839, to her sister living in Portsmouth, advised: I have this day sent you two half Bank Notes valued at £40 each and will send you the other halves by the Portsmouth coach that leaves London on Monday morning. Useful information for any mail-robber who might have got his hands on the first halves!

The Post Office offered large rewards – up to £200 for the capture and conviction of a mail-robber – to which a standard sum of £40 from the Government was usually added. To such rewards, the Royal pardon was offered to anyone prepared to “grass” on their confederates. A pamphlet relating to the robbery of the Bristol mails in 1722 was displayed in which one of three robbers (Ralph Wilson) was dazzled by the reward money and “shopped” his two colleagues, John Hawkins and George Simpson, who were subsequently arrested and executed at Tyburn. Wilson, in claiming the reward, gave the following account: …… we set forwards on Sunday the 15th day of April, for the accomplishment of our fatal project. The next morning we took the Mail; and again on Wednesday morning. The meaning of taking it twice, was to get the halves of some Banknotes, the first halves were of we took out of the Mail on Monday morning.

The death penalty for letter-stealing was abolished in September 1835 and replaced with a penalty of transportation for a minimum period of 7 years.
WORCESTERSHIRE VILLAGE RUBBER HANDSTAMPS – Chris Jackson

This display combined postcards depicting village Post Offices with examples of the various rubber handstamps that they used in the early part of the 20th century.

Rubber handstamps were first introduced in September 1885 when there was an increase in the number of sub offices authorised to issue Postal Orders. At that time 174 rubber cancellers were issued to various sub offices. Between 1885 and the turn of the century the number of sub offices authorised to issue Postal Orders steadily increased until in 1904 it was extended to all sub offices and during 1904 over 1,000 rubber handstamps were issued.

The use of black Post Office ink with rubber handstamps was prohibited due to the ink being oil based and so likely to cause the rubber to perish and distort. Consequently a special aqueous violet ink pad was issued with each handstamp. In a Post Office circular of 18 December 1910 a new black indelible ink replaced the violet ink and another circular of 20 Jun 1911 gave authority to cancel stamps now that the ink used was indelible.

Rubber handstamps come in a variety of layouts. Early ones had the sub office name at the top with the head office name at the bottom, later the head office name was moved to immediately above the date and the county name inserted at the bottom, later still the county name was often abbreviated.

The display included examples of all the different layouts and violet and black inks. In addition three skeleton rubber handstamps were displayed. Skeletons were used when the normal handstamp was not available and have three straight lines of type, the date, the sub office name and the head office name, they consisted of a “John Bull” type printing outfit with blocks used to fill spaces at the end of lines.
JOINT MEETING: SPH AND SCOTTISH POSTAL HISTORY SOCIETY, 4 & 5 NOVEMBER 2006, AT KIRKCALDY – Convenor: Kenneth Norris

This biennial weekend meeting was attended by 26 members in total – 13 SPH, 5 of whom were from England, 18 SPHS; thus 5 members had joint membership.

Malcolm Fenning, President of the SPHS, chaired the meeting and President of SPH, John Forbes-Nixon, welcomed members and gave a Vote of Thanks on the second day.

There were three main displays of 160 sheets each:

- SPH: Mike Oxley - Air Mail Covers of British Borneo
- SPH/SPHS: David Robinson - Development of Scottish Postal Services
- SPHS: David Kindley - Fortress in the North (WWII Iceland)

All three displays were outstanding and much viewed and enjoyed by those present.

Members’ Displays

- SPH: John Forbes-Nixon - 19th century covers to Scotland
  - John Jackson - TPOs in Java
  - Peter Kelly - Sub Sahara France
  - Margaret Morris - Expedition Mail from Greenland
  - Robin Sherman - Falkland Islands (used picture postcards)
  - Wilf Vevers - Falkland Islands, Privilege Mail
- SPH/SPHS: Ian May - Warwick PH
  - Ken Norris - Scottish Duplex Cancellations
- SPHS: Bill Bamford - South Ayrshire Villages
  - Rex Clark - Edinburgh Pre-stamp Markings
  - John Cowell - Haute Savoire
  - Brian Dow - Perthshire Penny Posts
  - Ian Evans - 19th century Glasgow Mail to France
  - David Kindley - Bustec House Story
  - Willie King - Early Mail from Saudi Arabia
  - Stephen Parkin - Edinburgh PH
  - Bill Shand - Sub Offices of Cupar, Fife
  - Norman Watson - Scottish PH 1900-1920
  - John Young - Charlestown (Fife) PH

Also present:

- SPH: Iain Dyce, Malcolm Fenning, Ron Stables (joint)
- SPHS: Roy Erskine, Ron Harkess
- Guest: Mrs Lyn Robinson
For such a remote island group, there was quite a prolific production of picture postcards during the first half of the last century, although it has to be said, many of the sets were produced in very small numbers. Over fifty sets have been recorded, most containing anything from two to twelve postcards – although a few longer sets exist, particularly one which contained no less than twenty-six. Added to this, in excess of twenty ‘singletons’ are known. That so many were issued is somewhat surprising when one considers that many of the more touristic colonies produced hardly any postcards, by comparison. Nonetheless, postcards from the Falklands are hard to find today – especially used ones - and apart from the odd one sent by a crew member of a visiting ship or whaler, most were posted by residents to family and friends abroad.

As with cards from other countries, sub-types are known for a host of those produced and, likewise, cards were printed not only domestically but in various overseas countries, such as UK, Germany and Norway. A large number depicted buildings and general views (especially of Port Stanley) but a wide selection also focussed on other topics, particularly local fauna, shipping, whaling and the commemoration of significant local events. All of these topics were represented in the display. An unusual double-sized panoramic card was featured; this showed Factory Bay, Deception Island, cancelled at the Base Post Office with the colourful set of KGVI South Shetland overprints. Other cards commemorated the centenaries of the colony, the arrival of the first governor and the launching of the SS Great Britain. The tenth anniversary of the sinking of the Graf Spee was also remembered as was the 350th anniversary of the discovery of the Falkland Islands.

The postcards differed greatly in standards of sophistication and some of the more rudimentary are now the most keenly sought after. Hand drawn cards by a long time local resident, Karl V Lellman, are quite primitive and a few in the display were original drawings, posted from various
Antarctic islands. Karl almost always initialled his work but, like Terence Cuneo’s mouse, the letters ‘KVL’ were not always obvious and were normally secreted somewhere within the scene.

Although almost all the cards exhibited had passed through the post, the most attractive examples tended to be those on which the postage stamps had been affixed to the picture side and had been duly cancelled at one of the more remote post offices.

Fig. 2 An original drawing by Karl V Lellman showing the SS William Scoresby, one of two research ships sent to the islands in 1925.

BOOK REVIEW – LES TARIFS POSTAUX DE L’ILE DE LA REUNION 1816–1900
BY BENOIT CHANDANSON

A4 softback with laminated card covers. 204 pages, in French, available from the author at 3 rue Poissonière, 75002 Paris, France. Price (p & p included): Europe €44; USA €46.

The book is divided into two parts. The first, of 48 pages, details the postal rates, logically separated into sections. These consist of inland mail, ship letter rates between Réunion and France, mail carried by British mailboats and by French and mails to other destinations. Each section is superbly illustrated in colour with a fine selection of letters showing the rates in question. Although written in French the tables make these rates easily understandable.

The second half of the book consists of the official texts and the sources supporting these rates. Not only do these confirm the rates in the first part but also provide an immensely important insight in how the postal services worked in Réunion and how they dealt with mail for France and other destinations.

The book is essential reading for the Réunion collector as it sheds light on many hitherto unresolved questions and the information contained in the official texts is fascinating. To the best of my knowledge, no other French colony has been treated in this way and this book should also be of the greatest interest to those studying other French colonies.

Superbly produced and highly recommended. Peter R.A.Kelly
PRESIDENT'S WEEKEND, CHELTENHAM, 24-26 NOVEMBER 2006

Members started arriving from lunchtime Friday 24 November for the 2006 President's Weekend, held at the recently refurbished Thistle Hotel at Cheltenham. Depending what day was assessed and for how long they stayed, about 102-106 members and guests attended. This number would have been expanded by an extra 10 or so had the dates not clashed with the ABPS at Torquay where some of the more competitive members had entries in the national competitions. It was noted that some enthusiastic addicts attended both functions for a time!

The only Postal History events for the first evening, after dinner, were two standing displays of a light hearted fun nature to settle everybody in for the morrow. They were provided by:

  Dave Tarry: Newports around the World  
  Bob Viney: March 13th

For the first time in his year of office as President, John Forbes-Nixon's wife, Jacquelin, was able to accompany him and was very touched to receive a bouquet of flowers at the President's Dinner on Saturday night. The Society of Postal Historians is truly a magnificent family, we are privileged to belong.

Cheltenham is a genteel town, more or less the "Bath of the Cotswolds" and an excellent venue for those wanting a diversion for some retail therapy. Famous for its Ladies College and Racecourse, the first part of Saturday morning was a 'Ladies Day' with those coming fast out of the stalls being:

  Sue Hopson  Seychelles Maritime Mail  
  Susan McEwen  British Levant to 1900  
  Susan Oliver  Faeroe Islands  
  Claire Scott  Health  
  Joan Harper  British Post Offices and Agencies Abroad  
  Pat Grimwood-Taylor  South Australia, Inland & UK mail  
  Judith Viney  On the Railway, Newfoundland 1868–1949

An invited guest, Cedric Prys-Roberts, rounded off the morning with a Welsh display, The Felix correspondence.

Fortified with lunch, the afternoon was resumed by the President's Invited Display given by Michael Lockton, Penny Pinks. Michael is the leading expert on this subject and traced the development of this much used GB envelope through Victorian times from its inception to the end of the nineteenth century and beyond. The display was a treat. The confident presentation of this top medal collection was a delight to us all and certainly could not be assembled today. We were all most appreciative of having had the privilege of viewing it.

The rest of the Saturday afternoon was taken up with members’ displays. Those participating were:

  Nigel Gooch  Reza Shah Pahlavi, Aug 1936–Feb 1940  
  David Trapnell  The PH of the German delegation to Versailles  
  Martyn Cusworth  Some postal aspects of Chile’s rouletted issues 1877-1899  
  Iain Dyce  Malaya 1939–42. Postal rates on Forces Mail  
  Grahame Lindsey  Lake Maggiore Postal markings  
  Eric Goffe  "In All." GB 1650–1837  
  Mike Scott Archer  A plethora of anniversaries  
  Geoff Oxley  A Cheltenham item of 1926 to R C Alcock, the GB dealer
There was little time left for a quick bath and change into the finery for the evening for the President's Display at 6.00pm before dinner and the President's Reception. As at the SPH Conference, this was given in PowerPoint display. The title, 'The Croquet Box…….' was the entrance to a display of many items of general interest of Great Britain, mainly of the Victorian era. The contents of the croquet box had come into the President's domain via his wife's English Literature school teacher, who, as a spinster, had kept her peripatetic father's correspondence in the box where it had remained intact. It was unusual in that it contained so many diverse items, including mail from abroad with 'Paid at Belize' and a crowned paid 'English Harbour, Antigua'. There were then some humorous Christmas cards, early aviation, covers with a religious theme and items of 'general interest'. Once again, the assembled audience seemed to enjoy what they were about to see in detail by way of a screen first and this method of presentation should be trickling into the 21st century more regularly soon!

First thing Sunday was set aside for the AGM. John Forbes-Nixon, the incumbent president installed Alan Wood as his successor and awarded the Robson Lowe Trophy bowl for the year to Philip Beale for his books and expert study of the early development of the post in Great Britain and for being able to read the impossible "secretary hand". The President Elect for 2008 is Mike Roberts of Huddersfield.

[Image: Philip Beale receiving the Robson Lowe Trophy]

The rest of the morning was again set to members short displays and included:

- Denis Vandervelde  Three centuries of Austrian disinfection
- Ken Clark  Japanese Military in Korea, 1894 - 1910
- Colin Tabeart  New Zealand nineteenth century Maritime Mail
- Hans Smith  The Austrian Post in the Holy Land
- Colin Faers  A M Post, 1945 – 46, postal rates
- Jeremy Martin  Biafra
- Bryan Wood  Forged postmarks on eighteenth century Venetian covers
- Robin Pizer  German Exchange Control 1918-24, Return to Sender mail
- Bash Orhan  Turkish Cyprus
- John Scott  Cheltenham in bits!
- Peter Kelly  Reunion, Inland Mail
- Mike Roberts  Guess the origin of a Postal Notice!
All good things come to an end; Bob Viney was thanked for organising such a successful weekend and at lunch time we all went our separate ways home marking our diaries for the 2007 President's weekend to be in Harrogate, to even up for those members resident in more northern climes and hopefully not clashing with too many other philatelic dates.

Attendance at the weekend:

John Birkett Allan  
Mike & Hilary* Scott Archer  
Douglas Armitage  
David Ashby  
Philip & Barbara* Beale  
Alan Beeker  
Frank Bennett  
Brian & Jean* Brookes  
Kenneth & Margaret* Clark  
Anne Collier*  
Martyn & Nancy* Cusworth  
John Dickson  
Iain Dyce  
Tony & Helen* Eastgate  
Colin Faers  
Richard Farman  
John & Jacquelin* Forbes-Nixon  
Michael Fulford  
George Gibson  
Reg Gleave  
Eric & Cassy* Goffe  
Nigel Gooch  
James & Pat Grimwood-Taylor  
Gordon & Wendy* Hardy  
Richard Harlow  
Gordon & Joan Harper  
Chris Hitchen  
Sue Hopson  
John Jackson  
Robert & Ann* Johnson  
Peter Kelly  
Frank & Mrs* Laycock  
Charles & Lesley* Leonard  
Philip & Ray* Lindley  
Grahame & Gillian* Lindsey  
Michael & Iona* Lockton  
Geoff Lovejoy  
Jeremy Martin  
Sandra Parker*  
Peter & Margaret* Maybury  
Liz McClay*  
Susan McEwen  
Andrew Norris  
Susan Oliver  
Bash & Mrs* Orhan  
Geoff Oxley  
Richard Payne  
Robin Pizer  
Maurice & Heather* Porter  
Cedric Prys-Roberts*  
Chris Rainey  
Mike & Susan* Roberts  
Mike Roberts (of Ilkley)  
John & Claire Scott  
Anthony Shepherd  
Hans Smith  
Max & Sue* Smith  
Richard & Jenny* Stock  
Colin Tabeart  
David Tarry  
David Trapnell  
Tony Tudor  
Rod Unwin  
Denis & Elise* Vandervelde  
Bob & Judith Viney  
Frank & Liz* Walton  
Gilbert Wheat  
Alan & Sheila* Wood  
Bryan Wood  
John & Kathy* Yeomans  
Jan Young*  

* Denotes Guest

A PLETHORA OF ANNIVERSARIES – Mike Scott Archer

Anniversaries are always a good excuse for doing something! Forty years ago, using the R M Phillips gift of £50,000, the National Postal Museum was opened to house the archives, the Phillips Collection and, subsequently, various other collections in its home in the King Edward Building, opened on 7 November 1910. This was the first London building to be built from reinforced concrete using Portland Cement.

On 12 November 1984 the Charter of the National Postal Museum was set out and this year is the coming of age of the Association of the Friends of the National Postal Museum (now ‘Friends of the British Postal Museum and Archive’). The founder Chairman was Robert Johnson and in the same year an Exhibition was set up to celebrate the 350th Anniversary of the 1635 Proclamation setting up the Posts of England and Scotland.

It is now twenty years since Volume 1 Number 1 of the Journal of the Friends was published, edited by C R H Parsons – ‘Foreign Registration’ and I contributed one on “The Overland Mail Between Europe and Asia”, then 150 years since the first Waghorn Cachet was used. The British Postal Museum and Archive also publish a Newsletter.
BRITISH LEVANT TO 1900 – Susan McEwen

Three British Post Offices were opened in Turkey before 1900. Constantinople in September 1857 was first, effectively to replace the British Army Post Offices which had operated in Constantinople, Crimea and Scutari, during the Crimean war [Ref. 1]. Constantinople was issued with a C in bars undated cancel [Fig. 1], date stamps and a range of current stamps. Smyrna followed, 15 years later, in 1872 and was issued with the British style dumb cancel “F87”. Beyrout was third, opening in 1873, with the "G06" cancel. Salonika was the fourth British Post Office, it opened in May 1900. Stamboul, the only sub-office of Constantinople, opened in 1884 and was issued with the “S.” in bars cancel. This office closed in 1896. Please note, I use the names and spelling of the time.

Before the British Post Offices opened mail from Britain went through other offices, mainly the French Post office. A cover from Maghera, Ireland, in 1856, "England per Aachen Franco" and endorsed "Via Belgium" shows that mail into Beyrout before 1873 was also routed through other offices [Fig. 2]. An 1873 8d rate cover from Beyrout to New South Wales, Australia, represented the start of the Beyrout office.
In 1875 the U.P.U. rates were introduced and the letter rate from the British Levant to U.P.U. participating countries was reduced to 2½d. The Postcard rate was 1½d until 1879 when it was reduced to 1d. Printed matter was ½d.

In 1884 the Turkish currency depreciated against the British Pound. There was concern that this could lead to speculation and that it could be in breach of U.P.U. regulations. It was decided that British stamps would be overprinted for use in the Levant. In 1885 the 40 Paras on 2½d, 80 Paras on 5d and 12 Piastres on 2/6d were issued. The letter rate was 40 paras, as was registration. The 12 Piastres on 2/6d was used postally, on large registered items. In the Turkish currency of the time 40 Paras = 1 Piastre. As stamps below 2½d were not overprinted un-overprinted stamps were used for postcards 1d, printed matter ½d and to make up rates, they were also accepted in lieu of the Paras stamps until 1905. It seems inconsistent to overprint above a value but not below it, if the argument for overprinting is UPU regulations.

Some collectors have been fascinated by the “Express D’Orient” labels as applied by M Dourson, along with his “Chemin de fer Orientaux” cachets. They were attractive private labels of no postal significance, but I have eventually relented and added an example to the collection, on an 1888 registered letter to Switzerland from Constantinople.

Parcel Post certificates of posting of an uninsured parcel, were available in Constantinople, one is shown used to Dublin, 19 October 1892. The back shows a thorough disclaimer of any responsibility by the post office, the certificate only confirms that whoever was sent to the post office did post the parcel and didn’t just pocket the postage money.

In 1893 a 40 Paras Provisional overprint was made in Constantinople and used there from 25 February until 1 March. Doubt has been cast on the need for this overprint, not least because most of the use was philatelic, and the need disappeared on 2 March as suddenly as it had appeared, allegedly without a new delivery of stamps [Ref. 2]. The issue [Fig. 3] was shown with 3 covers: 40 paras, 80 paras registered - with 2 of the provisionals, and a 40 paras stationery envelope with its registration paid by a provisional with inverted surcharge. This latter item is more likely to be by favour than by accident! What needs to be found is a cover from Constantinople on a date between 2 and 31 March 1893, the latter date being the likely arrival of the next printing from London. Such an item would confirm that the Provisional was indeed spurious and that its belated registration with the UPU was a natural attempt to deflect criticism.

Fig. 3 The provisional overprint of 1893
Postage due stamps were not used in the British Levant. A cover [Fig. 4] from Chester, New Hampshire, USA, to Constantinople in 1886, franked 5c with T and 25 circled postage due marks, shows that the postage due appears to have been collected in cash, there is a manuscript note “Paid 2½ Ps” implying 2½ Piastres.

References:
1. Stamps of the Levant Post Office by D B Armstrong
2. The Overprinter, GBOS vol. 1 2003

SECRETARY'S NOTES – Frank Bennett

Please note that because the room at the Royal is not available that there will not be a meeting on the first November.

Only two members have pointed out my deliberate mistake in the list of past Conferences in the 2007 Handbook. The 2006 Conference was of course at Portsmouth not Cheltenham.

I have to apologize to Hugh Feldman for calling him the Welsh Huw in the list of meetings for this year, I also moved him from Ashdon to Ashton.

Membership Changes
E-Mail - Adrian Almond - adrian.almond@tiscali.co.uk; Hugh Feldman - hugh@feldman.f9.co.uk; Robert Johnson - robertjohnson83@hotmail.co.uk
Telephone - Pat Campbell - 01722 412600
Address - Peter McCann - 6660 Saint James Crossing, University Park, Florida 34201-2238, USA
Resignation - Ian Tickell, from the end of this year for health reasons. He sends his best wishes to everyone in the Society.

A member has asked that we make sure that the postcode for meetings venues is on the flyers; this will assist in tracing venues on the Internet.

I confirm that the Country meetings for next year are nearly finalized. And I hope that members will approve the venues chosen. We have tried to ensure that all parts of the country are covered. I will put up a provisional list at Conference.
After a decade of using perforated adhesives, perforations disappeared in 1877 and did not return in Chile until 1903. From 1877 to 1903 rouletting was the preferred means of separation. The introduction of the rouletted stamps coincided with an expansion of the mail within Chile and mail destined for overseas and produced some interesting new aspects of postal history.

Chile did not join the UPU until 1881 and the first issue of rouletted stamps in 1877, consisting of 1, 2, 5, 10 & 20 centavos values was replaced by some new colours in 1881 and some additional values. A 50 centavos value was added in 1878 to satisfy parcel post requirements. When looking through dealers’ stocks it can prove challenging and interesting to look for these issues with unusual rates or destinations.

South American countries appear to have used their postal stationery more than most countries and a recurrent theme with this issue is the use of stamped envelopes. This theme is evident in the cover below with stamps from the 1877 issue. Here a five centavos stamped envelope has been uprated to 10 centavos to prepay the UPU rate to Constantinople in September 1881:

![Fig. 1 1881 Cover to Constantinople](image)

One peculiarity in the postal system at this time was the introduction of the “Correo Urbano” or city post. In the 1880’s it was decided that the delivery of mail within the cities of Santiago and Valparaiso was to be free of the usual “tip” for the postman for local mail. To compensate the postmen, their wages were increased by 5 pesos per month. One problem was that the postman would have to sort two types of mail on his rounds - non urban mail for which he would have to get paid and “correo urbano” mail [Fig. 2] which he had to deliver free. To facilitate this segregation the “correo urbano” mail was struck with a distinctive oval handstamp as illustrated below. Printed matter and cards could be sent within the city for one centavo and letters for two centavos. The items were to be franked before being placed in the boxes provided.
When this rouletted issue was in use at the end of the nineteenth century, the Transandine railway had not been completed and mail destined for Argentina (or say Europe) could only go so far up into the Andes before being transferred onto a mule train to carry it onward to Mendoza in Argentina. Mail conveyed overland thus was often endorsed “via cordillera” or “via Andes” or even “por terrestre.” After the unfortunate muleteers (and passengers!) had survived trekking through the Andes by day they were treated to a night in a sort of hostel cum guesthouse accompanied by various forms of livestock apart from the mules. Illustrated below is a registered printed matter item where a 10 centavos stamped envelope handstamped “IMPRIMES” and “VIA ANDES” has been uprated by the use of two one cent adhesives to prepay the 10 centavos registration and two centavos printed matter rate to Rosario in Argentina. The letter is dated June 1st 1898:
The picture postcard below creates a vivid image of the type of journey involved in crossing the cordillera by mule train with mail and passengers:

![Postcard of mule train](image)

Fig. 4 Postcard of mule train

Yet another intriguing aspect of postal history at this time was the use of the “Advice of Receipt” service. The AR service is popular and frequently used in the USA, France, and many parts of Central and South America. In other countries (e.g. Britain, Canada, Switzerland or Holland) AR is rarely encountered. To quote David Handelman [Ref. 1] “This is a service available for registered mail (and on non-registered mail in some jurisdictions) which provides that the receiver of the registered item sign a form or card (known as an AR form or AR card) which is returned to the sender. This is evidence that the registered letter has been duly delivered.”

Valparaiso in Chile had its own distinctive horseshoe shaped AR mark which appeared in 1889 and was in use until 1910. Shown below is a cover dated 29 July 1893 registered/AR from Valparaiso to Lima in Peru. Here the registration fee of 10 centavos and the UPU fee have been prepaid by two 10 centavos adhesives and the AR fee by the 5 centavos stamped envelope used.

![AR cover to Lima](image)

Fig. 5. AR cover to Lima
Chile was one of the few countries to actually have an etiquette specifically for the AR service and this appears on the cover below [Fig. 6] dated 14 June 1896 from Talca to Belgium.

![Fig. 6 1896 cover to Belgium](image)

Chile went one step further in 1894 and issued adhesive stamps for use on AR mail:

![Fig. 7 1896 Registered/AR cover to Brussels](image)

In the case of this cover dated 11 July 1895 the 35 centavos franking is made up of 2 x 10 centavos UPU fee plus 10 centavos registration fee and 5 centavos AR fee. The Chilean Post
Office instructions on these AR stamps specified that the AR stamps should not be cancelled and thus it is not easy to find covers where the stamps are tied. In this case they are tied by the blue crayon registration crossing.

The 1877-1899 rouletted issues of Chile produced many interesting frankings and it is well worth having a detailed look at the issue from the postal history point of view.

References:
1. Handelman D., AR – avis de reception, Postal History Society of Canada, Ottawa, 2002
2. Haworth W., Chile - An Outline of the Postal Issues 1766-1910, Stamp Collecting, 1919

AM POST 1945-46, POSTAL RATES, (PERIOD 1: 1945 TO 28 FEBRUARY 1946)
Colin Fears

My display covered postal rates from the issue of AM POST stamps on 20 June 1945 until postal rates were doubled on 1 March 1946.

The interest of this period to the Postal Historian is that it covers the re-establishment of a civilian postal service in the British and American Zones of occupied Germany. There are similar stories which apply to the Soviet and French Zones.

Although the start of a civilian service (postcards only and only in the same Zone) started on 14 June 1946 in the Hamburg/Kiel RPD area, AM POST stamps did not appear for general civilian use until 20 June in Brunswick & Hannover. Their issue in the other RPD district followed over the next few weeks.

Similarly postal services expanded on a step by step basis with additional services being provided – and there are different start dates for these services in the various RPDs.

The AM POST stamps had first been printed in Great Britain and the USA but were later printed in Germany at Brunswick. This display used the start date of 20 June 1945 as this is the accepted first day of issue for the AM POST. (The political gesture of issuing four values of the American printing in Aachen on 19 March 1945 did not form a proper part of the start of the general civilian postal service and so did not come within the scope of this display.)

Covers and cards shown included various first day items, single and multiple frankings, part cash frankings (Teilbarfrankatur) and difficult postal rates. Plate and Sheet numbers, perforation varieties and censor markings were also shown although most censor markings came in after the end of this period.

Also shown were examples of emergency cancellers (nostempel) used, where for some reason or other, the original cancels had disappeared, been looted, or damaged. Following are a few examples of items shown:
Fig. 1  First day of issue of AM POST stamps – Brunswick 20 June 1945. Local postcard rate 5pf.

Fig. 2  Ordinary postcard rate, Hamelin – Eibelfield 18.7.45

Fig. 2 is an attractive Firm’s postcard which has been returned to sender. The card has a very scarce local censor mark ‘Large red A’ which was used at the shortlived Censor Office in Hamelin only during part of July and August 1945. The card has the reason for return written in pencil “Haus Zerstört” (House destroyed) Emfg.z.Zt. in Bayern with the postman’s date 24/7 and initials. Below is “keine Nachsendung”. Finally a three line “Return” cachet “Zurück/Unter der angegebenen Anschrift nicht erreichbar”.

Fig. 3 shows the top ordinary letter rate covering letters 501-1000g weight and is a seldom seen rate. Although marked ‘Drucksache’ (printed matter), the printed matter rates did not come into effect in RPD Munich (American Zone) until 29 October 1945. This actually had no effect on items of this weight band as the ordinary letter and printed matter rates were the same. It was only at the lower weight steps that printed matter rates were cheaper. The top right hand stamp on the cover is a listed variety in the Krogmann specialised catalogue, but does not come out clearly in the illustration.
The card shown in Fig. 4 is dated 31.12.45 but the service did not start until 1 January 1946. The item had to be routed through Koblenz in the French Zone. The French Authorities, however, gave no latitude and the item was returned with the two line cachet “Zurück. nicht zugelassen/Postamt Koblenz” (returned, not permitted).

POW letters are much more difficult to find than cards. The 25pfg rate was only in use for POW letters during January and February 1946 and the example shown is from Wuppertal-Barmen in the British Zone to Toulouse with a scarce single franking of the American 25pfg printing.
Fig. 5 Most mail to POW’s was by postcard.

Fig. 6 Express card part paid in cash

Fig. 6 shows an example of an express rate post card, where the charge is the postcard rate of 6pfg plus the express fee of 40pfg, a total of 46pfg. In this example it is a 6pfg postal stationery imprinted card with the additional express fee paid in cash – hence the red boxed “Gebühr bezahlt” (postage paid) cachet. An example of a part cash franking (Teilbarfrankatur).

In Fig. 7 the ordinary letter rate is 12pfg which is covered by the affixed AM POST stamp. Registration fee is 30pfg and the rural Landpost express fee is 80pfg (twice the standard rate). Hence the total rate is 122pfg. The Post Clerk’s writing can be seen to the left of the stamp 80, 30 then the total 110, with black boxed “Gebühr”, cancel “Munich 2, 3.11.45. – 13”.
Insured letters are quite scarce in this first rate period up to 28 February 1946. In addition to the normal letter rate postage there was a handling fee of 40pfg for letters value up to 100RM and of 50pfg for letters above 100RM. There was also an insurance fee of 10pfg for each 500RM value.

The example in Fig. 8 is from the American Zone – Bad Soden to Frankfurt 11.1.1946 with a declared value of 1000RM. It is franked 94pfg which covers a letter rate of 24pfg, handling fee 50pfg, and insurance 2 x 10pfg (20pfg). A nice commercial cover with firm’s wax seals on back. It was a requirement on insured letters that stamps were placed apart, so as to prevent someone removing a stamp and getting at the contents and then replacing the stamp. Something which could be done more easily with a block of stamps. I do, however, have exceptions in my collection. Cover has arrival cancel “Frankfurt 13.1.46,” on the back.
THE AUSTRIAN POST IN THE HOLY LAND – Hans Smith

An Austrian post office was opened in Constantinople as early as 1749, in Smyrna in 1813 and in Alexandria in 1837, so when the European postal administrations opened post offices in Jerusalem in 1852 they were fairly late in the field. Before the 1880s in fact, there was little by way of trade or tourism to attract visitors to the (then) Turkish sandjak of Jerusalem. What was more the area was prone to brigandage and communications were poor.

Mounting tourist interest in the area, however, led to an Austrian consulate being established in 1849. The Austrian Lloyd Steam Navigation Company opened a post office in Jerusalem in 1852, followed by offices in Haifa (1854) and Jaffa (1852), the latter port acting as the feeder port for Jerusalem. The (Austrian) Danube Steam Navigation Company inaugurated a line from Constantinople to Alexandria in or around 1840 with a stop at Jaffa but the enterprise failed soon after, probably due to political opposition, and little post was carried.

Why the postal services should have been initially established by the Austrian shipping lines and not by the consular service is unclear but again it may have been a move to circumvent political opposition (as in Alexandria); shipping lines had a traditional right to carry commercial mails that the consular services did not possess.

Be that as it may, the Austrian Lloyd offices in Jaffa and Jerusalem at first used their oval company seals as postmarks on mails (even as cancellers after 1864 when adhesives were introduced) [Fig. 1].

![Fig. 1](image)

The first ‘standard’ postmark (a plain circle with the name in Italian, the Lloyd’s working language, GERUSALEMME and date) not being issued until 1860. The first canceller was issued to the Jaffa office in 1862. This was a single circle with the office name and date over a ‘leaf’ symbol more often, curiously, associated with the offices in Hungary. While Haifa must also have possessed an oval agency seal, it is not known used as a postmark and the first canceller (also 1862) was similar to that at Jaffa, the office name again being shown in its Italian form (CAIFA).

A railway line was opened between Jerusalem and Jaffa in 1892 but the Turks refused to handle the foreign post offices’ postbags so these continued to be carried by mail coach to Jaffa to join the mail steamers. During the same period not only the Austrian but also the French, German
and Russian offices in Palestine signed postal agreements with the burgeoning Jewish and Christian religious communities that had formed semi-autonomous village-type settlements, in effect to establish sub-post offices that sold stamps and handled incoming and outgoing mail through the contracting foreign postal service but in uneasy compliance with the (Turkish) law. Austrian postal ‘sub-offices’ were established at

Rishon-Le-Tsion
Petah Tikva
Gedera
Zihron Yaakov.

The Austrian mail coach also collected mail from boxes (and possibly from hotels) on the Jerusalem-Jaffa route and these mails were, from 1904 at least, cancelled at the office of arrival (Jerusalem or Jaffa). They received a distinctive marking at the arrival/transit office: a boxed “Aus Jerusalem Österr. Post” in Jaffa [Fig. 2] and “Aus Jaffa Oesterreichische Post” in Jerusalem.

Fig. 2

A number of other special arrangements should be mentioned. The first of these concerned Nazareth, where mail is known during the 1903-1908 period cancelled with a straight-line dated Bulldog type handstamp in various versions and in various shades of violet ink. This was evidently a tourist gimmick, tolerated but not approved by the Austrian postal service (the Austrian post had long tolerated similar handstamps on mail where there was a risk of stamps being illicitly removed on the way to the post office) and the practice was apparently suppressed in 1908.

The other arrangement concerned a “BETHLEHEM” (German version = scarce) or “BETLÉEM” (French version = common) cachet which was struck on cards, specially purchased and marked for despatch in bulk at printed matter rates, on licence from the Austrian Post Office on four separate special occasions:

31 October 1898 Visit of the German Kaiser to Jerusalem
2 December 1898 50th anniversary of the Austrian Emperor’s accession
25 December 1899 Reputed last Christmas of the 19th century
25 December 1900 True last Christmas of the 19th century
In each case the standard Austrian canceller was used, but struck in colours ranging from purple to magenta (but also found in black).

Despite ever-mounting Turkish antipathy, the volume of mails carried by the Austrian post increased steadily with the increase of religious and secular tourism and the establishment of religious foundations, including schools and publishing houses. By 1905 the Austrian office in Jerusalem was using four cancellers simultaneously (double-ring with date bridge, counter letters a, b, c and d). At the same time special postal stationery envelopes and wrappers were produced for bulk markings abroad. These had imprinted values of optionally 10 paras or 5 centimes. Because 5 centimes amounted to marginally less in Turkish currency than 10 paras, the 5 centime cover is far more common. Mixed frankings of para and centime adhesives were also not uncommon.

The Austrian offices in Turkish Syria closed in September 1914.

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**ANOTHER CRISIS – BIAFRA – Jeremy Martin**

Biafra ceded from Nigeria in May 1967 and this led to a civil war.

The Biafrans soon organised their own postal system and eventually issued their own stamps. Initially POSTAGE PAID cachets were used with values of 4d for the basic internal rate [Fig. 1], 1/4d for the internal rate plus 1/- for registration and 2d for a make-up rate. Examples were shown of various usages.

![Fig. 1](image)

Military mail could be sent post free. Various cachets were also applied. Fig. 2 shows such an example. Note that the year slug is missing; it was probably 1968.

Censorship was carried out and Fig. 3 shows a violet PASSED BY CENSOR cachet on a 1969 cover to the Ivory Coast.
The end of the civil war was in sight when the last airstrip in Biafran hands came under fire and flights in and out took place only at night. The final mail flight out reached Libreville in Gabon on 10 January 1971.

Later that month Biafra surrendered. The 2½ years of conflict did produce some interesting items for collectors … but alas much loss of life and upheaval.
LAKE MAGGIORE POSTAL MARKINGS – Grahame Lindsey

Lake Maggiore has always been an important route for the carriage of goods and people, and a revolutionary development occurred on 1 May 1826, when the first steamboat made its maiden voyage on the lake. It was called the Verbano.

The Lombardy Post Office was quick to seize on this new innovation to speed the delivery of the mail and ran special express stage coaches from Milan to Arona to link up with the steamer departures. However it is not until the 1850s that the first evidence of a Travelling Post Office aboard the lake steamers is found. By this date the Verbano had been taken out of commission and a new Verbano II was launched and taken into service on 19 May 1844. In 1855 three new paddle steamers S. Gottardo, Lucmagnu and S. Bernardino were added to the fleet.

At first the terminals for the service were Arona and Magadino but following the opening of the St Gotthard tunnel in 1882 and later rail connections from Milan to Luino, the steamers lost their importance in the postal communications system and the number of Travelling Post Offices (TPOs) was reduced to two in 1889. The second TPO service was suspended in 1891 and another two years passed before the last TPO for Magadino left Arona. This last service was transferred to the Arona - Locarno route in 1893.

After 1895 there was only one TPO remaining on Lake Maggiore and to distinguish the TPO mark from messaggeri marks introduced in 1891, the word Natante or its abbreviation, was included in the legend of the handstamp. This single office continued to be used until 1923.

Although the TPOs were closed the boats continued to run between Locarno and Arona at least three times a day in both directions. These boats carried the postal messengers who applied the messaggeri marks.

The first mark used to indicate carriage on the lake can be regarded as a precursor to the regular postal service available on the boat, in that it served as an entry mark rather than a mark.
specifically to indicate that the mail was cancelled on the boat. The first mark, “L.M” in an oval frame [Fig. 1], was used from 1807 to 1818 on northbound mail and was applied at one of the Swiss ports Locarno or Magadino.

![Fig. 1 1809 - E.L. to Switzerland bearing “L.M” mark](image)

This was followed on 1852 by a double circle mark inscribed “VERBANO ★” [Fig. 2] which was applied on board the steamer.

![Fig. 2 1854 - Telegraph dispatch from Locarno to Torino bearing “VERBANO★” mark](image)

The first regular handstamps, introduced in 1855, were inscribed “VERBANO” and numbered N°1 and N°2 [Fig. 3]. These handstamps were followed by a series of marks bearing “ASCENDENTE” or “DISCENDENTE” or their abbreviations “ASCEN” and “DECEN” indicating the direction of travel up (north) or down (south) the lake.
Thereafter, single circle handstamps showed the termini Arona and Magadino and the word order indicated the direction of travel. The handstamps are numbered 1, 2 and 3 for the three TPOs in operation.

Following the reduction of the TPO services in the early 1890s the only remaining service was transferred to the Arona - Locarno route in 1891 and the word “Natante” or its abbreviation “Nat.” was introduced to distinguish the TPO marks from messaggeri marks introduced in 1891.
The messaggeri marks introduced in 1891 were applied by messengers who carried sacks of mail and were permitted to accept loose letters in addition to collecting mail from quayside boxes and boxes on the steamer. The messenger cancelled the adhesives or facsimiles on postal stationery with the handstamp provided. The messaggeri marks were either inscribed “SERVIZIO POSTALE SUL LAGO MAGGIORE” or with the termini. The handstamps are numbered 1, 2 and 3 for the three services in operation and the word order indicates the direction of travel.
There are a number of messaggeri marks for short journeys such as Arona – Intra; Locarno – Pallanza and Intra – Laveno – Arona.

There are a few rarely seen TPO marks which combine travel by lake and rail such as “STRESA – LAVENO – MILANO < M >” to indicate that the mail travelled by boat from Stresa to Laveno and then by train to Milano. [Fig. 9]
In addition to the Lake Steamer TPO marks, numeral dotted killers numbered 226, 227, 228 and 229 were allocated to the Lake Steamer TPOs and used to cancel the stamps.

Collettorie marks (cursive marks denoting origin) were applied to mail collected at the lakeside stops. Collettorie marks are known for Arona, Baveno, Belgirate, Cannobbio, Feriolo, Intra, Isole Borromee, Lesa, Pallanza and Stresa.
Messaggere collettore marks were introduced in 1890 and were applied to mail collected from lakeside stops. They were an attempt to combine messageri and collettorie carks. The handstamps had a fixed central portion and loose town and date slugs. They were not popular with postal clerks who had to change the slugs for each stop and were abandoned in 1893. They are known for Arona, Baveno, Cannobbio, Ghiffa, Intra, Lesa, Pallanza and Stresa.

Reference
Lindsey, Grahame – *Italian Lake Mail Postal Markings*, Italy & Colonies Study circle, 2004
On 15 November 1918 the new leaders of Germany issued an order prohibiting the censorship of mail but substituting in its stead the examination of letters for exchange control purposes. When studying return to sender mail one needs to know the regulations. The restrictions began during the First World War and are summarised for cash payments in the table:

<table>
<thead>
<tr>
<th>Date</th>
<th>Limit</th>
<th>Payments to foreign countries without permits</th>
<th>References [1]</th>
</tr>
</thead>
<tbody>
<tr>
<td>8.2.1917</td>
<td>500M</td>
<td>by insured letters and parcels in foreign currency</td>
<td>RGBl 24, 9.2.17 p105-108 decree 5693 dated 8.2.17, p109 decree 5694 dated 8.2.17; ABl 12, 20.2.17 p59-62, decree 43 dated 16.2.17</td>
</tr>
<tr>
<td></td>
<td>1000M per day, 3000M per month</td>
<td>by insured letters and parcels in German currency</td>
<td></td>
</tr>
<tr>
<td>18.12.1918</td>
<td>50M per day, 150M per month</td>
<td>by insured letters and parcels in German currency</td>
<td>RGBl 186, 20.12.18 p1440, decree 6594 dated 18.12.18; ABl 90, 30.12.18 p342, decree 410 dated 28.12.18</td>
</tr>
<tr>
<td>8.9.1919</td>
<td>1000M per day, 3000M per month</td>
<td>by insured letters and parcels in German or foreign currency</td>
<td>RGBl 178, 13.9.19 p1615-1616, decree 7045 dated 8.9.19</td>
</tr>
<tr>
<td>24.12.1920</td>
<td>3000M</td>
<td>by insured letters and parcels in German or foreign currency</td>
<td>RGBl 2 1921 p33-35 dated 24.12.20; RGBl 9 p91 26.1.23</td>
</tr>
<tr>
<td>16.6.1923</td>
<td>20000M</td>
<td>by insured letters and parcels in German or foreign currency</td>
<td>PNBl 55, 16.6.23 p413</td>
</tr>
</tbody>
</table>

Higher cash payments, interest payments, dividend warrants, savings and bank deposit books, share certificates etc could only be sent via a bank. So far research has not found any increase in the 20000M limit and a notice is known from mid November 1923 still showing the 20000M limit. By 24 August 1923, 20000M was the cost of an inland letter so that effectively all cash payments needed bank permission.

Until 1 April 1919, Post Office counter clerks had the task of examining insured mail before it was sealed up and posted to make sure it complied with the regulations which explains why the laws were not only published in the Government Gazette but also in the Post Office Gazette in 1917 and 1918.

There was another set of regulations concerning the import of postage stamps but these are outside the scope of this article. They did however give rise to a lot of return to sender mail.

Less than 1 percent of mail examined by the exchange control was returned to sender. Of the 20 exchange control supervision offices, only 13 have been found to use return to sender cachets. These are Berlin W8, Bremen, Breslau, Dresden, Emmerich, Frankfurt, Freiburg, Hamburg, Königsberg, München, Stuttgart, Lauenburg and Elbing. Examples from all these offices except Elbing were shown. For some offices only one or two return to sender covers have been recorded.
No return to sender covers are known from Flensburg, Karlsruhe, Lindau, Friedrichshafen, Köln-Deutz, Cleve and Lugwigshafen Exchange Control Supervision Offices. An insured official cover from the Karlsruhe Supervision Office was illustrated in Postscript Vol. 54, No.4 November 2004 p171 and it was speculated that from Karlsruhe items were returned to sender inside an official envelope. It is surprising nothing has been found from Köln-Deutz while the other offices dealt with relatively small amounts of mail.

Of the 42 covers shown, 12 came from the Berlin Supervision Office illustrating a variety of cachets, labels and enclosures. A number of covers bearing varieties of the four line Return to the Sender (see enclosed Notice) Postal Supervision Office Berlin cachets were illustrated. The cachets are illustrated below with the presently known dates of use.

![Fig. 1](image1) 50mm long, exclamation mark at end of top row used from July 1920 to March 1923

![Fig. 2](image2) 46mm long, full stop after 8 used from June 1921 to 19 Sept 1923

![Fig. 3](image3) 46mm long, no stop after 8 used from March to July 1923

![Fig. 4](image4) As Fig 3 but manuscript alteration with bei crossed out and ein written in, used late July 1923

![Fig. 5](image5) As Fig. 3 but bei cut out and ein written in, used from late August to October 1923

In late July 1923 the letters “bei” [Fig. 3] were crossed out and the letters “ein” written above – the translation is unchanged [Fig. 4]. Then by late August 1923 the letters bei had been cut out and replaced with a manuscript insertion of the letters ein [Fig. 5]. An example of this on cover postmarked 4.9.23 was illustrated in Postscript Vol. 55, No.2 June 2005 p92. The fact that Fig. 2 is known used on a cover postmarked 19.9.23 shows that there were two cachets in use (Figs. 2 and 3) which appear to differ only by the presence or absence of a full stop.

Usually the notice referred to in these cachets is missing but two covers were shown with their associated notices. One notice accompanying a cover postmarked 22.3.23 referred to the laws of 24 December 1920, 4 July 1921 and 22 December 1922 (RGSB 86 p968). The other accompanying a cover postmarked 25.7.23 referred to the law of 26 January 1923 (RGSB 9 p91) and bore a manuscript amendment changing the 3000M limit to 20000M. The first of these labels were still being used up in April 1923. The second of these notices was still being used in November 1923 albeit with additional deletions of text.

Unfortunately some of these unusual covers have been vandalised by removing stamps or by adding enhancements. One very good cover postmarked 22.9.20 in Danzig addressed to Berlin with a genuine Berlin return to sender cachet was shown that had been enhanced by deleting the addressee’s name using what appears to have been a paint brush or a felt tipped pen (which was not available until well after the Second World War) and covering it with a pink label bearing untypical wording that is also probably of post Second World War vintage!

Postscript 57/38
The Dresden Postal Supervision Office also used a lot of return to sender cachets and three notices slightly larger than A5 size were displayed which referred to the situation in early 1921 (law of 24 December 1920), late 1922 (laws of 24 December 1920 and 22 March 1922) and 1923 (laws of 24 December 1920 and 26 January 1923). The variants of the five line cachets are illustrated. The cachet illustrated in Fig. 6 has been completed in manuscript to refer to the law No.160 of 21 November 1918.

![Fig. 6](image1)  top line no underlining, no exclamation Mark, used Feb 1920 – Feb 1921

![Fig. 7](image2)  top line underlined and with exclamation mark, used July 1922 to Jan 1923

![Fig. 8](image3)  as Fig. 6 but left edge of Z of top line over I in second line, used June 1923

![Fig. 9](image4)  as Fig. 7 but 9/1923 and laut Einlage added, in used Mar – Nov 1923

![Fig. 10](image5)  as Fig. 9 but 9 & 19 omitted also 2 out of line with 3, used Sept 1923

The cachet in Fig. 10 may be the same cachet as in Fig. 9 but with various numbers temporarily fallen out or displaced as Fig. 10 is only known used on 19 September 1923 while Fig. 9 is known used both before and after this date.

The München Postal Supervision Office used six return to sender and five not permitted cachets between 1919 and 1924. The cover from 1924 was perhaps the most unusual one on display. It is illustrated in Fig. 11. One needs to bear in mind that the Exchange Control Supervision Offices were closed down on 1 December 1923 with the introduction of the Renten Mark and the stabilization of the currency. However the Exchange Control regulations remained in place.
until August 1925. The responsibility for monitoring those regulations now fell to the Customs Authorities. They checked very few envelopes and less than 20 are known to have been examined for 1924 (with none in 1925). In some cases they used the labels and cachets of the Exchange Control Supervision Offices.

Fig. 11 shows a correctly franked registered envelope postmarked 16.10.24 at Lichtenfels addressed to Nicosia in Cyprus but returned to Lichtenfels where it arrived over a month later on 25.11.24. It bears a sealing label and oval cachet that had been used in 1923 at the München Postal Supervision Office but the return to sender cachet is new. The sealing label is dated on the reverse 24/11.24 in usual German style. There is a manuscript note inside the envelope which says (in German) that the contents were 1 bill of exchange over £5-10s-0d and dated 17/10.24 München. So why was this letter picked on? Why did it take over a month to decide what to do about the contents? Presumably the bill of exchange should have been sent via a bank.
The Internet is a truly wonderful thing. One rich hunting ground for adding to my collection of Sheffield postal history is eBay [Ref. 1]. An 1840 cover [Figs. 1 & 2] was offered which originated from Sydney, Australia. Although I didn’t hold out much hope that my modest bid would be successful, I thought I’d have a go as the starting price was a very reasonable $9.99. Much to my delight and astonishment, nobody else bid and the item was mine. Then I realised that I knew absolutely nothing about Australian postal routes and rates.

The wrapper has several postal markings:

Manuscript endorsement reading (to my eyes anyway!) _p Wm Bydon_

Large Crown Post Paid Sydney datestamp of JA 27 1840 in red

Manuscript 3 in red and 8 in black

Backstamp of INDIA LETTER / PENZANCE (Tab In 2) in red and arrival cds of 18 JY 1840

In an attempt to learn more about the cover I emailed an expert in the field, Colin Tabcart, to ask his help. He quickly came back to me advising that there were no post office packets between Australia and UK in 1840, all mail by private ship of opportunity. Usually the local newspapers advertised in advance as to when the next ship letter mail would depart, so senders often endorsed their letters with name of a specific ship.

Colin further advised that many ships heading to London took pilots from Falmouth or Penzance for the passage up the English Channel, and that mails were landed by the pilot boat returning to base.

From 10 January 1840 the INDIA LETTER markings became redundant, since there was an all-in UK ship letter rate of 8d for ½oz due from the recipient (this rate explains the 8 in black on the cover) but INDIA LETTER / PENZANCE markings continued in use for some time. The red 3 is the Sydney ship letter rate of 3d on all outgoing and incoming letters (per ½oz).
The next challenge was to try and find the ship. I searched Google [Ref. 2] for various spellings of “William Bydon”, which led me to discover a barque of 312 tons called the *William Bryan*. Various genealogy inspired web sites [Refs. 3, 4 & 5] informed me that the *William Bryan* was captained by John Roman from 1833 until 1841, when Capt Maclean took control. The same sources taught me that the ship was involved in the migration of people from Devon and Cornwall to New Zealand as well as in the deportation of convicts from all over the UK to Australia.

![Image](image1)

The most significant hit was on an Australian government site which has digitised the early newspapers [Ref. 6]. Wonderfully, there is a searchable index [Ref. 7] to this site. This led me to an image of the *Commercial Journal and Advertiser*, published in Sydney on Wednesday 29 January 1840 [Fig. 2]. Here it is clearly stated that the *William Bryan* was just about to leave for London. The writer of this letter clearly read either this or another similar announcement and took the chance to get a letter in the post.

![Image](image2)

But what of the recipient? Searching on the primary UK genealogy site [Ref. 8] took me to the UK census for 1841. Without a forename or initial it is impossible to be certain, but a viable candidate appears to be William Holdsworth, aged 40 to 44, who was a Metal Roller at Old Park in Brightside, Sheffield.

Acknowledgement: My sincere thanks go to Colin Tabeart who willingly shared his knowledge of this field, and pointed me in the right direction to discover the rest of this story.

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BALLY’S USE OF PRINTED-TO-PRIVATE-ORDER ENVELOPES Harlan F. Stone

A long footnote in the Zumstein specialized catalogue for Swiss postal stationery gives somewhat sketchy details about two postal envelopes the Postal Department used to fulfil private orders from two companies that wanted the imprinted stamp placed on the left back flap [Ref. 1]. Postal Decree No. 88, dated March 18, 1876, says only that the two firms, watchmaker Le Coultre of Avenches and shoe manufacturer Bally of Schönenwerd, normally wrote the addresses of recipients on the backs of the envelopes they used. The two special printings for them are the only printed-to-private-order envelopes from the entire 1867-86 period of postal envelope issues.

The footnote explains that the first order comprised 1,000 of the large 10-centime carmine red envelope (146-148 x 114-116 mm format) first released in 1874, with 500 going to each company. There is no published record of the number of survivors, mint or used.

The second order comprised 1,500 of the regular small 10c carmine red envelope (146-148 x 83-84 mm format) also first released in 1874. According to the footnote, the entire order went to Le Coultre. In this case five mint and five used copies have been recorded.

Late in 2006 I restudied the Zumstein catalogue as I reorganized and remounted my Swiss postal stationery into a new exhibit for display in 2007. Imagine my surprise when I found in my own collection one of the small envelopes with a Schönenwerd postmark dated July 8, 1876 [Fig. 1]. On the back (really the front) are arrival postmarks of Zurich on the same day at 11 pm and of Aussersihl, the city’s industrial quarter, on the next day at 8 am.

![Fig. 1](image)

Georges Schild, editor of the Zumstein catalogue and President of the Swiss Postal Stationery Collectors Society, quickly responded to my news, saying that mine was the first reported copy used by Bally, evidence that the second order was also split between the two companies. My discovery felt like a philatelic flash of lightning. I sent him an image of the envelope for publication in *Der Ganzsachensammler*, the society’s journal.
Imagine my surprise again when a January 12, 2007, mail sale catalogue from a small Swiss auction firm arrived with a picture of another small envelope used by Bally [Fig. 2]. In this case the Schönenwerd postmark was dated October 26, 1876. So was a Zurich arrival postmark on the back (again, the front). A blue oval handstamp clearly identifies Bally of “Schoenenwerd” as the user of the envelope. I became the successful bidder. Lightning does strike twice.

Fig. 2

Reference

TASMANIA – ADVERTISING BY MEANS OF POST CARD RATE – Malcolm Groom

The Tasmanian Postal Regulations reprinted in the annual Walch’s Almanacs (commonly referred to as the ‘Red Books’) for 1896 to 1902 contain an interesting clause that states that:

Any person who places an additional stamp of One Penny on a Post Card shall obtain the right of exhibition of such card for fourteen days on exterior of any one Post Office, otherwise than Hobart or Launceston.

The Almanacs reproduced the Postal Regulations each year and this clause first appeared in 1896 until the 1902 issue. Where official postal records are known the Almanacs faithfully recorded each clause and it is believed that a close liaison existed between the publishers of the Red Books, J Walch & Sons, and the Tasmanian Post Office in the reproduction of the Regulations. Perhaps the only area of uncertainty or inaccuracy was the year any changes first appeared or were expunged due to publishing deadlines for the Almanacs.

The existence of the use of this ‘advertising by post card’ service remained unconfirmed until the discovery of the post card illustrated below. The additional One Penny applied to this card, sent from Penghana (open from 1 May 1895 to 20 November 1896), a mining settlement on the Tasmanian West Coast, to New Norfolk about twenty miles north of Hobart was too easily
explained as a late fee. The address, which read “For Exhibition at the Post Office, New Norfolk” prompted the thought that perhaps the additional One-Penny related to such a service. This was supported by the message on the reverse that advertised the sale of a lease of “the only good orchard or garden ground near Lyell – good wages available at sawmill alongside – Ploughable now, the only milk farm in the Zeehan district.” The discovery of the relevant clause in the Postal Regulations reproduced in the Red Books each year from 1896 to 1902 now confirms this.

The Post Card was posted at Penghana on 24 October 1896 (the year the service was introduced) and bears the additional One Penny required. Both are cancelled with the Crown Seal of Penghana normally used as a mailbag seal. A month later the Penghana office was burnt down and not re-opened, with services transferred to nearby Queenstown. The card is backstamped Strahan the same day in transit by sea to Hobart where it arrived on 27 October. Strahan was the port for all mining activities in the Lyell district with a rail service connecting Queenstown with Strahan. A New Norfolk arrival datestamp confirms receipt and to prove it was correctly displayed as required, two neat pinholes appear in the centre of the card.

This type of service available to those wishing to advertise in the Post Office has not been recorded as available in other Australian Colonial Post Offices. It would be of interest to learn if other postal services offered a similar service or whether it was unique to Tasmania.
The great postal reforms of 1839/40 were introduced by Treasury Warrant rather than Act of Parliament. Whilst having a major impact on domestic postage rates, they actually did very little for overseas rates beyond abolishing the inland postage on ship letters; on some, but by no means all, packet rates there was some reduction on the inland rates. Ship and packet rates, i.e. that portion of the postage payable for sea carriage, were not reduced. After a period of time, presumably to see if the reforms were working satisfactorily, they were embodied into a major Act of Parliament, 3-4 Vic c 96, that swept up a whole range of postage rates and post office regulations into a grand tidying-up operation. The Act was effective from 1 September 1840. Most significantly it allowed the Treasury to alter postage rates by Treasury Warrant in the future, provided parliament was kept informed, so further Acts of Parliament were very rarely required.

A discussion with Frank Walton on a totally separate subject caused Frank to send me a scan of the cover below, reproduced by kind permission. The image is reduced.

From Sierra Leone in 1849, the cover is part of the well-known Huth correspondence from a merchant in Freetown. It is endorsed: “Consignees Letter per H.M. Steamer Grappler”, and was received in London on 13 June 1849.

Consignees or shippers of goods inward to the UK were entitled to have their letters delivered free of charge if addressed to the port at which the ship arrived, or pay only the inland postage if addressed to a place beyond the port of arrival according to paragraph 35 of the Act quoted above. So why was this letter rated 2 shillings?
The answer lies in the fact that HMS *Grappler* was a post office packet. She was one of the ships that the Admiralty, who controlled the packet service at this time, used to convey public mails to, and from, Sierra Leone on a regular monthly basis from January 1848 to early 1851 [Ref. 1]. On this occasion *Grappler*, Cdr Lysaught, left Sierra Leone on 3 May 1849, and arrived at Portsmouth on 12 June, via Madeira 1 to 2 June [Ref. 2]. She had been on anti-slavery patrol as part of the West Africa squadron, and brought home 89 invalids, victims of the fevers that ravaged the anti-slavery patrol [Ref. 3].

Reverting to the major Act of Parliament, 3-4 Vic c 96, whilst consignees’ letters could go free of ship letter postage, when carried by a post office packet they came under the catch-all clause 10 of the Act: “All letters brought into the United Kingdom by Packet Boats (whether in a mail bag or not) shall be chargeable with packet postage.” The packet postage being one shilling, and this clearly being a letter over ½ oz in weight, it was charged two shillings.

Until Frank showed me this letter I had never given any thought to a consignees’ letter carried by a packet, nor indeed can I remember seeing one. Presumably, as most consignees knew the rules, they did not bother to write “Consignees” if their letter was bound to go by a post office packet. This example suggests that then, as now, the Treasury had its pound of flesh whenever possible.

HMS *Geyser*, a contemporary of HMS *Grappler*

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1. Tabeart, Colin: *Royal Navy West African Packets 1848-1851*; Forces Postal History Society Journal issues 268 and 269 (Summer and Autumn 2006), ISSN 9051-7161
2. *Hampshire Telegraph and Sussex Chronicle* 18 June 1849
3. An Admiralty return shows that in the five years 1855-59 there died 368 officers, men, and boys belonging to HM ships employed in the suppression of the slave trade, and 999 were invalided. The sickness rate was far higher than any other station, including the West Indies, where yellow fever was rampant.
FREIGHT MONEY - A REPRISE (PART 1) – Malcolm Montgomery

My display at Sheffield consisted of an assembly of letters from Canada to the United Kingdom sharing a common feature: they had all been forwarded through New York during the period that some private shipping lines raised a charge on letters carried by their ships. Frank Staff quotes an 1817 guidebook to New York:

*trading vessels to foreign points usually have a letter bag at the Tontine Coffee House in which letters may be put on paying one shilling each.* [Ref. 1]

However, outbound ship letters from this period bear no indication of such a practice and there is no record of how correspondents in Canada could have paid unofficial charges, except by means of forwarding agents and very few eastbound letters bear agent’s cachets. In 1838, at the time of the first regular steam packets on the Atlantic service, some steam ship lines announced a twenty-five cents charge for letters carried by their ships; some sailing ship lines followed suit, or reaffirmed an earlier practice, but charging a lower fee of twelve and a half cents. The former was announced in advertisements and articles in New York newspapers, [Ref. 2] and indirectly led to a comprehensive instruction to Canadian postmasters in a circular of December 1838 signed by Stayner, the Deputy Postmaster General; [Ref. 3]

*Freight-Money - The Proprietors of the lines of Sailing Packets between New York and Europe, having determined from henceforth to demand a Ship postage or tax of 12 and half Cents, or 7½d. for a single letter, and so on in proportion for double and treble letters and packets, sent from this Country - there appears to be no other mode of maintaining our Post Communication with the other side of the Atlantic, via New York than by submitting to this new regulation, and explaining to those who choose to write by that Channel, that they must pay the above Ship charge in addition to the United States' and British Island postage.*

*This Ship postage therefore must be exacted upon all letters sent to Europe, via New York and the readiest, and indeed the only admissible way of doing it, is by sending the said money to the Office in immediate communication with the United States, thro' which you forward such letters. The Postmasters in communication with the United States thro' whom the letters are sent, will remit this Ship money to me on the 1st of each month, in their usual way of remitting Post Office monies.*

This practice was never favoured by the parent post office in the United Kingdom and was in any case rendered largely redundant by the commencement of the Cunard Line’s regular and less expensive steam packet service in the second half of 1840. Freight money collection in Canada was stopped in December 1840. This subject, mentioned briefly by Alan Robertson and Frank Staff, were examined from a United States perspective by Charless Hahn in 1979; this account was followed by an explanation of the Canadian aspects of their history by Allan Steinhart in 1984 [Ref. 4]. Further detail was added as more information came to light, but freight letters are scarce and, certainly from a Canadian perspective, a number of anomalies remain:

- Private ships sailing from United States ports were charging for carrying letters as early as 1817 and continued to do so after 1840. Canada correspondents were using these ships, but are only know to have paid freight charges from January 1839 to November 1840.
- Letters from Canada carried by private ships in the period when collection of freight money by Canadian postmasters was authorised do not always show prepayment of freight money.
- There was a lack of conformity in how freight money prepayment was recorded.
The greater proportion of letters from Canada to the United Kingdom in the 1820s and 1830s was carried by private sailing ships out of United States ports. For many correspondents, particularly those in Upper Canada, this was a quicker and cheaper option than sending their letters to ships sailing from Montreal and Quebec (in any case ice-bound in the winter months) or to the slower Admiralty packets out of Halifax or New York. Figure 2 shows such a letter, carried from New York to Liverpool by the Dramatic Line sailing ship Shakespeare, a line and a ship known to have charged freight money. Lloyd’s List records its arrival at Liverpool on 19 August 1838.

![Image of a letter](image)

**Fig. 1** Harvey, Upper Canada to Edinburgh, Scotland, 14 July 1838. A letter prepaid to New York: 1s 8½d halfpenny Currency, comprising 9d Currency inland postage the rate in Canada for 101-200 miles and 11½d the equivalent of 18¾c the U.S. rate for 151-400 miles; no freight charge is shown. At Liverpool it was marked as a ship letter and charged a further 1s 7½d to Edinburgh, 8d ship letter fee, 11d inland postage for a single sheet carried 170-230 miles and ½d Scottish road tax.

The first of the steamships to carry mail eastbound across the Atlantic (discounting the 1833 crossing by the first Royal William) was the British Steam Navigation Company’s Sirius. Although Sirius carried a considerable amount of mail on her two voyages, no freight charges were levied on either United States’ or Canadian letters. The Great Western Steamship Company, however, charged twenty-five cents (one shilling and threepence Currency) on the early eastbound crossings by the Great Western, as did the City of Dublin Steam Packet Company’s Royal William; there are only two Canadian letters recorded carried by these ships in 1838 and neither show prepayment of freight money. Unfortunately, both are from Montreal, an office which rarely showed such prepayments, even after Stayner’s instruction had been circulated at the end of 1838.

It should be noted that, while providing a convenient indication how a letter may have been carried, Lloyd’s Lists do not provide certain proof of the identity of the ship. First, not all ships’ arrivals were listed in the lists; second, there were days, particularly for the larger ports like London and Liverpool, when more than one ship from the same port arrived on the same day; third, it was not unusual for mails to be sent ahead of the ship.

The final letter in this section [Fig. 6] was carried by a United States sailing packet five years after Canadian postmasters had been instructed to cease collecting freight money, but in the period where the practice is thought to have continued in the United States. The letter shows no freight charges, but was directed via New York and is believed to have been carried by the Black Ball Line sailing ship Yorkshire, a line known to have raised freight charges.
Fig. 2  A letter from Odelltown, Lower Canada to London, England, dated 18 April 1838, carried privately to Champlain, N.Y., and paid just United States inland postage, 18½ cents the rate for single sheet carried 151-400 miles. It was sent to New York to the Sirius for the return leg of her maiden trans-Atlantic voyage. Sirius sailed on 1 May and landed her mails at Falmouth on the 18th, having taken the mails from the Falmouth packet Tyrian en route. No freight charges were raised for letters on this voyage and the letter was charged one shilling and eightpence Sterling, eightpence ship letter fee and a shilling inland postage to London; it arrived in London on 18 May 1838.

Fig. 3  Montreal, Lower Canada to London, England, 20 November 1838. A letter prepaid Canadian inland, ninepence Currency, and United States inland, thirty-seven and a half cents, both at the double rate, endorsed “By the Great Western November 22nd”. The letter was sent to New York with no indication of ‘freight money’ having been paid, and was carried by the Great Western to Bristol. At Bristol the letter was charged a further four shillings and threepence ship letter fee and inland postage to London.
Fig 4 A letter from Dundas, Upper Canada to Kinross, Scotland dated 22 April 1839 that shows sailing ship freight money. Prepaid 4½d Currency Canadian and 25c United States inland postage, a further 12½c has been paid for a United States sailing packet to England. Lloyd’s List No.7879 indicates that it was carried by the Black Ball Line Europe from New York to Liverpool arriving on 7 June 1839; at Liverpool the letter has been charged a further 1s 7d ship fee and inland postage, plus a ½d Scottish road tax.

Fig 5 A letter from Dundas, Upper Canada to Kinross, Scotland, dated 2 May 1840 showing steamship freight money. The rates prepaid in Canada are: American Postage 25 (cents, the rate in the United States for a single sheet carried over 400 miles), Packet Postage 25 (cents, the steam ship freight charge), British (Canadian) Postage 4½ (pence Currency, the rate for a single sheet carried 0-60 miles); in total 2s 10½d Currency. Carried from New York to Bristol by the Great Western, at Bristol the letter was charged a further eightpence ship letter fee to Kinross.
Fig. 6  A letter from Quebec, Lower Canada to Greenock, Scotland, dated 8 January 1845, directed to New York paid 2½d Currency provincial postage from September 1840 on letters to the United Kingdom and 18¾c the United States inland postage. At Liverpool it was charged a further 8d.

Fig. 7  A letter of two sheets from Montreal, Lower Canada to London, England, dated 25 January 1839, prepaid Canadian inland, 2 × 4½d, 9d; United States inland 2 × 18¾c, 1s 10d, both shown; not shown, freight money, 2 × 12½c, 1s 3d Cy; total (on reverse) of 3s 10d Currency.

References:
3. Quebec Post Office Circular, 26 December 1838. Ended by Post Office Circular, 4 December 1840. Until 1851 the Canadian post office was a part of the British post office and Canadian inland postal charges were often referred to as ‘British’

To be continued......