

1791

TRANSATLANTIC MAIL

FALMOUTH PACKETS TO N.Y. Contract Packet Dashwood

The early Falmouth Packets were privately owned and under contract to the Post Office. They were sometimes owned by the commander, but usually the property of a syndicate of owners who financed the building of the vessel to the specifications of the Post Office. Whilst under contract, the Post Office bore the responsibility for compensation in the event of loss. The crew were provided by the owners, but the ship's Company and her Commander sailed under Post Office orders.



LIVERPOOL

*27/10*



May 2, 1791. A letter, datelined at Liverpool, concerns the closing of British ports to wheat or flour after the 10th June due to the houses of parliament respecting the Corn Laws. The letter received the straight line LIVERPOOL and was rated at 1sh.6d., shown as 1/6 in red. This was the Act of 1784 rate (24 Geo. III, Sess. 2, Cap. 25) for a letter over 150 miles, Liverpool to Falmouth, of 6d. plus 1sh. Packet Letter charge.

May 4. Transit mark at London as a PAID letter.

June 6. Contract packet Dashwood departed from Falmouth, there is no recorded May packet.

July 8. Est.arrival at New York. No U.S. rate is shown. Being addressed to the port of arrival, no Packet Letter charge was made.

FALMOUTH PACKETS TO N.Y. Contract Packet Chesterfield

The early Falmouth Packets were privately owned and under contract to the Post Office. They were sometimes owned by the commander, but usually the property of a syndicate of owners who financed the building of the vessel to the specifications of the Post Office. Whilst under contract, the Post Office bore the responsibility for compensation in the event of loss. The crews were provided by the owners, but the ship's Company and her Commander sailed under Post Office orders.



MAN  
CHESTER

August 6, 1791. An invoice for furniture sent to Philadelphia per the Atlantic. Straight line MAN/CHESTER where the rate of 1sh.6d. was paid, shown as 1/6 in red. Act of 1784 rate (24 Geo. III, Sess. 2, Cap. 25) single letter over 250 miles (Manchester to Falmouth is 456 miles) at 6d. plus 1/- packet letter charge.

August 11. London transit mark as a PAID letter. The contract packet Chesterfield sailed from Falmouth for N.Y. on August 16.

Sept. 15. Est arrival at N.Y. Letter rated Resolution of Oct. 20, 1789, 60-100 mi. @ 1 dwt. 8 gr. silver. No packet charge made at this time.



1795

TRANSATLANTIC MAIL

FALMOUTH PACKETS TO N.Y. Post Office Packet Carteret

STEWARTON

August 30, 1795. A letter datelined at Larnham and posted at Stewarton, North Briton (Scotland). It concerns the Treaty of Amity Commerce and Navigation between Britain and the United States and

war reparations. Letter prepaid at the one shilling packet letter rate plus 10d. internal postage, total 1/10 shown in manuscript, Stewarton to Falmouth. It is endorsed: p. the New York/ Paquet.

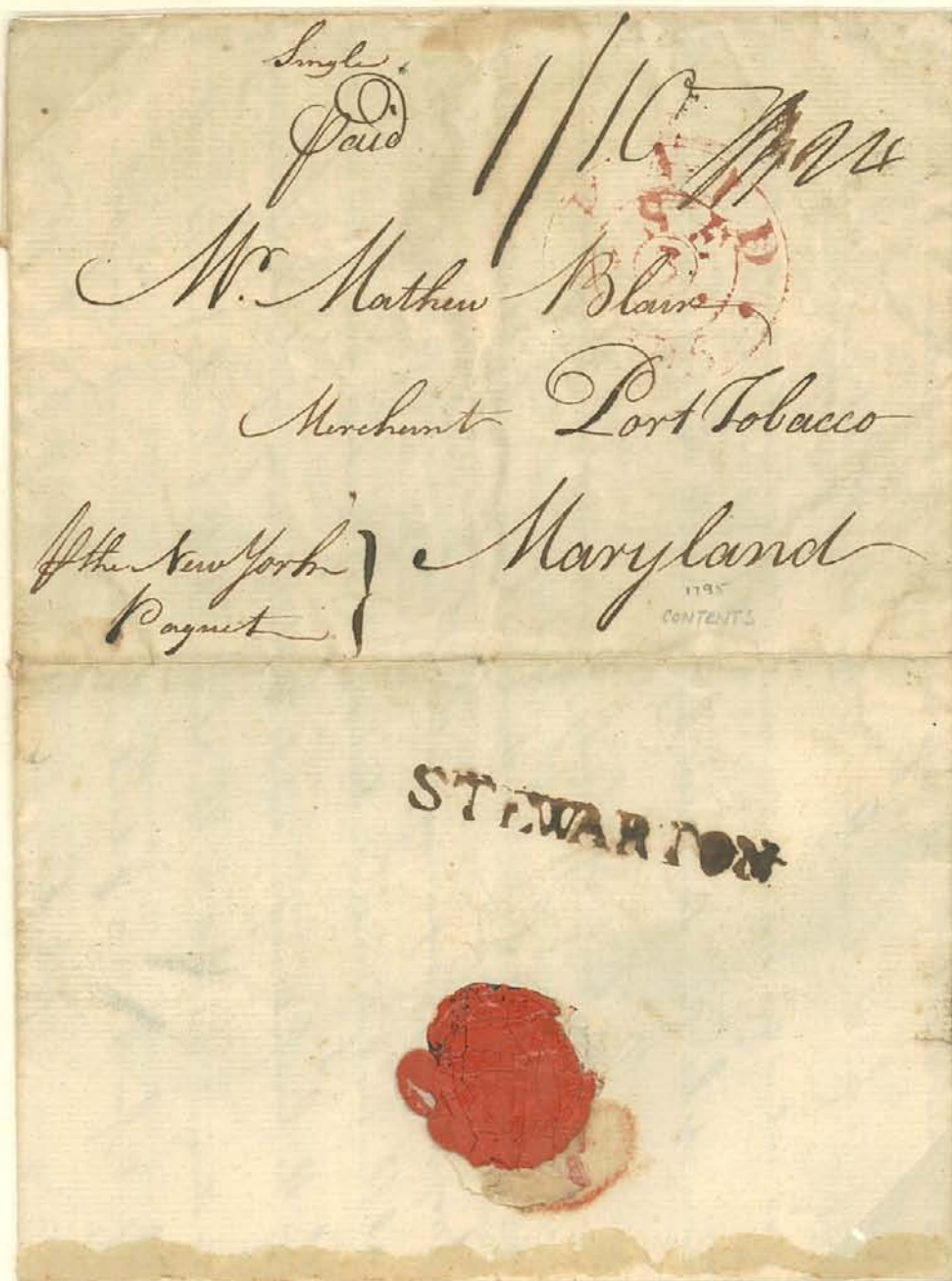


Sept. 3. Transit at London, letter was passed as PAID.

Sept. 9. The Falmouth Packet Carteret departed from Falmouth for New York via Halifax. She arrived at the latter port October 18.

October 31. Est. arrival date of Carteret at New York.

Letter rated, Act of 1792, single, N.Y. to Port Tobacco, Md., 250 to 350 miles at 20¢ plus 4¢ Ship Letter charge = 24¢ due.





1800

TRANSATLANTIC MAIL  
FALMOUTH PACKETS TO N.Y. Post Office Packet Earl Gower



January 1, 1800. Letter datelined at Newcastle-on-Tyne on the 1st day of the new century. It was prepaid as a Falmouth Packet letter at Act of 1796 (37 Geo. III. Cap 18.), inland rate over 150 miles to London (Newcastle to London is 277 miles) at 8d. To this was added the Falmouth Packet rate to New York of 1 shilling, total 1sh.8d., shown as Pd. 1/8 in red manuscript.

The Falmouth Packet to New York mail of December 1799 and January 1800 departed from Falmouth on February 12 per the Earl Gower.

April 11 (ca.) Earl Gower arrived at New York. This letter was rated under Act of March 2, 1799, U.S. zone rate 300 to 500 miles, 20c, New York to Portsmouth, New Hampshire. The U.S. at that time did not charge a ship letter or other fee above the normal inland postage for Falmouth Packet letters.



1801

TRANSATLANTIC MAIL

FALMOUTH PACKETS TO N.Y.

Post Office Packet Chesterfield



September 3, 1801. Letter datelined and posted at London where it received the first circular date stamp. Prepaid at the 1sh.7d. inland plus Falmouth Packet Letter rate to New York. Letter was mis-sent to Boston, England where it was marked in manuscript, "Mis (sent) to Boston" and "America" to show the true destination.

September 7. Letter in transit back through London where it received the dated backstamp.

September 19. Letter held for departure of the Falmouth Post Office Packet Chesterfield which carried the September 1801 mails to New York and Halifax.

Upon arrival at New York the letter was charged at the Act of March 2, 1799 rate for a single letter, 150 to 300 miles, New York to Boston. At this time the U.S. Post Office did not make a Ship Letter charge for incoming Falmouth Packet letters.



1803

TRANSATLANTIC MAIL

FALMOUTH PACKETS TO N.Y. Contract Packet Lady Arabella

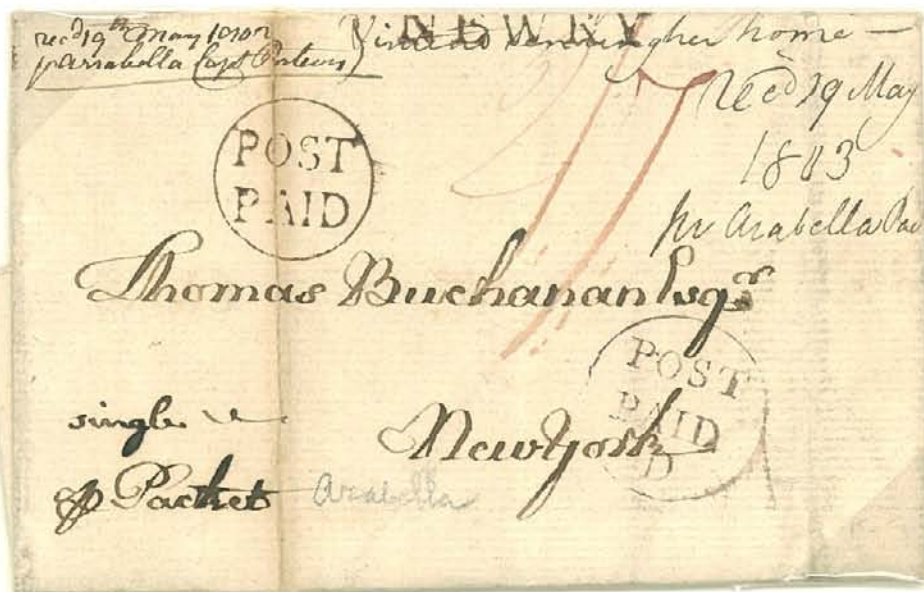
NEWRY

March 22, 1803. A letter dated at Newry, Ireland informs Thomas Buchanan of New York that his ship Andromache has arrived at Newry and is now unloading her cargo of pearl ashes, staves and flour. Proceeds will be remitted to John & George Buchanan at Glasgow. There is no market for the ship Andromache, a vessel of 232 tons, built in 1791 at Newmarket, N.H.

Letter was paid at Newry at 1sh.7d., Newry to Falmouth via Dublin and the Dublin (Howth) to Holyhead packet. POST PAID/D at Dublin. To this was added the 1sh. Falmouth Packet rate to total 2/7d. prepaid.

POST  
PAID

POST  
PAID  
D



April 10, 1803. The Falmouth Packet Lady Arabella sailed from Falmouth. Commander was John Porteus, who had been appointed captain of her on October 5, 1799.

May 19. Lady Arabella arrived at New York. As this letter was addressed to the port of arrival, no U.S. charge was made, as was the custom for the Falmouth Packet letters at this time.

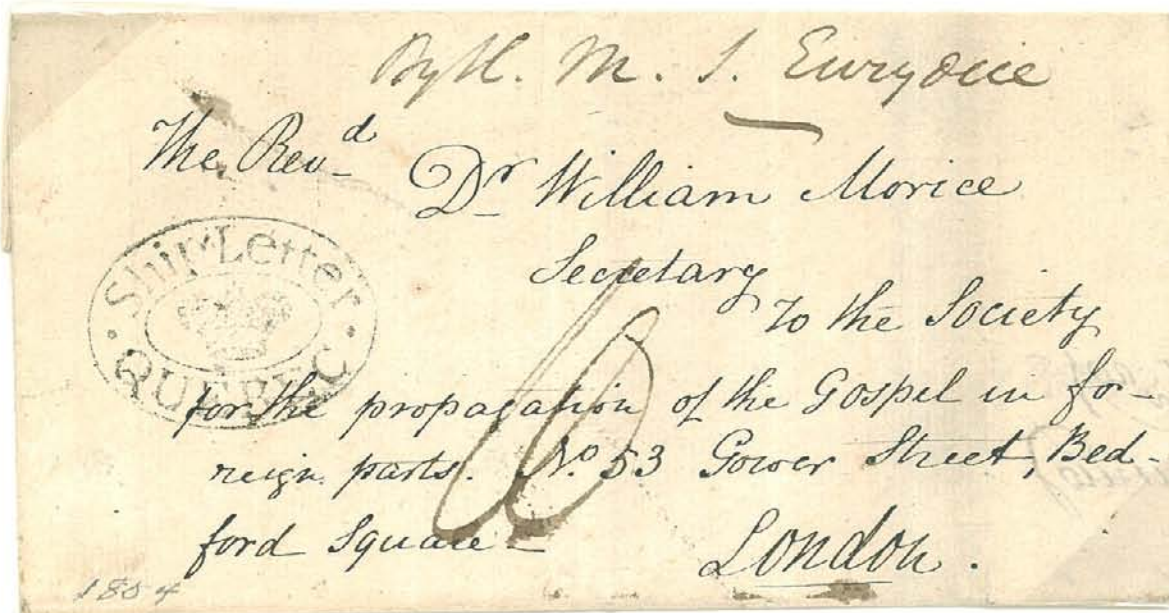
Letter is docketed: recd 19th May 1803/ pr Arabella (sic) Capt. Porteus.

1804

SHIP LETTERS

QUEBEC

H.M.S. Eurydice, Quebec to Portsmouth



July 10, 1804. A letter docketed at York, Upper Canada. It is endorsed: By H.M.S. Eurydice. This was a 24 gun frigate of the Royal Navy built in 1784. She was outbound from Quebec for England carrying the Canadian mails.

This crown Ship Letter/QUEBEC mark, Robson Lowe HS73, is the earliest recorded. R.L. lists used 1833-40.



Ca. October 5. Eurydice arrived at the naval base at Portsmouth. This letter was forwarded to London by stage coach where it arrived on October 7, backstamp. "S" in backstamp = Sunday. October 7 was a Sunday.

While the Eurydice was acting as a packet, this letter was not assessed the Packet Letter rate (one shilling plus inland postage.) Instead, it was treated as a Ship Letter and rated: Act of 1801, inland 50 to 80 miles (Portsmouth to London is 72 miles) at 6d. plus 4d. Ship Letter and captain's pence, total 10d due, shown in manuscript.



1814 - 15

## THE FALMOUTH PACKETS

### HALIFAX TO FALMOUTH Contract Packet Hinchinbrooke

December 30, 1814. A letter dated at Philadelphia enclosing several letters of exchange to get funds out of the U.S. during the War of 1812. The war had left the writer, who left the letter unsigned for security reasons, in dire straits. He is also sending his son John to England to the care of William Elwyn, Esq. to be inducted into some profitable line of work.

This letter was taken under private cover ("bootlegged") from Philadelphia to Halifax, Nova Scotia to meet a Falmouth Packet.



HALIFAX  
JAN 31 1815

January 31, 1815. Letter in transit for the next Falmouth Packet. This proved to be a lengthy wait. The January packet Wrington departed from Falmouth January 12, but had to put back after most tremendous weather off Scilly. The February packet Windsor Castle departed Falmouth February 23, but was captured by the U.S. privateer Roger on March 15. Five mails on board all sunk. Finally Hinchinbrooke, the March packet, departed from Falmouth March 31, arrived at Halifax via Bermuda and New York about May 25.

May 28. Falmouth Packet Hinchinbrooke departed from Halifax, arrived at Falmouth June 21.

Letter rated, Act of 1812, inland 230 to 300 miles, Falmouth to Clifton, Gloucestershire (a section of Bristol) at 1sh. plus the Falmouth Packet postage of 1sh.2d., total 2sh.2d. single. As this letter contained enclosures, it was double rated at 2sh.2d. x 2 = 4sh.4d., shown as 4/4 in manuscript, postage due.



1816

THE FALMOUTH PACKETS

FALMOUTH TO HALIFAX

Contract Packet Express



January 4, 1816. Letter dated at London. It is addressed to "Saint John, New Brunswick, British America." It was rated (London to Falmouth is 270 miles) at the Act of 1812 zone rates:

Inland rate, 230 to 300 miles	1sh.	0d.
Falmouth Packet postage	1sh.	2d.
	2sh.	2d.

The total British postage, unpaid, shown by the manuscript 2/2 (sterling.)

January 18. The Falmouth packet Princess Charlotte departed from Falmouth for Bermuda and New York. Her dates were: Bermuda, March 13 and New York, March 22. This letter was held for the next direct packet to Halifax which was the Falmouth Packet Express which departed from Falmouth on March 18. The February packet Osborne also went via Bermuda and N.Y.

April 21. Express arrived at Halifax, letter went ashore April 23. The 2sh.2d. sterling was converted to Canadian currency at 2sh.5d. (2n5). To this was added 9d. currency, the inland rate from Halifax to St. John, New Brunswick, total shown as 3n2, all computations in manuscript.

HALIFAX  
AP 23  
1816

Packet  
2/15  
—  
3/12



1818-19

THE FALMOUTH PACKETS  
FALMOUTH TO NEW YORK Post Office Packet Princess Elizabeth



December 17, 1818. Letter datelined at Dublin, Ireland.

December 18. Dublin receipt backstamp. Letter was unpaid in Dublin at 1sh.7d., Dublin to Falmouth and 1sh.1d., Packet rate to New York, total 2sh.8d., shown in manuscript and due in sterling.

January 30, 1819. The post office packet Princess Elizabeth departed from Falmouth for New York via Halifax. She was at the latter port March 20-24.

April 1. Princess Elizabeth arrived at New York. The Canadian mails were sent in bulk to Montreal.

3N -  
149  
449

Letter rated at Montreal as follows:

2/8 sterling, equivalent in currency	3 N -
U.S. rate, Act of 1816, 18½¢, 150-400	
miles, N.Y. to border	1 N currency
Border to Montreal	9d. 1 N 9
	4 N 9.

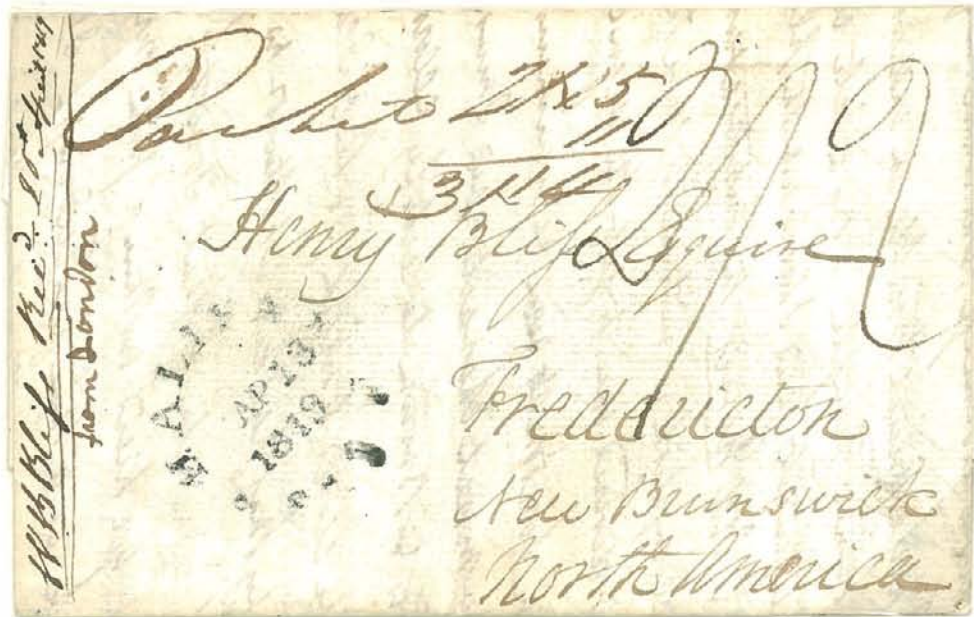
The total shows 4shilling 9d. due in currency.



1819

THE FALMOUTH PACKETS  
FALMOUTH TO HALIFAX VIA BERMUDA

Post Office Contract Packet Swiftsure, Falmouth to Bermuda  
H.M.S. Cyrene, Bermuda to Halifax



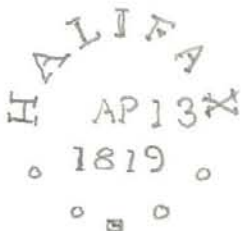
February 6, 1819. Letter datelined at London, backstamped same day. It is addressed to Fredricton, New Brunswick. It was rated (London to Falmouth 270 miles) at the Act of 1812 zone rates:

Inland rate, 230 to 300 miles	1sh. 0d.
Falmouth Packet Postage	1sh. 2d.
	2sh. 2d.

Total British postage shown by the manuscript 2/2.

February 22. The contract post office packet Swiftsure departed from Falmouth, arrived at Bermuda March 28. The British North American mails were forwarded to Halifax by H.M.S. Cyrene, she arrived Halifax April 13.

April 13. Halifax arrival mark. Interestingly, Swiftsure arrived at Halifax on April 6, so faster service would have resulted had the mails stayed aboard her.



At Halifax the 2sh.2d. sterling was converted to currency at 2sh.5d., shown as 2N5. To this was added the inland postage, Halifax to Fredricton of 11d., total due 3sh.4d., shown as 3N4 in manuscript.



1824

TRANSATLANTIC MAIL  
THE FALMOUTH PACKETS

FALMOUTH TO HALIFAX

Post Office Packet Cygnets

August 21, 1824. Letter, datelined at Wokingham, England, was backstamped in transit at London August 30. It is addressed to Lunenburg, Nova Scotia, by Packet, "for Miss Aikens" (note at lower left). Rated, as follows:

Wokingham to London, 30 miles plus London to Falmouth, 270 miles, total 300 miles:

Inland Rate, 230 to 300 miles, Act of 1812	1sh.	0d.
Falmouth Packet postage	1sh.	2d.
	2sh.	2d.

Total British Inland and Packet postage shown as the large 2/2.

September 9. The Post Office Packet Cygnets departed from Falmouth with the August mails.

October 13. Cygnets arrived at Halifax. The 2sh.2d. was converted to Canadian currency of 2sh.5d., shown in manuscript as 2N5. To this was added the Nova Scotian rate of October 10, 1765, of 7d. currency for a letter conveyed 61-100 miles within Nova Scotia, total 3 shillings currency, shown as 3N.

October 21. Docket on reverse notes receipt at Lunenburg.

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1825

TRANSATLANTIC MAIL  
THE FALMOUTH PACKETS  
FALMOUTH TO HALIFAX      Post Office Packet Kingfisher



LOCHMABEN  
334 — C

August 1, 1825. Letter datelined at Lochmaben, North Britain (Scotland), 334 miles from London via Carlisle as shown on the mileage mark backstamp. It was rated upon passing through London as a packet letter, as follows:

Lochmaben to London to Falmouth, cumulative mileage 595 miles,	
Inland rate 500-600 miles, Act of 1812	1sh 3d.
Falmouth Packet postage	1sh 2d.
Scotch Mail Coach Tax, effective 1813-39	1d.
	2sh 5½d. (sterling).

August 8. The Falmouth Packet Kingfisher, a 10 gun naval brig, Lieut. James Henderson, Commander, departed from Falmouth for Halifax.

September 7. Records show Kingfisher arrived at Halifax Sept. 7 where the "fleuron" mark was struck. The 6 o'clock blob is variously described as a rectangle or a square. The year omitting the "1" shown as "825" occurs for a number of years.

The 2/5½d. sterling was converted to 2sh. 9d. Canadian currency (shown 2N9) to which was added 9d. currency inland Halifax to Miramichi making a total of 3N6 currency due. The word "Packet" was included to explain the rate.

The meaning of 4/9 at upper left is not clear. The difference of 1/3 over the 3/6 Packet postage may be for postage due for other letters included for delivery with this one at Miramichi.

HALIFAX  
7X  
825

HALIFAX



1827

THE FALMOUTH PACKETS

FALMOUTH TO HALIFAX

Post Office Packet Princess Elizabeth



February 5, 1827. Letter headed at London concerns rigging for a sailing ship. It was posted at London (backstamp) on February 12 and endorsed: p. Pkt. It was rated as follows:

Inland rate, 230 to 300 miles, Act of 1812	1sh. 0d.
Falmouth Packet postage	1sh. 2d.
	2sh. 2d.

London to Falmouth is 270 miles. The unpaid rate is shown in manuscript as 2/2.

Letter was struck with the London "star" in red indicating some special treatment such as posted out of course or delayed mail.

February 14. The Falmouth Packet Princess Elizabeth departed from Falmouth for Halifax.

April 13. Princess Elizabeth arrived at Halifax, letter processed on April 14. The 2sh.2d. sterling only carried the letter as far as Halifax. This was converted to Canadian currency of 2sh.5d., shown as 2N5. To this was added the rate from Halifax to St. John, New Brunswick of 9d., total 3sh.2d. (3N2) due at St. John.



Packet 2N5  
9  
342

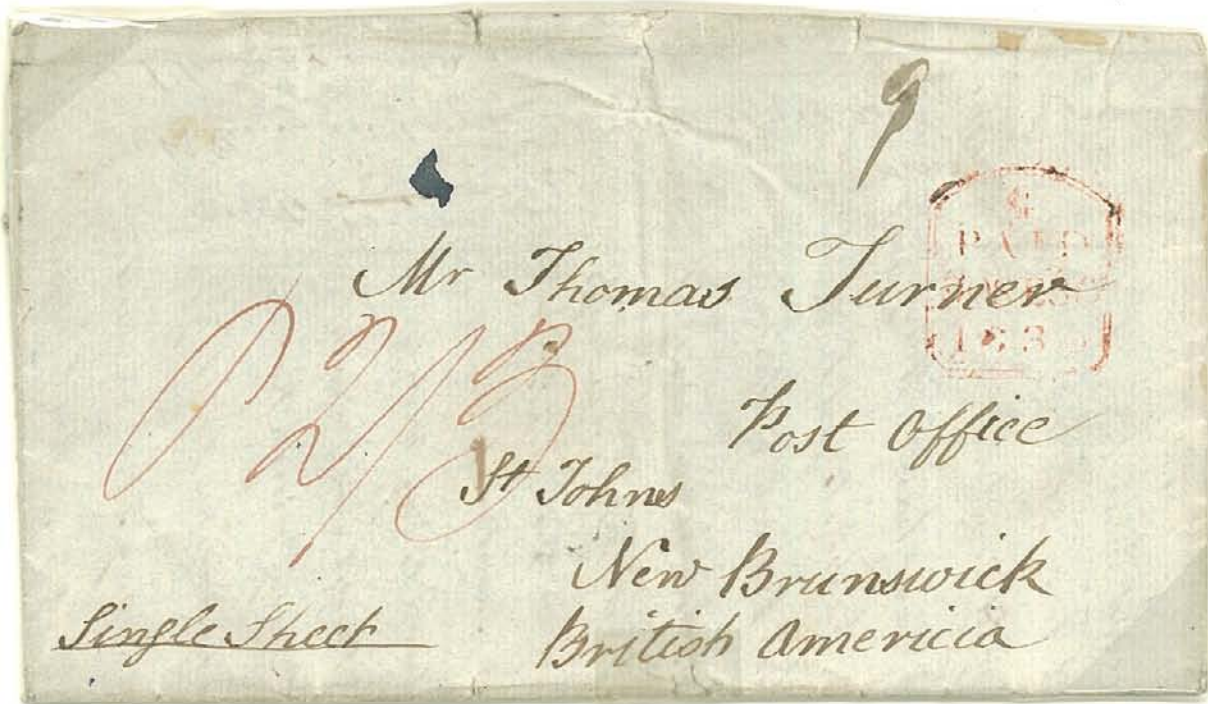


1830

THE FALMOUTH PACKETS

FALMOUTH TO HALIFAX

Post Office Packet Lyra



September 28, 1830. A letter dated at Milton and backstamped at Bedford. It was paid to Halifax via the Falmouth Packet route. Rate was calculated:

Bedford to London	50 miles
London to Falmouth	270 miles
	320 miles total.

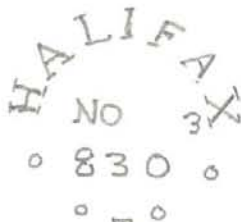
Inland rate, Act of 1812, 300-400 miles  
Falmouth Packet postage

1sh.	1d.
1sh.	2d.
2sh.	3d.

Paid amount shown in red manuscript as "P 2/3".  
September 30. Transit "tombstone" at London.

October 12. The Falmouth Packet Lyra departed from Falmouth bound direct to Halifax.

November 1. Lyra arrived at Halifax, letter bag went ashore November 3, Halifax "fleuron" backstamp.



This letter had been paid as far as Halifax. Nine pence Canadian currency was charged to the recipient for the inland rate, Halifax to St. John, New Brunswick. The 9d. is shown in manuscript.



1834

THE FALMOUTH PACKETS

FALMOUTH TO HALIFAX

Post Office Packet Eclipse



February 3, 1834. A letter datelined at Felmarsham. This was not a post town, so the letter was taken to nearby Bedford for posting, backstamp. It is addressed to St. Andrews, New Brunswick.

Bedford to London is 50 miles, London to Falmouth 270 miles, total 320 miles. Letter was rated under the Act of 1812.

Inland rate, 300-400 miles	1sh. 1d.
Falmouth Packet postage	1sh. 2d.
	2sh. 3d.

The prepayment is shown in red manuscript, "P 2/3."

February 4. London transit "tombstone."

February 8. The Falmouth Packet Eclipse departed from Falmouth for Halifax.



March 8. Eclipse arrived at Halifax. The Falmouth Packet Letter rate, paid in England, only carried this letter to Halifax. 9d. Canadian currency was charged for inland postage, Halifax to St. John, New Brunswick. The New Brunswick post office then added 7d. postage, St. John to St. Andrews, and that office added one penny more for local postage, total 1sh.5d. currency due. These calculations are shown in manuscript on the upper right corner of the cover face.



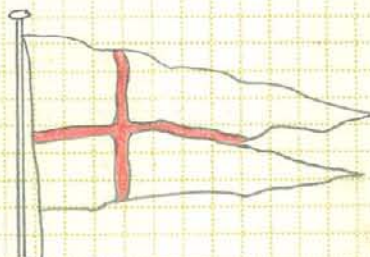
1834

# TRANSATLANTIC MAIL

## THE FALMOUTH PACKETS

## Post Office Packet Sheldrake

The Falmouth Packet Station was established in 1688 for service to Spain. It gradually expanded to service other outposts including New York in 1755. Published records show the transatlantic sailings to North America from 1795 to 1840. After 1823 Packets were provided by the Admiralty, previously by Post Office contract with private shareholders. Admiralty replacement was by Brigs of War 10 guns rated, commanded by Royal Naval officers with rank of Lieutenant.



Pennant of the Sheldrake



April 5, 1834. Packet Letter rate (Act of 1813, 52 Geo.III.Cap 188) was 2 shilling 2 pence Halifax to London. Here a double rated letter 2sh.2d. x 2 = 4/4 as shown in manuscript. The Post Office Packet Sheldrake, a converted Naval Sloop-of-War commanded by Lt. R.L. Passingham, R.N., sailed from Halifax April 17, 1834 for Falmouth.

This document is an affidavit for replacement of a power of attorney lost on the Dec. 12, 1833 sailing of the P.O. Packet Thais which "went missing", Falmouth to Halifax.



May 5, 1834. Available records show the Sheldrake arrived at Falmouth "May 1834". This cover would put the actual arrival at about May 4, 1834.





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## Post Office Pocket Reindeer

745 000, 1715



1837

TRANSATLANTIC MAIL  
THE FALMOUTH PACKETS

HALIFAX TO FALMOUTH

Post Office Packet Hope



*S/S*

*Richard Smith Esq.,  
Pohetox,  
6. my Chancery Lane  
London.*

*9/2*





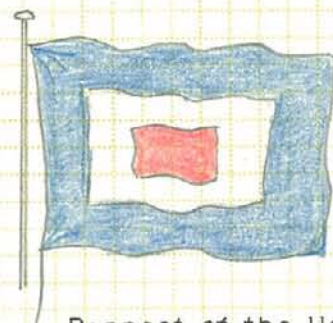
1837

# TRANSATLANTIC MAIL THE FALMOUTH PACKETS

HALIFAX TO FALMOUTH

Post Office Packet Hope

Falmouth Station packets servicing North America from 1795 basically went from Falmouth to Halifax and return until 1816 with occasional calls at New York. From 1817 the packets went Falmouth-Bermuda-Halifax-New York-Halifax-Falmouth on the January, February and March passages, Bermuda being omitted the balance of the year. In 1823, when the Admiralty took over from the Post Office, the Bermuda call was omitted entirely.



Pennant of the Hope  
1827

With the Admiralty take-over, the former practice employed by the Post Office of using private ships under contract was abandoned and the Admiralty supplied Men of War of 10 guns rating for the Packet Service, commanded by Royal Naval officers with rank of Lieutenant.

Rates: By the Act of 1813 (52 Geo.III.Cap 188) the letter rate from Halifax to Falmouth was set at 1 shilling 2 pence, single. Mail on to London was 2 shilling 2d., which was arrived at by adding to the 1/2d. Packet rate to Falmouth the zone rate, Falmouth to London (270 miles) of 1 shilling for a letter within Britain 230 to 300 miles (Act of 1812, 52 Geo.III.Cap 88) Letters directed to any post town between Falmouth and London were subject to the same 2/2 rate. Those delivered further on beyond London were subject to the additional zone rates.

The Falmouth Station ceased to function as a regular Packet Station in 1850.



Sept. 6, 1837. Unpaid letter posted at Halifax as a quadruple letter. 2 shilling 2d. rate to London (see above) x 4 = 8/8 as shown in mss. Shipping lists show that the Post Office Packet Hope, Lt. William L. Rees, R.N., sailed from Halifax in September 1837 as the regular Falmouth Packet. She was a Naval Sloop-of-War converted to a packet-boat.



October 1, 1837. The Hope arrived at Falmouth Sept. 30, 1837, and this letter processed at London Oct. 1. The Falmouth mail to London was bagged aboard ship and sent on to London where bulk was broken, hence no Falmouth marks appear on the London mails.

October 1 was a Sunday, and this is the London Sunday "S" handstamp (A&H 38).