

Mail Between the United States and St. Pierre and Miquelon

David D'Alessandris, December 2007 Draft

Postal communication between the United States and the French territory of Saint Pierre and Miquelon is an obscure but fascinating topic. The obscurity of Saint Pierre and Miquelon as a destination is demonstrated by the fact that no covers to Saint Pierre and Miquelon have previously been illustrated in the *Chronicle*.¹ Moreover, prior to the UPU, there were no published rates between the United States and Saint Pierre and Miquelon, or from Saint Pierre to the United States. Not surprisingly, very little mail between the United States and Saint Pierre and Miquelon has survived from this period. Surviving letters show the use of several routes, but the most frequently used route from the United States involved four postal systems (United States, Great Britain, Nova Scotia, and Saint Pierre and Miquelon) without evidence of any Postal Treaties, except between Great Britain and Nova Scotia. The most frequently used route from Saint Pierre and Miquelon to the United States involved the Saint Pierre and Miquelon, Nova Scotia, New Brunswick², and United States postal systems.

¹Geraci, Joseph J., *Annotated Cumulative Subject Index to "The Chronicle of the U.S. Classic Postal Issues," Journal of the U.S. Philatelic Classics Society for Issue Numbers 1 through 200*, Merrifield, Virginia, 2007.

² Effective July 1, 1867, both Nova Scotia and New Brunswick became part of the Dominion of Canada.

Where Is Saint Pierre and Miquelon?

Saint Pierre and Miquelon, now formally known as Collectivité territoriale de Saint-Pierre-et-Miquelon, is a group of small islands in the North Atlantic, approximately 16 miles off the sparsely populated south coast of Newfoundland, and about 200 miles from the port of North Sydney, on Cape Breton, Nova Scotia. (Figure 1). The population of Saint Pierre and Miquelon was quite small during the classic philatelic era, ranging from 2,000 to 5,000 inhabitants. The current population is approximately 7,000.



Saint Pierre was first settled by Spanish and Portuguese fishermen in the early 1500s, and the first permanent French settlement dates to the mid-1600s. British raids forced the French to flee the islands, and the

British occupied Saint Pierre and Miquelon from 1713 to 1763. The Treaty of

Paris, which ended the French and Indian War, ceded all of New France to the British, except for Saint Pierre and Miquelon. The British again took control of Saint Pierre and Miquelon due to French support for the United States during the American Revolution. Control of Saint Pierre and Miquelon changed back and forth between the British and French until the second abdication of Napoleon in 1815. Saint Pierre and Miquelon has remained French since that date, although DeGaulle's Free French forces "invaded" the islands during World War II, liberating them from the Vichy-loyal government of the islands.

Postal Communications

A. Ship Mail

Saint Pierre and Miquelon did not have a post office until 1854. Prior to that date, and frequently after that date, mail was sent with a ship captain or traveler headed in that general direction. The French government never operated a packet service between France and Saint Pierre and Miquelon; however French military vessels were known to patrol the Grand Banks to protect French fishing interests. This "Garde Perche" occasionally carried mail to or from France. Naturally, ship letters were carried by vessels transporting commercial cargo along the trade

routes. Most ship letters entered the mails at North Sydney³ or Halifax, Nova Scotia. Saint Pierre and Miquelon ship letters are also known to have entered the mails at Louisbourg, Nova Scotia;⁴ St. Johns, Newfoundland; and a variety of French ports.⁵

B. Via Nova Scotia

From the founding of the Saint Pierre and Miquelon post office in 1854, through the creation of the UPU, Saint Pierre and Miquelon's mail links with the outside world were generally through Nova Scotia. Prior to the Confederation of Canada on July 1, 1867, Nova Scotia was an independent British Province. Mail from Saint Pierre and Miquelon was carried in closed bags by French packet to Nova Scotia, where the mail could connect with the Liverpool to Boston packets operated by the Cunard Line. The Cunard Line also operated a feeder route to St. Johns, Newfoundland. This feeder line also serviced North Sydney, on Cape

³ The Cunard Line feeder route initially served the port of Sydney on Cape Breton Island. Beginning in 1854, the service was relocated across the harbor to North Sydney.

⁴ Ships often called at Louisbourg when Sydney harbor was inaccessible due to ice.

⁵ Stone, Robert G., "Ship Letters from St. Pierre," *The Collectors Club Philatelist*, Vol. 54, No. 3 (May 1975), p. 145.

Breton Island, except during the winter months of December through March.⁶

Naturally, the British-operated feeder line's purpose was to convey mails between Newfoundland and Great Britain, and the sailing schedule was synchronized with the eastbound (Boston to Liverpool) packet's port calls at Halifax. Beginning in December 1845, a Saint Pierre and Miquelon packet boat began operation to Sydney and Halifax.⁷ The French packet operated from St. Pierre to Sydney or North Sydney between April and November, when the Newfoundland packet called at that port, and apparently operated to Halifax during the winter months.⁸ The term "French packet" for the vessel appears to be used in the generic sense as regular, scheduled sea transport service, rather than in the postal history sense as a mail packet transporting mail under contract for a post office, since it predates the opening of the Saint Pierre and Miquelon post office by eight years. The winter mail service must have been quite erratic, as the census of covers (Tables I and II) between the United States and Saint Pierre and Miquelon does not include any covers during the months of December through March.

⁶ *Id.* at 109.

⁷ *Id.* at 143. Stone does not provide a source for the December 1845 date.

⁸ Argenti, Nicholas, *The Postage Stamps of New Brunswick and Nova Scotia*, Quarterman Publications, Inc. Lawrence, Mass. 1976, p. 90.

Service to Saint Pierre and Miquelon is not listed in official Nova Scotia Post Office publications. Instead, what information is available comes from *The Farmers Almanac* as published in Halifax, Nova Scotia. The 1853 edition of *The Farmers Almanac*, most likely published in late 1852, states that mail to Saint Pierre and Miquelon was despatched to Sydney, Cape Breton for despatch by French packet during summer months, and from Halifax direct in winter months.⁹ This was over a year before there was a post office on Saint Pierre and Miquelon, thus, this must have been an unofficial service. Similar information was repeated in *The Farmers Almanac* for 1856.¹⁰

At some point Saint Pierre and Miquelon began to subsidize the operation of the Saint Pierre and Miquelon to Sydney packet. In 1863, Le Borde, the commandant of Saint Pierre and Miquelon, wrote to the Governor of Newfoundland to explore the possibility of sending Saint Pierre and Miquelon's mails via Newfoundland and the Galway Line.¹¹ Le Borde indicated that Saint Pierre and Miquelon was allocating 20,000 fr (£800 or \$4,000) for the Saint Pierre

⁹ *Id.* at 90.

¹⁰ *Id.* at 93.

¹¹ Pratt, Robert H., *The Nineteenth Century Postal History of Newfoundland*, Collector's Club 1985, p. 469.

and Miquelon to Sydney service.¹² This service appears to have continued through the end of 1867, when Cunard Line steamers stopped calling at Halifax.

At Halifax, the Cunard Line's transatlantic service was replaced by the Inman line and then the Allen Line.¹³ The Inman Line operated from Liverpool to Halifax, continuing on to Philadelphia or New York from 1868 to 1871. The Allen Line took over for the Inman Line, servicing Halifax and New York or Boston. Although the mail contract only covered the Queenstown to Halifax portion of the run, it was usually possible to send mail between the United States and Halifax.¹⁴ However, given the scarcity of covers during this period, it is impossible to tell whether this route was used for mail to Saint Pierre and Miquelon.

C. Via Newfoundland.

A lesser amount of mail from Saint Pierre and Miquelon was routed through Newfoundland. Most of the mail carried on this route was destined for Newfoundland. As mentioned above, Saint Pierre and Miquelon is located just 16 miles from the south shore of Newfoundland; however, routing through Newfoundland to Europe was generally less efficient, at least until the Allen line

¹² *Id.*

¹³ Walter Hubbard and Richard F. Winter, *North Atlantic Mail Sailings: 1840-75*, U.S. Philatelic Classics Society, Inc. Canton, Ohio, 1988, p. 225.

¹⁴ *Id.*

started service to St. Johns in 1873. Newfoundland had a colonial post office as early as 1805; however, this post office was not incorporated into the British postal system until 1840.¹⁵

Saint Pierre and Miquelon is closest to the sparsely populated southern shore of Newfoundland. Mail service on the “southern route” from St. Johns to Gaultois operated only every two weeks in summer, and monthly in the winter. The alternative would be to send mail by ship directly to St. Johns; however, the sea distance from Saint Pierre and Miquelon to St. Johns was roughly equal to the distance to Sydney, Nova Scotia. Even after the establishment of the post office in St. Johns, the only scheduled mail service off the island was the biweekly Cunard Line feeder route to Halifax. Thus, any mail carried from Saint Pierre and Miquelon to Newfoundland (other than mail addressed to Newfoundland), would then be carried back to Halifax.

There were several attempts to establish a transatlantic service with a port call in Newfoundland; however, most attempts were short-lived. With the exception of two sailings by the *Keronese* of the Liverpool, Newfoundland, and Halifax Steam Navigation Company in 1856, the Cunard feeder service to Halifax

¹⁵ Lowe, Robson, *The Encyclopaedia of British Empire Postage Stamps: 1639-1952, Volume V: The Empire in North America*, Robson Lowe Ltd. London 1973, p. 428.

remained the only way off Newfoundland until the Galway line began erratic operation in 1857. There were eight sailings of the *Circassian* of the North Atlantic Steam Navigation Company (Galway Line) in 1857, followed by erratic service in 1858 and 1859. The Galway Line received a Royal Mail contract in 1860, but was unable to keep the assigned biweekly schedule and the contract was suspended in 1861. The mail contract was revised in August 1863, but the Galway Line was liquidated in January 1864.

While the Galway Line was in existence, Saint Pierre and Miquelon considered replacing its mail service via Sydney and Halifax with a service to St. Johns that would connect with the Galway Line. There is no indication that Saint Pierre and Miquelon routed its mails through Newfoundland during this period. Obviously, such an arrangement would speed the delivery of mail to the mother country, as well as the significant mails to Spain and Portugal. It would; however, slow the mails to Canada and the United States.

In 1873, the Allen Line steamers began to service St. Johns, Newfoundland en route operating Liverpool and Halifax, except during the winter months. Thus, mail from Saint Pierre and Miquelon could be routed via Newfoundland during the summer and via Halifax during the winter months. This arrangement appears to

have continued through the UPU. This route may have been used for mails to Europe, but does not appear to have been used for mail to the United States.

RATES

United States To Saint Pierre and Miquelon

Postage rates between the United States and Saint Pierre and Miquelon depend upon the routing of the letter. All of the covers recorded in Table I from the United States to Saint Pierre and Miquelon, through 1867 were carried by the Cunard Line from Boston to Halifax. Although Great Britain and the United States entered into a postal treaty in 1848, the Cunard Line service between Halifax and the United States was never covered by postal treaty, and was little known in the United States.¹⁶ In fact, service to Halifax was not listed in the *United States Mail and Post Office Assistant* until August, 1863, and was not listed in the *Postal Laws and Regulations of the United States of America* until the 1866 edition.

As the postal treaty between the United States and Great Britain did not cover mail from the United States to Halifax, a United States sender was required to prepay the United States portion of the postage, and could not prepay the packet postage. Postage rates on Cunard Line packet covers to Halifax are quite complex.

¹⁶ McDonald, Susan M., "Cunard Packet Mail Between Nova Scotia and the United States, *Postal History Journal* No. 29, September 1971 p.10.

Initially, the charge was simply the domestic postage to port – 3 cents. However, sometime in 1854, the United States charge was increased to 5 cents.¹⁷ The exact date is unknown, but it appears to have been increased to match the British Open Mail rate charged on letters to destinations covered by the treaty between the United States and Great Britain.

The packet postage, which was assessed by Great Britain but collected by Nova Scotia, could not be prepaid by the sender in the United States, and was always collected from the recipient. The packet postage was 4d sterling from September 20, 1849 through the end of Cunard Line service in 1867. The 4d sterling charge was equal to 4½d Nova Scotia currency prior to July 5, 1851, 5d Nova Scotia currency from July 6, 1851 through 1860; and 8½¢ Nova Scotia currency after the province's conversion to decimal currency in 1860.

The 4d sterling packet postage charge only paid the letter as far as the port in Halifax. If the letter were sent by French packet from Halifax, the total Nova Scotia charge would be 5d. During the summer months, transmission to North Sydney required additional postage. All of the recorded covers for which transit postmark information is available were sent by the Cunard Line feeder route, rather

¹⁷ McDonald, Susan M., "Cunard Packet Mail Between Nova Scotia and the United States, *Postal History Journal* No. 30, January 1972, p. 30

than overland. The recorded covers appear to have been treated inconsistently, with some covers being rated 8d (5d packet plus 3d inland), while other covers (all dated 1856 to 1860) are rated 10d (presumably 5d packet from Boston to Halifax plus 5d packet from Halifax to Sydney). The inconsistency appears to be due to confusion with regard to the appropriate British packet charges for transit from Halifax to North Sydney.

From 1842 through 1849, Great Britain imposed a uniform 1 shilling charge for packet mail between the United States and Halifax or St. Johns, Newfoundland. In 1849, the packet rate was reduced from 1 shilling to 4d sterling; however, starting in 1850, letters between Newfoundland and the United States were charged 8d sterling (equal to 10d Nova Scotia currency), comprised of 4d sterling for the feeder line packet from St. Johns to Halifax, plus 4d sterling for the packet from Halifax to Boston.¹⁸ The 8d rate was based on an October 11, 1840 British Post Office warrant setting the rate from St. Johns to Halifax equal to 4d sterling, and the 1849 warrant which set the rate from Halifax to New York or Boston equal to 4d sterling.¹⁹ The three letter rate covers from the United States to Saint Pierre and Miquelon listed in Table I, dated 1854, are rated 8d due Nova Scotia Postage.

¹⁸ Pratt, *Nineteenth Century Postal History of Newfoundland*, at 539. Pratt gives the effective date for the 8d rate for Newfoundland as June 20, 1850.

¹⁹ *Id.*

Thus during the period when letters to Newfoundland were 8d sterling, letters to Saint Pierre and Miquelon, that transited North Sydney, were charged 3d currency Nova Scotia inland postage. As the 8d sterling rate was premised upon a specific warrant from the British post office setting the rate between St. Johns and Halifax, it may be that mail to Saint Pierre and Miquelon could not be charged this higher rate.

The packet postage for letters between the United States and Newfoundland was reduced to 4d sterling effective January 1, 1856.²⁰ Significantly, the rate reduction specified that the 4d sterling packet rate would apply to packet letters from any British colony port to any foreign port, not passing through the United Kingdom.²¹ However, mail from St. Pierre to the United States was from a foreign port to another foreign port. Thus, it appears that the Nova Scotia post office interpreted the warrant as requiring separate charges for the packet postage from the United States to Halifax (a British colony port) and then a second 4d sterling packet charge from Halifax to North Sydney. Significantly, Nova Scotia domestic letters from Halifax to North Sydney sent by the Cunard Line feeder packet were

²⁰ *Id.* at 539. Pratt cites the Warrant of September 19, 1855. Great Britain, Post 48/134, pp.791-793.

²¹ *Id.* Mail to the west coast of South America, sent via Panama was excluded.

also rated 5d.²² Letters from the United States to Saint Pierre and Miquelon from 1856 through 1860 are consistently rated 10d currency (8d sterling) due.

The observed covers from the United States to Saint Pierre and Miquelon from 1861 through 1867 are rated either 8d or 13½ cents (the decimal equivalent of 8d). It is unclear why Nova Scotia reverted to an 8d charge for letters from the United States to Saint Pierre and Miquelon.

On July 1, 1867, Nova Scotia confederated with Canada East, Canada West, and New Brunswick to create the Dominion of Canada. The Cunard Line packets stopped calling at Halifax at the end of 1867. Beginning in January 1868, all mail between the United States and Canada was carried at the treaty rate of 10¢, and could be prepaid to North Sydney. In April 1868, the rate was reduced to 6¢ for prepaid mail, while unpaid mail remained 10¢.²³

The internal Saint Pierre and Miquelon postage rate was 25 centimes during the 1854 to 1875 period. This may have represented a packet fee, or a charge for local delivery by the Saint Pierre and Miquelon post office.²⁴ As the packet and

²² Argenti, *The Postage Stamps of New Brunswick and Nova Scotia*, p. 107.

²³ Starnes, Charles J., *United States Letter Rates to Foreign Destinations: 1847 to GPU - UPU*, Philatelic Bibliopole, Louisville, KY. Revised 1989 ed. p.8.

²⁴ Stone, Robert G., "Postal Matters Revealed by Mail to St. Pierre During 1830-1876 Era," *Postal History Journal*, Vol. XIV No. 3, September 1970, p. 10. Stone indicates that charges for local delivery were common in French colonial

Nova Scotia inland postage could not be prepaid by a sender in the United States, the Saint Pierre and Miquelon post office must have collected the amount due from the recipient in Saint Pierre and Miquelon. The 25 centime Saint Pierre and Miquelon charge was added to the amount due at North Sydney to calculate the total amount due from the recipient in Saint Pierre and Miquelon. Nova Scotia pence currency was converted at the rate of 1d to 10 centimes.



Figure 2 is a letter from New York City dated April 11, 1854. The 3¢ 1851 dull red stamp paid the ordinary domestic postage from New York to Boston,

where the letter was placed on the Cunard Line *Canada* which departed Boston on April 12, and arrived at Halifax on April 14. The Halifax post office rated the cover 5d currency (4d sterling) due. The cover then went by French packet from Halifax directly to Saint Pierre and Miquelon. The 5d postage due was converted to 50 centimes, to which the Saint Pierre and Miquelon post office added 25

port post offices during the stampless era. *Id.*

centimes Saint Pierre and Miquelon postage, for a total due from the recipient in Saint Pierre and Miquelon of 75 centimes.

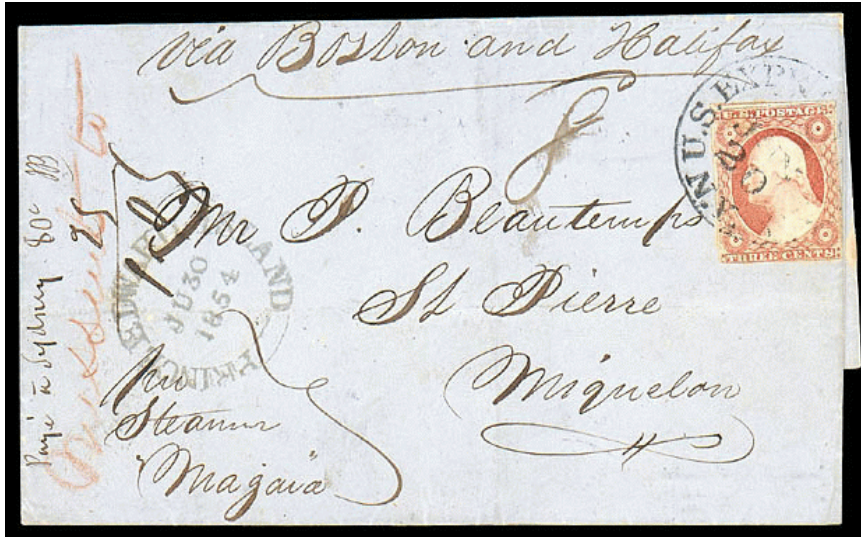


Figure 3 is a packet letter that followed the more frequently seen route through North Sydney. The cover was mailed at New York City on June

20, 1854, and was franked with a 3¢ 1851 dull red which paid the ordinary domestic postage to Boston. The cover was carried by the Cunard Line *Niagara* to Halifax and then was missent to Prince Edward Island before finally catching the French Packet to Saint Pierre and Miquelon. The cover was rated 8d due, which was converted to 80 centimes and then 25 centimes Saint Pierre and Miquelon postage was added for a total due of 1 franc 5 centimes. This accounting is broken out at left with a manuscript “paye a Sydney 80c” notation. Figure 4 is a similar letter; however, it was mailed on August 6, 1861. By that date, the United States was charging a postage rate equal to the British Open Mail rate on letters to be



carried to Halifax by the Cunard Line, thus necessitating the use of a 5¢ brown 1857 issue type II. Although the cover was sent after Nova Scotia converted

to decimal currency, Nova Scotia still used an 8d handstamp; however, the cover was properly considered 13½¢ due. Regardless, the amount due was converted to 80 centimes, plus the 25 centime Saint Pierre and Miquelon charge, for a total amount due of 1 franc 5 centimes.



Figure 5 is a June 29, 1858 packet letter routed through North Sydney which was rated 10d due by the Nova Scotia post office. Like figure 4, the United

States charged a 5¢ rate equal to the British Open Mail rate, prepayment required,

to transport the cover to Boston. The cover was carried to Halifax on the Cunard Line *Europa* and then by the Cunard Line feeder route to North Sydney. It was rated 10d due, which was converted to 1 Franc, plus the 25 centime Saint Pierre and Miquelon charge, for a total amount due of 1 franc 25 centimes.

Only one cover is recorded after 1867, and it was prepaid at the United States and Canada treaty rate of 6¢ to North Sydney. Unfortunately, the author does not have access to an image of the cover to determine whether a 25 centime Saint Pierre and Miquelon charge was marked.

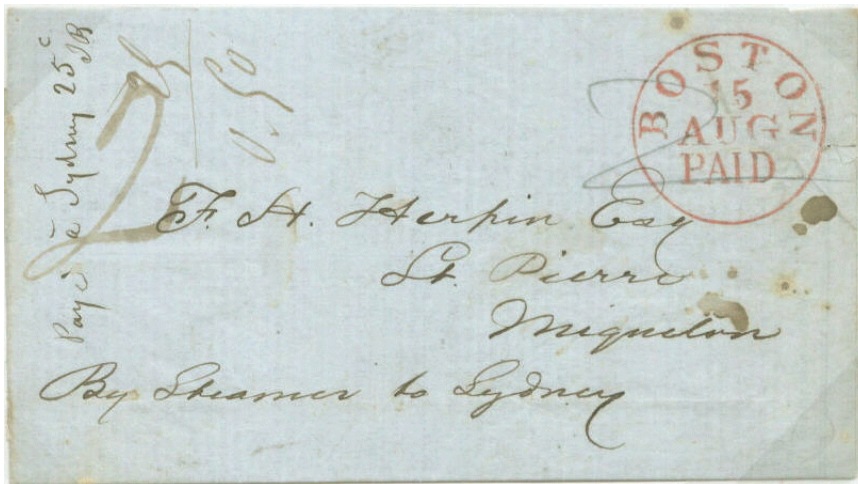


Table I includes two printed matter rate covers to Saint Pierre and Miquelon. Given the difficulty of interpreting printed matter rates in general,

it is no surprise that printed matter rates to Saint Pierre and Miquelon are confusing. The first cover (Figure 6), is dated August 15, 1855, and was properly prepaid 2¢ at New York, at a rate equal to the British Open Mail rate for printed matter. It was carried by Cunard Line *Asia* to Halifax and then by the feeder route

to North Sydney. The cover is properly rated 2d sterling (2½d currency) to Halifax; however, no additional postage is marked for transit from Halifax to North Sydney. The Nova Scotia domestic printed matter rate from Halifax to North Sydney was one pence.²⁵ However, the circular is clearly marked at left “paye a Sydney 25c” to which the Saint Pierre and Miquelon internal rate of 25 centimes is added for a total amount due of 50 centimes.



The second cover (Figure 7) is more difficult to explain. The only rate marking on the cover is a manuscript 4d sterling rate marking.

The 4d marking may indicate that the prices current was rated as a letter; however, the prices current is dated July 28, 1858, which was during the period when letters to Saint Pierre and Miquelon were being charged a packet rate for the Halifax to North Sydney portion of the route, in addition to the packet rate from Boston to

²⁵ C.M. Jephcott, V.G. Greene and John H. M. Young, *The Postal History of Nova Scotia and New Brunswick, 1754-1867*, (Toronto: Sissons Publications Ltd., 1964), p. 259.

Halifax. Thus, during this period, a circular would be assessed two 2d sterling charges, for a total of 4d sterling (5d currency). Although the total postage due is not marked on the prices current, it is was most likely charged 50 centimes for the Nova Scotia postage due, plus 25 centimes in Saint Pierre and Miquelon for a total amount due of 75 centimes.

Saint Pierre and Miquelon to the United States

The postage rates on mail from Saint Pierre and Miquelon to the United States are essentially the same as in the other direction. However, the recorded covers demonstrate letters from Saint Pierre and Miquelon to the United States were generally routed overland, rather than by packet via Halifax. The different routing was undoubtedly due to the fact that the North Sydney port call on the St. Johns, Newfoundland to Halifax feeder route was timed to meet the eastbound packet en route from Boston to Liverpool rather than the westbound packet from Liverpool en route to Boston. The westbound packet generally arrived at Halifax from one to three days before the eastbound packet.²⁶ Thus, a letter on the Newfoundland to Halifax feeder route bound for Boston might miss the Cunard

²⁶ Arnell, J.C., *Atlantic Mails: A history of the mail service between Great Britain and Canada to 1889*, National Postal Museum, Ottawa, Canada 1980, pp. 287-306.



packet to Boston and then would need to wait in Halifax for two weeks for the next packet. Instead, the letters were routed overland via St.

John, New Brunswick.

The first two covers in Table II were sent by the Cunard Line packet from Halifax. One was sent in 1853, before the post office opened in Saint Pierre and Miquelon, and the other (Figure 8) in 1854. Both entered the mails at Halifax, but were not treated as ship letters. They were most likely “bootleg” covers carried to Halifax by traveler or an informal forwarding agent; however, the 1854 cover could have been sent in a closed bag on the French packet.

The postage rate from North Sydney, or Halifax, to the United States, from 1851 through 1868 was 6d, or its decimal equivalent 10¢, paid or unpaid, and after April 1868 the rate was 6¢ paid and 10¢ unpaid. Interestingly, Nova Scotia and later Canadian stamps were used to prepay letters from Saint Pierre and Miquelon. Newfoundland stamps are also well known used from Saint Pierre and Miquelon,

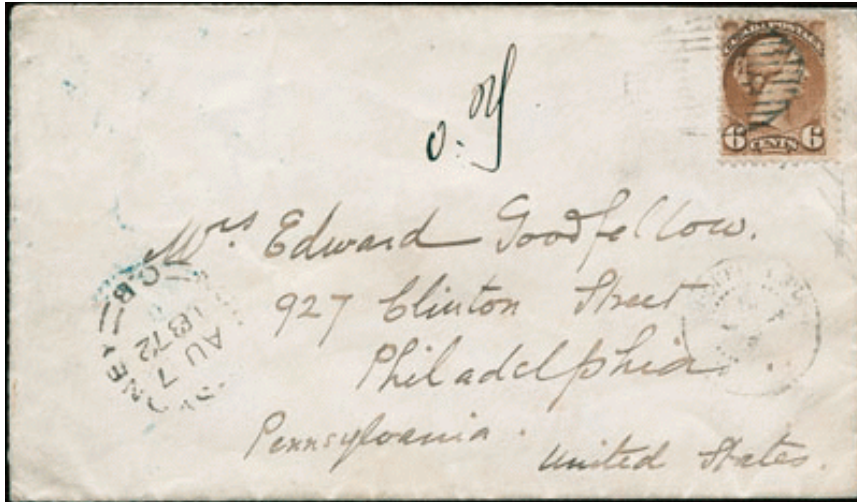


although not to the United States.²⁷ Table II lists three covers from Saint Pierre and Miquelon franked with Nova Scotia stamps. Figure 9, like the other two covers, does not

have a Saint Pierre and Miquelon rate marking, and is prepaid at the 10¢ treaty rate to the United States.

Table II also lists four unpaid letters sent between 1867 and 1869. Two of the covers indicate 25 centimes Saint Pierre and Miquelon postage. It is impossible to determine whether the other covers indicate Saint Pierre and Miquelon postage because the covers are overlapped in the catalog photo, which is the only image of the covers available to the author. All seven of the recorded covers from 1863 to 1869 are from the same correspondence addressed to A.P. Morse of Boston.

²⁷ Pratt, *Nineteenth Century Postal History of Newfoundland* pp. 478-79.



There are four covers listed in Table II franked with Canadian small queen stamps. All four covers are dated in July and August 1872, and are part of the same

correspondence addressed to Mrs. Edward Goodfellow in Philadelphia. Three of the covers indicate payment of 25 centimes Saint Pierre and Miquelon postage. (Figure 10). None of the Saint Pierre and Miquelon covers to the United States are franked with the French Colonies general issue stamps.²⁸ This may have been purposeful to avoid confusion in Nova Scotia and the United States. Additionally, the Saint Pierre and Miquelon postmark on all of the covers franked with Nova Scotia or Canadian stamps was carefully placed to avoid canceling the postage stamps.²⁹

²⁸ A 25 centime French Colonies general issue stamp was current in St. Pierre when the 1872 covers were posted. James R. Taylor, "Foreign Destinations: Pre U.P.U. Use of Stamps of Canada at St. Pierre" *St. Pierre & Miquelon Philatelic Journal*, Vol. 15 No. 3 (July 2007).

²⁹ *Id.*

CONCLUSION

This article attempts to explain the postage rates between the United States and Saint Pierre and Miquelon between the establishment of the post office on Saint Pierre and Miquelon and the 1875 creation of the UPU.³⁰ The author would welcome reports of additional covers between the United States and Saint Pierre and Miquelon. Given the minuscule amount of mail between the two countries, the tiny number of covers listed in Tables I and II may be a substantial percentage of the total existing covers.

³⁰ Saint Pierre and Miquelon did not join the UPU until July 1, 1876, while Canada did not join the UPU until July 1, 1878; however, the author is not aware of any covers in the 1875-1878 period, and is unable to speculate on the rates during the period.

Census of Covers To Saint Pierre and Miquelon, 1854-1875

Date	Origin	Provenance	US Postage	NS Postage	SPM Postage
April 1854	Boston	Postal History Journal, Vol. XIV, No. 3 (Whole No. 26) p.6; Bennett sale 257, lot 3276.	3¢ (#11)	5d	0.75 fr
June 20, 1854	New York	Bennett sale 275, lot 28 (Robertson); H.R. Harmer sale 1966. lot 703. ex-Tito	3¢ (#11)	8d	1.05 fr
October 24, 1854	New York	H.R. Harmer sale 1966. lot 704.	5¢	8d	1.05?
November 21, 1854	New York	Postal History Journal, Vol. XIV, No. 3 (Whole No. 26) p.8.	5¢	8d	1.05
August 15, 1855	Boston	Postal History Journal, Vol. XIV, No. 3 (Whole No. 26) p.9. Corinphila sale 145, lot 3574. D'Alessandris collection	2¢	2d	0.50 fr
August 12, 1856	New York	Postal History Journal, Vol. XIV, No. 3 (Whole No. 26) p.11.	5¢ ?	10d	1.25 fr
September 22, 1857	New York	H.R. Harmer sale 1966. lot 705.	?	10d?	1.80?
June 29, 1858	New York	Ron Leith Sale 39, lot 432, D'Alessandris collection	?	10d	1.25
July 28, 1858	Boston	Corinphila sale 145, lot 3574, D'Alessandris collection	?	4d stg? printed matter rated as letter or double 2d?	?

September 4, 1860	New York	Siegel sale 216, lot 221 (Hill); Siegel sale 831, lot 2091. ex-Gallagher	5¢ (#30A)	10	1.25 fr
October 16, 1860	New York	Ashbrook / Wagshal photo archive	5¢ (5¢ 1857 issue)	10d	illegible - probably 1.25 fr
August 6, 1861	Boston	Rumsey Sale 24, lot 56	5¢ (#30A)	8	1.05 fr
July 11(?), 1866	Martenique	Wolffers sale 110, lot 285	10¢ (#68)	13.5¢	.75 fr?
November 20, 1866	New York	Postal History Journal, Vol. XIV, No. 3 (Whole No. 26) p.12.	5¢ (#76)	13½¢	0.98 fr?
1870s		observed in dealer stock	6¢ large banknote	?	?

Covers From St. Pierre et. Miquelon To The United States

Date	Destination	Provenance	SPM Postage	NS Postage	US Postage
April 19, 1853	Gloucester, MA	H.A. Harmer sale VI, lot 1604; Firby sale 1005, lot 932.	No SPM markings - privately carried to Halifax	5d	5¢
May 23, 1857	Gloucester, MA	H.A. Harmer sale VI, lot 1604; Firby sale 0306, lot 1330. D'Alessandris collection	No SPM markings - privately carried to Halifax	5d	5¢
July 1?, 1863	Boston	D'Alessandris collection	none marked	10 cents treaty rate	treaty rate prepaid
June 2, 1865	Boston	D'Alessandris collection	none marked	10 cents treaty rate	treaty rate prepaid
August 24, 1865	Boston	D'Alessandris collection	none marked	10 cents treaty rate	treaty rate prepaid
May 7, 1867	Boston	H.R. Harmer sale 1966. lot 681.	none marked	treaty rate entirely unpaid	10¢ due
May 15, 1869	Boston	H.R. Harmer sale 1966. lot 682.	none marked	treaty rate entirely unpaid	10¢ due (6¢ paid / 10¢ unpaid)
September 6, 1869	Boston	H.R. Harmer sale 1966. lot 683.	.25 fr.	treaty rate entirely unpaid	10¢ due (6¢ paid / 10¢ unpaid)

November 13, 1869	Boston	H.R. Harmer sale 1966. lot 684.	.25 fr.	treaty rate entirely unpaid	10¢ due (6¢ paid/10¢ unpaid)
July 13, 1872	Philadelphia	H.R. Harmer sale 1966, lot 686	none marked	6 cents - small queen	treaty rate prepaid
July 20, 1872	Philadelphia	H.R. Harmer sale 1966, lot 686	.25 fr	6 cents - small queen	treaty rate prepaid
August 1, 1872	Philadelphia	H.R. Harmer sale 2956, lot 1149; SPM Philatelic Journal, July 2007	.25 fr	6 cents - small queen	treaty rate prepaid
August 3, 1872	Philadelphia	BNA Topics December 1963, p.321	.25 fr.	6 cents - small queen	treaty rate prepaid