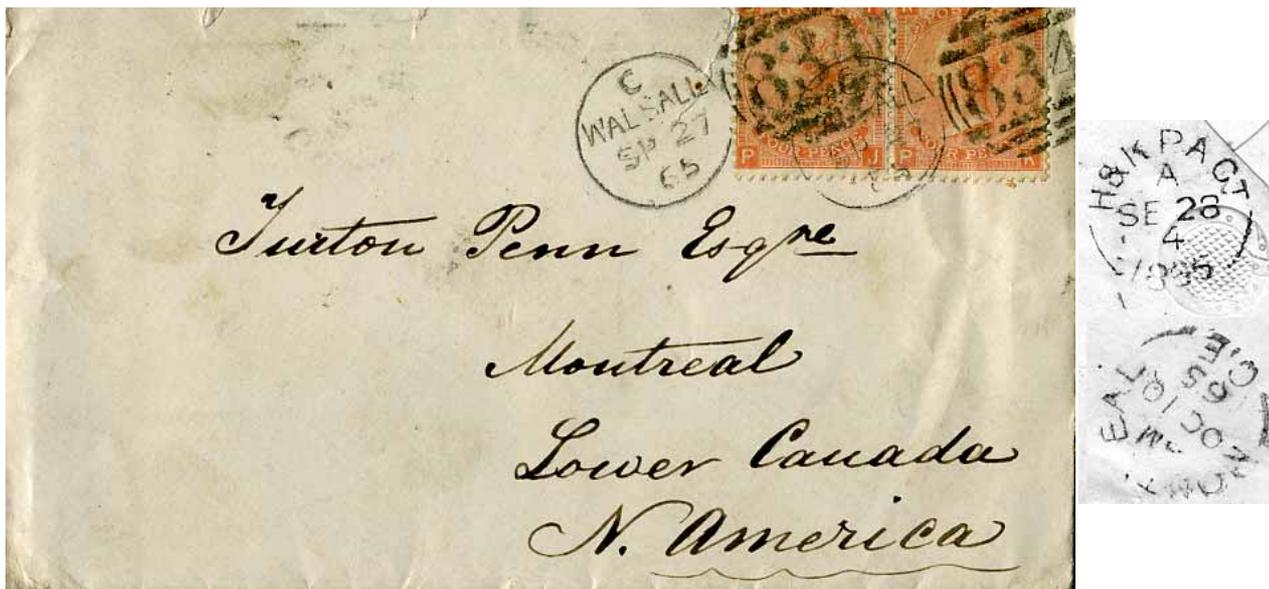




Glasgow–Toronto, via H & K Packet, 1865. **Rated** 8d, single rate via US.

Glasgow duplex with numeral 159; ms *Via Cork*, endorsement, and single circle Toronto receiver.



Walsall (England)–Montreal, via H & K Packet, 1865. **Rated** 8d, single rate via US.

Walsall duplex with numeral 834. On reverse, H & K Pact (Holyhead and Kingstown service, run by the City of Dublin Steam Packet Company; Robertson НКР.3), very scarce. Montreal single broken circle receiver.

UK–BNA via US, rate change

During 1 January 1868–31 December 1869, rate via packet through US was 7d per half ounce (a reduction of one penny).



London–New Carlisle QC, 1868. Rated 7d packet via US.



Not via US, but rated 7d, Glasgow–Earlton (NS) via Inman, February 1868. Carried on Inman *Etna* from Queenstown 16 February, arrived at Halifax on the 27th. For a six month period, Inman had a contract to carry Canadian mail to Halifax. Rated 6d Canadian packet rate plus 1d—in the absence of other evidence, could be a late fee charged at Glasgow.

UK–Canada, the hard way
Multiply redirected



Brighton–Boston–Fredericton–Derby (NB), 1874. **Rated** initially double transatlantic UK–US at 3d per half ounce; remailed from Boston, prepaid with 12¢ US stamp, paying double rate US–Canada (in effect April 1868–December 1874).

According to the endorsements, initially Brighton–Boston; then Queen’s Hotel, Fredericton, and finally Derby in Miramichi County (New Brunswick).

The 12¢ stamp is rarely seen on covers to Canada. It is killed with a cross-roads cork.



Southend (Essex)–Woolwich–Sandhurst–Barbados–Kingston (ON), with detours, 1872. **Rated** initially 1d domestic rate; other rates (likely after forwarding to Barbados), 11d (struck through), 1N (struck through), 1/0 (not struck through), finally, in blue crayon, charged in total, 16cts (= 8d) in Canada. Perhaps the cover was double rate (at 3d per half ounce), with 1d credit for the stamp, plus 3d fine.

The penny red is remarkably off-centre.

Shortpaid penalty introduced

UK-Canada

On 15 March 1859, a penalty of 6d stg was imposed on shortpaid or underpaid letters between Canada and UK. This fine was divided between Canada and UK, and accounting marks (claim) often indicate this. The fine did *not* apply to covers shortpaid as a result of application of the first packet principle.



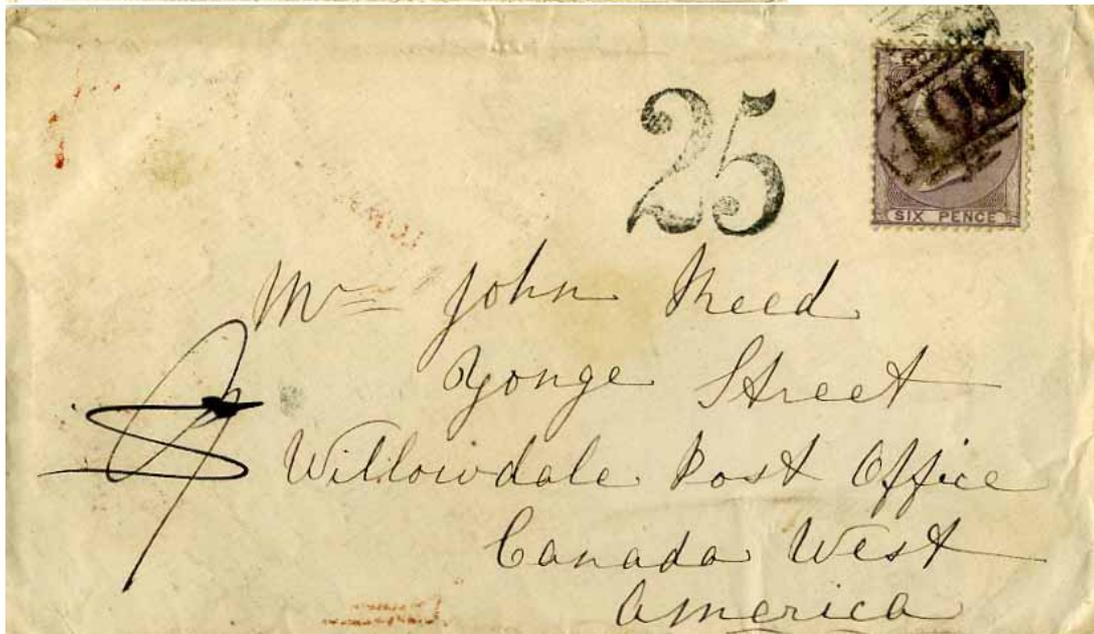
London-Toronto, unpaid, Canadian packet, 1861. **Rated 25¢** collect: transatlantic rate (6d stg) + fine (6d), total 1/- equivalent to 25¢; ms 4, applied at Liverpool, amount claimed for GPO, half the fine (3d) plus 1d of the 6d rate via Canadian packet. Large 25 applied at Toronto.



Antrim-West Gormley Corners (UC), forwarded to Markham, unpaid, 1839 4d hammer, 1862.

Rated 25¢ due as above; 4d handstamp (indicating GPO claim) is from the 1839 provisional 4d rate period.

↓↓ Ilfracombe to Willowdale, one rate shortpaid, 1861. **Rated 6d** stg paid by stamp for first half ounce; charged for second half ounce (6d) and fine (6d), making 1/-, as above. Large ms 9d is possibly a miscalculation of the amount due the Canadian post office (half the fine, 3d, plus 6d for the second half rate, but only 5d of this should have been claimed).



Stamp killed by Ilfracombe numeral 400, small red London circle, and double broken circle Willowdale UC dater (latest recorded date) on reverse.





Jersey to Arichat (CB, NS), 1862. **Rated** 25¢ collect (6d rate plus 6d fine, converted to decimal), of which 8d was attributable to the NS post office (half the fine, and 5d out of the 6d rate).

Circle Jersey handstamp, small red London broken circle, Halifax H oval, and large serif double broken circle at Arichat. Ms 8 applied at Liverpool. The cts 25 rate mark was applied at Halifax (MacDonald 412, scarce).



Derry–Charlottetown, showing weak PEI currency 1863. **Rated** (faint) collect 1/6 Island currency (equivalent to 1/-stg, also to 25¢), made up from 6d packet and 6d fine). Liverpool italic 8 indicates the amount in sterling attributable to the PEI office (3d—half the fine—plus 5d of the 6 packet rate.) The penny red did not count towards the postage, and no credit was given.

Derry duplex with numeral 172; on reverse is Prince Edward Island large circle changeling.

UK–Canada via British packet via US, underpaid



Cwm-Avon (Wales)–Ingersoll (CW), unpaid October 1859. **Rated** 29¢ due, based on 8d stg via British packet through US and 6d short paid penalty, converted to decimal at 1/- = 25¢. The struck through **10** represents the British claim on the postage (7d of the packet and half the fine, 3d).

Undated double broken circle at Cwm-Avon, small red London datestamp on reverse, Liverpool L lozenge, and Ingersoll broken circle on reverse. The **10^d** (faint *d* above the numerals) applied at Liverpool (Robertson M66, only noted 1852–54!) **Bold 29** applied at Hamilton (Arnell G12).



Rugby–Niagara, short paid one rate, 1867. **Rated** Above ½ oz, therefore short paid by the 8d packet rate; 6d fine added, converted as above to 29¢ due. At lower left, 8^d short; next line should be read as 3 (d stg) ½ fine, that is 3d—half the fine—attributable to the GPO (not 3½d fine). Only 10d should have been credited to the GPO.

Rugby duplex kills the single (check letters HK) and vertical strip of three (GK–GM). Straightline **INSUFFICIENTLY STAMPED** applied in UK, **29** likely at Hamilton. Backstamped Hamilton and Niagara.

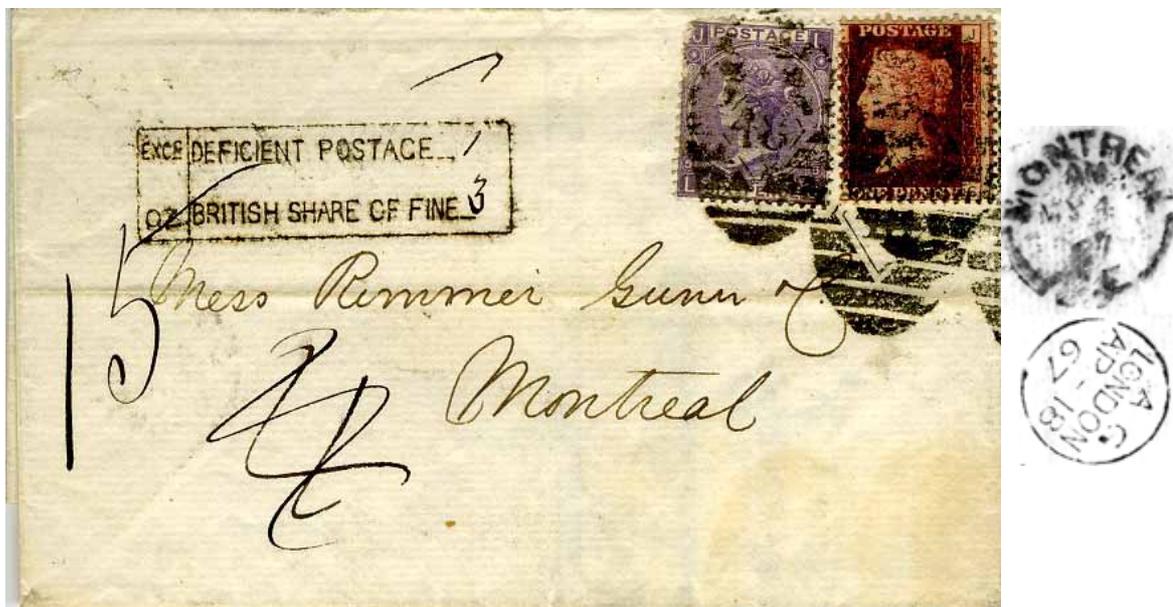
Short paid via US packet

Top cover 2d underpaid, and charged 17¢; bottom cover 1d underpaid, charged 15¢.



Double rate via US, London–Richibucto (NB), 1861. **Rated** 1/- stamp and ms 2 (double rate), pays double the Allan rate—but marked *Per United States*, so doesn't qualify under the first packet principle, and thus 6d fine added. Cunard rate (through the US) is usually given as 8d per half ounce, but here it is treated as 6d per half ounce plus 2d (DEFICIENT POSTAGE ... 2d). Total charged is 2d + 6d = 8d; at \$1 = 4/- (New Brunswick currency), converts to 16²/₃¢, rounded up to 17¢ (blue crayon).

British share of fine given as 5d, which is incorrect; it should be 3d. Large ms 5 reflects this claim.



London–Montreal, mistreated, 1867. **Rated** 7d paid in stamps; since there was no indication that the cover was intended to be mailed by Cunard (8d) rather than Allan (6d), the first packet principle should have applied, and the cover charged merely the underpayment, 1d. However, it was regarded as shortpaying the 8d rate, hence the 6d penalty applied. Total due was 7d, converted to 15¢.

Correctly gives 3d as British share of fine. Ms 4 (struck through) is the amount in sterling claimed by the GPO.

London office numeral 48 (Shoreditch) kills stamps.

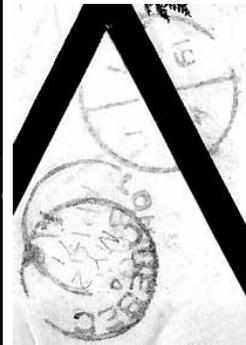
Short paid from 1870

Short payment penalty was reduced to 3d, shared between Canadian and British post offices.



Unpaid, Liverpool to Port Hastings (NS), September 1871. **Rated** unpaid, charged (at Liverpool) 3d postage via Canadian packet; with 3d penalty, total due is 6d, which by this time was equivalent to 12¢ Canadian (not, as previously, 12½¢).

Liverpool duplex; the CTS 12 handstamp was cut down from the original CTS 12½ handstamp (Halifax) after December 1870; fewer than five examples of the cut-down hammer are known. On reverse, large oval Halifax H transit mark.



Paid one penny, Hastings–Quebec, 1871. Short paid by 2d; the 3½ is the sum of this and Britain's share of the 3d fine (1½d); the total due is 5d (2 + 3 penalty), which converted to 10¢ (blue crayon).

Mourning cover. On reverse, London broken circle, red Liverpool quartered datestamp (Robertson M1, "has been seen in red"). Red two-line straightline INSUFFICIENTLY STAMPED, applied at London.

Short paid



Triple rate, paid only double, Glasgow–Montreal, 1872. Rated 6d paid in stamps, double rate via Canadian packet; DEFICIENT POSTAGE 3 indicates triple rate ($1 + 1\frac{1}{2}$ OUNCES; FINE $1\frac{1}{2}$ is British share of 3d fine; total due is 6d, converted to 12 CTS.

The ratestamp was applied either at Montreal or Quebec, and is very unusual. Mourning cover.

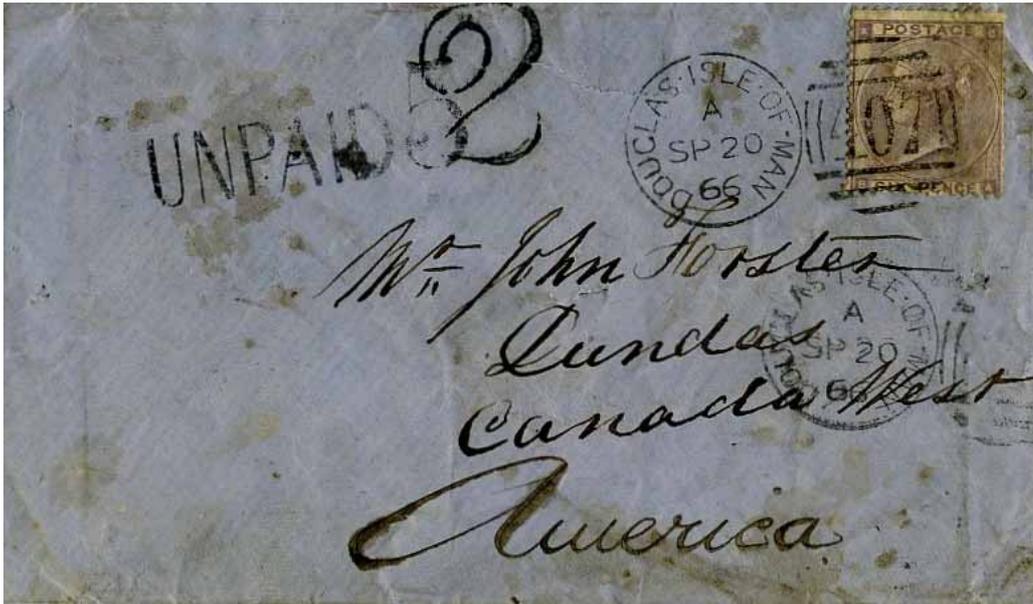


Double via US, paid single via Canadian packet, 1870. Rated 3d Canadian packet rate, charged initially 6½d, made up of British share of 3d fine, 1½d, and 5d, the amount of the short payment; only double 4d (packet rate through US) makes up 8d. Total due: 5d short payment plus 3d fine, converted to 16¢.

Ashford duplex, numeral 31. On reverse, Liverpool quartered datestamp in red (Robertson M1, “has been seen in red”).

Shortpaid as a result of first packet principle

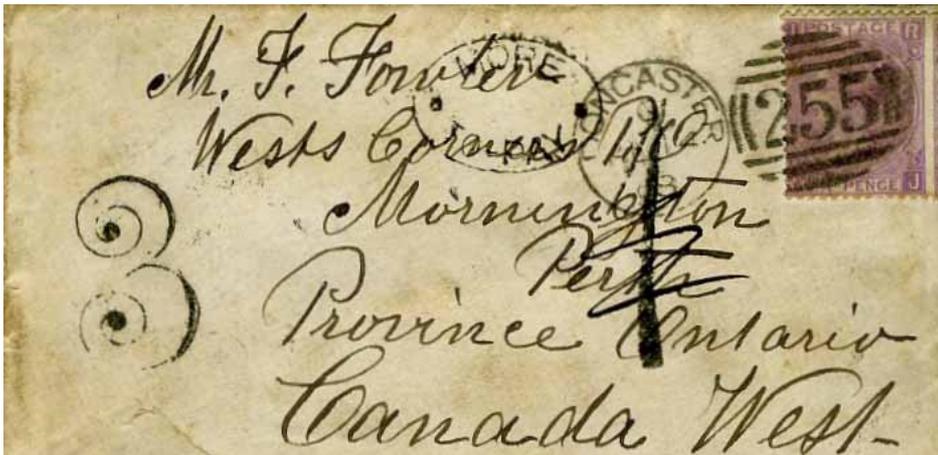
No fine was applied if the postage for Canadian packet was applied, but it was sent aboard a British packet through the US; however, the difference had to be collected from the addressee.



Douglas (Isle of Man)—Dundas (CW), 1866. Rated 6d paid by stamp for Canadian packet; 2d additional make up the difference by British packet via the US. Converted to 5¢ in Canada.

Carried on *Cunard Persia*, left Liverpool 22 September, arrived New York 5 October. Missed *Allan Nova Scotian* (departed Liverpool 20 September—same day as postmark); next *Allan* sailing a week later.

Douglas duplex & numeral 407; Hamilton receiver (8 October) on reverse. Where the large 2 was applied is a mystery (Liverpool or Hamilton). UNPAID 5 is standard issue rate stamp in Canada.



Rate reduction via US, 1868 & 1869. Rated 6d paid in stamp; with reduction to 7d of postage via US, charged 1d at Liverpool. Rated 3¢ (actual exchange was 2½¢) in Canada.

Lancaster duplex with numeral 255; oval MORE TO PAY applied at Liverpool, with large pointed 1 due marking. Curlicue 3 is common Canadian marking (in this case applied at Montreal), leftover from pence era.



Killin (Scotland)—South Finch (Ontario), 1869. Double broken circle Killin on reverse; Crieff duplex with numeral 84; Hamilton and Dickenson's Landing on reverse.

Large 1 had been used as an accountancy marking at Liverpool (Robertson M56).

Shortpaid BNA–UK

Both found to be double, both carried by Allen.



Montreal–London, Canadian PKT datestamp, 1865. **Rated** 12½¢, single Canadian packet rate to UK. Found to be double, and charged 6d deficiency and 6d fine, of which half went to Canada (hence the HALF FINE); large ms 9d, the amount due to Canada; total to be collected was 1/–.

Montreal Berri duplex; boxed short paid/half fine and CANADIAN PKT/1865 applied by ocean mail clerk. Ten examples of this handstamp have been previously recorded, all on short paid covers. Handstamp 1/– (Robertson M80).



Quebec–England, 1873. **Rated** 6¢ (Allen rate after 1870), found to be double and charged 3d deficiency and the now 3d fine (of which half went to Canada). Ms 4½ due Canada, struck through and replaced by 6d due.

Quebec Berri duplex; faint large boxed DEFICIENT POSTAGE/HALF FINE.

Too late & late fee

Since ships sailed infrequently, it was important to get the mail there on time. To relieve postmasters' responsibility, mail that could not make it to the ship (or more generally, arrived after the mail had been sent off) was marked *too late* (sometimes, *after closing*). Very few transatlantic *too late* covers from BNA to UK are known.

In the UK (but *not* in BNA), letters could be sent off after most of it had gone, for an additional fee, known as a *late fee*. Initially, this was 1d but varied later, depending on the port, and how late it was.

Too late, BNA–UK



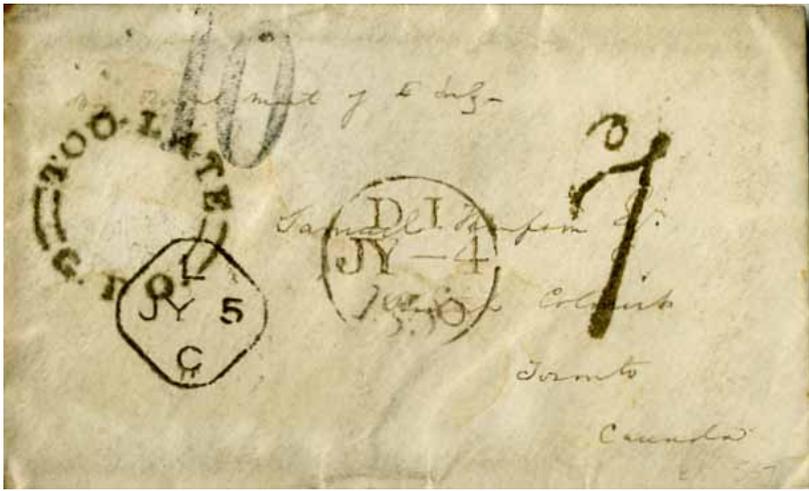
Charlottetown–Marlborough, 1850. **Rated** 1/–stg, packet rate to UK. The script *Too Late* hammer was distributed to a number of offices in UK and abroad, the only two in BNA being Charlottetown and Saint John. Fewer than five examples of this PEI handstamp are known.

Missed the Cunard *Niagara* (departed Halifax 8–9 February) and the *Europa* (depart H 22 February), but caught the *America*, departed Halifax 8 March, arriving at Liverpool 19 March.



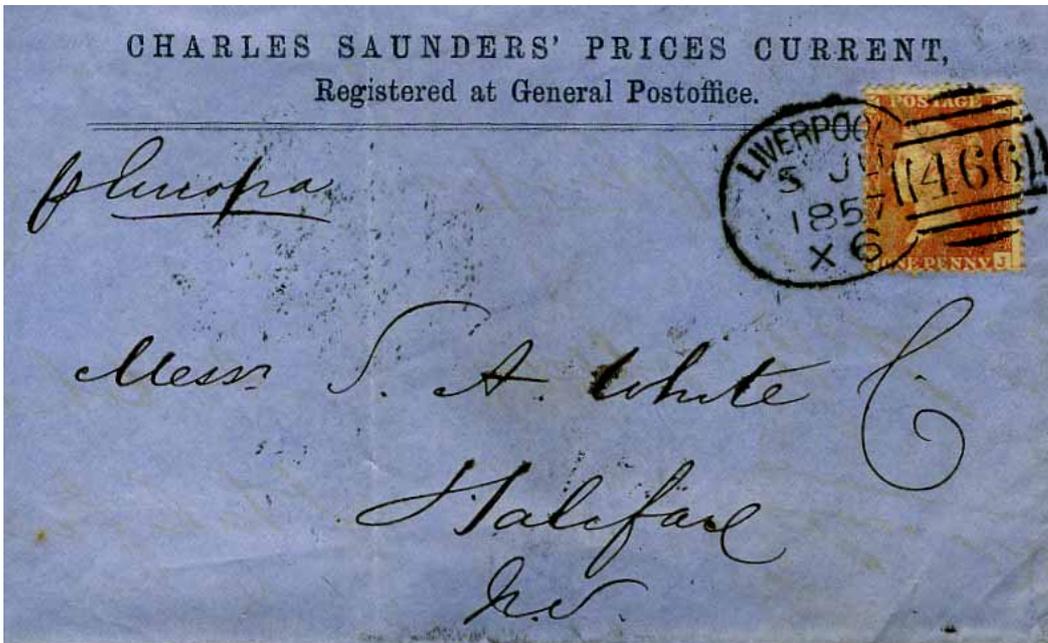
Late at the other end, Port Hope (UC)–Belfast, 1841. **Rated** red PAID 1/2 st = 1/4 cy, transatlantic British packet with internal BNA.

On reverse, Belfast Late datestamp (letter arrived too late in the day for the day's despatch).



London-Toronto, 1856. **Rated** collect 10d cy (applied in BNA), with 7d stg claimed by Britain. Undated double broken circle TOO-LATE GPO applied in London.

Missed the *Allan Canadian* (sailed 2 July), but caught the *Indian*, sailed 16 July.



Liverpool-Halifax, printed matter, "posted since ...", 1857. **Rated** 1d printed matter or circular. On reverse, Liverpool "posted since 8:30 last night" datestamp.

Endorsed (Cunard) *Europa*, departed Liverpool 6 June. It may have made this sailing, and "Posted ..." might be the opposite of too late, that is, it reached the ship in time.



London-Guelph (CW), first packet principle, 1861. **Rated** paid 6d, rate via Canadian route, missed that ship, put on British packet via US, charged the difference, 2d stg = 5¢.

Small circle TOO-LATE GPO applied at London. Missed the *Allan Norwegian*, departing Liverpool on the day of mailing; caught the *Cunard Asia* to New York, sailed from Liverpool 9 November, arrived 21st (and at destination by the 23rd).

Late fees

Initially a 3d fee was charged, and only at larger centres, then a 1d fee. At Liverpool in the 1840s to mid-1850s, "letters will be received at the post office till 10AM, and till 11AM with fees." By the time of the second letter below, the fees were 1d for reception at 10–10:30 and 3d for 10:30–11, but these really depended on the time of ship's departure.



Liverpool–Richibucto (New Brunswick), 1849. **Rated** 1/2 stg transatlantic including 2d stg BNA internal from port, plus 1d late fee at Liverpool.

Endorsed at top right *Canada*—the Cunard steamer, departing the day of mailing (confirming that this is a late fee cover), arriving at Halifax 3 July (consistent with backstamps).

Numeral 466 is Liverpool.



Liverpool–Quebec, later late fee, 1851. **Rated** 1/2 stg as above + 3d—arrival within half an hour of closing.

Endorsed *Per Africa*, Cunard steamer departing day of mailing.

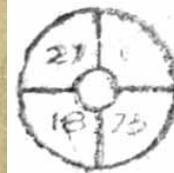
Late fee



Liverpool–Halifax, via North Atlantic Steam Navigation Company (NASNC) 1857. Rated 6d transatlantic rate via Canadian ports plus 1d late fee at Liverpool.

Endorsed *Circassian*, built 1856 for the NASNC, Liverpool–Halifax & St John’s (NF), and not to be confused with the Allan Line ship of the same name, built 1872. The large red curlicue 3 is a claim mark, probably applied at Halifax, and might have been this amount because of the subsidy to the company.

Just eight trips were made by this short-lived company (1857 only), of which three were by the *Circassian*. According to obscure records, *Circassian* departed Liverpool 6 May (Liverpool cancels are dated 5 May), and arrived at Halifax on the 19th, agreeing with the Halifax oval H datestamp on reverse.



London–Halifax, January 1875. Rated postage paid by strip of five penny faded, initially charged L2 (2d late fee), found to be double weight (at 3d per half ounce); presumably, thought to be 1d short paid (with late fee possibly paid in cash), to which 3d penalty was added, making 4^d (left side) due; this was converted to 8¢. The 2 at upper left likely means double weight.

London duplex numeral 103 in lozenge; on reverse, quartered datestamp, 27 January, without initial (meaning unknown), used at London Foreign Branch. Could have travelled on the Allan *Polynesian*, departed Liverpool the next day.

Other Services

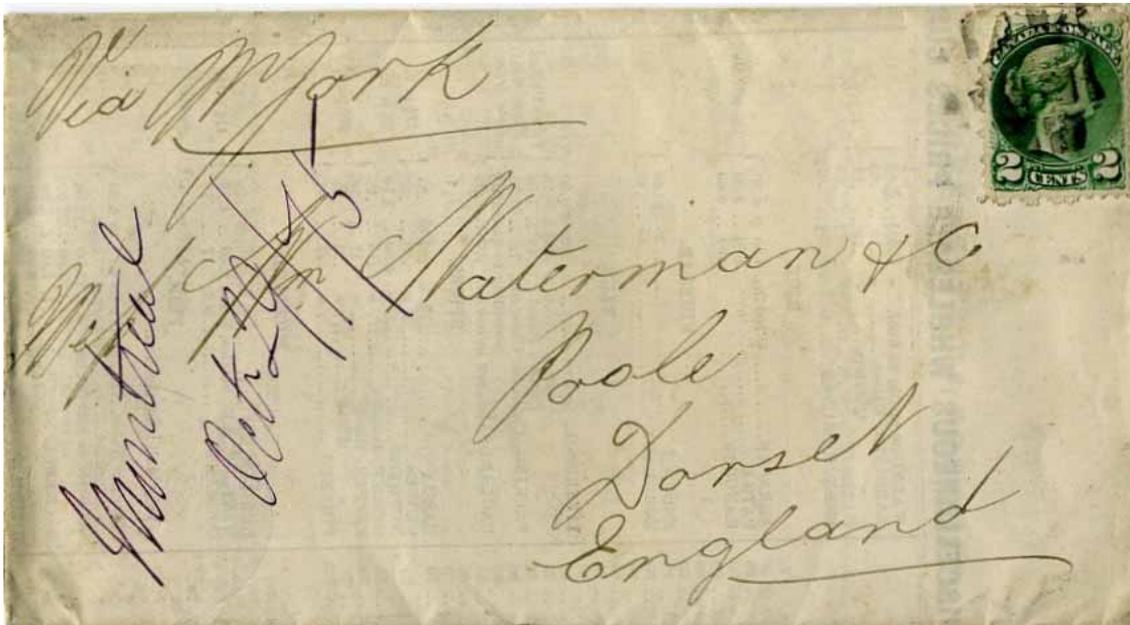
Printed matter

Printed matter (including newspapers) was instituted as a special category of mail in BNA in 1827, but even domestic examples are almost nonexistent until the 1850s. Newspapers and prices current from UK are much more plentiful. Most however, were sent under cover.



Newspaper wrapper, Prince Edward Island–Exmouth–London, 1839. **Rated** od! No postage was required on newspapers from PEI to UK or to Canada. Complete wrapper, possibly unique with this rate.

With ms dated Prince Edwards Island double broken circle on front and dated double broken circle Exmouth on reverse. Originally sent to Exmouth, then readdressed to London (no additional charge for redirection, a special feature of newspapers).

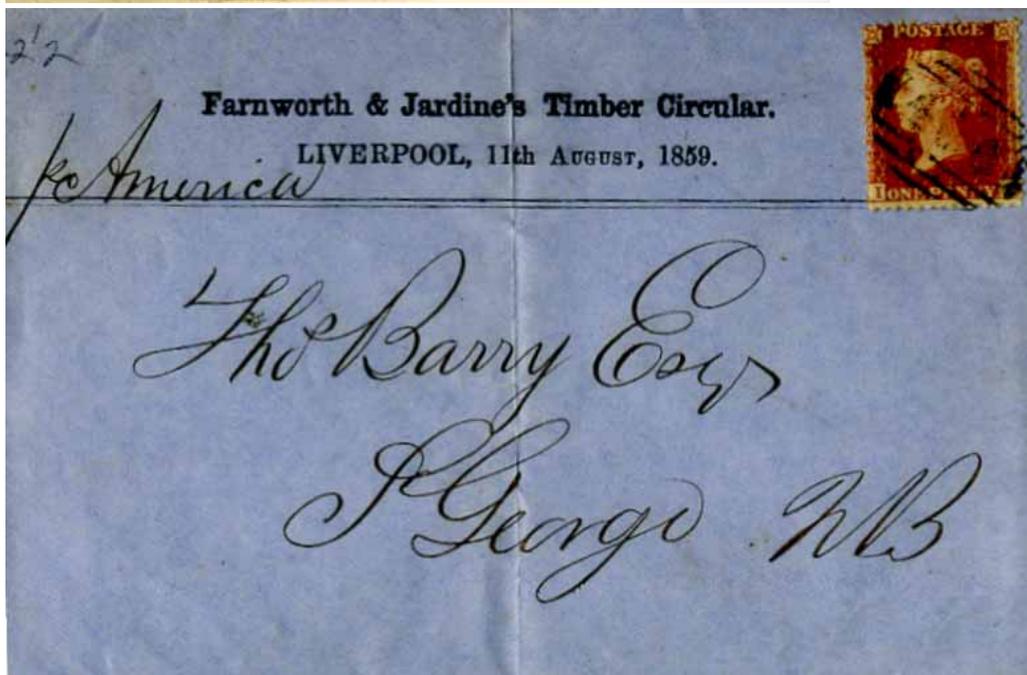


Montreal prices current to Poole, 1875. **Rated** 2¢, printed matter rate to UK. Poole receiver on reverse.

UK-NS, NB & PEI, printed matter
The 1d printed matter rate existed until 1890.

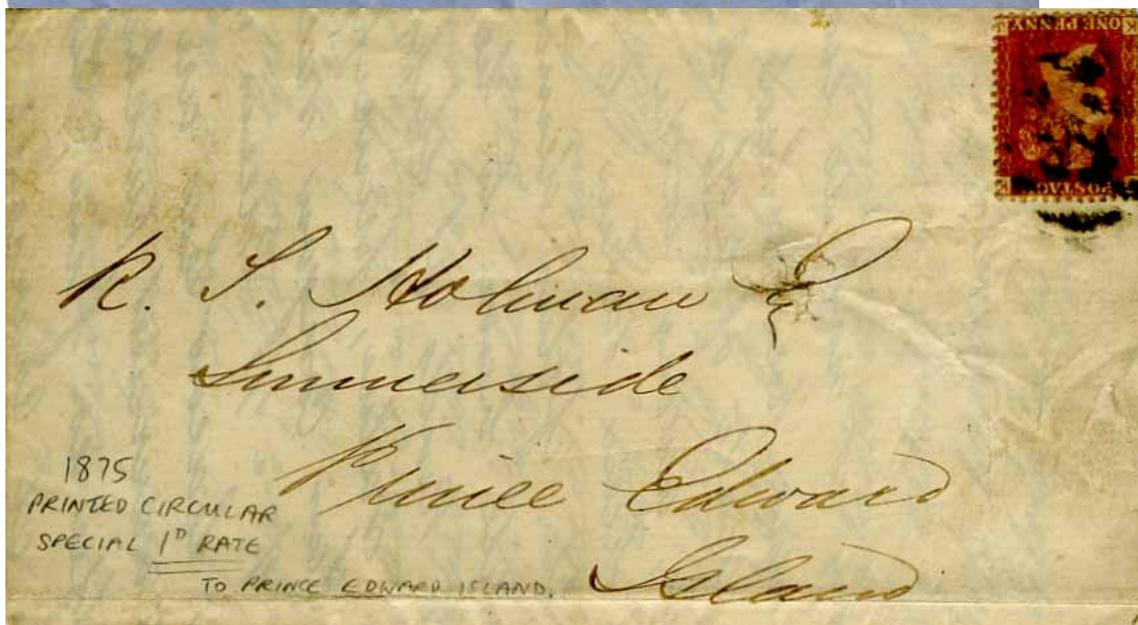


Newspaper wrapper to Lunenburg, 1855 or later. Rated 1d newspaper rate to BNA. Complete wrapper. Penny red on bluish paper, perf 14.



Printed circular, Liverpool to St George (New Brunswick), 1859. Rated 1d printed matter rate to BNA.

Barred numeral 466 (Liverpool) kills the stamp. Circular concerning imports of Canadian lumber to UK.



Printed handwritten circular, London to Summerside (Prince Edward Island), 1875. Rated as above.

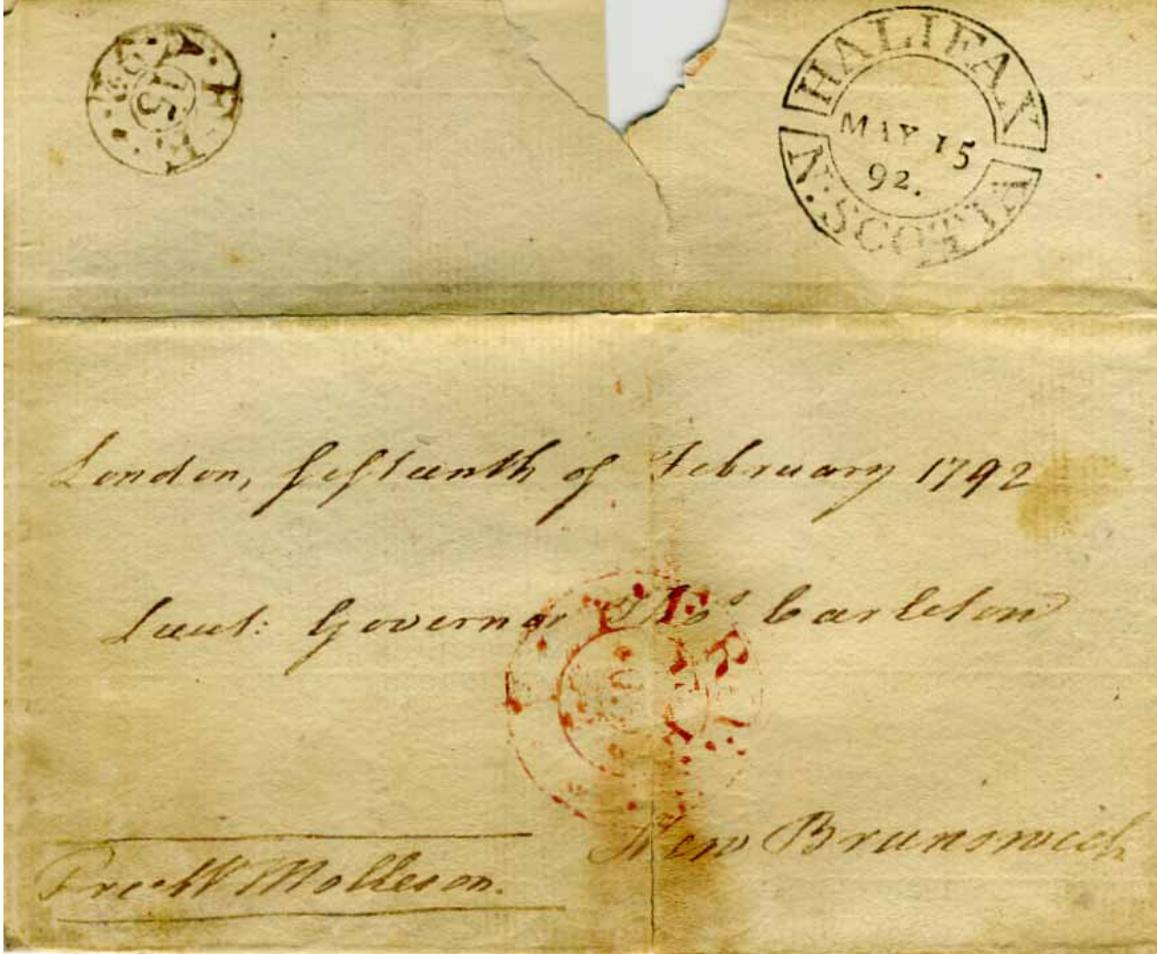
Stamp killed by FB (foreign branch) handstamp; hundreds of different kinds are known.

Free mail

Mail that passed through the mail (in at least one jurisdiction) free franked, either due to Parliamentary privilege (UK), as postmaster's perquisite (BNA), or on official government business.

Parliamentary privilege

Likely the only known transatlantic example with English Parliamentary free handstamp (April 1791–August 1792).



Parliamentary free, London–New Brunswick, 15 February 1792. Franked Free W Molleson [William], comptroller and ex-officio member of Parliamentary commission of audit of Army accounts, thus having franking privileges. No New Brunswick postage charged.

Red (Parliamentary) Free dated handstamp (Lovegrove JL11), known used for 16 months. Small double circle London datestamp (in general use). Halifax double split circle (MacDonald HAL4b), known 1788–96, “scarce”). Addressed to Lt-Governor Carleton, which might explain why there is no BNA postage charged.

UK-BNA, Government mail

When the 1840 reforms cancelled free franking (in UK), accounting procedures allowed Government offices to send mail free (and marked paid), although it was kept track of.



Exceedingly early inquiry form, GPO-Fredericton, 1847. From WL Maberley (Secretary of the GPO), I beg to inform you that the letter addressed to Mrs Margaret M Gary alluded to in your application of the 14th ultimo has been delivered to her. (Part printed, part handwritten)

Red crown paid accounting mark.



Office of the Lord Chancellor-Halifax, with claim, 1855. Free franked Cranworth. Although postage was ostensibly free, Nova Scotia was still entitled to its claim of the packet charges, namely 1d stg.

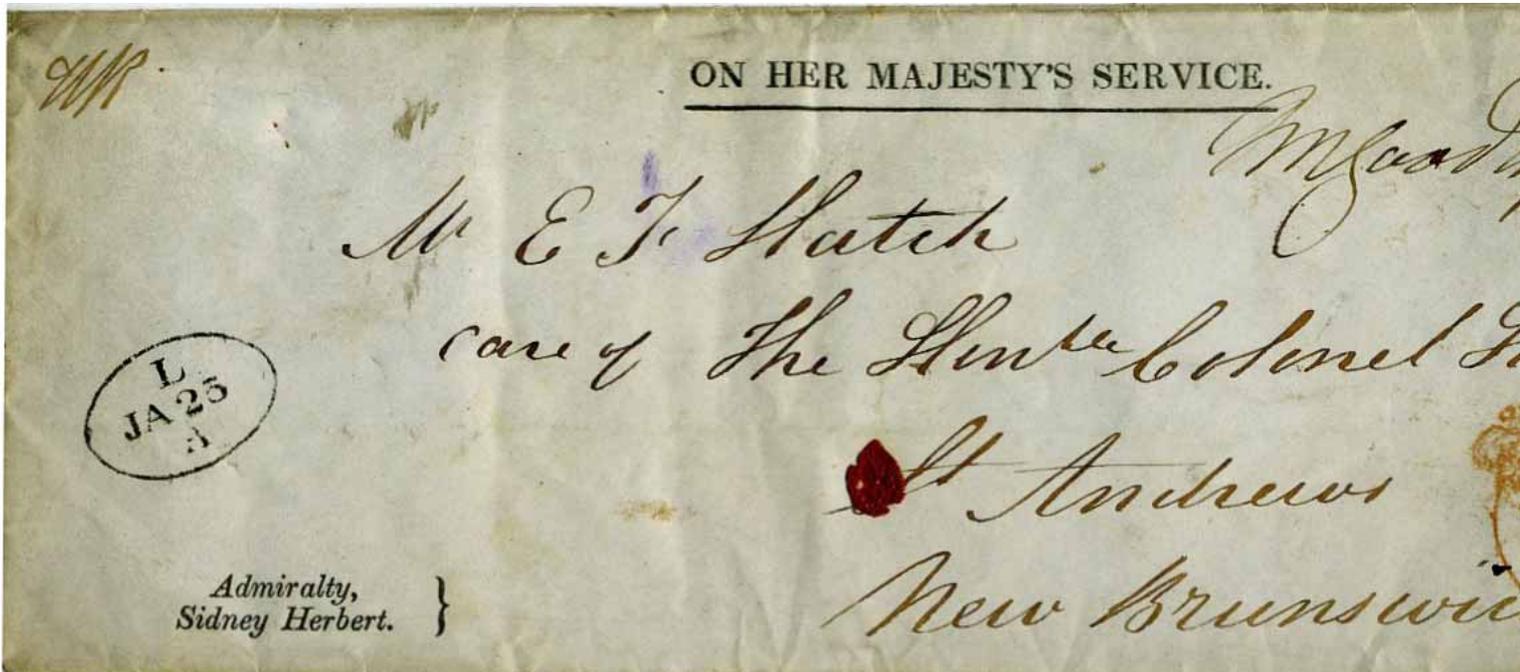
Crown paid mark with 1 at base, said to be scarce. Large ^o1 claim mark applied at Liverpool (Robertson M55, known use 1854-58 in black, not previously seen in red).

Free UK–BNA, charged in Canada & not charged in Canada

Top cover is likely the earliest known *envelope* UK to Canada. Charged double (for the enclosure) at Halifax. (Up to 1844, in BNA, envelopes were charged additionally for their enclosure, but not in UK after 1840.) Had it not been sent free, it would have been charged the transatlantic rate (1/– stg) plus double special internal rate of 2d stg, totalling 1/7 cy, less than one-third of the actual charge!

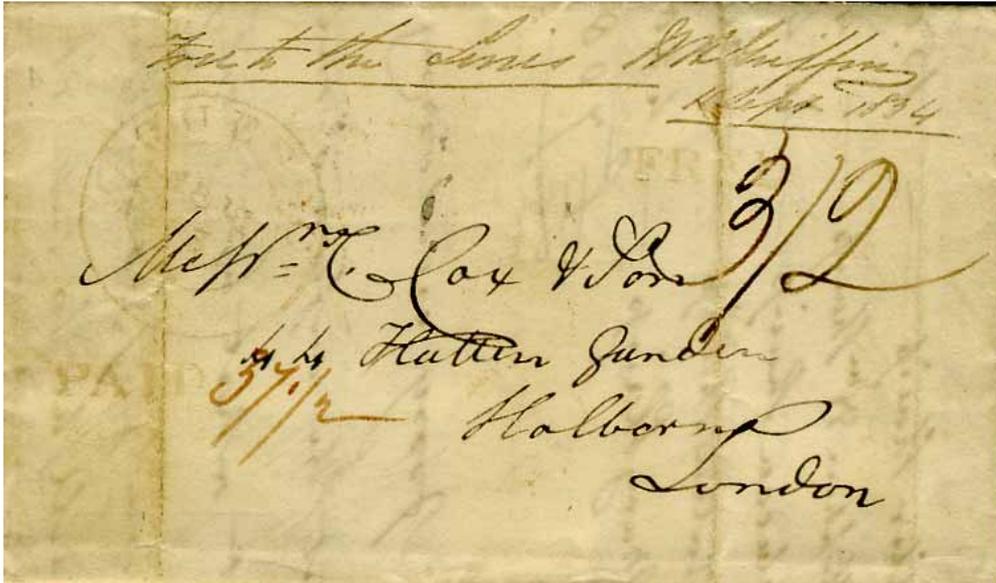


Early transatlantic envelope, charged for enclosure, free from England, January 1840. Early in reform period; no UK postage, but charged double rate (for the letter as enclosure), Halifax–Toronto (1301–1400 miles, 2/9cy).



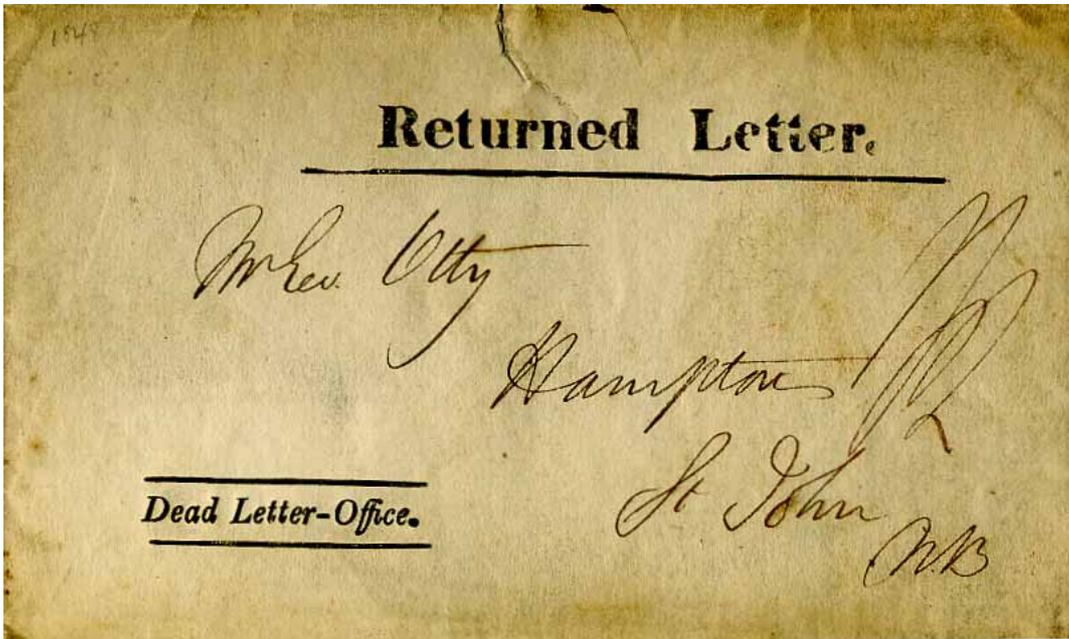
Admiralty to St Andrews (New Brunswick), 1845. No postage charged.
Crown paid datestamp and Liverpool oval L.

Other types of free mail



Free to the lines—Canadian postmaster's perquisite, 1834. Ms (faint) *Free to the lines* (meaning to the US border) with faint FREE handstamp; prepaid double (one enclosure) US rate 150–400 miles, 37½¢, and charged 3/2stg, double 1/8 ship letter (8d plus mileage to London from Liverpool).

Faint Guelph double circle (moderately scarce); on reverse, boxed Liverpool Ship Letter (Robertson s13, known 1834–38) and London receiver.



Undeliverable letter returned from England to Saint John, 1848. **Rated** 1/2stg collect—this is not the postage for the covering wrapper (which travelled free), but is the postage due on the returned letter that was contained therein. Very unusual transatlantic use of UK returned letter covering sheet.

Soldiers' letters

Soldiers and seaman (sergeants or lower rank) in the British armed forces were entitled to concessionary postal rates; from 1795, this was 1d stg prepaid. The sender was to write his name, rank, and unit across the top, and his commanding officer to endorse it at the lower left.

Nova Scotia–UK



On board ship, Halifax to Brighton (Sussex), 1818. **Rated** large red Pd 1d stg, concessionary rate.

Properly endorsed by sender at top, *From Samuel Beck, Seaman, on board HM Ship Leander, Halifax Oct 23 1818*, but nonstandardly, Lt Commander M'Dowell has endorsed it just below. In the letter, Beck complains to his wife that he has just been forced to serve another five years. This was likely carried to UK on the *Dee*.

Plymouth dater with mileage (218, to Brighton).



Halifax–Ballycastle (Ireland), concerning eligibility for Castine Fund, 1821. **Rated** large red 1d stg (barely visible).

From a sergeant-major, on official business. Letter confirms eligibility of recipient for prize money from the Castine fund, for having taken part (as a member of the 62nd Regiment of Foot) in the reseizure of a British ship from the American navy near the Penobscot River. It was used as a form processed by the Castine Fund officials, including date of receipt and other details.

Faint black Halifax NS Paid dater (almost always in red), & red double framed Dublin lozenge.

UK–BNA soldiers' letters



Waterford (Ireland)—Odletown (Montreal), 1829. **Rated** POST PAID 1 (huge), concessionary rate.

Large double circle WATERFORD; London tombstone.

Endorsed at top *Mark Josephs soldier, 76th regt* by sender, and illegible officer's endorsement at lower left. Letter discusses disturbances in Ireland (food riots—the potato crop failed regularly from 1825—and sectarian violence) with which he had to deal.



Bermuda—Halifax—Liverpool—Halifax—Montreal, missent to Liverpool, . . . , 1841. Traverses the loop BNA—UK—BNA, so is eligible for inclusion in this exhibit. **Rated** Paid 1d.

On reverse, faint Bermuda Paid large circular datestamp (fifth example recorded in black); MISSENT TO LIVERPOOL ENGLAND oval (second reported example; Robertson M4, proofed 3 December 1840, not seen). Standard red Montreal double circle.

From Hamilton (Bermuda), likely carried by *Margaret*, arriving at Halifax; mistakenly put aboard the *Acadia*, arriving in Liverpool; missent handstamp applied. Sent back to Halifax on *Caledonia*, thence by land to Montreal.

Same correspondence as top cover. Writer has been demoted (having risen to colour sergeant) to coerce him to re-enlist.

Extra stuff

The following are pages that are incomplete, or for which I don't have sufficient information, or were excess to the exhibit.

New Brunswick to London via Ireland
What's the rate?



St Andrews (New Brunswick) to London via Cove, 1817. Rated initially rated 2/5 (cy) in BNA, struck through there and rerated double, 4/10 cy in BNA (because of Cy, currency), struck out with crown (frequently used to strike through rates in UK). Then rerated 1/3 and again struck through. The ship letter fee was 8d (possibly double) and the rate to London was a lot more than 7d.

Two-line red COVE SHIP-LETTER (became Queenstown), Robertson s2, 1814-34.

England to BNA, via US

Treated as incoming ship letter on arrival at New York.



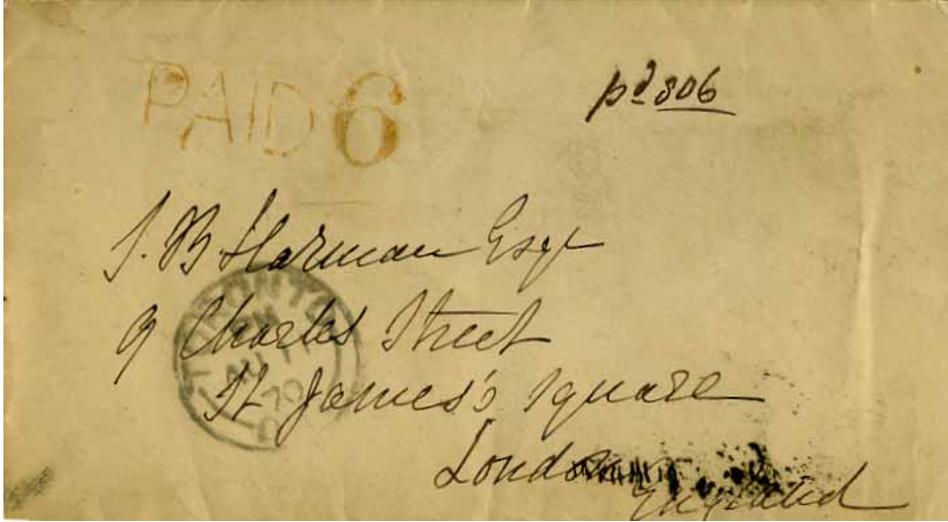
Liverpool–Saint John, via New York, double, 1820. **Rated** initially 4N4, double Liverpool–Falmouth and packet. Then charged 39¢, double 18³/₄¢ (150–400 miles) plus 2¢ US incoming ship letter fee; this converts to 2N–cy, and no apparent internal BNA postage. Total due 6N/4; despite being in red, not prepaid.

Red circular New York dater and straightline SHIP. Straightline FORWARD; some offices (in this case, Saint John) misused this handstamp to indicate normal transiting, rather than forwarding to a new address.

more needed on this page and rates inaccurate

Payment in cash

From Canada, payment solely in cash (rather than stamps) was permitted until 1875; combined cash and stamps payment was not permitted.



Toronto–London, August 1870. **Rated** PAID 6¢ by account 306.

Rate mark is Arnell E2, known use at Toronto July–August 1870, but see next cover.



Provincial Government (Ontario)–London, 1871. **Rated** as above, with same rate mark.

Ontario Public Works handstamp (had no free franking status after 1868), faint Toronto datestamp. Quartered MEDG.

England–PEI via Canadian packet



London–Charlottetown, 1866. **Rated** 6d, single.

London duplex with numeral 76 (New Cross); small red postal inspector's cross (indicating the envelope had been put in the wrong bag), and standard double broken circle Prince Edward Island.



Manchester–Murray Harbour, 1864. **Rated** as above.

Manchester duplex, and large single circle Prince Edward Island (less frequently seen) on reverse. Any place in PEI other than Charlottetown is an unusual destination for a cover from abroad.

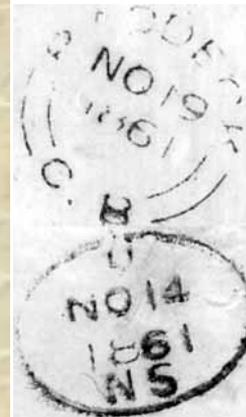
England–Cape Breton via Cunard (to Halifax), payment in cash

Consecutive sailings: *Europa* departed Liverpool 19 October 1861, arrived at Halifax (on route to Boston) 30 October; *Niagara* departed 2 November, arrived at Halifax 14 November.



Liverpool–Baddeck (CB), 18 October 1861. **Rated** red 6d, prepayment packet via Halifax.

Paid Liverpool circle, oval Halifax H transit, and double broken circle Baddeck.



Liverpool–Baddeck (CB), 2 November 1861. **Rated** as above.

Money and registered letters

Canada adopted a money letter scheme ca 1825, but fewer than three examples are known to UK, and none from the other provinces. Canada adopted domestic registration in 1855, but to UK, it was delayed until 1858. UK implemented its money letter scheme in 1792, but just a handful are known to BNA; it converted to registration in 1840, but few to BNA are known until the 1860s.

Montreal October 26 1829



Montreal–Paisley, Supposed money letter, 1829. **Rated** 2/2stg collect, double (for enclosure) 8d ship letter fee plus Greenock–Paisley internal rate (5d), plus $\frac{1}{2}$ d Scottish wheel tax. There was no additional fee for treatment as a money letter.

Supposed money packet likely noted at Greenock, making sure it was treated as a money letter.

Common single arc Greenock datestamp; straightline Greenock ship letter (Robertson s12, 1827–33); wheel tax handstamp applied at Greenock; two-line Paisley straightline.

Registered in UK, money letter in Canada

Sent registered from UK in 1850; as Canada had no registration system at the time, was treated as a money letter.

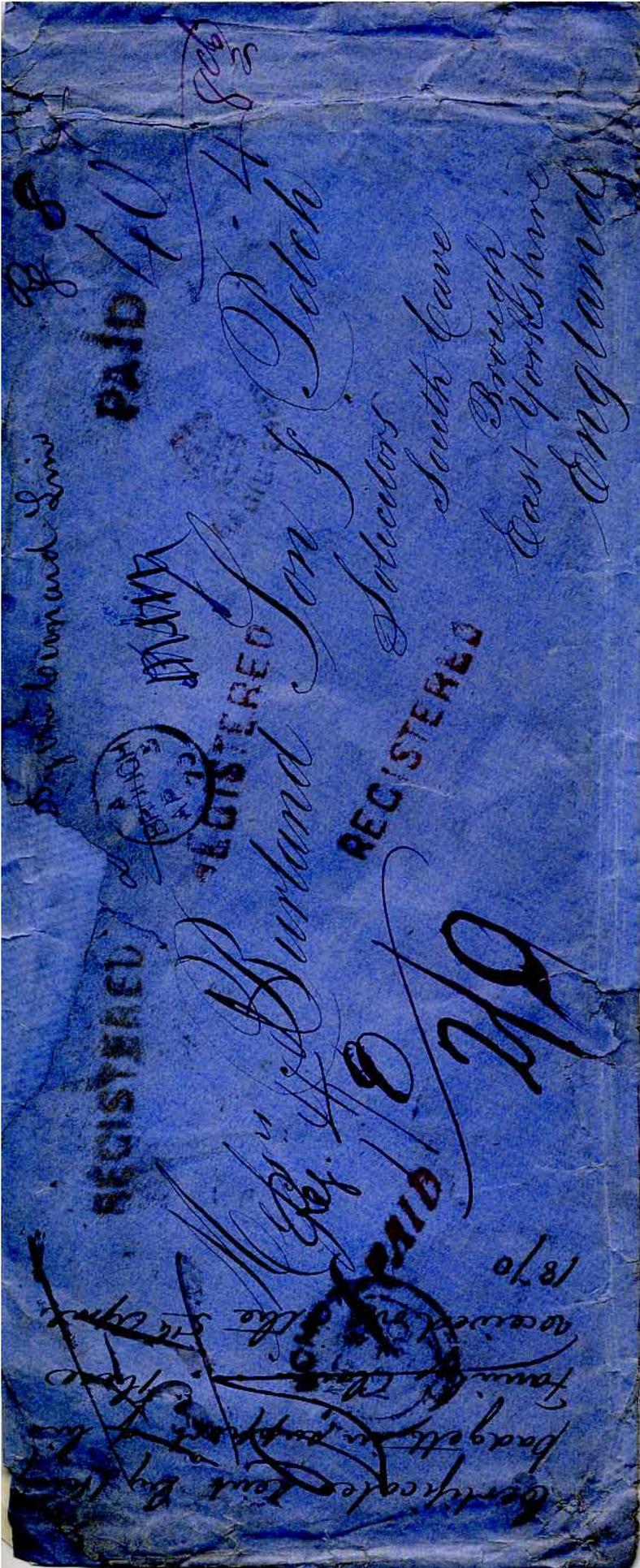


Hounslow–Huron District (CW), 1850. **Rated** 2/- in stamps, made up from 1/- packet rate plus 1/- registration. On arrival at Hamilton (based on the colour of the handstamps) struck twice with standard issue MONEY LETTER straightline.

Hounslow double broken circle, London two-rim tombstone paid, double circle Montreal LC, faint red Hamilton UC transit handstamp covered by the Hounslow dater.

Registered Canada-UK

Few such covers exist



Quintuple Cunard packet, Lachute (QC)-Yorkshire, 1870. **Rated** Rg 8¢ (registration fee to UK, required to be prepaid), PAID 40¢, quintuple 8¢ per half ounce rate via Cunard, totalling 48¢, paid in cash. This was (incorrectly) translated to sterling at Montreal.

Lachute double circle (far left), dull REGISTERED and PAID handstamps applied at Lachute, brighter ones applied at Montreal. Faint crown registered applied in UK. Small circle Brough.

July 21. 1875
W. E. Duke
With Power of Attorney
from his daughter
Marg. Jane Keith



REGISTERED

Jemmett Duke Esquire
New Park
Ballymote
County Sligo
Ireland



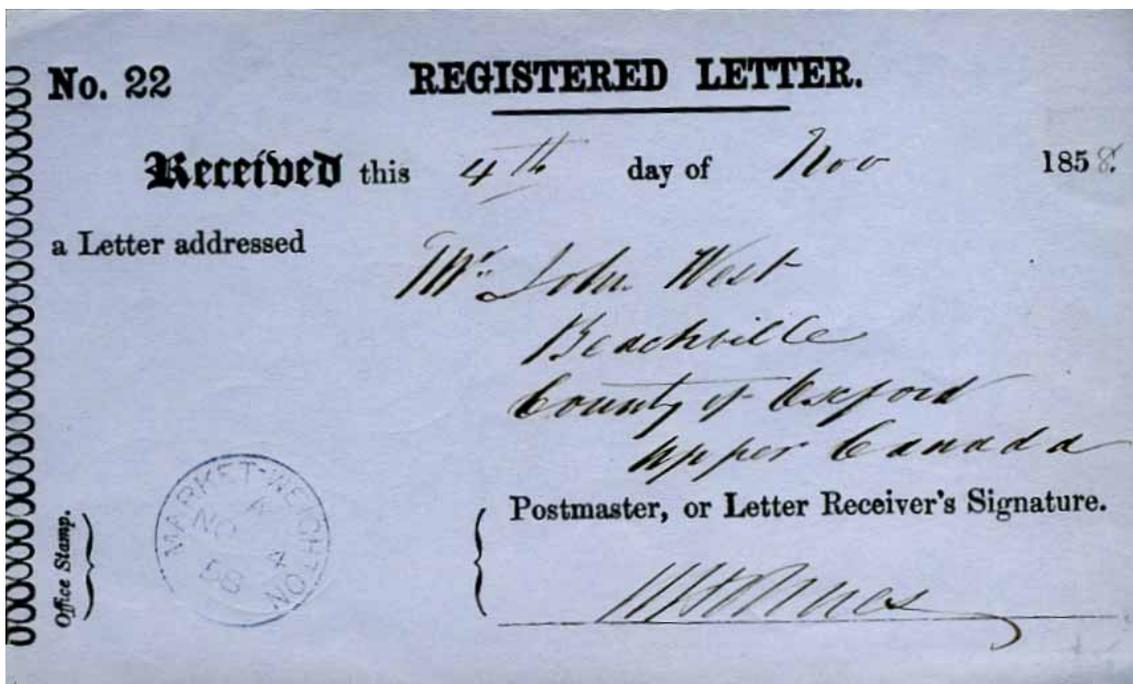
Double rate Allan packet, Toronto-Ballymote (Ireland), 1875. Rated 20¢ (8¢ registration to UK and double 6¢ per half ounce via Allan line.
Red circle Paid Derry Col Packet (Robertson P1, 1862-75; under Londonderry). On reverse, red octagon Dublin registered, and Ballymote circle.



Belper-Montreal, 1856. Rated 6d for each of registration and packet rate via Allan Line. Large red 1d is the amount claimed by the GPO (Canada subsidized the Allan Line, hence was entitled to 5d).

Likely the earliest registered cover from UK to Canada after Canada adopted registration (1855).

Green Belper double arc on reverse; Derry double arc; stamps killed by 64 in grid (Belper); Liverpool & Montreal backstamps. Straightline registered handstamp is of the generic type issued to both Canadian & UK offices.



Registration receipt, Market-Weighton-Beachville (CW), 1858.

Registered UK–Canada, Allan vs Cunard, part 1

Both mailed from Lombard Street (London); took the same time to get to destination (the 2d difference in rates was justified by supposedly quicker delivery through the US than through Canada).



Lombard Street–St Catharines, Allan Line, 1862. **Rated** 6d registration fee plus 6d packet rate via the Allan Line (Canadian route).

Carried on the *Anglo-Saxon*, arriving at Quebec 2 July 1862. With Lombard Street registered semi-circle (time mark D), London registered oval, and London crown registered. Stamps killed by London district numeral 24 (Lombard Street).



Lombard Street–St Catharines, Cunard, 1861. **Rated** 6d registration fee plus 8d packet rate via the Cunard Line (US route).

Endorsed *via United States*. Carried on the *Canada*, arriving at Halifax 8 January and Boston on the 10th. Backstamped Montreal on the 11th. Lombard Street registered semicircle has time mark c.

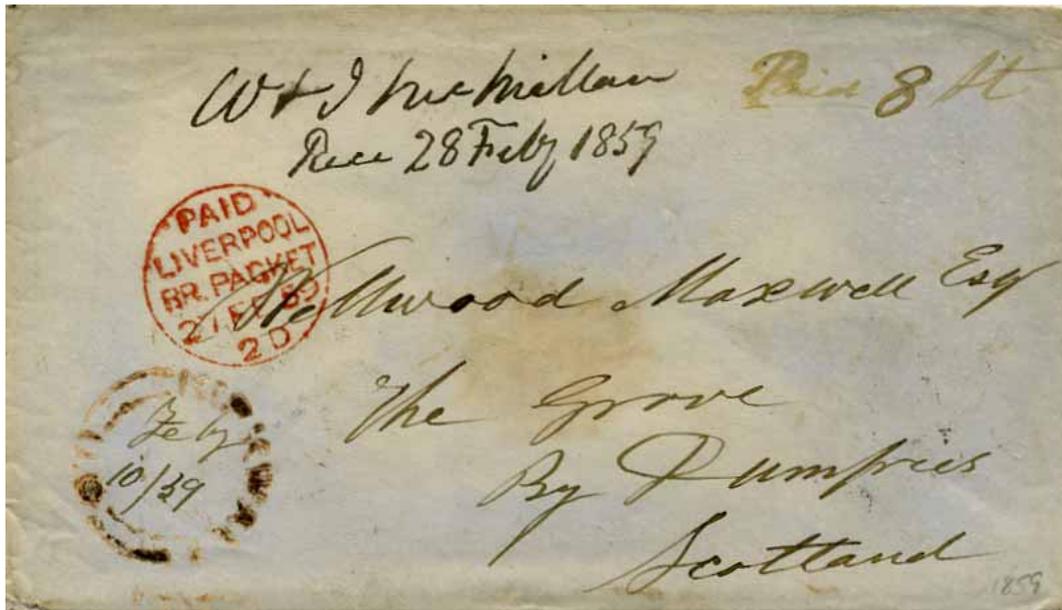


Stoneycroft–Howard (ON), double, via Allan, 1873. Rated 4d registration fee & double 3d via Allan Line. Carried by *Polynesian*, arrived in Portland (winter port) 24 December; at destination two days later. Circle Stoneycroft, double circle Liverpool registered; backstamped Garafraxa and Fergus (ON).



Ringwood–Strathroy (ON), triple, via Cunard, 1875. Rated 4d registration plus triple 4d (per half ounce) via Cunard.

Ringwood circle duplex with numeral 119, oval steel London registered dater, on reverse faint double circle Liverpool registered dater, registered dater box and circular datestamp.



Kirkwall (CW)–Dumfries (Scotland), February 1859. **Rated Paid 8 st**(erling). Prepayment was still optional at this time.

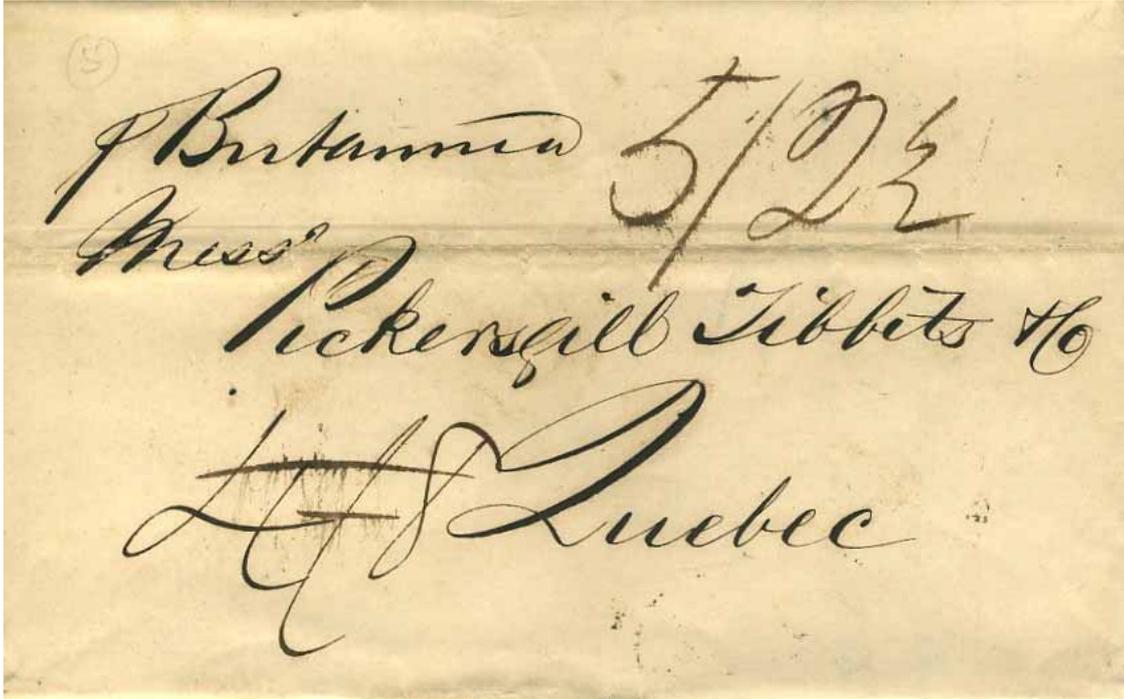
Red double broken circle Kirkwall UC (fewer than five examples recorded), on reverse London (UC) and Hamilton (whence it was sent by closed bag to New York); red circle paid Liverpool British packet dater (Robertson P17, known 1858–1902!), and Dumfries double broken circle.



Saint John–Liverpool, August 1859. **Rated prepaid 10d** cy. From 1 August, prepayment was compulsory.

Double broken circle Saint John paid datestamp; on reverse, St Stephen (cross-border point, to connect to New York) serif double circle, and small circle Liverpool receiver.

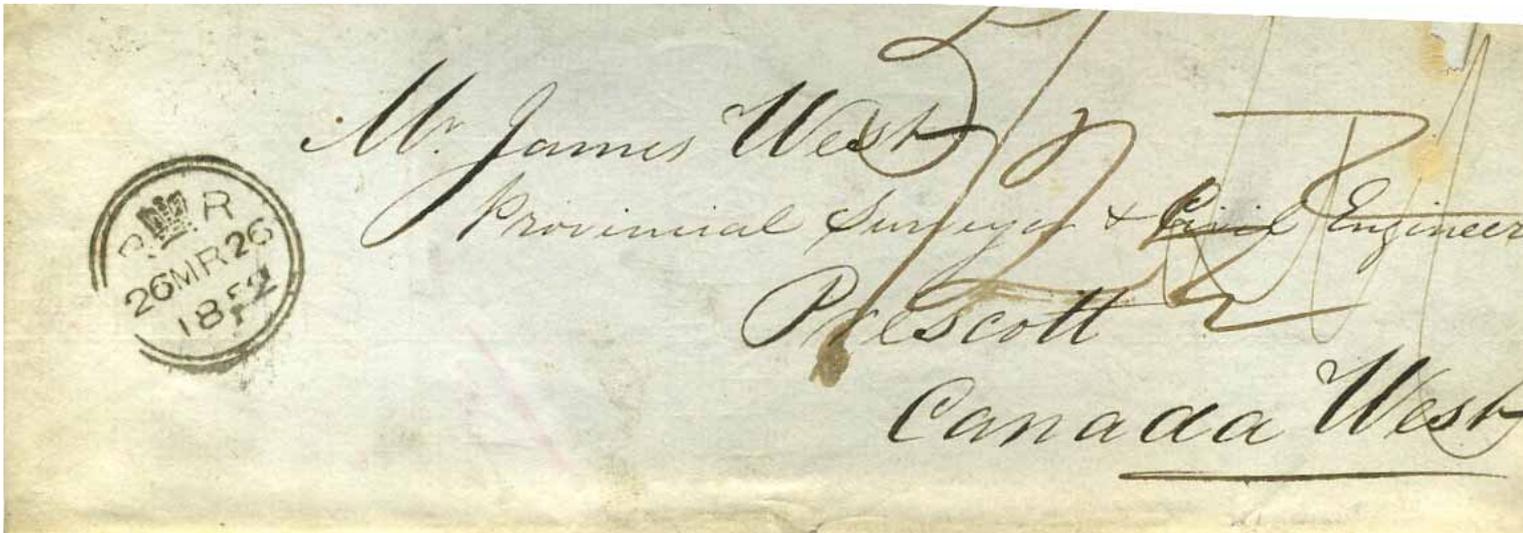
England–Canada
Both are quadruple collect



5
J. B. B. 5/22
Miss
Pickensill Tibbits No
H. J. Quebec

Liverpool–Quebec, 1847. **Rated** initially 4/8stg, quadruple (1⁺–2 ounces) 1/–stg packet rate plus 2d internal BNA off Liverpool packet), converted to 5/2½cy, collect.

On reverse, Liverpool double broken circle and small L oval (Robertson M26, 1844–48).

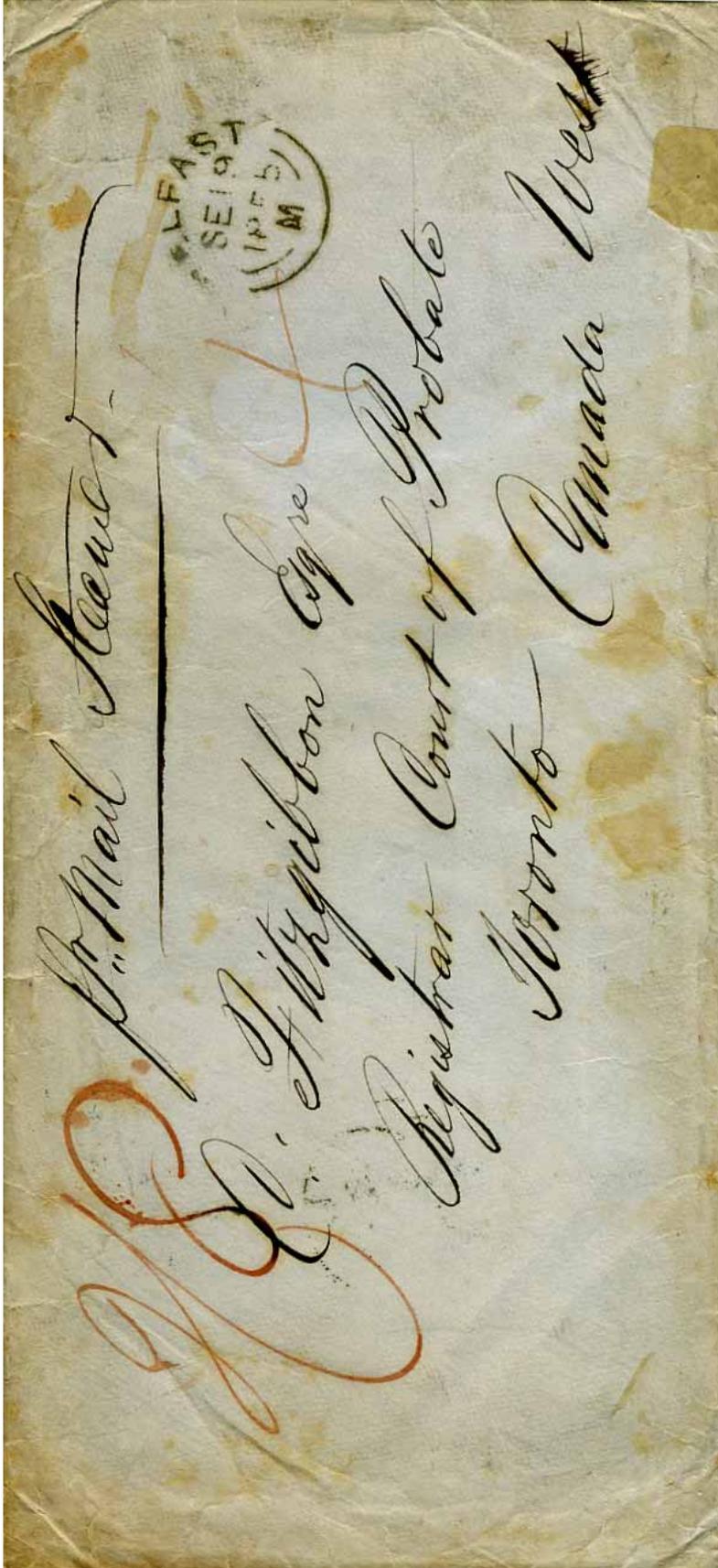


Mr. James West
Provincial Surveyor & Civil Engineer
Prescott
Canada West

26MR26
1852

London–Prescott (CW), 1852. **Rated** as above (ms ½ is difficult to find, but is there).

London special purpose evening duty double rim datestamp; on reverse, red Prescott large double broken circle.



Quadruple, Belfast–Toronto, 1855. **Rated** prepaid (red) 4 × 8d stg = 2/8stg. Red 4d stg is the amount claimed for the Canadian post office (both rate marks applied at Liverpool).

Belfast double broken circle, blue Liverpool double broken circle, and Liverpool L small oval.

PRICES CURRENT OF AMERICAN PRODUCE,

LIVERPOOL, 9TH MONTH (SEPTEMBER) 7TH, 1849.

GRAIN AND FLOUR.

DUTIES—1s per Quarter on Grain—1/2d per Cwt. on Flour and Meal.

WHEAT	70lbs.	s	d	s	d	FLOUR, Western Canal	47	Barrl.	23	0	..	23	0	INDIAN CORN	47	480lbs.	s	d	s	d		
White Genesee	7	0	..	7	9	Philadelphia	23	0	..	23	6			Prime Yellow	23	6	..	28	0			
High Mixed ditto	6	9	..	7	0	Baltimore	23	6	..	24	0			" White	27	0	..	28	0			
Prime Ohio, &c.	6	3	..	6	6	New Orleans	23	6	..	34	0			" Mixed	24	0	..	25	0			
Mixed ditto	5	9	..	6	3	Ohio	24	6	..	25	6			Inferior	21	0	..	25	0			
Good Red, United States	5	0	..	6	3	Montreal, Superfine	22	6	..	23	6			OATS	47	45lbs.						
Inferior ditto	5	6	..	6	0	Ditto Extra	24	0	..	24	6			BARLEY	47	60lbs.						
Prime White, Upper Canada	none.					Sour	19	0	..	23	0			RYE	47	60lbs.						
Good Mixed ditto	none.					Indian Meal	13	6	..	14	0			PEAS, Canadian	47	50lbs.	27	0	..	28	0	
Lower Canada Red	none.					Oatmeal, Canadian	47	340lbs.	21	0	..	22	0	" Black-eyed	47	480lbs.						

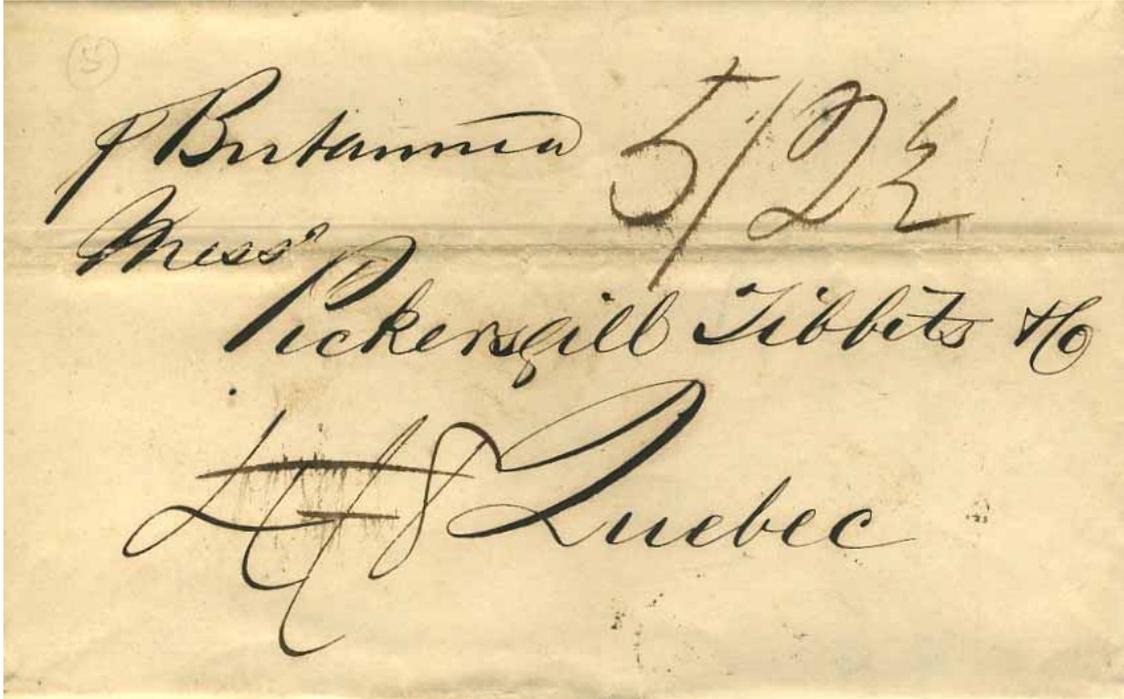
Arrivals and Exports from the 28th August to the 8th September, 1849, inclusive.



Prices current with newspaper imprint, 1849. With printed 1d revenue tax stamp, allowing it to be sent as a newspaper; charged 1d transatlantic rate for newspapers.

Rate mark probably applied in Canada. Carried on the Cunard *Cambria*; in addition to a manuscript endorsement on the outside, there is also a printed PER CAMBRIA inside.

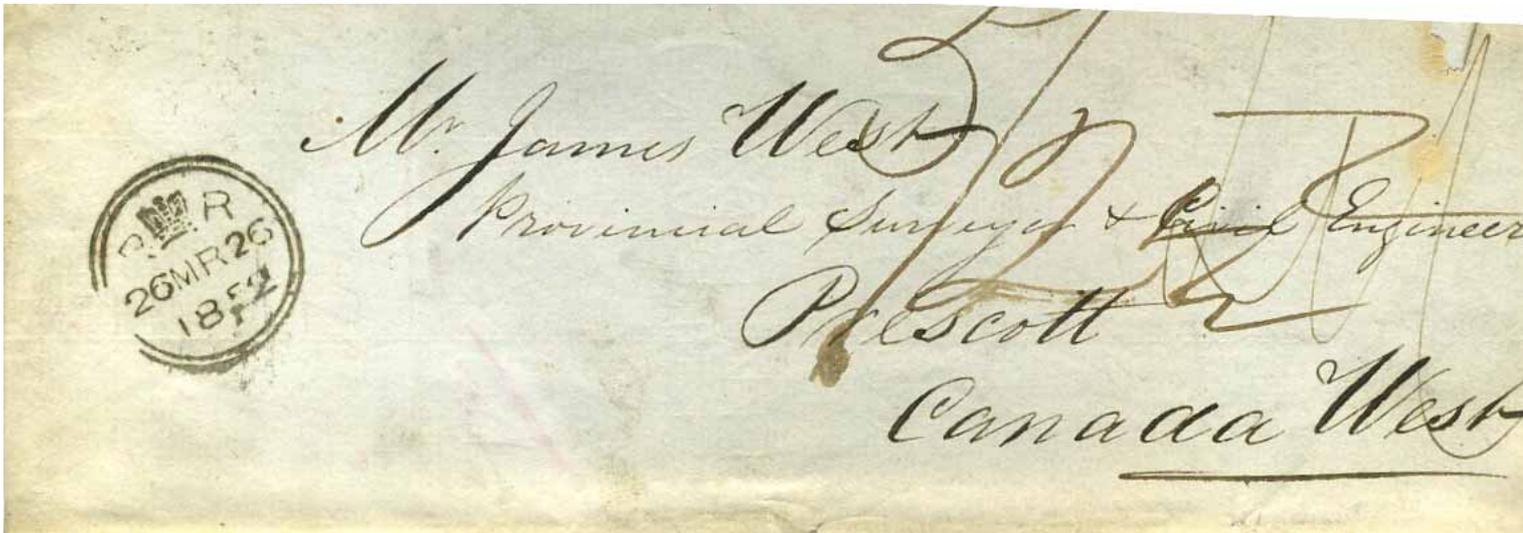
England–Canada
Both are quadruple collect



A handwritten letter on aged paper. The text is written in a cursive hand. At the top left, there is a small circled number '5'. The main text reads: 'J. Burtanna 5/22', 'Miss Pickensill Tibbitts Ho', and 'H. J. Quebec'.

Liverpool–Quebec, 1847. **Rated** initially 4/8stg, quadruple (1⁺–2 ounces) 1/–stg packet rate plus 2d internal BNA off Liverpool packet), converted to 5/2½cy, collect.

On reverse, Liverpool double broken circle and small L oval (Robertson M26, 1844–48).



A handwritten letter on aged paper. On the left side, there is a circular datestamp with a crown at the top, containing the text 'P. R.', '26MR26', and '1852'. The main text is written in a cursive hand and reads: 'Mr. James West', 'Provincial Surveyor & Civil Engineer', 'Prescott', and 'Canada West'.

London–Prescott (CW), 1852. **Rated** as above (ms ½ is difficult to find, but is there).

London special purpose evening duty double rim datestamp; on reverse, red Prescott large double broken circle.

