

Canadian postal history (domestic)

THIS exhibit/exposition is part of a series dealing with postal history of Canada and provinces. My original motivation was to scan and record well over 2000 B N A stampless and early stamped covers that I have accumulated over the past fifty years of collecting postal history. It soon became apparent that these should be organized into relatively small chunks.

Earlier ones in this series (all of which are freely downloadable from Richard Frajola's website):

- *Postal history of Nova Scotia & New Brunswick* <https://www.rfrajola.com/DH/dhNSNB.pdf> and <https://www.rfrajola.com/DH/dhNSNBpart2.pdf>
- *Postal history of Prince Edward Island* <https://www.rfrajola.com/DHPEI/DHPEI.htm>
- *Manuscript town postmarks of Canada* <https://www.rfrajola.com/DH2022/Canadapostmarks1.pdf>
- *Early Canadian town postmarks* <https://www.rfrajola.com/DH2022/Canadapostmarks2.pdf>

Older ones (which will be updated):

- *Mail between United Kingdom and B N A* <https://www.rfrajola.com/mercury/DHE1.pdf>, <https://www.rfrajola.com/mercury/DHE2.pdf>, <https://www.rfrajola.com/mercury/DHE3.pdf>, and <https://www.rfrajola.com/mercury/DHE4.pdf>
- *Money letters and registration in B N A* <https://www.rfrajola.com/DH/DHRegistered.pdf>, and [rfrajola.com/mercury/DHReg.pdf](https://www.rfrajola.com/mercury/DHReg.pdf)
- *Canadian D L O returned letter covering envelopes and wrappers* [rfrajola.com/mercury/DH9.pdf](https://www.rfrajola.com/mercury/DH9.pdf)
- *Mail to and from Canada prior to joining the U P U* [rfrajola.com/DH/DHCanadaExternalMails.pdf](https://www.rfrajola.com/DH/DHCanadaExternalMails.pdf)

Planned

- *Mail between Canada and the U S, to 1875*
- *Newfoundland postal history, to 1875*
- *British Columbia postal history, to 1875*

This exhibit deals with domestic postal history (with a few exceptions) up to 1875.

Comments, suggestions, queries, offers of material (to trade) etc, are solicited. I can be reached at rochelle2@sympatico.ca

David Handelman, Ottawa
October 2022

Canadian postal history (domestic)

CANADA means what was initially small parts of what is now Ontario (Upper Canada [U C], Canada West [C W]) and Quebec (Lower Canada [L C], Canada East [C E]), together with the other provinces post-1867. Here we discuss domestic postal history from the beginning to about 1875.

A brief history

Initially,¹ North America was very sparsely populated by Paleo-Indian peoples from about 14000 B.C.E., and by about 2000 B.C.E., what is now Ontario, Quebec, and the Maritimes were occupied by their descendants. The first Europeans to explore North America were the Vikings ca 990–1050 C.E. at L'Anse aux Meadows (Newfoundland), but their settlement did not last long. While Breton fisherman often landed in (what is now) the Atlantic provinces, the next European explorer to sight land was John Cabot (this is the anglicized version of his name) in 1497 and many more followed, typically looking for the northwest passage (a route to China via the arctic).

France sent explorers in 1524 and more importantly, in 1534, when Jacques Cartier claimed a region in the Gaspé, and called it *Canada*. (There is a famous Heritage Moment explaining the origin of the name: it was a misunderstanding of the local word for village, sounding like Kanata—which is also the name of a suburb of Ottawa.) Settlement was attempted throughout the sixteenth century, but this was unsuccessful. However, the fur trade led to more exploration of a vast area around the St Lawrence River. Samuel de Champlain explored much of this, founding Port Royal (now Annapolis, NS) in 1605 and Quebec in 1608. Montreal was founded in 1642 as Ville-Marie (as a native village under the name Hochelaga, it had been visited by Cartier in 1535, who noted a population of about one thousand; at the time of Ville-Marie's founding, the site had been abandoned).

English explorer Humphrey Gilbert claimed Newfoundland in 1583. Nova Scotia changed hands between the French and English several times, and the latter's attempts at colonizing Nova Scotia did not succeed until the eighteenth century. In the meantime, France held much of what is now Quebec and Ontario, known as *New France* (or *Canada*).

Finally, the British defeated the French in 1763, the Seven Years War. France decided that the sugar-growing colony of Guadeloupe was more important than Canada, and gave up the latter for the former. The British colonies of Nova Scotia (which included New Brunswick at the time) and Canada did not join the rebels in the American Revolution, although there was some sympathy for it. Canada was successfully defended from the Americans in 1775–6 by local militia and the British (culminating in the Battle of Quebec), although Montreal had been temporarily occupied (but for enough time that Benjamin Franklin could found the *Montreal Gazette*).

During the period and for about a decade after the revolution, supporters of the British cause living in the thirteen states were persecuted there, and therefore escaped to the Canadian provinces (some returned to U K). These are known as United Empire Loyalists (U E L), and they became an important source of immigration (this included slave-holders, whose slaves automatically became free). One of the conditions of the Jay Treaty of 1794 was that the U S was supposed to compensate U E L for damages, and in exchange U K would evacuate some posts they still held. The U S never provided compensation, but in spite of this, Detroit was returned to the U S. [In retrospect, Canada still got the better deal.]

In 1792, Canada was divided into Upper and Lower (U C and L C), the latter being a part of what is now Quebec, the former part of Ontario, and Lord Simcoe founded York (which became Toronto in 1834). The names persisted until 1842, when they became Canada West and Canada East respectively. The names (of the provinces) Ontario and Quebec were not used until Confederation (1867).

¹ Most of this is from the Wikipedia article, *History of Canada* [CAN], and other Wikipedia articles. I just give the big picture, with some of my biases thrown in. I have tried to avoid current politics, such as extremism and ignorance, religious interference, or the two solitudes.

In 1812, the US invaded Canada; however, in a comedy of errors, neither side made much progress, with the possible exception of the looting of York. Many buildings and records were destroyed. In retaliation, the US capital, Washington, was occupied (for 26 hours!) and the Presidential Mansion (it only became the White House after it was restored more than a decade later) and a number of other government buildings were partially burnt (the fires were put out by a storm).

In 1837, increasing dissatisfaction with the influence on government by the Family Compact (Toronto) and Château Clique (Quebec)—these were groups of anglophile businessman and politicians—led to two somewhat coordinated rebellions. In LC, a fairly well-organized group initially under Papineau revolted; the Lieutenant-Governor, Bond Head, in the then-capital, Toronto, sent off some military to counter this. Then William Lyon Mackenzie (first mayor of Toronto, 1834) attacked in Toronto, but this failed dismally. The rebellion in UC was easily suppressed, but that in LC was much more serious, lasting about a year. In the wake of this, Lord Durham was assigned to recommend what could be done to improve the situation.

Lord Durham's report (1839; implemented 1842) resulted in the introduction of responsible government for all British colonies in North America, and the union of the governments of UC and LC (and the capital kept moving, as it had in UC).

In the face of US expansionism from the 1850s on, together with the Fenian raids from the US (1866 on and tacitly supported—until it was clear that they were going to be unsuccessful—by the US Government), various provinces—NS, NB, PEI, and the united province of Canada—were frightened into considering union and much greater autonomy. Eventually, Canada (now a country) was formed (the event and the entity both called Confederation), consisting of Ontario (formerly CW), Quebec (formerly CE), NS, and NB. The inhabitants being kind of slow, PEI did not join until 1873.

In 1869, the Hudson's Bay Company (founded as a fur trading company in the seventeenth century) sold Rupert's Land to the fledgling country of Canada, for a staggeringly low \$1.5 million. It comprised 8 million square kilometers (area of Canada in 2022 is 9.985 million km²), and included most of the Prairies, the rest of what are now Ontario and Quebec that weren't already in Canada, and much of the far north. The Bay (as it's now known) had to have its arm twisted by UK; it would have been more profitable to have sold it to the US.

To compare, the Louisiana Purchase of 1803 concerned 2.14 million km² (most of which the French did not control) for \$15 million, and the then very recent (1867) Alaska Purchase (known as Seward's Folly, until it became clear that it was an incredible bargain), a trifling 1.5 million km², for \$7.2 million. To convert 1867, 1869 dollars to current dollars, multiply by about twenty—still, cheap like borscht.

Manitoba joined Confederation in 1870 (as a postage stamp-sized province, later expanding to its current shape), British Columbia in 1873, and Alberta and Saskatchewan were each organized into provinces in 1905. Finally, Newfoundland got out of its recurring state of bankruptcy when in 1949, it became the tenth province (and later became known as Newfoundland and Labrador; the latter is a sore point with Quebec, so I won't mention it further). Canada currently also has three territories, Northwest Territories, Nunavut, and Yukon, which are largely self-governing, and dream of becoming provinces.

Postal History

There was no postal service of any form in New France (during the French régime) until 1705, when Pedro da Silva was appointed courier between Quebec and Montreal. Prior to that, mail seemed to be delivered on an ad hoc basis, and some are known to France (postal markings applied in France). The earliest letters in private hands appear to be dated 1672.

In 1753, Benjamin Franklin was appointed one of the two Deputy Postmasters-General (DPMG) of all British colonies in North America (including of course, the Thirteen Colonies). After 1763, his remit included what had been New France. He and his fellow DPMG, John Foxcroft, appointed Hugh Finlay as DPMG for Canada. Finlay went about establishing postal routes between Quebec and Montreal and a regular link to New York, as well as routes from Halifax to Canada (later in his career). Franklin was

dismissed in 1774, but Finlay continued to organize the post office in Canada and its connections to Great Britain via Halifax. He was heavily involved in the politics of the day. However, in 1795, he became (innocently) involved in a land speculation scheme, which led to his dismissal in 1799. There is a lot more to Finlay than I could put here. See the reference [St] for more information.

George Heriot (more famous as a writer and artist) was appointed to replace Finlay as D P M G of the Canadas. He expanded postal routes, for example, increasing winter deliveries from L C to Niagara District (U C) from one per season to one per month. Bad roads were the always the problem, and as with his predecessors and successors, the London G P O required that a new route could not be opened without a likelihood that it would be profitable. Moreover, he had difficulties with some senior officials, and was fired in 1816. As with Finlay, he travelled throughout the region, and tried to improve postal relations with the U S.

Daniel Sutherland replaced Heriot in 1816, and increased the number of post offices in the Canadas from 19 to 114 in 1827. However, the provincial Legislative Assemblies complained that there were still too few offices, and moreover, postal rates were far too high, and moreover, letters to U K via U S required prepayment, but not in the reverse direction. He also had financial difficulties (although not as great as Finlay's), and resigned in favour of his son-in-law (you could do that?), Thomas Allen Stayner in 1827.

Stayner [Mo] made substantial changes in the postal system. For one thing, he opened postal routes and post offices without the prior permission of the G P O. He was blamed for the high postal rates (although they had been in effect, without much change, since 1765) by local businessmen, newspapers, and the Legislative Assemblies; they also complained that the receipts were sent to U K (something that had also been going on since the beginning). However, the number of post offices, of routes, and speed of service increased enormously during his tenure (by 1851, there were 853 post offices. He was dismissed in 1851 when Canada took over its own post office. Fortunately for him, and unlike most of his predecessors, he was well off at the end of his service.

On 6 April 1851, Canada's post office became autonomous, and income (or deficit) was not sent to U K. (Deputy) postmasters-general become less interesting. At the same time, domestic rates dropped drastically, from excessive road mileage fees (the rates section below contains more details than you want to see) down to 3 d cy per half-ounce, and a few weeks to months later, Canada's first three stamps were issued. Use of stamps, or even prepayment of domestic postage, was not required until much later.

Canada adopted a registration system on 1 May 1855; this replaced the money letter system, which had been in effect since around 1825. For more details, see [HREG]. Since the domestic registration fee was 1 d and the smallest denomination stamp was 3 d until 1858, it had to be paid in cash, and even when the appropriate stamps were available, it could still be paid in cash (until 1875).

On 1 July 1859, Canada converted to the decimal system, on a par with that of the U S. Stamps and money were not devalued (and in fact, never have been in Canada). Although collect mail was still possible, it was charged more. In 1867, Confederation occurred; the main postal consequence was that the rates of Canada prevailed in Nova Scotia and New Brunswick, but their stamps could still be used anywhere in Canada (this is still true today!). Substantial rate changes occurred on 1 April 1868, resulting in lower fees and more services (such as parcel post).

Rates and procedures (to 1851)

From 1763–1851, a 1711 (Queen Anne) act was used to initially determine postal rates, which were subsequently converted to troy and currency (cy). The last was the slightly devalued L S D system (as opposed to *sterling*, British currency) used in Canada and the Maritimes (thus Halifax currency and later, York currency). (In fact, Spanish, U S, and British coins and bank notes also circulated.) Domestic rates were based on mileage actually travelled, that is, *road mileage*, as follows. This also included rates between Canada and the Maritimes, although the latter had developed a patchwork of rates. For a single sheet,

under 60 miles, 4 d sterling; 61–100 mi, 6 d stg; and 2 d stg for each additional 100 miles or part thereof

This however, is not the end of the story, because these had to be converted to currency, and also because multiple rates were rather complicated (although more or less the same as in the U.S., and until 1840, in U.K.). The rate of conversion from sterling to currency changed in 1774, and a very slight change occurred in 1844. However, each individual mileage rate was assigned a currency rate which often does not appear to have associated with a fixed conversion between sterling and currency with rounding up or down.

In addition, rates were briefly given in troy: 1 pennyweight (dwt) equivalent to 3 d stg, and there were 24 grains (gr) to the pennyweight. These terms were originally applied to silver (which is measured in the troy—as opposed to avoirdupois—weight scheme).

Canadian domestic rates (single letter), 1764–1851

mileage*	stg	troy	cy A	cy B	cy C	cy D	cy E	cy F
60 or less	4 d	1 dwt, 8 gr	4½ d	5 d	4½ d	→	→	→
61–100	6	2 . . 0	7	8	7	→	→	→
101–200	8	2 . . 16	9	11	9	→	→	→
201–300	10	3 . . 8	11	1/1	11	→	→	11½
301–400	1/–	4 . . 0	1/2	1/4	1/1	1/1½	1/2	1/1½
401–500	1/2	4 . . 16		1/7	1/3	1/4	→	→
501–600	1/4	5 . . 8	1/6	1/10	1/5	1/6	→	→
601–700	1/6	6 . . 0		2/–	1/8	→	→	→
701–800	1/8	6 . . 16		2/3	1/10	1/10½	→	→
801–900	1/10	7 . . 8		2/5	2/–	2/1	→	2/½
901–1000	2/–	8 . . 0	2/6	2/8	2/2	2/3	→	→

A: 1763–4 (good luck finding any such covers in private hands)

B: 1 January 1765–28 March 1777; official exchange rate, 1/– stg equivalent to 1/3 cy.

C: 29 March 1777–1781; 1/– stg equivalent to 1/1 cy.

D: December 1781–31 May 1792; 1/– stg equivalent to 1/1½ cy.

E: 1 June 1792–20 October 1843

F: 21 October 1843–5 April 1851

Based on several articles by de Volpi [v1, v2, v3, v4]. Don't you hate it when the editor chops a coherent article into many small pieces (in this case six, but I only used four of them)? When I was editor, I made sure that I *never* did that.

Blanks in the fourth column are from [v1], but some of them can easily be interpolated.

The columns marked cy A, cy B, etc, are the rates in currency in the period indicated at the right. Practically all pre-postal autonomy BNA covers fall in the period 1792–1851, which is why the corresponding columns are coloured. In this period, the sterling/currency ratio appears to have varied slightly, but this only matters for heavy multiples (such as the 1801 unovigintuple cover in the *Multiples* subsection).

*Total mileage travelled by letter (based on then-current road system; mileages could change up or down, for example, if distances were remeasured, or if new roads were built). Roughly, 5 miles is 8 km; we regrettably have to use Imperial units here.

Rates were marked in troy on covers until 1775; sterling only 1775–31 March 1777; currency only known April–November 1777; sterling (upper left of cover) and currency (upper right) to ca 1781; beyond that, currency only was used (with rare exceptions).

Distances over 1000 miles were possible. See the mileage tables for 1829 a few pages down the road.

Multiple rates The rules for multiple rates were relatively complicated until 5 January 1844.

From 1763–1844, domestic rates obtained from mileage were multiplied according to the following.

- (a) If exactly one sheet, multiplication by 1 (that is, no change), no matter what the weight;
- (b) if more than one sheet and weighs at least an ounce [28.3 g], multiply by the number of quarter ounces (or part thereof);
- (c) if more than one sheet and weighs at most an ounce, multiply by the number of sheets, up to four.

- Any piece of paper/material enclosed counted as a sheet; covers were candled to detect enclosures.

Originally, the distance rates, computed in sterling, were to be multiplied and *then* converted to currency. Although the conversions are quoted from official sources, they must have been only approximate; there are covers with high multiplicities for which the effective conversion rate is slightly different. For example, the duodeuple 1779 cover (in the local delivery section) was charged $12 \times 9 \text{ d stg} = 8/- \text{ stg}$, but this was converted, not to $8/8 \text{ cy}$ as rate period c would have had it, but to $8/11 \text{ cy}$.

Sometime in the 1810s, the rule became to convert the single rate to currency, and then multiply. (Since conversions typically had rounding errors, the two methods usually yielded different results.) Drop letters were exempt, no matter the weight or number of sheets.

From 6 January 1844, multiplicity became simpler and resulted in cheaper postage: the number of half-ounces or part thereof. Until this date, letters in envelopes were counted as at least two sheets, so envelopes were almost never used.

Deliberate overcharge In the period 1810–21, many offices in U C, and possibly a few in L C, charged an extra penny on domestic letters (usually within U C, but not U C to L C). Based on examples, it appears that this was multiplied for heavier letters. Thus a letter travelling 101–200 miles, which normally would be charged 9 d cy, was charged 10 d cy, and if double (that is, contained an enclosure), would be charged $2 \times 10 \text{ d} = 1/8 \text{ cy}$. Testimony at an 1822 committee meeting of the Legislative Assembly revealed that some postmasters thought that this extra charge was a perquisite of office.

In U C, deliberate overcharge is ubiquitous in the period; it is actually difficult to find a U C to U C cover without deliberate overcharge. But U C to L C covers never exhibit deliberate overcharge.

Other rates **Printed matter** (introduced in 1826) was charged 1 d per sheet, regardless of the destination (but within Canada). **Drop letters** at Quebec were charged 1 d or 2 d (depending on the dates; see the relevant section in the exhibit for details) irrespective of weight or number of sheets. Drop letters in other offices were probably 1 d. Quebec also had **local delivery**, which seems to have been an unofficial service offered by local couriers (boys). The fee seems to have varied from $\frac{1}{2}$ to 1 d.

Money letter service began in 1825 (examples exist from this year, but their earliest official documentation yet discovered is dated 1827). A letter suspected to contain valuables (such as bills of exchange, bank notes, or even coins, although the latter were discouraged as they increased postage dramatically) was recorded on the letter bill sent with the mail between post offices, to be verified at the receiving office. This is an early form of tracking. There was no insurance, and rarely was compensation ever paid for loss. However, there was no fee per se. It was superseded by registration in 1855. For more, see [HREG].

Tables The three tables on the following pages are scans of loose pages, presumably from a book or atlas. They were created by/for D P M G Stayner in 1829. The first concerns the mileages and rates between offices on the route from Quebec, the second and third along various routes to the U S and the Maritimes.

The originals were scanned at 600 dpi, so if there is not too much degradation in going from the original .eps to .pdf to lowered resolution .pdf for the website, magnification of about 300% without aliasing will make it possible to read the boxes. If there is still a problem reading them, contact me and I will send the 600 dpi scans, which will magnify to about 800% without aliasing (this is way more than necessary!).

Each little box contains the single letter rate in currency on the first line, and the mileage on the second. Halifax to Fort Erie is a whopping 1388 miles and the single letter rate is $3/- \text{ cy}$. The highest rate (on the table) between two places in U & L C is $1/8 \text{ cy}$, and there are quite a few pairs of offices which satisfy this.

The first table is at 98% full size (I had to shrink the image slightly to fit it on the page). It has 1980 entries (two per box, $\binom{45}{2}$ boxes). The amount of tedious but careful labour required to prepare and then typeset it is mind-boggling. The second and third pages are at about 80% full size, because they were originally typeset in landscape format.

TABLE of the POST TOWNS on the Bye and Cross Routes in the CANADAS with the DISTANCES and the RATES of POSTAGE for a Single Letter in HALIFAX CURRENCY, BY F.A. STAYNER, ESQ^r Dep^y Post Master General in 1829.

<p>Quebec</p> <p><i>From Three Rivers every Tuesday at 10 o'clock P.M.</i></p> <p><i>Post leaves Quebec every Tuesday at Noon</i></p> <p>N^o1.</p> <p><i>Letters for this place must be post paid</i></p> <p>S^t Thomas</p> <p>S^t Jean Port Joli Route below QUEBEC including NOVA SCOTIA and NEW BRUNSWICK</p> <p>S^t Roc</p> <p>Riviere Oreille</p> <p>Kamouraska</p> <p>Riviere du Loup en Bas</p> <p>Lake Temisquaka</p> <p><i>Letters for these places must be post paid</i></p>	<p>B</p> <p><i>N.B. As Quebec is the only Office in direct communication with Nova Scotia & New Brunswick, all Letters for those Provinces must be mailed for Quebec tho' the Postage thro' the whole Route may be paid at the office where they are first posted</i></p> <p>Halifax</p> <p>Quebec</p> <p>N^o5.</p> <p>Montreal To GLENGARY TOWNSHIP via HAWKESBURY and CORNWALL</p> <p>Hawkesbury A Post to L'Orignal 6 miles</p> <p>Lochiel</p> <p>Alexandria</p> <p>Martintown</p> <p>Cornwall</p> <p><i>Letters from Halifax Quebec and Montreal for these places should go by the River S^t Lawrence Route.</i></p>
<p>Halifax</p> <p>Quebec</p> <p>N^o2.</p> <p>Three Rivers To the EASTERN TOWNSHIPS & U^p STATES via THREE RIVERS</p> <p>Nicolet</p> <p>La Baye called Baie S^t Antoine To Yamaska 15 miles To W^m Henry 17 miles</p> <p>Drummondville</p> <p>Richmond L.C.</p> <p>Sherbrooke</p> <p>Compton</p> <p>Hatley</p> <p>Stenstead To U. States</p>	<p>Halifax</p> <p>Quebec</p> <p>N^o6.</p> <p>Montreal To TERREBONNE via MONTREAL</p> <p>Terrebonne</p>
<p>Halifax</p> <p>Quebec</p> <p>N^o3.</p> <p><i>From Montreal to Chambly & S^t Johns there is another Post twice a Week</i></p> <p>Montreal To the EASTERN TOWNSHIPS & U^p STATES via MONTREAL</p> <p>Chambly A post to S^t Johns &c 21 Miles - See N^o 3</p> <p>S^t Cesaire</p> <p>Abbotsford (late Yamaska) Mountain</p> <p>Granby</p> <p>Shefford</p> <p>Georgerville</p> <p>Stanstead To United States</p>	<p>Halifax</p> <p>Quebec</p> <p>N^o7.</p> <p>Montreal To SWANTON &c UNITED STATES from MONTREAL</p> <p>Laprairie</p> <p>S^t Johns A post to Isle aux Noix 13 miles twice a Week - See N^o 9</p> <p>Henryville A bye post to Fredrichsburg 13 miles</p> <p>Phillipsburg Chena to Dunham 6 miles</p> <p>Swanton, United States</p> <p><i>During the summer the Mails for New York go by Steam Boats from S^t Johns & are made up at Montreal 3 times P^r Week</i></p>
<p>Halifax</p> <p>Quebec</p> <p>N^o4.</p> <p>Montreal OTTAWA ROUTE (via) MONTREAL</p> <p>S^t Eustache</p> <p>S^t Andrews</p> <p>Chatham</p> <p>Grenville A post to Hawkesbury over the River 2 miles - See N^o 5</p> <p>Petite Nation</p> <p>By Town</p> <p>Hull A post to March 23 miles & to Richmond 11 miles twice a Week - Also to Brockville - See N^o 11</p>	<p>Halifax</p> <p>Quebec</p> <p>N^o8.</p> <p>Montreal To SAINT OURS via BOUCHERVILLE &c &c.</p> <p>Boucherville</p> <p>Verrecines</p> <p>Vercheres</p> <p>Contre Coeur</p> <p>S^t Ours</p> <p><i>Letters between these places & Halifax and Quebec should be sent Via W^m Henry being the shortest route</i></p> <p>Halifax</p> <p>Quebec</p> <p>N^o9.</p> <p>Berthier From WILLIAM HENRY up the RIVER RICHELIEU</p> <p>William Henry A post to Yamaska 13 miles</p> <p>S^t Ours To Contre Coeur &c - See N^o 5</p> <p>S^t Denis</p> <p>S^t Charles A post to S^t Hyacinthe 14 miles</p> <p>S^t Hilaire</p> <p>Chambly United with a line from Montreal - See N^o 3</p> <p>S^t Johns D^o D^o N^o 7</p> <p>Isle aux Noix</p> <p><i>Letters for these places from Quebec & Halifax, must be sent (via) Montreal - Title N^o 3 and 7</i></p>

Figure 2. Table B Table of post towns on the bye- and cross-routes in the Canadas

CONTINUATION OF TABLE B.

Halifax		N ^o 10.		Halifax		N ^o 14.	
1.8	Quebec	To LA CHINE across the RIVER S ^t LAWRENCE		1.8	Quebec	From ANCASTER Westward - Twice a Week	
2.1	Montreal			2.1	Montreal		
2.1	La Chine			2.1	Kingston		
2.1	Chateauguay			2.1	York		
2.1	Beauharnois			2.1	Ancaster	See Hamilton Table A.	
		Once p ^o Week between La Chine and Beauharnois					
Halifax		N ^o 11.		Halifax		N ^o 15.	
1.8	Quebec	Cross Route from the S ^t LAWRENCE to the OTTAWA via		1.8	Quebec	To WATERFORD, VITTORIA &c. &c. via BRANTFORD	
2.1	Brockville	BROCKVILLE & HULL		2.1	Ancaster		
2.1	Stones Corner (No Office)	A Post to Bastard 16 Miles		2.1	Brantford	See Table 14	
2.1	Perth	A Post to Lanark 15 Miles		2.1	Waterford		
2.1	Franktown (No Office)			2.1	Simcoe		
2.1	Kilmarnock			2.1	Vittoria		
2.1	Merricksville						
2.1	Richmond						
2.1	Hull & By Town	A Post twice p ^o Week to & from Richmond					
		There is an Appearance of Inaccuracy in some parts of this Table (N ^o 11) which does not actually exist, the distance from place to place being properly calculated as the Quickest Travel.					
Halifax		N ^o 12.		Halifax		N ^o 16.	
1.8	Quebec	From BATH U.C. to PRINCE EDWARDS COUNTY		1.8	Quebec	To SAINT THOMAS & PORT TALBOT	
2.1	Bath			2.1	Ancaster		
2.1	Fredericksburg			2.1	Brantford	See Table 14	
2.1	Adolphus Town			2.1	Waterford		
2.1	Pictou	A Bye Post to Demouville 10 Miles		2.1	Simcoe		
2.1	Hillier			2.1	Vittoria		
2.1	Murray						
2.1	River Trent						
Halifax		N ^o 13.		Halifax		N ^o 17.	
1.8	Quebec	From YORK NORTH or YONGE STREET		1.8	Quebec	To GALT & GUELPH via DUNDAS	
2.1	York			2.1	Dundas		
2.1	Thornhill	A Bye Post to Markham 10 Miles		2.1	Galt		
2.1	Newmarket			2.1	Guelph		

Figure 3. Continuation of Table B.

Rates and procedures (1851–1875)

When the Canada obtained control of its post office (6 April 1851), the domestic rate dropped dramatically, to 3 d cy per half-ounce regardless of distance. Payment was optional, but could be made either in stamps (after they were issued, later than 22 April 1851) or cash (but not mixed). Partial payment was not permitted. Stamps were required as of 1 October 1875.

Domestic registration began 1 May 1855, and this part of the postage always had to be prepaid (and it could be prepaid in cash or stamps, independently of how the rest of the postage was handled).

When Canada adopted the decimal system (1 July 1859), most rates were translated via the conversion £1 cy equivalent to \$4 (the dollar was on par with the U.S. \$). Thus (with rounding) 1 d became 2¢, 3 d became 5¢, etc. A notable exception (and likely the only one) was the fairly obscure returned letter fee (for undeliverable letters that had to be opened by the Dead Letter Office because they had no visible return address). It was introduced around 1852, at 1 d (previously this service had been free), which somehow became 5¢ for the period 1859 to ca 1875. For more details, see [HDEAD].

With decimalization came a new feature. Prepaid letters were charged 5¢ per half ounce, but collect letters were charged 7¢ per half ounce. If the letter were short paid (as might occur if it was reweighed on route and found to be heavier than

originally thought), then the rules said that it was to be charged as though completely unpaid (collect, that is, at 7¢ per half ounce, with the amount of postage already paid to be deducted from the amount due. This happened, but at least as frequently, it was charged at 7¢ per half ounce for the unpaid extra weights. Thus if a letter were prepaid at the single rate, 5¢, but found to be double weight, it was supposed to be charged $(2 \times 7¢) - 5¢ = 9¢$. However, there was a very good chance that it would simply be charged as one weight unpaid, 7¢.

No rate changes arose (directly) from Confederation (1 July 1867). But on 1 April 1868, among a lot of rate changes, the single letter domestic rate became 3¢ if paid and 5¢ if collect, and the same silly regulations about shortpaid mail were supposed to apply.

Prepayment was not required until 1 October 1875 (for mail abroad, prepayment was required much earlier), and at the same time, the use of stamps became compulsory.

Canadian domestic rates (1851–75)

Date →	51/04/06	59/07/01	68/04/01
letter	3 d	5¢ 7¢	3¢ 5¢
registration*	1 d	2¢	→
drop letter	½ d	1¢	→
printed matter	1 d per sh	2¢ per sh ¹	→
post cards**	N A	→	1¢

Dates are two-character year/month/day. Letter rates per half ounce. Left rate in a column indicates fee if prepaid; right represents fee if collect. N A: not available

*Registration commenced 1 May 1855.

**Introduced 1 June 1871. Non-registered postcards are as dull, dull, dull as a chartered accountant, so not many appear here among the lion-tamers.

¹Rules concerning printed matter changed around 1859, permitting some written text if it was filling in a form; this appears to have been done to accommodate the Department of Education of U C.

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Many thanks to Cimon Morin for his helpful comments.

David Handelman
October 2022

Canadian postal history (domestic)

Outline of the exhibit

New France

Eighteenth century, British colony (after the Seven Years War)

Nineteenth century to 1851

- deliberate overcharge
- rate examples
- rate changes due to mileage
- multiples
- local delivery, drop letters
- way letters
- printed matter
- mail with rest of B N A
- free
- free on letters abroad
- instructional markings
- forwarding
- forwarding on letters from abroad
- early paid hs
- too late/after closing
- advertised and not called for
- refused
- (domestic) ship and steamboat letters
- miscellaneous

Domestic mail from 1 April 1851

- early in the period, including stamped
- rate stamps, indicia
- conversion to decimal, 1859
- 1868 rate changes
- multiples
- shortpaid 1859–75
- drop letters
- nearby office rate (in wrong place: put after drop letters)
- printed matter
- free
- intercolonial mail
- miscellaneous (parcel post*, refused, stamps required, consignee's letter)

Synopsis (based on the outline)

New France

There was no mail system within the colony until 1705, when Pedro da Silva was appointed mail courier between Montreal and Quebec (the two largest settlements in New France). A fee was charged, but not marked on the covers. Prior to this, mail was carried privately, or by the military. Mail is known to France, and handstamped there. The earliest in private

hands is believed to be dated 1672, although I haven't seen it. Anyway, we show one cover from one part of Montreal to another, presumably carried by da Silva, 1708.

Eighteenth century, British colony

The Seven Years War (1756–63) concluded with Britain obtaining huge swaths of what is now Canada. The colony of Canada was formed, consisting of small areas of what are now Quebec and Ontario. A postal system was set up, and charges, based on those of the 1711 act (Queen Anne), were established, and converted to one of the currencies in use, known as *currency*.

- 1771 troy-rated
- 1774 troy- and currency-rated, with letter
- 1778 sterling- and currency-rated; Quebec–Berthier
- 1779 earliest BNA envelope; duodeuple rate; local delivery fee at Quebec
- 1783 favour cover from judges to a prisoner
- 1783 Quebec Bishop mark
- 1783 & 1784 Berthier to Quebec, with straightlines of the former
- 1784 & 1786 Yamachiche and Maskinongé to Montreal
- 1794 Quebec to Montreal and to Repentigny, latest strike of Quebec ▽, and Quebec double arc
- 1794 Quebec to St Helen (Island of Montreal), Quebec double arc, includes a Hugh Finlay promissory note and discussion, predicting that DPMG Finlay will not be able to get out of debt (he was fired several years later, as a result of a false accusation of misappropriation of funds)
- 1800 very early envelope, and charged double as a result

Nineteenth century domestic mail to 6 April 1851

Deliberate overcharge During the period 1810–21 (possibly with an 1822 outlier) many letters were overcharged, typically by one penny per weight. The difference resulting from this deliberate overcharge went into the postmasters' pockets. The vast majority of examples are from Upper Canada, with only a few in Lower Canada. This was investigated by an 1821 committee of the Legislative Assembly; postmasters apparently thought that this was part of their perquisites (the possible outlier would have been after the committee investigation).

- 1810, 1814, 1818 Kingston to York, Montreal
- 1816 Drummondville to Quebec, an example within Lower Canada (very unusual); also triple rate
- 1817 Niagara to Montreal, York, with former not overcharged; both with Niagara horseshoe (three examples known)
- 1818, 1819 Niagara to York with double oval, and Kingston to Montreal, double rate
- 1819, 1821 Brockville to York, single and double; both with straightline
- 1820 Matilda to Raleigh (U C), *not* overcharged, with straightline
- 1821 Prescott to York, misrated and additionally overcharged; and another one next month, correctly rated, no overcharge
- 1821 Bath (U C) to Waterloo (U C) and Cramahe to York

Post-deliberate overcharge Examples of varying distances and their rates. Among them:

- 1825 Perth (straightline) to York
- 1835 Buckingham (double circle) to Quebec with one of the very few ratestamps of the period
- 1823 York (straightline) to Montreal
- 1832 Colbourne (double oval) to Lieutenant-Governor of Canada
- 1837 Bellevue (L C) to Niagara with oval Quebec crown ship letter
- 1844 Windsor (straightline) to Montreal

Rate changes Since postage was based (among other things) on distance actually travelled, remeasuring routes or adding roads could change the amount to be charged. Sometimes errors were made by postmasters.

- 1785 & 1786 Maskinongé to Montreal, increased from 4½ d to 7
- 1816 & 1831 Drummondville (L C) to Quebec, increased from 7 d (but in the deliberate overcharge period, so actually 8 d per weight) to 9 d

- 1822 & 1838 Ste Anne (L C) to Quebec, decreased from 11 + 1 d to 9 d
- 1836 & 1841 Frelighsburg (L C) to Montreal, decreased from 7 d to 4½ d

Multiple rates Multiples were determined by the number of sheets or quarter ounces until 1844; then it became per half ounce. Highlights:

- 1801 Quebec to Montreal, 21 ×
- 1797 Three Rivers (straightline) to Quebec, quadruple
- 1819 Vittoria Long Point (double oval) to District of Johnstown, double but calculated by multiplying the rate in sterling first
- 1826 Cornwall to York money letter, sextuple
- 1828 District of Johnstown to York money letter with itemized list of bank notes in the package, quadruple.
- 1829 Niagara (typeset dated double circle) to Amherstberg, quintuple
- 1830s William Henry to Quebec, originally charged double, reweighed or candled at destination and redoubled
- 1830s Dundas to St Thomas (U C) money letter, octuple
- 1834 Bath (U C; typeset-dated 1829-type) to Toronto money letter, septuple
- 1832 Perth (straightline) to York money letters with list of enclosed 306 bank notes, 31 ×
- 1834 Yonge (U C) to Toronto money letter, quintuple
- 1836 Toronto to Montreal, forwarded to Quebec, sextuple
- 1839 Hamilton to Vittoria (U C), 13 ×
- 1843 Chippawa to Vittoria, 11 ×
- 1846 Toronto to Vittoria, octuple

Local delivery and drop letters

- 1779 Montreal to Quebec (earliest B N A envelope) duodecuple with ½ d delivery fee in Quebec
- 1790 Quebec (∇) to Chambly, 1 d carrier fee to the post office (pick-up)
- 1817 Quebec to Argenteuil, 1 d pick-up fee
- 1819 Montreal to Quebec quadruple, 1 d delivery fee
- 1824 William Henry to Quebec, 1 d delivery fee
- 1835, 1840s Quebec, 2 d drop letter
- 1833, 1837 Quebec and Toronto money letter, 1 d drop letters
- 1843, 1845 Montreal and Toronto, 1 d drop letters
- 1843, 1844, 1850 Toronto, Kingston, Guelph, 1 d drop letters
- 1846, 1847 Lochaber (L C), Woodstock, Chippawa, 1 d drop letters
- 1851 Belleville and Guelph, 1 d drop letters

Way letters Letters handed to postal couriers; they were to be dropped off at the next post office on route. There was no additional fee.

- 1819 Three Rivers to Montreal with faint way letter handstamp
- 1829 St Hyacinthe to Quebec, way ms
- 1835 Montreal to Quebec
- 1840 Barrie (double circle) to Toronto money letter triple

Printed matter Initiated 1826 at a fee of 1 d per sheet. Pre-1840 is rare.

- 1828 Quebec to Montreal, triple printed matter
- 1843 Toronto to Guelph, very strange sesquiquarted printed matter
- 1851 Toronto to Montreal, double

Mail with the rest of B N A This means mail with the Maritimes and Newfoundland (in a future iteration, I might include British Columbia). In principal, the rates between the province of Canada and the Maritimes should have been entirely actual mileage based; however, sometimes the crazy rates within the Maritimes (see [fill me in](#)) were applied (typically to collect covers).

- 1798 Quebec (large circular enclosing Bishop mark) to *Mademoiselle LeBrun, New Brunswick*
- 1809 Monkville (near Montreal) to Halifax, two months transit
- 1814 Halifax to Quebec
- 1830 Saint John (fleurons) to Quebec
- 1829, 1832 Quebec to Halifax, Miramichi
- 1833 Restigouche (N B) to Quebec
- 1832 Quebec to Prince Edward Island
- 1832 Dalhousie (N B; double circle) to Quebec, mystery rates
- 1833, 1834 Restigouche to Quebec, double and single
- 1838 Quebec to Kempt Road (N B), returned to sender with strange rates
- 1838 Montreal to St Andrews (N B) via Lake Champlain steamboat
- 1839 Toronto to Charlottetown
- 1844 Halifax to Kingston, 901–1000 miles
- 1848 Saint John to Cornwall (C W) with script Too Late
- 1846 Sandwich (C W) to Charlottetown money letter
- 1848, 1849 St John's (N F) to Quebec, later one with N F crown paid

Free Postmasters, as part of their perquisites, were permitted to send two personal single letters per mailing free until around 1837. Mail to a government office within ten days of a session of provincial Parliament was also free, and of course official mail was free. As a result, a great deal of free mail exists.

- 1819 Montreal to Kingston and York to Sandwich, early free handstamp and more normal ms, respectively
- 1825 Niagara to Queenston, small lower case serif free handstamp
- 1826 Sherbrooke (L C) to Quebec, free money letter enclosing sample blue ribbon
- 1829 Colborne (U C; very early double circle italic) to Port Hope
- 1829 Amherstburgh to Sandwich, small serif free handstamp
- 1831 Quebec to Queenston via York, with boxed York free handstamp
- 1831, 1833 Port Stanley (double circle italic) to Queenston, free money letters
- 1833, 1836 Trois Pistoles (ms and double circle italic) to Quebec, one also a money letter
- 1837 Simcoe (irregular double circle) to Toronto money letter, free but not so marked
- 1837, 1838, 1843 three free money letters
- 1840 Prescott to Augusta (U C), free printed matter
- 1842 Free circular from D P M G Stayner to postmaster at Wellington Square (C W) announcing that fire destroyed the Quebec post office and that personal bonds had to be resubmitted

Free letters abroad Normally, mail to elsewhere could only be free within Canada; foreign postage had to be paid. There are a couple of exceptions.

- 1820 & 1821 Montreal to Boston; earlier one is free all the way (probably a clerical error), second one charged U S postage
- 1843 Chambly (L C) to Royal Hospital, Chelsea, London; a filled-in form, free all the way
- 1851 Montreal to London, enquiry after a soldier in the service of the East India Company, free all the way; resembles a soldier's letter

Instructional These include *forwarding*, a few odd paid handstamps, *after closing/too late*, *advertised*, *missent*, *refused*. Forwarding bifurcates into two subtypes, (normal) forwarding, resulting from the addressee moving, and *anomalous forwarding*. For normal forwarding, additional postage will be charged if the postage to the ultimate destination exceeds that to the original one, but even if it doesn't, additional postage was often required.

Anomalous forwarding arises when a large office (typically Quebec or Montreal) is a normal transit point, and for some reason, the letter is marked as forwarded; the postage is often subdivided into the two parts (to the transit point, and from the transit point to destination). Almost all occurrences of anomalous forwarding arise on letters from Lower Canada.

Too late means the letter arrived too late in the day (or week) to be put in the next mailing, the bag having already been closed, and *after closing* (A C) means exactly the same thing. A C is very uncommon in Canada (as opposed to the Maritimes).

- 1783 Berthier to Quebec, forwarded to Montreal
- 1824 Lancaster (straightline) to Williamsburg
- 1797 Three Rivers (straightline) to Quebec, missent to Montreal but marked forwarded
- 1830 St Ours (L C) to Stanstead, anomalously forwarded (marked at Chambly)
- 1835 Niagara to Simcoe, missent to London (U C) in error, *forwarded* (notation) to Simcoe, and charged additional postage, which was subsequently waived
- 1841 Amiens (U C) to Crown Lands Department in Toronto, but capital had moved to Kingston, so it was forwarded there and charged additionally
- 1836 Toronto to Montreal sextuple, forwarded to Quebec (and charged sextuple difference); handstamp Too Late
- 1839, 1842 Toronto to Charlottetown and St Jean-Port-Joli to Kingston (opposite directions), both anomalously forwarded at Quebec
- 1843 Kingston to Laprairie, forwarded to L'Acadie (L C); *non réclamé* and returned to sender
- 1841 Niagara to Kingston, anomalously forwarded at Toronto (steamboat handstamp)
- 1843 Toronto to Kingston, forwarded back to Toronto (no additional charge)

Forwarding on incoming mail On packet or ship letters from U K after 1839–40, 2½ d cy was charged (rather than distance-related rates) each time the cover was forwarded.

- 1807–8 London (U K) to Charlottesville (U C), double anomalously forwarded (at Quebec and Montreal), eleven months transit time
- 1821 U K to U C, mailed at Charlottetown (P E I), anomalously forwarded at Montreal; deliberate overcharge at Montreal
- 1821 London via British packet to New York, to Burlington (Vt), to Quebec, forwarded to Montreal
- 1832 Schenectady (New York) to Queenston (green British/American postage handstamp), forwarded to York; no forwarding markings
- 1830, 1833 Linbriggs (U K) to Terrebonne (L C) and Sunderland to Cobourg (U C), packets, anomalously forwarded at Montreal and Quebec, with additional rate anomalies
- 1835, 1836 Edinburgh to Trafalgar (U C) and Aberdeen to Galt (U C), packet and ship letter respectively to Halifax, and anomalously forwarded at Quebec
- 1837 London to Grafton (U C), ship letter via New York, forwarded twice within U C
- 1839 Meriden (New Hampshire) to Shipton (L C), anomalously forwarded at Richmond (L C)
- 1839 Flushing (NY), addressed to York (old name of Toronto, but also a separate post office), and forwarded to Toronto
- 1840 Manchester to Toronto, charged the additional 2½ d to the interior, but then forwarded, and erroneously charged via distance, rather than another 2½ d
- 1835, 1840 Magnolia (Florida; straightline) and Baton Rouge (Louisiana) both to Laprairie, first one free to the border, and both anomalously forwarded at Montreal

Paid A couple of examples of a nonstandard Paid handstamp.

- 1819 Niagara (double oval) to Montreal with small Paid

Too Late/After Closing These are synonyms for the same thing: mail arrived too late to be included with the current mailing (after the mail bag had closed). *After closing* (A C) is much less frequently seen in Canada.

- 1802 Quebec to Montreal, after closing
- 1825 To Montreal, ms A C
- 1833 Quebec to St George (L C), handstamp Too Late
- 1841 Niagara Falls to Toronto, remailed to Kingston (as the capital had moved there from Toronto), hs Too Late at Toronto
- 1849 Hamilton to Paris (C W), Too Late and missent
- 1850 Toronto to Montreal prepaid quadruple, Too Late

Advertised If a letter was not picked up, it was advertised in the local newspaper; after a certain time, it was returned to sender, usually via the Dead Letter Office.

- 1838, 1839 Quebec to Montreal and to Hull (L C), local pick-up, advertised and not called for
- 1841 Kingston to Asphodel (U C), advertised and refused

- 1845, 1846 Montreal to London (c w) and to Lancaster (c w), advertised and not called for
- 1848 Indiana (U c) to Toronto, money letter, advertised and not called for
- 1848 Montreal to Clarendon (L c) via Bytown, refused
- 1843 Covering wrapper from Dead Letter Office with enclosed refused letter (also anomalous forwarding at Montreal)

Shiplotters and steamboat letters Incoming shiplotters were charged 2½ d cy on arrival, and placed in the mail if necessary. By far the majority of these were from abroad, so are not included here. There was no additional charge for carriage by steamboat.

- 1831 St John's to Quebec, incoming ship letter with crown oval (no boundary) handstamp
- 1837, 1843 Bellevue to Niagara and to Guelph, incoming ship letter at Quebec with crown oval (with boundary) hs
- 1841 Niagara to Kingston via Lake Ontario steamboat to Toronto, with hs in arc
- 1842, 1843 Quebec to Kingston and Quebec to Montreal, steamboat (Q) handstamp
- 1845 Montreal to Quebec with steamboat (M) handstamp
- 1845 Montreal to Quebec, ms *Steamboat Letter*
- 1847 Toronto to Montreal via Kingston steamboat (hs)
- 1850 Quebec to Montreal via Quebec steamboat
- 1850, 1851 Montreal and Toronto steamboat hs

Miscellaneous These didn't fit anywhere else.

- 1849 Quebec to L'Islet (L c), *tutelle*
- 1837 Montreal to Toronto, two letters written by David Thompson, cartographer
- 1846 Montreal to Quebec, consignee's letter
- 1843 St Charles (1829-type) to Montreal, envelope, thus charged for an extra sheet

Domestic mail from 6 April 1851 to 1875.

On this date, domestic letter postage dropped substantially, to 3 d per half-ounce (distance/mileage became irrelevant). Stamps were issued several weeks later, but their use (or whether even to prepay) was optional. Registration was introduced (superseding the money letter system) in 1855; see the money letter and registration exhibit ([fill me in](#)) for more details. In 1859, decimal currency was introduced, and most rates translated accordingly. Confederation (in 1867) did not result in many changes, but there was a substantial rate revision in 1868. On domestic mail, stamps remained optional until October 1875.

- 1851 Early in rate period, 7, 14, 19, 23 April, latter three money letters
- 1851 Very unusual ratestamp at Port Hope, P3, 15 May
- 1851 Three-penny beavers on cover, 15 May, 9, 26 June
- 1851 Earliest reported stamped money letter (3 d beaver), 17 May 1851
- 1854 Port Burwell (U c) to Brockville, double money letter, paid by 6 d Albert stamp
- 1851 Brantford to Proton (U c), forwarded, missent, and generally extensively travelled
- 1851 Legislative Assembly (blue oval hs) to Nicolet (L c)
- 1851, 1852, 1859 Interesting rate handstamps at Gananoque (crude tombstone), New Carlisle, and Warsaw (U c)
- 1851 Percé to Quebec with accent in the postmark
- 1850–1851 Basal marks in postmark at Bedford (C E)

Conversion to decimal Occurred 1 July 1859, with some rate changes; cents stamps issued. Domestic letter rate became 5¢ per half ounce if prepaid (either in stamps or cash, but not mixed) or 7¢ per half ounce if collect.

- 1859 9 & 25 July, collect registered domestic letters
- 1860 Belleville to Montreal, triple with stamps
- 1863 Bobcaygeon to Toronto registered on Nesbitt stationery
- 1863 Harley (c w) to Toronto registered, five 1¢ stamps
- 1865, 1866 double paid and collect with interesting ratestamps
- 1867 Day of Confederation (but to the U S)

Rate changes of 1 April 1868 Letter rate dropped to 3¢ per half ounce if prepaid (payment in cash still possible) or 5¢ if collect.

- 1868 Quebec to Ottawa, forwarded three times, and advertised
- 1872 Stroud (Ont) to Crown Lands in Toronto, refused despite being paid
- 1875 Paid in cash after 1 October 1875 (8 October and 13 December)
- 1865 To Quebec by ship, consignees letter, but charged 7¢ unpaid letter rate

Multiples

- 1855, 1858 Quadruple and sextuple registered
- 1858 Cannington (c w) to Whitby registered triple with three 3 d beavers
- 1859 Bagotville (c E) to Quebec quadruple, initially free, but prepaid
- 1860 Welland to Fonthill (c w) sextuple collect
- 1862 Quebec to Guelph sextuple, initially free but prepaid
- 1863 Ingersoll (c w) to Woodstock quadruple, paid by two 10¢ Alberts
- 1864 Quebec to St Joseph (L C) quintuple prepaid (also Too Late)
- 1865 Hamilton to Clinton *cw* septuple prepaid
- 1863, 1864 Chicoutimi to Malbaie (c E) sextuple and Renfrew to Brudenell (c w) unidectuple, both collect
- 1863 Walkerton (don't drink the water) to Goderich quadruple registered, paid by block of beavers
- 1864 Lucan (c w) to Goderich dectuple registered, strip of five 10¢ Alberts
- 1865 Montreal to Lacolle (c E) quintuple registered, registration paid in stamps, rest of postage collect
- 1865 Triple registered, one collect, one paid in stamps
- 1866 St Jean-Port-Joli to Kamouraska (c E), septuple collect
- 1867 Rimouski to Matane (Que), collect dectuple
- 1870 Bowmanville to Cobourg, quadruple collect
- 1874 L'Orignal (Ont) to Toronto, quadruple registered with two 6¢ large queens
- 1874 Quebec to Montmagny (Que), quadruple registered forwarded back to Quebec
- 1875 Oungah (only reported strike) to Chatham, triple registered

Shortpaid Shortpaid letters (found to be heavier than were paid for) were often incorrectly (re-)rated.

- 1861 Cornwall to Toronto, paid for double by 10¢ Albert, found to be triple, miscalculated postage due
- 1862 Triple domestic prepaid (with stamps) registered, found to be quadruple, miscalculated postage due
- 1871, 1873 Single domestic prepaid (by cash, stamp respectively), found to be double, postage due correctly calculated

Drop letters Sometime in late 1851 or early 1852, drop letter fee dropped from 1 d cy to ½ d (irrespective of weight).

- 1850s Montreal; originally rated at domestic rate (collect) rerated to drop letter rate
- 1851 Quebec, November, originally rated ½ d (where did the handstamp come from?), rerated 1 d, which was still the drop letter fee
- 1854, 1856, 1859 Ratestamped collect drop letters, Toronto, London, Port Hope
- 1857 Montreal (with ratestamp), forwarded to L'Islet (c E), and charged domestic rate
- 1853, 1858 Guelph (money letter) and Roslin (c w) drop letters
- 1858 Seneca (c w), addressed to Caledonia—which had no post office, so the recipient had to pick it up in Seneca
- 1857, 1859 Peterboro and Goderich form letters with ratestamps
- 1860 Quebec and Kingston, ratestamped (with conversion to decimal, 1¢)
- 1860 Ottawa, paid by late use of ½ d stamp
- 1861, 1863 Nearby office rate (2¢)
- 1861–68 Numerous examples, including small towns

Printed matter Rate remained at 1 d, apparently per half ounce.

- 1852 Quebec to Cornwall (c w), fancy paid ratestamp and oval Legislative Assembly handstamp
- 1855 Cobourg to Quebec, collect circular

- 1856, 1866 Filled in form letters; early one domestic rate, later one printed matter (resulting from a change in rules)
- 1864 Montreal to Peterboro (c w) prices current
- 1866 Montreal to Halifax intercolonial prices current
- 1868 Canada Gazette and its wrapper, free
- 1874 Palestine (Man) to Winnipeg, notice to publisher, free
- 1875 Wrapper prepaid by publisher

Free mail

- 1858 Crown Lands to Hull, forwarded to Carp, then to Ottawa, then Huntley (L C), advertised and not called for
- 1856, 1858 Registered Portage du Fort (C E) and Bosanquet (U C) to Crown Lands, initially collect, then free
- 1859 Registered Sebastopol (C W) to Crown Lands in Toronto, forwarded to Ottawa as capital had moved
- 1852 Collingwood Harbor (C W) to Quebec, originally PAID 12½¢ (erroneous rate), cancelled by four-ring numeral
- 1863 Registered Industry (C E) to Quebec
- 1863 London (C W) to Toronto, registration paid in stamps, rest free
- 1855, 1859 Receiver-General's and Inspector-General's offices
- 1860 Agriculture and Statistics, advertised and not called for
- 1862, 1865 Legislative Assembly and Militia Department
- 1867 Audit Office
- 1869 Inland Revenue
- 1867, 1873 House of Commons and Clerk of the Crown in Chancery, both registered
- 1868, 1870, 1872 Public Works, Militia & Defence, Customs Canada
- 1869 Indian Department

Intercolonial BNA

- 1851 McKillop (C W) to Caledonia Mills (N B), after Canadian postal autonomy, but before that of New Brunswick
- 1851, 1858 Pointe Levi (C E) to Fredericton and St Henri (C E) to Victoria (N B) forwarded to Fredericton
- 1852 Montreal to Charlottetown
- 1853 Temiscouata (ms) to Edmunston (N B)
- 1854 Wilmot (N S) to Kingston (C W), forwarded to Elginburg, with a panoply of datestamps
- 1854 WO Dumfries (N B) to Montreal, mourning, forwarded to Papineauville (L C)
- 1857 Fredericton to Pointe au Chêne (C W) via Portland (Maine)
- 1859 L'Islet (C E) to Fredericton, registered, with perforated 3 d beaver
- 1861 Argyle (U C; 20 mm) to Gagetown (N B)
- 1866 Montreal to Halifax, printed matter
- 1867 Cobourg (Ont) to Charlottetown with two-ring Montreal handstamp
- 1865, 1867 Chatham (N B) to Crosspoint (C E/Que), probably incorrectly rated

New France, 1708

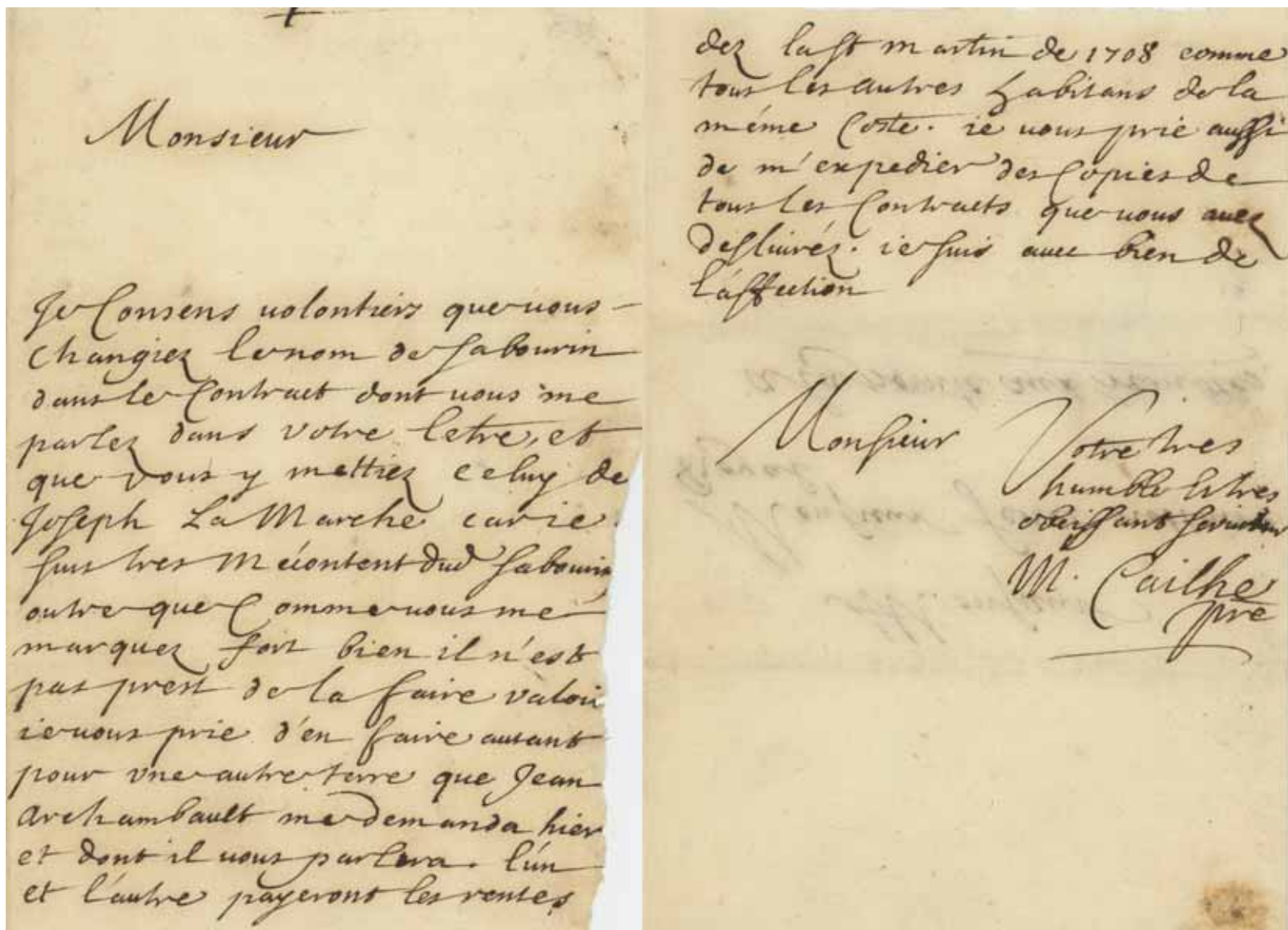
There was no mail (available to the public) in New France until 1705, when Pedro da Silva was commissioned to act as letter courier between Montreal and Quebec. There were fees for this service, but they were never marked on the cover.



Monsieur
Monsieur Senet nottaire
Royal
a la pointe aux trembles

Montreal–Pointe aux Trembles [just outside Montreal], 1708. Undated, but letter concerns a contract for a sale of farms, to be paid on the feast of St Martin (11 November) 1708 (and the sender died in 1708).

From M Cailhe, bursar and assistant procurer of the Seminary of Montreal (1697–1708; died 1708) to Nicolas Senet (1670–1732), secretary of the Seigneurs of Montreal (1698–1704) & Royal Notary (1704–31).



Monsieur

Je Consens volontiers que vous
changiez le nom de faborin
dans le contrat dont vous me
parlez dans votre lettre, et
que vous y mettiez celui de
Joseph La Marche curie.
Jus tres m'content du faborin
autre que l'omme nous me
marquer fort bien il n'est
pas prest de la faire valoir
ie vous prie d'en faire autant
pour une autre terre que Jean
Archambault me demanda hier
et dont il vous parlera. L'un
et l'autre payeront les rentes

des la st martin de 1708 comme
tous les autres faborins de la
même cote. ie vous prie aussi
de m'expedier des copies de
tous les contrats que vous avez
deslivrés. ie suis avec bien de
l'affection

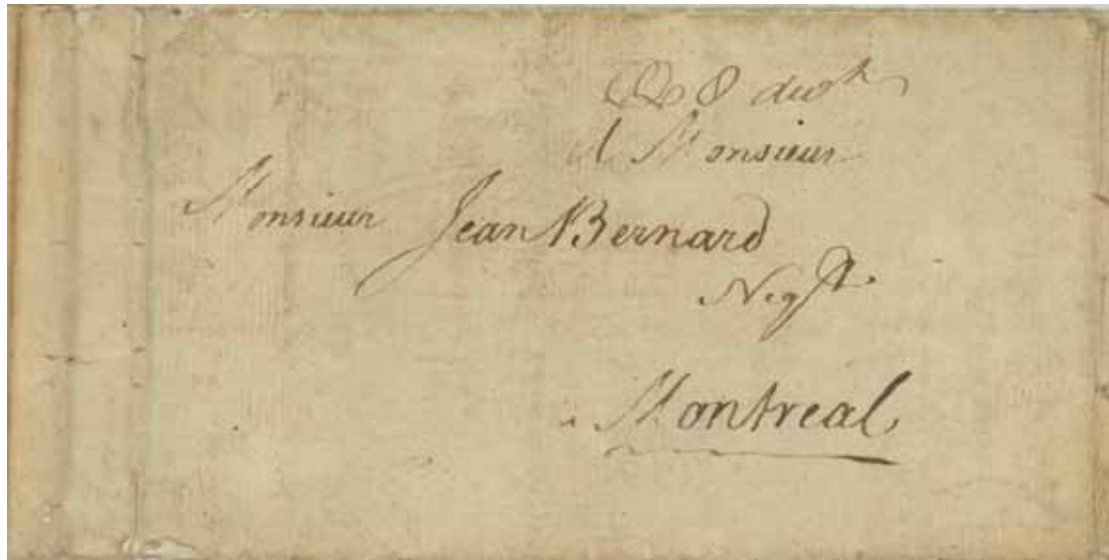
Monsieur
Vostre tres
humble et tres
obéissant serviteur
M. Cailhe
pre

British colony, eighteenth century (after the Seven Years War)

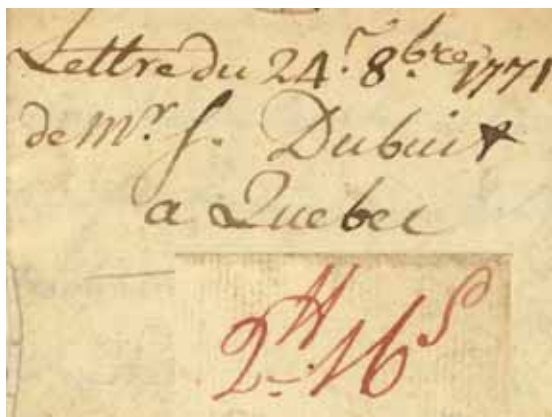
UK acquired a huge land mass in the aftermath of the war, and a postal system was roughed out by 1763. Montreal to Quebec is the oldest postal route in Canada, going back to 1705 in New France. For the period 1763–1851, single letter rate was 8 d stg or equivalent (for 101–200 miles). In the period 1763–74, this converted to 11 d currency (cy), and from 1774, the conversion was 9 d cy.

Troy rating was used until about 1775. Sterling was used for a short period (1776–9) with occasional domestic use later on; it is often seen on letters to UK domestically (particularly on letters to UK). Currency was in continual use from at least as early as 1776.

Montreal–Quebec 1771 troy-rated

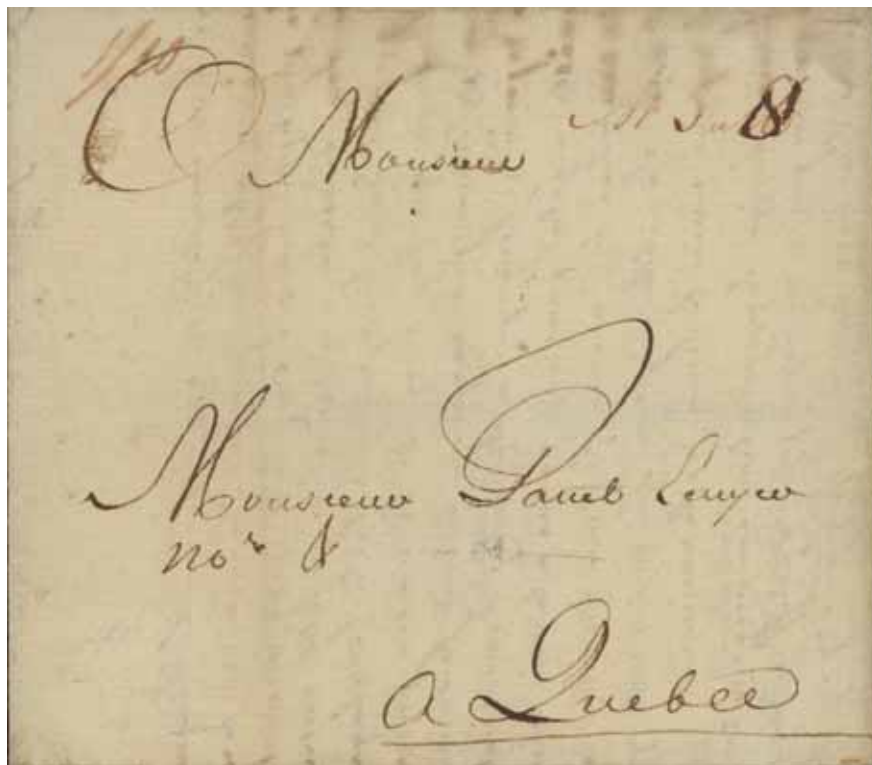


Quebec–Montreal, misrated (!?), 1771. With ms *Q* for Quebec. Rated (on the front) *Q 8 dwt* which is probably supposed to mean 8 d stg. On reverse, the correct troy-rated *2^{dwt}.16^g*, equivalent to 8 d stg.



Troy and currency

Both currency systems applied together 1771–75.



Montreal–Quebec, currency and troy rating, 1774. Ms *M* indicating Montreal. Rated *5.8* (5 pennyweights, 8 grains), double the usual 2.16 M–Q) equivalent to *1/10* cy (upper left); after 1775, 1/4 stg converted to 1/6 d cy (rather than 1/10 as here). Letter is on next page.

Mon très cher frère

ma joie a été complète en apprenant votre heureux rétablissement
je vous ai une obligation parfaite d'avoir caré votre maladie
dans son principe vous m'avez bien épargné de l'inquiétude j'ai
eu grand soin de sacher à votre chère santé votre maladie allée
la fin qui fût dans son ajournement. La la chagriné avec laquelle
à vue d'oiseau qui luy a rappellé la maison paternelle. Je pense que
son amour ne durera pas une femme si voyez votre possible
pour la raison et l'usage a fait les autres elle a été trouvée
son amitié argolée pour une jeune à la voir lire, elle me représente
la chère mère. Il luy arriva que une esclave elle tomba dans
la boue avec la robe de perse fumant et que le domage fut
bien les expens avec le service de la rivière.

J'envoie la provision de originaux D. M. De Vergy
pour que vos juges ne soient plus de difficulté. mettre le pour
de ma lettre sur le compte de D. la faye. j'ai beaucoup des que
de malet avais le service de l'histoire de parure femme et bien belle
si son corps et vivant son esprit est du nombre des vobes, et c'est
assez de vous qui la date.

adieu chère sœur ménagez vous bien, sœur le
cœur de sœur que vous aime tendrement, embrassez la
chère sœur pour une et la même, embrassez le chère sœur
et envoyez moi pour la vie votre chère sœur

J'ai payé dussault aussi pour le double
employ 31 812 p. 4.

R. G. L.

Montreal–Quebec 1778 sterling and currency

For a brief period (1776–79?), both sterling and currency were used to rate covers.

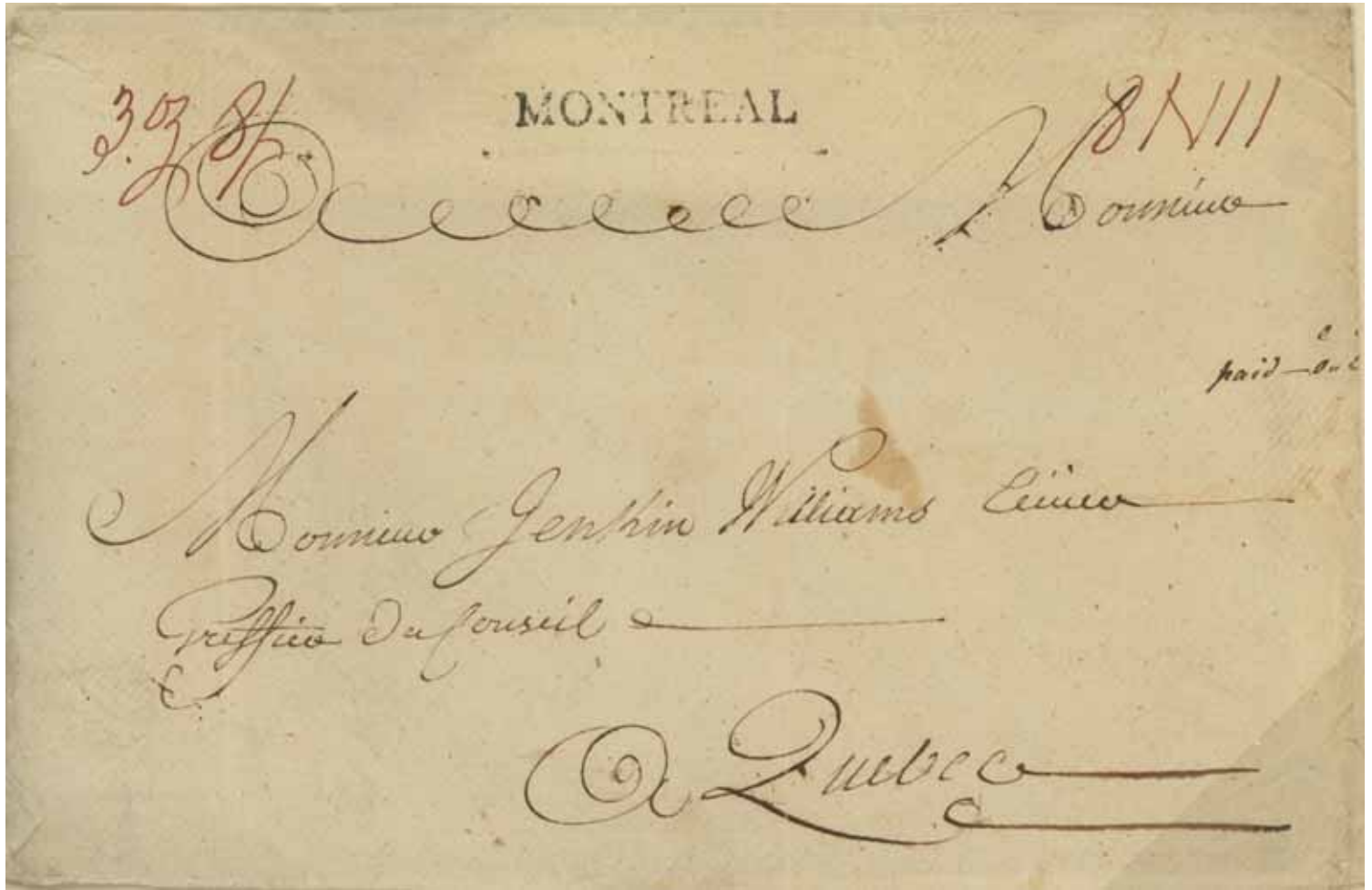


Quebec–Berthier, 1778. Rated collect $1/4$ stg and $1/6$ cy, double (for the enclosure, a receipt) 101–200 miles.

A handwritten receipt on a piece of aged, yellowish paper. The text is written in a cursive script. At the top right, the date 'Quebec 3 Sept. 1778' is written. The receipt reads: 'Received from the Hon. Capt. Cuthbert Esqr. Drummond & Jordan's Exchange on the Right Hon. the Hon. Harley & Henry Drummond's Esqr. London for £88. 14/ Sterling being for Goods imported for him from London £88. 14/ Sterling Andrew Cameron'.

Earliest envelope used in BNA mail, 1779

The use of envelopes (here, homemade and with a seal) was discouraged, because the enclosure was regarded as an extra sheet, hence the postage would be at least doubled. (If however, the weight exceeded one ounce, rating was per quarter ounce, so the additional sheet would not necessarily increase the postage.) This was in effect until 1844, when the charge became simply per half-ounce.



Montreal–Quebec, duodeuple, 1779. Rated collect 3 oz 8/- stg and 8/11 cy, 12 × 8 d stg; unlike the situation in later times, the multiple rate was applied to sterling first, and then converted to currency. (If the process had been reversed, 12 × 9 d cy = 9/- cy would have been one penny more.)

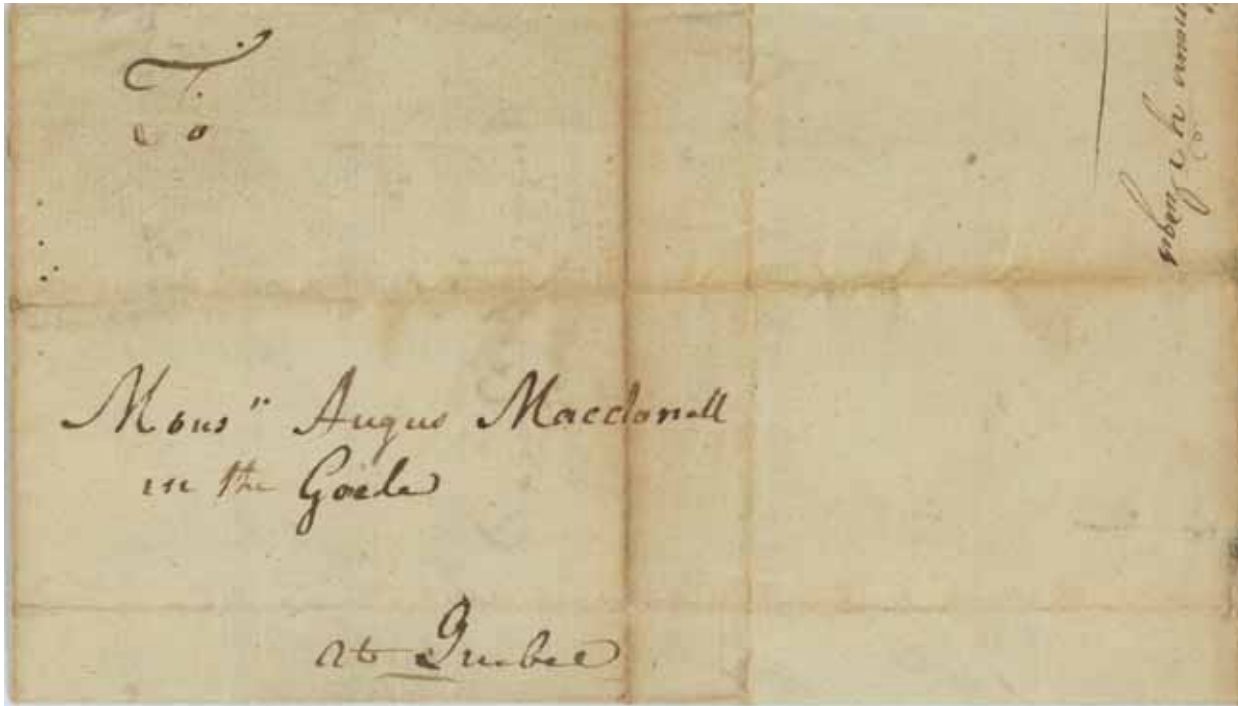
After it was opened by the recipient, the latter wrote *paid 8..11½ postage*; evidently, the local courier charged one half-penny. (The local delivery fee in Quebec became 1 d a little later.)

MONTREAL straightline, known 1779–83.

Montreal Le 29. 8. 1779.



Legal advice to a prisoner at the Quebec jail, 1783



To an inmate of the Quebec gaol (jail), 1783. Carried privately; probably from two judges.

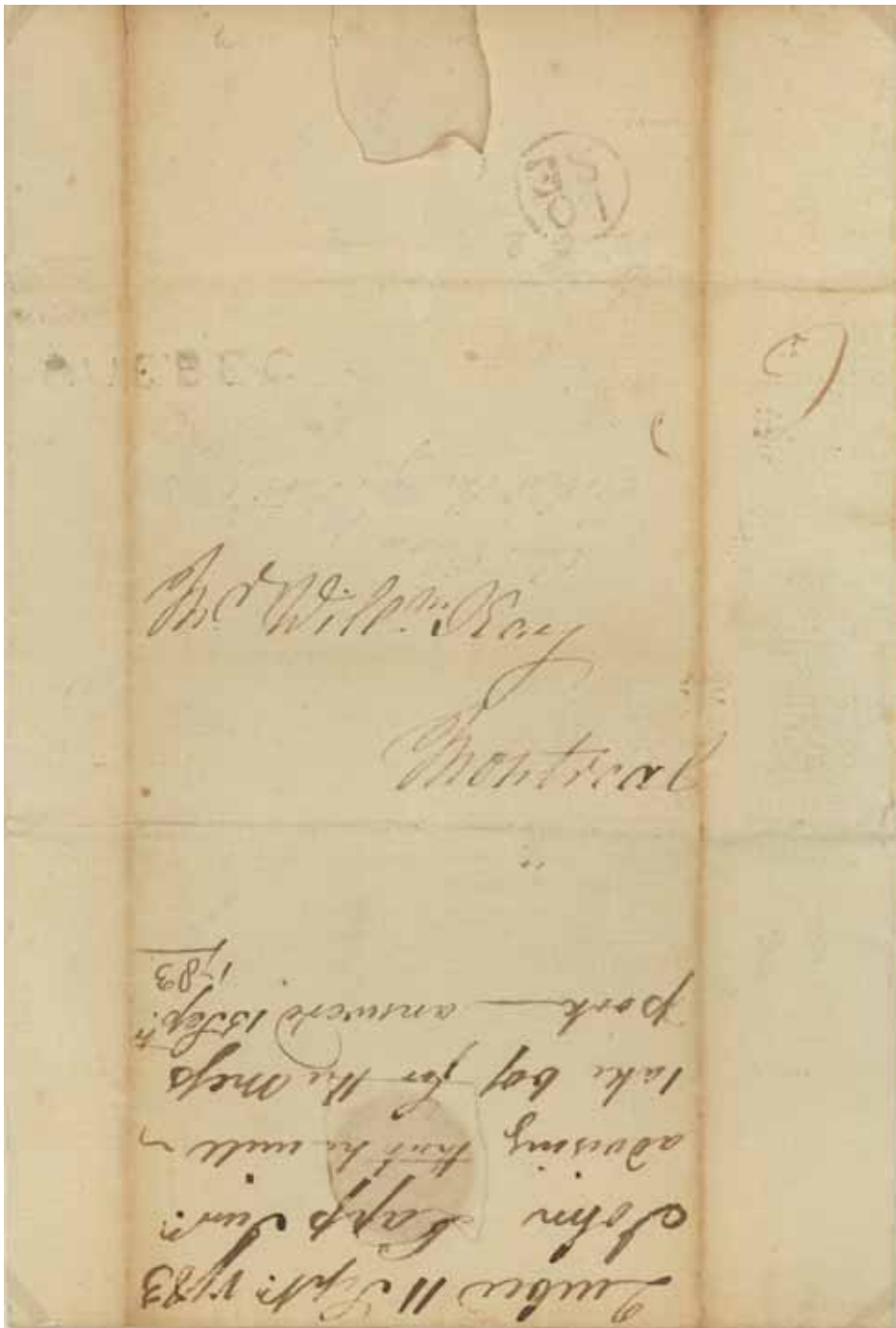
Transcript:

We have considered your petition and have no authority for the treatment you have received. We are told that you are also in prison for a breach of the peace and do not know the circumstances, but we presume that if you make application to the magistrate who committed you, he will give the proper redress, and see that the jailer treats you with humanity and according to the law.

A Mahane, P Panet

July 17, 1783.

Quebec–Montreal, 1783



Quebec–Montreal, 1783. Rated collect 9 d cy.

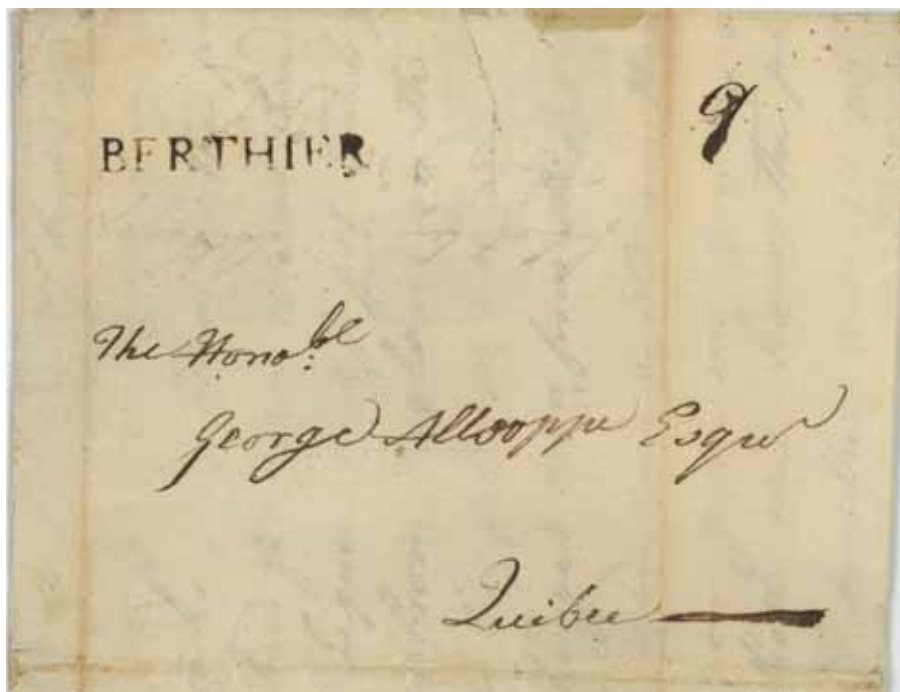
QUEBEC straightline, known 1780–92. Relatively wide letter spacing, no date. Quebec Bishop mark, known 1777–99.

Berthier, 1783 & 1784



Rec'd 2^d Oct 1783

Berthier (LC)—Quebec, forwarded to Montreal, 1783. Rated collect 9 d cy, the rate to Montreal (101–200 miles); then *fwd 9*, the rate Montreal to Quebec was added, making a total due of 1/6 cy.



1784.
Berthier 26 August
James Cuthbert
Rec'd — 28th
admiral had settled with Cairns
Grant for the £29.2.9.

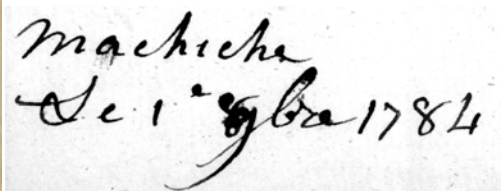
Berthier—Quebec, 1784. Rated 9 d cy collect, 101–200 miles.

BERTHIER straightline, known 1780–94.

Yamachiche, Maskinongé

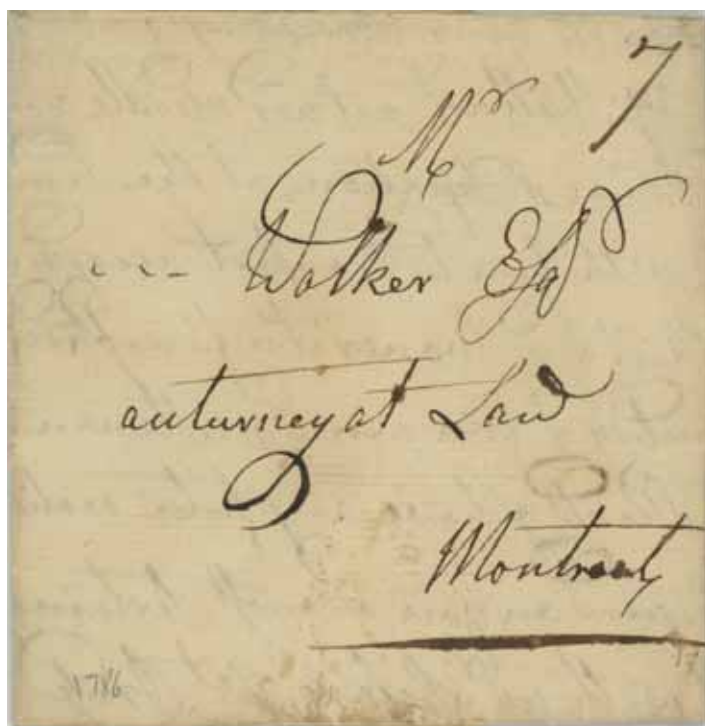


A Monsieur
Monsieur Walker
avocat
à Montréal

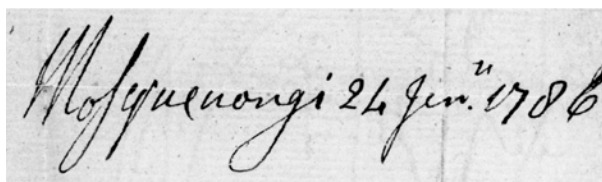


Yamachiche
le 1^{er} 8bre 1784

Yamachiche–Montreal, 1784. Rated collect 7 d, cy, 61–100 miles.



N^o 7
M^r Walker Esq^r
attorney at Law
Montreal
1786



Maskinongé 24 Jan^r 1786

Maskinongé–Montreal, 1786. Rated collect 7 d, cy collect, 61–100 miles. The actual distance is 50 miles, but road mileage determined the rate, and it wasn't until somewhat later that more roads were established, and the rate dropped to 4½ d.

Quebec



Quebec–Montreal, 1794. Rated collect 9 d cy (101–200 miles). Latest reported strike of Q U E B E C ∇ (previously known 1772–91); encloses Quebec Bishop mark, known 1777–99.



Quebec–Repentigny, 1794. Rated **PAID** 9 d cy, 101–200 miles. Q U E B E C C A N A D A double arc, known 1793–7; encloses Bishop mark.

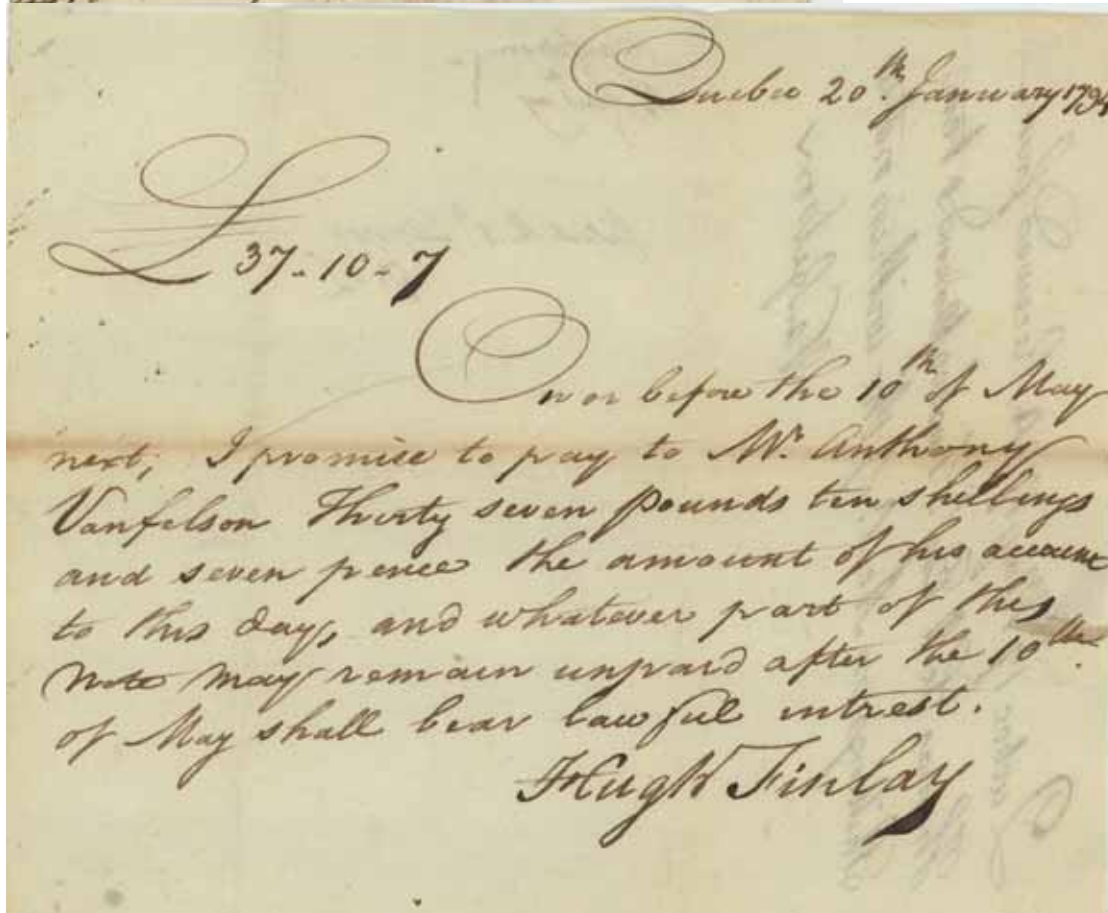


Hugh Finlay promissory note

Contains 1794 promissory note of Hugh Finlay, D P M G 1763–99. He was dismissed, probably unfairly, for debt. The letter mentions a debt of £763, due later in the year, which the writer does not expect to be paid.

Quebec–St Helen (Island of Montreal), 1797. Rated collect 9 d cy, 101–200 miles.

QUEBEC CANADA double arc, known 1793–7; encloses Quebec Bishop mark.



Promissory note signed by Hugh Finlay, 1794. Enclosed within the letter (but not detected by the postmaster, since double rate was not charged).

For £37/10/7, presumably in currency.

Quebec 20th January 1794

On or before the 10th May next, I promise to pay to Mr Anthony Vanfelson Thirty seven pounds ten shillings and seven pence the amount of his account to this day, and whatever part of this note may remain unpaid after the 10th of May shall bear lawful interest.

Hugh Finlay

Lubeck 17th May 1794, Received from
 Thomas Scott Esq. Twelve pounds ten
 Shillings on Acct. of the within note
 Van Nelson

Receipt for partial payment of the £37 note, 1797.

My Dear Sir,

It is now 4 o'clock and I have been all the
 morning hunting Col. Caldwell & Mr. Peter - the former
to receive the Summs to which he makes some difficulty
until I show him the original point Thos Raymond come
to see the letter to endeavour to get the papers ready for
Mr. Finlay's signature - I believe Mr. F. has acct. with us
 on Monday, since which I have not seen him - He is in the
 Country - He made no observation whatever on the acct. when
 I handed it to him, and we have been so often & so greatly
 disappointed in that quarter that I cannot help doubting
 the worth of it yet - it stands thus - Principal, Interest,
 Penalty & proportion of Exploring Expence £1233.6.3. The
 I deduct for so much left in the hands of H.F. - 500. -
 He paid the 10th Nov. £733.6.3 -

I have given Peter a minute to draw up the security on his
 salary as Clerk of the Court in January - This Mr. F. is not
 apprised of & I wish I may get him to agree to it as this
 is very uncertain -

Mr. Coffin will do nothing in the Grange
 Wle

Idle business - He won't allow Court one farthing
for any Expence he has been at, neither will he sue &
establish his claim on one half half the Property - He would
receive any proposals from us for a specific sum for the Judgm
we to take all risks of Title upon ourselves - It was a
long time before I could bring Youngs Tom to that point,
and it was not until I accused him of want of candor
This appeared to have nettled him, and he then shewed
the cloven foot - We must endeavour to do something in
the business, but I see clearly that they will have no connection
whatever with the Court, nor will they hear anything respecting
the Sale which they treat with contempt - I have not time
to be more particular - Yours with all Sincerity -

P. Langdon

Quebec 28th Sept. 97.

"Your Uncle is not well today which I am
extremely sorry for - I consider myself under
many obligations to him for his kind attention
to me -

D. A. Grant.

Early envelope, 1800



Montreal-Quebec, 1800. Collect double (for the enclosure; this is why envelopes were rarely used until 1844) 8 d stg converted to $1/6$ cy, same as doubling the single rate in currency.

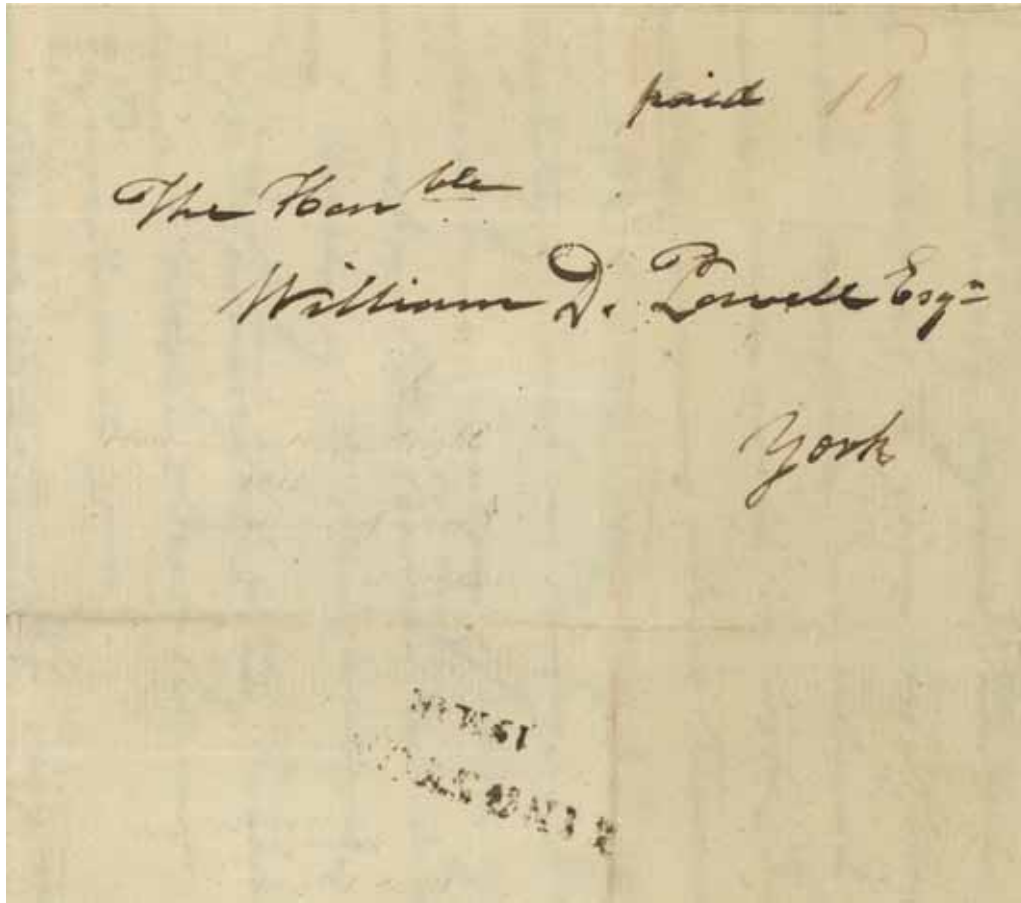
MONTREAL straightline; there are numerous variations based on differences in date indicia, but these are all from the same hammer; in use 1789-1801, here with some of the rectangular boundary showing.

Nineteenth century to postal autonomy (1801–51)

Deliberate overcharge

For the period 1810–21, many post offices (mostly in Upper Canada) charged more than official mileage, the difference being pocketed by the postmaster. An 1821 committee of the Legislative Assembly of the province of Canada looked into this, and heard testimony from several postmasters (who thought the excess was part of their perquisites).

For multiple rates, in all examples that I know of, the excess was multiplied (rather than being flat). Thus a triple rate letter 61–100 miles with a 1 d overcharge would be rated $3 \times 8 \text{ d cy} = 2/- \text{ cy}$.



R. Cartwright
19 March 1810

Kingston–York, 1810. Rated *paid* 10 d cy. The distance (101–200 miles) should have only required 9 d cy.

KINGSTON straightline, known 1810–9.

Letter written by Richard Cartwright, a prominent member of the Family Compact.

Deliberate overcharge



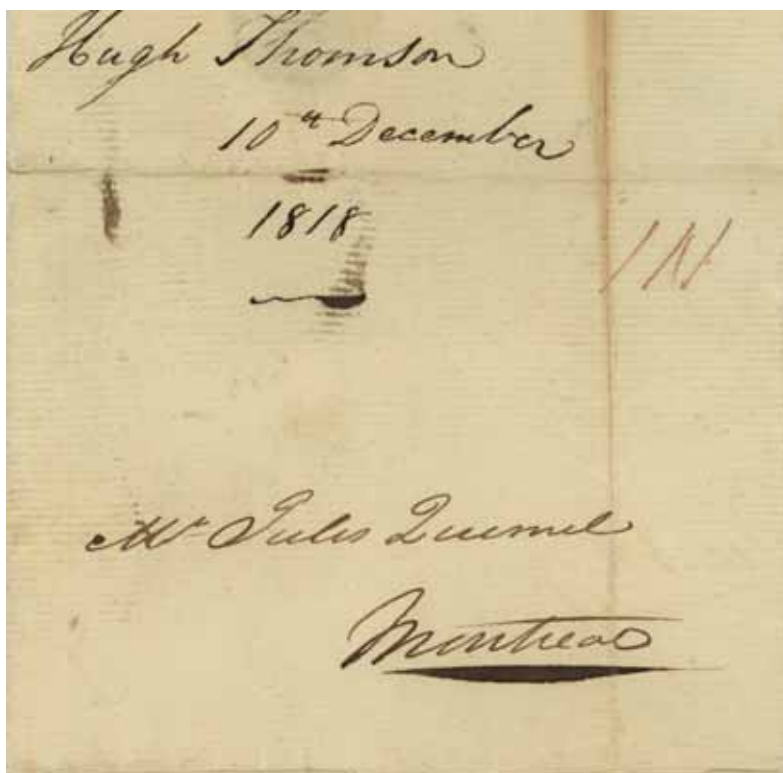
KINGSTON
2 MAY 14

Young's Carrying Place (near Kingston)—Montreal, 1814. Rated collect 1/- cy, over charging the rate by 1 d.

KINGSTON straightline, known 1810-9.

Young's Carrying Place is located on the neck of land separating the Bay of Quinte from Lake Ontario, about four miles south of Trenton. It was an important portage point for coureurs du bois. Carried by favour to Kingston, . . . a gentleman waits for this, promising to put in in the post office for me now on his way to Kingston.

Young's Carrying Place
April 28th 1814
D. L.
I have ^{wrote} you twice before this, I have

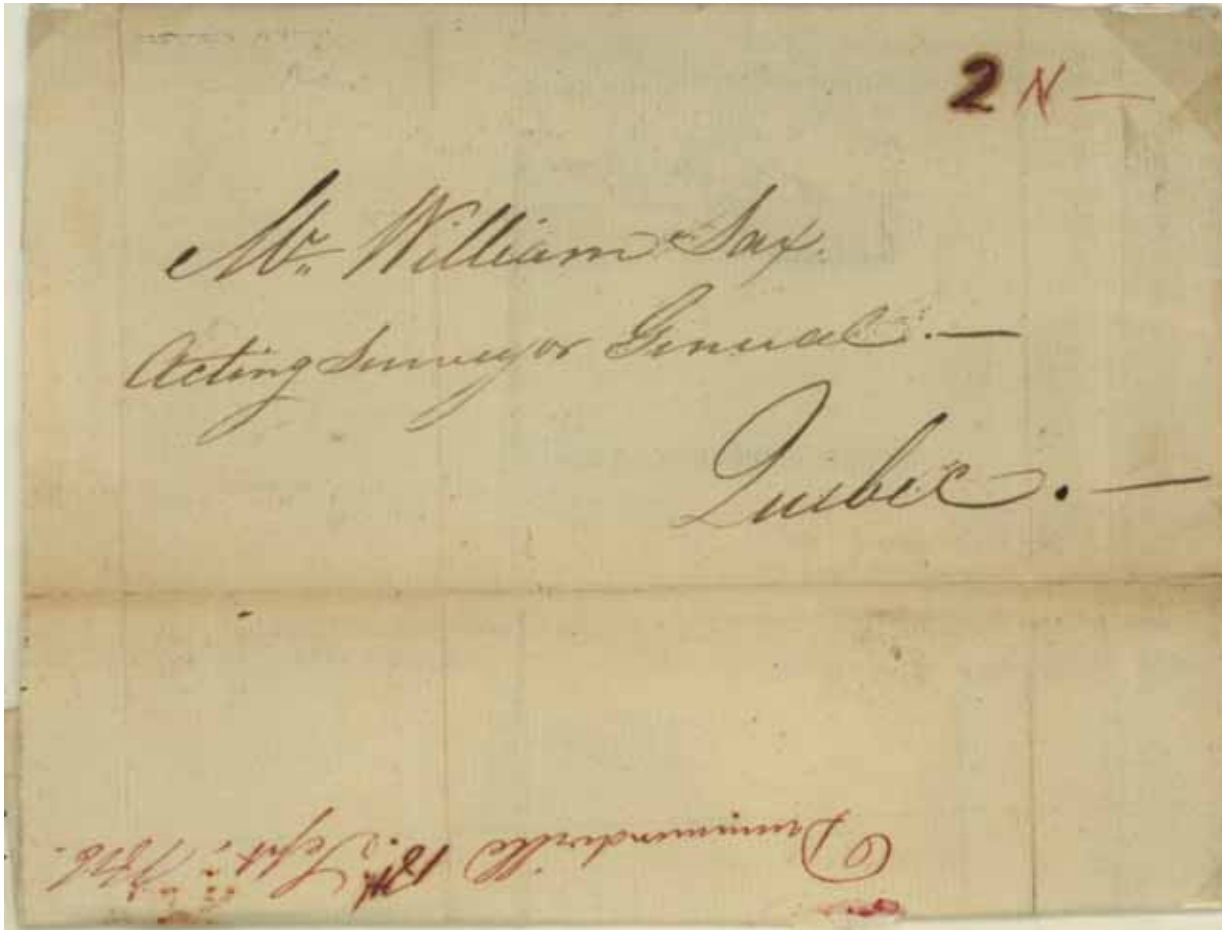


KINGSTON
10 DEC 18

Kingston—Montreal, 1818. Charged 1/- cy as above.

LC to LC, deliberate overcharge

Deliberate overcharge on mail entirely within Lower Canada is quite rare (just the opposite of the situation in Upper Canada).



Drummondville (LC)—*Québec*, triple, 18 September 1816. Rated collect 2/- d cy. The distance in road mileage apparently being believed to have been 61–100 miles, the rate was presumably 7 d with an excess charge of 1 d per weight/sheet. From about 1831, road mileage was 101–200 mi.

Ms; post office opened 1816. Not to be confused with Drummondville, U C (Welland Co).

Deliberate overcharge or not?

From Niagara, less than two months apart. And with the extremely rare horseshoe postmark.



Niagara—Montreal, 20 March 1817 (front). Rated PAID 2/4 cy, double 401–500 miles. No overcharge.



Niagara—York, 1 May 1817. Rated collect 1/8 cy, double 101–200 miles, with doubled 1 d deliberate overcharge.

NIAGARA 181 (final digit apparently inked in on the bottom cover, not on the top one), known in three strikes, the other January 1817.

Deliberate overcharge

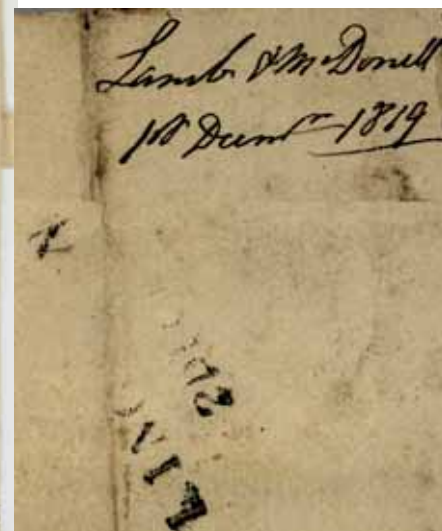
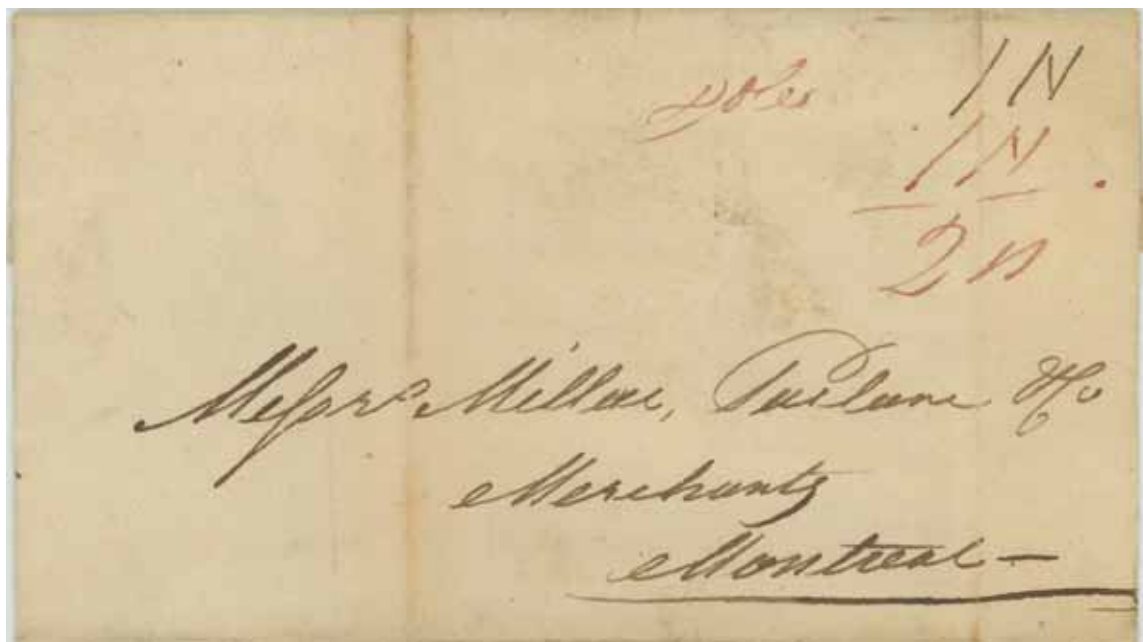


Niagara–York, 18 June 1818. Collect *10^d*, 1 d overpayment of the 9 d rate for 101–200 miles.

NIAGARA U.CANADA double oval, known 1817–19 in five or fewer examples.

Kingston *Dole*

Actually *Dble*

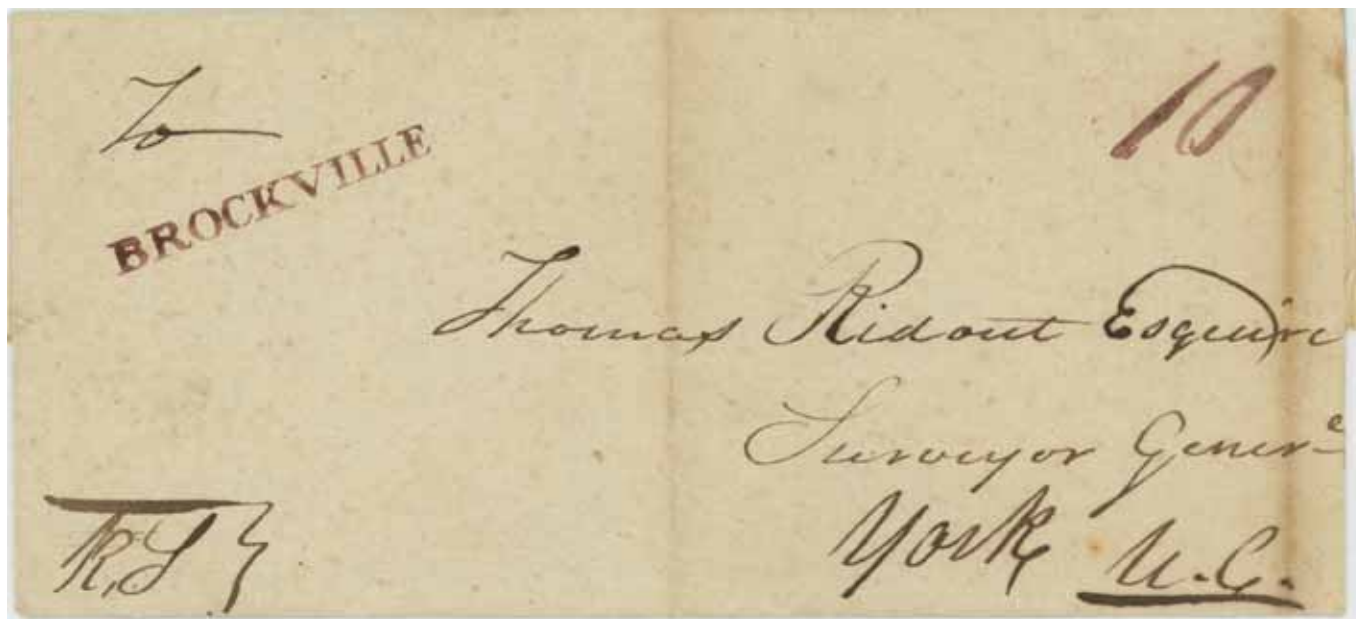


Kingston–Montreal, 1819. Initially rated collect 1/– cy, a deliberate overcharge by 1 d of the rate for 201–300 miles; then marked *Dble* (very likely, an extra sheet was detected by candling) includes 1 d, and charged an additional 1/–, making a total of 2/– due).

Faint KINGSTON straightline on reverse.

An article by Allan Steinhart [A S] discussed this cover; he claimed it was inscribed *Dole*, and tried to justify it. It says *Dble* (with a large tail on the e), of course referring to double weight.

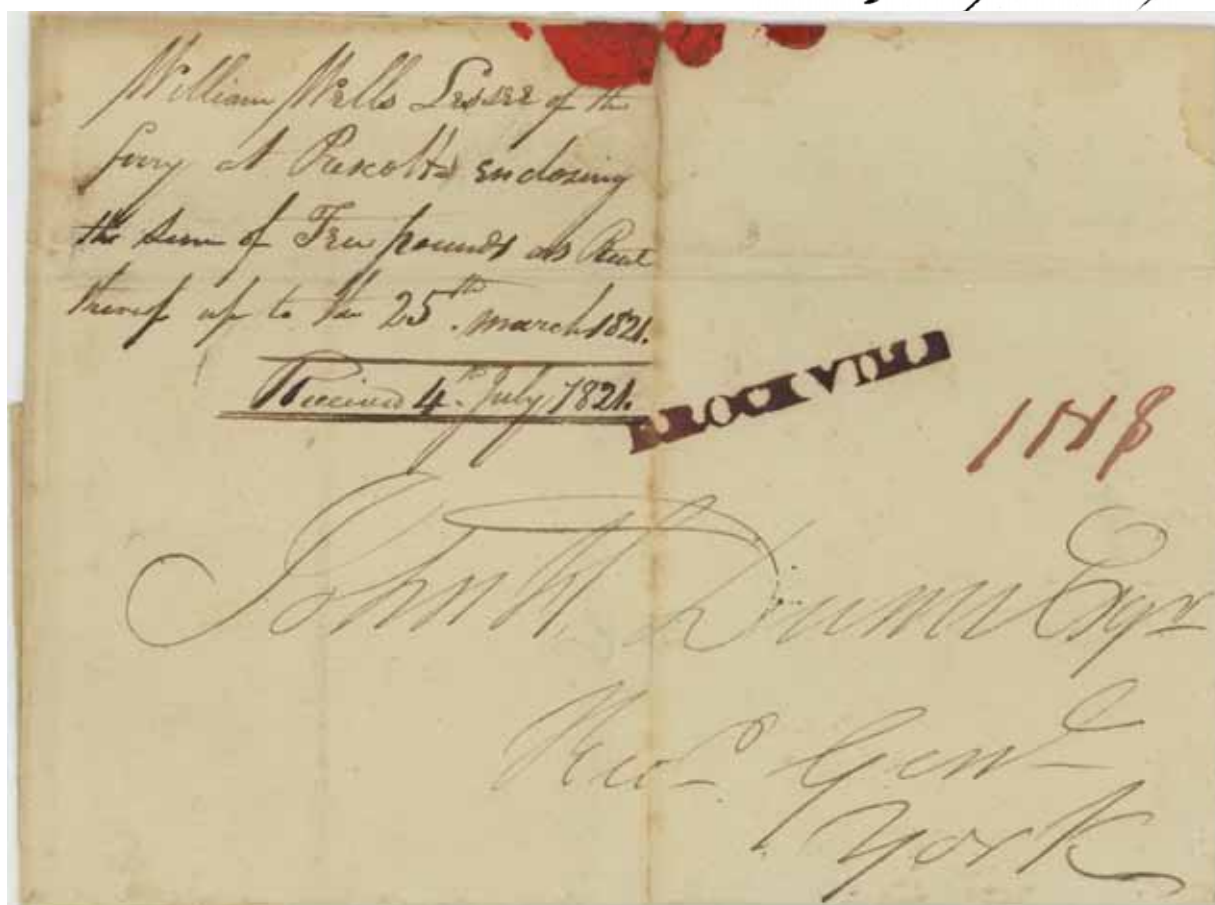
Deliberate overcharge



Brockville—York, 1819. Rated collect 10 d cy, includes 1 d deliberate overcharge.

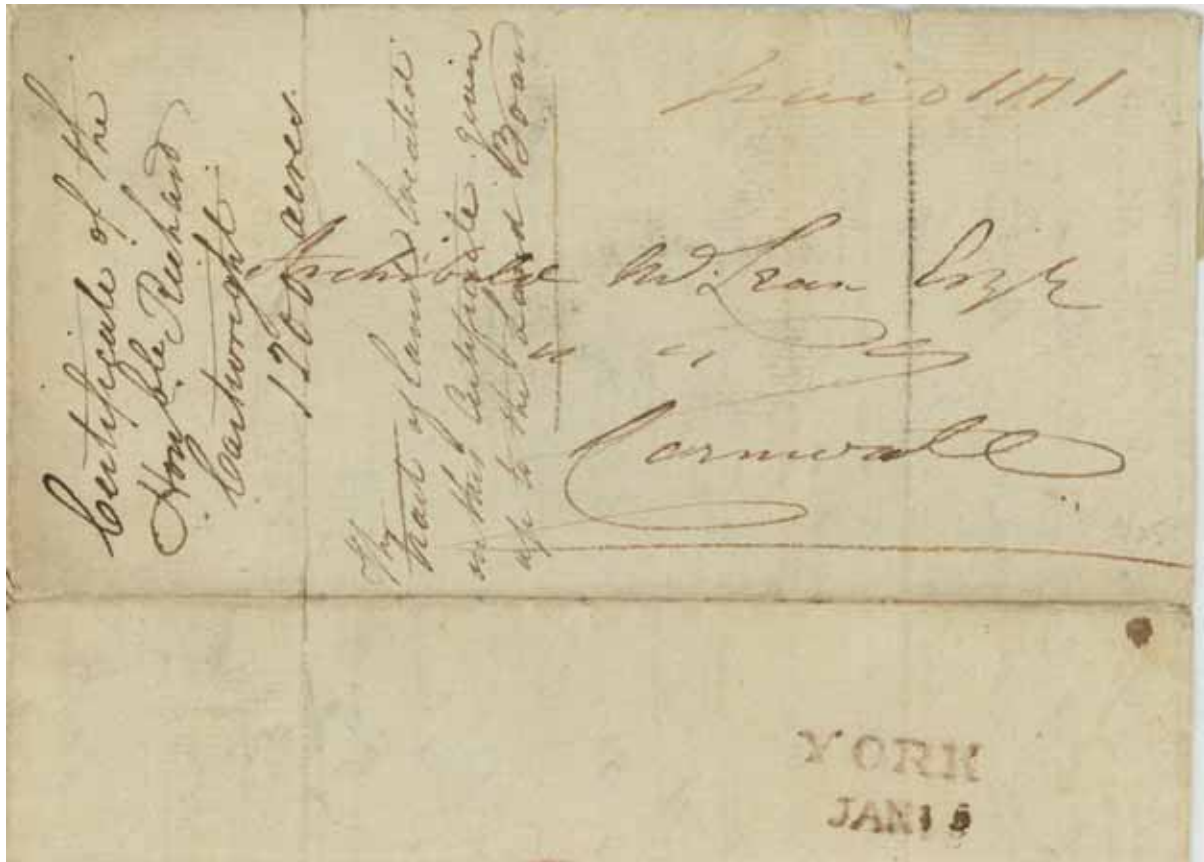
BROCKVILLE straightline, known 1816–30, and one of the commoner (and most clearly struck) Canadian straightlines. Rarely seen on both sides.

W.R. Newwood
7 Sept. 1819



Brockville—York, double, 1821. Rated collect 1 1/8 d cy, double (including the deliberate overcharge), for the enclosure. A pre-money letter, as it contained money, but was sent prior to the adoption of the money letter system in Upper Canada (1825).

Deliberate overcharge

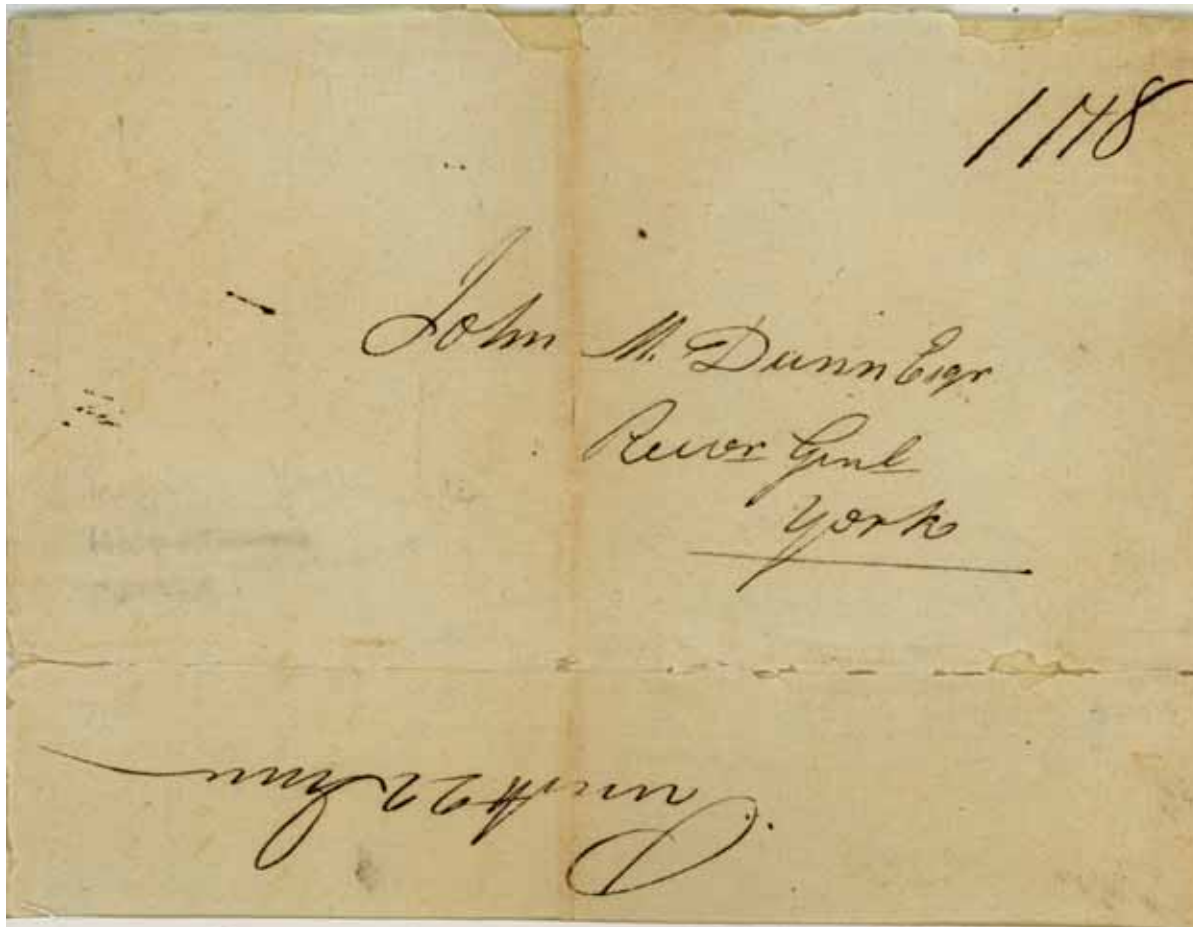


York–Cornwall (UC), 1821. Rated *paid 1/1* cy, as though the mileage were 301–400 miles; it is 201–300 miles, so only 11 d cy should have been charged. In this case, the postmaster pocketed the 2 d difference.

YORK straightline, much less common in red(dish).

Yak 13 January 1821

Deliberate overcharge of erroneous rate



Pre-money letter, Prescott–York, 22 June 1821. Letter contained £25 cy, hence a pre-money letter.

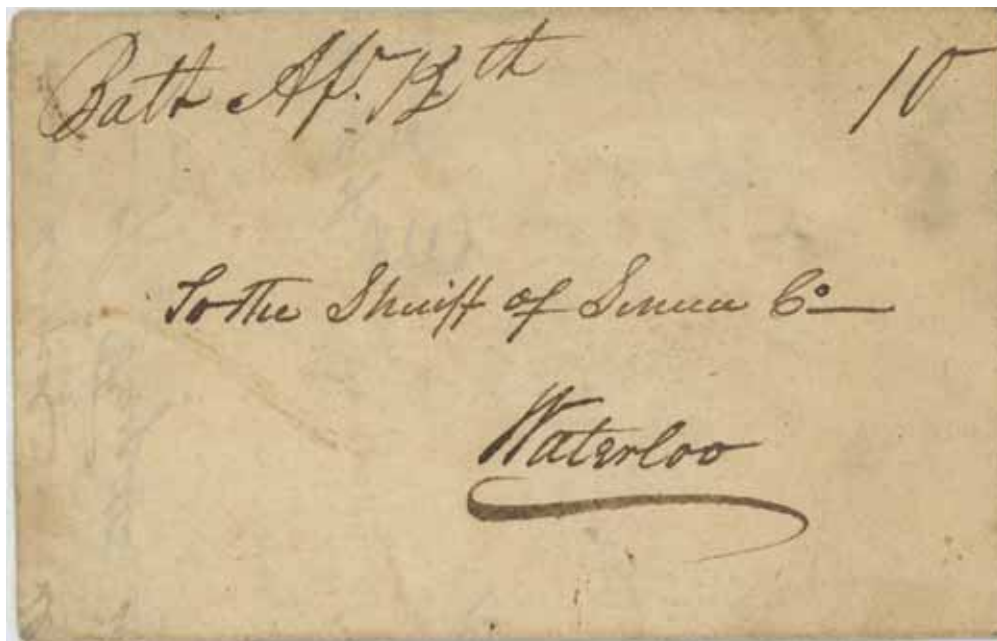
Rated $1/8$ cy collect, double 101–200 mile rate (including deliberate overcharge of 1 d, which was also doubled)—but misrated: should have been double 11 d cy, that is, $1/10$ cy. Earliest reported manuscript datestamp *Prescott*.

Here is a slightly later cover over the same route, charged properly (11 d cy for 201–300 miles, and without overcharge).



Prescott–York, 19 July 1821. Rated **Paid 11^d** cy, 201–300 miles. Ms *Prescott*. Different postmaster.

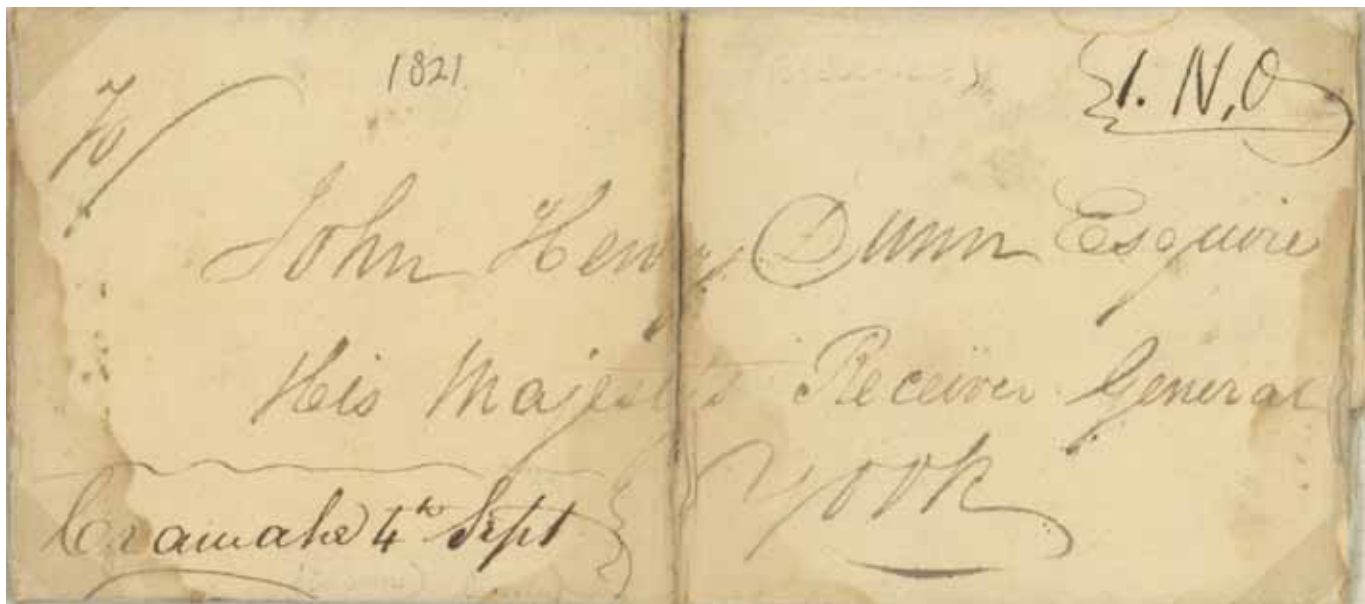
Deliberate overcharge



Bath 12. Apr. 1821.

Bath (U C)–Waterloo (U C), 12 April (1821). Rated collect 10 d cy, made up of 9 d cy for 61–100 miles and 1 d overcharge.

Only reported ms. Post office opened 1819.



Cramahe U C–York, 4 September 1821. Rated collect 1/0 cy, 1 d deliberate overcharge, 201–300 miles.

Post office open 1820–29, when it became Colborne. No handstamps have been reported, and this is the only ms, thus the only postmark known from this office.

Domestic rates (post-deliberate overcharge)

4½ d cy (under 60 miles) and 7 d (61–100 mi) are very commonly seen.

9 d (101–200 mi) and 11 d (201–300 mi) are fairly common.

Even 1/2 d (301–400 mi) is not scarce (for example, York/Toronto–Montreal). 1/4 (401–500 mi) is more difficult to find, (single) 1/6 (501–600 mi) is much more difficult, and 1/8 (601–700 mi) is really only ever seen on intercolonial letters (Quebec–Halifax). There is no obvious uniform translation that applies to the respective sterling rates, 4, 6, 8, 10, 1/-, 1/2, 1/4, 1/6.

101–200 miles

9 d cy



York U C–Niagara Falls, 23 June 1829. Rated collect *1/6*, double 101–200 miles.

YORK U. C double circle italic. Typeset dated, known 14 May–16 September 1829; ms dated, known August (?)–October 1829. Became the city of Toronto in 1834.

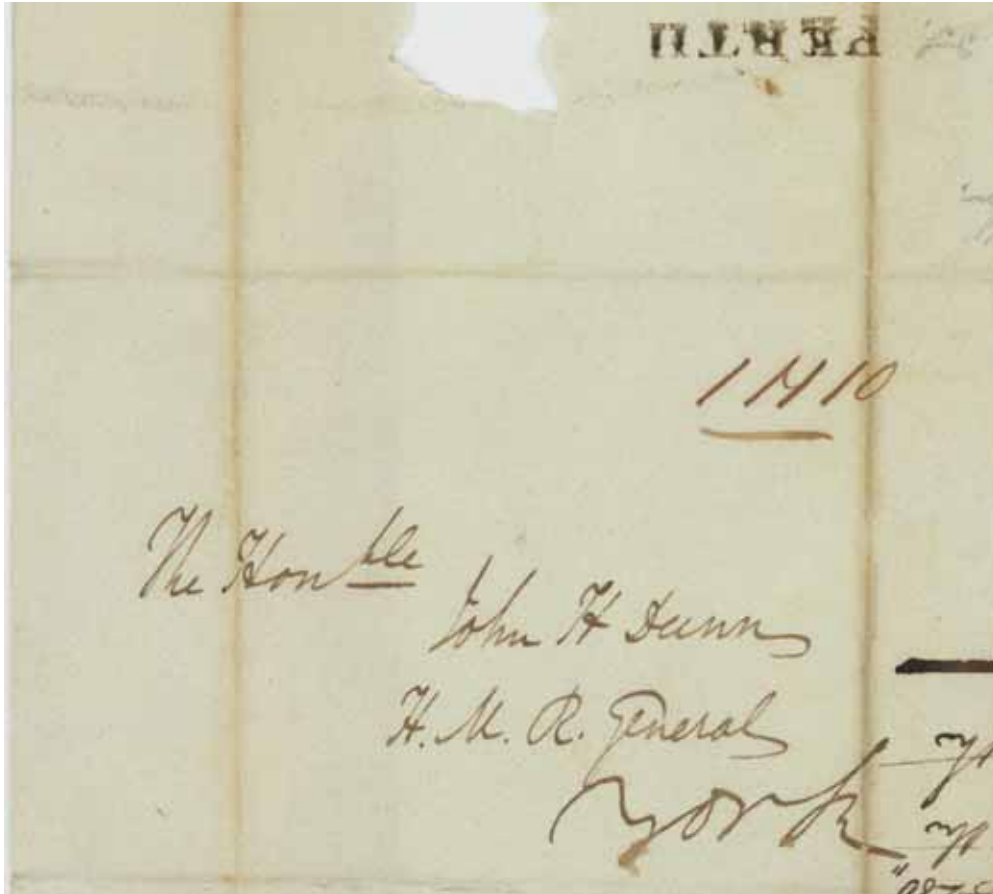


Williams, Huron Tract–York, 1831. Rated collect *9 d* cy, 101–200 miles. Williams (Huron Co) had a post office 1842–68. Detailed surveyor's letter concerning division of lands near Lobo, between the Canada Company and the Crown.

LONDON 1829-type, known 1831–39.

201–300 mi

11 d cy until 1844



Perth 26th April 1825

Perth–York, 1825. Rated collect *1/10* cy, double (enclosure), 201–300 miles.

P E R T H straightline on reverse, known 1822–9.

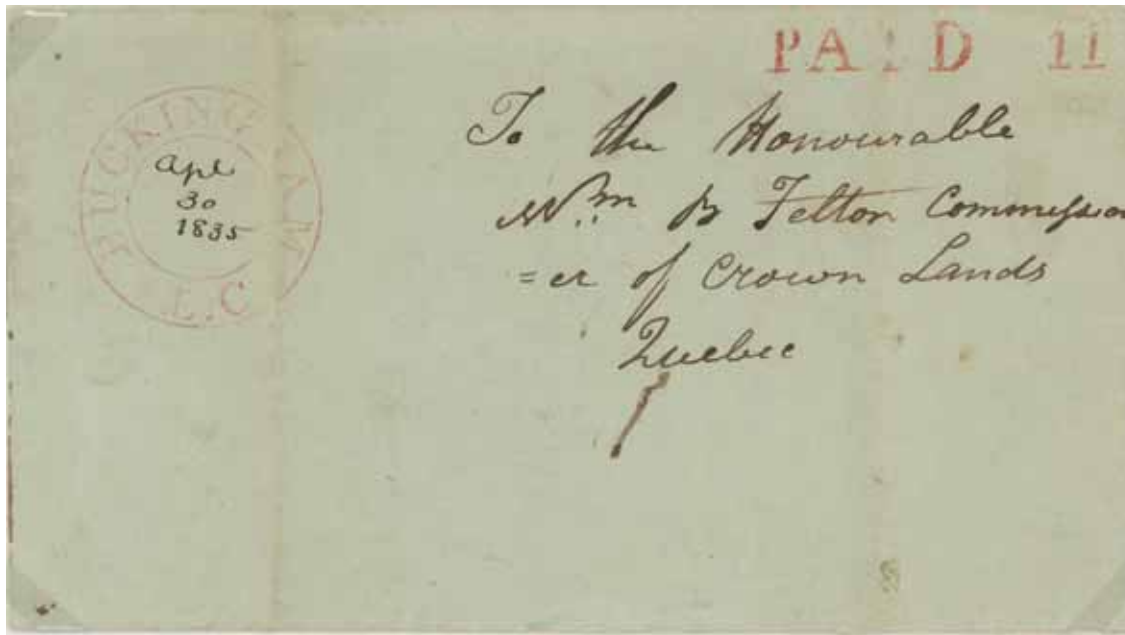


York 13 Dec 1826
Inspector General Office

York–Sandwich (U C), 1826. Rated *Paid 11* d cy, 200–300 miles. From the Inspector-General's office (IGO).

Ratestamp

One of very few entirely handstamped ratemarks pre-1851.

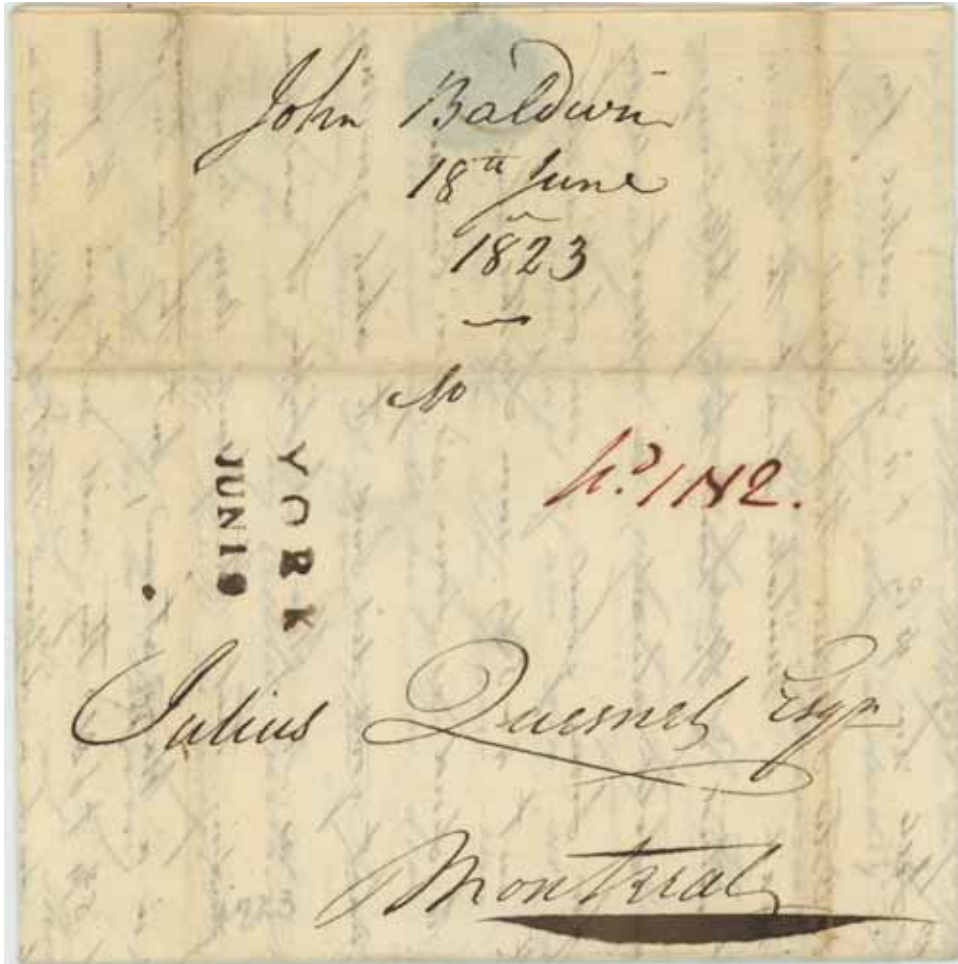


Buckingham–Quebec, 1835. Rated **PAID 11** d, 201–300 miles. Ms **1** below address may indicate the 1 d delivery fee (collect) in Quebec.

BUCKINGHAM L.C double circle known 1834–47. Post office opened 1832.

301–400 miles

1/2 cy until 1844.



York–Montreal, 1823. Rated p^{∂} 1/2 cy, 301–400 miles. **YORK** straightline on front, for a change.



Quebec–York, 1830. Carried privately to Montreal, and rated collect 1/2 cy, 301–400 miles. Addressed to the Lieut-Governor of Upper Canada.

Small **MONTREAL** circle, known 1825–36.

401–500 miles

1/4 cy



Colborne UC—Lord Aylmer (Elmour), Governor-General of Canada, 20 August 1832. Collect $1/4$, 401–500 miles.

COLBORNE U.C double oval, made out of the double circle. Known May 1832–February 1833.



Waterford (U c)—Montreal, 17 January 1833. **Money** letter. Rated **paid 2/8** cy, double $1/4$, 401–500 miles.

Ms Waterford (Norfolk Co). Post office opened 1826. Ms reported 1829–36.

501–600 miles

1/6 cy



Quebec–Saint John (NB), 1834. Rated collect 1/6 cy, rate by mileage to destination.

Double circle QUEBEC, very common, known 1833–42.



Montreal–London (c w), 1845. Rated collect 1/6 cy, 500–600 miles.

Advertised & not called for/London PO/Sept 1 1845. From the Crown Lands Office.

501–600 miles

1/6 cy



Owen Sound (Grey Co, CW)–Montreal, 16 March 1847. Rated collect 1/6 cy, 501–600 miles.

Ms Owen Sound. Post office opened 1846. One other ms is known, 22 December 1846.

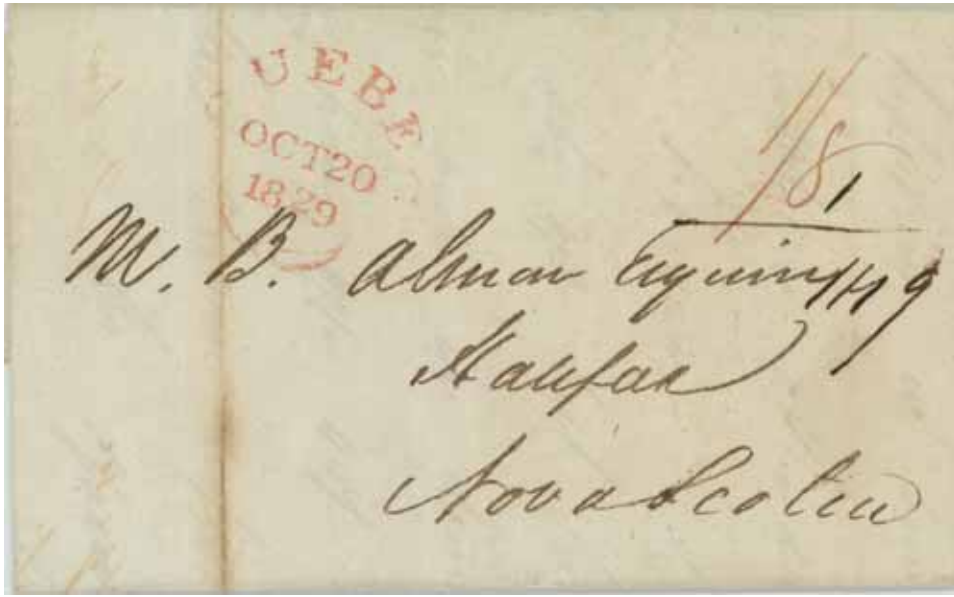


Howard–Montreal, 1848. Rated PAID 1/6, 501–600 miles.

HOWARD UC 1831-type known 1833–48.

601–700 miles

$\frac{1}{8}$ cy



Quebec–Halifax, 1829. Rated collect $\frac{1}{8}$ cy (by mileage) plus 1 d local delivery fee in Halifax.

QUEBEC fleuron wings, known 1809–30.



Bellevue (L C)–Niagara, 1837. Rated collect $\frac{1}{10\frac{1}{2}}$ cy made up from $\frac{1}{8}$ cy (601–700 miles), and $\frac{2}{2}$ d cy incoming ship letter fee.

Oval QUEBEC SHIP LETTER crown, here used on domestic cover.

601–700 miles

1/8 cy



Windsor–Montreal, 1844. Rated collect 1/8 cy, 601–700 miles.

Tiny **WINDSOR C.W. 18 OCT 1844** straight-line, known 1843–5.



Montreal–Sandwich (U.C.), quadruple 1848. Prepaid **6/8** = $4 \times 1/8$ cy (two ounces, 601–700 miles; straight-line distance is only 520 miles). From Crown Lands Office.



Conversion to currency changes slightly

On 21 October 1843, currency/sterling equivalence was slightly altered. While the 4½, 7, & 9 d rates remained the same, the 11 d rate (201–300 miles) became 11½ d and the 1/2 cy rate (301–400 mi) became 1/1½ cy.

The latest 11 d use (201–300 mi) I could find was September 1843, and the earliest 11½ d cover was dated October 1844; the earliest date for 1/1½ cy (301–400 mi) was April 1844. So the conversion changes occurred sometime in the period September 1843–April 1844.

On 5 January 1844, the cumbersome multiplicity scheme was replaced by weight (per half-ounce), so it is tempting to conjecture that these conversion changes occurred at the same time.

The 1/4, 1/6, 1/8 rates (respectively, 401–500 mi, 501–600 mi, and 601–700 mi) appear to have been unchanged.

11 d → 11.5 d



Frampton (L.C.)–Montreal, October 1844. Rated 11½ collect.

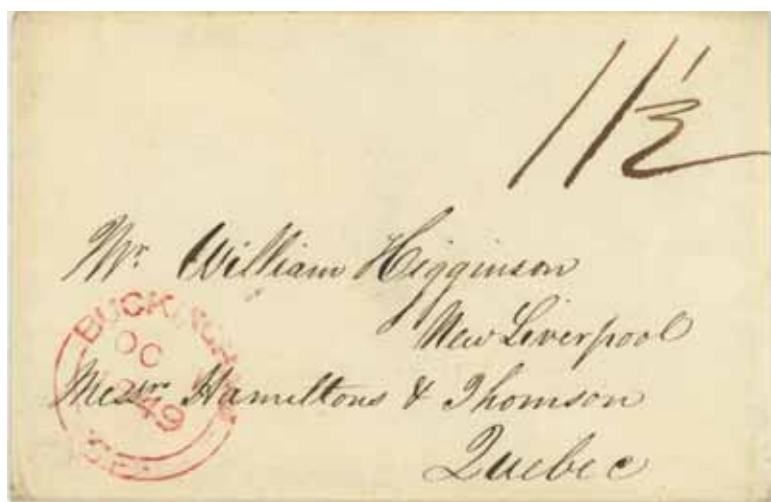
11 d \mapsto 11.5 d



Montreal–Litchfield (LC), 1846. Originally rated collect 9 d cy for 101–200 miles; but the distance (by road) was determined to be 201–300 miles, hence the rerating (*More to pay 2½*) to 11½ collect.

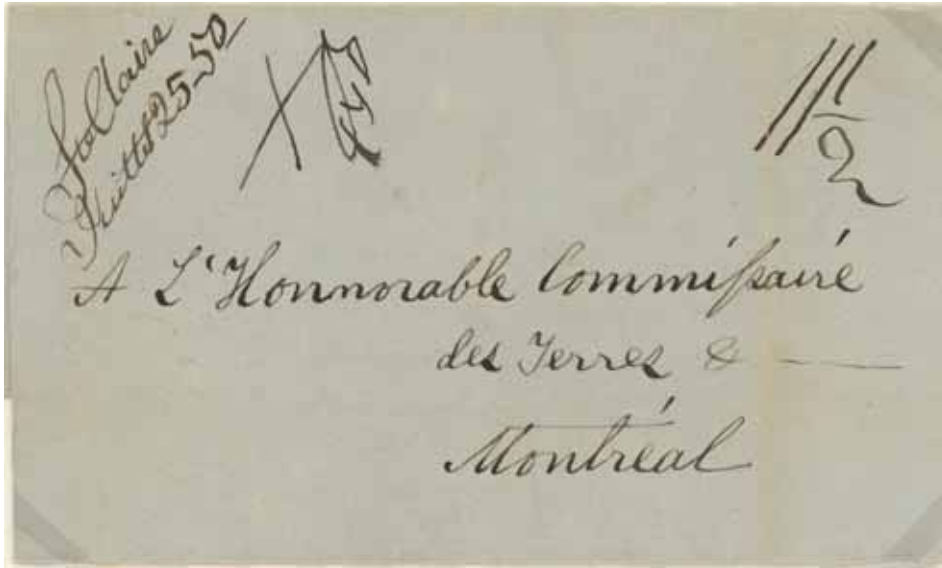
Via Bytown to Litchfield, and then to Pembroke. *Not known*

Litchfield seriffed double broken circle known 1843–53.



Buckingham (CE)–Quebec, 1849. Collect 11½ d cy, 201–300 miles. Buckingham double broken circle known 1848–62.

11 d ⇨ 11.5 d



Ste Claire (CE)—Montreal, 1850. Charged 11½ d cy, 201–300 miles.

Ms Ste Claire (Dorchester Co); post office opened 1849.

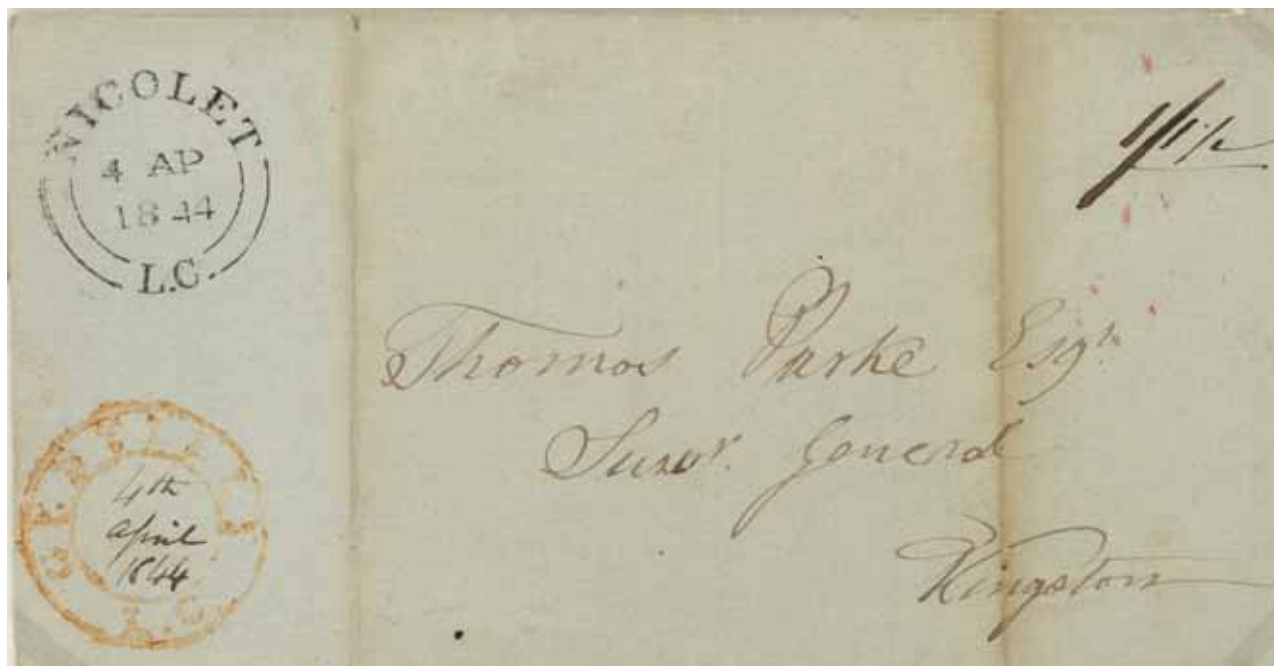
The XO marking is more commonly seen on money letters, and its purpose is unknown.



Murray Bay (CE)—Montreal, 1850. Charged 11½ d cy, 201–300 miles.

Ms Murray Bay (Charlevoix East Co); post office open 1832–1914.

1/2 ⇨ 1/1½



Gentilly—Kingston, April 1844. Rated collect 1/1½ cy, 301–400 mi.

GENTILLY L.C double circle known 1833–58. Despite clean strike, worn appearance.



Port Credit (U C)—Montréal, 29 August 1844. Rated collect 1/1½ cy, 301–400 miles.

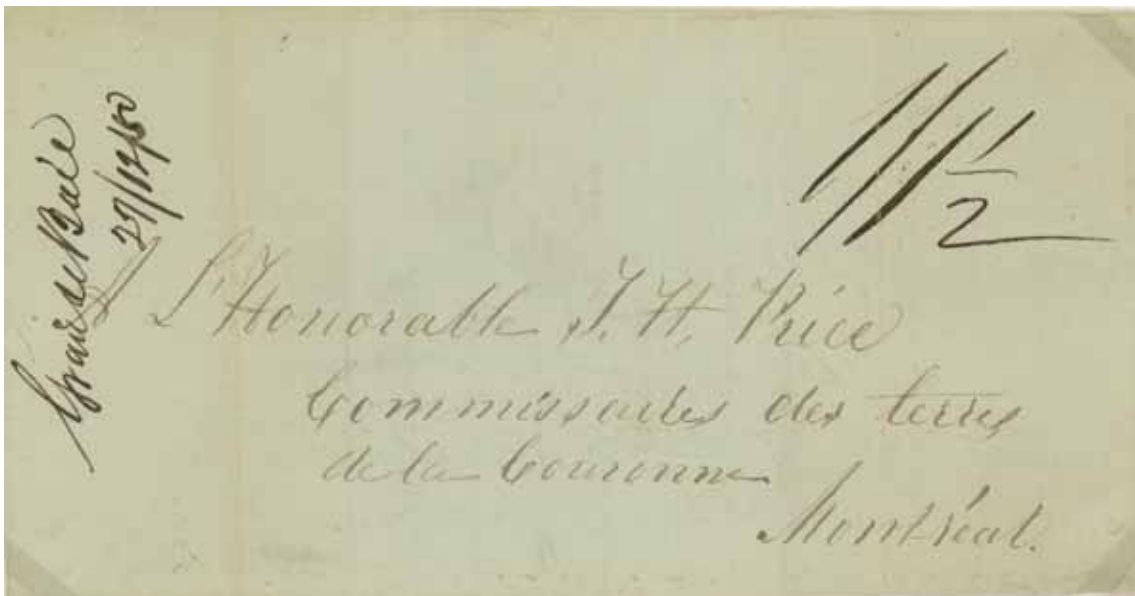
Only reported Port Credit ms.

1/2 → 1/1½

Ms Grande Baie (Chicoutimi Co, c E). Post office opened 6 January 1850.



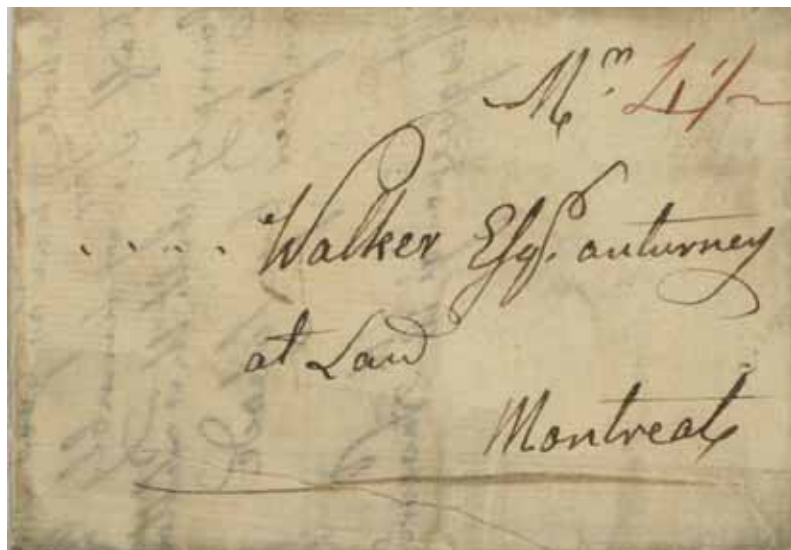
Grande Baie—Montreal, 3 May 1850. Charged 1/1½ cy, 301–400 miles.



Grande Baie—Montreal, 27 December 1850. Charged 1/1½ cy, 301–400 miles.

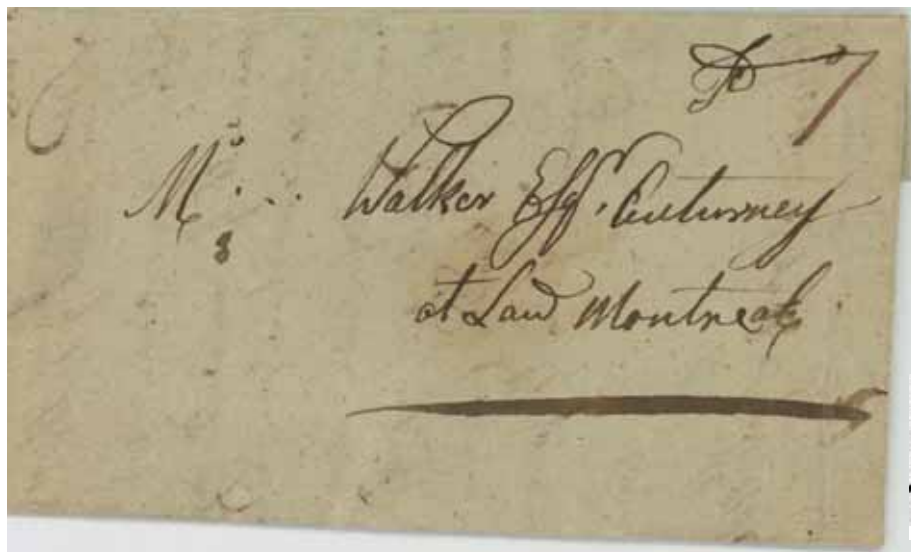
Rate changes due to mileage

Distances used to determine the rates referred to the total road mileage, not the straightline distance. As new roads were built, road mileage could drop sufficiently that the rate would decrease. Here is an example of the reverse phenomenon. Perhaps the route was remeasured?



Maskinongé 13th Novemb^r 1785

Maskinongé—Montreal, 13 November 1785. Rated collect $4\frac{1}{2}$ d cy, under 60 miles. The straight line distance was around 50 miles, so perhaps the postmaster mistakenly used this to determine the rate.

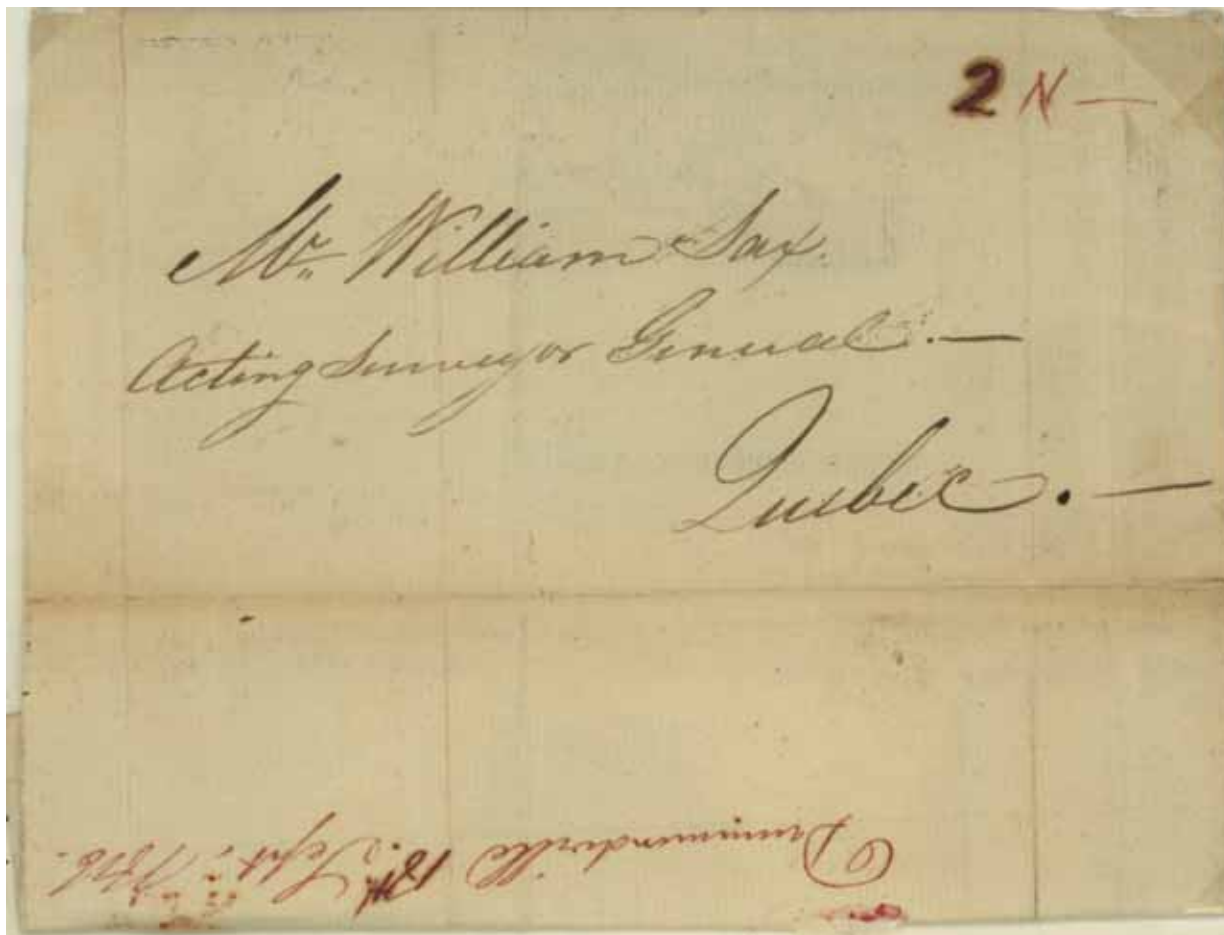


Maskinongé 28th Sept^r 1786

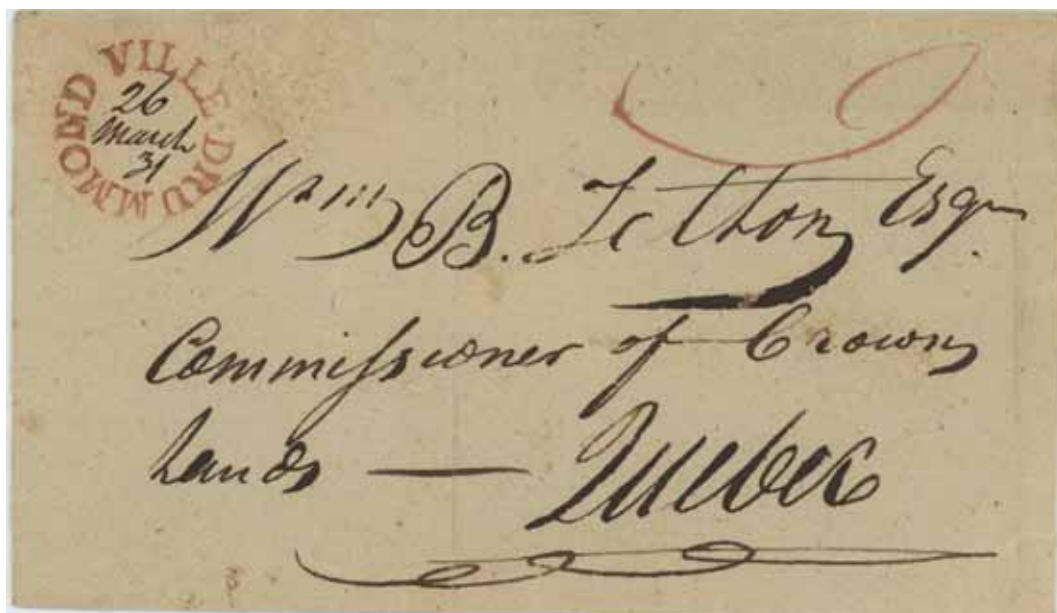
Maskinongé—Montreal, 28 September 1786. Rated collect 7 d cy, 61–100 miles. Same correspondence.

Mileage change

Drummondville (Drummond Co, LC), post office opened 1816. Not to be confused with Drummondville, UC (Welland Co; post office opened 1830).



Drummondville (LC)–Québec, triple, 18 September 1816. Rated collect 2/- d cy. The distance in road mileage apparently being believed to have been 61–100 miles, the rate was presumably 7 d with an excess charge of 1 d per weight/sheet. From about 1831, road mileage was 101–200 mi.



Drummondville–Québec, 1831. Rated collect 9 cy; now evidently the road mileage was 101–200 miles.

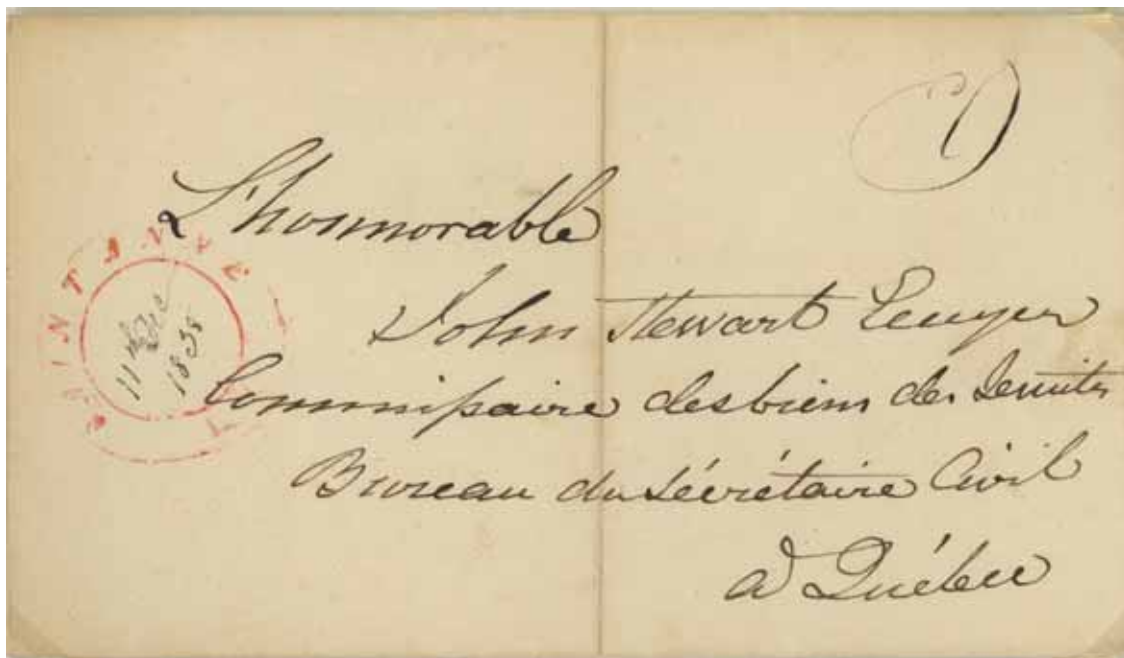
DRUMMONDVILLE, 1829-type, known 1829–49. That's a good strike.

Rate change and late deliberate overcharge (?)

St Anne LC ms and first hammer. St Anne (de la Perade), Champlain County, LC. Post office opened 1820.



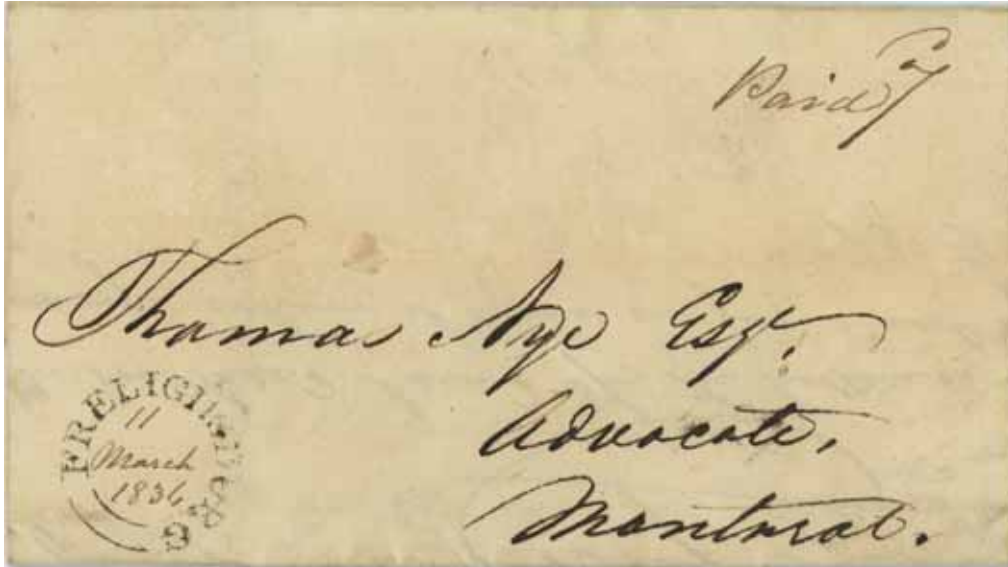
St Anne (de la Perade; Champlain Co, LC)—Québec, 27 February 1822. Despite the postmaster being French-speaking (*fv* for *février*), the office name was written in English (*St*, rather than *Ste*). Rated *12* d cy; deliberate overcharge of the 201–300 mile rate?



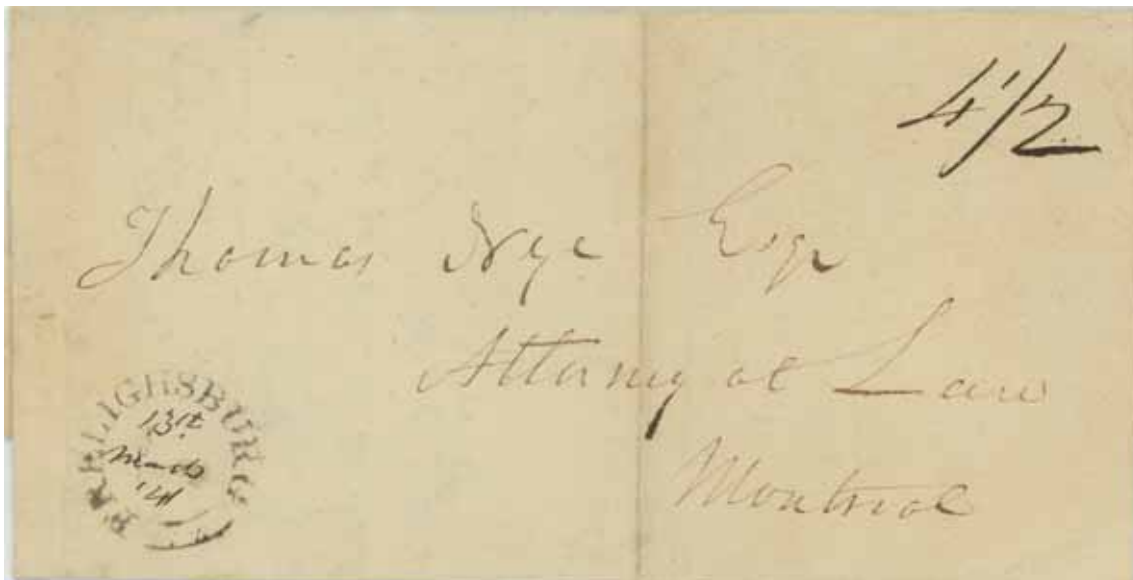
St Anne—Québec, 1838. Rated collect *9* d cy, 101–200 mile rate; possibly the road mileage decreased in the 16-year interval. First hammer, double circle italic, written *SAINT ANNE*, known 1831–39.

Rate change

Rates were by road mileage; presumably, between 1836 and 1841, more roads were established, and reduced the road mileage Frelighsburg–Montreal. The straightline distance is 55 miles.



Frelighsburg–Montreal, 1836. Rated Paid 7^d cy, 61–100 miles.

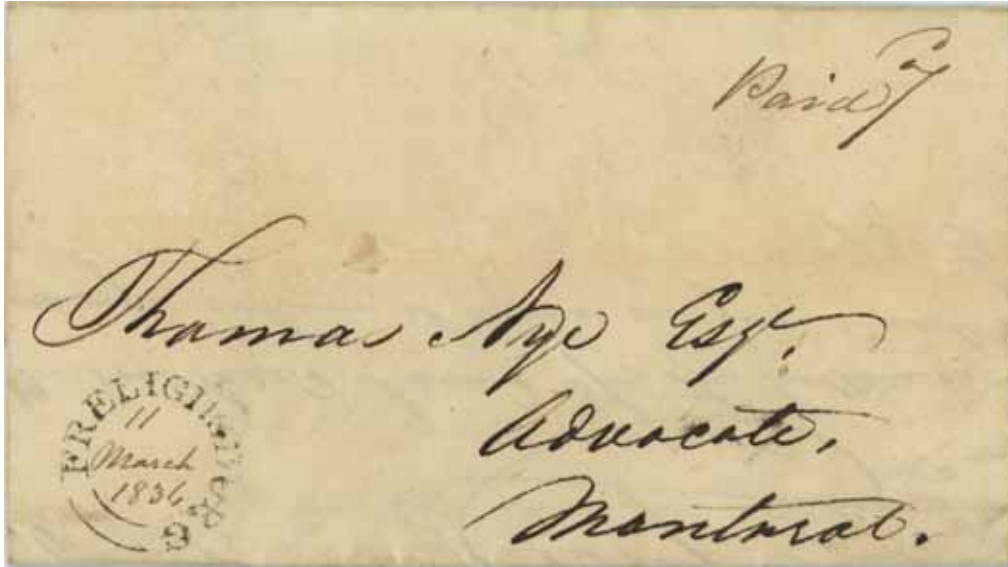


Frelighsburg–Montreal, 1841. Rated collect 4½ cy, under 60 miles.

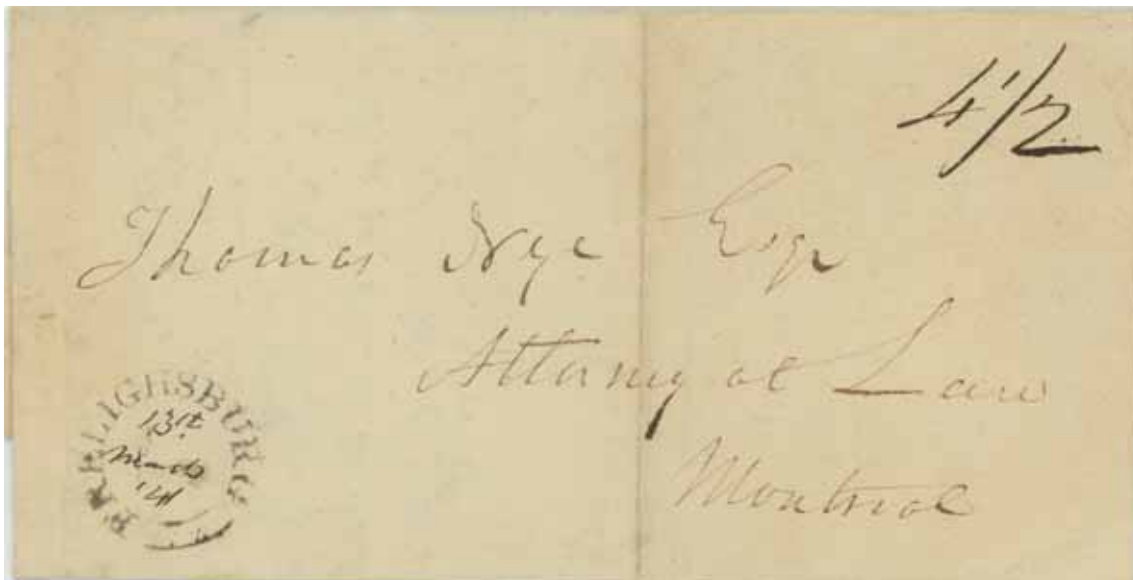
FRELIGHSBURG 1829-type, known 1829–48. Post office opened 1827.

Rate change

Rates were by road mileage; presumably, between 1836 and 1841, more roads were established, and reduced the road mileage Frelighsburg–Montreal. The straightline distance is 55 miles.



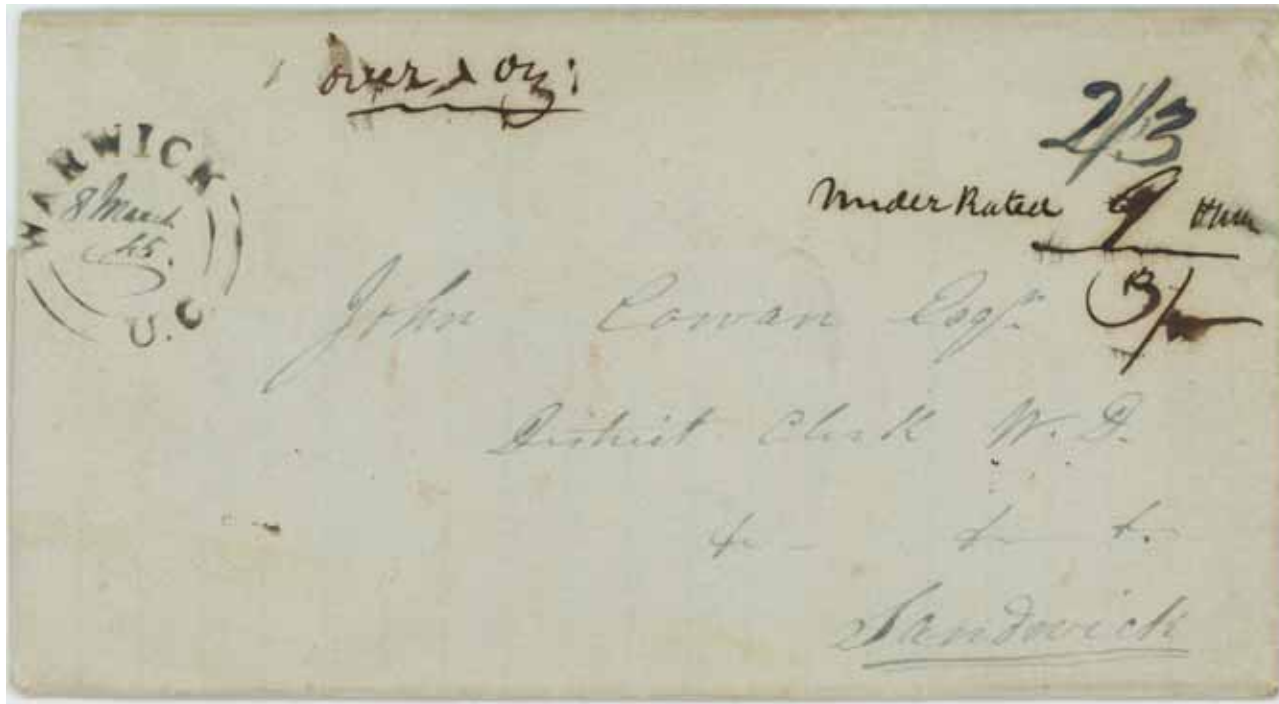
Frelighsburg–Montreal, 1836. Rated Paid 7^d cy, 61–100 miles.



Frelighsburg–Montreal, 1841. Rated collect 4½ cy, under 60 miles.

FRELIGHSBURG 1829-type, known 1829–48. Post office opened 1827.

Short paid



Warwick (U C)–Sandwich, 1845. Rated initially $1/6$ cy, double 101–200 miles, partially erased and replaced by $2/3$ (triple) at office of origin. Reweighed (probably at Sandwich), and found to be $1\frac{1}{2}^+$ –2 oz; this required quadruple rate, ms *under rated 9 more*; at the same time, marked *over 1 oz* (which is confusing, because it has become quadruple, not triple).

WARWICK U.C. serif double broken circle, earliest reported strike, known to 1855.

Multiple rates to 1851

From 1763–1844, domestic rates obtained from distance were multiplied according to the following rules.

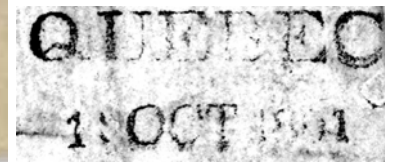
- (a) If exactly one sheet, multiplication by 1 (that is, no change), no matter what the weight;
- (b) if more than one sheet and weighs at least an ounce [28.3 g], multiply by the number of quarter ounces (or part thereof);
- (c) if more than one sheet and weighs at most an ounce, multiply by the number of sheets, up to a maximum of four.

Any piece of paper/material enclosed counted as a sheet. The number of sheets was determined by candling.

Originally, the distance rates, computed in sterling, were to be multiplied and *then* converted to currency. However, sometime in the 1810s, the rule became to convert the single rate to currency, and then multiply. (Since conversions typically had rounding errors, the two methods typically yielded different results.) Drop letters were exempt, and always charged single, no matter the weight or number of sheets.

From 6 January 1844, multiplicity became simpler and resulted in cheaper postage: the number of half-ounces or part thereof. Until this date, letters in envelopes were counted as at least two sheets, so envelopes were almost never used.

Quebec–Montreal, unovigintuple rate, 1801



Quebec–Montreal, unovigintuple ($21 \times$), 1801. Rated collect $5\frac{1}{4}$ oz $15/7$ cy. Single rate is 8 d stg, and $21 \times 8 \text{ d} = 168 \text{ d stg}$; this converted to $187 \text{ d cy} = 15/7 \text{ cy}$ at the then-current conversion rate (which varied slightly, and really only made a difference for high multiples). In these early days, conversion occurred after multiplication. (Later, it would have been $21 \times 9 \text{ d cy} = 15/9$.)

Straightline QUEBEC, with several dating variations, known 1799–1809.

Quintuple, 1797



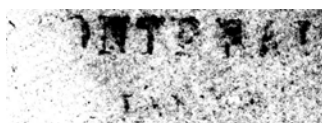
Three Rivers—Quebec, quintuple, 1797. Rated **PAID 2/11** cy; the charge was 6 d stg for 61–100 miles, quintupled ($1\frac{1}{4}$ ounces) to 2/6 stg, which translates (roughly) to 2/11 cy, which by coincidence is also obtained by reversing the order, 5×7 d cy. Straightline THREE RIVERS, known 1792–9.

Triple, 1812



Probably Montreal–Quebec, 1812. Rated PAID $2/3$ cy, triple. In this case, triple the sterling rate of 8 d would have converted to $2/3$, which is also triple 9 d cy.

Faint MONTREAL straightline. The paid handstamp appears to be made from loose type.



Double, 1819

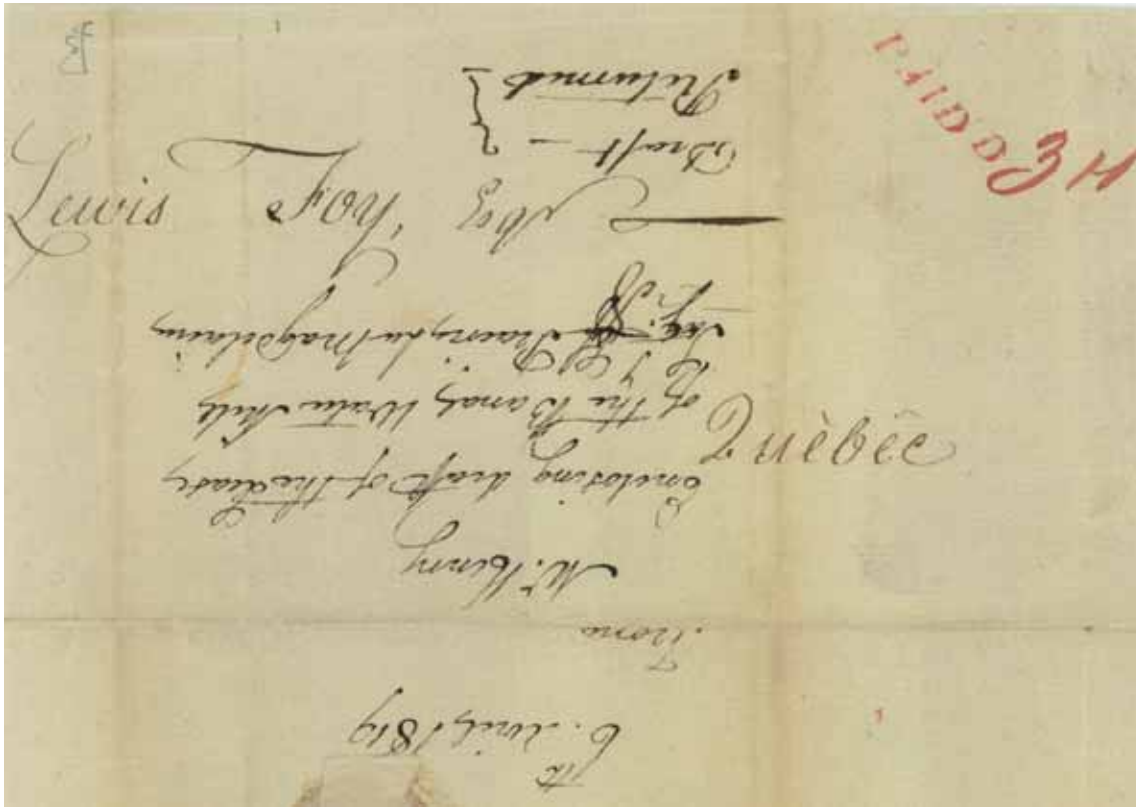


Vittoria Long Point–District of Johnstown (U C), 19 July 1819. Charged $1/3$ cy. District of Johnstown (1800–50) comprised a very large area of U C; the district town was Elizabethtown (from 1808). Current road mileage Vittoria–Elizabethtown is 66 mi, so the road mileage at the time was likely 61–100 mi, or possibly 101–200 mi; corresponding charges would have been 7 d or 9 d per sheet, respectively.

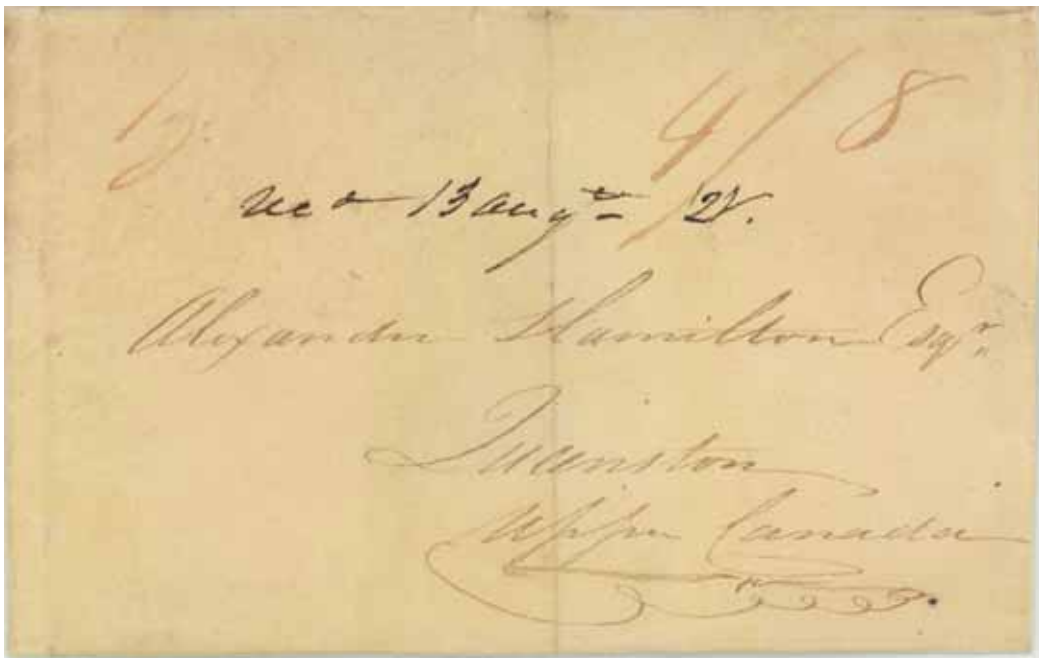
But double 6 d stg would have converted to $1/3$ cy. This is thus not likely deliberate overcharge (the overcharge would have been doubled), but a late use of the early method of calculating multiple rates.

VITTORIA LONG POINT. U CANADA. double oval, known April 1818–July 1819. Final digit of the year is written in.

LC and LC–UC, quadruple



Montreal (?)–Quebec, quadruple, 1819. **PAID 3N**, 4×9 d cy.



Montreal–Queenston, 1821. Rated quadruple (**1 oz**) collect, $4 \times 1/2 = 4/8$ cy, 500–600 miles.

Montreal straightline known used 1810–28.



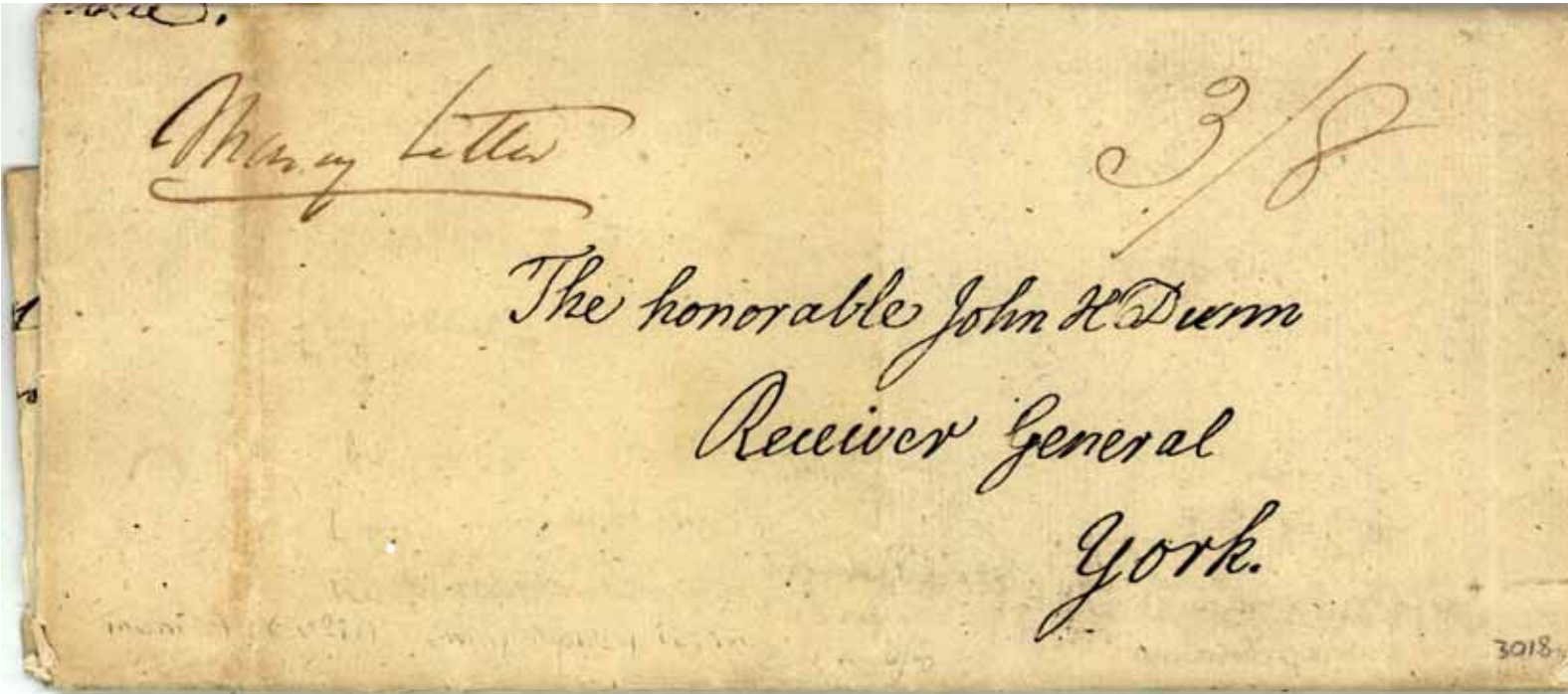
UC sextuple money letter



Cornwall–York, money letter, November 1826. Amount enclosed noted on the front; this was discouraged—as it invited theft—so is seldom seen. Rated collect $1\frac{1}{2}$ oz $5/6$ cy, sextuple rate (per quarter ounce), for distance 201–300 miles. Over-inked straight-line PERTH (known 1822–29) on reverse.

Cornwall 28th July 1826

Quadruple money letter

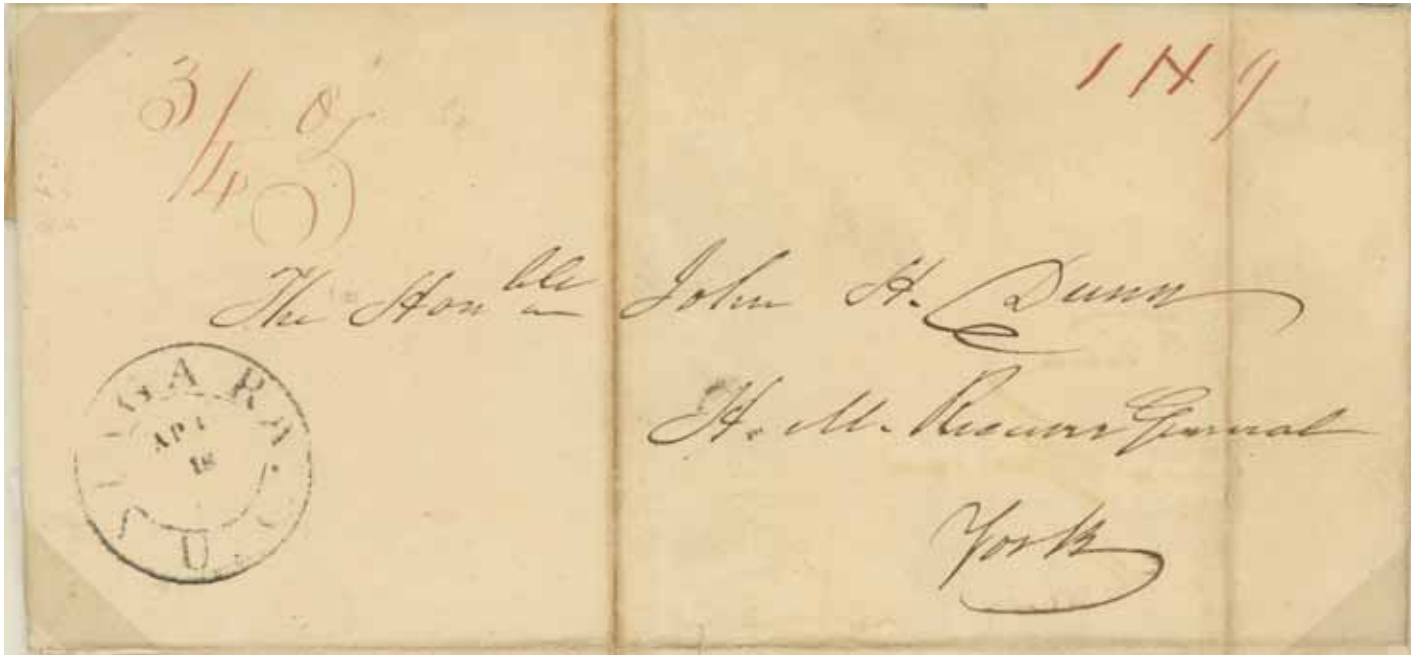


District of Johnstown–York, money letter, February 1828. Rated collect $\frac{3}{8}$ cy, quadruple, for distance 201–300 miles. Contained a large number of bank notes (arising from payment of duties on alcohol), which were itemized (below).

List of Money, in Montreal and Upper Canada Bank Notes sent to the honorable John H. Dunn, Receiver General at York, on account of duties on Shop Tavern, and Still Licences, issued in the District of Johnstown.
6th February 1828.

	No. of notes		Date of cash Note	Bank	Cashier	President
10	14271	1A	5 Jan'y. 1826	Upp ^r Canada	Thos. Midget	W. Allan
10	64	4B	1 July. 1826	Upp ^r Canada	Thos. Midget	W. Allan
10	3964	1A	13 July. 1826	Upp ^r Canada	Thos. Midget	W. Allan
10	10187	1A	1 Jan'y. 1825	Upp ^r Canada	Thos. Midget	Geo. Broadbent
10	1608		1 Oct. 1820	Montreal	R. Griffin	J. Gerrard
5	7544	B	1 Oct. 1820	Montreal	R. Griffin	J. Gerrard
5	4124	1A	Nov. 16. 1822	Upp ^r Canada	Thos. Midget	W. Allan
4	5784	4B	2 March. 1827	Upp ^r Canada	Thos. Midget	W. Allan
4	2974	A	1 June. 1822	Montreal	R. Griffin	J. Gerrard
2	252	B	1 Dec. 1826	Montreal	R. Griffin	J. Mollen
2	707	A	1 Dec. 1826	Montreal	R. Griffin	J. Mollen
2	16198	1B	1 Jan'y. 1825	Upp ^r Canada	Thos. Midget	Geo. Broadbent
2	426	4C	1 July. 1826	Upp ^r Canada	Thos. Midget	W. Allan
2	41	4C	1 July. 1826	Upp ^r Canada	Thos. Midget	W. Allan
2	475	4C	1 July. 1826	Upp ^r Canada	Thos. Midget	W. Allan
2	344	4C	1 July. 1826	Upp ^r Canada	Thos. Midget	W. Allan
2	345	4C	1 July. 1826	Upp ^r Canada	Thos. Midget	W. Allan
2	412	4C	1 July. 1826	Upp ^r Canada	Thos. Midget	W. Allan
2	240	4C	1 July. 1826	Upp ^r Canada	Thos. Midget	W. Allan
2	335	4C	1 July. 1826	Upp ^r Canada	Thos. Midget	W. Allan
2	5882	4C	2 March. 1827	Upp ^r Canada	Thos. Midget	W. Allan
2	6345	1B	Nov. 4. 1823	Upp ^r Canada	Thos. Midget	W. Allan
2	5341	1B	Jan. 11. 1823	Upp ^r Canada	Thos. Midget	W. Allan
2	924	4C	1 July. 1826	Upp ^r Canada	Thos. Midget	W. Allan
2	10908	A	1 Jan'y. 1825	Upp ^r Canada	Thos. Midget	Geo. Broadbent
2	11	A	July 1 st . 1822	Upp ^r Canada	Thos. Midget	W. Allan
2	1021	B	July 1 st . 1822	Upp ^r Canada	Thos. Midget	W. Allan
2	2902	4C	2 Aug ^r . 1824	Upp ^r Canada	Thos. Midget	W. Allan
2	2431	A	Aug ^r 1 st . 1822	Upp ^r Canada	Thos. Midget	W. Allan
2	988	4C	1 July. 1826	Upp ^r Canada	Thos. Midget	W. Allan
2	6009	1B	Nov. 4. 1823	Upp ^r Canada	Thos. Midget	W. Allan
2	631	B	July 1 st . 1822	Upp ^r Canada	Thos. Midget	W. Allan
2	9294	1B	Aug ^r 4. 1824	Upp ^r Canada	Thos. Midget	Geo. Broadbent
2	13501	1B	7 th Nov. 1825	Upp ^r Canada	Thos. Midget	W. Allan
2	8501	A	13 July. 1824	Upp ^r Canada	Thos. Midget	W. Allan
2	3108	4C	3 Jan'y. 1827	Upp ^r Canada	Thos. Midget	W. Allan

Niagara triple and quintuple



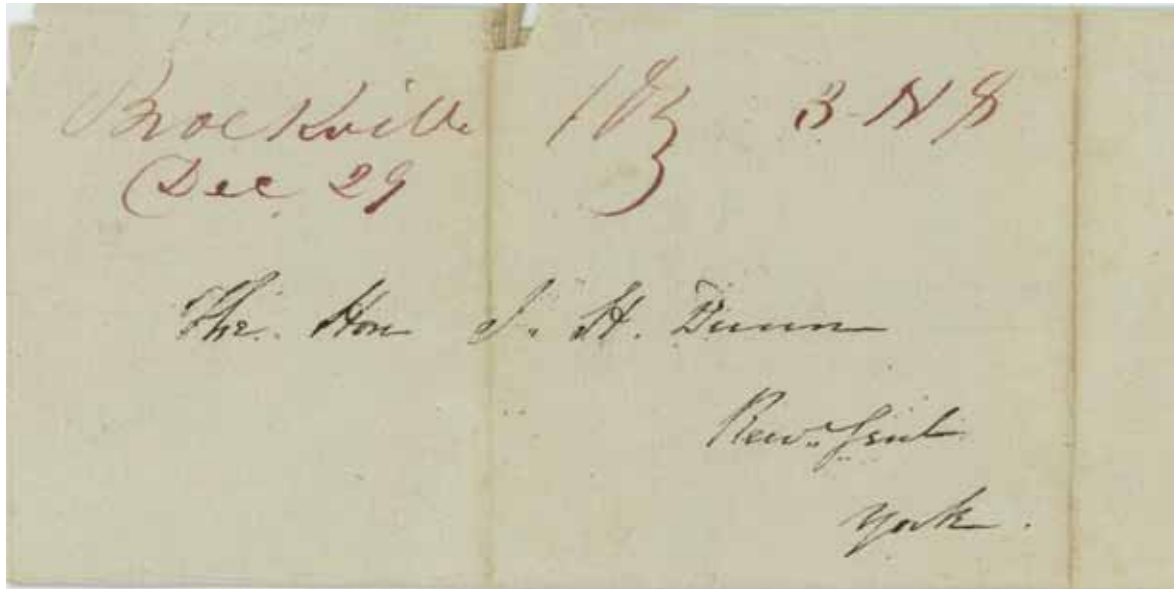
Niagara–York, 1825. Rated collect $1/9$ cy, triple ($3/4$ oz) 61–100 miles. This is a pre-money letter (according to the letter, it contained cash, but was not marked as a money letter).



Niagara–Amherstburg, quintuple, 1829. Rated $1\frac{1}{4}$ oz PAID $4/7$ cy, 5×11 d cy (201–300 miles). The tiny Paid marking is known 1825–29.

Double circle NIAGARA U.C. with typeset date known 1820–9, this being the latest recorded.

Quadruple



Brockville (Leeds Co, U C)—York, quadruple, 29 December (1829). Rated collect 1 oz 3/8 cy, four times 11 d cy, 201–300 miles.
Only reported Brockville ms.

Rate adjusted at destination



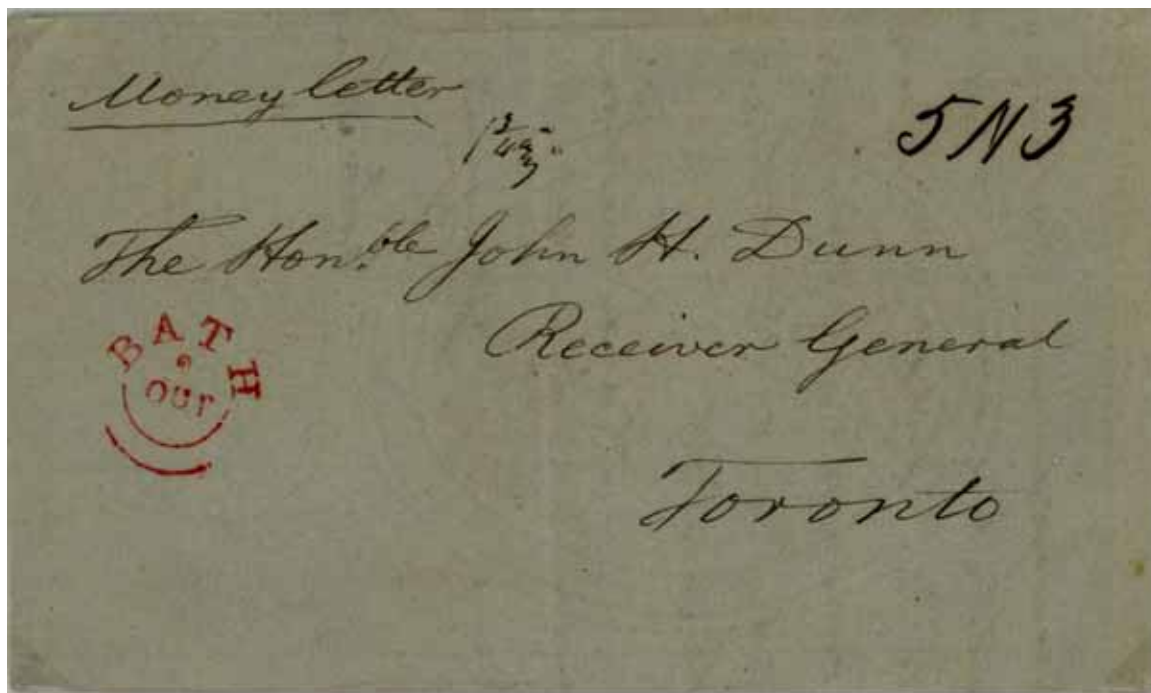
William Henry—Québec, via Montréal, quadruple, 1830s. Rated initially 1/6 cy, double (two sheets) 9 d cy, 101–200 miles, then reweighed or candled and found to be four sheets or $\frac{3}{4}^+$ —1 oz, so postage redoubled to 3/— cy. The **PAID** stamp was struck at Québec (destination), indicating payment by the recipient.

WILLIAM HENRY 1829-type known 1830–34.

UC, octuple and septuple



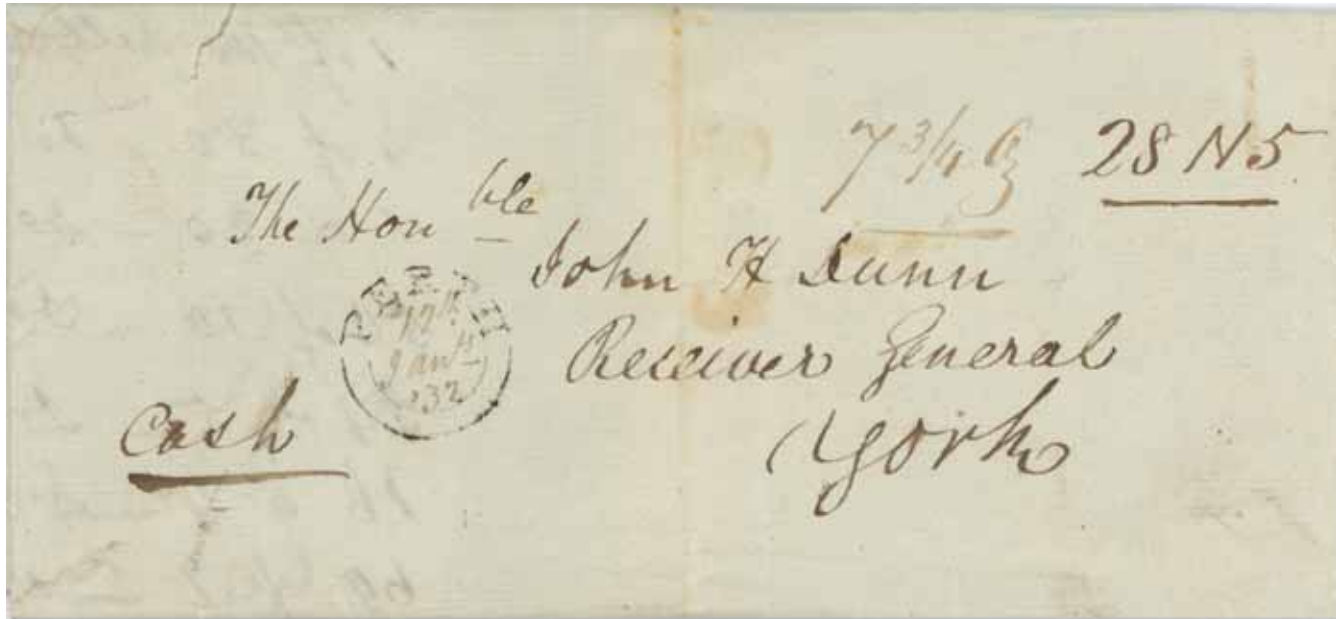
Dundas—*St Thomas* (UC), heavy money letter, 1830s. 2 oz **PAID** 6/ cy. Straightline distance was 84 miles, but by road, it must have exceeded 100 miles. Octuple rate, 8×9 d cy.



Bath—*Toronto*, septuple, money letter, 1834. $1\frac{3}{4}$ oz (seven quarter ounces) 5/3 cy, 7×9 d, collect for 101–200 miles. 1829-type **BATH** is known typeset-dated 1834–36.

UC, thirty-one times rate

I don't know the word for this (unotridecatuple?). Reportedly ([HAL]), the heaviest known money letter (31 ×).



Perth–York, cash (money letter), 31×, 1832. This contained American banknotes totalling the equivalent of £348/10/– cy; they are itemized (below). The list also gives contemporary currency conversion, \$100 equivalent to £25 cy.

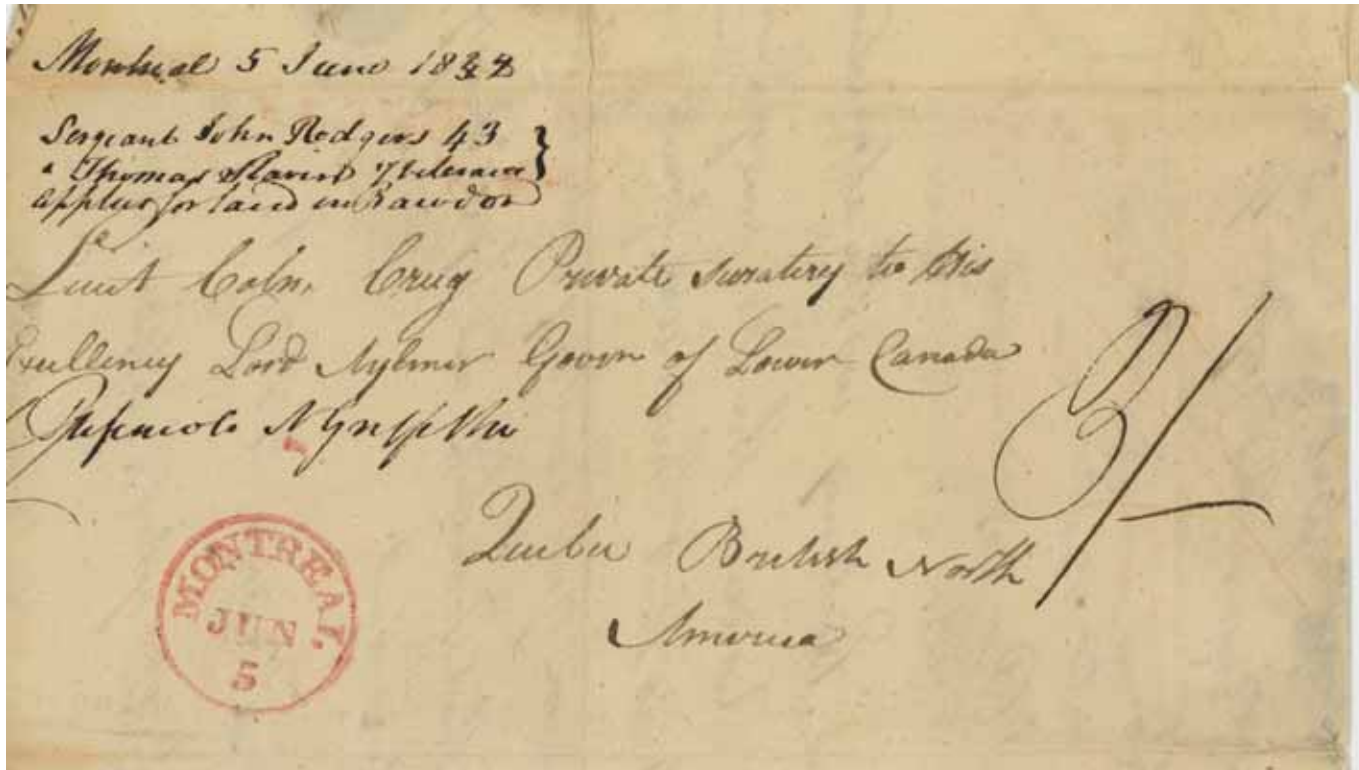
Rated 7³/₄ oz 28/5 cy, charged 31 times the 11 d, 201–300 mile rate.

Relatively common Perth 1829-issue postmark.

1 of 100 dollars –	\$25 u u
4 of 50 – do –	50 u u
1 of 20 – do –	5 u u
50 of 10 – do –	125 u u
54 of 5 – do –	67 10 u
16 of 4 – do –	16 u u
60 of 2 – do –	30 u u
120 of 1 – do –	30 u u
<hr/>	
348.10 u	

A list of the 306 (!) bills enclosed.

Quadruple and triple



Montreal–Quebec, quadruple, 1832. Rated collect 3/– cy, 4 × 9 d cy, 101–200 miles. Addressed to the private secretary to the Lieut-Governor of Lower Canada, from a sergeant applying for land.



Montreal–Quebec, triple, 1833. Rated collect 2/3 cy, 3 × 9 d cy, 101–200 miles.

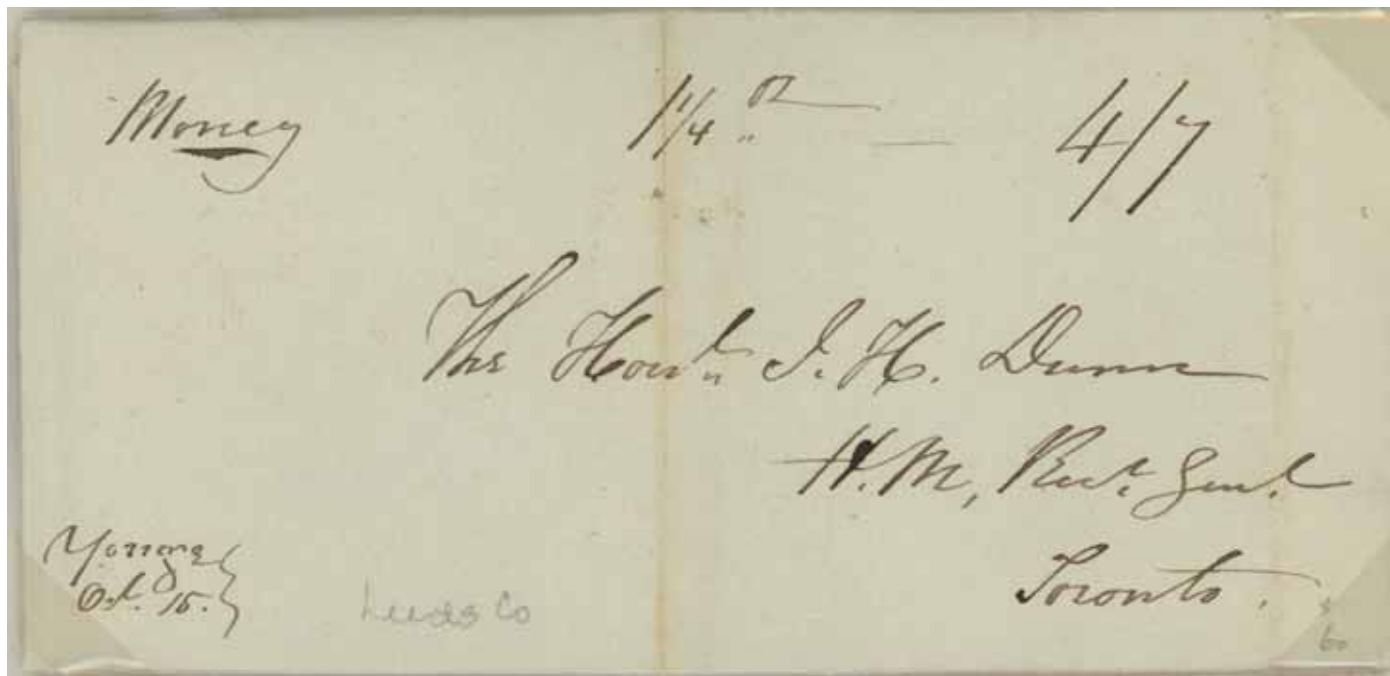
Quadruple



Hawkesbury–Quebec, 1832. Rated quadruple collect 1 Oz 3/8 cy, 4 × 11 d cy, 201–300 miles.

HAWKESBURY 1829-type, known 1830–41.

UC and UC–LC quintuple and sextuple



Yonge (U C)–Toronto, 15 October 1834. Rated collect 4/7 cy, quintuple ($1\frac{1}{4}$ oz) 201–300 miles. Money letter.

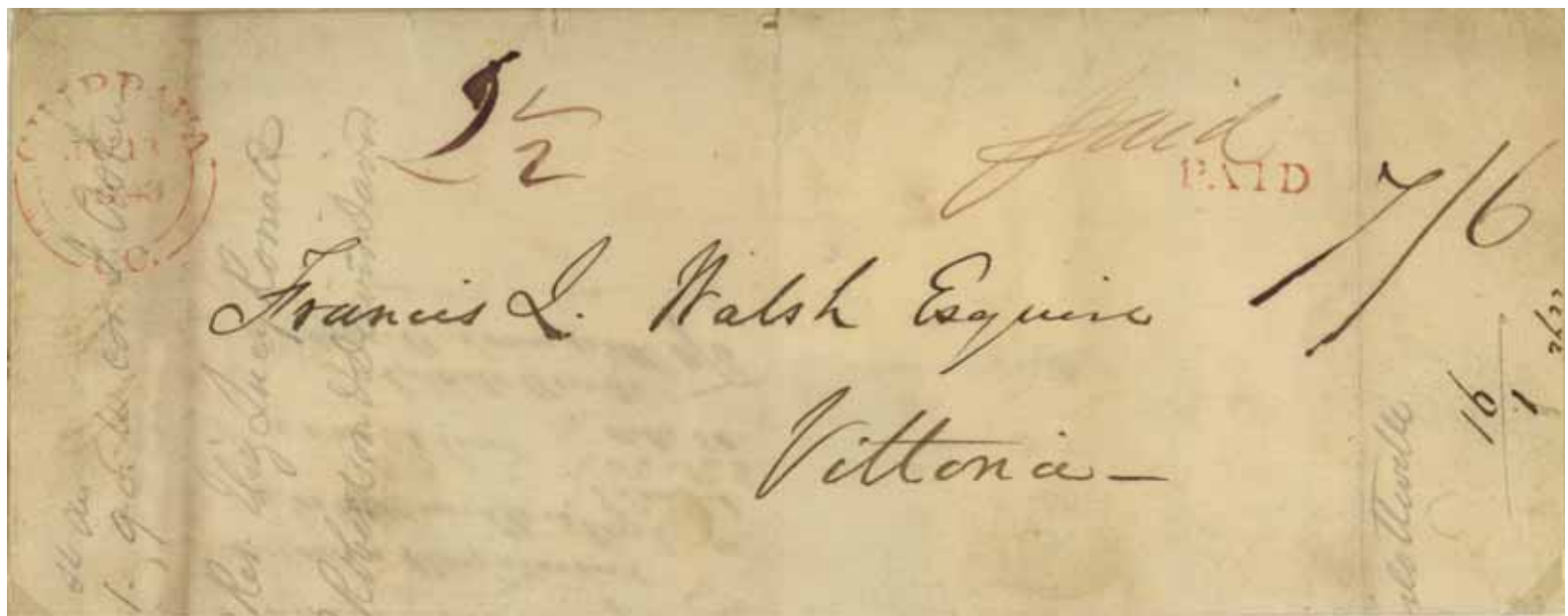


Toronto–Montreal, forwarded to Quebec, sextuple rate, 1836. Rated initially 7/– cy ($6 \times 1\frac{1}{2}$ cy, Toronto–Montreal, $1\frac{1}{2}$ ounces), then charged an additional 6×9 d, **FORWARDED** to Quebec; total due 11/6. Faint **TOO LATE** applied in Toronto.

UC tridectuple and dectuple

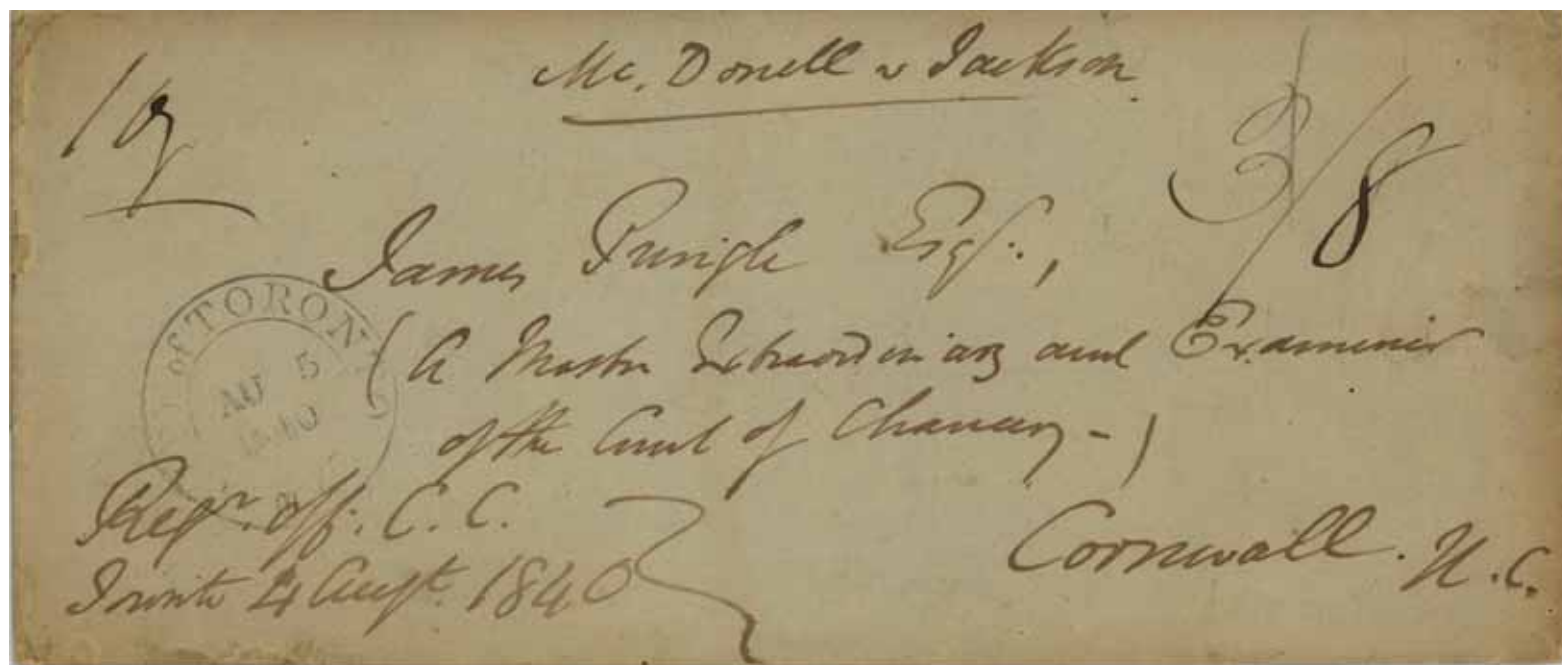


Hamilton—Vittoria (U C), tridectuple (13 ×), 1839. Rated $3\frac{1}{4}$ oz PAID $4/10\frac{1}{2}$ cy, 13 × $4\frac{1}{2}$ d, under 60 miles.



Chippawa—Vittoria, dectuple, 1843. Rated $2\frac{1}{2}$ oz, PAID $7/6$ cy, 10 × 9 d, 101–200 miles.

UC quadruple



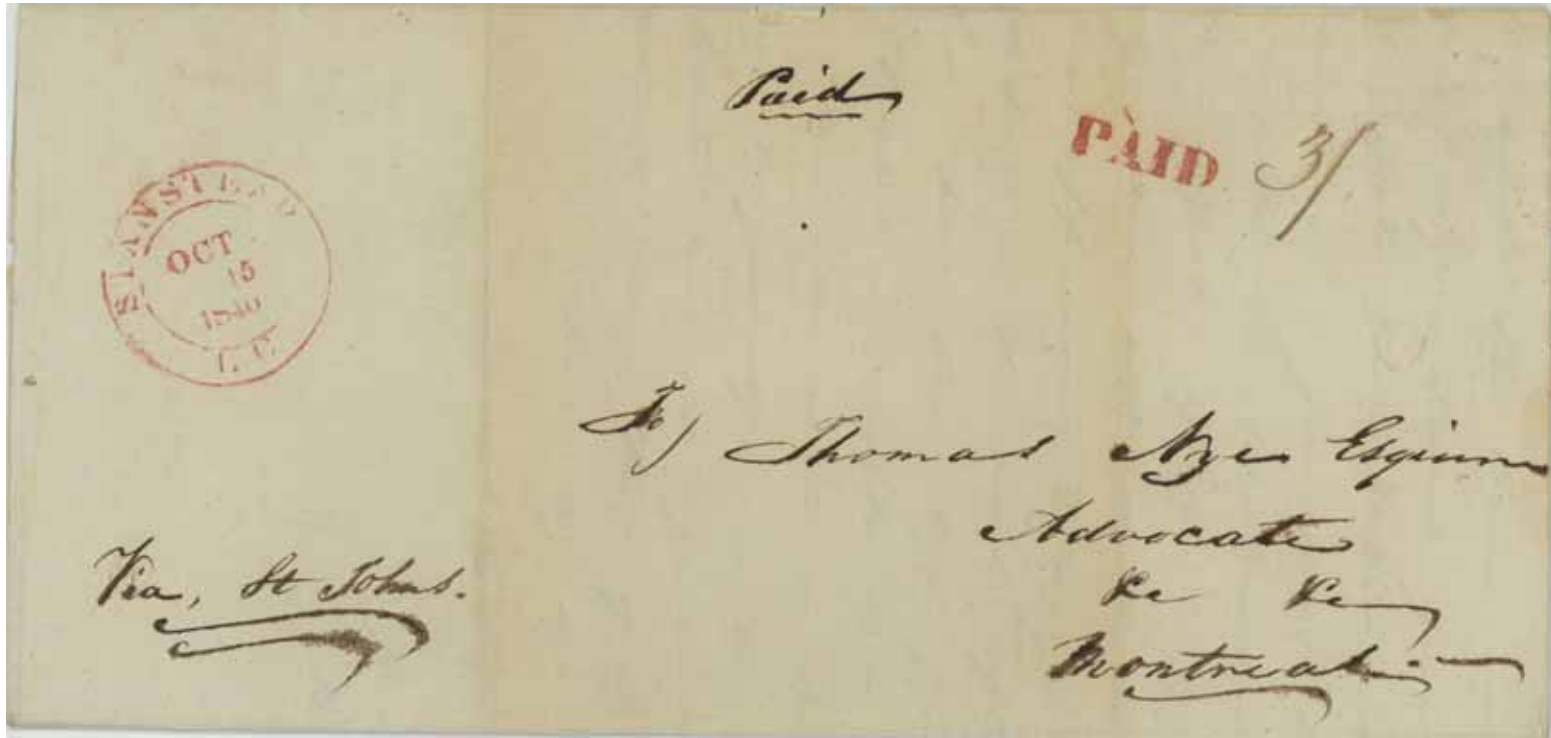
Toronto–Cornwall, quadruple 1840. Rated quadruple 4×11 d cy collect, 201–300 miles.



Windsor–Kingston, quadruple, 14 December 1842. Rated collect 1oz (quadruple), $5/4 = 4 \times 1/4$ cy, 401–500 miles. *Money letter.*

Windsor ms reported July–December 1842.

LC quadruple



Stanstead—Montreal, quadruple, 1840. Rated **PAID** 3/-, 4 × 9 d cy (101–200 miles). Serif double circle Stanstead, known 1836–41.

Quadruple

From 6 January 1844, letters were charged per half-ounce.



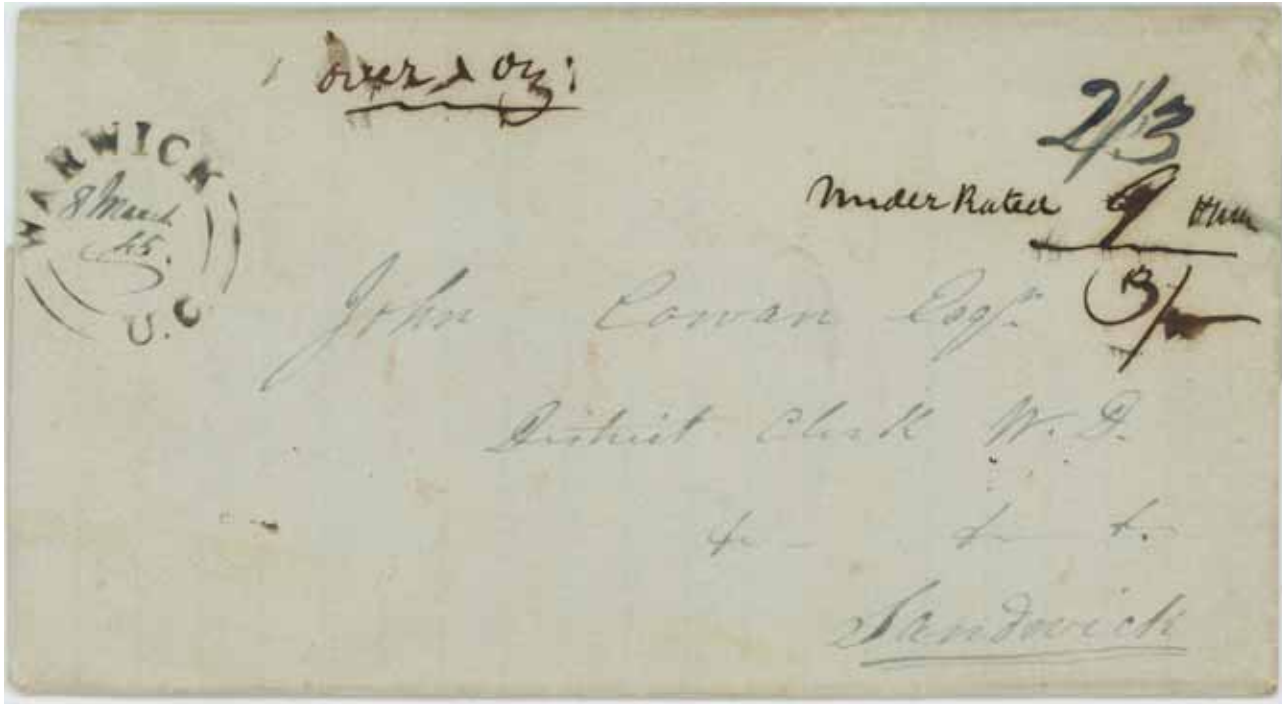
Chippawa–Vittoria, June 1844. 4 Rates PAID 3/- cy (201–300 miles and $1\frac{1}{2}^+$ –2 ounces). Ms Vittoria on reverse.

Vittoria.
19. June 1844.



Quebec–Montreal, endorsed Scrip and Money Letter, 1847. Rated (red Quebec crown cancel, common) Paid 3/- cy, quadruple for distance 101–200 miles.

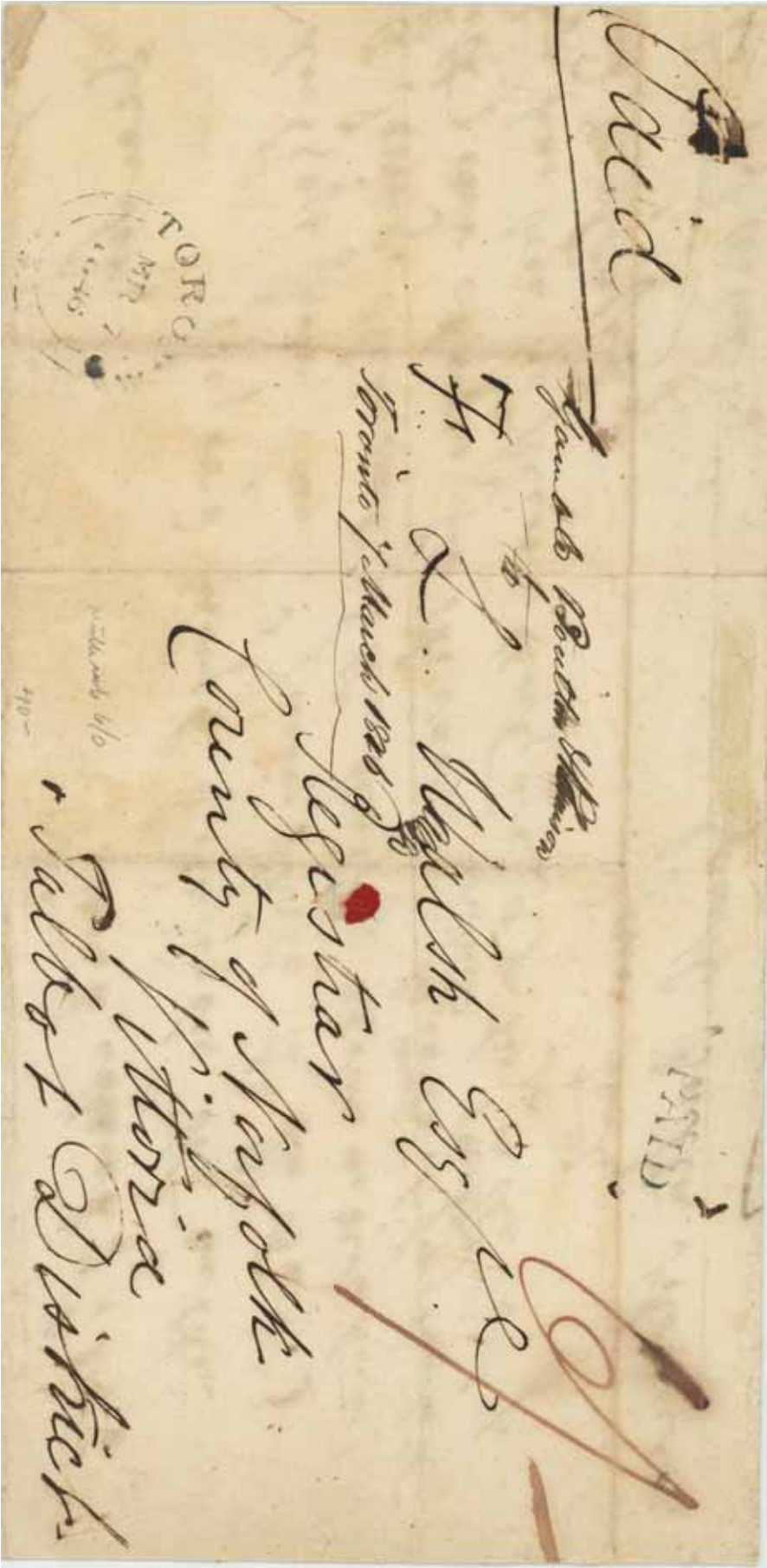
Short rated, double to triple to quadruple



Warwick (U C)–Sandwich, 1845. Rated initially $1/6$ cy, double 101–200 miles, partially erased and replaced by $2/3$ (triple) at office of origin. Reweighed (probably at Sandwich), and found to be $1\frac{1}{2}^+$ –2 oz; this required quadruple rate, ms *under rated 9 to pay*; at the same time, marked *over 1 oz* (which is confusing, because it has become quadruple, not triple).

WARWICK U.C. serif double broken circle, earliest reported strike, known to 1855.

Octuple



Toronto–Vittoria, octuple, 1846. Rated PAID 6/- cy, made up as 8 × 9 d cy, 101–200 miles, four ounces.

Quadruple



Quebec–St-Pierre-les-Becquets (L.C), money letter, 1847. General issue money letter handstamp, roman letters.

Rated prepaid $\frac{2}{4}$ cy quadruple ($1\frac{1}{2}^+$ –2 ounces), 61–100 miles.



Montreal–Guelph (U.C), quadruple, 1847. Rated quadruple $4 \times \frac{1}{4}$ d, 400–500 miles.

Quadruple



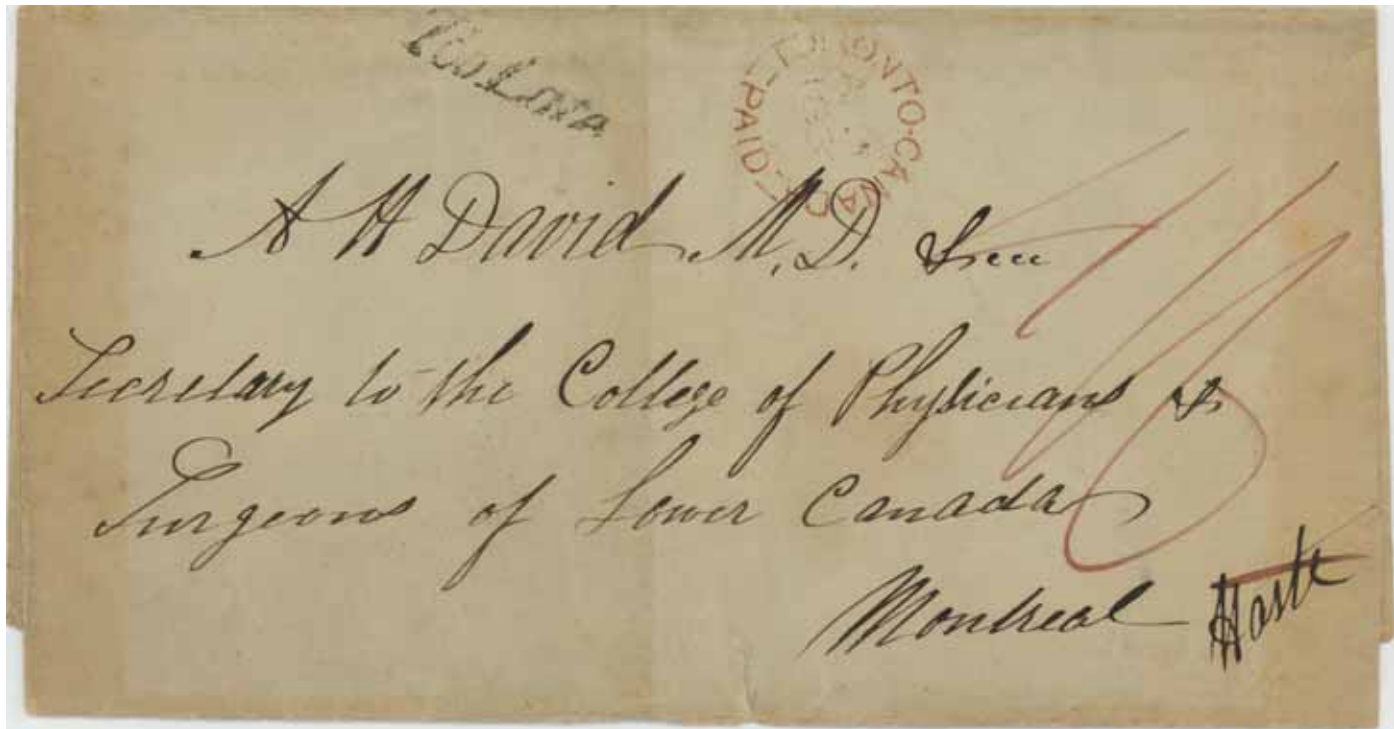
Montreal–Sandwich (U C), quadruple 1848. Prepaid $6/8 = 4 \times 1/8$ cy (two ounces, 501–600 miles). From the Crown Lands Office.



River-Trent–Toronto, quadruple, 1849. Rated collect $3/-$ cy, 4×9 d (101–200 miles; the distance is barely over 100 miles). *Too Late* for the day's (or week's) mail despatch. Basal sideways 3.

My first stampless cover (\$2, Crown Stamps on Church Street in Toronto, late 1960s).

Quadruple



Toronto–Montreal, April 1850. Rated prepaid 4/6 cy; this is quadruple $1/1\frac{1}{2}$; rate changed from $1/2$ around late 1843.

Too Late handstamp, applied at Toronto.

The **TORONTO-CANADA PAID** handstamp was proofed 6 March 1850. The previously earliest reported strike was dated 1851. A magnification of the postmark yields 1850 as the year, and AP as the month.

Local delivery fee, drop letters, ...

Some larger offices had both pick-up and delivery, generically by an unofficial runner. Typically the fee was a flat 1 d (independent of weight or number of sheets), although that of Quebec varied between 1 and 2 d in the nineteenth century.

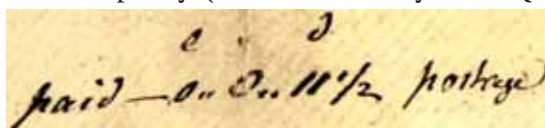
A *drop letter* is one dropped off at the post office to be picked up by the addressee. The meaning has been extended to include letters mailed within the area covered by the post office, or within the same town. With a few exceptions, the fee was again a flat 1 d cy.

Local delivery in Quebec



Montreal-Quebec, duodecuple, earliest BNA envelope, 1779. Rated collect 3 oz 8/- stg and 8/11 cy. The conversion ratio sterling/currency was 13/12 at this time, which applied to 8/- yields 8/8 d currency; yet it was calculated to be 8/11 (multiple rate was applied to sterling first, and then converted to currency; the other way around, $12 \times 9 \text{ d cy} = 9 \text{/- cy}$). Perhaps an arithmetic error by the clerk?

After it was opened by the recipient, the latter wrote *paid 0^l..8^s..11¹/₂^d postage* (LSD); evidently, the local courier charged one half-penny. (The local delivery fee in Quebec became 1 d a little later.)



← goes around the back (composite image)

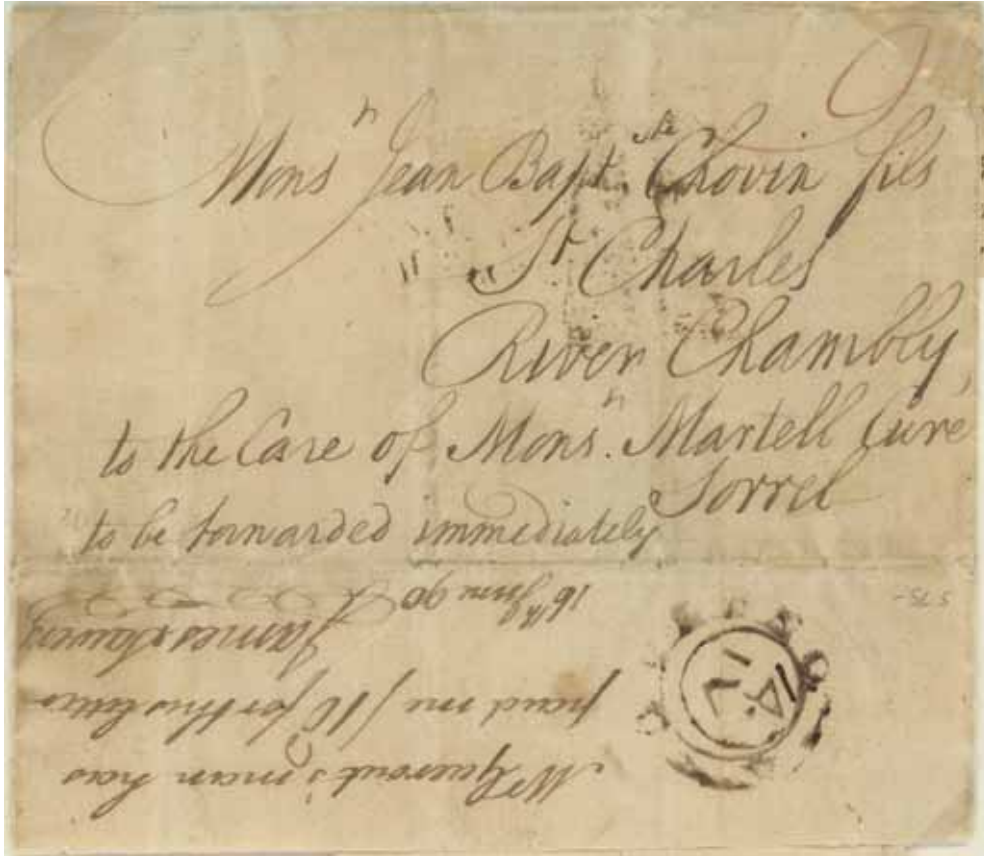
The use of envelopes (here, homemade and with a seal) was discouraged, because the enclosure was regarded as an extra sheet, hence extra postage would be charged. (If however, the weight exceeded one ounce, rating was per quarter ounce, so the additional sheet would not necessarily increase the postage.) This was in effect until 1844, when the charge became simply per half-ounce.

MONTREAL straightline, known 1779-83.



Courier to the office of origin, 1790

Now the letter carrier fee in Quebec is 1 d.



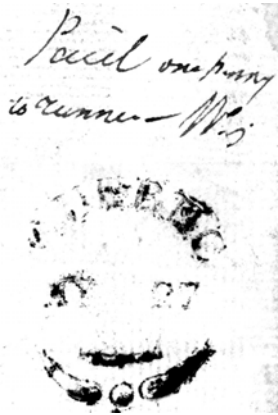
Quebec–Chambly, 1790. Rated paid 9 d cy (101–200 miles); *Mr Gerout's man has paid me 10^d / James Saurez*. The difference, 1 d, is the letter carrier fee to the Quebec post office.

QUEBEC ▽, known 1772–94.

Pick-up in Quebec

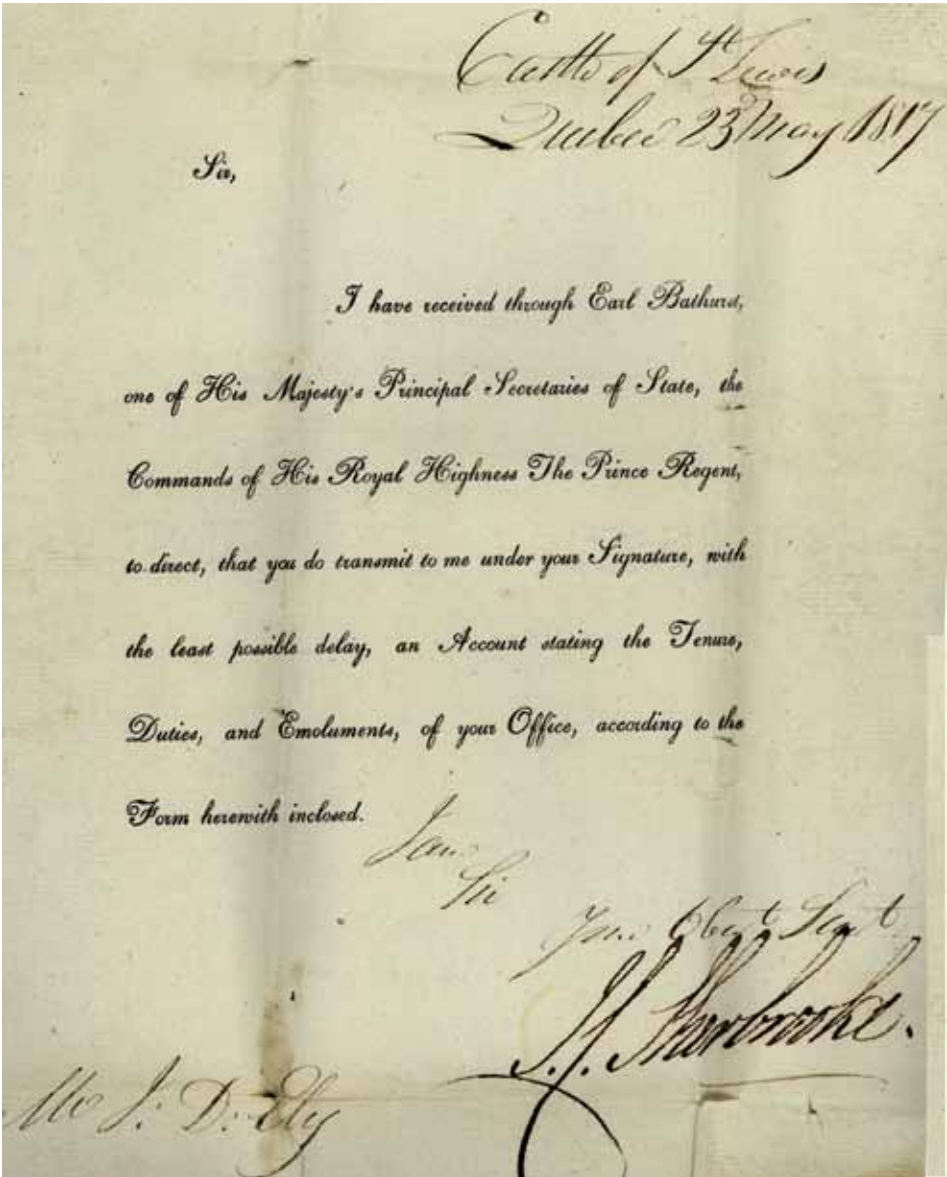


Quebec–Argenteuil, 1817. Local carrier fee 1 d; Paid one penny to runner. Paid 1/6 d cy, double rate 101–200 miles, and QUEBEC PAID, known 1812–30.

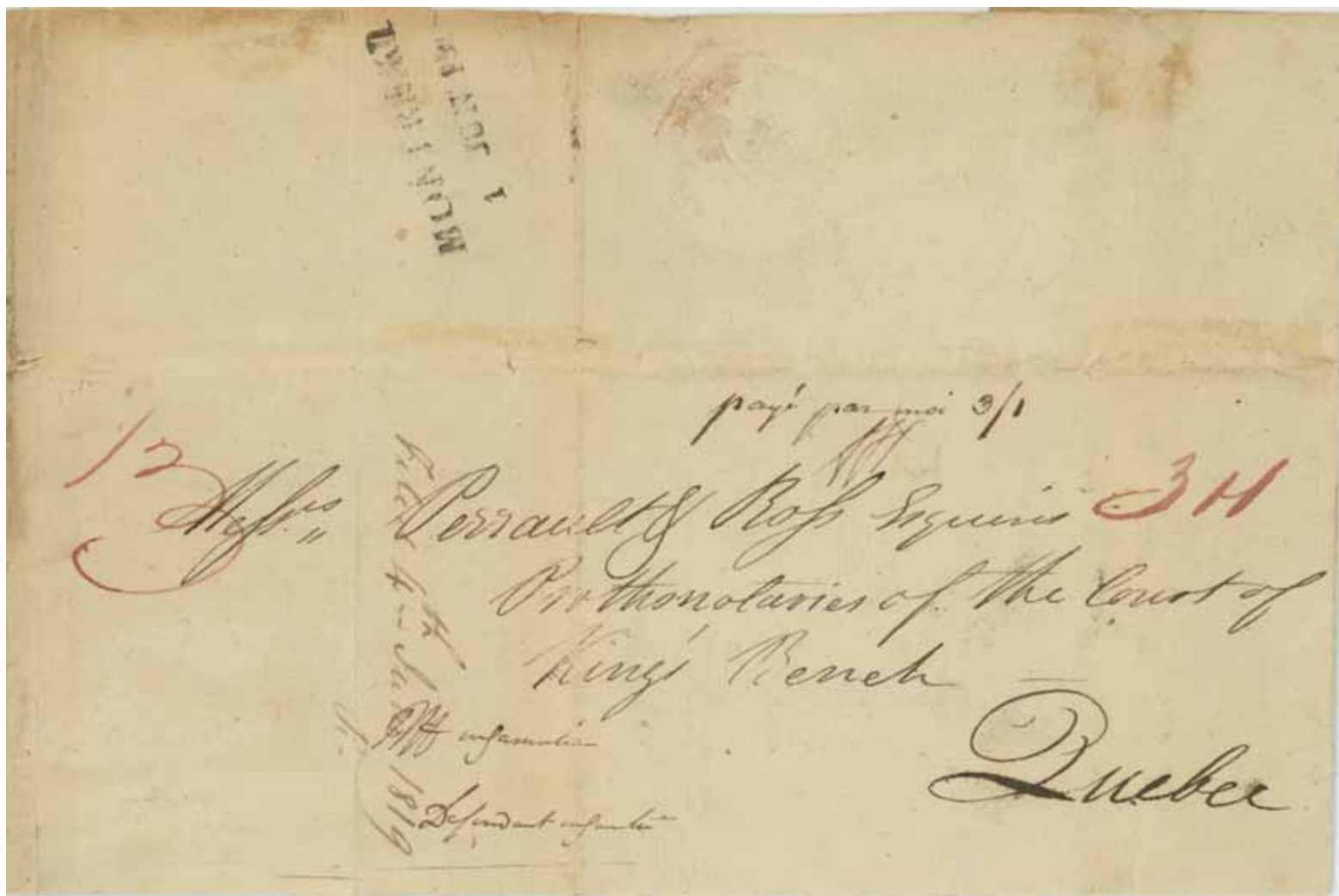


Castle of St Louis, Quebec 23 May 1817
I have received through Earl Bathurst, one of His Majesty's Principal Secretaries of State, the Commands of his Royal Highness The Prince Regent, to direct, that you do transmit to me under your Signature, with the least possible delay, an Account stating the Tenure, Duties, and Emoluments, of your Office, according to the Form herewith inclosed.

I am . . .
Sherbrooke



Delivery in Quebec



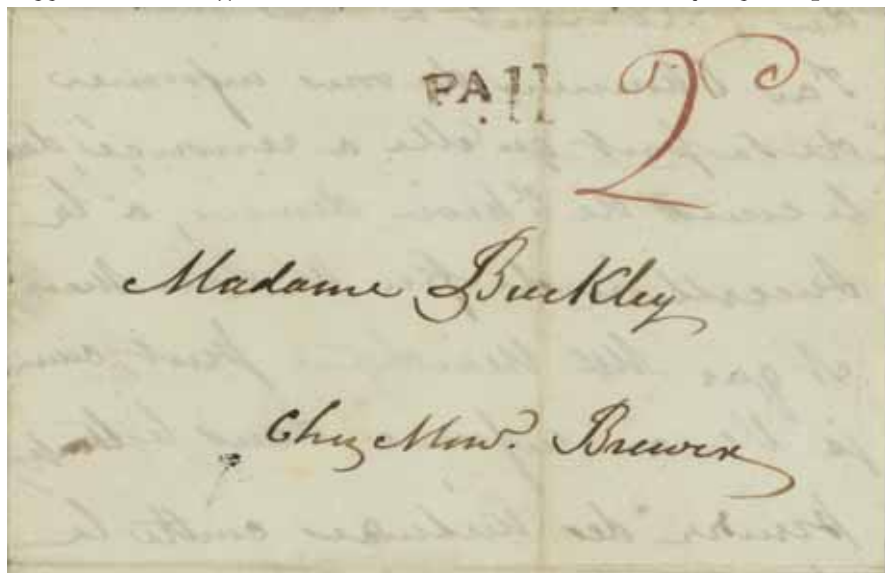
Montreal–Quebec, quadruple, 1819. Charged 3/- cy, quadruple 9d rate. *payé par moi 3/1*, additional 1d for local delivery.



William Henry (later, Sorel)–Quebec, 1824. Rated *paid 10^{cy}* cy, made up from 9d, 101–200 miles William Henry to Quebec, and 1d local delivery fee at Quebec.

Quebec drop letter, 1835

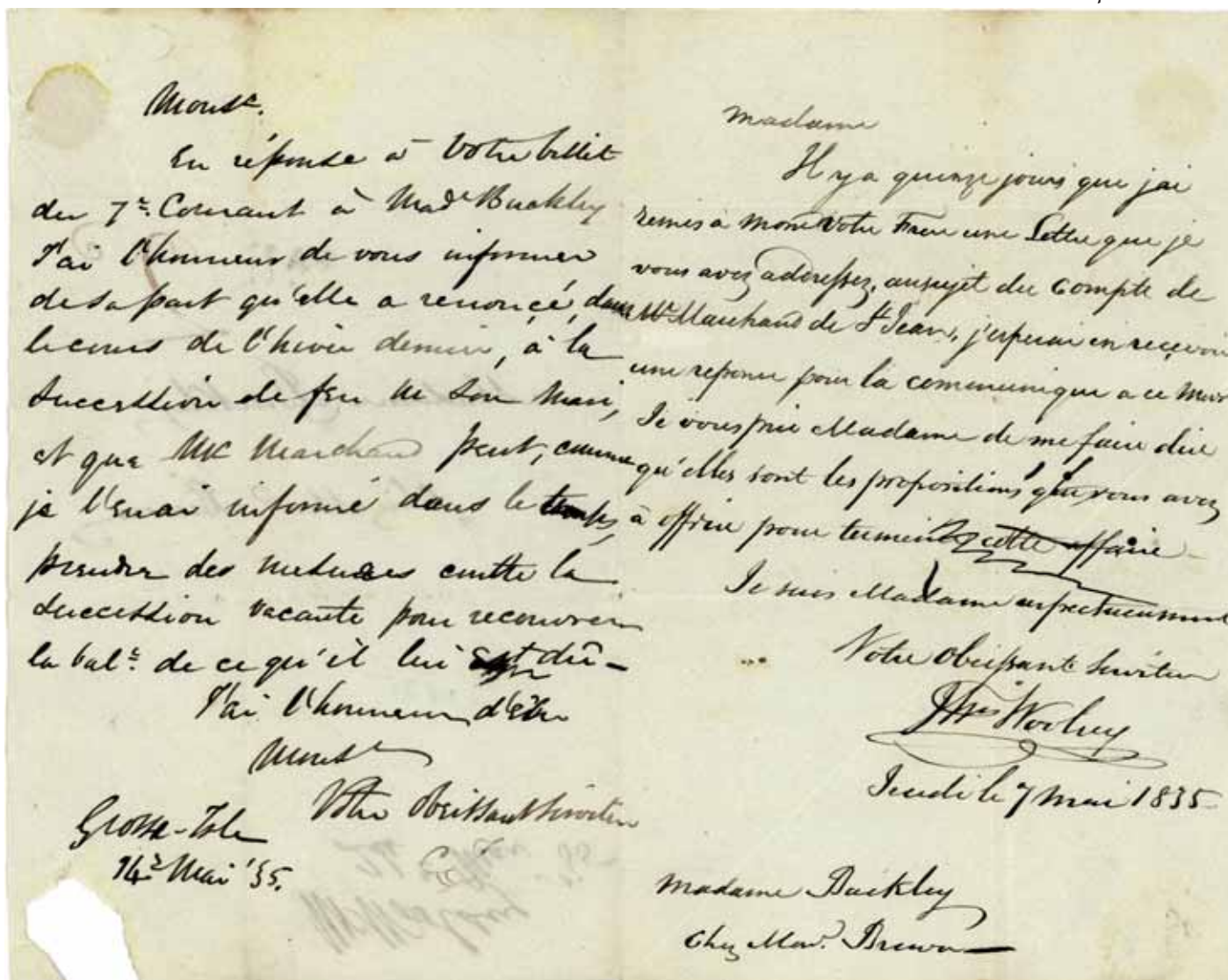
At Quebec, on the basis of examples, the drop letter rate is known to have been 2 d September 1829–August 1831 and November 1835–October 1847; it is known to have been 1 d February 1832–September 1834.



JW Woolsey
24^e Mai '35

Quebec drop letter, 1835. Rated **PAID** [known 1834–9] **2^d**, drop letter rate. Letter from merchant JW Woolsey (23–24 rue St Pierre) to Mme Buckley, care of a Mr Brewin. On the right (below) is a letter, dated 7 May 1835 addressed to Mme Buckley; on the left on the same sheet is a legal letter from CF (Grosse Ile, 14 May 1835) to Woolsey referring to the latter's message to Mme Buckley and to her late husband's will. Docketing on reverse indicates that she received it on the 24th.

—avec beaucoup d'aide de Cimon Morin!



Quebec drop letter, 1840s

The 2 d drop letter rate was in effect in Quebec ca 1834–47.

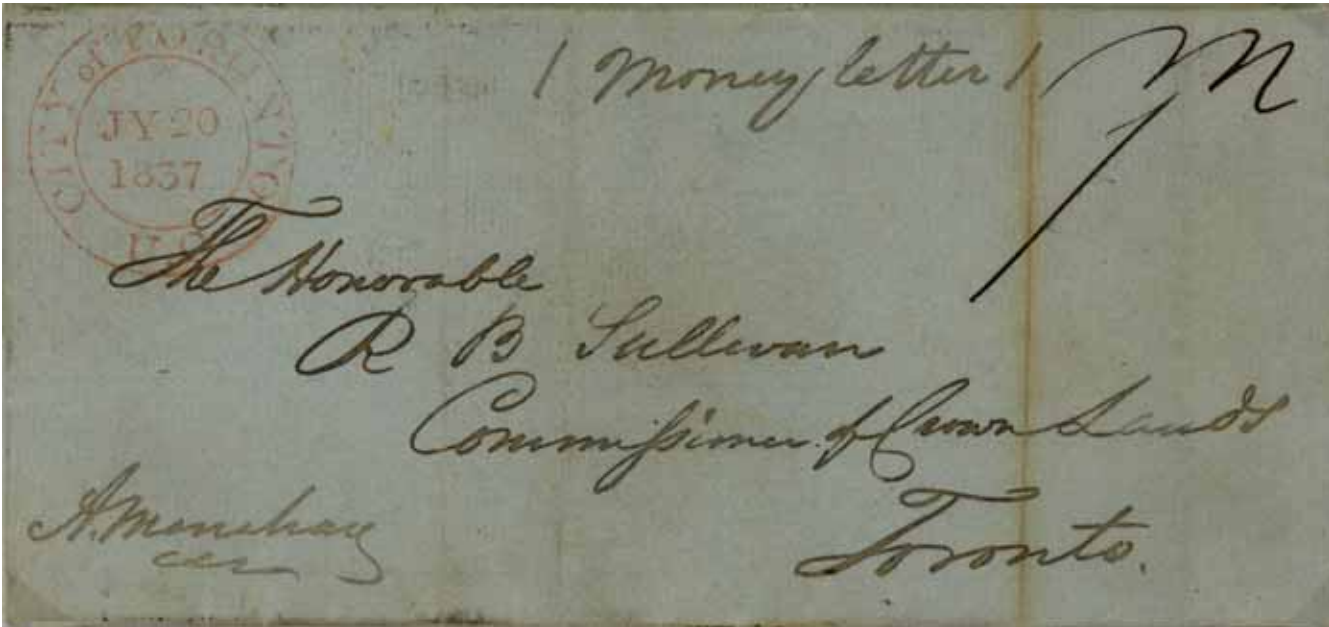


Quebec, 1840s. PAID AT QUEBEC L.C. 2d; on reverse is an endorsement, *Montreal circular*. Carried privately to Quebec.

Drop letters



Quebec drop letter, 1833. Rated collect ^o1.



Toronto drop money letter, 1837. 1d collect (flat drop letter rate; the weight or number of enclosures was irrelevant). The large manuscript M is a standard Toronto money letter marking.

Montreal drop letters



Montreal drop letter, 1843 [front]. Rated to collect 1^d cy, drop letter rate.



Carried privately from Cobourg to Montreal, and mailed as a drop letter, 1845. Rated collect 1^d cy, drop letter rate.

Drop letters



Toronto drop letter, 1843. Rated PAID 1 d cy, drop letter rate.

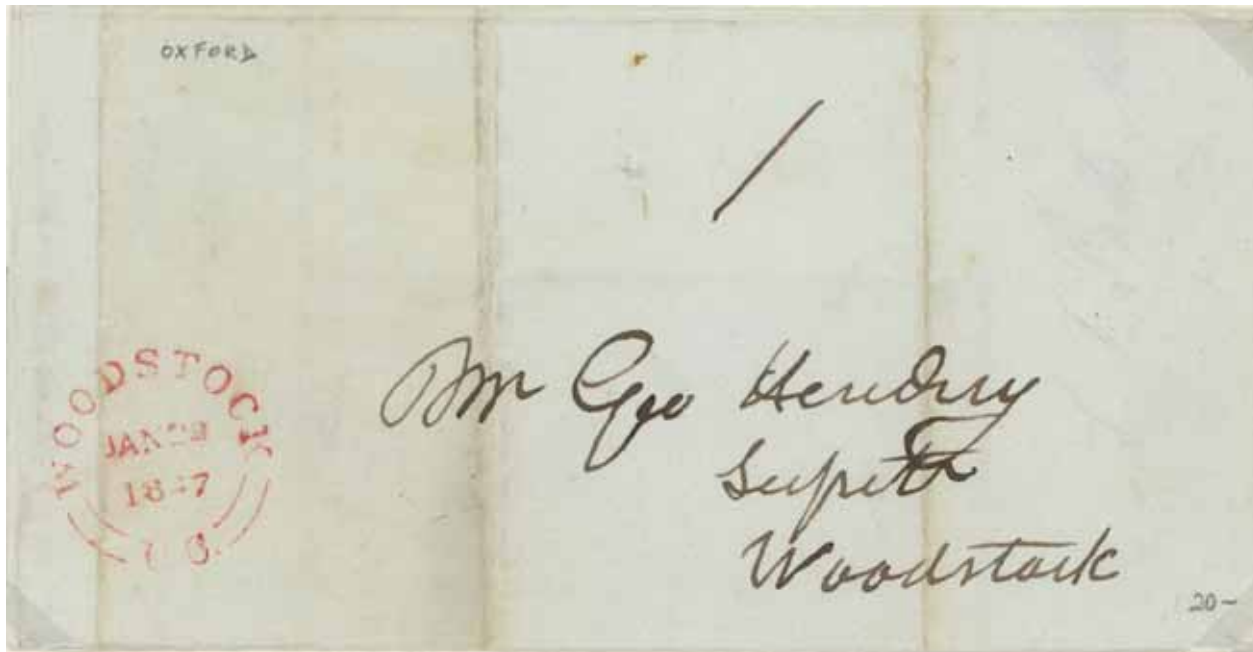


Kingston drop letter, 1844. Rated collect 1 d cy.



Guelph drop letter, 1850. Collect 1 d, drop letter rate. From a grammar school master requesting funds for a ladder.

Drop letters



Woodstock drop letter, 1847.
Rated collect 1 d cy, drop
letter rate.



Chippawa drop letter, 1847. Collect ^o1.



Lochaber (L.C) drop letter, 1846. Collect
1^o cy.

LOCHABER L.C double circle, known
1833-48.

Drop letters



Belleville drop letter, February 1851. Collect 1 d, drop letter.



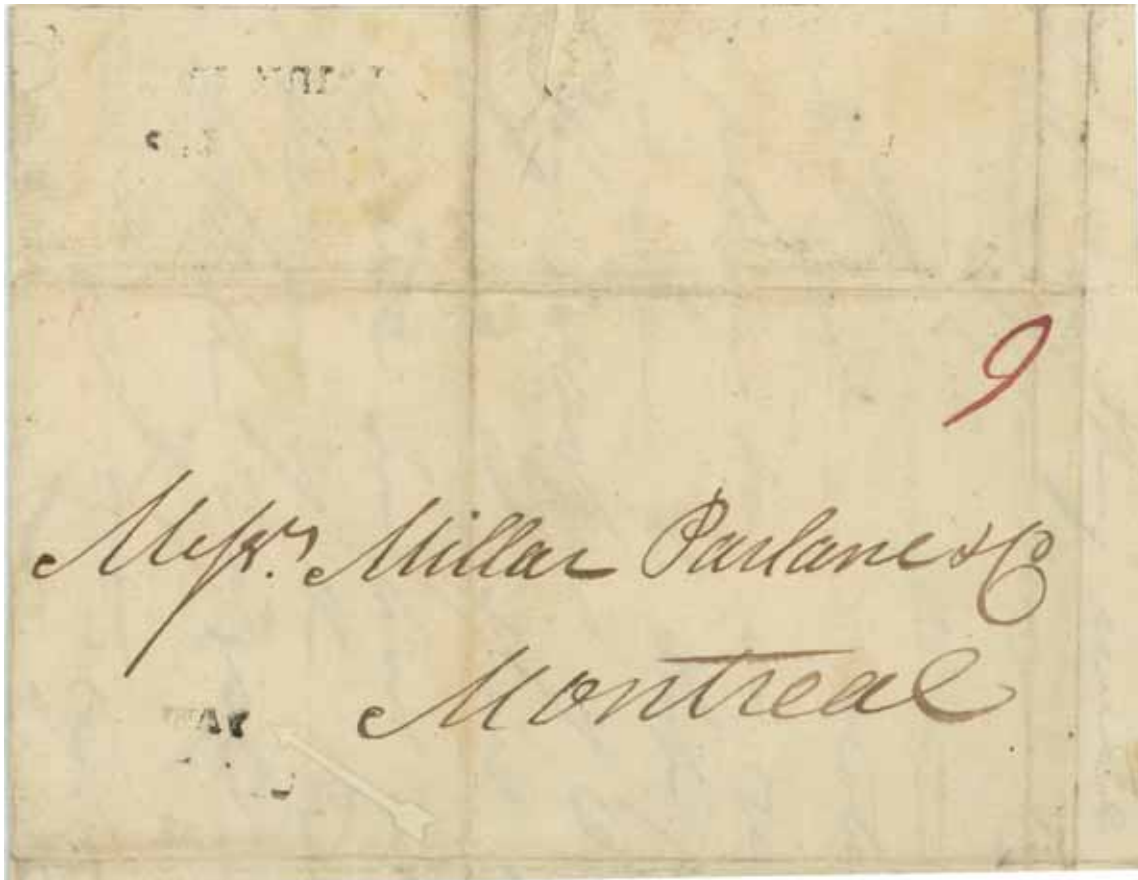
Guelph, 12 March 1851. Collect 1 d, drop letter. Return address is Puslinch (a nearby village), dated four days earlier. This had a post office. The letter was dropped off in Guelph, saving 3½ d.

Puslinch March 8th 1851

Way letters

Letters handed to letter carriers en route; the carrier was required to deposit them at the first post office encountered. There was no additional charge for this.

Straightline

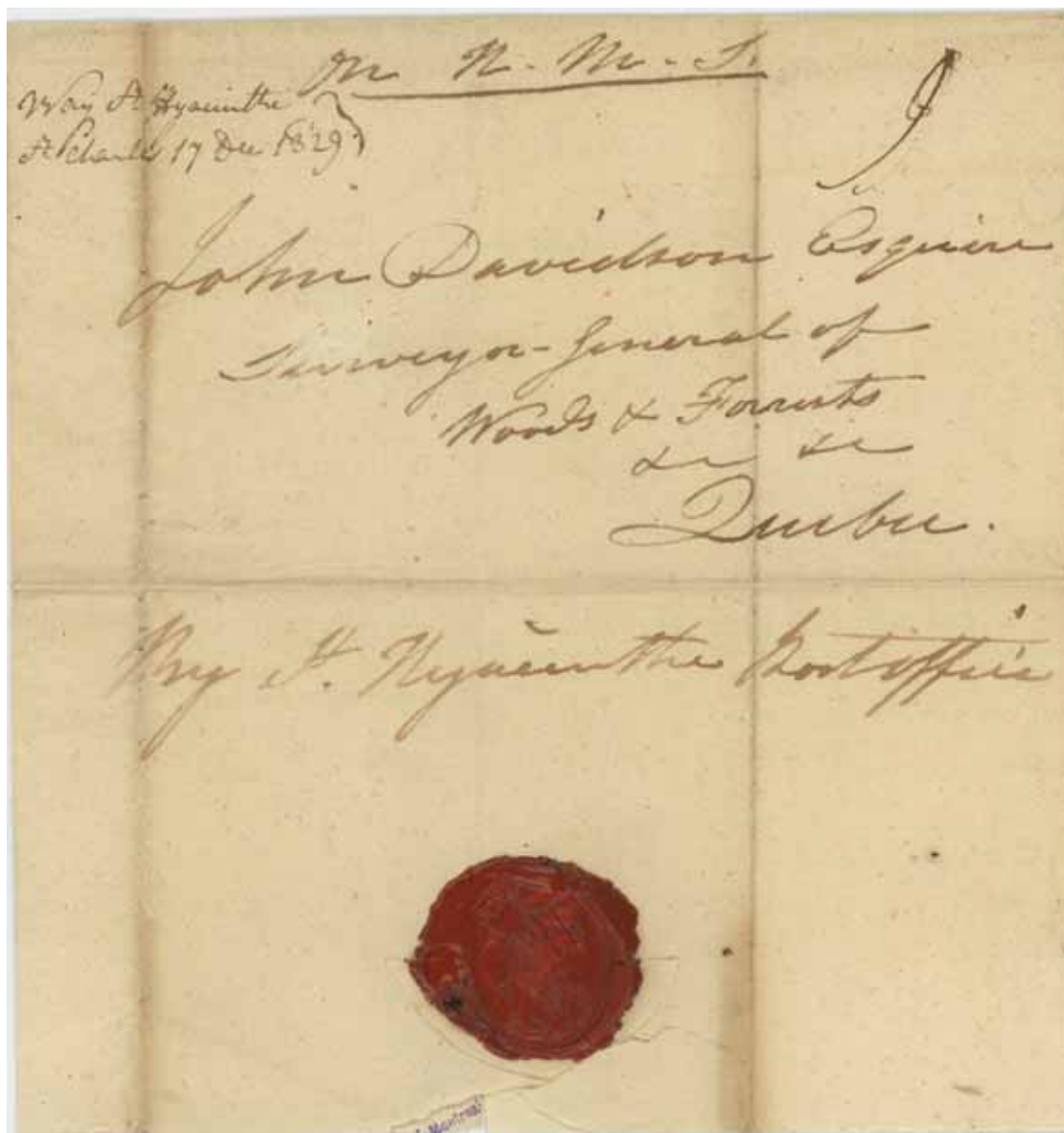


Three Rivers—Montreal, way letter 1819. Charged 9 cy, 101–200 miles.

Two-line WAY LETTER handstamp (applied at Three Rivers); type similar to that of the straightline.

Way St Hyacinthe

Way letter given to mail courier en route to St Hyacinthe; then ms applied at St Charles.
St Hyacinthe Co, L.C. St Hyacinthe post office opened in 1820, and St Charles opened 1822.



Way St Hyacinthe/St Charles (L.C.)—
Québec, 17 December 1829. Col-
lect 9 d cy, 101–200 miles.

Way St Hyacinthe Post Office on
reverse (at bottom) indicates it
was given to a courier on the
way to St Hyacinthe. At St Charles,
ms Way St Hyacinthe/St Charles
17 Dec 1829 inscribed by post-
master.

Addressed to Surveyor- Gen-
eral of Woods & Forests. Not
eligible for free franking (On H.M.S.
at top), as provincial Parliament
was not in session.

Way letter



Montreal–Quebec, picked up along the *Way*, 1835. Rated collect 9 d cy, the standard rate M–Q.
Double circle Quebec is common and known used 1834–41.



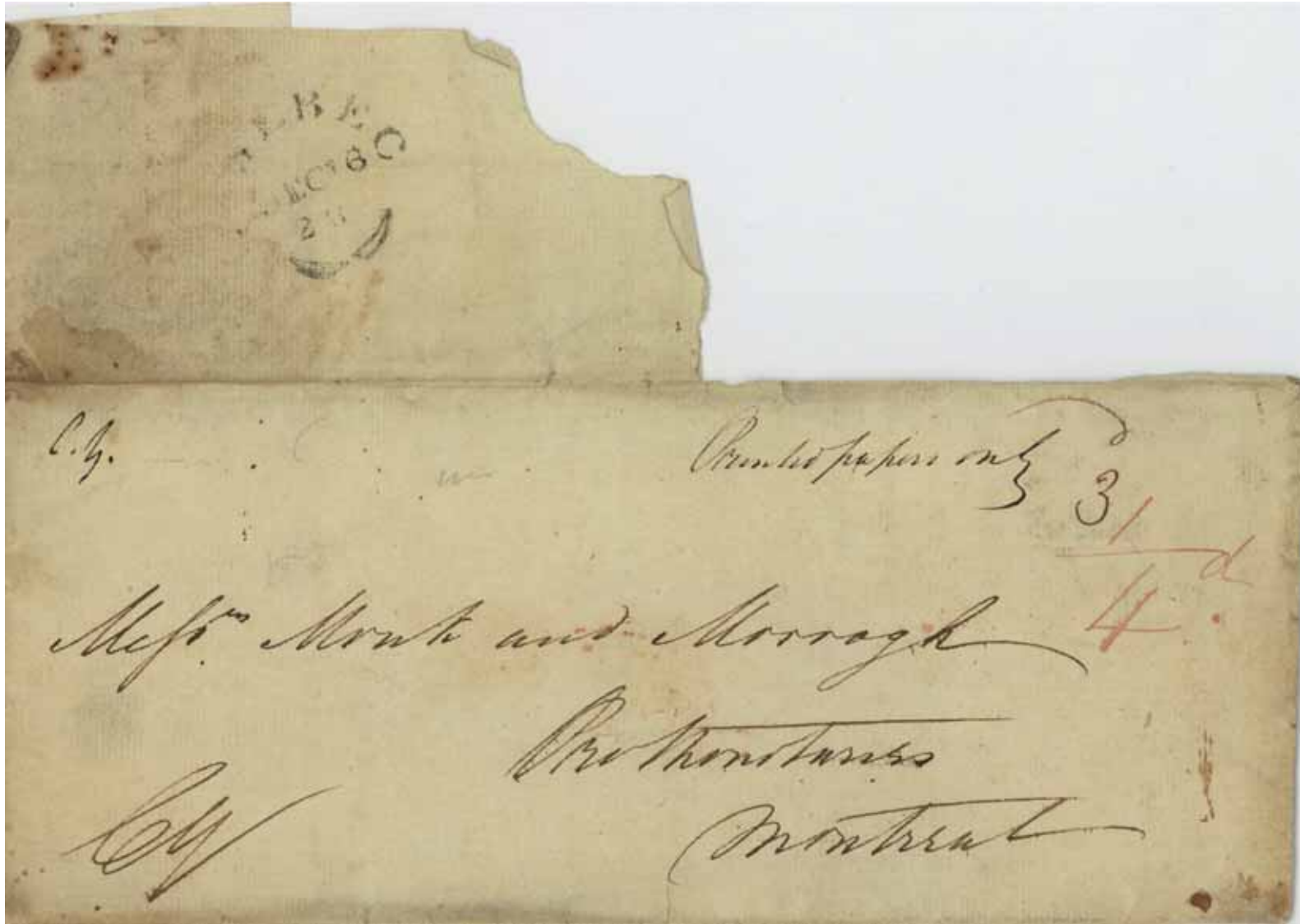
Barrie (U C)–Toronto, money letter, *Way*, 1840. Rated collect 1/9 cy, triple 7 d cy (61–100 miles). Large *M* (for money letter) applied in Toronto. From a colonel, thus not eligible for military concession.

Double circle *BARRIE U.C.*, known used 1839–42.

Printed matter

Very early printed matter

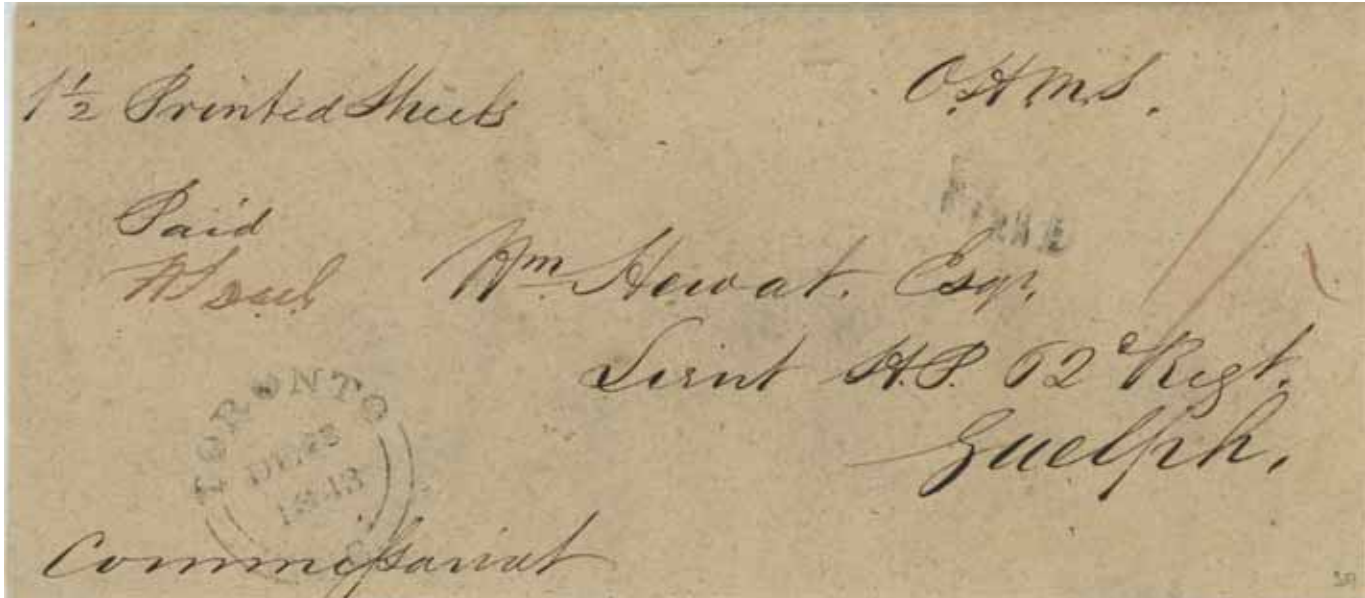
Printed matter service became available in 1826, at a charge of 1 d per sheet. Early examples are rare.



Quebec–Montreal, 1828. Rated collect *Printed papers only* 3^d (printed matter at 1 d per sheet), plus 1 d, Montreal delivery fee.

Printed matter

Sesquimated (!) printed matter



Toronto—Guelph, 1½ printed sheets, 1843. Rated PAID 1½d, a very strange rate. Evidently charged at 1d per sheet, allowing half-sheets. Military address. ex-Stulberg.

*Toronto—Montreal, double printed matter, to MPP, 1851. Rated Paid 2D and **PAID 2d**, presumably double printed matter rate. This was a French-language petition from St-François-de-la-Beauce, requesting a subsidy for a bridge to be built over the Chaudière River. [Although undated, this is very likely before 6 April 1851, when the printed matter rate became ½d per half ounce.*

Mail with the rest of BNA

Rates between Canada and the Atlantic provinces was charged by road mileage. As a result, postage was extremely high, and remained so until 1851. So we see relatively few covers in either direction.

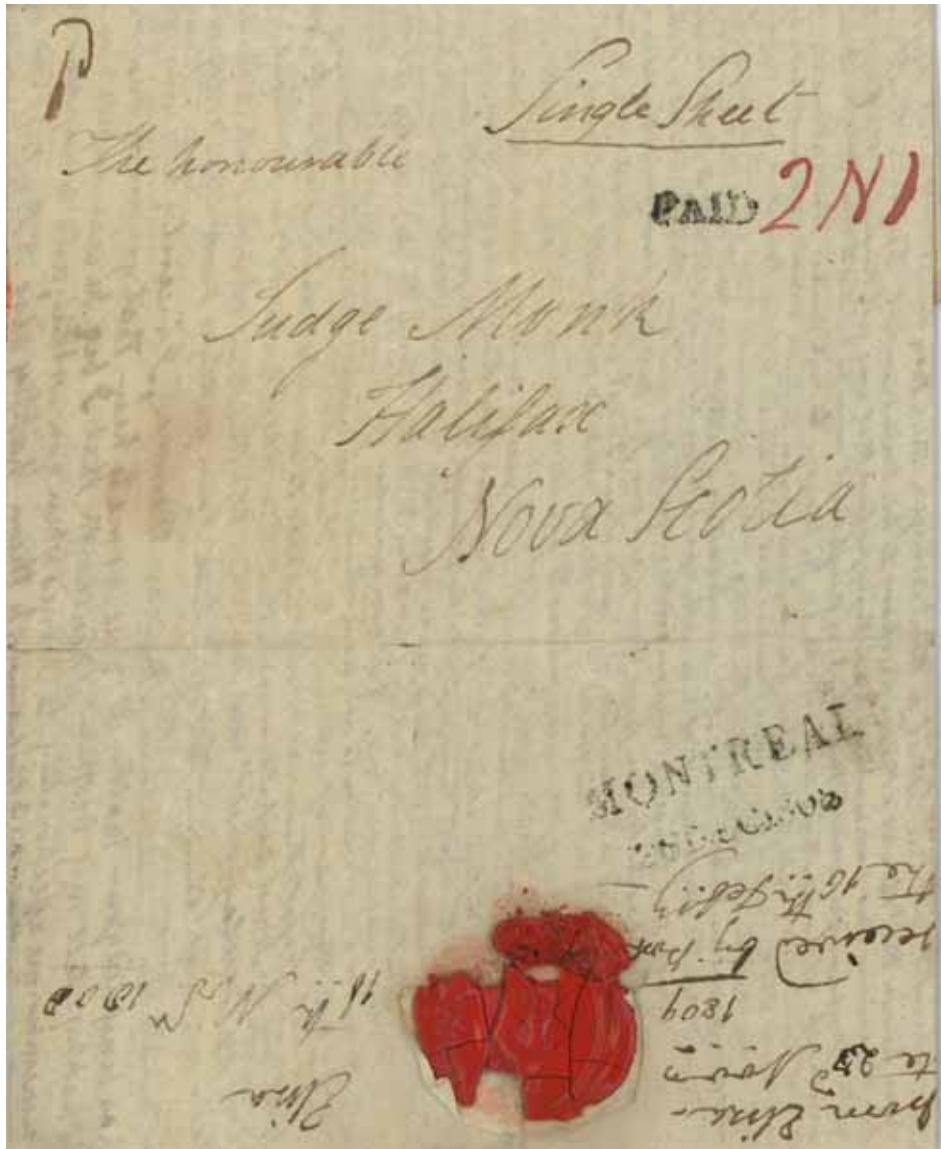
Quebec–NB



Quebec–Mlle LeBrun, New Brunswick, 1798. Rated **PAID** *1/4*, 501–600 miles. How this got to destination is mysterious.

Large circular QUEBEC CANADA. handstamp, known 1798–9. The year indicia were removable. It encloses a separate handstamp, the Bishop mark used at Quebec, known 1777–99, often in conjunction with other instruments, as here.

LC-NS, 1809



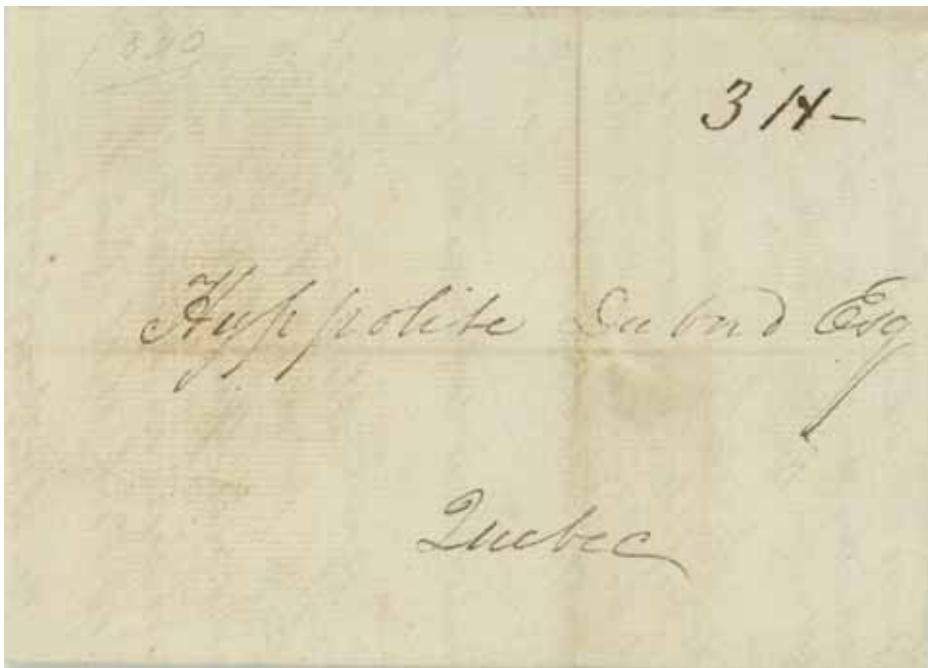
Monkville (near Montreal; had no post office)—Halifax, 1808–9. Rated **PAID 2/1** cy, 801–900 miles, and charged **1⁰** local delivery fee in Halifax. Datelined 16 November 1808; Montreal straightline reads 26 December 1808, and docketing yields arrival date of 16 February 1809.

A long Monk family letter.

NS, NB—Quebec



Halifax—Quebec, 1814. Rated collect $1/8$ cy, 801–900 miles. First year of Halifax four blobs dater.

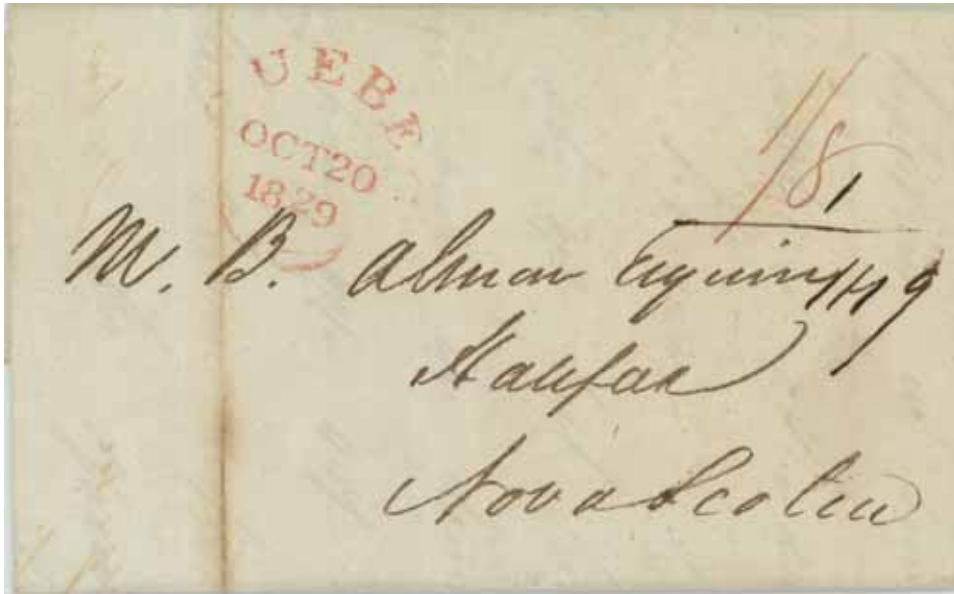


1830
C. D. W. Ratchford,
St. John's 1 March



St John—Quebec, double, 1830. Rated collect $3/-$ cy, $2 \times 1/6$ mileage. St John fleuron wings on reverse.

Quebec—NS, NB; 1829, 1832

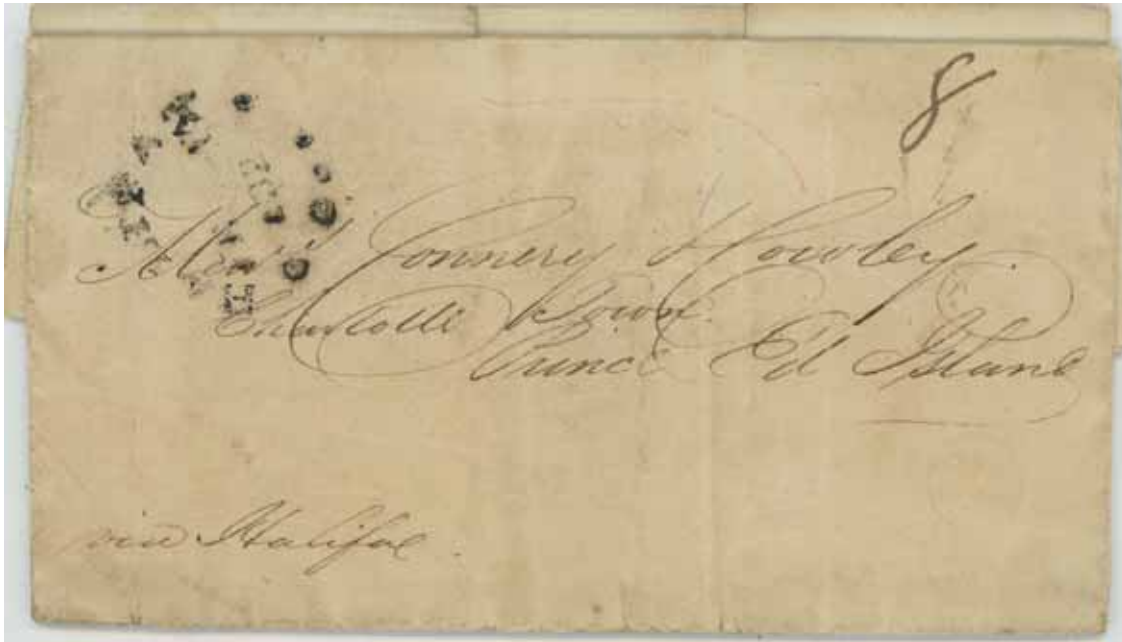


Quebec—Halifax, 1829. Rated collect $1/8$ d cy (801–900 miles), and Halifax local delivery fee of 1 d .



Quebec—Miramichi, 1832. Rated collect $2/8$ cy, and an additional $2/-$. This is likely double $1/4$, Quebec to Fredericton (361 miles), and $1/-$, Fredericton to Miramichi.

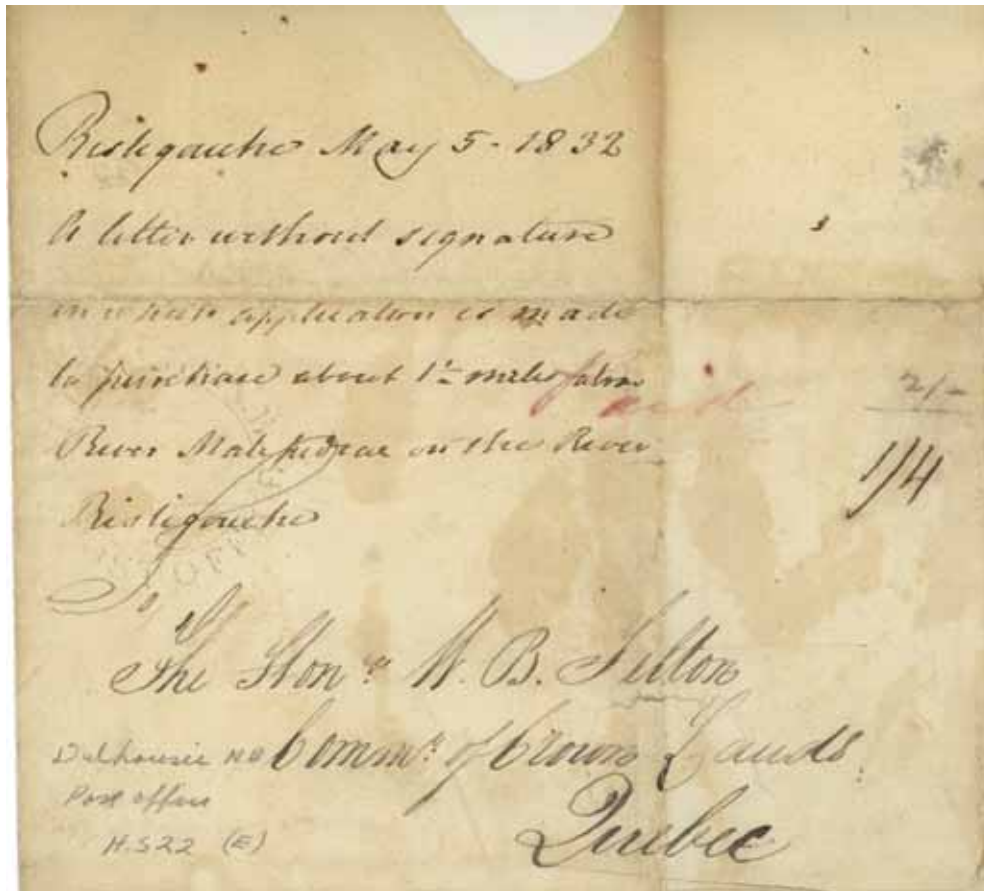
Quebec to PEI



Quebec–Charlottetown, via Halifax, 1832. To the left of the 8, extremely faint *paid 1/8* d cy (Quebec–Halifax, 632 measured miles), struck through and then erased, and charged 8 d cy, Halifax–Charlottetown/PEI. Halifax four blobs (1814–45).

Quebec 17th June 1832

NB-LC; 1832, 1833



Dalhousie (NB)–Quebec, 1832. Rated *Paid* 2/–, and 1/4. I haven't a clue how these were obtained.

DALHOUSIE N.B. POST OFFICE double circle, known only in 1832; the post office opened 6 July 1831.



Restigouche (NB)–Quebec via Fredericton, 1833. Rated collect 2/6 cy, double 1/3 (301–400 miles, possibly miscalculated). Prior to the route via Miramichi.

The faint mark at upper left is the large crude Miramichi *, known 1828–34

NB-LC; 1834, 1833

Collect letters sent from NB and NS were charged at the post offices (and way offices, the charge for the latter being 2 d) that they passed through. This led to complicated rates. Part of the problem is that many pre-1835 rates (and some post-1835) are not documented.



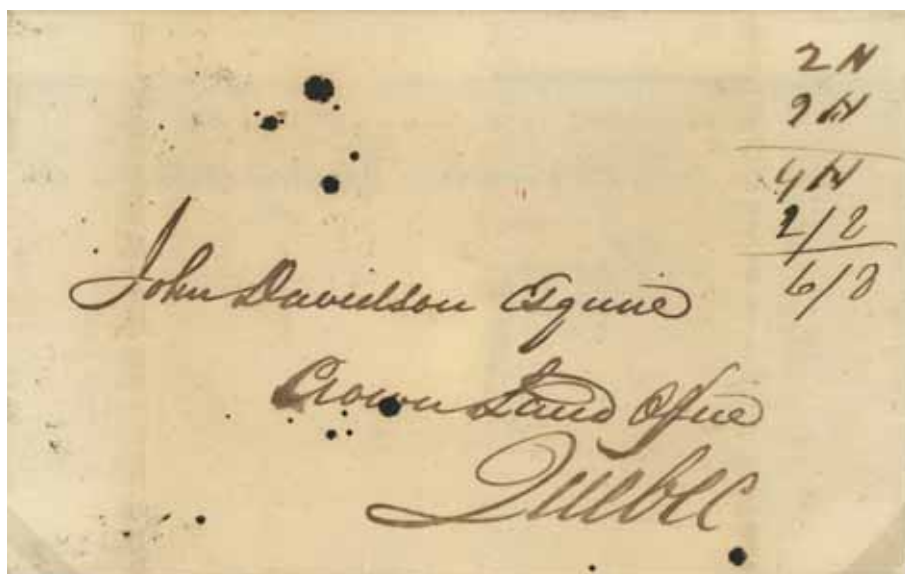
Restigouche–Quebec, 1834. From *Restigouche* (no post office); however, nearby was *Dalhousie* (northern tip of NB). *Miramichi* (later, *Chatham*) is southeast of *Dalhousie*.

Fredericton is southwest of *Miramichi*; the route, *Dalhousie* to *Miramichi* to *Fredericton*, moves farther from *Quebec*.

Dalhousie–Miramichi is rated 1/– cy.

Post-1835 rates listed in [JCY] give 9 d for *Chatham* to *Fredericton* (or 1/1 if by *Dorchester*). It is plausible that the pre-1835 rate was 1/–.

It would be nice if the rate *Fredericton* to *Quebec* were 1/4; but it was 1/– stg, or about 1/2 cy. It is possible that at the time, road mileage exceeded 400, although there is no evidence of that.



Restigouche–Quebec, 1833. Double rates of the cover above. Either the weight was $\frac{1}{4}^+ - \frac{1}{2}$ ounces, or there was an enclosure.

This one has double the rates with same set of postmasters, but doesn't have most of the postmarks (the NB * series was introduced in 1833, but only one office has a strike recorded in that year).

Not shown is a *Fredericton* serif double broken circle, dated 15 September 1833, supporting the last leg being *Fredericton* to *Quebec*.

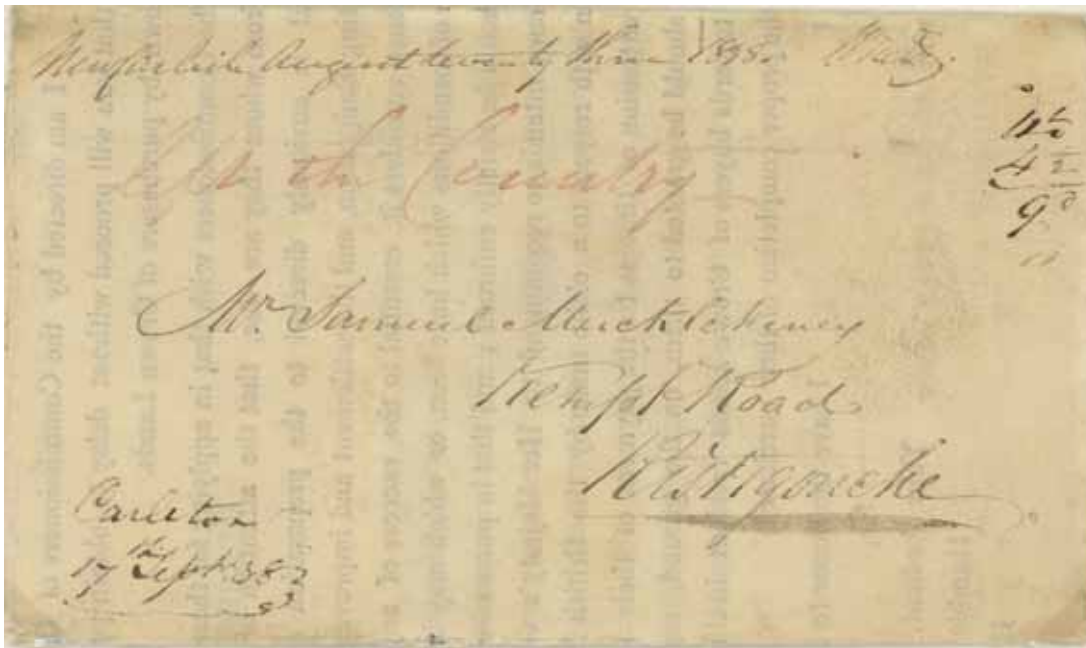
Restigouche 29 Aug 1833

LC-NB



Quebec–Saint John, 1834. Rated collect 1/6 cy, by mileage to destination.

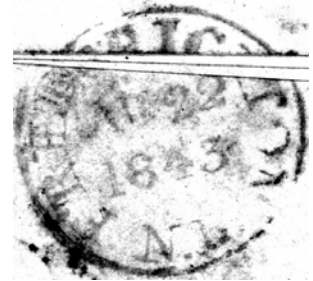
Double circle **QUEBEC**, very common, known 1833–42.



Québec–Kempt Road (Restigouche), via **New Carlisle** (Bonaventure Co, LC) and **Carleton**, circular, *left the country*, 28 July 1838. Rated 4½, 4½, 2 d, totalling 11 d due. Possibly Q–New Carlisle, under 60 miles; it stayed there about a month, before being forwarded to Carleton (also under 60 miles; the reason for the 2 d rate is unclear, but might have been the Lévis–Q fee on the return).

Double ms: *New Carlisle* post office opened 1837.

LC-NB



Quebec-Kingston (NB), returned to sender, 18 August 1843. Arrived at Fredericton 22 August. It was **ADVERTISED & NOT TAKEN** (a very rare, possibly unique marking), and datestamped 21 December 1843, probably to be returned to sender. Charged $1/2$ collect, 301-400 miles, in effect until October 1843 (the rate then dropped to $1/1\frac{1}{2}$, but this had no effect on the postage due). The X at upper left might be an indication that it was to be returned to sender.

Montreal–NB via US

Some mail between the province of Canada and the Maritimes was carried via the US, often at considerably less postage than if through Canada. For more details, see [D'A]. An 1857 example is shown in the post-1851 section (mail with the Maritimes).



Montreal–St Andrews (NB), via Lake Champlain and Boston, 1838. Rated **PAID 9** d cy, double under 60 miles to the border, **PAID 37½¢** double US rate 150–400 miles to Boston and the St Andrews exchange. Then charged 4^d at the St Andrews-Robbinston exchange point, double the cross-border rate. The **STEAMBOAT** handstamp was applied on Lake Champlain.

Maritimes to Canada

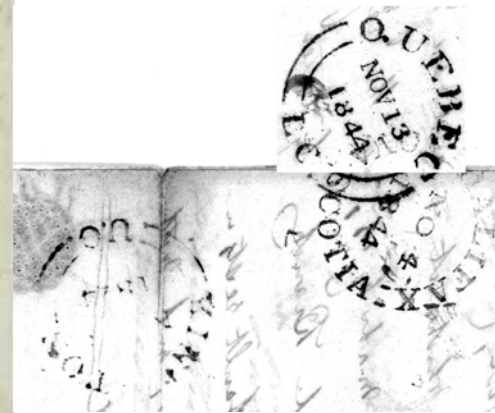


Grand Falls (N B)–Quebec, 1838. Rated collect 11 d cy, 201–300 miles.

GRAND FALLS N.B.^k double circle, known 1838–46. Four N B offices had double circles (without POST OFFICE), from 1838: Bend of Petitcodiac (with PAID), Grand Falls, St Andrews, and Woodstock.



Halifax–Kingston (c w), 1844. Rated collect 2/5 cy, 901–1000 miles.



Intercolonial

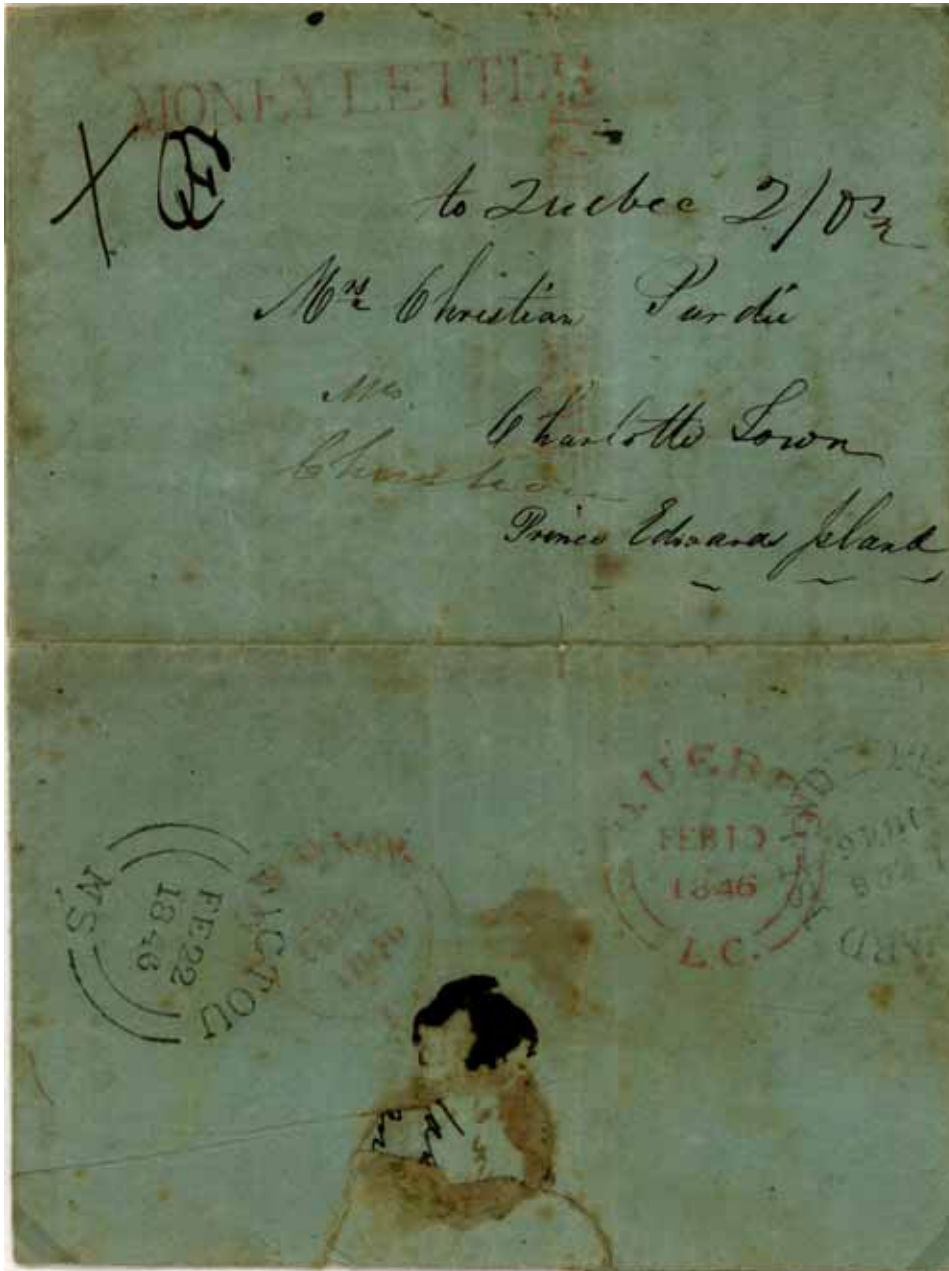


*Madawaska (NB)–Quebec, 1845. Rated **Paid 9** d, intercolonial, 101–200 miles.*

MADAWASKA NEW BRUNSWICK postmark known 1839–48.

UC to Prince Edward Island

Only reported money letter from the Province of Canada to P E I.

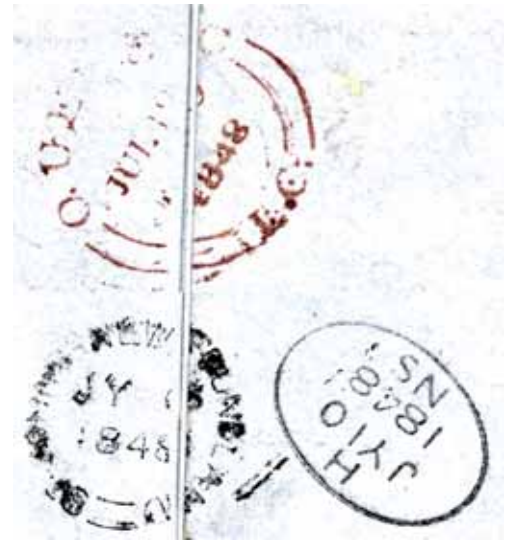


Sandwich (UC)–*Charlottetown*, via *Quebec & Pictou* (NS), 1846. Datelined *Sandwich*, initially postmarked at *Windsor* (UC; faint), and then *London* (UC) in red; there is a faint red vertical **MONEY-LETTER** handstamp probably also applied there. The larger handstamp was applied at *Quebec*.

Rated to *Quebec* 2/0½ (cy), single (half-ounce at this time) 701–800 miles, *Windsor*–*Quebec*. There should have been substantial additional postage for the rest of the trip (1/8 to *Halifax* and 9 d to *Charlottetown*), but there is no evidence of further charges. The rest of the postage could have been marked on the (so far nonexistent) money letter wrappers from either *Canada* or *P E I*.

The symbols at the upper left (X *Æ*) have been seen on Canadian covers, but their meaning is unknown.

Newfoundland–LC



St John's (NF)–Quebec, 1848. Initially rated collect 4 d stg, St John's to Halifax; this was struck through and replaced by 2/0½ cy, made up of 4½ d (conversion of 4 d sterling to currency) and 1/8 cy, Halifax–Quebec, 601–700 (actually 632) miles.

The Quebec cancel on the front is an offset (reversed).

St John's PAID AT crown

Part of the general issue to colonial post offices



St John's to Quebec via Halifax, 1849. Originally rated prepaid 4 d stg, port to port rate to Halifax; then charged 1/8 cy, Halifax to Quebec (by mileage). As a guess, MORE–TO–PAY. was applied in Quebec.

Too late

Identical script *Too Late* handstamps were distributed from London in 1845. St John and Charlottetown were the only two offices in BNA to receive one. Fewer than five strikes are known for St John.

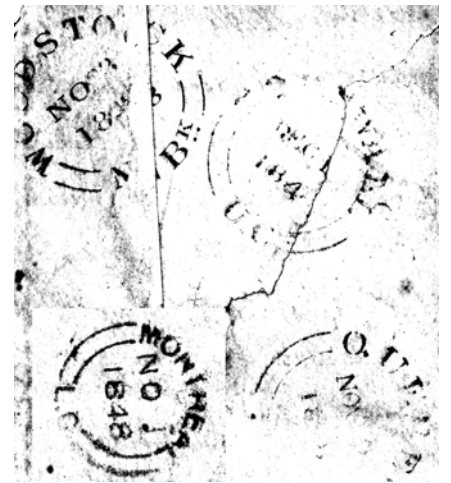


St John—Quebec, 1845. Rated collect $1\frac{1}{4}$ cy, 401–500 miles (440).



St John—Cornwall (c w), 1848. Rated paid $1\frac{1}{8}$ cy, 501–600 miles.

Script *Too Late*, issued by the London GPO to only two offices in BNA, Saint John and Charlottetown. Previously only reported in 1845.



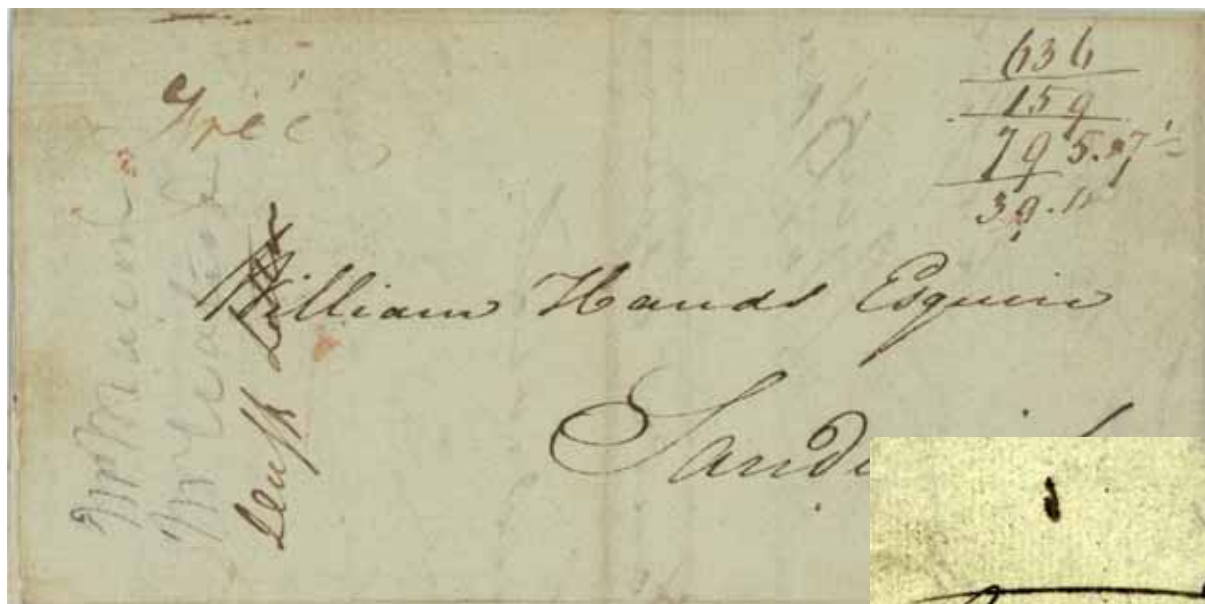
Free

Mail could be free for several reasons: (a) official mail, (b) postmaster's perquisites (until 1837) included sending two personal single letters per mailing free, (c) mail to a government office within ten days of a session of provincial parliament.

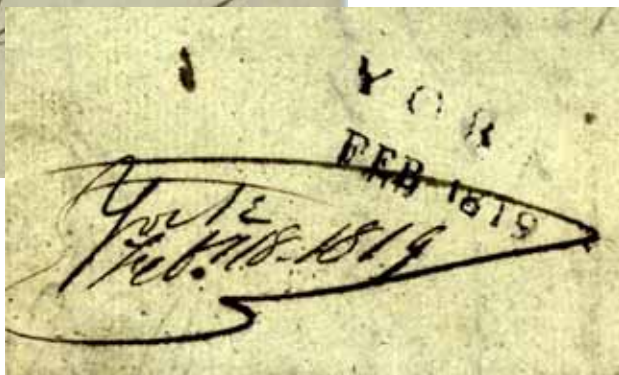


Montreal–Kingston, 1819. Early handstamp **FREE**. Postmaster to postmaster.

Montreal C 2. Dec. 19



York–Sandwich, 1819. *Free*. Ms York—appears to be in the same handwriting and ink. Straightline Y O R K on reverse.



Free



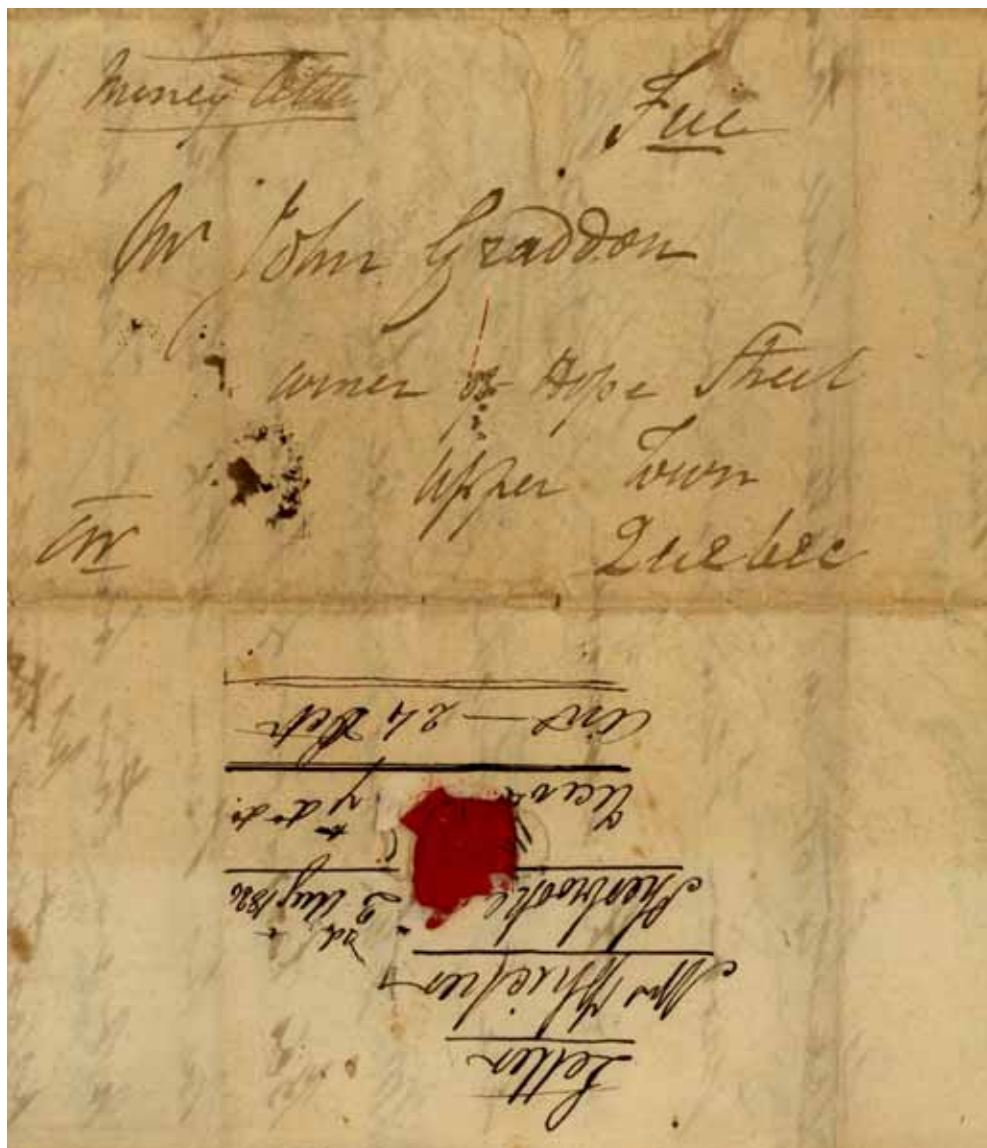
3rd Feb 1825

Niagara—Queenston (U C), 1825. Small serif **Free** handstamp, known at Niagara. Postmaster to postmaster. NIAGARA typeset-dated double circle.

Free money letter

Postmasters were allowed two free letters per mailing (the number changed, until the practise was dropped altogether) as part of their perquisites, but free money letters are difficult to find. This example is very early.

Sherbrooke Aug 3rd 26



Free money letter, Sherbrooke–Quebec, enclosed ribbon sample, 3 August 1826. One of the earliest money letters reported, and one of the very few sent *free*—in this case, postmaster's perquisite—in this early period (until 1835). Initialed by Sherbrooke postmaster Ann Whitcher (AW) lower left, with *ms money letter* upper left.

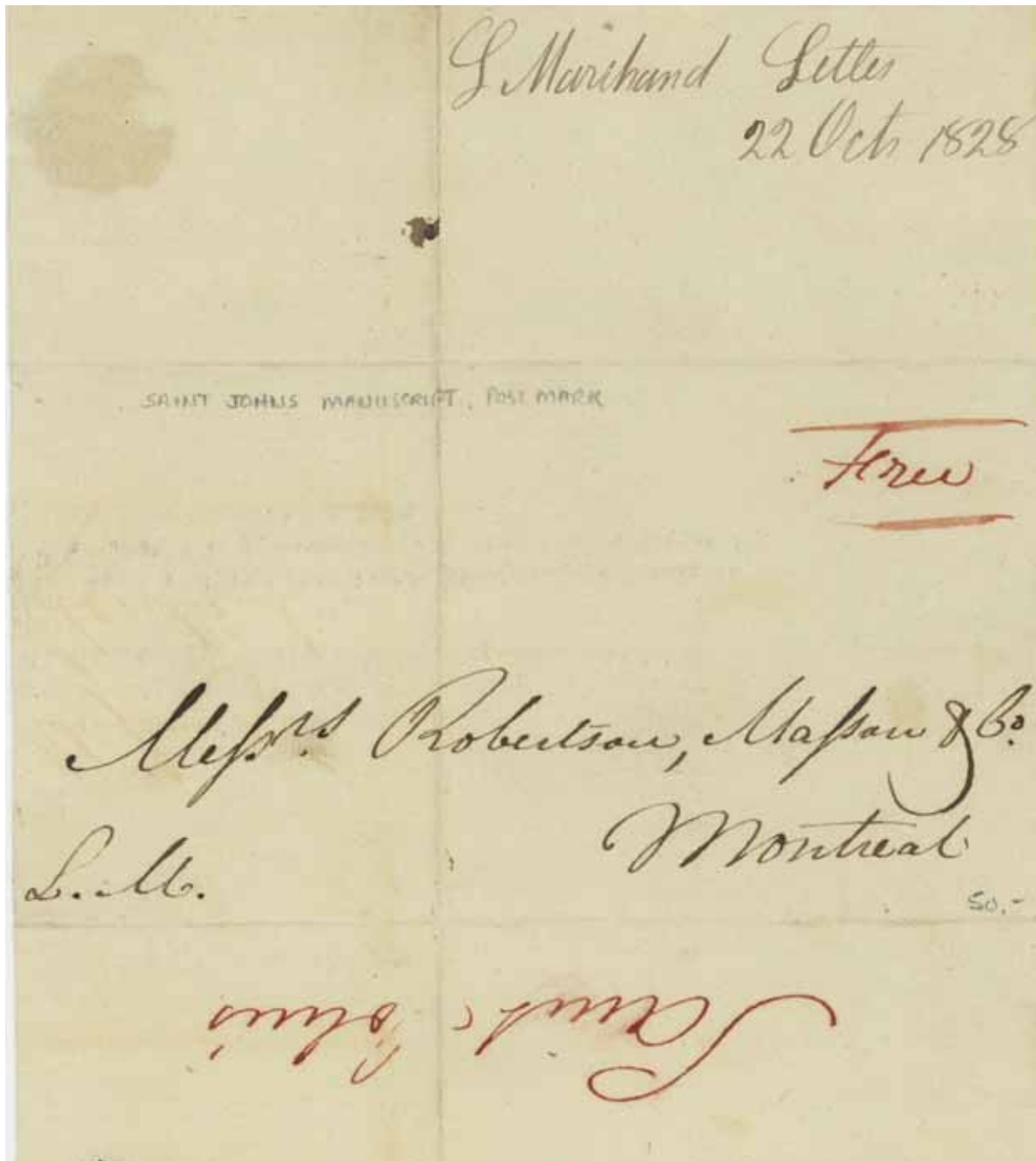
Enclosed an unspecified amount of money in payment for boots and gloves. Still attached via pin is a sample blue ribbon as a colour match.

1 Piece of Blue Ribbon to Return



← Blue ribbon, attached by pin

Free



Saint John's—Montréal (22 October 1828). *Free* is in the same ink as the ms. One of very few undated ms.

Free



Colborne (U C)—Clerk of the Peace, Port Hope, 27 March 1829 (very early for a double circle italic). *Free*; probably on official business.

COLBORNE UC double circle italic, known 27 March 1829–9 March 1832. Earliest reported strike. Formerly known as Cramahe.



Raleigh—Sandwich, 27 July 1829. Rated *Free*.

Only reported ms.

Free

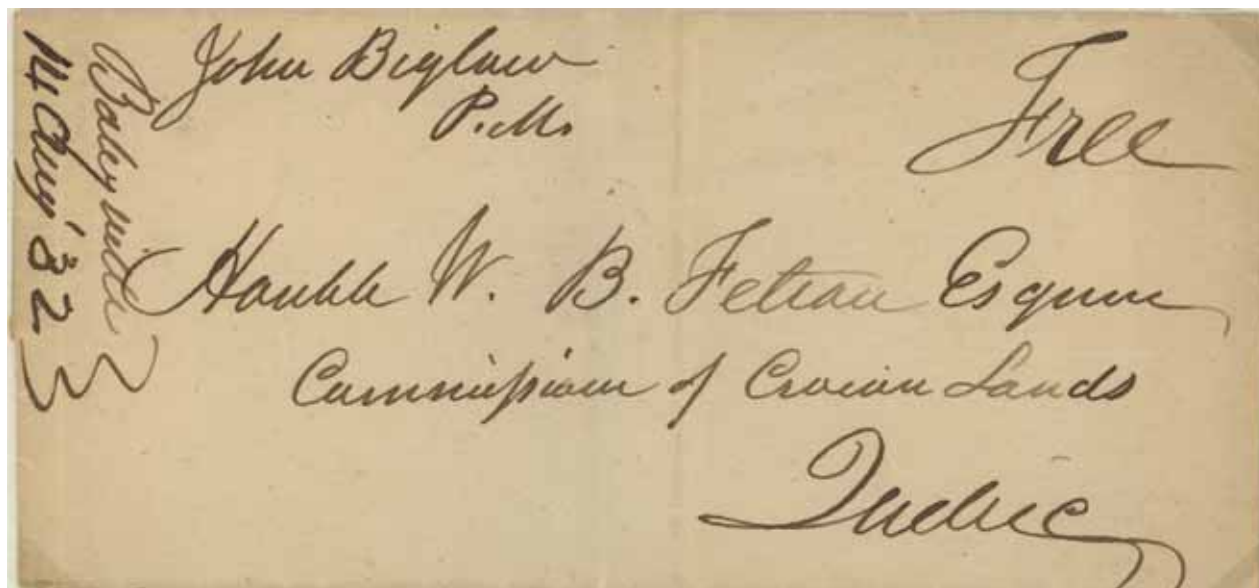


Amherstburgh—Sandwich, 1830. FREE

AMHERSTBURGH 1829-type, known 1830–7. Earliest reported strike

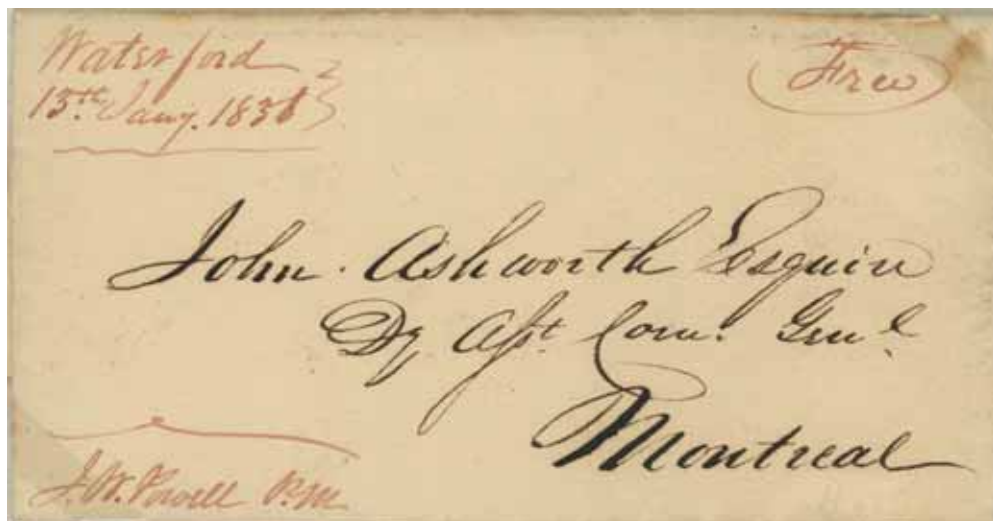


Queenston UC—Vittoria, 1831. *Free* from the postmaster to the postmaster of Vittoria; a filled-in printed form letter indicating the postage account on letters sent there from the U s via Queenston. For April–June 1831, only 20 such letters were sent, totalling U s \$4.25.

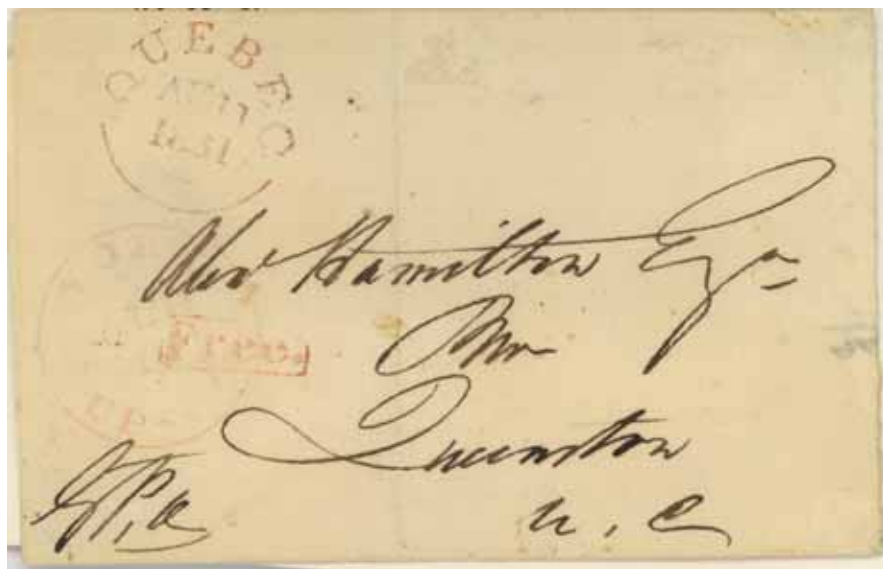


Babyville (LC)—Québec, 14 August 1832. Free John Bigelow PM. Ms Babyville.

Free



Waterford (U C)—Montréal, 13 January 1831. *Free*. Ms *Waterford*.



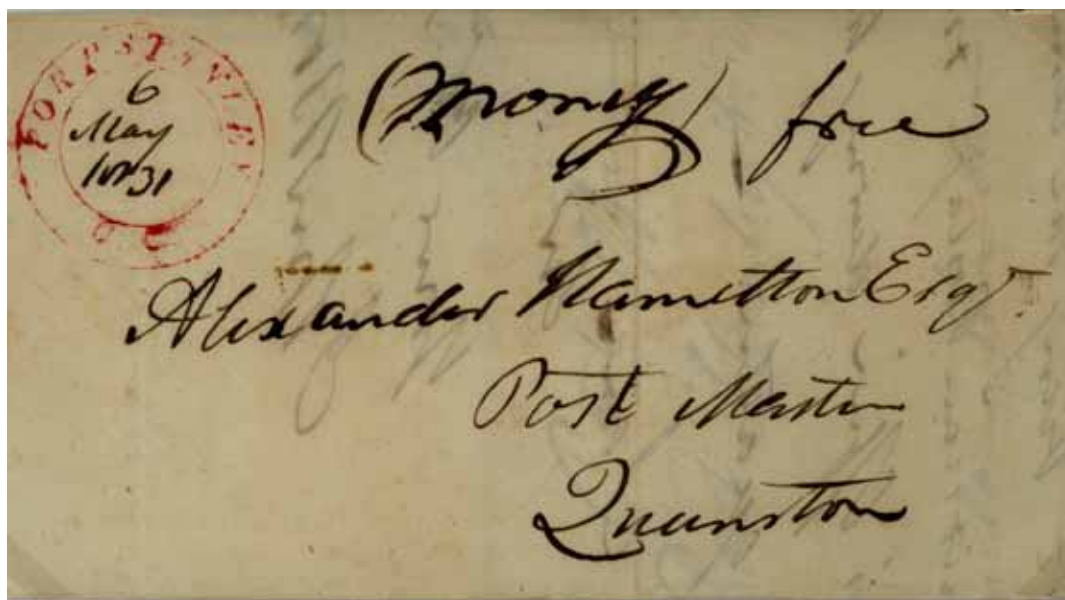
Québec—Queenston, via York, August 1831. Distinctive boxed York *Free*. With *YORK UP-CAN* circle.



Port Burwell—Brantford, 1832. *Free*.

Double circle italic *PORT BURWELL U.C.*, known 1831–42.

Free (and not so free) money letters



Port Stanley **U C**—Queenston, 6 May 1831. From one postmaster to another, I enclose the amount of \$1.85³/₄, being the sum of American postage received at this office during the last quarter. Earliest reported strike of Port Stanley double circle italic.



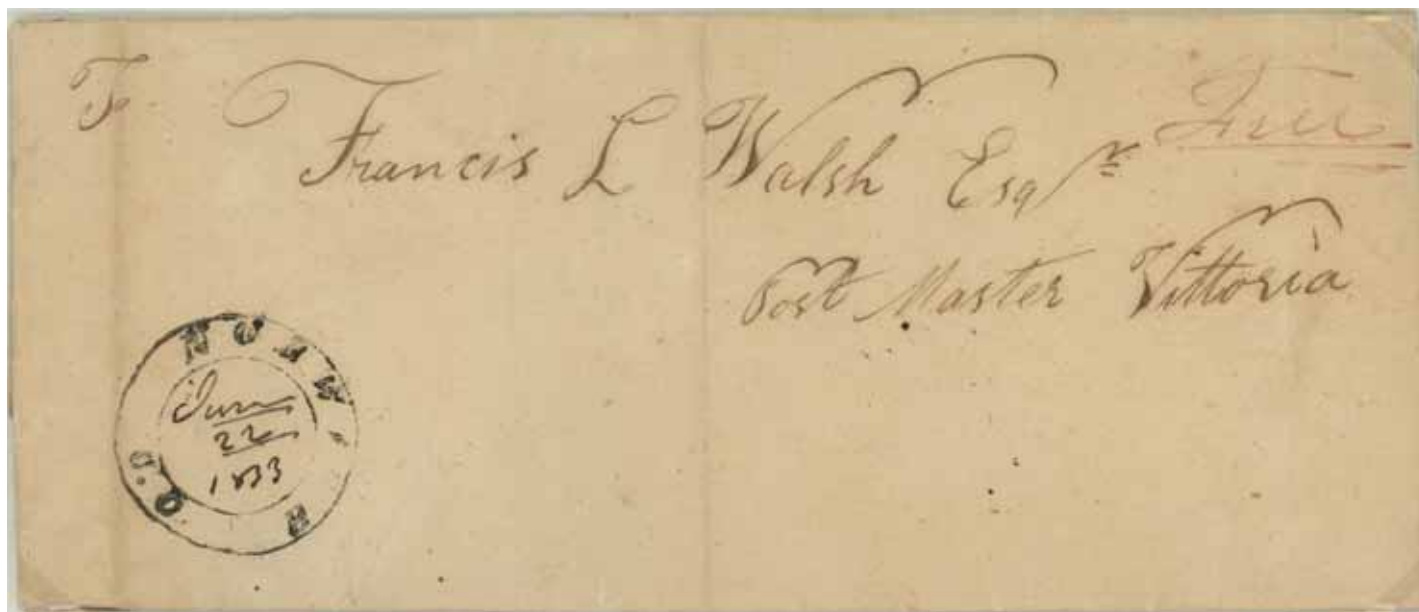
Port Stanley—Queenston, 1833. Same correspondence.



Port Stanley—Toronto, quadruple money letter, 1834. Rated collect 1 oz 3/-; 4 × 9d, 101–200 miles.

The sender once again the postmaster (Bostwick at lower left). Sent to the Receiver-General, so the P M decided to charge it (let the government pay!).

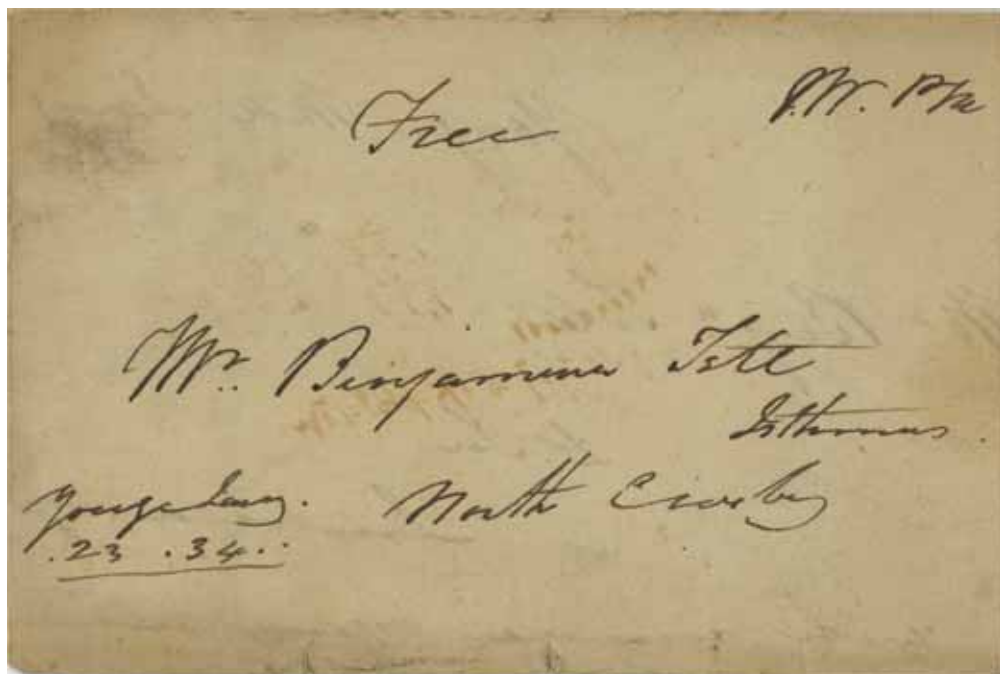
Free



Norwich—Vittoria, 22 June 1833. *Free* Latest reported strike of NORWICH U.C; hammer showing wear.

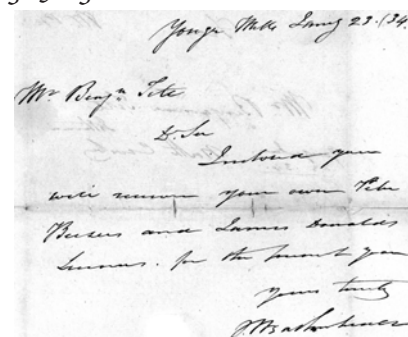


Trois Pistoles—Quebec, ms and double circle, both *Free*, 1833 & 1836); below, also money letter.



Yonge Mills—North Crosby (U C) 23 January 1834. Rated *Free*, with postmaster's initials. No post office known as North Crosby is known. Ms known 1834–41.

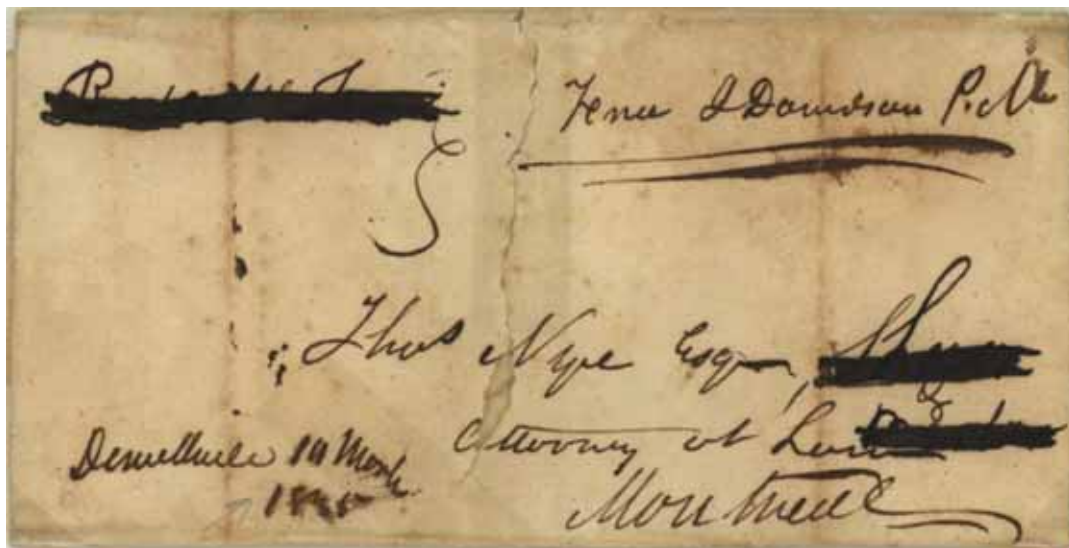
There was no post office at Yonge Mills until 1892; however, ms (lower left) reads Yonge Jany . 23 . 34.



Free



Hamilton—Queenston, 1834. **FREE**. Faint 1829-type.



Dewittville—Montréal, 10 March 1835. Free J Davidson PM. Ms Dewittville, Huntingdon Co, L.C. Post office opened 1832.



Prescott—Niagara Falls, 9 December 1836. Free. Ms known 1821–40.

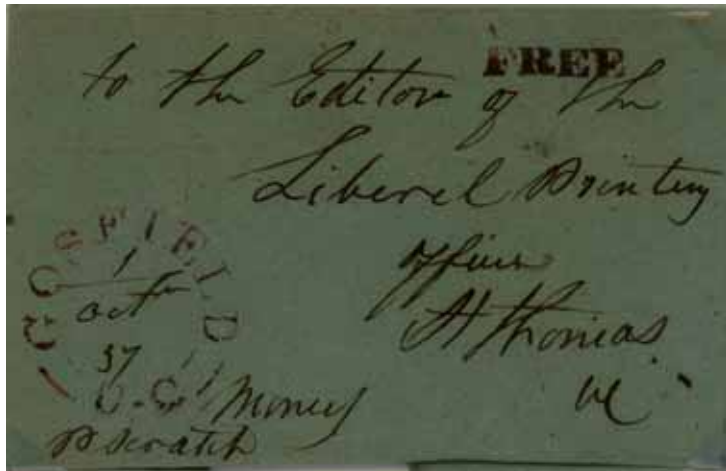
Free, but not so marked



Simcoe-Toronto, free money letter, 1837. Free, although not marked—it was sent by the postmaster, and there are no rate marks.

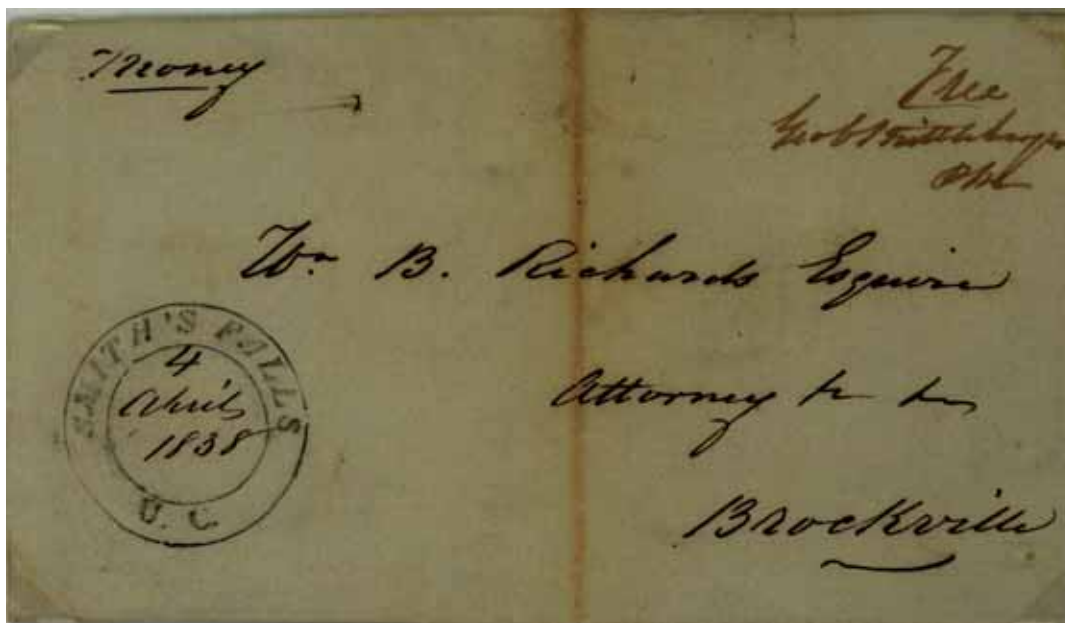
Large *M* applied at Toronto, indicating money letter. Latest reported strike of double circle **SIMCOE U.C.**

Free money letters



Gosfield—St Thomas, 1837. Small heavily-serifed **FREE** handstamp. Gosfield double broken circle (1831 order), known 1834–1843.

The postmaster (sender, P Scratch) was acting as agent for the *Liberal* newspaper, a common practice. *Not cut down*.

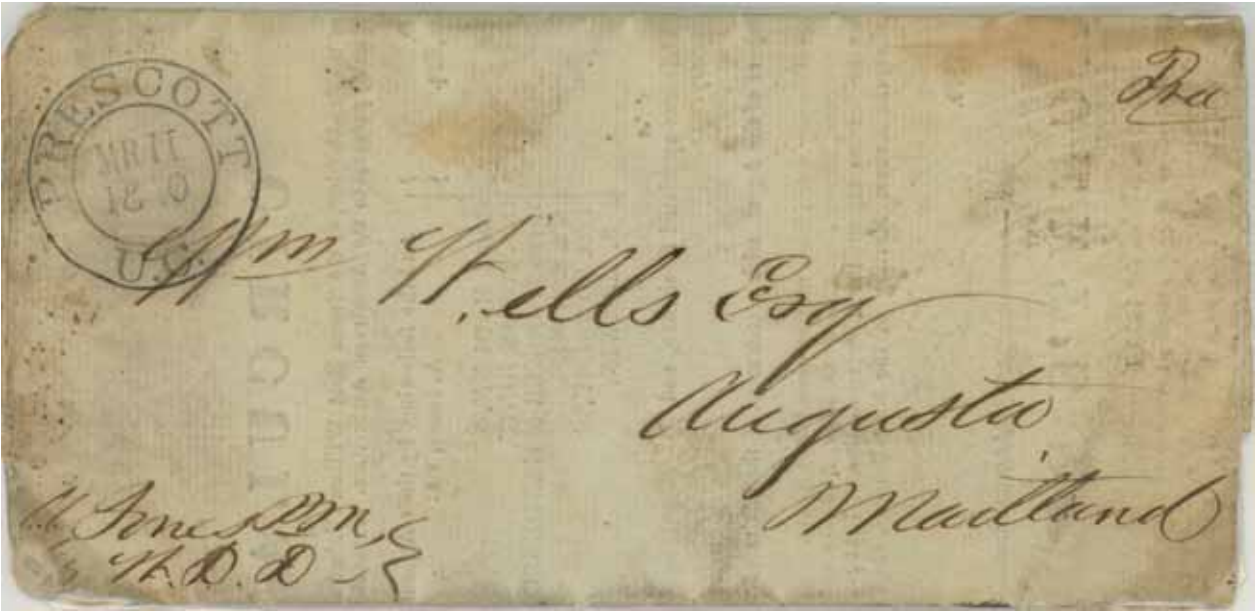


Smith's Falls—Brockville, 1838. **Free**. Double circle italic SMITH'S FALLS U.C., known use 1836–40, unusually clear.



Yamachiche (L.C.)—Montreal, 1843. Endorsed **Free** Modeste Richer PM. **MONEY-LETTER** handstamp applied at Montreal.

Free printed matter



Prescott–Augusta, 1840. Rated collect *Free*. A circular; balance sheet and report on the steamboat *William IV*; the P M (Alpheus Jones) was also agent for the corporation operating it.

Double circle P R E S C O T T U . C . , known 1837–42, seldom typeset-dated as here.

BALANCE SHEET OF STEAM BOAT WILLIAM IV., FEBRUARY 29, 1840.

Dr.		Profit and Loss.		Cr.			
To Wood account, for amount thereof in 1839		1425	4 3 1/2	By Freight Account for amount thereof in 1839,		2629	16 10
Expense account, do. do. do.		1235	16 8 1/2	Cabin Passage, do. do. do.		1999	18 9
Hands' Account, do. do. do.		1138	19 2	Deck Passage, do. do. do.		1281	7 6
Outfit Account, do. do. do.		456	7 6	Mail Contract Account for the William's proportion for carrying the Mail in 1839, say 1/2 of £468,		156	0 0
Partnership of Boats in 1839 for excess of the William's Gross Receipts, over and above proportion, this sum, which is, however, not yet settled, estimated at about		412	15 5	Earnings of 1838, for short charged Government for transport that year,		229	4 7
Account of Accident with the Barrie, for paid in full		292	12 6	Store-house Account for balance thereof in 1839,		49	0 8
Expense Account of 1838, for paid in 1839,		114	9 5	Towage Account, amount, do. do.		5	0 0
Freight Account do. overcharged that year,		22	2 1	Interest Account, balance, do. do.		5	6 7 1/2
Expense Account of 1837, for paid in 1839,		35	4 5 1/2				
Outfit Account of 1840, do. on account,		32	1 6				
Cabin Passage of 1838, overcharged that year,		3	10 3				
Expense Account of 1834, paid in 1839,		2	11 7				
Hands' Account 1838, do. do.		2	10 0				
Deck Passage Account of 1838, overcharged that year,		0	6 0				
Old debt Account for balance thereof,		0	18 3				
Advertising Account, for amount thereof in 1839		13	7 0				
Sundries for paid, sundry damages in 1839,		13	5 3				
Stock for nett earnings of Boat,		1156	8 7				
		£6358	14 11 1/2			£6358	14 11 1/2

Dr.		Stock.		Cr.			
To Dividend Account for paid to Stockholders for 1838, say 7th and 8th Dividends of the Boat amounting to £7 per Share,		2051	0 0	By Sundries for total property of Boat at the close of 1838, as per statement of that year		2854	0 3 1/2
Balance carried down,		1959	8 10 1/2	Profit and Loss for Balance brought down as nett earnings in 1839,		1156	8 7
		£4010	8 10 1/2			£4010	8 10 1/2

Dr.		Balance.		Cr.			
To Sundries for amount of Debts in favour of the Boat, as per List herewith,		1038	14 8	By Sundries for amount of Debts against the Boat as per Books.		578	1 1
Cash for amount in Agents' hands,		1470	15 3 1/2	Stock for Balance brought down, being nett Amount of the Boat's property,		1959	8 10 1/2
Store-house account for Liquors on hand,		28	0 0				
		£2537	9 11 1/2			£2537	9 11 1/2

A. JONES,

Agent.

C I R C U L A R.

At the Annual Meeting of the Stockholders, of the Steam Boat William IV. held at Gananoque, on the 3rd day of March, 1840, (being the 1st Tuesday in March,) pursuant to the Articles of Association. Present.

Hon. JOHN McDONALD,
for Estate of Joel Stone, Esq.
JOHN COWAN,
A. JONES.
D. B. O. FORD.
RALPH JONES.

And the following, by their Attorney,
A. Jones, viz:

Hon. J. H. DUNN,
Hon. JONAS JONES,
Messrs. HOOKER & HENDERSON,
H. & S. JONES,
GEO. LONGLEY,
J. S. MERWIN,

MATTHIE EASTON, & Co.
Mrs. ANN McAULAY,
Mrs. ALEX. McDONELL,
ALEX. STARK,
Rev. G. O. STUART,
JAS. SILLIMAN,
THOS. A. STAYNER
R. C. WILKINS,
Wm. WILLSON.

Hon. JOHN McDONALD was appointed Chairman, and
D. B. O. FORD, Secretary.

Resolved—That the Report of the Agent, with a statement of the affairs of the Boat, be printed, and a copy furnished to each Stockholder.

Resolved—That the Agent do pay a dividend, of five pounds per Share.

Resolved—That H. Giddersleeve, Henry Jones, D. B. O. Ford, A. Jones and Wm. S. McDonald, do constitute the Committee of Management, for the year ending the 1st Tuesday in March, 1841; and that A. Jones do continue to act as Agent.

Resolved—That hereafter, the Annual Meeting of the Stockholders, shall be held on the second Tuesday in February in each year.

Gananoque, 3rd March, 1840.

JOHN McDONALD, Chairman.
D. B. O. FORD, Secretary.

A G E N T ' S R E P O R T.

The Balance of the Profit and Loss account for 1839, herewith, as usual, does not show the exact profits of the Wm. 4th, for that year; a circumstance which must be expected at every Annual account of the Boat's business, as it appears impossible to prevent there being accounts, more or less, of the previous year, to settle.

In this instance, the balance of Profit and Loss, as will be seen, is £1156 8s. 7d.; but the amount actually paid out of the past year's earnings, for charges & account, of previous years, and account of the "Outfit" for the coming year, is £1141 2s. 6½d. as per Balance Sheet, £213, 18s. 6½d. and which deducted from £229 4s. 7d, received in 1839 for under charge to Government in 1838; leaves the amount received, "£15 6s. 0½d. more than the amount" paid out for the previous years, and deducted from the £1156 8s. 7d, makes the net profits of the Boat for 1839, £1141 2s. 6½d. To ascertain however, the actual net earnings of the Boat; the estimated £412 15s. 5d, to be refunded on account of the Partnership of Steam Boats for the past year, must be added; making the total net earnings for 1839, £1553 17s. 11½d, and if the unfortunate collision with the Commodore Barrie, had not occurred: £292 12s. 6d. more might have been added, to show that the William, had earned over and above her expenses in 1839 £1846 10s. 5½d; instead of which the actual net profits as above, are £1141 2s. 6½d, or £1146 18s. 6d. less than the profits of 1838. And it would appear that the William, by being in partnership with other Boats, instead of acting on her own account, during the past year; had sustained the loss of £412 15s. 5d; but it is not probable that her receipts would have been as great, had she been acting in competition with other Boats.

By comparing the Balance Sheet of 1838 with the past year, differences in the amount of each account will be observed; for instance, the Freight account of 1839 exceeds that of the previous year by £795. 16s. 3½d.; the amounts of "Cabin and Deck passage's" were less in 1839 by £93. 3s. 0½d. than in 1838.

"Store-house" account of 1839 shows a profit of £95 9s. 9d. less than in 1838, which certainly is a great difference in so small an account; but the smaller number of passengers in 1839 will account for part of the difference, but the principal cause is, that in 1838, no charge was made to "Store-house" account for wages of "Steward" and "Fore-bar keeper;" and in 1839 that account is charged with a proportion of their wages, and which, of course, is but fair; "store house" account, therefore, in 1838, showed a greater profit than was actually made by that account.

The account of Towing is £96 15s. less in 1839, than in 1838, which is owing to the William's route the past year, being above Kingston, instead of extending down the river to Prescott.

The "wood account" for 1839 being less by £442 2s. 7½d. than in 1838, is owing to the Boat's not running as many days of the week during the past year, as the previous year.

The "Expense account" for 1838 was £1675 19s., and in 1839 was £1235 16s. 8½d., or £440 2s. 3½d. less during the past year.

"Hand's account" for 1839 was £55 0s. 7½d. less than in 1838, which was perhaps occasioned by the men's being discharged at Kingston earlier than the year before.

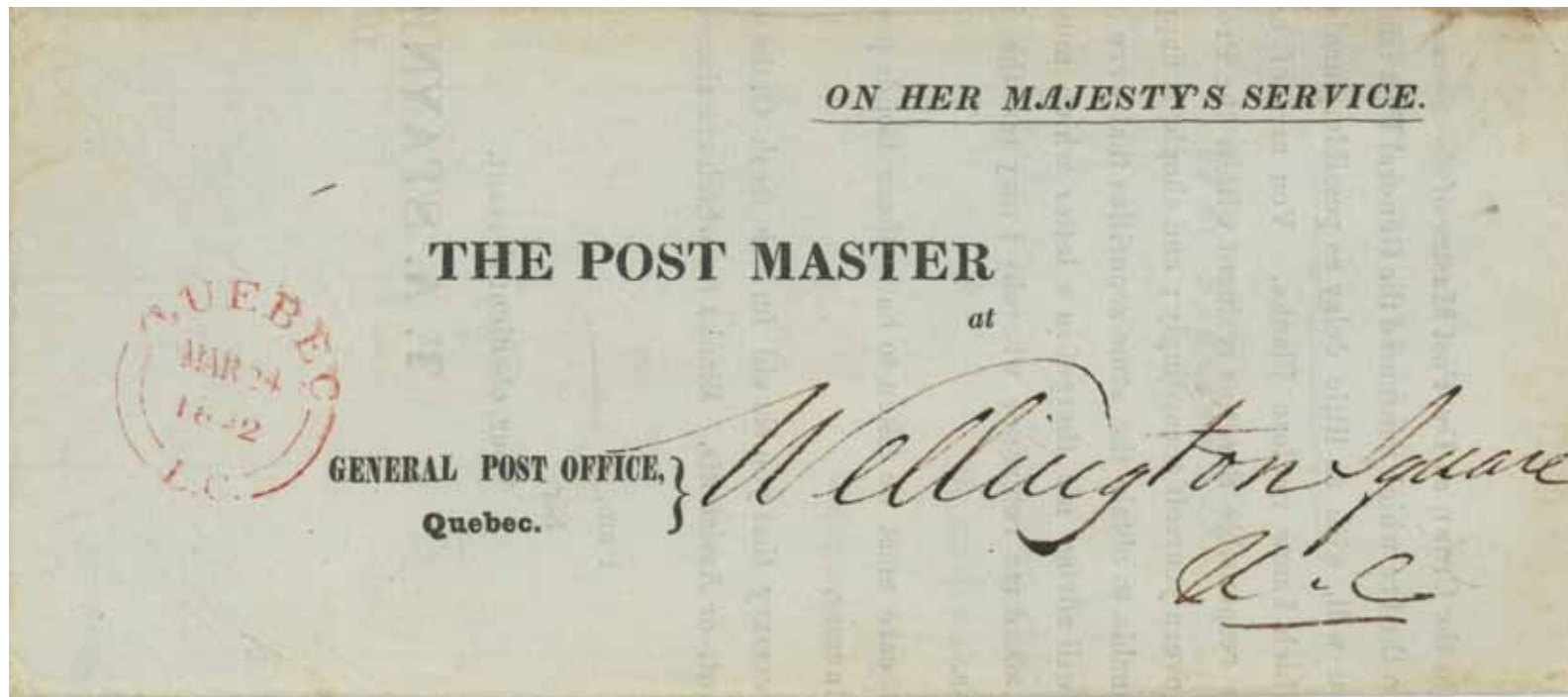
"On fit account" for 1839 exceeds that of 1838, by £285 18s. 10s., which was owing to the "False sides" being more thoroughly repaired, and the materials at Kingston, as far as timber was used, were more expensive than in 1838.

A. JONES,

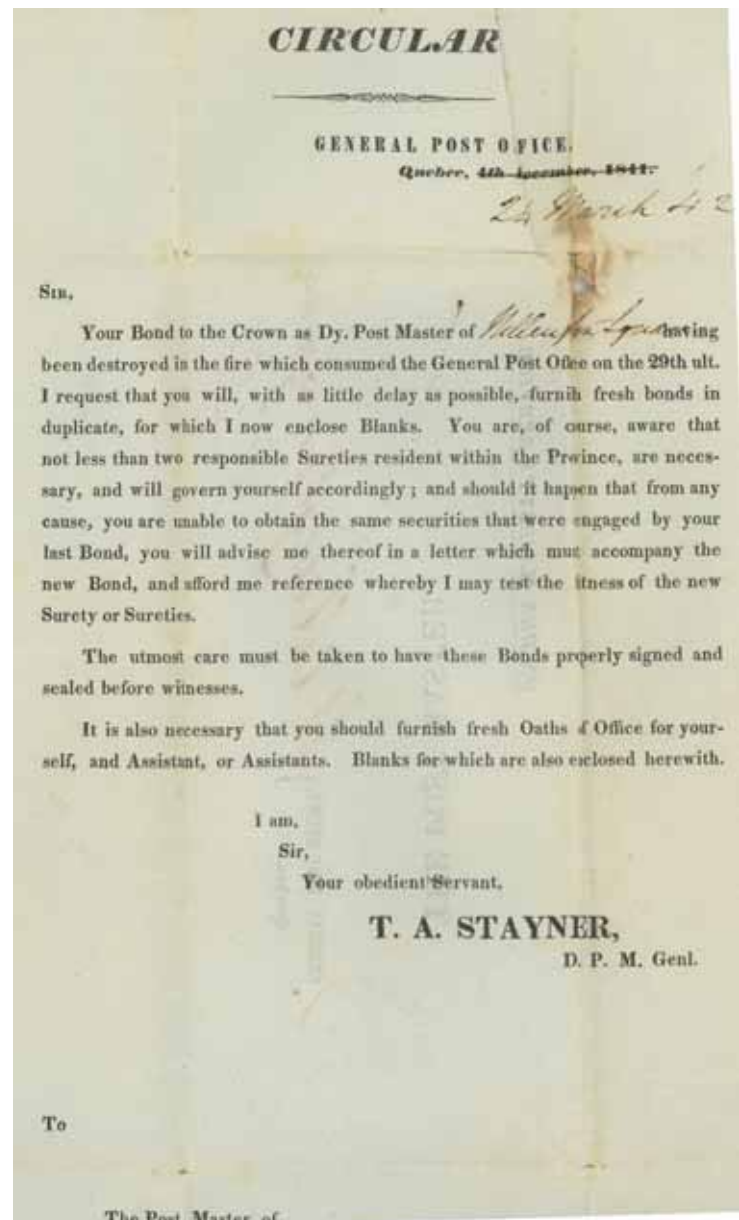
Agent of S. B. Wm. IV.

Prescott, March 3, 1840.

Free circular from DPMG



Circular from DPMG Stayner to postmaster at Wellington Square, 1842. Fire on 29 November 1841 destroyed the Quebec GPO, including bonds to the post office.



Free



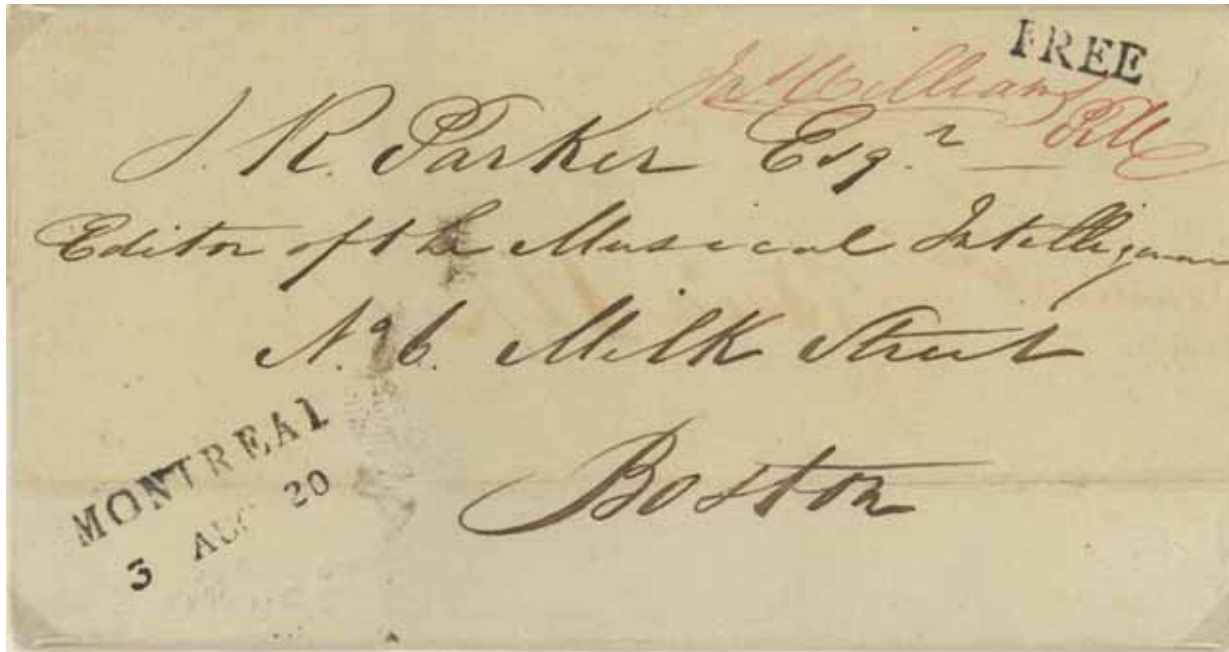
Free money letter, Montreal–Quebec, 1843. **FREE** First year of application of letter bill numbers, only seen sporadically; standard Montreal **MONEY-LETTER**. A checkmark is often seen with the number (as in this example).



Isle Verte (I.C)–Kingston, 21 September 1843. Free. Ms Isle Verte (Rivière du Loup Co) relatively common among L C ms.

Free on letters abroad

Free franking on foreign letters (particularly to the U S) usually covered only the portion of the trip within Canada. The top cover here is an exception, likely an error of omission at the exchange point.



Montreal–Boston, 1820. FREE and this was continued in the U S (probably against regulations).
Straightline MONTREAL, a very common one. Unusually, on the front of the cover.



Montreal–Boston, 1821. Rated FREE, struck through and charged $18^3/4$ ¢ for the 150–400 miles Burlington (VT)–Boston. Same correspondence.

Straightline MONTREAL, this strike showing the circular boundary of the handstamp.

Free to UK



Chambly (LC)—Royal Hospital, Chelsea (London), free, 1843. Completely FREE. Consists of a long filled-in questionnaire (only partly shown).

No. 138/a.

D94789

Richard Cranstone who represents himself to be a Pensioner of the ROYAL HOSPITAL at CHELSEA, is required to answer the following Questions :—

QUESTIONS.	ANSWERS.
From what Regiment, at what time, and at what rate of Pension were you admitted a Pensioner?	<i>4th Veteran Battalion</i> <i>25th July 1821.</i>
Where were you born?	<i>at Sea.</i>
When, and at what place were you attested?	<i>About the 25th of June 1805</i> <i>at Mullingar. Ireland</i>
How old were you at the time of your enlistment?	<i>18 years.</i>

Free to UK



Montreal–London, January 1851. While it looks like a soldier's letter, it is actually an *Enquiry After a Soldier, East India Company's Service*. Rated free, as indicated by the London crown circle on reverse (at top).

Instructional markings

Forwarding

In US, UK, and Canada, *forwarding* refers to sending the mail from the original address to a new one, as would occur if the recipient had moved and left a forwarding address.

However, in Lower Canada, it was also frequently used to denote a normal transit. For example, letters from Halifax to Toronto were sent via Quebec, and postmarked there. For some reason, the Quebec postmaster decided that this normal procedure was forwarding, and thus marked it. This also took place at other offices in LC. We refer to this as *anomalous forwarding*. Much less frequently, anomalous forwarding occurs on letters within UC.

Both types are much more likely to be seen on covers from abroad.



6th 2^d Oct 1783

Berthier (LC)–Quebec, forwarded to Montreal, 1783. Rated collect 9 d cy, the rate to Montreal (101–200 miles); then *fwd 9*, the rate Montreal to Quebec was added, making a total due of 1/6 cy.

BERTHIER straightline, known 1780–94.



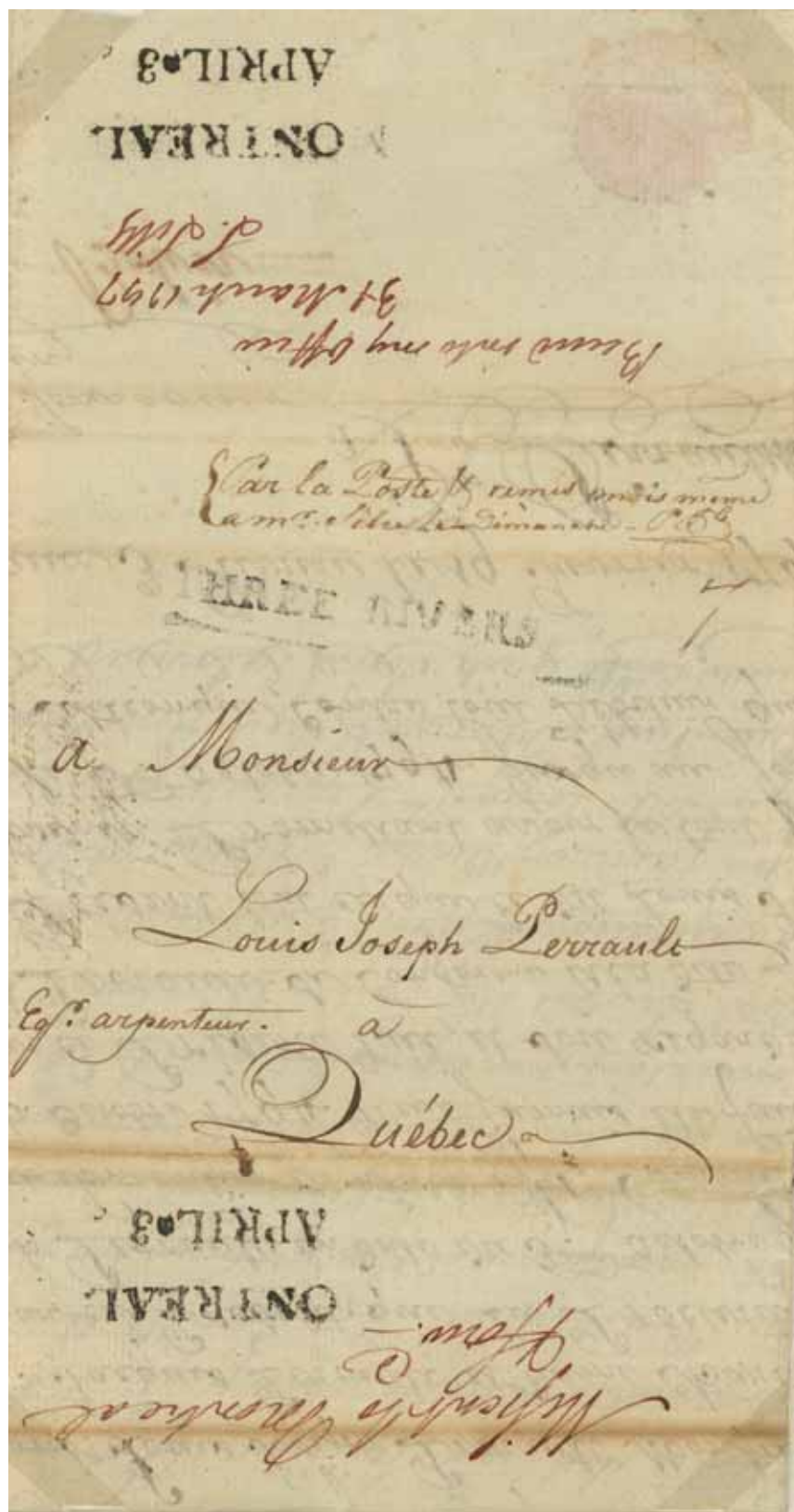
LANCASTER
23 Jan : 24

From somewhere to Lancaster, then forwarded to Williamsburg (UC), 1824. Originally charged 11 d cy (201–300 miles), then *Forwarded* and additionally charged for under 60 miles (Lancaster–Williamsburg), totalling 1/3½ cy.

I suspect that it was sent to Lancaster (as a nearby post office, only 45 miles away from destination!), not knowing that Williamsburg was on a postal route, and there, realizing that it was, charged the last step. Had the postmaster of origin been half awake, it would have been charged a single distance, which would likely have been 1/1 cy.

LANCASTER straightline, known 1819–29.

Forwarded, missent, 1797



Three Rivers—Quebec, missent to Montreal, 1797. Collect 7 d cy, 61–100 miles. Sender has noted, *Par la Poste & remis mois même a Mr Sills Dimanche* (he seemed to be a little casual about accents). The postmaster, Samuel Sills, endorsed it *Recvd into my office 31 March 1797*.

Somehow it was *Missent to Montreal/& fwd*, and twice stamped with the Montreal straightline. No additional fee for the unwanted diversion, Three Rivers—Montreal—Quebec.

MONTREAL straightline, with dating variations, known 1789–1801; the blob in the date was previously only known 1789–92.

THREE RIVERS straightline, known 1792–9.

Forwarding



Double ms, St Ours (Richelieu Co, LC)—Stanstead, via Chambly, anomalous forwarding, 10 May 1830. *Forwarded* applied at *Chambly*, 12 May 1830, only reported ms. St Ours, only reported ms; post office opened 1827.

Rated *Paid* 4½ d cy, under 60 miles.



Toronto—Hamilton, forwarded to Brantford, 27 May 1834. Rated *PAID* 4½ d cy, under 60 miles.

Latest reported strike of the *YORK UP-CAN* circle; the name had changed to Toronto earlier in the year. *HAMILTON* 1829-type, known 1829–39.

Forwarded



Niagara—Simcoe, missent to *London* (UC) and forwarded, but charge vacated, 1835. Initially rated **PAID** 9 d cy, 101–200 miles, to London. Then forwarded and charged 4½ d; it was realized that it was incorrectly sent to London, so no additional charge was to be levied, and it was marked *Free*, that is, no more postage to be paid.

NAGARA UC double circle, known 1820–39.

OXFORD 1829-type, known 1830–41.

LONDON 1829-type (upper left), known 1831–39.

Simcoe ms, 19 December 1835, known 1829–39.



Amiens—Toronto, forwarded to *Kingston*, 1841. Initially rated **PAID** 9 d cy, 101–200 miles; then charged 9 d Toronto–Kingston (instead of writing forwarded, the Toronto clerk has written *Kingston*). The letter was addressed to the Crown Lands Office, located in the capital of Upper Canada; this had moved from Toronto to Kingston.

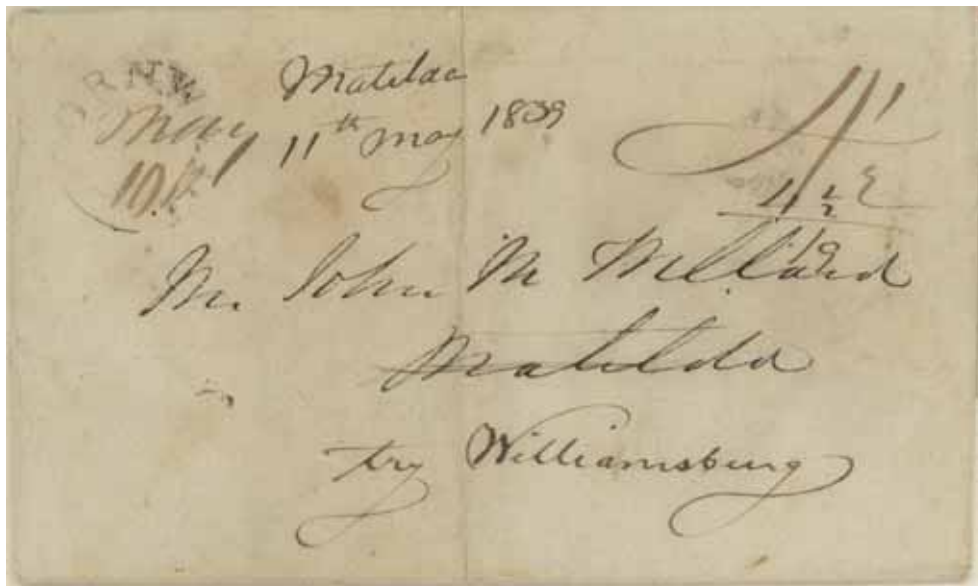
AMIENS serif double broken circle, proofed 1839, known (Campbell) 1839–59.

Common City of Toronto double circle.

Forwarded



Toronto–Montreal, sextuple rate, 1836. Rated initially 7/– cy from $6 \times \frac{1}{2}$ (Toronto–Montreal), then charged an additional 6×9 d; **FORWARDED** to Quebec. Faint **TOO LATE** applied in Toronto.



Cornwall–Matilda (Dundas Co, U C), forwarded to Williamsburg, 11 May 1839. Rated collect $4\frac{1}{2}$ d cy, under 60 miles, to Matilda, then charged again for forwarding to Williamsburg.

Ms Matilda. Cornwall 1829-type hammer known 1829–39.

Anomalous forwarding at Quebec

Both directions



Toronto–Charlottetown, via Quebec, 1839. Rated $1/6$ cy Toronto to Quebec (ca 570 miles); the rate Quebec to P E I is normally given as $1/8$ to Halifax plus 8 d Halifax to Charlottetown, so the additional charge should have come to $2/4$; for some reason it was charged only $1/3$ d extra, making a total due of $2/9$ cy.

FORWARDED handstamp applied at Quebec.



St Jean Port Joli (L'Islet Co, L C)–Kingston, 30 June 1842. Rated collect $1/2$ cy, 301–400 miles.

St J-P-J post office opened 1826; common among manuscripts.

Forwarded



Terrebonne—Quebec, forwarded to Kingston, 1841. Rated collect 9 d, 101-200 miles, Terrebonne to Quebec (as the location of the capital had changed); then **FORWARDED** to Kingston, and charged an additional 1/2, 301-400 miles.



Kingston—Laprairie, forwarded to L'Acadie, via Napierville, and returned to sender, 1843. Rated **PAID 11** d cy, 200-300 miles. **FORWARDED 2 Juin**, applied at Laprairie. non réclamé on reverse.

Double circle **NAPIERVILLE**, known 1834-60.

UC anomalous forwarding



Niagara–Kingston, 1841. Handstamp **FORWARDED**. Rated collect $4\frac{1}{2}$ d cy under 60 miles, Niagara to Toronto, and $6\frac{1}{2}$ d to make up the total of 11 d cy for 201–300 miles ($6\frac{1}{2}$ d is not a proper rate). The semi-circular **STEAMBOAT** cancel was applied at Toronto; known use is 1839–47.

Toronto was merely a transit point (the addressee had not moved), hence anomalous forwarding. The total rate should have been charged initially.

Forwarded

Although this weighs more than an ounce, it was charged only single rate, as it consisted of a single sheet.

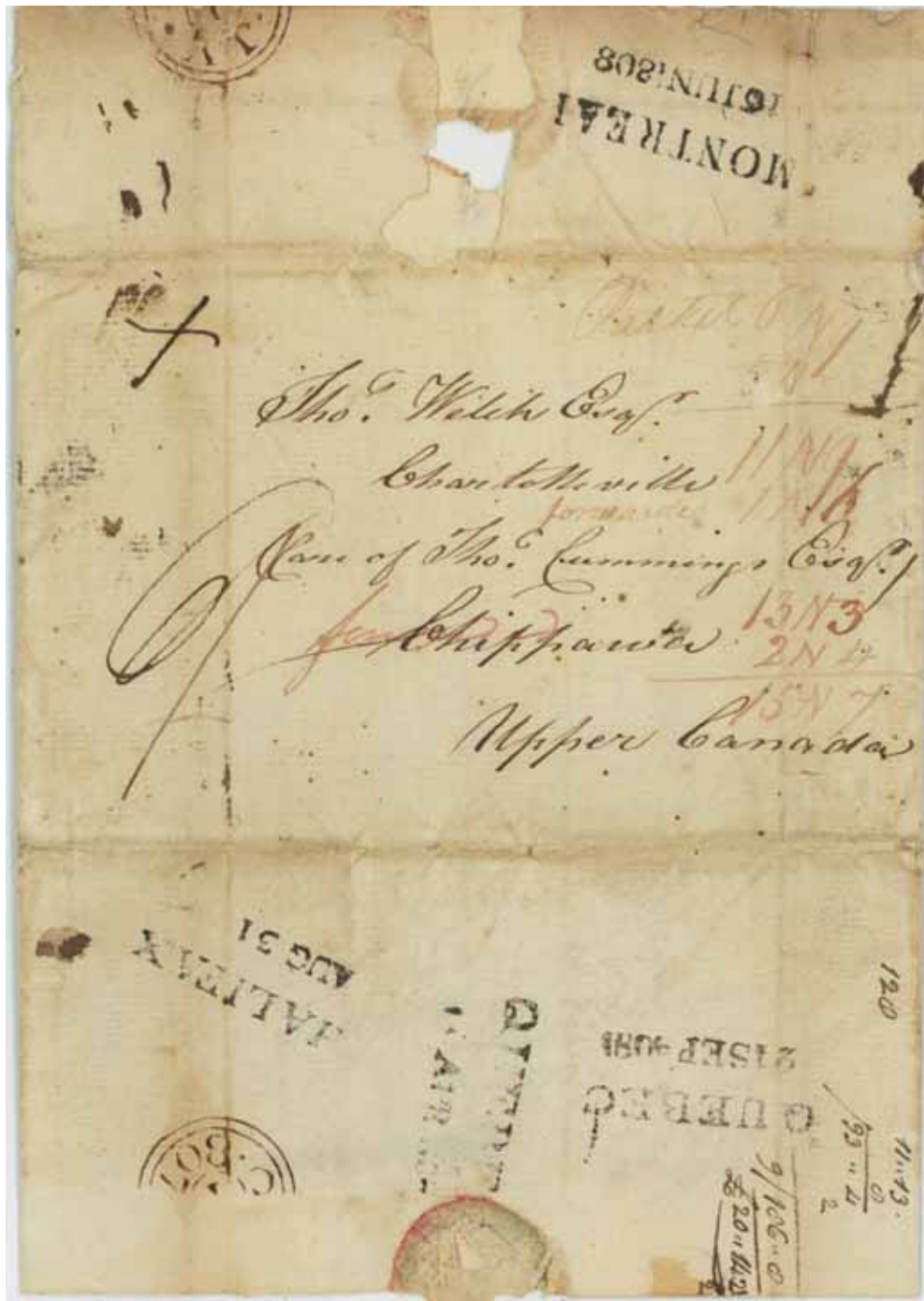


Toronto–Kingston, forwarded back to Toronto, 1843. **PAID 9** d cy, 101–200 miles. On paid letters which were forwarded to a destination which would not have cost more, there was no additional charge.

Contents is an enormous (double folio) Canada Company indenture, signed and returned to the Canada Company.

Forwarding on incoming mail

Anomalous (double) forwarding at Quebec and Montreal, 1808



London
Spring Garden 8 June 1808

London–Charlottesville, near Chippawa (U C), July 1807–June 1808. Rated collect *Packet 6/9* cy, triple $2/3$: packet $1/1$ stg Falmouth to Halifax, plus 11 d London–Falmouth (230–300 miles), totalling $2/-$ stg, converted to currency (there is also an ms $6/-$ at left, the rate in sterling).

Then charged $5/-$ cy, triple $1/8$, Halifax–Quebec. Next, *forwarded 1/6*; this is a very early example of the different use of *forwarded* in Lower Canada. Apparently triple 6 d cy, and followed by an additional *forwarded 2/4*, which isn't triple anything. Total due is $15/7$ cy.

A plausible explanation is that $1/6$ is *double* 9 d, Quebec–Montreal, and $2/4$ is double $1/2$ (301–400 miles, closer to 320) Montreal–Chippawa (near Niagara Falls). Odd that it was treated as just one enclosure at Quebec and Montreal, but two in London and Halifax.

Straightlines of Halifax (31 August 1807), Quebec (21 September 1807 with year inverted & 10 April 1808), and Montreal (16 June 1808). Just why it was stuck in Quebec from September to April is mysterious, and why it seems to have taken a further two months to get to Montreal is equally so.

Anomalous forwarding at Montreal and deliberate overcharge



Donmahick Sept 11th June 1821

Donmahick (U K)—New Perth (near Richmond U C), via P E I, 1821. Carried privately to Charlottetown. There charged 8 d cy to Halifax (faint Halifax four blobs marking on the right). Then charged 2/1, Halifax—Montreal (812 miles); Montreal *deliberate overcharge*, 1/—, by one penny. Faint red **FORWARDED**, at Montreal.

PRINCE EDWARD ISLAND circular type, known 1814–24.

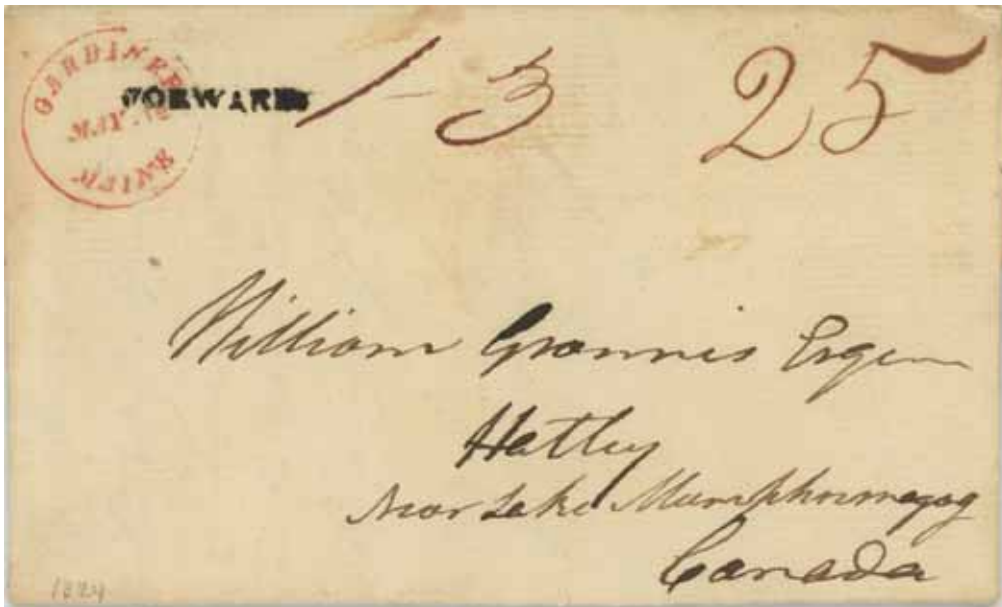
Forwarded



London–Quebec, forwarded to Montreal, 1821. Rated collect **20½¢** U S rate 150–400 miles, New York to Burlington (VT) exchange, plus 2¢ incoming ship letter fee. This converted to $1\frac{1}{2}$ cy. The normal rate from the exchange point to Quebec was 9 d cy, but here it seems to have been $1\frac{1}{2}$ cy. Then the standard **9 d** cy for Quebec to Montreal was added, making the total due **2/1** cy.

Canadian forwarding?

Via the Stanstead exchange; apparently, Hatley was close enough to Stanstead that no Canadian charge applied.



Gardiner (ME)–Hatley, May 1824. Rated **25¢**, U S rate to the border; this was converted to **1/3** cy due. I don't know whether the small FORWARDED marking is American or Canadian.

Gardiner May 11. 1824

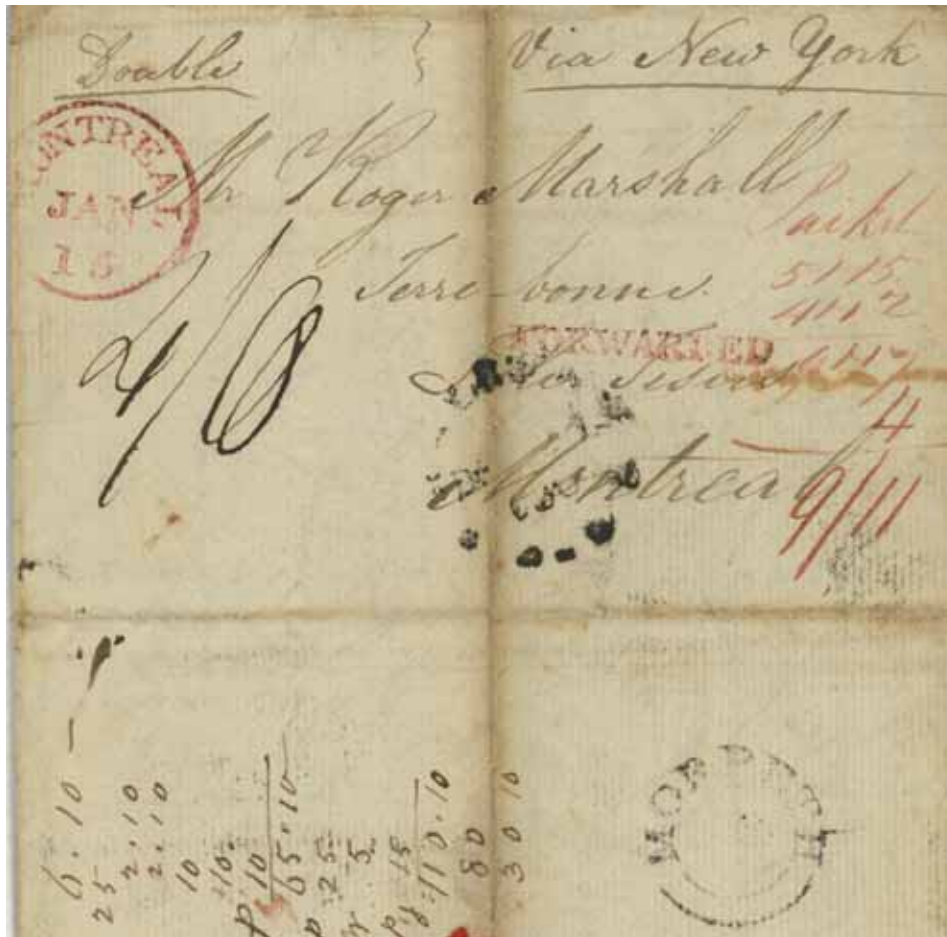
Forwarded



Schenectady (NY)–[Queenston](#), forwarded to York, 1832. Originally rated collect **18³/₄**¢, US rate to border (Q). Rare handstamp indicating [American postage](#) 11½ (conversion to currency of US rate) and [British do.](#) 9d, 101–200 miles to York (Toronto). No forwarded marking.

The strange typeset double circle is known 1831–4.

Anomalous forwarding at Montreal and Quebec



Linbriggs (U K)—Terrebonne (I C), double, 1830. Rated 4/10 d stg, made up from double 1/3 packet Falmouth—Halifax, plus 1/1 origin to Falmouth. This converted to **Packet 5/5** cy, to which was added double Halifax—Montreal (2/1). At this stage, the nonstandard (but ubiquitous in Lower Canada) use of **FORWARDED** occurred, and double the nearby office rate of 2 d cy was added, making a total due of **9/11** cy.

Although the instructions said *Via New York*, it went by packet to Halifax. The Halifax four blobs datestamp is barely readable.

Linbriggs Oct. 28th 1830



Sunderland—Cobourg (U C), double, 1833. Rated collect 4/8, double 1/3 packet rate + 1/1 (601–700 miles at the 1805 scale); translated to 5N3 cy. Then inland BNA rate, Halifax—Quebec, double 1/8 cy; at Quebec, hit with the usual misused (at Quebec) **FORWARDED** and charged double 11 d cy (201–300 miles) to a transit point, and then charged an additional double 7 d cy for 61–100 miles.

Double broken circle SUNDERLAND and four blobs Halifax dater on reverse; very faint Quebec double broken circle; finally, solid circle COBURG (fewer than five examples reported).

Anomalous forwarding at Quebec



Edinburgh–Trafalgar (U C), 1835. Initially paid $2/5$ stg made of (single) packet letter plus Edinburgh–Plymouth mileage. From Halifax, sent to destination via Quebec. The rate Halifax–Quebec was $1/8$ cy, and at Quebec, this was charged, and the **FORWARDED** handstamp applied. The rate from Quebec to Trafalgar was 401–500 miles, and the letter was charged the additional $1/1$ cy for a total due of $2/9$ cy.



Aberdeen–Galt (U C), via Halifax and Quebec, 1835–36. Initially rated **PAID AT ABERDEEN** $5/12$ stg; this is triple $1/8$ stg (Aberdeen–Liverpool plus outgoing ship letter), together with $\frac{1}{2}$ d wheel tax applied in Scotland.

At Halifax, charged $3/4$ cy and later $2/8$ cy; the former is likely double $1/8$ cy Halifax to Quebec, the latter double $1/4$ cy, Quebec to Galt. The total due, $6/-$, is noted at the left, and the upper right.

There is a faint *try Galt* ms. Faint **FORWARDED** handstamp (lower left).

Anomalous forwarding



Bandon (Ireland) to Markham (near Toronto), 1836. Intended to be sent via Liverpool and New York, but sent via Falmouth, Halifax, and Quebec. Rated (collect) 2/9 stg (1/3 packet and 1/6 inland UK from near Cork to Falmouth); this was converted to 3/1 cy, to which the fees to Quebec (1/8 cy) and from Quebec to Toronto were added (1/1 cy) making a total of 5/10 cy due.

Double broken circle at Bandon; Dublin transit lozenge; faint Halifax circle, and Quebec double circle. At Quebec, the usual **FORWARDED** handstamp.



Glenavy (County Antrim, Ireland)–Cobourg (U.C.), 1836. Rated collect 2/8 stg (1/5 stg origin–Falmouth plus 1/3 stg packet rate, Falmouth–Halifax), converted to *Packet* 3/– cy. Then charged 1/8 cy, Halifax–Quebec; at this point, the rating is 1/6 cy to Cobourg, but inexplicably broken into 11 and 7 d charges. Total due is 6/2 cy.

Handstamp **FORWARDED** applied at Quebec with its usual nonstandard meaning.

Double broken circle GLENAVY, and Dublin Lozenge.

The Halifax circle is unusually clear. COB O U R G 1829-type, known 1829–39.

Aug. Lodge Glenavy
County Antrim
29th November 1836

Forwarding



London—Grafton (U C), forwarded twice, 1837. **PAID SHIP LETTER LONDON 1/-** (rate mark is at left), outward ship letter fee. At New York, charged 20½¢ (2¢ incoming ship letter fee and 18½¢ to the Kingston exchange. This was converted to 1/1 cy. Then 9 d (101–200 miles) for Kingston—Grafton (in Haldimand County—possibly confused with the town of Haldimand, which was not in that county); then there were two more charges—for forwarding—1/2 (301–400 miles), likely Grafton to near Cobourg, and 9 d (101–200 miles), ending at Sandwich (near Windsor). The total due was an incredible 4/10 cy.

Ms town postmark *Haldimand*, only known example; post office open 1832–58; in Northumberland County, not Haldimand County!



Cork (Ireland)—Toronto, forwarded to Brantford, 1837.

PAID AT CORK 1/- (rate mark is at left), outward ship letter fee. At New York, charged 27¢ (2¢ incoming ship letter fee and 25¢ to the Queenston exchange, converted 1/4½ cy.

Then 7 d (61–100 miles) to Toronto, and additional 7 d **FORWARDED** to Brantford, totalling 2/1½ cy.

Anomalous forwarding at Richmond LC



Meriden (NH)—Shipton (LC) via the Derby Line-Stanstead exchange and Richmond, 1839. Rated Paid $12\frac{1}{2}$ ¢ U S rate to the exchange point, charged $4\frac{1}{2}$ d (under 60 miles) to Richmond (for some reason), then with the standard LC misuse of **FORWARDED**, charged an additional $2\frac{1}{2}$ d to make up the 7 d rate 61–100 miles, Stanstead–Shipton.

Weirdo double circle **STANSTEAD L.C** (with a comma) known 1836–41.

RICHMOND LC 1829-type known 1830–48.

Forwarding



Edinburg—Montreal, forwarded to Toronto, September–November 1839. Paid **SHIP LETTER LIVERPOOL 1/-** (rate mark is at left), outward ship letter fee. At New York, charged 20½¢ (2¢ incoming ship letter fee and 18½¢ to the Burlington exchange. *US Post* was converted to 1/1 cy. Then 4½d added, for the rate to Montreal from the border. It was then forwarded to Toronto, for which there should have been an additional charge, but there was none.

Two strikes of the Montreal **FORWARDED** handstamp, one of which is struck through.



Flushing (NY), addressed to York—intending Toronto—forwarded to Toronto, 1839. York ms, 13 December 1839.

Rated collect 25¢, U S rate (over 400 miles), Flushing to the Queenston-Lewiston exchange. This converted to 1/3 cy, then charged 7 d cy, 61–100 miles to York, whence it was **FORWARDED** to Toronto (at no extra charge, as the distances were more or less the same.

Only reported ms of York U C (Haldimand County).

Forwarding

From about 1840, forwarding on letters incoming (by packet or ship letter) from U K was charged $2\frac{1}{2}$ d cy (2 d stg) for each occurrence.



Manchester (U K)—Toronto, forwarded to Thornhill, November 1840. Paid $1/-$, packet rate to Halifax; then charged $2\frac{1}{2}^o$ cy to interior; the forwarding cost $4\frac{1}{2}$ d cy (under 60 miles, Toronto—Thornhill), but this was incorrect—it should have been charged only an additional 2 d stg ($2\frac{1}{2}$ d cy) each time it was forwarded.

TOO LATE applied at Toronto (on route to Thornhill).



Vellore (India) to [Hamilton](#), forwarded to Toronto, May–July 1843. Addressed to a Canadian militia officer. Via London (small circle at top and Lombard Street Maltese cross) to Liverpool (oval at left), in closed bag to Halifax, then Hamilton, then Fort Erie (faint 1829-type at left), and re-addressed to Toronto.

Rated as India ship letter, *PAID* As 10 (Annas, equivalent to 10 d stg), 8 d incoming U K ship letter plus 2 d to port; then initially charged $1/0$ stg, packet rate to Halifax, struck through and replaced by $1/2$ stg, including internal from the port. Finally, $2\frac{1}{2}$ at right represents the fee for forwarding to Toronto.

Anomalous forwarding at Montreal



Magnolia (Wakulla County, FL), 1835–6. Rated *Free* (to the border), signed by Magnolia postmaster. Then charged 4½ d cy from the Stanstead exchange to Montreal (under 60 miles), then *forwarded* (in the sense used in Lower Canada) to Laprairie, and charged an additional 4½ d.

Straightline MAGNOLIA FLA DEC 16, only reported in 1834.

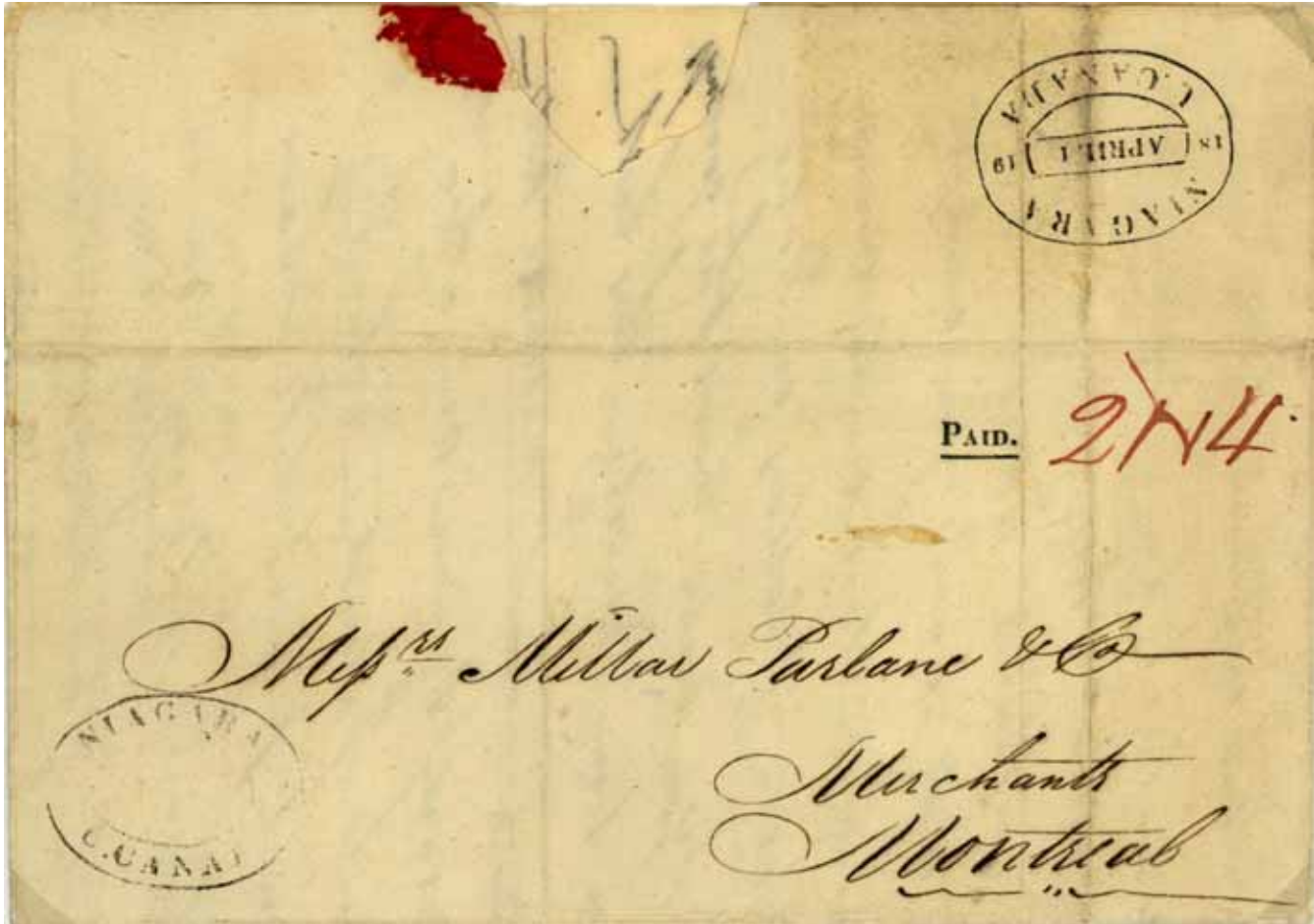
1829-type LA PRAIRIE, known 1830–41.



Baton Rouge (LA)–*Laprairie* (LC), 1843. Rated **PAID 25¢**, over 400 miles to Stanstead/Derby Line exchange; then charged 4½ d under 60 miles to Laprairie via Montreal. **FORWARDED** handstamp applied at Montreal.

Small early paid handstamp

NIAGARA U.CANADA double oval, known 1817–19 in five or fewer examples.



Pre-money letter, Niagara–Montreal, April 1819. Letter contained . . . Sixty Dollars in Notes . . . Rated PAID. (a handstamp!—several examples have been reported) 2/4 cy, double 301–400 mile rate Niagara to Montreal; money enclosure caused it to be double rate (despite multiple enclosures). Although a money letter system was adopted in the UK in 1792, it was not extended to Canada until 1825. Prior to that, some letters are known to have contained money, but were not externally marked—hence pre-money letters.

*I now enclose under cover
of this Sixty Dollars in Notes*

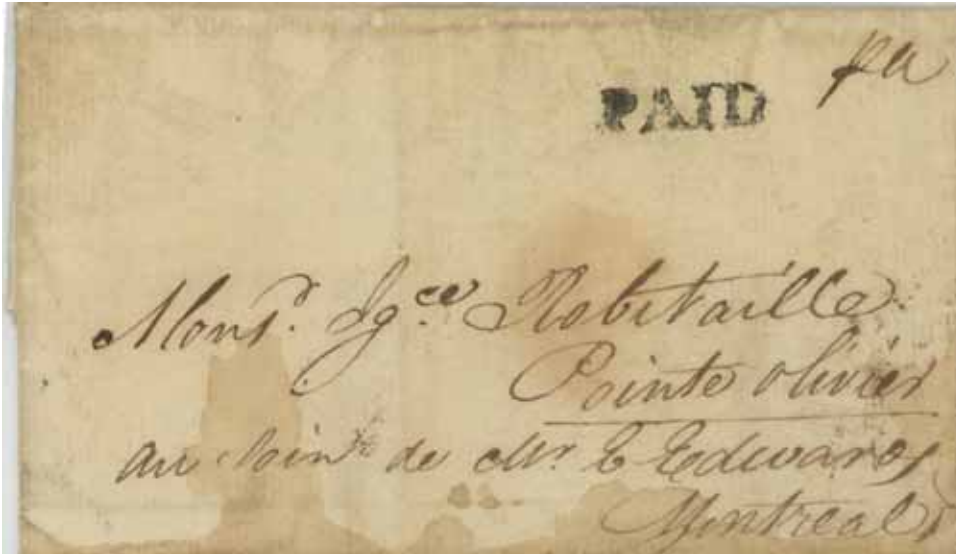
I now enclose under cover of this, Sixty Dollars in Notes . . .



Niagara–Montreal, January 1819. Rated as above.

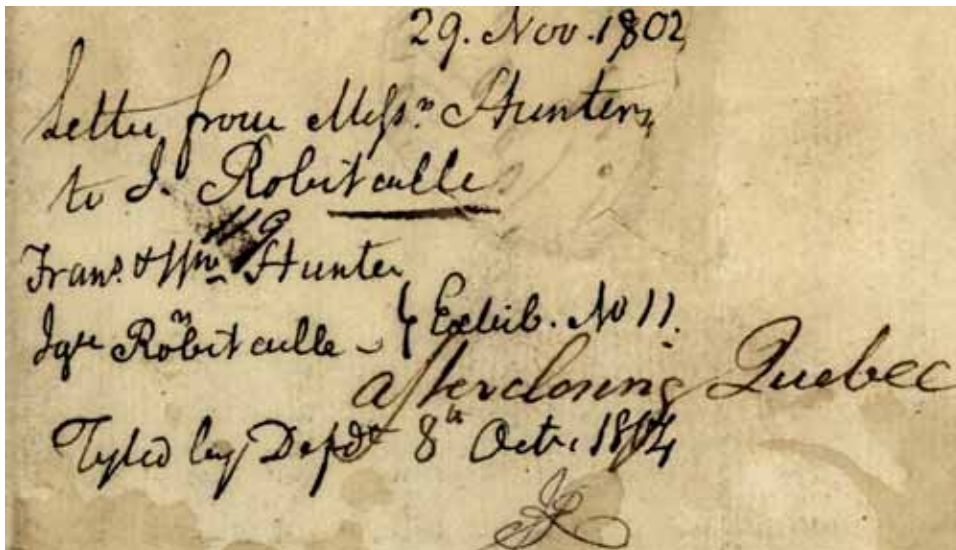
Too late/after closing

Too late refers to the letter having arrived after mail bag was closed—it arrived too late for the day's (week's, month's, . . . mail). It means the letter could not be sent in the next mail from the post office. This provided protection for the postmaster in case of complaints about slow delivery. Equivalent is *After closing* (A C). The former is much more commonly seen in Canada, whereas A C is more much more frequently seen in the Maritimes.



Quebec–Montreal, 1802. Rated **PAID** followed by a squiggle, which should be g. Marked on reverse,
after closing Quebec

Instead of using the Quebec straightline, the postmaster just wrote *Quebec*, since he had to write *after closing* anyway.



4 Janvier 1825
Lettre de M^r de la Rivière à M^r de la Rivière
PAID 7
J. Viger
Scuier
Montreal


 Mr. F. Languedoc
 St. George

Quebec—*St George*, 1833. Rated collect 9 d, 101–200 miles. **TOO LATE** applied at Quebec.

Too late

Also, remailed and routed via Lake Ontario, rather than by land.

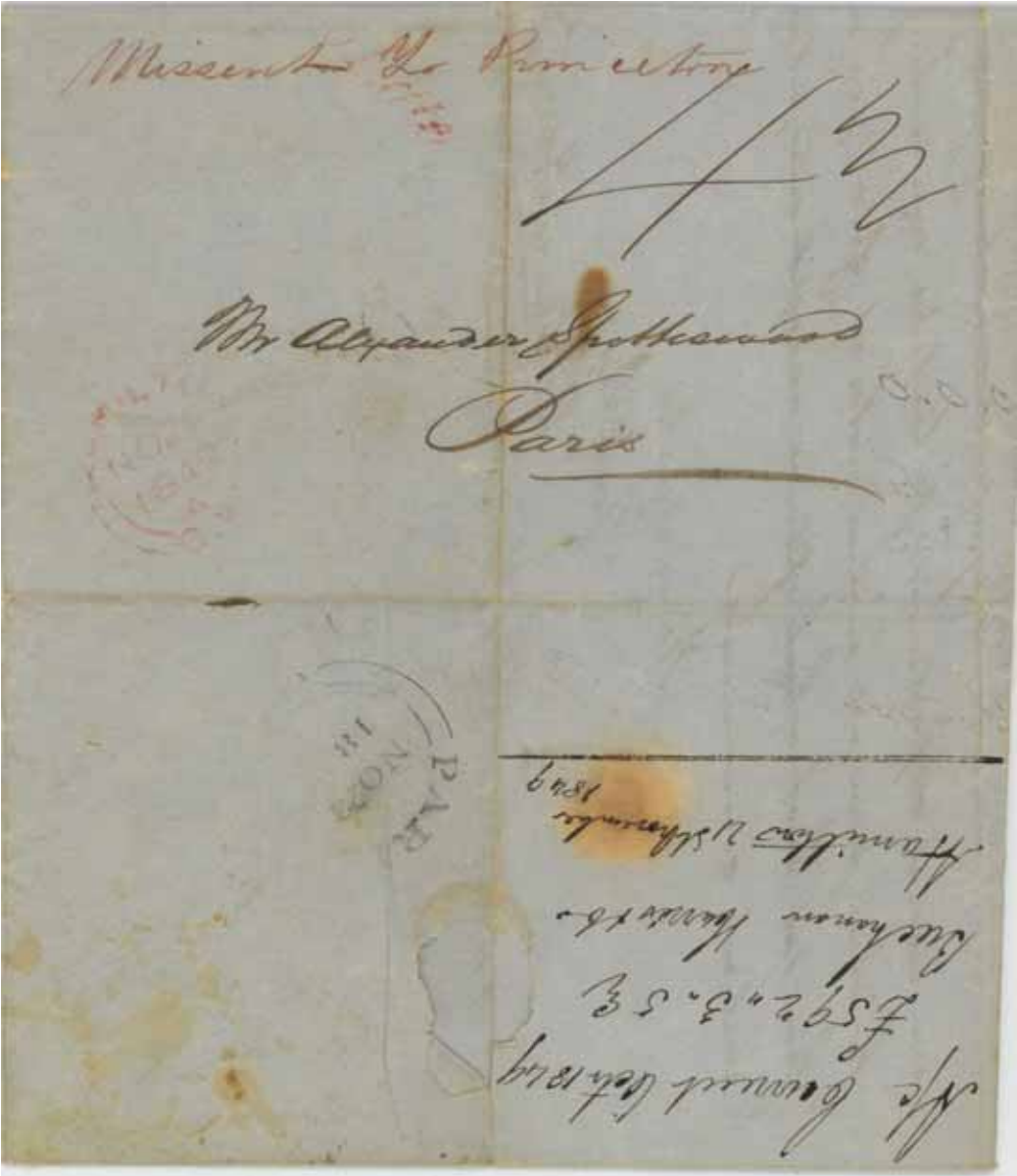


Niagara Falls—Toronto, remailed to Kingston, 1841. Initially, *double, paid 9 d cy* (under 60 miles Niagara Falls—Toronto if by boat on Lake Ontario); then charged $1/6$ cy, double rate 101–200 miles, Toronto to Kingston.

Very common double circle CITY OF TORONTO dater; *Too Late* applied likely at Toronto, which suggested that this was re-mailed, rather than forwarded.

Niagara Falls N.Y. August 16. 1841
Chippewa 90

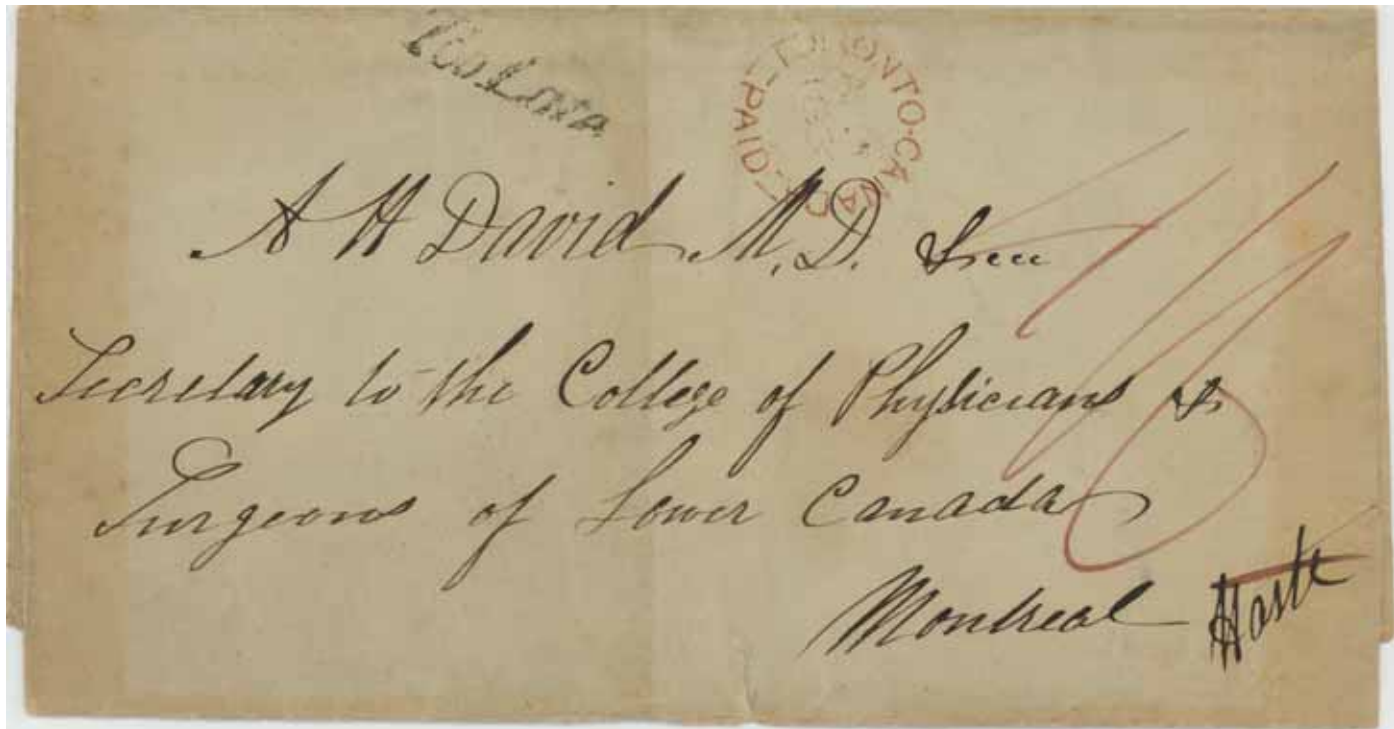
Too late and missent



Hamilton–Paris (c w), 1849. Charged 4½ d cy, under 60 miles. Faint *Too Late* handstamp and *Missent to Princeton* (cw). Commercial stationery.



Too late



Toronto–Montreal, April 1850. Rated prepaid $\frac{4}{6}$ cy; this is quadruple $\frac{1}{1\frac{1}{2}}$; around 1843–4, the rate was changed to this from the rounded $\frac{1}{2}$ formerly applied.

Too Late handstamp, applied at Toronto.

The **TORONTO-CANADA PAID** handstamp was proofed 6 March 1850. The previously earliest reported strike was dated 1851. A magnification of the postmark yields 1850 as the year, and AP as the month.

Advertised and not called for

Letters that were not picked up at a post office after a certain period were advertised in the local newspaper(s). There was no additional charge for this service. If no response came, they were returned to sender if the return address were visible or were sent to the D I O; there, the letter would be opened in order to find a return address.



Quebec to Montreal, advertised, letter carrier pick-up fee, 1838–9.

Quebec October three 1838 paid 1D (letter carrier fee, to the post office), **PAID 2/3**, triple 9d, Quebec–Montreal.

Advt not called for January Quarter 1839 P.O Montreal
Double circle **QUEBEC**, known 1834–41.



Québec–Hull (I.C.), advertised, letter carrier pick-up, 1839–40. Rated **PAID 1/2** cy, 301–400 miles, and

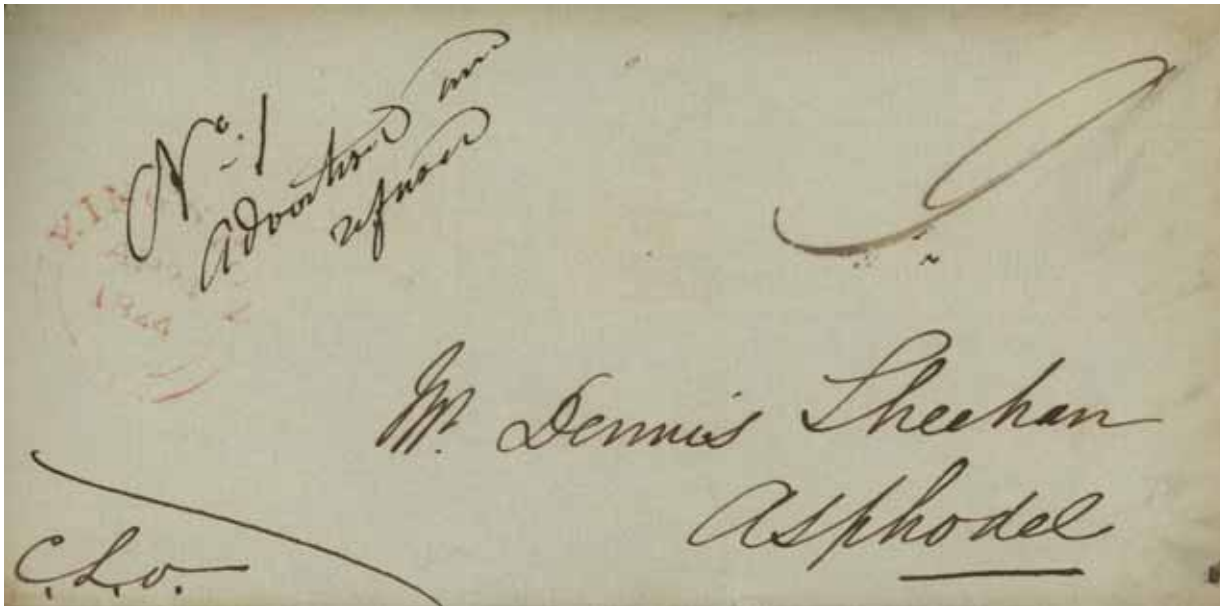
Québec August twenty-nine 1839 paid 1D

for letter carrier pick-up.

Advertised and not called for Chelsea January 9th 1841 (possibly an error for 1840).

Arguably three manuscripts! Both Hull and Chelsea are in Ottawa Co, I.C. Hull post office open 1819–30 April 1830 and reopened 7 April 1833. Chelsea post office opened 1837.

Advertised and refused/not called for



Kingston–Asphodel (c w), 1844. Collect 9 d cy. 101–200 miles. From the Crown Lands Office (C.L.O), this was *No. 1 Advertised and refused*.

Only Asphodel ms reported.

Asphodel
25 April 26
44



Montreal–London (c w), 1845. Rated collect 1/6 cy, 500–600 miles.

Advertised & not called for/London PO/Sept 1 1845. From the Crown Lands Office.

Advertised and not called for



Montreal–Lancaster (C W), forwarded to Cornwall, 1846. Rated collect 7 d cy, 61–100 miles.

At Lancaster, *Opened by Alexr McDonald–Lancaster, but not for him*

At Cornwall, *advertised & not called for*

From the Crown Lands Office. 1829-type LANCASTER, known 1829–51.

Advertised money letter

A very unusual combination



Indiana (U C)—Toronto, money letter, 1848. Rated collect 7 d cy, 61–100 miles. *Advertised not called for* at Toronto (and big *M*—for money letter—also applied there). Serif double broken circle *INDIANA U.C.*, known 1842–57.

Refused

Typically, this occurs the addressee refused to pay the postage. It would be returned to sender, possibly via the D L O (in case the return address was not visible, which was almost always the case). The sender would then have to ransom it.



*Montreal—Clarendon, via Bytown, refused, 1 January 1848. Rated collect 9 d cy (101–200 miles), but *Refused*. Would have been sent to the Dead Letter Office, enclosed in a wrapper and returned to sender, and charged 9 d.*

DLO returned wrapper with enclosed refused letter (1843)

Only such pre-Confederation pair known.



Covering wrapper, Quebec, returned to Kingston, 1843. Charged 9 cy: single 101–200 miles, Kingston–Montreal, confirmed by letter below.



Enclosed returned letter, refused, 1843. Charged 9 cy as above. Ms on reverse (in red, at top) reads

Refused

PO Montreal July 24 1843.

Red Montreal **FORWARDED** (anomalous) to indicate that it was sent to (G P O) Quebec.

Ship & steamboat letters (domestic)

Incoming ship letter fee was 2 d stg = 2½ d cy. Whereas ship letters were carried on private ships, steamboat covers were carried on steamboats contracted to the post office.



St John's (NF or LC)—Quebec, incoming ship letter, 1831. *Per Cabinet*. Rated collect 2½ d cy (= 2 d stg), incoming shipletter fee.

Oval crown SHIPLETTER QUEBEC known 1829–34.



Bellevue (LC)—Niagara, 1837. Rated collect 1/10½ cy made up from 1/8 cy (601–700 miles), and 2½ d cy incoming (at Quebec) ship letter fee.

Oval SHIPLETTER QUEBEC crown with boundary (known 1834–42), here used on domestic cover.

LC shipletter



London–Guelph (c w), 1843. Rated collect $1/10\frac{1}{2}$ cy, probably made up from $1/8$ d cy (601–700 miles, Quebec to Guelph) plus $2\frac{1}{2}$ d incoming ship letter fee. Carried on the *Great Britain* (misspelled in endorsement), Captain Swinburn.

Crown **SHIP LETTER QUEBEC** (1834–42).

Toronto arc steamboat41

Late 1830s to mid-1840s



Niagara–Kingston, 1841. Initially rated collect $4\frac{1}{2}$ d cy under 60 miles via Lake Ontario (by land would have been 7 d, Niagara to Toronto). However, the distance to Kingston (even by Lake Ontario to Toronto) was 201–300 miles, requiring 11 d cy; so $6\frac{1}{2}$ d to make up the total. The **FORWARDED** handstamp was also applied at Toronto, and is used anomalously.

Quebec steamboat

Oval **STEAMBOAT LETTER 184 Q** (Quebec); two hammers, known 1842–45 and May–July 1850; along the St Lawrence River.



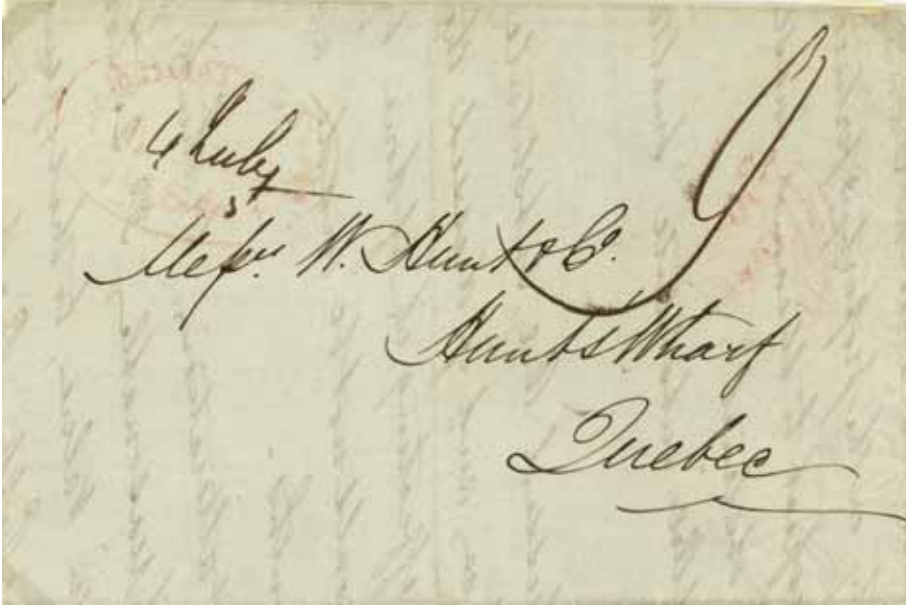
Quebec–Kingston via Montreal, 1842. Rated collect 1/2 cy, 301–400 miles.



Quebec–Montreal, 1843. Rated collect 9 d cy, 101–200 miles.

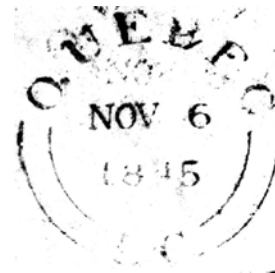
Montreal steamboat

Oval **STEAMBOAT LETTER 184** **M** (Montreal); issued at the same time as the **Q**, but much more difficult to find. Known 1845.



Montreal–Quebec, 1845. Rated collect 9 d cy 101–200 miles. Typical strike of this device.

Ms Montreal steamboat letter



Montreal–Quebec, steamboat, 5 November 1845. Rated 9 d collect, 101–200 miles. Between the first period of use of the **M** and the next set of steamboat devices at Montreal (known from 1846).

Kingston steamboat



Toronto–Montreal, via Kingston steamboat, 6 August 1847. Rated collect $1/1\frac{1}{2}$ cy, 401–500 miles. Port of deposit (in steamboat) at upper left, Toronto.

STEAM BOAT (1840–7) applied at Kingston, where the letter was transferred to the land mail. Use ceased by September 1847.

Quebec steamboat letter



Quebec–Montreal, 1850. Rated collect 9 d, cy, 101–200 miles.

QUEBEC STEAM-BOAT-LETTER (one of two hammers, with basal indicium one of 2, 8, 9, o or blank (as here); proofed 1845.

Montreal and Toronto steamboat letters



Montreal–Quebec, 1850. Rated collect 9 d, cy, 101–200 miles. Placed aboard the government-authorized steamboat at Montreal.

MONTREAL STEAM-BOAT-LETTER (one of three hammers, with basal indicium one of 1, 2, or 3; occasionally blank, as here); proofed 1847.



Toronto–D'Aillebout (c.e.), 16 May 1851. Rated collect 3 d, cy domestic rate (in effect from 6 April 1851). Placed aboard the government-authorized steamboat to Montreal, where it was put in the regular mail system, and sent via Berthier.

TORONTO-CITY STEAM-BOAT-LETTER/5 (one of three hammers, with basal indicium one of 4, 5, or 6); proofed 1847.

Miscellaneous

David Thompson

Letters from David Thompson (1770–1857), fur trader, surveyor, and an important cartographer. He mapped about 4.9 million square kilometers of North America.



Montreal. N^o 9
9th March 1837
David Thompson
accompanying last
Section of the Boundary
Line
rec^d with packages
on 14th March

David Thompson

Montreal–Toronto, 1837. Rated collect $2/4$ cy (originally $1/2$), double, 301–400 miles. Discusses surveys of boundary lines.
Common **MONTREAL** double circle.



Montreal. N^o 9
28th January 1837
David Thompson
astronomer
relating
to the Boundary
Line
rec^d 6 feby 1837

Montreal–Toronto, 1837. Rated collect $1/2$ cy, 301–400 miles.
Same correspondence. Thompson is referred to as an astronomer.

Envelope

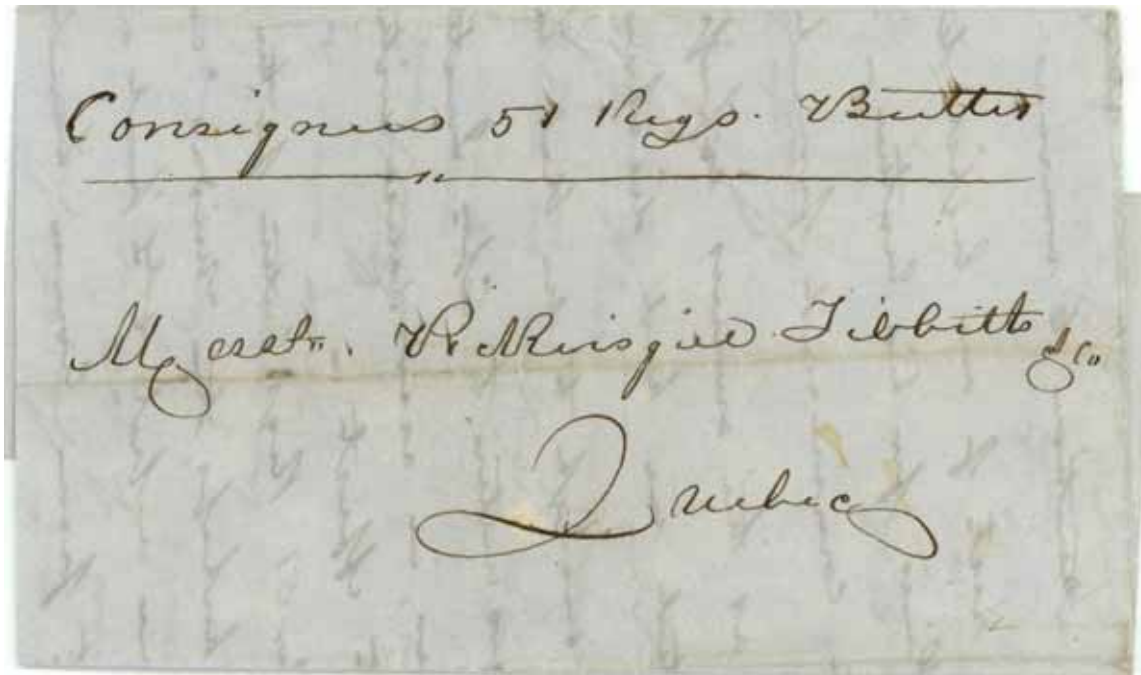
It wasn't until 5 January 1844 that multiple rates were per half ounce, rather than by number of enclosures and weight. Thus an envelope automatically was at least double rate, because of the enclosure.



St Charles—Montreal, 1843. Rated collect 9 d cy, double under 60 miles; an early envelope, hence charged for the enclosure.

ST CHARLES 1829-type, known 1832–50.

Consignee's letter

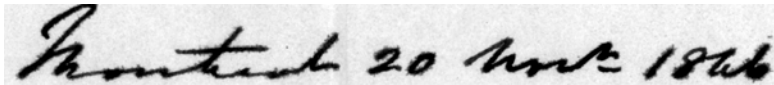


Consignees 51 Regs. Butter

Messrs. P. H. & Co. Libbitts & Co.

Quebec

Montreal-Quebec, 1846. Carried free, as usual for consignee's letters.

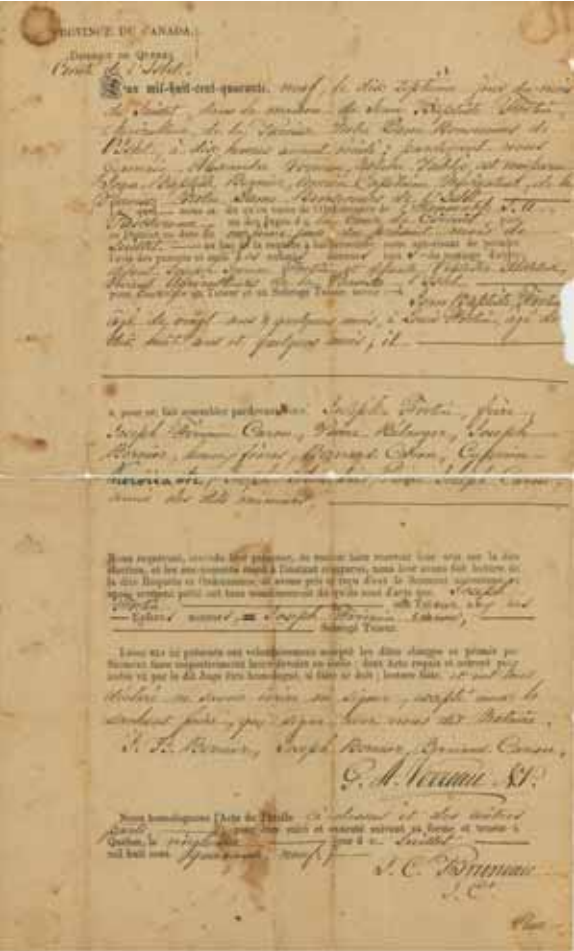


Montreal 20 Novr 1846

Tutelle



Quebec–L'Islet, 1849. Paid 4½d, under 60 miles. A Tutelle, notice of guardianship, concerning two teenagers.



Domestic mail from 1851

6 April 1851

On this day, the province of Canada acquired autonomy over its post office. An immediate effect was the elimination of the rate-by-distance regime; the domestic rate became 3 d cy per half ounce (regardless of distance, but within Canada). Additionally, there was no additional fee for forwarding. Other rates were also affected. A few weeks later (22 April 1851 is usually given), Canada issued its first postage stamp, the 3 d beaver (it was originally intended to have been issued 6 April; however, the order was placed too late).

Prepayment was optional and payment could be made either in cash or in stamps, but not mixed.

It is likely that at the same time, the conversion rate with sterling was fixed at 60/73 (£60 sterling equivalent to £73 currency).

And no, the so-called postmaster's provisional is not what it's claimed to be.

Early



Toronto–Montreal, second day of rate, 7 April 1851. Rated 3 d cy collect, domestic rate (initiated the previous day). Surprisingly, one cover is known dated 6 April 1851, and a couple are known 7 April 1851.



*Montreal–Quebec, money letter, 19 April 1851. Single domestic postage collect 3d cy, two weeks after new rate introduced. Red Montreal boxed general issue **MONEY LETTER** (one of several in use from 1840).*

Relatively early *envelope* (as opposed to folded letter sheet).

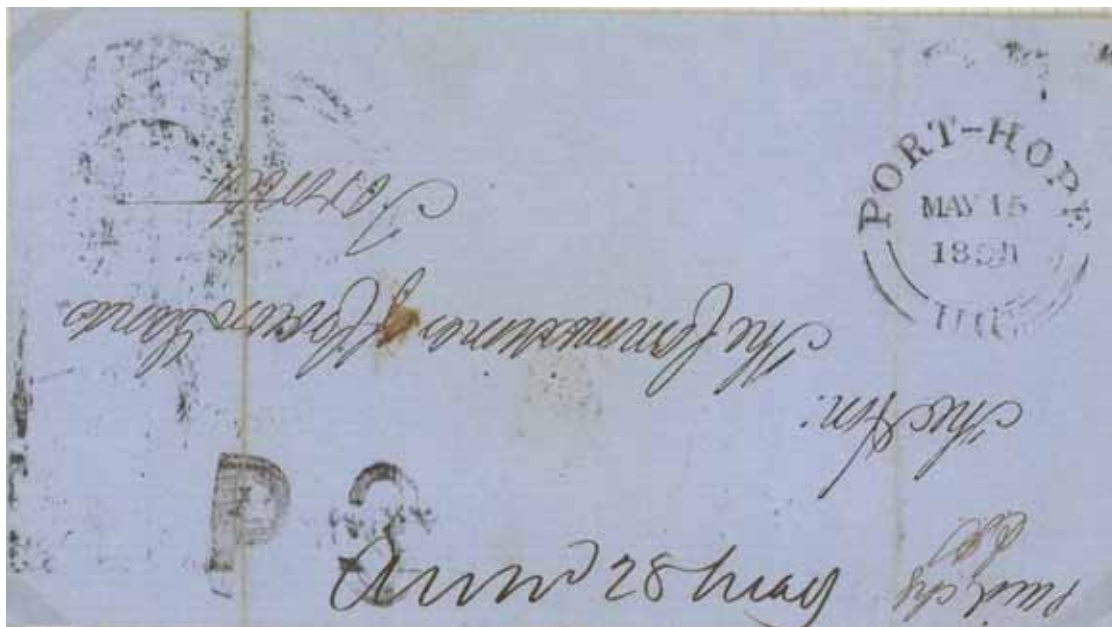
Early (in rate period) stampless



Adelaide (C.W.)—London (U.C.), 14 April 1851. **PAID** 3 d cy, rate introduced the previous week. Generic **MONEY-LETTER** handstamp. Earliest reported strike of **ADELAIDE C.W.** double broken circle. Complete folded letter sheet! There does not appear to have been a lower bound on dimensions at this time.



St George (L.C.)—Quebec, money letter, 23 April 1851. Rated collect 3 d domestic. Blue ms *Money Letter*; large serif **MONEY-LETTER** applied at Quebec.



Port Hope—Toronto, 15 May 1851. Rated P 3 d cy domestic rate paid in cash, a homemade rate marking, rarely seen. **P** for paid.

Beavers!

Canada's first stamp, the 3 d beaver (laid paper), was issued around 22 April 1851. Initially, only larger offices received them. The post office issued rules about cancellation of the stamps: to hit them covering as much as possible of the stamp. Done properly, it frequently results in the stamps not being tied, or barely tied.

The stamp was designed by Sandford Fleming, who later became chief engineer on the trans-Canada railway, and still later, introduced standard (sandford?) time.



Quebec–Hamilton, 15 May 1851. Domestic rate paid by 3 d beaver.

STEAM-BOAT LETTER QUEBEC O, known 1846–54, with basal O, 1849–51, 1854. For the portion of the trip to Montreal.



Quebec–Hamilton, 9 June 1851.

Faint **STEAM-BOAT LETTER QUEBEC**.



Quebec–Hamilton, 26 June 1851.

STEAM-BOAT LETTER QUEBEC O.

More beavers

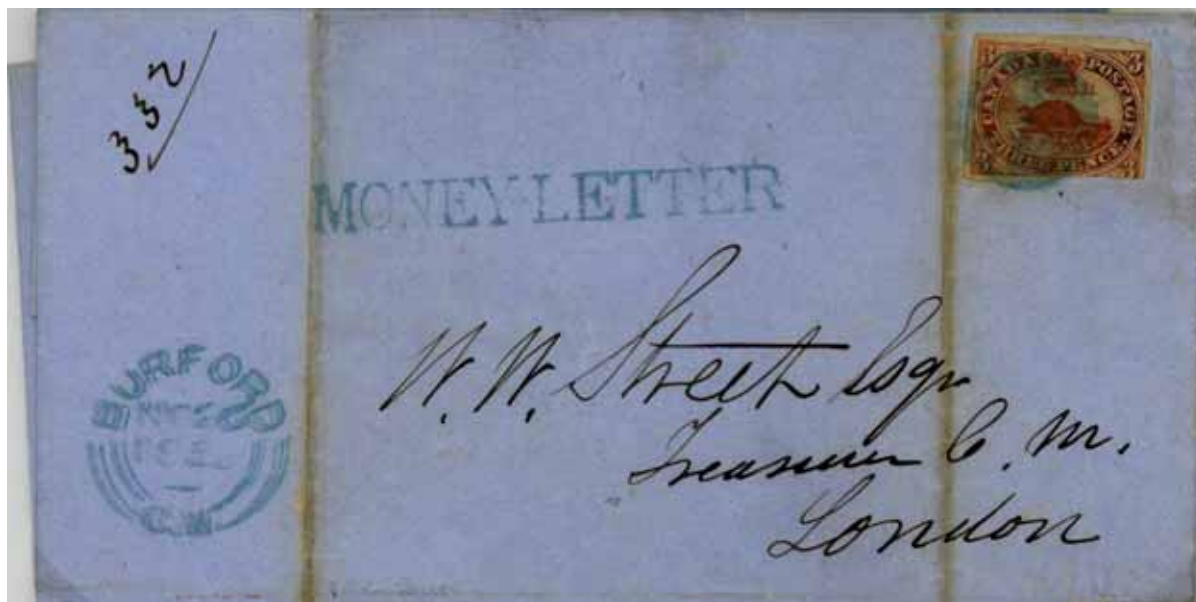


Earliest known stamped money letter, Woodstock–London (C W), 17 May 1851.

Serif general issue **MONEY-LETTER** and **TOO LATE** [for the day or week's despatch] handstamps at Woodstock. Single rate (no extra charge for money letter service). Greene Foundation certificate 18150 (2011).

Woodstock May 17th
1837

Although the year resembles 1857, the horizontal stroke of the 5 has been joined to the 1. The London datestamp shows the 1 clearly. (In any event, by 1857, registration had superseded the money letter system.)



Burford–London (C W), money letter, 20 November 1852. Now on wove paper. Large roman **MONEY-LETTER** applied at Burford, unrecorded in [HAL]. Blue ink is very unusual for Canadian postmarks in this period.

Beavers



Chippawa—London (CW), 7 March 1853. MONEY-LETTER; many offices were issued this style handstamp, and it is possible that one strike was applied at Chippawa and the other at London.

Albert 6 d

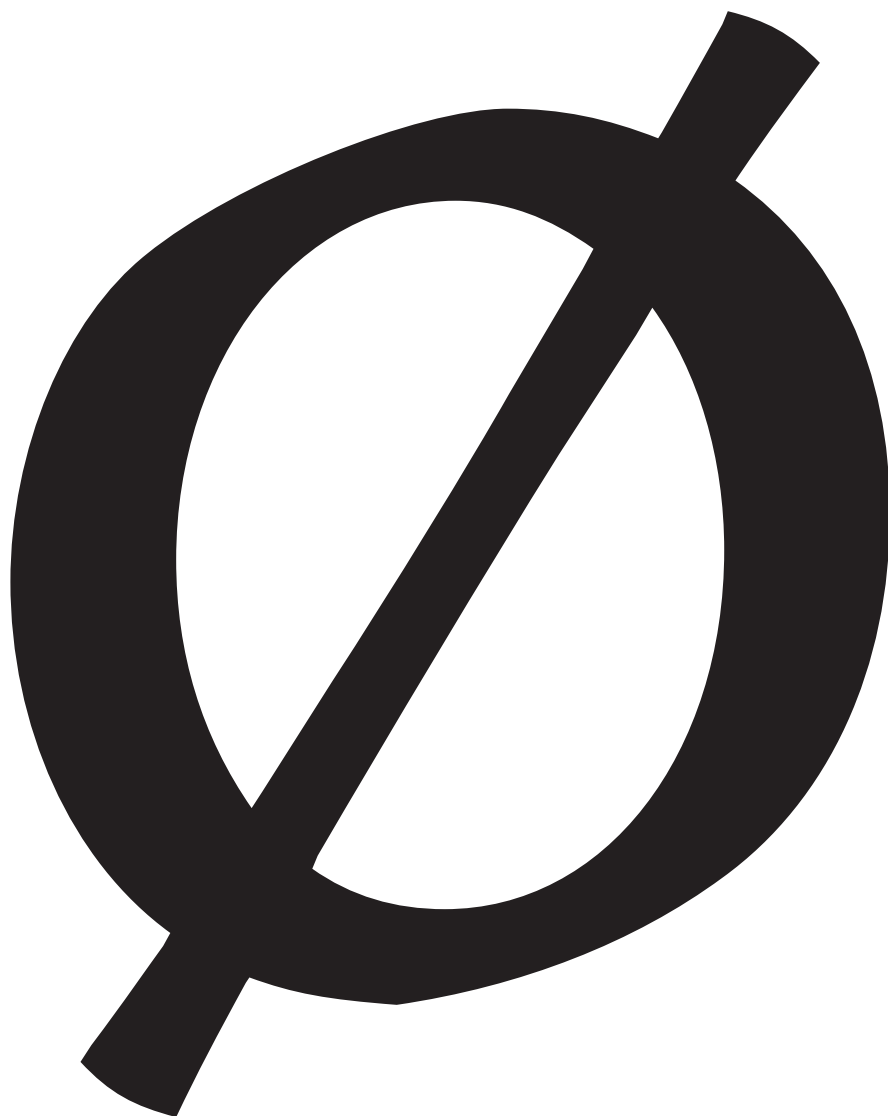
Issued late May 1851. It was intended to pay single rate to the U.S., and domestic use is much more difficult to find.



Domestic double rate, Port Burwell–Brockville, money letter, 1854. Large (general issue) MONEY-LETTER handstamp. Rated prepaid 6 d cy, double domestic. Royal Philatelic Society (London) #191127 (August 2005) . . . is genuine.

Victoria 12 d (twelve penny black)

Issued late May or early June 1851. Intended to pay single packet letter to U K, or double to U S; quadruple domestic was also a possibility. There are only a handful of covers, and I don't think that any domestic uses exist. Denominating it 12 d rather than one shilling was a result of numerous different local interpretations of *shilling*.



A gigantic *empty set* symbol, in case anyone was wondering

Getting their money's worth

All this travelling for just 3 d.



Brantford—*Proton*, missent to *Picton*, 19 August–1 September 1851. Rated collect 3^D, domestic rate.

Sent to *COBOURG* (20 August), then *Missent to PICTON* (22 August), and endorsed *Opened by Crown Lands Agt at Picton*; another endorsement, *This letter miss[ent] should be sent to Proton, a new township, county of Waterloo, CW, instead of Picton*.

At *Picton*, *FORWARDED* applied, then arrived in *KINGSTON* (27 August), *HAMILTON* (28 August), *PRESTON* CW (29 August), *GUELPH* (30 August), and *OWENS-SOUND C.W* (1 September).

Proton post office opened 1851, and the earliest postmark is a manuscript dated 1 September 1851.

Legislative Assembly



Legislative Assembly, Toronto–Nicolet (LC), 30 May 1851. Paid 3 d cy domestic rate.

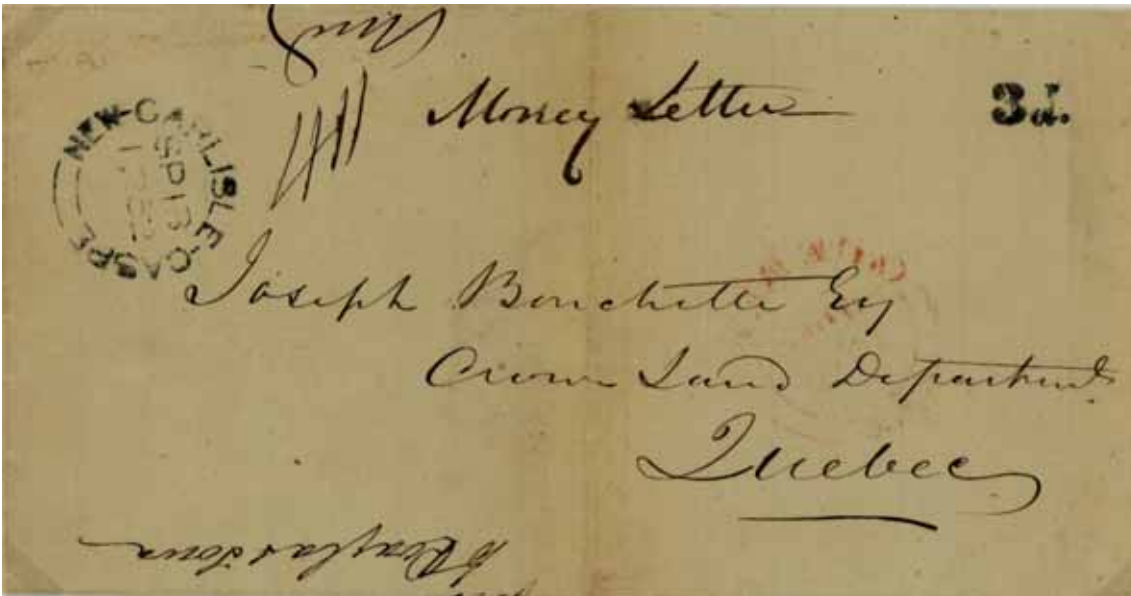


Interesting ratestamps

Surprisingly few offices used unusual rate handstamps; most used mundane large curlicue **3** or standard issue PAID 3.



Gananoque (U C)—Kingston, November 1851. Rated PAID 3 small tombstone, indicating payment of domestic rate. Gananoque also had a quite different PAID 6 handstamp, but I've only seen it on mail to the U.S.



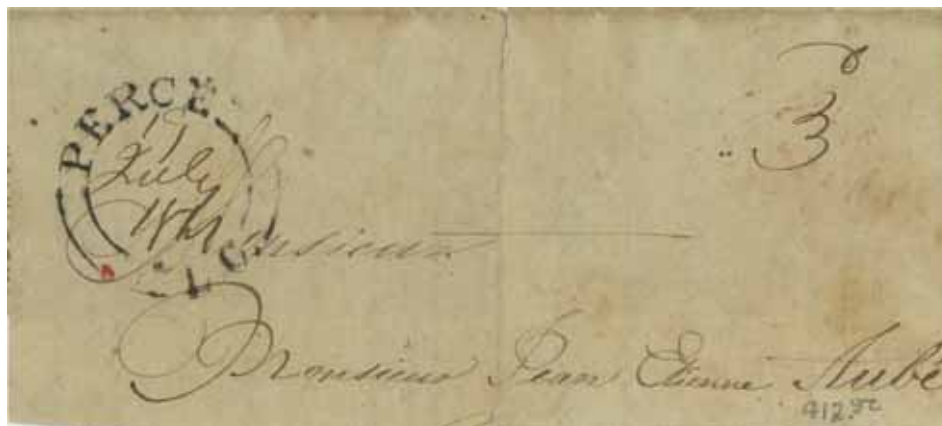
New Carlisle-Gaspé-Quebec, money letter, fancy ratestamp, 1852. Used indirectly in the Greene Foundation's refutation of the ludicrous New Carlisle "Postmaster's Provisional". Rated collect **3d**, single rate. Clearly a handstamp; one of the two examples known.



Warsaw (UC)—Toronto, 1860. PAID **3^o** domestic rate. The superscripted ^o is very unusual in a handstamp. WARSAW, U.C. double broken circle proofed in 1845; use only from 1876 recorded in Graham.

Accent marks in handstamps

Very few handstamps included accents

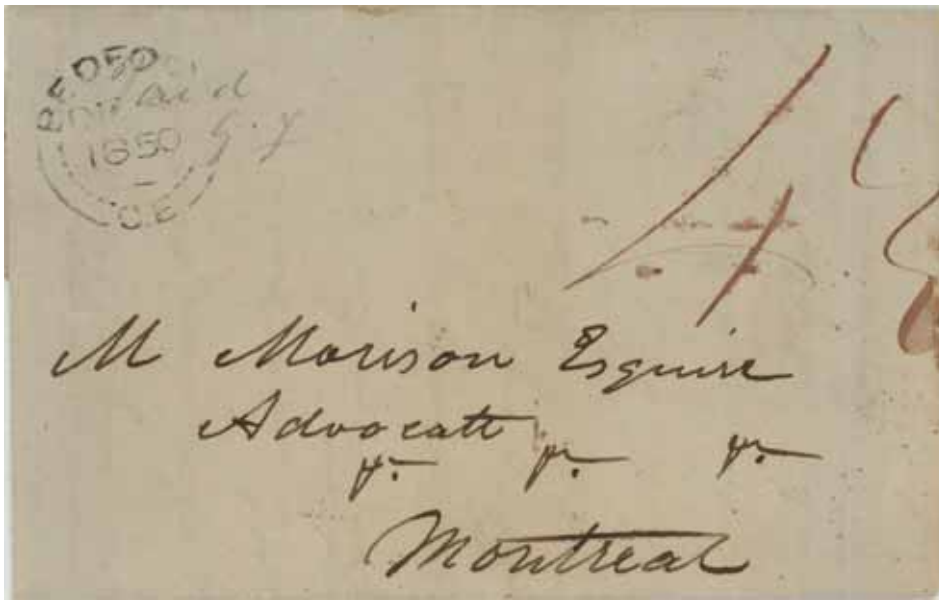


Percé (L C)–Quebec, July 1851. Rated collect 3^d domestic.

Percé LC serif double broken circle, known 1839–58.

Basal indicia

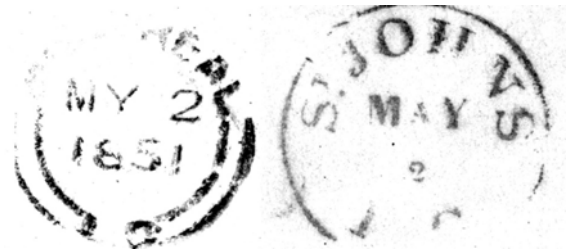
While British double double circle postmarks used basal indicia to denote the time or clearance of the mail, Canadian examples seemed to be used at random. Here are examples from Bedford (C E).



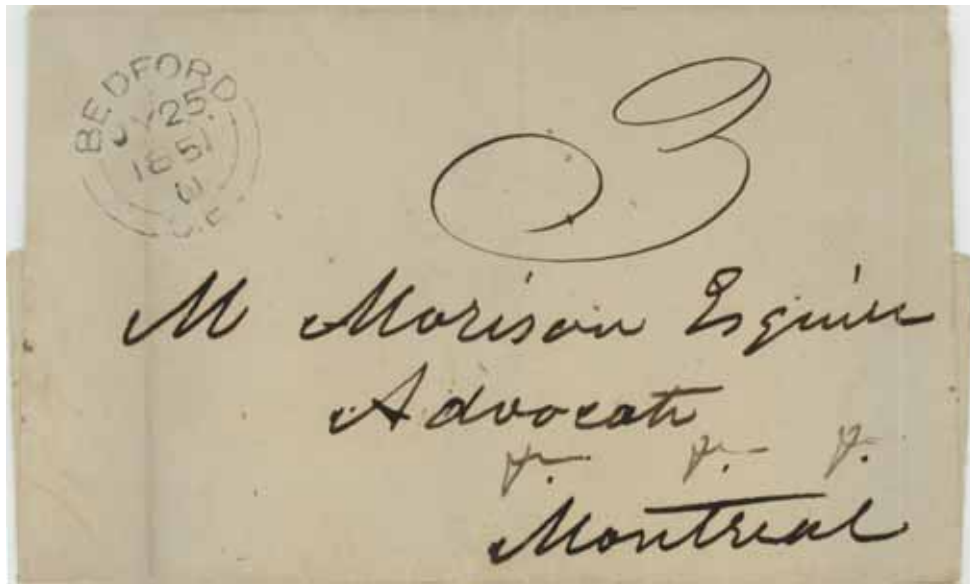
Bedford (C E)—Montreal, 1850. Rated collect $4\frac{1}{2}$ d cy, under 60 miles.
Basal dash —



Bedford—Montreal, May 1851. Rated collect 3 d cy, domestic.
3 facing down at base.



Bedford LC basal indicia (continued)



Bedford–Montreal, July 1851. Rated collect 3 d cy domestic.
3 facing up at base.



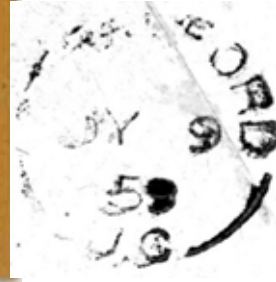
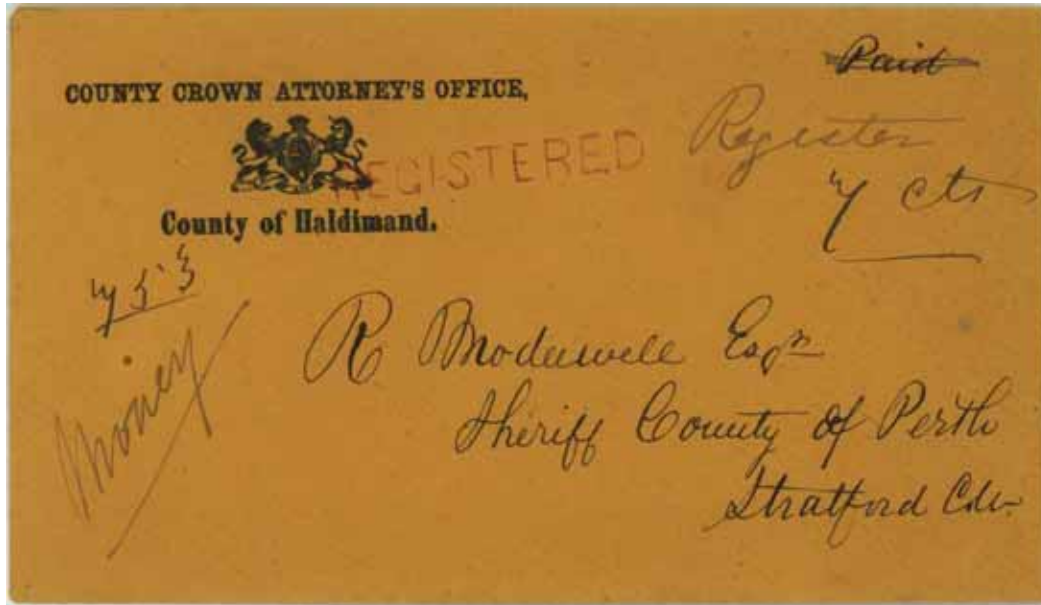
Bedford–Guelph (U C), 1853. Rated collect 3 d cy domestic rate. Unusual ratemark.
Basal dash –



Conversion to decimal, 1859

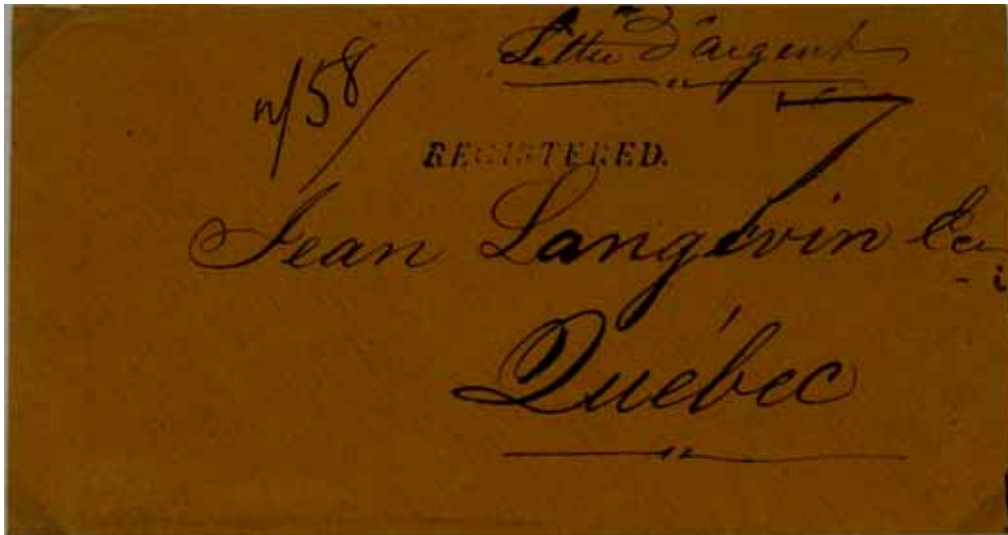
On 1 July 1859, the province of Canada converted to the decimal system (currency could still be used). Domestic letter rates became 5¢ per half ounce if paid (either in cash or stamps, but not mixed) and 7¢ per half ounce if not prepaid (partial payment was not permitted). The currency denominated stamps were accepted with 3 d treated as 5¢, 6 d as 10¢, etc.

If a letter turned out to be shortpaid (but not entirely unpaid), as could occur if it turned out to weigh more than the sender expected, the rule for determining the amount of postage due was to treat the letter as completely unpaid (and so be charged at 7¢ per half ounce), but crediting the amount of postage paid. Thus a letter with 10¢ postage paid but found to be triple weight was supposed to be charged $3 \times 7¢ - 10¢ = 11¢$. This often happened; but frequently, it would have been charged single unpaid, 7¢.



Haldimand County—Stratford (c w), 9 July 1859 [arrival date]. Very early use of decimal currency.

Rated collect 7¢ single weight domestic (unpaid), plus 2¢ registration fee paid in cash, implied by presence of registered marking.

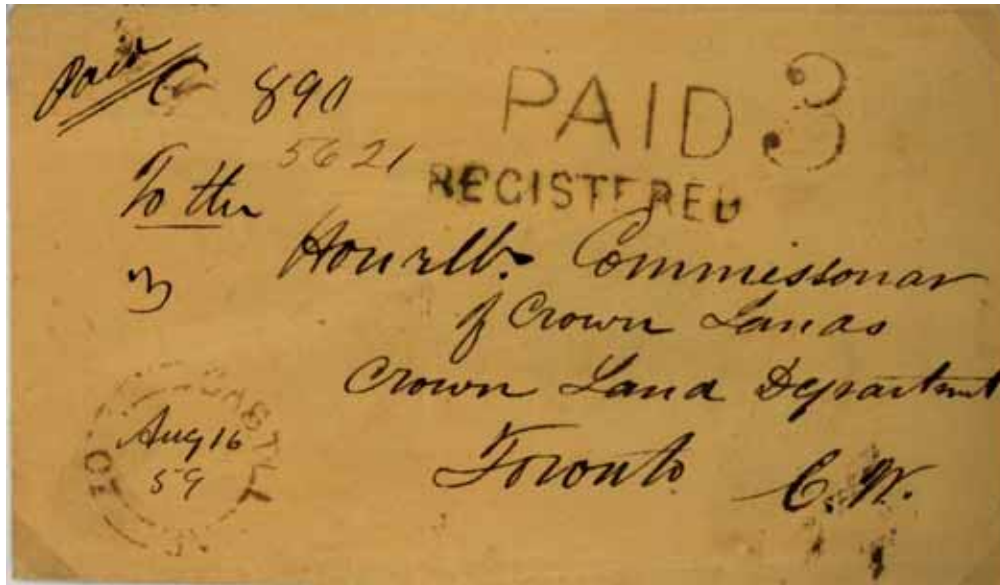


Both changelings

Lettre d'argent, Quebec—Montreal, 25 July 1859. Unusual and late use of the French term for the now-obsolete money letter. Small italic *REGISTERED*. handstamp.

Rated collect 7¢ single weight domestic (unpaid), plus 2¢ registration fee paid in cash, implied by presence of registered marking.

Cents era



Montreal & Island Pond Grand Trunk RPO, known 1855–62.

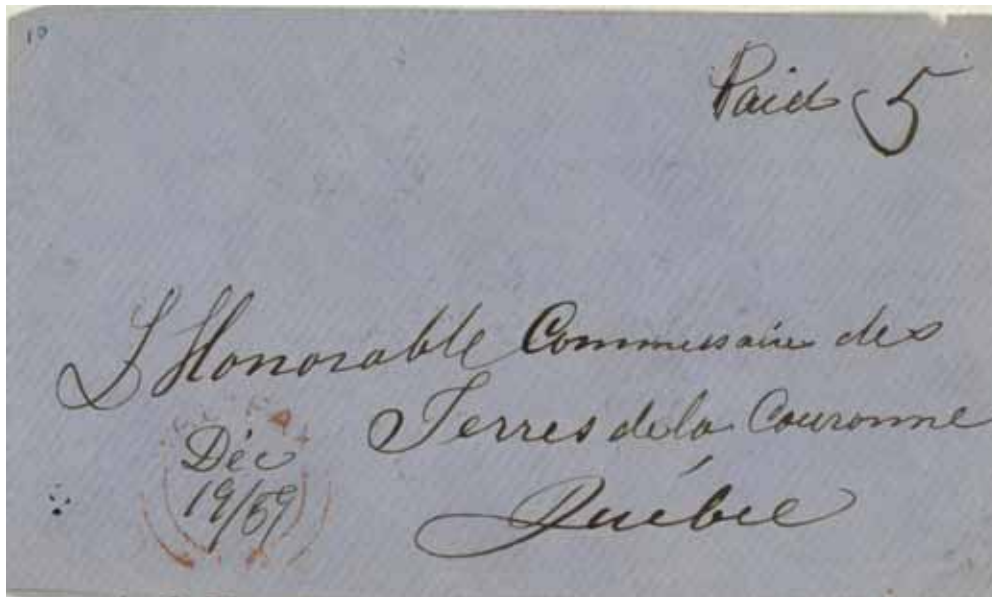
Pence handstamp, 16 August 1859. Large one-piece PAID 3, giving the rate in currency. Rated 5¢ domestic, paid in cash, as was the registration fee.

The Castlebar CE double broken circle is the probably the second reported strike of this hammer. The office opened in 1857, and likely had little registered mail, accounting for the low registration number, 3.

Early paid



Aylmer (U.C.)—Nanticoke, September 1859. Rated PAID 5 ¢, domestic paid rate, early in the decimal period. *Too Late* for inclusion in the day's mailing.



Halifax (L.C.)—Quebec, 1859. Rated *Paid* 5 ¢, domestic paid rate. HALIFAX L.C. nonserif double broken circle. Post office open 1852–1871.

Paid and unpaid



Ameliaburg (U C)—Bloomfield, 1860. Domestic letter fee **PAID** in cash.

Nonserif double broken circle **AMELIABURG U.C.** ; only reported strike.

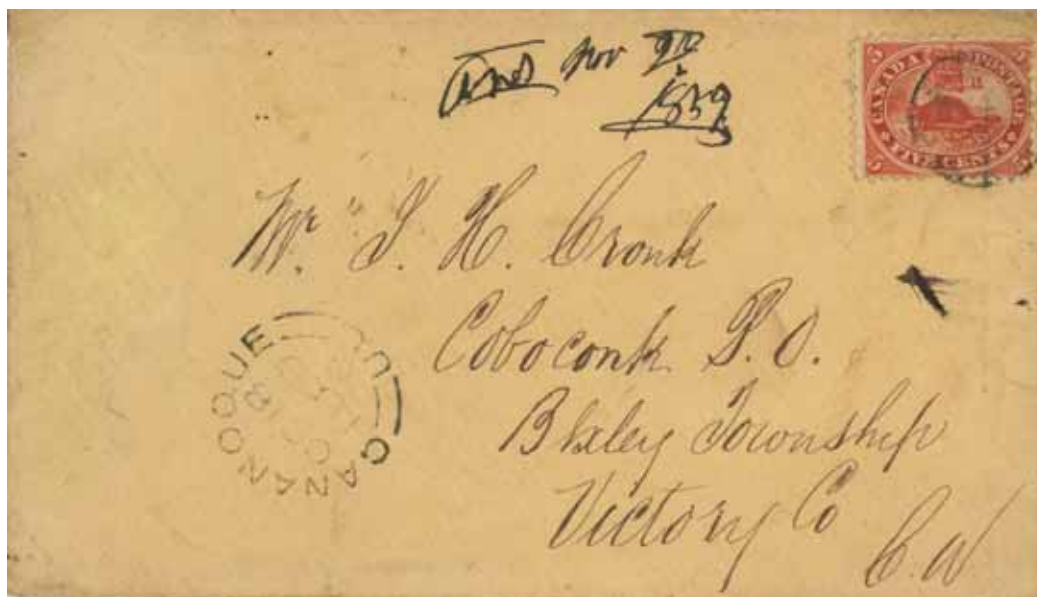
Nonserif double broken circle **BLOOMFIELD U.C.** with basal dash, known 1856–76.



Toronto—Stratford (U C), 1860. Originally rated collect **10¢** (rate to U S); this was killed by the Toronto scarifier, and replaced by **UNPAID 7¢**, the domestic unpaid letter rate.

STRATFORD U.C broken circle proofed 1858 (almost twenty years after U C had been replaced by C W as the official designation), and known used 1859–62.

Early paid and unpaid



Gananoque (U C)—Coboconk, October 1859. Domestic letter paid by 5¢ beaver. Ms Coboconk on reverse; post office opened 1 October 1859.



Clarenceville L.C.—Quebec, 1860. Domestic rate paid by 5¢ beaver.

CLARENCEVILLE L.C double circle known 1834–68.



Bell's Corners Nepean (Ottawa)—Quebec, 1862. Unpaid domestic rate 7¢.

Double broken circle known 1853–66.

Paid

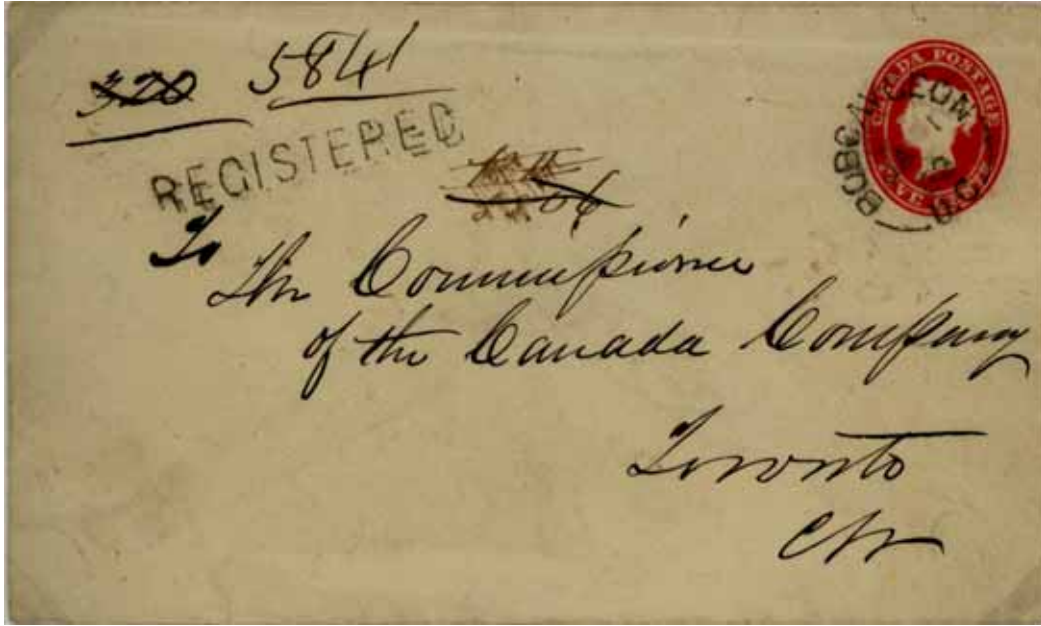


Kingston–Sydenham (c w), 1862. Domestic rate paid by 5¢ beaver. Loughboro double broken circle on reverse. Four-ring **18** used at Kingston.



Belleville (c w)—Montreal, triple rate, 1860. Triple domestic rate paid by 5¢ beaver and 10¢ Albert. Faint Berri Belleville duplexes.

Paid by Nesbitt



Bobcaygeon—Toronto, 1863. Paid domestic rate with stationery and 2¢ registration paid in cash.

Paid the hard way



Harley (c w)—Simcoe, 1863. Paid domestic, $5 \times 1\text{¢}$ stamps plus 2¢ registration paid in cash.

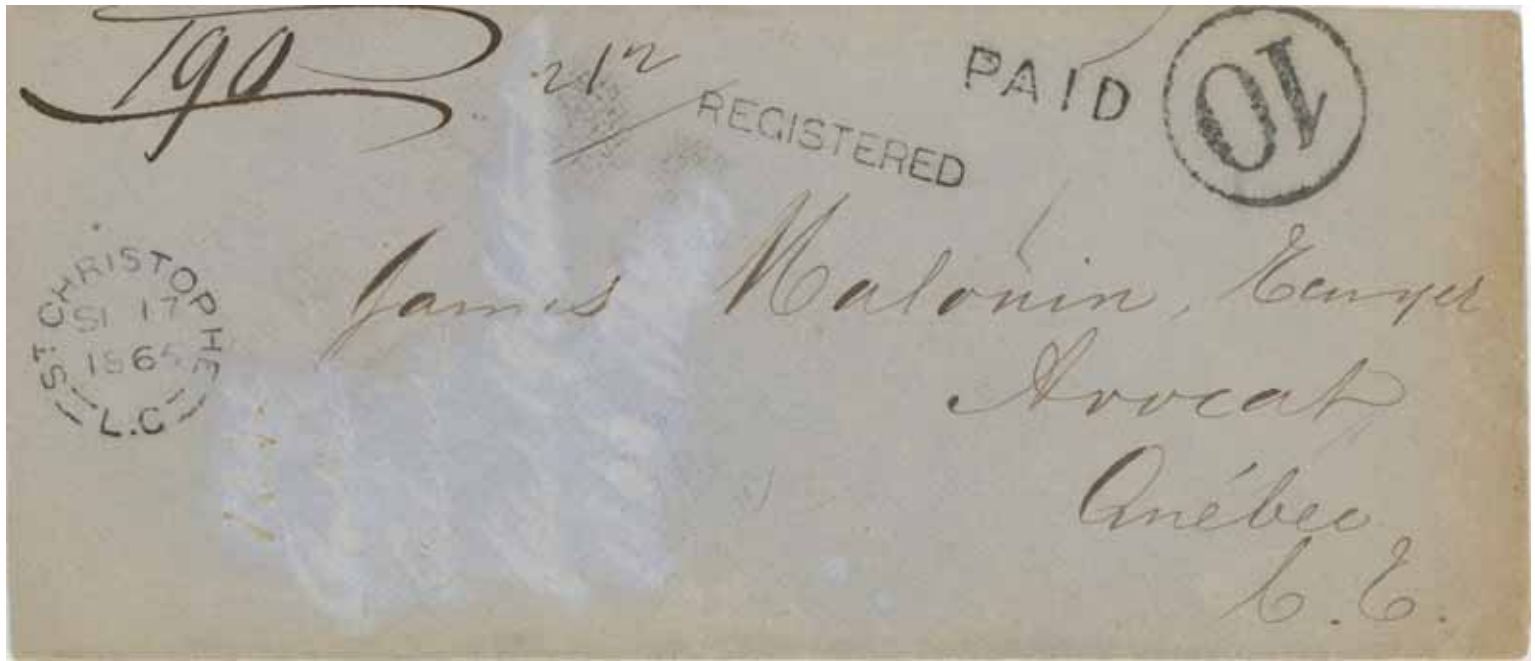


Invermay (c w)—Goderich, 1866. Paid domestic, $5 \times 1\text{¢}$ stamp.

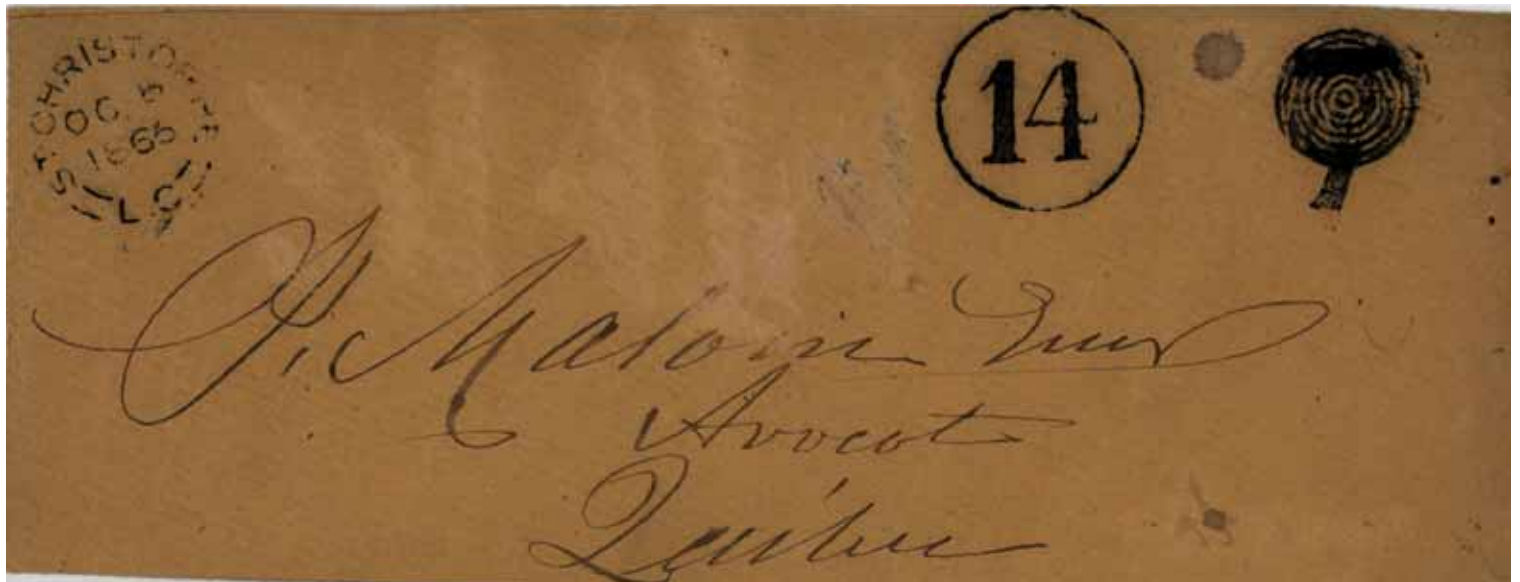
HARLEY C. W post office opened 1859; broken circle known 1863–4.

Double paid and unpaid

Unusual ratestamps



St Christophe–Quebec, registered, 1865. Double prepaid 5¢ domestic (prepayment compulsory on registered matter), plus 2¢ registration fee (implied by registration).



Same correspondence, but not registered, 1866. Double collect 7¢ domestic rate; initially charged single, but killed by ring cancel. Backstamped at Quebec.

Advertised & not called for



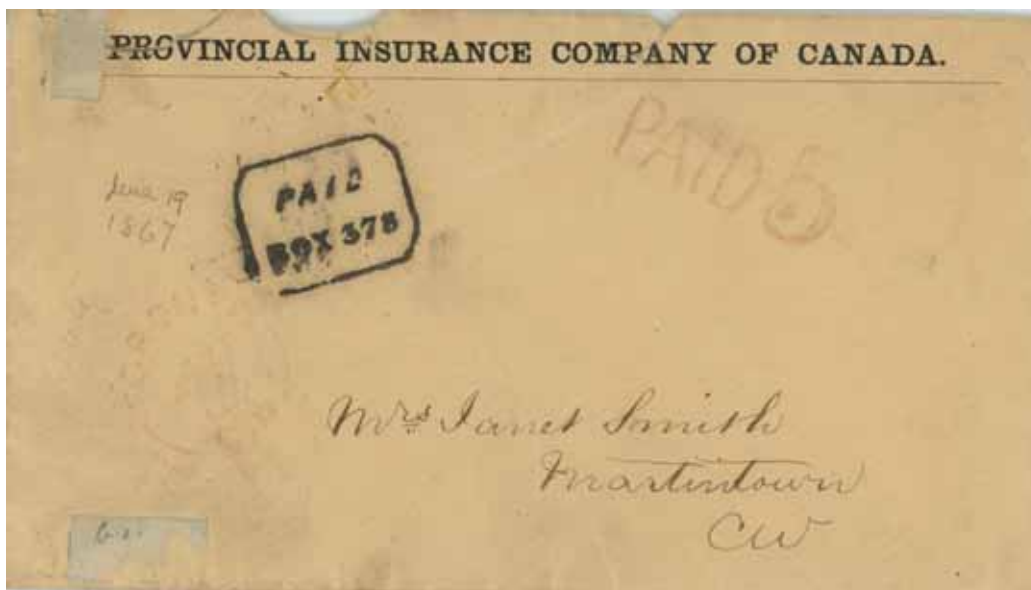
Windsor (c w)—Quebec, 1864. Collect 7¢. At Quebec, hit with ADV and ADVERTISED & NOT-CALLED-FOR

Box or drawer numbers

Many senders had an account with the post office; postage was charged to the account.



Montreal–Hamilton, 1864. Charge drawer 268, and hit with a Montreal tombstone (indicating postage paid, in this case, charged to the account); then the 5¢ stamp was applied, over the tombstone.



Toronto–Martintown (c w), June 1867. Handstamped *PAID* BOX 378; much less frequently seen than manuscript. Domestic *PAID 5*¢. Martintown double broken circle on reverse.

Confederation

1 July 1867. Rates did not change, but now Canadian stamps could be used in Nova Scotia and New Brunswick (and NS and NB stamps could be used in any part of then-Canada; this remains valid even today). Provincial designations became Ontario (formerly C W) and Quebec (C E).

Confederation day. This is not domestic, but is my only cover on this date.

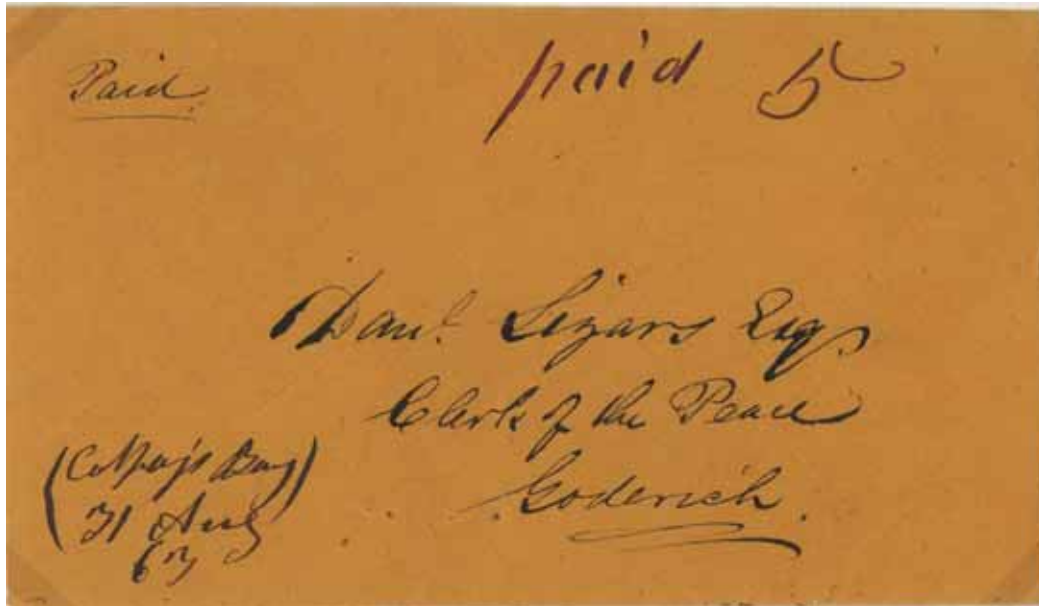


Georgina—Martin (Allegheny Co, MI), 1 July 1867. Single rate to US paid by 10¢ stamp.



Randall's Way Office (NS)—Cornwallis (NS), 15 July 1867. Domestic rate paid by NS 5¢ stamp (which remained valid). Extremely unusual for NS way offices to apply any sort of marking.

Post-Confederation



Colpoy's Bay—Goderich, 31 August 1867. Rated *Paid* 5¢, domestic paid rate.

Only known ms of Colpoy's Bay; Bruce Co, Ontario. Post office open 1863–1917.



Simcoe—Vittoria, 17 March 1868. Domestic prepaid rate paid by 5¢ beaver.

Latest reported strike of this broken circle.

1 April 1868

A massive overhaul of Canadian rates occurred on this date. Domestic first class became 3¢ per half ounce if prepaid (and it was still possible to pay with cash) and 5¢ if collect.



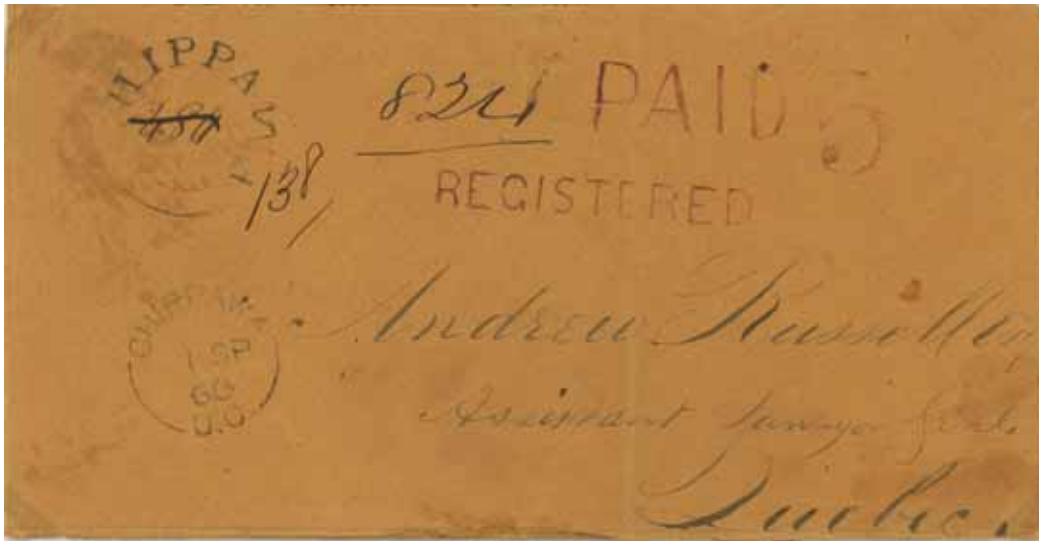
Fox-River (LC)–Percé, August 1868. Double unpaid domestic, 10¢ = 2 × 5¢. Postmaster has incorrectly dated the Fox-River double broken circle 25 Aug 1867 (the postage would have then been 14¢).



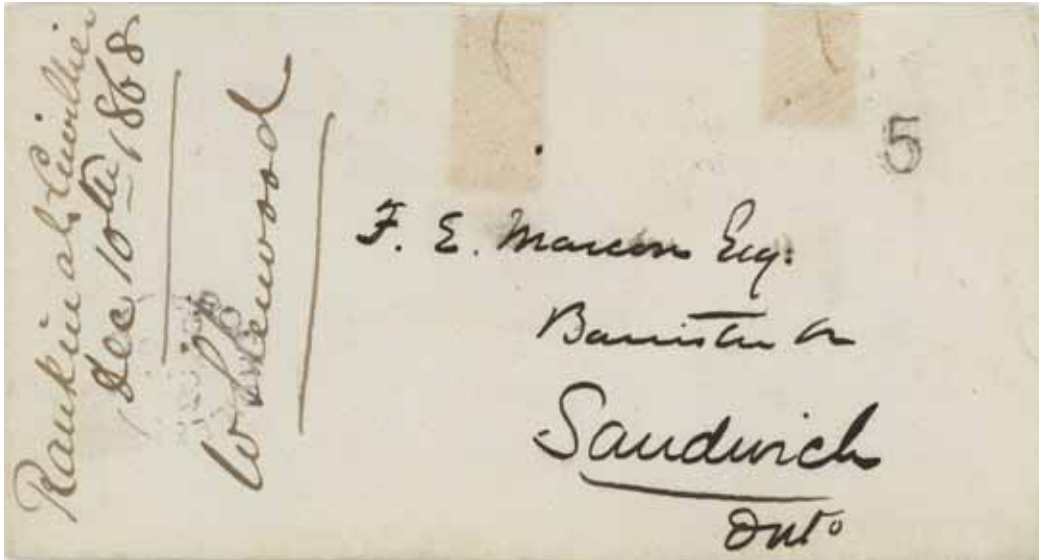
Quebec–Ottawa, advertised and forwarded to Point aux Trembles, then to Portneuf, then Montreal, September 1868 [front]. Boxed ADV, probably applied at Montreal. Domestic rate paid by 3¢ large queen. From Public Works.

Pointe-aux-Trembles Quebec broken circle known used 1859–77.

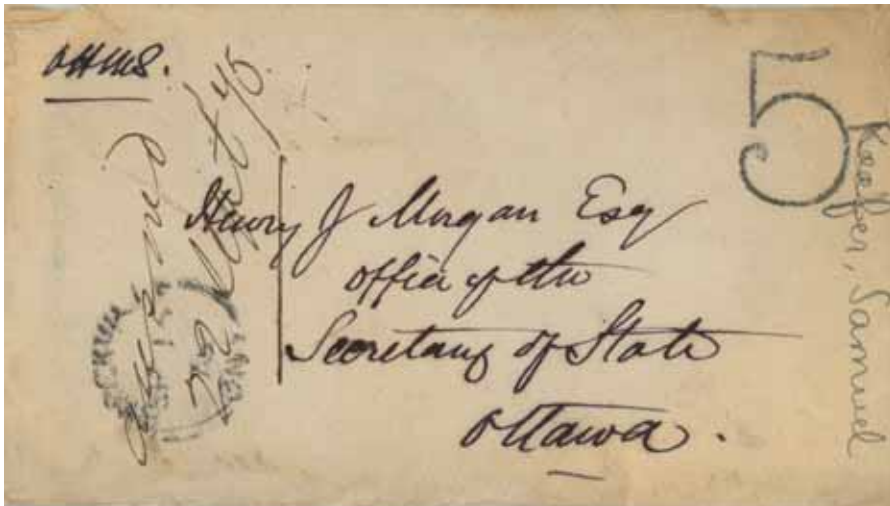
New rates



Chippawa (Ont)—Toronto, September 1868. Rated **PAID 5¢** domestic rate plus 2¢ registration (usually, payment of the registration fee was indicated by the presence of a registration marking). Revival of Chippawa 1829-type double broken circle, here used to enclose the original registration number.

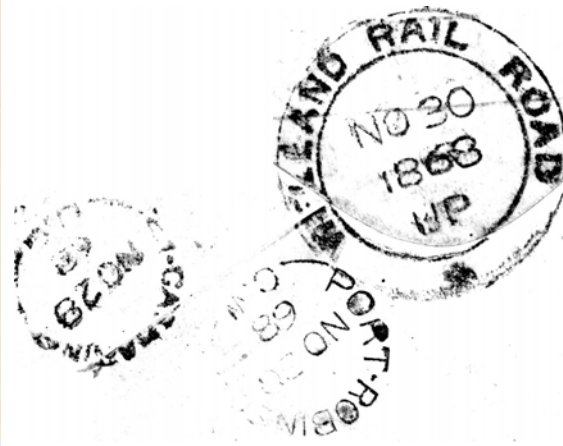


Brockville—Sandwich (Ont), 1868. Domestic unpaid rate 5¢, with a very unusual ratestamp.



Brockville—Ottawa (Ont), 1875. Domestic unpaid rate 5¢.

New rates



Montreal–Port Robinson (Ont), 1868. Berri duplex. Welland Rail Road R P O .

Double



L'Amable–Toronto, 8 September 1869. Rated collect 10¢, double unpaid domestic.

Only known ms of L'Amable. The postmaster made an impression of a circle, and enclosed the marking within it. Hastings Co, Ontario. Post office opened 1869.



Quebec–Drummondville (Que), 1870. Double domestic rate paid by 6¢ large queen. Originally, PAYÉ, but a stamp was applied.

Broken circle MELBOURNE Q, one of a number with solitary Q at base.

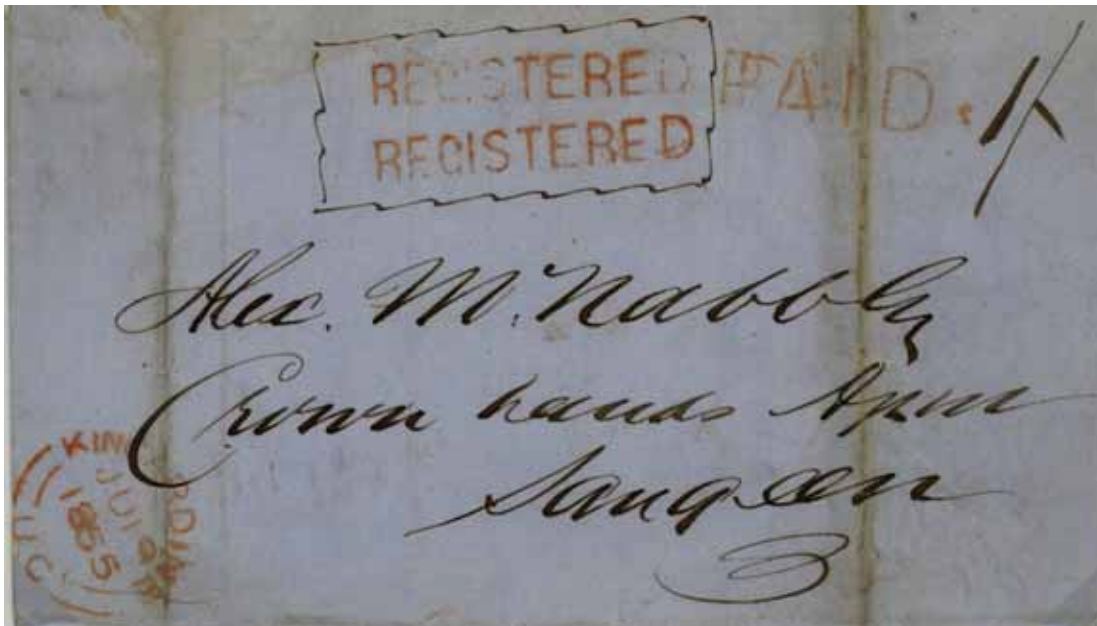
Xmas



Fenaghvale (C W)—*Toronto*, registered, 25 December 1874 (Xmas day). Originally rated PAID 3 to cover the domestic postage, then stamped out and replaced by two handstamps PAID and 5, to include 2¢ registration.

FENAGHVALE C.W broken circle known from November 1873—this is the latest strike reported. VANKLEEK-HILL ONT broken circle known 1873–77; also dated Xmas day.

Multiples



Kincardine–Guelph, quadruple, prepaid registered, 18 June 1855. Rated **PAID 1/-** cy, quadruple domestic rate (two ounces). The Kincardine PM had a predilection for drawing a box around one or two strikes of his REGISTRATION handstamp (about a dozen examples are known, to 1865). No registry numbers (suggesting it may have been wrapped in a registered covering envelope, only one of which has survived).

Domestic registration was introduced on 1 May 1855. The fee was 1 d cy, which had to be prepaid. There were no stamps for this, so it was paid in cash, and this was only indicated by a registered handstamp or endorsement.



Septuple, Port Hope–Toronto, prepaid registered, 1858. **PAID 1/9**, 7×3 d (per half-ounce). Paid Drawer 11. Two registry numbers.

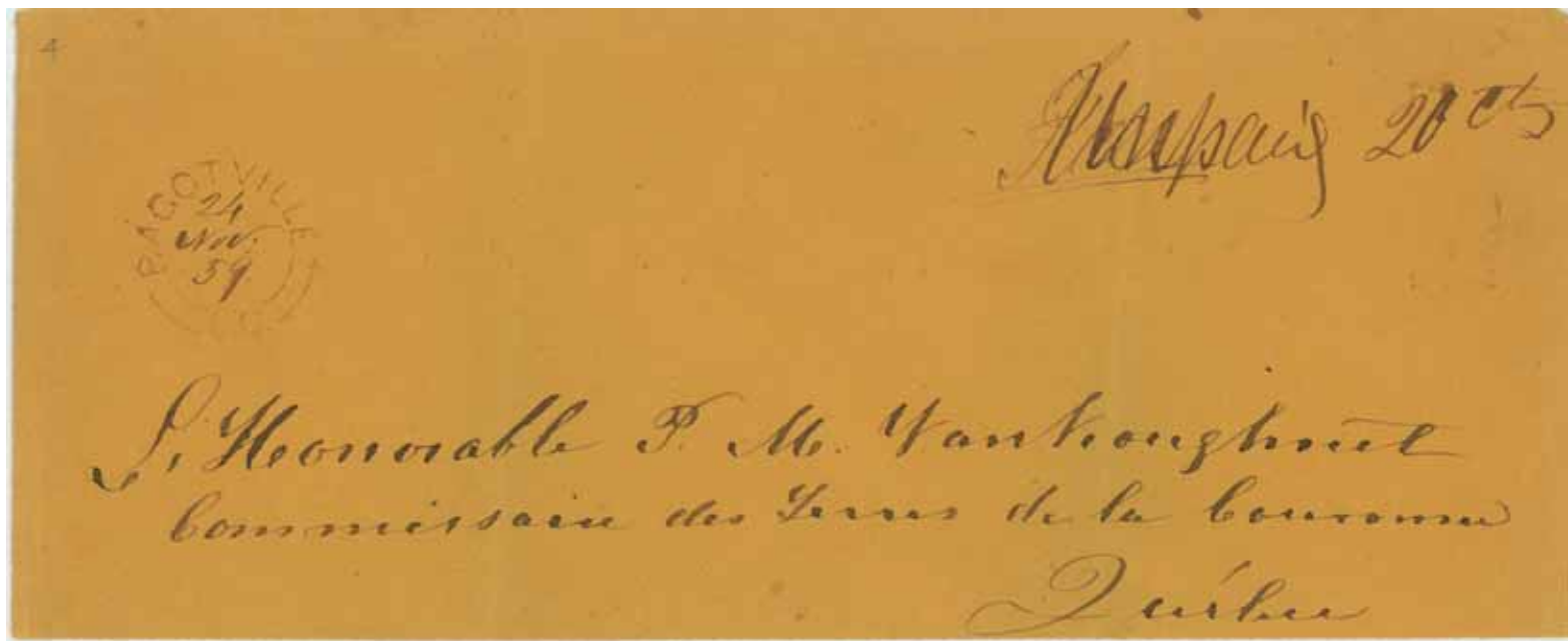
Multiples



Triple, Cannington–Whitby, registered, 1858. Green handstamps; the **PAID** circle is extremely unusual. Blue Whitby changeling on reverse. 1d registration fee paid in cash.

Rate changes

1 July 1859, conversion to decimal currency; prepaid domestic 5¢, collect domestic 7¢ per half ounce.



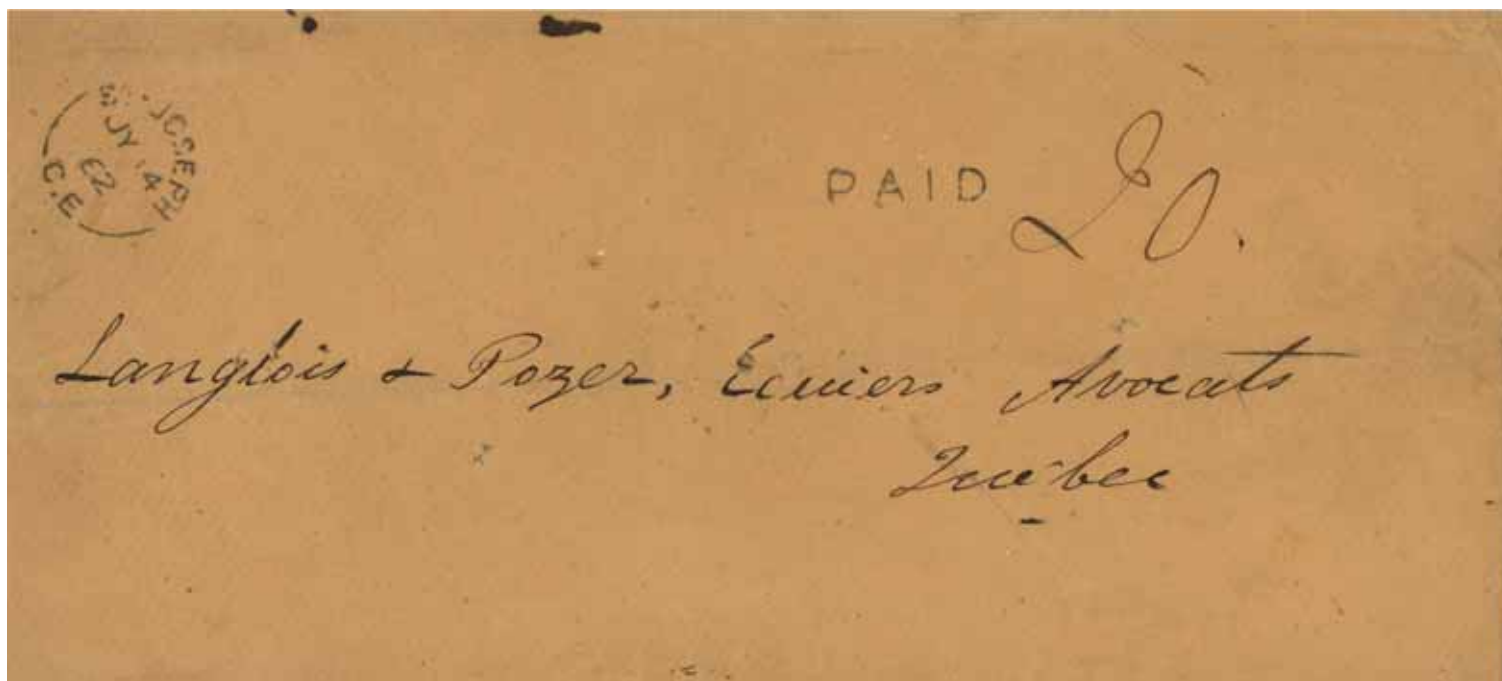
Bagotville–Quebec, quadruple, November 1859. Initially marked *Free* (for mail to a government office within ten days of a session of Parliament), but then struck through and replaced by *paid 20 cts*, 4 × 5¢ per half ounce.

Double broken circle **BAGOTVILLE L.C.**, known 1857–61.

Multiples



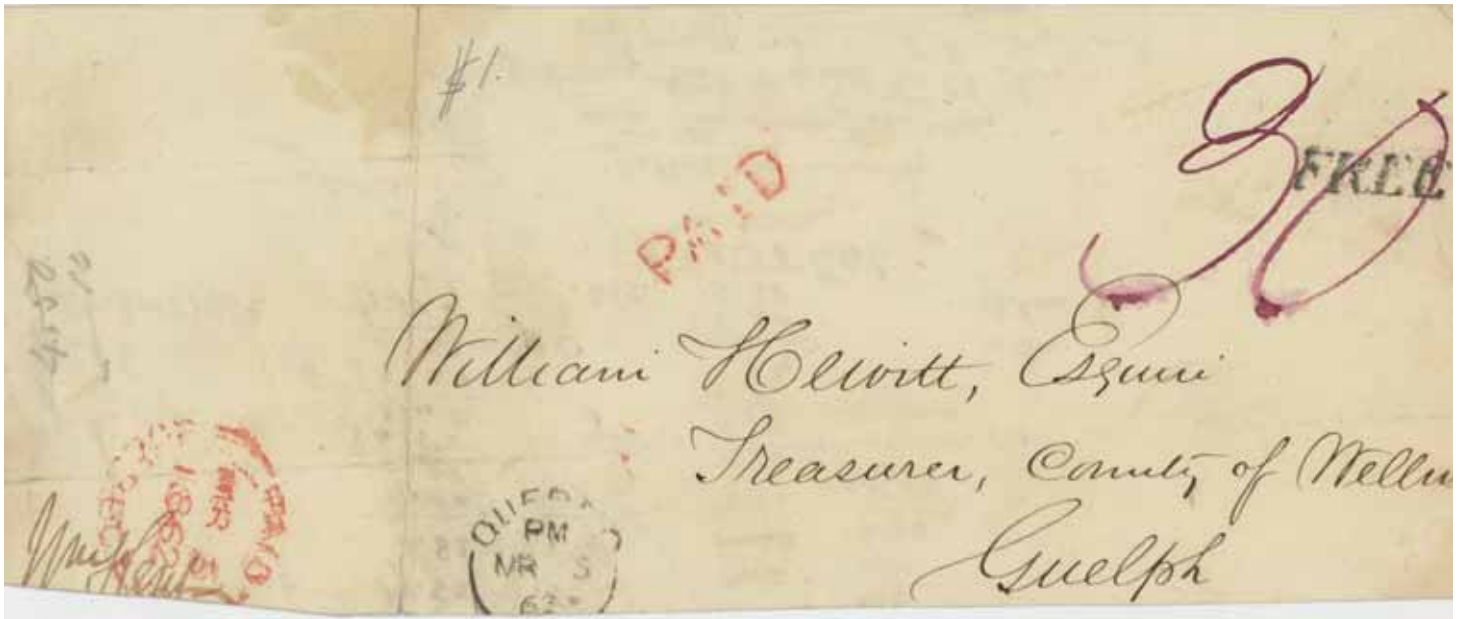
Welland–Fonthill (U C), via Port Robinson, sextuple, 1860. Rated 6 Rates, 42¢, 6 × 7¢ unpaid domestic rate.



St Joseph (C E)–Quebec, 1862. Rated PAID 20 ¢ quadruple domestic rate, 4 × 5¢.

St Joseph (C E) broken circle known 1862–70.

Multiples



Quebec—Guelph (c w), sextuple, 1862 [front]. Initially marked *FREE*, but then **PAID** 30¢, six times domestic.



Ingersoll—Woodstock (c w), quadruple, 1863. Quadruple domestic paid by two 10¢ Alberts. Four-ring numeral 17, Ingersoll.

TOO LATE PAID 25
L. Legrand & Co., Montreal
St Joseph
Beaver

(PAID)
OC 20 1864
QUEBEC, L.O.

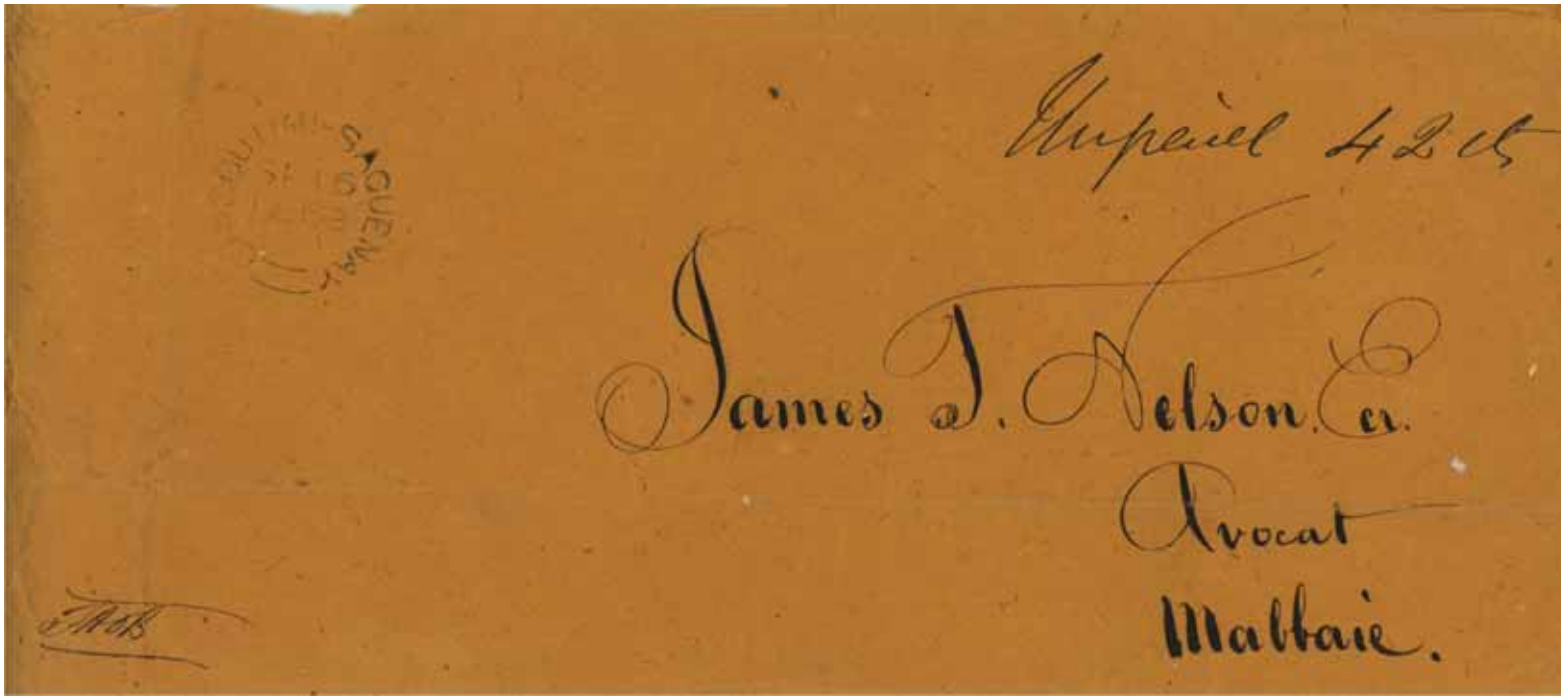
Jan. 4th - Mrs. J. Willard - with
 seeds for H. Steep - 1 Steep &
 Mrs. Willard - 2 about Steep's
 seed -

1865
 PAID 35
 H. Hale Esq.
 Clinton
 N.Y.

HAMM. TOWN
 JUL 2
 1865
 U.S.

Hamilton–Clinton (c w), *septuple*, 1865. Rated PAID 35¢, 7×5 ¢, the paid domestic rate.

Multiples



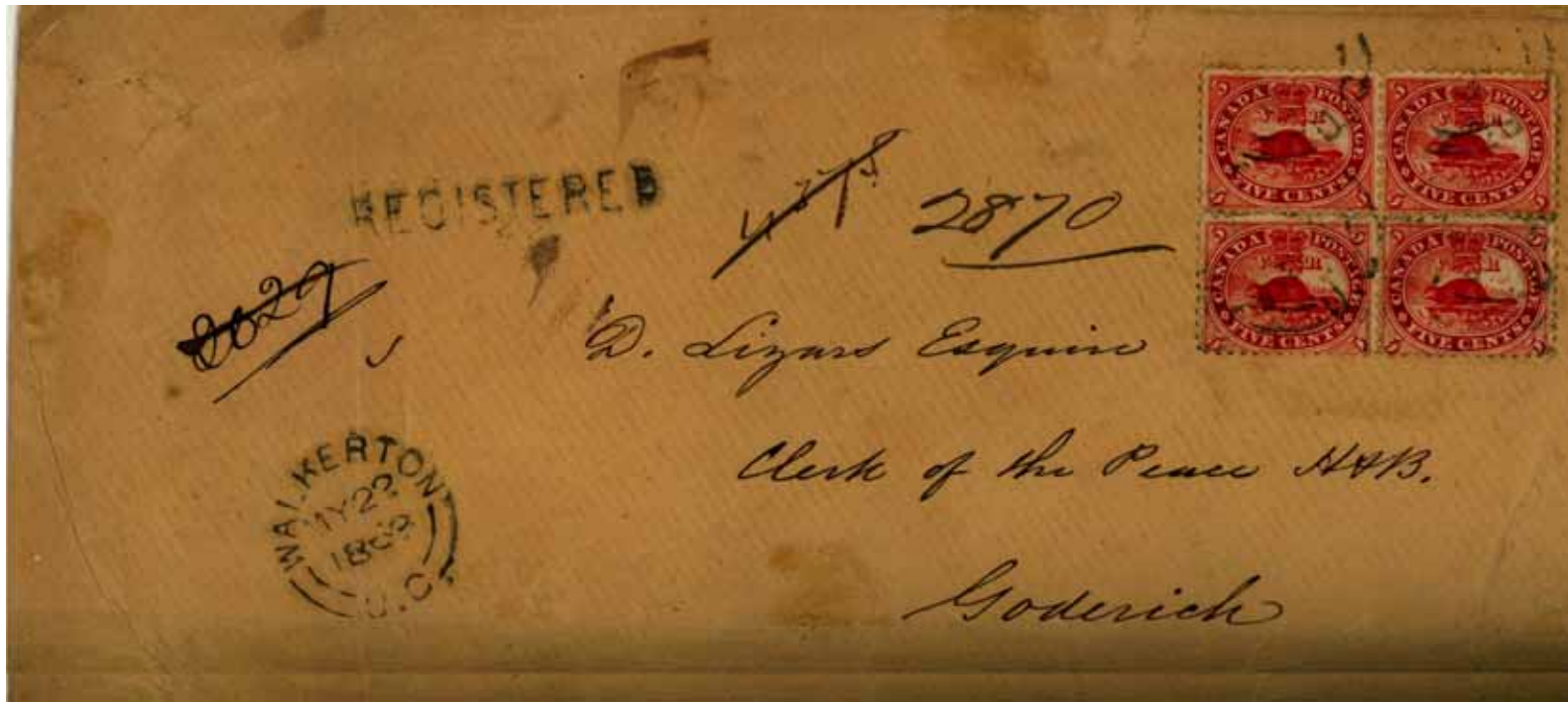
Chicoutimi-Saguenay-Malbaie (C E), sextuple, 1863. Collect domestic rate, $6 \times 7\text{¢}$.

Chicoutimi (Saguenay) double broken circle known 1850-73.



Renfrew-Brudenell (C W), unidectuple, registered, 1864. Rated Unpaid 77¢ , $11 \times 7\text{¢}$ per half ounce unpaid, plus 2¢ registration. Voucher No 42, the answer to everything.

Quadruple



Walkerton (U C)—Goderich, quadruple, registered, 1863. Rated 20¢, 4 × 5¢ per half ounce paid by block of beavers, plus 2¢ registration paid in cash. Angled strikes of Walkerton dater used to cancel the stamps.

Dectuple

*Lucan (U C)—Goderich, registered, 1864. Rated 50¢, 10
× 5¢ per half ounce paid, plus 2¢ registration.*



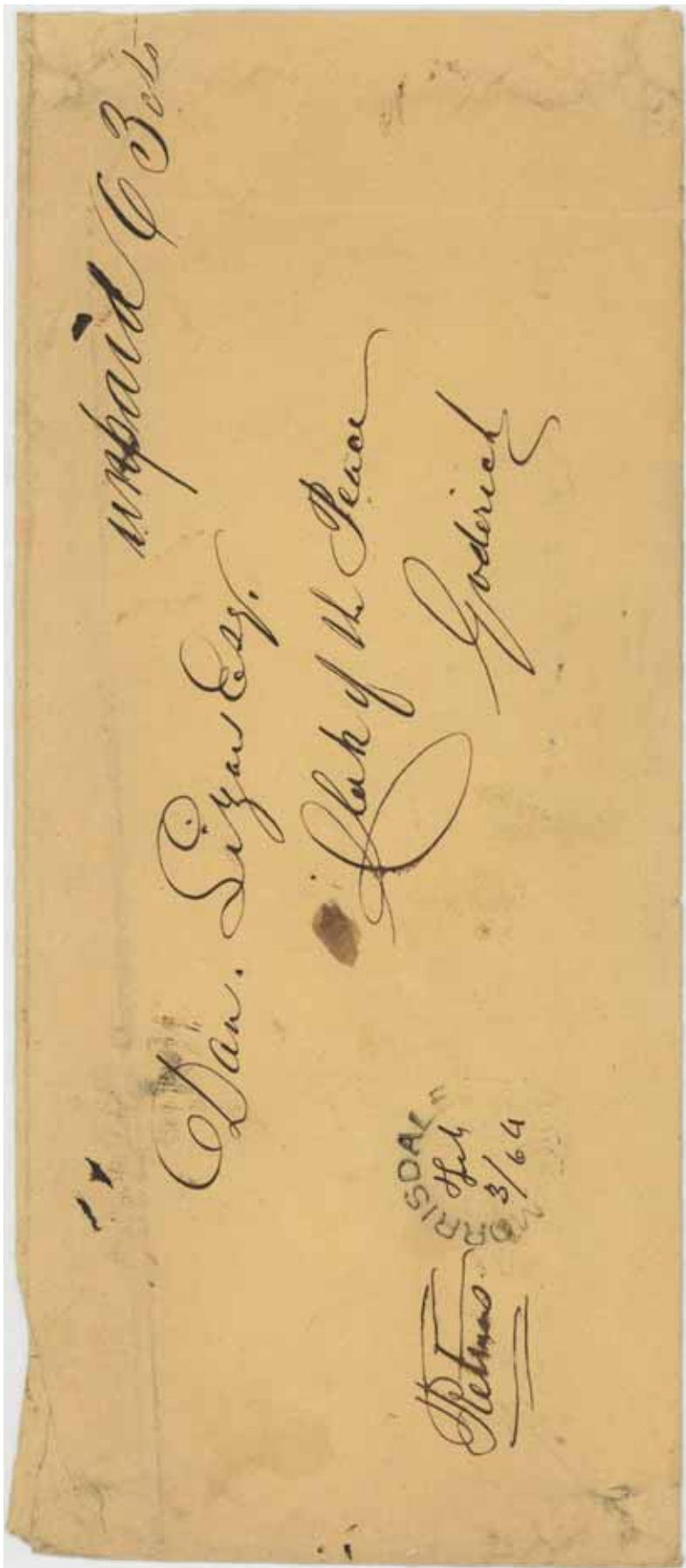
4 Mch

50¢

REGISTERED



Sam Lias Esq
Westgate Place
Goderich ON



Nonatuple

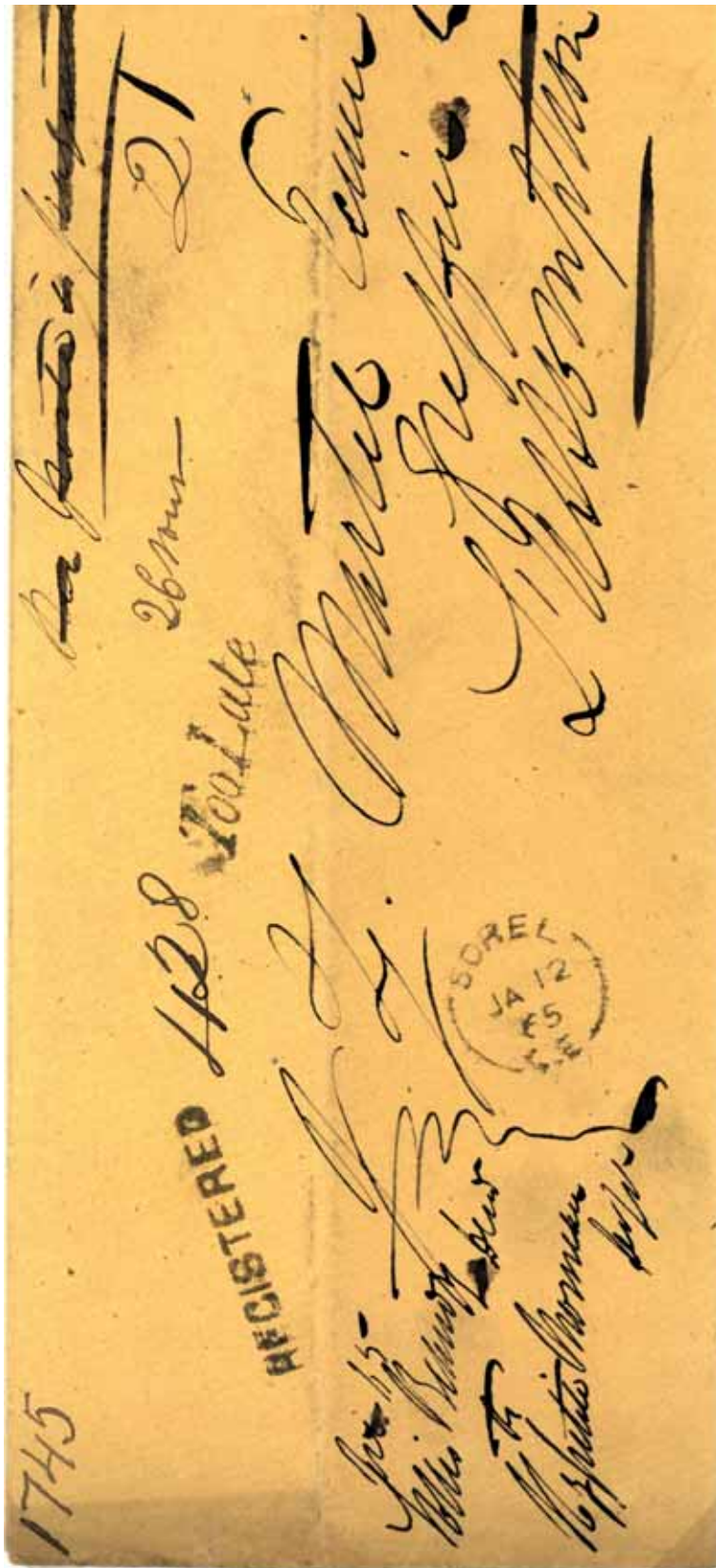
Morrisdale (U C)—Goderich, 1864. Rated collect 63 cts, 9 × 7¢ per half ounce collect.

Quintuple collect, registration paid in stamps



Montreal–Lacolle (C E), registered, 1865. Rated 35¢, 5 × 7¢ per half ounce unpaid, and 2¢ paid in stamps. registration.
Collect with registration paid in stamps is the scarcest of the six possible combinations.

Multiples

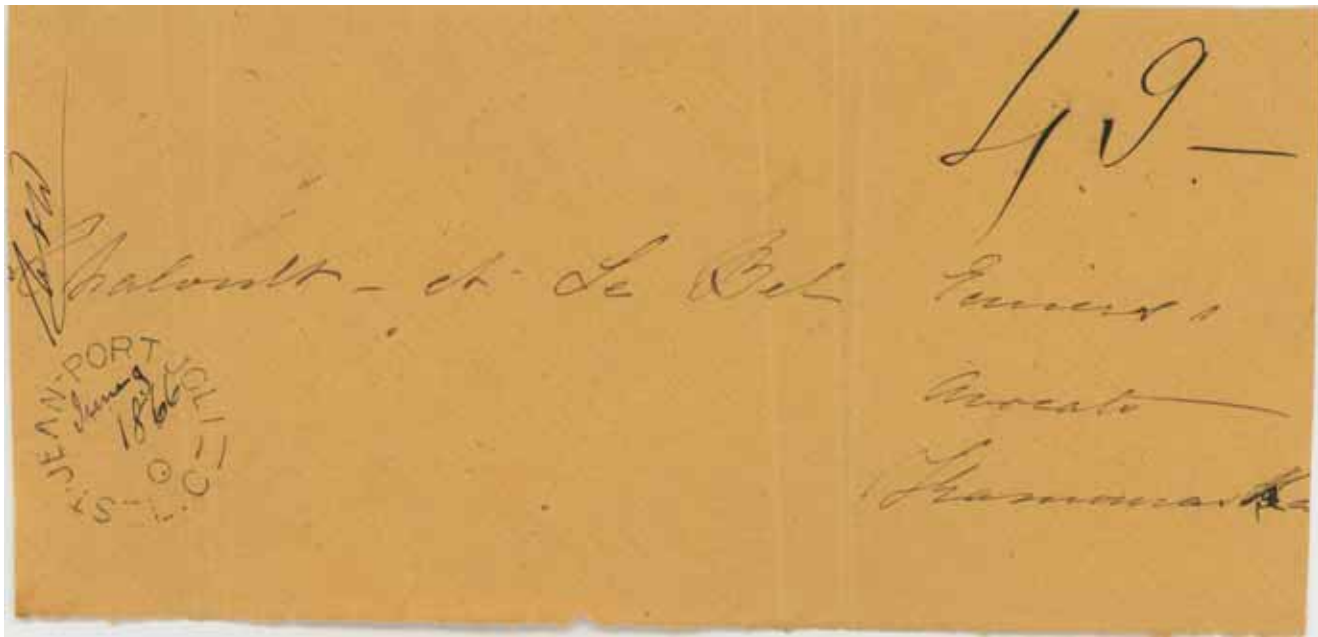


Sorel—L'Assomption (C E), triple unpaid, registered, 1865. 21¢, 3 × 7¢ per half ounce unpaid, plus 2¢ registration. Too Late.



Teeswater—Goderich, triple paid, registered, 1865. Triple paid 3 × 5¢ per half ounce, plus 2¢ registration.

Multiples



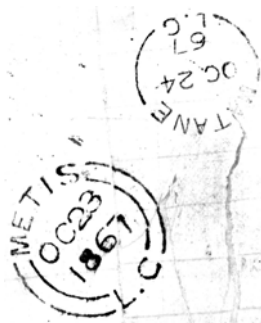
St-Jean-Port-Joli (L.C.)–Kamouraska (C.E.), septuple, 1866 [front]. 7 × 7¢ domestic unpaid rate.

ST JEAN PORT JOLI double broken circle is known 1853–84 (a very long period of use).



Rimouski–Matane (C.E.), dectuple, 1867. Unpaid domestic rate, 10 × 7¢ (per half ounce).

Rimouski C.E double broken circle known 1849–75; Métis L.C known 1853–69. Matane L.C broken circle known 1859–83.

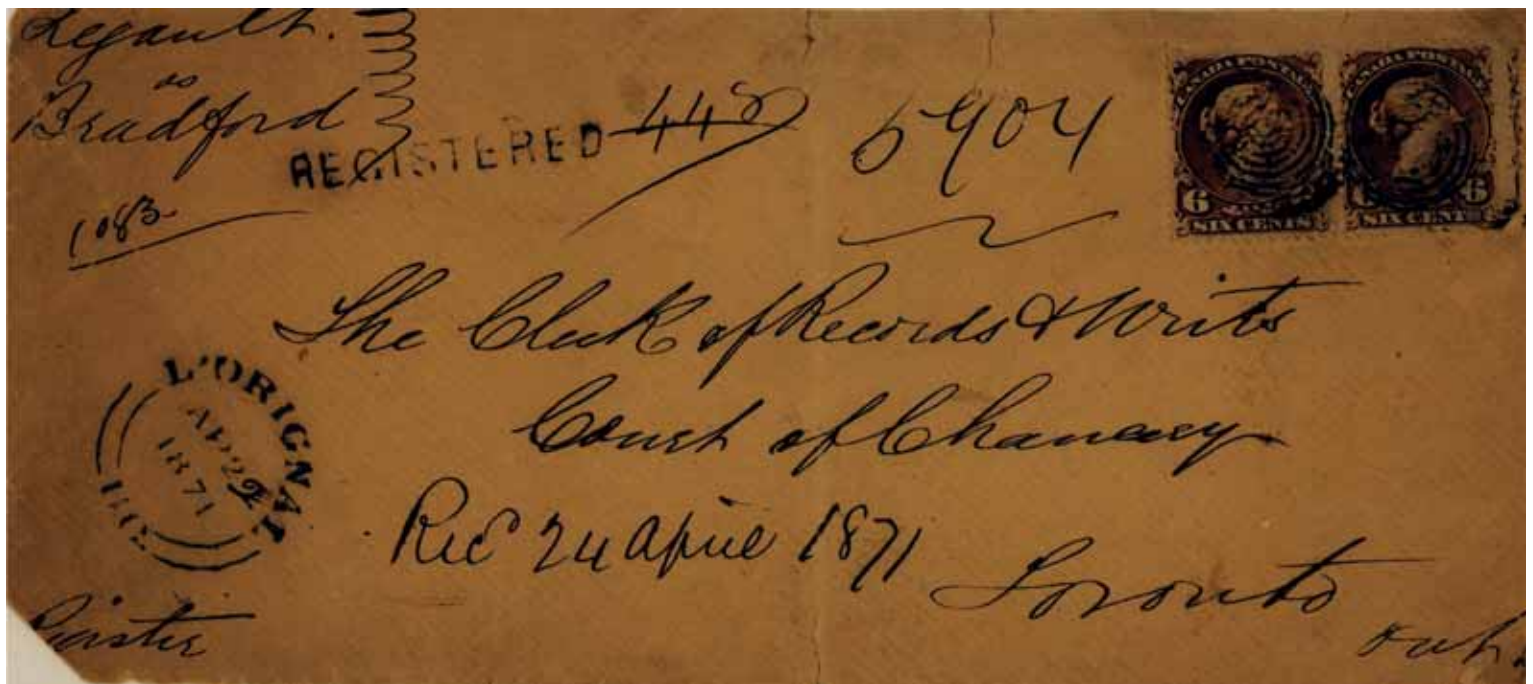


Rate changes (multiples)

1 May 1868, domestic becomes 3¢ per half ounce if prepaid and 5¢ if collect.

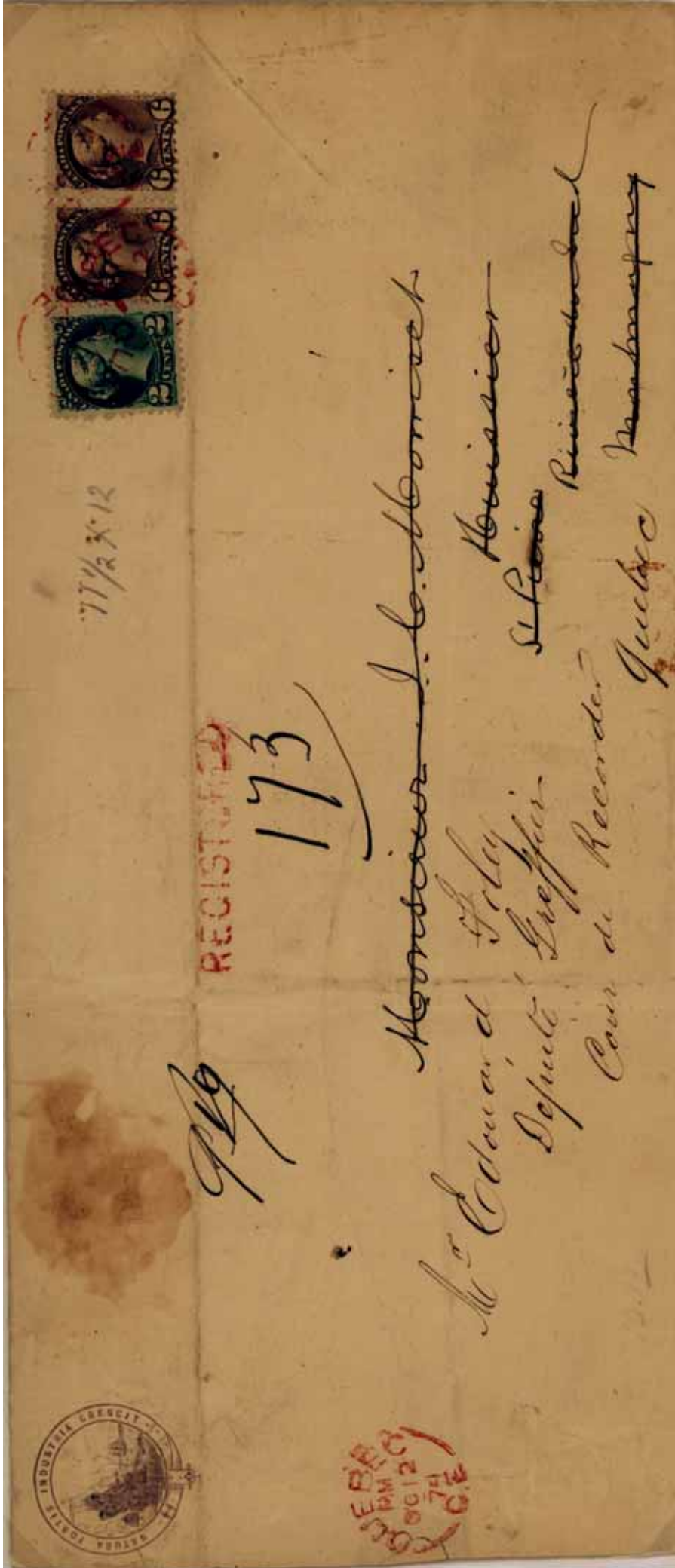


Bowmanville–Cobourg (UC), quadruple, 1870. Rated 20¢, quadruple unpaid rate.



L'Original (Ont)–Toronto, quadruple registered, 1874. $4 \times 3¢$ per half ounce and 2¢ registration paid in cash.

Quadruple paid



Quebec—Montmagny, quadruple, forwarded back to Quebec, registered, 1874. $4 \times 3\text{¢}$ per half ounce plus 2¢ registration.

Quadruple and triple

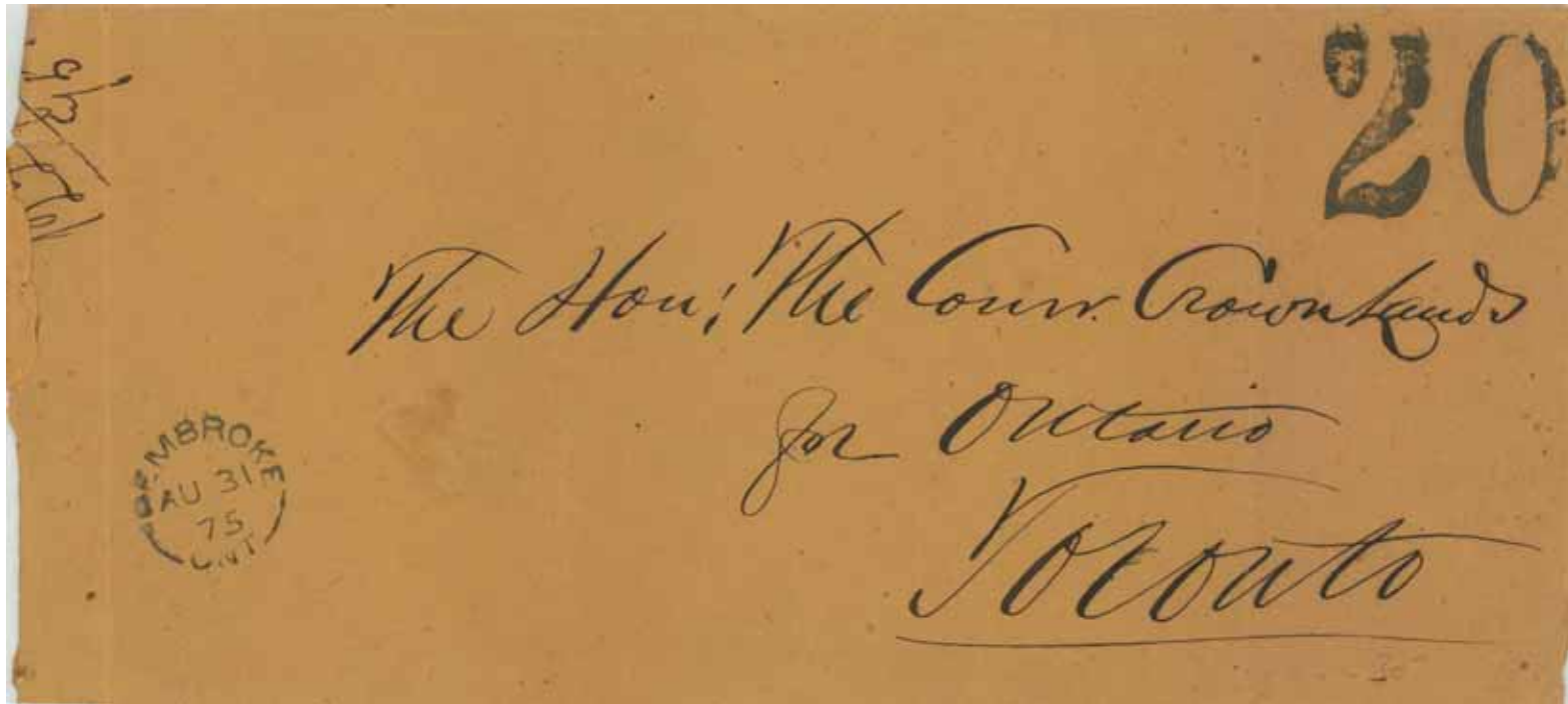


Cedar Creek (U.C.), registered, 1870. $4 \times 3\text{¢}$ per half ounce paid in small queens, plus 2¢ registration, also paid with a stamp.



Oungah (U.C.)—Chatham, registered, 16 August 1875. $3 \times 3\text{¢}$ per half ounce plus 2¢ registration, all paid in stamps. Only reported strike of OUNGAH U.C double broken circle.

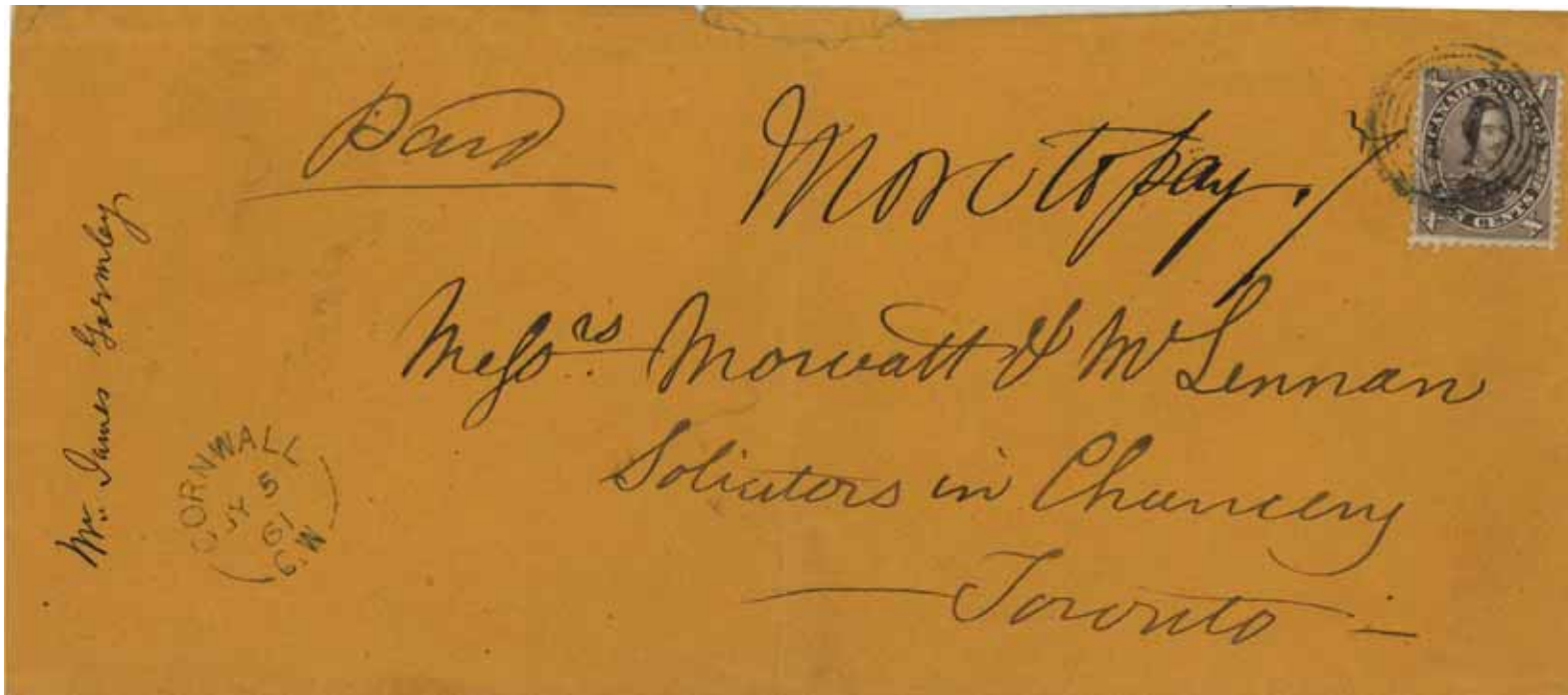
Quadruple



Pembroke (Ont)–Toronto, 1875. Rated quadruple unpaid domestic rate, $4 \times 5\text{¢}$.

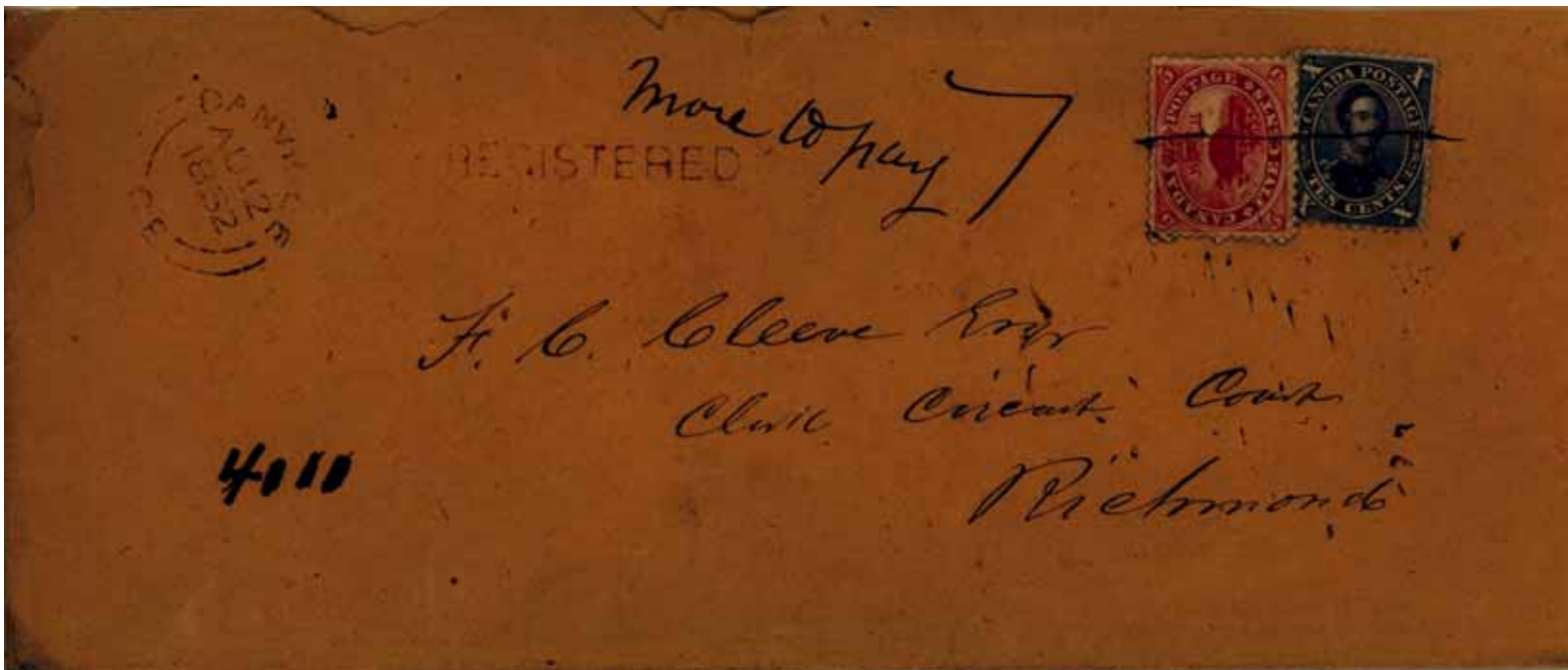
Shortpaid

During 1859–75, shortpaid letters were to be charged at the collect rate per weight, crediting any payment; after 1865, shortpaid registered letters were not supposed to be accepted. However, letters could be reweighed at the destination office, and found to be underpaid, hence charged according to the formula—which was often misunderstood.



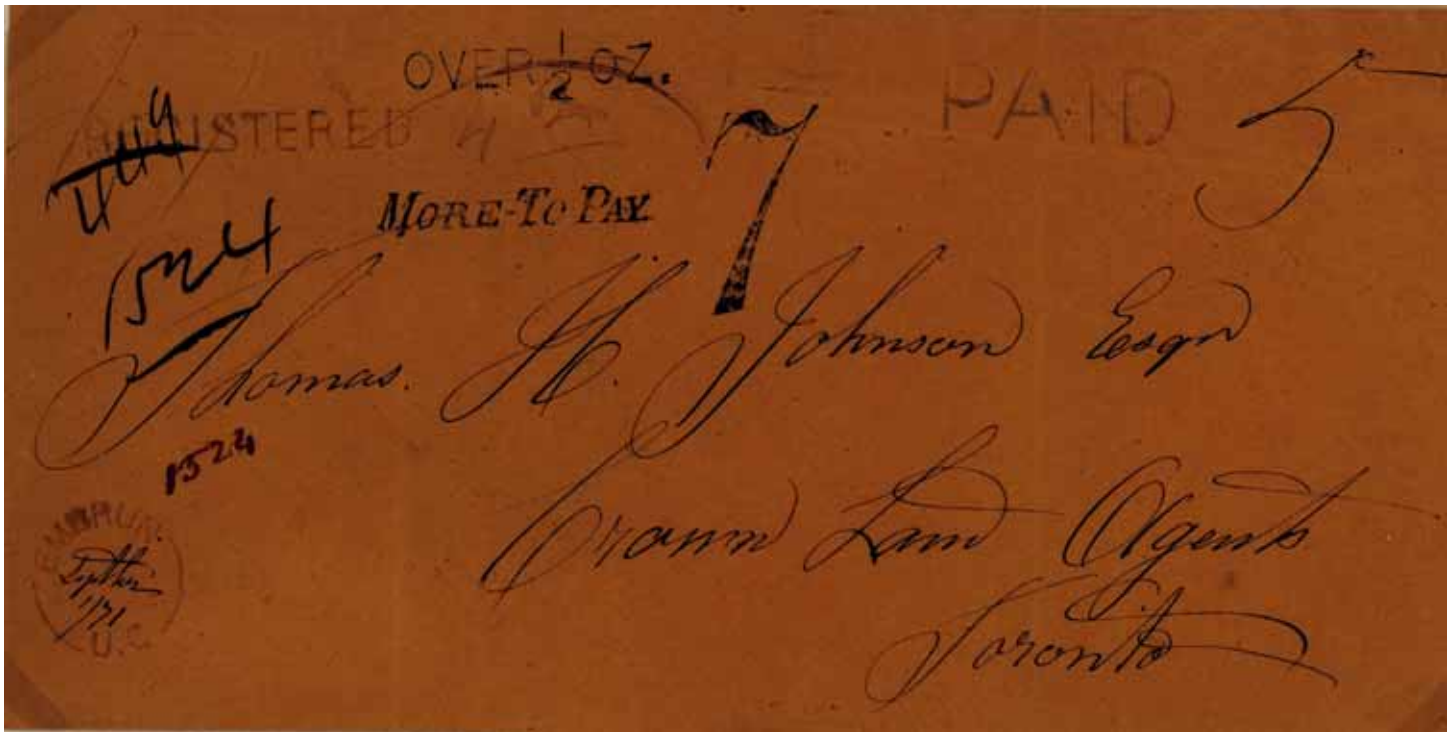
Charged incorrectly, Cornwall–Toronto, 1861. Double domestic paid rate, covered by 10¢ Albert; however it was found to be triple rate ($1^+ - 1\frac{1}{2}$ ounces). It should have been charged triple the unpaid rate, $3 \times 7\text{¢}$, less amount paid, that is, 11¢. Instead it was charged a single unpaid rate, *More to pay* 7 ¢.

Four-ring numeral **11**, Cornwall.

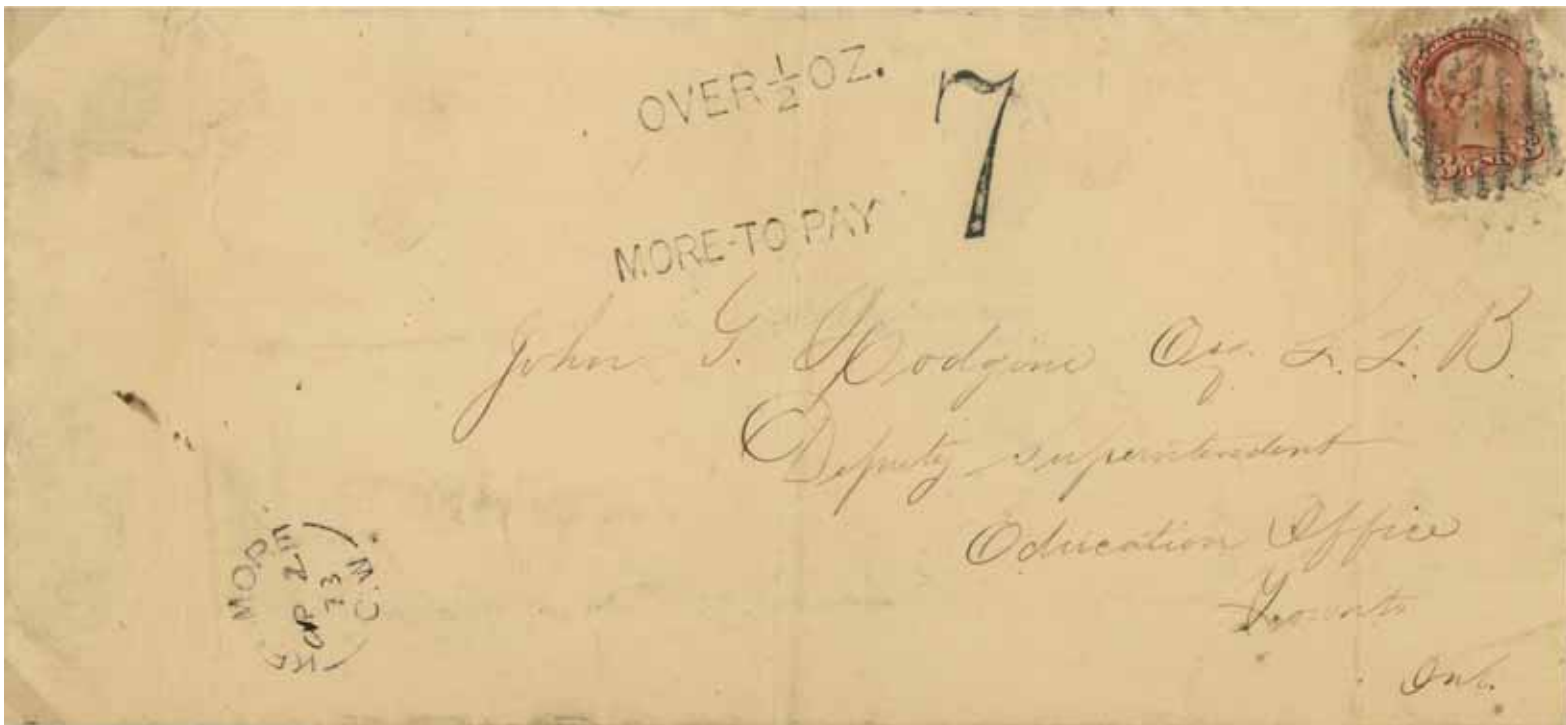


Charged incorrectly, 1862. Registration prepaid in cash, and triple domestic ($3 \times 5\text{¢}$) applied with stamps. Found to weigh $1\frac{1}{2}+$ to 2 ounces, quadruple), it should have been charged $4 \times 7\text{¢}$ (collect rate) less 15¢ applied, or 13¢ due. Instead, it was considered single deficiency, and charged only 7¢.

Shortpaid



Charged correctly, Embrun (U C)—Toronto, 1871. Registration and single domestic (PAID 5, combined 2¢ registration and 3¢ postage) both prepaid in cash. Found to be OVER $\frac{1}{2}$ OZ. (double), so charged $2 \times 5¢$ (collect rate in this period), less 3¢ prepaid, yielding 7¢ due.



Charged correctly, Kenmore (C W)—Toronto, 2 April 1873. First weight domestic paid by 3¢ small queen, but found to be second weight, and charged as above.

Remarkably, the proof date for the KENMORE C.W broken circle is the day of mailing (despite this being six years after Confederation). Kenmore is in Carleton County, thus quite near Ottawa. No other strikes of this handstamp are known.

And for those who are skeptical of the interpretation of the date, the Ottawa backstamp reads AP 3, and the Toronto backstamp, AP 4 73.

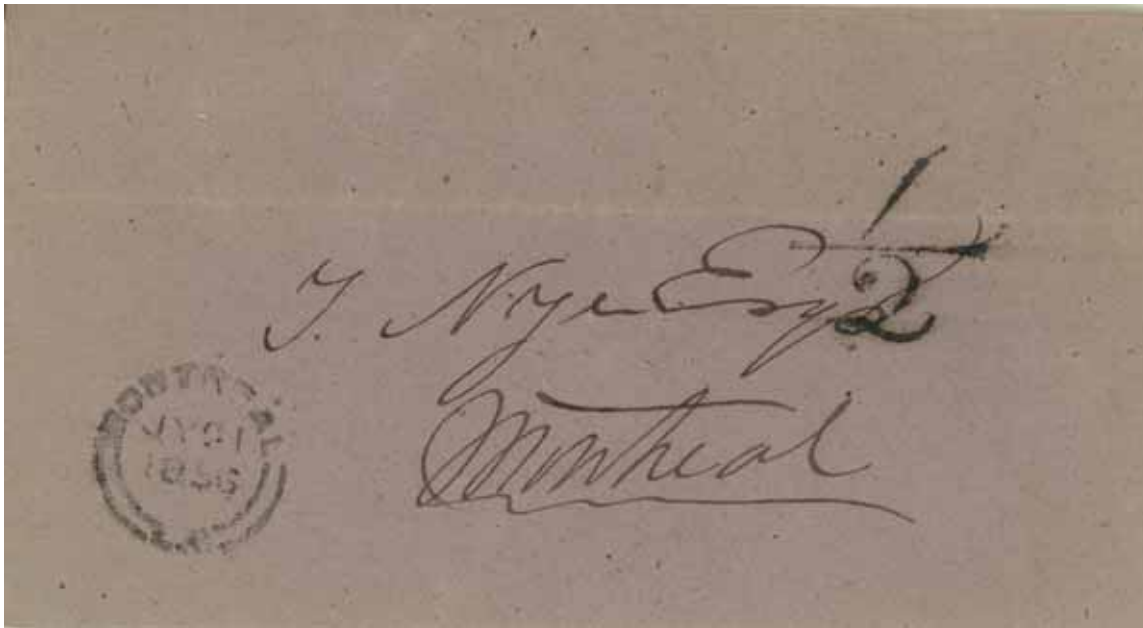
Drop letters (1851 on)

The drop letter rate dropped to $\frac{1}{2}$ d cy (from 1 d) in November 1851. There was no half-penny stamp until 1857, so if prepaid (which is rare), would have had to have been paid in cash.

Montreal drop letter rate stamps



To Montreal, 1850s. Originally rated collect 3 d domestic, then rerated as a drop letter.



Montreal drop letter, 1856. Rated collect $\frac{1}{2}$ d.

Quebec drop letter

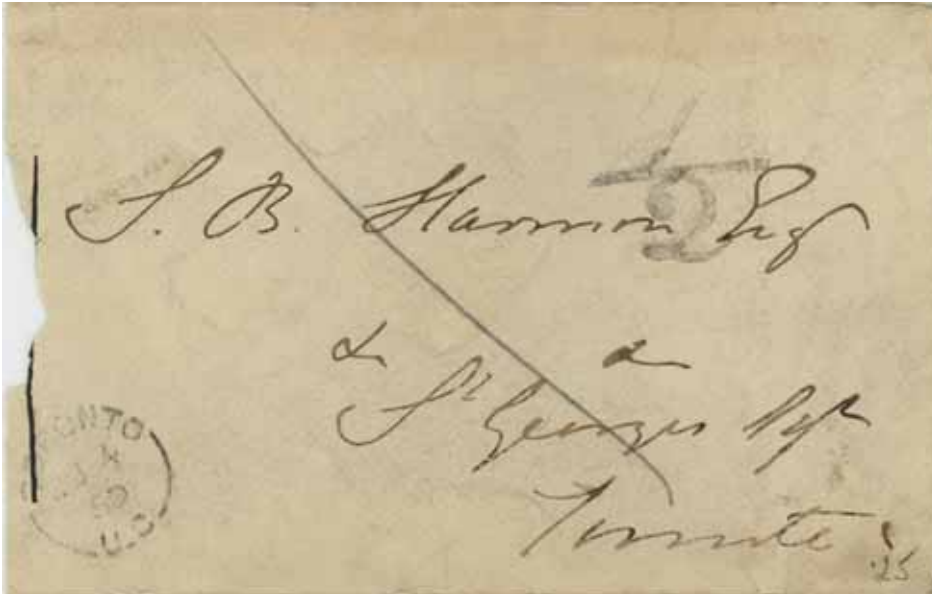


Quebec drop letter, charged for delivery?, 14 November 1851. The half-penny drop letter rate came into effect later in the month, and so the clerk had a $\frac{1}{2}$ ratestamp, which he applied prematurely. This was cancelled and replaced by 1 d. The drop letter fee was independent of weight; the only other charge that comes to mind is the local delivery fee.

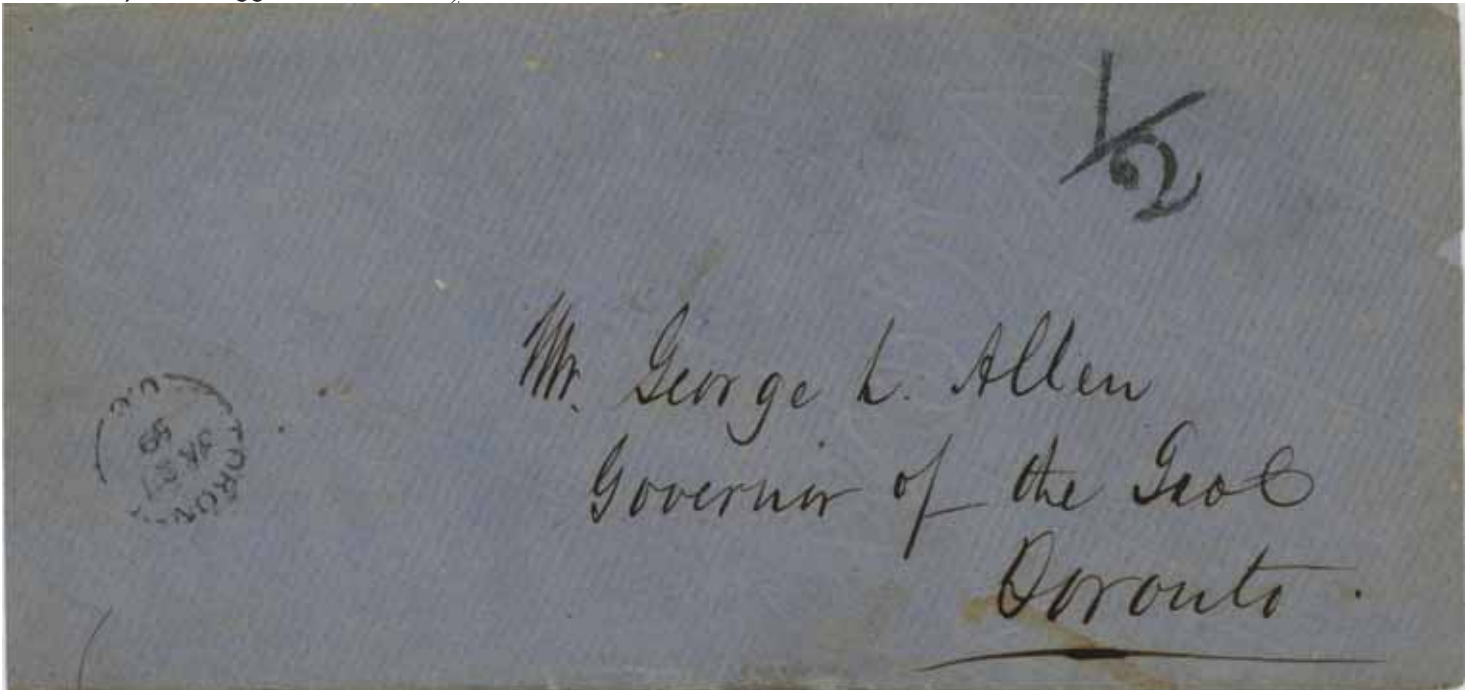
Toronto drop ratestamp



Toronto drop letter, 1856. Rated collect $\frac{1}{2}$ d.

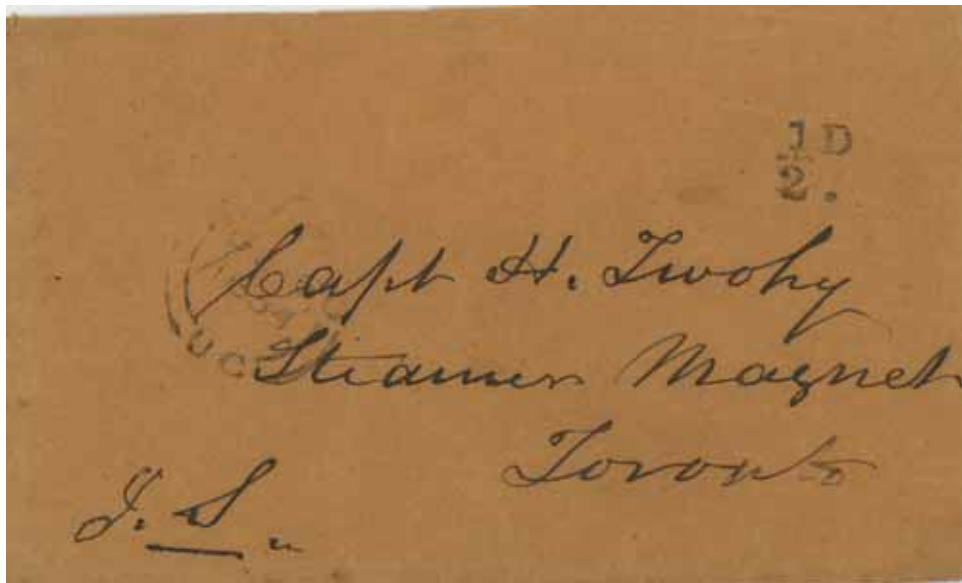


Toronto drop letter, 1859. Rated collect $\frac{1}{2}$ d.



Toronto drop letter, 1859. Rated collect $\frac{1}{2}$ d. To the Governor of the gaol (jail).

UC drop letters with rate stamps



Toronto drop letter, 1854. Rated collect $\frac{1}{2}$ D, drop letter rate.

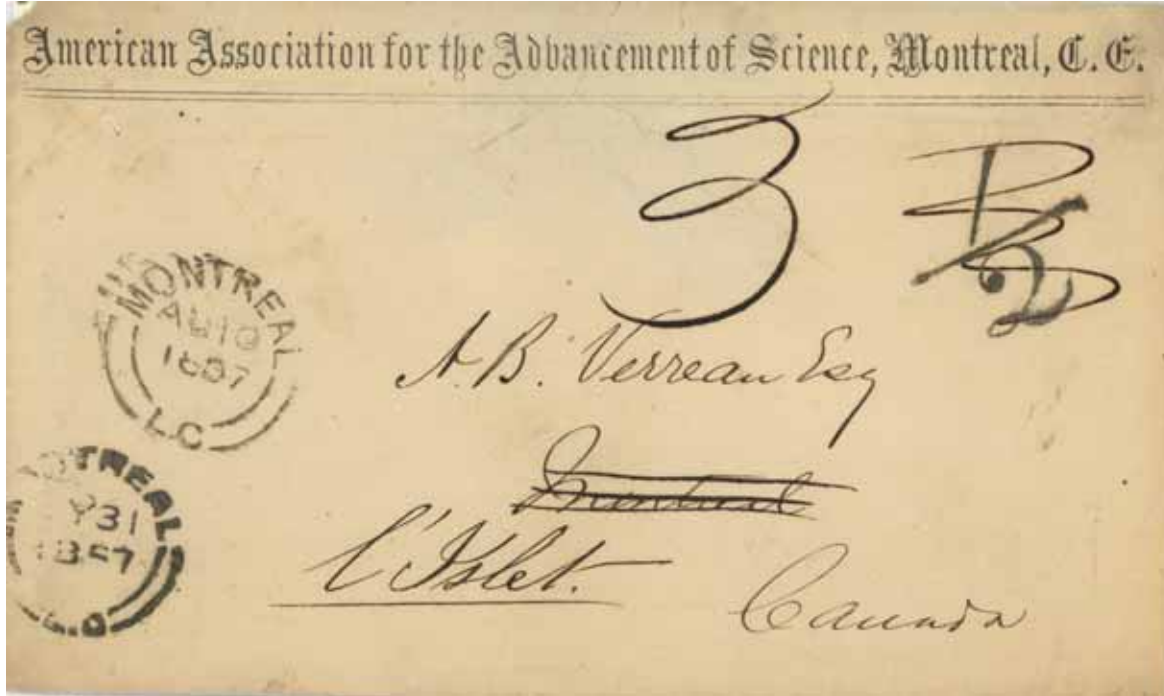


London (U c) drop letter, 1856. Rated collect $\frac{1}{2}$ d, drop letter rate.



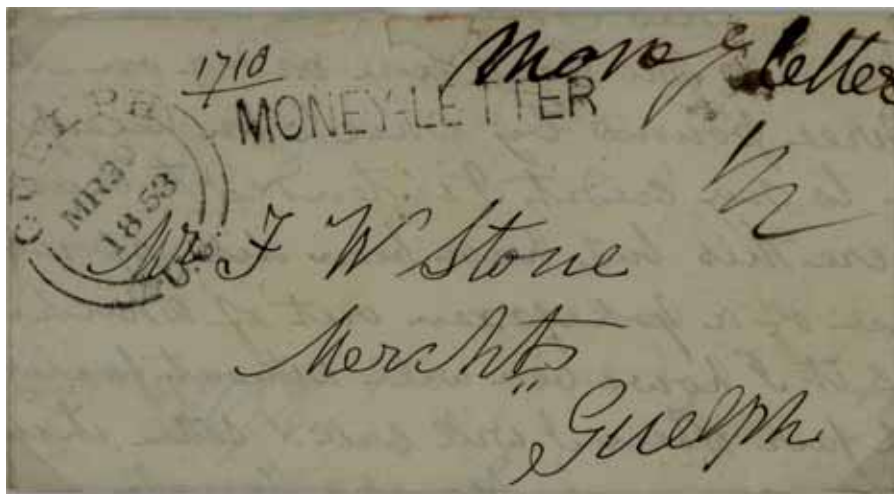
Port Hope drop letter, 1856. Rated collect $\frac{1}{2}$ d, drop letter rate.

Forwarded drop letter

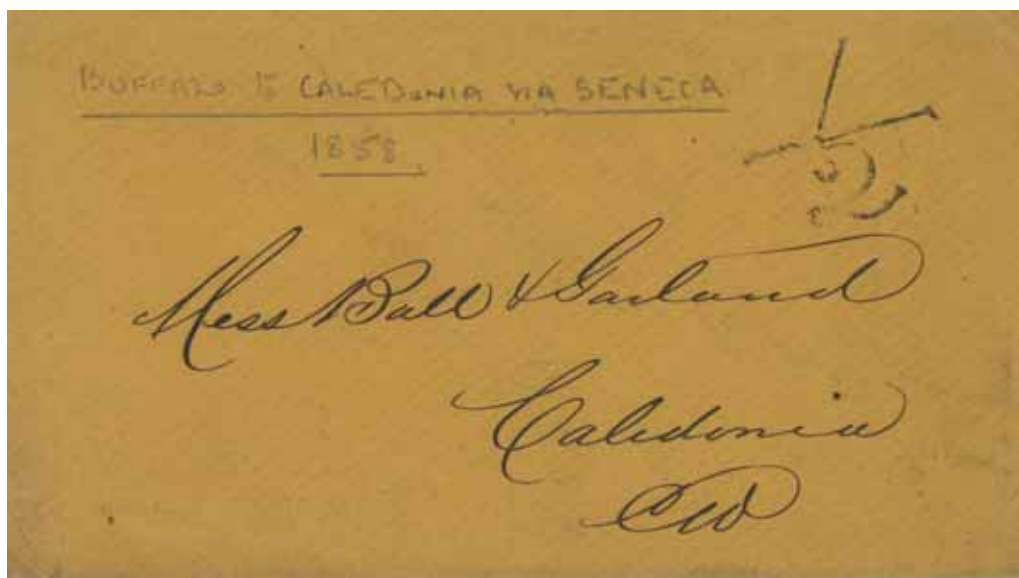


Montreal drop letter, forwarded to L'Islet (C E), 1857. Originally rated collect $\frac{1}{2}$ d drop letter rate; on forwarding, charge replaced by domestic letter rate, 3 d. From a branch of the American Association for the Advancement of Science.

Drop letters



Guelph drop money letter, 1853. Rated collect $\frac{1}{2}$ d, drop letter rate. Dropped money letters are very unusual.



Seneca—Caledonia, 1858. Open for inspection. At first glance, mysterious, as it is addressed to Caledonia, and has a Seneca backstamp. However, the Caledonia post office was open only 1837–1847, so did not exist at this time, and the addressee had to pick it up at Seneca. Rated collect $\frac{1}{2}$ d, drop letter rate.

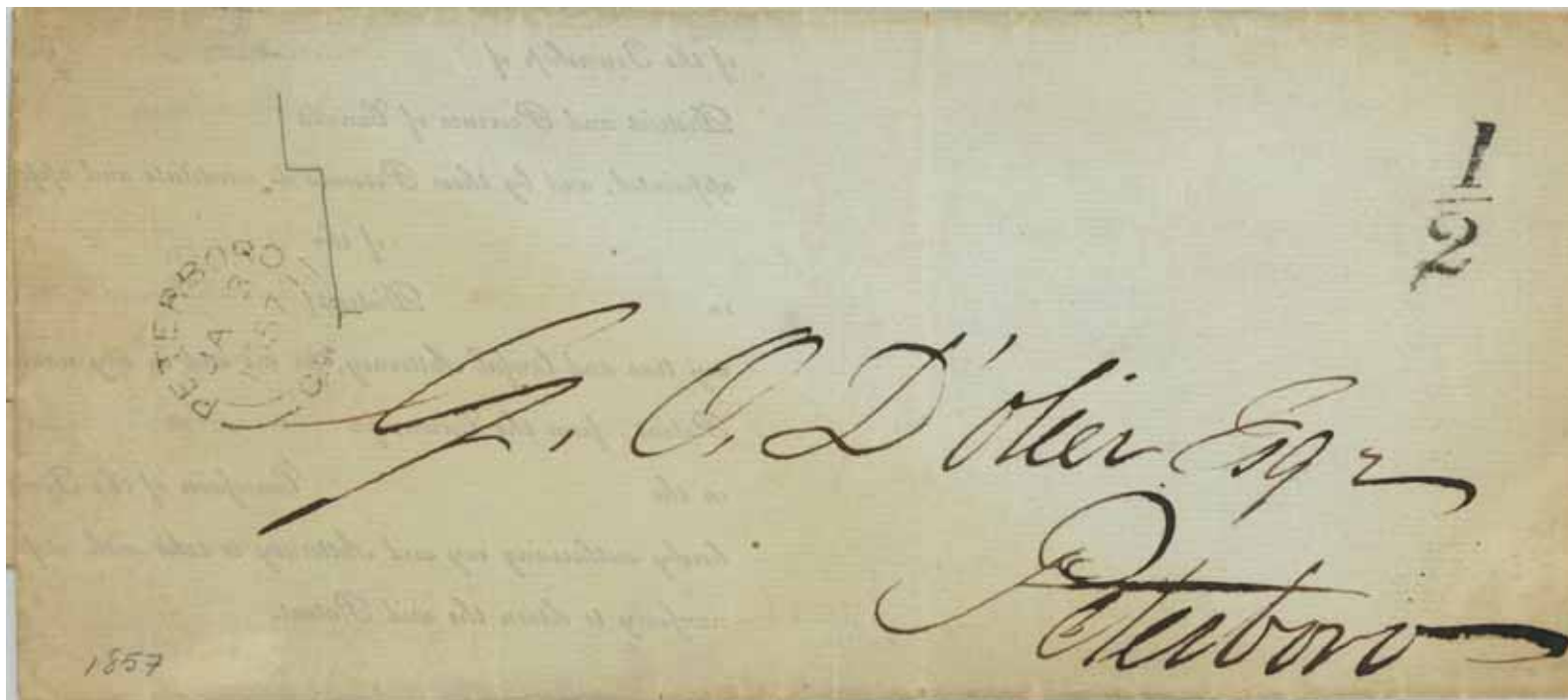


Roslin (c w), 1858. Collect $\frac{1}{2}$ d drop letter.

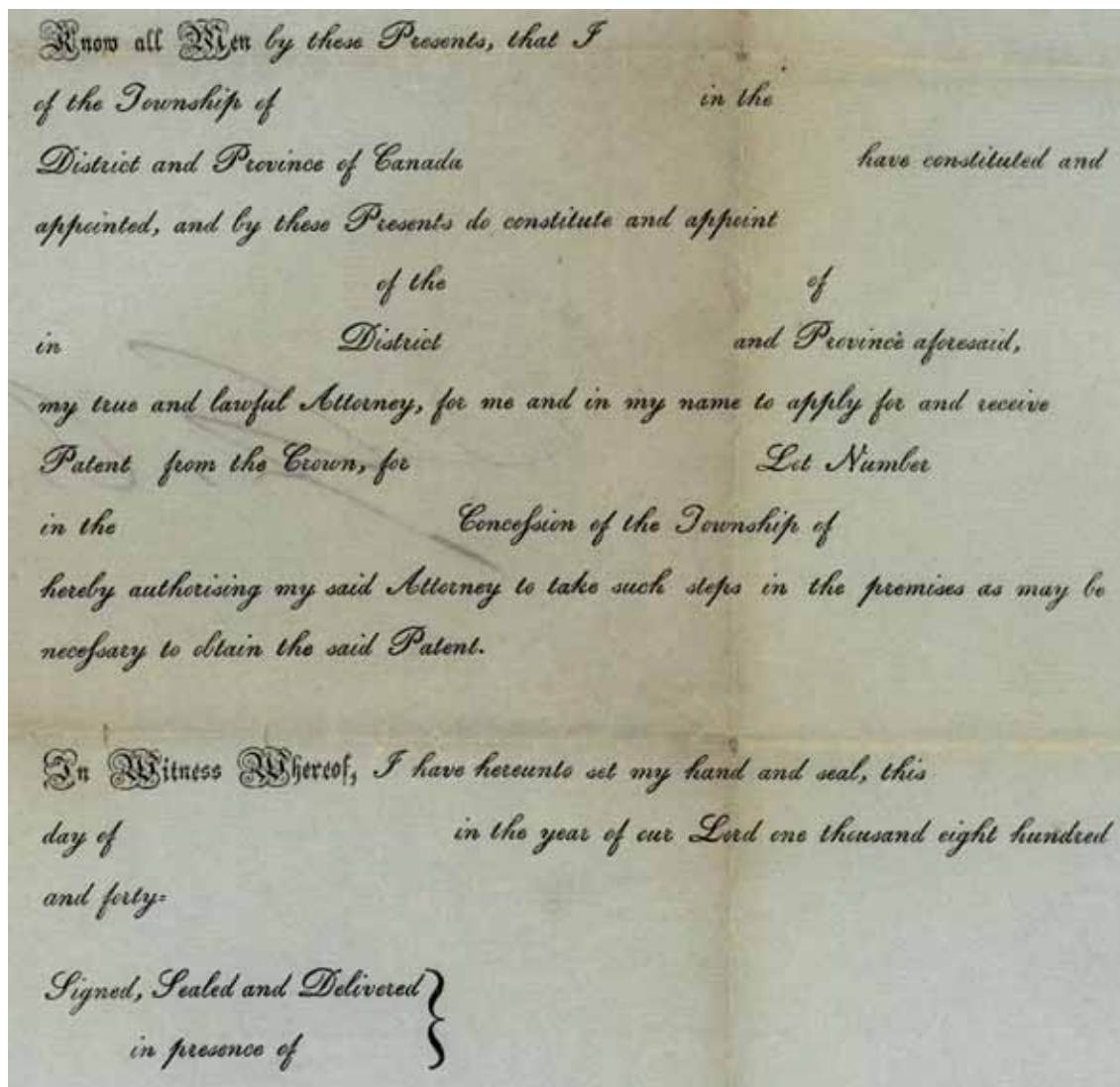
ROSLIN CW double broken circle, known 1858–62, of which this is the earliest reported strike.

Drop letter

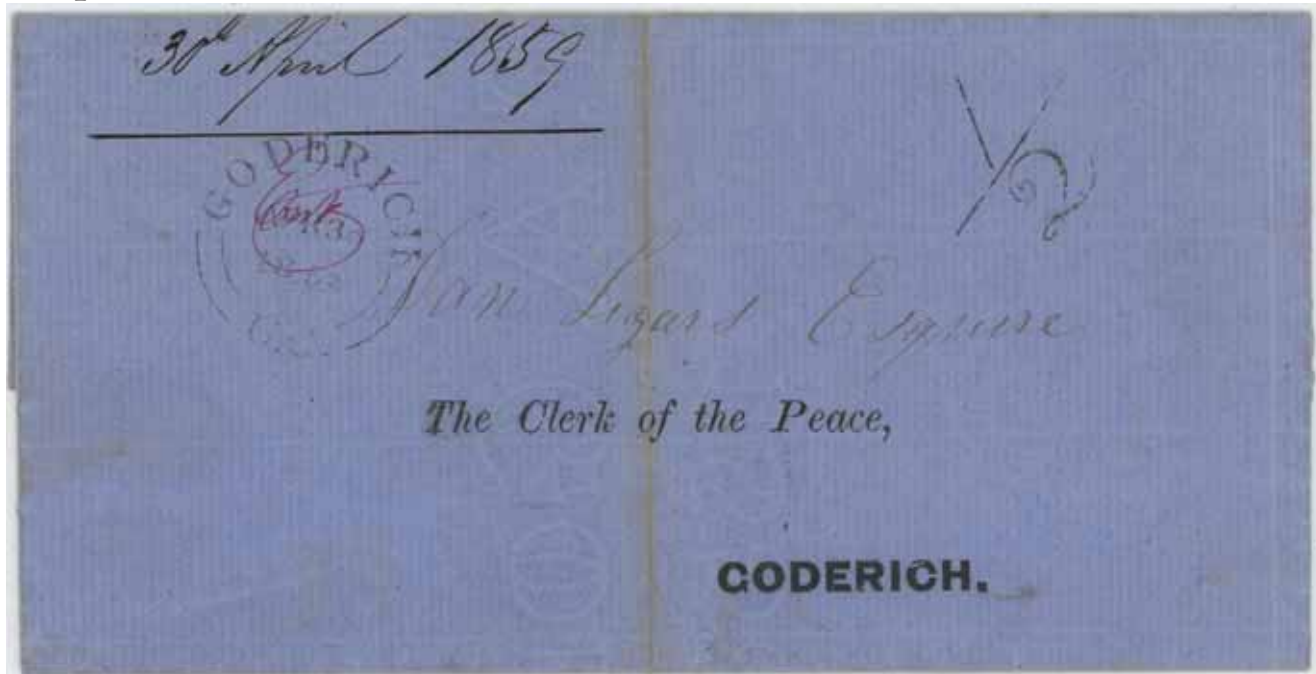
Could also have been sent as printed matter, which would have cost 1 d.



Peterboro, printed form for power of attorney, 1857. Rated collect $\frac{1}{2}$ d cy, drop letter rate.



Drop letter



Goderich (c w), March 1859. Collect $\frac{1}{2}$ d drop letter. Filled-in form.

CERTIFICATE OF MAGISTRATE.
TO BE RETURNED TO THE CLERK OF THE PEACE, GODERICH.

April 30th 1859.

I hereby Certify that Richard Bennett
appeared before me this day, and took the subjoined Oath of Constable, in and for the United
Counties of Huron and Bruce, according to Law.

William Graham J. P.

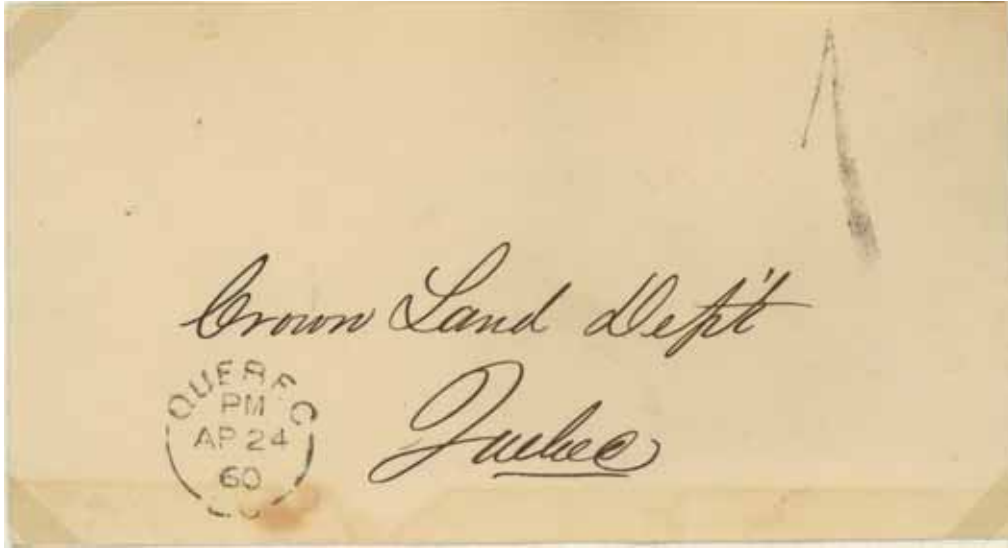
OATH OF CONSTABLE.

You shall well and truly serve our Sovereign Lady the Queen, in the Office of Constable for
the United Counties of Huron and Bruce, for the current year, according to the best of your skill
and knowledge.

So help you God. Richard Bennett

Conversion to decimal, 1859

Most rates were translated directly to decimal; the ½ d cy drop letter rate became 1¢.



Quebec, 1860. Rated collect **1¢**.



Ottawa, 1860. Payment of drop letter rate (1¢, equivalent to ½ d) by slightly late use of half-penny stamp.

Ottawa Berri duplex (13 bars); previous earliest strike was 7 January 1861.



Kingston, 1860. Rated collect **1¢** drop letter.

Drop letter



Dundas, 1860. Rated collect 1¢ drop letter.



Montreal, 1864. Rated collect 1¢ drop letter.

The Honorable
Richard
Chief Commr. of Crown Lands
to to
Ontario

Mr. H. W. Adams
Toronto

S. B. Harman Esq
Toronto

50

Toronto, 1866. Rated collect 1^{ct} drop letter. Mourning cover.

Small town drop letters

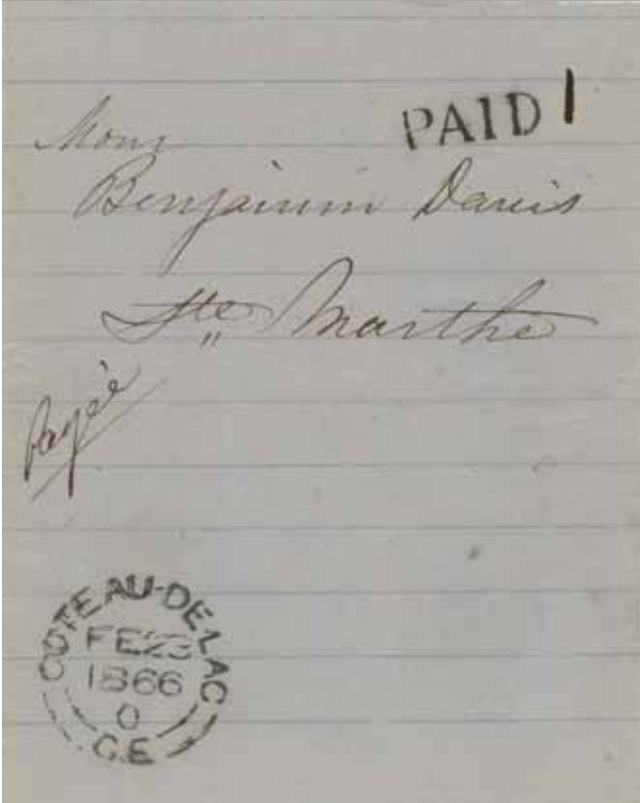
These are much more difficult to find than those of larger towns and cities.



Stratford drop letter, January 1860. Collect **1¢**, drop letter. Faint STRATFORD broken circle.



Fonthill, 1862. Rated collect 1¢.



Coteau de Lac, 1866. Rated **PAID** 1¢ drop letter.

Corner drop letter



Carried by favour to Montreal, and sent as drop letter, 1867. Rated collect 1¢, drop letter rate. From the British-American Hotel in Three Rivers (c e).

Drop letters



St Hyacinthe (c E) drop letter, 1866. Collect 1¢, drop letter.



Port Hope drop letter, 1867. Drop letter rate paid by 1¢ stamp.

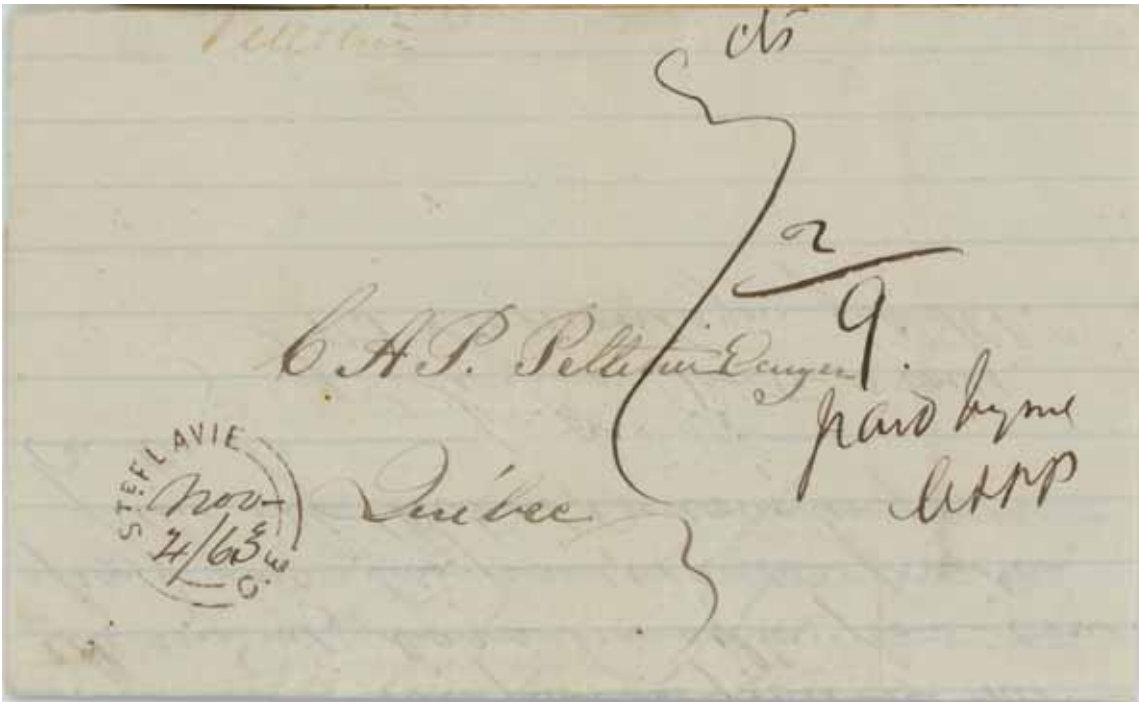
Port Hope Berri duplex, known 1860–9.

Nearby office rate

Letters to nearby offices were charged 2¢, instead of the usual 5¢ at the time.



Vankleekhill–Breadalbane c w, 1861. Rated collect 2¢.



Ste Flavie (c e)–Quebec, 1863. Rated 7¢ domestic collect, to which 2¢ fee was added. Ms *Paid by me, CAPP*.

Printed matter (from 1851)

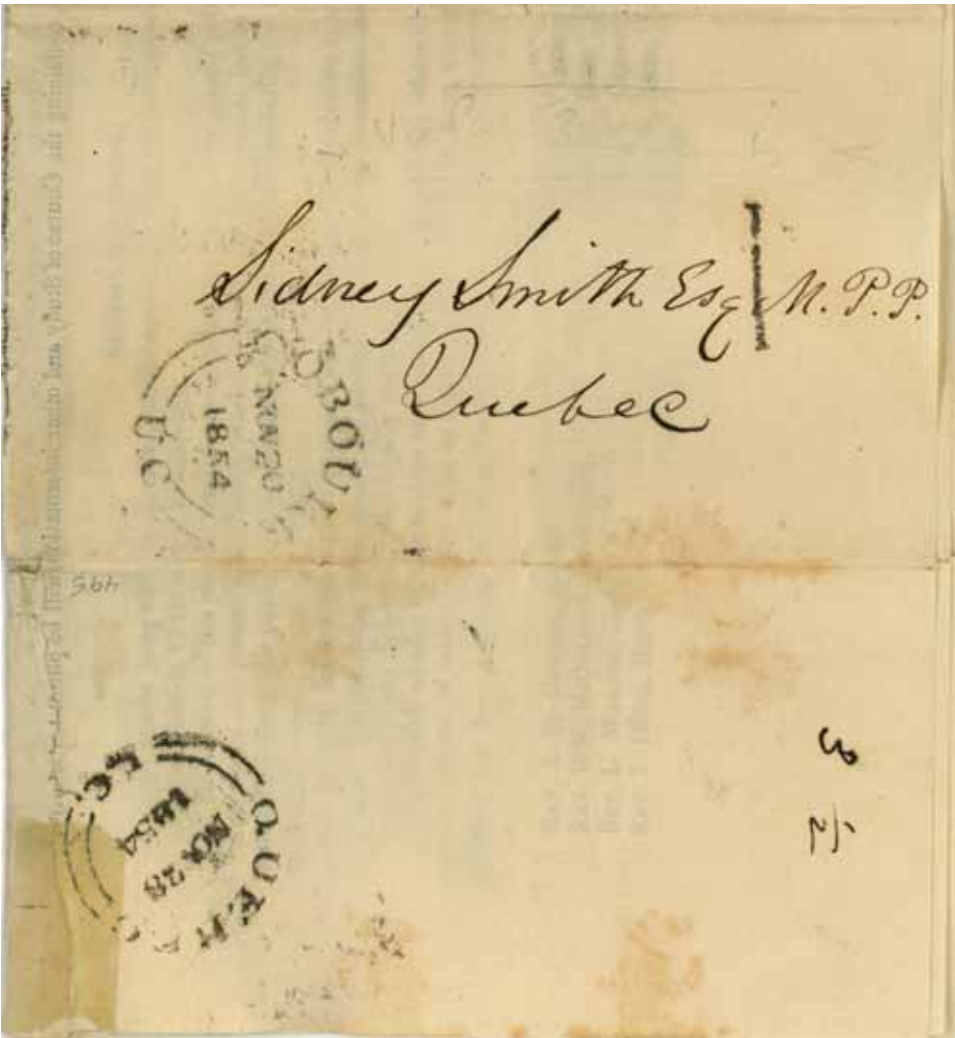
The printed matter rate remained at 1 d per sheet.

Legislative Assembly (Quebec)



Quebec—Cornwall (c w), 1852. **PAID AT QUEBEC 1^d** (known 1852–5), and oval **LEGISLATIVE COUNCIL CANADA**. A copy of *An act to amend the Upper Canada Jurors' act of 1850 and repeal certain parts thereof*. Printed matter rate of 1 d, not free, even though addressed to an m p.

Printed matter



Cobourg–Quebec, printed matter, 1855. Rated collect 1 d cy printed matter rate. Consists of details concerning the University of Victoria College, a branch of the University of Toronto.

University of Victoria College

COBOURG, C.W.

CORPORATION.

TRUSTEES.

REV. E. WOOD, TORONTO.

REV. JOHN RYERSON, KINGSTON.

ANSON GREEN, D.D., TORONTO.

EGERTON RYERSON, D.D., TORONTO.

REV. RICHARD JONES, YORKVILLE.

REV. S. S. NELLES, M.A., COBOURG.

HON. JAMES FERRIER, MONTREAL.

J. P. ROBLIN, ESQ., PICTON.

O. W. POWELL, ESQ., COBOURG.

VISITORS.

REV. WM. CASE, ALNWICK.

REV. G. R. SANDERSON, TORONTO.

REV. JAS. MUSGROVE, AINWICK.

J. L. BIGGAR, ESQ., CHANNING PLACE.

JOHN COUNTER, ESQ., KINGSTON.

OFFICERS OF INSTRUCTION AND GOVERNMENT.

REV. S. S. NELLES, M.A., PRESIDENT.

REV. S. D. RICE, GOVERNOR AND CHAPLAIN.

FACULTY OF ARTS.

REV. S. S. NELLES, M.A., PROFESSOR OF MORAL PHILOSOPHY.

WILLIAM ST. AGSTON, M.A., PROFESSOR OF NATURAL SCIENCES.

JOHN BEATTY, JR., M.D., PROFESSOR OF CLASSICAL LITERATURE.

JOHN WILSON, B.A., T.C.D., PROFESSOR OF CLASSICAL LITERATURE.

JOHN CAMPBELL, CLASSICAL TUTOR.

WILLIAM KERR, RECTOR OF HIGH SCHOOL.

BARTHELEMY MELCHIOR, INSTRUCTOR IN FRENCH.

SENATE.

The College Senate consists of the members of the Board, the Professors in the several Faculties, and the following Officers of the Provincial Government:

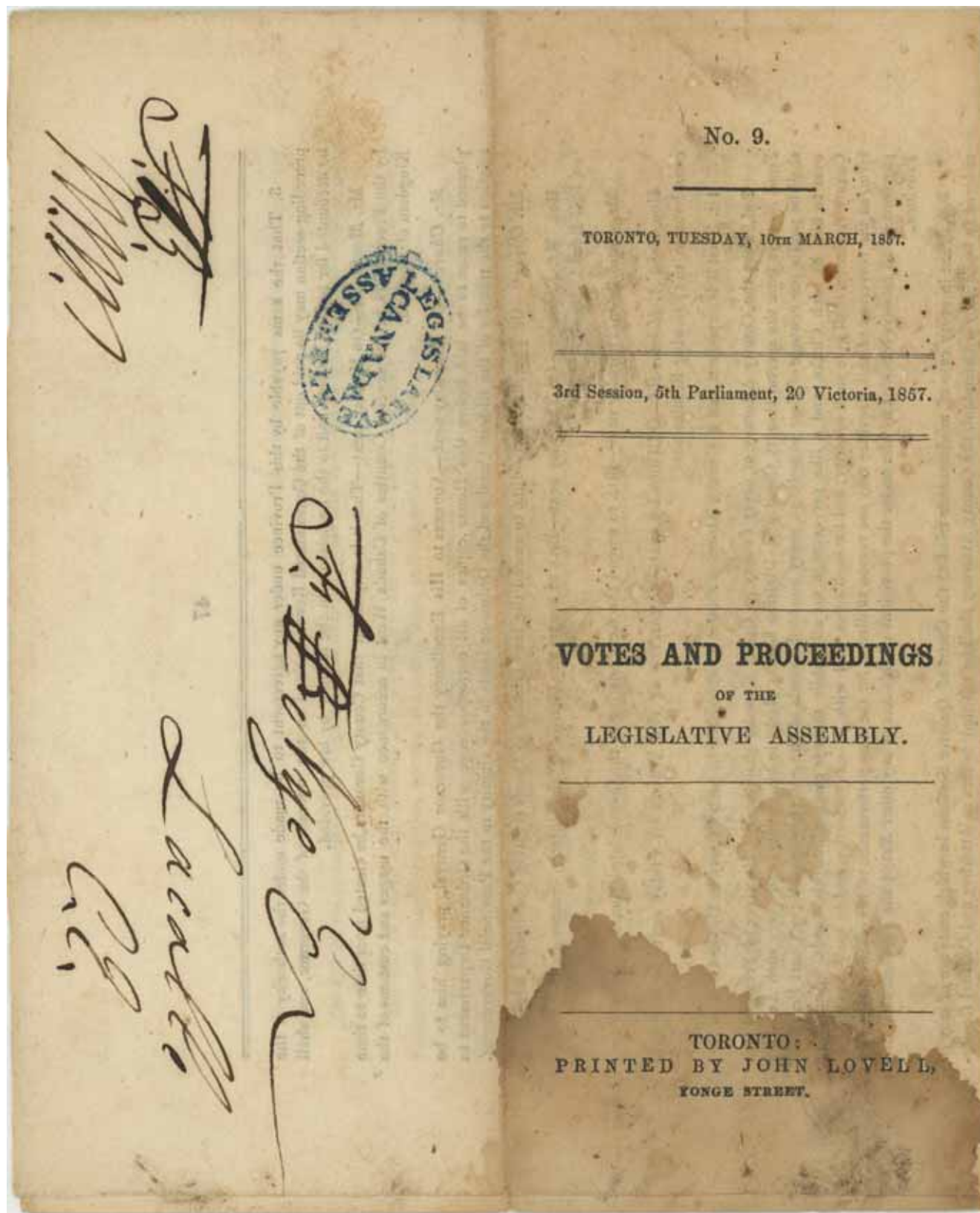
THE HON. THE PRESIDENT OF THE EXECUTIVE COUNCIL.

THE HON. THE SPEAKER OF THE LEGISLATIVE COUNCIL.

THE HON. THE SPEAKER OF THE LEGISLATIVE ASSEMBLY.

THE HON. THE ATTORNEY GENERAL WEST.

THE HON. THE SOLICITOR GENERAL WEST.



Toronto—Lacolle (C E), free printed matter, 1857. Hansard. First page of contents overleaf.

Oval [LEGISLATIVE ASSEMBLY/CANADA](#) (Toronto was the capital of the province of Canada at this time.

VOTES AND PROCEEDINGS

OF THE

LEGISLATIVE ASSEMBLY.

TORONTO, TUESDAY, 10TH MARCH, 1857.

Mr. Speaker laid before the House,—Statement of the affairs of the Champlain and St. Lawrence Railroad Company, for the year 1856, as required by the 29th section of the Act 2 William IV. cap. 58.

Twenty-two petitions were brought up and laid on the table.

Mr. *Turcotte*, from the Standing Committee on Standing Orders, reported favorably on the Petitions of *Henry E. Bennett*,—Of *William Sladden*,—Of *Richard Ollard*,—Of *Wm. R. Mingaye*,—Of *Hon. Jas. B. Macaulay* and others,—Of *Robert T. Raynes* and others, relative to the estate of the late *Charles Bowman*,—Of *J. Hamel* and others, for incorporation of the Land Surveyors in Lower Canada,—Of *D. Snyder* and others, for incorporation of the Village of Waterloo,—Of *J. Barclay* and others, for incorporation of the Town of Oakville,—Of *J. Bowes* and others, for incorporation of the Town of Milton,—Of the Town Council of St. Catherines (two petitions, respecting their debt, and water-works),—Of the Port Dalhousie and Thorold Railway Company,—Of *John Mutrie*, of the Township of Nichol,—Of *J. Burkham* and others, relative to the side lines in Torbolton,—Of *Mrs. Jane Freligh*, for incorporation of the Frelighsburch Academy,—Of the British American Friendly Society,—Of *F. Ames* and others, for erection of a new Parish, by the name of Russelltown,—Of *R. Armour* and others, for incorporation of the Village of Bowmanville,—Of *Wm. McDonnell* and others, for incorporation of the Town of Lindsay,—Of *P. Nolin*, fils, and others, for annexation of Arthabaska Point to the District of Quebec,—Of the Superior and Sisters of the Order of Our Lady of Loretto, of Toronto,—and of *D. Baker* and others, of Dundee, for an alteration of the tenure under which they hold their lands from the Indians.

He also reported unfavorably on the petition of *William Barrett* and others, for the erection of the Western part of the Township of Hemmingford into a separate Township.

Hon. Mr. *Spence* introduced a Bill for improving the organization and increasing the efficiency of the Civil Service of Canada; second reading on Friday next.

Hon. Attorney General *Cartier* introduced a Bill to provide for the codification of the Law and Procedure in civil matters in Lower Canada; second reading on Friday next.

Also, a Bill to remove doubts as to the laws in force in Lower Canada as regards lands held in free and common soccage; second reading on Friday next.

Also, a Bill to prevent claims secured by mortgage or privilege on real property in Lower Canada, duly registered, from being lost by any subsequent judicial sale or confirmation of title; second reading on Friday next.

Mr. Solicitor General *Smith* introduced a Bill further to secure the independence of Parliament; second reading on Friday next.

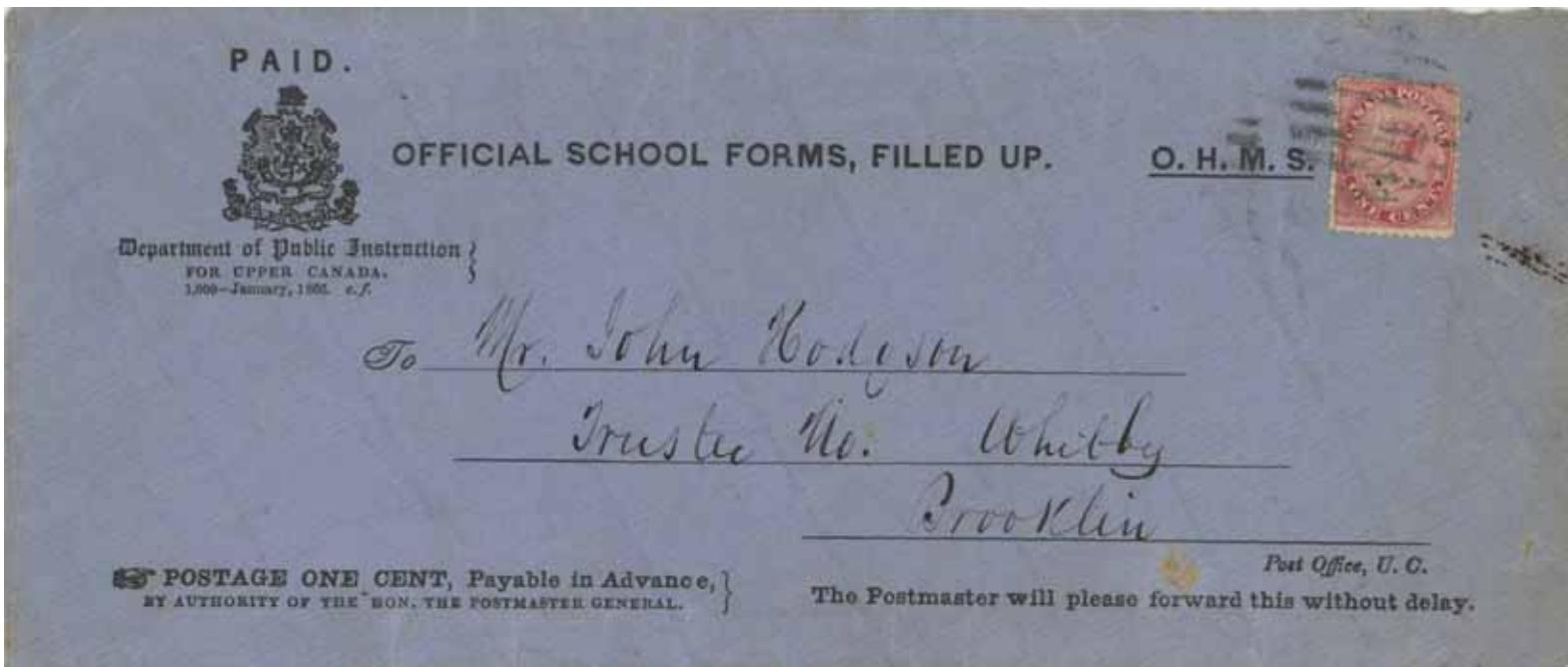
Filled-in form letters

Preprinted form letters were not eligible for the printed matter rate if they were filled in, even with as little as one character by hand. The Department of Public Instruction (later, the Department of Education) was allowed an exception to this beginning around 1859.



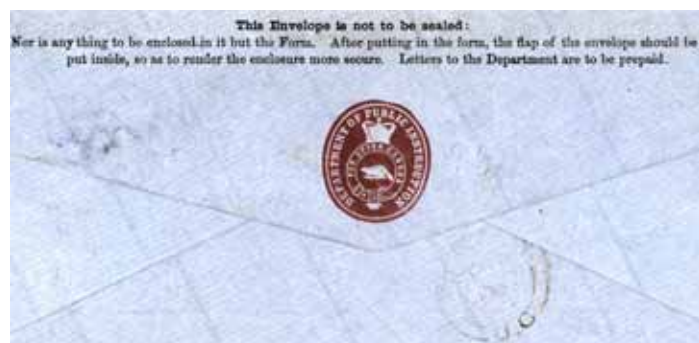
Morrisdale–Goderich, 1856. Rated collect 3 d domestic rate. This was certificate of a magistrate, with just the name of the justice of the peace and of the constable taking the oath in pen.

MORRISDALE U.C double broken circle, known 1856–64, of which this is the earliest reported strike. Post office open 1854–65.



Toronto–Brooklin (Ont), September 1866. Printed matter rate on filled-in form to the Department of Public Instruction, paid by 1¢ cents issue stamp.

Faint **BROOKLIN UC** double broken circle, known 1857–75.



Montreal Produce, Freight & Grocery Price Current.

No. 10

PRICES OF PRODUCE

ASHES—Per 100 lbs.		P. E. C.	
Peat	.....	1.00	0.00
FLOU—Poland, 9 lbs. 25c	.....	0.00	0.00
Wheat, No. 1	.....	0.00	0.00
Canada Fine	.....	0.00	0.00
Superior No. 1	.....	0.00	0.00
Superior No. 2	.....	0.00	0.00
Superior No. 1 Canadian	.....	0.00	0.00
Western Wheat (fresh ground)	.....	0.00	0.00
Extra Superior	.....	0.00	0.00
Superior Extra	.....	0.00	0.00
OATS—	.....	0.00	0.00
WHEAT—	.....	0.00	0.00
Wheat U. C. and U. S. White	.....	2 cent.	.....
Wheat, No. 1	.....	0.00	0.00
Red Winter	.....	0.00	0.00
Wheat, No. 2	.....	0.00	0.00
Extra Milwaukee	.....	0.00	0.00
Chicago Spring	.....	0.00	0.00
Do, No. 1	.....	0.00	0.00
Do, No. 2	.....	0.00	0.00
BARLEY	.....	0.00	0.00
OATS	.....	0.00	0.00
PEAS—White	.....	0.00	0.00
PEAS—COOK	.....	0.00	0.00
PROVISIONS—	.....	0.00	0.00
Port, Moss	.....	0.00	0.00
Prime Moss	.....	0.00	0.00
Prime Moss	.....	0.00	0.00
PRIME—	.....	0.00	0.00
PRIME—	.....	0.00	0.00
BUTTER—	.....	0.00	0.00
2nd quality	.....	0.00	0.00
3rd quality	.....	0.00	0.00
Infactor	.....	0.00	0.00
CHEESE—	.....	0.00	0.00

Line	Pig or Butto.	\$ c.	\$ c.	Duty
Coffee		0 06	0 06	20 p
Green	W D.	0 11	0 23	
Macedonia		0 04	0 04	3 c
Jamaica		0 04	0 04	3 c
Java		0 04	0 04	3 c
Rio		0 03	0 23	
Candles				
Belmont Sperm	W D.	0 28	0 30	3 c
Belmont		0 28	0 30	3 c
Adamantine		0 16	0 18	3 c
Mould, Montreal		0 10	0 09	
Coal				
(ex yard) - W ton.		5 00	5 25	
Newcastle grate. (ex yard).		5 00	5 70	
Pictou		6 50		
Lehigh		12 00		Free
Super (Fairbank)		12 00	0 00	
Do Lakawanna		10 00	0 12	10 p
Orks - 1st to 3rd.	W gross.	0 35	2 00	9 p
Drugs				
Alum.	W D.	0 18	0 30	20 p
Borax, Refined		0 14	0 13	Free
Cream Tartar		0 23	0 05	
Senna, East India		0 17	0 00	30 p
Sugar of Lead		0 11	0 00	
Ligniferous Paste		0 15	0 17	
Brunching Powder.	W cwt.	1 00	0 30	
Sugar of Lead		2 45	2 50	
Copperas		1 00	0 10	
Soda Ash		1 00	0 15	
Carbonate of Soda		2 00	0 10	
Sulphur		3 25	0 50	50 p
Epsom Salts		2 70	0 30	
Sulphur		1 00	1 75	
Sulphuric Acid	W	5 00	7 50	25 p
Fish				
Cod, Dry Table.	W 112 lbs.	8 75	4 50	
Pickled			None.	Free.
Salmon in Brandy	W bbl.			
Mackerel No. 1.		6 50	0 00	

[illegible]



Paris-Station (C W)—Brantford, 1866. Printed matter/circular rate paid by 1¢ cents stamp.

FAILURES IN CANADA,—1865.

The following table exhibits the Number of Failures in Canada during the past year, with the Amount of Liabilities and Assets, as near as can be ascertained.

No.	Liabilities.	Assets.	No.	Liabilities.	Assets.
Toronto.....33	\$380,238	\$144,100	Montreal.....44	\$1,228,097	\$449,000
Hamilton.....7	158,184	82,113	Quebec.....54	978,388	413,953
London.....4	58,000	37,000	Balance of Canada East.....32	319,567	143,900
Kingston.....12	333,000	192,000	Total for Canada East.....130	\$2,536,052	\$1,006,853
Ottawa.....29	344,700	140,800	Grand Total for all Canada 427	\$5,044,134	\$2,465,461
Balance of Canada West.....221	1,832,960	861,686			
Total for Canada West.....297	\$3,108,082	\$1,458,008			

APPROXIMATE CAPITAL.

We present herewith a statement, showing an approximation of the amount of Mercantile Capital employed in business in the various sections of Canada East and West, also the number of traders engaged. These figures are based upon the estimates in "The Mercantile Agency Reference Book," issued last year. By an error in the additions in last year's circular the grand total of capital for all Canada was footed up as \$110,406,500. It should have read \$100,406,500.

CANADA WEST.			CANADA WEST—Continued.		
No. of Traders.	Capital.		No. of Traders.	Capital.	
Addington Co.....86	\$ 717,500		Peel Co., Brampton.....60	153,500	
Brant Co., Brantford.....127	684,000		Balance of County.....189	601,500	
Balance of County.....151	533,500			845,000	
Bruce Co.....201	2,354,500		Perth Co., St. Marys.....65	272,500	
Carleton Co., Ottawa.....245	446,500		Stratford.....78	169,000	
Balance of County.....66	270,000		Balance of County.....163	326,000	
Dundas Co.....84	2,624,500			767,500	
Durham, Port Hope.....113	794,500		Peterboro Co., Peterboro.....123	792,000	
Balance of County.....211	310,000		Balance of County.....66	107,000	
Elgin Co., St. Thomas.....57	828,500			896,000	
Balance of County.....201	744,000		Prescott Co.....60	749,000	
Essex Co.....162	255,000		Prince Edward Co.....104	392,000	
Frontenac Co., Kingston.....223	969,000		Renfrew Co.....132	832,000	
Balance of County.....30	457,000		Russell Co.....13	194,500	
Glengarry Co.....106	2,541,000		Simcoe Co., Barrie.....82	218,000	
Grenville Co., Prescott.....66	330,500		Balance of County.....397	1,152,000	
Balance of County.....87	584,500		Stormont Co.....102	1,370,000	
Grey Co., Owen Sound.....94	854,500		Victoria Co., Lindsay.....87	823,000	
Balance of County.....183	270,000		Balance of County.....83	296,500	
Haldimand Co.....200	744,500			526,500	
Halton Co.....239	530,000		Waterloo Co., Galt.....88	1,029,500	
Hastings Co., Belleville.....134	684,500		Balance of County.....333	1,496,500	
Balance of County.....195	740,000			2,496,000	
Huron Co., Goderich.....81	1,587,000		Welland Co., Thorold.....45	204,500	
Balance of County.....403	870,500		Balance of County.....179	488,500	
Kent Co., Chatham.....111	744,500			683,000	
Balance of County.....122	390,000		Wellington Co., Guelph.....118	538,000	
Lambton Co., Sarnia.....62	1,137,000		Balance of County.....396	732,000	
Balance of County.....168	630,000			1,270,000	
Lennox Co., Perth.....67	1,587,000		Wentworth Co., Hamilton.....280	5,417,000	
Balance of County.....139	717,500		Balance of County.....230	941,500	
Leeds Co., Brockville.....83	1,137,000			6,358,500	
Balance of County.....91	390,000		York Co., Toronto.....646	12,419,500	
Lenox Co.....61	630,000		Balance of County.....619	1,492,500	
Lincoln Co., St. Catharines.....134	1,137,000			13,912,000	
Balance of County.....116	420,000		Total for Canada West..	\$61,196,000	
Middlesex Co., London.....249	1,129,000				
Balance of County.....189	885,500		CANADA EAST.		
Norfolk Co., Simcoe.....55	1,423,000		Ottawa District.....116	978,500	
Balance of County.....153	457,500		Beauharnois District.....150	727,500	
Northumberland Co., Cobourg.....104	2,758,000		Tremblone District.....118	751,000	
Balance of County.....211	746,000		St. John's District.....173	739,000	
Ontario Co., Oshawa.....54	963,500		Montreal City.....1193	29,810,000	
Whitby.....65	1,301,000		Montreal District.....186	1,000,000	
Balance of County.....317	760,500		Bedford or Missisquoi District.....168	896,500	
Oxford Co., Ingersoll.....103	1,345,000		Sherbrooke or St. Francis District.....271	1,150,500	
Woodstock.....49			Eastern Townships.....97	688,500	
Balance of County.....247	571,500		Arthabaska District.....154	449,000	
			Richelieu District.....156	595,500	
			St. Hyacinthe District.....76	582,000	
			Joliette District.....142	525,500	
			Three Rivers District.....530	9,531,000	
			Quebec City.....135	612,000	
			Quebec District.....48	10,143,000	
			Beauce District.....49	533,500	
			Montmagny District.....65	164,500	
			Kamouraska District.....78	896,000	
			Rimouski and Gaspé District.....78	1,186,000	
			Total for Canada East.....	\$51,954,500	
			Grand Total for all Canada.....	\$113,150,500	

Intercolonial printed matter

Printed matter to the Maritimes was the same as domestic.



Montreal–Halifax, 1866. Payment of printed matter rate by 1¢ cents stamp.

Extensive prices current in Montreal.

Printed matter



Barnett-Williamsburg, 1862?. Rated *Paid 3*—not a rate rate until 1868, and seemingly written by the sender—but the 1¢ stamp, tied by a seven-ring killer, suggests it was sent as printed matter (it is also unsealed). There are no backstamps at all, but a pencil ms *Rec'd June 2 62*, same date as ms town marking, appears on the inner flap.

Barnett CW (Wentworth Co), only reported ms. Post office open 1854–95.



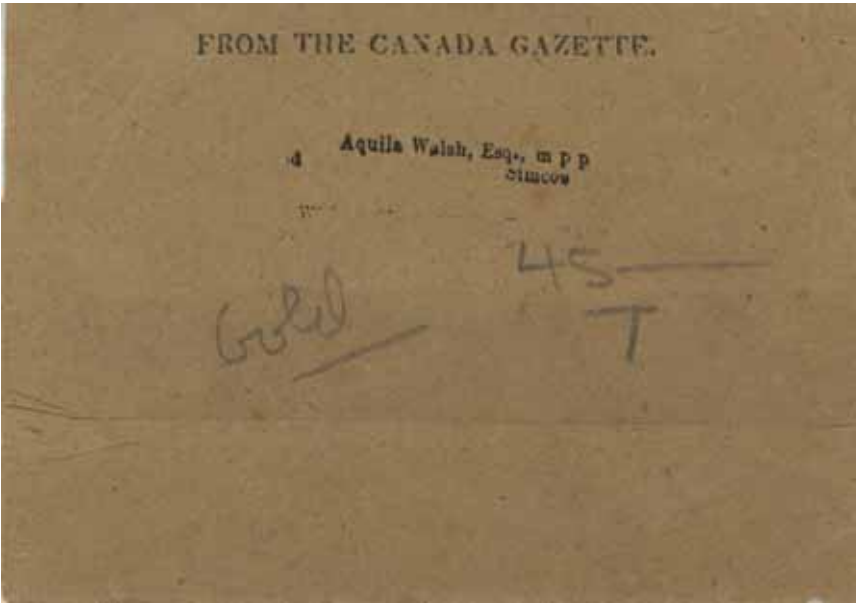
Hamilton-Woodstock (C W), February 1867. Part of a wrapper from the Department of Public Instruction. Printed matter rate paid by 1¢ cents issue.

Printed matter



South-ham—Quebec, 1875. Printed matter rate paid by 1 ¢ small queen.

Official printed matter, Canada Gazette



Wrapper with Canada Gazette Extra, Ottawa—MPP for Simcoe, 1868. Passed free through the mail.

EXTRA.



The Canada Gazette.

PUBLISHED BY AUTHORITY.

OTTAWA, MONDAY, JUNE 22, 1868.

CANADA.



GOLD COINS OF SYDNEY MINT MADE A
LEGAL TENDER.

THE DUKE OF BUCKINGHAM TO LORD MONCK.
CANADA.
Separate.

DURING STREET,
25th May, 1868.

My Lord,

With reference to your despatch No. 330, 24th November, 1866, I have the honor to transmit to you the accompanying copies of an order of Her Majesty in Council and of a Proclamation for declaring the Gold Coins of the Sydney Mint, a legal tender in those of Her Majesty's possessions abroad which are specified in the schedule annexed to the Proclamation.

You will be so good as to cause this Proclamation to be published in Canada, in the most authentic manner.

A similar Order in Council was passed on the 10th of November, 1866, for making these coins a legal tender in the Colonies mentioned below:

Antigua,	Malta,
Barbadoes,	Montserrat,
Bahamas,	Nevia,
Bermuda,	Natal,
Cape of Good Hope,	St. Helena,
British Columbia,	Sierra Leone,
Dominica,	St. Vincent,
Falkland Islands,	St. Christopher and its dependencies,
Gold Coast,	St. Lucia,
Gambia,	Trinidad,
Gibraltar,	Tobago,
British Guiana,	Turks and Caicos Islands,
Grenada,	Vancouver Island,
Honduras,	Virgin Islands.
Jamaica,	
Lagos,	

I have &c.,
(84.) BUCKINGHAM & CHANDOS.

Governor,
The Right Honble.
Viscount Monck.
Ac., Ac., Ac.

The *Canada Gazette*, first published in 1841 (referring to the unified province of Canada), was and is the official publication of the Government of Canada. It publishes acts of Parliament, treaties, regulations, proclamations, and other notices. If a regulation has not been published in the *Canada Gazette*, no one can be convicted of violating it.

2

And whereas, pursuant to and in virtue of the powers given in our said Orders in Council, it is provided that a Coinage of the said Australian Sovereigns and Half Sovereigns shall be made, and that every such Australian Sovereign shall have for the obverse Our Effigy, with the inscription: "Victoria D. G., Britanniarum Regina F. D.," and the date of the year, and for the reverse the word "Australia" placed in the centre of a piece encircled by a laurel wreath and surmounted by the Royal Crown with the inscription "Sydney Mint, One Sovereign," and with a graining on the edge, and that every such Australian Half Sovereign shall have the obverse in every respect similar to that of the Sovereign, and for the reverse the same word, "Australia," in the centre encircled and surmounted in like manner, but for the inscription the words "Sydney Mint, Half Sovereign," and a graining on the edge.

And whereas, pieces of Gold Money have been and will be coined at our said Branch of the Royal Mint in pursuance of orders issued and to be issued.

And whereas, by an Act passed in the Twenty-ninth and Thirtieth years of Our Reign, entitled: "An Act to enable Her Majesty to declare Gold Coins to be issued from Her Majesty's Colonial Branch Mints a Legal Tender for payments, and for other purposes relating thereto," it is provided that "It shall be lawful for Her Majesty, from time to time, by Proclamation issued with the advice of Her Privy Council to declare that for each period, and subject to such conditions as may be specified in such Proclamation, Gold Coins made at such Colonial Branch Mints, of designs approved by Her Majesty, and being of the same weight and fineness as are required by law with respect to Gold Coins of the same denominations made at Her Majesty's Mint in London, are to be a legal tender for payments within any part of Her Majesty's Dominions to be specified in such Proclamations, in which Gold Coins issued from Her Majesty's Mint in London shall at the date of the issue of such Proclamation be a legal tender, and upon such Proclamation being issued Gold Coins made of such designs and being of such weight and fineness as aforesaid, shall be a legal tender for payments accordingly."

AND WHEREAS Gold Coins issued from Our Royal Mint in London are at present a legal tender in such parts of Our Dominions as are specified in the Schedule hereunto annexed.

We therefore, by and with the advice of Our Privy Council, have thought fit to issue this Our Royal Proclamation, and We do ordain, declare and command, that from and after the date of the publication of this Our Proclamation by the Governor or other officer Administering the Government of such part or parts of Our Dominions as are specified in the Schedule hereunto annexed, Coins made at the said Branch Mint, of designs approved by Us at Sydney aforesaid, and being of the same weight and fineness as are required by Law, with respect to Gold Coins of the same denominations made at Our Mint in London, shall be a legal tender for payments within such part or parts of Our Dominions, as are specified in the said Schedule, until such period as this Our Proclamation shall be revoked, by and with the advice of Our Privy Council aforesaid.

Given at Our Court at Windsor, this fourteenth day of May, 1868.

GOD SAVE THE QUEEN.

Schedule of Her Majesty's Possessions abroad referred to in the Order in Council, dated 14th day of May, 1868, and in the Draft Proclamation, the basis of which is ordered by the said Order in Council.


CANADA,
PRINCE EDWARD ISLAND,
NEWFOUNDLAND.

OFFICE OF THE SECRETARY OF STATE OF CANADA,
Ottawa, 22nd June, 1868.

HIS EXCELLENCY THE GOVERNOR GENERAL has been pleased to make the following appointments, viz:

Etienne Parent, Esquire, William Henry Griffin, Esquire, Robert Shore Milnes Bouchette, Esquire, John Langton, Esquire, and William Smith, Esquire, Deputy Heads of Departments, and Thomas Reynolds, Esquire, of Montreal, and Charles R. Bass, Esquire, of Kingston, to be a Commission to enquire into the present state and the probable requirements of the Civil Service.

CANADA.



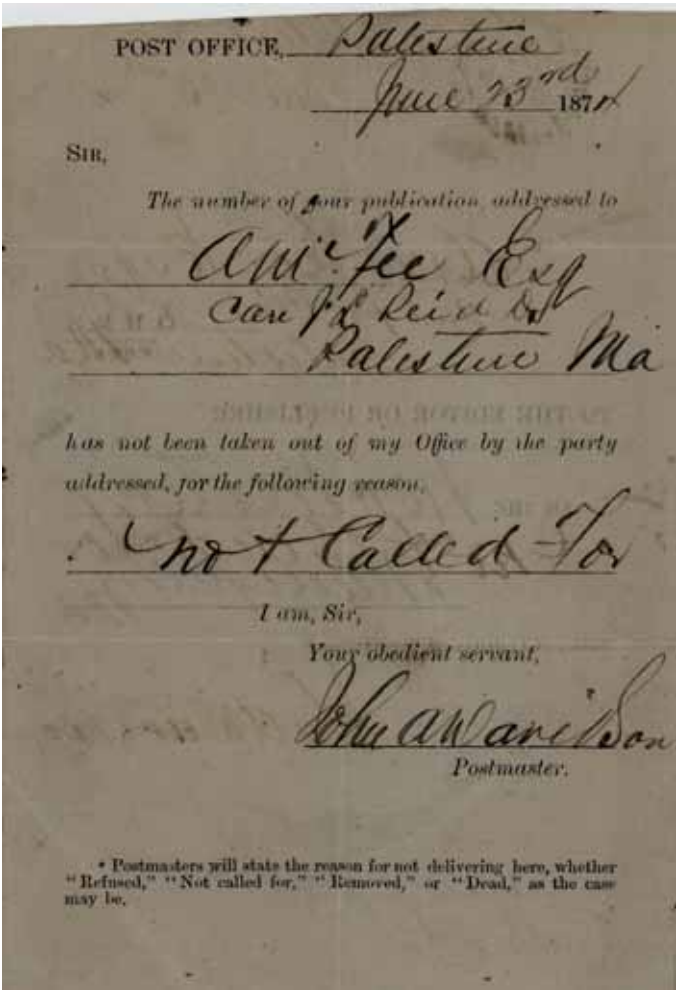
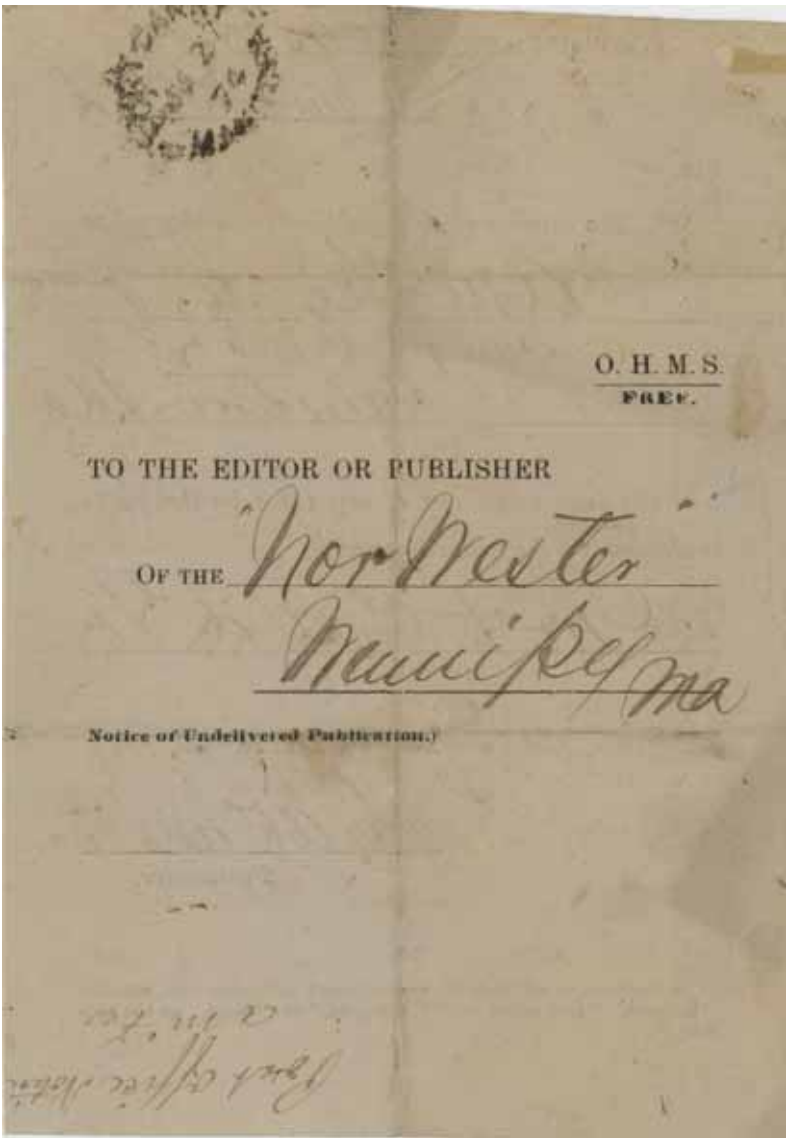
BUREAU DU SECRÉTAIRE D'ÉTAT DU CANADA,
Ottawa, 22 Jule, 1868.

Il a plu à SON EXCELLENCE LE GOUVERNEUR GÉNÉRAL de faire les nominations suivantes, savoir:

Etienne Parent, Ecuyer, William Henry Griffin, Ecuyer, Robert Shore Milnes Bouchette, Ecuyer, John Langton, Ecuyer, et William Smith, Ecuyer, Sous-Chefs de Départements, et Thomas Reynolds, Ecuyer, de Montréal, et Charles R. Bass, Ecuyer, de Kingston, pour former une commission afin de s'enquérir sur l'état actuel et les besoins probables du Service Civil.

OTTAWA:—Printed by MAURICE CARRON, Printer to the Queen's Most Excellent Majesty.

Manitoba, notice to publisher



Palestine (Man)—Winnipeg, 1874. Printed FREE. Postmark reads FORT GARRY MANITOBA.

Notice from the postmaster to the publisher of the *NorWester* that one subscriber has not picked up his copies of the publication.

Wrapper paid by publisher



Wrapper addressed to County Treasurer, 1875. Likely contained a newspaper. No indication of source.

PREPAID
BY
PUBLISHER

Free mail

Mail could be free for a variety of reasons, but usually it was either mail from a government office or mail to a government office within ten days of a sitting of Parliament; Crown Lands is the most frequently seen. Mail to or from the post office was also free.



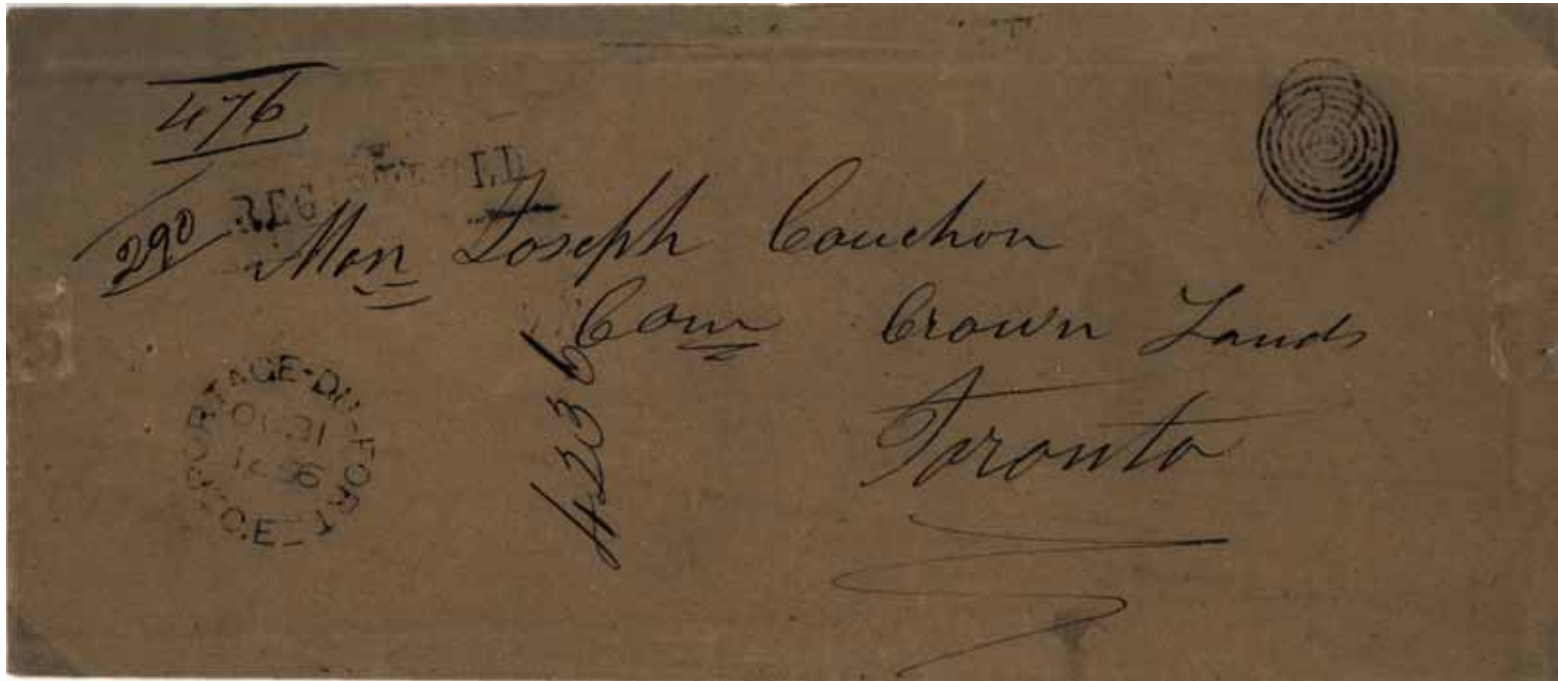
Crown Lands (Toronto)—Hull, forwarded to Ottawa, 1858. FREE handstamp. Ms Try Carp, then Not at Carp; Forward Ottawa. Then sent to Huntley, where it was ADVERTISED & NOT CALLED FOR (reverse), and then back to Ottawa two months after despatch.

First reported strike of HUNTLEY U.C serif double broken circle.



Free domestic registered mail

Here *free* refers to domestic postage; registration always had to be prepaid (except on mail from the Post Office Department).

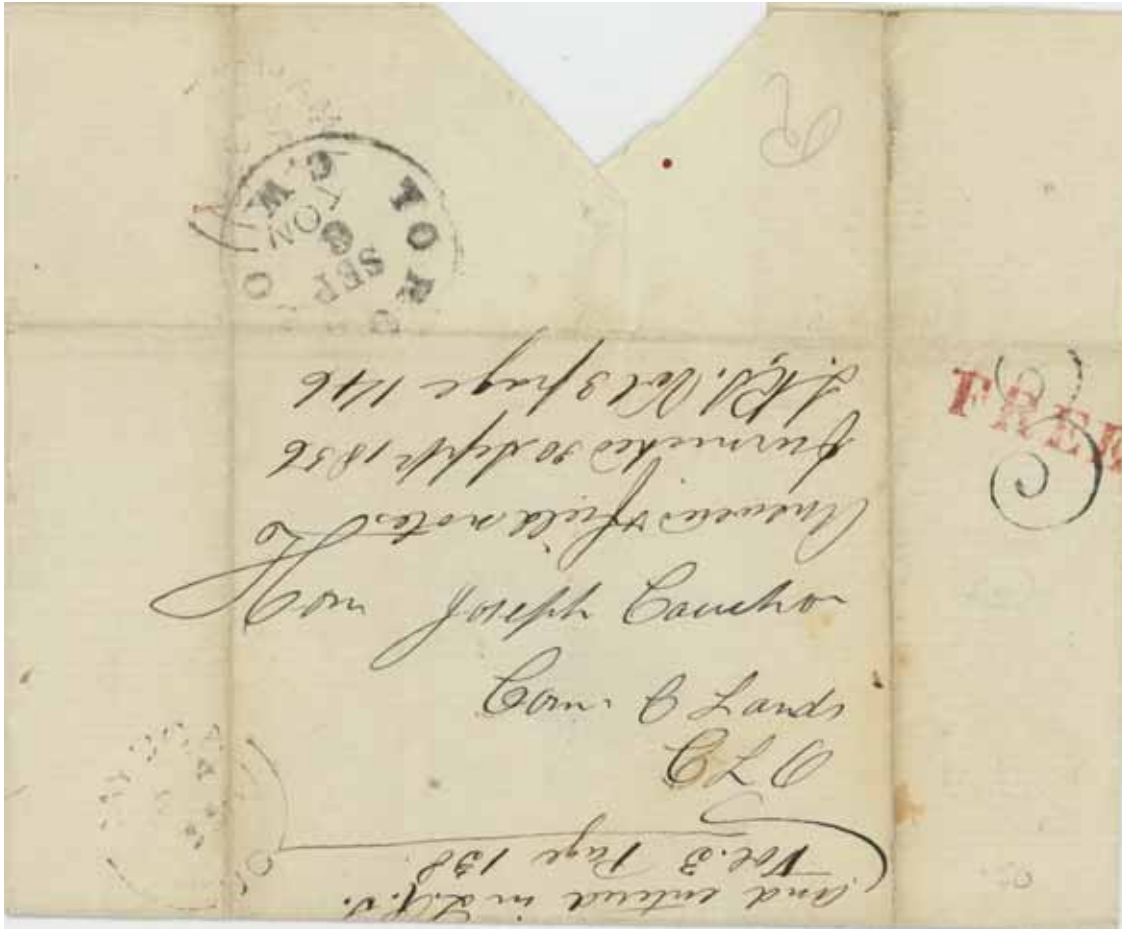


Free, but not so marked; Portage-du-Fort (C E)–Crown Lands, Toronto, Halloween 1856. Originally sent as registered collect (the 1 d registration fee being paid in cash), but the black 3 was overstruck, likely in Toronto, as the letter was mailed within ten days of a session of (provincial) Parliament to a government office, hence free.



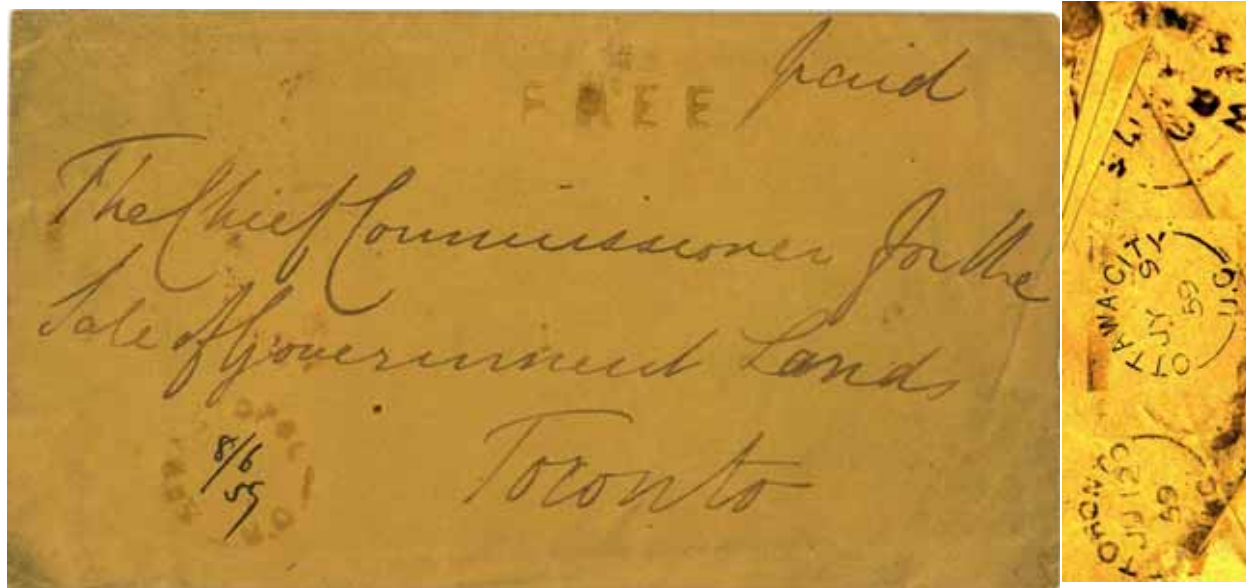
*Free, Bosanquet (U C)–Toronto, 1858. As above, the collect 3 was overstruck, this time with four-ring numeral 19 en route, at London (U C), and marked **FREE**. One of a handful of strikes of Bosanquet.*

Free



Cayuga (c w)—*Crown Lands Office, Toronto, 1856*. Initially rated collect 3 d cy (domestic), but as it was sent to a Government office within ten days of a Parliamentary session, it was **FREE**.

Free



Sebastopol—Crown Lands, Toronto, forwarded to Ottawa via Renfrew, June–July 1859. Ottawa had become capital in 1859. Rated **FREE** (addressed to Crown Lands, within ten days of a parliamentary session). Sebastopol post office open only 1858–61; all known strikes dated 1859.

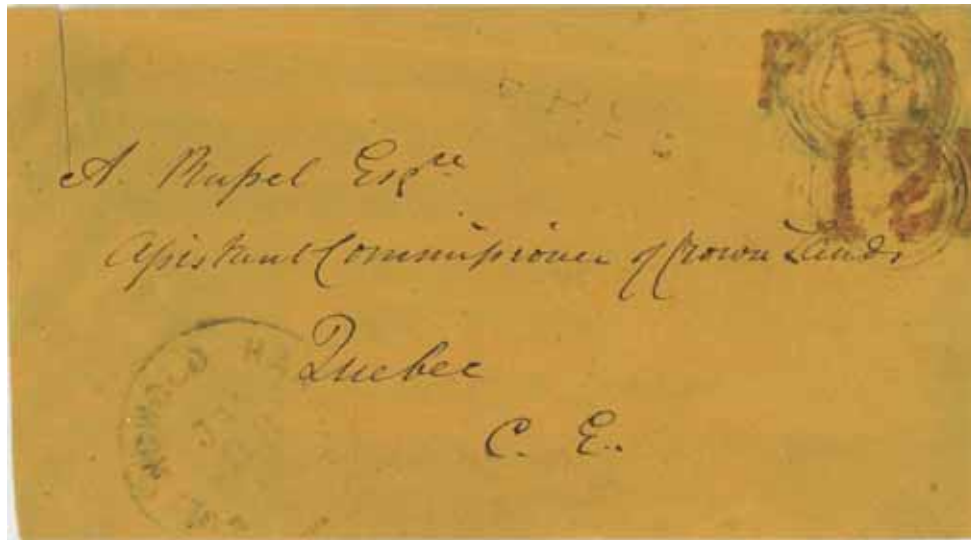
Decimal era

On 1 July 1859, the province of Canada converted to decimal.



Toronto—Crown Lands, Quebec, September 1859. Originally treated as unpaid, and thus charged UNPAID 7¢ (domestic rate for unpaid letters); as Parliament was in session, this was cancelled with three aligned strikes of the well-known Toronto scarifier, and marked **FREE**.

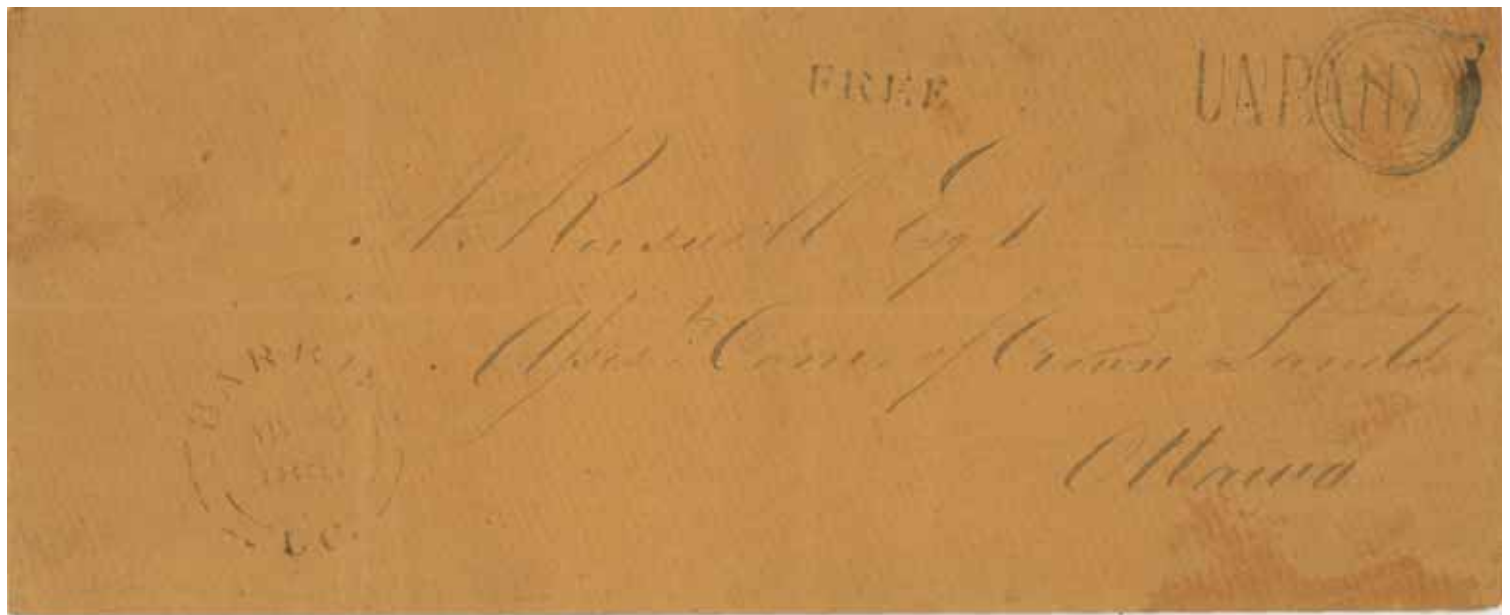
Free



Collingwood Harbor (C W)—Quebec, 1862. Originally rated **PAID 12 $\frac{1}{2}$** ; this was overstruck by four-ring numeral **7**, which has been attributed to Collingwood (not Harbor). The cover was then marked **FREE** (faint), as it was addressed to a government office (Crown Lands) within ten days of a session of Parliament.

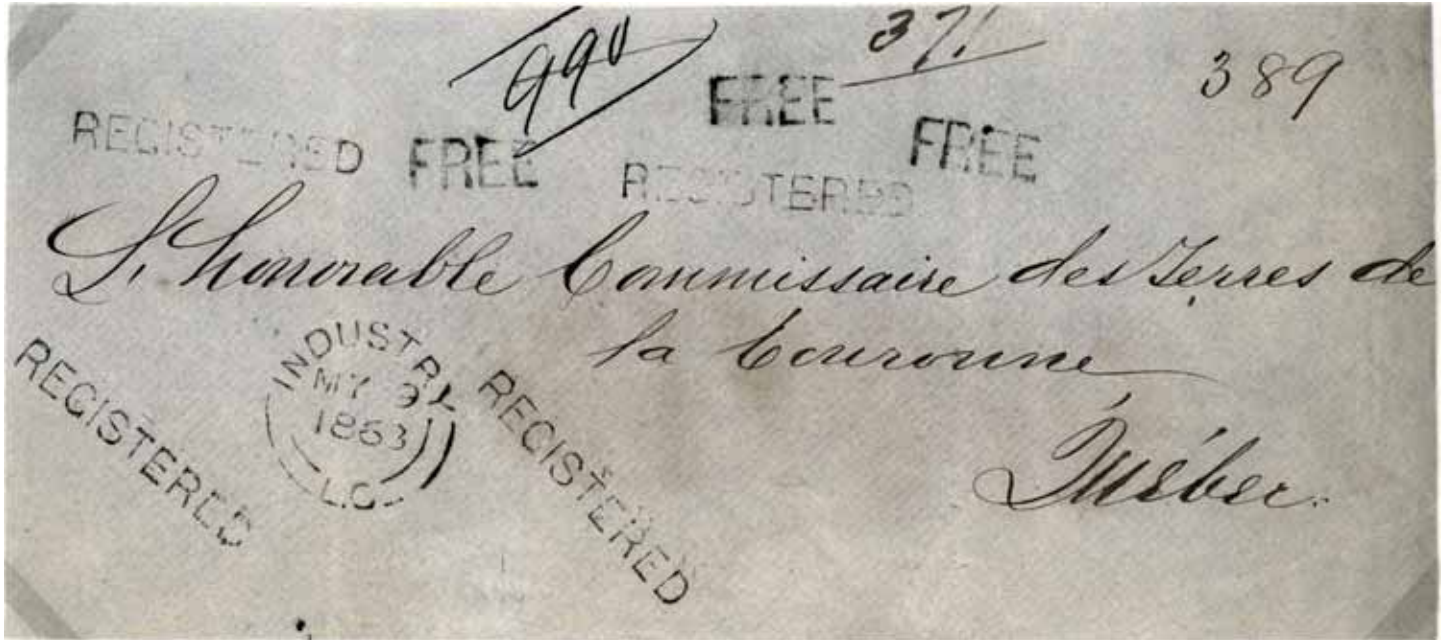
PAID 12 $\frac{1}{2}$ ¢ was the transatlantic rate by Canadian packet the time, and it is difficult to see how this could even be considered in this case.

Collingwood Harbor U s-style circle known used 1857–67.

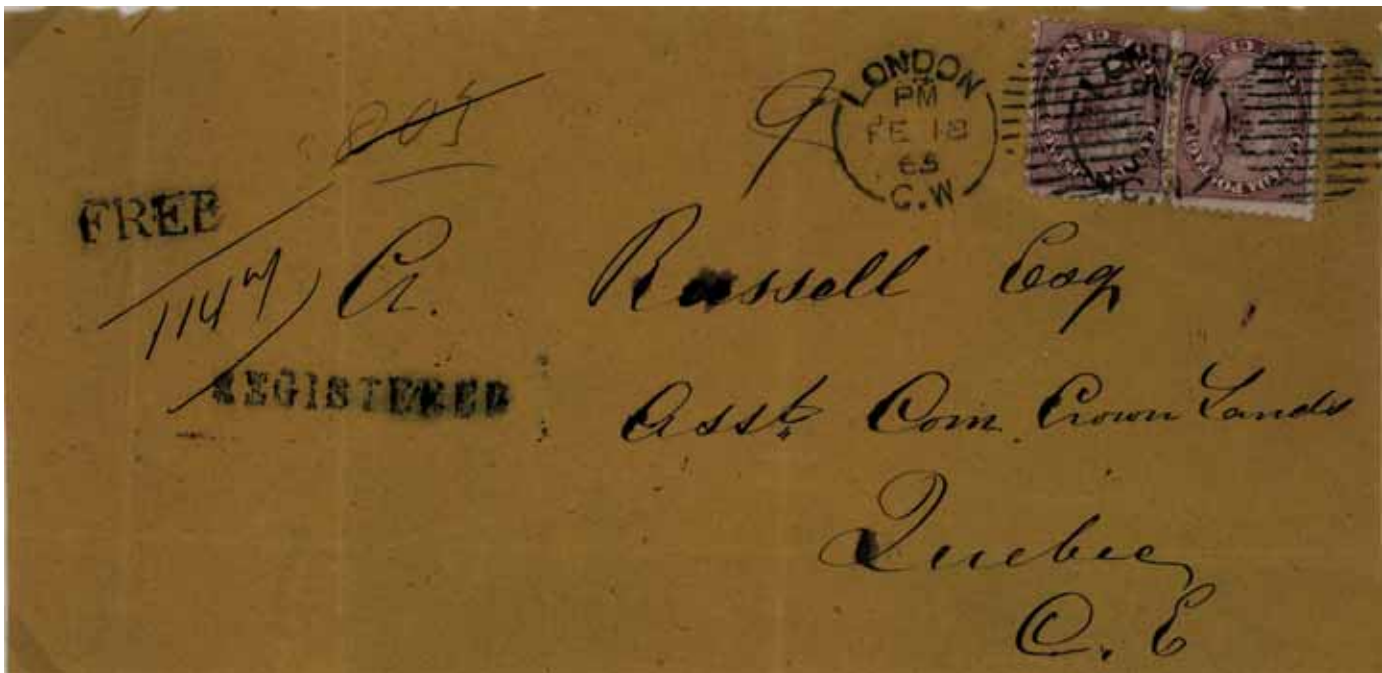


Barrie (U C)—Ottawa, 1867. Originally rated **UNPAID 7**¢ (single unpaid domestic rate); this was overstruck with a Barrie four-ring numeral **1**, and then rerated **FREE**, as the mail was to a government office within ten days of a session of Parliament.

Free registered mail, cents period



Multiple handstamps, Industry (LC)–Quebec, 1863 [front only]. The postmaster wanted to ensure that everyone got the message: the letter is REGISTERED (four times), and domestic postage is FREE (three times). At most one other strike of Industry is known.



Registration fee paid in cash, London (CW)–Toronto, 1865. Extremely unusual payment of registration fee (2¢) in stamps on an otherwise free cover.

Government offices

Some government offices had their own handstamps. Provincial offices did not have free franking after Confederation (1 July 1867), but federal ones did.



Receiver-General's office, Quebec—Buckingham (c E), 1855. FREE from the Receiver-General's Office. Oval PAID RGO. Mourning stationery.



Inspector-General's Office—Whitby (c w), 1859. Oval FREE postmark with initials.

Government offices

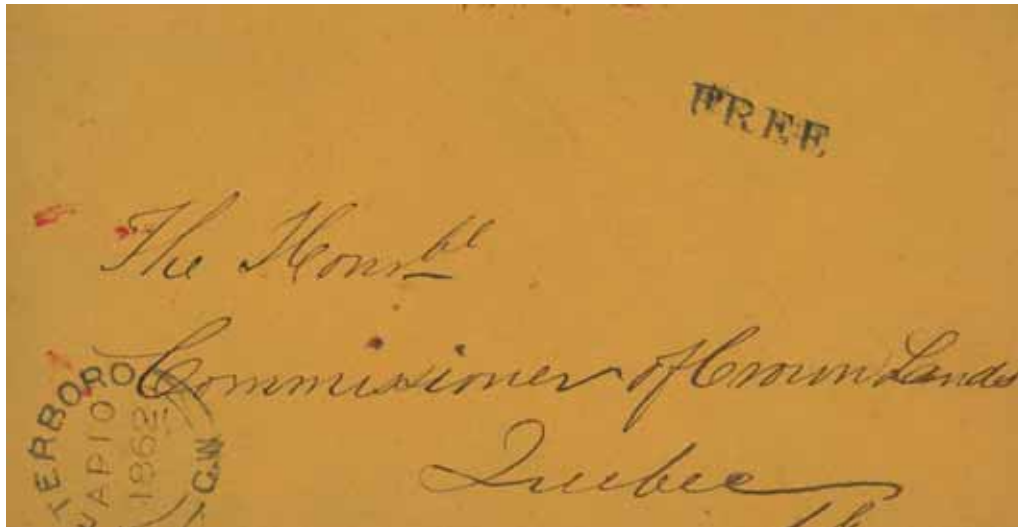


Bureau of agriculture and statistics, Quebec–Montreal, 6 February 1860. FREE handstamp, and ms *Free WK, B of A & S*. Then boxed ADV and ADV^d NOT CALLED FOR. Montreal postmark dated May 1860, three months later.

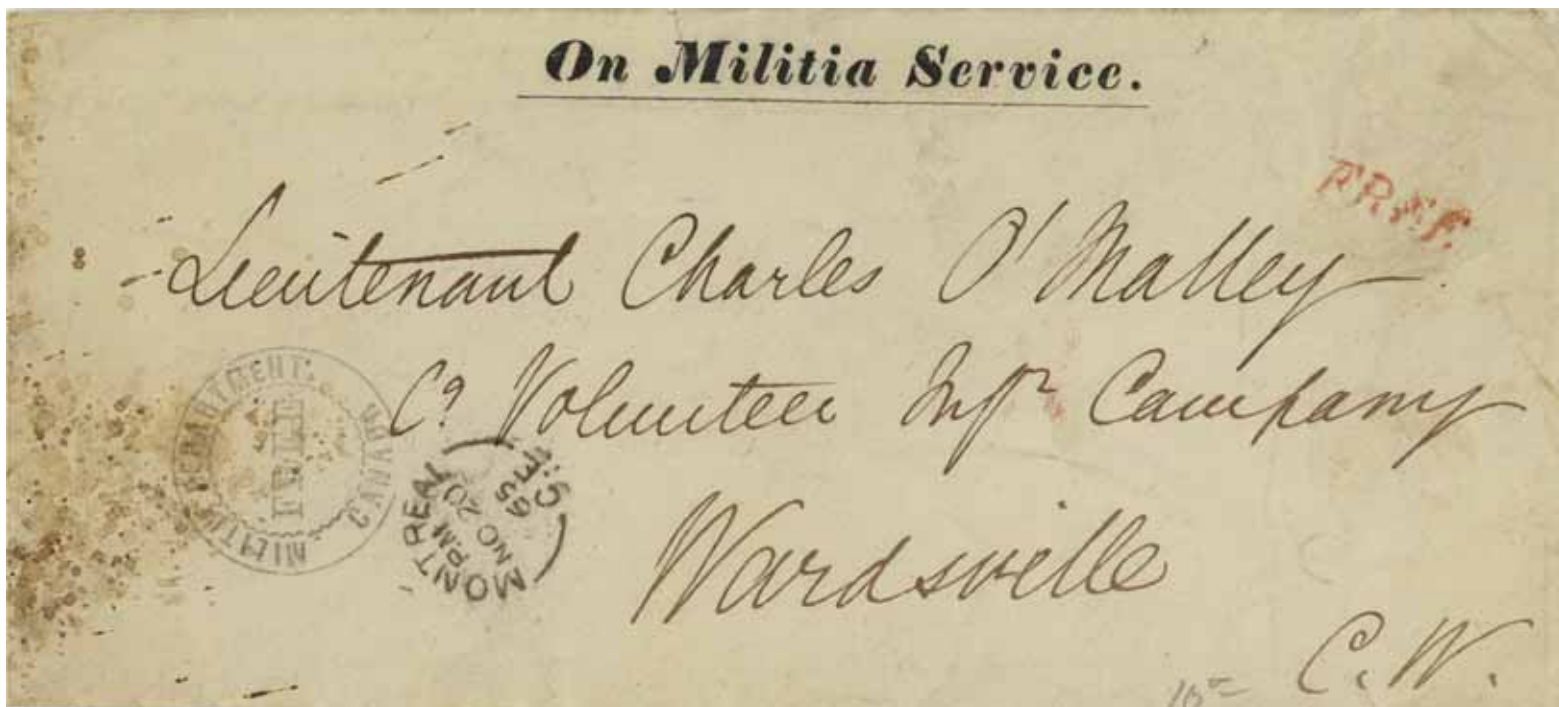


Quebec–London (c w), 1861. AGRICULTURE & STATISTICS CANADA FREE ; ADVERTISED & NOT-CALLED FOR; *Too Late* applied at Quebec.

Government offices



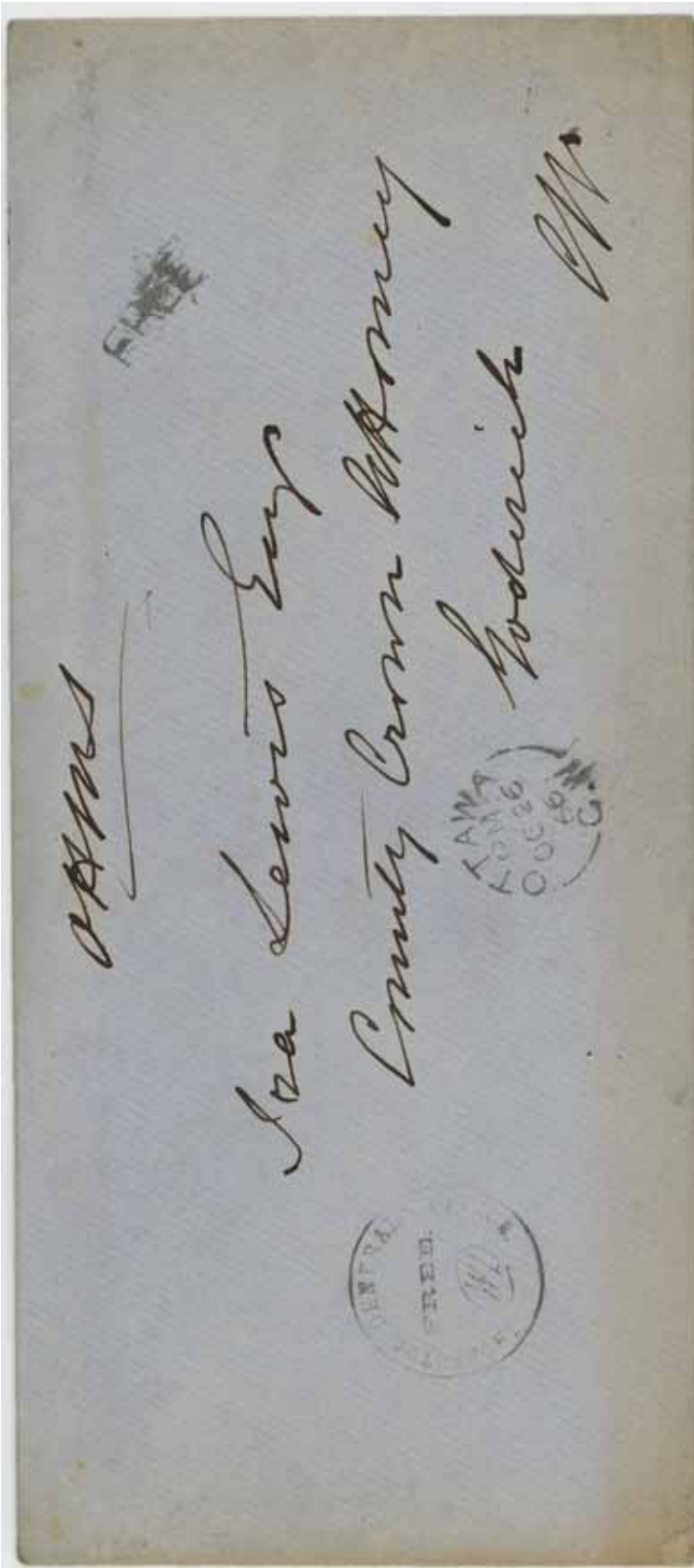
Legislative Assembly of Canada receiver, Peterboro—Quebec, 1862. Free (within ten days of session of Parliament).



Militia Department, Montreal—Wardsville (c w), December 1865. **FREE**

MASS
The County Attorney
C. Aaron & Bruce
Godwin M

Ottawa—Goderich, 1866.



Ottawa—Goderich, 1866.

Audit Office Department

Just before Confederation



Audit Office Department (Ottawa)—Goderich, 17 June 1867. With fancy circle free handstamp and FREE.

Government offices

After Confederation



Receiver-General, Ottawa—Crown Lands, Toronto, December 1867. FREE from the Receiver-General of Canada to Crown Lands.

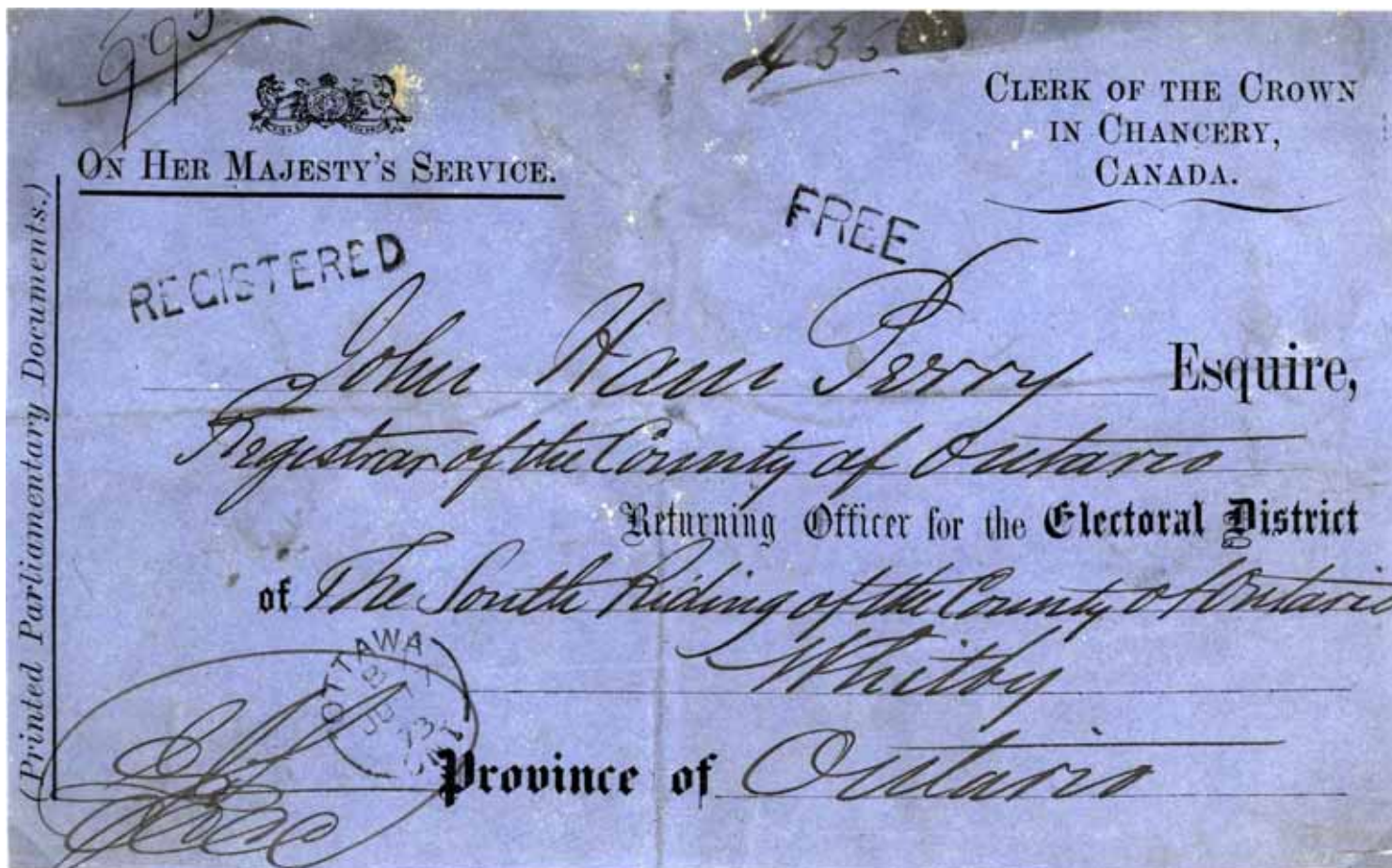


Inland revenue, Ottawa—Sandwich (Ont), 1869. FREE from Inland Revenue Department.

Free registered Parliamentary mail



Free franked, House of Commons (Ottawa)–Toronto, November 1867. Just after Confederation. Franked A Mackenzie MP, then leader of the Opposition, and later Prime Minister. The oval registration marking is known on about five covers.



Clerk of the Crown in Chancery–Returning Officer, 1873. Part of a large package containing printed Parliamentary documents.

Government offices



Public Works Canada, Ottawa—Toronto, 1868.
FREE.



Militia & Defense Canada, Ottawa—Kingston, 1870. FREE.
Mourning cover.



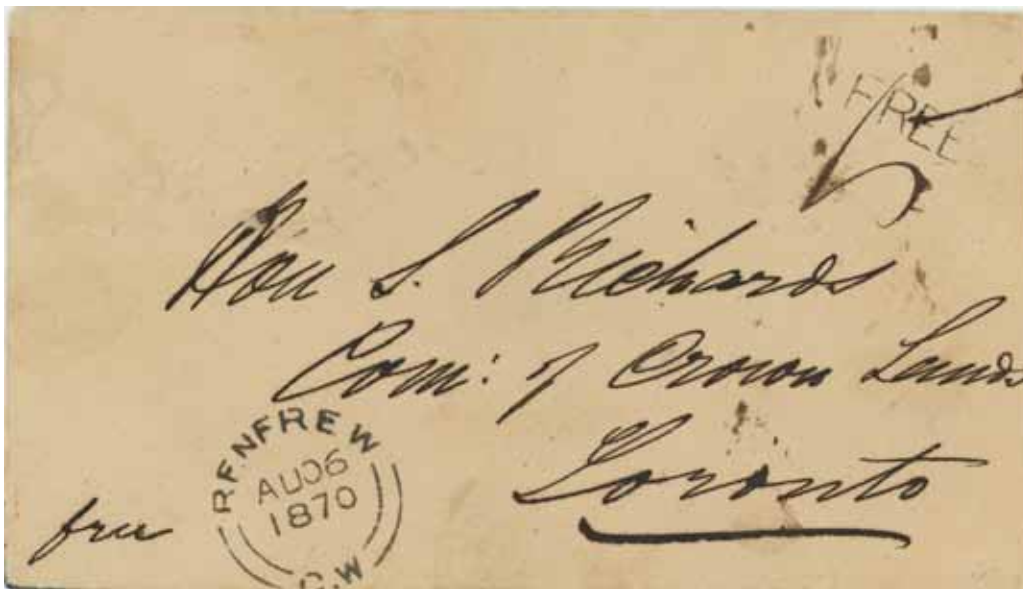
Customs Canada, Ottawa—Aylmer (Que), 1872.
FREE.

Crown Lands



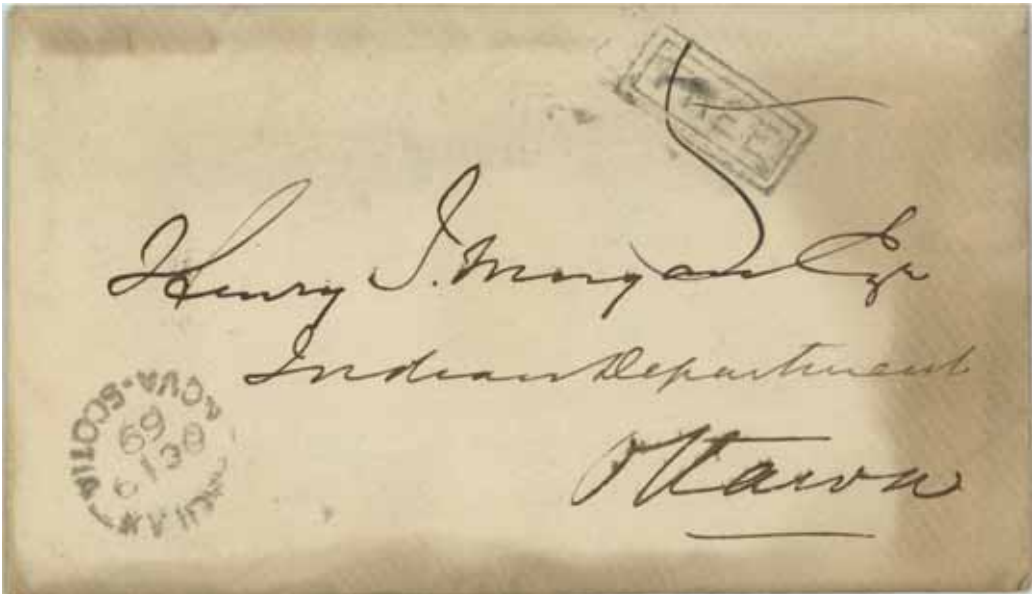
Crown Lands (Toronto)—Farmersville (c w), 1868. Originally two strikes of **PAID 3**, overstruck with Deputy Commissioner Russell's **Free** (with signature) handstamp.

FARMERSVILLE C.W (basal A) double broken circle known 1867–82.



Renfrew (c w)—Crown Lands (Toronto), 1868. Originally rated collect 5¢ unpaid domestic rate, overstruck with **FREE** handstamp.

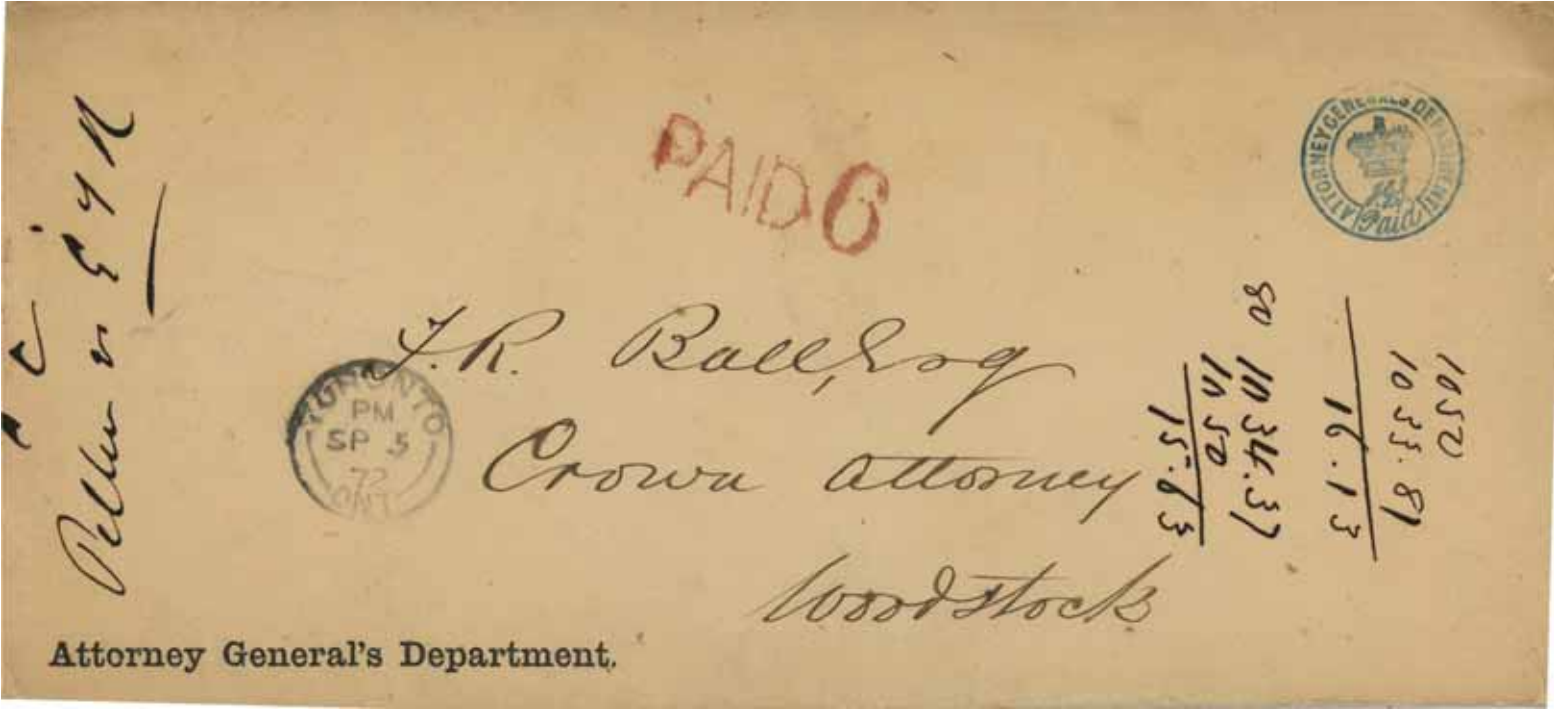
Indian Department



Halifax–Indian Department (Ottawa), 1869. Double framed FREE.

Provincial government offices

Provincial government offices were not eligible to apply free franking after Confederation. These are from Toronto, capital of Ontario.



Attorney-General's Department, Toronto–Woodstock (Ont), 1872. Double domestic rate, PAID 6.



Agriculture & public works, Toronto–Ottawa, 1874. PAID 3.



The Treasurer, Toronto–Goderich, 1874. Faint PAID 3.

Provincial government offices



Ministère de l'instruction publique, Quebec–Drummondville (Que), 1870. Double domestic rate, paid by 6¢ large queen.

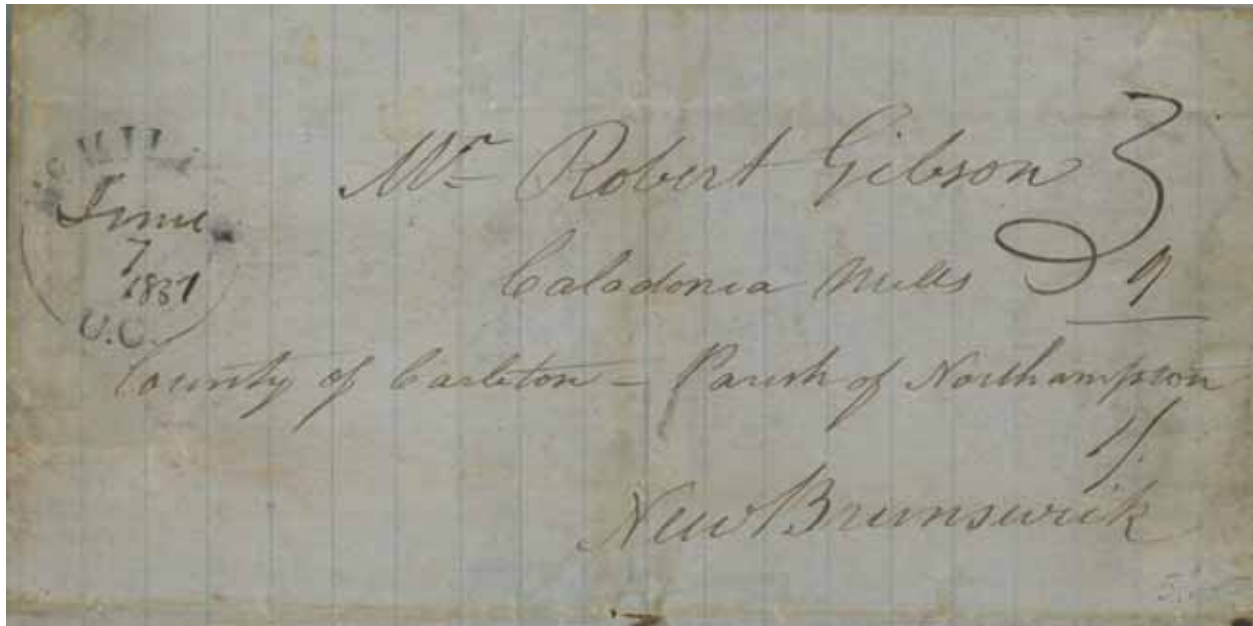


House of Assembly, Toronto–Hamilton, 1872. PAID 3.

Intercolonial BNA mail

Canada to NB after Canada's postal autonomy but before that of NB

In the period after the province of Canada had taken over its post office (6 April 1851), but before NB had (6 July 1851). As a result, the cover was charged the new 3 d intercolonial rate from Upper Canada to NB, but once in NB, was charged according to mileage. A month later, the total would have been 3 d.



McKillop (U C)—*Caledonia Mills* (NB), 7 June 1851. Rated collect 3 d cy, domestic/intercolonial rate (instituted in Canada 6 April 1851) to NB. Then charged 9 d cy at the first office it reached in NB from Quebec, for the distance 101–200 miles to destination. Caledonia Mills did not have a post office, but Woodstock was nearby.

Serif double broken circle MCKILLOP U.C., previously reported 1847–49. Post office open 1836–55.

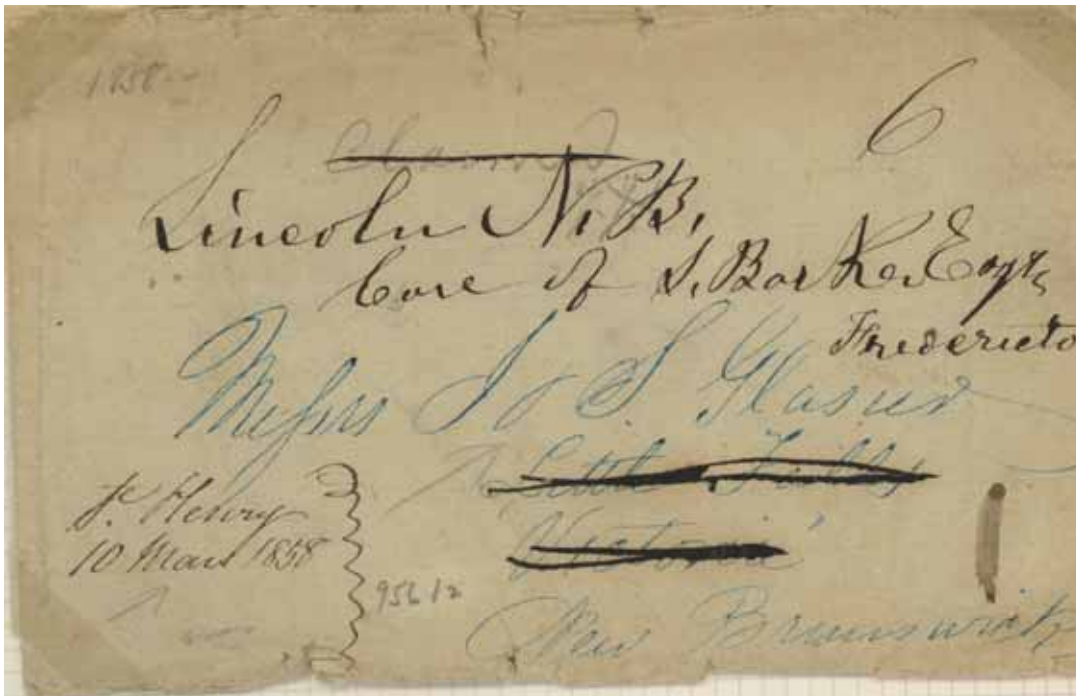
Mail with Canada after autonomy

After both Canada and N S & N B achieved postal autonomy (on different dates in 1851), letter mail rate between them was 3 d cy per half ounce, until decimalization in 1859–60.

LC–NB

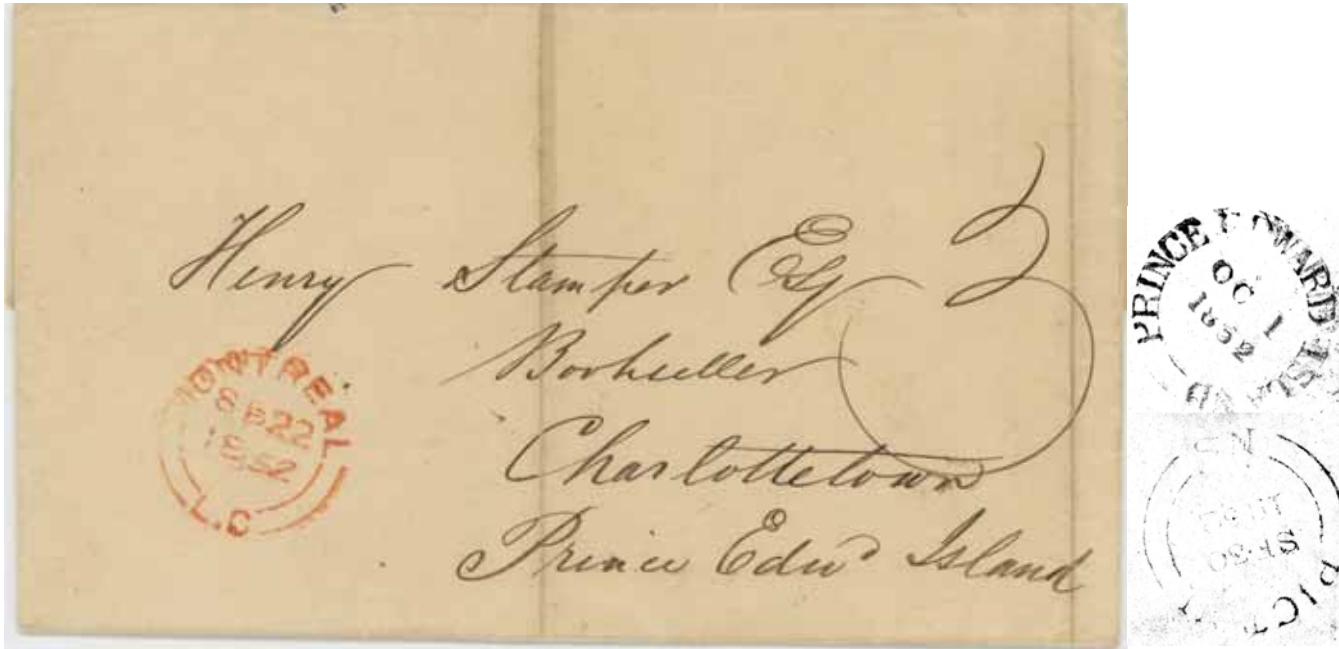


Pointe Levi (C E)—Fredericton, 19 November 1851. Rated *Paid 3* d, intercolonial rate. Nonserif double broken circle **POINTE-LEVIS**, previously reported 1853–62; post office open 1848–63.



St Henri (Lévis Co, C E)—Victoria (N B), forwarded to Fredericton, 10 March 1858. Collect 6 d, double domestic.
Ms St Henri. Post office opened 1839.

Canada—PEI 1852



Montreal—Charlottetown, via Pictou (NS), 1852. Rated 3 d collect intercolonial rate.

Canada—NB 1853 ms



Temiscouata (Pontiac Co, CE)—Edmundston (NB), 11 January 1853. Collect 3 d, domestic.

Ms Temiscouata. Post office opened 1839. Listed as closed 1850!?

Nova Scotia to Canada, forwarded



Wilmot (NS)–Kingston (CW), forwarded to Elginburg, 1854. Rated 3 d collect domestic and intercolonial. Postmarked Wilmot, Annapolis, Woodstock (NB), Saint John, Fredericton, Quebec, Kingston, and Elginburg (the red unclear nonserif ms dated double broken circle). There was no additional fee for forwarding.

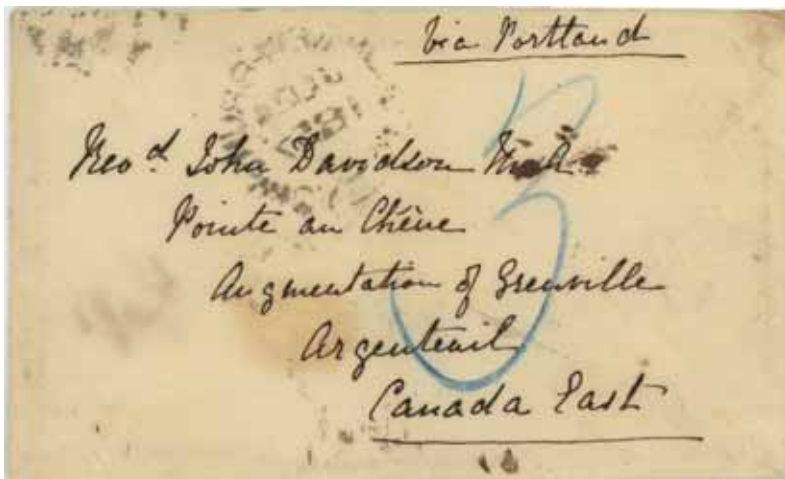




WO Dumfries (NB)–Montreal, mourning cover, forwarded to Papineauville (LC), 1856. Endorsed faintly at top, *Per Steamer*. Initially rated 3 d cy domestic rate (and something else), but struck through and replaced by 6, presumably double rate.

Red *FOR^d* (forwarded), applied at Montreal, rarely seen.

Some mail from New Brunswick to Lower Canada was routed via Portland (Maine); see [D'A]. The fee was the same at this time; see also an 1838 cover in the opposite direction, but via the U s, in the pre-1851 section on mail with the Maritimes.



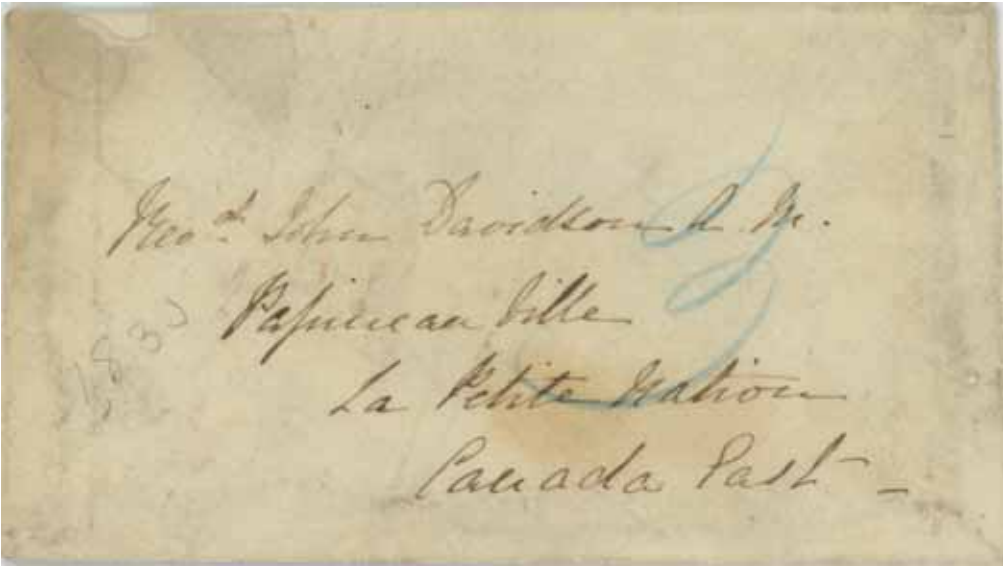
Fredericton–Pointe au Chêne (LC), 1857. Rated collect 3 d domestic rate. Via Portland, Montreal, L'Original (UC), and destination. The Pointe-au-Chêne postmark is known only in 1857.

From Halifax to Montreal, through the US (maybe)

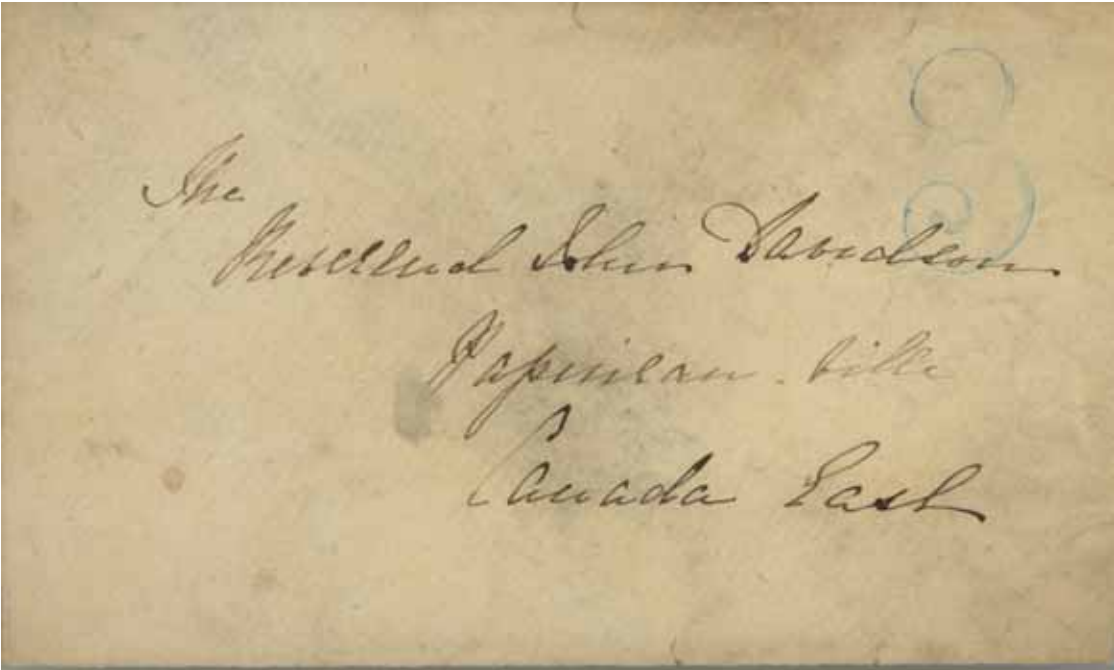


Halifax–Montreal via Portland (ME), 1868. Charged U.S.10cts (rate to Canada). From [Converse, Colson, & Lamb](#) (who also had offices in Montreal). ??????????????????????

NB—Canada



Fredericton—Petite Nation (C E), 1857. Rated collect 3 d cy.



Way Office Prince William (N B)—Papineauville (C E), 1856. Rated collect 3 d cy.

NB-CW



WO Dumfries (NB)—Newboro (CW), via Woodstock (NB), Quebec, and Brockville, 1858. Collect 3 d cy, BNA domestic and intercolonial rate.

Perforated pence, intercolonial



L'Islet (L C)—Fredericton (NB), 21 June 1859. Single rate paid by 3 d beaver; available from the post office in January 1859. The cents series stamps were issued in July 1859.

Intercolonial registered material is difficult to find.

Greene Foundation certificate [G 25385](#)

Decimalization

When N S & N B converted to decimal in 1860, the letter rate with Canada (in either direction) became 5¢ per half ounce, collect or prepaid, the latter in cash or stamps (but not a mixture).

CW–NB



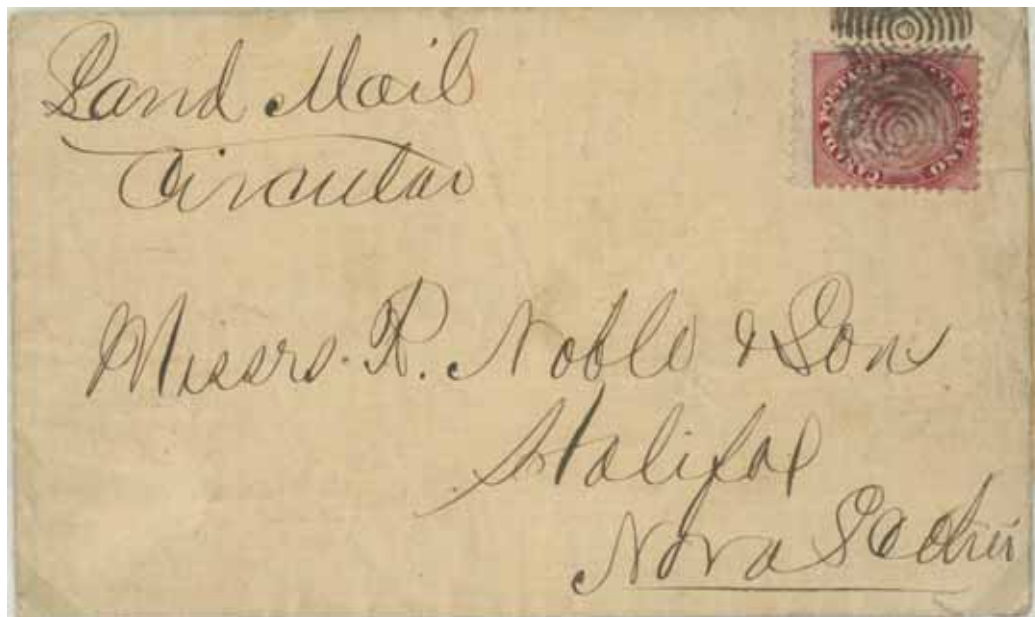
Argyle (U C)–Gagetown (NB), 1861. Rated *Paid* 5¢, struck with a rate stamp in New Brunswick. Double broken circle W.O. UPPER·GAGETOWN.

Argyle, one of a handful of Canadian 20 mm double broken circle postmarks.



Montreal–NS printed matter

Canadian printed matter rate became 1¢ on decimalization, including to the Maritimes.



Montreal–Halifax, 1866. Payment of printed matter rate by 1¢ cents stamp.

Extensive prices current in Montreal.

UC-PEI



Cobourg (C W)—Charlottetown, 1867. Postage from Canada to PEI was the same as domestic, here 5¢ if prepaid.

The double circle Montreal Post Office dater is known 1867–68. There is also a faint Saint John (New Brunswick) and the serif PEI cancel.

NB—Canada

Domestically, letter mail was charged 7¢ per half-ounce if collect; all sources indicate that collect mail between Canada and the Maritimes was only 5¢. The top cover represents an anomaly, possibly a clerical error.

When NS & NB joined Confederation (1 July 1867), Canadian rates were supposed to apply. The collect rate within Canada was 7¢, so that should have been the rate on the second cover. (Same correspondence.)



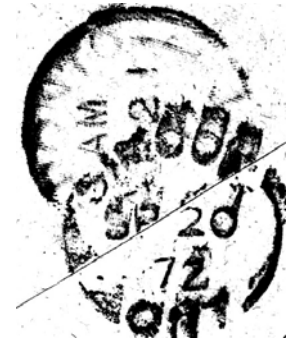
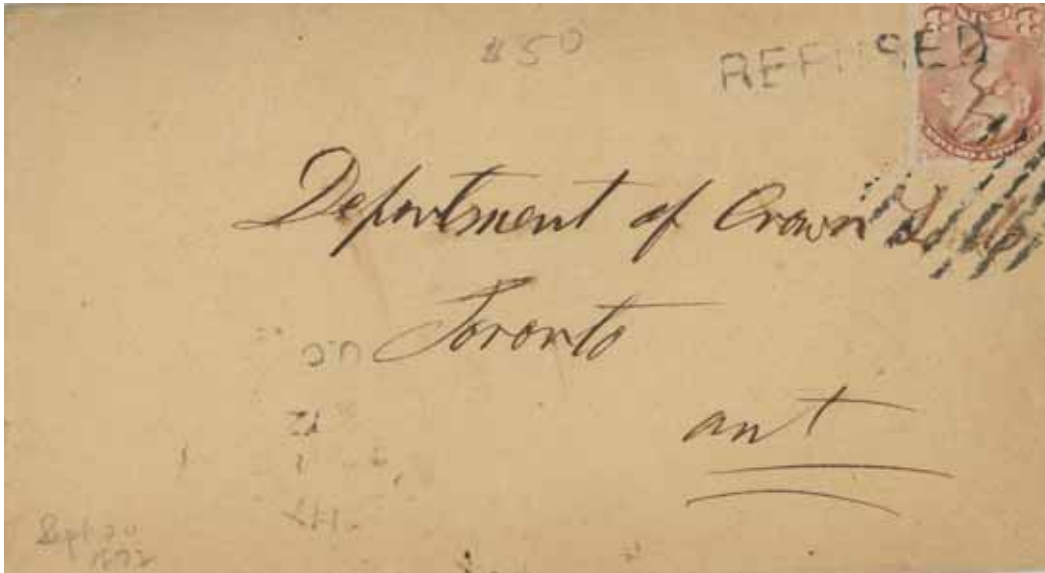
Chatham (NB)—Crosspoint (CE), 1865. Rated collect 7 CENTS (the unpaid domestic rate), probably erroneous. *TOO-LATE* applied at Chatham. Mourning cover.

Backstamped Chatham, Campbellton, Bathurst, and Dalhousie.



Chatham (NB)—Crosspoint (CE), September 1867. Rated collect 5 CENTS. Same *TOO-LATE*. Contains mourning stationery.

Refused



Stroud (Ont)–Toronto, refused, 1872. Domestic rate paid by 3¢ small queen.

Marked REFUSED, although why a government department should refuse a prepaid letter is mysterious.

The Stroud broken circle on reverse is another mystery; the post office is not listed as having opened until 1873.

Parcel post

Parcel post service was initiated January 1859; the rates were 1/3 cy per pound up to three pounds with compulsory prepayment. With decimalization (1 July 1859), the rate converted to 25¢ per pound. On 1 April 1868, the rate became 12½¢ per eight ounces, still with a maximum of three pounds. In 1869, the weight limit became four pounds, and this was increased to five in 1879. [v5]. The reference also indicates prepayment was required to be in stamps, but I am doubtful of this.



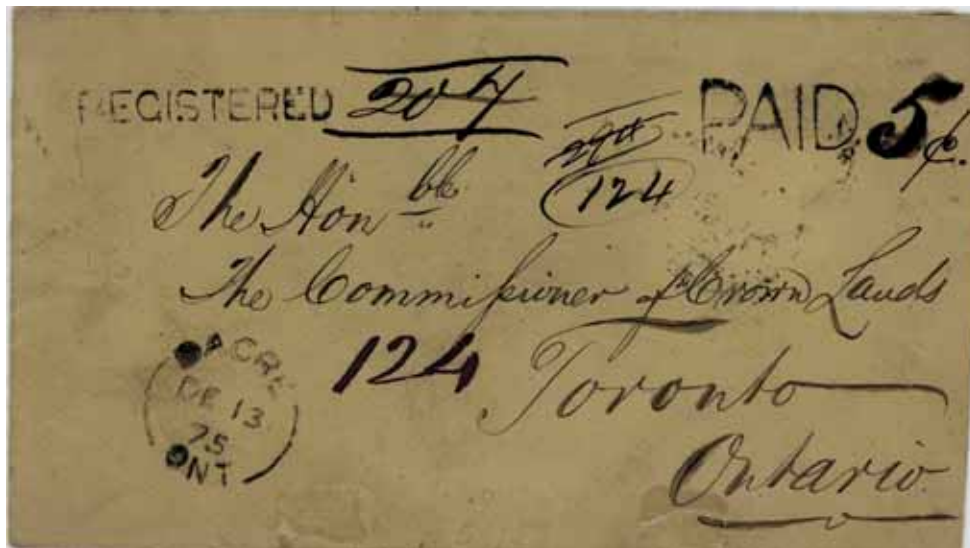
Quebec–St Germain de Rimouski, parcel post, 1874. Prepaid 50¢, quadruple parcel post fee (up to two pounds). Also 50 cts payé par Ed. Talbot.

Stamps required!

From 1 October 1875, postage on all letters was required to be paid in stamps. These two postmasters apparently didn't receive the message.



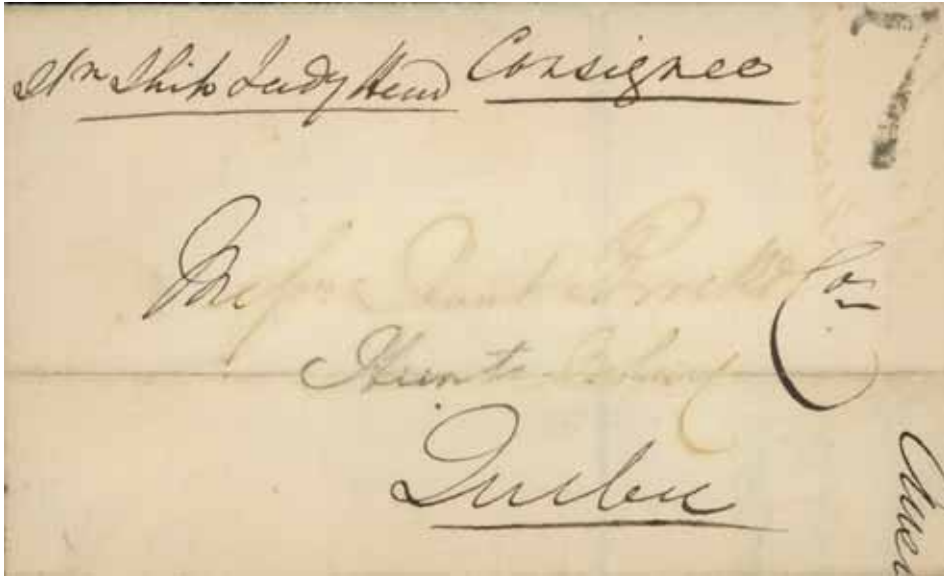
Vaudreuil (Que)—Gormley (Ont), 8 October 1875. PAID 5, combined domestic rate (3¢) and registration 2¢.



Dacre (Ont)—Toronto, 13 December 1875. PAID 5¢, combined domestic rate (3¢) and registration 2¢. An RPO, a registered RPO, and House of Assembly (Ontario) datestamps.

Consignee's letter

Consignee's letters (that is, letters accompanying parcels) were supposed to travel free through the mail. This one was charged.



To Quebec, via the ship Lady Head, 1865. Inexplicably charged 7¢ (unpaid domestic rate). Backstamped at Quebec.