

Postal history of Nova Scotia & New Brunswick

part 1: To 1851

NS & NB JOINED Canada in 1867; this marks the endpoint of both parts of the exhibit. This part covers the period up to 6 July 1851, when both provinces acquired control of their own post office. Much of what follows was extracted from [JCY] and [JJ].

This region of North America was disputed by the English and French, from the seventeenth century. The 1713 Treaty of Utrecht gave the British Nova Scotia (except Cape Breton) and left Acadia (now mostly New Brunswick) in the hands of the French. However, as a result the building of the Halifax fortress (1749) and general incompetence by the French, the British conquered and retained all the French colonies in the area, except St Pierre & Miquelon.

This was confirmed by the Treaty of Paris (1763), concluding the Seven Years War. In 1755, the British had expelled those Acadians who refused to swear allegiance to the British. They went to Louisiana, P E I, or returned to France.

In 1763, Nova Scotia was declared (by George III) to consist of what is now Nova Scotia (including Cape Breton), New Brunswick, and P E I (Isle St Jean). In 1769, P E I was severed from this union. With the Revolutionary War, loyalists came by the thousands to settle in the enlarged Nova Scotia, the peak being in 1783.

In 1784, both Cape Breton and New Brunswick became separate colonies as a result of U E L immigration. But Cape Breton was poorly managed and did not prosper, so that in 1820, it was reunited with Nova Scotia. (Nonetheless, many post offices' postmarks, issued in the 1840s, used the abbreviation C B rather than N S.) There were no further boundary changes to Nova Scotia.

The region prospered in the early to middle nineteenth century; shipbuilding became a major concern, and Halifax a significant north Atlantic port.

Postal system The British G P O had authority over the colonies' postal system, until 1851. The first post office was opened at Halifax in 1754. Prior to that, mail had to be sent privately to another office, such as Boston. The chief local officer was Deputy Postmaster-general (DPMG), in Halifax. His powers were extremely limited; every expenditure, every route opening or change, and every post office opening, closing, or change in status had to be approved by London. Despite this, successive DPMGs John Howe Sr (1808–18) and Jr (1818–43) carried out these operations, and only informed the G P O after the fact. This continued until 1851 when full autonomy was granted.

In 1784, New Brunswick became a separate colony, and 1785, a DPMG was appointed, but immediately came into conflict with his Nova Scotian counterpart. In 1784, Hugh Finlay was appointed DPMG of the province of Canada, which was a separate colony. However, he seems to have issued orders to both DPMG, regardless of whether he had authority to do so.

A huge problem in the early days was mail with Canada (Upper Canada did not come into existence until 1791, so we are talking about a small portion of what is now the province of Quebec). This was also important to settlers in Canada, in order to have access to mail with U K.

Until the Revolutionary War, mail to Canada, as well as to U K, was mostly via the U S. After the war, it was clear that an all-colonial route was essential. After a preliminary (and expensive) attempt in 1783, and an experiment 1787–8, a route Quebec–Halifax was permanently established later in 1788. Part of the delay was due to the lack of road at various places, which had to be built before the system could be running.

The arrangement developed by Hugh Finlay (DPMG of the province of Canada) involved a

monthly service between Quebec and Fredericton, and biweekly between Fredericton and Halifax (this already existed). He himself had made trips over portions of the proposed route before it was approved, and was largely responsible for carrying it out. However, ten years later, he was unjustly dismissed from office (and replaced by George Heriot, more famous in other realms).

Concerning the exchange of mail with UK, previous to 1785, all mail from abroad carried by sea was through private ships (*ship letters*); mail could also be sent (privately) to an American port, typically Boston (of course, prior to 1775). From 1784, British packets sometimes called at Halifax; the postage was relatively expensive, so that in the early years, it was not used much, and most correspondence was carried either as ship letters or through the courtesy of a traveller. By 1789, there was more or less monthly packet service with Halifax [O]. It was only by 1839–40, when packet rates dropped—more accurately, the inland fees on packets dropped drastically—and steam ships could sail the Atlantic, that packets became the norm (and were much more frequent than formerly, e.g., twice monthly).

Rates

Rates in NS & NB are rather complicated. Most of this is from [JGY, pp 226–247].

Within NS & NB From the establishment of the post office (in Nova Scotia, 1754), to the mid-1810s, the rates were supposed to have been based on the same system as in Canada, that is, for single letters, 4 d stg for up to 60 miles, 6 d stg up to 100 miles, and 2 d stg for each additional 100 miles or part thereof, converted to Halifax currency (4½, 7, 9, . . . d cy). All mileages were based on the route actually travelled.

However, what appears to have happened (in the absence of much oversight from London or Quebec) is that a finer distance-dependent system evolved. Thus we see rates of 2, 3, 5 d cy etc. Moreover, they were occasionally season-dependent (winter and summer rates could be different), direction-dependent (the rate *A* to *B* could exceed that from *B* to *A*), or prepayment-dependent (the prepaid rate exceeding the collect rate, or vice versa). Postage had to be fully prepaid (as far as possible, because other charges could be imposed later) or fully collect, but not partially prepaid.

These are listed in [JGY, pp 316–24] for 1818–35 and a revision, 1835–43. I do not know the sources, but I imagine that they were obtained from post office to post office letters.

The situation is further complicated by the existence of way offices, and whether the letter was prepaid or sent collect. A *way office* was essentially a road stop that collected and forwarded letters. Some of them became post offices later, but they were officially recognized by the postal system (in that way office keepers were paid). A collect letter passing through a post office or way office was charged the rate to the next one it passed through, and if the latter were a way office, its charge was 2 d cy, at least from about the 1820s.

This should be distinguished from a *way letter*, which was handed to a letter carrier on route, to be deposited at the next post office. Based on examples (from the 1830s on), there was no additional charge for this service.

On top of this, a few towns had local delivery service, for an additional 1 d; I've noted this for Halifax, Fredericton, St John, and oddly, Lunenburg (NS). This persisted into the 1850s and was flat (independent of weight or enclosures). Based on a few covers, a drop letter fee existed from at least the 1820s, and was 1 d, but I do not know whether it was flat.

On 5 January 1843, the Canadian mileage system (described above) was imposed. This eliminated the way office fee, except if an item was mailed at a way office, and the letter was mailed to the next office on route, in which case, the postage was charged. The drop and delivery fees remained the same.

Finally, on 6 July 1851, the single letter rate became 3 d per half ounce, payable entirely by stamps, or entirely in cash, or left completely unpaid. The corresponding date for the province of Canada was 6 April 1851.

Multiple rates As in Canada, until 5 January 1844, multiple rates were governed by a confusing mixture of enclosures and weights. If a letter had enclosures, it was charged an additional rate for each enclosure up to a maximum of three (thus three enclosures were charged four times the single letter rate); however, if the weight exceeded one ounce, it was charged per quarter ounce or part thereof. Finally, if there were no enclosures, single letter rate was charged, no matter what the weight.

Thus a letter with two enclosures weighing 1¼ ounces from St John to Halifax (single letter rate, 9d cy, agreeing with the road mileage system) was charged 5 × 9d cy, that is, 3/9 cy. The single letter rate was supposed to have been determined in sterling, multiplied by the enclosure/weight factor, then converted to currency. This happened early on, but quickly was replaced by determining the single letter rate in currency and multiplying. (This could result in the same fee, or more, or less, because of rounding.)

There was no restriction on the parity of multiplicities (as there was in UK; from 1840–60, only single and even multiplicities were allowed, although they were per half-ounce for all of that period). Thus triple, quintuple, septuple, unovigintuple . . . letters were permitted.

On 5 January 1844, as in Canada, this ridiculous multiple letter rate system was replaced by per half-ounce.

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. Dep^y Post Master General in 1829.

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.

Post Towns, Quebec every Monday & Wednesday	Post Towns, Quebec every Monday & Wednesday	Post Towns, Quebec every Monday & Wednesday	Post Towns, Quebec every Monday & Wednesday
<p>Quebec</p> <p><i>Letters for this place must be post paid</i></p> <p>N^o1.</p> <p><i>Route below QUEBEC including NOVA SCOTIA and NEW BRUNSWICK</i></p> <p><i>Letters for these places must be post paid</i></p> <p>St. Thomas 2 1/2 St. Jean Port Joli 2 1/2 St. Roc 2 1/2 Riviere Orville 2 1/2 Kamouraska 2 1/2 Riviere du Loup en Bas 2 1/2 Lake Temisquata 2 1/2</p>	<p>Halifax</p> <p>N^o2.</p> <p><i>To the EASTERN TOWNSHIPS & U^p STATES via THREE RIVERS</i></p> <p>Three Rivers 2 1/2 Nicoret 2 1/2 La Baye called Baie St. Antoine 2 1/2 Drummondville 2 1/2 Richmond L.C. 2 1/2 Sherbrooke 2 1/2 Compton 2 1/2 Hatley 2 1/2 Stenstead To U. States 2 1/2</p>	<p>Halifax</p> <p>N^o3.</p> <p><i>From Montreal to Chambly & St. Johns there is another Post twice a Week</i></p> <p><i>To the EASTERN TOWNSHIPS & U^p STATES via MONTREAL</i></p> <p>Chambly 2 1/2 St. Ceasire 2 1/2 Abbotsford (late Yamaska Mountain) 2 1/2 Granby 2 1/2 Sherford 2 1/2 Georgesville 2 1/2 Stanstead To United States 2 1/2</p>	<p>Halifax</p> <p>N^o4.</p> <p><i>OTTAWA ROUTE (via) MONTREAL</i></p> <p>Montreal 2 1/2 St. Eustache 2 1/2 St. Andrews 2 1/2 Chatham 2 1/2 Grenville 2 1/2 Petite Nation 2 1/2 By Town 2 1/2 Hull 2 1/2</p>
<p>Halifax</p> <p>N^o5.</p> <p><i>To GLENGARY TOWNSHIP - via HAWKESBURY and CORNWALL</i></p> <p>Quebec 2 1/2 Montreal 2 1/2 Hawkesbury 2 1/2 Lochiel 2 1/2 Alexandria 2 1/2 Martintown 2 1/2 Cornwall 2 1/2</p>	<p>Halifax</p> <p>N^o6.</p> <p><i>To TERREBONNE via MONTREAL</i></p> <p>Quebec 2 1/2 Montreal 2 1/2 Terrebonne 2 1/2</p>	<p>Halifax</p> <p>N^o7.</p> <p><i>To SWANTON & c. UNITED STATES - from MONTREAL</i></p> <p>Montreal 2 1/2 Laprairie 2 1/2 St. Johns 2 1/2 Horsville 2 1/2 Phillipbury 2 1/2 Swanton, United States 2 1/2</p>	<p>Halifax</p> <p>N^o8.</p> <p><i>To SAINT OURS via BOUCHERVILLE & c. & c.</i></p> <p>Quebec 2 1/2 Montreal 2 1/2 Boucherville 2 1/2 Vercheres 2 1/2 Centre Couer 2 1/2 St. Ours 2 1/2</p>
<p>Halifax</p> <p>N^o9.</p> <p><i>From WILLIAM HENRY up the RIVER RICHELIEU</i></p> <p>Quebec 2 1/2 Berthier 2 1/2 William Henry 2 1/2 St. Ours 2 1/2 St. Denis 2 1/2 St. Charles 2 1/2 St. Eglise 2 1/2 Chambly 2 1/2 St. Johns 2 1/2 Isle aux Noix 2 1/2</p>			

During the summer the Mails for New York go by Steam Boats from St. Johns & are made up at Montreal 3 times a Week

Letters between these places & Halifax and Quebec should be sent Via W^o Hourly being the shortest route

United with a line from Montreal - See N^o 5

Letters for these places from Quebec & Halifax, must be sent via Montreal - Vide N^o 3 and 7

J & C Walker, Sculp^r

Figure 1. Table of post towns on the bye- and cross-routes in the Canadas . . . (1829)

With the province of Canada From the beginning, rates for mail between an office in NS & NB and one in Canada were covered by the road mileage system above. Thus a letter from Halifax

to Quebec, a road mileage distance (these were updated and remeasured occasionally; they also changed when new roads were built) of 632 miles, was charged 1/6 stg, converted to 1/8 cy (the conversion rate was quite different until 1774, with very minor variation after that date).

An 1829 table of distances, rates, and routes for mail from Halifax to some of Canada is shown in Figure 1. This is from a report by Canadian DPMG Stayner. This requires some magnification, and if anyone wants a high resolution version of this and similar rate tables (which will magnify without aliasing), contact me at rochelle2@sympatico.ca.

Multiple rates were treated exactly as for domestic mail.

Canada acquired control of its post office on 6 April 1851, two months before that of each of NS & NB. The rate from Canada to the latter became 3 d, but the mileage system persisted in NS & NB until two months later. So a single letter from Toronto to Halifax in the interim would be charged 3 d to get it to an exchange point in NB, and then charged the mileage rate to Halifax (an example of this exists). After 6 July 1851, the entire charge would have been 3 d.

Mail with Prince Edward Island

- Halifax–Charlottetown, 8 d cy, to 5 January 1843, rising to 9 d. An additional 2 d was sometimes charged for mail beyond Charlottetown.
- Pictou–Charlottetown, Amherst–Charlottetown, 4 or 5 d
- From 6 July 1851, 3 d per half ounce.

Mail with the US

By land Until 6 July 1851, postage was simply the sum of the US and Maritime domestic fees, from origin to exchange point (typically, St Andrews–Robbinston), and then from the exchange point to destination. Thus a single letter from Halifax to New York by land would be charged to St Andrews (1/4 d cy) and then to New York (25¢). On letters to the US, the Maritime portion of the postage had to be prepaid, but this did not apply in reverse. In either case, the other country's postage could be left unpaid.

A useful source of US domestic rates is [B, vol I].

In case the letter was sent from or to a cross-border point, a 2 d fee was (usually) charged for in place of the corresponding domestic rate (the other domestic rate was charged in full). This is the Maritime analogue of the ferriage charge in Upper and Lower Canada.

By sea During 1765–1842, a 4 d stg port to port rate (within British colonies in the western hemisphere) was applied.

- 5 December 1842–19 September 1849, the rate for mail Halifax–Boston (and later New York) by British packet was 1/– stg (1/1½ cy) per half ounce, in addition to inland postage at both ends. On mail from the Maritimes, the packet rate had to be prepaid.
- 27 June 1848–3 January 1849 (*retaliatory rates*), the US treated the British packet rate as unpaid (regardless of whether it was prepaid, as it had to be if from Halifax), and charged 24¢ (per half ounce) in addition to any other postage due on incoming British packets, including those from Halifax.
- 20 September 1849–5 July 1851, on letters carried on British packet between Halifax, Boston, and New York, the packet rate was reduced to 4½ d cy per half ounce; this still had to be prepaid if from the Maritimes to the US.
- On 6 July 1851, the rate by British packet became 5 d cy per half ounce.

Mail could also be sent by private ship, which we will discuss later (*shiplatters*).

Packet mail with UK (see also *Shiplatters*) A single letter rate of 1/–, in addition to all inland charges applied to letters carried on British packets with New York, from 1711. Aside from a couple of visits in 1757). British packets did not call at Halifax until 1785 (and then only once in that year, and also in 1786 & 1787), so the postage between Halifax and New York applied (or the sender could arrange private carriage to or from New York). Relatively regular packet service for Halifax

began in 1788, and the fee was Halifax–London was 1/– plus inland charges at both ends.

There were various changes in British inland and packet rates; the standard reference is [R]. In 1797, the fee remained at 1/–, but was charged from Falmouth rather than London (resulting in generally higher inland charges). The packet fee rose to 1/1 in 1805, and to 1812 to 1/3 (but the previous, not the contemporary, inland rates applied).

On 5 March 1839, some interesting developments occurred. First, the packet rate dropped to 1/– (per half ounce). More importantly, the inland fees were removed, or anyway, so said the G P O. This was an important consideration for mail from Canada and the Maritimes. A single letter from Quebec to London formerly would have been charged inland B N A, 1/8 cy Quebec–Halifax, packet rate Halifax to Falmouth (varied in time: 1/–, 1/1, or 1/3 stg), and inland rate Falmouth–London (varied, 10 or 11 d stg), and a letter from St John–London, would have accrued the inland rate St John–Halifax. The DPMGS of Canada, N S, and N B rejoiced!

However, their joy was premature. All three had interpreted the G P O notice as applying to *all* inland rates, and immediately applied this to packet letters. However, within a couple of months (and a couple of packet sailings), the G P O found out what they had done (probably in a letter from Stayner), and ordered them to reinstate the inland B N A charges. Despite the fairly clear wording, the G P O apparently intended that *only inland U K charges would be dropped*. For details, see [A1, pp 5–8]

There was considerable grumbling about this, and apparently it reached the G P O. On 6 July 1840, all inland B N A charges were replaced by 2 d stg (2½) per rate. Thus a packet letter between Land's End and Toronto (direction did not matter) would be charged 1/2 stg (1/4 cy), while between John O'Groats and Halifax, the charge was 1/– stg (1/1½ or 1/2 d cy—the exchange rate varied slightly), as there was no inland B N A trip. To summarize this and subsequent developments:

- March 1839, Secretary to the G P O (Maberley) sends out notice dropping all inland fees on packets; however, it was not implemented until the May packet from U K. This applied to only two and a half packets,

Tyrian (return trip only: departed Halifax 12 May; arrived Falmouth, 9 June)

Petrel (departed Falmouth, 4 May; arrived Halifax 22 May; departed H, 2 June; arrived F 22 June) and

Mutine (departed Falmouth 9 June; arrived Halifax, 7 July; departure H, 19 July; and arrival F, 3 August) [O]. Another packet, the *Lapwing*, did not arrive at Halifax until 16 August, when presumably, this rating did not apply.

- 7 (?) August 1839, B N A inland fees on packets reinstated
- July 1840, 2 d stg B N A inland fee initiated; letters arriving from U K that were forwarded in Canada were charged an additional 2 d stg per forwarding; in the opposite direction, the forwarding fee was 1 d stg, compatible with penny post.
- 15 April 1849, inland fee dropped; packet letters charged only 1/– stg per half-ounce; forwarding fee remained in force.
- September 1850, packets stopped calling at Halifax; an additional 2 d was charged for transmission via New York.
- 6 July 1851, packet letters B N A to or from U K via Halifax 1/– stg (conversion to 1/3 cy now); if via U S instead of Halifax, 1/5½ cy.

Mail could also be sent via ship letters, avoiding the high packet fees (see *Shipleaders*)

Shipleaders Mail sent by private ship (as opposed to British packet, at least in this period). Based on examples, there was no outgoing shipleader fee in the Maritimes (at least in the nineteenth century; there could possibly have been such a charge previously), but there was an incoming shipleader fee of 2 d stg (2½ d cy) (at least in the nineteenth century). As far as I can tell, there was no captain's gratuity on incoming shipleaders. The 3½ d rating that is often seen on covers is to offices that had local delivery (Halifax, Fredericton, St John, among others), for which the charge

was (flat) 1 d. If the letter was not addressed to the port of arrival, the inland fee was assessed.

U K had both incoming and outgoing ship letter fees, which usually included a captain's gratuity (see [R] for details). Inland fees were added at both ends, until 1840.

The U S also had an incoming ship letter fee, which varied. A very common routing from Canada (not so much from the Maritimes) to U K, was via New York, where it was put on a U S ship. This was charged the B N A inland rates to the cross-border point (which had to be prepaid) and the inland U S rate from the cross-border point to New York. On arrival in U K, it was charged the U K incoming shipletter fee and before 1840, inland postage.

Printed matter, prices current, ... I've never seen an example of mail sent as printed matter pre-1851. However, according to [JGY, p 243], *On January 5, 1844 the postage on pamphlets, circulars and other printed matter was changed from one penny per sheet to one penny per ounce.*

All the *prices current* mail that I've seen was charged as letter mail. However, from 1848, they were (supposed to be) charged at 2½ d cy if they were sent to or from a British colony, and passed through U K; if they did not pass through U K (this includes the possibility that they were sent to U K), the charge was 1 d if by (British) packet or 2½ d by private ship.

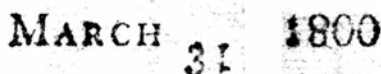
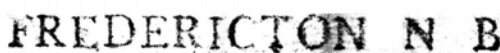
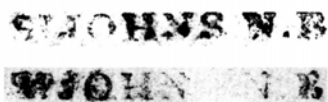
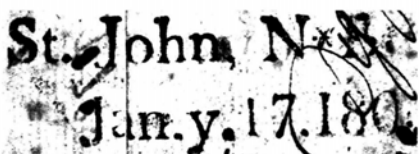
Early postmarks

Initially, only Halifax, St John, and Fredericton had postmarks, mostly straightlines. However, parallel to what happened in the province of Canada, double circles (1825), then the analogue of broken circles (1834) were issued. There were precursors for each of these styles, in addition to one-of-a-kind oddities. A few offices were issued (1841) crown double circles intended for mail (and not as post office seals), and of course, there were a few ship letter markings.

For NS, the standard reference is [JJ] (a little out of date); for NB, [MC] has a lot of information (including a list post offices), and [JGY], although over fifty years old, lists almost everything.

All but a handful of the scans are from the exhibit. For more details, see the write-ups.

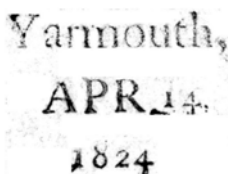
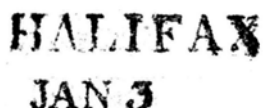
Straightlines Often the first handstamp at an office.



New Brunswick straightlines

First column: ST JOHN (1793, 1801, 1827, 1828); last one without the s.

Second column: FREDERICTON (1800), RICHIBUCTO (1830), ST ANDREWS; last one is relatively common.



Nova Scotia straightlines

HALIFAX (1793 & 1802), WINDSOR (1824), YARMOUTH (1824)

Later Halifax is fairly common; often appears with a bounding circle.

Manuscript towns Care must be taken to avoid confusion with docketing. These were often the first marking of a post office (or way office), used before a handstamp arrived. Sometimes used

when the existing handstamp was lost or damaged.

Great Falls 11^o

St. Andrews
27 Mar 1821

St John 8 July 1825

Kingston 29th July

Gagetown
18 Nov 1826



Woodstock
Dec 20 1830

St Stephen }
27 July 33

St Stephen }
4 July 34

Dalhousie Paid 1/- to address
17 May 1836

Newcastle
Dec 24/40

New Brunswick manuscripts

First column: Great Falls (1800), St Andrews (1821), St John (1826), Kingston (1826), Gagetown (1826), Miramichi (1827)

Second column: Woodstock (1830), St Stephen with and without the s (1833 & 1834), Dalhousie (1836), Newcastle (1840).

St Andrews is relatively common. Great Falls predates the opening of the Grand Falls post office.

Digby 3 Dec
1803

Annapolis }
22 July 1804

Pictou N.S.
3 April

1806

Pictou
June 22nd

Windsor 16th July 1806

Paid at Windsor
12th / 1806

Nova Scotia ms

Clockwise: Digby (1803), Annapolis (1804), Windsor (1806 & 1819), Pictou (1811 & 1815).

Digby, during the use of the straightline; Windsor 1819, during the use of the straightline.

Double circle post office Beginning in late 1824, 13 offices in NS, and three in NB, were issued double circle town handstamps with POST OFFICE in the wording, and Guysboro used a double oval with the same wording. However, prior to that, Shelburne used a crude double circle, so we call it a precursor. All are scarce to rare.



SHELBURNE double circle precursor

One of two strikes (the other in the Provincial Archives of Nova Scotia), both dated 1824.



Nova Scotia POST OFFICE

PICTOU (17 December 1824, earliest strike of all these double circles)
 ANNAPOLIS (1825)
 CUMBERLAND (1825; two examples known)
 HORTON (1826)
 ARICHAT (1827)
 WINDSOR (1827)
 DIGBY (1828)
 ANTIGONISH (1829)
 LUNENBERG (1829)
 double oval GUYSBORO (1840).
 (Missing Sydney, Parrsboro, and Kentville.)
 Only Annapolis used typeset dating, and not consistently. Digby strikes show damage to the inner circle, sometimes completely missing.



New Brunswick POST OFFICE

BATHURST (1832), DALHOUSIE (1840).
 (Missing Westmoreland.)

Broken circle * Based on examples, small broken circle with asterisk postmarks were issued in 1834, with normal use to 1842 (and occasional use to the 1860s for a few offices). 17 offices in NS used them ([J] lists only 16, as Dorchester was counted as NB; but its marking reads NS—now in NB, Dorchester was then on the border), and eight in NB ([JGY] omits St George). They vary from common (St Andrews) to rare (Kentville).

Prior to their introduction, what appear to be larger precursors have been seen for Bay Chaleur and Miramichi. There is some controversy as to whether the former was included in the postal system of NB and not in that of Lower Canada, but I am convinced.



BROKEN CIRCLE * precursors

BAY CHALEUR (1829–32; three strikes known) and MIRAMICHI (1829–34). Larger and cruder than the broken circle * postmarks that follow.



NEW BRUNSWICK broken circle *

A sampling of the eight NB offices. The odd one has the date written in.



NOVA SCOTIA broken circle *

A sampling of the 17 NS offices. Kentville, Windsor, and Cumberland are rare.

Crowns and the uncrown Seven post NS offices, upgraded from way offices in 1841, were issued these double circle crown marks intended for mail (unlike crown seals, which were intended for sealing post office bags); the crown was missing from that of New Glasgow.



Nova Scotia crown

Missing Bridgetown, Gays River, L'Ardoise, and Newport. All are rare, and known only in 1841–2. Bridgetown, Gays River, and Newport are currently believed to be unique. L'Ardoise isn't mentioned in [JJ], although illustrated in [JCY]—does it even exist?

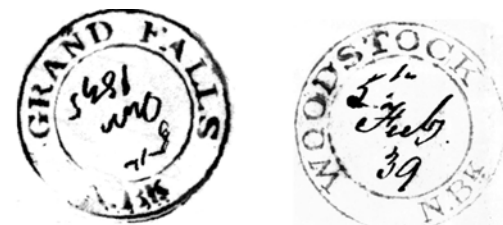
Another crown Two NS offices, Amherst and St Margaret's Bay, were issued this colonial style crown PAID AT double circle in 1845.



Nova Scotia PAID AT crown

Missing St Margarets Bay, of which only a few examples exist. St Margaret's Bay opened in 1845, while the Amherst office suffered a fire early in the same year, destroying all the instruments.

New Brunswick double circles without the crown Four NB offices were issued this style postmark, beginning 1839.



New Brunswick double circles

Missing Bend-of-Petitcodiac and St Andrews (the latter may be known only from a proof strike).

Temporary-emergency A whole chapter in [JJ] is devoted to this. A device with interchangeable type was received in Halifax mid-1843; it was used when an office lost or had not yet received their normal handstamp.



Nova Scotia Temporary-emergency

It was used at Shubenacadie in late 1843, but no examples have been seen. The fire at Amherst (5 January 1845) necessitated its use there until 17 March, when the regular hammer was received. This strike is dated 6 March 1845.

Halifax round datestamps A selection of round Halifax daters.



Halifax



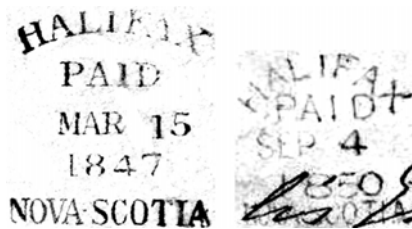
At upper left, split double circle (1788–96), fairly scarce, usually poorly struck.

To its right, Halifax four blobs (often misdescribed as fleuron wings; shown is a first-year strike); usually illegible (1814–45), and its paid counterpart (1817–39).

The circle (1830–38) is not common; clear strikes are almost nonexistent.

The next two are common double broken circle handstamps, and they are followed by the ubiquitous Halifax receiver.

Halifax tombstones The serif tombstone is extremely common, while the smaller nonserif is rare.



Halifax

At left, known 1839–66. At right is the small nonserif tombstone, proofed 3 August 1850; showing the earliest reported strike.

New Brunswick oddballs One-offs, presumably locally made (except for the fleurons).



New Brunswick weirdos

At upper left, made of loose type, date around the edge, two or three examples known (1815), not listed in [JGY]. Not shown (because I don't have one) is a very strange larger Fredericton circle, also known 1815.

To its right is the intaglio Gaagetown double circle, known 1841.

Fredericton RECEIV'D circular, not rare.

St John fleuron wings (1816–42), not scarce but usually very poorly struck.

Later seriffed double broken circles From about 1841, 32 offices in NS and 23 (or so) in NB received these; they usually came in pairs, one with PAID on the bottom, intended to enclose the amount paid. Most mail was sent collect, so the paid datestamps are scarcer than their counterparts. On mail to the U S, the PAID was struck through after crossing the border if the U S postage had not been prepaid.

Some, such as Amherst (because of the fire) and Shubenacadie, are almost rare. However, most are fairly common.



New Brunswick & Nova Scotia seriff double broken circles.

A sampling

Later nonserif double broken circles Over the period 1845–58, many dozens of offices in NS and NB received these machine-made hammers with nonserif lettering (often, confusingly, this type style is called Gothic; please don't use this term). They often came in pairs, one with PAID, although these are not well-documented.

PAID examples are scarce. Most of the non-PAID are not scarce, but a few are rare.



New Brunswick & Nova Scotia nonserif double broken circles.

A sampling. W.O. means *way office*. A few offices (such as Durham, at left) had provincial designation contiguous with the name, as was the case with contemporary U K postmarks.

Shipletter markings Usually used on incoming ship letters, occasionally on outgoing ones. All are scarce to rare, and many more exist than are shown. Appear only in Shiplatters ection, not in early postmarks' section.



WINDSOR
SHIP LETTER



ST. JOHN N.B.
SHIP LETTER

Nova Scotia & New Brunswick Shipletter

The upper left Halifax crown shipletter (1800–37) is almost never struck clearly. The St John straightline at lower right was revived in the 1920s for use as a paquebot mark.

Advisory/instructional handstamps Just showing the tip of the iceberg.



Paid 4/7

FORWARD

New Brunswick & Nova Scotia advisory

At left, Halifax POST PAID (1790–1815)

Fredericton PAID (1823–4)

St John Paid (1807)

Small FORWARD, St John (1820), rare

ON POST OFFICE BUSINESS FREE, identical hammers used at Halifax and St John (1843–53)

Script *Too Late*, St John (1849 only)



Too Late

ADVERTISED & NOT TAKEN



ADVERTISED & NOT TAKEN, Fredericton (1843–50), made of loose type.

ADVERTISED AND NOT TAKEN, St John (1849), rare.

MONEY-LETTER

MONEY-LETTER, Fredericton, several examples known. A nonserif money letter handstamp is recorded in [JGY], but I haven't seen any others for NS and NB.

Selected literature

There is a large literature for the postal history of NS & NB, especially because British packets passed through Halifax. The main sources of general information are [JJ] and [JGY], and also numerous articles (which I haven't attempted to list here).

Worth looking at

- [A1] Jack Arnell, *Stories behind my covers* (25. *Reduction of inland postage*) BNA Topics, vol 467 (1996), 5–8.
- [A2] —, *Stories behind my covers* (26. *Closed bags through Halifax*) BNA Topics, vol 468 (1996), 6–7.
- [B] Winthrop S Boggs, *Postage stamps and postal history of Canada*, volumes I & II. Chambers, Kalamazoo (1945). Only volume I is available in reprint form.
- [D] David D'Alessandris, *Cross-border mail via the Cunard Line: Mail carried between the United States and Nova Scotia* Downloadable at https://d2jf3tgwe889fp.cloudfront.net/wp-content/uploads/2020/07/Dalessandris-Cunard_NY2016-Exhibit.pdf on the website of the U S Philatelic Classics Society (2016).
- [D2] —, *The line-office rate: fact and fiction* Downloadable at http://chronicle.uspcs.org/PDF/chronicle_251/21618.pdf on the website of the U S Philatelic Classics Society (2016).
- [JGY] CM Jephcott, VG Greene & John HM Young, *The postal history of Nova Scotia and New Brunswick 1754–1867* Sissons Publications, Toronto (1964). Extremely difficult to find (400 copies printed; I have a misprinted one), but despite its age, well worth the trouble. Interestingly, the third author (who had an extensive Nova Scotia collection) was later incarcerated.
- [JJ] JJ MacDonald, *The Nova Scotia Post: Its offices, masters and marks 1700–1867* Unitrade Press, Toronto (1985). The standard for NS, but somewhat dated, especially concerning post mark census data. This was remaindered, and copies should be readily available. Available from Unitrade (Toronto).
- [MC] George E MacManus, *Post offices of New Brunswick* Hennok publications, Toronto (1983). Includes postmark listings. Can be found on e-Bay.
- [O] J Olenkiewicz, *British packet sailings Falmouth–North America: 1755–1826 (update, 1755–1840)* Downloadable at <https://www.rfrajola.com/mercury/Falmouth%20Packets%20NA.pdf> (2013) and <https://www.rfrajola.com/mercury/1710-1840%20Falmouth-%20North%20America.pdf> (2019) on Richard Frajola's website.
- [R] David Robinson, *for the Port & Carriage of letters* Published by the author, Scotland (1990). The best reference in existence for British rates 1570–1840. My only complaint is that it deprecates mail with North America (why does the North American listing come dead last among the overseas rates?). I have heard that it has been reprinted by the RPSL.

I have a 2007 exhibit, *Mail between BNA and UK*, downloadable in four parts from

<https://www.rfrajola.com/mercury/DHE1.pdf> <https://www.rfrajola.com/mercury/DHE2.pdf>
<https://www.rfrajola.com/mercury/DHE3.pdf> <https://www.rfrajola.com/mercury/DHE4.pdf>

on Richard Frajola's website, which contains a lot of NS and NB. Much of the write-up should be corrected.

Acknowledgements & a request

Very helpful comments were gratefully received from various people, including Bernard Biales, David D'Alessandris, Tim O'Connor, and Paul Wijnants. I would particularly like to thank Richard Frajola for setting up and managing his postal history site, on which this appears.

See any mistakes? Please let me know. I'd also appreciate comments, suggestions, . . . ; these will be implemented in subsequent versions.

David Handelman, Ottawa, September 2021
rochelle2@sympatico.ca

Map of Nova Scotia

With apologies to Cape Breton



From *A new map of Nova Scotia, Newfoundland, &c*, John Carey, Engraver (1807). To see fine detail, use magnification available on your monitor.

Map of New Brunswick



East Canada and New Brunswick, John Tallis (1850s).

Postal history of Nova Scotia & New Brunswick

Part I: to 1851

Synopsis

THIS exhibit covers the postal history of Nova Scotia (NS) and New Brunswick (NB) until 6 July 1851, when they both acquired postal autonomy (there are a couple of covers beyond this date, for reasons that will be obvious).

The exhibit is divided into seven major sections and three minor ones.

Eighteenth century mail Halifax was founded in 1749, and the first post office in the Maritimes opened there in 1754. A (pre-post office) 1750–1 cover to Boston is one of the highlights of the exhibit. Then there is more mail with the US (arranged chronologically), with a 1763 letter to Annapolis Royal, and a 1774 letter from Windsor (NS) to Rhode Island. The latter is troy-rated, and might be the only such NS cover. Then three covers (1783–5) addressed to a UEL settler, as he and his family moved to (British) New York, NS, and then NB, just after the Revolutionary War (these had to be smuggled to British colonies).

These are followed with a 1794 pre-Jay Treaty letter, and several post-Jay Treaty items.

Mail to the UK had to be sent to New York for most of this period. There is a 1766 ship letter to UK, and a 1767 letter carried privately to London where it received a Dockwra markings. There follows 1772 cover by British packet from NS to London via New York, one of two known from what is now Canada with INLAND AND PACKET POSTAGE handstamp, and a couple of ship letters (1789 & 1791). In the other direction is a possibly unique (to BNA) 1792 Parliamentary privilege cover to NB.

Domestic and Canadian mail with the Maritimes is rare in this period. We have a 1773 cover from newly-founded Chester to Lunenburg, and a 1774 cover from Halifax to La Have from the ex-Lt-Governor, with forwarding endorsements), and 1798 Quebec–NB cover.

Intercolonial and domestic mail, 1801–51 Postal rates were a patchwork, having evolved locally over decades. As a result, rates between towns were not governed by any set of rules, but roughly corresponding to distance. In 1843, this changed to the standard road mileage rates (as in Canada). Even then, there were still idiosyncrasies, such as way offices and the unrelated way letters. Few post offices were open at the turn of the century, so most early mail was between the main towns.

A remarkable 1815 Halifax–Fort Lawrence cover appears, immediately followed by a circa 1826 NB table of distances and routes. Then there are a few 1820s multiple rates covers, going up to octuple, some with 1d local delivery charge. More 1820s covers appear, drop letters, and showing rates between offices.

An 1836 Halifax–Annapolis cover with ms *privilege* illustrates the postmaster's perquisite of four single letters (or equivalent) per mailing. Way offices', and the nearby office rates (not so named) appear next followed by letters picked up by the letter courier along the way (*way letters*). A group of free letters (some postmaster's perquisites, some on postal business) is shown. Then more rates between offices.

The adoption of the standard Canadian distance rates (1843) makes rating easier to do, but less interesting; there are more rate covers. An 1843 letter bill (just after the retirement of the DPMG) shows how letters were tracked.

Mail with PEI is dealt with next (for more, see the PEI postal history exhibit, also on the Frajola site, <https://www.frajola.com/DHPEI/DHPEI.htm>), and then with Upper and Lower Canada. For the latter, the rates are high, and it's a wonder that anyone used the official mail. There are various covers between

Lower Canada and the Maritimes, 1809–34, and then an 1838 cover from Montreal to St Andrews sent through the U S, with double ferriage. This section concludes with a cover sent after Canada had achieved postal autonomy, but before N B had; this resulted in charges of 3 d (the rate Canada–N B) plus 9 d the pre-autonomy mileage rate.

Mail with Newfoundland is difficult to find; there are a few covers, 1831–48.

Mail with the U S, 1801–51 Initially most mail, if sent by sea, was via New York or Boston and a maritime port (usually Halifax), or if by land, through the St Andrews exchange. Much of it was by private ship (although from 1842, British packets carried some the mail). Thus we see ship letters, privately carried letters, and also letters via forwarding agents (usually in New York).

Both U S and local postage was charged on letters by land, and outgoing letters from N S and N B required prepayment of the fees to the border exchange point.

We begin with an 1817 incoming ship letter to Shelburne, followed by an 1820 outgoing letter from Halifax charged port-to-port rate (which required prepayment of this portion of the postage), and then mostly carriage by land through St Andrews, into the 1840s. Among these is a pair of covers to Hartford (CT) from Cumberland/Amherst; the former with the very scarce Cumberland *, the latter just before the fire that destroyed all the postal instruments. More land covers are shown, with various combinations of U S and domestic rates.

In 1842, British packets could be used for mail between Halifax and either New York or Boston; initially, single rate was 1/– stg, dropping to 4 d stg in 1849. For six months in 1848, the U S charged an additional fee; this is the *retaliatory rates* period. We show numerous packet letters, including the last packet before retaliatory rates, and the first packet of retaliatory rates.

The section closes with a couple of express covers, Gunnison's and Favor's.

Packet mail with U K, 1801–51 Packet letters between N S & N B can be extremely complicated. There (usually) were inland charges at both ends, and the packet fees varied over the period. Until 1840, packets sailed between Halifax and Falmouth, the latter replaced by Liverpool afterwards.

We show various early packet letters; a highlight is an 1807 London–Upper Canada cover (through Halifax, of course) with three B N A straightlines, and a very interesting rating scheme. Clerks seemed to make a lot of rating errors in the period to about 1820, and have a pair of 1816 covers carried from P E I to Pictou and mailed there to U K, sent by the same packet to the same destination, and rated differently.

A favourite interest of mine is extremely high postage; there are 1817 and 1823 covers (more like wrappers) each with postage around two pounds (stg), from U K to N B, and a slightly later one (1830) from Halifax to Scotland with postage due of in excess of one pound. There are also other high-rated covers, including from Ireland.

A letter replacing that sent on the packet *Ariel* (1828)–presumed lost at sea, no trace ever found–is shown.

The similarity of names of towns in N S and U K (for example, Liverpool and Halifax) occasionally led to misrouting of letters; we show a couple of examples (and one at the end).

For several months in 1839, the inland B N A charges on letters sent by packet (in either direction) were dropped, subsequently reinstated, and some months later, were reduced to 2 d on a single letter (in addition to packet postage). We show one in this short period, from Wallace (N S) to London. A U K free cover, in fact a very early transatlantic envelope, during the subsequent full inland fee phase (first half of 1840) appears; it was charged double for the envelope, and while the packet fee was not charged, the fee to destination (from Halifax) was assessed at a whopping 5/6 cy.

This section concludes with a Liverpool–Richibucto letter, with late fee paid in stamps.

Ship letters, 1801–51 These are letters carried by a ship other than a British packet. There was an incoming ship letter fee but no outgoing one in N S & N B, and the amount differed from those of U S and U K. Many

of these letters to or from U K went via Boston or New York, so were liable to U S charges from/to the exchange point.

We first look at ship mail with the U K, then with the U S, and then domestically. While the Halifax oval crown ship letter (1800–37) marking is not rare, it is usually very poorly struck, often almost illegible. The first cover 1801 shows an extremely clear strike, and in addition, the letter began as a packet letter, but was carried from Jamaica as a ship letter. This is followed by various N S & N B to U K ship letters with British ship letter handstamps, including an 1817 example (via Cove/Cobh) rerated with a crown handstamp.

A mysteriously-rated 1820 ship letter via the U S, with St John FORWARD handstamp (known only in that year) appears next, together with an 1821 cover from U K, with a New York forwarding agent handstamp; then, an 1828 cover from U K via New York, with a different forwarding agent. After this, an 1827 Liverpool–Sackville (N B) ship letter, free franked by DPMG John Howe, Jr.

One of the items most difficult to find and recognize is a half-packet ship letter. We have an 1826 quintuple-rated example via New York, and carried on another ship to Halifax (with five times incoming ship letter fee charged). A few more New York forwarding agents' covers follow, and then an 1840 use of the St John oval crown ship letter marking on a cover from Liverpool to Fredericton.

Next is an 1842 use of the straightline St John ship letter handstamp, together with a 1922 revival, used as a paquebot marking.

Then we have ship letters the U S and the Maritimes, including multiple rates and forwarding agents. An 1841 ship letter from New Orleans (a very unusual origin for incoming letters) is a highlight. Among domestic ship letters, an 1814 example from Shelburne to Halifax shows a clear strike of the Halifax double oval crown ship letter postmark; then an 1837 N B ship letter to P E I (very difficult to find), and an 1846 quadruple ship letter to Halifax, with the straightline Windsor ship letter handstamp.

Foreign mail *Foreign* means everything but U S, U K, and B N A. This is ordered by Europe, British colonies, and other, and within each, chronologically. Examples are extremely difficult to find.

This begins with 1807 and 1825 ship letters to Madeira and Porto (Portugal) respectively, relating to the wine trade. The former was during the Napoleonic occupation. The latter show a very early use of the ship letter marking *Barro do Porto*. Packet letters Vienna–Halifax (1850) and Halifax–Barcelona (1851) conclude this subsection.

Mail with British colonies mostly concerns Caribbean Islands: 1799 Bahamas–Clermont (N S), 1815 and 1827 Jamaica–Halifax (the latter with COMMERCIAL ROOMS backstamp), and an 1826 packet letter Jamaica–U K–Halifax (with double packet rate charged), discussing treatment of slaves on their plantation. Then we have Halifax to Bermuda, and letters from Grenada and St Kitts, as well as from Barbados and Antigua. Finally, there is an 1851 envelope from India.

We show a pair, an 1829 cover from Pernambuco (Brazil) to Halifax, and its duplicate, with the same forwarding agent handstamp (so that they appear to have been carried via the same route, rendering pointless the sending of the duplicate). Then an 1844 cover from Puerto Rico to Yarmouth with the double circle Halifax crown ship letter handstamp rounds this section up.

Early postmarks These are subdivided by type. (There are also interesting postmarks illustrated in other sections.) Town cancels: straightlines, manuscripts, double circle POST OFFICE and precursor, * and precursors, crowns, unusual and odd ones; and advisory/instruction markings.

Straightlines for Halifax (boxed and unboxed), St John (several different kinds), St Andrews, Windsor, Yarmouth, and Richibucto are shown.

The *manuscript* town markings subsection contains by far the most complete treatment of them known. It begins with a miraculous 1800 Great Falls ms (and a Fredericton straightline on the same cover), then an 1804 Annapolis ms, two Pictou ms (1806, 1816), and two Windsor ms (1806, 1819).

This is followed by an 1826 triple manuscript cover (and a straightline), and then the (thus far) unique ms for Gagetown and Kingston NB (both 1826), Miramichi (1827), and Woodstock NB (1830). Initially known as St Stephens (1825–33), changing its name to St Stephen, we have an ms for each spelling (1833, 1834). Dalhousie (1836, unique) and New Castle (1840, not unique) ms appear next.

Over 1824–26 about 15 offices in NS and NB received double circles with the wording POST OFFICE. Earlier in 1824, a crude double circle was used in Shelburne NS; it resembles the subsequent POST OFFICE cancels, so I view it as a precursor. The only one in private hands is shown.

Then, nine different NS POST OFFICE handstamps are represented, including the earliest known of all of them (Pictou, 1824), Windsor (difficult), Cumberland (one of two known), and Lunenburg (very difficult). This is followed by the Guysboro double oval POST OFFICE marking (very difficult).

Only three offices in NB used this style, and shown are Bathurst, and a really poor strike of Dalhousie (both 1832).

In 1834, 26 offices in NS and NB were issued *broken circle* * postmarks. These were preceded by large crude versions for Miramichi and Bay Chaleur, from about 1828–33, so we refer to these as precursors. Examples of each of the precursors are shown (Bay Chaleur comes with a megillah, as it is somewhat controversial).

For the regular series of * postmarks, many appear in other parts of the exhibit. A highlight is the rare Kentville, on a money letter wrapper (1841)! St George * is not listed in the standard references ([JGY, MC]), but I suspect this is a result of two (not independent) typos; anyway, we show one.

Two *crown double circles* come next (all the others are unique), from Port Hood and Guysborough, and the uncrown from New Glasgow. The Amherst PAID AT *crown* comes next (no, I don't have St Margaret's Bay, as it typically sells for in excess of \$5,000, way out of proportion to its rarity; here, demand has ballooned the price).

Finally, we have the *odds and ends* of the town postmarks: a 1793 double arc Halifax datestamp (others appear in the exhibit), the weird 1815 Fredericton circular dater with the date around the rim, the 1840 Gagetown intaglio, and the 1840 Fredericton receiver. The temporary-emergency mark used at Amherst after the 1845 fire destroyed all the instruments concludes this subsection.

Advisor/instructional markings follow (there are many others in the rest of the exhibit). Among them are a refused prepaid letter (1826), the St John script *Too Late*, way letters (picked up by the courier on his way), both ms and handstamped ADVERTISED & NOT TAKEN used at Fredericton, and the St John ADVERTISED NOT TAKEN circle, known only in 1849.

There are three sections that are very short (owing to the dearth of material).

Money letters Relatively few money letters for NS and NB are known (compared with those of U & L CANADA). Several are shown, including a free through the mail example, and one with the MONEY-LETTER handstamp (several strikes known). These are followed by two NS money letter wrappers (another one appears in the postmarks section) of the four known.

Returned letter wrappers These are wrappers for the return of letters that were refused or could not be delivered. We show three of the five known NS examples (to 1851), and one of the two known (in this period) for NB.

Soldiers' letters From 1795, soldiers and seamen in the British armed forces were entitled to cheap postage while on active duty, 1d per letter. We show two letters with interesting content (1818, 1821), and the possibly unique India soldier's letter to Clyde River (NS). The concluding cover in the exhibit shows the MISSENT TO LIVERPOOL ENGLAND handstamp (Bermuda–Halifax–Liverpool–Halifax–Montreal), of which this is the second example to have been found.

Postal history of Nova Scotia & New Brunswick

Part I: to 1851

NS & NB ACQUIRED control of their postal systems from the G P O in 1851; this marks the endpoint of the exhibit. The provinces developed in parallel, N B having been carved out of N S after the Seven Years War (1756–63) resulted in Britain seizing almost all French colonies in northern North America.

Highlights

Eighteenth century mail (ordered by country of destination/origin, then by date)

- 1750–1, pre-post office, Halifax to Boston
- 1763, Groton (M A) to Annapolis Royal
- 1774, Windsor (N S)–Rhode Island, troy-rated
- 1783–5, U S–U E L settler post-Revolution
- 1794, Halifax–New York ship letter, pre-Jay Treaty
- 1766, N S–U K ship letter
- 1767, Lunenburg (N S)–U K Dockwra penny post
- 1772, N S–U K, British packet via New York, INLAND AND PACKET POSTAGE
- 1792, U K–N B, packet with British parliamentary privilege
- 1773, Chester (N S) to Lunenburg
- 1774, Halifax to La Have, from former N S Lt-Governor
- 1798, Quebec–N B.

Intercolonial and domestic mail, 1801–1851 (ordered by within N S–N B, with P E I, with Canada, with N E, within these by date)

- 1810 quadruple paid, Halifax to Fredericton
- 1815, Halifax to Fort Lawrence
- 1825 octuple, St John–Fredericton
- 1836, postmaster's privilege on dectuple cover
- 1832–42, free mail within, and to P E I
- 1843 letter bill, Annapolis–Granville (N S)
- 1824, Halifax–Charlottetown
- 1834 consignee's letter, Halifax–St Eleanors (P E I)
- 1808, Lower Canada–Halifax
- 1838, Montreal–St Andrews via Lake Champlain (U S), with double ferriage
- 7 June 1851, Upper Canada–New Brunswick, after Canada acquired control of its post office, but before N B did
- 1842, Newfoundland–Gut of Canso

Mail with U S, 1801–1851 (ordered by date)

- 1817, New York–Halifax
- 1836 & 1844, Cumberland and Amherst to U S, before the fire
- 1843–50, British packet mail
- 1848, retaliatory rates N S–U S
- 1850, Halifax–Boston by packet with early strike Halifax small nonserif tombstone

- 1844 & 1851, N B–U S express mail.

Packet mail with U K, 1801–1851 (ordered by date)

- 1807, U K–U C via Halifax, triple straightline
- 1816, P E I–U K via Halifax, two covers to same destination, carried on the same packet, but different rate schemes
- 1817 & 1823, London–N B, both with about two pounds in postage
- 1828, replacement for letter carried on the *Ariel*, which vanished without a trace
- 1830, Halifax–Scotland, postage over one pound
- 1837 & 1841, postal confusion between Liverpools and Halifaxes in N S and U K
- May 1839, packet N S–U K with no inland B N A charge (possible for only 2½ packets)
- January 1840, packet to Toronto via Halifax, early transatlantic envelope, free in U K, charged double in N S for envelope
- 1849, U K–N B with late fee at Liverpool

Ship letters, 1801–1851 (ordered by U K, U S, domestic, and within these, by date)

- 1801, London–Montreal via packet to Bermuda, sent as ship letter to Halifax, and received amazingly clear strike of Halifax crown ship letter handstamp
- 1817, N B–U K, Cove ship letter, crown striking out incorrect rate
- 1820, U K–N B via New York, with small FORWARD handstamp applied at St John
- 1826, quintuple half-packet ship letter
- 1842 & 1922, St John ship letter handstamp (New York–St John), with revival as paquebot marking
- 1841, New Orleans–N B ship letter
- 1837, N B–P E I ship letter
- 1846, quadruple Windsor–Halifax, with Windsor ship letter handstamp

Foreign mail (ordered by Europe, British colonies, other, and within these, by date)

- 1807, ship letter N S–Portugal, during Napoleonic occupation of Lisbon
- 1825, ship letter N B–Portugal via Newfoundland, with very early Barra do Porto handstamp
- 1851, packet N S–Spain
- 1799, Bahamas–N S via New York
- 1826, double packet Jamaica–U K–N S, discussion of treatment of slaves on plantation
- 1827, ship letter Jamaica–N S, with COMMERCIAL ROOMS (unofficial postal agent) handstamp
- 1838 & 1844, Grenada and St Kitts–N S and N B
- 1849, Antigua–N S with port-to-port rate
- 1851, India–N S ship letter
- 1829, Brazil–N S, letter and its duplicate, ship letters
- 1844, Puerto Rico–N S, Halifax double circle crown ship letter

Postmarks (ordered by kind, and then roughly by date)

- 1797, boxed Halifax straightline on letter P E I–U K
- 1793, straightline St John N:B
- 1827 & 1828, straightline St Johns N B and St John N B
- 1824, straightline Yarmouth
- 1830, straightline Richibucto
- 1824, straightline Windsor
- 1800, manuscript Great Falls and straightline Fredericton
- 1804, manuscript Annapolis
- 1806 & 1816, Pictou manuscripts
- 1806 & 1819, Windsor manuscripts
- 1826, triple manuscript and straightline

- 1826, 1827, & 1830, ● Gagetown, ● Kingston, ● Miramichi, and ● Woodstock manuscripts
- 1833 & 1834, St Stephens and St Stephen manuscripts
- 1836 & 1840, Dalhousie and Newcastle manuscripts
- 1824, Shelburne double circle precursor
- 1824–32, N S double circle P O S T O F F I C E: ● Pictou (earliest strike), ● Horton, ● Windsor, Annapolis, ● Cumberland (one of two reported), Arichat, Digby, ● Lunenburg, Antigonish, ● double double circle
- 1840, Guysboro double oval
- 1832, Bathurst double circle P O S T O F F I C E
- 1829, Miramichi * precursor
- 1832, controversial Chaleur Bay * precursor
- 1841, Kentville * on money letter wrapper
- 1842, Port Hood and Guysborough double circle crown
- 1850, Amherst PAID AT CROWN
- 1793, Halifax double enclosed arc
- 1815, odd Fredericton with date on rim
- 1845, Temporary-emergency at Amherst
- 1845, St John script *Too late* handstamp
- 1843 & 1850, Fredericton Advertised & not taken handstamp
- 1849, St John advertised not taken handstamp

Money letters

- 1842 & 1846, N S money letters
- 1843, N B money letter with handstamp
- 1848, Fredericton free money letter
- 1839, two N S money letter wrappers

Returned letter wrappers

- 1831, 1845, & 1846, N S returned letter wrappers
- 1851, N B returned letter wrapper

Soldiers' letters

- 1818 & 1821, N S–U K soldiers' letters
- 1834, India soldier's letter to N S
- 1851, U K–N S soldier's letter paid by penny red
- 1840, Bermuda–Halifax–Liverpool–Halifax–Montreal soldier's letter with MISSENT TO LIVERPOOL ENGLAND handstamp.

Code: ● > ● > ● > { } (respectively, red, blue, and dirty yellow bullets, and the empty set)

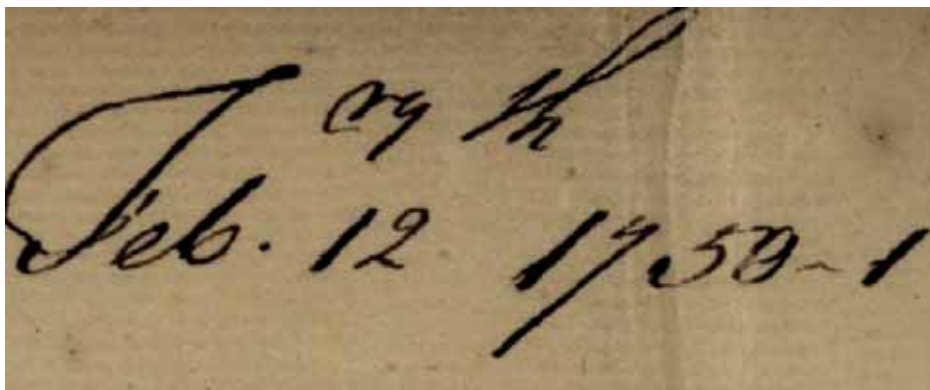
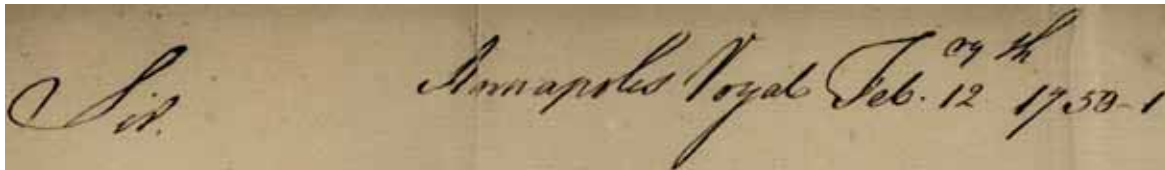
● (pink) signifies a group

Eighteenth century mail

Ordered by mail with the U S, mail with U K, and then domestic and with Canada.

Pre-post office, 1750–1

The first post office in NS (Halifax) opened 1754. So this 1750–1 cover must have been carried privately. Three earlier NS covers are reported in private hands in [11].



So large, even King George can read it.



Annapolis Royal–Boston, February 1750–1. At first glance, the year of the dateline seems to be 1759; but it actually reads 1750–1. The year began 24 March rather than 1 January (until the introduction of the Gregorian calendar in September 1752); so as to avoid ambiguity, both possible years were included in the date if it was in January or February. Had it been dated 1759, we would not have seen the alternative year.

The addressee, Thomas Hancock (1703–64), was a Boston merchant, and uncle of John Hancock. Letter is on the next page. The senders were Daniel and George Dyson. They ran a business in Annapolis Royal (NS provincial archives have some invoices sent by them), but I could not find out much more.

Contents of the letter

We Received yours of Jan. 23. and Observed
What you therein said in regard to the Ball we are indebted
to you, but find you had lost then the ours P.^r M^r Brown
wherein also was a Bill for you of Two Hundred Pounds
and likewise advise you that we had ordered our Corres-
pondent at Halifax to remit you Two hundred Pounds
which doubt not but you have received before this.

But we are very sorry our Affairs has been filled
with so many disappointments as to give you room to
write us so severe a Paragraph dated Jan. 26. we
suppose occasioned by paying Masons Bill which was
to send the Supplies for our Winter, and that was the
Reason of our Applying to you to Supply us as we
thought it was better than to Draw the Money out of
your Hands but you refused it but let that be as it will

Sir You may depend upon our Acting in your Affairs
so as not to be in the least detrimental to you (that is) we
thank God neither to have been we think without Remission
and you may depend upon our sending you your Ball
by the Return of the Spring Vessels and we now send
a Copy of the State of our Debt between us the Original
we sent you by the way of Halifax which doubt not but
you have received and hope to have your Answer P.^r first
Vessel when we hope to have it in our Powers to convince
you that our delays in Payments has not been owing
to any bad Principals but entirely to disappointments
and we are

Sir

Your very Obedient Servants
Daniel Dyson
Geo. Dyson

1763 Groton (MA) to Annapolis Royal

For
Henry Evans Esq
at
Annapolis Royal

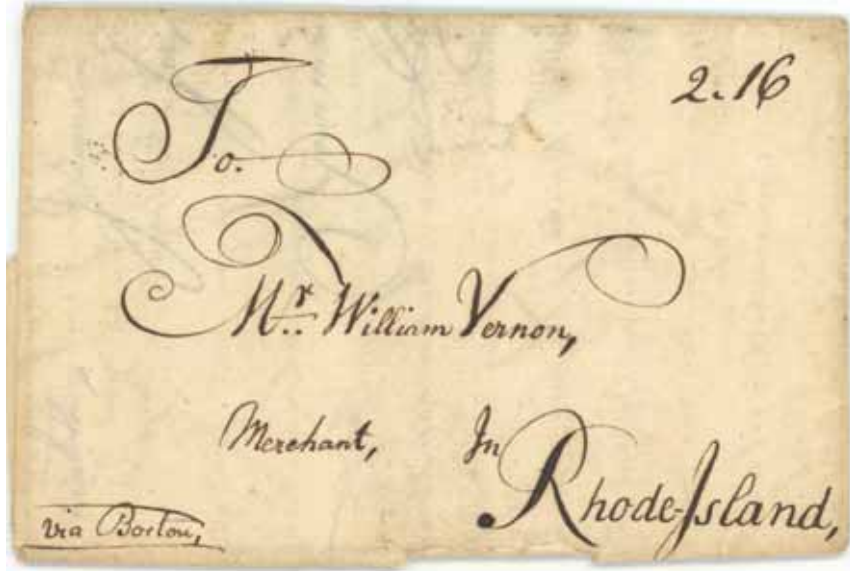
Groton-Annapolis Royal, 1763. Letter writer is Oliver Prescott (1731-1804), colonial-era physician, soldier, and judge. Addressee is Henry Evans (1728-1782), who led the Felch-Evans group of settlers from Boston to Annapolis on the *Charming Molly* in 1759. In 1761, he was appointed judge of court of pleas.

Dear Sir, I cheerfully embrace this opportunity to write to you & return you thanks for your former letters - I should have wrote to you much oftner if I could have found a Conveyance - it affords me the greatest satisfaction to hear of your Prosperity - & I hope I shall have the Pleasure of waiting upon you in New-England & particularly at my House, as you hinted it was your Design to make a visit among your Friends the next Fall - we have nothing but the best of News on this side the Province - we have been greatly favoured in our Family - we present our sincerest Regards to Mrs Evans & Betty - my little Son & Daughter give their Duty to you & Mrs Evans, & love to Mrs Betty - I am, with much Sincerity, your Friend & Aunt's Servant
Groton Aug: 18: 1763. Oliver Prescott

To Henry Evans Esq

NS troy rating, 1774

Possibly the only cover of Nova Scotian origin rated in troy.



Windsor (NS)–Rhode Island, 1774. Rated collect 2.16, that is, 2 dwt, 16 grains, equivalent to 8 d stg. Possibly made up from 4 d port to port rate (Halifax to Boston), and 4 d colonial rate (under 60 miles), Boston to Providence.

The De Lesderniers family emigrated from Switzerland, and settled the area around Windsor. Windsor did not have a post office until 1786, so this was presumably privately carried to Halifax.

Windsor in Nova Scotia May 12th 1774.

Sir,

I have this day drawn a draft on you, from Mr. Bart^l Kinsland, Merchant in Boston, twenty four pounds Lawfull Money. Which I hope you will be kind enough to duly Honour.

The interest due to this Instant is as follows.

The Church Money Interest in Feb. 1774	£ 10. 16. 10
Mr. John Japsons 2 ^d April 2 ^d "	£ 3. 2. 9
Mr. John Brantons 2 ^d May 2 ^d "	£ 8. 11. 1

I am in hopes that the order I drew on you for Mr. James Allen, the Gallies due them, would not amount to more, than 10 or 12 £ Law Money, that is if they have done me justice in disposing of my lay. There fore the 24 £ that I have drawn for I presume the Gallies due, but in case there is not for much as you would do me a great favour by answering my draft, and if you were so good as for to advance a little to make up the sum, I will willingly allow Interest till August when Mr. John Brantons interest money becomes due. And as the money is in your own hands you can run no risque, you will do me a sensible favour for this small sum it to help to get my summer supply of Merchandise from Boston if this opportunity, and unless my draft is hono^r'd, It will disappoint me of some of them, which would be a great Loss to me, as we have not always opportunity from this place to the Continent,

I should be glad to know if you would purchase a load of good boards, from the mechanics Mill, if I was to send them to you, and what you would,

Yours,

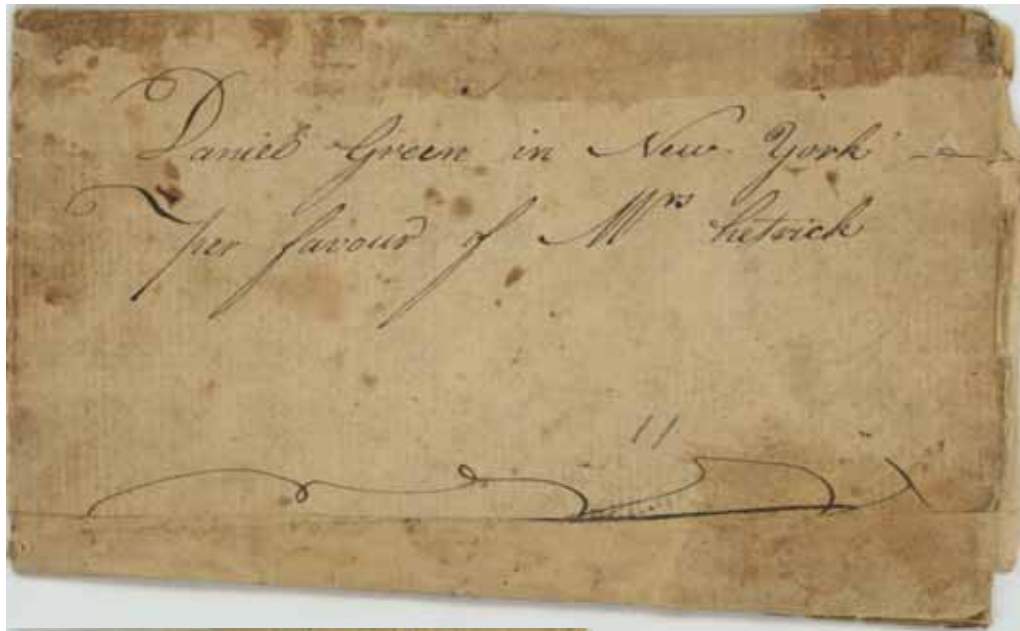
Give I thousand. If you would pay Cash or worth your Goods for them, I would supply you a load or two, if we could agree for the price and payment, we deal much to mechanics from this place, I beg your answer.

Mr. De Lesdernier joins me in most respectful Compliments to you, we beg to acquaint you that the Children of the late Capt Dord in, are in good health,

I remain,
 Sir,
 With utmost Respect,
 Your most Obedt^l Humble servant,
 M^r. De Lesdernier

Post-Revolutionary War, US to British Colonies, 1783–5

The Treaty of Paris 1783 settled the Revolutionary War, but mail to (or other communication with) British colonies in North America was not permitted until at least several years after the war. So mail had to be carried privately. Here are three letters in this period to the Green family, founders of Green Shore, which eventually became Summerside in P E I. Contents of the letters over the next few pages.



Philadelphia–New York (during British occupation), March 1782 (New York was not evacuated by the British until November). From George Oat (father-in-law) to Daniel Green, carried (or smuggled) by a Mrs Fret-erick.

A close-up photograph of the date written on the letter envelope. The text reads: "Philadelphia March 16th 1782".

Pennsburg (near Philadelphia)–Bredich (Partridge) Island (NS), 1784. Ms Per Favour, Thomas Nye. Partridge Island is located at the mouth of the Saint John River; many Loyalists were located there.



Portsmouth (ME)–Gagetown (NB), 1785. By this time, the Greens had moved up the river to Gagetown.

A close-up photograph of the date written on the letter envelope. The text reads: "Portsmouth Jan 9th 1785".

Contents of the letters

To Philadelphia March 16th 1783

Dear daughter we embrace this Opportunity in the favour of Mr
Petrick amongst many Others of Letting you know that we are all
in good health hoping these may find you in the Same it
would give us great Satisfaction to ont more reciev a Letter
from you as we wish to know the Situation of life you live
in and what you live and the number of your family as
we have not reciev a Line from you the five year which
give us reasons to think that you dont in brace oportunities
we have had know accounts of your Brother JosueB not
since last April and then he was not at home they had
two Sons one John and the other George no more at
present your Brother and Sisters Josue with us in Love to
you Both

Believe me to be your tender and
Affectionate Father

George Cat

Please when you write
to Direct to Mr Petrick

Contents of the letters

Dear Brother I Received Your of the 29th of July Last by
Mr. Hooper which is the first that I have Received from You since
Your Removal from hence - I Take this Opportunity of In-
forming You of the Death of Your Brother Gilbert who De-
parted this Life the fourth Day of December 1784 the Letter You
mentions of Last may with the Power of Attorney by James
Williams I never Received what Your Father in Law might
Do I Cannot tell Our Brother William was here Last Spring
was a Twelve month agoe his Wife Dyed at Our house the 3^d
Day of November 1784 about a Month Before the Death of my
Husband and In January following I buried Our Youngest Child
I Expect Your Father in Law will Take Care of what You
left here and make the Best of it for You - William
when he was here Expected to be Back Again Last Spring
But I have heard Nothing from him Since Our Brother
in Law Killger and his Family have moved Back to
the Ohio River so that I Can Give no Account of them
I am Keeping house at Present for Robert Crozer at
Pennsbury and have all my five Children with me and all
in Health at Present as I Sincerely Hope these may find
You and Yours I have Informed Your Father
in

Contents of the letters

in Law of Mr. Hoopers going ~~off~~ That He may
have An Opportunity of Doing some thing for you
as I have nothing to do with what you Left here
if I had you might Depend on Endeavouring
for the Best — So I conclude with my love to
You and Your Family Your Loving Sister
Sept: 19th 1784
Rosanna Green

I take this opportunity of writing to you I should
be glad to see you if there is a thing I could do for you
if you could thought though you wold have it I can I wold do it
for you my Brother Joseph has paid William green for his Bond in town
times is very trouble some and takes very high
From Thy friend
Robert Cooper

Pennsburg—Partridge Island, second page, 1784. Main letter written by Rosanna Green, additional paragraph by Robert Cooper, a friend.

Contents of the letters

Portsmouth Jan^y 9th 1785.

Sir

Thus to Inform you that we are all
In Good Health at present hoping you &
your family Enjoye the same Blessing. I
Wrote last February to you by one Warner
~~but~~ and was in hope of receiving a line at
his return but never did. I Allege it to his
Neglect in not delivering my letter now being
Certain of this being delivered if the Gentleman
Arrives I should be very Glad if you would
Inform me of your Health Situation &c. as
Nothing gives me more Satisfaction than to
hear of my Friends Welfare I have much more
Considerable Trouble within this two years
Last fall a year the loss of two promising
Little Sons want of employment that
Suted me &c. we have the Oldest and a
Daughter which is all the Children we have
the youngest is about three months old
Named Sarah I am now bound to North
Carolina at my return I shall hope to hear
from you if you are in Gaytown.
so, I shall conclude with the Duty and
love to you Mrs Greene the little Family
Likewise my own to them all I shall
subscribe my self your loving brother

Israel Oat

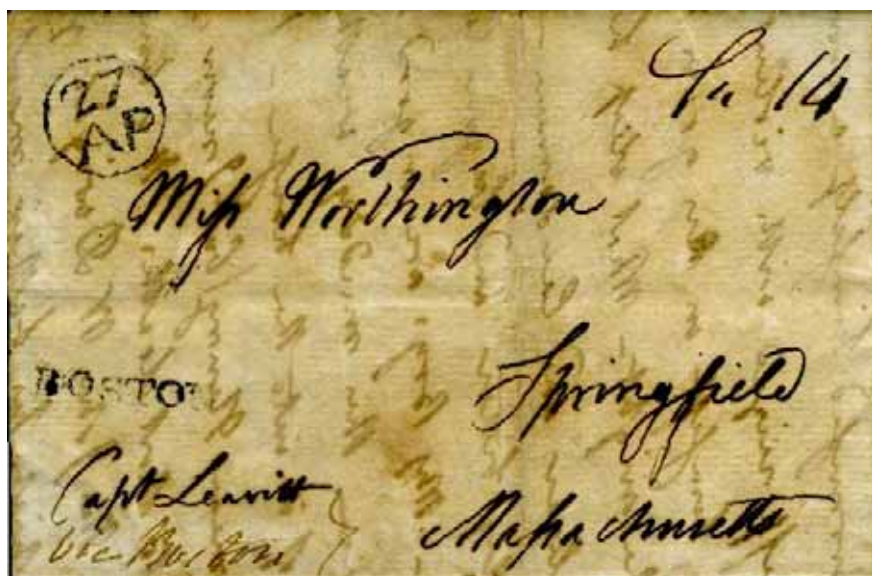
Portsmouth-Gagetown, 1785. From Israel Oat, brother-in-law of Daniel Green.

NS, NB-US, 1794 & 1798



Halifax–New York, 1794. Carried privately to New York, charged 4¢ incoming ship letter fee. Predates by less than a year the Jay Treaty.

A close-up photograph of a handwritten date in cursive script: 'Halifax June 18th 1794'. The ink is dark and the paper is light-colored.



St John (NB)–Boston, 1798. Rated collect *Sh(ip)* 14 ¢, made up from 4¢ incoming ship letter fee, and 10¢ US rate, Boston–Springfield, 61–100 miles. Ms *Capt Leavitt, via Boston*. Straightline BOSTON, where Bishop mark was applied.

A close-up photograph of a handwritten date in cursive script: 'Saint John April 6 1798'. The ink is dark and the paper is light-colored.

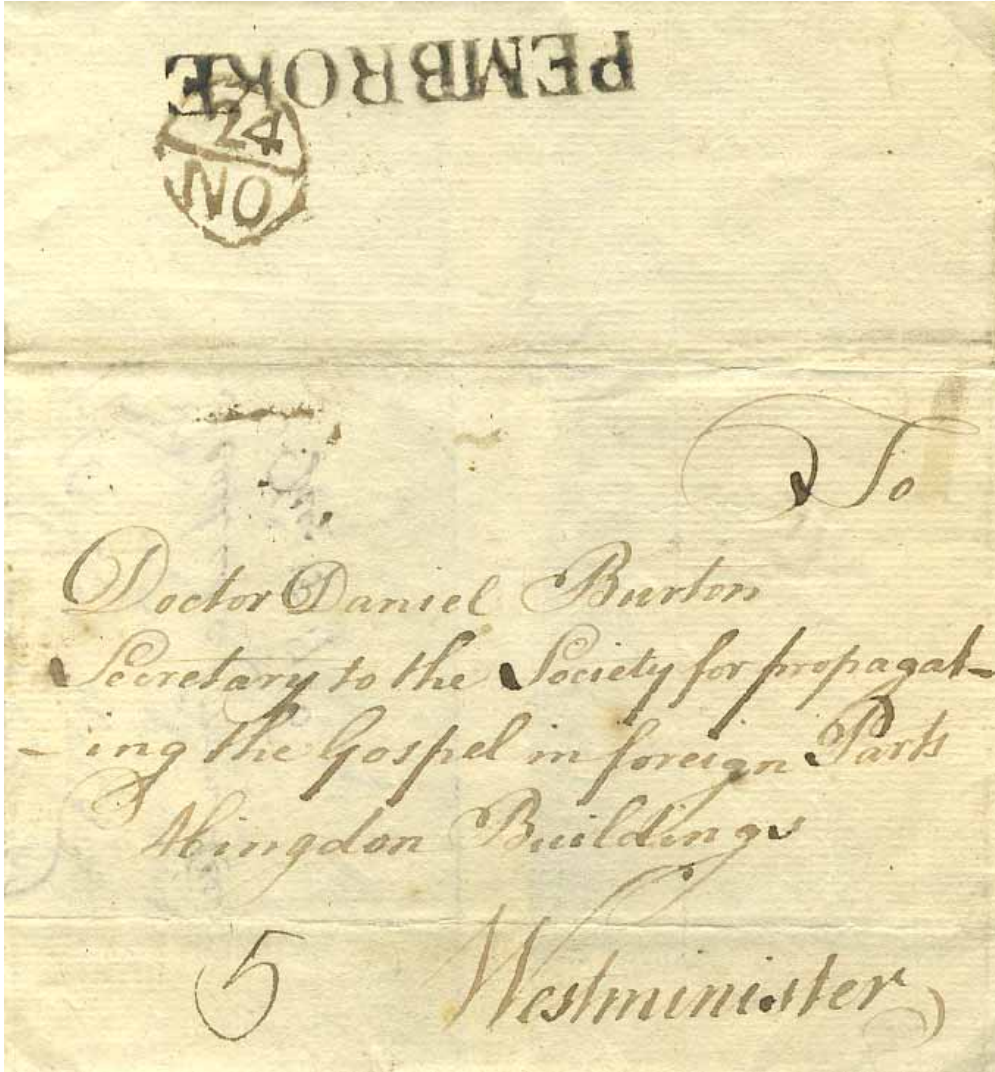
Halifax–Rhode Island, 1799



Halifax–Newport (RI), via New York, 1799. Straightline **HALIFAX** (showing bounding circle); Halifax **POST PAID**. Prepaid 4½ d cy, equivalent to 4 d stg, apparently the rate by British packet, Halifax–New York; then charged 17¢ U s postage, New York to Newport.

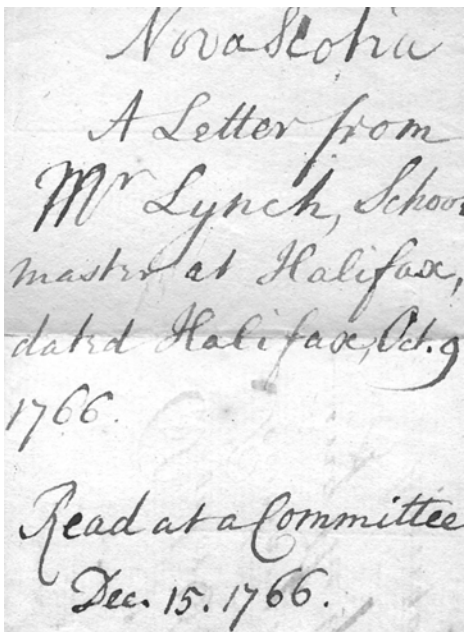
NS to UK (ship letter), 1766

Carried by private ship not under contract to the post office or the Admiralty. In 1765, the rates on incoming (to the UK) ship letters were modified to flat 1d ship letter fee plus internal UK postage, to be paid by the recipient.

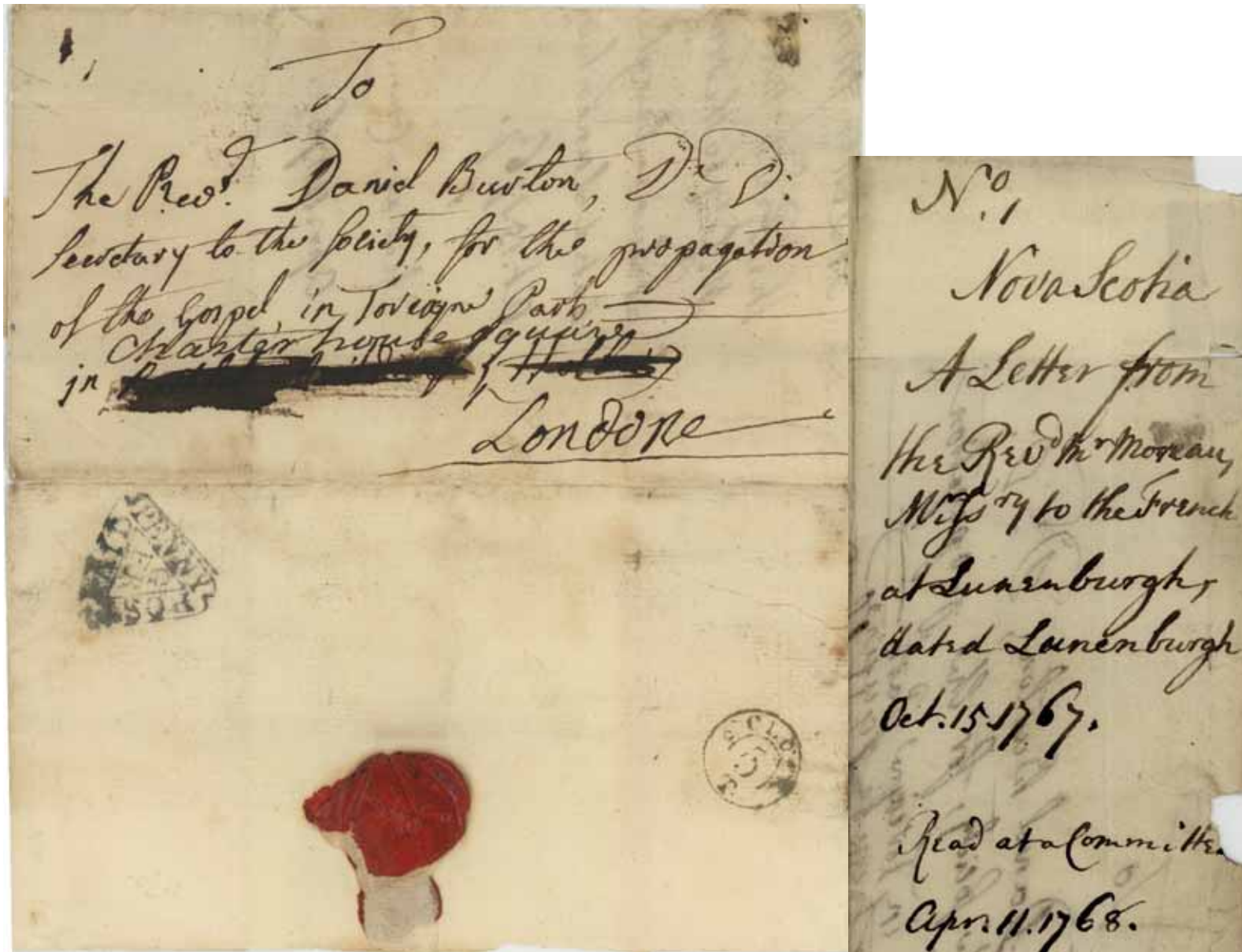


Early ship letter, Halifax to London, 9 October 1766. Rated 1d ship letter fee and 4d over 80 miles within England & Wales from port to destination, totalling 5d.

Straightline **PEMBROKE** (Wales), likely port of arrival, Bishop mark dated 24 NO applied at London.



Nova Scotia–UK, Dockwra penny post, 1767–8



Lunenburg (NS)–London, 1767–8. Dockwra PAID PENNY POST G FR (general office), posted at 5 o'clock. Presumably carried privately to London. A letter from the Revd Mr Moreau, missionary to the French at Lunenburg, dated Oct 15 1767. Recd at Committee April 11. 1768. Same addressee as 1766 ship letter.

NS–UK, British packet from New York via Boston, 1772

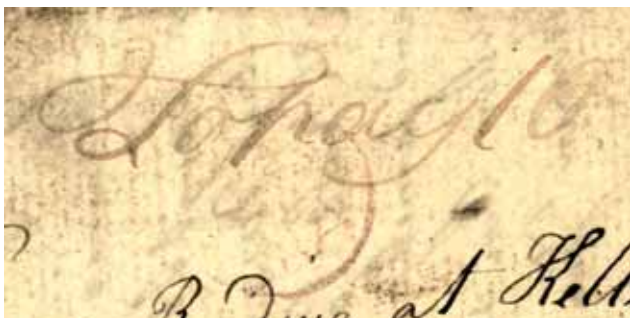
Letter on next page



Eglinton (NS)–Dumfries (Scotland), 1772. According to contents, Eglinton is on the Windsor Road, 24 miles from Halifax. It had no post office, and does not seem to exist as an entity now.

Carried to Boston, where it received the pink Bishop mark (upper right), and charged *To pay 10 d stg*, for the trip Boston–New York (in effect from 1765). At lower right is a faint inverted partial straightline **BO** of Boston (the terminal two letters are also barely visible). Arriving in New York, it was struck with the two-line straightline NEW YORK. At London, a Bishop mark dated **20 IY** (20 July) was applied. That puts it aboard the packet ship *Harriet*, under Captain Oak.

At London, the **IN^D AND PAC^T POSTAGE** accounting mark was applied (one of only two known on covers from what is now Canada), with a rate of 1/10, made up from 1/- packet rate from New York (1765–97) and the previous 10 d. In the same period, incoming letters were charged inland rates from London. In Scotland, an additional 6 d (London–Kirkaldy) was added, *In all 2/4*. *with a lot of help from Tim O'Connor (US)*



To pay 10 and Boston Bishop mark, with month **MA**.



Inverted **BO**, initial segment of Boston straightline; appears lower right. Even fainter **ON** appears above the *I* in *In all*

Edmonton April, 8, 1772

D. Brothers

I have rec^d your Letter, Dated September 9th & I am
Very glad to Hear you are all well; hoping these few lines will find you
So again. If you have wrote so often as you say I Wonder I have rec^d none
of them. For the Last I rec^d before this was dated June 11, 1769 - and None
I and my Son and Daughter, are Bless'd be the Almighty in
Pretty good health. Except a little fit my Daughter has taken of Rickets
But I think its only cold and will soon wear off - You Desire I would
Lett you know my Childrens age - My Son who if was with Child
With when I came from Scotland (by M. Welch who tell me is Dead)

The Country (of which Mine is One) of Entertainment Men for the
go to Town to Market. The things they chiefly carry to Halifax (that Town)
is Oxen, Fat Sheep, Butter, and Cheese But nothing in the bread way
comes from Philadelphia, they formerly got all their Meat from New England, but
the Country here Begins to be thick enough to cover the Market they have not got
the way of Making Bread or any thing that way in this Country Except coarse
Bread (Sour Linen) for their Selves fine Linen, and fine Bread, they buy in
Town and that keeps or farmers Dow. For they are all poor people that comes from
New England and Ireland to settle here and there is ready to encourage Manufacture
of the more in my Next - Provisions are pretty Dear, for as I told you before
Flour comes from Philadelphia And they have sent so much from that
Place this last Summer for the use of the Russian Army that it is scarce and
Dear and when bought the Halifax is 18 and 19 shillings a hundred. But as the
People in the Country raise their own bread I dont hunt them much

I shall Conclude with Desiring you to Remember me to
and family and all Inquiries please and My Children
me in Our sincere good wishes for you and Spouse and son and I
Remain your affectionat father while
to Mr W. Morrison) Chris^{ty} Montgomerie

I had to Smith I have Inquired Directly concerning him But cant
Learn any thing of him so give you some trouble about Writing
of him, if I can gett any Intelligence of him (but I fear I cant) I will
Lett you word

Pray Let me know in your Next how your Sister Marry is and how
you may Direct (and Dont Neglect Writing) your Letter in the follow
Manner To Mr Christian Montgomerie Living on the River
at Halifax
Read 24 Miles from Halifax

I hope my Nephew is a good Lad and I would be glad of a Letter from his own
hand I am thank of no more at present
Nova-Scotia

NS-UK ship letters, 1789 & 1791



Halifax-London (UK), ship letter, 1789. Rated collect 1N stg, made up from incoming ship letter fee (4 d) plus mileage, Greenock (Scotland)-London. **SHIP**, applied at Greenock (Robertson s-2), known 1763-92.

Halifax 19th Dec^r 1789



Halifax to London, 2 December 1791. Rated collect 5: 1d ship letter fee and 4d over 80 miles within England & Wales from port to destination.

Straightline DEAL SHIP-LRE (Robertson s4, known 1790-1794) port of arrival. Common London receiver, dated DE 20.

Halifax 2^d December 1791

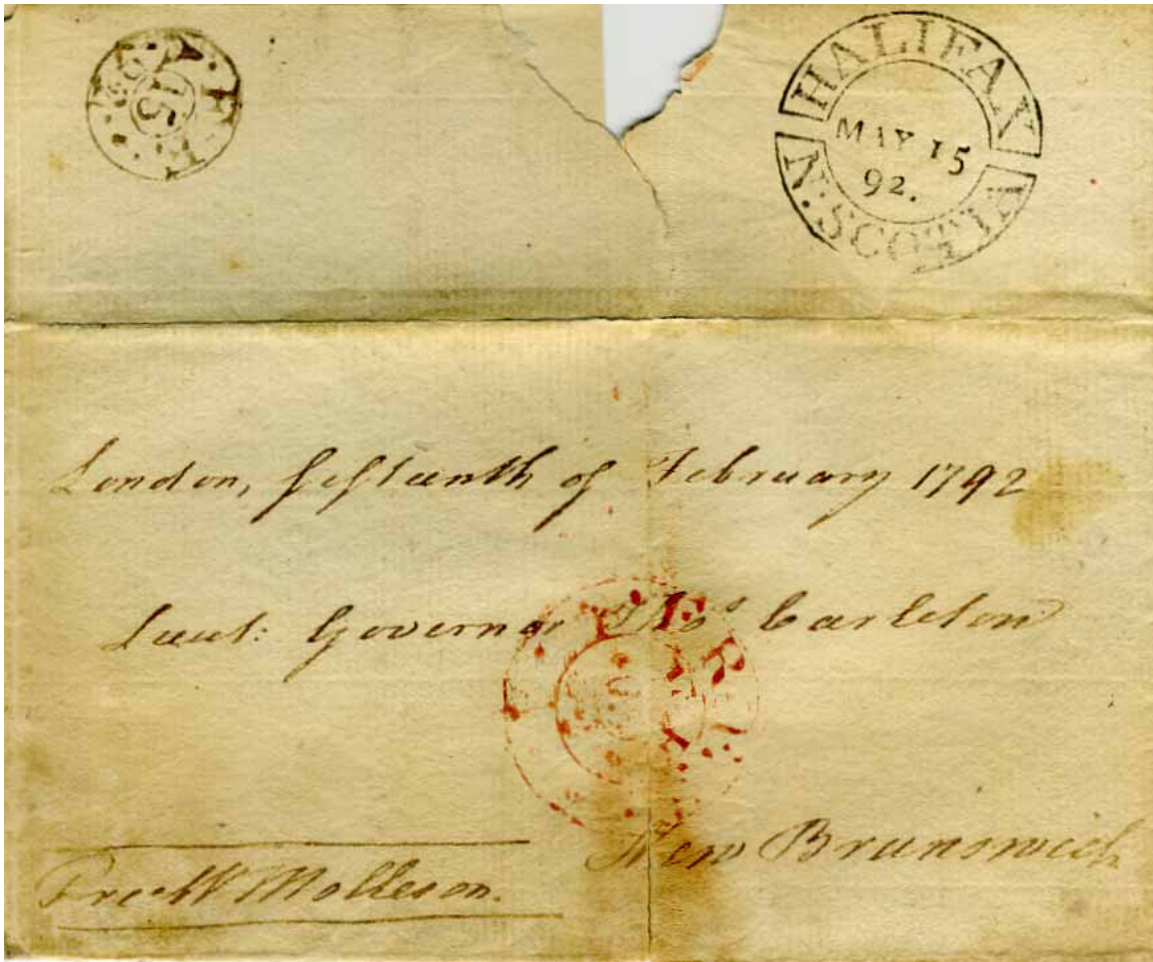


Free mail

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

Parliamentary privilege, 1792

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



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

Red (Parliamentary) **FREE** dated handstamp (Lovegrove JL11), known used for 16 months. Small double circle London datestamp. Halifax double split circle (MacDonald HAL4b, known 1788–96). Addressed to Lt-Governor Carleton, explaining why there is no BNA postage charged.

Scotland to PEI via Falmouth–Halifax packet, 1798

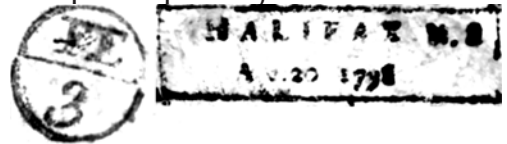
Outgoing (Falmouth) packet rate was 1/- per rate plus internal UK rate *via London* 1765–1797; the latter was altered to internal UK rate *direct* to Falmouth (1797–1805).



Edinburgh to PEI, via Halifax, 1798. Rated prepaid Pd 4/4, double combined (1/- packet from Falmouth & internal rate for *direct* mail Edinburgh–Falmouth (1/2); charged 3½, made up of 1d cy delivery fee to the port of Halifax, and internal BNA ship letter fee (2d stg = 2½d cy), seldom seen to PEI.

Edinburgh Bishop mark (style in use to 1806), London double circle PAID with four-figure year at base (1795–1801); small boxed HALIFAX N.S (1797–99, fewer than five examples reported).

Prince Edward Island was known as Isle St John until 1799.



Domestic and Canadian mail

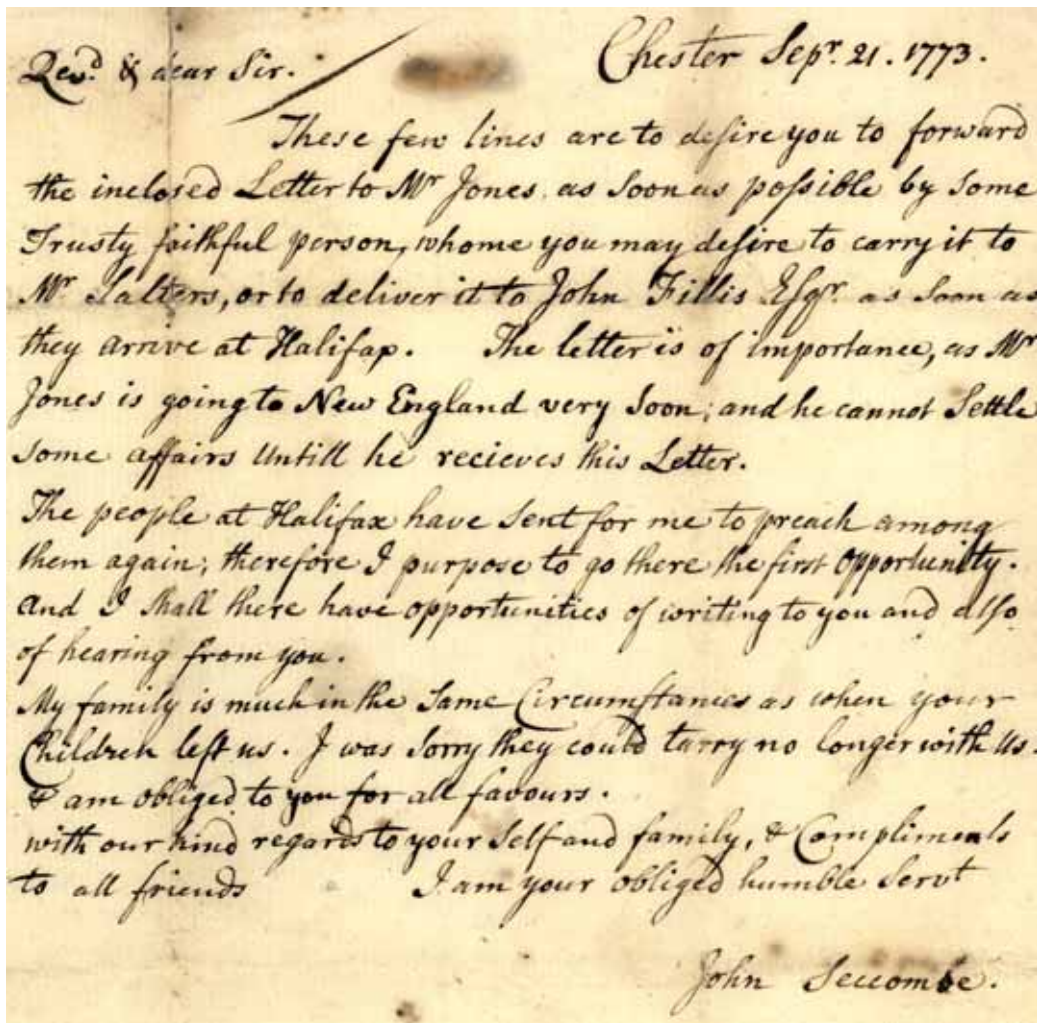
Early domestic



Chester (NS)–Lunenburg, 1773. Seemingly 6 at the bottom, although it could be something else. No postal routes are known to have existed at this time, so it could not have been through the post. The distance was about 25 miles.

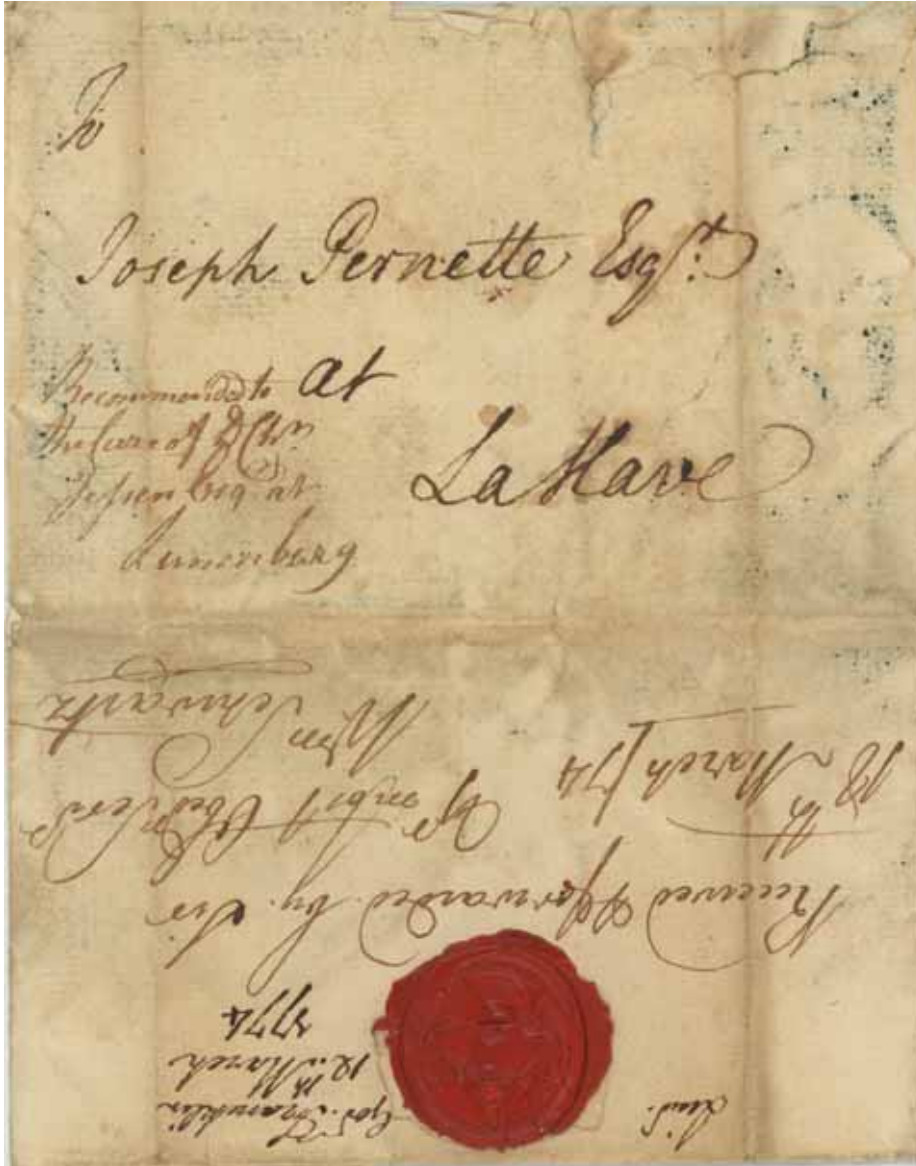
The letter was written by the Rev John Seccombe (1708–92), one of the founders (in 1761) of a settlement in the Chester area, originally called Shoreham. The addressee, Bruen Romkes Comingo (1723–1820), was the first Presbyterian minister ordained in Canada (and by Seccombe).

The letter enclosed a letter which was to be forwarded to people on their arrival at Halifax.



Private carriage, 1774

The Halifax post office had opened in 1754; however, no N S mail routes existed twenty years later. This letter from former Lieutenant-Governor Michael Francklin (at Halifax) [1733–82; served 1766–72] to La Have (just 70 km along the coast) had to be carried privately.



Dear Sir Your most obedt Servt
Mich. Francklin

Halifax–La Have, 1774. Carried by favour. La Have was the former capital of Acadie; in Lunenburg County, there was no post office of this name until the 1840s.

Received & forwarded by Sir Yr most obedient Servt Wm Schwartz, 18 March 74.

Recommended to the care of D Chr Jessen Esqr at Lunenburg.

Docketing reads, Governor Francklin, 12th March 1774, although he had been out of office for two years.

By favour NS–NB, 1787

J. J. Odier Esq.
Merch^t
St Johns
83

Per the Schooner Jane

C. C. Hall to
J. J. Odier Esq.
Halifax 13th June 87

Halifax–St Johns (alternative name for St John), 1787. Per the Schooner Jane.

Quebec–NB, 1798

Eighteenth century mail between (Lower) Canada and NB is almost nonexistent.



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.

Intercolonial and domestic mail, 1801–1851

NB & NS domestic

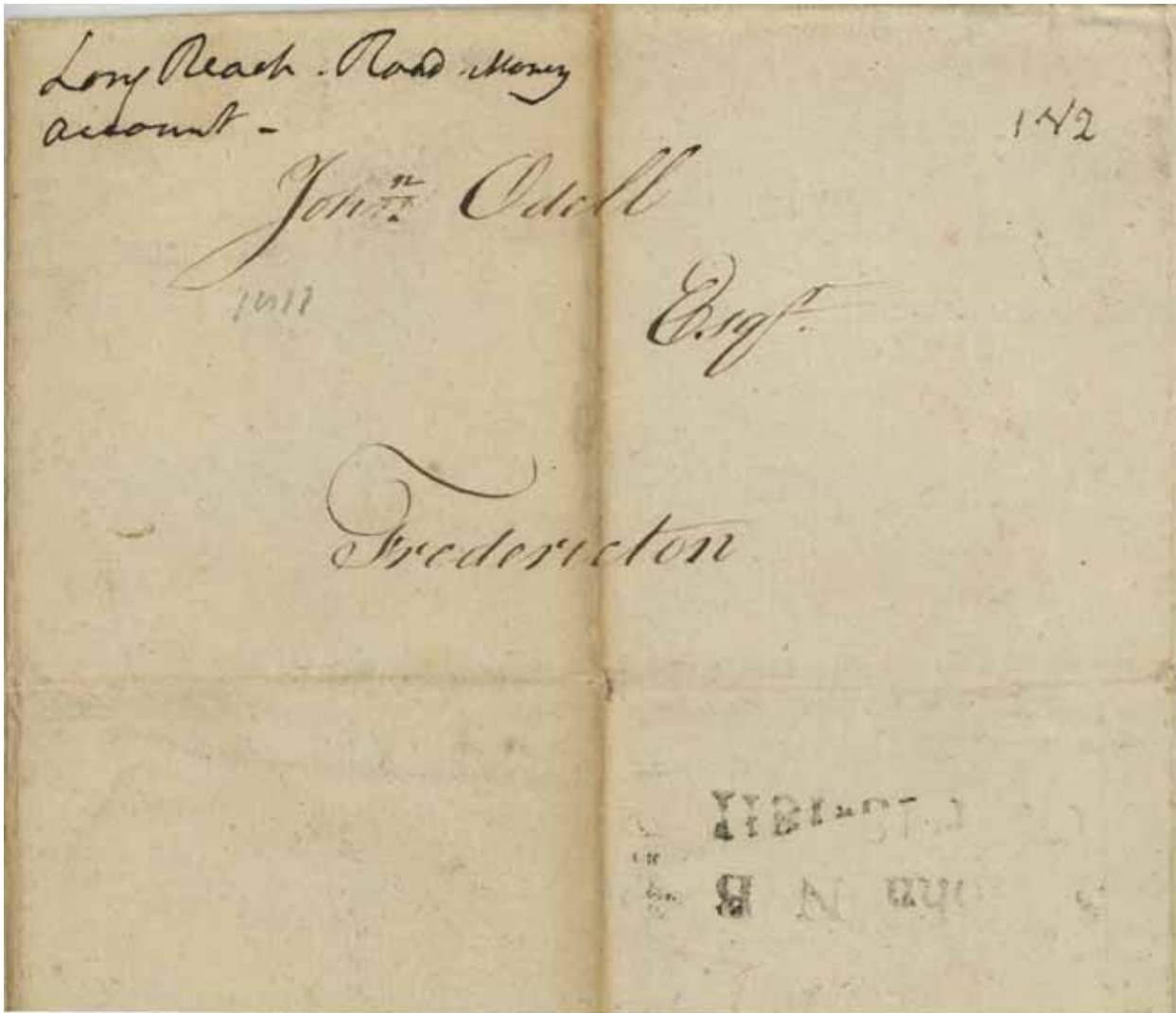
Charges for letter mail within NB and NS depended (very roughly) on distance, and were a hodge-podge. Every pair of offices had a distinct rate, sometimes depending on direction or season. There were rate modifications in 1835, and finally, in 1843, rates came to be determined strictly by road mileage, with the same rate schedule as for the Province of Canada.

Multiple rates were determined by enclosures or weight in quarter ounces, exactly as in Canada, until January 1844, when the rates were per half-ounce.

In addition, collect (that is, initially unpaid) letters were charged at every post office they went through. At a way office, there was a way office fee of 2 d. This ceased in 1844.

Letters could be either fully prepaid or fully unpaid; partially prepayment was not permitted (with the obvious exceptions of prepaid letters subject to additional charges en route, such as forwarding, or determination that the weight or number of sheets had been underestimated).

Some offices, such as Halifax and Fredericton, had local delivery service; the fee was a flat 1 d.

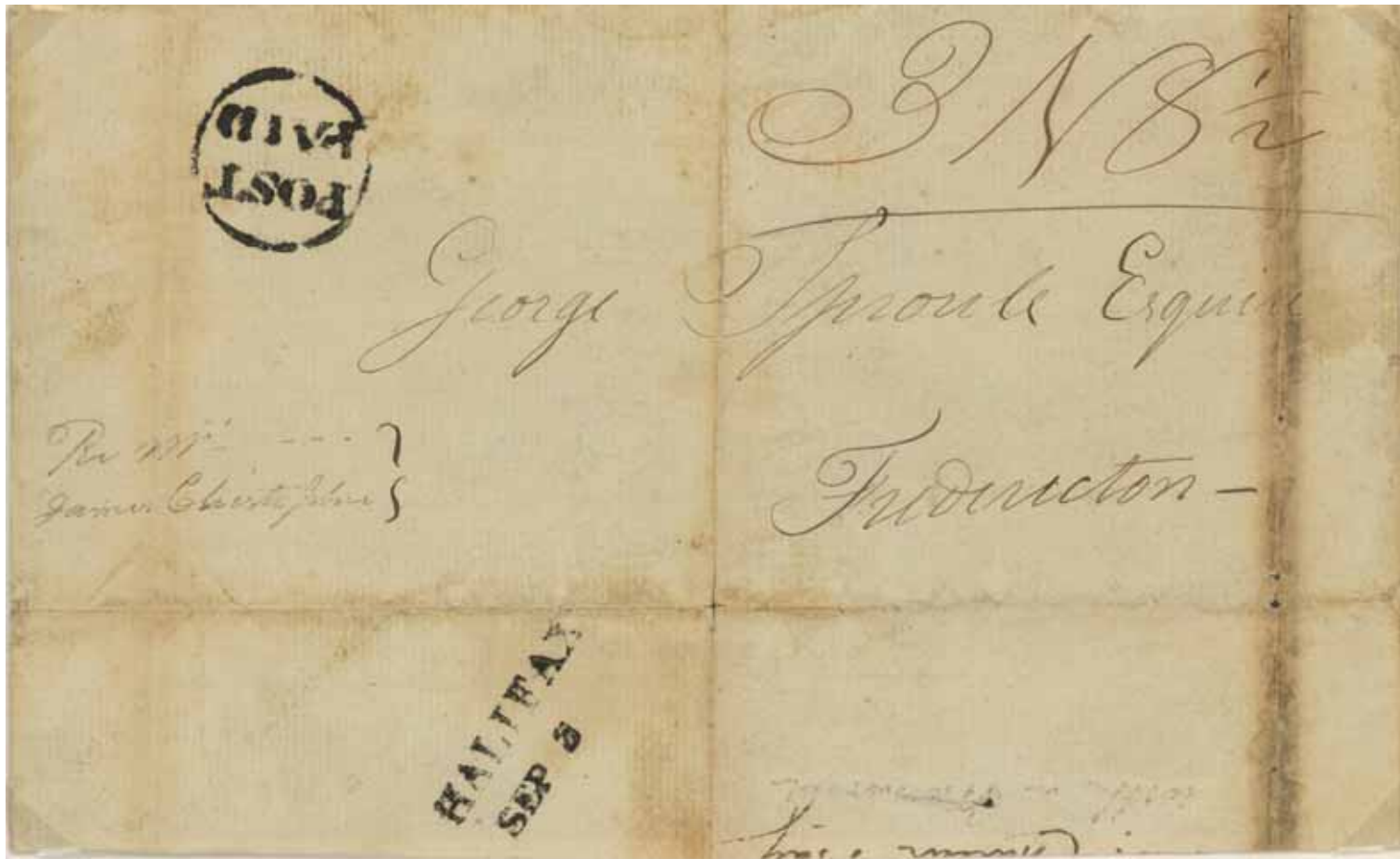


St John–Fredericton, 1811. Rated collect 1/2 cy, double 7 d.

Poorly inked **St John N*B** straightline, known 1795–1820.

Halifax–Fredericton, 1810

Rates were originally given in sterling and had to be converted to currency (this changed soon after 1810). One of the few examples where we can definitively say that the multiple rate was determined first in sterling, then converted to currency (rather than simply multiplying the single rate in currency, which is what usually occurred).



Halifax–Fredericton, quadruple, 1810. Prepaid. Rate Halifax–Fredericton was 10 d stg; quadrupled, this is $3/4$ d stg, which converts to $3/8\frac{1}{2}$ cy. If the usual order of operations took place, the rate would have been 4×11 d = $3/8$.

Halifax encircled **POST PAID** handstamp known 1790–1815. Straightline HALIFAX known 1804–7 and 1810–2.

13th August 1810
Geo. Cowell of Edm

Halifax to Fort Lawrence, 1815

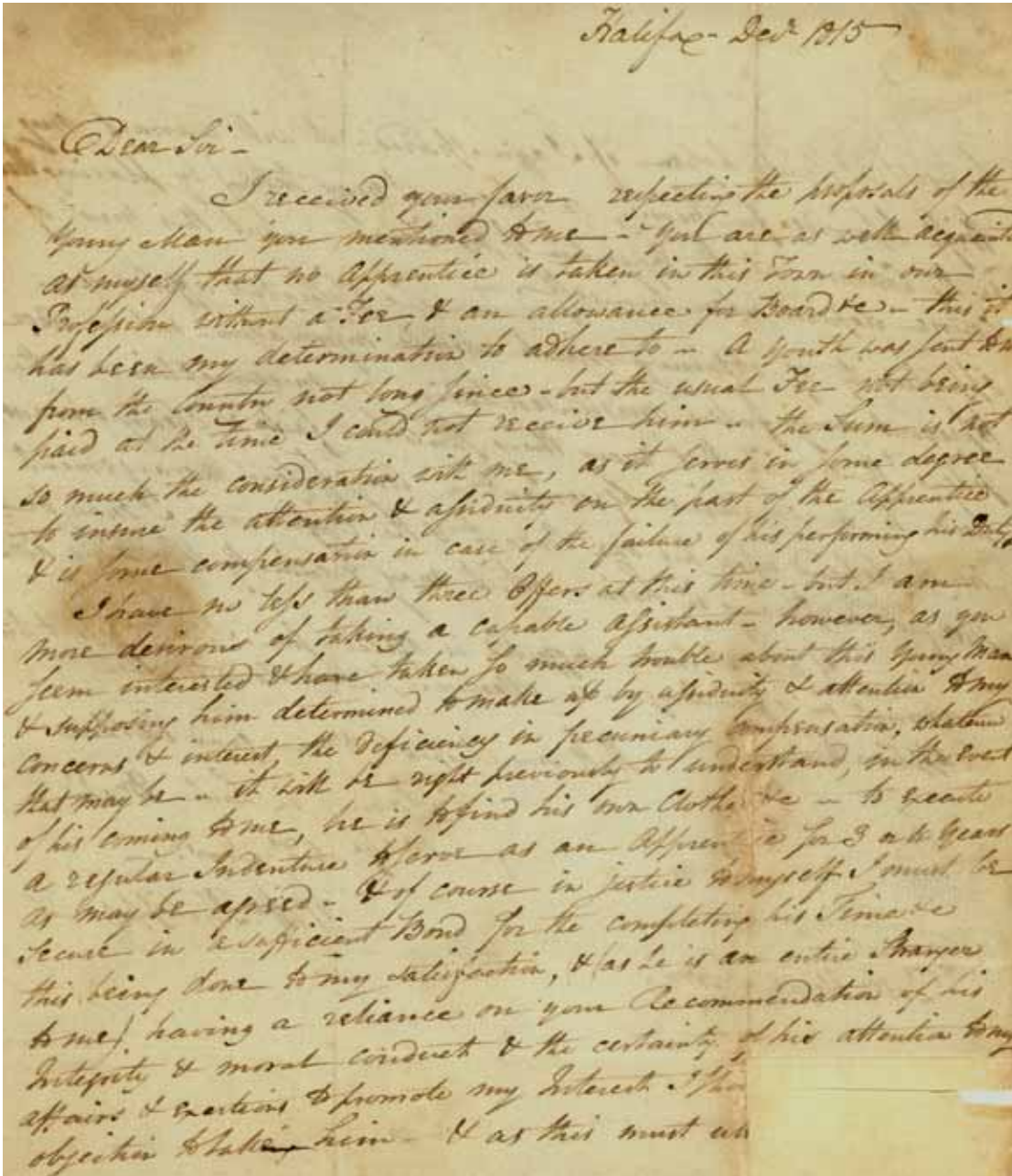
Fort Lawrence (Cumberland Co, NS) was near the NS/NB border, and was the predecessor of Cumberland/Amherst. A post office may have existed here prior to 1825 (no postmarks are known). The Cumberland office was opened in 1825, and the name Fort Lawrence appears to have been extinguished.



Doct. Elijah Purdy
Fort Lawrence
Cumberland

I have been thinking of your proposal, it will warrant any
bill of exchange for him, as above, & may be taken in paying him
to the Director at the expense of the Govt. but the kind of
course depend upon himself. The Director agrees an
Apprentice of obtaining much useful information, but in case
of great and future mind extending to his own or other
jobs. It will not be some time that he will be able to do
him to a suitable agreement. The future arrangement
must depend upon his own talent & the conference I may be
able to procure in him. which may probably be the advantage
if it will be agreed in April upon what he will be
allowed to do. I am, Sir, your obedient servant
J. M. Purdy

Halifax-Fort Lawrence, 1815. Rated 9^o d cy.



Halifax - Dec 1815

Dear Sir -

I received your favor respecting the proposals of the
young man you mentioned to me. You are as well acquainted
as myself that no Apprentice is taken in this town in our
Profession without a Fee & an allowance for Board &c. This is
has been my determination to adhere to. A youth was sent on
from the Country not long since - but the usual Fee not being
paid at the time I could not receive him. The sum is not
so much the consideration with me, as it serves in some degree
to insure the attention & assiduity on the part of the Apprentice
& is some compensation in case of the failure of his performing his Duty.

I have no less than three Offers at this time - but I am
more desirous of taking a capable Assistant - however, as you
seem interested & have taken so much trouble about this young man
& supposing him determined to make up by assiduity & attention of my
Concerns to intirent the deficiency in pecuniary compensation, whatever
that may be. It will be right previous to understand, in the event
of his coming to me, he is to find his own Clothing - to recede
a regular Indenture & serve as an Apprentice for 3 or 4 Years
as may be agreed. Of course in justice to myself I must be
secure in a sufficient Bond for the completing his Time -
this being done to my satisfaction, & as he is an entire Stranger
to me, having a reliance on your Recommendation of his
Integrity & moral conduct & the certainty of his attention to my
affairs & exertions to promote my Interest. The
objection of taking him - & as this must be

NB distance table

										<i>Quebec</i>										
										<i>Ouelle</i>	78									
										<i>Portage</i>	32	110								
										<i>Long's</i>	36	68	146							
										<i>Indian Village</i>	42	78	110	188						
										<i>Great Falls</i>	40	82	118	150	228					
										<i>Tobique</i>	21	61	103	139	171	219				
										<i>Basque Isle</i>	28	49	89	131	167	199	277			
										<i>Madanaki</i>	20	48	69	109	151	187	219	297		
										<i>Narhawiikic</i>	27	57	75	96	136	178	214	246	324	
										<i>Fredericton</i>	32	59	79	107	128	168	210	246	298	356

Table of distances from Fredericton to Quebec

				<i>From Fredericton to St. John</i>										
				<i>St. John</i>						<i>St. John</i>				
				<i>Baxters</i>	32					<i>Mathews</i>	19			
				<i>Watson</i>	45	47				<i>Gillans</i>	21	48		
				<i>Toby</i>	59	54	66			<i>Bremocle</i>	14	35	54	
				<i>St. 20</i>	39	54	86			<i>Fredericton</i>	12	26	47	66

Mileage between offices in New Brunswick, ca 1826. Watermarked **J Rump** 1826. Many of the names require interpretation, and many did not have a post office until much later (and some refer to way offices).

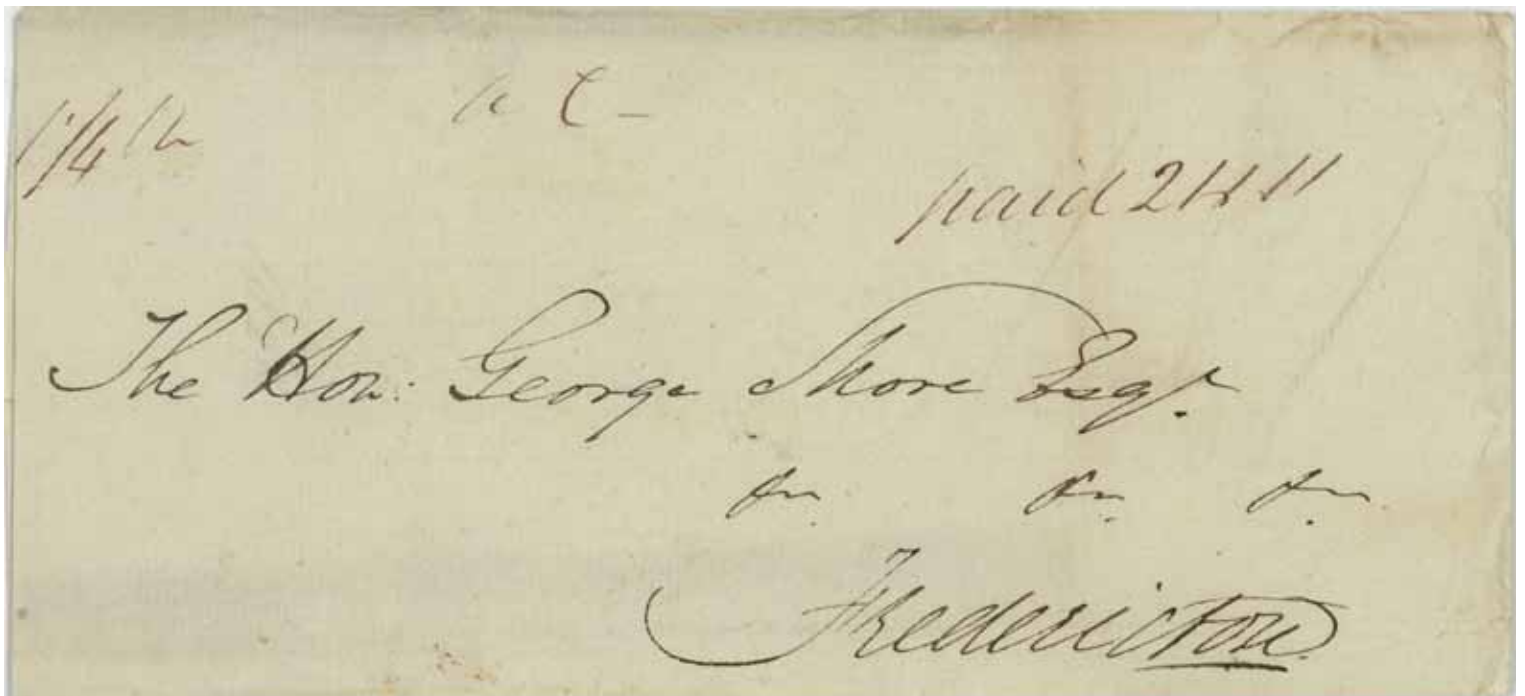
Ouelle: Rivière Ouelle, LC; *Long's*: may be a settlement at the end of Long Lake, NB; *Indian Village*: Edmunston, NB; *Great Falls*: Grand Falls, NB; *Narhawiikic*: Narkavic, NB. On the lower two tables, *Baxter's*, *Watson's*, *Toby's*, *Mathew's*, *Gillan's* likely are the names of the way office keepers (possibly also owners of inns along the routes).

Rates were loosely based on distance, except that to or from U & LC, were strictly by road mileage.

NB, quadruple and quintuple

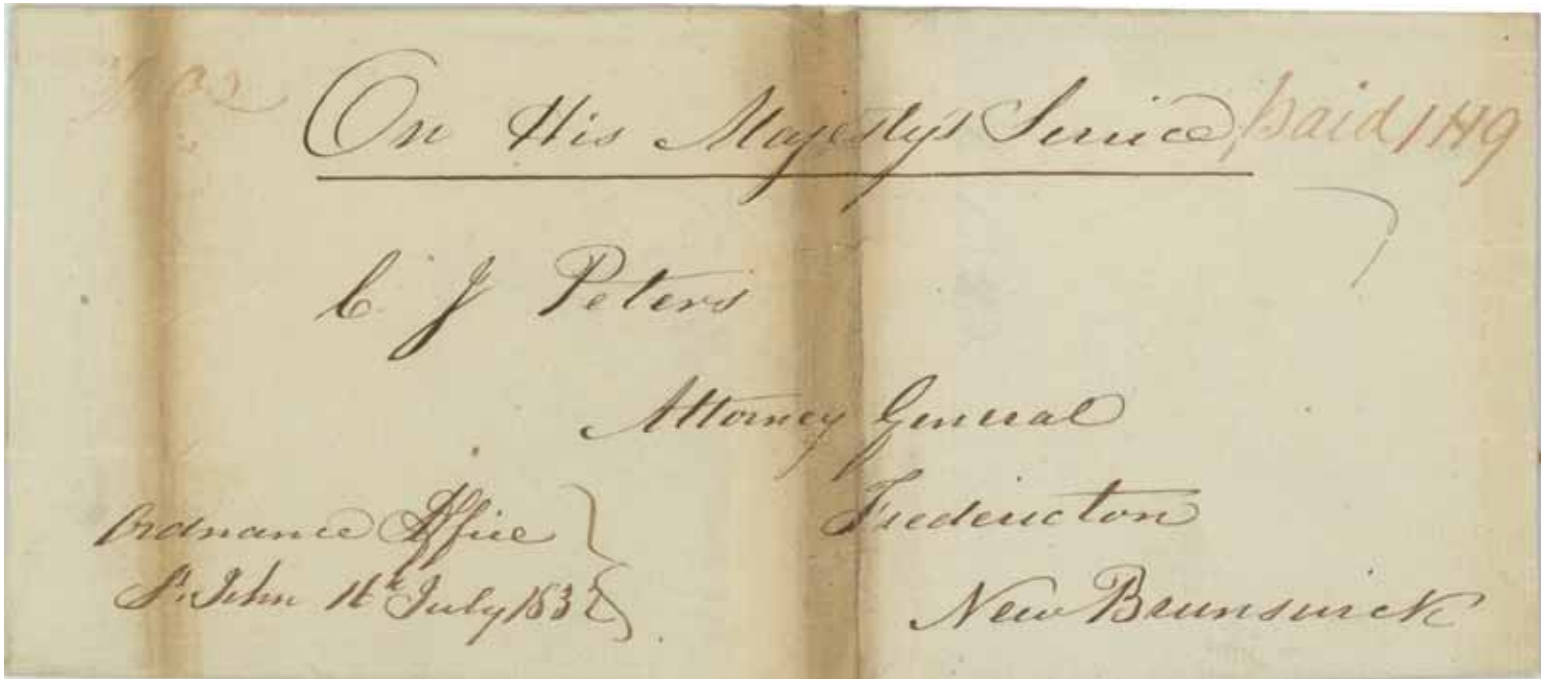


St John–Fredericton, quadruple, 1820s. Rated *1 oz paid 2/4* cy, 4×7 d. ST JOHN fleuron wings, known 1816–42, usually poorly struck.

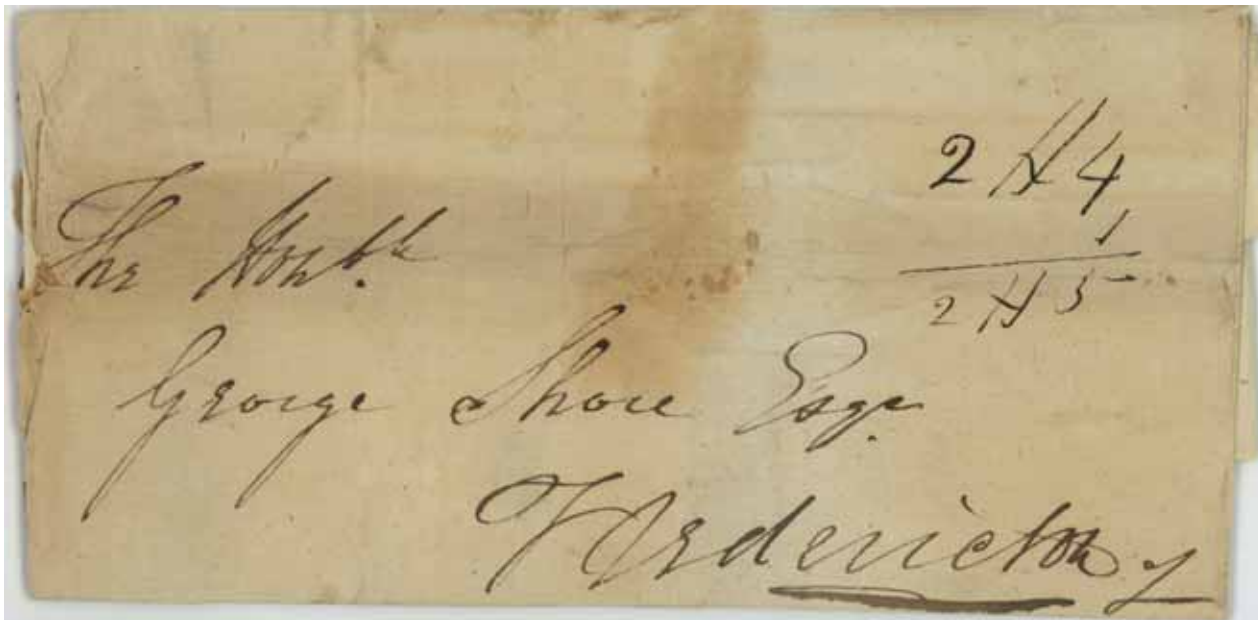


St John–Fredericton, quintuple, 1820s. Rated *1¼ oz paid 2/11* cy, 5×7 d. AC is an abbreviation (frequently used in the Maritimes) for *after closing*, equivalent to *too late*.

NB multiple, triple and quadruple plus local delivery fee
A few larger offices in NS and NB implemented a 1 d local delivery fee.



St John–Fredericton, 1832. Rated $\frac{3}{4}$ oz paid 1/9, triple, and pencilled 1^d. Very faint St John fleurons postmark on reverse.

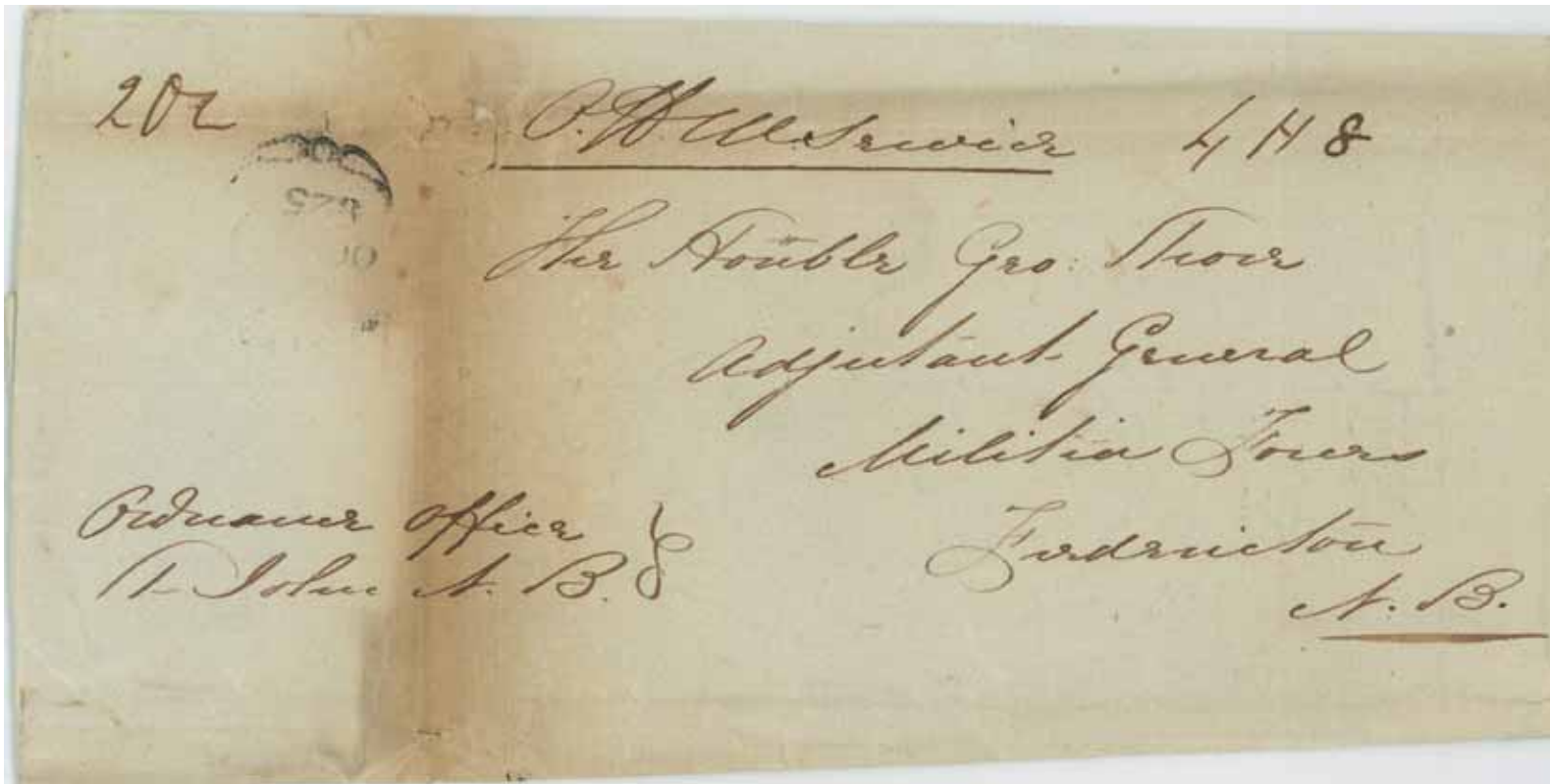


St John–Fredericton, quadruple, 1820s. Rated collect $\frac{2}{4}$ cy, 4×7 d, plus 1 d letter carrier fee (Fredericton).

NB multiples, septuple and octuple

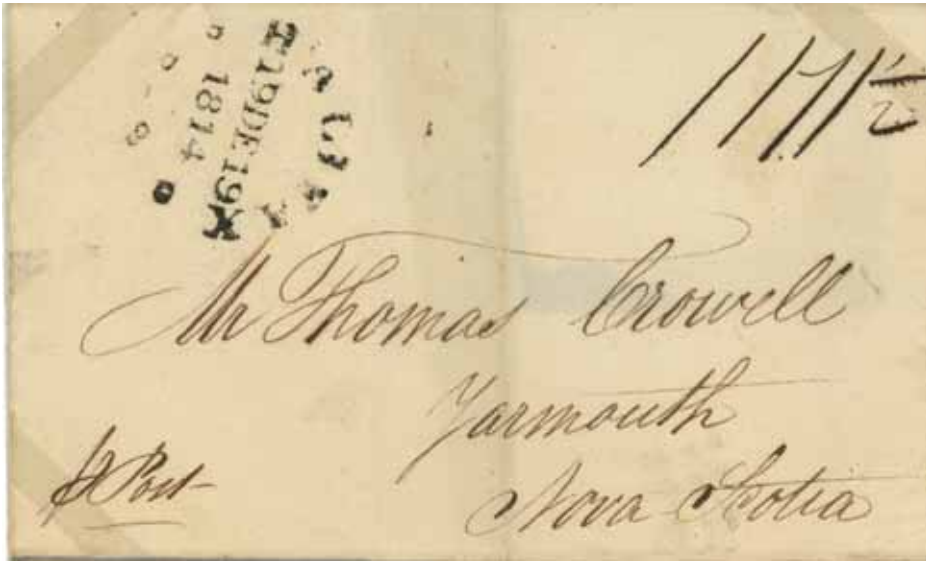


St John—Fredericton, septuple, 1820s. Rated $1\frac{3}{4}$ oz paid 4/1 cy, 7×7 d, plus collect 1^{d} Fredericton carrier fee.



St John—Fredericton, octuple, 1825. Rated collect 2 oz $4/8$ cy, 8×7 d. Faint St John fleuron wings.

NS domestic



Halifax–Yarmouth (NS), 1814. Rated collect $1/1\frac{1}{2}$ d cy (known rate).

First year of use the common Halifax four blobs postmark (known to 1845); strikes are usually unclear.



Halifax–Arichat (NS), 1823. Rated collect $1/3$ d cy (known rate).

Halifax 18th Nov 1823

NS domestic



Halifax—Kings College, Windsor (NS), 1826. Rated collect 4½ d cy.

Letter from James Cochrane of Kings College, asking the recipient to take over a mathematics class.

Halifax, 1. May. 1826.

Sir,

I am directed by the Governors of the College to enquire whether in the event of Mr. Norton's being unfortunately detained much longer away, you could without prejudice to your present duties take charge of the Mathematical class for which of course they will make you a proper remuneration—

I have the honour to be

Sir,

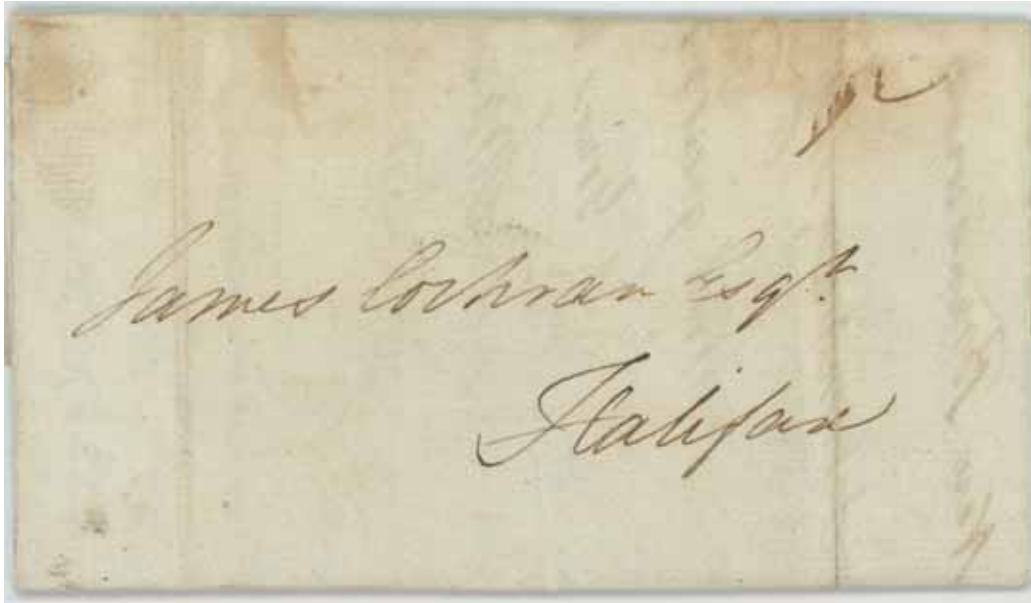
Your very obed. Servt.

Jas. Cochrane

Mr. Stevenson
at Mr. Satt's
Residence

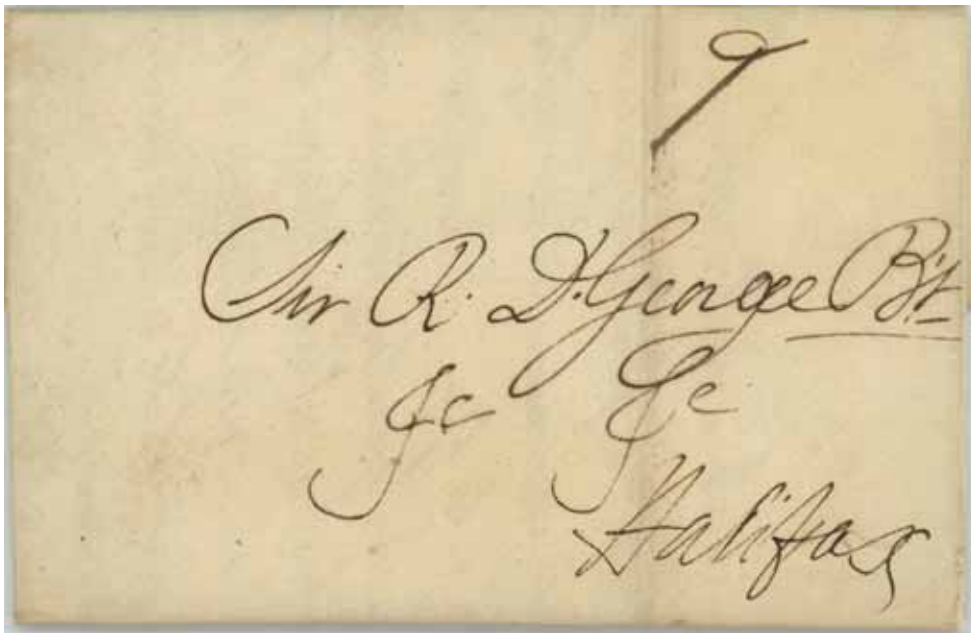
NS drop letters

Drop letters were charged 1 d cy, regardless of enclosures (the top cover contains an enclosure). Both of these were written in Windsor, but from the absence of 4½ d rate marks, we conclude that they were carried privately to Halifax and mailed there.



Rev. Mr. Salt. Windsor. 13. July 1826.
Communicating his intention of going to
England for his health

Halifax drop letter, 1826. Rated collect 1^d cy.



King's College 26th Jan: 1829
The Rev. to B. King

Halifax drop letter, 1826. Rated collect 1^d cy. King's College was in Windsor until 1855.

NS-NB



Halifax-Fredericton, 1831. Initially charged 8 d cy, underpaying the 11 d rate; 3 was added to bring it up to the correct rate.

Two strikes of Halifax four blobs..



Halifax-Fredericton, 1832. Rated prepaid *P 11*, the correct rate.

HALIFAX N.S. PAID broken circle, known 1817-39, usually in red.

NB



Pointe de Butte—Chatham/Miramichi, 1840. Initially charged 2 d for deposit at a way office and to be sent to the nearest post office; then *fd* 6 (forward), likely for Richibucto—Dorchester, and 5 d for Dorchester—Chatham. Total is 1/1 cy collect.



Richibucto—Fredericton, 1836. Collect 1/3 cy, the known rate between these two offices. AC (denotes *after closing*) at left.

NS

Postmaster's perquisite



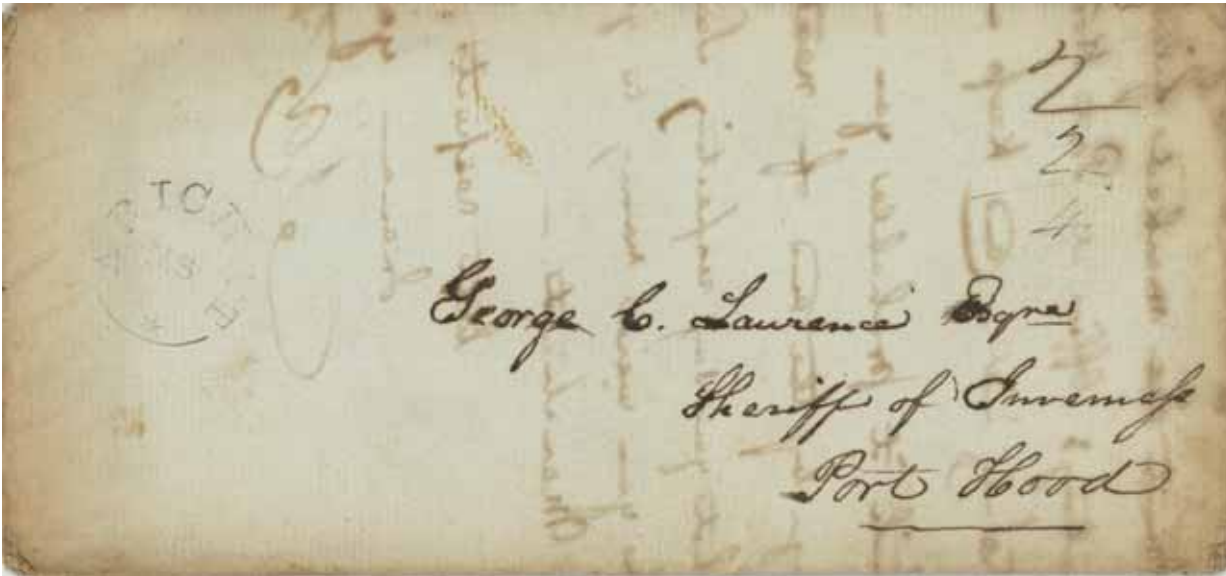
Halifax–Annapolis, postmaster *privilege*, dectuple, 1836. Rated collect 6/9 cy, dectuple rate (2½ oz), miscalculated as 9 × 9 d cy, Halifax–Annapolis (the factor should have been 10, not 9).

The package originally weighed 3½ oz (14 ×), but postmasters were entitled to four single letters (or two double, or one quadruple) per mailing as part of their perquisites, here noted as *1 oz, privilege*.

The HALIFAX circle (1830–8) is scarce, and clear strikes (as here) are rare.

Way offices

A collect cover was charged 2 d cy for each way office that it passed through.

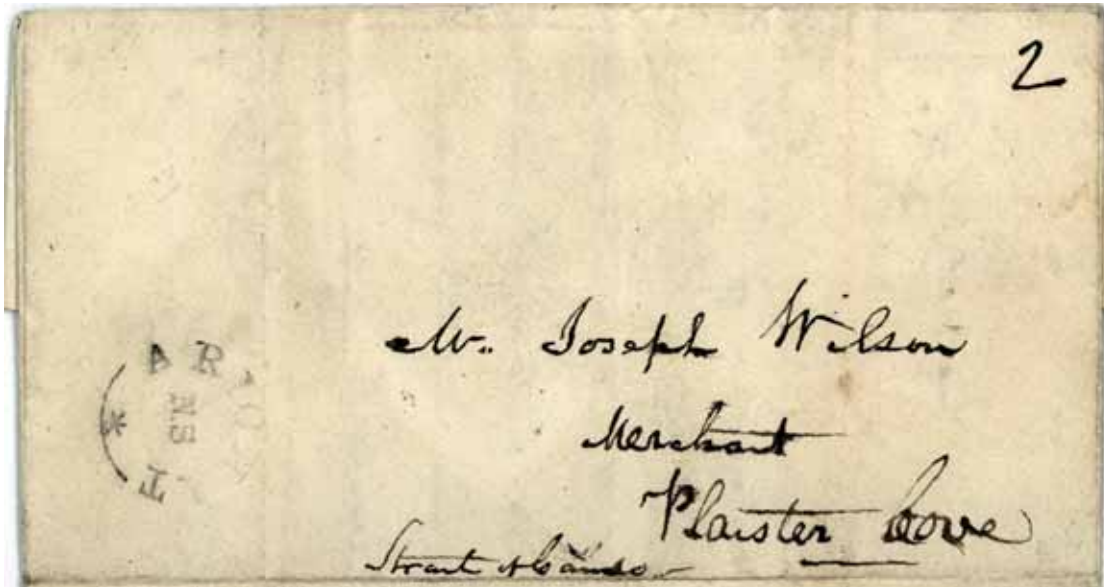


Arichat-Port Hood, 1838. Rated collect 2 2 4, passing through two way offices. Arichat * NS cancel (relatively common within this class).

Arichat to Port Hood July 1838

Nova Scotia local

A 2 d rate existed in N S and N B for nearby offices; it was also the way office rate (on collect letters passing through). *Way offices* were collection points where mail was deposited by senders, typically inns or grocery stores. They were officially recognized, and occasionally, upgraded to regular post offices. Hundreds probably existed. On the other hand, a *way letter* is one handed to the letter carrier, to be deposited at the next post office or way office on route.



Arichat (N S)—Plaister Cove, 1839. Rated collect 2 d nearby office rate. ARICHAT N.S *, known 1833–40.

James Turnbull
November 29/39



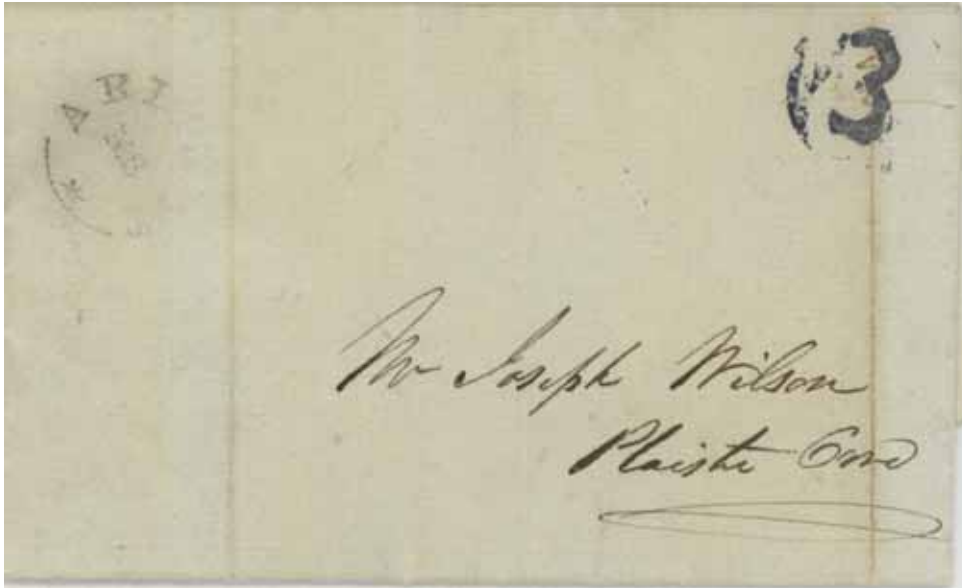
Arichat 19th March 1840

Arichat—Plaister Cove, 1840. Charged 2 d cy, adjacent office or way office rate. Plaister Cove was a way office 1832–43, and a post office thereafter.

Rate change?

Same correspondence, Arichat to Plaister Cove, November 1841 and September 1842, but rated collect 3 d and 2 d respectively. It is unclear why there was a 3 d charge in November 1841, but not in March 1840 or September 1842.

These crude ratestamps not listed in [1].



Arichat-Plaister Cove, November 1841.

Henry Cawley
1841

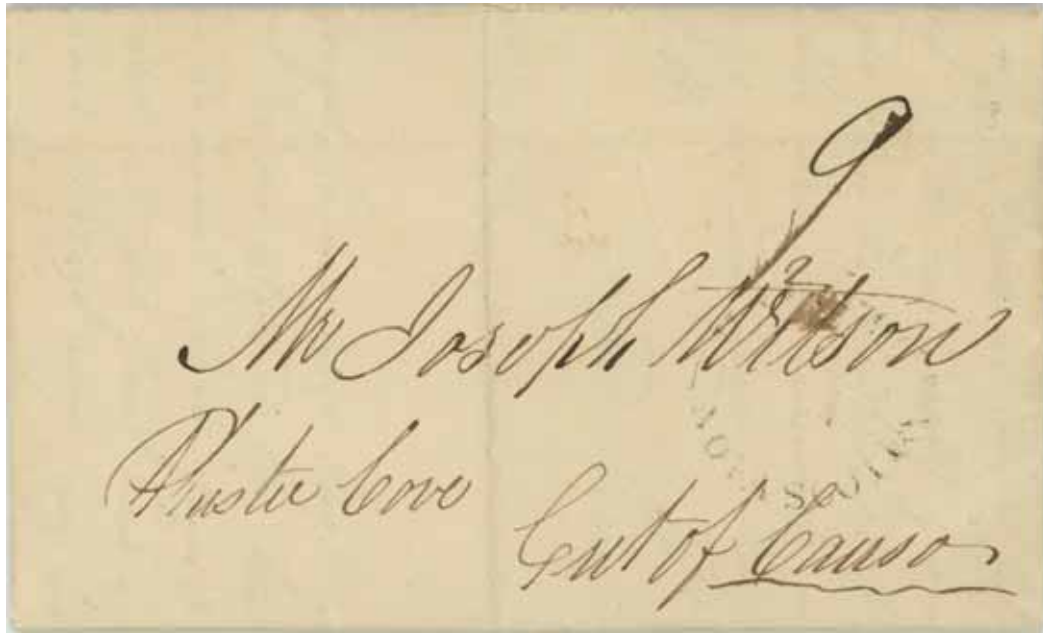


Arichat-Plaister Cove, September 1842.

H Cawley
September 11/42

Way office 2 d charge

Collect letters were charged 2 d for forwarding to the next (way) office.



Halifax–Plaster Cove (NS), 1840. Rated collect 9 d cy (101–200 miles), and way office forwarding fee of 2 d (on unpaid letters passing through a way office on route to destination).

Halifax 28 June 1840



Halifax–Gut of Canso (NS) 1840. Rated collect 9 d cy from Halifax to a way office near Gut of Canso, and 2 d from the nearby office to destination.

G. D. D. 28/40

Via a nearby office



Pictou–Gut of Canso (NS) 1841. Rated collect 4 d cy from Pictou to Arichat (a known rate—and 9 d if prepaid) and 2 d to destination.

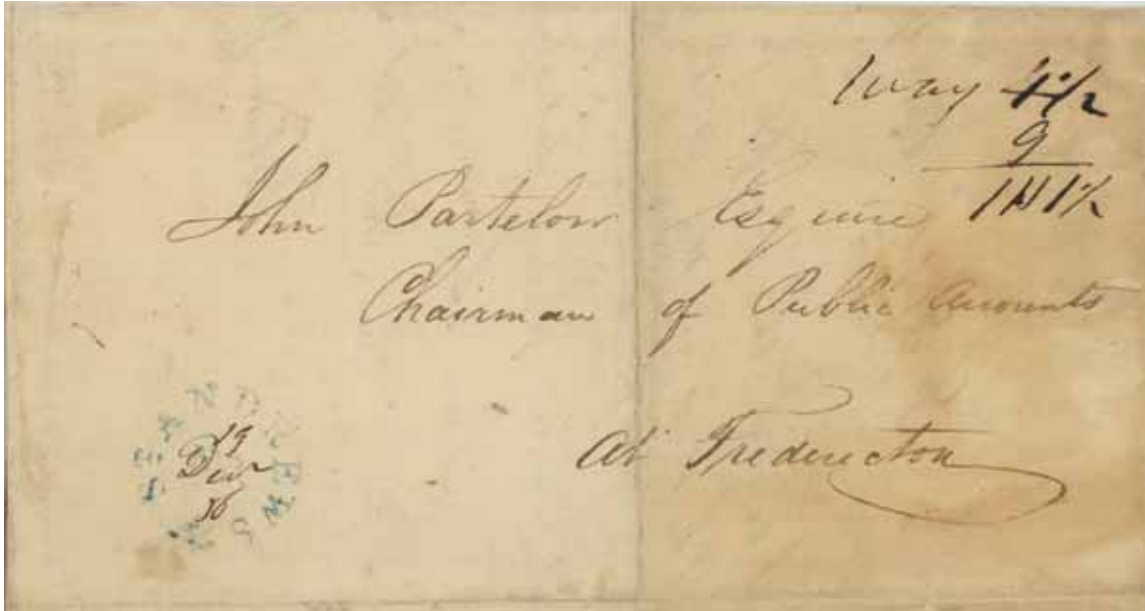
G. D. D. D. 28/40



Halifax–Londonderry (NS) 1842. Rated collect 5 d cy from Halifax to a way office, and 2 d to destination.

NB "way"

Ms *way* means that the letter was handed to a letter carrier on his way. It was to be left at the next post office and rated there. There was no additional charge.



¹³⁴
Charlotte 1836
Wm Brown

Dated *St Stephen*, to *Fredericton*, 1836. Ms *Way*; rated collect 4½ d cy at the office it was carried to, probably *St Andrews*, then charged an addition 9 d for *St A-Fredericton*.



Dated *Prince William*, to *Fredericton*, 1849. Ms *Way*; rated collect 4½ d cy (by this time, under 60 miles) at the office it was carried to. The letter was a request for a way office at *Prince William*.

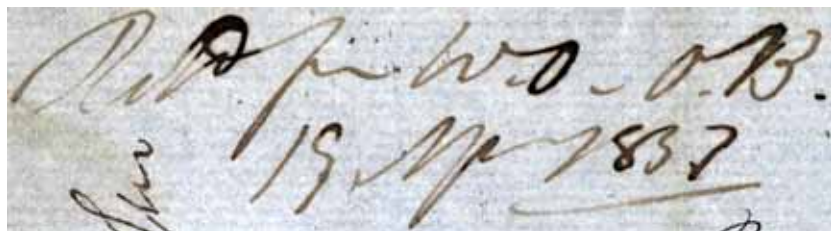
Prince William
30th May 1849

Sir.
There being no Post office at present in this parish. the inhabitants suffer very great inconvenience in consequence of

New Brunswick Way Office



Fredericton—St Davids, via Saint John and St Andrews, November 1850. *Retd per WO, OB / 19 Ap 51* (OB: probably initials of the way office keeper), and rated 7 d cy, with **FREDERICTON PAID** handstamp. *Not called for*; letter returned five months later. St Davids did not appear to have had even a way office.



Free mail within NS and NB

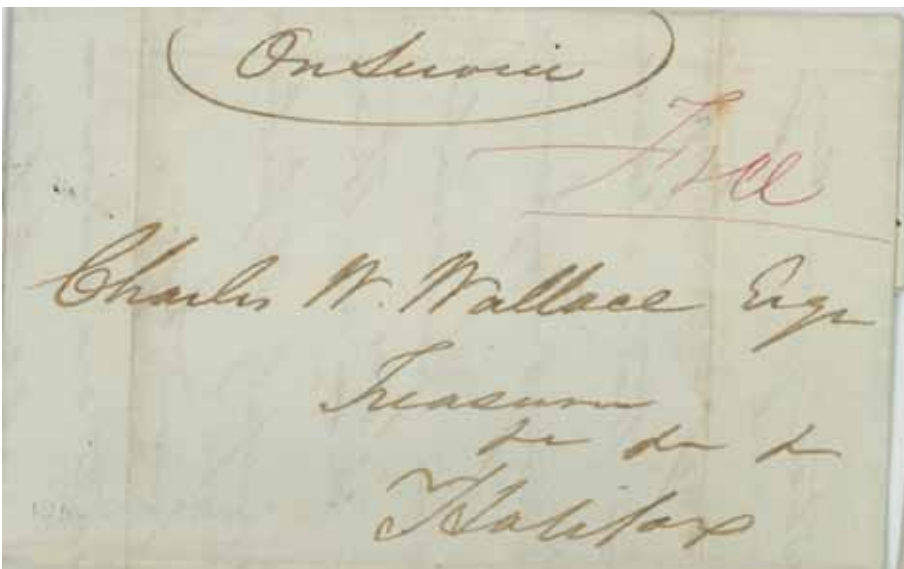
Postmasters could send and receive letters on official business at no charge. For personal mail, they were entitled to free postage a certain number (four has been seen) of single letters (or equivalent) per mailing, as part of their perquisites. Mail to government offices was often *free*, within ten days of parliamentary sessions (the rules are not clear).



Halifax–Digby, 1832. Free franked by John Howe Jr, NS DPMG (1818–43).



Fredericton–Le Have (NS), 1837. Ms Free Ja Lepel (postmaster).



Pictou (NS)–Halifax, 1840. Ms Free.

A small handwritten note on a separate piece of paper. The text is written in cursive and reads: 'Thomas Dickerson', 'Pictou 30th Decr: 1840'.

NS free

Free franking extended to other Maritime provinces.



Halifax–Charlottetown, 1840. Free franked by the postmaster (who was not the sender); a commercial (not post office business) letter; evidently, postmaster's perquisite.

Halifax March 19 1840



Sydney (NS)–Pictou, via Antigonish, June 1842. Free, postmaster to postmaster.

ANTIGONISH N.S. *

Sydney, Cape Pictou,
June 15th 1842

NS free

On Her Majesty's Service.



A Woodgate

Wm L Archibald
Mail Contractor
Truro

General Post Office,
Halifax, N.S.

DPMG—mail contractor, Truro, 1849. ON POST OFFICE FREE (both Halifax and Saint John had one of these). Endorsed A Woodgate, DPMG of Nova Scotia. Includes the original letter from Woodgate, pointing out that fines will be exacted if the contractor cannot manage eight miles per hour, and a pencilled response (obviously a draft) from the contractor.

*General Post Office
Halifax May 1 1849*



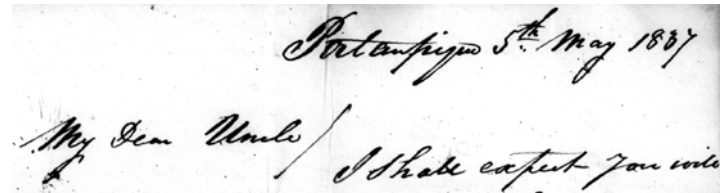
Sir,
No doubt you are aware that on and after this date, according to the terms of your contract, the mails between Halifax and St. John and vice versa are to be conveyed at 8 miles per hour, than duty however to remain rapid road will be left annual of this mail, and late place, fines will be according to

A Woodgate Esq. Sir
I have the pleasure to receive the receipt of your letter of the 17th instant concerning the future conveyance of the ordinary mails between these and St. John and in reply to inform you that suitable arrangements are being made to improve the present state of the roads. The speed of 8 miles per hour cannot be obtained, if proof is required I beg to refer you to the Surveyors (Mr Watsons) report of the state of the roads last autumn. And I can only assure you they are much worse now. On this however may be depended on that is that these mails will be conveyed as fast as horses can do it with safety to our lives and after doing this should fines be inflicted I shall consider my duty an extremely hard one

*Yours
Wm L Archibald*

*Wm L Archibald
Mail Contractor
Truro*

NS



Port à Pique (NS)–Halifax, 1837. Originally collect 4 d cy, altered to 5 d, to which 1 d local delivery fee was added. AC (after closing) struck through.



Saint John–Granville (NS), 1837. Rated 4½ d currency collect. Digby *.



NB

Collect covers were charged at every office on route.

A handwritten letter on aged paper. On the right side, there is a vertical calculation of postage charges. The numbers are: 9, 14, a horizontal line, 171, another horizontal line, 3, another horizontal line, 174, another horizontal line, 4, another horizontal line, 178. Below the calculation, the text reads: "Aaron Upton Esq." and "St Stephens N.B.".

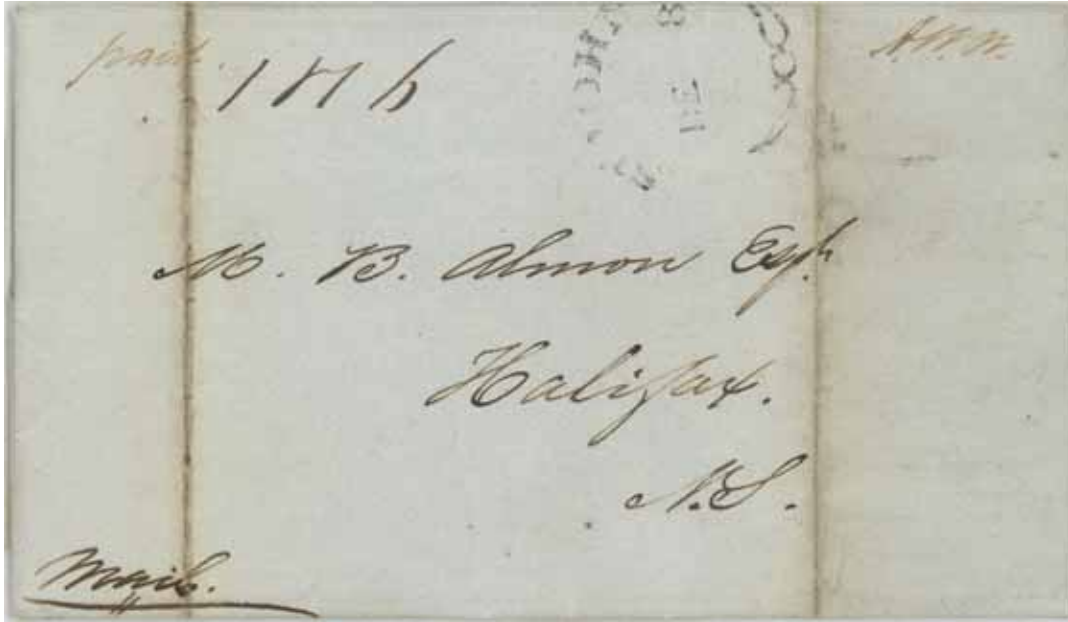
Handwritten text in cursive: "M. G. Black", "Letter", and "2th Octo. 1832". Below this is a faint rectangular stamp with some illegible characters.

Halifax–St Stephen (s), 1832. Initially charged 9 d Halifax–St John. Then successively, 4, 3, 4½ d, total due 1/8½ cy. Little is known about NB domestic rates pre-1835.

A handwritten letter on aged paper. On the right side, there is a vertical calculation of postage charges. The numbers are: 2, 6, a horizontal line, 8, another horizontal line, 141. Below the calculation, the text reads: "Mr. Michal Samuelt", "Merchant", "Chatham", and "Miramichi".

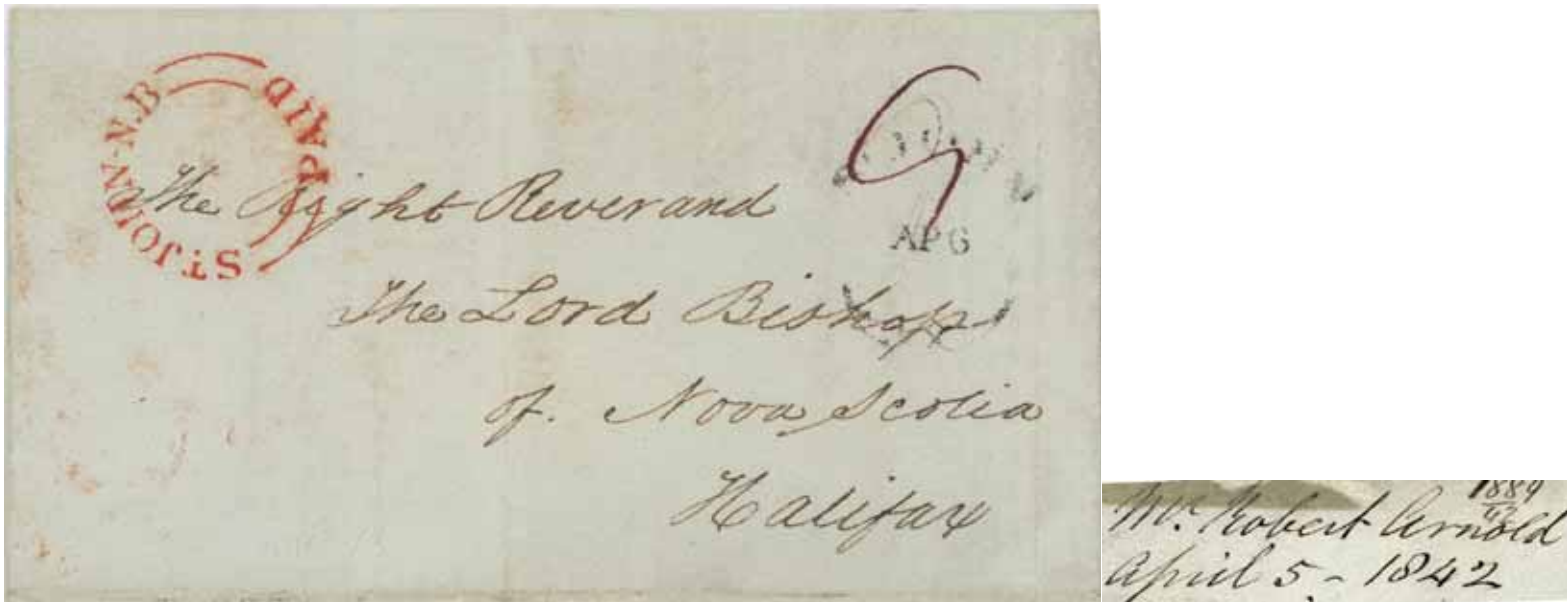
Pointe de Butte–Chatham/Miramichi, 1840. Initially charged 2 for carrier, to be deposited at the next way office; then *fd* 6 (forward), likely for Richibuctou–Dorchester, and 5 d for Dorchester–Chatham. Total is 1/1 cy collect.

NB-NS



Saint John-Halifax, 1841. Rated *paid* 1/6 cy, double rate. St John fleuron wings.

St John 9th December 1841.



St John-Halifax, 1842. Rated paid 9 d (single). Addressed to the Lord Bishop of Nova Scotia.

Faint St John fleuron wings.



H. Cawley
September 15/42

Fredericton–Le Have (NS) 1842. Initially rated paid (inside the Fredericton serif paid datestamp) $1/10\frac{1}{2}$ cy; this may be the correct rate, but it is unlisted in JGY. The letter was *missent to Shelburne*, but no additional fee should have been charged for this (as it was the fault of the post office). Then it was rated collect $2/3$, which is mysterious.

There is a faint Fredericton circle datestamp just upper right of the paid stamp.

Rate changes

In 1843, NS and NB finally adopted the standard distance rates in use in Upper and Lower Canada.

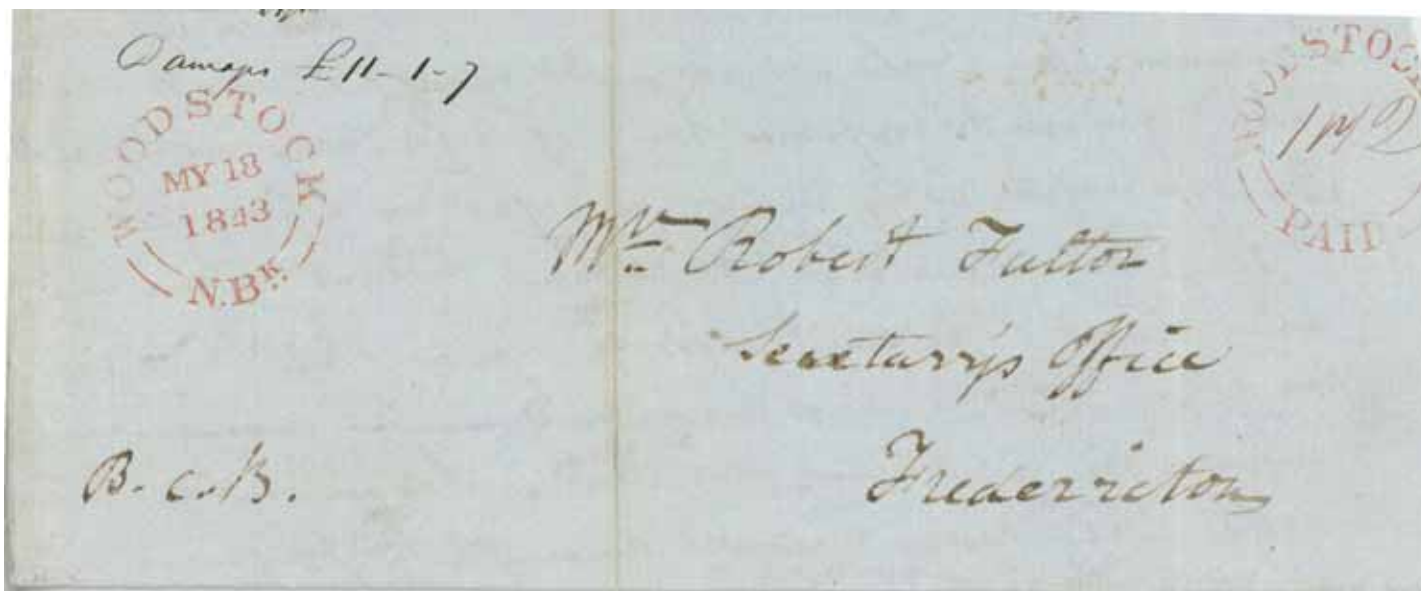


Halifax–Londonderry (NS), 1842 (before rate changes). Rated collect 5 d to an unspecified way office, and charged an additional 2 d to destination.

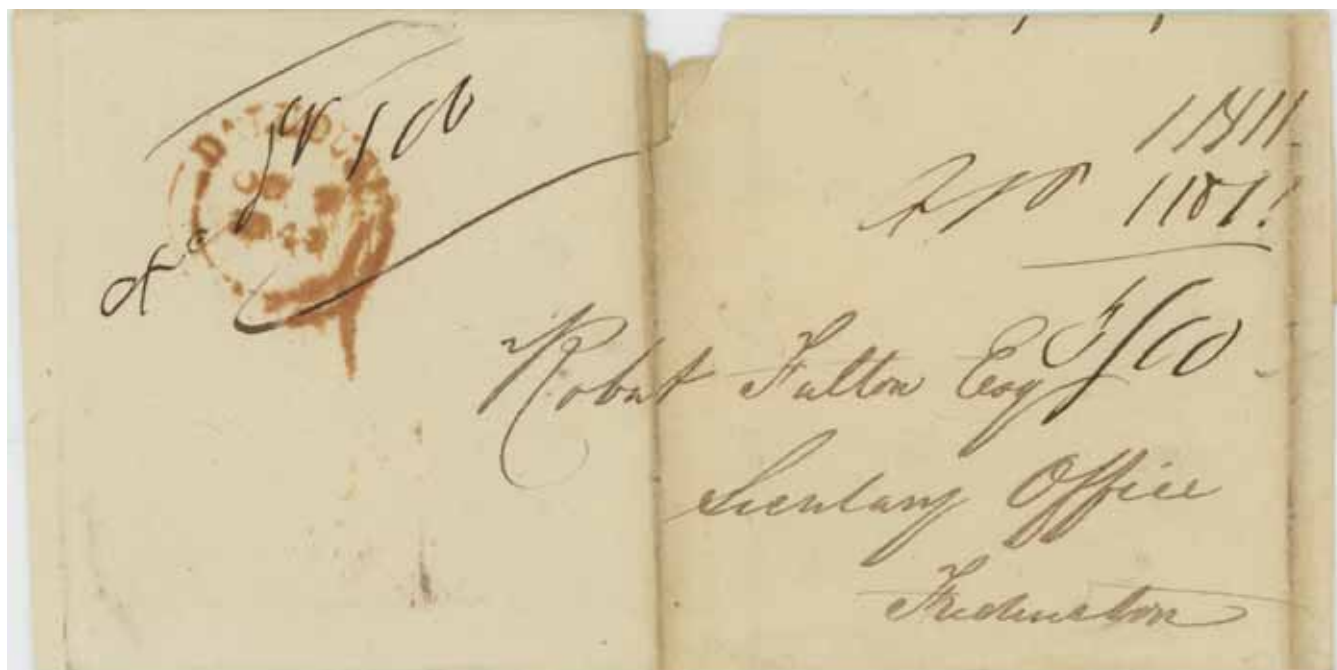


New Glasgow (NS)–Halifax, 1844. Originally rated free (ON POST OFFICE BUSINESS, known 1843–53, applied at Halifax), then charged 1/2 cy, double 61–100 miles.

NB



Woodstock–Frederickton, 1843. Rated paid $1/2$ cy, double 7 d.
Via Chatham and Saint John.



Dalhousie (NB)–Frederickton, doubled, 1844. Initially rated $1/11$ cy collect; the rates Dalhousie–Chatham ($1/-$ cy) and Chatham–Frederickton (9 d) given in JGY only add to $1/9$, so there must have been a way office charge, e.g., dropping the letter at the way office. Then the notation *excdg 1 ct* (?) (perhaps this is supposed to mean *exceeding one sheet*) explains the doubling of the postage charged, to $3/10$ (although this was already in the period when only weight mattered, not enclosures).



NS, NB



Halifax–Yarmouth (NS), 1843. Collect 11½, 201–300 miles plus 1 d carrier fee at Yarmouth.



Shelburne Paid to Saint John, 1843. Rated paid 11½ d cy, 201–300 miles.

Letter bill, NS

POST OFFICE, ~~HALLTOWN~~.

ANNAPOLIS
SE 11
1843
N. Letters for *Granville*

18

	AMOUNT SENT.		AMOUNT RECEIVED.	
Unpaid £	1	2		
Paid £				
Forward Postage £				

Bowling JOHN HOWE, Postmr.

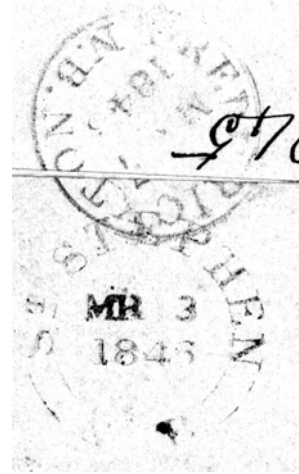
Annapolis–Granville, letter bill, 1843. Accompanies the mail from Annapolis to Granville. The unpaid postage is 1/2, which probably represents one or two letters. Signed by the newly-appointed DPMG, succeeding Joseph Howe Jr.

Additional Postage on Letters
examined and re-charged

£	s	d.

Postmr.

NB

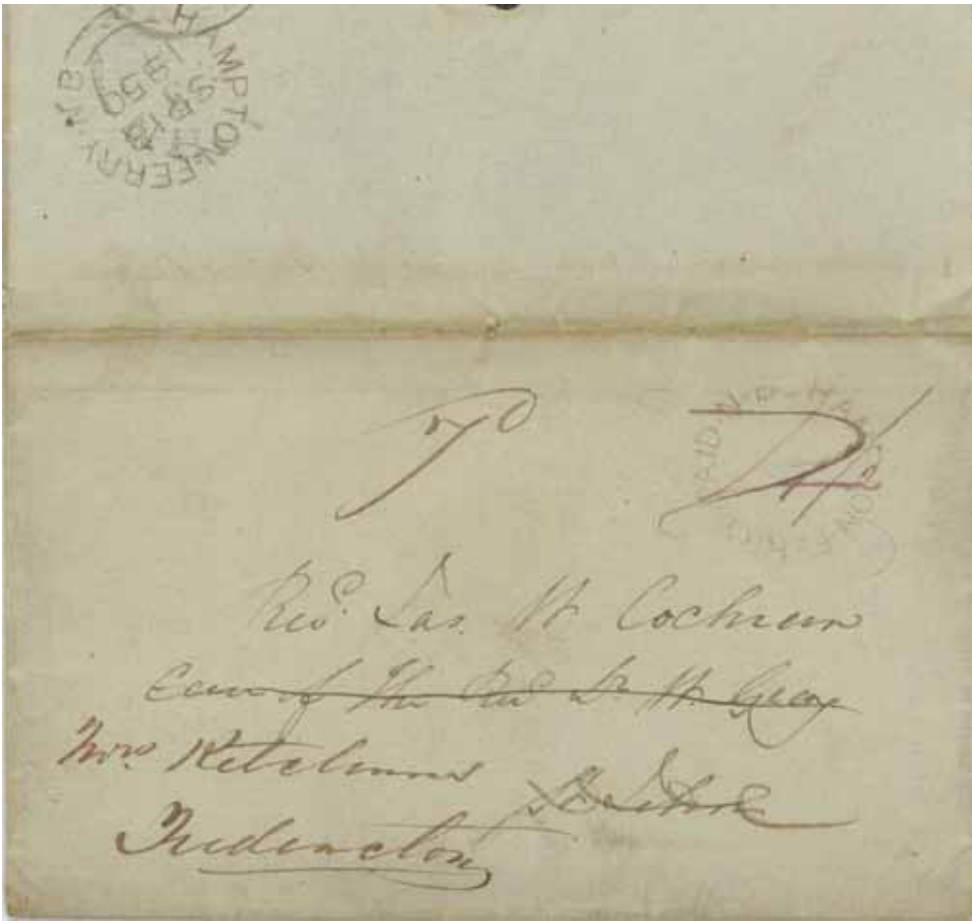


St Stephen—Fredericton, 1846. Rated paid 7 d (61–100 miles).



Saint John—Fredericton, 1847. Rated paid 7 d.

NB



Hampton Ferry–Saint John, forwarded to Fredericton, 1850. Initially paid 4½ d, forwarded and charged 7 d.

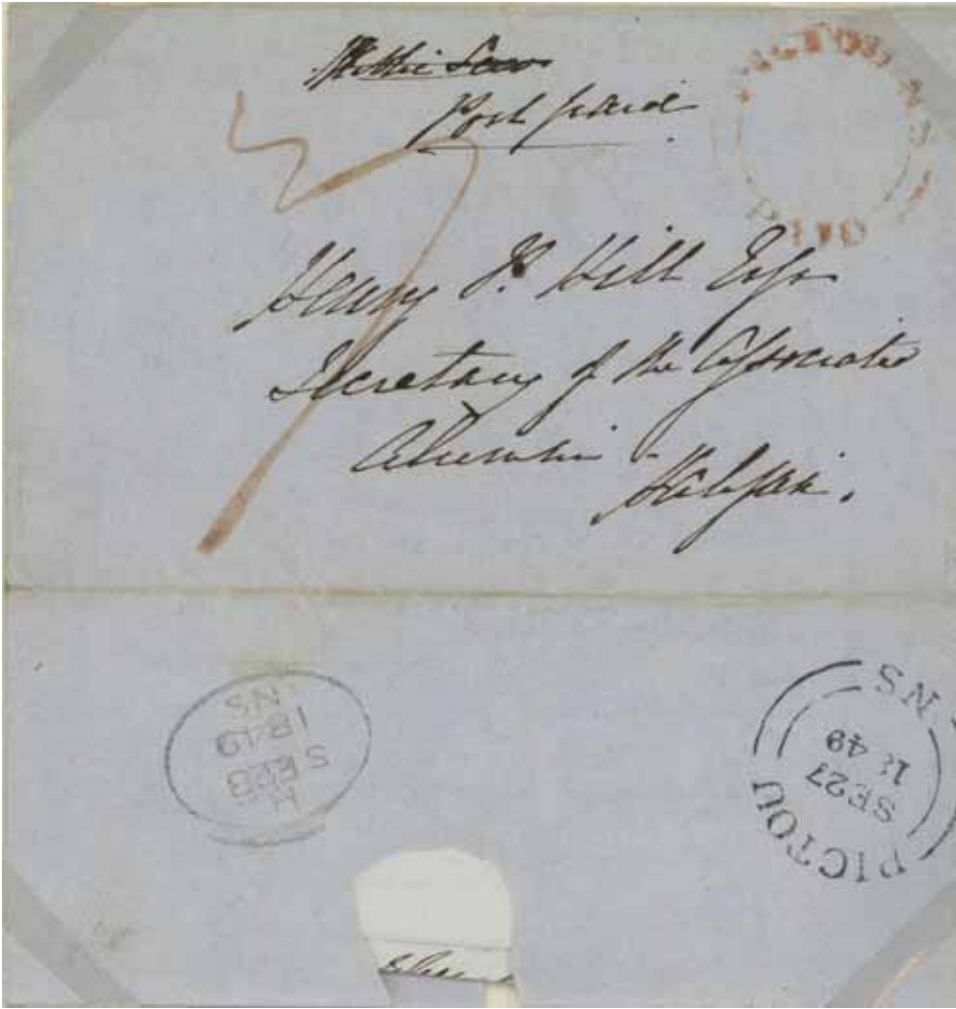


Fredericton–Chipman (NB), returned to sender via *WO Coal Mines*, 1850–1. Paid 4½ d (under 60 miles) at Fredericton 7 November 1850, via Gagetown, held at either Gagetown or the way office until 15 April 1851; endorsed *Not Known*.

W-O-COAL-MINES double broken circle, known 1847–54.



NS



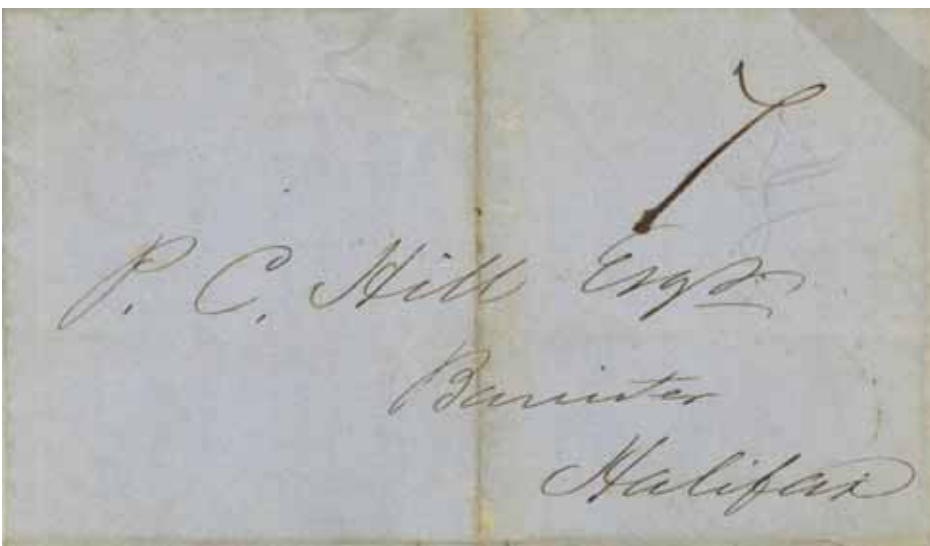
Pictou Paid (NS)—Halifax, 1849. Rated paid 7 d cy (61–100 miles).



Pugwash (NS)—Halifax 1848. Rated 9 d cy collect, 101–200 miles. Letter to Joseph Howe, provincial secretary, dealing with patronage appointments (e.g., the coroner for the township containing Pugwash should be a Liberal).



Windsor Paid (NS)—Halifax, 1848. Rated paid 4½ d cy (under 60 miles).



Lunenburg (NS)—Halifax, 1850. Rated collect 7 d cy (61–100 miles), and in pencil, the additional 1d local delivery fee at Halifax.

NS

PAID
Keating Esq^r
Acting Provincial Secretary
Halifax. N. S.



West Branch East River of Pictou—Halifax, 1851. Rated PAID 7 d (61–100 miles). East River of Pictou is in Pictou County; it did not have a post office.

Fewer than ten examples of the DURHAM NS double broken circle are reported in [JJ]. Proofed 1847.

The PAID handstamp is very unusual, and not reported in [JJ] or [JGY].

West Branch East River of Pictou
March 4. 1851

Way letter

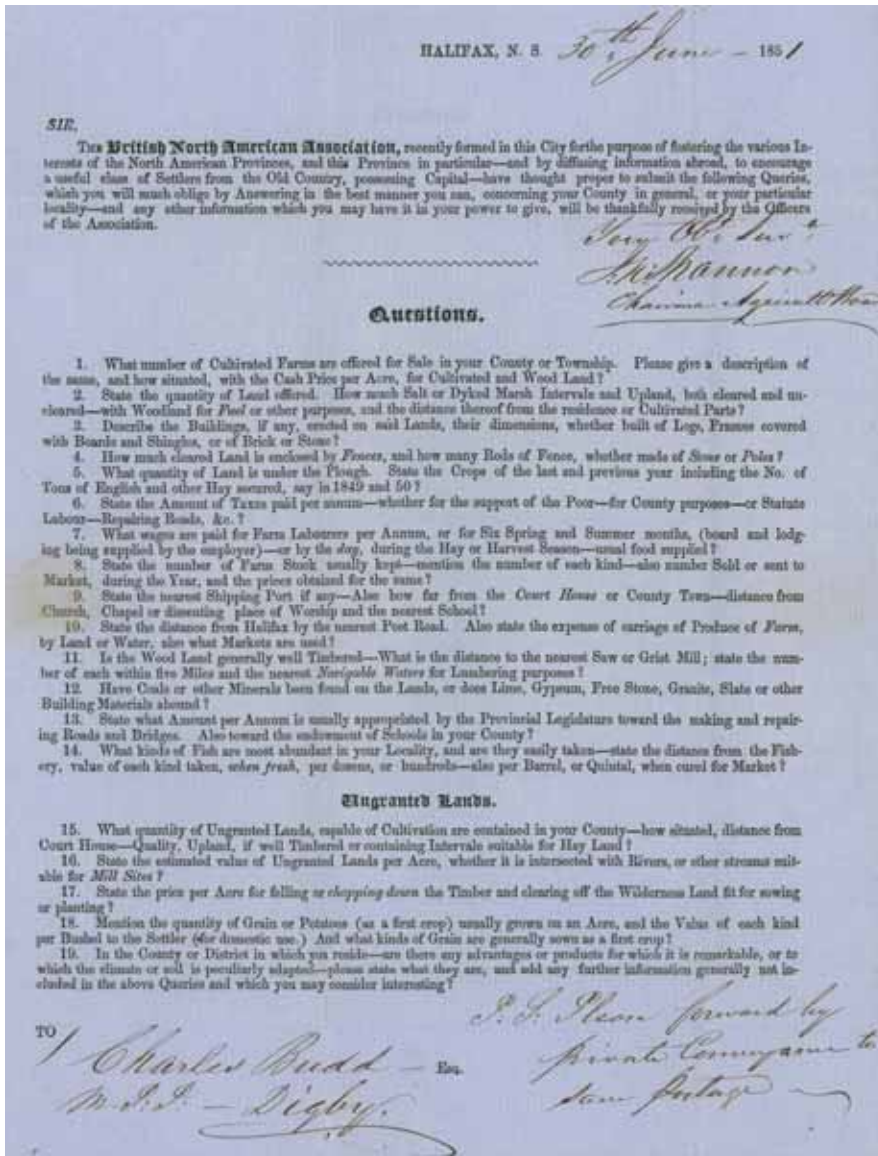


Eastville (NS)–Halifax, Way letter, 1849. Rated collect 4½ d. Eastville (Colchester County) was a way office 1838–67. The ms Way indicates the letter was handed to the courier, rather than to the way office.

Circular just after postal autonomy



Halifax-Digby, mailed before 18 July 1851. Rated 3 d collect (although a circular, it was not eligible for the printed matter rate, as it contained some handwriting). Addressed to an MPP (member of provincial parliament).



Receiving mark. Although the form is hand dated 30 June 1851, the 3 d charge indicates that it was mailed after NS took over the post office, 6 July 1851. It is possible that the sender simply waited until the rates dropped.

SIR,
 The British North American Association, recently formed in this City for the purpose of fostering the various Interests of the North American Provinces, and this Province in particular—and by diffusing information abroad, to encourage a useful class of Settlers from the Old Country, possessing Capital—have thought proper to submit the following Queries, which you will much oblige by Answering in the best manner you can, concerning your County in general, or your particular locality—and any other information which you may have it in your power to give, will be thankfully received by the Officers of the Association.

Questions.

1. What number of Cultivated Farms are offered for Sale in your County or Township. Please give a description of the same, and how situated, with the Cash Price per Acre, for Cultivated and Wood Land?
2. State the quantity of Land offered. How much Salt or Dyked Marsh Intervals and Upland, both cleared and un-cleared—with Woodland for Fuel or other purposes, and the distance thereof from the residence or Cultivated Parts?
3. Describe the Buildings, if any, erected on said Lands, their dimensions, whether built of Logs, Frames covered with Boards and Shingles, or of Brick or Stone?
4. How much cleared Land is enclosed by Fences, and how many Rods of Fence, whether made of Stems or Posts?
5. What quantity of Land is under the Plough. State the Crops of the last and previous year including the No. of Tons of English and other Hay sown, in 1849 and 50?
6. State the Amount of Taxes paid per annum—whether for the support of the Poor—for County purposes—or Statute Labour—Repairing Roads, &c.?
7. What wages are paid for Farm Labourers per Annum, or for Six Spring and Summer months, (board and lodging being supplied by the employer)—or by the day, during the Hay or Harvest Season—usual food supplied?
8. State the number of Farm Stock, usually kept—mention the number of each kind—also number Sold or sent to Market, during the Year, and the prices obtained for the same?
9. State the nearest Shipping Port if any—Also how far from the Court House or County Town—distance from Church, Chapel or dissenting place of Worship and the nearest School?
10. State the distance from Halifax by the nearest Post Road. Also state the expenses of carriages of Produce of Farms, by Land or Water: also what Markets are used?
11. Is the Wood Land generally well Timbered—What is the distance to the nearest Saw or Grist Mill; state the number of each within five Miles and the nearest Navigable Waters for Lumbering purposes?
12. Have Coals or other Minerals been found on the Lands, or does Lime, Gypsum, Free Stone, Granite, Slate or other Building Materials abound?
13. State what Amount per Annum is usually appropriated, by the Provincial Legislature toward the making and repairing Roads and Bridges. Also toward the endowment of Schools in your County?
14. What kinds of Fish are most abundant in your Locality, and are they easily taken—state the distance from the Fishery, value of each kind taken, when fresh, per dozen, or hundred—also per Barrel, or Quintal, when cured for Market?

Ungranted Lands.

15. What quantity of Ungranted Lands, capable of Cultivation are contained in your County—how situated, distance from Court House—Quality, Upland, if well Timbered or containing Intervals suitable for Hay Land?
16. State the estimated value of Ungranted Lands per Acre, whether it is intersected with Rivers, or other streams suitable for Mill Sites?
17. State the price per Acre for felling or chopping down the Timber and clearing off the Wilderness Land fit for sowing or planting?
18. Mention the quantity of Grain or Potatoes (as a first crop) usually grown on an Acre, and the Value of each kind per Bushel to the Sotiller (for domestic use.) And what kinds of Grain are generally sown as a first crop?
19. In the County or District in which you reside—are there any advantages or products for which it is remarkable, or to which the climate or soil is peculiarly adapted—please state what they are, and add any further information generally not included in the above Queries and which you may consider interesting?

TO
 Charles Budd - Esq.
 M.P.S. - Digby.

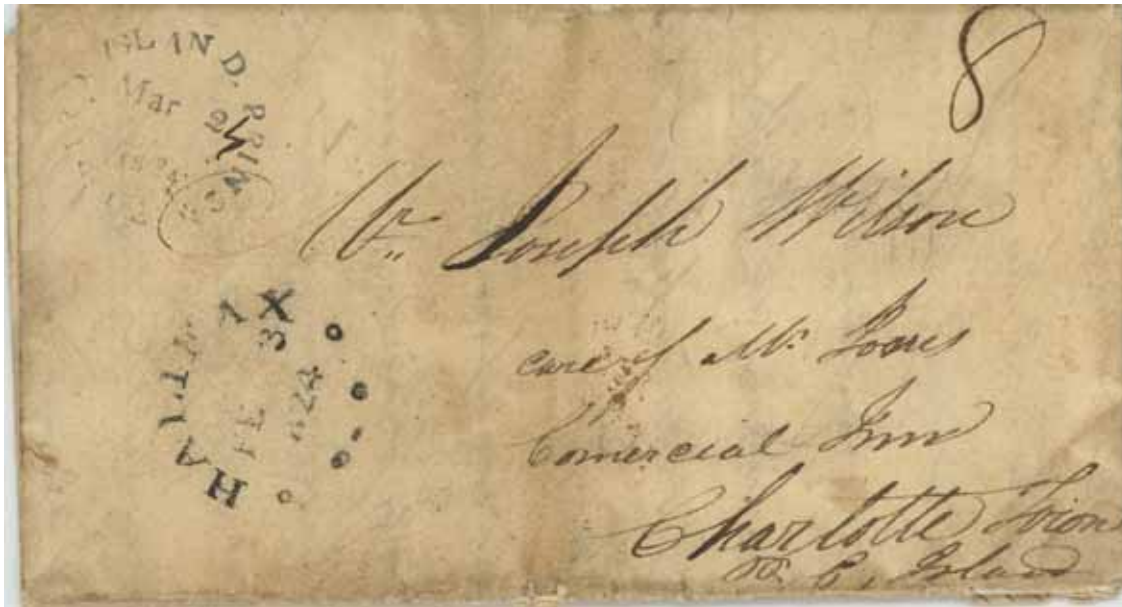
S.S. Moore forwarded by
 Private Conveyance to
 New Postage

NB-NS re PEI



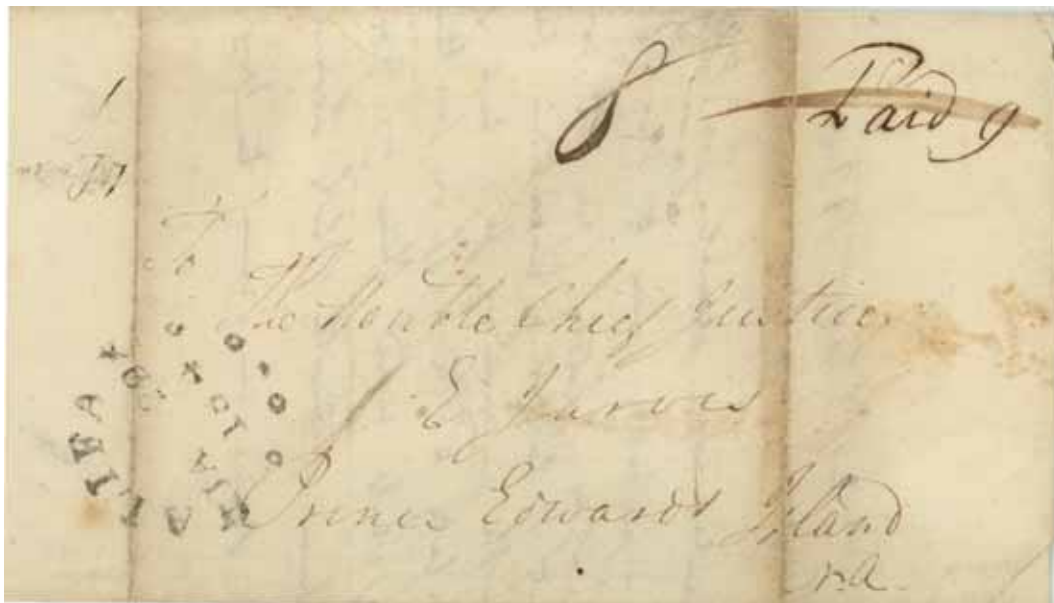
Baie Verte (NB)–Halifax, 1849. Rated 9 d cy paid at destination, 101–200 miles. Letter is an extensive discussion of routing of mails to PEI. Should be scanned.

Mail between NS & NB and PEI



Halifax–Charlottetown, 3 February 1824. Rated 8 d cy collect, Halifax–PEI. The difficult winter crossing (via Pictou) took over seven weeks.

Circular PRINCE EDWARD ISLAND made from loose type, typeset dated, and worn by this time. A late use (known 1810–24).



Sussex Vale, Kings County
New Brunswick
Jan. 22nd 1834.

Sussex Vale (NB)–Charlottetown, 1834. Rated Paid 9 d cy to Halifax, and charged 8 d Halifax to the Island. Partially paid letters within the Maritimes are unusual.

NS-PEI



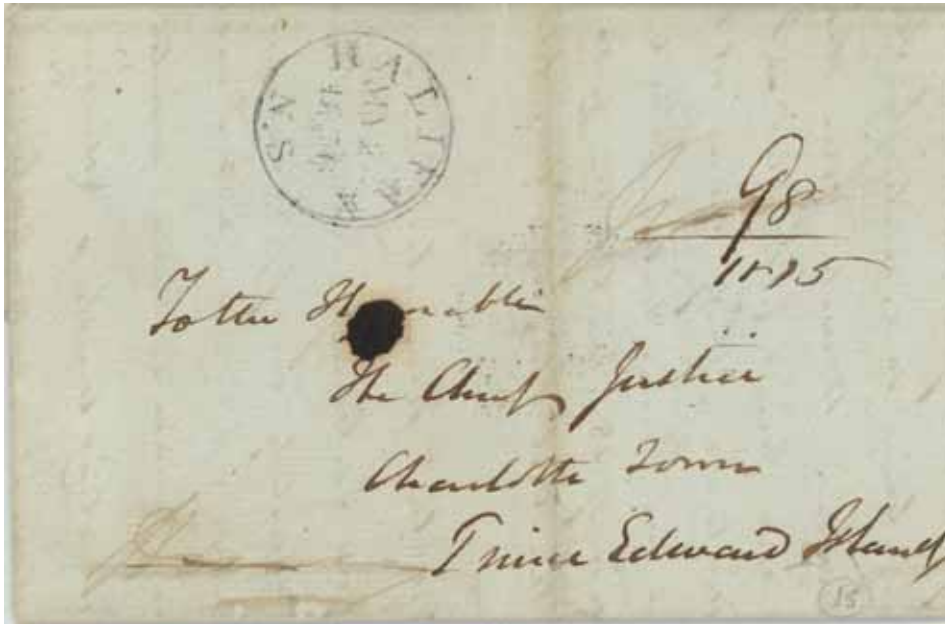
2 December Halifax

Halifax–St Eleanors (PEI), 1835. Rated 8 d cy collect, Halifax–Charlottetown, plus 2 d Island rate, Charlottetown–St Eleanors. The Halifax circle has DE inverted.

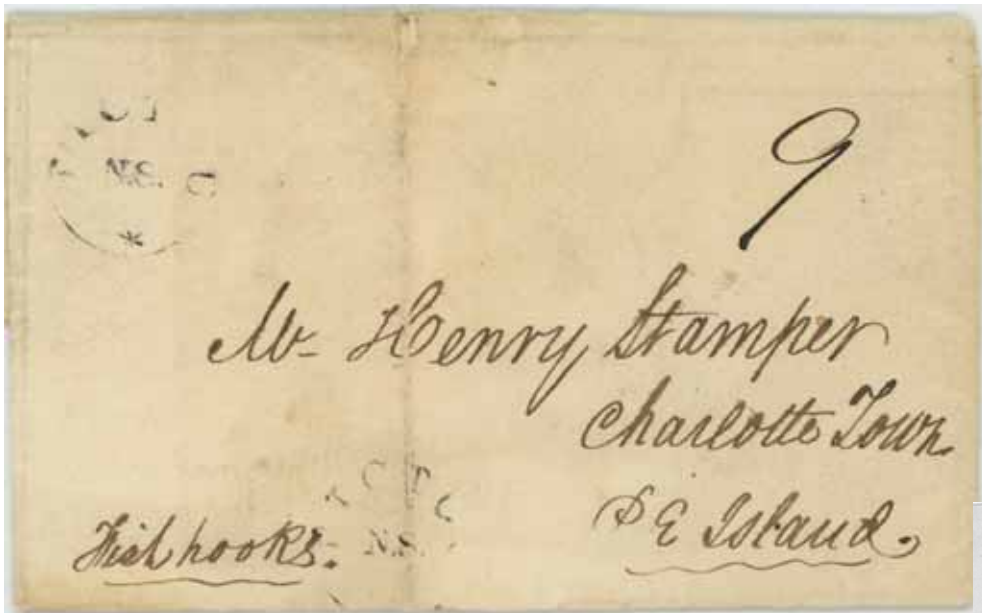


Halifax–St Eleanors, 1839 (despite the docketing). Rated 8 d cy collect, Halifax–Charlottetown, plus 2 d Island rate, Charlottetown–St Eleanors.

Halifax Aug 26th June 1839



St John-Charlottetown, 1836. Rated collect 9 d cy St John-Halifax, and 8 d Halifax-Charlottetown.



Halifax NS 1837
July 14

Halifax-Charlottetown, via Pictou, 1837. Collect 9 d cy, the rate Halifax to P E I from 1835. The letter is an invoice for Fishhooks, which explains the endorsement at lower left.

PICTOU N.S. *

Consignee's letter, NS-PEI

Dispatched for Seb. Rumbler
Capt. Barclay.
Mr. Allan Fraser
Merchant
St Eleanors
Pricer Edu. Maud
Consignee?

Halifax-St Eleanors (PEI), 1834. Carried free, as usual for consignee's letters.



Halifax 20th Nov. 1834

Consignee's letter?

44
Henry Stamps Esq
Charlottown
with a parcel P. E. Island

Pictou-Charlottetown, 1839. Collect 4½ d cy, the rate Pictou to PEI. The cover is endorsed *with a parcel*, so perhaps should have been treated as a consignee's letter, and thus eligible for free postage.

Henry Stamps Esq Pictou. N. S. 16 Nov 1839
Bought of James D. B. Fraser
Chemist & Druggist
104th American Single 1/12 - \$2.50
Received payment for James D. B. Fraser
D. B. Fraser



PEI-NS, NB

Unpaid letters in NS & NB were charged at each office they passed through. 2 d charges usually indicate that the letter passed through a way office on route to destination.



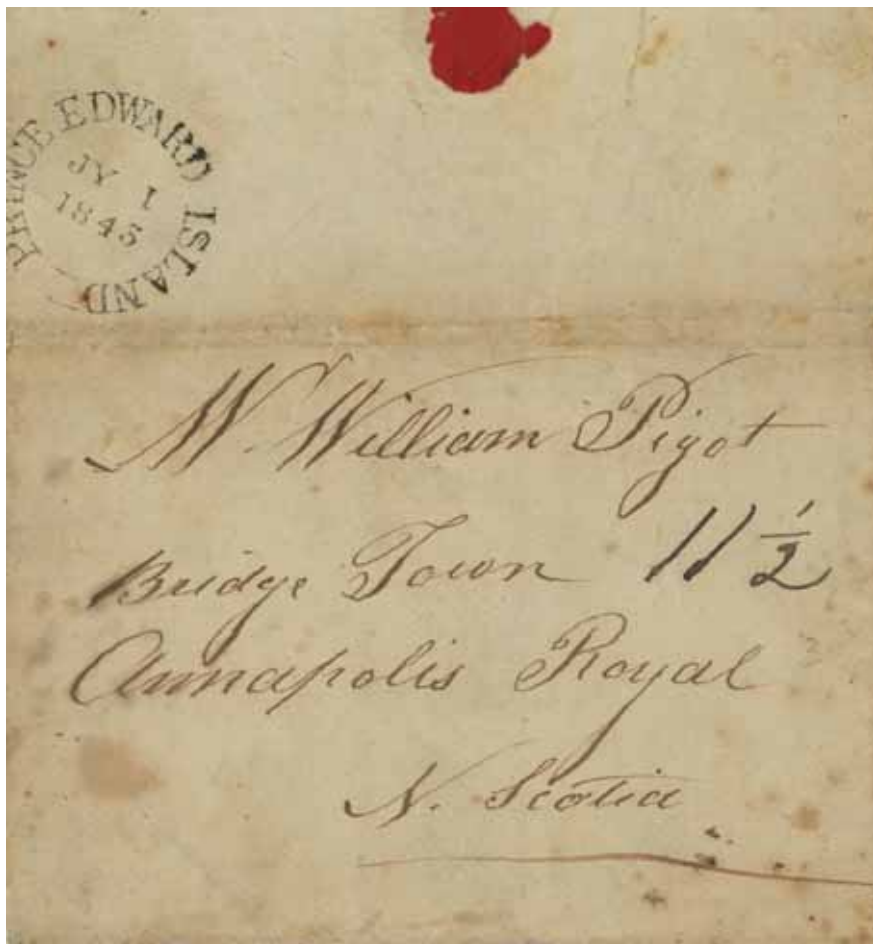
Charlottetown–St John, 1833. Rated collect 4, 4, 11 d; the last is plausibly Amherst–Saint John. The winter rate PEI–Amherst was only 4 d, although the summer rate was 8 d.



Charlottetown–Onslow (NS), forwarded back to Charlottetown, 1836. Rated collect 4, 4, 4 d cy, which is somewhat mysterious: 4 d cy, for each of PEI–Pictou (rated had changed from 4½) and Pictou–Truro; Onslow had no post office, so mail was picked up from Truro, and the same rates should have applied in the reverse direction. So the charges should have been four times 4 d.

Dated circular PRINCE EDWARDS ISLAND, known typeset 1836–40

PICTOU N.S. * and TRURO N.S. * hammers.



Savage Harbour (PEI)–Bridgetown (NS), 1843. Rated collect $1\frac{1}{2}$ d cy, mileage (201–300 miles). Savage Harbour had no post office until 1893.

Unusually clear (first year of use) PRINCE EDWARD ISLAND datestamp.



Charlottetown–Bridgetown (NS), 1847. Rated collect $1\frac{1}{2}$ d cy, which is mysterious in view of the cover above.



PEI-NB, early envelope



Charlottetown–Halifax–Fredericton, 1837. **Extremely early envelope**, and we see why envelopes were not used (until 1844): all the rates were doubled, owing to the enclosure. Charged $1/4$ d cy, double 8 d PEI–Halifax, and $1/10\frac{1}{2}$ cy, obtained by doubling the 10 d stg rate Halifax–Fredericton (11 d cy), and converting back to currency; the latter is extremely unusual.



Intercolonial: relations with the province of Canada

Rates between Upper & Lower Canada and NS & NB were by road mileage until postal autonomy in 1851.

Lower Canada–NS, 1809



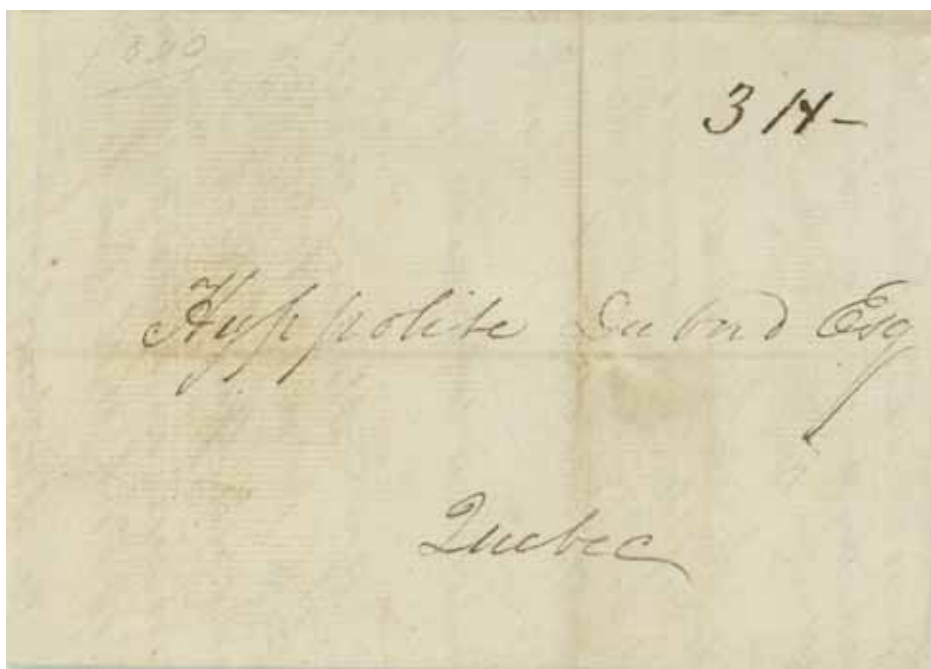
Monkville (near Montreal; had no post office)–Halifax, 1808–9. Rated **PAID 2/1** cy, 801–900 miles, and charged **1^o** local delivery fee in Halifax. Datelined 16 November 1808; Montreal straightline reads 26 December 1808, and docketing yields arrival date of 16 February 1809.

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–NB, 1832, 1833



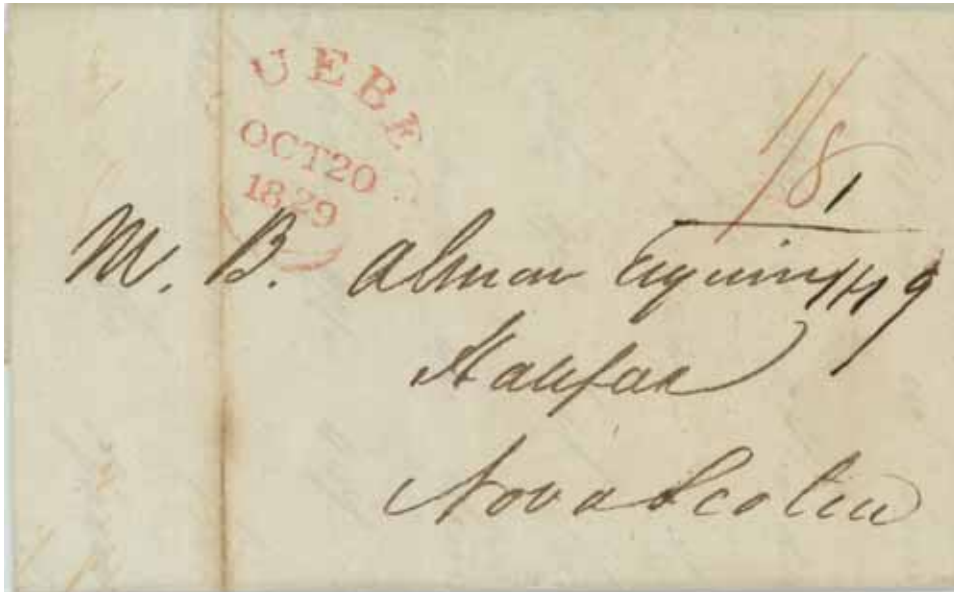
Quebec–Miramichi, 1832. Rated collect 2/8 cy, and an additional 2/-. This is likely double 1/4, Quebec to Fredericton (361 miles), and 1/-, Fredericton to Miramichi.



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

LC-NS



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

Montreal-NB via US



Montreal-St Andrews (NB), via Lake Champlain and Boston, 1838. Rated **PAID 9** d cy, double under 60 miles to the border, **PAID 37 1/4**¢ double US rate 150-400 miles to Boston from the St Andrews exchange. Then charged 4^d at the St Andrews-Robbinston exchange point, double the cross-border rate.

STEAMBOAT handstamp applied on Lake Champlain.

NB-LC

Collect letters sent from NB and NS were charged at the post offices (and way offices, the charge 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.



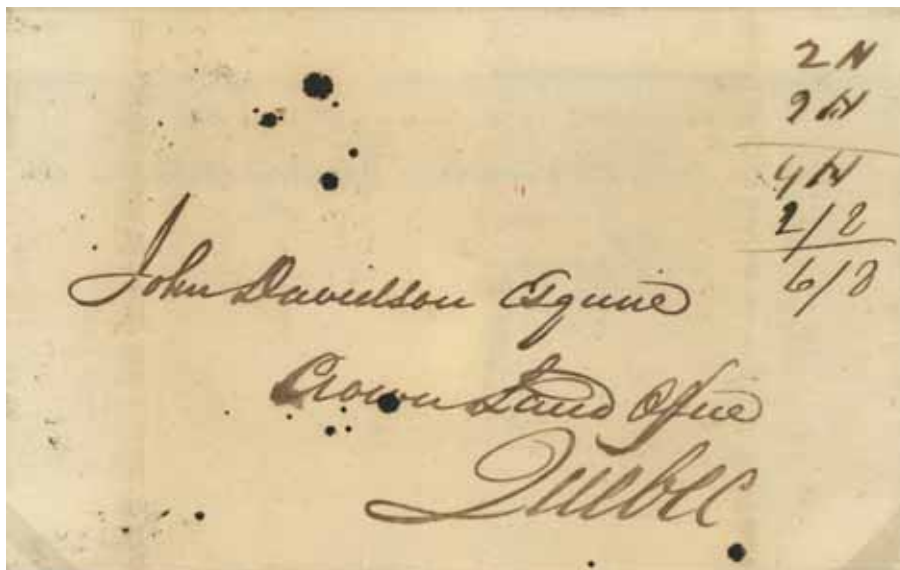
Restigouche–Quebec, 1834. From *Restigouche* (no post office); however, nearby was *Dalhousie* (northern tip of NB). *Miramichi* (later, *Chatham*) is south-east of *Dalhousie*.

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 [JGY] 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.



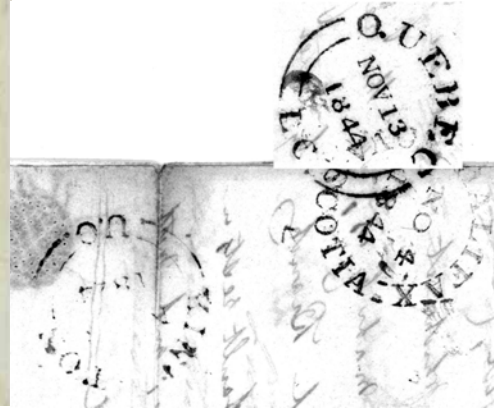
Restigouche–Quebec, 1833. Double rates of the cover above. Either the weight was $\frac{1}{4}^+ - \frac{1}{2}$ ounces, or there was an enclosure.

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 then).

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

Intercolonial



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



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

MADAWASKA NEW BRUNSWICK postmark known 1839–48.

Intercolonial

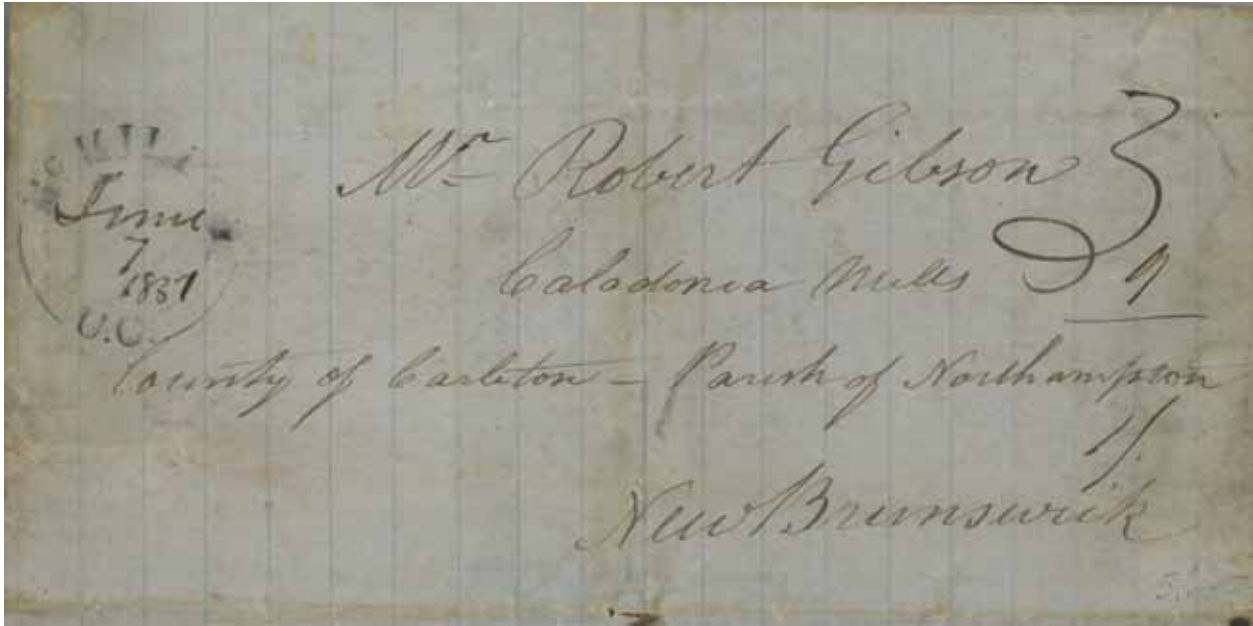


St John–Cornwall (c w), 1848. Rated paid $1/8$ cy, 501–600 miles.

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

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.

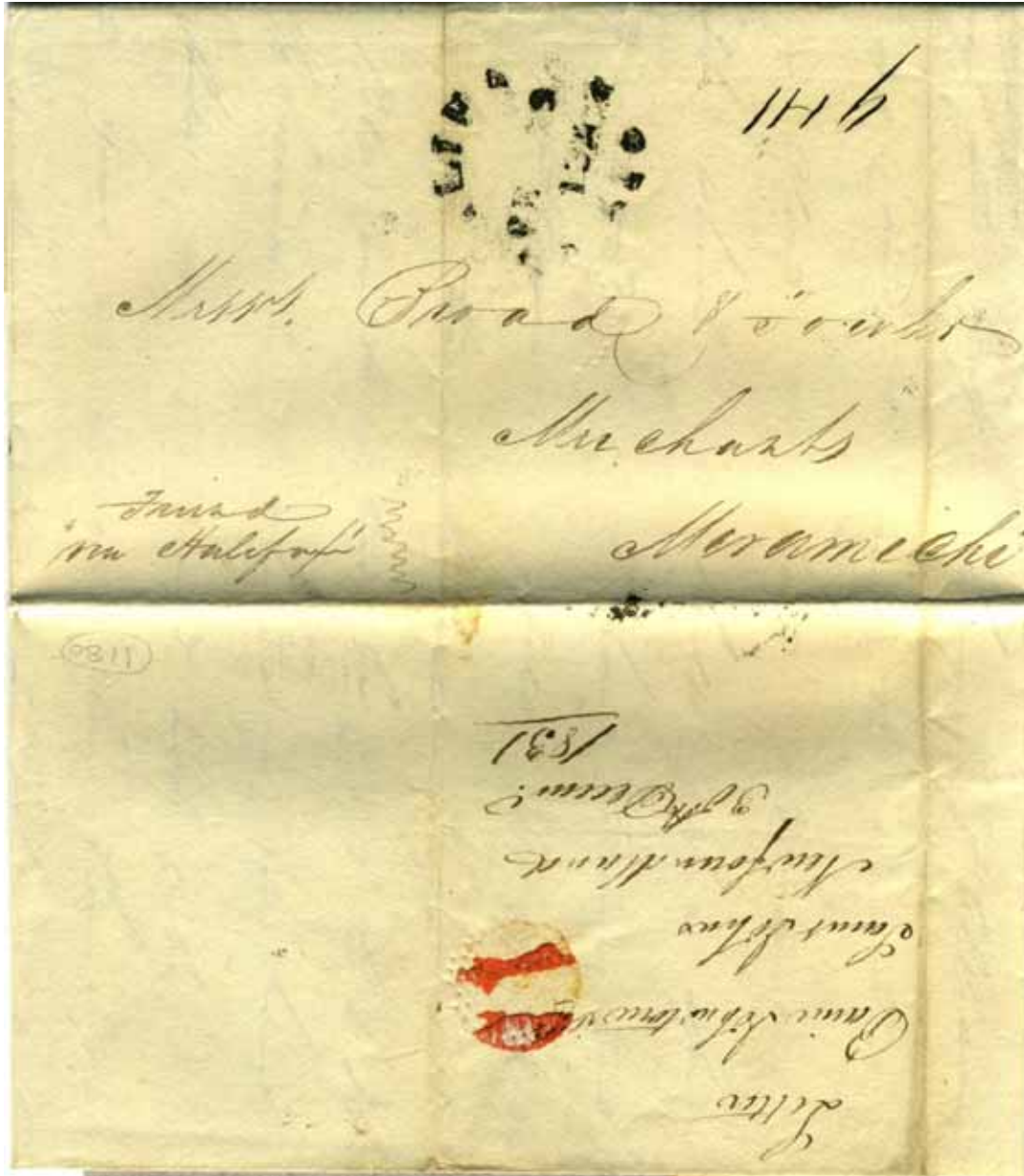


McKillop (U C)–*Caledonia Mills* (NB), 7 June 1851. Rated collect 3 d cy, domestic/intercolonial rate (instituted in Canada 6 April 1851) to NB. Then charged 9 d cy at the first office it reached in NB from Quebec, for the distance 101–200 miles to destination. Caledonia Mills did not have a post office, but Woodstock was nearby.

Serif double broken circle M C K I L L O P U.C., previously reported 1847–49. Post office open 1836–55.

Mail between Newfoundland and NS & NB

Surprisingly difficult to find



St John's to Miramichi (NB), 1831. Privately carried to Halifax. Rated collect 1N6 cy, Halifax to Miramichi.

From Newfoundland



St John's–Gut of Canso (NS), 1842. Rated collect 4 d stg port to port rate to Halifax, converted to $4 \frac{1}{2}$ d cy, then collect 9 d to a post office close to destination, and nearby office rate of 2 d, totalling $1 \frac{2}{3}$ cy due.



St John's to Quebec via Halifax, 1848. Rated 4 d stg originally, port to port rate to Halifax; struck through and replaced by (collect) $2 \frac{1}{2}$ cy, made up of $\frac{1}{8}$ cy Halifax to Quebec (by mileage) and translation of 4 d stg to $4 \frac{1}{2}$ d cy. Nine days overland to Quebec. **QUEBEC** datestamp on front is offset from a cover on top.

NF-NS

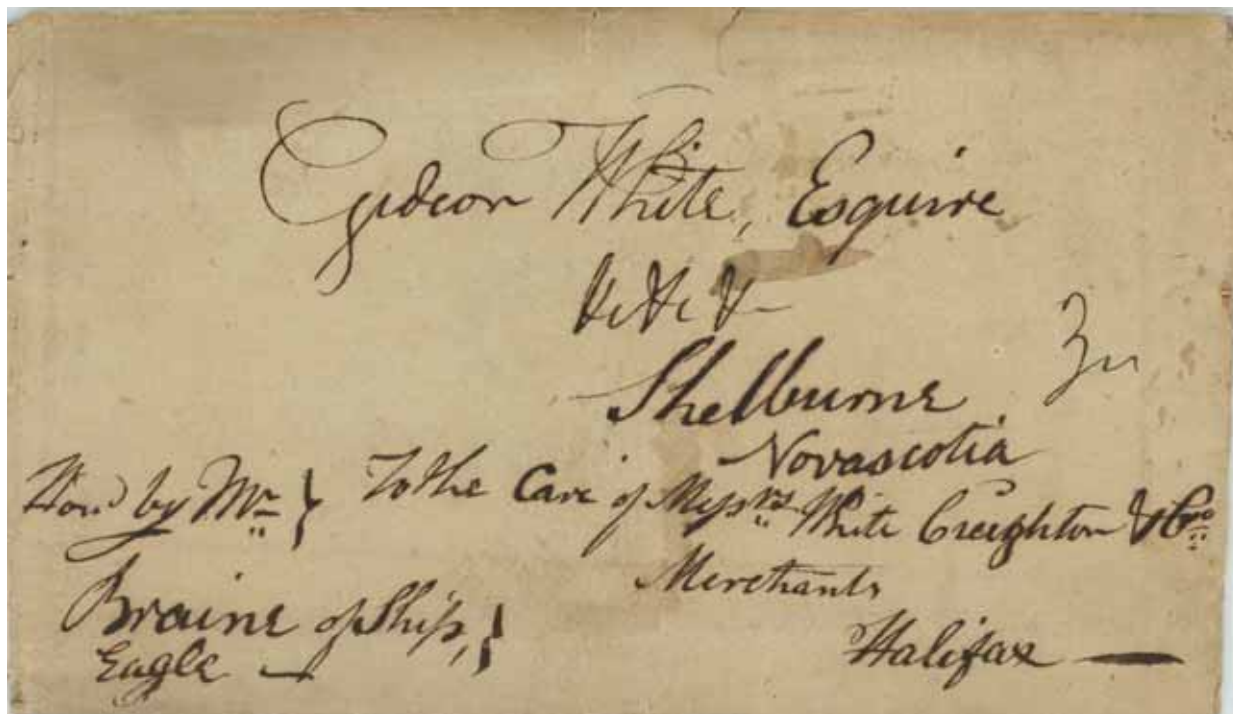
Carried by favour from St John's (Newfoundland) to Sydney.



St John's-Plaister Cove, via Sydney, 1845. Rated collect 7 d cy (61-100 miles, Sydney-Plaister Cove).

Mail between US and Nova Scotia & New Brunswick

US-NS, 1817



New York-Shelburne via Halifax, 1817. Carried privately by Mr Braine of Ship Eagle. Is that a rate mark at right (representing $3\frac{1}{2}$, incoming ship letter plus local Halifax delivery fees)?

New York 31st of Dec 1817



Halifax–Philadelphia, 1820. Rated paid 9 d cy, double port to port rate (4 d stg \equiv 4½ d cy), and charged double 80–150 mile rate (12½¢), New York–Philadelphia.

HALIFAX N.S. PAID circular, known 1817–39, but seldom seen; usually in red.



Horton N.S. Jan 26. 1830

Horton (NS; became Wolfville)–South Hadley Canal (MS), 1830. Rated collect **SHIP** 14½¢, made up from 2¢ incoming ship letter fee, and 12½¢ US rate, Boston to destination, 80–150 miles.

NS, NB-US



From *Wheeling* (VA), to the care of John Wilson, ferryman at Beaubers Point, Nelson Parish, near Cumberland (NS), via *St Andrews* (NB), 1834. Rated PAID 25 ¢, over 400 miles to the St Andrews-Robbinston exchange, then charged 9 d cy plus 1/-; we can only guess what the intermediate office was, but Saint John is plausible; the rate St Andrews–St John is known to have been 9d; the rate St John–Amherst (formerly Cumberland) was 11 d in 1835, so could have been 1/- in 1834.

ST ANDREWS NB, a relatively common straightline.



Newcastle (NB)–*Boston*, 1836. Rated Paid 1/7 (to St Andrews/Eastport exchange), and charged us 18³/₄¢ from Eastport to Boston. Originally *Missent to Halifax*. The Eastport clerk has struck through the two paid ms.

Newcastle April 19th 1836^m *Miramichi*

Cumberland/Amherst–US

Cumberland (Cumberland Co, NS) was often known as Amherst, but the official name change of the post office took place only in 1842. On 6 January 1845, the Amherst post office was destroyed by fire, and the two serif double broken circle hammers (as on second cover) were lost. As a result, examples are scarce, and fewer than 10 strikes of the Paid handstamp were reported in [JJ], and fewer than 25 of the dated handstamp.



Cumberland (NS)–Hartford (CT), 1836. Originally rated PAID 1/8 cy, made up from 9d to St John and 11d St John to St Andrews/Robbinston exchange point. At Robbinston, charged 25¢, US rate over 400 miles to destination.

CUMBERLAND NS * is one of the scarcer Maritime * cancels; fewer than 10 strikes reported in [JJ]. Blue ST ANDREWS NB * postmark, one of the three commonest NB * cancels.



Amherst–Hartford, 1844. Rated paid 11½d cy to the St Andrews-Robbinston exchange; this is a substantial reduction from earlier rate (rates changed, to some extent, in 1843). At Robbinston, PAID struck through, and 25¢ charged as above.

US-NS

Minudia/Minudie (Cumberland County, NS) is not far from Amherst (Cumberland).



Boston–Minudie (NS), 1838. Rated collect $18\frac{1}{2}\text{¢}$, US rate 150–400 miles, Boston–St Andrews/Robbinston exchange; this was converted to AP $11\frac{1}{2}$ d cy, to which 9 d (St Andrews–St John) and 11 d (St John–destination, near Amherst) was added, making a total due of $2/7\frac{1}{2}$ cy.



Chambersburg (PA)–Minudie (misspelled Maundia), 1839. Initially rated collect $12\frac{1}{2}\text{¢}$ (80–150 miles), corrected to 25¢, over 400 miles US rate to the St Andrews–Robbinston exchange. This was converted to AP $1/3$ cy, and as above, 9 d and 11 d added, making a total of $2/11$ cy due.

Blue ST ANDREWS NB * postmark, one of the most common NB * cancels.



Cohoes (NY)—Manudá [Minudie] (NS), 1840. Rated prepaid 18¾¢ d U s to the cross-border exchange at St Andrews (under 400 miles, altered from 25¢, the rate over 400 miles), then charged 9 d + 11 d for the offices that it passed through. Blurred blue St Andrews * (very common).



Bangor (ME)—St John, 1841. Rated PAID 12½¢, Bangor to St Andrews exchange (80–150 miles), and charged 8 d cy, St Andrews to St John.



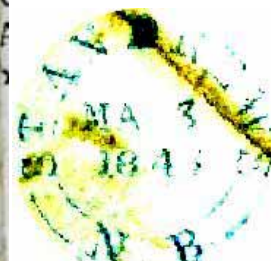
Norfolk (VA)—Shelburne (NS), 1842. Paid 25¢ (over 400 miles) to the St Andrews-Robbinston exchange; charged 8 d cy to Shelburne, but struck out, as addressed to the postmaster. On reverse, St Andrews *.



New York–Fredericton, quadruple, 1840. Rated collect 100 (one dollar; initially triple, 75¢), quadruple US rate at 25¢ per quarter ounce or enclosed sheet over 400 miles. At the Robbinston–St Andrews exchange, this was converted to AP 5/– cy, to which quadruple 7 d (Woodstock–Fredericton) rate was added. Total due was 7/4 cy.

The addressee could no doubt pay for it, as he was Major-General Sir John Harvey, KCB (Knight Commander of the Order of the Bath; below Knight Grand Cross of the order, but above Companion). From a Mr Featherstonehaugh (usually pronounced *Fanshaw*, although there are five other pronunciations in common use).

WOODSTOCK NB double circle, known 1839–42.

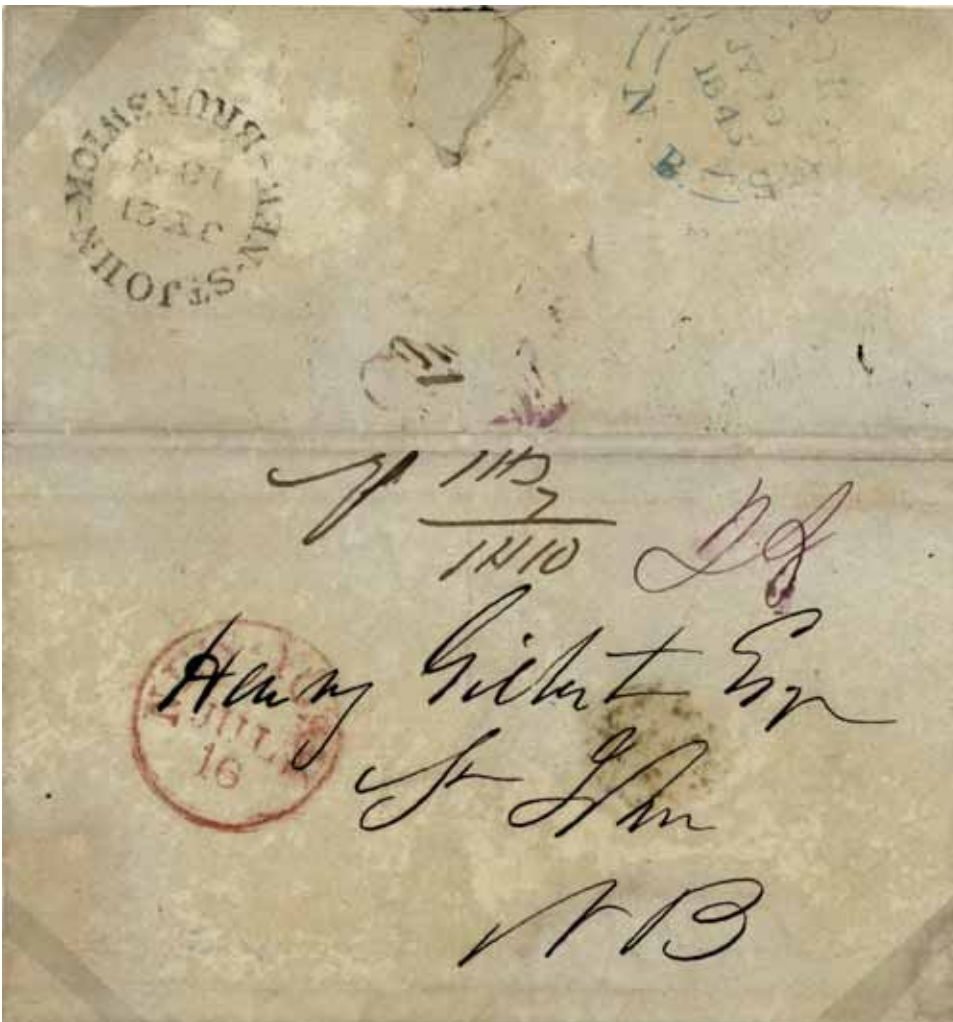


Charlestown (MA)–Granville (NS), 1843. Rated collect 18¾¢, 150–400 miles to the St Andrews–Robbinston exchange. This was converted to AP 11½ d cy, to which 9 d (St Andrews to Annapolis, near Granville) [there was no post office in Granville] rate was added, and then an additional letter carrier fee of 1 d.



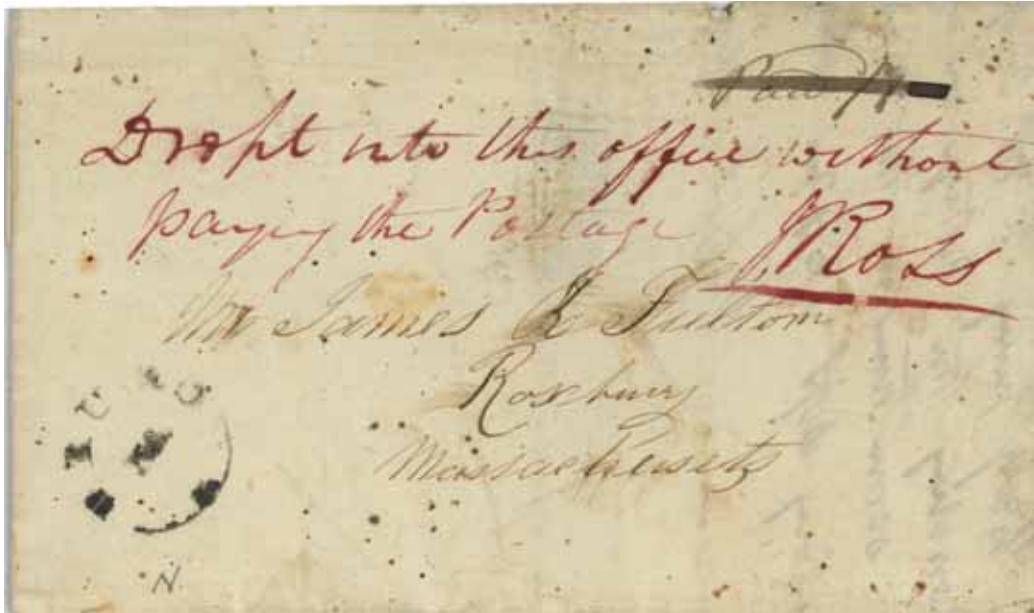
*Friend Paul
 Casport March 31. 1841*

Eastport (ME)–St John, 1841. Rated PAID 6¢, U S rate under 30 miles; the exchange was Eastport/St Andrews, so it may have been mailed from just outside Eastport. Then charged 9 d cy St Andrews–St John.



New York–St John, 1843. Rated collect 25¢, U S rate over 400 miles, New York–Eastport/St Andrews exchange; this translated to AP 1/3 cy (American postage), and then 7 d added for the rate St Andrews–St John (in 1843, the rates changed to strictly by mileage, and thus the latter rated dropped by 2 d).

NS, NB-US



Londonderry Sept 1842

Londonderry (NS)—Roxbury (MA), 1842. Initially rated paid 11d cy (to the exchange point at St Andrews/ Robbinston); struck through, and marked *Dropt into this office without paying the postage. J Ross*. However, there are no other rate marks, neither of NS, or American. As postage to the border had to be prepaid, this letter was likely returned to sender.

TRURO * NS, fairly common.



St Andrews—Bangor (ME), 1834–45. Collect 12½¢, US rate 80–150 miles, Robbinston—Bangor. As St Andrews was an exchange point with Robbinston, the PM was an assistant US postmaster, and so there was no BNA charge.

NB–Boston with AC

Sometimes the ms **AC** marking (*after closing*; equivalent to *too late*) is difficult to read.



Saint John–Boston via St Andrews–Robbinston exchange, 1843. Prepaid 7 d cy to the exchange, and then charged 18³/₄¢ within the U S to Boston. Red **AC** (upper left) applied at Saint John.

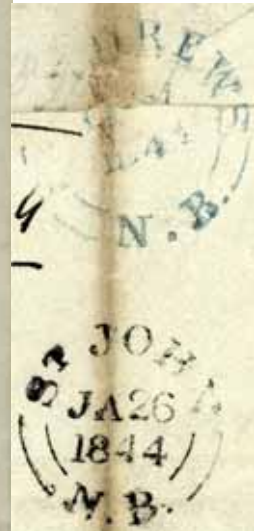


St John–Boston, 1845. Prepaid 7 d to the St Andrews–Robbinston exchange, and charged 18³/₄¢ mileage to Boston. Ms **AC** applied at Saint John.

NB-US



St John–Bangor (ME), 1843. Rated paid 7 d cy to St Andrews/Robbinston exchange, with PAID struck through in U.S. Then charged 12½¢, U.S. rate over 80–150 miles, Robbinston–Bangor.



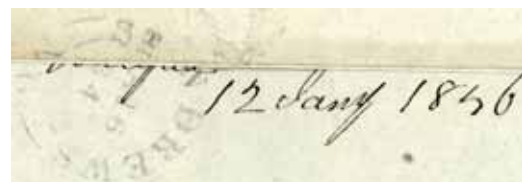
St John–Philadelphia, 1844. Rated paid 7 d cy to St Andrews/Robbinston exchange. Then charged 25¢, U.S. rate over 400 miles, Robbinston–Philadelphia.

NB-US



St Thomas (NB)–Houlton (ME), 1844. Rated *Paid 11½* d cy, representing 201–300 miles. This is part of a known correspondence, wherein the letter was not delivered to the U S, but left to be picked up at Woodstock [D2]. This explains the lack of U S postage.

The distance Madawaska–Woodstock is only about 125 miles; there are two possibilities for St Thomas, Carleton County (more likely), or Kent County (neither had a post office at the time), but these are far to the east, and it wouldn't make sense to send the letter via Madawaska.

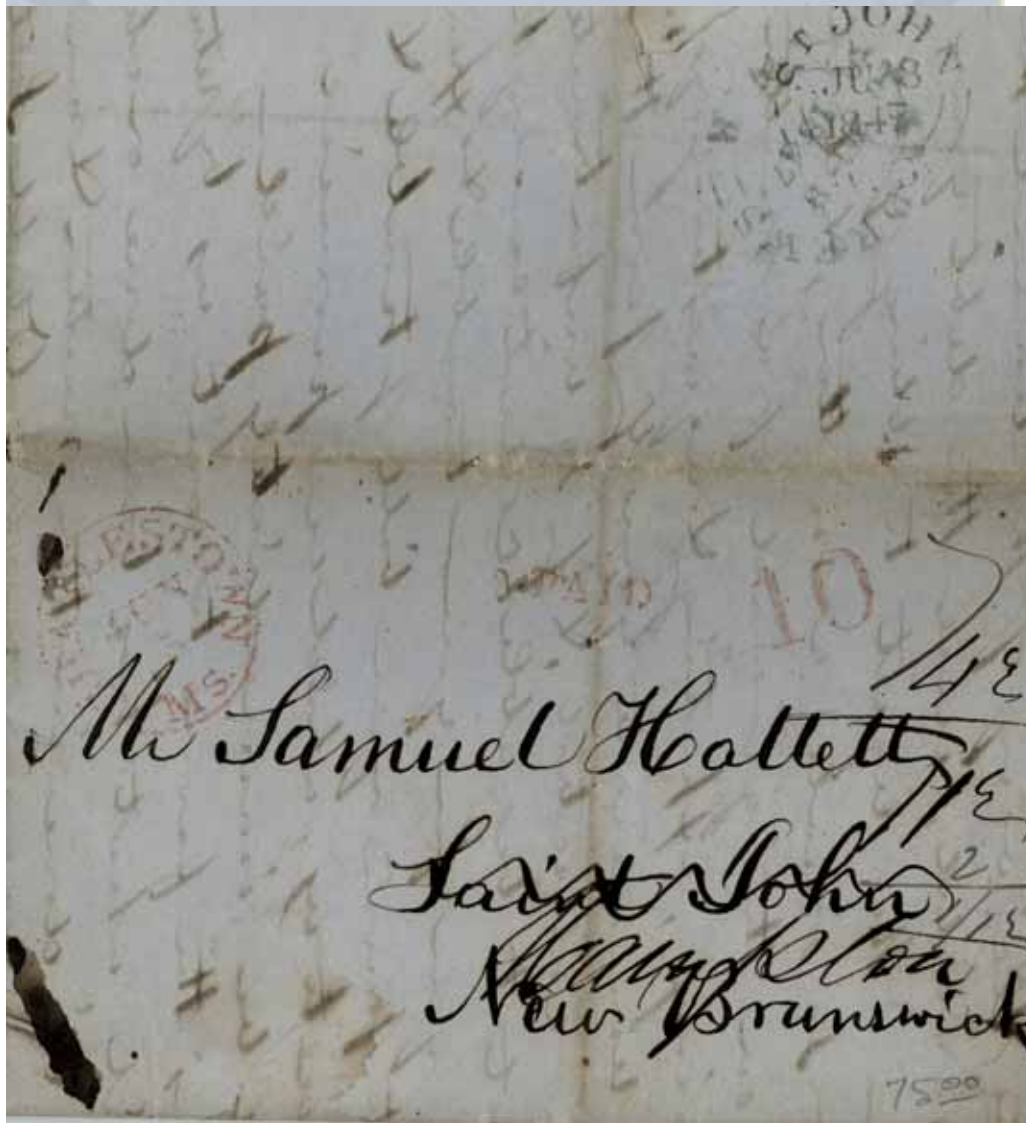


Halifax–New York, 1846. Kennedy correspondence. Prepaid *1/1½* cy Halifax to the St Andrews–Robbinston (Maine) exchange, then charged 10 ¢ to New York (over 300 miles).

US-NB



Baltimore–*St John*, 1846. Rated collect **10¢**, US rate over 300 miles to the exchange at St Andrews; this converted (AP) to 6 d cy, then charged 7 d St Andrews–St John.



Charlestown (MS)–*Saint John*, forwarded to *Hampton (NB)*. 1847. Rated **PAID 10¢** US to the cross-border exchange at St Andrews, then charged 7 d to Saint John.

Letter forwarded to Hampton, with additional charges of 4½, and 2 d, the latter the way office fee (collect covers were charged at each office they passed through).

Both directions NS–US by British packet

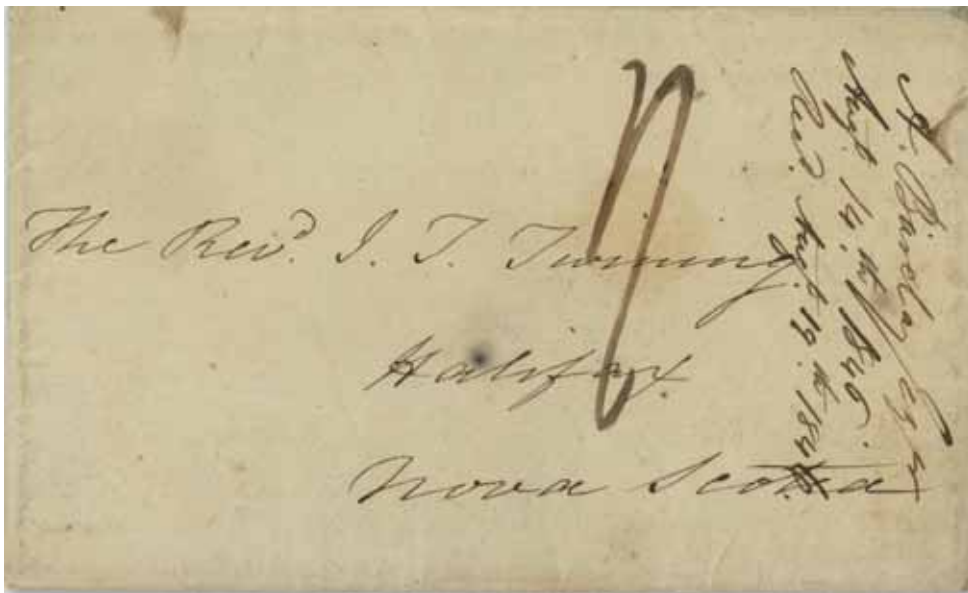
From 1842–20 September 1849, the British packet rate between Halifax and Boston (and eventually, New York) was 1/– stg per half ounce.



Halifax–New York, single/double, 1843. Rated prepaid 1/– stg (at left) single rate to US via packet to Boston, then charged initially 20³/₄, single rate under 300 miles and 2¢ incoming ship letter fee; determined to have an enclosure, so charged double in the US, making 39½¢ due.

Via the Cunard Acadia. Kennedy correspondence.

Common Halifax tombstone.



New York–Halifax, 1846. Rated collect 1/– stg, rate New York–Halifax by packet. The Halifax datestamp is an exchange marking, proofed 1845, and known used to 1860.



Halifax–New York, 1848. Paid 1/– stg by Cunard to New York, then charged 6¢ ship letter fee at the port of arrival.



NS-US by British packet

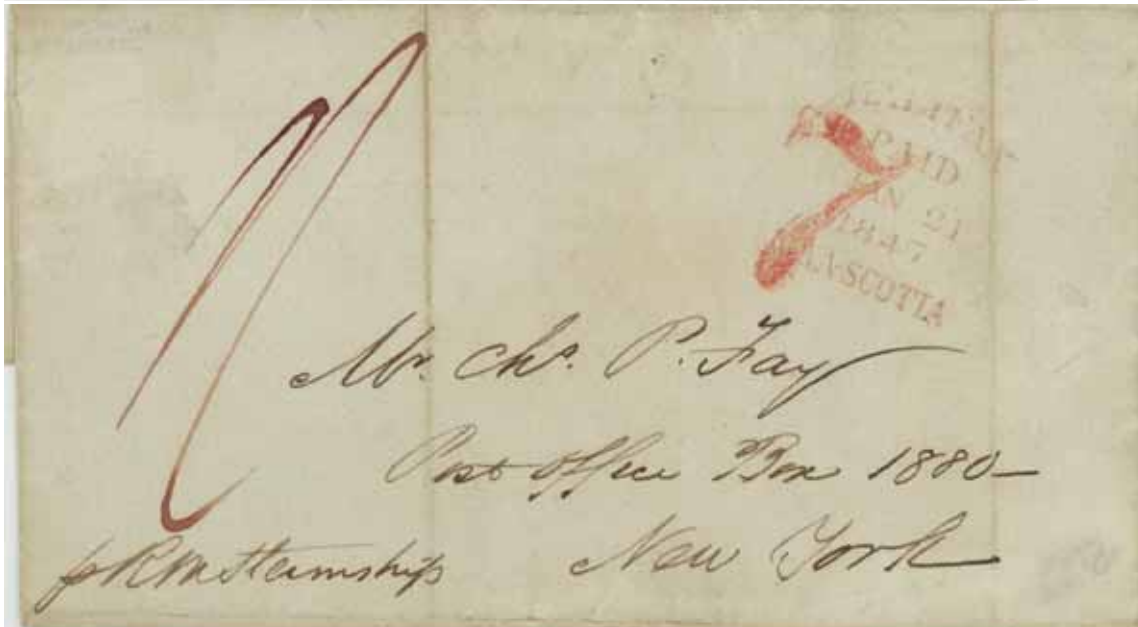
Initially the charge was 1/- per half ounce to Boston, plus U S internal postage.



Halifax–New York, 1847.
Paid 1/-, rate by British packet,
Halifax to Boston, and charged 7¢
(2¢ incoming ship letter plus 5¢
Boston–New York).



Halifax–New York, 1847. Rated as above.
Kennedy correspondence.



Halifax–New York, 1847. Rated
as above.

Just before and during retaliatory rates period

For the period July–December 1848, the U S charged 24¢ retaliatory rate on incoming British packet mail, in response to the British surcharge on incoming mail on U S packets.



Halifax–Boston, last sailing of British packet before retaliatory rates, 28 June 1848. Rated paid 1/– cy by packet to Boston, with arced **SHIP 6**, incoming ship letter fee at port of arrival.



Halifax–New York, first sailing of British packet during retaliatory rates, 5 July 1848. Rated paid 1/– cy packet rate to Boston; then charged 24¢ retaliatory rate. Carried on the *Caledonia*.

NS-US by packet



Halifax–New York, April 1849. Rated (compulsorily) prepaid packet (Cunard) 1/– stg, and charged 5¢ at Boston, to New York.



Pictou–New York, June 1849. Faint strike of the serif double broken circle **PICTOU NS PAID**; the rate appears to be 1/6, which is probably in sterling, coming from 1/– British packet plus 6 d stg (usually given as 7 d cy), 101–200 miles Pictou to Halifax. This despite the fact that on packet mail with U K, the inland rate was fixed at 2 d stg.

Then it appears to have been charged 24¢, the US rate on an *unpaid* letter from U K. This is a misrating.

NS–US packet rate change

The rate Halifax to Boston or New York by British packet dropped (from 1/-) to 4½ d cy per half ounce on 20 September 1849.



Truro (NS)–New York, double rate, by British packet, 1847. Paid 2/-, double rate (per half ounce) by sea Halifax to Boston, and charged 12¢ (2¢ incoming ship letter plus double 5¢ Boston–New York), overstriking original 7 (for single rate).



W. H. H. H.
6th October
1849

Truro–New York, 6 October 1849. Paid 9 d cy, made up of 4½ for each of Truro–Halifax (under 60 miles), and British packet Halifax–Boston. Then charged 5¢ in Boston, for the trip to New York.

The **TRURO·N.S. PAID** double broken circle is fairly scarce.

NS–US by British packet

On 20 September 1849, postage to New York or Boston via British packet became 4 d stg (4½ d cy); on 6 July 1851, the packet rate became 5 d cy.



Halifax–New York, 27 November 1849. Rated paid 4 d stg by packet, and charged 5¢ Boston–New York.



Halifax–Boston, 4 September 1850. Paid 4 d stg by packet, and charged 5¢ New York–Boston.

Small nonserif **HALIFAX PAID** tombstone, proofed 3 August 1850 in London; earliest reported example. Rarely seen, but known to 1860.



Halifax–Bethlehem (PA) via Boston, 1850. Rated prepaid 4 d stg, British packet to Boston, and charged US domestic rate of 10¢ at Boston.

Cunard packets between Halifax and US, 1851



MAIL STEAMERS (HALIFAX AND UNITED STATES).

RETURN to an Order of the Honourable The House of Commons,
dated 23 May 1851:—for,

A RETURN, "in a Tabular Form, of the MAIL STEAMERS employed by Messrs. Cunard & Co. in carrying the Mails to and from *Halifax* and the *United States*, from their earliest Commencement down to the present Time; giving the Names of the Vessels, their respective Tonnage, inclusive of the Space occupied by the Boilers and Machinery, and what Space is occupied by these; the Horse-power of each Vessel, and the Contract Price paid for each Year's Service; how many Summer and how many Winter Voyages they were and are bound to perform under their Contract, and when these Voyages begin and end; when the respective Contracts began and ended, and when the present one will expire."

Admiralty,
16 June 1851.

J. H. Hay,
Chief Clerk.

RETURN of the CONTRACT MAIL STEAMERS employed by Messrs. Cunard & Co. in carrying Mails between this Country, *Halifax*, and the *United States*.

	Contract Price.	No. of Summer Voyages.	No. of Winter Voyages.	Summer Voyages.		Winter Voyages.		Contract Began.	Contract Ended.	REMARKS.
				Began.	Ended.	Began.	Ended.			
Four or more steamers, of not less than 300-horse power, and a sufficient number not less than 150-horse power - - -	60,000 <i>l.</i> per ann. less 4,000 <i>l.</i> for running once only in Nov. Dec. Jan. Feb.	16	4	March	Oct. -	Nov. -	Feb. -	1 July 1840	August 1841	-- Between Liverpool and Halifax, N. S.
Five steamers, of not less than 400-horse power, and two steamers, of not less than 150-horse power (for St. Lawrence service)	80,000 <i>l.</i> per ann.	16	4	April -	Nov. -	Dec. -	March	1 Sept. 1841	June 1846	-- Between Liverpool, Halifax, Boston, and Quebec.
Nine steamers, of not less than 400-horse power, and one spare steamer, of not less than 150-horse power - - - -	85,000 <i>l.</i> per annum until commencement of New York line, on 1 Jan. 1848, then 145,000 <i>l.</i>	35	9	April -	Nov. -	Dec. -	March	1 July 1846	June 1850	-- Between Liverpool, Halifax, and Boston, and Liverpool and New York.
Eight steamers, of not less than 400-horse power - -	145,000 <i>l.</i> per ann.	35	9	April -	Nov. -	Dec. -	March	1 July 1850	- - Will expire on 31 December 1851, when a new contract comes into operation.	



MAIL STEAMERS (HALIFAX AND UNITED STATES).

A RETURN, in a Tabular Form, of the MAIL STEAMERS employed by Messrs. Cunard & Co. in carrying the Mails to and from *Halifax* and the *United States*, from their earliest Commencement down to the present Time, &c.

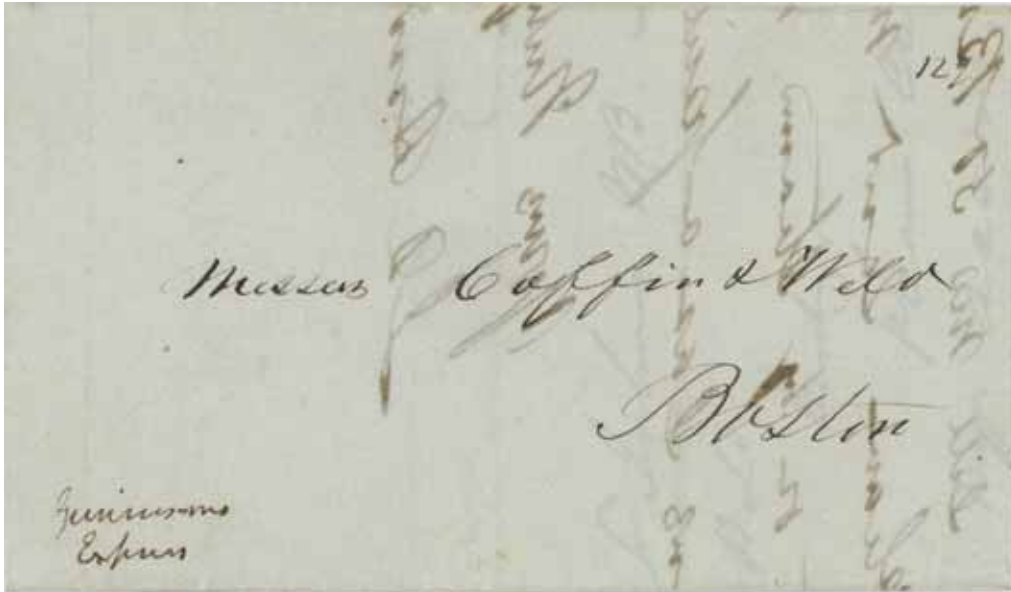
(Mr. Brown.)

Ordered, by The House of Commons, to be Printed,
17 June 1851.

NAMES OF VESSELS EMPLOYED.	Tonnage (Old Measurement).	What Space Occupied by the Boilers and Machinery.	Horse Power.
Asia - - - - -	2,073	No record showing this in this department.	800
America - - - - -	1,729	- - - - -	630
Africa - - - - -	2,050	- - - - -	800
Cambria - - - - -	1,314	- - - - -	500
Canada - - - - -	1,774	- - - - -	680
Europa - - - - -	1,777	- - - - -	650
Niagara - - - - -	1,774	- - - - -	630
Margaret - - - - -	618	- - - - -	220
Acadia - - - - -	1,148	- - - - -	420
Britannia - - - - -	1,156	- - - - -	420
Caledonia - - - - -	1,144	- - - - -	420
Columbia - - - - -	1,140	- - - - -	420
Achilles - - - - -	991	- - - - -	430
Unicorn - - - - -	648	- - - - -	260
Hibernia - - - - -	1,349	- - - - -	500

NB–US via Gunnison's Express

Gunnison's Express (1844–51, re-established 1853), carried parcels and some letters between Boston, Eastport, and Saint John.



St John–Boston, via Gunnison's express, 1844. No NB postage required, as the express left from St John. Charged at upper right 12½¢; this is probably Gunnison's fee, delivered to Boston.

St John NB. June 28. 1844

Favor's express

Hiram Favor (Boston) established a package express in 1849, and carried letters between St John and Boston for a fee.



St John–New York, Favor's Express, 7 May 1851. No Canadian postage, as carried privately by Favor. Rated collect 10 Cts at Boston, representing rate Eastport–New York, over 300 miles; STEAM applied at Boston.



Packet mail between UK and NS & NB

London–Nova Scotia, three rate periods

London to Halifax, forwarded, 1804. Rated prepaid 1/10; 1/- packet and 10d, London–Falmouth (increased from 8d April 1801). Then charged 4½d cy forwarding (under 60 miles) to Clermont (no post office), altered to 7d cy (61–100 miles).

Red London paid circle (many variations), and Halifax straightline.



London to Halifax, 1808. Rated prepaid 2/; during 1805–12, Falmouth packet rate was 1/1, and London–Falmouth was 11d (150–230 miles)



London–Halifax, 1813. Rated prepaid 2/2; in 1812, packet rate rose to 1/3.

UK–UC via packet to Halifax, 1807–8

Three straightlines



London
Spring Garden 8th June 1807

London–Charlottesville, near Chippawa (UC), July 1807–June 1808. Rated collect *racket* $0/9$ 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).

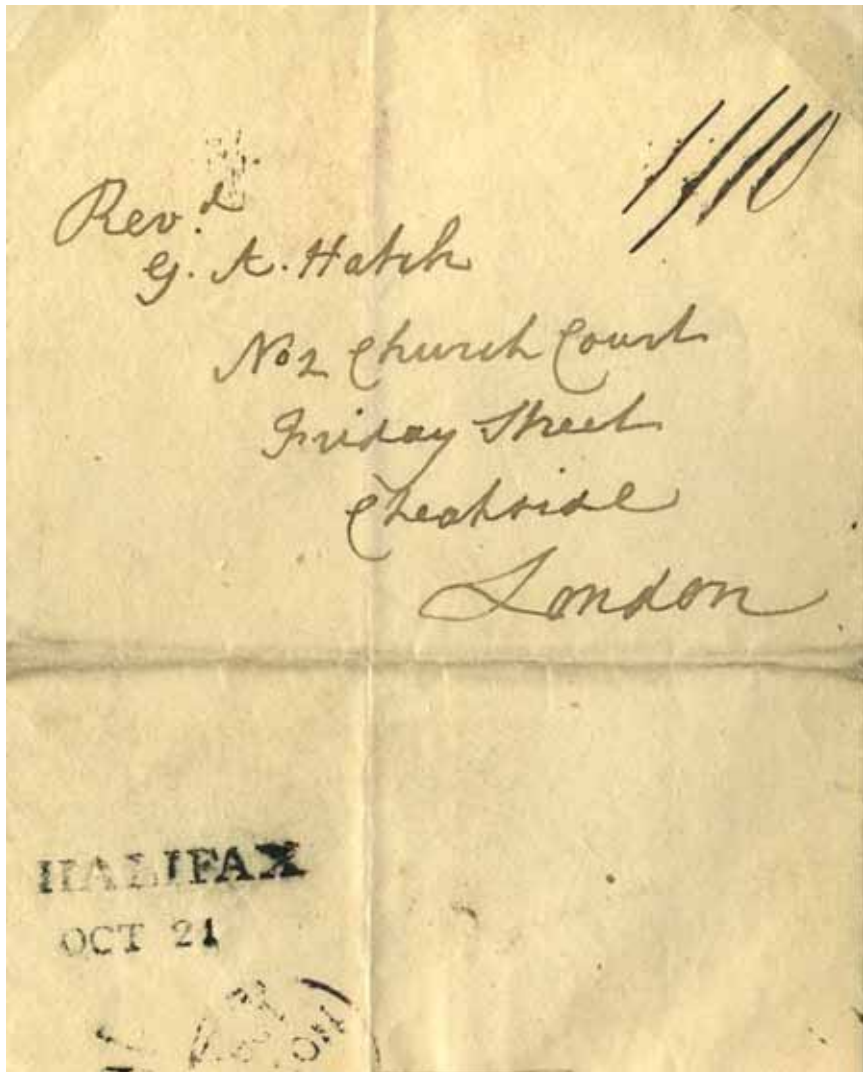
Then charged $5/-$ cy, triple $1/8$, Halifax–Quebec. Next, *forwarded* $1/6$; this is a very early example of the different use of *forwarded* in Lower Canada. Apparently triple 6 d cy, and followed by an additional *forwarded* $2/4$, which isn't triple anything. Total due is $15/7$ cy.

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.

Ms \times at upper left might be a London postal inspector's marking, or it might be a random squiggle.

Packet, Halifax to England



Halifax to London, 1803. Rated 1/10 collect, made up as 1/- packet rate, and 10d Falmouth-London. Straightline HALIFAX and partial London receiver.



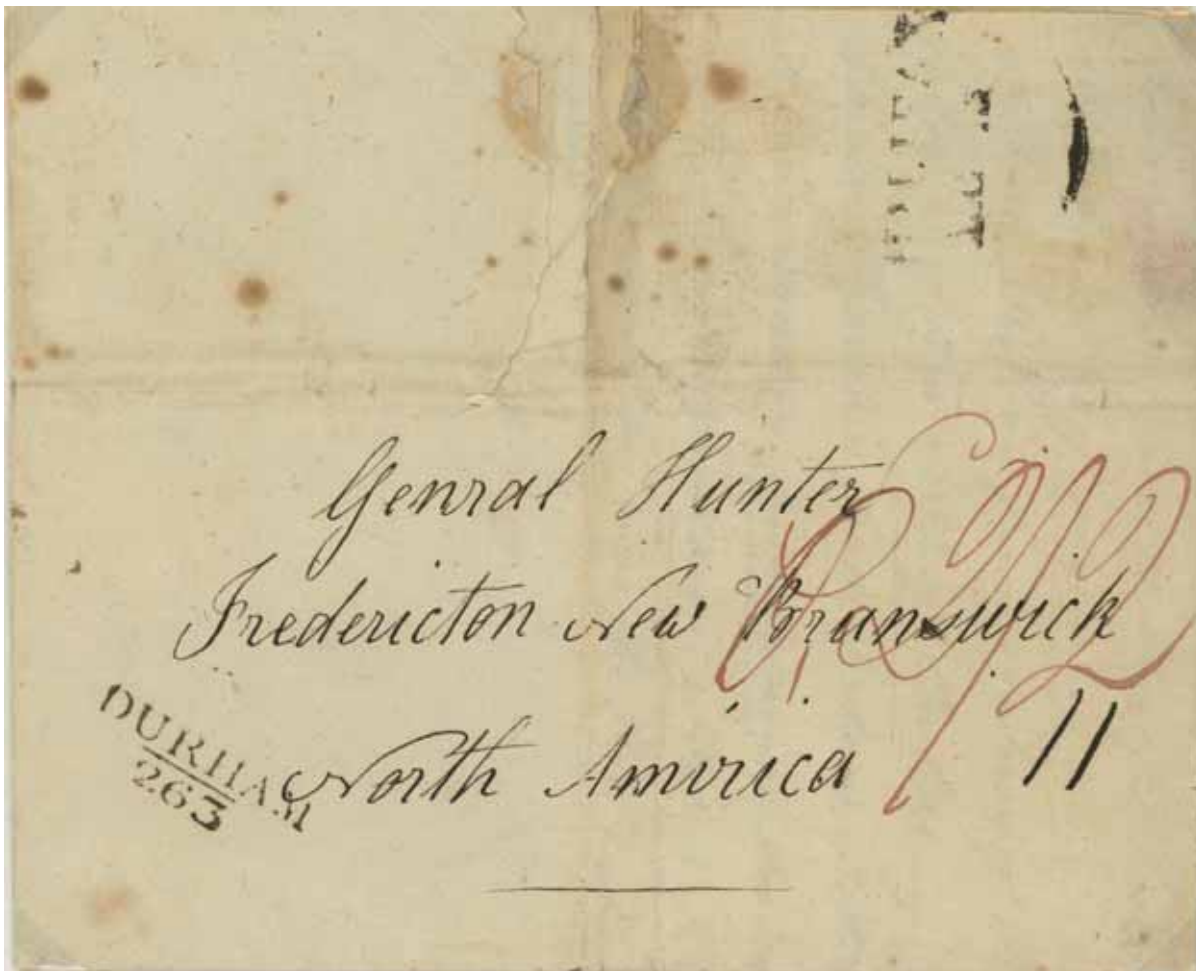
Halifax to London, 1815. Rated 2/2 collect; in 1812, the packet rate became 1/3, and the internal rate Falmouth-London rose to 11 d stg. Unusually clear common four blobs HALIFAX dater (1814-45).

UK–NB packet, 1810



London–Saint John (NB), 1810. Single letter rates, 11 d stg London–Falmouth, 1/1 stg British packet, Falmouth–Halifax; and 9 d cy, Halifax–Saint John. Originally rated paid (in London) 4/–, which would be double packet to Halifax; this was struck through and replaced by another 4/–. It was then charged 9 (at right); this should have been double, 1/6 cy. There is an additional 1 d local delivery fee charged at destination

Straightline HALIFAX with bounding circle, known 1804–7 and 1810–2.



Durham (UK)–Fredericton, 1810. Rated paid **P 2/2** (stg), made up of 1/3 packet rate plus 11 d inland Durham–Falmouth (263 miles according to the postmark). Then charged 11 d cy Halifax–Fredericton.

Straightline DURHAM with mileage, not listed in CPB, 8th edition, probably an oversight.

Straightline HALIFAX with part of bounding circle visible.



UK to Nova Scotia



Paid at Glasgow, to Halifax, 1815. Rated prepaid P 2/5, made up of 1/3 packet rate and 1/2 Glasgow–Falmouth (400–500 miles). No internal BNA postage, as it is addressed to Halifax.

*Small oval PAID AT GLASGOW (1811–15), and straightline with mileage. Carried on the *Hinchinbrooke*.*



Bristol to Sydney (Cape Breton), 1817. Rated prepaid P 2/1, packet rate 1/3 and 10d Bristol to Falmouth. Then charged collect 11d Halifax to Antigonish and 7d cy Antigonish to Sydney (in Nova Scotia and New Brunswick, unpaid letters were charged at each office en route).

Red circular BRISTOL with mileage below; with two differently-dated four blobs Halifax daters (later one has the date of departure).

PEI to England, misrated at Halifax and UK, 1816

Different rate schemes on covers carried on the same ship!



Charlottetown—London, same packet, different rates, 1816. Charlottetown—Pictou (NS)—Halifax, then carried on the same ship (Halifax cancels have same date—on which the ship left port), and then Falmouth—London.

Earlier (bottom) rated $4\frac{1}{2} + 7\frac{1}{2}$ (C—P, P—H); this was converted to 10 d sterling and added to the now firm $2\frac{1}{2}$ packet rate to London, making $3/-$. This was struck though and the $11\frac{1}{2}$ d cy was erroneously treated as sterling, making the final amount due, $3/1\frac{1}{2}$.

Later cover (top) rated 7 d cy (just Pictou to Halifax; possibly carried to P), and then rated, inexplicably $2/8\frac{1}{2}$ struck through and replaced by $2/9\frac{1}{2}$.

Manuscript *Pictou* town datestamp, fewer than five known in this period.

Heavy, man

England to New Brunswick

Clerks in the late eighteenth and early nineteenth centuries often had difficulties calculating the rates on large multiples.



London to Saint John (NB), octodeuple rate, 1817. Rated $4\frac{1}{2}$ oz (eighteen times the quarter ounce rate), $18 \times 2/2 = \text{£}1/19$ (packet rate, $1/3$ plus 11d London–Falmouth); this converted to 43N4 cy (hence the 4N4 near the sterling rate). An additional 4N6 was charged, then on reverse another 3/0; the supplementary fee of 7/6 cy (18×5 d) was supposed to pay Halifax–Saint John internal BNA postage (9 d cy per quarter ounce), but this is much too small. Total charged was 50/10.

London datestamp on reverse.



London to Saint John, unidectuple rate, mostly prepaid, 1823. Rated $2\frac{3}{4}$ oz (eleven rates), $11 \times 2/2 = \text{£}1/3/10$ (red manuscript at upper right), prepaid at London. On arrival at Halifax, charged an additional 8N3 cy, which is 11×9 d per quarter ounce; this time the correct internal postage was collected.

Standard red large circle London PAID datestamp and Halifax four blobs.

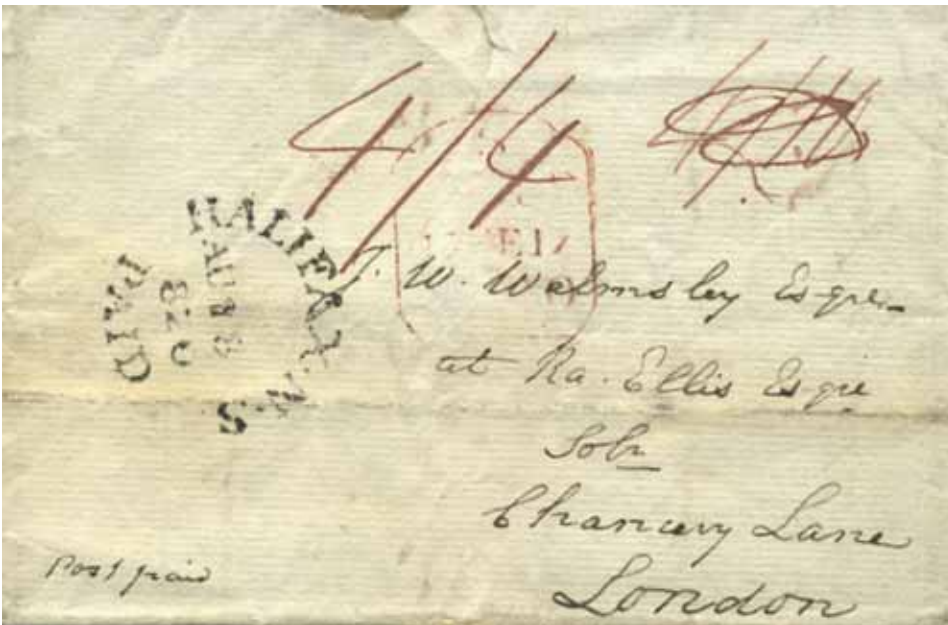
NB, NS–UK packet



Saint John–Aberdeen (Scotland), 1817. Rated collect 2/7 stg, made up from 1/3, the Halifax–Falmouth packet rate, and 1/4, the 1805 inland rate for 701–800 miles Falmouth–Aberdeen (distance ca 720 miles). Scottish wheel tax of ½ d was added.

This leaves 2/ at upper right, and also the charge for Saint John–Halifax (8 d stg); confusing that the 2/– rating was neither struck through nor added to the other rate. Possible that the letter was treated as triple in Saint John (or Halifax), and thus liable to the 2/– rate, the enclosures not detected at Falmouth.

Clear ST JOHN fleuron wings postmark, known 1816–42, usually weak or blurred.



Halifax–London, double rate prepaid, 1820. Very unusual for this period, completely prepaid 4/10 cy, struck through in UK and replaced by sterling equivalent 4/4, double 2/2 (1/3 to Falmouth and 11 d F–L).

Circular HALIFAX NS PAID, usually in red; also London receiver.

Ireland to NB



Belfast to Miramichi (NB), 1821. Rated 3/4; in the period 1821–27, Irish rates were computed via Dublin—thus Belfast–Dublin, Dublin–Holyhead, and then Holyhead–Falmouth, and Irish currency was treated as sterling. Then translated to 3N9 cy, and internal BNA rate 11 d for Halifax to Miramichi. Total due is 4N8 cy.

Circle date stamp BELFAST, and Halifax four blobs transit mark (70 days travel).



Ross (Ireland)–Liverpool, forwarded to St John (NB), triple, 1822. Rated collect $6/9$ stg: triple $1/3$ packet to Halifax; the road distance Liverpool–Falmouth was well over 300 miles (but less than 400), so at the 1805 inland schedule was charged $1/-$ per enclosure.

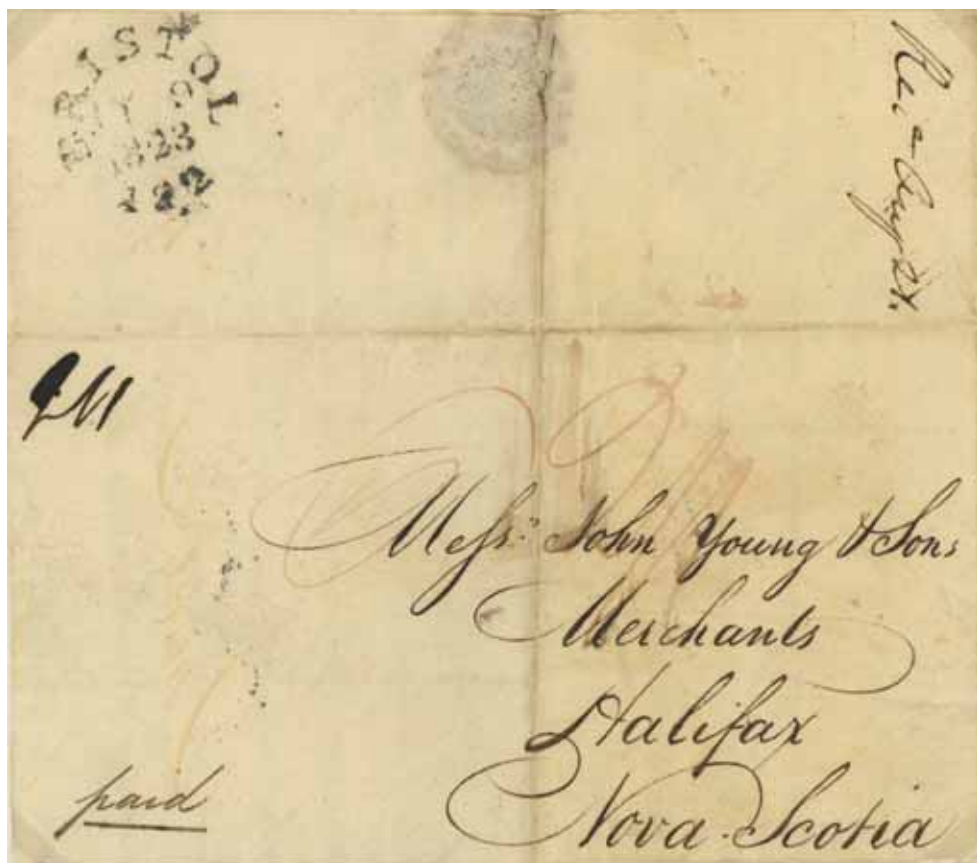
This translated to *Packet* $7/6$ cy, to which triple the rate Halifax–St John (9 d) was added, making a total of $9/9$ cy due.

This rating seems to ignore the Ross–Liverpool portion of the trip; at a road distance of about 260 miles, it would have been charged $1/-$ per enclosure (according to the 1812 schedule). The struck through rate marks (upper right, $5/6$; lower left, $2/3$?) don't reflect this), and were not incorporated into the total, as they should have been. If instead the inland rate was calculated for New Ross–Falmouth, the road distance (via Dublin) being over 400 miles, the inland charge would have been $1/1$ per enclosure.



New Ross 29 March 1822

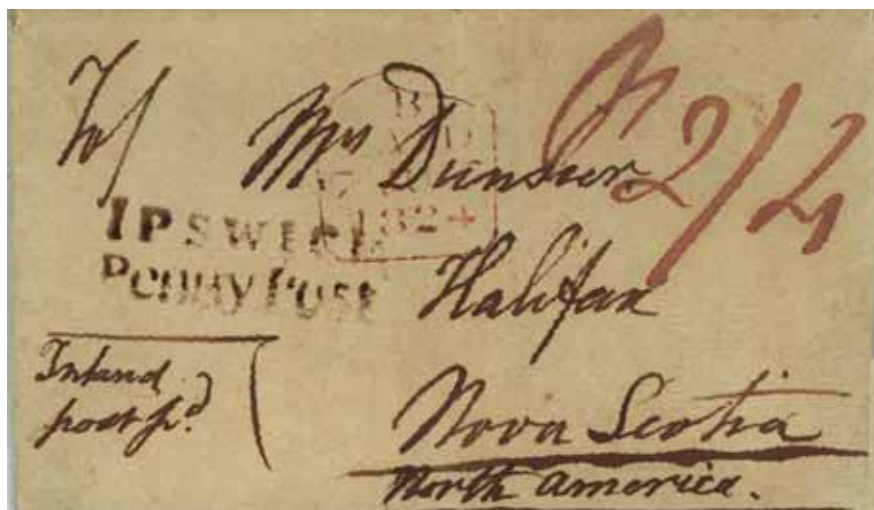
UK-NS, 1823



Bristol (UK)–Halifax, 1823. Rated paid *P 2/-* stg, made up of 1/3 packet rate plus 9 d inland Bristol–Falmouth at the 1805 schedule (122 miles according to the Bristol postmark).

The contents refer to grants in P E I:

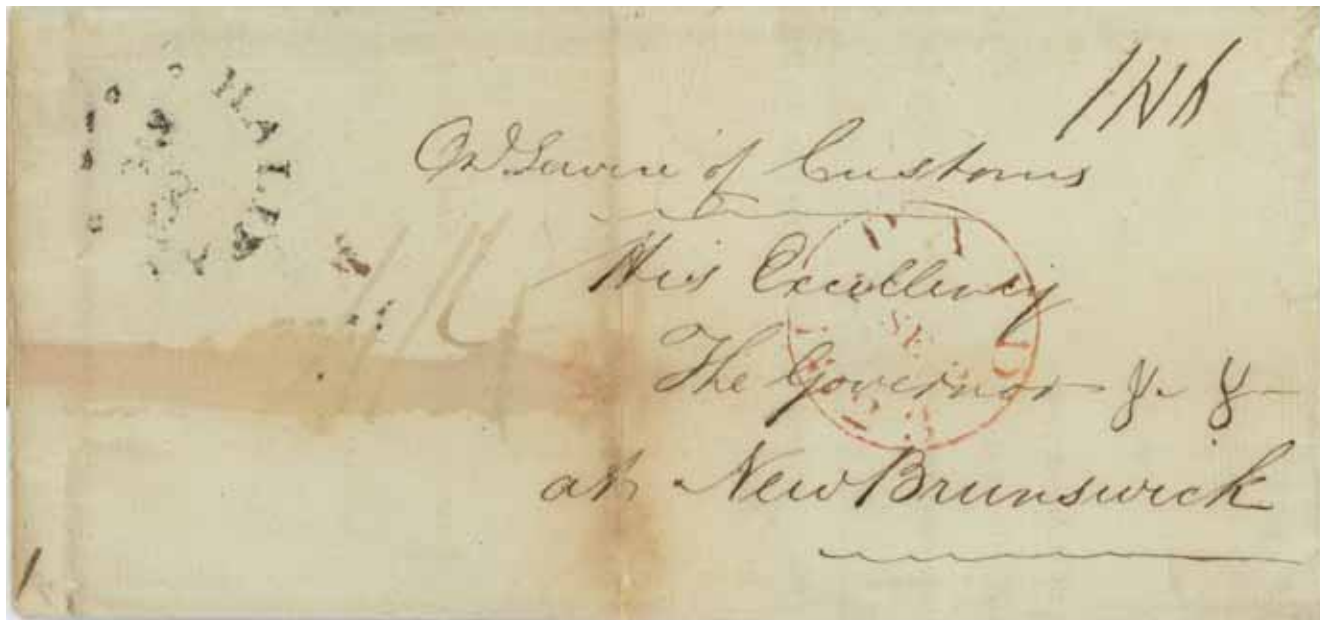
. . . requesting you would do us the favour to procure and forward an Authenticated Copy of the original Grant of Lot 49 in Prince Edward Island, which was registered in Halifax about 48 years ago. The Copy you were good enough to forward was Grant Number 49, instead of the grant of Lot 49, and related to a different township altogether. You will much oblige us by obtaining the correct Copy and forwarding it to us here. We have directed our house at Charlotte Town to remit you the charge for the same. . . .



Proth. Wall June 6 1824

Ipswich (UK)–Halifax, 1824. Rated paid *P 2/4* stg, made up of 1/3 packet rate plus 11 d inland Ipswich–Falmouth at the 1805 schedule. **IPSWICH Penny Post**, fairly scarce.

UK-NS-NB



London–Saint John, via Halifax, 1823. Datestamp **PAID 4/4** stg, double transatlantic (London–Falmouth plus Falmouth–Halifax packet); then charged $1/6$ cy, double Halifax–Saint John.



ABERDEEN
30 1826
528

Aberdeen–Newcastle (NB), 1826. Rated prepaid **P 2/7½**, (Aberdeen–Falmouth [mileage 528] + packet + three-wheel tax), and collect $1/6$ cy, Halifax–Newcastle. Faint Halifax four blobs (1814–45) at lower left.



London–Saint John via Halifax, triple, 1824. Rated collect 6/6, triple the usual 2/2 London–Falmouth and packet. Translated to 7N3 cy; and internal BNA added, triple 1/8—except that the rate Halifax–Saint John was only 9d cy; evidently a substantial overcharge. Total due 12N3.

Double rim London circle; manuscript inspector's star (upper left) and large red handstamp star (indicating letter was checked for rate and route; known 1819–25); Halifax four blobs.

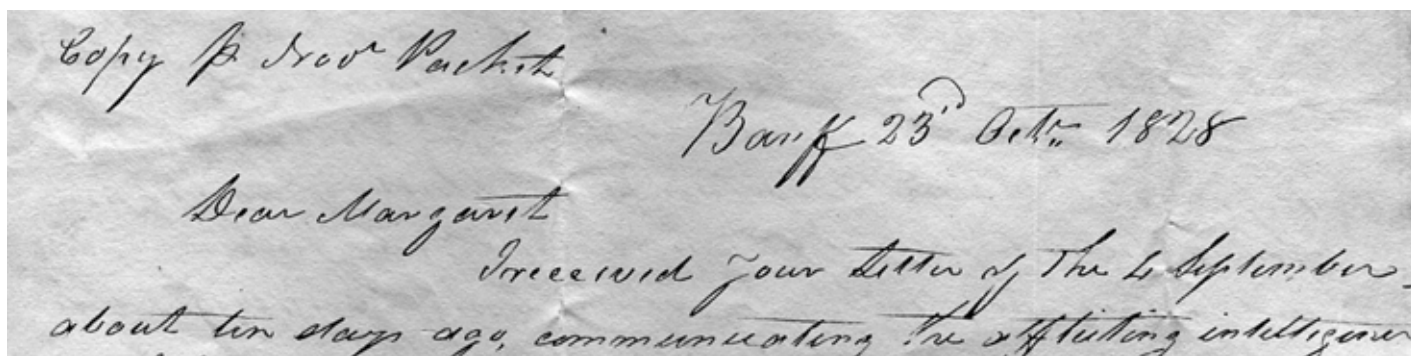


Glasgow to Halifax, prepaid, 1829. Rated prepaid (faint) 2/5, made up of 1/3 packet plus 1/2 Glasgow to Falmouth. Surprisingly, no trace of the Scottish wheel tax (half-penny) charge. At Halifax, charged the local delivery fee of 1d cy.

Relatively common PAID AT GLASGOW rounded rectangle and borderless round dater on reverse.

Replacement letter

Original, dated 23 October 1828, on the maiden voyage of the Falmouth packet *Ariel*, sailed 20 November 1828, and never heard from again.



Copy of Iron Packet
Banff 23^d Oct. 1828
Dear Margaret
I received your letter of the 4 September
about ten days ago, communicating the distressing intelligence

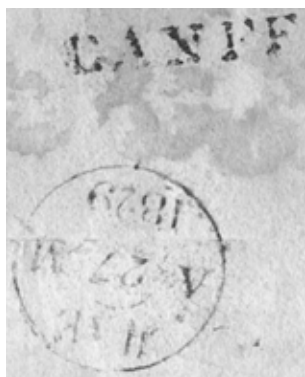


2/7 1/2
Miss Margaret Whyte
Sidney Cape - Britton
North America
Add'l Packet
2/11
1/6
4/5

Copy of letter, Banff (Scotland) to Sydney (NS), 1828–29. This one was mailed 26 June. Rated collect 2/7½, incorporating the half-penny Scottish wheel tax; made up of 1/4 for Banff–Edinburgh and E–Falmouth, and 1/3 packet. Then converted from sterling to currency (2N11), and internal Nova Scotia rates (Halifax–Annapolis 11d cy, and Annapolis–Sydney 7d, total 1N6). Total due 4/5 cy.

Straightline BANFF, red circle dater used at Edinburgh, and Halifax four blobs (lower right).

Likely the only duplicate letter known associated with the *Ariel*. Carried on the *Goldfinch* (Falmouth 8 July; Halifax 10 August).



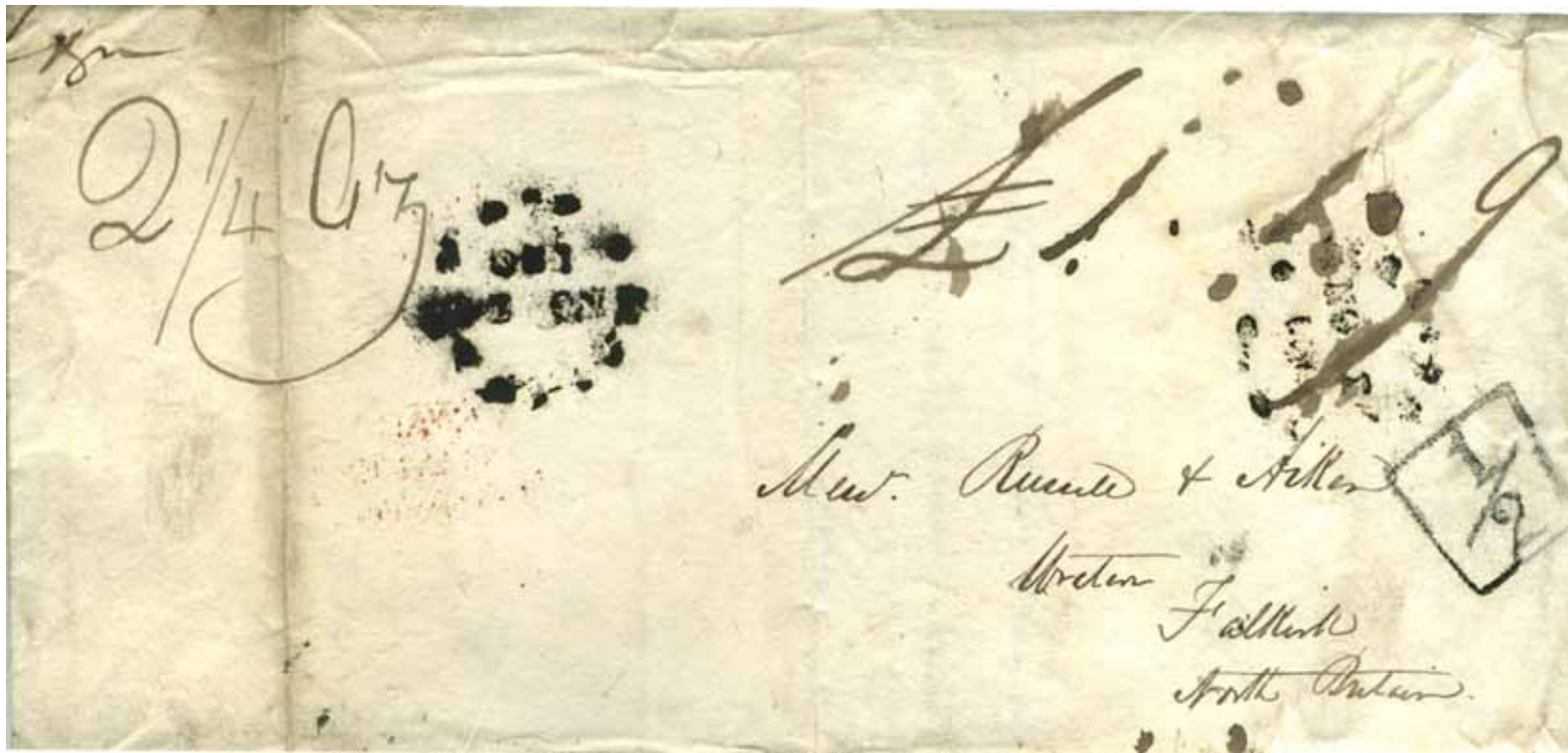
UK-NS, quintuple



Lombard Street (London)–Halifax, quintuple, 1827. Rated $1\frac{1}{4}$ oz 10/10 stg, $5 \times \frac{2}{2}$ packet rate to Halifax ($\frac{1}{2}$ stg London–Falmouth and 1/– transatlantic packet).

Pelican Life Insurance Office Lombard Street
London 1 August 1827
Sir

NS-UK, multiple rate



Halifax-Scotland, nine times rate, 1830. Rated 2¼ oz (nine times), £1/1/9, equalling nine times 2/5; this is made up of 1/3 (packet) and 1/2 mileage to Falkirk using the 1805 scale (up to 600 miles by road). And the additional ½ d Scottish wheel tax.

Two over-inked Halifax four blobs daters (both dated NO 8 1830) and London receiver (DEC 28).

NS, NB—UK



Digby (NS)—Hull (UK), 1829. Rated PAID 9 d cy Digby—Halifax (the PAID handstamps of many Maritime offices are very similar). Then charged 2/4 stg, made up from 1/— stg packet plus 1/4 Falmouth—Hull.

Double circle DIGBY POST OFFICE, known 1825—41.



Fredericton—Beccles (Suffolk, England), 1833. Rated paid 11 (struck through; at upper left, PAID handstamp is also struck through) Fredericton—Halifax, then charged 2/2, corrected by postal inspector (ms ×) to 2/3, made up from 1/3 packet and 1/— for 301—400 miles, Falmouth—Beccles (modern road mileage, 405).



Bedford (UK)–St Andrews (NB), 1830. Rated collect $2/3$ stg ($1/-$ stg Bedford–Falmouth plus $1/3$ stg packet rate, Falmouth–Halifax), converted to *Packet* $2/6$ cy. Then charged 9 d cy, Halifax–St John, and 7 d St John to St Andrews, totalling $3/10$. An additional 1 d local delivery fee was applied, bringing the amount due to $3/11$ (upper right).



Deal (Kent)–Halifax, 1836. Rated collect $2/3$ stg (at left), made up from $1/-$ stg Kent–Falmouth plus $1/3$ stg packet rate, Falmouth–Halifax). This was then converted incrementally in an odd sequence to $3/-$ cy, which is really off.

The ms $2/7$ on reverse may have been the correct conversion (or more likely, $2/6$ is the conversion, and 1 d local delivery fee was added; in this case, the additional 4 and 2 are mysterious).

The Halifax circle is unusually clear.

8th 68 Middle Street Deal
5th September 1835

NS-UK, letter found on a packet ship



Halifax to London, 1837.
Rated 2/2, packet letter.

Standard Halifax date stamp, and larger boxed handstamp **PACKET LETTER**. This was applied on board ship to any letters found there.

UK-NS

Name confusion: Liverpool and Halifax



Camelford
 My Dear Uncle
 I am really

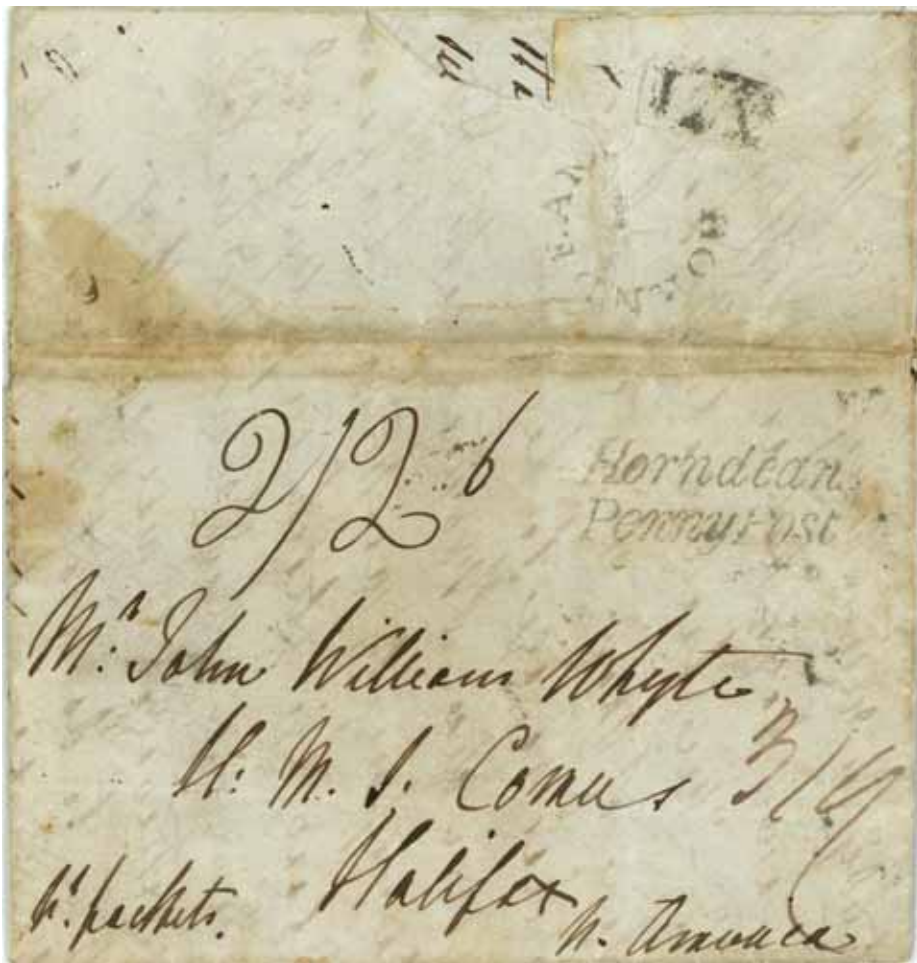
Camelford (UK)-Liverpool (NS), confused with Liverpool (UK), 1837. Originally rated collect 1/1 stg (based on internal mileage to Liverpool, UK); struck through and replaced by collect 2/3 stg (British packet plus Liverpool-Falmouth). This converted to 2/6 cy at Halifax (NS), to which the 9d cy fee, Halifax-Liverpool (NS) was added. Total due, 3/3 cy.

can't be found Nova Scotia, Liverpool; evidently, the Liverpool (UK) postal clerk originally thought that Nova Scotia was a district in Liverpool.



New York. Dec 30th 1841.
 Messrs I Goodall & Son,
 Dear Sir,
 I have received your favour
 of the 3d inst. In respect to Worsted Yarn.

New York to Halifax (UK), sent to Halifax (NS), 1841-2. Addressed to Messrs I Goodall & Son, Heath near Halifax; this is a woollen manufacturer in Halifax, Yorkshire, England (there is a reference to worsted yarn). Initially rated PAID 1/-, transatlantic rate (the curved paid handstamp was applied at New York). It was sent to Halifax, Nova Scotia, where it was charged 1/2 cy, again the transatlantic rate.

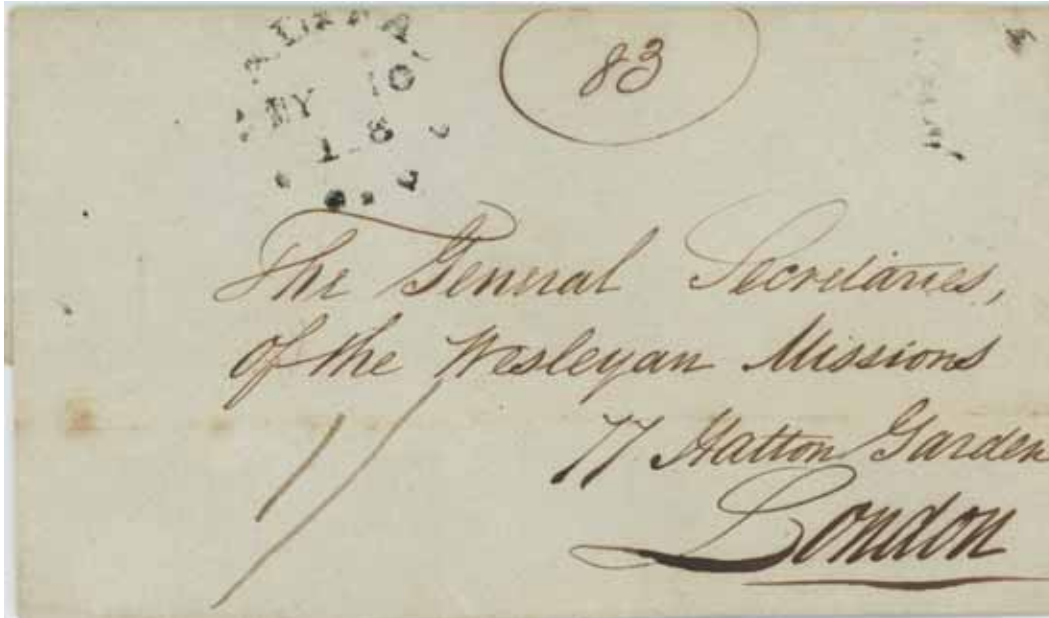


Horndean (UK)–Halifax, 1838. Rated collect 2/2; then there is an ms 6 (possibly ∂ , for *due*?), and lower right, a mysterious 3/9 (or 3/4), presumably in currency, but is far too much. Perhaps it was sent by packet as indicated; even then, the postage could not possibly come to that.

Horndean Penny Post straightline and horseshoe type.

NS-UK, May 1839

In March 1839, the packet rate was reduced to 1/- stg with no inland fees in either UK or BNA. However, the latter was soon withdrawn, and so only for a short period was there no internal fee to or from Halifax on packet letters. This was mailed during that period from Wallace (NS), and was not charged the postage to Halifax.



Wallace (NS)-London, April-June 1839. Rated 1/- stg packet (no inland fees at either end) collect. According to docketing, dated 20 April 1839; it must have been delayed, as the Halifax four blobs reads 10 May, just in time for the return trip of the *Tyrian*, departed Halifax 12 May, arrived Falmouth 9 June (docketing and London receiver give arrival at London, 11 June).



A handwritten receipt slip with a vertical line through the center. The text is written in cursive and includes: 'Received 4 June 1839', 'J. V. Gost', 'Wallace, 20 April 1839', and '- State of the work'.

Paid Halifax–London

Packet letter between Halifax and UK was 1/– stg per half ounce, from March 1839. No inland fee, as it was mailed from Halifax.



Halifax–London, April 1840. Rated *Paid 2/–*, double packet.
Extremely common Halifax tombstone.

Free UK–BNA, charged in Canada

Likely the earliest known *envelope* UK to Canada. Charged double (for the enclosure) at Halifax. (Up to 1844, in BNA, envelopes were charged additionally for their enclosure, but not in UK after 1840.) In the short period before which there was no internal charge in BNA on incoming letters from UK, and after which it was 2 d stg.



Early transatlantic envelope, charged for enclosure, free from England, January 1840. Early in reform period. No UK postage. This was in the short period after the BNA inland rate was not charged (on packets), but before it became 2 d; in this period, it was charged the full inland rate, here double (for the letter as enclosure), Halifax–Toronto (1301–1400 miles, 2/9 cy).

UK-NB

By this time, the packet rate was 1/- stg plus 2 d if inland from Halifax.

Per Steam Packet Via Halifax
1/2
Samuel Hallet Esq
St John
New Brunswick
oooooooo

PORTGLASGOW
JY 31
1841 A

Glasgow-Saint John (NB), 1841. Charged 1/2, which must be in sterling.

2
~~1/4~~ 2/8
Mr Samuel
Merchant
Chatham
New Brunswick
North America

COLCHESTER
JUL 10 1842

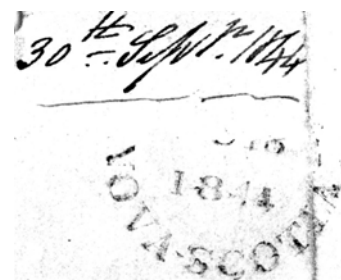
Colchester (UK)-Chatham (NB), 1842. Originally rated a mess; this was struck through and replaced by 2/4 stg (double 1/- packet plus 2 d internal from port). This was converted to cy 2/8, collect. The struck-through 2 at upper left might be an indication of double rate, or that this was a copy of another letter sent by a different route.

NB-UK



Miramichi-London, 1843. Rated 1/2 Stg, packet plus internal 2 d fee to Halifax.

The letter writer has put his address and date at top—if he were the Miramichi postmaster, this would be a manuscript town dater.



Charing Cross (London)–Halifax, 1844. Rated collect 1/– stg, the transatlantic packet rate to port. The oval FORWARDED BY MESSRS COUTTS & CO is misleading, as this was a letter from them.



Redlands (UK)–Halifax, 1846. Rated collect 1/2; if in sterling, this is incorrect, as the British packet rate to Halifax (and not the interior) was 1/– stg. The second digit was crossed out, leaving 1/–, presumably sterling, collect.

Both Redlands Penny Post and BRISTOL P^y POST.

UK-BNA, Government mail

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



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



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

Red crown paid accounting mark.

UK-NB, short paid



Double rate, single prepaid, London to Saint John, 1847. Rated prepaid $1/2$ stg, found to be *above* $1/2$ oz, and charged an additional $1/2$ stg, likely at Liverpool.

London paid dater, Liverpool L oval (Robertson M26, 1844-48), Saint John receiver on reverse.

To and from UK

Inland B N A rate on packet letters removed 15 April 1849.



Liverpool (NS)–Finsbury, London, 1849. Rated collect 1/– stg.



Fredericton–Aberdeen, 1850. Rated collect 1/– stg as above. Small mourning cover.

London–NS, forwarded



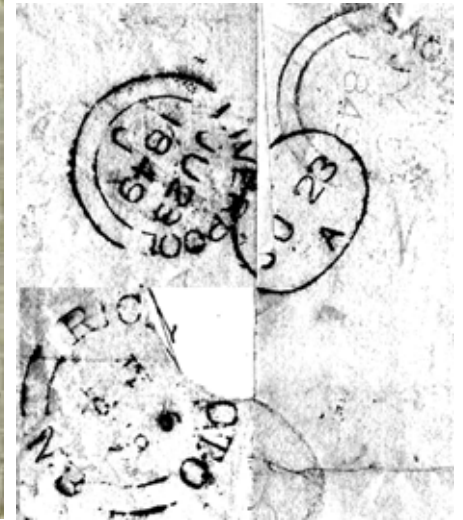
London–Halifax–Windsor (NS)–Halifax, 1849. Rated collect 1/– stg packet rate to Windsor, via Halifax; equivalent in currency $1/1\frac{1}{2}$. Forwarded (back) to Halifax for an additional $2\frac{1}{2}$ d cy.

Red Charing Cross (London) datestamp, and usual Liverpool lozenge (Robertson M28, 1848–61). Oval Halifax H receiver dated 5 September 1849, red double broken circle Windsor, same date, & another oval Halifax H, dated two days later. First year of use, Halifax rate stamp $1/1\frac{1}{2}$ Cy (Arnell c3), confirms used in Halifax, as opposed to Quebec; known 1849–50.

Addressed to JC Haliburton (president Kings College, Windsor; should have been Ha*ll*iburton), but *Opened by Judge Haliburton by mistake*. Latter is TC Haliburton, judge & creator of *Sam Slick* (the *Clockmaker*).

Late fee

Initially, in UK, a 3d fee was charged, and only at larger centres, then a 1d fee. At Liverpool in the 1840s to mid-1850s, *letters will be received at the post office till 10AM, and till 11AM with fees.*



Liverpool–Richibucto (NB), 1849. Rated 1/–stg packet plus 3 d late fee at Liverpool.

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

Numeral 466, Liverpool.

Ship letters

Letters carried by private ship, as opposed to official (British) packets. Shipletter markings can be applied at either port of arrival or port of departure.

Halifax crown ship letter

Postmark known 1800–37; most strikes show considerable wear.



London to Montreal via Halifax,
8 January–late mid-April 1801.

Mailed as a Falmouth **packet** (*Duke of Cumberland*), arriving at Bermuda (and then to New York); however, the mail was put aboard a private ship from Bermuda to Halifax, arriving as a ship letter.

Prepaid **P 3/4** stg, double (1/– packet plus 8 d London–Falmouth). At Halifax charged **4/3** cy, double Halifax–Montreal (812 miles), 1/8 stg, converted to currency.

London **POST PAID D** in circle, and red paid tombstone.

Halifax straightline (showing circular boundary) known 1799–1803 and 1807–11.



Three Rivers (LC) to London via Halifax,
1818.

Rated paid **1/10½** cy (= 1/8 stg) for the 767 (measured) miles internal (BNA) rate (Three Rivers to Halifax), struck through, then 2/2 (combined packet rate), struck out, and replaced by 3/4, adding the 8 d ship letter fee and presumably 1/– internal UK rate to London from the port of arrival.

Ms 3 is a manuscript marking indicating Three Rivers (LC). Standard Halifax crown ship letter, and italic **SHIP LETTER** applied at London (after arrival at a small port).

Nova Scotia to Scotland & England

No *outgoing* ship letter fee from B N A. From 1801, internal U K rates were by mileage, not via a major city.



Halifax to Aberdeen, via Yarmouth (U K) ship letter, 1811. Rated 1/3, made up of 1d ship letter fee, and rates Yarmouth (Norfolk County) to Aberdeen (1/2, distance 500–600 miles) (Yarmouth is on the west coast, so it would have travelled via London anyway).

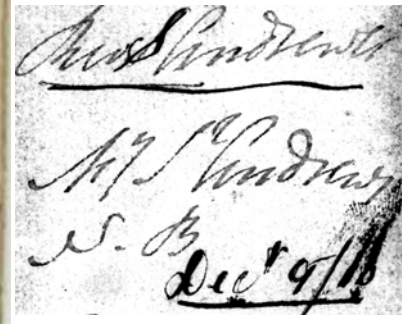
Endorsed *Pr Cambria, Capt Pirie*. Two-line YARMOUTH SHIP LETTER (Robertson s1, known use 1795–1813). Edinburgh Bishop mark dated AU 16, known use 1802–12.



Halifax to London, via Margate ship letter, 1816. Rated 4/-, triple the combined 8 d ship letter fee (instituted 1 August 1815), and 50–80 miles (8 d) Margate to London.

Two-line stepped MARGATE SHIP LETTER (Robertson s3; known use 1815–22).

NB, NS–UK, rerated



St Andrews (NB)–London, rerated, Cove ship letter, 1816–7. Originally rated $2/5$, then its double, $4/10$ Cy(?) (just to the right of and below 10 is Cy) struck over with crown handstamp (used generally to strike out rates), and then $1/3$, possibly struck through. No BNA postage.

The $2/5$ rating can be made from 6d Irish incoming ship letter fee (differs from that of England and Wales), 11d Cove to Dublin (both in Irish currency), and 1/- stg Dublin–London (Irish rates, although in Irish currency, were treated as sterling by the GPO), and the total is $2/5$ in sterling.

I have no idea how the $1/3$ rate could have been constructed. The Cy notation is particularly confusing—it might refer to the clerk who killed double rate with the crown. It obviously does not refer to *currency*, as used in BNA.

COVE SHIP-LETTER, known in what passes for red, 1814–32.



Free franked by Governor Dalhousie–London (UK), 1818 [front]. Crown Halifax ship letter (1800–37) indicates outgoing ship letter (no charge from BNA). Initially charged $2/2$ stg at the *packet* rate (packet plus Falmouth–London).

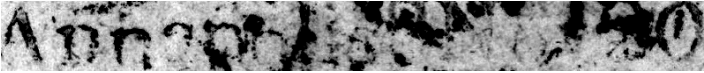
The incoming ship letter rate was 8d, and there is no way to make up $2/2$. But this became moot, as indicated by the common circle FREE and the scarce crown FREE (previously known 1821–6).

George Ramsay KCB, ninth Earl of Dalhousie (1770–1838), was Governor of Nova Scotia 1816–20, Governor-General of BNA 1820–28. The addressee was a Major-General at the time of writing, but Lieutenant-General by the time the letter reached London.

NS-UK



Annapolis (NS)–London, 1820. Paid 9 d cy Annapolis to Halifax, then charged N 8 stg incoming ship letter fee at London (no inland charge). 1/1 is struck through (there is no obvious explanation for this tentative rate).



Faint Annapolis straightline (lower left; same type as the Paid handstamp upper right), known 1815–25. Date reads 30 NOV 20.

Crown ship letter Halifax, known 1800–37.

London SHIPLETTER handstamp (Robertson s35), known 1819–46.

UK-NB via New York

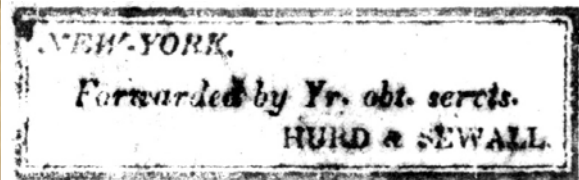
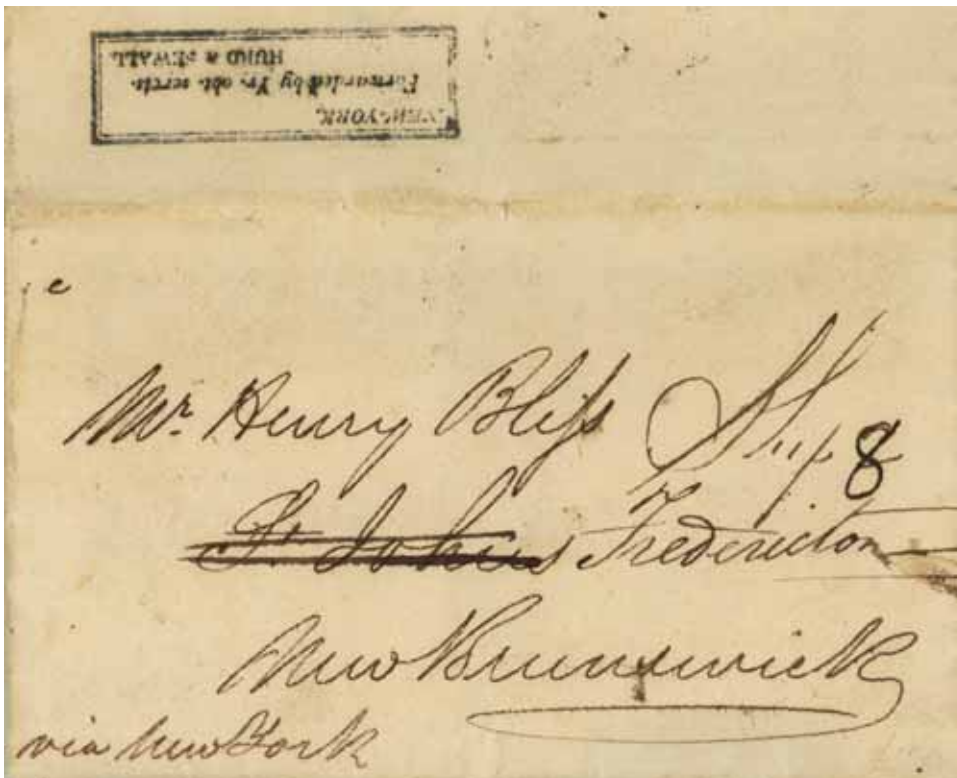


*A. C. Wilcox
Letter 15th Dec 1820*

Liverpool–St John (NB) via New York, 1820. Rated collect **SHIP 39** ¢, double U S rate New York to the St Andrews exchange plus 2¢ incoming ship letter. This translated to **2/-** currency.

The remaining **4/4** cy is mysterious: St Andrews–St John (a distance of somewhat more than 60 miles) was rated 9 d cy, leaving (after doubling) 2/10 cy. This is almost exactly the conversion to currency of the double packet rate (2 × 1/3 stg); however, packets left from Falmouth, not Liverpool, so this would be liable to the inland charge. Perhaps it was carried privately to Falmouth. But if it was carried by packet, why wasn't it rated at Falmouth?

The small **FORWARD** handstamp was applied at St John, and is known only in 1820.



London 10th Dec 1821

London–Fredericton via New York forwarding agent, 1821. Readdressed by the sender. Rated Ship 8 d stg; this is the outgoing ship letter fee, UK–New York. Evidently picked up by the forwarding agent, Hurd & Sewell, and forwarded outside the postal service.

The **1^c** at upper left means first copy (confirmed by contents).

NS-UK



Halifax-London, 1823. No outgoing shipletter fee from BNA; rated incoming ship letter fee 8 d plus 11 d inland fee, Liverpool-London, totalling 1/7 stg due.

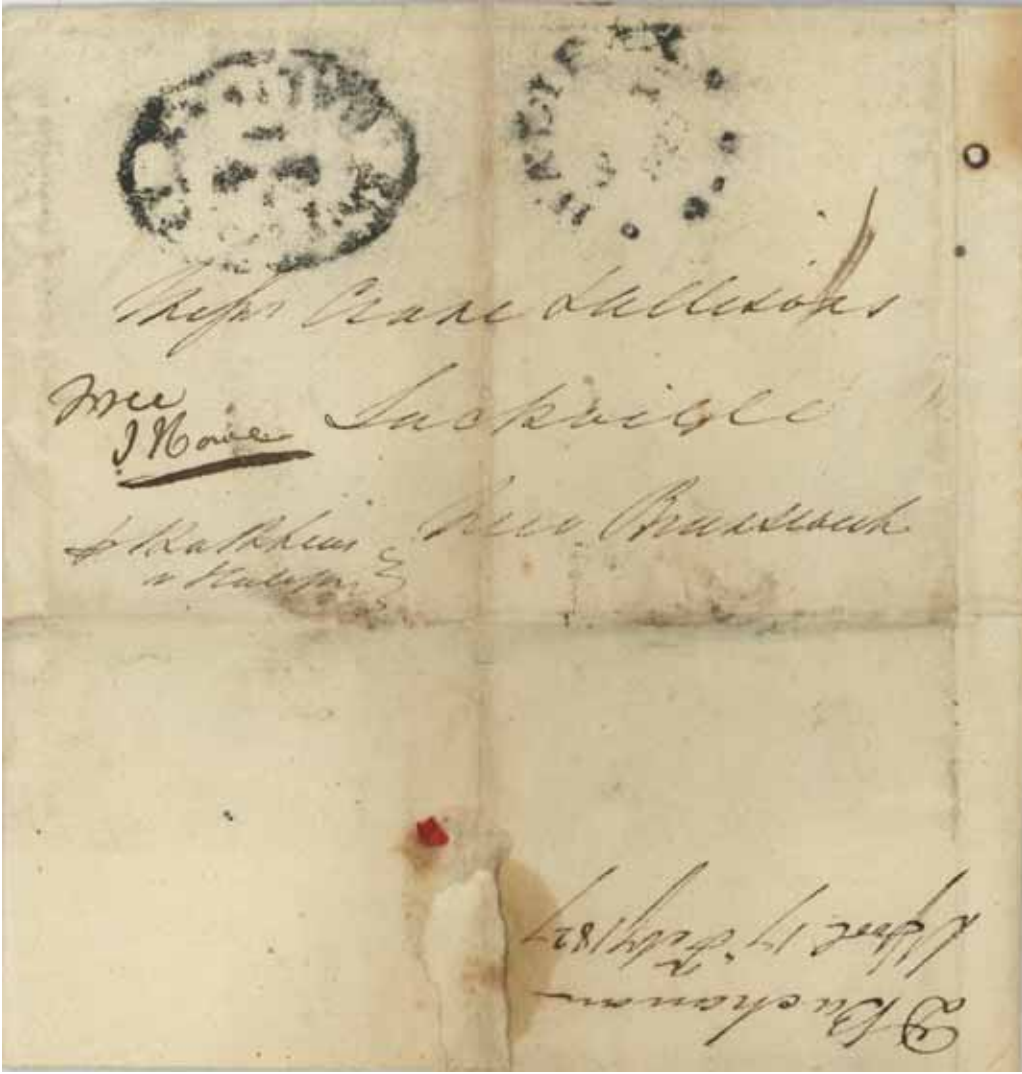
Halifax crown ship letter (known 1800-37 and almost always poorly struck) and Liverpool ship letter handstamps.

UK-NB via NY forwarding agent, 1828



Liverpool—St John, via New York forwarding agent, 1828. Rated collect red 6¢ incoming ship letter fee at destination port.

UK-NB, NS



Liverpool–Sackville (NB), *free franked*, 1827. Sent as a ship letter to Halifax (normal poor strike of crown ship letter postmark, and usual circular four blobs).

Free franked by John Howe (Jr), Deputy Postmaster-General (NS & NB), 1818–43.

Liverpool 17 July 1827



Liverpool–Halifax, 1833. Sent as a ship letter *p Virginian* via New York. Stamped **SHIP** at New York.

Rated US 27¢: 2¢ incoming ship letter plus 25¢ to the St Andrews exchange. Converted to AP 1/4½ cy; St Andrews to St John, 9 d; St John to Halifax, 9 d added. Then Halifax carrier fee (1 d), making a total due of 2/11½ cy.

D Buchanan

Liverpool 8 June 1833

Half-packet ship letter

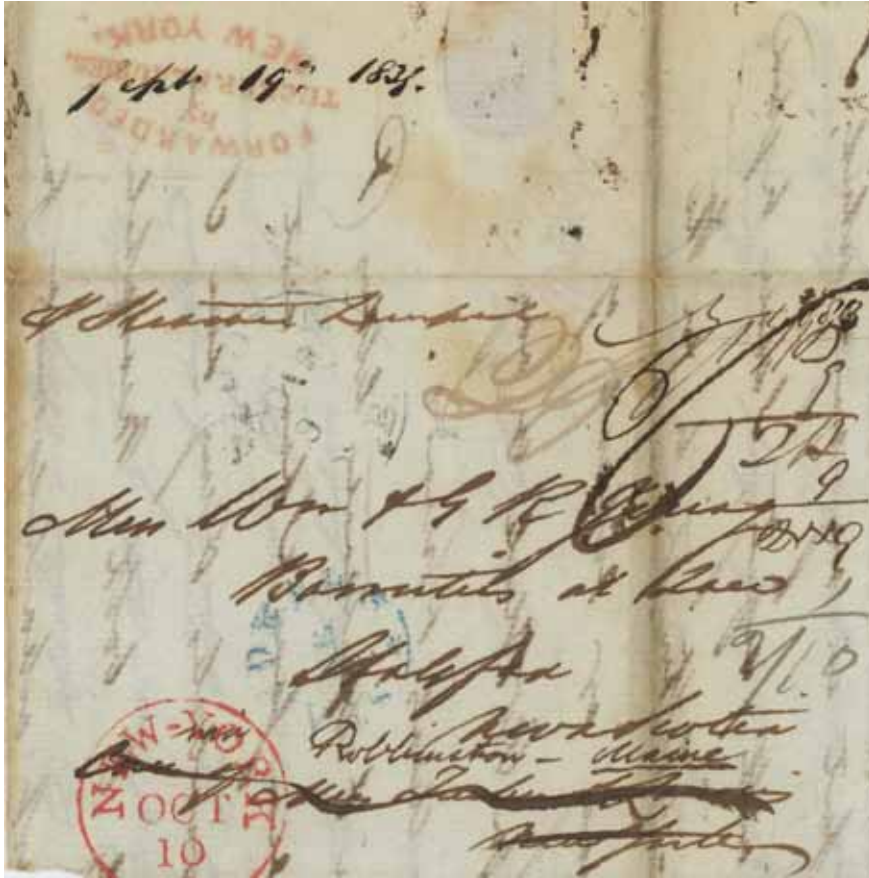
During 1799–1835, if the British post office arranged outward transmission by private ship, the charge was half the combined packet and internal postage to Falmouth.



Quintuple half-packet, London to Halifax via New York, 1826. Rated prepaid 5/5 (1¼ oz), based on $5 \times 2/2$, would-be rate made up of 1/3 Falmouth packet and 11d London–Falmouth. This and the rate mark struck through and replaced by 1N and a separate 2½, both in currency. This is five times the BNA incoming ship letter rate.

Double oval **POST PAID SHIP L^R LONDON** (Robertson s46, new late date—by four days!); struck at same time as half-packet rates and weight. Red circle date stamp and **SHIP** applied at New York.

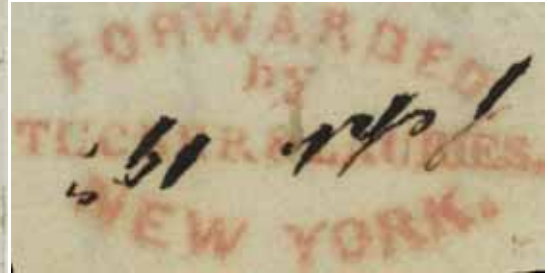
UK-NS via New York forwarding agent, 1836, 1839



UK-Halifax, via New York forwarding agent, 1836. FORWARDED by TUCKER & LAURIES, NEW YORK, and sent by mail from New York.

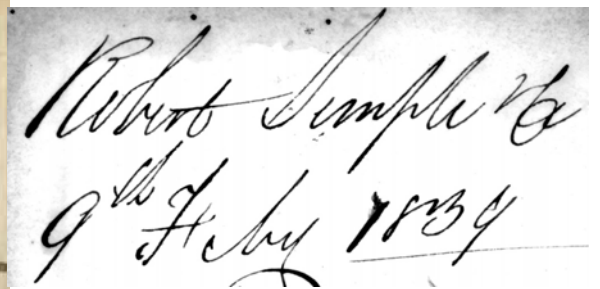
Rated collect 25¢ to the St Andrews Robbinston exchange. This was converted to AP 1/3 cy, to which 9 d (St Andrews-St John) and another 9 d (St John-Halifax) were added. Finally, the local delivery fee of 1 d was charged, making a total due of 2/10 cy.

Faint ST ANDREWS NB * and ST JOHN NB postmarks.



UK-Halifax, via New York, February 1839. Picked up and mailed in New York by WM DE FOREST & CO.

Rated 25¢, 400+ mile rate from New York to St Andrews (exchange point); this converted to Ap 1/3 cy. Then charged 9 d cy, St Andrews to Saint John, and a further 9 d, Saint John-Halifax. Finally, the local delivery fee of 1 d was added, making a total due of 2/10 cy.



UK-NB

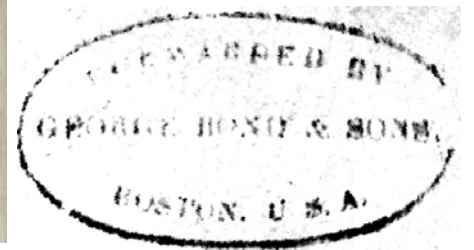
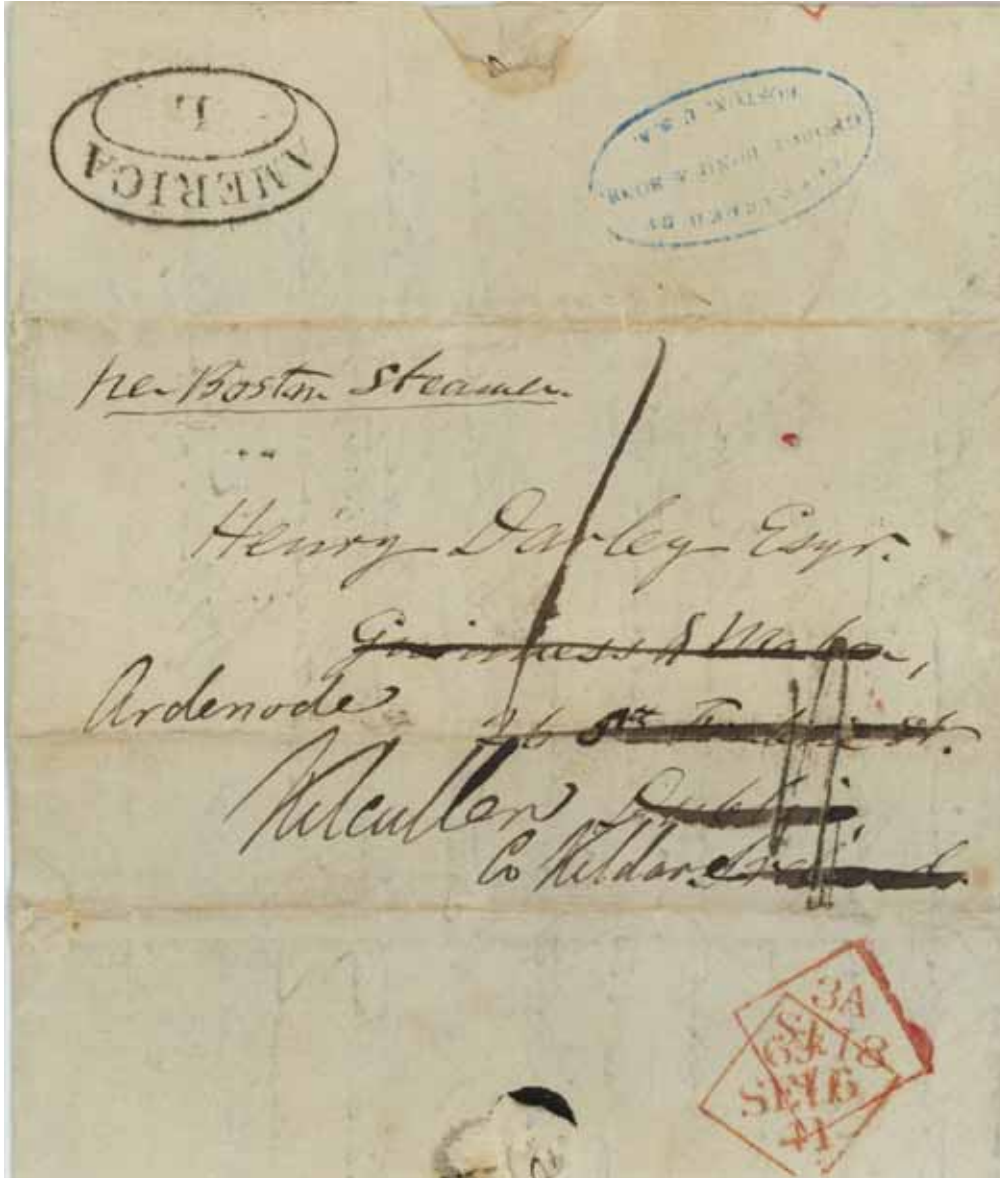


Liverpool (UK)–Fredericton, 1840. Ship letter arriving at St John, probably on the *Ben Nevis*. Incoming ship letters to BNA were charged 2 d stg (2½ d cy); the rate St John–Fredericton was 7 d cy (1835–43), so how this was rated 1/3 cy is mysterious.

Crown SHIP LETTER ST. JOHN N.B, known only 1840–1, and is scarce.

NB–UK by Boston forwarding agent

Ooops, this could be from New Brunswick, New Jersey ...



New Brunswick–Kilcullen (Ireland), 1841. Sent (likely in a package) to a Boston forwarding agent, [GEORGE BOND & SONS](#), who sent it via packet to UK. The transatlantic fee, 1/- stg, was charged, and when it was forwarded from Dublin (original destination) to Kilcullen, there was an additional 1 d fee.

The AMERICA L oval was applied on arrival at Liverpool; known 1840–44.

A handwritten note on aged paper, written in cursive. The text reads: "New Brunswick, August 27th 1841."

St John shipletter

Two-line St John shipletter handstamp known 1841–67, with a revival in 1922 as a paquebot marking.



New York–St John, 1842. Rated 4½ d cy; the incoming ship letter fee was 2 d stg, equivalent to 2½ d cy; plausibly this is double, 4 d stg, which converts to 4½ d cy.

Carried on the *Selion* or *Sealion*.

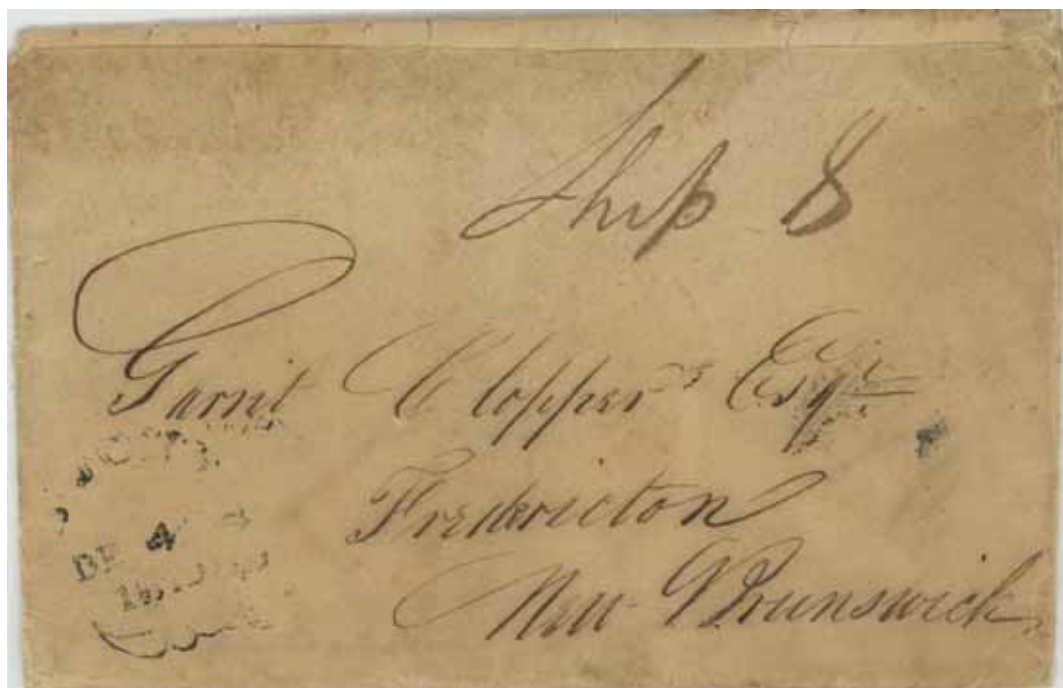


Used as paquebot marking, 1922. Mailed from on board the *Melita*, a CP ship plying the Atlantic, 1917–35. Then sold to the Italian government, who used it as a troop ship, renamed *Liguria*. It was torpedoed by British aircraft, and scuttled at Tobruk. The wreck was raised after the war, and scrapped in 1950.

Empire postcard rate paid by UK stamp.

Mail with US by ship letter

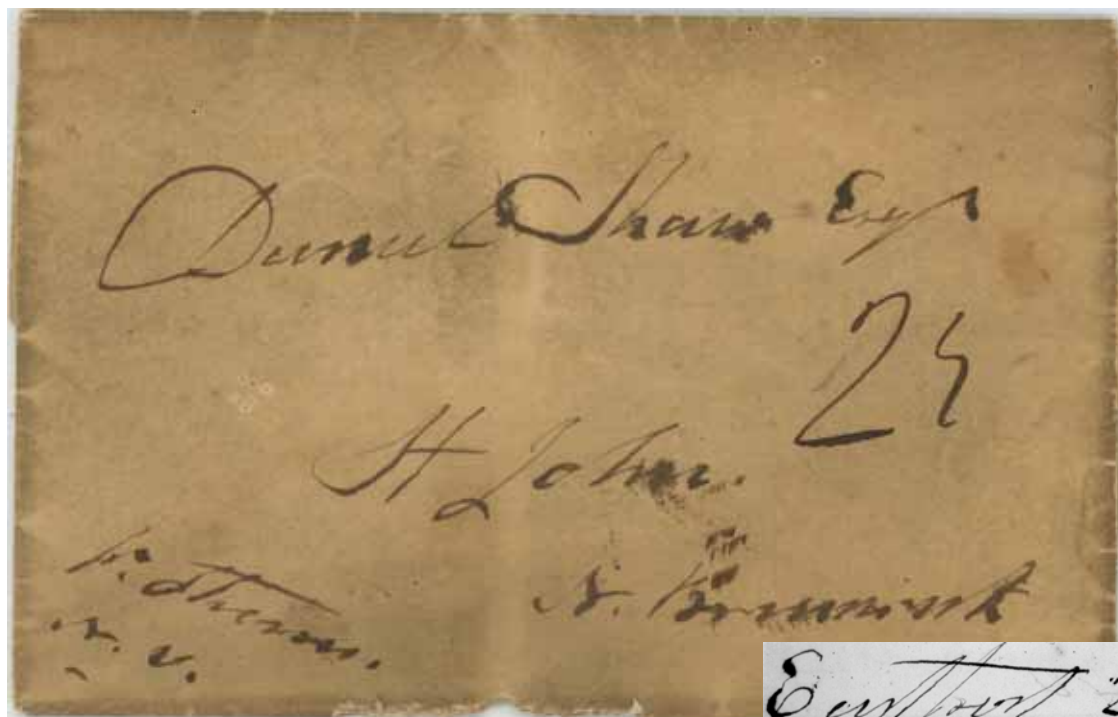
US-NB



New York–Fredericton, via St John, 1819. Carried, as a ship letter. It arrived at St John, then was charged 8 d cy, made up of 2½d incoming ship letter fee and 5½ d Fredericton–St John (I haven't been able to verify that this was the rate at that time).

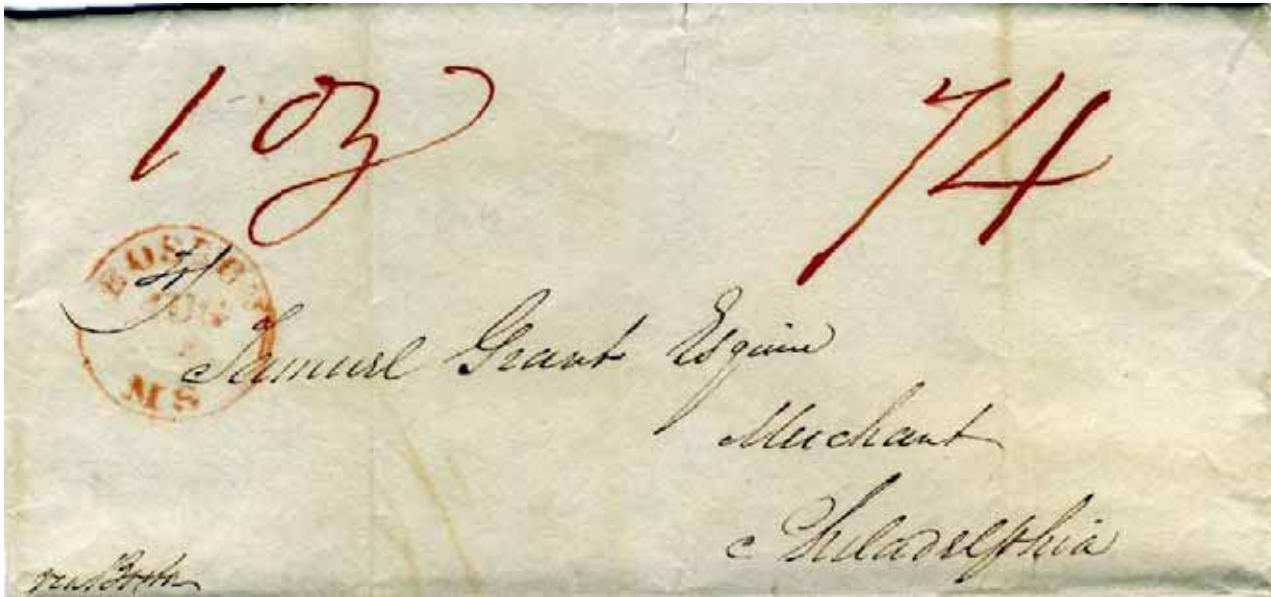
ST JOHN fleuron wings, known 1816–42.

New York 15th November 1819



Eastport–St John, 1840. Rated collect 2½ d cy, incoming ship letter fee. *Per Steamer* at lower left.

NS-US via forwarding agent



Halifax–Philadelphia via forwarding agent at Boston, quadruple, 1821. Rated collect 1 oz 74 ¢, made up from 4 × 18½¢ U S rate, Boston to destination, 150–400 miles.

Unrecorded forwarding agent, *Deblois & Mitchell*, Boston. This may explain the absence of the incoming ship letter fee.



Halifax–Philadelphia via forwarding agent, 1822. Prepaid 4½ d cy. Normally, there was no outgoing ship letter fee from the Maritimes. It possibly is an exception, charged double 2 d stg, which converts to 4½ d cy. Then charged double 12½¢, over 81–150 miles, to destination.

Carried on the *Marquis of Salisbury*, departing Halifax 20 May, arriving at New York 28 May. Same forwarding agent.

US (?)–NS shipletter



Alexandria 25th Septem: 1830
M. B. Almon Esq
no 4 8th October
arriv: 19th id

Alexandria (??)–Halifax, 1830. Carried as a ship letter, charged 2½ d cy (equivalent to 2 d stg) ship letter fee, plus 1 Halifax delivery. Per the ship *Velocity*, under Captain Hammond.



Alexandria (??)–Halifax, via New York, 1830. Charged 18¾¢, presumably for the trip to New York, paid by the forwarding agent, RI Cochran. Carried privately from New York to Halifax.

Incoming ship US–NB



Incoming ship letter, near Eastport (ME)–St John (NB), 1827–32. Rated *Ship* 20¢, triple 6¢, under 30 mile rate from port of arrival to Eastport (exchange point with St Andrews) plus 2¢ US incoming ship letter fee. This converted to AP 1/– cy, to which $3 \times 9 \text{ d cy} = 2/3 \text{ cy}$ (St Andrews to Saint John) was added. Total due 3/3 cy.

The first calculation attributed 7 d (rather than 9 d) to the St Andrews–St John route, which was simply a mistake; the rate was 9 d until 1835.

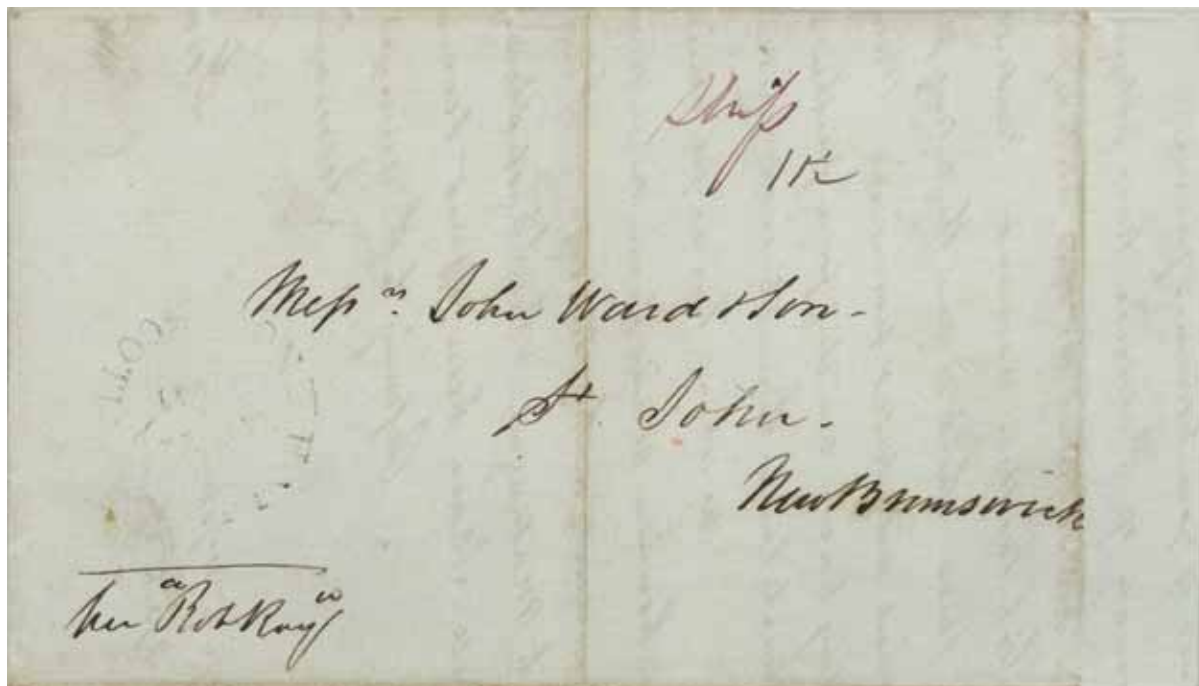
Oval **EASTPORT ME**, known 1820–32.

ST ANDREWS NEW BRUNSWICK, known 1827–34, one of the more common Maritime straightlines.



Incoming ship letter at Portland (ME), to Saint John, sextuple, 1835–44. Rated collect $1\frac{1}{2} \text{ oz } \$1.14\frac{1}{2}$, from $6 \times 18\frac{3}{4} \text{¢}$ (150–400 miles) + 2¢ incoming ship letter fee. At the St Andrews exchange point, this was converted to AP 5/9 cy, to which $4/6 = 6 \times 9 \text{ d}$, the rate to St John. The total due was an astonishing 10/3 cy.

US–NB and vice versa



New Orleans
21st April
1841

New Orleans–St John, via Halifax, 1841. Carried, as a ship letter, on the *Rob Roy*, to Halifax. Rated *Ship* 11½ d cy collect; this is made up of 2½ d cy incoming ship letter fee, plus 9 d Halifax–St John.

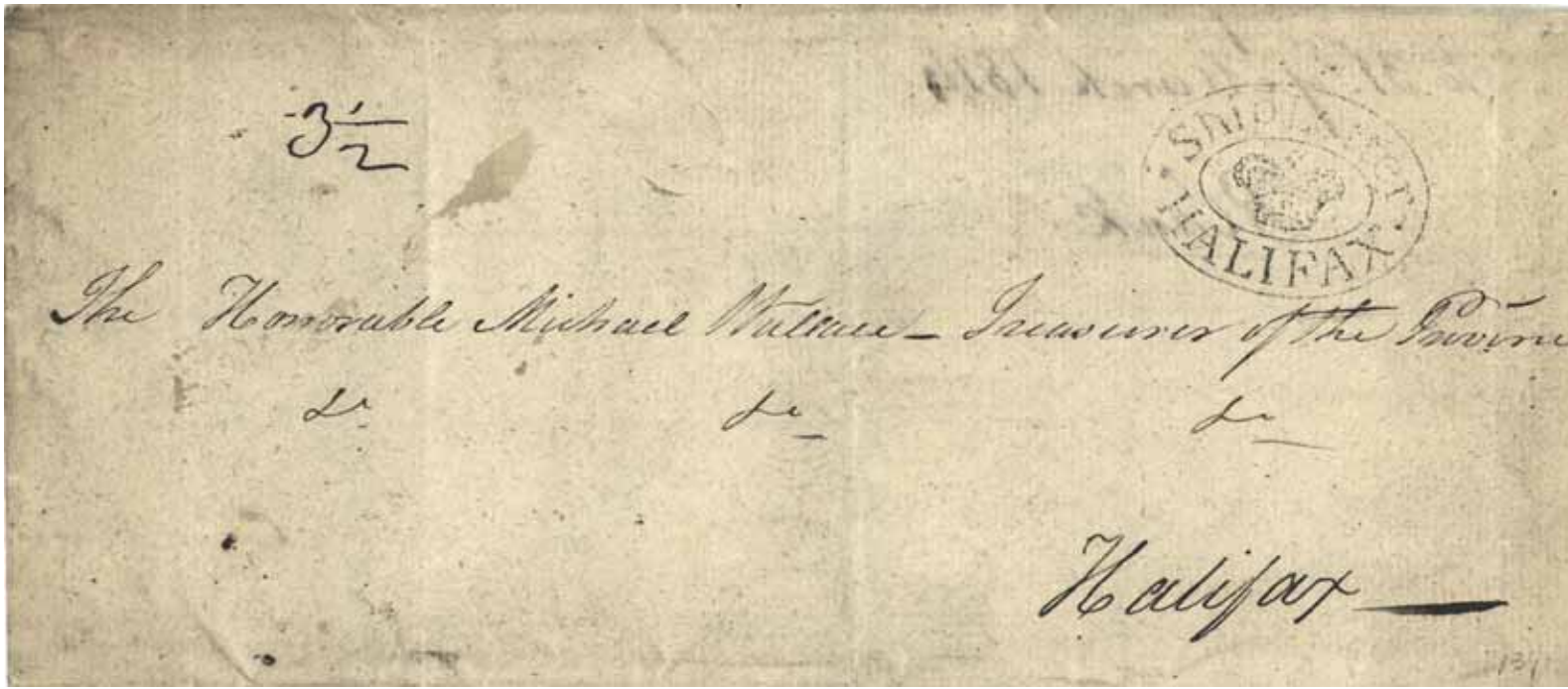


John 25th Oct 1843

St John–New York, via private ship to Boston, October 1843. Charged 20¾¢, made up of 2¢ incoming ship letter fee plus 18¾¢ for 150–400 miles, Boston–New York. Faint Boston **SHIP**.

Domestic ship letters

Incoming ship letter (to BNA) fee, 2 d stg (equivalent to 2½ d cy).



Shelburne-Halifax, 1814. Rated collect 3½ d cy, made up of incoming ship letter fee, plus 1 d local delivery fee at Halifax.

Halifax crown ship letter known 1800-37, but strikes are usually blurred.

*Impost & Excise
Returns from the
Collector of Shelburne
to 31st of March 1814*

Blank.

NS ship letters



Halifax–St John, 1816. Originally rated $3\frac{1}{2}$ d cy, the incoming ship letter fee plus 1 d local delivery (carrier fee), but rerated *Ship 10* d, made up of 9 d Halifax–St John and 1 d carrier fee in St John. Presumably, it did arrive at Halifax by ship, so should have been eligible for the $2\frac{1}{2}$ d cy incoming ship letter fee.

Unusually clear strike of the common Halifax four blobs datestamp (1814–45).



St Andrews (NB)–Halifax, 1827. Rated collect $3\frac{1}{2}$ d, made up of $2\frac{1}{2}$ d cy incoming ship letter fee and 1 d local delivery fee. *I Wilson* could be the name of a ship, or the captain of a ship.

St Andrews 20 May 1827

NB-PEI ship letter

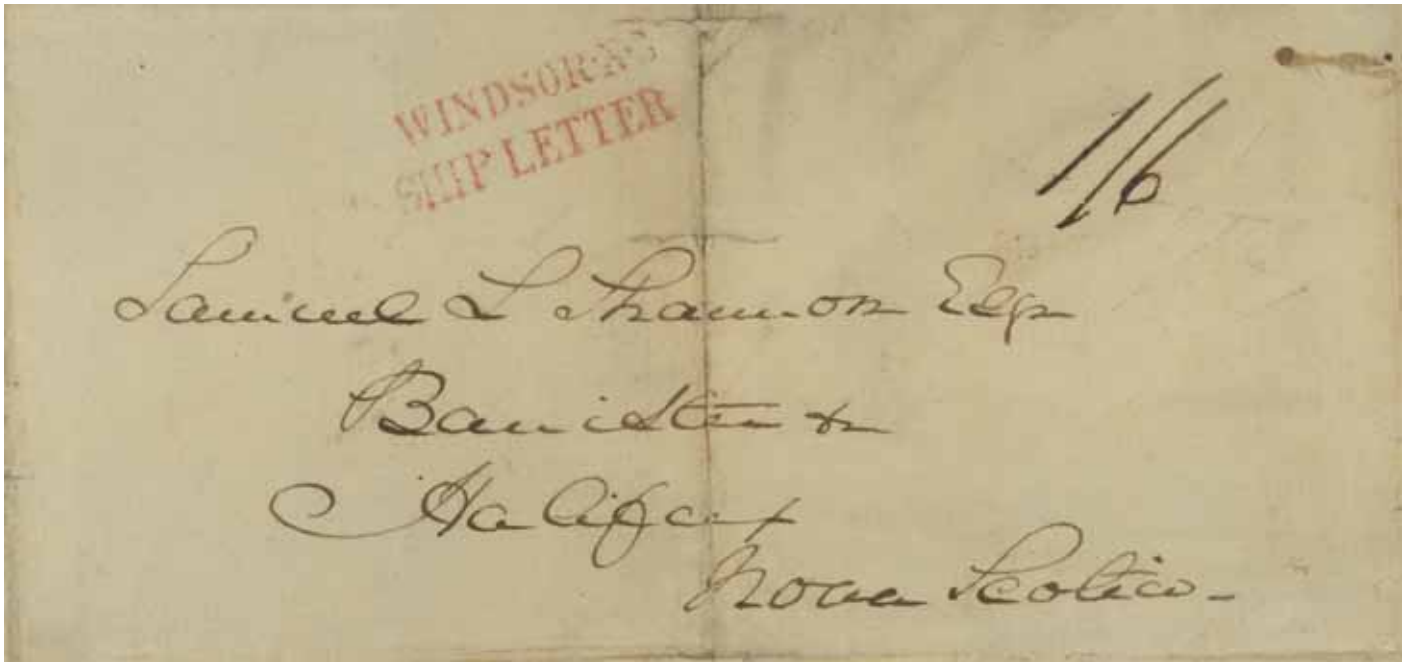


Miramichi (NB)-St Eleanors (PEI), 1837. Rated collect *Ship 3* Island currency. Incoming ship letter rate was 2 d stg, equivalent to 3 d Island currency. Favd per Mr McLean

Incoming ship letters to PEI are rare.

Windsor shiplateter

The BNA incoming ship letter fee had been dropped by this time, possibly as early as 1844.



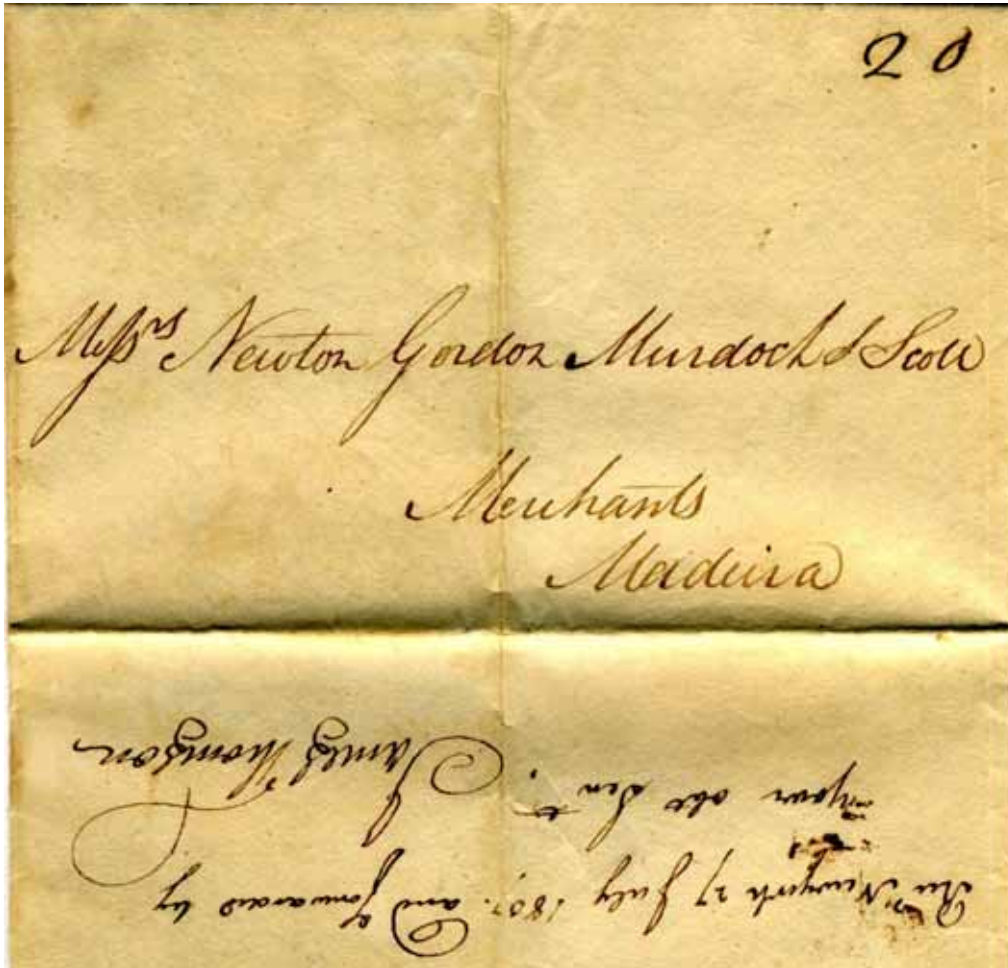
Windsor (N S)–Halifax, quadruple, 1846. From somewhere to Windsor by ship. Weighed 2 o/z (an odd way of writing 2 oz), and charged $4 \times 4\frac{1}{2} \text{ d cy} = 1/6$. Very faint pencilled 1, the charge for local delivery in Halifax.

WINDSOR·N·S
SHIP LETTER Few examples reported.



Mail between NS & NB and foreign countries

Here *foreign* means other than BNA, US, or UK.



NS to Portugal

Concerning the wine trade.

Halifax to Madeira, via New York forwarding agent, 1807. Rated at Madeira 20 Reis collect, by the post office boat meeting all mail vessels arriving at Funchal.

Rate in effect during Napoleon's occupation of Lisbon (less than eleven months). Fewer than twenty covers known so rated.

On reverse, endorsement of forwarding agent: Recd New York 27 July 1807, and forwarded by your obt Servt James Thomson.



Halifax to Porto, via St John's (Newfoundland), 1825. Carried to St John's, thence to Oporto, the last as a ship letter. Rated (collect) 160 Reis (about 8d), the minimum ship letter charge up to one half ounce; each additional eighth of an ounce was 40 Rs (1815–1861). Ms via St Johns Newfoundland (lower left), datelined Halifax.

A very early strike of the oval **BARRO DO PORTO** (previous: 1829), a ship letter marking on arrival at the maritime post office at the entrance to the port of Porto.

Italy to NS



Trieste to Halifax, carried privately to London, 12 June 1816 (received at London 2 July 1816). Rated collect 2/2 stg, made up of 1/- internal UK London-Falmouth (230-300 miles) plus 1/2 transatlantic Falmouth-Halifax. A family letter to the sender's son.

Carissimo Figlio!
Trieste li 12 Giugno 1816.

Ho ricevuto due de' vostri fogli, in cui mi date a conoscere il vostro buon stato di prosperità, che mi recò in infinito piacere, nè avrei potuto avere consolazione maggiore, dopo d'essere stato tanti anni priva della vostra nuove. Non vi risposi di già 11 volte, ma per disgrazia non ho avuto ancora ni spuaa risposta, ed che mi fa supporre, o che voi non avete ricevute le mie, o io non ho ricevute le vostre. Ma com'è pere si voglia, vi ripeterò in succinto ciò della nostra famiglia, che già vi scrissi distintamente nelle mie antecedenti. Tutti i vostri fratelli e sorelle sono vivi. Giuseppe lavora in bottega, e non ha creaturi. Marghe, Rita ha 3 figlie ed un figlio, sua consorte è ancora sempre Professoressa di Nautica. Giacomo a cui ho ceduto la bottega ha 11 figliuoli, 7 maschi e 4 femine. Maria ha 8 creature, fra queste sono 3 puelle e 5 puelle. Teresina s'è maritata con un certo Scabini, il quale attende alle compagnie della Sig.^{ra} Gabiati, ed ha una pubblica pesa, essa ha una figlia ed un figlio. Francesco è ancora libero, e si applica al commercio. Sta presentemente per Magaziniere da un Mercante novello, di nome Pergamin. Posto ancora bene di salute, ma comencio ad invecchiare, e se non vi risolvete presto di ritornare in Europa, non avrò forse la consolazione di abbracciarvi con tutta la vostra famiglia. Ecco in breve tutto il più essenziale della nostra famiglia.

France—NB



Marseille—Saint John, 1824. Original postage of 14 décimes to UK paid in France (boxed P.P.P. handstamp). Then rated collect packet 2/2 stg to Halifax, equivalent, 2/5 cy; added 9 d Halifax—Saint John, total due 3/2 cy. Two UK receivers (faint).

Austrian Empire to NS



Vienna to Halifax, January 1850. Rated (collect) $1/8$ stg, the rate between Austria and UK; the barely legible $2/8$ stg indicates the total in sterling (adding 1/- for the UK to Halifax portion).

WIEN datestamp and Liverpool lozenge; on reverse, London transit mark and Halifax receiver.

Spain to NS



Halifax to Barcelona (via France), September 1851. The rating should have been 1/- stg Halifax to UK plus 2/2 stg UK to Spain (compulsory prepayment), totalling 3/2 stg, which converts to $3/11\frac{1}{2}$ cy; so the marked sterling rate (3/- stg) is incorrect, but the amount paid in currency is correct!

Also charged 10 Reales single rate to northern and central Spain on letters arriving from UK. In addition 6.ms for 6 Maravedis road charge to Catalonia (1848–1851) applied at Barcelona (1 Real = 34 Maravedis).

Oval *PF* (*payé jusqu'à la frontière*) applied in London. Halifax tombstone, London paid circle (over the tombstone), French ANGL./CALAIS datestamp, and BARCELONA / CATALONA receiver.

Bahamas to NS



Cornwallis, South Crooked Islands to Clermont (NS), 1799. Carried by favour to New York, then to Halifax, where it was put in the mail. Rated collect 9 d Halifax to Clermont (100–200 miles; later, improved roads reduced the mileage and thus the rate).

HALIFAX straightline, known 1799–1803 and 1807–1811.

Jamaica to NB & NS



Spanish Town to Saint John, 1815. Carried by favour to Halifax, then charged 9 d collect, H–StJ. Early and unusually clear Halifax four blobs datestamp.



COMMERCIAL ROOMS

Falmouth (Jamaica) to Halifax, 1827. Rated 3½ d collect, BNA incoming ship letter fee (2 d stg = 2½ d cy) plus 1 d Halifax local delivery fee.

Only marking on reverse is **COMMERCIAL ROOMS**, known use 1825–1832; refers to a private agency acting as unofficial post office and as forwarders in Kingston (Jamaica).

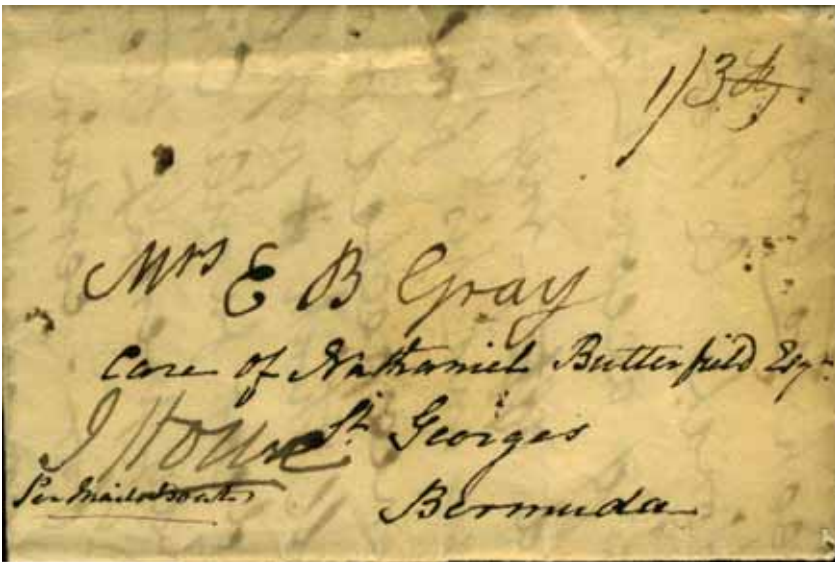
Jamaica to NS, 1826

Packet cover taking the *long* route, Jamaica to UK, then UK to NS. Discusses treatment of slaves on the named estate (slavery was banned in the British Empire in 1833, the *trade* in slaves having been banned in 1807—although individual jurisdictions had banned or strongly limited it earlier).



Coley Estate (St Thomas in the East, Jamaica) to Halifax, 1826. Rated collect 2/6 stg, equivalent to 2/11 cy. Packet rate Jamaica to Falmouth, 1/3 stg, and the same amount Falmouth to Halifax (no internal rate charges required).

NS to Bermuda

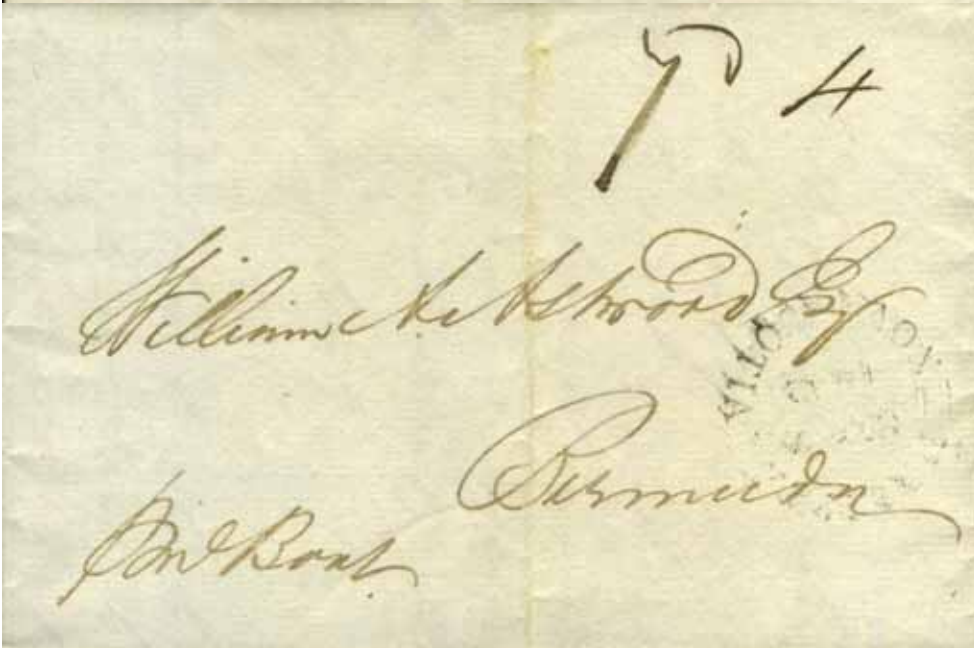


Halifax Dec 7th 1839

Halifax to St Georges (Bermuda), 1839. Rated collect 1/3 stg. This may be the 4 d stg port to port rate plus internal (Bermuda) rate (Bermudan internal rates are not known in this period). Illegally franked J Howe (DPMG of Nova Scotia) for the sender.



Halifax to Bermuda, 1841 & 1842. Rate was 4 d stg port to port packet plus internal Bermudan postage (rates not known). Top cover rated 4 initially, struck through; after some dilly-dallying, arrived at 11 d stg, imputing 7 d stg internal postage. Bottom cover shows the two rates more clearly.



Grenada & St Kitts to NS & NB



St Georges to Windsor (NS), 1838. Carried privately to Halifax where it was picked up, and charged 1 d carrier fee); additional 4½ d cy Halifax to Windsor; total is 5½ d cy, paid at Halifax.

St George's, Grenada, April 2nd 1838.



St Kitts 12th August 1844

St Kitts to St John (NB), via St Thomas forwarding agent to Boston, 1844. Forwarded (ship letter) by **IF Peniston & Co / St Thomas**. Charged 20¾¢ made up from 2¢ incoming ship letter fee and 18¾¢ Boston to the exchange at St Andrews. Translated (AP) to 1½ d cy, to which 7 d cy was added, St Andrews to Saint John.

Barbados to or via NS



Aboard HMS Orestes docked in Barbados, to Toronto via Halifax, 1843. Rated prepaid 4 d sterling port to port rate to Halifax, and charged 2/9 cy Halifax to Toronto (1200 miles).



Barbados to Saint John via Halifax, 1846. Rated collect 4 d stg port to port rate to Halifax, and 11½cy Halifax to Saint John, totalling 1/4 cy due. Red ST GEORGES BERMUDA datestamp (indicates transit to Bermuda).



Barbados to Toronto via Halifax, 1850. Rated collect 4 d sterling port to port rate to Halifax, and charged the additional 2/9 cy as above, totalling 3/2 cy.

Antigua-NS



Antigua to Halifax, 1849. Rated 4 d stg port to port ship letter fee (within British colonies in the western hemisphere), translated to 4½ d cy.

India to NS

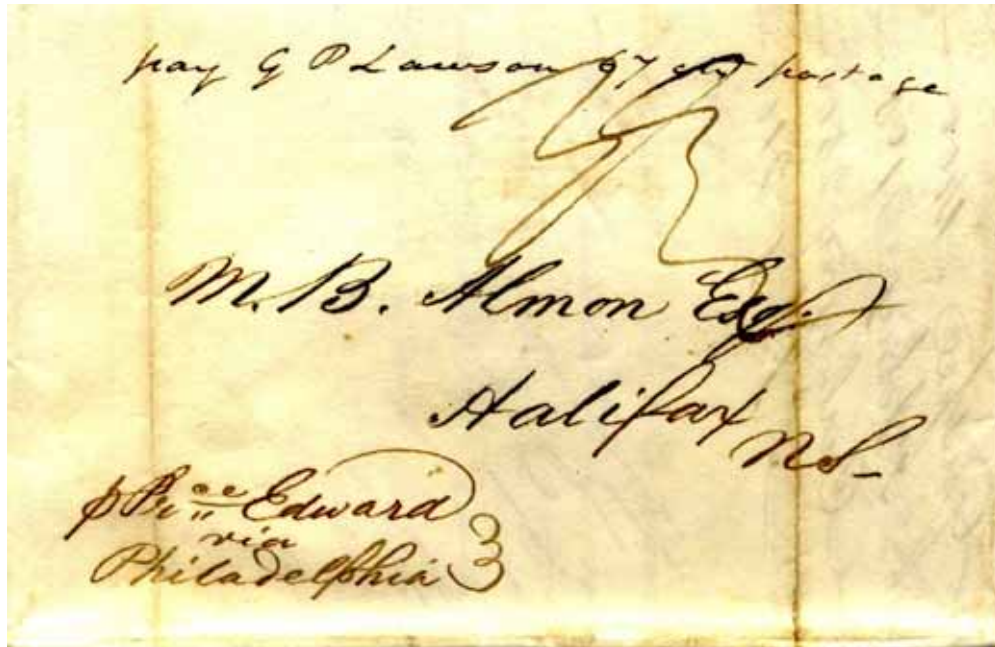


Calcutta to Shelburne (NS), May–July 1851. Paid at Calcutta (boxed shipletter handstamp on reverse) 1/– stg, India to UK, and stamped in red, boxed **INDIA / PAID**. Then charged 1/ and 2, both in sterling, the packet rate to Canadian port plus surcharge to interior. This converted to 1/5½ cy.

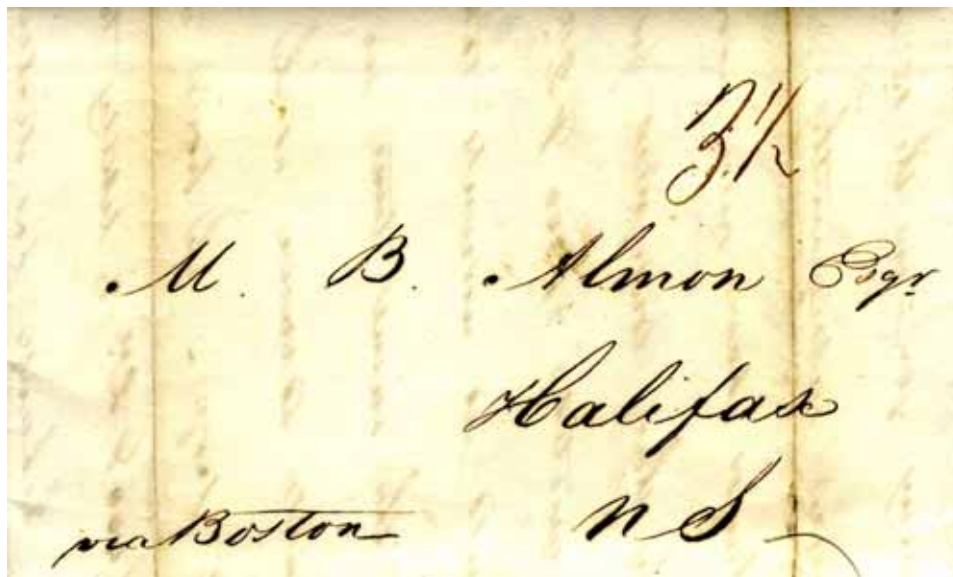
On reverse, large **CALCUTTA / G.P.O. / SHIP LETTER / 3 MAY 3** handstamp, Halifax transit, and Shelburne double broken circle receiver.

Brazil to NS

Original and duplicate of the same letter.



Original, Pernambuco to Halifax, 15 January 1829. To have been sent via the *Prince Edward* to Philadelphia, but it arrived in Boston, from where it was forwarded by Isaac Winslow (**Received and forwarded by Y. O. S.** [*your obedient servant*]). Endorsed *pay GP Lawson 67cts postage*; presumably this refers to US postage? Rated 3½ d cy, made up of 2 d stg BNA incoming shipletter plus 1 d local delivery fee at Halifax.



Duplicate, Pernambuco to Halifax, 15 January 1829. Intended to go via Boston, and forwarded as above. Rated 3½ d cy as above. Dateline reads, *Duplte Origl p Prince Edward*.



Porto Rico-NS



Porto Rico-Yarmouth, 1844. Rated collect 1/4 cy made up from 2½ d incoming ship letter fee plus 1/1½ d Halifax-Yarmouth (201-300 miles).

Crown shipletter known 1841-8.

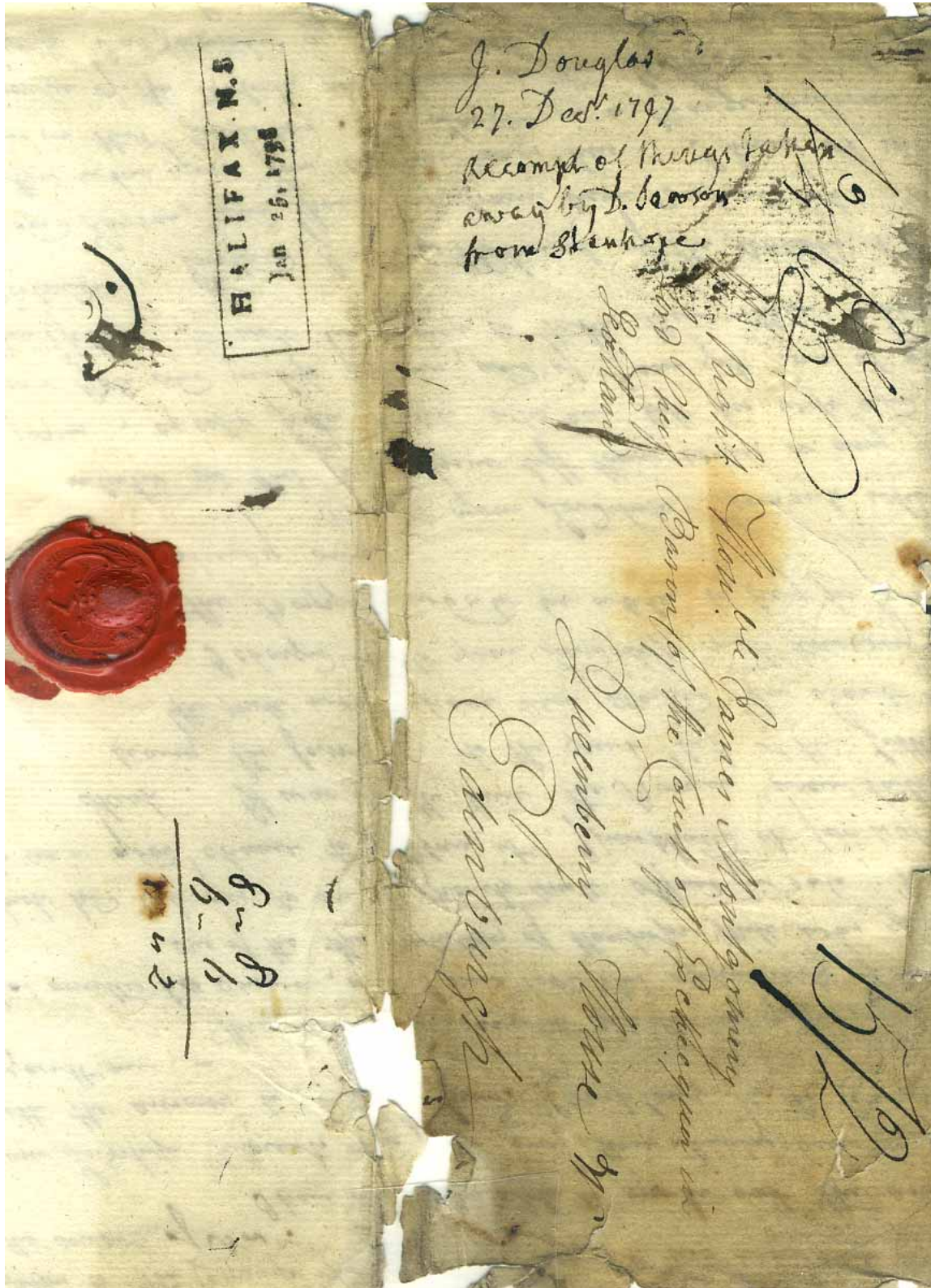


Early postmarks of NS & NB

Shown by kind: Straightlines, *manuscript town markings*, double circle POST OFFICE including precursor, NB double circles, circular with * including precursors, weirdos, and advisory/instructional.

Straightlines

Typically the first hammer at an office.

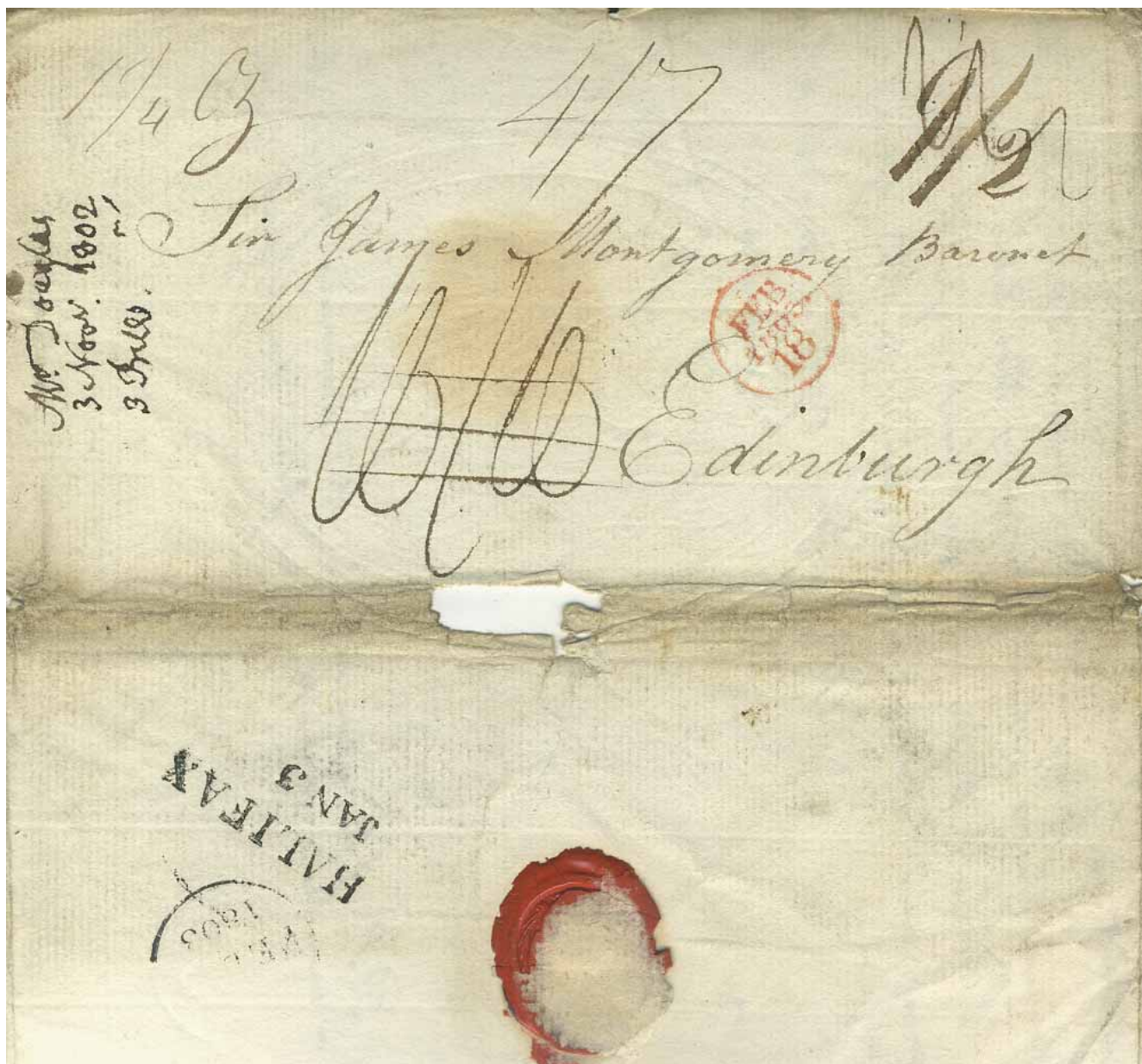


Boxed HALIFAX N.S straightline (1797–99; fewer than five known).

PEI to Edinburgh, septuple rate, 1797–98. Rated $1\frac{3}{4}$ oz, seven times single letter packet rate $2\frac{1}{2}$ stg per quarter ounce, making $15\frac{1}{2}$ stg due. charged. Halifax–Falmouth packet 1/–, and Falmouth–Edinburgh 1/2. Until 1799, PEI was known as Isle St Jean.

The letter is to an absentee landlord from his manager at Lot 11.

Halifax straightline, 1803



PEI to Edinburgh, via Halifax, quintuple rate, 1803. Rated $1\frac{1}{4}$ oz (five times single packet rate), rated $10/10$ (struck through), $9/2$ (struck through), and $4/7$. The first is consistent with the $2/2$ total per rate of the previous letter; $9/2$ is not divisible by five, so was likely an error of arithmetic; and $4/7$ is quintuple 11d, which is inexplicable.

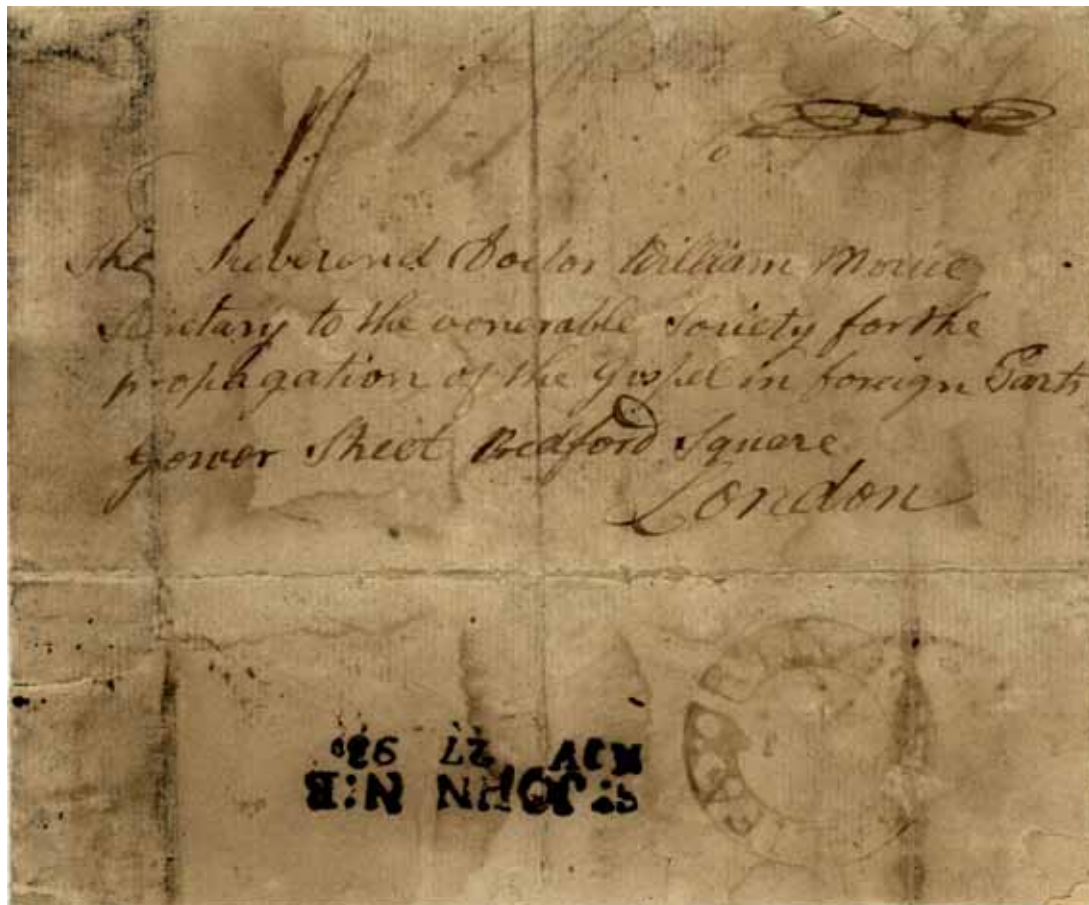
Straightline HALIFAX (known 1799–1803 and 1807–11).

Edinburgh receiver.

Same correspondence as previous letter. Carried privately to Halifax, taking two months, in the difficult winter season.

St John (NB) straightline, 1793

ST JOHN N:B known 1792-5, and considered rare.



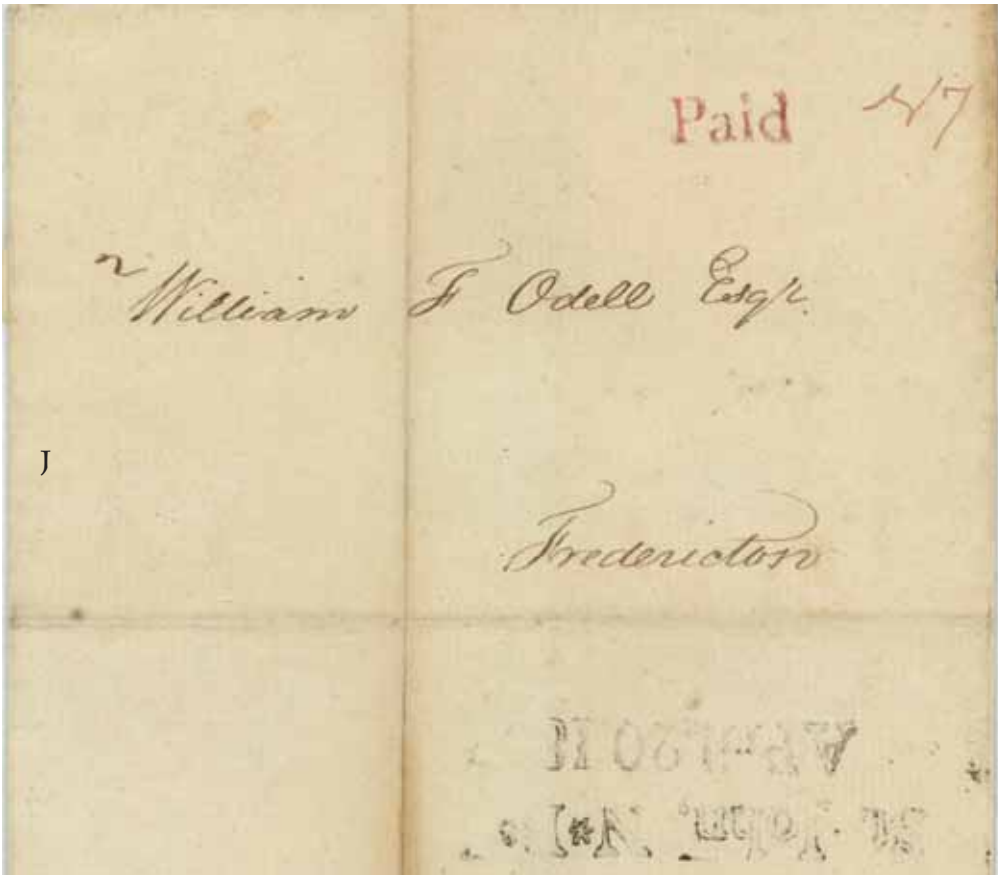
The Reverend Doctor William Morice
Secretary to the venerable Society for the
propagation of the Gospel in foreign Parts
New Street Bedford Square
London

ST JOHN N:B
27 93



St John-London, 1793. Rated collect *Paid* (?) 9 d cy, St John-Halifax. Then charged 1/- stg transatlantic packet to Falmouth; there is an additional charge (Falmouth to London), which is illegible.

There is also a faint Halifax double arc dater.



St John straightline

Upper and lower case. Known 1795–1820. Frequently poorly inked.

St John–Frederictown, 1807. Rated **Paid** 7 d cy.

p in **AP**ril is capitalized.

J



St. John, N*B straightline Jan.y. 17.1803

Manuscript *Digby 3 Decr 1803* (N S); at most three other examples known, all 1823–24.

Part of the Green correspondence; from a sister-in-law in Grand Passage (N S), 20 November 1803 to Bedeque, St John's Island (P E I). Grand Passage is the name of the strait separating Brier's Island from Long Island in the Bay of Fundy. Ten days to Digby, and six weeks to Saint John in the difficult winter season.

Rated initially $N4\frac{1}{2}$ (d cy) Digby–Saint John (N B), $N9$ d at St J (likely to Halifax), and additional 2 d B N A port to port rate, total $1\frac{1}{3}\frac{1}{2}$ due. The detour to Saint John may have been due to misinterpreting the address, *Bedeque, St Jons Island*.

There was no Island delivery at this time; the letter would have been picked up at Charlottetown.

St John straightlines

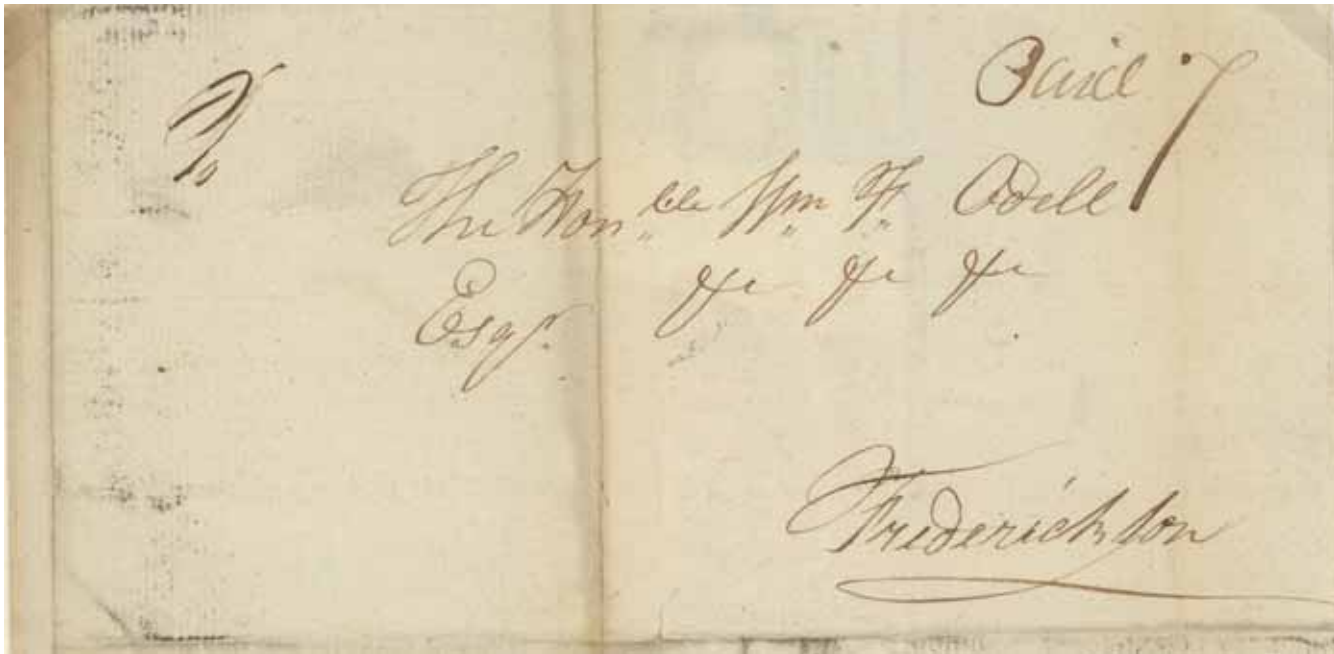
St Johns was an alternative name (St John) for the city in New Brunswick. Presumably to avoid confusion with St John's (Newfoundland) and St Johns (Lower Canada), the *s* was dropped from the straightline.

With the second **S**, **S^T JOHNS N.B** known 1821–7; the **S** was removed in 1828, and no examples are reported from 1829.

Duplicate Saint Andrews 2nd March 1827



St Andrews (NB)–Halifax, via St John, duplicate, 1827. Rated collect 7 d cy to St John plus 9 d St John to Halifax.



St John–Fredericton, 1828. Rated Paid 7 d cy.

The **S** has been removed, leaving a wider space with **N.B.** Known 1828 only.

ST JOHN N.B.

St Andrews straightline

Known 1827–34 and one of the commoner Maritime straightlines. An unusual rate; we are used to seeing $20\frac{3}{4}$ (¢) on covers through the U.S.



Incoming ship letter, near Eastport (ME)–St John (NB), 1827–32. Rated *Ship* 20¢, triple 6¢, under 30 mile rate from port of arrival to Eastport (exchange point with St Andrews) plus 2¢ U.S. incoming ship letter fee. This converted to AP 1/– cy, to which $3 \times 9 \text{ d cy} = 2/3 \text{ cy}$ (St Andrews to Saint John) was added. Total due $3/3 \text{ cy}$.

The first calculation attributed 7 d (rather than 9 d) to the St Andrews–St John route, which was simply a mistake; the rate was 9 d until 1835.

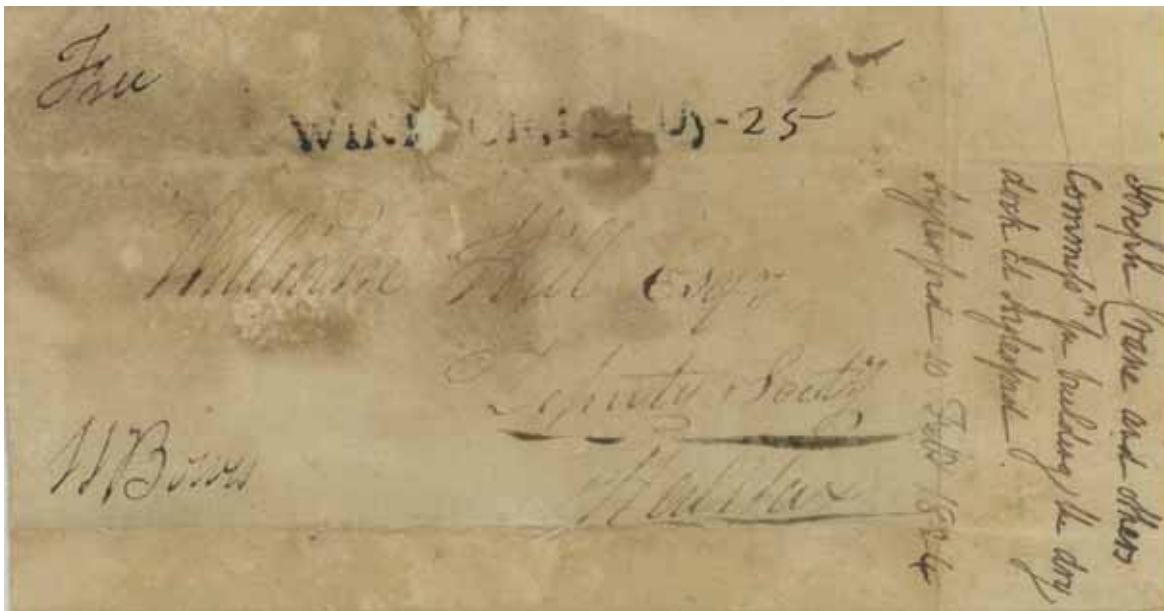
Oval **EASTPORT ME**, known 1820–32.

Windsor straightline

Known 1815–25. Post office opened 1786, and manuscripts are known from 1806. Month in lower case, day either stamped or written in. No examples are known with the year included.



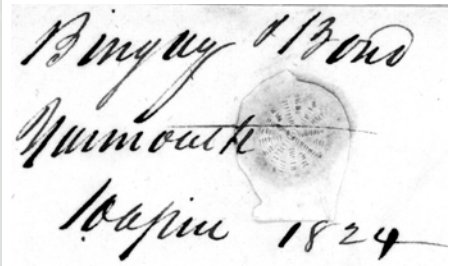
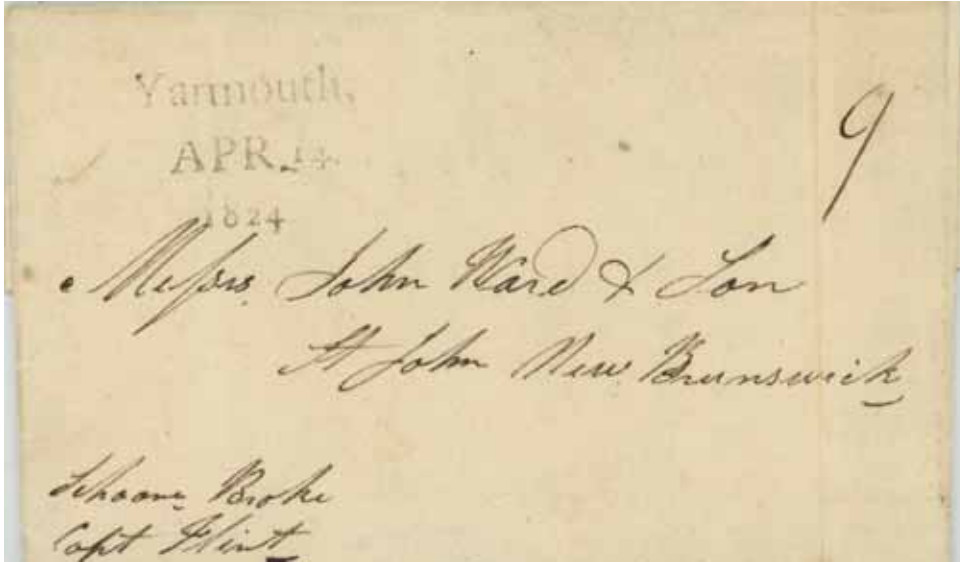
Windsor (NS)–Halifax, 1824. Rated collect 4½ d cy Windsor–Halifax, to which the 1 d Halifax local delivery charge was added.



Windsor–Halifax, 1825. Free, but charged 1 d Halifax delivery fee.

Yarmouth straightline

Known 1822–8.



Yarmouth–St John, 1824. Rated collect 9 cy (listed rate). From the docketing, it was sent from Yarmouth. The endorsement at lower left, *Schooner Brooke, Capt Flint*, suggests it was carried privately from a place near Yarmouth. The letter is an order for metal chains.

Richibucto straightline

Known 1826-31



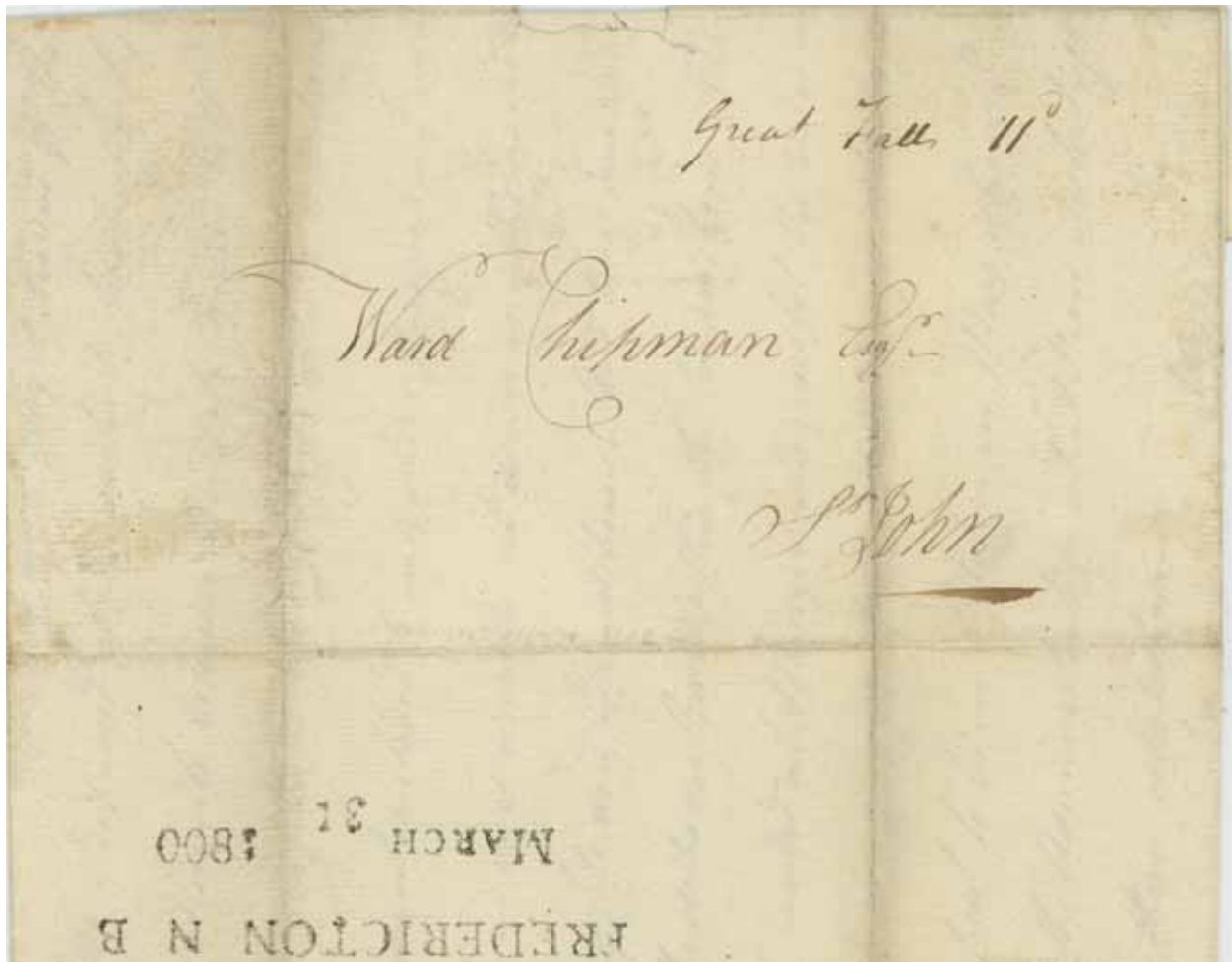
Richibucto-Fredericton, 1830. Rated *Paid 2/6* cy, double rate.

RICHIBUCTO
8 Sept / 30

Manuscript town date markings

These are handwritten (by the postmaster) postal markings with the office name, and usually the date. In the early days, very few post offices had postmark devices, and later on, they could be damaged or lost. Ms town markings were often the first postmarks of an office, or alternated with straightlines. These are rare in the Maritimes.

NB ms and straightline, 1800



Great Falls (NB)—*St John*, 1800. Rated collect 11^o cy. There was no post office named Great Falls; this is probably *Grand Falls*, which did not have a post office until the 1830s; it may have had a way office.

According to a 1787 letter of Hugh Finlay (DPMG), Great Falls was situated 45 miles southeast along the St John River from the conjunction with the Madawaska. An 1850 map shows Grand Falls in that place. Great Falls is also listed in the distance schedule (earlier in the exhibit).

Clear FREDERICTON N B MARCH 31 1800; previously recorded 1804 only.

Annapolis NS ms

Founded as Port Royal in 1604, its post office opened 1785. One other example of an Annapolis ms has been reported (1832).



Annapolis
23rd Jan 1804

Annapolis to the ship Montreal at Halifax, 23 January 1804. Rated collect 9 d cy, Annapolis to Halifax. At top, After Cloasing [sic], equivalent to Too Late.

My dear Brother Annapolis Jan^{ry} 23rd 1804
After three weeks spent in the
most painful anxiety for your safety we have
received the welcome tidings of your safe arrival at
Halifax, but as our happiness seldom comes with-
out alloy, we have had considerable disappoint-
ment at not receiving a letter from you but the

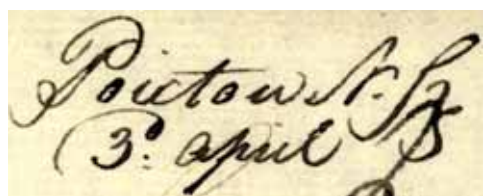
Pictou ms

Its post office officially opened 1812, but the 1806 cover suggests it had a way office prior to this (Pictou, as a settlement, existed pre-1800).



Strangely, misspelled *Poictou* (correctly spelled in the letter).

Initial ratemark, *P^d7^d*, is in the same hand as the oddly-spelled town ms.



Pictou (NS)—*Edinburgh*, 3 April 1806. Rated *P^d7 d cy*, *Pictou*—Halifax; then charged (in UK, at Falmouth) initially 2/—stg, which was struck through and replaced by 2/4 stg. This was made up of 1/1 packet rate, Halifax to Falmouth, and 1/3 Falmouth—London—*Edinburgh*.



Pictou—London, 1816. At upper left; correctly spelled.

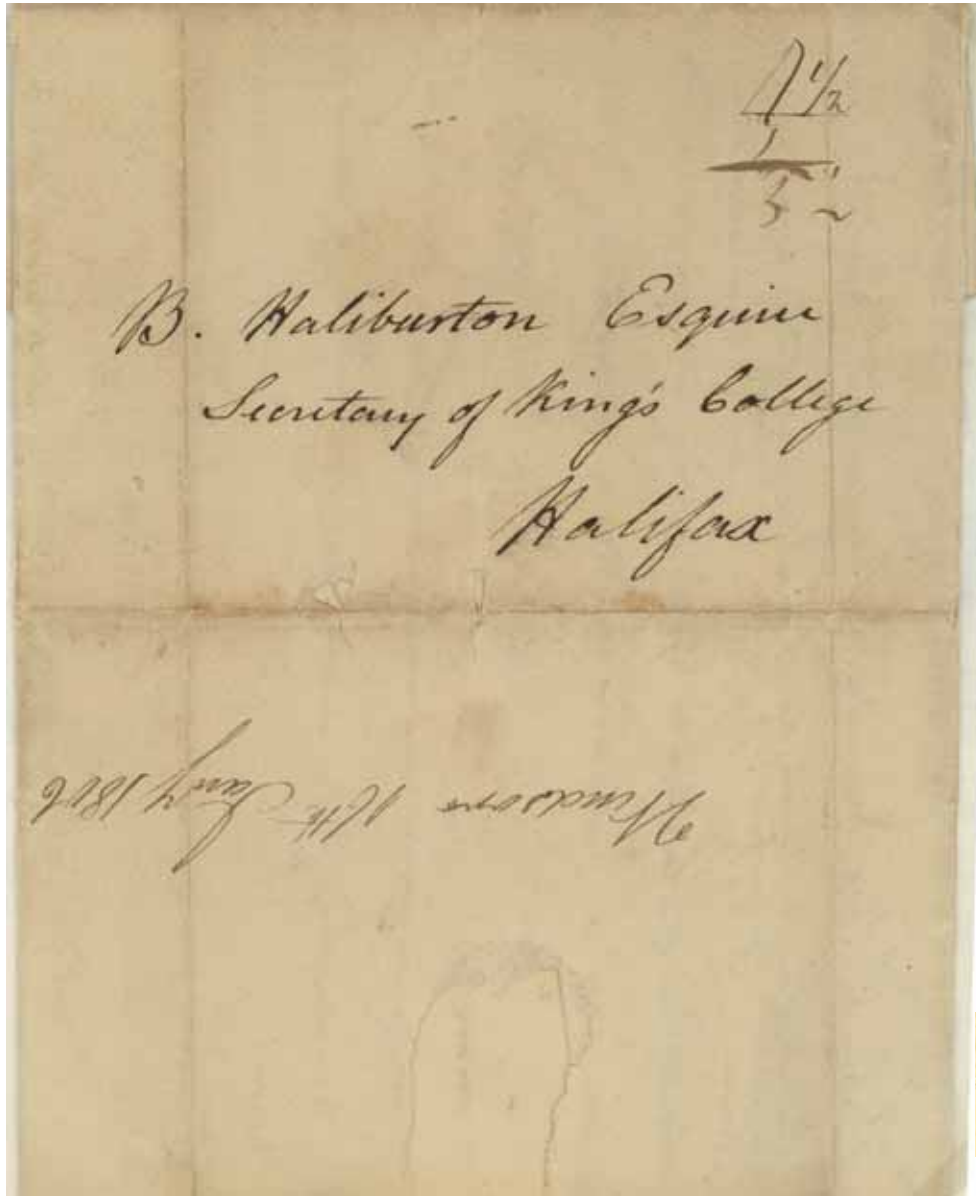
One of a pair, sent on the same ship from P E I, via the Halifax—Falmouth packet.

Carried to *Pictou* from Charlottetown, charged 7 d *Pictou*—Halifax, struck through; rerated 2/8½ stg, replaced by 2/9½.

The packet to Falmouth and internal to London come to 2/2 stg. The 2/8½ (stg) attributes 6½ d stg to 7 d cy (should have been 6 d stg), and the replacement, 2/9½ stg, is just wrong.

Windsor ms

Post office opened 1786. This and the example on the next page are the only two ms reported.



Windsor 16th Janry 1806

Windsor (N S)—Halifax, 16 January 1806. Rated collect 4½ d cy, plus 1d Halifax letter carrier fee.

King's College Windsor
8th January 1806

Sir

I have to request of you to have the goodness to inform the Governour, that at our meeting in the Academy, after the Christmas holidays, only seven scholars appeared, and as I am informed only four more are expected next week. These numbers are so small, that I should consider myself very unfaithful did I not acquaint the Governour.

Mr Deschamps has declined in any respect acting more as Steward, and of course I should not be at all surpris'd if these four, expected, came not up. If they come they shall find my apartments open for them, and they shall board with me, till I shall receive instructions from the Governour.

The Students (of whom we have lost two Almon and Bayard) are dispers'd here and there to dinner.

I have entred upon the list, the Books sent by Major Coll. Bayard, and shall, if the Governour please, make up a regular Library Catalogue, noting

Letter from King's College describing affairs there. King's College was founded in 1789, moved to Halifax in 1855, eventually becoming part of Dalhousie University.

Windsor ms

A straightline is known at Windsor 1815-25, overlapping this.

Post Paid
Paid at Windsor
12th September 1819
J. W. Nutting, Esq^r.
Acty Secy. Kings Coll.
Halifax.

Paid at Windsor
12th September 1819

Windsor-Halifax, 12 September 1819. Rated paid 4½ d cy, plus Halifax letter carrier fee, collect.

A letter from an instructor at King's College, concerning his charges against the Principal.

Windsor, Sept. 10th 1819.

Sir

I have had the honour of receiving your Letter of the 31st of August. When I preferred my charges against the Rev. the Principal of the Academy in May last, I flattered myself they would have met with a more gracious reception than they did. — I did not anticipate that the year for which I was engaged in the Academy would be allowed to expire, and that even then, a request from the person accused would be necessary, before an opportunity would be given me of substantiating such charges. I have been driven from my situation in the Academy, but have yet a character to support and shall prepare to substantiate, on the 25th day of September next, the accusation I have

St Andrews NB ms

Post office opened 1818; St Andrews ms known 1819–26; the least scarce of the Maritime manuscripts.

St Andrews 30 Oct. 1820 1820

Henry Bliss Esquire
Fredericton

St Andrews (NB)–Fredericton, 30 October 1820. Collect 1/6 cy, double rate, St Andrews–Fredericton.

no unpaid 7

Wm Chipman J. Esq.

F. M.

St Andrews
27 Mar 1821

St Andrews–St John, 27 March 1821. Rated *p^d 7 d cy*, St Andrews to St John, then charged an additional rate, to be collected (an enclosure was likely detected).

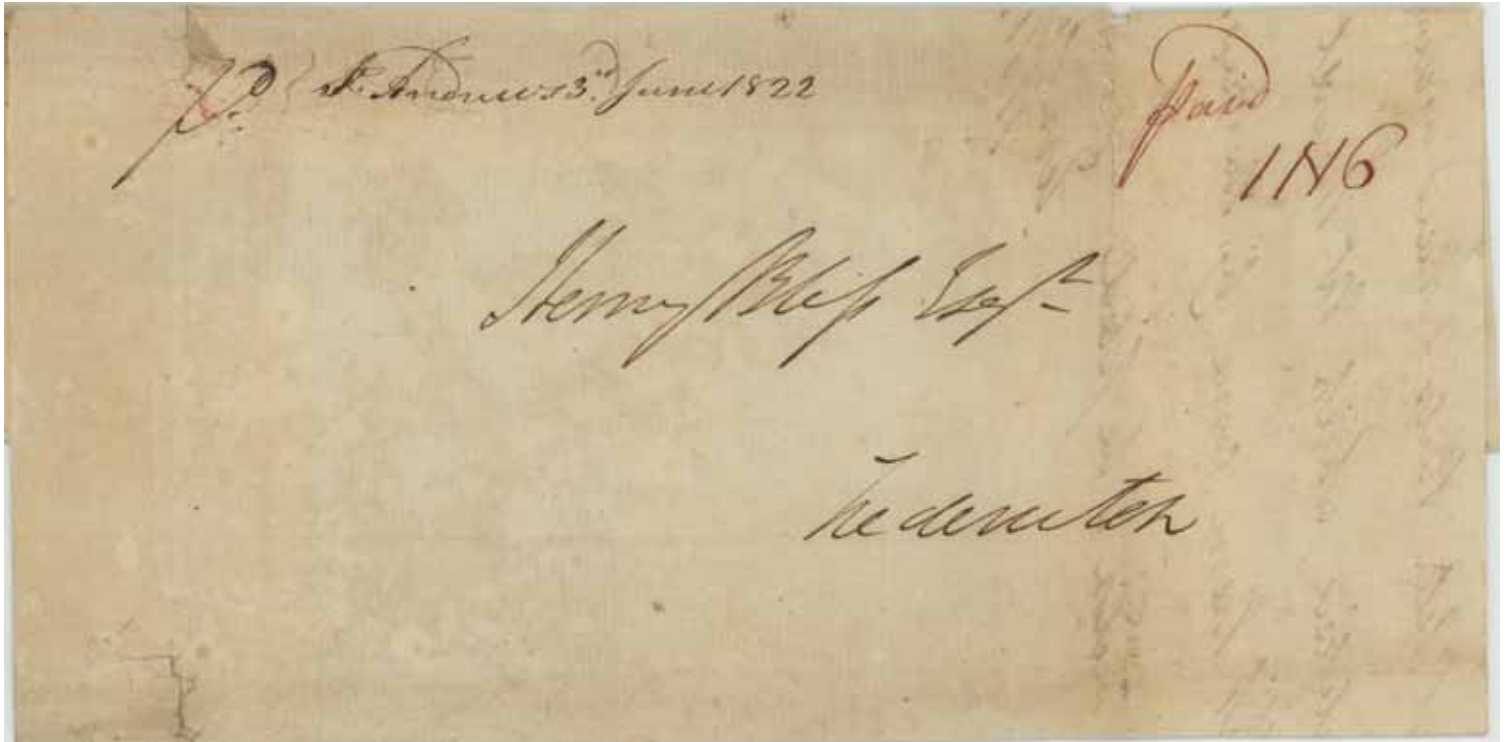
Morven & Co. Paid 25

12 Sept 1824

George Fred. Strat Esq
Attorney at Law

St Andrews 4 Oct. 1824 Fredericton
New Brunswick

Morven (NC) to Fredericton, 1824. US & NB ms. Rated *Paid 25¢* exceeding 400 miles to the exchange point at St Andrews, charged 9 d cy St A–Fredericton. Morven ms 12 September 1824; St Andrews ms 4 October 1824. Lower left (faint): *Let this letter go to Canada*



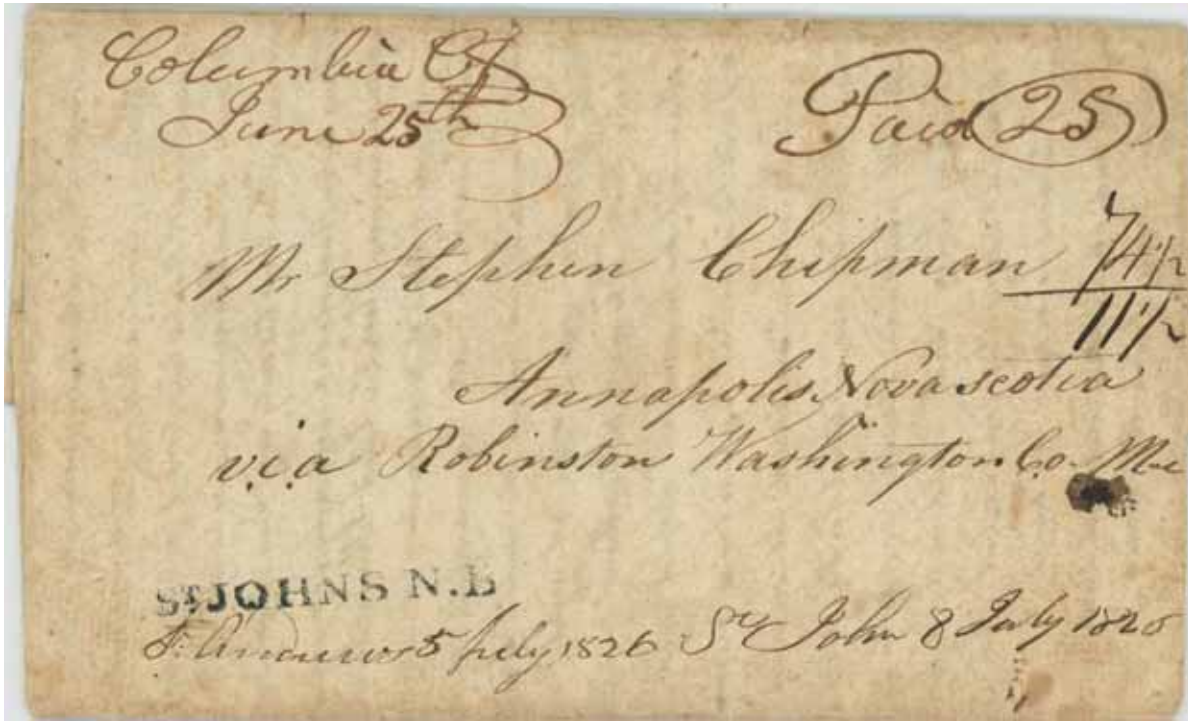
St Andrews–Fredericton, double, 3 June 1822. Rated *paid* 1/6 d cy, double 9d.



St Andrews–Fredericton, double, 20 April 1825. Rated collect 1/6 d cy, double 9d.

Triple ms and straightline, 1826

Manuscripts St Andrews, St John, and Columbia (C T); St Johns straightline.

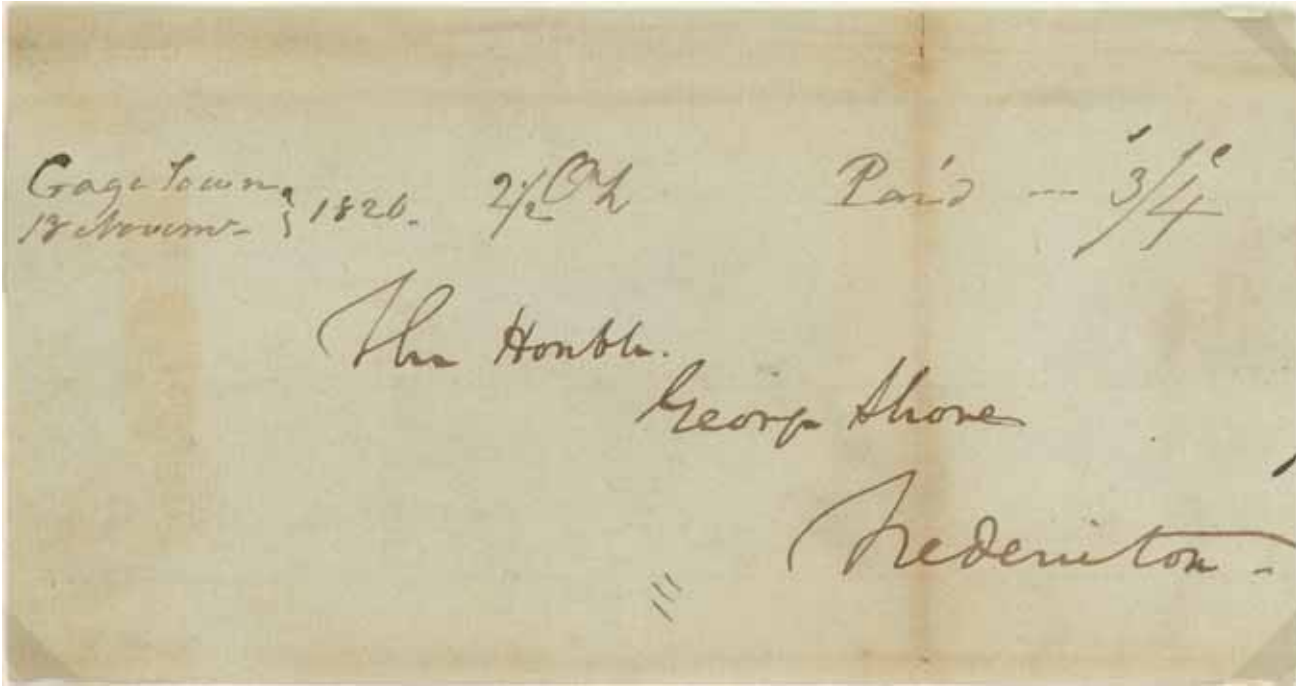


Columbia (CT)—Annapolis, via St Andrews and Saint John, 1826. Rated prepaid 25¢ U S over 300 miles, and charged 7 d from the border (St Andrews-Robbinston) to Saint John, plus 4½ d to Annapolis, likely port-to-port rate.

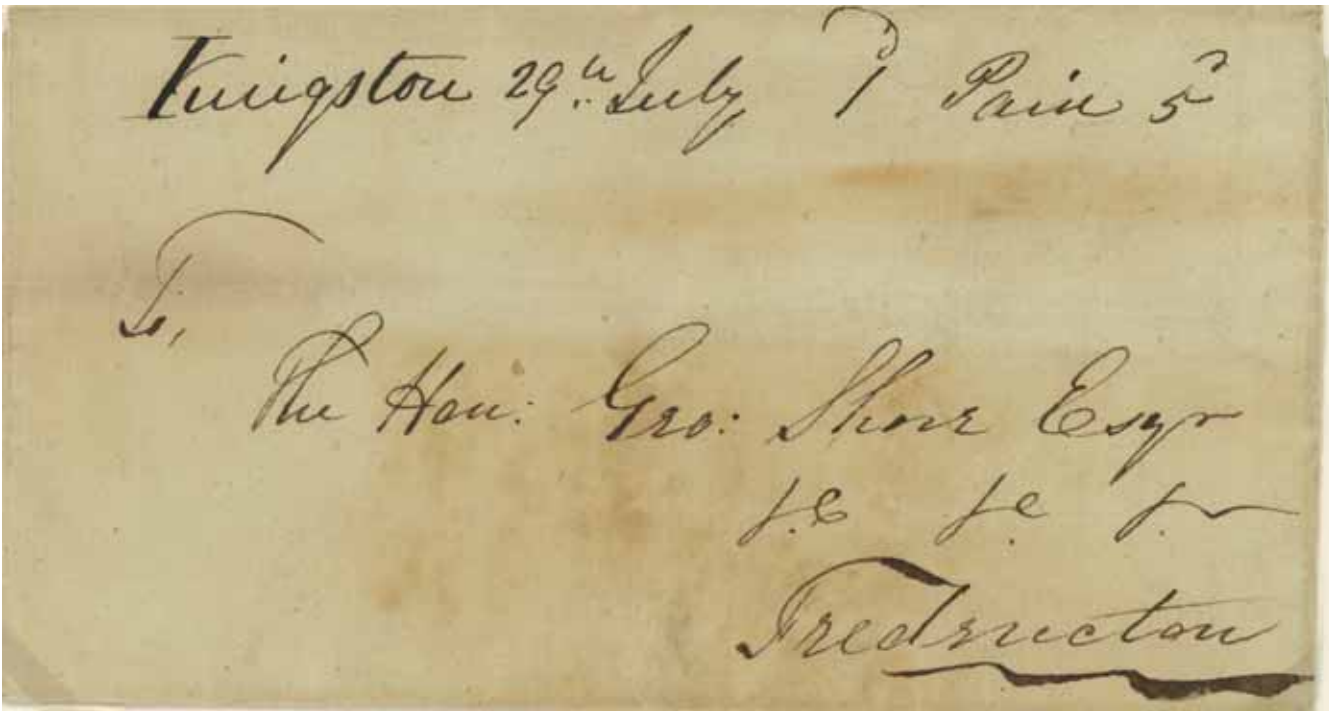
Straightline **ST JOHNS N.B.** (second s was removed from this hammer in 1828), and three manuscript town postmarks, Columbia CT (25 June), St Andrews (5 July), and St John (8 July).

NB ms, Gagetown and Kingston, 1826

Gagetown (NB) post office opened 1825; Kingston open 1825–1970. **Only reported ms of each.**



Gagetown–Fredericton, 19 November 1826. Rated *Paid 3/4 cy*, 2½ Oz (dectuple), 10 × 4 d.



Kingston–Fredericton, 19 July 1826. Rated *Paid 5 d cy*, plus 1d Fredericton letter carrier fee to be collected.



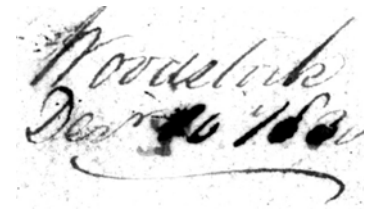
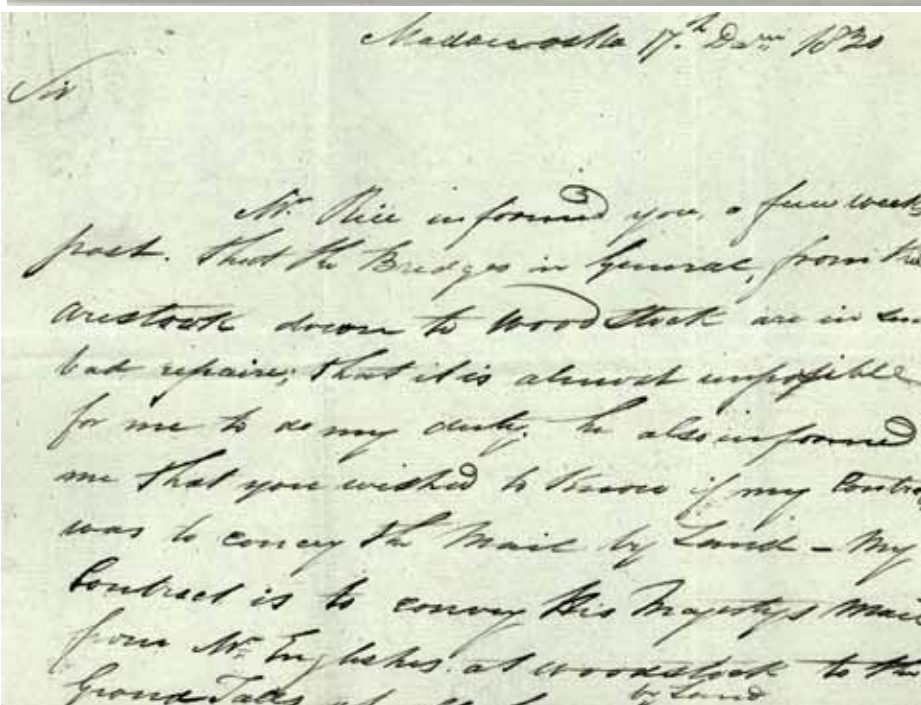
NB ms
Miramichi, 1827
Post office open 1825-42; became Chatham. **Only reported ms.** First hammer was the crude over-size NB *, in use from 1829.

Miramichi-Fredericton,
5 June 1827. Rated **PAID**
1/6 cy, double M-F.



Woodstock ms
Opened 1830. **Only reported ms.**

Madawaska-Fredericton,
via Woodstock, 20 December 1830. Free; this was a letter from the mail contractor, complaining about poor condition of the bridges around Grand Falls.



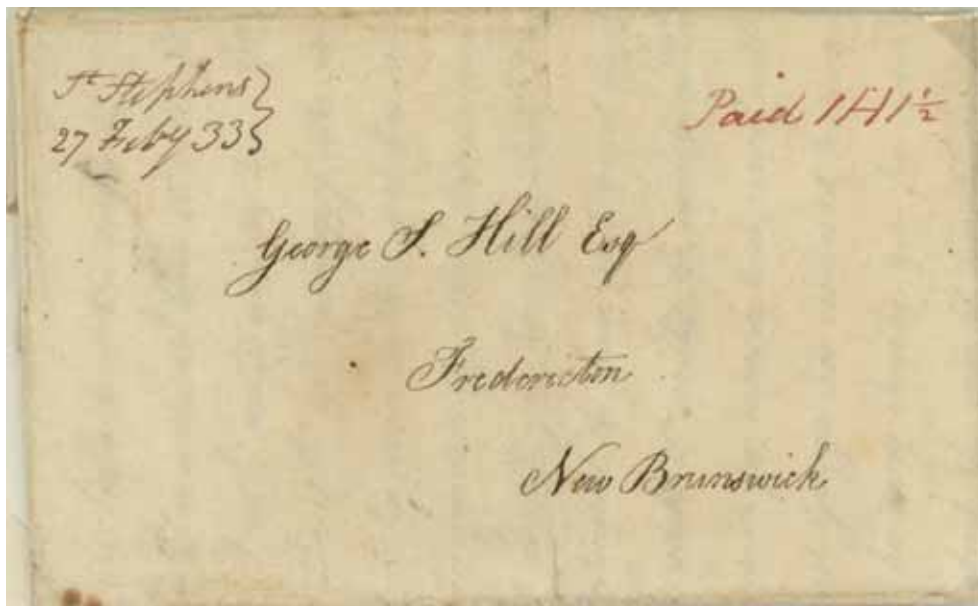
Madawaska 17th Dec^r 1830

Sir

Mr. Niles informed you a few weeks past, that the Bridges in general, from the Westport down to Woodstock are in such bad repairs, that it is almost impossible for me to do my duty, he also informed me that you wished to know if my Contract was to convey the Mail by Land - My Contract is to convey His Majesty's Mail from Mr. Ingalls, at Woodstock to the Grand Falls at ... by Land

St Stephen(s) NB ms

Post office open 1825. Ms known 1833–34.



St Stephens–Fredericton, 27 February 1833. Rated *Paid 1/1½* cy, St Stephens–Fredericton.



St Stephen–Fredericton, 4 February 1834. Rated *Paid 1/1½* cy, St Stephen–Fredericton. s at end of name dropped. Poor strike of two-line ST ANDREWS straightline.

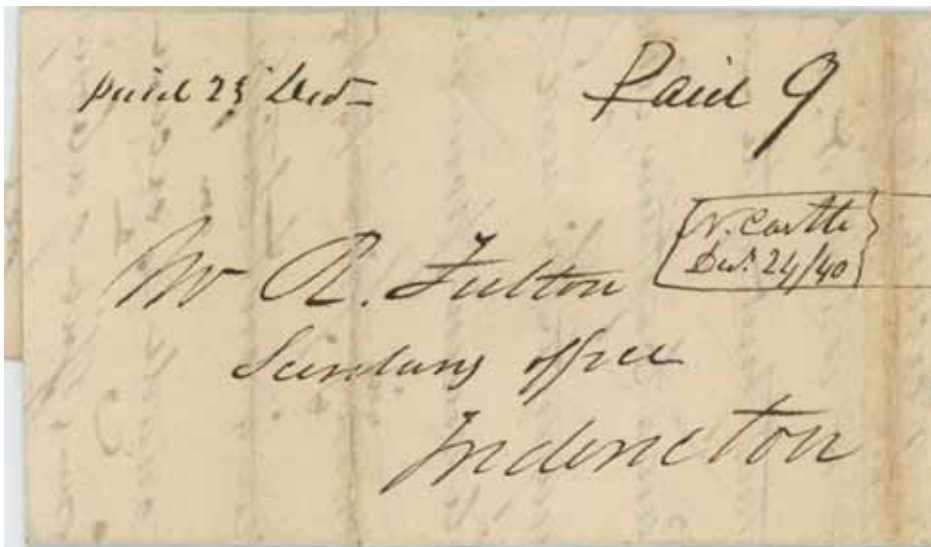
Dalhousie and Newcastle NB ms



Dalhousie–*Fredericton*, 17 May 1836. Rated *Paid 2/- to address*, double D–F.

Post office opened 1831. **Only reported ms.** * postmarks are known for Dalhousie both before and after this, so presumably the hammer was damaged and subsequently repaired, or lost and then found.

MIRAMICHI NB *, known 1834–43.



Newcastle–*Fredericton*, 24 December 1840. Rated collect 9 d cy.

N. Castle, Northumberland County; post office opened 1838. Several examples are known.

POST OFFICE double circles

Sometime in late 1824 to 1826, a number of post offices in NS and NB received double circle town handstamps (with a space to fill in the date), all with POST OFFICE. The manufacturer is unknown, although it is presumed that the markings came from UK.

Precursor: Shelburne, 1824

One of two known strikes of the double circle **SHELBURNE 1824** (handwritten final digit), and the only one in private hands. The circles are uneven, and the lettering is a bit crude. This is possibly a precursor to the subsequent double circle datestamps in use in NS & NB (for which the earliest strike known is dated 17 December 1824), which have a professionally-made appearance.



Shelburne–London, 1824. Rated *Paid 1/1½* cy, Shelburne–Halifax, then charged collect 2/2 packet plus internal UK rate.



POST OFFICE double circles, NS & NB

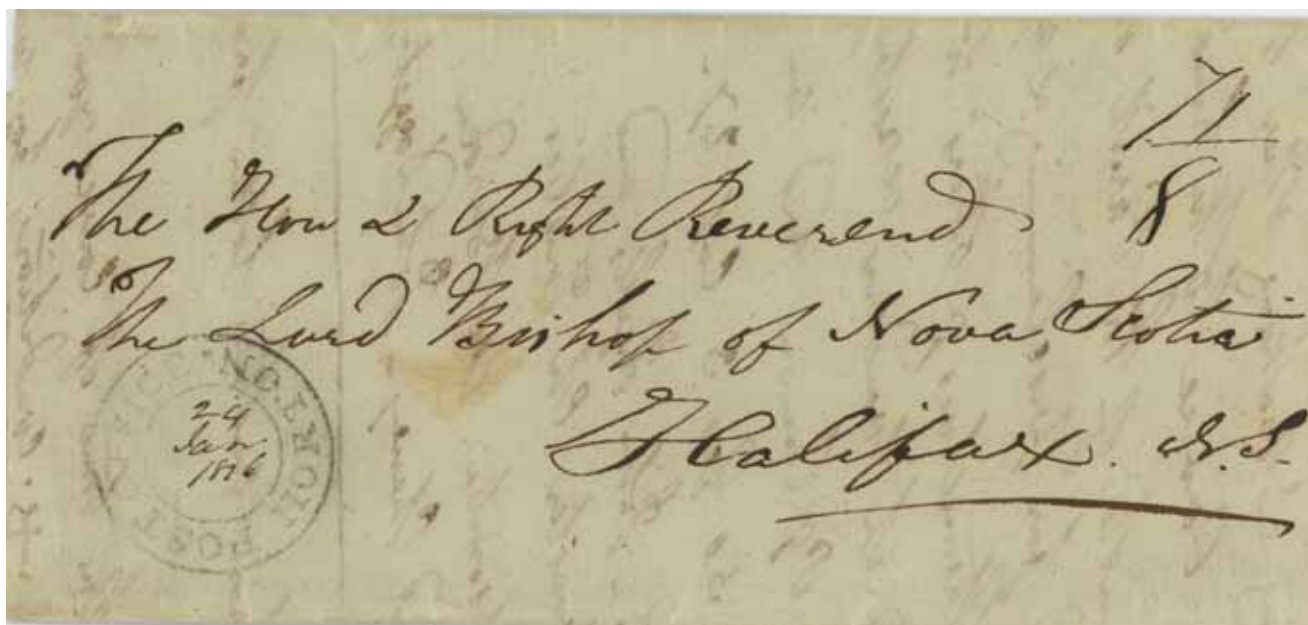
Nova Scotia

The Pictou example here is the earliest known of all POST OFFICE double circles.



Pictou (NS)–Halifax, 17 December 1824. Rated paid 7 d cy (Pictou–Halifax), and charged 1 d Halifax local delivery fee.

Double circle PICTOU, known 1824–33.



Horton (NS)–Halifax, January 1826. Rated collect 7 d cy and 1 d Halifax local delivery fee.

Double circle POST OFFICE HORTON, known 1825–33. The town name changed to Wolfville in 1829, but the post office name changed only in 1841.

Letter refers to a riot concerning the sectarian school system.

Windsor double circle

Double circle POST OFFICE WINDSOR, known 1826–34; scarce.



Kings College, Windsor–Halifax, 1826. Rated collect $4\frac{1}{2}$ d cy plus 1 d Halifax delivery fee.



Windsor–Halifax, 1827. Rated *Paid after closing* $4\frac{1}{2}$ d cy Windsor–Halifax, and then the 1 d Halifax local delivery fee was charged. (A street address was given.)

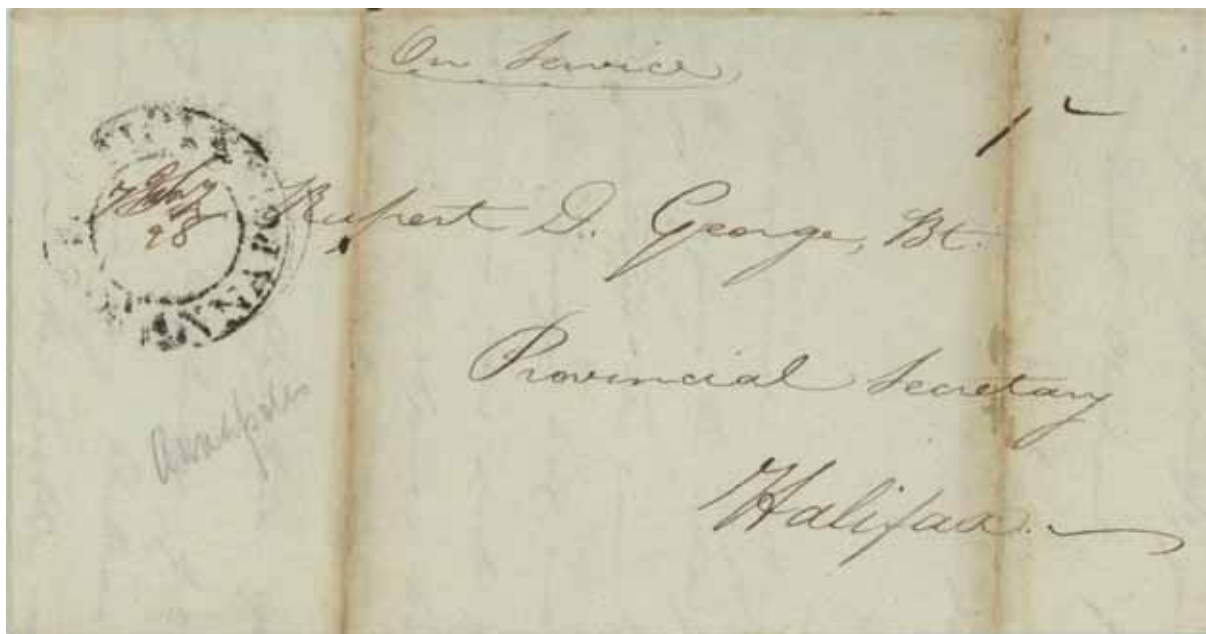
Annapolis double circle

Known 1825–30. Annapolis had the only double circle that was typeset-dated, although not consistently.



Annapolis (NS)–Lunenburg (NS), 1825. Rated collect 9 d, Annapolis to Lunenburg, and then a (surprising) 1 d local delivery charge added at this relatively small town.

Typeset dated.



Annapolis–Halifax, 1828. Rated collect 1 d cy Halifax delivery fee. Evidently *On Service* was taken seriously, as the letter was addressed to the Provincial Secretary, and no postage was charged for Annapolis–Halifax.

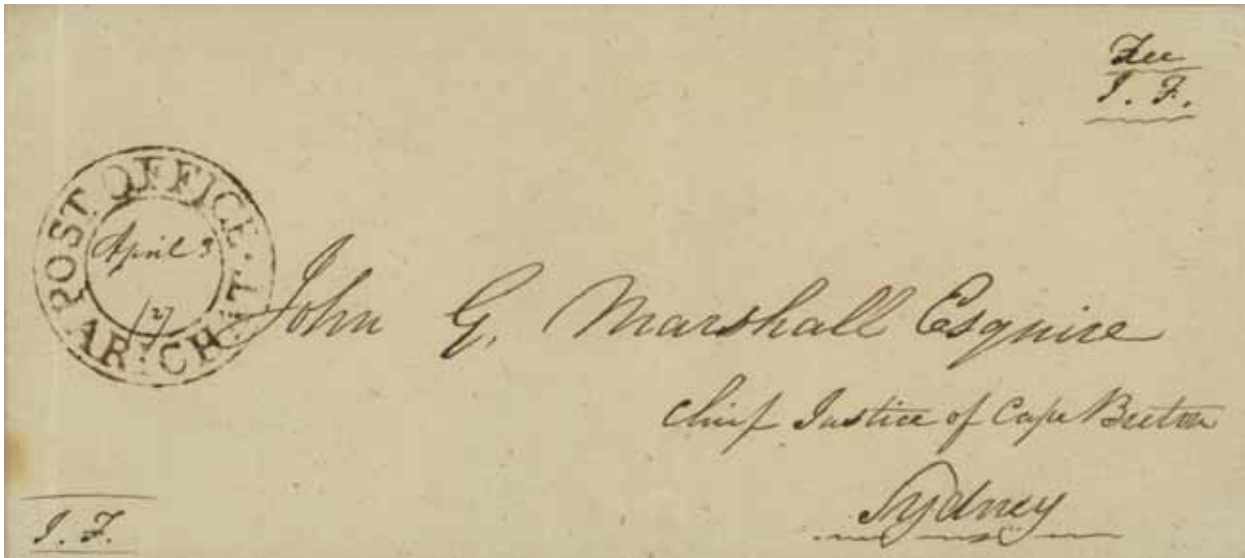
Ms dated.

Cumberland & Arichat double circles



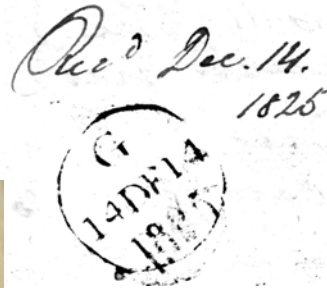
Cumberland (NS)—London, December 1825. Rated *Paid* 9 d cy, Cumberland—Halifax. Then charged 2/2 stg, made up of 1/3 packet rate plus 11 d inland Falmouth to London at the 1805 schedule.

Double circle POST OFFICE CUMBERLAND; [one other strike is reported](#) (1840). Cumberland and Amherst were alternating names for the same place.



Arichat (CB)—Sydney (CB), 1827. Free (mailed by postmaster). Addressed to the Chief Justice of Cape Breton.

ARICHAT POST OFFICE double circle, known 1825–34.



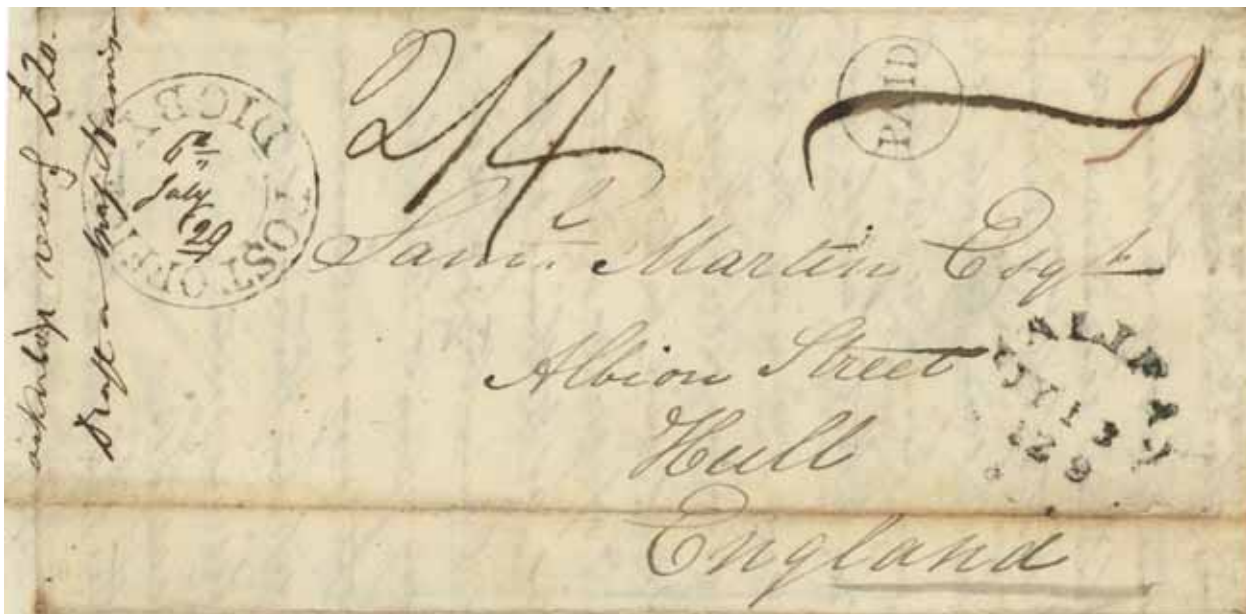
Digby double circle

Known 1825–41. The inner circle gradually deteriorates.



Maguadavic (York Co, NB)–Moose River (NS), forwarded to Digby, 1828. Rated collect 9 d cy, M–Moose River, and an additional 4½ d for forwarding to Digby.

Maguadavick 30th Oct 1828



Digby–Hull (U K), 1829. Rated PAID 9 d cy Digby–Halifax. Then charged 2/4 stg, made up from 1/– stg packet plus 1/4 Falmouth–Hull.

Lunenberg double circle



La Have 4th Jan^y 1831
Thursday night

La Have (NS)—*Halifax*, 1832 [sender did not update the year]. Rated collect 7 d cy Lunenberg—Halifax, plus 1 d Halifax delivery fee.

POST OFFICE LUNENBERG, known 1831—2.

Double double circle, Pictou & Antigonish

P I C T O U double circle, known 1825–33; A N T I G O N I S H double circle, known 1825–36.

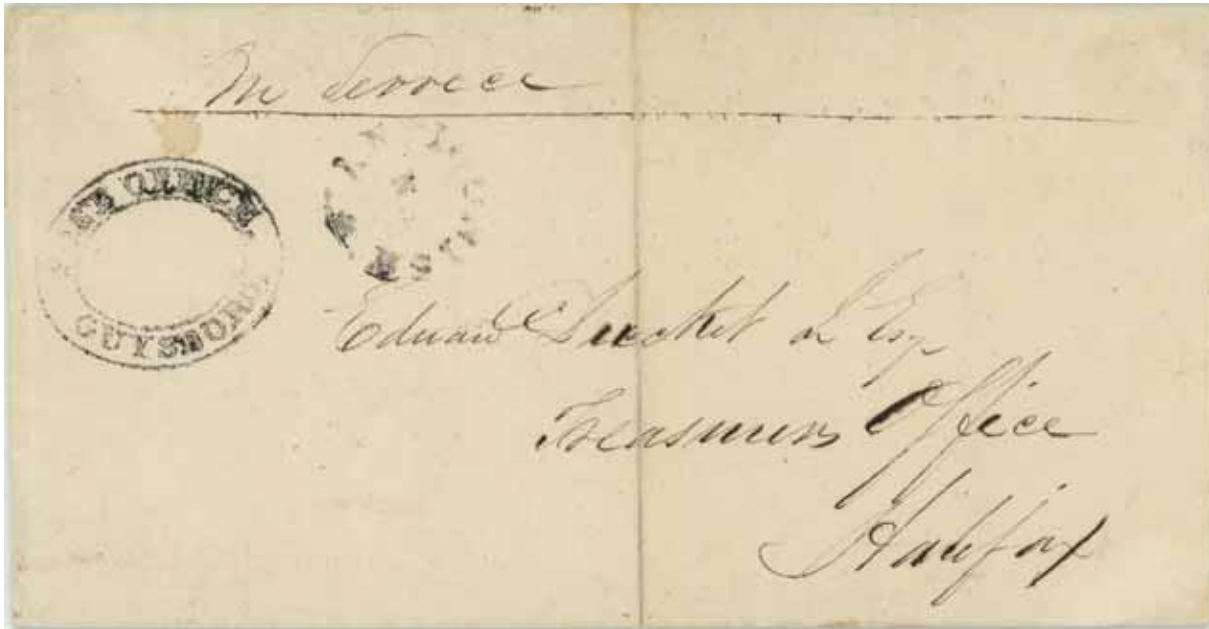


Charlottetown (PEI)—Arichat (NS), 1829. Likely carried privately to Pictou, where it was charged 4 d to Antigonish, at which it was charged 5 d to destination.

Charlottetown 29 April 1829

Guysboro double oval

POST OFFICE, but a double oval. Way office 1825–41 (despite the wording), then promoted to a post office. One of four strikes reported, all in 1840.



Guysboro (NS)—Halifax, 1840. *On Service*: one of the few cases in which this means free.

Also ANTIGONISH * NS.

A close-up of a handwritten note on a light-colored background. The text is written in cursive and reads "Guysboro 7th Dec 1840".

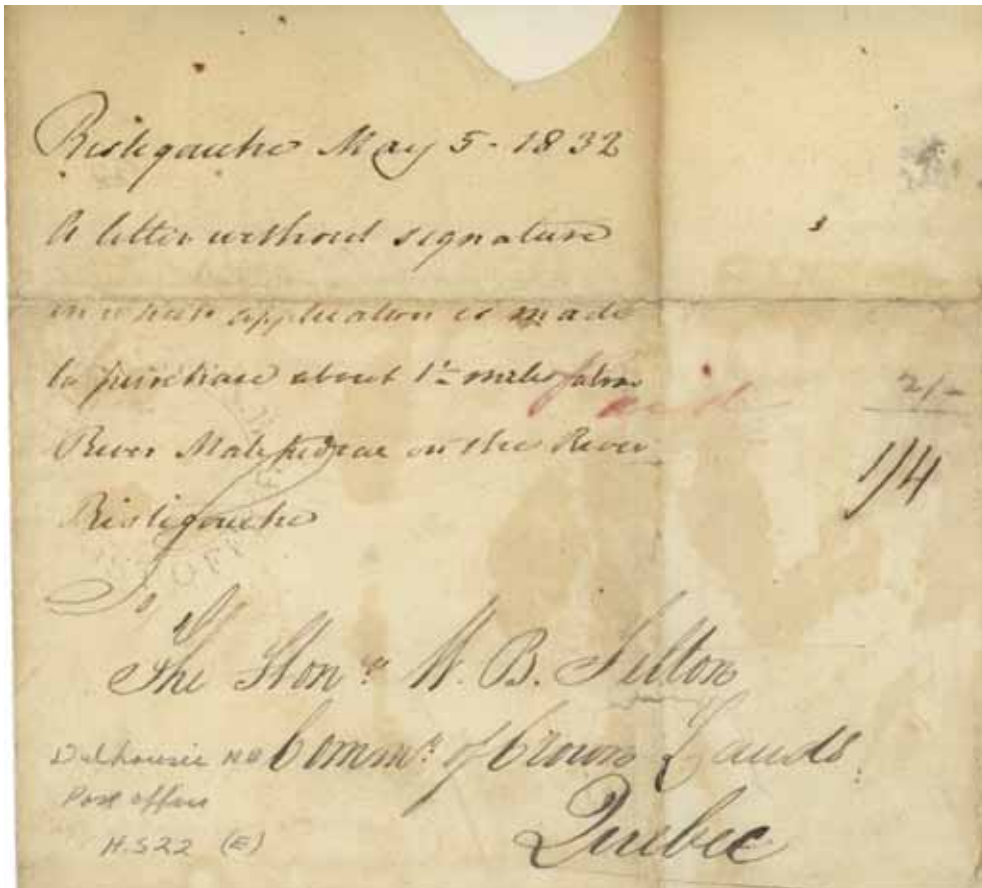
New Brunswick post office double circles

Just three NB offices used a POST OFFICE double circle, Bathurst, Dalhousie, and Westmoreland (the last, I have not seen).



Woodstock (NB)–Fredericton, 1832. Rated collect 7^d cy (Woodstock–Bathurst), to which 1/– (Bathurst–Fredericton) was added.

POST OFFICE BATHURST, known only in 1832.



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; post office opened 6 July 1831.

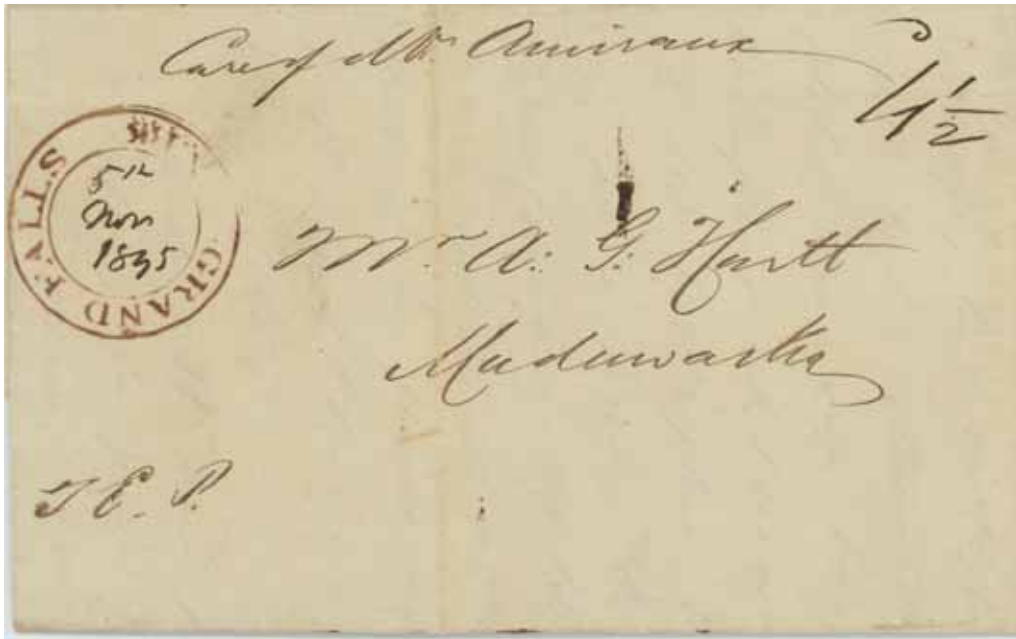
New Brunswick double circles

Four NB offices had double circles (without POST OFFICE), from 1838: Bend of Petitcodiac (with PAID), Grand Falls, St Andrews, and Woodstock.

GRAND FALLS N.B.^k double circle, known 1838–46.



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



Grand Falls–Madawaska, 1845. Rated collect 4½^o cy, under 60 miles.

WOODSTOCK N.B.^k double circle

Known 1839-42.



Woodstock (NB)—Fredericton, 1839. Rated collect 7^d cy.

Provincial * postmarks

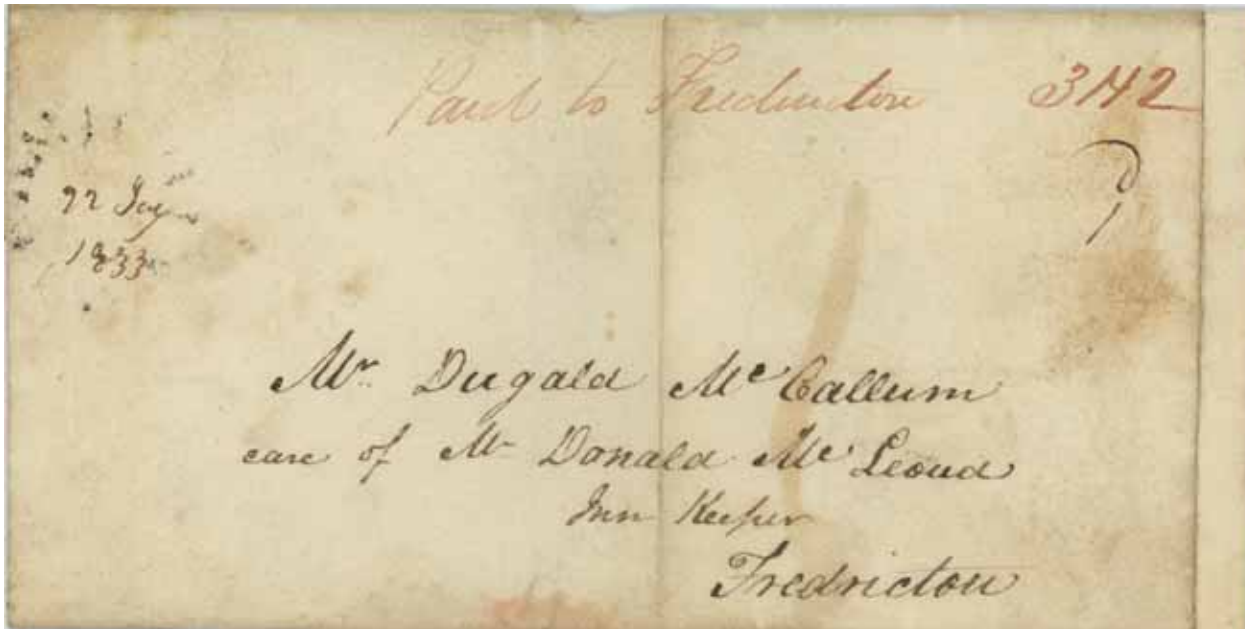
Around 1834, 17 offices in NS and nine in NB received these broken circle * postmarks (Parrsborough was too long, so the asterisk was omitted). They were in use roughly to about 1842, with a few outliers. There were two precursors, Miramichi and Bay Chaleur.

Miramichi * precursor

The large **MIRAMICHI ***, known 1828–34; only one other office used this style postmark, Chaleur Bay (then in NB, later presumed to have become Carleton in Lower Canada). In 1834, a number of offices in NS & NB were issued smaller, less crude handstamps with an asterisk (*) at base.



Miramichi (NB)–Fredericton, 1829. Raid paid 1/– cy.



Miramichi–Fredericton, 1833. Rated *Paid to Fredericton 3/2* cy; this rate is mysterious, as the normal rate for this route was 9 d cy. Collect 1^o letter carrier fee (Fredericton).

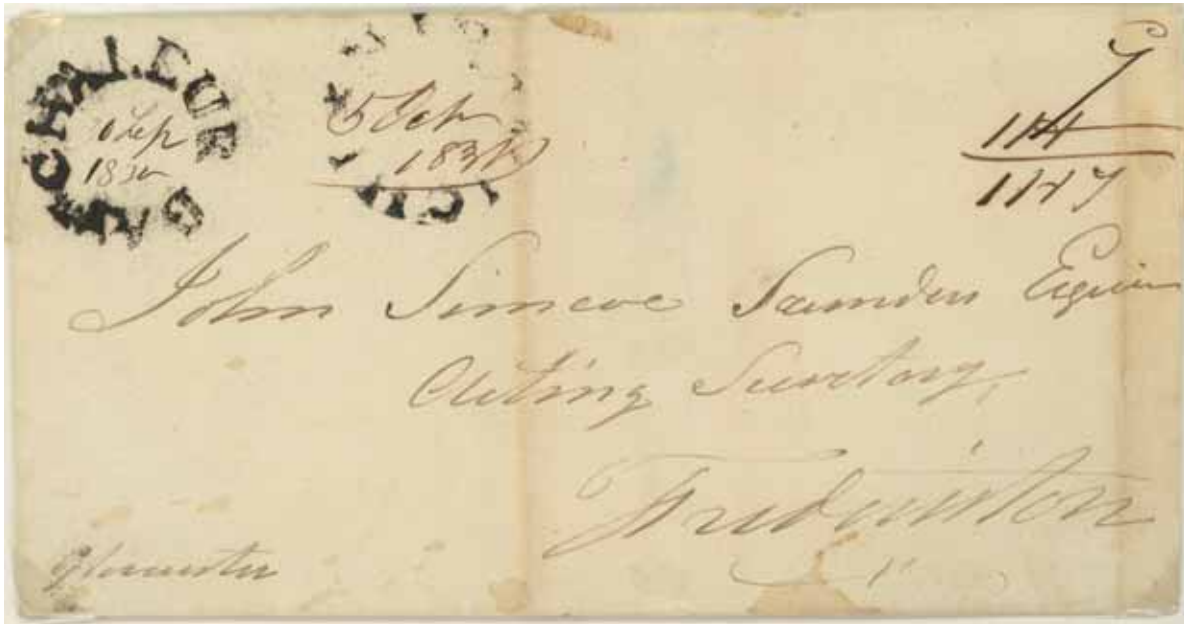
Chaleur Bay NB * precursor

Large **CHALEUR BAY** * in same style as that of Miramichi. Three examples reported 1829–32, of which this is the discovery example. The post office, in New Brunswick, was established by John Howe Jr (DPMG Nova Scotia & New Brunswick 1818–43) in 1825.

... Howe made a special trip to assess the [postal] situation in New Brunswick [concerning the route Miramichi–Fredericton] and, in September 1825, he established post offices at Bay de Chaleur, Bathurst, Dorchester, Georgetown, Kingston, Miramichi, Richibucto and St Stephen. It is unknown on what authority he opened these offices and established new postal routes, as it was evident that the revenues would not meet the expenditures and that a loss would be sustained by the Post Office. However, Howe had arranged that revenues received would be applied to maintaining this service and that the deficit would be paid by the New Brunswick legislature. [JCY, p 62]

The similarity of the Miramichi and Chaleur Bay postmarks (both on the same cover, below) lends further credence to the latter post office being part of the NB postal system.

The post office did not last long; it had probably closed by around 1835, and an office in Carleton (definitely part of the Lower Canada system) opened. To reinforce the thesis, a list of Lower Canada post offices exists; it gives Carleton as tenth largest in terms of revenue in 1835, with no previous listings, whereas Chaleur Bay (or Baie de Chaleurs, ...) is not reported at all in earlier years, or at any time.



Chaleur Bay–Fredericton via Miramichi, 30 September 1832. Raid collect 7^d cy, plausibly Chaleur Bay to Miramichi, and 1/–, Miramichi–Fredericton. Unfortunately, no contents.

MIRAMICHI *, known 1828–34.

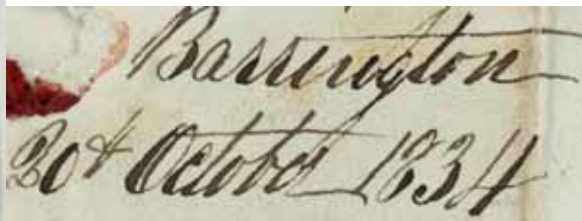
Provincial * postmarks

Dorchester was included in NS (it is on the NS-NB border, but has always been in NB).

NS

Yarmouth *

Known 1834-42

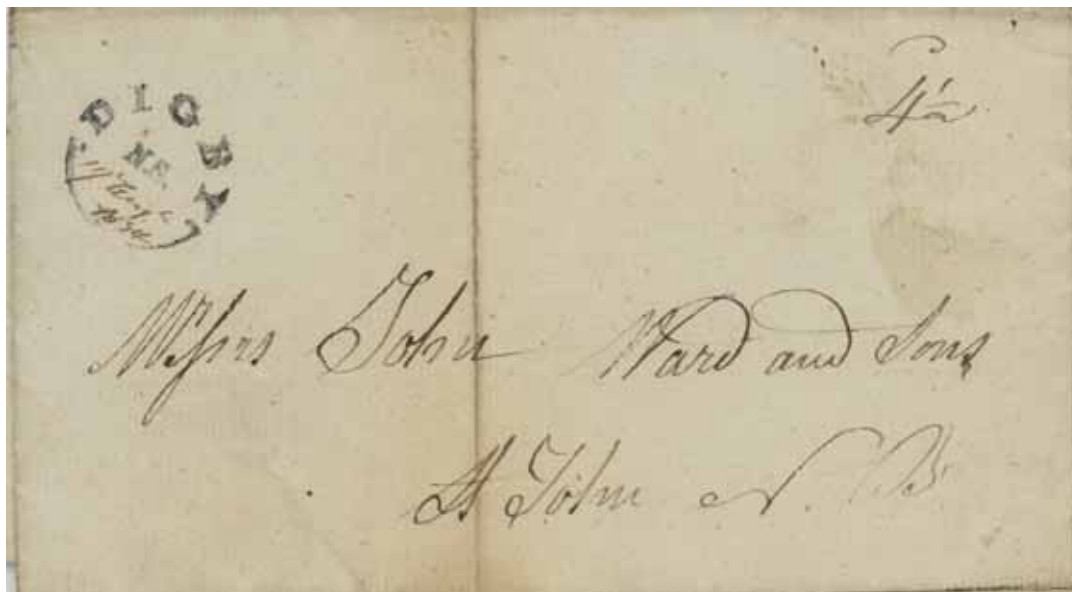


Barrington (NS)—St John via Yarmouth, October 1834. Rated collect 9 d cy. Barrington had no office until 1836, and then only a way office.

First year of use.

Digby and Parrsborough *

First year of use



Digby—St John, August 1834. Rated collect $4\frac{1}{2}^{\text{d}}$ cy.

.DIGBY. N.S. *, unusually with date written in (periods before an after the name). Known 1834–48.



Parrsborough—St John *, September 1834. Rated collect 9^{d} cy.

PARRSBOROUGH N.S., also with date written in. Known 1834–42. The name is so long that there is no *.

Dorchester NS *

Dorchester, a village currently in NB, was on the boundary with NS, and given an NS * postmark. It is not listed in [N], although not particularly scarce. Known 1834–42. While proof strikes show NS, I have not seen a use on cover where the s is clearly visible in the centre. Perhaps the postmaster defaced it.



Cocagne (NB)–Fredericton, via Dorchester, 1836. Collect 9 d cy, Dorchester–Fredericton.

Cocagne
22^d Dec. 1836



St John–Halifax, via Sussex Vale and Dorchester; double *, 1842. Initially rated 5 d (St J–s v), then 7 d (s v–D), and finally 11 d cy (D–Halifax), totalling 1/11, marked **paid** (by recipient) at Halifax.

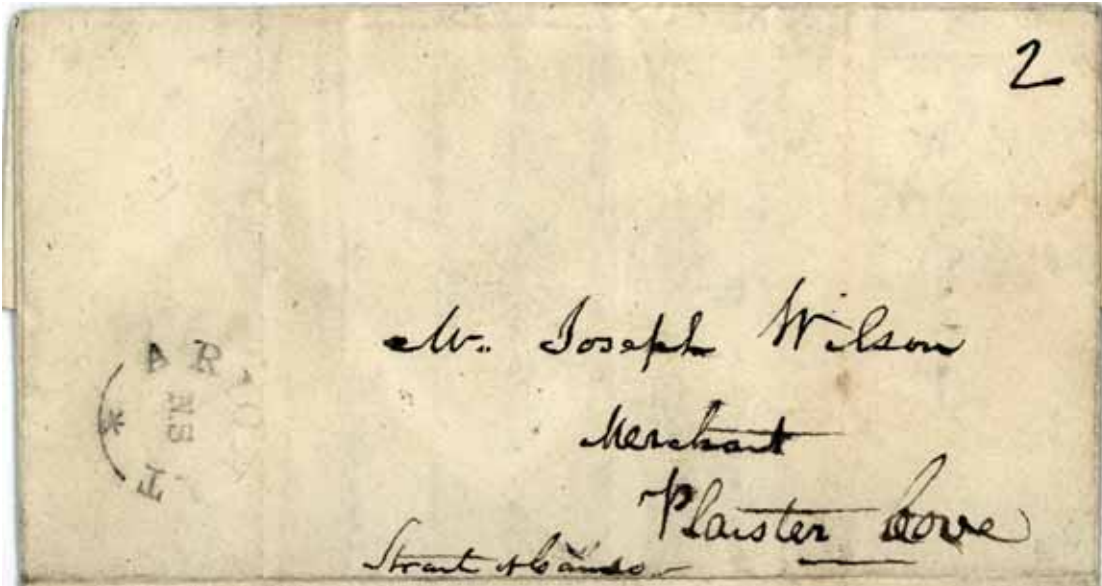
SUSSEX VALE NB * (known 1834–42; late use) and DORCHESTER *

St. John 12th March 1842
Crawell & Co Halifax

Arichat *

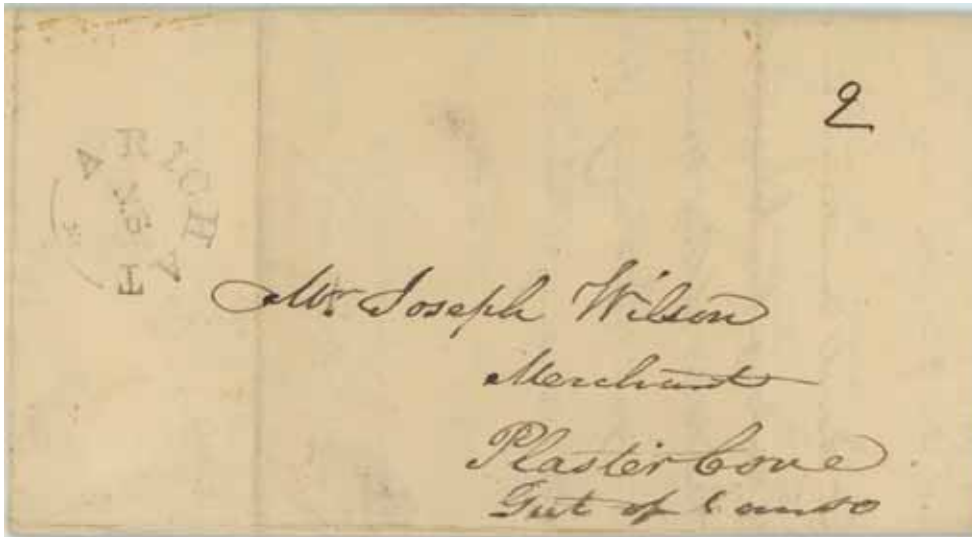
Known 1834-42. No period after the s.

A 2 d rate existed in Nova Scotia for nearby offices.



Arichat-Plaster Cove, 1839. Collect 2 d nearby office rate.

James Turnbull
November 29/39



Arichat 19th March 1840

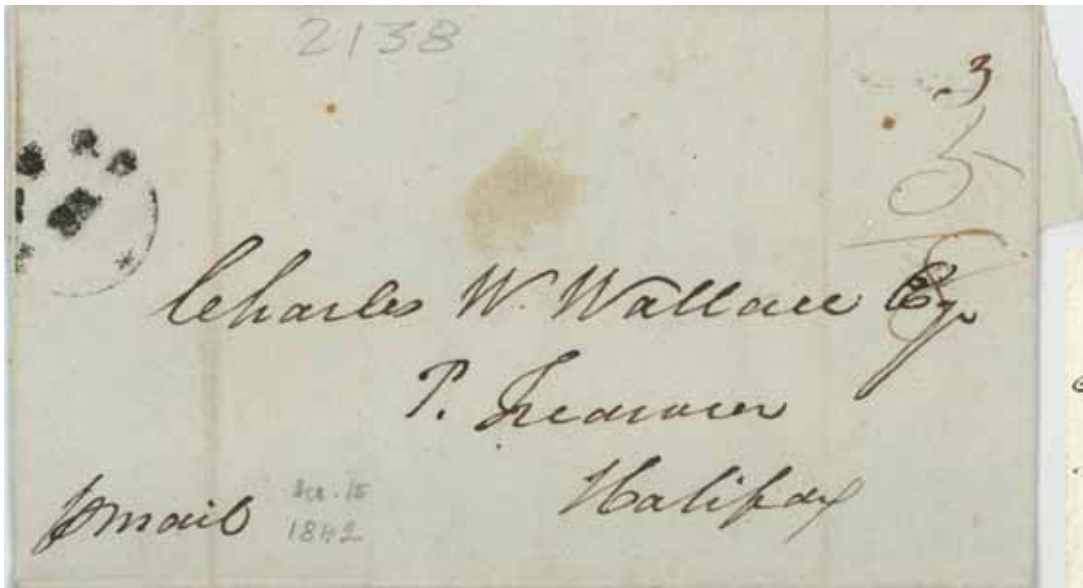
Arichat-Plaster Cove, 1840. Charged 2 d cy, adjacent office or way letter rate. Plaster Cove was a way office 1832-43, and a post office thereafter.

Truro & Pictou *



Charlottetown–Onslow (NS), forwarded back to Charlottetown, 1836. Rated collect 4, 4, 4 d cy, which is somewhat mysterious: 4 d cy, for each of P E I–Pictou (rated had changed from 4½) and Pictou–Truro; Onslow had no post office, so mail was picked up from Truro, and the same rates should have applied in the reverse direction. So the charges should have been four times 4 d.

Dated circular PRINCE EDWARDS ISLAND, known typeset 1836–40
 PICTOU N.S. * (1834–43) and TRURO N.S. * (1834–63) hammers.



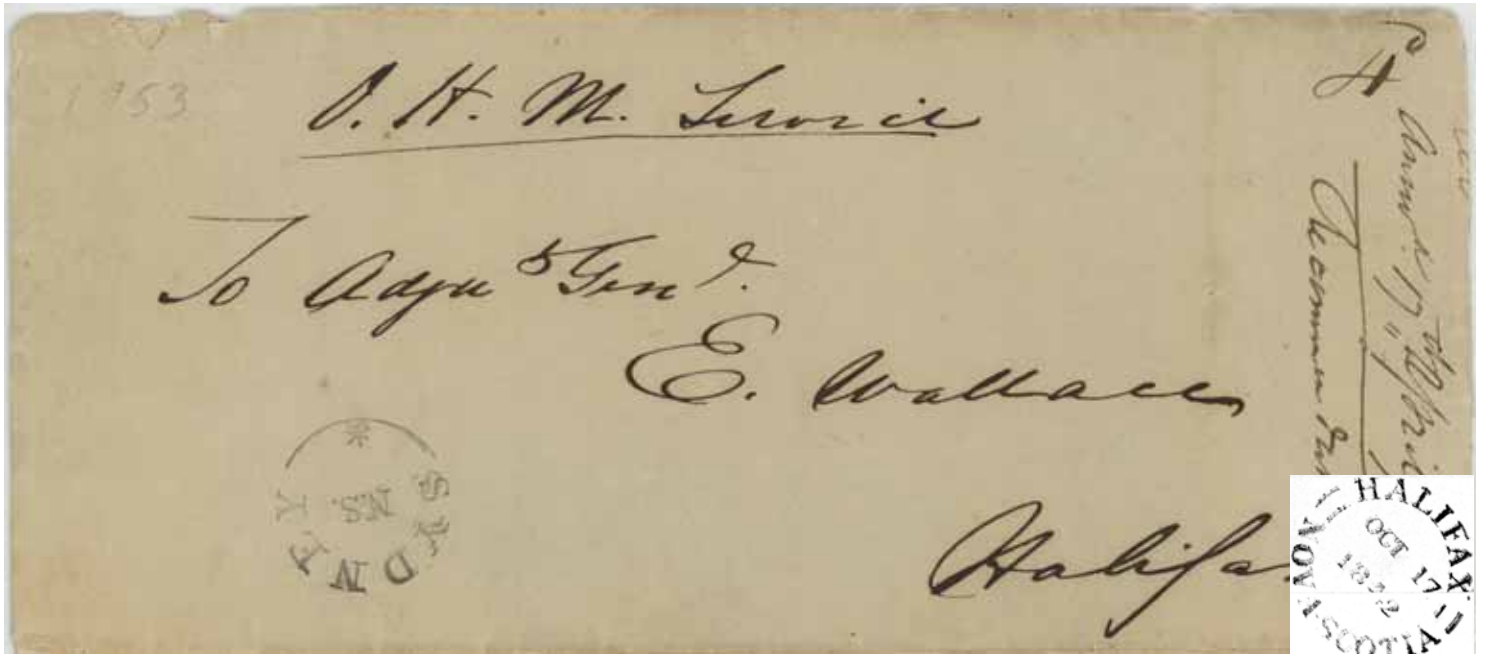
Tatamagouche (NS)–Halifax, via Truro, December 1842. Rated collect 3 d cy, Tatamagouche–Truro, and 5 d, Truro–Halifax. Unpaid letters were charged at each office they passed through.

Tatamagouche was a way office 1838–52, when it became a post office.

TRURO N.S. *

Sydney *

Known 1834-54.



Tatamagouche (NS)—Halifax, via Truro, October 1842. Rated collect 4 d cy, Sydney—Halifax.

Sydney Mines
20 Sep 1842

Kentville *

The rarest of the NS * cancels; shown on an even rarer money letter wrapper.

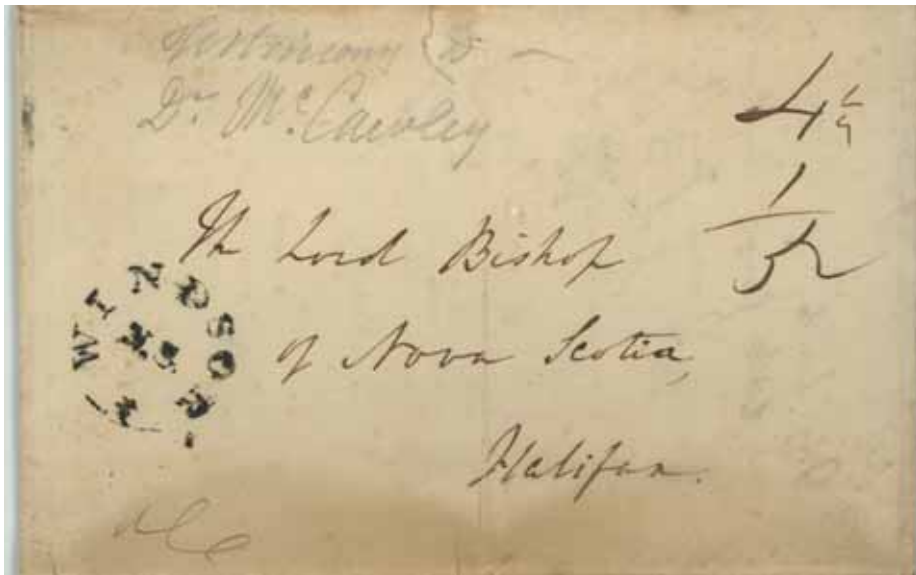


Ms AC (faint, red, to the right of Kentville strike) after closing, frequently used in the Maritimes instead of *too late*.

Kentville–Annapolis, 17 November 1841. A money letter wrapper, used to enclose letters believed to contain items of value, and signed by the recipient. Four are known for NS, one of which (not this one) has been badly damaged and repaired.

Rate PAID $1/2$ cy, referring to the postage on the enclosed money letter (very unusually—for the Maritimes—it was prepaid), double rate (one enclosure) Kentville–Annapolis.

Windsor & Shelburne *



1836 Windsor N.S. 17

Windsor—Halifax, 1836. Rated collect 4½ d cy plus 1 d Halifax delivery fee. AC at lower left, after closing.
WINDSOR N.S. * (1834–42), one of the scarcer marks of this series.



Barrington (N.S.)—St John, via Shelburne, 1838. Rated collect 9 d cy, Barrington or Shelburne—St John.
Barrington was a way office 1836–43, when it became a post office.
SHELBURNE N.S. *, known 1834–42.

Barrington February 17th 1838

Cumberland *

Cumberland (Cumberland Co, NS) was often known as Amherst, but the official name change of the post office took place in 1842. CUMBERLAND NS * is one of the scarcer Maritime * cancels; fewer than ten strikes reported in [JJ]. Previously known 1837–42.



Cumberland–Hartford (CT), 1836. Originally rated PAID 1/8 cy, made up from 9 d to St John and 11 d St John to St Andrews/Robbinston exchange point. At Robbinston, charged 25¢, U S rate over 400 miles to destination. Blue ST ANDREWS NB * postmark, common NB * cancel.



Londonderry (NS)–Charlottetown via Cumberland, January 1840. Collect 4 d cy, the rate Cumberland/Amherst to Pictou to PEI.

Londonderry was a way office 1838–43, when it became a post office.

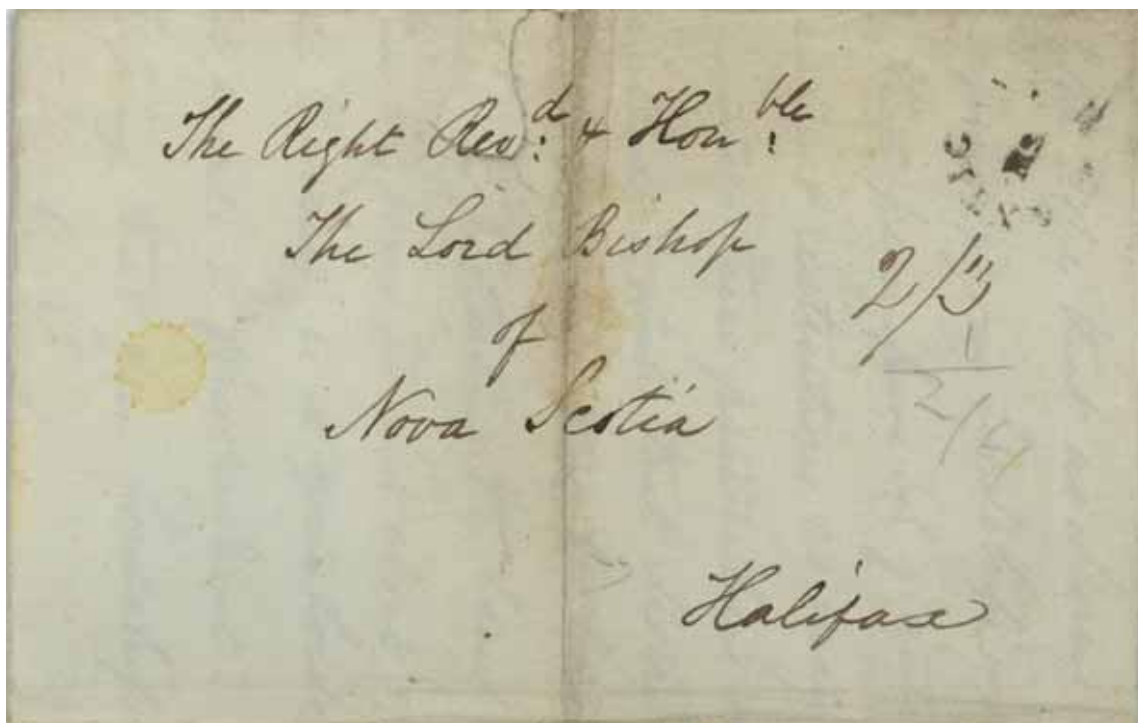
Londonderry 8 January 1840

Antigonish *
Known 1834-42.



Sydney (NS)—Pictou, via Antigonish, June 1842. Free, postmaster to postmaster.

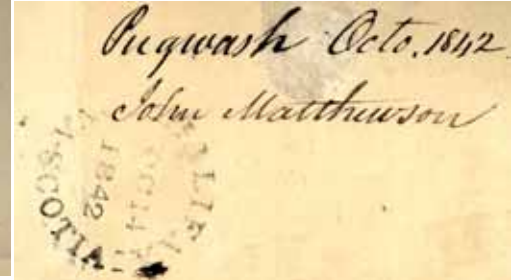
Young, Capl Pictou,
June 15th 1842



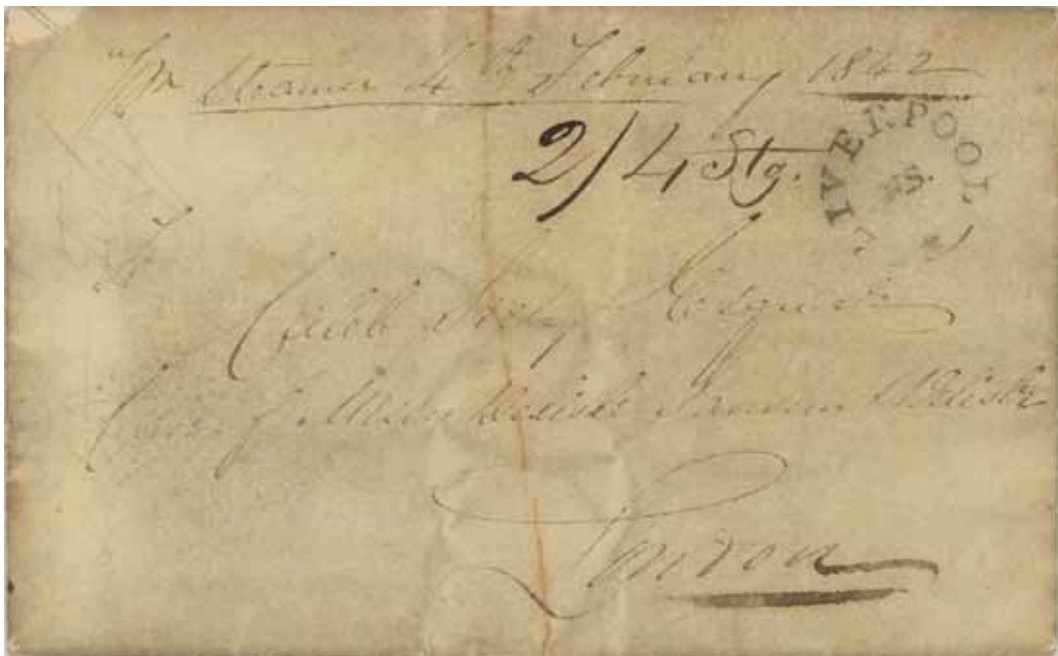
Antigonish (NS)—Halifax, September 1842. Rated collect 2/3 cy, triple 9d Antigonish-Halifax (101-200 miles); in addition, the Halifax local delivery fee of 1 d (regardless of weight/enclosures) was charged.

Wallace and Liverpool *

Known 1840-42 and 1834-42 respectively; both are relatively scarce.



Pugwash (NS)—Halifax via Wallace, 1842. Free, postmaster to postmaster.



Liverpool (NS)—London, 1842. Rated collect 2/4 Stg, double packet from inland B N A.

Liverpool 28th January 1842

New Brunswick *

Around 1834, presumably simultaneously with NS, a number of NB offices (Bathurst, Dalhousie, Kingston, Miramichi, Richibucto, St Andrews, St George, St Stephen, Sussex Vale) received these N. B. * markings.

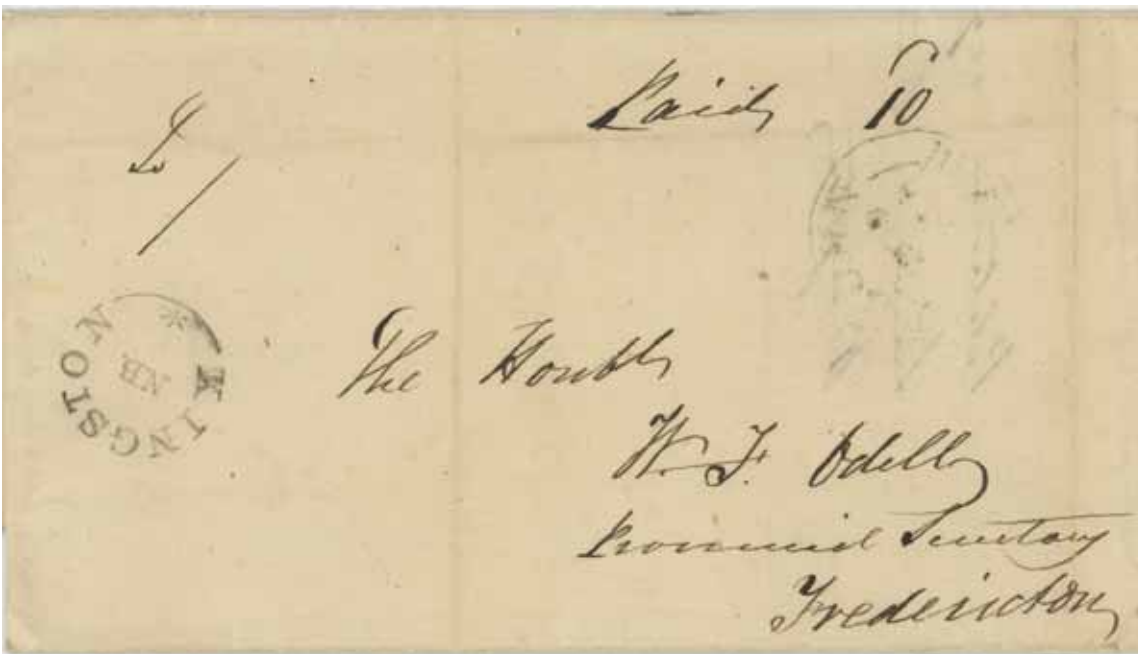
St Andrews is by far the commonest (it was a border-crossing point). Miramichi had had the large precursor (1828–34), but it was superseded by this one. St George was not listed in [JGY], not because it is particularly scarce (it isn't), but likely due to an oversight.

Kingston *

Known 1834–41.



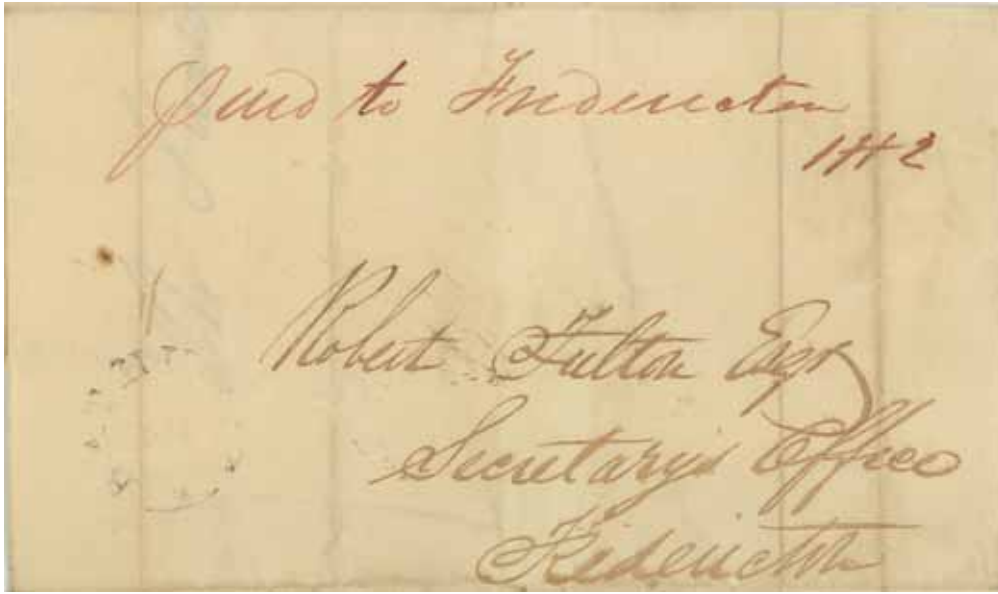
Kingston (NB)—Fredericton, 1830s. Paid 5 d cy.



Kingston—Fredericton, 1830s. Paid 10^d cy, double rate.

Bathurst *

Known 1835-42.



Bathurst-Fredericton, 1839. *Paid to Fredericton 1/2 cy.*



Bathurst-Fredericton, 1842. Collect 2/4 cy, double rate. **FREDERICTON** circle, fairly common receiver. A late strike.

Dalhousie *

Known 1835-42; a late strike. A manuscript is known 1836.

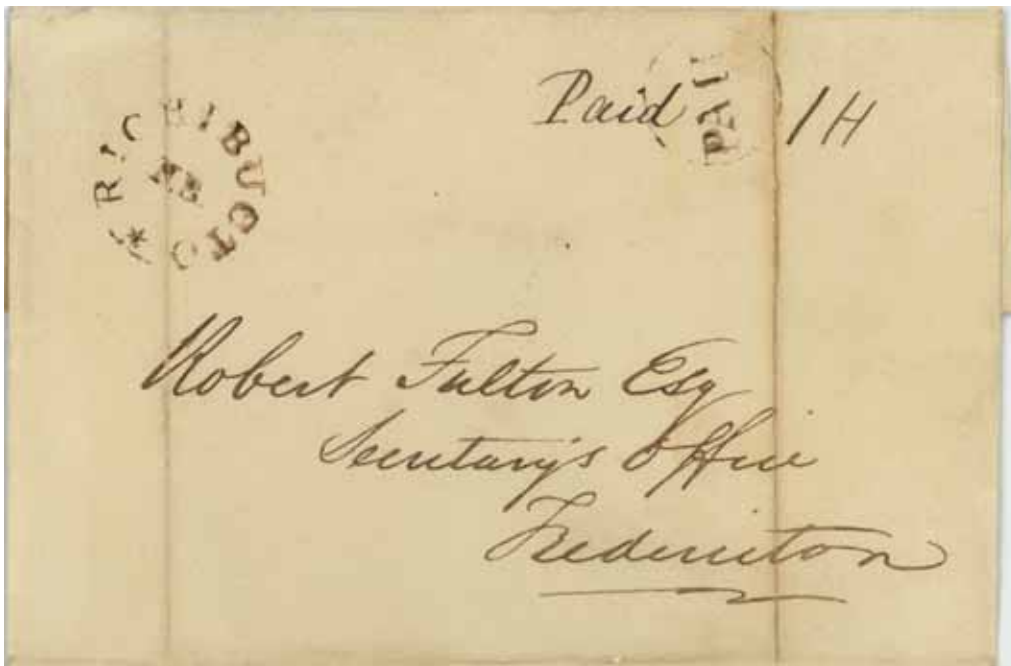


Dalhousie-Fredericton, 1842. Collect 1/3 cy.

Richibucto *
Known 1834-41.



Richibucto-Fredericton, 1836. Collect 1/3 cy, known rate between these two offices. AC (after closing) at left.



Richibucto-Fredericton, 1837. Paid 1/- cy, and PAID handstamp. Rate not consistent with cover above; I have no explanation.

St George *

Unreported in [JCY], probably by accident.



St George—Fredericton, 1830s. Rated collect 8 d to intermediate office, and then the enormous 1/9 cy to destination.

St Stephen *

Second commonest of all * postmarks.



St Stephen–Fredericton, 1840. Rated collect 4½ d to St Andrews (ten miles distant), and 9 d cy St Andrews–Fredericton.

ST STEPHEN N.B. *, probably the second commonest of all the New Brunswick * cancels, but unusually, with the date written in.

ST ANDREWS N.B. *, probably the commonest of all the New Brunswick * cancels.

NS Crown circles

Six offices received double circles enclosing a crown in (July) 1841, Bridgetown (unique), Gays River (two known), Guysborough, L'Ardoise (not seen), Newport (unique), Port Hood, and of the same group but without a crown, New Glasgow; they are known only to December 1842. All of these offices were upgraded from way offices to post offices on 6 July 1841.



Port Hood crown

Known March–December 1842.

Port Hood (NS)–Halifax, November 1842. *Free.*

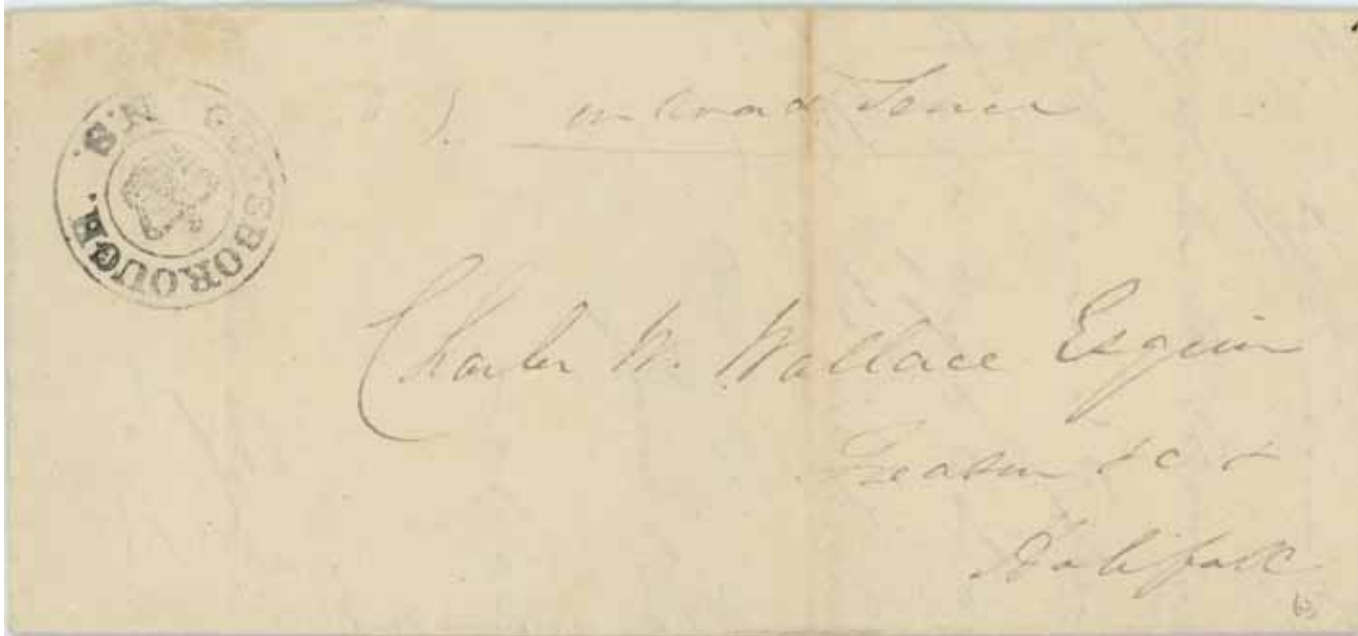


Port Hood–Halifax, October 1842.

Rated collect *10^d* cy; distance was 214 miles, and rate listed in [JGY] is 11 d cy (or 10 d stg); Halifax 1 d local delivery fee was added.

Guysborough crown

Previously known 19 September–20 October 1842.



Guysborough–Halifax, 7 September 1842. *On Road Service*, evidently official mail with no charge.

New Glasgow uncrown

Same issue as the double circle crown cancels, but without the crown. Known March–October 1842.



New Glasgow (N S)–Halifax, October 1842. Rated collect 7 d cy.

NS paid crowns

Just two offices were issued these, Amherst and St Margaret's Bay (four strikes known). They could have been used as early as 1845.



Amherst–Calais (ME), 1850. Prepaid $1\frac{1}{2}$ d to the St Andrews-Robbinston exchange, and charged 5¢ to Calais. Amherst crown is known from 1845, and is usually seen on cross-border mail.



Amherst–Truro, 1851. Paid 3 d, domestic rate. AC: after closing (equivalent to too late).

Weirdos

Halifax double arcs

Known 1788–96. Fewer than ten examples reported.



London to Quebec via Halifax, 1793. Rated *paid 3* struck through and replaced by two separate *1/-* and *10*, pre-paid packet and rate London–Falmouth; then charged *1/8 cy* (equivalent to *1/6 stg*, 601–700 miles, Halifax–Quebec).

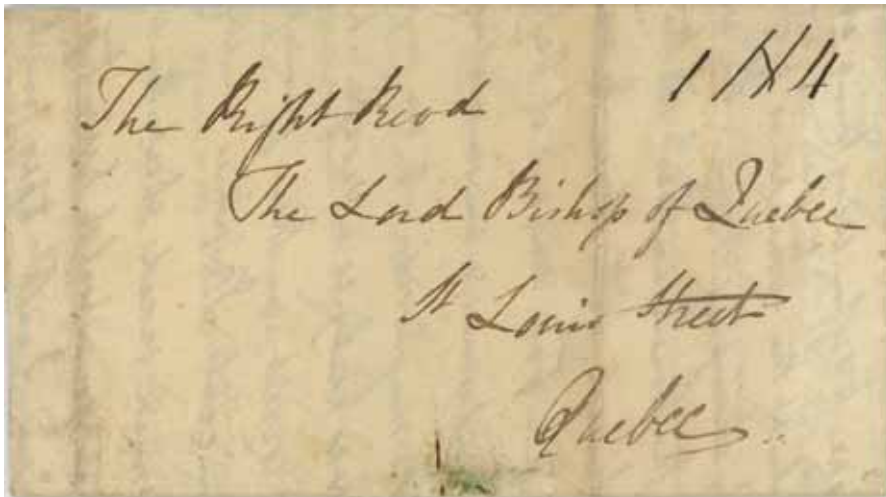
Red double circle PAID applied in London, year at base (1791–94); endorsed *Pr the Martha, Captain Brown*.

An oddity

FREDERICTON, 16 OCT. 15. *, apparently made from loose type. Unreported in [JGY], but several examples are known. An equally weird large Fredericton circle exists, also known 1815.



Fredericton–Bishop of Quebec, 1815. Distance by land about 360 miles, but what mattered was road mileage; evidently, it was 401–500 miles at this time, so charged 1/4 cy.

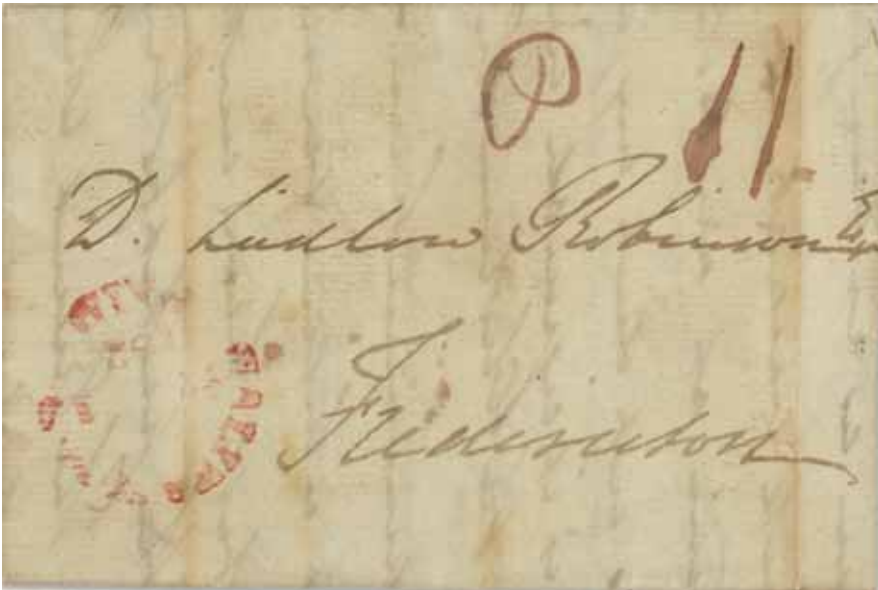


Halifax paid

Known 1817–39, but despite this long use, is relatively scarce (since few covers were prepaid).



Halifax–Saint John, forwarded to Fredericton, 1824. Rated prepaid 9 d cy Halifax–Saint John, and charged 7 d cy on forwarding. St John fleurons.



Halifax–Fredericton, 1832. Rated prepaid P 11 d cy, H–E.

Gagetown negative

Likely a crown seal (for mail bag tags), with the crown removed.



Gagetown (N B)—Fredericton, 1840. Rated collect 8 d cy; the rate G—Fredericton is believed to have been 4 d, so this is double rate. Docketting at lower left, *Gage Town Canal Commissioners*.

GAGETOWN N.B without crown. Of the few examples known, a typical strike.

Fredericton receiver, 1840



Woodstock Oct 5th 1840

Woodstock (NB)–Bridgetown (NS), via Fredericton, 1840. Rated For (warded) 1/1 cy collect, made up from 7 d (W–F) plus 5 d Fredericton–Bridgetown.

FREDERICTON NEW BRUNSWICK RECEIV'D, applied on receipt at Fredericton, seldom seen.

Temporary-Emergency mark used at Amherst

A postmark device wherein the office name was changeable, to be used either temporarily (while waiting for the correct hammer to arrive) or in emergencies. In this case, a fire on 6 January 1845 completely destroyed the Amherst post office. A new hammer was sent out 17 March 1845, and in the interim, the T-E hammer was used.



Amherst–*Halifax*, 6 March 1845. Rated **PAID 9** d cy.

AMHERST N S temporary-emergency marking. Six strikes reported; January–March 1845.

Halifax circle

Known 1830–38, but almost always very poorly struck.



Deal (Kent)–Musquodoboit via Halifax and a way office, 1835. Rated collect 2/3 stg (at left), made up from 1/– stg Kent to Falmouth plus 1/3 stg packet rate, Falmouth to Halifax). This was converted to 2/6 cy.

There were two additional charges for the Halifax–M section; 4 d to a way office, and the 2 d charge on unpaid letters passing through a way office. The 2/7 on reverse is obscure.

8° 68 Middle Street Deal
5th September 1835



Glenavy (County Antrim)–Cobourg (U C) via Halifax, 1836–7. Rated collect 2/8 stg (at left), made up from 1/5 stg Glenavy–Falmouth plus 1/3 stg packet rate, Falmouth to Halifax. This was converted to 3/– cy.

Subsequently charged 1/8 cy to Quebec, making 4/8 cy. There were two additional charges, 11 d (possibly Quebec to somewhere in eastern U C), and 7 d (61–100 miles) to destination, totalling 6/2 cy. The ms *Forw^d* is a misuse of the term, standardly in Lower Canada.

COBOURG (U C), 1829-type, known 1829–37.

Even this strike of the Halifax circle is far clearer than average.

Advisory marks

NB refused



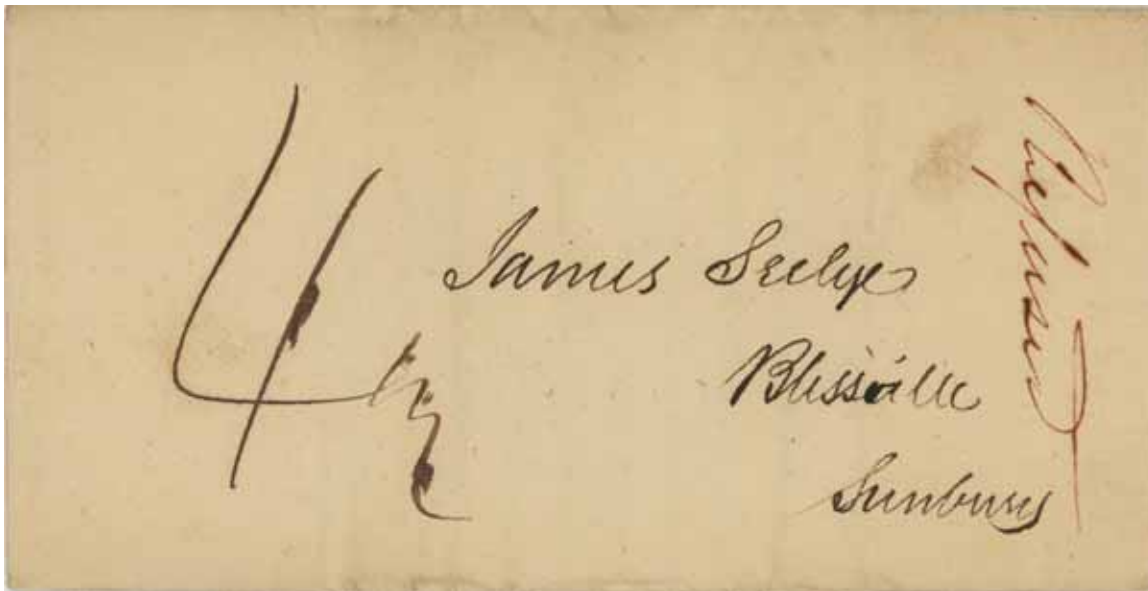
St Andrews–Fredericton, 1826. **PAID** 1/6 cy, double the 9 d rate. Despite being prepaid, the letter was apparently *refusd*.

St. Andrews 12th July 1826



Fredericton–Hopewell (Westmoreland Co), 1834. Rated collect 7 d cy to the first office on route (plausibly Sussex Vale), and an additional 4 d to destination (Hopewell did not have post office until the 1840s); but the letter was *Refused*.

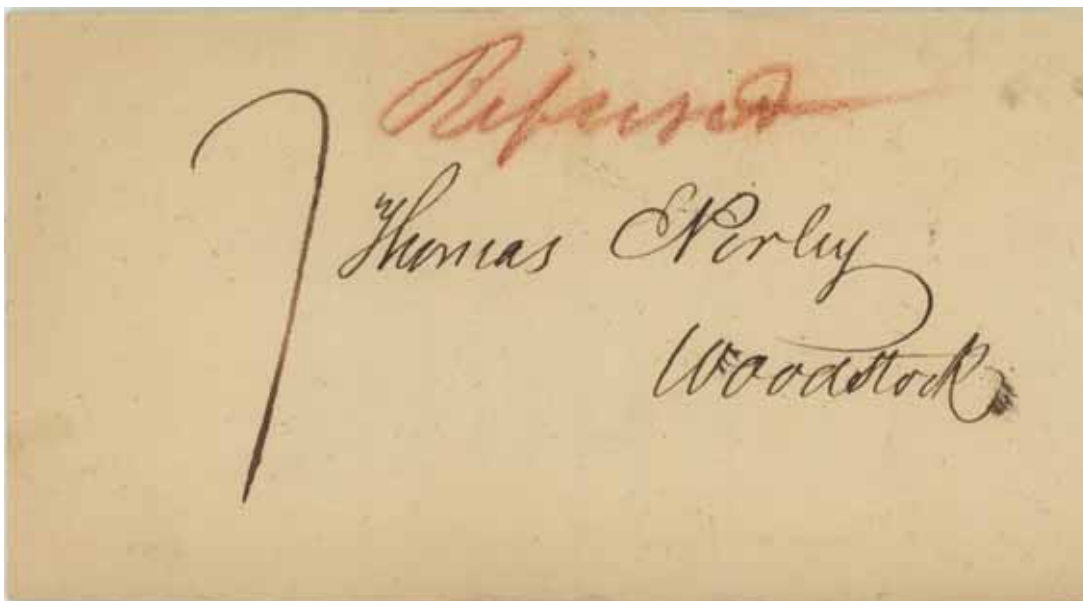
NB refused



Fredericton-Blissville, 1849.
Rated collect 4½ d cy, but
Refused.



Fredericton-Sunbury, 1849.
Rated collect 4½ d, un-
der 60 miles. *Refused.*

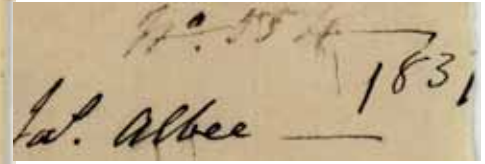


Fredericton-Woodstock, 1849. Rated
collect 7 d, 61-100 miles. *Re-
fused.*

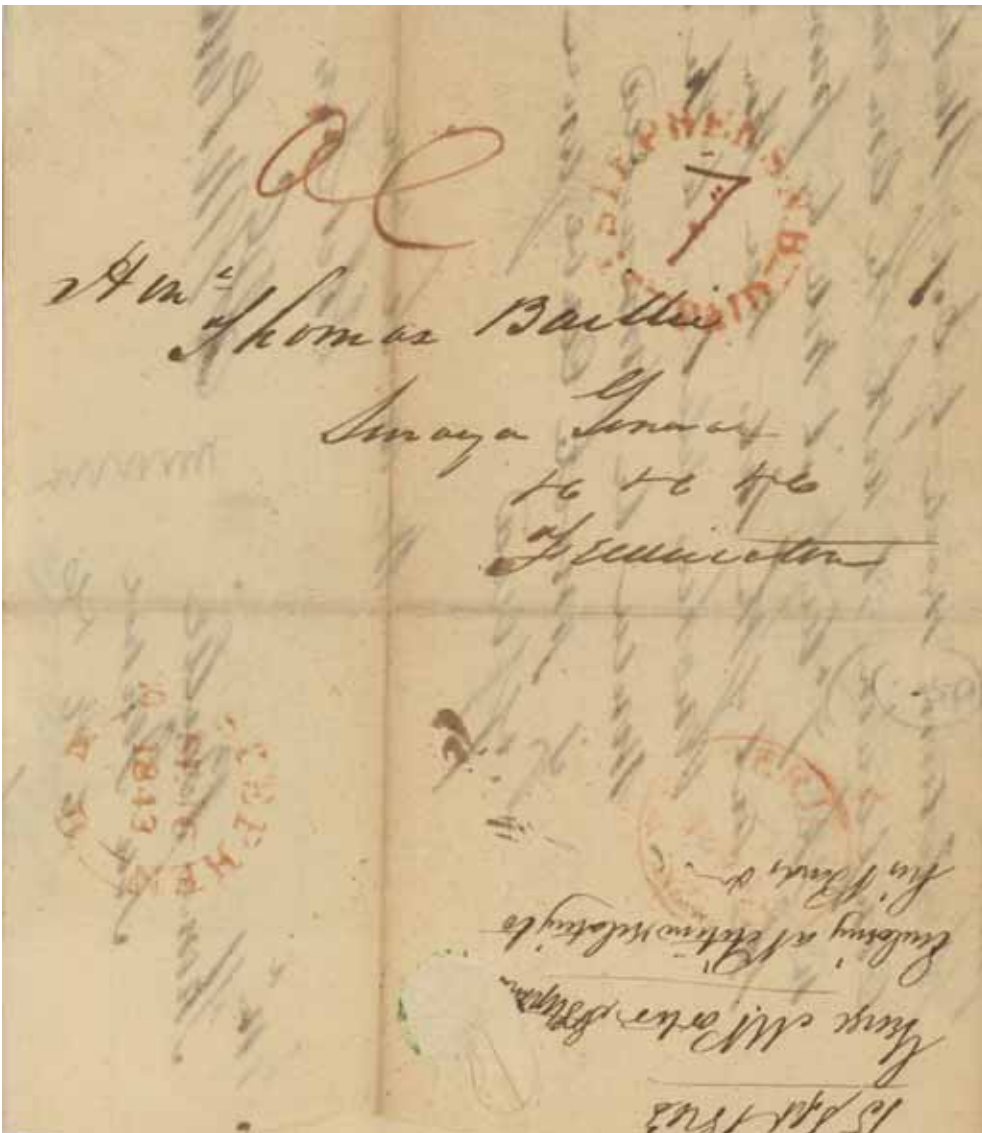


After closing (AC)

AC (After Closing) was often used in the Maritimes; it is the equivalent of *Too Late*.



St Andrews * NB—Fredericton, 1837. Originally rated *Paid 9*, struck through, and replaced by AC -9 d cy collect.



St Stephen—Fredericton, 1843. Paid 7 d cy. Paid handstamp reads *St Stephens*, but datestamp has no third s.

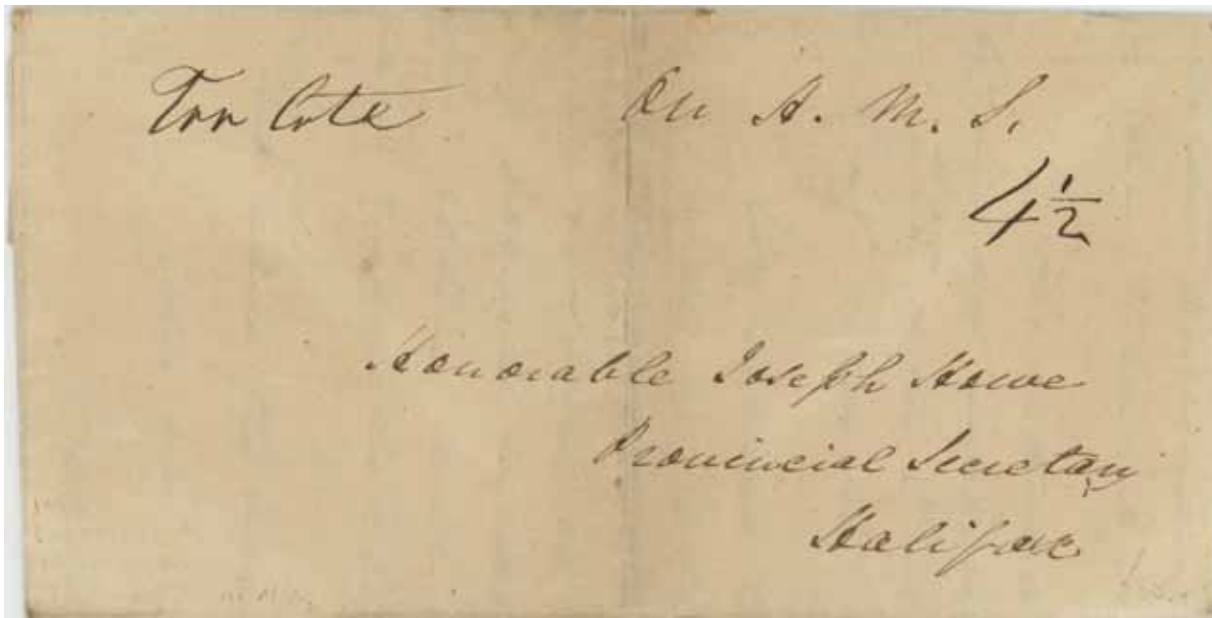
Too late

Too late is much less often seen than *AC* in the Maritimes.



St John–*Quebec*, 1845. Rated collect 1/4 cy, 401–500 miles (440).

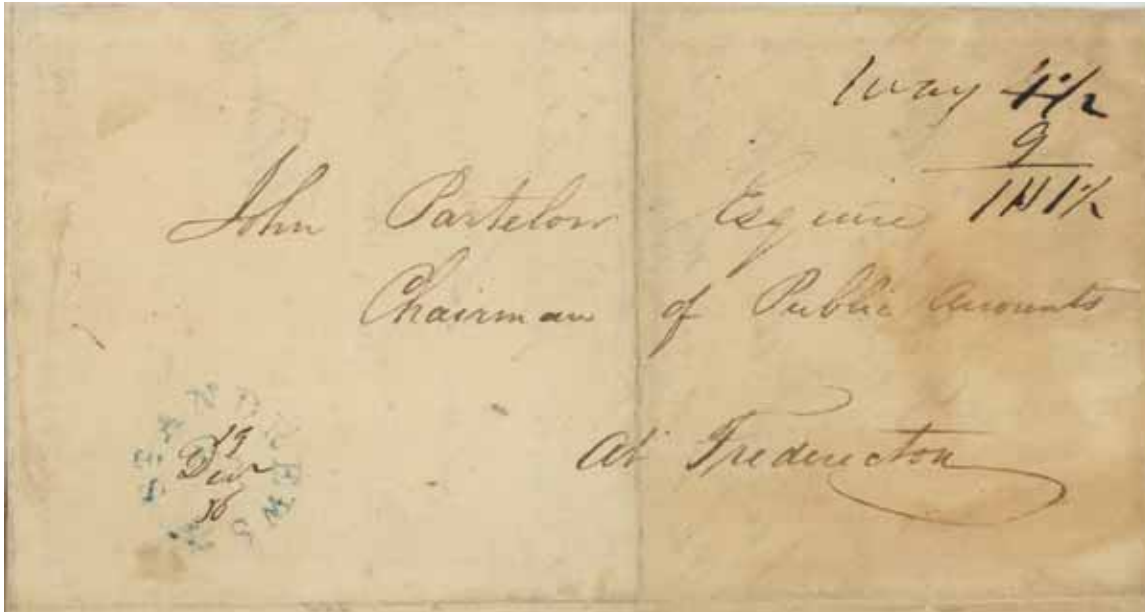
Identical script *Too Late* handstamps were distributed from London in 1845. *St John* and *Charlottetown* were the only two offices in *BNA* to receive one. Fewer than five strikes are known for *St John*.



Chester (NS)–*Halifax*, 1849. Rated collect 4½ d cy, despite the *On H. M. S.* notation (mail to the provincial secretary was only eligible for free franking within ten days of a parliamentary session). Ms *Too late*.

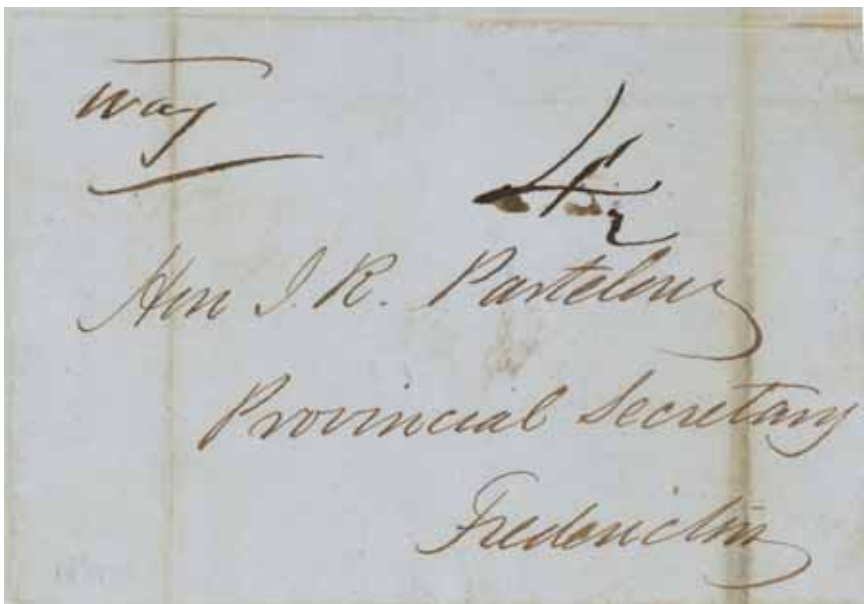
NB "way"

Ms *way* means that the letter was handed to a letter carrier on his way. It was to be left at the next post office (or in the case of NS and NB, possibly at a way office, although this is an unrelated use of the word) and rated there.

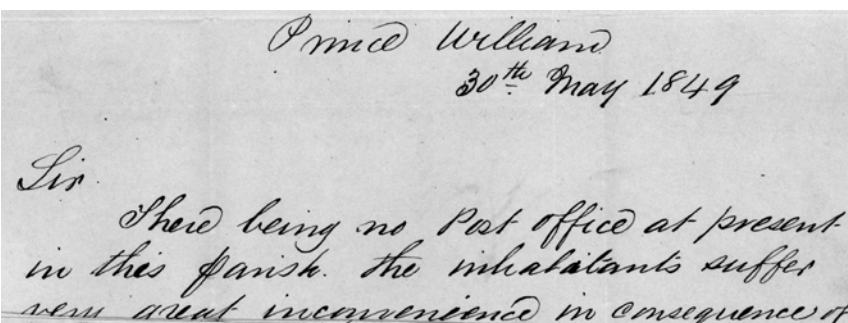


¹⁵⁹
Shubette 1836
Wm Brown

Dated *St Stephen*, to *Fredericton*, 1836. Ms *Way*; rated collect 4½ d cy at the office it was carried to, probably [St Andrews](#), then charged an addition 9 d for *St A*–*Fredericton*.



Dated *Prince William*, to *Fredericton*, 1849. Ms *Way*; rated collect 4½ d cy at the office it was carried to. The letter was a request for a way office at *Prince William*.



Advertised at Fredericton

All are marked with an ex.



Fredericton—Carleton (Saint John; post office not open until 1838), 1837. Rated collect ^d6, a strange rate.

Advertised and not taken



Quebec—Kingston (near Fredericton), 1843. Rated collect 1/2 d cy, 201–300 miles.

ADVERTISED & NOT TAKEN; extremely rare handstamp.



Fredericton—**NO Nashuaak**, returned to sender, advertised and not called for, 1849–50. Initially rated collect 2^d, the nearby office or county rate; *Not called for*, and charged an additional 2 d for the return to Fredericton, where it was

ADVERTISED & NOT TAKEN.

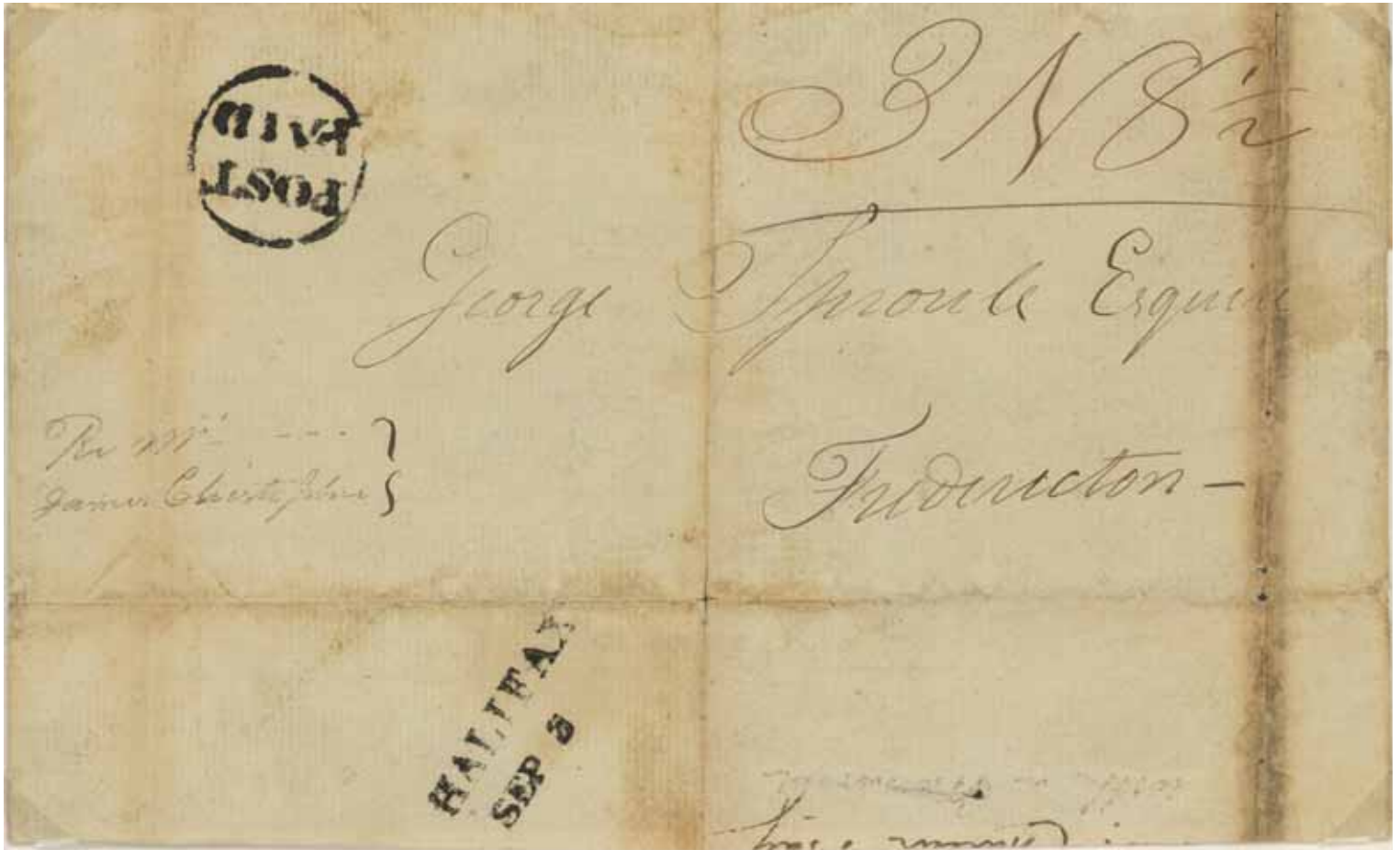
Advertised at Saint John



Fredericton–Salisbury, forwarded to Carleton, Saint John, 1849. Rated collect 9d, *Missent to* WO SALISBURY, and readdressed to Carleton. The rare Saint John **ADVERTISED NOT TAKEN** (known only in 1849) was applied.

NS Post Paid

Halifax encircled **POST PAID**, known 1790–1815.



Halifax–Fredericton, quadruple, 1810. Prepaid. Rate Halifax–Fredericton was 10 d stg; quadrupled, this is $\frac{3}{4}$ d stg, which converts to $\frac{3}{8\frac{1}{2}}$ cy. If the usual order of operations took place, the rate would have been $4 \times 11 \text{ d} = \frac{3}{8}$.

One of the few examples where we can definitively say that the multiple rate was determined first in sterling, then converted to currency (rather than simply multiplying the single rate in currency, which is what usually occurred).

Straightline HALIFAX known 1804–7 and 1810–2.

13th August 1810
Geo. Cowell of Edm

Paid NB

Large PAID in circle, Fredericton, known 1823-4



Fredericton—St Johns (alternative name for Saint John), 1823. Rated PAID 7 d cy.

NS & NB money letters

In NS & NB, the money letter system was used, but *much* less frequently than in the Province of Canada. Nova Scotian examples are difficult to find and those of New Brunswick are very difficult. They could be fully prepaid, or totally collect.

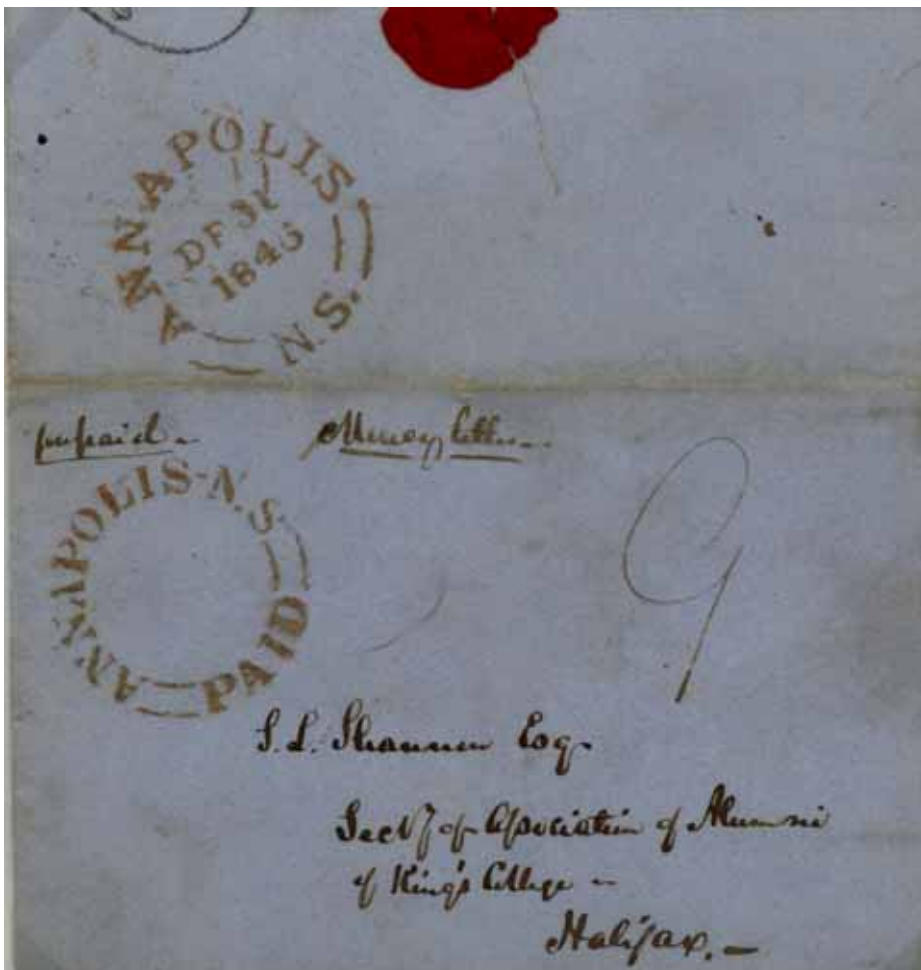
No reliable dates are known for the initiation of money letter service in the Maritimes. Money letter systems were replaced by registration at different times: NS, 6 July 1851; and NB, 6 July 1852.



Sydney–Halifax, 1842. *Money*

Rated collect 2/6 d cy, double rate (rates only roughly based on mileage) for one enclosure, plus collect 1 d cy carrier/local delivery fee in Halifax.

Sydney * known 1834–54.



Annapolis–Halifax, 1846. *Money letter*

Rated prepaid 9 d cy; changed to half-ounce increments (but still in terms of mileage) in 1843. Local Halifax delivery fee abolished by this time.

Annapolis datestamp is uncommon; the PAID datestamp is scarcer, as relatively few letters in the Maritimes were prepaid when there was an option not to.

NS money letter, nsmoney46



Annapolis-Halifax, 1846. Prepaid 9 d cy. *Money*.

Nova Scotia to New Brunswick

Two money letters from the same correspondence, about a year apart.



Halifax–Saint John, 1850. *Money*

Rated collect $1/0 \frac{1}{2}$, single letter rate Halifax–Saint John.



Halifax–Saint John, April 1851. *Money letter*

Rated as above; Nova Scotia did not acquire control of its post office until a few months later.

The (Halifax or Saint John) ON POST OFFICE BUSINESS FREE double broken circle is scarce, and used to indicate free postage. It was evidently applied in error, as it was overstruck at Saint John.

New Brunswick money letters



Woodstock–Fredericton, 1843. Large **MONEY-LETTER**; only such handstamp in use in New Brunswick (several examples are known). A rare example of the sender noting the amount enclosed, £4 --. Rated prepaid $1/2$ cy, double 7 d rate for this route.



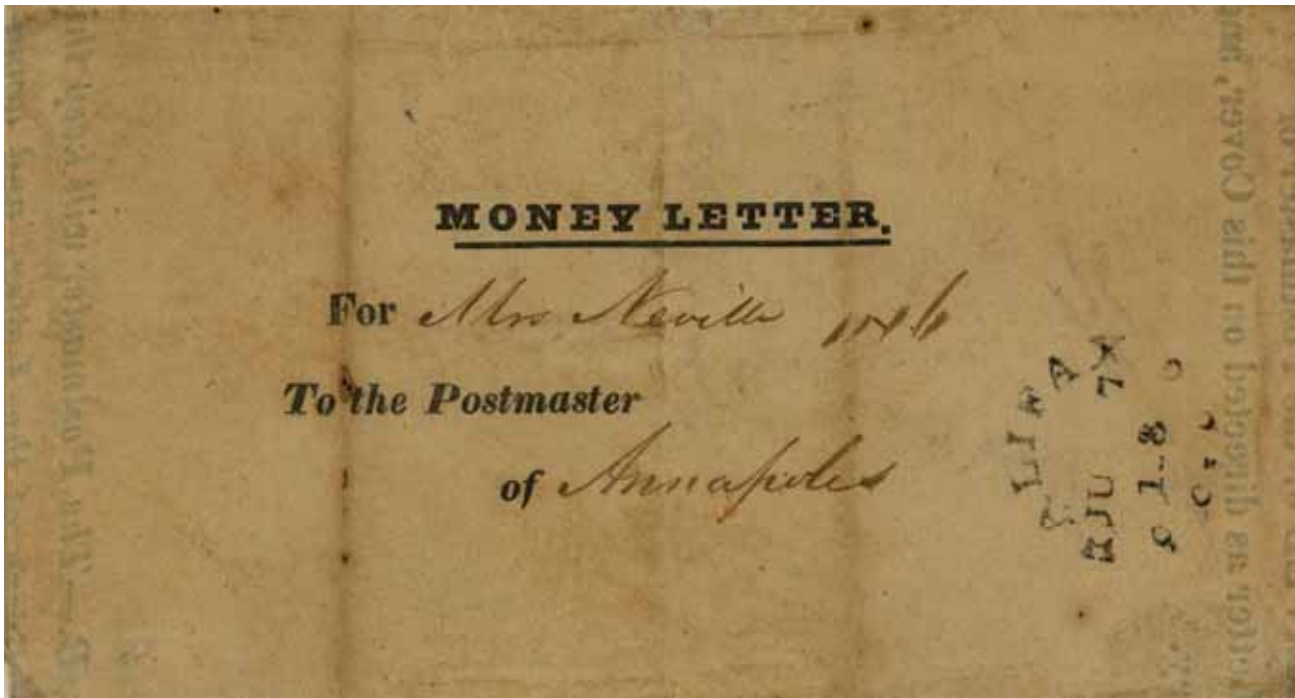
Way Office Springfield–Fredericton, *free*, 1848. No rate marking; *On HM Service* is not an indication (by itself) of free mail, simply that it was intended to go through the postal service. Unusual for the Maritimes.

Money letter wrappers

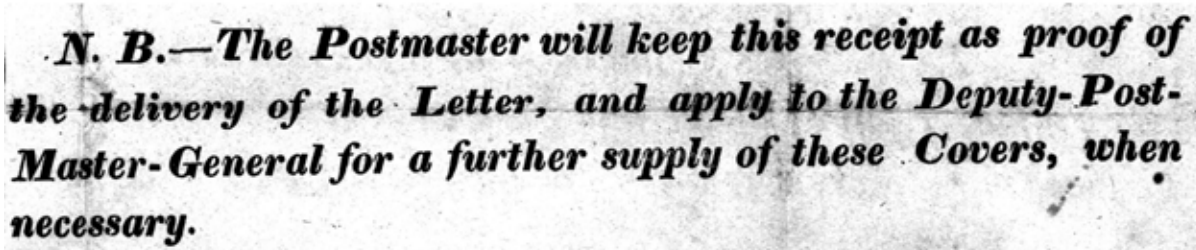
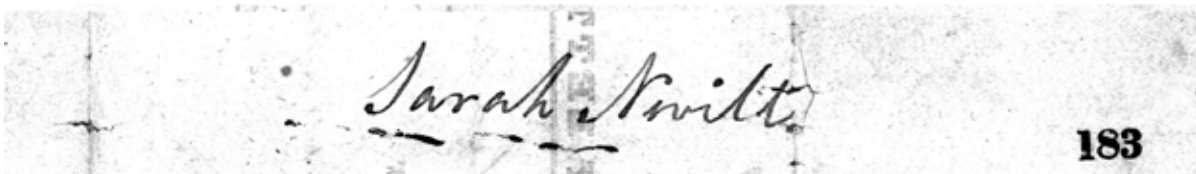
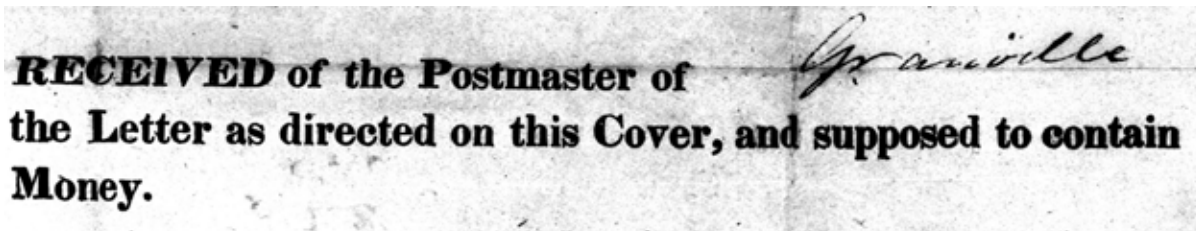
Money letters were put inside these wrappers for transit between post offices, and ultimately signed by the recipient; wrappers were kept by the destination office, to be destroyed within two years. None have been reported for NB, PEL, and LC; one is known for UC.

Four white wrappers are known for NS, of which two are shown here, and there is a third in the postmarks section. The fourth was badly damaged and subsequently repaired, and then exhibited (not by me) without noting the extensive repairs!

Green wrappers have been reported, but I am skeptical of their existence—they may have been confused with the later registration wrappers.

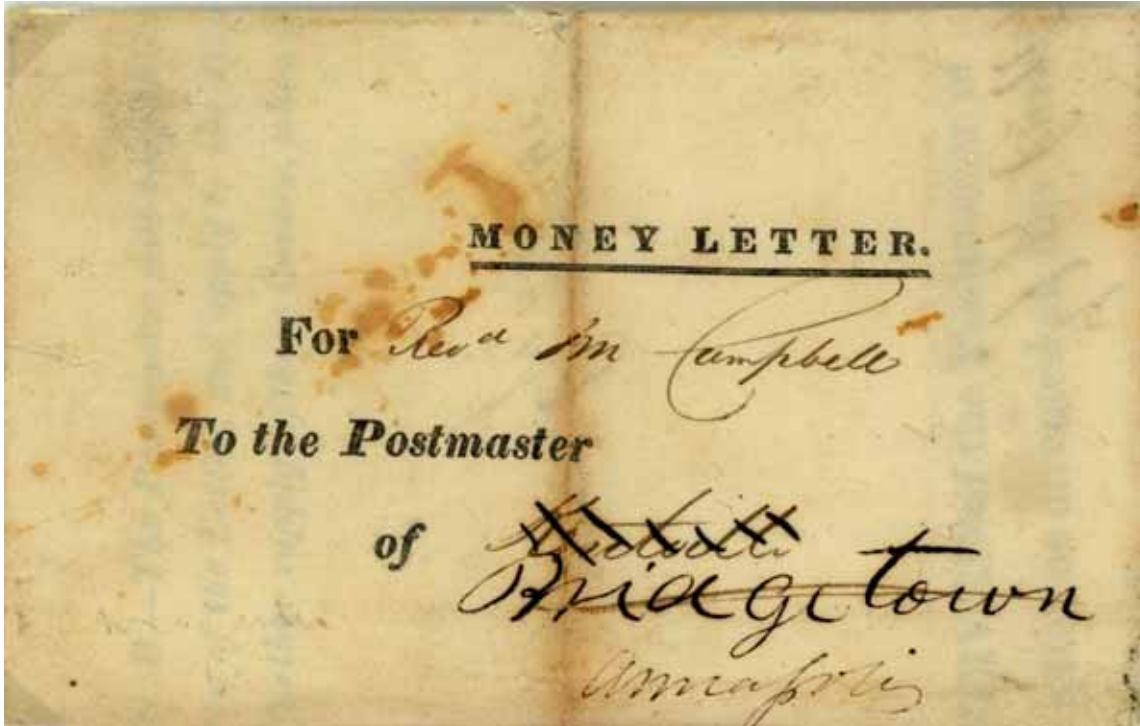


Halifax–Annapolis, 7 June 1839. Made of poor quality paper. Signed on the interior by the recipient. Rated *IN6* collect, the postage due on the enclosed cover (there was no fee for the money letter wrapper service itself). This is likely double 9d cy.



Signed by recipient. Large sections have been deleted in this image.

Money letter wrapper



Granville–Kentville, forwarded to Bridgetown & Annapolis, 19 July 1839. Printing on the interior is identical to that of the previous wrapper, but differs on the outside.

Returned letter wrappers

Enclosed letters returned to sender, either because they were refused (typically for the relatively high postage), or the addressee had moved leaving no forwarding address. Any postage marked was on the returned letter; there was no service charge until about 1852.

Nova Scotia

Two of the five reported pre-1850 NS returned letter wrappers.



Covering wrapper, Halifax, returned to York (Toronto) via Quebec, 1831. Collect 4N6 cy, double rate York–Halifax. Illustrated in [JG]. Earliest BNA returned letter wrapper known.

POST-OFFICE, HALIFAX.
April 30 1831

THE inclosed Letter not having been delivered for the Reason assigned thereon, was opened here by the Officer appointed by His Majesty's Postmaster-General for that purpose, and is now returned to you, as the Writer, on payment of the postage.

I am
 Your obedient humble Servant,
JOHN HOWE, Junr.
 Dep. Postmaster General.



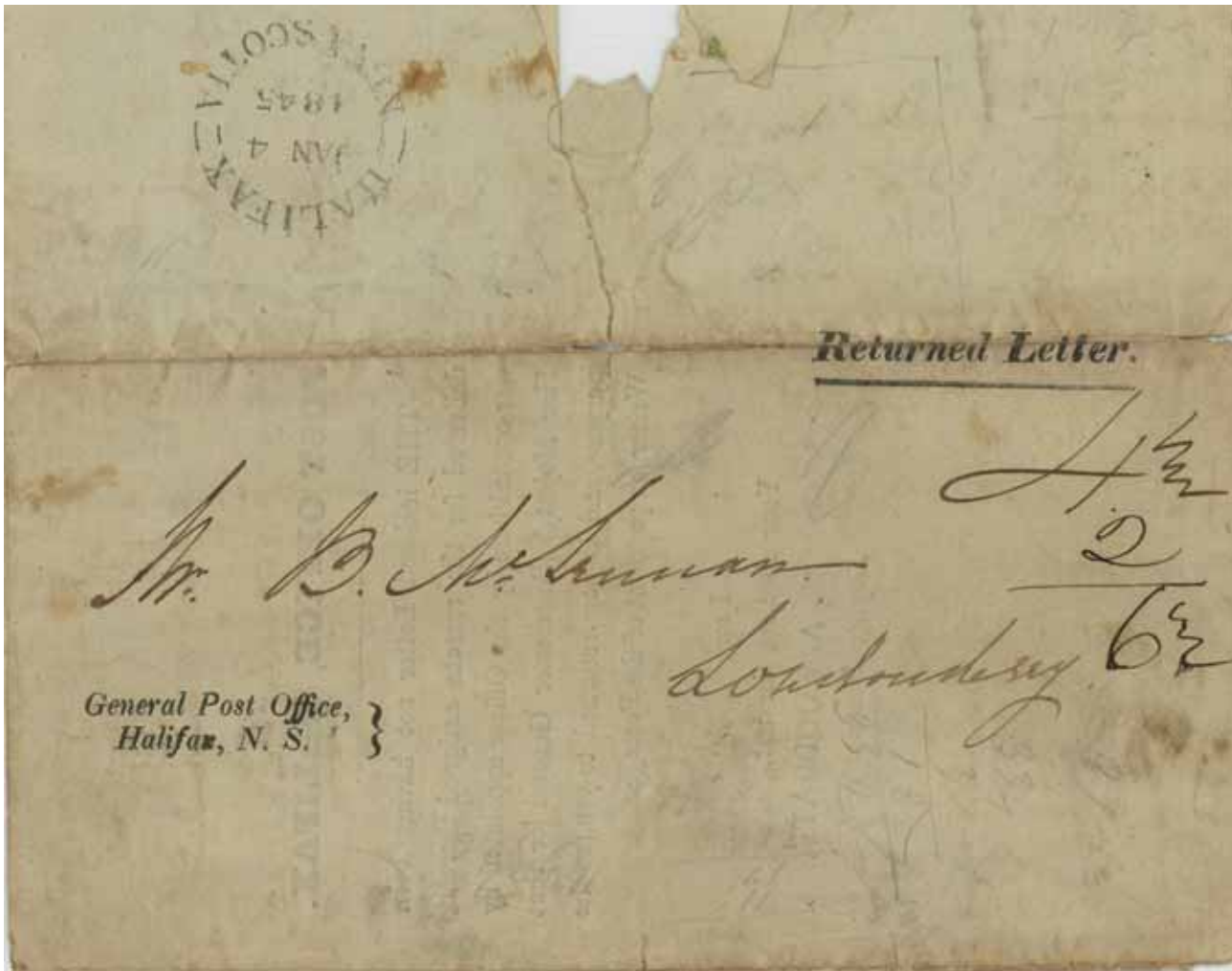
Covering wrapper, Halifax, to Plaister Cove (NS), 1846. Collect 7d cy, Halifax–Plaister Cove.



THE inclosed Letter not having been delivered for the reasons assigned thereon, was opened here by the Officer appointed by Her Majesty's Postmaster General for that purpose, and is now returned to you as the Writer, on payment of the Postage

I am,
 Your obedient Servant,
A. WOODGATE,
 Deputy Postmaster General.

Nova Scotia returned letter wrapper (1845)



Covering wrapper, Halifax, returned to Londonderry, 1845. Rated collect $4\frac{1}{2} + 2$ d cy, made up of under 60 miles to another office, then the nearby office or way office rate. Same printing as 1846 example.

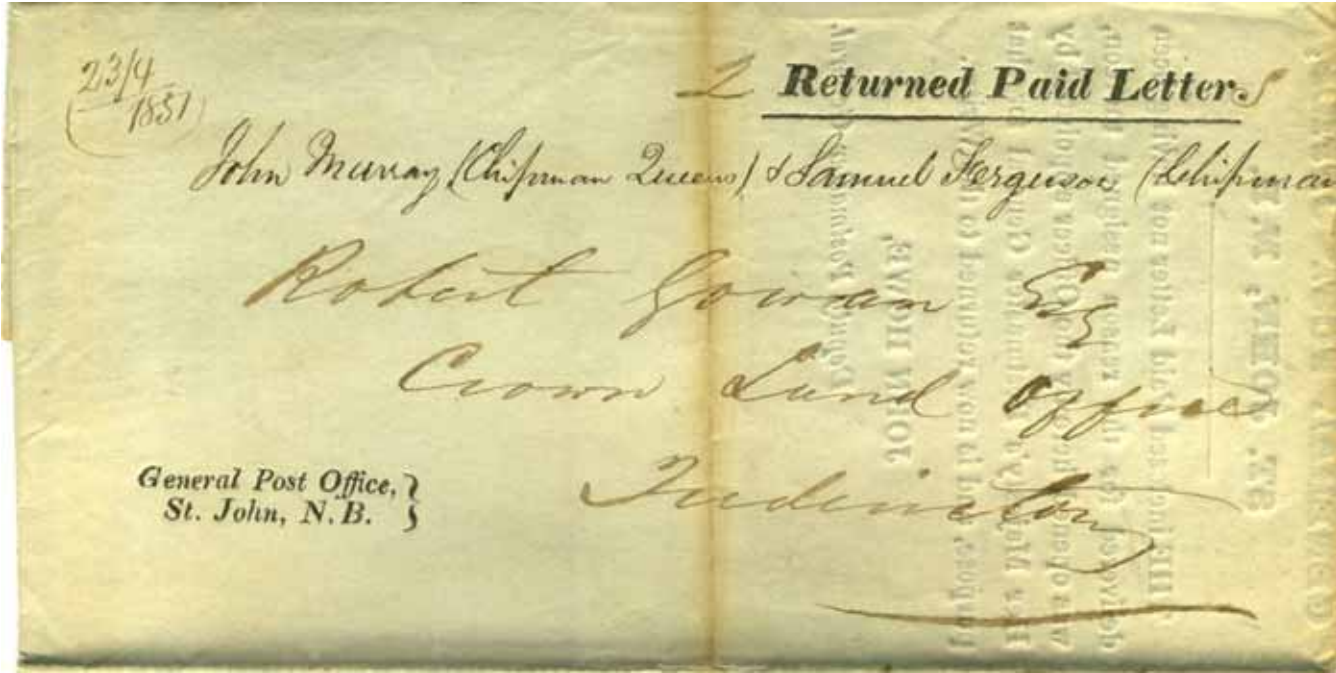
POST OFFICE, HALIFAX.

THE inclosed Letter not having been delivered for the reasons assigned thereon, was opened here by the Officer appointed by Her Majesty's Postmaster General for that purpose, and is now returned to you, as the Writer, on payment of the Postage.

I am,
Your obedient Servant,
A. WOODGATE,
Deputy Postmaster General.

New Brunswick returned letter wrapper (1851)

One of two known NB returned letter wrappers (same printing).



Covering wrapper, Saint John, returned to Fredericton, April 1851. Contained two prepaid letters.

**GENERAL POST OFFICE,
ST. JOHN, N. B.**

THE inclosed Paid Letter not having been delivered for the reason assigned thereon, was opened here by the Officer appointed by Her Majesty's Postmaster General for that purpose, and is now returned to the Writer.

JOHN HOWE,
Deputy Postmaster General.

6th November 1850

John Murray

Letter to him respecting a timber Bond.

Letter returned "not called for"

Docketing: Letter returned not called for

Soldiers' letters

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

Nova Scotia–UK



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

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

Plymouth dater with mileage (218, to Brighton).



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

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

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

Soldier's letters to Nova Scotia

Although 17 years apart, both addressed to the same small town, Clyde River.



India soldier's letter to Clyde River (Shelburne, NS), 1834. Possibly unique example of an INDIA SOLDIER & ratestamp (in this case, Robertson/Tabcart Insol-5, 1823-1848) on a cover to BNA.

Charged 1d stg concessionary rate and 2d stg captain's gratuity; translated to 4^ocy due. Carried on the *Lady Pelham* from Falmouth to Halifax (this accounts for the *Packet* endorsement). Faint Halifax circle datestamp.



London—Clyde River, soldier's letter, 1851. From Stephen Nicholson Seaman, on board H M Ship Albion. Soldier's letter fee paid by penny red. Backstamped at Shelburne and Halifax.

Soldier's letter, 1841

Bermuda–Halifax–Liverpool–Halifax–Montreal, missent ...



Bermuda–Halifax–Liverpool–Halifax–Montreal, missent to Liverpool, ... , 1841. Traverses the loop BNA–UK–BNA. Rated *Paid 1d*.

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

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