

# Postal history of Nova Scotia & New Brunswick

## part 2: 1851–1867

For part 1, see <https://www.rfrajola.com/DH/dhNSNB.pdf> on Richard Frajola's site.

**NS & NB** JOINED Canada in 1867; this marks the endpoint of the exhibit. This part deals with the period beginning 6 July 1851, when both provinces acquired control of their own post office. The early history and postal systems, together with the earlier postmarks, are detailed in part 1.

When the provinces gained postal autonomy in 1851, a number of things happened. The road mileage postal charges for mail within BNA were replaced by a simple 3 d cy per half ounce rate, and similarly the rate by land for mail with US (other than the far west) became 6 d, with no added inland fees at either end; the rate by sea also changed. Stamps were issued, but I don't place much emphasis on this in the exhibit.

In 1860, both NS and NB converted to the decimal system, and rates were altered accordingly, 3 d cy became 5¢, 6 d became 10¢, 7½ d cy (the rate by British or Canadian packet via Halifax) became 12½¢, and 10 d cy became 17¢. However, pence stamps could still be used (and they were never demonetized), and some rates continued to be marked in currency.

Many new post offices were opened, and there was continued expansion of the post office. Registration was introduced (6 July 1851 for NS, and 6 July 1852 for NB), superseding the money letter systems. Mail carriage by train was just beginning, and led to very fast delivery within the provinces.

### Rates

In the period 1851–60, currency was related to sterling at 73 d cy = 60 d stg; this became moot after 1860. Rounding applied, but to the detriment of whoever had to pay the postage; thus 1/- stg converted to 1/3 cy. Other common translations were 6 d stg to 7½ d cy, and 8 d stg to 10 d cy. Translations to US funds were typically based on 1/- cy  $\mapsto$  20¢.

With decimalization (from 1860), parity with US occurred and sterling translated as 1/-  $\mapsto$  25¢, later dropping to 24¢, again with rounding up.

Most of these rates were obtained from [JGY], with some updating.

Within BNA, except Newfoundland (this includes the province of Canada, NS & NB, and PEI), letter rates became 3 d per half ounce, prepayment optional. The local delivery fee was dropped, but now drop letters at Halifax were charged 1 d per half ounce. The drop letter fee was extended to other offices on 1 March 1854.

From 1860, the prepaid domestic rate became 5¢ per half ounce. In NS, prepayment was compulsory 1 May 1862–29 April 1863, after which there was a penalty of 2¢ for collect letters (whether this meant 7¢ per half ounce or 7¢ for the first ounce and 5¢ for each additional is unclear, and postmasters seemed to have had their own individual interpretations). The 2¢ penalty did not apply to mail sent to government offices.

On 11 May 1863, NS adopted (although this might simply have been formalizing what had already been available) a 2¢ county or nearby office rate, for prepaid letters mailed and delivered within the same county. (Collect letters were charged the full 7¢.)

For NB from 1 June 1861, collect letters were charged 7¢ per half ounce. However, the same

ambiguity applied in NB as in NS, and we often see collect letters charged at 5¢ per half ounce plus 2¢.

In neither case does it appear that there was a penalty charged on unpaid mail between either the province of Canada or PEI and NS & NB.

After NS and NB joined Canada in 1867, Canadian rates applied: 5¢ if prepaid, 7¢ collect with the same ambiguity on collect multiple letters.

### Mail with the US

**By land or steamboat other than British packet** Treaties with the US, effective 6 July 1851, yielded rates of 6 d cy or 10¢ (US currency) per half ounce in either direction, except if the distance travelled in the US exceeded 3000 miles (which meant California or Oregon), in which case the rates were 9 d or 15¢, prepayment optional (but no partial payment) in all cases.

On conversion to decimal in 1860, the letter rates converted to 10¢ or 15¢ respectively. For the period 1 June 1862–31 December 1861, prepayment was required, but this was relaxed afterwards. On 1 July 1863, the 10¢ rate became 5¢, and the 15¢ rate dropped to 10¢ shortly thereafter.

**By British packet** By Cunard steamer, letters between Halifax and a US port (New York or Boston) were charged 4 d stg (or 5 d cy) per half ounce, and from or to an inland office, an additional 3 d cy was charged; in addition, inland US postage was also applied. There was a brief experiment, 6 d or 10¢, via the *Sir John Harvey*, but this was unsuccessful, and only ran from December 1852–March 1853 (and covers showing this are rare) [D].

After conversion to decimal, the rate by British packet with the US became 8½¢ between the ports, plus inland (BNA) fee of 5¢ (all per half ounce), plus inland US charge. On 1 May 1862, the port to port rate became 10¢, but the inland fee dropped to 3½¢ (so the 13½¢ rate was unchanged).

**Packet mail with UK** Carrying over from the previous period, the rate by packet through Halifax with UK was 1/– stg or 1/3 cy per half ounce, prepayment optional. If via the US, the rate was 1/2 stg or 1/5½ cy. On 1 August 1854, the rate via Halifax dropped to 6 d stg (7½ d cy), but by US remained the same. On 1 August 1859, UK instituted a penalty of 6 d stg on insufficiently prepaid mail, the effect of which was to make most mail prepaid. (An exception to this was the first packet principle.)

From 1840–60, UK permitted only even or single multiple rates (this did not apply in BNA).

In 1860, the rates converted to 12½¢ and 17¢ respectively.

**Registration** Introduced in NS on 6 July 1851 to replace the money letter system, the fee was 6 d cy (on top of all other postal charges), but only available on fully prepaid letters within the province. It was extended to the rest of BNA (I could not find the date), and on 1 April 1858, to the UK and other countries; the registration fee to UK was 7½ d cy.

The registration fee for letters between UK and British colonies was 6 d stg; however, a registered letter from a colony to BNA (or vice versa) that passed through UK (which means all of them) required 6 d applied twice, once for each leg of the journey. To non-colonies other than the US, the registration fee was 1/3 cy (1/– stg), but try to find an example.

From 1860, the domestic registration fee was 10¢ (the equivalent of 6 d cy), and to UK, it was 12½¢. To other places via UK, the registration fee was 25¢. To the rest of BNA and the US, the registration fee was 10¢. On 1 March 1866, the registration fee to UK dropped to 8½¢.

For NB, registration was slightly differently handled. It did not start until 6 July 1852 (a year later than in NS), and the fee was 6 d cy, prepayment of all postage required, and available to BNA and the US. From 12 January 1859, a letter marked *money* or *registered* but sent collect was forwarded and charged double registration (this could be *compulsory registration* of valuable letters, introduced in UK around the same time).

Registration to UK was available from 1 August 1859 (and probably earlier, since the UK had established uniform colonial registration in 1858), and the fee was 7½ d cy. There were also fees to other places, but since we're not likely to come across any such covers, . . .

On conversion to decimal in 1860, the registration fee on letters to BNA and the US became 10¢ if all postage was prepaid, and if collect, only available within NB, and charged double. To UK, the rate was 12½¢; to British colonies via UK, 28¢; and there are some rates to other destinations.

On 6 August 1865, the registration fee dropped to 5¢ for fully prepaid letters to BNA and the US. On 12 January 1866, the registration fee to UK dropped 8¢.

When NS & NB joined Canada in 1867, Canadian rates applied; the domestic registration fee was 2¢; to the US, 5¢ (this rate remained the same until 1919, with the exception of one month in 1888); and to UK, 8¢.

## Some postmarks

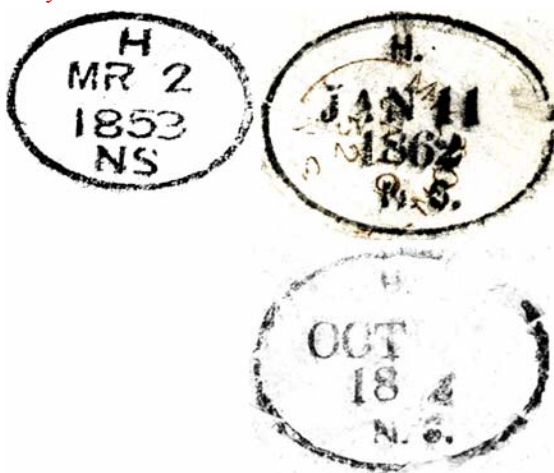
This section deals with a small subset of the possibilities. Many markings in use pre-1851 continued in use post-1851; see part 1.

### Halifax tombstones



Leftmost is the standard Halifax tombstone, right is the scarce to rare nonserif tombstone. For a few dates, the standard tombstone used nonserif indicia (as pictured). I conjecture that this was intended for the small tombstone (the two JUN look very similar).

### Halifax receivers



Far left is the extremely common Halifax H receiving mark, in use from 1845. At right are two strikes of the rare large oval receiver (with small H.), 1862–5. The top one is the earliest known, and the only clear one. Almost all strikes are poor, and the 1864 strike below is better than most.

### Exchange markings



Exchange markings for mail to the US from New Brunswick. The left one (with an X—for 10¢, the rate to the US—at bottom) likely used in St John ... on mail sent by steamboat to Eastport for transfer to the Eastport–Boston steamboat [D2, p 176]; known 1851–2; strikes early in 1852 showing 1851. The double broken circle is known 1852–67.

### Way office ms—maybe



These could be instructions as to where to drop off the letter, and at least for Randall's, was written by the sender (however, the sender might have been Randall, the way office keeper).

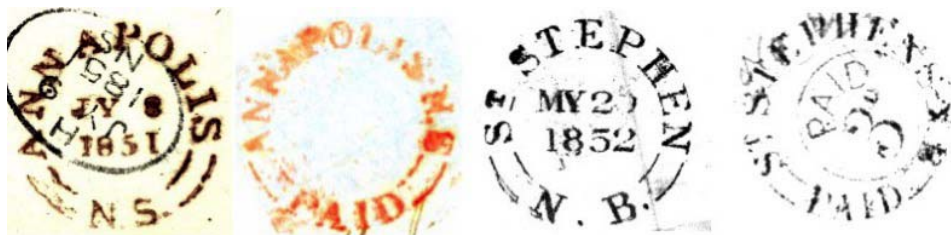


### WOD ms

*WOD*  
12 Oct 64

Three examples known of this WOD (1861, 64), all in the same hand, probably endorsed in Halifax. Conjecturally, *way office delivery*.

### Double broken circles



The same styles introduced before 1851 continued in use (see part 1). At least one (Bridgewater) has been seen in the early twentieth century.



Around 1859, a large group of nonserif single broken circles were issued (as in Canada). →



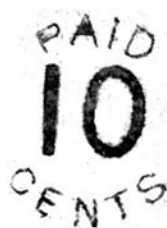
### Rate markings

3

*New Brunswick (pence era)* Used at Gagetown, 1851; a 9 (for registered mail) exists.



*New Brunswick (cents era)* All in general use; more exist.







*Nova Scotia (pence era)* Many more exist; see [J].



*Nova Scotia (cents era)* More exist.

*Crown registered*



*Halifax* (1862–6), modelled on a British registration marking in general use. Frequently in red.

*Advisory markings*

CLAIMED-IN-FORM-Nº2 MISSENT  
BY-ST-JOHN TOO-LATE

*New Brunswick* The St John claimed in form handstamp is unreported. The MISSENT looks homemade.

CLAIMED-IN-FORM-Nº2  
BY FREDERICTON

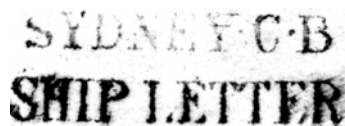


*Fredericton* Two separate handstamps. P M G Charles Connell is famous for the 5¢ stamp with his portrait. The on post office business handstamp is known 1860–4; C. Connell, known 1859–60.



*Nova Scotia* The top one is a handstamp! Known use is 1859 only.

### *Shipletters*



As packet rates declined, so did the use of private ships to carry the mail, but they persisted into the 1860s. The marking at left is seen on incoming letters from St Pierre & Miquelon on route to France.

## Very selected literature

More references are given in part 1.

- [D] D D'Alessandris, *The steamer Sir John Harvey* Chronicle of the U S classical postal issues, 57 (2005) 225–236, downloadable from [http://chronicle.uspcs.org/PDF/chronicle\\_207/18126.pdf](http://chronicle.uspcs.org/PDF/chronicle_207/18126.pdf)
- [D2] D D'Alessandris, *Boston to St John steamboat mail* Chronicle of the U S classical postal issues, 56 (2004) 167–186, downloadable from [http://http://chronicle.uspcs.org/PDF/chronicle\\_203/12541.pdf](http://http://chronicle.uspcs.org/PDF/chronicle_203/12541.pdf)
- [JGY] CM Jephcott, VG Greene & John HM Young, *The postal history of Nova Scotia and New Brunswick 1754–1867* Sissons Publications, Toronto (1964). Very difficult to find.
- [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.
- [MO] Jane & Michael Moubray, *British letter mail to overseas destinations, 1840 to U P U* Second edition, R P S L, London (2017). Still in print.

... and part 1 is downloadable from <https://www.rfrajola.com/DH/dhNSNB.pdf>

## Acknowledgments

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Comments, corrections, contributions, and covers solicited and appreciated.

David Handelman, Ottawa, October 2021  
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# Postal history of Nova Scotia & New Brunswick

## Part 2: 1851–67

### Synopsis

**T**HIS exhibit covers the postal history of Nova Scotia (N S) and New Brunswick (N B) from 6 July 1851, when they both acquired postal autonomy, to Confederation, and sometimes a little beyond. With autonomy, domestic and U S rates changed, becoming much cheaper. Stamps were issued—but this is de-emphasized in this exhibit, because I just don't have many exciting stamped covers.

The exhibit is divided into five major sections, and two minor ones.

*Domestic and intercolonial mail* Rates were greatly simplified and reduced as a result of the change from mileage to 3 d per half ounce between any part of B N A (except Newfoundland). Third day of rate covers (both prepaid and collect) are shown, and numerous examples both with and without stamps (whose use was optional) appear.

In 1860, both N S and N B switched to the decimal system, and soon introduced penalties for unprepaid mail. But ambiguity in the wording led to differing interpretations of how much the penalty should be. Various examples are shown to illustrate this.

Together with the usual drop letters and printed matter, we also have a letter from P M G Charles Connell, months before his resignation for ordering stamps with his portrait (usurping the role of Queen Victoria), and a cover with his handstamped endorsement.

Mail with P E I and Canada follows. Then a few covers illustrating mail with Newfoundland, and the differing rates therewith.

*Mail with U S* The rates to U S by both land and sea dropped on 6 July 1851. We begin with second day of the new rate from N B, and two covers N S–California, and N B–South Carolina (all by land). Then a free cover endorsed by ill-fated N B P M G Connell to Maine (with no U S charge). There is also an 1863 example endorsed *per express via Windsor*, to New York, about which I know nothing.

By British packet, numerous examples in both directions, some with unusual rates.

*Mail with U K* All carried by British, Canadian, or U S packets. There were several rate changes, examples of these in both directions are shown, including penalties from 1859. A bisect (the only officially authorized one in B N A) illustrates the absence of a 7½ d stamp in 1856. There is a small correspondence with Kings College, including one endorsed *opened in error by Judge Haliburton* (author of *Sam Slick*).

By U S packet, the rates were about double those of British and Canadian, so this was a seldom-used service from the Maritimes. But we have an example in each direction. A complete newspaper from U K–N B appears.

*Foreign mail* These are ordered, British Colonies, France & colonies, rest of Europe, and other places.

British colonies include St Thomas (including one via express), St Kitts, Bahamas, Barbados, Trinidad (printed matter), Jamaica; then New South Wales (Australia), and the British office in Alexandria.

France and colonies includes St Pierre & Miquelon, using Sydney as a transit point to France or New York. The Sydney ship letter handstamp appears on one of them. Then Guadeloupe to St Pierre (mis-addressed to Newfoundland) via New York and Halifax. And a letter from Halifax to a major Cognac producer (Arbouin Maret) in Cognac.



For the rest of Europe, a printed matter wrapper N S–Spain, turned back at London (prepayment required), and a letter Spain–N S. Then two N B–Norway, both with the N B *1d CLAIM* handstamp, and three Italy–N S. A Papal States cover to Fredericton concludes this subsection.

*Other places* include Puerto Rico and Cuba (from and to, the latter franked).

*Postmarks* Many of these carried over from pre-1851 (part 1). Another small tombstone appears, and then what is probably the only clear strike of the large Halifax (small H.) oval receiver. There follows a very strange briefly used Halifax *Paid* handstamp.

Among advisory marks, an unreported St John CLAIMED IN FORM NO. 2 (a similar one, which has been reported, exists for Fredericton, and appears on the same cover), and a few others are shown. There are three covers with mysterious endorsements *WOD* with dates, and two ms way office postmarks.

*Registration* Began 6 July 1851 in N S, and exactly one year later in N B. Examples, particularly in the pence period are difficult to find, but we show several, including cents issue covers with the Halifax registered crown, addressed to tiny communities. The earliest known Newfoundland registered cover is addressed to N S, so appears.

A beautiful green registered letter wrapper of N B, and several of N S, end this section.

*Dead letter office covering wrappers and envelopes* These were used to return undeliverable mail to senders. Two from N S and three from N B conclude the exhibit.

# Postal history of Nova Scotia & New Brunswick

## Part 2: 1851–1867

**NS & NB** ACQUIRED control of their postal systems from the G P O in 1851; this marks the beginning of the exhibit, and joining Confederation marks the end (although we occasionally deviate from this).

### Highlights

*Intercolonial and domestic mail, 1851–1867* (ordered by within NS–NB, with PEI, with Canada, with NE, within these by date)

- 1851, third day of rate (two)
- 1856, Halifax drop letters
- 1862–64, NB multiple collect rates
- 1861, 1864, NS printed matter
- 1860, letter from PMG Connell to NB governor
- 1866, incoming printed matter from Canada
- 1861–65, mail with Newfoundland (five)

*Mail with US, 1851–1867* (ordered by date)

- 1851, NB–New York, second day of rate
- 1853, 1854, NS–California
- 1859, Connell free frank to Maine
- 1851, by British packet, fifth day of rate
- 1854, printed matter from US

*Packet mail with UK, 1851–1867* (ordered by date)

- 1852, unreported 2/6 and rare 1/8 rate stamps
- 1857, authorized NS bisect
- 1855, 1856, US packet, both directions
- 1856, sent to wrong Halifax, and shortpaid for transit via US
- 1857, carried by NASNC and late fee paid at Liverpool
- 1859, complete newspaper to NB

*Foreign mail* (ordered by British colonies, France & colonies, rest of Europe, other, and then by date)

- 1851, Halifax to St Thomas
- 1861, St Thomas to New York via St John express mail
- 1858, St Kitts–NS
- 1864, Bahamas–London via NS
- 1859, 1863, Barbados–NS
- 1865, printed matter, Trinidad–NB
- 1860, Jamaica–NS via New York forwarding agent
- 1859, NSW–NB
- 1865, British office in Alexandria–NS
- 1854, St Pierre & Miquelon to France via NS
- 1863, St Pierre & Miquelon to US via NS (two)

- 1856, Guadeloupe to St Pierre & Miquelon via N S
- 1860, Halifax to Cognac
- 1856, Halifax to Spain printed matter, but turned back at London
- 1850s, Spain to N S
- 1858, 1861, N B—Norway with rare claim
- 1859, 1866, Italy—N S (three)
- 1864, Papal States to N B
- 1865, N S—Cuba

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

- 1855, small nonserif Halifax nonserif tombstone
- 1862, earliest and only clear strike of large oval with small H. Halifax receiver
- 1859, very peculiar *Paid* handstamp
- 1856, unreported N B claimed in form number two advisory mark
- 1867, way office ms (two)

*Registered letters*

- 1863, 1865, Halifax crown registered, both colours (three)
- 1860, N F—N S, earliest registered Newfoundland cover
- 1865, N B registered letter wrapper
- 1863, 1864, N S registered letter wrappers (three)

*Returned letter wrappers*

- 1866, N S returned paid letter wrapper
- 1866 or 1867, N S returned letter covering envelope
- 1861, 1867, N B returned letter covering envelopes

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

• (pink) signifies a group



# Domestic mail

NS

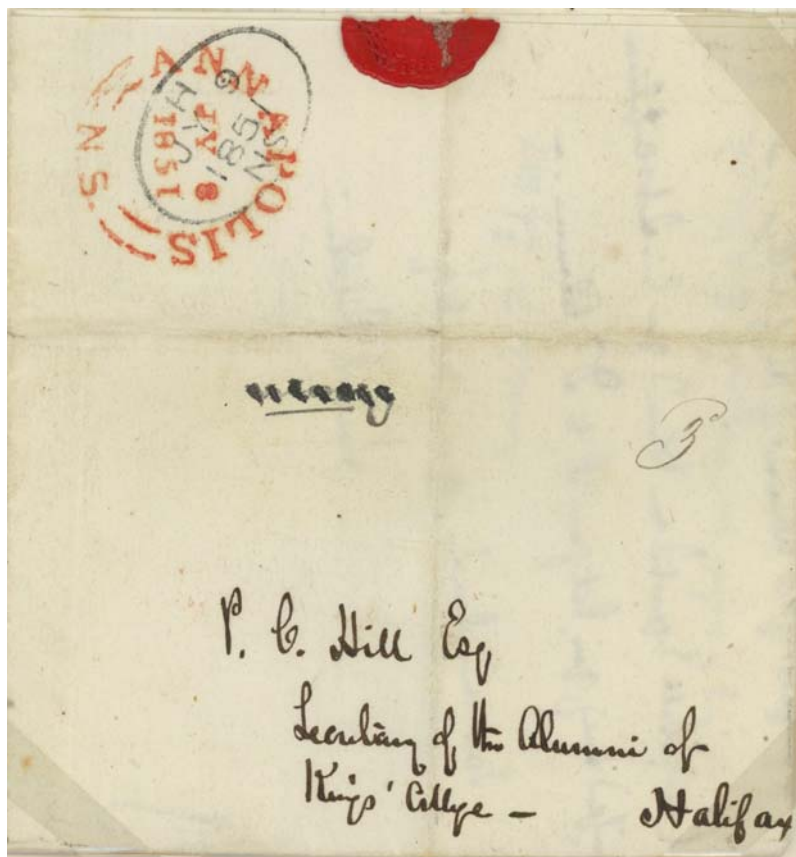


Domestic NS rate dropped to 3 d cy per half ounce on 6 July 1851 (optionally prepaid or collect), coinciding with the province taking over the post office. Letters redirected within the province were charged an additional 3 d per half ounce; however, from 1 March 1854, the fee on redirected letters was dropped.

Both of these covers were mailed from Annapolis to Halifax on 8 July 1851, two days after the rate change. One is prepaid, the other collect.

*Annapolis Paid (NS)*—Halifax, 8 July 1851. Rated prepaid 3 d cy domestic rate.

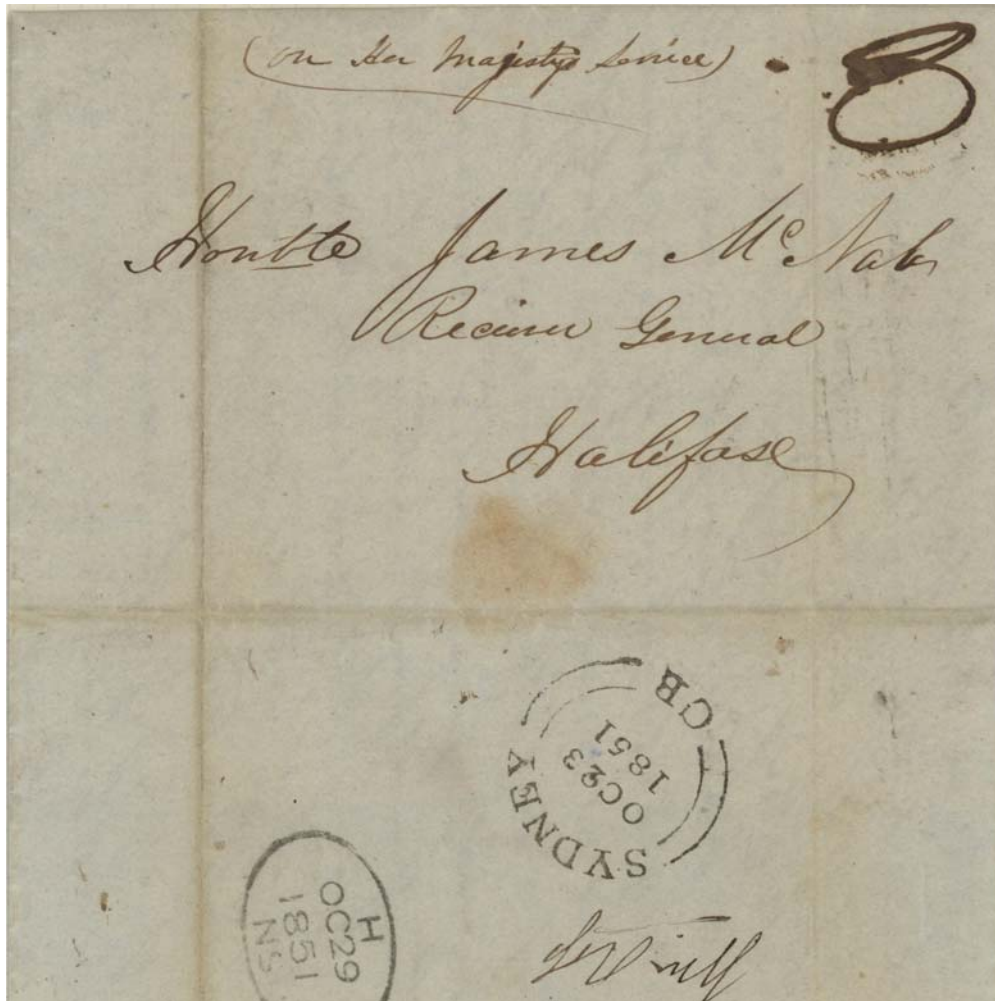
Annapolis double broken circles, one PAID



*Annapolis (NS)*—Halifax, 8 July 1851. Rated collect 3<sup>d</sup> cy domestic rate.

Usual oval Halifax H receiver on reverse.

NS



Sydney (Cape Breton, NS)—Halifax, October 1851. Rated collect 3 d cy domestic rate. *On Her Majesty's Service* is an unsuccessful attempt to get free postage on a letter to a government office (only allowed within ten days of a session of provincial parliament).



## 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).

HALIFAX, N. S. 30th June - 1851

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 Intervale and Upland, both cleared and uncleared—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 Stone or Poles?
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 secured, say 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 expense of carriage of Produce of Farm, 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 dozens, or hundreds—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 Intervale 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 Settler (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. J. Please forward by  
Private Conveyance to  
Sam Portage



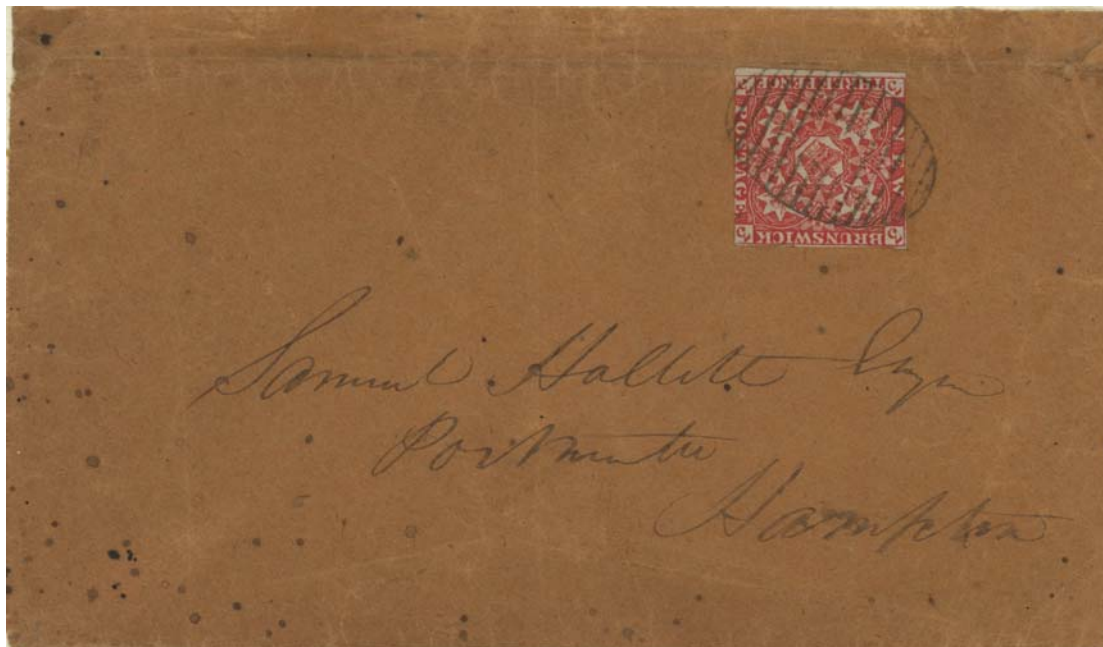
Receiving mark. Although the form is hand dated 30 June 1851, the 3 d charge indicates that it was mailed after NS took over the post office, 6 July 1851. It is possible that the sender simply waited until the rates dropped.



NB



St Stephen(s)—Fredericton, 1852. Rated paid 3 d, domestic rate; pencilled *Charge No. 28* refers to a post office box. While the double circle datestamp gives the correct ST STEPHEN, the PAID double circle (enclosing the PAID 3<sup>D</sup>) reads ST STEPHENS (the S had been dropped from the name by 1834).

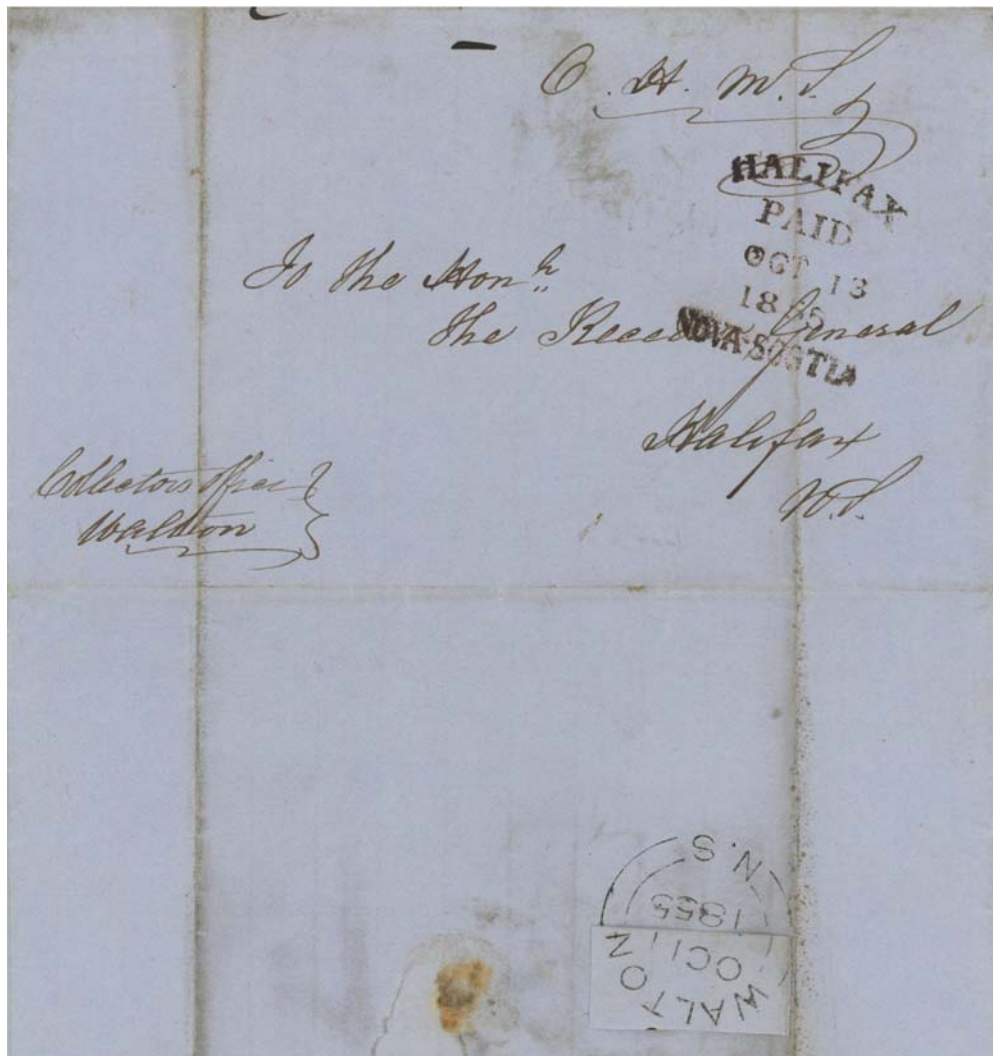


Harvey (NB)—Hampton, 1852. Domestic rate paid by 3 d stamp (with standard obliterator).

NS



*Halifax–La Have* (NS), 1852. Rated collect 3 d cy, domestic rate. There was no post office in La Have until 1910; so this was delivered to the nearest office, Lunenburg (faint serif double broken circle on reverse).

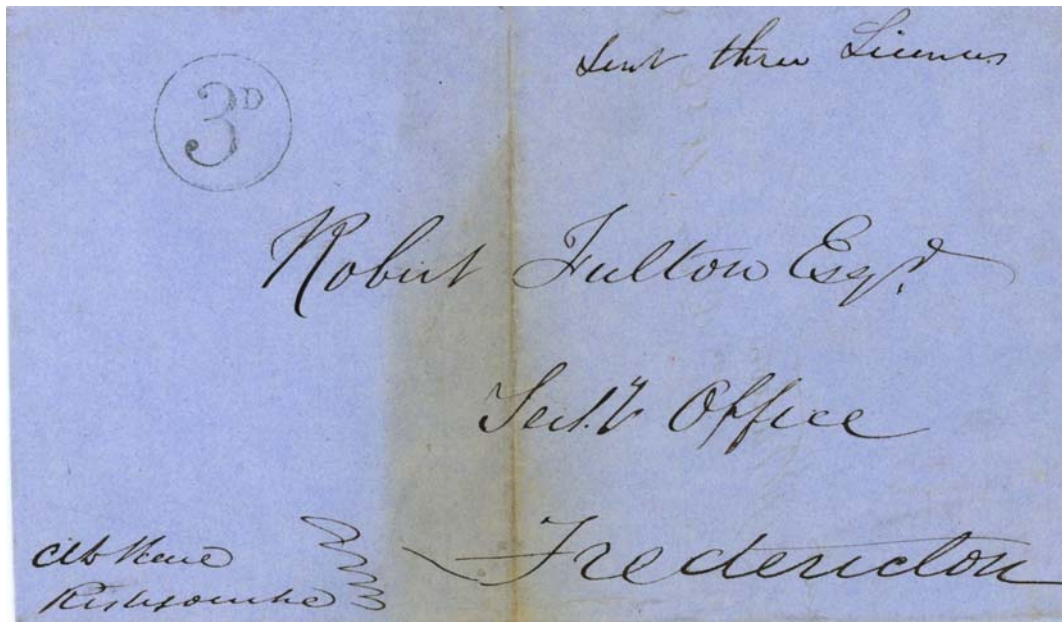


*Walton* (NS)–*Halifax*, 1855. Rated collect 3 d cy domestic rate, paid at destination (Halifax).

WALTON N.S. nonserif double broken circle is fairly scarce (fewer than ten strikes in [JJ]).



# New Brunswick



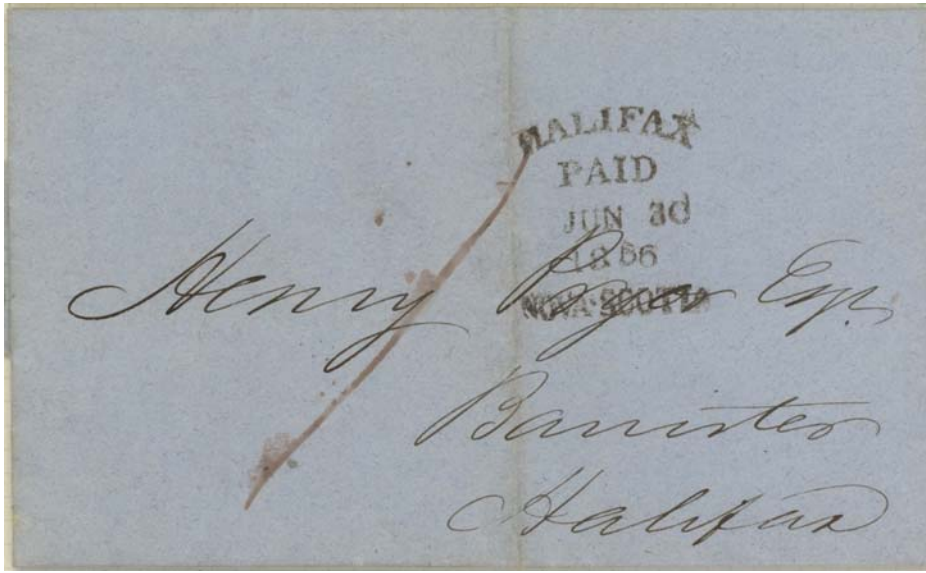
Dalhousie (N B)—Fredericton, 1856. Rated 3 d collect, domestic. Docketting at upper right reads *Sent three licenses*.



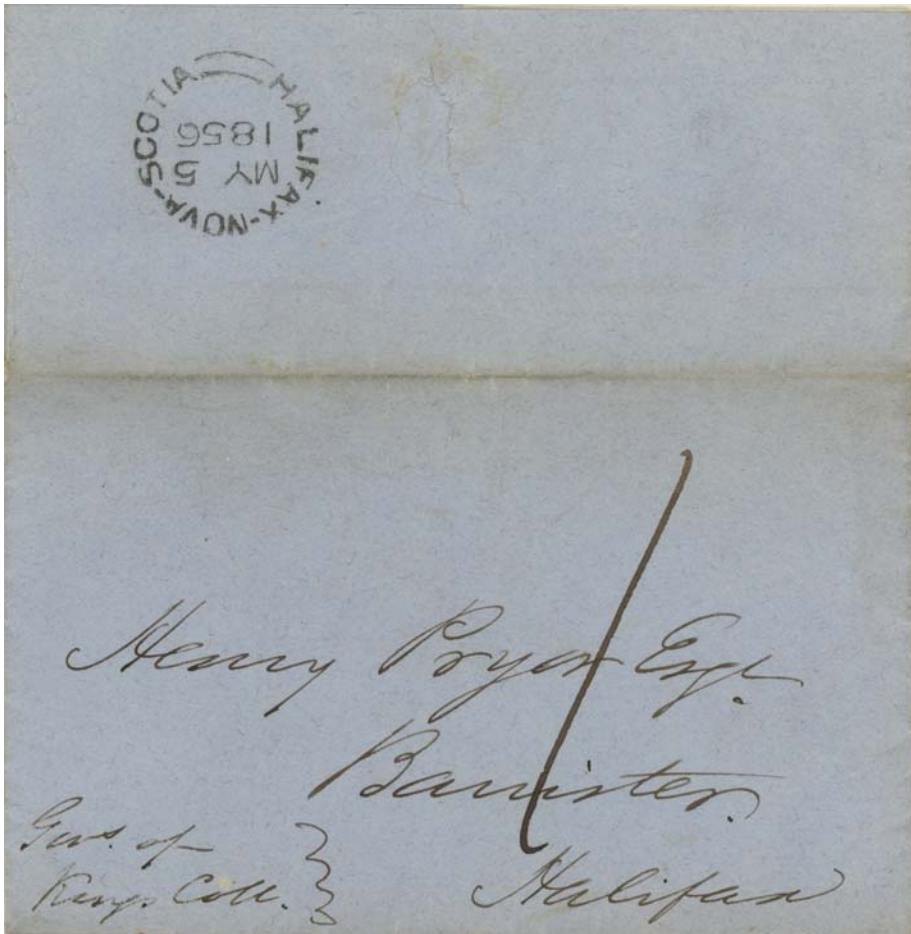
Prince William (N B)—Fredericton, 1858. Prepaid 3 d domestic rate; **PRINCE WILLIAM PAID** is uncommon.

NS

A drop letter rate existed for Halifax; it could be prepaid or collect.



Halifax drop letter, 1856. Rated paid 1 d cy.



Halifax drop letter, 1856. Rated collect 1 d cy.



NS, more to pay

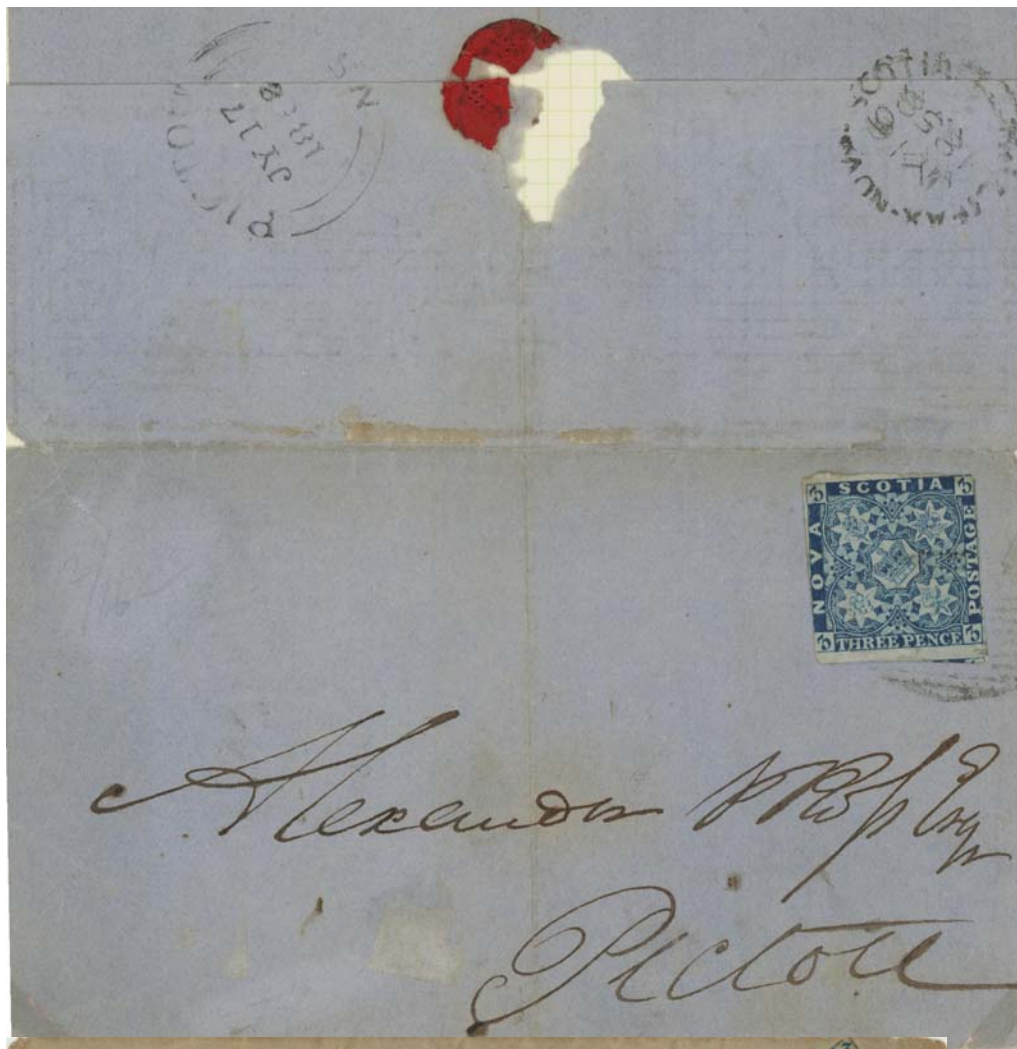
Mills Village (NS) is an erroneous name for Mill Village.



Mill Village—Kentville via Halifax, 1857. Single rate paid, weighed over half an ounce, so 3 d charged. Over the Mills Village double broken circle is the standard Halifax H in oval.



NS



Halifax–Pictou (NS), 1858. Domestic rate paid by 3 d stamp.



Kentville–Shubenacadie (NS), 1859. Domestic rate paid by 3 d stamp.

The Shubenacadie postmark has a y in place of A in the month.



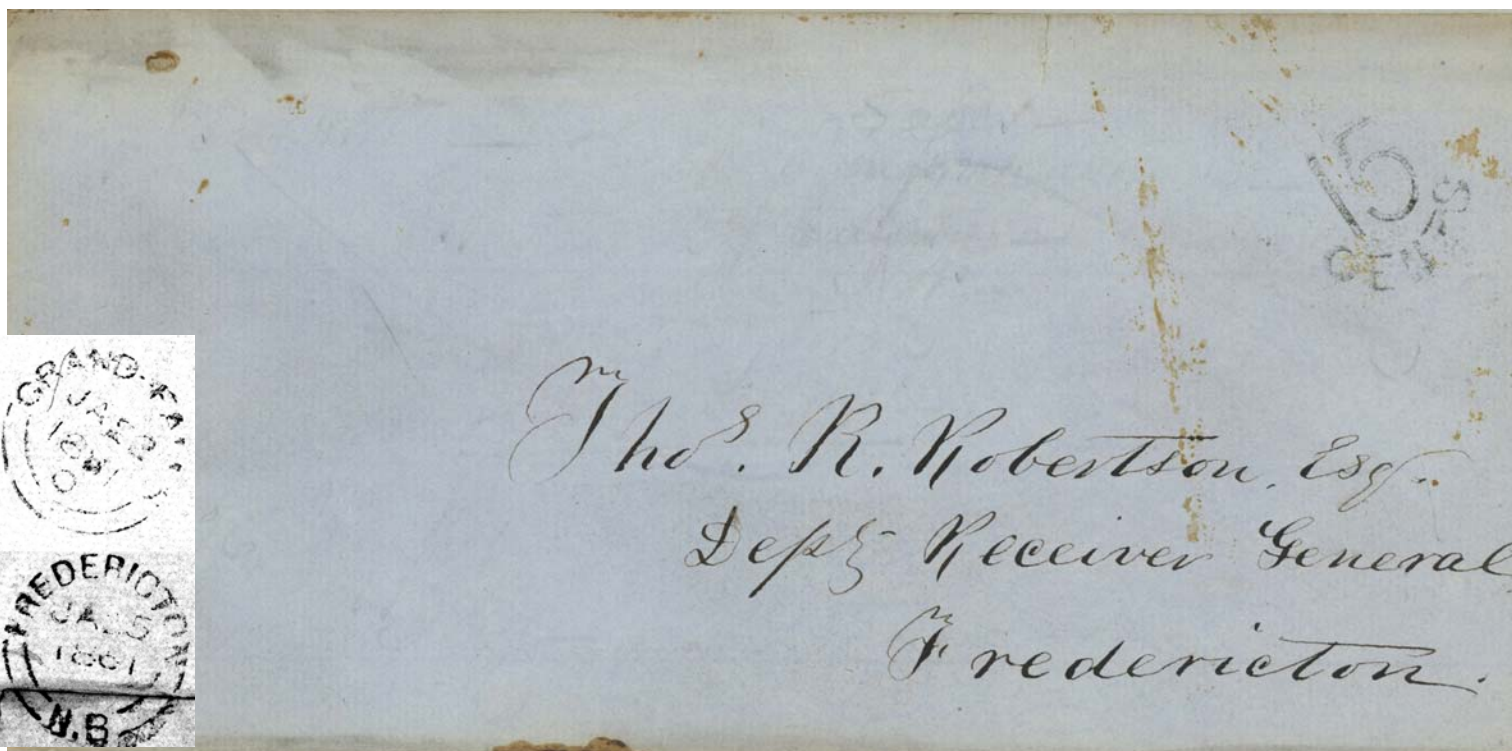
## NB switches to decimal

On conversion to decimal in 1860, domestic postage became 5¢ per half ounce, prepayment optional. From 1 June 1861, collect letters became 7¢ per half ounce, although postmasters often interpreted this (incorrectly) as 5¢ per half ounce plus a single penalty of 2¢.



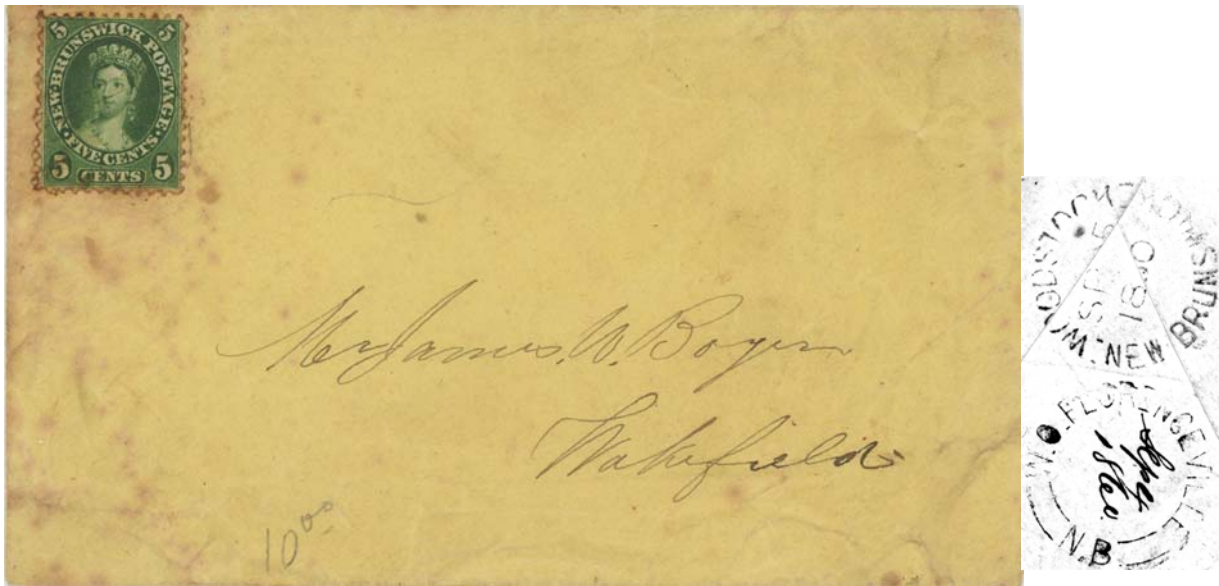
Blissville Way Office—Washademoak Way Office, 1861. Originally marked *Paid 5 cents*, and rate stamp applied at Oromocto (correcting the collect rate stamp).

Blissville Way Office opened in 1852, and was upgraded to a post office in 1871, when its name changed to Fredericton Junction. Washademoak Way Office opened in 1852, was renamed McAlpine in 1874, and was upgraded to a post office in 1875.



Grand Falls—Fredericton, January 1861. Rated collect **15 CENTS**, triple rate, before the extra 2¢ was charged for unpaid mail.

NB-NS



WO Florenceville (NB)—Wakefield (NB), 1860. Wakefield (Carleton County) did not have a post office until 1888. Stamp pays 5¢ domestic rate.

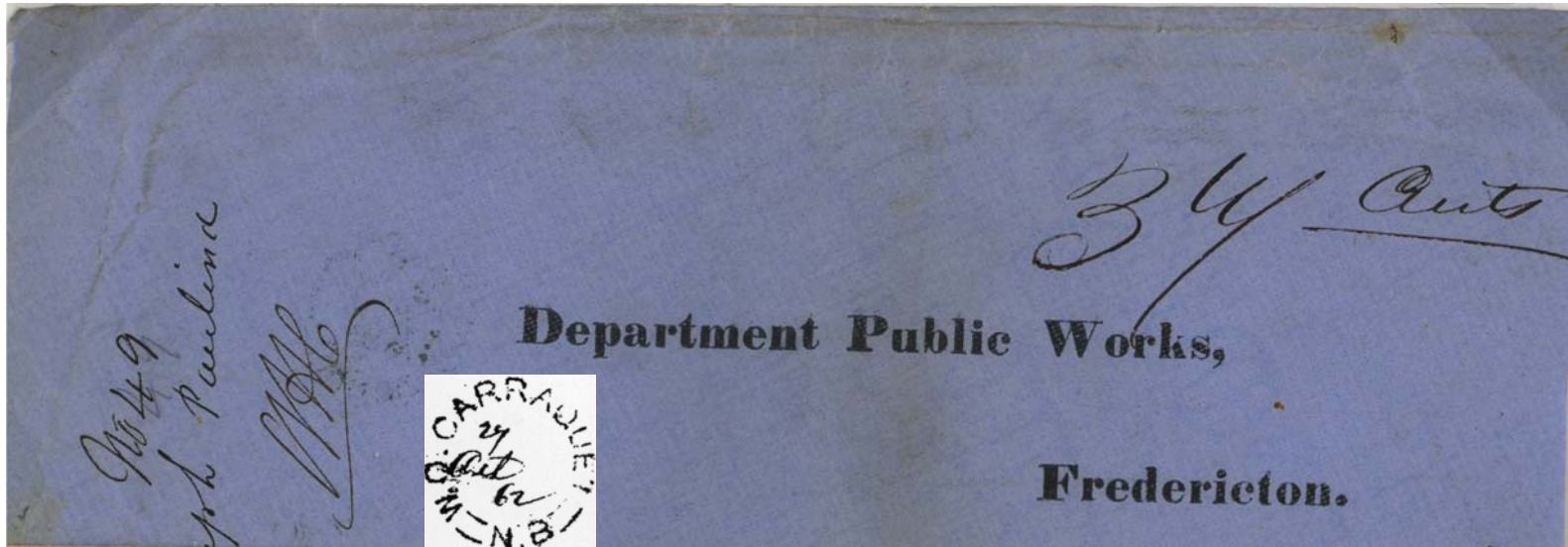


Saint John—Halifax, 1861. Intercolonial rate paid by 5¢ stamp.

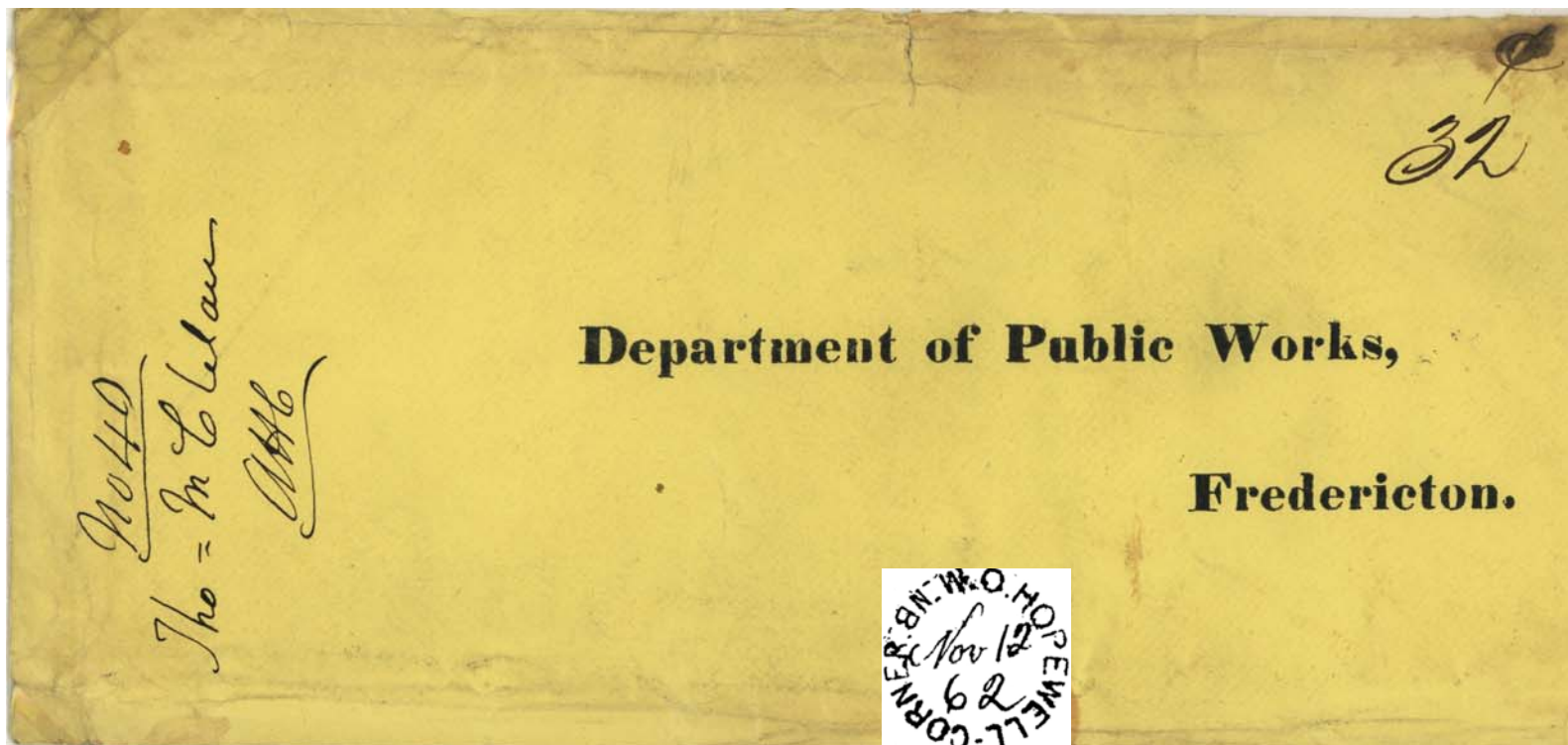


## NB collect multiple rates

From 1 June 1861, the collect domestic rate in NB was supposed to have been 7¢ per half ounce. However, sometimes the latter was interpreted as 7¢ for the first half ounce, and 5¢ for each additional. And collect mail to a government office was not charged the additional 2¢ per rate.

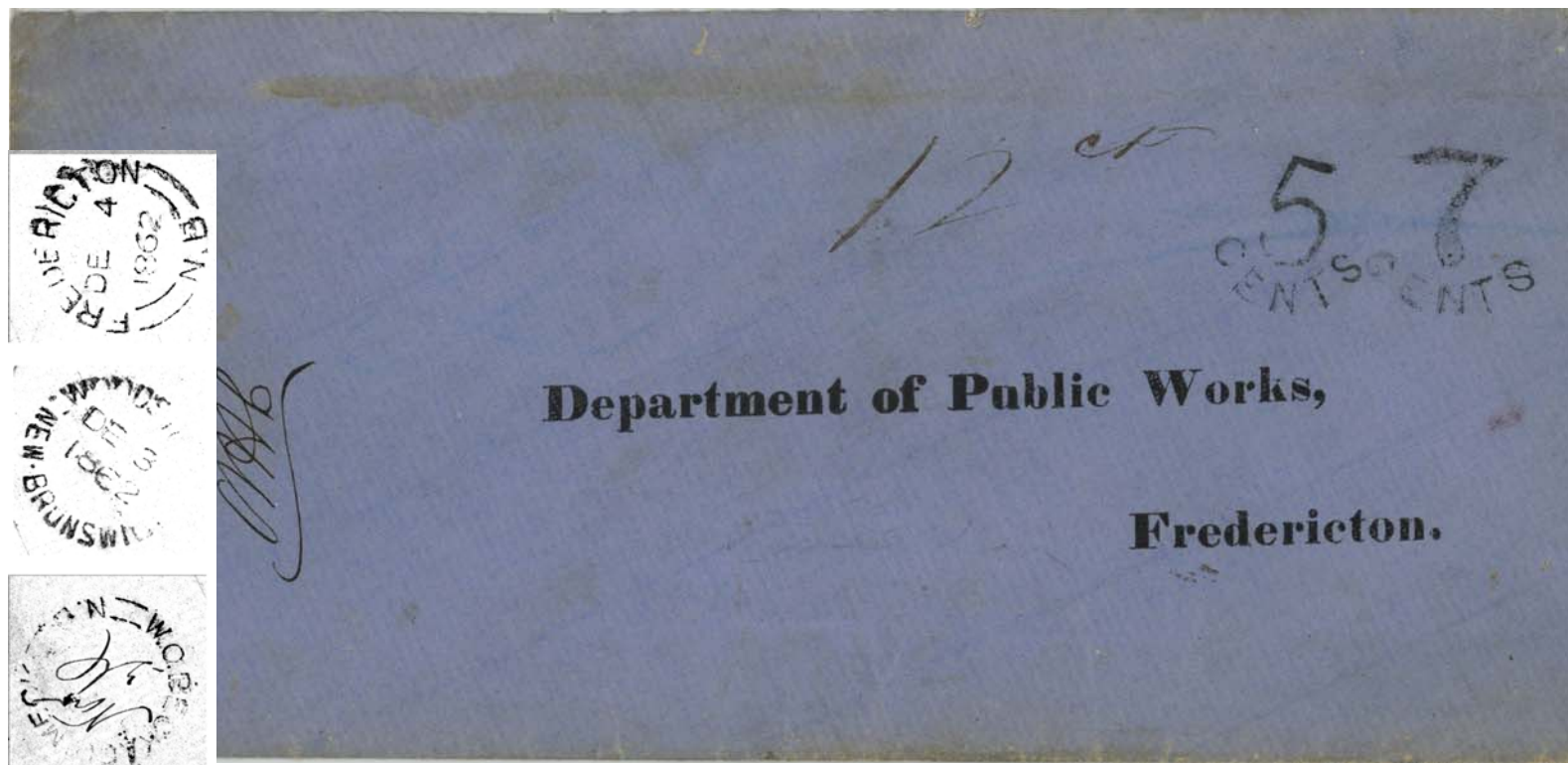


WO Caraquet–Fredericton, 1862. Rated collect 37 cents, septuple computed by alternative means.



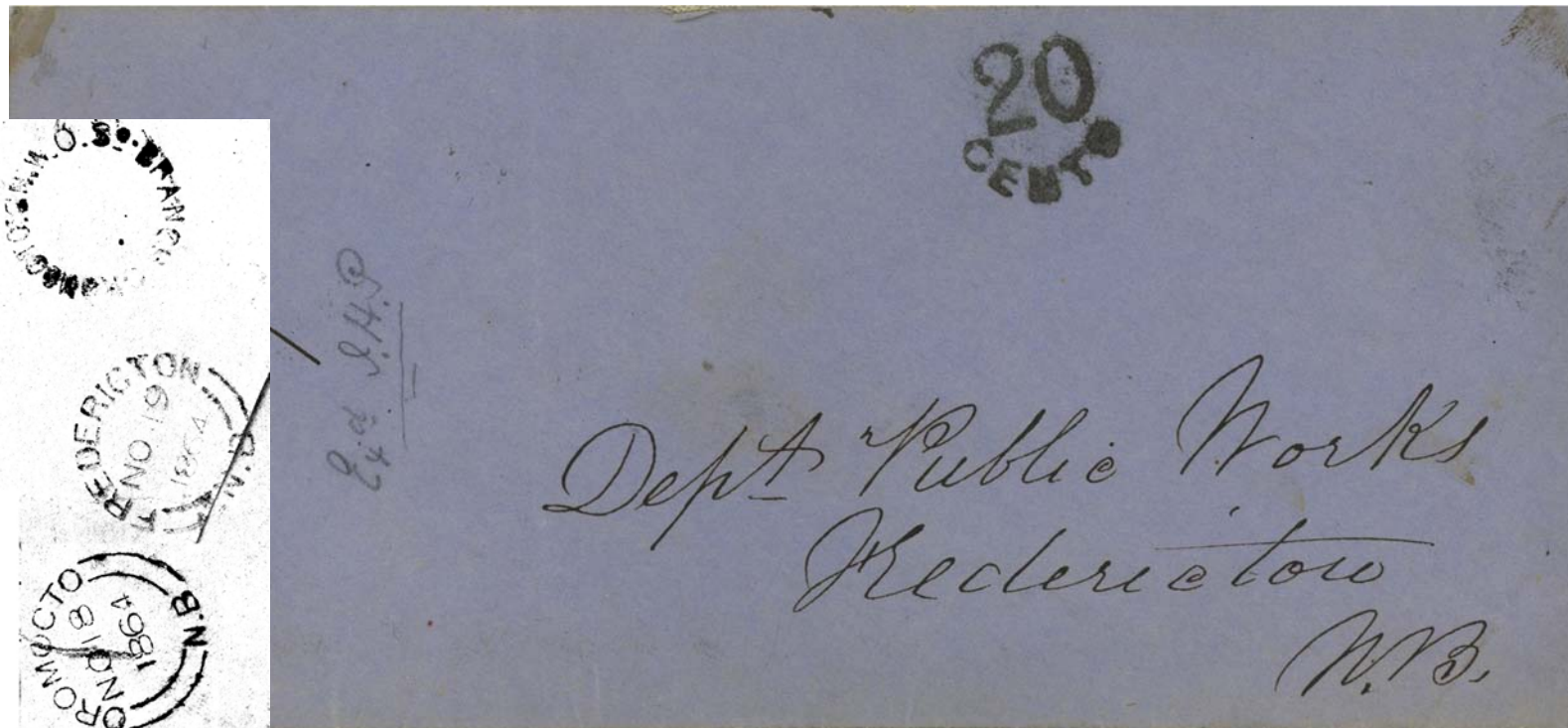
WO Hopewell Corner–Fredericton, 1863. Rated collect 32¢, sextuple.

NB collect multiple rates



WO Beckaguimeck-Fredericton, 1862. Initially charged single unpaid domestic rate, 7 CENTS; on determining that the letter was more than one half ounce, the 5 CENTS handstamp was applied, making a total due of 12<sup>cts</sup>.

WO BECKAGUIMECK opened 1852, name changed to Hartland 1868.

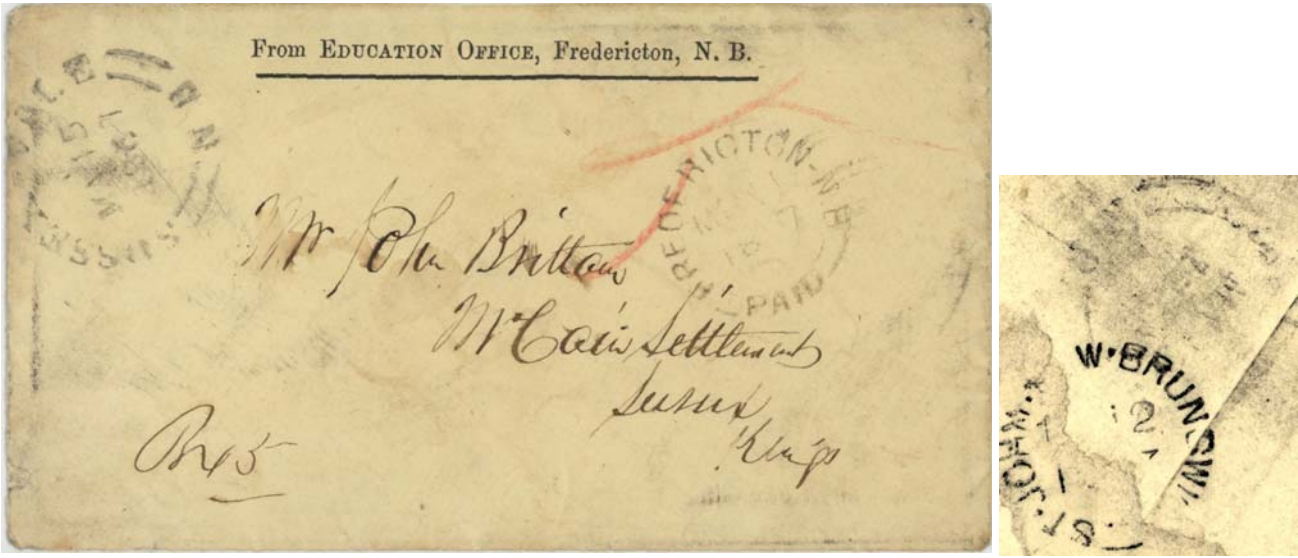


WO South Branch Oromocto-Fredericton, 1864. Rated collect 20 CENTS, quadruple rate collect; addressed to a government office, hence the 2¢ per half ounce additional fee was not charged.

WO SOUTH BRANCH OROMOCTO opened 1856, name changed to Blissville 1871.



NB



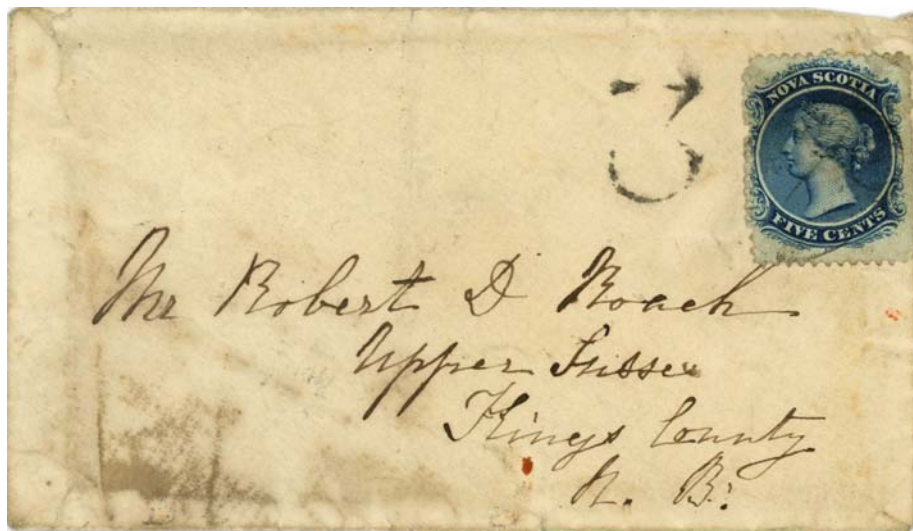
Fredericton–McCain's Settlement (Sussex N B), 1867. Paid 5¢, domestic paid rate.

## NS switches to decimal

Nova Scotia switched to decimal currency on 1 January 1860, but cents-denominated stamps were not issued until October; in the interval, pence stamps could be used, and these were never demonetized. The rates became 5¢ per half ounce, with optional prepayment. On 1 May 1862, prepayment was made compulsory, but this was repealed: after 29 April 1863, collect letters were charged 7¢ per half ounce.



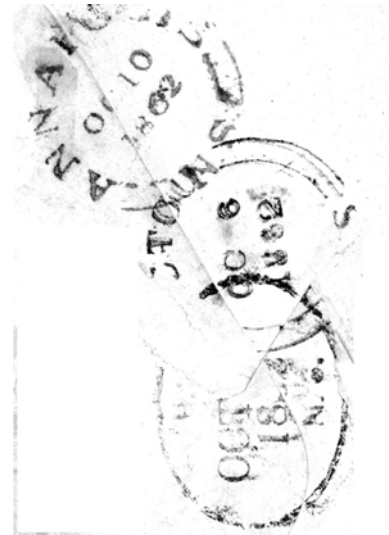
Halifax–Maitland (NS), April 1860. Prepaid (in cash) 6 d cy (equivalent to 10¢), double 3 d domestic rate. Very common Halifax tombstone. From an MPP (member of provincial parliament).



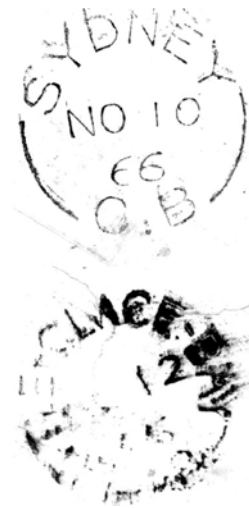
Amherst (NS)–(WO) Upper Sussex (NB), stamp added later, May 1860. The 5¢ stamp was issued only in October, so does not belong. The Upper Sussex handstamp reads wo ... (way office). Rated collect 3 d.



# Nova Scotia



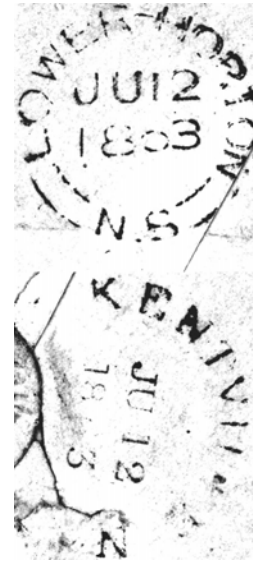
Pictou—Lower Granville, 1862. Rated 5¢ domestic, paid with stamps. On reverse is scarce large oval Halifax H. transit mark.



Sydney—Little Glace Bay (C B), 1866. Rated 5¢ domestic.

## NS nearby office and drop letter rate

After decimalization, the rates were the same, 2¢ per half ounce.



Kentville–Lower Horton, 1863. Nearby office rate.



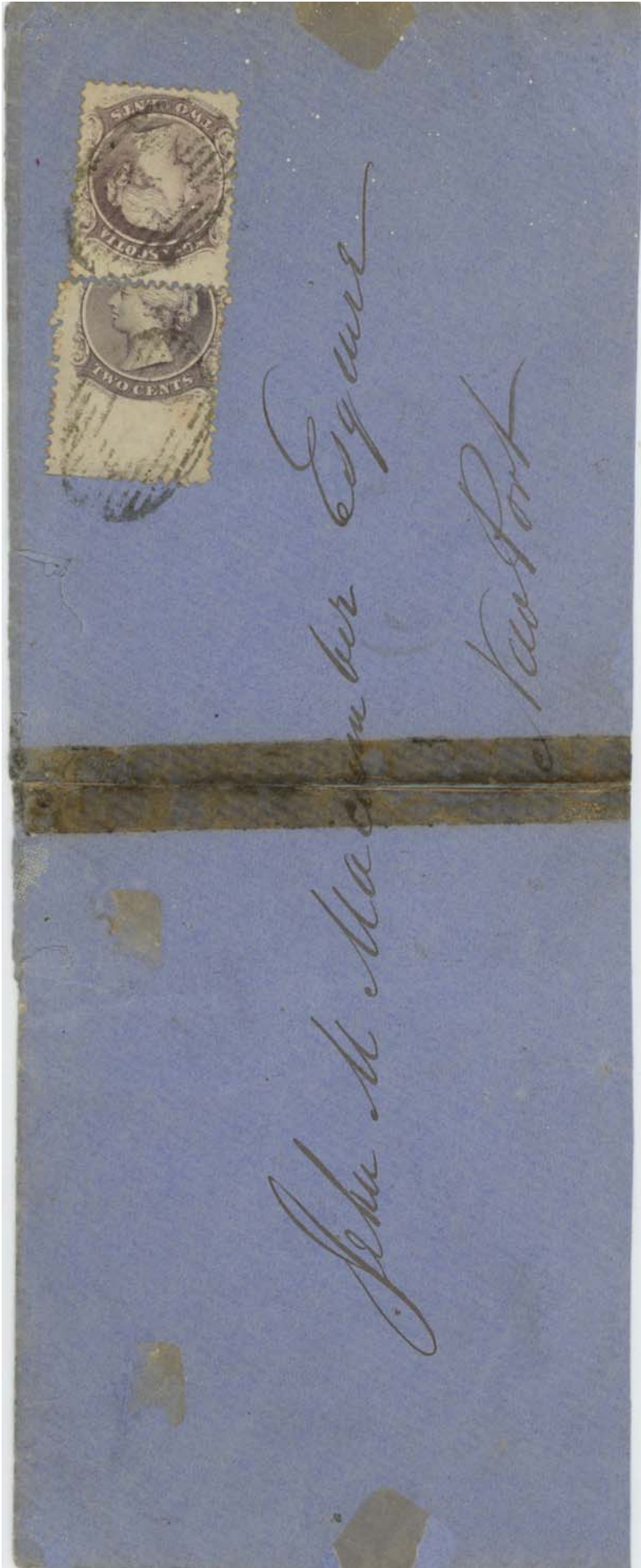
Lawrencetown–Granville Ferry, via Bridgetown, 1867. Nearby office rate.



Pictou drop letter, 1864. Drop letter.



NS nearby office rate



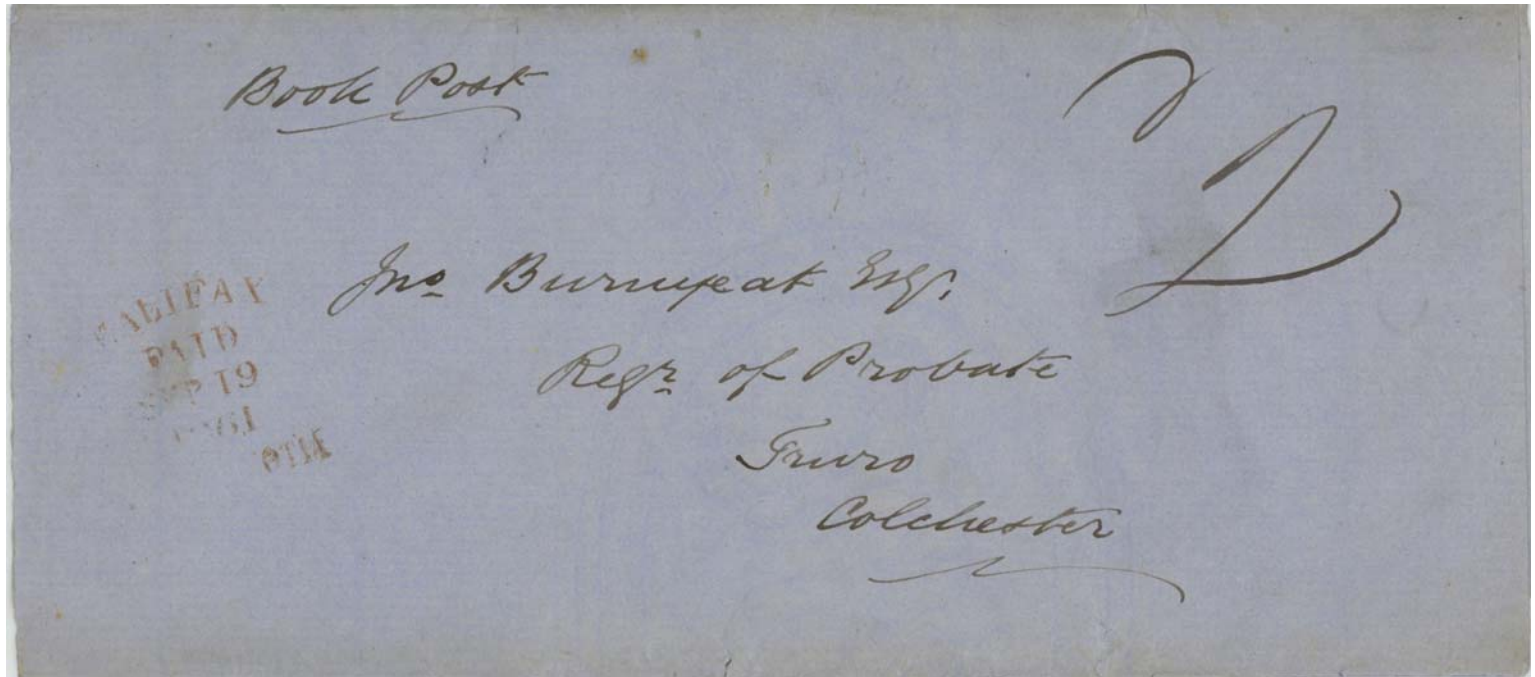
*Windsor-Newport, double rate, 1866. Double 2¢, nearby office rate. A distance of 9 miles. Different shades, and one stamp is misperforated.*



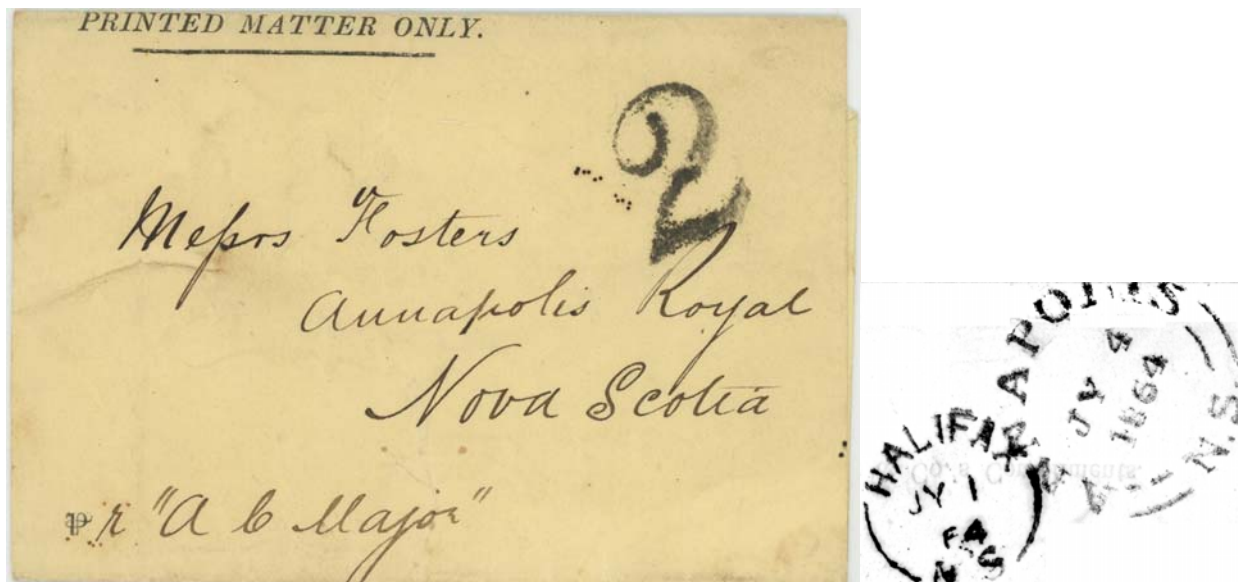


## NS printed matter

Printed matter, circulars, etc were charged 1 d per ounce from March 1854, and on conversion to decimal, 2¢ per ounce with prepayment compulsory and by stamp (!); the top example was paid in cash, and the bottom one was collect. The rate dropped to 1¢ per ounce on 29 April 1863 (still with compulsory prepayment by stamp).



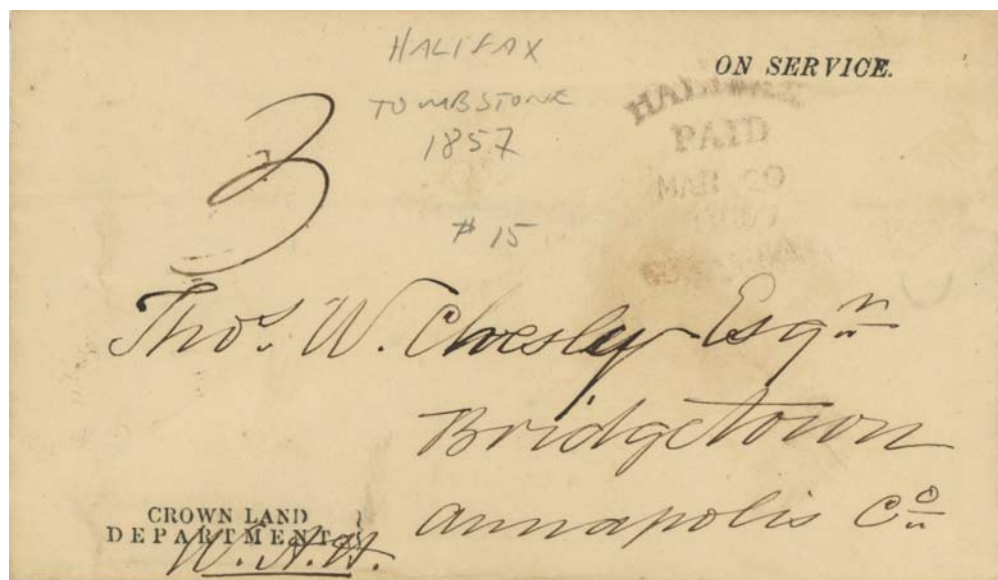
Halifax–Truro, 1861. Ms book post, charged  $^{\circ}2$  (that is, 2 d cy); this was equivalent to 4¢, double rate. Generic Halifax tombstone.



Halifax–Annapolis, 1864. Rated collect 2¢, double rate; however, regulations stated that this was to be prepaid, and by stamp.

NS

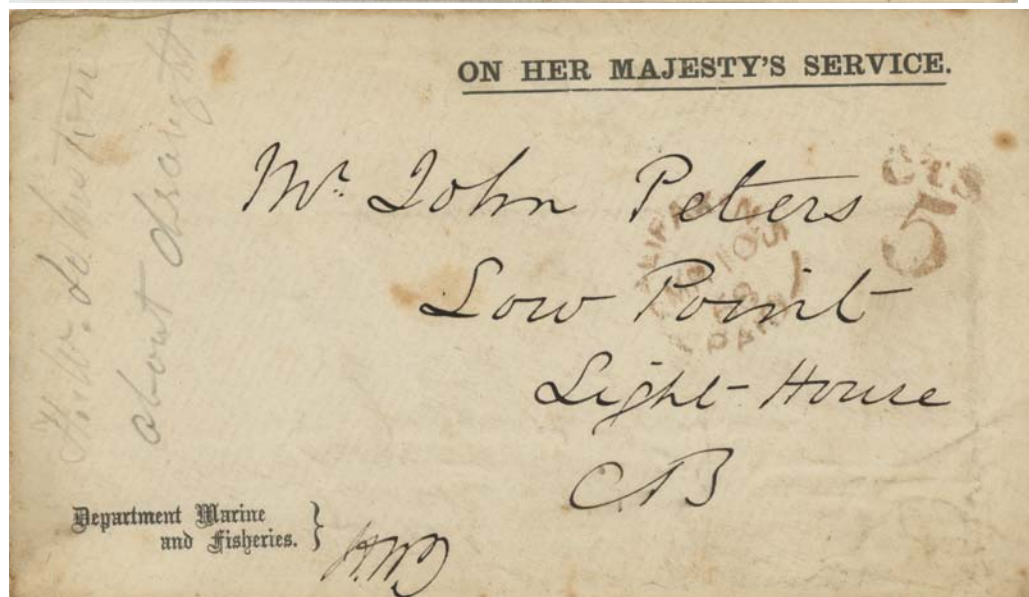
Indications such as **ON SERVICE** or **ON HER MAJESTY'S SERVICE** do *not* mean postage is free. Instead, in this period, it means that the letters were sent by the post, and not carried privately. All of these are prepaid.



Halifax–Bridgetown, 1857. Paid 3 d domestic rate.



Halifax–Baddeck, 1866. Paid 5¢ domestic rate.

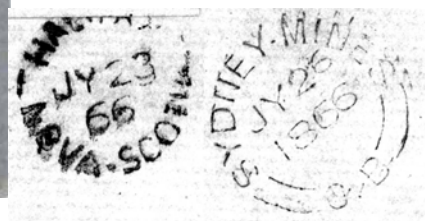
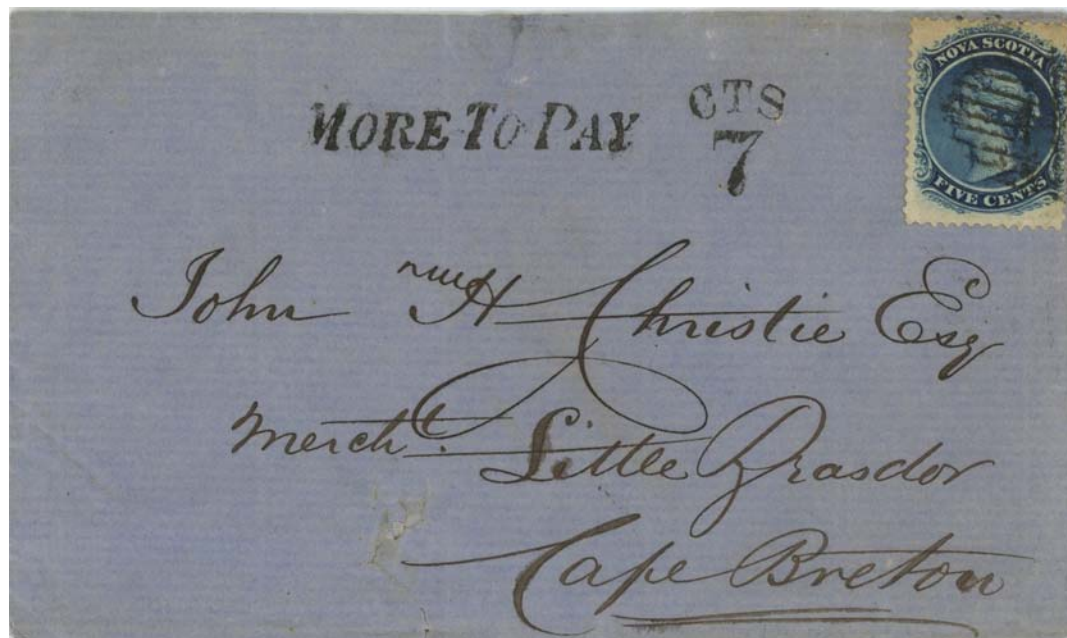


Halifax–lighthousekeeper at Low Point, via Sydney, 1868. Paid 5¢ domestic rate.



## NS partially paid

Partially paid letters were supposed to be charged at 7¢ per half-ounce minus the amount paid. However, what happened in practice was that if payment was made (at the paid rate of 5¢ per half-ounce), the amount charged was simply 7¢ times the number of unpaid half-ounces, as here: a double letter, with single rate paid, but charged only 7¢, instead of what was in the regulations (largely not complied with),  $2 \times 7¢ - 5¢ = 9¢$ .



Halifax–Little Bras d'Or (NS), 1866. Rate as explained above.

Little Bras d'Or had a post office from 1851, but rarely backstamped incoming covers.



NB, letter from PMG Connell

Letter from the (in)famous P M G of New Brunswick to John Manners-Sutton (later, G C M G, K C B), Governor (1854-61) of New Brunswick (the office became Lieutenant-Governor only in 1867); this was two months before Connell's resignation.

Registered No.

In any further Correspondence  
on this subject, the above  
Number should be quoted.

Post Office Department,

Fredericton, 15 March 1860

My dear Sir

I am in receipt of your  
Excellency's note of this day, date  
referring to the delay in receiving  
Despatches from Sir John A. Macdonald  
by English Mail.

By Monday's Mail I will  
communicate with the Department  
in London in order to ascertain when  
the Mail starts so that the proper  
remedy may be applied.

Respectfully,  
Yours  
Sir Excellency the  
Governor

Charles Connell


J. H. J. Manners-Sutton  
L L L

NB appointment of WO keeper

Appointment of **POST OFFICE** **DEPARTMENT.** Mr John McKeen  
No. 378. Fredericton, N.B. 15<sup>th</sup> Jan<sup>y</sup> 1867

To Mr John McKeen of the County of York Province of New Brunswick: You are appointed Way Office Keeper at Central Kingsclear you will transmit to this Department on the enclosed form the Names, Professions, and places of abode of, two sufficient securities, to become bound with you in the sum of \$ 200.00 for the due and faithful discharge of your duties, in order that a Bond may be made out for you and them to execute, your own signature and place of abode to be written in full and the Certificate of a Magistrate that the names you propose are sufficient. Enclosed are forms of Post Office Affidavit, which is directed by Act B3 Victoria Cap: 42 to be sworn to by all persons who are to be employed in any capacity under the Post Office Department, one of these you must execute before a Justice of the Peace, and transmit to me, the others you are to keep for similar use, by any persons whom you may find it necessary to employ to assist you in the duties of your office. As soon as the Bond and Affidavit are executed and transmitted to this Office, you will receive the necessary Instructions &c. for the commencement of your duties.

Wale,  
Secretary

  
American Bank Note Company

Wm W. Miller  
Postmaster General

Appointment of Way Office Keeper at Central Kingsclear (York Co, N B), January 1867.



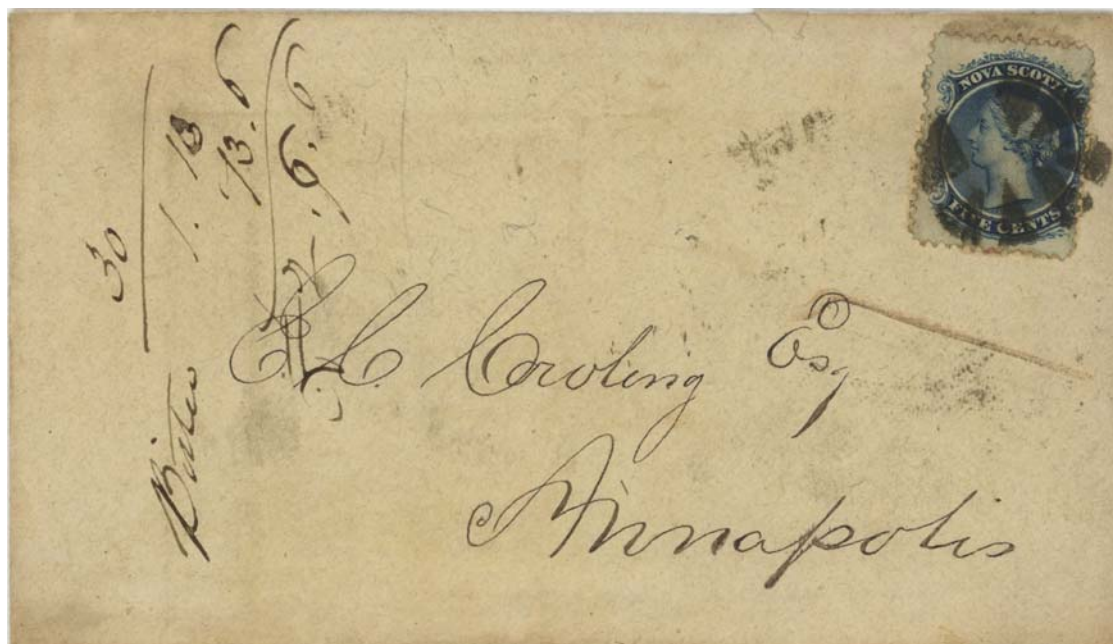
NS



To Wilmot (NS), 1860s. Double domestic rate paid by 10¢ stamp.



Canning-Wilmot, mourning cover, 1864. Domestic, paid by 5¢ stamp (faint bar cancel).



Halifax-Annapolis (NS), 1864. Domestic rate paid by 5¢ stamp.

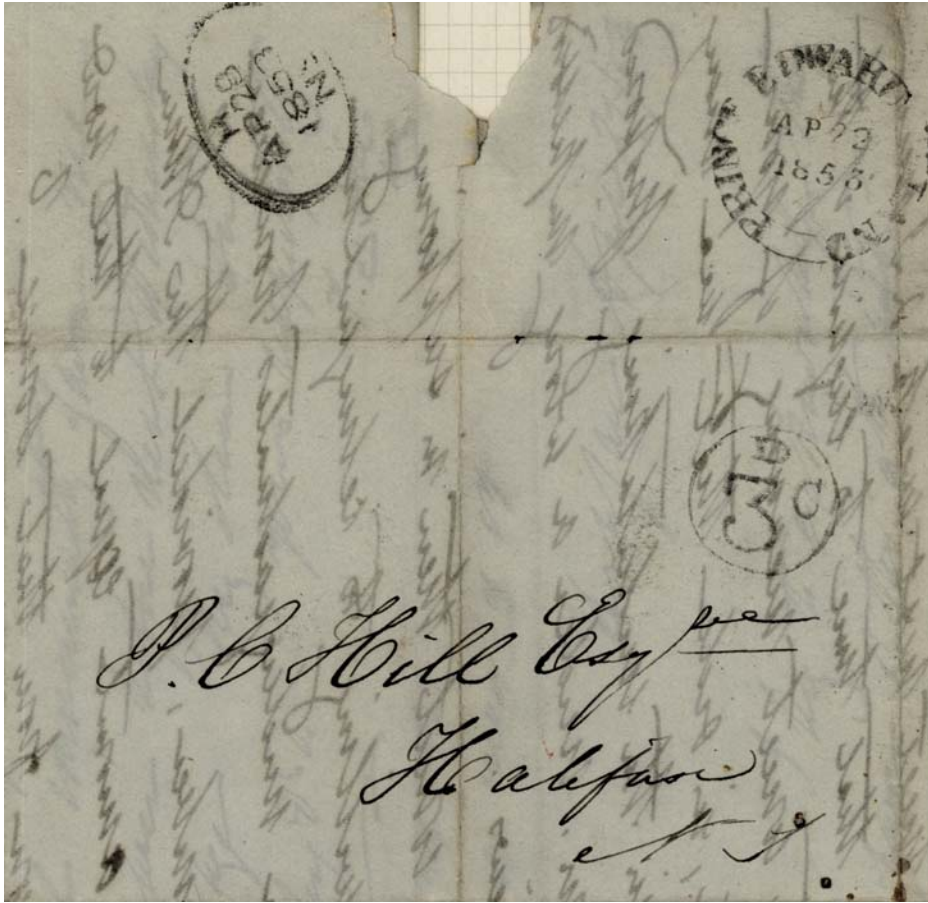




## Mail with PEI

Letter mail was 3 d Halifax cy from NS & NB to PEI, and vice versa. PEI currency was devalued with respect to Halifax currency.

PEI-NS, 1853



Charlottetown-Halifax, 1853. Collect 3 d cy, BNA rate.

NS-PEI



Halifax-Grand River (P E I), 1857. Rated 3 d intercolonial rate, paid by stamp.



Halifax-Charlottetown, 1859.



NB to PEI



Saint John—North River, 1854. Rated prepaid 3 d intercolonial rate. Type 4 P E I receiver on reverse.

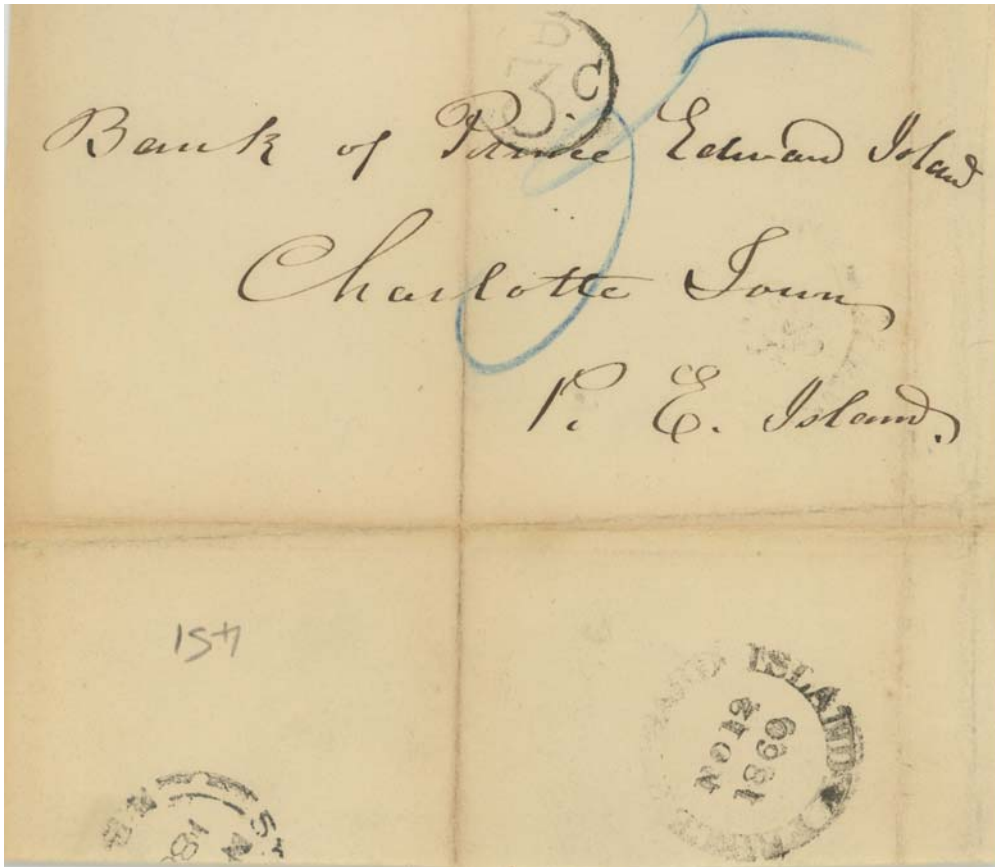


WO Douglastown (NB)—Charlottetown, 1858.



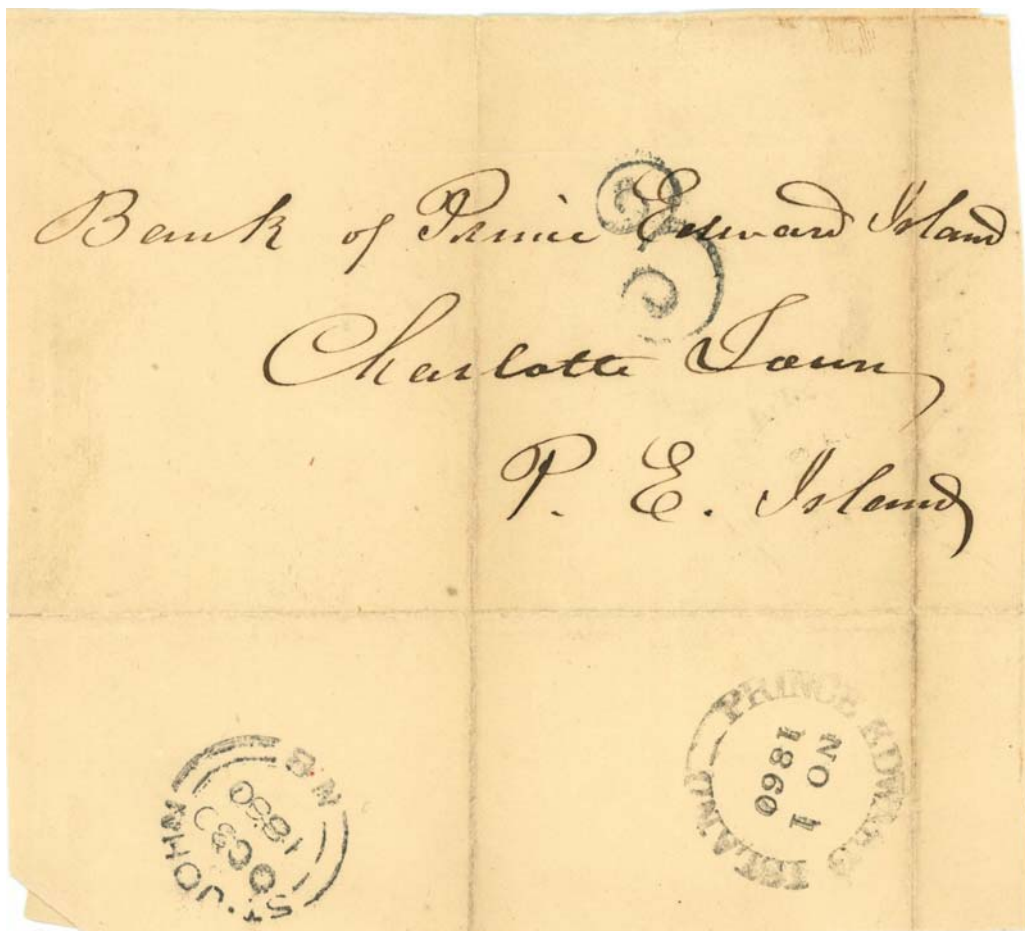
## NB to PEI 1860

Rate from NS & NB to PEI became 5¢ (collect or prepaid) when decimalization took place in 1860—PEI did not decimalize until a decade later.

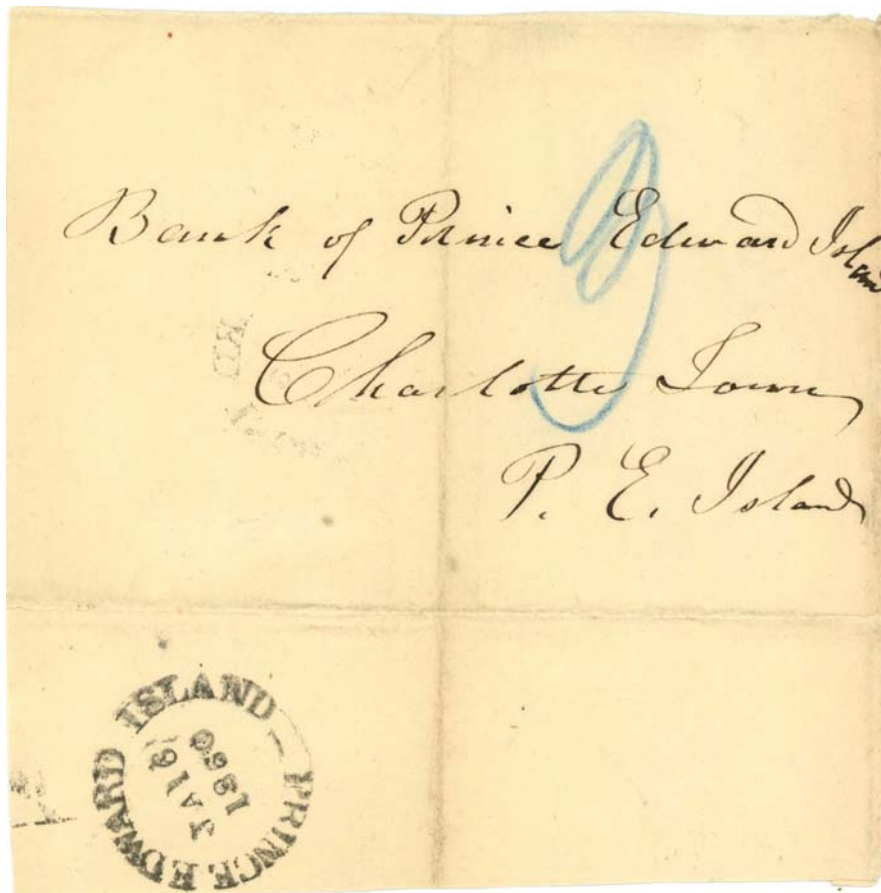


*Saint John–Charlottetown, 1860. Rated 5¢ collect intercolonial rate in New Brunswick, equivalent to 3 d (collect) in PEI.*

New Brunswick to PEI



Saint John—Charlottetown, 1860. Rated collect 3d intercolonial rate.



Paid  
 (3C)  
 5 CENTS  
 Mr Hugh Ramsay  
 Beach Point  
 June County  
 S. C. Island  
 Care of  
 Mr Genl. Palmer  
 Annaside  
 Beaufort



Bank of Prince Edward Island  
Charlotte Town  
P. E. Island

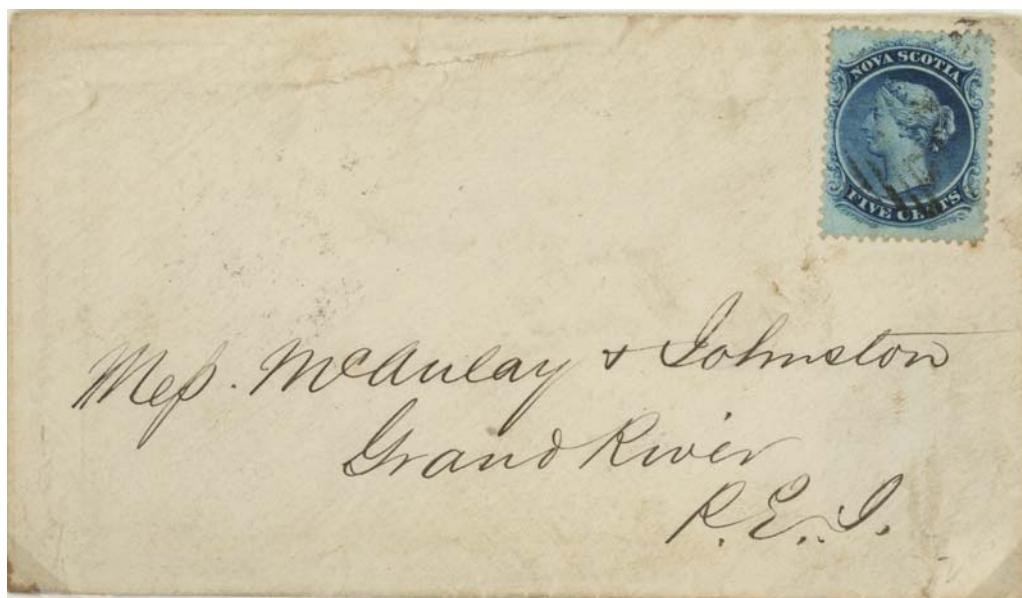
*St John—Charlottetown*, 1861. Rated collect 5¢, BNA rate; converted to 3 d cy in PEI. Ratemark is said to be rare 1861–2. Two days later, NB adopted a 7¢ rate for unpaid letters.



NS & NB-PEI

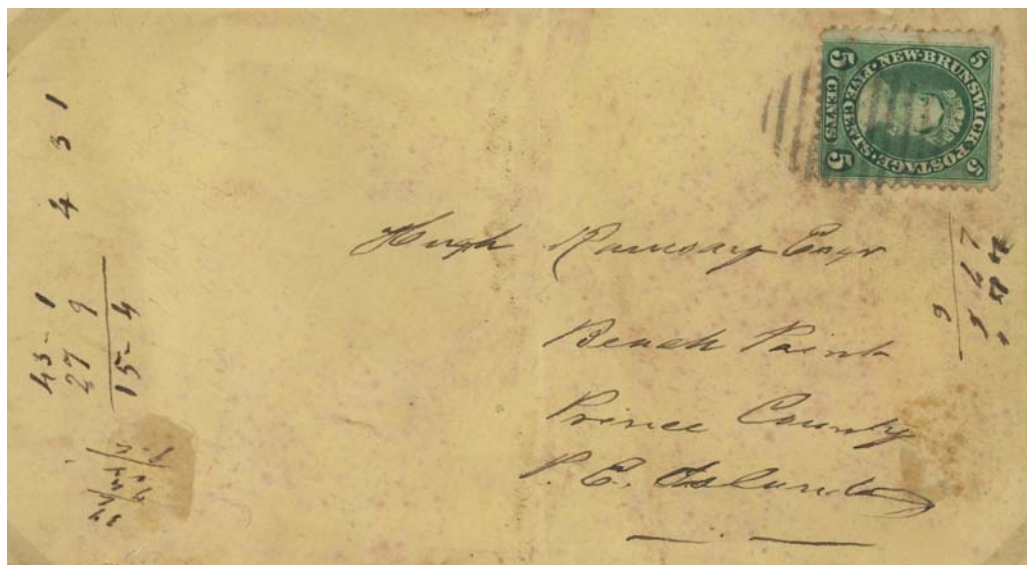


Halifax-Charlottetown, 1866. Rated paid 5¢ intercolonial rate. Halifax cork killer.



Halifax-Grand River (P E I) 1867. Intercolonial rate prepaid by 5¢ NS stamp.

Messy postmark is PRINCE EDWARD ISLAND, used at Charlottetown.



Dalhousie (NB)-Beach Point (P E I) 1867. Intercolonial rate prepaid by 5¢ NB stamp (by this time, NB was part of Canada and its stamps could still be used; on the other hand, P E I was not yet part of Canada).



PEI-NB & NS



Summerside—Carleton-St John (NB), 1867. Rate to the rest of BNA paid by 3 d stamp.



Charlottetown—Lawrencetown (NS), 1867.  
Halifax H in oval is dated Christmas day.



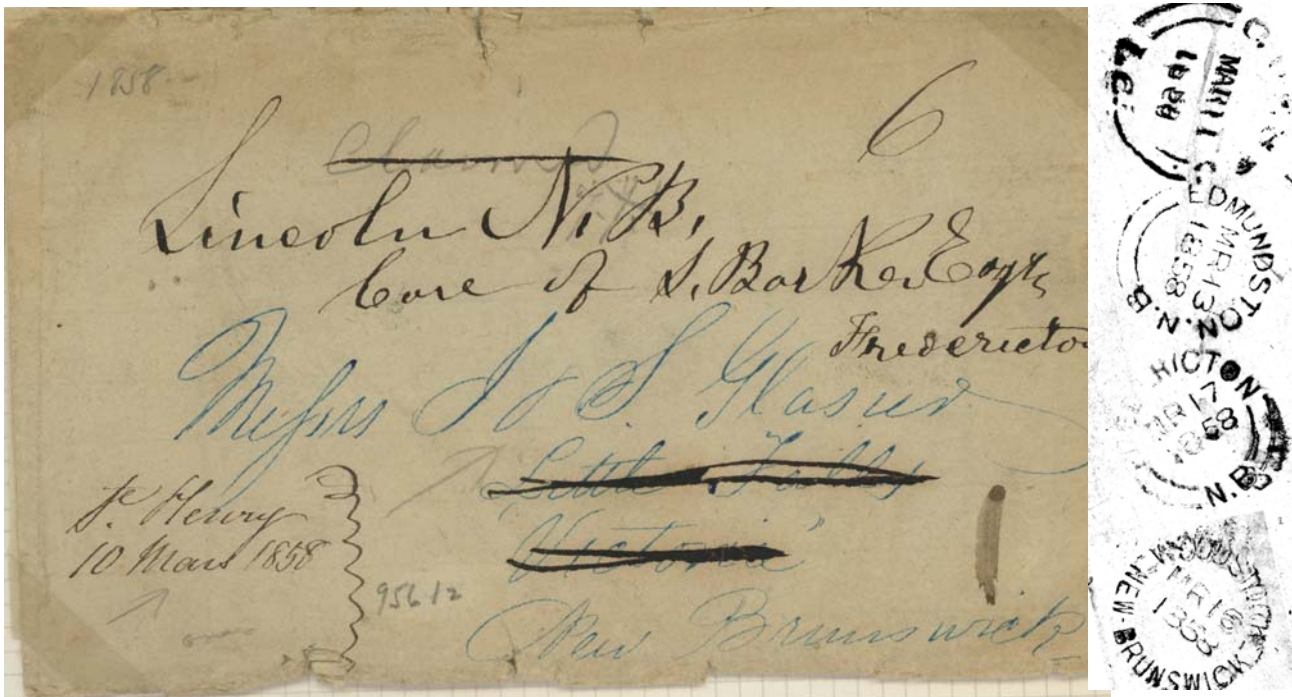
## Mail with Canada after autonomy

After both Canada and NS & NB achieved postal autonomy (on different dates in 1851), letter mail rate between them was 3 d cy per half ounce, until decimalization in 1859–60.

LC–NB



Pointe Levi (C E)—Fredericton, 19 November 1851. Rated *Paid 3* d, intercolonial rate. Nonserif double broken circle **POINTE-LEVIS**, previously reported 1853–62; post office open 1848–63.



St Henri (Lévis Co, C E)—Victoria (N B), forwarded to Fredericton, 10 March 1858. Collect 6 d, double domestic. Ms *St Henri*. Post office opened 1839.





*Temiscouata* (Pontiac Co, C E)—*Edmunston* (N B), 11 January 1853. Collect 3 d, domestic.

*Temiscouata* post office open 1839. First hammer serif double broken circle known 1842–43. Listed as closed 1850!?

Nova Scotia to Canada West, forwarded



Wilmot (N S)–Kingston (C W), forwarded to Elginburg, 1854. Rated 3 d collect domestic and intercolonial. Postmarked Wilmot, Annapolis, Woodstock (N B), Saint John, Fredericton, Quebec, Kingston, and Elginburg (the red unclear nonserif ms dated double broken circle).





WO Dumfries (NB)—Montreal, mourning cover, forwarded to *Papineauville* (CE), 1856. Endorsed faintly at top, *Per Steamer*. Initially rated 3 d cy domestic rate (and something else), but struck through and replaced by 6, presumably double rate.

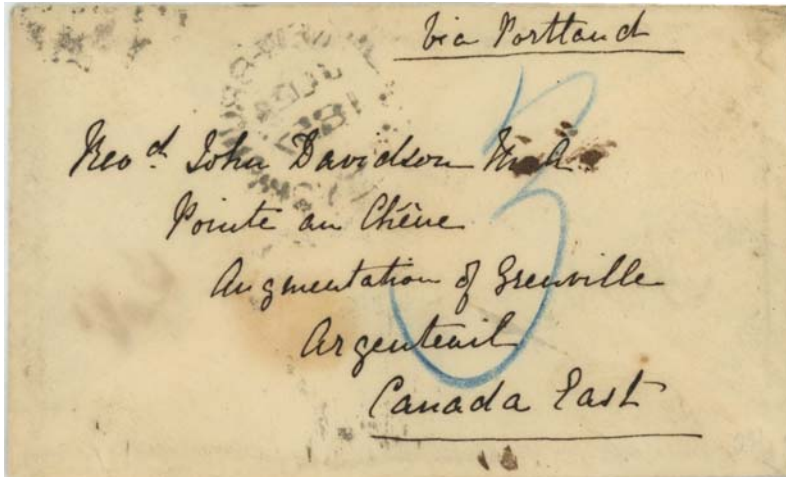
Red *FOR<sup>d</sup>* (forwarded), applied at Montreal, rarely seen.





## NB—CE via US and UC

Some mail from New Brunswick to Lower Canada was routed via Portland (Maine). There was no difference in fee.

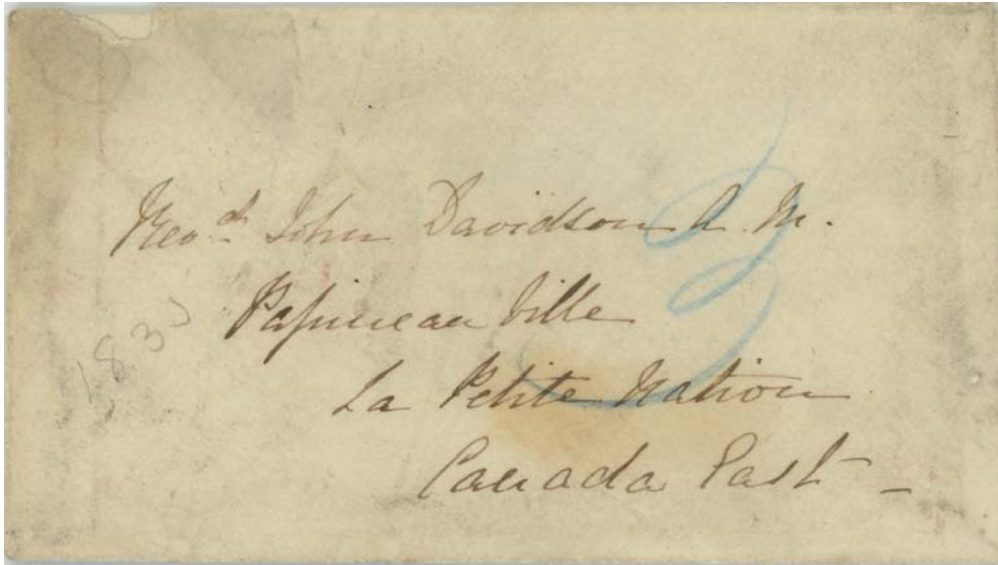


Fredericton—Pointe au Chêne (LC), 1857. Rated collect 3 d domestic rate. Via Portland, Montreal, L'Orignal (UC), and destination.

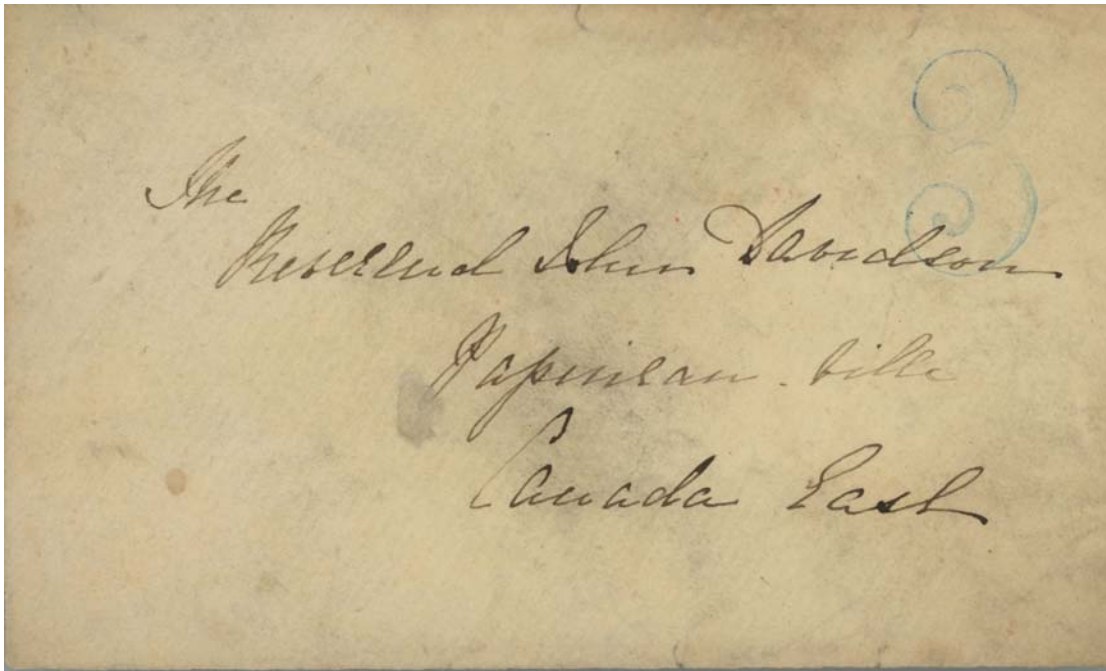
The Pointe-au-Chêne postmark is known only in 1857.



NB—Canada

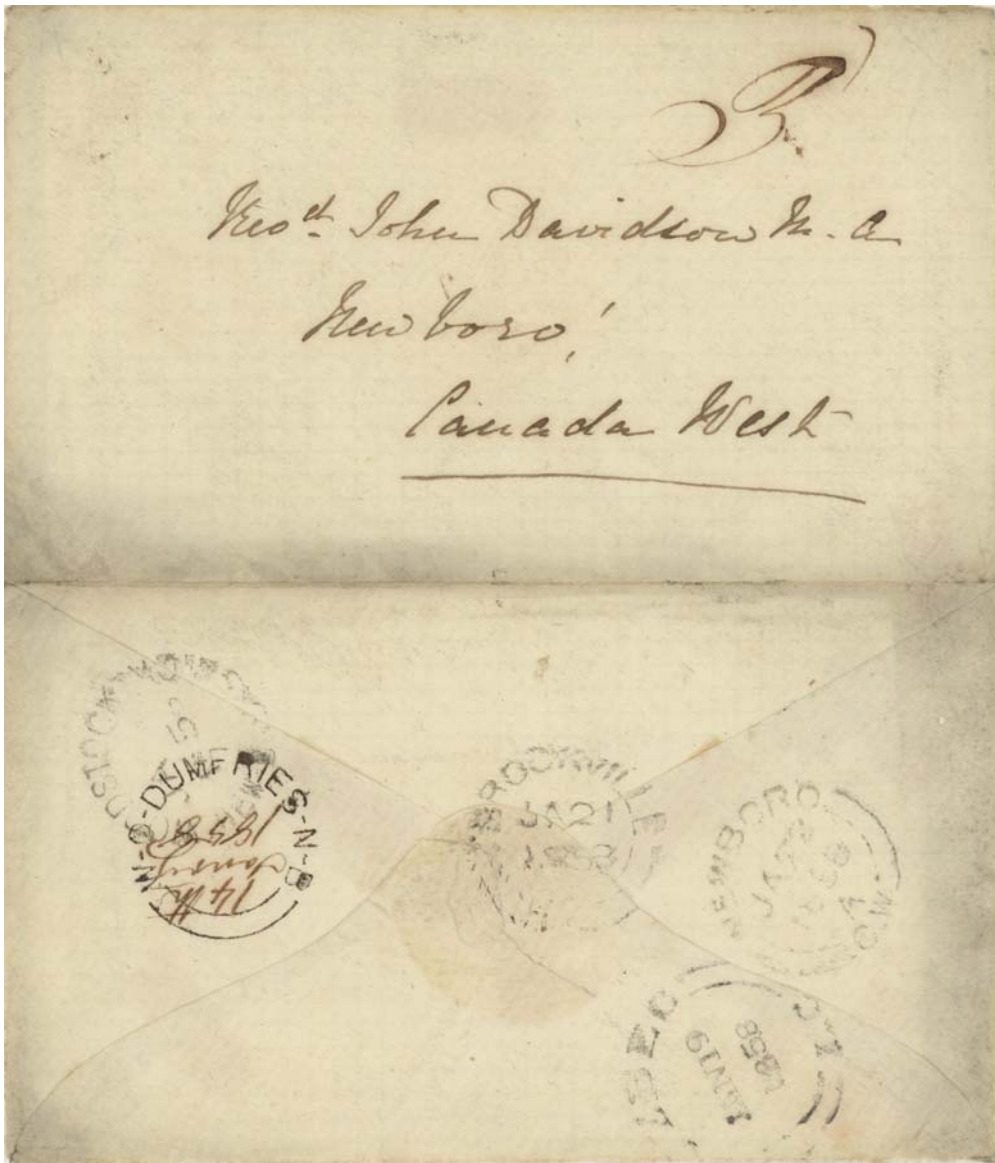


Fredericton—La Petite Nation (C E), 1857. Rated collect 3 d cy.



Way Office Prince William (N B)—Papineauville (C E), 1856. Rated collect 3 d cy.

NB-CW



WO Dumfries (NB)—Newboro (CW), via Woodstock (NB), Quebec, and Brockville, 1858. Collect 3 d cy, BNA domestic and intercolonial rate.



## Decimalization

When N S & N B converted to decimal in 1860, the letter rate with Canada (in either direction) became 5¢ per half ounce, collect or prepaid, the latter in cash or stamps (but not a mixture).

## CW-NB



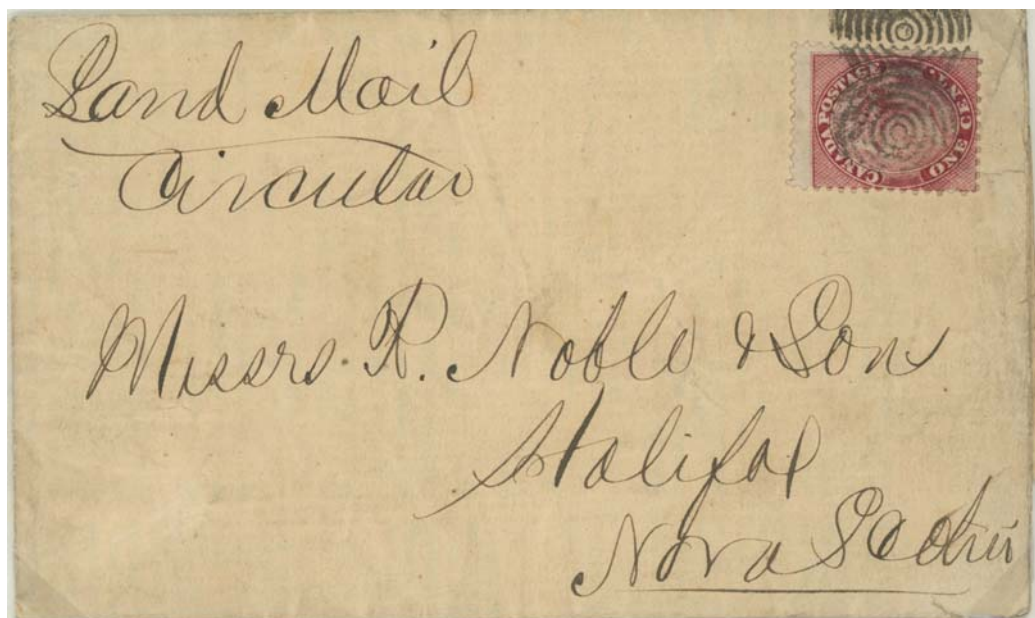
Argyle—Gagetown (N B), 1861. Rated *Paid 5¢*, struck with a rate stamp in New Brunswick. Double broken circle W.O. UPPER-GAGETOWN.

Argyle, one of a handful of Canadian 20 mm double broken circle postmarks.



Montreal–NS printed matter

Canadian printed matter rate became 1¢ on decimalization.



Montreal–Halifax, 1866. Payment of printed matter rate by 1¢ cents stamp.

Extensive prices current in Montreal.

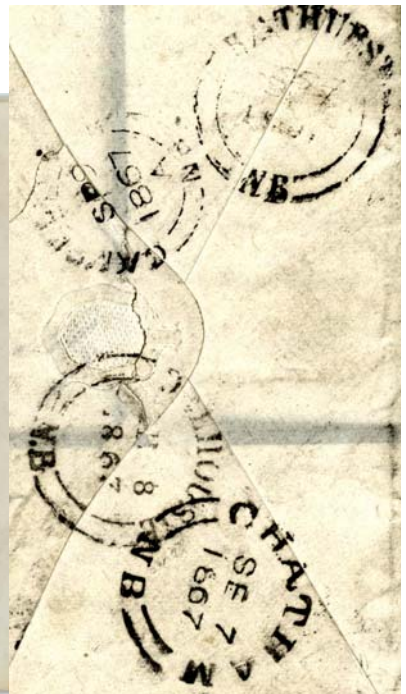
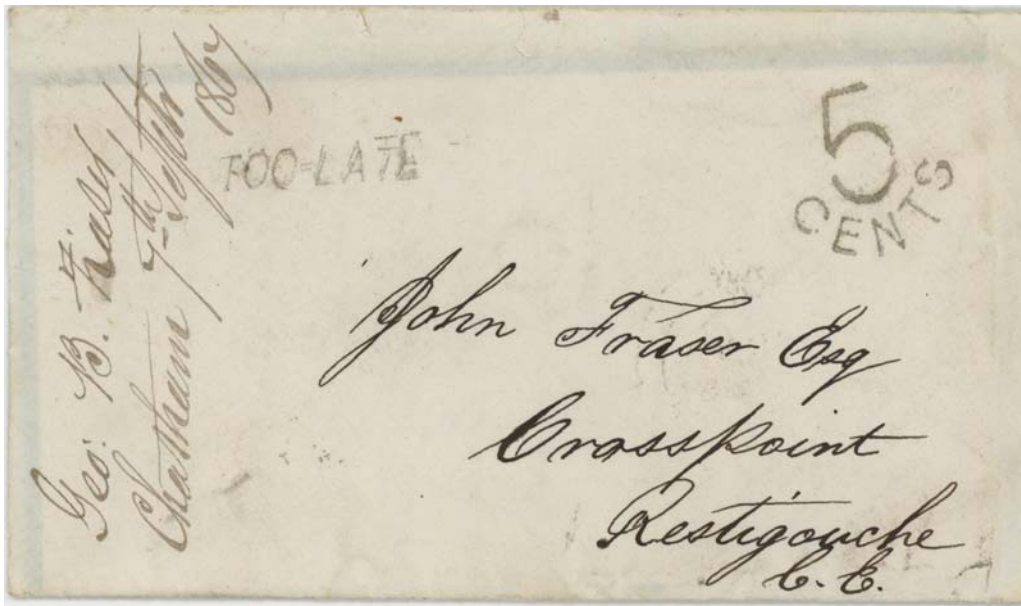
## NB—CE

Domestically, letter mail was charged 7¢ if collect; all sources indicate that collect mail to or from Canada was only 5¢. The top cover represents an anomaly, possibly a clerical error. When NS & NB joined Confederation (1 July 1867), Canadian rates were supposed to apply. The collect rate within Canada was 7¢, so that should have been the rate on the second cover. (Same correspondence)



Chatham (NB)—Crosspoint (CE), 1865. Rated collect 7 CENTS (the unpaid domestic rate). *TOO-LATE* applied at Chatham. Mourning cover.

Backstamped Chatham, Campbellton, Bathurst, and Dalhousie.



Chatham (NB)—Crosspoint (CE), September 1867. Rated collect 5 CENTS, inexplicable, since the Canadian rate collect was 7¢. Same *TOO-LATE*. Contains mourning stationery.



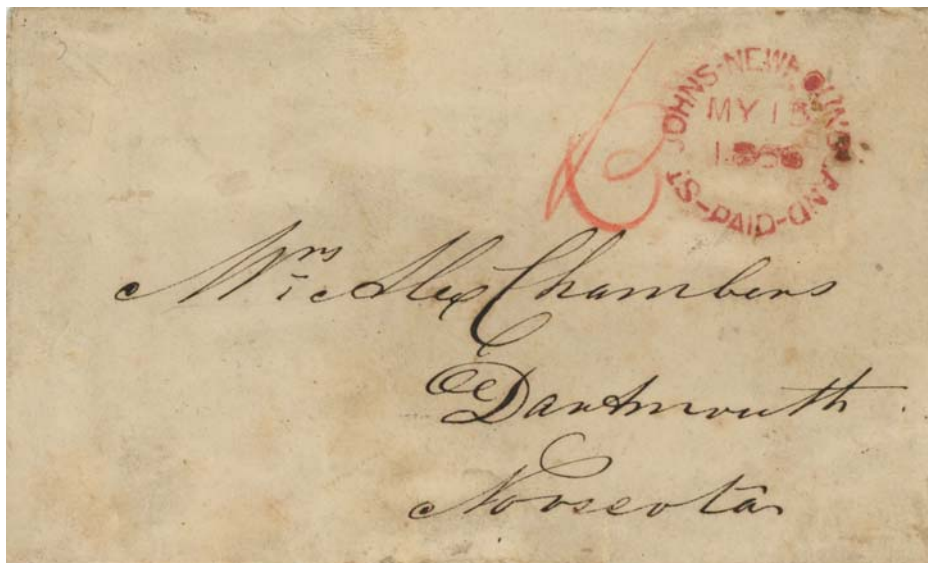
# Mail with Newfoundland

NF-NS



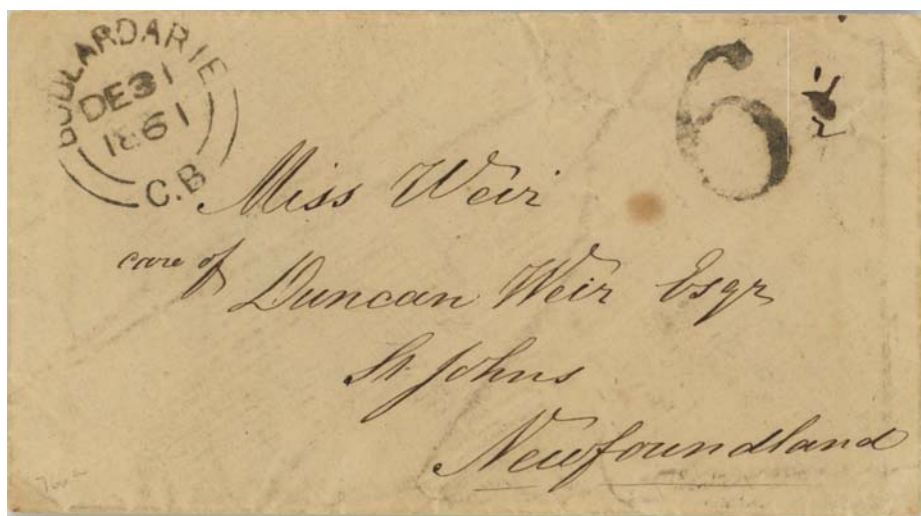
Harbour Grace to Baddeck (Cape Breton), 1864 (year error in Harbor Grace postmark). Rated 4 d stg, port to port rate from St John's to Halifax; this translated to 8½¢, to which 5¢ domestic rate from Halifax was added, making 13½¢ due in total.

The encircled 13½ c. ratemark is known only in 1864, and has been seen used in either direction.

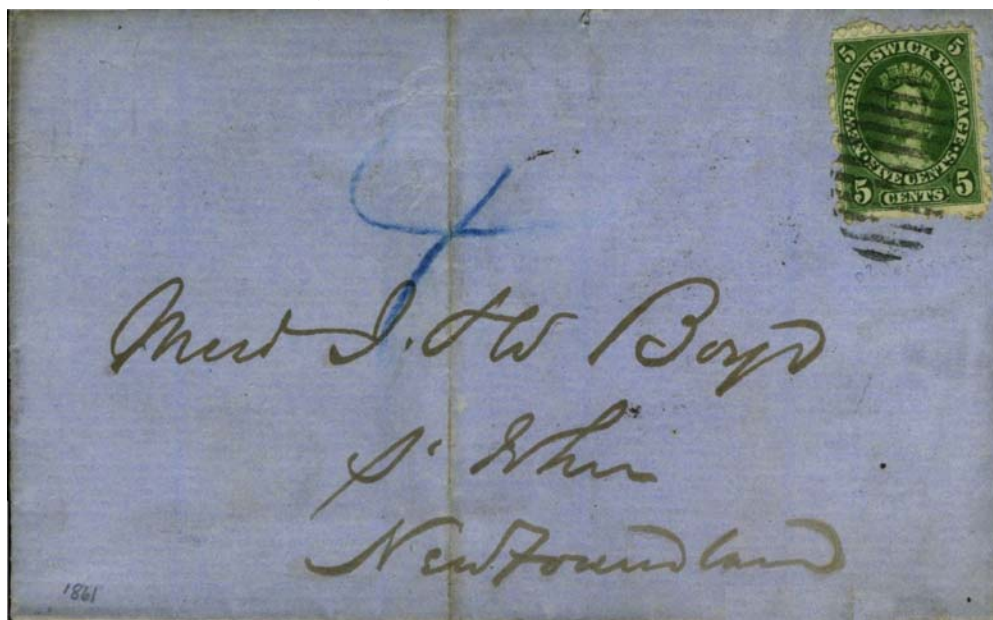


St John's-Dartmouth (NS), 1865. Rated prepaid 13¢, made up of 8¢ to Halifax and 5¢ domestic NS.

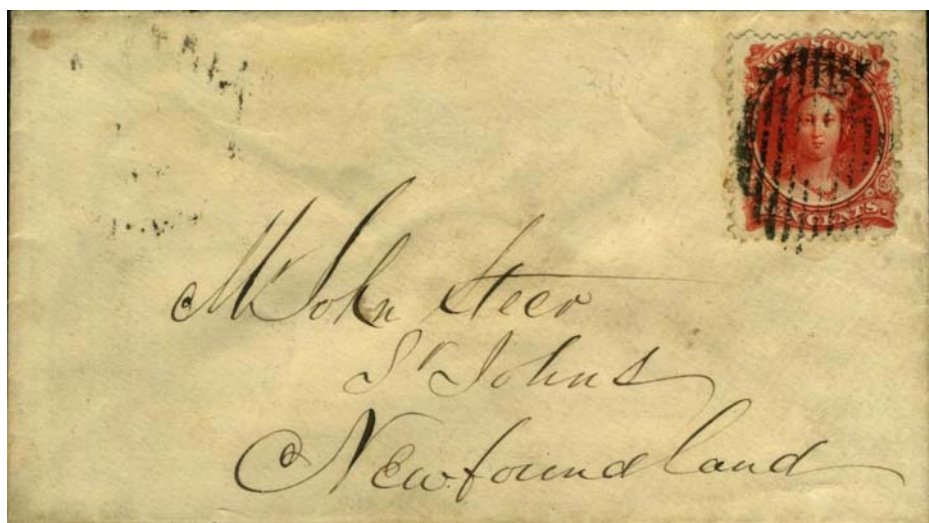
NS & NB–NF



Boularderie (NS)–St John's (NF), 1861–2. Rated collect 6½d stg at St John's, made up of 4d port to port rate (North Sydney to St John's) plus the domestic 5¢ (approximately 2.5 d stg) domestic Nova Scotia rate (Boularderie–North Sydney).



WO Douglastown (NB) to St John's, partially prepaid, 1861. Rated 5¢ compulsory prepayment of domestic NB rate and charged 4d stg packet rate (via Halifax and Sydney).



Halifax to St John's, December 1862. Rated 10¢ compulsory prepayment NS–NF (changed in May 1862).



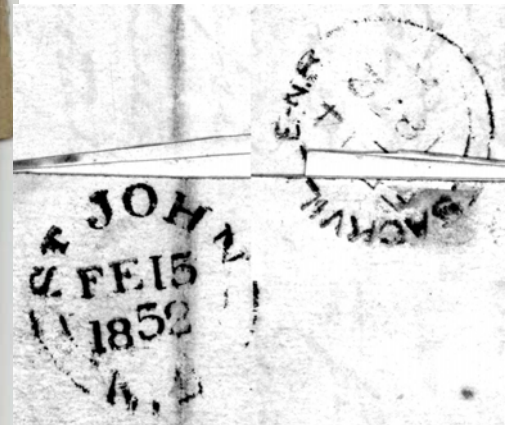
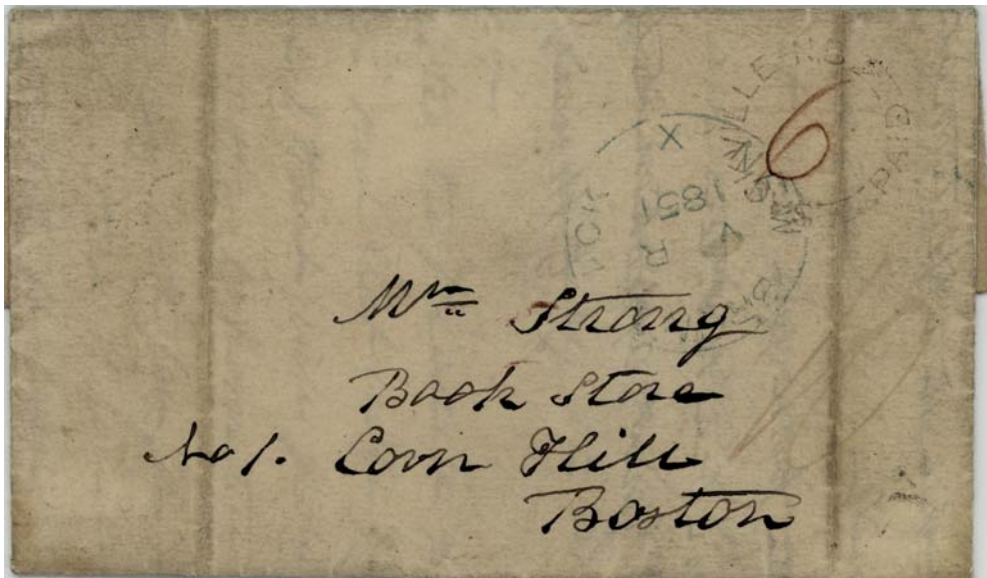
## Mail with US

### NB–US

On 6 July 1851, postage to US (other than the far western states) *by other than British packet* from New Brunswick became 6 d cy, or 10¢, paid or collect, per half ounce. The large **NEW BRUNSWICK V R X 1851** circle was used at Saint John on mail to the US, likely ... *on mail sent by steamboat to Eastport for transfer to the Eastport–Boston steamboat* [D2, p 176]. It is known 1851–2. The top cover represents second day of use.



St John–New York, 7 July 1851 (second day of rate). Rated paid 6 d.



Sackville (NB)–Boston, 14 February 1852. Rated as above.

The year in the **NEW BRUNSWICK** mark has not been altered, but later ones show 1852. Both strikes here show the X slightly off-centre, but later strikes show it centred.



NB-US



St John–Philadelphia, 10 July 1851. By steamer, but not British packet. Rated paid 10¢ (the treaty rate); also marked 5¢ at Boston, ostensibly for the postage to Philadelphia, but this was not required. Sender's endorsement *per Steamer*; **STEAM** applied at Boston.

*Saint John July 10 1851*



Saint John–New York, 25 July 1851. Kennedy correspondence. Rated prepaid 1/, double 6d to the US, equivalent to 20¢ US. Large blue **NEW BRUNSWICK** cross-border exchange handstamp (known 1851–2).



Fredericton–Dedham (MA), 1853. Paid 10¢ to US.

New Brunswick **PAID 10 CENTS** rate mark, possibly applied at St Andrews.

## NS—California

Rate between Maritimes and far western U S (3000+ miles) was 9 d cy or 15¢, prepayment optional.



Durham (N S)—San Francisco, 1853. Rated collect 15 cts (to California and Oregon).

The large circle New Brunswick exchange mark (1851–2), has been replaced by a double broken circle [NEW BRUNSWICK](#); known use, 1852–67.



Pictou—San Francisco, 1854. Rated prepaid 9 d cy. Transit time of 34 days.



## NB—South Carolina

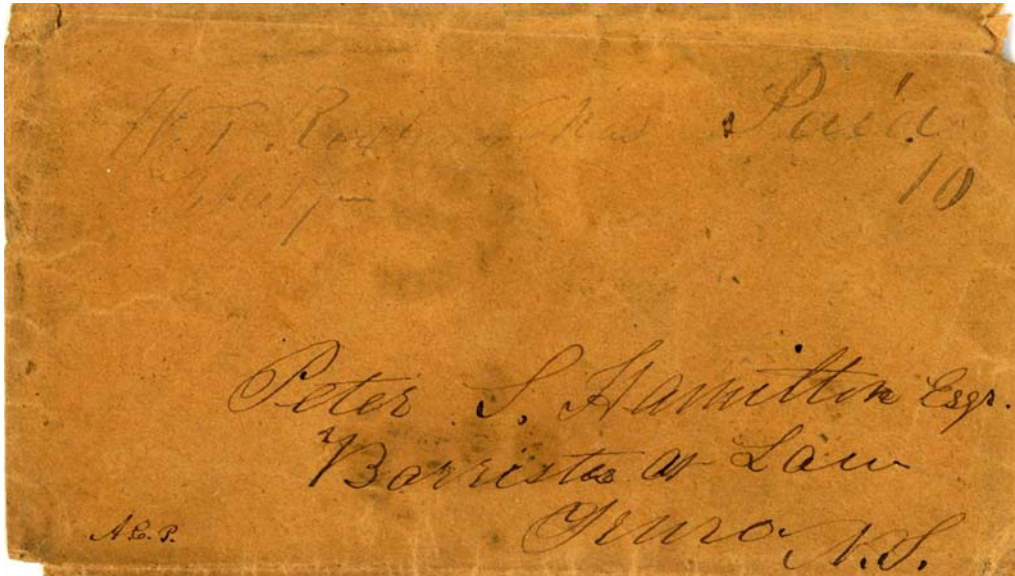
A very unusual destination in the pence period.



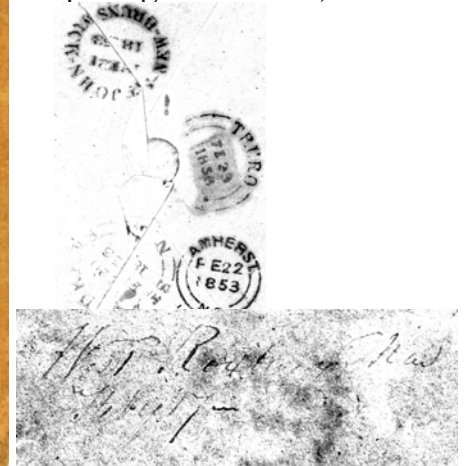
*St John—Sumpterville (SC), forwarded to Bishopville, 1853.* Initially charged collect 10¢, rate to U S, and then domestic U S rate of 5¢ was added for forwarding.

**NEW-BRUNSWICK** exchange marking. The **SUMPTERVILLE SC** circle is fairly scarce.

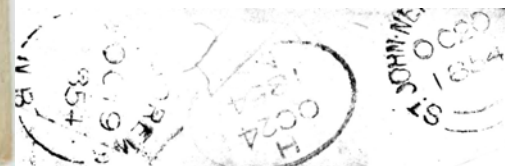




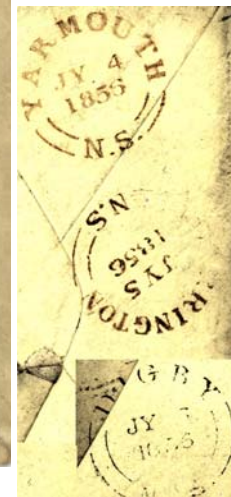
West Roxbury (MA)—Truro, 1853. Faint ms West Roxbury Mas, upper left. Paid US postage to Canada, 10¢.



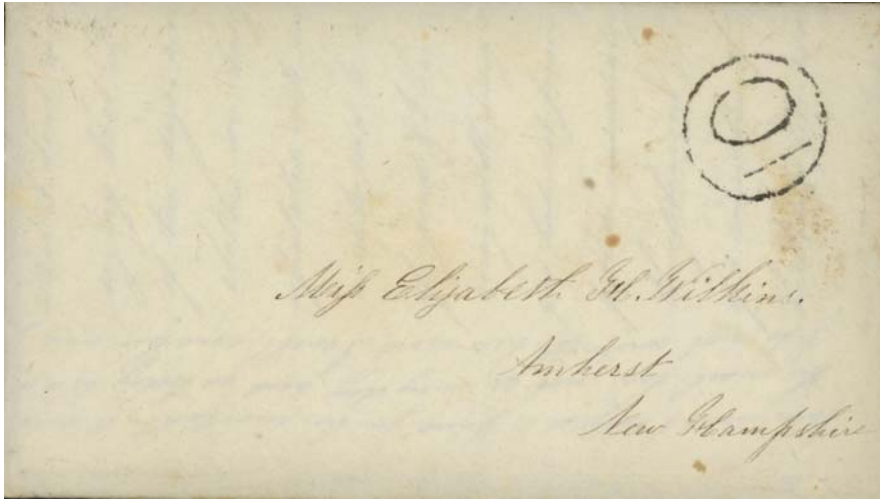
Baltimore—Halifax, 1854. Paid 10¢ (equivalent to 6 d cy).



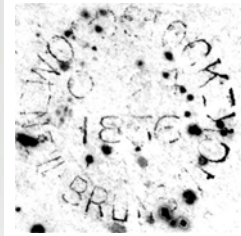
New York—Cape Negro (Cap Noir?), 1856. Collect 10¢, rate to B N A. Oval UNITED STATES exchange mark.



## NS & NB–US



Plaister Cove (NS)–Amherst (NH), 1854. Collect 10¢ (applied in Nova Scotia), equivalent to rate to U.S.



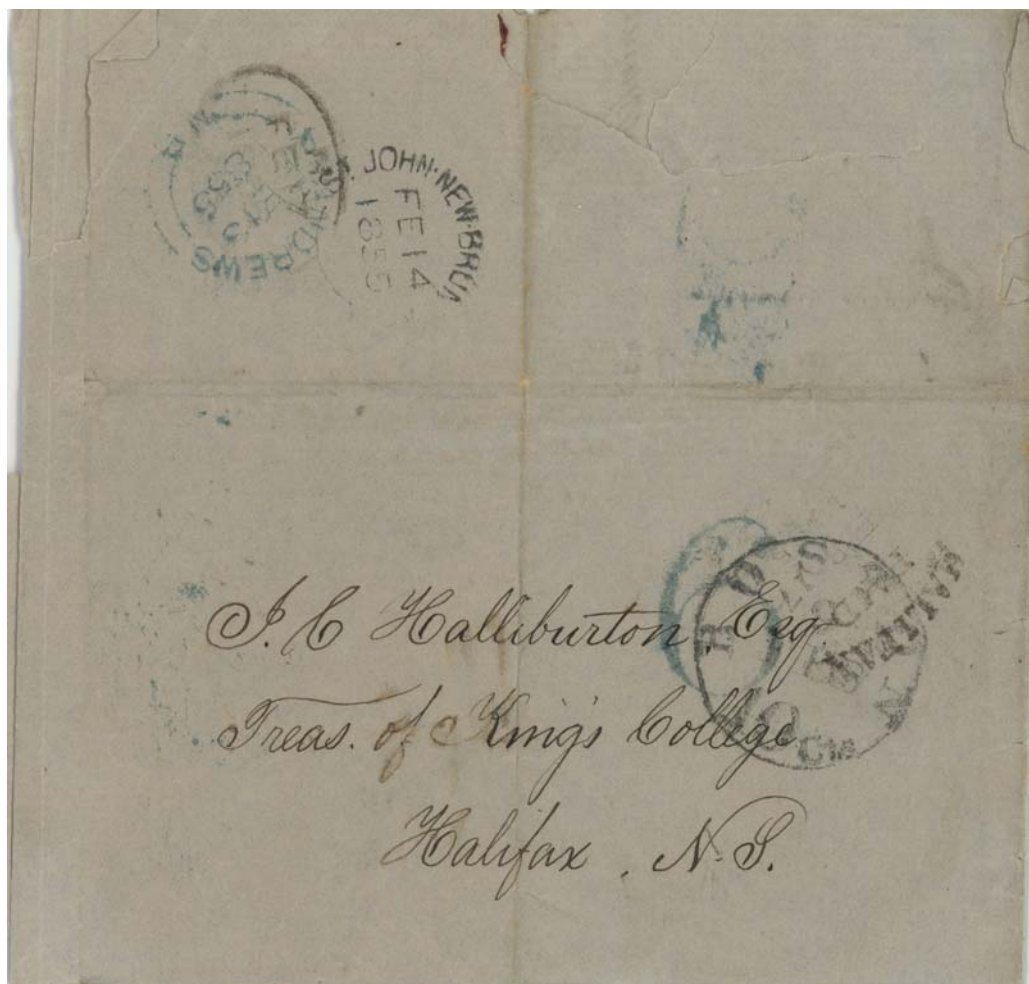
Woodstock (NB)–New London (NH), 1856. **PAID 10 CENTS**, rate to the U.S.

The **WOODSTOCK N.B. PAID** handstamp is somewhat scarce.

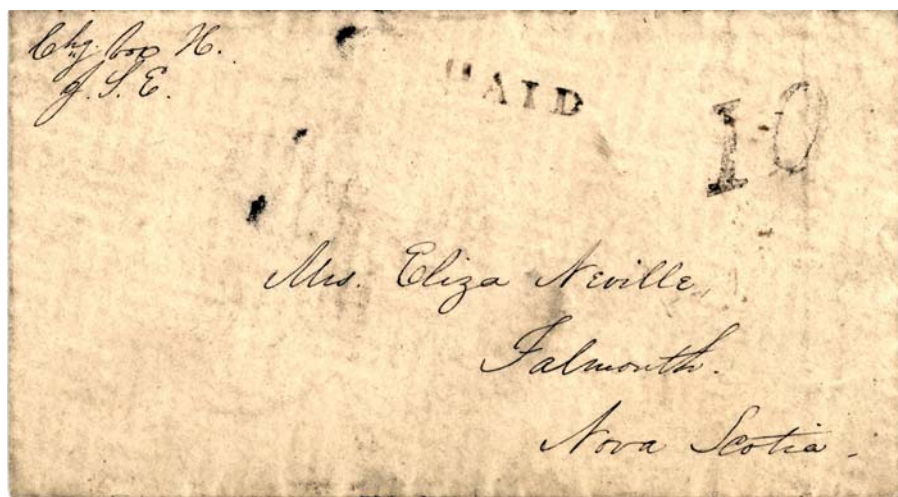
The NEW BRUNSWICK double broken circle is a cross-border marking, here applied at Woodstock, which was an exchange point with Houlton (Maine).



US-NS



*Boston-Halifax, by land, 1855. Rated 10¢, U S-Canada, at Boston; converted to 6 d at St Andrews exchange. Paid at Halifax, as indicated by tombstone.*



*Bath (ME)-Falmouth (NS), 1857. Prepaid 10¢ rate to B N A. Falmouth did not have a post office at this time.*



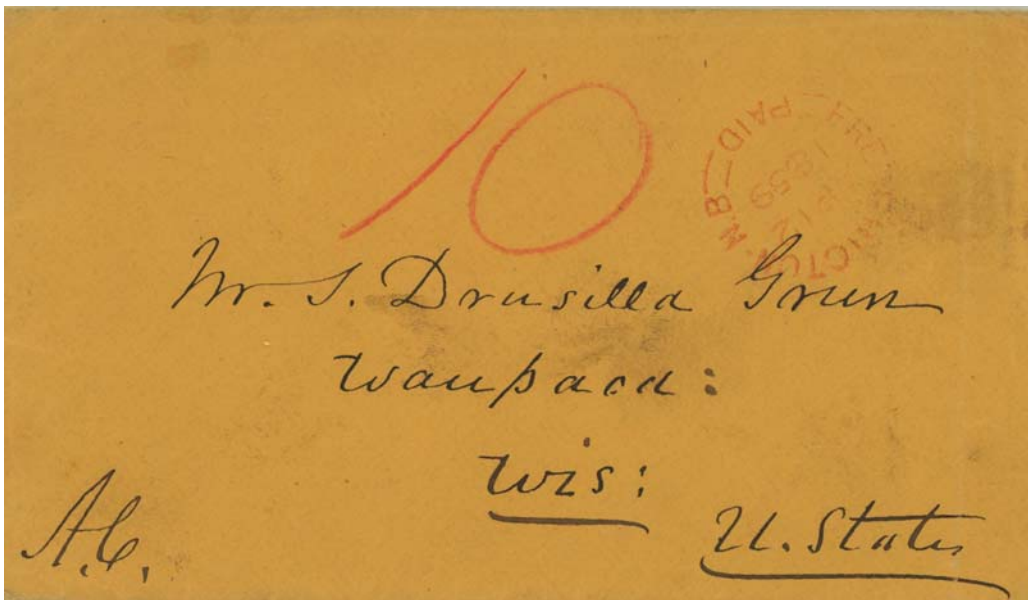
NS, NB-US



Londonderry (NS)–Boston, 1857. **PAID 10 CENTS** and *Paid 6 d cy*, the equivalent rates to the U.S.

The **LONDONDERRY N.S. PAID** handstamp is somewhat scarce.

The **NEW BRUNSWICK** double broken circle cross-border marking, applied at St Andrews.



Fredericton–Waupaca (WI), 1859. Rated paid **10¢** to U.S. **A.C.** at lower left might mean *after closing* (commonly seen in the Maritimes, equivalent to *too late*) or have a non-postal meaning.

US-NS

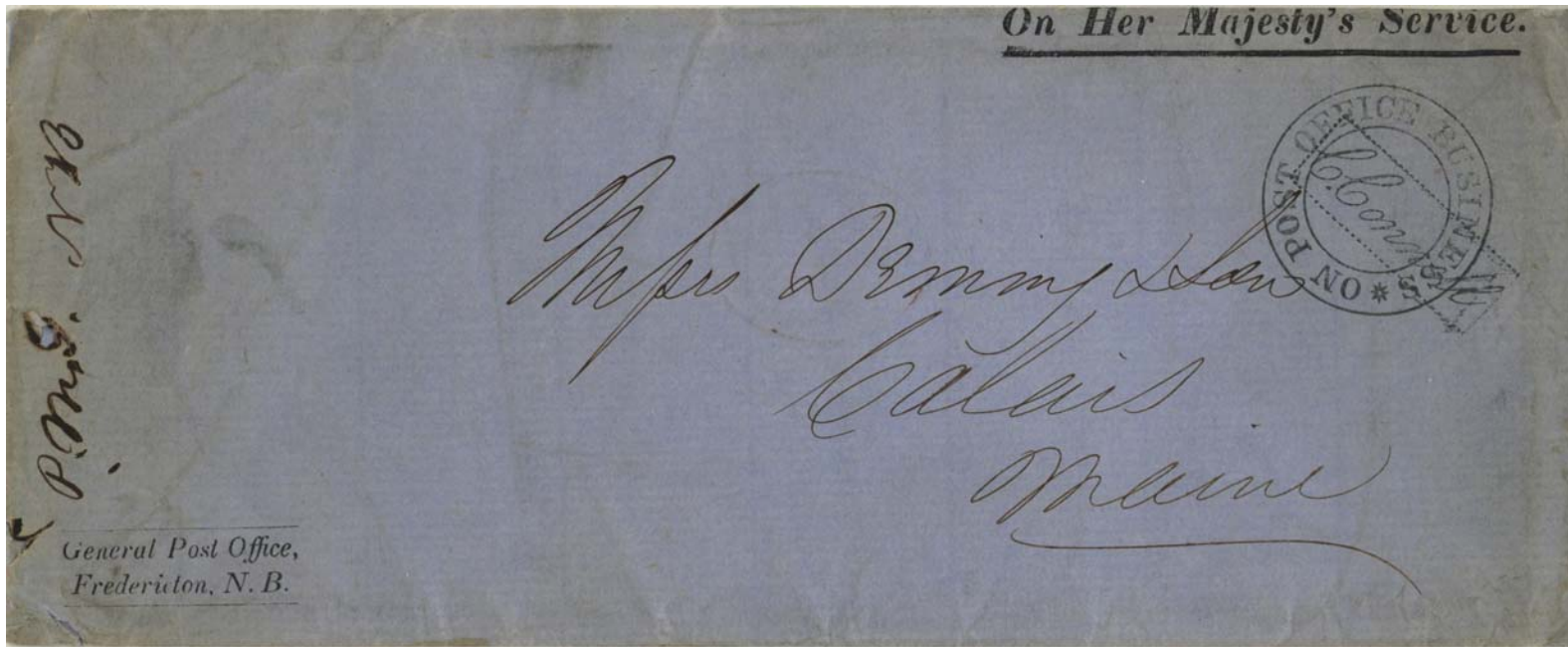


*Boston—Arichat* (NS), 1857. Marked **SHIP**, and endorsed *pr Elk*. Initially rated collect 5¢ (domestic US), altered to the correct 10¢ two days later; at the cross-border point (in this case, likely St John), the equivalent in currency, 6 d, was stamped. US exchange oval.



NB-US

From the soon-to-be-infamous PMG Charles Connell, with his free frank. Calais (Maine) being an exchange point, no US postage applied.



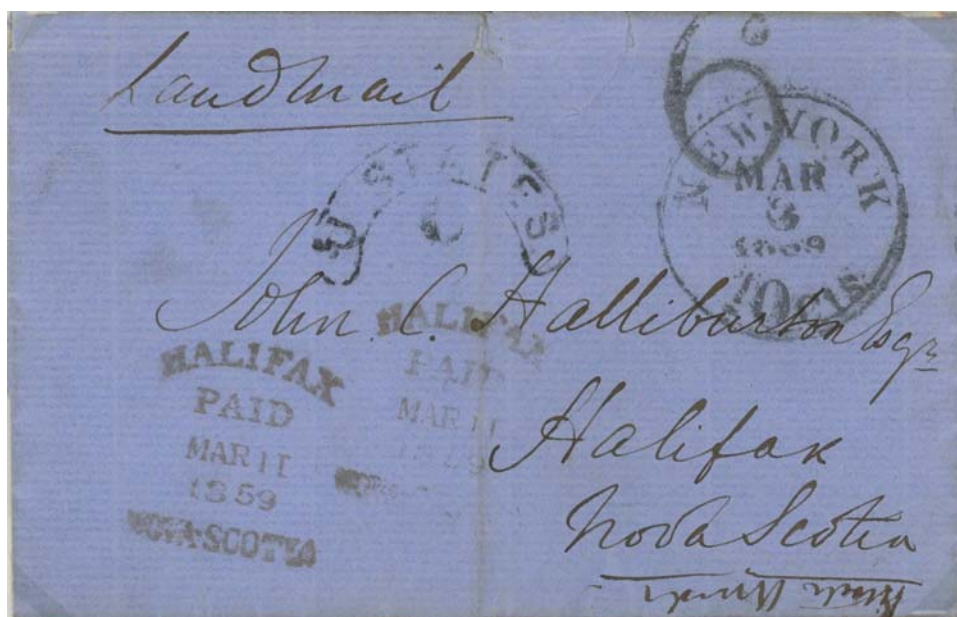
Fredericton-Calais (ME), 1859. Free franked C. Connell, Postmaster-General of New Brunswick. ON POST OFFICE BUSINESS handstamp applied at Fredericton, known 1859-64, and the boxed C. Connell, 1859-60.



US-NS



*Suspension Bridge (NY)–Halifax, 1859. Rated collect 10¢ (rate to Canada), and at Halifax <sup>o</sup>6 (known 1851–60). The exchange arc, U STATES, encloses C.*



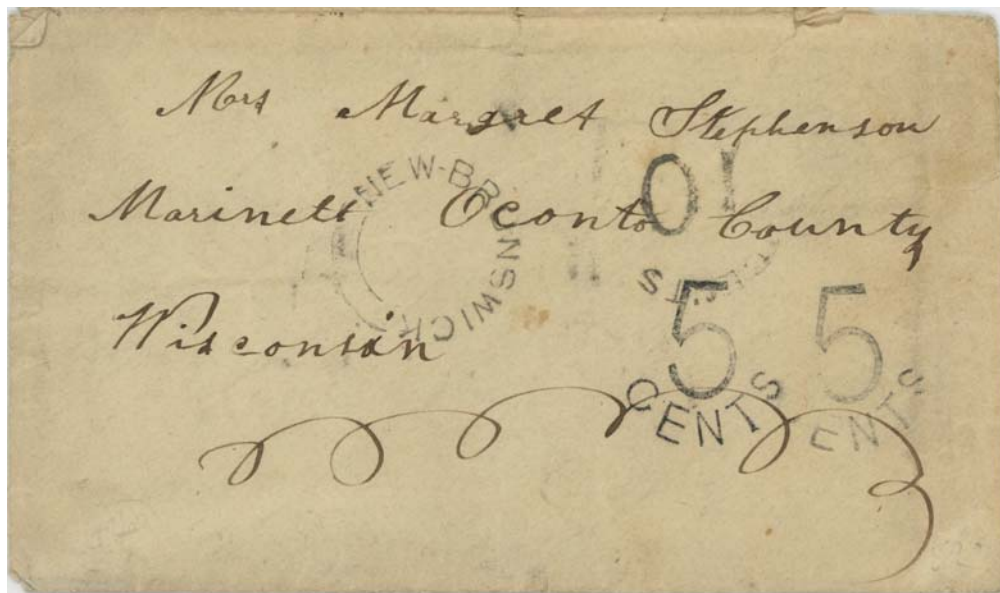
*New York–Halifax, 1859. Rated collect, 10 cts, and at Halifax 6 d. Same exchange mark as above. Somewhat unusually, the Halifax tombstone was applied to indicate payment by the addressee.*



## Conversion to decimal

On conversion to decimal in 1860, the 6 d cy rate to or from the U S became 10¢. Prepayment still optional, as was the use of stamps.

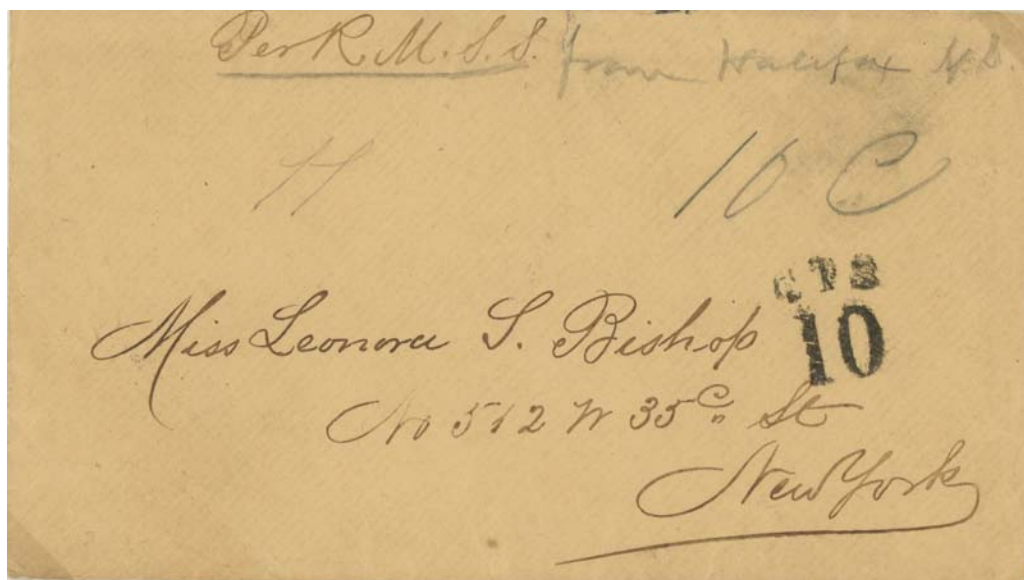
## NB–WI



WO Beckaguimeck–Marinett WI, 1860. Rated collect 10¢, initially by two 5 CENTS NB rate stamps, then with a single 10 CENTS.

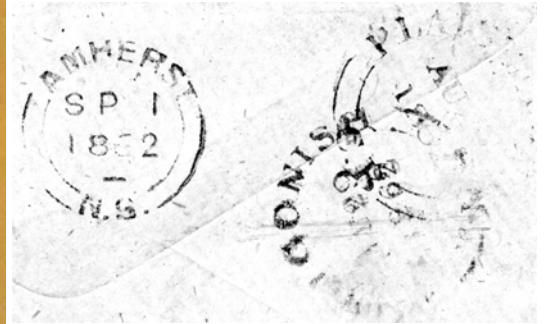
WO BECKAGUIMACK NB double broken circle known 1852–68.

## NS–NY



Halifax–New York, 1865. Collect 10¢; despite the *Per RMSS* notation at top, it was not sent by British packet (to Boston) as there is no Boston marking.

NS-US



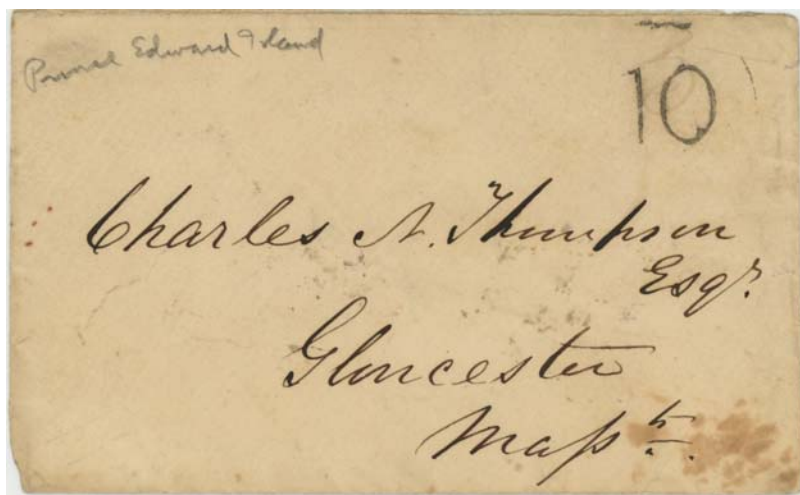
Plaister Cove (NS)—Essex (MA), 1862. Stamp pays 10¢ rate to U.S.



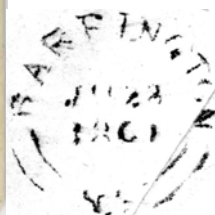
To Boston, 1860s [front]. Rate to U.S. paid by two NS 5¢ stamps.



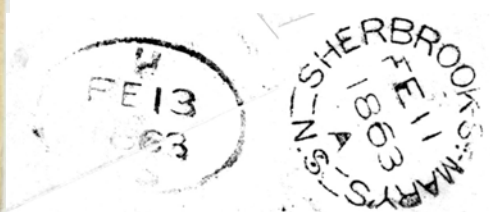
NS-US



Port Hood (NS)—Gloucester (MA), 1861. Initially rated 5¢ (faint, upper right), domestic; then stamped 10 (reported for Port Hood in 1865), to U.S. Via Antigonish, Amherst, and Truro.



Barrington (NS)—New York, 1861. Rate to U.S. paid by NS 10¢ stamp. Encircled 10 rate stamp not known for NS; could be U.S.



Sherbrooke-St Mary's (NS)—Wiscasset (ME), April 1863. Postage to U.S. paid by 10¢ stamp, initially pen-cancelled (at St Mary's), then hit with a grid at Halifax.

US–NB with forwarding



*Hartford (CT)–Sussex (Vale), forwarded to Ossekeag (NB), 1862. Rated collect 10¢ to Canada, and unpaid domestic rate of 7 CENTS added, resulting from forwarding. Total due 17¢.*

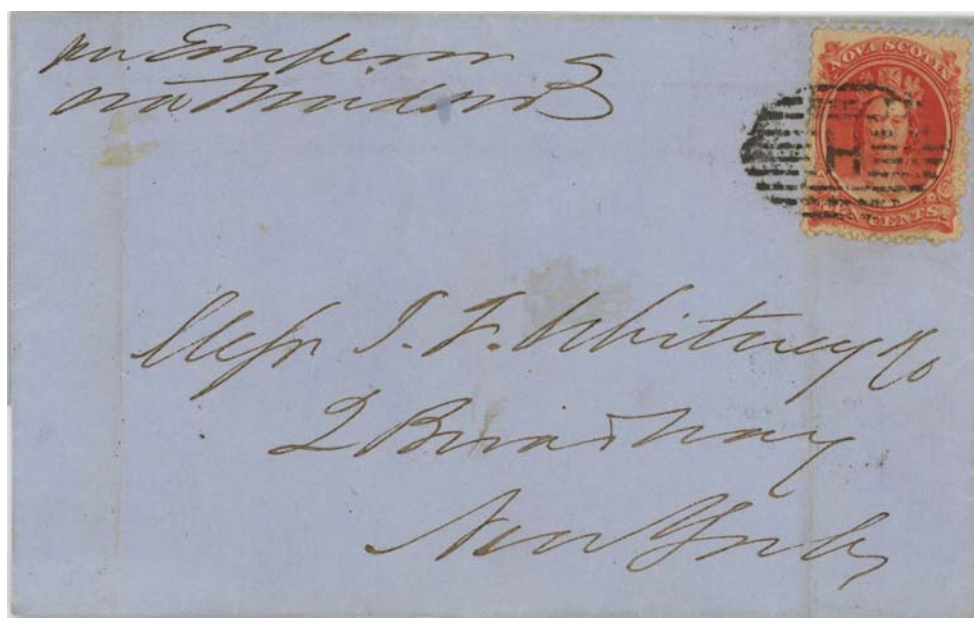
U STATES arc with C, exchange mark.



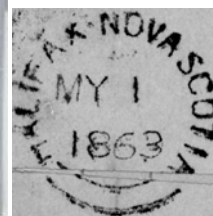
NS-US



Bridgewater (NS)—Boston, 1863. Nova Scotia—US rate paid by 10¢ stamp with marginal imprint.



*Per Emperor via Windsor*, 1863. The steamboat *Emperor* carried mail between Windsor and St John, connecting at St John with a steamer carrying mail between St John and Boston [JGX, p 194].



Bridgewater (NS)—Boston, 1863. Nova Scotia—US rate paid by 10¢ stamp. Also *Per Emperor*.

US-NB, NS



Lancaster (OH)—Richibucto (NB), 1864. Prepaid 10¢ rate to BNA. Red oval exchange marking (clearer below).



Boston—Halifax, 1864. Small red **US 10 ct PAID** exchange mark. Evidently mailed from New York. Standard Halifax receiver on reverse. Letter consists of bank draft.

US-NB, NS, usnbstamp66

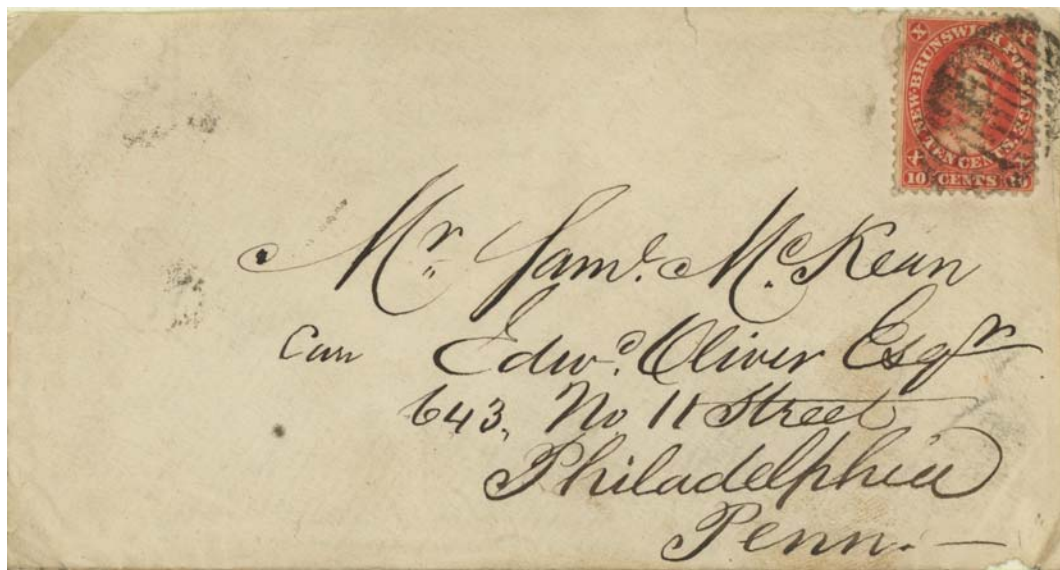


*Portland (ME)–Apohaqui (NB), 1866. Rate paid by 10¢ stamp.*

The partial strike is of W.O. MOUTH-OF-MILLSTREAM N.B., known 1852–66, a way office.



NB-US



St John-Philadelphia, 1866. NB 10¢ stamp pays rate to U.S.



St John-Philadelphia, 1866. NB 10¢ stamp pays rate to U.S.

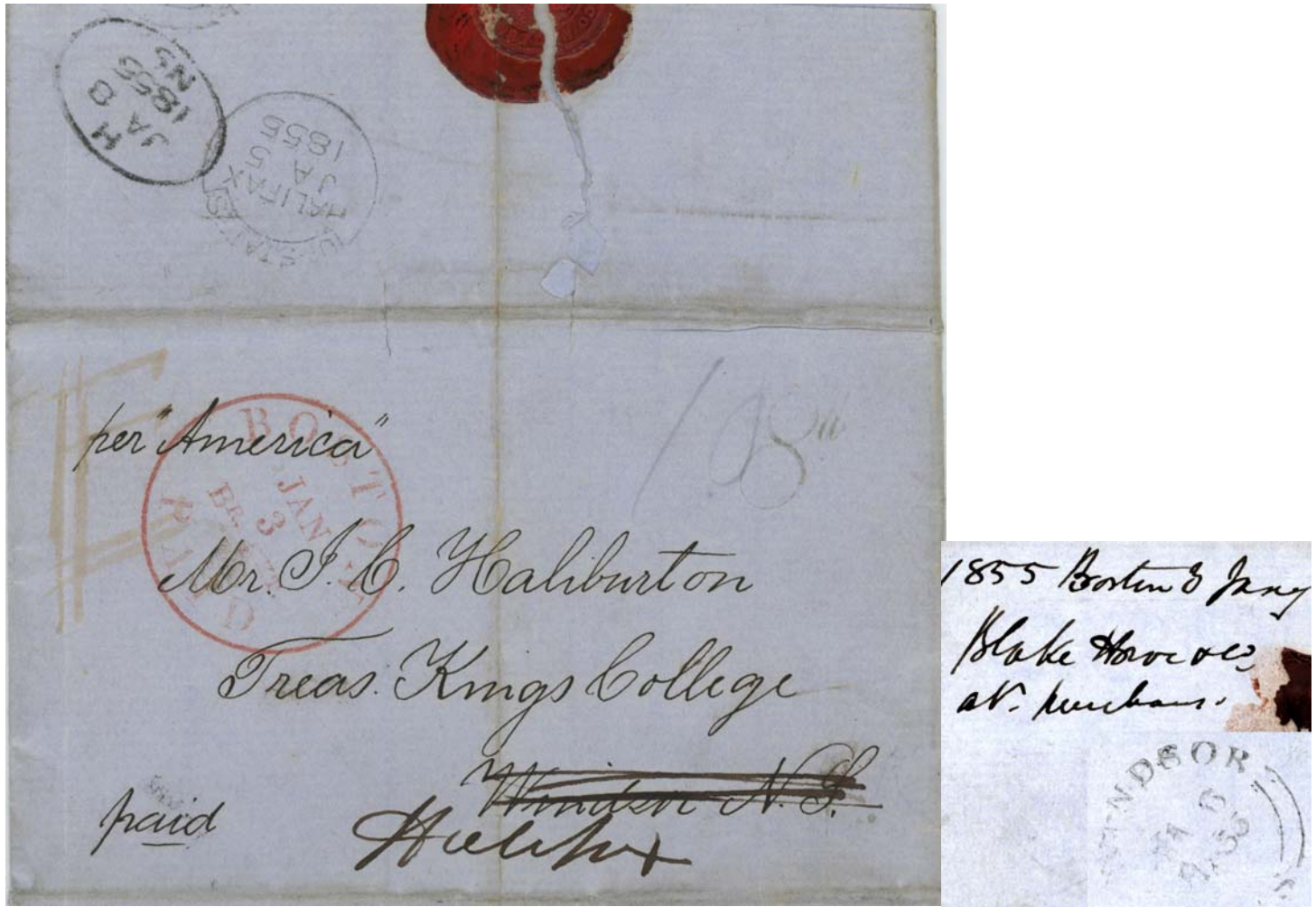


Andover-Portland (ME), via Fredericton, 1867. Rated 10¢ to U.S., paid by stamp. Oval barred numeral 3, Andover.

## Mail with US by British packet

From 6 July 1851, mail between Halifax and a US port carried by British packet was charged 4 d stg or 5 d cy; inland fees were added at both ends.

US-NS

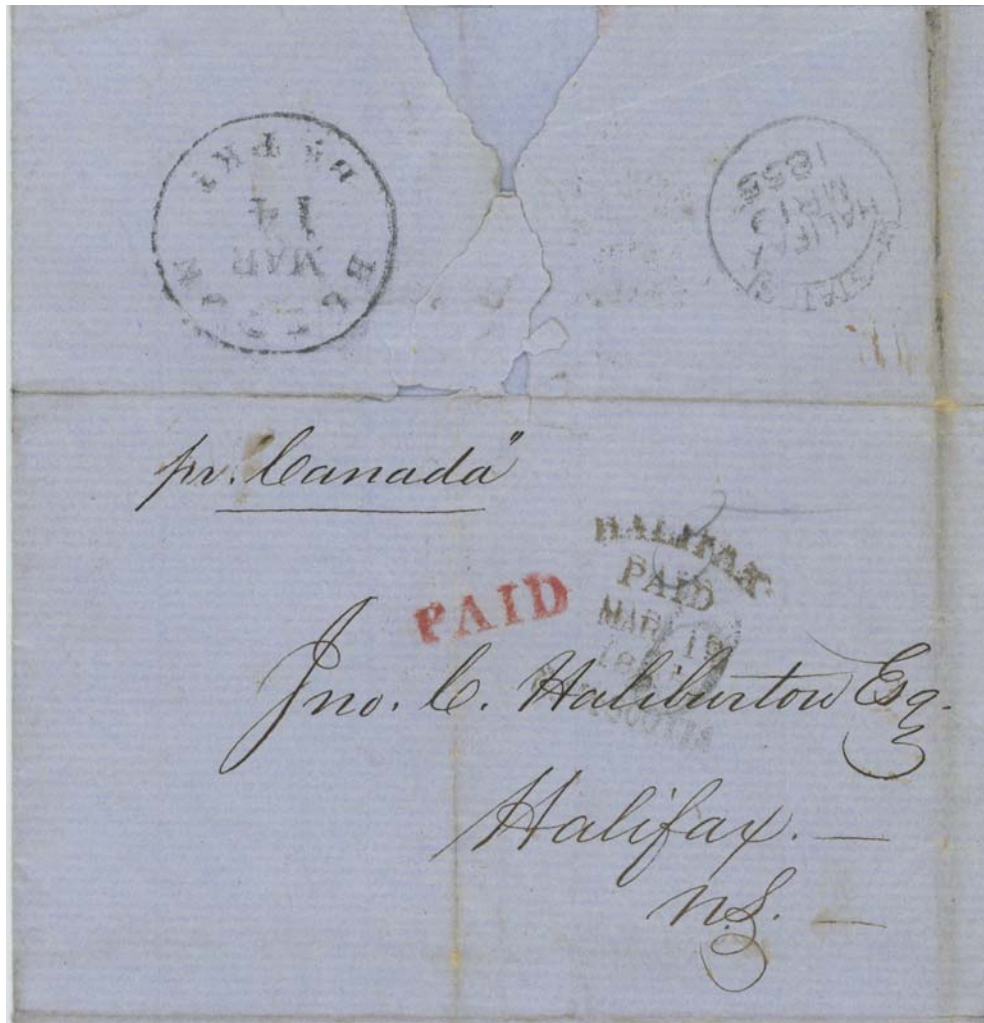


Boston-Windsor (NS), forwarded to Halifax; by British packet, 1855. Red Boston **PAID** datestamp refers to payment to the ship only. The 8 d charge made up from 5 d cy packet service to Halifax, and 3 d domestic to Windsor.

Puzzlingly, it was marked paid at Boston (origin), and there is an ms 10 (should be 5).



US–NS by British packet



1855 Boston 13<sup>th</sup> March  
Make Home do  
with Cert: for  
8 Hours Branching  
Bank

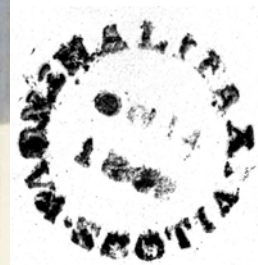
*Boston–Halifax by British packet, 1855. Rated **PAID** 5 d cy at Halifax (destination), the rate from a US port to Halifax by British packet.*

The U<sup>D</sup> STATES HALIFAX circle is an exchange marking, known 1845–60.



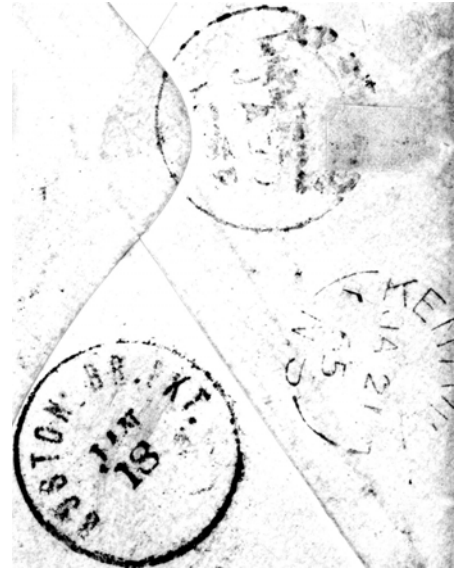
## Halifax—US by packet

1 May 1862—28 February 1866, prepaid mail from Halifax to U S by British packet was 10¢ per half ounce. An extra 3½¢ was charged from interior points in NS & NB.



*Halifax—New York, by British packet to Boston, 1862?. Packet rate paid by 10¢ NS stamp, with 5¢ due at Boston.*

## US–NS by packet



Chelsea (MA)—Cornwallis (NS) by Cunard packet, 1865. At upper left, *Per English steamer*. Prepaid 10¢ US postage via stamp, the treaty rate; however, the rates were 8½¢ (packet, Boston to Halifax) plus 5¢ (inland, to destination) rates from the US. No credit was given for partial prepayment, so the whole 13½¢ was due. The rate mark was applied in Halifax, and is only known used 1864–5.



John H. Atwood  
Philadelphia  
Oct 22/66

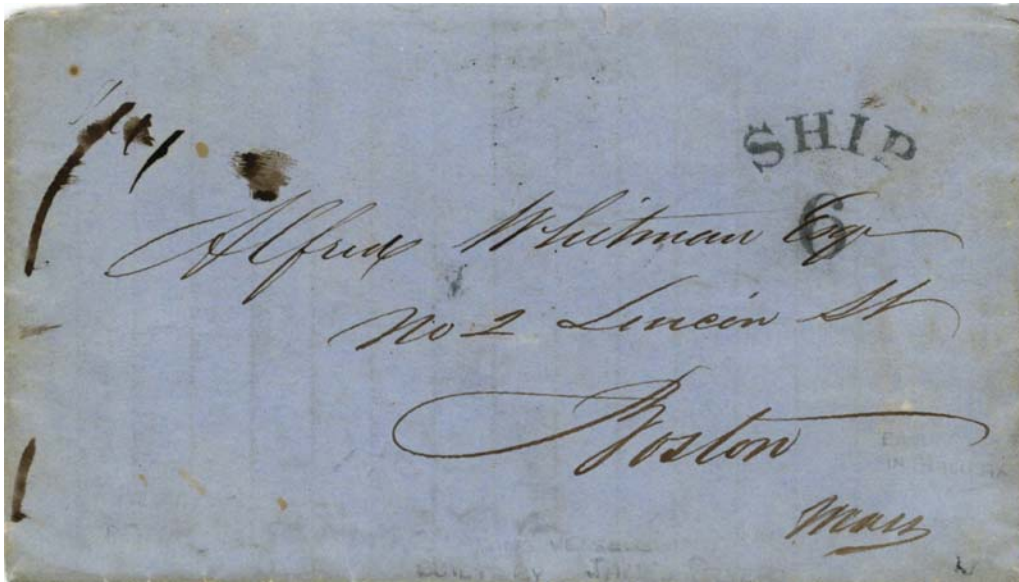
Philadelphia—Halifax, *per steamer from Boston*, 1866. Packet rate was 5¢, but it was not possible to prepay this from the US. So charged treaty rate 10¢ (at Halifax).

NS-US ship letters



Halifax-Boston, 1854. Incoming ship letter fee, 6¢ collect.

James Cochran  
Halifax April 8<sup>th</sup> 1854



Halifax-Boston by ship, 1855. Incoming ship letter fee, 6¢ collect.

Halifax Dec 3 1855



US-NB



Halifax 24<sup>th</sup> Feb 1853

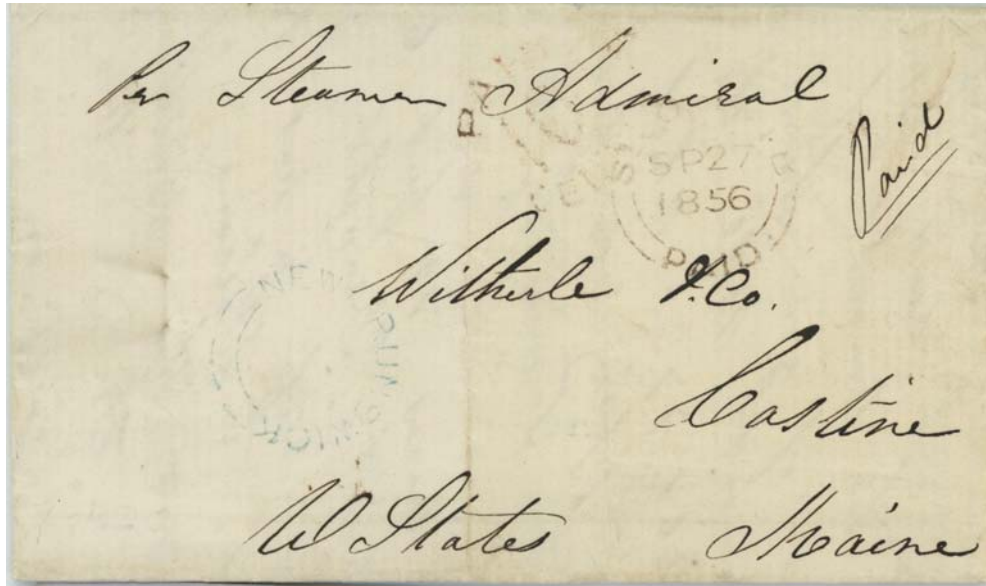
Halifax–New York, 1853. Charged 10¢ rate, NS–US. The STEAMSHIP mark applied at Boston?



?? (US)–Dorchester (NB), 1863. Blue handstamp STEAMSHIP 10. Collect US postage to Canada, 10¢.

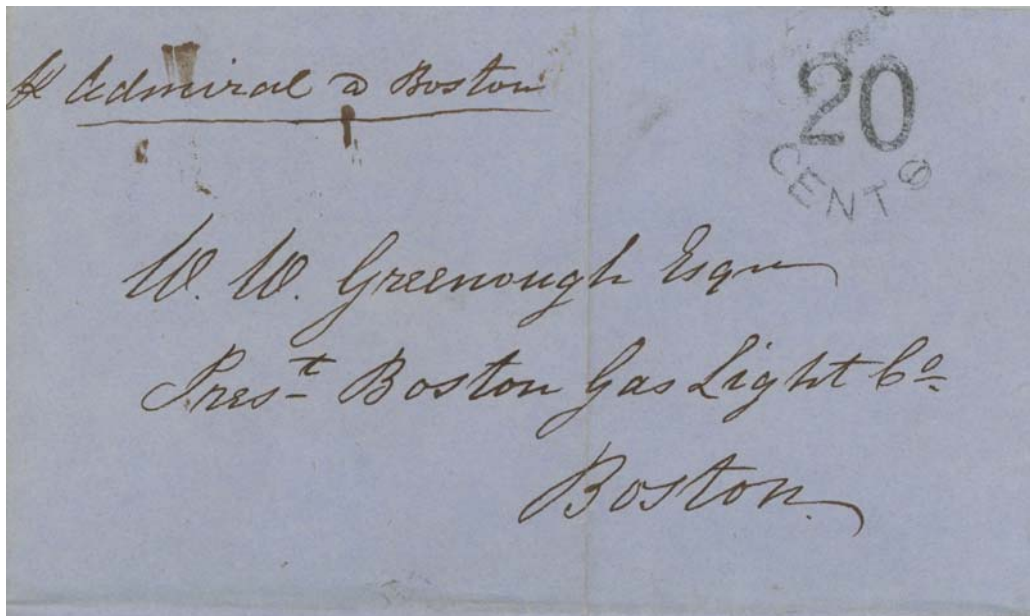
NB-US

Carried on the *Admiral*, a US steamship running between Saint John and Boston (touching Portland and Eastport), beginning 1847.

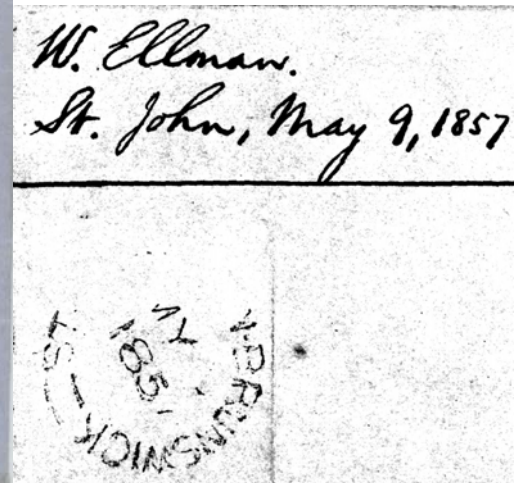


St John—Castine (ME), 1856. Rated **PAID 10 CENTS** (New Brunswick rate mark) to U.S.

Faint **NEW BRUNSWICK** exchange mark.



St John—Boston, 1857. Rated double collect, 20 CENTS.





Printed matter from US

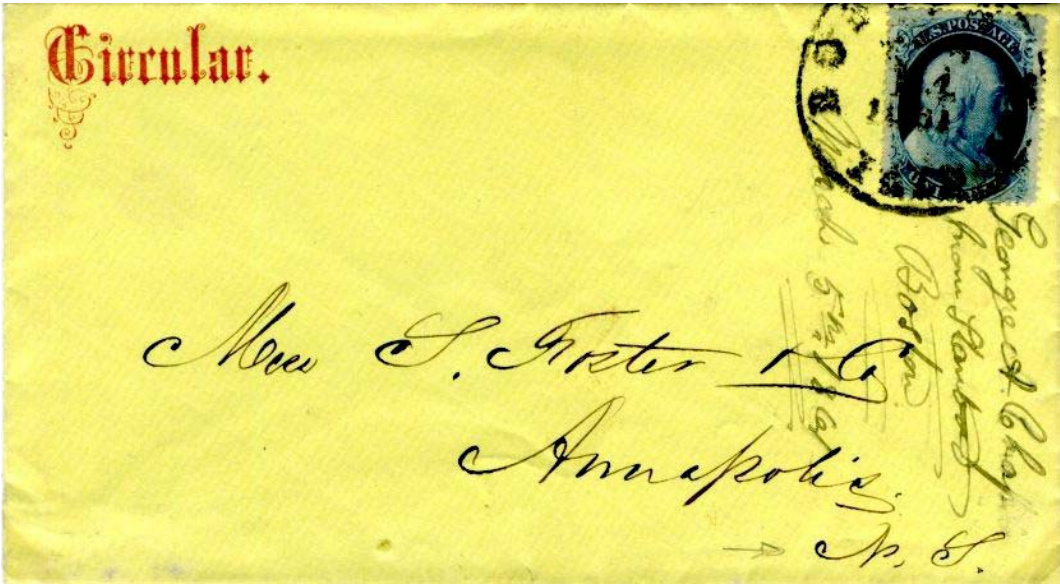


New York–Londonderry (NS), printed matter, 1854. Rated **PAID 1 c<sup>T</sup>**, printed matter rate (folded letter sheet).  
*Dr Christie's Galvanic Belts &c.*

Advertisement for Dr. D. C. Morehead, M.D., featuring three circular logos: 'Dr. Christie's Galvanic Belt', 'D.C. MOREHEAD, M.D. GENERAL AGENT FOR CHRISTIE'S GALVANIC AND MAGNETIC CURATIVES', and 'MOREHEAD'S MAGNETIC PLASTER'. The text below the logos reads: 'New-York, May 1, 1854. Dr. D. C. MOREHEAD begs to announce to his friends and Agents that he has removed his office and place of business from No. 132 BROADWAY, TO No. 19 WALKER STREET, to which address all letters and orders should in future be directed. The undersigned will be very happy to see his friends at his new quarters.' The name 'D. C. MOREHEAD, M. D., 19 Walker Street.' is printed at the bottom right.



Circular from US

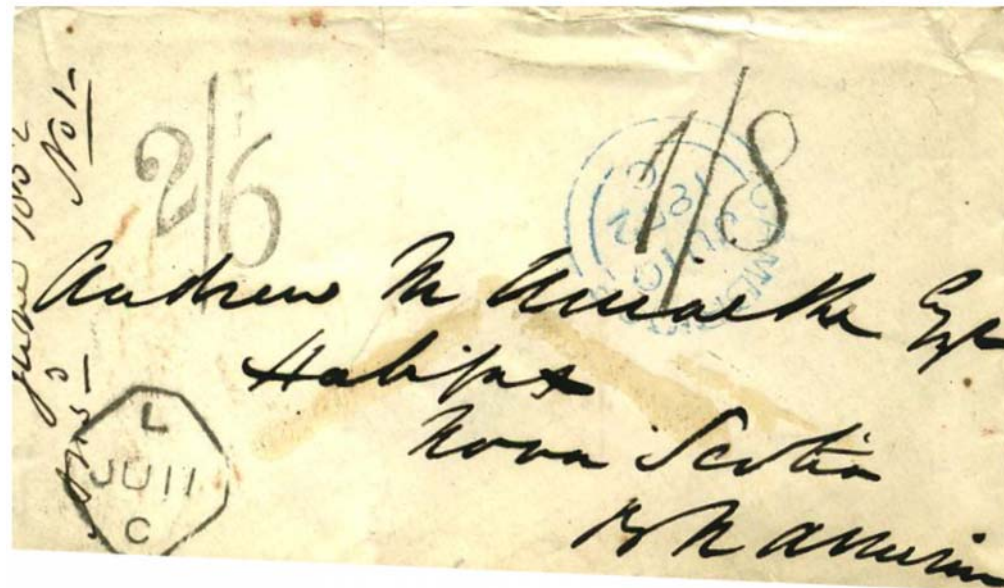


Boston–Annapolis, circular, 1861. Circular rate to Canada paid by 1¢ Franklin.

# Mail with UK by packet

UK–NS, collect

From 6 July 1851–30 September 1854, packet rate was  $1/3$  cy ( $1/-$  stg) per half ounce; if via the US, rate was  $1/5\frac{1}{2}$  cy per half ounce, prepayment optional.



England–Halifax, single & double, February 1854; June 1852. Rated  $1/3$  cy per half ounce collect packet rate; claims ( $10$  d stg and  $1/8$  stg) by British post office. (Rate change occurred March 1854.)

The  $10^d$  (Robertson M66, 1852–54) and  $1/8$  (M74; Tabcart reports *only one other example*, 1853) handstamps were applied at Liverpool. The  $1/3$  and  $2/6$  (currency) handstamps were applied at Halifax. Arnell does not report the  $2/6$ .

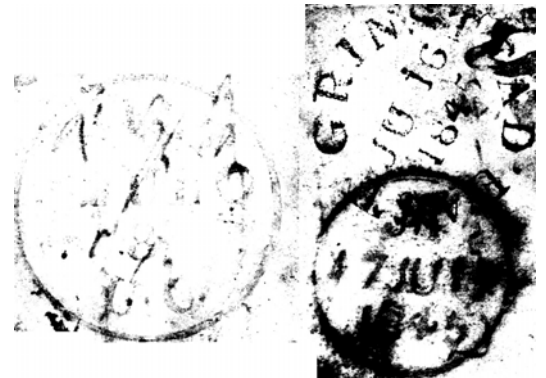
Top: orange inspector's mark (UK); Charing Cross cross, Liverpool L lozenge, and common Halifax tombstone; bottom: blue Cambridge, Liverpool L, and Halifax H oval receiver.



NS–UK by packet



Lunenburg (NS)–London, 1852. Initially rated paid (at left) *1/ Sg* (sterling), and its equivalent in Halifax currency *1/3*, packet rate. The sterling rate was struck through and replaced by *10 d stg*, the claim by the GPO.



Halifax–London, 1852. Rated collect *1/– stg* packet. *2 d stg* claim to Nova Scotia post office.

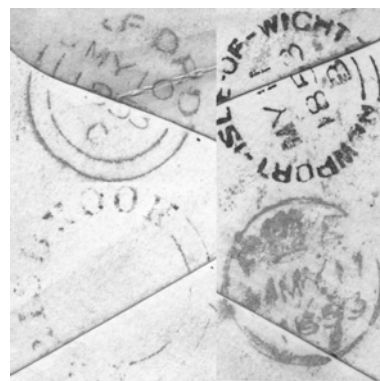
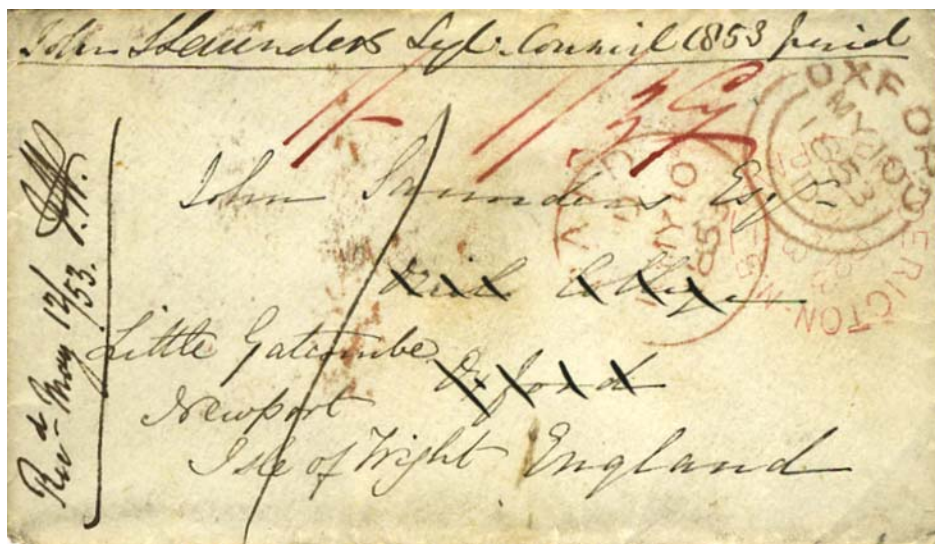


+  
 Patrick Reilly  
 Post Office  
 Fredericton  
 New Brunswick  
 North America  
 2  
 Paid.  
 L  
 JUL  
 A  
 East-India Company.

This is a questionnaire filled out by a religious leader, *Inquiry after a soldier in the East India Company's service*, to be returned to the Company.



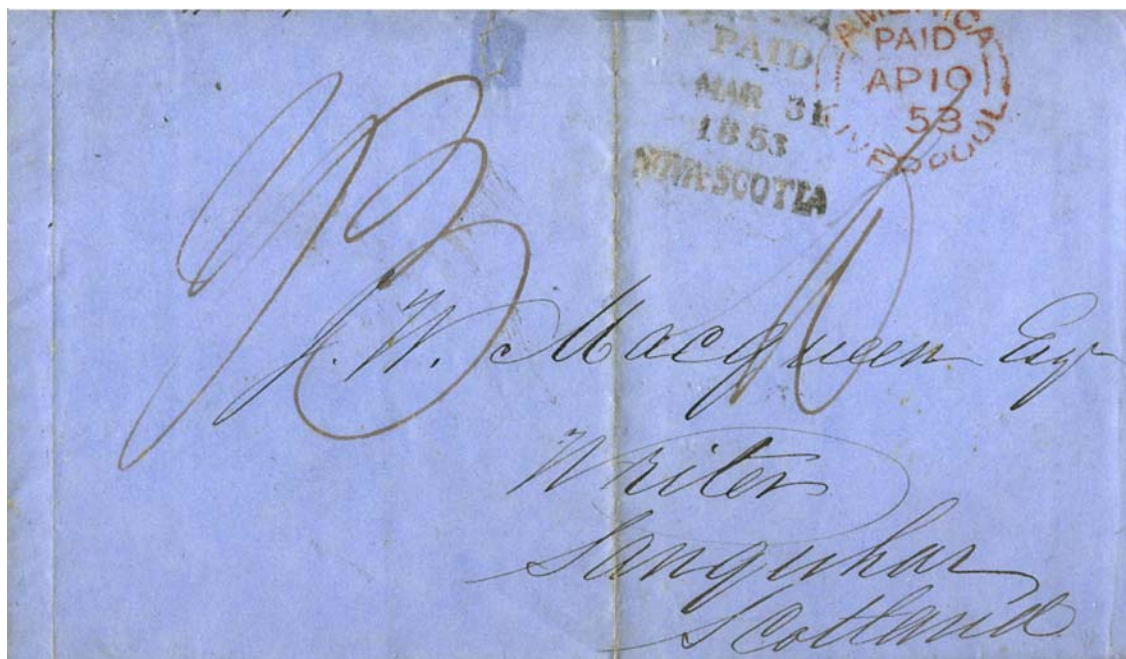
NS and NB to UK and beyond, prepaid



Fredericton—Oxford, forwarded to Isle of Wight, May 1853. Rated prepaid packet rate, 1/- (stg), with is equivalent, 1/3 Cy. On forwarding from Oxford to Newport (Isle of Wight), charged 1 d stg collect.

Carried by the Cunard America, departed Halifax 29 April, arrived Liverpool 9 May.

On the front, Fredericton, London paid, and Oxford with basal time mark D; on reverse, blurred London receiver, Oxford with basal C (earlier in the day), Newport, and blue double broken circle **Carisbrook** (on the outskirts of Newport), scarce.



Halifax—Sanquhar (Scotland), March 1853. Rated as above, but with locations of currency (1/3) and sterling (1/0) reversed.

Common Halifax tombstone, America/Liverpool (Robertson p6, here without code letter), and orange Sanquhar box (not common) on reverse.



## Rate changes, March/May/August 1854–1859/60

BNA to UK: via Halifax, 6d stg (7½d cy) per half ounce (initiated August in NS & NB, May in Canada); via US by British packet, 8d stg (10d cy) per half ounce (began August in NS & NB, March in Canada); via US packet, 1½d stg (no change). Prepayment was optional until mid-1859, when it became compulsory.

Canada, Nova Scotia, and New Brunswick converted to decimal on different days in 1859–60; the rates were converted correspondingly.



London–Halifax, September 1854. Rated *claim* <sup>0</sup>5 stg (applied at Liverpool), charged 7½d cy (faint, at right) at Halifax, new rate by Canadian packet.

Charing Cross cross, green Liverpool L lozenge and orange inspector's mark. Two oval Halifax H transit marks with different dates and Windsor double broken circle on reverse, indicating sent to Windsor first, then back to Halifax.

Only authorized bisect in BNA (there was no combination of stamps available to pay the postage exactly during the pence period); announced October 1854.



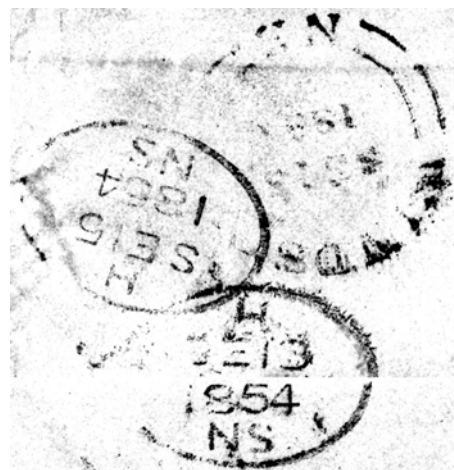
Barred H killer applied at Halifax. The red 5 represents the amount claimed by the British Post Office, 5 d stg out of 6 d. Common red Liverpool paid packet tombstone (Robertson P10).

VG Greene certificate #14153 (December 2006) ... *genuine in all respects.*



## UK-NS

King's College was located in Windsor until 1855. It then moved to Halifax, and eventually became part of Dalhousie University. The first cover was addressed to Halifax *before* it moved there, and the second cover to Windsor *after* it had moved to Halifax.



Charing Cross (London)–Halifax, 1854. Rated collect  $7\frac{1}{2}$  d cy, Canadian packet rate, equivalent to 6 d stg. Of the latter,  $^o5$  was attributed to the NS post office. At this time, King's College was located in Windsor (NS), and the letter was sent there from Halifax.

⊗ indicates correction by postal inspector.



Charing Cross (London)–Windsor (NS), 1856. Rated as above, and with slightly different (much less worn) inspector's mark. Was not sent to Windsor at all.

UK-NS

This one was missent to Windsor, and corrected by the Windsor postmaster, who forwarded it back to Halifax. There is a faint Windsor handstamp on reverse.



Charing Cross (London)—Windsor, forwarded to Halifax, 1854. Rated collect  $7\frac{1}{2}$  d cy, Canadian packet rate, equivalent to 6 d stg.

⊗ indicates correction by postal inspector.



UK-NB, NS



Bristol (U K)—St Martin's (NB), 1854. Rated collect  $7\frac{1}{2}^d$  Cy, Canadian packet rate to BNA. Handstamp  $^o$ 5 (different from Robertson M59, which was proofed in 1855; the horizontal stroke of the 5 is shorter), the claim in sterling for the New Brunswick post office, 5 d out of 6 d stg.



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

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



## Via US packet, both directions

Via US packet in this period (1854–59), 1/2 stg or 1/5½ cy, considerably more expensive than by British or Canadian packets (8d stg or 6d via US or Canadian port, respectively). As a result, US packets were seldom used for mail with BNA.

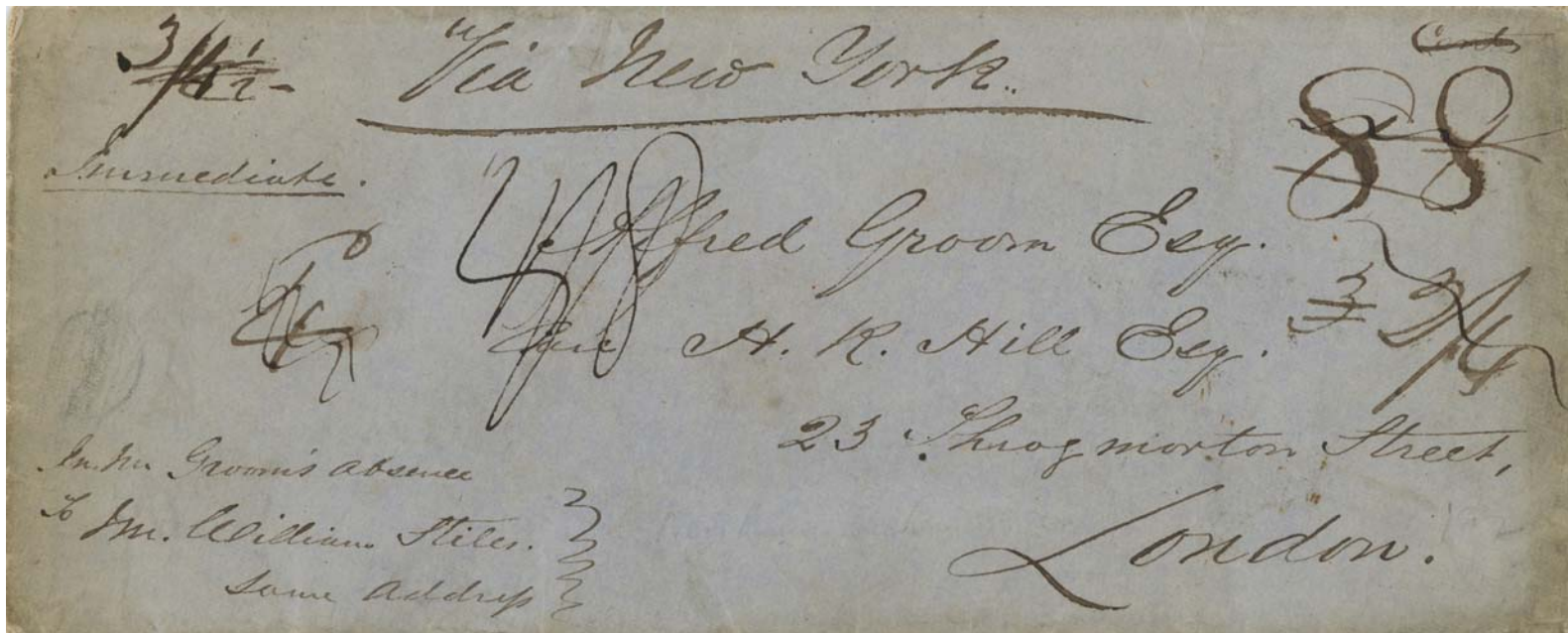


Collins Line, Liverpool to New Brunswick, prepaid, 1855. Rated 1/2 stg, US packet, with red 2 d stg claim.

Carried on Collins Baltic, 28 July to New York. Cunard ships were used in the Crimean War, so not available for Liverpool–New York run, although still used for Liverpool–Halifax–Boston.

Liverpool sideways duplex (466), oval Liverpool L, and Saint John receiver.

Use of the 10d embossed stamp on a cover to BNA is extremely unusual.



Dorchester (NB)–London via New York, 1856. Multiply rated, eventually settling on 4/8 stg, quadruple packet rate via New York, collect. Other rate marks: 88 Cents, 4<sup>0</sup>, 3, 2/4, and 3/4½.

Backstamps include St John and St Andrews (exchange point), indicating it went via the US.



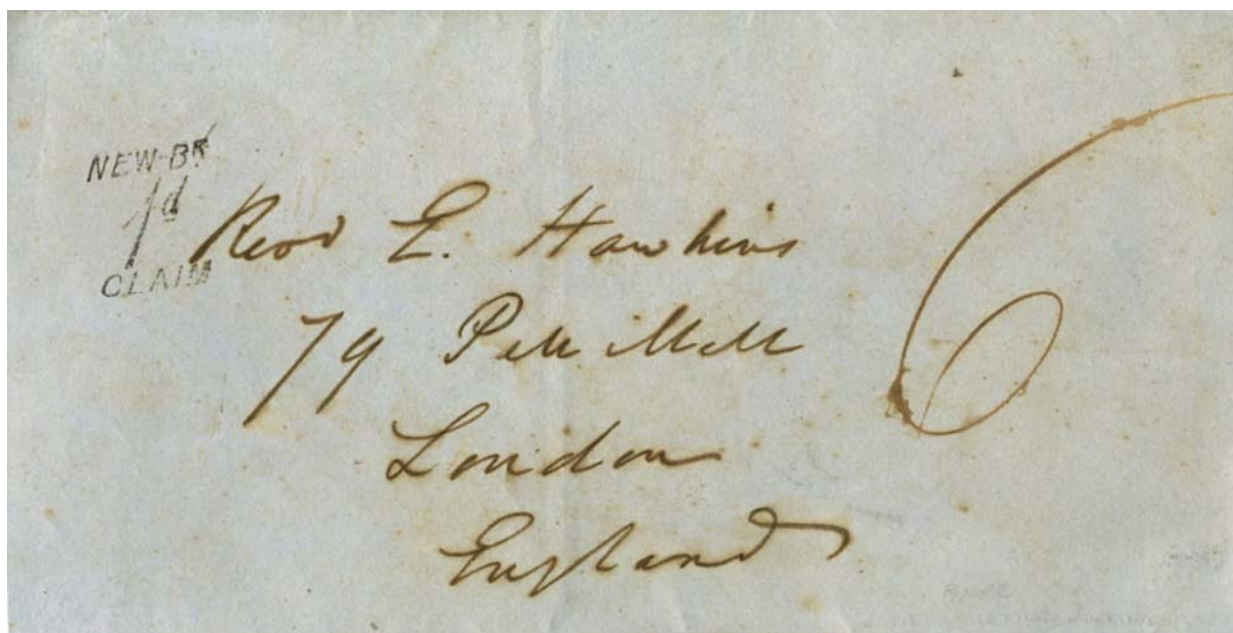


## Claim

*Claim* refers to the share of the postage claimed by the post office of the entity where the postage was not paid, when the postage was fully prepaid. (If the postage were paid in N B, then the U K would claim its share.) On letters from B N A, this applied only to the rates via Halifax, and almost entirely during the period August 1854–December 1857. Most claim marks were in manuscript.

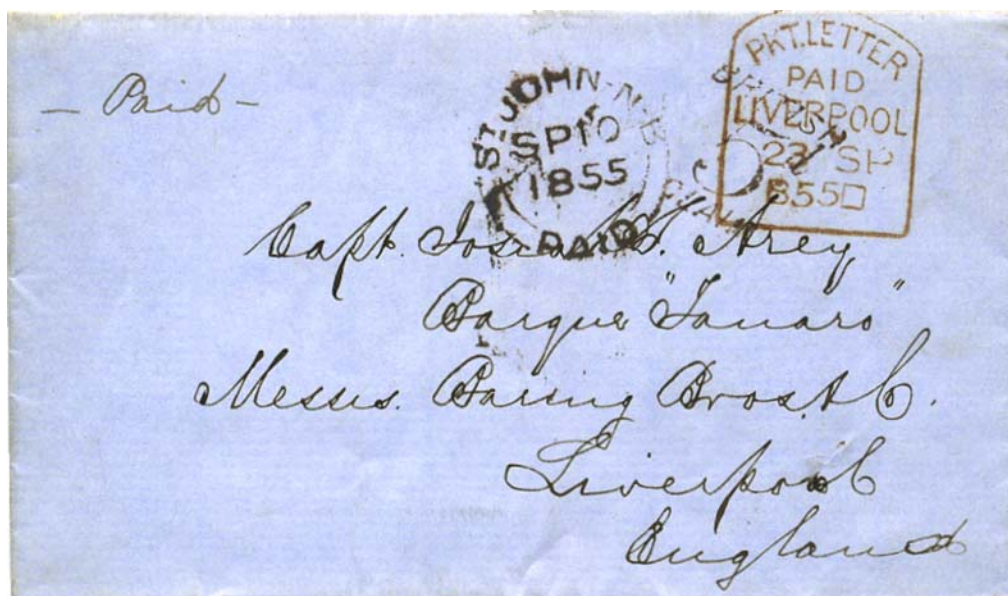
NEW-BK  
**1<sup>d</sup>**  
CLAIM

BRITISH  
**5<sup>d</sup>**  
CLAIM



New Brunswick claim on collect letter to London, 1856. Rated collect 6 d stg (marked in red despite being unpaid), via Canadian packet.

Fewer than five examples are known of the New-Bk 1d claim handstamp.



British claim on prepaid letter from New Brunswick to Liverpool, 1855. Rated prepaid, via Halifax.

Double broken circle Saint John dater, standard Liverpool paid packet (Rob P10), and reddish British claim handstamp.

NS-UK



Wallace (NS)–Edinburgh, 1855. Rated prepaid 6 st / 7½ cy, the packet rate, of which 5 d cy was claimed by the G P O. The faint postmark at lower left is Wallace N S Paid, relatively scarce.

LC–Jersey, with NB claim



Paspebiac (LC)–St Sauveur (Jersey), Vingtaine dessous l'Église, 1856. Rated collect 6 stg (Liverpool, M62, proofed January 1856), Canadian packet fee. With NEW B<sup>K</sup> one penny claim handstamp, especially unusual since the origin is not in New Brunswick. It did pass through New Brunswick (Sackville, Campbellton, and the unidentified blue handstamp).

Unusually clear PASPEBIAC LC double broken circle, known 1853–62. Almost illegible CARLETON-GASPÉ (no provincial designation) double broken circle, known 1849–67.

Double broken circle JERSEY, 1830–58.



UK-NS



Liverpool–Halifax, 1856. Rated 6 d via Canadian steamer (4 d stamp on cover to BNA is unusual), with 1 d stg claimed by the Nova Scotia post office.

Liverpool double broken circle and numeral 466 in bars, and oval Halifax H receiver on reverse. Large orange 1<sup>o</sup> claim marking was applied at Liverpool (Robertson M55, 1854–58)



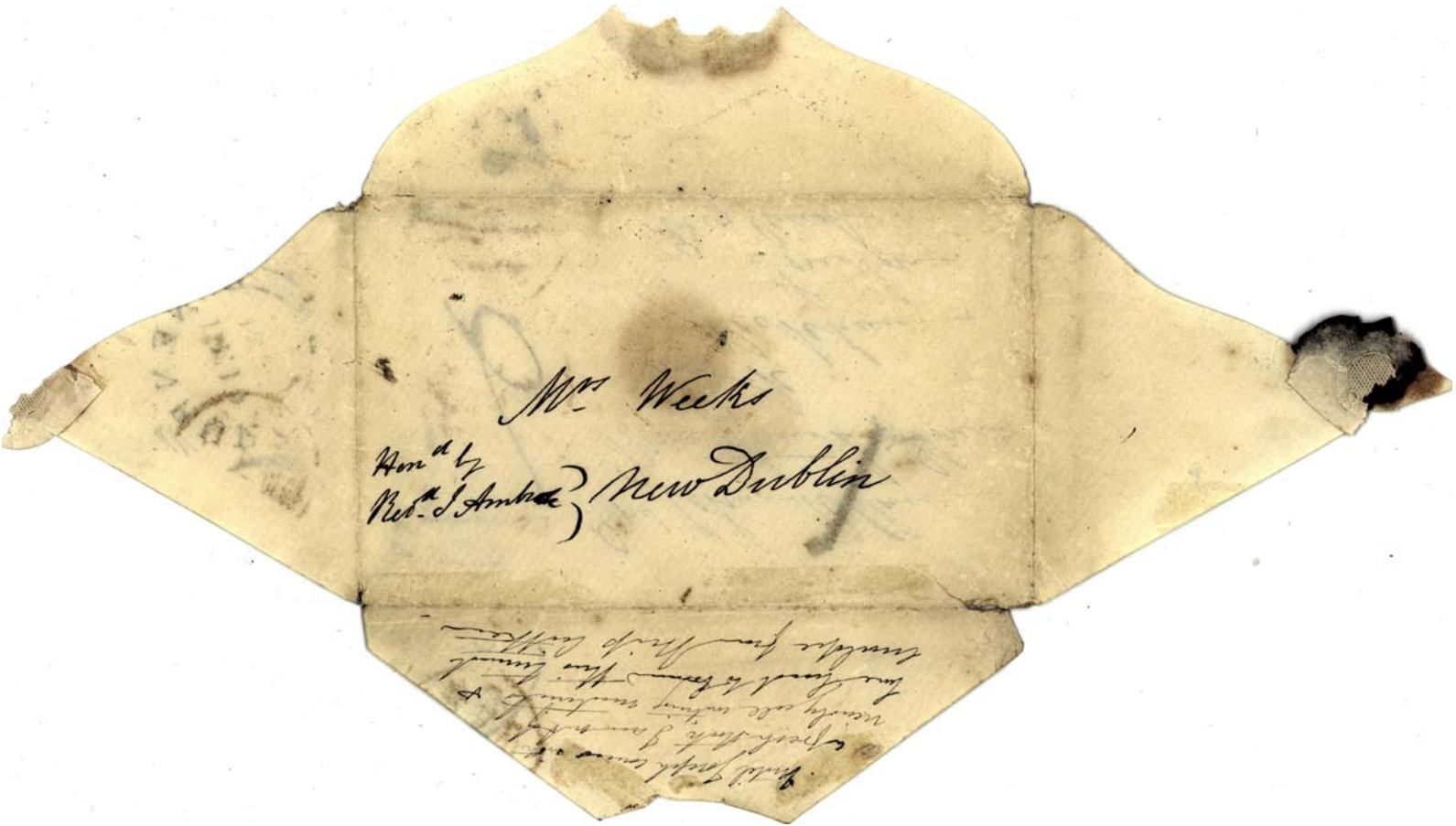
Wolverhampton (UK)–Cornwallis (NS), 1856. Charged (handstamp) 7½ d cy via Canadian packet, of which 5<sup>o</sup> was claimed by the British post office. The green stains are probably from the canceller ink (this was the green period for many British offices).

NS-UK, turned letter



Lunenburg (NS)–London, 1856. Rated collect 6 d stg (via Canadian packet) of which 1 d was claimed by the G.P.O.

Turned, and re-used as a favour cover to New Dublin (which I cannot locate).





UK-NS



Glasgow-Halifax, 29 February 1856. Rated paid 1/- stg, then marked 2½ d (there is a tiny mark just to the upper right of the 2). This was carried on the Cunard *Arabia*; left Liverpool 1 March 1856, arrived Halifax 11 March. The rate to Halifax (direct, by British packet, as this was) was 6 d stg per half ounce (in effect 10 August 1854–31 March 1858); hence the paid amount covered double rate.

For some reason, it was regarded as 2 d stg shortpaid. I have no idea why. (The local delivery fee was no longer in force, and in any event would not have been doubled.) Late fee at Glasgow? (necessarily prepaid ... ). It barely made it to Liverpool in time.

## Underpaid for transit via US

The sender intended that it travel via US and paid only for Canadian transit.



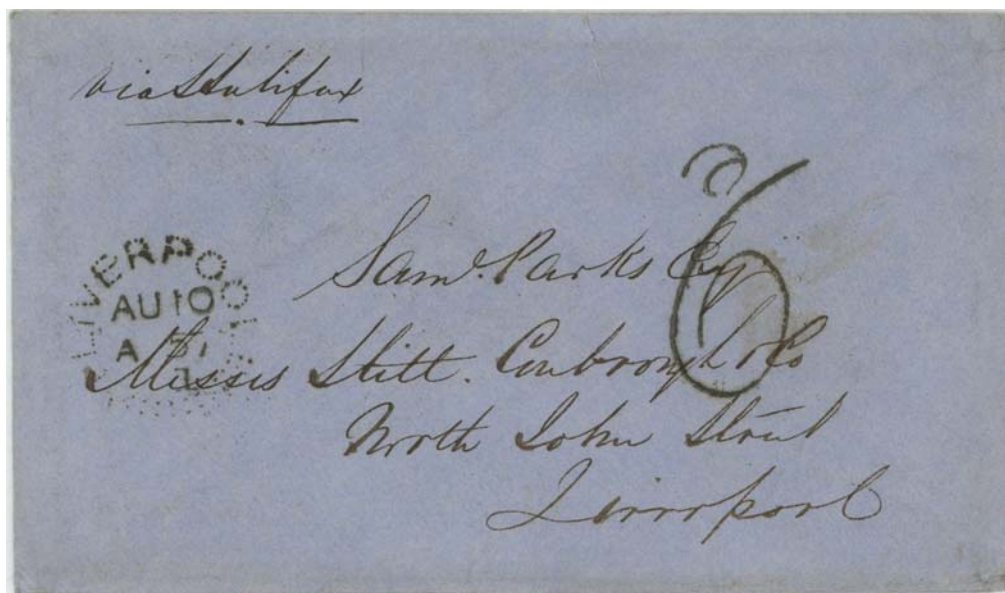
Newport Mon (Wales)—Halifax (U K)—Halifax, 1856. Rated 6 d stg paid by stamp, but endorsed *per Persia via New York*, requiring an additional 2d stg = 2½d cy.

Ms *Short Paid*, *More to pay* followed by large red 1<sup>d</sup> claim mark that had been applied at Liverpool was erroneously treated in Halifax as a due marking, which translated to 1½ d cy, an error of 1d cy.

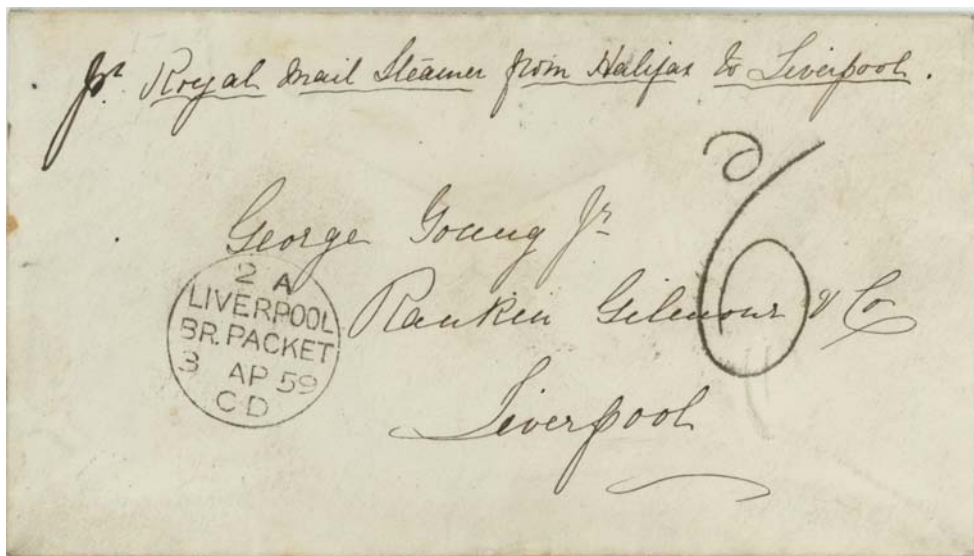
Newport-Mon sideways duplex (numeral 56). *Originally sent to Halifax U K!* Blue *Halifax* (U K) double broken circle. Blue Liverpool double broken circle and black L in oval; oval Halifax H (N S!) receiver.



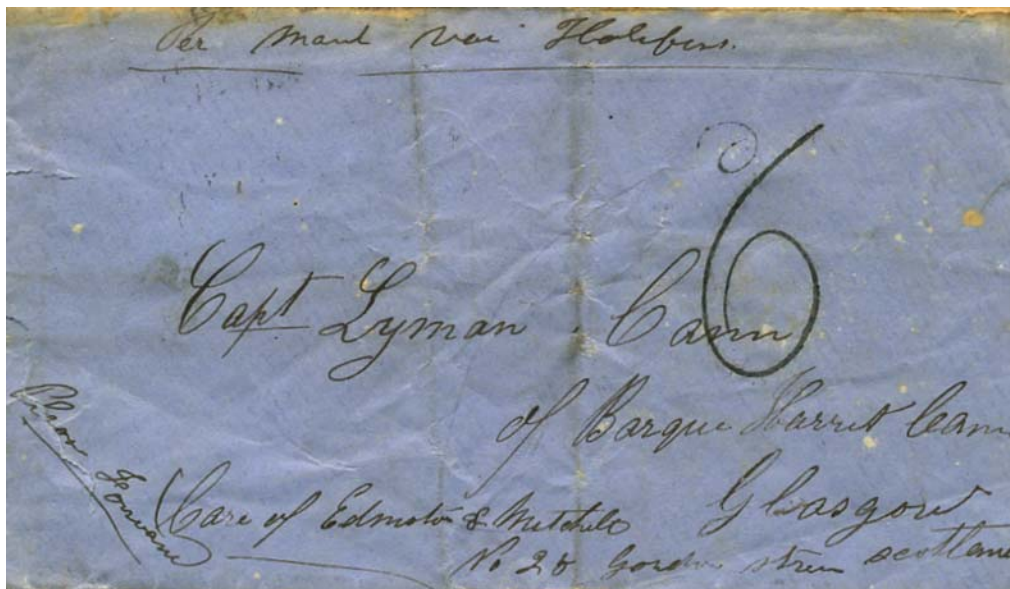
NB, NS-UK



St John (NB)—Liverpool, 1857. Rated collect  $\frac{1}{6}$  stg (Robertson, Liverpool M62, from 1856), Canadian packet rate.



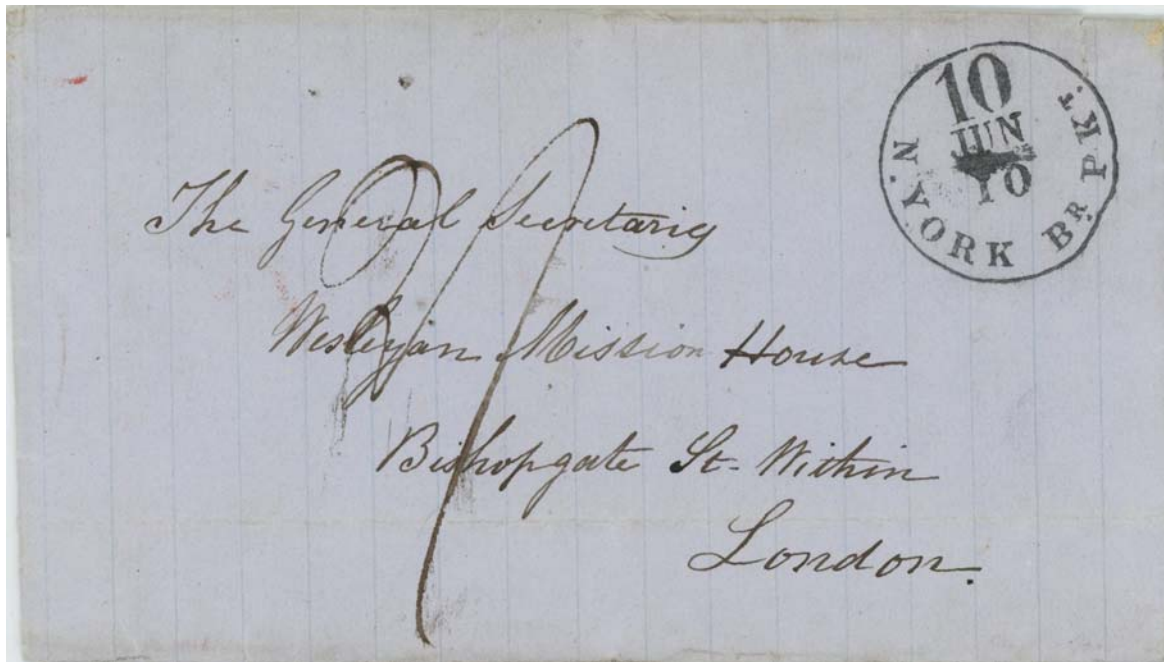
St John (NB)—Liverpool, 1859. Rated collect  $\frac{1}{6}$  stg, packet rate.



Yarmouth (NS)—Glasgow, 1857. Rated  $\frac{1}{6}$  stg, collect.



NS-UK, mystery rate



*Halifax-London via New York, 1857. Halifax to New York, apparently charged 10¢ there, but then charged 2/- (probably sterling) to get it to U.K. The rates via New York were 8 d stg (British packet) or 1/2 stg (U.S. packet). The U.K. did not permit triple rates 1840-60, so the charges are mystifying.*



NB-UK



WO Lepreau (NB)—Liverpool, 1858. Rated paid 7½ d cy, Halifax packet.

Saint John paid double circle dater, fairly scarce Way Office Lepreau, and the red Liverpool packet paid tombstone.



St John—Liverpool, 1859. Rated collect 1/— stg, double rate packet. LIVERPOOL BR PACKET circle (1858–88).

UK-NS



Woolwich? (#21 London)–Halifax, 1858. Packet rate via Halifax, paid by 6 d stamp. Inspector's mark ☒



Glasgow–Fredericton, misaddressed to Prince Edward Island, 1861. Rated 6 d, packet via Halifax.

Glasgow duplex with numeral 159; *missent* to Prince Edward Island (double broken circle), and another one (same date) on reverse; Saint John and Fredericton (New Brunswick!) double broken circles.



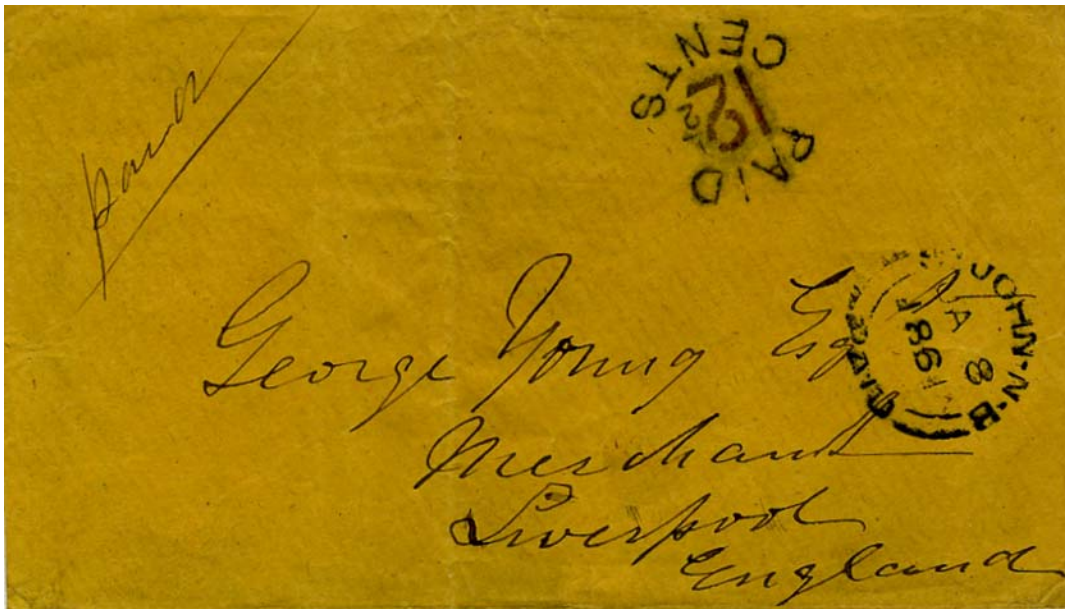
## Penalties introduced; currency change

Penalties on unpaid mail with U K were introduced in 1859 (by U K). With the conversion to decimal in 1860, British/Canadian packet rate via Halifax became 12½¢, and British packet via U S, 17¢ per half ounce.



Halifax–London, mourning, July 1860. Rated paid 7½ d cy (currency superseded in January).

Common Halifax tombstone with very uncommon nonserif date; Paid Liverpool Col Packet (Robertson p21, invariably on Allan line covers), and London receiver.

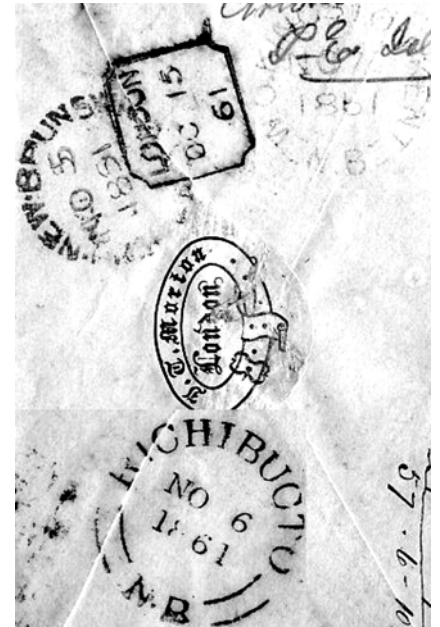
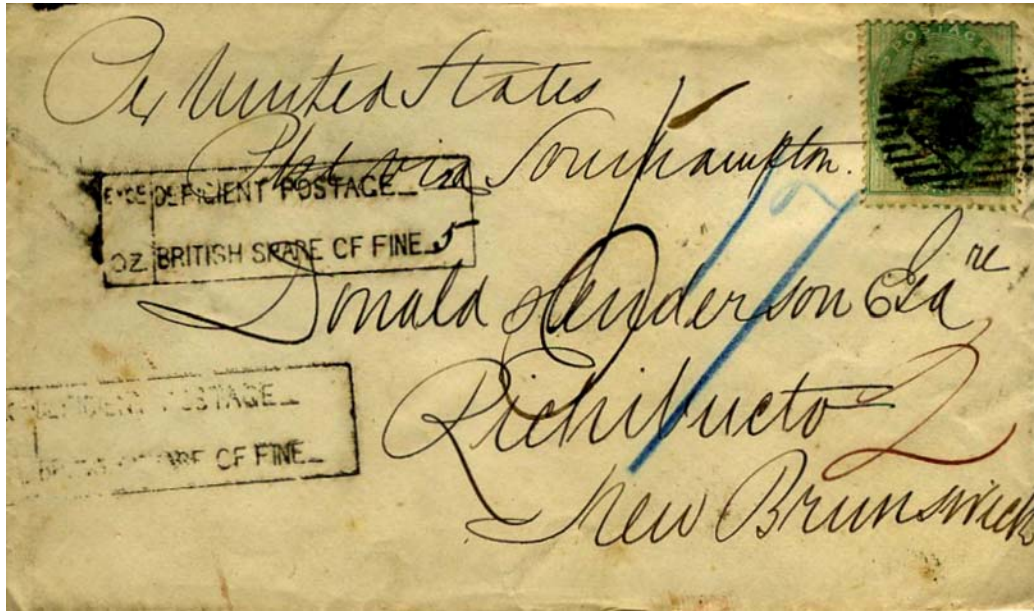


Saint John–Liverpool, 1861. Rated paid 12½ cents, handstamp intended for this purpose.

Double circle Saint John paid, small circle Liverpool receiver on reverse. Ratestamp is scarce.

## Short paid

Top cover only 2d underpaid, but charged 17¢



Via U S packet, London—Richibucto (NB), 1861. Rated 1/— stamp and ms 2; rate via U S packet was 1/2 per half-ounce. Short paid by 2 d, to which 6 d fine yields 8 d stg due.

Total charged is 2d + 6 d fine, 8 d stg; at NB \$1 = 4/— stg, converts to 16<sup>2</sup>/<sub>3</sub>¢, rounded up to 17¢ (blue crayon) due. British share of fine given as 5 d, which is incorrect; it should be 3 d. Large ms 5 reflects this claim.



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

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



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

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



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

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

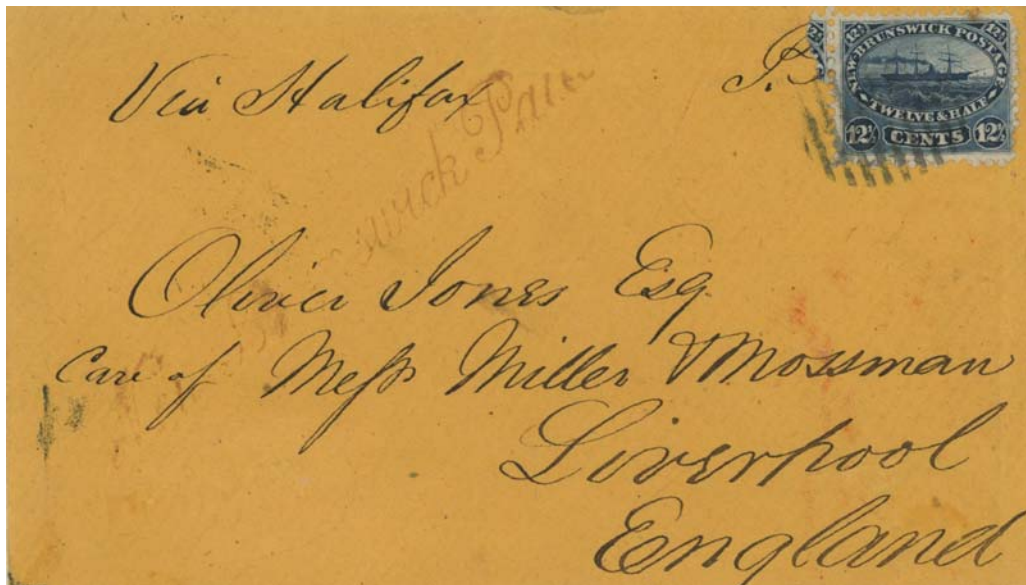


Liverpool—Baddeck (CB), 2 November 1861. Rated as above.

NB-UK



Fredericton—Exeter (UK), 1861. Packet rate paid by 12½¢ NB stamp.  
Fredericton #13 hammer.



Bend-of-Peticodiac (later, Moncton), 1863. Rated 12½¢ to UK. Red swash *New Brunswick Paid* handstamp (applied at St John; known 1862–3, very scarce).



NS-UK



Berwick (NS)–Newark-on-Trent (UK), 1861. Packet rate paid by 12½¢ stamp.



Halifax–Alnwick (UK), 1868. British packet rate paid by 12½¢ stamp.

PAID LIVERPOOL BR PACKET circle, Robertson p17.

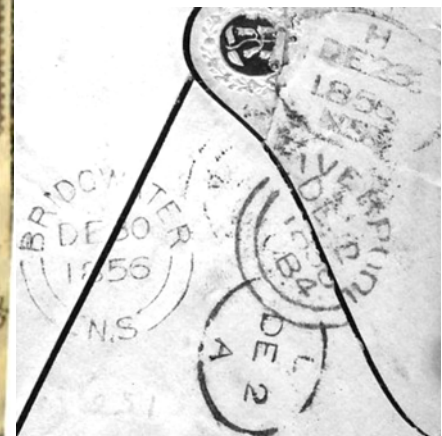
## Late fee



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

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

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



Aberdeen–Bridgewater (NS), mourning cover, 1856. Rated collect 7½ d cy at Halifax, of which 5 d stg was claimed for the Canadian post office. The penny red is likely a late fee.

Aberdeen duplex ties the stamp; likely put in the domestic bag, since it was franked with domestic postage; blue crayon star at left is a postal inspector's mark.



UK–NB, late fee



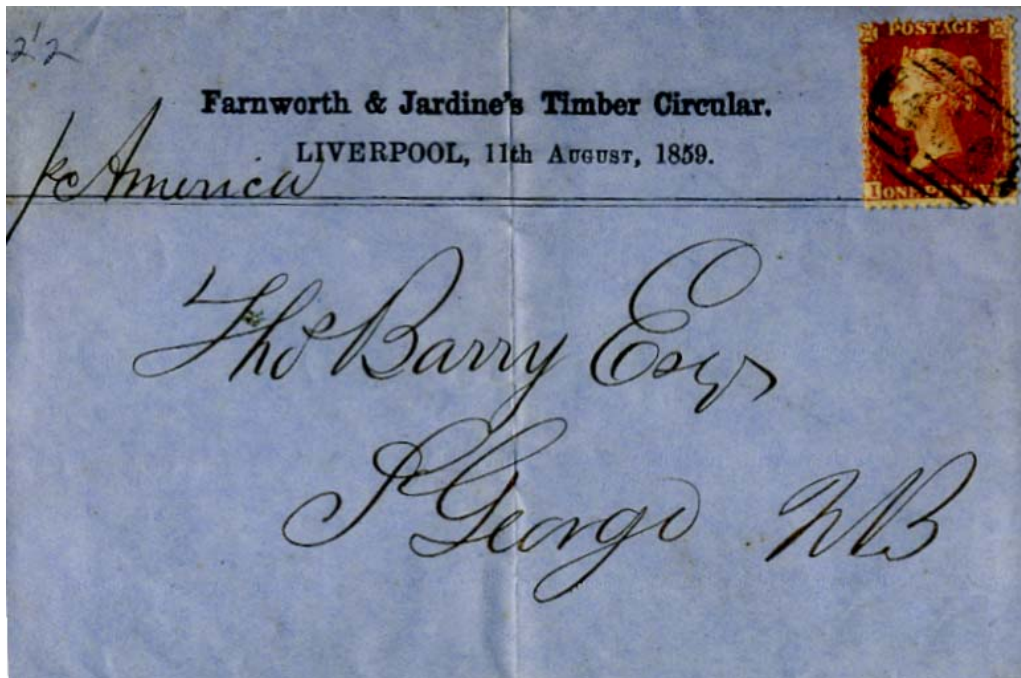
*Lombard Street (London)—St John (NB), 1860. Prepaid 8 d stg for British packet via U s. The penny red may have paid late fee (to get it to Liverpool next day). Numeral 51 is unlisted, but evidently is Lombard Street.*

UK–NS, NB, printed matter

The 1d printed matter rate existed until 1890.



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

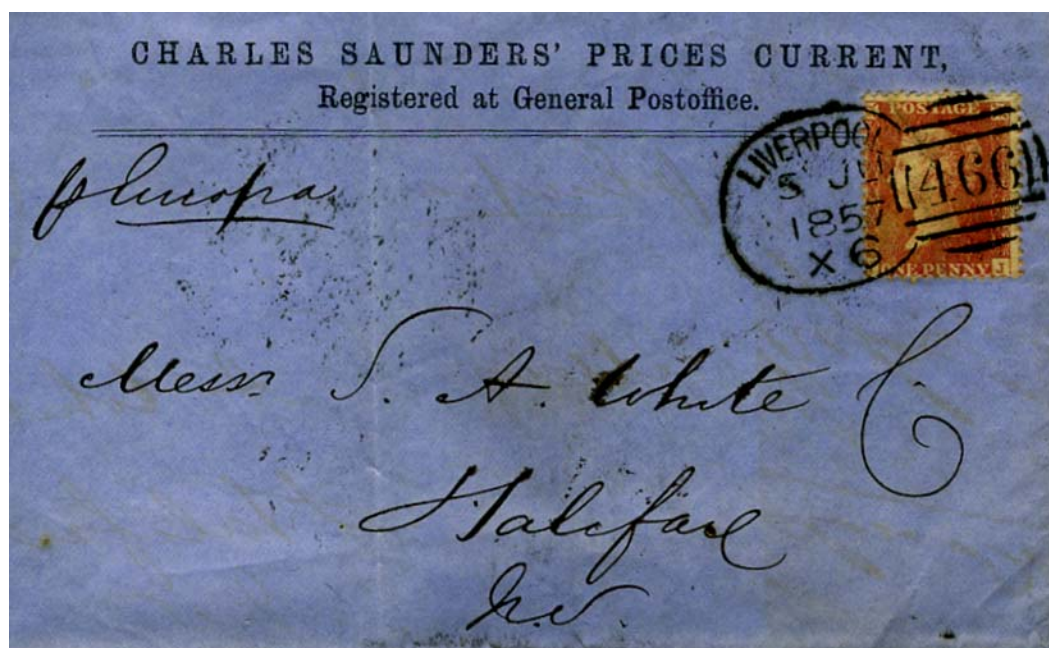


Printed circular, Liverpool to St George (NB), 1859.

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



Too late printed matter, UK–NS



Liverpool–Halifax, printed matter, posted since . . . , 1857. Rated 1d printed matter or circular. On reverse, LIVERPOOL POSTED-SINCE 8:30 LAST NIGHT datestamp.

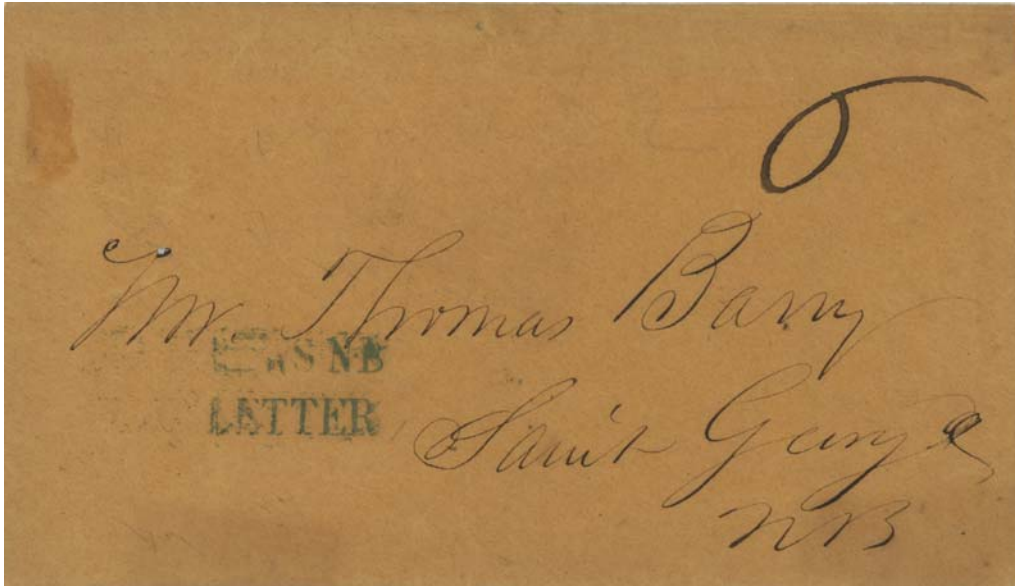
Endorsed (Cunard) *Europa*, departed Liverpool 6 June. It may have made this sailing, and Posted . . . might be the opposite of too late, that is, it reached the ship in time.



The Shipping & Mercantile Gazette (London)-St John (NB), 1859. Complete newspaper. Rated 1 d newspaper registration fiscal fee plus ½ d for each additional ounce beyond the first two, 2 d, paid by 2 d blue (six ounces).



## Incoming ship letter 1858



*Ship letter arriving at St Andrews, to St George (NB), 1858. Collect 6 d cy, possibly representing the rate from the US via the St Andrews exchange. A late ship letter.*

Straightline **ST ANDREWS SHIP LETTER N·B**, known only in a few examples.

# Foreign mail

Meaning, other than US, UK, or BNA. Arranged by **British colonies**, **France & colonies**, **rest of Europe**, **other**, and geographically within each category. In many cases, I have not accurately determined the rates and accountancy markings; these are marked **Rates?**.

## British Colonies

NS—St Thomas



Halifax to St Thomas, 1851. Paid **1/3** cy, British packet rate from Halifax ([J] reports fewer than six examples of this Halifax rate marking; more are known).

St Thomas to New York via Halifax & St John



St Thomas to New York; Halifax forwarder, 1861. Carried privately, Cunard Delta to Halifax; mailed by forwarding agent George W Starr. Endorsed *Express mail via St John*, referring to Windsor–St John express connecting to steamer to Boston. Rated collect 10¢ from New York by land.

*St Thomas October 29/60*

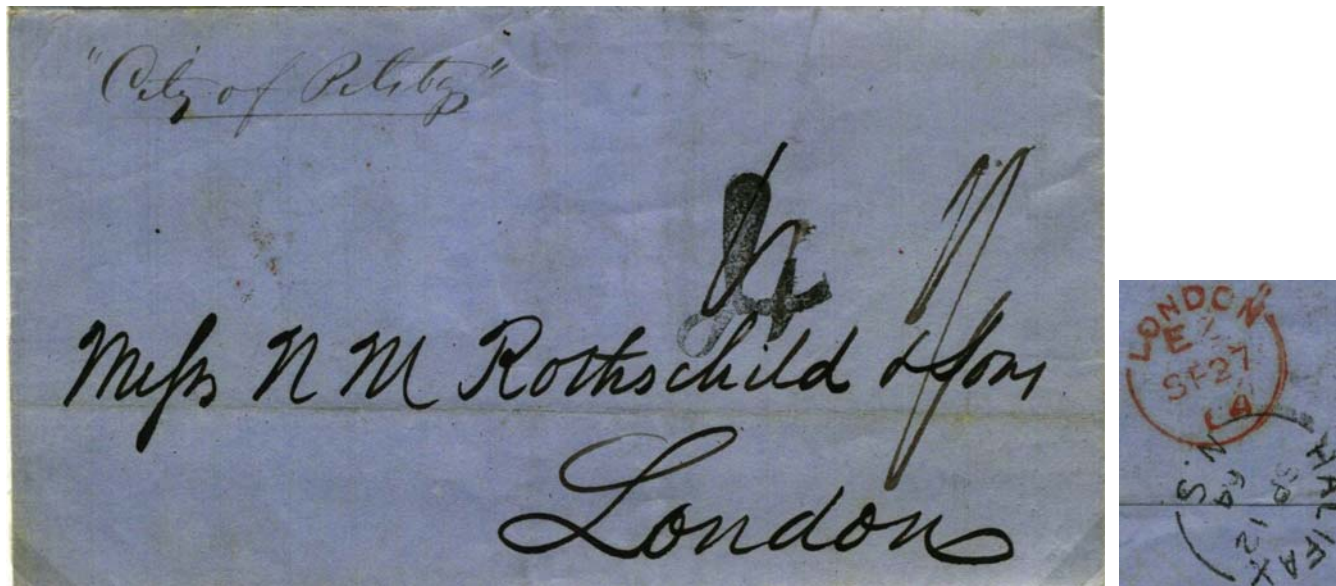


## St Kitts–NS



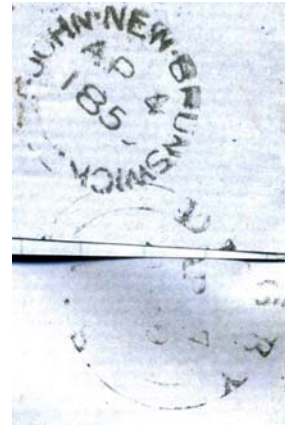
*St Kitts to Long Island (Westport, NS), via St Thomas and Halifax, 1858. Initially rated collect 4 d stg, possibly an internal rate. Then charged 8<sup>d</sup>, the rate between most of BWI and NS.*

## Bahamas–London, via Halifax

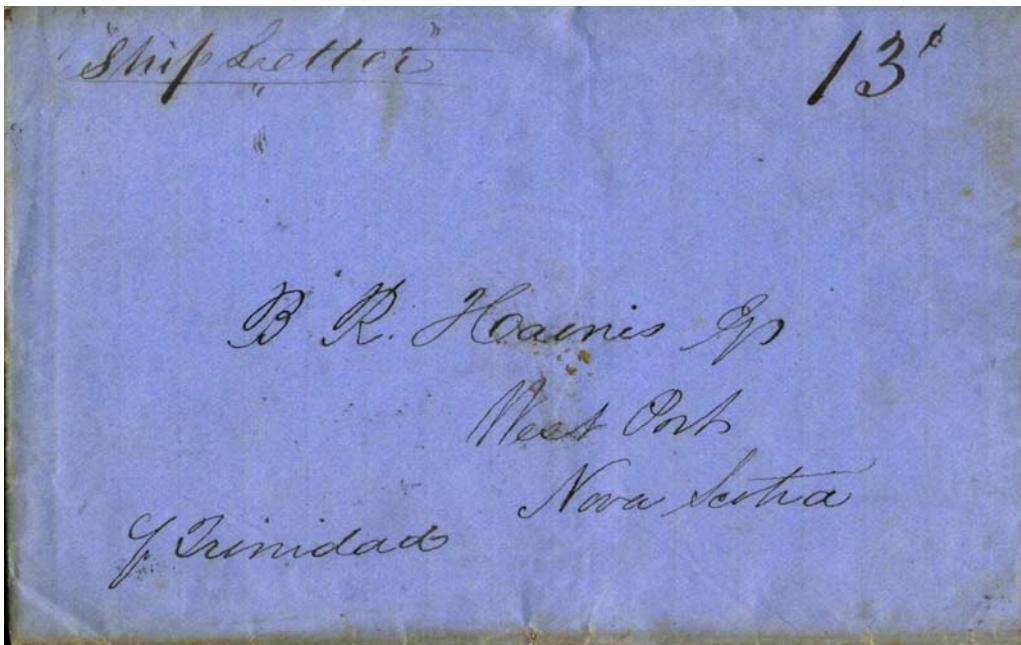


*Bahamas to London, via Halifax, 1864. Rated collect 4 d stg (applied at Halifax, typically on letters from Newfoundland), struck through and replaced at Liverpool by 1/–, the unpaid packet rate to UK (includes 6 d penalty).*

# Barbados—NS



Barbados to Westport (NS) by Saint John and New York, 1859. Carried by favour to New York, charged 5¢, then 6d by land to Saint John (cross-border). *Claim* at left is mysterious. **U STATES** cross-border mark.



Barbados to Westport, January 1863. Rated collect 13¢; this differs from the incoming 13½¢ *packet* rate of 8½¢ to Halifax and 5¢ inland (in effect until April), so there must have been a different ship letter fee. Ms *brig Edith Ann* on reverse, but *Pr Trinidad* (a ship) on front.



Trinidad-NB, printed matter



Port of Spain to Carleton (NB), via St Thomas, 1865. Prices current, rated as newspaper. Rated paid by 1 d stamp. Purpose of the large orange 1 is unknown to me. Trinidad datestamp on the front.

TRINIDAD PRICES CURRENT.					
Forwarded by JOHN L. CLAIRMONTE & Co					
NEW SERIES—VOL. X.—No. 17.			PORT OF SPAIN, THURSDAY, SEPTEMBER 7, 1865.		
DUTY.	WHARFAGE DUES.	ARTICLES.	CARGO PRICES.	REMARKS.	
COLONIAL.					
\$ cts.	\$ cts.		\$ cts. \$ cts.		
1 ... per hlf brl.	6 per half brl.	Beef, Family, per half brl.	13 00	Halstead's—last sales declining	
		(Cakes)			
15 per brl.	9 per brl.	Bread, Pilot, per barrel Sq.	4 25	sales—wanted	
12 per dozen	12 per brl.	Beer, per dozen, Baird	1 70	Bris \$1 80c.—Hibbert's	
02 per lb.	2 per keg	Butter, American, per keg.	3 60		
02	5 per firkin	" Irish, per firkin		not wanted	
02	5 per firkin	" French, "	15 50		
24 per M.		Bricks, common, Red per M	12 —		
24 "	48 per M.	" Grey Stock "	18 —	plenty	
24 "		" Fire "	20 —		
50 per 100 lbs	12 per 100 lbs	Candles, Tallow per lb 18's	0 16	sales—wanted	
20 "	12 "	Cheese, American, "	0 15		
10 per bag	3 per bushel	Corn, Yellow, 2 bushel bag	2 50	wanted	
24 per barrel	9 per barrel	Corn Meal, per barrel	4 —	last sales—supply	
24 per hhd.	48 per hhd.	Coals, Scotch, hhd new 40in	10 —		
06 per ton	48 per ton	" Loose, per ton	7 00		
1 20 per barrel	9 per barrel	Flour, Superfine, per barrel	7 25	last sale—large supply	
1 20 per barrel	9 "	" Extra Ohio & B.Wine	18 —		
24 per 100 lbs	6 per 100 lbs	Fish, Cod, per tierce	4 50		
		" per box			
1 44 per gallon	6 per d'jean	Gin, per demijean		nominal	
01 per lb.	24 per 100 lbs	Hams, American, per lb	0 16	sales	
01 "	24 "	" English "			
9 60 each	60 per head	Horses, per head	150 ... 180 ...	wanted	
34 per ct. ad. vl.	2 per bun.	Horns, Wood, per M.			

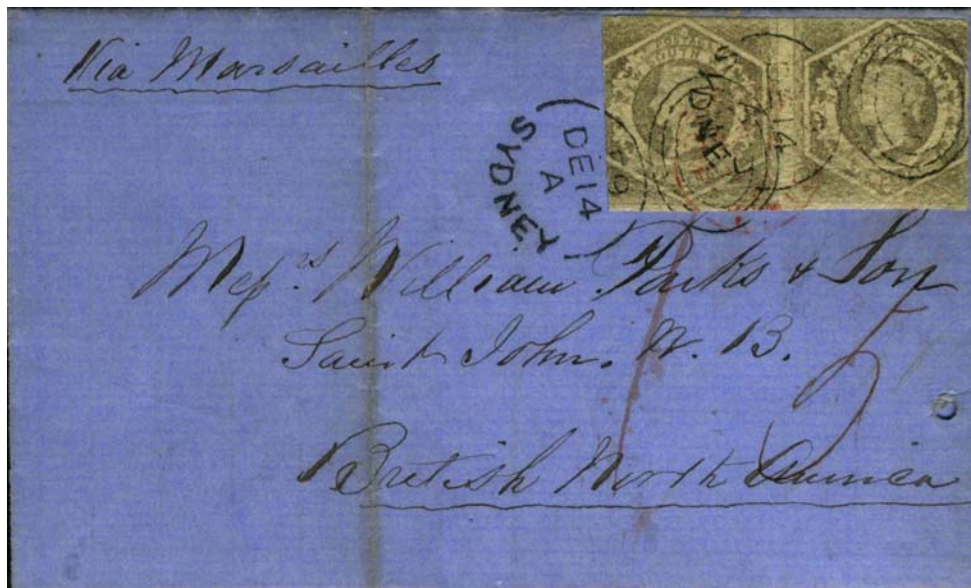
Jamaica—NS by forwarding agent



Kingston (Jamaica) to Halifax via New York agent, December 1860. 5¢ stamp applied by **Tucker and Lightbourn**; pays US postage; additional 5 d cy charged on incoming British packet mail from the US (although NS had switched to decimal, some currency handstamps were still in use).



## New South Wales—NB



Sydney (NSW) to Saint John (NB), November 1859. The rate NSW to New Brunswick via Marseille (as endorsed) was either 1/3 stg for one quarter ounce, or 1/6 for one half ounce (1857–63). This is franked only 1/–, but there is a faint red London paid handstamp. Thus it went via UK, so the uniform 6d rate applied, once to UK, and once to BNA.

The red 1 5 are claims (possibly 5d on the trip to UK, and 1d by Canadian packet, both to the GPO)

## Alexandria (British office in Egypt) to NS



Alexandria to Hillsburg (NS), November 1865. In addition to the BOI killer, there is a faint Alexandria handstamp on reverse, and the enclosure is datelined Alex. Rated 1/– paid with stamp; uniform 6d UK to Canada and 6d Alexandria to UK (via Southampton—it is endorsed *via Marseille*, but the charge for that route was an additional 4d (commencing 1 January 1865). Red 1<sup>d</sup> claim (of the 6d to NS).

## Mail with France & colonies

St Pierre et Miquelon to France via Nova Scotia



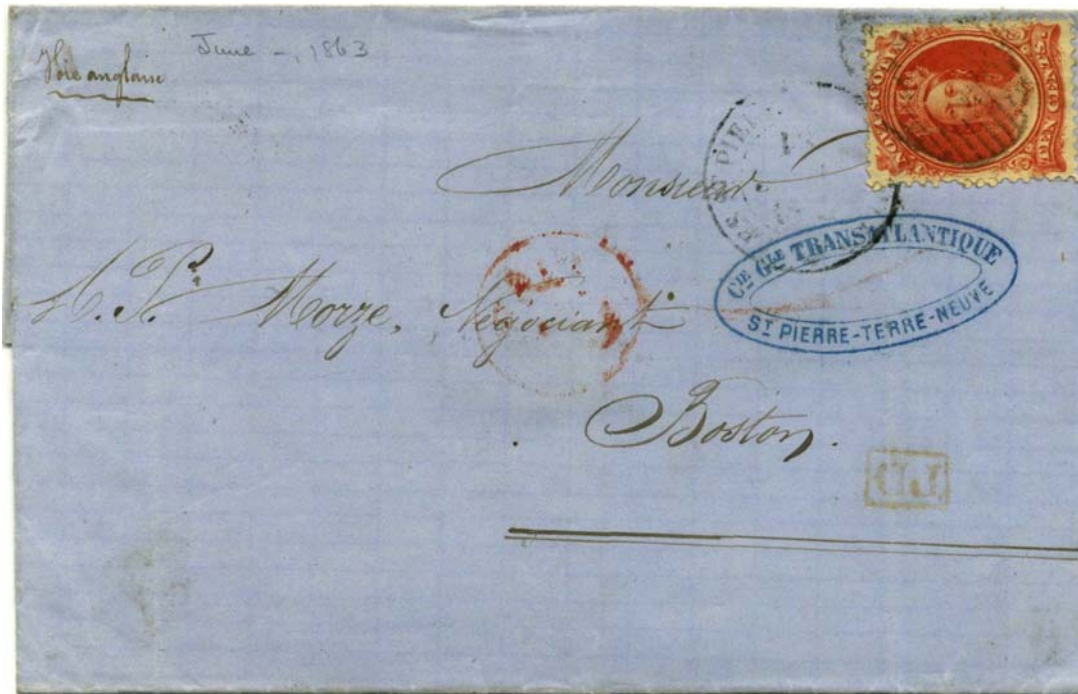
St Pierre to Granville (Manche), via Sydney (NS) and Halifax, 1854. Carried as a ship letter to Sydney (fewer than ten examples are known of the SYDNEY.C.B / SHIP LETTER), and charged 3d (domestic rate) to Halifax (no ship letter fee applied, for reasons that are not known). Then charged the BNA to France (via UK) rate of 17 décimes, made up of 12 déc to France, and the uniform 5 déc internal French rate. It appears that the 3 d charge was not collected.

Collect letters from BNA to France were marked with the boxed CANADA & ART. 12. handstamp from 1851–December 1855.



## St Pierre et Miquelon to US via Nova Scotia

Both addressed to AP Morse (misspelled on top cover), *négociant* (agent).



St Pierre to Boston, via NS, June 1863. Carried as a ship letter to North Sydney, likely to forwarding agent in Halifax, who applied the stamp (paying NS—US). Despite appearances, the St Pierre double circle is *under* the stamp; then oval killer was applied at Halifax. Ms *voie anglaise* (British route) upper left.

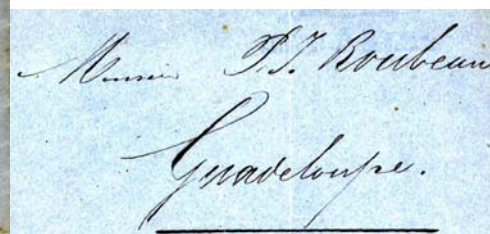
Double circle ILES ST PIERRE ET MIQUELON \* datestamp (clearer on cover below), and on reverse, North Sydney, Antigonish, and Amherst. Halifax killer applied to the stamp (which is *over* the St Pierre dater). Faint red PD (St Pierre?), and PAID 10 in circle (see below), latter applied in Halifax.



St Pierre to Boston, via NS, July 1863. Treated as above, except two 5¢ stamps were used (of quite different dimensions), and different Halifax killer applied.



## Guadeloupe to St Pierre et Miquelon via Halifax



Guadeloupe to St Pierre, via forwarding agent in New York, 1856. Carried privately to New York, where **R Duberceau** & **L Bouquet** received and forwarded it (*acheminée* = forwarded) by British packet to Halifax and then Sydney. At left, *payé à Sydney f1,00 TB*—TB probably refers to the sender [TI Boubeau], and 1 Fr, the amount he prepaid, is equivalent to 10 d stg.

Rated **PAID 8**, made up of 5 d New York to Halifax by British packet and 3 d domestic to Sydney. No additional rate mark for the boat ride to St Pierre.

Misaddressed to St Pierre *Terre Neuve* (Newfoundland).





To France



Halifax to Cognac, double, September 1860. Rated (prepaid)  $1/4$  stg (double rate to France from B N A by packet) equivalent to  $1/8$  cy (at left). Addressee, Arbouin Marett, was and is a well-known cognac producer.

## From France

Via us, from 1 January 1857, 10 décimes if prepaid, 12 déc if collect, per 7½ grams; from 1 January 1866 to 30 June 1871, per 10 g.



*Paris to Portland (Saint John NB), **missent to** Fredericton, 1861. Rated 2 × 40 + 20 centimes. Stamped **P.D.** payé jusqu'à la destination.*

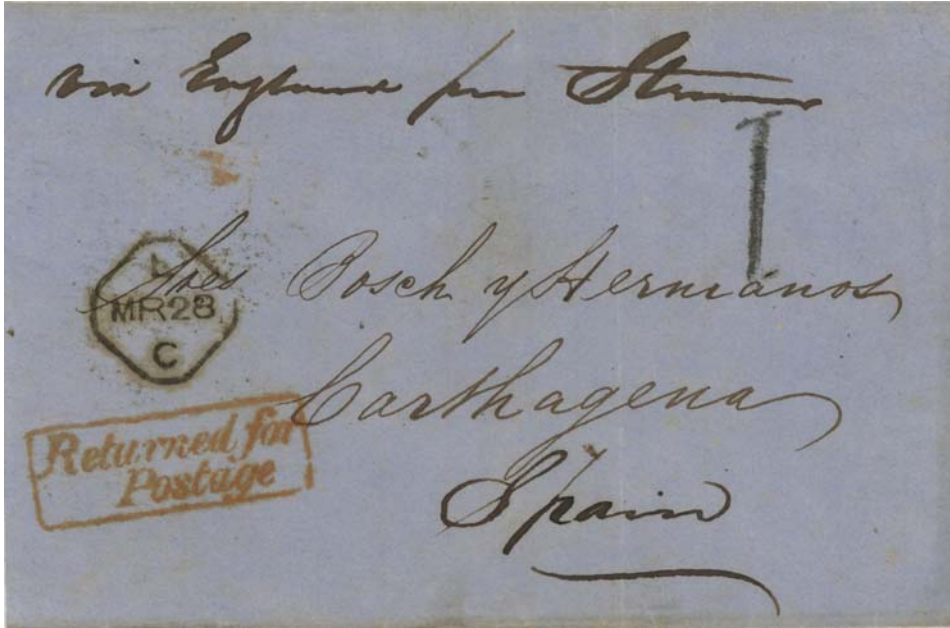


*Paris to Portland (Saint John NB)*, 1861. Rated 80 + 20 centimes. **P.D.**



## Rest of Europe

NS–Spain, printed matter, returned from London



Halifax–Carthagen (Spain), turned back at London, 1856. Rated collect 1 d printed matter rate; boxed *Returned for Postage* applied in London. Printed matter had to be prepaid.

Spain–NS



Valencia to Arichat (NS), 1850s?. Although places named Valencia occur in several countries, the legal firm of White, Llano, and Morand is known in Valencia, Spain in the early 1860s. Probably carried privately to a British possession? Rated collect 4 (in use at Halifax and St John's (NF); also used in UK) and 8. *Rates?*

Germany—NB, 1857



Hofheim—Fredericton, 1857. Rated 2, 8 struck through,  $1/3$ , and pencil  $1/8$ .

Blue 2 (Silbergrossen) on reverse (shown at left), Leipzig—Magdeburg railway cancel. Large handstamp 8 d stg is UK—BNA packet via US;  $1/3$  is total in sterling, German states—UK—BNA, and  $1/8$ , its conversion to currency.  
*with help from Paul Wijnants*



## NB–Norway

Both letters via City Post Office Hamburg (St P.A. in oval on top cover, oval Hamburg on lower one), to Danish post office in Hamburg (double circle KDPA HAMBURG, upper right reverse of top, and lower right reverse of lower cover).

For the top cover, BNA–UK rate (6 d); UK–Norway winter route  $1/5$  stg: total  $1/11$  St. For both covers, the 18 represents the Hamburg transit, 18 Lubske skilling, or 44 Skilling banco, and the  $3/4$  L sk or 8 Norwegian Sk represents Sweden transit; this totals 52 Sk (due), as indicated on the lower cover. In both cases, 1/– is the British claim.  
*with help from Paul Wijnants*



Miramichi (NB) to Laurvig (Larvik), May 1858. Fewer than ten examples of the NEW-BK 1<sup>d</sup> CLAIM have been recorded.

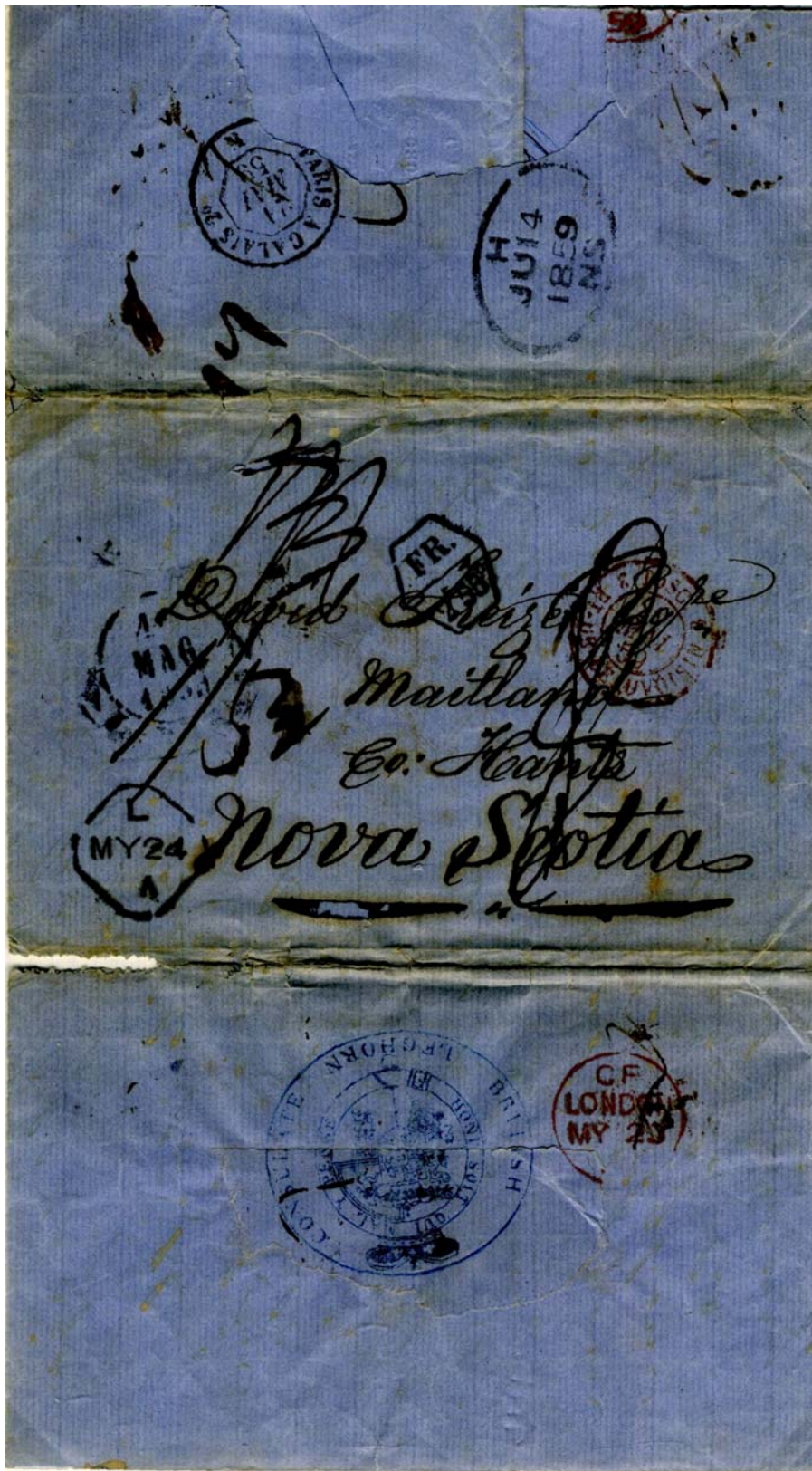


Shediac to Grimstad, May 1861.

Another NEW-BK 1<sup>d</sup> CLAIM.



Italy to NS



Leghorn (Livorno, Tuscany) to Maitland (NS), July 1859. Apparently rated (all collect)  $1/5\frac{1}{2}$  cy, made up from 7d stg (Tuscany to UK via France) plus 8d UK to Canada via US, which normally would convert to  $1/6$  or  $1/6\frac{1}{2}$  cy.

Hexagonal FR 2<sup>F</sup> 96<sup>C</sup> handstamp refers to the credit to France of this amount per four French rates (per 7½ g), amounting to 7½ décimes here.

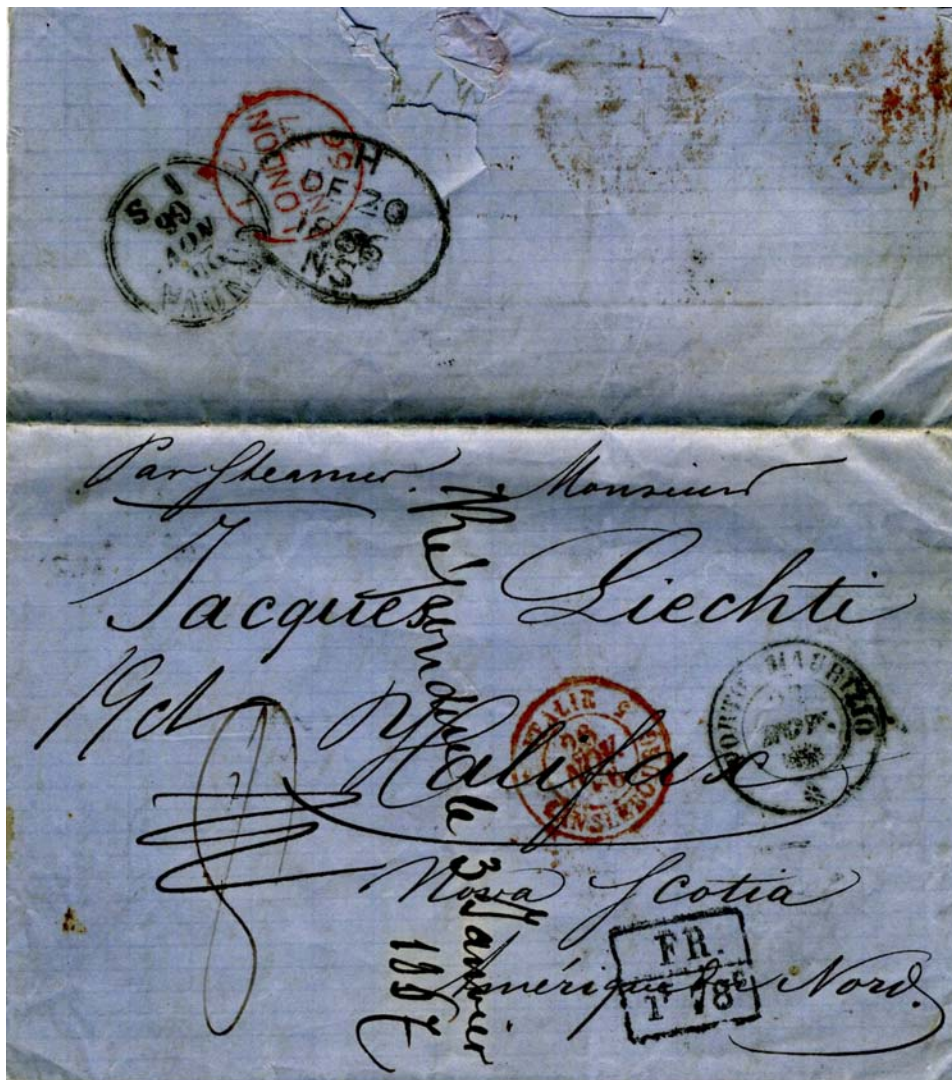


## Italy to NS



Livorno to Maitland (NS), August 1859. Apparently rated (all collect) *double* 7 d stg (Tuscany to UK via France, per 7½ g) plus *single* 6d stg UK–Canada direct (up to half-ounce, about 14 g), miscalculated (?) as *1/6* stg. This converted to the amount due, *1/10* cy. French *2* at left refers to double (French) weight. Hexagonal accountancy handstamp as on previous. Datestamp **BUREAU MARITIME / HAVRE**.

Red double circle BUREAU MARITIME HAVRE datestamp.



Porto Maurizio (now part of Imperia; Liguria) to Halifax, November 1866.

Rated 19¢ collect (also the Canada–Italy rate; from 1863 Canada Postal Guide); per quarter ounce.

French accountancy mark **FR. 1<sup>F</sup> 78<sup>C</sup>**, the French claim per 30 g.

Via Genoa, **ITALIE / LANSLEBOURG 5** (French exchange point with Italy), and London.

## Papal States to NB



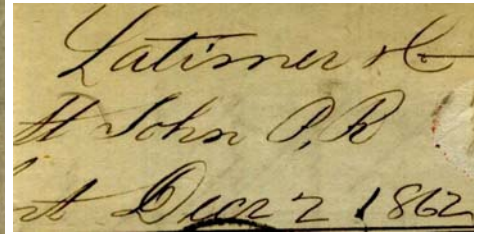
*Papal States (Rome) to Fredericton, January 1864.* Rated (with stamps) 35 Bajocchi, equivalent to about 1/5 stg, made up from 11 d stg to U K via France plus 6 d stg U K to B N A. The red crayon *1* is the credit to the G P O on the transatlantic rate.

Red Marseille and London datestamps, and **P.P.** applied in Rome.

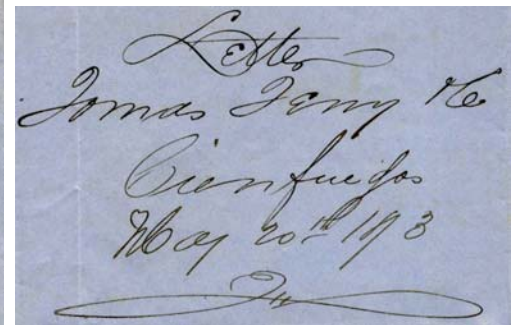
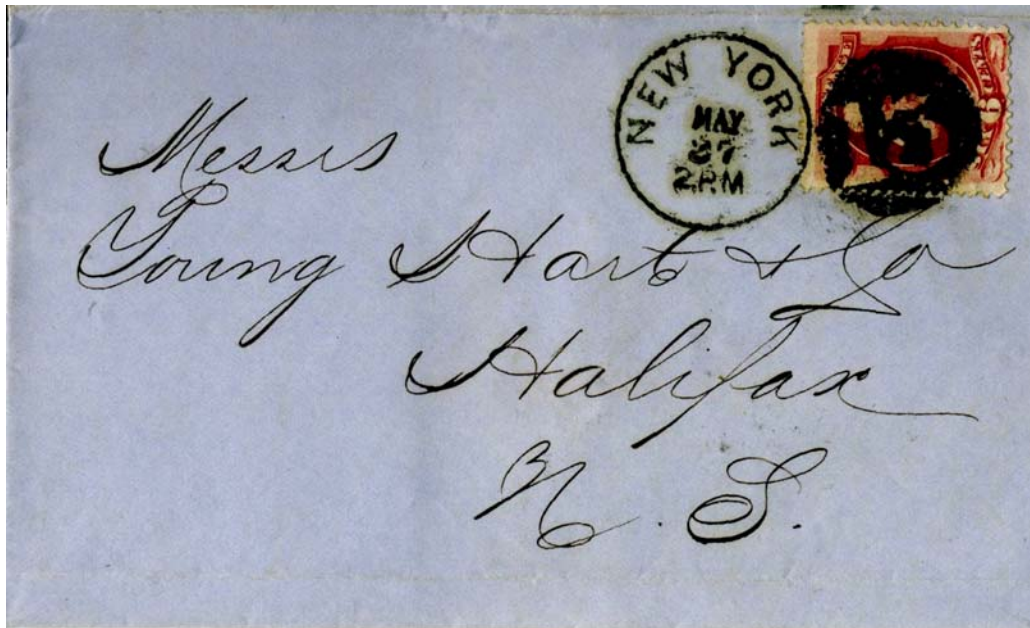


## Mail with other places

To NS through forwarding agents



St John (San Juan, Puerto Rico) to Halifax via New York agent through Boston, December 1862. 5¢ stamp applied by **JV OÑATIVIA & Co.**; pays US postage. Additional 10¢ charged (on collect packet letters from the US, beginning May 1862).



Cienfuegos (Cuba) to Halifax via New York agent, 1873. 6¢ stamp applied by **Moses Taylor & Co**; pays 1¢ incoming ship letter fee and 5¢ to Halifax by sea. Large crude Halifax H receiver. New York intaglio 13.

NS to Cuba



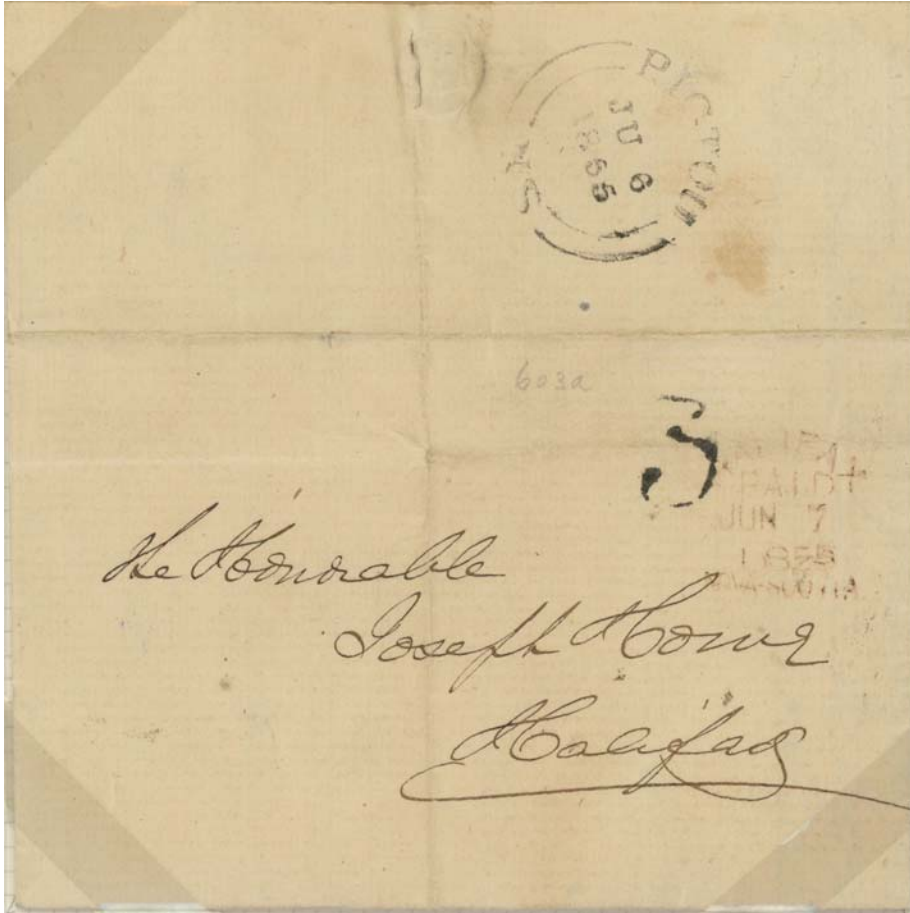
Yarmouth (NS) to Cárdenas (Cuba), 1865. Rate 5¢ to Halifax plus 8½¢ to Caribbean. Boxed **NE 1** (for European origin—**NA1** would have been correct), indicating 1 Real due.



# Postmarks

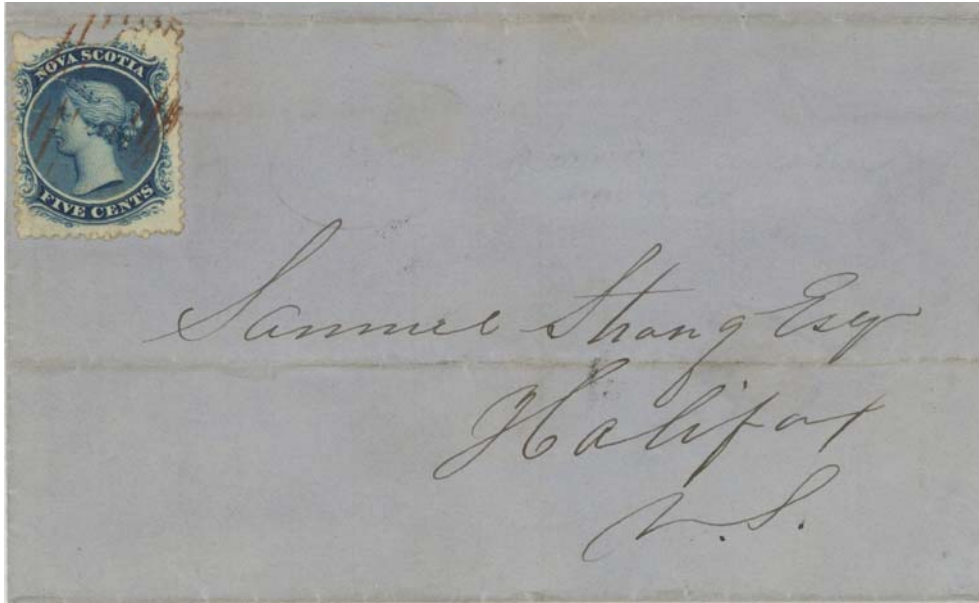
## Small Halifax nonserif tombstone

Nonserif small **HALIFAX PAID** tombstone (distinguished from the ubiquitous large serif tombstone), known 1850–60. For the earliest reported strike, see part 1. A few examples are known to 1852, thereafter rarely seen. Usual strikes are even less clear.



*Pictou–Halifax, 1855. Crude (collect) 3 d cy handstamp applied at Pictou; postage paid at Halifax.*

## Halifax large oval receiver



*Milton (NS)–Halifax, 1862. Domestic rate paid by 5¢ stamp.*

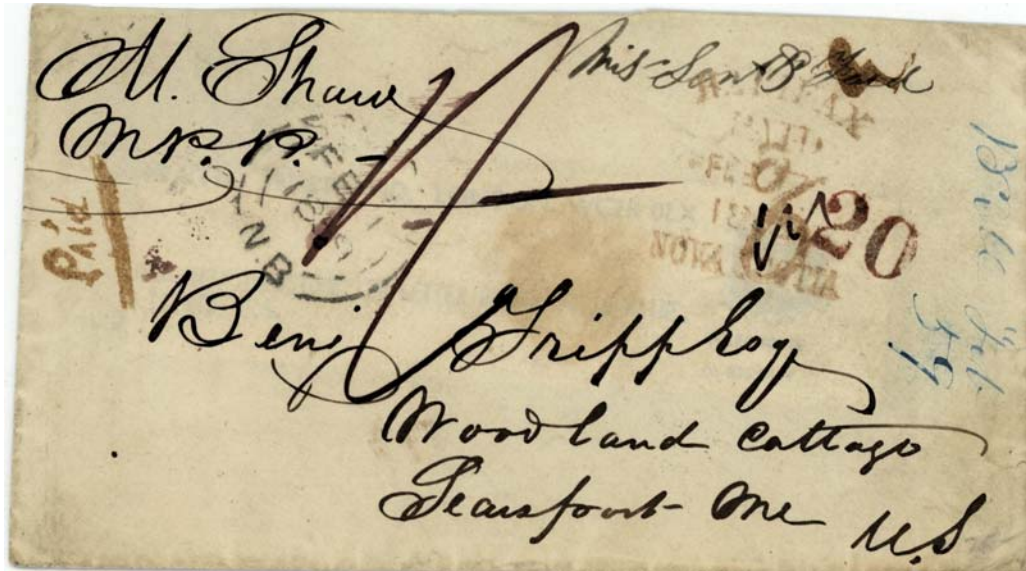
The large Halifax H. oval (as opposed to the common smaller ones with a larger H without period) receiving mark is very scarce and was previously known only late 1863–mid-1865. Almost all strikes are very poor, but this one, being early, is clear.

Underneath is **MILTON NS** broken circle, five or fewer strikes reported in [JJ].



## Peculiar *Paid* handstamp

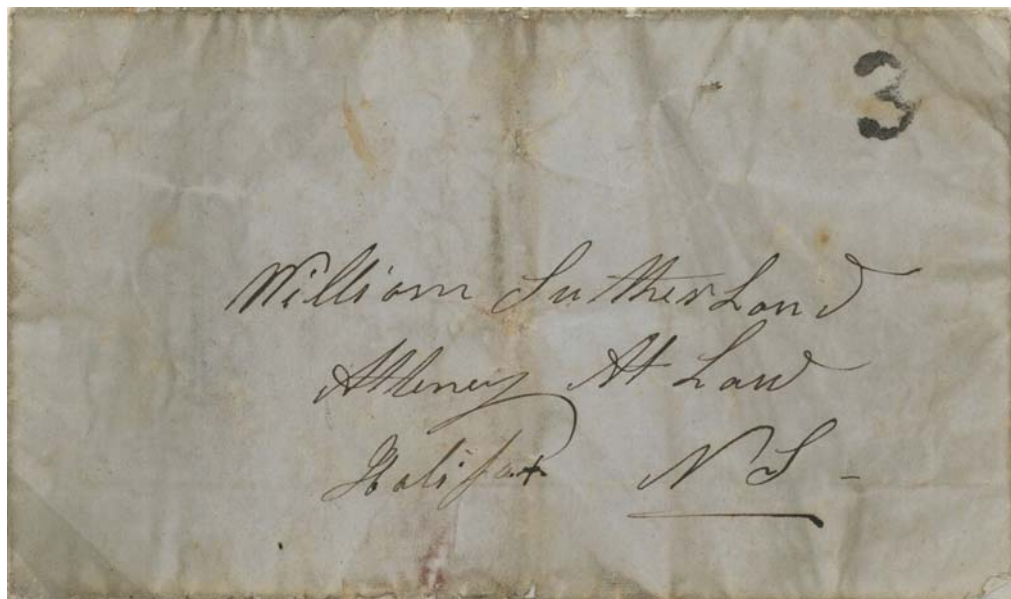
On the left of the cover is a crude underlined *Paid* handstamp. It is recorded in [JGY] (1859 only), but not in the much later [J], as the author did not believe it was a handstamp. But it clearly is.



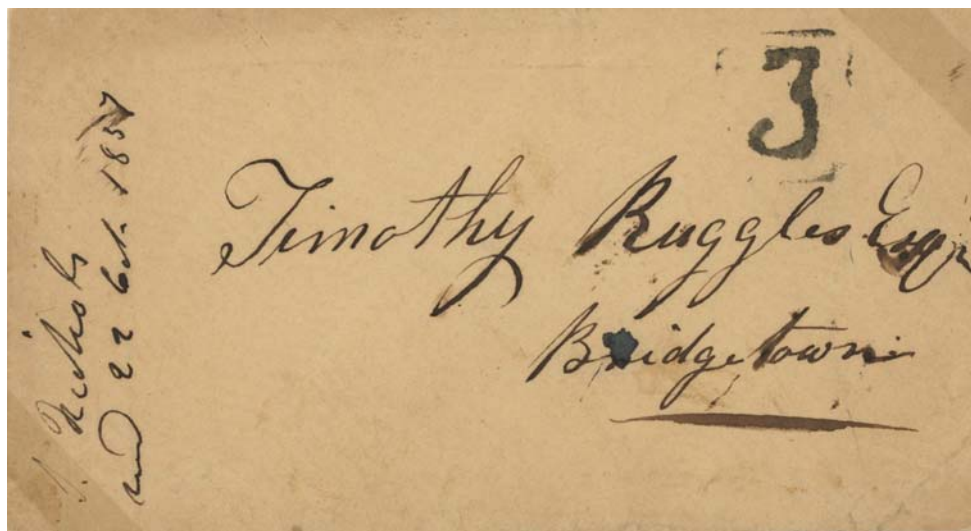
Strange *Paid* handstamp, Halifax–Beauport (ME) via St John, 1859. Rated paid  $1/-$ , double 6d rate to the US (there is also a handstamp  $^{\circ}6$ , applied at Halifax). Endorsed *Missent by land*. The US handstamp 20 indicates the amount in cents.

## Crude ratestamps

A number of offices used crude **3** and **5** ratestamps, indicating domestic rate collect (3 d and 5¢, the latter after decimalization). These were very likely locally made.



Hantsport (NS)—Halifax, 1857. Just one strike reported in [J] (1856)



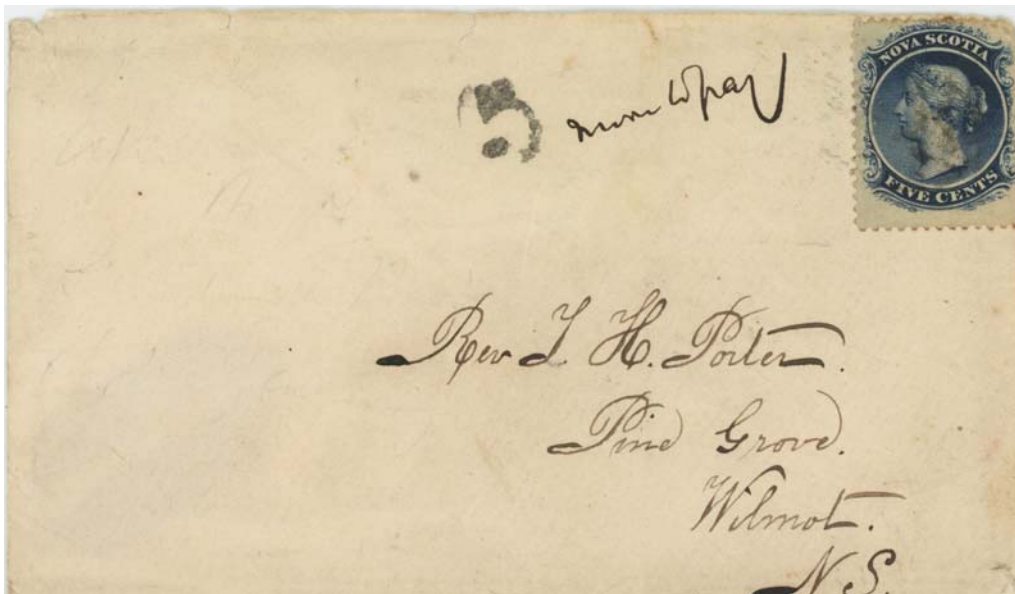
Kentville (NS)—Bridgetown, 1857. Three hammers reported in [J], but these are probably states of just one hammer (1856, 58, 59).



NS, crude ratestamps



Guysborough (NS)—St Andrews (NB) via Antigonish, 1860. Rated collect 5¢ domestic. [JJ] lists the fancy five as used Guysborough 1861–64.



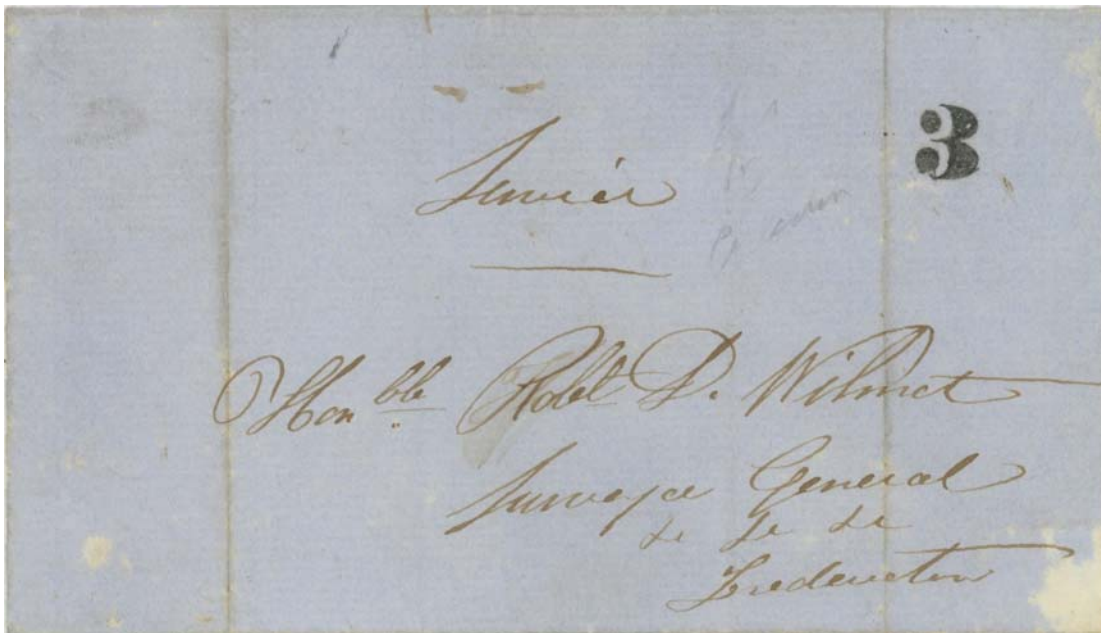
Wolfville—Wilmot (NS) via Kentville, 1865. Domestic 5¢ rate paid by stamp; but charged 5 more to pay, presumably double weight. Ratestamp is similar to [JJ], #385, reported in 1863 from Kentville.

### Gagetown 3

Unusual rate mark; previously known only in 1851



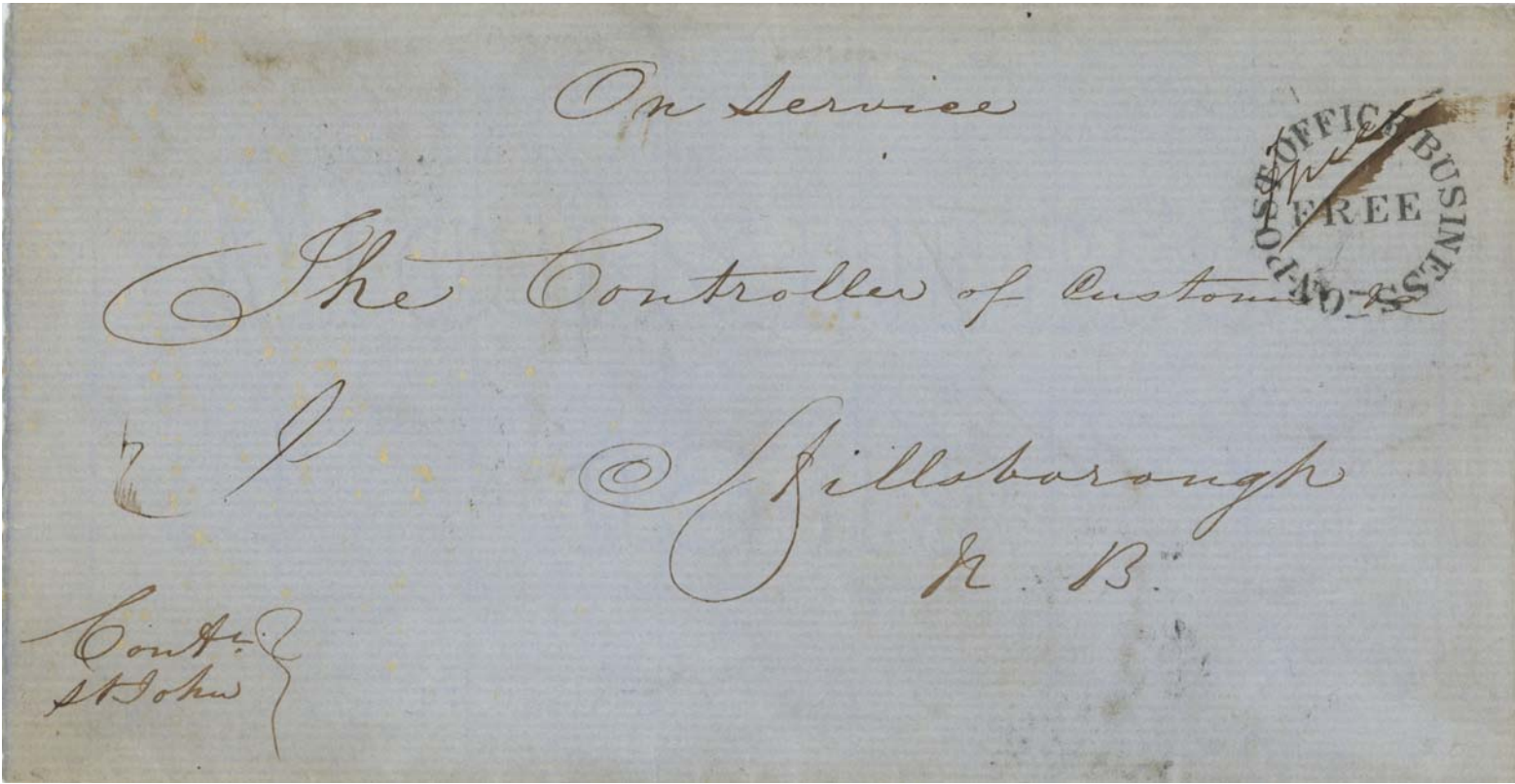
Gagetown (NB)—Fredericton, 1851. Rated collect 3 d, domestic rate.



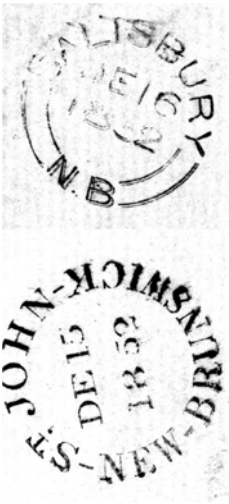
Gagetown (NB)—Fredericton, 1852. Rated collect 3 d, domestic rate.



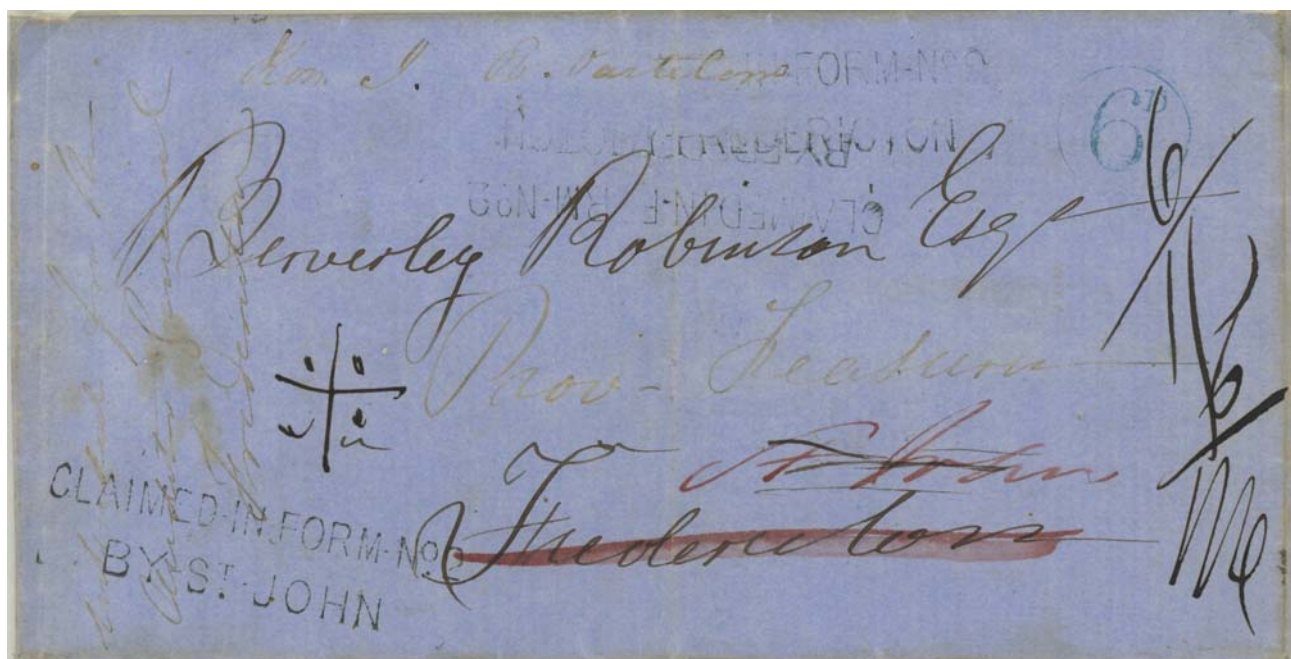
St John (NB) OHMS handstamp  
Halifax had a similar one. Known 1843–53.



Saint John–Hillsboro (NB), 1852. Ms Free, likely under handstamp.



NB claimed in form number 2 on postage due covers

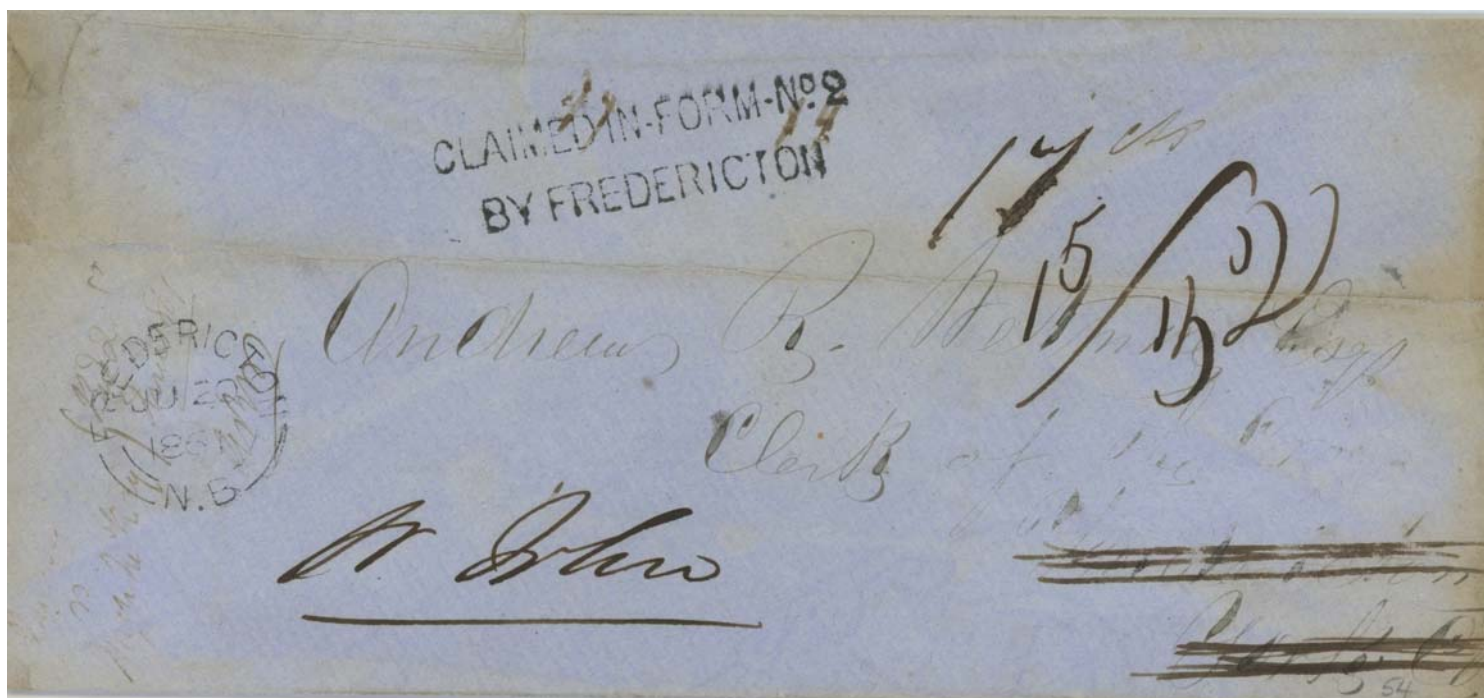


WO Tracadie–Fredericton, forwarded Saint John, and reforwarded back to Fredericton, 1856. Originally rated collect **6<sup>d</sup>** (double domestic) , then charged 6 d for each of the two forwardings, making a total due of 1/6 d cy.

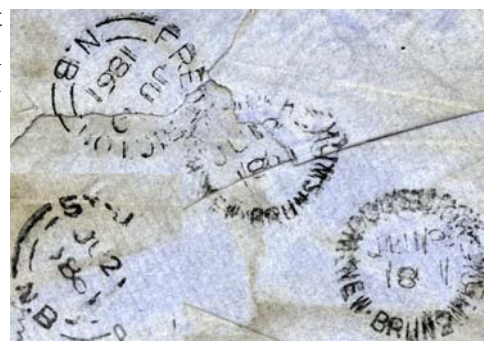
Has both advisory marks (unreported from St John):

CLAIMED-IN-FORM Nº 2  
BY ST JOHN

CLAIMED IN-FORM Nº 2  
BY FREDERICTON



Woodstock–Fredericton, forwarded to Saint John, 1861. Originally rated collect **17 cts** (triple domestic, at 5¢ per half ounce plus 2¢ penalty), then charged 15¢ more, triple rate, for forwarding an unpaid letter. Also with the Fredericton claimed in form marking.





NS missent

On close examination, the crude MISSENT appears to be a handstamp. Unlisted in [JJ] or [JGY].

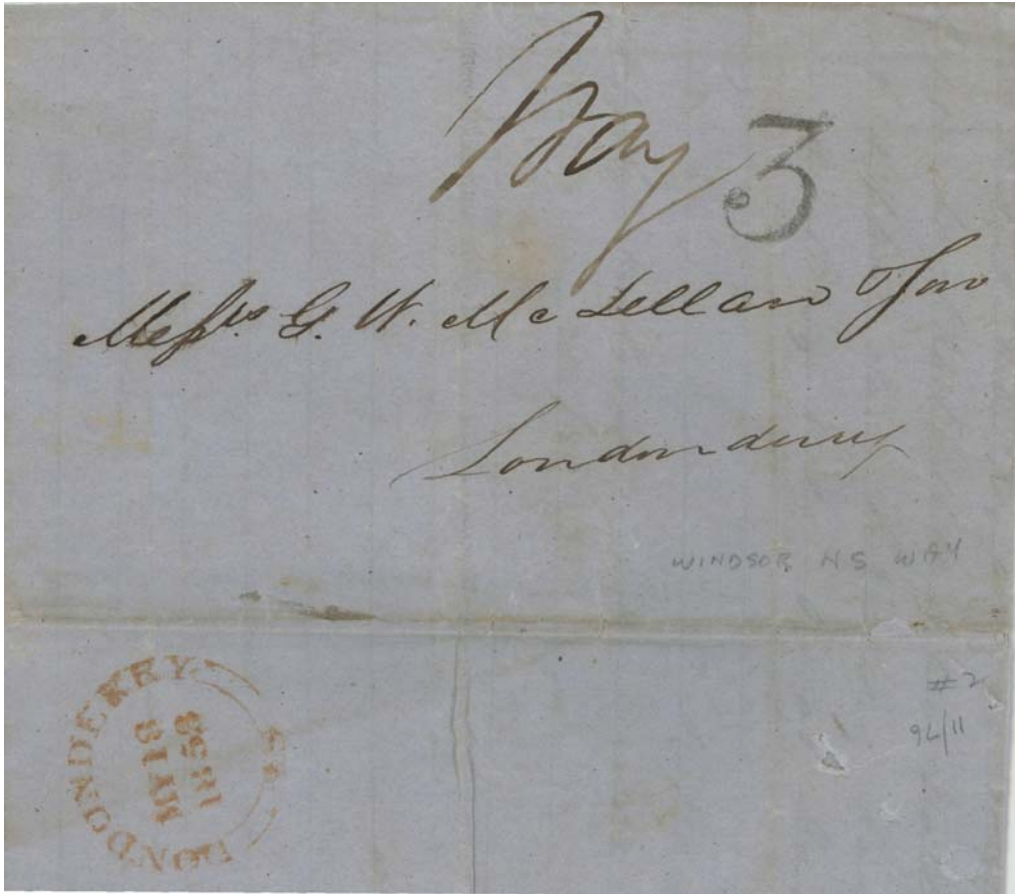
MISSENT



Halifax–Amherst (NS), missent to Antigonish, 1860. Paid 5¢ domestic prepaid rate. Standard Halifax tombstone.

## NS Way

Handed to the letter courier on his way; to be deposited at the next office or way office.



Dateline Windsor (NS), to *Londonderry* (NS), 1853. Rated collect Way 3 d, domestic.

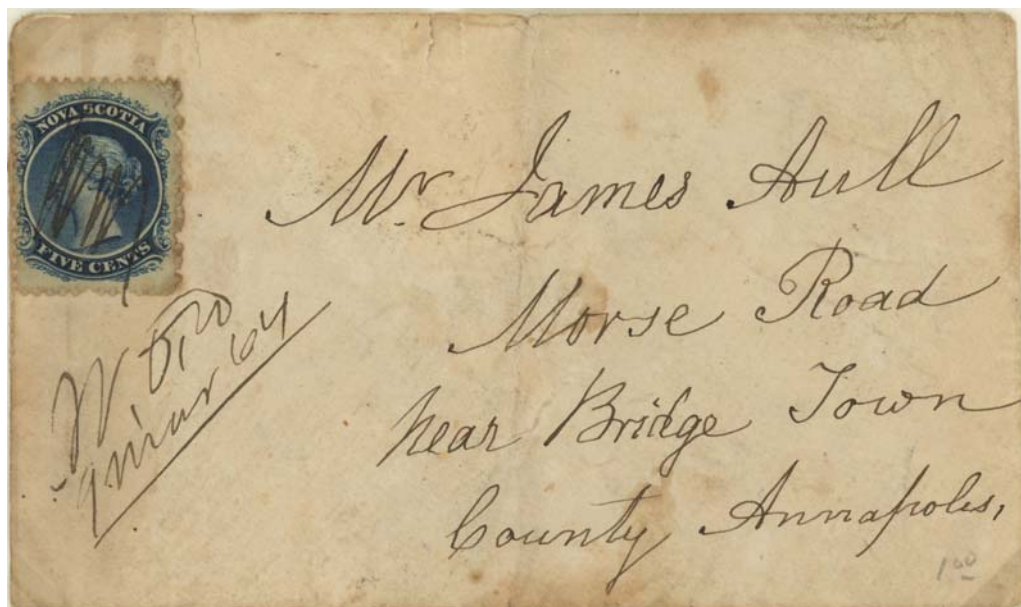
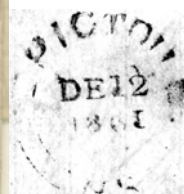


## NS ms way letters?

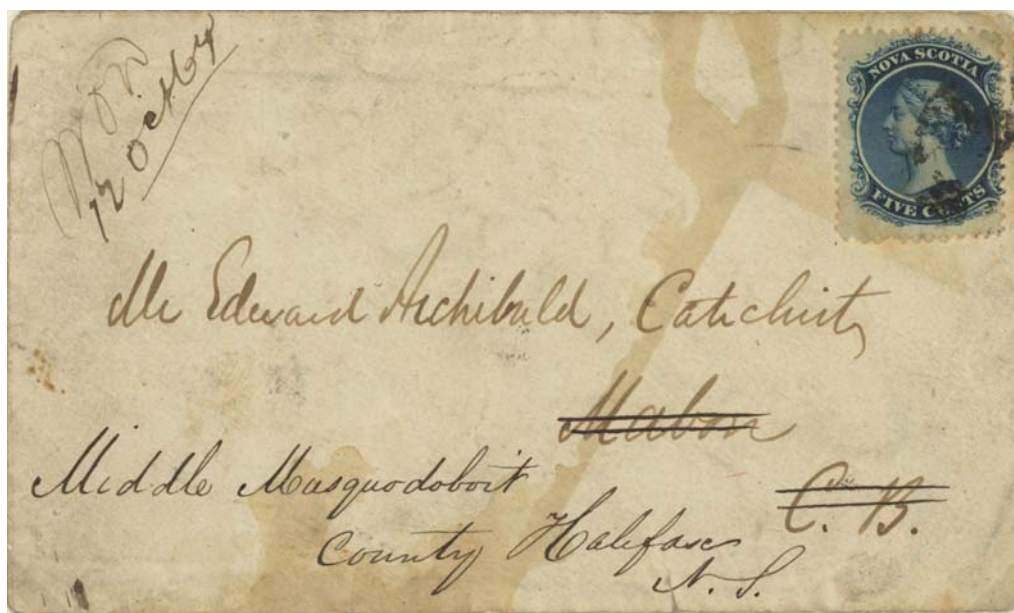
These are the only three covers I've seen inscribed W.O.D. These were applied by the same person, possibly at Halifax. Way office drop?



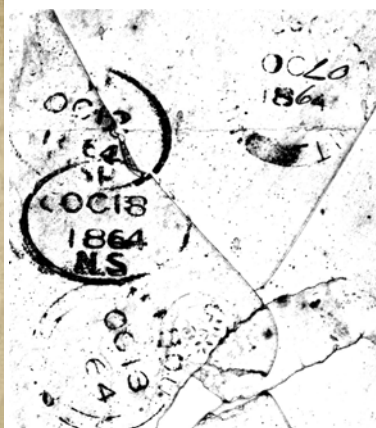
To Pictou, via Halifax, 1861. Domestic rate paid by 5¢ stamp.



To Morse Road, near Bridgetown, 1864. Domestic rate paid by 5¢ stamp.



To Mabou, forwarded to Middle Musquodoboit, 1864. Domestic rate paid by 5¢ stamp. Forwarding also via Halifax



Upper right is double broken circle Middle Musquodoboit.

## NS ms way offices

Way offices were collection points for distribution of mail. They were sometimes promoted to post offices. Very few NS way offices applied any sort of marking, so the following, which indicate the person in charge, are very unusual.



*Randall's Way Office* (NS)—Cornwallis, 1867. Domestic rate paid by 5¢ stamp.

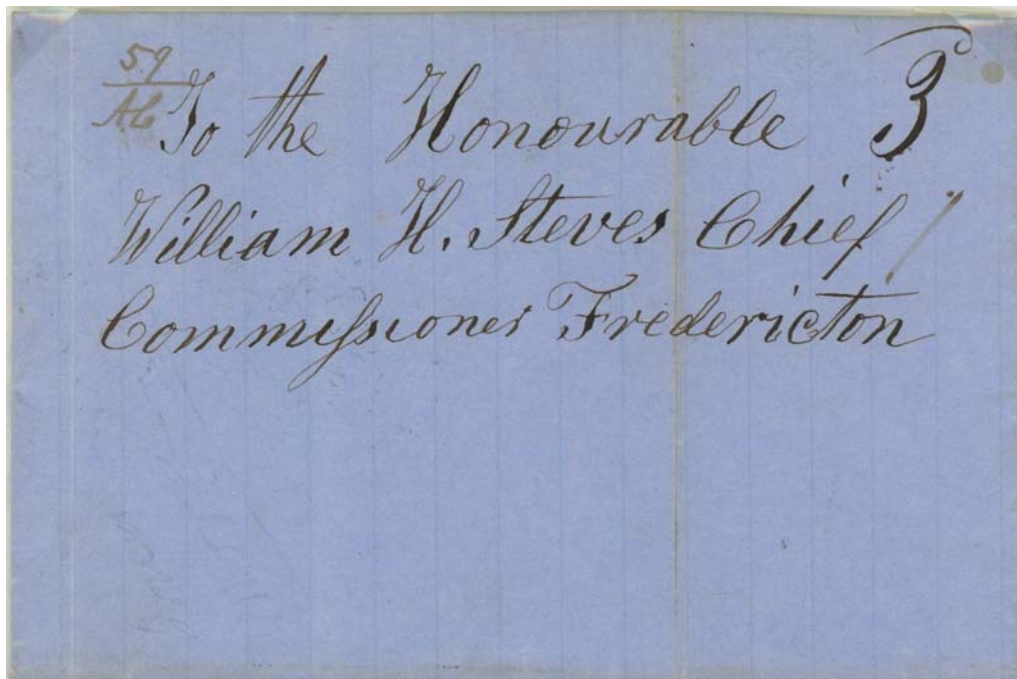


*Young's Way Office* (NS)—St Mary's Bay, 1867. Nearby office rate paid with 2¢ stamp.



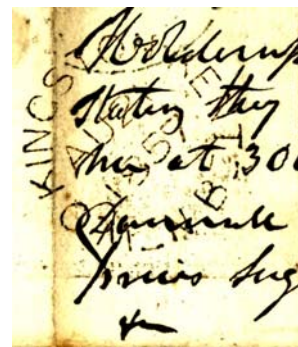
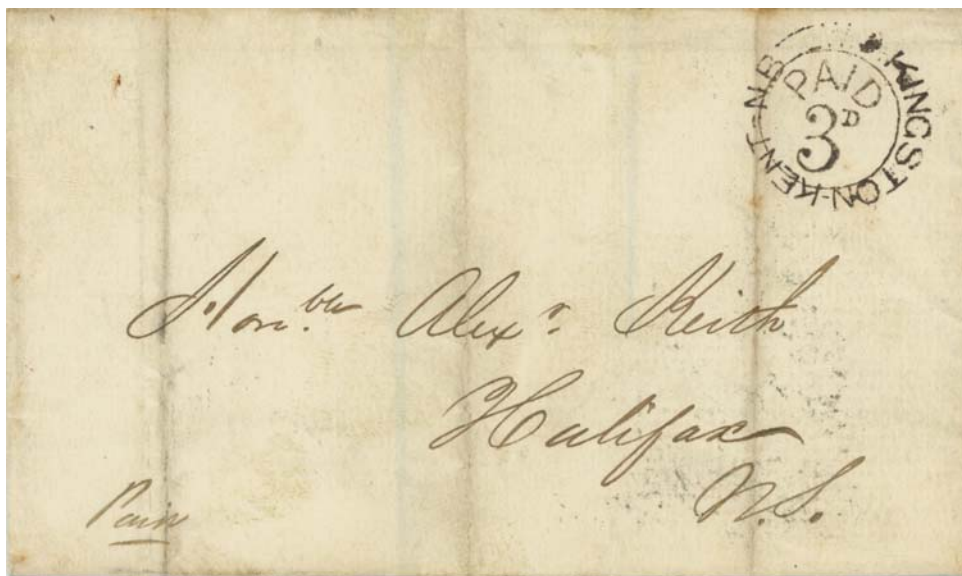
## NB Way Offices

In contrast to the situation in NS, many NB way offices had their own postmark devices.



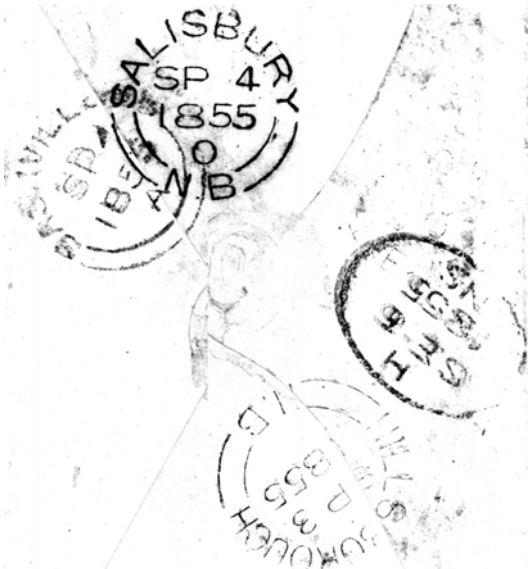
WO Oak Bay (NB)–Fredericton, 1855. Rated collect 3<sup>d</sup> d, domestic rate. AC: after closing.

W.O. OAK-BAY N.B double broken circle, believed to be the only example known.



WO Kingston-Kent–Halifax, 1857. Rated PAID 3<sup>d</sup>, domestic rate. Two separate hammers (one with PAID). Folded letter sheet, mourning stationery.

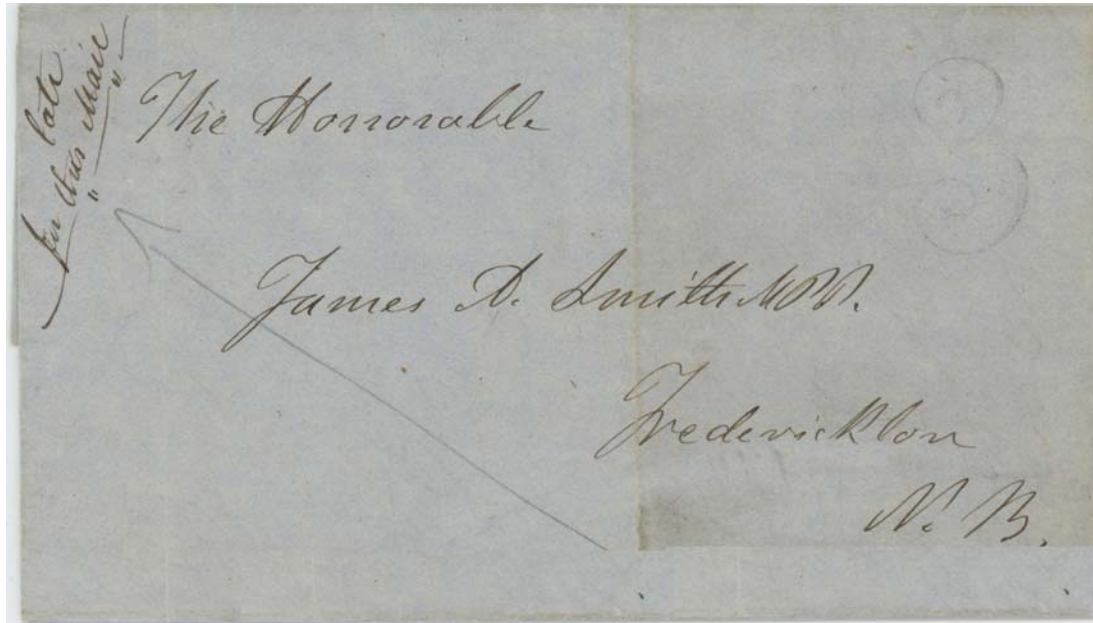
NB Way Office



WO Hopewell-the-Hill (NB)—Halifax, 1855. Rated PAID 3 d, domestic rate. Postmarked at Salisbury, Sackville (NB), and Guysborough (NS).



NB, Too late



Memramcook—Fredericton, 1852. Rated collect 3 d, domestic rate.

*Late for this mail, unusual way of denoting too late.*

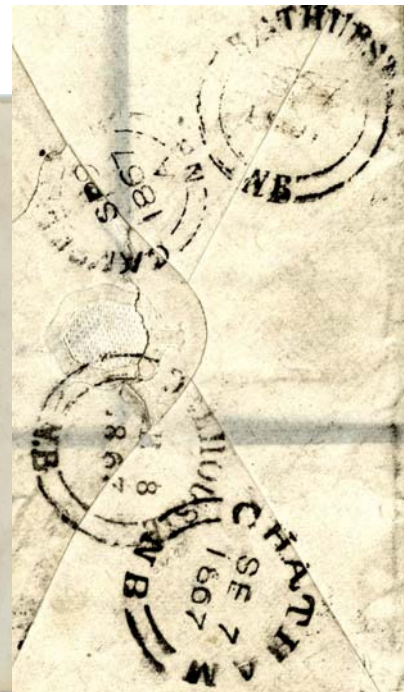
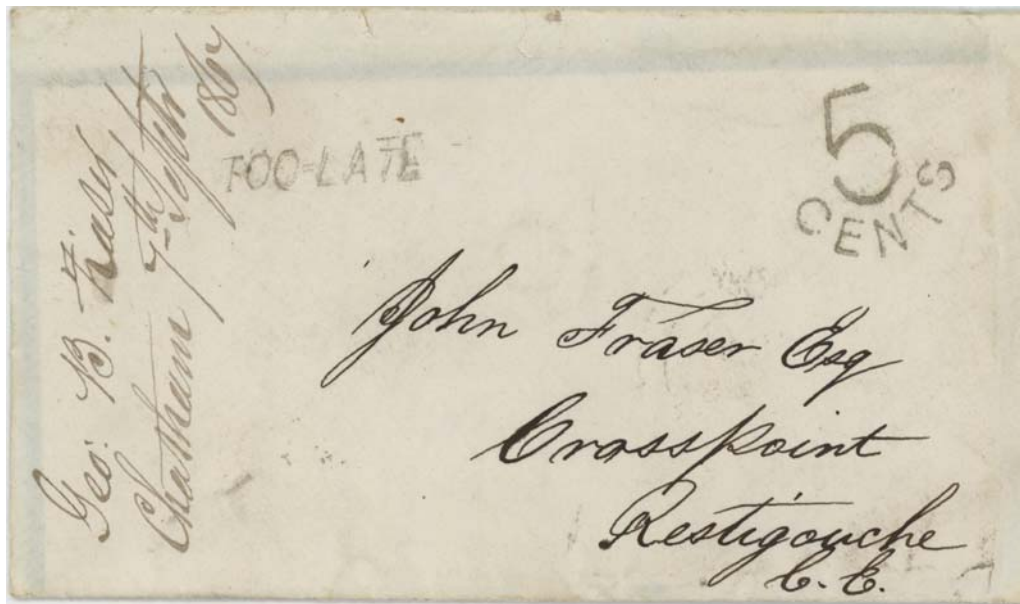
NB—CE

Before and after Confederation.



Chatham (NB)—Crosspoint (CE), 1865. Rated collect 7 CENTS (the unpaid domestic rate). *TOO-LATE* applied at Chatham. Mourning cover.

Backstamped chatham, Campbellton, Bathurst, and Dalhousie.



Chatham (NB)—Crosspoint (CE), 1867. Rated collect 5 CENTS, inexplicable, since the Canadian rate collect was 7¢. Same *TOO-LATE*. Contains mourning stationery.



# Registration in Nova Scotia & New Brunswick

NS and NB replaced their money letter systems by registration at different dates: NS, 6 July 1851; NB, 6 July 1852, well before the province of Canada did (1855).

Some senders endorsed mail to be registered, *money letter*, well into the 1860s; this was over a decade after money letter service had been superseded.

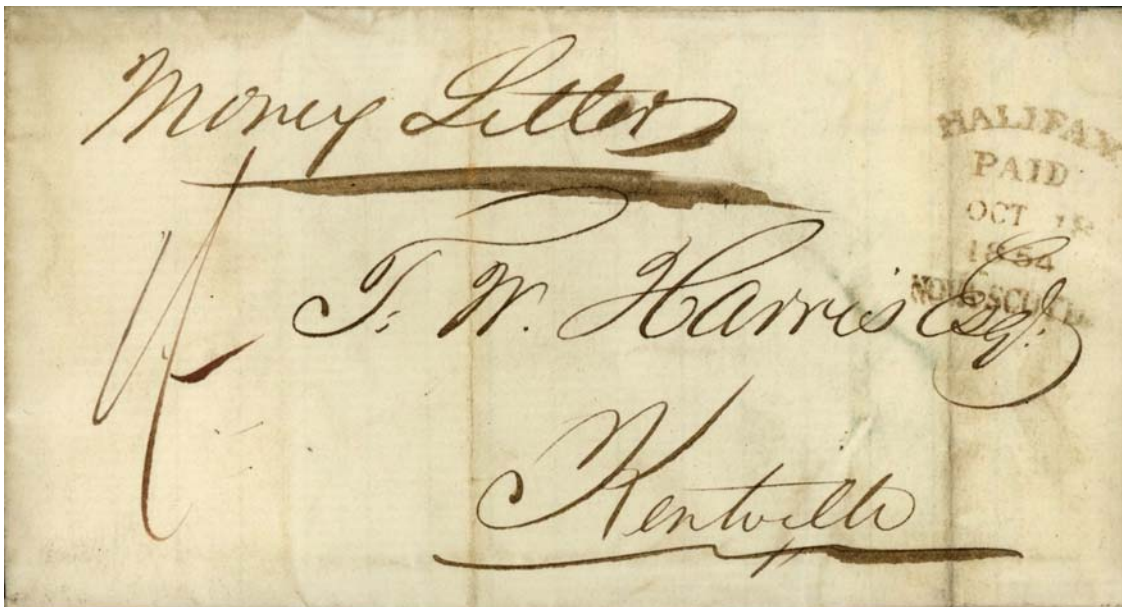
## Nova Scotia

Nova Scotia introduced registration on 1 July 1851, the same day that its post office became autonomous. Domestic (and to the rest of British North America) registration was 6 d cy, prepayment required. Domestic postage became 3 d per half ounce on the same date. The money letter system ceased.

The frequent absence of registration numbers, particularly in the early period, suggests that registration wrappers were used to enclose them. These wrappers (shown later) are more frequently seen from Nova Scotia than from any of the other Maritime provinces or the province of Canada.



Lower Stewiacke to Rawdon (NS), 1853. Rated prepaid 6 + 3 d cy, itemizing registration and domestic rates.



Double, Halifax–Kentville, 1854. Rated prepaid 1/cy, made up from 6 d registration and 2 × 3 d domestic. Sender has used the obsolete term *Money Letter*. Standard (and extremely common) Halifax tombstone, indicating payment.

NS registered

Contained £65 in notes



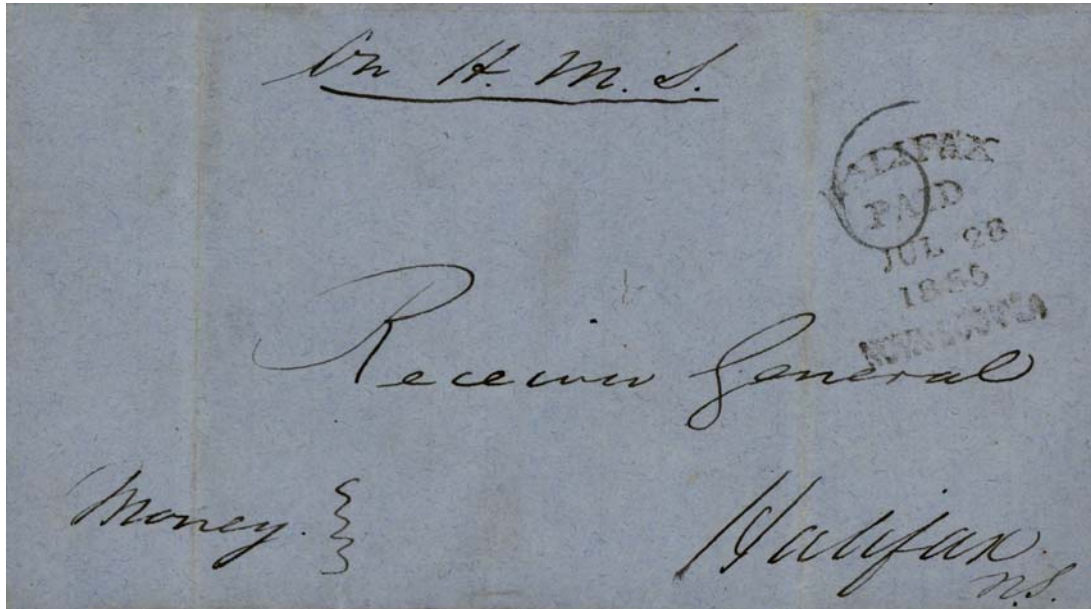
Arichat-Halifax, 1853. Rated *Paid 3, 6* d cy, made up from 6 d registration and 3 d domestic. Sender has used the obsolete term *Money Letter*. Standard (and extremely common) Halifax receiver.

Arichat 26<sup>th</sup> February 1853  
Honble Receiver General  
Sir  
Enclosed you have  
six five pound notes making  
thirty pounds which please  
place to the credit of  
your obedient servant  
Simon Cameron



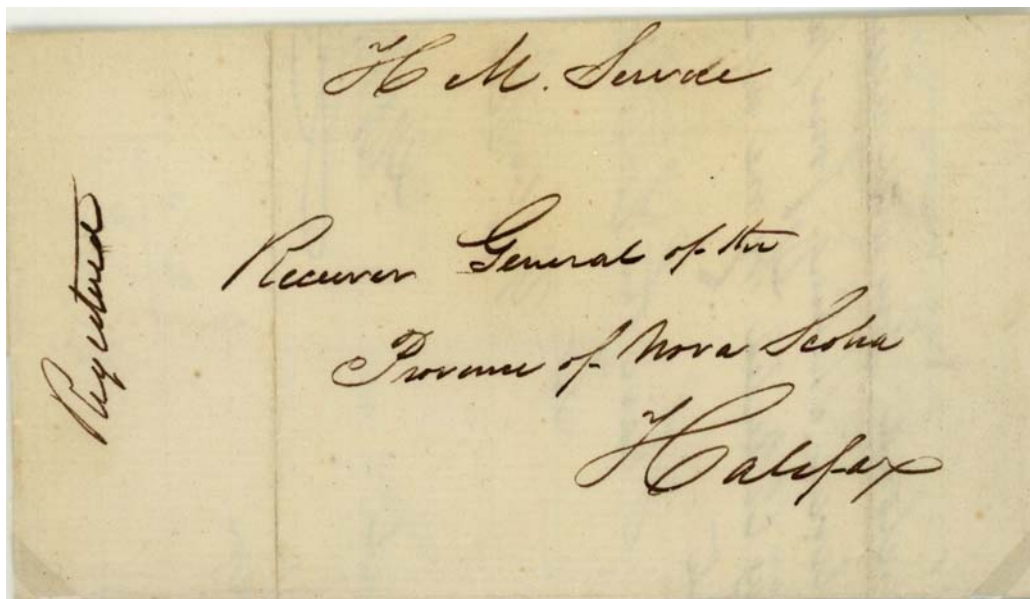
## Nova Scotia registered, (partially) free

The sender's endorsement, *OHMS*, (On His/Her Majesty's Service) is often seen on pre-Confederation BNA covers. The modern meaning is that it is eligible to pass without postage through the mail. However, at the time, it almost always meant that it was to be sent through (Her Majesty's) mail (as opposed to private carrier or via a friend), and that the sender hoped—usually fruitlessly—that it would be free. The items below show that occasionally at least the domestic postage was free. In both cases, the address was the Receiver-General of Nova Scotia, so that it was plausible that it was free.



Domestic postage free, Antigonish–Halifax, 1855. A late use of the term *Money*, four years after the money letter system had ceased to exist. Rated prepaid 6, the registration fee; since there are no other charges, it appears that the 3d domestic rate was not applied.

One other strike of the Antigonish 6 ratestamp is recorded [17], also in 1855.



Null rate, Canso–Halifax, 1856. Endorsed *Registered* and *HM Service* (both by the sender), there are no postmarks at all. Docketing indicates it arrived four days after mailing. It presumably was enclosed in a registration wrapper, but it appears that no postage was paid.

## Nova Scotia, 1860–1867

NS converted to decimal on 1 January 1860, and the rates changed to 10¢ for registration and 5¢ per half ounce domestic letter rate. Halifax acquired a crown registration handstamp (in use 1862–66), similar to those of a few British offices.



Triple, Halifax–Bridgewater, April 1860. Although NS converted to decimal on 1 January 1860, the previous currency was still in use. Rated 6 d registration plus  $3 \times 3$  d per half ounce.

No backstamps, but a faint BRIDGEWATER NS double broken circle on the front of the cover.



Halifax to Granville via Annapolis, double, 1863. Crown REGISTERED (1862–66). Rated 10¢ registration plus double 5¢ domestic letter.





*Quadruple, Halifax–Kempt (Hants County), 1863. Rated 10¢ registration plus 4 × 5¢ per half ounce, all paid in stamps. Unusually clear Halifax crown in black.*

Old habits die hard—*money letter* (endorsed by the sender) had been obsolete for twelve years.

Backstamped Halifax (origin) & Newport. Kempt Shore is a tiny community in the district of West Hants; it had no post office, and mail was sent to Newport.

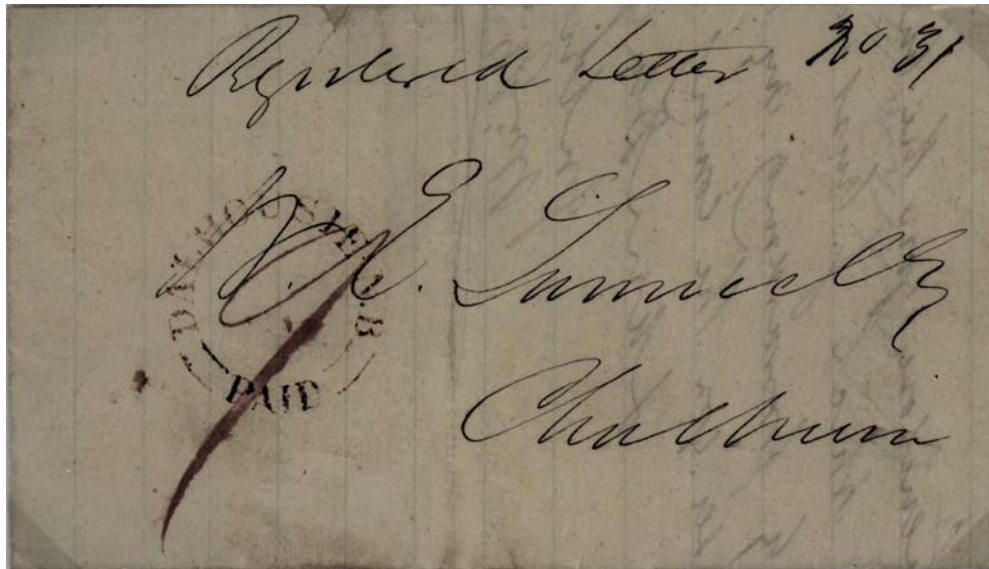
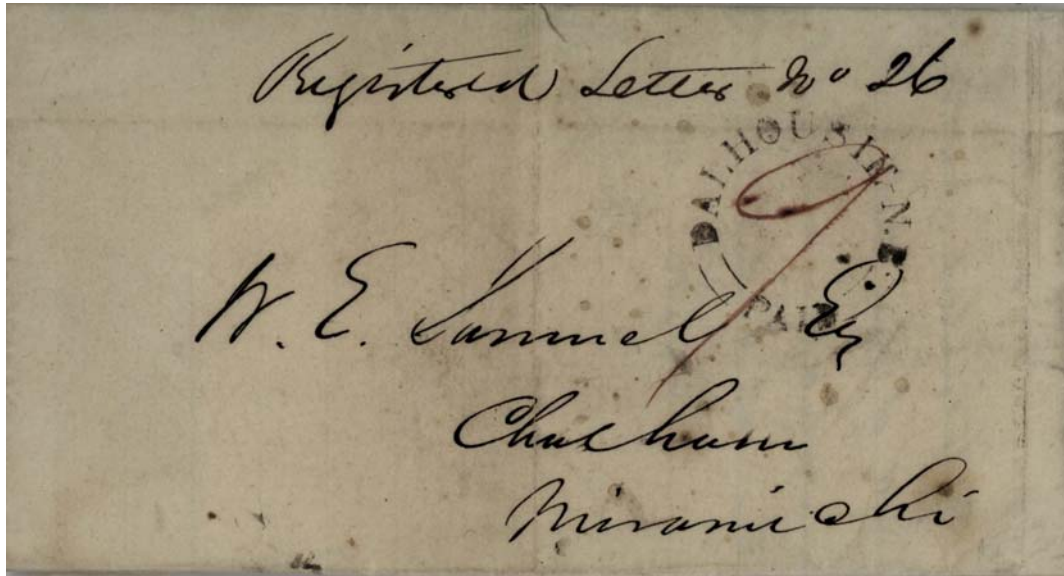
*Halifax–Grand Narrows (Cape Breton), 1865. Rated prepaid 10¢ registration and single 5¢ domestic. With worn red Halifax registered crown.*

Backstamped Halifax (origin), Sydney (transit), and the nearest post office to destination, St Peters. Grand Narrows (a strait of Bras D'Or Lake) was and still is an extremely tiny community (2001 population: 15). ✓✓



## New Brunswick

Took control of its post office 6 July 1851, but did not adopt registration until a year later. The registration fee was 6 d cy (until 1860, when decimal conversion occurred) with compulsory prepayment of *all* postage on registered letters.

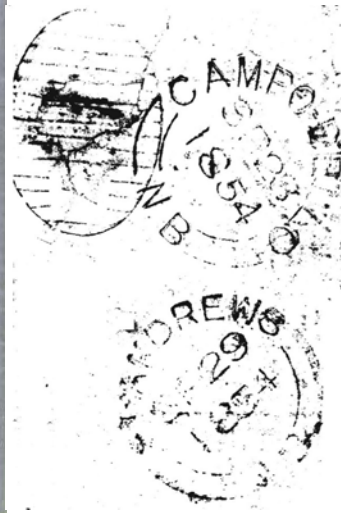
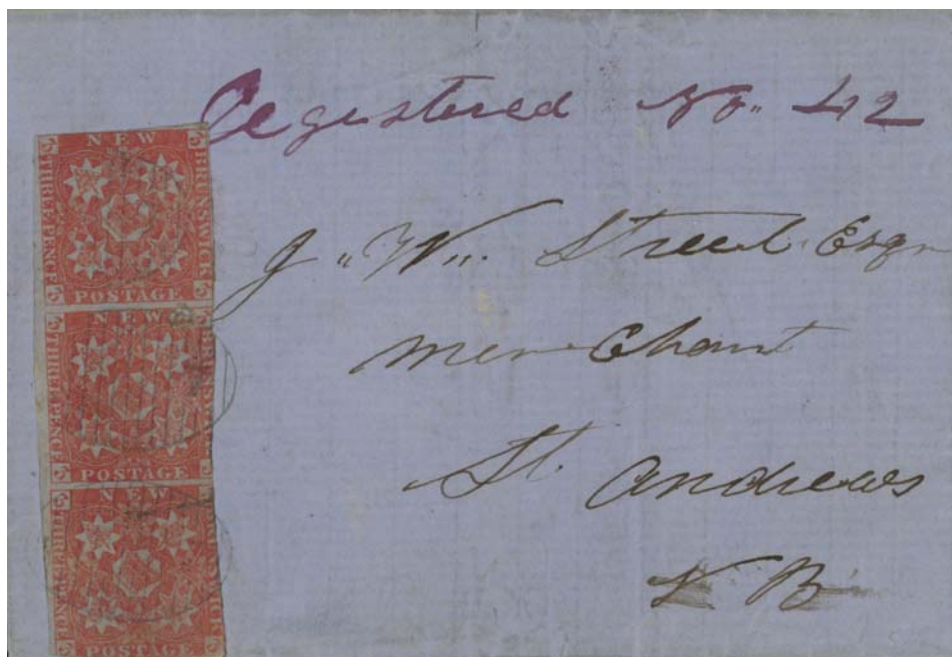


*Dalhousie–Chatham*, 7 & 14 September 1852. Same correspondence, a week apart. Given registration numbers 26 & 31; since these did not restart until they reached at least 999, we conclude that only six registered letters passed through the Dalhousie post office in that week!

Prepaid 9 d cy in cash, made of 6 registration and 3 d single domestic rate.



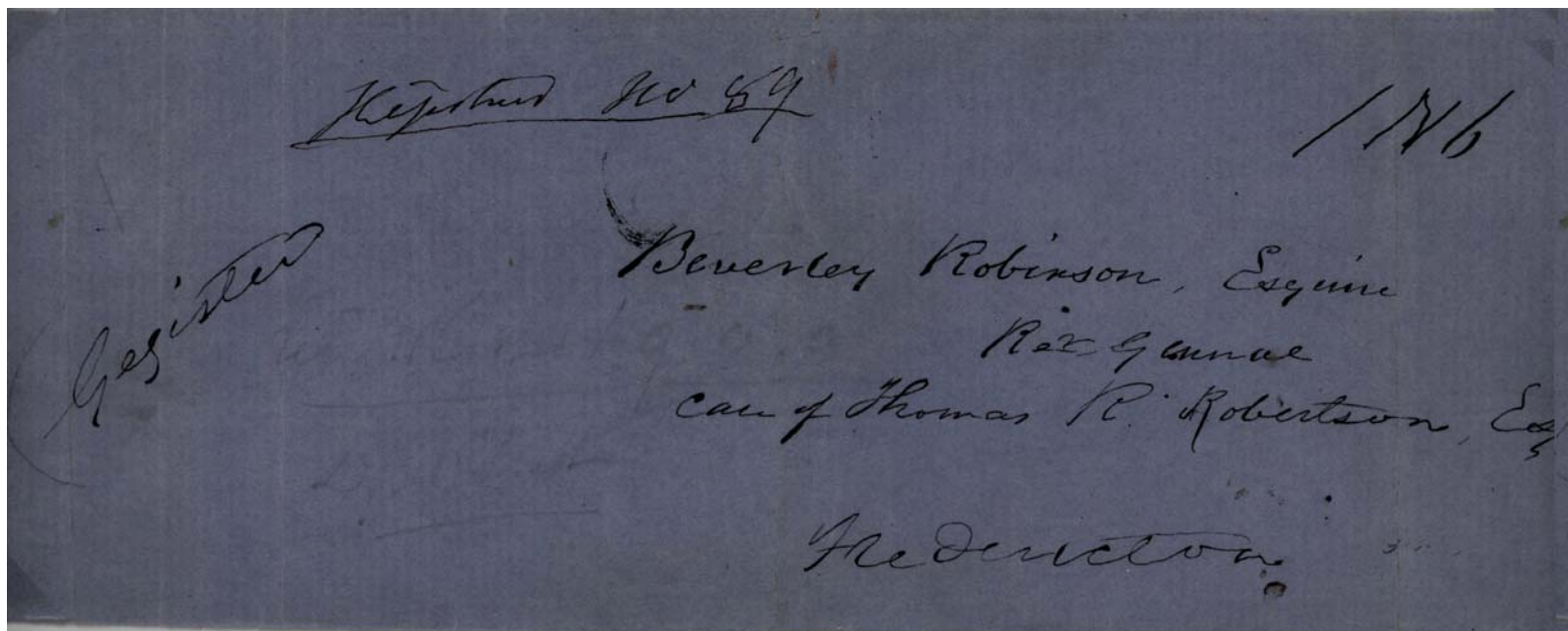
# New Brunswick



Campobello—St Andrews, 1854. Rated 6 d registration fee prepaid in cash (implied by *Registered No. 42* at top) and 3 d domestic rate paid in stamps (strip of three).

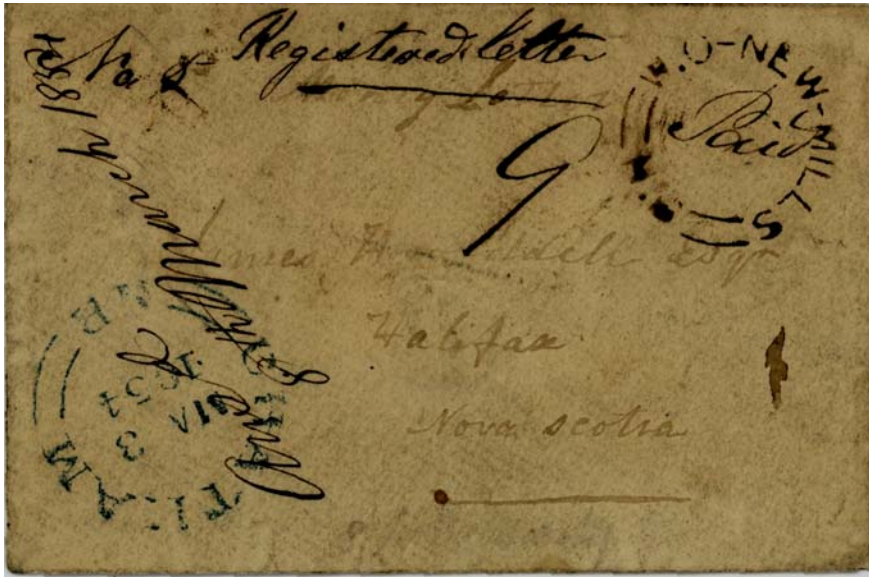
Campobello number 7 in grid killer.

Greene certificate #18059.



Quadruple, Salisbury—Fredericton, 1858. Rated 1N6 ostensibly made up from 6 d registration fee and  $4 \times 3$  d per half ounce domestic. Regulations required prepayment of all the postage (non-registered letters could be sent collect), but there is no indication of this—unless the rate was marked in red ink, which has degenerated in time to black.

NB-NS

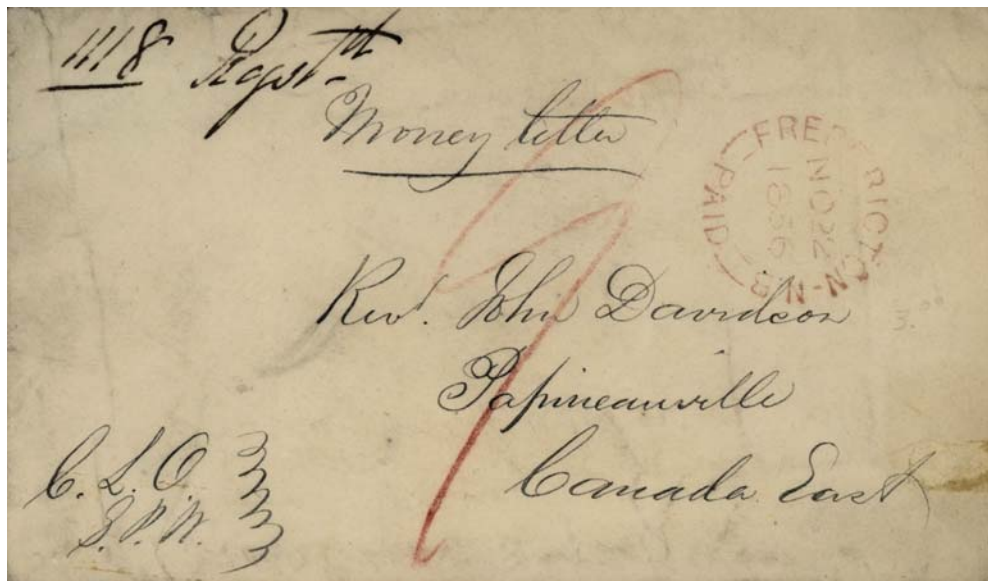


WO New Mills (NB)—Halifax, 1854. Sender's *Money Letter* struck through and replaced by *Registered letter*. (Compulsory) prepayment of 6 d registration plus 3 d letter rate.

W.O.-NEW-MILLS, opened 1850, promoted to post office in 1867.







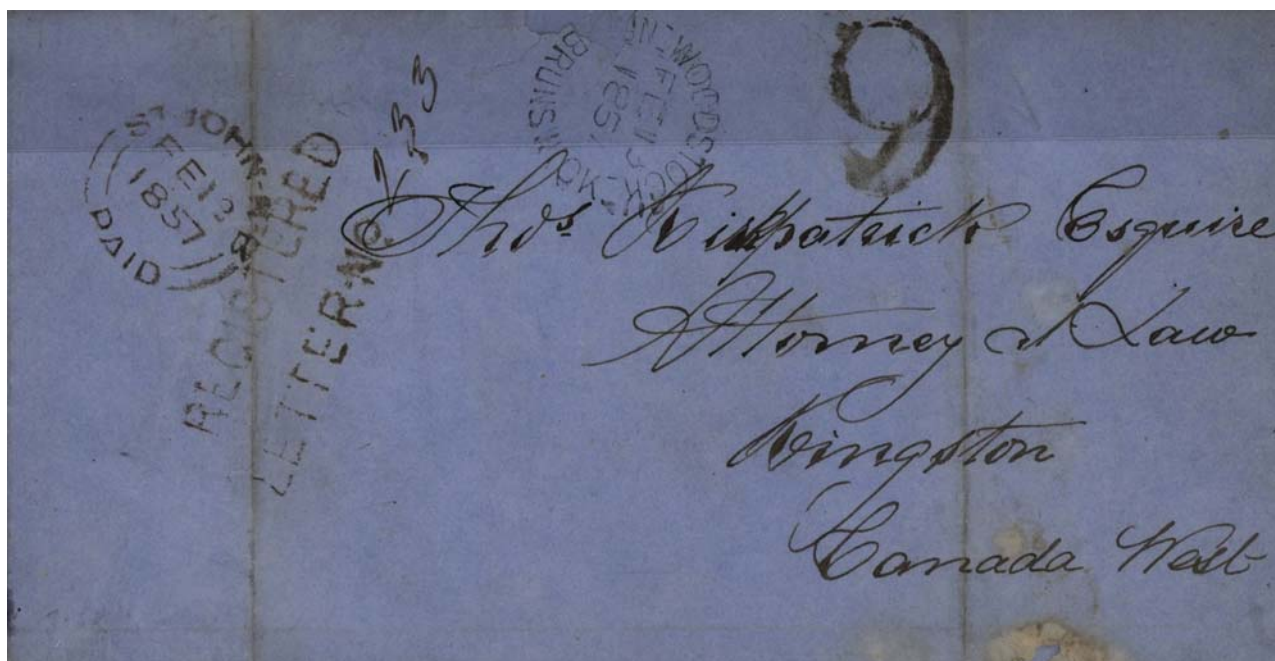
## New Brunswick, intercolonial

Letter and registration rates to the province of Canada were the same as domestic, 3 d per half ounce, converting to 5¢ in 1860, and 6 d, converting to 10¢.



Same addressee, Woodstock–Papineauville (C E) & Fredericton–Newborough (C W), 1856 & 1861. Rated prepaid 9 d (1856), and prepaid 15¢ (1861), both single.

The sender of the 1856 letter (CLO, Crown Lands Office) has marked it *Money letter*—four years after the money letter system ceased in New Brunswick.



St John–Kingston (C W), 1857. Rated prepaid 9 d combined registered single letter rate. Two-line REGISTERED LETTER-Nº 233 handstamp was part of general issue to offices in NB & NS.

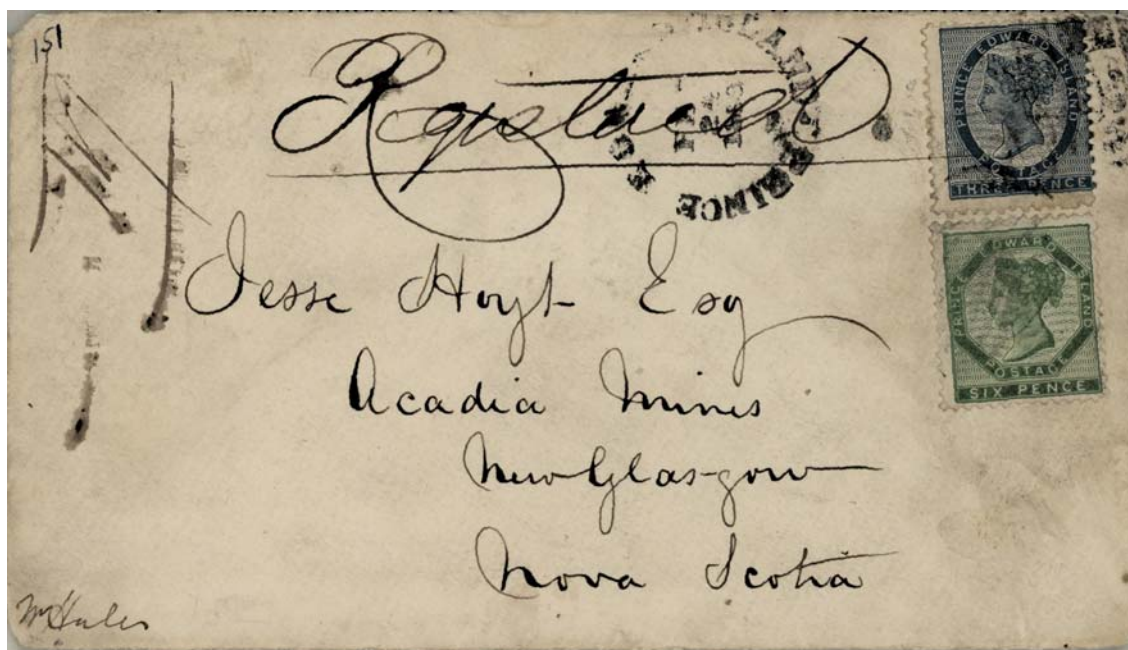
PEI-NS

Registration in this period was 6 d Island currency.



Previously known 1862-66.

Charlottetown-Wolfville (NS), 1867. Rated 6 d registration fee and 3 d intercolonial within BNA, paid by single stamp (stamp has been moved a little). This is tied by the common Charlottetown numeral 13 in bars (known 1864-72).



Charlottetown-Acadia Mines (NS), 1868. The registration number appears at the left, and may be 111. The typeset datestamp on the front, reading PRINCE EDWARD ISLAND was used at Charlottetown, the principal town. Via Amherst and Truro.

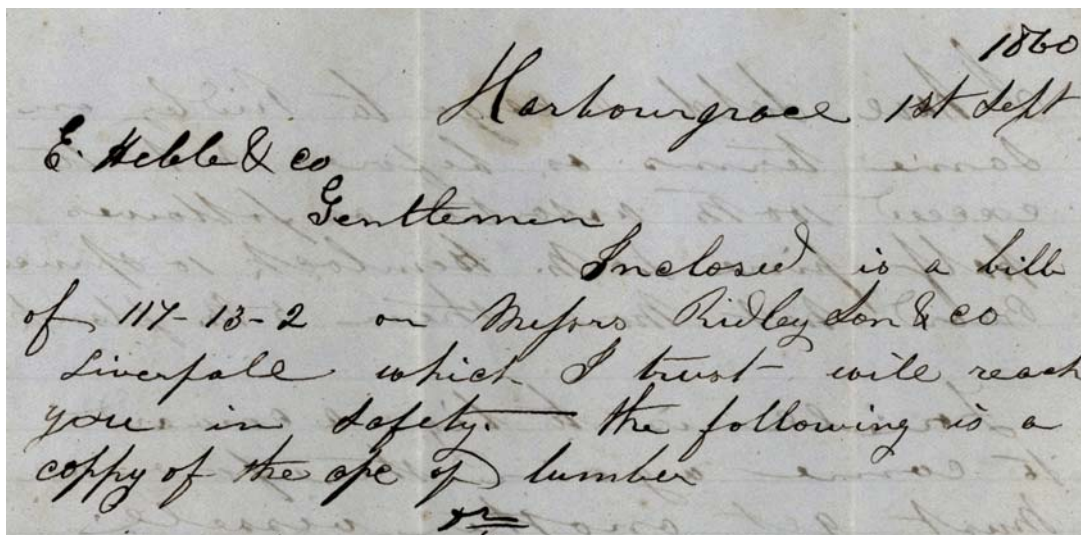


# Newfoundland—NS

*Earliest known registered Newfoundland cover*



Harbour Grace—Bridgewater (NS), September 1860. Red crayon *Register* and registration number *94*. Rated paid 3 d registration and 4 d intercolonial to Halifax. Red **HARBOUR GRACE PAID** and black Harbour Grace double broken circles. Standard Halifax **H** oval datestamp on reverse.



Enclosed is a bill of 117-13-2\* on Messrs Ridley Son & Co, Liverpool, which I trust will reach you in safety. The following is a copy [sic] of the ?? of lumber ...

\*£117 13 s 2 d (sterling)

UK–NS, crown registration handstamp,

London and Liverpool each had one—but so did Halifax, and they are indistinguishable. This cover, Dublin–NS, shows one; it cannot be from Dublin (since Dublin did not have one). Hence it must be from Halifax.



Halifax registered crown, Dublin–Lower Horton (NS) 1864. Rated 6d registration and 6d to Canada via British steamer. Travelled directly from Queenstown (Cork) to Halifax on the Cunard *Arabia*.

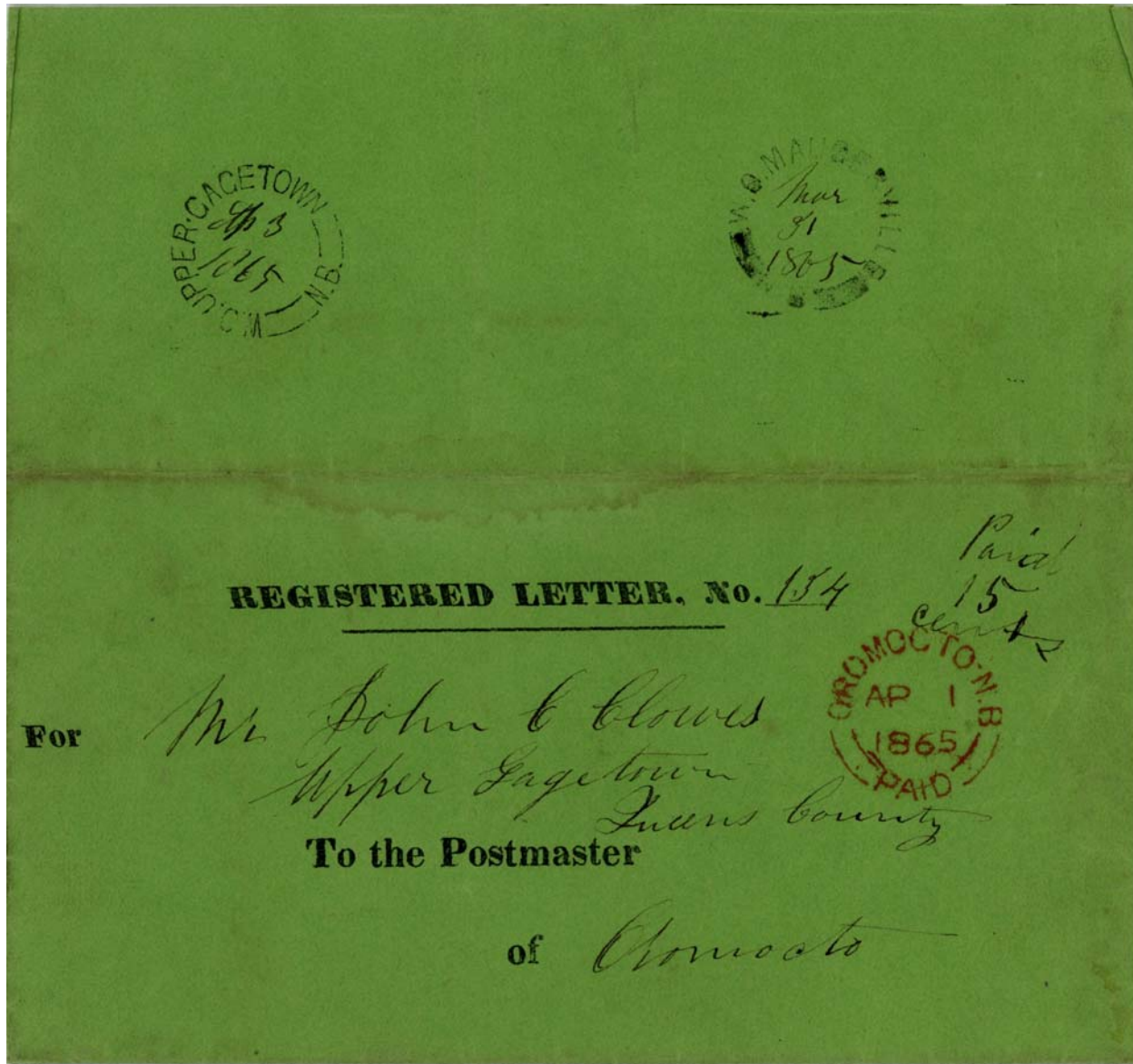
Grid 186 is a Dublin office. Faint standard Halifax oval at lower right. LOWER HORTON NS has date inverted; there are no other backstamps.



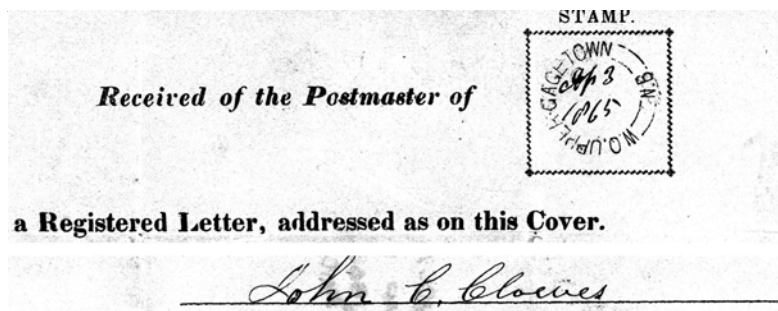
## Registration letter wrappers

Often called *registered letter wrappers*, these are similar to money letter wrappers. Registered letters were (frequently) wrapped in these for post office to post office transmission, and they were signed by the recipient of the enclosed registered letter. The destination post office kept the wrapper for one to two years, and then it was disposed of, usually destroyed. As a result, very few have survived—none from the province of Canada in the pre-Confederation era, a handful from New Brunswick, one from Prince Edward Island, and a few dozen from Nova Scotia.

Based on the practice in UK, it is not clear when it stopped, but very likely it simply wound down—as the amount of registered mail increased, this awkward procedure became an increasing nuisance.



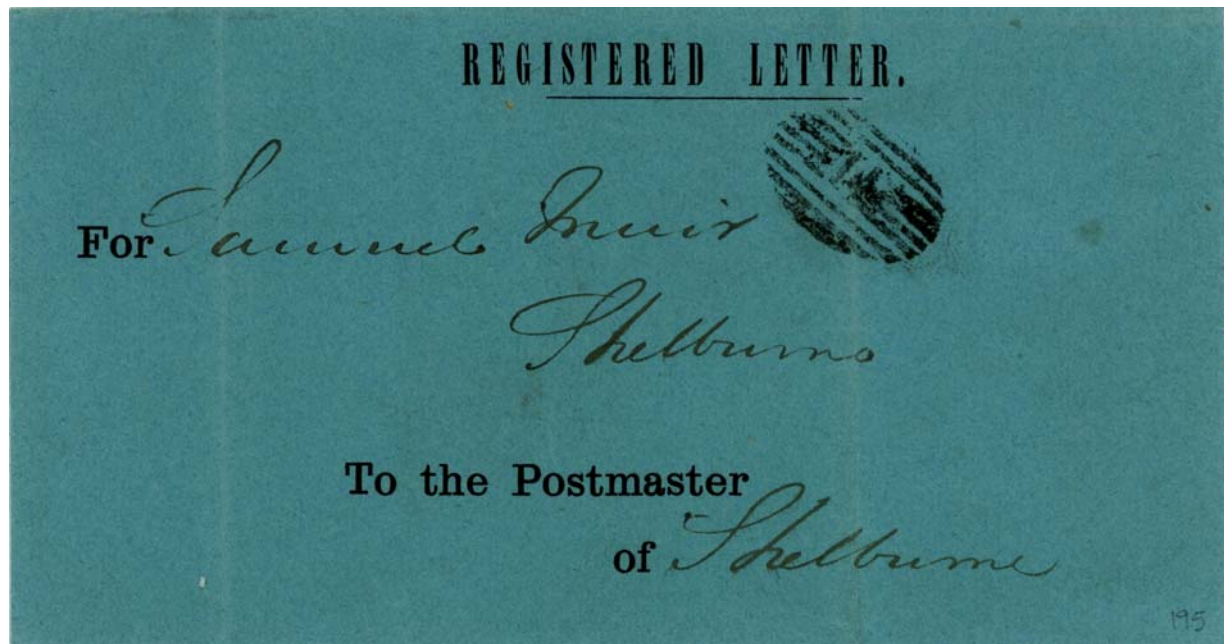
New Brunswick registration letter wrapper, 1865. Contained a registered letter from Maugerville Way Office to Upper Gagetown Way Office (in NS & NB, way offices were very small postal outlets for the distribution of mail along the routes of the mail carriers), transitting Oromocto (the nearest post office). Rated *paid 15¢*, combined 10¢ NB registration fee & 5¢ domestic letter rate. I'm aware of fewer than five NB registration



Signed by the recipient of the registered letter.

## Nova Scotia registration letter wrappers

There are (at least) three different printings in the 1860s, suggesting wider use of these than in the other provinces.



Registration wrapper for a letter Halifax—Shelburne, 1864. The killer is a Halifax H.



## REGISTERED LETTER.

Received of the Postmaster of  
a Registered Letter as directed on this Cover.

186

The Sending as well as the Receiving Postmaster is on no account to neglect Stamping this Cover.

N. B.—The Postmaster will keep this Receipt as a proof of the delivery of the Letter, and apply to the Postmaster General for a further supply of these Covers, when necessary.

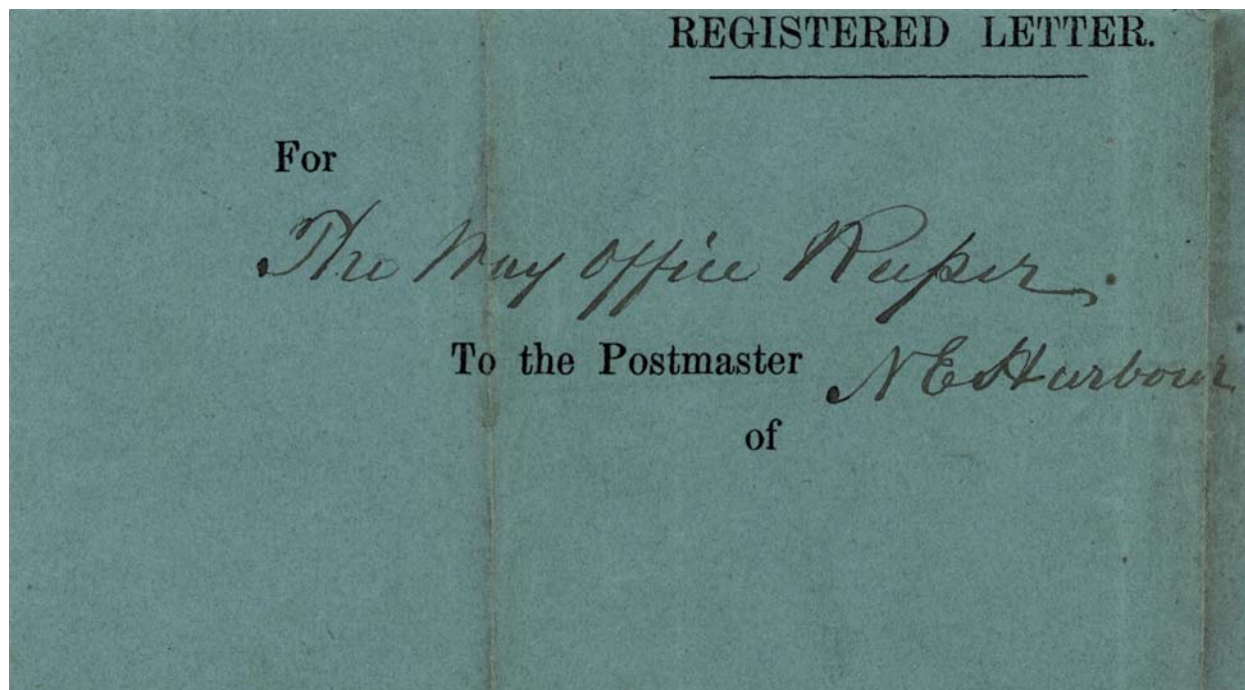
STAMP.

Generic interior of Nova Scotia registration letter wrappers. Typefaces vary. White areas represent very large vertical spaces.



## Nova Scotia registration letter wrappers

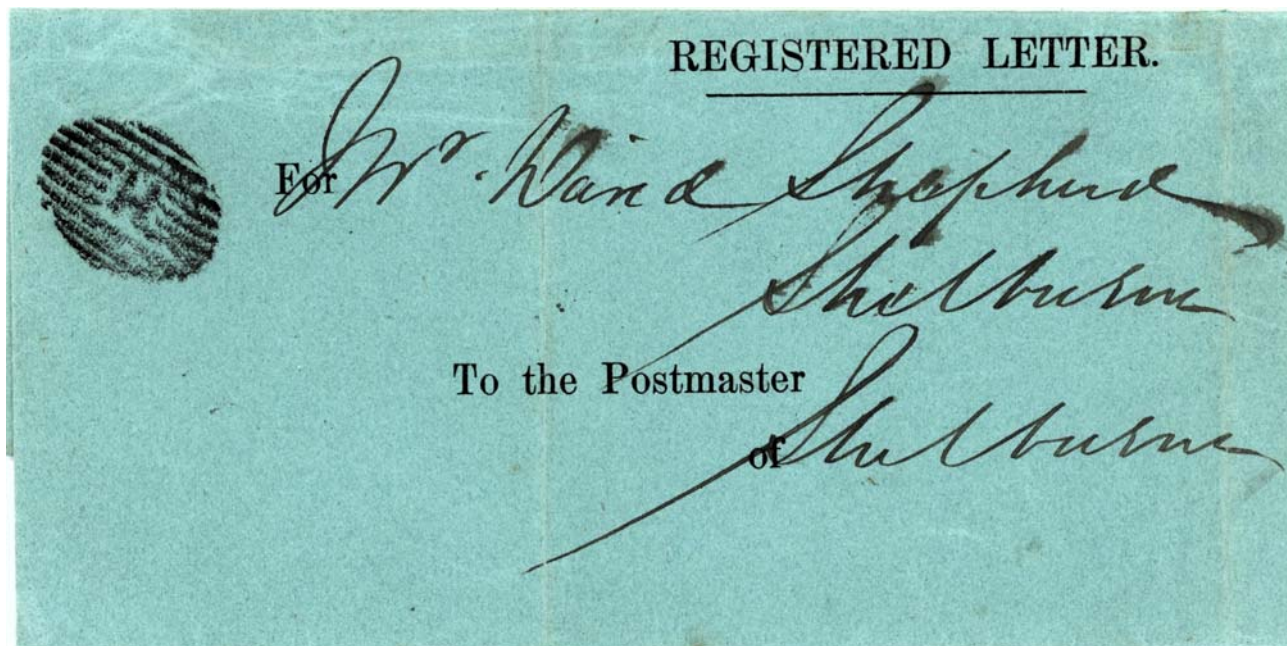
Two almost identical printings. The only significant difference lies in the vertical space above the rule. Since these are both folded letter wrappers, the apparent locations of the text will vary depending on the size of the cover they enclose, and subsequent folding caused by filing.



*For a registered letter, Shelburne—way office keeper at Northeast Harbour, 1863.*

## REGISTERED LETTER. REGISTERED LETTER.

At the same scale; the rule at left (top cover) is further distant from the lettering than the rule at right (lower cover).

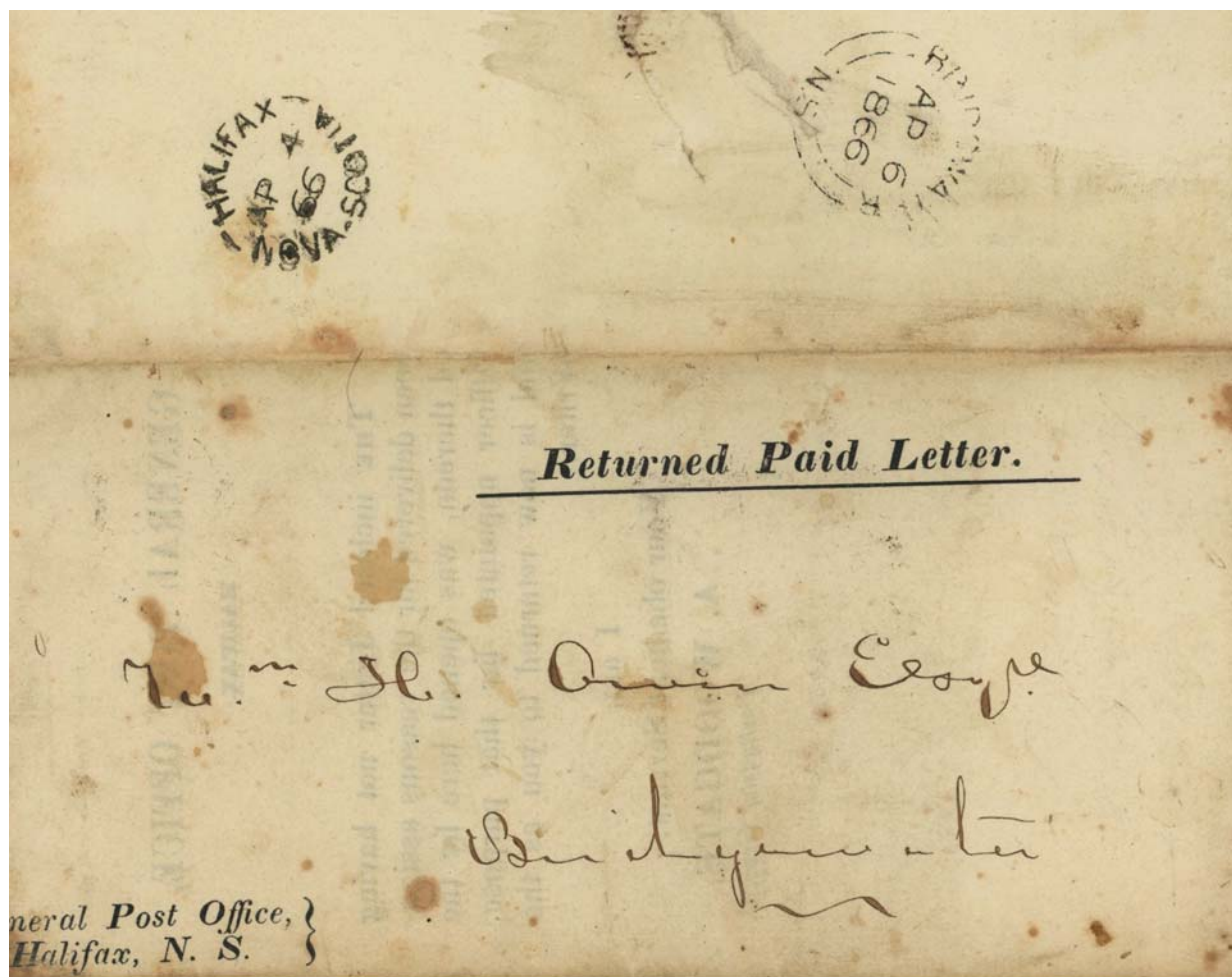


*For a registered letter, Halifax—Shelburne, 1863. With Halifax H in grid.*

# Returned letter wrappers and covering envelopes

Used by the D L O s to return undeliverable mail to sender.

Nova Scotia returned paid letter wrapper (1866)



Covering wrapper, Halifax, returned to Bridgewater, 1866. No postage due, as the returned letter had been prepaid.

## GENERAL POST OFFICE,

HALIFAX.

THE inclosed Letter not having been delivered for the reasons assigned thereon, was opened here by the Officer appointed for that purpose, and is now returned to you as the Writer.

I am,  
Your obedient Servant,

**A. WOODGATE,** Woodgate was promoted to Postmaster General of Nova Scotia  
Postmaster General. in 1851.



Nova Scotia returned letter envelope (1866–67)



*Returned letter envelope, returned to Pictou, undated. No apparent service charge. On inside flap:*

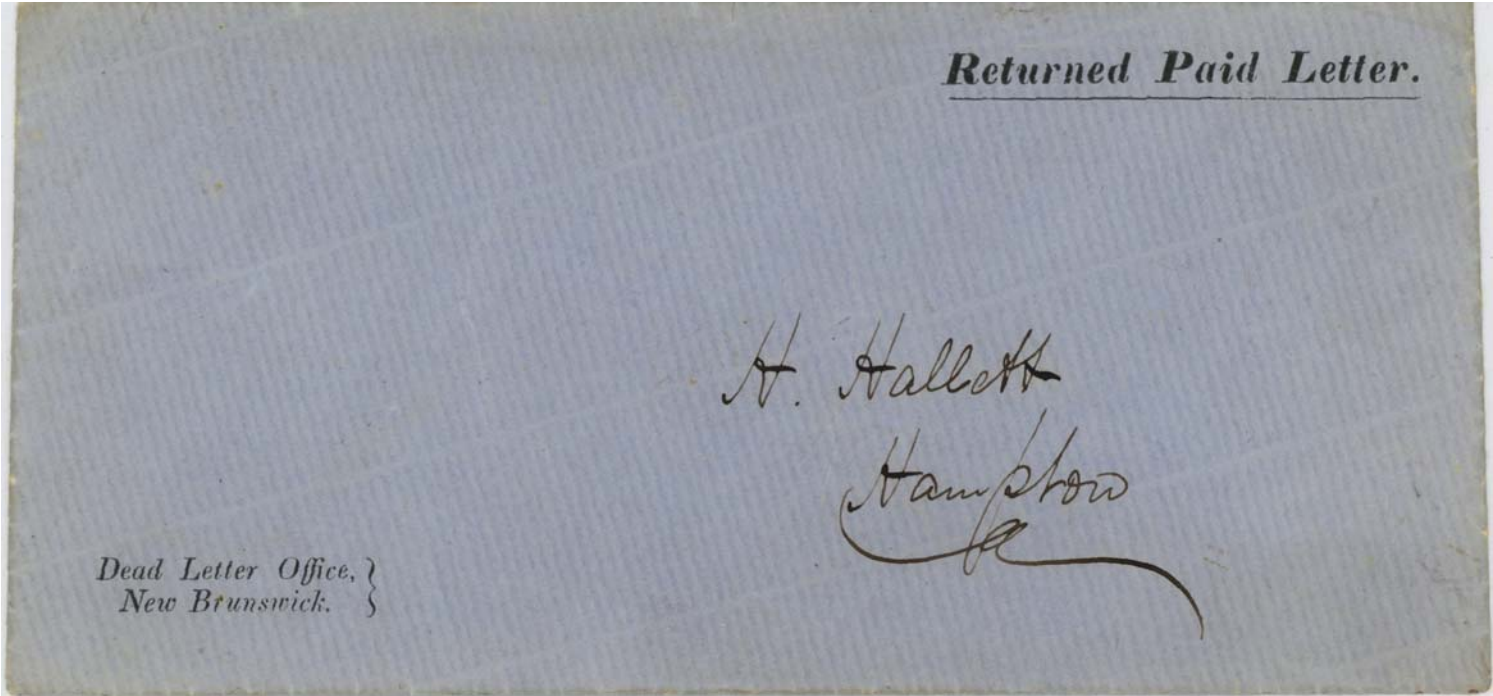
**The enclosed letter is returned for the reason thereon assigned on payment of the Postage.**

**A. WOODGATE,**  
P. M. General.

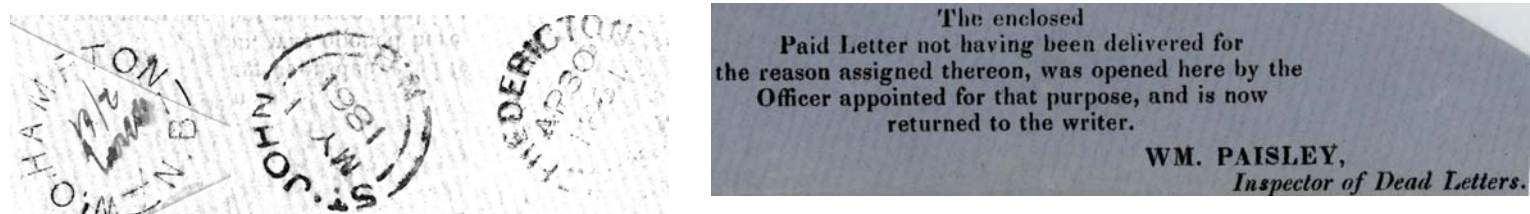
Arthur Woodgate was Deputy Postmaster General of Nova Scotia 1843–1851, Postmaster General 1851–1867, and after Confederation, PO Inspector. Wrappers are known used as late as 1866. The notation *Dead Letter Branch* and the printed details suggest this is dated just a few years before Confederation. *Only reported Nova Scotia returned letter envelope.*



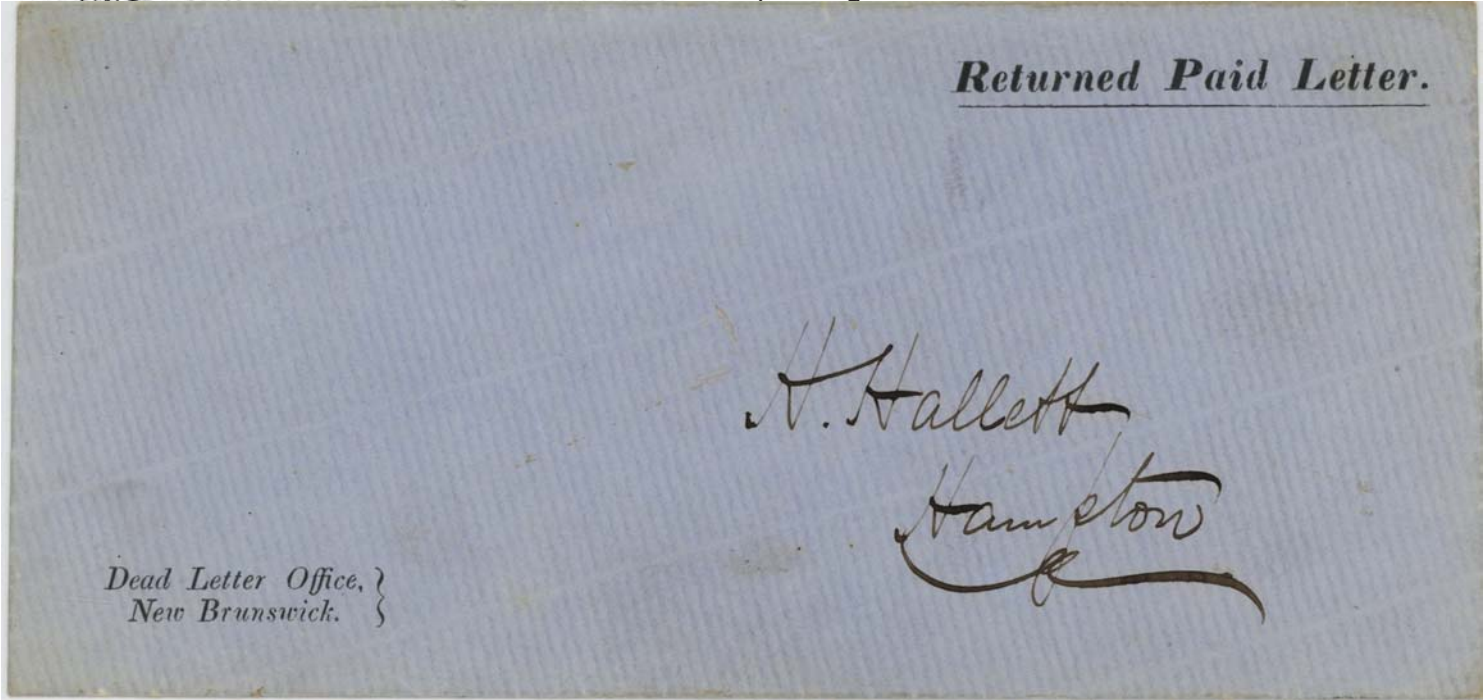
New Brunswick returned letter covering envelopes (1861)



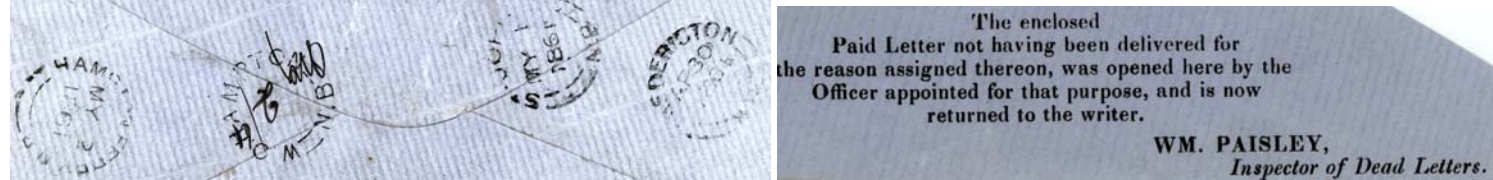
Covering wrapper, Saint John, returned to WO Hampton, 1861.



The enclosed  
Paid Letter not having been delivered for  
the reason assigned thereon, was opened here by the  
Officer appointed for that purpose, and is now  
returned to the writer.  
WM. PAISLEY,  
Inspector of Dead Letters.



Covering wrapper, Saint John, returned to WO Hampton, 1861. With HAMPTON FERRY double broken circle.



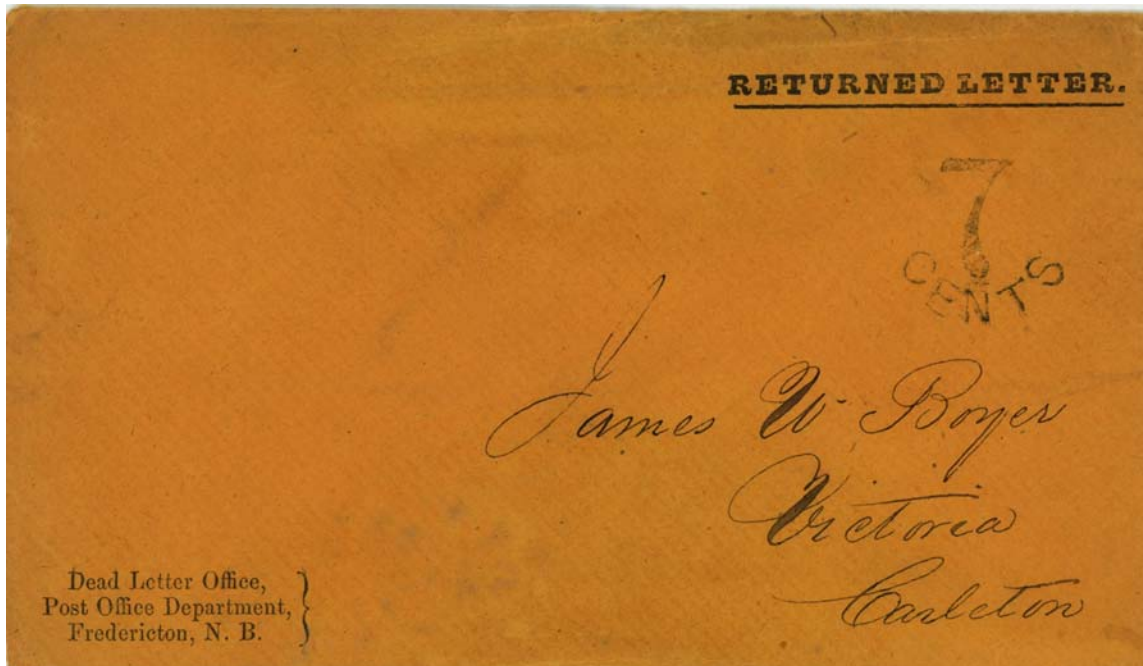
The enclosed  
Paid Letter not having been delivered for  
the reason assigned thereon, was opened here by the  
Officer appointed for that purpose, and is now  
returned to the writer.  
WM. PAISLEY,  
Inspector of Dead Letters.

On inner flap.



## New Brunswick returned letter envelope (1867)

Although NB joined Confederation in July 1867, it likely carried on its rates and practices until the 1868 changes.



*Covering envelope, returned from Woodstock to Victoria, via Fredericton, August 1867. It is unclear what the return service fee might have been if any; the 7¢ (due) marking might simply represent a single unpaid letter charge for the enclosed letter, with no service fee.*

