

# Mail between Canada & UK, 1761–1875

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

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

- *Postal history of Nova Scotia & New Brunswick* <https://www.rfrajola.com/DH/dhNSNB.pdf> and <https://www.rfrajola.com/DH/dhNSNBpart2.pdf>
- *Postal history of Prince Edward Island* <https://www.rfrajola.com/DHPEI/DHPEI.htm>
- *Manuscript town postmarks of Canada* <https://www.rfrajola.com/DH2022/Canadapostmarks1.pdf>
- *Early Canadian town postmarks* <https://www.rfrajola.com/DH2022/Canadapostmarks2.pdf>
- *Canadian postal history (domestic)* <https://www.rfrajola.com/DH/DCPH.pdf>
- *Canadian money letters* <https://www.rfrajola.com/DHMay23/Part7.pdf>
- *Canadian registration to 1898* <https://www.rfrajola.com/DHMay23/Part3.pdf>
- *Postal history of Newfoundland (to 1875)* <https://www.rfrajola.com/DH2023/DHNFph.pdf>
- *Mail between Canada & US (to 1875)* <https://www.rfrajola.com/DHMay23/Part8.pdf>

Older ones (which will be updated):

- *Canadian DLO returned letter covering envelopes and wrappers* [rfrajola.com/mercury/DH9.pdf](https://www.rfrajola.com/mercury/DH9.pdf)
- *Mail to and from Canada prior to joining the U P U* [rfrajola.com/DH/DHCanadaExternalMails.pdf](https://www.rfrajola.com/DH/DHCanadaExternalMails.pdf)

Planned

- *Canadian soldiers' letters, to 1875*
- *British Columbia postal history, to 1875*

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Comments, suggestions, queries, offers of material (to trade) etc, are solicited.

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David Handelman, Ottawa  
September 2023

# Mail between Canada & UK, 1761–1875

## Introduction

This is a pseudo-virtual exhibit; *pseudo-* because it is intended to be printed (with real covers, not the scans) as an exhibit. I put it in this virtual form in order to expose it to criticism before I mount the pages, and also to see just what I have, what I need, and what I can dispose of.

There are undoubtedly many errors and omissions of fact, some page arrangements could be improved, the organization likely leaves something to be desired, the story line might be obscure, . . . . Some of the material could be upgraded, too. I hope readers will send comments, criticisms, and suggestions (e-mail address below)—this is the main point of putting it on-line.

I am also interested in buying or trading for material that would fit in, e.g., retaliatory rates to BNA, some more eighteenth century stuff, etc.

The scans are 150 dpi, very low resolution, hence some of the images look a lot worse than the covers really are (and the appearance of some is considerably improved). This is another reason to call this *pseudo-virtual*. Had I intended to make this a real virtual (!) exhibit, I would have scanned at 300 dpi. The images of the covers are within  $\pm 5\%$  of their actual size, or so I hope.

This was prepared in the typesetting language  $\text{\TeX}$  (but *not* straitjacket  $\text{\LaTeX}$ ). I have mentioned this so often in my (virtual) philatelic publications with no reaction from readers, that this time, I am not going to discuss its numerous advantages, nor the typographic qualities of the document. The font family is  $\text{\rm rrc}$  Elysium.

When text overlaps an image, it means that the cover will be mounted to the left of where it is shown.

David Handelman, Ottawa, September 2023  
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This is a highly updated version of an exhibit prepared August 2007 and updated March 2008, which dealt with all of BNA, rather than just the province of Canada.

# Mail between Canada & UK, 1761–1875

## Synopsis

For this exhibit, Canada means the province of Canada (and some territories) until 1867, and then refers to the country after Confederation. We use United Kingdom (UK) and Great Britain interchangeably, and to mean British Isles (noting that the usual meanings of these three terms are different).

This is a postal history exhibit discussing mail between CANADA and UK; the emphasis is on rates, routes, and carriers (these cannot be separated, since the rates depended on the routes and the carriers), with less emphasis on the ratemarks and the transport-related postmarks, mentioning the postal history that is not relevant to the story, and with occasional comments on the contents or the stamps on the covers. Unless it is part of the story (such as a wreck, or the reason for late fee payment), the names of ships on which the letters travelled are not mentioned; since the rates often depended on which shipping line was used, these frequently are mentioned.

For mail between UK and other parts of BNA (such as Nova Scotia, New Brunswick, Prince Edward Island, and Newfoundland), see the relevant on-line exhibits,

The earliest cover is dated 1761, two years after the fall of Quebec to the British. In 1875, UK joined the GPO/UPU, while Canada was kept out; as consolation, UK lowered the basic rate between them to the standard UPU rate,  $2\frac{1}{2}d = 5c$ , and in general, rates simplify tremendously. The exhibit stops at this point. In order for a cover to be eligible to appear in the exhibit, either it originated in UK and ended up in Canada or vice versa, or it contains a loop of the form UK–Canada–UK or Canada–UK–Canada.

*Organization* There is an obvious initial division of the exhibit. Transatlantic letters could be carried by privately-owned ships (the resulting letters are known as *ship letters*), or by Government-owned or -licensed *packet ships* (*packet letters*). Within each of these, we have further subdivisions, the direction (BNA to UK and vice versa; direct, or via the US) being the most obvious. During the period of large scale conversion from sail to steam, there was a major overhaul in packet rates 1839, so there are two packet sections—up to 1839 and after 1839. By 1850, almost no ship letter mail was carried (except bootleg mail).

Packet rates and means of payment (stamps, cash, collect, prepaid, . . .) changed more frequently from 1849, and each of these rate periods receives a subsection of its own. In 1859, penalties were introduced for short paid or unpaid mail, resulting in a whole slew of postal history.

Too late and late fees have a direct impact on rates and routes. If a letter arrived at (say) Liverpool too late for a Canadian ship, it would normally be put on the next available packet (the first packet principle), possibly requiring more postage. So we have a section on them.

Then come printed matter, newspapers, and free mail, and we conclude with money & registered mail.

Throughout, *stg* is short for sterling, and *cy* is short for currency, in the latter case, referring to the somewhat devalued monetary system in use in the BNA provinces. For more on domestic conversion rates, see [PH, *Rates and procedures*].

*Postal system* The British GPO had authority over the colonies' postal system, until 1851. Most of what is in [NS] concerning transatlantic mail applies equally well here. Letters could be sent via New York and Boston, instead of via Halifax.

**Rates** Rates are very complicated; until around 1840, letters between Canada and UK were charged inland postage in each country (and also the US, if the letter passed through it) in addition to ship letter or packet letter fees. For a fairly complete discussion of Canadian (inland, i.e., domestic) rates, see [PH], Rates and procedures]. For British inland and packet rates, see the standard references, Robinson [RO], and [MM, T]. US rates may be found in Boggs [B], and are much easier to understand.

**Carriers** In the eighteenth century, mail had to be taken to a port where it would be put aboard a ship heading in the general direction, and hope was that it would drop the mail off where it would be picked up by the post office and sent on its way. This was relatively easy from the UK, since it had an extensive mail system already in place. For mail from larger (but still small) Canadian cities such as Montreal or Quebec, it was also not a great problem. But for mail from smaller settlements or isolated farms, senders typically had to find someone who was going in that direction to carry their mail.

There were two types of oceanic carriage for our purposes. A *packet letter* was carried by a (British) ship hired by the GPO (or the Admiralty) to carry the mail (*packet*, meaning packet boat), and this could be arranged at the post office of origin (if it had a post office). These usually departed on a regular schedule, and if the ship wasn't lost en route, the mail would be handed off to the post office on arrival at the port.

On the other hand, *ship letters* were carried by non-contract ships, and could possibly arrive at any port in the other country. They would then be put in the domestic mail.

It was also possible to give letters to travellers who were supposed to mail them in the destination country on arrival. This was frowned upon by the authorities, who authorized searches of luggage stored aboard the ship, and any letters so found would be charged as packet letters.

Until about the late 1830s, transatlantic ships were sailing ships. Hence travel time could be many months (especially in winter in the eighteenth century). With the advent of steam, travel time (port to port) could be as little as ten days, and shipping became much more reliable.

Rates for the port to port portion of the journey depended on the type of service (packet letters were generally much more expensive than ship letters) and the direction, and other factors. For example, ship letter mail to Canada could be charged a mere 2 d stg, if at all, but there was no outgoing ship letter fee; ship letters incoming and outgoing to/from UK were charged amounts varying from 1 d to 1/- stg, with variations (such as half-ship packet letters, or mail arranged by a British official at an overseas port, etc).

**Ship letters** This is mail carried by privately-owned ship, not owned or under license to the Government. These are subdivided by direction, Canada to UK and UK to Canada, arranged roughly chronologically within each of these. Ship letters peter out by the 1840s, when packet letter rates dropped substantially (especially the inland portions), and steamers became more reliable.

**Packets to 1839** Packet letters are those carried by packets, that is, ships authorized to carry mail by the government, usually running on a regular schedule. Rate changes in 1839 made the use of packet service much more affordable, hence the subdivision. Prior to this, packet rates were very high, and variable, and often clerks were confused. Here the arrangement is roughly chronological, unrelated to the direction.

**Packets, 1839 on** For several months in 1839, no inland postage was charged in BNA on transatlantic letters; this was altered to full inland postage for a few months, and finally became 2 d stg inland. This lasted for about a decade, when it was dropped. Arrangement is chronological, regardless of direction.

In 1854, rates dropped again, and this time Canadian packet ships could be used. The rates continued to drop, with differing rates depending on whether Canadian packet, British packet, or US packet, the last being considerably more expensive most of the time. In the 1870s, the distinctions were removed.

**First packet principle** From 1854, there was usually a choice of carrier from UK, that is, British or Canadian packet, and the latter was cheaper. If no indication was given on the cover concerning the packet line, then the letter would be sent on the first packet available to destination country. This could result in short payment, and the difference was charged to the recipient.

**Penalties, 1859 on** In 1859, UK imposed fines for shortpaid and unpaid letters; some of these were quite draconian. Proceeds from fines were shared between the Canadian and British post offices.



**Too late & late fee** If a letter arrived too late in the day for the day's despatch, it was marked *too late*; this was important if as a result it missed the current packet in port, and had to wait a week for the next one.

In the UK (but *not* in BNA), it was possible to pay a late fee if the letter came to the office after the bag had been closed but not despatched (or versions of this).

**Printed matter** Printed matter included circulars and newspapers (different rates).

**Free mail** Mail between Canada and UK that was wholly or partially free; this could be due to limited franking privileges, or that the mail was official.

**Money and registered letters** UK had a money letter system in place by 1792, Canada by 1825. Then UK adopted registration (superseding its money letter system) in 1840, but Canada only adopted registration (domestically) in 1855. Very few money letters BNA–UK (either direction) exist, and registered letters in either direction are rare in the 1850s, become less so into the 1870s. See also [MR1, MR2]

There are five levels of headings (excluding the exhibit title)

# Title

## Subtitle

### Subsubtitle

*Subsubsubtitle* (In-line) Practically all pages have a subsubtitle, and all descriptions of covers have a subsub-subtitle.

## Selected literature

- [A] JC Arnell, *Atlantic mails* Pub National Postal Museum (Canada), (1980) 411 + XII. There are some problems with the departure/arrival dates; for much more complete and accurate listings of British packet sailings, see the compilation of John Olenkiewicz on Richard Frajola's website:  
[rfrajola.com/mercury/1710-1840%20Falmouth-%20North%20America.pdf](http://rfrajola.com/mercury/1710-1840%20Falmouth-%20North%20America.pdf)
- [B] Winthrop S Boggs, *Postage stamps and postal history of Canada*, volumes I & II. Chambers, Kalamazoo (1945). Only volume I is available in reprint form.
- [G] W Bruce Graham, *Ontario broken circles* Postal History Society of Canada (MDCCCCLXXXVIII), 241 + VIII.
- [M] James A Mackay, *Registered mail of the British Isles* Self-published (1982), 395.
- [MM] Jane & Michael Moubray, *British letter mail to overseas destinations, 1840 to U P U* Second edition (2017), Royal Philatelic Society of London 509 + XIV. The standard reference for post-1840s; but I find [T] easier to use, and far less likely to give the reader a hernia.
- [MO] M Montgomery, *Late fees* Transatlantic mails study group of BNAPS, Newsletter 67, February 1999, pages unnumbered. Has an extensive discussion of British late fees.
- [MP] Cimon Morin & Jacques Poitras, *Catalogue des marques postales du Québec 1763–1867* Société Histoire Postale du Québec (2016), 153 + XII.
- [RF] Richard Frajola, *The British post office in Boston* Downloadable from [Frajola.com/features/BRPOBoston.htm](http://Frajola.com/features/BRPOBoston.htm).
- [RO] David Robinson, *For the port & carriage of letters* Self-published, (1990) 250 + VIII. This is *the* book on British rates to 1840. Has been (2023?) reprinted by the RSP L.
- [SG] Stanley Gibbons (formerly Whitney), *Collect British Postmarks* Eighth edition (2011), 378 + IX. Very disappointing, especially in view of earlier editions.
- [T] Colin Tabear, *United Kingdom letter rates 1657–1900, inland and overseas* Self-published, (1989) 114 + v.
- [R] ———, *Robertson revisited* Pub James Bendon, (1997) 314 + XI. The standard work for British sea postmarks.

## Relevant exhibits

Freely downloadable from Richard Frajola's site.

[MR1] *Canadian money letters*, <https://www.rfrajola.com/DHMay23/Part7.pdf>

[MR2] *Canadian registration to 1898*, <https://www.rfrajola.com/DHMay23Part3.pdf>

- [NF] *Postal history of Newfoundland (to 1875)*, <https://www.rfrajola.com/DH2023/DHNE.pdf>
- [NS] *Postal history of Nova Scotia & New Brunswick*, <https://www.rfrajola.com/DH/dhNSNB.pdf> and <https://www.rfrajola.com/DH/dhNSNBpart2.pdf>; includes transatlantic mail
- [PH] *Canadian postal history (domestic)*, <https://www.rfrajola.com/DH/DCPH.pdf> Includes domestic rates.
- [PEI] *Postal history of Prince Edward Island*, <https://www.rfrajola.com/DHPEI/DHPEI.htm> Includes transatlantic mail.
- [PM] *Early Canadian town postmarks*, <https://www.rfrajola.com/DH2022/Canadapostmarks2.pdf>

# Mail between Canada & UK, to 1875

## Outline of the exhibit

Early, private carriage

Ship letters, Canada to UK

From BNA port

Via US

Freight money

Ship letters, UK to Canada

Via BNA port

Via US

Packet Letters to 1839

Packet Letters, 1839–54

Packet Letters, 1854–75

British packet

US packet

Canadian packet

First packet principle

Shortpaid penalty

Too late & late fee

Printed matter

Free mail

Money and registered letters

## Detailed contents (based on the outline)

Early, private carriage

In the 18th century, few roads existed in NS (to/from where packet letters would be shipped in the next century), so private carriage to a port was normal.

- ☉ 1761 Quebec to Glasgow, two years before the post office was established

- 1778 New York under British occupation to London

Ship letters

Letters carried by privately-run ships (not under contract the GPO or the Admiralty). Typically, these would be dropped off at a port of arrival, and there was usually a fee payable by the recipient.

Ship letters, Canada to UK

- ☉ 1777 Montreal to Edinburgh with Montreal paid and Quebec ∇ postmarks

- ☉ 1800 Quebec to Greenock with 4 d ship letter fee (arranged by post office agent in Quebec), and possible Robertson London 7 a

- 1801 Quebec to Greenock with 4 d ship letter fee, single and double

- ☉ 1803 Montreal to London with 4 d ship letter fee and Montreal crown Ship Lre handstamp

- 1808, 09 Quebec to Guernsey, and Montreal to London redirected twice

- 1806 London to Quebec, carried privately to New York
- ☼ 1816, 19 Quebec to Glasgow and Belfast, the former via Ireland, with rare ratemark
- 1815, 1818 LC to UK; former within a month of British incoming ship letter rate change
- 1819 Montreal to Birmingham via Deal ship letter; to Alexander Hart
- 1820 York (UC) to UK, via Halifax
- 1826 Duplicate Quebec to Inverness (Scotland) via New York forwarding agent
- 1829 Quebec to Brighton (UK)
- 1829 Chambly to Worcester, prepaid to New York
- 1829 Montreal to London, quadruple
- 1830 Kingston (UC) to Wargrave
- ☼ 1829, 30 Stanstead (LC) and York (UC) to London, prepaid to New York, latter with Niagara–New York double oval
- 1831 Montreal to London, forwarded twice, *Postage to London Not Paid* handstamp
- ☼ 1830 Thornhill (UC) to Somerset (UK), Niagara ferriage, double circle italic Thornhill, and Niagara–New York double oval
- 1831, 34 Bath and Trafalgar (UC) to UK, via New York; former with Kingston ferriage
- ☼ 1832 Toronto (not the city) to London with U. S. PAID 25, and free franked in UK
- ☼ 1832 Red River Settlement to London
- 1834 St Thomas (UC) and Toronto to London via New York
- 1834 St Catharines (UC) to Cornwall and Scotland, former with U. S. PAID 25
- 1834, 35 Guelph (UC; double circle italic) to Alberbury and Cole Orton (UK); former with U. S. PAID 25;
- 1834–5 Montreal to various places, multiply forwarded
- ☼ 1836, 37 Quadruple and dectuple via US
- 1835, 37 Ancaster (UC) to Aberdeen and Forres
- 1837 Toronto to London via US, before and after ferriage dropped
- 1838 Sherbrooke (LC) to London and Galt (UC) to Edinburgh
- 1839 Toronto to London, uniform 4 d
- 1840 Quebec to UK freight money
- 1841 Toronto to London, freight money
- 1840 Toronto to Selkirk (Scotland) and London via US, latter mixed multiple
- 1840 Quebec to Aberdeen
- 1840 Lachine (odd double circle) to Strathdon (Scotland) via US; forwarded
- 1844 Quebec to Greenock via New York forwarding agent

### Ship letters, UK to Canada

- ☼ 1796 London to Montreal via Quebec
- ☼ 1812 Leeds (UK) to Montreal via war ship
- ☼ 1815 London and Liverpool to Montreal, both post paid withdrawn ship letter
- 1815–21 Fifteen Liverpool to Millar Parlane in Montreal, via New York
- 1817 Two incoming ship letter to Montreal, both with crown LRE
- 1818 Birmingham (UK) to Three Rivers (LC), oval Montreal crown ship letter, addressed to Ezekiel Hart
- ☼ 1820 Liverpool to Montreal with oval Matlock (two known)
- 1821 London to Quebec, forwarded to Montreal

- 1821 Liverpool to Quebec via US
- ☼ 1829 Consignee with incoming ship letter fee charged and oval Quebec crown
- 1829, 38 UK to UC, carried privately to York/Toronto and mailed there
- 1829 Adelphi (UK) to Kingston (UC) with ferriage handstamp
- ☼ 1833 Bath to Quebec, via New York, half-packet
- ☼ 1834 UK to Cornwall (UC) with ship *Cherokee* handstamp (unique?)
- 1834 Bath (UK) to Fort Erie (UC)
- 1835 London to Quebec
- 1836 Glasgow and Beith (Scotland) to Montreal
- 1836, 37 Glasgow and Edinburgh to UC
- 1837, 38 Stockbridge and Irvine (Scotland) to Montreal
- 1836 London to Quebec with packet letter handstamp
- 1837 Haddington (Scotland) to Pickering (UC)
- 1839 Bristol to UK, forwarded to Canada
- 1839 London to Montreal forwarded
- 1840 Maidstone (UK) to Toronto, February and March
- 1840 Harling and Maidstone to UC, April and June
- 1840 Triple, Liverpool to Montreal
- 1841 Forres (Scotland) to Ancaster (UC) with penny red to Liverpool forwarding agents
- 1843 London to Guelph (UC) with Quebec oval crown ship letter

### Packets to 1839

Arranged chronologically, in either direction.

- ☼ 1786 Montreal to Edinburgh with anomalous rates
- ☼ 1787 Sorel (LC) to Rochester (UK) with Quebec ▽
- ☼ 1793 London to Quebec, with two-part Halifax, anomalous rates
- ☼ 1795 London to Quebec, with two-part Halifax
- ☼ 1800 Quadruple London to Quebec via US
- ☼ 1801 London to Montreal via Bermuda, with clear Halifax crown ship letter
- ☼ 1807–8 London to UC triple, three Canadian straightlines, forwarding, rerating
- 1808 Fort Erie (UC) to Edinburgh
- 1810, 11–12 London and Liverpool to Quebec, triple and double
- 1817 Kingston (UC) to London
- 1817 Galway (Ireland) to Quebec
- 1821 Montreal to London via US forwarding agent, sent as ship letter but caught and charged as packet
- 1824 Redcastle (UK) to Montreal
- ☼ 1828 Philipsburg (LC) to London, with Philipsburg horse shoe
- 1830 Linbriggs (UK) to Terrebonne (LC) with nearby office fee
- 1831 Blackheath (London) to Quebec
- ☼ 1831 Aberbrothwick (unreported straightline) to Quebec, one missent to Falmouth, both sent by packet
- 1831, 32 Arbroath to Quebec and Edinburgh to Montreal, one packet, one ship letter, both with missent to Falmouth (long ess) handstamp
- 1831, 32 Auchen and Edinburgh to UC via US, with American & British postage handstamp



- 1834 Forres (Scotland) to Ancaster (U C) via U S, sesqui-rated
- 1835 Edinburgh and Glasgow to U C L C
- 1836, 37 U K to Toronto, via Halifax
- 1836, 38 Glenavy (Ireland) and Glasgow to Canada

### Packets 1839–54

- 1839 Loborough (U C) to London, during period of no inland B N A postage
- 1840 Amherstburg (U C) to Balcarres (Edinburgh) forwarding paid by penny black
- 1840 Oxford (U K) and Edinburgh to Toronto; earlier one during period of full inland payment, later one paid as ship letter but sent as packet
- 1840, 41 Four covers, prepaid packet, but charged 2½ d inland
- 1840 Scotland to L C, intended to be sent as packet, but sent as ship letter via U S
- 1841 Quebec to Papa Stour (Shetland Islands)
- 1841 Kingston (U C) to Totness (U K), quadruple
- 1841 Quebec to London
- 1842, 44 Bromley to Montreal and Huddersfield to Thornhill
- 1843, 47 Three with packet postage paid, but 2 d stg more to pay
- 1844 Turned local London with penny, then Pall Mall to Nanticoke (U C)
- 1845 Montreal to Glasgow via U S, single Canada and U K, but double U S
- 1844 Three covers charged 2½ d inland
- 1844 Kingston, carried to Boston, and sent via British packet agent
- 1845 Montreal to Aberdeen via U S, prepaid inland postage but not packet
- 1845–6 Fergus (U C) [unique double circle] to Edinburgh
- 1846 U K to Canada via U S, with cheaper rates
- 1845, 46, 49 Canada to U K, two with two penny red, one with one (all arising from forwarding/remailing)
- 1846 London to Guelph (U C) via Boston
- 1846 Quebec to Bangor (Maine, U S), but sent to its Irish and Welsh counterparts first
- 1846, 47 Glasgow and London to Quebec
- 1847 London–Montreal quadruple with instructional marks [front])
- 1847 Prestonkirk (Scotland) to Guelph (U C) on penny pink stationery
- 1847 Liverpool to Quebec and London to Prescott (C W), both quadruple collect
- 1847, 48 Newcastle on Tyne to North Shields (U K), readdressed and prepaid to Cooksville.
- 1847 Liverpool to Montreal and Calne (U K) to Toronto, latter on penny pink stationery
- 1848 Quebec to London, extensively forwarded
- 1849 Vittoria (C W) to Stroudwater, showing new rates
- 1849 U K to Canada and vice versa
- 1850 Amherstburg (C W) to London, quadruple prepaid
- 1850 Galt (C W) to London, multiply forwarded
- 1850 London to Quebec
- 1851 Cork and Lombard Street to Canada
- 1851 Toronto to London, addressed to Egerton Ryerson
- 1851 Toronto to Godstone (U K) partially prepaid via U S
- 1851, 52 U K to Canada, one dated Xmas day

- ☼ 1852 London to Toronto, twelve penny red
- 1852, 53 U K to C W, with claim for Canada
- 1852 U K to Montreal, with and without claim
- 1853 Port Hope (C W) to London, misshipped
- 1853 Guernsey to Toronto
- 1846, 57 U K to Canada, consignees letters

## Packets 1854–75

- 1854 Canada to U K, early in new rate period
- 1854 Canada to Harborough (U K)
- 1854 London and Glasgow to C W
- 1854 Canterbury (U K) to the Glebe (Dunnville, C W), odd rating
- 1854 Collect and paid by British packet to Canada
- 1855 Double and single to Toronto
- 1855 Quadruple paid Belfast to Toronto
- 1855 Glasgow to Montreal by Cunard between owners of the Allan line
- 1854, 55 Glasgow and Lombard Street to Montreal via U S packet; quadruple
- 1855 Three covers Canada to U K via U S packet
- 1856 Glasgow to Montreal by U S packet
- ☼ 1856 Belisses (Ireland, only known postmark) to Millbrooke (C W) by Canadian packet
- 1856, 57 C E to U K by Canadian packet with handstamp
- 1857 Belleville (C W) to Dorset by Canadian packet with handstamp on reverse
- 1857 Quebec to Dungarvan (Ireland) by Canadian packet (handstamp), forwarded
- 1857 Montreal to Dublin with 10 d Cartier
- 1855, 57 Double, quadruple, sextuple rates by British packet to Montreal
- 1857 London to Beauport (L C) paid for Canadian packet, sent by British, forwarded with Montreal, scarce Montreal rate mark
- 1856–7 Monaghan (U K) to Chatsworth (C W) by U S packet
- 1855 Overweight shortpaid stamped U K to C W
- 1858 Liverpool to Montreal double
- 1858 Wednesbury (U K) to Cobourg (C W), forwarded, stamped, advertised in Montreal, forwarded
- 1859 Kirkwall (C W) to Scotland with paid Liverpool Br packet hs
- 1859 Canada to U K (two) each with paid Liverpool Col packet hs
- 1859 East Morton (U K) to Lachute (C E) by Canadian packet, stamped
- 1859, 62 U K to Guelph (C W), latter with paid Liverpool Col packet hs
- 1860, 65 Canada to U K, double and single Canadian packet paid by stamps
- 1860 Canada to U K, double, one paid with stamps, other in cash
- 1862 London (U C) to Taunton (U K), British packet
- ☼ 1862 Quebec to Hereford (U K), sexadectuple Canadian packet [front]
- 1862 Double Canadian packet and single British packet to Canada, paid by stamps
- 1862, 63 British packet to Canada with different frankings
- ☼ 1864 London to Komoka (C W) recovered from wreck of Allan line ship
- 1865 Glasgow to Toronto, British packet

- 1865 Canada to U K paid with stamps by British, respectively, Canadian packet
- 1865, 66 U K to Canada by British packet
- 1866 Robinson (L C) to Liverpool by Canadian packet, paid in cash
- 1868 U K to Canada, forwarded to U S
- 1868, 69 Kingston to Stroud (U K) by Canadian packet, paid by 12½¢ large queens
- 1868, 69 U K to Canada, British packet (rate reduction)
- 1860, 68 Double and quintuple Canadian packet from U K, later one with late fee
- ☼ 1871 Single and double Canadian packet from Manitoba (via Pembina) to U K
- 1870, 71 Toronto to London with rate marking from pence period
- 1871 Montreal to Pershore (Worc, U K) double replaced by single, and penny red for forwarding
- 1871 Isle of Wight and Sunderland to Canada
- 1872 Southend (Sussex) to Woolwich to Sandhurst to Barbados to Kingston, postage due
- 1872 U K to Canada via Canadian packet
- 1874 Thunder Bay (Ont) to Scotland, double

### First packet principle

- 1866, 68, 69 Isle of Man, Lancaster (England) and Killin (Scotland) to Canada
- 1873 (Probable) first packet principle *from Canada* to London
- 1871, 73 Glasgow and Woolwich to Canada

### Shortpaid penalty

- 1861, 62 U K to Canada via Canadian packet; one with 1839 4 hs
- ☼ 1859 London to Montreal, penalized first packet principle
- 1861 Dublin to Quebec, mystery cover
- 1862, 68 U K to Canada, with another 1839 4
- 1859, 73 Unpaid and shortpaid by British packet to Canada
- 1862 Single and double to Canada, one on penny pink stationery
- 1865, 73 Canada to U K by Canadian packet
- 1867 London to Montreal, mistreated
- 1870 Canada to U K
- 1870, 72 Triple and double U K to Canada

### Too late and late fee

- 1825 Inverness (Scotland) to Canada via U S
- 1841 Port Hope (U C) to Belfast, late at the latter office
- 1849 London to Frampton (C E) and Port Talbot (C W)
- 1856, 61 London to Toronto and Guelph (C W), latter first packet principle
- 1866 Edinburgh to Hamilton (C W), posted since last night
- 1851 Liverpool to Quebec franked in stamps, late fee
- 1857, 59 U K to Canada, single and double, late fee
- 1864 London to St Catharines (C W), late fee
- 1872 London to Amherstburgh (Ont), eligible for late fee (L 1)

### Printed matter

- 1849 Liverpool to Montreal, prices current

- 1844 Kinsale (Ireland) to Grand River (c w), newspaper
- 1860, 61 U K to Canada, circulars
- 1863 Double circular (prices current, Liverpool to Montreal)
- 1860s, 71 U K to Canada, wrapper and circular
- 1875 Prices current, U K to Canada and vice versa

### Free mail

- 1840 London to Quebec via Halifax, charged fully in Canada
- 1843 Chambly (c E) to Royal Hospital (Chelsea, London), questionnaire
- 1854 Civil Service Paymaster (London) to Toronto, 1 d claim
- 1834 Quebec to London via U S, free only to the U S border

### Money and registered letters

- ☼ 1829 Montreal to Paisley (Scotland), treated as money letter in U K
- ☼ 1850 Hounslow (U K) to Tuckersmith (c w), registered in U K, money letter in Canada
- ☼ 1856, 59 Registered U K to Canada (three)
- 1858 Registered letter receipt, U K for letter to Canada
- 1859, 60, 63 London to St Catharines (c w) with London crown registered
- 1862, 61 Allan vs Cunard, Lombard Street to St Catharines
- 1863, 73, 75 More Allan vs Cunard on registered letters to Canada (six)
- ☼ 1875 Lombard Street to Manitoba
- ☼ 1855, 58 Port Hope to London and Kirkwall (c w) to Dumfries
- 1870 Lachute (Que) to Yorkshire, quintuple
- ☼ 1875 Toronto to Ballymote (Ireland)

# Mail between Canada & UK, to 1875

We discuss mail in either direction between Canada (here used to mean the province of Canada before Confederation, and Canada after Confederation) and UK (meaning *the British Isles*) from 1761 until the GPU/UPU uniformized some rates in 1875. The emphasis is on **rates** (which are affected by routes and carriers), then on *markings* related to transatlantic service, then on other postal history. Names of the ships, unless relevant, are not normally mentioned.

Letters carried by ships authorized by the post office to do so (*packets*) are known as *packet letters*. Letters carried by private ship are called *ship letters*. Other than bootleg mail (which we do not discuss), ship letters peter out around 1850. Initially, ship letters were relatively cheap, and packet letters extremely expensive; however, in 1839, when there was a drastic reduction in letters mailed to or from a non-port town in BNA, the packet letter rates (although still fairly expensive) were not much worse than those of ship letters. There was a sequence of further reductions in rates, until by the middle of 1870, it was 3 d (6¢) by the cheapest route.

*Some highlights of the exhibit*

**Early** • Quebec to UK (1761)

**Ship letters To UK** • Montreal to Edinburgh with Montreal paid and Quebec ∇ postmarks (1777)

- Quebec to Greenock with 4 d ship letter fee, arranged by post office agent in Quebec (1800)
- Canada to Scotland via Ireland (1816)
- Canada to UK freight money (1840)
- War of 1812 by war ship (1812)

*From UK* • London to Montreal via Quebec (1796)

- Postpaid withdrawn ship letters, from London and Liverpool to Canada (1815)
- Half-packet Bath to Quebec via New York (1833)

**Packets to 1839** • Montreal to Edinburgh via New York (1786)

- Quadruple London to Quebec via US (1800)
- Arbroath to Quebec missent to Falmouth (1831)

**Packets, 1839–54** • UC to London in the confused rate period (March–November 1839)

- UC to Scotland forwarding paid by penny black (1840)
- Kingston to London via British packet agent in Boston (1844)
- remailed Quebec to UK with two penny reds (1845)
- London–Toronto franked with a dozen penny reds (1852)

**Packets, 1854–75** • Belisses (Ireland; unique postmark) to CW by Canadian packet (1856)

- London to Komoka (CW) recovered from wreck of Allan line ship (1864)
- Manitoba to Orkney Islands (1871).

**Shortpaid penalty (1859–)** • Penalized first packet principle (only possible for a few months; 1859)

- UK to Canada via Canadian packet with 1839 Dublin 4 handstamp (1862)

**Too late & late fee** • Scotland to Canada via US (1825)

- UC to Belfast, late at *destination* office (1841)
- Late fee, Liverpool to Quebec, franked in stamps (1851)

**Printed matter** • Complete newspaper, Ireland to UC (1844)

**Free** • partially free transatlantic envelope (1840) • Questionnaire CE to Royal Hospital (Chelsea) (1843)

**Money & registered letters** • CE to Scotland, treated as money letter in UK (1829)

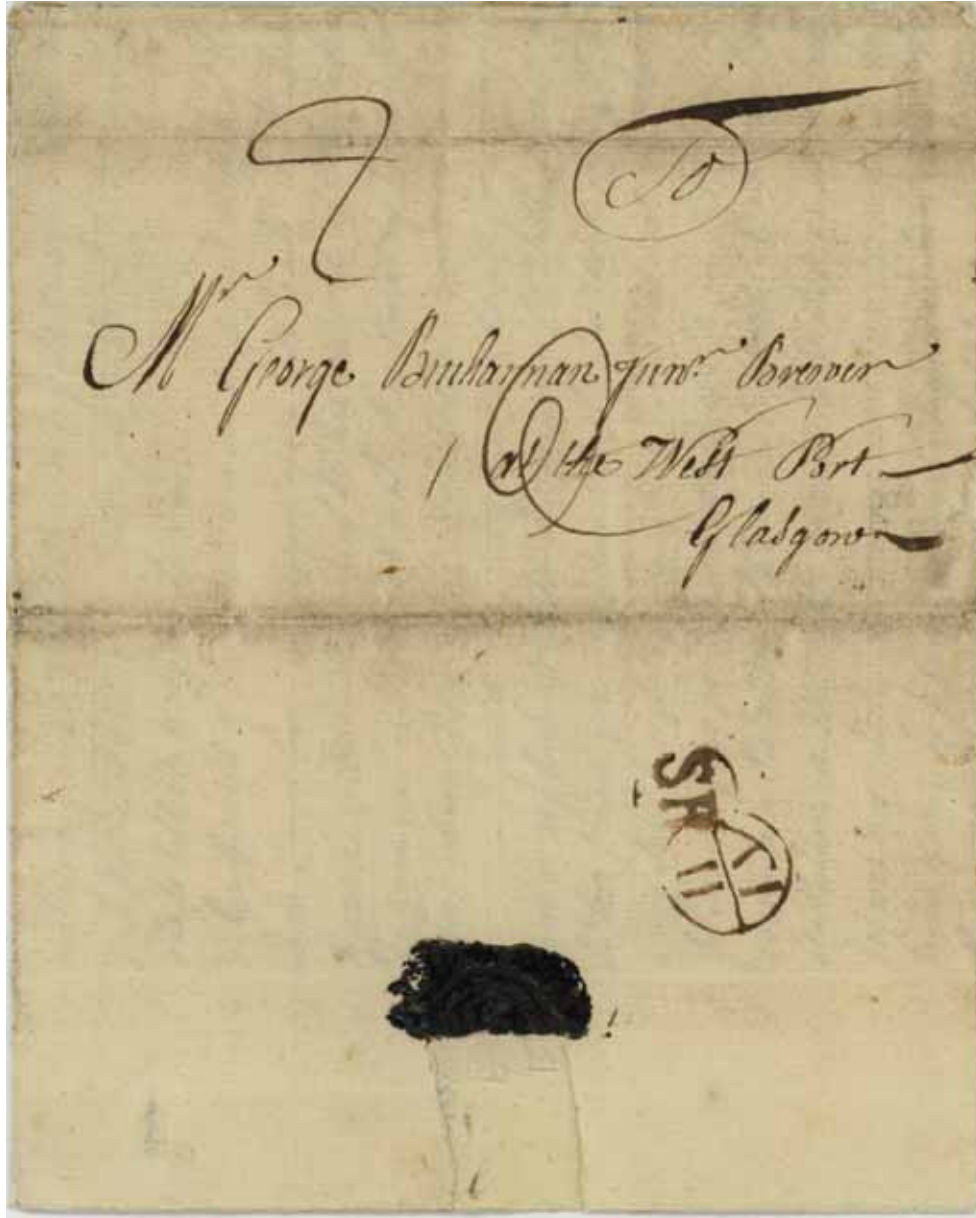
- Registered in UK but money letter in Canada (1850)
- Registered UK to Canada (1856)
- Registered UC to UK (1855)
- Quintuple registered CE to UK (1870)



# Early, private carriage

Quebec to Glasgow, 1761

After the fall of Quebec (1759), but before the establishment of the first post office in Quebec (1763).



Quebec–Glasgow, 1761. Carried privately to London and mailed there (Bishop mark with roman numerals for month). Charged 6 d London–Edinburgh (in effect, 1711–1784) and 2 d Edinburgh–Glasgow (up to 50 miles, in effect 1711–65).

London Bishop marking, 11 April.

**SR**, Sarah Roach, *receiver* at Pall Mall (London); strikes known 1757–67 [with thanks to Winston Williams (UK) for this information].

Written by a former naval officer, concerning business.

## New York under British occupation to UK, 1778

The British army took control of New York in July 1776, and stayed there until 1783, after the Revolutionary War had ended.



New York Octo 23 1778



*New York under British occupation—London, 1778.* No rate marks, but there is a partial strike of what resembles a London receiver.

New York Octo 23 1778

I wrote you of the 23rd September & remitted you one hundred pounds Sterling, since which I have received yours by the Packet. Depend on it. I have always remitted you as fast as the money could be collected & that my endeavours shall not be wanting to remit the whole of your balance as soon as possible.

I now enclose your Jonathan Clarke's first bill on Richard Clarke Esq for one hundred pounds Sterling, & I expect that the [British] Army will very shortly go into Winter Quarters in and about this city when I shall be able to collect more debts that are outstanding.

In the meantime, I remain Sir, . . .

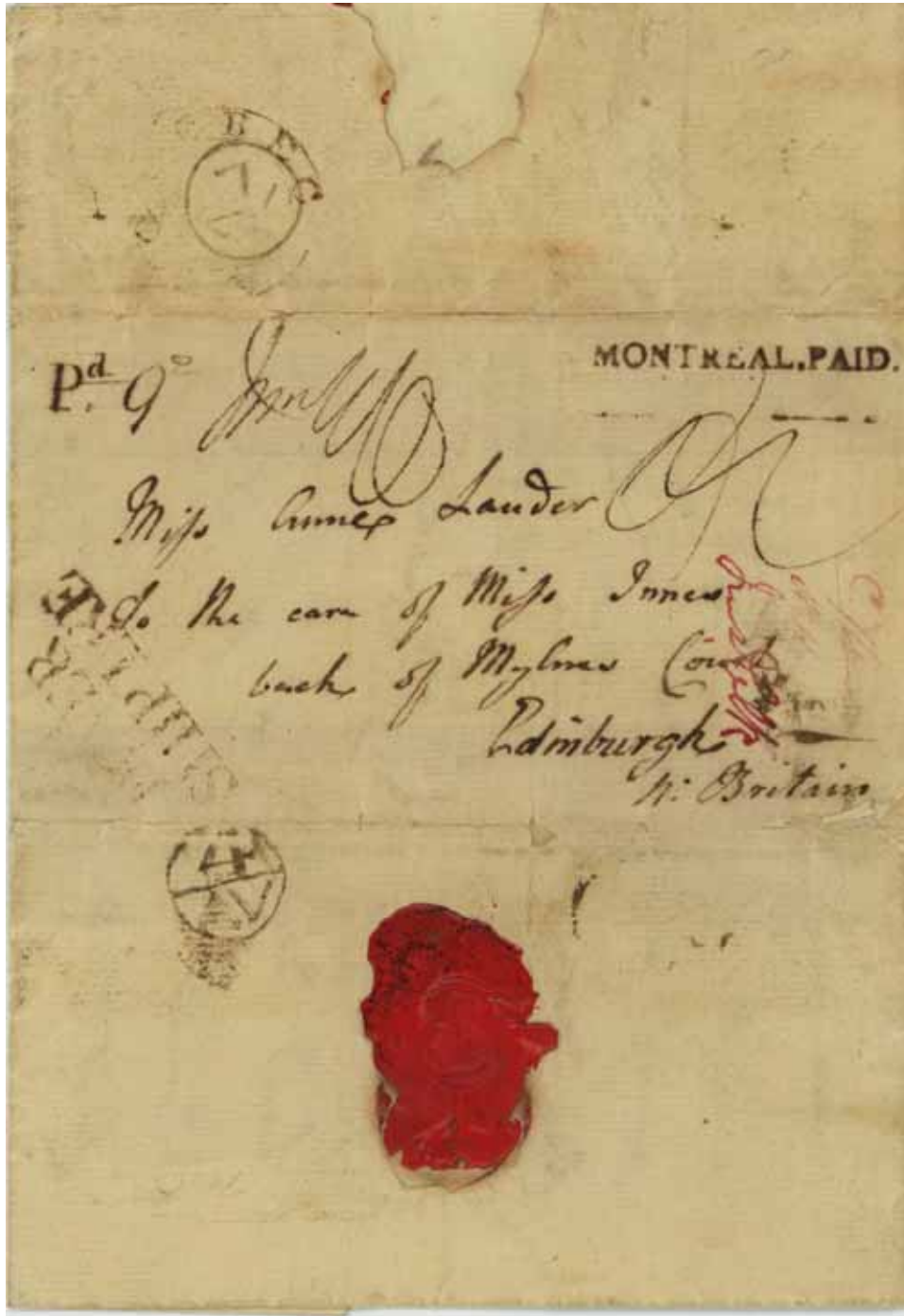
From Joseph Loring.

# Ship letters

Canada to UK

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

Montreal to Edinburgh, 1777



Longueil June 1<sup>st</sup> 1777

Longueil (Montreal)–Edinburgh, 1777. *Pd. 9<sup>d</sup>* cy, Montreal to Quebec. Incoming ship letter, 1 d (1711–84), inland according to the route Dover to London (3 d), London–Edinburgh (6 d), makes 10 d stg due. The squiggly marking upper left may be (stuff) N10. The marking at right was erroneous, and struck through.

**MONTREAL,PAID.** Four strikes known (all 1777), only one used abroad.

**QUEBEC** ▽ enclosing Bishop mark (7 IV for 7 June)

**4 AV** London Bishop mark, 4 August (1778)

Two-line **DOVER SHIP LRE** [Robertson s3; known 1771–98].



## Quebec–UK, 1800

For the period July 1799–9 October 1814, a different ship letter charge of 4 d per letter (per increment) was imposed on incoming ship letters, but only on those sent via post office agents abroad; this was increased to 6 d per increment 10 October 1814; otherwise, the fee remained 1 d (flat). During 1 August 1815–4 December 1839, all incoming ship letters were charged 8 d per increment.

Warship *HMS Santa Margarita* (despite spelling in the endorsement) was built in Spain in 1774, and captured by the British in 1779. She saw action in the US Revolutionary War (capturing at least two ships), the French Revolutionary Wars (1793–97), and the Napoleonic Wars (1804–7). She became a lazarette (quarantine station for maritime travellers) 1814–25 at Milford, refitted 1824–6, and sold in 1836.

The invocation at lower left, *QDC (whom god preserve)*, is very seldom seen on covers to or from *BNA*.

The crown **Ship Letter** handstamp could be almost anything that isn't **Lre**. However, the office appears to have been 15–30 miles from London, which essentially restricts it to the possibly nonexistent Chatham/Gravesend crown ship letter.

Equally improbably, it could be London s7a (blank at the bottom—perhaps the name at the bottom was deliberately defaced on the handstamp; one example is known), or a poor strike of London s8. Both of these were presumably used on letters that were not postmarked at the port of arrival.



Quebec–Greenock, 1800. Rated collect 2/–, replaced by 4/–. Likely explanation is triple 4 d incoming ship letter arranged by agent in Quebec plus triple 4 d, 15–30 miles from the port of arrival to London; this yields 2/–. London to Greenock was charged triple the maximum, 8 d, making the total 4/–.

The letter is addressed to Mr John Parker of Quebec, care of Hugh Matthie, Merchant, Greenock. Docketing reads *8 July. I.f p[er] St M[argarita], MW and [?] Paint / business—4/–*. The endorsement at upper right is illegible. There are a number of other letters in this correspondence, mostly without postal markings.

## Canada to Scotland

On 5 April 1801, UK inland rates' schedule changed.



21 July 1801 Lumber  
J. M. Mathews

Quebec to Greenock, July 1801. Rated ms 4 and 2/1; the latter is probably a red herring (not a rate mark); the 4 likely represents the ship letter fee via postal agent (at Quebec). There was no additional internal charge as the port was the destination. Oval crown ship letter marks of Quebec (relatively common, 1800–1839) and Greenock in red [Robertson s 4, 1800–1804]. Ms *per the Neilson* at lower left.



Quebec to Greenock, 1801. Quebec crown ship letter as above.

Rated initially 1/8, struck through and replaced by 2/8 collect. Possible explanation for first rate is doubled 4 d incoming ship letter fee (as above), arriving at an unknown port 50–80 miles from Edinburgh and charged double 6 d; then an additional 6 d, doubled, was levied (50–80 miles) Edinburgh–Greenock (currently 72 miles by road, likely more in 1801) to make up 2/8.



## Canada to UK

Ship letter via British agent at Montreal



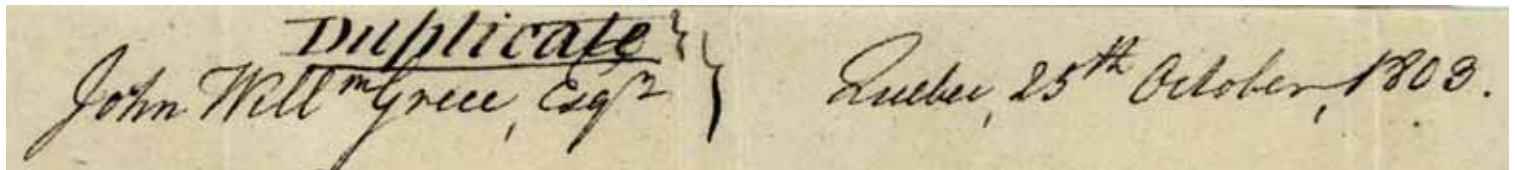
Quebec–London, 1803. Outgoing ship letter from Montreal, arrived at Falmouth (as an incoming ship letter).

*Duplicate*—another copy of the same letter was sent by a different route.

Rated collect 1/2: 10 d internal rate, Falmouth–London (230–300 miles; actual road distance about 270 miles), and 4 d incoming ship letter fee on letters sent using British post office agent overseas (1799–1814); more usual incoming ship letter fee at the time was 1 d.

Crown Ship Lre MONTREAL, the clearest strike of five examples known.

Crown SHIP–LETTER FALMOUTH [Robertson s 3a, known 1803–9].



## Canada to British Isles



Quebec to Guernsey via warship, 1808. Rated initially 1/–, then struck through and rerated 1/3. Charged inland rate to Weymouth and an additional 3 d to Channel Islands over the period 1805–39. Presumably, 4 d incoming ship letter (arranged by Quebec agent) fee, and 8 d (120–170 miles) from the port of arrival to Weymouth; this yields the initial 1/–, and the additional 3 d applied at Weymouth.

Ms Pr HMS Nightingale, a war ship. Backstamped London receiver.



Montreal–London and beyond, redirected twice, 1809. Rated 1N0, 1N3, both struck through and replaced by 1N7. Arrived at Falmouth, charged 1 d ship letter fee and 11 d (201–300 miles) to London (total: 1/–); forwarded to Colchester (under 15 miles; 3 d); then again to Portsmouth (4 d more).

Faint crown ship letter FALMOUTH [Robertson s3, 1802–10] at left. At right, red *Postage to London/Not Paid*; partial *Advertised at Colchester* on reverse.



## Canada to Scotland via Ireland, & to Ireland

On 6 July 1815, Irish incoming ship letter rate became 6 d (Irish) for a single letter; remained in effect until 1835 when concordance with English rates occurred. Although Irish currency was devalued with respect to sterling, it was treated as equal.

The fancy sloped 6<sup>d</sup> handstamp is a Dublin ship letter marking, known in only three examples.



*Quebec to Scotland, via Ireland, 1816.* Rated 6 d Irish ship letter fee on receipt at Dublin plus Irish 9 d 65–90 mile rate to Donaghadee, then the Scottish rates, 2 d packet to Port Patrick, 9 d Port Patrick to Glasgow, and Scottish ½ d wheel tax, making 2/2½ total (upper left).

Dublin ship letter marking at lower left [Robertson s3, 1815–1847], and Glasgow box receiver.



*Quebec to Belfast, 1819.* Rated 6 d Irish ship letter fee on receipt at Dublin and Irish 9 d rate as above, making 1/3 total collect.

Faint Dublin ship letter marking, as above.

## Canada to UK

Incoming ship letter fee increased to 8 d per quarter ounce, August 1815.



Quebec–Glasgow, September 1815. Initially rated 8 d stg (incoming ship letter fee); struck through and charged 1/7 stg; the additional 11 d represents 170–230 miles from port of arrival to Glasgow. There is also the ubiquitous Scottish additional half-penny charge, confirming that it passed through Scotland, rather than arriving directly at Glasgow.

Crown QUEBEC SHIP LETTER, clearer than most strikes.

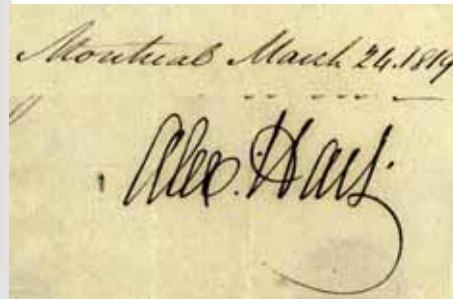


Three Rivers (LC) to London via Halifax, 1818. Rated initially paid 1/10 ½ cy (= 1/8 stg) for the 767 (measured) miles internal BNA rate, struck through, then 2/2; this is combined doubled ship letter 8 d and inland 5 d from port to somewhere 15–20 miles), struck through, and replaced by 3/4 doubling 8 d ship letter fee and presumably 1/– inland rate (230–300 miles) to London from the port of arrival.

Ms 3 is a manuscript marking indicating Three Rivers (LC). Standard Halifax crown ship letter, and SHIP LETTER applied at London (after arrival from a small port) [Robertson s37].



Canada to UK



Montreal to Birmingham via Deal, 1819. Charged  $1/6$  stg (originally  $1/4$ , struck through) made up from incoming ship letter (arriving at Deal) 8 d and 10 d for 170–230 miles, Deal to Birmingham.

Letter from Alexander Hart, son of Aaron Hart (one of the first Jewish settlers in Lower Canada).

## Canada to UK



York (U C) to England via Halifax and Liverpool, 1820. Rated initially *Paid 5N6* cy, double inland BNA rate for 1100–1200 miles, York (Toronto) to Halifax (NS), then charged  $\frac{3}{4}$  stg for double incoming ship letter (from Halifax to Liverpool), 8 d, plus internal Liverpool to Somersetshire, 1/– (230–300 miles).

Straightline YORK (Toronto), crown oval Halifax ship letter, and stepped Liverpool ship letter.

## Quebec to Scotland

Forwarding agent at New York.



*Dupl origl via Quebec  
Montreal 16 June 1826*

Montreal–Inverness (Scotland), 1826. Carried privately (or sent undercover, in a batch with others) to New York. Large oval **FORWARDED BY R. GILLESPIE & W. MCLEOD NEW YORK** (known from 1823). Ship letter arriving at Liverpool.

Initially rated  $1/10$  stg, made up from 8 d incoming ship letter fee plus  $1/2$  mileage Liverpool–Inverness. Struck through and replaced by double (for an enclosure; it contained a bill of exchange),  $3/8$  stg. Then charged the additional Scottish half-penny three-wheel tax (lower right).

Small 2 at upper left indicates a duplicate letter, confirmed by dateline notation, *Dupl origl via Quebec*.

Canada to UK



*Liver 6<sup>th</sup> July 1829*

Quebec–Brighton, 1829. Initially rated 1/7, replaced by 1/8, made up from 8 d incoming ship letter fee, plus 1/- mileage, Liverpool–Brighton.



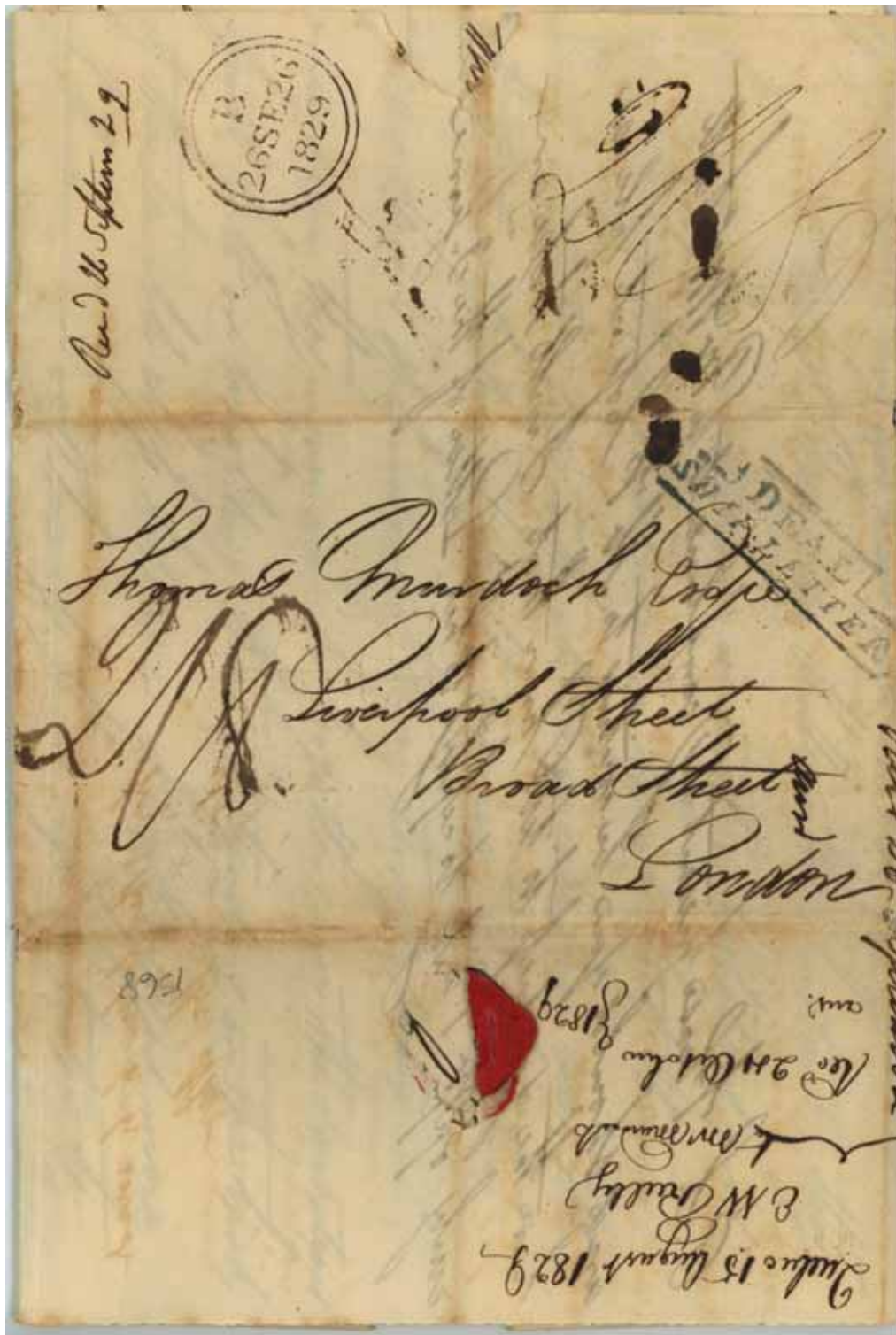
## Canada to UK via US



Chambly (near Montreal)–Kempsey (near Worcester), 1829. Prepaid 6 d cy (Chambly/Montreal to the Burlington exchange) and  $18\frac{3}{4}\text{¢}$  (equivalent to  $1/1$  cy), us rate to New York. Then charged  $1/6$  stg at Liverpool, made up of 8 d incoming ship letter and 10 d, Liverpool–Kempsey (road distance is now about 270 miles, so this is seemingly an undercharge by 2 d).

**CHAMBLY** 1829-type, known 1829–42, 1848.

Canada to UK



Quebec–London, 1829. Rated  $2/8$ , quadruple 8 d incoming ship letter fee; Deal is part of London, so no inland fee. Deal stepped ship letter [Robertson s8a or b].

Canada to UK



Kingston (U C)–Wargrave (near Maidenhead, Berkshire), 1830. Originally rated  $1/8$  stg, then  $1/7$ , then back to  $1/8$ , ship letter plus internal (Liverpool–Wargrave) UK. Check on meaning of boxed No. 1.

Kingston Upper Canada  
23 October 1830.

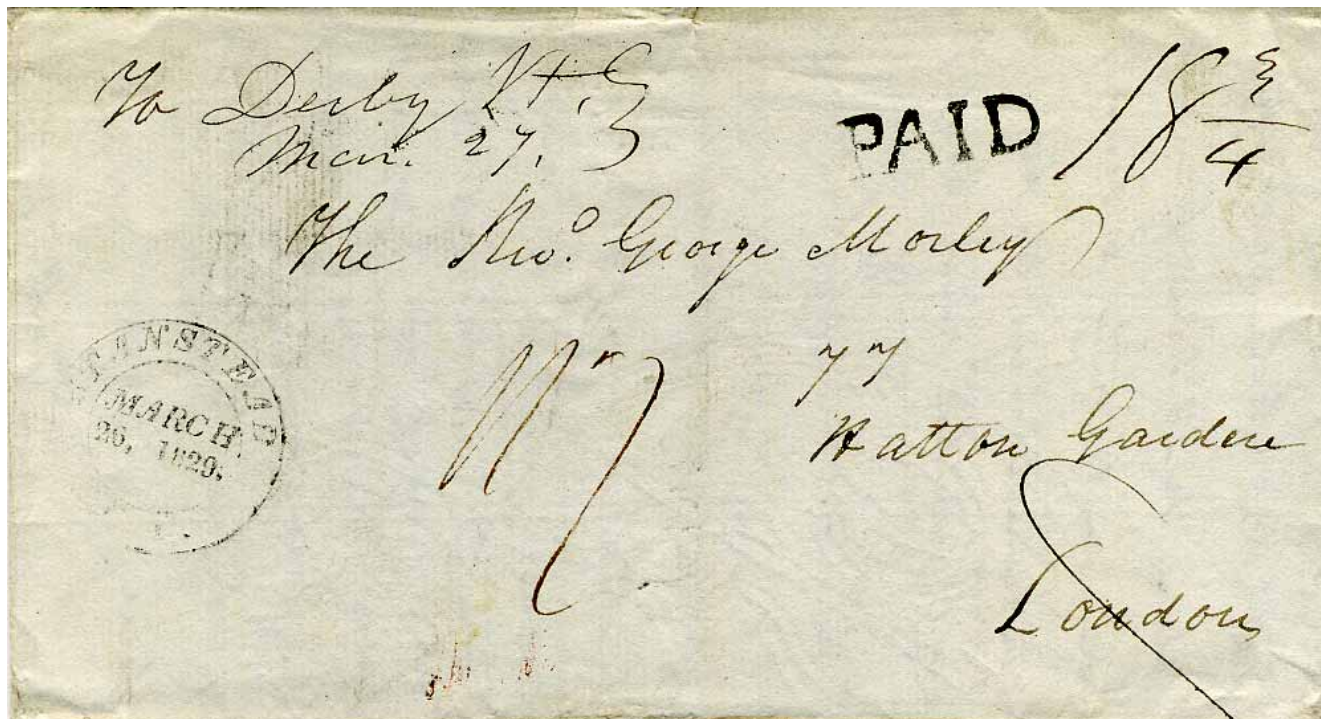
My dear Mr Stutchings,

Robert forwarded your letter some the  
week or so ago and I have delayed answering it before in  
order that I might make some inquiries about the regulations  
of the Penitentiary.



## Ship letters via the United States

More frequent departures from New York than from Halifax meant that it was typically faster to send mail via the US; the mileage charges (to Halifax) meant it was frequently cheaper. US rates were  $18\frac{3}{4}\text{¢}$  (under 300 miles) and  $25\text{¢}$  (300+ miles) per weight/enclosure. Postage to the border and through the US had to be prepaid.



Exchange point at Stanstead to London, via New York and Liverpool, 1829. Rated  $\text{PAID } 18\frac{3}{4}\text{¢}$ , US rate from Derby Line (Vermont) to New York (150–400 miles); no BNA postage as Stanstead–Derby Line was a cross-border exchange point; charged  $1/7$  stg, ship letter fee (8 d) and Liverpool–London (11 d, 170–230 miles).

Double circle italic *STANSTEAD LC*, only known example with *LC* at base; manuscript *Derby Line Vt* (previously known 1838–40). Usual two-stepped Liverpool ship letter and London receiver on reverse.



York to London, via Niagara exchange, New York, and Liverpool, 1830. Rated  $\text{PAID } 6\frac{1}{2} \& 1/3$  (cy), the first being  $4\frac{1}{2}$  d cy (61–100 miles) York (Toronto) to Niagara, plus 2 d cy ferriage, the second, the equivalent in currency of  $25\text{¢}$  (US rate over 400 miles, Niagara–New York). Then charged  $1/7$ , as above.

Common circle **YORK UP. CAN**, faint double circle **NIAGARA U.C** (inverted U.C), and double oval **NIAGARA U. CANADA PAID TO NEW YORK**, fewer than five strikes known. Common two-stepped Liverpool ship letter and London receiver.





Montreal 27 July 1831

Montreal–Craigs Court (London), forwarded to Tunbridge Wells, and then to Thornbury (Gloucestershire), 1831. Rated **PAID** 18½¢ (at left), us rate 150–400 miles from Burlington exchange point to New York, and **PAID** 6 d cy (at right), Montreal–Burlington.

Carried to Liverpool by ship letter, and charged 1/7 d stg, made up of 8 d incoming ship letter fee and 11 d Liverpool–London. Then charged an additional 7 d London–Tunbridge Wells (Kent), and then 10 d to Thornbury on the other side of England. Total due was thus 3/– stg.

Script *Postage to London Not Paid* instructional mark.

## Canada to UK via US

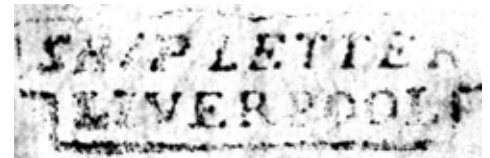


Thornhill (U C)–Bridgewater (Somerset, UK), April 1830. Rated **PAID 11 & 1/3**; 11 d made up of 9 d cy, 101–200 miles Thornhill to the Niagara exchange plus 2 d ferriage, and 1/3, the latter equivalent to 25¢ US rate to New York (over 400 miles). Sent as a ship letter from New York, arriving at Liverpool, and charged 8 d stg incoming ship letter fee plus mileage of 11 d Liverpool–Somerset, 1/7 due.

Double oval **NIAGARA U CANADA PAID TO NEW-YORK**, at most five examples reported. Previously known August–November 1830.

Double rim **NIAGARA (UC)**<sup>-1</sup> (inverted **UC**), known 1829–39.

**THORNHILL U.C** double circle italic known only in 1830; fewer than five examples reported.



4 June 1851  
J. H. Mackland Esq  
Treasurer to the Society for the  
Propagation of the Gospel in  
Foreign Parts  
St. G. Ave. Birch Walk,  
via New York | Temple, London

Faint **BATH** (U C) 1829 type, known use 1829–37; fainter Kingston circle (lower left) and Liverpool ship letter on reverse.



Ms dated 1829-type Trafalgar (U c), known use 1832-49. Faint two-step Liverpool ship letter on reverse. G:P (General Post) in red.



Canada to UK via US, partially free



Toronto (not the city) to London via US, 1832. Rated (prepaid) 9 d cy (7 d to Queenston and 2 d ferriage to Lewiston) and American  $\frac{1}{3}$  cy equivalent to 25¢, U.S. rate to New York. Then rated the normal combined Liverpool ship letter and internal rate to London ( $\frac{1}{7}$  stg), struck through and crown **FREE** applied, since the letter was addressed to the Paymaster General of His Majesty's land forces (and thus was eligible for free franking).

Only reported example of Toronto (Peel County, open 1826–36) manuscript (upper left). Red **U.S.P. paid 25** straightline applied at Queenston (five examples recorded), common Lewiston (NY) cds, and large two-line LIVERPOOL SHIP LRE [Robertson s3, 1819–33].



## Red River Settlement–UK

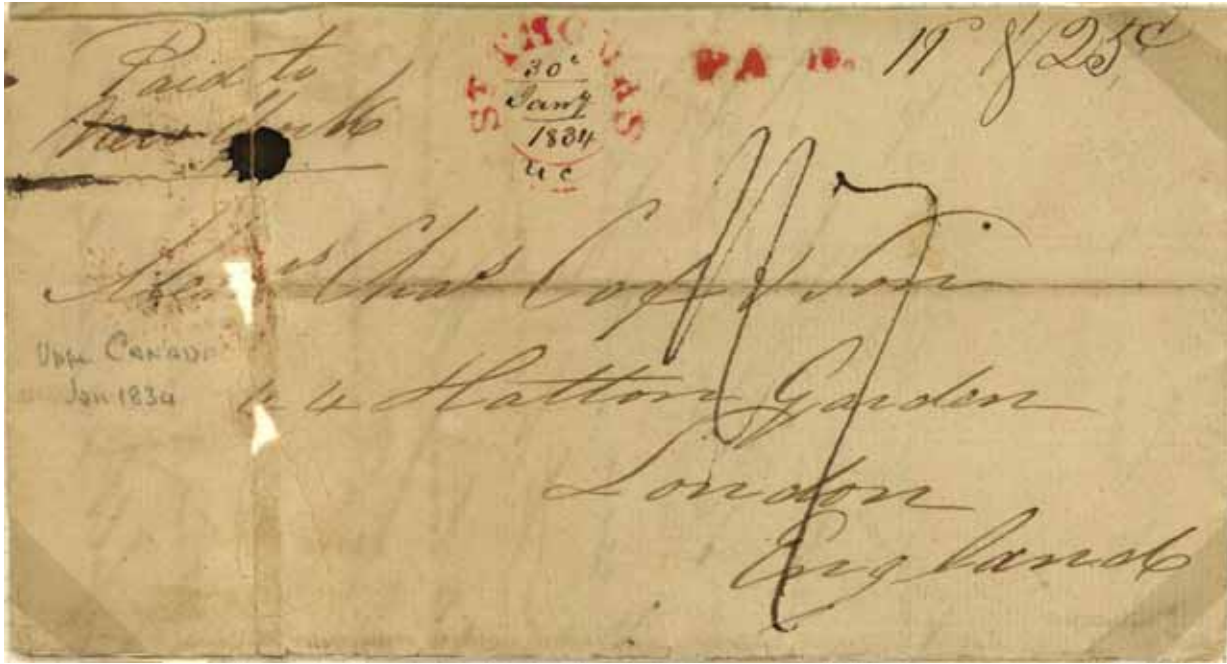


Moose River, Red River Settlement–London, 1832. Addressed to Alexander Stewart of the Hudson's Bay Co, c/o William Smith at Hudson Bay House; with MR cipher for Moose River, used only on the top of a pile of letters.

Rated 1/2½; this must have been carried privately to Musselburgh (Scotland); mileage to London was about 400 miles, so if treated as 401–500 miles, charge was 1/2; the additional half-penny was the Scottish wheel tax.



## Canada–UK via US



**St Thomas** (U C)–London (U K), 1834. Paid 11d & 25¢ to cross-border point (including 2 d cy ferriage) and to New York, respectively. Then charged 1/7 stg, combined ship letter fee (8 d stg) and inland rate Falmouth–London (11 d).

ST THOMAS 1829-type, known 1829–39. Post office opened 1825.



**Toronto**–London, 6 October 1834. Rated **PAID** 9 & 25, the 9 d cy made up of 7 d (61–100 miles) to the Queenston–Lewiston exchange, plus 2 d ferriage; 25¢, the U S rate over 400 miles, Lewiston to New York. Charged at Portsmouth as a ship letter, 8 d stg incoming ship letter plus internal British postage for Portsmouth to London (50–80 miles), 6 d. This yields 1/2 stg due.

**TOO LATE** at Toronto

Earliest reported strike of the common City of Toronto stamp. Known used to 1845.

## Canada to UK via US

ST CATHERINES 1829-type, known 1831–39.



*St Catharines*–Liskeard (Cornwall, UK), 1834.

**PAID USP 1/5 BP 6½**, all in currency; made up of 4½ d St Catharines–Queenston exchange (under 60 miles), 2 d ferriage to Lewiston, and conversion of the US 25¢ rate, Lewiston–New York (over 400 miles).

Two strikes of the rare **U. S. P. paid 25** handstamp.

Then charged as a ship letter from New York: 8 d stg incoming ship letter fee and 1/1 mileage, Liverpool to Liskeard.



*St Catharines*–Roxburghshire (Scotland), double, 1834. To Scotland, via exchange at Queenston-Lewiston, and New York. **PAID USP 50//BP 11**; British postage is double 4½ d cy, under 60 miles, plus 2 d ferriage at the Queenston-Lewiston exchange. US postage is double 25¢ (over 400 miles), Lewiston–New York.

Then charged 1/6 stg in UK, 8 d stg incoming ship letter and 10 d inland from Liverpool to destination. Finally, the ubiquitous Scottish half-penny wheel tax charged.

NB means North Britain, that is, Scotland.



## Canada to UK via the US



Guelph (U C)–Alberbury (Shropshire, UK), 1834. Rated *B 9 paid* (British postage), 7 d cy (61–100 miles to Queenston) plus 2 d ferriage; *AP 25 paid* (American postage) and handstamp **U. S. P. Paid 25** applied at Queenston or Lewiston (1832–4), US postage Lewiston to New York. Then charged 1/4 stg, combined incoming ship letter fee to UK (8 d) and inland mileage fee, Liverpool–Shrewsbury.

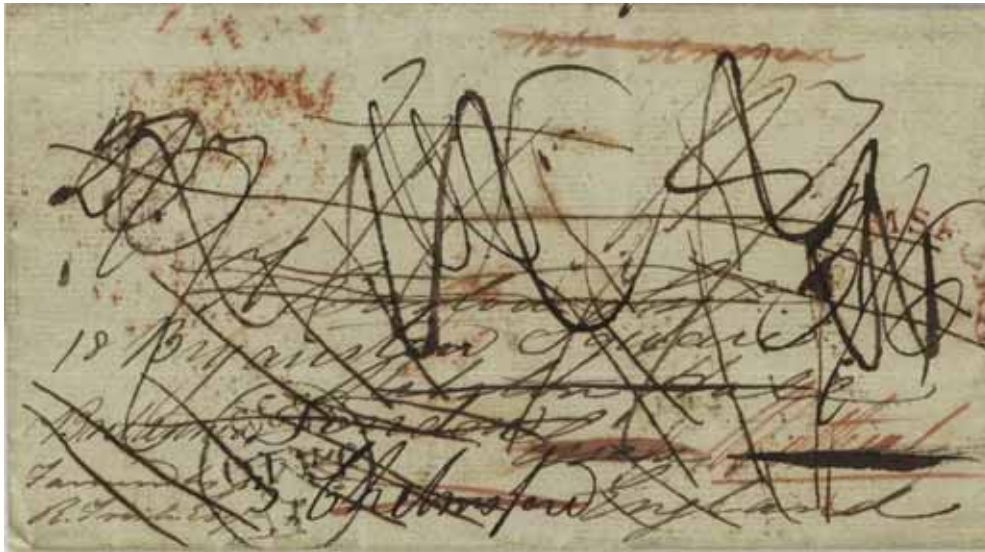
**GUELPH U.C.** double circle italic. Known 1829?–1836. Post office opened 1828.



Guelph (faint)–Cole Orton, near Ashby de la Zouch, 1835. Rated paid **AP 25 Cts** (US rate, Lewiston–New York, over 400 miles) and **Br 9 d cy** (Canadian rate, Guelph to exchange at Queenston/Lewiston, 101–200 miles, plus 2 d ferriage). Then rated 1/6 stg, made up of 8 d incoming ship letter fee plus 10 d Liverpool to destination.



## Canada-UK



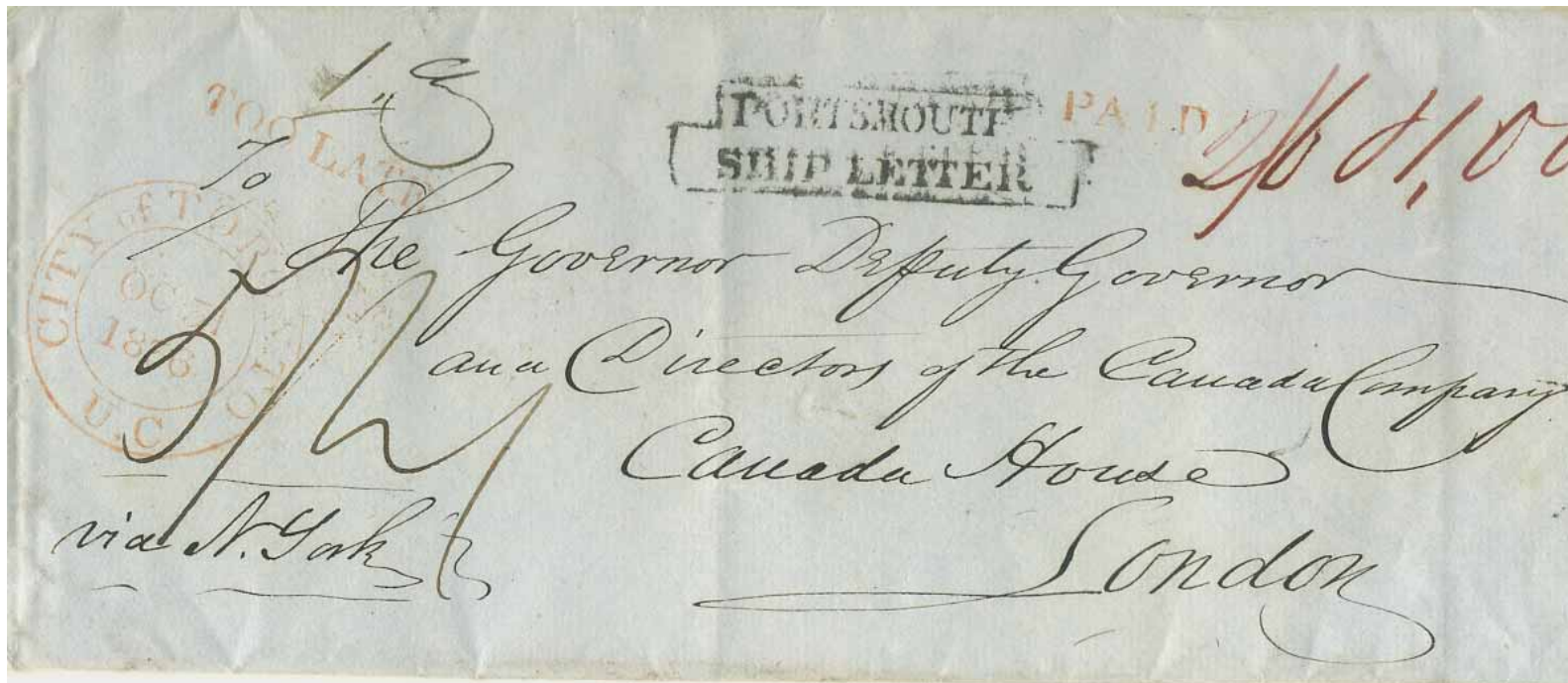
Montreal-various places, 1834-5. Shipletter, and multiply forwarded in UK, possibly readdressed back to Montreal at one point. I gave up with this one. Mailed from Montreal 3 November 1834. There is an endorsement *Favoured by R Txxx Esq* (lower left), likely to New York.

Numerous British rates resulting from the various forwarding addresses.



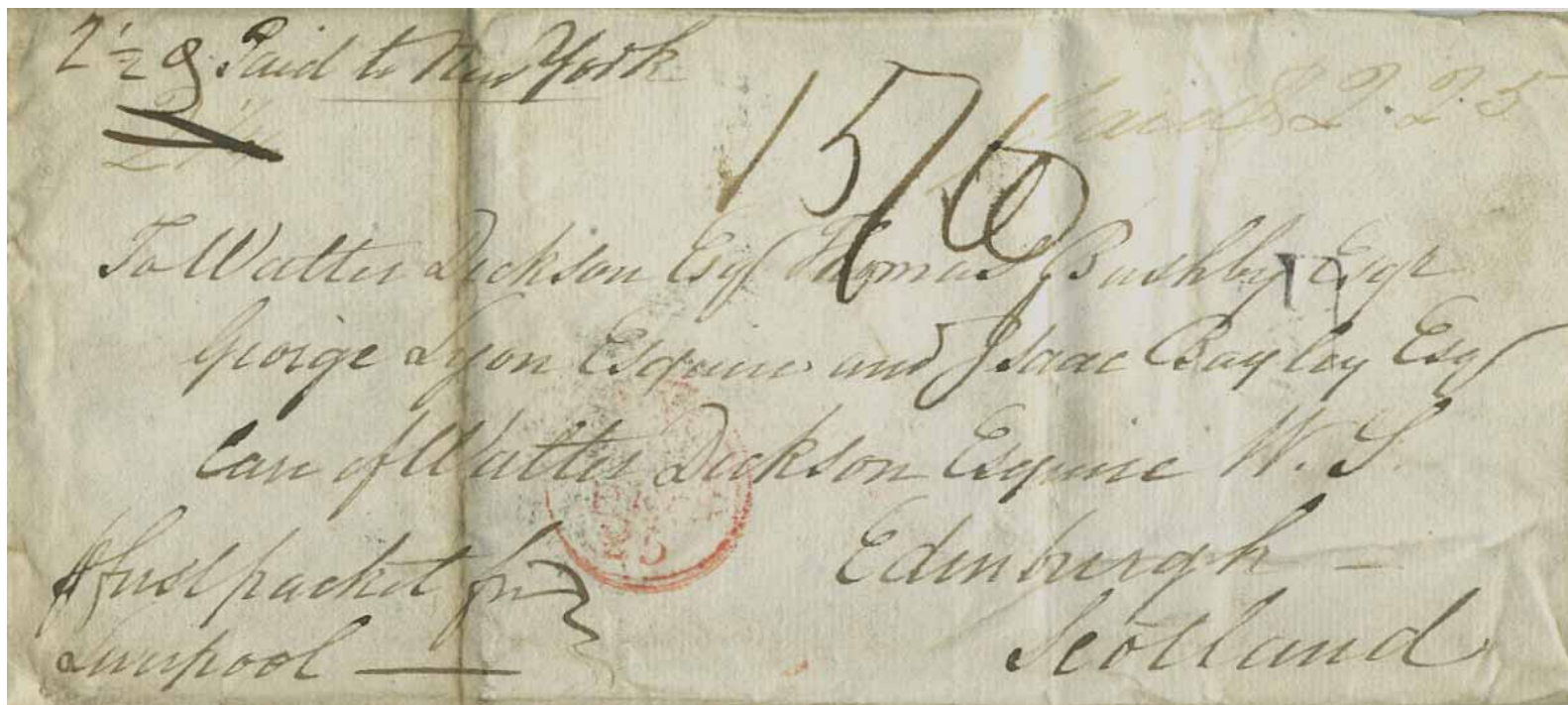
## Canada to UK via US

*Multiple rates* **Canada:** per enclosure up to a maximum of four rates; at one ounce or more, charged at one rate per quarter ounce (to 1844); **United States:** same as Canada (to 1845); **United Kingdom:** the same, (to December 1839).



*Quadruple, Toronto–London via New York & Portsmouth, 1836.* Rated 1 oz; prepaid 2/6 d cy: 4 × 7 + 2 d cy (Queenston–Lewiston ferriage: flat 2 d), & 1.00, four times 25¢ rate to New York; then charged 5/4 stg, quadruple 8 d ship letter fee & 8 d internal mileage charge Portsmouth–London (50–80 miles).

Common red City of Toronto double circle, with straightline **TOO LATE** (arrived too late for mail despatch); two-step PORTSMOUTH SHIP LETTER [Robertson s 13, 1815–1844].



*Nonatuple & dectuple, Kingston–Edinburgh via New York & Liverpool, 1837.* Rated 2¼ (oz), paid nine times 25¢ per quarter ounce U S rate (over 400 miles) **paid \$2.25** (upper right); reweighed as 2½ oz, and charged 10 × 1/7 = 15/10 stg (1/7: ship letter, 8 d, plus 11 d internal rate Liverpool–Edinburgh). No Canadian charge—Kingston postmaster was also an agent of the U S Post Office. Faint boxed ½ (d), Scottish wheel tax.

Red New York transit; boxed two-line serif LIVERPOOL SHIP LETTER [Robertson s 13, 1834–38].



## Canada to UK via US

ANCASTER 1829-type, known 1829–40.



Ancaster (U C)–Aberdeen, 1835. To Scotland, via Queenston–Lewiston exchange, and New York. Rated *British postage paid 6½<sup>d</sup>//US do do 25 cts*; British postage is 4½ d cy, under 60 miles, plus 2 d ferriage at the Queenston–Lewiston exchange. US postage is 25¢ (over 400 miles), Lewiston–New York.

It was then charged 1/9 (?) stg in UK, made up from 8 d incoming ship letter fee and inland fee Liverpool (probably) to Aberdeen; and the ½ d Scottish wheel tax.

Letter writer includes a hand-drawn map of Burlington Bay, and notes that it is much cheaper to send letters via New York for the Liverpool packet, than via Halifax.



Ancaster–Forres (Scotland), 1837. *British postage p<sup>d</sup> 4½ d* (Ancaster–Queenston/Lewiston exchange, under 60 miles) and *US ditto 25 cts* (US rate, Lewiston–New York). Then charged 1/9 stg (8 d incoming ship letter fee plus 1/1 Liverpool–Forres; and the Scottish wheel tax of ½ d was added.

## Canada–UK via US; ferriage dropped 1837

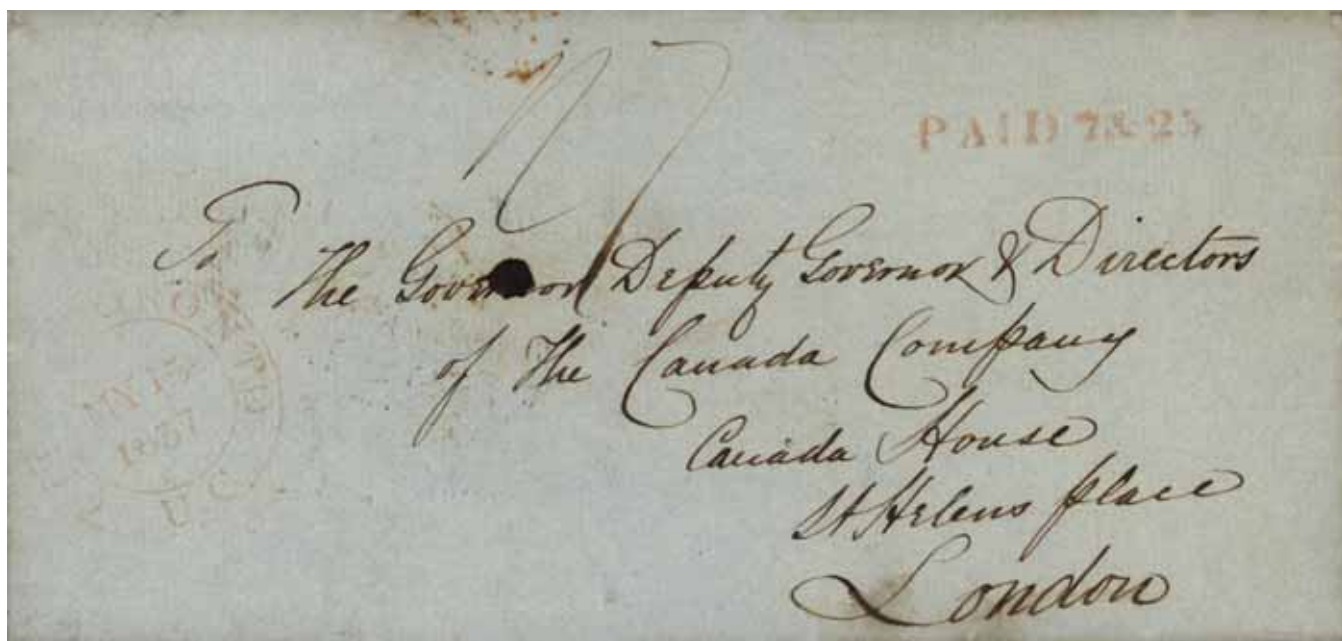
Same correspondence, a few months apart; ferriage charged on the earlier one, but not on the later one. Ferriage was dropped at cross-border points in early 1837 if the letter was travelling beyond the exchange point. These covers bracket the changeover. The red paid handstamps appear to be from the same instrument, with 9 replaced by 7.



Toronto–London, via US, 1 February 1837. Rated **PAID 9& 25**. Of this, 9 d cy made up from 7 d Toronto to the Queenston exchange point (61–100 miles), plus 2 d ferriage to Lewiston; 25¢ US rate (over 400 miles), Lewiston–New York.

Portsmouth ship letter (common; known 1815–44) and charged  $1/4$  stg, made up of 8 d incoming ship letter fee plus 8 d internal mileage charge, Portsmouth to London. On reverse is an ms  $1/5$ , which I can't explain.

Common **CITY OF TORONTO** double circle.



Same correspondence, 15 May 1837. Rated **PAID 7& 25**. No ferriage charge.

Sent by ship letter, arriving at Liverpool (much more common) and charged  $1/7$  stg, made up of 8 d incoming ship letter fee plus 11 d internal mileage charge, Liverpool to London.



## Canada to UK via US



Sherbrooke (LC)–London, 1838. Rated *paid* 4½ d cy, under 60 miles to the Stanstead-Derby Line exchange; **PAID** 18¾¢, 150–400 miles to New York; converting to currency, and adding, the result was 1/4.

Then charged 1/4 stg, made up from 8 d UK incoming ship letter fee, arriving at Portsmouth [Robertson s 15, known 1834–40 in red], plus 8 d mileage, Portsmouth–London.



Galt (UC)–Edinburgh, January 1838. **PAID 7 & 25**: 7 d cy, 61–100 miles to exchange (Queenston/Lewiston) and 25¢ over 400 miles US postage to New York. Then charged 1/7 stg, made up of UK incoming ship letter fee (8 d) and mileage Liverpool–Edinburgh (11 d), plus the inevitable ½ d Scottish wheel tax. Liverpool ship letter [Robertson s 14, 1838–41].

## Canada to UK via US

In 1839–40, packet rates dropped substantially, making packets much cheaper than ship letters via US. However, the route via US was viewed as faster.

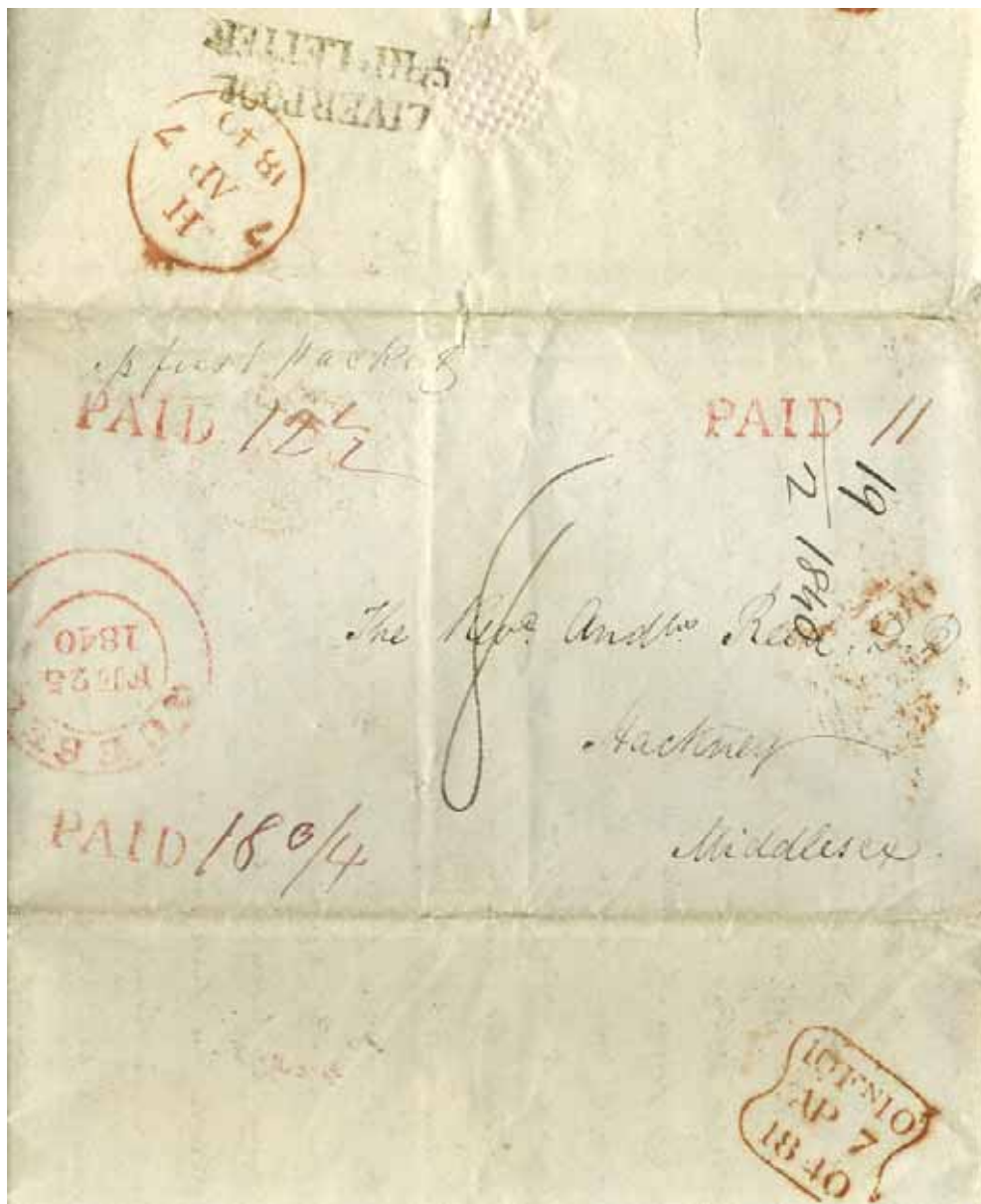


Toronto–London, across Lake Ontario, via New York, uniform 4 d rate, November 1839. Rated prepaid 4½ cy (under 60 miles, hence carried by *ship* across Lake Ontario, unusual thus) and prepaid 25¢ (US rate over 400 miles to New York). Then charged 1/– stg, made up from ship letter fee of 8 d plus uniform 4 d rate (it arrived in Liverpool mid-December).

Normal double circle Toronto and circle New York daters; two-line unframed LIVERPOOL SHIP LETTER [Robertson s 14, 1838–41].

## Freight money, via US

From the latter half of 1838 to December 1840, an extra fee, known as *freight money* was charged on mail carried by US ships from New York to UK. The fee was 12½¢ per single rate if carried by sailing ship, and 25¢ by steamer. A few dozen examples are known from BNA.



Quebec freight money to England by New York and Liverpool, 1840. Rated **PAID 11** d cy, mileage from Quebec to Burlington (VT) exchange point (201–300 miles), **PAID 18<sup>3</sup>/<sub>4</sub>**¢ US rate (150–400 miles) from the exchange point to New York, and **PAID 12½**¢ freight charge, all prepaid at Quebec. Then charged 8 d stg, ship letter fee, no inland UK fee by this time.

Relatively common double circle Quebec, two-line **LIVERPOOL SHIP LETTER** (Robertson s14, 1838–41), somewhat late London receiver (circle), and two-penny post dater on reverse.



## Freight money from Toronto

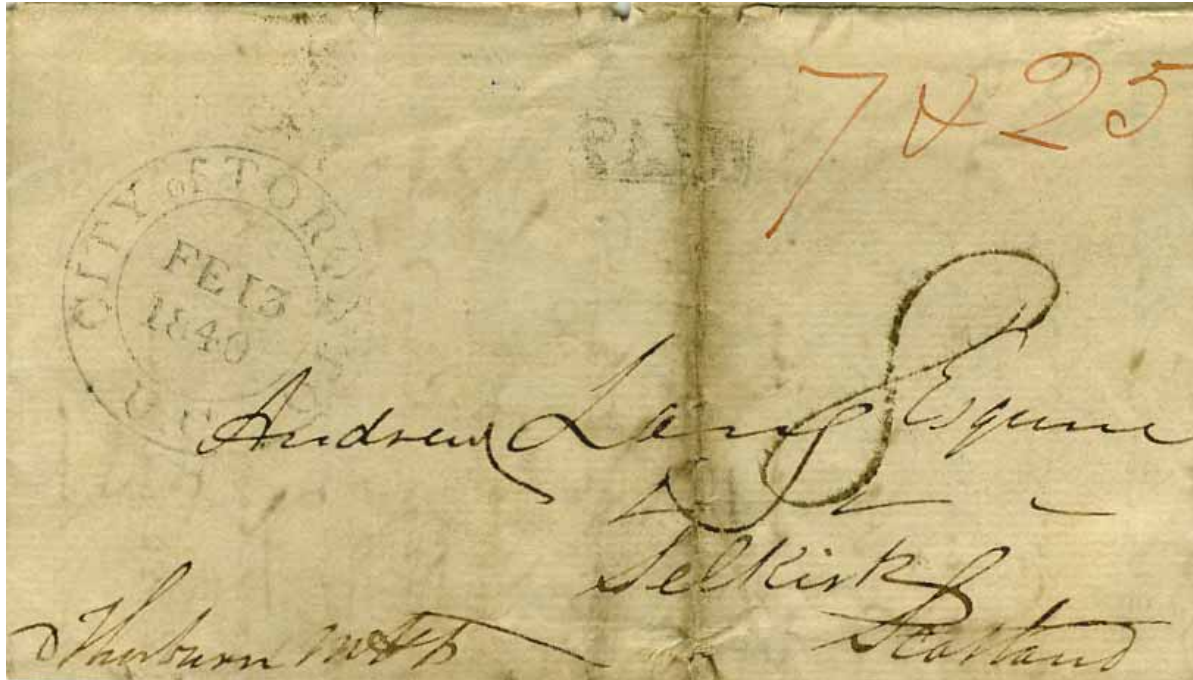


Double, Toronto—London via Boston, *freight money*, 1841. Rated prepaid 75¢, double (one enclosure) U.S. rate 25¢ over 400 miles, plus 25¢ freight money (for steamer); freight money charges were not separately indicated on letters from Toronto. Charged double packet rate, 2/—.

Manuscript care of Messrs Irving & Perkins (forwarding agents); *Pr Acadia* (Cunard; left Boston 17 April). Oval Liverpool packet letter marking, L AMERICA [Robertson P 2, 1840–44]

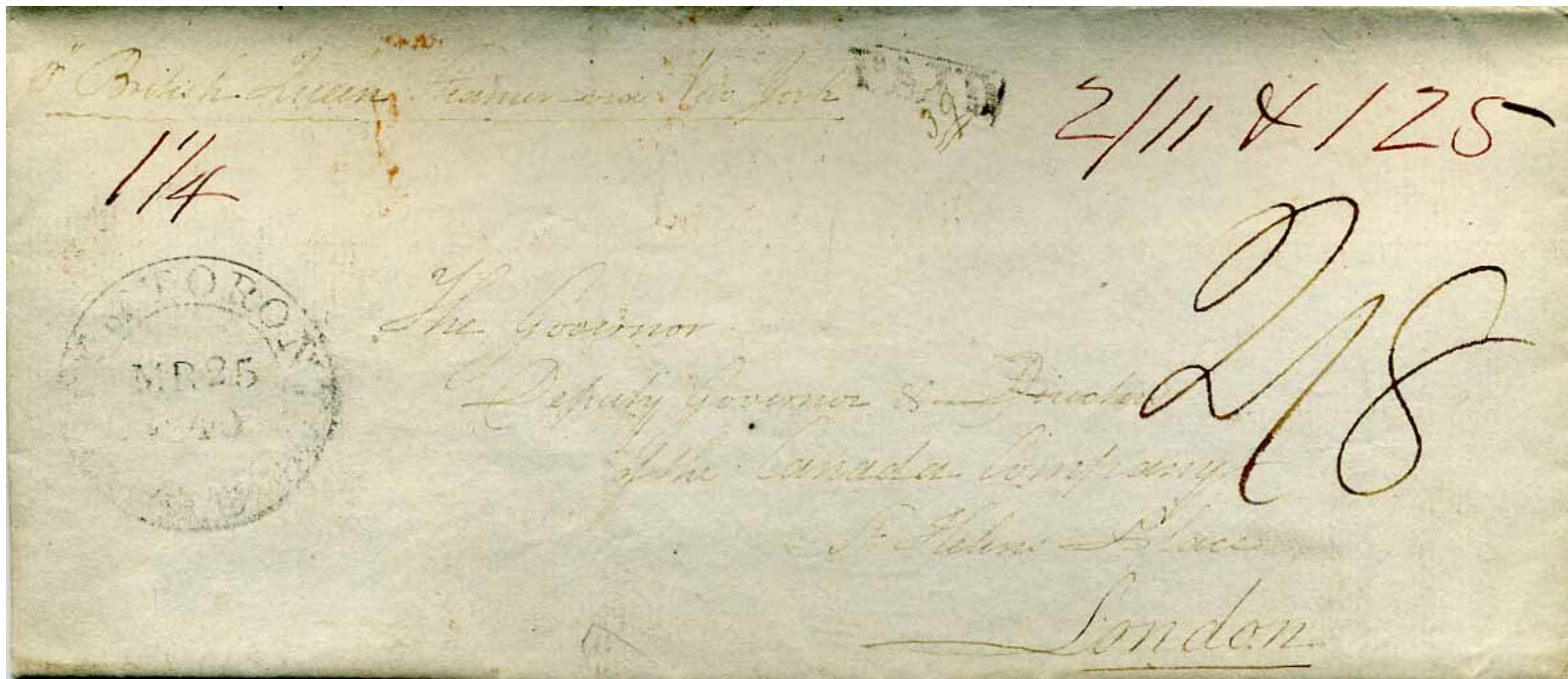
## Canada to UK via US

From 10 January 1840, UK incoming ship letter fee was 8 d up to one half ounce, 1/4 to one ounce, and 1/4 for each additional ounce—and no inland British postage. Ship letters become less common after 1839, owing to minimal inland BNA fees on outgoing packet letters. From this time until 1868, odd multiples of one-half ounce beyond the first were not possible for the British share of the postage (this did not apply to Canadian or US postage, which were still charged per quarter ounce, until 1844/45).



Toronto–Selkirk, 13 February 1840. Rated (prepaid) 7 d cy (61–100 miles to the lines), and 25¢ to New York; then charged ship letter fee, 8 d stg.

City of Toronto double circle and two-line LIVERPOOL SHIP LETTER [Robertson s14, 1838–41].



Quintuple and quadruple, Toronto to London via Portsmouth, 25 March 1840. Rated 1 1/4 oz prepaid 2/11 cy (five times 9 d, 101–200 miles to the exchange point) and \$1.25 (five times 25¢, US postage to New York); then charged quadruple (per half ounce) 2/8 at the two ounce rate for incoming ship letters.

British Queen Steamer via New York Two-step Ship Letter Portsmouth [Robertson s15, in red 1834–40] on reverse.

Canada to UK



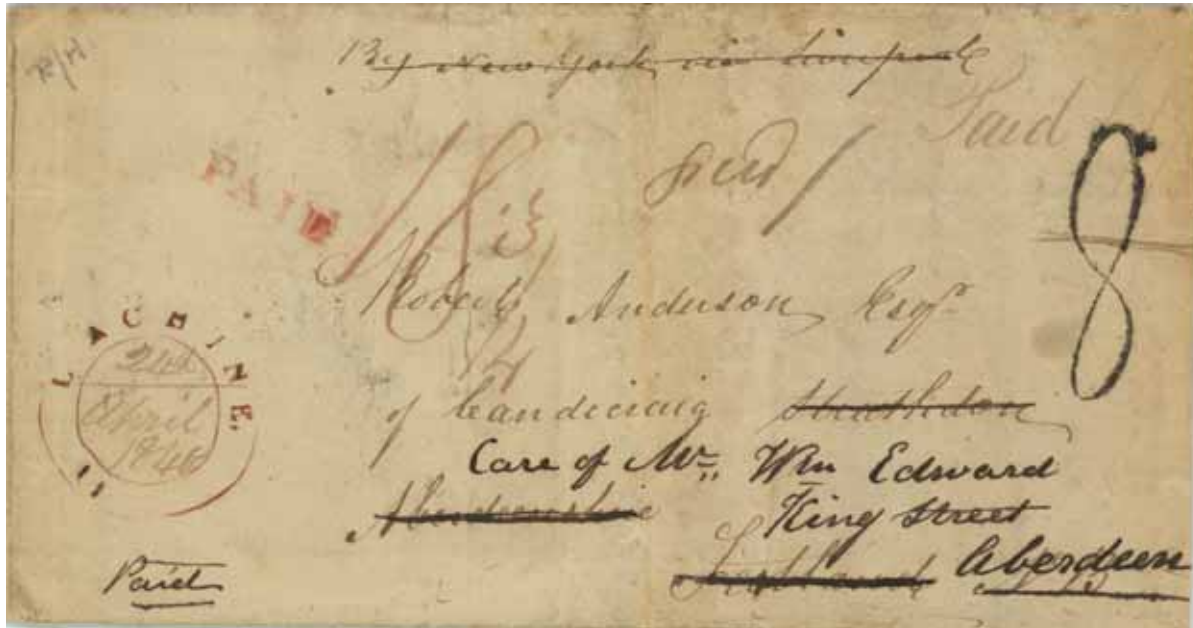
Liverpool July 17<sup>th</sup> 1840  
W. D. Reid

Quebec–Aberdeen, August 1840. Rated collect 8 d stg, incoming ship letter fee (with no inland charge, in effect 10 January 1840).

**SHIP LETTER SOUTHAMPTON** [Robertson s 7a, known in red 1838–40].



## Canada to UK via US



*Lachine*—Strathdon (Aberdeenshire, Scotland), forwarded to Aberdeen, April–May 1840. Rated (faint, at right) *Paid 4½ d cy*, under 60 miles to Stanstead exchange; *PAID 18¾ c* US rate 150–400 miles from the exchange to New York; then it was charged 8 d stg incoming ship letter fee. Finally, *paid 1 d* by the recipient, for forwarding (this was in the penny post era).

Serif double circle non-italic *LACHINE. LC*, known 1839–41.

Straightline *STRATHDON*, fairly scarce.





Quebec–Greenock via New York forwarding agent, 1844. Sent privately to New York where the forwarding agent, **HOWARD, DUNSCOMBE, & BECKWITH**, sent it as a ship letter, *Per Steamer Great Western*. Rated collect 1/4 stg, double incoming ship letter fee (per half ounce), in effect from 1840.

Signed **Mosburgh** (?), presumably acting for the forwarding agent.

Rounded octagon LIVERPOOL S H I P [Robertson 16, 1841–55].

## Ship letters from UK to Canada

If put aboard ship privately, no British charge until 1814; possible charge at Canadian ports of 2 d stg = 2½ d cy.

UK to Canada



London to Montreal via Quebec, 1796. Rated 10 d cy, likely made up of 1 d Quebec carrier fee to the post office, and 9 d single rate Quebec–Montreal.

Straightline SHIP, possibly applied at Quebec (issued by the Ship Letter Office, London, 1782; this is the generic style). Double part circle QUEBEC CANADA, about five examples known; encloses separate Quebec Bishop mark. Endorsed *Per Earl Marchmont* (wrecked in 1811).



## UK to Canada

Via war ship, during the War of 1812; Liverpool forwarding agent.



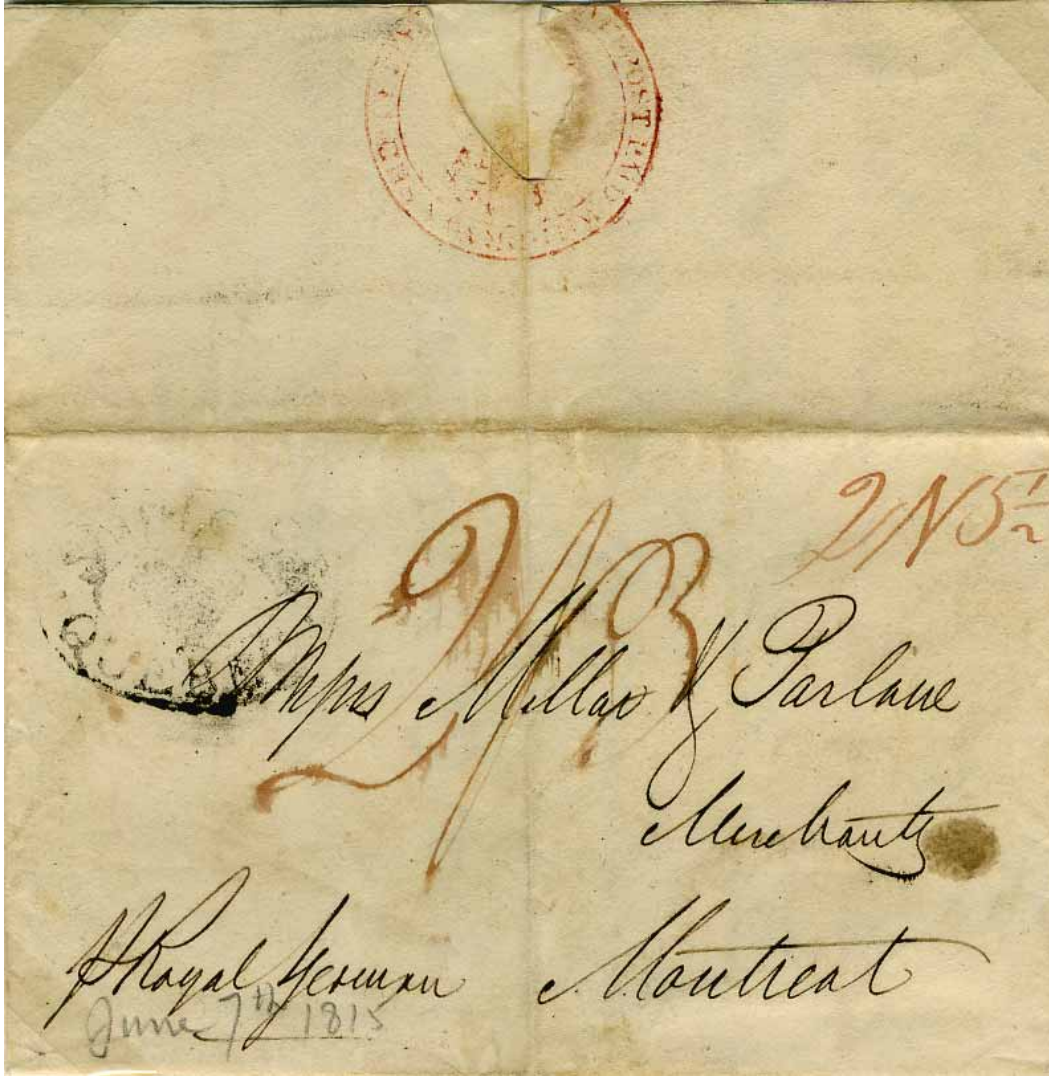
*Leeds to Montreal via Liverpool and Quebec, October 1812. Rated 10, likely 1 d Quebec carrier rate to the post office plus 9 d Quebec–Montreal.*

*Ms Palus, a war ship. Endorsed by forwarding agents, Liverpool 6th August 1812/Forwarded by your obedient servants/Morrall & Newland.*

*Faint Quebec crown double oval ship letter marking; Quebec fleuron wings (known use 1804?–39?, variations).*

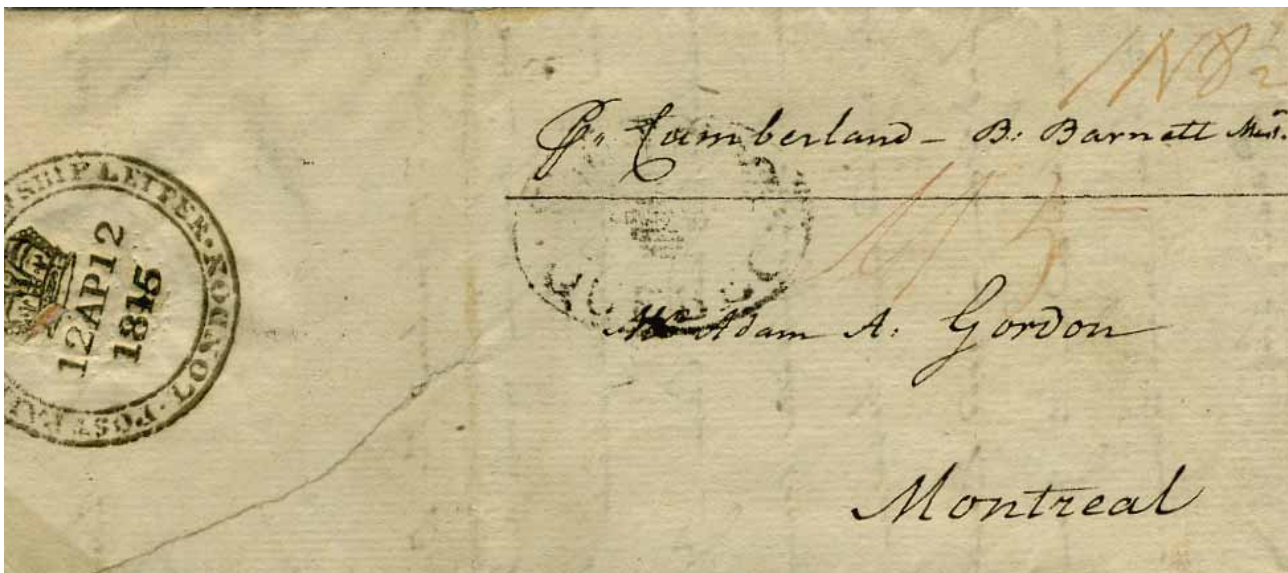
## Post paid withdrawn ship letter (PPWSL)

Over September 1814–July 1815, ship letters could legally be sent aboard any ship, provided sender paid one-third packet rate via Falmouth at a post office before mailing. A total of six are known to Canada. The handstamps are invariably on the centre of the reverse.



Liverpool–Montreal, via Quebec, twice a ship letter, June 1815. Rated (initially) prepaid  $\frac{2}{3}$ , one-third of triple ( $\frac{1}{3}$  packet +  $\frac{1}{3}$  stg, Liverpool to Falmouth); rated  $2N5\frac{1}{2}$  cy, triple 9 d Quebec–Montreal on arrival at Quebec, plus seldom-seen incoming BNA ship letter rate, flat 2 d stg equivalent to  $2\frac{1}{2}$  d.

Red Liverpool PPWSL typical placement (over the seal); endorsed *Pr Royal Yeoman*; standard double oval Quebec crown ship letter.



London to Montreal via Quebec, April 1815. Rated initially prepaid  $\frac{1}{5}$ , one third double rate ( $\frac{1}{3}$  packet plus 11 d London–Falmouth; fractions were rounded); then charged  $1N8\frac{1}{2}$  d cy, double 9 d and BNA ship letter fee as above.

Typically clear London PPWSL; endorsed *Pr Cumberland—B Barnett Master*; & Quebec crown ship letter.

## UK to Canada via US

The special rate between the Burlington exchange and Montreal was 9 d cy, 17 May 1815–30 April 1819.



Liverpool 12<sup>th</sup> Decem<sup>r</sup> 1815

Liverpool–Montreal, by forwarding agent to New York, 8 December 1815–1 May 1816 (in New York; *first day of new US rates*). Rated **PAID 18½¢**, 150–400 miles to Burlington exchange, then charged 9 d cy, special rate between Montreal and the border .

Rec<sup>d</sup> & forwarded by G<sup>o</sup>vt. Sent  
New York 30 April 1816. *Martin & Benson*

Forwarding agent, *Martin & Benson*.



## UK to Canada via US



Liverpool (UK)—Montreal, via New York forwarding agent, 1816. Addressed directly to forwarding agent (Boorman and Johnston) in New York.

Remailed to Montreal; prepaid from New York to the border, 18½¢ (150–400 miles); the incoming ship letter fee (2¢) is not indicated. Then it was charged 6 d cy, which was corrected to 9, from the exchange office (Burlington, Vermont) to Montreal. [This rate was in effect for a short period.]

Notation it 2<sup>d</sup> at lower left, indicates second copy (a duplicate).



Liverpool (UK)—Montreal, via New York forwarding agent, double, 1817. Forwarding agent (Boorman and Johnston) at lower left.

Remailed to Montreal, prepaid from New York to the border, 37 ¢, double rate, and then charged 1/6 cy, double rate to Montreal. Again, the incoming ship letter fee was not marked, and this time **SHIP** was struck through.

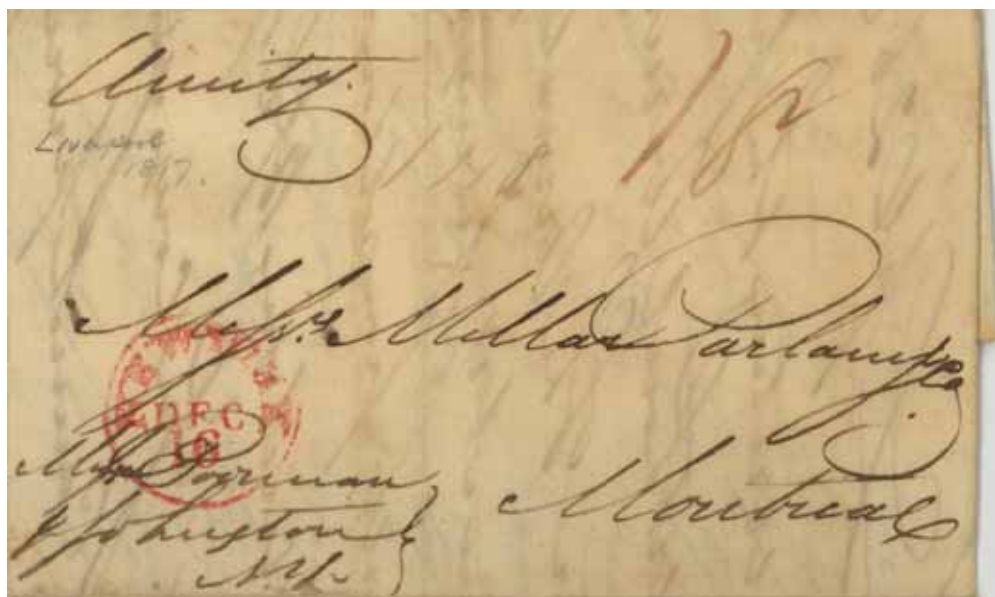
A Parlane  
11<sup>th</sup> Oct 1817

## UK to Canada



Liverpool 30 July 1817

Liverpool–Montreal, 1817. Carried privately to New York. Rated paid  $18\frac{1}{2}\text{¢}$  u s rate 150–400 miles, New York to Burlington (v r) exchange. Initially rated 6 d cy to Montreal, corrected to 9.



AP Parlane  
26<sup>th</sup> Oct 1817

Liverpool–Montreal, 1817. Rated collect  $18\frac{1}{2}\text{¢}$  u s rate 150–400 miles, New York to Burlington (v r) exchange; this indicates that the letter was carried privately to New York, where it was mailed (so *not* a ship letter). This converted to 11 d cy; the final charge was  $1/8$  cy (faint), which forces the rate from the border to Montreal to have been 9 d cy (it was later changed to 6 d).

UK to Canada



Liverpool–Montreal, 1818. Rated collect **SHIP 20½¢** U S rate 150–400 miles, Boston to Burlington exchange plus 2¢ incoming ship letter fee. This converted (with rounding) to 1/1 cy. The rate from the exchange point to Montreal was 9 d cy, so the total was **1/10** cy.



## UK to Canada

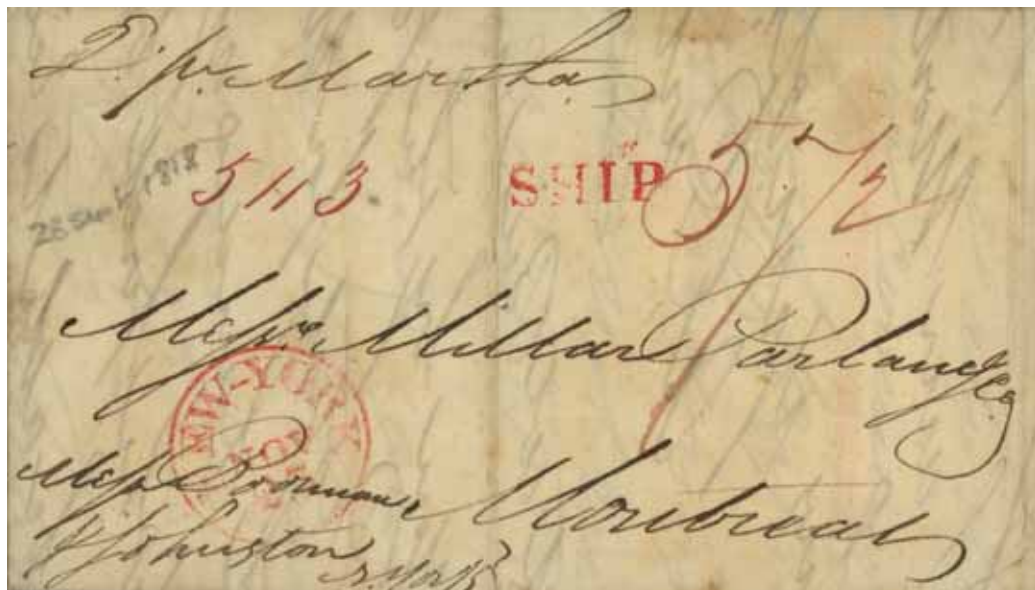
Two of the five known examples of the Montreal **Ship Lre** (the only Canadian crown ship letter handstamp using the **LRE** abbreviation). These are typical strikes. The two letters are consecutive in this correspondence, but the earlier one (at bottom), marked *2d* (second) is a copy of a letter sent via a different route.

Both were mailed from Liverpool in 1817 and were carried by the same ship, the *John & Mary*. Both are rated *11½*, made up of incoming **BNA** ship letter fee ( $2\frac{1}{2}$  d cy) and 9 d, Quebec to Montreal.



## UK–Canada via US

Top entered us as a ship letter; bottom was carried privately from UK, then mailed from New York.



Liverpool–Montreal, triple, 1818. Shipletter, charged  $57\frac{1}{2}\text{¢}$ , triple  $18\frac{3}{4}\text{¢}$  under 400 miles from New York to the Burlington (VT) exchange, plus 2¢ incoming ship letter rate. This converts to  $3/-$  cy, and then triple the 9d cy Burlington–Montreal (1815–8) brings it up to  $5/3$  due.

Upper left read *2nd per Martha*. *Martha* is the transatlantic ship; *2nd* means this was a copy of letter sent by different means (so that if the first had already been received, this could have been refused).



H. Matthews & Co  
38 22<sup>nd</sup> Jan<sup>y</sup> 1817

Liverpool–Montreal, triple, 1817. Carried privately to New York, and mailed there; prepaid triple  $18\frac{3}{4}\text{¢}$  under 400 miles from New York to the Burlington cross-border point. Then triple 9d cy Burlington to Montreal.



Hipkins  
9 April  
1818

Birmingham (U K)–Three Rivers (L C), 1818. Apparently a rate anomaly. Initially, rated  $\frac{3}{4}$  Oz, triple rate,  $1/11\frac{1}{2}$  cy; subsequently rated additionally  $2/9$  (triple 11 d, 201–300 miles, Montreal–Three Rivers), and another  $1/11\frac{1}{2}$  cy. This was a ship letter, so should have been charged 2 d stg =  $2\frac{1}{2}$  d cy incoming ship letter fee—so the first  $1/11\frac{1}{2}$  would represent triple 7 d (61–100 miles) plus the former. . . .

Crown SHIP LETTER, possibly Montreal (which did have a ship letter marking in this style—all caps, single outer oval—but its known use is 1819–24, and moreover, we expect early strikes to be clearer than later ones).

Addressed to [Ezekiel Hart](#) (1763–1843, Three Rivers), first Jewish electee to a parliament in the British Empire. After having been elected in 1807 to the Quebec Legislative Assembly (to represent Three Rivers), he could not take the oath of office, because it contained a Christian reference; he was not seated. This happened again in 1809, and is known as the *Hart Affair*. In 1832, the Emancipation Act was passed in provincial parliament, permitting Jewish members.



## UK to Canada via US



*At Parlane 18<sup>th</sup> Augt  
at General Monroe  
in Charge 1218*

Liverpool–Montreal, 1818. Carried by the *Mercury*, a private ship to New York. There charged **39¢**, made up from 2¢ incoming shipletter fee plus double 18½¢ (150–400 miles, to the Burlington exchange). This translated to 1/11½ cy, rounded (or the difference pocketed by the postmaster) to 2/–, to which the double 9 d rate to Montreal was added, making a total due of **3/6** cy.



Liverpool–Montreal, August 1818. Rated collect **SHIP 20½¢** us rate 150–400 miles, New York to Burlington exchange plus 2¢ incoming ship letter fee. This converted to 1/1 cy; with the additional special rate to Montreal of 9 d, the final charge was **1/10** cy.

*Liverpool 30 June 1818*

## UK to Canada via US

The special rate between Montreal and the Burlington exchange became 6 d on 1 May 1819 (and lasted to 1837).



Liverpool–Montreal, August 1819. Rated collect **SHIP 20%**  $\frac{1}{2}$ ¢ U S rate 150–400 miles, Boston to Burlington exchange plus 2¢ incoming ship letter fee. This converted to  $\frac{1}{1}$ ; the final charge was  $\frac{1}{7}$  cy.

Copy of a letter also sent by other means; this is also the meaning of the 2 (second) upper left.



## UK to Canada, Matlock



The image shows the back of the ship letter. It features a cursive address "Liverpool. 15 Dec 1820" and a signature "W. Matlock". There is also a faint circular postmark visible in the background.

Liverpool–Montreal, ship letter, 1820. Carried on the *Atlantic*, under **W Matlock** (one of very few named ships or Captains handstamped on letters to Canada). Rated collect **SHIP** 20½¢, made up of 2¢ incoming ship letter fee at New York, and 18½¢ *us* rate, 150–400 miles, New York–Burlington, Vermont. This converted to 1/1 *cy* (currency was slightly deflated at the time), to which the 6 *d* rate to Montreal was added.

One of two known **ATLANTIC/MATLOCK** strikes.

ex Mayer, ex Calvet Hahn



## UK to Canada via US



London–Quebec, forwarded to Montreal, 1821. Rated collect  $20\frac{1}{2}\text{¢}$  us rate 150–400 miles, New York to Burlington (v t) exchange, plus 2¢ incoming ship letter fee. This converted to  $1\frac{1}{2}$  cy or  $1\frac{1}{4}$ ; the rate from the Highgate/Burlington exchange to Quebec was  $1\frac{1}{4}$  cy (1815–37). Then the standard 9 d cy for Quebec to Montreal was added, making the total due  $2\frac{1}{10}$  cy.



St. Parlane  
 2<sup>nd</sup> Feb 1821

London to Montreal, carried privately to New York, 1821. Rated collect  $55\frac{1}{2}\text{¢}$  triple us rate 150–400 miles, New York to Burlington exchange; no incoming ship letter fee indicates that this was dropped in the mail at New York. This converted to  $2\frac{1}{10}$  cy. Then triple 6 d cy for to Montreal from the exchange point was added, making the total due  $4\frac{1}{4}$  cy.

## UK–Canada



John Parker  
30<sup>th</sup> Augt 1821  
Rec<sup>d</sup> 18<sup>th</sup> Oct

Liverpool–Montreal, 1821. Rated collect **20½¢** us (2¢ incoming ship letter plus 18½¢ us rate for 150–400 miles, New York–Burlington exchange). This converted to converted to 1/1 cy, and 6 d cy was added for the rate from the border to Montreal.



John Sands  
Liverpool April 1821  
Ld's clb'd due  
in Lpool

Liverpool–Quebec, 1821. Rated collect **SHIP 20½¢** us rate 150–400 miles, New York to exchange point plus 2¢ incoming ship letter fee. This converted to 1/1 d cy. The special rate from the border to Quebec was 1/–; the final charge was **2/1** cy.



## Ship letter from England to Canada via US

Single and double rates



Liverpool to Montreal via New York, 1821. Rated 20%, made up of 18½¢ US rate (150–400 miles, 1816–25) and 2¢ US ship letter fee; then charged 1/7 cy made up of the translation to currency of the US charges and the special 6 d rate from the border to Montreal.

Small 1st at upper left, indicating two or more copies were sent, of which this was the first; *Pr Importer*; straightline SHIP applied at New York.



Double rate, same correspondence, 1821; rated 39, double 18½¢ US rate plus 2¢ ship letter fee. Enclosed a prices current (for August 1821, hence the double rate). Then rated 3/- cy, made up of the translation of 39¢ to currency, plus double 6 d rate to Montreal.

Sir

LIVERPOOL, SATURDAY, 11th AUGUST, 1821.

In the early part of the week an advance of 1s a 2s ½ cwt. was obtained on the middling and fine qualities of B. P. Sugar brought forward at auction, afterwards the market closed heavily, but without any alteration from last week's prices: of 1400 casks offered 1000 were sold.—There is no inquiry for Foreign Sugars; a small sale of Brazil was attempted yesterday, but without effect. Very little has been done in Coffee, on account of the dull state of the London market: three public sales of Jamaica took place, when only about 50 casks were sold at a decline of 3s a ½ cwt, good middling at 122s, middling at 120s, and good ordinary at 11½s ½ cwt: 250 casks

Prices current



Shipped, in good order and condition, by ALAN KER & CO., AGENTS for

Shipped, in good order and condition, by ALAN KER & CO., AGENTS for  
in the good Ship or Vessel called the *Favourite*  
whereof *James Allan* is Master for this present Voyage,  
now riding at anchor in the River Clyde, and bound for  
to say,

*2 Millstones*

*W 2 1/4 Tons*

on account and risk, as if Invoice; being marked and numbered as in the margin, and are to be delivered in the like good order and condition, at the Port of *Quebec*  
(the Act of God, the King's Enemies, Fire, and all and every other Dangers and Accidents of the Seas, Rivers, and Navigation, of whatever Nature and Kind, excepted) unto  
or to *his Assigns*. Freight for the said Goods to be paid *by the Shipper*  
at the rate of *twelve* *Shillings* *per* *Ton*

with  
the said Ship hath affirmed to *from* Bills of Lading, all of this tenor and date; the one of which  
Bills being accomplished, the others to stand void. Dated in GREENOCK,

*16th Aug 1829*  
*Alexr. Allan*

## Consignee mail, 1829

Letters accompanying packages sent from U K by ship were not subject to ship letter or internal U K postage; on arrival, cover charged B N A ship letter fee.

Documents refer to two orders of two millstones, sent from Glasgow (Greenock) on different ships, *Favourite* and *Earl Dalhousie*; letter was carried on the latter.

*Greenock-Quebec, enclosing bills of lading, 1829. Rated no U K postage, as above; 2 1/2 d cy B N A incoming ship letter fee.*

Small red Quebec crown ship letter oval (1829-34), and usual Quebec fleurons.

*The Bank Co*  
*John Stewart Esq*  
*Quebec*  
*R. Dalie*



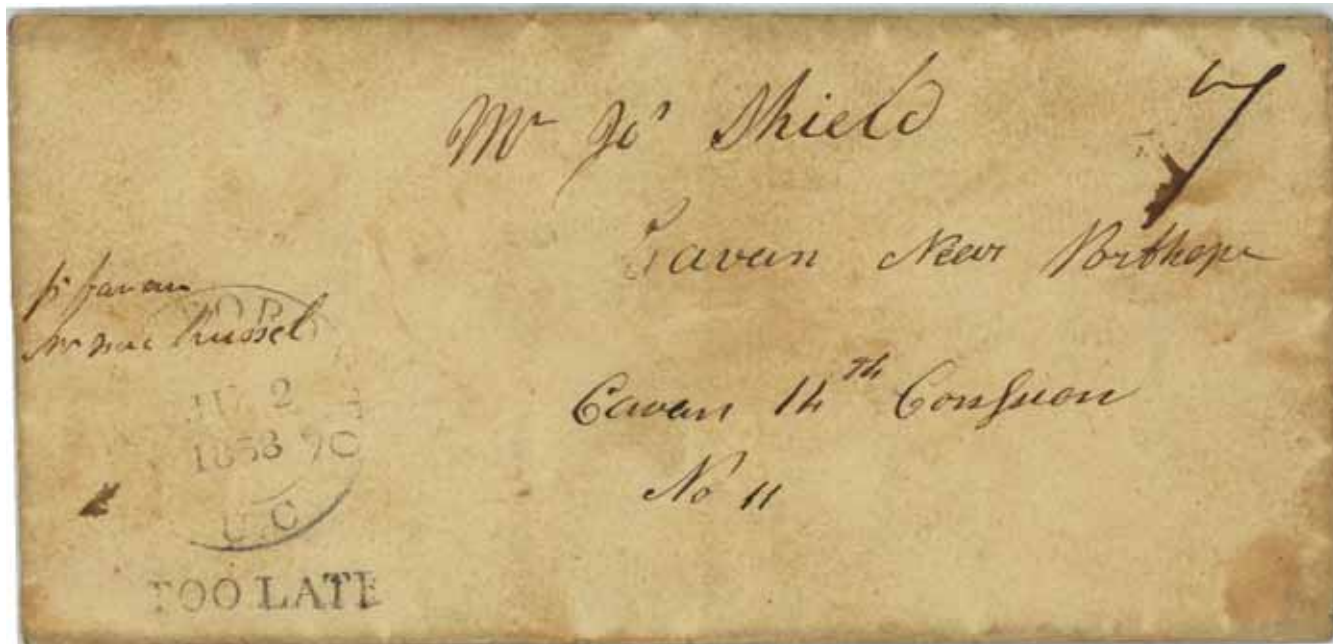
## UK to Canada

Carried privately to Canada and mailed there



Dungannon (UK)—Vittoria (UC), via York (UC), May 1829. Carried by favour to York, and rated 9 d cy, 101–200 miles to Vittoria. *Too Late*.

York double circle italic, known May–October 1829.



Alston (UK)—Cavan (UC), mailed from Toronto, 1838. Carried privately to Toronto, and charged 7 d cy, 61–100 miles.

Alston March 19 1838

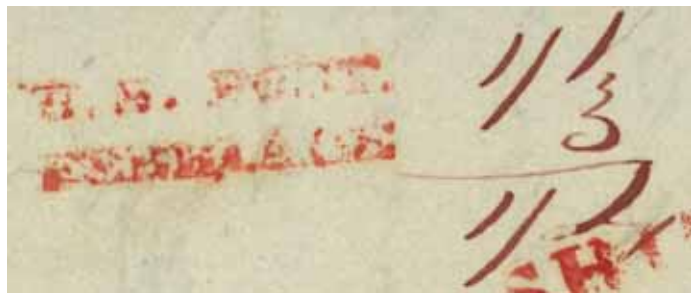
UK–Canada



Adelphi Nov 1829

Adelphi (UK)–Kingston (UC), 1829. Rated collect 20½¢ US (2¢ incoming ship letter plus 18½¢ US rate for 150–400 miles, New York–St Vincent/Kingston exchange).

At Kingston, this was converted to 1/1 cy (U.S. POST.) and Kingston 3 d FERRIAGE (combined handstamp) was added. As Kingston was the destination, there was no additional charge. The handstamp is known in only a few examples, of which this is the earliest recorded.





## Half-packet ship letter

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



Bath (UK) to Quebec via New York by land, 1833. Rated *P* (paid) 11 d cy, half of the packet rate, 1/10, made up from 1/3 and 7 d mileage. At New York, rated 20<sup>3</sup>/<sub>4</sub> collect, US rate 150–400 miles to the border; *B 68* refers to mail carried on the Hudson and Champlain Rivers (*boat* or *bateau*) and is not a rate mark. Finally rated collect 2/1 d cy, made up of 1/1 d cy (equivalent to 20<sup>3</sup>/<sub>4</sub>¢) and 1 /– cy from the exchange point to Quebec (in effect 1815–37).

Double broken circle Bath (UK) on reverse. Originally endorsed *Care of Messrs W & I Brown esq, Chapel Street, Liverpool*, forwarding agents, struck through; New York ship cds (known use 1832–47).

## UK–Canada



15<sup>th</sup> April 1834

UK–Cornwall (UC), 1834. Carried as a ship letter *per Cherokee, Capt Millar*. It appears to have arrived at Montreal (where the **SHIP** cancel was applied), as it is rated collect 9½ d cy, made up from 2½ d cy incoming ship letter, and 7 d cy for the ca 70 miles Montreal–Cornwall.

Straightline **CHEROKEE**, only known example, and one of very few named ship postmarks on letters to or from BNA.

## UK to Canada via US



*10 Pacific  
Liverpool 31 Oct. 1833*

Liverpool–Montreal, 1833. Rated collect  $20\frac{1}{2}\text{¢}$  US (2¢ incoming ship letter plus  $18\frac{1}{2}\text{¢}$  US rate for 150–400 miles New York–exchange office at Burlington; this was converted to  $\frac{1}{1}\text{cy}$ , and 6 d cy added for the rate Burlington–Montreal,  $\frac{1}{7}\text{cy}$ .



*Bath: Dec 24/34*

Bath–Fort Erie (UC), 1834. Rated collect  $27\text{¢}$  US (2¢ incoming ship letter plus 25¢ US rate for 400+ miles New York–Queenston exchange); this converted to  $\frac{1}{4}\frac{1}{2}\text{cy}$ , and 2 d cy added. Either the 2 d ferriage charge at Queenston was omitted and this is the nearby office rate to Fort Erie, or it was ferriage and no additional charge to Fort Erie.



UK to Canada via US



London 19<sup>th</sup> Sept 1835.

London–Quebec, 1835. Rated collect 20½¢ u s postage to the Burlington exchange. This converted to 1/1 cy and the special 1/- cy to Quebec added, totalling 2/1 due.

## UK to Canada via US



Glasgow 14<sup>th</sup> January 1836

Glasgow–Montreal, 1836. Rated collect 20½¢ US (2¢ incoming ship letter plus 18½¢ US rate for 150–400 miles New York–exchange office at Burlington; this was converted to 1/1 cy, and 6 d cy added for the rate Burlington–Montreal).



Beith 19 October 1836



Beith (Scotland)–Montreal, 1836. Paid 1½ made up of 1– British outgoing ship letter fee not from a port (1835–9) plus Scottish ½ d wheel tax. Then charged 20½¢ US (2¢ incoming ship letter plus 18½¢ US rate for 150–400 miles, New York–Burlington exchange). This converted to 1/1 cy, and the usual 6 d to Montreal added, totalling 1/7.

Straightlines BEITH and PAISLEY, and postal inspector's x.

## UK–Canada via US

Outgoing ship letters from UK from other than a port were charged 1/– stg during the period 21 August 1835–4 December 1839; no British inland fee.



Glasgow Exchange–Dundas (UC), 1836. Rated prepaid 1/–, outgoing ship letter if not from a port, collect 27¢ US (2¢ incoming ship letter plus 25¢ US rate for more than 400 miles, New York–Lewiston/Queenston exchange). This converted to 1/4½ cy, and 9 d cy added for the rate Queenston–Dundas, 101–200 miles; total due is 2/1½ cy.

Double circle typeset-dated QUEENSTON, known 1834–56.



Edinburgh–London (UC), 1837. PAID at EDINR 1/½ (1/– outgoing ship letter from a non-port, plus Scottish ½ d wheel tax. At New York, charged 27¢ (upper right), 2¢ incoming ship letter fee and 25¢ over 400 miles to the Lewiston–Queenston exchange. This converted to 1/4½ cy, and then 9 d cy for ferriage (2 d) and mileage Queenston–London (61–100 miles) was added, making a total due of 2/1½ cy.



*To  
Dunlop*

X

STOCKBRIE

Liverpool New York paid 11½  
Per Packet 24<sup>th</sup> Aug

J. W. Maenider

Montreal

1/5 1/2

Large X is postal inspector's marking. STOCKBRIDGE straightline.

via Liverpool & New York by Packet 1<sup>st</sup> April

1/2 1/2

Mr C. B. Duncan

Care of Mr J. C. Stoddard

Old Market

Montreal

John Bull  
 30th March 1838  
 West of Scotland

*Irvine (Scotland)–Montreal*, 1838. Initially rated 8, the outgoing ship letter rate from a port, corrected to 1/2 as above. U.S. and Canadian charges the same as above.

## Canada to UK via US



London–Grafton (U C), forwarded twice, 1837. **PAID SHIP LETTER LONDON** [Robertson s 50 or 51; I can't tell the difference] 1/– (rate mark is at left), outward ship letter fee. At New York, charged 20½¢ (2¢ incoming ship letter fee and 18½¢ to the Kingston exchange. This was converted to 1/1 cy. Then 9 d (101–200 miles) for Kingston–Grafton (in Haldimand County—possibly confused with the town of Haldimand, which was not in that county); then there were two more charges for forwarding, 1/2 (301–400 miles), likely Grafton to near Windsor, and 9 d (101–200 miles), ending at Sandwich (near Windsor). The total due was an incredible 4/10 cy.

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



Cork (Ireland)–Toronto, forwarded to Brantford, 1837. **PAID AT CORK** 1/– (rate mark is at left), outward ship letter fee. At New York, charged 27¢ (2¢ incoming ship letter fee and 25¢ to the Queenston exchange, converted 1/4½ cy. Then 7 d (61–100 miles) to Toronto, and additional 7 d to Brantford, totalling 2/1½ cy.



## UK to Canada via US

Riddell correspondence; to a lieutenant in the Royal Artillery, mostly stationed in Canada.



London–Quebec, 1836. **PAID SHIP LETTER LONDON** [Robertson s49, known 1832–37] **1/–**, outward ship letter fee. On arrival at New York, charged **20½¢** (2¢ incoming ship letter fee and 18½¢ for New York–Burlington (VT), the exchange point. This converted to 1/0½ or 1/1 cy, to which was added 1/– cy, exchange to Quebec via Montreal, a special rate; the total became 2/1. Another rate mark is struck through at lower right.

Notation at lower left reads *Per first packet via Liverpool*, but this was sent as a ship letter. Despite that, there is a blurred strike of the boxed **PACKET LETTER** handstamp applied on board ship.



## UK to Canada via US



Haddington (Scotland) to Pickering (U C), 1837. Rated **Pd 1½**; outward ship letter fee from a non-port (1/-) plus ½ d Scottish wheel tax. Then charged 27¢ (2¢ incoming ship letter fee at New York plus 25¢ New York to the Queenston exchange), converted to 1¼ cy; 9 d cy (9 d under 200 miles; ferriage had ceased earlier in the year) added, making 2¼ cy due.

Blue single broken circle Haddington; inspector's star; New York ship circle and green Queenston double circle (normal use).

## UK–Canada



Bristol–Richmond Hill (Surrey, UK), redirected therein, then redirected to Richmond (UK), then redirected to Chambly (LC), October to November, 1839. Initially paid 8d inland UK (Bristol–Richmond Hill, 80–120 miles), and the two-penny (London office) rate to Richmond Hill (for the first redirection); then an additional (paid) 2d to Richmond (for the second).

On readdressing to Chambly, it was sent as an outgoing ship letter (arranged by the GPO), which was again paid, **PAID SHIP LETTER LONDON 1/-** (rate mark is at left) [Robertson s51]. On arrival at New York, charged 20½¢ (2¢ incoming ship letter fee and 18½¢ to the Burlington exchange. *USP* converted to 1/1 cy. Then 4½d added, for the rate to Montreal (double circle, dated November 1839).

There is a faint BRISTOL single broken circle (dated 15 October 1839) almost exactly overlapping the red London paid circle.





UK–Canada  
Riddell correspondence



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

Carried privately to Montreal; by packet, the internal fee (Halifax–Toronto) had been restored by November, so would have been charged far more.



London–Toronto, forwarded to Toronto, October–November 1839. Collect double rate, Montreal–Toronto, 2 × 1/2 d cy.



## UK–Canada

Riddell correspondence. Outgoing ship letter fee became 8 d with no inland charge on 10 January 1840



Maidstone (UK)–Toronto, February–March 1840. **PAID SHIP LETTER LONDON P 8**, outward ship letter fee. At New York, charged 27¢ (2¢ incoming ship letter fee and 25¢ to the Queenston–Lewiston exchange). This converted to  $1\frac{1}{4}$  cy, to which the 7 d cy Queenston–Toronto rate, 61–100 miles **by land**, was added;  $1\frac{1}{11}\frac{1}{2}$  cy due. Endorsed *By British Queen Steamer*.

Inverted 7 used for 4 in year indicia of Queenston double broken circle.



Maidstone (UK)–Toronto, March–April 1840. **PAID SHIP LETTER LONDON P 8**, outward ship letter fee. At New York, charged and subsequently charged as above.

## UK–Canada



Harling (U K)–Barton near Hamilton, April 1840. **PAID SHIP LETTER LONDON** [Robertson s 51] **P 8** (at left), ship letter fee. At New York, charged 27¢ (2¢ incoming ship letter fee and 25¢ to the Queenston-Lewiston exchange). This converted to  $1/4\frac{1}{2}$  cy, to which the  $4\frac{1}{2}$  Queenston–Toronto rate, under 60 miles by [Lake Ontario](#), was added;  $1/9$  cy due.

There is also a mysterious  $1/4$  mark (which would have been double ship letter rate).



Maidstone (U K)–Toronto, June 1840. **PAID SHIP LETTER LONDON P 8**, ship letter fee. At New York, charged 27¢ (2¢ incoming ship letter fee and 25¢ to the Queenston-Lewiston exchange). This converted to  $1/4\frac{1}{2}$  cy, to which the  $4\frac{1}{2}$  Queenston–Toronto rate, under 60 miles by [Lake Ontario](#), was added;  $1/9$  cy due.

Queenston double broken circle uses an inverted 7 to represent 4 in the year, apparently because a 4 was already used in the date.

Riddell correspondence. Endorsed *By Gt Western Steamer*.

UK–Canada via US



Liverpool–Montreal, August 1840. Rated collect 58¼¢, triple us (151–400 miles, in effect 1825–46) plus 2¢ incoming ship letter. This converted to 3/– cy, to which triple the 4½ d rate to Montreal was added. The sender incorrectly noted it *double*, 2/9½.



## UK to Canada via US

Very few stamped covers to Canada are known during 1840–41.



Via forwarding agent, Forres (Scotland)—Liverpool—New York—Queenston—Ancaster (U c), December 1841. Rated *paid 1<sup>d</sup>* and penny red internal UK postage to Messrs Brown Shipley & Co (forwarding agents in Liverpool). Collect US postage of 27¢ (25¢ New York—Queenston/Lewiston exchange, 400+ miles, and 2¢ incoming ship fee). This converts to 1/4½ cy, to which 4½ d (under 60 miles, Q–A) was added, making a total of 1/9 cy due.

Boxed Forres dater, red Edinburgh circle, Liverpool lozenge receiver, New York, Queenston, and very faint Ancaster date stamps.



## UK–Canada



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

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

# Packets to 1839

Mail carried by government-authorized ships. Between Halifax (or New York) and Falmouth, the packet rates were 1/- stg to 1805, 1/1 stg (1805–12), 1/3 (1812–38); in 1838, packets could be sent from London or Liverpool and were charged ship letter fees—in all cases, these are for single letters, and internal charges (at both ends) had to be added. In 1839, the rating scheme changed drastically, reducing (or eliminating) the internal fees. Falmouth was replaced by Liverpool.

There seemed to be a great deal of rate confusion in the late eighteenth and early nineteenth centuries, as many covers are rated anomalously.

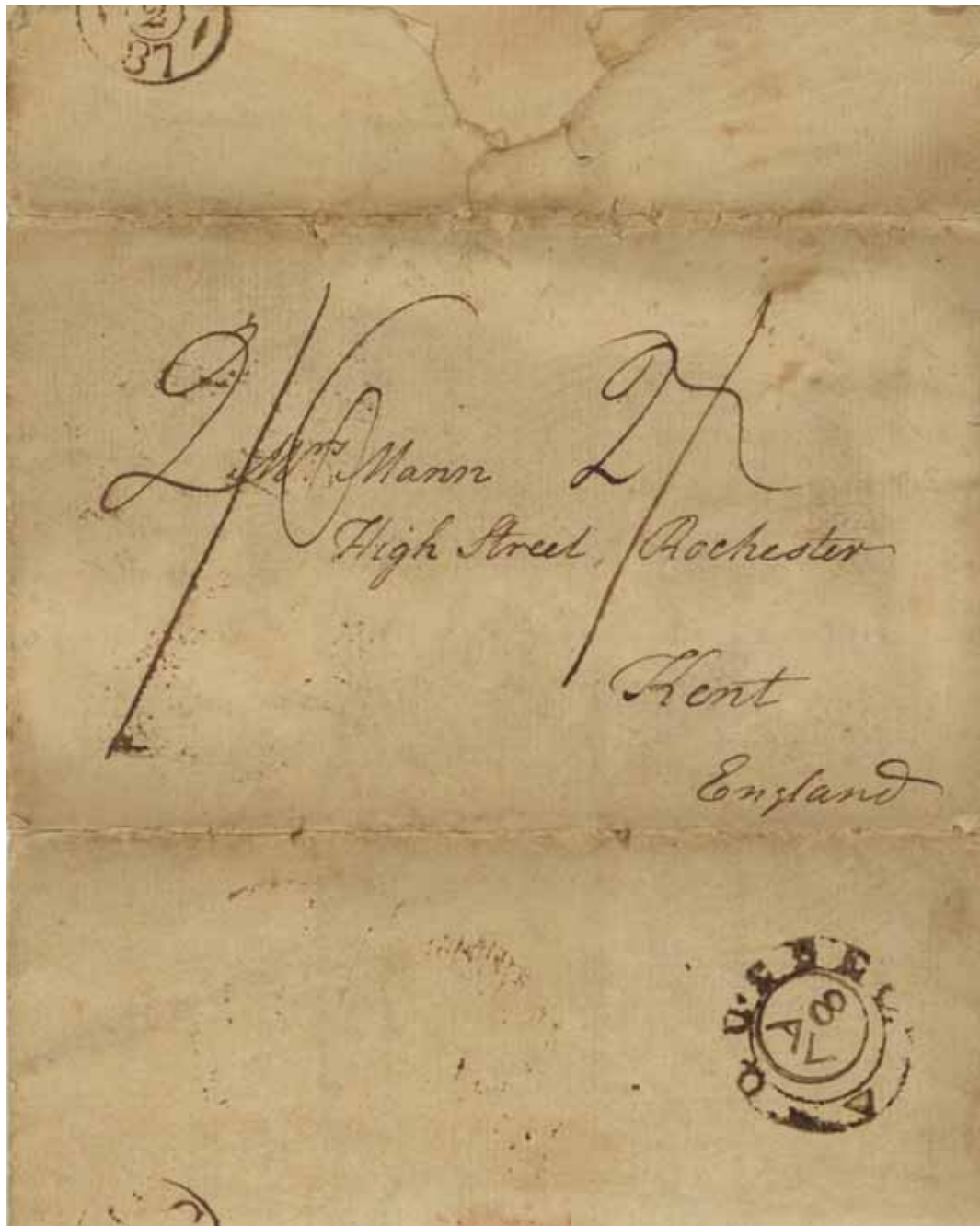


Montreal to Edinburgh, via Falmouth Packet, 1786 (anomalous rates). Endorsed 1 of 2 (less likely 1 oz ½—sextuple rate—or 10½ d; much less likely 10½), and 3/6. The packet letter and internal UK rates are 1/- + 6 d Falmouth to London + 7 d stg London to Edinburgh, totalling 2/1, which is confusing. The rate from Montreal to New York should have been considerably more than 10½ d cy, although it was presumably carried privately.

Endorsed To go by the first Packet from New York. With London (right) and Edinburgh Bishop marks. Dated 12 February, arrived at London 16 May, and at Edinburgh 20 May.



## Canada to UK



*Sorel 23<sup>d</sup> July 1787*

Sorel (LC)–Rochester (Kent, UK), 1787. Carried privately from Sorel to Quebec, arriving two weeks later. Initially rated collect 2/– stg, replaced by 2/6. Presumably made up from double 1/– packet and 3 d London–Rochester (about 30 miles).

A letter from Gothier Mann (1747–1830) possibly to his sister-in-law, Inge. He was a military engineer; during the period 1785–92, he examined military buildings in the colony.

QUEBEC ∇, known 1772–94, enclosing Bishop mark (a separate instrument).

## UK to Canada



London to Quebec via Halifax, 1793. Rated *paid 3* struck through and replaced by two separate *1/-* and *10*; the former is the (prepaid) packet, but since rates were computed to or from London, there should have been no additional inland charge. Then charged *1/8 cy* (equivalent to *1/6 stg*, 601–700 miles, Halifax–Quebec).

Red double circle **PAID** applied in London, year at base (1791–94); endorsed *Pr the Martha, Captain Brown*. Two part Halifax double circle (1788–96), fewer than ten examples known.

There is a faint (British) straightline ending in *ILTON*

UK to Canada



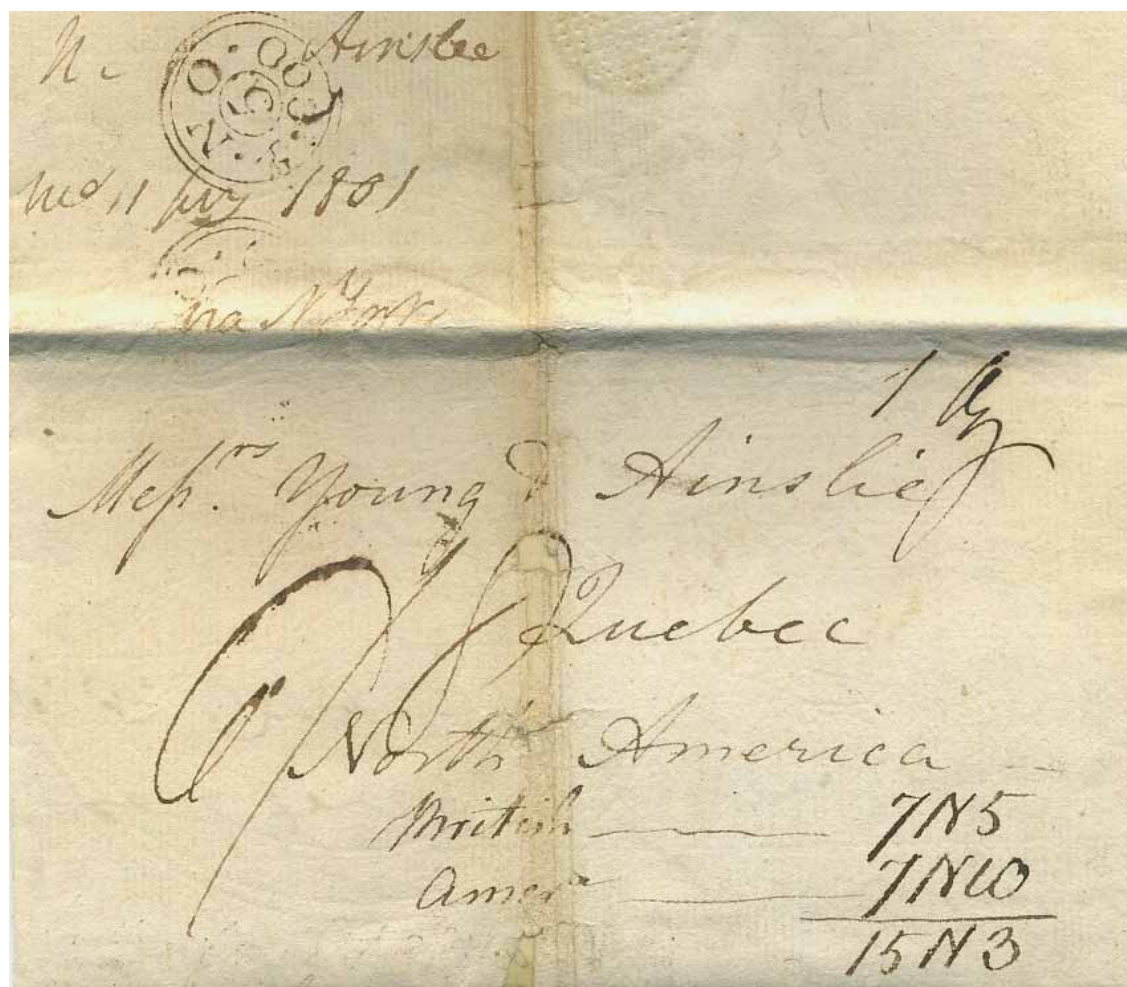
London–Quebec, 1795. Rated paid (at London) 1/– packet rate (at this time, the inland rates on outgoing packets were computed by distance from London, not Falmouth; being mailed from London, there was no additional charge). Then charged 1/8 cy, 600–700 miles, Halifax–Quebec.

Double circle LONDON PAID FE 7 1795 with year in four digits, known 1795–1801.

Double arc HALIFAX N: SCOTIA, known 1788–96.



## UK to Canada via Falmouth–New York packet



London to Quebec, via US, 1800. Rated 1 oz (quadruple rate) 6/8, four times 1/-stg (packet rate) and London–Falmouth 8d. Then charged *British* 7N5 and *American* 7/10; the former is the translation to currency; the latter is a combination of US and Canadian rates: New York to the border (20¢ for 300–500 miles), 80¢ = 4/- cy, and four times 11½d currency special rate to Quebec.

Unusual itemization of the rates in this period, *British* and *Amer<sup>n</sup>*.

Double rim London receiver (generic).

## UK to Canada; ship and packet letter

Carried by packet to Bermuda, and sent to Halifax as a ship letter.



*London–Montreal, double, 1801. Rated paid  $2 \times 1/8 = P\ 3/4$  stg (British internal rate, London–Falmouth 8 d, plus 1/– packet) for British packet. On arrival at Bermuda, mail sent ahead by private ship to Halifax (where the ship letter handstamp was applied).*

Then charged  $4/3$  cy, the equivalent of  $3/8$  stg, double Halifax–Montreal mileage rate.

Straightline HALIFAX, known 1804–7 and 1810–2.

London POST PAID D circle, about which I can find no information.

Crown Ship Letter HALIFAX, an early and unusually clear strike (known 1800–37).

## UK to Canada



London  
Spring Garden 8<sup>th</sup> June 1808

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

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

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

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

The ms × at upper left might be a London postal inspector's marking, or it might be a random squiggle.

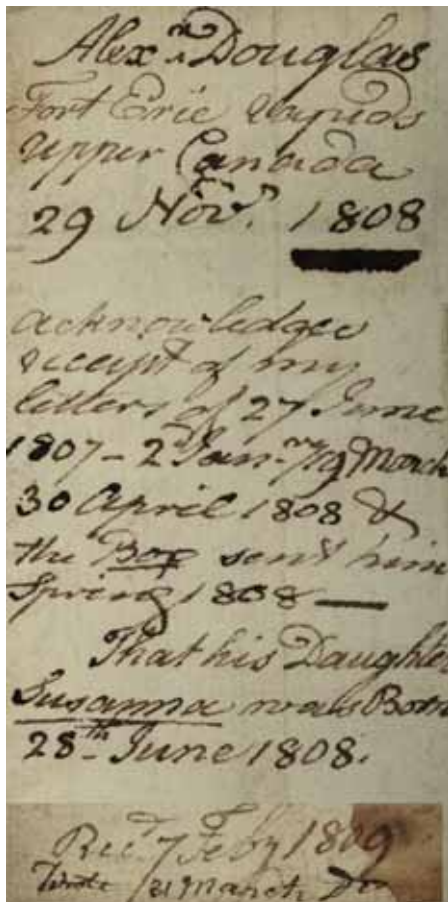


## Canada to UK

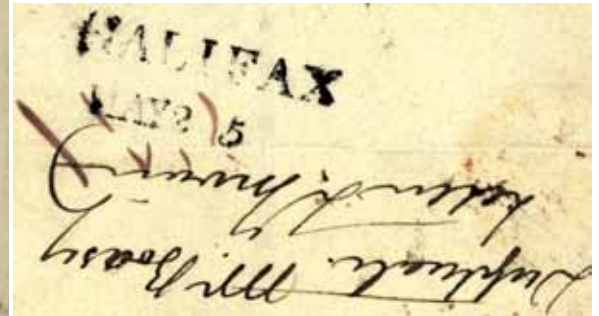


Fort Erie (U c)—Edinburgh, 1808. Rated collect 2/3 (Falmouth—Edinburgh [mileage 528] + packet). Double broken circle **FALMOUTH · PACKET** [Robertson p 1, known 1802–8 in black].

Writer to the signet refers to a Scottish solicitor having special privileges.



## UK to Canada



London–Quebec, triple, 1810. Rated paid  $3 \times 2 = 6/-$  stg (British internal rate, London–Falmouth 11 d, plus 1/1 packet). Then charged  $3 \times 1/8 = 5/-$  cy, Halifax–Quebec mileage. According to the docketing (at right), duplicate letter.

Straightline HALIFAX, known 1804–7 and 1810–2.



Liverpool–Quebec, double, 1811–2. Rated collect  $4/2$  stg, double (British internal rate, Liverpool–Falmouth 11 d, plus 1/1 packet). This converted to *Packet 4/8* cy, and then charged double  $1/8$  cy, Halifax–Quebec, making a total of  $8/-$  due. According to contents, is a duplicate.

Faint HALIFAX straightline (known 1804–7 and 1810–2) with bounding circle, and fainter Quebec fleurons on reverse.

## Canada to UK



Kingston (U C) to London, via Halifax, 1817. Rated Inland postage *paid 2N5* cy; prepays BNA rate Kingston–Halifax (1000–1100 miles, 24 d stg); then charged 2/2 (combined packet 1/3 and Falmouth–London 11 d). There is also an ms 9, which is not a rate mark.

Straightline KINGSTON (relatively common among Canadian straightlines), standard four blobs Halifax dater and London receiver. Carried on the Falmouth Packet *Francis Freeling* (named after former head of the General Post Office).



## Ireland to Canada

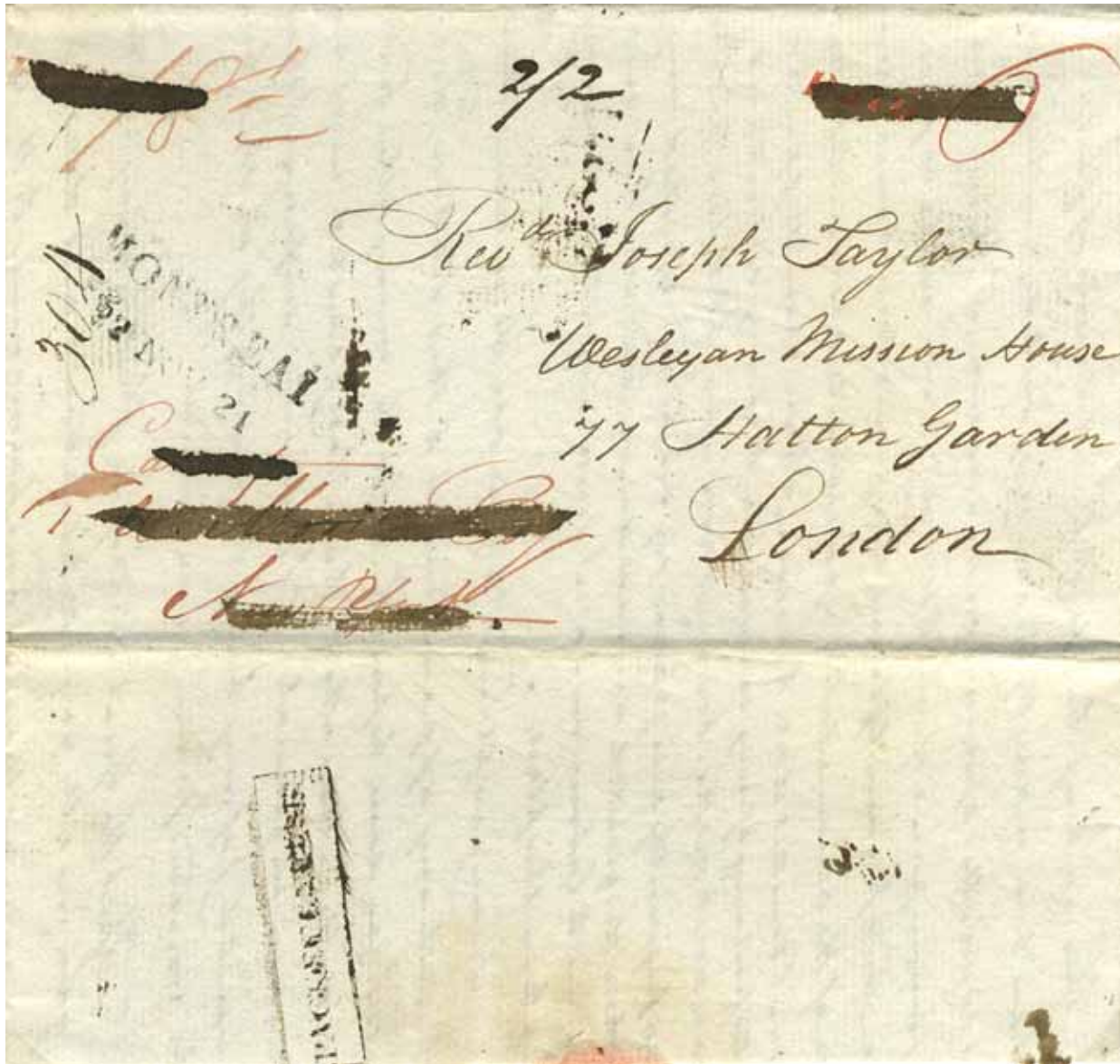


*Galway to Quebec, 1817. Rated prepaid British 2.6/Irish 10 (totals 3/4 lower right; although Irish currency was devalued with respect to sterling, the post office treated it as equal); Irish rate, Galway to Dublin and Dublin to Holyhead (total 10 d stg), Holyhead to Falmouth (1/3, up to 600 miles) and 1/3 packet rate. No apparent BNA charge (inexplicable).*

Red straightline **GALWAY** and Irish rounded rectangle paid marking.

## Packet Letter handstamp

Letters to UK found on transatlantic ships not already in the mail were stamped and charged as packet letters. Seldom seen on letters from BNA.



*Montreal to London via forwarding agent at New York, 1821. Rated PAID 6, special rate Montreal to exchange at High-gate or Burlington, PAID 18½¢, US rate, 150 to 400 miles.*

*Care of TW Moore Esq/ New York (forwarding agent). Put aboard Duke of York, where detected and charged 2/2 as packet letter (1/3 packet & 11 d inland rate).*

*Straightline hs MONTREAL (usually on reverse); small boxed*

**PACKET LETTER**

*[Robertson, London p3, known in black 1818–58] & London receiver. Indicates that this was probably sent as a ship letter, but found in baggage (yes, this was searched on board), and charged as packet.*

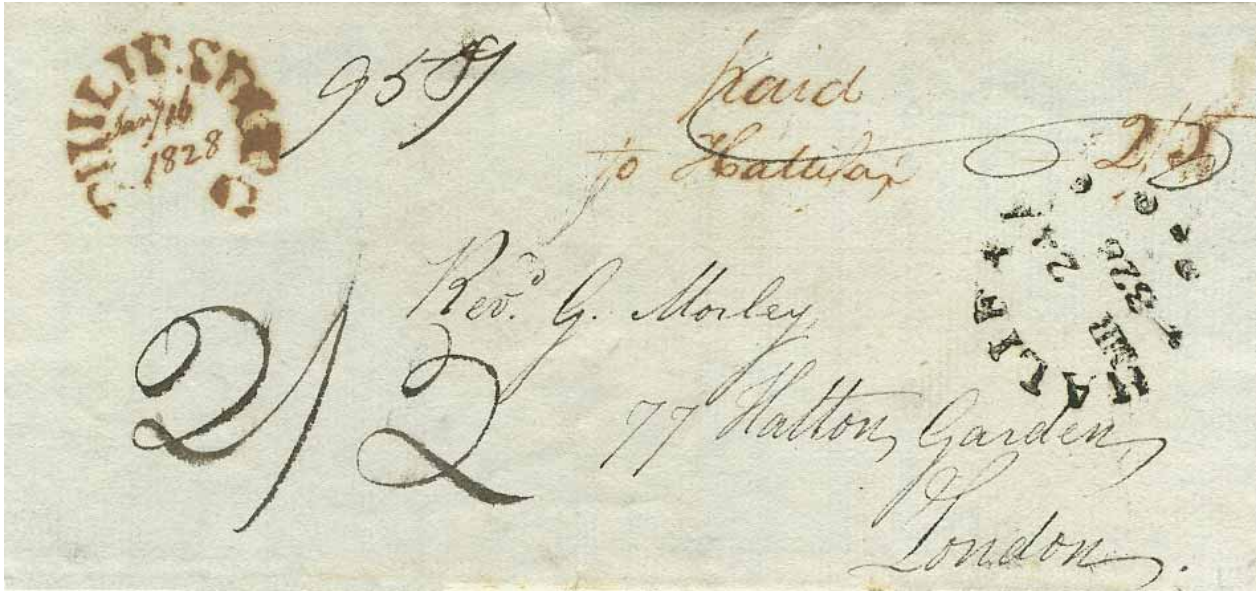
## Scotland to BNA



*Redcastle to Montreal, 1824. Rated collect 2/8 (1/5 Redcastle–Falmouth and 1/3 packet from Falmouth), with half-penny Scottish wheel tax added. Converted to 3N cy at Halifax, and internal BNA rate, H–Montreal of 2N1 added, making 5N1 cy due.*

*Faint Inverness and Edinburgh daters on reverse.*

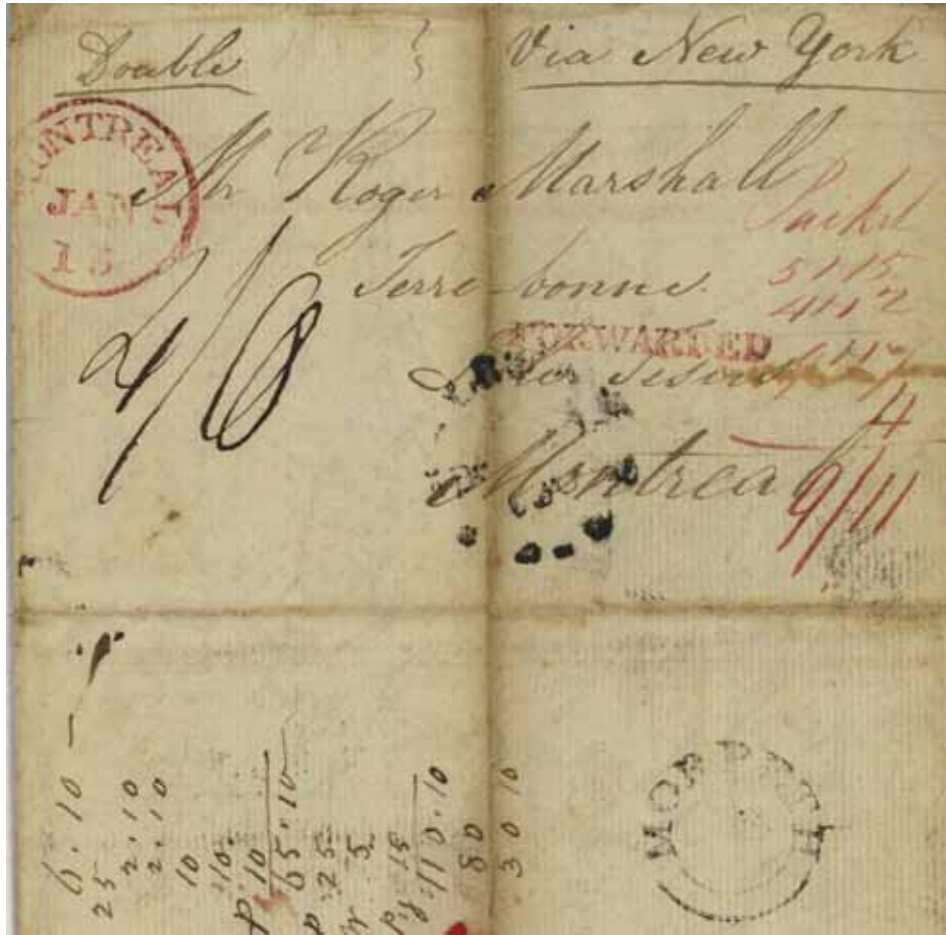




Philipsburg (LC) to London, 1828. *Paid to Halifax 2/5* (BNA inland postage, 1100–1200 miles, 24 d stg or 2/5 cy), and charged 2/2, packet plus Falmouth–London.

Horse shoe type PHILIPSBURG (one of two reported in private hands; dozens are known in archives, 1812–29), Halifax four blobs, and London receiver. Carried on the *Skylark*, 25 March–11 April.

## UK to Canada



Linbriiggs Oct. 28<sup>th</sup> 1830

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

Although the instructions said *Via New York*, it went by packet to Halifax. The Halifax four blobs dates-tamp is barely readable. British MORPETH double broken circle.

Linbriiggs was a hamlet not far from Morpeth in Northumberland County. The distance to Falmouth was slightly more than 500 miles, so the inland charge was 1/2.

UK to Canada



*Blackheath 7<sup>th</sup> Decr 1831*

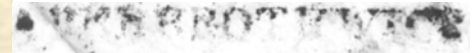
*Blackheath (London)–Quebec, 1831. Initially, stamped **Blackheath 2 py Post**; rated **Paid** 2/2 stg, made up from 11 d London–Falmouth, and 1/3 packet Falmouth–Halifax. Then charged 1/8 cy, Halifax–Quebec.*

*Encircled V, the marking of a General Post receiver in London. Poor strike of Halifax four blobs at lower right.*



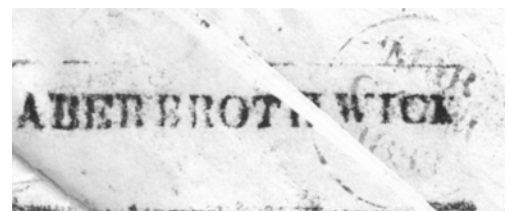
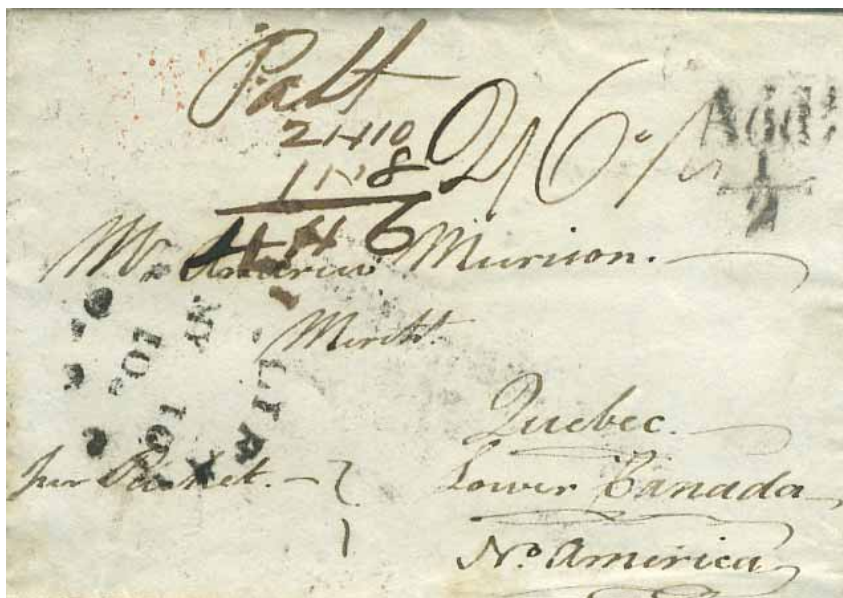
## Scotland to Canada

Both with Aberbrothwick (Scotland) straightlines (unlisted in *Collect British Postmarks* [eighth edition]) on reverse.



Aberbrothwick (Scotland) to Quebec, missent to Falmouth, intended to be ship letter, 1831 (anomalous rates). Originally intended to be sent as a ship letter per first vessel from Liverpool; missent to Falmouth, and put on a packet. Rated initially, prepaid  $1/7\frac{1}{2}$  (which appears to be outgoing ship letter fee + inland A–Liverpool + wheel tax). At Falmouth, an additional  $1N$  was charged. This makes up the packet rate of  $2/7\frac{1}{2}$  ( $1/3$  packet,  $1/4$  A–Falmouth, and the half-penny Scottish wheel tax). The one shilling due was converted to  $1/1$  cy at Halifax, and the standard Halifax to Quebec charge of  $1N8$  cy (601–700 miles) was applied; amount due,  $2N9$  cy; unusually, marked **PAID** at Quebec.

Straightline ABERBROTHERWICK (unlisted in Whitney); green boxed **MISSENT TO FALMOUTH.** (struck through) and green **MORE TO PAY**, overstruck by Halifax dater. Unusual boxed **PAID** applied at Quebec. Carried on the packet *Tyrian*, departed Falmouth 9 May, arriving at Halifax 4 June.

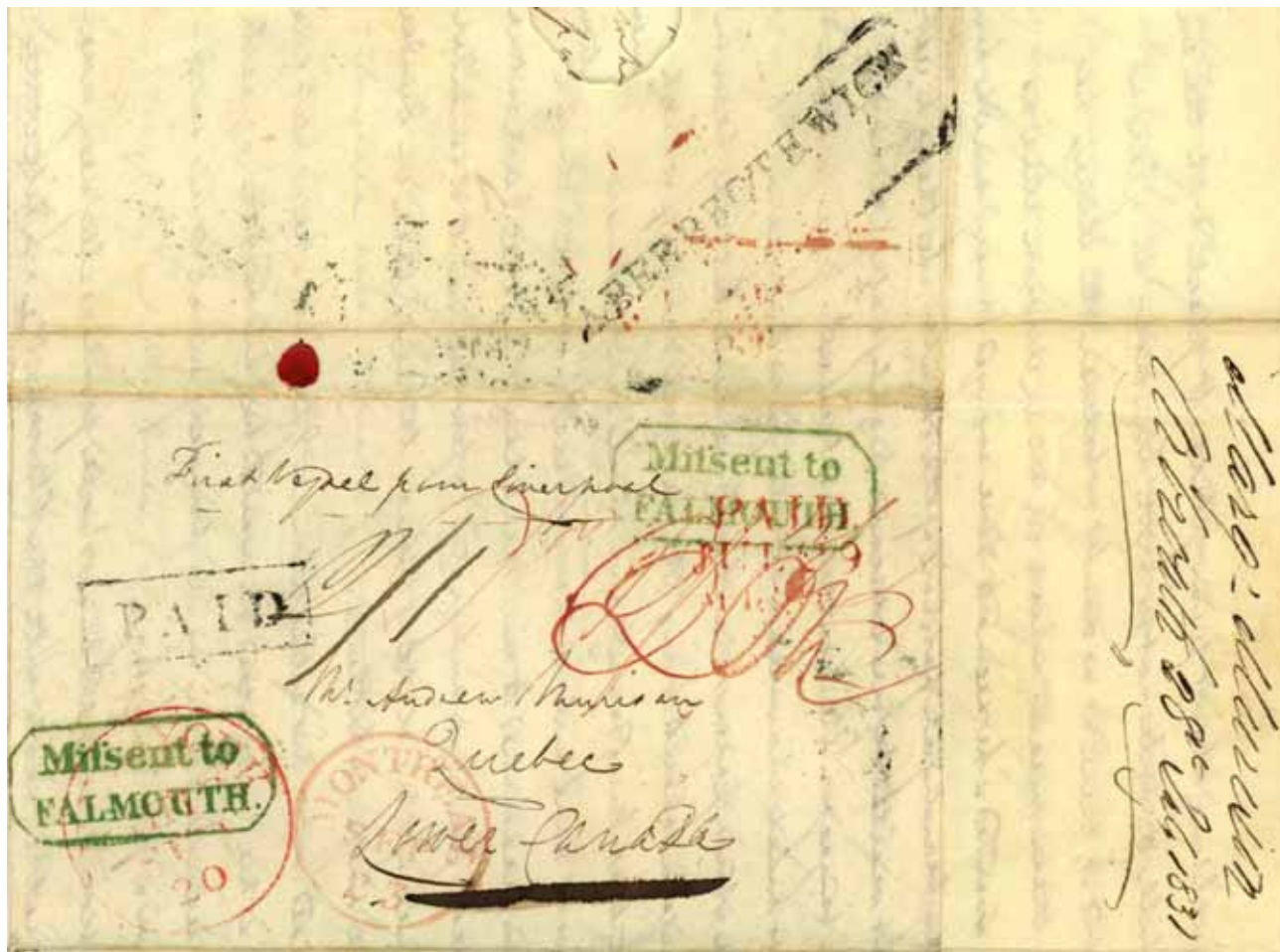


A to Quebec, 1833. Rated packet  $2/6\frac{1}{2}$  (one penny less than above—perhaps the mileage was recalculated); converted to  $2N10$  cy, to which the same Halifax–Quebec fee was added, making a total due of  $4N6$ .

Same straightline as above.

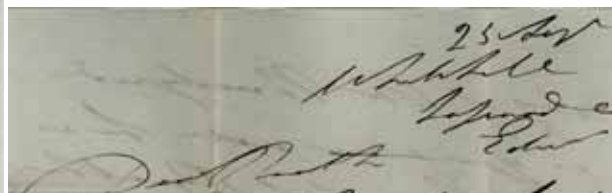
## UK–Canada via US

A different **Missent to Falmouth** marking (with a long ess).



Arbroath–Quebec, 1831–32. Prepaid **P 2/1** stg (packet + mileage Aberbothwyck–Falmouth), then charged **20<sup>3</sup>/<sub>4</sub>¢** us (18<sup>3</sup>/<sub>4</sub>¢ New York to exchange plus 2¢ incoming ship letter fee); this converts to 1/1 cy. With 1/– cy (special rate to Quebec from the Burlington exchange), total due is 2/1 cy, paid at Quebec.

And another ABERBROTHWICK straightline.



Edinburgh–Montreal, 1832. Prepaid **1/3½** stg (8d outgoing ship letter + 7d mileage Edinburgh–Liverpool + ½d Scottish wheel tax); missent to Falmouth (again), charged us postage as above, which converts to 1/1 cy; with special 6d rate to Montreal, total due is **1/7** cy.



## UK–Canada via US



*Auchen (Scotland)*–*Trafalgar* (Uc), 1831. Faint paid 2/5½ stg (1/3 packet plus 1/2 up to 600 miles to Falmouth plus Scottish ½ d wheel tax). Charged on arrival at New York, 27¢ (2¢ incoming ship letter at New York, plus 25¢ to the Lewiston–Queenston exchange). This converted to 1/4½ cy; 2 d cy ferriage and and the 101–200 miles Queenston to Trafalgar was added, making 2/11½cy due.

The blue two-line rate handstamp (applied at Queenston) is fairly scarce. The Queenston serif double circle is only known used 1831–34.



Edinburgh—Mount Dorchester (near Queenston), 1832 [front]. Rated prepaid 2/5½ stg, packet Edinburgh—Falmouth—New York; then charged **American postage** of 25¢ (us rate, New York—Lewiston/Queenston)—this translated to 1/4½ cy—and **British postage** of 2 d (terminal) ferriage to Queenston, resulting in a total of 1/6½ cy due. Double circle Queenston is known 1831–34.



## Scotland to Canada via New York



Forres to Ancaster (U C), sesqui-rated, 1834. *Paid 2/7½* (1/3 packet, 1/4 U K 600–700 miles from near Edinburgh to Falmouth, and ½ d Scottish wheel tax), then struck through; large 27¢ (US postage 25¢ for >400 miles from New York to the Lewiston–Queenston exchange plus 2¢ incoming by ship). Converted to 1/4½ cy, to which 6½ d cy (4½ d cy for under 60 miles plus 2 d cy ferriage at Q–L) added, making 1/11 cy due.

Notation *Paid 5/2½ double*, indicating double (one enclosure) packet and U K internal rates (wheel tax not doubled), but enclosure not detected at New York or Queenston, so single rate charged there.

Straightline FORRES (Scotland), short-lived; Edinburgh paid double ring dater (normal use), New York Ship (i.e., incoming ship mail); usual green Queenston single circle known only in 1834, but common. Endorsed *Per L'pool packet*, but packets left only from Falmouth at this time.

## UK to Canada



Edinburgh–Trafalgar (U C), 1835. Initially paid  $2/5$  stg, made up from  $1/3$  packet and  $1/2$  Edinburgh–Falmouth. From Halifax to Quebec was charged  $1/8$  cy (based on mileage), and the final  $1/1$  to Trafalgar, making a total due of  $2/9$  cy.

Marked as packet from Liverpool and New York; packets left from Falmouth at this time, and this was apparently sent as a packet.



Glasgow–Quebec via U S, 1835. There are two Glasgow paid handstamps (both faint; one in black at left, the other in red at right). The first paid refers to the large  $1/-$ , the rate Glasgow–Falmouth; the second to  $1/3$ , the packet rate. At New York, it was charged  $20\frac{1}{2}\text{¢}$  U S (2¢ incoming ship letter plus  $18\frac{1}{2}\text{¢}$  U S rate for 150–400 miles, New York–Burlington exchange). This converted to  $1/1$  cy, and  $1/-$  cy added for the rate from the border to Quebec, via Montreal, making a total due of  $2/1$  cy.



## UK to Canada



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

Double broken circle at Bandon; Dublin transit lozenge; faint Halifax circle, and usual Quebec double circle. At Quebec, the usual forwarded handstamp was applied, but this was not the purpose for which it was intended.



Hampstead (London) to Toronto, 1837. Rated prepaid 2/2 (1/3 packet plus 11 d London–Falmouth); then charged 1N8 and 1N1 as above.

Two-line TP Hampstead (two-penny office) straightline; London paid and General Post paid handstamps; Quebec and Halifax daters as above.



# UK–Canada



J. H. Hurd  
County Antrim  
30th November 1836

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

The handstamp **FORWARDED** applied at Quebec with its usual nonstandard meaning in Lower Canada.

Double broken circle GLENAVY, and Dublin Lozenge.

The Halifax circle is unusually clear. COBOURG 1829-type, known 1829–39.



Glasgow–Montreal, 1838. Rated paid 2/5½ stg, made up from 1/2 inland postage Glasgow–Falmouth (501–600 miles at the 1805 schedule), 1/3 packet Falmouth–Halifax and ½ d Scottish wheel tax. Then charged 2/1 cy, Halifax–Montreal.

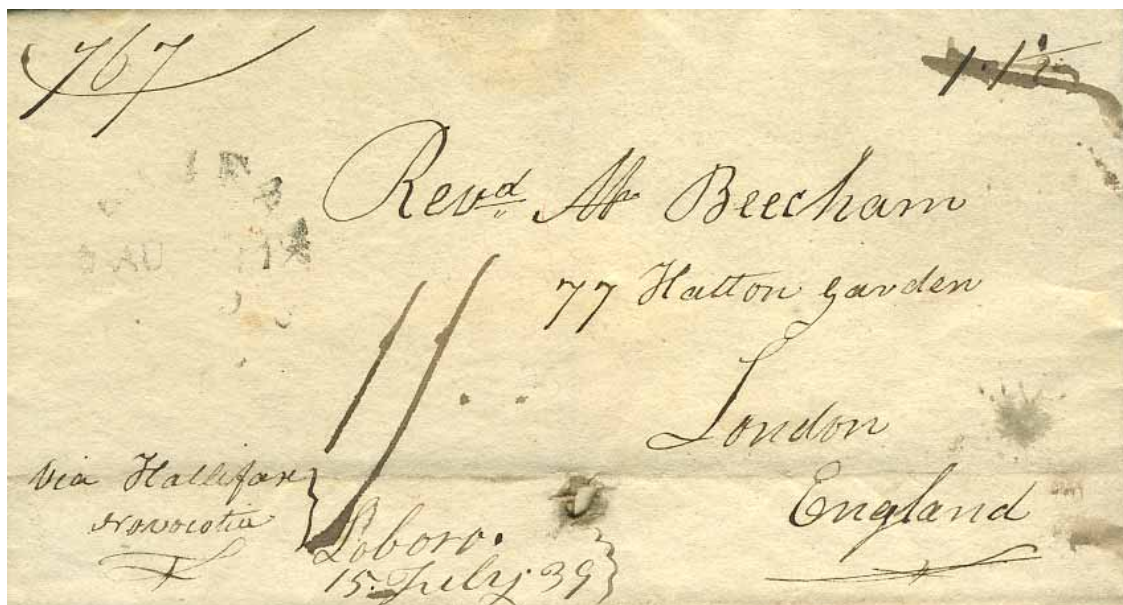
As is typically the case, the Halifax four blobs marking (1814–45) is poor, and the year unreadable.

# Packets, 1839–54

## Rate confusion, March–November 1839

In March 1839, the GPO dropped the internal UK postage on transatlantic packet letters; owing to a misunderstanding, BNA DPMG Stayner did the same for Canadian inland rates (coming or going). In BNA, this remained in effect until November 1839, when the internal BNA rates were again charged. This persisted until March 1840, when the inland rate (that is, beyond Halifax) became 2 d stg = 2½ d cy (per unit weight).

### Canada to United Kingdom



Loborough (U C) to London, July 1839. Rated originally 1½ cy collect, the equivalent of 1/- stg, the packet rate, for which there was no additional inland BNA fee during March–November 1839. Struck through and converted to 1/- stg, collect.

Had the letter merely been sent from Loborough to Halifax, the postage would have been at least 2/9 cy!

Manuscript Loboro 15 July '39 (Addington County, post office opened 1836), only known example. Weak strike of four blobs Halifax.

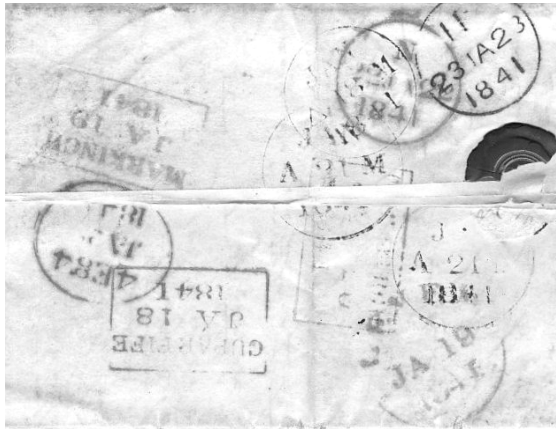
## Canada to Scotland with penny black

One of at most five recorded covers between BNA and UK with a penny black.



Collect, Amherstburg (UC) to Balcarres, Edinburgh, forwarded to London and again to Dover, December 1840. Rated 1/2 stg (1/- transatlantic + 2 d BNA to port) collect, then charged 1 d forwarding (or remailing) from Balcarres to London, paid in cash there, and 1 d stamp [QK, plate 6] applied for forwarding to Dover.

Endorsed *From New York*, but this was struck through and replaced by *via Quebec and Halifax steamer*. In UK, (red) **MISSENT TO MARKINCH**, Try Edinburgh, delivered to Balcarres, readdressed to London, and then to Dover.





## UK to Canada

Packet, but top charged full inland rate in Canada (July). This was only supposed to have been the case November 1839–March 1840, when it was supposed to be 1/- to Halifax plus only 2 d stg to any other part of BNA. Riddell correspondence.



Oxford (UK)–Toronto, June–July 1840. Paid 1/-, packet rate to Halifax; then charged 2/9 d cy mileage Halifax–Toronto.



Edinburgh–Toronto, September 1840. Paid 8, underpaying packet rate by 4 d (although ship letter might have been intended); this converted to 4½ d cy, to which the internal 2½ d cy fee on inland mail from a British packet was added, making a total due of 7<sup>d</sup> cy.

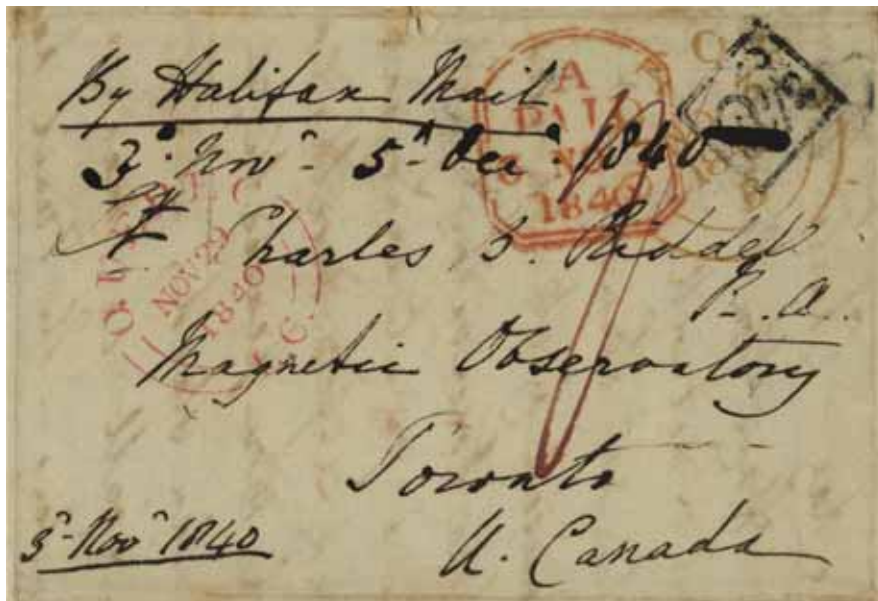
Two different MORE to PAY handstamps (one boxed).

UK–Canada

Riddell correspondence



Maidstone (UK)–Magnetic Observatory, Toronto, October–November 1840. Paid *P* 1/–, packet rate to Halifax; then charged 2½<sup>o</sup> cy to interior (ratemark applied at Quebec; known July–December 1840).



Oxford (UK)–Magnetic Observatory, Toronto, November 1840. Paid 1/– and charged 2½ d cy fee on inland mail from a British packet.

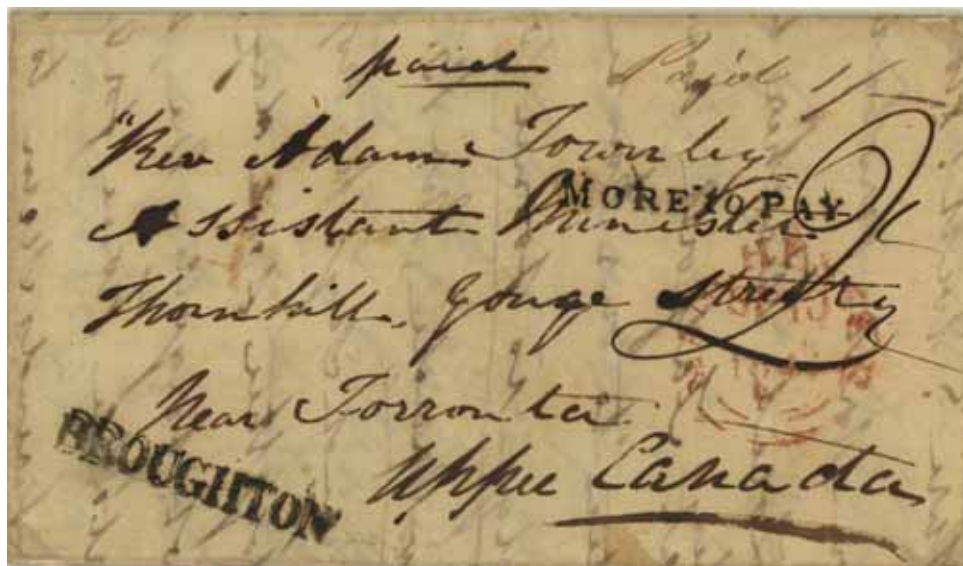
## UK to Canada

Same correspondence



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

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



Broughton (Cumberland, UK)—Thornhill, 1841. Paid 1/— and charged MORE to PAY  $2\frac{1}{2}^{\text{d}}$  cy on inland mail from a British packet. Straightline BROUGHTON.



## UK–Canada via US

Inland us postage applied until April 1845. At this time, us charged per quarter-ounce, Canada and uk per half-ounce, but uk permitted only even multiples of one-half ounce after the first.



Packet/ship letter confusion, Wallace Hill/Kilmarnock (Scotland)–Victoria (L.C.), February 1840. Ms *Per the Liverpool Packet*, & *P1/* (paid 1/–stg), packet rate. Stamped with Liverpool ship letter datestamp [Robertson s 15, 1838–51 in red]. As it arrived at New York in 1840, it likely was carried as a ship letter, not packet.

Rated as packet, prepaid 1/–stg; charged 20¾¢ us (18¾¢, New York–Highgate/Stanstead, plus 2¢ incoming ship mail). Converted to 1/–cy; 7 d cy (61–100 miles, Stanstead–Victoria); 1/7½ cy total.



Multiple ratings, multiple rates, Liverpool–Quebec, February 1845. **Rate** (uk): small 2 (upper right), two ounces (quadruple rate, 1–2 ounces), prepaid 4/– (large red ms at left), four times packet rate.

**Rate** (us): ms 1¾ oz (obscured by *Pr*); us septuple rate (per quarter ounce), charged \$1.33¼ (= 7 × 18¾ + 2¢, 150–400 miles, Boston to the exchange point + flat incoming ship rate).

**Rate** (Canada): us postage was converted to 6/8½ cy; the Canadian post office treated this as quadruple (1½–2 ounces) which added 4 × 2½ = 10 d cy (inland). Total owing by the recipient was 7/6½ cy.

Liverpool paid octagon (Robertson m3, 1840–53). Red **U. S. P.** (cut-down version of U. S. P. & Ex), Boston, Montreal, and Quebec daters (the last on reverse).

*Pr Hibernia steamer via Boston* (Cunard), departed Liverpool 4 February, arrived at Boston on the 19th.

UK to Canada

Riddell correspondence



Dover (UK)—Magnetic Observatory, Toronto, January 1841. Paid 1/—, and charged 2½ d cy to interior. Despite the observatory being in Thornhill, not charged for forwarding.



Dover (UK)—Toronto *by packet*, forwarded to Maidstone as *ship letter*, February–May 1841. Initially paid 1/— packet rate and charged 2½ d cy on inland mail at Quebec.

Then sent *Care of The Lady Francis Riddell, Maidstone, Kent*, and charged 8 d incoming ship letter fee.

**BRISTOL SHIP LETTER**, known in red 1840–1 [Robertson s 8], may have been applied at London after arriving there from Bristol port [Tabcart, pp 185–7].



Canada to UK



Drummondville (U.C.)—Colyton (Devon, U.K.), 1842. Collect 1/2 stg, transatlantic rate from the interior.

**DRUMMONDVILLE U.C.** double circle; previously reported only 1838–39.



Quebec—Papa Stour (Shetland Islands, Scotland), 1841. Rated **PAID 1/4 cy**, British packet rate including 2 d if not from Halifax. Boxed datestamps of Aberdeen and Berwick.





Kingston–Totness (Devon, England), quadruple (?), 1841. Put aboard a ship privately, and then discovered (as indicated by the oval America handstamp), and charged as a packet. Rated collect 4/– stg; the packet rate was 1/– per half ounce; obviously no inland fee could be applied.

Oval packet letter AMERICA (name of ship) applied at Liverpool [Robertson P 2, 1840–44].



Quebec-London, 1841. Collect 1/2 stg, made up of 1/- packet and 2 d stg B N A rate to port.

# UK–Canada



Islington (London)–Thornhill, 1841. Collect double rate,  $2 \times 1/2$  d (1/- packet plus 2 d to interior), converted to  $2/7\frac{1}{2}$  cy. Mourning cover.

TP SO ISLINGTON (two-penny post, suboffice)



Camden Street (London)–Thornhill, 1846. Paid 14<sup>d</sup>, an unusual way to express 1/2, including the BNA inland fee.

Post Paid at CAMDEN ST

Double circle serif upright THORNHILL U.C, not previously reported.



UK-Canada



Glasgow-Toronto, 1842. Prepaid  $1\frac{1}{2}$  stg packet rate + inland BNA on packets from UK. Mourning folded letter sheet.

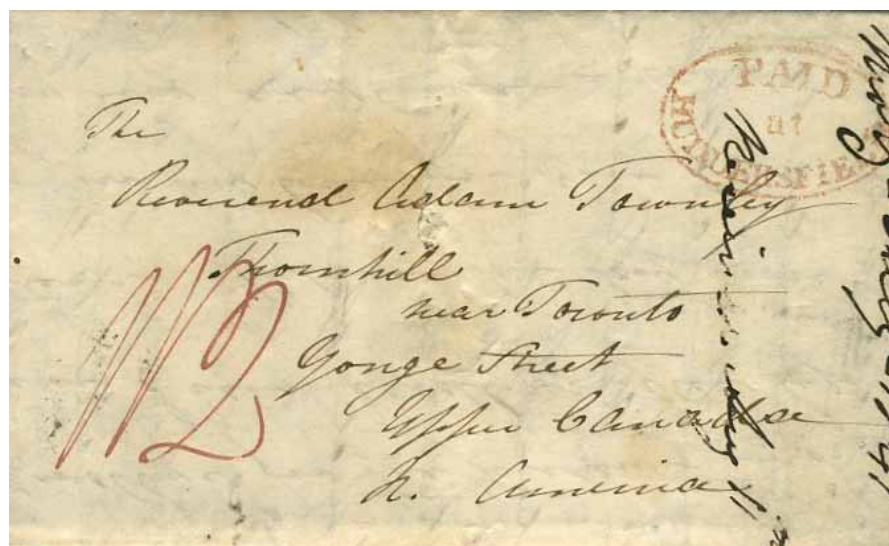


London-Montreal, 1843. Collect  $1\frac{1}{2}$  stg (transatlantic rate plus 2 d stg beyond port of arrival), and translated to  $1\frac{1}{4}^d$  cy [Arnell A.1, Quebec, March 1843-August 1844].

# UK–Canada



Bromley–Montreal, 1842. Rated *P 1/2* stg, as above. Bromley circle (reverse), red paid London dater, and Liverpool octagonal lozenge [Robertson M 24, 1841–43]. Addressed to Montreal, *Upper Canada*!



Huddersfield–Thornhill (UC), 1844. Rated *1/2* stg (combined 1/– stg packet rate to Halifax and 2 d stg internal BNA rate to destination off a packet).

Single broken circle Huddersfield (common), red oval *Paid at Huddersfield*.





## UK–Canada, mostly prepaid

Prepaid 1/-stg, the packet rate, charged 2 d stg = 2½ d cy, internal BNA rate from Liverpool packet arriving at Halifax.



Homerton (London) to Montreal, 1843. Rated (pre-paid) 1/0 stg, and large 2½ d cy collect.

London paid tombstone; double ring MORE TO PAY applied at Liverpool; Liverpool L oval.



Belton–Scarborough (U C), mourning cover, 1847. Rated as above.

Belton (no date indicia), Grantham (England, on reverse), London paid circle; single circle MORE TO PAY (general issue, but likely applied at Liverpool [Robertson M 86]).



Carrbridge (Scotland) to Esquering (U C), 1843. Rated as above.

Rectangular Carrbridge dater on reverse; straight-line MORE TO PAY 2, likely applied at Liverpool; double boxed 2½<sup>d</sup>, one of several similar types known used at Quebec 1840–1843.



UK–Canada

Turned; first used domestically, then turned and sent to Upper Canada



Cornhill–Pall Mall, 1844. Penny post within London.

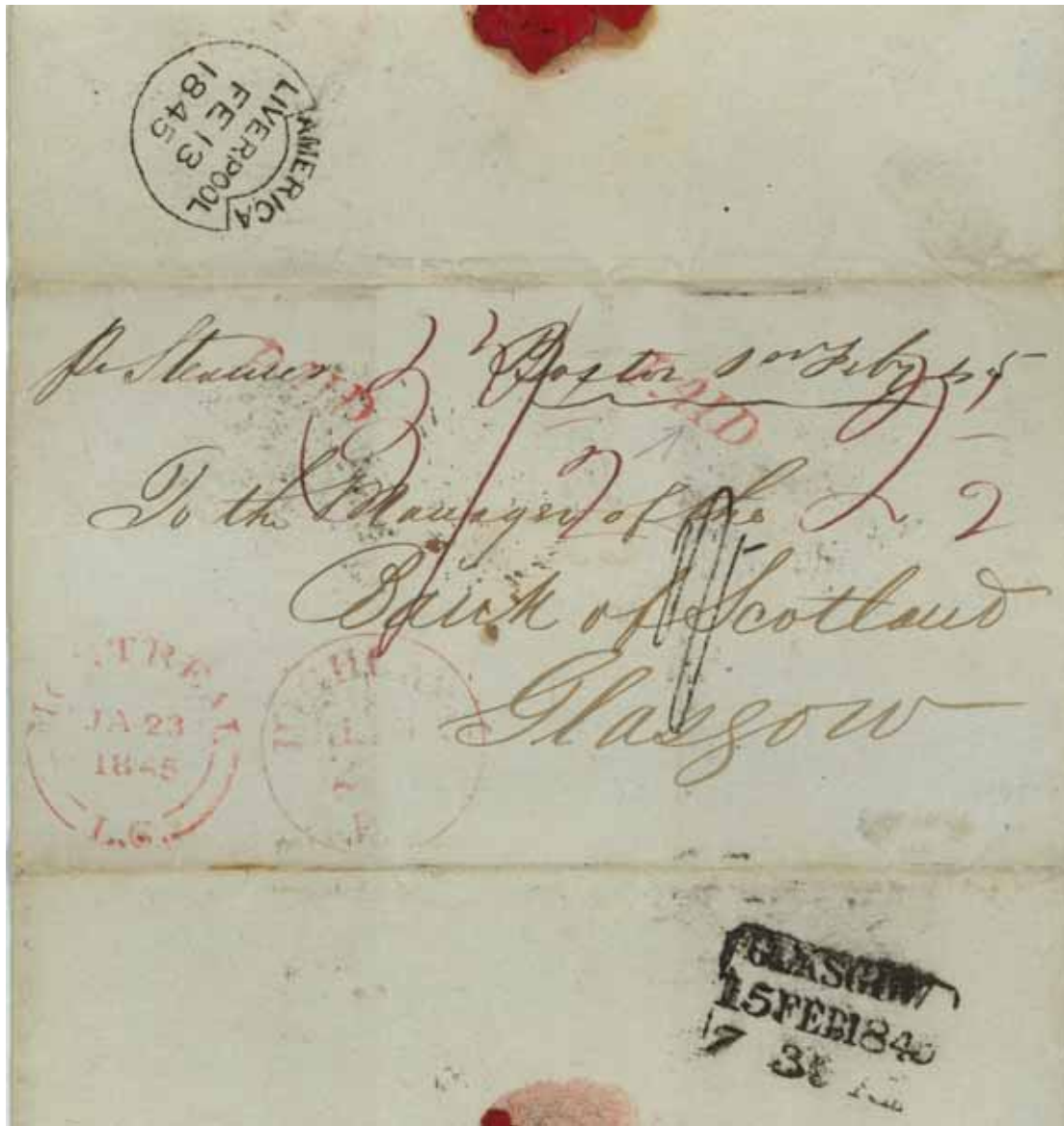


Pall Mall–Nanticoke (UC), 1844. Rated paid 1/- stg, and charged MORE TO PAY 2 d stg, the extra fee on inland packet letters. Boxed 2½ d cy handstamp applied at Quebec.

Faint NANTICOKE U.C serif double broken circle, known 1844–66.

## Canada–UK

Canada had switched from enclosures and per quarter ounce to per half ounce by 1845, UK in 1840, but the US did not until later in 1845 than this cover. It is single with respect to both Canada and UK, but double with respect to US.



Montreal–Glasgow, via British packet from Boston, sesqui-rated, January 1845. Rated *PAID* 37½¢, double US rate 18¾¢, 150–400 miles from the exchange point (Highgate, Vermont) to Boston, for an enclosure (charge by weight only didn't come to the US until July 1845); also *PAID* 2½ d cy, for the inland Canadian portion of the British packet rate, of which the remaining 1/– stg (Liverpool handstamp, many varieties) was charged.

The packet rate was per half-ounce, which explains why only single rate packet was applied.

AMERICA LIVERPOOL datestamp (on the ship *America*) with year [Robertson p 5, known 1845–58].

Canada–UK



Montreal–Acton (UK), 1844. Collect 1/2 stg, packet rate to UK, including 2d stg rate from interior to port.



Durham (LC)–Devonport (UK), 1844. Rated collect 1/2 Stg.

**DURHAM L.C** double circle, known 1838–49.

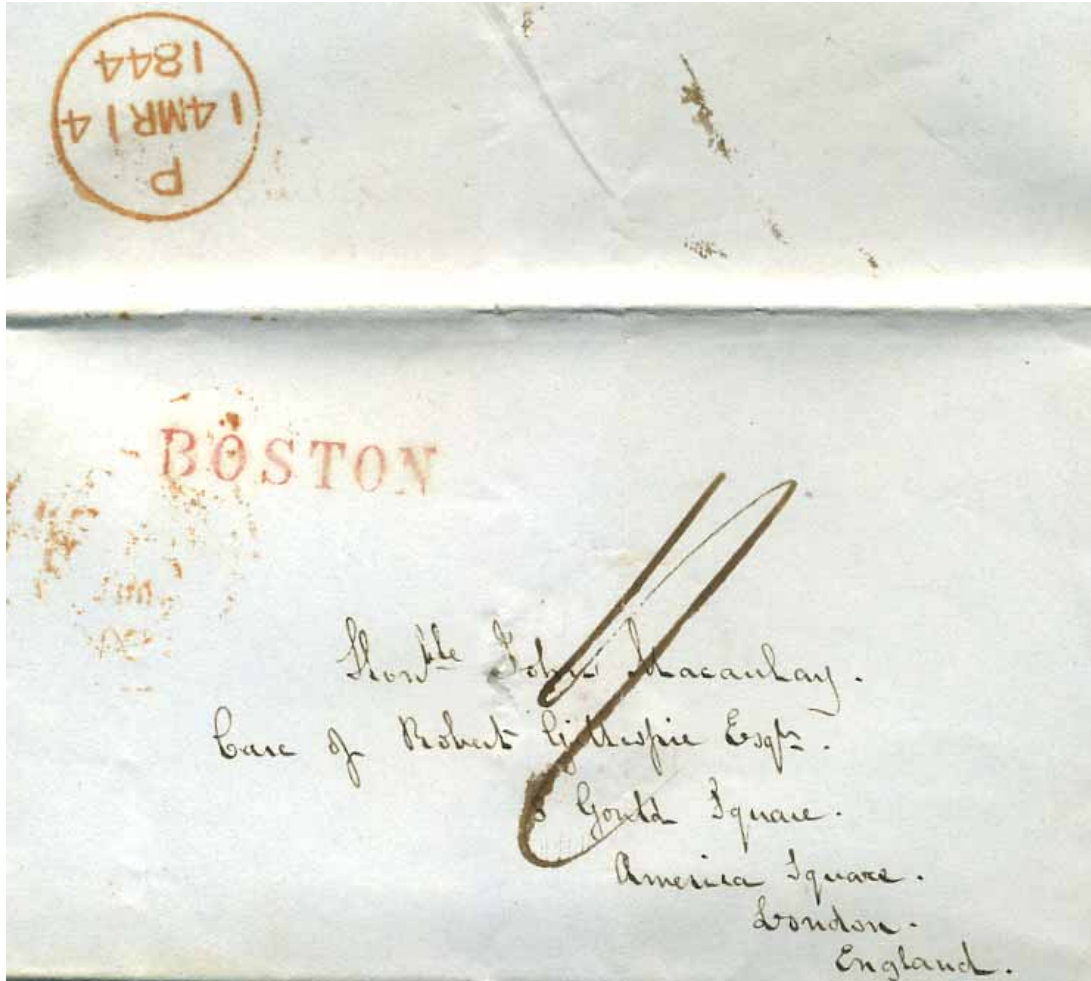


Montreal–England via Halifax, 1844. Rated prepaid 1/2 (stg) and 1/4 (cy).



## British packet agent for Cunard in Boston

Carried under cover to Boston, and put on board Cunard ship by TW Moore (British Consul and Packet Agent). See [RF] for more details. One of four known examples from Canada.



Kingston–London, February 1844. Rated 1N stg (packet rate from North America) collect.

Addressed to John Macauley (member of Family Compact) from Mrs Macauley. Carried on the Cunard *Hibernia*, departed Boston 1 March, arrived at Liverpool 13 March.

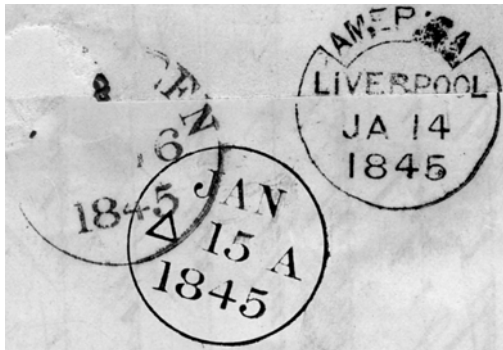
Straightline **BOSTON** (proofed in London 1 September 1842; known use, 30 November 1842–15 July 1844). Red London receiver.

## Canada–UK via US



Montreal–Aberdeen, 1845. Rated **PAID** 2½ d cy; this is the internal BNA postage on a letter by packet—here, unusually, prepaid for a packet via the US; **PAID** 18¾¢ (US, 150–400 miles to Boston from the Highgate (VT) exchange point); at Liverpool, charged 1/–, packet rate to UK.

Montreal and Highgate daters; 1/– handstamp applied at Liverpool; on reverse, Liverpool packet mark [Robertson P 5, 1844–58].

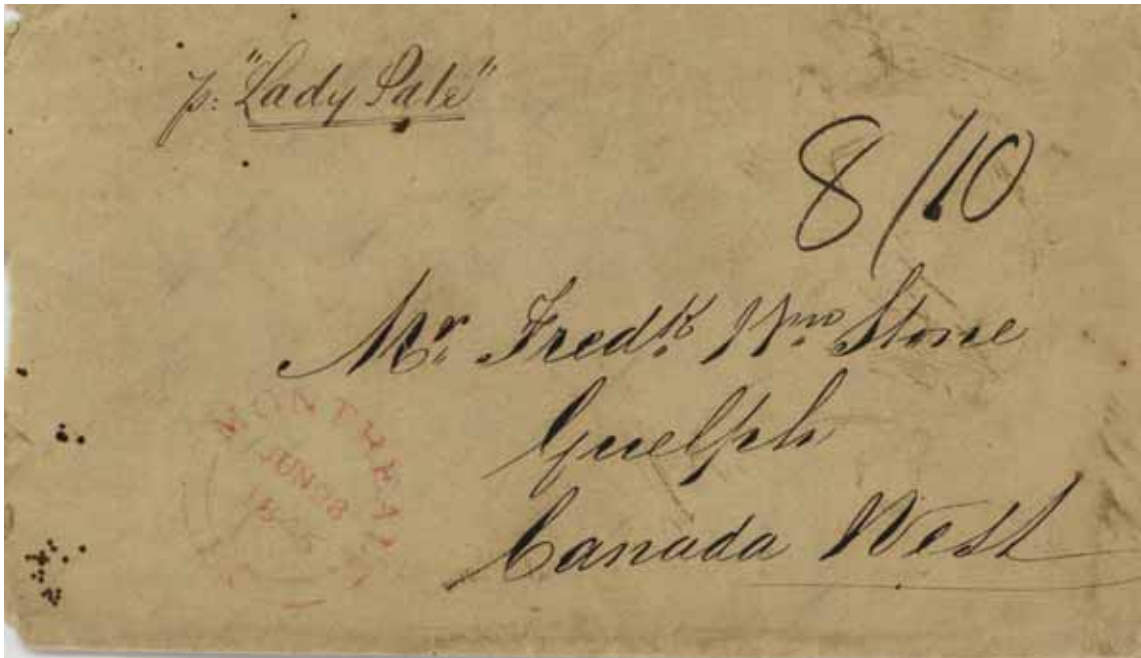


UK–Canada



Pakdean (Kent, UK)–Hamilton, 1845. Rated collect  $1/2$  stg, equivalently  $1/4$  Currency [Arnell A.3 or A.4] packet to Canada.

Rate mystery



UK–Guelph (CW), 1845. Rated  $8/10$  cy (?) and I have no idea how this was calculated. An even multiple of  $1/2$  stg (packet to interior) converted to currency or of  $1/4$  cy isn't even close.



Canada–UK



*Fergus* (U C)–Edinburgh, 1845–6. Rated prepaid  $1/2$  stg  $1/4$  cy ( $1/-$  stg packet rate, plus 2 d from origin to port).

**FERGUS U.C.** double circle. Post office opened 1836. **Only reported strike.**

## UK–Canada on British packet via US, after April 1845

Combined US and Canadian portion of the postage on letters carried via Liverpool packet to Boston became 2 d stg per half ounce (the same as via Halifax, which had been in effect since 1839), an enormous reduction. Prior to arriving at Boston, these packets stopped at Halifax.



Inverness (Scotland)–Picton (U C), mostly prepaid, 1846. Rated paid (faint red marking) 1/– stg; charged the 2 d stg internal rate to destination.

Endorsed *via Boston*. Edinburgh red circle paid, Inverness double broken circle, small oval Liverpool L receiver (on reverse), large 2 (Liverpool), italic  $2\frac{1}{2}D$  Currency (likely at Hamilton).



Moorgate Street (London)–Hamilton, 1846. Rated as above.

Endorsed *via Boston*. Moorgate St straightline on reverse, London double rimmed paid datestamp, double circle MORE TO PAY (one of several similar kinds; this one has a large M); is this British or Canadian? (If Canadian, it can only be from Hamilton.) Red Hamilton receiver.



## Canada–UK, remailed or redirected

Mail accepted by the addressee and then remailed, as well as forwarded mail, required extra postage (the latter from 1840). Enclosures added to the top two brought their weights over one-half ounce.



Quebec–Liverpool–Edinburgh, single → double, 1845. Rated 1/2 stg (1/- packet & 2 d internal BNA to port) paid at Liverpool, remailed as double to Edinburgh.

Likely earliest cover from Canada with more than one stamp. Extra enclosures mentioned in docketing.



Niagara–Colchester–London, single → double, 1846. Rated paid 1/2 (under stamps), single; double in U.K.

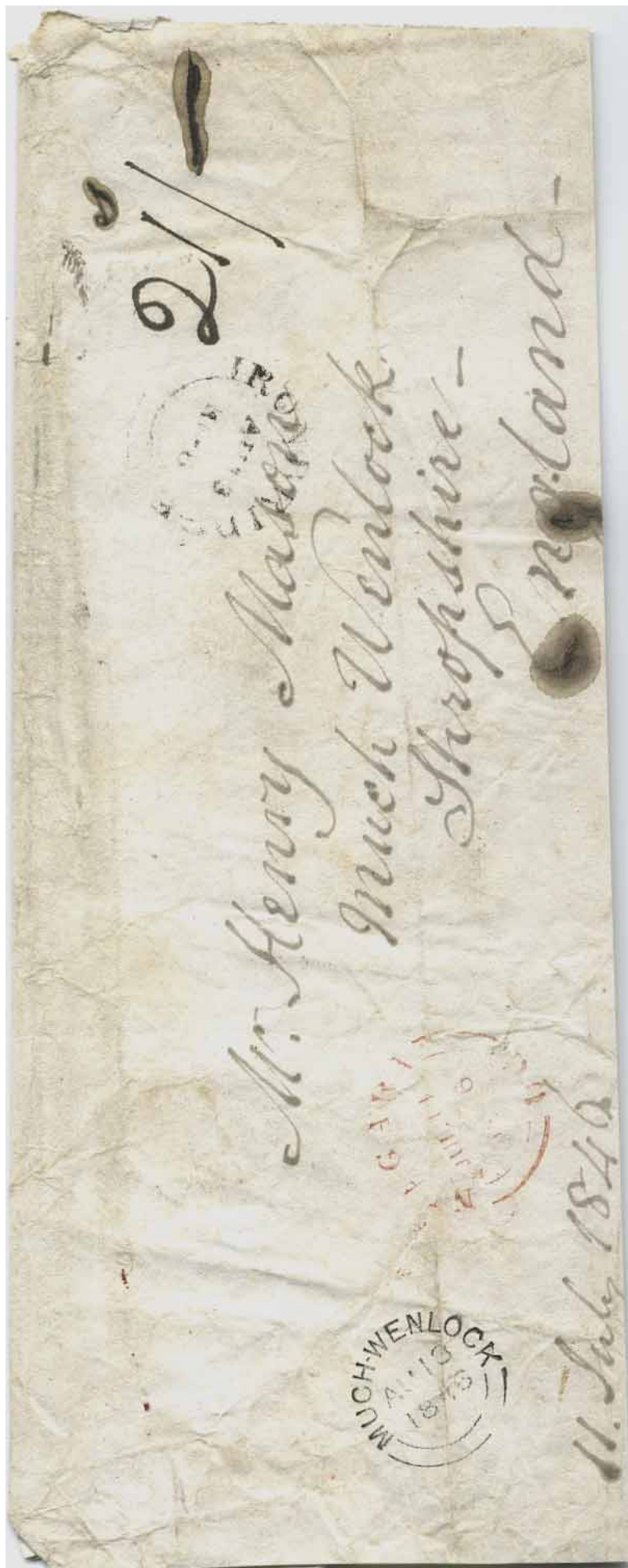


Holland Landing (U.C.)–Penetang (U.C.)–Halifax–Cluny (Aberdeen, Scotland)–Leamington, January 1849. Rated 1/2 (paid at Cluny, where stamp was cancelled), and penny post.

Blue **PENETANGUISHENE U.C** double broken circle, previously only known to 1845.

Blue straightline **CLUNY** on reverse; stamp killed with Brander type numeral 93, also at Cluny.





## Heavy

In UK, from December 1839, multiple rates above one ounce were charged at two rates per ounce.

*Niagara (U C)*—*Shropshire, octodeuple*, 1846. Rated 21/- stg collect, made up from 18 × 1/2 (packet plus internal BNA, 1/- + 2 d stg per half ounce), for 8<sup>+</sup>–9 oz, collect.

Postmarked Niagara, Toronto, Montreal, Ironbridge (UK), and Much-Wenlock.



## UK–Canada via US



London–Guelph (c w), 1846. Paid  $1/$  stg, British packet rate to BNA/US, with  $1/2$  struck through. Then charged  $12\text{¢}$  (Boston to Lewiston over 300 miles,  $10\text{¢}$ , plus  $2\text{¢}$  incoming ship letter), which converted to  $7\frac{1}{2}\text{ d cy}$ , and  $2\frac{1}{2}\text{ d cy}$  inland (equivalent to  $2\text{ d stg}$ ); total due  $9\frac{1}{2}\text{ d cy}$ .

## Bangored up

Addressed to Bangor (Maine), but sent to two other Bangors, in Ireland and Wales.



Quebec–Bangor (ME), but sent to Bangor in Ireland, then to Wales, 1846. Rated **PAID** **11½** d cy, for Quebec to the High-gate exchange, but there also rated **1/2 1/4**, the rates (in sterling and currency respectively) to UK by British packet (via US).

Arriving in London on 1 August, it was sent to **BANGOR** (Ireland) the next day, then returned to London (the following day) with the notations *Cannot be found* and *try Wales*. Arriving at **BANGOR** (Wales) the same day (!), it left there 31 August, and presumably returned by packet. On arriving at New York, it was charged **10** ¢, the rate for 300+ miles, to Bangor, Maine.

All this from ignoring *pd to the lines* (at lower left).

The Irish Bangor postmark is seriffed (and green), while that of the Bangor in Wales is nonserif. Prices Current.



UK–Canada



Glasgow–Quebec, 1846. Paid  $1/2$  stg, British packet rate to BNA interior.



Rotherhithe (London)–Quebec, 1847. Rated *Paid*  $1/2$  stg, British packet rate to BNA interior.

UK—Canada and returned to sender



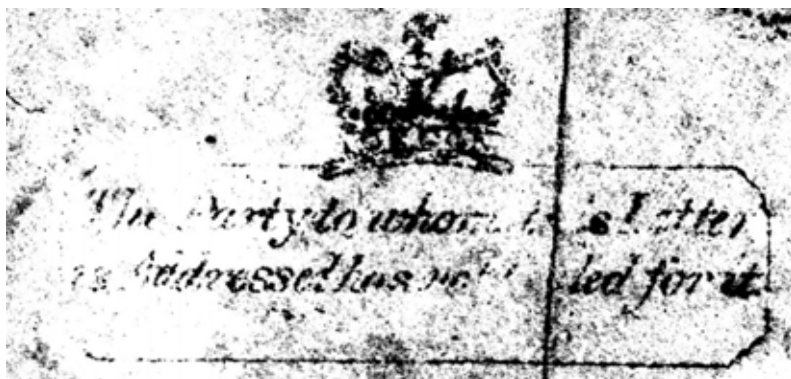
London—Montreal, quadruple, 1847 [front]. Rated collect 4/8 stg, quadruple packet rate to interior of BNA, replaced by its currency equivalent, 5/2½ cy.

In Montreal,

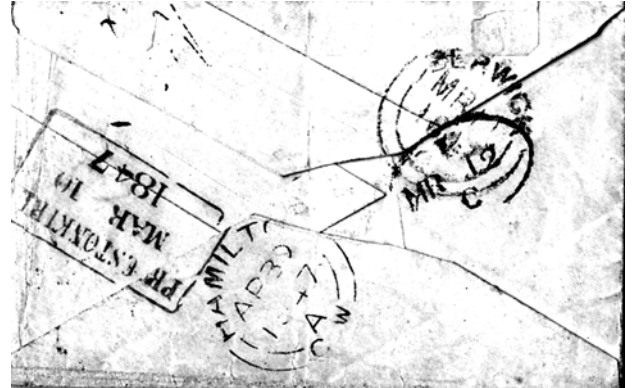
*Advertised not called for*

Somewhat mysterious London instructional mark, applied at London on the letter's return,

*The Party to whom this Letter is Addressed has not called for it*



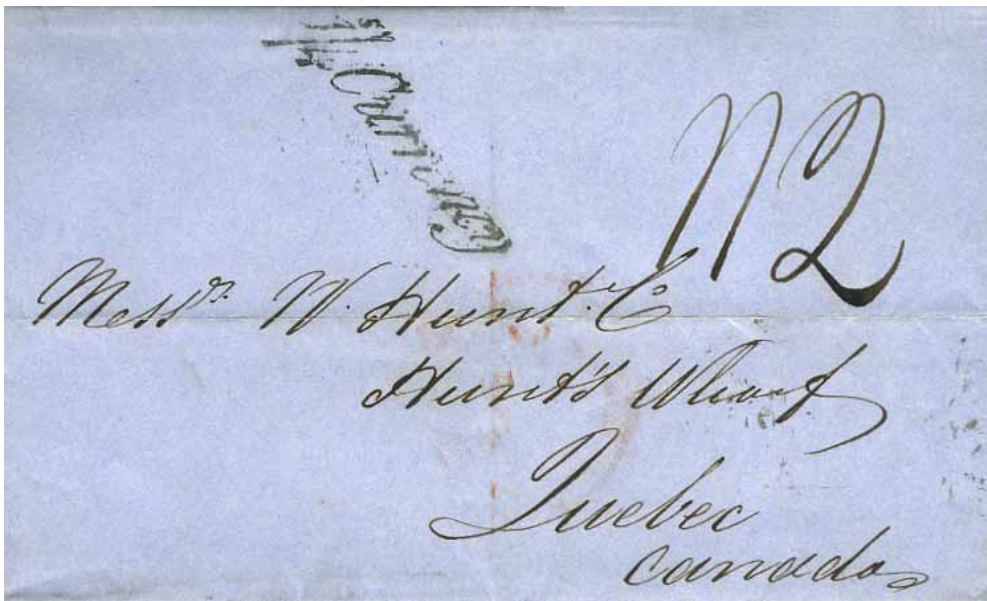
UK–Canada, fully collect



Prestonkirk (Scotland)–Guelph (c w), 1847. Rated  $1\frac{1}{2}$  stg collect, converted to  $\frac{1}{4}$  cy. The penny pink stationery (issued 1844) contributed nothing to the postage.

Boxed blue Prestonkirk dater, blue Berwick double broken circle, small oval Liverpool L, and Hamilton (c w) double broken circle on reverse. On the front, numeral 293 (Prestonkirk) in horizontal bars. The fancy rate handstamp was part of a general issue to larger cities in Canada.

Silk diagonally across upper right corner looks like a crease. An extremely early (if ineffective) use of the penny pink stationery to Canada.



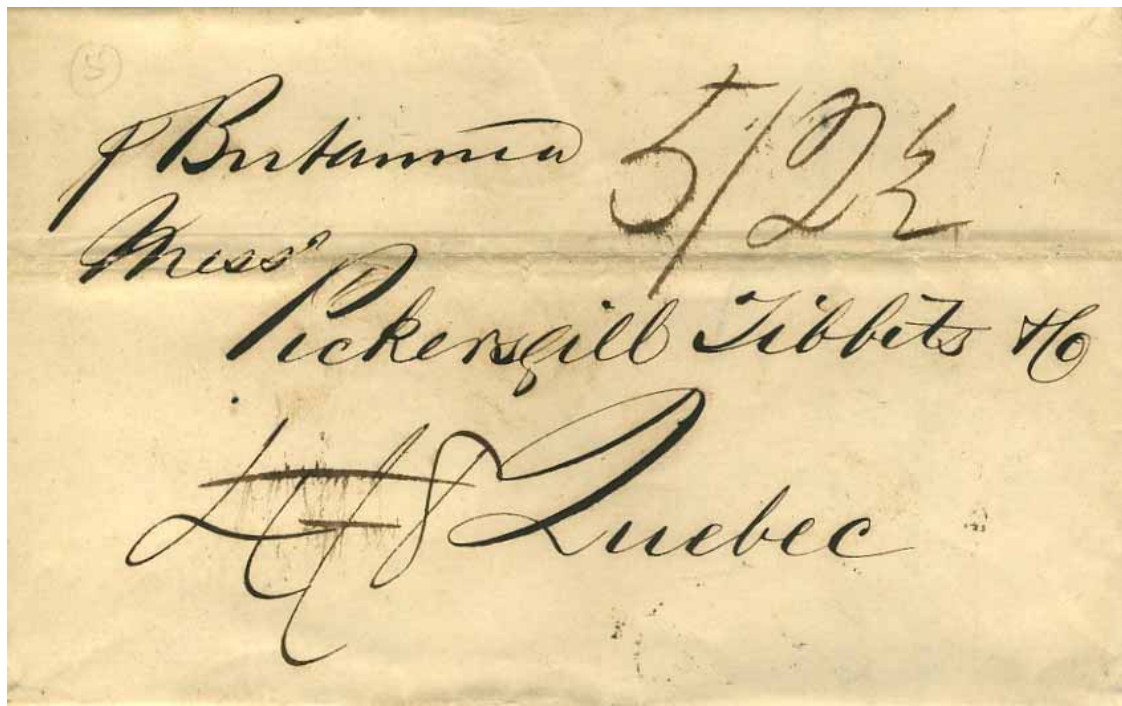
Lombard Street (London)–Quebec, 1848. Rated as above.

LS (Lombard Street) Maltese cross datestamp on reverse. The italic  $\frac{1}{4}$  Currency ratestamp is one of several different kinds, this one at Quebec [Arnell A.4, 1844–49].



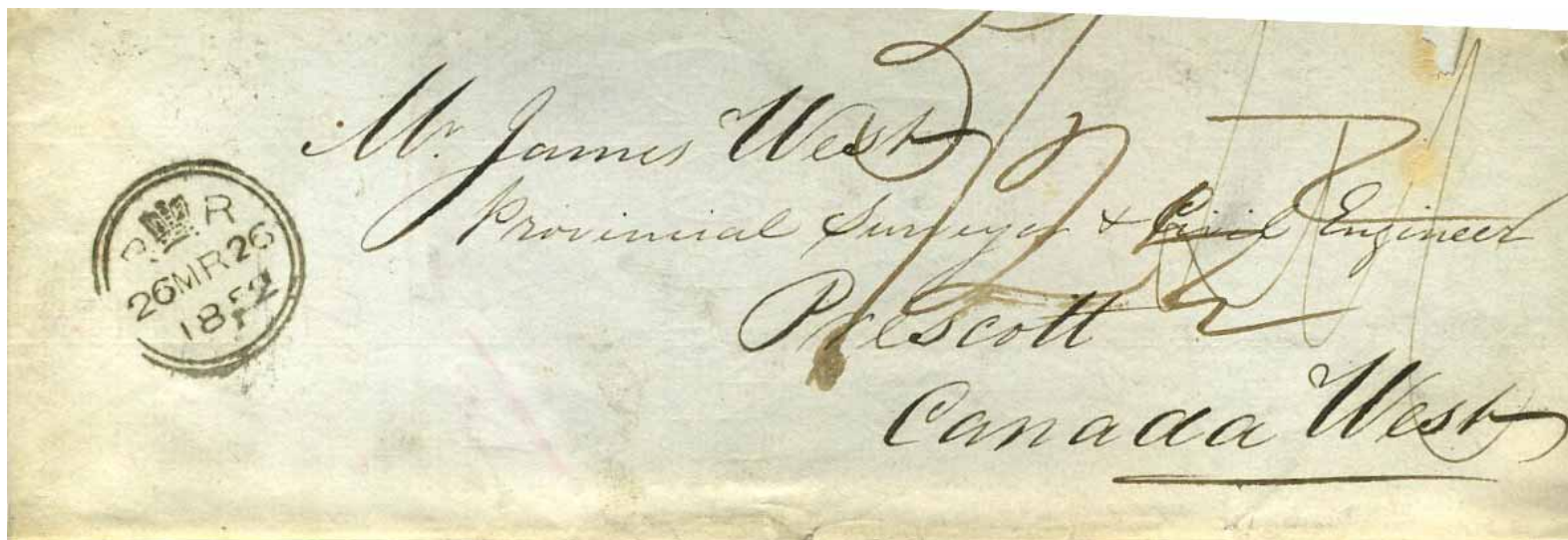
England–Canada

Both are quadruple collect



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

On reverse, Liverpool double broken circle and small L oval (Robertson M 26, 1844–48).



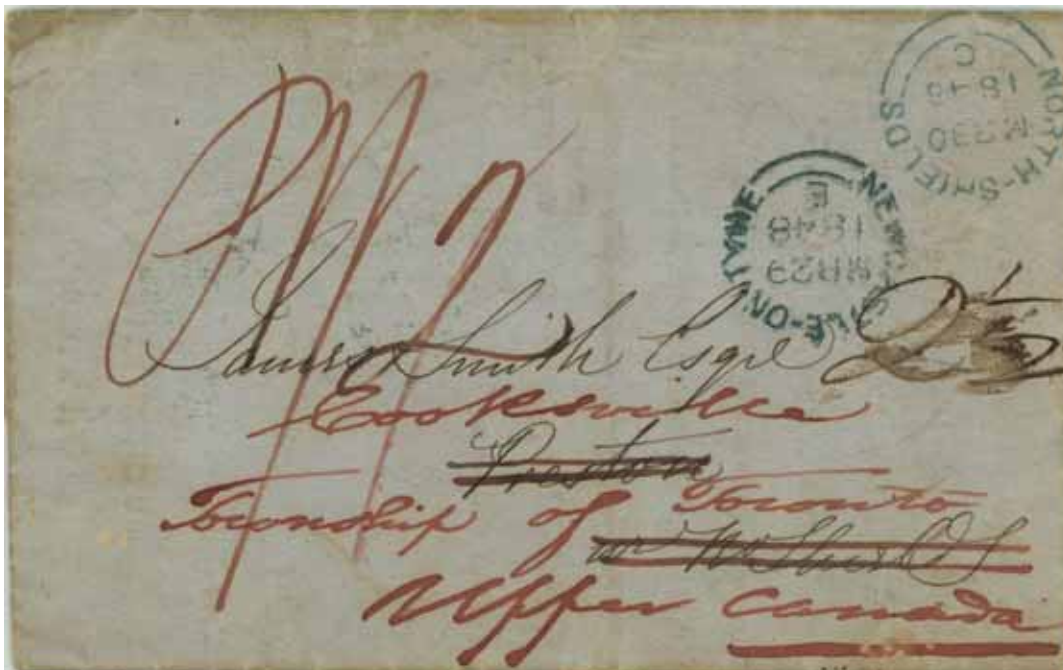
London–Prescott (c w), 1852. Rated as above (ms ½ is difficult to find, but is there).

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

# UK–Canada



Newcastle on Tyne–Cooksville (c w), 1847. Originally addressed to Preston, near North Shields; sent to North Shields, likely where it was re-addressed. At origin, paid 1 d penny post. At North Shields, paid P 1/2, British packet rate to inland BNA.



Newcastle on Tyne–Cooksville (c w), 1848. Same correspondence as preceding, and same re-addressing. Only this time, 2½ d cy was charged for apparent (but not actual) forwarding in Canada.



UK–Canada



Liverpool–Montreal, 1847. Prepaid  $1\frac{1}{2}$  stg British/Canadian packet. PAID AT LIVERPOOL [Robertson M3 known 1840–53].



Calne (UK)–Toronto, 1847. Rated collect  $1\frac{1}{2}$ , British packet rate to BNA interior in sterling and in currency at lower right. The ratestamp was one of six identical ones [Arnell A.5], here used at Toronto from May 1846. Penny pink stationery does not contribute to postage.



## Canada-UK



*Quebec*—London, forwarded, 1848. Rated paid  $1\frac{1}{2}$   $1\frac{1}{4}$  (with relatively common Quebec crown paid handstamp) respectively in sterling and currency, packet rate from interior of BNA. With multiple attempts to deliver within London,

*Inquire at 7 Blandford Square*

*Try Primrose Hill*

*Not known no such number on Primrose Hill, Salisbury Square, City*

*Not known in the Raddington*

*DG of Primrose Hill, Regents Park.*

Not charged for redirection (apparently because it was prepaid). (At least) nine strikes of the London medallion datestamp (visible basal letters *A*, *C*, *D*).



## Rate changes

On 15 April 1849, the internal BNA rate on packet letters through Halifax was dropped, making the packet rate 1/- stg (the exchange changed as well). On British packet letters through the US, postage remained 1/2 stg.

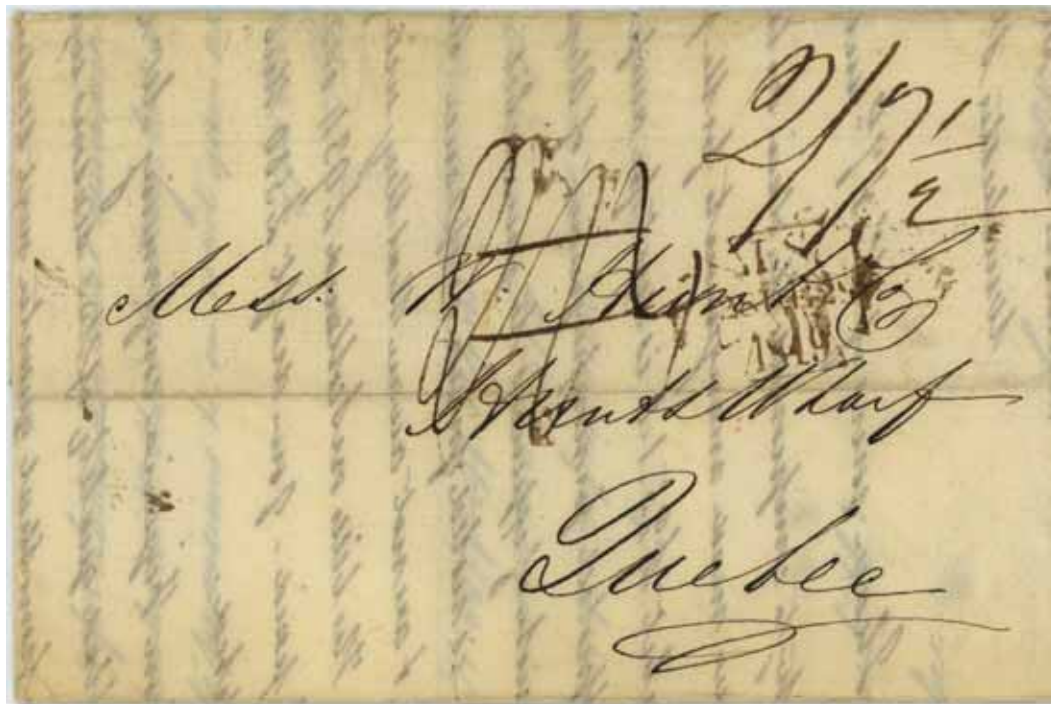
## Canada–UK



Vittoria (C.W.)–Stroudwater (U.K.), 1849. Rated *PAID 1/ Stg 1/1 1/2 Cy*, British packet rate. Currency has increased in value (slightly).

UK–Canada and vice versa

Via British packet through U.S., for which the rate remained 1/2 stg.



Lombard Street (London)–Quebec, December 1849. Rated 2/4 (double packet), struck through and replaced by 2/7½ cy equivalent.

*London 28<sup>th</sup> Dec. 1849.*



Woolwich (U.C.)–Wyndham (Norfolk, U.K.), November 1849. Collect 1/2 stg.

Woolwich double broken circle, previously known only in 1850; post office open 1837–58.



Canada–UK by British packet via US



Amherstburg–London, quadruple, 1850. Rated *Sterling 4/8* PAID *Currency 5/4*, quadruple packet rate from Canada via US.

Transitted *RALEIGH, U.C.*, *LONDON, U.C.*, and *MONTREAL, L.C.*

## Canada–UK via US



Galt–London, multiply forwarded, 1850. Rated **PAID** *1/2 Stg 1/4 Cy* British packet rate via U.S.

Sent via Montreal. Received at Lombard Street (Maltese cross datestamp). Then forwarded at least three times (no additional charges, because the letter was prepaid), going to Edinburgh and various places in Scotland, **MONIAIVE**, **THORNHILL**, and **CORSOCK**, finally ending back in London.



UK–Canada via US



Bank of British North America in London–Quebec, 1850. Rated collect 1/2 stg, British packet rate via US; converted to 1/4 cy (faint handstamp). Handstamp [Holborn·E·C](#), London district office.



UK–Canada by British packet via US



Cork (Ireland)–Brantford, 1850. Rated collect  $1\frac{1}{2}$  stg, British packet via US; converted to  $1\frac{1}{4}$  cy.



Lombard Street (London)–Montreal, 1851. Rated only  $1\text{--}$  stg in UK (if via the US, should have been  $1\frac{1}{2}$ ), but correctly rated  $1\frac{1}{4}$  cy in Canada.

## Canada–UK by British packet via US

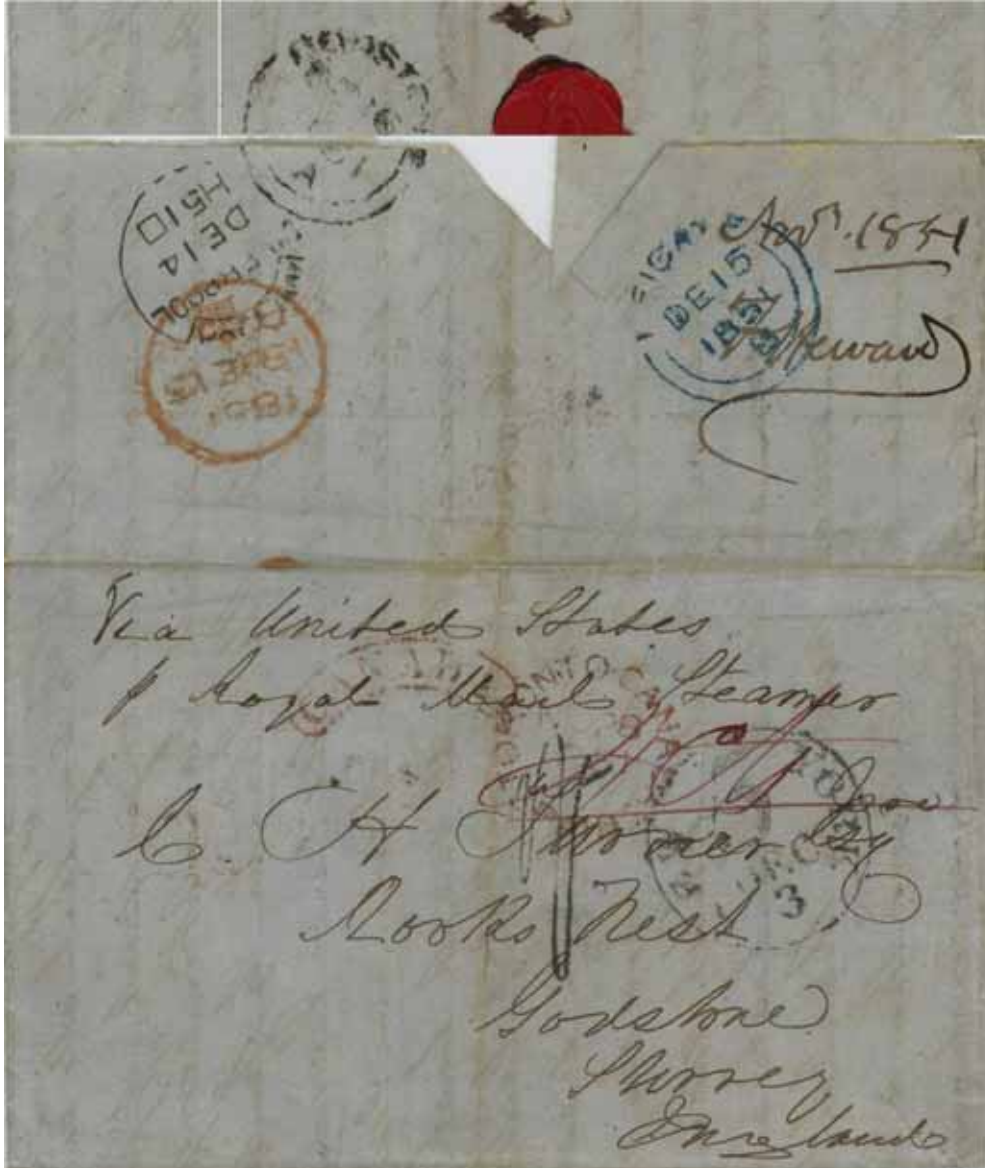


Toronto–London, via New York, 6 April 1851. Rated prepaid  $\frac{1}{2}$  (stg) and  $\frac{1}{4}$  (cy), for packet via New York. At this time, it would have cost only 1/– stg via Halifax.

The Toronto receiver is dated 6 April 1851, on which date the Province of Canada took over the administration of the post office—which had no effect on transatlantic rates. The addressee is Egerton Ryerson, at the time, Chief Superintendent of the Public Schools in Upper Canada, and founder of the public school system (in Canada, *public school* means exactly that, not private school) in what came to be Ontario. The docketing at left is in his handwriting.

Canada–UK via US

Partially prepaid



Toronto–Godstone (Surrey, UK), via US, 1851. Rated paid (Toronto datestamp includes PAID) **4 Cts**, equivalent to 2d stg, for the excess charge on British packets when taken from the US. Total due was 1/- (Liverpool squiggle), British packet rate.

The **CANADA** exchange marking was mistakenly applied (intended only for mail from Canada destined to the US).



UK–Canada by British packet via US



Glasgow–Montreal, 1851. Prepaid  $1\frac{1}{2}$  stg, made up from 1/- transatlantic rate, and 2 d via U.S.



Lombard Street (London) to Guelph, 1852. Initially charged 1/- stg (with Liverpool ratestamp) which is merely the transatlantic rate; an additional 2 d stg was charged for carriage through U.S. This converted to  $\frac{1}{4}$  cy [Arnell A.6, Montreal, 1852].

Postal inspector's  $\otimes$ . The Liverpool lozenge is dated Xmas day.

## England to Canada

Paid the hard way



London to Toronto, 1852. Rated prepaid 1/- packet (12 penny reds), with 2 d stg = 2½ d cy (via U S) collect.

Stamps tied by 11 in lozenge in grid (Chelsea, London); on reverse, London circle dater; then orange inspector's cross ⊕, and over that, the usual Liverpool L in lozenge. The 2½Cy marking was applied in BNA (and is fairly scarce), but where is unknown.

Stamps were part of a strip of 12, check letters, JA-JK.

Stationery of the Civil Service Gazette, enclosing a patriotic V R. The addressee, Samuel Bickerton Harman (1819-92) was one of the founders of the Knights Templary in Toronto ("Geoffrey de St. Aldemar", 1854), and later was mayor of Toronto (1869-70).



## Claim

*Claim* refers to accounting markings. On mail between UK and Canada, Arnell [A] asserts that they began in 1851, at Liverpool (I have never seen one prior to 1852).



Annan (Scotland)—Vaughan (Toronto), February 1852. Postage of 1/2 stg (British packet via us) paid by stamps, with 2 d stg claimed for the Canadian post office.

Blue Annan double broken circle on reverse; stamps tied by numeral 11 (Annan) in bars. The large red curlicue 2 is relatively common, and is very similar to Robertson Liverpool M77—proofed in 1859! Faint Vaughan (c w) double broken circle (fairly scarce) on reverse.



London—Cooksville (c w), 1853. Rated as above; paid in cash.

London paid; in a different colour ink is the curlicue 2 d stg, not quite identical to the one above.



UK–Canada via US

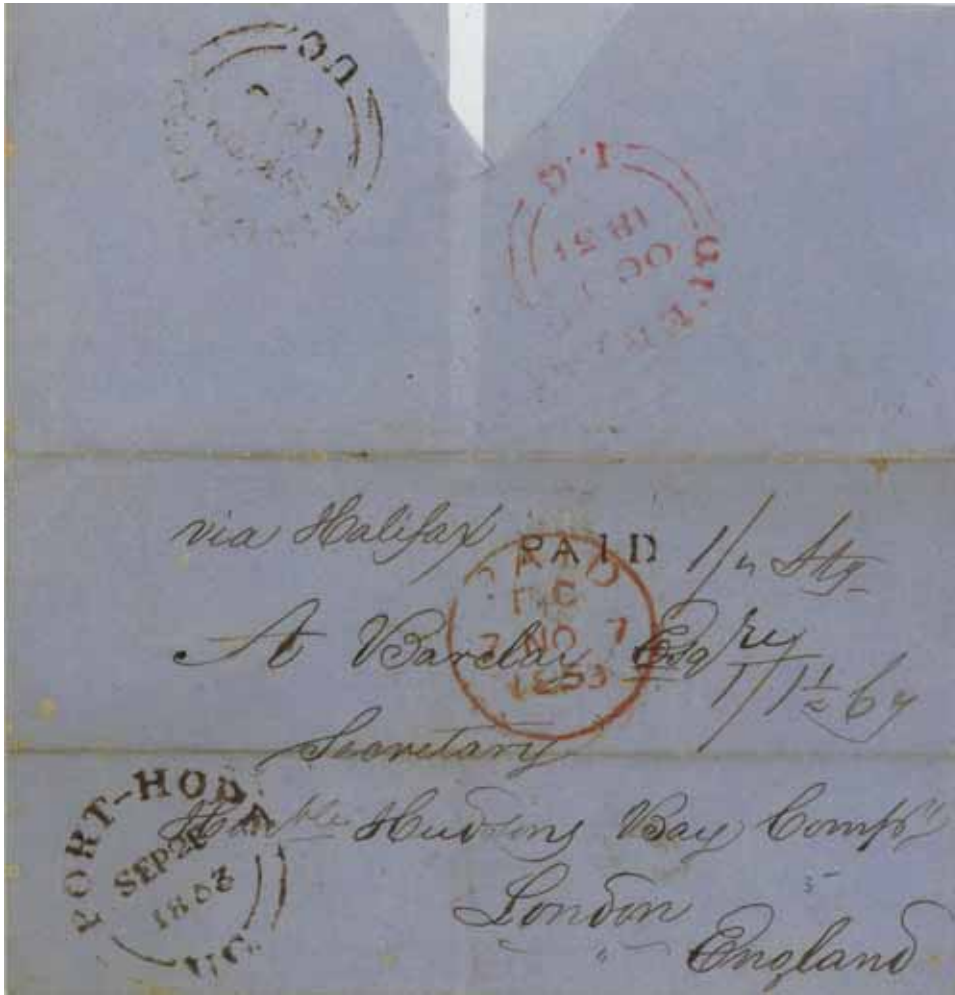


London–Montreal, 1852. Collect 1/– stg, to which 2 d stg was added, for packet via U S, and translated to 1/4 cy.



Sunderland–Montreal, 1852. Paid 1/2 stg; 2 d stg claim at Liverpool for the Canadian post office.

## Canada–UK



Port Hope (U C)—London, misshipped, 28 September 1853. Rate for British packet via Halifax PAID 1/— Stg, 1/½ Cy.

From the dates, it appears that the letter was kept at Quebec for the October sailing of the Canadian Steam Navigation Company steamer, even though it was endorsed via Halifax—which did not materialize. Eventually, it was sent to Halifax, and taken by the Cunard *Canada*, departing 27 October, arriving at Liverpool 7 November.

If sender's instructions had been followed, it would have been sent on the Cunard *America*, departing Halifax 13 October, arriving at Liverpool 23 October.

UK–Canada via US



Sunderland (U K)–South Dorchester (c w), April 1853. Collect  $\frac{1}{4}$  cy, British packet via U.S. Canadian ratemark [Arnell A.7 or A.8, previously known at Toronto June 1853–1855]. Standard Liverpool 1/– ratemark.



Guernsey–Toronto, 1853. Rated as above with poorer strikes of the same ratemarks.



## UK–Canada consignees letters



London–Montreal, 1846. Consignees



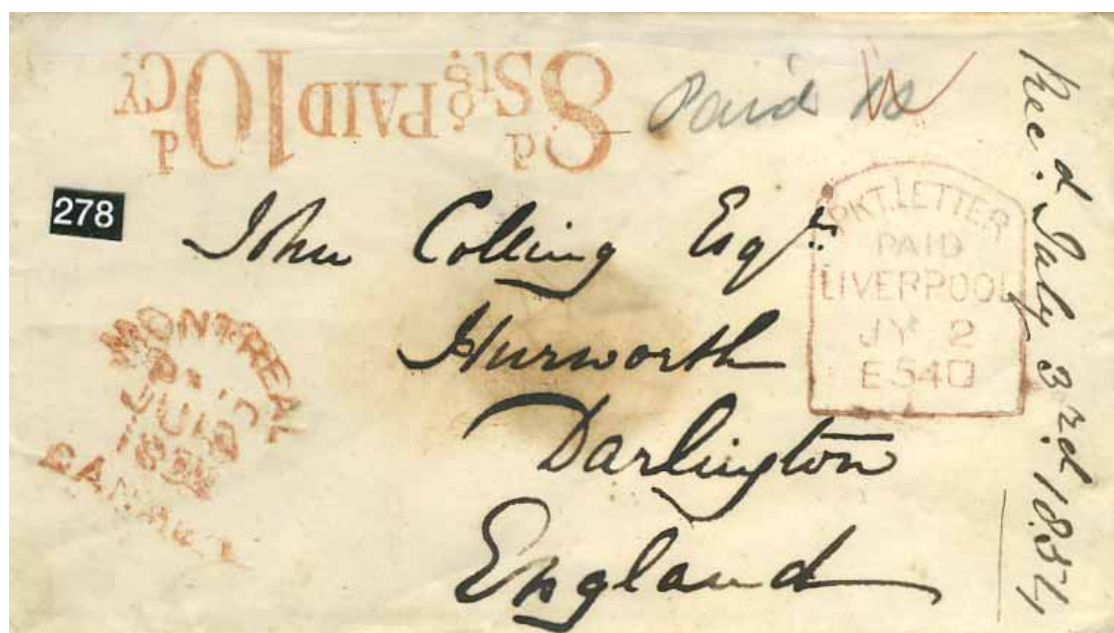
Liverpool–Kingston, 1857. Consignee. Addressed to an axe-maker.



## Packets, 1854–75

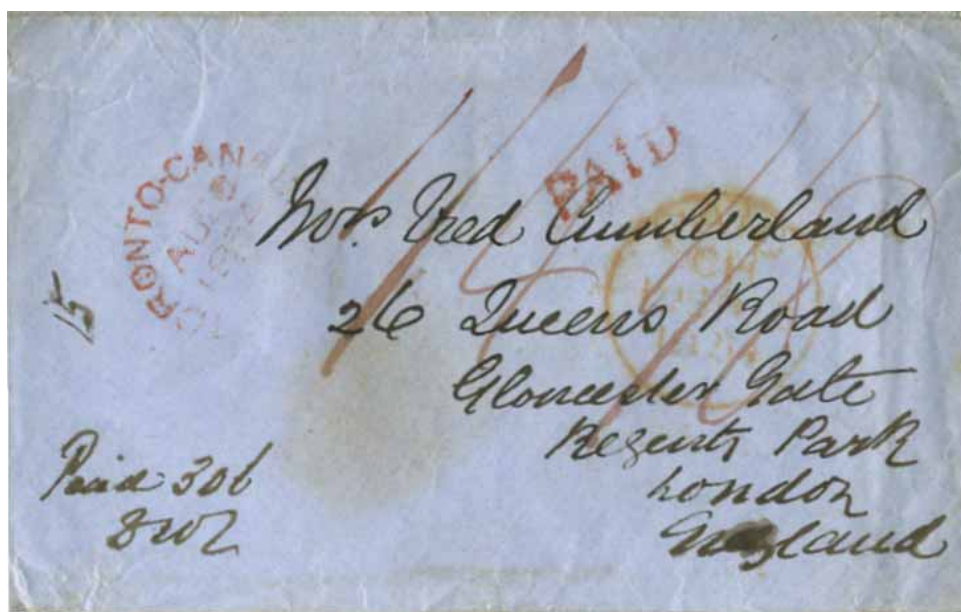
### Rates change March 1854

On 23 March 1854, the rates became 6 d stg = 7½ d cy for packet from UK to BNA via Halifax (*Canadian packet*, Allan Line), 8 d stg = 10 d cy for British packet via US (*British packet*, Cunard), and



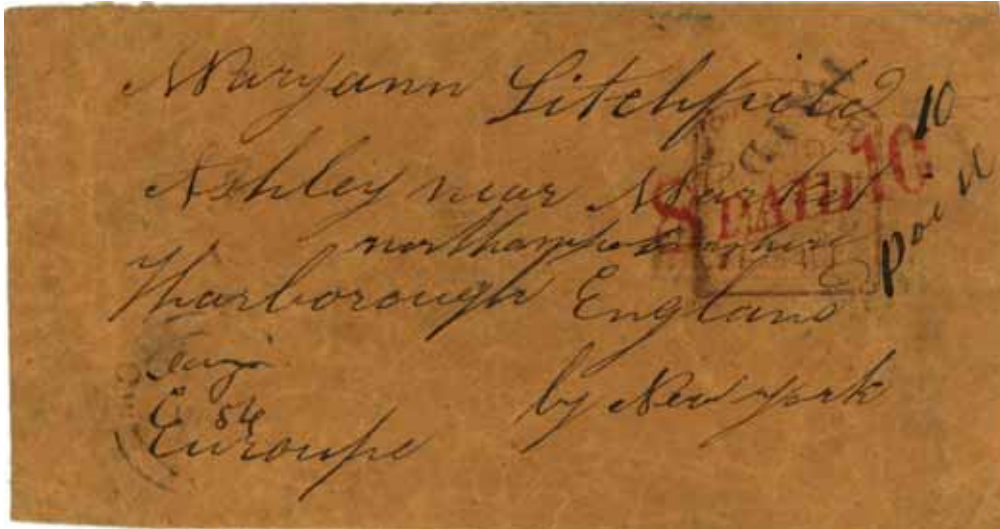
Montreal–Darlington, June 1854. Rated prepaid 8d stg = 10d cy.

Standard Montreal tombstone; Montreal 8 d Stg PAID 10 d Cy [Arnell D.7; previously known at Montreal from 1859; very early]. Red Liverpool paid packet tombstone [Robertson P 10, 1852–8], & Darlington circular datestamp on reverse.



Toronto–London, double rate, August 1854. Rated prepaid 1/4 (double 8 d stg) equivalent to 1/8 (double 10 d cy) for one half to one ounce.

Canada–UK



Somewhere in Canada West–Harborough (UK), June 1854. Rated **8 PAID 10** handstamp [Arnell D.8, attributed to Toronto and Hamilton], giving the rates in sterling and currency for British packet. The double broken circle at lower left has C.W. at base.





## UK–Canada



London (UK)–London (CW), 20 April 1854. Rated 10 d cy [Arnell D.22, known at Toronto 1854–6], British packet rate to BNA. Handstamp 7 d applied at Liverpool [Robertson M 64] is the claim by the British post office, 7 d out of 8 d stg; in use 1854–6. The Liverpool L oval has a sideways 4 indicium.



Eaglesham (Scotland)–Toronto, June 1854. Rated collect 10 d cy, equivalent to 8 d stg, by British packet. Claim of 7 d by the British post office as above. Reversed E in Glasgow datestamp.

## UK–Canada



Canterbury–The Glebe, Dunnville (UC), November 1854. Rated collect 10 d [Arnell D.22, Toronto or Hamilton] British packet rate. The unrecorded 2 was probably a claim mark in sterling applied at Liverpool, but was struck through and replaced by ms 1, which would be the claim to Canada.

The *glebe* is an area allotted to a church (in Canada, Anglican or similar) by government grant.



London (#22)–Montreal, 1855. British packet, paid with stamps. <sup>o</sup>1 claim mark, applied at Liverpool. Postal inspector's mark ⊕

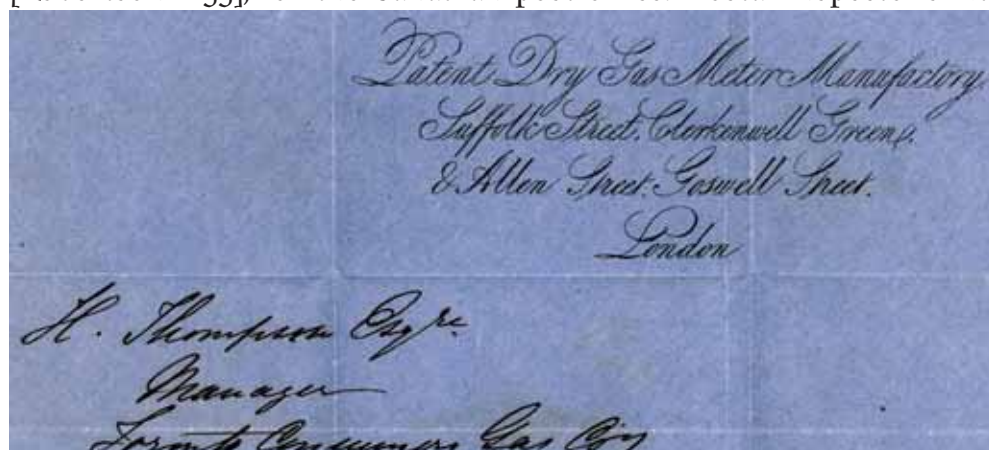
## UK–Canada



Queen Street (Glasgow)–London (cw), November 1854. Rated collect 10 d cy British packet rate with 7 d stg claimed for the GPO.



London–Toronto, November 1854. Faint red 8 d stg paid at London (British packet rate), with <sup>0</sup>1 claim mark, applied at Liverpool [Robertson M 55], for the Canadian post office. Postal inspector's mark ⊗. Green Liverpool lozenge.





## UK–Canada



Charing Cross (London)–Toronto, 1855. Rated collect  $1/2$  stg, struck through and rerated  $1/8$ , double in currency the British packet rate.



Albury (UK)–Toronto, 1855. Marked *paid*, but no indication of how much; possibly a stamp is missing. The large <sup>o</sup>1 indicates the claim to the British post office. Robertson lists it as Liverpool [M 55, known 1854–8 and only in black]; a similar one is listed in Arnell [F.6, attributed to Canada].

UK–Canada



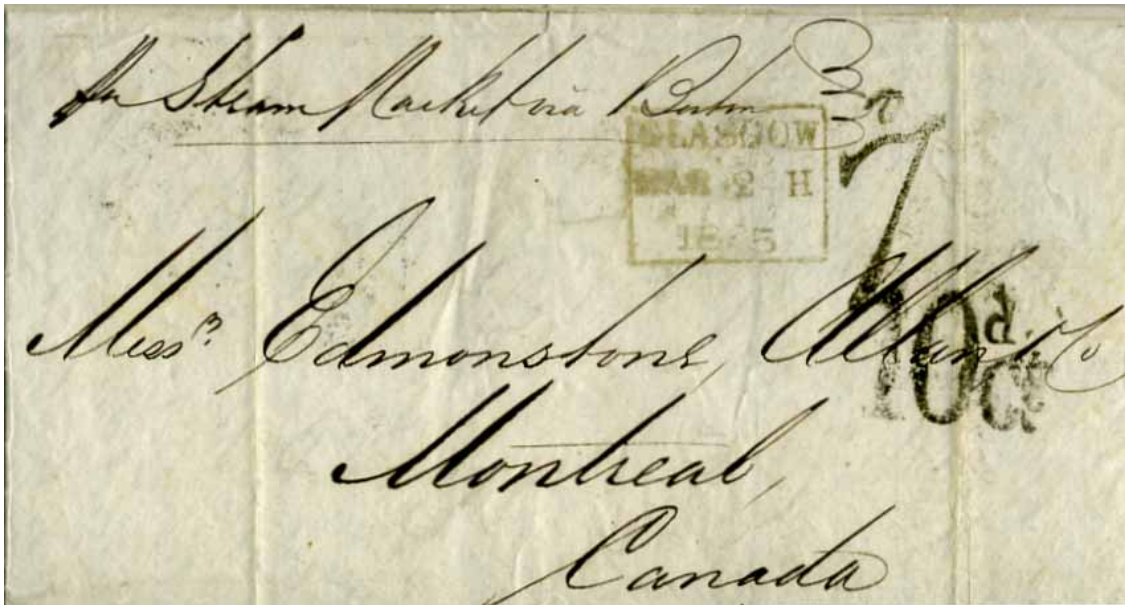
Glasgow–Montreal, 1855. Rated collect **10 d cy stg** [Arnell D.20, Montreal, known 1854–8], British packet rate with 7 d claim.



Belfast–Toronto, quadruple, 1855. Rated **4** (indicating quadruple weight, that is, up to two ounces), and evidently prepaid **2/8 stg**,  $4 \times 8$  d stg, British packet rate. There is no conversion to currency, suggesting it was prepaid.

## UK–Canada by British packet

From the owners of the Allan Line, but sent by Cunard.



*Glasgow–Montreal*, March 1855. Rated collect **10d cy**, with 7 d stg (of the 8 d stg) claimed by the G P O.

Boxed Glasgow paid datestamp; 7<sup>d</sup> claim mark applied at Liverpool [Robertson M 64, 1854–56].

Carried on the Cunard packet *Africa* to Boston. The letter is from James and Alex Allen to Edmonstone & Allen, all the Allens being partners in the Allen Line (in competition with Cunard). The letter concerns Allan Line ships hired by the government as Crimean war transports:

The Canadian reached Balaclava on the 13th (February), but owing to bad weather, had not landed her troops by the 16th. She seems to have made her runs very fast, and Captain Granges' (?) letters are very satisfactory . . . .



## UK–Canada



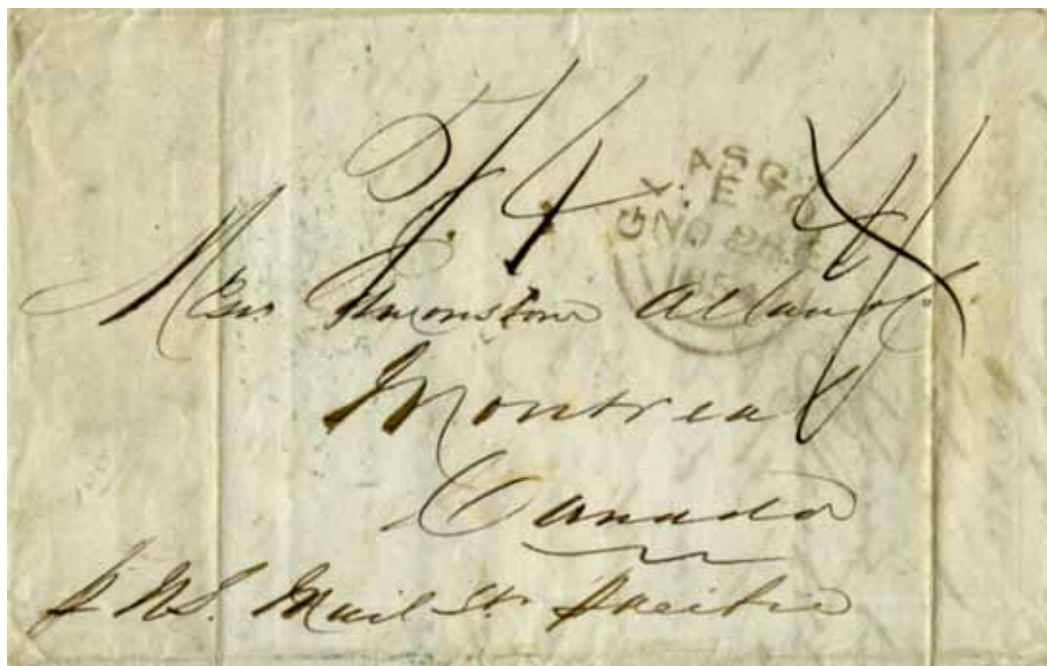
*Lombard Street (London)–Montreal, 1855. Rated collect 10<sup>d</sup> C<sup>y</sup> [Arnell D.20, known 1854–8] British packet rate to BNA; the ms 7 is the claim by the British post office.*



*Berwick (Scotland)–Oshawa, 1856. Rated 10 d cy, British packet rate to BNA. Handstamp 7d is the claim by the British post office, 7 d out of 8 d stg; in use 1854–6. The Liverpool L oval has a sideways 4 indicium.*

## UK–Canada via US packet

1/2 stg or 1/4 cy; in effect October 1850–December 1866. This was considerably more expensive than by British or Canadian packets (8 d stg or 6 d, respectively). As a result, u s packets were seldom used for mail to BNA.



Glasgow–Montreal, collect, quadruple rate, 28 November 1854. Rated in Canada 4/8 d stg, converted to 5/4 cy, collect. Initially-marked (at Liverpool) 4/–stg (British claim).

Endorsed *Per US mail steamer Pacific*. Glasgow double broken circle, Liverpool blue double broken circle and L in oval.

Could have been carried on the Canadian Steam Navigation Company *Sarah Sands*, departed Liverpool 7 December, but this ship was damaged at sea and forced to return. Next available ship was the Collins Line *Atlantic*, originally departing Liverpool 16 December, returned damaged, and steamed out again 18 December. The Collins *Pacific*, requested by the sender, did not depart Liverpool until 13 January.



Lombard Street (London)–Montreal, 1855. Originally marked with standard Liverpool 1/– ratestamp, but this was overstruck with over-oiled inspector's mark ⊗. Charged 1/4 cy (unreported handstamp, probably at Montreal).

UK–Canada via US packet



Glasgow–Montreal, collect, double rate, June 1856. Rated in Canada 2/8 d cy, 2 × 1/4 (per half ounce).  
Endorsed *Per United States Mail Steamer 'Atlantic'*. Glasgow hexagon.



Canada to UK via US packet



Montreal–Glasgow, 1855. At Liverpool, charged 1/2 stg, us packet rate.

*U.S. Steamer Baltic, steamer to Liverpool*



Niagara–London, 1855. Initially rated collect 8<sup>d</sup> Stg, British packet rate. Struck through and replaced by 1/2 stg at Liverpool, the us packet rate.



Canada to UK via US packet



Quebec–New Ross (Ireland), 1855. Collect 1/2 Stg, us packet rate.  
Liverpool tombstone [Robertson p 9, greenish, known 1852–8]



## UK–Canada

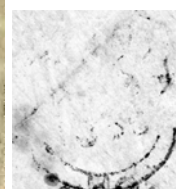


London–Toronto, 1856. Rated collect **10<sup>d</sup>C<sup>y</sup>** British packet rate to BNA; the ms 7 is the claim by the British post office. This is in the handwriting of Egerton Ryerson, writing to his assistant at the Education office. It was originally endorsed *via Marseille* and *via Angletorre*, but these were struck through, and the letter was mailed from London. Ryerson had been in Belgium, but either visited UK, or had it sent to Alfred Hill, Shipping and Insurance agent, who mailed it.



Bellissses (Ireland)–*Millbrooke* (c w), 1856. Rated 6d stg via Canadian packet; British claim of **1** at Liverpool [Robertson M 55, 1854–8].

Green **BELISSSES** straightline (only recorded postmark from this town), faint green Virginia (to which Bellisses was a holding or receiving office) double broken circle at far left, green single circle Dublin dater, Liverpool L lozenge (at upper right), followed by Quebec, Port Hope, and Millbrooke double broken circles in Canada.



Yes, Virginia, this is Virginia (Ireland)



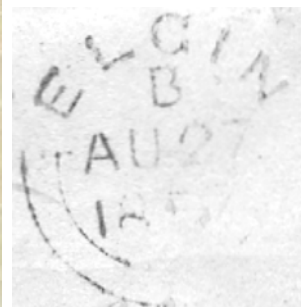
## Canada–UK via Canadian packet



Clarenceville (CE)–Liverpool, 1856. Rated **PAID 6d** stg (this handstamp usually used for mail to US, and in currency), packet rate. Initially marked **PAID 10¢** (to US) **3d** cy (domestic), and **8** (which would have been the rate by British packet).

BY-CANADIAN PACKET applied on arrival at Liverpool [Robertson M 10, 1854–9; used on Allan Line packets from 1856]. The *Canadian* departed Quebec 2 August, arrived Liverpool 14 August.

CLARENCEVILLE L.C double circle, known 1834–68.



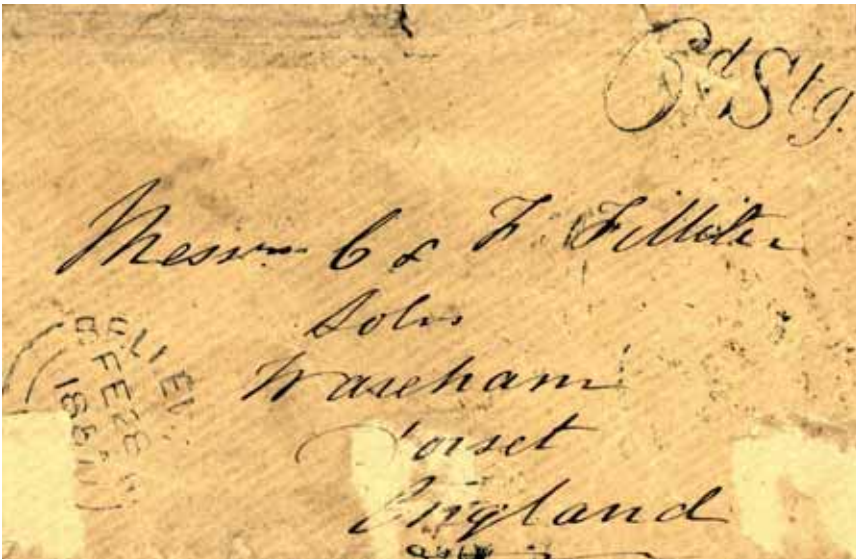
Quebec–Elgin (Scotland), Allan Line 1857. Rated (faint) **6<sup>d</sup>** STG, collect.

Straightline red **BY-CANADIAN PACKET**. Common black Liverpool packet tombstone, for collect mail [Robertson P 9, 1852–58]. Double broken circle datestamp, Elgin.

## Canada–UK



Belleville–Wareham (Dorset), 1857. Rated collect 6 *d Stg* (ratestamp is part of Arnell E.1), the transatlantic rate via Canadian packet. **BY-CANADIAN PACKET**. Faint red handstamp is that of Kingston.





Quebec-Dungarvan (Ireland), 1857. Rated paid 6 d stg BY-CANADIAN PACKET. Address misinterpreted as Dunggannon Vicarage, but Not for DONAGHMORE-DUNGANNON, forwarded to Dungarvan.



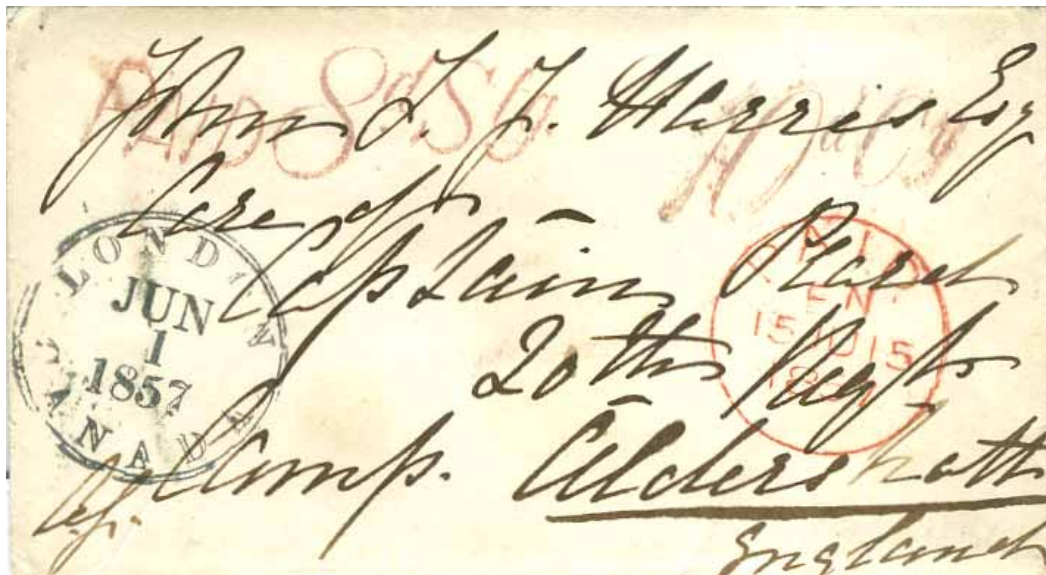


Canada to UK via British packet (closed mail through US)



Montreal–Dublin, prepaid by stamp, 1857. Rated 10 d cy = 8 d stg, paid by blue Cartier stamp, issued January 1855 for this transatlantic rate. Use of postage stamps was optional in Canada, and the public did not like them. Guaranteed genuine by Stanley Gibbons.

Standard Montreal double broken circle dater; four-ring numeral 21 (Montreal) ties stamp; Liverpool receiver.



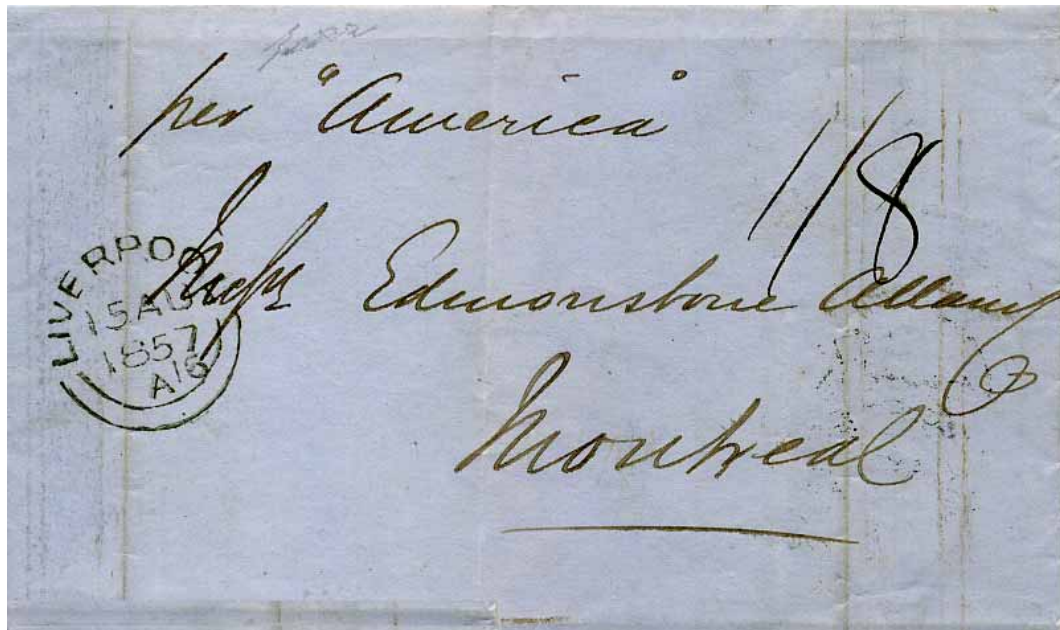
London (c w) to Camp Aldershot, 1857. Rated as above. Mail to officers was not entitled to concessionary rates.

London (c w) large circle changeling (used in 1857 only); on reverse, Hamilton large circle changeling (1857 only). Italic *10<sup>d</sup> Cy* [Arnell D.23, known at Kingston 1858] and oblique *PAID 8<sup>d</sup> Stg* [D.1, known at Kingston 1856], London (U K) paid receiver, and green double broken circle Aldershot Camp.



## Double, quadruple, and sextuple rates, collect

All by British packet. In Britain, weights over one half ounce were rounded up to the nearest *even* number of half ounces.



Double, Liverpool to Montreal, 1857. Rated  $2 \times 10$  d cy =  $1/8$  cy.

Liverpool double broken circle with basal A16.



Quadruple, Glasgow to Montreal, 1855. Rated claim  $2/4$  d stg ( $4 \times 7$ ), which should not have been struck out; at Montreal charged  $4 \times 10$  d cy =  $3/4$  cy.

Green Liverpool, basal A6, oval L dater, and Montreal receiver.



Sextuple, Glasgow to Montreal, 1855. Rated claim  $3/6$  d stg, proportionate to that of the one above, again erroneously struck through and rated at Montreal  $6 \times 10$  d cy =  $5/-$  cy.



Canada–UK



London (c w)–Aldershot (U K), forwarded to London, 1857. Rated collect  $8^d$   $S^{tg}$  [Arnell D.3], British packet rate; handstamp applied in London (c w). Forwarding paid by perforated penny red.

Changelings LONDON CANADA and HAMILTON CW, known April–July 1857 and April–November 1857 respectively.



Quebec–Hull (U K), 1857. Collect  $8^d$ , British packet rate.



The Ocean Steamer "North American" from  
 Liverpool. Oct. 4th  
 Mr. Lottman. New  
 Sherbrooke.  
 Canada East.  
 N. America



Paid

FORWARDED

2 1/2

J. A. Ryland Esq

~~Montreal~~ 

~~Beaufort~~

~~Quebec~~

1891  
MAY  
15

Montreal

Numeral 23 (London district) in grid. Postal inspector's mark .



*Parsonstown (Ireland)*–*London* (U C), 1857. Rated collect 10 d cy, by British packet.

UK–Canada



*Monaghan* (UK)–*Chatsworth* (CW), 1856–7. Originally rated collect **10 d** cy (by British packet), but this was struck out and replaced by  $1/2$ , US packet rate.

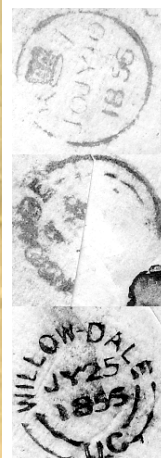
Only reported manuscript of *Chatsworth*; unusually, marked at destination. Grey Co, CW.





## Overweight

Letters that were paid a single rate but were found to be double were merely charged the deficiency (without penalty) until March 1859. Both covers were prepaid as single for British packet, and were over a half ounce; they were charged 8 d stg in UK with the expectation that the additional 2 d stg would be charged in Canada, and in both cases, 10 d cy (= 8 d stg) was collected in Canada.



High Wycombe–Willowdale (c w), 1855. Rated prepaid 8 d with stamps, found to be over ½ oz, and incorrectly charged 6 d stg, altered to 10 d cy (for carriage by British packet).

Off-green High Wycombe double broken circle, London crown transit, Liverpool L lozenge, and Willowdale double broken circle; the last is two years earlier than earliest reported (Graham).



Carlisle–Hillsburgh (eventually), 1855. Rated as above.

Carlisle sideways duplex (#165) (twice); blue Liverpool double broken circle and oval L. In Canada, large single circle Toronto, Edmonton (c w) (16 July) Campbell's Cross (u c; twice on front, dated 14 & 19 July, and once on reverse with latter date), and Oakville (20 July). Ms Try Hillsburgh on front and back.

Earliest recorded strikes of the Campbell's Cross u c hammer by seven years (Graham). Latest strike of Edmonton (c w).



UK–Canada



Liverpool–Montreal, 1858. Rated collect  $1/8$  cy, double British packet rate. Common Liverpool #466 sideways duplex with sideways 5.

UK–Canada



Farnham (U K)–London (U C), 1858. Rated collect 10 d cy, British packet rate, equivalent to 8 d stg. Mourning.

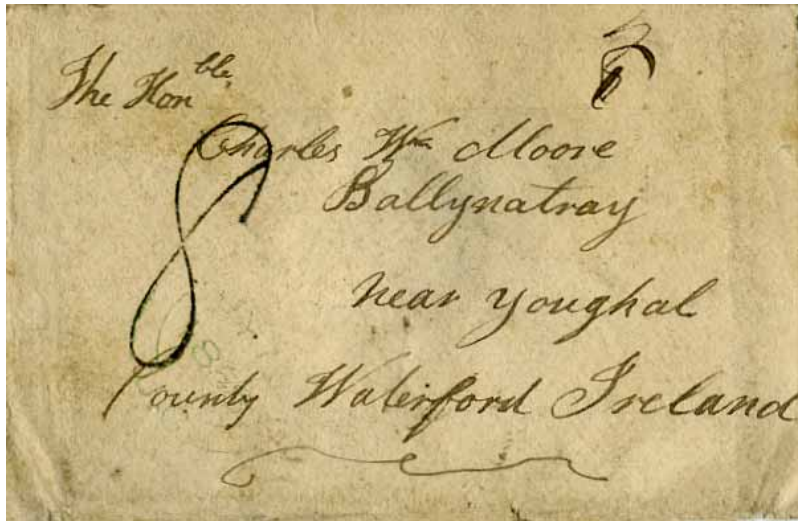


Wednesbury (U K)–Cobourg (U C), forwarded to Montreal, advertised, 1858. Rate for British packet, paid by 6 d and 2 d stamps. Faint FORWARDED handstamp applied in Montreal. Boxed ADV and ADV<sup>d</sup> NOT CALLED FOR, applied in Montreal.

Unusually clear MONTREAL changeling, known 1857–61.

Faint Wednesbury (#850) thimble on reverse.

## Canada to UK via British packet



U C to Ireland, 1858. Rated initially (illegible) squiggle, struck through and rated (at Liverpool) 8d stg collect.

There are two illegible Canadian double circle datestamps (on front in blue with U C at base, on reverse with C W); the Liverpool 8 is a handstamp [Robertson M 65, long use]. On reverse, standard (collect) Liverpool packet tombstone, single broken circle Dublin, and double broken circle Youghal.



Kirkwall (C W)—The Grove (Dumfries, Scotland), February 1859. Paid 8 St for British packet. PAID LIVERPOOL BR. PACKET [Robertson P 17].



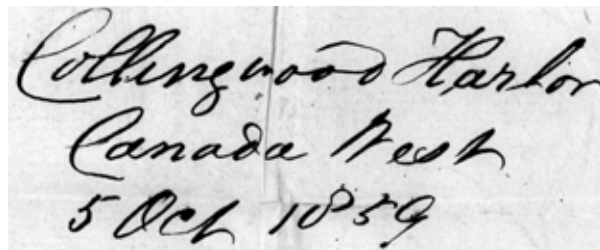
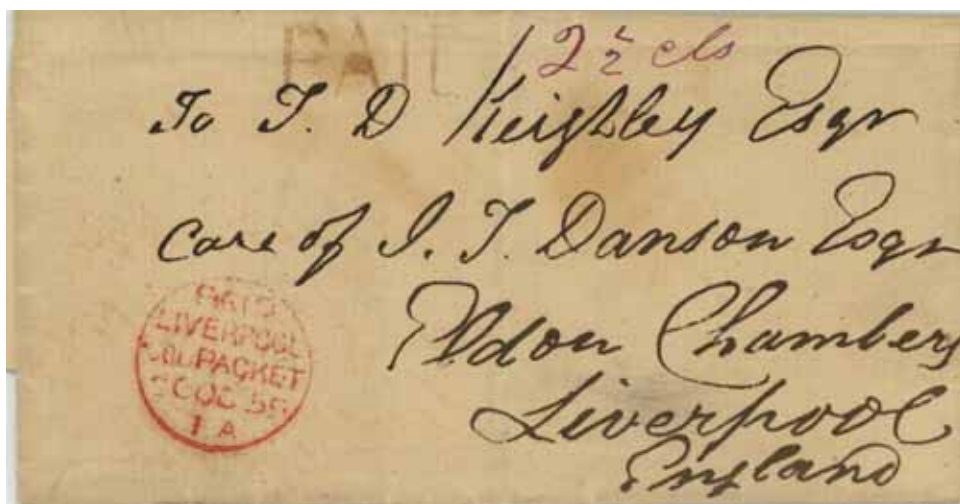
## Canada switches to decimal

### Canada–UK

On 1 July 1859, the Province of Canada switched to decimal (NS & NB on 1 January 1860); rates converted at the rate of 1/-stg = 25¢, although they can be given in (LSD) currency. Prepayment on letters to UK was compulsory, but could be done entirely in stamps or entirely in cash.



Aylmer (Ottawa Co, LC)–Leswalt (Stranraer, Scotland), September 1859. Rated **PAID 6<sup>d</sup> Stg** [Arnell E.1] **PAID 12½¢** (equivalent to 6 d stg), by Canadian packet (Allan Line). **PAID LIVERPOOL COL PACKET** circle [Robertson p 21].  
*LESWALT* straightline.



Collingwood Harbor (UC)–Liverpool, October 1859. Rated **PAID 12½ cts**, as above.

## UK–Canada



East Morton (UK)–Lachute (CE), 1859. Carried on the Canadian (Allan) line, 6d paid by penny reds.

Postmarks of East Morton (circle), Bingley (two miles south), Leeds, London, Liverpool (lozenge, on front), and in Canada, Montreal and Lachute. [CBP] attributes the grill 11 killer to Alton (Hampshire), which is nowhere near East Morton (Yorkshire).

UK–Canada

Same addressee



Lombard Street (London)–Guelph (c w), December 1859. Prepaid 8 d stg via British packet.



Liverpool–Guelph (c w), 1862. Prepaid 6 d stg via Canadian packet.



## Canada to UK



Lachine (CE)—Edinburgh, double rate, 1860. Rated 25¢, double, paid in stamps.

Double broken circle Lachine, Montreal; Paid Liverpool Col Packet [Robertson p 21, said to be scarce], and circle Edinburgh receiver.



Quebec—Axminster (Devon), Canadian packet, 1865. Rated prepaid 12½¢ by stamp issued for this purpose.

Quebec Berri duplex, and Axminster circle.

Canada–UK



Quebec–New Ross (Scotland), 1860. Double packet rate paid by pair of 12½¢ stamps.



Campbellford (U c)–Altarnun (Cornwall), 1860. Prepaid 1/-, 1/3 double Canadian packet rate to U K, respectively in sterling and currency; this was equivalent to 25¢ (struck through, upper right) in the newly-introduced decimal system in Canada.

Yet another strike of Liverpool p 21.

Canada–UK



London (U C)–Taunton (U K), 1862. *PAID 8<sup>d</sup> 5/19* [Arnell D.2, known at Kingston in 1857]; by Cunard (British) steamer.



Sexadectuple (16×), rated in LSD currency



Quebec–Hereford, 1862 [front only]. Rated paid 10/–; this is rated in Canadian *currency*, which had been superseded in 1859. For 7<sup>+</sup> to 8 ounces,  $16 \times 7\frac{1}{2} = 120$  d cy.

## UK–Canada



Liverpool–Montreal, 1862. Double Canadian packet rate to UK. Barred numeral 466, Liverpool.  
Liverpool P.L.O. (Packet Letter Office) [Robertson p 26].



Lynn (UK)–Middle Road (Rochester Township, Essex County, c w), 1862. British packet rate paid the hard way. Numeral 488 at Lynn.

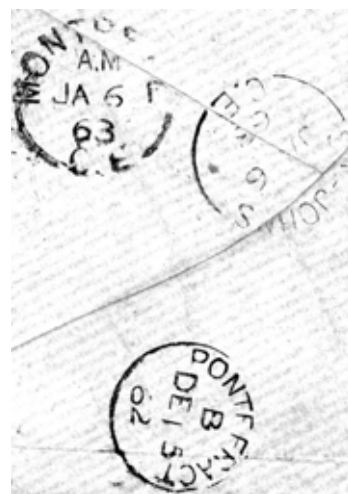
Broken circle MAIDSTONE C.W, predates known use by seven years.



## UK–Canada



Privy Seal Office, Helensburgh, Glasgow–Picton (c w), 1862. British packet rate paid by a pair each of the penny red and 3 d stamps.



Pontrefact (U K)–St John's (c E), 1863. British packet rate paid by two penny reds and a 6 d stamp. Numeral 623, Pontrefact.



## Wreck cover, UK–Canada



London–Komoka (c w), 1864. Endorsed

*This was on the Bohemian when she was wrecked, and laid 26 feet under water for several days.*

The Allan Line *Bohemian* wrecked on Alden Rock Reef (Portland, Maine) 21 February 1864 with 20 deaths (out of 220 passengers and 100 crew).

A 6d stamp (paying the rate by Canadian packet) had floated off. The cover arrived at destination (complete with enclosed letter) just five days after the disaster.

UK–Canada



Glasgow–Toronto, 1865. Rated 8 d, single British packet.

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

Canada–UK



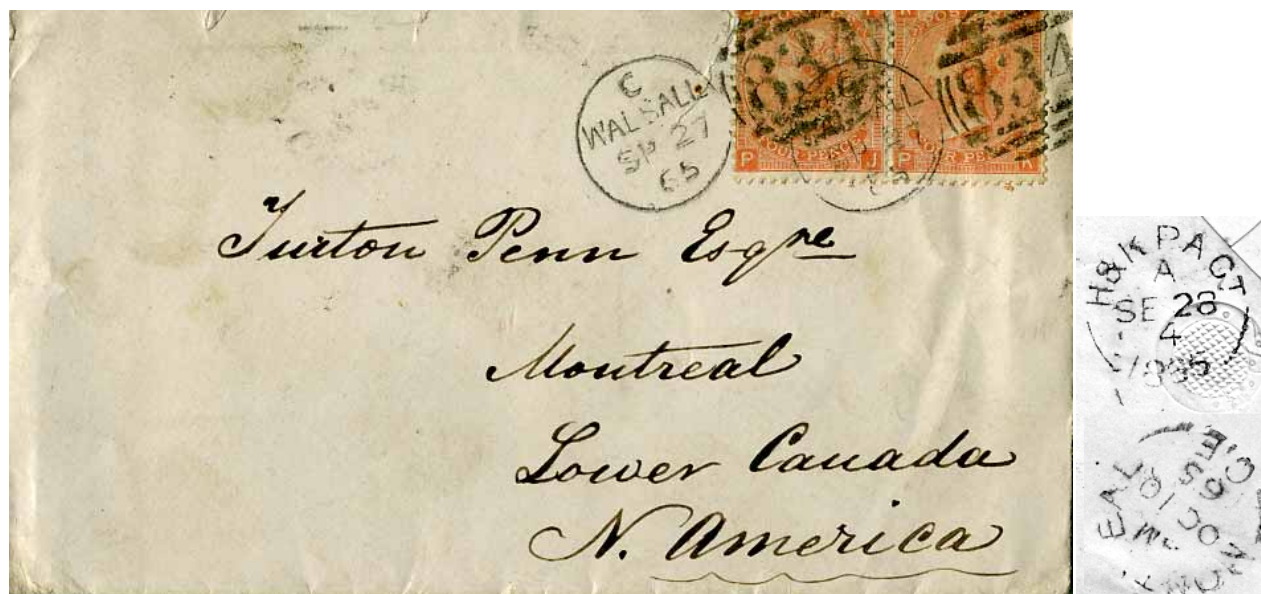
Kingston–Taunton (UK), 1865. Rate for British packet paid by 17¢ stamp.



Newcastle (UC)–London (UK), 1865. Rate for Canadian packet paid by 12½¢ stamp.

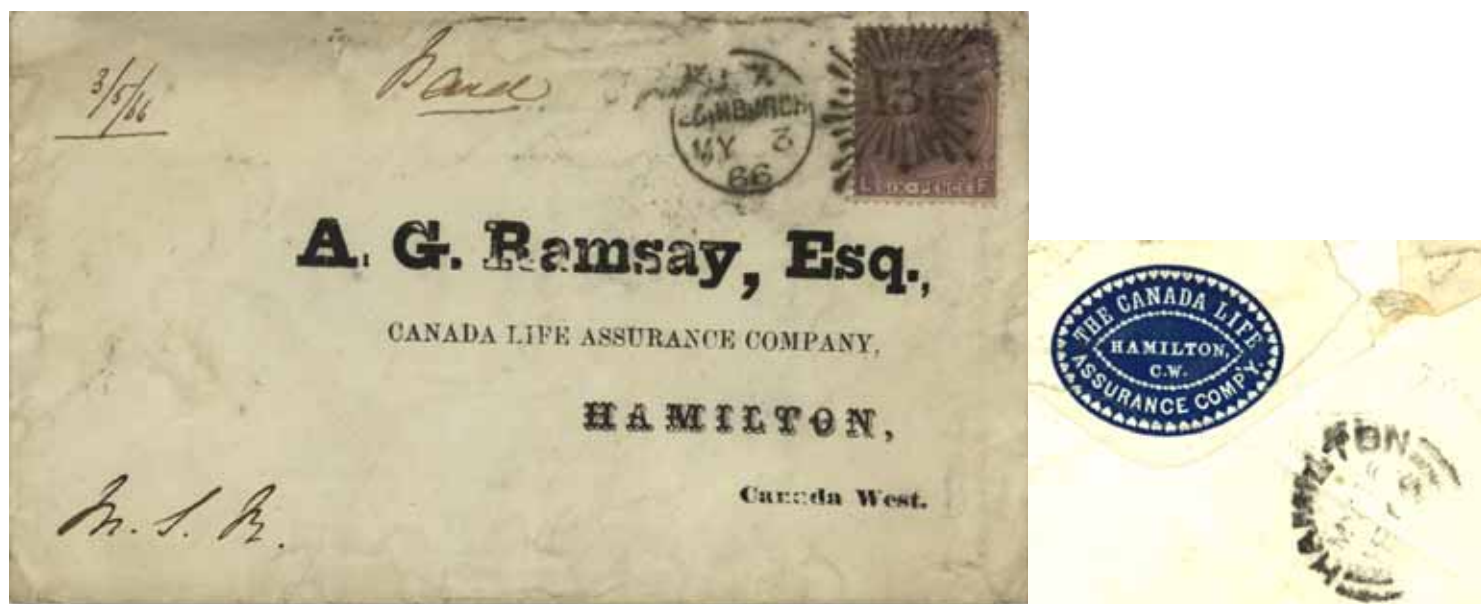


# UK–Canada



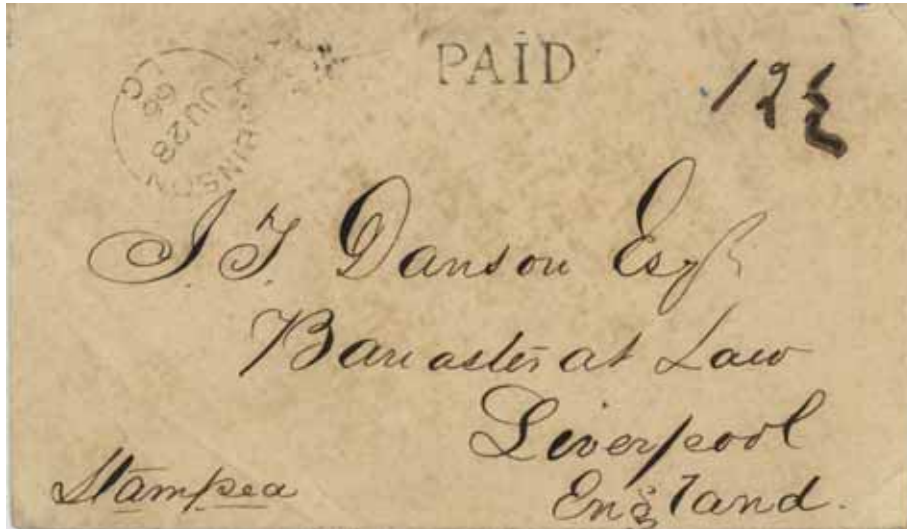
Walsall (England)–Montreal, via H & K Packet, 1865. Rated 8 d, British packet. Sender used *Lower Canada*, a term that had been obsolete for more than twenty years.

Walsall duplex, numeral 834. On reverse, H & K P A C T; Holyhead & Kingstown service, run by the City of Dublin Steam Packet Company [Robertson H K P.3, very scarce]. Montreal single broken circle receiver.



Edinburgh–Hamilton, 1866. Canadian packet rate paid by 6 d stamp. Edinburgh sunburst duplex.

Canada–UK



Robinson (L.C.)–Liverpool, 1866. Rated PAID  $12\frac{1}{2}\text{¢}$ , Canadian packet rate.

UK–Canada, forwarded to US



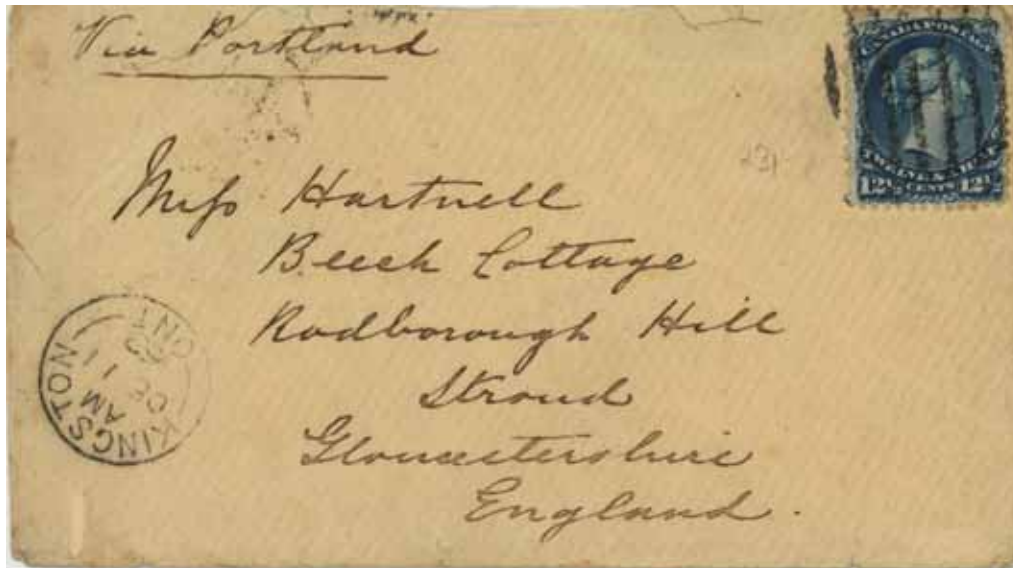
Stoke-on-Trent (UK)–Baby's Point (Ont), forwarded to Wyandotte (MI), June 1868. Canadian packet rate to Canada paid by 6 d stamp. FORWARDED, and charged the (collect) 10¢ rate, Canada–US. All backstamps Canadian: Hamilton, Sombra, Baby's Point, Sombra (again), Sarnia (two).

Stoke-on-Trent duplex #547



Canada–UK

Same correspondence



Kingston–Stroud (Glos, UK), 1868. Canadian packet rate paid by 12½¢ stamp.



Kingston–Stroud (Glos, UK), 1869. Canadian packet rate paid by 12½¢ stamp.

Two-ring #6 used at Kingston.

UK–Canada via British packet (through US), rate change

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



London–New Carlisle (CE), 1868. Rated 7 d British packet.

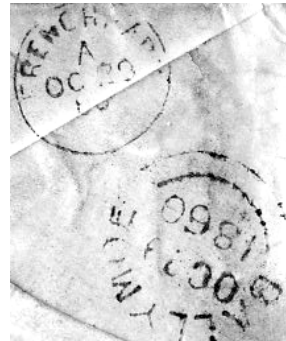


London–St Catharines, 1869. Rated as above.



## UK–Canada, Canadian packet, multiple rates

From 1 January 1868, the GPO permitted odd multiple rates (triple, quintuple, ... ).



French Park (Ireland)–Quebec, double rate, 1860. Rated 12 d, double.

Small circle French Park on reverse, numeral 230 (French Park) killing stamps; double broken circle Ballymoe (not a typo for Ballymore or Ballymote).



London–London, quintuple rate and late fee, 1869. Rated  $2/8 = 32$  d, quintuple Canadian packet rate ( $5 \times 6$  d) and 2 d left over late fee at London.

Carried on Allan Line *Moravian*, departed Liverpool 9 September (*date of mailing*), picked up mail at Derry the next day. Mail was sent to Derry from London on the Holyhead & Kingstown packet.

Small red inspector's ⊕, indicating checked for rate and route.



## Rate changes

From 6 January 1870–30 September 1875, rate between Canada and U K by Canadian or British packet direct, 6¢ = 3d. Via US, add 2¢ = 1d. Postage prepaid; shortpaid letters subject to 3d = 6¢ fine.



Likely Manitoba–Orkney Islands (Scotland), February 1871. Rated 6¢, via Canadian packet.

With cover below (same sender), via Pembina (Manitoba), to St Paul's (Minnesota), to Hamilton, likely to Portland (Maine; winter port for Allan line departures); carried on the *Peruvian*, departed 12 February, off-loaded at Derry on the 23rd. Reached Thurso (Scotland) on the 26th, and Stromness the next day.

Glasgow packet paid [Robertson P1] applied to covers that had not been sorted by clerk on board the packet; the packet dropped the letters off at Derry, whence they were sent by branch steamer to Glasgow.



Double rate, to Elgin (Scotland), February 1871. Rated 12¢ (up to one ounce).

Same correspondence as above, same arrival date at Glasgow.

NB: North Britain, alternative name for Scotland, by this time going out of fashion.

## Canada–UK

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



Toronto–London, 1870. **PAID 6¢**, the transatlantic rate. This ratestamp was used (in currency) in the 1850s for the rate to the U.S.



Toronto–London, 1871. **PAID 6¢** via Canadian packet (from 1870). Stamp of Public Works Department (Government of Ontario), which might possibly have resulted in free mailing if this had been domestic, but certainly not for international mail.

Quartered MEDC: missent, Eastern District (London), timemark c (thanks to Rob Faux for this information).

## Canada–UK



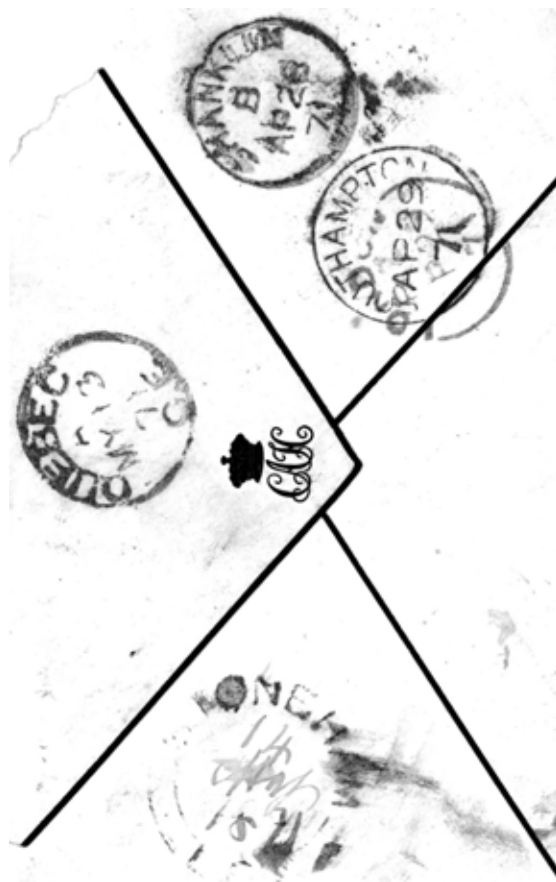
Montreal–Pershore (Worcestershire, UK), forwarded to Chelmsford, 1871. **PAID 6<sup>d</sup>** (double packet rate to UK) and charged 2d stg *Above 1/2 oz* for double weight forwarding, but this was struck through and the 1d charge was paid at Pershore for remailing within UK.

Numeral 611, Pershore.





## UK–Canada via US



Shanklin (Isle of Wight)–Stoneham (Que), 1871. Via US, by British or US packet, the rate was 4 d (1870–75). Mourning cover.

The almost unreadable numeral in the killer is 89 (scarce).

STONEHAM L.C. double broken circle, previously known only in 1876.



Sunderland (UK)–Kemptville (Ont), 1871. Rated as above, here paid by strip of four penny reds (cQ–FQ). Upper Canada had been out of use for thirty years.

Separate Sunderland datestamp and oval killer 761.

UK–Canada

Multiply redirected



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

The penny red is remarkably off-centre.

## UK–Canada



Lombard St (London)–Montreal, 1872. Postage to Canada via Canadian packet, 3 d.  
Double broken circle MONTREAL Q.



Guildford (UK)–Montreal, 1872. Postage to Canada via Canadian packet, 3 d.

Quartered Liverpool L [Robertson M 1, but with differing year indicia; actually applied at London Foreign Branch on letters routed via Liverpool].



Canada–UK

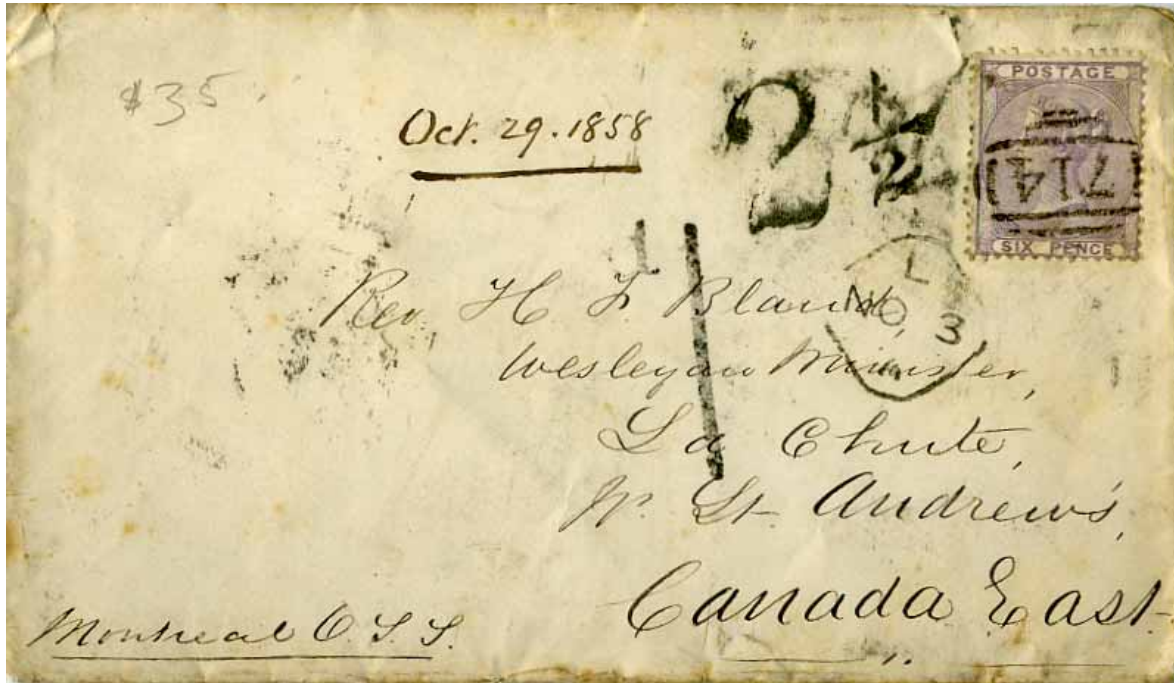


Thunder Bay (Ont)—near Tarland (Aberdeenshire, Scotland), 1874. Canadian or British packet rate paid by pair of 3¢ small queens. Glasgow packet paid [Robertson p 1, known 1860–81].

THUNDER-BAY ONT broken circle, known 1872–6.

## First packet principle

On packet letters from Liverpool to BNA, there was a choice of the Canadian (Allan) line, postage 6 d stg, or British (Cunard), postage 8 d stg. If no preference was indicated on the cover, the letter was sent by the first available packet boat. If that resulted in short payment (paid for Canadian line but sent by British), the difference was charged to the addressee. In the period April–November 1859, this also resulted in an additional charge, the short payment fine. However, after this date, there was no additional fine.



*Skipton (England) to Lachute (C E), October 1858. Rated initially 6 d, paid by stamp; 1 d handstamp is a Liverpool claim marking (crediting the Canadian post office). Charged 2½ d cy for transit via Cunard (British packet). Arrived at Liverpool 3 November; put on board Cunard *Africa* to New York, 13 November, rather than Allan *North Briton* (left 17 November).*

Small circle SKIPTON on reverse and its numeral 714 on stamp. Then small circles Leeds, London, & Liverpool L lozenge.

Quebec and Montreal receivers on reverse. Liverpool 1 d stg claim mark [Robertson M 56]. The 2½ d cy rate mark is known used at Montreal, but is seldom seen.

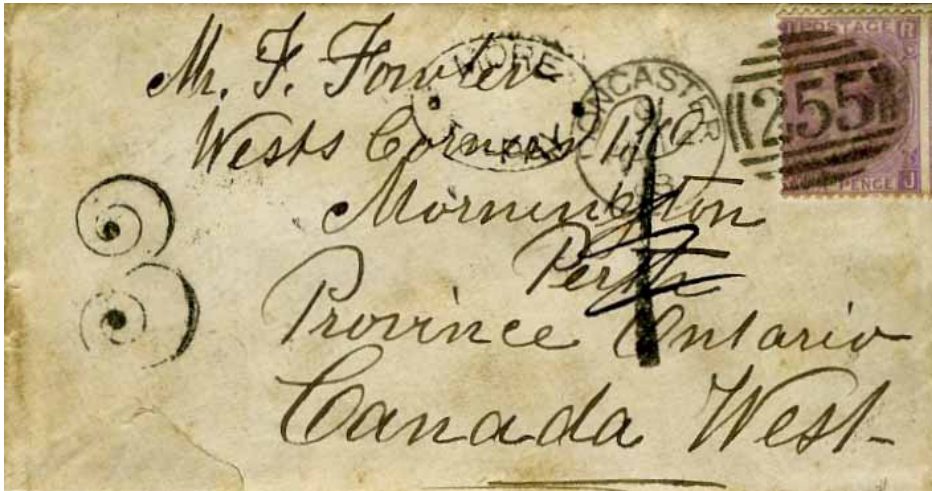
## First packet principle



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

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

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



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

Lancaster duplex with numeral 255; oval MORE TO PAY and large pointed 1 due marking.

Curlicue 3 is common Canadian marking (in this case applied at Montreal), leftover from pence era.



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

Large 1 had been used as an accountancy marking at Liverpool [Robertson M 56].



## Canada–UK

First packet principle from Canada



*Bracebridge (Ont)–London, 1873.* Canadian packet rate paid by 6¢ stamp; but carried on British steamer, so charged an additional 1d in Liverpool. MORE TO PAY applied at Liverpool [Robertson M 86 variant].

Mystery double circle handstamp in centre of cover.

## UK–Canada



*Glasgow–Montreal, due as a result of first packet principle, 1871. Canadian packet rate of 3 d paid by stamp; the first packet principle resulted in carriage by British packet, and thus an underpayment of 1<sup>d</sup> [Robertson M 75]. In Canada, this was converted to 2 CTS (applied at Montreal) due.*



*Woolwich–Quebec, 1875. Rated 3 d paid by stamp for Canadian packet; large 1<sup>d</sup> mark applied at Liverpool and converted to 2 (¢) (at Quebec?).*



## Shortpaid penalty introduced

UK–Canada

On 15 March 1859, a penalty of 6 d stg was imposed on shortpaid or underpaid letters between Canada and UK. The fine was divided between Canada and UK, and accounting marks (claim) often indicate this. After November 1859, the fine did *not* when shortpayment was due to the first packet principle.



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

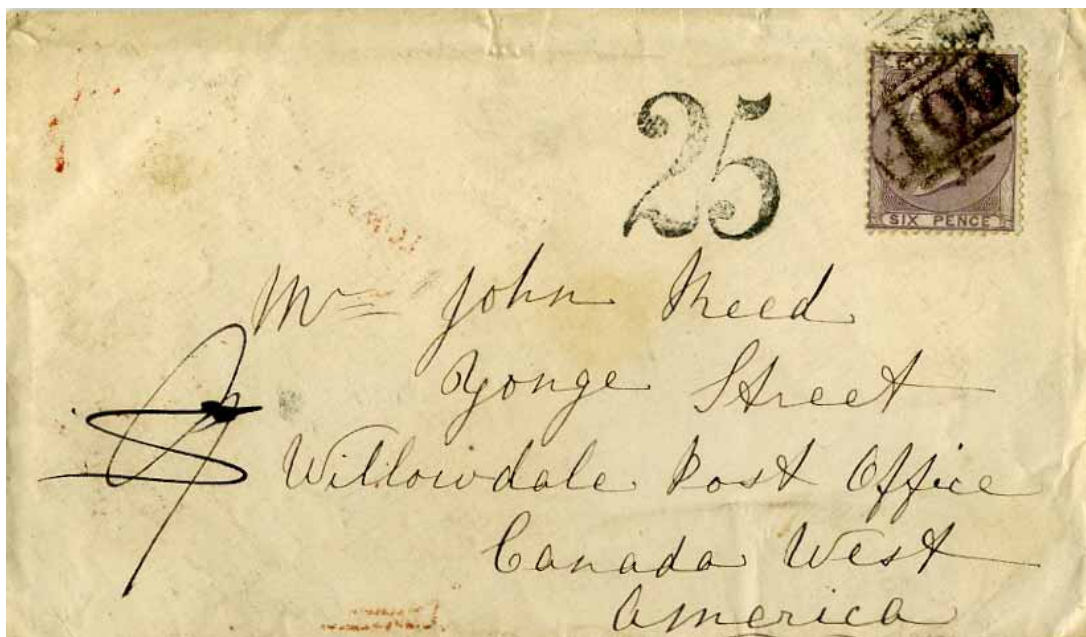
Large 25 applied at Toronto.



Antrim–West Gormley Corners (U C), forwarded to Markham, unpaid, 1839 4 d hammer, 1862.

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

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



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





## First packet principle penalized

Penalties for underpayment on letters to Canada were introduced 15 March 1859. For a few months, letters sent using the first packet principle, via British packet (8 d stg) when postage for Canadian packet service (6 d stg) was paid, were subject to the 6 d penalty. This was altered around November, so that only the difference, 2 d stg per half ounce, was charged.



London NW 11—Montreal, 26 May 1859. Postage of 6 d stg paid the Canadian packet rate; as there was no indication (other than the stamp) that this was to be sent by Canadian (rather than British) packet, the first packet principle applied, and in this case, it was sent by British packet, for which the postage was 2 d more.

It was treated as short paid, and the 6 d fine applied, making the total due of 8 d stg, which converted to 10<sup>d</sup>C<sup>y</sup> [Arnell D.20, known at Montreal 1854–8]. The <sup>o</sup>5 is a GPO claim mark, applied in Liverpool [Robertson M 59 variant], made up from half the the fine, 3 d, plus 2 d difference.

UK–Canada, mystery

What is this?



*Dublin–Quebec, 1861. Initially rated 10 d collect, which simply does not make sense (the rate by British packet was 8 d stg, which would have converted to 10 d cy—except that Canada had switched to decimal two years earlier). It should have been charged 8 d + 6 d short payment fine, converting to 29¢. The rate stamp to the left of the ten is possibly 30, which is at least close.*

## UK–Canada



Rochester (UK)–Quebec, 1862. Rated **25¢** collect [Arnell G.1, applied at Quebec?], made up of 6 d stg by Canadian packet plus a fine for underpayment of 6 d; this converts to 25¢ Canadian. Ms 4 represents the amount claimed for the GPO, 1 d of the packet rate, and 3 d (half) of the fine.



New Ross (Ireland)–Simcoe (Ont), 1868. Rated **25¢** collect (applied at Hamilton?), as above. The 4 handstamp is a leftover from the uniform 4 d period (26 days in 1839–40), probably applied at Dublin; it represents the amount claimed for the GPO, as above.



UK—Canada via British packet via US, underpaid



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

Undated double broken circle at Cwm-Avon, small red London datestamp on reverse, Liverpool L lozenge, and Ingersoll broken circle on reverse. The 10<sup>d</sup> (faint d above the numerals) applied at Liverpool [Robertson M 66, only noted 1852–54]. Bold 29 applied at Hamilton [small version of Arnell G.12].



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

Rugby duplex kills the single (check letters H K) and vertical strip of three (G K—G M). Straightline INSUFFICIENTLY STAMPED applied in U K, 29 [Arnell G.2] at Hamilton. Backstamped Hamilton and Niagara.

## UK–Canada



*Lairg (Scotland)–Quebec, 1862.* Rated 23¢ collect; the penny pink stationery contributed 1 d to the postage of 6 d stg by Canadian packet; penalty of 6 d added to 5 d underpayment, making 11 d stg due; this converted to 23¢.

LAIRG duplex with numeral 237.



*Double rate, London–Toronto, 1862.* Sent collect; double 6 d rate via Canadian packet, and 6 d fine, amounts to 1/6 stg due; this converted to 38¢ charged in Canada. It was originally rated 5¢ (domestic rate), but this was struck through.



## Canada–UK

Both found to be double, both carried by Allen.



Montreal–London, Canadian PKT datestamp, 1865. Rated  $12\frac{1}{2}\text{¢}$ , single Canadian packet rate to UK. Found to be double, and charged 6 d deficiency and 6 d fine, of which half went to Canada (hence the HALF FINE); large ms 9d, the amount due to Canada; total to be collected was 1/–.

Montreal Berri duplex; boxed short paid/half fine and CANADIAN PKT/1865 applied by ocean mail clerk. Ten examples of this handstamp have been previously recorded, all on short paid covers. Handstamp 1/– [Robertson m 80].



Quebec–England, 1873. Rated 6¢ (Allen rate after 1870), found to be double and charged 3 d deficiency and the now 3 d fine (of which half went to Canada). Ms  $4\frac{1}{2}$  due to Canada, struck through and replaced by 6 d due.

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



Short paid via British packet

1 d underpaid, charged 15¢.



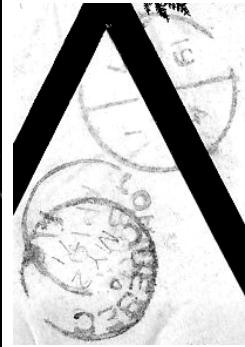
*London–Montreal, mistreated, 1867.* Rated 7 d paid in stamps; since there was no indication that the cover was intended to be mailed by Cunard (8 d) rather than Allan (6 d), the first packet principle should have applied, and the cover charged merely the underpayment, 1 d. However, it was regarded as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

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

London office numeral 48 (Shoreditch) kills stamps.

## Short paid from 1870

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



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

Mourning cover. On reverse, London broken circle, red Liverpool quartered datestamp [Robertson M 1, has been seen in red]. Red two-line straightline INSUFFICIENTLY STAMPED, applied at London.

Short paid



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

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



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

Ashford duplex, numeral 31. On reverse, Liverpool quartered datestamp in red [Robertson M1, has been seen in red]. Mourning cover.



## Too late & late fee

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

In the UK (but *not* in BNA), letters could be sent off after most of it had gone, for an additional fee, known as a *late fee*. The fees varied. See [MO] for more information.

## UK–Canada via US



Inverness (Scotland)–Montreal by forwarding agent 1825. Initially, *paid* 1/2½ stg at Inverness: inland postage to forwarding agents Messrs Davies & Bird, Merchts, Liverpool plus ½ d Scottish wheel tax. Carried by private ship to New York, where **SHIP** applied and charged 20¾¢ (2¢ incoming ship letter fee, the rest mileage to the Burlington/Highgate exchange).

This translated to 1/1 cy, to which 6 d, standard rate from the exchange to Montreal, was added. This made a total due of 1/7 cy.

Fancy scrolled TOO LATE applied at Inverness.

Too late, Canada–UK



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

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

UK–Canada



London–Frampton (c e), 1849. Paid  $1\frac{1}{2}^{\text{d}}$  stg, packet rate to interior of Canada. Arrived TOO-LATE G.P.O. for the day's mailing; made it to Liverpool the next day, arrival in Quebec, 4 July, missing the sailing.

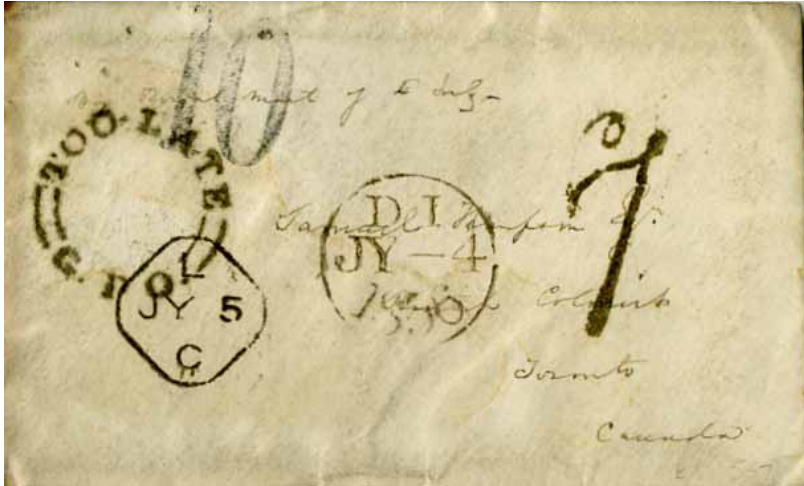
BROADWAY/WESTMINSTER straightline.



London–Port Talbot (c w), 1849. Received TOO-LATE G.P.O. (same handstamp as above). Charged  $1\frac{1}{2}$  stg,  $\frac{1}{4}$  cy, packet plus inland fee. Identical ratestamp sent to six Canadian offices.



Too late, UK–Canada



London–Toronto, 1856. Rated collect 10 d cy (applied in Canada), with 7 d stg claimed by Britain. Double broken circle TOO-LATE GPO applied in London.

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



London–Guelph (C W), first packet principle, 1861. Rated paid 6 d, rate via Canadian route, missed that ship, put on British packet via U.S., charged the difference, 2 d stg = 5¢.

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

UK–Canada

Posted since last night



*Edinburgh–Hamilton, 1866. Canadian packet rate of 6 d stg paid by stamp. POSTED SINCE 10 LAST NIGHT/ EDINR duplex 131, evidently a form of too late.*

Backstamped at Hamilton, 25 May.

## Late fees

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



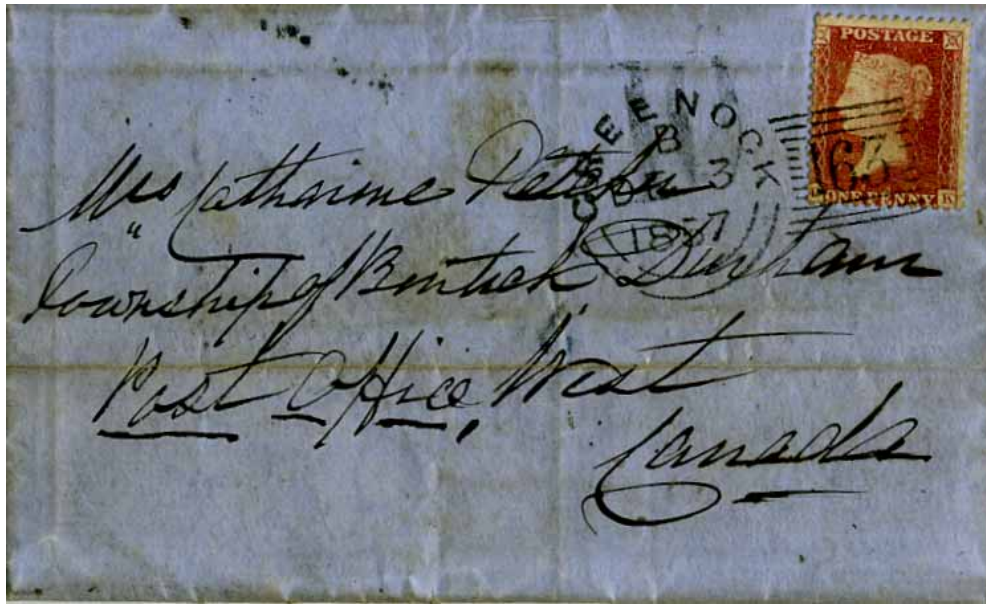
*Liverpool–Quebec, later late fee, 1851. Rated 1/2 stg transatlantic including 2 d stg BNA internal from port, plus 3 d late fee for arrival within half an hour of closing.*

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



UK–Canada

Probably with late fee (paid by penny red)



Millport–Bentinck (c w), 1857. Rated faint black (collect) 10 d cy, British packet.

Double broken circle Millport (reverse); Greenock numeral duplex; Liverpool double broken circle & small oval L dater. Bentinck circle (1857–61), earliest date by seven months, and is otherwise scarce.



Lombard Street (London)–Montreal, double rate, 10 May 1859. Rated initially with 1d stamp, then paid in cash red **IN** stg, double the 6 d rate ( $\frac{1}{2}$ –1 ounce), Canadian packet. Carried by Allen line, departing Liverpool 11 May, arriving at Quebec on the 22nd.

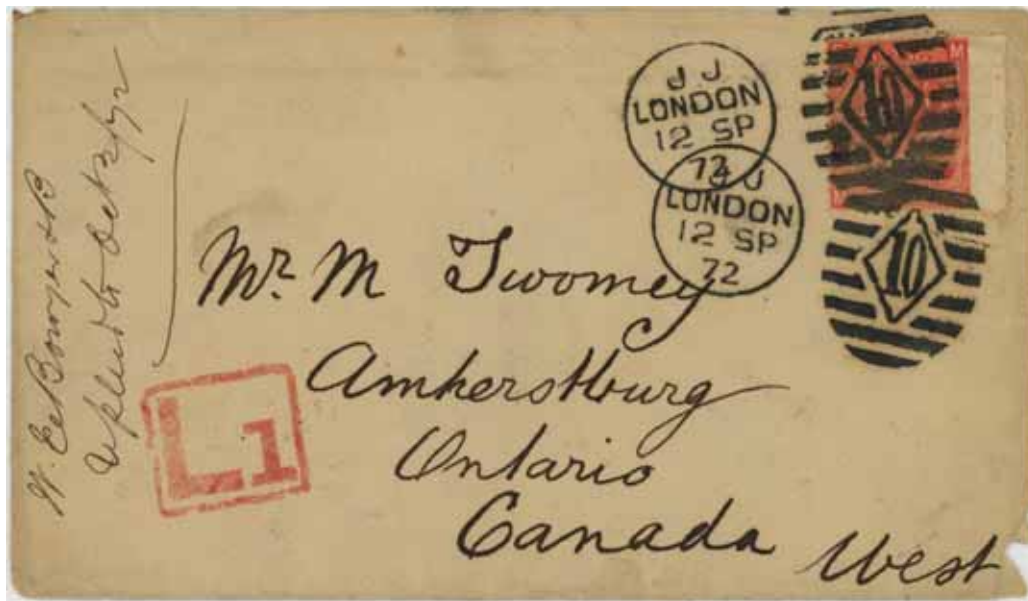
Numeral 51 in lozenge (London office; unlisted in eighth edition c b p); red small broken circle Lombard Street paid datestamp, usual Liverpool lozenge, and on reverse Montreal double broken circle receiver.

UK to Canada, late fee



London—St Catharines (c w), 1864. Rated double 6 d (Canadian packet) plus 1 d late fee.  
Number 2 in lozenge in horizontally-barred oval, apparently Finchley.

Canada–UK



*London–Amherstburg (Ont)*, 1872. British packet rate of 4 d, paid by stamp. The boxed **L1** handstamp means that it was eligible for the 1 d late fee, but as this was not paid, it was regarded as too late for the mail.



Printed matter

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

PRICES CURRENT OF AMERICAN PRODUCE,									
LIVERPOOL, 9TH MONTH (SEPTEMBER) 7TH, 1849.									
GRAIN AND FLOUR.									
DUTIES—1s. per Quarter on Grain—1d. per Cwt. on Flour and Meal.									
WHEAT.....	70lbs.	s	d	s	d	FLOUR, Western Canal.....	4	Barrel.	23 0 .. 23 0
White Genesee.....		7 0 ..	7 3			Philadelphia.....	23 0 ..		23 6
High Mixed ditto.....		6 2 ..	7 0			Baltimore.....	23 6 ..		24 0
Prime Ohio, &c.....		6 3 ..	6 6			New Orleans.....	23 6 ..		24 0
Mixed ditto.....		5 9 ..	6 3			Ohio.....	24 6 ..		25 6
Good Red, United States.....		5 0 ..	6 3			Montreal, Superfine.....	23 6 ..		23 6
Inferior ditto.....		5 6 ..	6 0			Ditto Extra.....	24 0 ..		24 6
Prime White, Upper Canada.....		none.				Sour.....	18 0 ..		23 0
Good Mixed ditto.....		none.				Irish Meal.....	13 6 ..		14 0
Lower Canada Red.....		none.				Oatmeal, Canadian.....	4 20lbs.	21 0 ..	22 0
INDIAN CORN.....	480lbs.	s	d	s	d	Prime Yellow.....	23 6 ..		28 0
Prime Yellow.....		23 6 ..				" White.....	24 0 ..		25 0
" Mixed.....		24 0 ..				Inferior.....	21 0 ..		25 0
OATS.....	40lbs.					OATS.....	40lbs.		none.
BARLEY.....	50lbs.					RYE.....	50lbs.		none.
PEAS.....	50lbs.					PEAS Canadian.....	50lbs.	27 0 ..	28 0
" Black-eyed.....	480lbs.					" Black-eyed.....	480lbs.		none.

Arrivals and Exports from the 28th August to the 2nd September, 1849, inclusive.



Prices current with newspaper imprint, 1849. With printed 1d revenue tax stamp, allowing it to be sent as a newspaper; charged 1d printed matter rate in Canada. Rate mark applied in Canada.

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



UK—Canada,  
newspaper

Complete newspaper, Kin-  
sale (Cork County, Ire-  
land)—Grand River (York  
County, U C), 1844.

With red printed  
1d revenue stamp (re-  
quired for publish-  
ers to be eligible for  
the otherwise free  
newspaper rate), no  
postage to B N A.

The Constitution: or,  
Cork Advertiser. One half  
column on the front  
page devoted to ship  
departures.

*Handwritten:* The Constitution  
Cork Advertiser  
No. 1000  
Price 6d  
S. A. 1844  
A single paper 6d

*Handwritten:* The Constitution  
Cork Advertiser  
No. 1000  
Price 6d  
S. A. 1844  
A single paper 6d

JAN 22, 1844.

# ADVERTISER.

## AUCTION OF SUGARS AND COFFEE.

ROBERT CARR and Co. will offer for Sale, on  
TUESDAY, the 27th inst., at One o'Clock, at  
their Store, Merchants Quay,  
40 Hhds. } Jamaica Sugars.  
20 Tics. } Mauritius do.  
100 Bags }  
10 Tics. } Jamaica Coffee.  
20 Brls. }  
(430)

## TEA—FLAXSEED.

N & J MURPHY & CO have 500 CHESTS  
OF TEA, of various descriptions which they will  
dispose of on moderate terms, to please Sales.  
Also a Cargo of Prime FLAXSEED just arrived.  
Morrison's Island, Feb. 17.  
(397)

## PRIME DEVONSHIRE CIDER.

J. TOMKINS will have this day a Cask of  
and Nanny, a Cargo of CIDER, of the very  
best quality.  
Wine & Spirit Merchants, Cork, Feb. 20, 1844.

## IMPERIAL PARLIAMENT.

HOUSE OF LORDS—MONEY.  
THEIR LORDSHIPS met at Five o'Clock.  
GAMING TRANSACTIONS (WITNESSES' IN-  
DEMNITY) BILL.

The Duke of RICHMOND moved the second read-  
ing of the Bill to indemnify witnesses giving evidence  
before a Committee of their Lordships' House on the  
subject of gaming. It had been found impossible to  
make a searching inquiry into the subject of gaming  
without having the evidence of persons who had been  
implicated in gaming transactions. It could not be ex-  
pected that men would willingly give evidence on the  
subject while their testimony might render them liable  
to civil actions. He felt that the result of this inquiry  
would at once dissipate the erroneous views taken in  
some parts of the country, that the object of this Bill  
was to save rich persons only from the effect of gaming  
actions. Unfortunately, there was a great deal more  
gaming amongst the poorer classes than there was  
even amongst the rich. His object in bringing this  
Bill before their Lordships was to secure such evidence  
as would enable their Lordships to legislate on the

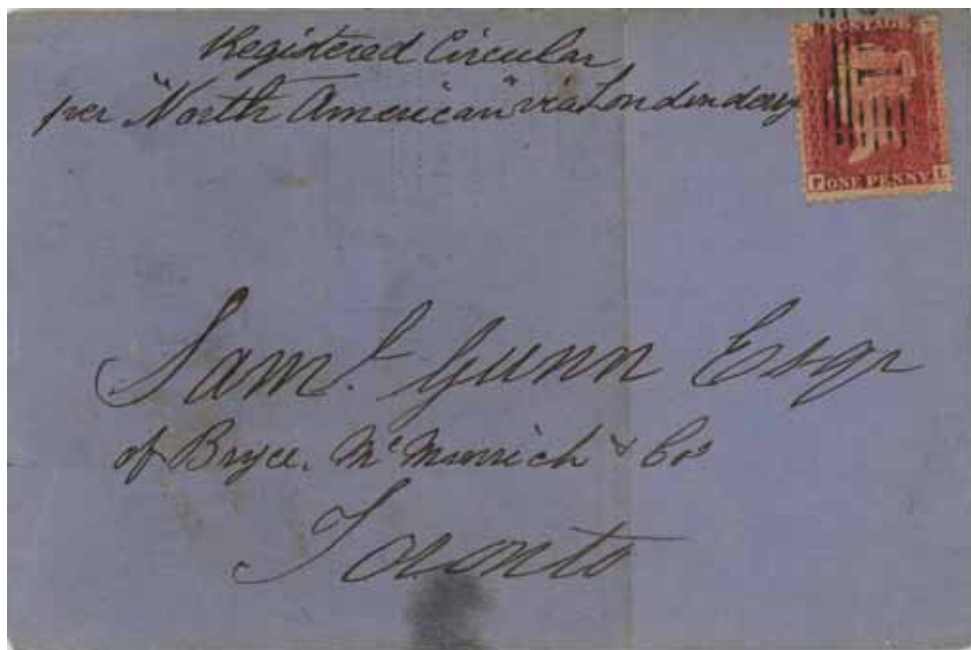
S. A. 1844  
A single paper 6d

Mr. HORSMAN rose and said, that he felt it his  
duty, as an English representative, to enter his protest  
against the policy which her Majesty's Government  
had pursued with regard to Ireland. The right hon-  
gentleman told them of one practical result which had  
already followed, namely, that peace was restored to  
Ireland. It was a peace like a sort of smothered rebel-  
lion. (Hear, hear.) As the Noble Lord said, they had  
Ireland by military occupation. They had set in  
peace as long as there was peace in Europe  
—(Hear, hear.)—as long as they were in a state  
of quiescence, but the moment a move was made, the  
moment a shot was fired, they would fall in pieces.—  
(Cheers.) If they continued their present policy to  
Ireland, they must play the coward at home, and truckle  
to France and America. (Hear.)  
Mr. SIDNEY HERBERT said that as an Irish pro-  
prietor, taking a very deep interest in the welfare of  
that country, he must express his regret at the tone and  
manner in which this question had been submitted.—  
(Hear, hear.) He did hope, when he saw the announce-  
ment of this discussion in the paper, proceeding, as it  
did, from the noble lord for whose statesmanlike quali-  
ties no man in that House entertained more sincere re-  
spect than himself, that Ireland would not again be  
made the battlefield of party. (Hear, hear.) If he  
had conceived that the course proposed by the noble  
lord was calculated to benefit Ireland, no party ties or  
personal predilections would have prevented him from  
stating the opinions which he entertained. (Hear, hear.)  
The noble lord had attacked the Government for their  
conduct in the disposition of their patronage. Now he  
(Mr. H.) must admit that there was no great enthu-  
siasm in Ireland in favour of the Government. (Laugh-  
ter.) But they must look to what was the nature of  
popularity in Ireland. There was nothing easier for a  
Government than to attain popularity in Ireland. They  
had only to throw themselves unreservedly into the  
hands of one or other of the extreme parties, and they  
would be supported by the shouts of exultation on the  
one side, and by the silence of terror on the other. Such  
popularity was inconsistent with his notion of an im-  
partial Government. (Hear, hear.) The Government



## UK–Canada, circular

In this context, *registered* means considered a circular by the GPO.



*D. Bannerman*  
31 Oct 1860

Edinburgh–Toronto, 1860. Printed matter rate paid by penny red. Edinburgh 159 killer. *Registered circular per North American via Londonderry.*



Liverpool–Kingsville (cw), 1861. Printed matter/circular rate paid by penny red. Large <sup>d</sup>1 is a claim mark (for British rather than Canadian packet) applied at Liverpool.



UK-Canada



Liverpool-Montreal, double, 1863. Charged 2 d rather than the usual 1 d. Per Bohemia.

JOHN BINGHAM & CO.'S Registered Grain Circular.

LIVERPOOL, 28TH JULY, 1863.

PRICES CURRENT.				
<b>WHEAT</b>				
U. States and Canadian White .....	100 lbs.	9 3	10 10	
Do. Red Winter, .....	"	8 7	9 0	
Do. " Spring (Chicago and Milwaukee) ...	"	7 9	8 5	
Do. " " Amber Iowa .....	"	8 6	8 10	
Canadian " .....	"	8 6	9 0	
California .....	"	10 0	10 9	
<b>BARLEY:</b>				
Malting.....	60 lbs.	...	...	...
Feeding.....	"	3 2	4 3	
<b>PEAS:</b>				
Canadian .....	504 lbs	33 0	34 6	
Baltic .....	"	...	...	...

UK-Canada



*Ledbury (Herefordshire)*—*Montreal*, 1860s. Partial newspaper wrapper uprated 2 d, with illustration of Watercress Billy. *Ledbury* #446. Two strikes of unclear *Montreal* octagon, which I haven't seen before.



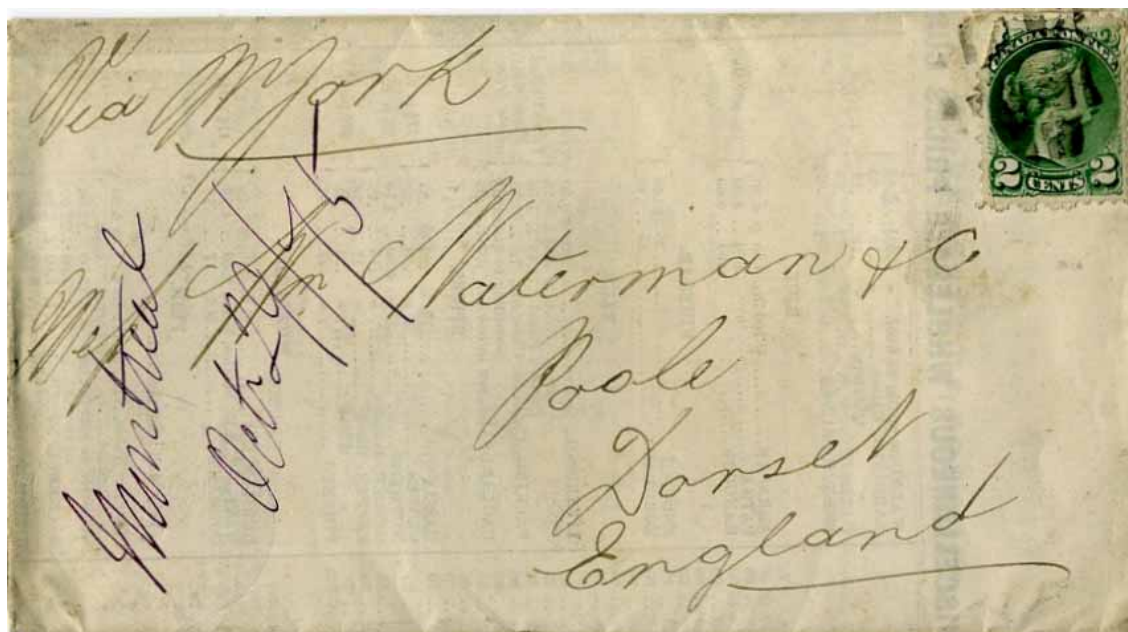
*Liverpool—London (Ont)*, 1870. Folded letter sheet with prices current.

<b>ROBERT CROOKS &amp; CO.'S PRODUCE PRICES CURRENT.</b>					
Registered for Transmission Abroad.			LIVERPOOL, THURSDAY MORNING, 2ND JUNE, 1870.		
<b>WHEAT</b> (duty free.)	s. d.	s. d.	<b>BEEF</b> (duty free.)	s. d.	NEW. s. d.
Med, American, No. 1 Spring.....per 100 lbs.	8 8 @	9 2	U.S. India, & Ex. India Mess } per ton, of 336 lbs.		
" " Canadian " " " "	8 11	9 3	India Mess .....}	120 0	122 6 145 0
White " " " " " "	9 6	10 0	Extra Prime Mess .....	105 0	— 117 6
Red Winter " " " " " "	9 0	9 6	Prime Mess .....	95 0	— 107 6
Californian " " " " " "	9 6	11 0	<b>PORK</b> (duty free.)		
Chilian " " " " " "	9 5	9 9	Prime Mess, Fine .....	102 6	— 105 0
Australian " " " " " "	...	...	" " Western .....	102 6	— 102 6
<b>FLOUR</b> (duty free.)			<b>BACON</b> (duty free.)	per cwt.	
Extra State .....per btl. of 196 lbs.	21 6	— 22 6	Short Middle, boneless .....	67 0	— 68 0
Philadelphia and Baltimore " "	22 0	— 22 6	" " rib in .....	64 0	— 64 6
Ohio " " " " " "	22 6	— 25 0	Long Middle, boneless .....	63 0	— 64 0
Canadian, superior Extra .....	26 6	— 27 6	" " rib in .....	61 0	— 62 0
" " Extra Superfine .....	25 0	— 26 0	Streaked Cut, & others .....	63 0	— 66 0
" " Fancy .....	22 6	— 23 0	Cumberland Cut or pickle .....	57 0	— 60 0
" " No. 1 Superfine .....	21 9	— 23 0	Shoulders, in salt or pickle .....	47 0	— 48 0
Sour and Heated .....	21 0	— 23 0	<b>HAMS</b> (duty free.)		
			In Salt, long cut .....	...	...

UK–Canada and vice versa



Liverpool–Montreal, 1875. Penny red pays the circular rate abroad.



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



## Free mail

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

### Free UK–Canada, charged in Canada

Possibly the earliest known *envelope* UK to Canada. Charged double (for the enclosure) at Halifax. (Up to 1844, in BNA, envelopes were charged additionally for their enclosure, but not in UK after 1840.) Had it not been sent free, it would have been charged an additional packet of rate (1/–stg).



Early transatlantic envelope, charged for enclosure, free from England, January 1840. Early in reform period; no UK postage, but charged double rate (for the letter as enclosure), Halifax–Toronto (1301–1400 miles, 2/9 cy) within the period November 1839–March 1840, when full inland BNA rates applied.



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

No. 138/a.

D94789

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

QUESTIONS.	ANSWERS.
From what Regiment, at what time, and at what rate of Pension were you admitted a Pensioner? .....	1 <sup>st</sup> Miltien Battalion 25 <sup>th</sup> July 1821.
Where were you born? .....	at Sea.
When, and at what place were you attested? .....	About the 25 <sup>th</sup> of June 1805 at Mullingar. Ireland
How old were you at the time of your enlistment? .....	18 years.

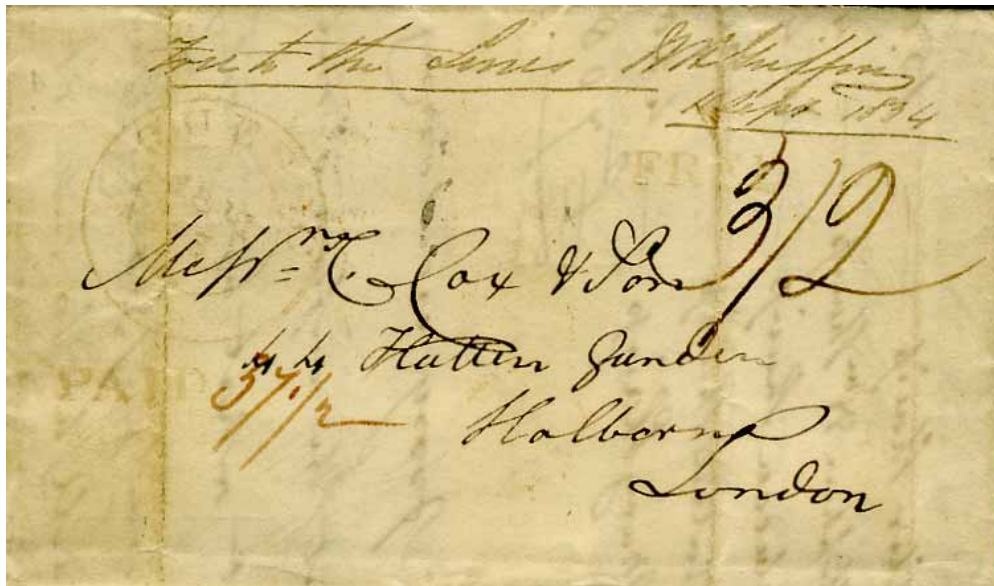
Free UK–Canada



Office of the Paymaster of the Civil Service—Toronto, August 1854. Postage attributed to Government office, but 1 d claim to Canada noted at Liverpool.



## Canadian free franking



*Free to the lines*—Canadian postmaster's perquisite, Quebec–London via US, 1834. Ms (faint) *Free to the lines* (meaning to the US border) with faint **FREE** handstamp; prepaid double (one enclosure) US rate 150–400 miles, **PAID 37½¢**, and charged 3/2, double 1/7 ship letter (8 d plus 11 d to London from Liverpool).

Faint **QUEBEC** double circle; on reverse, boxed Liverpool Ship Letter [Robertson s 13, known 1834–38] and London receiver.

## Money and registered letters

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

British money letter, Canada to United Kingdom

*Montreal October 26 1829*



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

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

Common single arc Greenock datestamp; straightline Greenock ship letter [Robertson s 12, 1827–33]; wheel tax handstamp applied at Greenock; two-line Paisley straightline.

*Supposed Money Letter*



## Registered in UK, money letter in Canada

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



Hounslow–Tuckersmith (Huron District, c w), 1850. Ms *Registered*. UK had no protocol for registered letters to BNA; I suspect 2/– in stamps pays double the 1/– packet rate and the 6 d registration fee was paid in cash [while rare, this does occur in UK].

On arrival at Hamilton (based on the colour of the handstamps) struck twice with standard issue **MONEY LETTER** straightline.

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



## Registered, UK to Canada

Owing to confusion at the GPO, registration to Canada was not authorized until 1857. Nonetheless, several such covers exist in 1856.



Very early registered cover UK–Canada in the registration period, Belper–Montreal, 15 August 1856. (Registered UK covers to Canada are known in the latter's money letter period.)

Rated 6 d stg to Canada by Canadian steamer (Allan Line), and 6 d registration fee. The large red ms 1 indicates the amount in sterling to be credited to the Canadian post office.

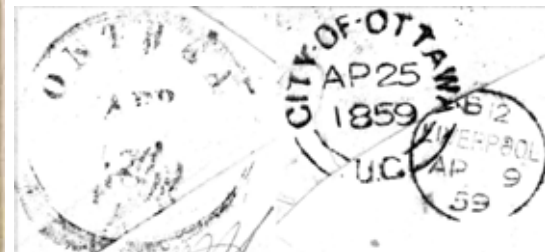
Mailed from **BELPER** (in green; on reverse), where the stamps have been cancelled with a 64 grid; thence to DERBY and LIVERPOOL.



London–Ingersoll (c w), 1859. Rated 8 d by British steamer plus 6 d registration. Crown registered and orange oval handstamps applied at London.



Irvine (Ayrshire, Scotland)–Ottawa, 1859. 6 d by Canadian steamer (*Debited 2<sup>d</sup>*) plus 6 d registration.




Registration receipt, UK–Canada

**No. 22** **REGISTERED LETTER.**

**Received** this *4<sup>th</sup>* day of *Nov* 185*8*

a Letter addressed *Mr John West*  
*Beachville*  
*County of Oxford*  
*Upper Canada*

 **Postmaster, or Letter Receiver's Signature.**  
*[Signature]*

Office Stamp.

Registration receipt, Market-Weighton–Beachville (c w), 1858.



## Crown registration handstamps



Lombard Street (London)—St Catharines (Ont) 1859. Rated 6 d registration and 8 d to Canada via Cunard. London crown registered handstamp. Small *REGISTERED* may have been applied at St Catharines.



Same correspondence, 1860. Only registration number on reverse.



Same correspondence, 1863. Registration 6 d and Canadian packet 6 d. Wing margin.



## Registered UK–Canada, Allan vs Cunard, part 1

Allan line carried mail direct to Canada, while Cunard carried it to New York, whence it came to Canada in a closed bag. Postage for Allan line routing was 6d per half ounce, while that via Cunard was 8d (1859–68). The latter was supposed to be faster, but both covers below, from Lombard Street (in the City) to central Canada, took about fifteen days.



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

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



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

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

## Registered UK–Canada, Cunard

Registration was 4 d from 1 February 1866–31 December 1877.



Double, Lombard Street (London)–Iberville (Que), 1867. Rated 4 d registration and  $2 \times 8$  d via Cunard.

Double circle MONTREAL·POST·OFFICE C.E, known 1867–8.

Double broken circle ST-ATHANASE. L.C. – (basal dash), known 1857–82.



## Registered UK–Canada, Allan vs Cunard, part 2

Transatlantic letter rate to Canada was 3 d by Allan and 4 d by Cunard, 6 January 1870–30 September 1875; both dropped to 2½ d on 1 October 1875.



Double, Allan line, Stoneycroft–Hereward (Ont), 1873. Rated 4 d registration and  $2 \times 3$  d via Allan Line.

Carried by *Polynesian*, arrived in Portland (winter port) 24 December; at destination two days later. Stoneycroft thimble, double circle Liverpool registered; backstamped Garafraxa and Fergus (Ont).



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

Ringwood circle duplex with (inverted) numeral 644, oval steel London registered dater, on reverse faint double circle Liverpool registered dater, registered dater box and circular datestamp.

REGISTERED G.W.R. and G.W.R SARNIA-BRANCH RPO markings of the Great Western Railway.



## Registered UK–Canada, Allan vs Cunard



Single, Allan line, Lampeter–Hamilton, 1873. Rated 4 d registration and 3 d via Allan Line. Liverpool double circle registered datestamp on reverse. Lampeter #434.



Single, Cunard, Lombard Street–Ottawa, January 1875. Rated 4 d registration and 4 d via Cunard.



Misrated, mourning, Glasgow–Ottawa, November 1875. Letter rate dropped to 2½ d (either carrier); overpaid by half-penny.

## UK–Canada



*Lombard Street (London)–Sunnyside (MB), July 1875. Rated 4 d registration and double 3 d via Allan Line. Liverpool double circle registered datestamp on reverse.*

Manitoba became a province in 1870. Sunnyside was covered by the first treaty between Canada and First Nations. It was not incorporated until 1880.



## Registered mail from Canada to UK

Although UK implemented it domestically in 1840, registration between Canada and UK was officially not available until 1856 (the first cover here is dated 1855!). Canada to UK registered mail is rarely seen pre-1880, while the reverse direction is somewhat easier to find.



The year 1855 is visible.

Port Hope to London, November 1855. Straightline **REGISTERED** applied at Toronto, crown **REGISTERED** at London (or Liverpool). Normally, registration fee was not marked in Canada, but prepayment of it was indicated by the registration handstamp. Canadian domestic registration fee at this time was 1d cy, but there were no protocols for the registration to UK (in 1856, it became 6d stg). Charged 6d stg UK registration fee at London.

British packet postage prepaid **PAID 8 d. Stg.** [Arnell D.1] **10 d Cy** [D.23].



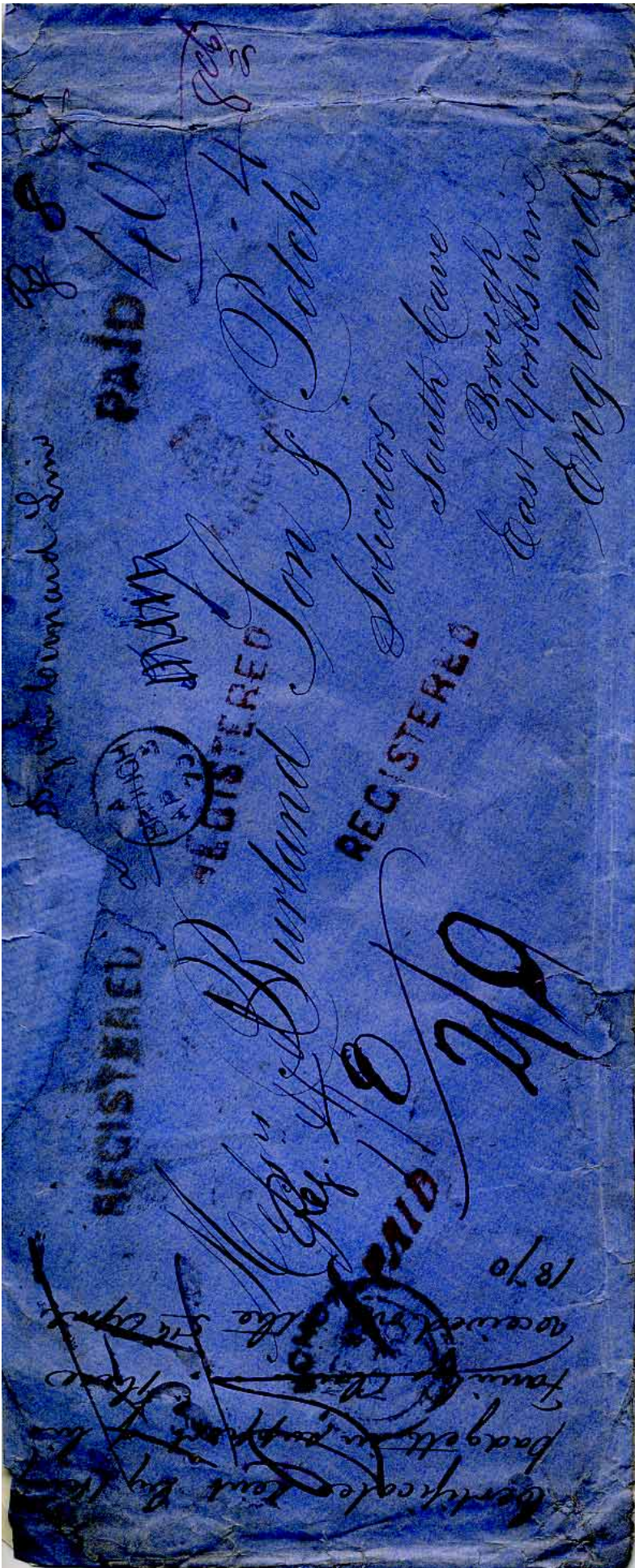
Kirkwall (UC)–The Grove (Dumfries, Scotland), 1858. Ms **Paid 7½ Cy** (Canadian packet rate to UK). **REGISTERED** applied at Kirkwall (same colour ink). The 6d stg registration fee should have been paid there, but apparently wasn't. Charged 6d at Liverpool (the rate stamp is very similar to Robertson M 62).

The crown registered handstamp was probably applied at Liverpool (several cities used this seriffed version).



## Registered Canada–UK

Few such covers exist



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

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



Registered Canada-UK

Double rate Allan packet, Toronto-Ballymote (Ireland), 1875. Rated 20¢ (8¢ registration to UK and double 6¢ per half ounce via Allan line).

Red circle PAID DERRY COL PACKET [Robertson p 1, 1862-75; under Londonderry]. On reverse, red octagon Dublin registered, and Ballymote circle.

July 21. 1875

M<sup>r</sup> Ellor (Duke)

With Power of Attorney  
from her daughter

Marg. Jane Keith

NO 75  
ONT  
TORONTO

REGISTERED

Dermott Duke Esquire

New Park

Ballymote

County Sligo

Ireland

PAID  
DERRY  
JUL 20 75  
COLLINS

