

# Mail between Canada & US (to 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>

Older ones (which will be updated):

- *Mail between United Kingdom and BNA* <https://www.rfrajola.com/mercury/DHE1.pdf>, <https://www.rfrajola.com/mercury/DHE2.pdf>, <https://www.rfrajola.com/mercury/DHE3.pdf>, and <https://www.rfrajola.com/mercury/DHE4.pdf>
- *Money letters and registration in BNA* <https://www.rfrajola.com/DH/DHRegistered.pdf>, and [rfrajola.com/mercury/DHReg.pdf](https://www.rfrajola.com/mercury/DHReg.pdf)
- *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 UPU* [rfrajola.com/DH/DHCanadaExternalMails.pdf](https://www.rfrajola.com/DH/DHCanadaExternalMails.pdf)

Planned

- *Newfoundland postal history, 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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# Mail between US & Canada (to 1875)

**C**ANADA means what was initially small parts of what is now Ontario (Upper Canada [U C], Canada West [C W]) and Quebec (Lower Canada [L C], Canada East [C E]), together with the other provinces post-1867. Here we discuss the postal history of cross-border mail between Canada and the US from the beginning until about 1875. For a brief summary of Canadian history and domestic postal history, see [HDOM].

## Introduction

For most of the 18th century, there was almost no mail between the Canadian colonies and the American colonies, and what mail there was, was almost certainly carried privately. This was exacerbated by the Revolutionary War. In 1792, a postal convention between the US and Canada (at that time consisting of Lower Canada—a tiny portion of what is now Quebec—and the newly-formed [1791] Upper Canada—a miniscule portion of what is now Ontario) was agreed to. Roughly speaking, the procedures and methods of constructing the rates remained (more or less) constant until 6 April 1851, when a treaty between US and what was then Canada came into effect.

The exhibit is divided into two large pieces, covering 1792–1851 and 1851–75 respectively, with a few pages on the pre-1792 period. One of the foci in the 1792–1851 section is the exchange offices. These were offices on either side of the border between which mail was transferred from one postal system to the other. Some, such as Windsor-Detroit, were over land, others, such as Kingston-Sacketts Harbour/Cape Vincent were over water. From 1817, some of the over-water exchanges (all in Upper Canada/New York State) charged an additional fee, known as *ferriage*; this mostly terminated in 1837.

## Pre-1792

This section is very brief, because of the lack of covers. There was no official means of getting letters from Canada to the American colonies/US or vice versa, so they were carried privately.

## 1792–1851

This section is largely ordered by exchange points, beginning with the earliest one, the exchange on the Lake Champlain/Hudson River route.

*Lake Champlain route* (Sometimes referred to as the Burlington/Highgate exchange.) US exchange offices include Burlington, Highgate, Swanton (all in Vermont) and Champlain, Whitehall (New York), all within a stone's throw of each other. On the other side were St John's (L C) and (briefly as an exchange point) Philipsburg (L C). There were special rates between Montreal and this exchange. Since Montreal was the biggest city in Canada (until 1970) both in population and commercially, there is relatively a lot mail that passed through this exchange. It was in operation by 1795.

*Stanstead-Derby Line* Also known as the *Eastern route*. Stanstead (L C) and Derby Line (Vermont) were the primary offices involved. This mostly dealt with local mail. It seems to have begun in 1820 or 1821.

*Queenston-Lewiston* There may have been cross-border transfer of mail here before the War of 1812, but I don't know of any evidence. The earliest example is dated 1817 [P], and also shows the earliest *ferriage* charge. This was the primary route to York/Toronto until the 1840s, so there was relatively heavy use.

*Niagara-Youngstown* Known from 1820, it terminated in early 1831 [P, 154] (most mail that otherwise would have gone through here being processed at Queenston-Lewiston). Evidence suggests that it only began charging *ferriage* in late 1829.

*Fort Erie-Buffalo* An example is known in 1831 [P, 156] although it was also processed at Queenston. The existence of *ferriage* is perhaps verified by an 1835 letter [op. cit., p 189].

*Kingston-Sacketts Harbor/Cape Vincent* Two US exchange points, both in New York. The largest of a number of exchanges over the St Lawrence River. Earliest cover showing the crossing is dated 1817 and earliest with *ferriage* (3 d) is 1820.

*Prescott-Ogdensburg* Dates from 1822, with ferriage (2 d) imposed from 1830.

*Cornwall-Fort Covington* Possibly unofficial, from 1835; a possible example, likely from the 1820s, is shown in this exhibit. Some examples are known with ferriage.

*Brockville-Morristown* An 1845 example is shown in [p, 125].

*Windsor-Detroit* Known from 1844 (and it can't be any earlier, because this was the year of opening of the Windsor post office). It may have been preceded by Sandwich-Detroit, of which a 1798 example is shown.

*Toronto-Buffalo* (?) The Toronto postmaster was acknowledged as an agent of the US Post Office in the 1840s, and Buffalo, across Lake Ontario, is the logical exchange point.

There are some other, perhaps unofficial, exchange points, but mail showing them is rare.

## 1851–75

This portion of the exhibit is organized more or less chronologically. There is less emphasis on the cross-border points, in part because they are not as significant, and the number of them increased dramatically. On 6 April 1851, the province of Canada acquired control of its post office, and a treaty between US and Canada came into effect. Among other features, there was no longer a subdivision of rates into Canadian and US domestic, but a single fee of 10¢ or 6 d currency per half-ounce between any point in Canada and in the US, except if the US mileage exceeded 3000, in which case the rates were 50% more. They could be fully prepaid or totally unpaid (collect), but partial payment was not recognized. These were subsequently modified, but the principle, that the rates and procedures be symmetric and did not depend on domestic rates, remained in effect. There is more on this in the corresponding rates section.

A consequence of the treaty was the use of *exchange markings*. A letter from Canada to the US (if not in a closed bag), would be stamped at the Canadian exchange point with a marking reading CANADA, possibly with other information (such as the rate in US cents, or *paid*). For mail in the other direction, the exchange marking was applied at the US exchange office, and read US or equivalent, again possibly with extra information, such as the Canadian rate. There were numerous different markings, and some examples are shown below. It is an interesting game to attribute the markings to the appropriate offices.

As time progressed, fewer and fewer cross-border covers were hit with exchange markings. The latest I've seen is 1873. Those without the marks were likely carried in closed bags.

Registration was introduced in each country in 1855, but cross-border registration was not possible until late the next year. From US to Canada, examples are almost nonexistent in the 1850s, becoming increasingly available (but still not common) by the mid-1870s. Canada to US is merely rare, becoming scarce later on (and common by 1880).

In July 1867, Canada became independent, and incorporated Nova Scotia and New Brunswick. The most significant consequence was that Canadian rates and procedures were adopted by NS and NB. There were no significant rate changes. Similarly, Manitoba (as a postage stamp-size province) joined in 1870, British Columbia in 1871, and PEI in 1873.

On 1 April 1868, there were extensive rate changes, and some services were introduced. Compulsory use of stamps, both domestically and on letters to the US, only occurred in October 1875. Prior to that, the postage could be paid in cash or stamps (but not mixed), or be fully unpaid.

## Rates 1792–1851

For letter mail, the rates were the sum of the domestic rates within each of US and Canada (with some exceptions). Canadian domestic rates are given in the table in [HDOM, p 5]. The same reference also has a discussion of the currencies involved, and the rates of conversion. US rates are given in Boggs [B] and many other sources. Letters from Canada to US had to be prepaid to the lines (the border, usually to an exchange point), and full prepayment of the US postage was optional. This was modified: for the period 15 November 1847–14 May 1849, US postage could not be prepaid in Canada except by US stamps (creating all sorts of extreme rarities). Also, from 15 May 1849, compulsory prepayment of domestic postage on letters to the US was dropped.

*Canadian rates for the Lake Champlain route (Burlington/Highgate/ . . . exchange)* For the busiest exchange, there were special rates to or from Montreal or Quebec. The rates between Montreal and the exchange point were: 7 d (December 1795–September 1811), 9 d (17 May 1815–30 April 1819), 6 d (1 May 1819–3 March 1837), and 4½ d (4 March 1835–5 April 1851). The War of 1812 caused an interruption.

For mail between Quebec and the exchange, the rates were 11½ d (1795–1812), 1/– (1815–37), and 11 d (1837–51, although examples later in this period show 11½ d). For most other points in L.C., mail that went through this exchange was charged 1 d plus the usual mileage rate. This last seemed to have been dropped by 1837.

From the U.S. to Canada, prepayment to the lines was optional; payment of the Canadian postage was not possible until 15 May 1849. In all cases, the prepaid postage had to be *fully* prepaid. Partial payment was not accepted, and if it occurred was not credited to the amount due.

Multiples were handled identically in Canada and the U.S. until 5 January 1844. A single sheet, no matter what weight, was charged a single rate. Multiple sheets (e.g., one enclosure) weighing more than an ounce were charged per quarter-ounce (that is, the single letter rate was multiplied by the number of quarter-ounces). Multiple sheets but cover weighing less than an ounce was charged per sheet up to a maximum of four. On this date, Canada switched to *per half-ounce*, but this did not occur in the U.S. until about a year later. (Finding examples with different multiplicity schemes in the interim period is difficult, since the vast majority of letters were single.)

Rates for printed matter were not available until 1827. They were 1 d cy or 2¢.

*Ferriage* Commencing at least as early as 1817, a letter crossing the border over a river at some offices in Upper Canada/New York State (in either direction) was charged a flat additional fee of 2 d or 3 d, known as *ferriage*. This is known at the following exchanges

- Queenston-Lewiston, 2 d, from 1817
- Niagara-Youngstown from 1829, 2 d, but the exchange only lasted until early 1831
- Kingston-Sacketts Harbor/Cape Vincent, 3 d from 1829 (no ferriage on an 1827 example)
- Prescott-Ogdensburg, 3 d from 1830 (no ferriage on an August 1829 example).

The earliest known (at the moment) official notice concerning ferriage is an 1829 departmental order, effective February 1829, asserting that ferriage is to be charged 2 d at Queenston-Lewiston and Prescott-Ogdensburg [s, p 28]. All (of the few) examples of the latter show 3 d if ferriage was applied at all. This order is often cited as indicating the beginning of ferriage, but we know it existed much earlier. I think it was more likely a formalization and partial clarification of what was already in place.

On letters terminating at an exchange point at which ferriage was charged, ferriage *was* charged, but not the postage of the destination country.

Ferriage was dropped on 5 March 1837 [s, p 33], except for letters terminating at exchange points. Ferriage completely ceased in 1851, probably earlier.

*Free franking* Postmasters were permitted (up to a point) free franking privileges. However, this applied only to postage within their own country. There is an 1820 exception to this (there are *always* exceptions).

*Coloured ratemarks* It is frequently written that red meant (pre-) paid and black meant collect (and what about blue?) You can believe this if you want, but I don't rely on it.

## Rates from 1851

As of 6 April 1851, letter mail rates on letters between Canada and the U.S. travelling under 3000 miles within the U.S. were 6 d cy or 10¢ per half-ounce, prepayment optional. For letters over 3000 miles, the rates were 9 d or 15¢ per half-ounce. In July 1863, the 3000<sup>+</sup>-mile rate was removed. Partial payment was ignored (so a double letter from U.S. to Canada prepaid 10¢ would be charged 20¢ with no credit being given for the 10¢ already paid). In 1859, Canada converted to decimal currency, and the Canadian rate became 10¢ per half-ounce. Prepayment could be in stamps or cash, but not mixed.

On 1 April 1868, the Canada–U.S. rates (in either direction) became 6¢ per half-ounce if prepaid, and 10¢ per



half-ounce if collect, and partial payment was ignored. On letters from Canada, stamps were not required until October 1875.

*Registration* This began domestically in both countries in 1855, but was unavailable to the other country until October 1856. In the interim, on letters from Canada, registration was available to the exchange point at the domestic registration fee of 1 d. On letters from the US in this period, I have no idea what happened (registered letters from US to Canada are exceedingly rare in the 1850s).

Beginning October 1856, registration on letters from Canada to US was 3 d (domestic registration was 1 d), converting to 5¢ in 1859. It remained at this rate until October 1920, with the exception of one month in 1888. The other way around was 5¢ for most of this period (check).

Registration had to be prepaid, and it was possible to have the letter rate paid in stamps and registration in cash (on letters from Canada) or other combinations. Prepayment of the letter rate on registered mail from Canada was required from 1 April 1868.

## Exchange markings

Following the Canada-US agreement effective 6 April 1851, these were applied to letters between US and Canada at the outgoing exchange point, with the name of that country, and often with the rate of the other country included. Thus a letter from Toronto to New York could go to the exchange point at Queenston (c w), where it would be handstamped with an exchange marking including the word *Canada*, and possibly with 10, indicating the US rate of 10¢. The letter would be carried to Lewiston (NY) for transmission within the US mail system. [It could also go to Buffalo via boat across Lake Ontario, in which case Toronto itself was the exchange point.]

I had hoped to associate to each exchange marking the exchange point at which it was used. However, it seems that generic (more or less identical) exchange markings were issued to a number of offices within each country, while some offices used one-offs; moreover, offices used multiple (different) exchange marks. There are numerous similar, but not identical, US arcs, but the Canadian arc markings used at various offices seem to be identical. They are often not struck well and were subject to wear, so distinguishing them is a problem.

And of course, it is sometimes very difficult to decide whether two strike are from the same hammer, because of wear or quality of the strike. I tried to be conservative in distinguishing different hammers.

I tended to ignore markings' colour, although this sometimes provides clues as to the origin of the markings (e.g., Buffalo often uses blue), especially if a town handstamp is in exactly the same shade.

For the US exchange marks, I have added references to Sanderson's exhibit [s]. She often gives year ranges and attributions to specific exchange offices for the exchange markings, but I do not know what information sources were used. In some cases, these agree with my suggestions, other times, they don't.

There are several US exchange markings illustrated in [s] that I don't have, pp 52, 55, 64.

Why are some of the illustrations in black & white and others in colour? In general, if it was a clear strike and the envelope paper was not too dark, then it was not difficult to create a fairly sharp b & w image (I only use actual strikes on cover, and don't interpolate any dark areas). However, if the strike is poor, or the paper is coloured (blue and brown are the worst) or fibrous, or there is handwriting in a neighbourhood of the strike, then it become almost impossible (for me, at least) to make a clear rendition. In that case, I adjusted contrast and brightness, and left it in colour.



### Some Canadian exchange markings

These were applied at the Canadian exchange point on letters to the U.S. At 95%, except as noted.

First row, 1. Generic; known used 1851— at St John's-Burlington/Highgate, and Queenston, and probably at a lot of other points, I couldn't be bothered checking. The paperback version of *The Chalon Heads* (a 1999 postal history murder mystery by Barry Maitland) shows a (fictional) grossly overpaid domestic cover with a pair of 12 d blacks (!), sent by Sandford Fleming (designer of the first Canadian stamp, among other things) to himself, and it improperly has this exchange marking (the letter is not addressed to the U.S.).

2 Oval (for letters with unpaid U.S. postage) used generically, with variations in letter size

3 Above marking, with U.S. version on the same cover

Second row, 1. Only one example recorded (on a letter from Black Creek U.C. to Cornwall, Vermont); top line reads CANADA, bottom line gives the date! Shown at double size immediately below.

2 Pastiche of (1,1) used at Gananoque in 1852; this was not an exchange point (although close to one). The postmaster also produced two other exchange markings, and two distinctive ratemarks. I suspect he was told to knock it off.

Right column, 1. Known on an 1868 cover passing through Sarnia to Michigan

2 Generic type with variations (such as lower case C in cts)

3 Generic type (all one hammer, despite the image) with variations.

4 This particular one (in green) was seemingly applied at Norwich (C.W.), which is not close to the border

5 Generic type with noticeable variations (letter-spacing of the two shown is different).

6 CANADA PAID 20, used (rarely) for double rate covers. A similar one, but on one line, exists with 30 (for triple rate) in place of 20.



### Some U s exchange markings

These were applied at the U s exchange point on letters to Canada. At 90%, except as noted.

First row, 1. With shield facing right, Cape Vincent; facing left is also known ([S, p 127] attributed to Rouse's Point NY, exchanging with St Johns, and the lettering in the arc resembles that of (2,1) top with range 1851–5). [S, p 126] shows an 1854 example with both this one and the top (3,3) example; the former is attributed to Cape Vincent (with range 1851–5), and the latter to Buffalo; but why are there two such on the same cover?

2 Known in 1853, possibly Buffalo.

3 Known on letters from Illinois and New York City to southwestern Ontario 1853–4; however, these may be slightly different (the slope of the superscript lower case *d*). Also, 1854, Rochester (which could possibly have been an exchange office) to southwestern Ontario. [S, p 122] shows an 1859 example attributed to Detroit with range 1853–9.

4 Known on a cover from Illinois to southwestern Ontario 1853, in blue (Buffalo?), and 1854, Buffalo to Toronto and to southwestern Ontario.

Second row, 1. Two very similar arcs, major difference being the spaces before and after the period. Top one known in 1854 on a letter from Albany to Niagara, and 1856, Chicago–Toronto. Lower one, 1854 on a letter from Pittsburg to (near) Montreal.

2 Arcs are perforated (this is a constant feature); known on letters from Portland (ME) to Montreal (1857–8) and Saco (ME) to Brockville (1857).



3 Known on letter Philadelphia to Toronto (mid-1850s).

4. Foliate type, style apparently used at both Lewiston and Cape Vincent, known from 1851. [S, p 120] shows an 1852 example, gives 1851–55 as known use, and attributes it to Fort Covington (this seems unlikely, unless there were several hammers issued); in addition, shows one attributed to New York (city?), and another one attributed to Detroit, both on p 121.

Third row, 1. May be two strikes of the same hammer. Upper one known 1859 via Detroit-Windsor exchange, lower one also known 1859 via Detroit (both have Windsor backstamps). Also 1859 on letter passing through Prescott . . .

2. Known 1851, and also on letters Boston–Toronto & NY to Canada East 1854, latter *via Derby Line*, and 1856–7, Boston–Toronto.

3 Top encloses 6d, bottom encloses 10<sup>cts</sup>, the latter only created after Canada converted to decimal in 1859. Upper one applied at Buffalo, known 1857. [S, p 126] shows an 1854 example with both this one and shield example above (1,1); the latter is attributed to Cape Vincent (with range 1851–5), and the former to Buffalo with range 1853–9; but why are there two such on the same cover? Lower one on letter from Ohio to southern Ontario (1860), and from somewhere to to southern Ontario (1873). [S, p 119] shows an 1863 example (lower one), and attributes it to Buffalo.

4 The bold 10 appears to be part of the design, not a separate hammer; known on 1861 cover from Wisconsin to southwestern Ontario.

Fourth row, 1. Known 1855 from Illinois to southwestern Ontario.

2 Known 1855, 1857, Boston to Toronto. [S, p 125] illustrates an 1858 (?) cover from MA to Montreal, attributed to either Boston or Swanton, with range 1856–9.

3 Known 1865 on a letter Boston–Quebec via Montreal.

4 Oval enclosing 6d. Known on an 1854 cover to Port Dover. [S, p 124] shows an 1854 cover, with marking identically poor, from Detroit to southwestern Ontario, attributed to Detroit, with range 1854–59.

Fifth row, 1. Known on letter from Iowa to Canada East in the 1860s.

2 Tiny oval (double size below), known on letters Missouri to Gray Co and Rochester to southern Ontario, both 1865.

3 U.S in worn octagon; known 1852, possibly Lewiston.

4 Known 1857 on letter from Philadelphia to southwestern Ontario, 1865 on letter from Utica (NY) to southwestern Ontario, and erroneously on an 1868 cover from Ottawa to Ohio; also on 1868 cover from Halifax via Portland (ME) to Montreal, and 1872 from Albany. [S, p 123] shows an 1866 cover from Lewiston to southern Ontario, and attributes it to Boston with range 1866–9.

Right column, 1. Two variants (or the same hammer, but with differing amounts of wear), generic type. Upper one known 1855, New York–Toronto and Rochester to (near) Toronto. Lower one known 1857, Rochester to southwestern Ontario.

2. (a) very likely applied at Detroit, 1861; (b) Cape Vincent, 1852; also, 1854, Albany to southwestern Ontario, and 1855, from NY, also via the Kingston–Cape Vincent exchange; and 1861 on a letter from New York to Belleville, and 1864 from Virginia. [S, p 123] shows an 1854 example from Lewiston (an exchange point) to St Catharines, and attributes it to that office, with range 1854–61, and (p 129) an 1858 example attributed to Lewiston. (c) Possibly Buffalo, 1852; [S, p 119] shows an 1852 example from NH to Hamilton, and attributes it to Niagara Falls (NY).

3 Known 1859 at Cape Vincent.

4 Known in 1854 on a letter from NY to southern Ontario and 1859 to southwestern Ontario; very likely applied at Lewiston.

5 Known 1864 on a letter from NY to southern Ontario and same year on a letter from New Mexico to Canada East.

## (Some) references

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[C2] ———, *Canada postal history* Published by the author (1958), Royal Oak MI; has not been reprinted

[C3] ———, *Canada postmark list to 1875* Published by the author (1958), Royal Oak MI

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[G] W Bruce Graham, *Ontario broken circles* Postal History Society of Canada (MDCCCCLXXXVIII), 241 + 8 pages.

[HDEAD] David Handelman, *Returned from the DEAD letter office* <https://www.frajola.com/mercury/DH9.pdf>

[HREG] ———, *Money and registered letters in Canada and the Maritimes to 1875*  
<https://www.frajola.com/DH/DHRegistered.pdf> (will be revised within a year)

[HMS] ———, *Canadian manuscript town postmarks and their early handstamp friends*  
<https://www.frajola.com/DH2022/Canadapostmarks1.pdf>

[HCDS] ———, *Early Canadian town postmarks* <https://www.frajola.com/DH2022/CanadaPostmarks2.pdf>

[HDOM] ———, *Canadian postal history (domestic)* <https://www.frajola.com/DH/DCPH.pdf>

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Québec (2016), 153 + XII pages.

- [P] Earl E Palmer, *Upper and Lower Canada cross-border mail to 1851* Hennok's series of postal history collections, Toronto 2 (1986), 304 p.
- [R] Colin Tabeart, *Robertson revisited* James Bendon, Limassol (1997), 304 + XIV p.
- [O] Robert C Smith, *Ontario post offices: an alphabetical listing* The Unitrade Press (1988), 215 + VIII pages plus errata.
- [S] Dorothy Sanderson, *Cross-border mail: Canada–United States of America 1800–60* BNAPS Exhibits 7, British North America Philatelic Society (1998) 131 p.

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# Canada–US mail to 1875

## Outline of the exhibit

Pre-1792

1792–1851

Early

Lake Champlain route and exchange

Stanstead-Derby Line et al exchange

Queenston-Lewiston exchange

Niagara exchange

Queenston-Lewiston exchange, again

Miscellaneous exchanges (Buffalo, Rochester, Detroit, . . . )

Kingston-Sacketts Harbor et al exchange

Prescott-Ogdensburg exchange

West Williamsburg exchange?

Cornwall-Fort Covington exchange?

1851–75

Pence era, 1851–1859

1859–68

1868–75

## Synopsis (based on the outline)

Pre-1792

There was no official transmission of mail between the Canadian colonies and the US, so letters had to be privately carried to the destination country.

- ☼ 1782 almost-cartel cover from Quebec to Concord (during the Revolutionary War)
- 1786 Montreal to Edinburgh, carried privately to New York, and again to London

1792–1851

An agreement between the Canadian colonies (Lower Canada and Upper Canada) and the US permitted official transmission of mail, with domestic charges within each entity (with complications).

- ☼ 1798 Detroit to Montreal via Sandwich, with ms of the latter
- 1800 Niagara to New York, unclear *which* Niagara (US or UC)

*Lake Champlain route & exchange*

- ☼ 1800 London to Quebec via UK packet to New York
- 1802 Albany to Quebec
- 1806 Elizabethtown (NJ) to Montreal
- 1806 London to Quebec, carried privately to New York
- 1815 New York and London to Montreal, latter via New York by forwarding agent
- ☼ 1817 Philipsburg to Hanover (NH) with one of two known horseshoe daters in private hands
- 1817 New York to Montreal, single and triple

- ☼ 1819 Montreal to Middlebury (VT), free in U.S., on the date that the special rate from Montreal to the exchange was supposed to have dropped
- 1820 Montreal to Elizabethtown (NJ)
- ☼ 1820 Shipton (L.C.) to Hartland; Shipton straightline
- ☼ 1820 Liverpool to Montreal, ship letter via New York, with **SHIP·ATLANTIC·MATLOCK** handstamp
- 1820, 21 Montreal to Boston, free all the way, and free part of the way
- 1821 Liverpool to Montreal via New York shipletter, single and double
- 1821 Montreal to London via New York forwarding agent, caught on board, and charged packet rate
- 1825 Middletown (CT) to Stanstead
- 1828 Montreal to Boston, missent back to Montreal
- 1831, 33, 33 St Andrews (L.C.)–New York, River du Loup (L.C.)–South Berwick (ME), and Montreal–Cambridge, all with **B** (boat)
- ☼ 1833 Montreal–Vergennes (VT), hs Captain Sherman, Lake Champlain packet
- 1832, 35 Cambridge and Boston to Montreal
- ☼ 1833 Bath (U.K.) to Quebec via half-packet to New York with U.K. forwarding agent
- 1834 Montreal to Richmond (VA), Washington D.C., forwarded
- ☼ 1835 St Kitts to Quebec via New York
- ☼ 1835 Magnolia (FL) to La Prairie (L.C.) with Magnolia straightline
- 1839 River du Loup (L.C.)–South Berwick (ME) with Lake Champlain steamboat straightline
- 1839 Sunderland (VT) to Montreal with Sunderland ms
- 1841 Champlain (NY) to Montreal
- ☼ 1840 Quebec to U.K. via New York, freight money
- 1842 Montreal to New York, single, double, and triple/quadruple
- 1842 Buckingham (L.C.) to Chester (VT)
- 1847 Montreal to New York, sextuple money letter
- 1843 New York–Sherbrooke (L.C.) and St Albans (VT) in 2.5% surcharge period
- 1847 Bakersfield (VY)–Stanbridge Mills (C.E.) and Buffalo–Phillipsburg (C.E.)
- 1848, 49 Covers (in both directions) showing special rate of 11½ d between Quebec and the border, updating literature
- ☼ 1849 Quebec to Bangor (ME), but sent to Bangor in Ireland, then Bangor in Wales, before crossing the ocean again to the proper Bangor
- 1849, 50 Highgate scarifier cancelling Canadian postage paid

#### *Stanstead–Derby Line et al exchange*

- 1819 Bradford (VT) to Stanstead, possible precursor
- ☼ 1821 Claremont (NH) to Hatley (L.C.) with Stanstead straightline
- 1824 Gardiner (ME) to Hatley (L.C.)
- 1829 Claremont (NH) to Hatley (L.C.)
- 1831 South Reading (MA) to Compton (L.C.)
- 1832 Derby Line (VT) to Quebec
- 1821 Meriden (NH) to Shipton (L.C.)
- 1839 Northampton (MA)–Montreal (L.C.) and Whitefield (VT)–Sherbrooke (L.C.)
- 1837 Fitchburg (MA) to Danville (L.C.)

- 1840 Hamburg (SC) to Hatley (LC)
- 1838 Sherbrooke (LC) to London via Derby Line and ship letter from New York
- ☼ 1843, 42 Baton Rouge and New Orleans to LC, one via Stanstead, the other via Lake Champlain exchange
- 1844 Chelsea (VT) to Prescott (CW), free in US

#### *Queenston–Lewiston exchange*

- ☼ 1818 Scipio (NY) to Charlottesville (UC) with early ferriage, Queenston straightline, and ms *Kings Ferry NY*

#### *Niagara–Youngstown exchange*

- ☼ 1829 Fairfield (NY) to St Thomas (UC), with ferriage; two-line American/British postage handstamp
- ☼ 1830 Two examples of double oval Niagara/Paid to New York on letters to UK

#### *Queenston–Lewiston exchange, again*

- ☼ 1831 New York to Niagara Falls Mills (UC) with two-line American/British postage handstamp
- ☼ 1828, 32 Buckingham (PA)–Newmarket (UC) and Sch'dy–York with two-line American/British postage handstamp
- ☼ 1832 Toronto (Peel Co) ms to UK, with U.S.P. Paid 25 hs, and free franked in UK
- 1834 UC to Virginia and to London
- 1834, 35 Many more between UC and New York
- ☼ 1837 Just before and after ferriage dropped; Paid 9/7 & 25 handstamps
- 1836, 38 Before and after ferriage dropped, from US
- 1839–44 Several, in either direction
- ☼ 1842 Antigua to Toronto via New York
- ☼ 1843, 44 Georgia to Oakville (US), one with 2.5% surcharge
- ☼ 1844 Money letter, Beamsville (UC)–Buffalo, single Canadian but quadruple US
- 1845 Oro (UC) to Princeton, two days after US rate change
- 1846–49 Many, in either direction
- 1850 Cleveland to St Catharines with US stamp

#### *Miscellaneous exchanges*

- 1848 Toronto–Rochester exchange (?); quadruple Canadian, triple US
- 1844, 45, 47 Toronto–Buffalo exchange (?)
- ☼ 1845 Windsor (UC)–Detroit exchange, Windsor straightline, 13 ×
- 1848, 50, 51 Windsor–Detroit exchange, both directions

#### *Kingston–Sacketts Harbor/Cape Vincent exchanges*

- ☼ 1827 Poughkeepsie (NY)–Picton/Hallowell (UC), with ferriage
- 1831 Bath (UC) to London via Kingston
- 1839, 41 US–Kingston, with ferriage when destination was an exchange point
- 1842, 43 Kingston to New York, quattrodectuple and octuple
- 1845 Kingston to New York, triple altered to quadruple

#### *Prescott–Ogdensburg exchange*

- ☼ 1829 Quebec to Waddington (NY), no ferriage
- ☼ 1830 Batavia (NY) to Burford (UC), ferriage
- 1842 Laforgeville (NY) to Stanstead, via Prescott

#### *Miscellaneous*

- 1810s? Possible Cornwall–Fort Covington exchange



- 1835 U S post paid handstamp on domestic Canadian cover

## 6 April 1851–75

A treaty between Canada and the U S comes into effect and Canada's post office becomes autonomous.

- ☼ 1851 U S to Canada with pair 5¢.
- 1851, 52 U S to Canada with foliate exchange mark
- 1851 Quebec to New York, 15 April
- ☼ 1851 Watertown (NY) to Kingston, triple, with tilted shield (facing right) exchange mark
- 1852, 53 inadequately prepaid, including 10 + 5¢ rate to Minnesota
- 1852 Knowlton (ms) to New York
- 1851 Toronto to U K by British packet from New York with exchange marking
- 1851 Toronto to Montreal, double
- 1852? Canada to U S, three, each with Canadian ms
- 1852 New York to Toronto, with unusual U S exchange marking
- 1853 U S to Canada with complicated exchange marking
- 1853 California and Idaho to C W (both over 3000 miles)
- ☼ 1853 U S Senate to C W, no Canadian postage
- ☼ 1854 Canadian money letters treated as *registered* in Pennsylvania
- 1853 Canadian and U S ms
- 1854 To U S with Canadian ms
- 1854, 55, 58 U S to Canada with U S ms
- 1854 Distinctive Buffalo exchange markings
- 1854 Dated exchange marking, Canada to U S
- ☼ 1855 Registered letters from Canada before 1856 agreement
- ☼ 1858 Registered Canada to U S with distinctive rate mark
- ☼ 1858 Registered Canada to California
- ☼ 1857, 71 Registered U S to Canada
- 1857, 58 Distinctive exchange mark (Portland, ME?)
- 1855 Two Canadian exchange marks on same cover
- 1855 From Utica misaddressed to Lewiston, Canada
- 1856 Montreal to Kingston and York to Sandwich, early free handstamp and more normal ms, respectively
- 1856 Canada to U S with both Canadian and U S exchange marks
- 1856, 59 U S stamps, imperforate and perforated
- 1856 Quadruple Boston to Toronto, from Egerton Ryerson
- 1856, 57 Double rate U S to Canada
- 1858 London (U C) to Michigan with 6 d Albert

## Canada converts to decimal currency, 1 July 1859

- 1859 Registered letter Canada–U S, 16 July 1859
- ☼ 1860 Registered letter Canada–U S, double rate exchange marking
- 1862 Registered letter Canada–U S, registration fee specified
- 1859 U S–Canada with distinctive exchange markings
- 1860s Apparent one-off U S circular exchange marking

- 1860 Canada to U S with 10¢ Alberts
- 1860, 63 Canada to U S with green handstamps
- 1860 U S to Canada, forwarded back to U S (Canadian exchange marking)
- 1860 Tennessee to Ontario (C W)
- 1860 Washington (DC) to St Catharines, free, but stamped
- 1861 Colourful exchange markings (likely at Detroit)
- 1861, 65 U S to Canada, stamped
- 1862 Montreal to MA, underpaid with pair beavers, charged full postage due
- 1863 Agincourt ms (C W) to Buffalo, underpaid with single beaver, charged full postage due
- 1862, 65, 67 Stamped U S to Canada, one double .
- 1863 U S to Canada with three-dimensional Valentine's Day card, paid with stamps
- 1864 U S to Canada with greeting card, paid with stamp
- 1864 Old Point Comfort (VA) to C W
- ✿ 1864 Taos (NM) to C E, with letter
- 1865 Boston to Sandford Fleming in Quebec
- 1865 U C to Kentucky with pair of beavers; 20 mm double broken circle Notfield
- 1865 New York to Chatham (C W), but missent to Chatham (N B)
- 1865 New Orleans to Montreal, 3¢ stationery underpaid and charged full postage
- ✿ 1866 Guadeloupe to Grimsby (C W) from aboard U S S *Monocacy*
- ✿ 1866 Oxford Station ms (C W, two days after opening) to New York, with 10¢ Albert
- ✿ 1867 Mailed 1 July 1867 (Confederation) from C W to Michigan, with 10¢ Albert
- 1867 Cherokee (CA) to Whitby (Ont), double weight paid with seven stamps
- 1867 Sabrevois (Que)—Madrid (NY) with (late) exchange marking; 10¢ Albert
- 1868 Hamilton to New Haven, double weight registered entirely paid with stamps
- 1868 California to Whitby (Ont), stationery, advertised
- 1868 Ottawa to Ohio with handstamp 20
- 1868 U K to Canada by Canadian packet, forwarded to U S with additional 10¢ charged

#### *Canadian rate changes, 1 April 1868*

- 1868 Halifax to Montreal via Portland (ME)
- 1868, 70, 73 U S to Canada with various 6¢ stamps
- 1868–9 Canada to U S, incorrect rate cancelled by four-ring numeral
- 1869 U S to Canada paid with pairs of stamps
- 1869 Canada to U S paid with large queen
- 1870–71 U S to Canada single and double, paid with stamps
- 1868 Jamaica to Halifax via New York forwarder, then Boston forwarder
- 1873 Cuba, Jamaica to Halifax via New York forwarders
- 1873 Porto Rico to Halifax via Boston forwarder
- 1869 Canada to U S registered
- 1873 Sextuple Canada to U S registered, paid in stamps
- ✿ 1871 Post-Confederation green registered letter wrapper to U S
- 1871 U S to Canada, partial payment ignored

- 1871 U S to Canada official business, charged 10¢
- 1872–73 U S to Canada, different ways of making up 6¢ with stamps
- 1874 Brighton (U K) to Boston, remailed (with 12¢ stamp to Fredericton, forwarded to Derby (N B)
- 1875 Liverpool to North Amherst, Ontario (doesn't exist), forwarded to Amherst (N S), not the right one, finally forwarded to Ohio
- ☼ 1873–5 Registered covers U S to Canada, all with anomalous rates

# Mail with US

Pre-1792

Almost a cartel cover, 1782

According to the contents, this cover was supposed to be sent by cartel ship to Boston; however, there was a change of plans, and it was sent by a different ship. Presumably, it was smuggled from there to Concord (Massachusetts). The Revolutionary War (1775–1783) was in progress.



Quebec 24<sup>th</sup> Sept<sup>r</sup> 1782

Quebec–Concord (MA), 24 September–6 November 1782. Carried privately. Although endorsed *Per the ship Blacket, John Roxby Master*, the second postscript of the letter says that ship was ordered to New York, to pick up UEL as well as many African-Americans (who later settled in Halifax). Instead, it was sent via the *John*, under Captain Philippon. I don't know its destination; it could also have been a cartel ship to Boston.

Partial transcript:

Dear Miss Rumsey,

I wrote you on the 20th of June last, by my son James, who went from this [place as a] passenger in the ship *Live Oak*, bound to New York, under cover to Brooke Watson Esqr, and enclosed you a copy of your late father's will, which I hope before this you have received, as I have just heard that the *Live Oak* is taken and carried into Boston, to which I refer you.

I now enclose you a second copy of his will. This goes by my worthy friend Capt John Roxby master of the ship *Blacket*, a cartel bound to Boston with prisoners from this place, and from thence he expects to go to England, if he should, I would advise you to take a passage with him.

He has promised me to accommodate you with a passage in his ship, I believe him to be a gentleman of honour, and I think that you may safely trust yourself with him, provided there is no other Lady going passenger. I think it will be necessary for you to go to London, as your father's original will is there in the hands of Mr Richard Forman at the Office of Ordnance Tower, who is one of the executors to his will, and as I am informed has between three to four thousand pounds sterling of your money in his hands, which I suppose is before interest. . . .

PS I desire Mr Richard Forman by the fall fleet, and acquaint him that I have sent you a copy of your father's will, and the advice that I have given you to go to London.

[second PS] Quebec 28th October 1782 [postscript added over a month later] The ship *Blacket* [of] Captain Roxby was ordered to New York. I therefore send this by the ship *John*, [under] Captain Philippon, I am . . .



To UK via US

To go by the first packet from New York.



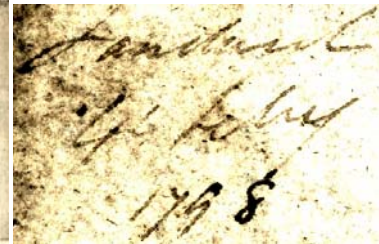
Montreal to Edinburgh, 1786. Docketting reads *Com. Haliburton/Montreal 12 Sept 1786* and datelined 12 February. As indicated by the Bishop marks, dated at London 16 May, and at Edinburgh 20 May.

Carried privately from Montreal to New York to London. Rated *1 oz ½* (sextuple rate), and collect *3/6*. The latter represents  $6 \times 7$  d stg, the rate London to Edinburgh. But there are no other charges (if sent by British packet via Falmouth,  $6 \times 1/10$ , and otherwise would have been charged as an incoming ship letter).

## 1792–1851

Mail between US and Canada was normalized in 1792. Postage was Canadian domestic plus US domestic. If from Canada, Canadian postage had to be prepaid, but payment of US postage was optional. If from US, prepayment was optional.

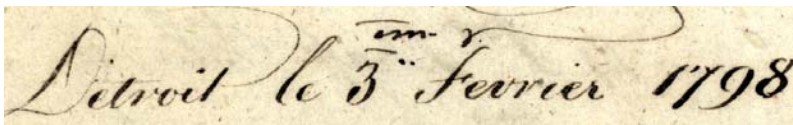
### Detroit to Montreal, 1798



Detroit to Montreal, through Sandwich (later, part of Windsor), 1798. Rated *Paid 1/8* cy, 501–600 miles. Carried across the border privately (no US marks). Detroit had reverted to US control in 1796, despite some terms of the Jay Treaty not having been fulfilled by the US. Its post office did not open until 1803.

The sender, Joseph Campeau (b. 1777), was a fur trader and slave owner living in Detroit. The letter, written in French, contains a request for a boat and trade goods.

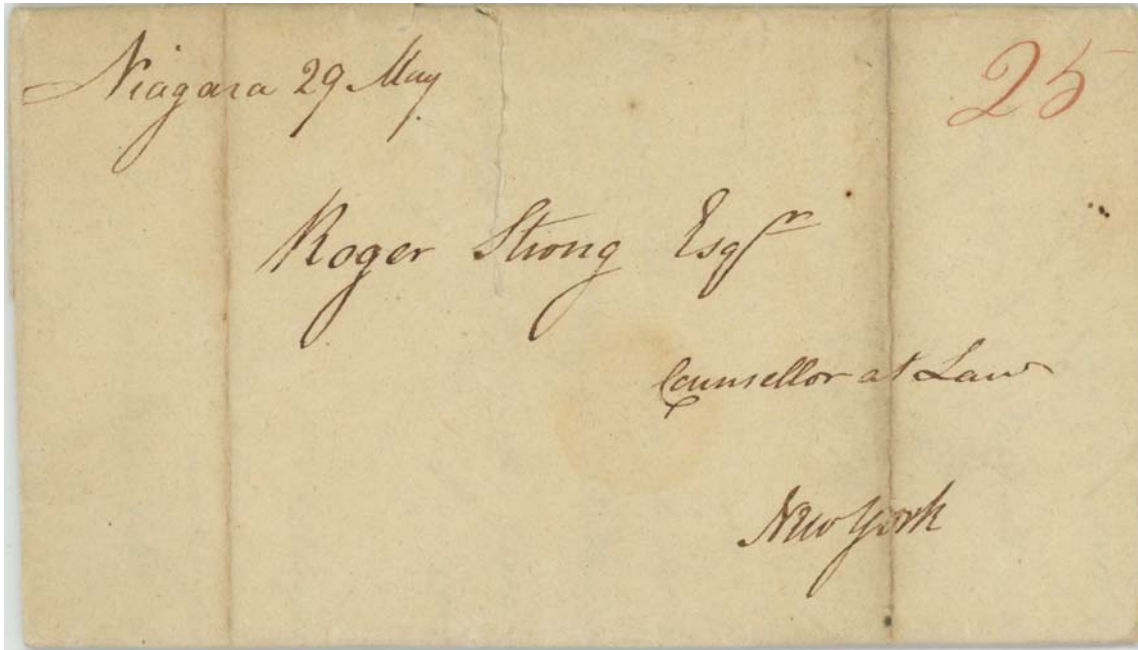
Faint ms *Sandwich 4 February 1798* (on reverse, that is, at lower right of image), earliest reported. Post office opened 1789.





Niagara, UC or US??

Niagara post offices existed on both sides of the border, and there would have been no Canadian postage if mailed from the Canadian Niagara.



Niagara–New York, 1800. Charged u s postage of 25¢ (over 500 miles) to New York. Ms Niagara.

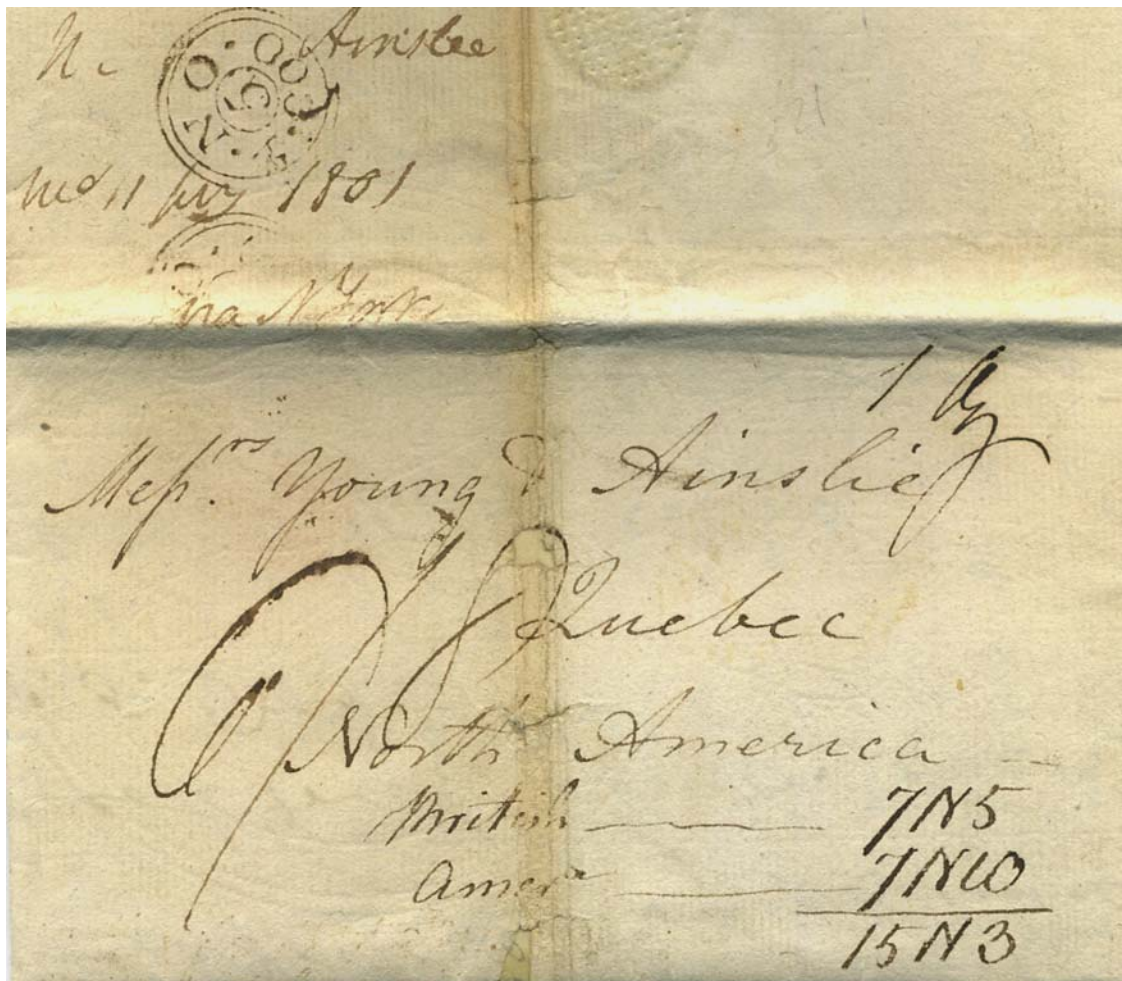
## Lake Champlain route and exchange

This route was along Lake Champlain (by boat) or the Hudson River. The US exchange points are Burlington, Highgate, Swanton (all in Vermont), and Champlain and Whitehall (New York). Canadian offices were St Johns (LC) and rarely Philipsburg. It operated from the 1790s on. The large red **B** that sometimes appears (in the 1820s) indicates *boat*.

The rates between Montreal and the exchange point were: 7 d (December 1795–September 1811), 9 d (17 May 1815–30 April 1819), 6 d (1 May 1819–3 March 1837), and 4½ d (4 March 1835–5 April 1851). The War of 1812 caused an interruption.

For mail between Quebec and the exchange, the rates were 11½ d (1795–1812), 1/- (1815–37), and 11 d (1837–51, although examples from 1846 show 11½ d).

For mail from/to points beyond Montreal (other than Quebec), an extra penny was added to the regular mileage to the exchange point. Letters were sent to Montreal for forwarding from there.



London to Quebec, via British packet to US, 1800. Rated 1 oz (quadruple rate) 6/8, four times 1/- stg (packet rate) and London–Falmouth 8 d. Then charged *British* 7N5 and *American* 7/10 (all in currency); 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 11½ d cy special rate to Quebec.

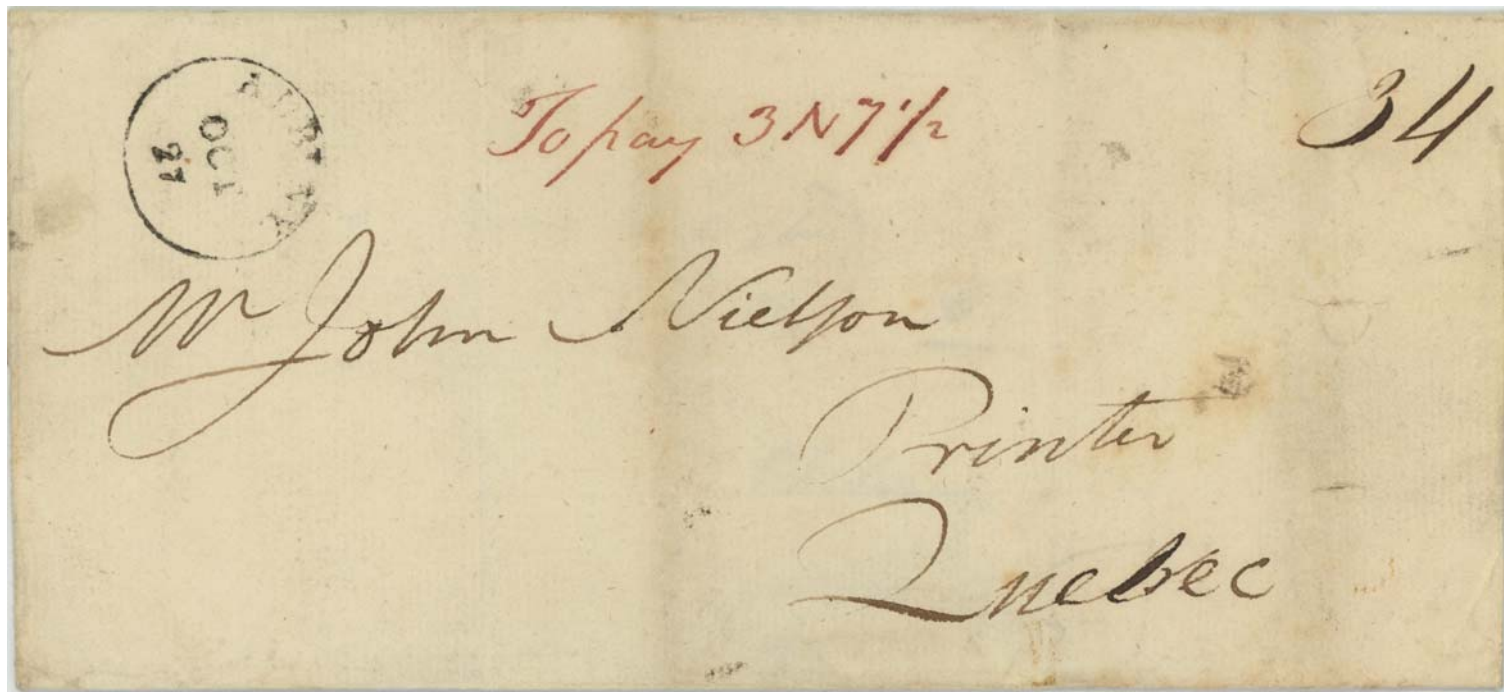
Unusual itemization of the rates in this period, *British* and *Amer<sup>n</sup>*.

Double rim London receiver (generic).



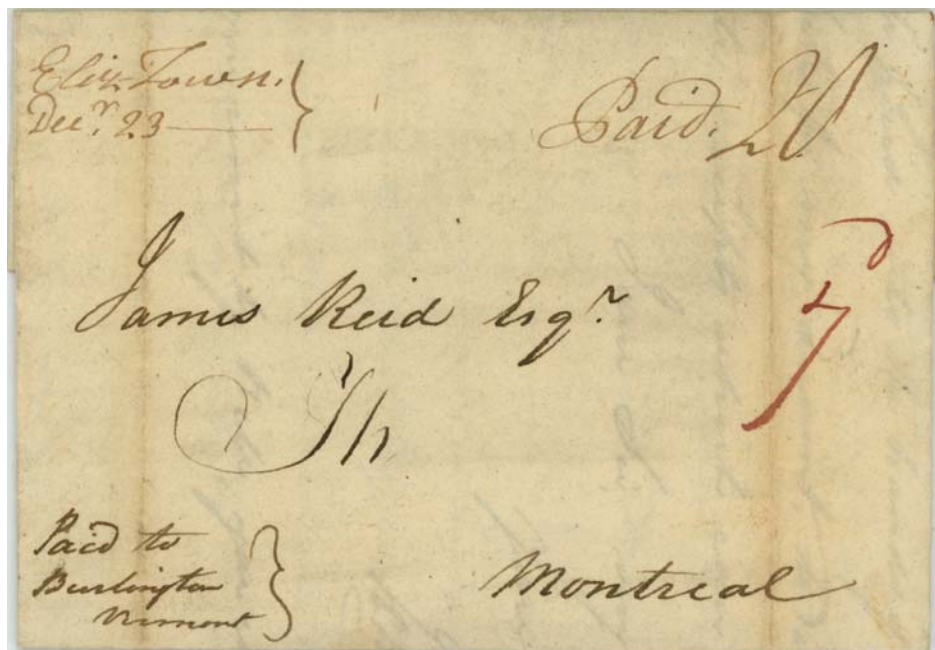
## Lake Champlain exchange

Exchanged at one of Burlington, Highgate, Swanton (all in Vermont) or Champlain (NY).



Albany–Quebec, 1802. Rated 34¢, us double rate 151–300 miles to border; this converted to 20½ d currency, then charged double 11½ d special rate between Quebec and the border, resulting in *To pay 3/7½ cy*.

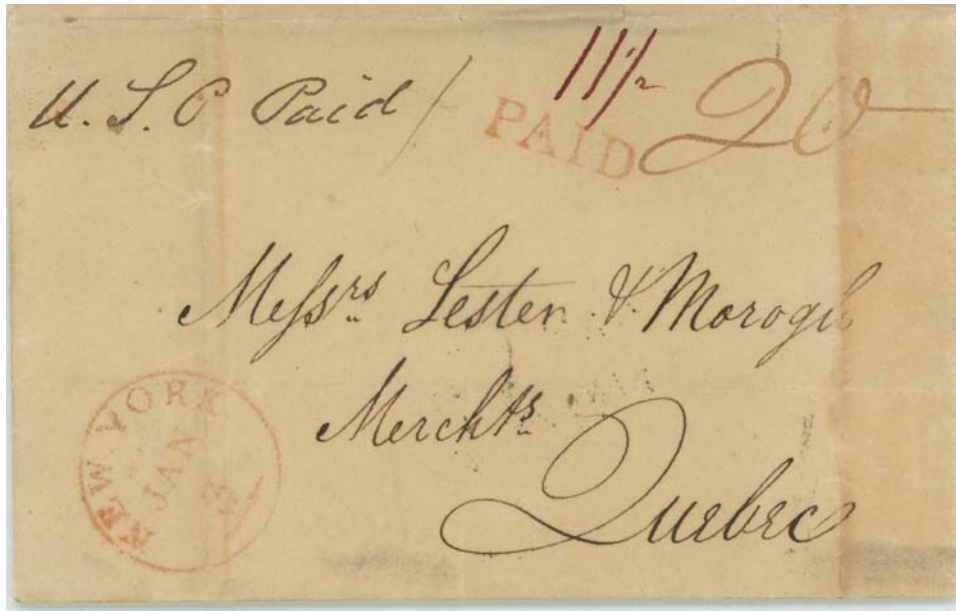
*Albany 25 Oct 1802*



Elizabethtown (NJ)–Montreal, 1806. Rated *Paid 20¢* to the Burlington exchange (301–500 miles), and charged 7 d cy special rate to Montreal. Ms Eliz. Town.

*Eliz. Town Dec 20<sup>th</sup> 1806*

## Lake Champlain route



London 25 October 1806  
M Jarvis Brassey  
Recd January 1807 21

London—Quebec via New York, 1806. Carried privately to New York; there rated **PAID 20¢**, US 301–500 miles to exchange. Then charged **11 1/2** d cy, special rate between Quebec and the border via Montreal.

Faint Montreal straightline on reverse.





## Lake Champlain route

Burlington exchange. U S rates in effect 1 February 1815–31 March 1816, 90–150 miles 18<sup>3</sup>/<sub>4</sub>¢; 300–500 miles, 30¢.



New York–Montreal, 8 December 1815. Rated **PAID 30¢**, 300–500 miles to Burlington exchange, then charged 9 d cy, special rate between Montreal and the border.

New York 9<sup>th</sup> Decr 1815

U S rates changed 1 May 1816; 151–400 miles, 18<sup>1</sup>/<sub>2</sub>¢.



Liverpool 12<sup>th</sup> Decemr 1815

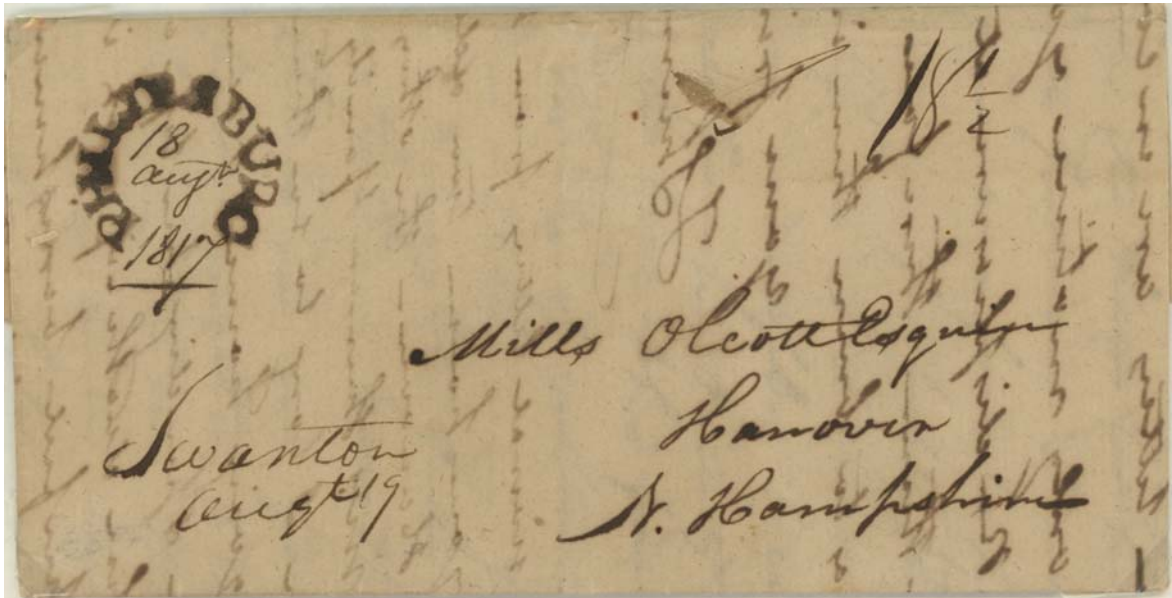
Liverpool–Montreal, by forwarding agent to New York, 12 December 1815–1 May 1816 (in New York; **first day of new rates**). Rated **PAID 18<sup>1</sup>/<sub>2</sub>¢**, 150–400 miles to Burlington exchange, then charged 9 d cy, special rate between Montreal and the border.

Rec<sup>d</sup> of our aid by you Sent  
New York 30 Apr. 1816. Martin & Benson

Forwarding agent, Martin & Benson.

## Philipsburg (LC)-Swanton exchange

PHILIPSBURG (one el) horseshoe type dater, known 1815–28; only two in private hands. Dozens exist in Quebec archives. The only other office to use this style was Niagara, which was also an exchange point.



*Philipsburg (LC)–Hanover (NH), 1817. From the Philipsburg-Swanton exchange, thus no Canadian postage, and charged 18½¢ US rate (150–400 miles) to destination. Swanton manuscript.*

## Lake Champlain route



Bourman & Co  
25<sup>th</sup> Jan<sup>y</sup> 1817

New York–Montreal, 1817. Rated prepaid  $18\frac{1}{2}\text{¢}$  to the border, and charged the 9 d cy rate to Montreal (in effect 1816–20).



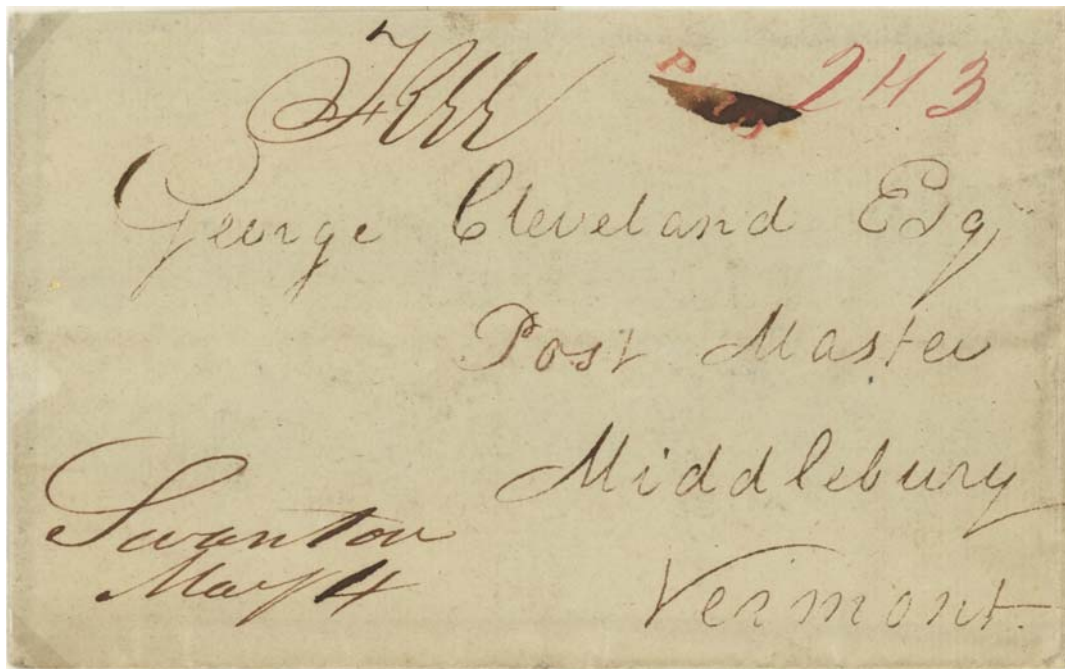
New York 6<sup>th</sup> Feb<sup>y</sup> 1818

New York–Montreal, February 1818. Rated collect  $55\frac{1}{2}\text{¢}$ , U S triple rate 150–400 miles to border; converted to 34 d cy; charged triple 9 d special rate to Montreal, resulting in  $5/1$  cy due.



## Lake Champlain route

Prepayment was required on letters from Canada to the U S (but not the other way around).

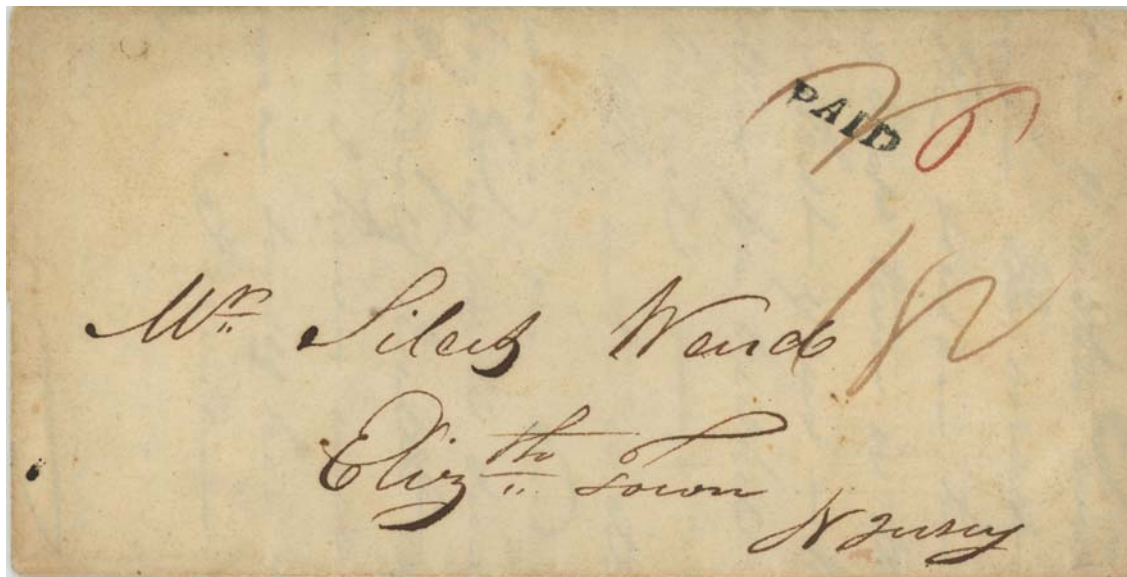


MONTREAL  
1 MAY 19

Montreal—postmaster at Middlebury (VT) via the Swanton exchange, free in U S, 1 May 1819. Rated **PAID 2/3** cy, triple special 9 d fee (supposed to have dropped to 6 d on the day this was mailed) to the Swanton exchange, and *Free* in the U S, as addressee was a postmaster.

Straightline MONTREAL, in common use.

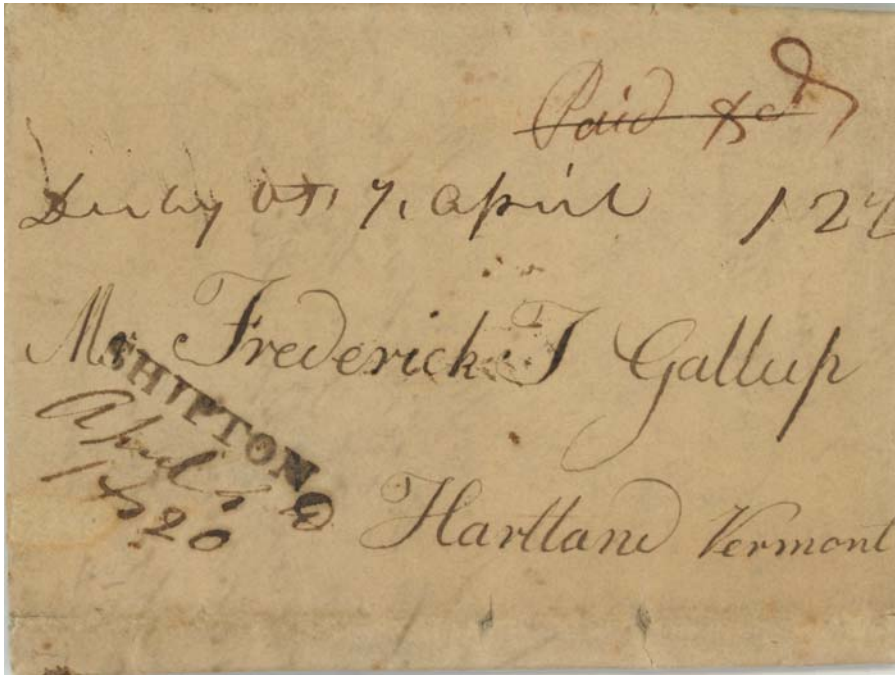
Ms Swanton.



Montreal—Elizabethtown (NJ), May 1820. Rated **PAID 6 d** cy, special rate Montreal to the border, and charged 18½¢ (151–400 miles) to destination.

Montreal 23 May 1820

## Lake Champlain route



*Shipton–Hartland (VT), 1820. Rated **Paid 8<sup>d</sup>** d cy (61–100 miles, 7 d + 1 d surcharge on letters to the exchange point via Montreal), and in the U S, charged 12½¢, 81–150 miles to destination.*

*SHIPTON straightline, 1819–29.*

*Ms Derby Vt 7 April.*

## Lake Champlain route



*Atlantic*  
*Liverpool. 15 Dec 1820*  
*in Parlane & Co.*

*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 to the exchange. This converted to 1/1 cy (currency was slightly deflated at the time), to which the 6 d rate to Montreal was added.*

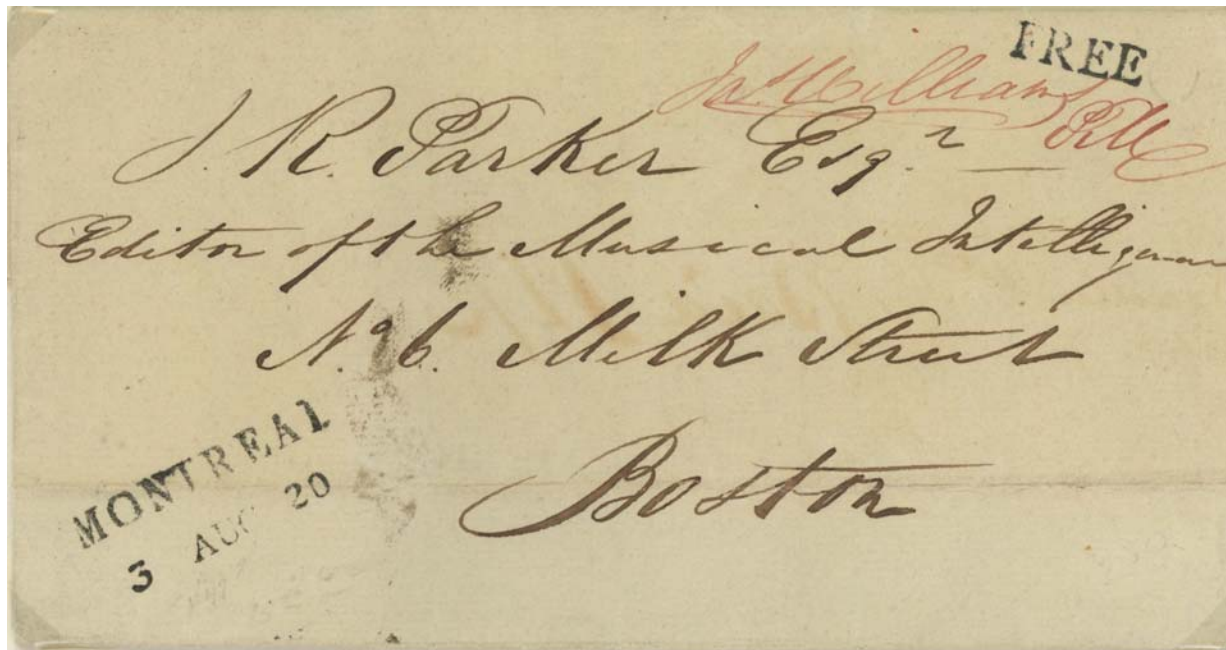
One of two known ATLANTIC/MATLOCK strikes.

ex Mayer, ex Calvet Hahn

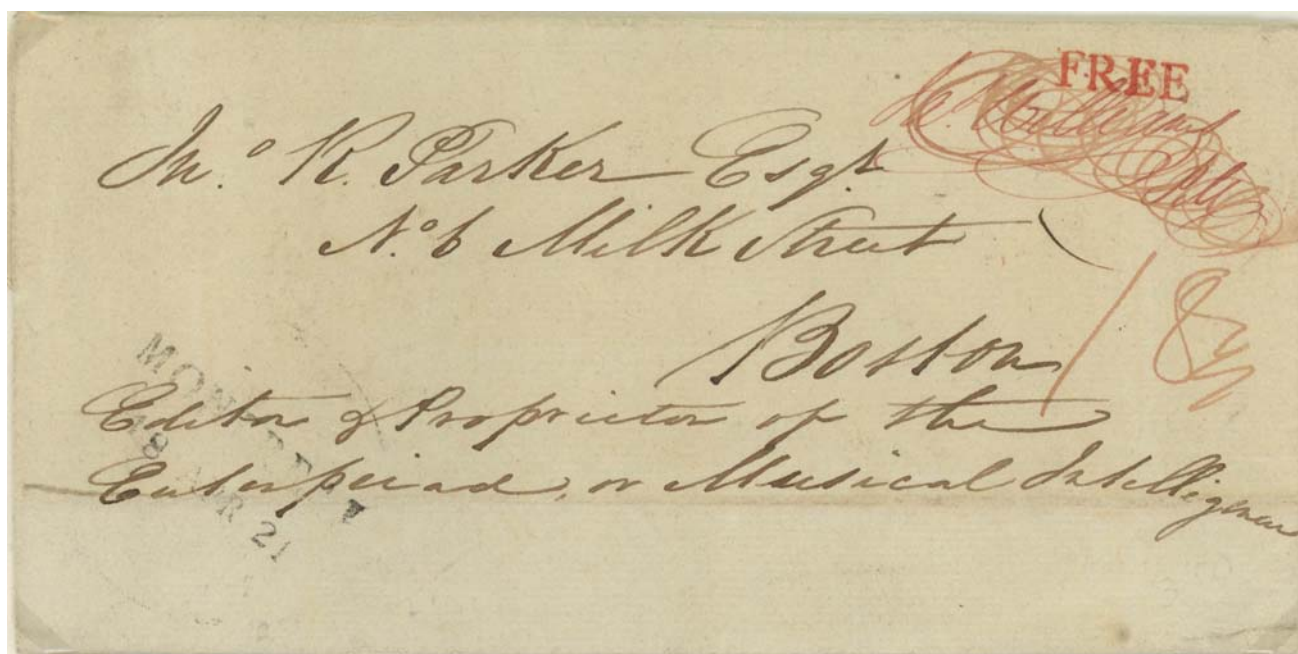


## Free, and not quite so free

Both signed by the Montreal PM, John Williams, and the FREE handstamp applied. Normally, free franking applied only to the domestic portion of the trip. Two strikes of this early Montreal free handstamp are known in 1819. Via Burlington exchange and Lake Champlain route.



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



Montreal–Boston, 1821. Rated FREE, and then charged 18½¢ for the 150–400 miles Burlington (VT)–Boston. Straightline MONTREAL, this strike showing the circular boundary of the handstamp.



## Lake Champlain route

Single and double rates



Liverpool to Montreal via New York, 1821. Rated  $20\frac{1}{2}$ , made up of  $18\frac{1}{2}$ ¢ U S rate (150–400 miles, 1816–25) to the exchange and 2¢ U S ship letter fee; then charged  $1\frac{1}{7}$  cy, made up of the translation to currency of the U S charges and the special 6 d rate from the border to Montreal. The pencil 3/1 might be the total due with some other cover.

Small 1st, indicating the first of two or more copies sent; Pr Impositer; straightline **SHIP** applied at New York.



Double rate, same correspondence, 1821. Rated 39, double  $18\frac{1}{2}$ ¢ US rate plus 2¢ ship letter fee. Enclosed a prices current (for August 1821), hence the double rate. Then rated  $3\frac{1}{9}$  cy, made up of the translation of 39¢ to currency, plus double 6 d rate to Montreal. Prices current:

LIVERPOOL, SATURDAY, 11th AUGUST, 1821.

Sir

In the early part of the week an advance of 1s a 2s & 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 4s & cwt, good middling at 122s, middling at 120s, and good ordinary at 114s & cwt: 250 casks



## Lake Champlain route

Letters to U K found on transatlantic ships not already in the mail were stamped and charged as **PACKET LETTERS**. Seldom seen on letters from **BNA**.



Montreal–London via forwarding agent at New York, 1821. Rated **PAID 6d**, special rate Montreal to exchange, **PAID 18½¢** (both prepaid in Montreal), **U S** rate to New York (150–400 miles).

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

Straightline **MONTREAL** (usually on reverse); small boxed **PACKET LETTER**, and London receiver.

## To Stanstead by Lake Champlain route

Ms *via Chambly* (about 20 miles east of Montreal) not via Eastern route. It would have been cheaper to send it via the Stanstead-Derby Line exchange.



August 5<sup>th</sup> 1825

Middletown (CT)–Stanstead (LC), *via Chambly*, 1825. **PAID** 18<sup>3</sup>/<sub>4</sub>¢ (US rate to the border); then charged 9 d cy (101–200 miles) to destination. Evidently, the Stanstead exchange was not used (or there would have been no Canadian charge).

Highgate is marginally farther from Middleton than Derby Line (a little under 300 miles; the US rates were the same), so there might have been some problem in getting the mail to Derby. The rating is also rather odd; Highgate–Stanstead was barely over 60 miles, but it went via Montreal (Chambly) to Stanstead, and should have been charged an extra penny . . . .

Missent (back) to Montreal



Montreal 21<sup>st</sup> Apr 1828

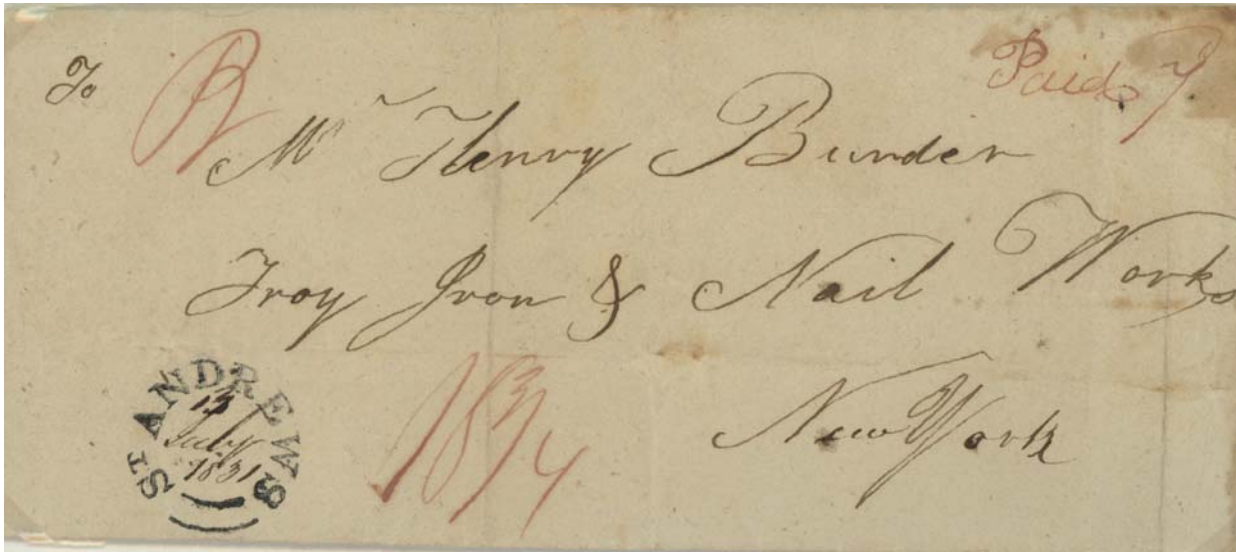
Montreal—US, missent back to Montreal, then to Boston, 1828. *Missent to Montreal LC*. According to the return address, from Montreal; but not charged the rate for Montreal to the border crossing point (at this time, 6 d cy). Conjecturally, carried privately to Troy, where it was mailed, charged  $18\frac{3}{4}$ ¢ US rate (150–400 miles) to Boston, but was missent to Montreal, presumably then sent to Boston with no additional fee.

Fancy oval **TROY NY** datestamp has inverted **3**.



## Lake Champlain route

Large red **B**, applied at the exchange point (along with the U S rate mark), for *boat*, indicates carriage on a Lake Champlain packet boat.



*St Andrews* (LC)—*New York*, 1831. Rated *Paid 7<sup>0</sup>* cy, 61–100 miles to the exchange point (Highgate seems likely), and then charged *18<sup>3</sup>/<sub>4</sub>*¢ U S rate (150–400 miles) to *New York*.

ST ANDREWS 1829-type, known 1830–42.



*River du Loup* (LC)—*South Berwick* (ME), 1833. Rated *Paid 10<sup>0</sup>* d cy; this is the special rate from a point other than *Quebec* or *Montreal*—an extra penny was added to the mileage charge, in this case 9 d (101–200 miles), to the exchange point, and then charged *25*¢ U S rate (400+ miles) to destination.

RIVER DU LOUP 1829-type, known 1829–54; became *Rivière du Loup* (1832–48), then *Rivière du Loup en haut*.

## Lake Champlain route



Montreal–Cambridge (MA) via Lake Champlain, 1833. **PAID** 6 d cy, special rate to the exchange, and then charged *not paid* 18<sup>3</sup>/<sub>4</sub>¢ (150–400 miles) to destination. With the **B**.

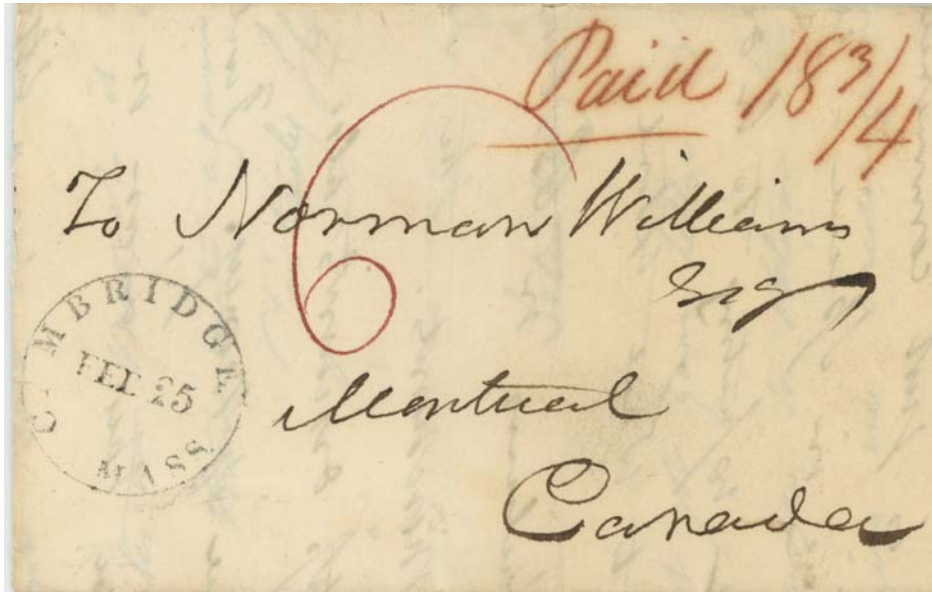
Lake Champlain packet, Captain DW Sherman of the steam packet *Franklin*.



Montreal–Vergennes (VT), 1833. No rate marks.

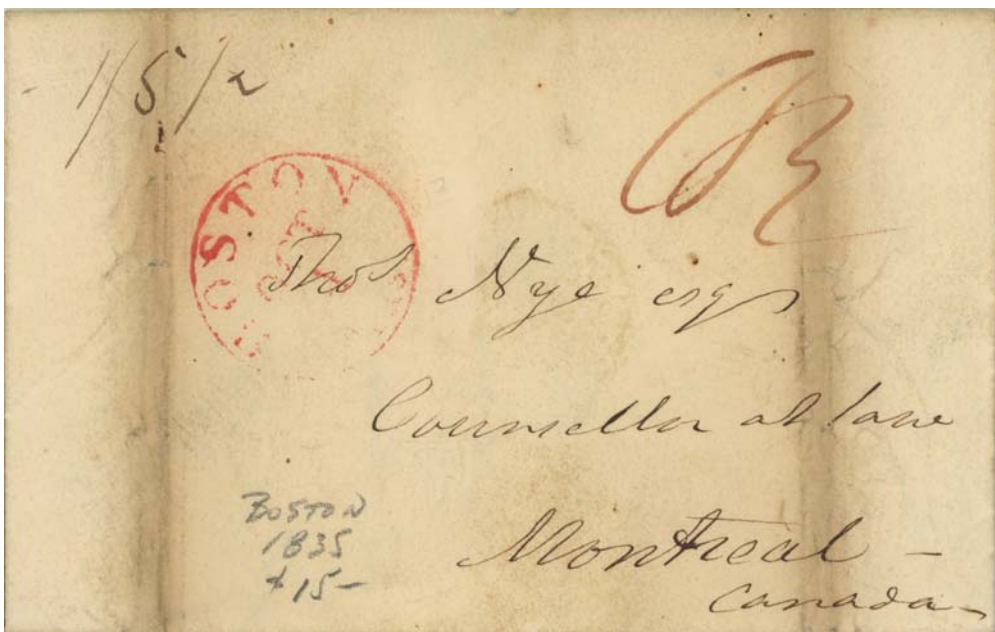
Montreal 21<sup>st</sup> May 1833

## Lake Champlain route



J. Higginson  
Feb 15 1832

Cambridge (MA)–Montreal, 1832. Rated *Paid 18<sup>3</sup>/<sub>4</sub>¢* to the exchange, and charged 6 d cy from there to Montreal.



Boston–Montreal, 1835. Charged *18<sup>3</sup>/<sub>4</sub>¢*, Boston to Burlington (VT) exchange; with 6 d cy to Montreal, totalling 1/5½ cy due.



## Lake Champlain route

*Half-packet rate.* During 1799–1835, if the U K post office arranged outward transmission by private ship, the charge was half the combined packet and internal postage to Falmouth.



*Bath (U K) to Quebec via New York, 1833.* Rated *P* (paid) *11* d stg, half of the packet rate  $1/10$ , made up from  $1/3$  and 7 d mileage to Falmouth. At New York, rated  $20\frac{3}{4}$  cts collect, U S rate 150–400 miles to the exchange plus 2¢ incoming ship letter fee. *B 68* refers to mail carried on the Hudson and Champlain Rivers.

Finally rated collect  $2/1$  d cy, made up of  $1/1$  d cy (equivalent to  $20\frac{3}{4}$  cts), 1/- cy, the special rate from the exchange to Quebec (1815–37).

Double broken circle Bath (U K) 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).



## Lake Champlain route

Via U S Dead Letter Office. Virginia is an unusual destination from Canada in this period.



Montreal–Richmond (VA), via D L O (Washington), 1834. PAID 1/– applied in Montreal, double special rate to the exchange point; then marked 50¢, double U S rate (400+ miles), to which another 25 *underchd* was added, an extra enclosure presumably having been detected, making 75¢ due.

Originally addressed to Richmond, it was then sent to the Dead Letter Office, whence it was forwarded to Petersburg.

## St Kitts to Canada, Lake Champlain route

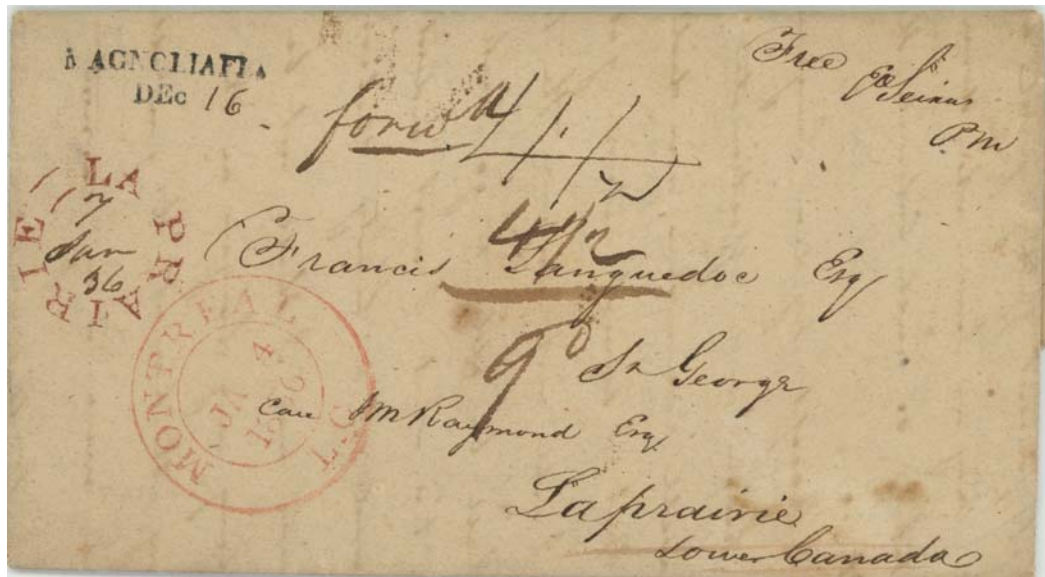


St Kitts November 4<sup>th</sup> 1835

St Kitts to Quebec, via New York and Montreal, 1835. Carried by favour to New York where it was mailed (no incoming ship letter fee); charged  $18\frac{3}{4}\text{¢}$  New York to Highgate exchange. This translated to  $11\frac{1}{2}\text{d cy}$ , to which an additional  $1/-\text{cy}$  was added for the special rate to Quebec from the exchange via Montreal; total due,  $1/11\frac{1}{2}\text{cy}$ .

## Lake Champlain route

Unusual rate from the exchange.



Magnolia (Wakulla County, FL)–La Prairie (L.C.), 1835–6. Rated *Free* and signed by Magnolia postmaster; to the border. Then charged 4½ d cy from the exchange to Montreal (under 60 miles), then *forwarded* (in the sense used in Lower Canada) to Laprairie, and charged an additional 4½ d. This is inconsistent with the usual rating practice, a 1 d surcharge on the mileage rate if it passes through Montreal from the exchange.

Straightline MAGNOLIA FLA DEC 16, only reported in 1834.

1829-type LA PRAIRIE, known 1830–41.



## Burlington/Highgate exchange

It appears that the extra penny on letters from/to beyond Montreal via this exchange was dropped by 1839, likely in 1837 when ferriage was dropped.



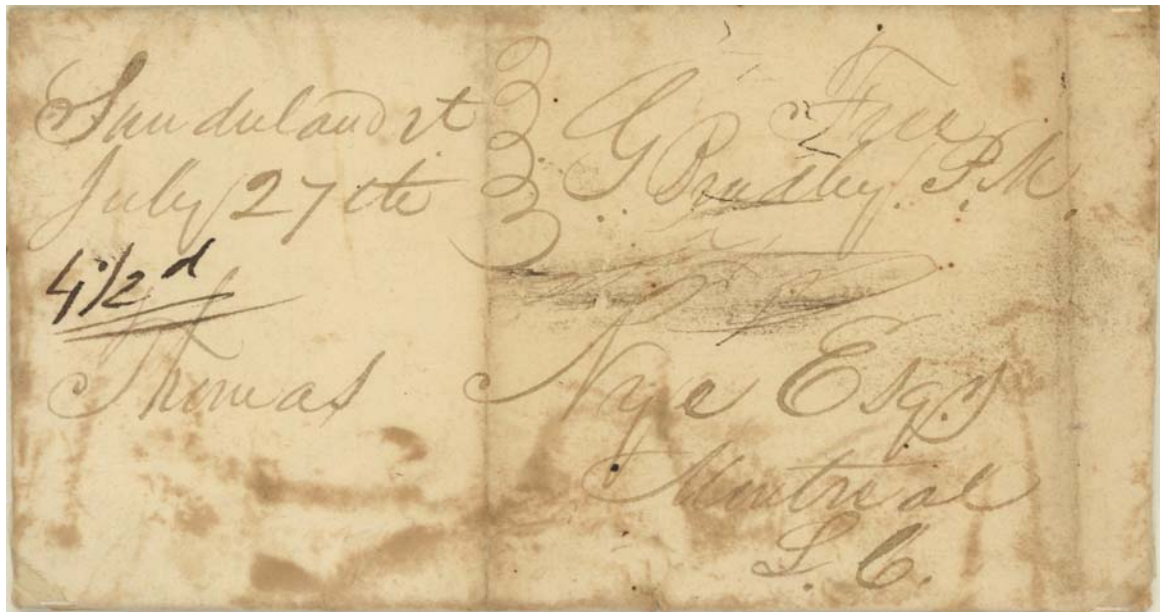
*River du Loup*—South Berwick (ME), 1839. Paid 9 d (101–200 miles to the exchange via Montreal), and charged 25 ¢ U S postage (400+ miles) to destination.

**STEAM-BOAT** handstamp probably indicates carriage on Lake Champlain.

**MONTREAL** double circle, common.

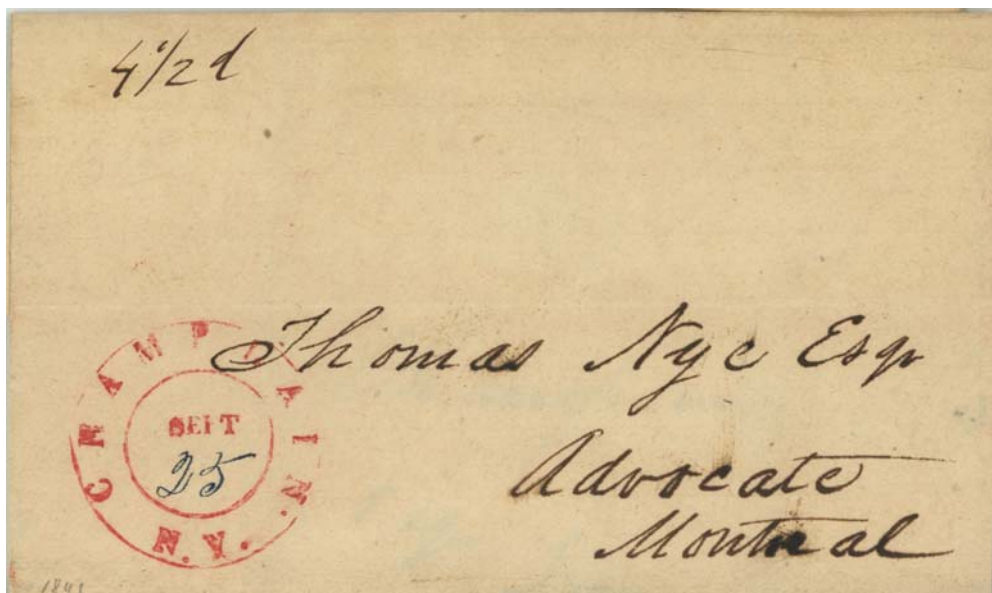
## Lake Champlain route

Rate between Montreal and the exchange dropped to 4½ d in March 1837.



Sunderland (VT)–Montreal, 1839. *Free* franked by Sunderland postmaster; then charged 4½ d cy, from the Highgate exchange to Montreal.

Ms Sunderland, known 1827–41.



Champlain (NY)–Montreal, 1841. Champlain (currently famous for Roxham Road) is one of the US exchange offices with Canada on the Lake Champlain route. No US postage at an exchange point, and charged the 4½ d cy rate to Montreal.

Nye & Hoyle  
25<sup>th</sup> Sept. 1841.

## Lake Champlain route

Freight money, via U S to U K. From the latter half of 1838 to December 1840, an extra fee, known as *freight money*, was charged on mail carried by U S ships from New York to U K. The charge was 12½¢ per weight if carried by sailing ship, and 25¢ if by steamer. A few dozen examples are known from B N A.



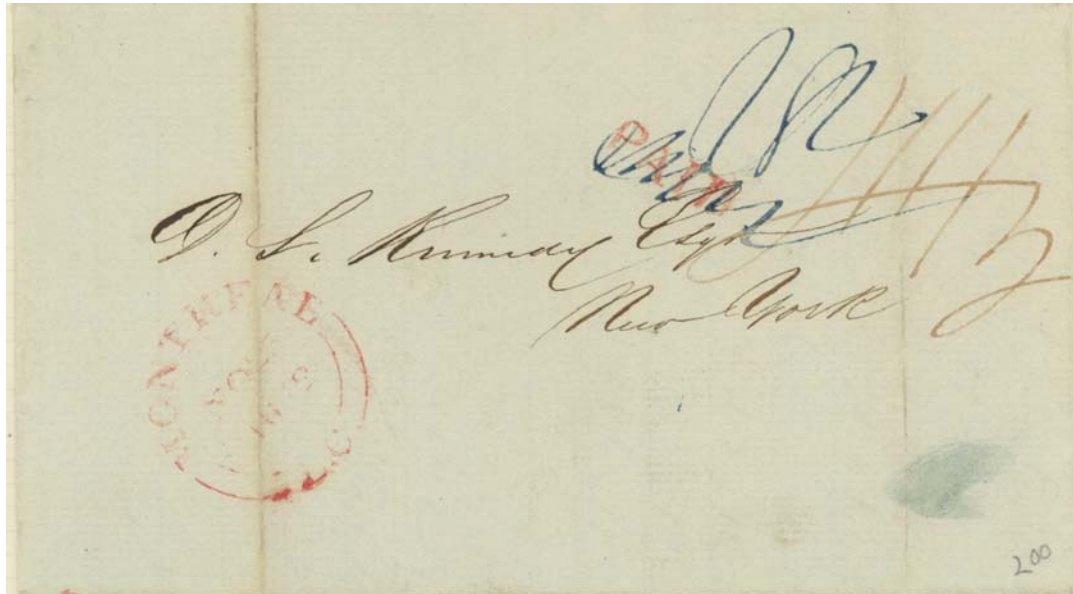
Quebec freight money to England by New York and Liverpool, 1840. Rated **PAID 11** d cy, special rate from Quebec to the exchange, **PAID 18<sup>3</sup>/<sub>4</sub>**¢ U S rate (151–400 miles) from the exchange to New York, and

Relatively common double circle Quebec, two-line LIVERPOOL SHIP LETTER (Robertson s14, 1838–41), and London receivers.



## Kennedy correspondence

Single, double, triple/quadruple



Montreal–New York, 1842. Rated **PAID** 4½ d cy to the lines, and charged 18¾¢ from the exchange (likely Highgate or Burlington, Vermont) to New York.



Montreal–New York, October 1842. Rated **PAID** 9 d, and charged 37½¢, double rates.



Montreal–New York, quadruple in US, triple in Canada, 1842.

**PAID** 1½ d (triple), and charged 75¢ in the US (quadruple).

Evidently, the border postmaster either detected an extra sheet, or reweighed the letter at more than three-quarters of an ounce (alternatively, an error was made by charging 25¢ per quarter ounce or additional enclosure).

## Burlington/Highgate exchange



Buckingham (L.C.)—Chester (VT) via Montreal and the Highgate exchange, 1842. Rated **PAID 9** d cy Buckingham—Montreal—Highgate (101–200 miles), and collect **12½**¢ US rate (81–150 miles) to destination.

**BUCKINGHAM L.C** double circle, known 1834–47.



Montreal—New York, sextuple money letter, 1847. Kennedy correspondence. Rated **PAID 2/3** cy:  $6 \times 4\frac{1}{2}$  d per half ounce (change from sheets and quarter-ounce rates to half-ounce rates occurred in 1844) for under 60 miles to the border, and 60¢:  $6 \times 10$ ¢ US rate over 300 miles from the border to New York.



## Burlington/Highgate exchange; currency devaluation

During the period 17 May 1842–December 1843, there was a 2.5% surcharge on U S currency on postage due *incoming* mail to Canada, occasionally indicated by *US P & Ex* (U S postage and exchange), a scarce marking. This was preceded by a brief period, 1 March–16 May 1842, when the surcharge was 6% (and if I had had one from this period, I would have shown it).



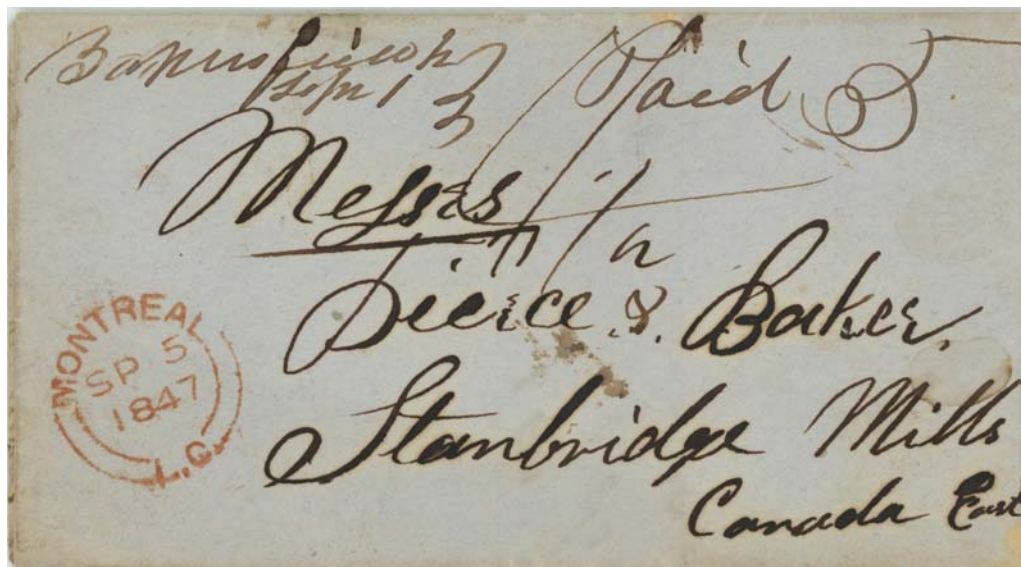
New York–Sherbrooke (L.C), *US P & Ex*, 9 September 1843. Rated collect  $18\frac{3}{4}\text{¢}$  for 150–400 miles, New York to the Highgate exchange. Instead of converting to  $11\frac{1}{2}\text{ d cy}$ , it converted to  $1/-$ . Then an additional 9 d was added for the combined Highgate–Montreal–Sherbrooke (it would have been cheaper had it been sent, as requested, via the Derby Line–Stanstead exchange).



St Albans (VT)–Montreal, December 1843. Collect 6¢ under 30 miles to the exchange point (distance St Albans–Burlington, under 30 miles). This converted to 4 d cy, to which  $4\frac{1}{2}\text{ d}$  (to Montreal), was added, totalling  $8\frac{1}{2}^{\text{o}}$  due.



## Burlington/Highgate exchange



Bakersfield (VT)—Stanbridge Mills (cE), September 1847. Rated *Paid* 5 ¢ (under 300 miles) to Burlington or Highgate (Vermont), and charged 4½ d currency (under 60 miles) via Montreal.

Ms Bakersfield.



Buffalo—Phillipsburgh (cE) via Albany, October 1847. Rated collect 10¢, over 300 miles to Highgate exchange; this converted to 6 d cy, to which was added 4½ d, under 60 miles to destination from the exchange point, via Montreal. Total 10½ d due.

## Rate discrepancy

The special rate between Quebec and the Highgate/Burlington exchange is given as 11 d (1837–51) in [Pa]. However, at least in 1846–9, it appears to have been 11½ d, based on the next three covers.



Georgetown (DC)–Quebec, 1848. Rated **PAID** 10¢ U.S. rate over 300 miles to the Highgate exchange, and 11½ d to Quebec.

The notation *Charge G.T.C.* refers to the post office account of the sender. From November 1847–14 May 1849, U.S. postage to the border could not be paid, except by stamps. This cover is an exception.



Quebec–New York, 1849. Paid 1/11 d cy (double 11½ d), and charged **20¢**, double rate over 300 miles to New York.



## 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**  $1\frac{1}{2}$  d cy, for Quebec to the Highgate exchange, but there also rated  $1\frac{1}{2}$   $1\frac{1}{4}$ , the rates (in sterling and currency respectively) to UK by British packet.

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.



## Burlington/Highgate exchange

The scarifying killer applied to the Canadian paid markings was likely applied at Highgate.



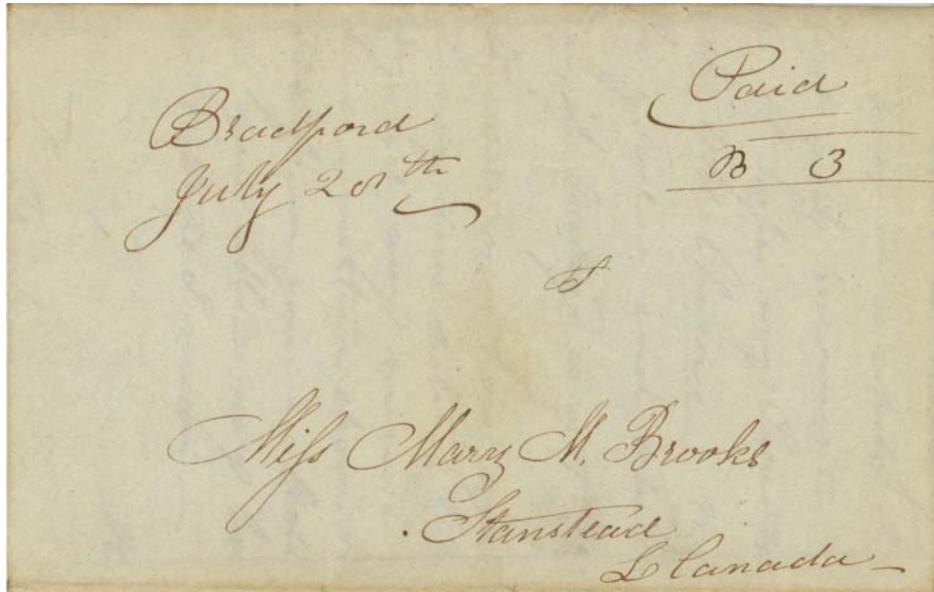
Rigaud (L.C.)–Stonington (CT), 1849. **Paid 7** d cy, 61–100 miles, to the border (*to the lines*), then charged **5**¢, corrected to 10¢ u s postage (< 300 or 300+ miles respectively). Faint **RIGAUD LC** double circle.



Montreal–Ashfield (MA), 1850. **PAID 4½** d under 60 miles to the Highgate exchange, obliterated, and letter charged **5**¢, under 300 miles to destination.

## Extremely early exchange at Stanstead?

From Bradford, Vermont (based on the contents of the letter). This is perhaps a very early cover through the exchange at Stanstead (with Derby Line or a few other towns in Vermont).

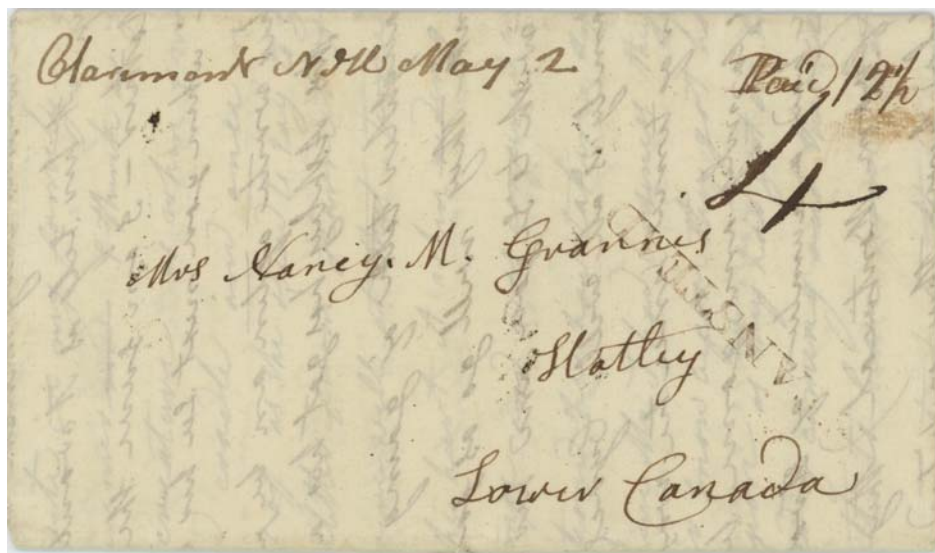


Bradford July 20<sup>th</sup> 1819-

Bradford (VT)–Stanstead (L C), 1819. Rated Paid B (?) 3; I cannot interpret this. Ms Bradford.

## Stanstead-Derby Line exchange

Sometimes called the *Eastern route*; it seems to have begun in 1820 or 1821. The rate to Hatley (very close to Stanstead) was charged on the 1821 cover, not on that of 1824. Other US offices than Derby Line were also exchange points.

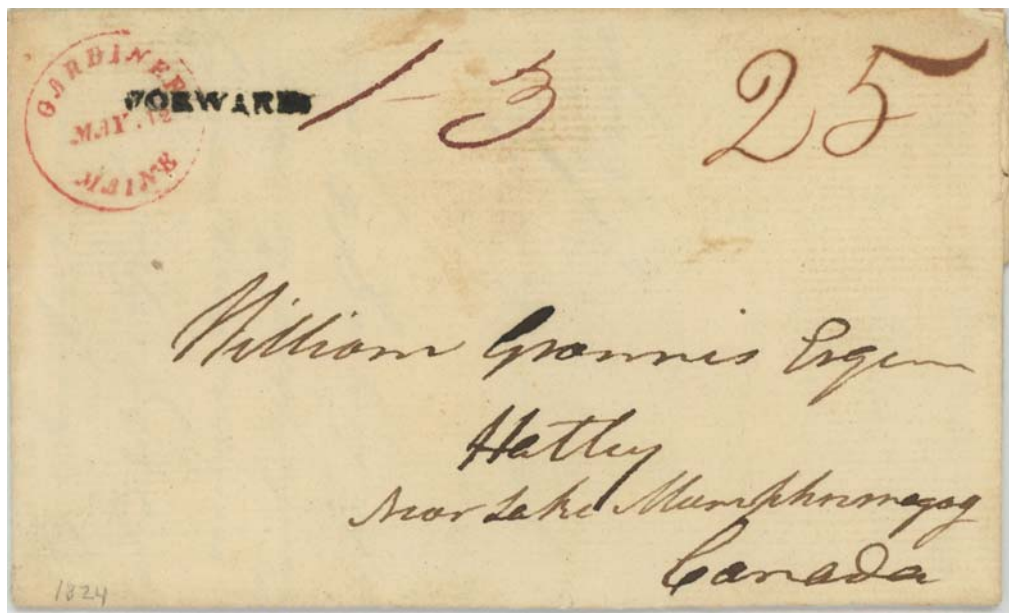


Claremont (NH)–Hatley (LC), 1821. Rated *paid* 12½¢ US rate, 80–150 miles to the exchange; then charged 4 d, which is the rate for under 60 miles expressed very unusually in *sterling*.

STANSTEAD straightline, known 1820–28.

Ms *Claremont NH*, unreported in ASCC.

Claremont April 30. 1821

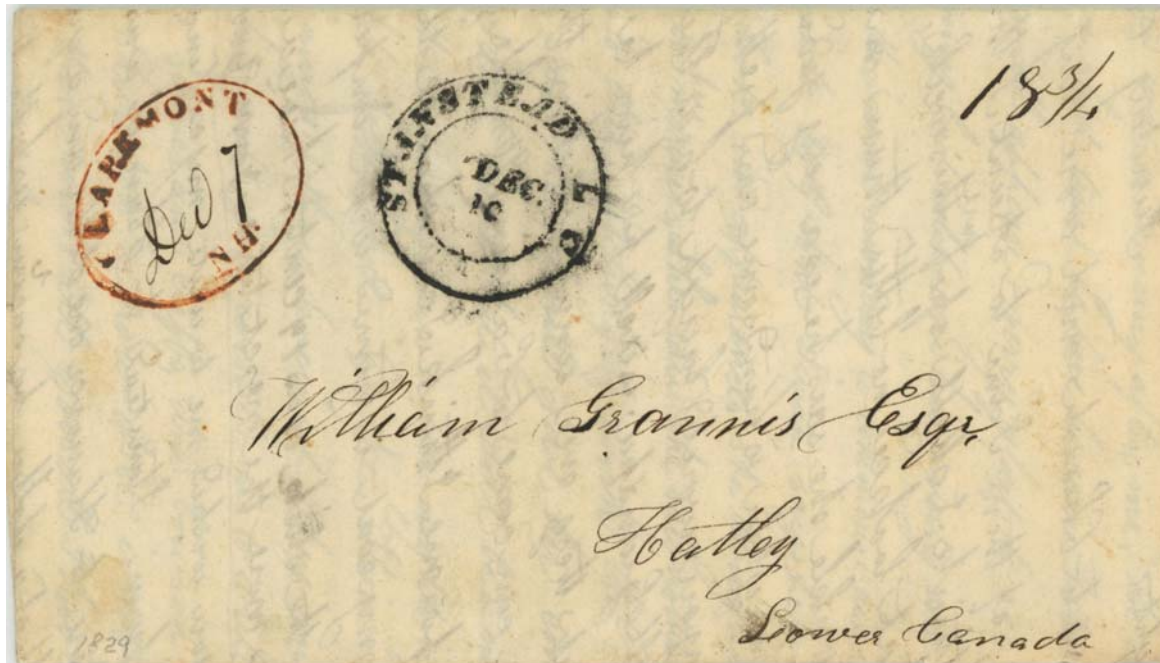


Gardiner (ME)–Hatley, May 1824. Rated 25¢, US rate to the border; this was converted to 1/3cy due. I don't know whether the small FORWARD marking is American or Canadian, but probably the former.

Gardiner May 11. 1824



## Stanstead exchange



Claremont (NH)–Hatley (LC), 1829. Rated collect  $18\frac{3}{4}\text{¢}$  to the Stanstead exchange; for some reason, no additional fee charged to Hatley (likely it was picked up at Stanstead).

*STANSTEAD* typeset-dated italic double circle with *LC* off to the side, known 1829–33.

*Claremont, December 5–1829—*



South Reading (MA)–Compton (LC), 1831. Rated prepaid  $18\frac{3}{4}\text{¢}$  (150–400 miles) to the exchange, and charged  $4\frac{1}{2}\text{d}$  cy (under 60 miles) to Compton.

Double circle italic *STANSTEAD LC*.

*Forrester - Place South Reading Mass. 25<sup>th</sup> May 1851*

## Stanstead-Derby Line exchange



Derby Line (VT)–Quebec via Stanstead, 1832. Rated collect  $11^d$  cy, 201–300 miles, Stanstead–Quebec. Cover mailed from Derby Line and there was no postage from the exchange point to Stanstead.

Stanstead double circle italic with LC off to the side; partially typeset dated; known 1829–32.



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

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

**RICHMOND LC** 1829–type known 1830–48.



## Stanstead exchange



Northampton (MA)–Montreal, 1839. Rated **PAID 37½**, double the 18¾¢ U S rate to the Stanstead exchange, then charged (lower right) 1/6 cy, double 9 d cy (101–200 miles) to Montreal.

STANSTEAD, L.C typeset dated double circle, known 1836–41.



Whitefield (VT)–Sherbrooke (L.C), 1839. Rated collect 10¢ U S, 30–80 miles to the Stanstead exchange; this converted to US 6<sup>d</sup> to which 4½ d Stanstead–Sherbrooke (under 60 miles) was added.

Ms Whitefield Vt Oct 22<sup>d</sup>, unrecorded.

Double circle STANSTEAD, L.C as above.

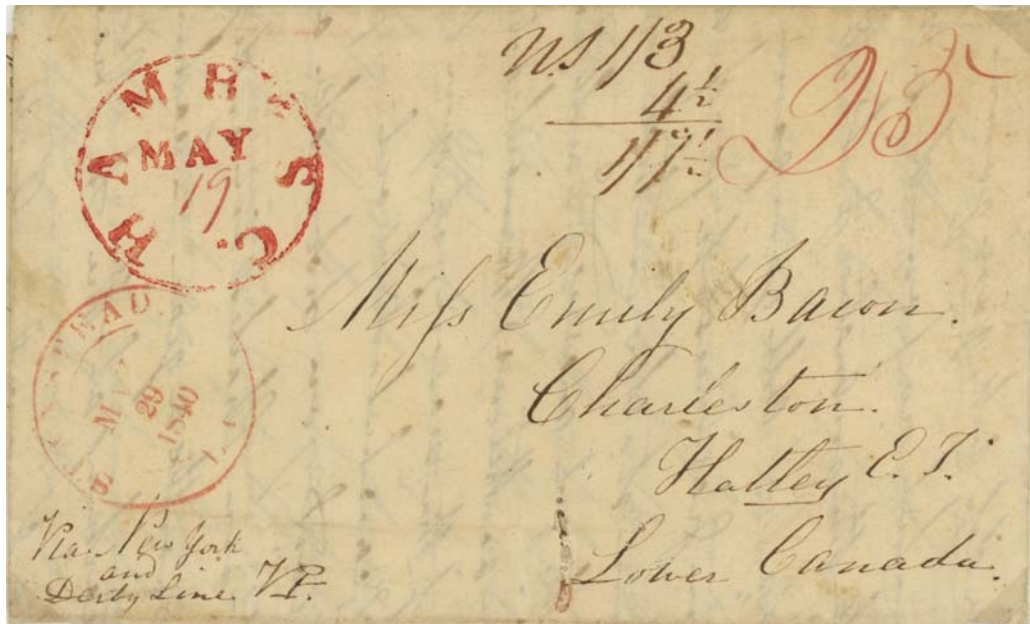


## Stanstead exchange



Fitchburg (MA)–Danville (L.C), 1837. Rated **PAID**  $18\frac{3}{4}\text{¢}$ , U.S. 150–400 miles to the Stanstead–Derby Line exchange, and charged 7 d cy, 61–100 miles, to destination.

Double circle **STANSTEAD, L.C.**, known 1836–41. The inner circle is barely visible.



Hamburg (SC)–Charleston (alternative name for Hatley, L.C), 1840. Rated collect  $25\text{¢}$  over 400 miles to the Stanstead exchange; this converted to  $1/3$  cy, and the under 60 mile fee to Hatley,  $4\frac{1}{2}\text{ d}$ , added. South Carolina is a very unusual origin to Canada in this period.

Double circle **STANSTEAD, L.C.**

## Stanstead-Derby Line exchange



Sherbrooke (L.C)–London via Derby Line, New York, and ship letter to Liverpool, 1838. Rated **PAID 18<sup>3</sup>/<sub>4</sub>¢**, Derby Line to New York, 150–400 miles, converted to 11½ d cy, and 4½ d cy, ≤ 60 miles Sherbrooke to the exchange. Then charged 1/4 stg, made up of 8 d incoming ship letter and 8 d Portsmouth to London.

Try Blandford Street.

1829-type SHERBROOKE and oval **DERBY-LINE VT**. Boxed **SHIP LETTER PORTSMOUTH**, Robertson s15.

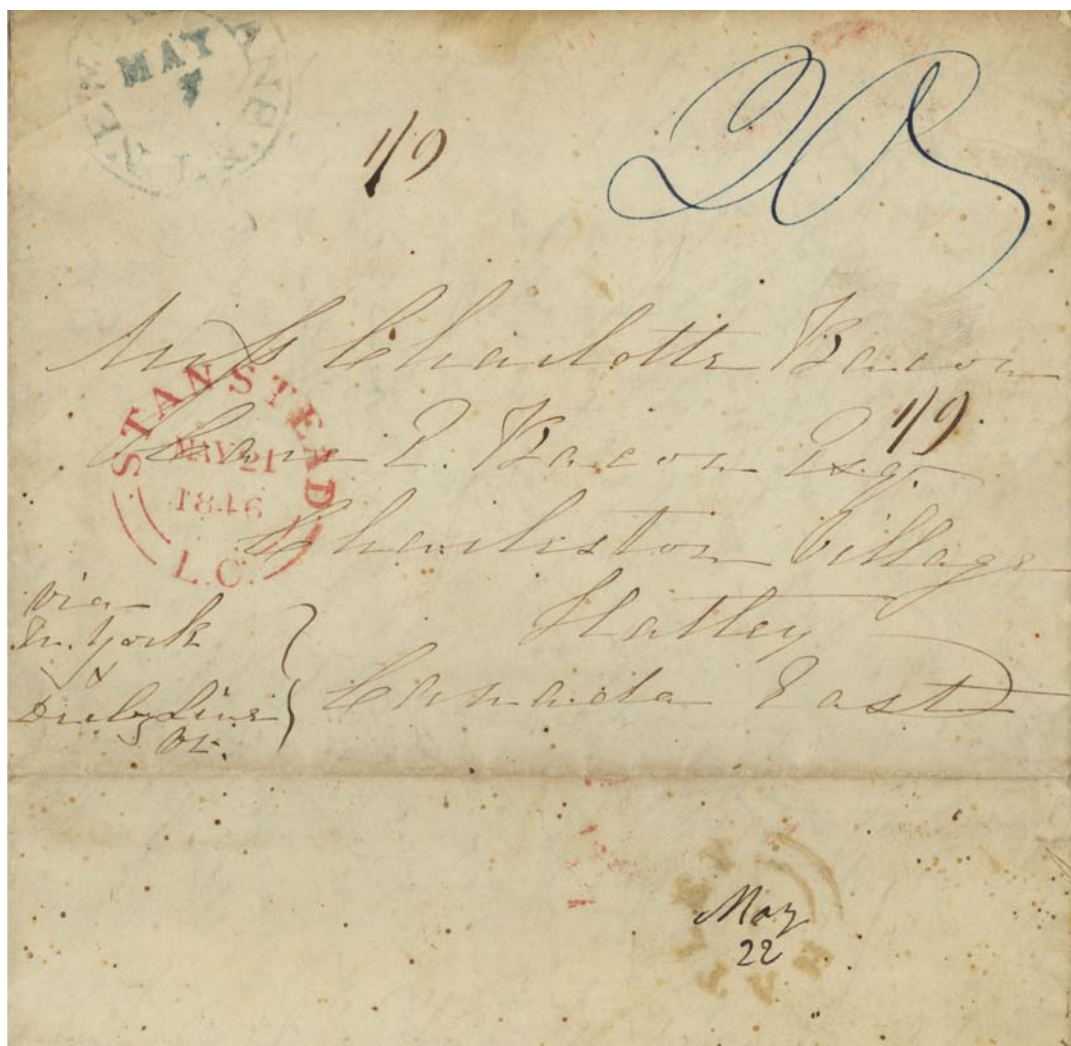


From Louisiana

Different routes.



Baton Rouge (LA)—Laprairie (LC), 1843. Rated **PAID 25¢**, over 400 miles via Lake Champlain route; then charged  $4\frac{1}{2}$  d under 60 miles to Montreal (Laprairie is on the outskirts of Montreal). The **FORWARDED** handstamp was applied at Montreal; this (mis)use is quite common in Lower Canada/Canada East.



New Orleans (LA)—Charleston College, Hatley (LC), 1846. Rated collect **20¢**, double rate over 400 miles to the Stanstead-Derby Line exchange; this converted to  $1\frac{1}{2}$  cy. Then charged double  $4\frac{1}{2}$  d under 60 miles to Hatley, so total due is  $1\frac{1}{9}$  cy. 1829-type **HATLEY**, known 1830–49.



## Stanstead exchange



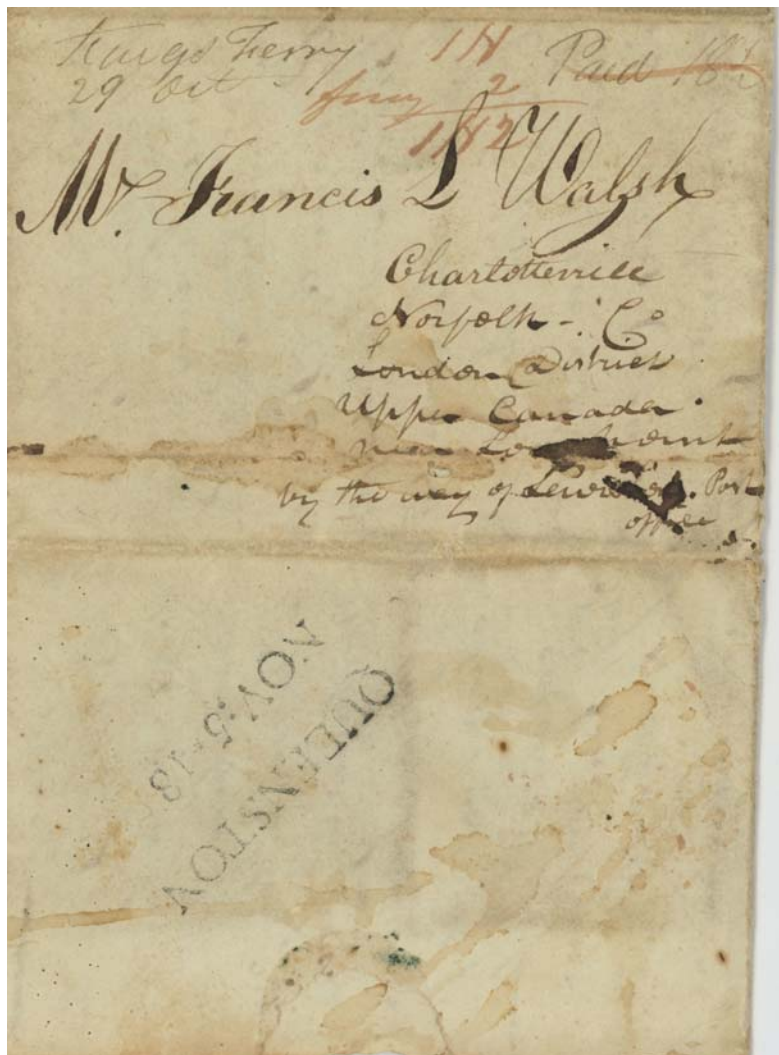
Chelsea (VT)–Prescott, via the Stanstead exchange, 1844. **FREE** franked by Chelsea P.M. to the border (*Free to the Lines*). Then charged 11½ d cy, 201–300 miles, Stanstead–Prescott.

Two consecutively dated strikes of the serif **STANSTEAD L.C.** double broken circle (known 1839–55).

It would have been much cheaper had it been sent to the Prescott-Ogdensburg exchange—only ferriage to an exchange point would have been charged.

## Queenston-Lewiston exchange; ferriage

Cross-border postal services resumed after the War of 1812. Some exchange points in Upper Canada were located at river crossings, hence *ferriage*. The fee depended on the crossing (2 d or 3 d cy).



Scipio Oct 26 1818

Scipio (NY)–Charlottesville (Norfolk Co, U C) 1818. Initially paid 18<sup>3</sup>/<sub>4</sub>¢ (at the King's Ferry post office), U S rate to the Queenston-Lewiston exchange (150–400 miles), then deliberate overcharge 1/- cy (distance Queenston to Charlottesville required only 11 d cy; this was during the 1810–21 deliberate overcharge period with the postmaster pocketing the difference), and *ferry* 2 d ferriage, one of the earliest known.

QUEENSTON straightline, known 1817–8, of which this is the latest recorded.

Ms *Kings Ferry*, NY (only other manuscript reported in 1845). Scipio is about 11 miles north of Kings Ferry.

## Niagara exchange

Usually given as exchanging with Youngstown, and with 2 d ferriage. It is plausible that ferriage began to be charged at this exchange in February 1829, consistent with the departmental order effective that date (which unfortunately does not refer to Niagara). The exchange terminated on 6 January 1831, and mail previously intended for it was sent via the Queenston-Lewiston exchange.



Fairfield (NY)–St Thomas (U C), 1829. Rated collect  $18\frac{3}{4}\text{¢}$  U S 150–400 miles to Youngstown-Niagara (despite the notation, *Via Lewiston*); this converted to *American postage*  $11\frac{1}{2}\text{ d}$  cy, to which *British do.*  $11\text{ d}$  was added. The latter was made up from 2 d ferriage (at Niagara) and 9 d Niagara–St Thomas (101–200 miles).

Ms Fairfield NY Nov 18, otherwise known only in 1824.

Up to five examples of the two-line American/British postage handstamp known at Niagara, all similarly faint.

Triple ring *NIAGARA* with inverted *UC*, known 1829–39.



## Niagara exchange: Niagara paid to New York oval

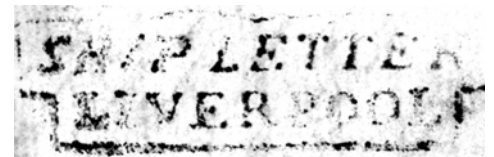
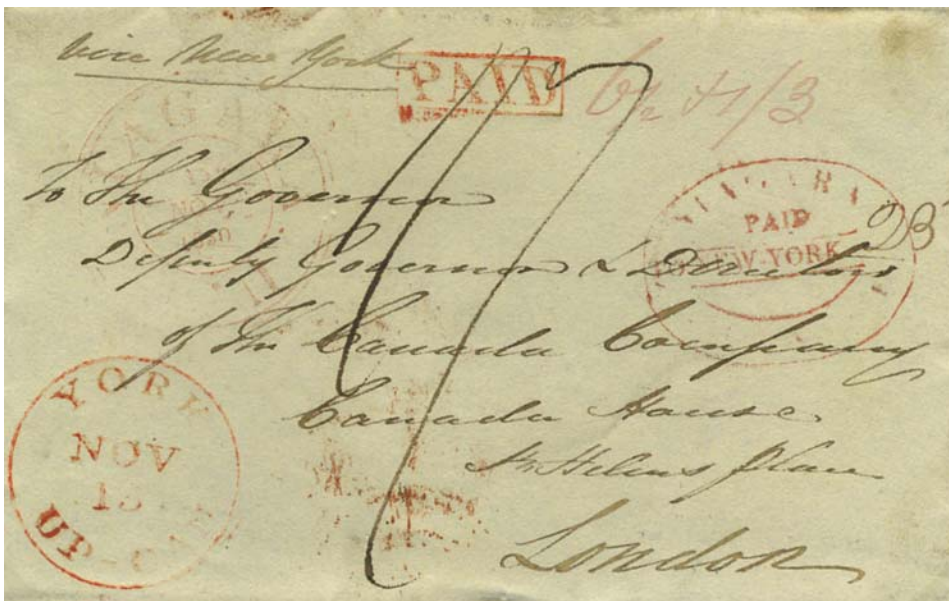
Double oval **NIAGARA U CANADA PAID TO NEW-YORK**, at most five examples reported. Previously known August–November 1830. Close comparison shows that this was made out of the previous Niagara double oval.



**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¢ U S 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 charge 11 d Liverpool–Somerset, 1/7 due.

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.



**York (U C)** to **London via Niagara exchange, New York, and Liverpool**, November 1830. Rated **PAID 6 & 1/3** (cy), the first being 4½ d cy (61–100 miles) York (Toronto) to Niagara, plus 2 d cy ferriage, the second, the equivalent in currency of 25¢ (U S rate over 400 miles, Niagara–New York). Then charged 1/7, as above.

Common circle **YORK UP. CAN**, faint double circle **NIAGARA** (inverted **U.C.**). Common two-stepped Liverpool ship letter and London receiver (Xmas day).

## Queenston exchange

On 6 January 1831, the Niagara exchange was terminated.



New York–Niagara Falls Mills, February 1831. Rated (faint; upper right) collect **50¢**, double **u**s over 400 miles to Lewiston; this converted to **American postage 2/6** cy, to which **British do 11** d was added. The latter was made up from 2 d ferriage (at Queenston) and double 4½ d Queenston–destination (under 60 miles).

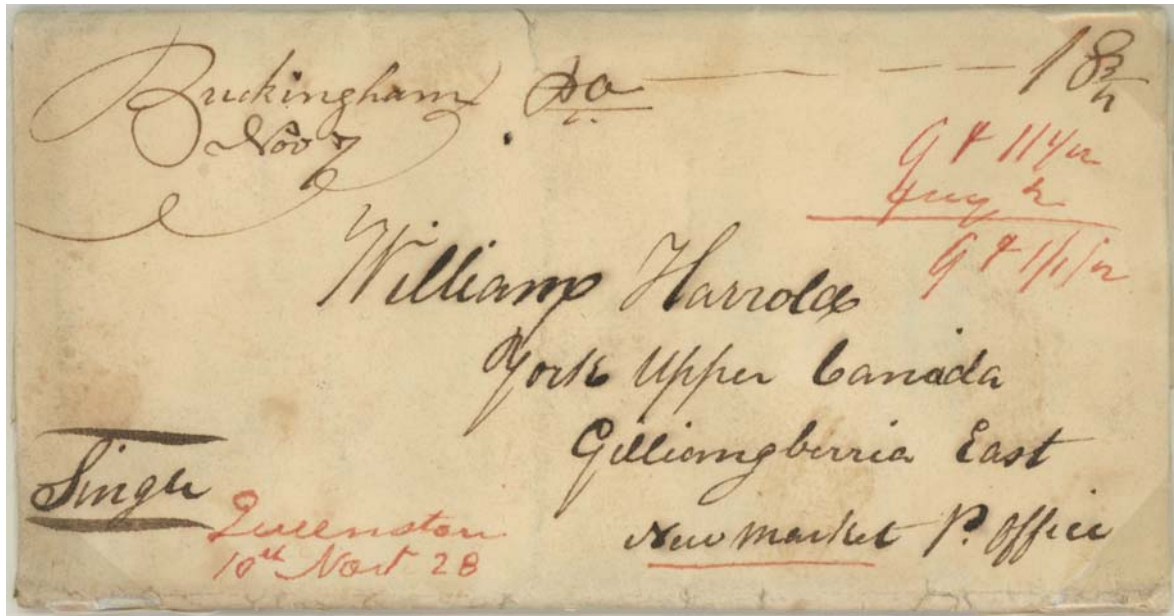
Same American/British postage handstamp as at Niagara.

Double circle **QUEENSTON U. C.** known 1831–34, earliest reported strike.



## Queenston-Lewiston exchange

This exchange became more important when the Niagara exchange was discontinued in 1831. As a result, it subsequently had a number of interesting handstamps.



Buckingham (PA)–Newmarket (U C), via Queenston, 1828. Ms *Queenston*, 10 November 1828 (also *Buckingham PA* ms). Rated collect  $18\frac{3}{4}\text{¢}$ , U S rate to Queenston-Lewiston exchange (under 400 miles). This converted to  $11\frac{1}{2}\text{d}$  cy, and it was charged an additional 9 d mileage 101–200 miles, Queenston to destination; finally *ferry 2 d*.

Queenston ms known 1828–30.



Schenectady (NY)–Queenston, forwarded to York, 1832. Originally rated collect  $18\frac{3}{4}\text{¢}$ , U S rate to border (Lewiston). Rare handstamp indicating *American postage*  $11\frac{1}{2}$  (conversion to currency of U S rate) and *British do.* 9 d, of which 7 d covered 61–100 miles to York (Toronto), and the remaining 2 d was ferriage.

The strange typeset double circle is known 1831–4.



## Queenston-Lewiston exchange

**U. S. P. Paid 25** applied at Queenston or Lewiston (a handful of examples reported). Previously known only in 1834. Free in UK.



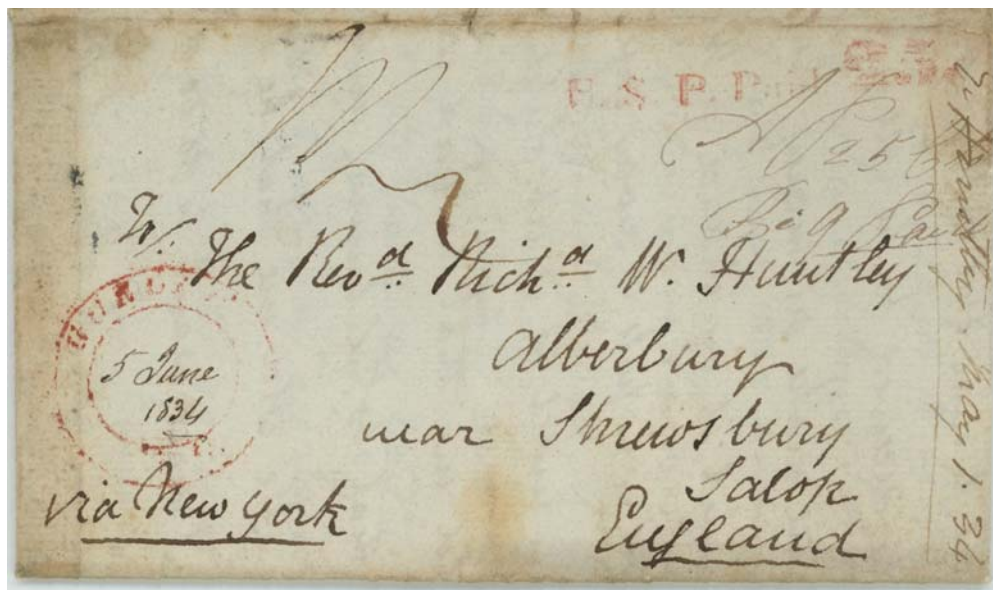
Toronto (not the city) to London via Lewiston, 1832. Rated Paid 9<sup>d</sup> cy (7d to Queenston and 2d ferriage to Lewiston) and American 1/3 cy equivalent to 25¢, the US rate to New York.

Then rated the normal combined Liverpool ship letter and internal rate to London (1/7 stg); this was struck through and crown **FREE** dater applied, since the letter was addressed to the Paymaster General of His Majesty's land forces (and thus eligible for free franking).

Only reported example of *Toronto* (Peel County, open 1826–36) manuscript (upper left). Common Lewiston (NY) cds, and large two-line LIVERPOOL SHIP LRE (Robertson s3, 1819–33).

## Queenston-Lewiston exchange

**U. S. P. Paid 25** applied at Queenston or Lewiston.



**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¢** (known in 1832–4), US postage from 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.



**St Catherines (U C)**—Liskeard (Cornwall, UK), 1834. Rated **PAID USP 1/5 BP 6½**, all in currency; this is made up of 4½ d St Catherines–Queenston exchange (under 60 miles), 2 d ferriage to Lewiston, and the conversion of the US 25¢ rate, Lewiston–New York (over 400 miles). Two strikes of the rare **U.S. P. Paid 25** handstamp.

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



## Queenston-Lewiston exchange



York (Toronto post-1834)–Petersburg (VA), 1830–1834. Prepaid 9 d cy (2 d ferriage and 61–100 miles to Queenston); then charged 25¢ (over 400 miles) to Petersburg. Virginia is a very unusual destination from Canada in this period.

The **YORK UP-CAN** circle is known used 1830–34.



Trafalgar (U C) to London, 1834. Rated *paid 9 & 25Cts*—9 refers to 9d cy, made up of 7d cy for 61–100 miles to the Queenston–Lewiston cross-border point, plus 2d ferriage; 25¢ is the U S rate from Lewiston to New York; finally, charged 1/7 stg as Liverpool ship letter (8 d incoming ship letter and 11 d Liverpool to destination).

Ms dated 1829-type **TRAFALGAR** (U C), known 1832–49. Two-step Liverpool ship letter on reverse. **G:P** (General Post), applied in U K.



## Queenston-Lewiston exchange

Same arrival date at Queenston (1 August 1834). **QUEENSTON U.Can<sup>a</sup>** circle is known only April 1833–September 1834 (always green), but is common.



*Romulus 26 July 1834*

Romulus (NY)–London (U c), 1834. Rated *paid 12½¢* U s rate 80–150 miles to Lewiston; then charged 11 d cy, made up of 9 d Queenston–London (101–200 miles) plus 2 d ferriage at Queenston.

Ms town marking *Romulus Aug 2*, which is weird, because the Queenston cancel is dated the day before(!)—as the London marking is dated *8 Augt*, there likely was an error at Queenston. No other postmarks have been recorded from Romulus.

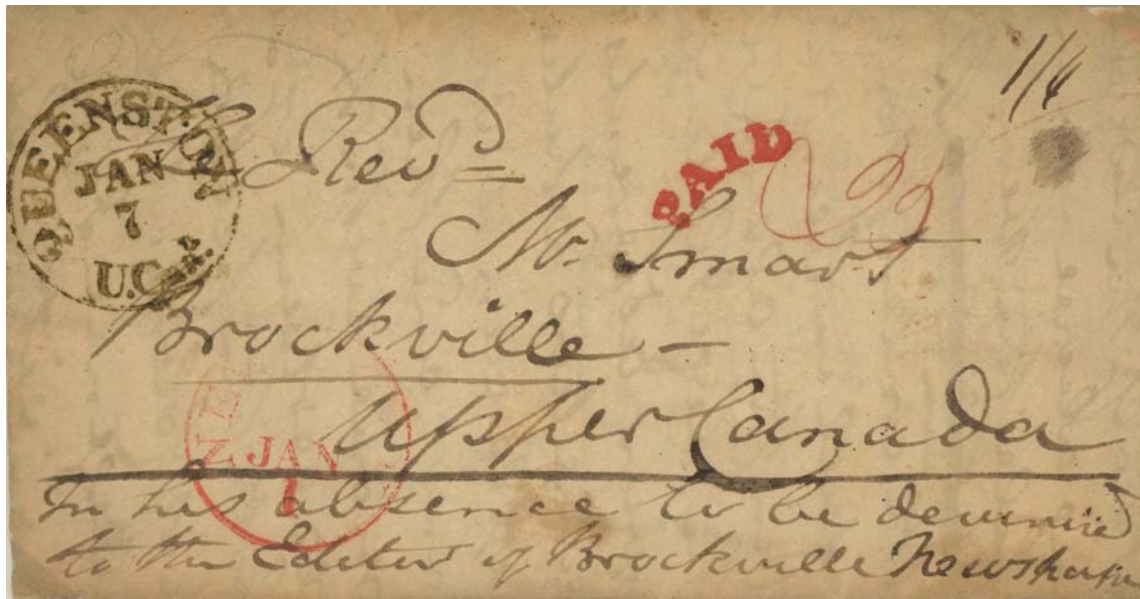
LONDON 1829-type, known 1831–39.



*Cazenovia July 27th 1834*

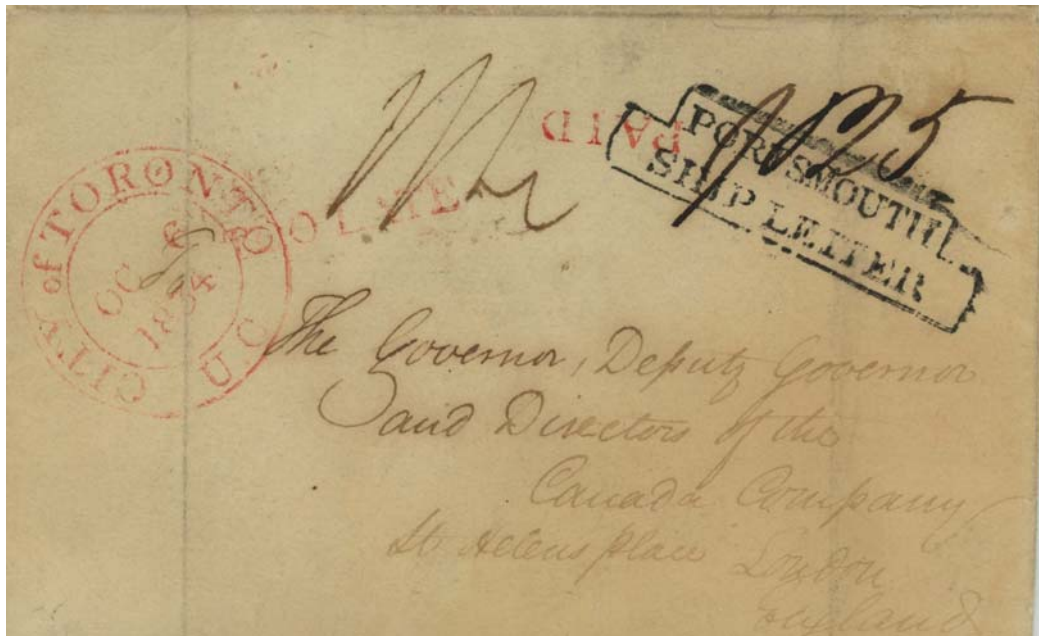
Cazenovia (NY)–Toronto, 1834 (Toronto had changed its name from York and became a city in March 1834). Rated **PAID 18¾¢**, U s rate 150–400 miles to Lewiston; then charged 9 d, made up from 2 d ferriage at Queenston and 7 d 61–100 miles, Queenston–Toronto.

## Queenston-Lewiston exchange



New York–Brockville (U C) via *Queenston-Lewiston exchange*, (1834). **PAID 25¢** (US postage over 400 miles, New York to the exchange point, and charged 1/4 cy, 401–500 miles. Mailed 1 January 1834 at New York.

**QUEENSTON U.Can<sup>a</sup>** circle, known 1833–34, but not rare.



*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 US rate over 400 miles, Lewiston to New York, where it was put aboard a (private) ship. It was then 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** (for the day's mail).

Earliest reported strike of the common double circle **CITY OF TORONTO U.C.** Known used to 1845.



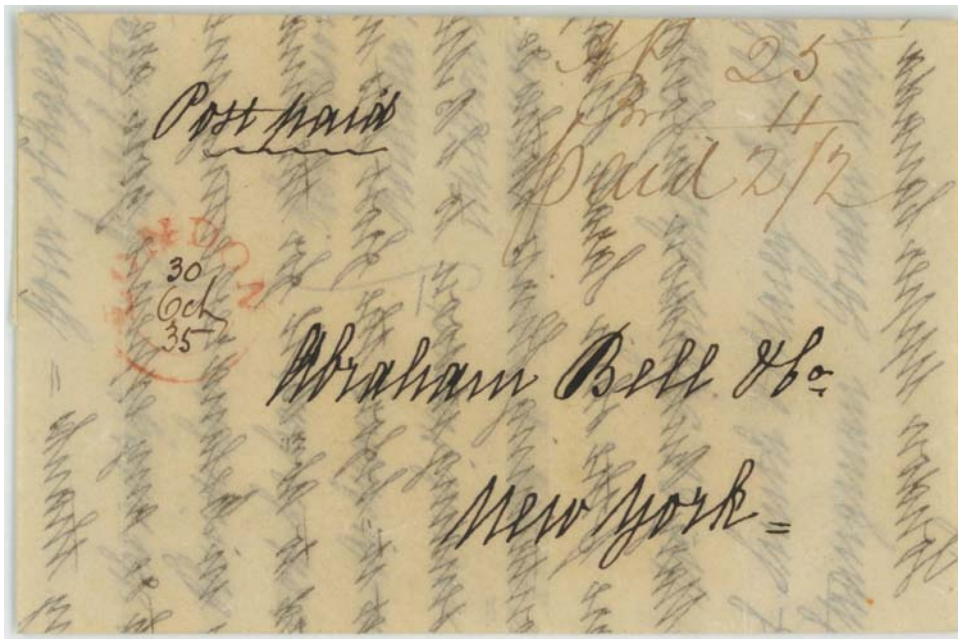
## Queenston-Lewiston exchange



St Catherines (U C)—Sacketts Harbour (NY), 1834 (modern spelling: Sackets Harbor). All prepaid, **AP** 18<sup>3</sup>/<sub>4</sub> **BP** 6<sup>1</sup>/<sub>2</sub> d cy; 6<sup>1</sup>/<sub>2</sub> d (BP: British postage) represents the charge for under 60 miles from St Catherines to the border exchange at Queenston-Lewiston plus 2 d ferriage there, and 18<sup>3</sup>/<sub>4</sub>¢, the U S charge (AP: American postage), 150–400 miles, Lewiston to destination.

It would have been cheaper via the Kingston-Sacketts Harbour exchange (more Canadian postage plus ferriage, but no U S postage).

1829-type **ST CATHERINES**, known 1831–39.



London (U C)—New York, 1835. Rated **AP** 25¢ (American postage 25¢), **Br** 11 d cy (British postage, 101–200 miles to Queenston/Lewiston exchange plus 2 d ferriage); former converted to 1/3 cy, total **Paid** 2/2 cy.

1829-type **LONDON**, Middlesex County, known 1831–9.



## Queenston-Lewiston exchange



Drummondville (U C)–Germantown (PA), 1835. Rated Paid 6½; 4½ d under 60 miles to Queenston , plus 2 d ferriage at the exchange. Struck through and replaced by collect 25¢, U S rate over 400 miles from Lewiston to destination.

*DRUMMONDVILLE U.C* double circle italic; known 1830–42.

## Ferriage dropped, 1837

Same correspondence, a several months apart; ferriage charged on the earlier one, but not on the later. Ferriage was dropped in March 1837 if the letter was travelling beyond the exchange point. These covers bracket the changeover. The red paid handstamps are from the same instrument, with 9 replaced by 7.



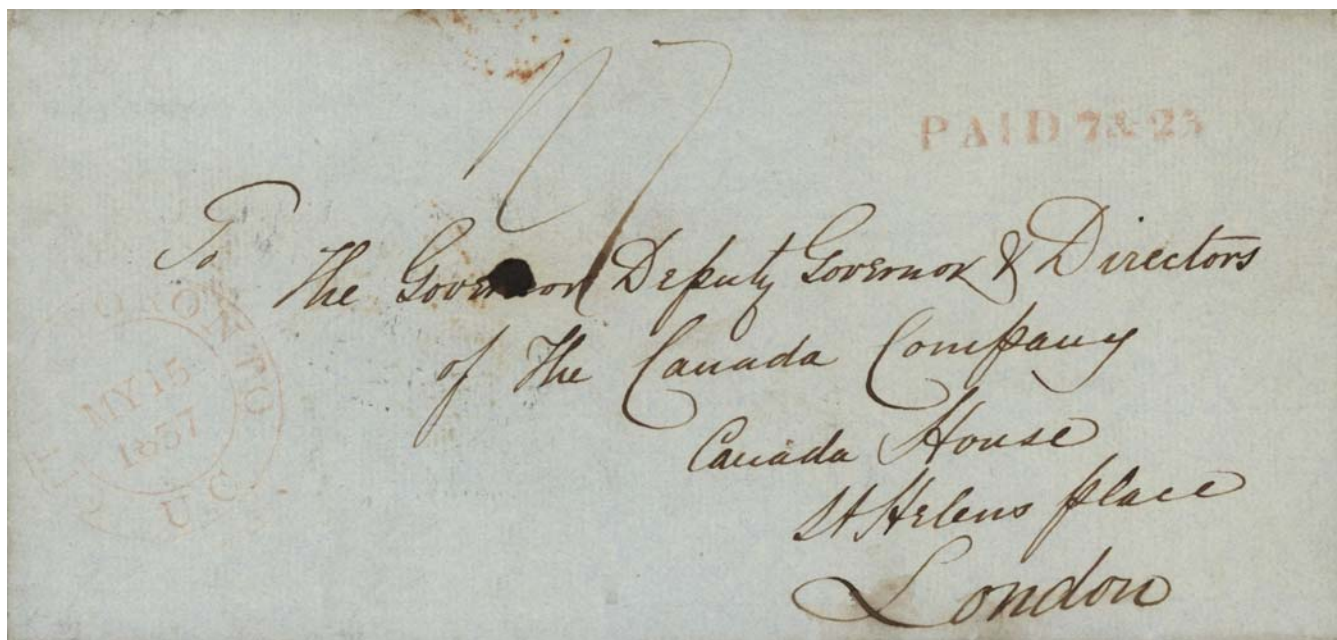
Toronto–London, via US and ship letter, 1 February 1837. Rated **PAID 9&25**. Of this, 9 d cy made up from 7 d Toronto to the Queenston exchange point (61–100 miles), plus 2 d ferriage to Lewiston; 25¢ US rate (over 400 miles), Lewiston–New York.

Sent by ship letter, arriving at Portsmouth (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.



**PAID 9&25**



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

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

**PAID 7&25**

Ferriage ceased in 1837



New York–Ancaster (U C), 1836. Rated 25¢ to Lewiston (401+ miles); this converted to  $1/3$  cy. Then charged  $6\frac{1}{2}$  d, made up from 2 d ferriage and  $4\frac{1}{2}$  cy under 60 miles, Queenston to Ancaster.

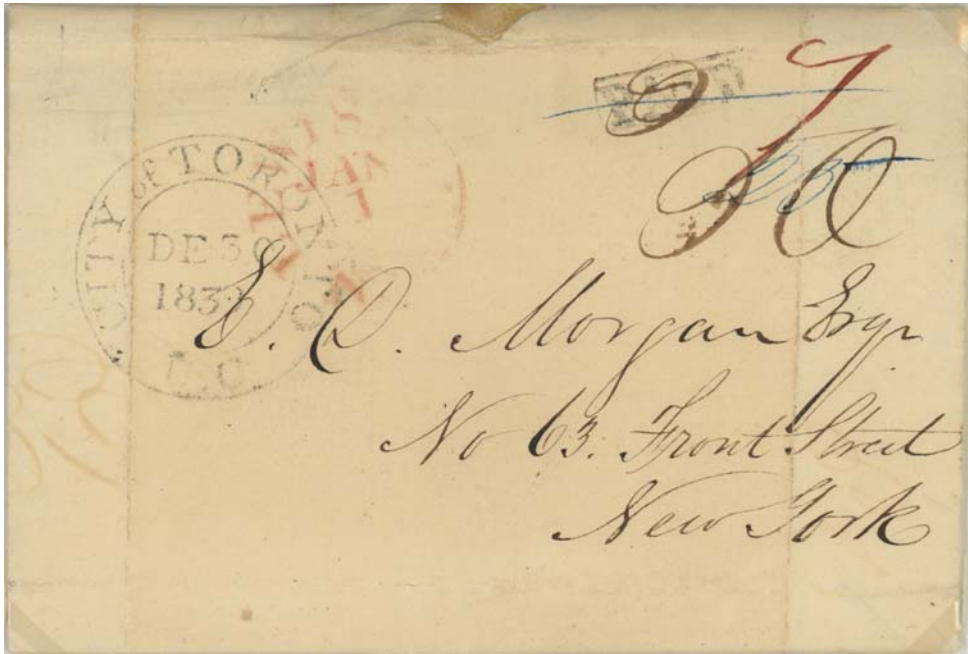
QUEENSTON double circle, known 1834–56.



Boston–Ancaster, 1838. Charged 25¢, Boston to Lewiston; and this time, with only an additional  $4\frac{1}{2}$  d cy.



## Queenston-Lewiston exchange



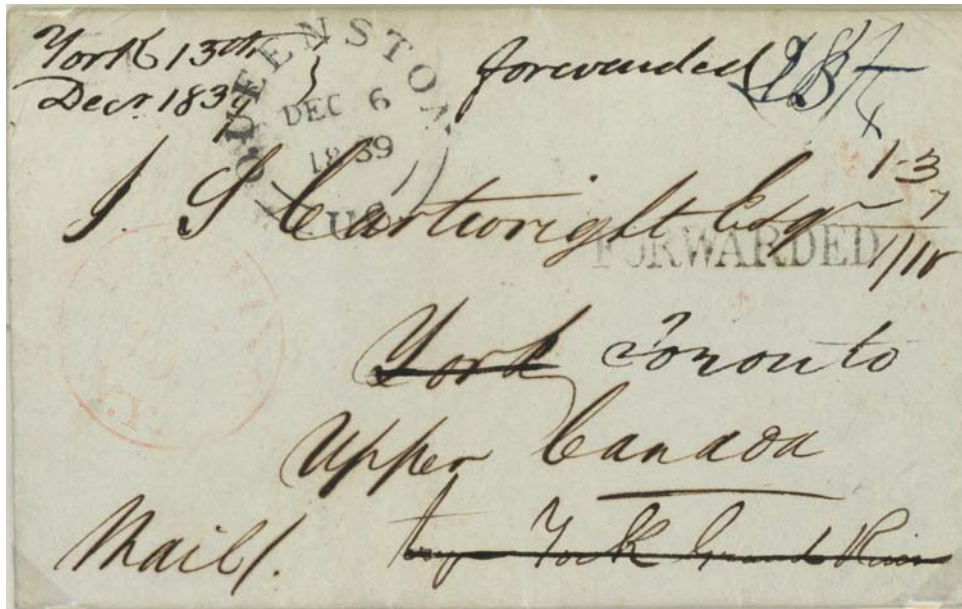
Toronto–New York, across Lake Ontario, 1839. Rated PAID 9 d cy, double  $4\frac{1}{2}$  d rate to Queenston (by land, it would have been 7 d per enclosure); initially charged 25¢ (over 400 miles, Lewiston–New York), overwritten 50, double rate.



Hamilton, 10 Sept 1844

Hamilton–New York, 1844. Rated PAID  $4\frac{1}{2}$  d cy to Queenston-Lewiston exchange, and charged 25¢ to New York (over 400 miles). Faint Lewiston circle.

## Queenston-Lewiston exchange



Flushing (NY), addressed to York, intending Toronto, forwarded to Toronto, 1839. York (Haldimand County, not York County) ms dated 13 December 1839. Faint **LEWISTON** circle.

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

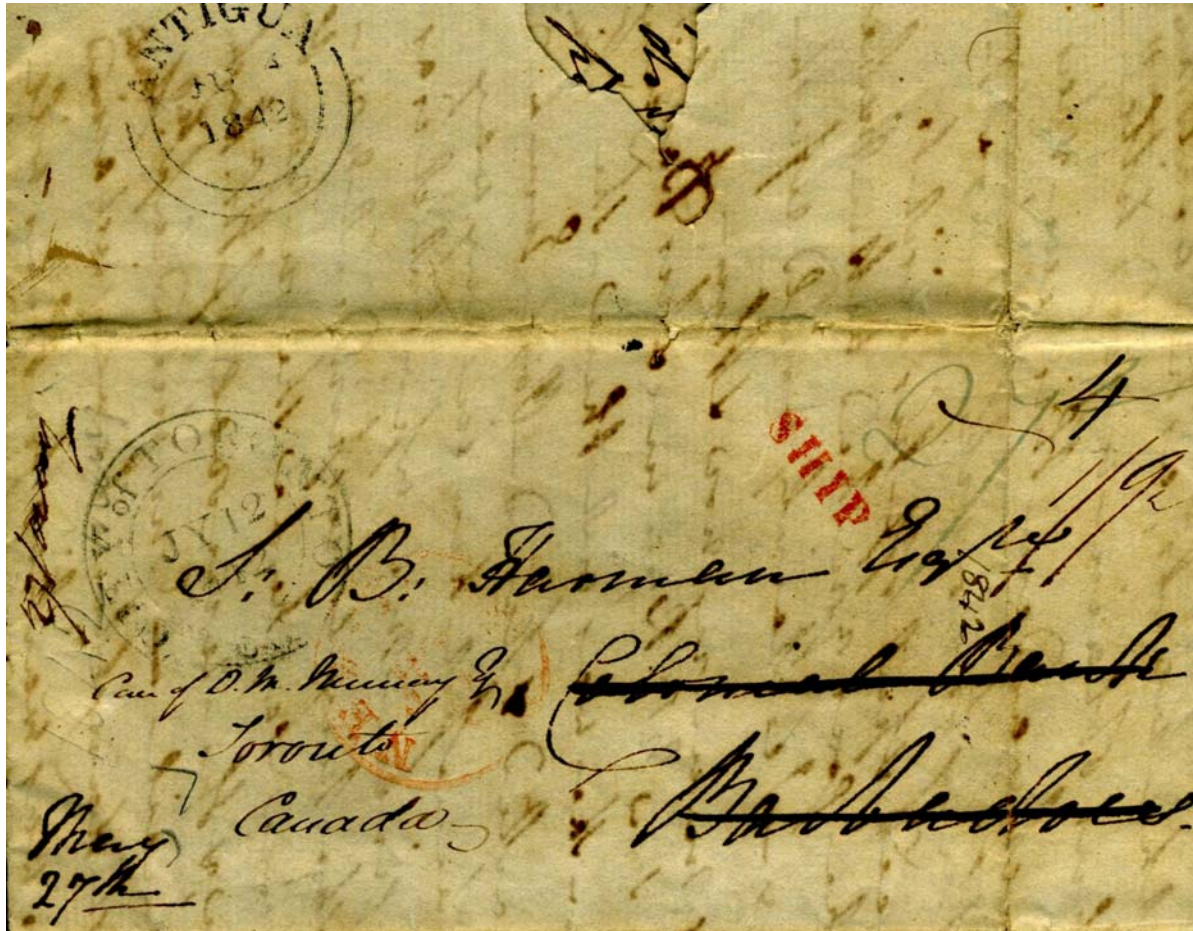
Ms York (Haldimand Co, U C), to be distinguished from York (York Co)—which changed its name to Toronto in 1834. Post office opened 1836. Two reported ms.



Erie (PA)–Thorold (C W), 1844. Rated **PAID** 12½¢ (80–150 miles) to Lewiston. Then charged 4½ d cy, under 60 miles, Queenston–Thorold.



From Antigua, via Queenston-Lewiston exchange



Antigua to Toronto, readdressed from Barbados, July 1842. Rated 4 d stg port to port rate to Barbados, forwarded to Toronto; sent as ship letter; charged 27¢ at New York (2¢ incoming ship letter, 25¢ New York to border).

During the period May 1842–December 1843, a 2.5% surcharge existed on US postage, so 27¢ translated to  $1/5$  cy (instead of  $1/4\frac{1}{2}$  cy), and the inland under 60 mile rate ( $4\frac{1}{2}$  cy) added, totalling  $1/9\frac{1}{2}$  cy due. The original 4 d stg charge was seemingly ignored.



## From Georgia

During the period May 1842–December 1843, there was a 2.5% surcharge on US currency. This had the effect of raising the conversion of 25¢ to  $1\frac{1}{3}\frac{1}{2}$  cy, rather than the former and subsequent  $1\frac{1}{3}$  cy. Georgia is a very unusual place of origin for a cover to Canada in this period.



Savannah (GA)–Oakville (U C), August 1843. Rated collect faint 25¢ US rate (over 400 miles) to the Queenston-Lewiston exchange; this converted to  $1\frac{1}{3}\frac{1}{2}$ , and an additional 7 d cy, 61–100 miles to destination charged.

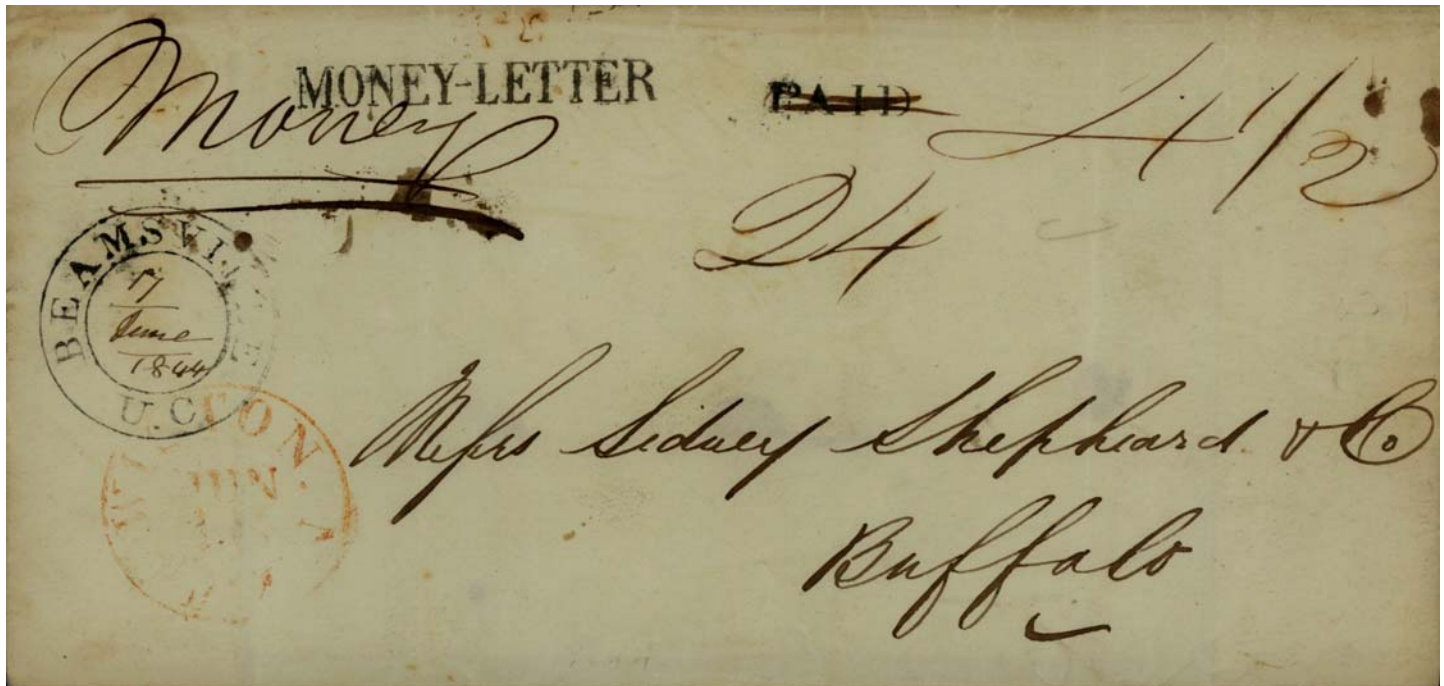
Double circle OAKVILLE U.C.; one other strike known (1845).



Savannah (GA)–Oakville (U C), 1844. Rated collect faint 25¢ as above; this time converted to  $1\frac{1}{3}$ , and additional 7 d cy, 61–100 miles to destination charged.

## Queenston-Lewiston exchange: multiple weights

The US and Canada had the same scheme for multiple weights (sheets/quarter-ounces) until 6 January 1844, when Canada changed to per half-ounce. The US did not adopt this until 1 July 1845. Here is an example in the interim.



*Beamsville–Buffalo money letter, single Canada and quadruple US rate, June 1844. Rated PAID 4½ d cy, single rate under 60 miles to Queenston. The paid handstamp was struck through at the cross-border point, Lewiston, and the rate 24¢ (to be collected) applied.*

The distance Lewiston–Buffalo, 25 miles, required single rate fee of 6¢ (1825–1845). US rates were calculated per sheet or quarter-ounce, so this was quadruple (three enclosures; weight less than one-half ounce).

Double circle BEAMSVILLE U.C., known 1840–49.

Cross-border money letters (other than those from the Kennedy correspondence) are difficult to find.

## Queenston-Lewiston exchange



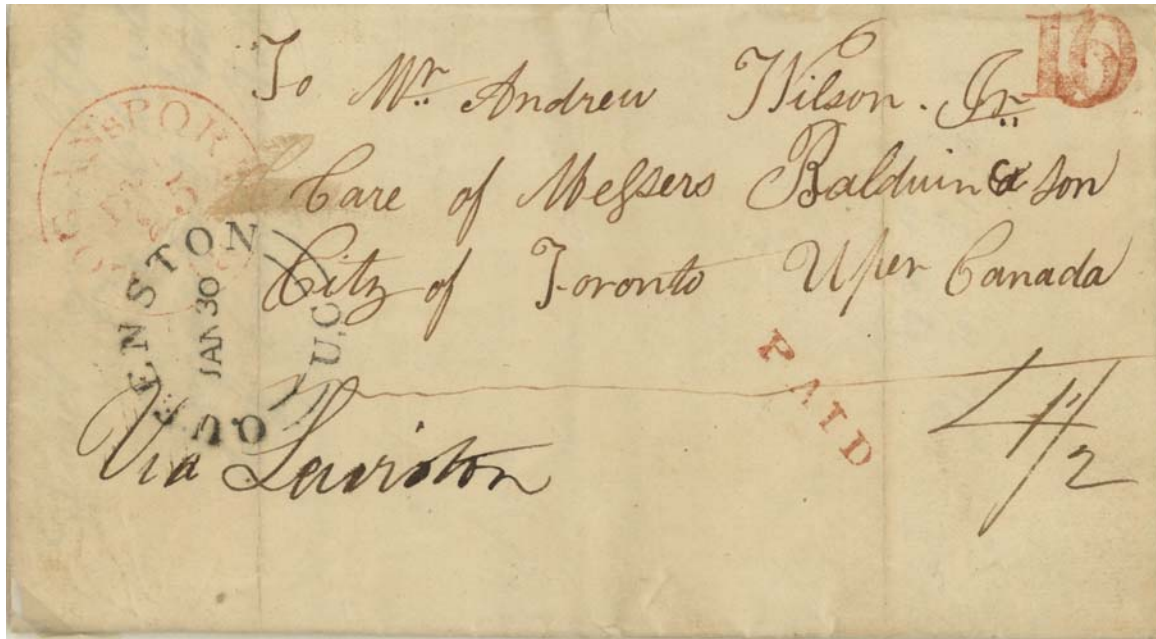
Oro (UC)–Princeton (NJ), 29 June 1845. Initially PAID 9 d cy (101–200 miles to the Queenston-Lewiston exchange). The letter arrived at Lewiston on 3 July, and so was charged the rate implemented two days earlier, 10¢ for 300+ miles.

A leftover from about two hundred years earlier, *Post Haste*, on the far right.

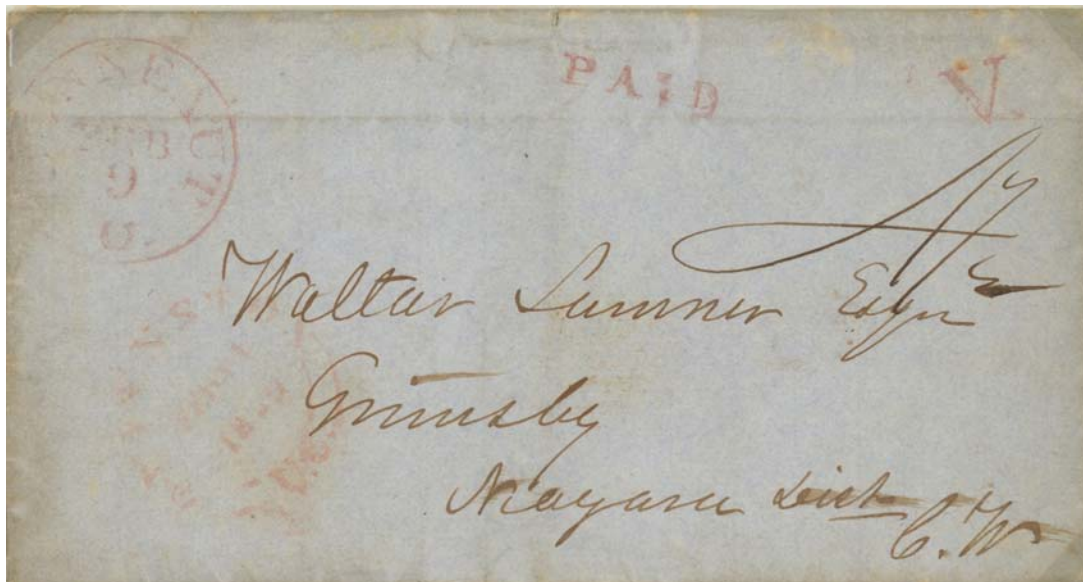
Double circle ORO U.C, known 1842–55.



## Queenston-Lewiston exchange



Logansport (IN)–Toronto, 1846. Initially rated **PAID 5¢**, under 300 miles to Lewiston, then overstruck with the correct **10¢** (over 300 miles). Charged (collect)  $4\frac{1}{2}$  d under 60 miles to Toronto; since the road distance was about 80 miles, this must have been carried across Lake Ontario.



Conneaut (OH)–Grimsby, 1849. Rated **PAID V**, 5¢ under 300 miles, to Lewiston; then charged  $4\frac{1}{2}$  d, 61–100 miles to Grimsby.

## Queenston-Lewiston exchange



*Albany (NY)–Toronto via Lake Ontario, 1847. Rated 10¢, over 300 miles to Lewiston; this converted to 6 d cy, to which was added 4½ d, under 60 miles to destination from the exchange point (only possible by boat across Lake Ontario).*



*New York–Toronto, 1847. Rated collect 10¢, over 300 miles, to Lewiston; this converted to 6 d cy, to which was added 4½ d, under 60 miles to destination from the exchange point (across Lake Ontario). Totalled 10½ d due.*

## Queenston-Lewiston exchange



New York–Toronto, 1847. **PAID** 10¢, over 300 miles, to Lewiston; charged 4½ d, under 60 miles to destination from the exchange point (across Lake Ontario).



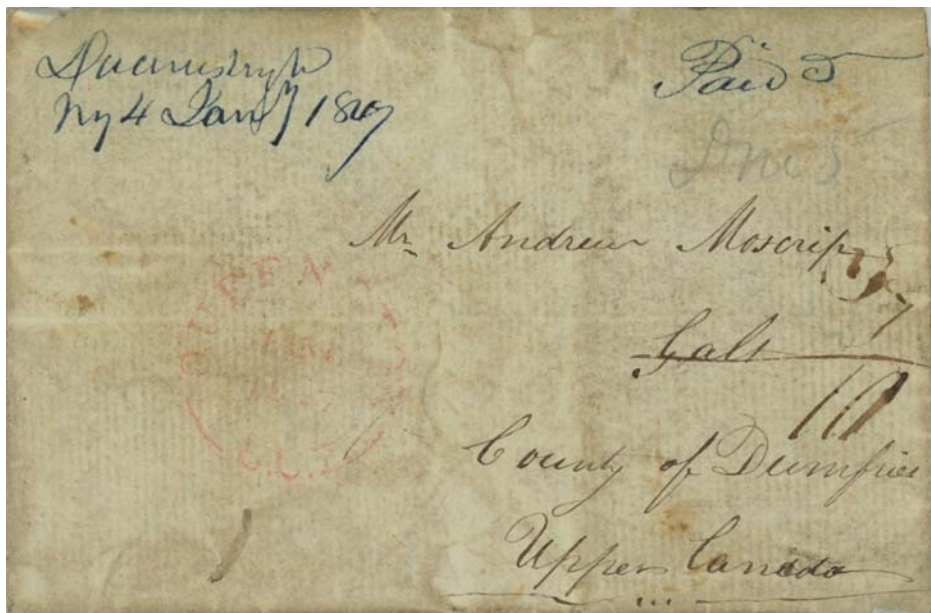
Sodus (NY)–Toronto, 1847. Rated **PAID** 5¢, under 300 miles to Lewiston/Queenston exchange; then charged 4½ d under 60 miles to Toronto; since the road distance was about 80 miles, this must have been carried across Lake Ontario.



## Queenston-Lewiston exchange



Philadelphia-Toronto, 1847. Rated collect 10¢, over 300 miles to Lewiston; this converted to 6 d cy, to which was added 4½ d, under 60 miles to destination from the exchange point (across Lake Ontario). Totalled 10½ d due.



Duanesburgh (NY)-Galt (U c), 1847. Rated *paid* 5¢, U s under 300 miles; however, it was noted that the distance to Lewiston was over 300 miles, and the pencil *Due 5* applied. This converted to 3 d cy, to which 7 d 61-100 miles to destination was added. Partially paid in U s is very unusual.

Ms town date stamp *Duanesburgh NY 4 Jan 1847*; only other ms reported 1818.

## Queenston-Lewiston exchange



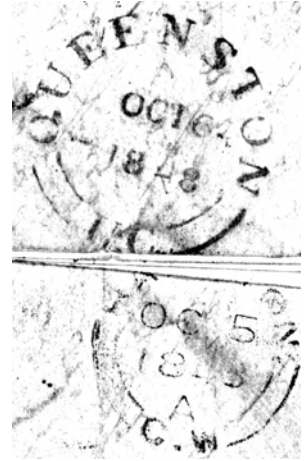
Troy (NY)–Palermo, 1848. Rated **PAID 10 cts**¢, over 300 miles to Lewiston; then charged 7 d, 61–100 miles to Palermo.  
Latest reported strike of serif double broken circle PALERMO U.C.



Erie (PA)–Toronto, 1850. **PAID 5**¢, under 300 miles to Queenston exchange; charged 4½ d, under 60 miles to destination from the exchange point (across Lake Ontario).



## Queenston-Lewiston exchange



Dundas (U.C.)–New York, forwarded to Patterson (NJ), 1848. Rated PAID 4½ d cy (under 60 miles to Queenston), and charged 10¢ u.s. to New York, then forwarded to Patterson.



York (Haldimand Co, U.C.)–Ballston Springs (NY), 1849. Paid 7 d cy (61–100 miles to Queenston), then charged 10¢ u.s. rate to destination (over 300 miles). Extends known use of double circle YORK U.C. by one year.

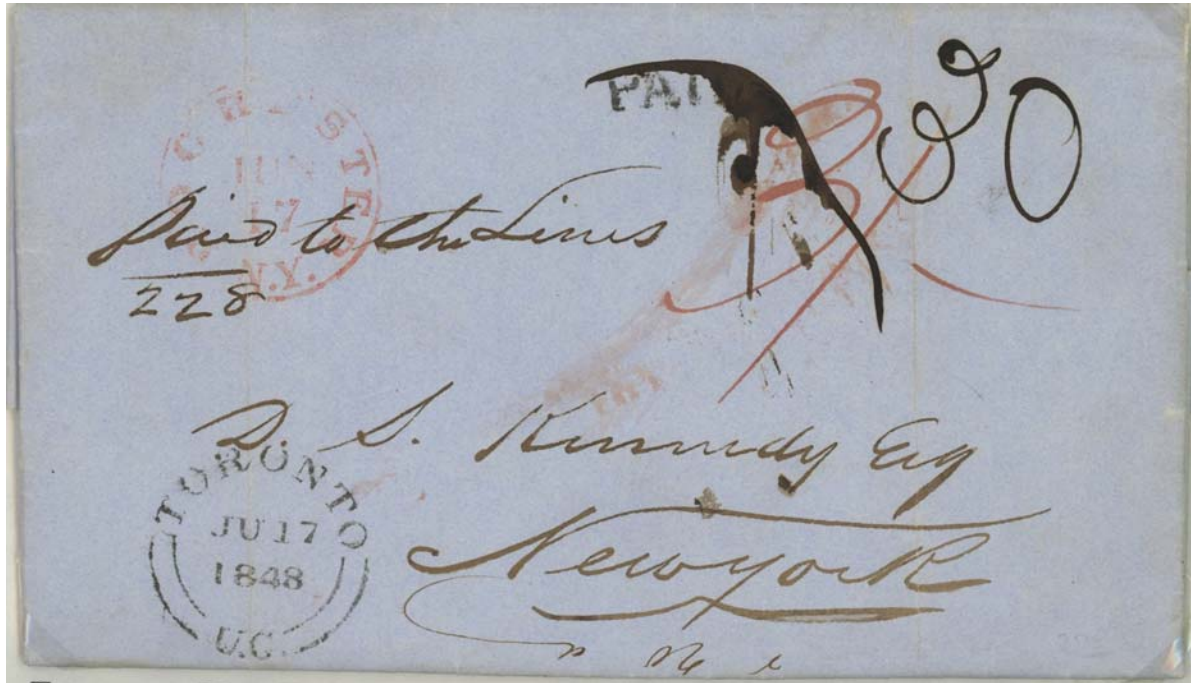


## Queenston-Lewiston exchange



Cleveland—St Catharines (c w), 1850. Paid 5¢ rate to Queenston-Lewiston exchange, and charged 4½ d cy, under 60 miles, to St Catharines.

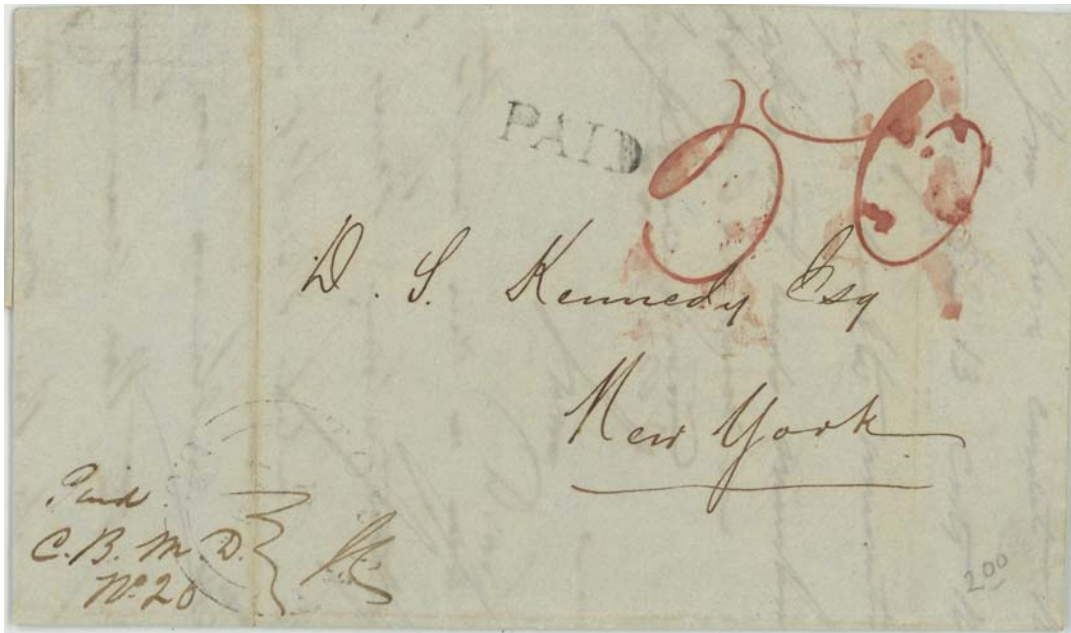
Rochester exchange?



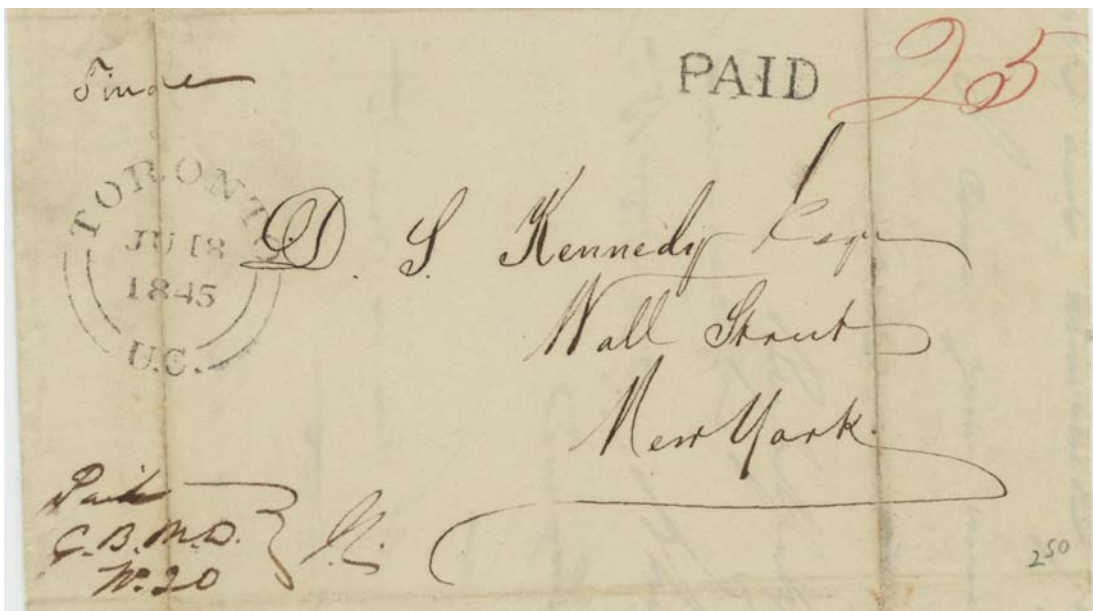
Toronto—New York, via Rochester, 1848. Rated PAID 3/- cy; this is apparently quadruple the 101–200 mile rate (across Lake Ontario), to Rochester. Then charged only triple 10¢ U S rate over 300 miles. Perhaps the scale read two ounces in Toronto and less than one and a half at Rochester?

## Toronto-Buffalo exchange?

The Toronto postmaster also acted as agent for the U.S. post office, so no Canadian postage was charged. Kennedy correspondence.



Toronto–New York, 1844. Rated PAID 50¢, double over 400 mile rate to New York (from Buffalo?).

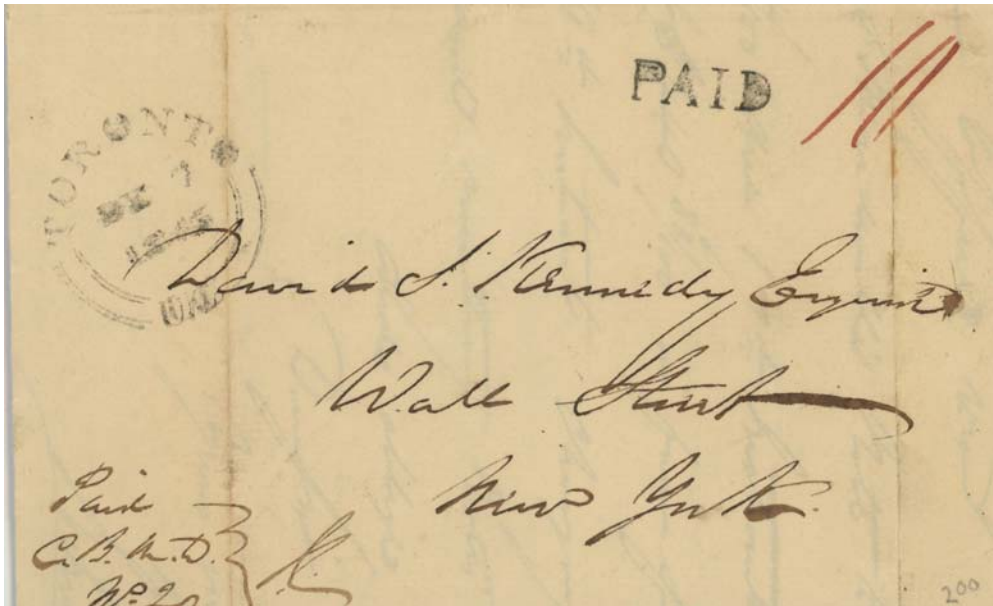


Toronto–New York, June 1845. Rated PAID 25¢, over 400 mile rate to New York (from Buffalo?).



## Toronto-Buffalo exchange; US rate changes

US rates 1 July 1845–5 April 1851, per half ounce, 5¢ up to 300 miles, and 10¢ beyond that. Kennedy correspondence.



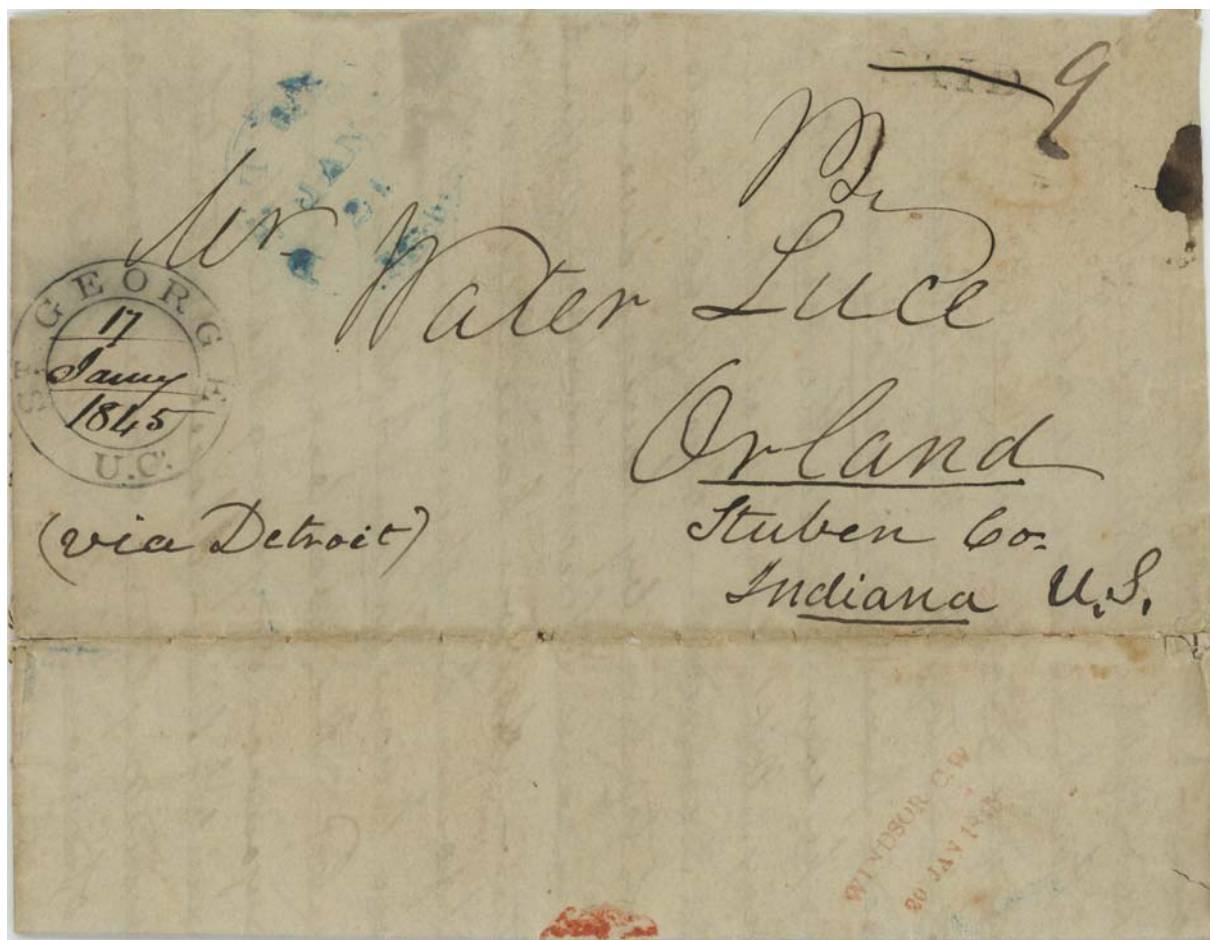
Toronto–New York, December 1845. PAID 10¢, rate US postage only, as the Toronto postmaster acted as agent for US post office.



Toronto 29 June 1847

Toronto–New York, 1847. PAID 30¢, triple rate over 300 miles. Possibly favoured to Buffalo.

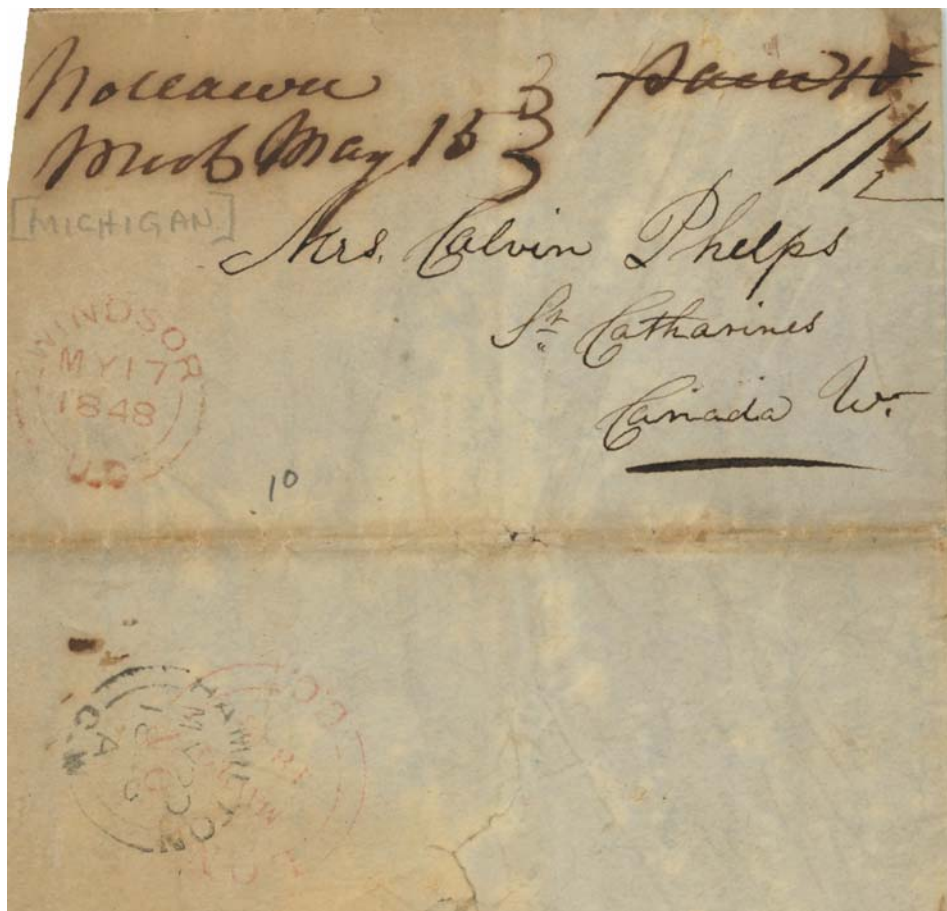
## Windsor-Detroit exchange



St George (UC)—Orland (IN), via the *Windsor*—*Detroit* exchange, 1845. Rated PAID 9 d cy, 101–200 miles to Windsor, then charged 12½¢ US rate (80–150 miles) to destination.

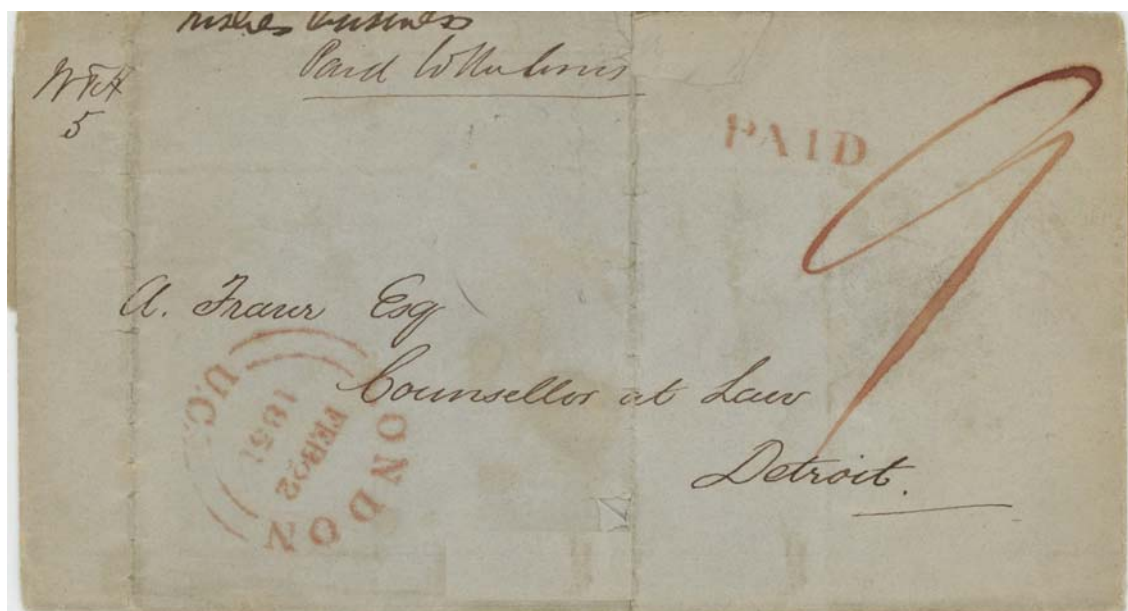
Straightline *WINDSOR C.W.*, known 1843–45. ST GEORGE U.C double circle, reported 1837–63.

## Windsor-Detroit exchange



Nottawa (MI)—St Catharines (c w), 1848. Rated *paid* 10¢, us to Windsor, over 300 miles. Then charged 11½ d cy, 201–300 miles to destination.

Ms town date stamp Nottawa Mich May 15; usually Nottaway, until 1855.



London (U c)—Detroit, February 1851. **PAID** 9 d cy, 101–200 miles to Windsor exchange, and no additional fee.



## Detroit-Windsor exchange



Loomisville (MI)—Port Hope (c w), 1850. Rated 5 *paid*, us under 300 miles, to Detroit. Then added 9 d 101–200 miles to destination.

Ms town date stamp Loomisville Mich March 28.



Goldwater (MI)—Colchester (c w), 1850. **PAID V** (5¢) to Detroit, and charged 4½ d cy, under 60 miles, Windsor to Colchester.

Part of the group of exchange points along the St Lawrence River. These included Kingston-Sackett's Harbour or Cape Vincent, Prescott-Ogdensburg; possibly also Cornwall-Ft Covington and Brockville-Morristown, which are likely unofficial. All added 3 d ferriage for crossing the St Lawrence.



Pong Kiep-sie, Sunday, July 22, 1827.

4 June 1851  
J. H. Frankland Esq  
Leaons & the Society for the  
Propagation of the Gospel in  
Foreign Parts  
St. G. Ave. Beach Walk,  
via New York 1 Temple, London

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



## Kingston exchange



Nonatuple & dectuple, Kingston–Edinburgh via New York & Liverpool, 1837. No Canadian postage was charged, as the letter was mailed at an exchange point. Rated  $2\frac{1}{4}$  (nine rates) paid \$2.25, 25¢ per quarter ounce U S rate (over 400 miles). Reweighed as  $2\frac{1}{2}$  oz at Liverpool, and charged  $10 \times \frac{1}{7} = 15/10$  stg ( $\frac{1}{7}$  is made up of the 8d ship letter rate, plus 11d internal rate Liverpool–Edinburgh). Faint boxed  $\frac{1}{2}$ , Scottish wheel tax.

Red New York transit mark; boxed two-line serif LIVERPOOL SHIP LETTER (Robertson s13, 1834–38) and Edinburgh receiver on reverse.



## Ferriage abolished except ...

In early 1837, ferriage fees were abolished, except when the destination was the exchange point. Here are two covers addressed to Kingston, hence charged the former ferriage fee of 3 d.



New York–Kingston, 1839. Rated **PAID** 18<sup>3</sup>/<sub>4</sub>¢, U S 150–400 miles to the Kingston exchange, and the 3 d charge applied at Kingston.



Utica (NY)–Kingston, 1841. Rated **PAID** 12<sup>1</sup>/<sub>2</sub>¢, 80–150 miles to Kingston, and the 3 d charge added there.

## Kingston exchange

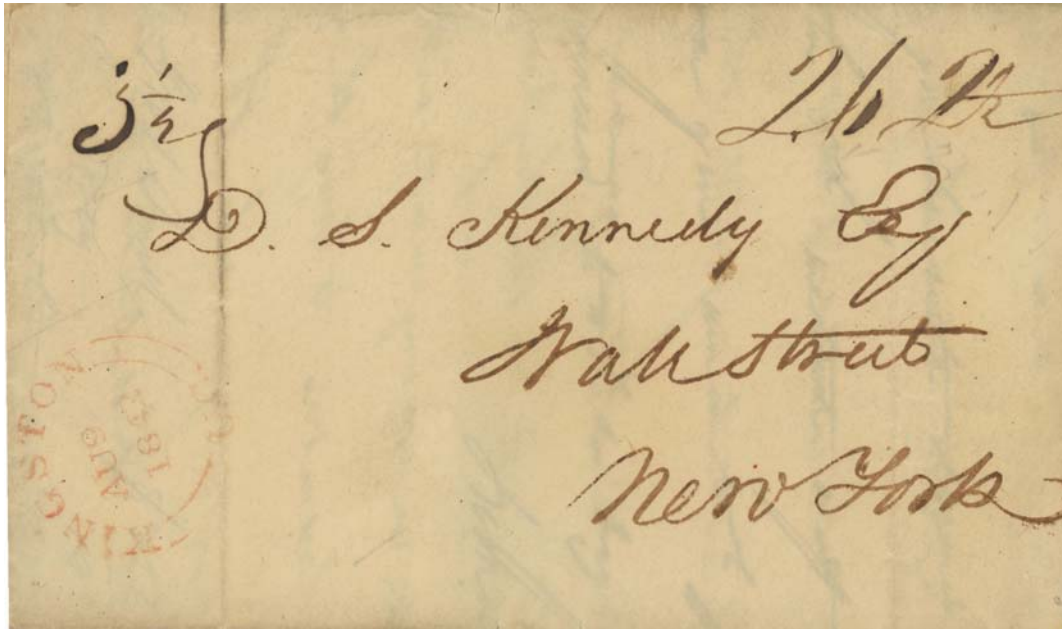


New York–Kingston, 1841. Rated collect  $18\frac{1}{2}\text{¢}$ , New York to the Kingston exchange; at Kingston, it was charged an additional 3 d cy (ferriage on letter terminating at Kingston), and the total translates to  $11\frac{1}{2} + 3 = 1/2\frac{1}{2}$  cy.

1841  
H. Frothingham

## Kingston exchange, heavy

The Kingston postmaster also acted as agent for the u s Post Office. Thus there was no Canadian charge on letters to the u s mailed at Kingston. Kennedy correspondence.



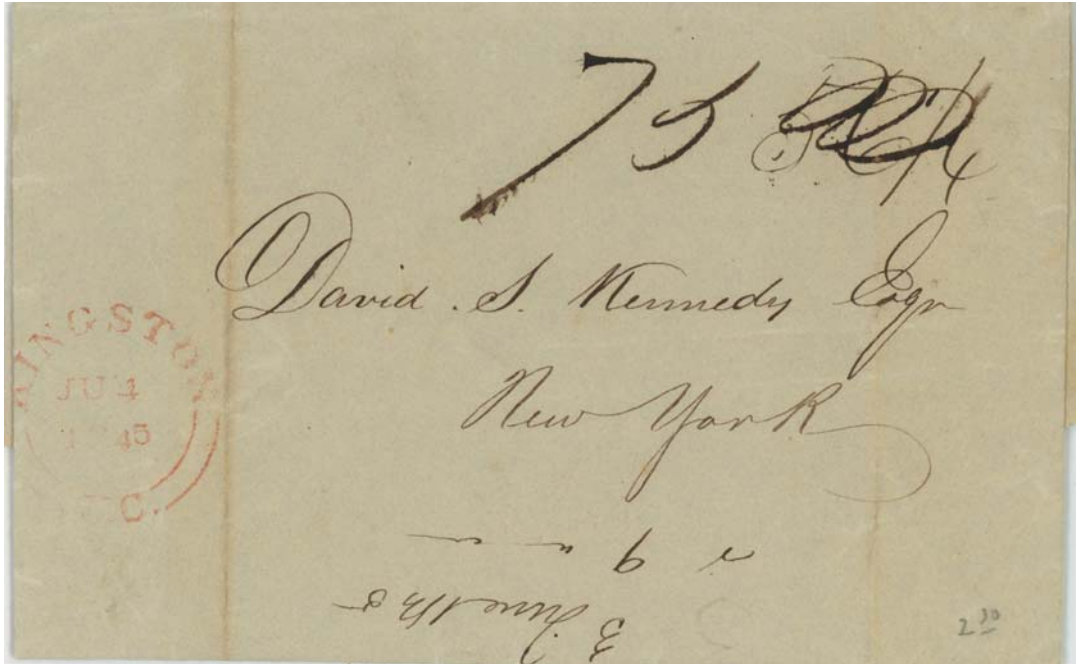
Kingston–New York, *quattrodecuple rate* ( $14\times$ ), 1842. Rated  $3\frac{1}{2}$  ounces,  $14 \times 18\frac{3}{4}\text{¢}$  (150–400 miles to New York, per quarter ounce), \$2.62½ due.



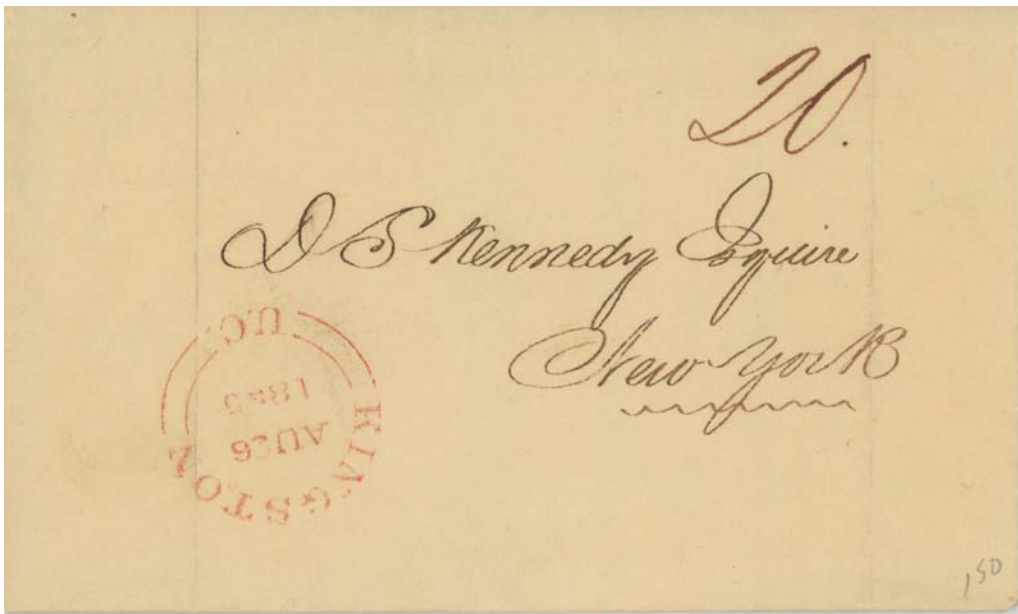
Kingston–New York, *octuple*, 1843. Rated collect \$1.50 u s postage, at  $18\frac{3}{4}\text{¢}$  per quarter ounce. Money letter.



## Kingston exchange



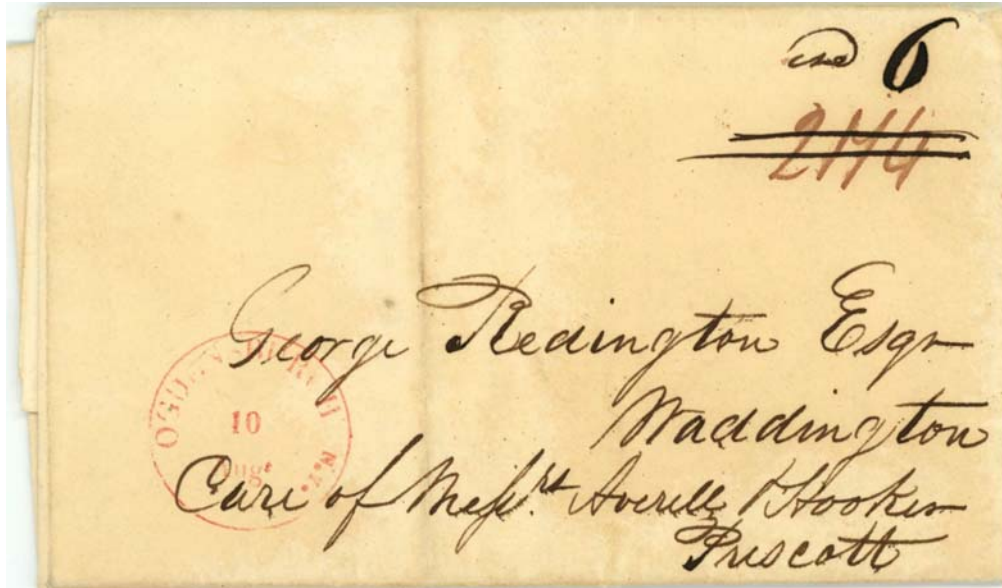
Kingston–New York, triple to quadruple, 4 June 1845. Initially rated collect 56¼¢, triple over 150–400 mile rate to New York, then corrected to 75¢ (three enclosures detected).



Kingston–New York, August 1845. Charged 20¢, double US postage over 300 miles from the exchange to New York (rate changes implemented 1 July 1845; one ounce).

## Prescott-Ogdensburg exchange

Examples are known from 1822. Part of the group of exchange points along the St Lawrence. Ferriage was not applied in 1829 at this exchange, but was applied in 1830.



1829- Aug 1st

Quebec–Waddington (NY), August 1829. Originally collect  $2\frac{1}{4}$  cy, double rate from Quebec to Prescott (which must have been prepaid, as there was the U.S. did not permit collection of foreign postage). The measured road mileage in 1829 was 311 miles, requiring  $1\frac{1}{2}$  in postage. There was thus no ferriage at this exchange point at this time.

Then charged 6¢, U.S. postage under 30 miles, Ogdensburg to Waddington.

OGDENSBURG N.Y. circle.



Prescott Nov 12. 1830

Batavia (NY)–Burford (U.C.), 1830. Collect  $18\frac{3}{4}$ ¢ (150–400 miles) to the exchange point; then translated to currency and added to domestic postage:

American  $11\frac{1}{2}$

Provincial  $1\frac{1}{2}$

(Total due)  $2\frac{1}{2}$

Distance Prescott to Burford about 260 miles, 11 d; additional 3 d is due to ferriage at the Prescott exchange.

Prescott manuscript (known 1821–40) on reverse in red.

## Prescott-Ogdensburg exchange



*Laforgeville (NY)–Stanstead, via Prescott, 1842. Rated paid 10¢ (U.S., 30–80 miles to Ogdensburg), and charged 9 d cy, 101–200 miles, Prescott–Stanstead.*

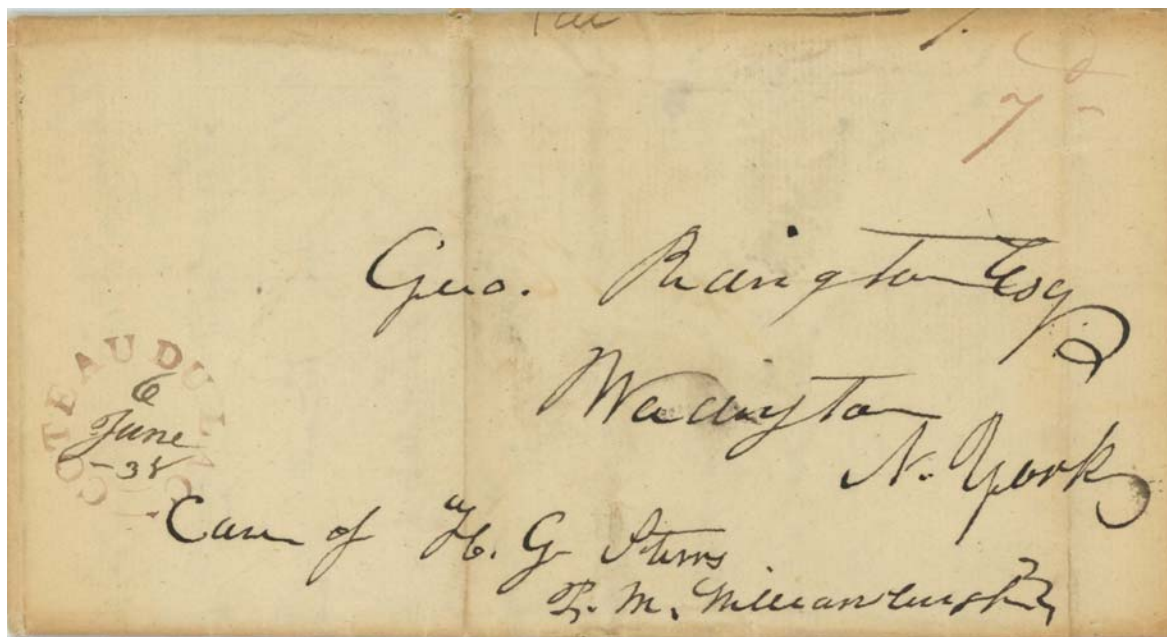
*Ms Laforgeville, known only in 1842.*



## (West) Williamsburg-Waddington (NY) exchange?

Very often mailed to George Reddington, and c/o the postmaster at Williamsburg or West Williamsburg (U C). Williamsburg is about six miles from Morrisburg (West Williamsburg), which is on the St Lawrence. Across the river from Morrisburg is Waddington.

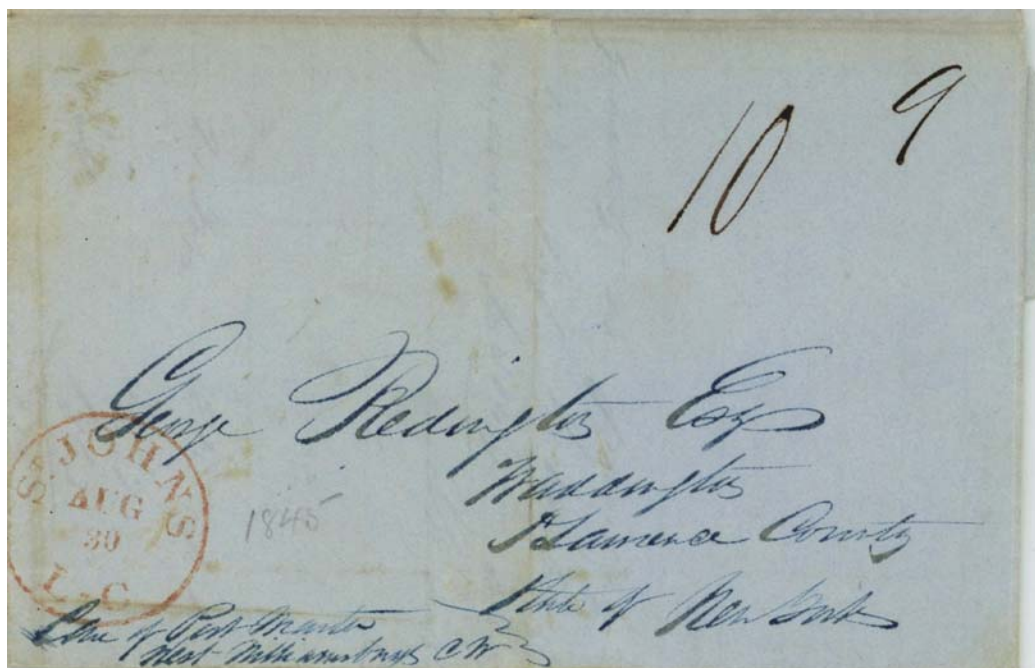
See also the 1829 Quebec to Waddington cover (Prescott-Ogdensburg exchange). The West Williamsburg post office did not open until 1831.



1831 June 6<sup>th</sup>

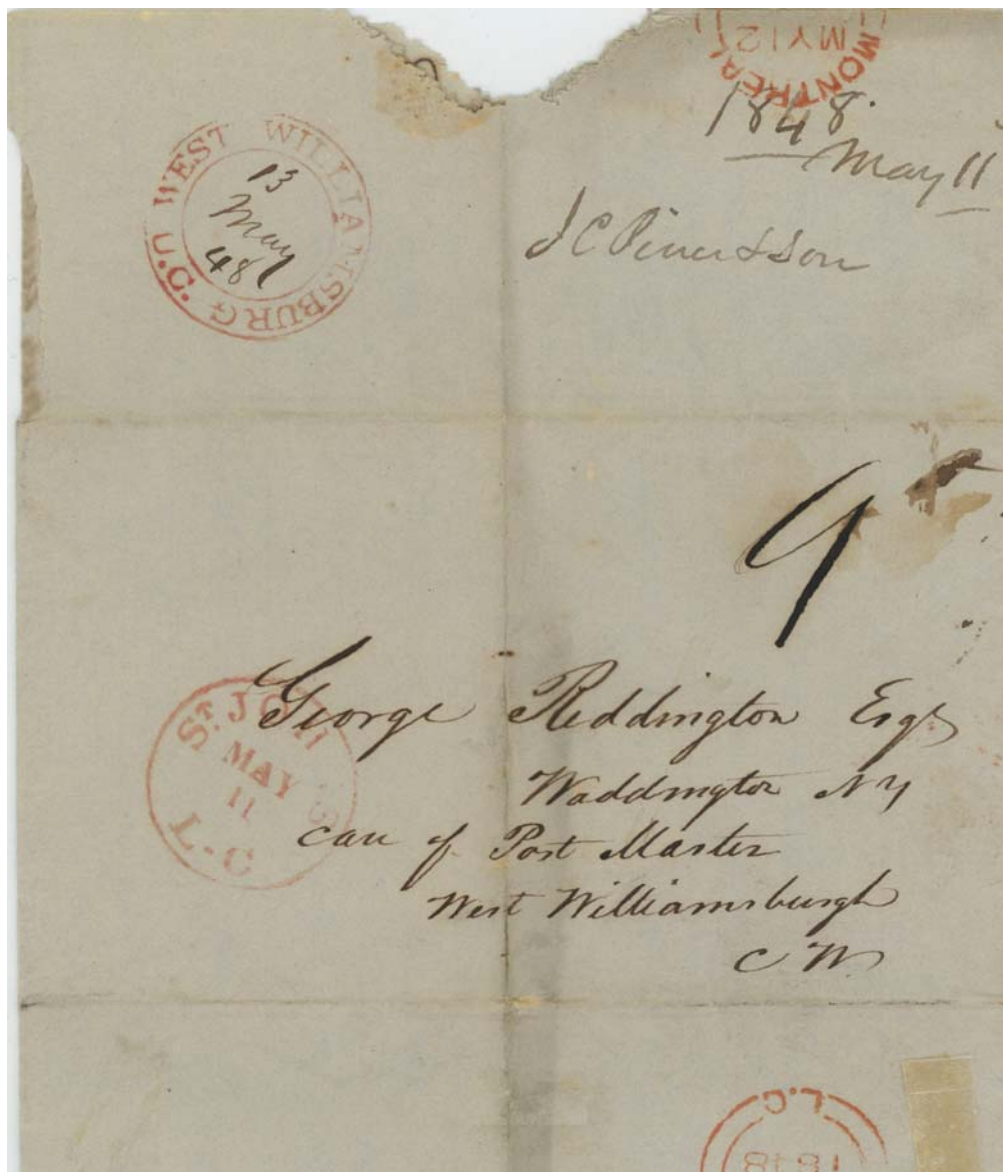
Coteau du Lac (LC)–Waddington (NY), 1831. Prepaid 7 d (61–100 miles) to the Williamsburg (care of ... at bottom). No U S rate marks, so no ferriage charged.

COTEAU DU LAC 1829-type.



St Johns (LC)–Waddington (NY), 1845. Rated 9 d cy (which must be prepaid) St Johns to the exchange point, plus 10¢ collect, U S rate, to destination. Although this is *c/o Post Master West Williamsburg CW*, the 10¢ U S rate indicates that the letter could not have travelled via this exchange; instead, it may have gone via that of Prescott-Ogdensburg.

## West Williamsburg-Waddington exchange



*St Johns* (LC)—Waddington (NY), 1848. Rated collect 9 d cy (101–200 miles) to West Williamsburg. The postmaster at the latter also being an agent for the U.S. post office, there was no additional charge.

The smaller of two double circle handstamps known for West Williamsburg, reported 1840–8.

## Cornwall-Fort Covington exchange?

A possibility, except I don't know the date of this cover.



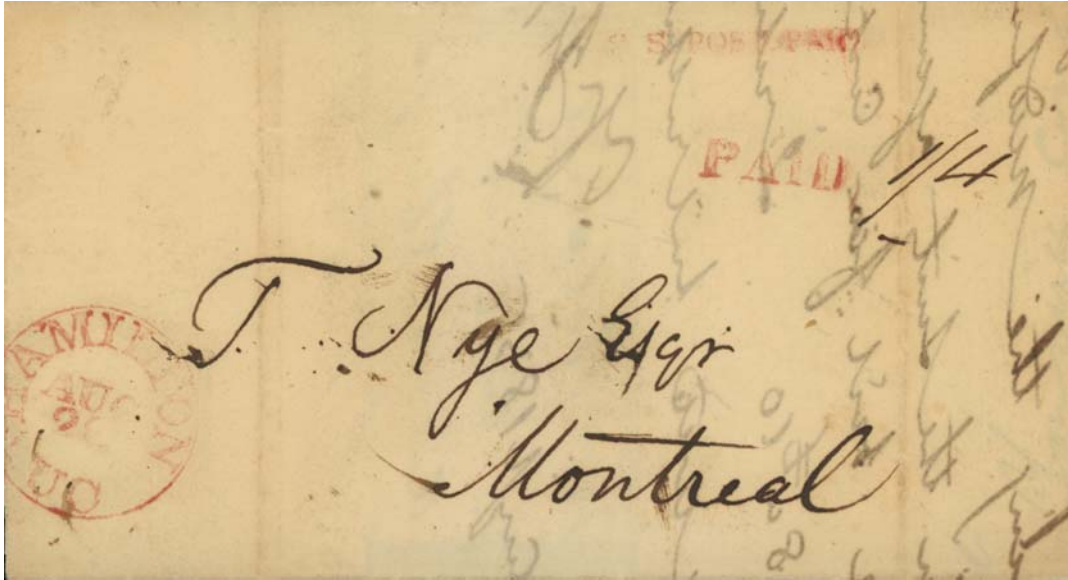
Fort Covington (Franklin Co, NY)–Montreal, WHAT YEAR?. Ms datestamp *Ft Covington NY April 15*. Rated collect 7c (7¢?), which makes no sense. It is likely supposed to be 7 d cy.

Fort Covington post office opened 1817. The northern town line is on the Canadian border, and the straight line distance to Montreal is about 70 miles. This would be consistent with Canadian postage of 7 d cy, and no U S postage (since it was right on the border).



## US post paid handstamp

Used at Hamilton; otherwise known only in 1836 and very scarce. This example was improperly applied to domestic mail.



*Fr<sup>s</sup> Leonard  
18 Aug<sup>r</sup> 1835*

Hamilton—Montreal, 1835. Rated **PAID 1/4** cy, 401–500 miles.

U S-manufactured **HAMILTON UC** circle, common, known 1834–44.

6 April 1851

Canada (meaning the united provinces of Canada East and Canada West) acquired control of its own post office, and a treaty with the U.S. came into effect. The new rates were 10¢ or 6d cy per half-ounce for mail under 3000 miles between Canada and the U.S., and 15¢ or 9d cy over 3000 miles. This could be prepaid in cash or stamps, but not mixed, and partial payment was not counted; or it could be fully unpaid.

Exchange markings were also generally applied, indicating the country of origin (as below, U. STATES in arc for mail from the U.S. to Canada). When there is no exchange mark, it likely indicates that the letter was carried by closed bag. This becomes more frequent in the 1860s.

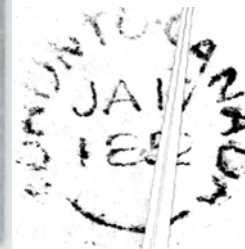


U.S.—Quebec via Montreal, 14 April 1851. Paid 10¢ rate to Canada (initiated 6 April 1851). Montreal double broken circle on front, and Quebec on reverse. U. STATES in arc exchange marking.

## US to Canada



New York–Cobourg (c w), 18 May 1851. Rated **PAID 10 Cts**. Stamp missing? Foliate **U. STATES** exchange marking.

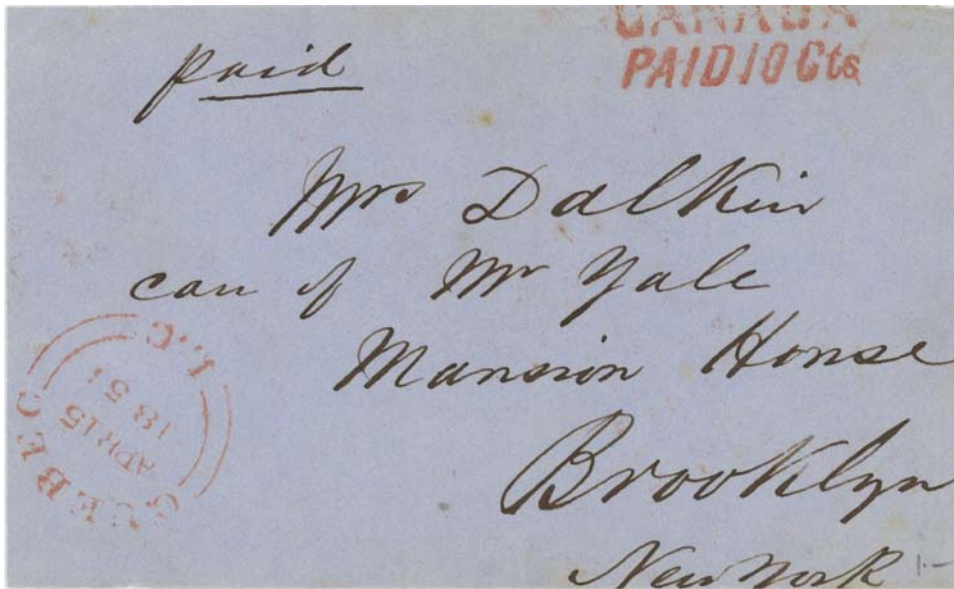


New York–Toronto, 1852. Rated collect 10¢ us rate to Canada (despite ms *Paid*). Same exchange marking.

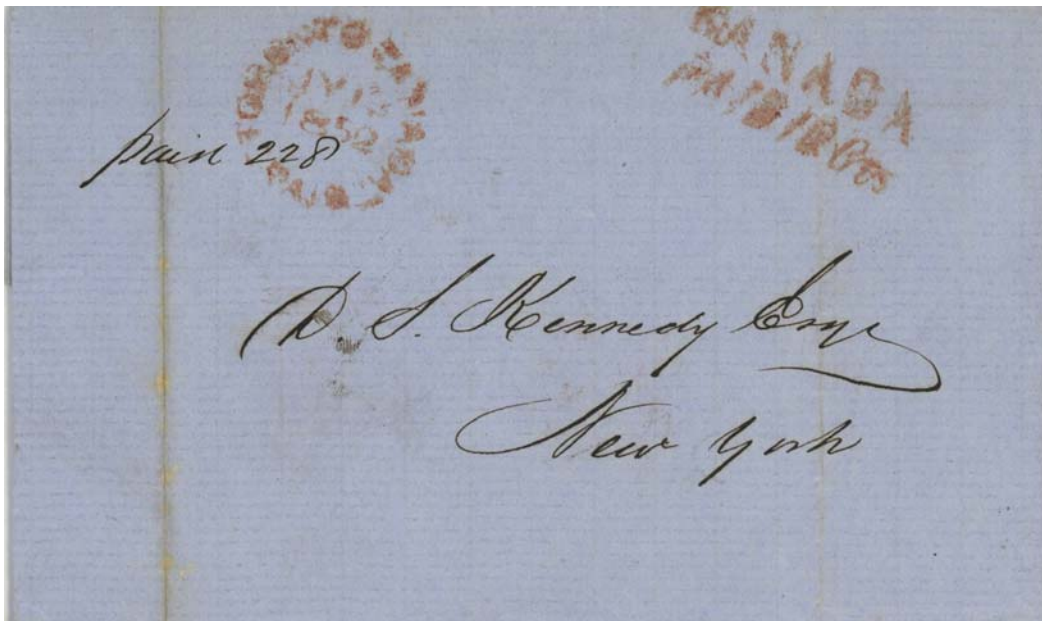


## Canada to US

Kennedy correspondence. These two covers would have travelled via different exchange points, but have the same exchange marking, that is, the two hammers are practically indistinguishable. The ink colour on the second one indicates it was applied at Toronto; the first one may have been applied at Montreal.

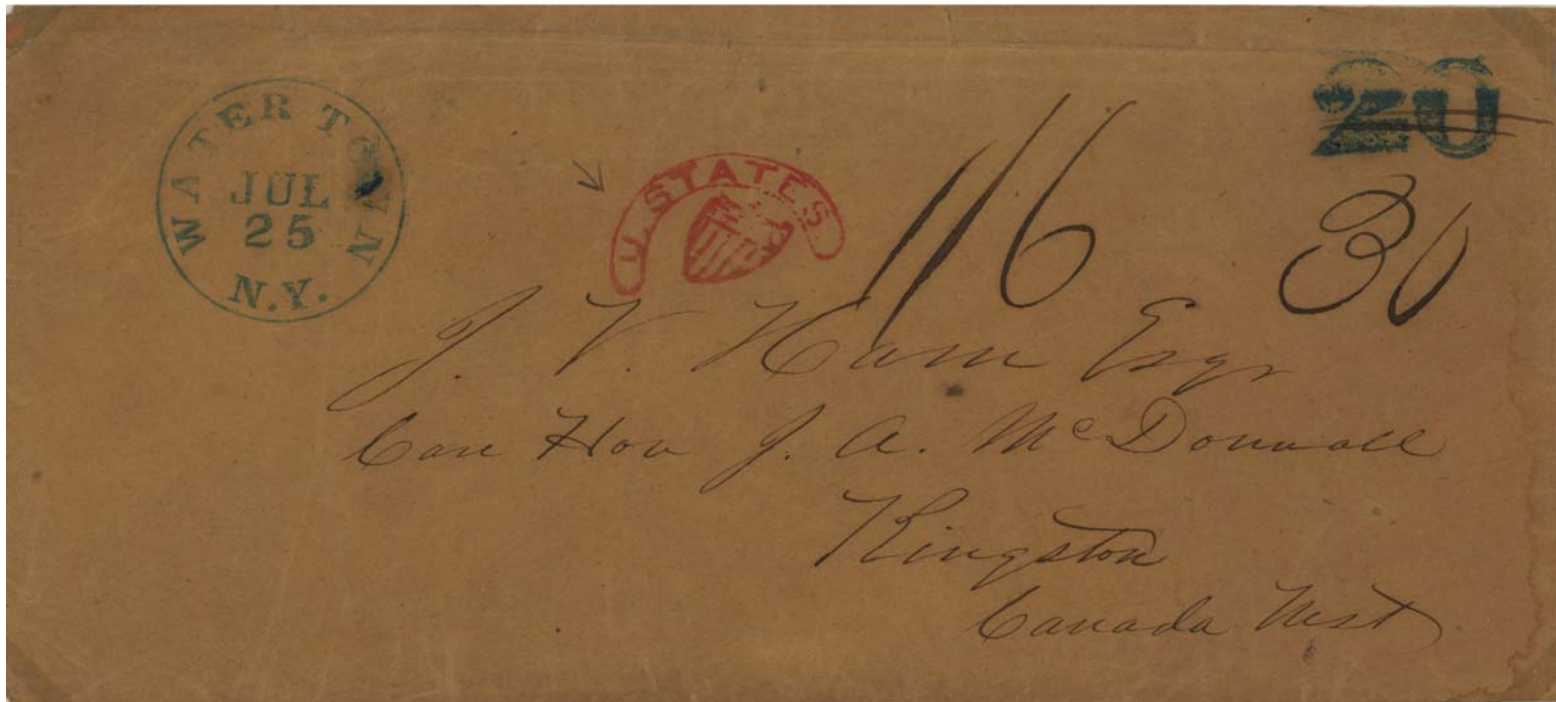


Quebec–New York, 15 April 1851 [front]. CANADA PAID 10 Cts exchange marking.



Toronto–New York, 1852. CANADA PAID 10 Cts exchange marking.

## US to Canada



*Watertown* (NY)–*Kingston*, triple, July 1851. Initially rated collect 20¢, double rate to Canada, corrected to 30, triple. This converted to 1/6 cy due.

Exchange marking, U. STATES enclosing tilted shield, applied at Cape Vincent (Kingston exchange), only year of use.





## Canada to US, inadequately prepaid



Montreal–Georgetown (DC), 9 July 1851. Originally had 3 d beaver; however, part payment was not credited, so it was removed. The marking *More to Pay*: applied to 3<sup>d</sup>, but this became moot after the stamp was removed. Then charged 10¢, the rate to US.

No exchange marking.



Métis (L.C.)–Warren (ME), October 1851. Initially *Paid 3<sup>d</sup>*, the domestic rate; this was struck through as underpaid. No credit was given for partial payment, so the full 6 d cy = 10¢ was charged. **CANADA** in arc exchange marking.

Double circle METIS is known 1836–56. It is off-centre.



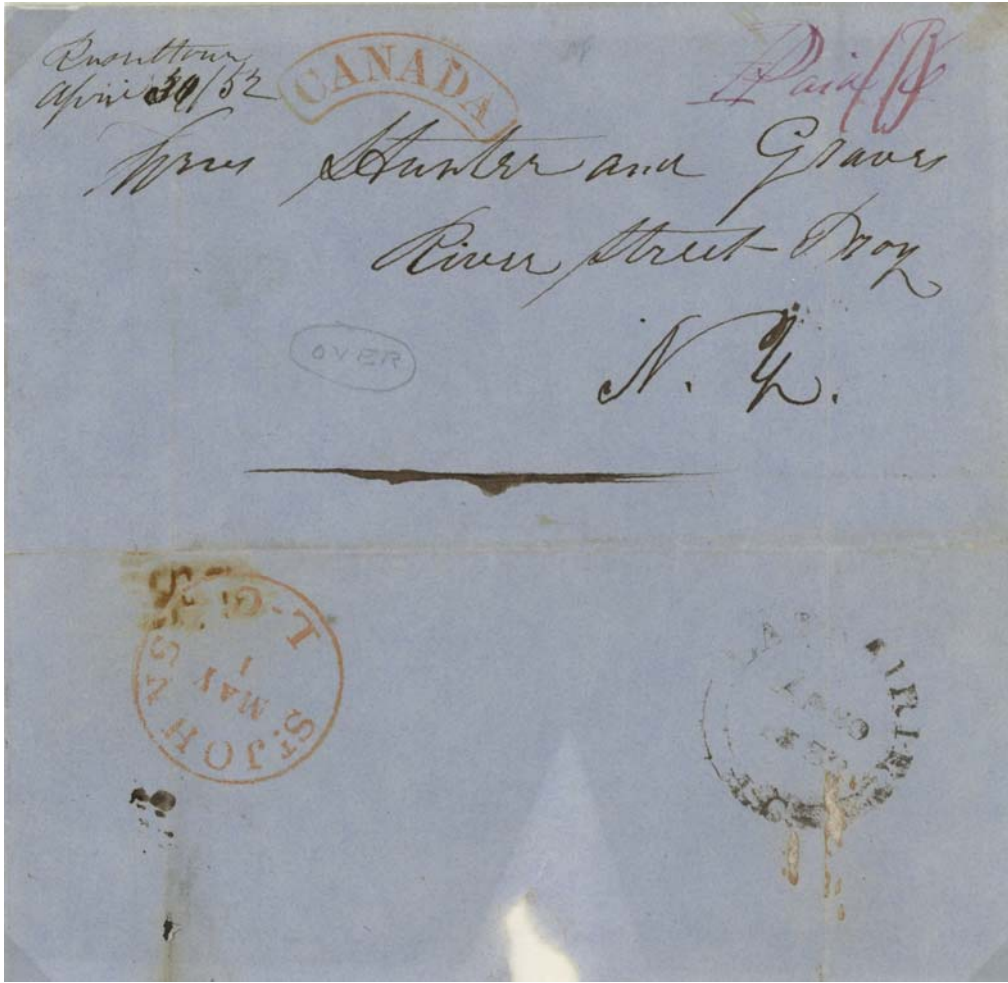
Lachine (L.C.)–St Paul (MN), forwarded to Fort Snelling, 1852. Initially charged 10¢ to US, then forwarded over 300 miles, hence the additional 5¢.

Addressed to Martin McLeod (1813–60), Montreal-born fur trader for the American Fur Company.





Canada to US



Knowlton (C E)—New York, 30 April 1852. *Paid 6 d.* Canada arc exchange mark.

Ms Knowlton April 30/52; post office opened 6 July 1851.

## Gananoque fancy rate marks

The Gananoque postmaster used two homemade rate marks (likely beginning in 1851), one for domestic letters, the other for letters to the U.S. He also introduced his own cross-border marking, a pastiche of the standard CANADA in arc. The last four letters of Gananoque are pronounced *ockway*.

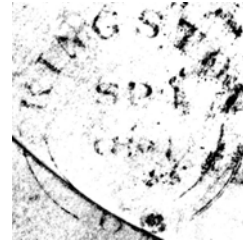
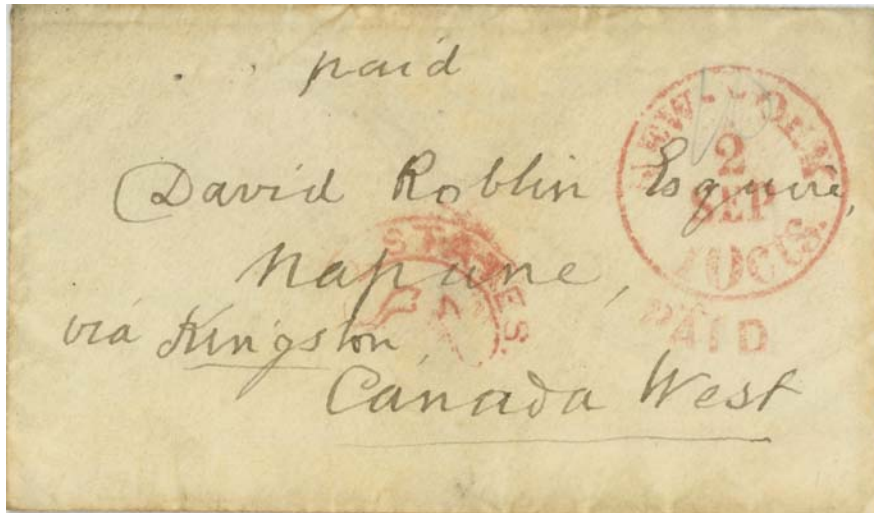


Gananoque (CW)—Ogdensburg (NY), 1852 [front]. Showing both fancy rate marks, the 3 d having been crossed through. There is also an ms *Paid 5¢* (equivalent to 3 d). With oval *CANADA* exchange arc.

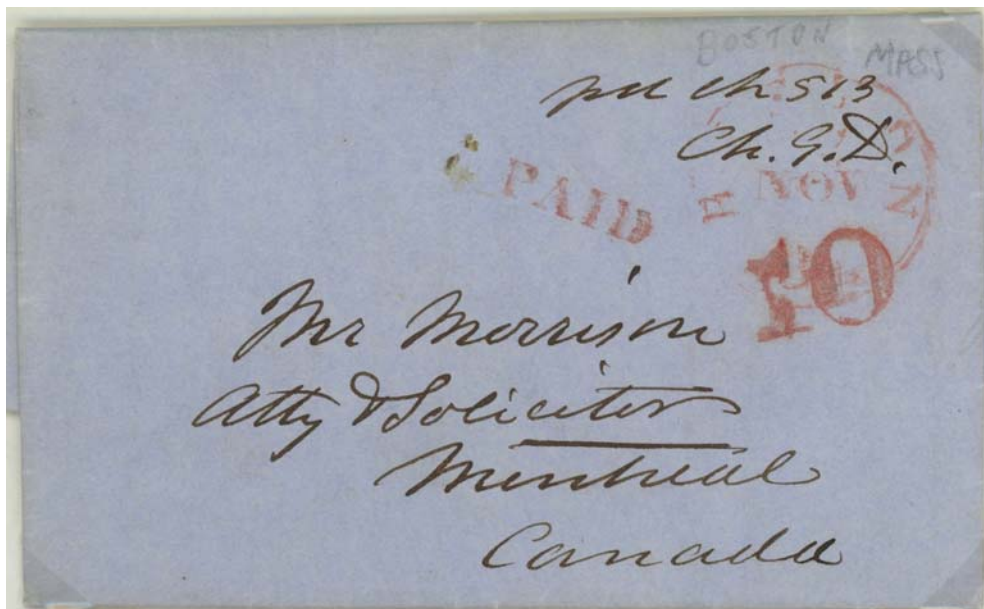


Gananoque (UC)—Batavia (NY), October 1852. Rated *PAID 6* (all one device; the office also had a similar one for domestic mail), payment of 6 d rate to U.S. The *CANADA* (on cross-border mail) in arcs is also a Gananoque marking. The *CANADA PAID 10 Cts* handstamp was applied at Kingston (Cape Vincent exchange).

## US to Canada



New York–Napanee (c w), September 1851. Foliate exchange mark. Prepaid 10¢ in cash.

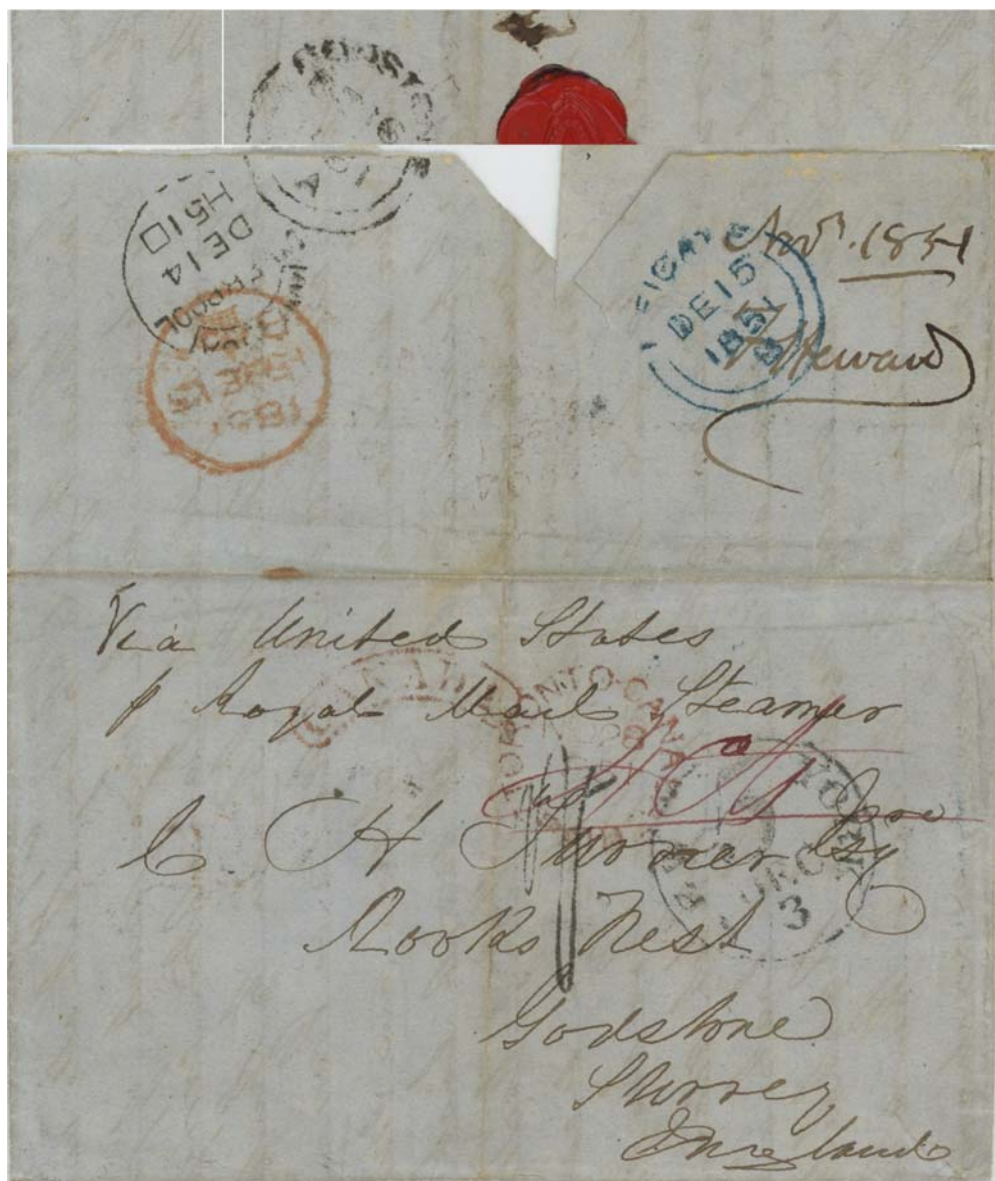


Boston–Montreal, November 1851. Rated **PAID 10¢** to Canada, by charge account. No exchange markings.



## Canada to UK via US

No exchange markings normally occur on letters to UK via New York and British packet (they were carried in closed bags), but here **CANADA** in arc was applied, likely at Toronto, which was also the office of origin.



Toronto—Godstone (Surrey, UK), via US, December 1851. Rated paid (Toronto datestamp includes PAID) 4 Cts (should have been 5¢ equivalent to 2 d stg, for the excess charge on British packet when taken from the US). Total due was 1/— (Liverpool squiggle), British packet rate.

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

US to Canada, exchange points, printed matter?



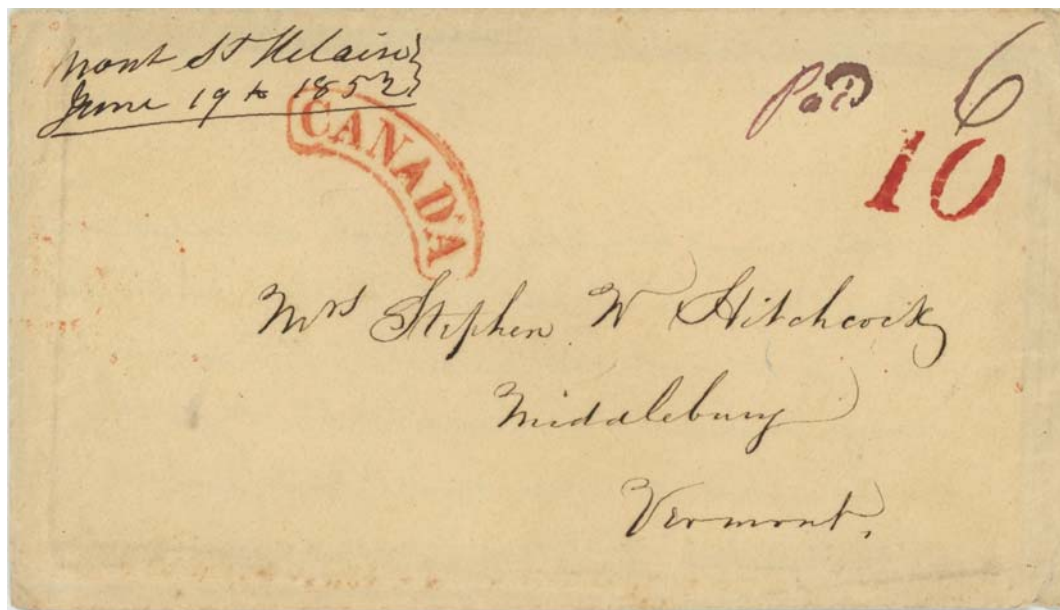
*Cape Vincent (NY)–Kingston, 1852?*. With US exchange marking U.S. STATES, indicating after 6 April 1851. Rated 2 ¢ in US, and 1½<sup>d</sup> at Kingston.

Prior to 6 April 1851, the rate between Kingston and Cape Vincent (exchange points) was 3 d (about 5¢; ferriage); however, I don't know what happened after that date. This cover was charged 2¢ in the US, struck through, and replaced by 1½ d in Canada. The letter flap is not stuck down, suggesting this was *printed matter*, and the fact that it was between exchange points is a **herring**.

The serif Kingston double broken circle is known 1842–57, so that doesn't help with the date.



## Canada to US



Mont St Hilaire (C E)—Middlebury (VT), 19 June 1852. Paid 6 d, equivalent to 10¢ rate to U.S. Canada in arc exchange mark.

Ms Mont St Hilaire, Rouville Co, C.E. Post office opened 6 May 1852.



Lyn (C W)—Massena (NY), 30 August 1853. Collect 6 cy, equivalent to 10¢ to U.S. CANADA arc exchange marking.

Only reported ms of Lyn (Leeds Co, C W). Post office opened 1851.

Brockville-Morristown was an exchange point.



Williams (C W)—Yankee Springs (MI), 1853. Oval CANADA 10 CENTS. Too late at left, in same ink as ms.

Only reported ms of Williams (Middlesex Co). Post office open 1842–68.

On reverse, Elginfield, second reported strike.





## US to Canada



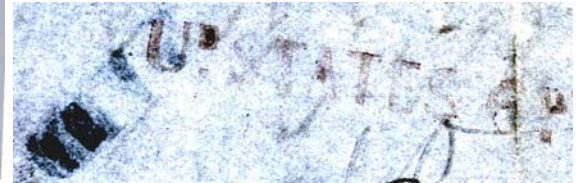
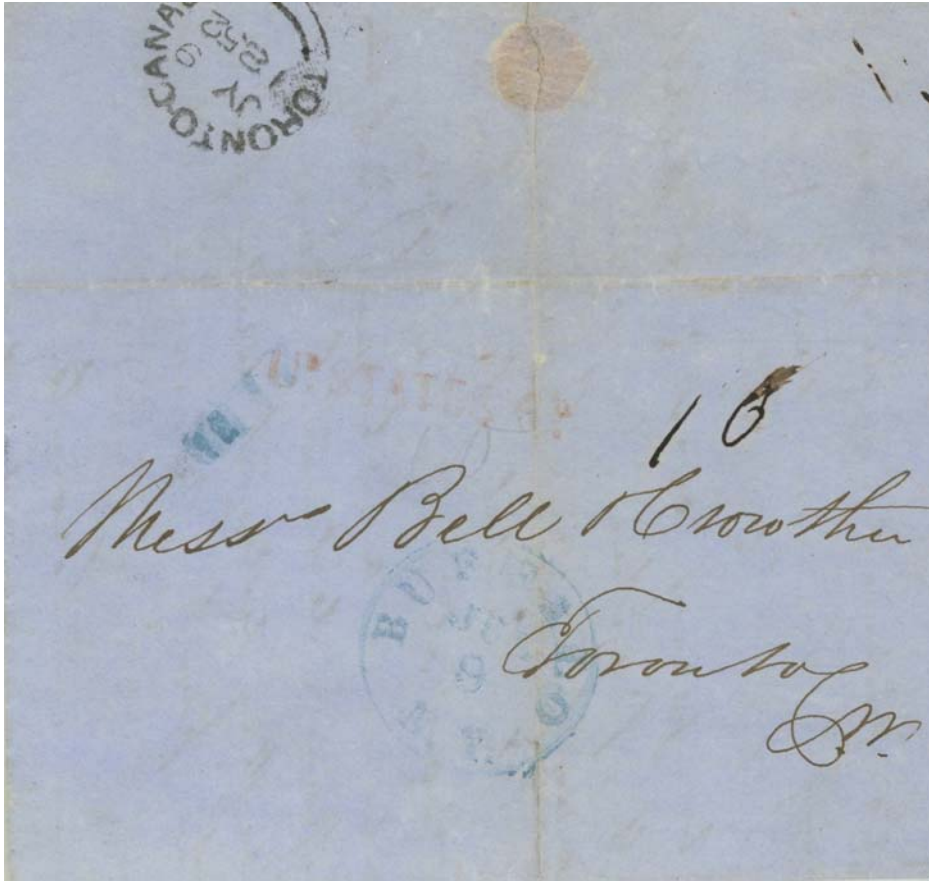
March 1852

New York–Toronto, 1852. **PAID 10 Cts** to Canada. Cross-border octagon **U.S** applied at exchange point.



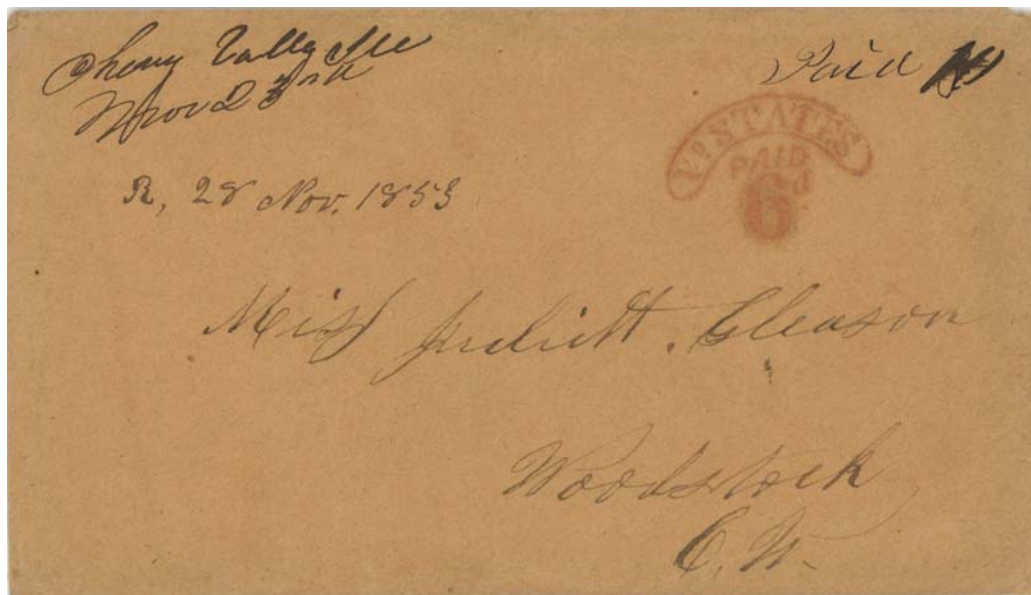
New York–Toronto, 1852. Prepaid 10¢ to Canada. On reverse, Toronto receiver. No exchange mark.

## US to Canada

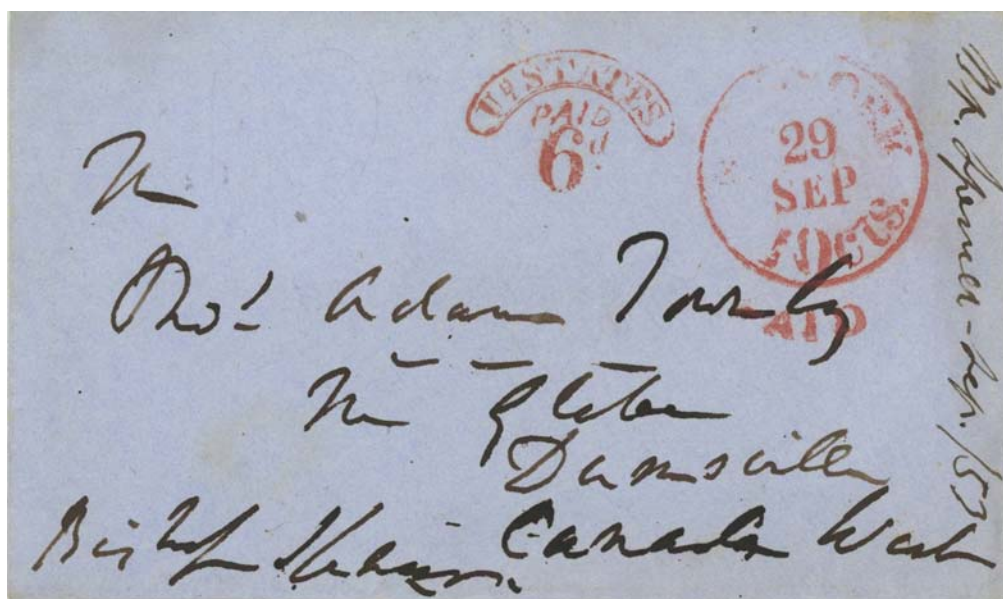


Buffalo—Toronto, 1852. Collect 10¢. Faint U<sup>D</sup> STATES 6<sup>D</sup> exchange marking.

US to Canada



Cherry Valley (IL)—Woodstock (c w), 1853. Rated prepaid 10¢ rate to Canada. Ms Cherry Valley Ill.



New York—Dunnville (c w), 1853. Rated as above.

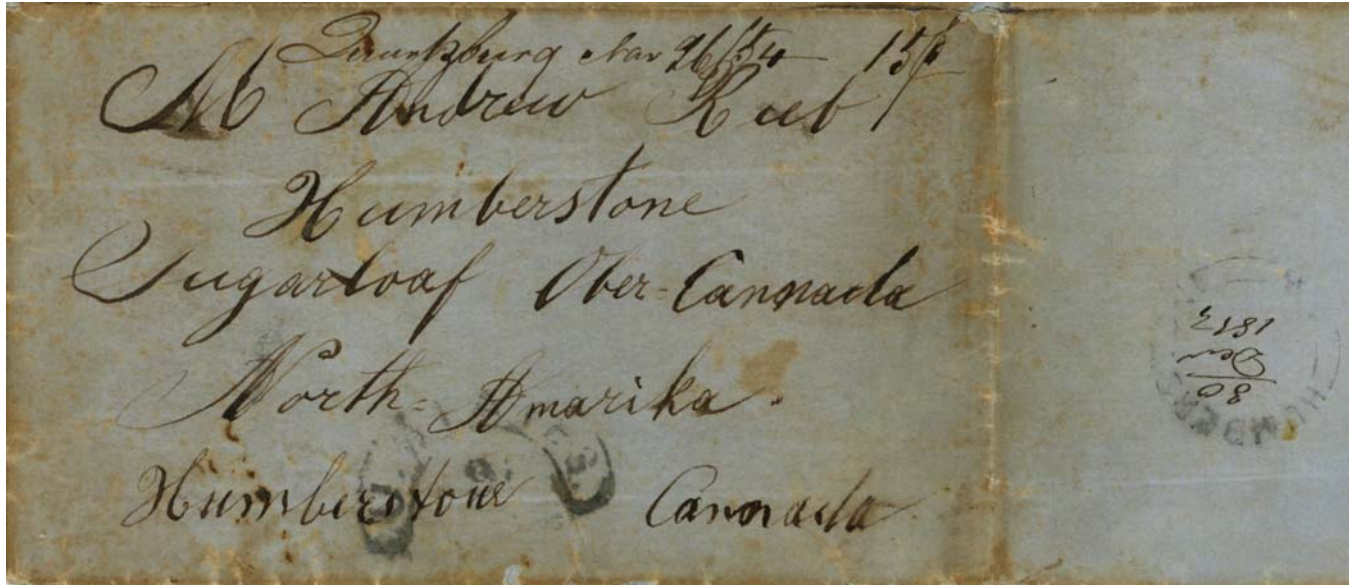




US to Canada, over 3000 miles



Nevada City (CA)–Stratford (C W) and forwarded, 1853. Charged 15¢ or 9 d to Canada over 3000 miles. Cross-border **U<sup>D</sup> STATES.**, possibly applied at Buffalo.



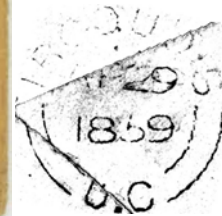
Quartzburg (ID)–Humberstone (C W), 1854. Collect. 15¢ (over 3000 miles). Different exchange mark, U. STATES.  
HUMBERSTONE C.W double broken circle, known 1854–61. Manuscript Quartzburg Nov 26/54 15¢.

US to Canada over 3000 miles



Marysville (CA)–Crowland (c w), 1854. Rated collect 15¢, us rate over 3000 miles to Canada. Cross-border UNITED STATES 6<sup>D</sup> applied at Niagara exchange (had no effect on the actual amount charged). *Missent to Chippawa* and **FORWARDED**.

Serif double broken circle **CROWLAND U.C.**, only reported strike. Post office opened 1841, Welland County. Also **CHIPPAWA U.C.** (two different dates) and **PORT-ROBINSON C.W.**



North Branch (CA)–Matilda (c w), 1859. Prepaid 15¢ from California to Canada. Faint red **UNITED STATES PAID 6<sup>D</sup>** exchange marking.

Nonserif double broken circle **IROQUOIS U.C.**; reported only 1863–79 in Graham. The town name was originally Matilda.



## US Senate to Canada



Washington (DC)–Brooklin (UC), 1853. Free franked in the US by S Foot / USS, Solomon Foot, United States Senate. Represented Vermont 1851–3. Senators were entitled to free franking on domestic mail but not on international. However, no postage was charged, even in Canada.

Only reported strike of double broken circle nonserif **BROOKLIN C.W.**



## US to Canada

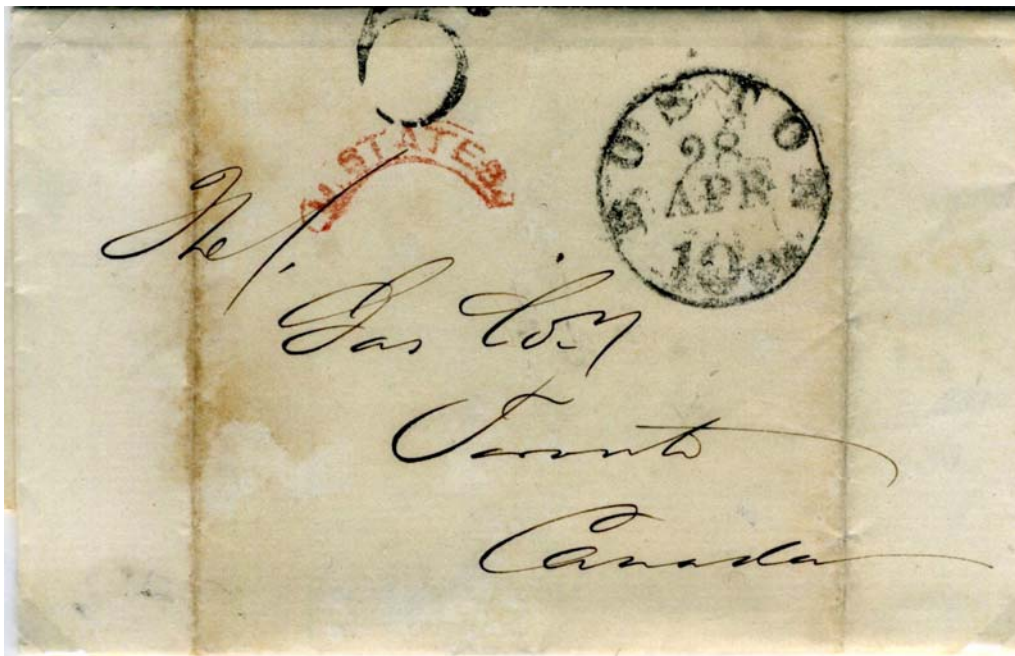
Same correspondence, both in 1854.



Brooklyn—Knox College (University of Toronto), November & June 1854. Rated prepaid 10¢ rate to Canada. Fancy *PAID* exchange marking.



US to Canada



Boston—Toronto, same correspondence, six days apart, 1854. Rated collect 10¢ or 6 d to Canada. Exchange markings are the same, but earlier one is red.



## Money letters to US “registered” there

In portions of the US, particularly in Pennsylvania, an informal registration system was in use, although it was more like a money letter scheme. The two covers below were mailed in Canada as money letters (neither Canada nor the US had registration until 1855), and then given US registration numbers (the first tentative). These are the only two such known.

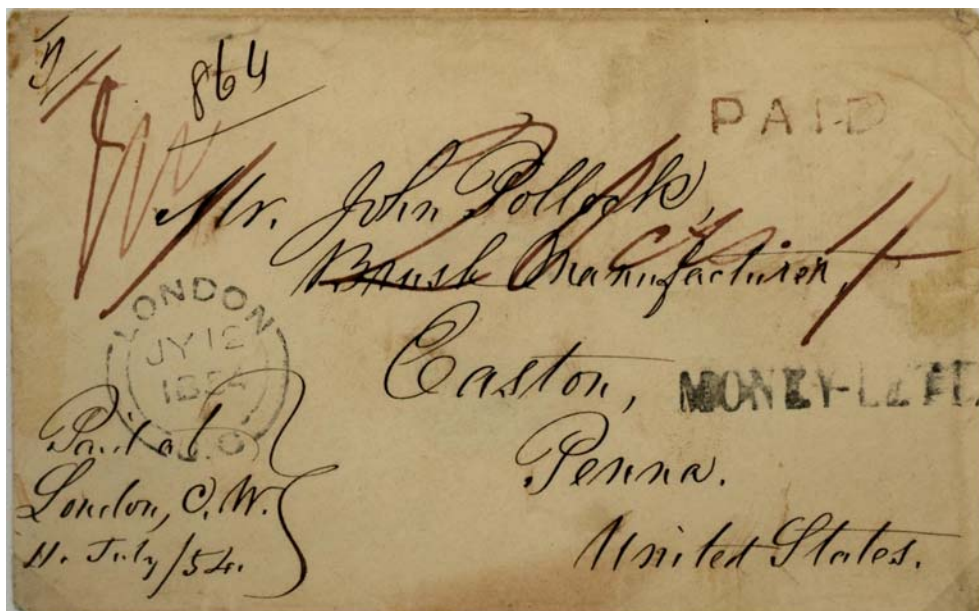
While Canadian letter bill numbers did not restart at 1 until they reached (at least) 999, US registration numbers restarted every quarter. Hence the latter tend to be low, particularly from small towns, while the former tend to be high.



Hamilton—Easton (Pennsylvania), May 1854. Ms money is not in the hand of the sender, whereas at Hamilton the MONEY-LETTER handstamps were applied—suggesting the former were applied in the US. What is certainly American is the parenthesized (Reg 8); Canadian offices did not use the term registration (until 1855, when registration was adopted).

Parentheses suggest that the US postmaster was unsure about how to treat this item. *Only reported Canadian money letter with US registration marking.*

Rated CANADA PAID 10 Cts treaty rate, noted with red exchange rate marking.



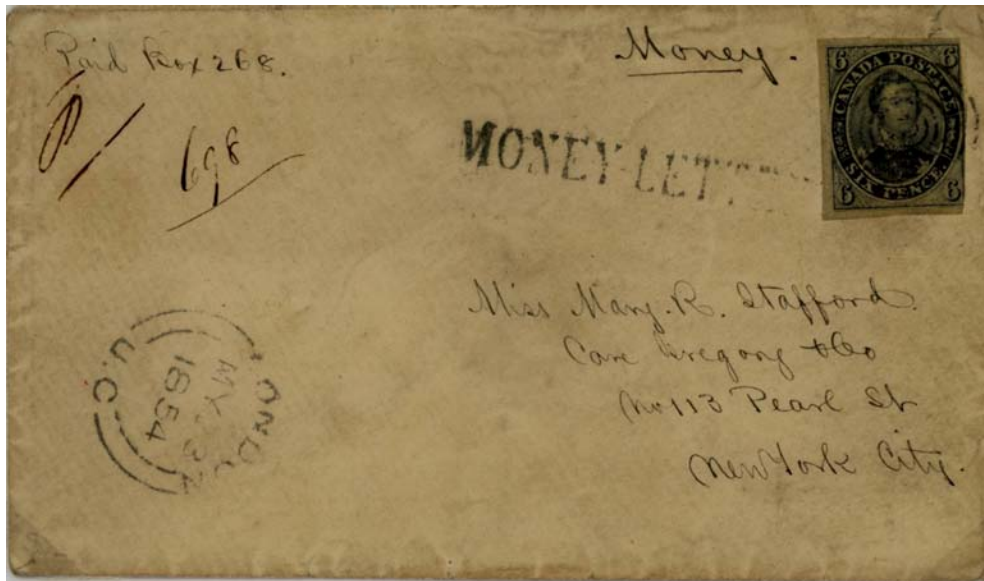
London (C W)—Easton, July 1854; same correspondence. The ms 864 is almost certainly the London letter bill number, while the 5 is very likely the US registration number, this time, not tentative. London serif MONEY-LETTER handstamp, part of general issue (1851).

Rated prepaid 20 cts = 1/- cy, double treaty rate, in large script.



## For stamp fanatics

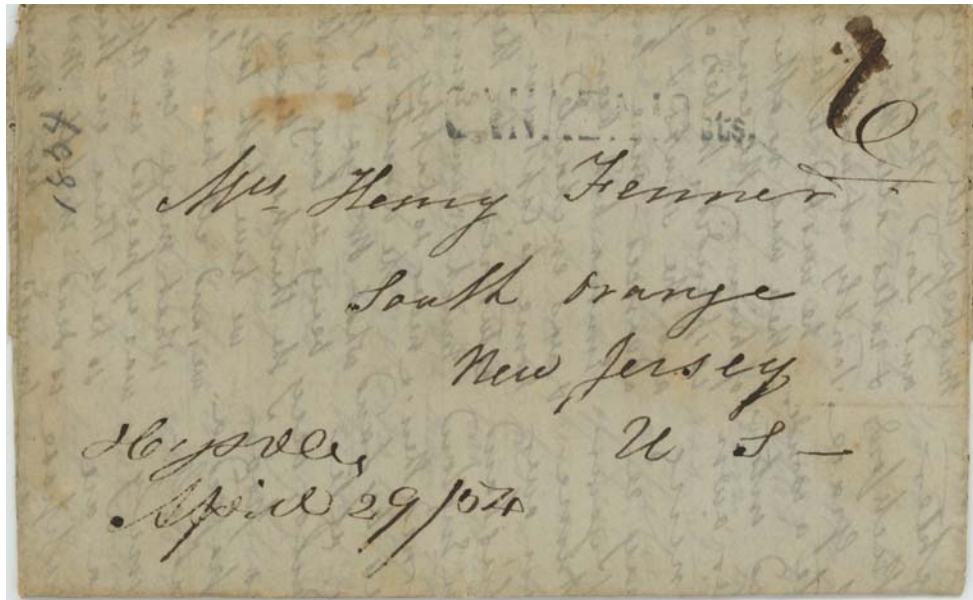
While it makes little difference to the postal history, a classic stamp on cover is revered.



London (U C)—New York, 1854. Small MONEY-LETTER hs.

Rated prepaid 6 d cy, single treaty rate, from London to New York. One of four cross-border money letters reported with this stamp. Greene Foundation #9295 (December 1999), *Genuine in all respects . . .*

## Canada to US



Haysville (c w)–South Orange (NJ), 29 April 1854. Collect 6 d, rate to u s, and faint CANADA 10 cts exchange marking. *Too Late* handstamp.

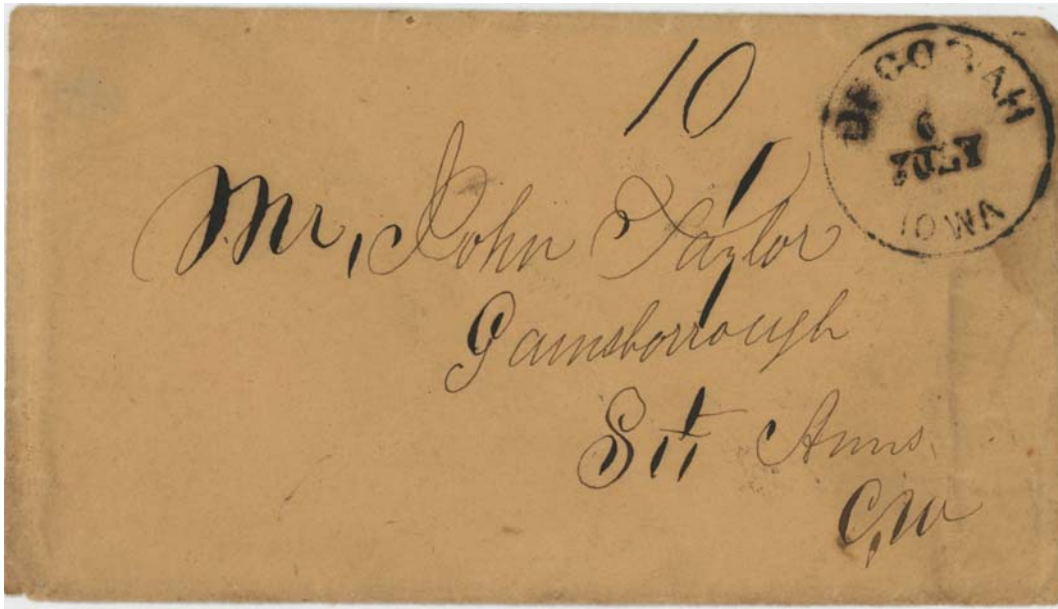
Only reported ms Haysville; Waterloo Co, c w. Post office open 1854–1974.



Fitch Bay (c E)–Milwaukee, 9 May 1854. PAID 6 d cy, equivalent to 10¢, rate to u s, and CANADA exchange arc.

Ms Fitch Bay, Co Stanstead LC; post office open 1854.

## US to Canada



Decorah (Iowa)—St Anns (c w), 1853. Rated collect 10¢.



Cass (IL)—Falkirk (c w), double manuscript, 1853. Misrated 5¢ (the rate to Canada was 10¢), but corrected at the cross-border point, probably Buffalo, **U<sup>p</sup> STATES 6<sup>d</sup>**. **FORWARDED** likely applied at London.

Ms town datestamp Cass Dec 10.

Ms town datestamp Falkirk Decr 20 1853, one of two examples reported (1860). Post office opened late in 1853 (Middlesex county).

**ELGINFIELD C.W** nonserif double broken circle, one of two strikes reported (1861).





## US to Canada



Plattsburgh (NY)–St Race (??), forwarded to Ste Thérèse de Chambly, 1854. PAID 10¢ to Canada. U. STATES. in arc exchange marking.

ST THERESE DE BLAINVILLE L.C. double circle, known 1838–60.



Lyons (NY)–Merton (c w), 1854. Paid 10¢. Exchange mark, UNITED STATES PAID 6.<sup>p</sup>.

MERTON U.C, open 1852–65 and 1883–1906. First reported strike of any dater in the first opening period.

## US to Canada



Stamford (CT)–Queenston (c w), 1854. Initially rated **PAID 3¢**, then marked **PAID 10**, the correct rate to Canada. Exchange marking UNITED STATES PAID 6<sup>d</sup>.



Rochester–Ingersoll (c w), 1854. Rated **PAID 10¢** to Canada. Cross-border **UNITED STATES PAID 6d**. ADVERTISED at Ingersoll.



## US to Canada

All with u s manuscripts



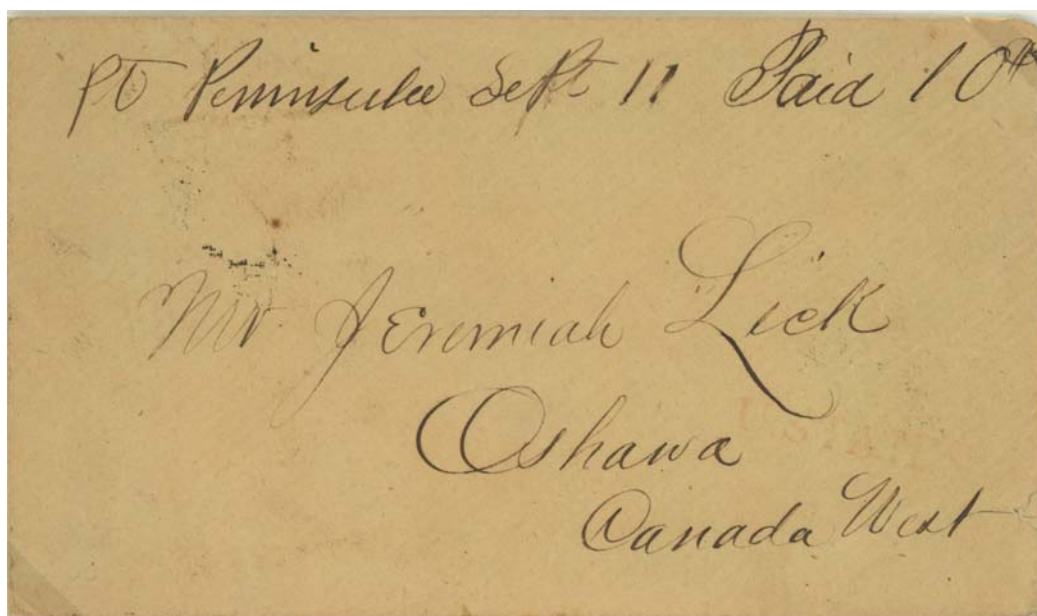
Zoar (NY)—Barnston (C E), 1854. Rated Paid 10¢ to Canada. Cross-border **U. STATES** in arc applied at Derby Line (Vermont).

Ms town datestamp Zoar NY June 10th/54, unreported.



Deer Grove (IL)—Forestville (C W), 1855. Rated collect 10¢ or 6 d to Canada. Oval UNITED STATES 6<sup>p</sup> exchange marking (two periods below the D), probably applied at Detroit.

Ms Deer Grove Ill Aug 20, otherwise known only in 1848.



Peninsula (NY)—Oshawa, 1858. Rated Paid 10¢ to Canada. Via the Kingston-Cape Vincent exchange.

Ms town datestamp PO Peninsula Sept 11, unreported





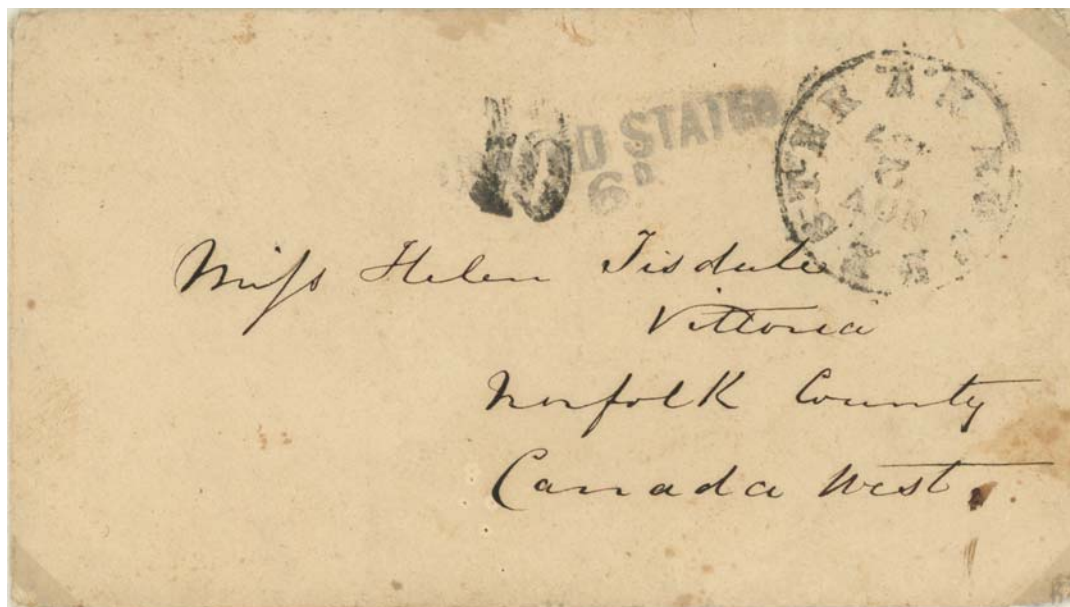
# US to Canada



To Port Dover (c w), 1854. Rated Paid 10 ¢ to Canada. Exchange mark, oval UNITED STATES (Detroit?). So-called *lady's* cover.



Rochester–Vittoria (c w), 1854. Rated **PAID 10** ¢ to Canada. Exchange mark, **U<sup>o</sup> STATES 6<sup>p</sup>** in arc.

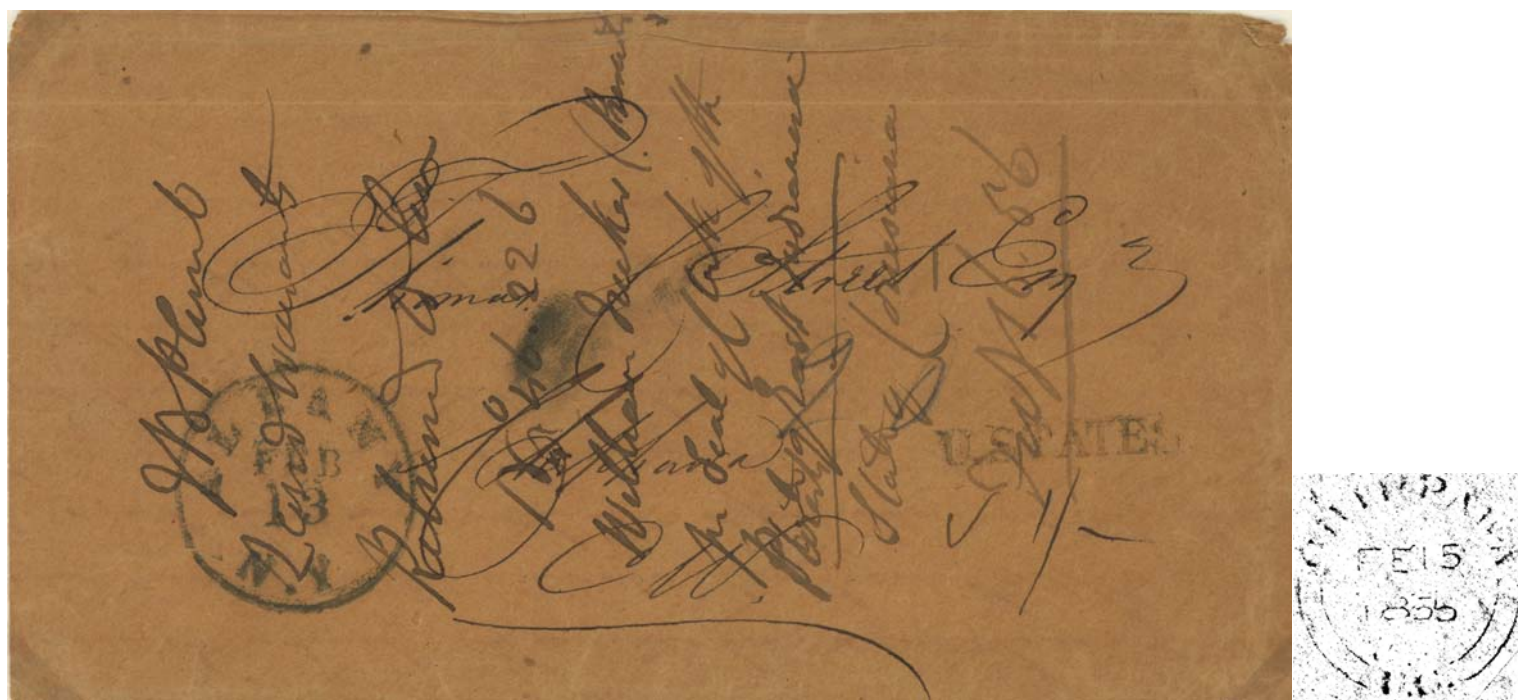


Rochester–Vittoria (c w), 1857. Rated collect **10** ¢ to Canada. Exchange mark, UNITED STATES 6<sup>p</sup>.

# US to Canada



Albany–Niagara, 1854. Rated collect 10¢ or 6<sup>d</sup> to Canada. Cross-border oval U STATES in arcs.



Albany–Chippawa, 1854. Rated collect 20 ¢ or 1/–, double to Canada. Cross-border U. STATES.



## US to Canada



Buffalo–Toronto, 1854. Rated collect **6<sup>d</sup>** to Canada. Cross-border **U<sup>D</sup> STATES** in arc applied at Buffalo. Fancy stationery.



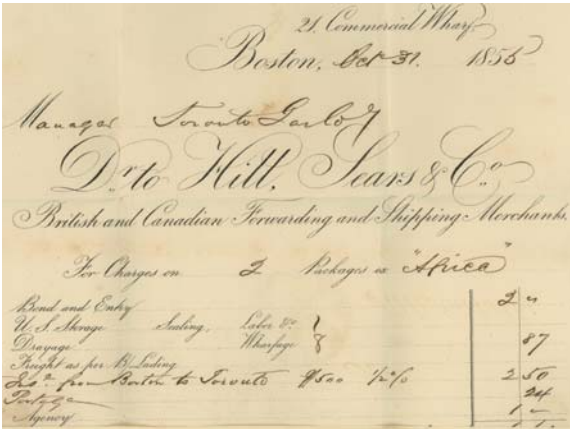
Buffalo–Fort Erie (u c), 1857. Different exchange mark used at Buffalo.



US to Canada

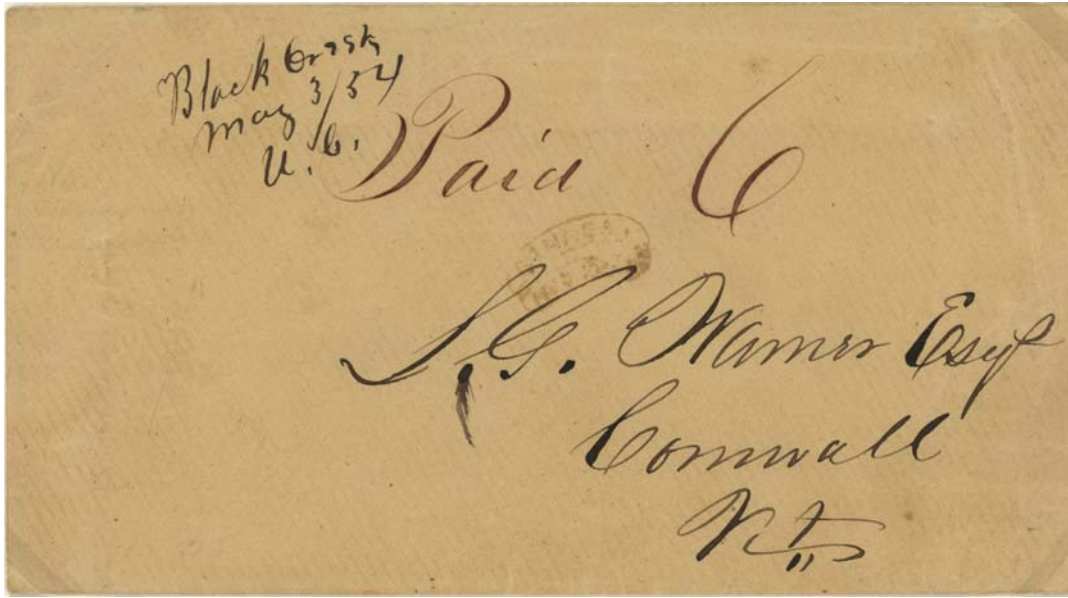


Boston–London (U C), 1854. Collect 10¢ (equivalently, 6 d) to Canada. Mourning cover.



Boston–Toronto, 1855. Rated collect 10¢ or 6 d to Canada. Oval exchange marking.

## Black Creek UC ms



Black Creek (U c)–Cornwall (VT), 3 May 1854. Rated *Paid 6* d cy to the U.S. The small *CANADA* in arcs exchange marking is dated (*MY 5 54*), making it one of a kind.

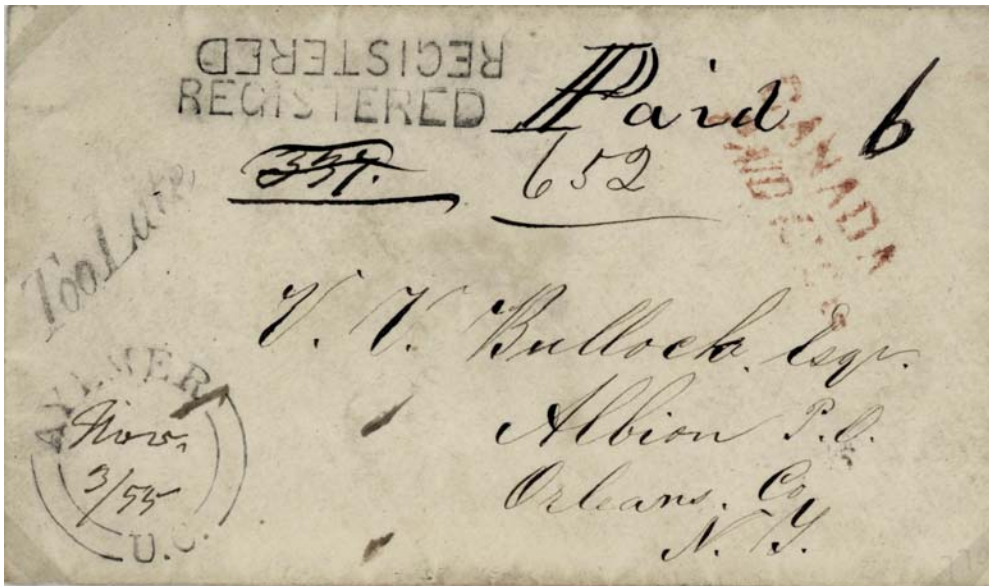
*Only reported ms* of Black Creek. Post office open 1854–1916.

## Early registered mail between US and Canada

Canada initiated its registration system in May 1855, but this did not extend to mail to the US until an agreement became effective October 1856. In the interim period (16 months), registered mail to the US was considered registered to the border, and the domestic registration fee of 1d was charged. When the agreement came into place, the registration fee to the US became 3d, which converted to 5¢ in 1859. With the exception of one month in 1888, it remained at this rate until 1920.



*Interim period*, Tyrconnell (C W)–Ridott (IL), August 1855. Charged (collect) 6d single rate to the US, plus 1d domestic registration fee (payment of which indicated by faint **REGISTERED** handstamp and ms). Oval CANADA 10 CENTS exchange marking.



*Interim period*, Aylmer (U C)–Albion (NY), November 1855. Rated (prepaid)  
Handstamp *Too Late* (for the day's or week's mailing) applied at Aylmer.

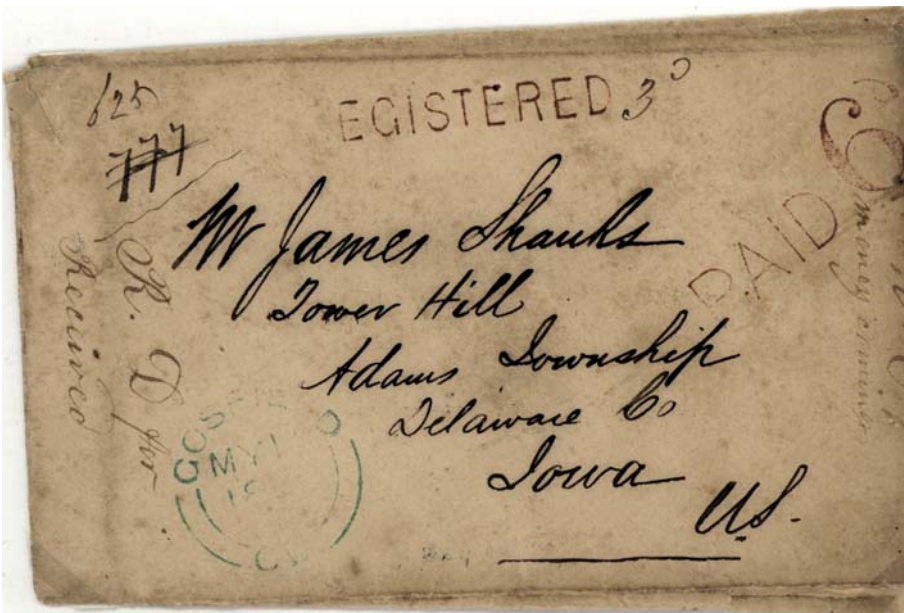


Canada–US registration, pence period (1856–1859)



Combined rate handstamp, Montreal–New York, 1858. Indicates 6 d single to U s plus 3 d registration fee to U s. *Only reported example of this handstamp.*

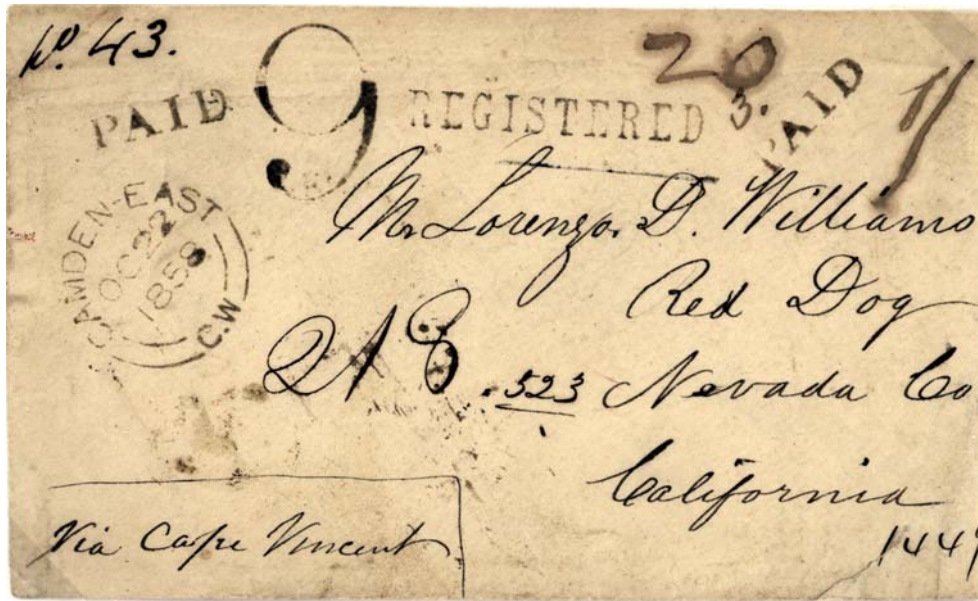
(Common) Montreal tombstone.



Gosfield (c w)–Tower Hill (IA), May 1859. Unusual 3<sup>d</sup>, indicating registration fee to U s. Single domestic rate to U s.

Blue nonserif **GOSFIELD C.W** nonserif double broken circle, known 1849–65; backstamped at AMHERSTBURG and WINDSOR.

## Registration to California



To California; Camden-East (c w)—Red Dog, 1858. Rated (prepaid) 9 d cy (treaty rate over 3000 miles) at left, plus 3 d registration, totalling 1/ cy. This translated to 20¢. Notation at upper left, *pd 43*, refers to sender's post office account. Via the Kingston-Cape Vincent exchange.



## US–Canada registration

Although the US instituted (domestic) registration in 1855, it did not permit registration to Canada until an agreement effective 1 October 1856. It is much more difficult to find US–Canada registered mail in the period up to 1880 than the other way around.



Portland (ME)–Montreal, March 1857. Early registered letter to Canada. Rated (faint red ms) 10¢, rate to Canada, and 5¢ registration (to Canada), not marked (as usual), all prepaid. The lower number, 35, was probably applied at Portland, and the higher one, 420, at Montreal.



Anomalous rate, New York–Hamilton, 1871. At this time, registration was 15¢, and the paid letter rate to Canada was 6¢, so this is 2¢ overpaid (unusually, the franking is on reverse).



# US to Canada

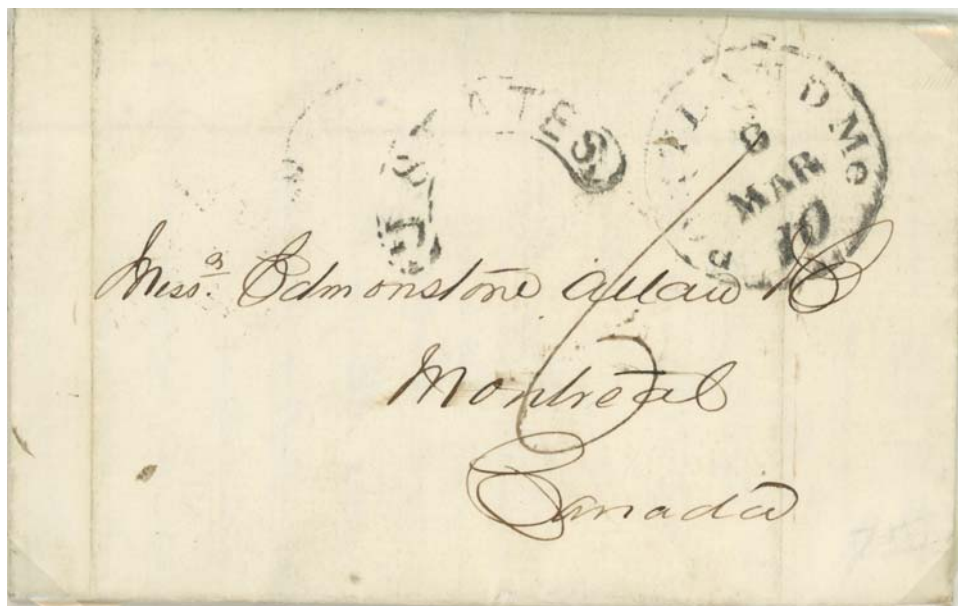


New York–Toronto, 1855. Rated collect **10 Cts** to Canada. Cross-border **UNITED STATES 6<sup>D</sup>** applied at exchange point.

*New York 10 Jan 1855*



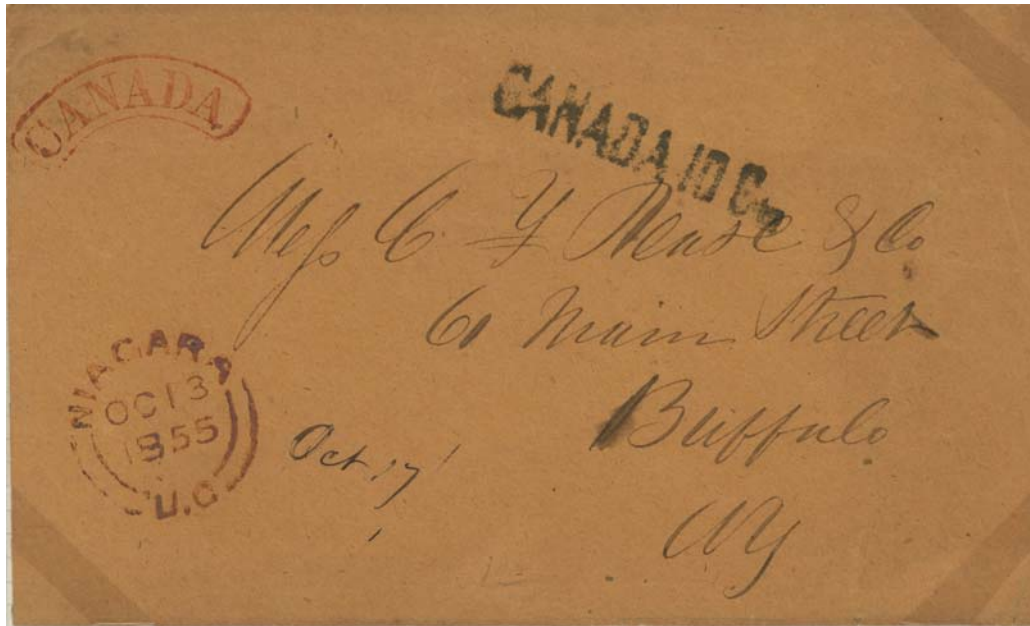
Saco (ME)–Brockville (C W), 1857. Rated collect **10¢** or **6 d** to Canada. U. STATES. exchange marking in arc with perforated boundary.



Portland (ME)–Montreal, 1858. Rated collect **10¢** or **6 d** to Canada. Exchange marking as above.



## Canada to US



Niagara (U C)—Buffalo, 1855. *Two* exchange marks, CANADA in arc and CANADA 10 Cts (collect).



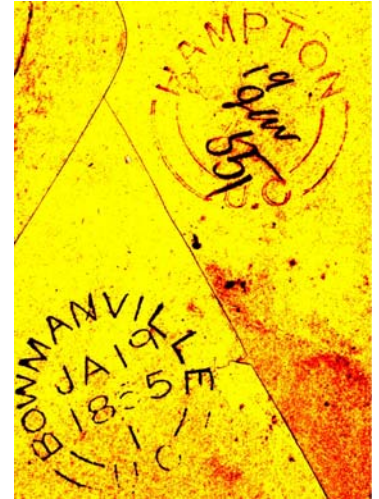
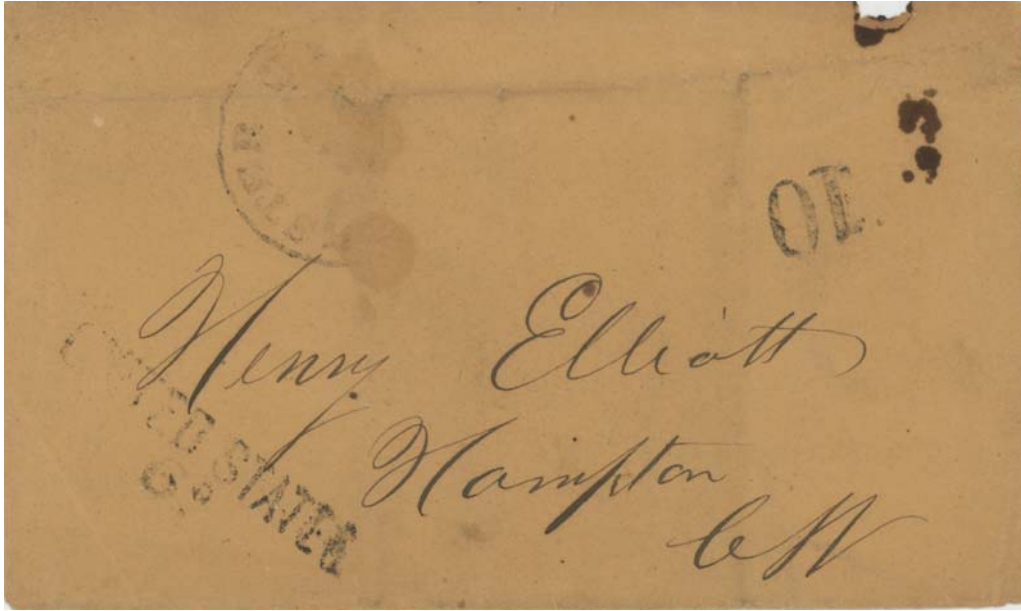
Henryville (C E)—Warsaw (OH), 1857. Charged 10¢ to us.

HENRYVILLE C.E nonserif double broken circle known 1849–67; St Johns (C E) changeling known 1856–61.





## US to Canada



Rochester (NY)–Hampton (c w), 1855. Charged 10¢. Hampton double broken circle known used 1852–7, and Bowmanville known 1854–7.

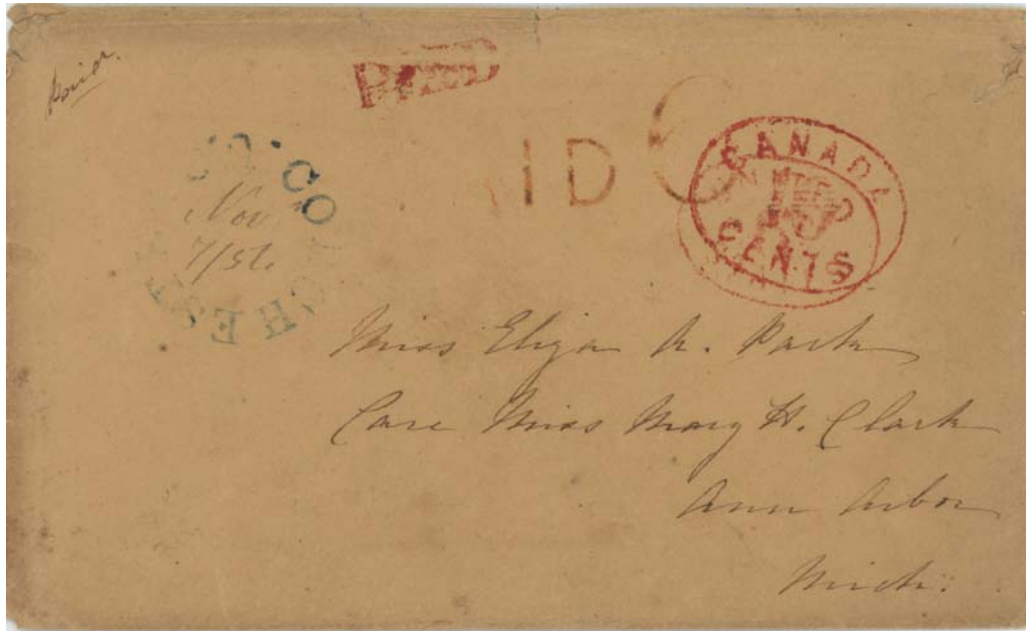


From Utica (NY), misaddressed to Lewiston, **Canada**, 1855. Lewiston (NY) is the US exchange point with Queenston. Charged as though to Canada (6 d in exchange marking and X), and travelled to Lewiston via Montreal and Queenston. The exchange marking was probably applied at Burlington/Highgate on its way to Montreal.



## Canada to US, with two exchange marks

On letters from Canada to US, an exchange mark with CANADA in the wording was applied, at the Canadian exchange point; conversely, from US to Canada, the US exchange office applied a marking with US or equivalent in the wording. In this cover from Canada to US, a US exchange marking was improperly applied.



Colchester (U C)—Ann Arbor (MI), 1856. Rated **PAID 6** d to the US. Red oval **CANADA 10 CENTS** exchange mark, properly applied (in Canada), and less visible is a slightly smaller red oval **UNITED 6<sup>D</sup> STATES**, improperly applied.

The 1831-type **COLCHESTER U.C** is known 1841–67 and is relatively common among those of its class.

US-Canada



Philadelphia-Toronto, 1855-8. Paid 10¢. On reverse is large serif circle Toronto datestamp, known used 1855-8.



East Palmyra (NY)-Trenton (c w), 1856. Collect 10¢.



US to Canada, circular rate



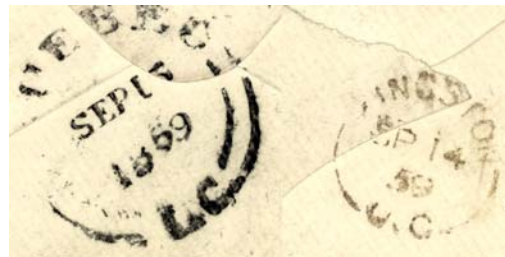
Ogdensburg (NY)–Brockville, 1856. Collect  $\frac{1}{2}$  d, circular rate. No u s rate marks. Possibly carried by favour to Brockville.  
BROCKVILLE CW changeling, known 1856–64.



# US–Canada

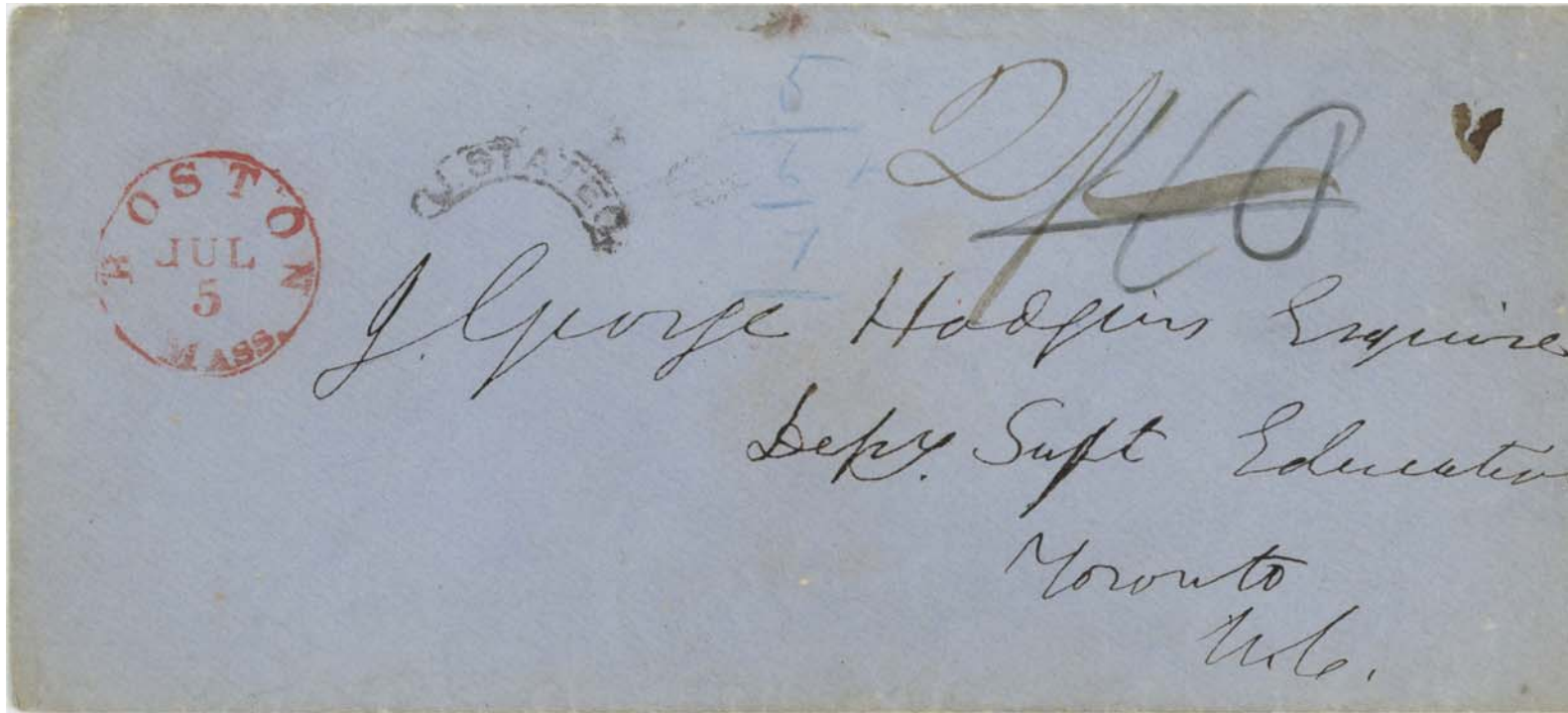


New York–Kingston, 1856. No exchange mark. Stamps are imperforate.



Cape Vincent (NY)–Quebec, 1859. Faint red exchange mark **U STATES PAID**. Stamps are perforated.

US to Canada



*Boston–Toronto, 1856–7 (dated by period of use of Toronto c w circle). Rated 40¢, quadruple to Canada; converted to 2/– cy. In the handwriting of Egerton Ryerson, Superintendent of Education.*

Exchange mark, U. STATES. in arcs.



Canada to US

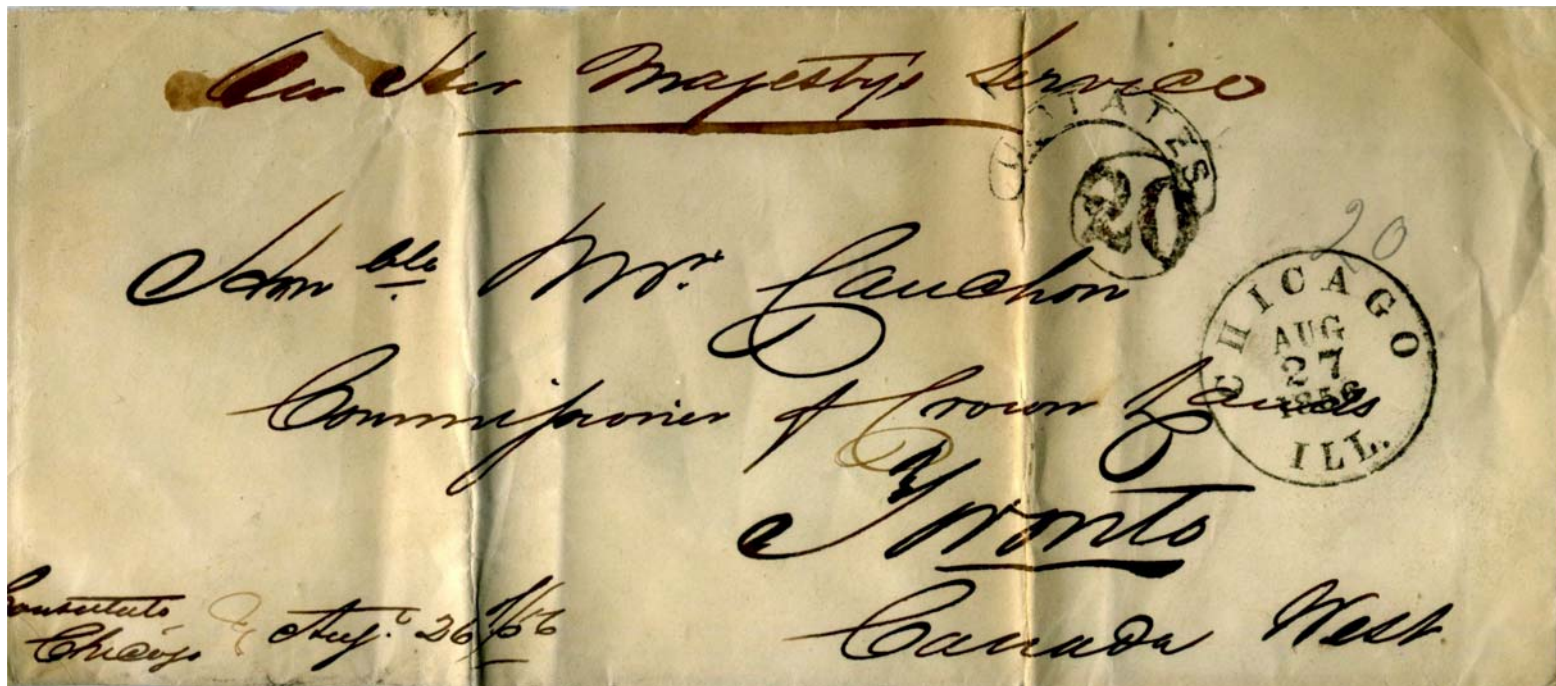


Port Hope (c w)—Bangor (ME), 1857. **PAID 6**d to us. Corner cover, Hasting's House. Via Kingston & Montreal. No exchange mark.

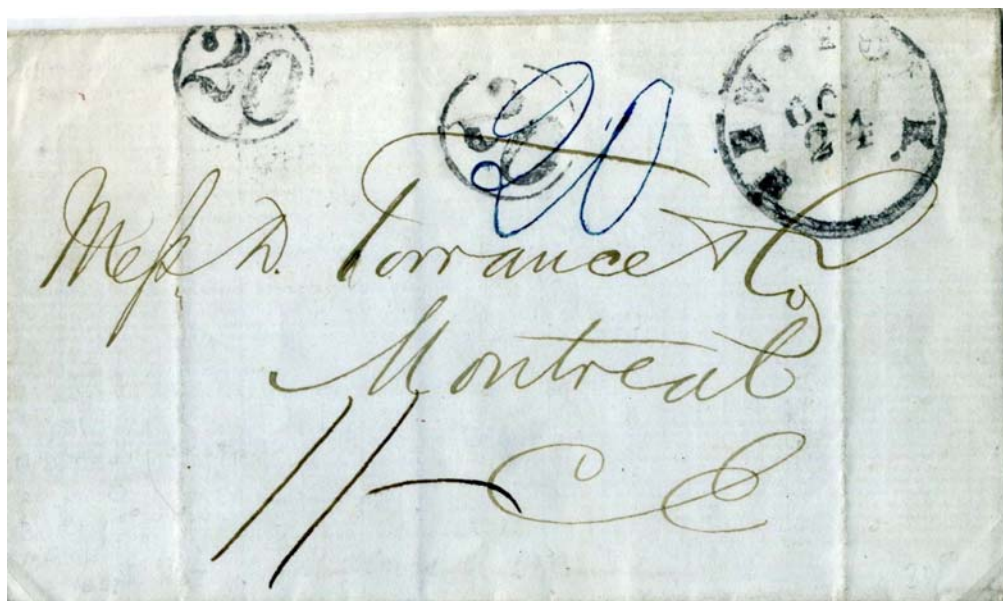


US to Canada

Double rate collect from us

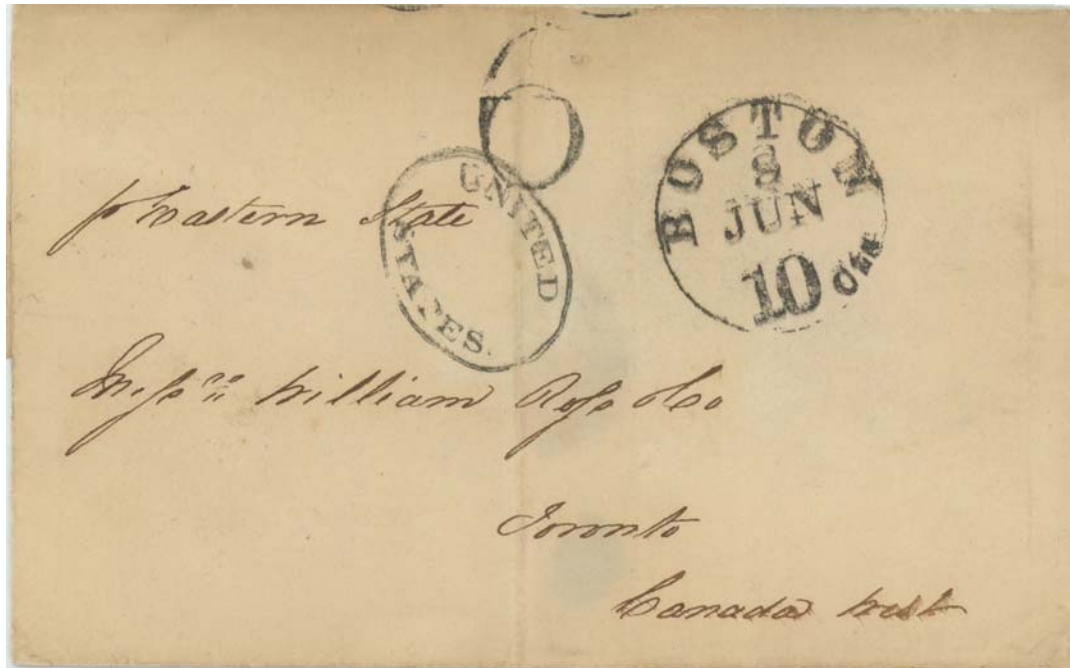


Chicago–Toronto, 1856. Rated 20¢, double rate to Canada. Buffalo exchange mark?



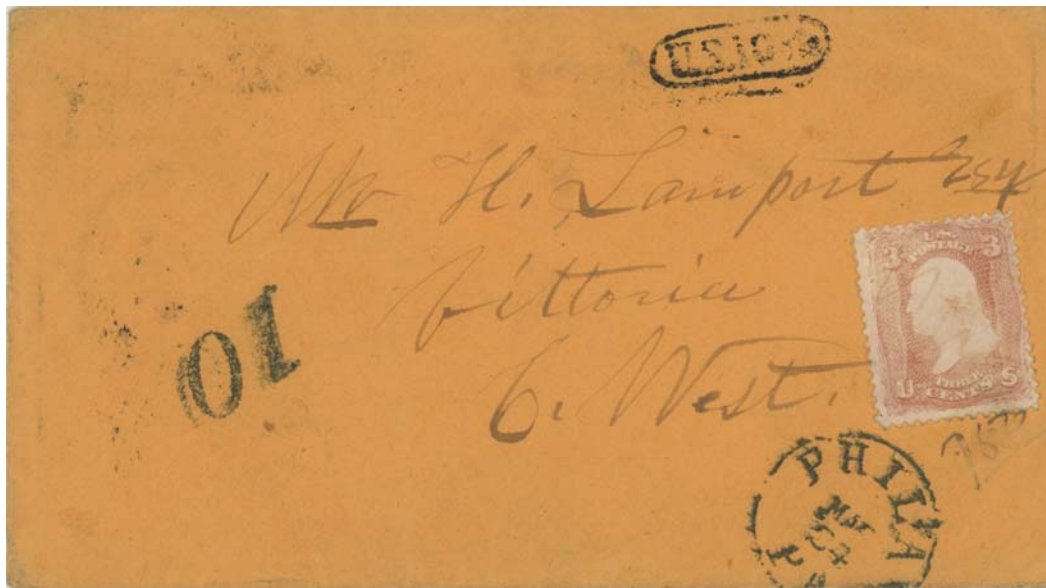
New York–Montreal, 1857. Rated 20 and 20¢, double rate to Canada. Equivalent to 1/- cy (lower left).

## US to Canada



June 8/57

Boston–Toronto, 1857. Rated 10¢ collect (equivalently, 6 d) u s–Canada. Oval exchange marking.



Philadelphia–Vittoria (c w), 1857. Whether the 3¢ stamp belongs is unclear; however, partially paid was treated as unpaid, so it would have not counted anyway. Charged 10¢, with u.s. 10cts exchange marking.

## Canada to US



Montreal–Augusta (GA), 1858. Originally **PAID 3d** (domestic rate), corrected to **PAID 6**. An unusual destination in this period.



Port Hope (c w)–Bangor (ME), 1858. Originally charged 3 d cy (domestic rate), overstruck with correct 6 d to u s.  
Port Hope changeling known used March–October 1858.



Canada to US

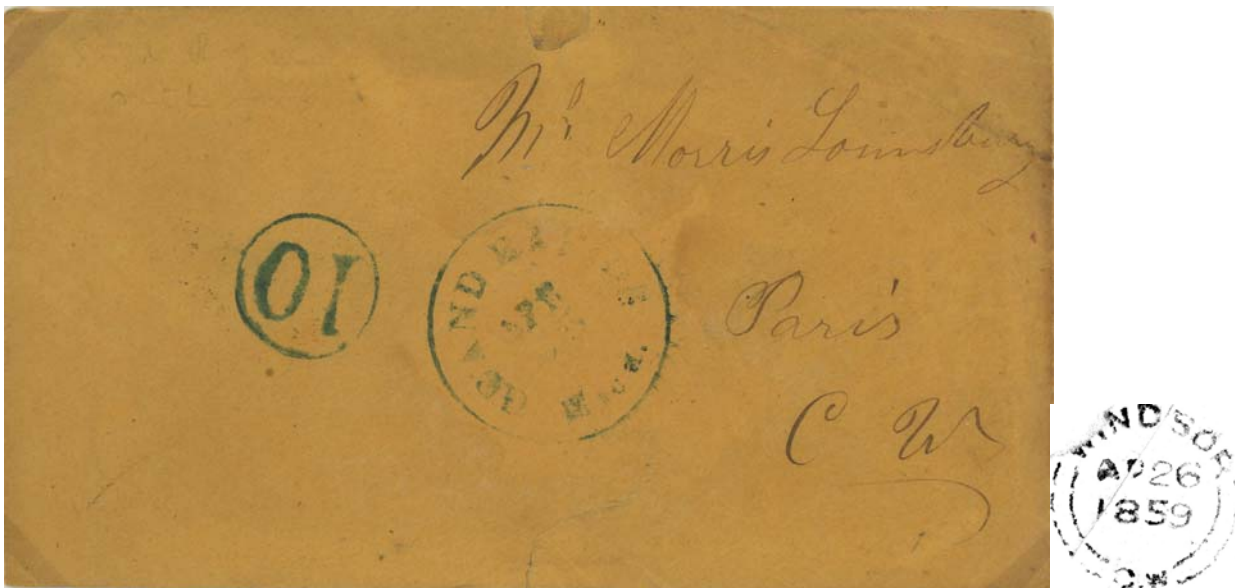


London (c w)—Ada (Kent Co, MI), 1858. Paid by 6d stamp, cancelled with four-ring 19 killer (London). Oval exchange marking.

## US to Canada



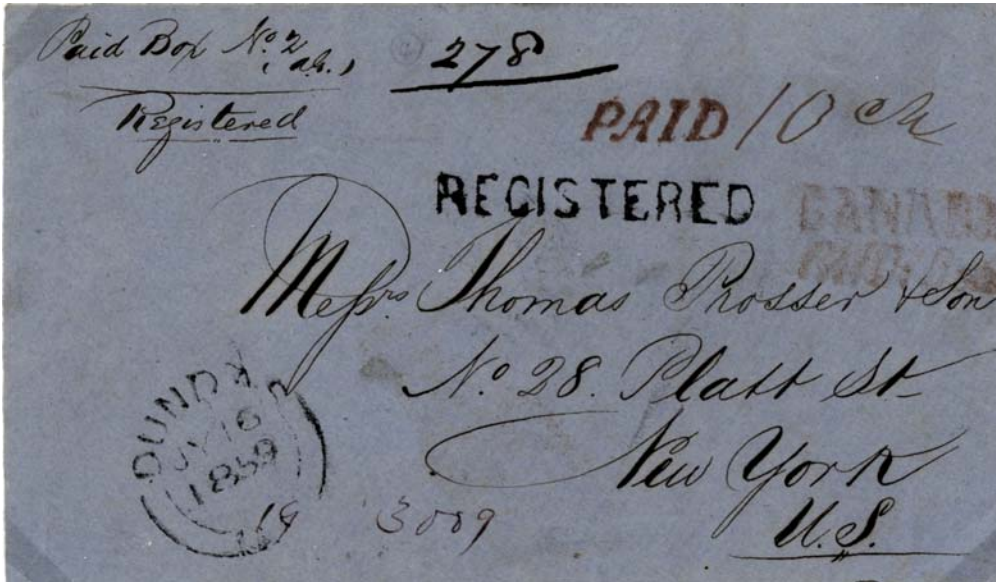
Batavia (NY)–Dundas (c w), 1858. No exchange marking.



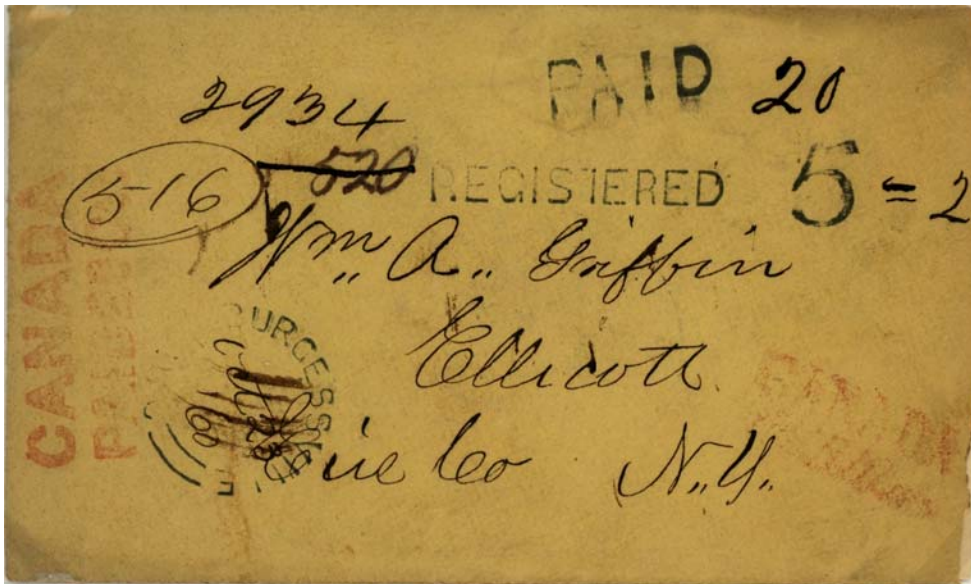
Grand Rapids (MI)–Paris (CW), April 1859. Rated collect 10¢ to Canada. No exchange markings.

## Canada converts to decimal, 1 July 1859

Almost all rates converted at \$4 for £1 currency (with rounding), and pence stamps were never devalued.



Dundas–New York, registered, 16 July 1859. Letter rate 10¢ to US; prepayment of 5¢ registration fee indicated by registered handstamp.



Double, Burgessville (U.C.)–Ellicott (NY), 1860. Rated double 10¢ to US, plus 5¢ registration.

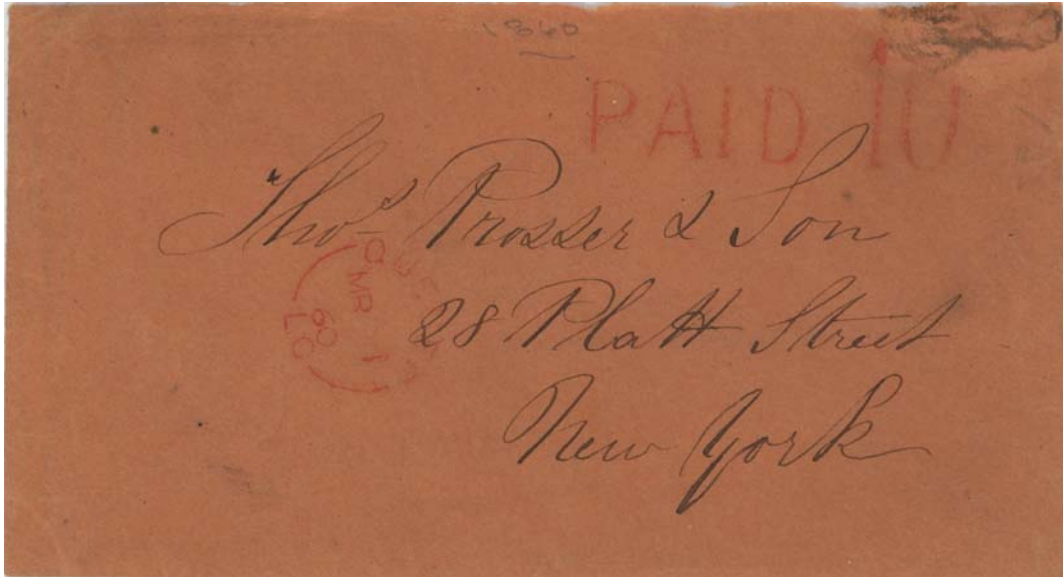
At left in red is the seldom-seen exchange marking

**CANADA  
PAID 20 CTS**

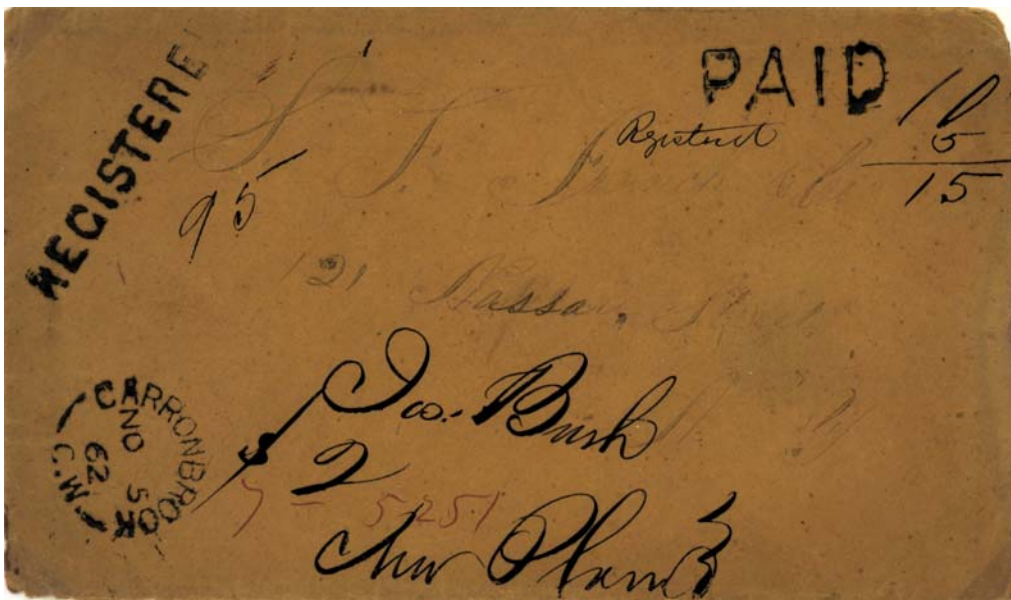
At lower right (also in red) is the more usual exchange mark, **CANADA PAID 10 Cts**, obviously applied in error.



## Canada to US



Quebec—New York, 1860. Rated **PAID 10¢**, rate to U.S.



*Carronbrook (C.W)*—*New York, registered, 1862.* Itemized rates, all prepaid: 10 ¢ treaty to U.S., and 5 ¢ registration to U.S.  
Only two or three strikes reported of CARRONBROOK C.W broken circle.

## Canada to US

Same correspondence.



Montreal—Madison (CT), missent to New Haven, 1860. Rated paid 10¢ to the U.S.; charged to account 146.



Montreal—Madison (CT), 1861. Rated paid 10¢ to the U.S.; charged to account 146.

## US to Canada



Polo (IL)–Mapleton (c w), 8 July 1859 (one week after decimal conversion, but this is irrelevant for this direction). Prepaid 10¢ rate to Canada. Exchange mark in red.

NEW SARUM U.C nonserif double broken circle previously only known 1857–8.



Joliet (IL)–Sutherland Corners (c w), August 1859. Rated PAID 10¢ to Canada. U. STATES exchange marking in arcs.

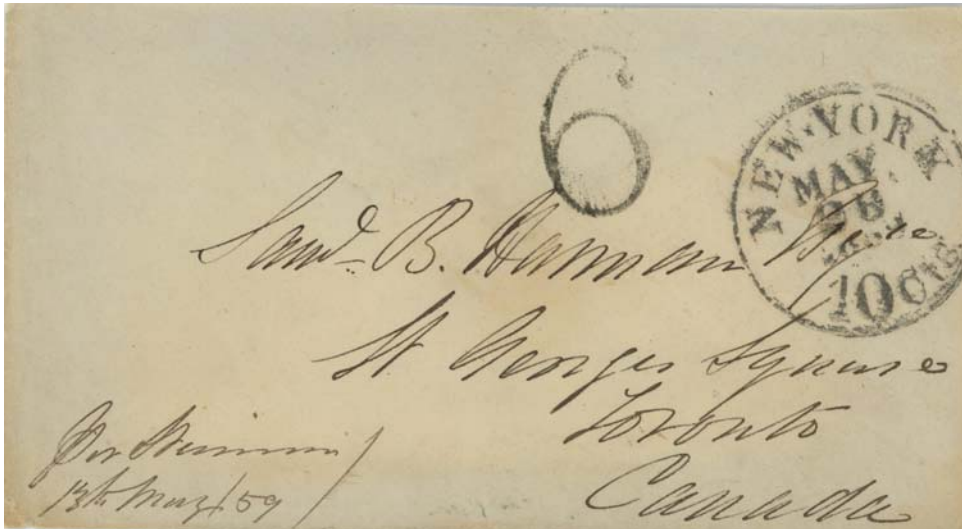
Double broken circle SUTHERLANDS-CORNERS U.C known 1854–59. Post office open 1852–96.



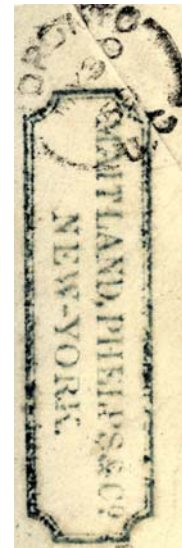
US-Canada



New York-Toronto, 1859. Charged 10¢ postage due.



New York-Toronto, 1859. Charged 10¢ and its equivalent 6 d cy postage due.



# US to Canada

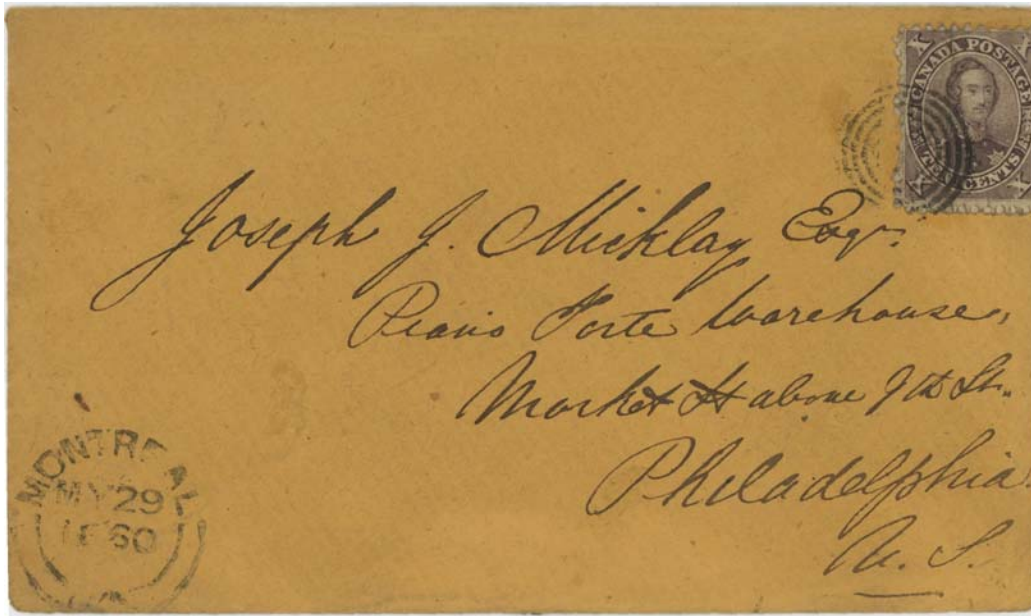


Ogdensburg (NY)–Bloomfield (c w), forwarded to Picton, 1859. Faint Prescott double broken circle on the front, and very faint red Bloomfield on reverse.



Forestown (IA)–Kingsey (c E), 1860s. Rated paid 10¢, u s–Canada. Denominated exchange marking.  
Forestown Iowa Oct 4 ms.

Canada to US



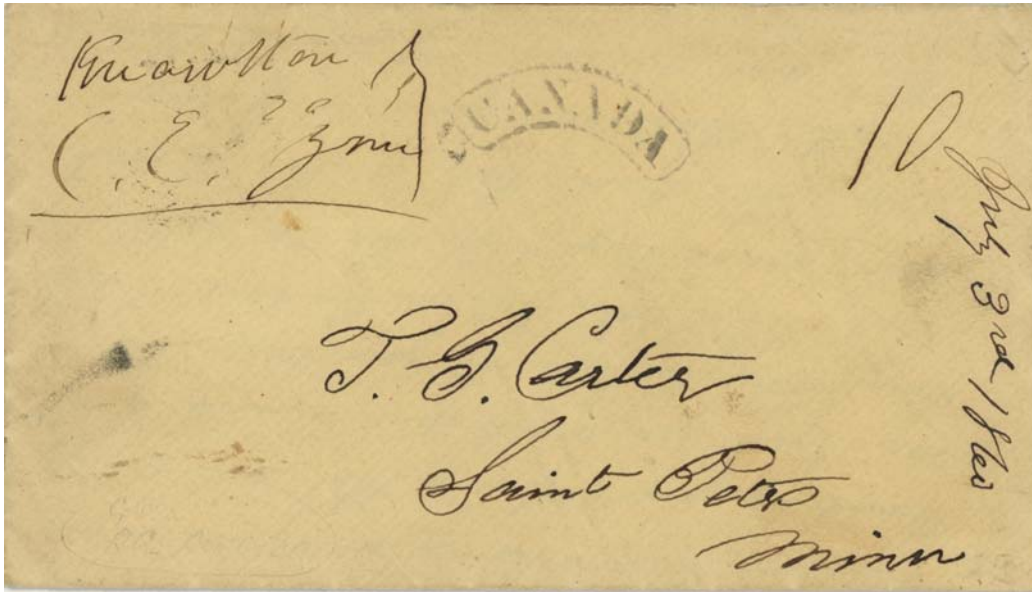
Montreal–Philadelphia, May 1860. Prepaid 10¢ to the U.S.



Acton (U.C.)–Adrian (MI), June 1860. Prepaid 10¢ to the U.S.



## Canada to US



Knowlton (Brome Co, CE)—St Paul (MI), 26 June (1860). Collect 10¢, rate to U.S. Canada arc exchange mark.  
Ms Knowlton CE (Brome County).



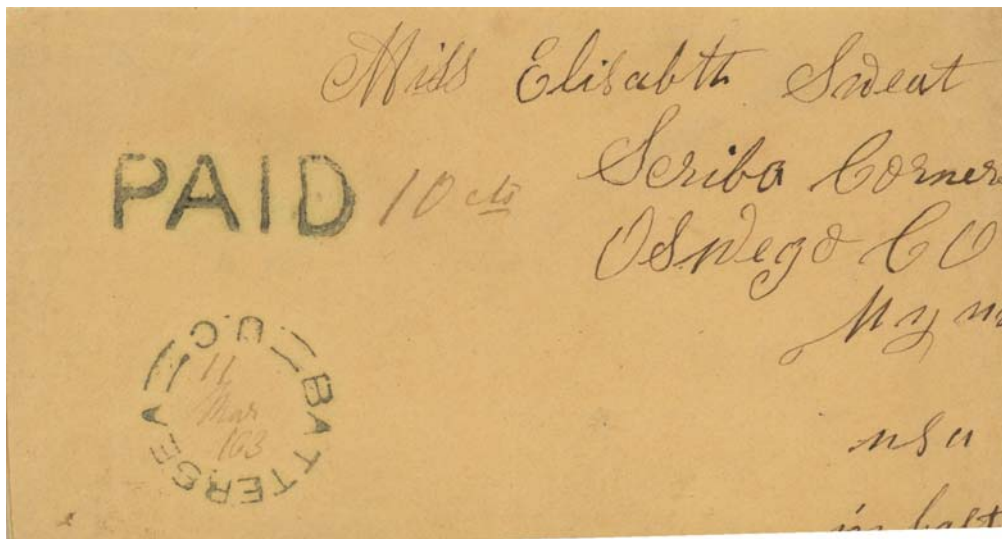
Repentigny (LC)—New York, 1860. Prepaid 10¢ to the U.S.  
Repentigny double circle known 1847–66.

## Canada to US

Green is a very unusual colour for Canadian postmarks in this period.



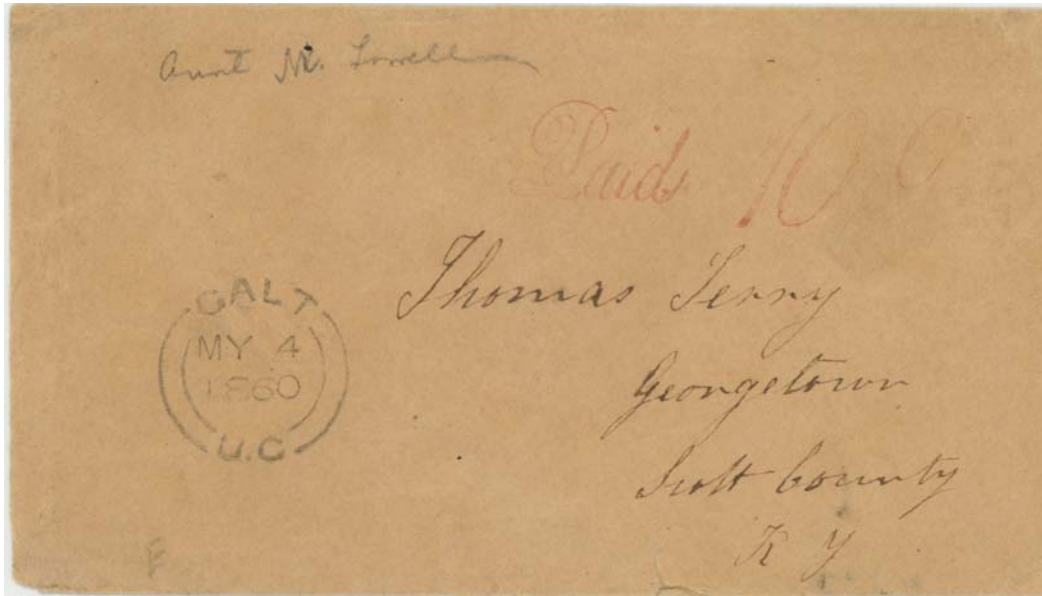
*Norwich (C W)*—*Adrian (MI)*, 1860. **PAID CANADA-10-CENTS**, exchange marking. From the colour of the ink, it appears to have been applied at Norwich.



*Battersea (U C)*—*Scriba Corners (NY)*, 1863. **PAID 10 cts**.

Earliest reported postmark of Battersea (post office opened 1854).

## Canada to US



Galt–Georgetown (Scott County, Kentucky), 1860. An unusual destination in this period. Fancy script ratemark *Paid 10<sup>c</sup>*. This originally read *Paid 10<sup>cy</sup>*, and was used to indicate payment of the transatlantic rate by British packet, 1854–7.



## US to Canada



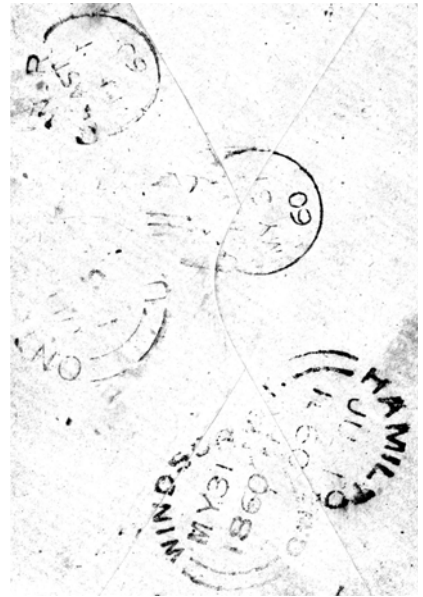
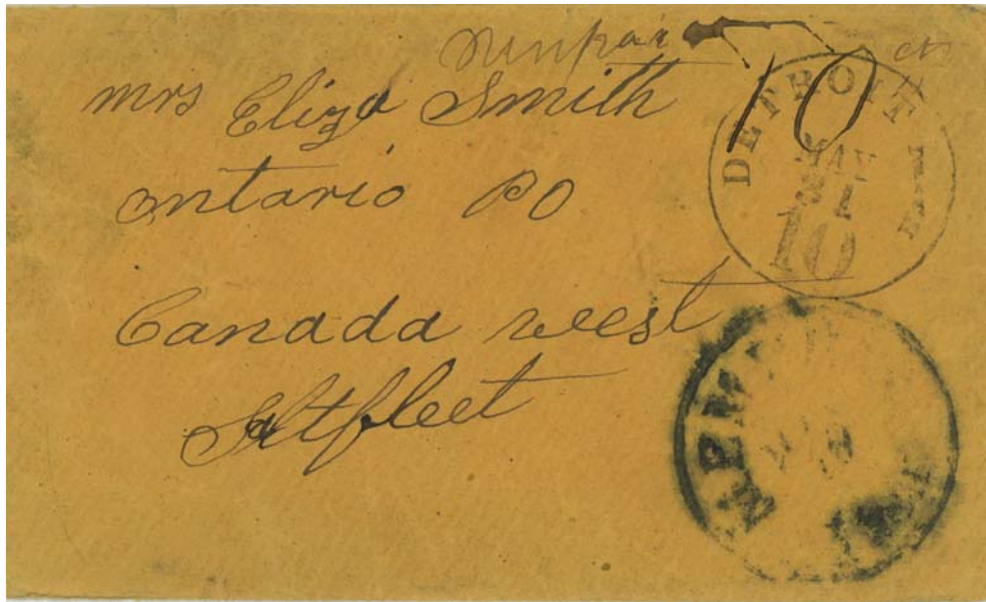
Brattleborough (VT)—St Johns (LC), 1860. Rated 10¢ to Canada. Saint Johns changeling.



Rochester Depot (OH)—Florence (CW), 1860. Rated 10cts (in exchange marking) to Canada.

Large circle ROCHESTER DEPOT O, previously unreported. Post office open 1851–83.

## US to Canada



Memphis (TN)–Ontario (c w), 1860. Rated collect 10¢. Very unusual origin for a cover to Canada.  
Double broken circle ONTARIO U.C, known 1859–68. Post office open 1852–68.



Washington (DC)–St Catharines (c w), 1860. Although the Washington datestamp includes FREE, this did not apply to foreign destinations, and the 10¢ stamp, paying the rate to Canada, was affixed.

US to Canada, forwarded back to US



*Batavia (NY)–Cornwall (c w), forwarded to Conesus Centre (NY) via Ogdensburg, 1860. Originally paid 10¢ rate U s–Canada; then forwarded by to U s. The exchange marking CANADA 10 Cts was applied at the Canadian exchange point (Prescott) on its return to the U s.*



## US to Canada



Port Austin (MI)—Sarnia (C W), 1861. Rated PAID 10¢, rate to Canada.

Straightline exchange mark, U. STATES. 6d.

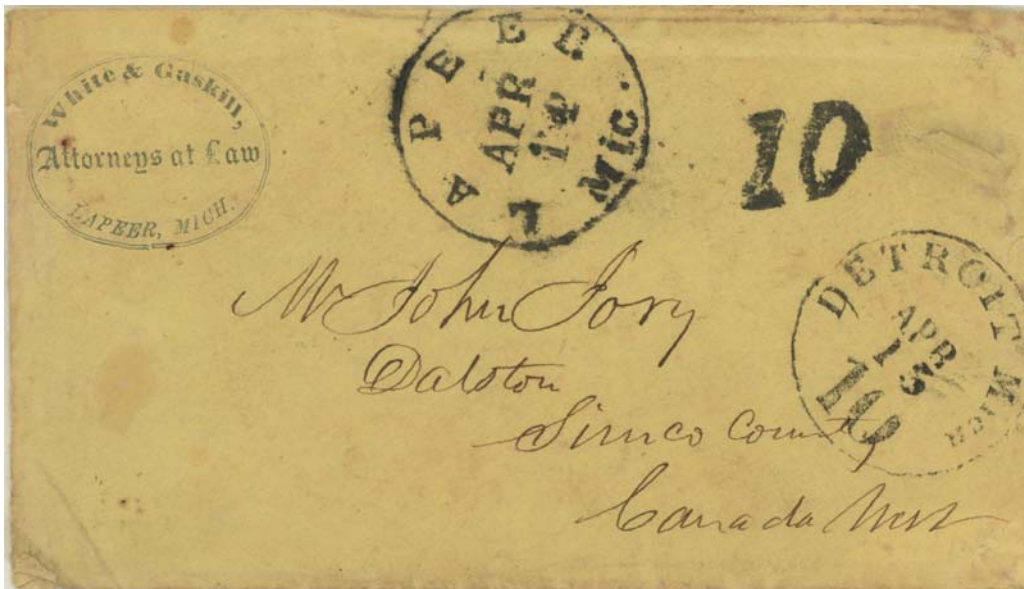


Delavan (WI)—Ontario (C W), 1861. Charged 10¢. U. STATES in arc exchange marking; the 10 appears to be part of the hammer. On reverse, G. W. R. (R P O).

## US to Canada

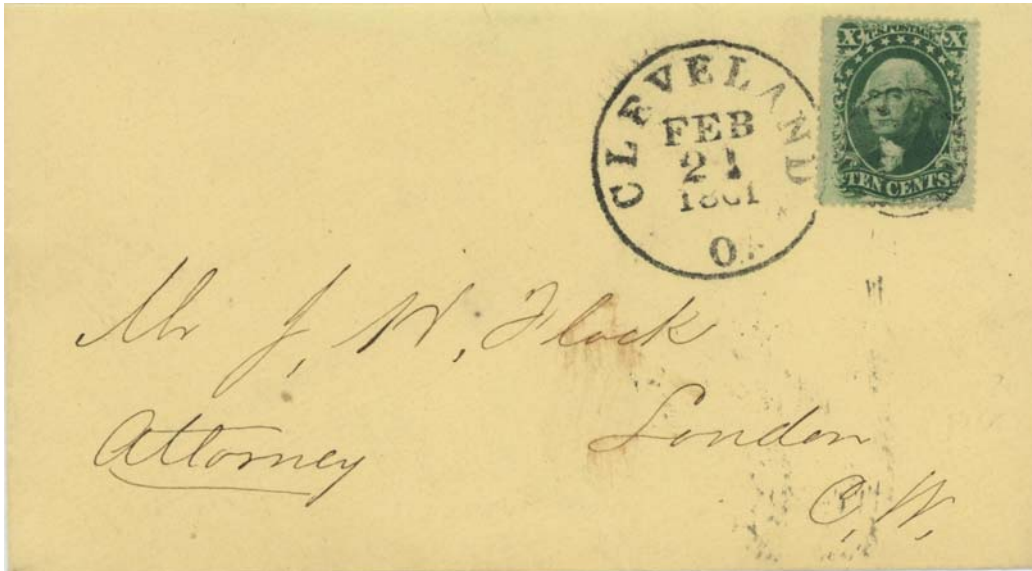


New York–Belleville (c w), 1861. Collect 10¢.

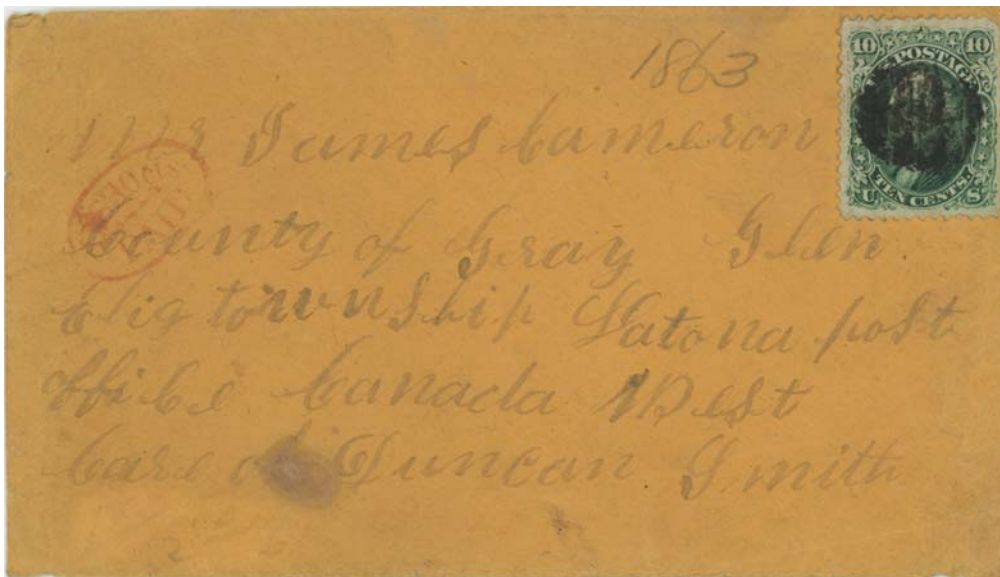


Lapeer (MI)–Dalston (c w), 1862. Rated collect 10¢. Corner cover. Barrie serif double broken circle and G.W.R.. Circle DETROIT MICH 10, previously reported 1848–53.

## US to Canada



Cleveland–London (c w), 1861. Backstamped at London.



Macon City (MO)–Latona (c w), 1865. With red oval **US 10 cts PAID** exchange marking. Latona (1864–88) had just the one postmarking device, previously known used 1871–74.

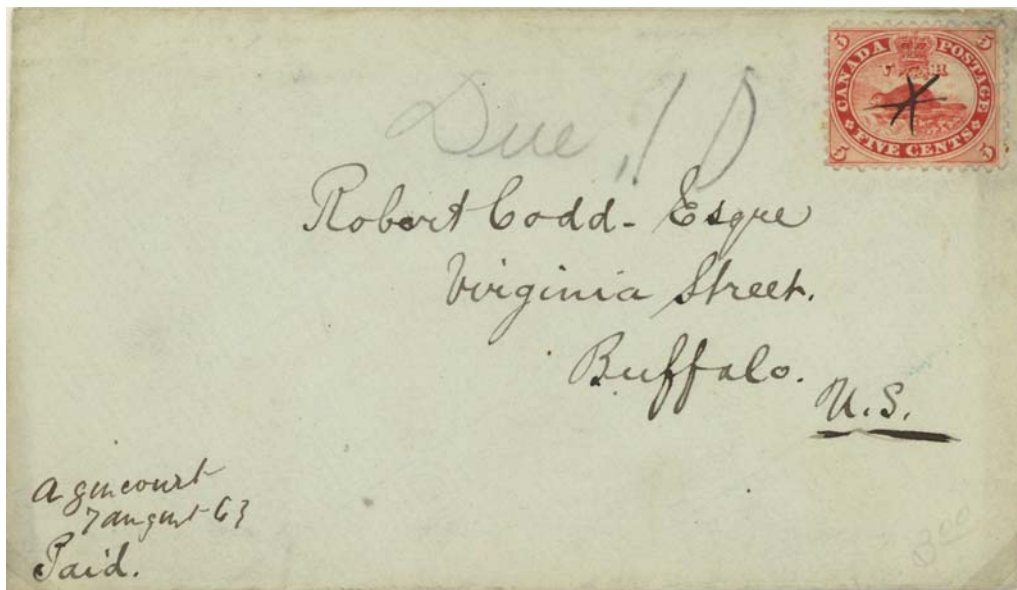


## Canada to US shortpaid

No credit was given for partial payment.



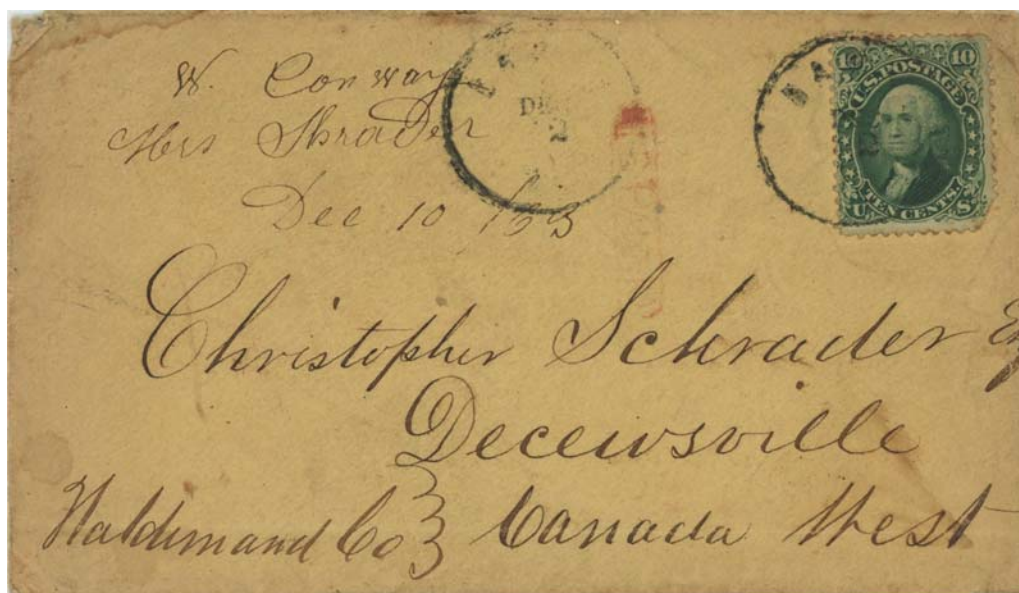
Montreal–Springfield (MA), 1862. Prepaid 10¢ single rate to us, but found to be double. Charged the double rate (20¢), and no credit given for partial payment.



Agincourt (c w)–Buffalo, 7 August 1863. Underpayment of the 10¢ rate to the us by 5¢ beaver results in no credit for postage applied; hence *Due 10¢*, the full rate to the us.

Only reported ms of Agincourt, York County (1858–1977).

# US-Canada



Bath (NY?)—Decewsville (c w), 1862. Faint rounded rectangle **US PAID 10**. Non-serif double broken circle CAYUGA U.C. is five years later than in Graham.



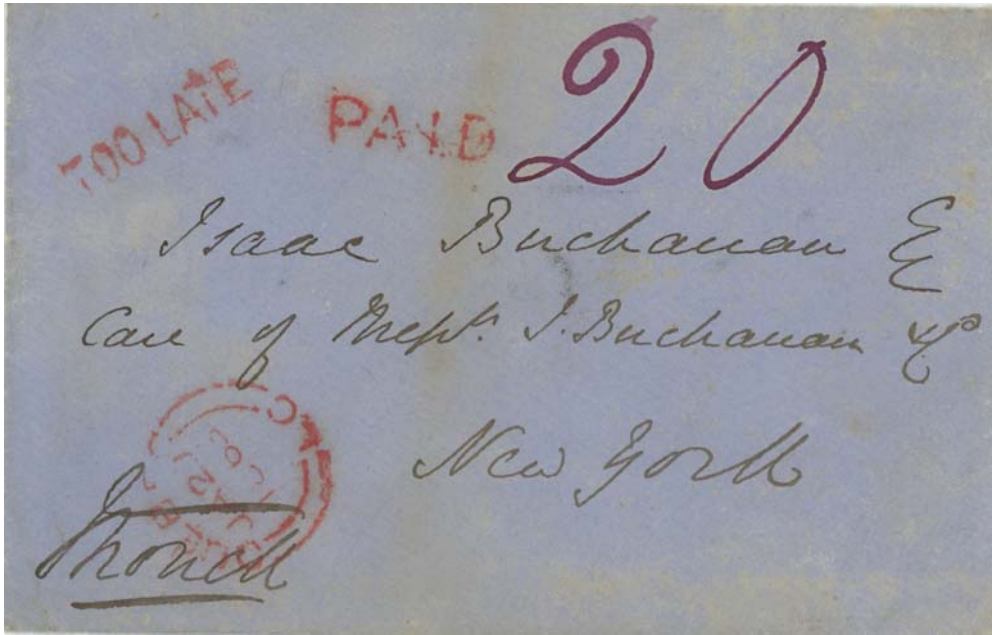
Rochester (NY)—Drumbo (U c), 1865. Faint red oval **US 10 CTS PAID**



New York—Montreal, double weight, 1867.



Canada to US, double



Quebec–New York, double 1863. Prepaid 20¢, double rate, to the U.S. Also **TOO LATE** for the day's post.



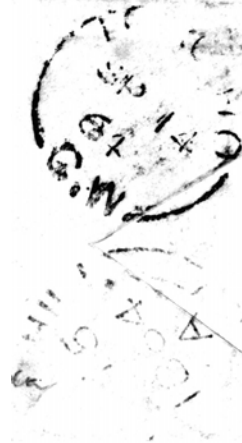
## US to Canada, Valentine's day card



Boston—Hatley (L.C.), 1863. Postage paying 10¢ rate to Canada. With 3-D Valentine's day card.



## US to Canada, greeting card



Clarence Centre (NY)—Gormley (Markham Township, c w), 1864. Postage paying 10¢ rate to Canada.



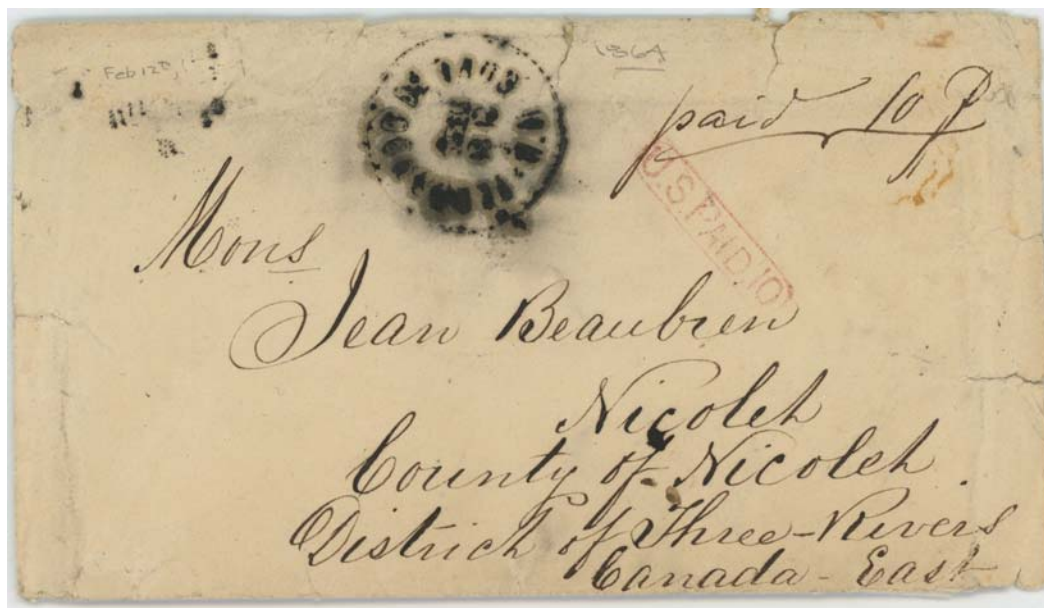


## US to Canada

Both Virginia and New Mexico are unusual places of origin for letters to Canada.



Old Point Comfort (VA)—Picton (c w), 1864. Rated collect 10¢ to Canada.



Don Fernando de Taos (modern-day Taos) (NM territory)—Nicolet (c e), 1864. paid 10¢ to Canada and exchange mark **U.S. PAID.10.** On reverse, poor strikes of Montreal broken circle, NICOLET LC double broken circle, and Three Rivers changeling. Next page shows the letter from Joseph Clouthier, in French, to his newly-acquired (by marriage) uncle.



Don Fernandez de Taos, N.M.  
12 Février 1864.

Mons.  
Jean Beaubien  
Nicolas  
C. E.

Cher oncle,

Je vous écris ce peu de mots  
pour vous donner la reconnaissance  
que mon neveu doit donner à son oncle.  
Il n'y a que 18 jours que j'ai eu  
l'honneur d'être dans votre famille  
en épousant une fille de  
Charles Hypolite Beaubien, lequel  
a cessé de vivre le 10 du courant  
à 5 heures de l'après midi.

Ce n'est pas  
parce que je suis de la famille, mais  
par sa bonne conduite, sa patience  
et son honnêteté il a dû s'attirer  
l'estime de tout ceux qui ont  
eu l'honneur de le connaître  
après 2 mois de maladie soufferte  
avec la résignation d'une âme  
chrétienne il a rendu le dernier  
soupir entouré de toute sa famille.

Louis Joseph Docithée Clouthier (1836–93) married Maria Juana Celina Beaubien (1838–92); they had eleven children, of which three survived early childhood. He arrived in Butte Valley, Colorado in 1861–2. One reference [1, p 87] says that LJD, along with others, was arrested in 1864 for having harboured a gang of Confederate terrorists there. They were taken to Denver for trial, but the case was dismissed the next year. He and his wife lived in Taos from then on.

Practically everyone in Quebec with the name Clouthier or Cloutier (meaning, maker or seller of nails) was a descendant of Zacharie Cloutier (c 1590–1677), who emigrated to New France in 1634. He was a master carpenter.

Charles (Don Carlos) Beaubien, Clouthier's newly deceased father-in-law was the first Chief Justice of New Mexico. He came to New Mexico in 1827. He was one of the grantees of the dubious and lucrative Maxwell (Beaubien and Miranda) land grant.

[1] DP Shaw & J Shaw Le Compte, *Huerfano Butte, Colorado Magazine*, State Historical Society of Colorado 27 (1950) 81–8.

Don Fernandez de Taos, N.M.

12 February 1864

Dear Uncle,

I am writing you these few words to give you the recognition that a nephew should accord his uncle. It has only been 18 days since I have had the honour of joining your family, having married a daughter of Charles Hypolite Beaubien, who ceased to live on the 10th of this month at five o'clock in the afternoon.

[I will say,] and not because I am a family member, that his conduct, patience, and honesty led to his being esteemed by everyone who had the honour of knowing him. After suffering a two-month illness with the resignation [?] of a Christian soul, he died [there is a very fancy euphemism here, which I am not going to attempt to translate], surrounded by his family.

His illness [and death] were painless, and he never complained.

I am Canadian\*, born in St George de Henryville, Iberville District, Canada East.

Mr Jean-Baptiste Beaubien is in good health and sends his respects.

[etc, etc, etc] LJD Clouthier

NB He has six children, of which the youngest is 15-years old.

\*There is a difference in nuance from its meaning today.

The letter-writer often omitted accents—Fevrier, capitalized and missing the acute, being the first occurrence—although it is clear that he was highly educated.

Mon infirmité, la maladie a été bien  
douloureuse, il ne s'est jamais plaint  
de rien.

Je suis Canadien né à  
St George de Henryville, District d'Iberville  
Canada Est.

Monsieur Jean Bte Beaubien est en  
bonne santé et vous envoie  
ses respects.

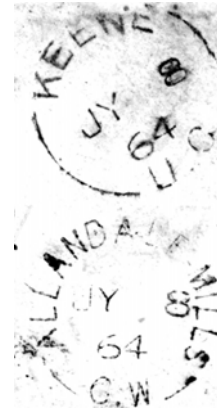
Recevez les compliments  
de la famille et  
je demeure votre  
affectionné neveu.

L. J. Clouthier

N.B. il avait six enfants dont le  
plus jeune est âgé de 15 ans.

Adieu J. Clouthier  
Don Fernandez  
de Taos.  
Nouveau-Mexique.

## Canada to US



Lexington (IL)—Allandale Mills (CW), 1864. Fancy exchange mark. Prepaid 10¢. Allandale Mills broken circle proofed 1860, but not previously recorded. Keene broken circle previously reported 1858–9.



Boston—Quebec, 1865. Collect 10¢. Addressed to Sandford Fleming (designer of Canada's first postage stamp, later Chief Engineer of the C P R, and originator of *standard time*).



## Canada to US



Cumminsville (U C) to Burlington (VT), February 1864. Exchange **PAID CANADA 10 CENTS** (doubled strike, hence letters appear taller than they actually are).

Nonserif double broken circle CUMMINSVILLE U.C, known 1857–64.



Hamilton–New York, April 1866. Same wording on exchange mark, but letter-spacing is different. Hamilton Berri duplex.



## Canada to US



Niagara (c w)—New York, 1865. Initially rated **PAID 5 ¢**, but this was cancelled by a four-ring numeral. Then marked **CANADA PAID 10 Cts**, the correct rate to the U.S.

On reverse is 20 mm Clifton double broken circle.

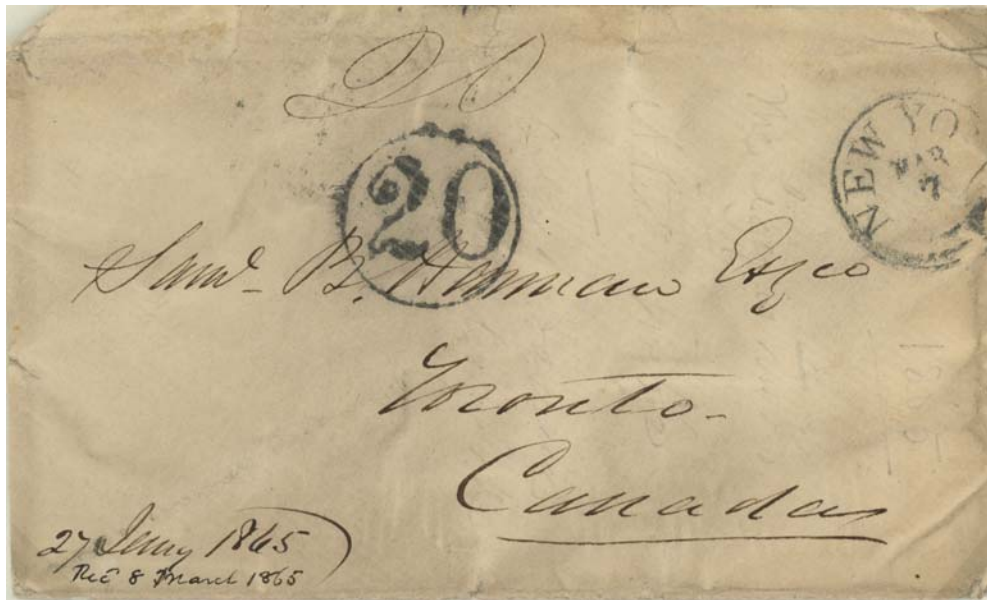


**Notfield (u c)**—Russellville (KY), 1866. Two 5¢ beavers pay the 10¢ rate to the U.S. Kentucky is an unusual destination in this period.

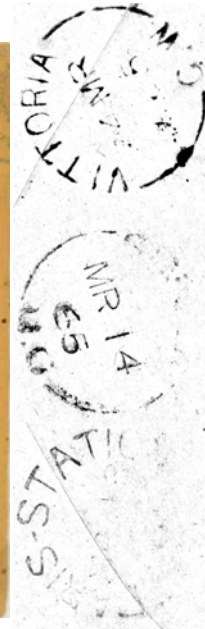
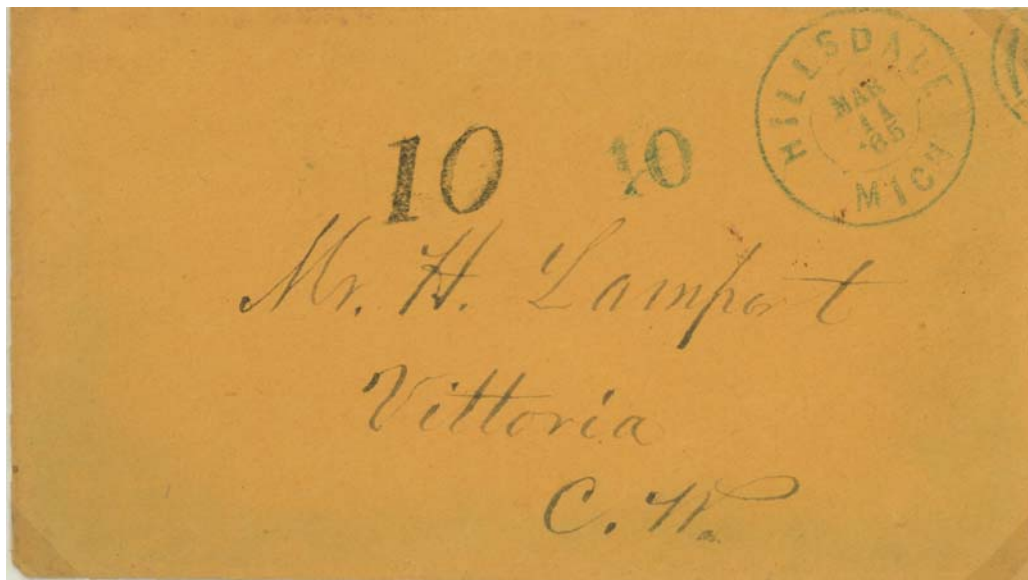
Notfield post office open 1857–78. Only hammer, double broken circle (20 mm diameter), known from 1861.

On reverse, Alexandria double broken circle and Rivière Raisin (c w) broken circle.

## US to Canada

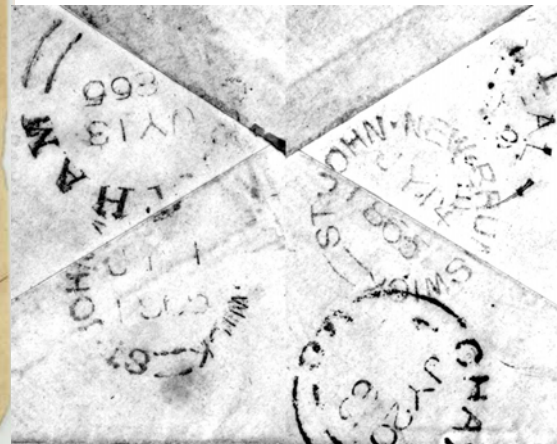


New York–Toronto, 1865. Rated collect 20¢, double to Canada

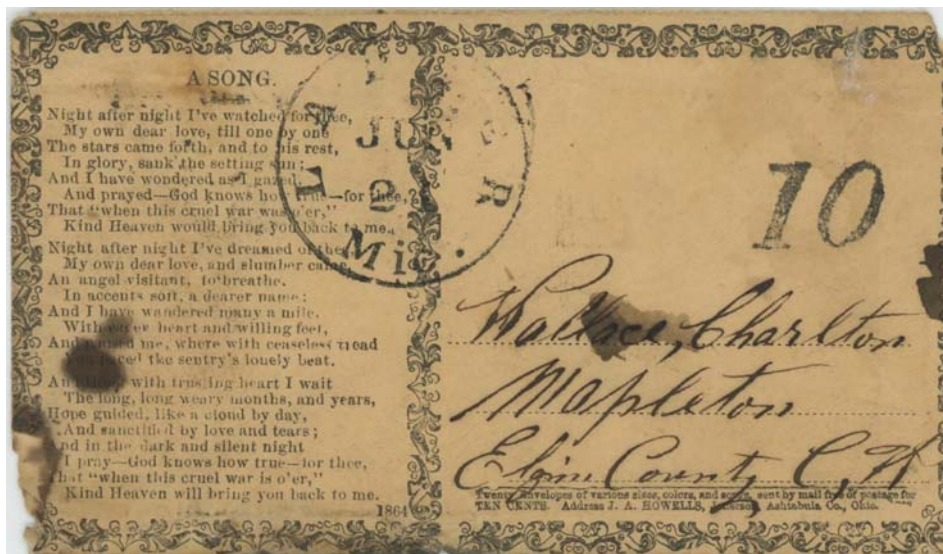


Hillsdale (MI)–Vittoria (c w), 1865. Rated 10¢, to Canada.

## US to Canada



Lyons (NY)—Chatham (C W), *missent to Chatham NB*, 1865. Paid 10¢ with stamp.



Lapeer (MI)—Mapleton (C W), 1865. Rated collect 10¢ rate to Canada. Song cover.



## US to Canada

Mail between Canada and US that was underpaid was treated as completely unpaid, with no credit given for any postage applied.



New Orleans–Montreal, 1865. 3¢ stationery disregarded, as the rate was 10¢. An unusual office of origin for mail to Canada.



Utica (NY)–London (c w), 1865. Underpayment with 3¢, counts as nothing; charged 10¢. Exchange mark U.S. 10cts

## US to Canada



Philadelphia–Blanchard (c w), 1865. Paid 10¢ US–Canada. Faint small oval **U STATES PAID** exchange marking.



San Francisco–Mount Elgin (c w), 1866. Rate to Canada paid by 10¢ stamp.

In July 1863, the 3000 mile rate of 15¢ was abolished.

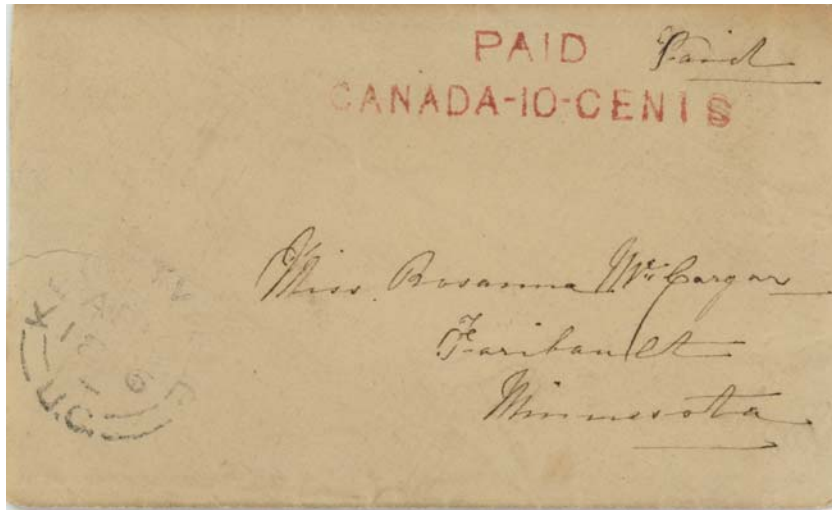
## Guadeloupe to Canada through US



Point à Pitre to Grimsby (c w), 1866. From aboard the USS *Monocacy*; US naval gunboat completed in late 1865, in the brief period before the ship was assigned to Asia. Carried to New York as a ship letter. Rated 6¢ incoming ship letter fee and 10¢ to Canada.



## Canada to US



Kemptville (U c)—Faribault (Steele Co, MN), 1866. **PAID CANADA-10-CENTS** exchange marking.



Oxford Station (C W)—Fairmount (NY), 3 December 1866. Rate to U S paid by 10¢ Albert.

**Only known ms** of Oxford Station (Oxford County). Post office opened 1 December 1866 (two days before letter was sent).

## Confederation

Canada became independent on 1 July 1867. No rates changed; however, rates and practices of **NS** and **NB** were altered to those of Canada.



Georgina (C.W.)—Martin (Allegan County, MI), 1 July 1867.

## US to Canada



?? (CT)–Waterloo (C E), 1867. 10¢ stamp pays rate to Canada.



Milwaukee–Toronto, 1867. Rated collect 10¢ to Canada



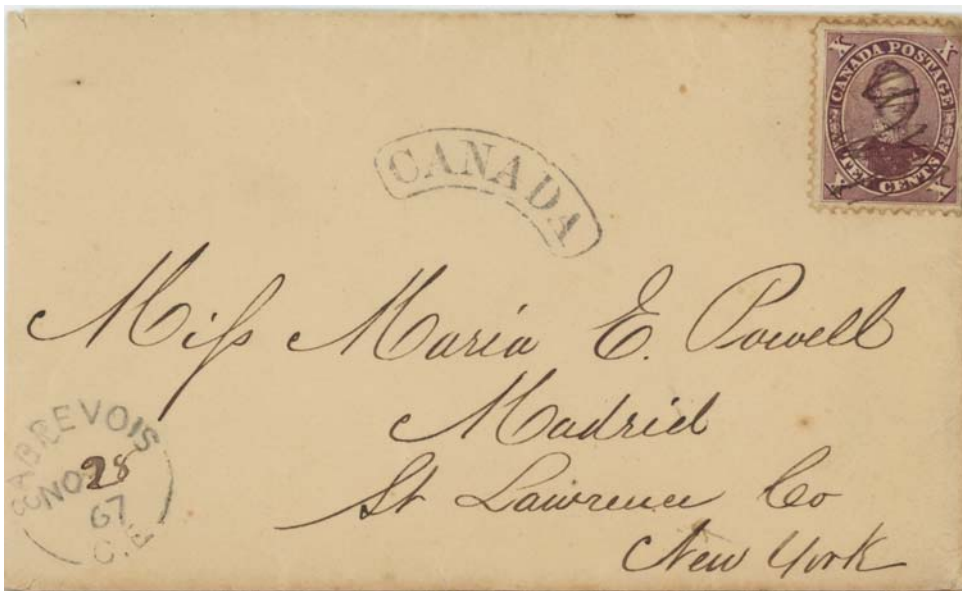
Cherokee (CA)–Whitby (Ont), 1867. Double rate to Canada.



Canada to US



North Pelham (C.E)—Gardner (Grundy County, IL), February 1867. Welland Railroad double circle RPO.



Sabrevois (C.E)—Madrid (St Lawrence County, NY), November 1867. Late use of exchange marking CANADA in arc.

Registered to US, paid in stamps



Hamilton—New Haven, January 1868. Double 10¢ rate to U.S., plus 5¢ registration to U.S.; unusually, all paid in stamps. Registration required prepayment, but the postage and registration fees could be paid in cash or stamps, independently of each other.

# US-Canada

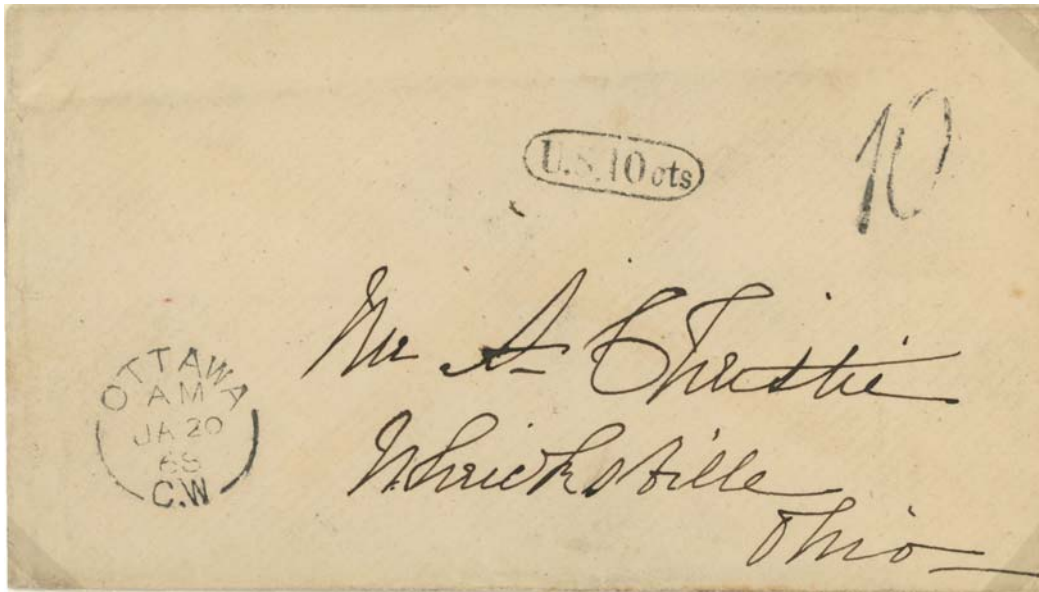


Quincy (CA)–Whitby (c w), 1868. Rate to Canada, 10¢ from California. ADVERTISED AND NOT CALLED-FOR (at Whitby), struck through.



## Canada to US

Ottawa ratemarks on letters to US

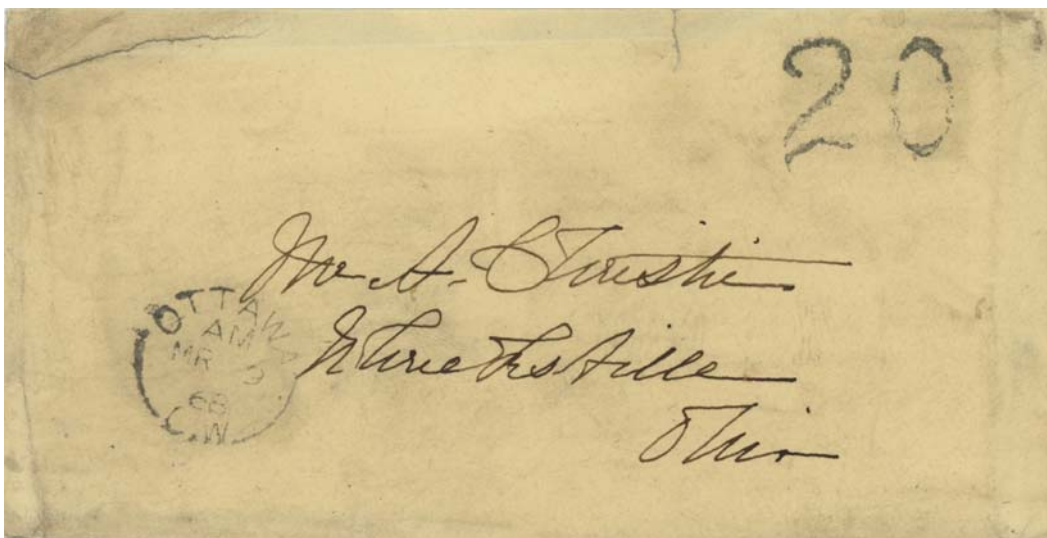


Ottawa—Ohio, 1868. Collect **10 ¢**, unpaid rate to US.

This is quite odd: the use of a US exchange mark on a cover from Canada. Presumably applied at the US exchange point.



Ottawa—Pittsburg, 1868. Different rate mark.



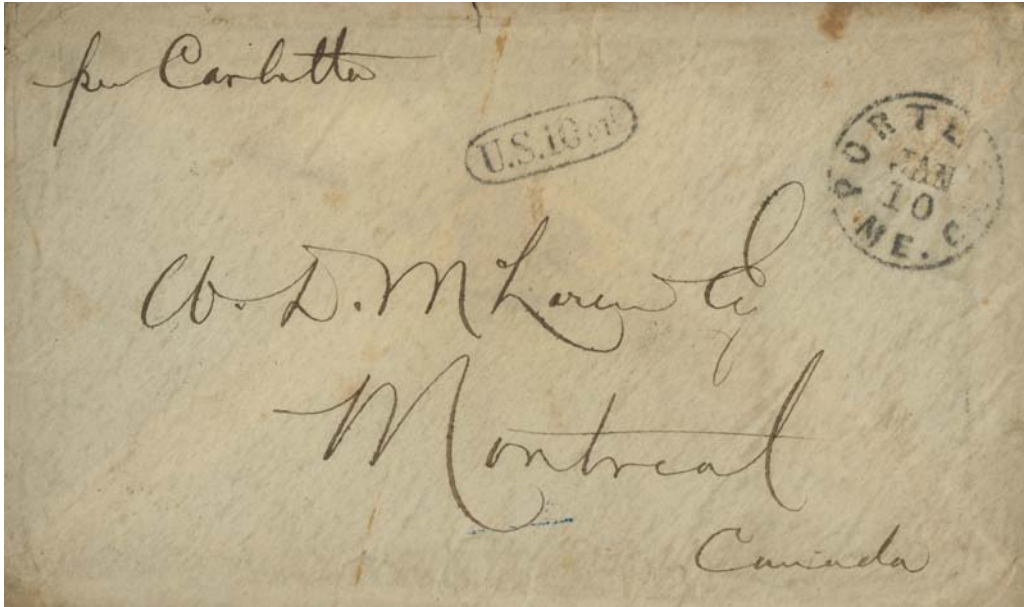
Ottawa—Ohio, 1868. Double unpaid rate to US; scarce rate mark.

UK to 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—U.S. All backstamps Canadian: Hamilton, Sombra, Baby's Point, Sombra (again), Sarnia (two).

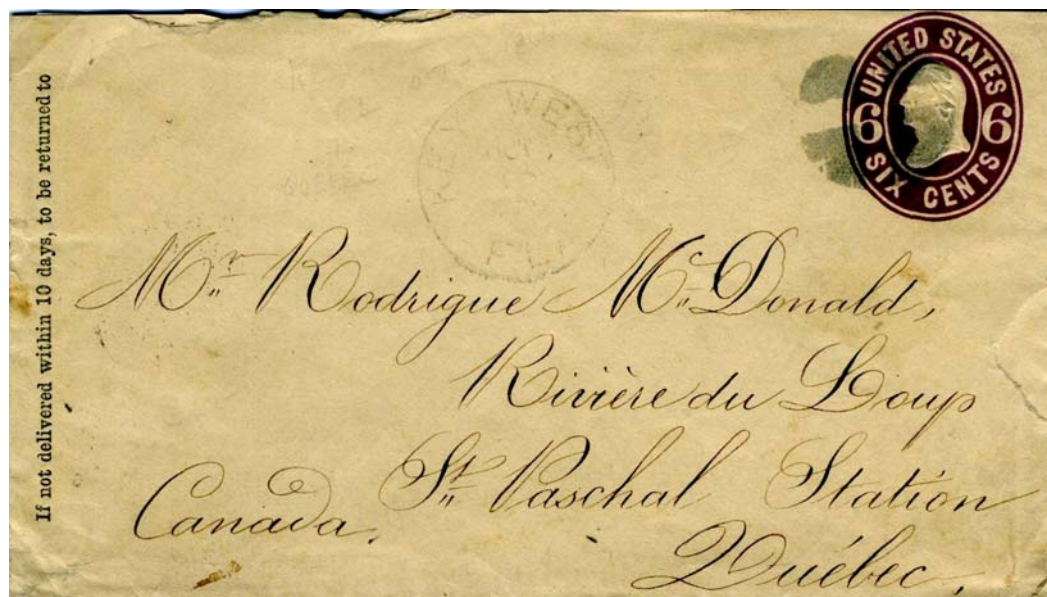
## From Halifax to Montreal through the US



*Halifax—Montreal via Portland (ME), 1868. Exchange marking U.S.10cts. From [Converse, Colson, & Lamb](#) (who also had offices in Montreal).*



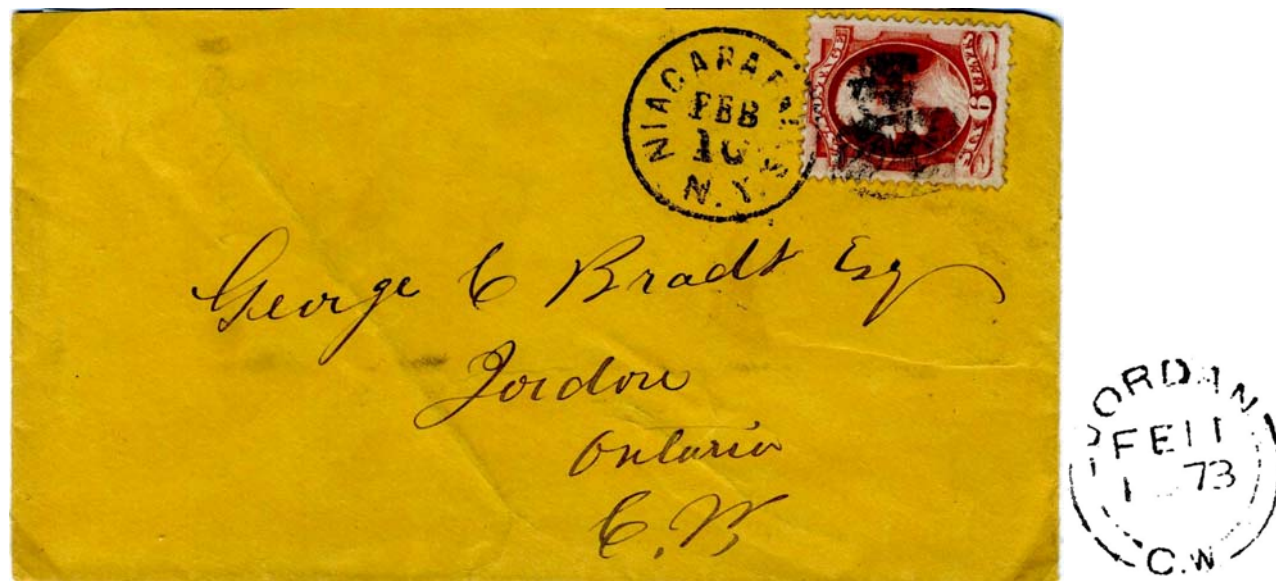
## US to Canada



Key West (FL)–Rivière du Loup (Que), 1868?. 6¢ stationery (issued 1865 and not intended for this purpose) pays rate to Canada.



Fentonville (MI)–Carlisle (Ont), 1870. 6¢ stamp (issued 1869) pays rate to Canada.



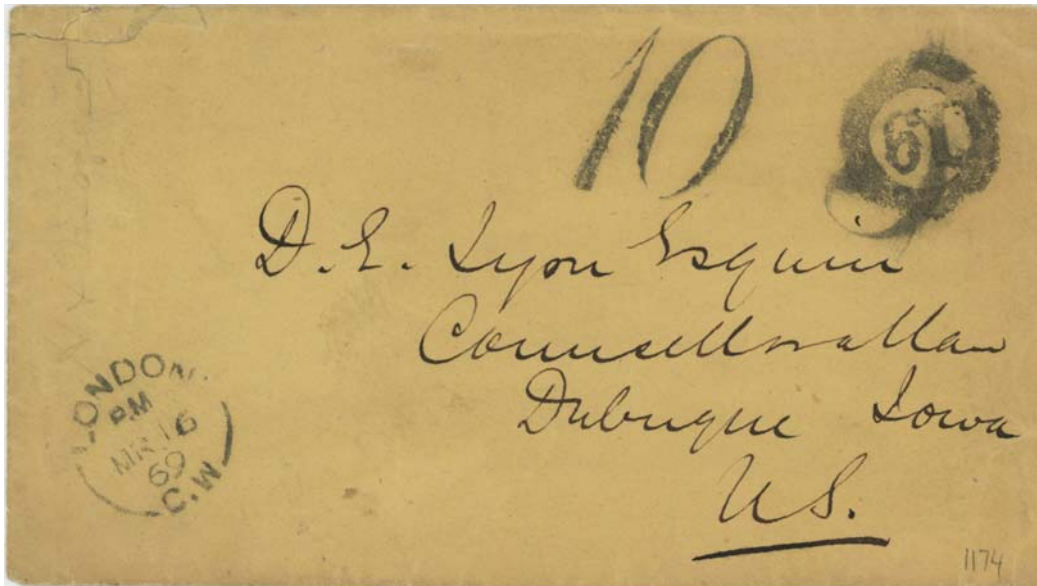
Niagara Falls (NY)–Jordan (Ont), 1873. 6¢ (issued 1870) pays rate to Canada.

## Canada to US

Four-ring numerals were often used to overstrike incorrect ratemarks.



*Ingersoll (Ont)*–*Mohawk (NY)*, 1868. Originally rated **5¢** (domestic unpaid), overstruck by four-ring **17** (Ingersoll), and rerated **10¢** (unpaid rate to U.S.). CANADA 10 CENTS exchange marking.



*London (C.W)*–*Dubuque (IA)*, 1869. Originally rated **3¢** (domestic paid), overstruck by worn four-ring **19** (London), and rerated **10¢** (unpaid rate to U.S.).



## US to Canada

Postage to Canada was 6¢ if prepaid, 10¢ if not (1868–75)



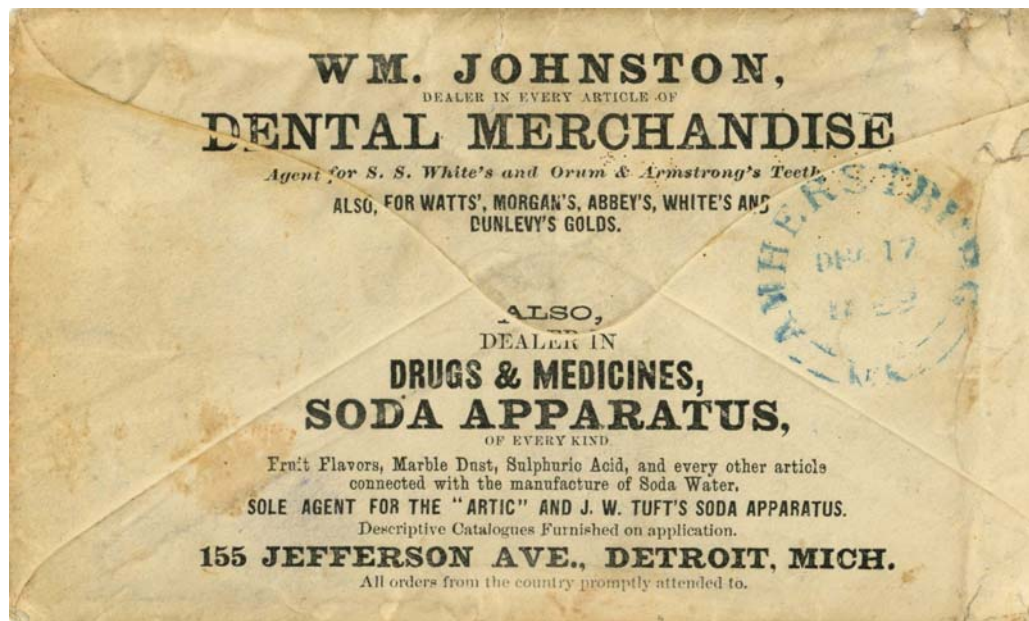
Lynnfield? (MA?)—Pigeon Hill (Que), 1869?. Rate to Canada paid by pair of rose 3¢ stamps with small grill (issued 1867).



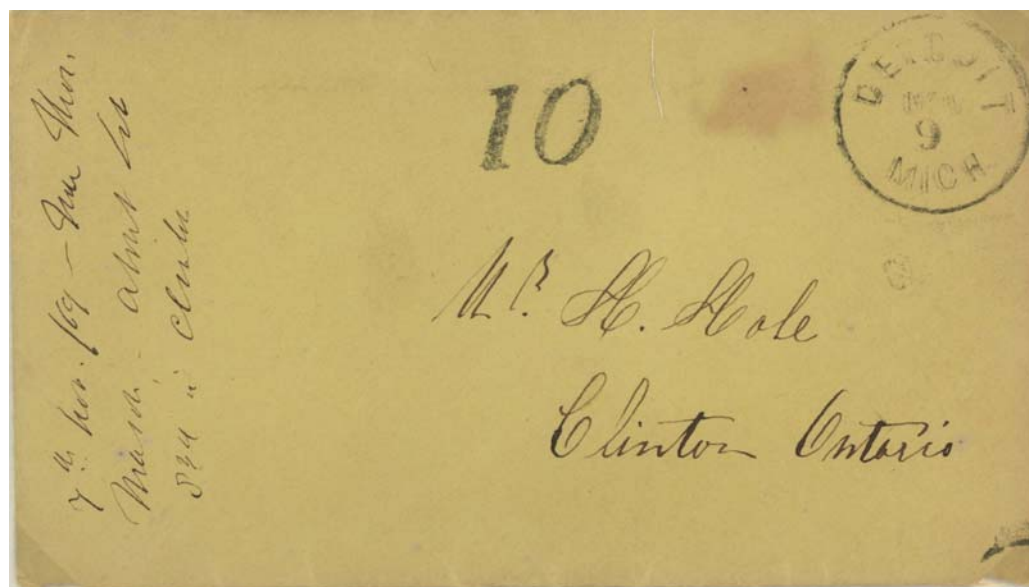
Tomales (CA)—Clifton (Ont), 1869. Rate to Canada paid by two 3¢.



US-Canada

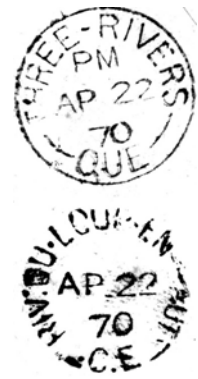


Detroit-Amherstburg (Ont), 1869. Rated collect 10¢ to Canada.



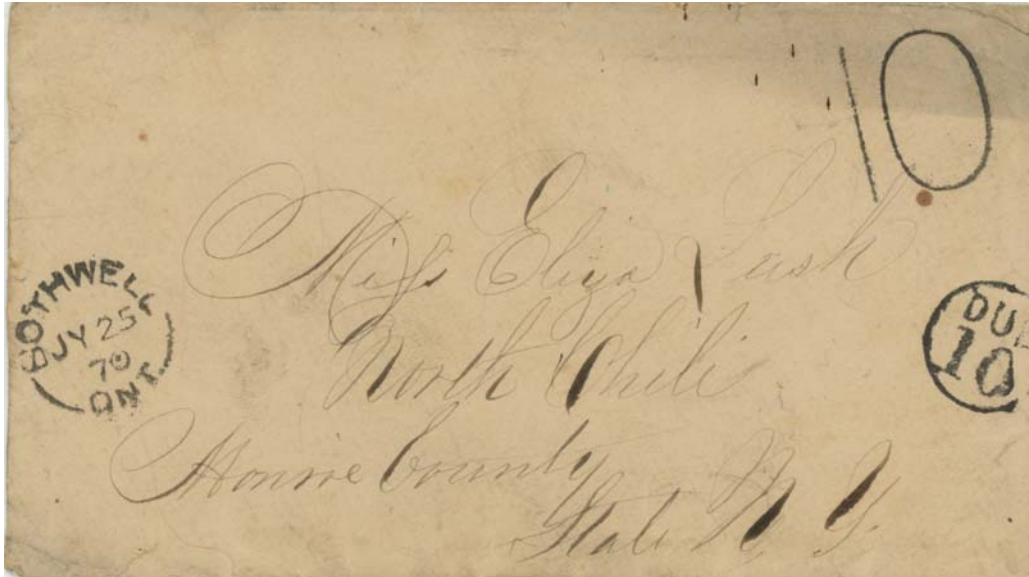
Detroit-Clinton (Ont), 1869. Rated at exchange point, Detroit, 10¢, to Canada.

Canada to US

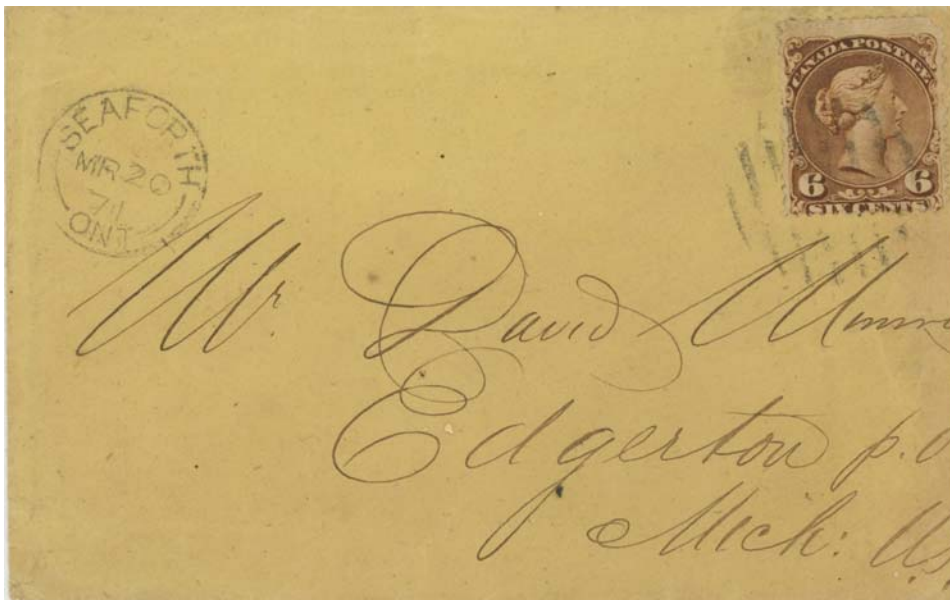


Hunterstown (Que)—Six Mills Falls (Bangor, ME), 1870. Single ratestamp (probably with the six added by the postmaster; very unusual for Canada) **PAID 6**.

## Canada to US



*Bothwell (Ont)–Schenectady (NY), 1870. Unpaid, charged 10¢ to U.S. The Bothwell hammer was proofed in 1867, but this is only the second strike reported.*



*Seaforth (ON)–Edgerton (MI), 1871. Rate to U.S. paid by 6¢ large queen.*



US–Canada



Bay City (MI)–Langford (Ont), 1870. Prepaid 6¢ to Canada.

Only one other example of the LANGFORD C.W. handstamp is reported in Graham.



New York–Hamilton, 1871. Rated 12¢, double paid rate to Canada.



Jamaica, forwarded to US, to Canada

Two forwarding agents



Kingston (Jamaica)—Halifax, forwarded to New York and then to Boston, 1868. J LEAYCRAFT NEW YORK and WISE & RUSSELL BOSTON. Paid postage to Canada, 6¢.



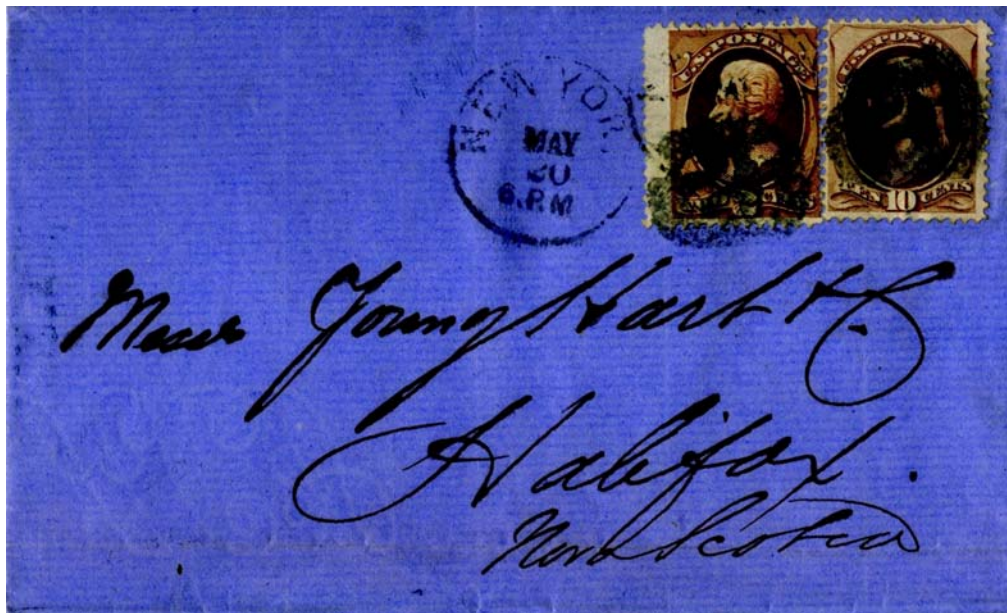
To Canada via US forwarding agents



Letter  
Jmas Jany to  
Cienfuegos  
May 20<sup>th</sup> 1873  
J



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



Kingston (Jamaica)—forwarding agent J Leaycraft (New York), and put in the mail to Halifax, 1873. Double 6¢ per half ounce. New York duplex with intaglio 21.

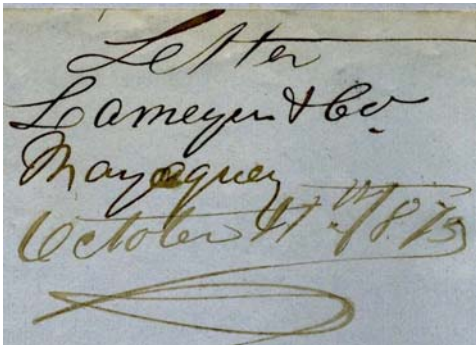
Letter  
Dandson Colthurst  
Kingston Jan  
May 10<sup>th</sup> 1873  
L



Puerto Rico to Canada via US



Mayaguez (PR)—forwarding agent Alfred Winsor & Son (Boston), and put in the mail to Halifax, 1873. U.S. paid postage 6¢.



## Canada–US registration 1868–1873

The letter rate (in both directions) between Canada and the U.S. dropped to 6¢ per half ounce if prepaid on 1 April 1868; collect was 10¢. All postage on registered letters to the U.S. had to be prepaid.



Newbury (U.C.)–Dexter (MI), 4 March 1869. Single letter rate (6¢) plus registration fee itemized upper left. Late use of NEWBURY U.C. double broken circle by six months.



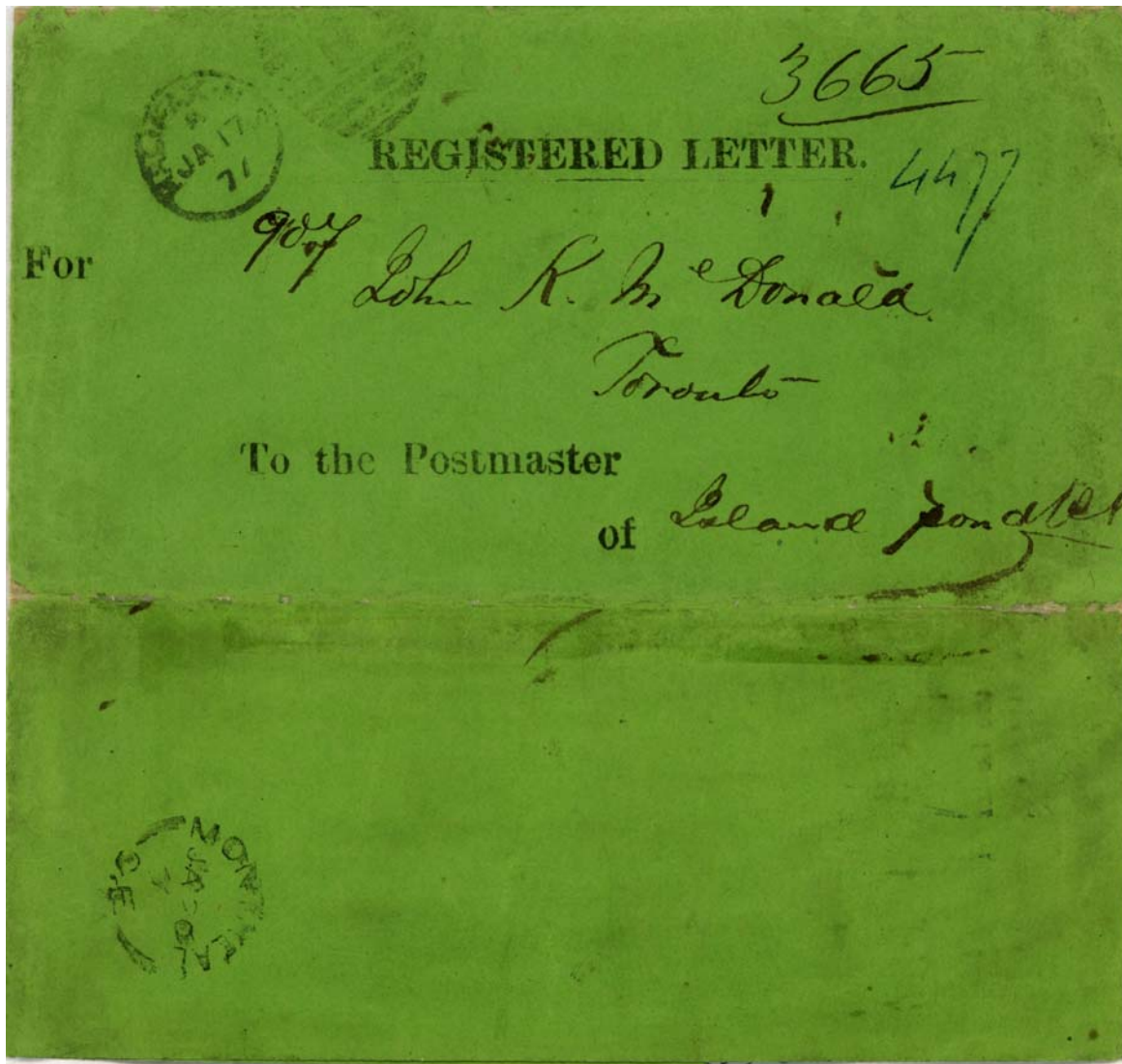
Sextuple rate, Windsor (Ont.)–Bay City (MI), 1873. Rated 41¢, made up of  $6 \times 6$ ¢ per half ounce, plus 5¢ registration fee to the U.S. Endorsement at lower left indicates that the envelope was notarized.





## Post-Confederation registration letter wrapper

A few are known (to 1875), all originating in Nova Scotia.



Halifax–Toronto, via Island Pond (VT) and Montreal, 1871. The second 1 in the year of the Halifax duplex is tilted so that it resembles a 7. The wrapper was printed in 1870, after Confederation. A different style (and colour) from that of the 1860s NS wrappers.

Unsigned on the interior, not postmarked at Toronto or Island Pond (Montreal & Island Pond RPO carried mail), possibly meaning that it was ignored. The US post office likely did not know what to do with it.



## US to Canada, partial payment ignored

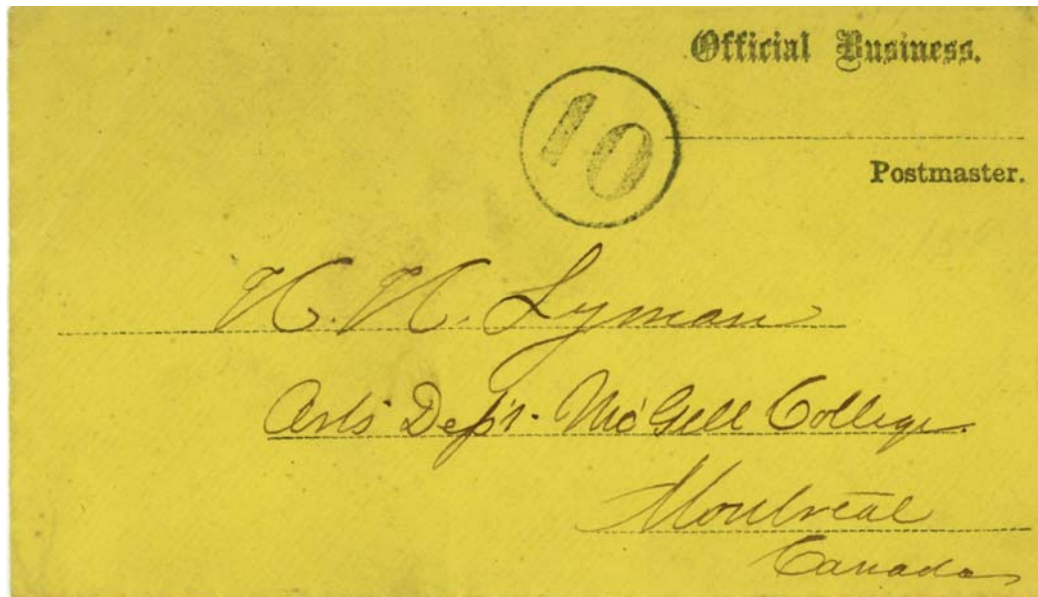


New London (CT)–Thorold (Ont), 1871. 3¢ stationery disregarded, as the prepaid rate was 6¢.



Duluth (MN)–Ottawa, 1871. Prepaid 6¢ US postage via stamp; however, the envelope was OVER  $\frac{1}{2}$  OZ. It was thus double rate, and since partial payment was not credited, it was treated as completely unpaid, and thus double the unpaid rate (10¢ per half-ounce) was charged.

US to Canada, official

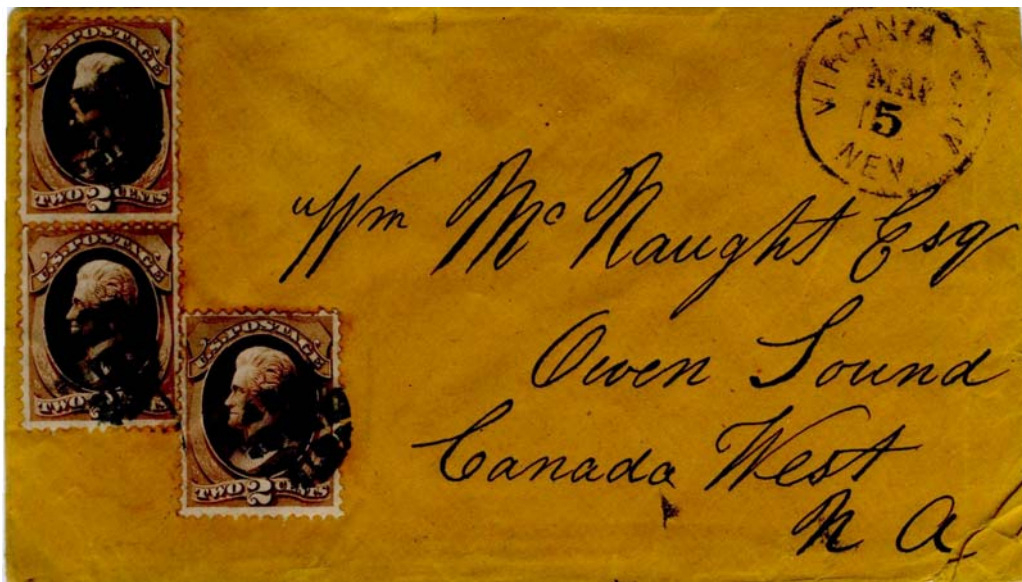


Official US-Montreal, 1871. Charged 10¢, as postage was not free on international mail.

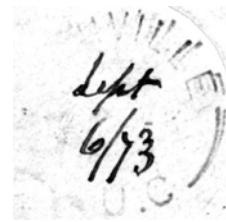
## US to Canada



Mo. Valley (IOA)—Wooller (Ont), 1872. Possibly Mount Valley, Iowa (Jim Forte's site gives opening date as 1875).



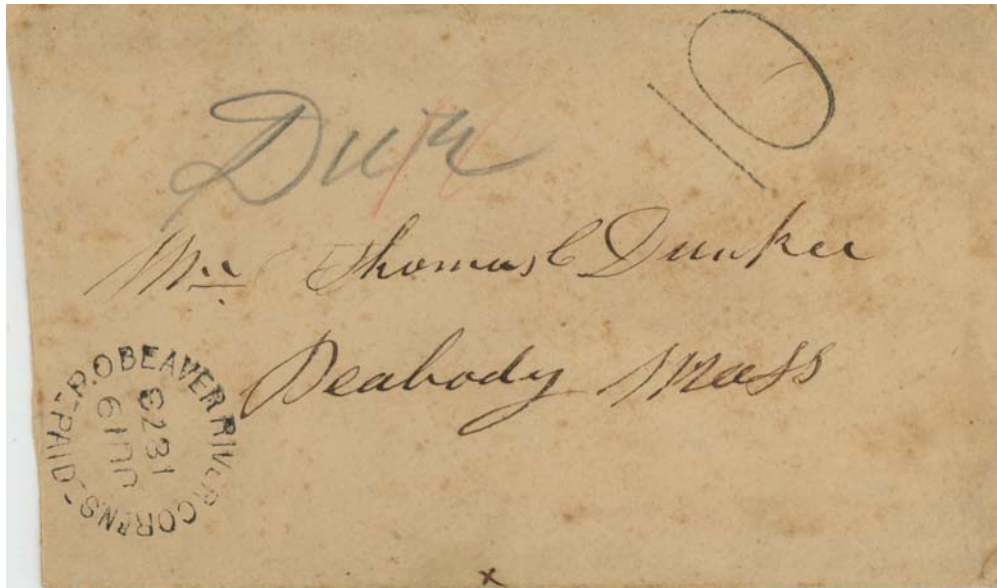
Virginia City (NV)—Owen Sound (Ont), 1872. Three 2¢ stamps (no grill) pays rate to Canada.



Welsville (?) (NY)—Marshville (Ont), 1873. One other strike of MARSHVILLE U.C broken circle is known (1872).



Canada to US



Beaver River Corner (NS)—Peabody (MA), 1873. Despite the paid marking, it appears to have been sent unpaid, and charged 10¢ postage due. Backstamped at Weymouth (NS).

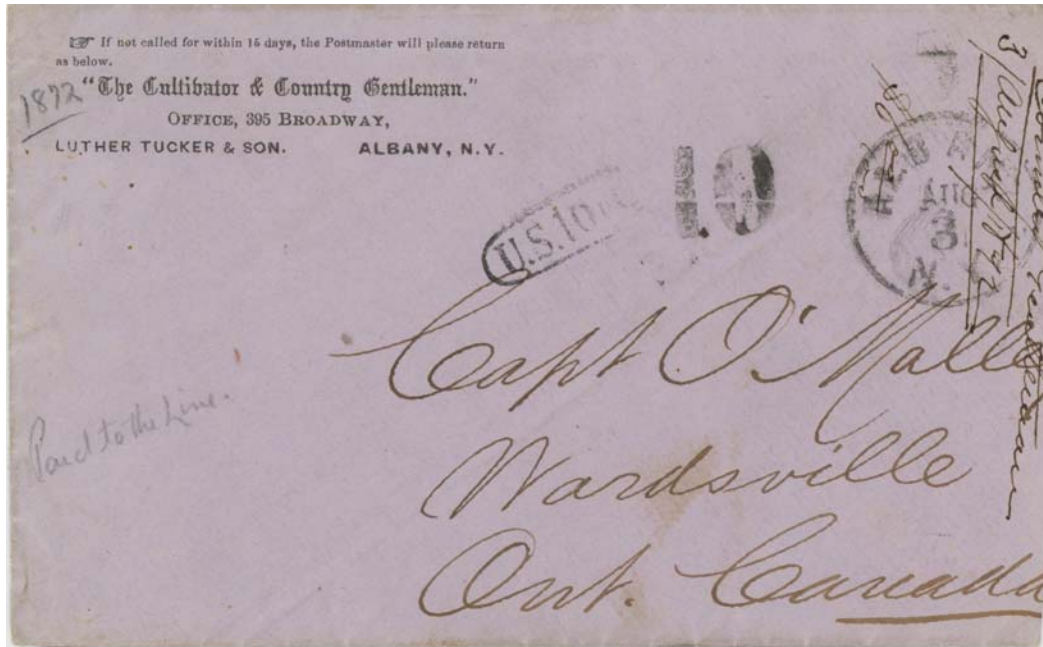
P.O BEAVER RIVER COR<sup>R</sup> N.S PAID, a very strange datestamp.



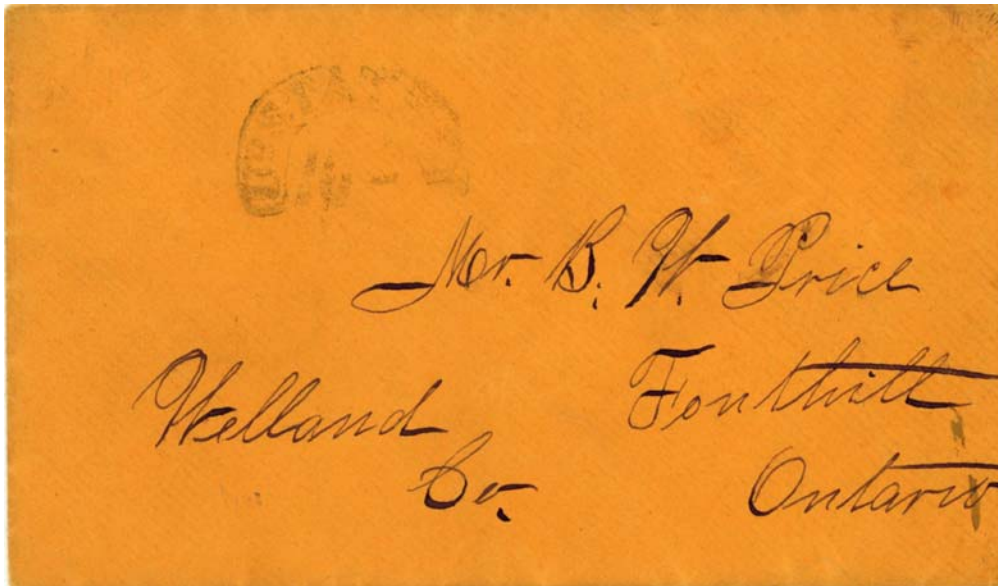
St Roch-L'Achigan (Que)—Manchester (NH), 1873. PAID 6¢, rate to U.S.

ST ROC L'ACHAGAN L.C (two spelling errors) double circle, known 1836–77.

## US to Canada



Albany—Wardsville (Ont), 1872. Rated 10¢ collect.



?? (U.S.)—Fonthill (Ont), 1873. Charged 10¢ (enclosed by exchange arc). Latest cover I've seen with an exchange marking.

## PEI-US, slightly post-Confederation

PEI joined Canada 1 July 1873.



Charlottetown–Bennington (VT) 22 July 1873. Canadian rate to US paid by pair of 3¢ small queens.



Princetown–Pawtucket (RI) September 1873. Canadian rate to US paid by 6¢ small queen.

PRINCE-TOWN double broken circle.

BARETT'S CROSS circle (image enlarged), only known strike.



UK–Canada via the US

Multiply redirected



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

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

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

## UK to North Amherst

Incorrectly addressed; forwarded twice



Liverpool–North Amherst (not in Ontario or Nova Scotia, but Ohio), March 1875. Via US, by British or US packet to Canada, the rate was 4 d (1870–30 September 1875). There was no North Amherst office in Ontario; ms *Try N.S.* struck through and replaced by *Not N.S.* Finally, someone figured out that it was in *Ohio*.

Same correspondence, correctly addressed



Liverpool–North Amherst (Ohio), June 1875. Packet rate to US was 3 d until 1 July 1875. Separate Sunderland datestamp and oval killer 761.

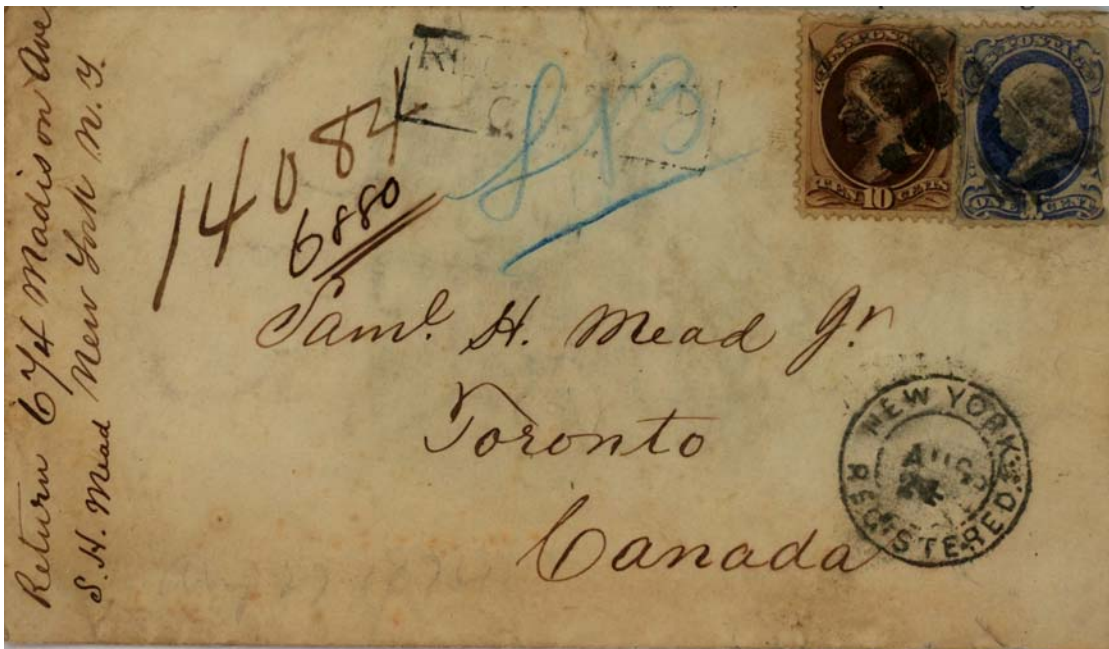


## US–Canada registration

- 1 January 1874, registration 8¢
- 1 July 1875–1893, registration 10¢
- 1 February 1875, letter rate to Canada, 3¢ per half ounce.



Anomalous rate, Kokomo (IN)–Elmira (ONT), 1873–74. Registration, 5¢; letter mail to Canada, 6¢. No missing stamps. Possibly the postmaster confused the rate to Canada with the domestic rate (3¢). Boxed REGISTERED G.W.R. is a Canadian registered R P O marking.



Anomalous rate, New York to Toronto, 1874. Registration fee 8¢ and 6¢ letter rate to Canada, short-paid by 3¢. Again, clerk confused the domestic rate (3¢) with the rate to Canada.



Anomalous rate, Visalia (CA)–Ottawa, 20 February 1875. Registration 8¢ and letter 3¢, so this is a convenience overpayment of 1¢.

