

# Postal history of Newfoundland (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

- *Mail between Canada and the US, to 1875*
- *British Columbia postal history, to 1875*

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

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David Handelman, Ottawa

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# Postal history of Newfoundland

**N**EWFOUNDLAND had been settled by first nations people for (perhaps) thousands of years. The first European settlement was established by the Norse, lasting between fifty and one hundred years, at L'Anse aux Meadows, around 990 C.E. Cabot rediscovered the island for the English in 1497, although Basque fishermen [anyone who thinks the word should be *fishers* needs a brain clearance operation] had been using and continued to use it as a base.

In 1534, Jacques Cartier (en route to the Gulf of St Lawrence) sighted Labrador, and there was some settlement by the French, from about 1540. In 1583, Humphrey Gilbert (re-)claimed Newfoundland for England (of course, not for UK, which did not exist yet) under Elizabeth I. This led to continual strife between France and England (as usual in North America) until the 1713 Treaty of Utrecht, when France ceded it, with the condition that residents of St Pierre et Miquelon could drop their catch off in Newfoundland (much later, this aspect was rescinded).

Newfoundland acquired responsible government in 1833, and was granted postal autonomy in 1852 (for the rest of BNA, this occurred in 1851). It suffered greatly from mismanagement (for example, in the 1890s, it never could order stamps to arrive on time). In 1907, it became a *Dominion* [essentially independent, as Canada was], but lost this status in the 1930s owing to its usual mismanagement (and the Great Depression).

In 1949, it finally agreed (by plebiscite) to join Canada, and was graciously allowed to do so, becoming Canada's tenth province. This was after repeated attempts, and the issue seems to have been decided by old age pensions. It changed its name to *Newfoundland & Labrador* in 2001, in order to reinforce its claim to Labrador (which had always been disputed by Quebec, both before and after 1949). However, we will stick with Newfoundland (NF) here.

Currency in use in Newfoundland was sterling until 1865, when it converted to decimal, at the rate of \$1 = 4/2 stg (slightly more than the Canadian dollar at the time, 4/1.3 stg).

There was no official post office on the island until about 1839, and mail had to be sent by private ship (typically to Halifax, Boston, or UK). However, Simon Solomon (1765–1839) of St John's (the only settlement of any size) became an unofficial postmaster in 1805, delivering letters locally, and arranging for shipment abroad. At his death, his son William took over, but now as the official postmaster-general of the island.

*Pronunciation:* Newfundland (note the absence of the *o*), not Newfoundland (the latter is for the dog). *Newfie* (or *Newfy*) is a slang term for Newfoundlander, and you probably shouldn't use it (except jocularly). The local accent has an Irish lilt to it, but varies considerably, from completely understandable (St John's) to completely incomprehensible (outports). There is an enormously colourful vocabulary, some of which has entered Canadian English.

## Rates

I couldn't find much information (at least that was relevant to the covers shown here). For local delivery, Solomon charged 2 d (sterling) to deliver mail within St John's, and 1 d for letters coming in to his office for delivery [MC].

The port to port rate between British colonies in the western hemisphere was 4 d stg, optionally prepaid (inland rates may have been added in NF, but I'm not sure). On mails with NS, this persisted until 1862, when it changed to 5 d (or 10¢ if incoming), compulsorily prepaid.

I have found no sources for inland rates, and I don't have any examples in the period covered.

For rates with UK, the standard ship letter fees were charged, or the letter was sent by British packet. For more information, see the NS & NB exhibits,

(<https://www.rfrajola.com/DH/dhNSNB.pdf> and <https://www.rfrajola.com/DH/dhNSNBpart2.pdf>).

## Early postmarks

Perhaps until the 1850s, the only office with a handstamp was St John's. The first one was the Solomon seal, in use 1827–9, created by watchmaker and unofficial postmaster of NF, Simon Solomon. This was followed by a large-lettered NEWFOUNDLAND double broken circle, and then a pair of normal double broken circles for St John's, one with PAID.

I couldn't find very many references, and solicit more information.

### *Solomon seal*



Seven examples known, 1827–9. Shows a coat of arms.

### NEWFOUNDLAND



In use at St John's in the 1840s.

### *Colonial PAID AT ST JOHN'S crown*



1849

### *St John's*



In use in the 1850s and 60s. As with the postmarks of NS and NB, these came in a pair. The PAID marking was often in red.

*Harbor Grace*



With both the datestamp and the **PAID** double broken circles, latter in red. This is on the earliest known N F registered cover (1860).

The complete cover appears at the end of the exhibit.

## Selected literature

This is still in progress.

[L] Colin Lewis, *Newfoundland—Oporto mail 1810–65* BNA Topics, 501 (2004) 5–33.

[MC] Robin McGrath, *Solomon's seal* Newfoundland Quarterly, New Series 1 (2002) 4–7.

[T] Colin Tabcart, *Robertson revisited* Pub James Bendon, (1997) 314 + XI.

# Map of Newfoundland

Labrador coastal settlements also visible (upper left)

L'Anse aux Meadows



From *A new map of Nova Scotia, Newfoundland, &c*, John Carey, Engraver (1807). To see fine detail, use magnification available on your monitor. The white M (near the top, just like a tabby) indicates the approximate location of L'Anse aux Meadows, site of the earliest European settlement in North America (ca 990–1050 CE).

# Postal history of Newfoundland

## Synopsis

**T**HIS exhibit is supposed to cover the postal history of Newfoundland (NF) up to its joining the U P U, 1 January 1879. However, owing largely to the difficulty in finding material, it is still a work in progress.

It starts off well, with a 1706 incoming cover, a 1708 outgoing letter, and an 1828 Solomon seal (not the trained kind). Generally, *mail with* UK is the easiest to find, and there are a couple of ship letters, then a few packets from the 1840s onward, including printed matter (1857).

There was considerable wine trade correspondence between or via Newfoundland, *to Porto* (Portugal). (The definitive article on this is by Colin Lewis [L].) Examples are shown ranging over 1809–43. A hand-written incoming prices current *from Barbados* concludes the foreign origin/destination section.

*Mail with the rest of B N A* is surprisingly difficult to find. We have examples from 1839–65, mostly with the Maritimes. Finally, there are covers to and from the US (1856, 57). And the final item is the earliest reported (by far) *registered* cover from Newfoundland, 1860.

# Postal history of Newfoundland

**NF**<sup>(LD)</sup> had no post office until Simon Solomon (1765–1839) became unofficial postmaster in 1805. On his death, his son William became the first official postmaster-general of the island. Generally, there was not much mail, and very little within NF. Most correspondence appears to be with UK.

My original intention was to cover everything up to 1879, but the difficulty in finding material (and literature) stymied this. I am still looking for stuff.

## Highlights

### *Eighteenth century mail*

- 1706, Boston–St John's
- 1708, letter from Thos Loyd, commander of the fort guarding St John's

### *Mail with UK* (ordered by date)

- 1818, St John's to London
- 1828, St John's to London, ship letter, Solomon seal
- 1839, St John's to London, Cove ship letter
- 1845, St John's to London, packet letter
- 1852 & 56, London to St John's, packets
- 1857, Hamburg/London–Harbour Grace, printed matter
- 1871 & 74, St John's to UK, packet letters, paid by stamps

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

- 1809, St John's to Oporto via forwarding agent, ship letter
- 1825, Halifax–St John's–Porto, ship letter, with very early Barra do Porto handstamp
- 1836 & 39, St John's to Oporto (via Lisbon)
- 1843, St John's to Oporto via Lisbon forwarding agent, and prices current
- 1845, Barbados via Bermuda to St John's (port to port rate to Halifax); handwritten prices current

### *Intercolonial and domestic mail* (ordered by incoming, then outgoing; within these, by date)

- 1831, St John's to Miramichi (NB), favoured to Halifax
- 1842, St John's to Gut of Canso (NS)
- 1849, St John's to Quebec via Halifax with PAID AT colonial crown, and more to pay
- 1859, St John's to Charlottetown
- 1864, Harbour Grace to Baddeck (NS)
- 1865, St John's to Dartmouth (NS)
- 1843, St Margarets (PEI) to St John's
- 1856, Halifax–Harbour Grace
- 1861–62, Cape Breton and NB to St John's (3)
- 1865, Chatham (NB) to St John's part paid by pence stamp (NB grid #8)

### *Mail with US*

- 1856, St John's to Eastport (Maine)
- 1857, Boston to Harbour Grace

### *Registered letter*

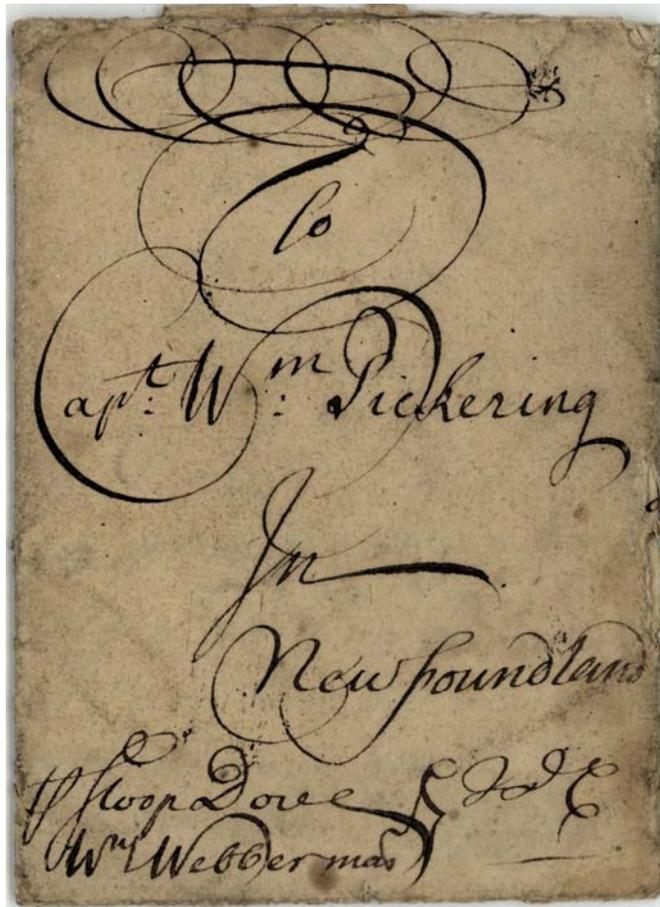
- 1860, Harbour Grace to Bridgewater (NS), earliest reported NF registered letter

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

• (pink) signifies more than one cover

# Eighteenth century mail

US–NF



## Transcript

Boston 6 July 1706

Sir, this comes per my sloop *Dove*, Wm Webber, master, and Jarvis [?], to enclose invoice and bill of lading for sundry goods on board her, amounting too [sic] one hundred eighty-nine pounds 3:8 10 [?]. Comes consigned you on my account. I desire you to dispose of the same for my most advantage and ready pay. I have ordered Capt Webber to attend your order for the improvement of [your?] sloop by freighting from one harbour to the other, and he to assist you in anything you may need him in my affairs, or to load her for this place with salt ?? at twelve shillings per pound [hundredweight?] or cheaper, or fish on my account with you [?].

Leave to you, I would have you get as many good bills of exchange as you can and remit for England to Mr Robert Marsh, merchant at Muir [?] on my account and what you can get in bills of exchange, I leave it to you to make one [?] return in anything you judge best and most for my advantage as by my former order to you and get all you can of the [?] debt I left in the land.

Captaine Thomas [?] Givine [?] in a ship of mine about one hundred and forty tuns, twelve guns will sail about a month or six weeks time or sooner if I can get men, so would have you provide her loading either on freight or on my own account. [??] I would have you be sure to have ready Cy [currency?]: She may go for a market, and not for her to tarry behind the convoy which I desire you care in that affair.

Your obedient servant, Samuel Lillie

Sir, since the foregoing, I received yours of 10 June per Captain Hunt; note the content, I desire you to give Captain Webber all the dispatch possible. You can supply him with what he may need for the vessel [??]. I shall send a suitable cargo with the ship for to purchase the most part of her cargo, and shall send what have advised or may advise, and would you engage all the [??] you can possible to give her dispatched [?], so that if you can't load her with merchandise [same word as previous] to load with for the West Indies.

Notwithstanding my sending the ship, yet would have get what bills of exchange you can and remit as before. When I hear further from you, I shall regulate myself as by the advice I have.

I remain sir, your friend to command [?], Samuel Lillie

*Boston–Newfoundland (presumably St John's), 1706. Carried on the sloop Dove, William Webber, master. At lower right QDC.*

Punctuation, paragraph breaks added, spelling (itt, att, gett, gunn, goe, tunn) modernized, and capitalization, abbreviations usually put in full; *ye* is transcribed as *the* [what looks like a *y* is sometimes a thorn, then in use to represent both it and the eth]. Handwriting becomes worse towards the end.

The bill of lading that is referred to in the letter is part of the *William Pickering papers* (at the University of Notre Dame),

[https://marble.nd.edu/item/aspace\\_8817d74f3fedf4568298e58f6e061b17](https://marble.nd.edu/item/aspace_8817d74f3fedf4568298e58f6e061b17)

Capt. W<sup>m</sup> Pickering

Boston: 6<sup>th</sup> July 1706

S<sup>r</sup> This Comes from my sloop Dove W<sup>m</sup> Webber ma<sup>r</sup>:  
and Sarvis to Inquire Invoice and Bill of Lading  
for Sundry Goods on board her am<sup>t</sup>: too One hundred  
Eighty Nine pounds 3:8:10<sup>th</sup> Comes Consigned you on my  
acco<sup>t</sup>: I Desire you to dispose of y<sup>e</sup> Same for  
my most advantage and Ready pay, I have  
ordered Cap<sup>t</sup>: Webber to attend your order, for y<sup>e</sup>  
Improvement of y<sup>e</sup> Sloop in Freighting from one  
harbour to y<sup>e</sup> Other and to assist you in any  
thing you may need him in my affairs, or to Load  
her for this Place w<sup>th</sup> Salt ishett Twelve shillings  
y<sup>e</sup> W<sup>ch</sup> or Cheape, or Fish on my acco<sup>t</sup>: w<sup>ch</sup> I  
Leave to you, I would have you Get as many  
Good Bills of Exchange as you can & Remitt for  
England to Mr<sup>r</sup>: Rob<sup>t</sup>: Mackshaw Merch<sup>t</sup>: there on  
my acco<sup>t</sup>: and what you can Get In Bills of  
Exchange I Leave it to you to make me Return  
In any thing you Judge Best and most for my  
advantage as by my former order to you & Get  
all you can of y<sup>e</sup> Debts Left in y<sup>e</sup> Land  
Capt. Thomas Gwine in a ship of mine about One  
hundred & forty Tunnys, Twelve Gunny will Sale  
about a month: or Six Weeks, time or sooner If I can  
Get men, soe would have you provided her Loading  
& Ready pay for Freight or on my own acco<sup>t</sup>:  
I would have you Beure to have Ready y<sup>e</sup>:  
she may Goe for a market, and not for her  
to Tarry behind y<sup>e</sup> Convoy w<sup>ch</sup>: I Desire your  
Care In that affaire: I am, S<sup>r</sup> Y<sup>r</sup>: Obedient Serv<sup>t</sup>:  
Samuel Lillie

I: Since the foregoing I rec<sup>d</sup> w<sup>th</sup> to June of Cap: Hunt  
note in Contents, I desire you to give Capt: Webber  
all in Dispatch possible you can, Supply him w<sup>th</sup>  
what he may need for his Vessel and I shall send  
a Suitable Cargo w<sup>th</sup> a Ship for to Purchase  
in most part of her Cargo, and shall send what  
you have advised or may advise, and would  
have you engage all in fish you can possibly  
to give her Dispatch, soe if you cant Load  
her w<sup>th</sup> Merchantable fish to Load w<sup>th</sup> the Ship  
for in West Indies, Notwithstanding my sending  
the Ship yett would have you Get what Bills  
of Exchange you can, and Remitt as before  
when I hear further from you, shall  
Regulate my selfe as by in advise I have  
I remaine  
Yours  
Y<sup>e</sup>: Command<sup>t</sup> Coumand  
Samuel

## Newfoundland to UK, 1708

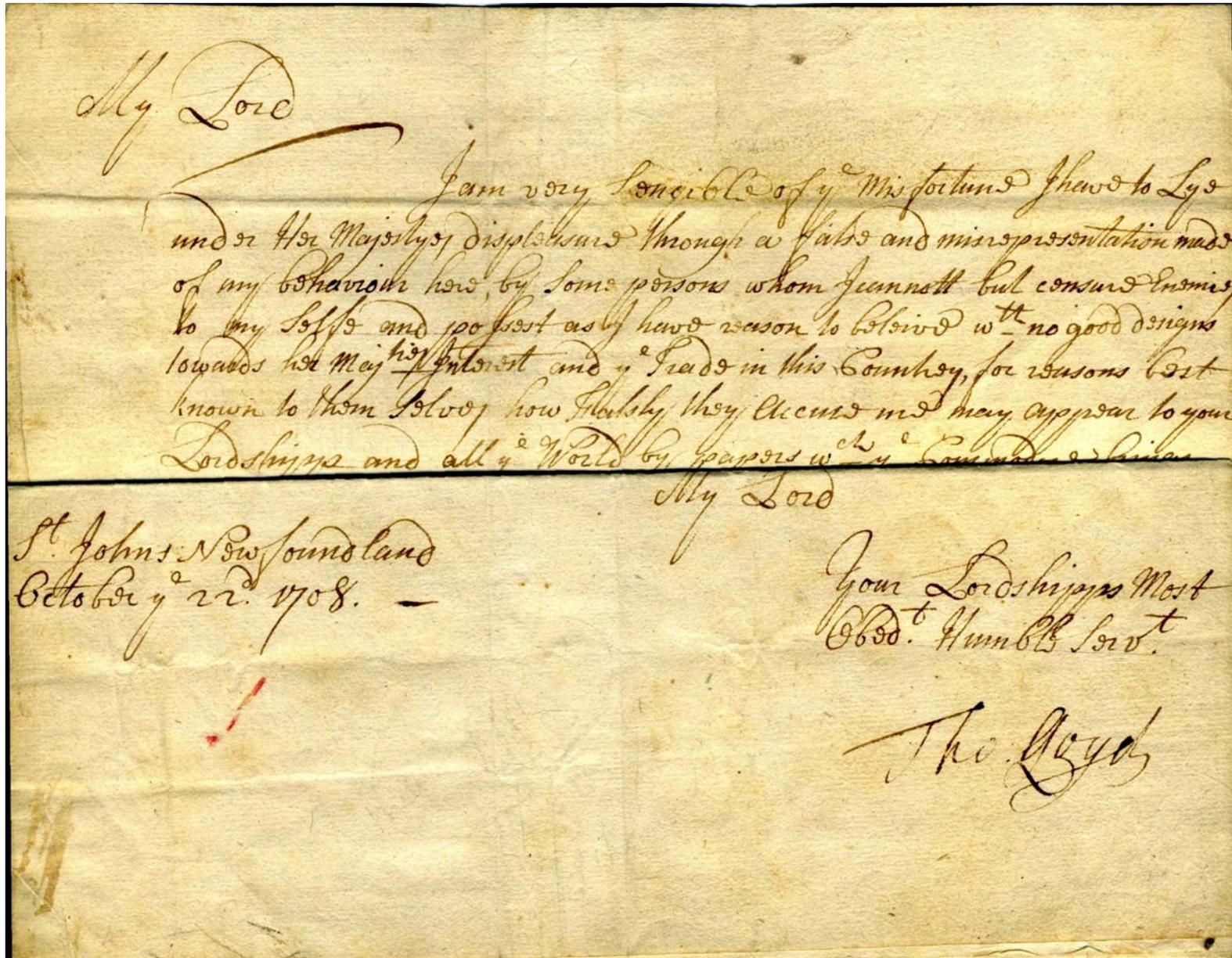
Earliest reported letter from Newfoundland in private hands (22 October 1708). Signed *Tho Loyd*, controversial Major Thomas Loyd, Commander of Fort William and Governor of Newfoundland. First part of his letter to the Lord's Commissioners for Trade and Plantations defends himself from

... a false and misrepresentation made of my behaviour here from some persons whom I cannot but consider enemies to my selfe ... with no good designs towards her Majesty's interest and the trade in this country ...

and concludes

Pardon me if I say am proud of the occasion to assure your Honor of the good posture of defense this part of the country is in ... So I dare promise a stout defense if the enemy should dare attempt us.

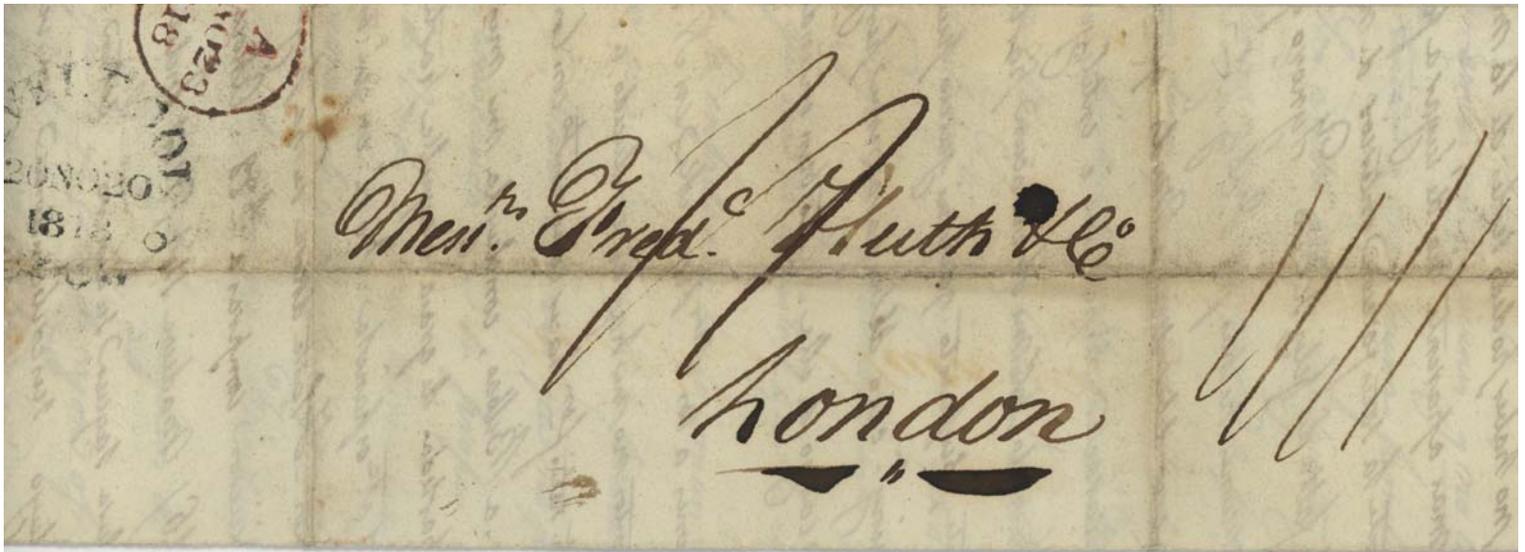
Unfortunately for him, two months later the fort (which was the primary defense for St John's) fell to the French after a brief skirmish, and he was captured, and soon after died in captivity.



St John's to London, 1708. Probably carried by naval convoy.

## Mail with UK

Almost all Newfoundland mail in the first half of the nineteenth century is with UK.

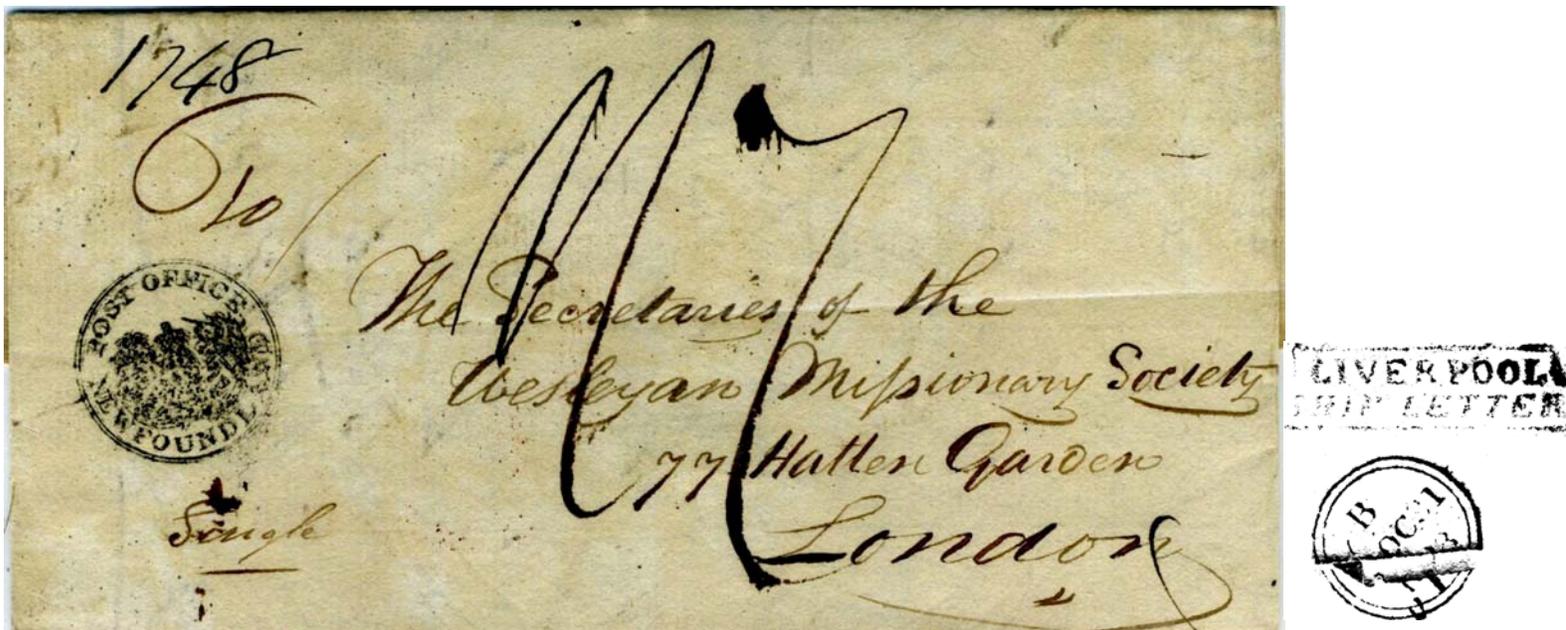


*St John's—London 1818.* Letter written in Spanish. Carried privately to Liverpool, where it was postmarked. Rated on the front collect 11 d stg, for Liverpool—London (170–230 miles); on the reverse (upside down), 1/11, for which there is no obvious explanation, except possibly another cover came with it, and was charged 1/–.

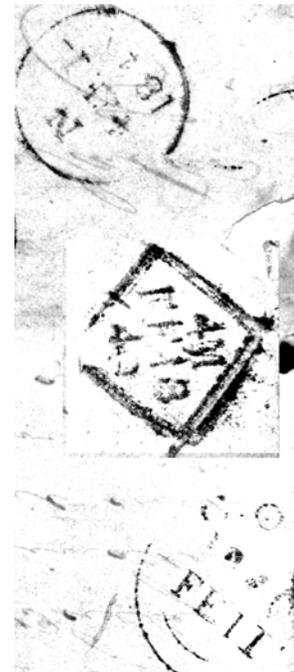
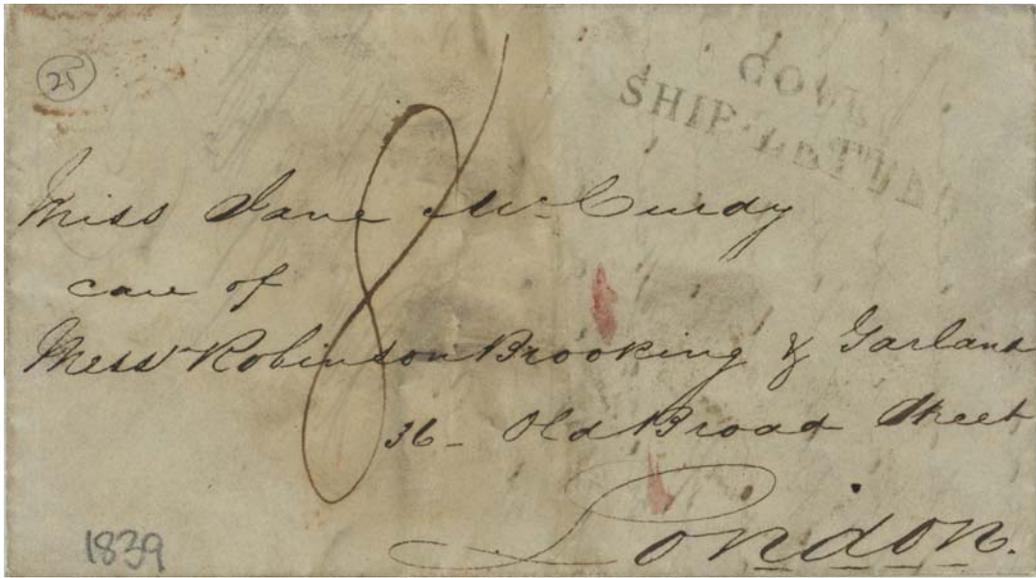
*D. Juan de Terranova 10 Oct 1818*

## Solomon Seal, 1828

Newfoundland did not have a GPO-sanctioned post office until much later (1839). Watchmaker Simon Solomon became the first (unofficial) postmaster, and probably designed and constructed the Solomon seal postmark. Of the seven reported examples, this is one of the clearest; known 1827–29.

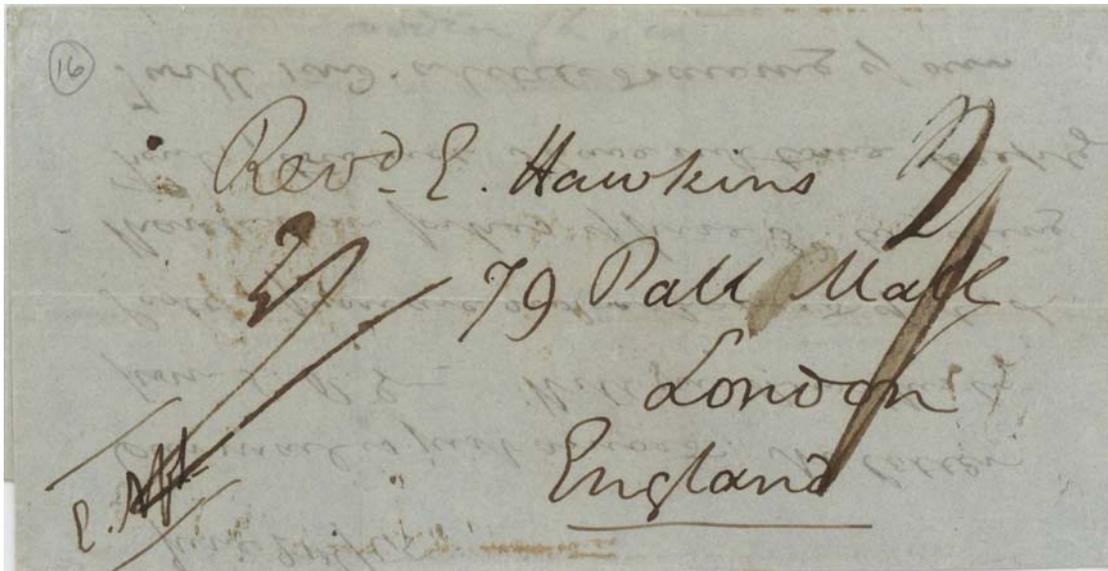


*St John's to London, 1828.* Rated collect 1/7 (stg): 8d ship letter fee, and 11 d for Liverpool (port of arrival) to London. Liverpool two-step ship letter and London receiver on reverse.



St John's-London, December 1839. Rated collect incoming ship letter fee, 8 d stg (no inland postage). COVER SHIP-LETTER Robertson ([T]) s2, but with different vertical spacing.

Errors Excepted  
Saint Johns Newfoundland  
December 31<sup>st</sup> 1839



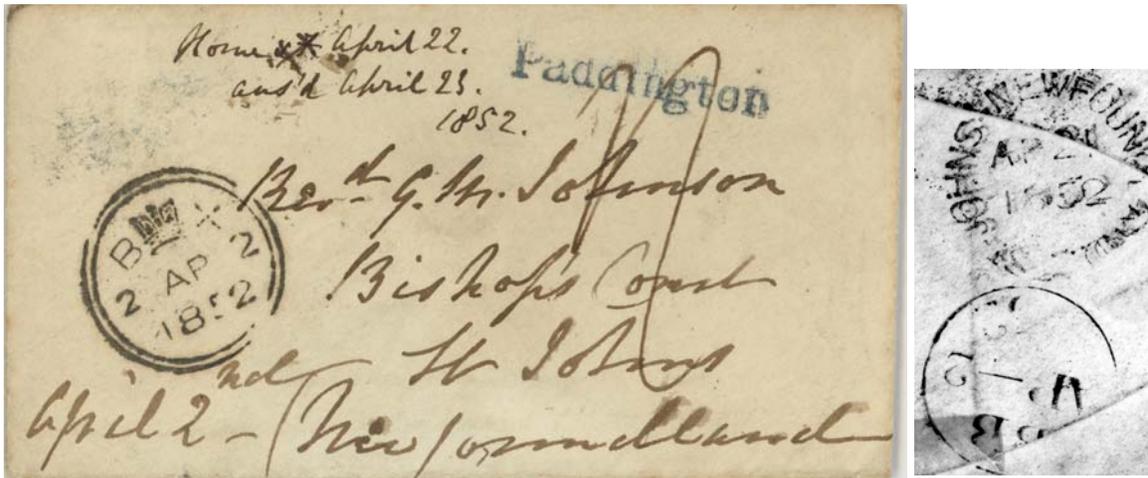
Newfoundland (probably St John's)-London 1845. Rated collect double packet, 2/- stg. NEWFOUNDLAND double broken circle, seldom seen.

NF-UK

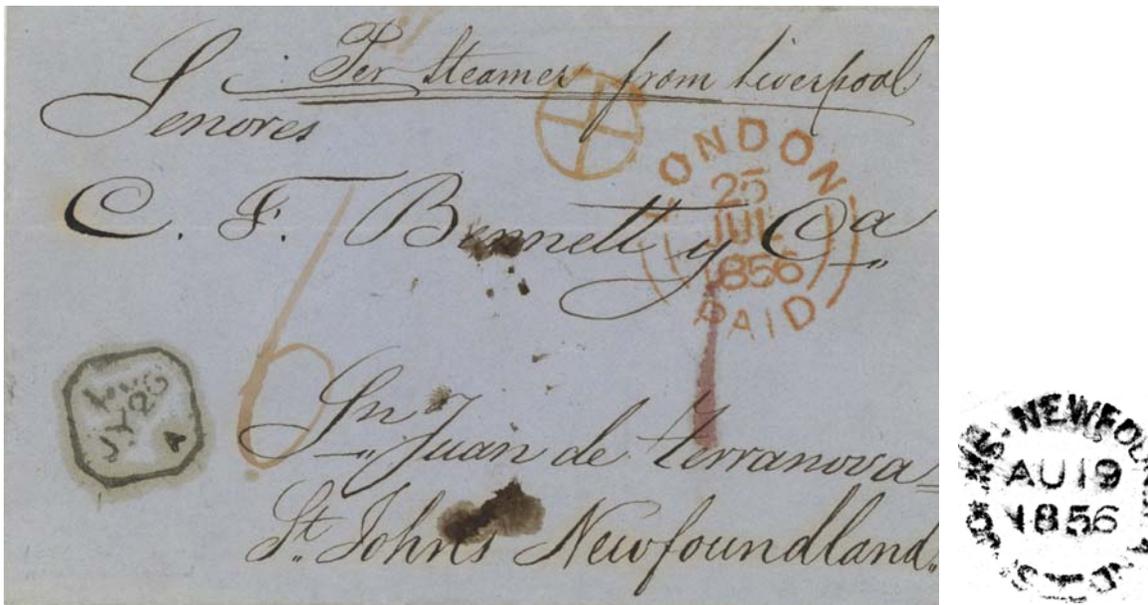


*St John's (NF)– Kintore (Scotland), 1855 [front]. Rated paid 1– (shilling), double packet rate. With nonserif double broken circle ST-JOHNS-NEWFOUNDLAND-PAID.*

UK-NF, 1852 & 1856



Paddington (London)–St John's, 1852. Rated collect 1/– stg by British packet.



London–St John's, 1856. Paid 6 d stg British packet with 1 d BNA claim. Postal inspector's ⊗ mark. Letter written and addressed in Spanish.

UK-NE, printed matter 1857



Hamburg prices current, mailed from England, to Harbour Grace, 1857. Rated paid 2 d stg, printed matter rate if carried by Cunard (prepayment compulsory).

**Price-Current** of Henry Simms & Co.

Hamburg, 2<sup>nd</sup> February 1857.

UK-NF



Kingsbridge (UK)—St John's, 1861. 6 stg British packet rate paid by stamp. Kingsbridge numeral 418.



London—St John's, 1874. Double British packet (rate changed 1 January 1873), paid by stamp. London duplex, s3 (Whetstone?).

NF-UK



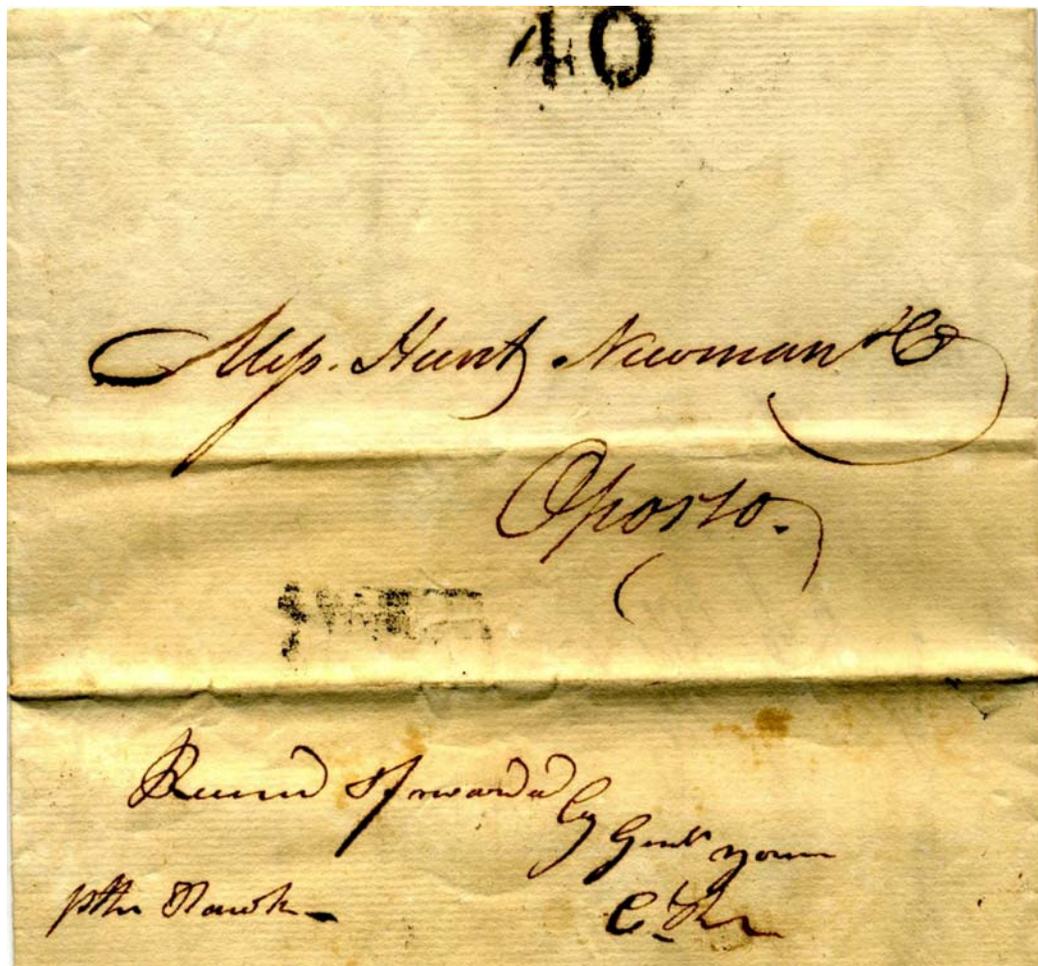
St John's-Poole (Dorset, England), 1871. British packet rate paid by 12¢ stamp (equivalent to 6 d stg); rate in effect 1866-72. Common Paid Liverpool British packet datestamp (1858-1902).



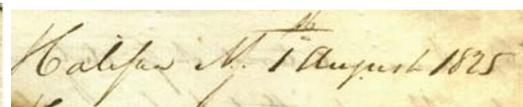
St John's-Poole (Dorset, England), 1875. British packet rate paid by two 3¢ stamps (equivalent to 3 d stg); rate in effect 1873-6.

# Foreign mail

NF-Portugal



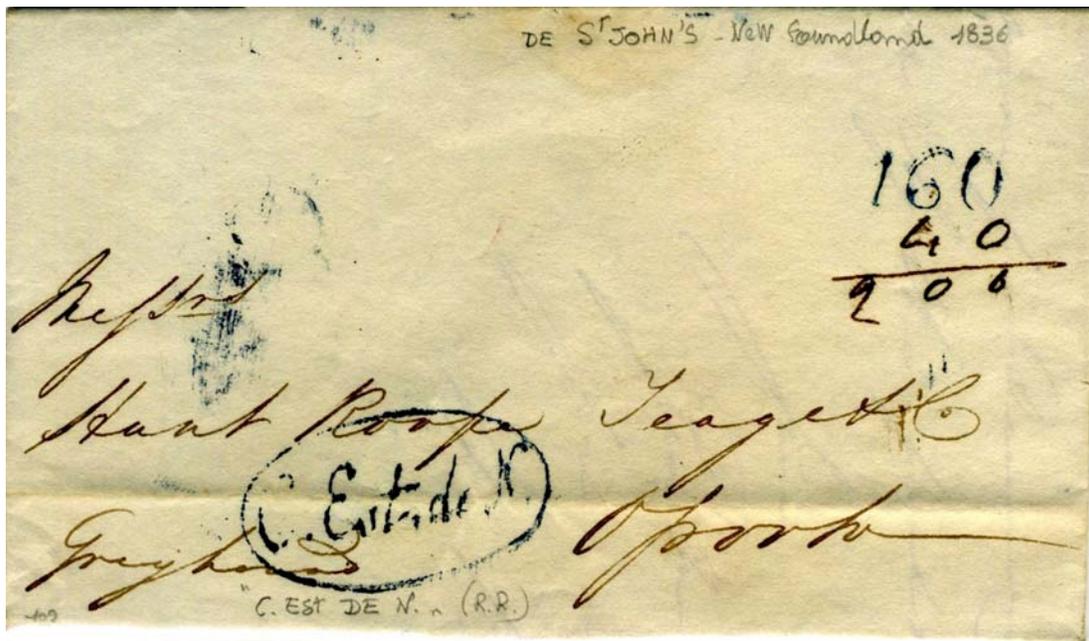
St John's to Oporto, via forwarding agent, 1809. Rated (collect) 40 Reis (about 2d), ship letter fee. Endorsed Received & forwarded by ?? yours, ?? / Per the Hawk??. Smudged mark may be a straightline of a nearby town.



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

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

NF to Oporto



St John's to Oporto via Lisbon, 1836. Carried on the Greyhound. Sometimes vessels could not make it into the port at Oporto, so they dropped the mail off at Lisbon, where the ship letter marking **C. EST. DE N.** (*Carta Estangeirado Navio*) was applied.

Rated (collect) 160 Rs (incoming ship letter, up to half ounce) plus 40 Rs, minimum inland rate Lisbon to Oporto.



St John's to Oporto, 1839. Rated collect (blue handstamp) 160 Rs Portuguese ship letter fee (to half an ounce).

NF to Oporto



St John's to Oporto via Lisbon, 1843. Rated collect (blue handstamp) 160 Rs Portuguese ship letter fee plus 40 Rs Lisbon to Oporto by land. Oval C. EST. DE N. (indicating ship letter arriving at Lisbon). Transit mark of Lisbon and receiving mark of Oporto on reverse.

~~J. Mrs. Wharid~~  
~~14. October 1843~~

NF to Oporto

70

*Messrs Hunt Roop Leage & Co*  
*Merchants*  
*Oporto*



St John's to Oporto via Lisbon, 1843. Carried by favour (no ship letter charge) to Lisbon. Rated collect (blue handstamp) 70 Rs Portuguese domestic rate, second weight (two eighths of an ounce to four eighths).

PRICES CURRENT. ST. JOHN'S, Newfoundland. 1841.

IMPORTS.	Quantity.	Prices, including Duty.		REMARKS.
		From	To	
BREAD in Bags, Hambro' No. 1	the 112 lbs.	24/-		
" "	"	24/-		
" "	3 "	1/5		
FLOUR—Superfine	the barrel	1/5		
" Fine	"	25/-		
" Fine Middlings	"	24/-		
" Rye	"	24/-		
CORN MEAL	"	17/-	18/-	
OATMEAL	"	15/-		
RICE—Carolina	the 112 lbs.	16/-		
" East India	"	8	6 1/2	
BUTTER	the lb.	8	6 1/2	
PORK—Hambro' prime mess	the barrel	45/-	48/-	
" American prime	"	25/-	30/-	
BEEF—Prime	"	3 1/2	1/0	
RUM	the 112 lbs.	23/-	25/-	
MOLASSES	the lb.	1/9	2/3	
TEA—Bohea	"	2/3	2/0	
" Congou	"	2/3	2/0	
" Souchong	"	2/3	2/0	
" Twankay	"	2/3	2/0	
" Hyson	"	2/3	2/0	
COFFEE	"	3/6		
CHOCOLATE	"	6/0		
INDIAN CORN	the bushel.	13/6		
OATS	"	2/-		
PITCH—American	the barrel	27/-		
TAR—Ditto	"	4/6		
TOBACCO Negrohead	the lb.	1/6		
CORDAGE	the 112 lbs.	37/-		
SALT	the hhd.	7/-		
FREIGHTS	"	None		
EXCHANGE, Bills on London	"	15c	20	plent
DOLLARS, five shillings each	"			

IMPORTS INTO ST. JOHN'S.

The Year.	Bread.	Flour.	Pork.	Beef.	Butter.	Rum.	Molasses.	Sugar.	Coffee.	Tea.	Tobacco.	Salt.	Coals.	Pitch and Tar.	Foundry.
	cwt.	bs.	bs.	bs.	tkns.	pun.	pun.	cwt.	cwt.	lbs.	cwt.	ton.	ton.	bs.	bs.
1841	65127	45325	9936	3294	7049	919	5323	4002	902	15621	1312	14734	2007	2798	24124
1842	71674	46001	21381	4957	2078	352	3207	25805	2283	20156	3291	15171	13652	2781	2005
1843	424	726	1137	302	953	1068	234	1546	2290	667	10524	1519	1287	63252	2156

EXPORTS FROM ST. JOHN'S.

The Year.	Dry Cod Fish.	Seal Oil.	Cod Oil.	Seal Skins.	Salmon.	Herrings.
	quintals.	tuns.	tuns.	No.	tierces.	barrels.
1841	648837	3080	2077	314920	2359	1872
1842	652414	3342	2153	251083	2811	9480
2024 <sup>th</sup> Aug 1843	205877	3535	575	257406	346	3749

REMARKS.

1841 St John's prices current and imports, attached to letter.

Forwarding agent at Lisbon ↓↓

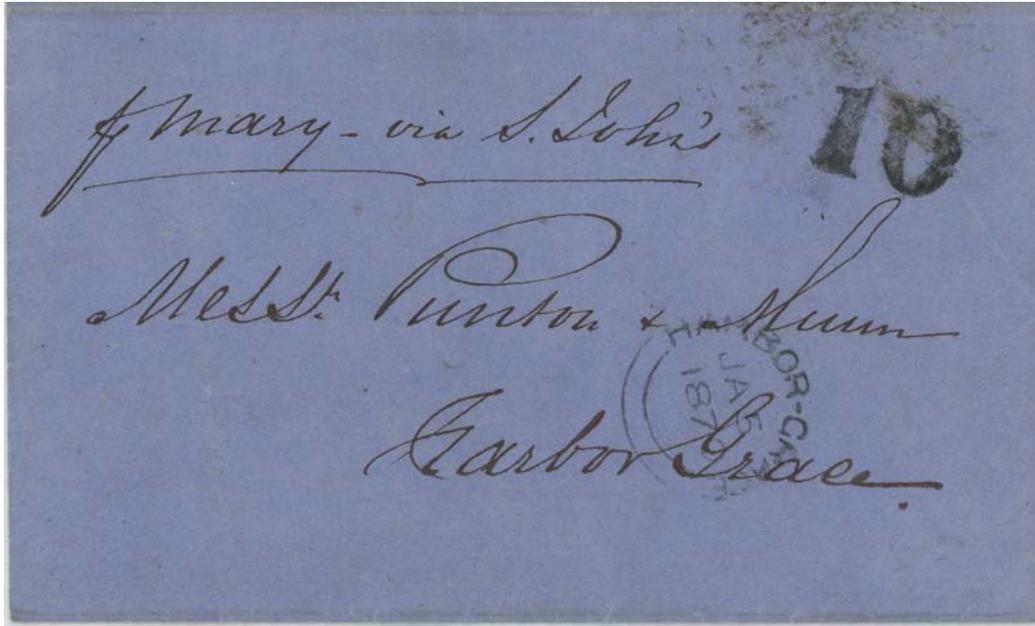
EXPORTS.

	From	To		From	To
COD FISH—Merch'l. Large, the Quintal			OIL—Cod,	None	
" Medium, "	None		" Pale Seal,	£34	£35
" Small, "			SEAL SKINS,		
" Maderia, "			" Old,	2/0	3/-
" West India, "		" Blue Backs,	2/0		
SALMON—No. 1, the Tierce	7/-		" Young Harps—smooth		
HERRINGS—No. 1, the Barrel	14/-	12/-	" Half Roughs,		
MACKEREL—No. 1, "	None		" White Coats		1/0

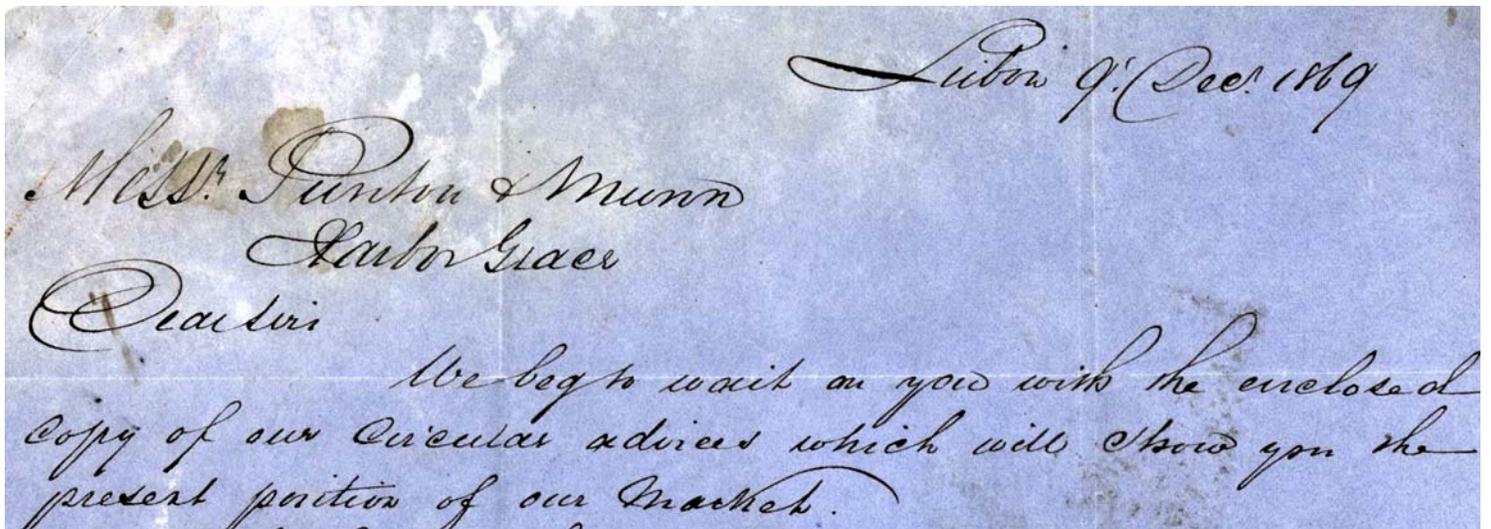
Lisbon 19<sup>th</sup> July 1843

Received & forwarded by  
*Govm't of St. John's*  
*H. Morrison*

Lisbon to NF



Lisbon to Harbor Grace via St John's, 1869-70. Probably carried by favour to a US port, then charged 10¢ to Newfoundland.



Barbados to Newfoundland

Messrs. Smith & Co.  
 New York



Barbados via Bermuda and Halifax to St John's (badly misspelled), 1845. Rated collect 4 d stg (port to port), with internal n s rate of 11d cy struck through. Red **ST GEORGES BERMUDA** datestamp on reverse.

Letter includes handwritten *prices current*.

*Prices Current Barbados Oct 4 1845*

Imports	Prices and Remarks	Value	Exports
Turkey	150 3/4	20 60	Crocoder.
Butter	14 00	20 00	Exchange
Cod fish	3 1/2	8 00	
Salmon	11 00	50 00	Dantege de 205
Mackerel	7 50	8 00	
Herrings	3 1/2	8 00	
Melons	3 1/2	8 00	do do 487
Flour	6 1/4	25 00	do do 1000
Bread	3 00	10 00	Private 483
Corn	2 3/4	15 00	New York per
Corn	2 00	20 00	Port Charges
Wheat	9 00	8 00	Clearance per 50
Oy	3 3/4	8 00	
Wheat	1 00	40 00	Customs
Do	2 00	40 00	Colonial
Shingles	2 1/2	28 00	30 00
Planks	3 00	25 00	31 00

*Forwarded by ...*

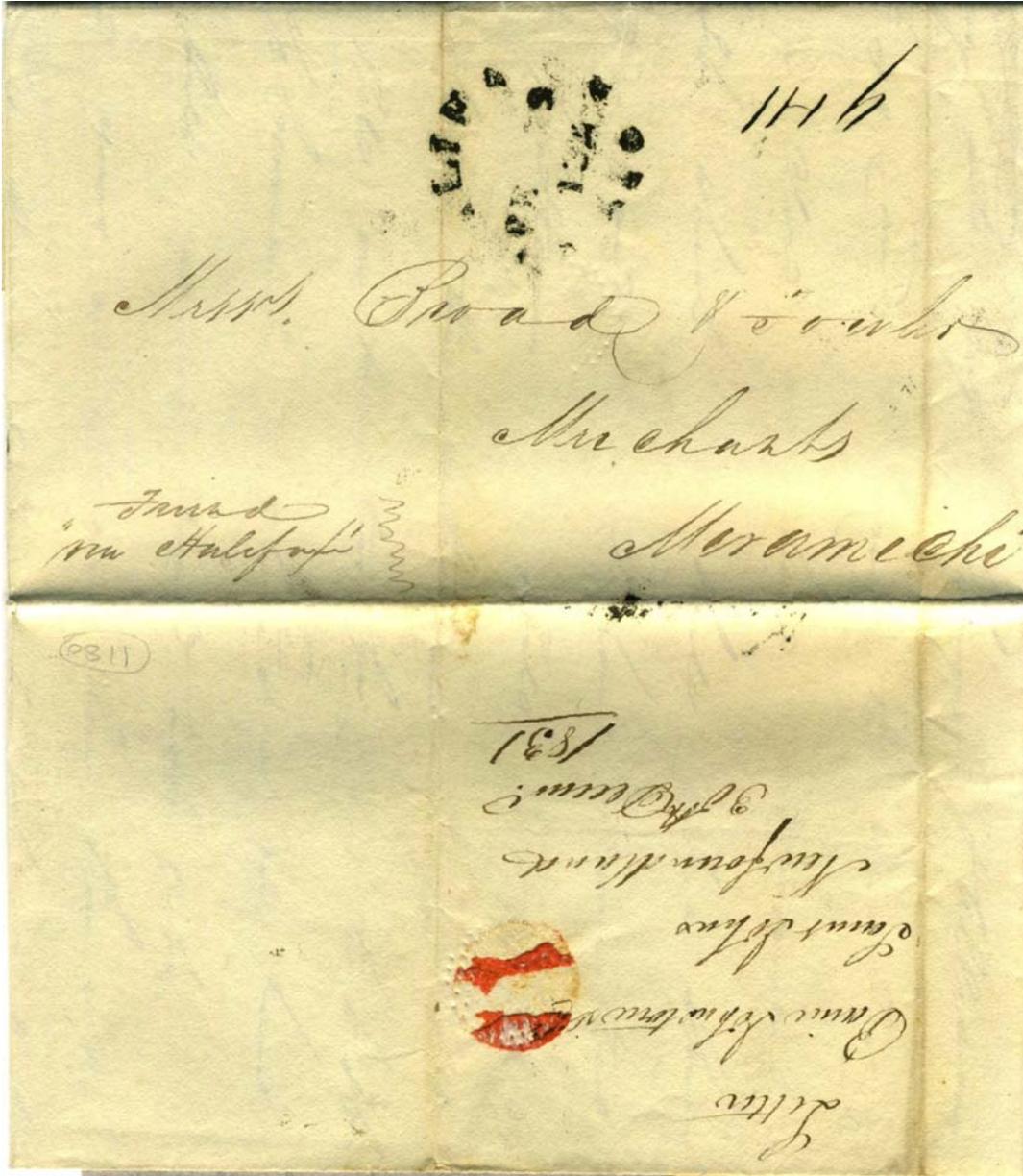
# Domestic Newfoundland mail

Surprisingly difficult to find



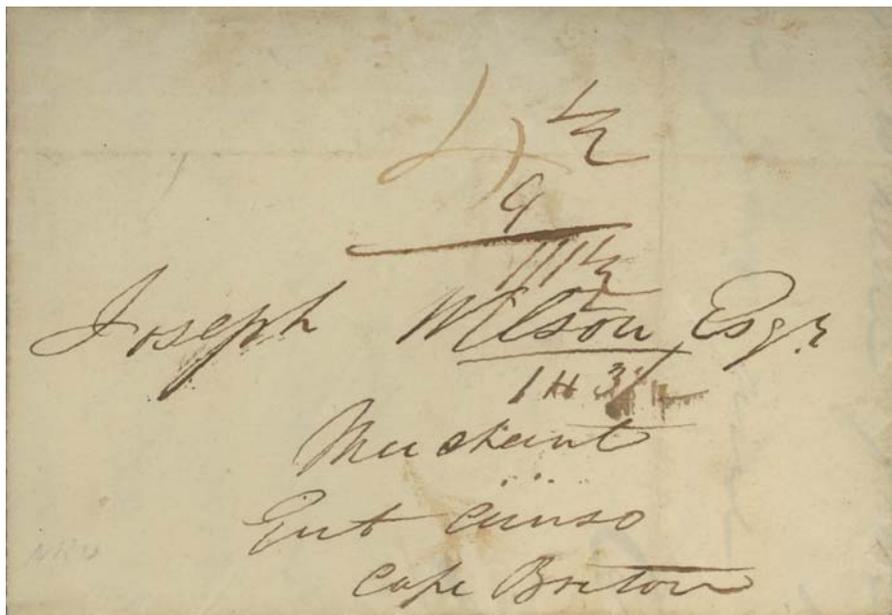
*St John's to Harbor Grace, same day service, 1853. Collect 3 d, domestic rate.*

Mail between Newfoundland and the rest of BNA

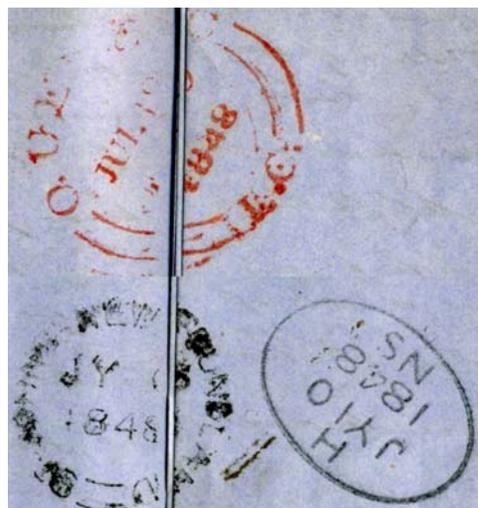
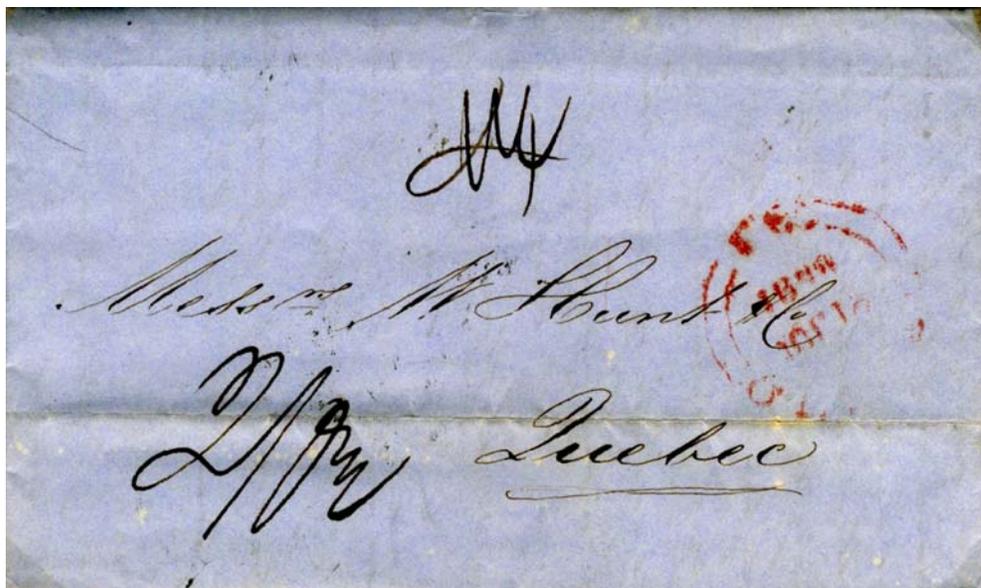


St John's to Miramichi (NB), 1831. Privately carried to Halifax. Rated collect 1N6 cy, Halifax to Miramichi.

From Newfoundland



St John's–Gut of Canso (NS), 1842. Rated collect 4 d stg port to port rate to Halifax, converted to 4½ d cy, then collect 9 d to a post office close to destination, and nearby office rate of 2 d, totalling 1/3½ cy due.



St John's to Quebec via Halifax, 1848. Rated 4 d stg originally, port to port rate to Halifax; struck through and replaced by (collect) 2/0½ cy, made up of 1/8 cy Halifax to Quebec (by mileage) and translation of 4 d stg to 4½ d cy. Nine days overland to Quebec. QUEBEC datestamp on front is offset from a cover on top.

# St John's PAID AT CROWN

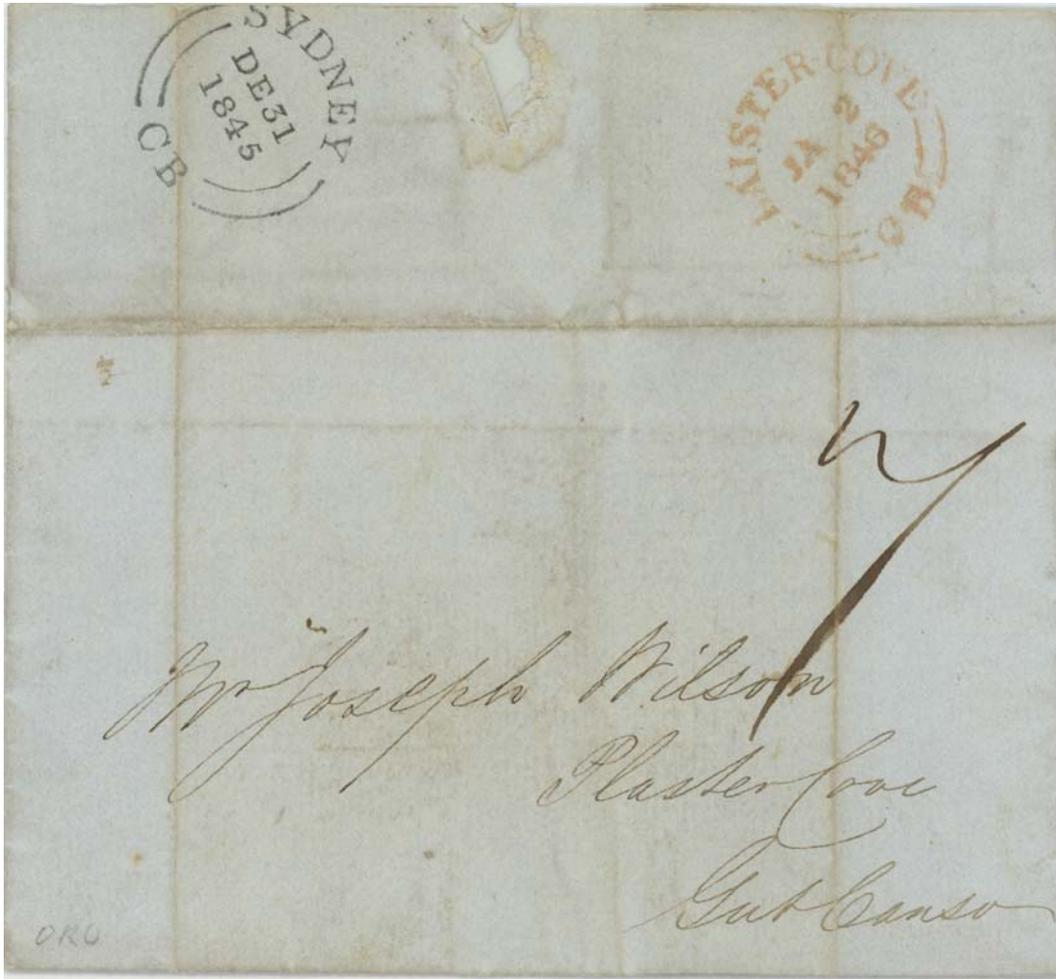
Part of the general issue to colonial post offices



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

NF-NS

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



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

NF to Maritimes

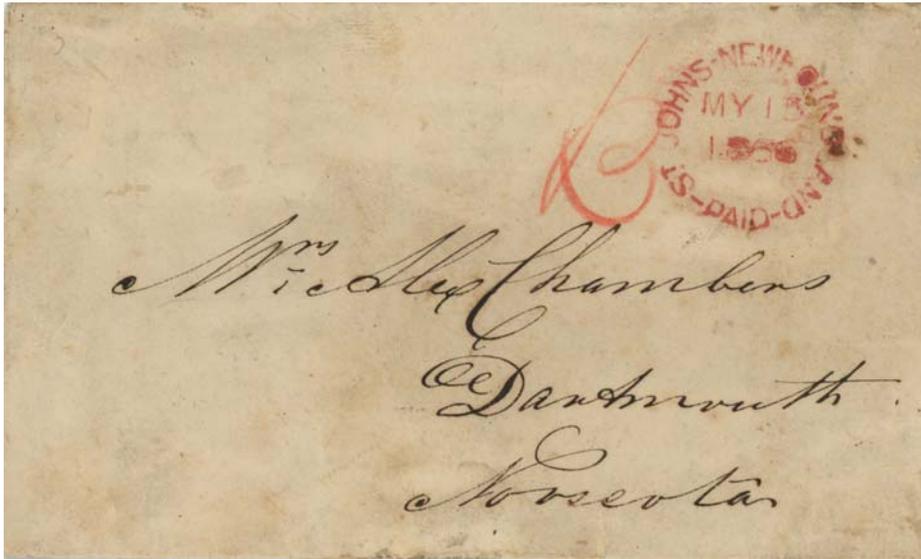


St John's (NF)—Charlottetown, 1859. Originally rated collect 4 d stg port to port rate from St John's to Halifax. This converted to 6 d Island currency, and the 3 d (Halifax currency) rate to P E I was charged. 9 was applied in Charlottetown.



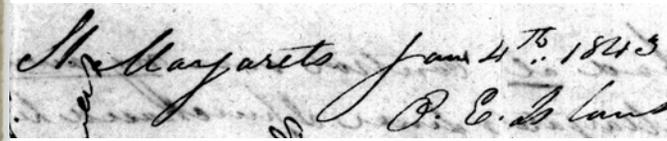
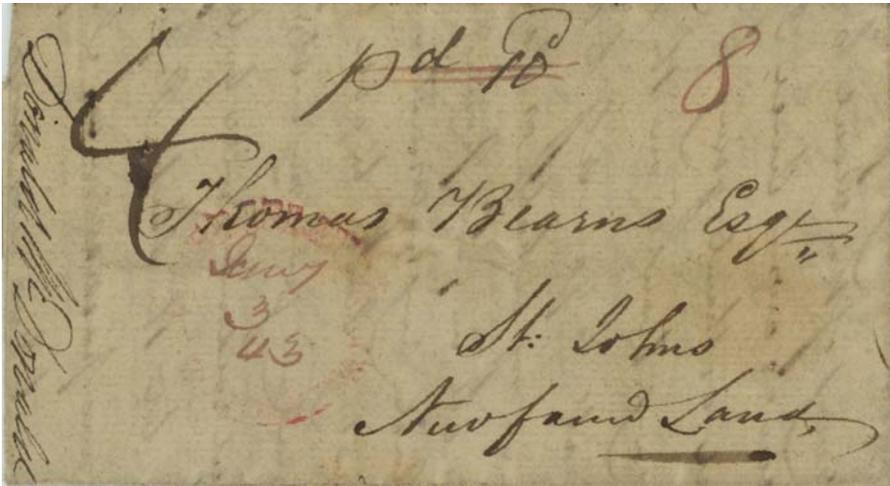
Harbour Grace to Baddeck (Cape Breton), 1864 (year error in Harbor Grace datestamp). Rated 4 d stg, port to port rate from St John's to Halifax; this translated to 8½¢, to which 5¢ domestic rate from Halifax was added, making 13½¢ due in total.

Newfoundland-NS



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

## Maritimes to Newfoundland



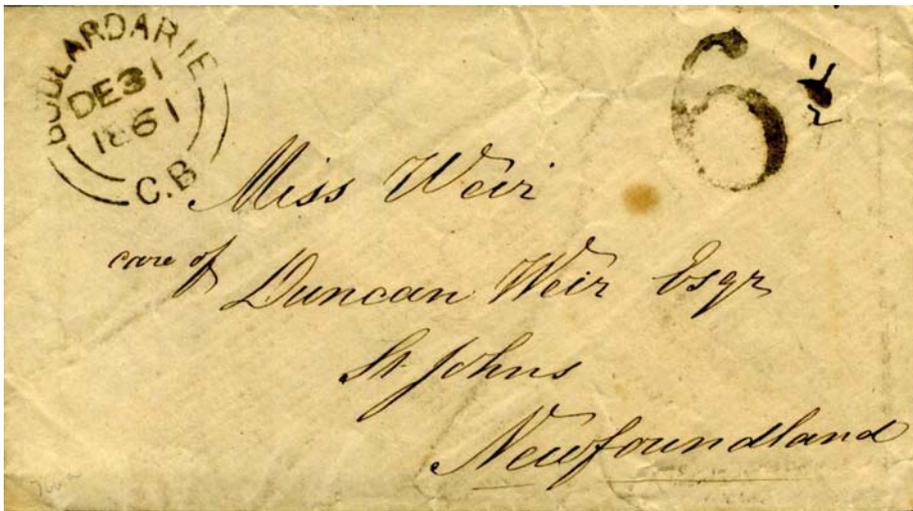
*St Margarets (PEI)–St John's (NF), 1843.* Initially rated  $P^d 10^d$ , struck through and replaced by **8**, and then a large **4**. The last was applied in Newfoundland, and represents the port to port rate of 4 d stg. The **10** is mysterious, even if in Island currency (equivalent to about  $6\frac{1}{2}$  d stg). The Island rate itself was 2 d, which may not have been applicable.

Faint red **PRINCE EDWARD ISLAND PAID**, known 1843–63.



*Halifax to Harbour Grace, 1856.* Rated 4 d stg equivalent to 5 d cy (ms at left) prepaid, the packet rate to St John's via Sydney. Faint Halifax tombstone (front) and messy St John's double broken circle on reverse.

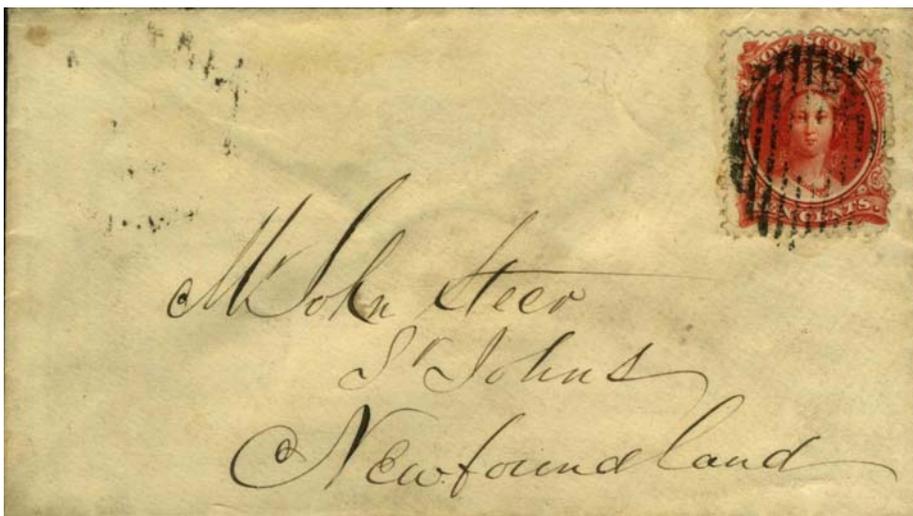
Maritimes to Newfoundland



Bouvardarie (Cape Breton) to St John's, 1861. Rated collect  $6\frac{1}{2}$  d stg, equivalent to  $13\frac{1}{2}$ ¢ via Halifax. BOULARDARIE datestamp is known in fewer than five examples. The date JN 22 on the St John's datestamp must mean January 22.

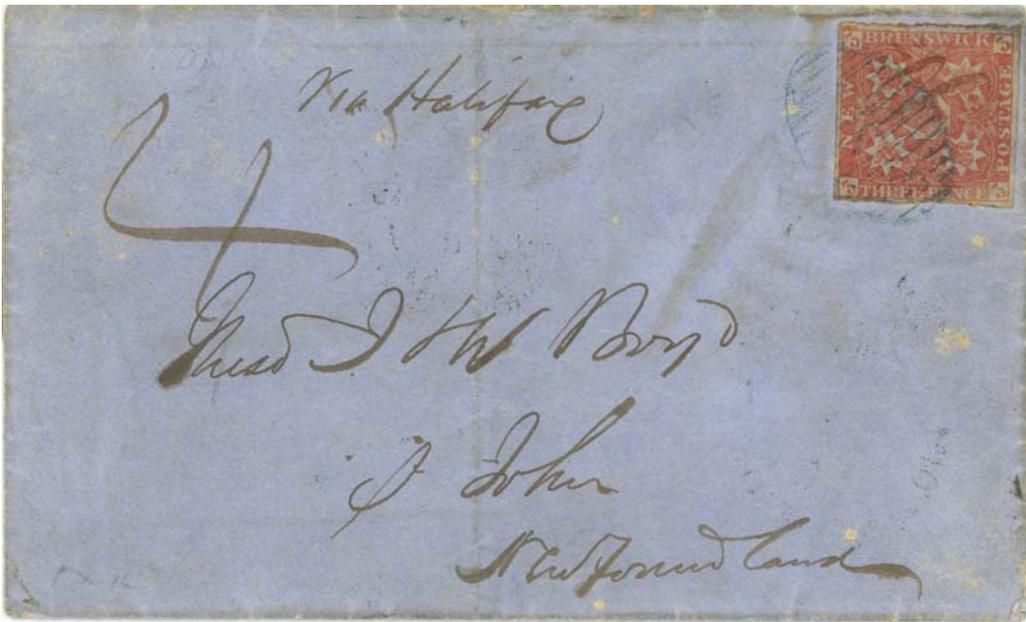


WO Douglastown (NB) to St John's, partially prepaid, 1861. Rated 5¢ compulsory prepayment of domestic NB rate and charged 4 d stg packet rate (via Halifax and Sydney).



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

NB-NF



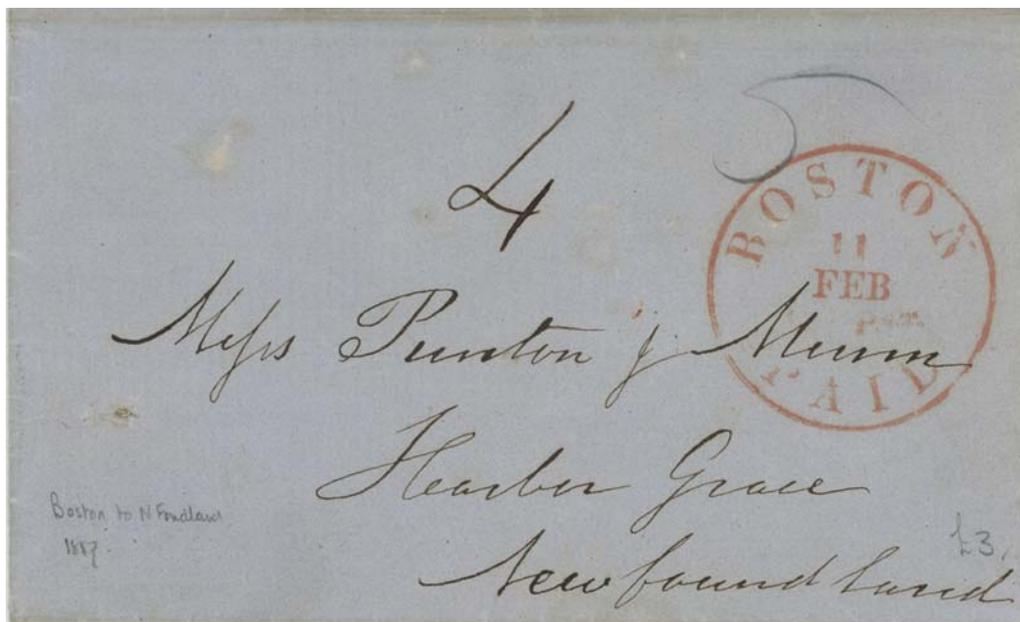
Chatham (NB)—St John's, via Moncton and Halifax, 1854. Rated prepaid 3 d within the Maritimes, plus collect 4 d stg to Newfoundland. Blue barred numeral 8, Chatham.



## Mail with US



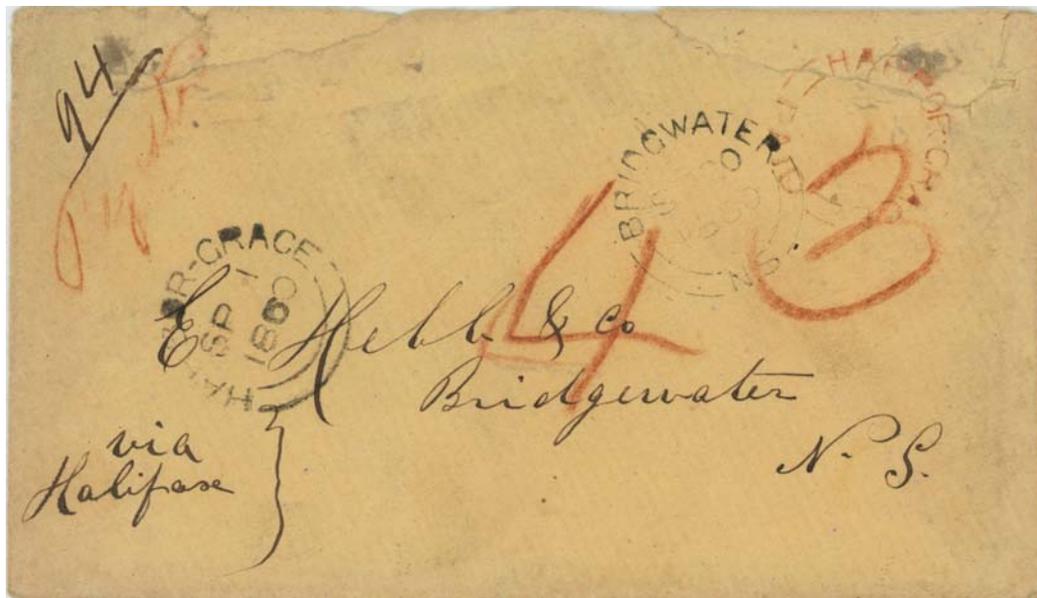
St John's to Eastport (Maine), double, 1856. Rated prepaid  $1/4$  stg double (replacing single rate 8), to Boston, where it was charged 5¢ domestic US postage to Eastport.



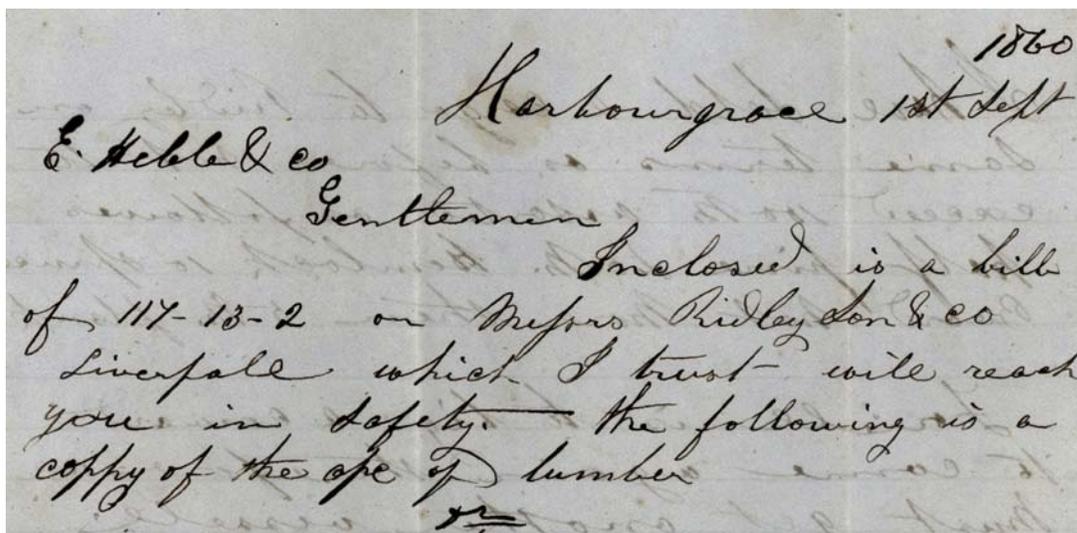
Boston–Harbor Grace, 1857. Boston to Halifax by land, paid 6¢, then charged 4 d stg to St John's, with no additional fee to interior

# Registration

*Earliest known registered Newfoundland cover*



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



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

\*£117 13 s 2 d (sterling)