

Postal history of pre-Confederation Prince Edward Island

Introduction

PEI is an island near Nova Scotia and New Brunswick, and a province of Canada. Its development and history are quite different from those of its neighbours, and there is relatively little postal history literature on it.

The Island was known to the Micmac inhabitants as *Abegweit* (cradled in the waves). There was some settlement by the French as early as 1663, and some Acadians, those who refused to swear allegiance to the British crown, were forced to leave Nova Scotia as a result of the 1713 Treaty of Utrecht, and emigrated to the Island, or to New Orleans, or returned to France. It became known as *Isle St Jean* (St John's Island). The 1745–8 war between France and Britain resulted in many occupants leaving the Island after the fall of Louisburg (on nearby Cape Breton Island).

When the British inexplicably returned Louisburg to France, there was a second immigration wave. However, in 1758, Louisburg fell (again), this time, permanently, and St John's Isle (as it came to be known) was taken over by the British. This was confirmed by the 1763 Treaty of Paris. The (estimated) 4700 occupants were deported, and the Island was absorbed by Nova Scotia.

In 1767, the Island was divided into 67 lots plus three portions, known as Royalties, reserved for public buildings. The lots were assigned to absentee landlords (mostly court favourites and senior military officers), who were supposed to arrange settlement. The settlers were required to rent their portions of the lots, with no hope of ownership. The landlords for their part, did little to settle the Island or anything else except collect the quitrents. There was continual friction (occasionally with violence) between the renters and the agents of the landlords (the latter were safely ensconced in the UK).

The economy and settlement of the Island was thus greatly retarded; this continued until PEI joined Canada in 1873, when the Snidely Whiplashes were finally bought off. Essentially, the Island became a feudal backwater, with little immigration (other than UEL after the American Revolution) and lots of in-breeding.

In 1768–9, Charlottetown was laid out, to be the capital (with a population of 68), and sites for Georgetown and Princetown were surveyed. The administration of the Island was removed from Nova Scotia in 1769. The first post office (and the only official one until 1851) was opened in 1770.

Confusion with other St Johns resulted in the name change to Prince Edward Island in 1799, although the old name is often seen on correspondence into the 1810s.

PEI joined Confederation on 1 July 1873. As part of the terms, the Canadian government bought off the absentee landlords, giving the land to the occupants. A promise of a bridge to the Island was included, and fulfilled about a century later. It was guaranteed at least four seats in the Canadian House of Commons and four senators (there cannot be fewer seats in the House than senators). After numerous additions to the House of Commons resulting from population changes, even today, it still has only four seats, which however, is a gross *over*-representation.

Postal history The first post office opened around 1770, in the Customs and Excise building. The first (unofficial) postmaster was Thomas Mellish, who in 1779 was the Collector of Customs. Around 1786, a post office was probably built, and in 1801, the first official postmaster (meaning with a salary), John Ross, was appointed. He was replaced by Benjamin Chappell the next year, and the Chappell family ran the post office until the early 1840s.

There was no other post office on the Island, and no internal delivery either, until around 1827, with

possible exception of a period in 1816–7. So Islanders would have to go to the post office at Charlottetown to pick up their mail.

In July 1827, ten post offices were opened, in coordination with courier routes, begun the next year. All these offices were *not* officially sanctioned, but this was ignored. They were more like the way offices of Nova Scotia and New Brunswick. In 1851, they were regularized.

The three courier routes established in 1828 were also not officially sanctioned (*illegal*, as used in [TC] is a little too strong). They operated weekly in the summer, and every two weeks in the winter. The western route went via New London, Malpeque, Traveller's Rest, and Tryon River (a circuit of about 90 miles), later including Tignish, Egmont Bay, and Campbellton. The eastern route covered St Peter's Road, St Peter, Bay Fortune, and Grand River (over 100 miles), and the southeast route served Seal River and Three Rivers (about 50 miles). [TC; pp 4–6]

The postage for inland mail was set at 2 d Island currency (considerably devalued from sterling, and even from Halifax currency; the exchange was 3:2 versus sterling) per enclosure, changing to per half ounce in 1843. It could be sent collect (unpaid) or paid (meaning, prepaid), but never partially prepaid (this is exactly as in the rest of BNA).

By 1841, there 32 unofficial offices (and the official one at Charlottetown). The postmasters were paid a commission of 20% on payments received (this includes letters from abroad), and for none of them did this exceed £6 per annum.

In 1851, the Island took over the administration of its post office (from the GPO), and the unofficial post offices became official. The population was around 70,000, but relatively little mail was sent, owing to poor economic conditions resulting from the tenant system. Registration was introduced on or before 1 April 1855 (as usual, we cannot be certain of the dates), but was little used, since practically everyone had nothing of value to send. This replaced the money letter scheme (in common with that of each of the other provinces of BNA). While the Canadian money letter system—based on that of UK (initiated 1792—almost certainly began in 1825, we know nothing of its beginnings in the Island (or for that matter for NS and NB).

In 1861, PEI finally issued stamps (Canada, NS, and NB having issued their first stamps a decade earlier), and in 1872, at last converted to the decimal system (1859–60 for the other provinces).

In private hands, there are a handful of PEI covers in the late 1780s to 1790s; all those I've seen were correspondence between the few absentee landlords (in UK) who attempted to settle the Island, and their agents on the Island or in Halifax. We obtain a highly distorted picture from the letters, since we never see letters from the tenants.

Mail to UK had to be sent to Halifax for a packet or shipletter. It could take a month or more in winter to navigate the semi-frozen waters and get the mail there. There was no official postal connection to anywhere until 1816–17, when a regular service was established to Pictou (probably at the rate of 4 d Halifax currency, or 8 d to Halifax). Before this, letters had to be carried privately, typically by locals (often native peoples), although a few attempts had been made at a regular service as early as 1775. In 1832, a twice-weekly steam vessel carried the mail between Charlottetown and Pictou.

Postmarks The first town postmark is a 1792 manuscript town cancel, reading *Island Saint John*, of which just one example exists, applied to an incoming letter from Edinburgh, figure 1,



Figure 1. *Island Saint John* manuscript town datestamp, applied at Charlottetown, 1792. Only example known.

The next town postmark and the first handstamp of P E I is shown in Figure 2.



Figure 2. First handstamp of the Island, applied at Charlottetown, known 1814–28. Apparently made locally of loose type; no British proof strikes known. Usually poorly struck.

Beginning around 1824, many offices in NS and NB received a double circle datestamp with POST OFFICE in the wording. One was issued to the Island, Figure 3.



Figure 3. Double circle POST OFFICE P. E. ISLAND handstamp, applied at Charlottetown, known 1824–38. Part of a series issued to offices in NS and NB by the British GPO, but not in the latter's proof book. Rarely clearly struck.

Figure 4 shows the next postmark, with erroneous wording: EDWARDS.



Figure 4. Circular (with very slight indications of arcs between the D and P), reading EDWARDS, applied at Charlottetown, known ms-dated (1834–42), and type-set dated (1836–40).



The next two handstamps are shown in Figure 5.



Figure 5. Circular (with arcs between the D and P), known 1843–69); there are two strikes in the GPO proof book (so either there were two hammers, or one hammer proofed twice). Common, but usually poorly struck.

Its paid counterpart, proofed late 1841, known 1845–55, sporadically later. Typically in what passes for red (brown).

Figure 6.



Figure 6. Circular without arcs, known 1867–69, sporadically to 1872, but fairly common.

Many larger offices in Canada acquired double circle electroplated datestamps around 1857–8. These were fragile and poorly manufactured, and as a result some metal was lost, creating outline letters, and the circles often merged. These are known as *changelings* (name given by Frank Campbell). One was issued for P E I, Figure 7.



Figure 7. Changeling; known early to mid-1860s.



The final datestamp showing P E I (not reading Charlottetown) is shown in Figure 8.



Figure 8. Circle, in use 1869–72; common, but usually poorly struck.

In 1848, the G P O issued a pair of town handstamps to each of Belfast, Georgetown, Princetown, and St Eleanors—this despite the fact that no post office outside of Charlottetown had been officially authorized. At least one has never been seen on cover, and for several others, only a few strikes are known. The P A I D handstamps are all rare to nonexistent. I have had to resort to copying the doctored illustrations (taken from proof strikes) in [L] in some cases.



Figure 9. One strike of the Belfast dater is known (1873), and none of its P A I D counterpart.



Figure 10. Georgetown is the commonest of the group (1848–73), but only one example the P A I D is known (in red).



Figure 11. Princetown is known used 1856–71; the P A I D is known in a handful of examples (1848).



Figure 11. St Eleanors is known 1848–70; three strikes of the PAID hammer are known (1860).

In 1851, the PEI post office became autonomous, and the post offices that had been opened without legal basis were regularized. However, there were very few new town postmarks introduced until around 1853, when by special order, the large Summerside circle was issued.



Figure 12. Known 1853–73; the year only appears in 1857.

In 1853, a group of around 30 (new discoveries are always being made; these are not fully documented) double broken circles with PAID in the middle were issued. Here is a sampling of images; other than those of Summerside and Tignish, practically all the rest exist only in a handful of examples. More information on uses can be obtained in [M2].

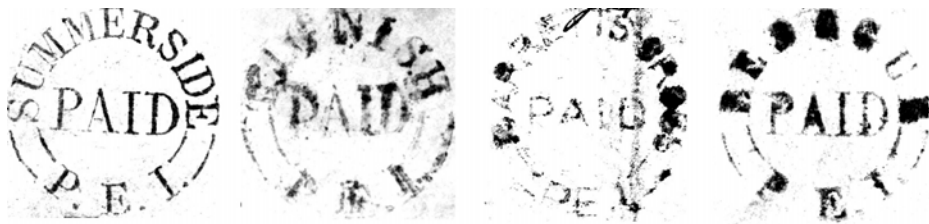


Figure 13. Barrett's Cross has nonserif lettering (1857), and likely came from a later order. All were manufactured in London.



Figure 14. PAID was evidently removed from the centres at Port Hill and Lot 11 post offices. Both are unique.

A group of around twenty small U S-style circle postmarks were introduced around 1871–72, with a two-line date and no year. Examples are rare. Here is a sampling.



Figure 15. Some show extreme wear, others almost none.

Charlottetown had to wait until 1853 before receiving a marking that didn't read PRINCE EDWARD ISLAND, and then to 1871 for broken circles and a duplex.

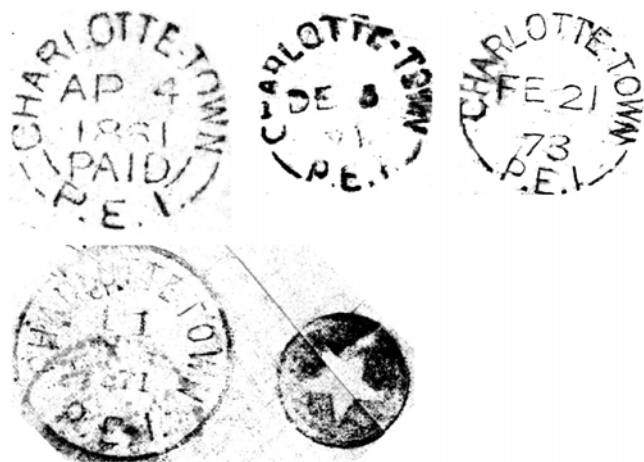


Figure 16. There appear to be two broken circle hammers. The duplex with circle can have other killers.

And we conclude the study of town postmarks where we began, with the other manuscript.



Figure 17. *N.M. Creek* (at full size). The only known 19th century P E I ms town datestamp. Nine Mile Creek post office opened 1865.

Ratestamps are scarce to rare for P E I.



Figure 18. Respectively from Summerside (1855), Charlottetown (1852–69 (the least scarce of this group), St Eleanors (1860), and Summerside (1861). The Island rate was 2 d Island currency, which could be paid or collect. The second Summerside markings is unique.



Figure 19. Used at Charlottetown 1853–62, seen on incoming collect covers from the rest of B N A (except Newfoundland). From 1851–59, the rate to the Island was 3 d Halifax currency; in 1859, Canada, N B, and N S switched to decimal, but P E I did not, so it represented 3 d Island currency from then on.



Figure 20. The same hammer, used at Charlottetown 1854–59 on collect letters by British packet; if outgoing, used as a 6 to represent the packet rate of 6 d stg; if incoming, used as a 9 to indicate 9 d Island currency, equivalent to 6 d stg.



Figure 21. Used at Charlottetown 1857–68 but scarce, seen on incoming collect covers from the U S (6 d Halifax currency to 1859, 6 d Island currency until decimalization).

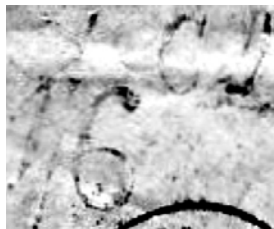


Figure 22. This is italicized *1/6 Cy* with *s* over the 1. Used at Charlottetown; seen on incoming postage due (fined) covers from U K.

Doubtful attributions



Figure 23. This (if on a letter to or from Newfoundland) is a Newfoundland ratestamp, indicating the 4 d stg port to port rate, from the Maritimes. It has been attributed to P E I, because it is occasionally seen on letters from there to Newfoundland. It is remotely possible that P E I was issued (or, more likely, acquired) a similar 1839-type from U K (in use during the short 4 d uniform rate period), but this requires too many assumptions.



Figure 24. Seen on an 1844 letter from U K to P E I. Although there are no Halifax postmarks, this was probably applied there, and not at Charlottetown. 1/4 represents the packet rate to B N A in (Halifax) currency to other than Halifax.

Rates

Or, at any rate, *some* rates.

- Prior to ca 1827, there was no delivery within the Island (with the possible exception of during 1816–17); letters had to be picked up at Charlottetown.
- From ca 1827–71, (**domestic**) rate within the Island was 2 d per enclosure until 1844, changing to per half-ounce. In 1871, decimalization converted the rate 3¢ per half-ounce, which was also the domestic Canadian rate when P E I joined in 1873.
- Mail **to or from U K** went through Halifax. Initially there was no official letter carriage; letters had to be carried privately (so there was no postage between Halifax and the Island); perhaps as early as 1817, certainly by 1827, there was regular carriage, and the charge to Halifax was 8 d Halifax currency. This increased to 9 d in 1843. The postage covering Halifax–U K had to be added.

This persisted until 1839, when for a few months, there was no charge for the Halifax–P E I leg on letters to or from U K. Then for another few months, the full inland charge was restored, but by mid-1840, the B N A inland charge had been made 2 d stg. From this point on, the rates between U K and the Island were the same as those of B N A–U K (except for Newfoundland).

- At least as early as 1861, letters to U K and U S had to be prepaid. Letters to the province of Canada and N B could be sent collect or prepaid; letters to N S were to be fined if not prepaid except for a brief (unknown) period in 1861–62.

Rates between P E I and the rest of the **Maritimes, and U & LC**

These are rather complicated. To begin with, until 1851, Upper and Lower Canada charged by mileage and per enclosure (up to a maximum of four, but if the weight exceeded one ounce, per quarter ounce). N S & N B used a similar scheme, but instead of actual mileage, there was a hodge podge of rates vaguely related to distance. In 1843, they adhered to the mileage scheme as well. Moreover, charges were per half-ounce from 5 January 1844.

- Prior to 1827, letters had to be privately sent to NS, and they were charged as if mailed from there. From ca 1827, they could be sent to Pictou, Amherst or Halifax directly by mail, and then additional charges would be made. The following is taken from [L, p 139], which in turn was taken from the Prince Edward Island Calendar, whatever that is.

Probable rates between the Island and some offices in BNA

Rates are given in Halifax currency, effective 1837–43, and probably applicable from 1827. I am a little skeptical of the validity of some of these rates, especially the seasonal ones. Observe that 1½ means one shilling and one half-penny (one and a half pence would be written 1½ d, without the solidus but with the denarius; the slash in the fraction is a virgule, or have I confused *solidus* with *virgule*?).

To Nova Scotia	To New Brunswick	To U & LC
Amherst* 4 d (w), 1½ (s)	Bay Chaleur* 2/1 (w), 2/9 (s)	Montreal 2/9
Halifax 8 d	Richibucto 11½ d	Quebec 2/4
Pictou* 1/- (w), 4½ d (s)		Toronto 3/5
Truro* 8 d (w), 8½ d (s)		
Windsor 1½		
Yarmouth 1/9½		

An asterisk (*) indicates that the rate depends on the time of year, whether winter (w) or summer (s).

In 1843, rates within the Maritimes were made to conform with those of Canada, and were based on total distance actually travelled:

4½ d (Halifax) cy up to 60 miles
 7 d cy for 61–100 miles
 9 d cy for 101–200 miles
 plus 2d *stg* for each additional 100 miles or part thereof

Inasmuch as the conversion between sterling and currency varied slightly over time, sometimes we see (for example) 11 d for 201–300 miles, and sometimes 11½ d, with more extreme variation at higher rates. These were charged per enclosure/quarter ounce (as explained earlier) until 1844, and from then until mid-1851, per half-ounce.

I don't know how mileage was supposed to be calculated from Charlottetown, since it is on an island. But the rate to Halifax was increased to 9 d (from 8 d) at this time.

On a few collect incoming letters to a PEI office other than Charlottetown in the 1830s and 40s, we see an additional charge of 2 d; evidently, the Island rate had been added. This has been pointed out in the literature (e.g., incorrectly stated in [TC, page 9]), and a couple of examples are shown in the exhibit. But whether this was a general policy of the post office, or simply an unauthorized practice at small (and unauthorized) post offices, is unknown.

Early in June 1851, PEI obtained control of its post office, and the letter rate between BNA and PEI became 3 d Halifax currency per half-ounce. When Canada, NS, and NB switched to decimal, their rates to the Island converted to 5¢ per half ounce, and when PEI finally changed to decimal (1872), its rate to the rest became 5¢. This dropped to 3¢ when PEI joined Canada in 1873.

Rates between United States & PEI

Until PEI assumed control of the post office in 1851, mail to the US, if not by favour, was via NS and NB, typically to the cross-border exchange at St Andrews (NB)–Robbinston (Maine). It would be charged the rate to the border point, the US rate to be added. The PEI Calendar (cited above, for rates to the rest of BNA) says that mail to the US must be prepaid to the border (*to the lines*), and the charge was 1½ d cy. My two covers (1845 and April 1851) were rated (prepaid) 1/1½. The rates obviously changed when the shift to mileage was made, but it is difficult to determine how this was calculated.

When PEI took over its post office in mid-1851, the rate between US and all BNA provinces (except

Newfoundland, as usual) dropped to 6 d (Halifax currency) per half ounce (and 9 d to way-out places like Oregon and California), collect or prepaid.

According to [L, p 23], the rate dropped to 4 d Island currency late 1868. Since the rate between newly independent Canada and the US dropped in April 1868 to 6¢, it is plausible that the change in the PEI rate to the US occurred about the same time.

On the conversion to decimal on 1 January 1872, the rate to the US became 6¢.

Money letters and registration

Money letters (letters believed to contain cash or other items of value) were in use by the 1840s in PEI; unfortunately, we do not know a starting date, since they are rare, and no documentation has been found. US & LC had initiated a money letter system by 1825, but the earliest reported PEI money letter is dated 1846.

There was no fee per se for money letter service (which simply meant that the item was recorded on the letter bill sent between post offices, and possibly enclosed in a covering wrapper (such are known for NS, but not for PEI), but the increased weight (or if before 1844, the enclosures) might increase the postage.

The money letter system was superseded by registration. Lehr implies this occurred on 1 May 1855 [L, p 25], but this was based on the belief (when the book was written) that Canada's registration system began on that date (the latter actually began 1 April 1855). The earliest date I've found for a registered cover from PEI is 2 April 1855. However, NS and NB introduced registration in 1851 and 1852 respectively.

A warning: the notation *money letter* often appears on letters dated well after the introduction of registration (this occurs for each of Canada, NS, NB, and PEI). Assuming the cover is genuine, this would have been written by the sender, using the old term. The letter is registered.

In any event, registration fees are better documented [L, p 25]:

1855(?)–ca April 1871, 6 d cy

ca April 1871–31 December 1872, 3 d cy

1 January 1872–30 June 1873, 4¢

1 July 1873–, Canadian rates (2¢ domestic to 1889, 5¢ to US until 1919, 8¢ to UK and some other places until 1878)

(Some) Literature

I have ignored items dealing with stamps only, restricting to postal history, and then only to articles and books that have not been completely superseded. Only those actually cited in the text are given bracketed references.

There are more articles in the Journal of the Postal History Society of Canada, and in the last five years in BNATopics, but I do not belong to either of the corresponding organizations (so don't have access to them). In both cases, I renounced my membership owing to obnoxious behaviour by their management.

Worth looking at

Martyn Cusworth, *Prince Edward Island philately 1794–1873*. BNAPS exhibit series (2005). Nice pictures.

[HW] Wulf Heß & Paul Wijnants, *Die Prinz Edward Insel* Self-published (2020) 175 pages. In German. Lacking accurate references and attributions, but a useful and enthusiastic monograph, illustrating unusual items.

David Hunter, <http://www.islandregister.com/letters/letterindex.html> A cover index, but last updated 2006; contact is given as dhunter@islandregister.com (no response as of April 2021)

[L] James Lehr, *Postage stamps and cancellations of Prince Edward Island* Unitrade Press, Toronto (1987). A standard

work, but much of the information has to be substantially updated. And the rarity claims are not to be taken too seriously.

[MM] Malcolm Montgomery, Editor, *BNA PS transatlantic mail study group newsletter*, number 66 (1998). Contains updates of [L] of rate and town marks, as well as a list of some covers.

[M1] Douglas Murray, *The post offices on Prince Edward Island* Mailman Publishing, Charlottetown (1990). This gives as complete a possible list of post offices (for updates, see the next comment).

[M2] ———, *2000 postmarks of Prince Edward Island 1814–1995* Retrospect Publishing, Charlottetown (1996). This is the primary reference for postmarks of the Island (including post-Confederation); there are updates on the site of the Postal History Society of Canada. Unfortunately, I lost my copy of the book, and have not been able to contact Doug to get another or the updates. In fact, if anyone has been able to contact him since 2019, please let me know (my email is rochelle2@sympatico.ca).

JR Saint, *Prince Edward cancel corrections* BNA Topics vol 50 (1993) number 3, pp 28–9. Corrects descriptions of PEI shipletter handstamps in [L], in a nasty tone.

M Salmon, <https://bnaps.org/ore/salmon-pei.pdf> A monograph going into great detail about the history and postal history of PEI, although with much more emphasis on the stamped period. Take comments such as *one of five examples known* with a grain of salt (as you should for my write-up too).

D Smith, *Newly recorded Prince Edward Island rate handstamp cover* BNA Topics vol 65 (2008) number 4 pp 8–11. Illustrates and explains some ratestamps.

[TC] Leslie Tomlinson & Nugent Clougher, *Prince Edward Island* The Postal History Society, Special series #7 (1959). Printed in only 150 copies, this is itself a rarity. It contains the basics and some details not found elsewhere.

I have a 2018 one-frame exhibit, *A potted postal history of Prince Edward Island*, downloadable from <https://www.rfrajola.com/PDR2018/DH2/DH2.htm> on Richard Frajola's website. Some of the write-up should be corrected.

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

1763 Isle St Jean (Island of St John) acquired from France by treaty concluding the Seven Years War; considered part of N S.

1767 Island divided into lots; all but three given to political favourites and high-ranking military officers on the promise to have the Island settled. The remaining three (*Royalty*) were reserved for the crown. This resulted in a feudal economy, which required over a century to be resolved.

1769 Administration separated from that of N S.

ca 1770 First post office opened, at Charlottetown. No others authorized to open until 1851, but unofficial offices and what amounted to way offices were starting around 1827. There was no inter-island delivery until the same date; Islanders had to go to Charlottetown to pick up the mail.

ca 1786 First post office building (post office previously in Customs and excise building).

1799 Name changed to Prince Edward Island, but the former name persisted on letters until about 1810.

1801 John Ross became the first officially appointed postmaster (that is, with a salary).

1802 Benjamin Chappell became the second official postmaster; he and his family members occupied the post for decades.

1814 First handstamp issued; reads PRINCE EDWARD ISLAND, and looks like it was created using printer's type; probably locally made (there is no evidence in British archives of it).

1816 Administration of the postal system removed from control of DPMG of Canada (Upper and Lower Canada), to that of DPMG of N S & N B at Halifax, John Howe. (But the DPMG reported to the London G P O).

1816–7 First regular connection Charlottetown–Halifax, carrying the mail (previous attempts were intermittent), by steamer. Probable brief period in which there was delivery within the Island.

1827–28 First post offices other than that at Charlottetown opened. These were not officially sanctioned (their status was regularized only in 1851); they were more like way offices.

Three inland routes were established. Previously, there was no inland service—people had to go to Charlottetown to pick up or send their mail.

The fee for inland postage (that is, within the Island) became 2 d (P E I currency; 1/– sterling equivalent to 1/6 Island currency).

1841 At this time, there were 32 post offices (still not sanctioned) other than at Charlottetown on the Island.

1848 The G P O (London) issues each of Georgetown, Princetown, and St Eleanors with a pair of handstamps (double broken circle, serfs), one marked paid. This despite the offices not being official.

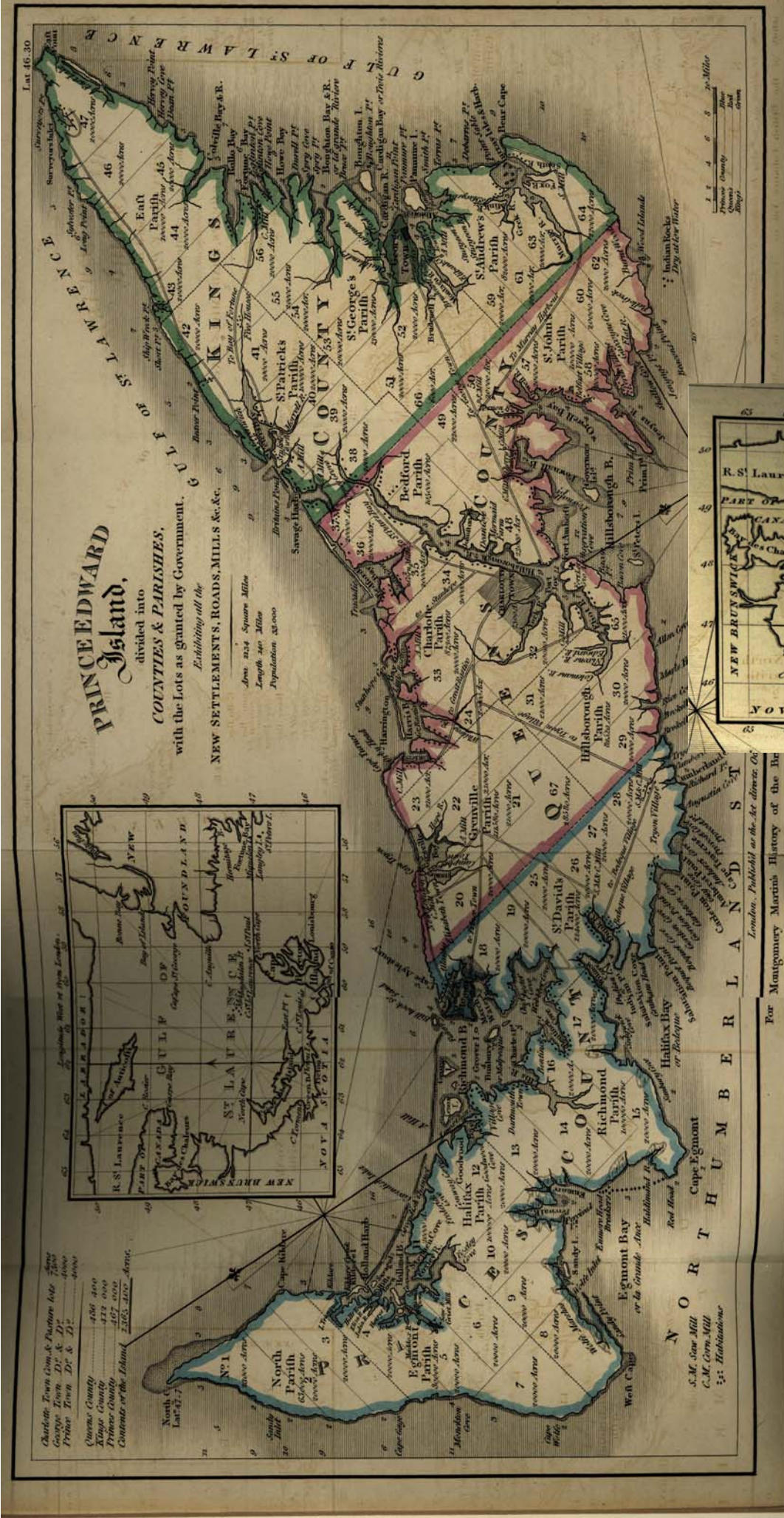
1851 P E I assumes control of its post office (along with each of N S, N B, and U & LC, although at different dates). Post offices outside Charlottetown finally officially recognized. Population about 70,000.

1 April 1855? According to [TC], registration was initiated. This is the same date as that for the province of Canada; the corresponding dates for N S and N B were 1851 and 1852, respectively. I have a suspicion that the determination of this date in op. cit. was simply based on that of Canada. Anyway, based on covers, registration was in place by April 1855. This replaced the money letter system, for which I cannot find a beginning date.

1 January 1861 P E I finally issued postage stamps; in Island currency.

1872 P E I switched to the decimal system, and issued corresponding stamps (Canada, N S, & N B had switched to decimal in 1859. Inland rate became 3¢.

1 July 1873 P E I became a Canadian province. P E I stamps were recognized as valid throughout Canada, and remain valid, even today. As a condition of joining Confederation, all the remaining British-owned lots were purchased by the Canadian government, and ownership assigned to the tenants. This resolved the century-old landowner-tenant disputes.



Map of Prince Edward Island, 1834. Showing lot numbers. From Montgomery Martin's *History of the British Colonies*, volume iii. The grey area near the middle situates Charlottetown.



PEI is located at the lower left, cradled by Nova Scotia (including Cape Breton Island) and New Brunswick.

London, Published as the Act directs. 1834
 For Montgomery Martin's History of the British Colonies, volume iii.

Maps of the counties: Prince



Western end. Lots 1-19, 25-28.

Maps of the counties: Queens



Middle. Lots 20–24, 29–37, 48–50, 57–58, 60, 62, 65, 67.

Maps of the counties: Kings



Eastern end. Lots 38-47, 51-56, 59, 61, 63-66.

Postal history of pre-Confederation Prince Edward Island

PEI JOINED Canada in 1873; this marks the endpoint of the exhibit. There is emphasis on the pre-stamp period (pre-1860), and especially with mail with U K. As a result of its feudal-type settlement, economic stultification lasting over a century resulted in general poverty (compared to its neighbours). Thus mail is relatively more difficult to find, and registered mail verges on non-existence.

- *Mail to a U E L settler*, Daniel Green, as he progressed from New York to N S to the Island over the period 1783–1816, after the American Revolutionary War. He founded Green's Shore (Summerside).

Mail between U K and P E I

- 1792 cover with only known 18th century P E I postmark
- 1794–1803 covers with confusing multiple rates
- 1809 from Charlottetown, forwarded by U K Prisoner of War Transport Office.
- 1810–on, including a pair of covers carried on the same ship to the same destination, but with different rates, and the rare *Pictou* (N S) manuscript.
- 1821, 1835 rerated with G P O crown handstamps
- 1839, 1868 newspaper wrappers (no charge) between the Island and U K
- November–December 1839 duodeuple rate with very complicated rating resulting from change in charges in that year
- 1844 to U K with penny red added
- 1847, 55 to France

Mail between U S and P E I

- 1840s–70s
- short-lived (1868–71) 4 d rate

Mail between B N A and P E I

- early (1814, 21) to and from Canada
- (1824 on) to and from N S & N B
- incoming from N S with 2 d Island rate added (1835, 46)
- incoming shipletter (1837) from N B
- very early envelope (1837) from N S
- to and from Newfoundland (1843, 59)

Domestic mail

- inland military circular (1816)
- multiple rates

Postmarks, ratemarks, instructional

- PAID double broken circles, also with it removed
- U S-style, Montague Bridge, Wood Islands, Prince Town Road, . . .
- unique 19th century ms, Nine Mile Creek
- 2 rate handstamps, Summerside, St Eleanors (three known), Charlottetown, Summerside (unique)
- script *too late* Charlottetown

Miscellaneous

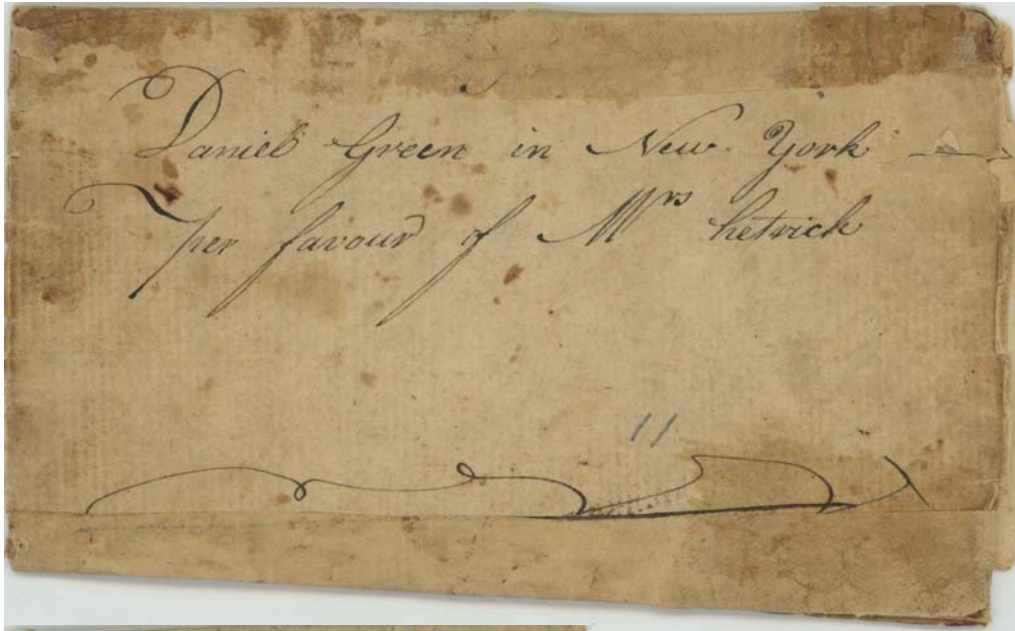
- consignees letters (1834, 41, 43)
- Dead Letter Office returned letter wrapper (1858), one of two known

Money and registered letters

- two of the four known P E I money letters
- pre-stamp registered letters (1855, 56)
- stamped registered letters (1867, 68, 71) including one from the short rated period in 1871.
- unique **registration wrapper** (1857).

Post-Revolutionary War to British Colonies

The Treaty of Paris 1783 settled the Revolutionary War, but mail to (or other communication with) British colonies in North America was not permitted until the Jay Treaty (1795). So mail had to be carried privately. Here are three letters in this period to the Green family, founders of Green Shore, which eventually became Summerside in P.E.I. Contents of the letters over the next few pages.



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

Philadelphia March 16th 1782



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



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

Portsmouth Jan^y 9th 1785

Contents of the letters

Philadelphia March ^{the} 16 1783

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

Believe me to be your tender and
Affectionate Father

George Cat

Yours when you write
to Direct to Mr Betrick

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

Contents of the letters

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

I take this opportunity of writing to you I should
be glad to see you if there is a thing I could do for you
if you could thought though you wold have it Don't wold Do it
for you any Brother ^{Joseph} has paid William green for his Bond in town
times is very trouble some and taxes very high
From Thy friend
Robert Cooper
I take this
I staled this day

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

Portsmouth Jan^y 9th 1785.

Sir

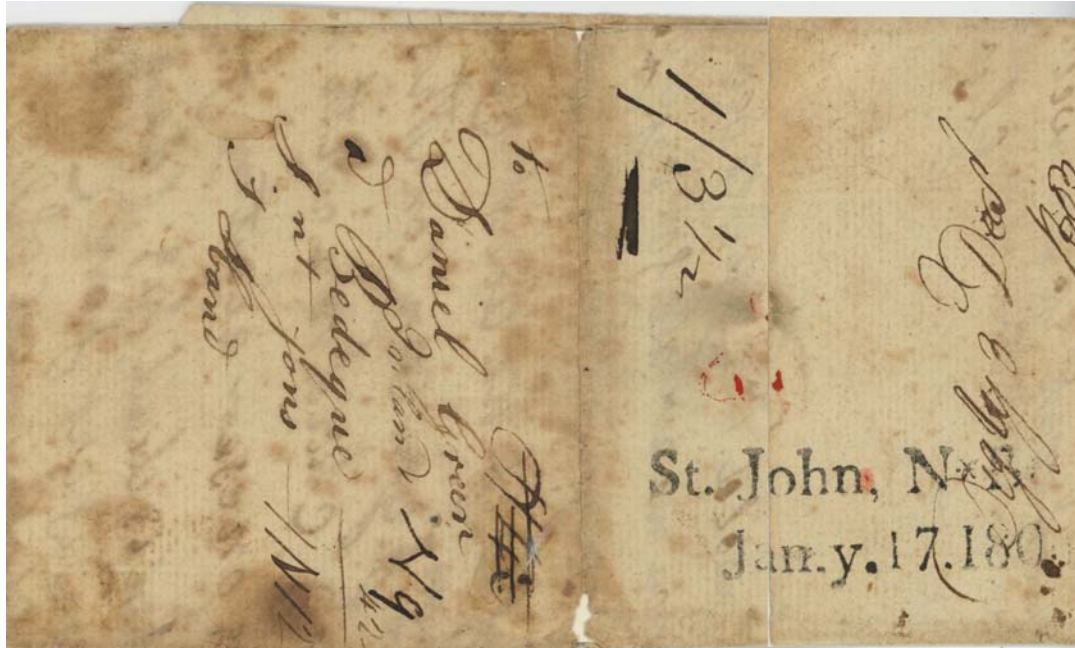
Thus to Inform you that we are all
In Good Health at present hoping you &
your family enjoye the same Blessing. I
Wrote last February to you by one Warner
~~but~~ and was in hope of receiving a line at
his return but never did. I attribute it to his
Neglect in not delivering my letter now being
Certain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

Israel Oat

Green family correspondence

And here are a few more to Daniel Green, this time well after postal communication had been re-established with the U.S. He was a UEL from Philadelphia, making his way via New York (1783) and New Brunswick (1784) to Bedeque (by 1803) on the Island. The Green family founded what was later called Summerside (originally, Green's Shore), near Bedeque.

Although the name change to Prince Edward Island had taken place in 1799, it was still commonly referred to as St John's Island, as is the case here.



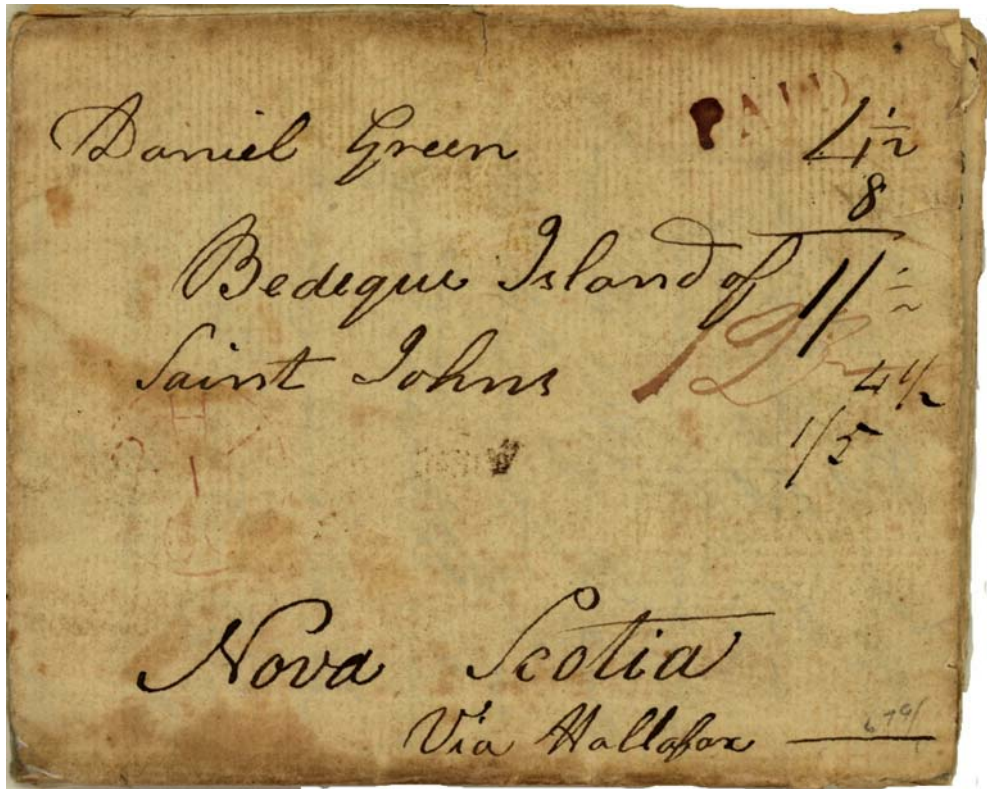
Manuscript *Digby 3 Decr 1803* (NS); at most three other examples known, all 1823–24.

St. John, N*B straightline
Jan.y. 17.1803 1795–1820

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

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

From a sister-in-law in *Grand Passage*, 20 November 1803. *Grand Passage* (Nova Scotia) is the name of the strait separating Brier's Island from Long Island in the Bay of Fundy. Ten days to Digby, and six weeks to Saint John in the difficult winter season.



Philadelphia to Bedeque, 1805. Faint red **PHI** circle (left). Rated **PAID 12½¢** for 150–400 miles to New York, then collect $4\frac{1}{2}$ d cy New York to Halifax port to port rate (4 d stg), and the by then standard 8 d cy Halifax to Charlottetown. There is an additional $4\frac{1}{2}$ d cy charged, but it is unclear why.

NS—PEI 1816, Green correspondence

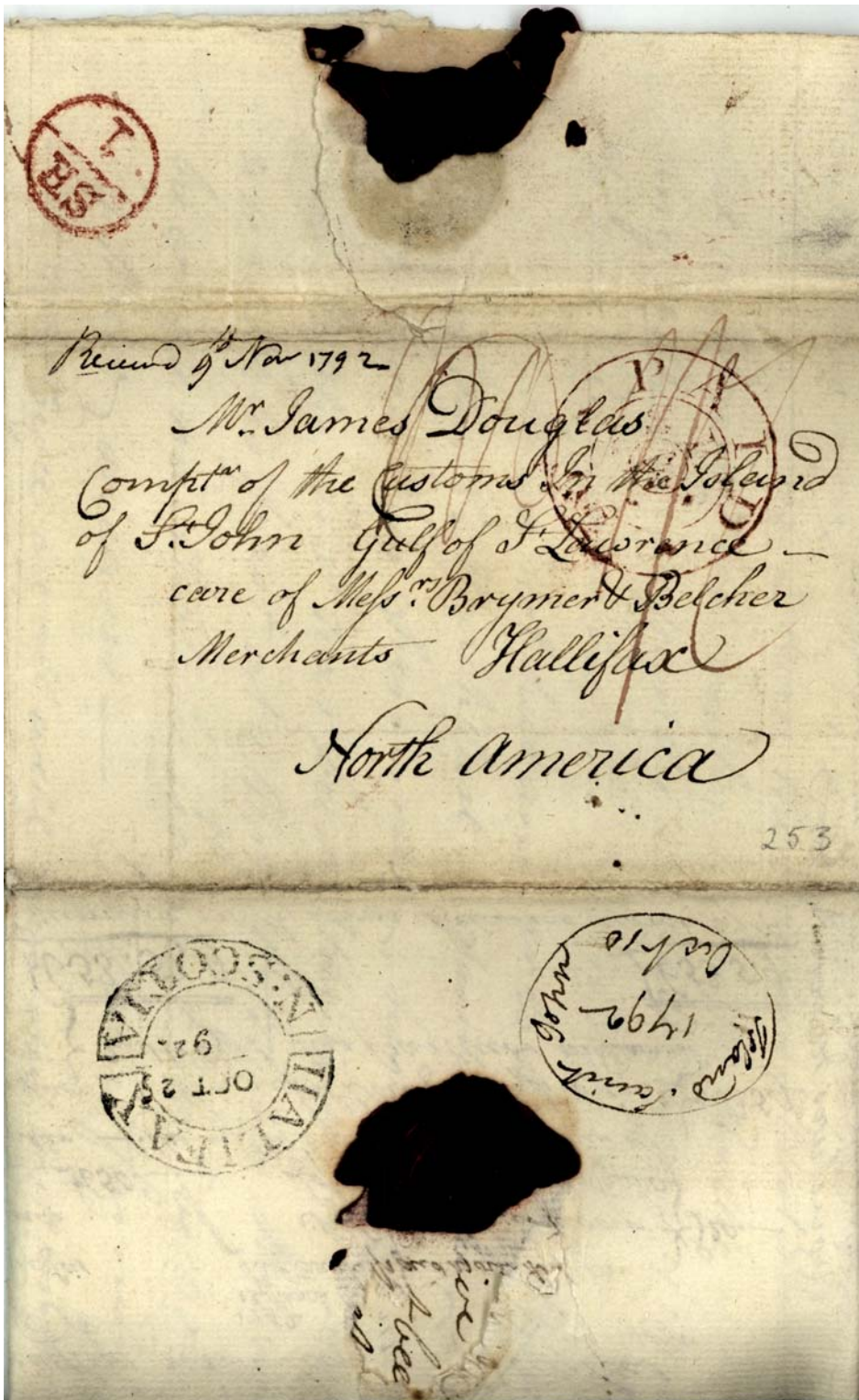


Halifax—Bedeque, 1816. Rated 8 d collect, Halifax to Charlottetown; no carriage within the Island was available. Better than average strike of early Prince Edwards Island dater (and the Halifax four blobs—1814—45—is clearer than usual). [read the letter](#)

St John's Island, 1792

... or Island Saint John, or Saint John Island, as the Island was known (a direct translation from *Isle St Jean*, its name under the *Ancien Régime*), until 1799. It was separated from Nova Scotia in 1769. In 1767, it was divided into lots, assigned to absentee landlords in Britain. This retarded economic development until P E I joined Confederation 1 July 1873.

The earliest cover in private hands is dated 1790.



Ms postmark *Island Saint John*. At upper left is the notation *Received 9th Nov 1792*, so it apparently took a month to destination after it arrived at Charlottetown.

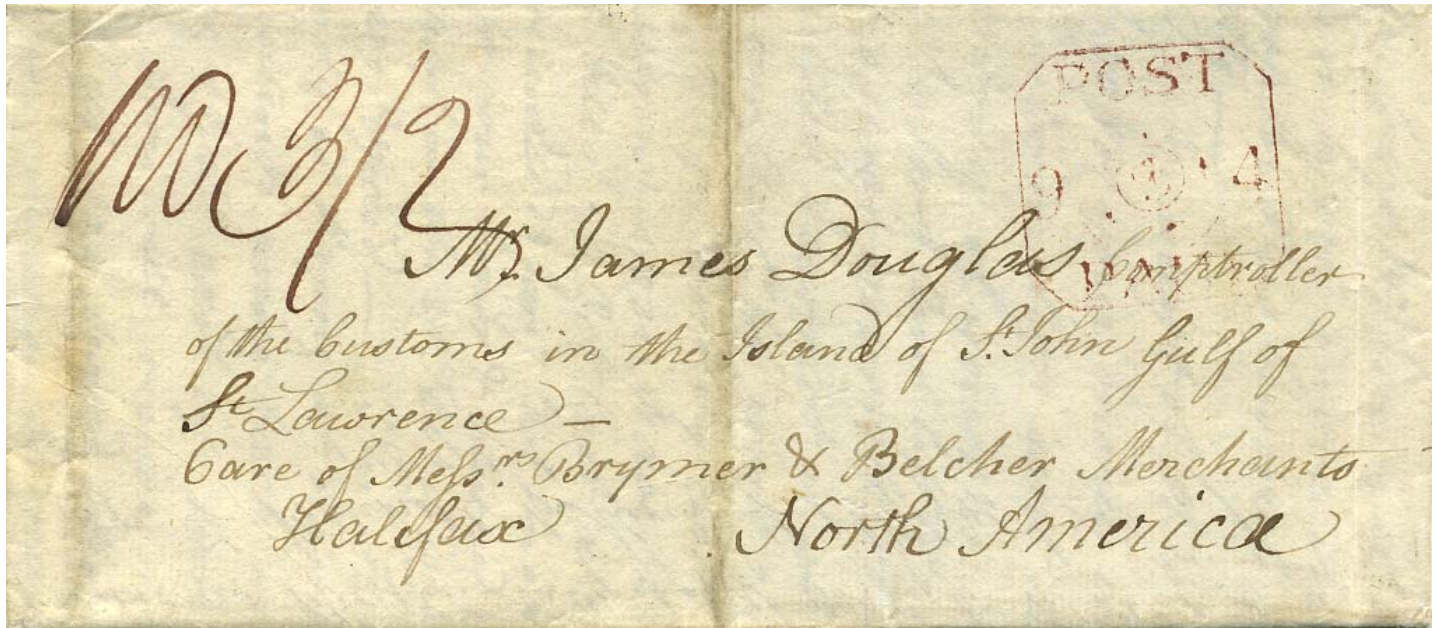
Only known eighteenth century postmark of the Island.

Edinburgh to Charlottetown via Halifax, 1 September 1792. Addressed to the comptroller of customs (in Charlottetown) from an absentee landlord, and concerns settlement. Prepaid *INO* and *IN7*; the former is the packet rate, and the latter is the combined Edinburgh–London–Falmouth rate (mail went through London at this time).

Edinburgh Bishop mark **SR 1**, Halifax fancy double circle (1788–96), and Island Saint John ms.

Scotland to PEI, 1790s

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



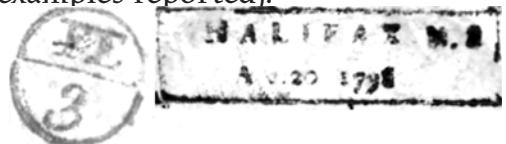
Edinburgh–Halifax or PEI, 1794. Rated prepaid Pd 3/2 stg, double 1/- packet & 7d Edinburgh–London. Experimental truncated square POST PAID London datestamp, used April–July 1794 only.



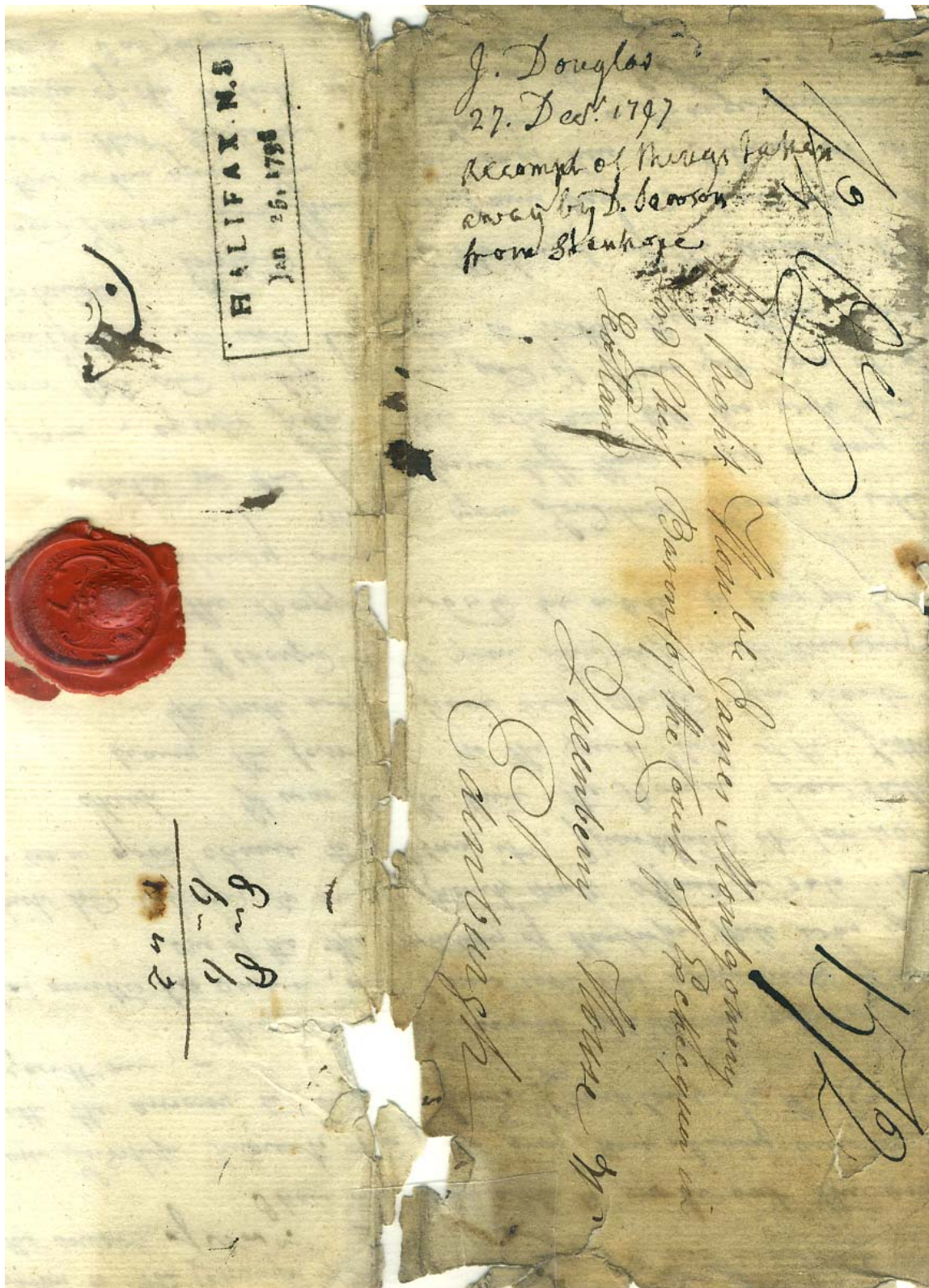
Edinburgh to PEI, via Halifax, 1798. Rated prepaid Pd 4/4, double combined (1/- packet from Falmouth & internal rate for *direct* mail Edinburgh–Falmouth (1/2); charged 3½, made up of 1d cy delivery fee to the port of Halifax, and internal BNA ship letter fee (2d stg = 2½d cy); seldom seen to PEI.

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

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



Prince Edward Island to Scotland, 1797



PEI to Edinburgh via Halifax, septuple rate, 1797–98. Rated $1\frac{3}{4}$ oz (seven times single letter packet rate), and $15\frac{1}{2}$ stg charged. The rate was evidently made up as $7 \times 2\frac{1}{2}$; packet charge was 1/–, the Falmouth to Edinburgh internal rate was 1/2. According to contents, letter was carried from PEI to Halifax by *two young men*, hence no internal BNA charge.

Until 1799, PEI was known as Isle St Jean. Boxed HALIFAX straightline (known 1797–99; five or fewer examples known).

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

PEI to Scotland, 1803



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

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

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

PEI–Scotland, 1803



Charlottetown–Edinburgh, 1803. Originally rated 5/6 d collect, replaced by 6/6 stg, triple 2/2: packet Halifax–Falmouth, 1/–, plus inland charge Falmouth to Edinburgh (a bit more than 540 miles, 1/2).

Standard HALIFAX straightline, in use 1799–1803 and 1807–11.

Charlottetown #9 5 Jan'y 1803

The difficult winter crossing from PEI to Halifax took over a month. Then an additional two and a half months for the Halifax packet to London, and three more days to Edinburgh.

PEI–Scotland via POW Transport Office, 1809



Charlottetown Town 20th Dec. 1809

Charlottetown–Kirkaldy (Scotland), 1809–10. *Per the Two Brothers, Capt Hunter* (?); this ship was probably taken by the French, and then recaptured by the British, its crew freed and brought to London, where the Transport Office handstamp was applied.

Red dated circle postmark is that of Edinburgh GPO. Distance by road, Edinburgh–Kirkaldy is about 30 miles, rated (1805–12) 5 d collect, and thus carried privately to Edinburgh. Originally rated 6 or 4.

CROWN TRANSPORT OFFICE PRISONERS OF WAR, known 1803–12 during the Napoleonic and Peninsular Wars, usually on prisoner of war mail. This is POW mail in the sense that the freed crewmen of the seized ship had been taken as prisoners of war by the French.
most of this explanation is from [HW].





Prince Edward Island–Alnwick (Northumberland, UK), ship letter, 1810. Probably carried to Halifax. Initially rated collect *IN*; struck through and replaced by *IN2*. Presumably, Deal–London–Alnwick was 301–400 miles (1/1), to which 1 d incoming ship letter fee was added.

DEAL Ship Letter crown, Robertson s-7, known 1800–14.

Island Prince Edward
Gulph of St. Lawrence North
America 28th May 1810

PEI-UK, 1810

15 May 1810
 Bowed by with
 Panoflat 13

Robt. Thorpe Esqr. Junr.
 Alnwick
 Northumberland



PEI-Alnwick (Northumberland, UK), 15 May 1810. Reached Halifax on the 21st. Charged at 1 oz (quadruple packet rate); originally rated collect 8/- stg, quadruple 2/-, but this was struck through and the cover rerated 9/4 stg, quadruple 2/4, made up from packet rate 1/1 (1805-12) plus 1/3 mileage, Falmouth-Alnwick; modern road mileage is just over 500 miles, which would justify only 1/2.

Prince Edward Island
 Gulph of St. Laurent
 North America
 15th May 1810

Yours dated 26th Aug^r 1809 I rec^d. 22^d
 Will^{ms} enclosed is my power of Att^y to you
 and I trust you will do what is right
 the Mansion House I do not wish to let
 as I intend for England as soon as I can settle
 Affairs here - You will please instruct
 Mr. John Landilands to keep office in the
 House at Emberton - I have not time to
 write to any of my friends as the Mail
 is closing - Therefore I write thank you
 to inform my Niece Miss Margaret Hood
 of this also Mr. John Landilands -

I shall perhaps have occasion to draw
 on you as I am pretty deep in the Lumber
 Trade I am Sir your most oblig^d Serv^t
 B. My^r 1810

PEI to England, 1816

Different rate schemes on covers carried on the same ship!



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

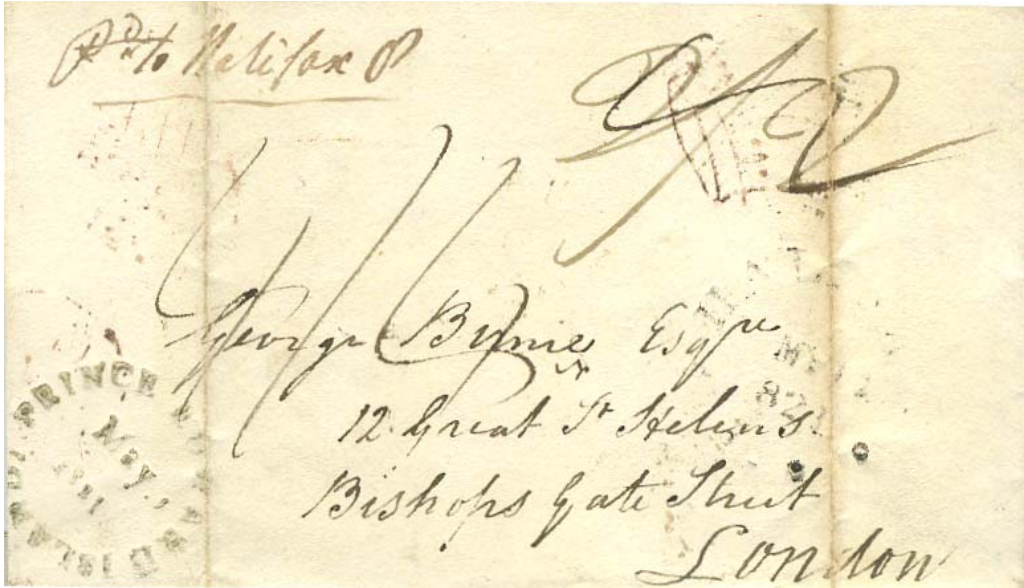
Earlier (bottom) rated $4\frac{1}{2} + 7\frac{1}{2}$ (C–P, P–H); this was converted to 10 d sterling and added to the now firm $2\frac{1}{2}$ packet rate to London, making $3/-$. This was struck though and the $11\frac{1}{2}$ d cy was erroneously treated as sterling, making the final amount due, $3\frac{1}{2}$.

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

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

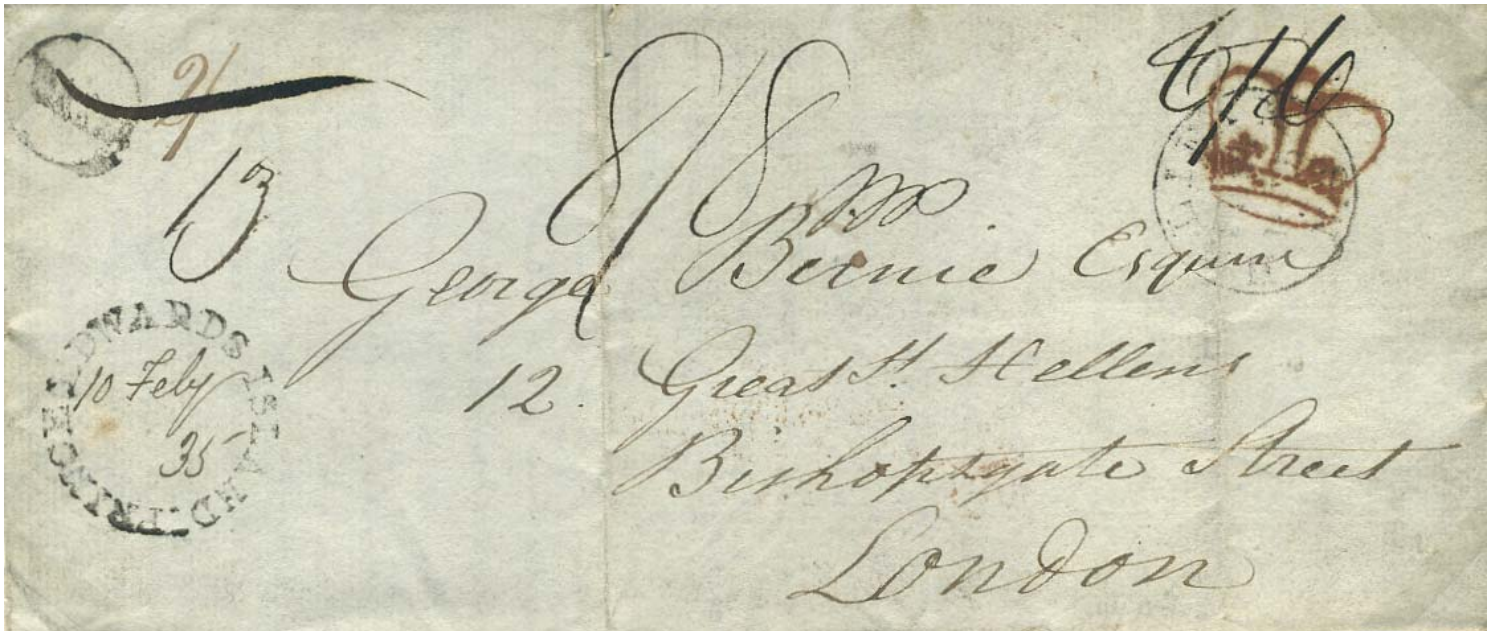
Rerated, PEI to England

Large crowns (usually in red) were used in UK to strike through a rate mark, in order to replace it with a correction. On the examples below, an additional sheet or weight was charged. Two different crowns.



Charlottetown–London, single to double, 1821. Rated *pd to Halifax* 8 d cy (compulsory prepayment), then charged single Falmouth packet and Falmouth–London, 2/2. Cancelled by red crown and replaced by double rate, 4/4. Likely due to an enclosure being detected.

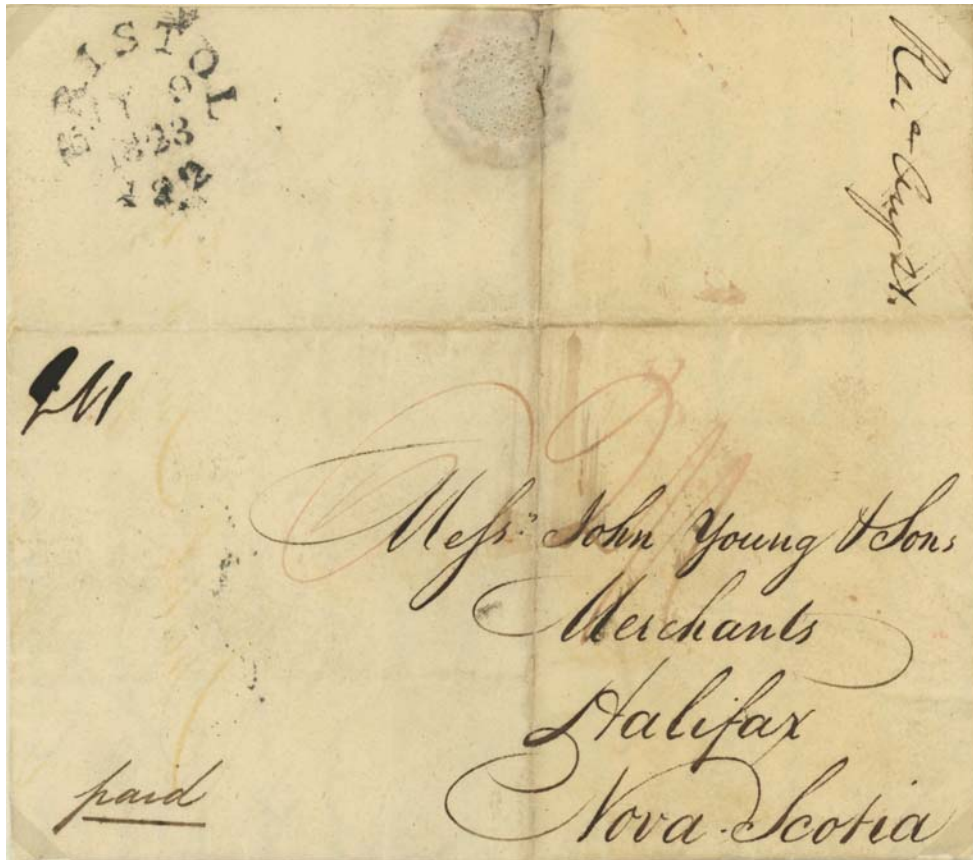
Unusually clear strike of PRINCE EDWARD ISLAND circular datestamp (1814–28, used at Charlottetown), and faint Halifax four blobs dater. Carried on the packet *Lord Hobart*, departed 21 May.



Charlottetown–London, triple to quadruple, 1835. Rated PAID 2/-, triple the 8d cy single letter rate to Halifax; indicates that it contained two enclosures, and charged 6/6 stg, triple the 2/2 single letter rate. Then marked 1 oz, requiring quadruple rate, so the crown (differing from that above) was applied to the 6/6, and 8/8 was charged.

Early use of double broken circle PRINCE EDWARDS ISLAND (known 1835–42), and faint very common Halifax circle; London receiver.

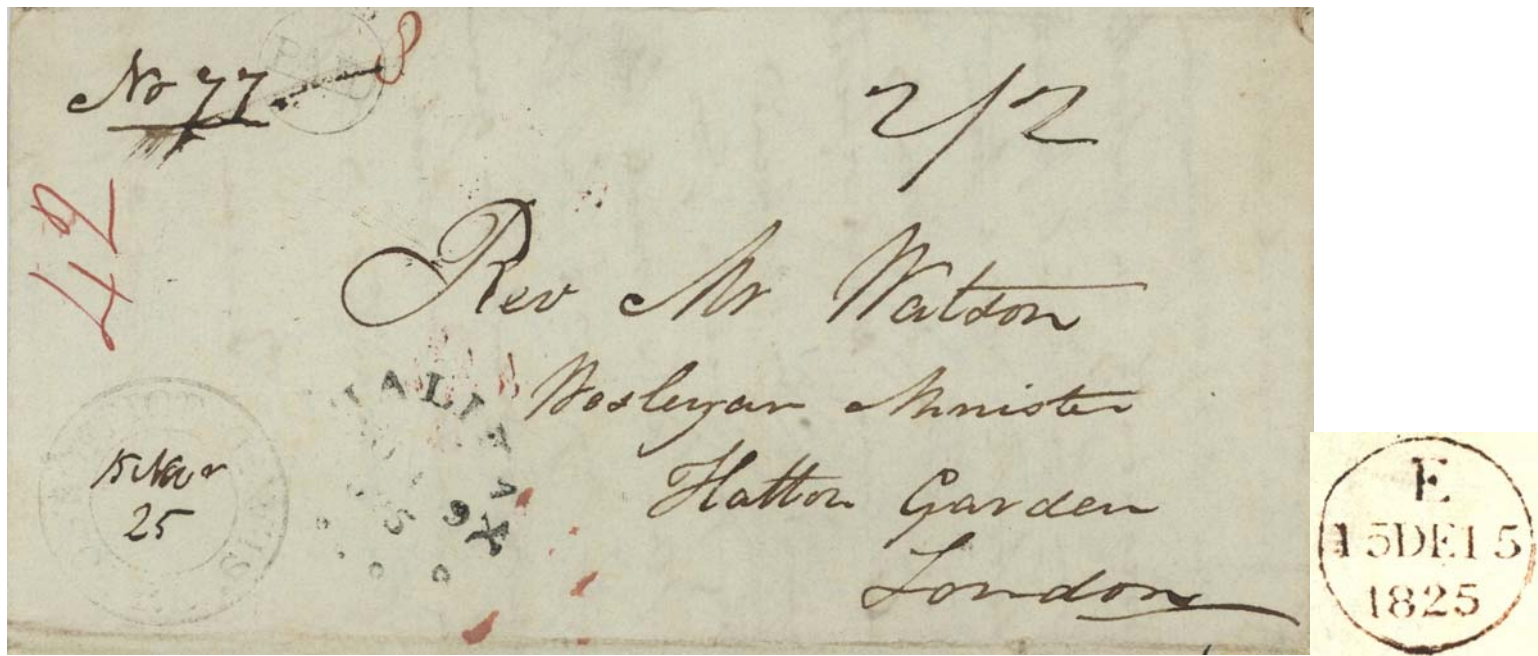
UK–Nova Scotia, 1823



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

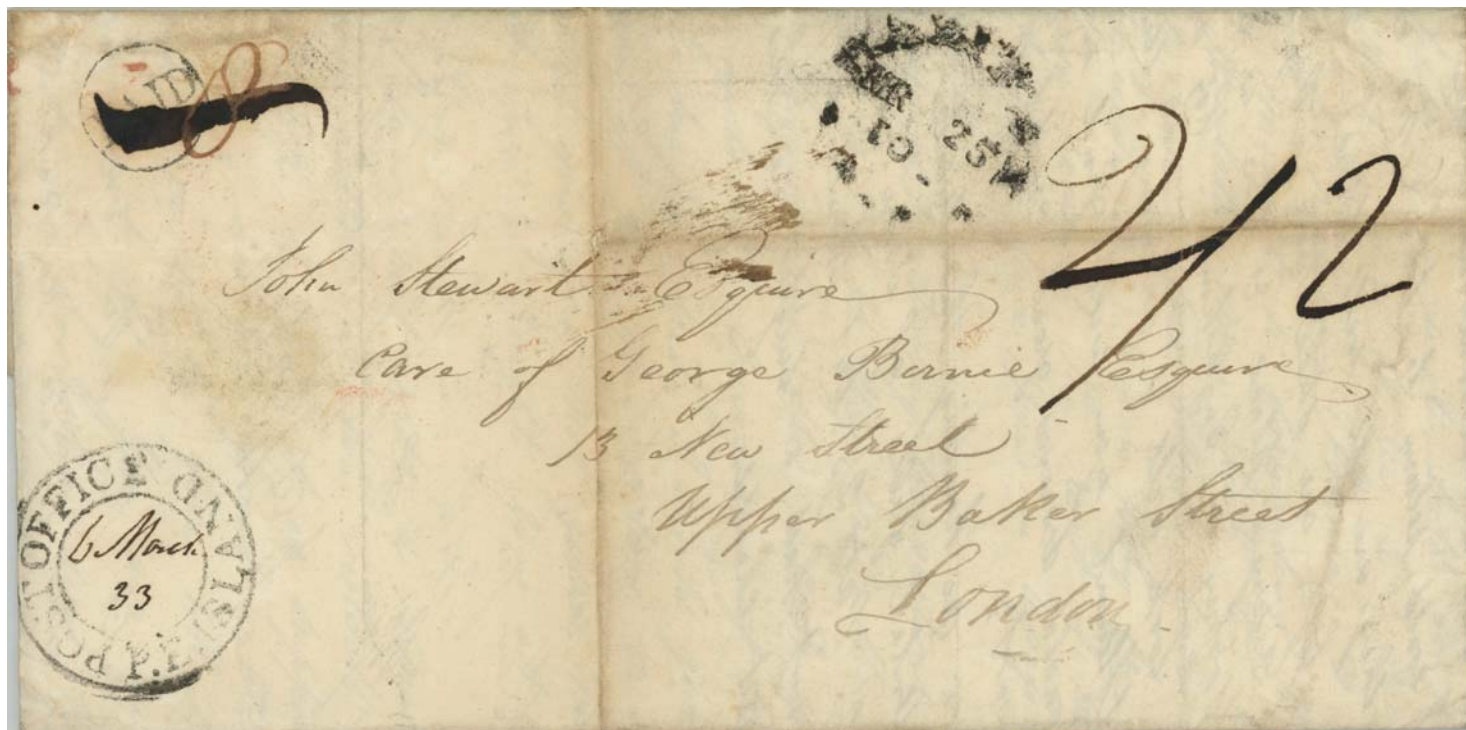
The contents refer to grants in P E I:

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



Charlottetown–London, 1825. Rated PAID 8 d cy PEI–Halifax. Then charged 2/2 stg, made up of 1/– packet rate, plus 1/2 internal Falmouth–London.

Double circle P. E. ISLAND POST OFFICE, known 1825–38. HALIFAX four blobs, known 1814–45.



Charlottetown–London by packet, 1833. Rated PAID 8 cy, PEI–Halifax (prepayment required to Halifax on packet letters); then charged packet rate to London, 2/2 stg. A letter giving the absentee landlords' case, ... tenants resisting landlords by every violent means ...

P.E. ISLAND POST OFFICE double circle, known 1825–38.

UK-PEI, 1837



London-PEI, 1837. Rated collect 2/2 stg to Halifax (11 d London-Falmouth plus 1/3 packet); this converted to Pakt 2/5 cy, to which 8 d, Halifax-PEI, was added. Inspector's star.

PEI-UK shipletter, 1837



Charlottetown-London, 1837. Rated collect 1/5 stg, made up from 8d incoming ship letter fee and 9d Romney-London.

ROMNEY SHIP LETTER (Robertson s3), known 1817-39.

Charlotte Town & Prince Edward
Island
Nov. 18th - 1837.

Freeish mail

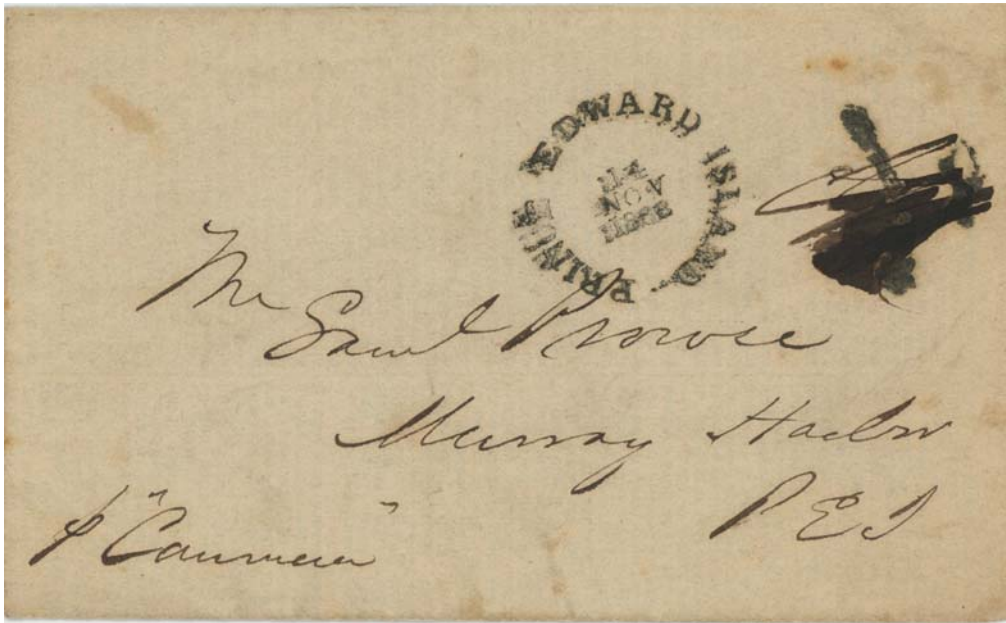
Newspapers (published in P E I) addressed to U K required no postage.



Newspaper wrapper, P E I—Exmouth—London, 1839.

Rated 0d! No postage was required on newspapers from P E I to either U K or Canada. Complete wrapper.

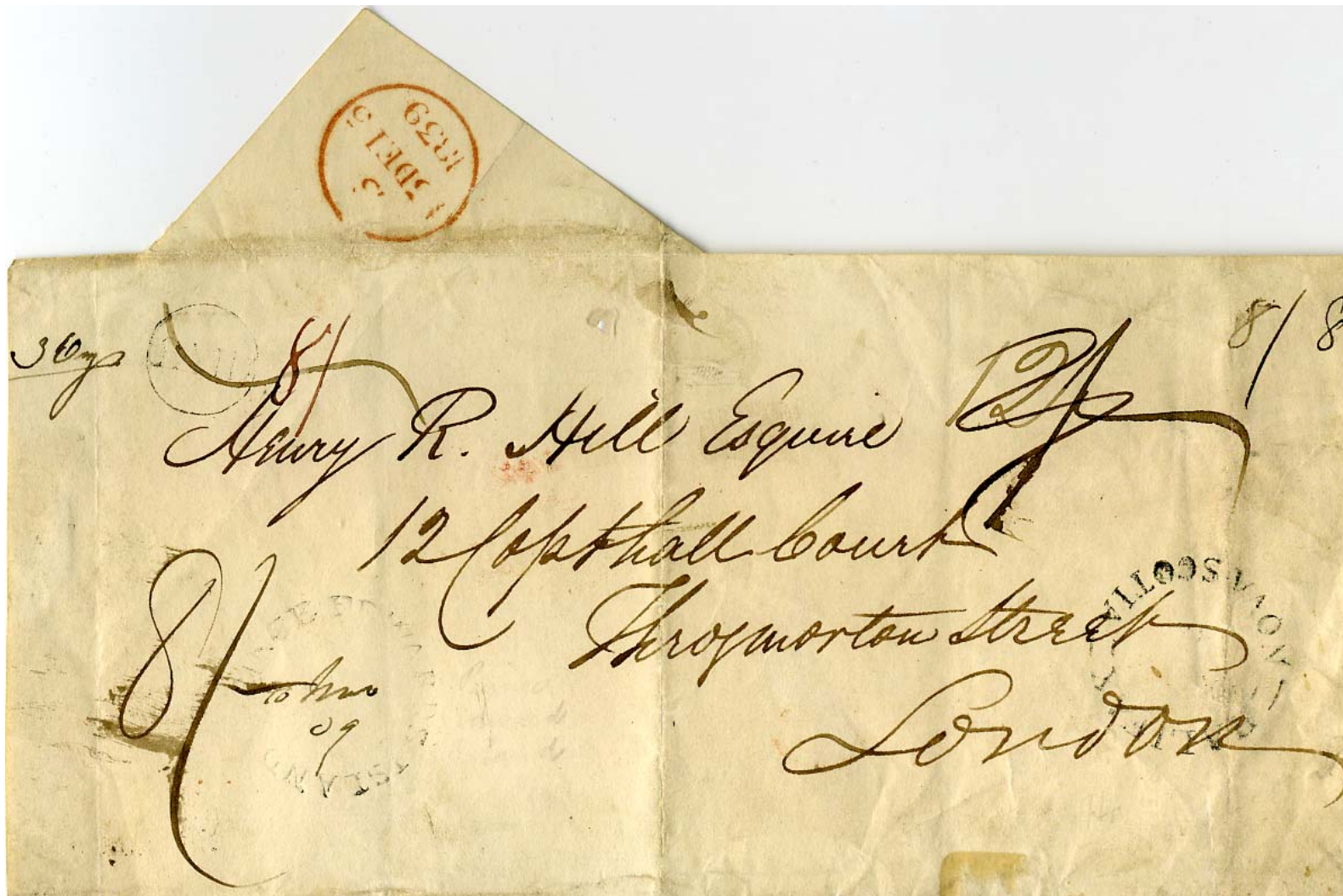
With ms-dated Prince Edwards Island double broken circle on front and dated double broken circle Exmouth on reverse. Originally sent to Exmouth, then readdressed to London (no additional charge for redirection, a special feature of newspapers).



U K (?)—*Murray Harbour*, 1868. Initially rated 4d (in use in Newfoundland and U K, the latter revivals of the temporary 4d 1839 ratestamp). This is a wrapper, and there was no postage charged on newspapers from U K to P E I. So this possibly represents the latter.

Prince Edward Island to England shipletter, 1839

In the period before the inland BNA rate on letters to UK was 2d per weight and after the latter was free.



Multiple, partially prepaid, Charlottetown–London, November–December 1839.

The original payment of 8/ (at Charlottetown) represents the rate in Halifax currency for PEI to Halifax at 8d per quarter ounce. Prepayment of this portion of the rate was compulsory on letters through Halifax. The struck through 12/ refers to 1/- per quarter ounce packet rate, Halifax–UK. However, as a ship letter, it would have been charged 8d stg per quarter ounce, which accounts for the 8/- due.

Carried on Black Ball ship *New York* to Liverpool, arrived 14 December 1839 (postmarked on 15th, a Sunday, so not handled at London until Monday).

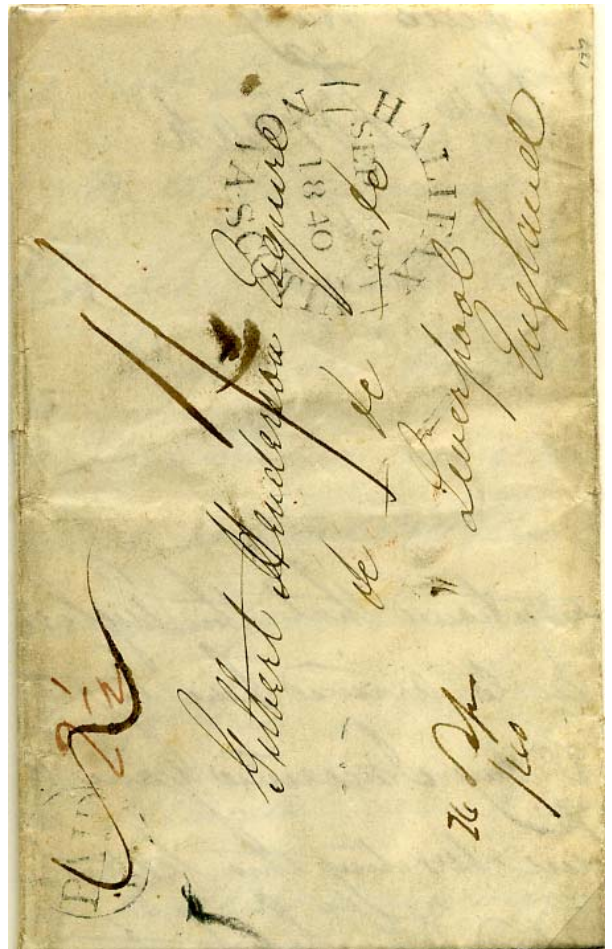
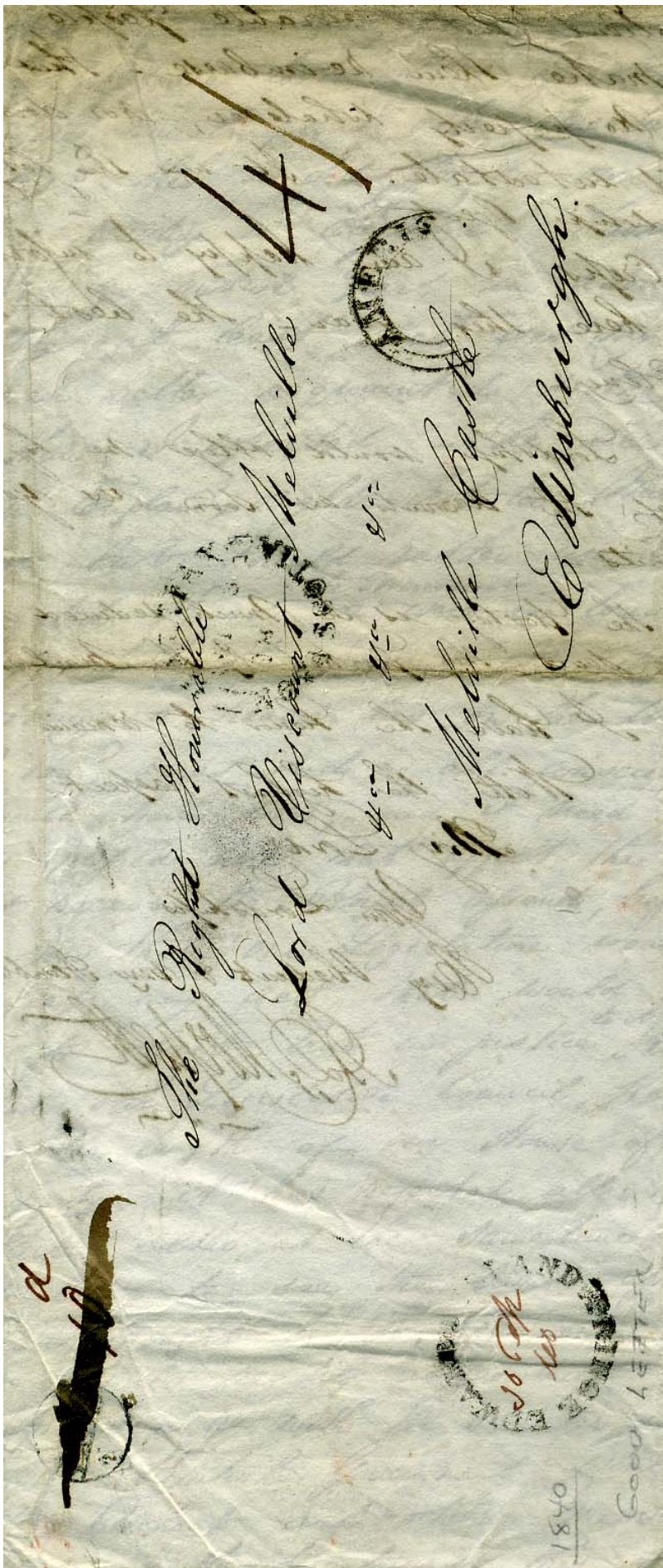
Standard (faint) PRINCE EDWARDS ISLAND large circular datestamp, Halifax double broken circle, and London receiver.

PEI to UK, 1840

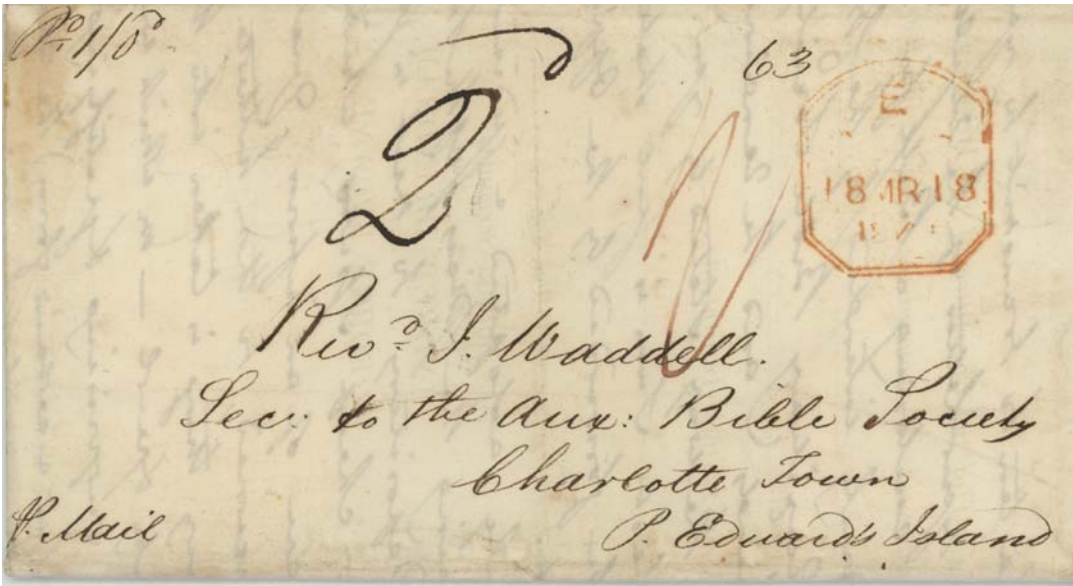
Quadruple & single rates, 1840. Rated prepaid 2½d cy internal B N A to Halifax (prepayment required) for forwarding by packet, and collect 1/- stg packet rate.

At left, circular AMERICA. L applied at Liverpool (Robertson P1, 1840-41).

Concerns Island politics and contains annual account of a land agent, addressed to one of the absentee landlords plugging PEI.



UK-PEI



London-Charlottetown, 1841. Rated paid 1/- stg, British packet rate to Halifax; charged 2^d d stg for the transmission of British packet to anywhere in BNA from Halifax. (Use of sterling here—it would normally have been 2½ d cy—is likely because PEI's currency was devalued even with respect to currency in the rest of BNA.)

Bible Society's House,
 Earl Street, Blackfriars,
 London, March 17 1841

SIR,

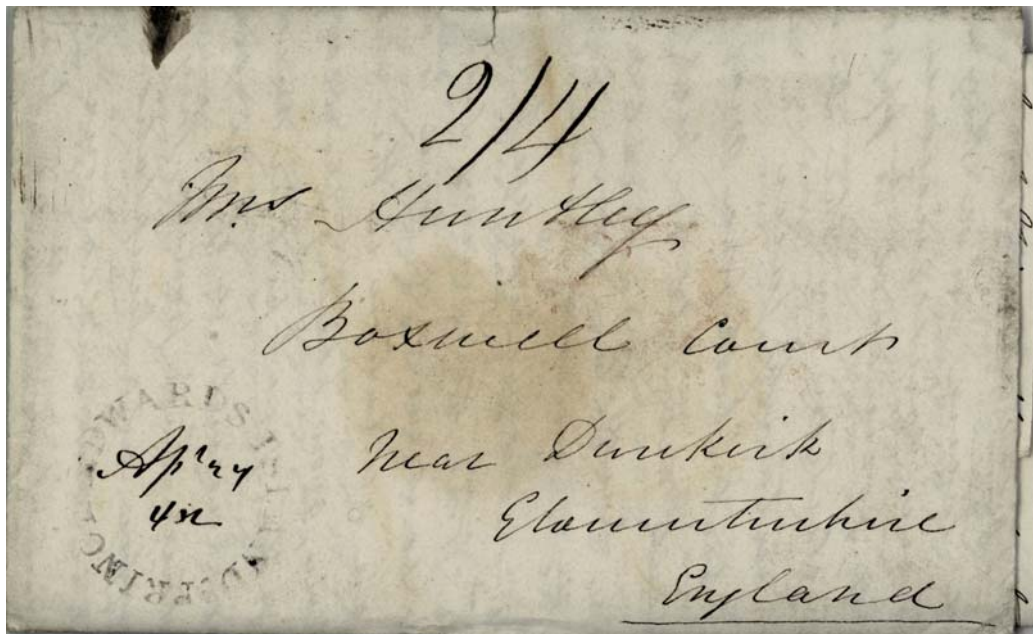
On behalf of the Committee of the British and Foreign Bible Society, we are instructed to communicate Thanks for the Sum of Twenty one Pounds being a Free Contribution from the Prince Edward Island Auxiliary Society, to the Funds of their Institution. with 9/- sent in L. 7/6

We have the honour to be, Sir,

Your faithful Servants,

ANDREW BRANDRAM, } Secretaries.
 GEORGE BROWNE, }

*57.0.0 Rev
 P. E. I. S. of*



Charlottetown–Boxwell Court (near Dunkirk), 1842. Rated collect double 1/2 packet rate to UK from interior BNA. The letter is so long that a second sheet had to be added.

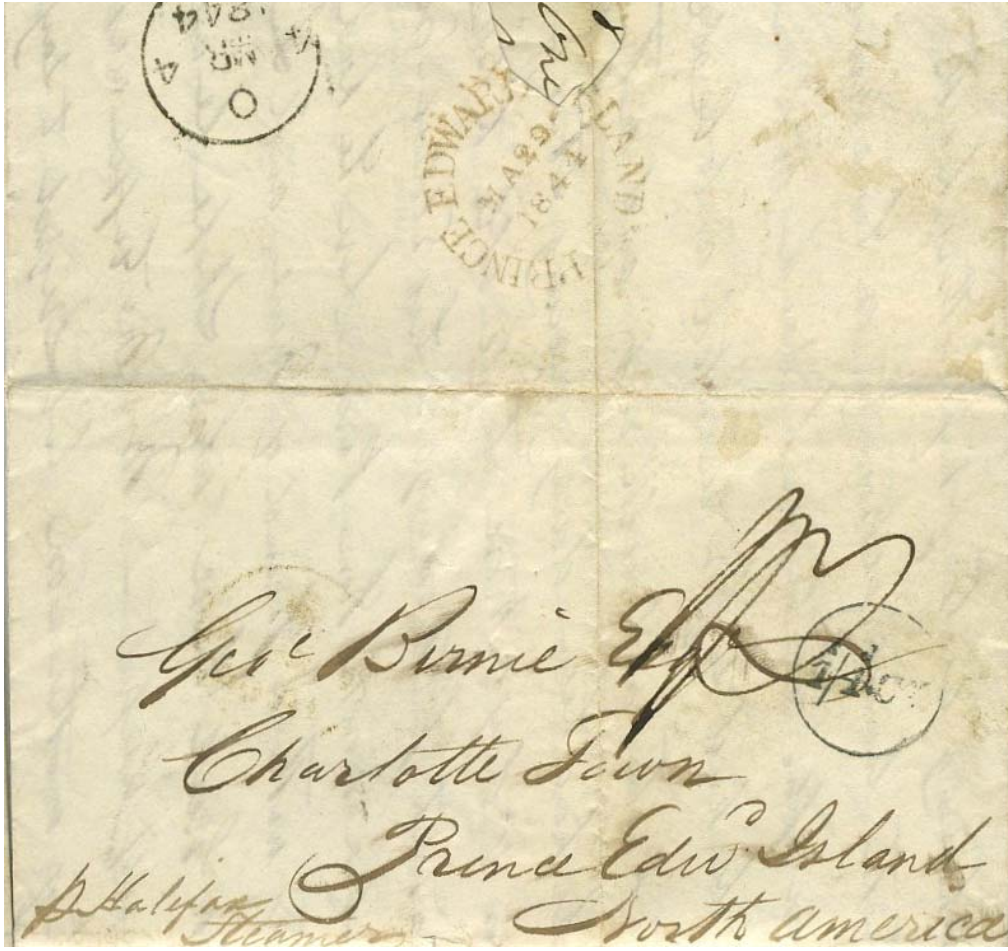
Mailed from Government House, this is written by Sir Henry Vere Huntley (apparently to his sister-in-law, if her name is Mary; his wife's name was Anne), Lieutenant-Governor of PEI (1841–7). He was controversial as Lt-Governor, initially supporting the absentee landlords, then the reformers. After his single term, he was later briefly jailed (for debts).



Charlottetown–London, forwarded to Bristol, 1844. Rated collect 1/2 stg, packet rate from interior of BNA. Forwarding paid by penny red, struck with London #8 Maltese cross.

Some doubt has been expressed as to whether the penny red belongs. The cover was forwarded from London to Bristol, and there was a one penny charge (for each forwarding). The London recipient presumably paid for the forwarding, so a penny red could have been applied (if it had been forwarded unpaid, there would have been be a 1 rate marking marking). The Maltese cross is known to be of a London office, so this scenario is at least plausible. Unfortunately, it does not seem to be verifiable.

England-PEI, 1844



London-Charlottetown, 1844. Rated collect 1/2 stg packet rate from U K to interior B N A; handstamp encircled 1s/4d Cy (probably applied at Halifax), equivalent due in Halifax currency.

PEI-England, 1851



Charlottetown-Rugby, October 1851 (anomalous rate). Rated paid 1/- stg packet, missing the 2 d additional postage for internal BNA. Duplicate

England–PEI, early 1850s



London–Charlottetown, before postage claimed, February 1851. Rated paid by stamps 1/2 stg (packet plus internal BNA). PEI did not assume control over its post office until later in the year.

London circle dater, numeral 4 in grid (Hampstead); Liverpool L lozenge (usual M28). Prince Edward Island (Charlottetown) double broken circle.



Truro (England)–Charlottetown, 1853. Rated as above, with 2 d stg claimed, applied Liverpool.

Red double broken circle Truro (on reverse); stamps tied by numeral 814 (Truro) in grid, Liverpool L lozenge. Initial PEI datestamp on reverse, 19 April, red crayon ms at left *not here*, and finally picked up, according to the PEI datestamp on the front, 30 May (almost six weeks in the post office).

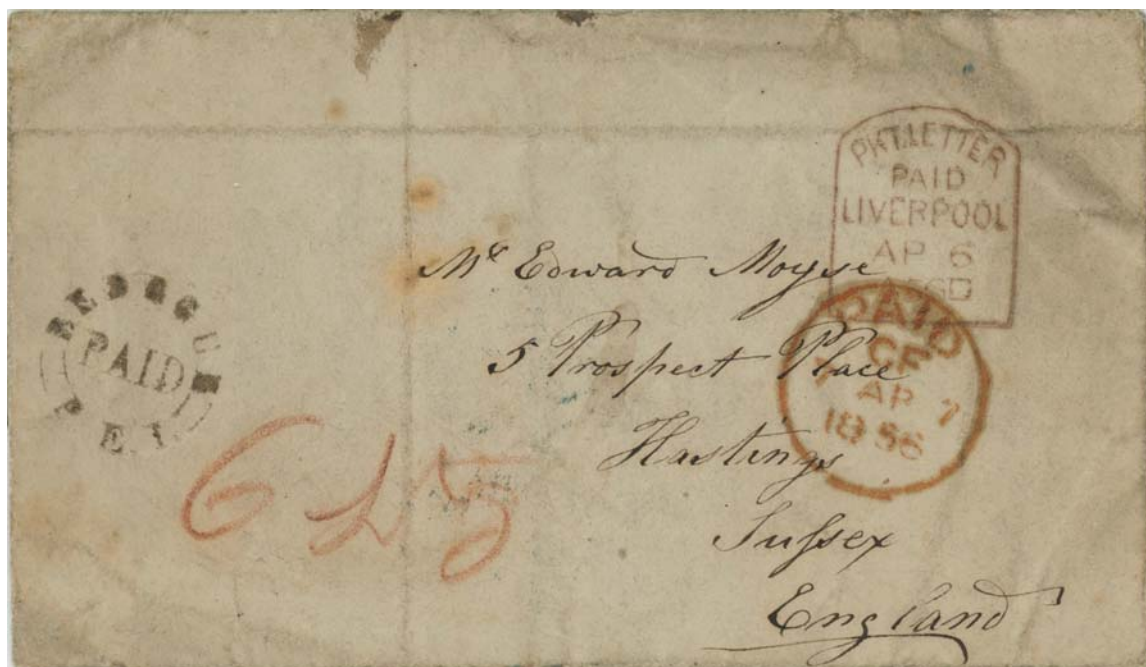
PEI to UK (prepaid), mid-1850s



Charlottetown–Marlborough (Wiltshire), 1855. Rated paid 6d stg, single rate British packet. PEI currency was devalued with respect to Halifax currency, so sterling was used to avoid confusion.

Red paid Charlotte-Town circular date stamp, at one time thought to be scarce, no longer. Liverpool paid tombstone and London receiver; on reverse, Marlborough dater.

Rebus-based sealing wafers were manufactured in the U.S., and are occasionally seen on covers from there. But I've never seen one used in BNA.



Bedeque (PEI)–Hastings (Sussex), 1856. Rated paid 6 Stg via British packet from Halifax.

Double broken circle BEDEQUE P. E. I. PAID, fewer than five examples reported.



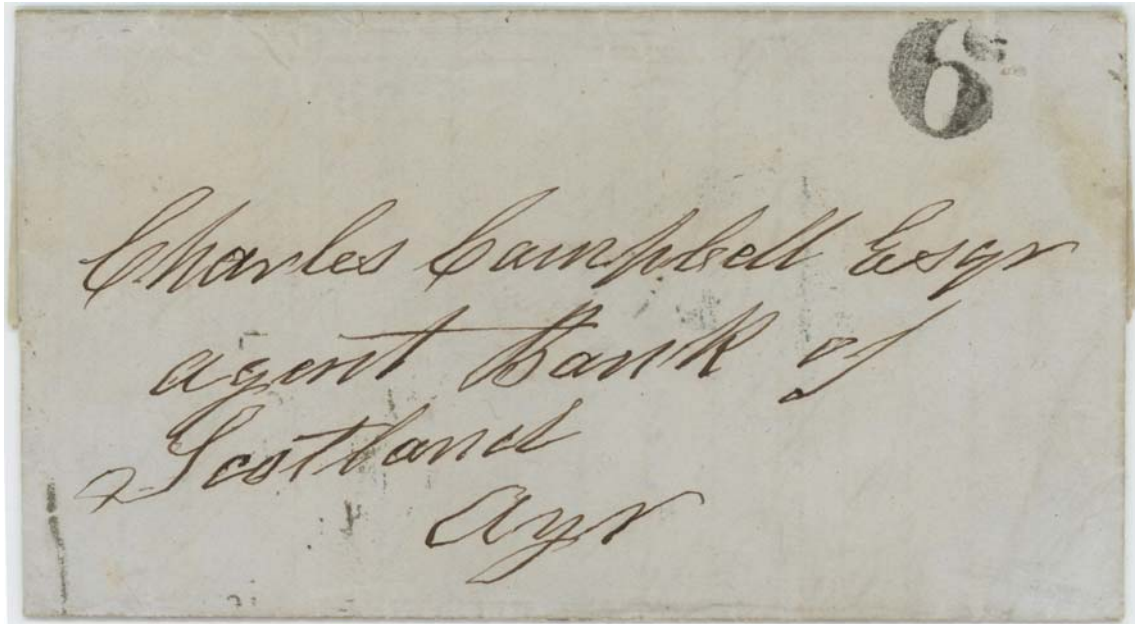
LET ALL HEARTS BE OPEN.→



PEI–UK and vice versa using same ratestamp, 1857

PEI used a bold single 6 or 9 ratestamp for two purposes. If on a packet letter to UK via Halifax, it was used as a 6, to denote the rate in sterling. If on an incoming packet letter from UK via Halifax, it was used as a 9 to denote the rate in PEI currency (which was 50% devalued with respect to sterling, much more than Halifax currency). Known 1854–9.

A close examination reveals them to be the same hammer, despite appearances.



Charlottetown–Ayr (Scotland), 1857. Rated 6 d stg collect, packet rate.



London–Charlottetown, 1857. Rated collect 9 d PEI currency, packet. British postal inspector's mark ⊗.

UK-PEI, 1850s



Glasgow-Charlottetown, 1854.

Rated paid 6d stg with stamp, of which 1d stg was claimed by the G.P.O.

Ugly type numeral cancel (159?), Glasgow circle & Glasgow double circle (on reverse—offset is visible), Liverpool blue double broken circle, & oval L (Robertson M27, very common); Prince Edward Island date stamp (Charlottetown).



Exeter-Charlottetown, double rate, collect, showing weak PEI currency, 1858. Rated collect *Stg 1/- Cy 1/6*, double 6d stg, converted to PEI currency, which was considerably weaker than Halifax currency (the usual one). Claims had normally ceased by 1858.

Exeter sideways duplex, small red London broken circle, Liverpool L lozenge, and Prince Edward Island double broken circle receiver.

UK-PEI, stamped



Stonehouse (near Plymouth)—Charlottetown, 1857. Rated 6d by packet, paid by stamp.



Glasgow—Fredericton, Prince Edward Island (!), 1861. Rated 6d.

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

Unpaid packet with fines

UK instituted fines on underpaid mail in 1859



Derry–Charlottetown, showing weak PEI currency 1863. Rated (faint) collect 1/6 Island currency (equivalent to 1/–stg, also to 25¢), made up from 6d packet and 6d fine. Liverpool italic 8 indicates the amount in sterling attributable to the PEI office (3d—half the fine—plus 5d of the 6d packet rate.) The penny red did not count towards the postage, and no credit was given.

Derry duplex with numeral 172; on reverse is Prince Edward Island large circle changeling.



Brighton (UK)—Belfast (PEI), short payment, 1871. Ms Via New York, for which the fee was 4d stg, short payment by 1d. The penalty was 3d, of which the British share was 1½d; for some reason only this was entered, INSUFFICIENTLY PREPAID 2½ (1 + 1½), although the amount due is 4d stg. In PEI, this was equivalent to 6d PEI cy, which was charged.

UK-PEI, 1860s



Manchester-Murray Harbour (PEI), 1864. Stamp paying 6d British or Canadian packet rate. With PEI changing postmark on reverse.



London-Charlottetown, 1866. Rated as above. Postal inspector's  verification mark.

UK-PEI



London-Charlottetown, 1864. British packet rate paid by wing margin 6 d stamp. On reverse, Charlottetown changeling.



Liverpool (UK)-Summerside (PEI), 1871. Canadian packet rate from UK paid by three penny reds. Zevely-type Charlottetown star duplex, and Summerside changeling.

To France, 1847



Charlottetown–Paris, single UK, double French rate, 1847. Rated prepaid $2/10$ stg (at Charlottetown), made up from 2/- (per half-ounce) to France via UK, plus double internal French rate (per 7 g). Encircled *P-D*.

To UK & forwarded to France, 1855

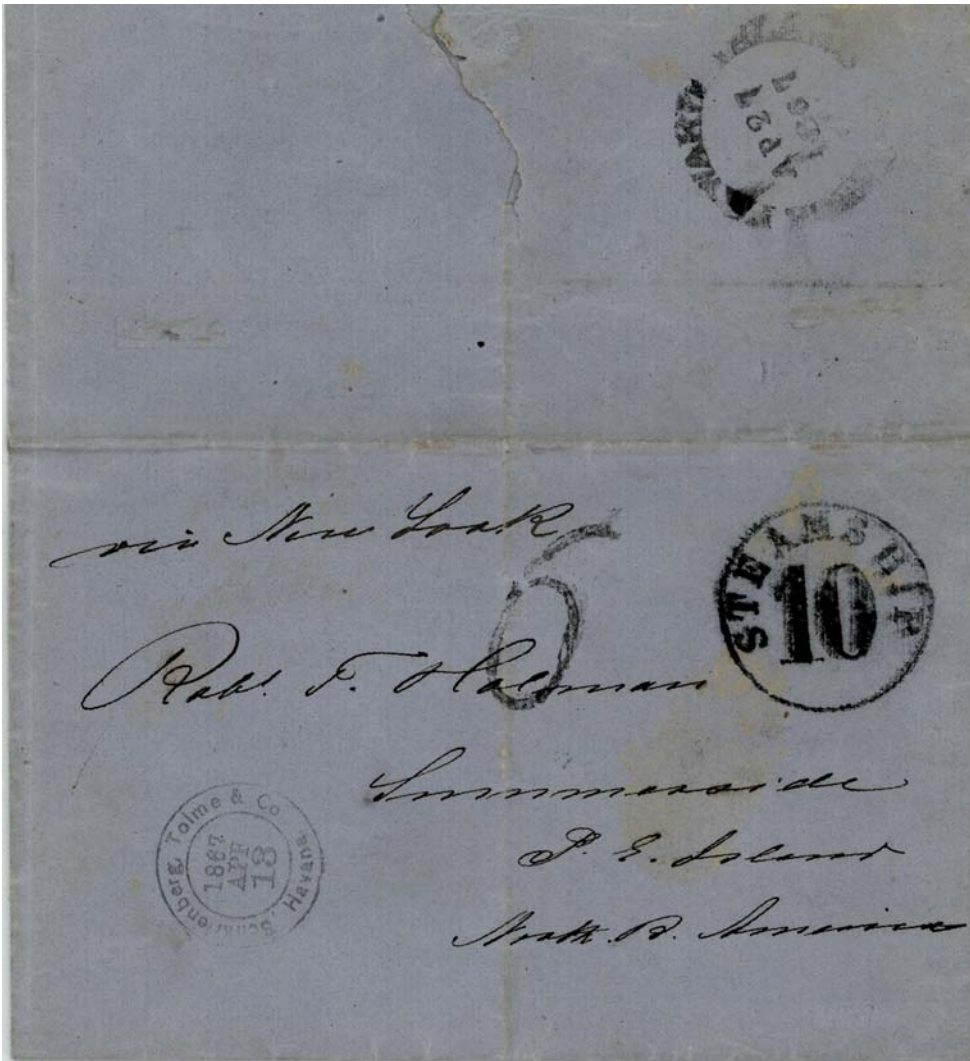


PEI–Bath (UK) and forwarded to Paris, 1855. Rated collect 6 d stg (at Charlottetown), then charged 8 (d stg) UK–France, which was converted to 10 décimes in France. Grossly undercharged—the initial postage was ignored.

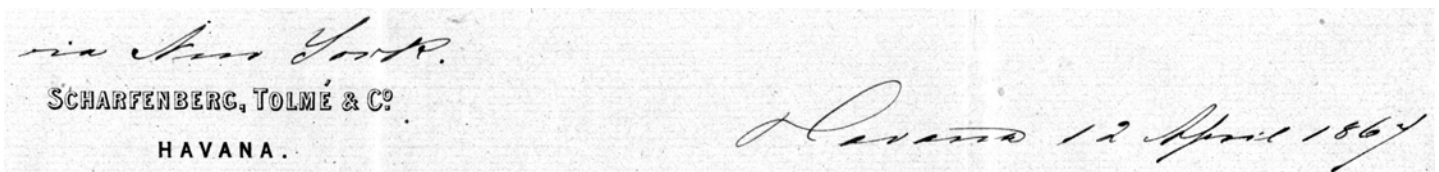
Boxed **POSTAGE NOT PAID TO LONDON**. Bristol and Birmingham (green) daters appear on reverse, and a French transit mark on the front.



Cuba-PEI by forwarding agent, 1857



Havana-Summerside (PEI), via ship letter to New York, 1857. At New York, charged 10¢, equivalently 6 d, U.S.-PEI. The PEI rate mark 6 is known only on a handful of covers.



PEI-US mail



St Peter's (PEI)—Castine (ME), 1845. Rated P^d $1/1\frac{1}{2}$ cy, and also $1/1\frac{1}{2}$, combined rate to exchange point, St Andrews (NB)—Robbinston. Then charged 5¢ US rate to destination.

Red AC (upper right), after closing, not often seen on PEI covers, although fairly common in NS and NB.



Charlottetown—New York, via Amherst, Saint John, & Saint Andrews, 1851. Paid $1/1\frac{1}{2}$ cy, combined rate to the St Andrews exchange; charged 10¢ within US to New York.

PRINCE EDWARD ISLAND PAID, double broken circle, 1845–53.

PEI-US

PEI acquired control of its post office sometime in June or July 1851, at which time the rate to the US became 6d cy. (This contrasts with the situation in NB, NS, and Canada, which had had an agreement with the US prior to taking over their post offices).

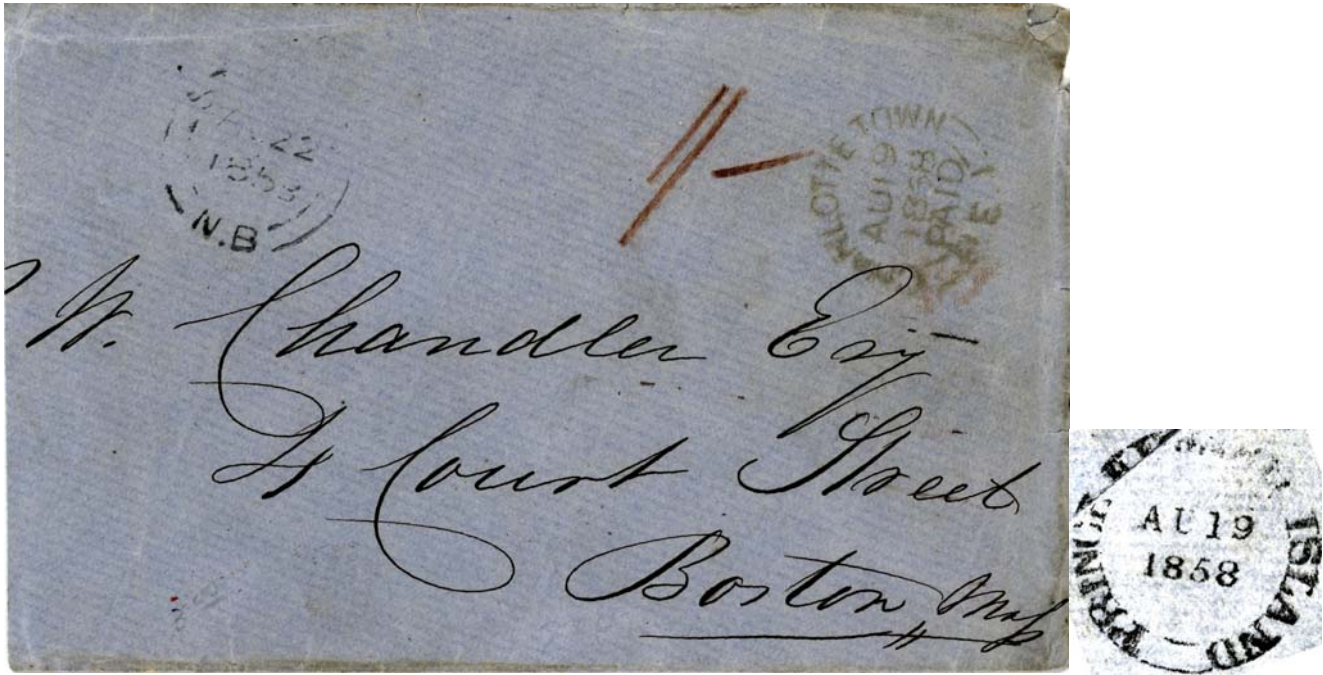


Charlottetown–New York, 1852. Rated prepaid 6d cy; also New Brunswick PAID 10 CENTS. Relatively scarce PRINCE EDWARD ISLAND PAID, and NEW BRUNSWICK X cross-border postmark. On reverse, ordinary PEI and Saint John double broken circles.

PEI-US



Charlottetown–Haverhill (MA), 1855. Rated paid 6 d cy, rate to U.S.
Normal use of CHARLOTTETOWN PAID handstamp is 1853–67.

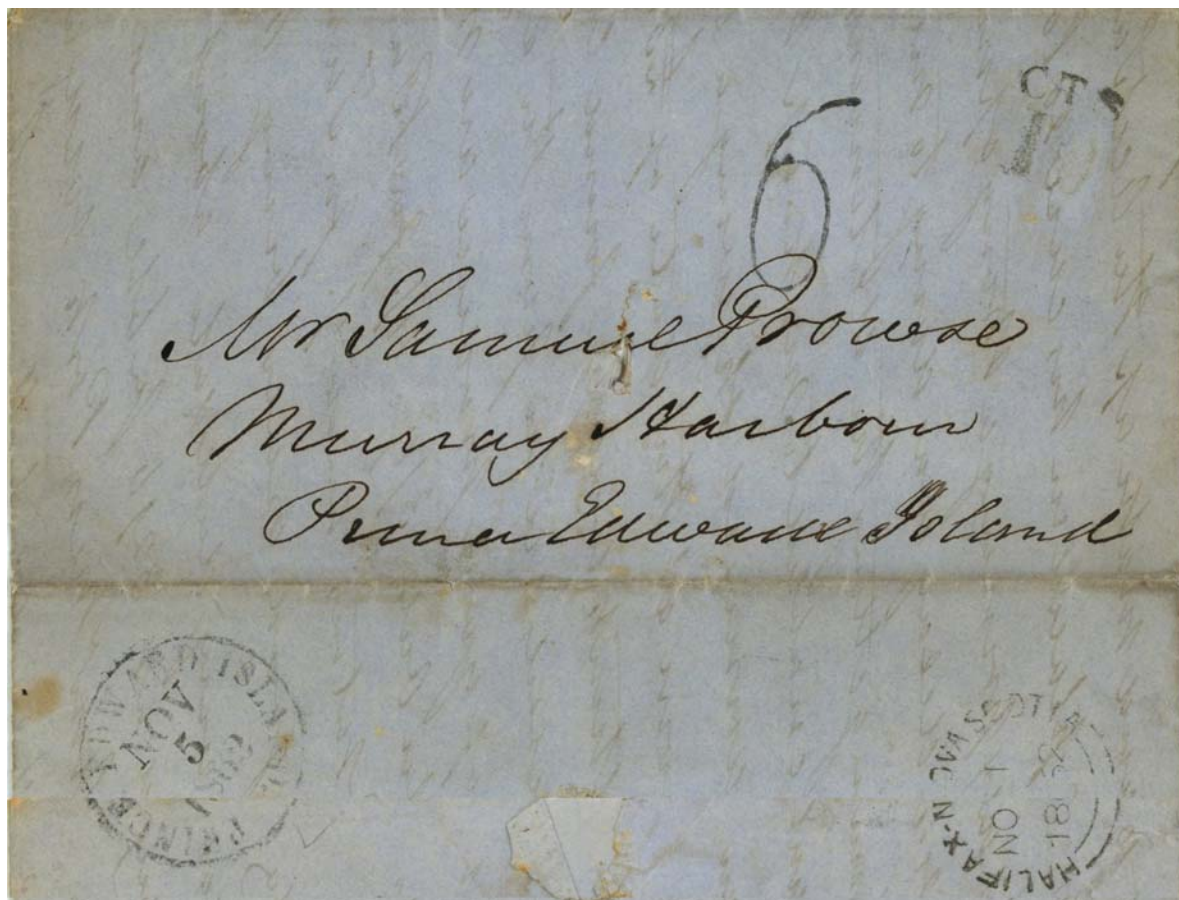


Charlottetown–Boston, 1858. Rated prepaid 1/-, double rate BNA–U.S. Via Saint John.

US to PEI



Woburn (MA)—Charlottetown, 1859. Rated prepaid 10¢ U S—B N A rate rate. **U STATES C** exchange marking.



U S (?)—Murray Harbour, 1862. Cross-border rate 6 d cy, equivalent to 10¢. Changeling type PRINCE EDWARD ISLAND circle; from 1857. No U S markings.

pei-us, 1860s



Charlottetown–Hampden Corner (ME), 1862. Rated paid 6 d cy and PAID 10¢ (US equivalent).

Normal use of PRINCE EDWARD ISLAND PAID handstamp is 1845–53, and this is one of around five uses in the 1860s.

The PRINCE EDWARD ISLAND circle is a changeling, seen 1861–5.



Charlottetown–Pepperell (MA), 1866. Rated collect 10 CENTS, B N A–U S, probably applied in the U.S.

PEI-US, rate change

Rate to the U S dropped to 4 d (Island currency) from 6 d on 1 November 1868.



Summerside-Boston, 18??. Postage paid by 4 d stamp. The January date of the Summerside cancel suggests the year is one of 1869, 1870, or 1871.

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.

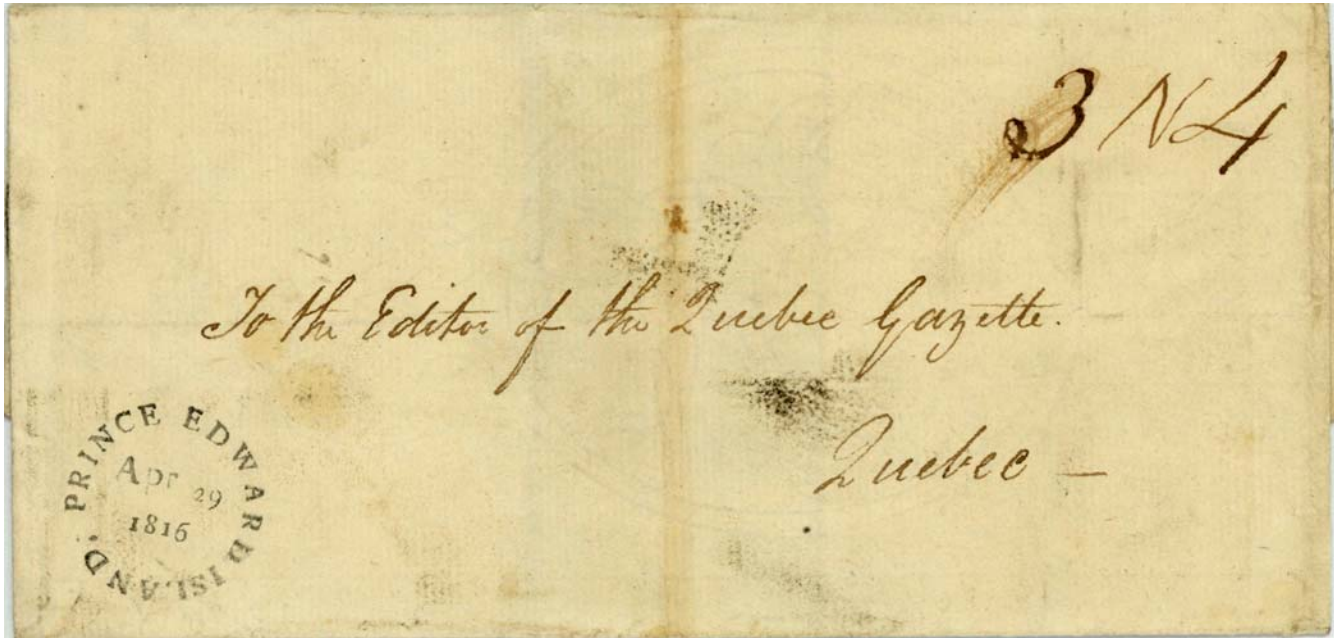
PRINCE-TOWN double broken circle.

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

Mail between PEI and the rest of BNA

Charlottetown was the only post office on the Island until 1827, when a number of other offices were opened—but not officially authorized. In 1851, their status was regularized.

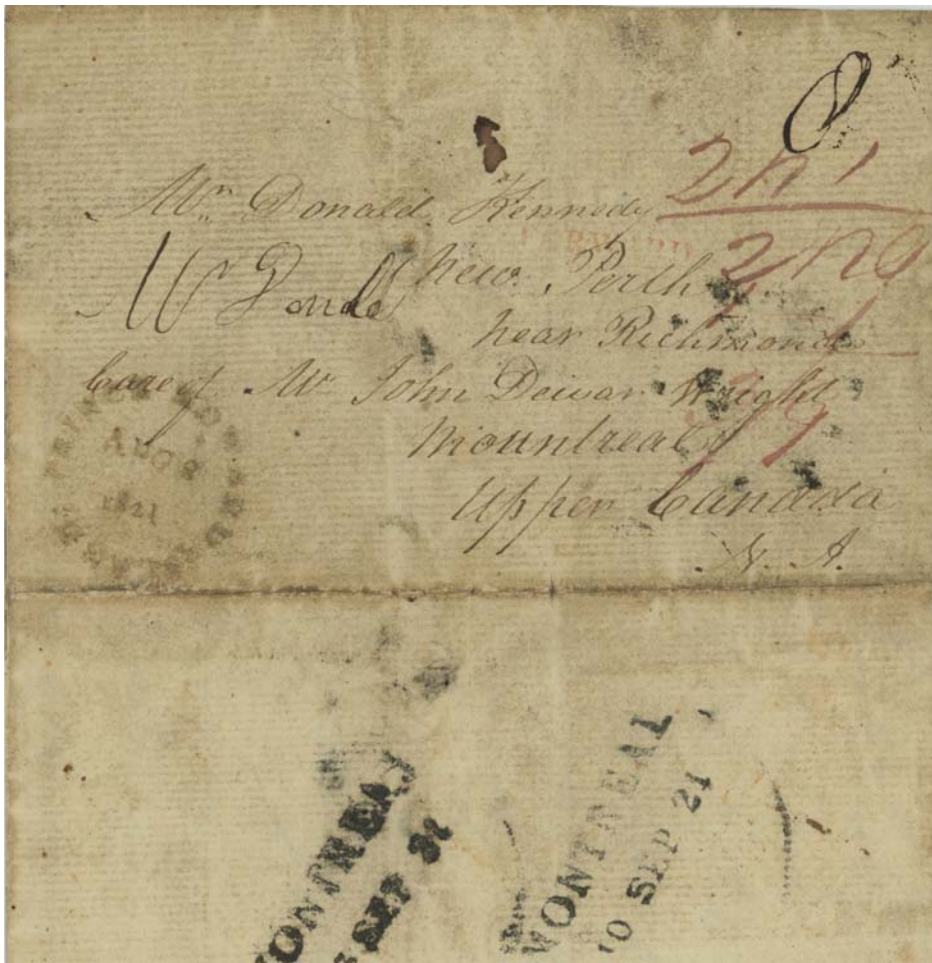
The first few datestamps were applied in Charlottetown, but read PRINCE EDWARD(S) ISLAND. Good strikes of *any* of these are difficult to find.



First PEI datestamp; in use ca 1814–28. An exceptionally clear strike.

Charlottetown–Quebec, 1816. Rated 3N4 (red indicates prepaid). Rate was based entirely on mileage, PEI–Quebec, in this case under 700 miles total (via Halifax); single rate was 1/8 cy, and the letter contained an enclosure, so charged double.

PEI—Upper Canada, 1821



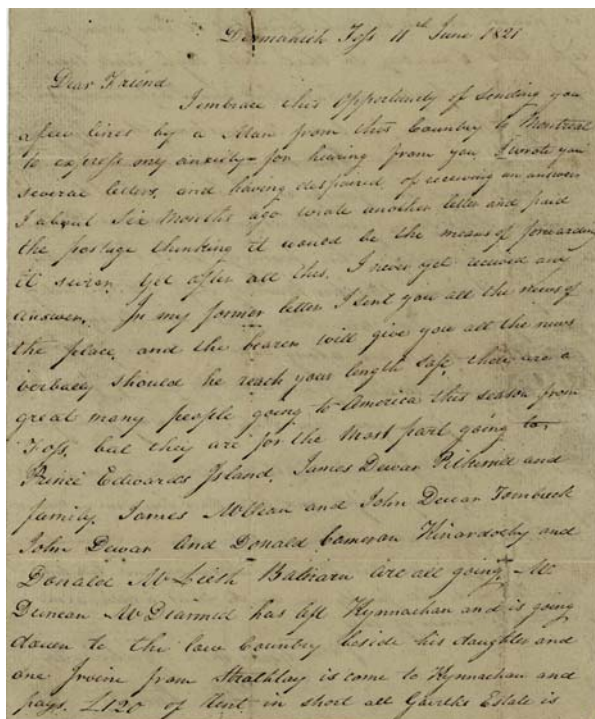
Domestic Top 11th June 1821

From Scotland, favoured to Charlottetown, to Upper Canada (near Perth, near Richmond), 21 June 1821, 8 August 1821. Rated 8 d cy collect, Charlottetown—Halifax, then 2/1 mileage Halifax—Quebec, where it was **FORWARDED**. Finally charged an additional 1/1 to destination; incorrectly added up to 3/9, should have been 3/10 cy.

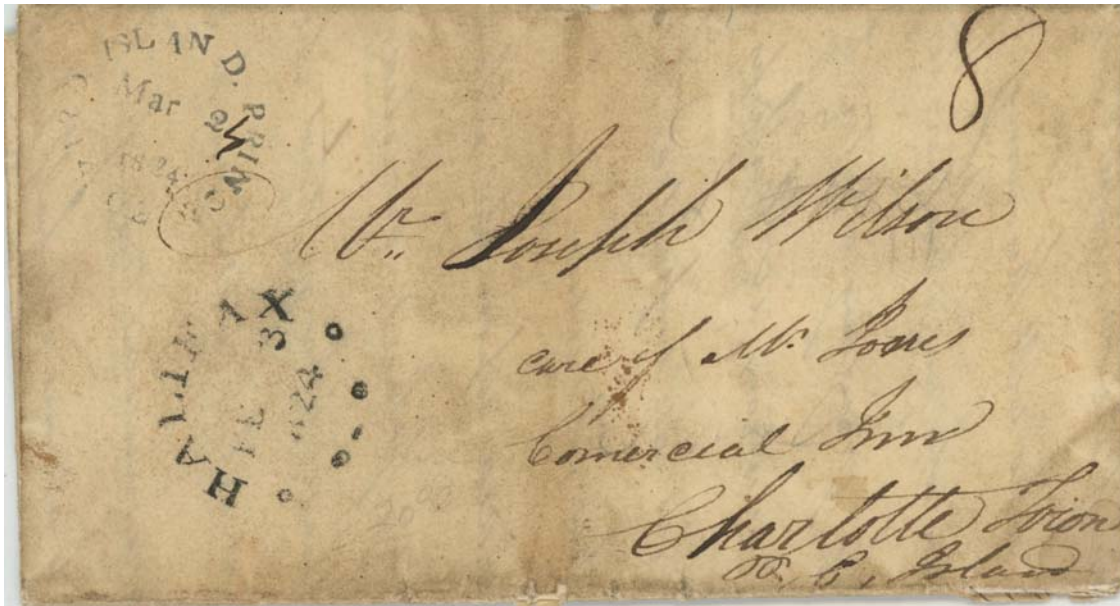
This method of calculating the rate, 8 d to Halifax, and by mileage Halifax—Canada, differs from that of the 1816 cover, which was rated entirely by mileage.

Circular PRINCE EDWARD ISLAND made from loose type, typeset dated, and worn by this time (known 1814–24). Montreal straightline, showing circular boundary.

One month from Charlottetown to Montreal.

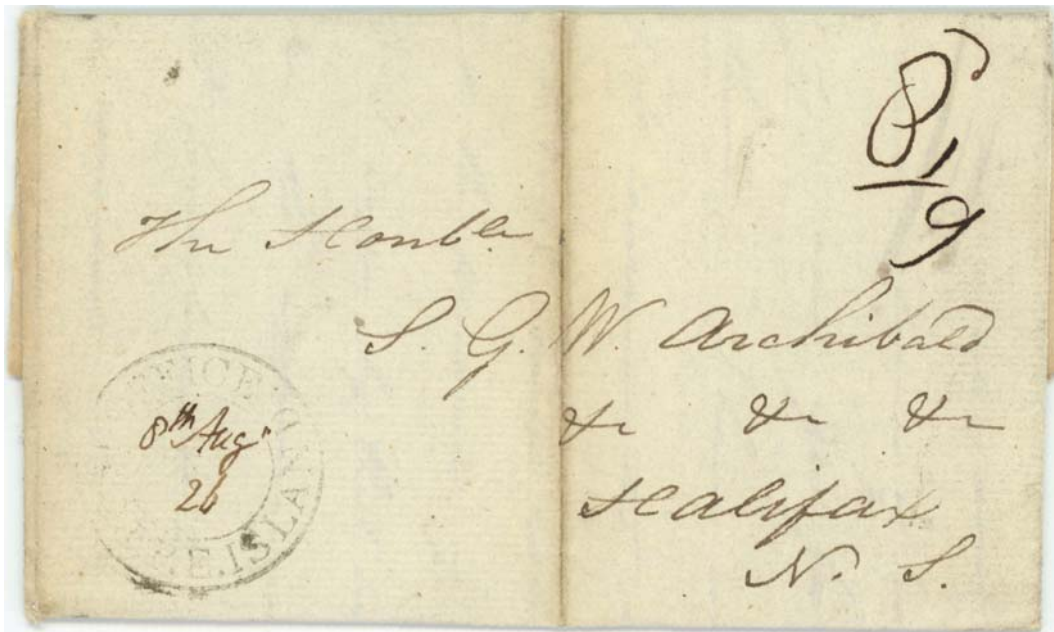


NS-PEI and vice versa, 1820s



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

Circular PRINCE EDWARD ISLAND made from loose type, typeset dated, and worn by this time. A late use (known 1814-24).



Charlottetown-Halifax, 1826. Rated 9 d cy collect, 8 PEI-Halifax, plus 1 d carrier fee in the latter. Double circle POST OFFICE P.E. ISLAND, early use.

Double circles, PEI & NS

P.E. ISLAND POST OFFICE double circle, known 1825–34



Three Rivers (Georgetown, PEI)—Pictou, 1828. Initially rated 8 d, the rate to Halifax from the Island, but replaced by collect $4\frac{1}{2}$ d, the rate to Pictou.



Charlottetown—St John (NB), 1833. Rated collect 4, 4, 11 d; the last is plausibly Amherst—Saint John. Winter rate PEI—Amherst was 4 d, although the summer rate was 8 d.



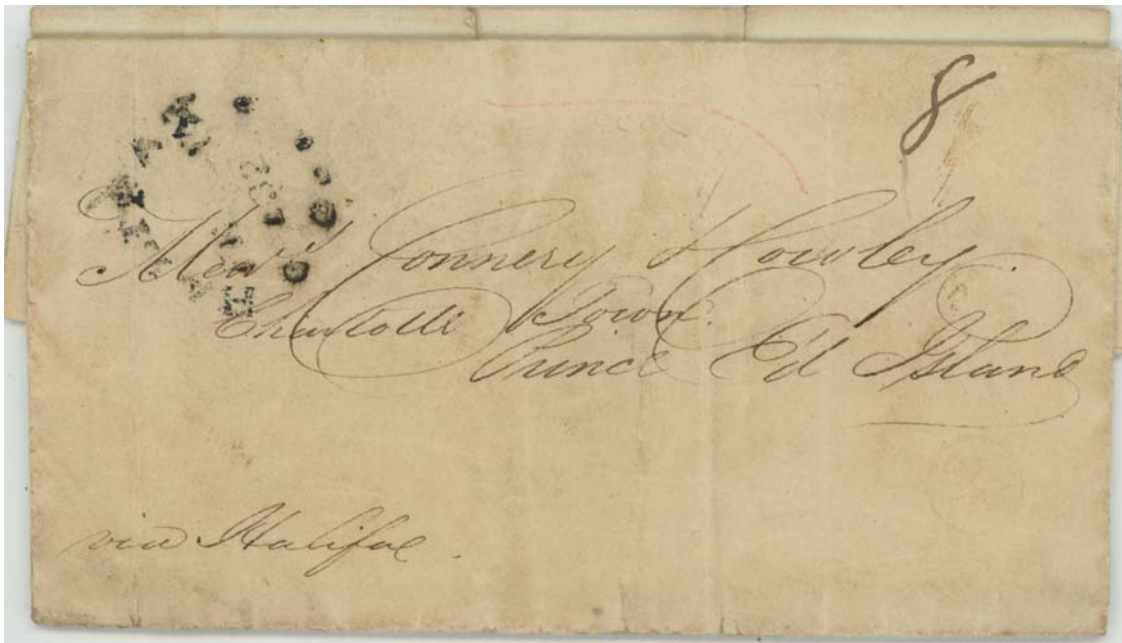
Charlottetown—Arichat (NS), *double double circle*, 1829. Likely carried privately to Pictou, there charged 4 d to Antigonish, where it was charged 5 d to destination.

PICTOU POST OFFICE double circle, known 1825–33.

ANTIGONISH POST OFFICE double circle, known 1825–36.

Charlottesville 29 April 1829

Lower & Upper Canada to PEI, 1830s



Quebec–Charlottetown, via Halifax, 1832. To the left of the 8, extremely faint *paid 1/8 d cy* (Quebec–Halifax, 632 measured miles), struck through and then erased, and charged 8 d cy, Halifax–Charlottetown/P E I.

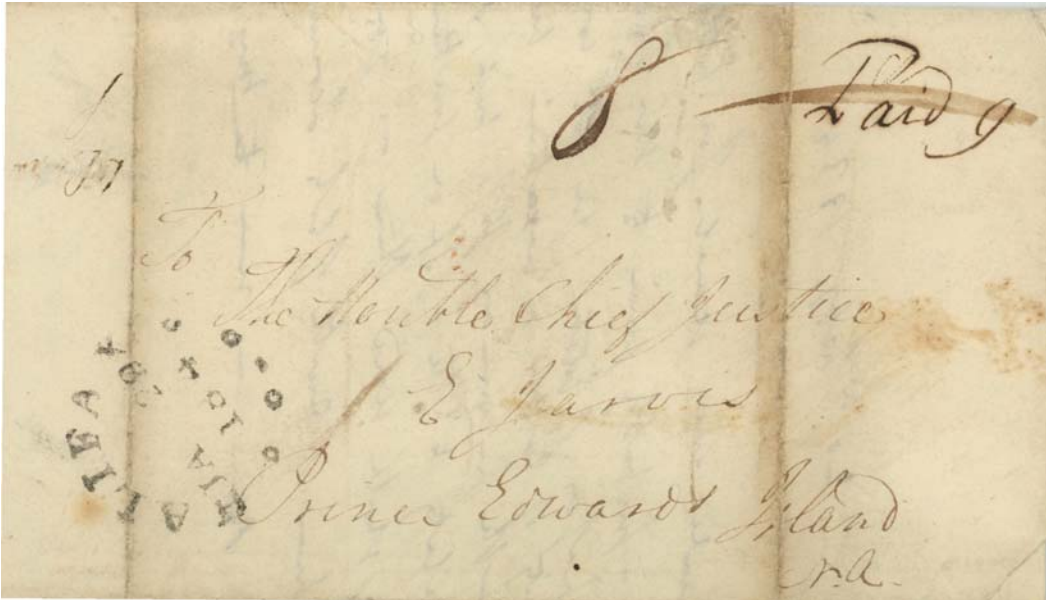
Quebec 17th June 1832



Toronto–Charlottetown, via Quebec, 1839. Anomalously rated 1/6 cy Toronto to Quebec, and additional 1/3 (which is inexplicably low) to P E I, collect. Usual misuse of red FORWARDED handstamp at Quebec.

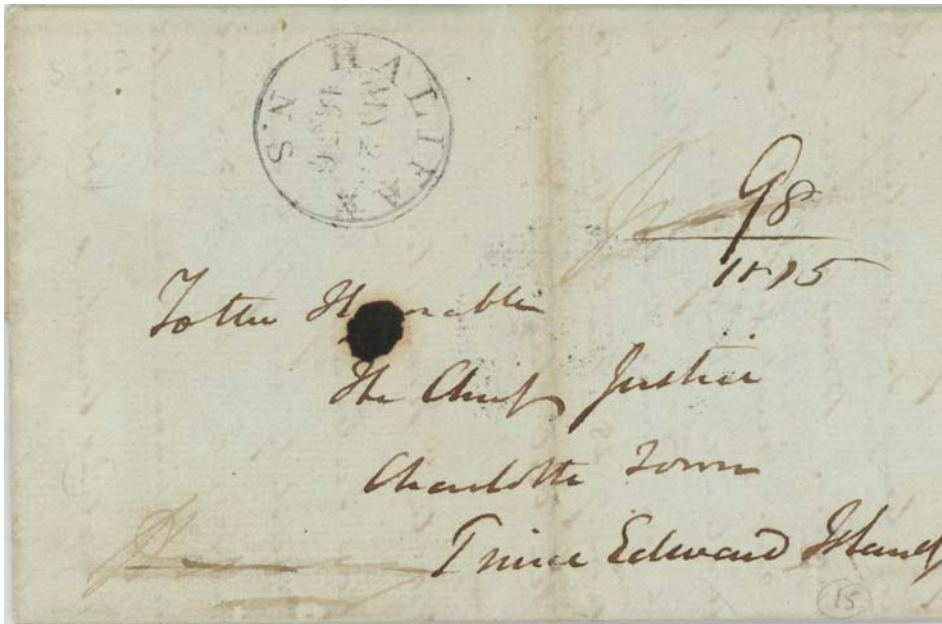
NS-PEI, 1830s

To Chief Justice Jarvis in Charlottetown



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

Sussex Vale (NB)—Charlottetown, 1834. Rated *Paid* 9 d cy, Sussex Vale—Halifax and charged 8 d cy Halifax—Charlottetown.



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

NS-PEI with inland rate added

A few covers from NS to PEI (other than Charlottetown) in the 1830s and 40s are known with an additional 2 d charge (most do not have this extra fee). This is the Island rate, but of course none of the offices were official, and neither was the Island rate. So it is likely that the local postmasters just decided on their own whether to charge this fee.



2 Decemb Halifax

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



Pictou–Georgetown, 1846. Rated prepaid 4½ d Pictou–Charlottetown, plus 2 d (in a different ink) Island rate collect. Double broken circle Pictou Paid handstamp.

NS-PEI, 1836



Truro-Onslow (NS), forwarded to Charlottetown, 1836. Rated collect 4 d cy for each of Truro-Onslow, Onslow-Pictou, and 4 d Pictou-Charlottetown.

NS-PEI, late 1830s

9

Mr. Henry Stamer
Charlotte Town
P. E. Island.

Fishhooks.

NS. C

NS. C

Halifax NS 1837
July 14

Halifax-Charlottetown, via Pictou, 1837. Collect 9 d cy; probably mailed from Pictou (despite the return address of Halifax; the rate from Halifax was 8 d), and charged double 4½ d to Charlottetown. The letter is an invoice for *Fishhooks*, which explains the endorsement at lower left (not the name of a ship!).

PICTOU N.S. *

42

Henry Stamer Esq
Charlottown
with a parcel P. E. Island

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

Henry Stamer Esq Pictou. N. S. 16 Nov 1839

Bought of James D. B. Fraser
Chemist & Druggist.

104th American Single 12/12 - \$2.00

Received payment for James D. B. Fraser
James D. B. Fraser

ESSENT MEDICINES
Seeds
PERFUMERY &c.

WATER COLOURS
Paints
OILS AND DYE STUFFS.

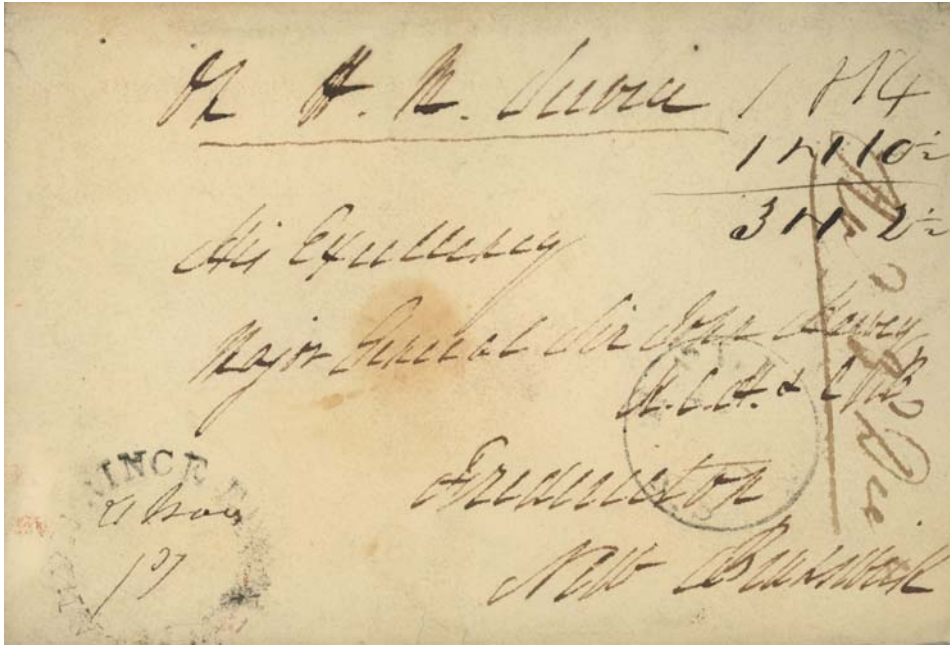
Shipletter, NB-PEI, 1837



Miramichi (NB)–St Eleanors (PEI), *shipletter*, 1837. Rated collect *Ship 3*: incoming ship letter rate was 2 d stg, equivalent to 3 d Island currency. *Fav'd by Mr McLean*.

Incoming ship letters to PEI are rare.

PEI, very early envelope, 1837

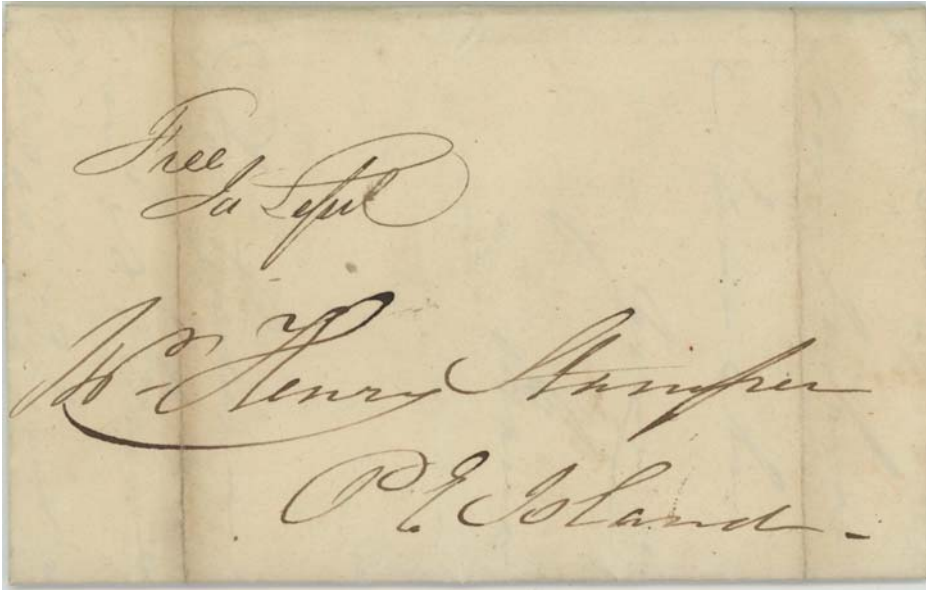


Charlottetown–Halifax–Fredericton, 1837. **Extremely early envelope**, and we see why envelopes were only rarely used (until 1844): all the rates were doubled, owing to the enclosure. Charged $1/4$ d cy, double 8 d PEI–Halifax, and $1/10\frac{1}{2}$ cy, obtained by doubling the 10 d stg rate Halifax–Fredericton (11 d cy), and converting back to currency, an unusual method.



NS-PEI, free franking, 1840

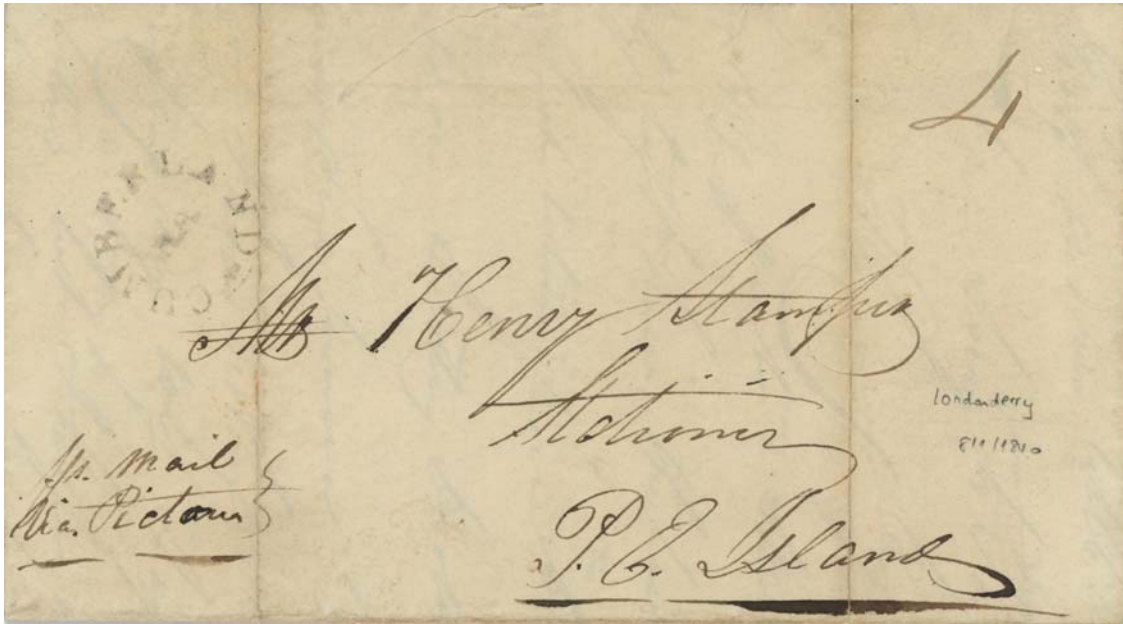
Showing that free franking could extend to another province.



Halifax-Charlottetown, 1840. Free franked by the postmaster (who was not the sender); a commercial (not post office business) letter.

Halifax March 19 1840

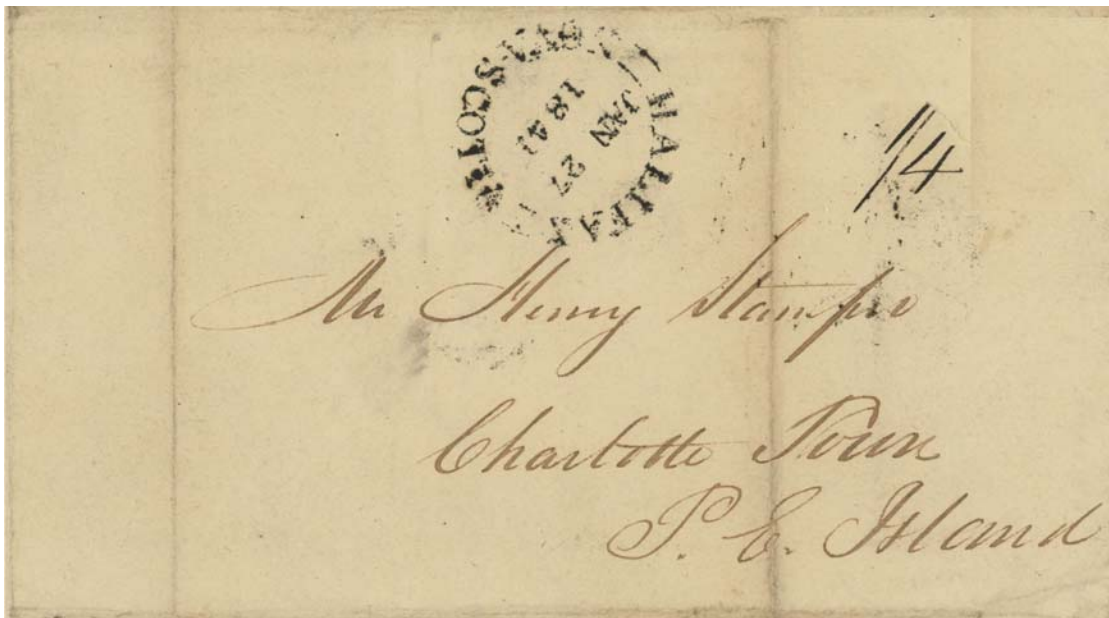
NS-PEI, early 1840s



Londonderry (NS)–Charlottetown, via Cumberland, January 1840. Collect 4 d cy, the rate Cumberland/Amherst to Pictou to PEI.

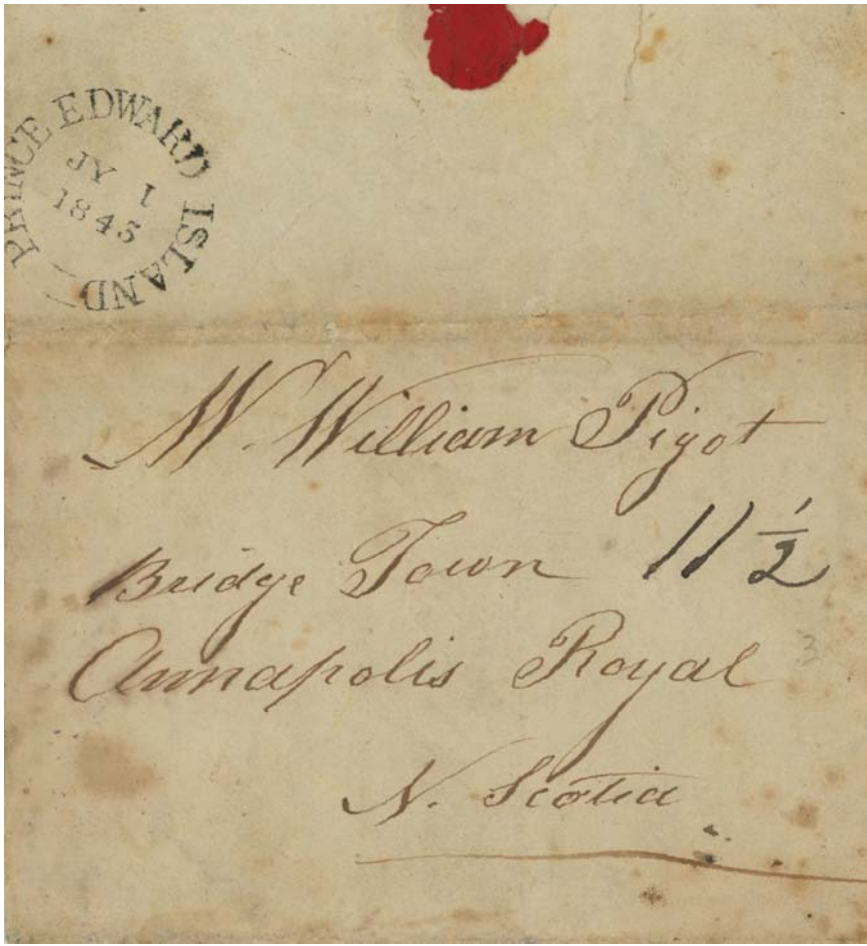
Londonderry was a way office 1838–43, after which it became a post office.

CUMBERLAND N.S. *, one of the scarcest NS * postmarks. Cumberland became Amherst in 1841.



Halifax –Charlottetown, 1841. Rated collect 1/4 d cy, double.

PEI-NS, mid-1840s



Savage Harbour (PEI)—Bridgetown (NS), 1843. Rated collect $11\frac{1}{2}$ d cy, mileage (201–300 miles). Savage Harbour had no post office until 1893.

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



Charlottetown—Bridgetown (NS), 1847. Rated collect $1\frac{1}{2}$ d cy; in 1843, rates within NS were put on a strictly mileage basis; this might account for the difference in rates.



NS-PEI, 1844

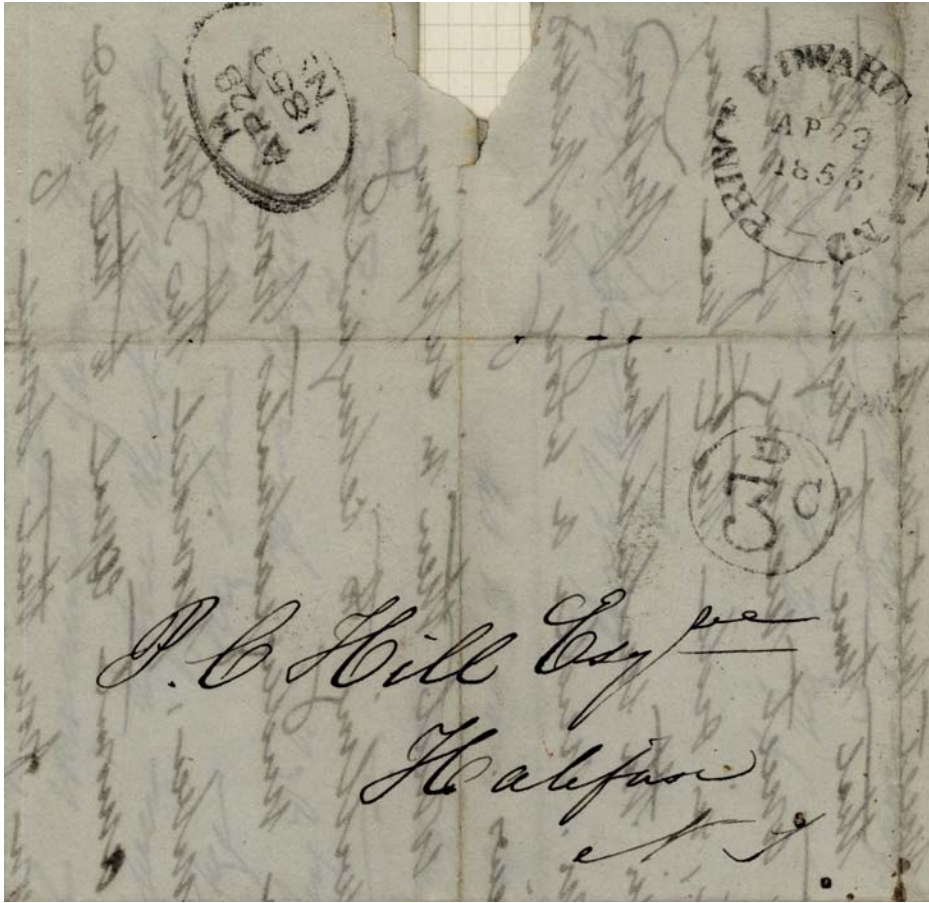
In 1843, the postage Charlottetown-Halifax was raised by 1 d to 9 d Halifax currency.



Halifax-Charlottetown, 1844. Rated 9 d cy, collect.

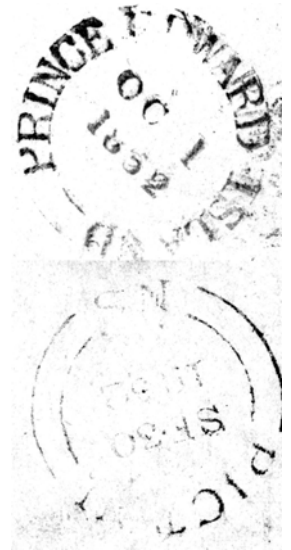
PEI-NS, 1853

In 1851, letter rates between the BNA provinces (other than Newfoundland) became 3 d (local) currency per half ounce.



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

Lower & Upper Canada to PEI, 1850s



Montreal–Charlottetown, via Pictou (N S), 1852. Rated 3 d collect intercolonial rate.



Toronto–Summerside, via Pictou and Amherst (N S), 1857. PAID 3 d intercolonial rate. Large SUMMERSIDE year-dated circle (1857 only).

NB & NS-PEI, late 1850s



WO Douglstown (NB)-Charlottetown, 1858. Intercolonial 3 d rate paid by stamp.



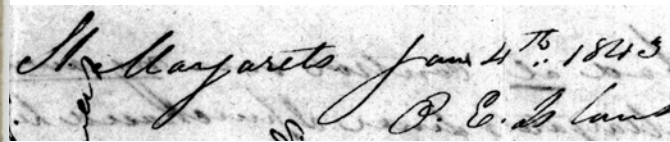
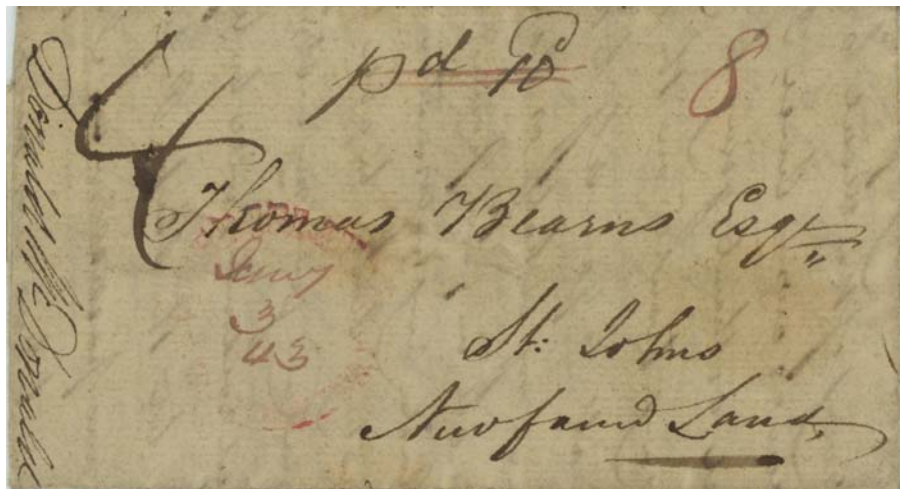
Halifax-Grand River (PEI), 1857. Rated 3 d intercolonial rate, paid by stamp.



Halifax-Charlottetown, 1859. Intercolonial 3 d rate paid by stamp.

PEI–NF and vice versa

Mail between P E I and Newfoundland is very scarce.



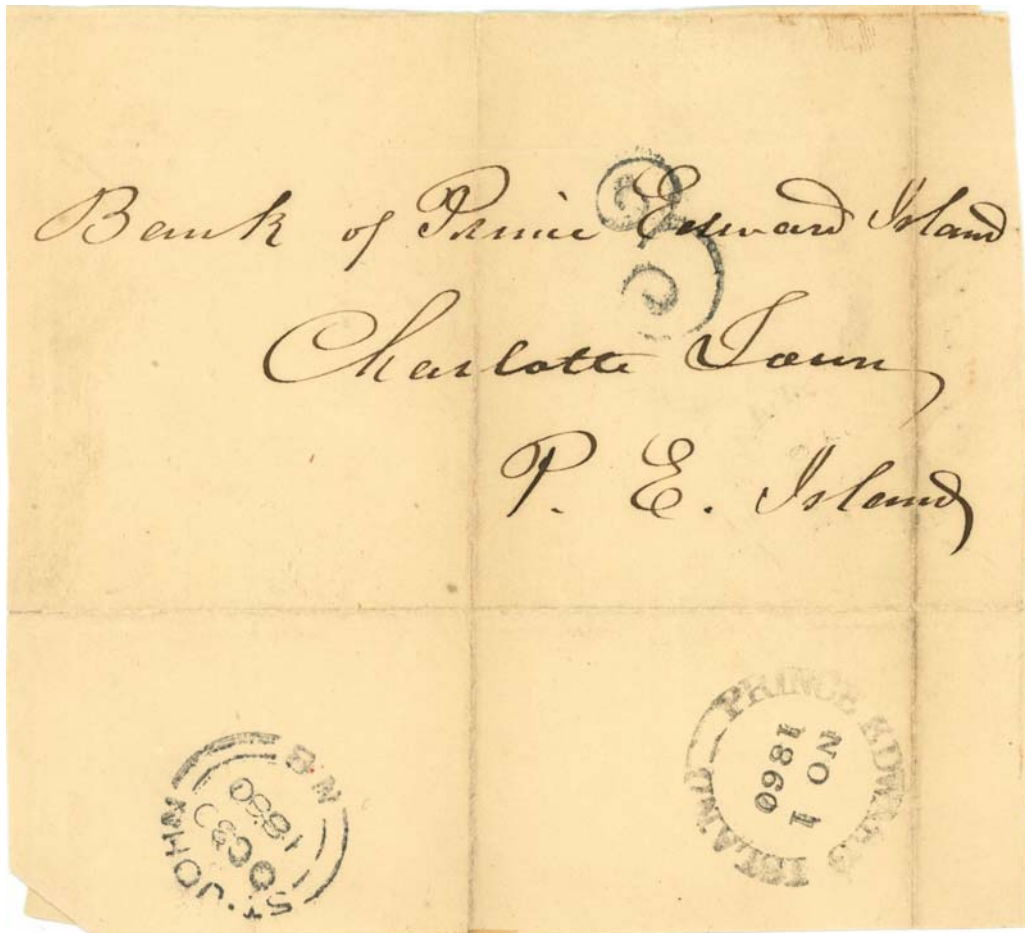
St Margarets–St John's (NF), 1843. Initially rated $P^d 10^d$, struck through and replaced by 8, and then a large 4. The last was applied in Newfoundland, and represents the port to port rate of 4 d stg. The 10 is mysterious, even if in Island currency (equivalent to about $6\frac{1}{2}$ d stg). The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

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



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

NB to PEI, 1860

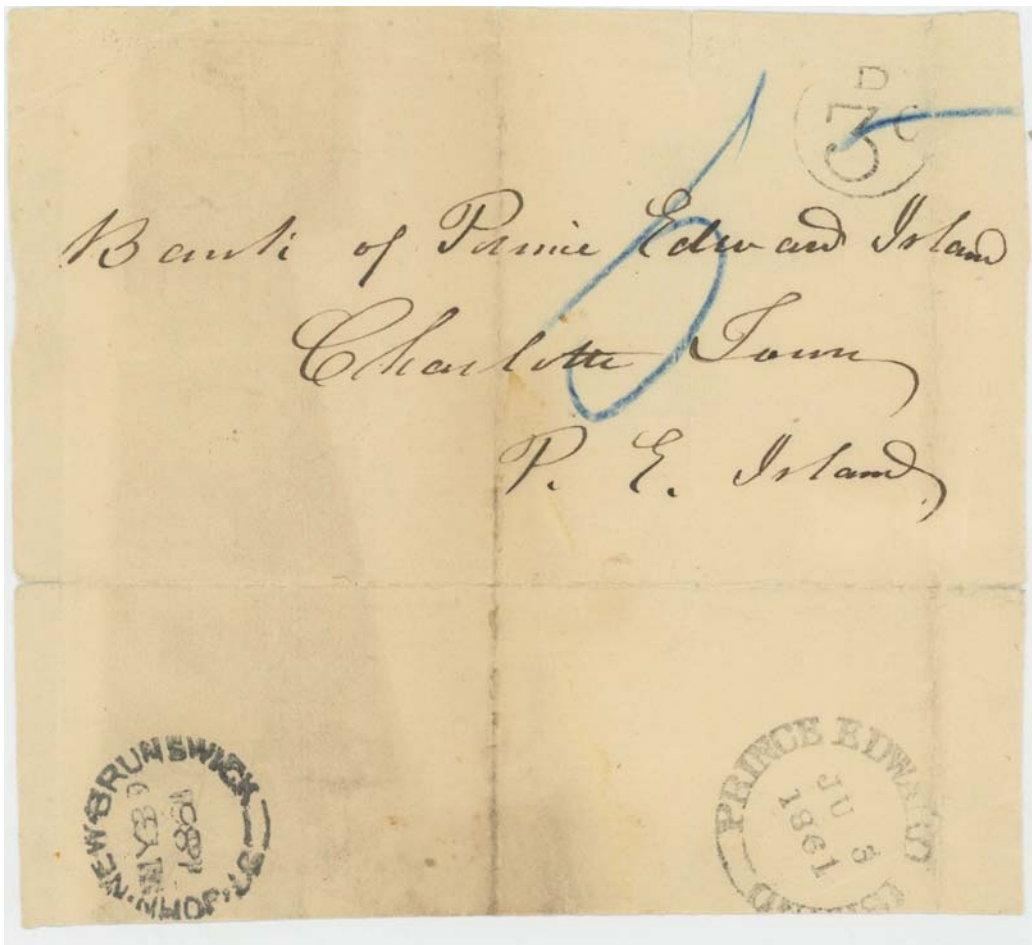


Saint John—Charlottetown, 1860. Rated collect 3 d intercolonial rate.

NB-PEI, early 1860s



St John-Beach Point (P E I), 1860. Rated collect 5 CENTS, B N A rate; converted to 3 d cy in P E I. Ratemark is scarce. Faint SUMMERSIDE circle on reverse.



St John-Charlottetown, 1861. Rated collect 5¢ in NB, the B N A rate; converted to 3 d cy in P E I. Ratemark is said to be rare 1861-2. Two days later, NB adopted a 7¢ rate for unpaid letters.

PEI–Canada East, 1865

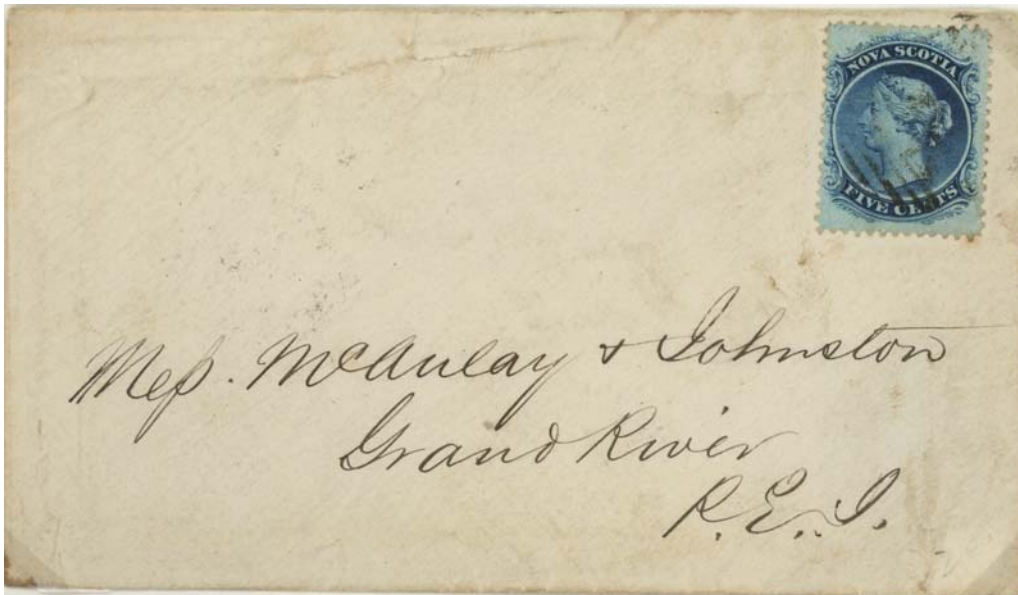


Charlottetown–Quebec, 1865. Rate rest of BNA paid by 3 d stamp.
Standard Charlottetown 13 grid killer, in use 1864–72.

Nova Scotia to PEI, mid-1860s



Mayor's office, Halifax—Charlottetown, 1866. Rated paid 5¢ intercolonial rate. Halifax cork killer.



Halifax—Grand River (P E I), 1867. Intercolonial rate prepaid by 5¢ NS stamp.
Messy postmark is PRINCE EDWARD ISLAND, used at Charlottetown.

PEI–NB, late 1860s



Summerside–Carleton St John (NB), 28 May 1867. Addressed to *New Dominion of Canada*—but Confederation had not yet taken place (1 July 1867). Intercolonial postage was 3 d, here paid by stamp.

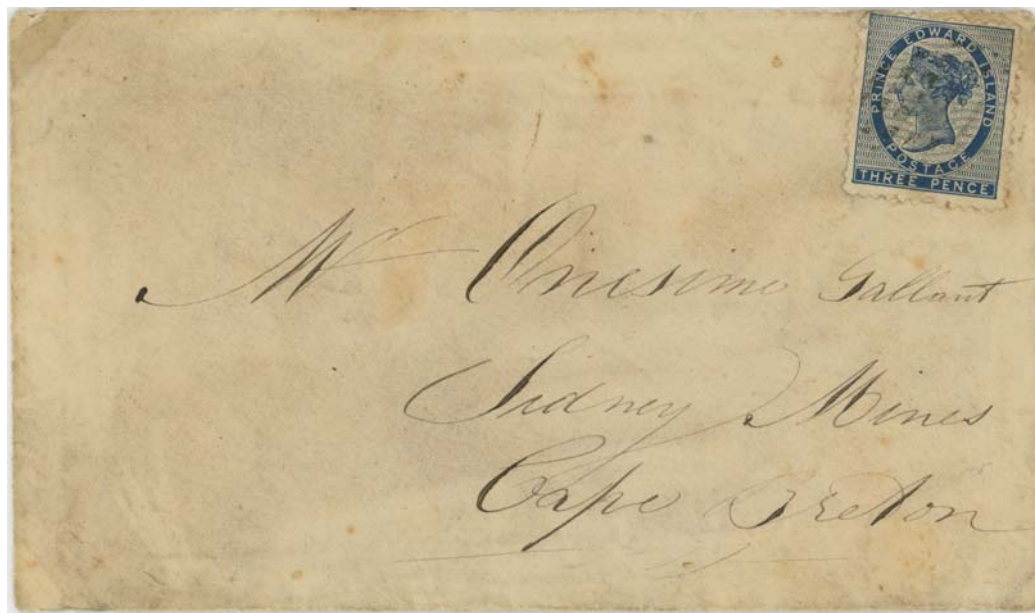


Charlottetown–Big Shemogue, 1869. Rated prepaid 3 d rate to Canada. Part cover.

PEI-NS

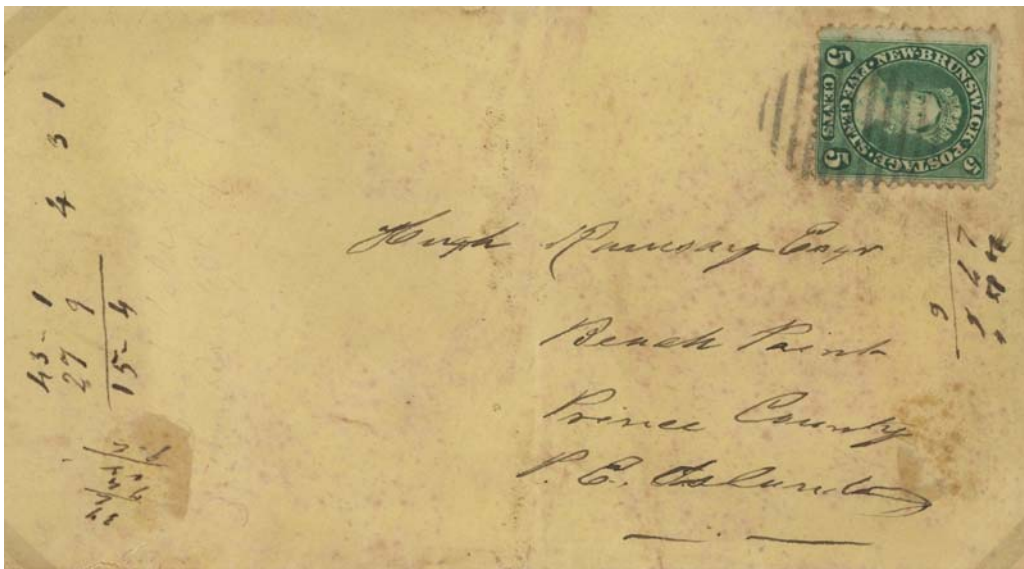


Charlottetown—Lawrencetown (NS), 1867. Rate to the rest of BNA paid by 3 d stamp.
Halifax H in oval is dated Christmas day.



Charlottetown—Sydney Mines (NS), 1871. Rate to the rest of BNA paid by 3 d stamp.

NB-PEI, late 1860s



Dalhousie (NB)–Beach Point (PEI), October 1867. Intercolonial rate prepaid by 5¢ NB stamp (by this time, NB was part of Canada, but its stamps could still be used; on the other hand, PEI was not yet part of Canada).

A different PRINCE EDWARD ISLAND postmark (no arcs), used at Charlottetown. Both are common.



WO Kingston-Kent (NB)–Summerside, 1869. Postage from Canada to PEI was the same as domestic, here 3¢ if prepaid (from 1868).

NS/Canada to PEI



Kentville–North River, 1869. Rated prepaid 3¢ rate Canada to P E I. Double broken circle Kentville, and type 4 P E I.



Halifax–Georgetown, 1870. Rated prepaid 3¢ rate Canada to P E I. GEORGETOWN double broken circle (known 1848 to beyond 1873).

Canada to PEI



Cobourg (CW)–Charlottetown, 1867. Intercolonial 5¢ rate paid by beaver. Berri duplex, known 1865–9; double circle MONTREAL POST OFFICE C.E., known 1867–8.

Domestic mail

Arguably the most famous real place on the Island, **Cavendish** contains **Green Gables** farm, where **Anne** grew up (Avonlea was Cavendish in disguise). The author of *Anne of Green Gables*, Lucy Maud Montgomery OBE (1874–1942), grew up nearby, and was assistant postmaster there (1898–ca 1908).

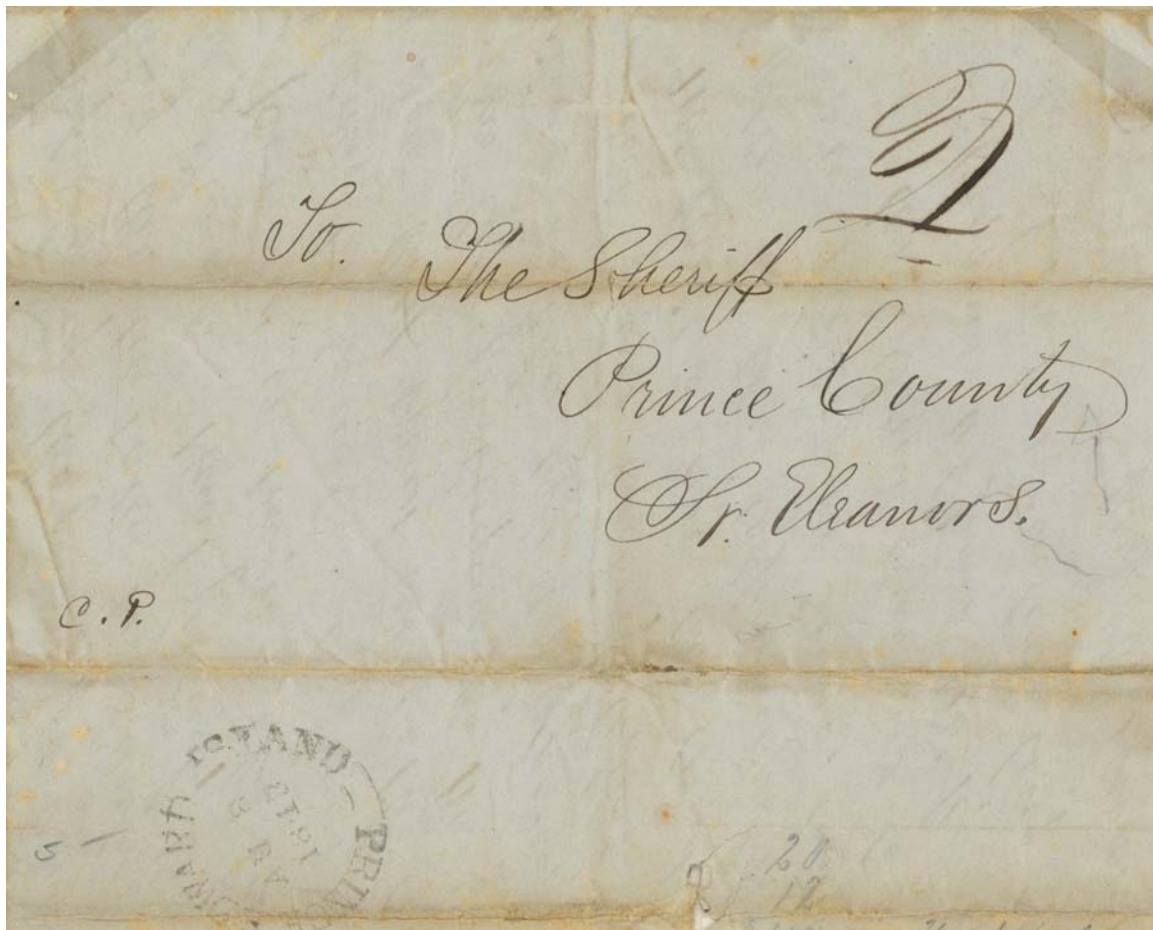


Montgomery was the most successful Canadian author of all time, in terms of sales.

If it hadn't been for Anne, P E I would have been almost as poor in the twentieth century as it had been in the nineteenth. The tourist industry, largely based on her, has contributed immensely to the Island economy.

Cavendish–Cornwall (P E I), 3 May 1873 (just before Confederation). Several strikes are known of this date-stamp; Zevely type. This strike is unusually clear. Island 3¢ rate paid by stamp.

Charlottetown was the only post office on the Island until 1827 or 1828 (and the only official one until 1851), and there was no delivery within P E I until 1827, except possibly 1816–7. The charge from 1828 on was 2 d (in 1872, converted to 3¢) single letter rate.



Charlottetown–St Eleanors (PEI), 1843. Collect 2 d cy, Island rate.

Internal delivery, 1816–17

For these two years, there was delivery of mail from the only post office on the Island, Charlottetown, to other PEI communities. The routes were to Princetown and Georgetown. Finding examples is difficult. There was no internal delivery from 1818 to about 1827.

(On His Majesty's Service.)

To Captain *William Hyde*

70th Battⁿ. *Queens County Militia.*

Eliot River Settlement

Mil. Adj. Gen's Office.

CIRCULAR.

MILITIA ADJUTANT GENERAL'S OFFICE,
CHARLOTTE-TOWN, *23rd April* 1816

SIR,

BY ORDER of His-Excellency the Lieutenant Governor I herewith transmit You several approved Forms of Warrants, which are to be used by You or in your absence by the Chief Officer commanding Your Company—as circumstances require.

YOU are to observe that there is no Summons requisite to bring a Delinquent for Non-Attendance the first time before you—it is sufficient that the Clerk of the Company verbally call on him for the amount of his Fine, which in case of his refusing to pay, you then issue the Warrant of Distress according to the form marked A. If the Delinquent has no Effects whereon to levy the amount of the Fine, you issue your Warrant to Commit according to Form marked B.—In the event of the Delinquent absenting himself a second time you are to issue the Warrant to bring him to the Field according to Form marked C.—and in case of his not offering you such a reasonable excuse as you may deem sufficient, you commit the Offender for Five Days, according to the Form B. You are at the First Muster of your Company, after the receipt of this Letter to read the same to your Company, so that they may be fully aware of the Penalties they are liable to for neglect of Duty in the instance alluded to.

I have the honor to be, Sir,

Your Ob'dt Servant,

To *Wm. Hyde Esq* Captain,
of the *Queens County Militia.*

J. F. Holland,
Col. & M. Ad. Genl.

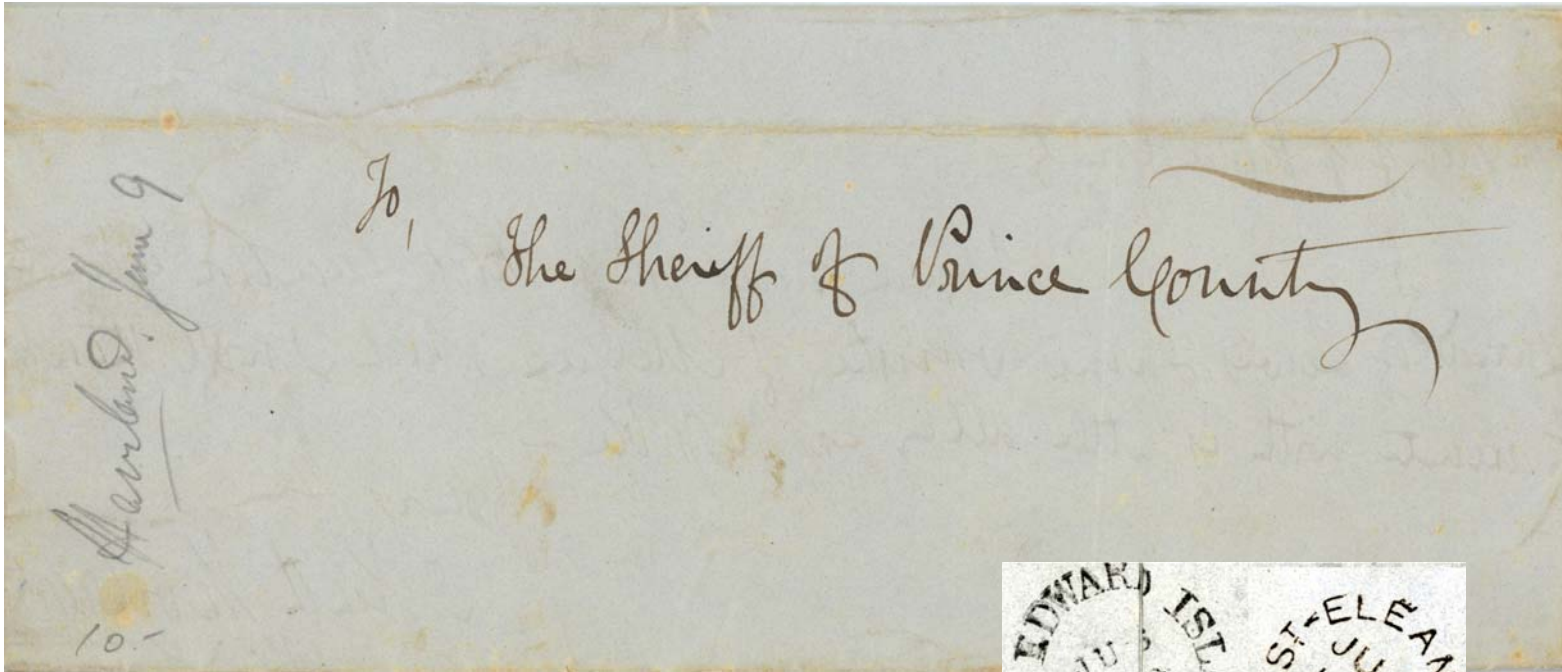
Charlottetown—Eliot River Settlement (the river runs through lots 32 and 65, just south of C), circular, free, 1816.

As a result of post-War of 1812 hysteria, militia service was compulsory for settlers. This circular gives examples of the forms to be sent to delinquents.

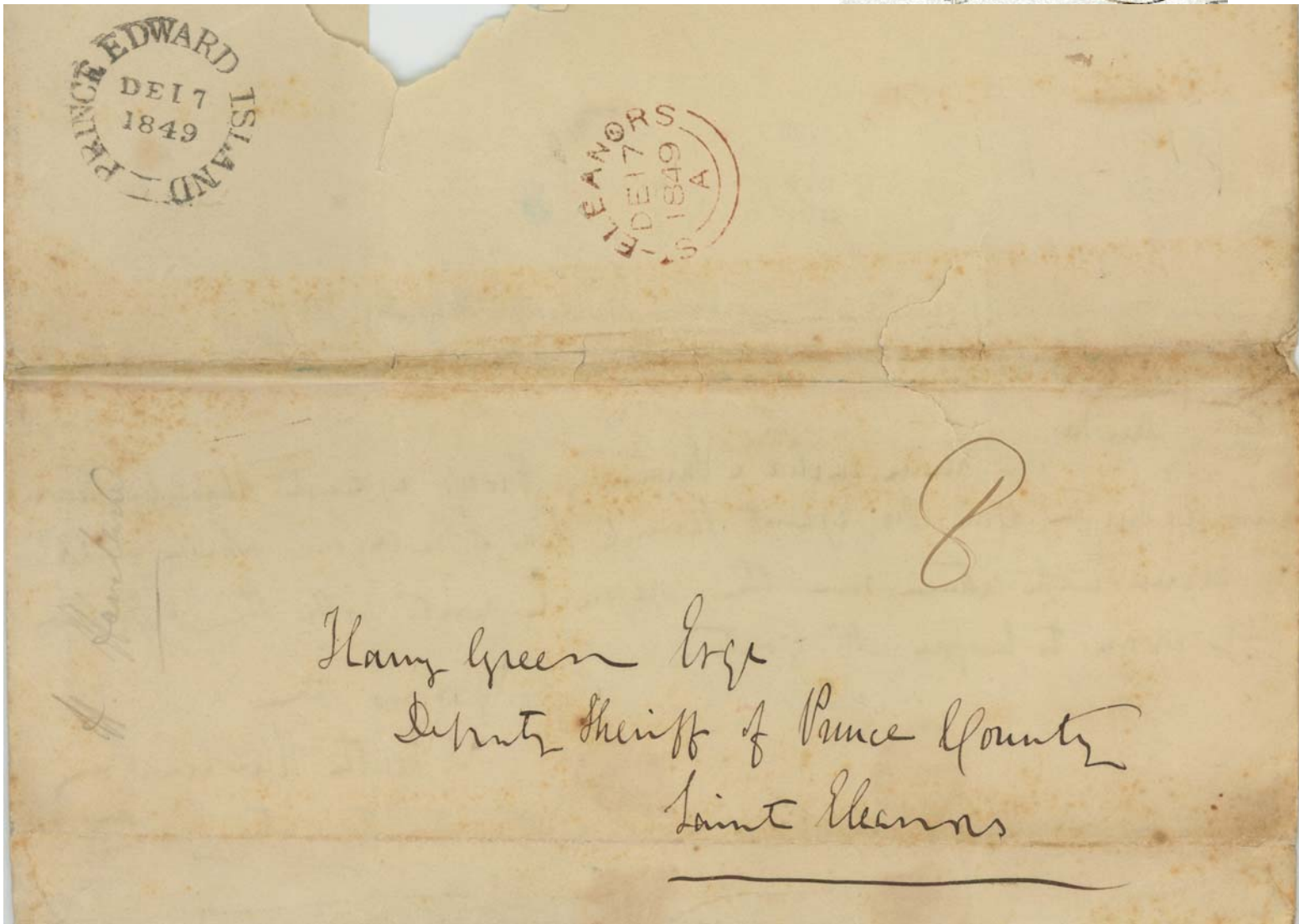
Punishment for repeat offenses included substantial fines and incarceration.

Sent through the mail (as indicated by OHMS at top), but no postage charged.

PEI, 1840s



Charlottetown—St Eleanors, 1846. Collect 2d Island rate.



Charlottetown—St Eleanors, quadruple, 1849. Rated collect four times 2 d Island rate. (Letter refers to multiple enclosures; weight up to two ounces.) **ST ELEANORS** double broken circle, known 1848–70.



Charlottetown—St Eleanors, 1849. Double Island rate, prepaid 4 d.



Charlottetown—Lighthouse keeper, Summerside, 1857. Rated paid 2 d cy, Island rate.

CHARLOTTE-TOWN PAID, known 1853–67.

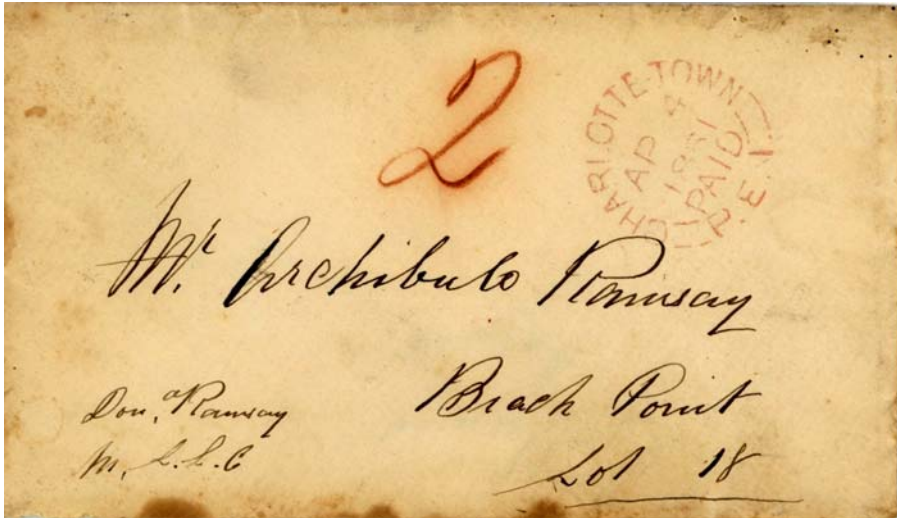
SUMMERSIDE, known year-dated 1857 only.



PEI collect and prepaid



Held at Charlottetown, September 1858–March 1859. Rated collect 2 d, Island rate. Not picked up; eventually, a razor was applied to the flap, and the letter opened, and presumably returned to sender.



Charlottetown–Beach Point (Lot 11), 1861. Paid 2 d Island rate.

PEI, paid by stamp

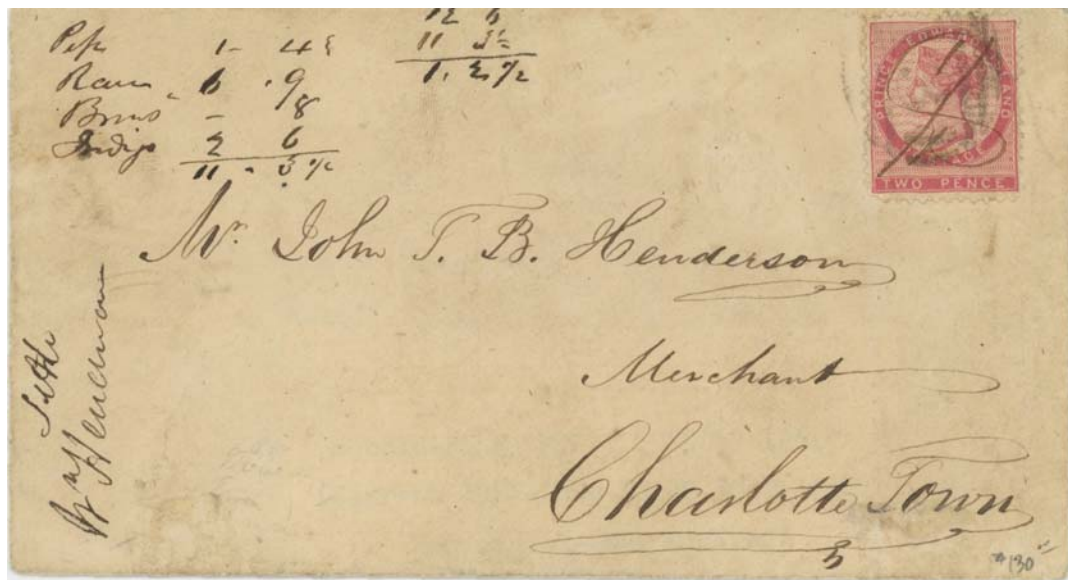


Grand River–Charlottetown, 1858. 2 d Island rate paid by stamp; cancelled at Charlottetown by 13 in grid.



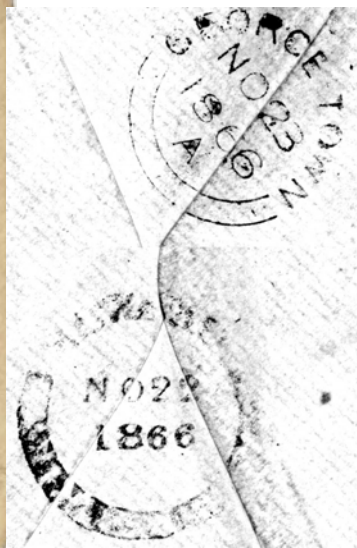
Charlottetown–Belfast, 1869. 2 d Island rate paid by stamp.

PEI, paid by stamp, mid-1860s



Souris–Charlottetown, 1864. Island rate paid by 2 d stamp.

Ms S, attributed to Souris. Charlottetown grid 13 killer. Changeling on reverse.



Charlottetown–Georgetown, 1866. Island rate paid by 2 d stamp.

Standard Charlottetown 13 grid killer, in use 1864–72.

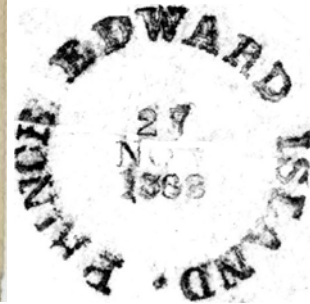
PEI paid by stamps



Charlottetown—Montague Bridge, 1867. Island rate paid by vertical pair of 1 d stamps. Standard Charlottetown grid killer.



Summerside—Charlottetown, 1868. Island rate by two 1 d stamps. Standard Charlottetown grid killer. SUMMERSIDE P.E. ISLAND circle, typeset dated without year (normal for this marking).



Princetown—Charlottetown, 1871. 2 d Island rate paid by stamp. PRINCETOWN double broken circle, proofed in U K 1848, known 1849—71.

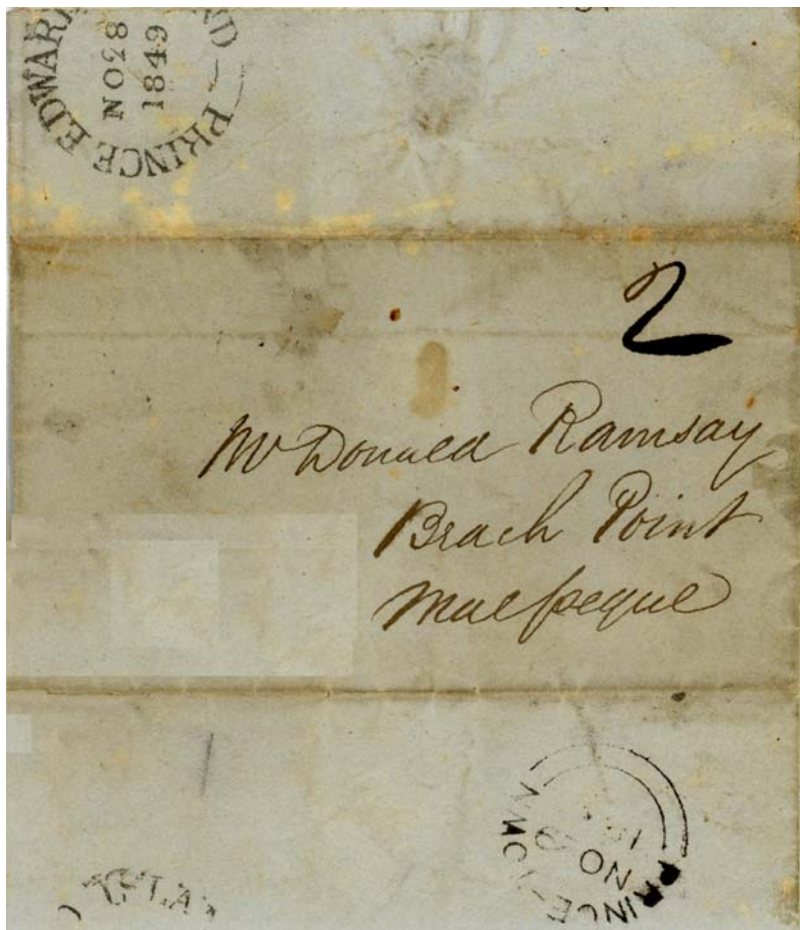


Postmark styles

We illustrate some styles of postmark different from those of the rest of BNA in use on the Island.

Nonserif double broken circles

Differ from those of Upper and Lower Canada, as well as from those of NS and NB. There is no provincial designation (so they resemble UK daters), and they came in pairs, one with PAID, the other without. Since no one had any money, the former are more difficult to find. Ordered from UK in 1848 for four offices.



Princetown, 1849; typeset dated. Proofed 1848; fewer than twenty strikes known.

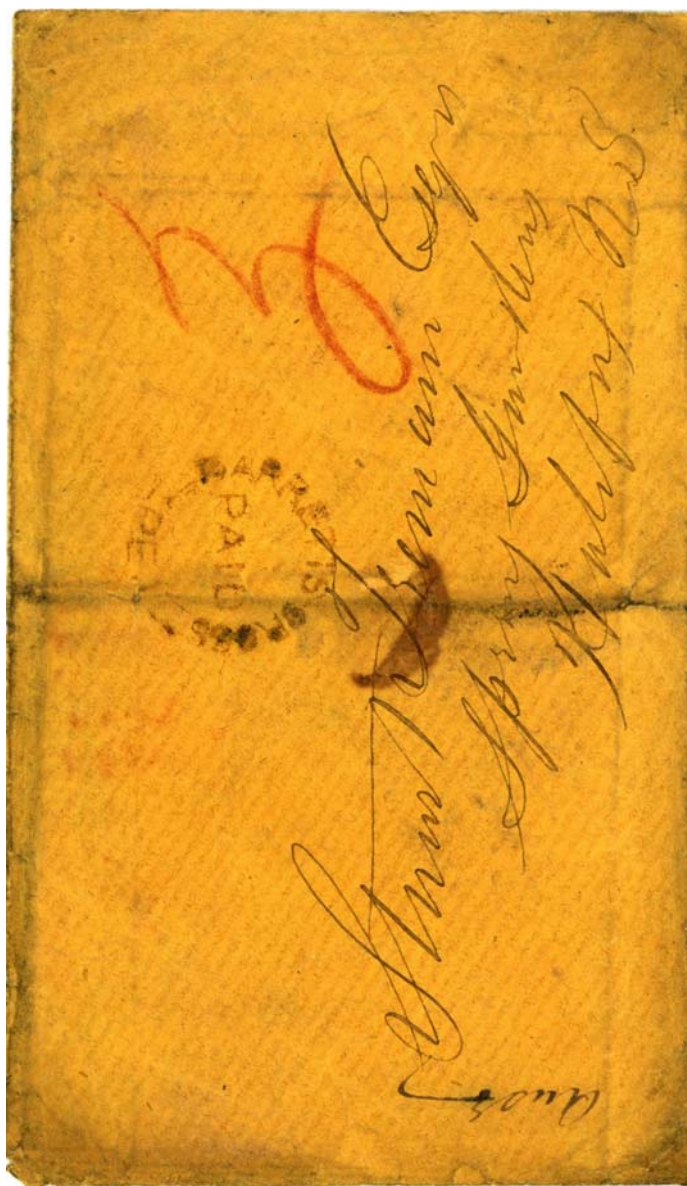
Rated collect 2d local cy, the Island rate from the beginning to 1871.

Now for something not completely different



Georgetown Paid, 1858. On reverse is GEORGETOWN (without PAID). Dozens of examples are known of the latter, but only two of the former.

Compulsory prepayment, 6d to the US; via Saint John.

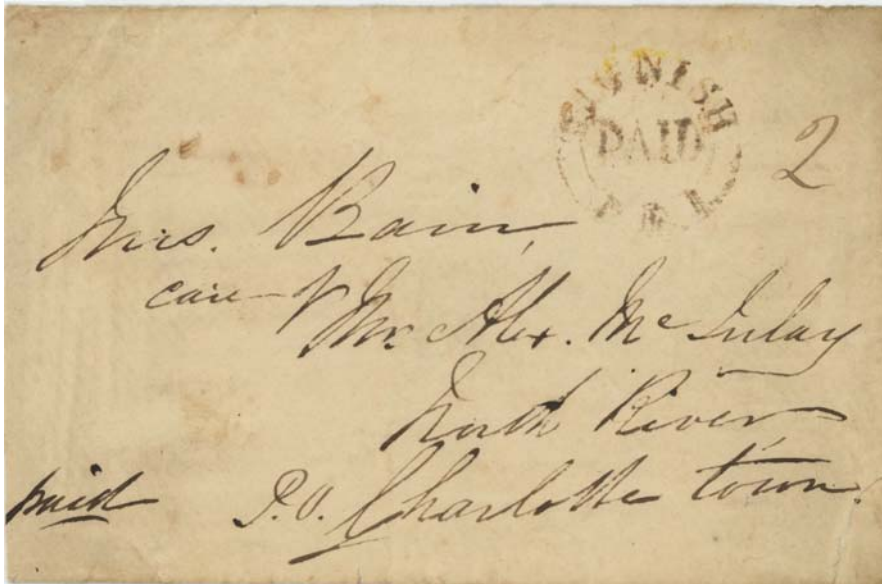


Barrett's Cross Paid, 1857. Normal BNA double broken circle (provincial designation), but with PAID in the centre. Two strikes reported.

Rated paid 3d, intercolonial BNA (to Halifax).

Serif double broken paid circles

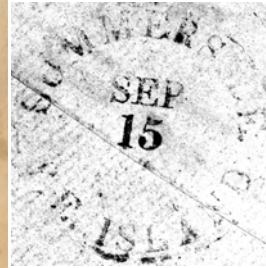
With PAID in centre. No similar examples are known for the rest of Canada. Ordered 1853 (eleven offices).



Tignish—North River (Charlottetown), 1858. Island rate (2 d) paid in cash. Tignish Paid known 1858–64.

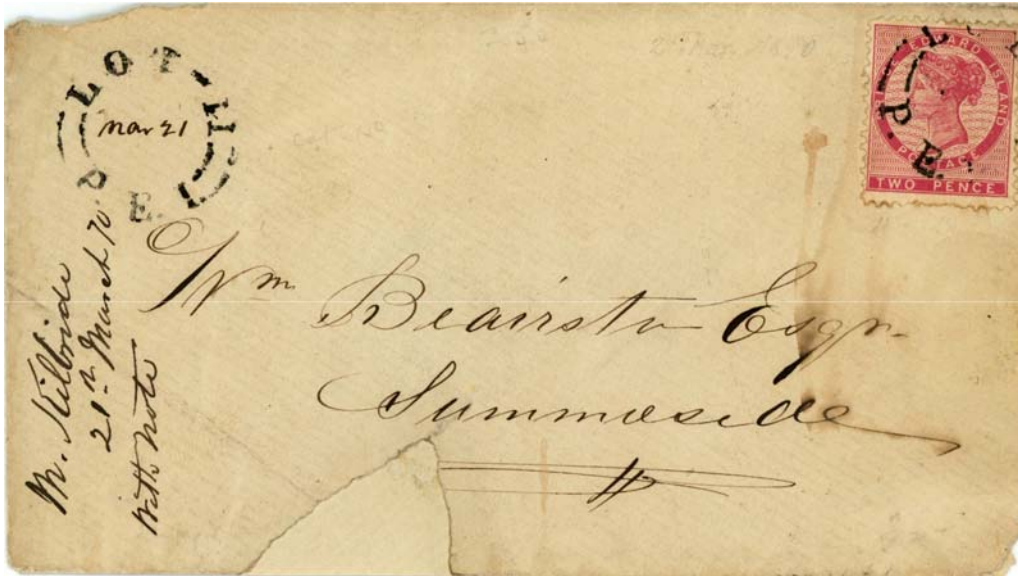


Tignish to Summerside. 2 d stamp issued 1864 to pay the Island rate. Faint SUMMERSIDE P.E. ISLAND on reverse.

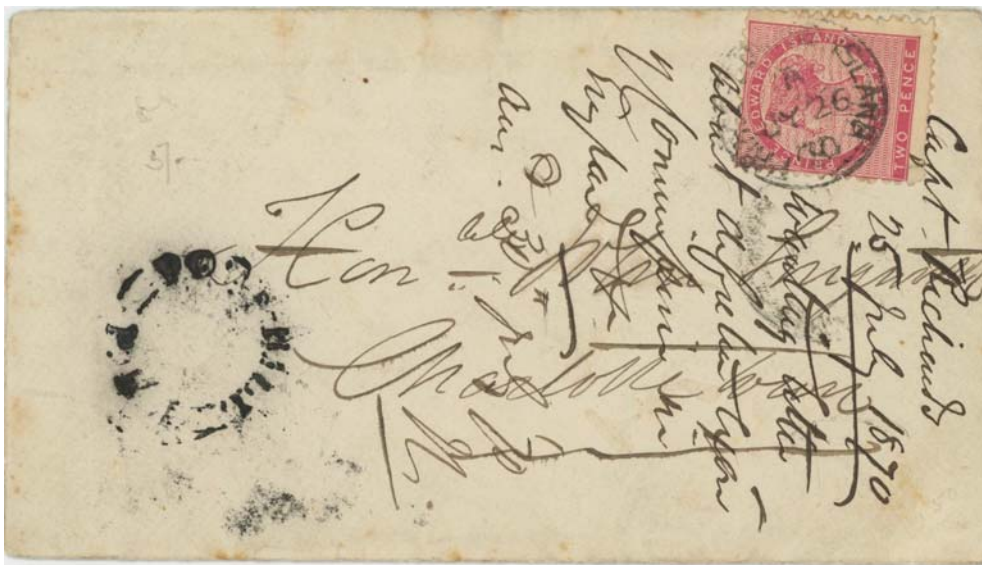


Serif double broken circles with PAID removed

The PAID hammers were not very useful after stamps were issued. Each of these is unique.



Lot-11, with PAID removed, 1870. Several strikes known with PAID, but this is the only one without it. Around twenty offices were simply LOT #, some not known to have received handstamps.

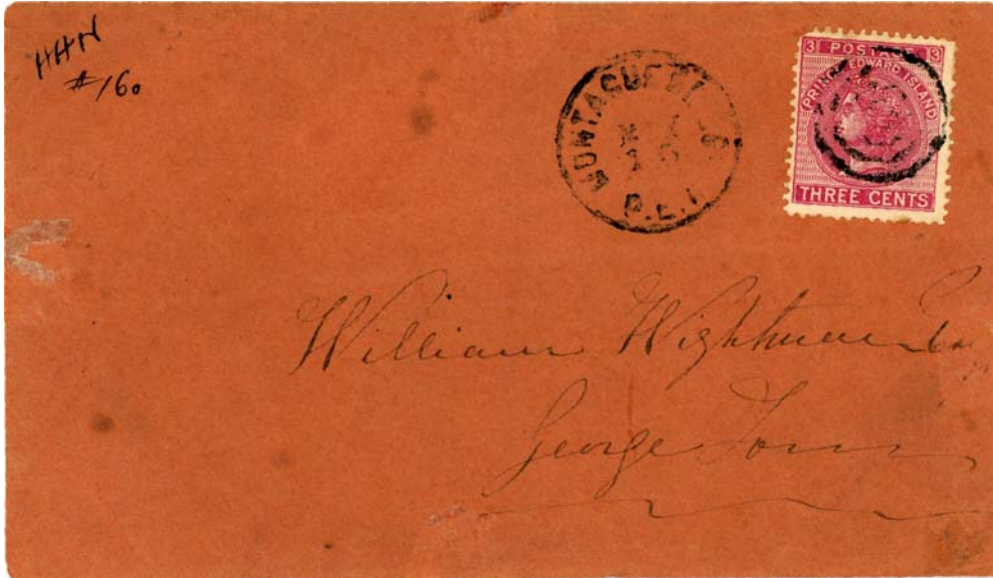


Port Hill–Charlottetown, 1870. Island rate paid by 2 d stamp.

PORT HILL P.E.I. serif double broken circle with PAID removed; one of two strikes reported.

Zevely-type circles

Similar to some postmarks manufactured by JH Zevely in the U.S., annoyingly, without space for the damn year. It is not known if these were ordered from him. They were issued 1871–72.



Montague Bridge, May 1872 or 1873. In use 1871–1873.

The 3¢ stamp issued 1 January 1872, when the Island (finally) switched to decimal, pays the Island rate.



Wood Islands, 18 March 1873 (has a Charlottetown backstamp). Fewer than five examples known. Single rate to U.S., 6¢ (from 1 January 1872).

PEI Zevely-type



Prince Town Road (PEI)–Charlottetown, 21 February 1873 (pre-Confederation). Stamp pays domestic rate.



Morell–Charlottetown, 1877. Rated 3¢ Canadian domestic rate. Souris East on reverse. Known from pre-1873.

PEI-US, manuscript town postmark, 1870

Only known 19th century PEI ms; one also exists in the 18th century.



Nine Mile Creek (Lot 65, PEI)—Alfred (ME), 18 November 1870. 3 d pays only the intercolonial rate; the rate to the US was 6 d, or 10¢. Since partial payment was not allowed, no credit was given for the stamp, and 10¢ charged.

Nine Mile Creek opened 1865.

Rate handstamps

A few places had homemade ratemarks to indicate the 2 d Island rate.



Kildaire—St Eleanors, 1855. Black 2 indicating unpaid. Probably applied at Summerside. Several examples are known. Dateline reads Kildaire, which had a post office (1851–1914), but no postmarks have been reported.

Sender has endorsed the letter, *please forward to Summerside*.

Red large circle

SUMMERSIDE P.E. ISLAND and faint double broken circle St ELEANORS.



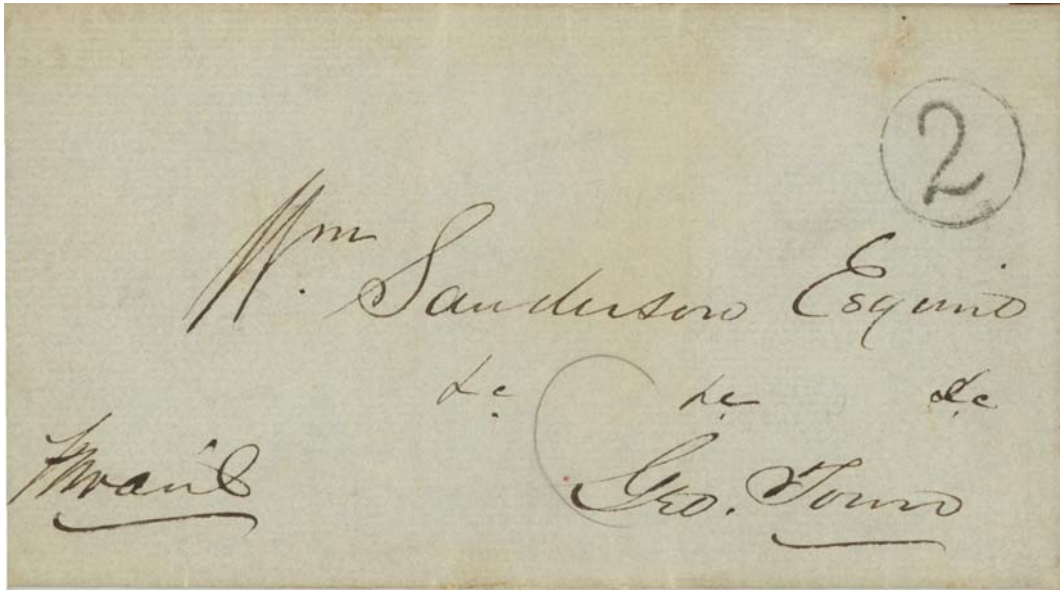
St Eleanors—Charlottetown, 1860. Large red 2 (paid), used at St Eleanors. No other examples reported.

Double broken circle ST ELEANORS-PAID (three examples reported).

On reverse, the datestamp without PAID, in red:



Ratestamps

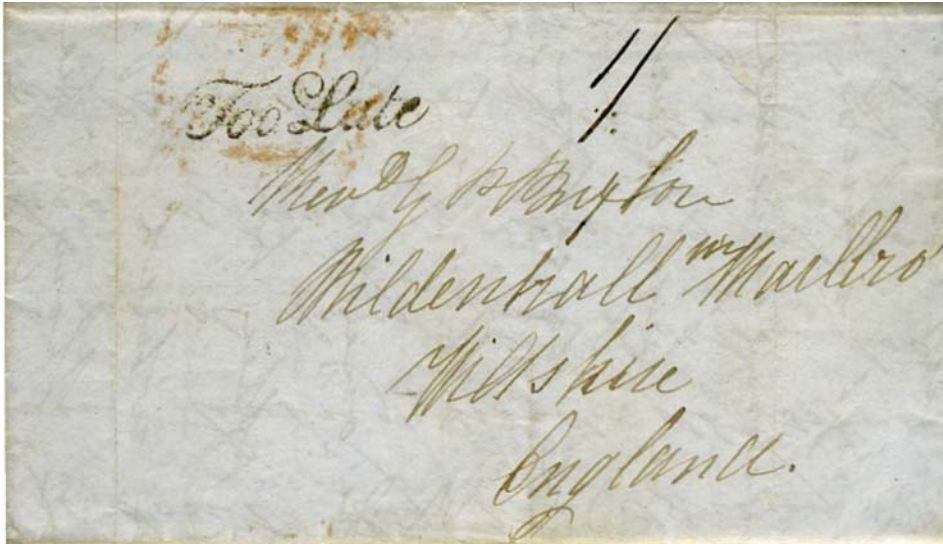


Charlottetown–Georgetown, 1856. Rated collect 2 d Island rate; ratestamp is scarce, but not rare.



Summerside–Darnley (unincorporated area within Lot 18; no post office), 1861. Collect 2 d Island rate; ratemark rarely seen (Summerside). Double broken circle SUMMERSIDE PAID, known 1857–62.

Too late, BNA–UK



Charlottetown–Marlborough, 1850. Rated 1/–stg, packet rate to UK (anomaly: should have been charged additional 2d stg inland rate to Halifax). The script *Too Late* hammer was distributed to a number of offices in UK and abroad, the only two in BNA being Charlottetown and Saint John. Fewer than five examples of this PEI marking are known.

Missed the Cunard *Niagara* (departed Halifax 8–9 February) and the *Europa* (depart H 22 February), but caught the *America*, departed Halifax 8 March, arriving at Liverpool 19 March.

Consignee's letters

Rare to or from P E I

Dispatched for Lieut. Rumbler
Capt. Barclay -

Mr. Allan Fraser
Merchant
St. Eleanors
Prince Edu. Island
Consignee

Halifax—St Eleanors (P E I), 1834.
Carried free, as usual for consignee's letters.

Halifax 25th Nov. 1834

Consignee's Letter

Rev. J. Waddell
Sec. to the Auxiliary Bible Society
Charlotte Town
Prince Edwards Isd.

Lady Wood
Capt. Salmon

Consignee's letter, London—Charlottetown, 1841. No postage charged. Carried on private ship, the *Lady Wood*, under *Capt Salmon*. Invoice accompanying a shipment of bibles.

The Prince Edwards Island *London 30 March 1841*
Aux. Bible Soc.

Bought of Richard Cockle,
Deputy to the British & Foreign Bible Society,
N. 10. Earl Street. Black Friars.

	17/6	7	Pica Bible 8 ^{mo}	2/6	3	7	8
	27/6	6	Pica Bible 4 ^{to}	11/6	4	16	-
			Case, Ship's Expenses & Freight	5		16	4
P.E.I. 2							

Consignee's letter, NS-PEI, 1843

with two }
 parcels }
 Mr. Henry Stampfer
 Merchant
 Charlotte Town P.E.I.

Halifax-Charlottetown, 1843.

Chs Lockaby
 Hx. Oct 6. 1843

Halifax N.S.
 My dear Sir
 I have taken the
 liberty of troubling you with the
 safe delivery of those two parcels
 which I have no doubt you
 will forward by the earliest
 opportunity - by so doing you
 will infinitely oblige
 Your Serv^t & C^t Serv^t
 "Lockaby"
 P.S. Excuse the short & laconic
 way in which this note is written
 as I am in very great haste
 owing to the coachman having
 here in ten minutes after having
 begun this Louis Evr
 C. A. L.

Consignee's letter, 1843

Mr H Stampen
 with a Box }
 per Albion }
 Paasellu
 Charlottetown

Halifax-Charlottetown, 1843. With a box per Albion. Invoice for goods.

Mr H Stampen
 1843
 Oct 17
 Bost of Dawson

✓ To 4 Mus	Y wove Cap.	12/6	2. 10. -
✓ " 2 "	Pott ea 8/6,	9/9	1. 16. 6
✓ " 4 "	Post	13/9	2. 15. -
✓ " 2 "	Pott ruled Bld ptes	13/9	1. 7. 6
✓ " 1 "	Cap "	20/	1. -. -
✓ " 1 do	Port's Truck	13/6	. 13. 6
✓ " 3	Gunter's Scales ea 2/,	2/6	13. 6
✓ " 1 do	✓	✓	✓
Addressed Mr H Stampen			£ 10. 16. 0

50/ 7. 4. 0
 5. 12
 10. 16. 0

9/ 7. 4. 0
 - 16
 8. 0. 0

by
 Cash

Mr H Stampen
 Dr Sir

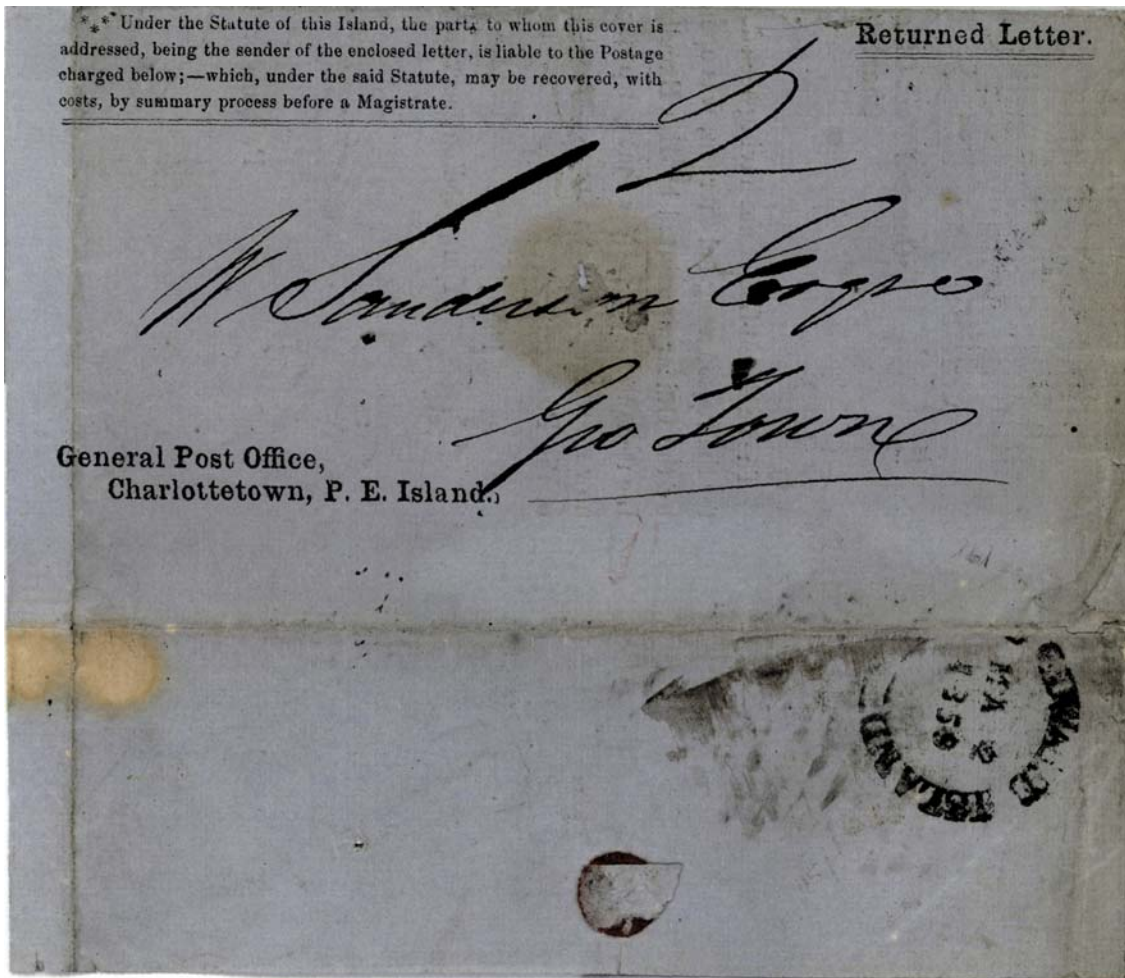
I have been your the
 Remains of your order - or as much
 of it as you please. which I hope will be
 satisfactory.
 I am yours truly
 J. A. Dawson

Pictou 17 Oct 1843

P.S. It is included in a Bill
 Lading to Mr Asquith and agents for
 at 2/ M S by - J. A.

Prince Edward Island returned letter wrapper (1858)

One other has been reported, although it is possible that this is the same one.



Returned letter wrapper, Charlottetown, returned to Georgetown, 1858. Charged 2d Island currency—this was single domestic rate (with no charge for return service), but it could also be service fee (if the original was prepaid).

**General Post Office,
Charlottetown.**

The enclosed Letter not having been delivered, for the reason assigned thereon, was opened here by the Officer appointed by His Excellency the Lieutenant Governor for that purpose; and is now returned to you, as the writer, on payment of the Postage.

I am,

Your obedient servant,

Ben Davies

Postmaster General.

Money and registered letters

Money letters (in BNA) were those believed to contain valuables, such as money or negotiable instruments. Such letters were given special treatment, such as recording on the letter bill sent between post offices. There was no additional charge for this service, but the enclosures often increased the postage. Upper and Lower Canada initiated money letter service in 1825 (although the earliest known official documentation is dated 1827), and the other provinces had adopted similar systems by the 1840s. There is no information on when it started.

Registration superseded the money letter system, the date depending on the jurisdiction; for PEI, it is believed to have been some time in 1855. Both money letters and early registered letters are rare for PEI, as the vast majority of the population lived in an almost feudal tenancy system.

Money letters (*four reported*)



Tignish—Ch'town,
domestic, 1846.
Rated collect
2 d P E I currency,
Island rate.

Tignish 4th
Dateline



Charlottetown—Pictou (NS),
1850. Ms 797 is a letter
bill number, probably applied at Pictou.
Rated collect 1/6 cy, quadruple
(two ounces) P E I—
Pictou.

Registration

Not many registered letters exist, as the Island was economically backward. Information about the registration system is also sparse; registration began in the mid-1850s, likely in 1855, the date not documented. PEI joined Confederation on 1 July 1873, and at that point, its rates became those of Canada.

Island currency was equivalent to about two-thirds the corresponding amount in sterling, much more heavily devalued than the currency of Canada, N S, & N B.



Registered Charlottetown-Georgetown, 2 April 1855. Rated 2 d Island domestic rate plus 6 d registration fee, all prepaid. A candidate for the earliest known PEI registered letter. An envelope, also very unusual for PEI in this period.



Registered Summerside drop letter, 1856. No indication of registration fee charged, although clearly marked registered, and given a registration number. The rate may have been marked on the green covering wrapper. It is possible that 4 represents double Island rate, and payment of the registration fee was implied, as prepayment was compulsory.

Registered arc

A very distinctive registration handstamp, used at Charlottetown for five years.



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



Fewer than ten examples are known (1862–66)

Registration



Charlottetown–Acadia Mines (NS), 1868. Rated 6 d registration fee and 3 d intercolonial within BNA. The registration number appears at the left, and may be *III*. Via Amherst and Truro.

Some time after March 1871, the registration fee changed to 3 d (precise date unknown, but the implementing legislation was passed in March); this lasted only until the end of the year, when PEI finally converted to decimal (1 January 1872). *Two registered covers are known in this rate period.*

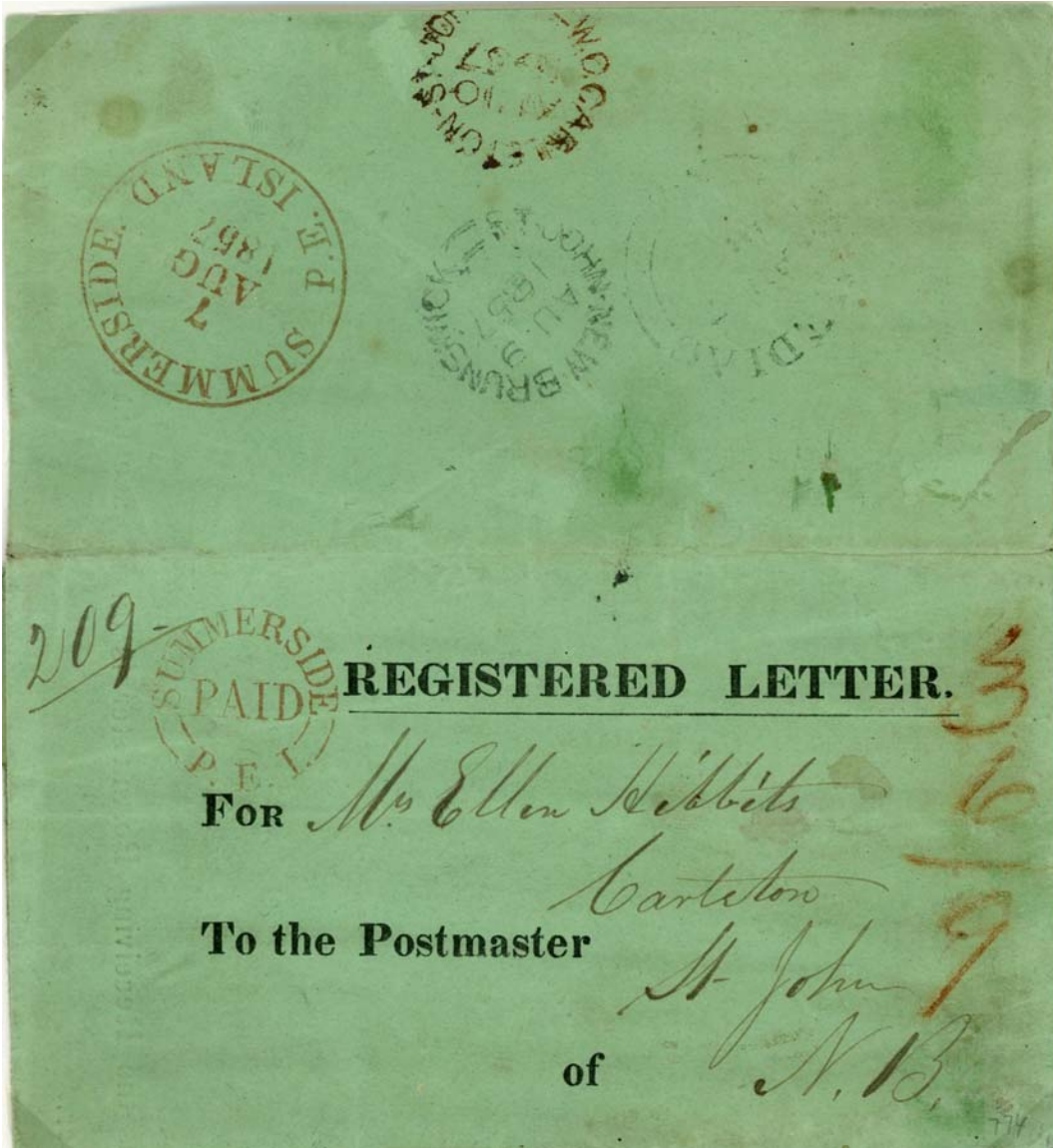


Charlottetown–Stellarton (NS), December 1871. Rated 3 d registered and 3 d intercolonial. Ugly datestamp on front is standard broken circle CHARLOTTETOWN PEI.

Greene certificate #13757.

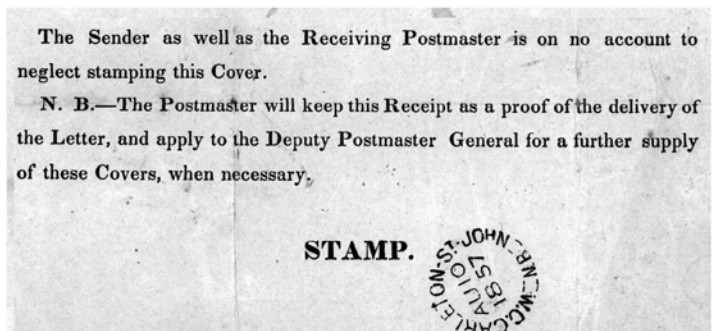
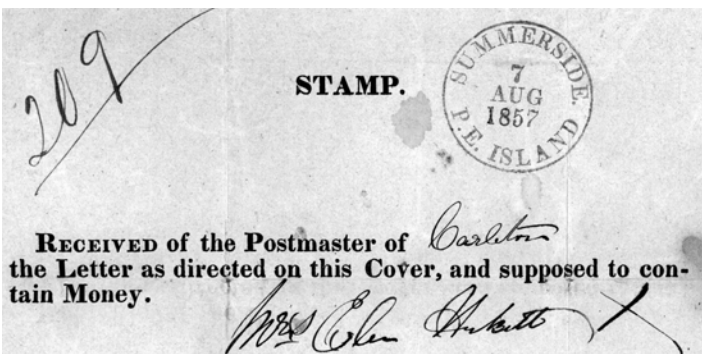
Prince Edward Island registration letter wrapper

UK and BNA provinces used registered letter wrappers to enclose registered matter for a brief period after registration began (similar wrappers were used for money letters, but no P E I examples are known). Only reported P E I example.



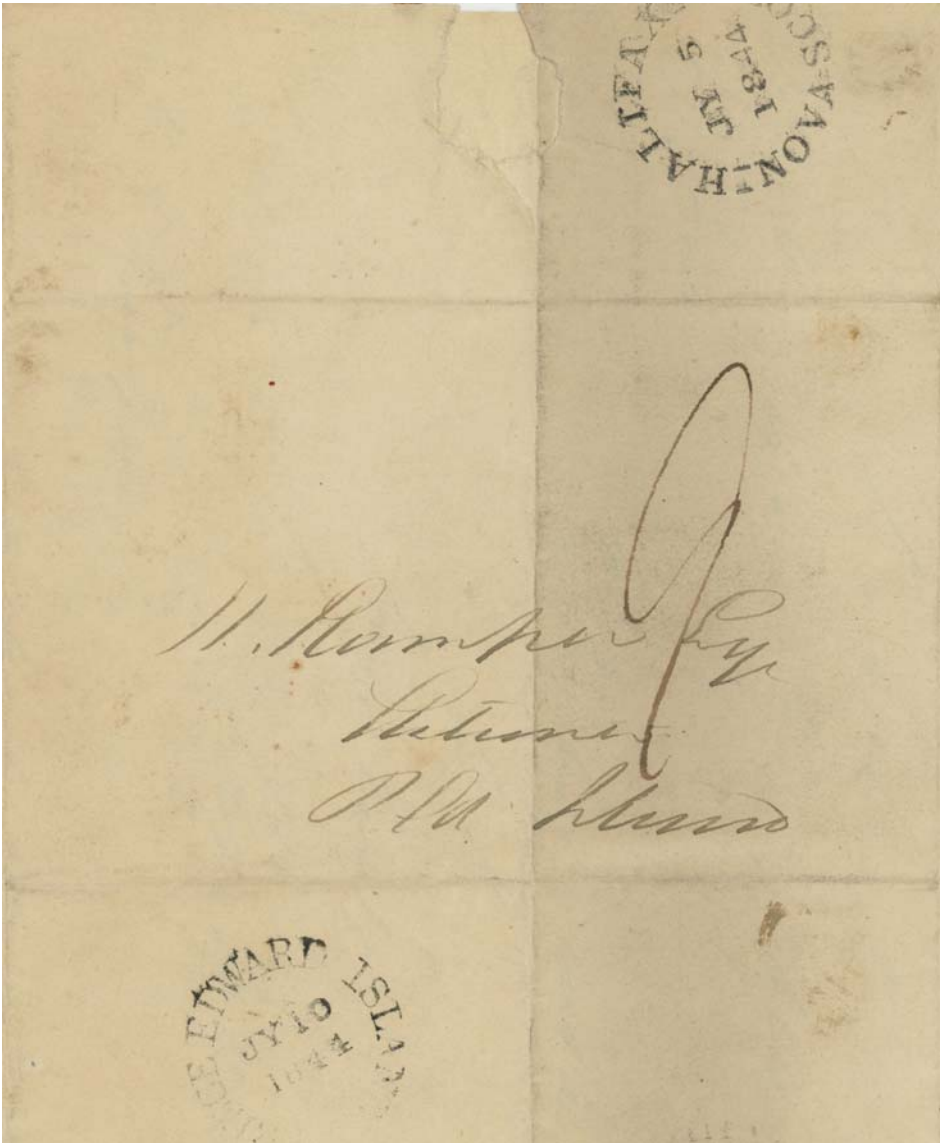
For a registered letter from Summerside to Saint John (NB), 1857. Rated 6 d registration fee and 3 d intercolonial letter rate.

Fewer than ten examples of the **SUMMERSIDE P.E.I. PAID** handstamp have been reported; the large **SUMMERSIDE P.E. ISLAND** dater is known 1853–74, but with year slug only in 1857. The **W.O. CARLETON-ST. JOHN** datestamp is known 1852–57, after which the way office became a post office.



Extras

The following didn't make the cut, and are available for trade or sale.
ns-pei, nspei44z



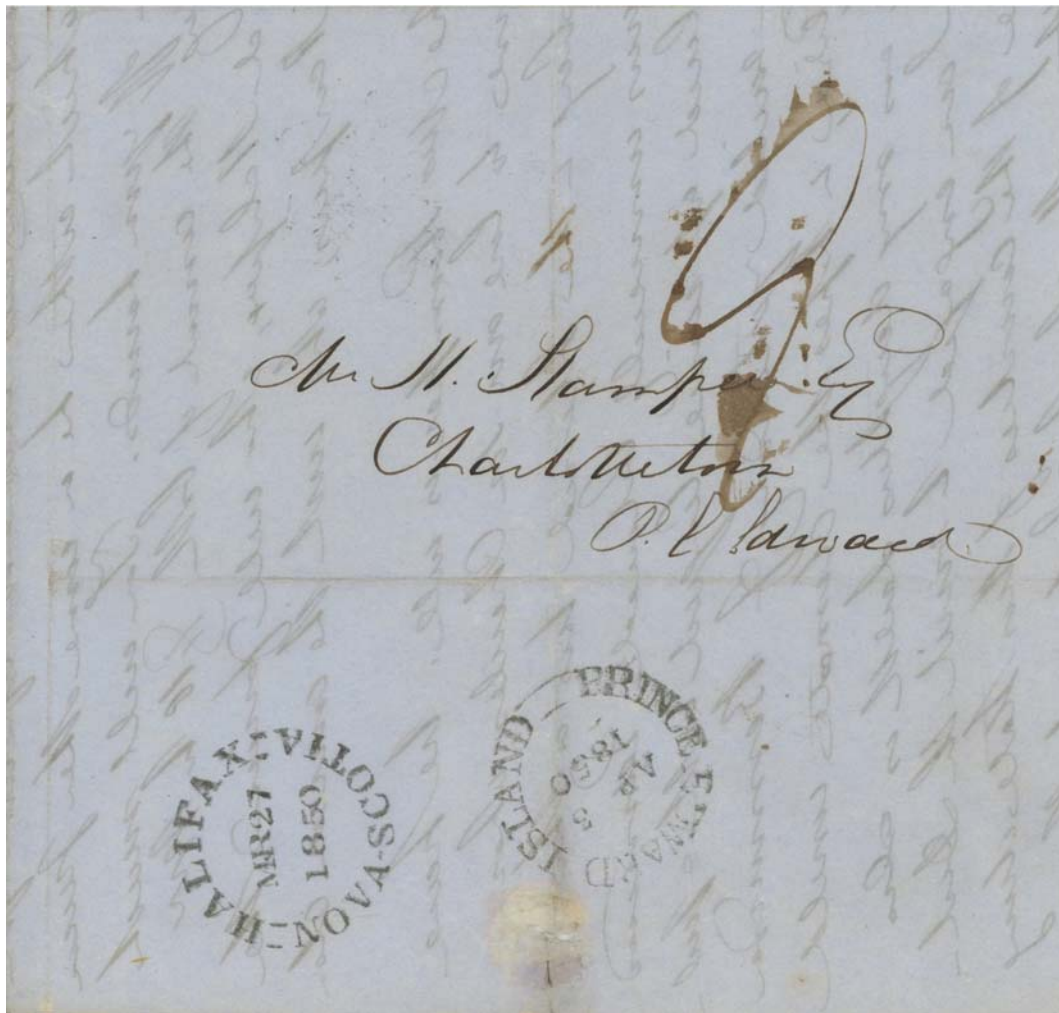
Halifax-Charlottetown, 1844. Rated 9 d cy, collect.

ns-pe1, nspei44y



Halifax-Charlottetown, 1844. Rated 9 d cy, collect.

ns-pe1, nspei1850



Halifax-Charlottetown, 1850. Rated 9 d cy, collect.

ns-pe1, nspei41y



Oct 30 1840

Halifax-Charlottetown, 1840. Rated 8 d cy, collect.

UK-PEI, ukpeistamp70



Liverpool (UK)–Summerside, 1871. Transatlantic rate 3 d paid by stamp.

UK-PEI, ukpei71z



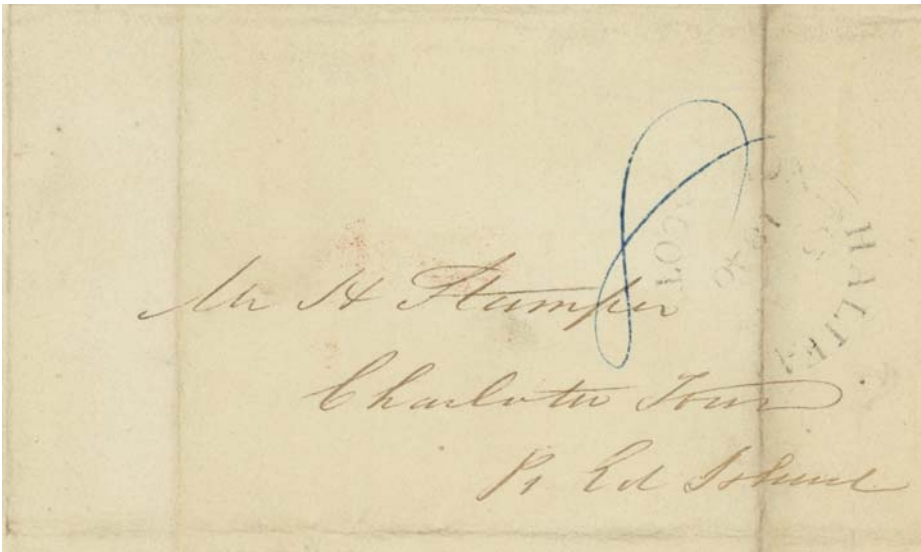
Brighton (UK)–Belfast (PEI), 1871. Transatlantic rate 3 d paid by stamps. On reverse are a Charlottetown cork duplex, and YORK– (British).

ns-pe1, nspei39z, nspei40x



10 Dec 1839

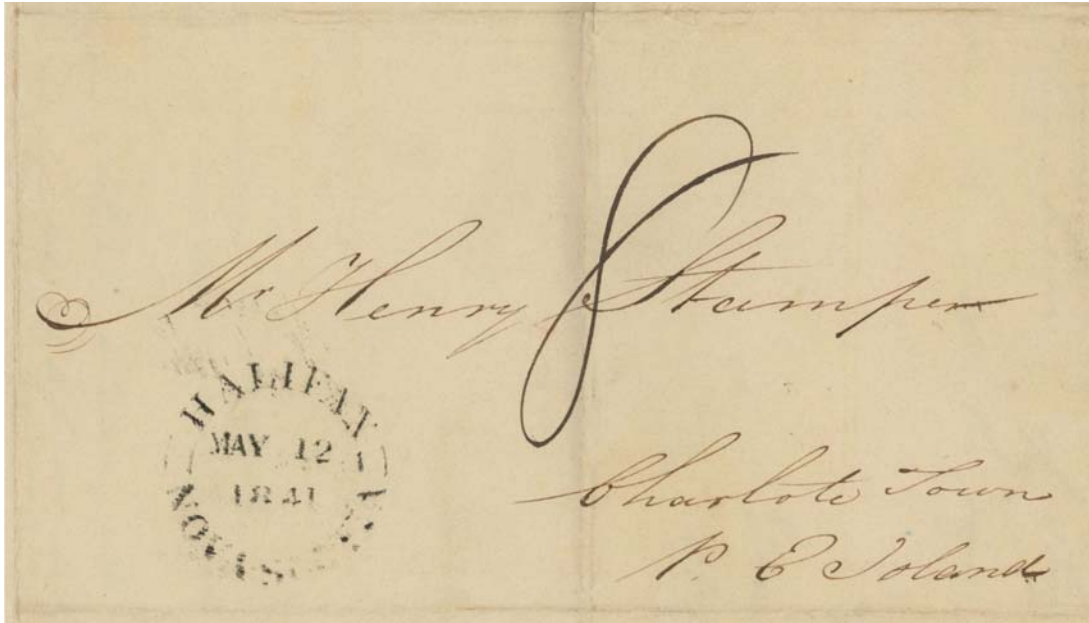
Halifax-Charlottetown, 1839. Rated 8 d cy, collect.



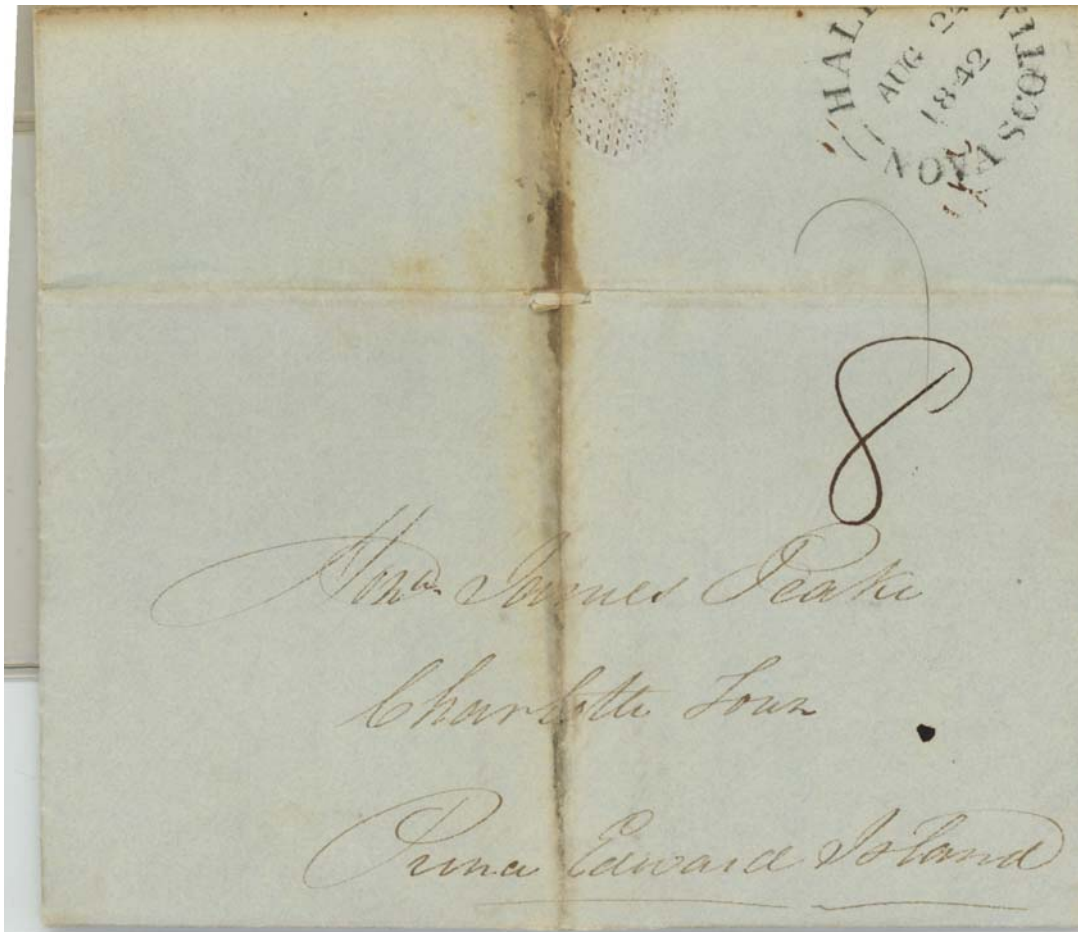
Apr. 15 1840

Halifax-Charlottetown, 1840. Rated 8 d cy, collect.

ns-pei, nspei41z, nspei42



Halifax-Charlottetown, 1841. Rated 8 d cy, collect



Halifax-Charlottetown, 1842. Rated collect 8d Halifax-PEI rate.

NB-NS re PEI, nsrepei49

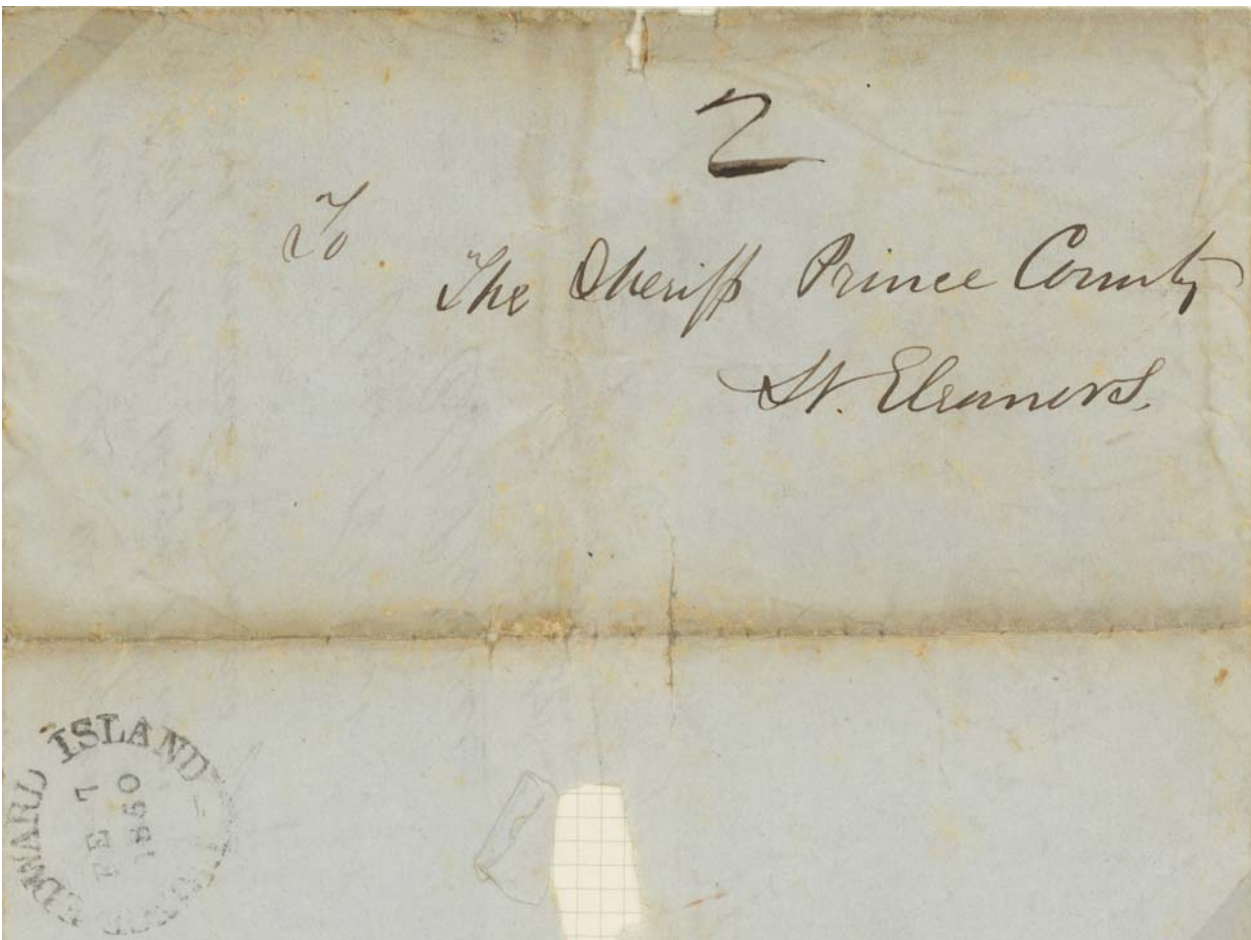


Baie Verte (NB)–Halifax, 1849. Rated 9 d cy paid at destination, 101–200 miles. Letter is an extensive discussion of routing of mails to P E I. Should be scanned.

pei, pei48, pei50



Charlottetown—Georgetown (PEI), 1848. Collect 2 d cy, Island rate.



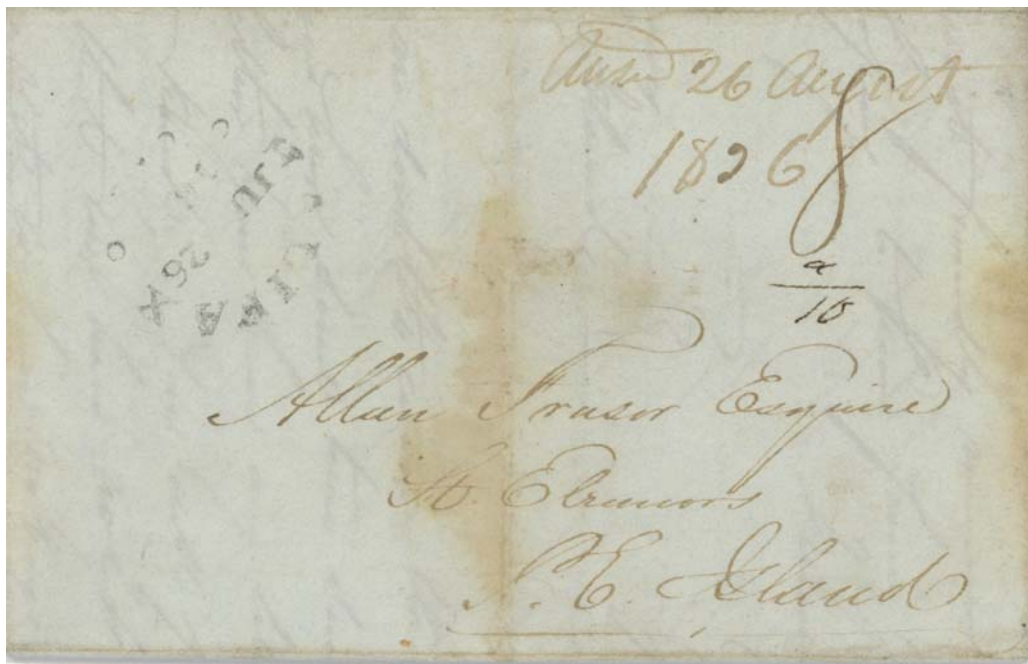
Charlottetown—St Eleanors (PEI), 1850. Collect 2 d cy, Island rate.

pei, pei49y



Charlottetown—St Eleanors (PEI), 1849. Collect 2 d cy, Island rate.

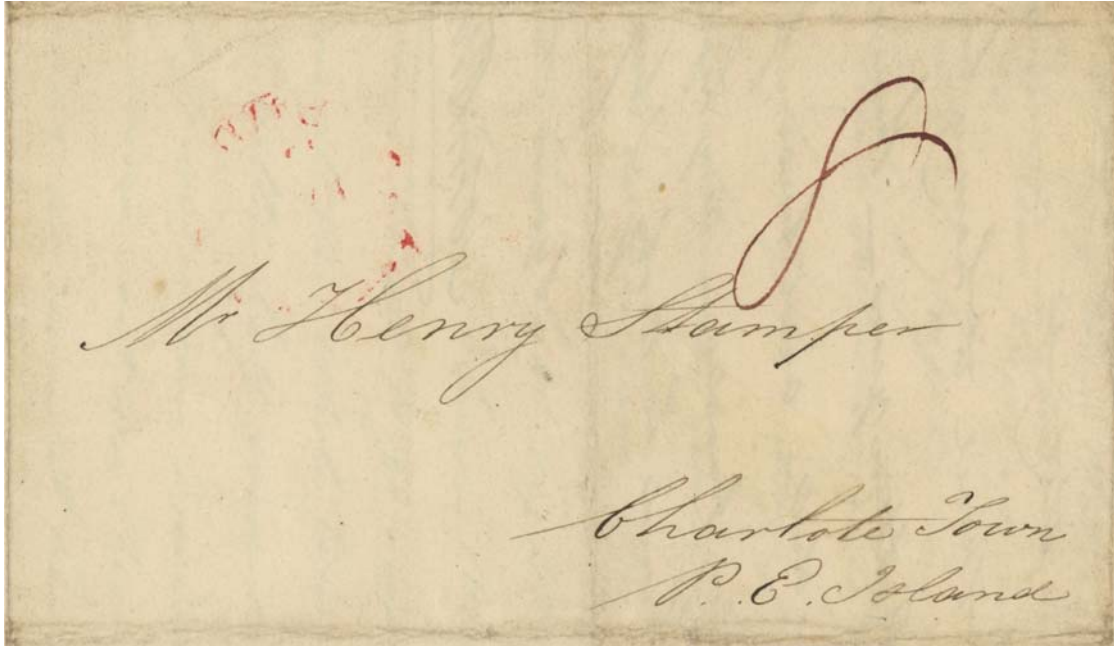
internal 2d



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

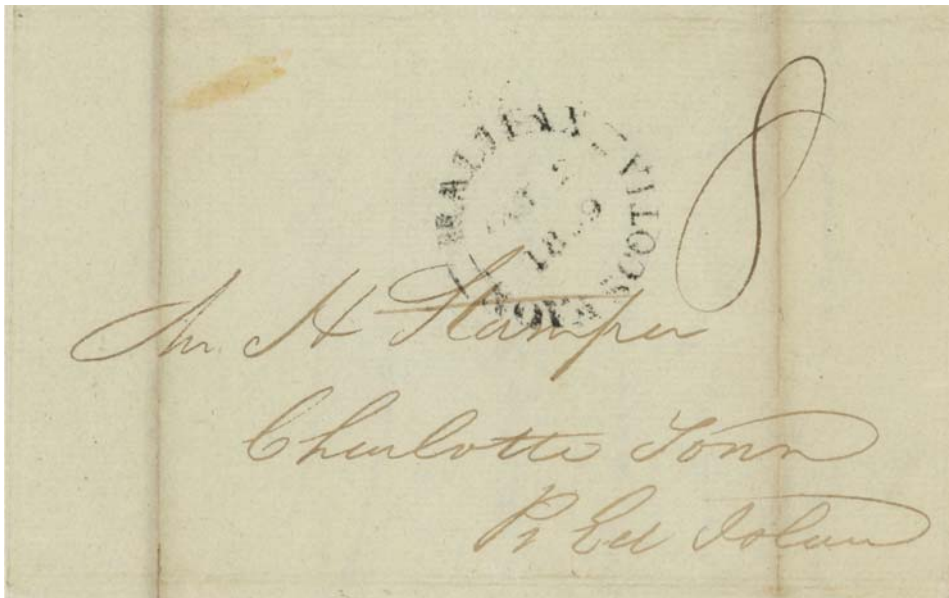
A small rectangular piece of paper with a handwritten date in cursive: "Halifax Nov. 26th June 1839".

ns-pe1, nspei39, nspei39y



Feb 6. 1839

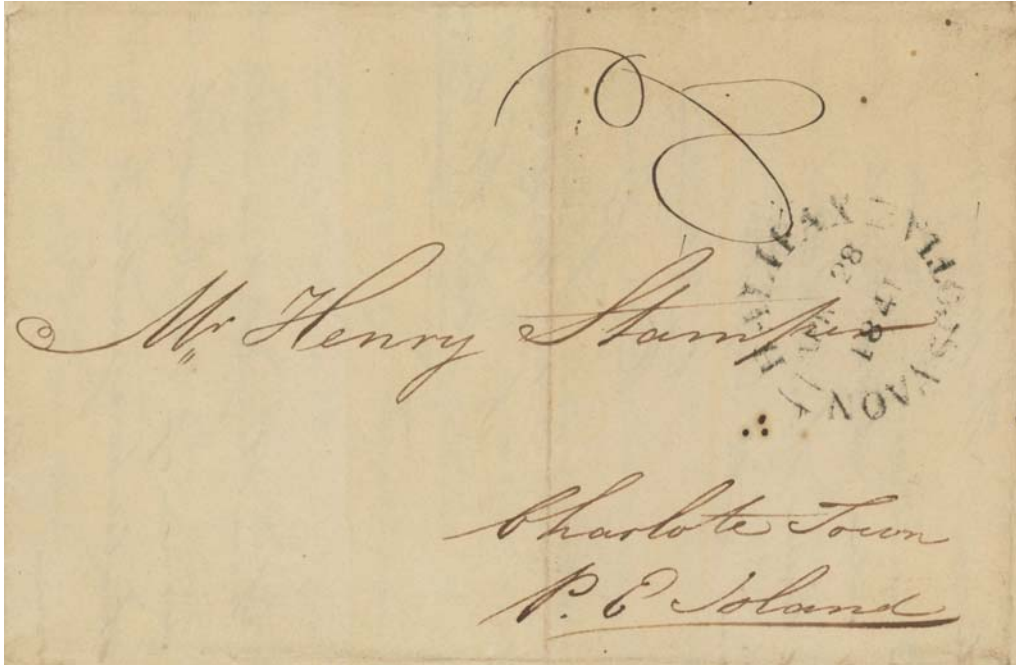
Halifax-Charlottetown, 1839. Faint HALIFAX PAID datestamp. Rated PAID 8 d cy.



Sep 30 '39

Halifax-Charlottetown, 1839. Rated 8 d cy, collect.

ns-pe1, nspei41, nspei41y



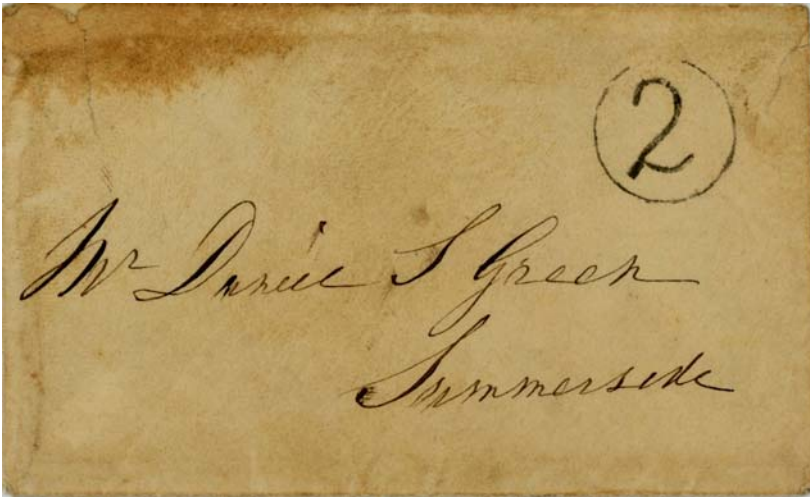
Halifax-Charlottetown, 1840. Rated ^o8 cy, collect.

NS, NB to PEI 1854, nbpei54



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

Charlottetown ratestamp



Charlottetown–Summerside, 1859. Encircled black 2 (unpaid).



Addressee is a descendant of Daniel Green, founder of Summerside (Green's Shore).

PEI, pei66



Charlottetown—Wood Island, 1866. Rated prepaid 2 d Island rate. Type 4 P E I dater.

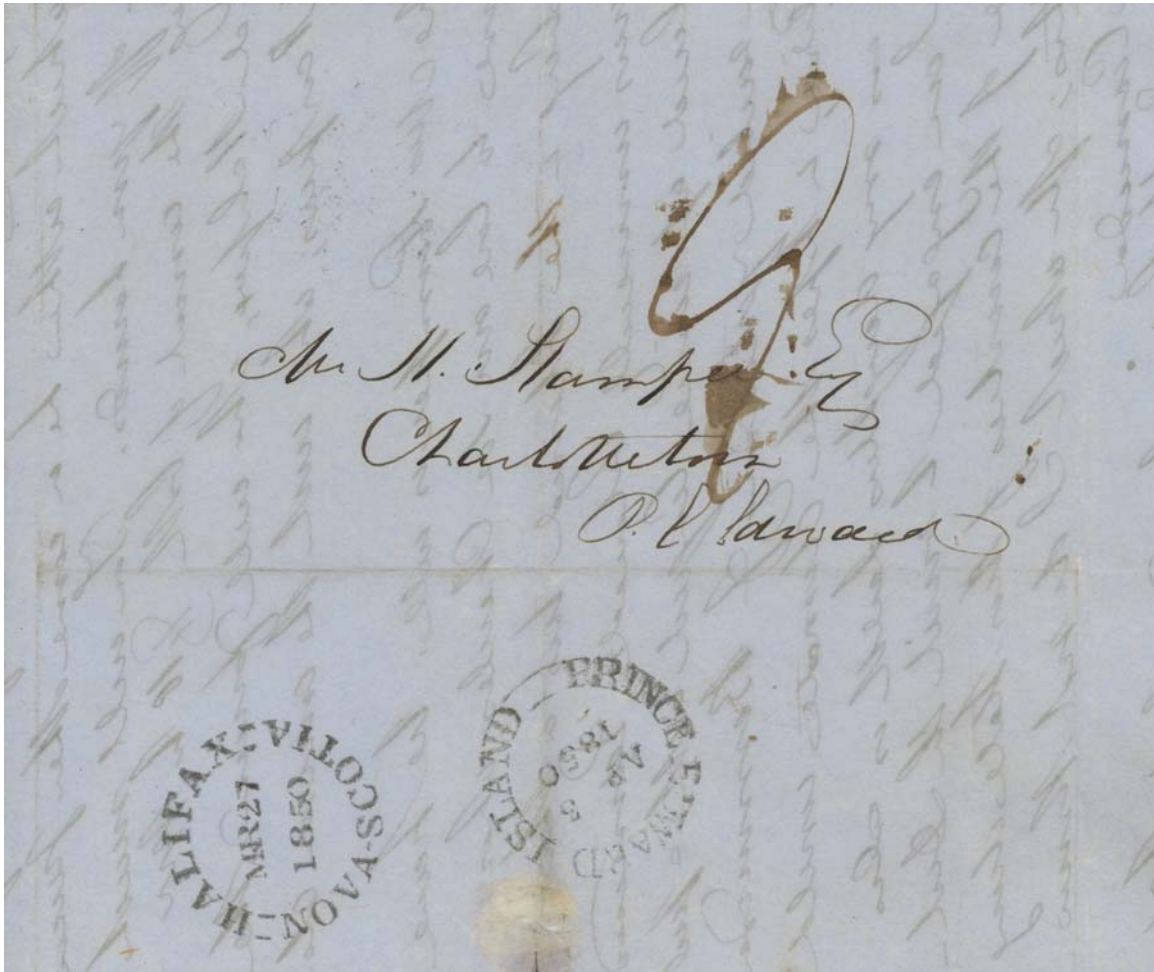


Island rate, pei58z



Charlottetown—Georgetown, 1858. Rated 2 d collect (?) Island rate rate.





Halifax-Charlottetown, 1850. Rated 9 d collect, Halifax to Charlottetown.