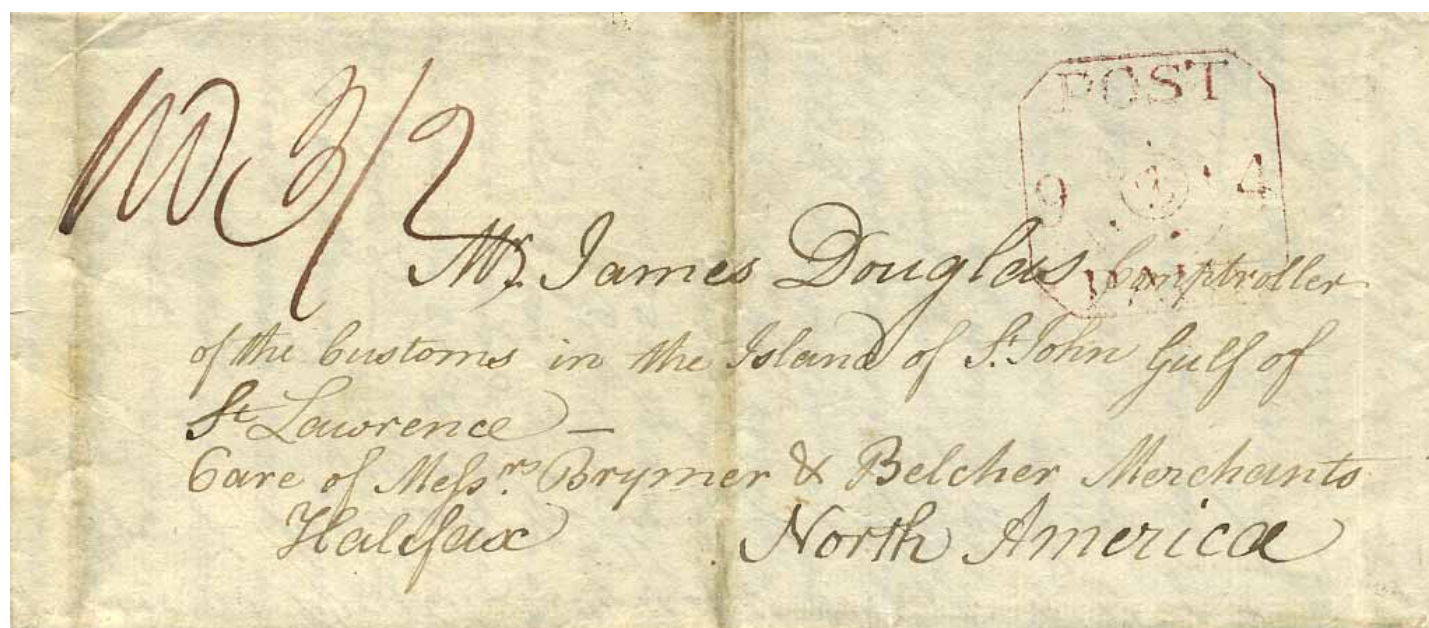


Scotland to PEI

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).



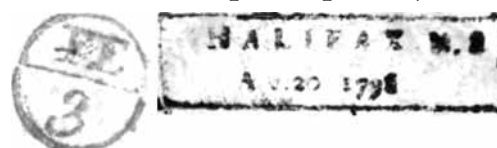
Edinburgh–Halifax or PEI, 1794. **Rated** prepaid Pd 3/2 stg, double 1/- packet & 7d Edinburgh–London. Experimental truncated square POST PAID London datestamp, used April–July 1794 only.



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 3 1/2, made up of 1d cy delivery fee to the port of Halifax, and internal BNA ship letter fee (2d stg = 2 1/2d 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).

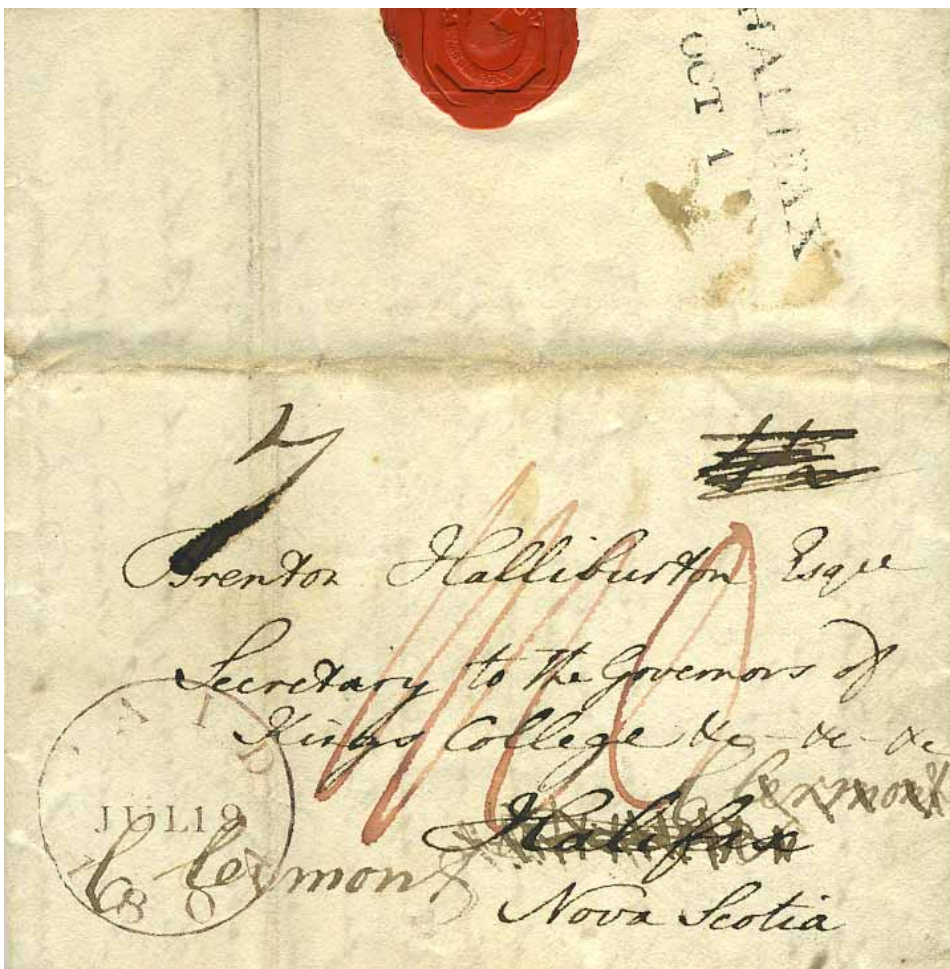
Prince Edward Island was known as Isle St John until 1799.



London–Nova Scotia,
three rate periods

London to Halifax, forwarded, 1804 (anomalous rates). **Rated** prepaid 1/10; should have been 1/- packet and 8d, London–Falmouth (perhaps 2d late fee charge?). Then charged 4½d cy forwarding (under 60 miles) to Clermont (unknown in NS), altered to 7d cy (61–100 miles).

Red London paid circle (many variations), and Halifax straight-line.



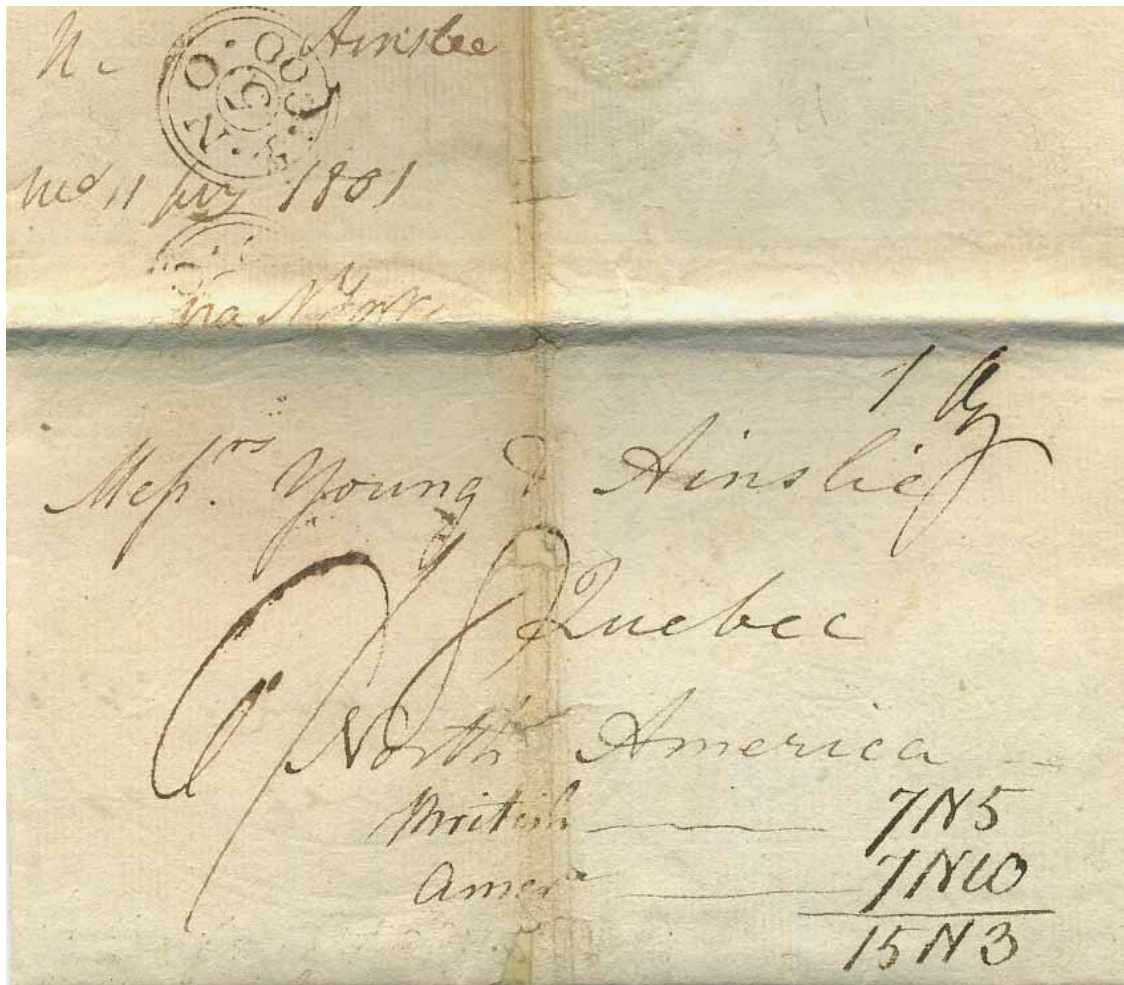
London to Halifax, 1808. Rated prepaid 2/; during 1805–12, Falmouth packet rate was 1/1, and London–Falmouth was 11d (150–230 miles).



London–Halifax, 1813. Rated prepaid 2/2; in 1812, packet rate rose to 1/3.



Early UK to Canada via Falmouth–New York packet



London to Quebec, via US, 1800. **Rated** 1 oz (quadruple rate) 6/8, four times 1/-stg (packet rate) and London–Falmouth 8d. Then charged *British* 7N5 and *American* 7/10; the former is the translation to currency; the latter is a combination of US and Canadian rates: New York to the border (17¢ for 150–300 miles), 68¢ = 3/4cy, and four times 1/1½d currency (301–400) miles from the border point to Quebec.

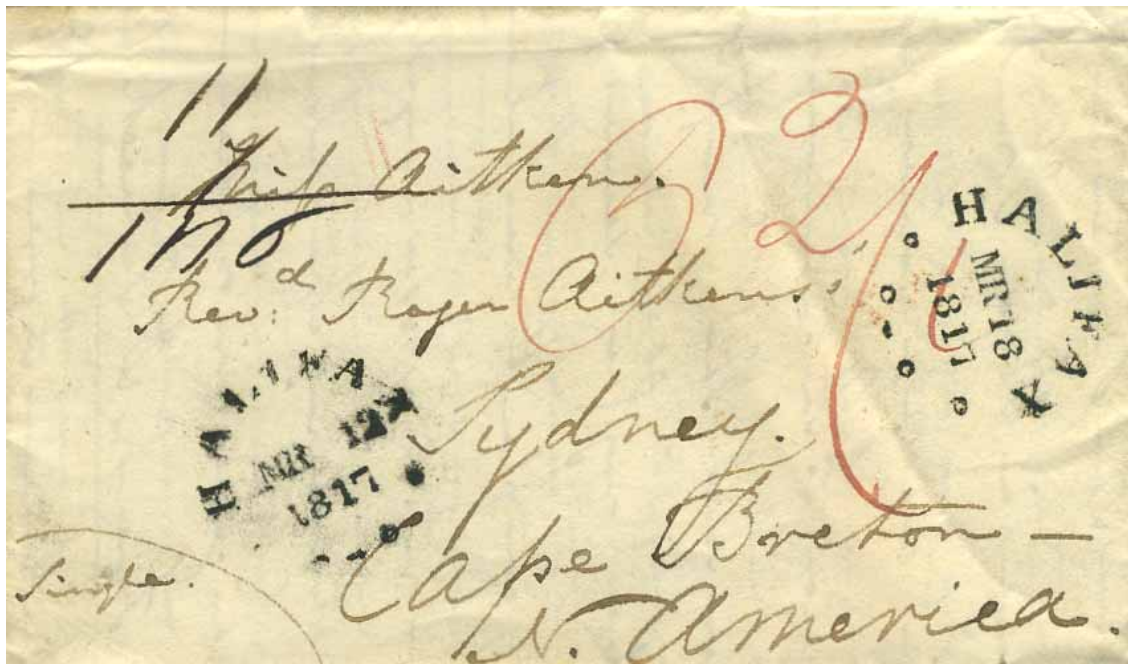
Unusual itemization of the rates in this period, *British* and *Amerⁿ*.

Double rim London receiver (generic).



*Paid at Glasgow, to Halifax, 1815. **Rated** prepaid P 2/5, made up of 1/3 packet rate and 1/2 Glasgow-Falmouth (400-500 miles). No internal BNA postage, as it is addressed to Halifax.*

Small oval PAID AT GLASGOW (1811-15), and common straightline with mileage. Carried on the Hinchinbrooke.



*Bristol to Sydney (Cape Breton), 1817. **Rated** prepaid P 2/1, packet rate 1/3 and 10d Bristol to Falmouth. Then charged collect 11d Halifax to Antigonish and 7d cy Antigonish to Sydney (in Nova Scotia and New Brunswick, unpaid letters were charged at each office en route).*

Red circular BRISTOL with mileage below; with two differently-dated four blobs Halifax daters (the later one has the date of departure).



Galway to Quebec, 1817. **Rated** prepaid British 2.6/Irish 10; Irish rate, Galway to Dublin and Dublin to Holyhead (total 10 d stg), Holyhead to Falmouth (1/3, to 600 miles) and 1/3 packet rate. No apparent BNA charge (inexplicable).

Red straightline GALWAY and Irish rounded rectangle paid marking.

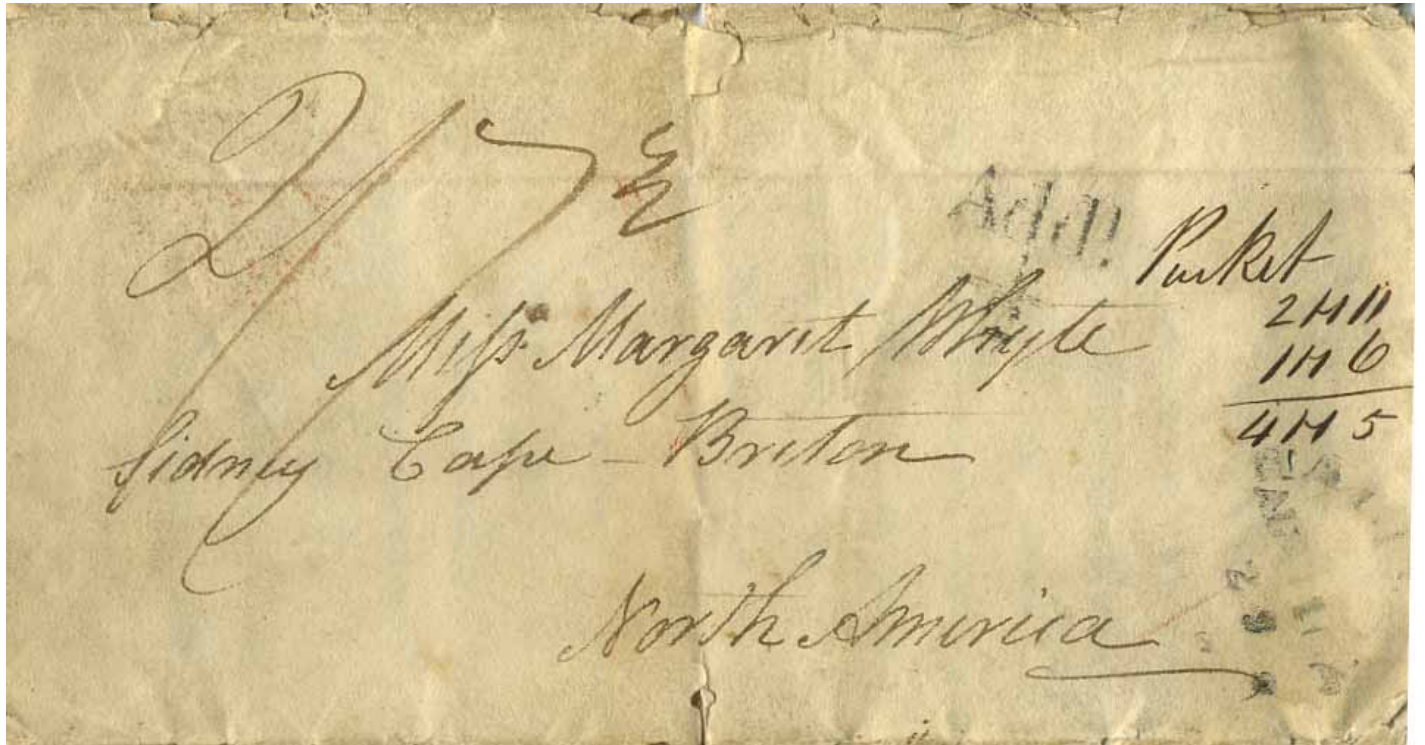
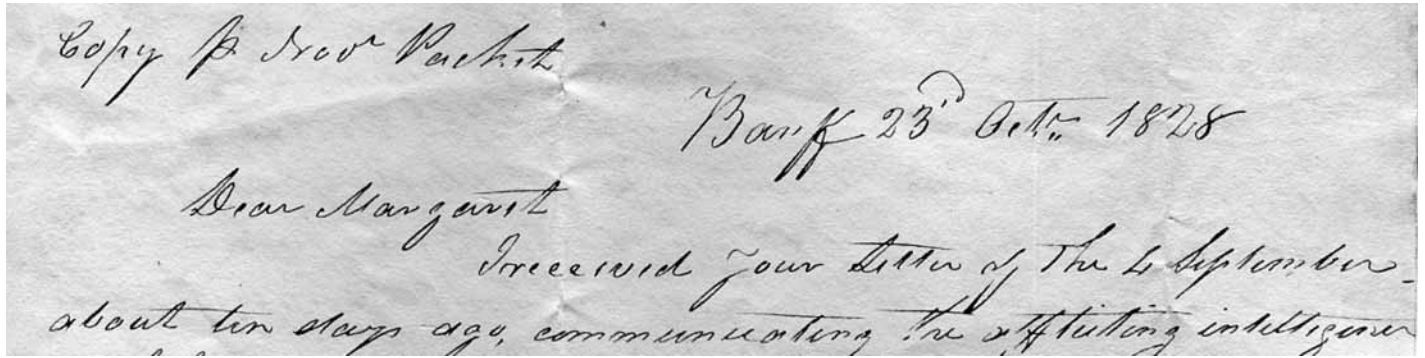


Belfast to Miramichi (New Brunswick), 1821. **Rated** 3/4; in the period 1821–27, Irish rates were computed via Dublin—thus Belfast–Dublin, Dublin–Holyhead, and then Holyhead–Falmouth. Then translated to 3N9 cy, and internal BNA rate 11 for Halifax to Miramichi. Total due is 4N8cy.

Circle date stamp BELFAST, and Halifax four blobs transit mark (70 days travel).

Replacement letter

Original, dated 23 October 1828, lost on the maiden voyage of the Falmouth packet *Ariel*, sailed 20 November 1828, and never heard from again.



Copy of letter, Banff (Scotland) to Sydney (CB), 1828–29. This one was mailed 26 June. **Rated** collect 2/7½, incorporating the half-penny Scottish wheel tax; made up of 1/4 for Banff–Edinburgh and E–Falmouth, and 1/3 packet. Then converted from sterling to currency (2N11) and internal Nova Scotia rates (Halifax–Annapolis 11d cy, and Annapolis–Sydney 7d, total 1N6). Total due 4/5d cy.

Straightline BANFF, red circle dater used at Edinburgh, and Halifax four blobs (lower right).

Likely the only duplicate letter known associated with the *Ariel*. Carried on the *Goldfinch* (Falmouth 8 July; Halifax 10 August).



Multiple rates

England to BNA

Top cover overcharged, bottom cover undercharged, both in BNA.



London–Saint John via Halifax, triple, 1824. **Rated** collect 6/6, triple the usual 2/2 London–Falmouth and packet. Then translated to 7N3 cy, and internal BNA, triple 1/8—except the rate Halifax–Saint John was 9 d cy; evidently a substantial overcharge. Total charged 12N3.

Double rim London circle; manuscript inspector's star (upper left) and large red handstamp star (indicating letter was checked for rate and route); Halifax four blobs.



Sunderland–Cobourg (UC), double, 1833. **Rated** collect 4/8, double 1/3 packet rate + 1/1 (601–700 miles at the 1805 scale); translated to 5N3 cy. Then inland BNA rate, Halifax–Quebec, double 1/8 cy; at Quebec, hit with the usual misused (at Quebec) FORWARDED and charged double 11 d cy (201–300 miles) to a transit point, and then charged an additional double 7 d cy for 61–100 miles—these mileages are far too small. Undercharged at 11N7 cy.

Double broken circle SUNDERSLAND and four blobs Halifax dater on reverse; very faint Quebec double broken circle; finally, solid circle COBURG (fewer than five examples reported).

Scotland to Canada



ABERBROTHWICK

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

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



ABERBROTHWICK

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

Same straightline as above.

Heavy, man

England to New Brunswick

Clerks in the late eighteenth and early nineteenth centuries often had difficulties calculating the rates on large multiples.



London to Saint John (NB), octodectuple rate, 1817. **Rated** $4\frac{1}{2}$ oz (eighteen times the quarter ounce rate), $18 \times 2/2 = \text{£}1/19$ (packet rate, $1/3$ plus 11d London–Falmouth); this converted to 43N4cy (hence the 4N4 near the sterling rate. An additional 4N6 was charged, then on reverse another 3/0; the supplementary fee of 7/6cy (18×5 d) was supposed to pay Halifax–Saint John internal BNA postage (9d cy per quarter ounce), but this is much too small. Total charged was 50/10.

London datestamp on reverse.



London to Saint John, unidectuple rate, mostly prepaid, 1823. **Rated** $2\frac{3}{4}$ oz (eleven rates), $11 \times 2/2 = \text{£}1/3/10$ (red manuscript at upper right), prepaid at London. On arrival at Halifax, charged an additional 8N3, which is 11×9 d per quarter ounce; this time the correct internal postage was collected.

Standard red large circle London PAID datestamp and Halifax four blobs.



Redcastle to Montreal, 1824. **Rated** collect 2/8 (1/5 Redcastle–Falmouth and 1/3 packet from Falmouth), with half-penny Scottish wheel tax added. Converted to 3Ncy at Halifax, and internal BNA rate, H–Montreal of 2N1 added, making 5N1cy due.

Faint Inverness and Edinburgh daters on reverse.



Glasgow to Halifax, prepaid, 1829. **Rated** prepaid (faint, red) 2/5, made up of 1/3 packet plus 1/2 Glasgow to Falmouth. Surprisingly, no trace of the Scottish wheel tax (half-penny) charge. At Halifax, charged the local delivery fee of 1d cy.

Relatively common PAID AT GLASGOW rounded rectangle and borderless round dater on reverse.



Forres to Ancaster (UC), sesqui-rated, 1834. Rated Paid 2/7½ (1/3 packet, 1/4 UK 600–700 miles from the vicinity of Edinburgh to Falmouth, and ½d Scottish wheel tax); struck through and large 27¢ (US postage 25¢ over 400 miles from New York to the Lewiston–Queenston exchange plus 2¢ for incoming by ship). This was converted to 1/4½cy, to which 6½d cy (4½ d cy for under 60 miles plus 2 d cy ferriage at Q–L), making a total of 1/11 cy.

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

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



Haddington to Pickering (UC), 1837 (anomalous rates). Rated Pd 1/½ (?); this is difficult to read, and not consistent with known rates (it should pay the combined packet and internal UK rates, see above). Then charged 27¢ as above, converted to 1/4½cy, to which 9d cy (9 d under 200 miles; ferriage had ceased earlier in the year) was added, making 2/1½cy due.

Blue single broken circle Haddington; inspector's star beside some rates (may have been the corrected ones); New York ship circle and green Queenston double circle (normal use).



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

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



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

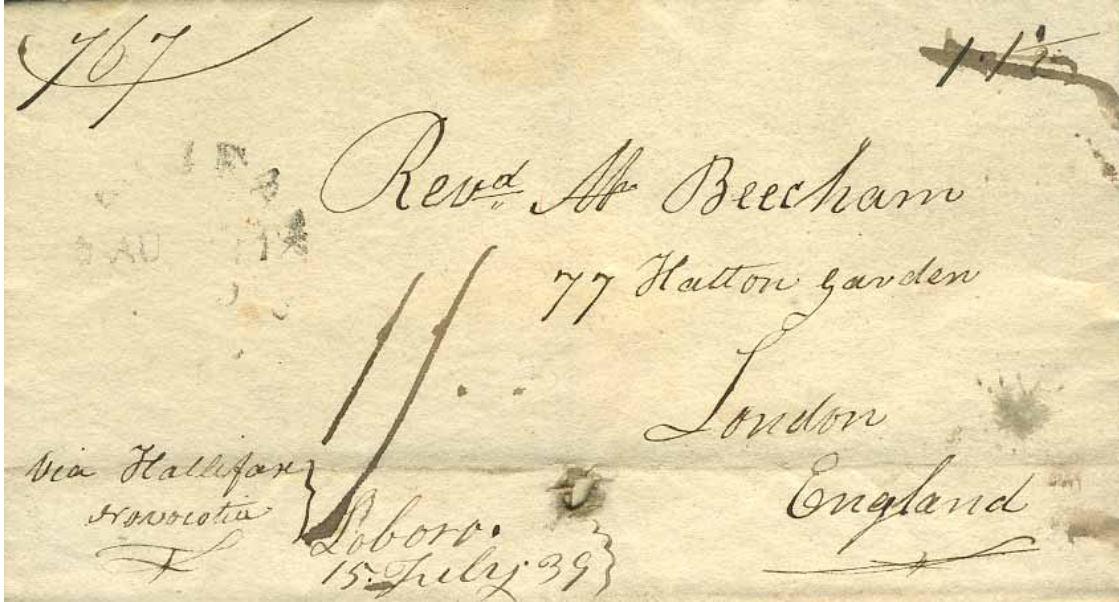
Two-line TP Hampstead (two-penny office) straightline; London paid and General Post paid handstamps; Quebec and Halifax daters as above.

Packets, 1839 on

Rate confusion, March–August 1839

In March 1839, the GPO dropped the internal UK postage on transatlantic packet letters; owing to a misunderstanding, BNA DPMG Stayner did the same for Canadian internal rates (coming or going). In BNA, this remained in effect until mid-August 1839, when a 2d stg = 2½d cy (per half-ounce) internal (BNA) postage applied.

Canada to England



Loborrough (UC) to London, July 1839. **Rated** originally 1½cy collect, the equivalent of 1/– stg, the packet rate, for which there was no additional internal BNA fee during March–August 1839. Struck through and converted to 1/– stg, collect.

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

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

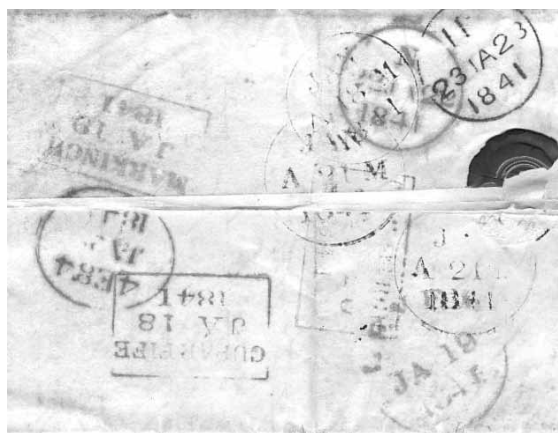
Canada to Scotland with penny black

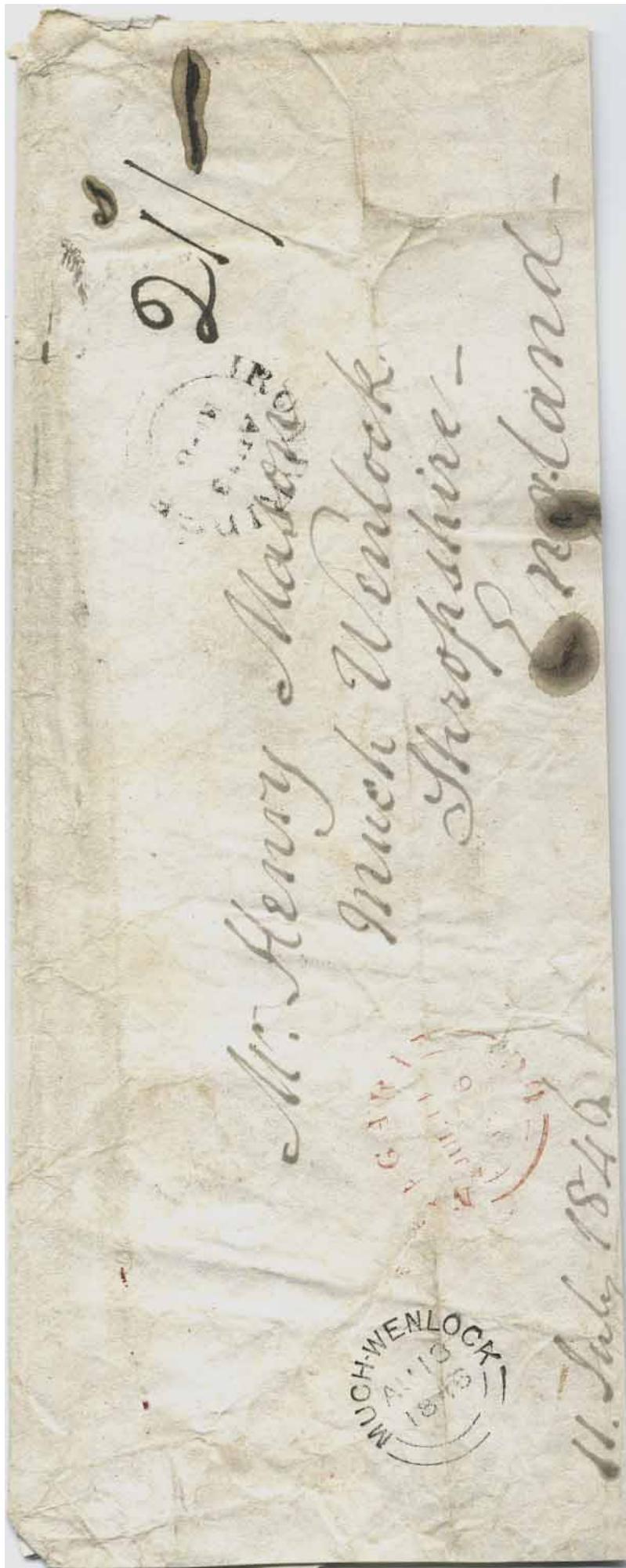
One of at most five recorded covers between BNA and UK with a penny black.



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

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



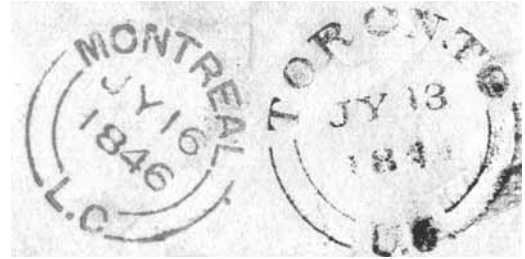


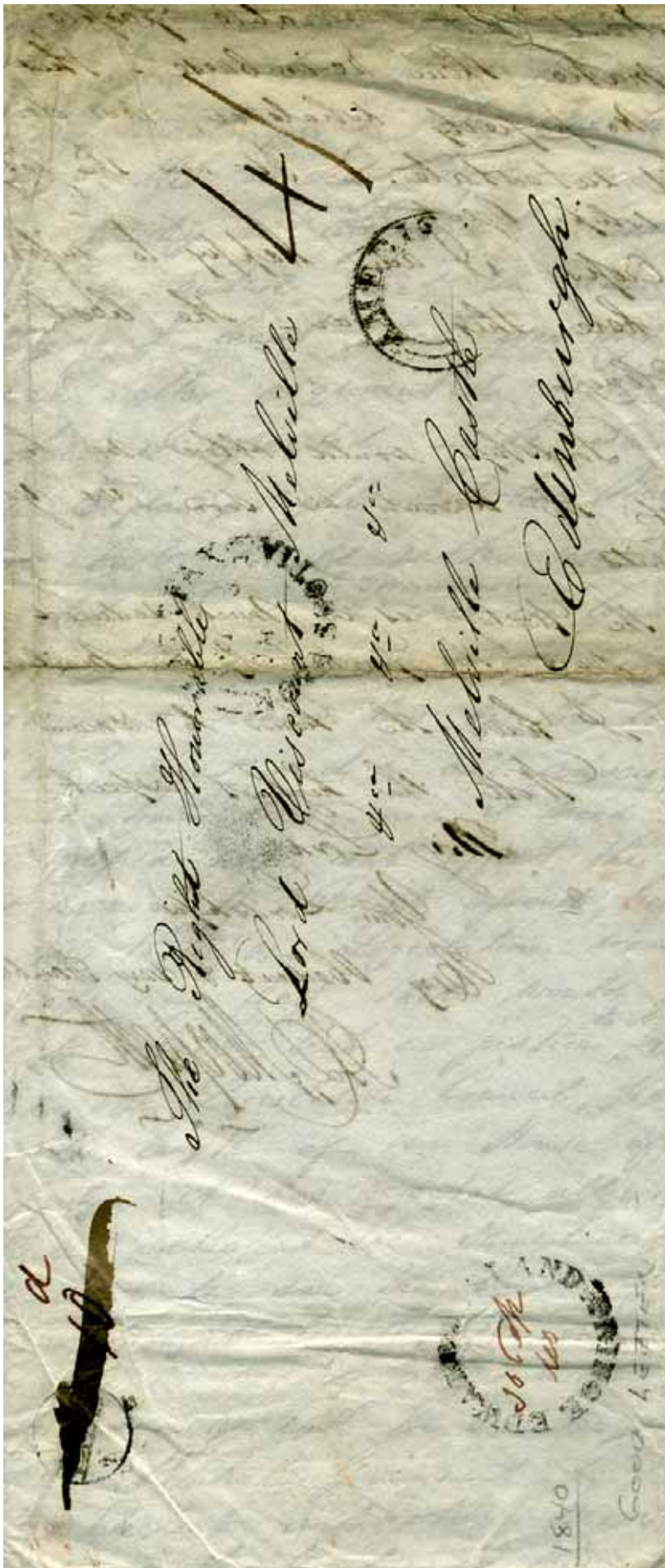
Heavy

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

*Niagara (UC)–Shropshire, octodeuple rate, 1846. **Rated** 21/– stg collect, made up from $18 \times 1/2$ (packet plus internal BNA, 1/– + 2 d stg per half ounce), for 8⁺–9 oz, collect.*

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

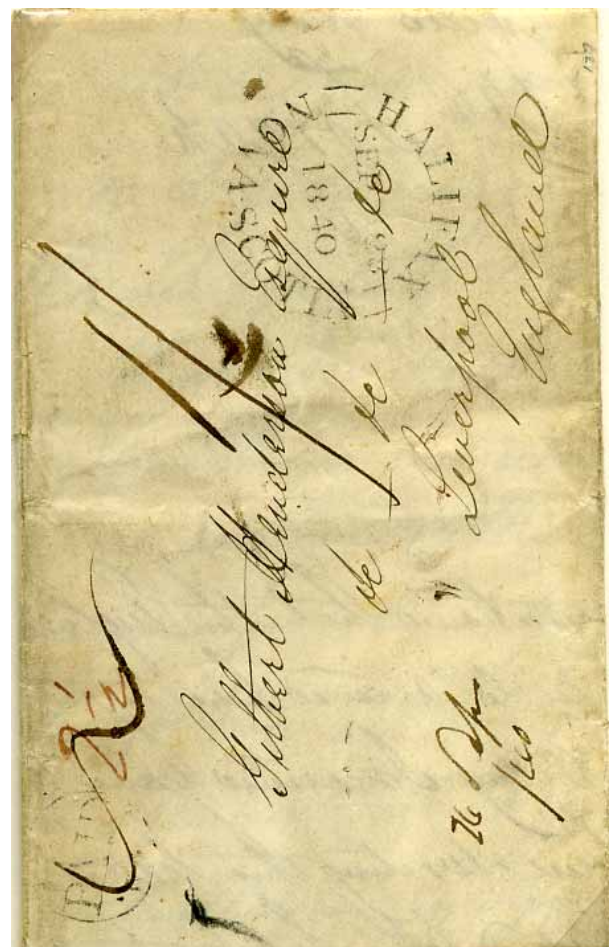




Quadruple and single rates, 1840. Rated pre-paid 2½d cy internal BNA to Halifax for packet, and collect 1/- stg packet rate. Partial prepayment of this type is very rare, and not normally permitted.

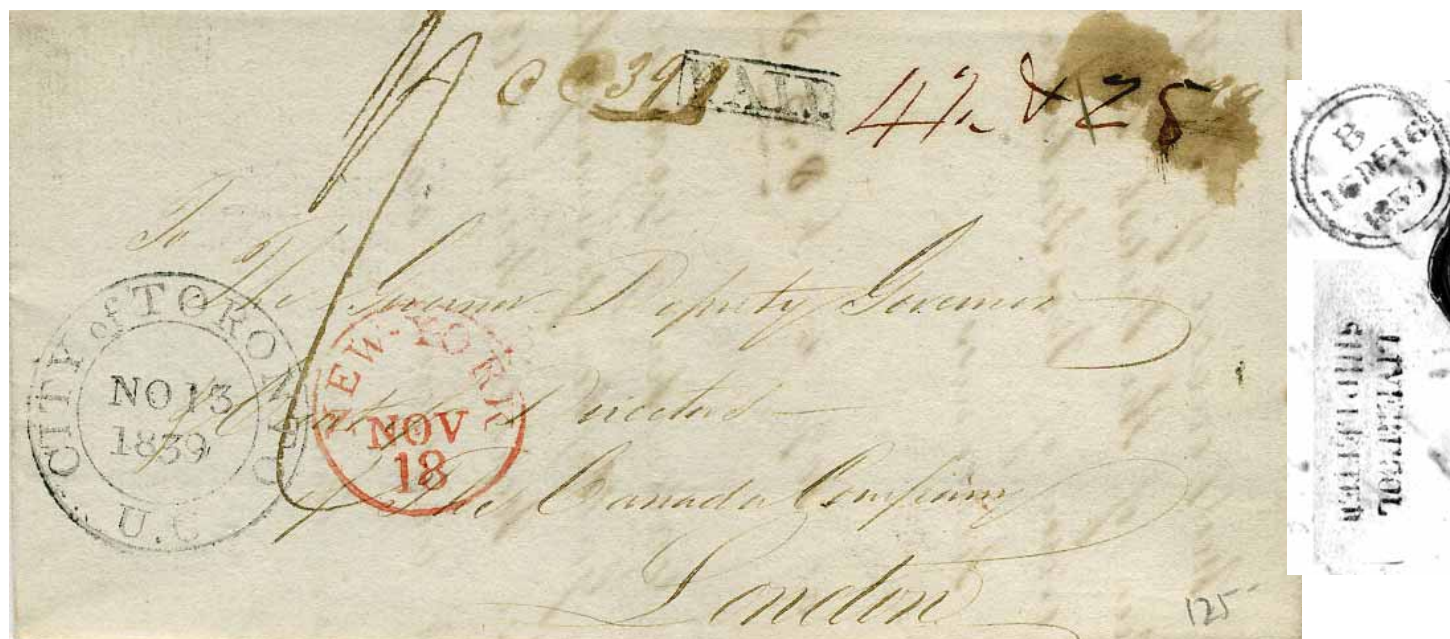
At left, circular AMERICA. L applied at Liverpool (Robertson P1, 1840-41).

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



Canada to England via US

Although postage was now far more expensive via the US than the all-BNA route (typically 25¢ extra via the US, against 2½d cy through BNA), it was perceived as quicker.



Liverpool packet, marked as ship letter, Toronto—London via New York, November 1839. **Rated** prepaid 4½ cy (under 60 miles, hence carried by *ship* across Lake Ontario, unusual thus) and prepaid 25¢ (US rate over 400 miles to New York). Then charged 1/—stg packet rate (ship letter fee was 8d plus internal UK—until December 1839!) collect.

Normal double circle Toronto and circle New York daters. Two-line LIVERPOOL SHIP LETTER misapplied to packet letter.



Double/triple rate, Toronto—London via Boston, 1841 (anomalous rates). **Rated** prepaid 75¢, triple (two enclosures; 25¢ over 400 miles). No Canadian postage (no obvious reason). Charged *double* packet rate (one enclosure—evidently the second enclosure was not detected at Liverpool)

Manuscript care of Messrs Irving & Perkins (forwarding agents); *Pr Acadia* (Cunard; departed Boston 17 April). Oval Liverpool marking, L AMERICA (Robertson P2, 1840–44)

Canada to Scotland via US, internal BNA prepaid

Even though carried via the US, the internal BNA postage of 2½d cy (rather than the usual mileage charge, which would be much more) still applied. However, US postage was still charged.



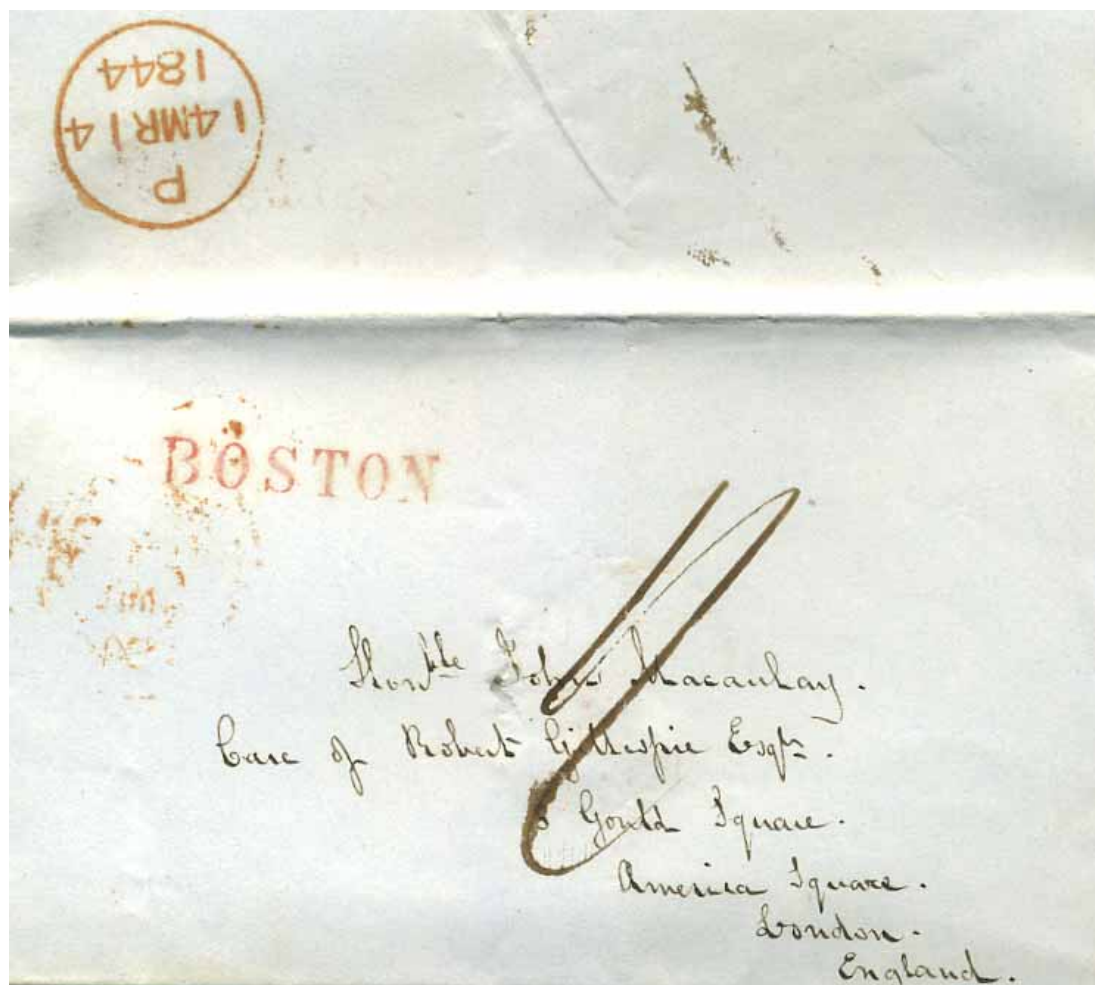
Montreal–Aberdeen, 1845. **Rated** PAID 2½d cy, the internal BNA postage on a letter by packet—here, unusually, prepaid for a packet via the US; PAID 18¾¢ (US, 150–400 miles to Boston from the Highgate, VT exchange point); charged 1/–, packet rate to UK.

Montreal and Highgate daters; 1/– handstamp applied at Liverpool; on reverse, Liverpool packet mark (Robertson P5, 1844–58).



British packet agent for Cunard in Boston

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



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

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

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

The image shows the back of the letter envelope. It is addressed to 'Mrs W Macaulay Kingston' and dated '26th february 1844' in cursive handwriting.

Remailed or redirected

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

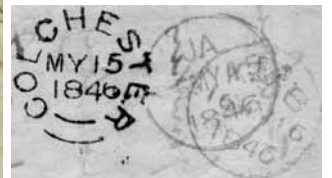


Quebec–Liverpool–Edinburgh, single → double, 1845. **Rated** 1/2 stg (1/- packet & 2d internal BNA to port) paid at Liverpool, remailed as double to Edinburgh.

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



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



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

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

Rate changes

On 15 April 1849, the internal BNA rate on packet letters was dropped, making the packet rate 1/– stg (the exchange changed as well). On 25 September 1850, packet mail via the US was charged an additional 2d stg (instead of the much higher fees seen previously); these lasted until 1 March/August 1854 (March: Canada; August: NS, NB, & PEI).

Same payment, different reasons



Montreal–England via Halifax, 1844. **Rated** prepaid 1/2 (stg) and 1/4 (cy), for packet plus internal BNA postage via Halifax. If this had been sent via the US, it would have been charged internal US postage.



Toronto–London, via New York, 6 April 1851. **Rated** prepaid 1/2 (stg) and 1/4 (cy), for packet plus internal BNA postage via New York. At this time, it would have cost only 1/– stg via Halifax.

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

Rate reduction

Single letters (same correspondence) from February and September 1854, showing rate reduction from 1/3 cy to 7½d cy in March. Both addressed to the Secretary of Kings' College (Windsor NS).



Charing Cross (London)–Halifax, February 1854. **Rated** 10^d stg (applied at Liverpool), NS claim, charged 1/3 cy at Halifax (packet to Halifax, converted to currency).

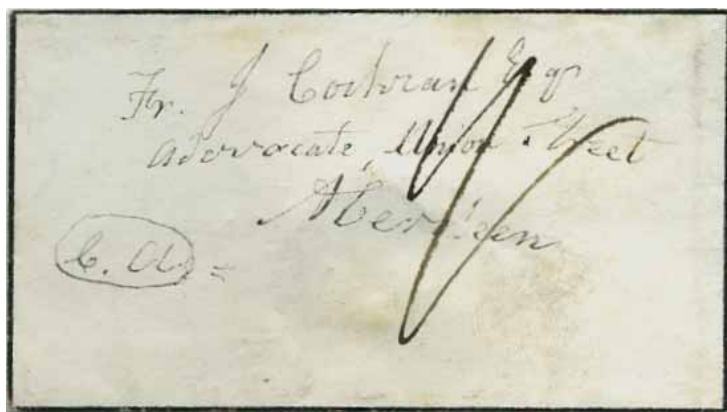
Charing Cross cross, green Liverpool L lozenge. Inspector's mark applied in UK. Halifax tombstone unusually applied when addressee paid for it.



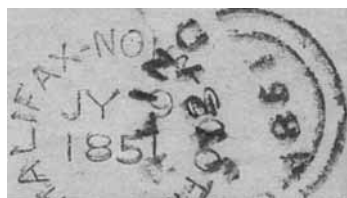
As above, but September 1854. **Rated** claim 5^d stg (applied at Liverpool), charged 7½d cy at Halifax, new rate by Canadian packet.

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

NB and NS to Scotland, collect



Miniature mourning cover, Fredericton, 1850. **Rated** 1/- stg collect.



Rate confusion, Halifax–Sterling, 9 July 1851. Likely thought to be drop letter, then thought to be addressed within the province. **Rated** initially 2d cy (drop letter with delivery), struck through and replaced by 3 d cy, the domestic rate which had just come into effect, and finally corrected to 1/- stg collect, the packet rate.

Nova Scotia took over administration of its post office on 6 July 1851 (three days earlier), at which time the domestic rate dropped to 3 d cy.

Common Halifax and blue Sterling double broken circle daters.

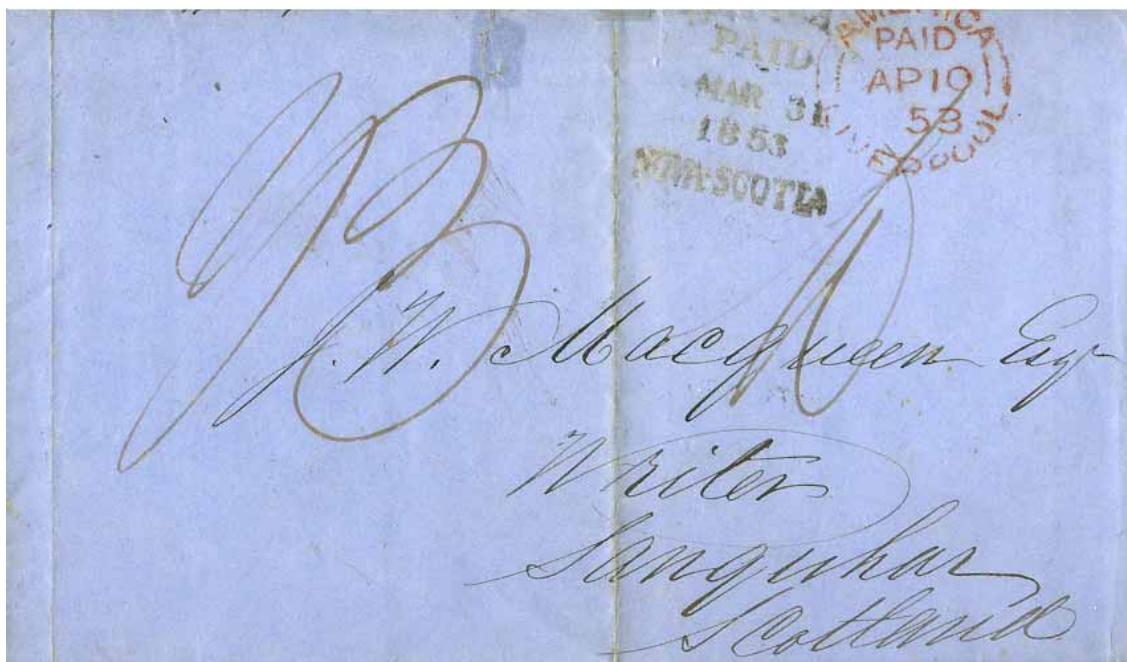
NS and NB to UK and beyond, prepaid



Frederickton–Oxford, forwarded to Isle of Wight, May 1853. **Rated** prepaid 1/– (stg) and 1/3d cy; Halifax currency was temporarily quite deflated (normally, 1/– stg was equivalent to 1/1½ or 1/2 cy), the packet rate; on forwarding from Oxford to Newport (Isle of Wight), it was charged 1d stg collect.

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

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



Halifax–Sanquhar (Scotland), March 1853. **Rated** with locations of currency and sterling reversed.

Common Halifax tombstone, America/Liverpool (Robertson P6, here without code letter), and orange Sanquhar box (not common) on reverse.

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

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

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

NS–England



Bisect, Halifax–Liverpool, 1856. Rated 7½d cy. Only authorized bisect in BNA (there was no combination of stamps available to pay the postage exactly during the pence period); announced October 1854.

A somewhat unusual example, since the stamp at bottom was the right stamp of the strip of two and a half, and placed on what amounted to the reverse of the folded letter sheet.

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

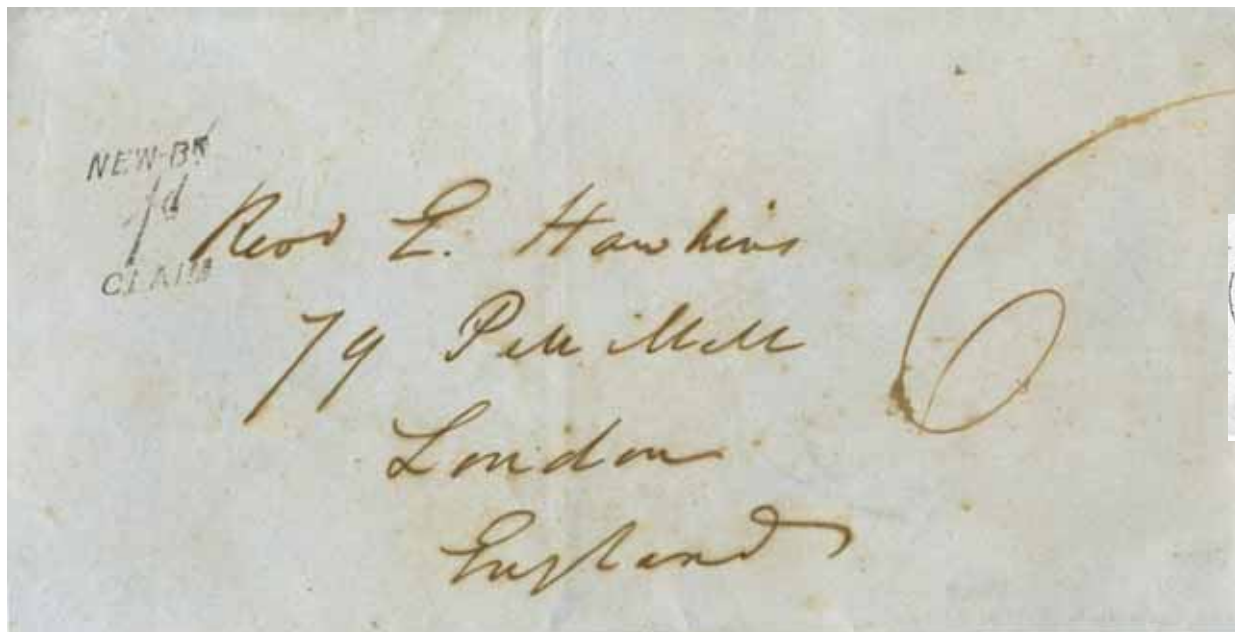
VG Greene certificate #14153 (December 2006) ... *genuine in all respects.*

Claim

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

NEW-BK
1^d
CLAIM

BRITISH
5^d
CLAIM



*New Brunswick claim on collect letter to London, 1855. **Rated** collect 6 d stg (marked in red despite being unpaid), for transmission via Halifax.*

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



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

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



Charlottetown—Marlborough (Wiltshire), 1855. **Rated** paid 6d stg, single rate. PEI currency was devalued with respect to Halifax currency, so sterling was used to avoid confusion. PEI had not yet come to administer its own post office, so there was no claim.

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.



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

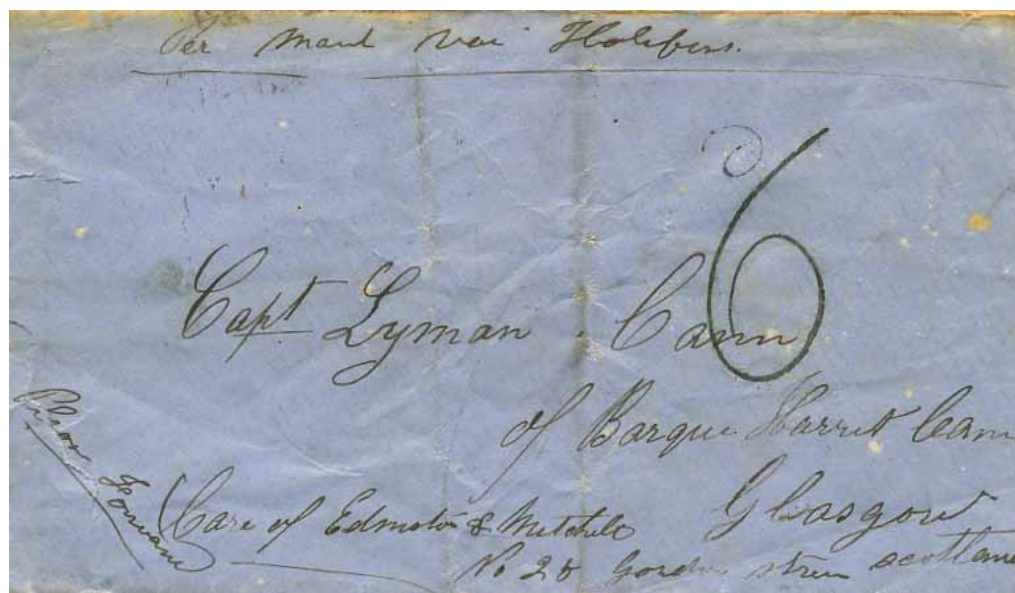
Saint John paid double circle dater, fairly scarce Way Office Lepreau (two strikes, one with *Paid 7½*, the other with the date, both ms), and the red Liverpool packet paid tombstone.

To Scotland via Halifax (collect)



Quebec–Elgin (Scotland), Allan Line 1857. **Rated** (faint) 6^dSTG, collect.

Straightline red BY-CANADIAN PACKET (arrival at Liverpool, Robertson M10, known use 1854–59); used on Allan Line packets from 1856. Common black Liverpool packet tombstone, for collect mail (Robertson, p9, 1852–58). Double broken circle datestamp, Elgin.



Yarmouth (NS)–Glasgow, 1857. **Rated** ^d6 stg, collect.

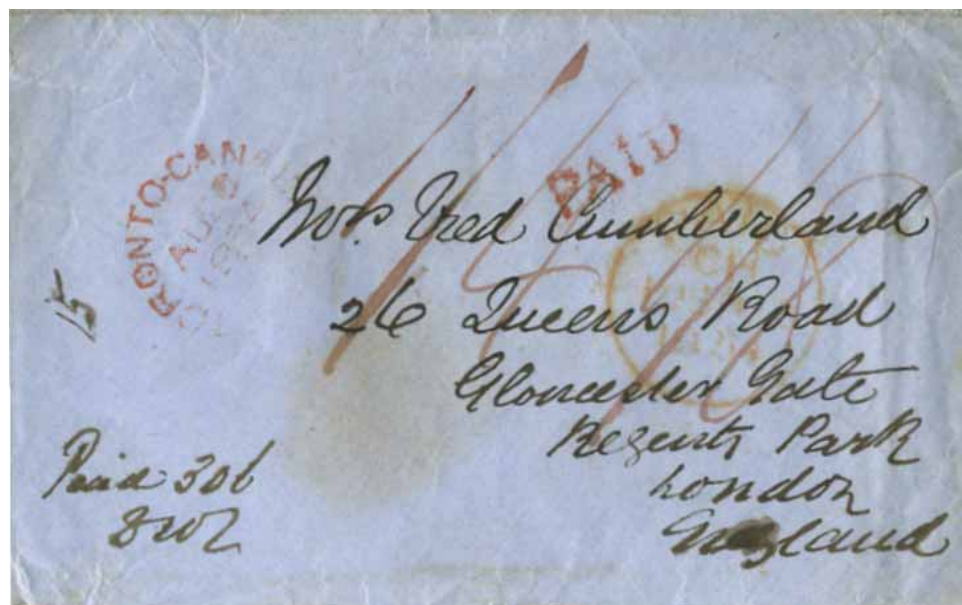
Not common Liverpool 6d ratestamp (Robertson M62, used from 1856). On reverse, red double broken circle Yarmouth (serif), oval Halifax H transit mark, black (collect) Liverpool packet tombstone, and green Glasgow circle dater.

Canada to UK via US closed mail (prepaid)



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

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

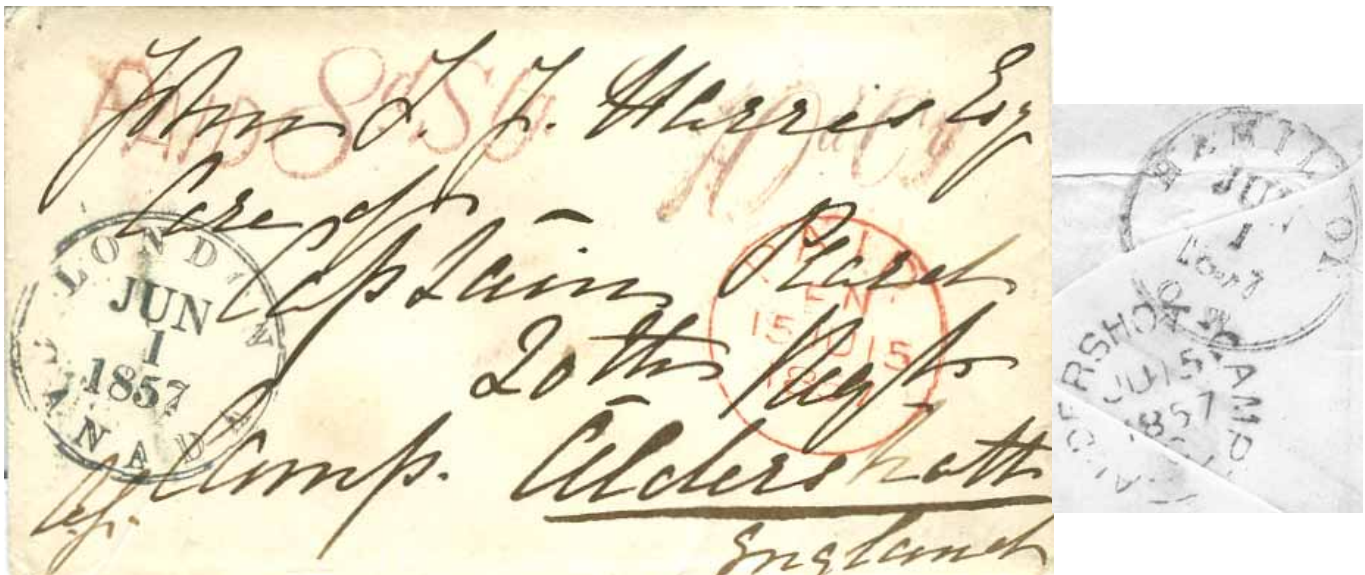


Toronto–London, double rate, August 1854. **Rated** prepaid $1/4$ (double 8 d stg) equivalent to $1/8$ (double 10 d cy) for one half to one ounce.



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

Standard Montreal tombstone; Montreal 8d Stg PAID 10d Cy (single handstamp), known 1854–1859; this is a very early use. Red Liverpool paid packet tombstone, and Darlington circular datestamp on reverse.



London (CW) to Camp Aldershot, 1857. **Rated** as above. Mail sent to officers was not entitled to concessionary rates.

London (CW) large circle changeling (used in 1857 only); on reverse, Hamilton large circle changeling (1857 only). Italic 10d Cy (applied first, and at London), then oblique PAID 8d Stg (likely applied at Hamilton, from where it was despatched to the US); very little is known about the periods of use of these ratestamps. London (UK) paid receiver, and green double broken circle Aldershot Camp (military).