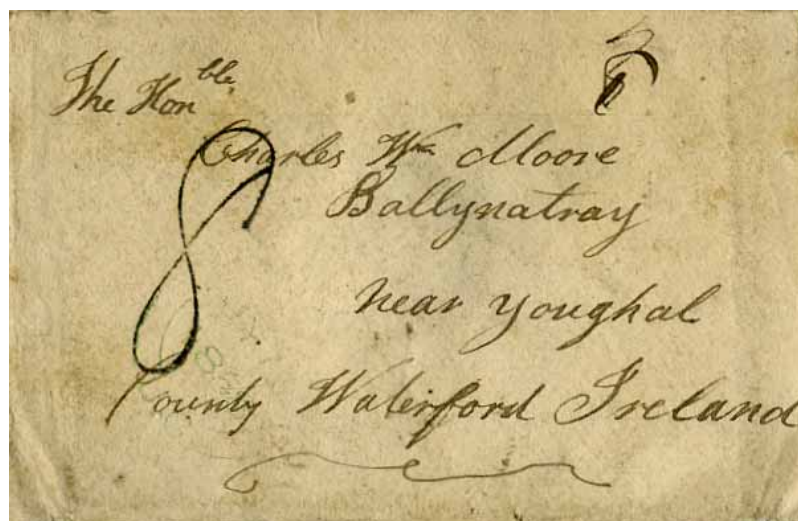




Quebec–Elgin (Scotland), 1857. **Rated** 8d Stg (collect).

Italic 8d Stg handstamp applied at Quebec (known 1857–1859).



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

There are two illegible Canadian double circle datestamps (on front in blue with UC at base, on reverse with CW); the Liverpool 8 is a handstamp (Robertson M65, long use). On reverse, standard (collect) Liverpool packet tombstone, single broken circle Dublin, and double broken circle Youghal.

Canada switches to decimal

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



Quebec–Axminster (Devon), Canadian packet, 1865. **Rated** prepaid 12½¢ by stamp issued for this purpose. Quebec Berri duplex, and Axminster circle.



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

Double broken circle Lachine, Montreal; Paid Liverpool Col Packet (Robertson P21, said to be scarce), and circle Edinburgh receiver.



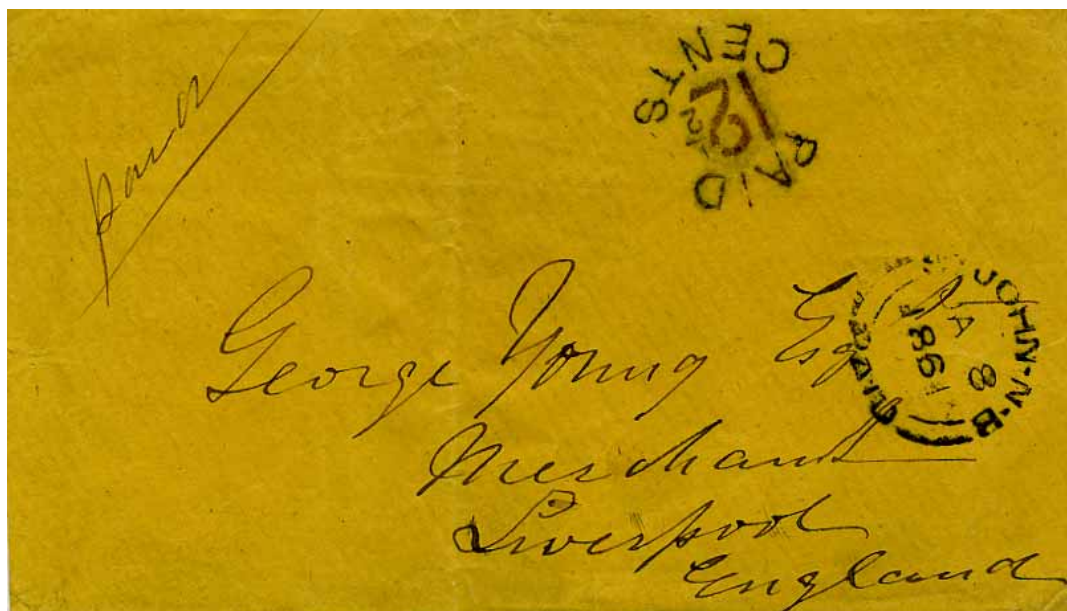
Quebec–Hereford, 1862 [front only]. **Rated** paid 10/–; this is rated in Canadian *currency*, which had been superseded in 1859. For 7⁺–8 ounces, $16 \times 7\frac{1}{2} = 120$ d cy.

Maritimes—UK via Canadian packet
Rated in currency and decimal.



Halifax—London, July 1860. **Rated** paid 7½d cy (currency superseded in January).

Common Halifax tombstone with very uncommon nonserif date; Paid Liverpool Col Packet (Robertson P21, invariably on Allan line covers), and London receiver. Mourning cover.



Saint John—Liverpool, 1861. **Rated** paid 12½ cents, handstamp intended for this purpose.

Double circle Saint John paid, small circle Liverpool receiver on reverse. Ratestamp is scarce.

Rate changes

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



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

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

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



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

Same correspondence as cover above, same arrival date at Glasgow.

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



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

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



Bromley–Montreal, 1842. **Rated** red P 1/2 stg, as above.

Bromley circle on reverse, red London paid dater, and Liverpool octagonal lozenge (Robertson M24, 1841–43). Addressed to Montreal, Upper Canada!



Double rate, single prepaid, London–Saint John, 1847. **Rated** prepaid 1/2 stg, found to be *above* 1/2 oz, and charged an additional 1/2 stg, likely at Liverpool.

London paid dater, Liverpool L oval (Robertson M26, 1844–48), Saint John receiver on reverse.



UK—Canada, mostly prepaid

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



Homerton (London) to Montreal, 1843. **Rated** (prepaid) 1/0stg, and large 2½ collect.

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



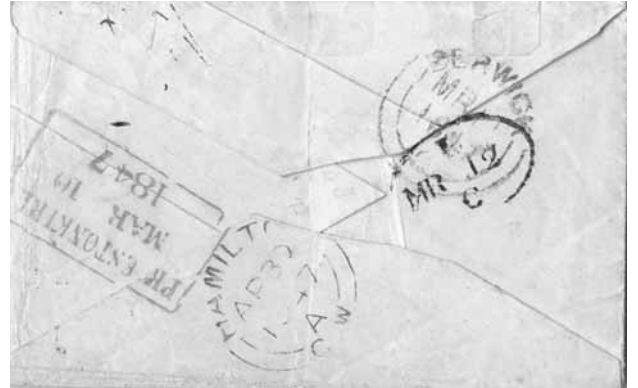
Belton—Scarborough (UC), mourning cover, 1847. **Rated** as above.

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



Carrbridge (Scotland)—Esquesing (UC), 1843. **Rated** as above.

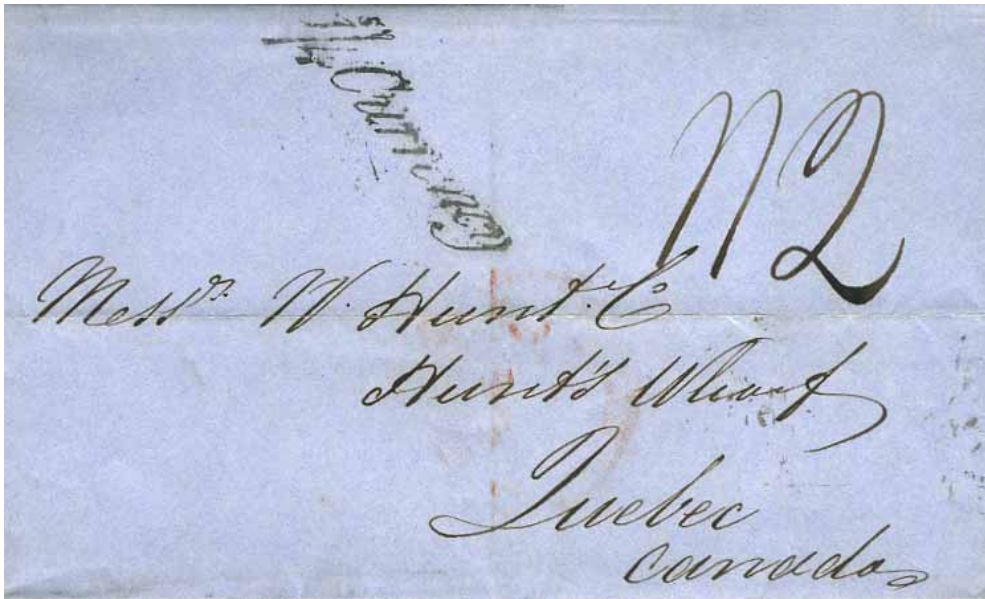
Rectangular Carrbridge dater on reverse; straight-line MORE TO PAY 2 likely applied at Liverpool; double boxed 2½^d, one of several similar types known used at Quebec 1840—1843.



Prestonkirk (Scotland)–Guelph (CW), 1847. **Rated** 1/2stg collect, converted to 1/4cy. The penny pink stationery (issued 1844) contributed nothing to the postage.

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

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



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

LS (Lombard Street) Maltese cross datestamp on reverse. The italic 1/4 Currency ratestamp is one of several different kinds, this one at Quebec (1844–49).

England to PEI & NS, fully collect



London–Charlottetown, 1844. **Rated** 1/2stg (1/– stg packet plus 2d internal BNA from Halifax), converted to 1/4 cy. London circle, red PEI circular. Halifax rate handstamp (1840–48).



London–Halifax–Windsor (NS)–Halifax, 1849. **Rated** collect 1N stg packet rate to Halifax; equivalent in currency 1/1½; internal BNA rate packet, 2½d cy added. Forwarded back to Halifax, at no extra charge.

Red Charing Cross (London) datestamp, and usual Liverpool lozenge (Robertson M28, 1848–61). Oval Halifax H receiver dated 5 September 1849, red double broken circle Windsor, same date, & another oval Halifax H, dated two days later. First year of use, Halifax rate stamp (Arnell c3), confirms used in Halifax, as opposed to Quebec.

Addressed to JC Haliburton (president Kings College, Windsor, should have been Halliburton), but *Opened by Judge Haliburton by mistake*. Latter is TC Haliburton, judge & creator of *Sam Slick* (the Clockmaker).

England to Canada
Paid the hard way



London to Toronto, 1852. **Rated** prepaid 1/– packet (12 penny reds), with 2d stg = 2½d cy (internal BNA from Liverpool packet) collect.

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

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

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

Claim (on fully prepaid letters from UK to BNA)

When the Canadian provinces established control of their post offices (various dates in 1851), fully prepaid letters via British packet were marked with the amount claimed by the office of arrival (usually Nova Scotia). Similarly, claims were applied to fully collect letters.

England to Prince Edward Island (via Halifax)



London—Charlottetown, before postage claimed, February 1851. **Rated** paid by stamps 1/2 stg (packet plus internal BNA).

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 on arrival at Halifax.

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).



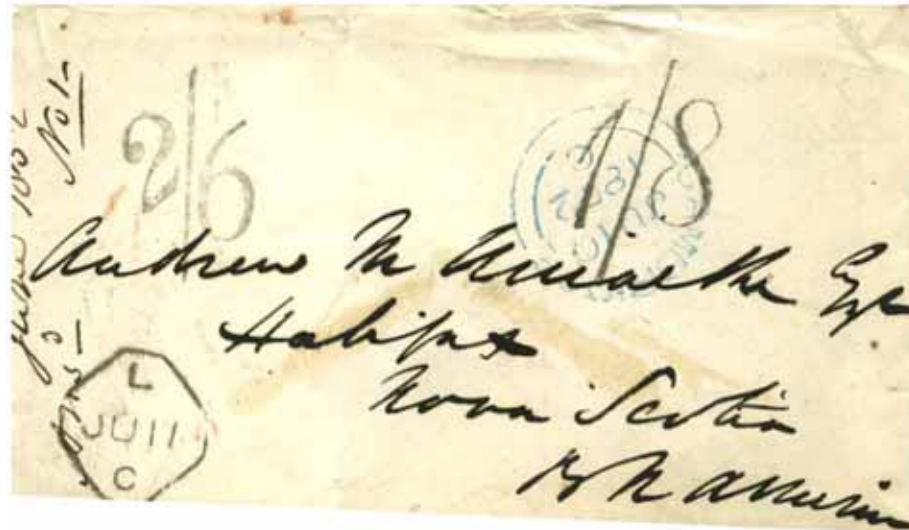
Annan (Scotland)–Vaughan (Toronto), February 1852. Postage of 1/2 stg (packet plus 2d stg internal BNA off Liverpool packet) paid by stamps, with 2d stg claimed by Canadian post office.

Blue Annan double broken circle on reverse; stamps tied by numeral 11 (Annan) in bars. The red curlicue 2 is very similar to Robertson Liverpool M77—proofed in 1859! On the basis of the cover below, likely applied at London. Faint Vaughan (CW) double broken circle (fairly scarce) on reverse.



London–Cooksville (CW), 1853. **Rated** as above; paid in cash.

London paid; in same colour ink is curlicue 2d stg, which is almost identical to the one above.



England-Halifax, single and double, February 1854; 1852. **Rated** 1/3 cy per half ounce collect packet rate; claims (10d stg and 1/8 stg) by British post office. On the top one, a clerk had rated it 1/- (packet rate in sterling), but this was struck through. (Rate change occurred March 1854.)

The 10^d (Robertson M66, 1852-54) and 1/8 (M74; Tabeart reports *only one other example*, 1853) handstamps were applied at Liverpool. The 1/3 and 2/6 (currency) handstamps were applied at Halifax. Arnell does not report the 2/6.

Top: orange inspector's mark (UK); Charing Cross cross, Liverpool L lozenge, and common Halifax tombstone; bottom: blue Cambridge, Liverpool L, and Halifax H oval receiver.

Packet UK–BNA via US, 1839–45

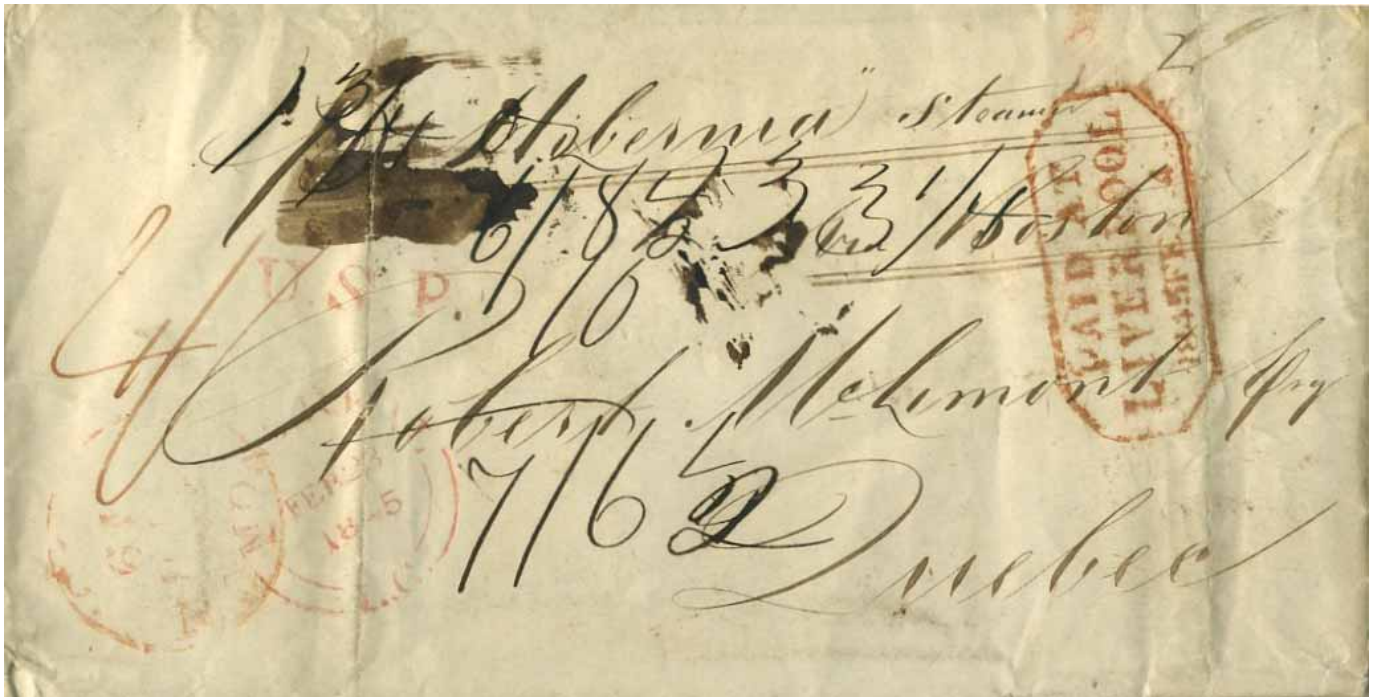
Internal US postage applied until April 1845



Packet/ship letter confusion, Wallace Hill/Kilmarnock (Scotland)–Victoria (LC), March 1840. Ms *Per the Liverpool Packet*, & P1/ (paid 1/–stg), packet rate. Stamped with Ship Letter datestamp (Robertson s15, 1838–51 in red). As it arrived at New York in 1840, it must have been carried as a ship letter, not packet.

Rated as packet, prepaid 1/–stg; charged 20³/₄¢ US (18³/₄¢, New York–Highgate/Stanstead, plus 2¢ incoming ship mail). Converted to 1/–cy, 7d cy (61–100 miles, Stanstead–Victoria); 1/7¹/₂cy total.

Kilmarnock box, New York, and small lettering double circle Stanstead (1839–41).



Multiple ratings, multiple rates, Liverpool–Quebec, February 1845. **Rated** (UK): Small 2 (upper right), two ounces (quadruple rate), prepaid 4/– (large red ms at left), four times packet rate. **Rated** (US): Ms 1³/₄ oz (obscured by Pr); US septuple rate, charged \$1.33¹/₄ (= 7 × 18³/₄ + 2¢, 150–400 miles, Boston to the exchange point + flat incoming ship rate. **Rated** (Canada): Canadian charge was 6/8¹/₂stg, converted to 7/6¹/₂cy by adding 10d. Sterling rate obtained from converting US postage to 5/4¹/₂stg, leaving 1/4stg, apparently quadruple under 60-mile rate, presumably from exchange point to Montreal. The charge Montreal–Quebec (8d stg per half ounce) was not applied, for no obvious reason.

Liverpool paid octagon (Robertson M3, 1840–53). Red U. S. P. (cut-down version of U. S. P. & Ex), Boston, Montreal, and Quebec daters (the last on reverse).

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

UK–Canada via US, after April 1845

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



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

Endorsed *via Boston*. Edinburgh red circle paid, Inverness double broken circle, small oval Liverpool L receiver (on reverse), large 2 (Liverpool), italic 2½D Currency (likely at Hamilton).



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

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

UK–BNA, from March 1854

On 23 March 1854, the rates became 6d stg = 7½d cy for packet from UK to BNA via Halifax, 8d stg = 10d cy for British packet via US, and continued to be 1/5½d cy via US packet. No internal postage applied; however, *redirection* within BNA was charged 2½d cy. Prepayment was optional until 1 August 1859, when it became compulsory.

UK–BNA via Halifax, paid



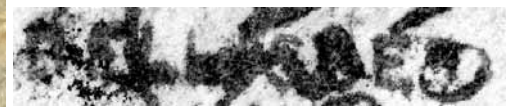
Liverpool–Halifax, 1856. **Rated** 6d via Halifax (4d stamp on cover to BNA is unusual), with 1d stg claimed by the Nova Scotia post office.

Liverpool double broken circle and numeral 466 in bars, and oval Halifax H receiver on reverse. Large orange 1^d claim marking was applied at Liverpool (Robertson M55, 1854–58)



Bellis (Ireland)–Millbrooke (CW), 1856. **Rated** as above.

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



Yes, Virginia, this is Virginia (Ireland)



Aberdeen–Bridgewater (Nova Scotia), mourning cover, 1856. **Rated** collect 7½d cy at Halifax, of which 5d stg was claimed for the Canadian post office. The penny red contributed nothing to the postage, since part payment (of a single rate) was treated as no payment.

Aberdeen duplex ties the stamp; likely put in the domestic bag, since it was franked with domestic postage; blue crayon star at left is a postal inspector's mark indicating it was in the wrong bag.



Lombard Street (London)–Montreal, double rate, April 1859. **Rated** initially with 1d stamp, then paid in cash red 1N stg, double the 6d rate (½–1 ounce). The stamp was placed after the endorsation at top was written—why?

Numeral 51 in lozenge (London office—which one?); red small broken circle Lombard Street paid datestamp, usual Liverpool lozenge, and on reverse Montreal double broken circle receiver. Carried by Allen line, departing Liverpool 11 May, arriving at Quebec on the 22nd.



Glasgow–Charlottetown, 1854. **Rated** paid 6d stg with stamp, of which 1d stg was claimed by the GPO.

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



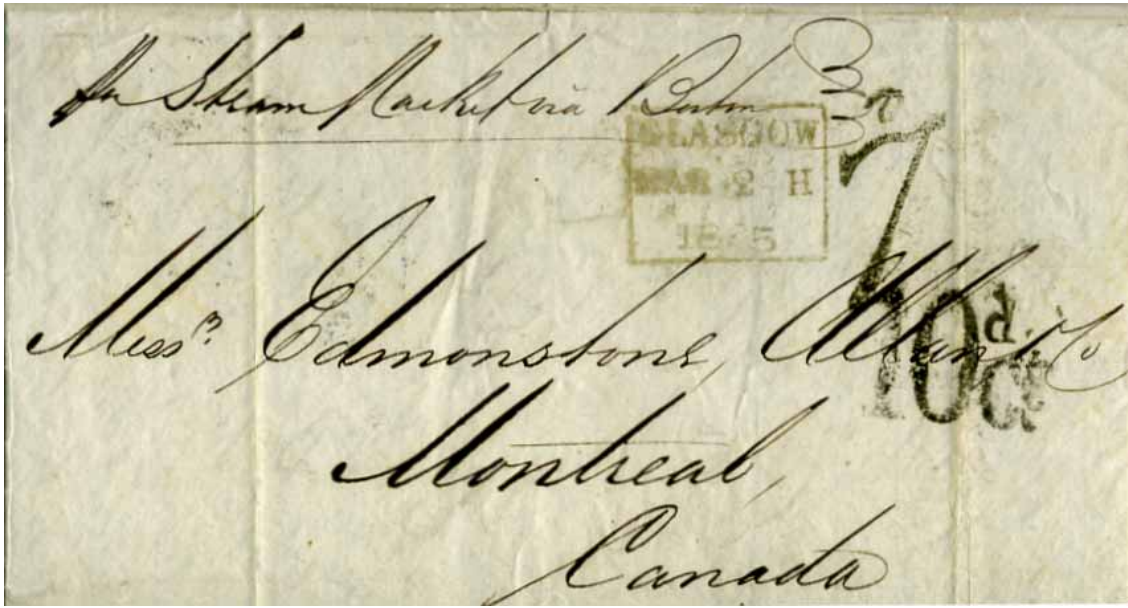
Exeter–Charlottetown, double rate, collect, showing weak PEI currency, 1858. **Rated** collect Stg 1/– Cy 1/6, double 6d stg, converted into PEI currency, which was considerably weaker than Halifax currency (the usual one). Claims had ceased by 1858.

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

UK–BNA by British packet via US (23 March 1854–59)

Postage of 8d stg = 10d cy per half ounce, prepayment optional; by closed bag from Boston.

Scotland–Canada, collect

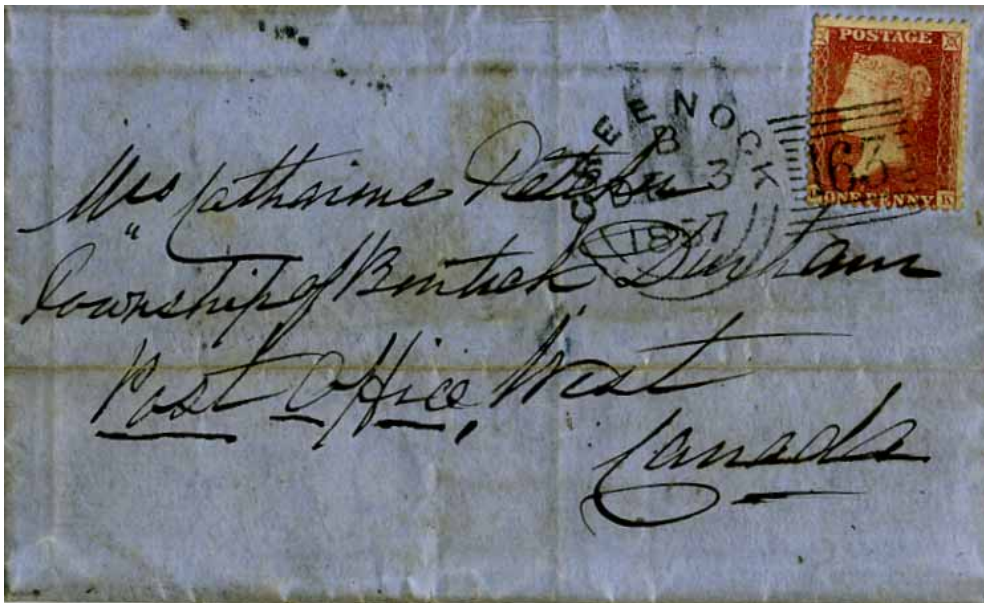


Glasgow–Montreal, March 1855. **Rated** collect 10d cy, with 7d stg (of the 8d stg) claimed by the GPO.

Boxed Glasgow paid datestamp; 7^d claim mark applied at Liverpool (Robertson M64, 1854–56).

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

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

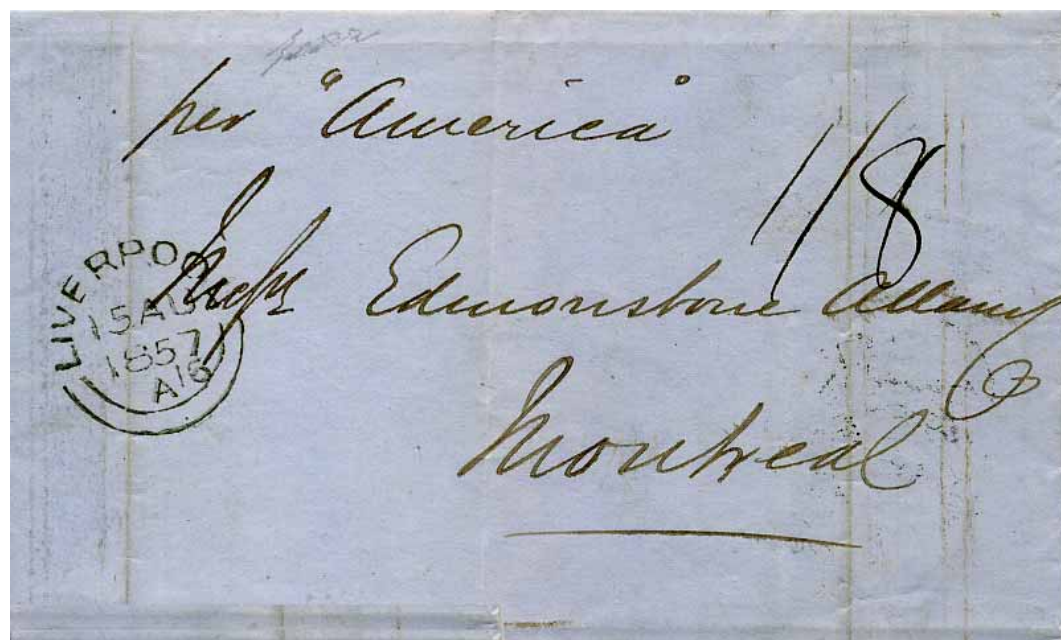


Millport–Bentinck (CW), 1857. **Rated** faint black (collect) 10d cy; either the stamp pays a late fee or contributes nothing to postage.

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

Double, quadruple, and sextuple rates, collect

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



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

Liverpool double broken circle with basal A16.



Quadruple, Glasgow–Montreal, 1855.

Rated claim $2/4d$ stg (4×7), which should not have been struck through; rated at Montreal $4 \times 10d$ cy = $3/4$ cy.

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



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

Overweight

Letters that were paid a single rate but were found to be double were merely charged the deficiency (without penalty) until mid-1859. Both covers were prepaid as single for transit via the US, and were over a half ounce; they were charged 6d stg in UK with the expectation that the additional 2d stg would be charged in Canada, and in both cases, 10d cy (= 8d stg) was collected in Canada. However, in both cases, there should have been a 1d stg claim (to Canada).



High Wycombe–Willowdale (CW), 1855. **Rated** prepaid 8d with stamps, found to be *over ½oz*, and charged 6d stg, altered to 10d cy in Canada.

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



Carlisle–Hillboro (eventually), 1855. **Rated** as above.

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

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

Underpaid for transit via US

Either the sender intended that it travel by US port (top example) and paid only for Canadian transit, or the first packet principle (bottom cover) applied, that the letter would go via the first packet available, and if only 6d stg were prepaid, it would be charged the difference (bottom example).



Newport Mon (Wales)—Halifax—Halifax, 1855. **Rated** 6d stg paid by stamp, but endorsed *per "Persia" via New York*, requiring an additional 2d stg = 2½d cy.

Large red 1^d claim mark that had been applied at Liverpool was erroneously treated in Halifax as a due marking, which translated to 1½d cy, an error of 1d cy.

Newport-Mon sideways duplex (numeral 56). Originally sent to Halifax UK! Blue Halifax (UK) double broken circle. Blue Liverpool double broken circle and black L in oval; oval Halifax H (NS!) receiver.



Skipton (England) to St Andrews (CE), October 1858. **Rated** initially 6d, paid by stamp; 1d handstamp is a claim marking. Charged 2½d cy, for transit via US.

Arrived at Liverpool 3 November; put on board Cunard Africa to New York, 13 November, rather than Allan North Briton (left 17 November).

Small circle SKIP-TON on reverse and its numeral 714 on stamp. Then small circle Leeds and London, and Liverpool L lozenge. Quebec and Montreal receivers on reverse.

Liverpool 1d stg claim mark is Robertson M56. The 2½d cy rate mark is known used at Montreal, but is seldom seen.

Via US packet

The rate via US packet in this period (until 1859) was 1/2 stg, considerably more expensive than by British or Canadian packets (8d stg or 6d by US or Canadian port, respectively). As a result, US packets were seldom used for mail to BNA.



Collins Line, Liverpool to New Brunswick, prepaid, 1855. Rated 1/2 stg, US packet, with red 2d stg claim.

Carried on *Collins Baltic*, 28 July to New York. Cunard ships were used in the Crimean War, so not available for Liverpool–New York run, although still used on Liverpool–Halifax–Boston trip.

Liverpool sideways duplex (466), oval Liverpool L, and Saint John receiver.

Use of the 10d embossed stamp on a cover to BNA is extremely unusual.



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

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

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

UK–BNA, 1868–

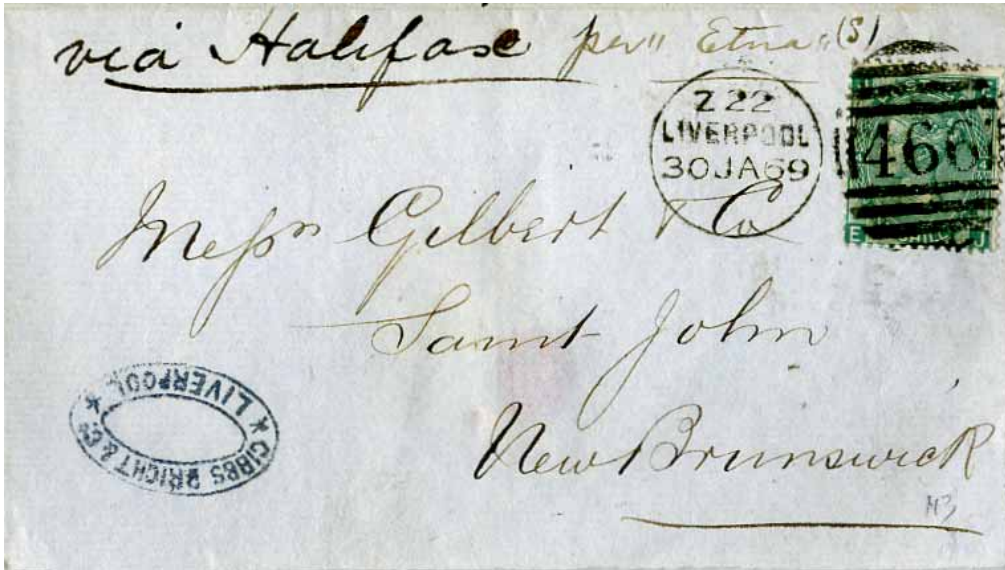
Via Canadian packet, single rate continued to be 6d stg prepaid until 6 January 1870, dropping to 3d. Via British packet (through US), rates continued as 8d stg prepaid, until 1 January 1868, then reduced to 7d stg.

UK–Maritimes via Canadian packet



Glasgow–Fredericton, Prince Edward Island! 1861. **Rated** 6d, Canadian packet.

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.



Liverpool–Saint John, double rate, 1869. **Rated** 1/–, double Canadian packet rate.

Liverpool duplex; on reverse single circle Saint John.

UK–Canada, Canadian packet, multiple rates

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



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

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



London–London, apparent quintuple rate +, 1869. **Rated** $2/8 = 32d$, quintuple Canadian packet rate ($5 \times 6d$) with 2d left over; possibly paid the quadruple US packet rate (less likely possibilities include late fee or overpayment).

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

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