

STAMPLESS CROSS BORDER MAIL BETWEEN UNITED STATES AND CANADA

DEFINITION

Cross Border mail in this exhibit includes stampless mail between Upper or Lower Canada and the U.S. including Canadian mail routed through the U.S. to or from Great Britain. The exhibit begins with the Pre-Revolutionary War Period and continues until stampless mail was disallowed in 1875

OBJECTIVE AND SCOPE

The exhibit is designed to show stampless mail beginning prior to the Revolutionary War and extending throughout the stampless period between the two countries. Primary emphasis is on postal rates and when appropriate, routes and postal markings.

FRAMES:

- 1 1763 to 1775 Pre-Revolutionary War Period
- 1775 to 1783 Revolutionary War Period—Regular mail suspended., Military mail and mail from American occupied Canada and British occupied U.S. did occur
- 1784 to 1792 Post-Revolutionary War Period—no postal treaty but there was some mail on the Montreal—New York route
- 2 1792 Early cross-border mail following the first postal treaty between the two countries
The Niagara Post Offices
- 3 1812 to 1815 Mail suspended during the war of 1812 other than military mail
1815 to 1816 50% U.S. surcharge on U.S. mail rates
1815 to 1819 50 % Montreal surcharge on incoming U.S. mail
1815 to 1837 Montreal 1 1/2 cy special border fee
- 4 1815 to 1837 Quebec 1d cy special border fee
1829 to 1837 The Ferriage Period
- 5 Semi-official Canadian handstamps
- 6 Semi-official Canadian handstamps, Before and after U.S. 1845 rate changes, Rating letters by sheet and weight
- 7 Steamboat mail
- 8 Steamboat mail, Republic of Texas, Surcharges on U.S. mail, Money letters
- 9 Ship letters, Freight money, No charge to or from an exchange office, No charge or reduced rates between adjacent border towns
- 10 April 1851 Agreement. Exchange markings, California mails, Red River Settlement, Registered mail, Circulars, Newspapers, Line Rates, The end of stampless mail

SELECTION CRITERIA AND FACTORS OF SCARCITY

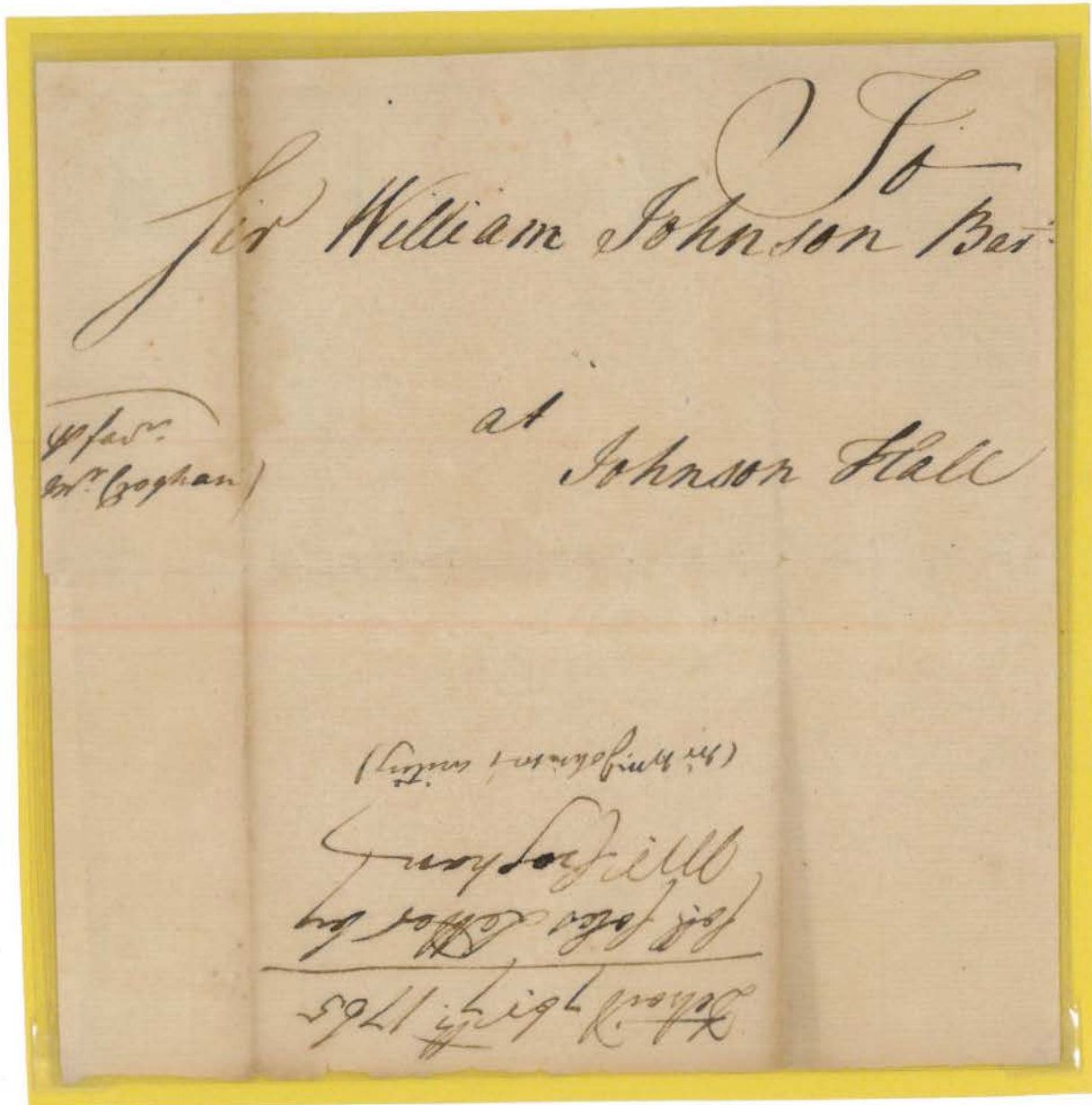
The material in this exhibit has been chosen on the basis of showing the different rates, the routes involved and the various markings when important.

Most of the earlier material is extremely scarce and some of the later material is quite uncommon. The objects of particular interest are matted. Very important covers are matted in yellow. Extremely important covers are double matted in yellow and blue.

PRE-REVOLUTIONARY WAR PERIOD

Detroit, B.N.A. to Johnson Hall, N.Y.

September 7, 1765 to Johnson Hall, N.Y. endorsed "pr favr. Mr. Croghan" and addressed to William Johnson Bar at Johnson Hall, docketed on flap "Detroit 7 hr. 7th 1765/ Col. Coles Letter by Mr. Croghan (Sir William Johnson's writing)" — carried by Croghan to Johnson Hall on his return trip from Detroit after securing peace with the Indians.

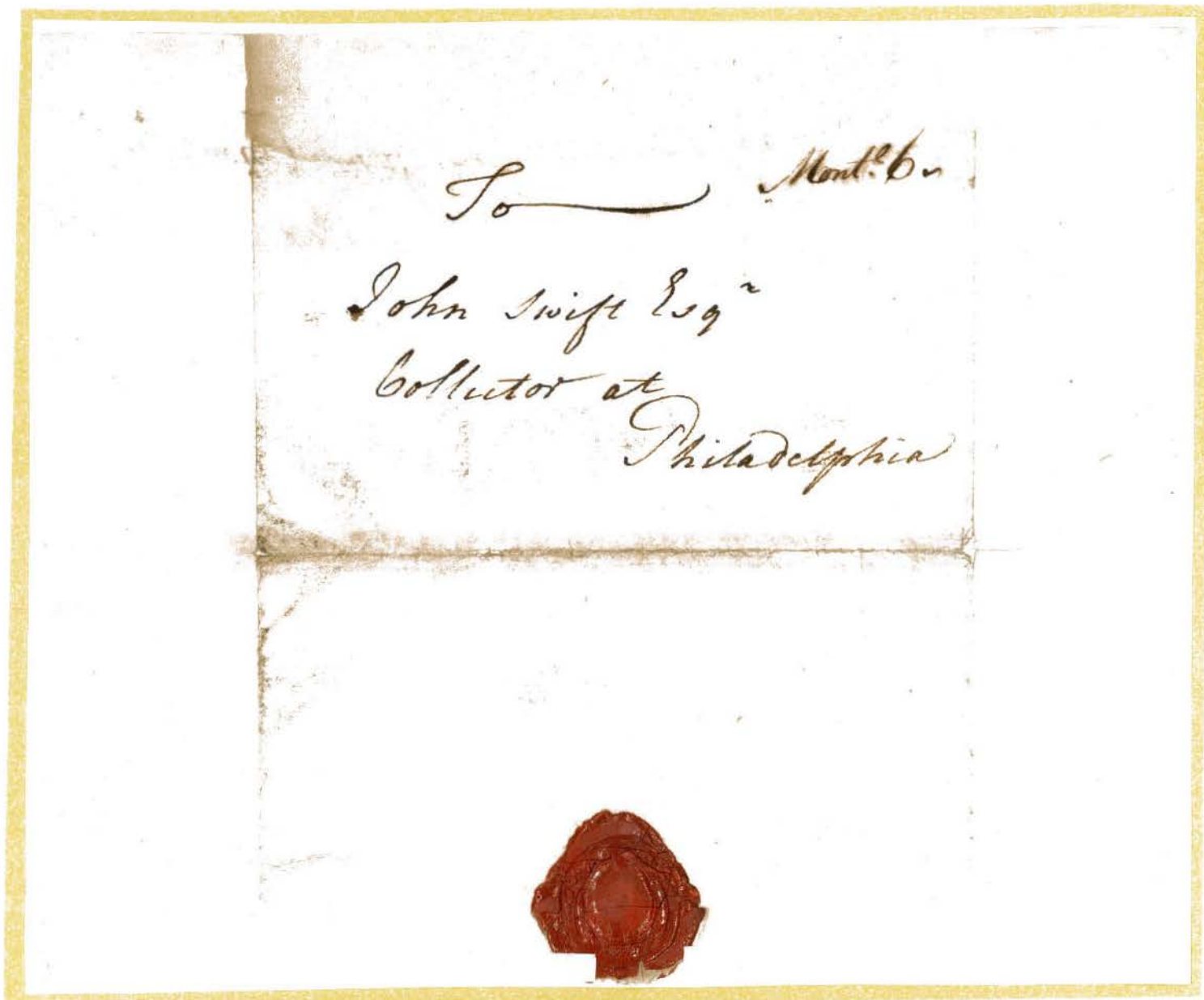


Provenance: Siskin

The cover originally contained a letter written ten days after George Croghan, the deputy superintendent of Indian Affairs under Sir William Johnson, met Chief Pontiac on August 27, 1756 to smoke a peace pipe and end Pontiac's fruitless struggle for power in the western frontier. For Croghan it was a perilous journey of over a year among the Indian tribes of the Ohio and the Illinois country before he arrived at Detroit and summoned this general meeting with the Pontiac tribe for the purpose of securing peace.

Sir William Johnson was the Commissioner of Indian Affairs for the Northern Colonies of British America.

1768 Montreal to Philadelphia



Provenance: Archives of the Historical Society of Pennsylvania

Manuscript postmark Mont. 6 signifying that the letter was rated 6 dwt which would have been equated to 18 pennyweight or 1/6. The receipt docketing was dated 29 Apl. 1768. Letters from this period usually do not show the rate charged.

The letter was sent by John Campbell, the Earl of Loudoun, who was one of Great Britain's colonial governors in North America and was mailed between the French and Indian War and the Revolutionary War after the British Colonial post office was established in Montreal.

September 15, 1768 Philadelphia to Quebec

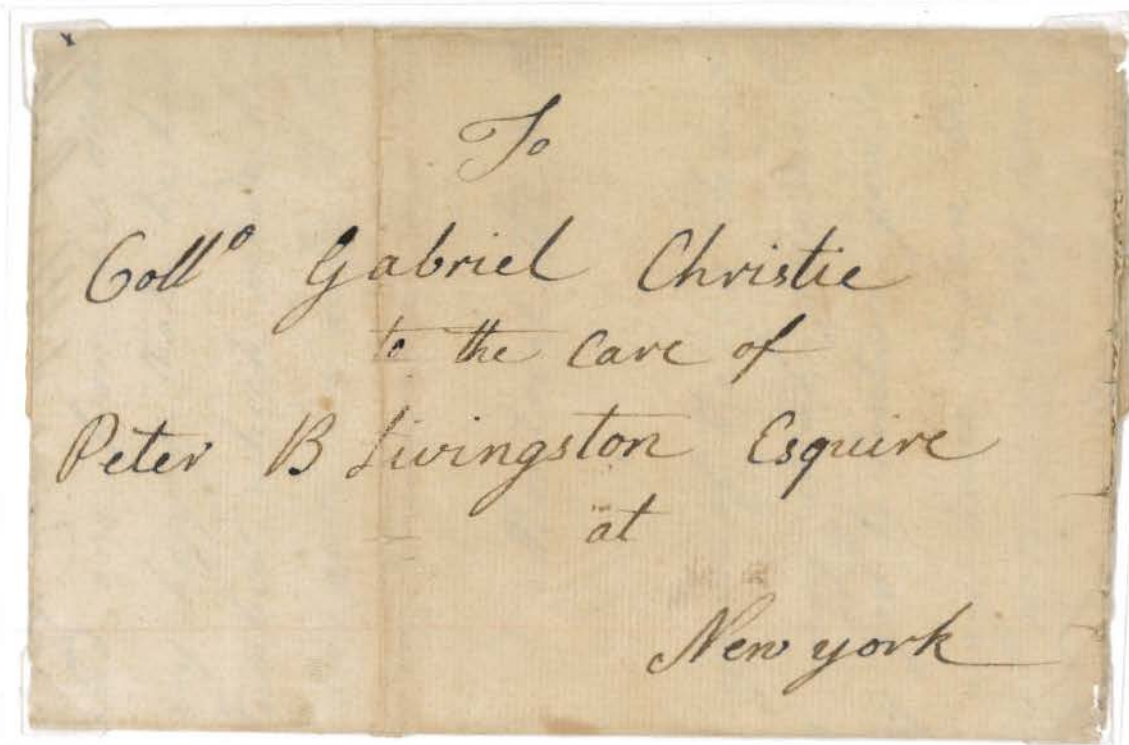


Provenance: Steinhart

Red two line PHILA / DELPHIA town handstamp magenta Franklin mark 15 / SE and red POST / PAID in circle all applied at Philadelphia. The letter was rated 11:16 (11 pennyweights 16 grains silver) prepaid as a double rate intercolonial letter.

Before 1759, there was almost no communication between French and British North America although mail from Detroit to Montreal, both within French America, is known.

Between 1759 and mid-1763 there was no post office in Canada, but only military and ad hoc systems between Canada and an established post in the British United States. From mid-1763, there was an established post in Quebec and postal communications between Canada and the U.S..



To
Col^o Gabriel Christie
to the care of
Peter B Livingston Esquire
at
New York

Provenance: Wellburn, Steinhart

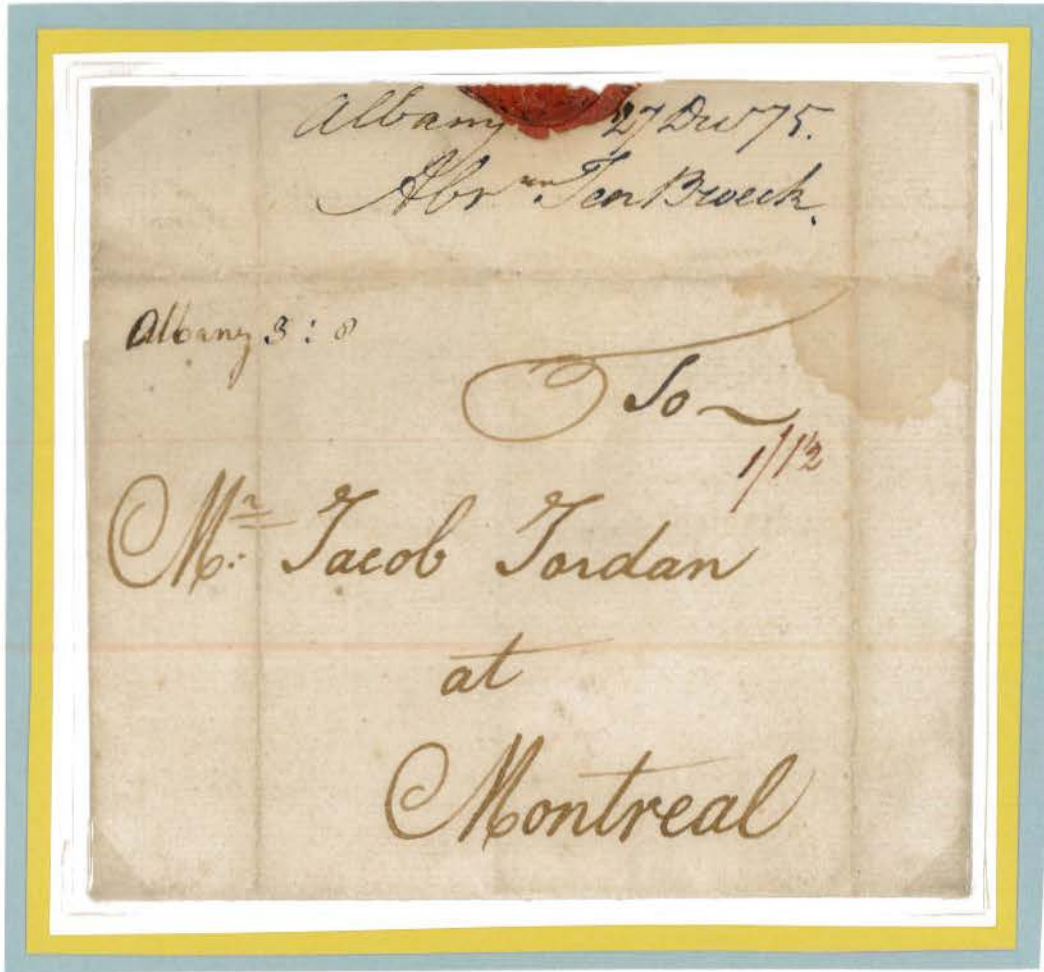
May 6, 1775 Montreal to New York

A letter to Col. Gabriel Christie

The letter was carried outside the post at the beginning of the American Revolution from Sarah Christie, wife of Gabriel Christie, army officer and seigneur.

Christie would become major general by October 1781 and retire as full general. In 1764 he partnered with Moses Hazen in seigneuries of Bleury and Sabrevious in addition to other seigneuries. He had a notable court battle with Hazen. The letter's contents include, *Yours of the 19 February I received only yesterday.... If Hazen should attempt to do anything before you come home the Lord knows what I shall do....* The letter mentions insecurities of the post.

**THE ONLY RECORDED COVER TO AMERICAN — OCCUPIED MONTREAL DURING
THE REVOLUTIONARY WAR**



Provenance: Steinhart

December 27, 1775 Albany, New York to Montreal, Canada. Rated "Albany 3:8" (3 penny weights 8 grains silver). This was equal to 1/11/2d currency collect.

Montreal was occupied during the American Revolutionary War by American forces from November 13, 1775 to June 16, 1776 and this letter was sent and received under the administration of the American Revolutionary Post Office. The letter is from Abraham Ten Broeck, a brigadier in the American Revolutionary War forces, to Jacob Jordan, who was a contract supplier to the British Forces and Deputy Postmaster General.

December 17, 1780 from New York when occupied by the British to Scotland



Provenance: Steinhart

Letter from a British soldier stationed in New York to his father in Glasgow. Brownish 29/IA (Jan. 29, 1781) British Bishop's mark and matching *In all* straightline. Red 5FE Scottish Bishop's mark on back. Rated 2 dwt port fee and IN6 (1/to GB and 6d sterling inland.)

The writer states he is about to go aboard ship for Charlestown, S.C. and refers to a previous Nov. letter sent by Yarmouth War Ship. He reports news of "Cornwallis's success in N. Carolina." *It may be wondered that he should be able to do so much with a handful of men when our grand army lies here inactive.* He also tells of the embarking of an expedition of Gen. (Benedict) Arnold including the Edinburgh Reg., Queen's Rangers, Provincial Corps and Hessians with frigates and sloops of war to cooperate with Lord Cornwallis; and that Gen. Arnold was to lead a raid into Virginia.

May 28, 1781 Detroit, Michigan, B.N.A. to Quebec



Provenance: Steinhart

Letter from Detroit as part of British North America during the American Revolutionary War.

The letter was from Detroit, Michigan B.N.A., favored outside the post to Montreal and posted there, rated 9d cy to Quebec. The letter is from Jacques Duperont Baby (1731—1789), fur trader and Indian Department employee, who writes to his brother in Quebec. Baby was an important, early citizen of Detroit. Knowledge of the correspondence is the only evidence of a Detroit origin or of the year date.

October 10, 1783 Detroit, Michigan, U.S.A. to Quebec, Canada



Provenance: Steinhart

This letter was carried outside the post from Detroit to Montreal, where it received the Montreal straight-line cancellation and was rated 9d cy collect to Quebec.

The British had surrendered at Yorktown October 19, 1781: The Treaty of Peace with England was signed November 30, 1782: the Treaty of Paris was signed September 3, 1783. Great Britain, never surrendered Detroit until 1796.

Earliest reported Post—Revolutionary War cover from Canada to the United States



April 14, 1784 Montreal to Baltimore, Md. Rated 2 dwts and 16 grains of silver and struck with a Sept. 11 Franklin Mark at Philadelphia.

A post was established between Fort Ticonderoga and Philadelphia Sept. 3, 1776. No Canadian postal markings are seen and the letter may have been carried privately to Philadelphia and put into the mails there.

Starting in Jan. 1783 and until 1798 Philadelphia only used a Franklin Mark and did not use a city name postmark. Only 3 exceptions have been documented. Tench Tilgham, to whom the letter is addressed was a lieutenant colonel in the United States army in the American Revolution. In 1782 after the siege of Yorktown, he carried the news of the event to Congress.

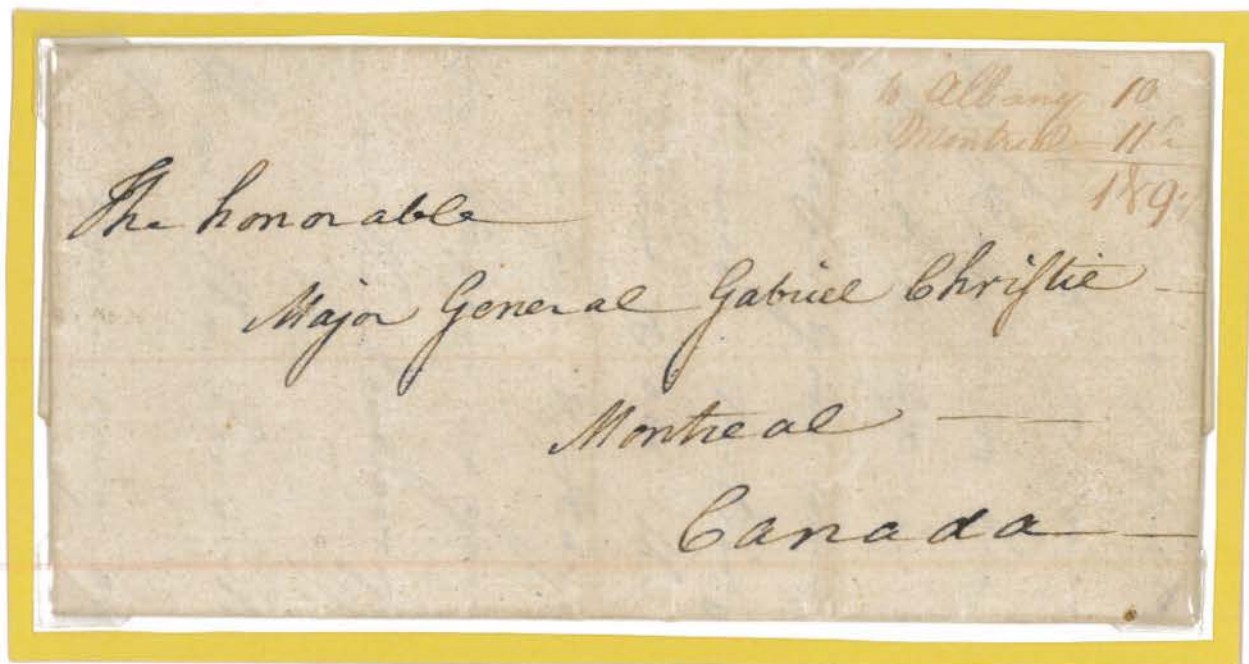


Provenance: Poitras, Steinhart, Siskin

February 20, 1784 New Orleans, Spanish Louisiana to Quebec, Canada. This is the only recorded cover from Spanish United States to Canada in private hands.

There is no postal route so the letter was carried by favor from New Orleans overland by way of the Mississippi River and the Illinois Country. The writer, Jaques- Nicolet Perrault was a well known merchant and seigneur and notes in the letter that this was the best route. The letter was carried at the end of the Revolutionary War period.

February 7, 1785 New York, N. Y. to Montreal, Canada

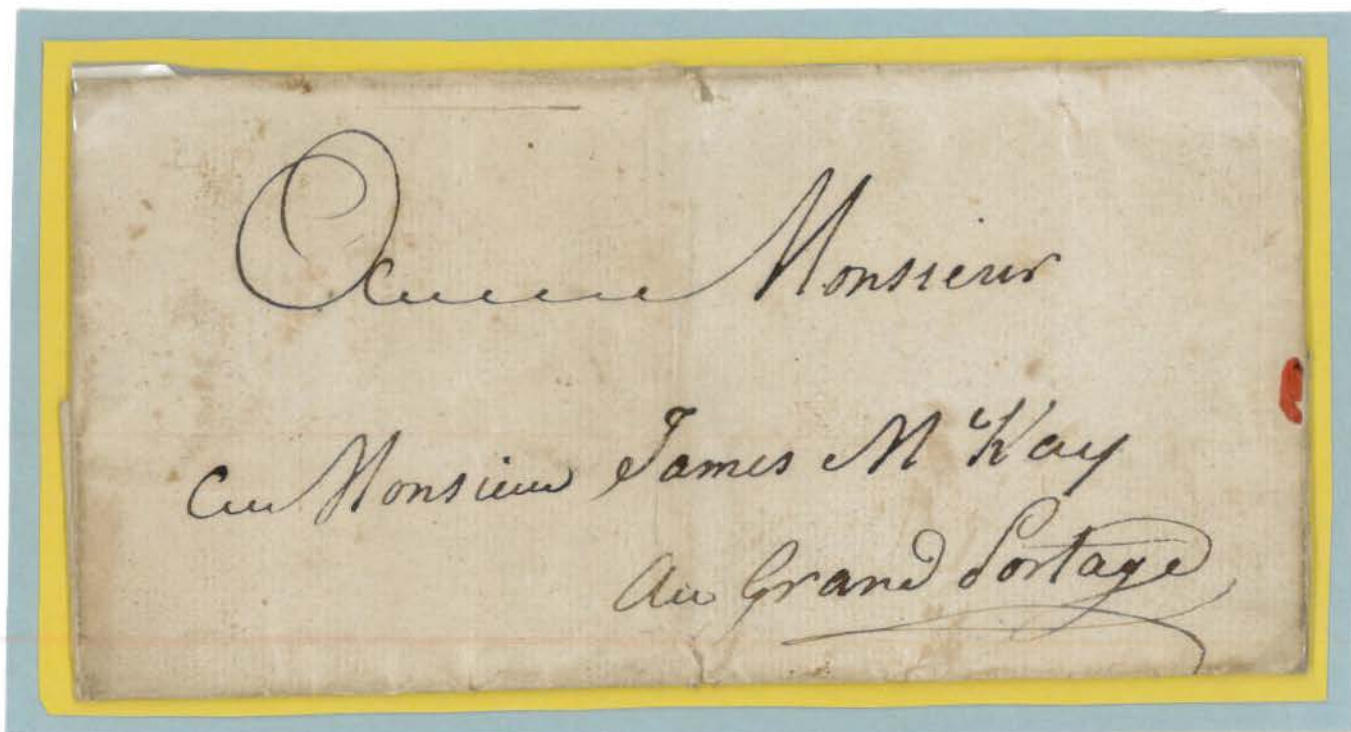


Provenance: Wellburn, Steinhart

This New York to Montreal cover is rated 10d to Albany plus 11 1/2d to Montreal for a total of 1N9 1/2 collect. During this period, there was no postal treaty between Canada and the U.S., although there was interchange of mails, mostly on the Montreal—New York route.

The letter is from B. Livingston to Major General Gabriel Christie and concerns a dispute with Brig. General Moses Hazen. The letter is an early pre-treaty cross-border cover just following the resumption of cross-border mail after the American Revolution.

March 26, 1789 Montreal, Canada to Grand Portage (now Minnesota, U.S.A.)

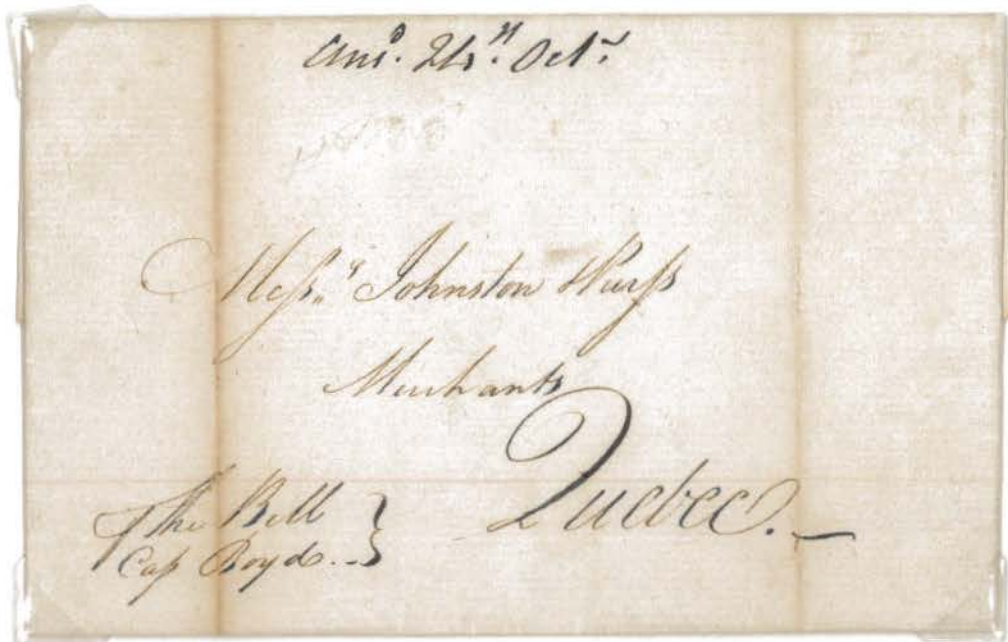


Provenance: Steinhart, Siskin

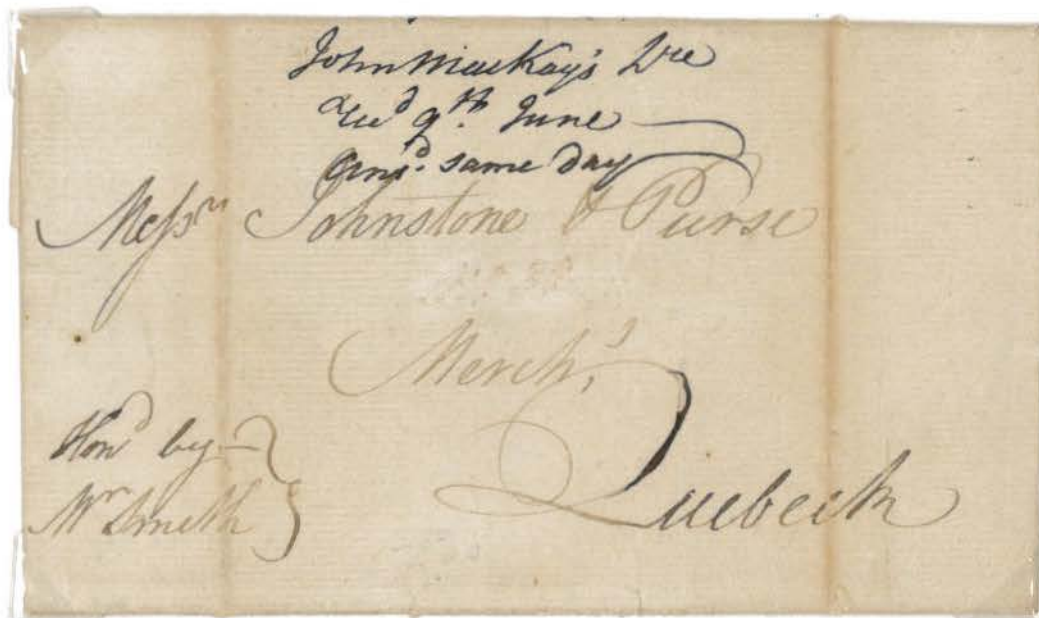
An early cross-border fur trade cover addressed simply *Au Monsieur James McKay au Grand Portage*. Docketed on the back *James McKay & Angus Shaw, 26, March 1789*

The letter was carried outside the mails by canoe express across the Great Lakes. Grand portage was the main North West Company post at the east end of the Grand Portage Route from Lake Superior to Red River at the western end of Lake Superior. The letter is addressed to Donald "Mad" McKay, who was employed in 1779 by John Ross, a minor North West Company trader on Assiniboine River. Being in American Territory, Grand Portage was later abandoned in 1800–1801 and replaced by a new post further north at Fort William.

From 1788 to mid 1792 there was no postal treaty between Canada and the U.S. although there was interchange of mails, mostly on the Montreal — New York route.



May 1, 1790 London, England to Quebec. Carried privately to Boston and routed via the New England Coffee House. Carried again privately along with casks of returned merchandise to Quebec.



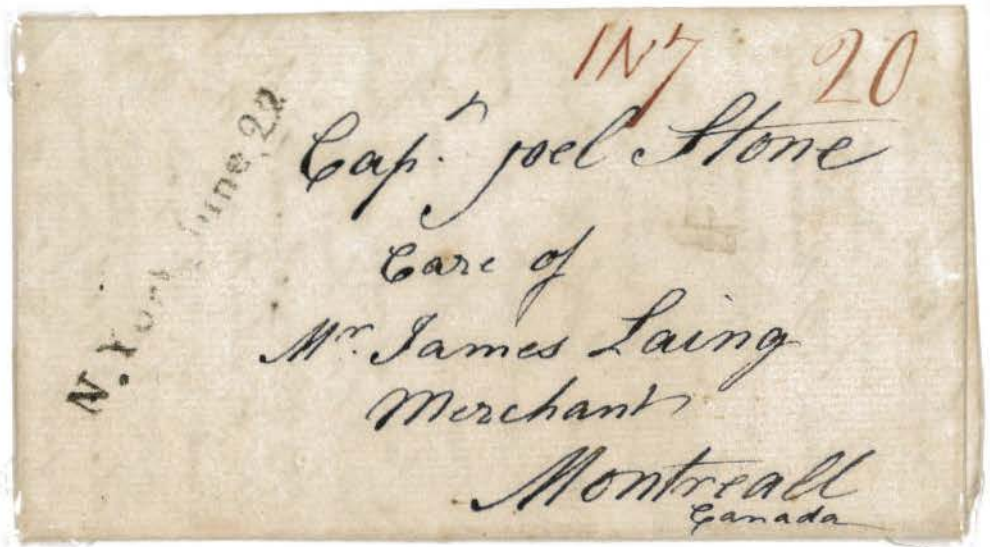
April 23, 1791 Springfield N.J. to Quebec. The majority of mail prior to the 1792 agreement was carried privately.

EARLY CANADA —U.S. CROSS BORDER MAIL, THE MONTREAL WAR OF 1912 SURCHARGE
AND THE MONTREAL AND QUEBEC SPECIAL BORDER FEES

U.S. TO CANADA

U.S. Rates June 6, 1792

9—30 miles	6 cents
30—60 miles	8 cents
60—100 miles	10 cents
100—150 miles	12½ cents
150—200 miles	15 cents
200—250 miles	17 cents
250—300 miles	20 cents
300—450 miles	22 cents
Over 450 miles	25 cents



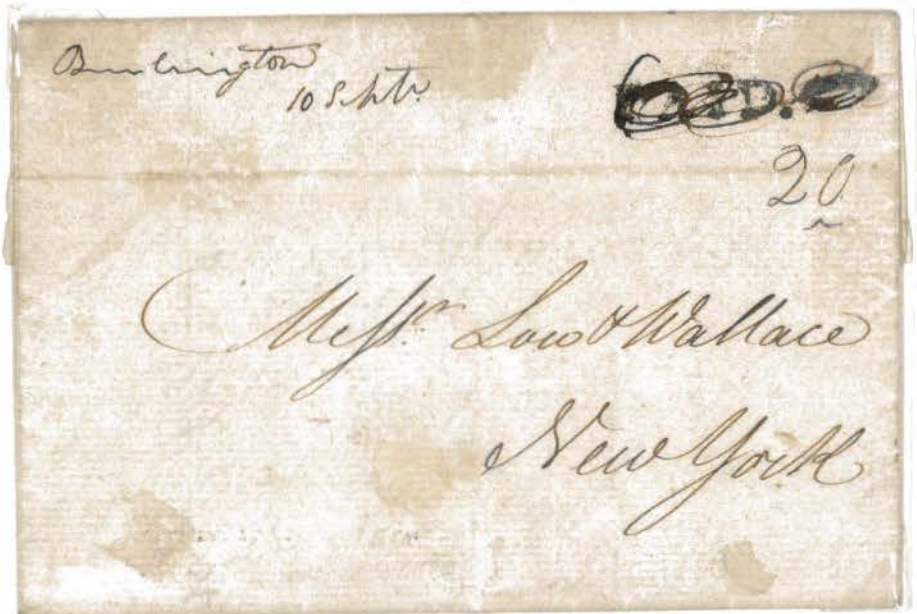
June 22, 1793 New York, N.Y. to Montreal. Rated 20 cents to the lines converted to 1/ plus 7d cy Canadian from the lines to Montreal. Straightline N. York cancel. Early example following the 1792 agreement.

CANADA TO U.S.

Canadian Rates

1792 to April 6, 1851

0—60 miles	4d stg = 4½d cy
61—100 miles	6d stg = 7d cy
101—200 miles	8d stg = 9d cy
201—300 miles	10d stg = 11½d cy
301—400 miles	1 stg = 12d cy
401—500 miles	1/2d stg = 1/4d cy
501—600 miles	1/4d stg = 1/6d cy
600—700 miles	1/6d stg = 1/8d cy
701—800 miles	1/8d stg = 1/10½d



September 3, 1807 Quebec to New York Rated 11½d cy (red ms and black PAID). At Burlington, the paid markings were crossed out and the cover was rated 20 cents collect for 201—300 miles. Backstamped straightline QUEBEC.

Early Cross-Border mail
following the 1792 Postal Treaty

DETROIT TO ENGLAND VIA HALIFAX

March 18, 1795 Detroit, B.N.A. to Hants, England. The letter bearing a four line handstamp. HALIFAX / SHIP LRE / JUN 18 / 95 and a manuscript 1 / 1 rating.



Provenance: Siskin

This letter traveled by Indian courier to Fort Niagara, then by ship up the St. Lawrence River to Halifax and then by packet to England.

The letter from an army officer, indicates that the British will soon be leaving Detroit and notes *Our winter Express also brought me a letter from Mr. Finnell dated 31st Oct....the Communication is not yet open, which prevents my writing to Mr. White the Attorney General of the Upper Province who resides at Niagara Report says Niagara will be our destination the remainder of this year This takes it conveyance with one of our tawny friends, an Indian who is going across the country but as he bears a tolerable good character, think it has a chance of reaching you.*

Despite the Treaty of Paris passing Michigan to America control, Detroit and Fort Mackinac did not surrender until January 1796.

1791 The Province of Quebec was divided into Upper and Lower Canada

1792 Canada's first postal agreement with the United States — although these arrangements were extended to cross border mails in general, the primary reason for the agreement was to expedite transatlantic mail via the U.S.

British mails for Canada would be placed in a sealed bag by the British packet boat agent. The bag would be delivered to the New York post office and sent by messenger to Burlington, Vermont from where it was taken by a Canadian courier every two weeks. In 1797 these trips were made weekly. U. S. postage was collected by Canadian postmasters for a 20 percent commission.

Canadian mail to Britain —Canadian and U.S. postage must be prepaid

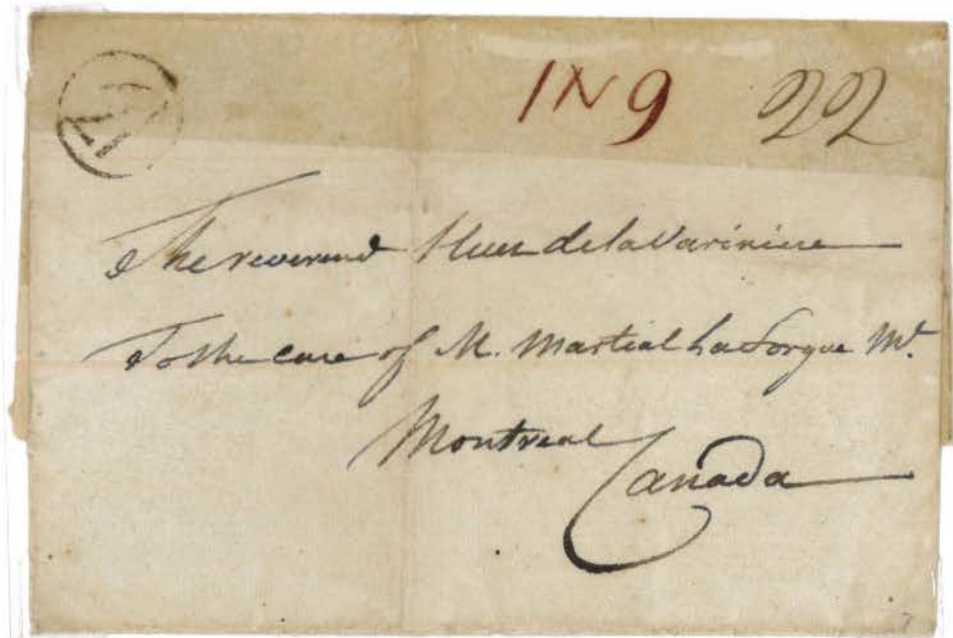
Canadian mail to U.S. — Canadian postage must be prepaid

Prepaid U. S. postage optional

U.S. mail to Canada —Prepaid U.S. postage optional

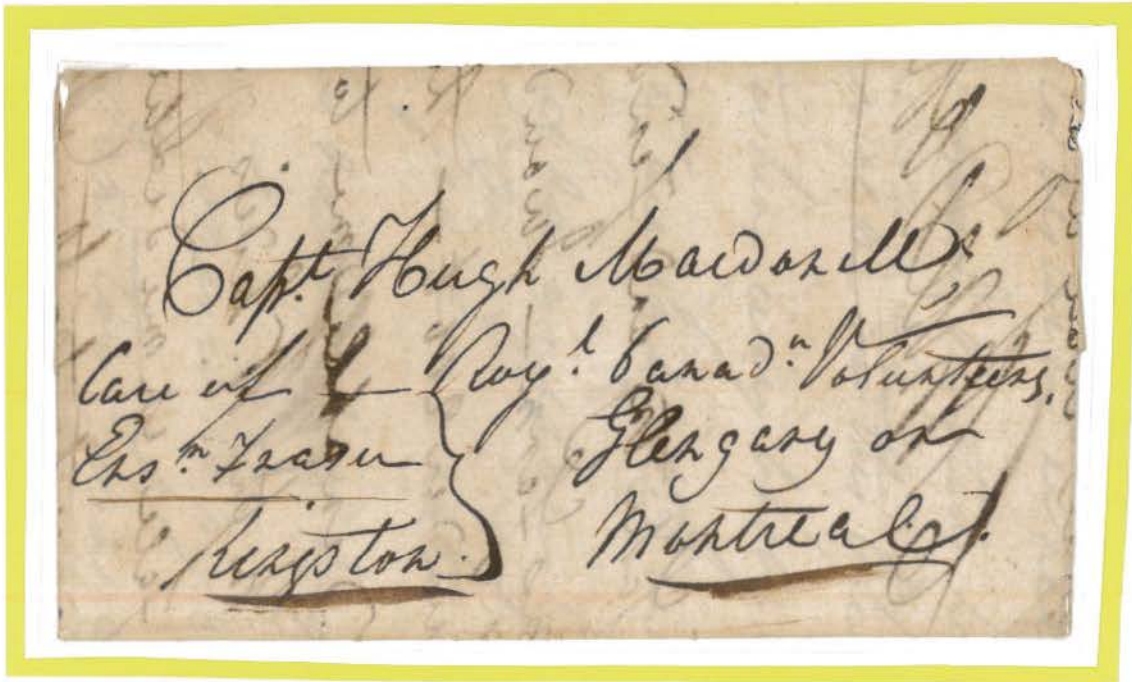
Prepaid Canadian postage impossible

July 17, 1793 Philadelphia to Montreal. Franklin mark and rated 22 cents to the lines converted to 1/2d cy plus 7d to Montreal, total 1/9d cy.



July 2, 1798 New York to Quebec Paid 20 cents U.S. (250—350 miles. At Burlington it was rated 11 1/2d cy (200—300 miles) to Quebec. With New York clamshell marking.

May 20, 1795 Oswego (Fort Ontario) New York to Glengary or Montreal, Canada



Provenance: Steinhart

This letter was written from Fort Ontario by a military officer in the Royal Canadian volunteers, which was a British Line Regiment raised in Canada. The letter was carried by favor outside the post, addressed to Captain Hugh Macdonnell, also of the Royal Canadian volunteers. Fort Ontario was still under British control after the 1783 Treaty of Paris and was not returned to the U.S.A. until 1796.



May 27, 1799 Athlone, Ireland to Detroit, U.S.

Prepaid 1/8 at Athlone — At Dublin stamped with the circular POST/PAID/D on the front and a Dublin MY/30/99 on the back — At London stamped with the circular PAID/JU/4/1799. — At Quebec stamped Quebec/SEP 5 99 on the back, the 1/8 crossed out and rated 2/1 collect to Detroit. Detroit was finally surrendered by the British in 1796 and was now I U.S. territory.

John Askin was a frontier fur trader who lived in Detroit from 1787 but transferred to British Territory soon after Detroit became part of the U.S.



Provenance: Palmer

January 20, 1804 Paisley, Scotland to Montreal, N.A.

Prepaid 1/10 to Liverpool. Carried on the *Prince Adolphus* which arrived in New York March 15. New York clam shell marking MAR 19 and rated 2 cents ship fee plus 20 cents (300—500 miles) to the lines. At Montreal rated 7d (Burlington, Vt. to Montreal) plus 1/2d (converted from the 22 cents U.S.) total due 1/9d cy.

Early Cross-Border Mail Following the 1792 Postal Treaty

U.S. RATES CHANGED IN 1799

U.S. Distance Rates March 2, 1799 to May 1, 1816

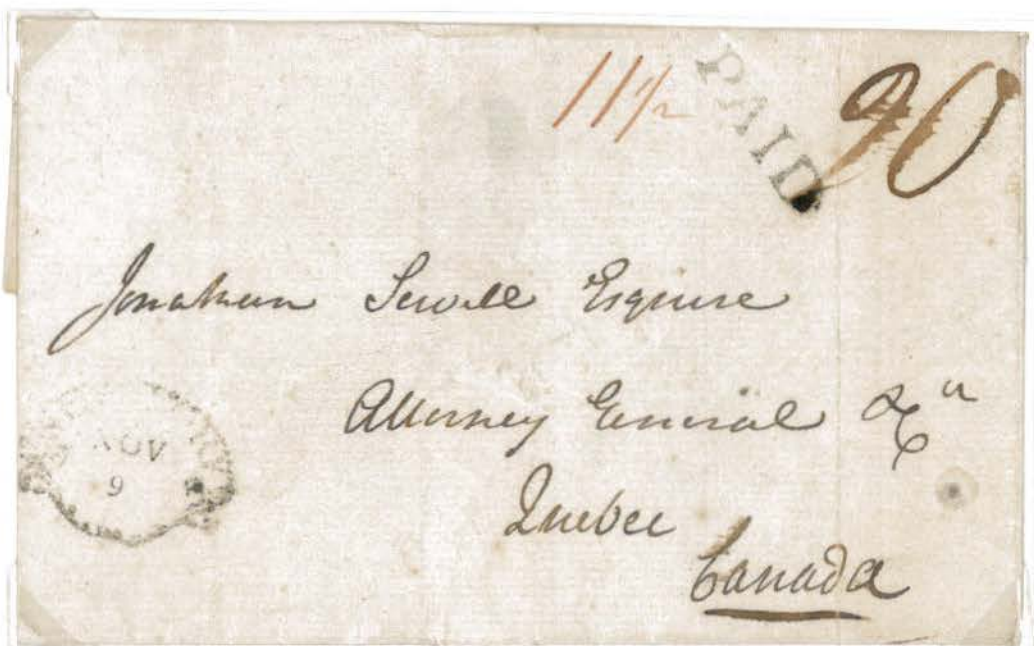
0—40 miles	8 cents
40—90 miles	10 cents
90—150 miles	12 1/2 cents
150—300 miles	17 cents
300—500 miles	20 cents
Over 500 miles	25 cents

Canadian Distance Rates 1792 to April 6, 1851

0—60 miles	4d stg = 4 1/2d cy
61—100 miles	6d stg = 7d cy
101—200 miles	8d stg = 9d cy
201—300 miles	10d stg = 11 1/2d cy
301—400 miles	1 stg = 12d cy
401—500 miles	1 1/2d stg = 1 1/4d cy
501—600 miles	1 1/4d stg = 1 1/6d cy
601—700 miles	1 1/6d stg = 1 1/8d cy
701—800 miles	1 1/8d stg = 1 1/10 1/2d cy



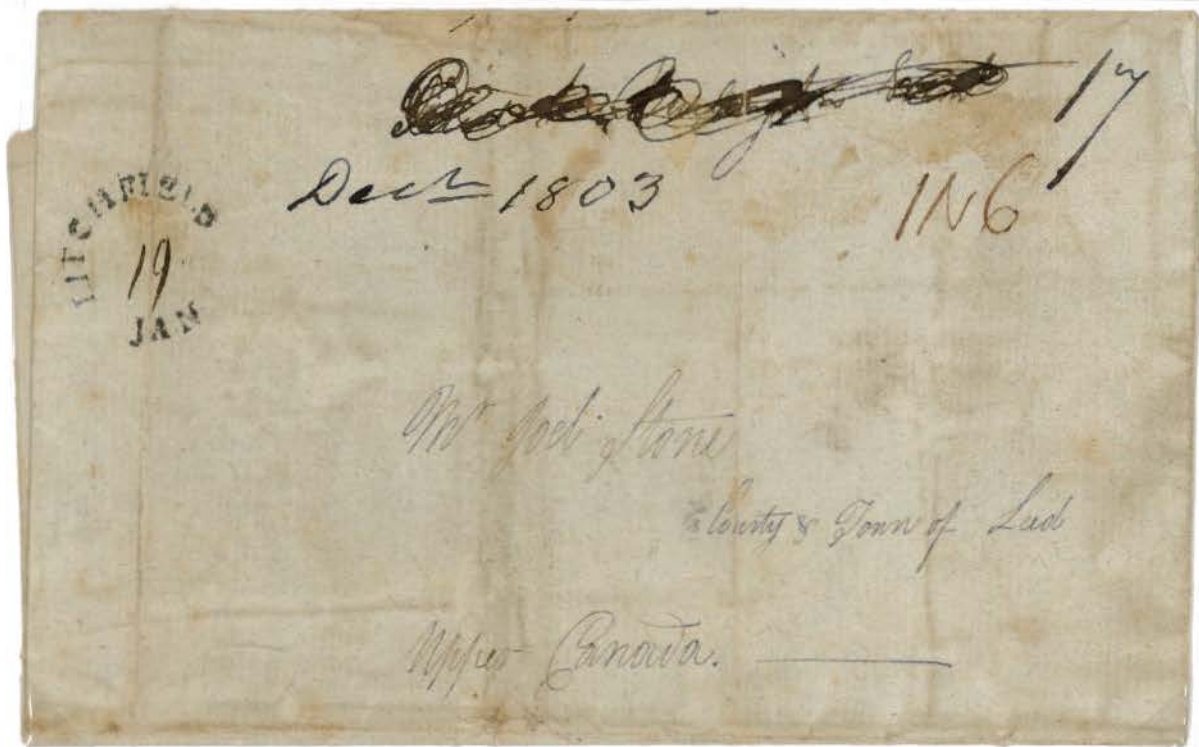
September 6, 1801 Salem, Mass. to Quebec. Faded red paid handstamp rated 20 cents (300—500 miles) to Burlington exchange point and 11 1/2d cy to Quebec.



November 7, 1801 Colden, N.Y. to Quebec. Rated 20 cents prepaid (300—500 miles) to Burlington exchange and 11 1/2d cy collect (200—300 miles) to Quebec.



January 23, 1802 New York to Montreal via Burlington Exchange. Rated 20 cents (300—500 miles) paid to the lines 7d (50—100 miles) collect to Montreal



January 19, 1804 Litchfield, Conn. to Lud, U.C. Rated 17 cents collect 151—300 miles) to Burlington (converted to 9d cy) plus 9d cy (101—200 miles to Lud), total 1/6d cy collect.



May 6 1804 New York to Quebec. New York red May 7 datestamp. Rated 20 cents PAID (300—500 miles) New York to the border and 11 1/2d cy collect from the border to Quebec.

John Nelson was an important pioneer printer.



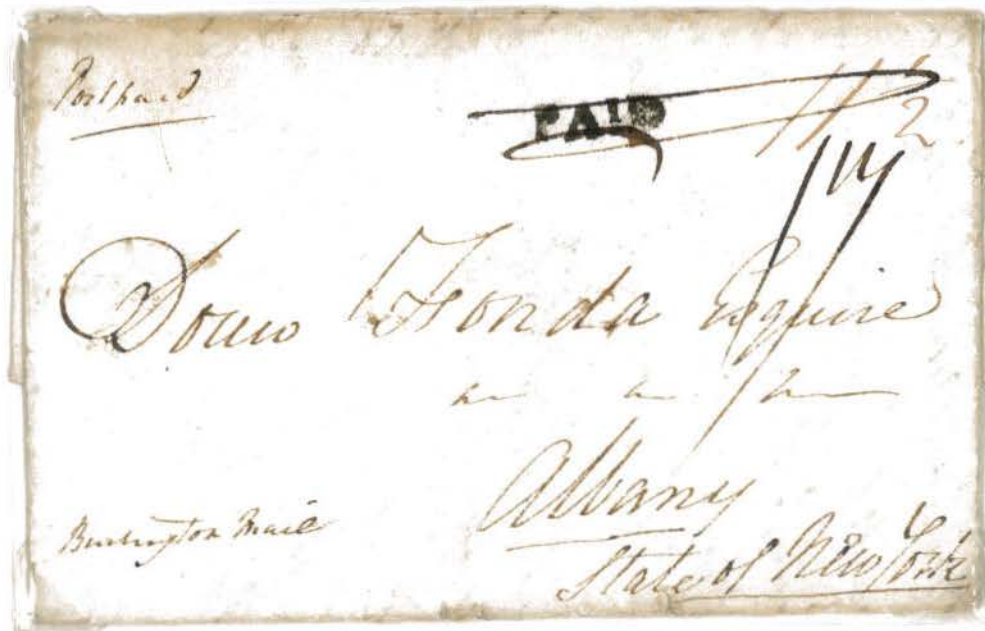
January 3, 1805 Germantown, Pa. to Charlottesville, Norfolk County, Canada. Rated 20 cents collect for 300—500 miles and missent to Norfolk, Va. Rerated 25 cents for over 500 miles and sent on to Canada. The extra 5 cents should not have been charged and there is no evidence of any Canadian charge which would have been 4 1/2d cy collect

April 25, 1810 Quebec to Albany, N.Y.



Rated 11½d cy PAID to the border. MS Burlington Mail. At the U.S. exchange office the paid markings were crossed out and the cover rated 17 cents collect for 150—300 miles to Albany. Backstamped Quebec fleuron.

18 September 1811 Quebec to Oswego, N.Y.



Favored to Montreal, (straightline MONTREAL on reverse). Prepaid 9d cy to Burlington where the paid markings were crossed out and the cover rated 20 cents collect for 301—500 miles to Oswego.

He writes *I shall return through the U.S. if we do not have war, appearances being in favour of war.*



15 February 1797 Queenstown (Queenston as of 1801) to Philadelphia, Pa..

The letter traveled by Montreal Express to Schenectady where it entered the US. mails. It received a "SCHEN*MAR*6" straightline postmark and was rated 20 cents for 250—300 miles to Philadelphia. The letter mentions that the sender was planning to use the Montreal Express to send a letter from Kingston.

Note: Although mail is recorded as traveling between Niagara (Niagara-on-the-Lake) and Ft. Niagara as early as 1797 that route was not open at this time. Queenston was only a tiny settlement and Newark (Niagara) was still the seat of government of Upper Canada. Because of the Revolutionary War, Niagara was considered vulnerable to U.S. attack so the seat of government was transferred to York. The major portion of Canadian mail was still coming from Quebec and Montreal and almost all cross-border mail still travelled the "Colonial Great North Post" route by way of Lake Champlain, Burlington, Vt. and Albany to New York. However by 1800 mail was traveling regularly between Niagara and Ft. Niagara and mail from the Ontario area began to noticeably increase.

Early Cross-Border Mail following
the 1792 Postal Treaty

THE NIAGARA POST OFFICES

THE THREE NIAGARAS

NIAGARA —Also known as Newark and now as Niagara-on-the-Lake. The P.O. was first established in 1789. Most mail was domestic traveling between Quebec, Niagara, Detroit and Michilmackinac.

NIAGARA—"The Agency of the American Post Office" at Niagara (now Niagara-on-the-Lake) was established in 1797 to pick up Canadian mail traveling to the U.S.P.O. at Fort Niagara where it could meet the new mail route from Canadaigua.

NIAGARA—"Port Niagara"— The U.S. occupied the fort in 1796 and a P.O. was established in 1797 which lasted until the British occupied the fort December 19, 1813.

Mail was accepted at the Agency of the American Post Office at Niagara every other Thursday by twelve o'clock to be forwarded to the U.S.. It is assumed that some mail must have crossed over into Canada this way as well.

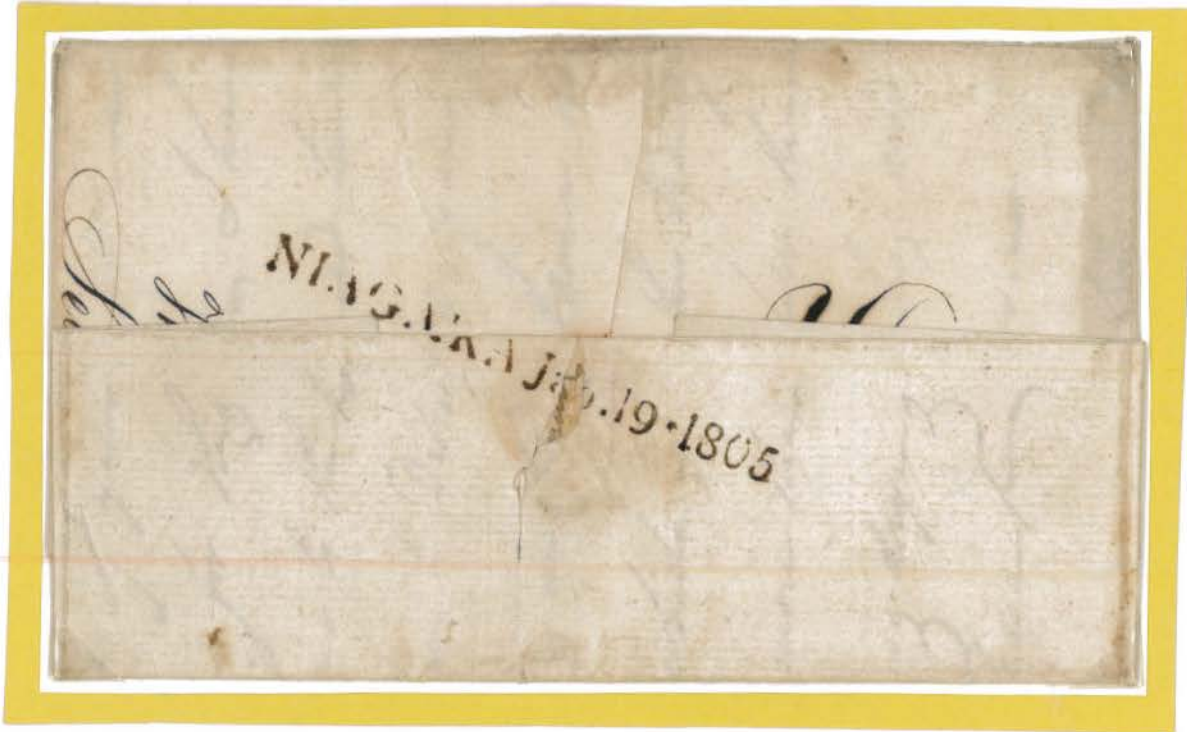
NIAGARA LETTER ORIGINATING IN NIAGARA, U.C.



3 March 1803 (Thursday) Niagara, U.C. (Niagara-on-the-Lake) to New York, N.Y. Rated 25 cents to New York over 500 miles) This manuscript *Niagara* is listed as being applied at the post office in Fort Niagara but could have been applied in Canada just as well.

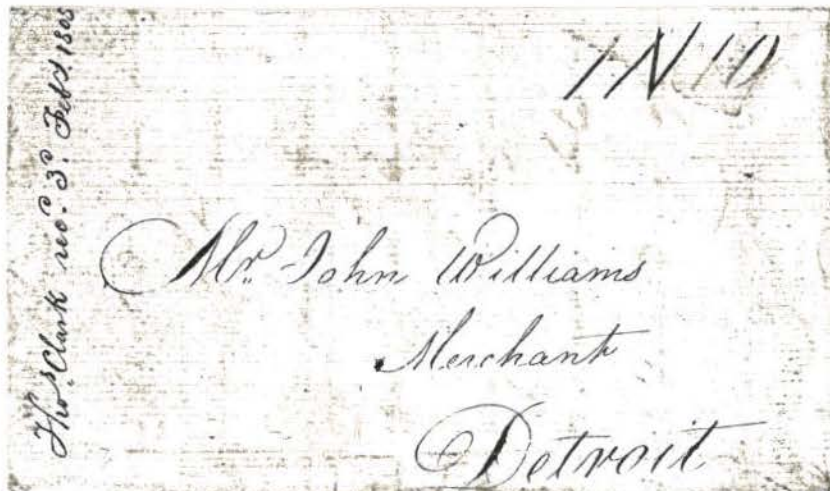
THE BRITISH POST OFFICE IN NIAGARA

A post office is known to exist in Niagara U.C. as early as 1789. During the summer months communication was maintained by boat whenever the opportunity presented itself. During the winter, a trip was made by the "winter express" from Quebec to Niagara, Detroit and Michilimakinac. Apparently one "express" started at Quebec and the other in Michilimakinac or Detroit and they exchanged their letters in Niagara. After the American Agency P.O. was established in Niagara to more easily send mail to the states, the British P.O. in Niagara concentrated more on internal Canadian and western mail.



The BRITISH POST OFFICE NIAGARA was located at the present site of Niagara-on-the-Lake. The location was at times also known as West Niagara, Butlersburgh and Newark.

December 15, 1804 letter from Queenston to Detroit. Postmarked NIAGARA Jan. 19*1805. Rated 1/10d as a double letter (2x11d) for 200-300 miles.



THE BRITISH POST OFFICE IN NIAGARA



12 October 1805 Albany, New York to Detroit, Michigan Territory

The letter was "favored by Mr. Williams" to Fort Niagara taking for some reason over two months to get there. It was placed on the ferry boat going to Niagara and on arrival at Navy Hall it was taken to the British Niagara P.O. where it was marked in red **T** (total) and **2N9** (triple letter for 200—300 miles) and stamped in black on the reverse NIAGARA DEC. 15 1805. A "Mrs. Ernest" added 11d (the U.S. charge to Niagara) for 2 x 4 1/2d (less than 60 miles) plus a 2d ferry charge. She then totaled the bill to 3/4d cy. This is incorrect as the total should have been 3/8d cy. The letter normally would have been carried to Amberstburg on the Detroit River and then carried across to Detroit but the Detroit fire in June almost wiped out the city and the town was still under martial law established by the territorial judges. The letter was therefore held up at Sandwich and then forwarded by Deputy Postmaster Hands on December 26 to Frederick Bates, one of the territorial judges.

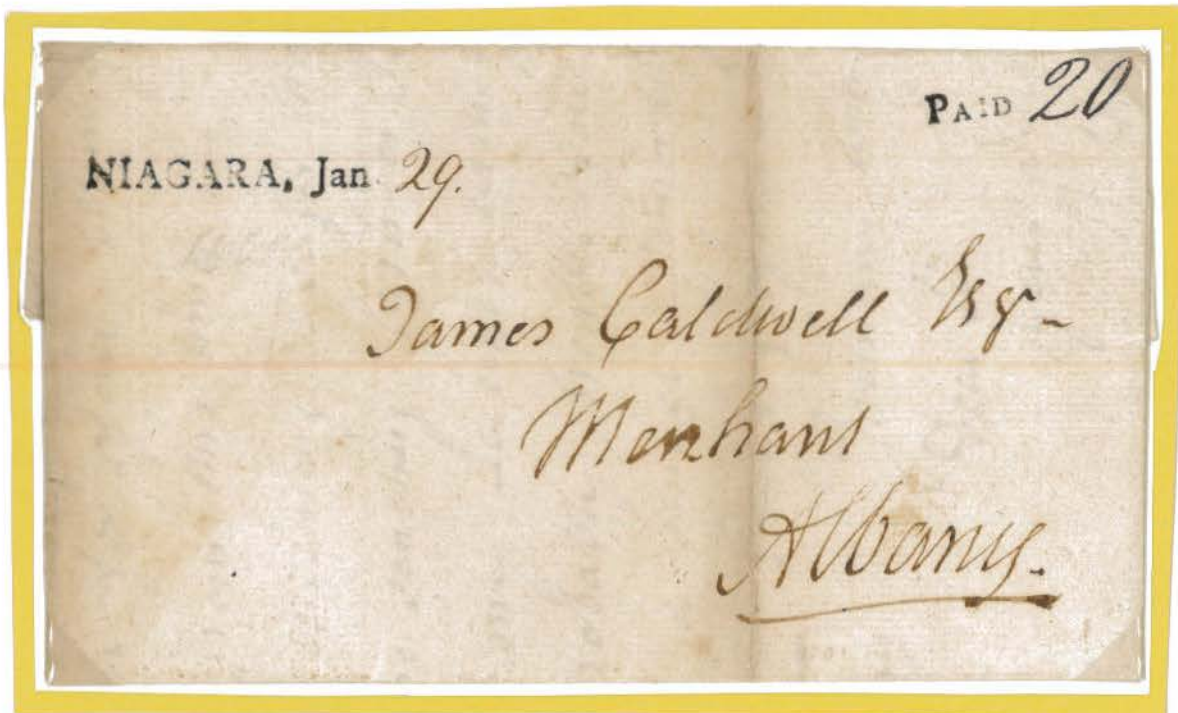
Very early example of a ferriage charge.

Early Cross-Border Mail following
the 1792 Postal Treaty

THE NIAGARA POST OFFICES

AGENCY OF THE AMERICAN POST OFFICE NIAGARA
Located at present Niagara-on-the-Lake

Literally a U.S. outpost in a foreign country, a U.S.P.O. branch names "Agency of the American Post Office, Niagara" located at the present Niagara-on-the-Lake was established in 1797. Mail left Niagara on a weekly basis to Ft. Niagara and then into the U.S. mail by way of Canadaigua. If someone wished his mail to go quicker he obviously could have it ferried over to Ft. Niagara and put in the U.S. mails there.



29 January 1801 Niagara, Upper Canada to Albany, N.Y.

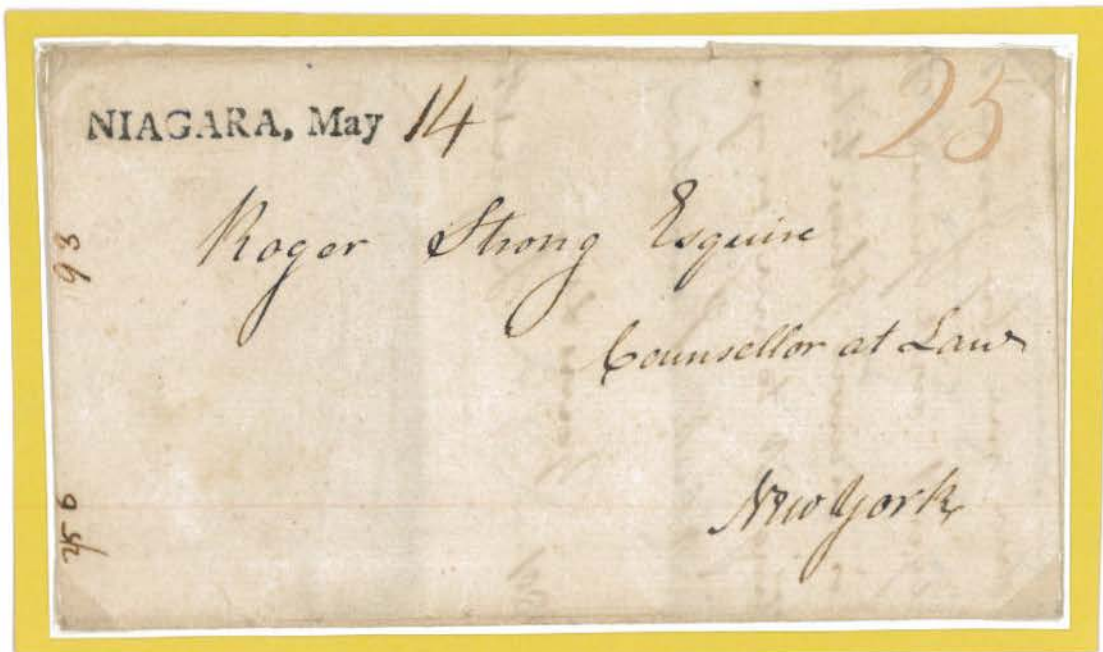
Mailed from the Agency of the American Post Office. It was rated 20 cents for 301-500 miles to Albany. If ferriage was charged it would have been paid in cash and was not shown on the cover. This American Post Office existed technically until the British captured Ft. Niagara during the War of 1812 but presumably the amount of mail through this office markedly decreased well before the war as there was no reason the regular British P.O. in Niagara couldn't handle the mail as well.

Early Cross-Border Mail following
the 1792 Postal Treaty

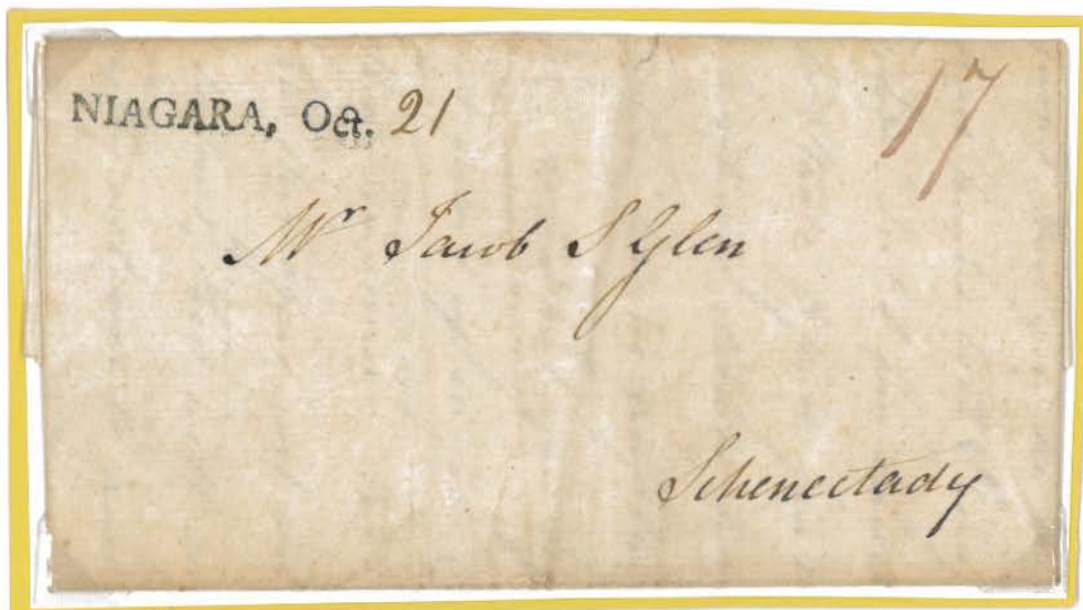
THE NIAGARA POST OFFICES

AGENCY OF THE AMERICAN POST OFFICE NIAGARA

NIAGARA in capitals followed by month with only the first letter capitalized and the day in ms

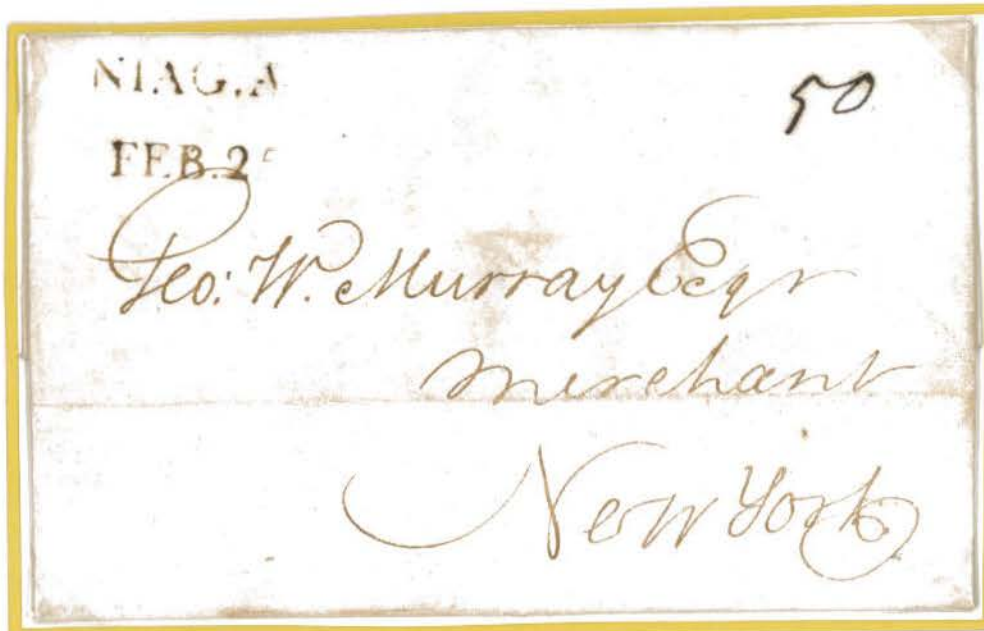


14 May 1801 Niagara U.C. to New York, N.Y.
Rated 25 cents for over 500 miles



21 Oct. 1802 Niagara U.C. to Schenectady N.Y.
Rated 17 cents for 150 to 300 miles

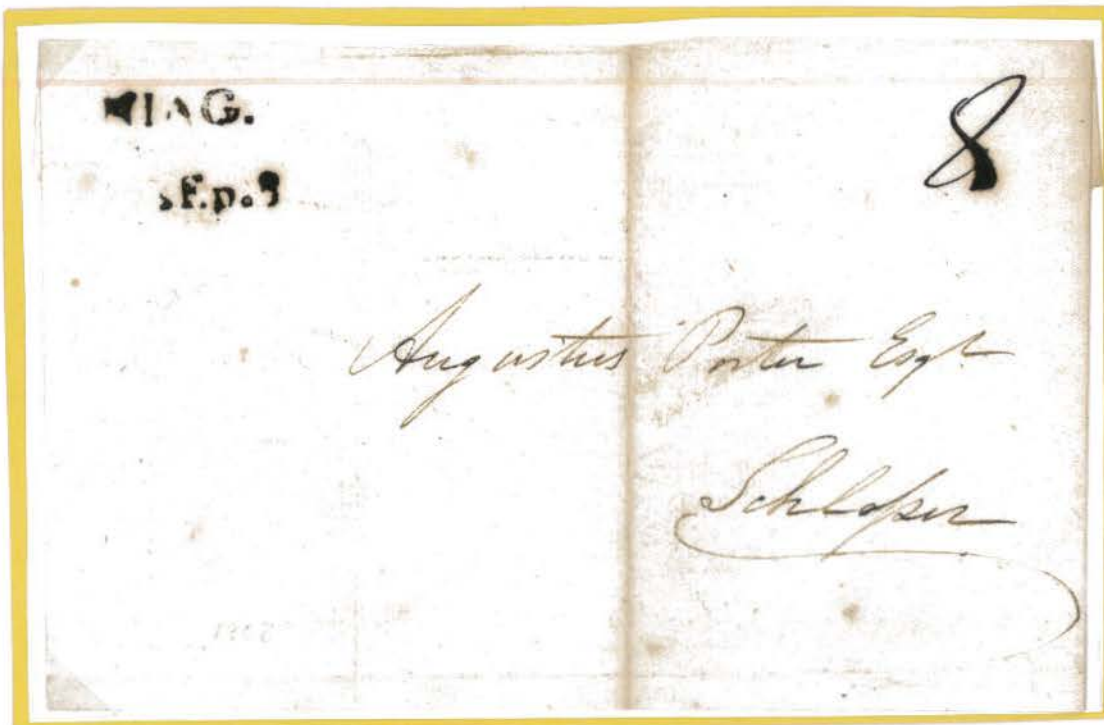
FORT NIAGARA



NIAG.A / FEB.25

15 February 1808 York, U.C. to New York, N.Y.

Picked up at the American P.O. in Niagara on Thursday, Feb. 25 and ferried to Fort Niagara where it was handstamped NIAG.A / Feb 25 and rated 50 cents for 2 sheets carried over 500 miles to New York.



NIAG. / SEP. 8

8 September 1808 Niagara (Canada) to Schlosser, New York

Picked up at the American P.O. in Niagara on Thursday, September 8 and ferried to Fort Niagara where it was stamped NIAG. / Sep 8 and rated 8 cents due. The 8 cent rate was for 30—60 miles and Schlosser (the original name for Niagara Falls) was much closer than that. The 8 cent rate was therefore 6 cents to Schlosser plus 2 cents ferriage from Niagara. The A from the NIAG.A handstamp seems to have been lost sometime during 1808.

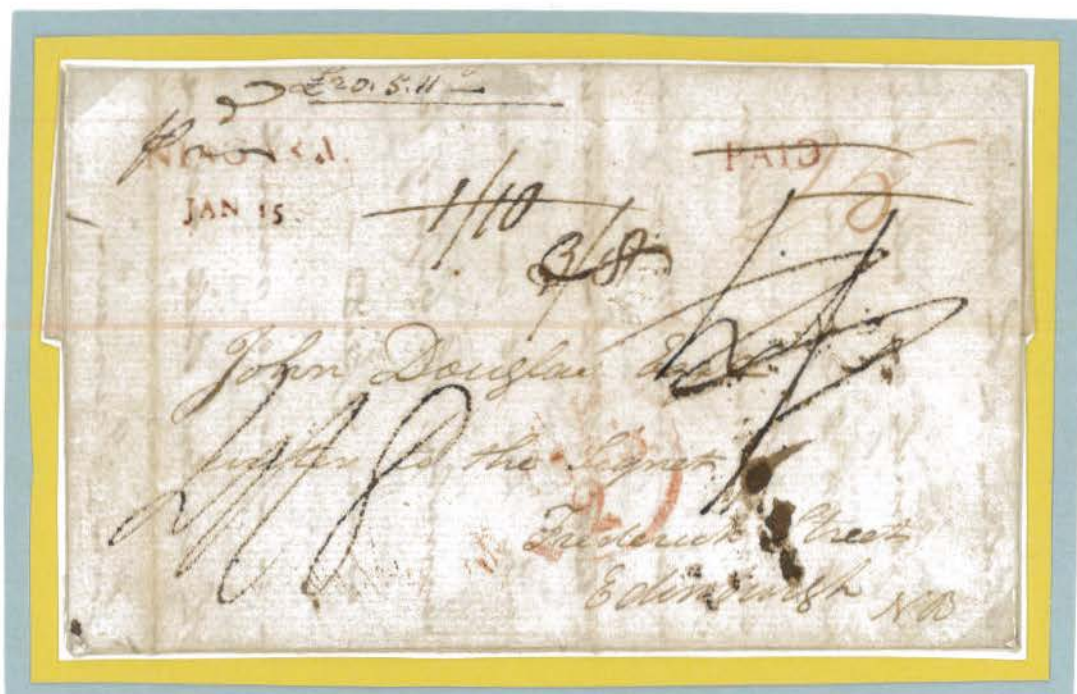
AMERICAN POST OFFICE NIAGARA LOCATED AT FORT NIAGARA

NIAGARA

Jan 15

PAID

25



28 December 1804 Fort Erie to Edinburgh, Scotland

This letter was mailed on a Friday, too late to catch the Thursday free bag at the American Agency in Niagara so it was ferried (2d charge) to Fort Niagara where it entered the U.S. mails on January 15. The magenta **NIAGARA / Jan 15** handstamp is earlier than listed in the Petrie analysis. The cover was rated **25** cents U.S. to New York and stamped **PAID**. At New York the paid markings were crossed out as required and the cover rated 1/10, then 3/8, then 4/ and finally 2/8d stg (1/4d Falmouth packet and 1/4d inland) as a double letter.

Note: This is another example of an extremely early ferriage rating

May 30th 1813

The Bearer Surgeon Robert
 Kerr, is directed to proceed
 to Fort George, for the
 purpose of assisting the
 Officers of the Profession,
 in attending the British
 Wounded Prisoners of War

Wm. Vincent
 Brig. Gen.

Officer Commanding
 The American
 Force at
 Niagara

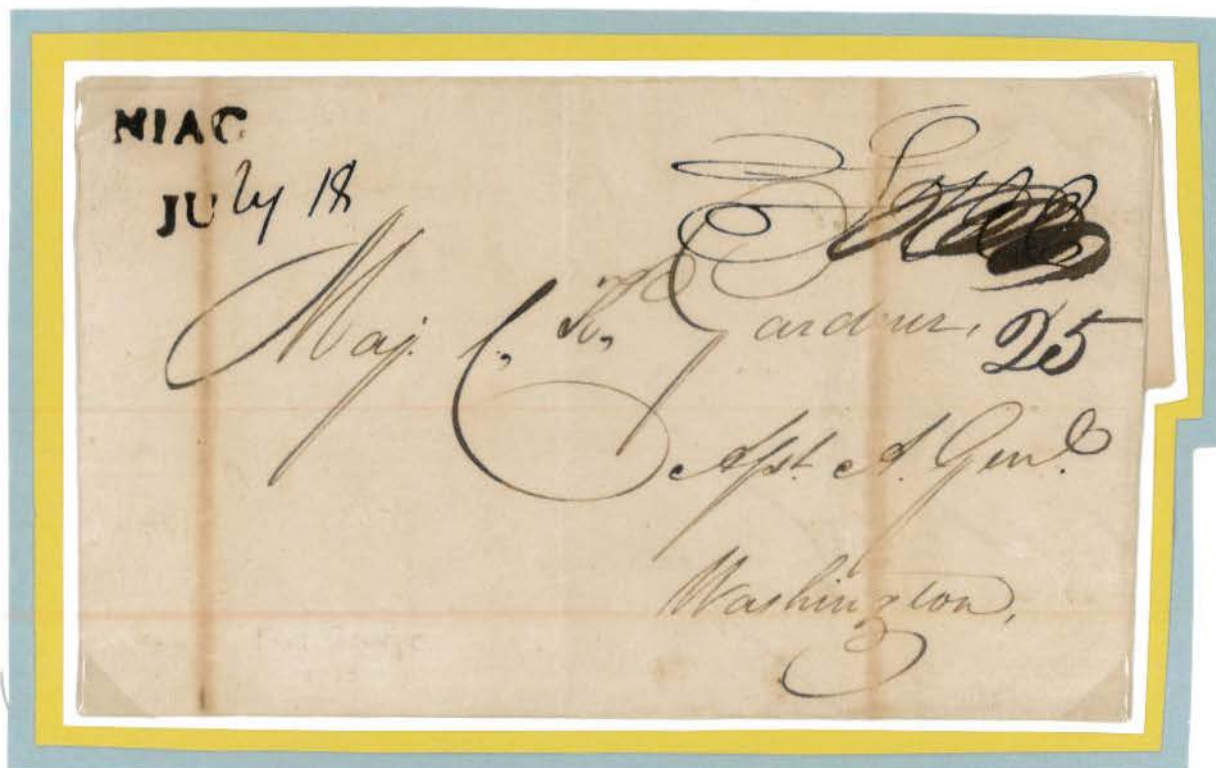
Provenance: Frajola

May 30, 1813 Hand carried flag of truce letter from General Vincent to General Dearborn requesting that the bearer of the letter, a surgeon, be allowed to enter Fort George to attend the British prisoners of war. Fort George was occupied from May 27 to December 18, 1813.

July 18, 1813 Fort George, Canada to Washington, D.C.

Rated 25 cents for over 500 miles

ONE OF FOUR KNOWN COVERS FROM OCCUPIED FORT GEORGE

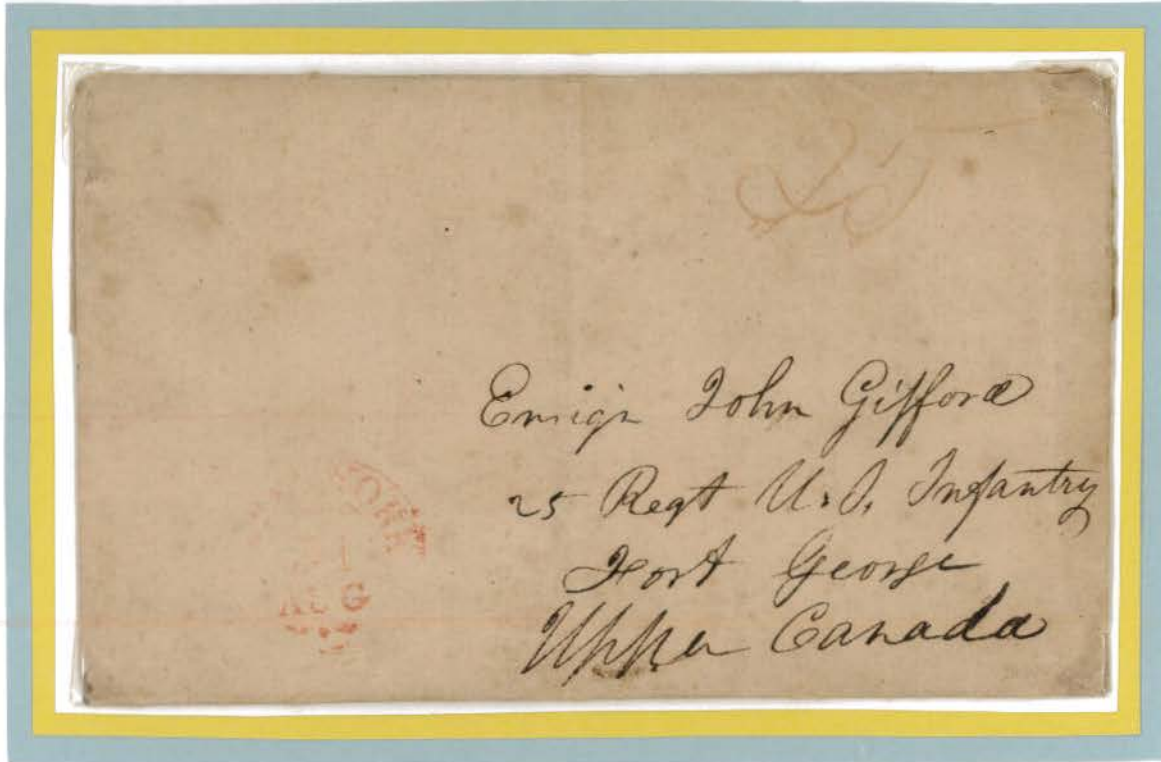


18 July 1813 Fort George to Washington, D.C.

NIAG / JULY 18 handstamp applied at Fort Niagara

The letter was ferried directly, probably from Navy Hall to Ft. Niagara during the time Fort George was occupied by the U.S. Dr. J. West, the 3rd postmaster at Fort Niagara, did establish an American Agency at Niagara during this time, but since most of this mail would have been from the soldiers stationed at Fort George, it may have been carried by military post to Fort Niagara. Fort George was occupied by the U.S. from May 27 to December 18, 1813. Fort Niagara remained open for mail until the British occupied it December 19, 1813.

August 1, 1813 New York, N.Y. to Fort George, U.C. during the time of U.S. occupation. The letter postmarked red NEW YORK 31 AUG with a red manuscript 25 (over 25 miles). Addressed to "Ensign John Gifford, 25 Regt. U.S. Infantry, Fort George, Upper Canada."



Provenance: Frajola, Steinhart

THIS IS THE ONLY REPORTED EXAMPLE ADDRESSED TO OCCUPIED FORT GEORGE

The letter was rated 25 cents to a U.S. soldier while Fort George was under U.S. occupation during the War of 1812. The mail was handled between the fort and Niagara by Dr. James West, special agent to the army.

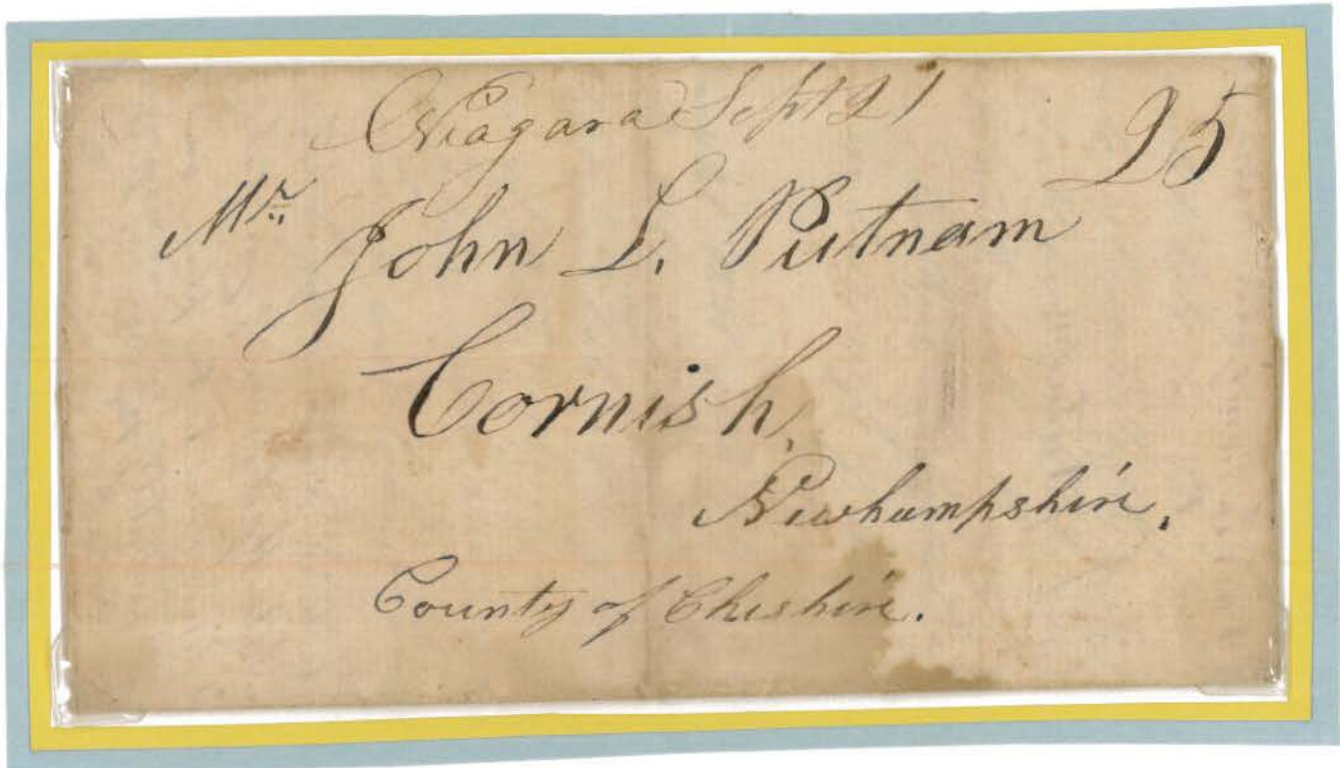
The War of 1812

U.S. OCCUPATION OF FORT GEORGE

September 19, 1813 Fort George, U.C. to Cornish, New Hampshire

Rated 25 cents for over 500 miles

ONE OF FOUR KNOWN COVERS FROM OCCUPIED FORT GEORGE



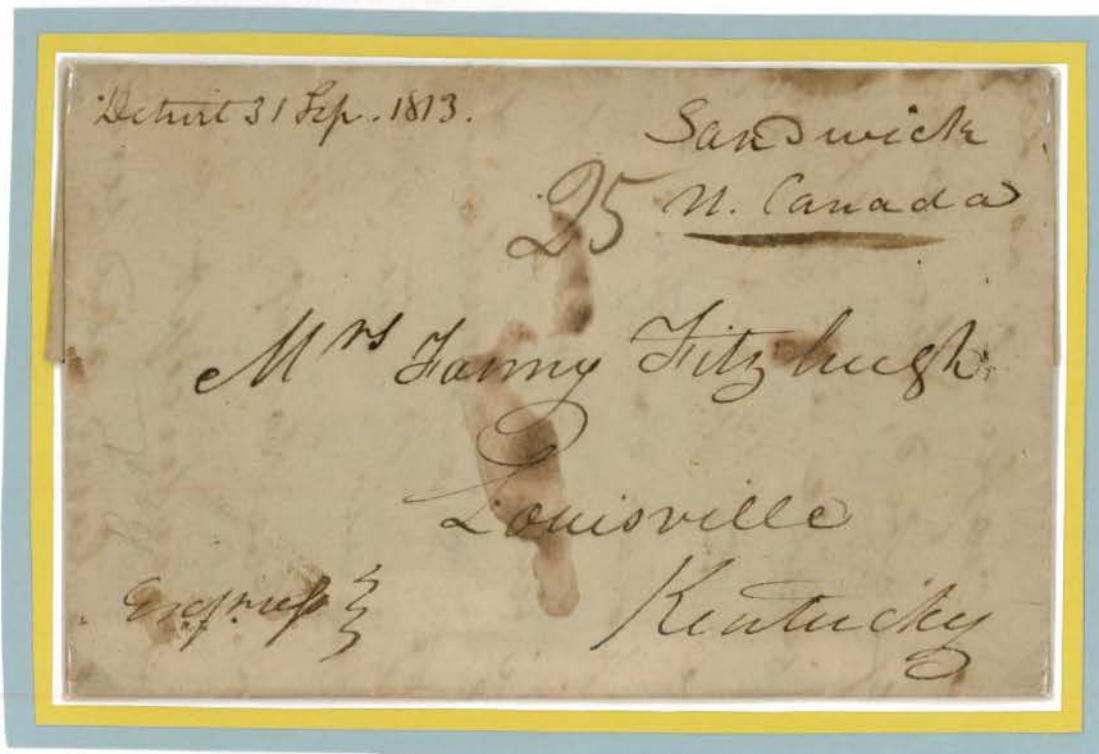
19 September 1813 Fort George to Cornish, New Hampshire

Niagara Sept. 27 postmark

Dr. J. West, Postmaster at Niagara established another American Post office at Niagara (Niagara-on-the-Lake) in June 1813 when Fort George was occupied by the U.S.. No ferriage was probably charged, a ms *Niagara* postmark was used, and the mail was not charged until it reached Fort Niagara and was placed in the U.S. mail system. Fort Niagara stayed open until December 19, 1813 when it was occupied by the British.

A soldier writes from occupied Fort George that the picket guard has been attacked daily by the British and the Indians. He writes of fighting the British Indians with the help of volunteers from Buffalo and Indians attached to the U.S. army.

September 31, 1813 Sandwich U.C. to Louisville, Ky. Manuscript *Sandwich / U. Canada*. Carried by military express to Detroit where it was rated 25 cents for over 500 miles to Louisville.



Provenance: Alexander, Frajola

THE ONLY RECORDED EXAMPLE FROM OCCUPIED SANDWICH DURING THE WAR OF 1812

Adj. Gen: John O'Fallon writes as follows:

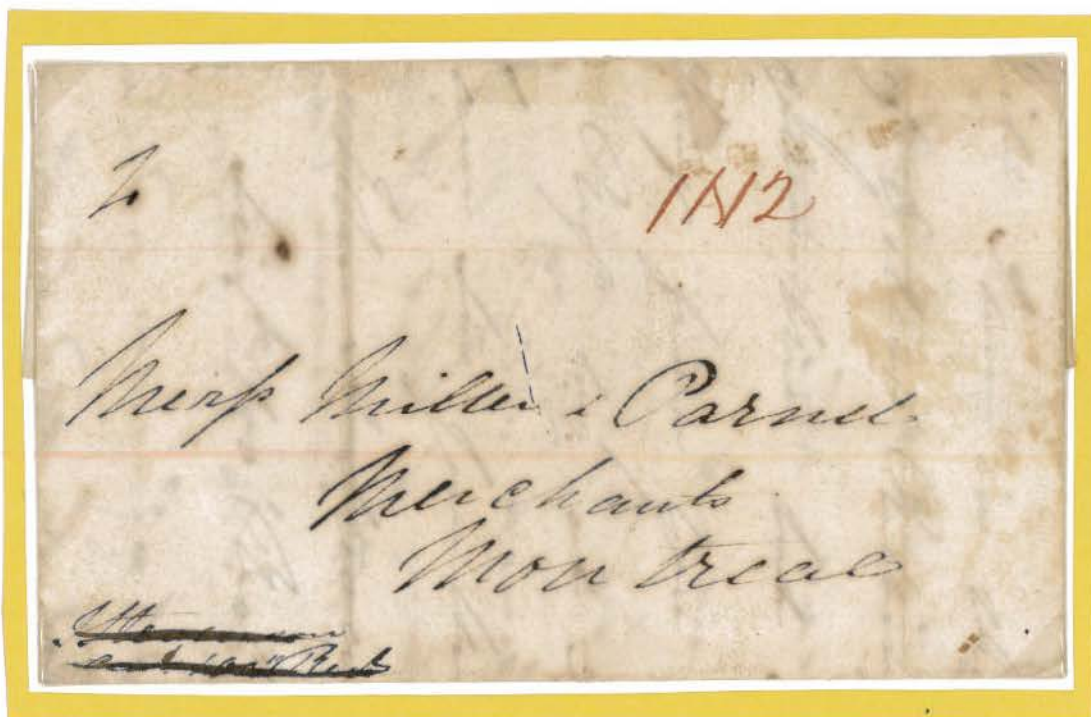
Our army reached this place about 2 o'clock on the 29th ultimo and on that evening the Genl. crossed the river with twelve hundred men and possessed himself of Detroit. The inhabitants stripped of their all, their only resource being upon the success of this army, seeing which decided, so soon as our boats touched their shore displayed an American flag which had been kept concealed and hailed us with a burst of rejoicing perhaps never before equaled. It was unquestionably a most opportune relief, but for which, on that night it is the prevailing opinion that all would have been lost without them, as the Indians, which were to the number of between 3 and 400 collected in the vicinity of the town could not have been another night longer restrained from burning the town and committing an indiscriminate massacre. The inhabitants highly apprehensive of this had sent messengers to the Genl. urging of him immediate relief.

Gen. Proctor left this on the 27th ult, with about 500 regulars and considerable Indian force. The latter having been much diminished by the disposition of many of them to sue for Peace. The General received yesterday a deputation from the Ottawa Indians in behalf of themselves and others to return to a good understanding with the U.S. upon any terms. Upon the united request of the citizens of Detroit in their behalf I am convinced that the Genl. will prescribe the conditions that will restore tranquility between them and us and ensure the safety of the Michigan territory from further depredations from them or those what will continue hostile.

Col. Johnson's Regt of one thousand strong arrived at Detroit last night and are now crossing so soon as which is effected, the whole army (except what will be left at Detroit) will resume the pursuit of the enemy. The point on the River French it is said they intend making a stand is upwards of sixty miles from this. With the assistance of the mounted men, if we fail in overtaking Genl. Proctor we can't but intercept his baggage etc. transported by land and water.

The inhabitants of this part of upper Canada have been somewhat oppressed by the Indians. They all seem to conceive the conquest of their Country as a blessing to them.

April 16, 1814 British occupied Fort Niagara, New York to Montreal, L.S. Rated 1/2d, manuscript forwarding endorsement crossed out. Red **YORK 27 APR 1814** straightline handstamp on reverse.

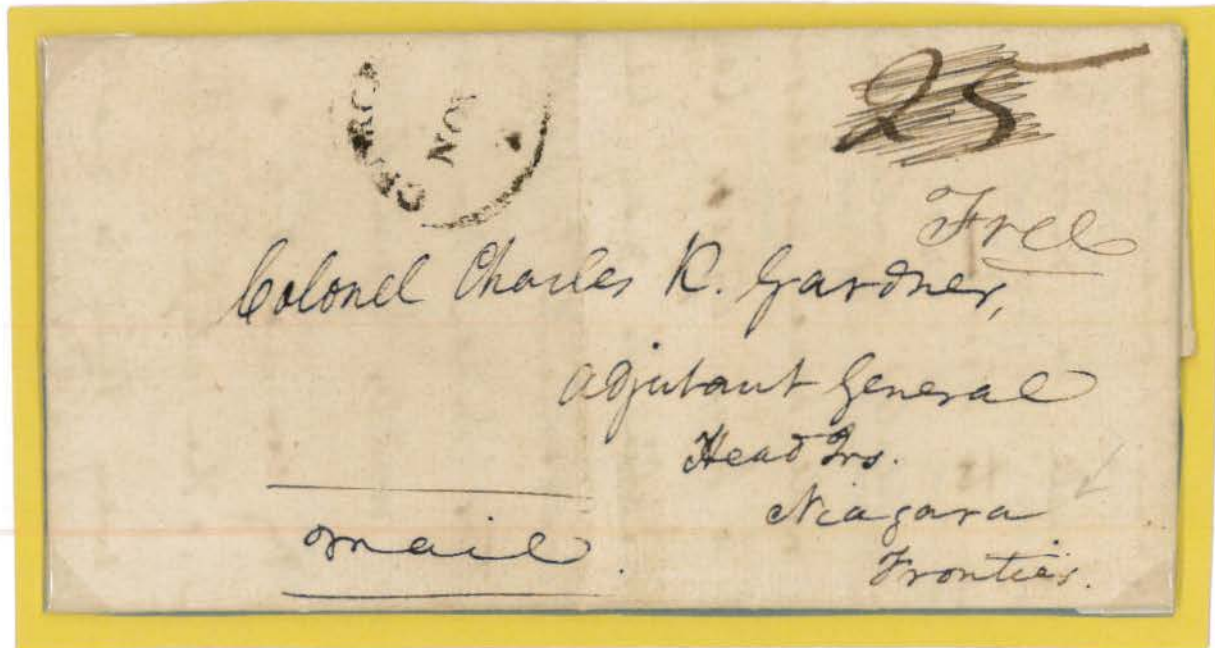


THE RED STRAIGHTLINE HANDSTAMP ON THE REVERSE IS EXTREMELY RARE

YORK
27APR1814

The letter was from a British officer. Lt. John A. Stevenson (100th Regiment) while Fort Niagara was under British occupation during the War of 1812, which lasted from December 13, 1813 until the end of the war.

Oct. 31, 1814 Georgetown, District of Columbia to Fort Erie. From Brigadier General Winfield Scott to Charles K. Gardner, Adjutant General. Stamped GEORGE T COL NOV 1 and rated 25 cents for over 400 miles to the Niagara Frontier. Rate crossed out and marked *Free*. Winfield Scott as Brigadier General did not have the franking privilege but Charles K. Gardner who was District Adjutant General for District 9, the Northern Division, did have it. The cover would have been carried by military courier.



On July 24, 1814 Scott led his men in the Battle of Lundy's Lane at Chippewa. He was seriously injured and carried off the battlefield by Charles Gardner who went on to fight at Chippewa and during the retreat to the well fortified Fort Erie. The Fort was besieged and battles were fought during Sept. and Oct. but in Nov. the American army dismantled the works, vanished across the Niagara and the British retook the Fort.

This is written at Ross's Tavern by Winfield Scott enroute from Baltimore to Washington. "I am distressed to find my own somber anticipations confirmed by your statement of facts. I had not calculated distances; the chances of wind and water; the difference between the direct & devious route—expected the advance on the enemy would have been in the one direction the end of it in another! As to what happened in front of Chippewa, it was not foreseen, this it might have been inferred from "the forgone conclusion." I am distress—disappointed. I will have no more favorites."

"Yeo's squadron has been out some weeks. I suppose Drummond already greatly reinforced. Four, three or even two thousand men landed at the mouth of the 4 mile creek (west of F. George) direct from Sacket Harbor, together with a simultaneous movement from Fr. Erie might have produced a different result. I would not have asked for artillery or a baggage train—bayonets & biscuits would have sufficed.The bill for recruiting & augmenting the army will pass but against strong opposition. Money too will be raised. The enemy is every day expected on our shore — I so not despair of the commonwealth, but then our strong right arm must be put forth to meet him.....My shoulder is yet open & has undergone no change in 6 or 7 weeks. Best respects to my late brave comrades. Yours sincerely, W. Scott

THE MONTREAL BORDER FEE AND WAR OF 1812 SURCHARGE

The Lake Champlain Route

Montreal

St. John

U.S.—Canadian Border
Highgate
Swanton

4 1/2d to Montreal
Plattsburgh

Burlington
7d to Montreal
Whitehall

Albany

The busiest U.S. Canada mail route was the New York—Albany—Montreal route. After the U.S. placed a War of 1812 surcharge on mail, the Montreal P.O. also placed their own surcharge on incoming U.S. mail as well as a 1 1/2d special border fee presumably in lieu of a ferriage charge.

Feb. 1, 1815—April 1, 1816 50% U.S. surcharge on U.S. mail rates

May 17, 1815—April 30, 1819 50% Montreal surcharge on incoming U.S. mail

May 17, 1815—Feb. 28, 1837 Montreal 1 1/2d special border fee

War of 1812 Surcharge Rates of Both Countries



Feb. 13, 1816 Boston, Mass. to Montreal, L.C.

U.S. — Rated 17 cents (150—300 miles) + 8 1/2 cent 50% surcharge = 25 1/2 cents

Canada—Rated 4 1/2d (0-60 miles) + 1 1/2d special border fee + 3d (50% War of 1812 surcharge)= 9d cy

Covers showing both countries surcharges are seen infrequently.

THE MONTREAL SPECIAL BORDER FEE AND THE WAR OF 1812 SURCHARGE

The Lake Champlain Route

ONE OF TWO RECORDED CROSS-BORDER COVERS DURING THE RESTORED RATE PERIOD



The Restored Rates March 31, 1816—April 31, 1816

0—40 miles	8 cents
40—90 miles	10 cents
90—150 miles	12 1/2 cents
150—300 miles	17 cents
300—500 miles	20 cents
Over 500 miles	25 cents

January 22, 1816 London, England to Montreal, Canada via N.Y. Carried privately to N.Y., received and forwarded by H.M. Veckar & Co. New York 25 April 1816 on reverse. Rated 20 cents U.S. (300—500 miles) and 9d Canadian (41/2d postage, 11/2d special border fee and 3d 50% War of 1812 surcharge).



U.S. rates effective May 1, 1816

0—30 miles	6 cents
30—80 miles	10 cents
80—150 miles	12 1/2 cents
150—400 miles	18 1/2 cents
Over 400 miles	25 cents

November 28, 1816 New York to Montreal. Rated 18 1/2 cents (converted to 11d) plus 9d to Montreal (41/2d postage, 11/2d special border fee and 3d 50% War of 1812 surcharge).


THE MONTREAL SPECIAL BORDER FEE AND WAR OF 1812 SURCHARGE

Philadelphia *25*
George Henry Monk
2N- Montreal
Swiss Canal

March 26, 1817 Philadelphia to Montreal. Rated 25 cents (over 400 miles) to the lines converted to 1/3d plus 9d to Montreal (4 1/2d postage, 1 1/2d special border fee and 3d 50% War of 1812 surcharge) for a total of 2/ collect.

August 27, 1818 New York to Montreal. Triple rated letter (18 1/2 x 3) or 55 1/2 cents U.S. paid to the lines plus 2/3d (3 x 9d) special rate to Montreal collect).

To **PAID** *50*
Hector Bopange Esq.
243
Montreal


To **PAID** *1/2*
M^r H. Bopange
Montreal


September 7, 1818 New York to Montreal. Rated 18 1/2 cents paid and 9d collect shown separately (4 1/2d postage, 1 1/2d special border fee, and 3d 50% War of 1812 surcharge).

THE MONTREAL BORDER FEE AND WAR OF 1812 SURCHARGE

Transatlantic Mail

Canadian postal rates from the U.S. exchange office to Montreal

1792—May 17, 1815 Burlington, Vt. to Montreal
 May 17, 1815—Apr. 30, 1819 Swanton, Vt. To Montreal

7d cy for over 60 miles
 4 1/2d cy for less than 60 miles
 1 1/2d cy border transfer fee
 3d cy 50% surcharge
 Total 9d cy
 4 1/2d cy + 1 1/2d cy = 6d
 4 1/2d cy inland—ferriage rates discontinued.

April 30, 1819—Feb. 28, 1837 Swanton to Montreal
 February 28, 1837 Swanton to Montreal



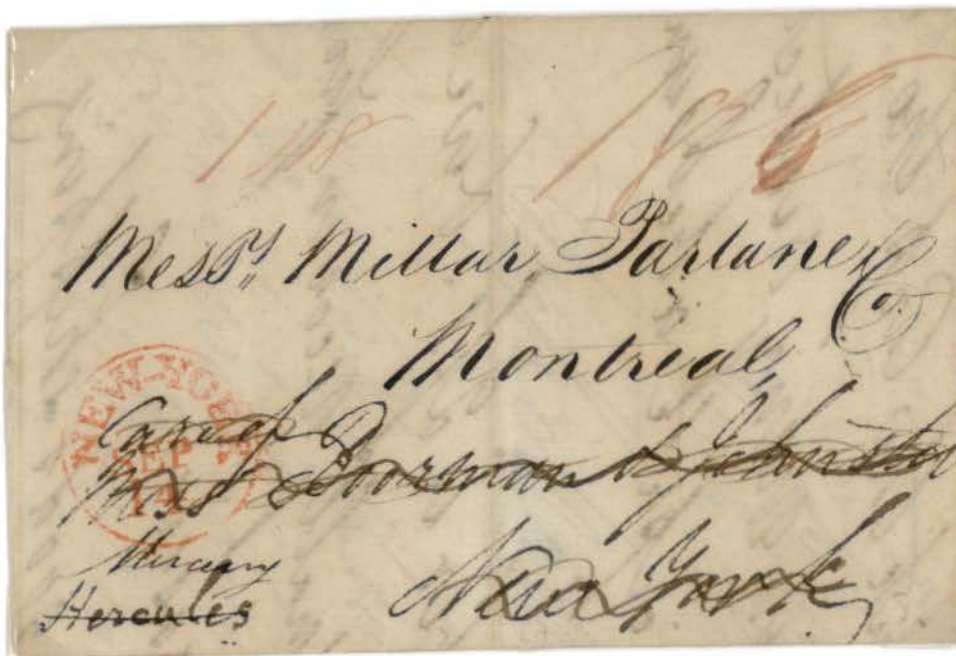
August 30, 1817 Liverpool to Montreal A printed *Priced Current* favored to New York and posted to Montreal. It was rated 18 1/2 cents U.S. to the border (150—400 miles) with 9d cy due representing 4 1/2d postage, 1 1/2d border fee and 50% War of 1812 surcharge of 3d.



September 2, 1817 Glasgow to Montreal. New York ship letter rated 6d to Boorman & Johnson who readdressed the letter to Montreal. Rated 18 1/2 cents (150—400 miles converted to 11d cy plus 9d to Montreal (4 1/2d postage, 1 1/2d border fee and 3d special border fee) for a total of 1/8 cy collect.



October 29, 1817 Liverpool to Montreal New York ship letter carried to Boorman & Johnson in New York by the *Carolina Ann*. Rated 57½ cents U.S. (2/11d cy) as a triple letter plus 2/3d cy B.N.A. for 3x inland postage (4½d postage, 1½d border fee, 3d special border fee) for a total of 5½d cy collect.



July 18, 1818 Liverpool to Montreal via New York via ship *Hercules*, redirected to ship *Mercury*, to Boorman and Johnson forwarding agents in New York. Rated 18½ cents (150—400 miles) converted to 11d cy plus 9d to Montreal (4½d postage, 1½d border fee and 3d special border fee) for a total of 1½d cy collect.

The U.S. War of 1812 surcharge was discontinued April 1, 1816, but the 3d Montreal War of 1812 surcharge continued until April 30, 1819 and its added 1 1/2d border fee was continued until ferriage was discontinued in Upper Canada on February 28, 1837.



Provenance: Steinhart

February 27, 1819 Glasgow, Scotland to Montreal, Canada. Postmarked red oval "PACKET SHIP / JAMES MUNROE / W. ATKINSON / Sailed March 1 / 1819 / LIVERPOOL." Arrival New York April 8 datestamp. Straightline "SHIP" and rated 20 1/2 for 2 cents ship fee and 18 1/2 cents (150—400 miles). This was converted to 1 / 1d cy at Montreal + 9d (4 1/2d postage for 0—60 miles, 1 1/2d special border fee and 3d 50% War of 1812 surcharge, total 1 / 10d.

THE MONTREAL SPECIAL BORDER FEE AND WAR OF 1812 SURCHARGE

THE 50% WAR OF 1912 SURCHARGE OF 3d WAS DISCONTINUED AS OF MAY 1, 1819



December 19, 1818 New York to Montreal. Rated 18½ cents to the lines (150—400 miles) and 9d to Montreal (4½d cy, plus 1½ special border fee and 50% War of 1812 surcharge of 3d in effect until April 30, 1819) for a total of 1/8d cy.

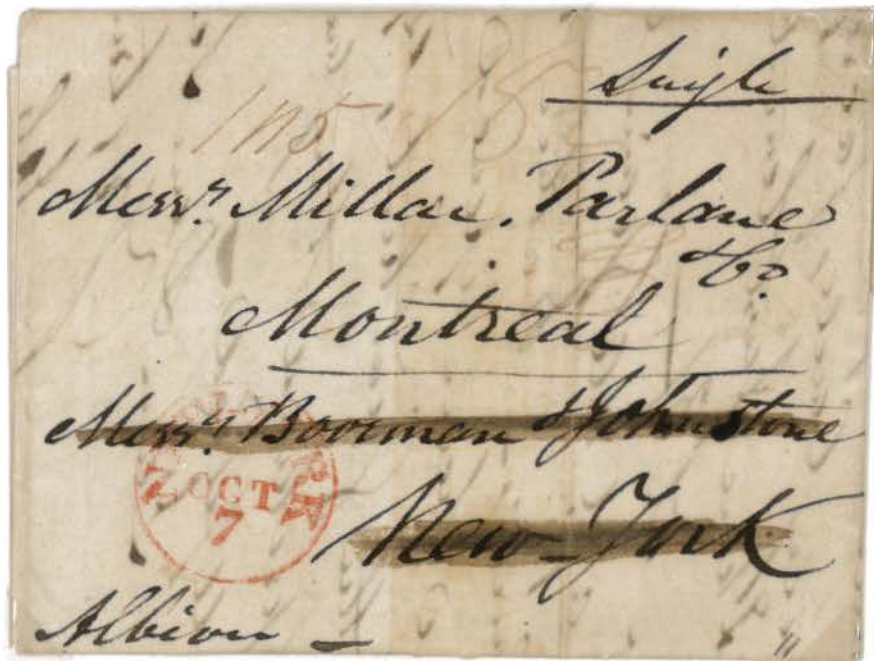


February 22, 1819 Glasgow, Scotland to Montreal via New York carried by ship *Fanny*. Struck red SHIP and New York. Rated 20½ cents (18½ cents U.S plus 2 cents ship fee) converted to 1/1d plus 9d to Montreal (4½d postage, 1½d border fee and 3d War of 1812 surcharge, total 1/10d cy.

After the 50% Montreal War of 1812 surcharge was discontinued on April 30, 1819, the 1 1/2 special border fee was continued until the end of the ferrriage period.



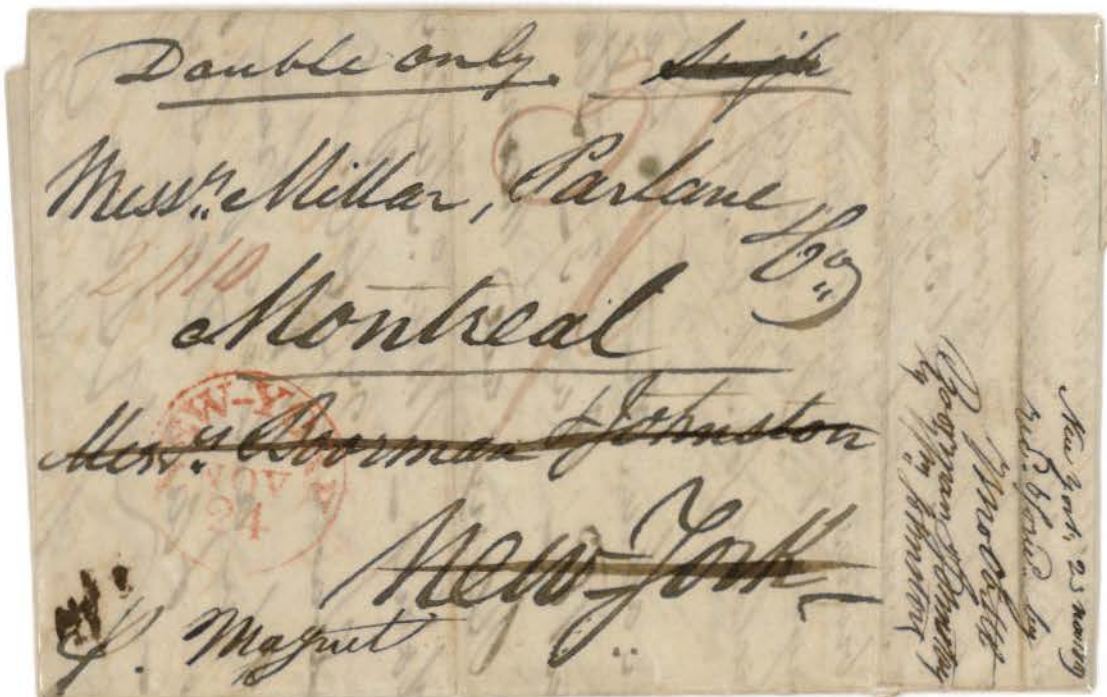
June 25, 1819 Liverpool to Montreal. New York ship letter rated 2 cents ship fee, 18 1/2 cents .U.S. postage and 6d Canadian, total 1/7d cy. The War of 1812 3d surcharge was discontinued on April 30, 1819.



August 21, 1819 Glasgow to Montreal carried by the *Albion* of the Black Ball Line in it's first year of operation and forwarded by Boorman and Johnson in New York. Rated 18 1/2 cents U.S. or 11d plus 4 1/2d postage and 1 1/2d special border fee equal to 1/5d.



September 24, 1819 Liverpool to Montreal. New York ship letter carried by the *Courier* of the Black Ball Line. Triple oval American Packet/Courier/W. Browne handstamp. Rated 39 as a double ship letter to the Canadian border (2 cents ship plus 2 x 18 1/2 cents) converted to 2/ with 1/ B.N.A. added 2 x 6d (4 1/2d inland plus 1 1/2d border fee) for a total of 3/ collect). The War of 1812 surcharge was discontinued on April 30, 1819.

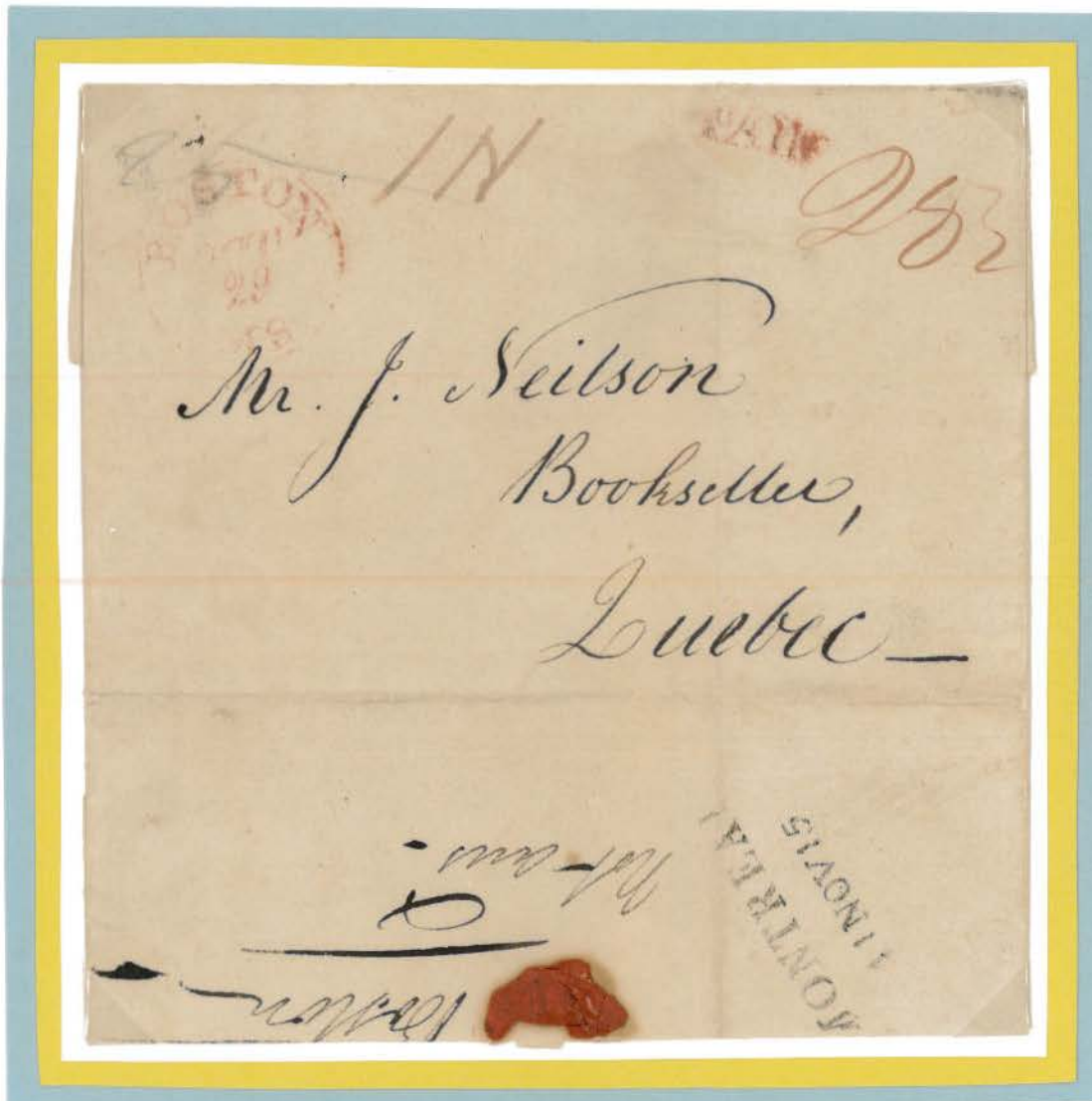


October 6, 1819 Liverpool, England to Montreal via New York via ship *Margaret* to Boorman and Johnson forwarding agents in New York. Rated 37 cents U.S. as a double letter to the border (150—400 miles) converted to 1/10d plus 12d to Montreal (4 1/2d postage and 1 1/2d border fee x 2) for a total of 2/10d as a double rate letter.

THE QUEBEC WAR OF 1812 SPECIAL BORDER RATE

Lake Champlain Route through Montreal to Quebec

Mail to Quebec from the U.S. for the most part went through Montreal but no War of 1812 surcharge was ever placed on the route. However, as on the Montreal route, a border transfer fee was added from May 17, 1815 through Feb. 18, 1817. Montreal's fee was 11/2d whereas Quebec's was only 1d.



October 29, 1815 Boston, Mass. To Quebec, L.C.

Rated 25 1/2 cents U.S. (War of 1812 50% surcharge from February 1, 1815 to April 1, 1816)

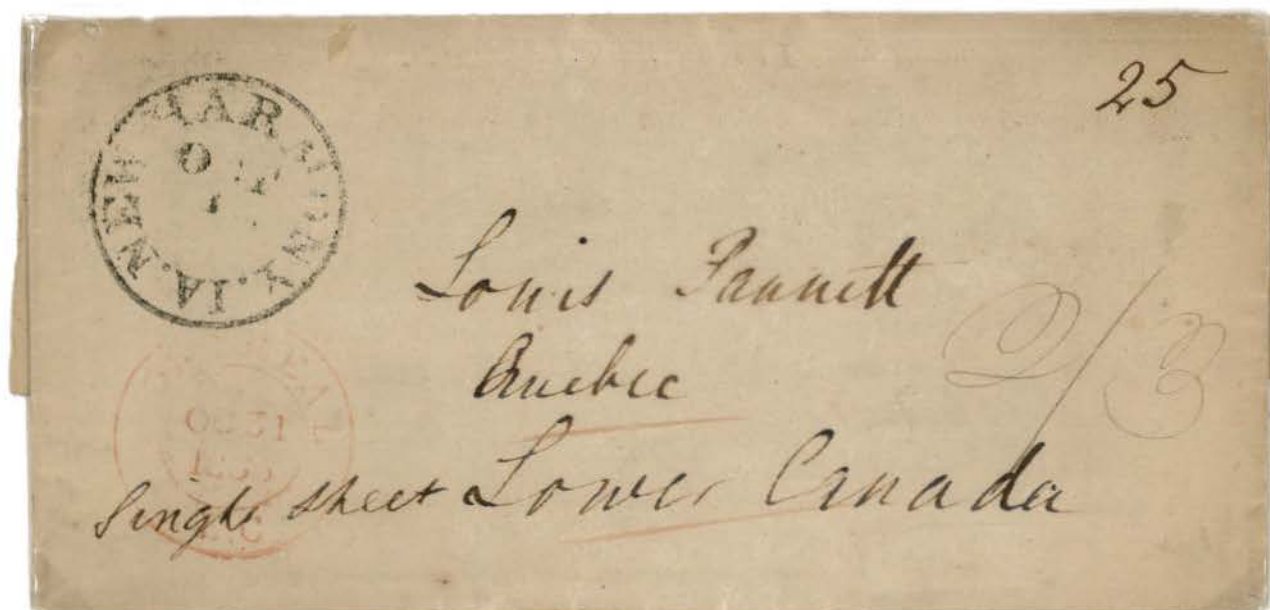
Rated 1/ Canadian from the lines to Quebec. This was an increase of 1d over the normal rate at that time of 11d. This rate was in effect from May 17, 1815 to February 28, 1837 and is comparable to Montreal's 11/2d special border fee both of which were discontinued at the end of the ferriage period on February 28, 1837. No War of 1812 surcharge was added to the Quebec rate even though the mail went through Montreal.

THE QUEBEC WAR OF 1812 SPECIAL BORDER RATE

Lake Champlain Route through Montreal to Quebec



April 2, 1819 New York to Quebec. Letter forwarded from Lisbon (8 months in transit). 18 1/2 cents U.S. converted to 11d plus 1/ to Quebec (rate effective from the close of the War on 1812 until February 28, 1837).



October 1, 1835 New Harmony, Indiana to Quebec, C.E. Rated 25 cents (over 400 miles) converted to 1/3d plus 1/ inland to Quebec via Montreal, total 2/3d cy.

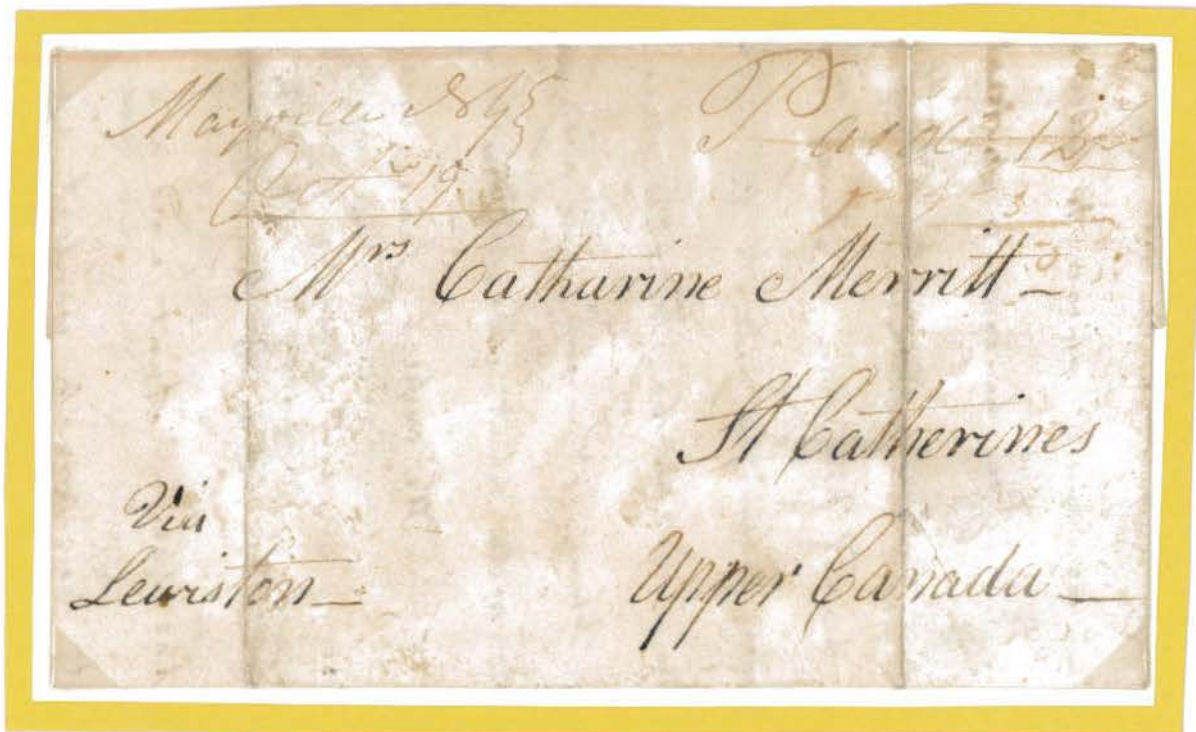
Ferriage Postage, a charge for carrying mail between exchange offices along the border between the U.S. and Upper Canada, became official 12 January 1829.

Previously as early as 1804 ferriage was being collected on an unofficial basis at many of the exchange points.

The charge was wholly Canadian as was the expense of collecting it.

Effective March 6, 1837 the Canadian P.O. abolished ferriage except when the Canadian exchange office was either the origin or the destination of the item of mail. In such cases ferriage only was to be charged. The 11/2d Montreal and 1d Quebec border transfer fees which had been in place since the War of 1812 were also discontinued at that time.

Most exchange offices did discontinue the ferriage charge at that time except at the Kingston—Cape Vincent exchange which involved a ferry from Kingston to Wolfe Island, travel across the island to the south shore and then another ferry to Cape Vincent. They had always charged 3d instead of 2d because the distance was greater and the cost higher than at other exchange points. They continued the 3d charge up until the combined rate was established in April 1851.



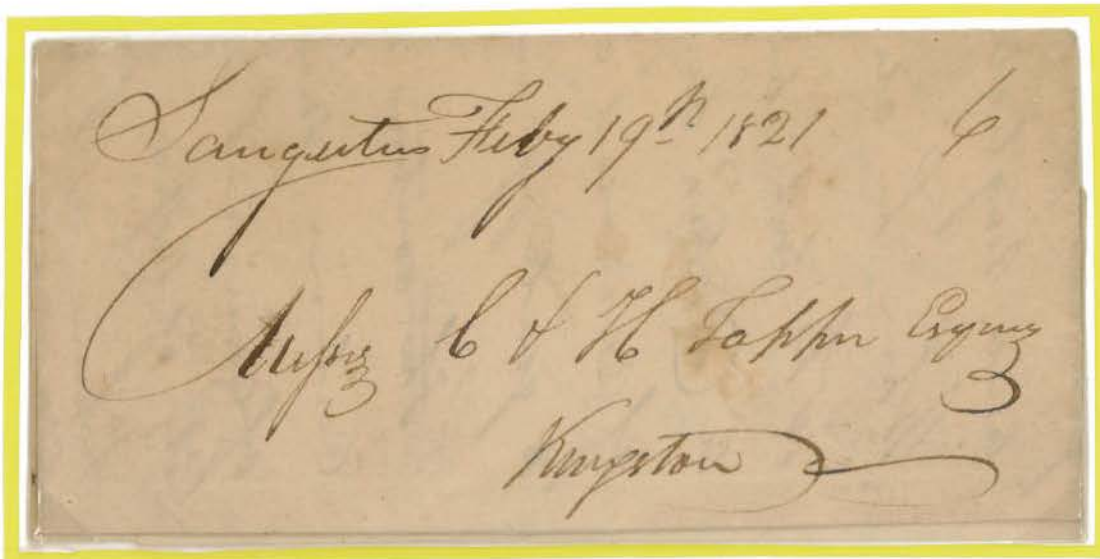
October 19, 1819 Mayville, N.Y. to St. Catherines, U.C.. Rated 12 1/2 cents U.C. (paid) plus 2d ferry at Lewiston and 3d (special rate to St. Catherines), total 5d collect.

Mayville N.Y. Paid 12 1/2
 June 20
 Hamilton & Merritt Esq.
 St Catharins
 By way
 Lewiston
 Upper Canada

July 20, 1820 Mayville, N.Y. to St. Catherines, U.C. Rated Paid 12 1/2 cents U.S. (80—150 miles) plus 2d ferriage at Lewiston and 3d special rate to St. Catherines collect.

Lansingburgh 18 Oct Paid 18 1/2
 Mrs Penelope Prndergast
 St. Catharines
 Near Queenstown
 Upper Canada.
 Via Lewistown
 Niagara County
 N.Y.

October 16, 1821 Lansingburg, N.Y. to St. Catherines, U.C.. Rated Paid U.S. 18 1/2 cents (150—400 miles) plus 2d ferry at Lewiston and the 3d special rate to St. Catherines, total 5d collect.



February 19, 1821 Saugerties, N.Y. to Kingston, Canada *ms Saugerties Feby 19th 1821* Rated 6 cents (less than 30 miles) U.S. to the border. Although ferriage was not officially sanctioned by the Canadian P.O. until 12 January 1829 it was being collected on an unofficial basis as early as 1819. Rated 3d cy collect Canadian postage, the "Ferriage Rate" from the U.S. to Canada across Wolfe Island and the St. Lawrence River.



May 13, 1827 New Market (Toronto) to New York, N.Y. Rated Paid 9d (100 — 200 miles) plus 2d ferriage at Lewiston, total 11d. Rated 183/4 cents (150 — 300 miles) U.S. collect to New York.

Writer mentions that the mail is faster and cheaper through Lewiston then via Kingston.



June 7, 1834 Cazenau, N.Y. to Toronto (name changed from York on March 6, 1834). Rated 18³/₄ cents with small PAID cancel. At Queenston rated 9d collect (2d ferriage and 7d inland).



October 15, 1834 Royalton, N.Y. to General Porter at Niagara Falls. The letter includes the roster of the new officers in the local state militia. The letter was mailed at Lockport and rated 6 cents PAID for less than 30 miles to Niagara Falls, N.Y. At the time General Porter was in Niagara, Canada and the letter was forwarded through Queenston, rated 2d ferriage and 4¹/₂d collect.



March 21, 1833 New York to Dundas, U.S. Rated 25 cents converted into 1/3 plus 2d ferriage and 4 1/2d (less than 60 miles) inland.



August 15, 1837 Carlisle, Pa. to Toronto. No ferriage charge as ferriage was abolished effective March 6, 1837. Rated 25 cents to Queenston and 7d (60—100 miles) to Toronto.



April 8, 1836 Glasgow, Scotland to Trafalgar, U.C. Rated 1/ from Glasgow to Liverpool (including the 1/2d Scottish road tax). New York ship letter rated 2 cents ship fee + 25 cents to Queenston. Converted to 1/4 1/2 with 2d ferriage and 7d (60—100 miles) inland. Total due 2/11/2d cy.



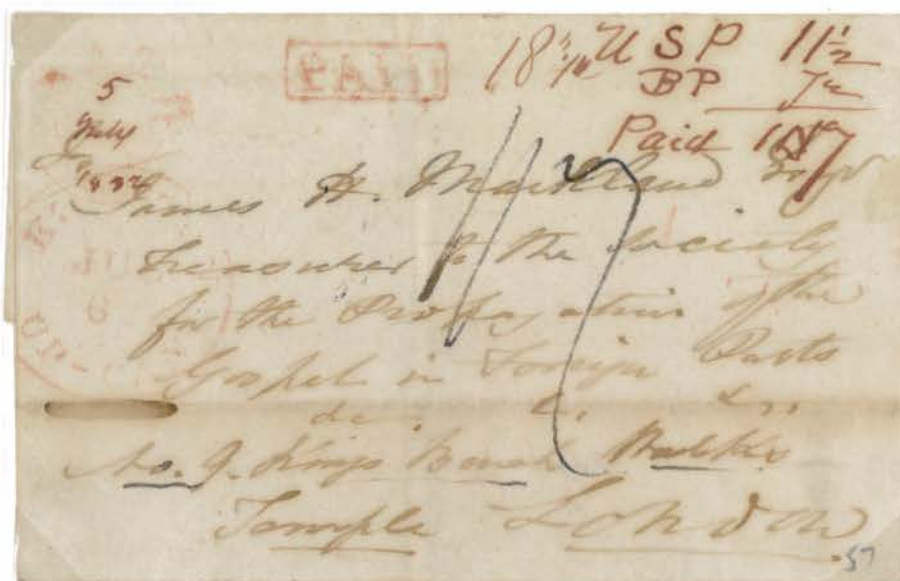
February 3, 1837 Scotland to Toronto via New York. Paid to Liverpool with additional 1/2d stg. Scottish toll road fee. Struck NEW YORK SHIP and green Queenston Mar 14 exchange. Rated 25 cents U.S. postage + 2 cents ship fee converted to 1/4 1/2 plus 7d Canadian, total 1/11 1/2d. Ferriage was discontinued at Queenston on March 6, one week prior to this cover lowering the total rate to Toronto from 9d to 7d cy.



April 20, 1827 New York, N.Y. to Gananoque, U.C. Rated $18\frac{3}{4}$ cents for 150—400 miles to Kingston, converted to 11d plus 3d ferriage and $4\frac{1}{2}$ d (less than 60 miles) inland for a total of $1/6\frac{1}{2}$ d cy.



January 15, 1830 Hallowell U.C. via Kingston to Batavia N.Y. Paid $7\frac{1}{2}$ d ($4\frac{1}{2}$ d for less than 60 miles plus 3d ferriage) U.S. postage $12\frac{1}{2}$ cents (80—150 miles). Boxed red **PAID** confirming that the U. S. postage as well as the Canadian had been paid.



Provenance: Arnell

July 5, 1831 Bath U.C. to London. Rated Paid B-P 7 1/2 (4 1/2 inland plus 3d ferriage at Kingston) U.S. PAID 18 3/4 to New York. Boxed SHIP LETTER / LIVERPOOL backstamp and rated 1/7d stg. collect (8d ship plus 11d inland) to London.



Provenance: Arnell

July 5, 1832 Bath, U.C. to London Rated PAID 18 3/4 USP or 11 1/2 + BP 7 1/2 (4 1/2 inland plus 3d ferriage) at Kingston, total 1/7d. LIVERPOOL / SHIP LRE backstamp and rated 1/7stg. (8d ship plus 11d inland) to London.



January 28, 1837 Haddington, England to Pickering, U.C. via Liverpool and New York. Rated $20\frac{3}{4}$ cents ($19\frac{3}{4} + 2$ cents ($18\frac{3}{4} + 2$ cents ship fee) converted to $1/1d$ plus $9d$ (100—200 miles) from Kingston to Pickering, total $1/10d$. The $3d$ ferriage charge was added and totaled $2/1d$ collect.



May 10, 1840 Cloontumper, Ireland to Kingstown (Kingston) U.S. $8d$ stg. ship letter fee paid from Dublin to Liverpool. Ship letter Liverpool handstamp. By *Dramatic Line* packet. At New York rated $20\frac{3}{4}$ (2 cents ship plus $18\frac{3}{4}$ cents to border. At Kingston converted to $1/1d$ cy. plus $3d$ ferriage for a total of $1/4d$ cy. There was no charge for the 2 miles forwarding to the recipient.



July 11, 1846 Oswego N. Y. to Kingston via Cape Vincent. Rated 5 cents U.S. converted to 3d at Kingston + 3d ferriage for a total of 6d due.

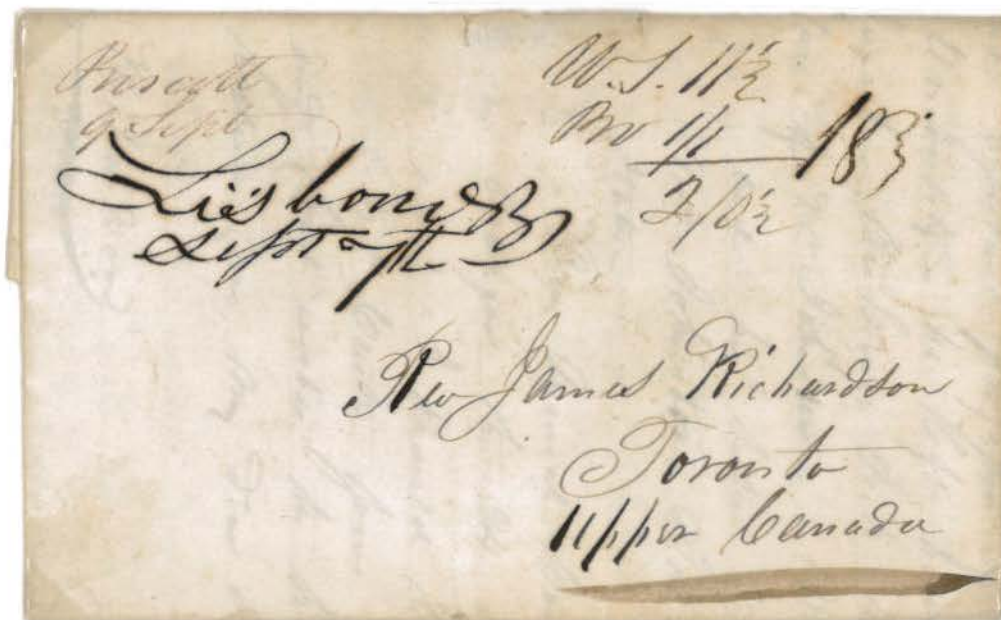


April 3, 1850 Kingston, U.C. to New York. The 3 pence ferriage rate was never shown when the mail originated at Kingston and would have been paid in cash. At the Cape Vincent exchange office the letter was handstamped XX for 20 cents due as a double letter.



DECEMBER 31, 1833 Franktown, U.C. to London, England. Rated fully paid 7d (60—100 miles) 2d ferriage and 18³/₄ cents U.S. (150—400 miles). Backstamped LIVERPOOL / SHIP LETTER and rated 1/7d stg. Collect (8d ship letter fee and 11d inland to London).

THE PRESCOTT—OGDENSBERG EXCHANGE

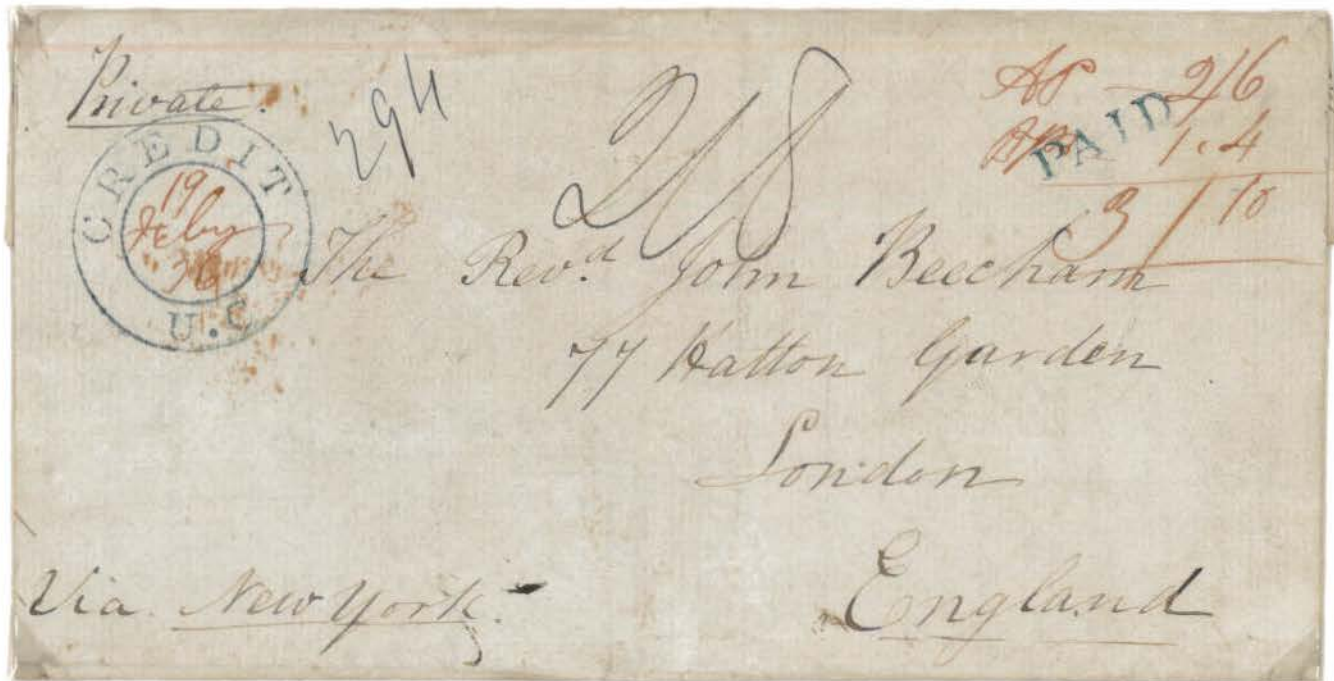


September 7, 1835 This letter was written in Cazenovia, N.Y. by a teacher who planned on having one of his students hand carry the letter to Lisbon, N.Y., next to Ogdensburg, and mail it there. Instead the letter got mailed at Cazenovia and was rated 18³/₄ cents (150—400 miles). It was exchanged at Prescott where the U.S. rate was corrected to 11¹/₂d plus 2d ferriage and 11d (201—300 miles) total 2¹/₂d collect to Toronto.



Provenance: Arnell

June 11, 1835 Hamilton, U.C. to London, England. Rated 61/2d and 25 for 41/2d to the lines, 2d ferriage and 25 cents U.S. by closed bag to New York. Red Swallowtail packet and PORTSMOUTH / SHIP LETTER rated 1/4d stg. collect (8d ship plus 8d inland to London).



Provenance: Arnell

February 19, 1836 Credit, U.C. to London, England. Rated as a double letter, BP 1/4 (2x 7d plus 2d ferriage) plus AP 2/6 (2 x 1/3d or 50 cents) to New York—total of 3/10d cy fully prepaid. Red boxed SHIP LETTER / DOVER on back and rated 2/8d stg. (2 x 8d ship plus 2 x 8d inland postage) to London.



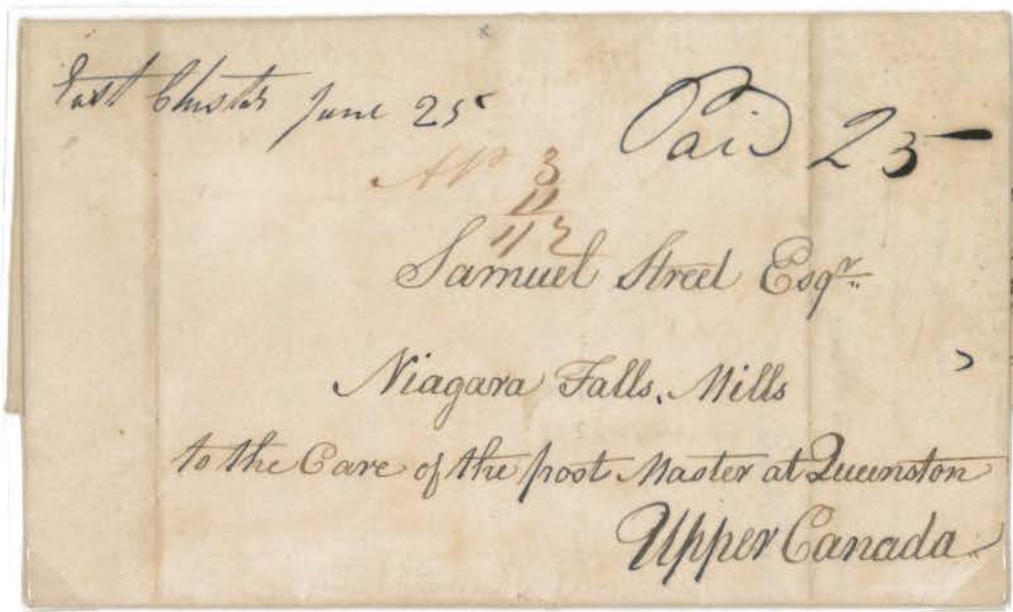
July 30, 1828 London, England to Niagara Falls, U.C. New York ship letter forwarded by Garratt & Gibson, Portsmouth. Rated $20\frac{3}{4}$ cents ($18\frac{3}{4}$ to border and 2 cents ship fee). Exchanged at Niagara and rated $\frac{1}{4}$ d U.S. and 2d (ferriage) plus $4\frac{1}{2}$ inland for a total of $1\frac{1}{8}\frac{1}{2}$ d cy. collect.



September 23, 1841 Niagara, U.C. to Buffalo, N. Y. Although used much less frequently than the Queenston—Lewiston exchange the Niagara—Youngstown was still open. Ferriage was officially discontinued in 1837 but some exchange points still charged an "Adjacent border town" fee somewhat akin to the later so called "Line rate." Rated 2d between exchange offices equated to 4 cents U.S. plus 6 cents (less than 30 miles), total 10 cents.

The Ferriage Period

LETTERS THAT SHOULD HAVE GONE TO
A DIFFERENT EXCHANGE OFFICE



June 25, 1828 East Chester, N.Y. to Niagara Mills at Queenston. Rated 25 cents U.S. and the letter should have gone to the Lewiston-Queenston exchange, where it would have only been rated 2d ferriage. Instead the letter was routed to the Cape Vincent-Kingston exchange office, where it was rated 3d ferriage plus 11d inland (total 1/2d cy) to Queenston.



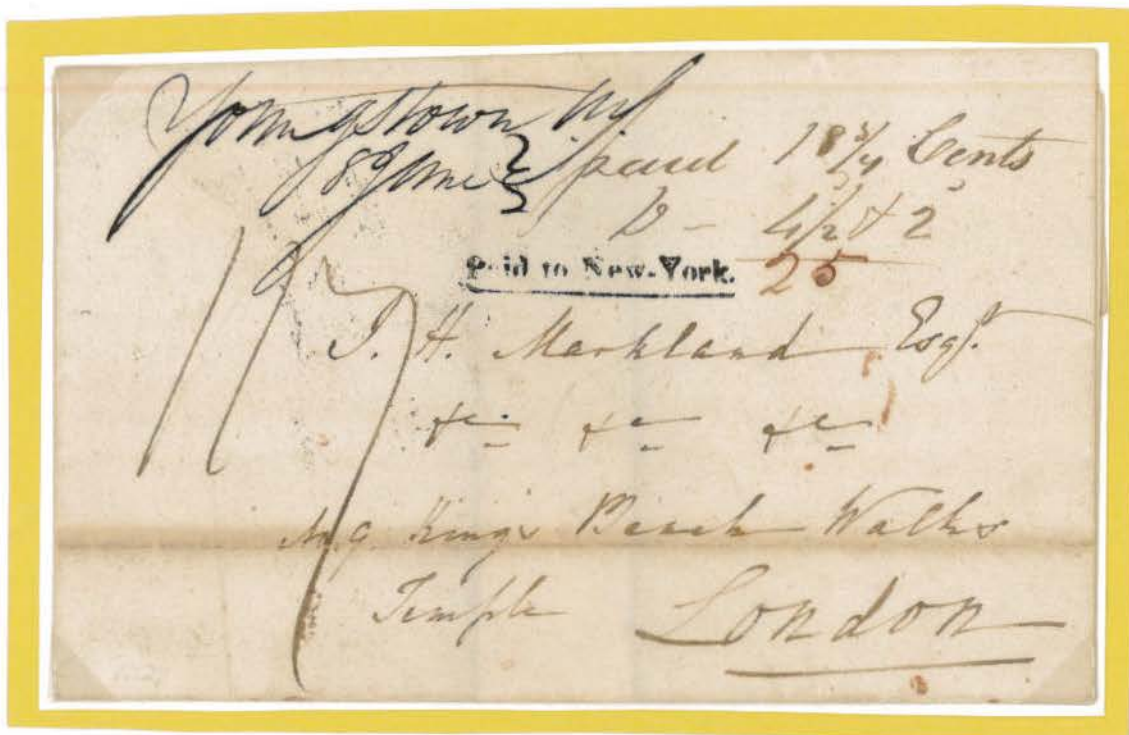
October 31, 1828 Inverness, Scotland to Cornwall, U.C. Carried privately to a Liverpool forwarding agent and then by American packet to New York. Rated 20³/₄ U.S. (2 cents ship plus 18³/₄ cents to the border at Cornwall). Although Cornwall is on the St. Lawrence River it wasn't an exchange office. The letter could have been sent much nearer but instead was sent via Queenston where it was rated 1/1d cy (American postage), 2d ferriage and 1/2d inland back up the St. Lawrence to Cornwall (total of 2/5d cy. collect).

SEMI-OFFICIAL CANADIAN HANDSTAMPS USED ON CROSS-BORDER MAIL

These Canadian handstamps were in use from 1820's to 1847 and represented U.S. and British postage collected by Canadian postmasters on cross-border mail.

The 1792 agreement allowed Canadian postmasters to collect U.S. postage for transmittal to the U.S. Post Office and to retain a commission of 20% of the amount collected. No comparable arrangement for U. S. postmasters to collect Canadian postage was ever adopted. On Canadian transatlantic mail sent through the United States to New York, the U. S. Postage had to be prepaid in Canada. The end result was that Canadian postmasters were often required to calculate and collect U. S. postage, usually noting the charges in manuscript, but in some of the larger, busier offices handstamps were occasionally used.

On mail from Canada the handstamps would usually show U. S., British and ferriage charges but on mail from the U. S. on which the U. S. charge had already been paid, the handstamp would only itemize the British charges. The first markings were employed in Niagara and Kingston. They were in use between the 1820's and Nov. 16, 1847 and represent U. S. postage collected by Canadian postmasters and transmitted by them (less 20% commission) to the U. S. Post Office Department. They are not related in any way to the official exchange markings required by the April 6, 1851 agreement. Effective Nov. 16, 1847, as a result of a G. B.—U. S. dispute over charges on transatlantic mail, the collection of U.S. postage by Canadian postmasters was abolished and the only way U. S. postal charges could be prepaid in Canada was by applying U. S. stamps to the cover.



June 5, 1827 Paid to New York 25—This is the earliest known cross-border handstamp and although seldom seen, is known to have been used from 1819 to 1827. It was only used in Niagara and used exclusively on transatlantic mail to England. Originally rated 4 1/2d to the border plus 2d ferriage and 18 3/4 cents U. S., this was changed to 25 cents U. S. for over 400 miles. Routed through Youngstown, N.Y., backstamped SHIP LETTER / LIVERPOOL and rated 1/7 stg. (8d ship letter fee plus 11d inland) to London.

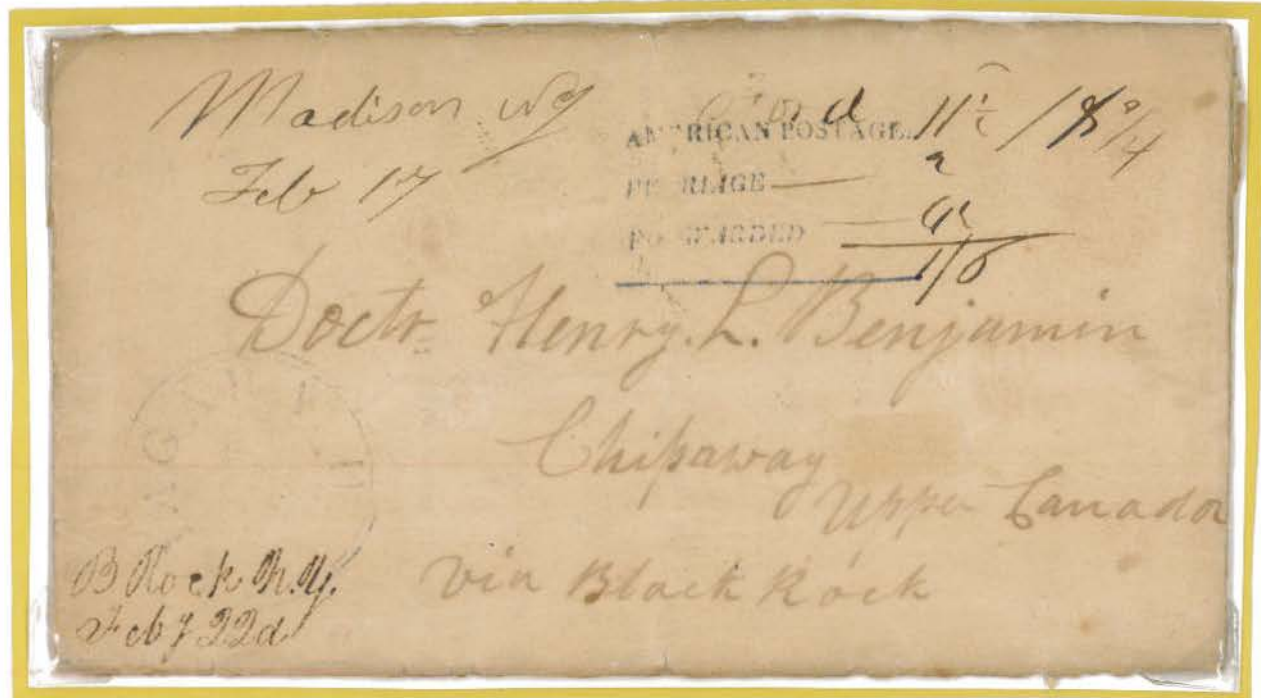
NIAGARA HANDSTAMPS

AMERICAN POSTAGE

FERRIAGE

FORWARDED

THE AMERICAN POSTAGE / FERRIAGE / handstamp was used in 1829 and was used only on mail to Canada



17 Feb. 1829 Madison, N. Y. to Chippawa, U.C/

The writer requested that the letter be sent via Black Rock, NY. and Chippawa but this exchange point was not open and it was sent via Youngstown and Niagara, U.C. Rated American Postage 18 3/4 cents or 11 1/2 plus 2d ferriage plus 4 1/2 internal (less than 60 miles), total 1/6d cy.



25 May 1829 New York, N.Y. to York, U.C.

Rated 18 1/2 cents U.S. converted to 11 1/2 plus 2d ferriage and 7d (60—100 miles) inland from Niagara

NIAGARA HANDSTAMPS

AMERICAN POSTAGE

FERRIAGE

FORWARDED

THE AMERICAN POSTAGE / FERRIAGE / FORWARDED handstamp was sometimes stamped in red



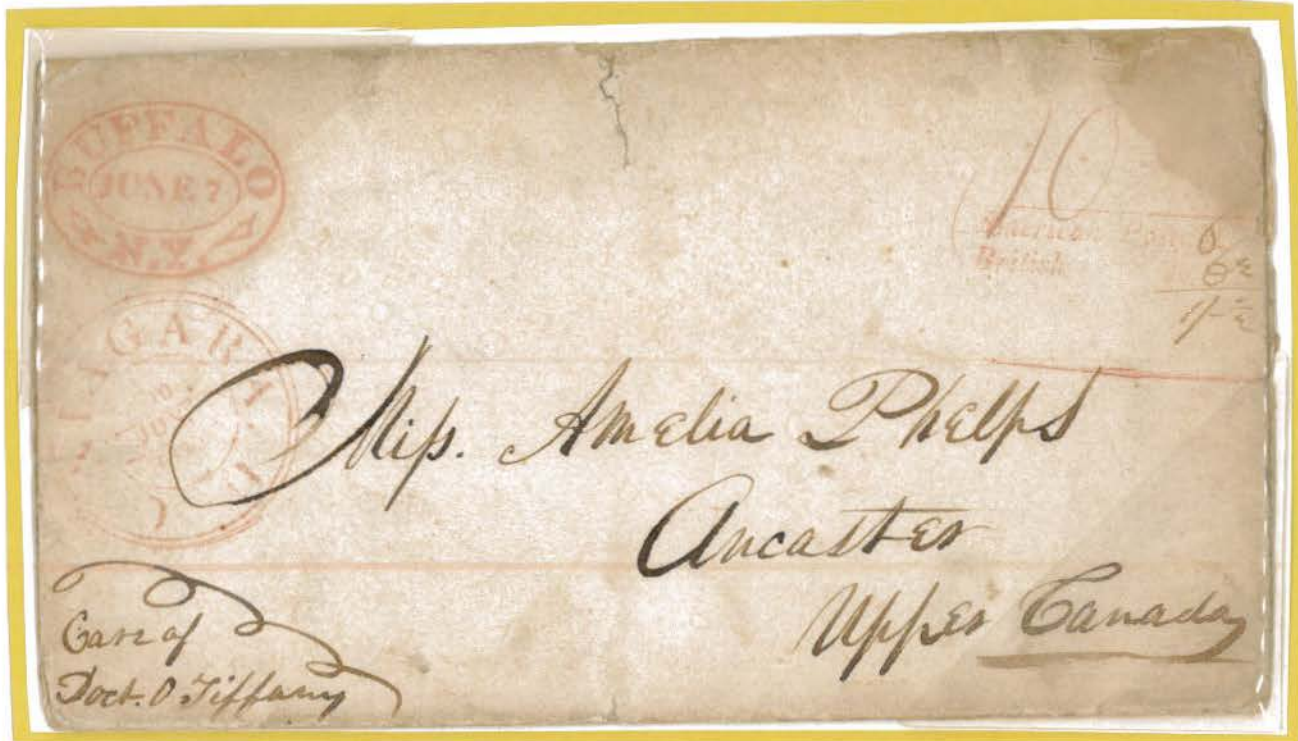
9 June 1829 Wargraves, England to York, U.C.

On reverse *By some mischance this missed Burnham by one hour* — RDC. Blackboxed "PAID AT OXFORD" on 15 June. It was prepaid 1/-stg. inland to Liverpool care of Missr Crosser and Co. It was carried by the *Bennett* of the Black Ball Line leaving Liverpool 19 June 1829 and arriving at New York 31 July 1829. Stamped **SHIP** at Niagara and rated 2 cents ship and 25 cents U.S. inland (converted to 1/4 1/2d cy.) plus 2 cents ferriage and 7d (60—100 miles) B.N.A. inland, total 2 / 1 1/2d cy.

NIAGARA HANDSTAMPS

American Postage

British do



June 7, 1830 Buffalo, N. Y. to Ancaster, U.C.

Exchanged at Niagara, U.C. where it was stamped *American Postage / British do* and rated 10 cents U. S. (30—80 miles) converted to 6d plus 2d ferriage plus 4 1/2d (less than 60 miles Canadian), total 1 1/2d cy.

NIAGARA HANDSTAMPS



21 January 1830 York, U.C. to London, England

Rated 9d (7d to Niagara plus 2d ferriage) and 25 cents U.S. to New York converted to 1/3d cy. At Niagara stamped with the oval **NIAGARA / PAID / TO NEW YORK** handstamp and rated 1/7 to London. The cover was carried by the *William Thompson* of the Black Ball Line departing New York 1 February 1830, arriving at Liverpool 4 March 1830 and London 6 March 1830.

NIAGARA HANDSTAMPS



The NIAGARA U. CANADA / PAID / TO NEW YORK is known as the belt buckle, is only known in red and was used on outgoing Canadian mail in 1829—1830 usually to the United Kingdom.



Provenance: Pope

January 11, 1830 Trafalgar, U.C. to London, England. At Niagara it was rated 7d Canadian, 2d ferriage and 1/3d (25 cents) for a total of 2/-cy. The British 1/7d stg. rate was made up of the 8d ship letter fee plus 11d inland from Liverpool to London.



August 17, 1830 Niagara, U.C. to London, England. Rated 6 1/2d (4 1/2 inland and 2d ferriage) and 1/3d (25 cents U.S.) paid to New York. Rated 1/7d stg (8d to Liverpool and 11d inland) collect.

The transient newspaper rate to England via the U.S. was 1d or 2 cents paid to the U.S.



Provenance: McDonald

March 1, 1830 Oval NIAGARA / PAID / TO NEW YORK / U. CANADA

One newspaper and Paid 1 oz. in ms. Rated 1d or 2 cents paid to the U.S. The newspaper was carried free from New York to it's destination and then charged 3d for forwarding to Dulverton, England.

NIAGARA HANDSTAMPS

British Postage

In 1830, the Niagara P.O. resorted to using a red British Postage handstamp to denote the British amount due when the U.S. postage had already been paid.



July 1, 1830 Jamestown, N.Y. to St. Catharines, U.C. Rated 12 1/2 cents paid and at Niagara rated due 6 1/2d (2d ferriage and 4 1/2d to St. Catharines).



November 1, 1830 Ypsilanti, Michigan Territory to Charlottville, U.C. Rated 18 3/4 cents U.S. paid and at Niagara struck with the British Postage handstamp and rated 9d collect (2d ferriage and 7d inland).

NIAGARA and QUEENSTON HANDSTAMPS

British Postage *British Postage*

The Niagara exchange post office used a red *British Postage* handstamp in 1830 to alert the receiving Canadian postmaster that the U.S. postage had already been paid and only the Canadian postage was due. When the primary exchange point on the Niagara peninsula changed to Queenston in 1831 it was logical for Queenston to use a similar handstamp which they did only changing the color from red to a bluish green.



19 July 1830 Buffalo, N.Y. to Niagara, U.C.

Rated 10 cents U.S. with a red **PAID** in ribbon handstamp. At Niagara the cover was stamped with **British Postage** and 6 1/2d cy due (2 cents ferriage and 4 1/2d inland).



7 April 1833 Truckville, Ohio to York, U.C.

The postmaster's free frank covered the U.S. postage to Lewiston and at Queenston the cover was stamped with the bluish green *British Postage* and rated 2 cents ferriage plus 7d to York collect.

QUEENSTON HANDSTAMPS

British Postage

In 1831 the exchange point changed from Lewiston—Niagara to Lewiston—Queenston. A common handstamp on mail that had already had the U.S. postage paid was the *British Postage* which would include the ferriage charge as well as the B.N.A. inland due.



April 6, 1832 Albany, N.Y. to Hamilton, U.C. Rated $18\frac{3}{4}$ cents with red **PAID** to Queenston. There it was stamped bluish green *British Postage* and rated $6\frac{1}{2}$ d ferriage and $4\frac{1}{2}$ d inland.



May 4, 1833 Fredonia, N.Y. to Brantford, U.C. Rated 10 cents paid to Queenston where stamped blackish green *British Postage* and 9d cy collect (2d ferriage and 7d inland).

QUEENSTON HANDSTAMPS

American Postage

British do



1831 Baltimore, Md. to Sandwich, U.C.

The primary exchange office moved from Niagara—Youngstown to Queenston — Lewiston on January 6, 1831.

Exchanged at Queenston on 17 August 1831 and rated 25 cents U.S. (over 400 miles) converted to 1/3d cy collect. There was no ferriage due (ferriage was always a Canadian charge only) and there was no Canadian internal charge as it was addressed to the postmaster.

QUEENSTON HANDSTAMPS

American Postage—British do



American Postage

British do

Queenston 3 March 1832
 Blue-green double circle
 townmark and rating
 handstamp.

American Postage

British do

Queenston 25 May 1832

All Queenston markings are
 dark greenish-black. The town-
 mark is now a single circle.



American Postage

British do

Queenston 6 July 1832
 Dark green double circle
 townmark and rating
 handstamp



This particular handstamp is very uncommon and is not listed in the stampless catalog

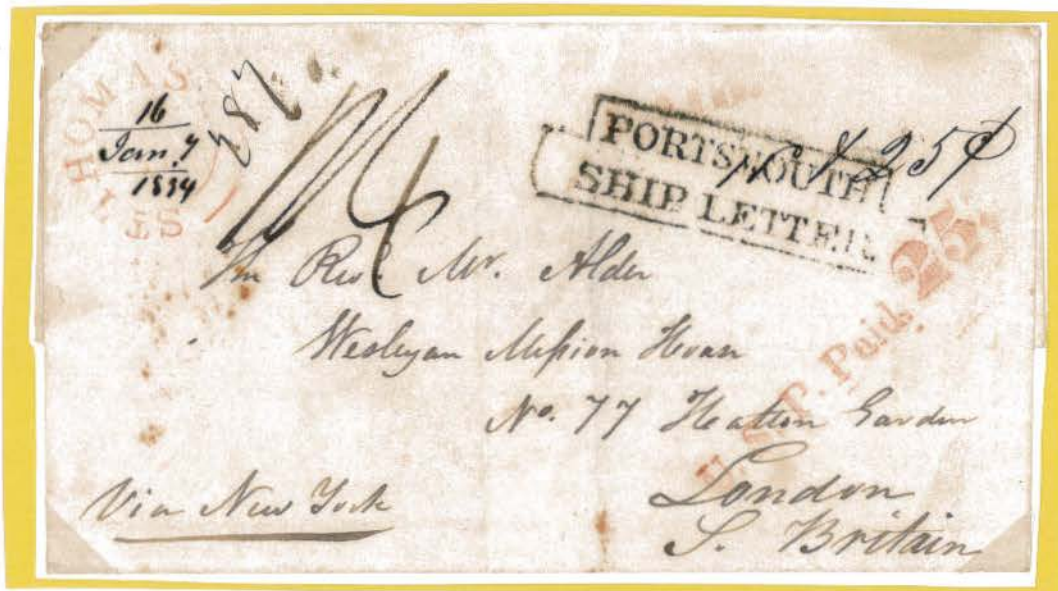


On the back is stamped



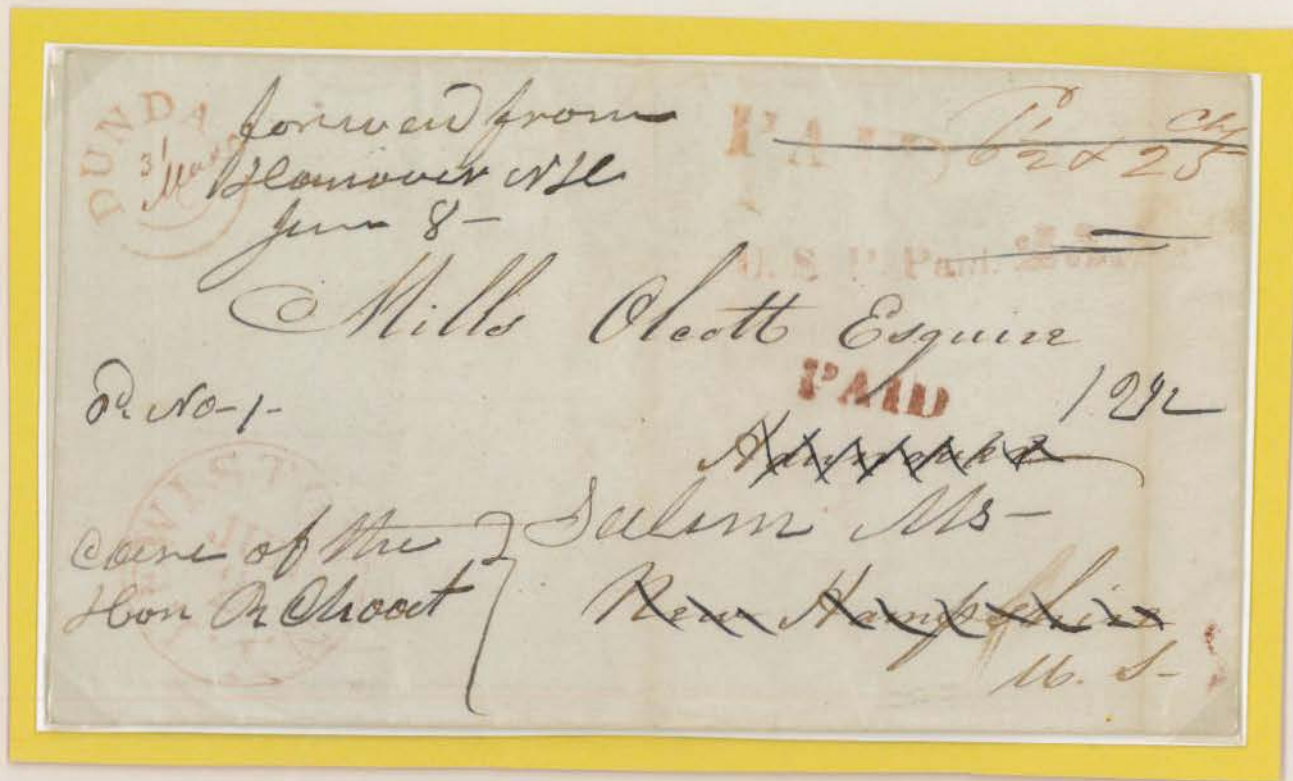
22 March 1832 Lake Simcoe to London, England

Rated 9 & 25 (7d Canadian, 2d ferriage and 25 cents U.S. to New York) plus 1/7 stg. to London. This is probably an early use of this handstamp as later examples are all on the front of the cover.



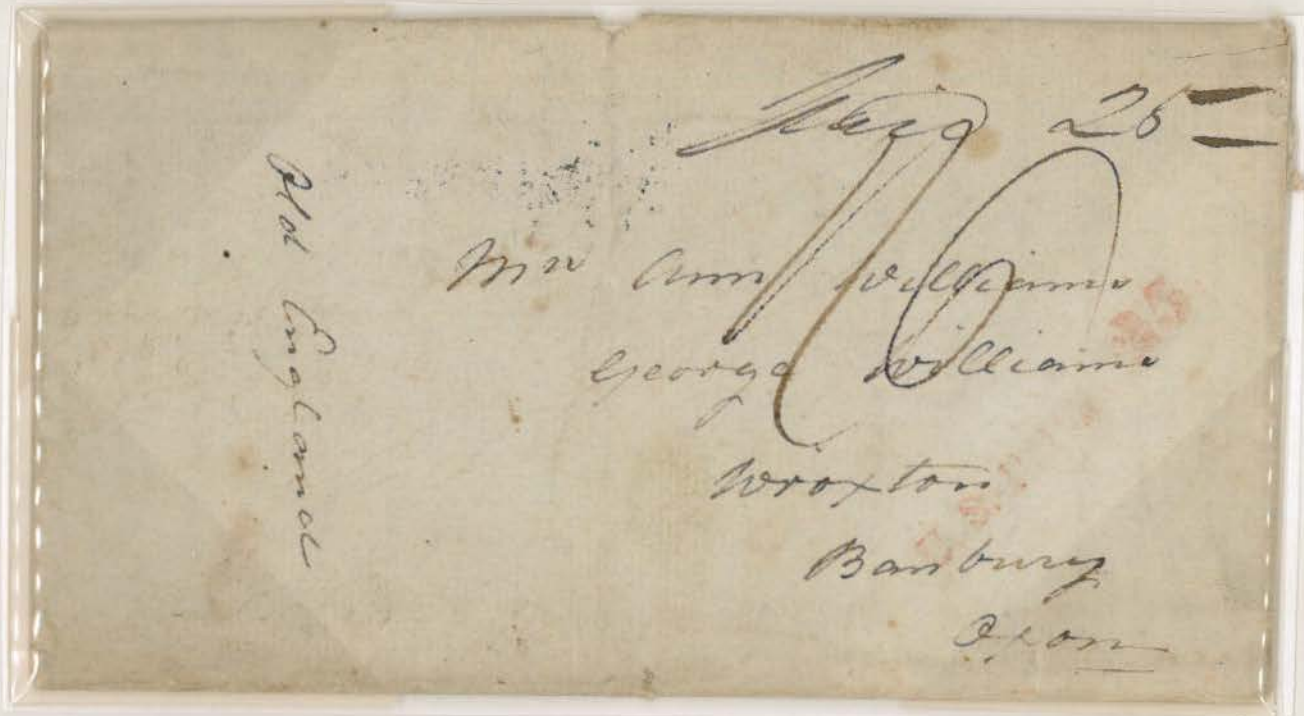
January 1834 St. Thomas, U.C. to London, Great Britain

Rated 11d (9d to Queenston and 2d (ferriage) plus 25 cents U.S. to New York. On Canadian mail to England both the Canadian and the U.S. charges had to be prepaid. Stamped U.S.P. Paid 25 at Queenston and at New York it was rated 1/4d stg. To London (8d ship letter fee plus 8d inland).



31 May 1833 Dundas, U.C. to Hanover, New Hampshire

Rated 4 1/2d to Queenston, 2d ferriage and 25 cents U.S. to Hanover. Stamped with a large red PAID and 6 1/2 & 25 in ms. Stamped U.S. P. Paid 25. At Hanover the paid markings were struck out and the letter forwarded to Salem, Mass. —rated 12 1/2 cents and stamped with a red PAID.

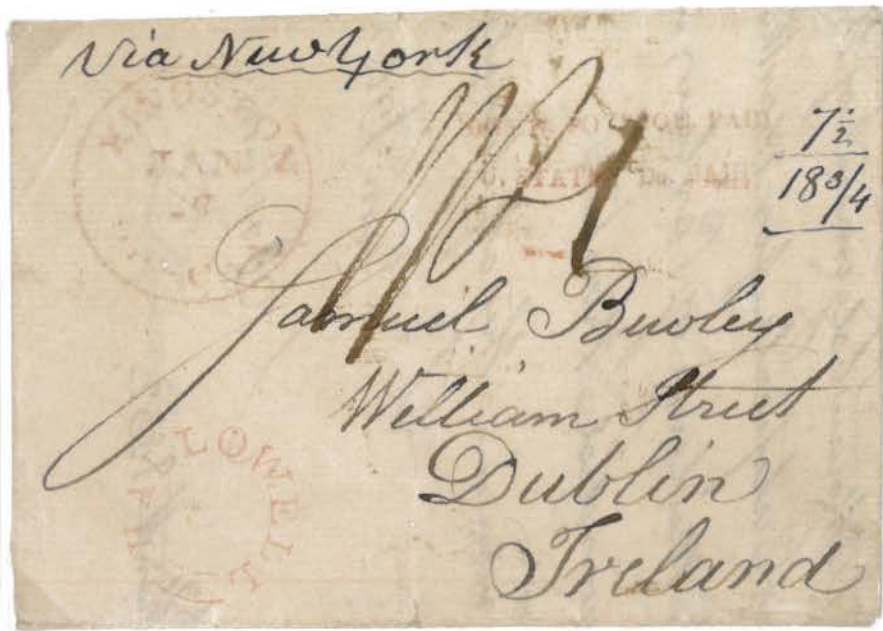


22 April 1834 St. David's U.C. to England

Carried privately to Queenston, the 2d ferriage fee was paid in cash and the cover was stamped U.S. P. Paid 25. At New York it was marked paid 25 and rated 1/6d stg.to England (8d ship letter fee plus 10d inland).

HALLOWELL HANDSTAMPS

BRITISH POSTAGE PAID
U. STATES Do. PAID



January 23, 1832 Hallowell, U.C. to Dublin, Ireland

Rated 4 1/2d to Kingston, 3d ferriage across the St. Lawrence and 18 3/4 U.S. cents (150—400 miles) to New York fully paid. Sent by private sailing vessel to Liverpool and rated 8d ship letter and 8d internal or 1/4d stg collect.



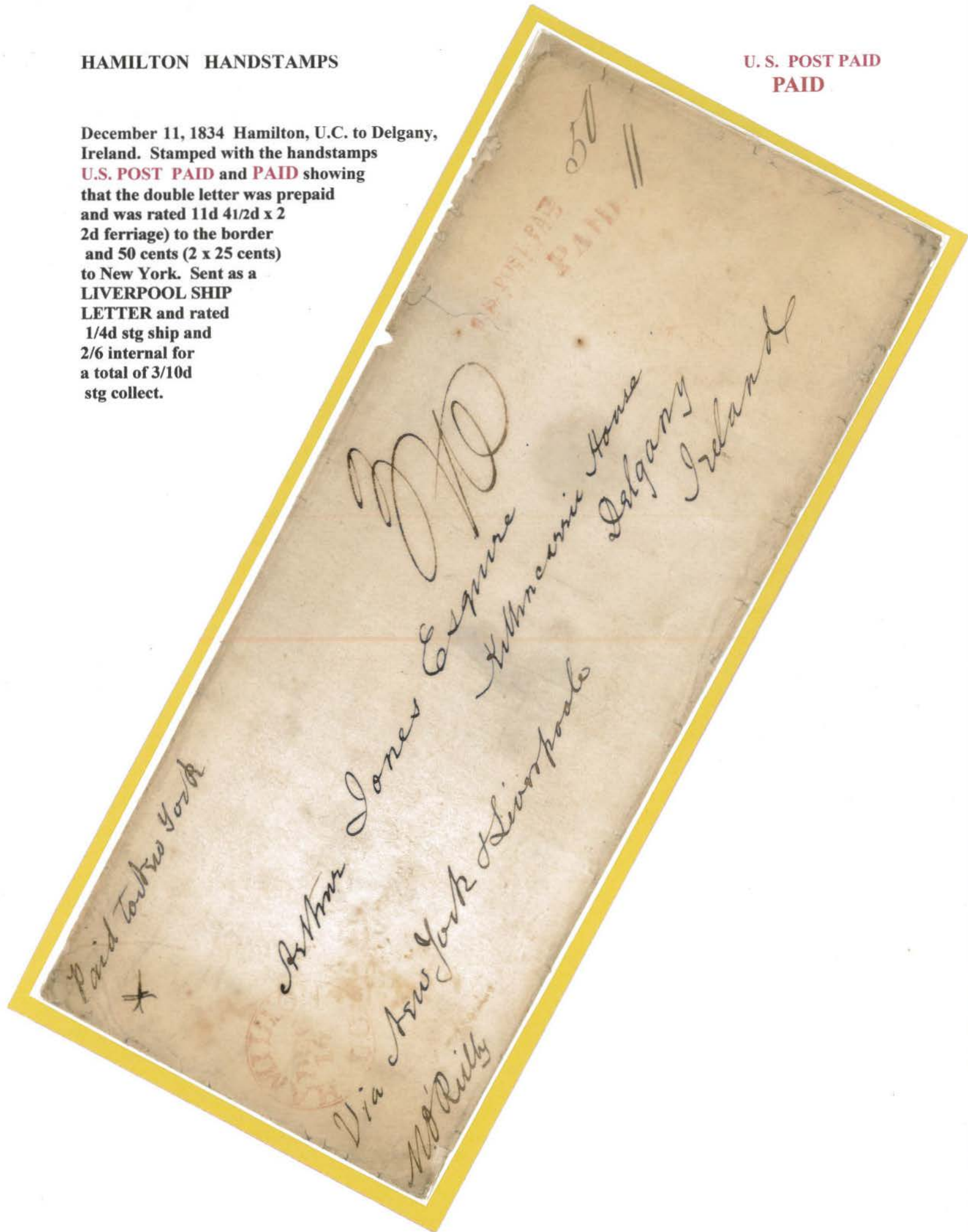
May 22, 1837 Hallowell, U.C. to Batavia, New York

The letter was prepaid 1/- to the border (9d double postage, 3d ferriage) plus 25 cents (double postage) to Batavia.

HAMILTON HANDSTAMPS

U. S. POST PAID
PAID

December 11, 1834 Hamilton, U.C. to Delgany, Ireland. Stamped with the handstamps **U.S. POST PAID** and **PAID** showing that the double letter was prepaid and was rated 11d 4 1/2d x 2 2d ferriage) to the border and 50 cents (2 x 25 cents) to New York. Sent as a **LIVERPOOL SHIP LETTER** and rated 1/4d stg ship and 2/6 internal for a total of 3/10d stg collect.



KINGSTON HANDSTAMPS

U. S. POST
FERRIAGE



12 March 1830 Brownsville, N.Y. to Hollowell, U.C.

Rated 10 cents (30—80 miles) converted to 6d plus 3d ferriage at Kingston and 4 1/2d inland for a total of 1 1/12d cy,



14 April 1830 Brownsville, N.Y. to Hollowell, U.C.

Rated 12 1/2 cents (60—150 miles) converted to 7 1/2d plus 3d ferriage at Kingston and 4 1/2d inland for a total of 1/3d cy. Less than half a dozen examples of the Kingston **U. S. POST FERRIAGE** handstamp have been reported.

PICTON HANDSTAMPS

BRITISH POSTAGE PAID
U. STATES Do. PAID



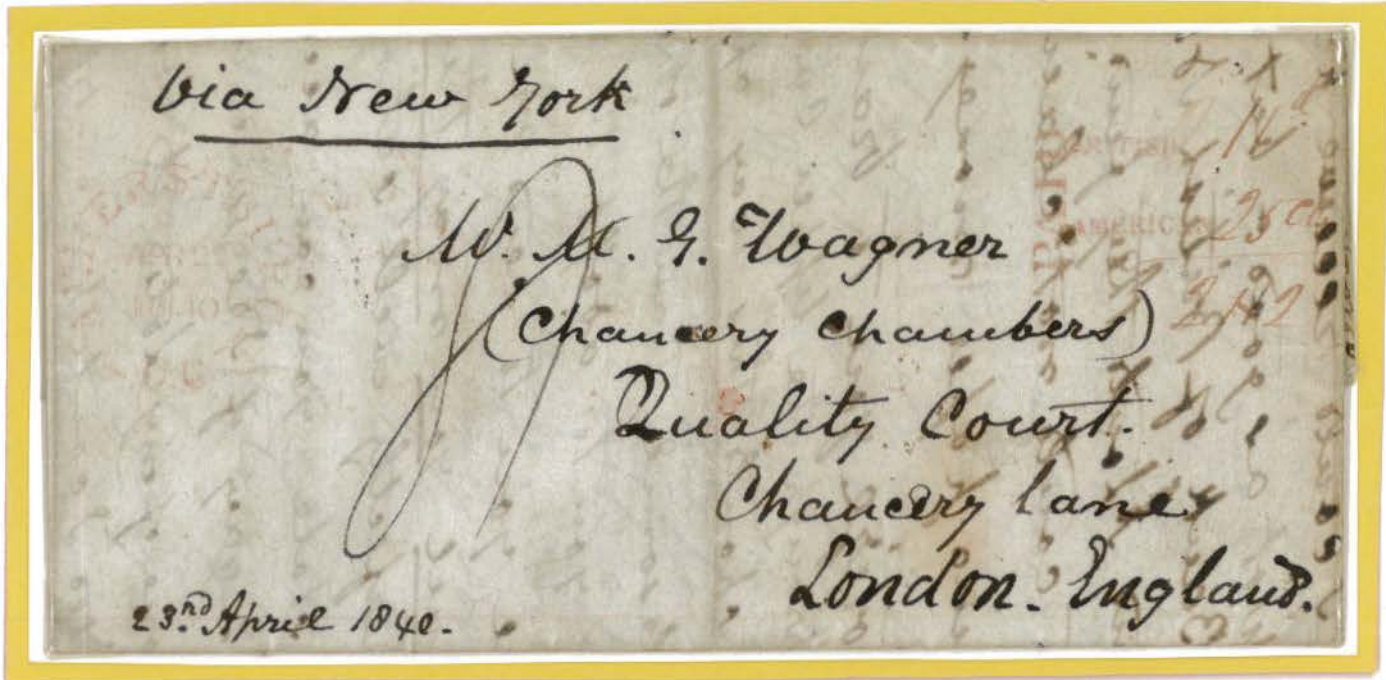
December 21, 1840 Picton, U.C. to Sherwoods Corners, N.Y.

No Canadian postage, as it was franked by W. Rorke, P.M. He rated it 12½ cents U.S., paid the postage to himself and stamped the U. STATES line PAID. There was probably no ferriage charge assessed due to his free frank.

AMHERSTBURG AND WINDSOR HANDSTAMPS

PAID
BRITISH
AMERICAN

AMERICAN
BRITISH



August 23, 1840 Amherstburg, U.C. to London, England Rated 11d to the lines and 25 cents U.S. from Queenston to New York, total 2/2d cy. On the reverse in red—*Ship charge 7 1/2 paid*—this is the equivalent of the 12 1/2 cent freight mail charge. Rated 8d ship letter to Liverpool and London. In 1840 the rate decreased to 8d per 1/2 oz. ship letter charge from exit port of country of origin to addressee anywhere in the U.K. The Amherstburg handstamp seems to have just been used at this time and used only on freight mail letters so is seldom seen.



Provenance: Palmer

November 12, 1844 Rockford, Ill. To Gosfield, U.C. The small red Windsor / 16 NOV 1844 could have been anywhere on the cover and was not intended to be related to the AMERICAN / BRITISH handstamp. Rated 25 cents U.S. converted to 1/3d cy plus 4 1/2d (less than 60 miles), total 1 7/12d collect. This handstamp is very uncommon.



February 1, 1846 St. Joseph, Michigan to St. Catharines, C.W.

Small red **American / British** handstamp and rated 5 cents U.S. (under 300 miles) converted to 3d cy. Plus 11 1/2d cy Canadian internal postage. The AMERICAN / BRITISH marking was used from 1844—1846 and about six examples are known. The small WINDSOR / DATE handstamp was used in 1844—1845 but in 1846 was replaced by a circular datestamp.

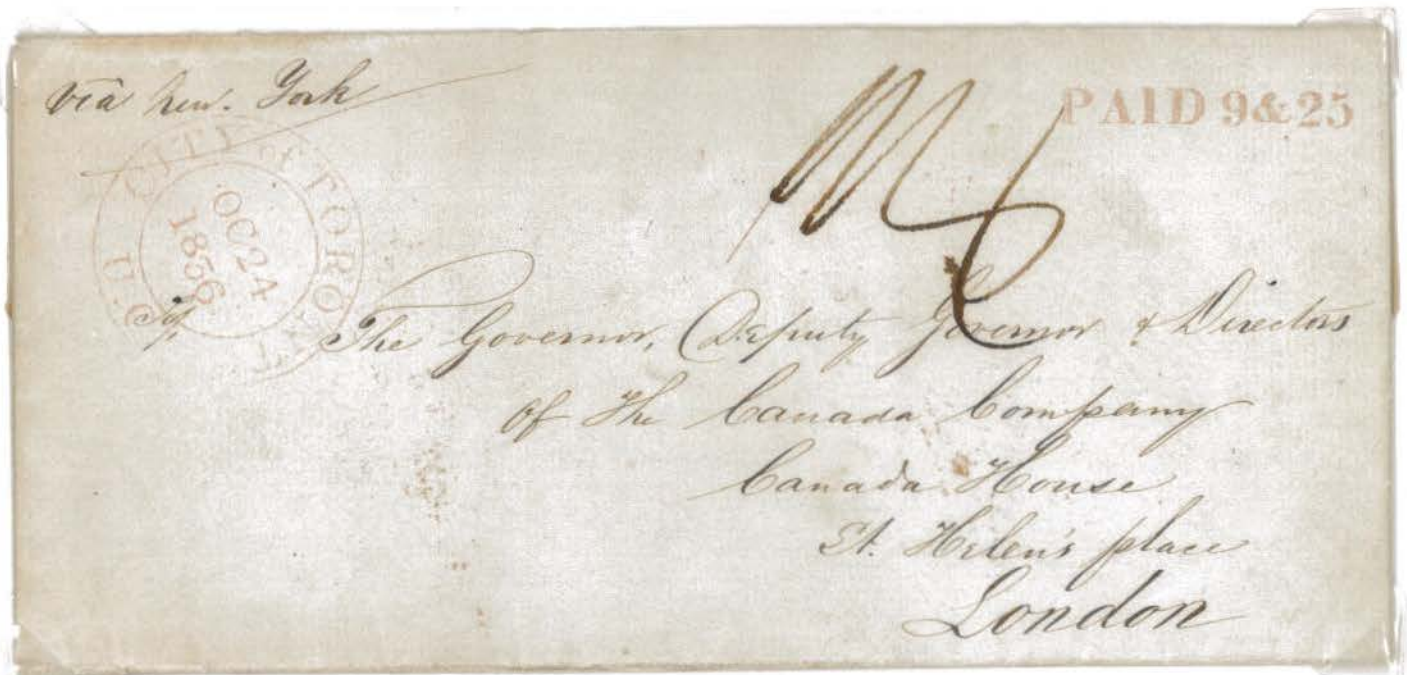


2 December 1846 Cleveland, Ohio to Amherstburg, C.W. via Detroit

Rated 5 cents U.S. to Windsor converted to 3d plus 4 1/2d cy for less than 60 miles from Windsor to Amherstburg, with small AMERICAN / BRITISH adjacent to the rates, total 7 1/2d cy.



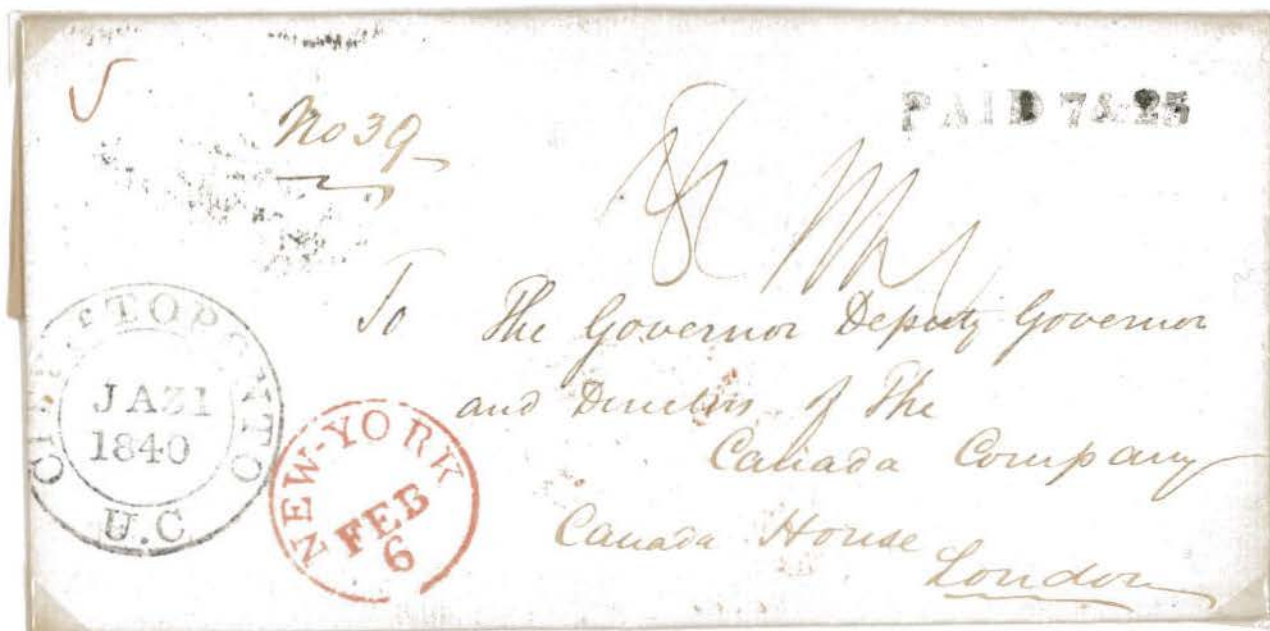
Toronto Post Office **PAID 9 & 25** Red Handstamp August 11, 1836 Toronto to New York. 7d (60—100 miles) Canadian inland plus 2d ferriage and 25 cents (over 400 miles) to New York. This is the only recorded use of this handstamp on a cover to the U.S., as it was used almost exclusively on transatlantic mail.



Toronto Post Office **PAID 9 & 25** Red handstamp. October 24, 1836 Toronto to London 7d inland, 2d ferriage and 25 cents to New York. Backstamped red **SHIP / LETTER / PORTSMOUTH** and rated 1/6 stg (8d ship and 8d inland).



Toronto Post Office **PAID 7 & 25** Red handstamp August 1, 1837, Toronto to London 7d to border and 25 cents U.S. to New York. The 2d ferrriage charge was discontinued as of February 2, 1837.



Toronto Post Office **PAID 7 & 25** Black handstamp January 31, 1840 Toronto to London 7d to border and 25 cents U.S. to New York 8d ship letter to Liverpool and 8d to London, total 1/4 stg. collect.

QUEBEC HANDSTAMPS

QUEBEC PAID and **POSTAGE NOT PAID**



Quebec Post Office February 20, 1828 Two QUEBEC PAID black handstamps indicating that both the Canadian and U.S. postage had been fully paid. Double letter rated 2/- inland postage to the lines (consisting of 11d x 2 plus 2d ferriage) and 37 1/2 cents U.S. to New York. On all Canadian mail to England the U.S. charge had to be prepaid. Rated 2/- collect as a double Liverpool ship letter.



Quebec Post Office PAID AT QUEBEC CROWNED CIRCLE handstamp indicating that the Canadian postage had been prepaid. **POSTAGE NOT PAID** red handstamp indicating that the U.S. postage had not been paid. This is the only recorded example of this marking. Rated 11d to the lines paid and 18 3/4 cents to New York collect.



Quebec Post Office Two strikes of the red Quebec crowned circle postmark **PAID AT QUEBEC** utilized here to show that both Canadian and U.S. postage had been fully paid. November 12, 1845, Quebec to New York. 11 $\frac{1}{2}$ d paid to the border and 10 cents U.S. paid to New York.



Quebec Post Office Similar letter utilizing the Quebec crowned circle postmarks **PAID AT QUEBEC** to show that both Canadian and U.S. postage had been fully paid. April 28, 1847, Quebec to New York. Rated 11 $\frac{1}{2}$ d by Canadian and in this instance, presumably because of temporary currency fluctuations, 10 $\frac{1}{2}$ cents U.S.



17 September 1830 Albany, N.Y. to Chambly, L.C.

Rated 37 cents as a double letter to the lines converted to 1/10 1/2 cy plus 9d B.N.A. as a double letter, total 1/7 1/2 d cy. At Montreal on Sept. it was stamped **U S POSTAGE** next to the U.S. rate.



29 August 1831 Minot, Maine to Caldwell's Manor, L.C

Rated 18 3/4 cents U.S. converted to 11 1/2 d with red **U S POSTAGE** stamped at Montreal next to the U.S. rate. Rated 4 1/2 d B.N.A. internal, total 1/5 d cy.

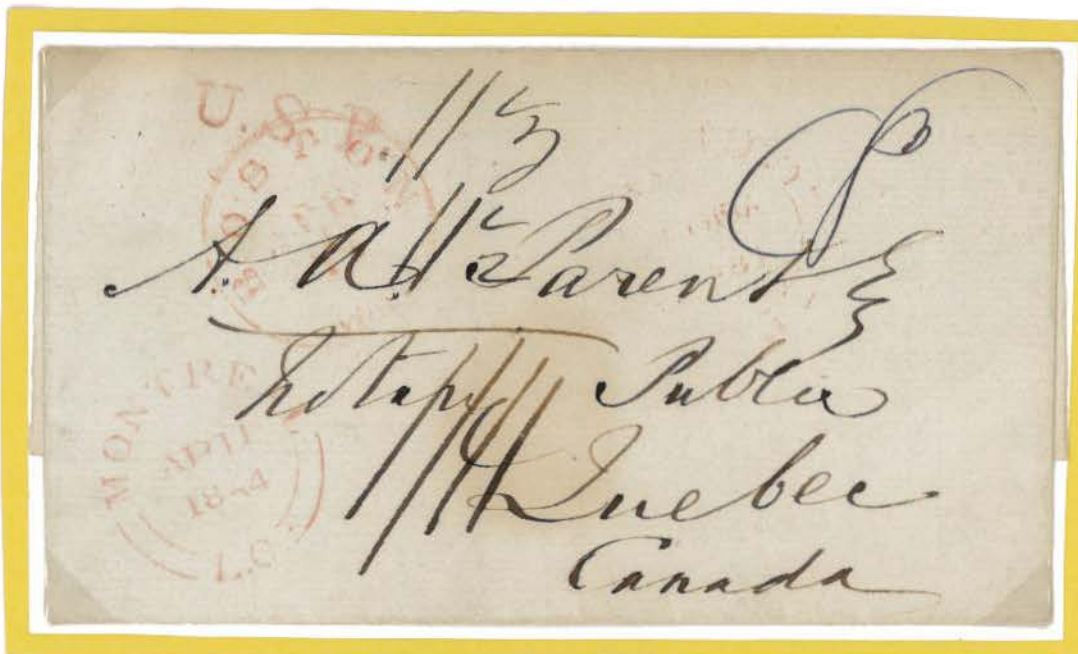
MONTREAL HANDSTAMPS

U.S.P.&Ex
U.S.P.



Provenance: Steinhart

October 30, 1843 Michigan City, Indiana to New Glasgow, L.C. The letter was prepaid 25 cents U.S. to the border, converted to $1/3$ cy with the addition of $1/2$ d exchange surcharge plus 7d B.N.A. postage for a total of $1/10 1/2$ cy collect to New Glasgow, L.. An exchange surcharge of 2.5% (in this instance $1/2$ d) was charged on U.S. unpaid mail from May 17, 1842 until December 27, 1843. The handstamp "U.S.P.&Ex" stands for United States postage and exchange (surcharge). The "Ex" was excised after the surcharge was discontinued but the "U.S.P." saw continued use.



Provenance: Steinhart

April 7, 1844 Boston, Mass. To Montreal, L.C. The cover was rated $18 3/4$ cents U.S. converted to $11 1/2$ d plus $11 1/2$ d B.N.A. to Quebec via Montreal for a total of $1/11$ d cy collect. The U.S.P. handstamp is the former handstamp after the "Ex" was removed.

MONTREAL HANDSTAMPS

The **U. STATES POSTAGE PAID** red circular Montreal marking was only used in 1847 and represents an amount which the Canadian Post Office had collected for the U.S. Post Office and which it was responsible for remitting in cash. It seems to have been used more when all the postage could be charged to a box. This was the last of the markings as the Stayner order of November 15, 1847 abolished the collection of U.S. postage by Canadian postmasters.



Provenance: Bingham

May 12, 1846 Prior to the 1847 handstamp, Montreal, at times, used two of their tombstone handstamps to show that both the Canadian and the U.S. postage had been paid.



Provenance: Pope

September 8, 1847 Montreal to New York, Circular **U. STATES / Postage / PAID**. Rated 41/2d to the lines and 10 cents to New York all fully paid.

BEFORE AND AFTER U.S. 1845 RATE CHANGES

U.S. to Canada

In 1840 the provinces of Upper and Lower Canada were united into the Province of Canada and given the designations of Canada West and Canada East

U. S. Rates effective May 1, 1825		Rated per sheet
0	30 miles	6 cents
30	80 miles	10 cents
80	150 miles	12 1/2 cents
150	400 miles	25 miles



May 23, 1832 Cleveland to Queenston. Rated 37 1/2 cents as a double letter. Sent to the Canadian Postmaster at Queenston so no Canadian postage charged.

U.S. rates effective July 1, 1845		Rated per 1/2 oz.
Under 300 miles		5 cents
Over 300 miles		10 cents



October 3, 1846 Elizabethtown, Pa. to Risersville, Markham Township, C.W. Rated 10 cents (over 300 miles) with partial payment of 5 cents due, which converted at Queenston to 3d plus 7d Canadian postage for 60—100 miles, total 10d. Partial payments were rarely allowed. Presumably the postmaster had accepted only 5 cents in error, the writer could not be contacted and the part payment was accepted. This was, however, definitely against postal regulations.

BEFORE AND AFTER THE U.S. RATE CHANGES

Canada to U.S.

Canadian Rates unchanged from 1792
To January 5, 1844 — rated per sheet
From January 5, 1844 — rated per 1/2 oz.



August 7, 1842 Montreal to New York Rated 1/10 1/2 (5 x 4 1/2 d for less than 60 miles) and 93 3/4 cents (5 x 18 3/4 cents), both ms rates marked fully paid at Montreal.



July 22, 1849 Montreal to New York Rated 1/6 d Canadian as a quadruple letter (4 x 4 1/2 d). Stamped with the red Montreal paid tombstone. At New York the PAID was crossed out and the letter rated 40 cents due (4 x 10 cents).

Up until 1844 both Canada and the U.S. rated letters by the sheet but the actual number of sheets was often difficult to ascertain at the exchange office.

Triple letter Canadian—Quadruple letter U.S.



October 22, 1842 Toronto U.C. to New York. A triple letter rated 1/11/2d (4 1/2 x 3) across the lake to Lewiston where the PAID was crossed out and the letter rated 75 cents. At New York it was rated 100 cents as a quadruple letter for over 400 miles.

Double letter Canadian—Quadruple letter U.S.



May 28, 1843 Montreal, U.C. to New York. Rated 9d as a double letter (up to 60 miles). The New York clerk struck out the PAID and rated it 75 cents collect U.S. (18 3/4 cents x 4) as a quadruple letter.

RATING LETTERS BY SHEET AND WEIGHT

Canada to U.S.

Canada rated mail by weight from January 5, 1844. U.S. (previously by sheet) rated mail by weight from July 1, 1845. This made rating mail during the intervening period difficult.

Single letter corrected to double letter



June 12, 1844 Montreal L.C. to New York. Rated 4 1/2d paid to the lines as a single letter weighing less than 1/2 oz. Carried by closed bag to New York where it was rated 37 1/2 cents collect as a double letter of two sheets.

Rated both by weight and sheet



November 13, 1844. Quebec to New York Rated 11 1/2d to the lines as a letter weighing less than 1/2 oz. and 37 1/2 cents as a double letter of two sheets to New York. Since the postage was fully prepaid from Quebec, the postmaster had to rate the letter both as to Canadian rates and U.S. rates.



March 12, 1844 Quebec to New York Rated as a single letter (less than 1/2 oz. in Canada, 11 1/2d for 200—300 miles to the border. Marked *Too Late* (after mails closed to explain the delay. Rated 37 1/2 cents (2 x 18 3/4) U.S. as a double letter because of an enclosure (2 sheet rate). Fully paid from Quebec.

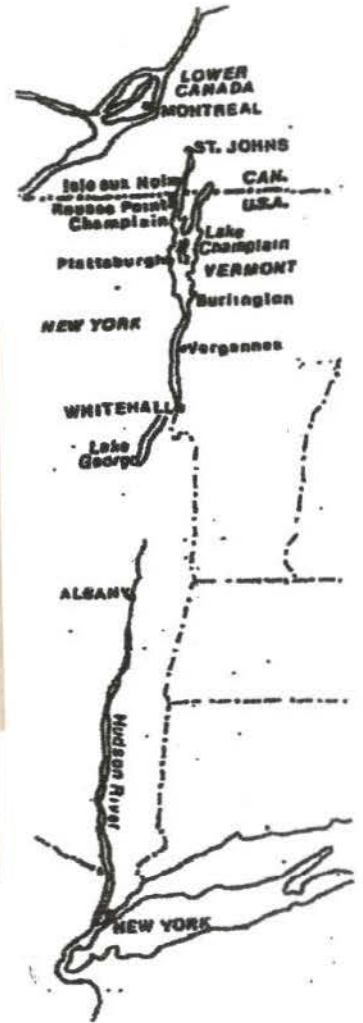


March 10, 1845 Windsor, C.W. to New York. Red WINDSOR C.W. / 10 MAR 1845 & LEWISTON, N.Y. townmarks. Rated 11 1/2d paid for a letter weighing less than 1/2 oz. (200-300 miles) to Queenston and 50 cents U.S. for a double letter (two sheets) for over 400 miles to New York. Canada rated mail by weight from January 5, 1844 and the U.S. from July 1, 1845.

STEAMBOAT MAIL

The War of 1812 had suspended mail service between the 2 countries but by 1817 a closed bag procedure was established between Montreal and New York and the potential of Lake Champlain steamboats as mail carriers was recognized. They operated in both Canadian and American waters and in the initial period a manuscript **B** was usually applied at Whitehall, N.Y.

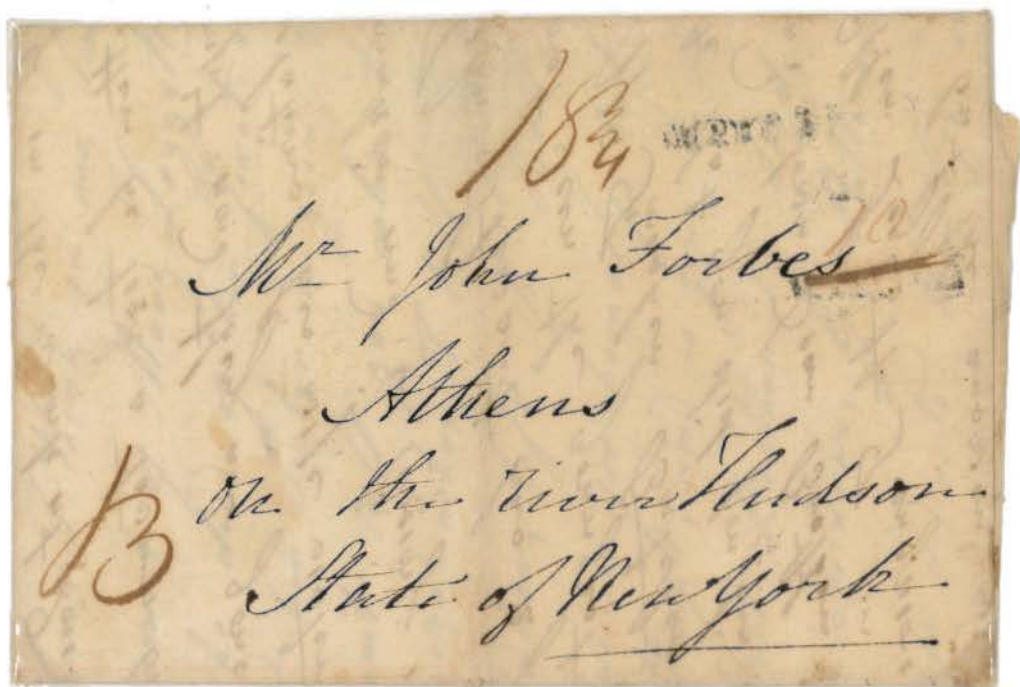
Lake Champlain Boat Mail



September 2, 1817 Montreal to Middlebury, Vt. Rated 9d (special rate from the lines to Montreal in effect from May 17, 1815 to April 30, 1819) and 12 1/2 cents (an error—should have been 10 cents for 30—80 miles). Early example of Whitehall, N.Y. Lake Champlain **B** boat marking.



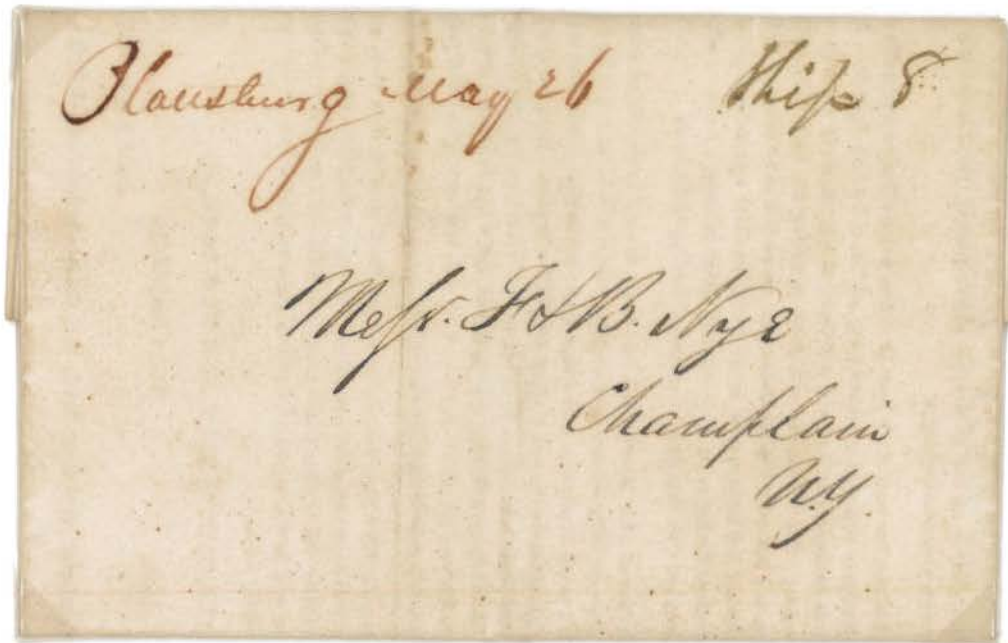
June 1, 1822 Quebec to Hudson, N.Y. Quebec paid 1/- which paid the special rate to the lines by way of Montreal (11d plus the special 1d border transfer fee) and 18 1/2 cents (150—400 miles) to Hudson. The Lake Champlain **B** boat mark was applied at Whitehall.



August 18, 1826 Quebec, L.C. to Athens, N.Y. Straight line THREE RIVERS where it was placed in the mail and rated 10d (9d for 100—200 miles plus the 1d border transfer fee). The Lake Champlain **B** boat mark was applied at Whitehall, the PAID was crossed out and the cover rated 19³/₄ cents (150—400 miles) from the lines to Athens.



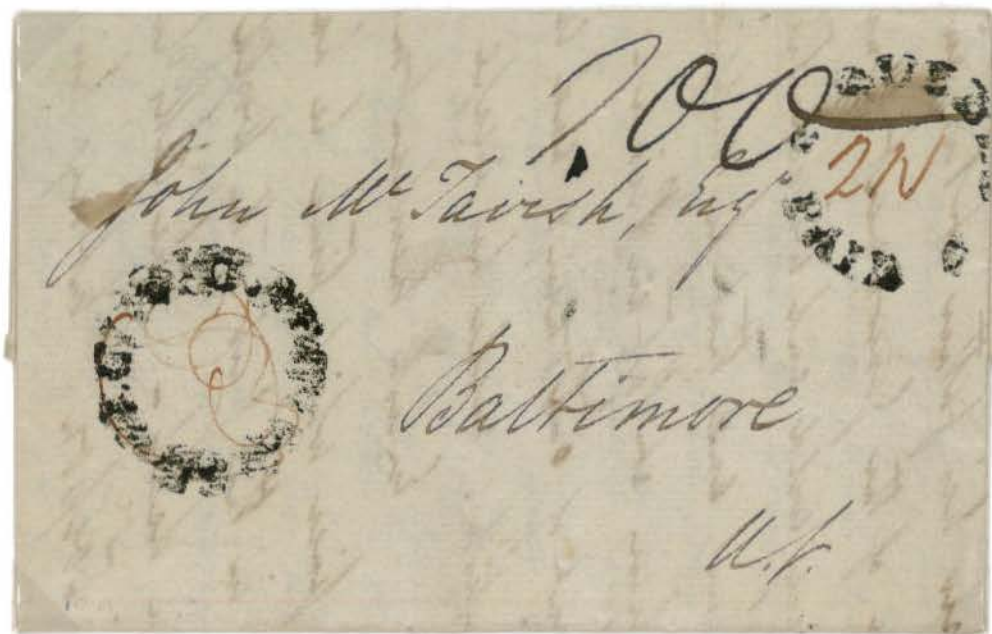
June 27, 1827 Montreal, L.C. To Westfield, Mass. Rated 6d paid from Montreal to the lines (rate reduced as of May 1, 1819) and 18¹/₂ cents due (150—400 miles). The Lake Champlain **B** boat mark was applied at Whitehall.



May 19, 1824 Montreal, L.C. to Champlain, N.Y. Carried privately to St. Johns, L.C. and placed on board a non-contract Lake Champlain steamboat. Champlain, N.Y. (just south of Plattsburg, N.Y.) didn't have a post office so the mail was dropped off in Plattsburg, N.Y. and then carried down to Champlain. Rated 6 cents ship mail and 2 cents to Champlain.



August 11, 1836 Montreal L.C. to Vergennes, Vt. Carried privately to St. Johns, L.C. and placed on a non-contract Lake Champlain steamboat. At Albany it was rated 12 1/2 cents (80—150 miles) from the lines to Vergennes, Vt..



April 10, 1828 Quebec L.C. to Baltimore, Md. Rated 2/- indicating a prepaid double rate to the lines. Lake Champlain **B** boat mark applied at Whitehall. Rated \$1.00 due as a quadruple letter for over 400 miles.



November 7, 1830 Quebec, L.C. to Plattsburgh, N.Y. Carried privately to St. Johns, L.C. and placed on board a non-contract Lake Champlain steamboat. Upon arrival at Plattsburgh, the letter was identified as lake ship mail and rated 6 cents due, this being the U.S. postage charged for "a letter brought in to the U.S. or carried from one port to another in a private ship."



June 13, 1830 St. Andrews, U.C. to Troy, N.Y. It was rated 7d (60—100 miles) to St. Johns, Quebec. It was carried on the steamboat to Whitehall where it was marked **B** and entered the U.S. mail being rated 18 $\frac{3}{4}$ cents (150—400 miles) from the lines to Troy, N.Y.



October 27, 1832 Chambly, Quebec to Albany, N.Y. Rated 4 $\frac{1}{2}$ d (up to 60 miles) from Chambly to St. Johns, Quebec, the northern terminal of the steamboat line. It was put on board as a loose letter (out of the mails) and carried to the southern terminal, Whitehall, where it was handed in to the post office and entered the U.S. mail. Rated 18 $\frac{3}{4}$ cents (150—400 miles). Albany was only 72 miles from Whitehall, but the distance had to be calculated from the lines. Lake Champlain **B** boat mail marking applied at Whitehall.



November 3, 1833 The steam packet Franklin traveled on Lake Champlain between St. Johns, L.C. and Whitehall, N.Y. She served the ports of Port Henry, Fort Cassin (Vergennes), Plattsburgh and Rouses Point, in New York, as well as Burlington, Vt. This cover of a letter was likely given to the purser or Captain Sherman at St. Johns for delivery in Burlington. Docketing on the reverse indicated the sender was a Dr. Cote, 3 November 1833. The period of use for this red 39 mm steamboat handstamp is 1831—1835.



August 2, 1834 Vergennes, Vt. To Montreal Large red circular steamboat marking—Steam Packet Franklin, Capt. R.W. Sherman, Lake Champlain. This marking was not applied at Whitehall because the letter would have been placed on board the steamboat at Ft. Cassin, a very small P.O. It most likely was handed directly to the steamboat captain and the marking was applied on board. The red B was also probably applied on board. The letter would have traveled north to St. Johns where it would have been placed on the stage for Montreal without even going through the St. Johns post office.



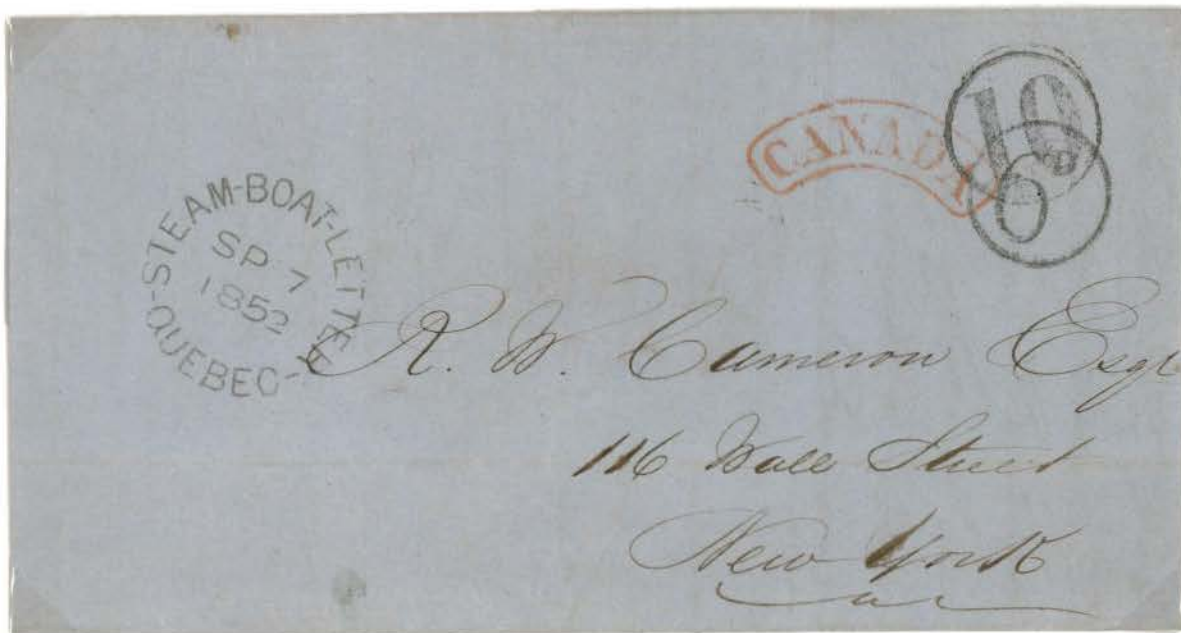
August 21, 1833 New York to Quebec, L.C. Rated 75 cents U.S. as a quadruple letter (4 x 183/4) converted to 3/9d plus 4/- British (4 x 1/-) inland to Quebec, total 7/9d cy. Endorsed to up the Hudson River by Steamboat Pekoe.



Red circular LAKE CHAMPLAIN S.B. route agent marking. After 1850 the marking was in black. Since there are no Montreal markings on the cover it is assumed that it was hand carried to St. Johns where it was placed on a Lake Champlain steamboat. The route agent stamped the cover 5 cents, but the correct rate to New York was 10 cents. Another cover is known mailed the next day to the same address that shows both a 5 and 10 marking. The distance to New York from the border was only slightly over 300 miles and this may have confused the agent or he might have measured the distance incorrectly from New York to Whitehall as the mail would have been taken off the steamboat at that point.



September 4, 1841 New York, N.Y. to Warrensburgh, N.Y. The cover was rated $18\frac{3}{4}$ cents for 150—400 miles. By mistake it was placed in the closed bag for Montreal. It reached Montreal on September 10 and was remailed to Warrensburgh on September 11. It was placed on a Lake Champlain steamboat and probably taken off at or near Warrensburgh (on the Hudson River near the lower end of Lake George). Stamped **STEAM/BOAT** There were no additional charges.



September 7, 1852 Quebec to New York, N. Y. The Quebec dater was used from 1849 to 1855. The cover was rated 6d or 10 cents and was carried by steamboat from Quebec to Montreal (arriving the next day. It then picked up the Lake Champlain steamboat (likely at St. Johns) and may even have gone on the Hudson River Steamboat from Albany into New York.

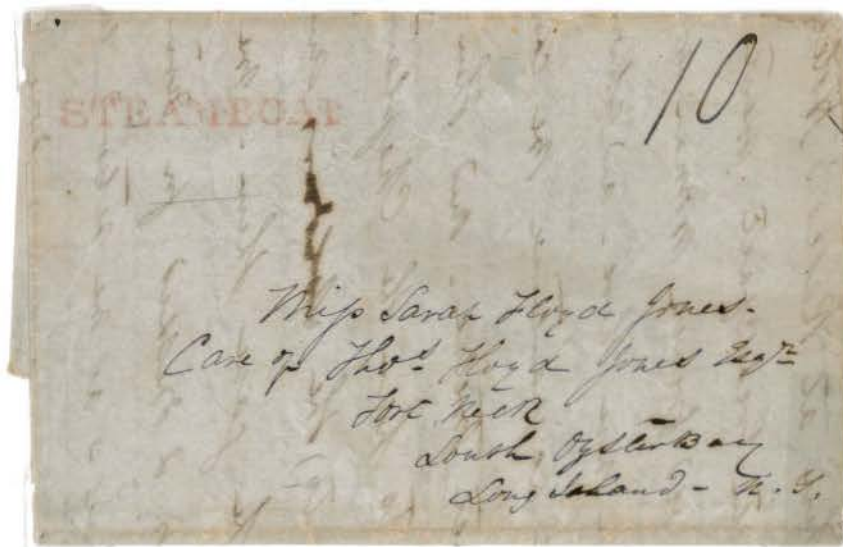
STEAMBOAT MAIL

Lake Champlain Boat Mail



Provenance: Steinhart

July 29, 1839 Montreal, L.C. to Concord, Mass. Prepaid 4 1/2d to the border (less than 60 miles from Montreal). It was placed aboard a Lake Champlain steamboat and traveled to Albany, N.Y. where it was rated 18 3/4 cents from the lines to Concord, Mass.

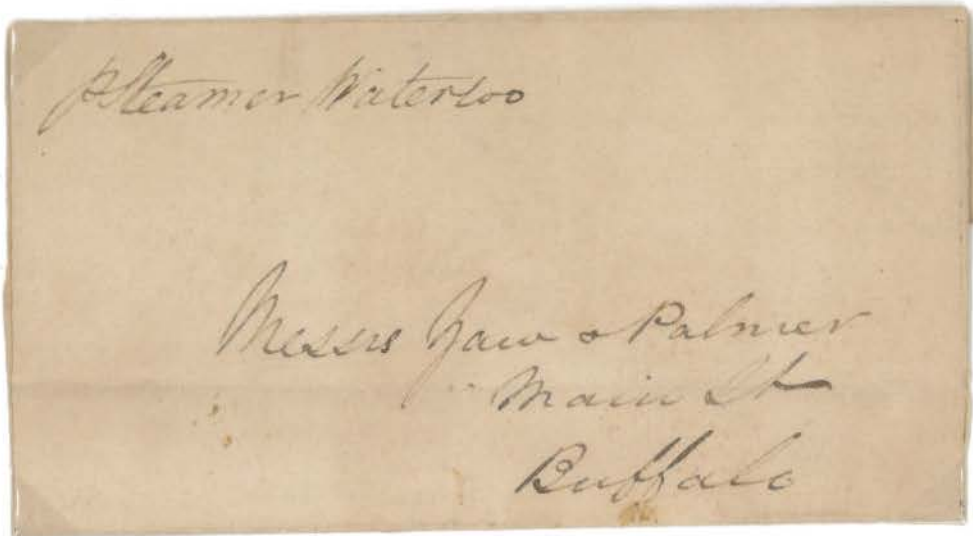


July 7, 1851+ (exact year unknown). The same STEAMBOAT handstamp as above used much later. Montreal, L.C. to Long Neck, Long Island, N.Y. The 10 cent rate paid the entire U.S. & Canadian postage. The route of the letter was similar, through the Lake Champlain route to Albany and on to New York.

Most of the Canadian population lay along the waterways and steamboat mail was at first used domestically on the St. Lawrence as early as 1809. By 1817 Lake Champlain steamboats were carrying cross border mail and by 1830 some mail was being carried across Lake Ontario from Toronto. Although some cross border mail occurred on the other Great Lakes, the preponderance of cross border mail involved Lake Champlain and Lake Ontario.



July 22, 1831 St. Catherines to Mayville, N. Y. The letter was given directly to the captain of the steamer William Peacock. With fancy Buffalo steamboat marking. Rated 12 1/2 cents (80—150 miles). The usual 2 cent steamboat fee was probably paid in cash.



June 9, 1843 Chippewa, U.C. to Buffalo, N.Y. Niagara River Steamer—per *Steamer Waterloo*. Part of the privately carried letter reads “You will please send down by steamboat Waterloo tomorrow 1 keg common tobacco provided the ferriage does not exceed 8 cts.”



April 19, 1849 Kingston to New York The usual cross border point at Kingston was Cape Vincent, N.Y. during both summer and winter. Occasionally mail would be sent by steamer to Sackets Harbor. This letter went through the Sackets Harbor exchange office on April 22, 1849 before proceeding on to New York.



April 11, 1848 Port Darlington (Newcastle), Ontario to Oswego, N.Y. Carried privately across Lake Ontario on the Schooner "Colonel Powers", written by a worker who worked on board and enclosing \$10.00.



January 11, 1856 Rochester, N.Y. to Peterboro, C.W. Paid in red and Rochester exchange marking in red (UNITED STATES / PAID 6D). There are no Kingston or Queenston markings and the letter would have been carried by steamboat across Lake Ontario to Coburg and forwarded to Peterboro.

STEAMBOAT MAIL

CANADA to U. S.

The special rate by boat across Lake Ontario—normally the mail from Toronto to Queenston went by land and required 7d postage (60—100 miles). Occasionally the mail was carried by boat across to Queenston and since the distance was less it required only 4 1/2d postage.



May 6, 1839 Toronto to London, England. Rated 4 1/2d (boat rate across Lake Ontario to Queenston) and 25 cents U. S. PAID. LIVERPOOL / SHIP LETTER backstamp and rated 1/7d stg as an incoming ship letter.



May 1, 1843 Toronto to New York. A double letter rated 9d (boat rate across Lake Ontario to Queenston), stamped PAID and rated 50 cents collect to New York.



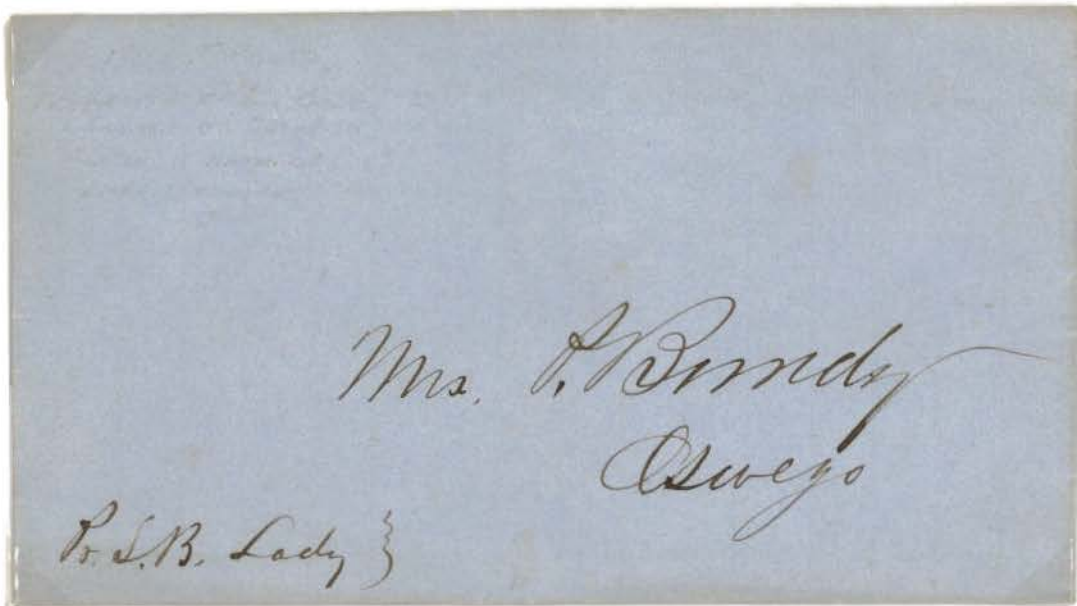
April 15, 1834 Oswego, N. Y. to Toronto Rated 25 cents (over 400 miles) converted to 1/3d to Queenston plus 2d ferriage and 7d inland (60—100 miles). Carried by a Lake Ontario steamboat from Oswego to Queenston. With red **STEAM / BOAT** handstamped in Oswego.



August 15, 1837 Buffalo N.Y. to Toronto. Buffalo oval cancel and fancy **PAID** rated 6 cents to Queenston and 4 1/2d by steamboat across Lake Ontario to Toronto

STEAMBOAT MAIL

Toronto to Oswego
Oswego to Toronto



October 23, 1949 Toronto to Oswego carried privately on the steamboat *Lady of the Lake*.



March 2, 1851 Oswego to Toronto via Queenston, rated 5 cents U.S. paid and 4 1/2 pence due (the across-lake rate from Queenston to Toronto). The *Chief Justice Robinson* was launched in 1842 and was constructed with a bow that enabled her to cut through the ice. She ran for many years, often dropping passengers and mail off on the ice in Toronto's harbor.

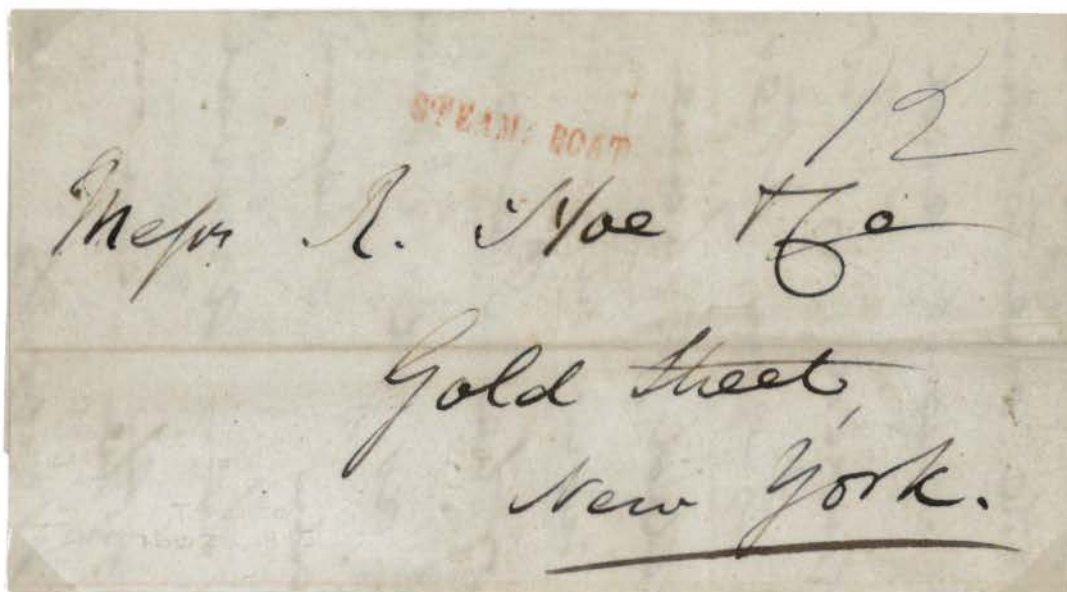




October 4, 1845 Toronto to Rochester N.Y. In the early 1840's a regular Canadian steamboat service was initiated between the ports of Hamilton, Toronto and Rochester, N.Y. with calls at Port Hope and Cobourg. This service was operated by Donald Bethune, the proprietor of the Lake Ontario Royal Mail Line. No formal contract existed with the Canadian post office, though mail was sometimes carried privately. This letter was carried by steamer to Rochester where it was struck with a red **STEAM BOAT** marking and rated 2 cents ship fee and 10 cents to New York.



August 5, 1846 Toronto to Rochester, N. Y. In 1846 a direct mail communication was initiated between Toronto and Rochester via Cobourg. This letter was carried by the steamer *America* on this route. The rate charged was 9 pence for a distance of 101 to 200 miles. At Rochester it was struck with the red **STEAM BOAT** marking.



November 25, 1845 Toronto, Canada to New York, N.Y. Rated 12 cents (2 cents ship fee and 10 cents U.S.) No Rochester markings but the cover would have been sent through there and sent on to New York.

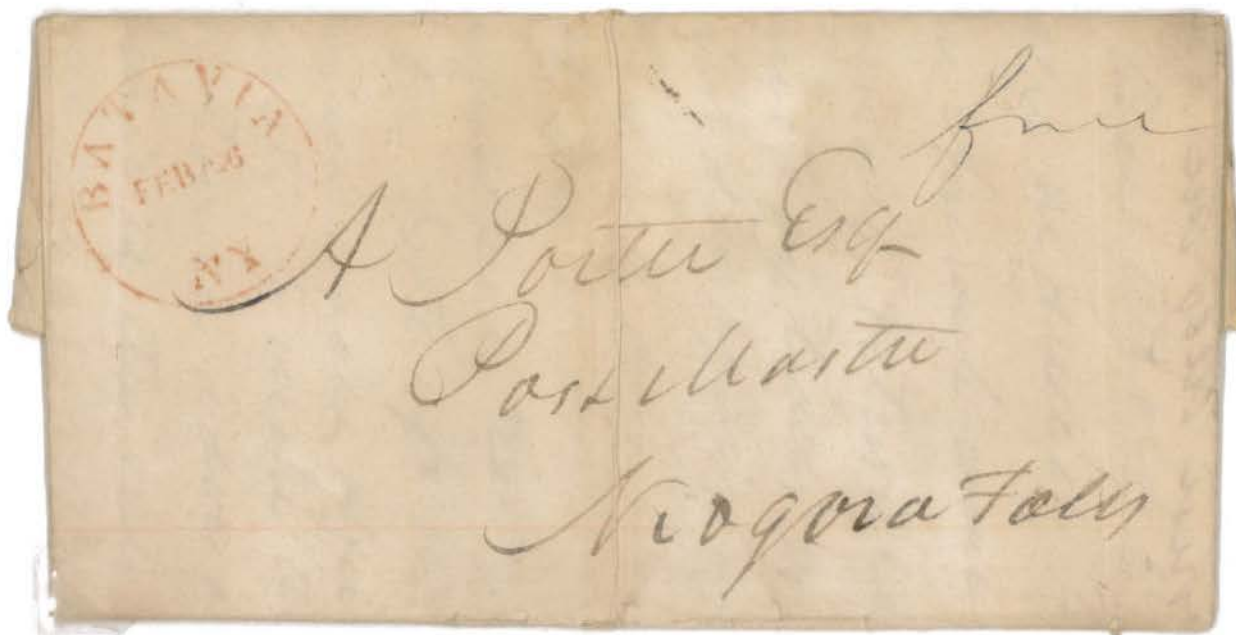
After April 6, 1851 because of the more uniform combined rate it is more difficult to recognize covers that have traveled by steamboat unless there is a definite steamboat marking. Steamboat mail continued to be frequently utilized especially along a route not served well yet by railway.



July 10, 1851 Toronto to Rochester. All markings including the PAID 6D, Paid 10 and CANADA enclosed arc were applied in Toronto and the letter probably traveled across the lake to Rochester.



September 1863 This letter was carried privately from Montreal to New York on the North & South Through Line, a steamboat company operating over the Hudson River and Lake Champlain. It was stamped by the private handstamp of H. Tracy, the Montreal Agent for the North & South Through Line. This is the only recorded example of that handstamp.



February 26, 1827 Batavia, N.Y. to Niagara Falls, U.C. Postmaster to Postmaster sent free on both sides of the border.



July 27, 1835 Sharon, Vt. to Stanstead, L.C. Postmaster free frank to the border and no Canadian postage charged as Stanstead was an exchange office.



August 21, 1838 Frost Village, L.C. to Milton, Vt. Postmaster free frank to the lines and rated 12 1/2 cents from Derby, Vt. To Milton.



February 5, 1840 Carlton Place, U.C. to New York. R. Bell P.M. (postmaster frank) exchanged at Prescott. Rated Prov postage Free / U.S. postage Paid 18 3/4.



Provenance: Steinhart

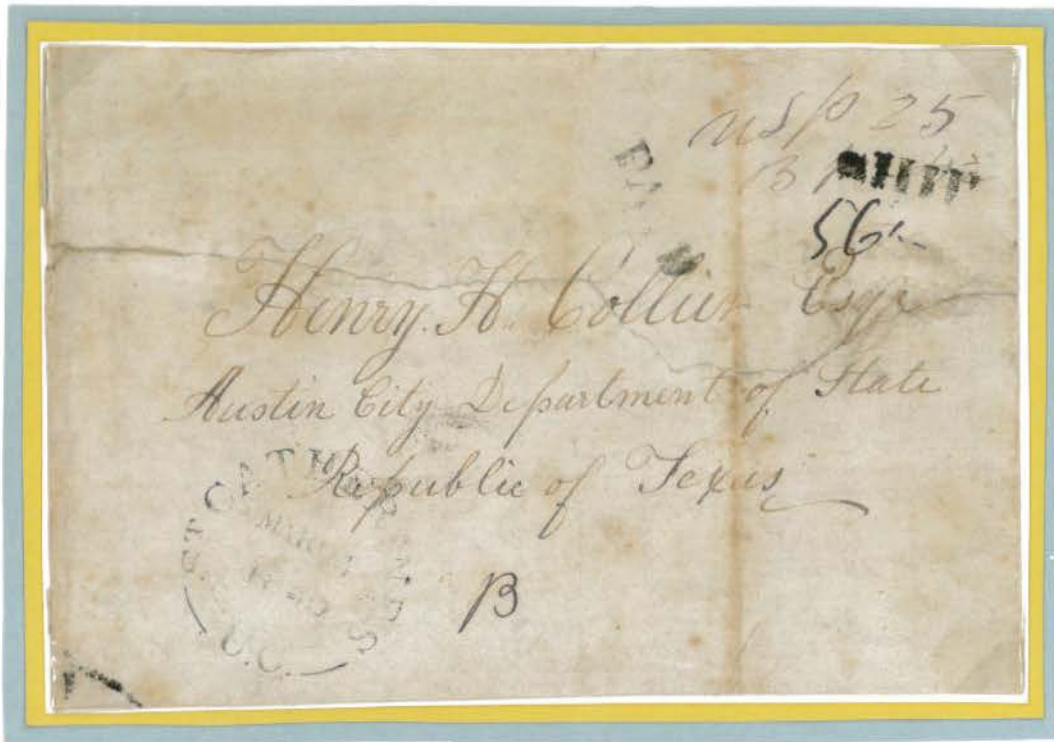
March 27, 1845 Victoria, Republic of Texas to Gananoque, U. C. Favored to New Orleans where it was rated 2 cents collect as a SHIP letter and 25 cents U. S. (over 400 miles). This was converted to 1/41/2d cy and at Prescott 41/2d was added for the inland rate to Gananoque, total 1/9d.

Daniel McDonald is writing to his brother from Victoria where he is serving as sheriff. He had enlisted in the Texas army and served under Capt. Erving Cameron, Company A. He was part of the ill fated Mier Expedition and was liberated from the Perote Prison on Sept. 16, 1844. He writes "We have no case for murder. Most of the criminal cases are for little fights and squabbles.....the passport that I got on my release from the castle of Perote required me to present myself to the British consul at Vera Cruz.....from the prison to Vera Cruz was 120 miles.....four days half on foot.....we have no doubts about annexation now."



Provenance: Steinhart

October 4, 1845 Austin, Republic of Texas to St. Catherines, C.W. Favored to New Orleans where it was posted, rated 10 cents U.S. At Queenston this was converted to 6d, plus 41/2d cy to St. Catherines, total 101/2d cy collect.



Provenance: Sanderson

March 24, 1840 St. Catherines, U.C. to Austin City, Republic of Texas. Rated 4 1/2d cy (up to 60 miles) Canadian and sent via Lake Champlain and Hudson River (B boat mail marking) to New York— 25 cents (over 400 miles), both rates fully prepaid. Sent by sea to Texas and up the Brazos River to Washington where it was stamped SHIP and rated 56 1/4 cents collect (6 1/4 cents ship and 50 cents 100 to 150 miles).

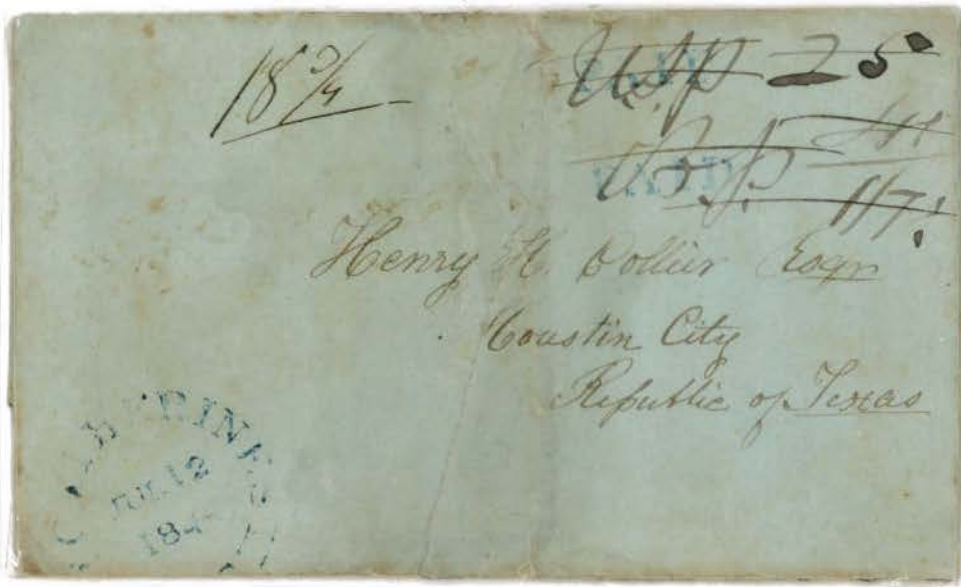


Provenance: Faulstich, Greene, Steinhart



Nov. 16, 1842 St. Catherines, U.C. to Houston, Republic of Texas. Stamped PAID USP 25 and PAID BP 4 1/2. Backstamped Forwarded By /WILLIAM BRYAN / NEW ORLEANS. Probably routed to Galveston. Ship and 5B in ms. Rated 25 cents (6 1/4 ship and 18 3/4 inland for 50—100 miles to Houston collect).

Canada to Republic of Texas



Provenance: Sanderson

July 12, 1844 St. Catherines, U.C. to Houston City, Republic of Texas. Rated BP 4 1/2 cents and U.S. 25 cents, total 1/7d both stamped with a blue PAID Rated 183/4 cents collect, 6 1/2 cents ship plus 12 1/2 cents for less than 100 miles, probably inland from Galveston.

State of Texas to Canada



April 2, 1848 Brazos St. Jago to Hatley, Canada East. Brazos double circle blue townmark. Ms Via N. York. Originally addressed to Hatley, Canada East. This was crossed out and changed to Derby, Vermont with the added ms Care of Johnson Esq. P.M. Derby Line Vermont. The writer did this because he knew most mail from New York would go to Montreal and if so the letter would cost more in Canadian postage. It worked. The letter did go to Derby Line, crossed at Stanstead and was sent on to Hatley for 4 1/2d cy.

Although soldiers' concession rate covers are fairly common cross border concession rate covers are seen very infrequently



Provenance: Steinhart

May 2, 1846 London, U.C. to Underhill, Vermont Endorsed *From No 1865 yo Geo Campbell 61st Regt* Countersigned *Robt. H. Willcocks Major Comm 80 Regt*. Datestamps of London and Lewiston and *Too Late* straightline. Rated 1d Soldiers' Concession rate to the border and 10 cents U. S. postage collect.



Provenance: Steinhart

February 4, 1848 Montreal, L. C. to Burlington, Vermont Endorsed *From No-Yo Geo Campbell 77th Regt* and countersigned *Graham Egerton Major Commanding 77th Regiment* Prepaid 1d. The boxed 5 was applied at the exchange point Highgate and indicated 5 cents U. S. due from the addressee.

SURCHARGES ON U.S. MAIL**THE 6% EXCHANGE SURCHARGE**

Due to fluctuations in the values of Canadian and United States currencies, surcharges were made on U.S. mail for a short time. A 6% exchange surcharge was made from March 1 to May 16 and a 2½% surcharge was made from May 17, 1842 to December 27, 1843.

6% Exchange Surcharge — March 1 to May 16, 1842



April 3, 1842 New York to Montreal. Rated 11½ cents U.S. for 150 — 400 miles. This equated to 11½d. With the surcharge this equated to 1/12d. The Canadian rate to Montreal was 4½d, total rate 1/5d cy.



May 14, 1842 Philadelphia to Montreal. 25 cent rate (over 400 miles) converted to 1/3d plus 6% surcharge, total 1/4d. Canadian 4½d (less than 60 miles) total postage rated 1/8½d cy.

SURCHARGES ON U.S. MAIL

THE 2 1/2% EXCHANGE SURCHARGE

2 1/2% Exchange Surcharge on U.S. postage — May 17, 1842 to December 27, 1843



August 3, 1842 Philadelphia to Montreal 25 cents (over 400 miles) converted to 1/3d plus 2 1/2% exchange surcharge. Canadian 4 1/2d (less than 60 miles). Total postage 1/8d.

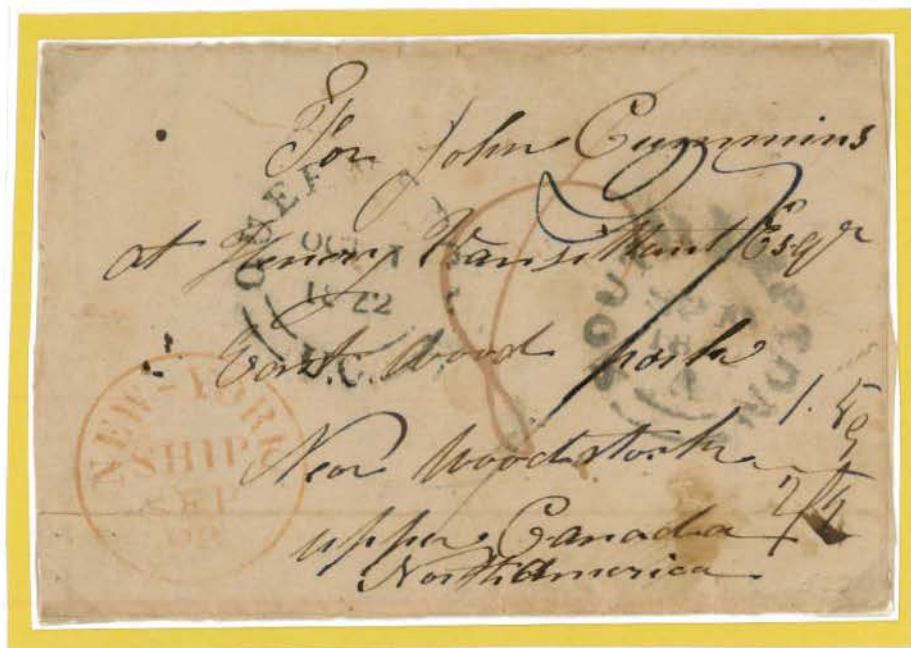


December 23, 1842 New York to Montreal Rated 18 3/4 cents converted to 11 1/2d plus 1/2d exchange surcharge or 1/-. The Canadian charge to Montreal was 4 1/2 (less than 60 miles). Total 1/4 1/2d cy.

SURCHARGES ON U.S. MAIL

THE 2½% EXCHANGE SURCHARGE

2½% Exchange Surcharge on U.S. postage — May 17, 1842 to December 27, 1843



September 10, 1842 Southampton, England to Eastwood, U.C.
 Prepaid 8d stg as an outgoing ship letter, via Cowes, Isle of Wight
 by the British Queen on the Antwerp to New York run. Rated 27
 cents (2 cents ship plus 25 cents to Queenston). This was con-
 verted to 1/41/2d with the exchange surcharge added for a total of
 1/5d. Canadian inland rate was 9d (100 — 200 miles). Total was
 2/2d cy collect.

SURCHARGES ON U.S. MAIL

THE 2 1/2% EXCHANGE SURCHARGE

2 1/2% Exchange Surcharge on U.S. postage — May 17, 1842 to December 27, 1843



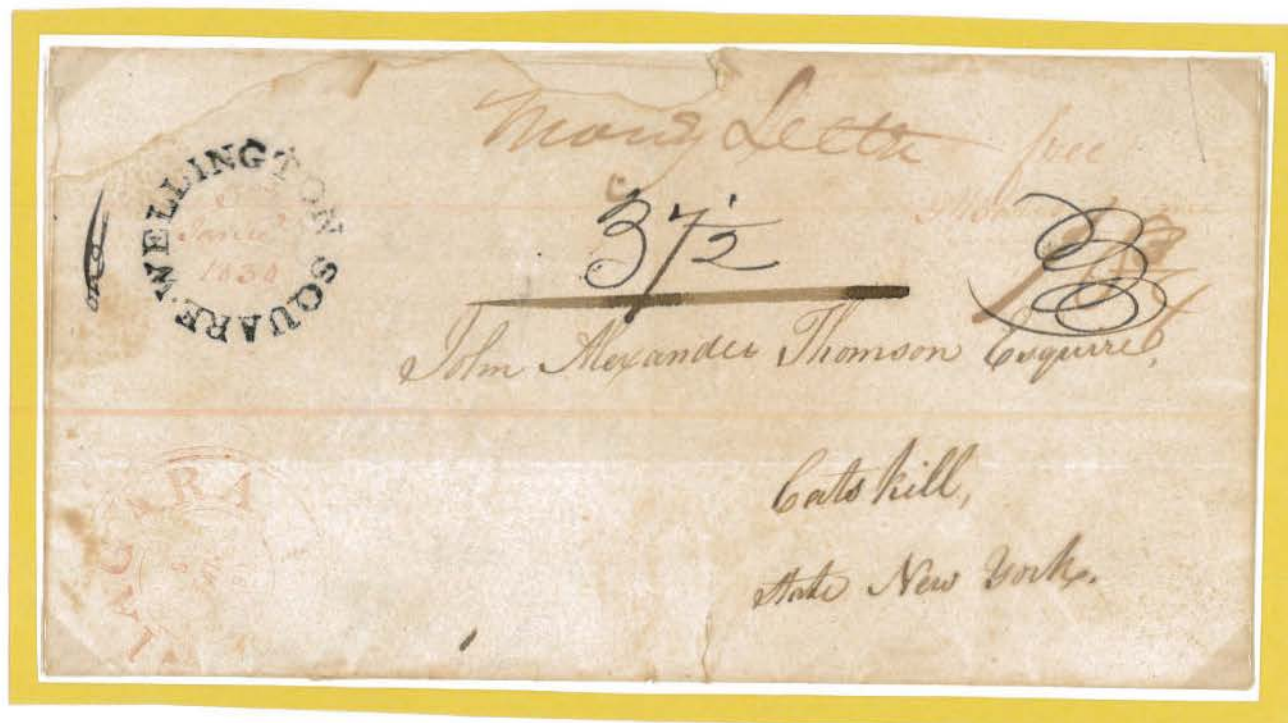
February 22, 1843 New York, N.Y. to Kingston, U.C. Rated $18\frac{3}{4}$ cents U.S. (150 — 400 miles) to the border which was equated to $11\frac{1}{2}$ d. A 2 1/2% surcharge should have resulted in a total 1/- charge but somehow the former 6% surcharge was added resulting in a 1 1/2d charge. The Canadian rate was the 3d ferriage charge to Kingston with no other Canadian charge. Total rate $1\frac{31}{2}$ d cy collect.



March 11, 1843 Buffalo, N.Y. to Chippewa, C.W. via Queenston. The letter was double rate so was rated 12 cents (6 x 2). This equated to 7.2d plus 2 1/2% exchange surcharge (0.3d) or a total of $7\frac{1}{2}$ d. The Canadian rate to Chippewa was $4\frac{1}{2}$ d x 2 or 9d. Total collect rate was $1\frac{41}{2}$ d cy.

There was no money letter service in the United States until 1855 when a simple indemnity fee of 5 cents for first class letters became available. Canadian domestic money letters are known, however, as early as 1892 and Canada to U.S. money letters are known as early as 1830.

THE EARLIEST RECORDED MONEY LETTER FROM CANADA TO THE U.S.



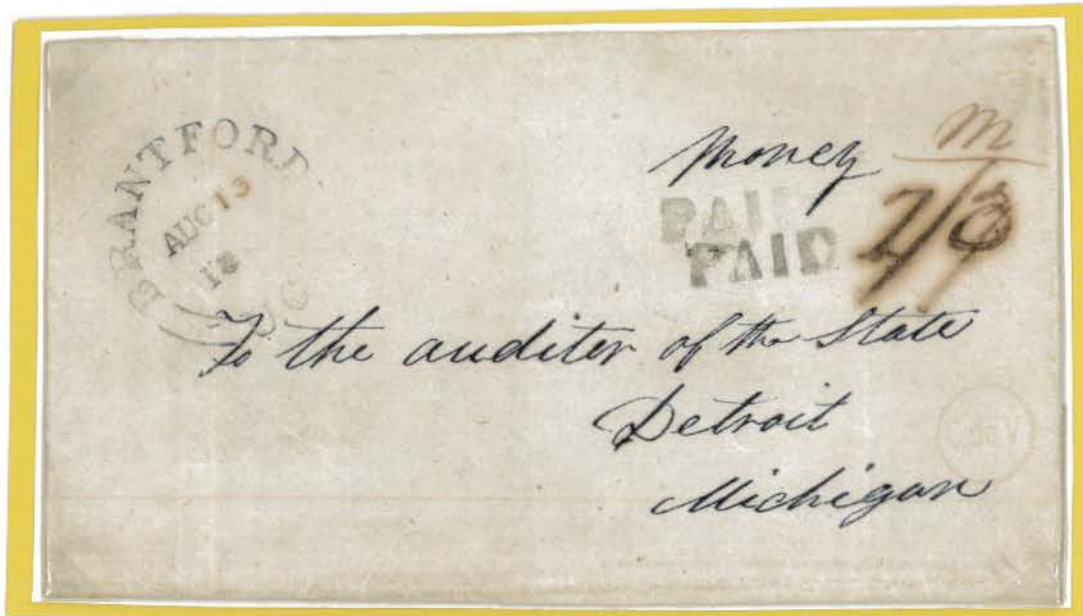
Provenance: Harrison, Sanderson

January 3, 1830 The free frank of the postmaster at Wellington Square paid the Canadian charge to the border. It was received at Niagara on January 8, 1830 where it was marked *Money Letter* and was first rated 18³/₄ cents U.S. for 150– 400 miles to Catskill, New York. Then realizing that the letter contained a money enclosure it was rerated 37¹/₂ cents as a double letter.

Money Letters

CANADA TO U.S.

Before Canada had registration, the country used a system of money letters. Letters inscribed "Money Letter" date back to 1825 and by the 1830's handstamps were in use to stamp "Money Letter" in red. Receipt was required when the letter was received but no charge was made. At this time there was no form of registration in the U.S. and no protection to the letters could be given. The red boxed **MONEY LETTER** served only to alert people to the possibility that the cover contained money.



August 13, 1842 Brantford, U.C. to Detroit Michigan
Rated: Money M
PAID 2/3d (triple letter — 3 x 9d for 100 miles)
PAID 1d (or 2 cents) late ferriage charge to Detroit



January 12, 1847 Montreal to New York **MONEY LETTER** handstamp. As of January 6, 1845 letters were rated by weight in half ounces instead of the number of enclosures. Rated 9d to the lines and 20 cents to New York as a double letter.

Money Letters

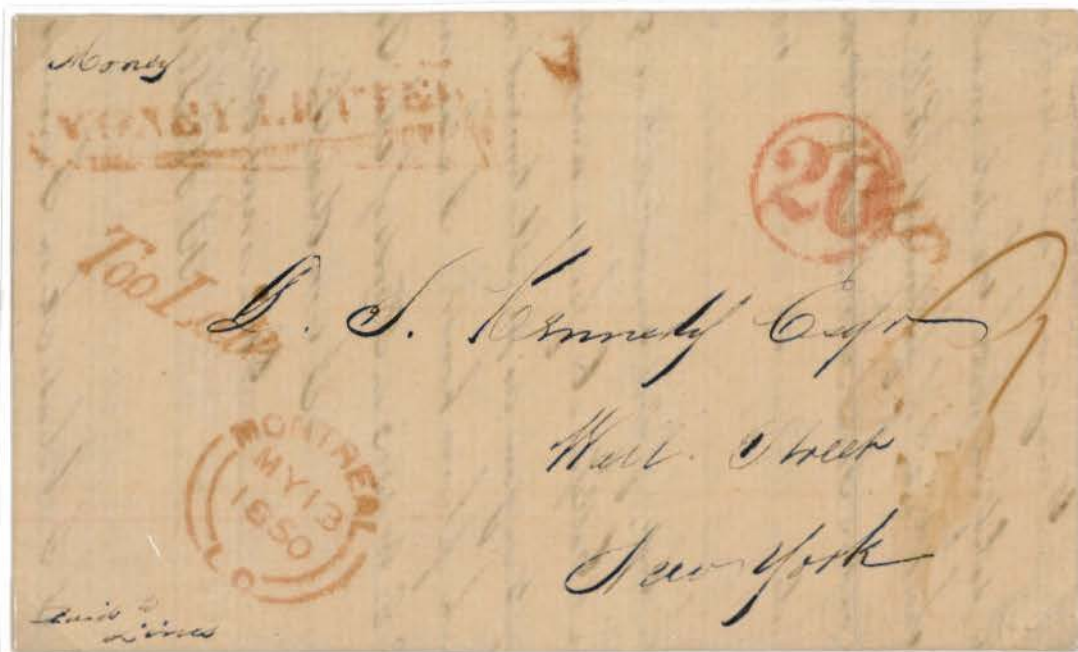
DIFFERENT RATES FOR SAME WEIGHT

Multiple rates were sometimes different in the two countries

	1/2 oz.	1/2—1 oz.	1 oz.—1 1/2 oz.	1 1/2 oz.—2 oz.	2—2 1/2 oz.	2 1/2—3 oz.
No. of U.S. Rates	1	2	3	4	5	6
No. of British Rates	1	2	4	4	6	6



December 2, 1847 Montreal, C.E. to New York, N.Y. In Canada as of January 5, 1844 letters were rated by weight in half ounces and the U.S. rated mail by weight as of July 1, 1845. Red **MONEY LETTER** handstamp. Rated 1/6d Canadian as a quadruple letter for a 1 to 1 1/2 oz. letter and 30 cents U.S. as a triple letter for the same rate.



May 13, 1850 Montreal to New York. Rated PAID to the lines and 20 cents U.S. as a double letter handstamped **MONEY LETTER** (early form of registration) and *Too Late* (after mails closed) to explain delay.



October 21, 1850 Montreal to New York. Rated PAID 4 1/2d to the lines and U.S. 10 cents to New York. Handstamped **MONEY LETTER** (early form of registration) and *Too Late* (after mails closed) to explain delay.

SHIP LETTERS

Canada to the United Kingdom via New York

The B.N.A. and the U.S. postage to New York had to be prepaid on mail to the United Kingdom

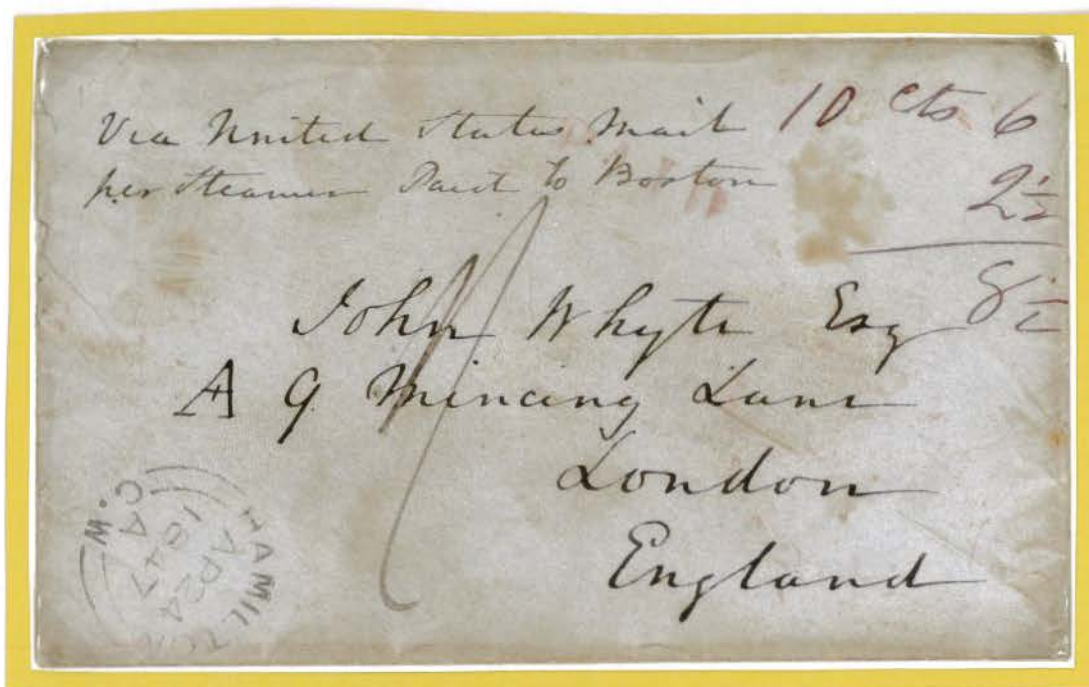


July 10, 1824 Stamford, Ontario to Surry, England. Rated paid 4½d to Lewiston and 25 cents (over 400 miles) to New York. The 25 cents equated to 1/3½d, total 1/8d cy. Rated 8d ship letter fee and 11d inland, total due 1/7d stg. The fancy Lewiston marking was only used as a town postmark in 1824—25 and in this case was a transit marking. The letter missed the Black Ball sailing on July 16 and was carried on the *Manhattan* of the Red Star Line leaving New York July 22 and arriving at Liverpool August 17.



June 14, 1838 Quebec to Edinburgh Paid 11d to the lines and 18¾ cents to New York. Ship letter to Liverpool rated 3/2 stg as a double letter (8d + 11 inland x 2) to Edinburgh. Carried by the *Orpheus* of the Black Ball Line leaving New York July 19 and arriving Liverpool August 6.

CANADA TO UNITED KINGDOM VIA BOSTON



April 24, 1847 Hamilton, C.W. to London, England Rated 2 1/2d cy instead of the required 4 1/2d) less than 60 miles plus 6d (or 10 cents) U.S. postage, endorsed via *UNITED STATES Mail per steamer* paid to Boston, put in a closed bag for London, carried on the *Cambria*, leaving Boston 16 May and arriving at Liverpool 14 May and London 15 May. Rated 1/- stg collect. The 2 1/2d Canadian charge may have been misconstrued by the Canadian postmaster because 2 1/2d cy was the uniform inland postage on Canadian Packet letters but this did not apply here.

CANADA TO FRANCE VIA BOSTON



August 13, 1847 Montreal, C.E. to Paris, France. Rated 2/8 1/2d cy or 2/5d stg (2/ plus 5d stg (5 decimes) French inland. Carried in a closed bag to Liverpool by the *Hibernia* (Cunard) departing from Boston 16 August and arriving at Liverpool 27 August. Struck with Liverpool PAID and forwarded to Boulogne and Paris.



August 28, 1841 Glasgow to Montreal via New York. Red boxed Glasgow and New York ship postmarks. Rated 8d stg (10d cy) prepaid as an outgoing ship letter. At New York rated 20³/₄ (2 cents ship and 18³/₄ inland) converted to 1/1d plus 4¹/₂ inland, total 1/5¹/₂d collect. Total cost for sending the ship letter was 2/31¹/₂d cy. The letter could have been sent by Cunard packet for 1/2 but evidently the letter was too urgent to wait for the next Cunard sailing.



February 1, 1842 Thetford, England to Baron, U.C. via New York. Rated 8d stg British inland postage and struck with PAID SHIP LETTER LONDON. Rated 27 cents (25 cents U.S. plus 2 cents ship fee) to border converted to 1/4¹/₂d + 4¹/₂ Canadian, total 1/9 cy due.

UNITED KINGDOM TO U.S. VIA CANADA



June 13, 1848 Inverness, Scotland to Detroit, Canada 1/2d stg prepaid Carried by the *Cambria* to Halifax and on to London, Ontario and reaching Windsor July 4. The route did avoid paying the Retaliatory Rate which went into effect June 27, but it took longer and the addressee probably had to go over to Windsor to collect his mail.

UNITED KINGDOM TO CANADA VIA NEW YORK



November 4, 1851 England to Bellville, U.C. Rated 1/2d stg via the Cunard Line through Boston or New York by closed bag. 2d British accounting marking showing 2d stg debit to England. The 1/2d stg rate was made up of 2d British inland postage, 8d British sea postage, 2d U.S. transit and 2d stg Canadian inland postage.

FREIGHT MONEY

Canada to the England via New York

Unlike mail carried on British steamships, there was no additional charge on mail carried on American ships until 1837 when the first American steamships began to carry U.S. mail overseas under government contract. The United Kingdom treated mail carried on American ships as incoming ship letters and rated them accordingly. Because U.S. steamships carried a considerable amount of mail, they looked for a way to generate additional income and by the time the *Great Western* made her second return voyage to the United Kingdom in May 1838, advertisements were placed in the New York papers advising that a single sheet letter would be charged 25 cents. A few months later the sailing ship lines began charging 12½ cents per single letter. This extra charge became known as a freight money charge.

Freight money was only collected on eastbound letters out of New York, as the British Post Office did not recognize it as a legitimate charge and refused to collect it. This added postal charge on mail to England had to be born by Canadians as well if they wished their mail to England to go by American ships which were often faster and left more frequently. They now not only had to pay both the Canadian and the U. S. internal postage, but for the first time had to pay a charge to an American steamship or sailing vessel.

Freight money covers are known from the U.S. as early as 10 August 1838, as late as 28 January 1847 and are known from 13 different cities. The 106 recorded Canadian freight money covers exist from 38 different cities but are far less in number because freight money in Canada was collected for only slightly more than 2 years. On December 4, 1840, the Canadian P.O. ordered it's postmasters to cease collecting freight money fees under direction of the Postmaster General in London.



Letter from Alexander Davidson, Postmaster of Niagara, U.C. to Abraham Bell & Co. of New York, agents for most of the steamships carrying mail to Liverpool.

"Dear Sirs, I have hitherto been in the habit of enclosing 25 cts in specie with every single letter for Europe by the steamships to the Postmaster at New York, but as this is very troublesome without any benefit on my part, it occurs to me that some satisfactory arrangement might be made with yourselves. Will you allow any percentage for collecting letters to go by the steamships and packets and will you allow the amount of steamship and packet charges to be remitted in current bills at the end of the year?"



12 March 1840 Lennoxville, L.C. to London, England

Red **Lennoxville L-C** rimless handstamp. ms **PAID 4 1/2** (less than 60 miles to Derby Line). Red oval **DERBY LINE VT** handstamp. Red **PAID** alongside 18 3/4 (U.S. rate 150 — 400 miles to New York). Red **SHIP PAID** straightline alongside ms 12 1/2, the U.S. freight money charge for a sailing ship. Black **LIVERPOOL / SHIP LETTER** backstamp and ms 8d sterling ship rate.

The is the only **SHIP PAID** handstamp I have ever seen on a freight money cover.



23 February 1839 Seymour East, U.C. (ms postmark) to Edinburgh, Scotland via Kingston (3 March) and New York (13 March). Favored to Kingston where the 3d ferriage fee and the 11d (18 $\frac{3}{4}$ cents) fee were paid (total 1 $\frac{1}{2}$ dcy.) The sailing ship 12 $\frac{1}{2}$ cent freight payment and the U.S. charge were both stamped PAID. The letter was carried by the *Ferris* of the Red Star Line departing New York 14 March 1839 and arriving at Liverpool 10 April 1839. With LIVERPOOL / SHIP LETTER backstamp (Robertson S14) and rated 1 $\frac{1}{7}$ stg collect (8d ship plus 11d inland) plus 1 $\frac{1}{2}$ d Scottish toll road tax.

Note: The ms 3d ferriage payment is seen very seldom on a cover originating in Canada although the 3d ferriage payment continued to be collected there up until 1851.

Freight Money

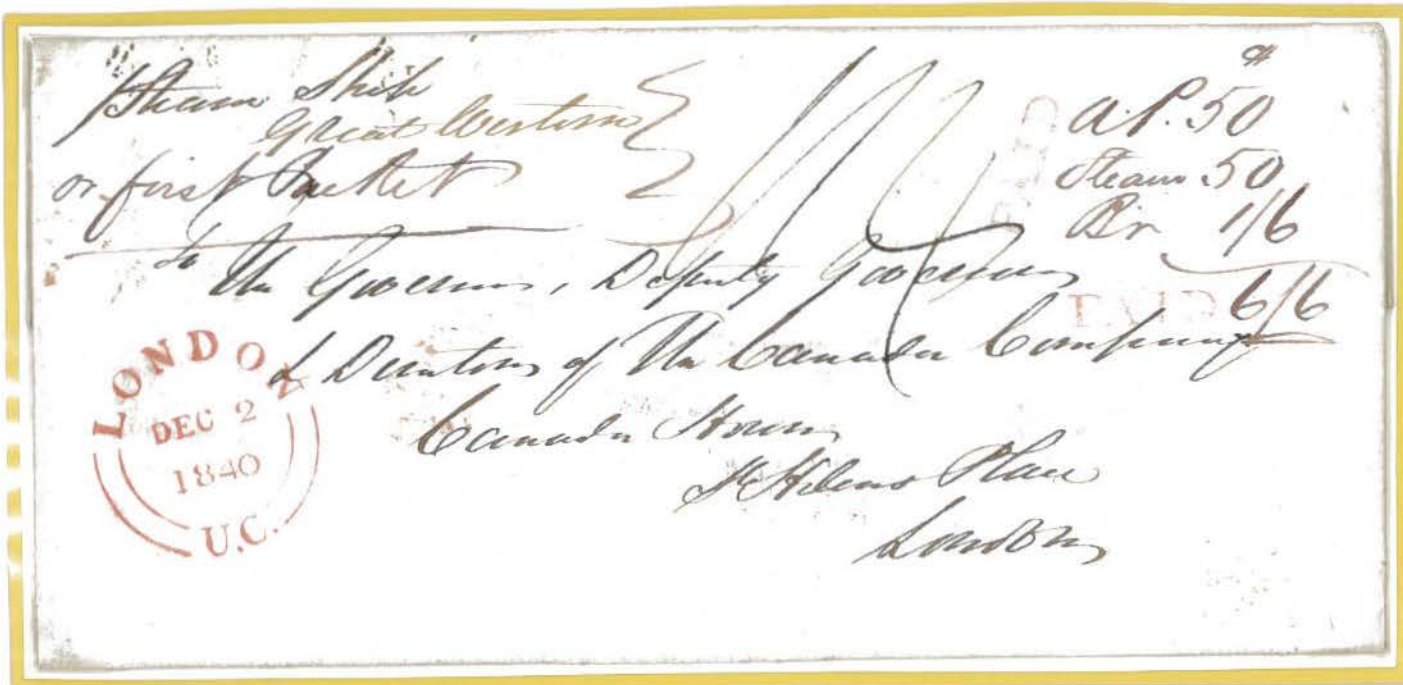
MONTREAL

Although freight money could not be collected in Canada after Dec, 4, 1840, some enterprising Canadians continued to send some of their mail to Great Britain via New York by sending the freight money directly to a forwarding agent in New York.



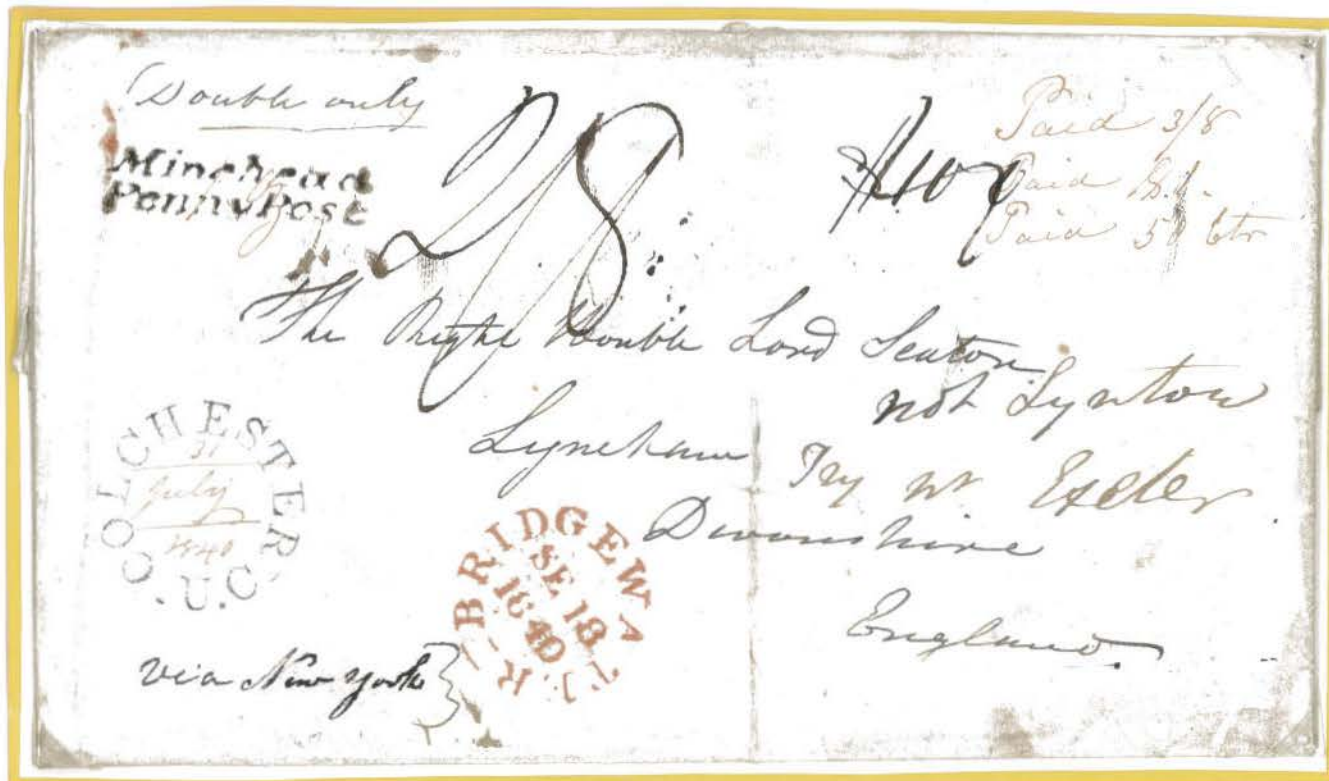
7 March 1843 Montreal to London, England carried by the *Great Western* of the Great Western Steamship Company

Rated 9d Canadian inland (2 x 4 $\frac{1}{2}$) plus 37 $\frac{1}{2}$ cents U.S. inland (2 x 18 $\frac{3}{4}$) to New York, each marked in red ink next to a red PAID handstamp of Montreal. The writer enclosed the 50 cents (2 x 25) steamship freight money and the letter was sent to the New York forwarding agent, E. Dunscomb & Beckwith, who took the letter to the steamship agents office and paid the 50 cent steamship freight money fee. London marked (the letter 1/4 stg (2 x 8d) postage due for a double incoming ship letter. Very few New York freight money letters show payment of the freight money fee which was marked in pencil in the lower left corner of this cover.



December 2, 1840 London, U.C. to London, England

AP (American Postage) 50 cents (25 cents x 2) equated to 2/6d, 50 cents freight money (25 cents x 2) equated to 2/6d and 9d Canadian (101 to 200 miles) x 2 or 1/6d, total 6/6d cy. Two PAID handstamps and ms *Per Steamship Great Western or First Packet*. Rated 1/4 stg (2 x 8d) to London. Carried by the *Kermis Line* sailing packet which departed New York on Dec. 17, 1840 and arrived at Liverpool Jan. 11, 1841. There is only one recorded Canadian freight money cover with a later date.



July 31, 1840 Colchester U.C. to Lyneham, England

Rated 3/8d (4 x 11d Canadian internal), \$1.00 (4 x 25 cents U.S. or 5/) and 50 cents freight money (4 x 12 1/2 cents or 2/6d) total 11/2d cy, the second largest multiple freight money cover from Canada. At Liverpool rated 2/8 stg collect (4 x 8d).



16 August 1840 Drummondville, U.C. to Bannockburn, Scotland

Rated 4 1/2 Canadian internal, 25 cents U.S. to New York and 12 1/2 cents freight money for a sailing packet. Carried by the Cambridge of the Black Ball Line to Liverpool where it was rated due 8d, the uniform ship fee effective 10 Jan. 1840



21 October 1839 Drummondville U.C. to Edinburgh, Scotland

Rated 4 1/2d to Queenston, 25 cents to New York and 12 1/2 freight money for a sailing packet. Liverpool marked it 1/7d (8d ship plus 11d inland). In Scotland letter marked for an additional 1/2d toll road tax.

These are the only two recorded freight money covers from Drummondville.

PAID	BRITISH	11 ^d
	AMERICAN	25 ^{ct}
		217

This semi-official Canadian handstamp was only used at Amherstburg, is seen only rarely and seems to have been used only in this time frame (1839—1840) on freight money letters.



November 7, 1839 Amherstburg, U.C. to Brighton, England Rated *11d* Canadian and *25 cents* U.S. (equated to 1/3d), totaled at *2n2d*. On the reverse in red ms is *Steamers charge 1/3 paid* along with the handstamp LIVERPOOL / SHIP LETTER, Cover endorsed *Via New York Per Great Western*. The letter entered Liverpool as a ship letter, rated 1/- stg collect (8d ship letter plus 4d uniform rate.) The 25 cents steamship freight money fee was paid but the letter missed the steamer and went by sailing ship. The 12 1/2 cent overpay would have been returned by the New York postmaster.



SHIP LETTER
GRAVESEND

(Reverse)



22 Nov. 1839 Wellington Square to London, England
Carried by the *British Queen* of the British Steam Navigation Company

The letter was posted at Hamilton where it was rated 4½d Canadian internal (less than 60 miles), 25 cents U.S. to New York and 25 cents freight money. At New York it was stamped PAID in black and placed on the *British Queen*, traveling on her third return voyage to London. It left New York 2 Dec. 1839 and arrived at the river port of Gravesend, on the south bank of the Thames 22½ miles before London, on 26 Dec. 1839 and discharged her mails. The cover was stamped in orange on the reverse *SHIP LETTER / GRAVESEND* showing that the letter entered the U.K. mail system as a ship letter at Gravesend.

The letter arrived at London the next day, 26 December 1839 and received a circular date stamp in orange ink on the reverse. The postage due charged on this letter reflects a situation that existed in the United Kingdom for only five weeks, from 5 December 1839 through 9 January 1840. During this period the United Kingdom experimented with a uniform inland rate of 4d per ½ oz., abandoning the older inland rate system that was based on distance and sheets of paper. This experiment led ultimately to the lower uniform inland rate of 1d per ½ oz. starting on 10 January 1840. If they arrived at ports other than London, ship letters to London were charged 1s —8d ship fee plus 4d inland fee. During this very short period of uniform 4d rate, only one non-contract steamship arrived at a port in the United Kingdom, the *British Queen* on this voyage.

REDUCED RATES BETWEEN ADJACENT BORDER TOWNS

Youngstown—Niagara
Windsor—Detroit



Provenance: Steinhart

March 26, 1839 Buffalo, N.Y. to Niagara, U.C. Oval blue **BUFFALO, N.Y.** datestamp and rated 10 cents (30–80 miles to Youngstown, N.Y. The 10 cents U.S. was converted to 6d and 2d and was added (adjacent cross border mail). Mail traveling beyond Niagara would have been exchanged at Queenston.



February 11, 1844 Chatham, C.W. to Wooster, Ohio. Cover favored to Windsor, C.W. Red Windsor **C.W. /12 Feb 1844** Rated 2d cy with small red **PAID**. Carried across the Detroit River to Detroit where it was rated 183/4 cents U.S. to Wooster (150–400 miles). Ferriage was officially discontinued by the Canadian P.O. on March 6, 1837.

REDUCED RATES BETWEEN ADJACENT BORDER TOWNS

Detroit—Windsor

The Detroit Post Office did levy a 2 cent charge on mail to Windsor but did not show the charge on the cover.



January 13, 1839 Groveland, Michigan to Ancaster, U.C. Favored to Detroit and mailed there, Detroit collecting a 2 cent fee. At Sandwich it was rated 11d to Nelson and another 4 1/2d forwarded to Ancaster, total 1 31/2d collect.



Provenance: Steinhart

August 7, 1844 Buffalo, N.Y. to Chatham, C.W. Favored Buffalo to Detroit, probably by steamboat, 2 days transit. Placed in the mails at Detroit where 2 cents was paid in cash (not shown) to carry the letter to the adjoining post office of Windsor, C.W. There it received the small red Windsor C.W. /9 Aug 1844 handstamp and was rated 4 1/2d collect for 1-60 miles to Chatham.

NO CHARGE BETWEEN ADJACENT BORDER TOWNS

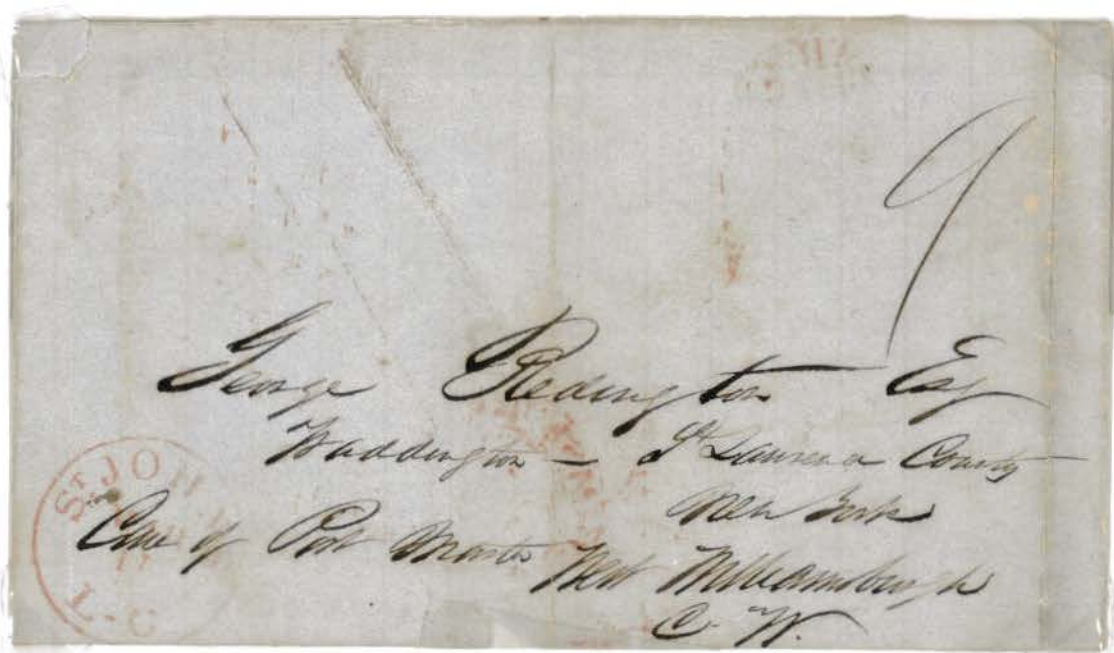
Waddington, N.Y.
West Williamsburg, U.C.

It was not unusual for U.S. and Canadian towns adjoining each other across the border to work out an informal system for exchanging mail at no charge.

Waddington, N.Y. and West Williamsburg, U.C. were not official exchange offices but evidently worked out a joint arrangement to avoid paying the usual rate.



December 21, 1842 Waddington, N.Y. to Montreal via West Williamsburg, U.C. No U.S. postage charged. Rated 9d cy as a double rate for less than 60 miles to Montreal.



May 17, 1848 St. Johns, L.C. to Waddington, N.Y. via the postmaster at West Williamsburg, U.C. Rated 9d cy as a double rate for less than 60 miles to the lines and no U.S. postage charged.

NO CHARGE ON MAIL TO OR FROM AN EXCHANGE OFFICE



October 23, 1847 Ogdensburgh, N.Y. to Quebec. No U.S. postage charged at Ogdensburgh as it was the exchange office with Prescott where the letter was rated 1/11/2d for 300—400 miles to Quebec.



August 19, 1835 Syracuse, N.Y. to Stanstead, L.C. Rated 18³/₄ cents for 150—400 miles to the Derby Line—Stanstead exchange office. No border fee charged.

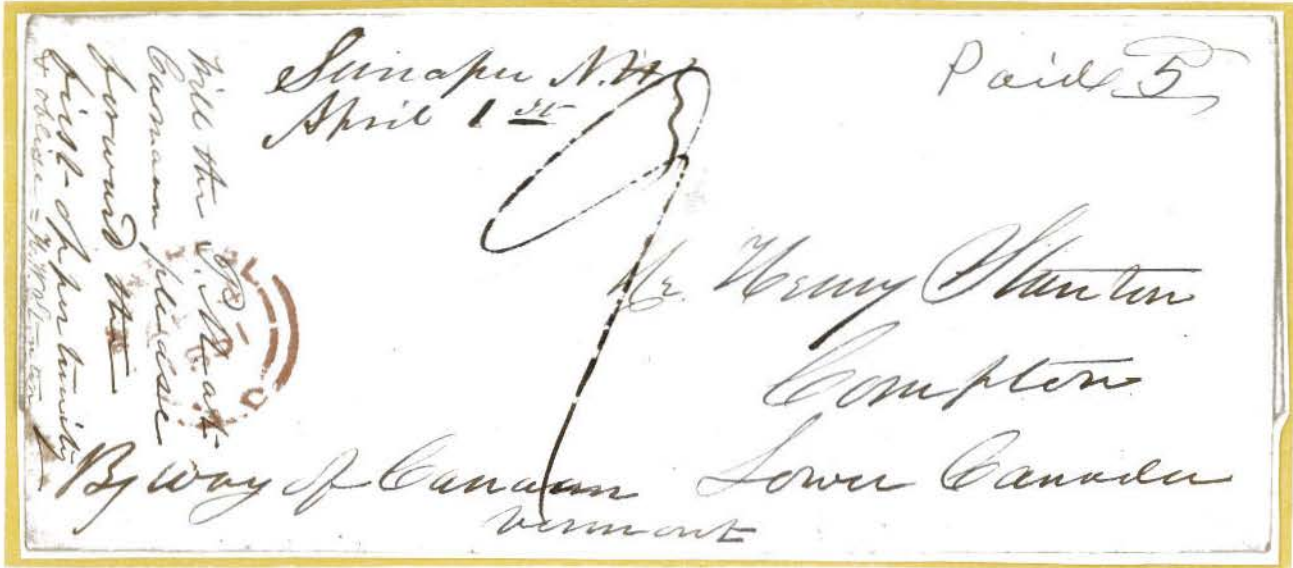


June 16, 1831 York, U.C. to London, England Rated 6/7d PAID (eleven x 7d postage to Queenston & 2d ferriage. Rated \$2.75 (eleven x 25 cents) PAID to New York. At New York it was marked 23/4 oz. and 17/5d stg (eleven x 1/7d composed of 8d ship letter to Liverpool and 11d inland to London) collect. Carrier by the *Hibernia* of the Black Ball Line departing N.Y. 16 June 1831 and arriving Liverpool 11 July 1831.

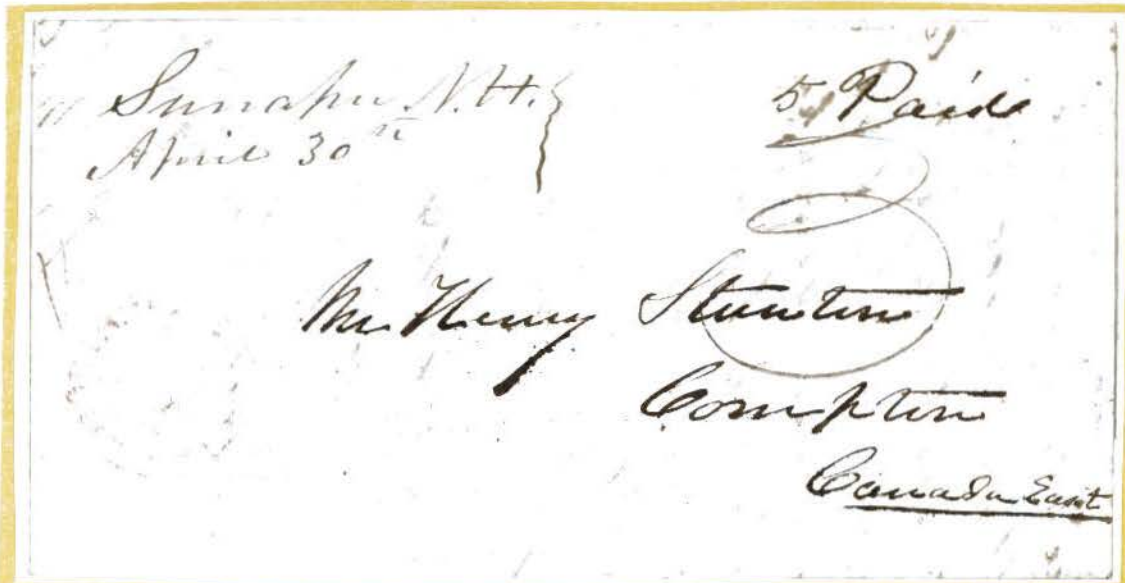


June 24, 1839 Quebec to London, England First rated 37 1/2 cents U.S. as a double letter but then corrected to a triple letter, 2/9d (3 x 11d) Canadian and 56 1/4 cents (3 x 18 3/4) U.S. Both the Canadian and the U.S. charges had to be prepaid on mail to the U.K. Ship letter to Liverpool and rated 4/9d (3 x 8d ship fee and 3 x 11d inland) to London. Carried by the *Columbus* of the Black Ball Line departing New York 3 February 1839, arriving Liverpool 21 February and London 22 February. 37 1/2 (3 x 12 1/2) cents freight money would have been paid at Quebec.

Three covers from Sunapee, N.H. to Compton, L.C. exchanged at the Derby, Vt.—Stanstead exchange during the period just before and during the combination rate period.

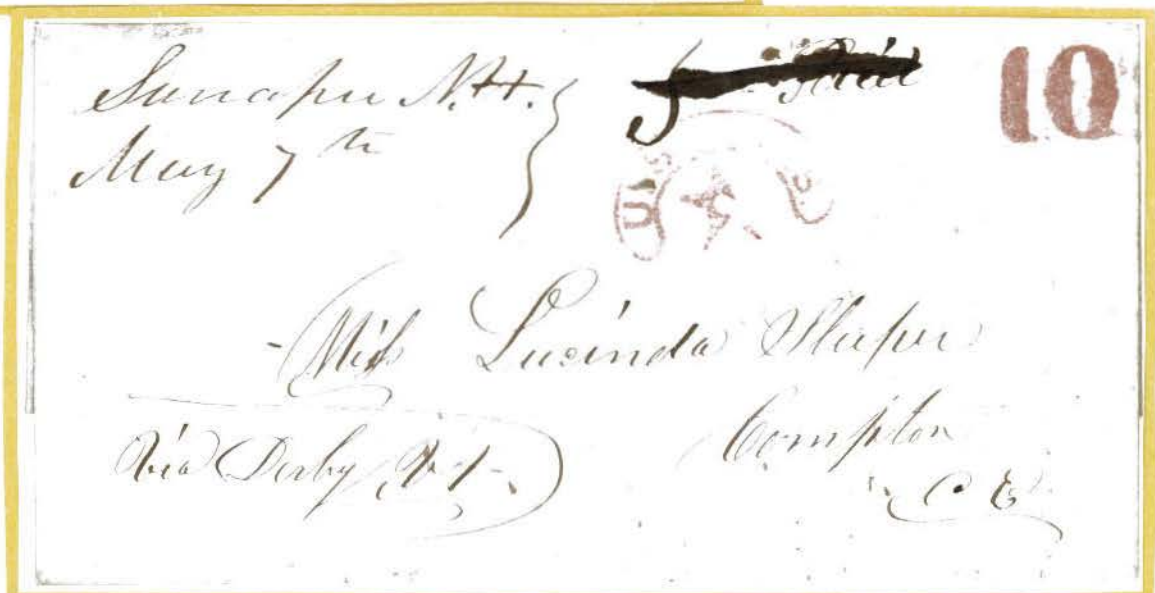


April 1, 1851 Rated Paid 5 (under 300 miles) U.S. Writer asked that letter be sent by Cannan, Vt. (Canadian rate would have been 4 1/2d) but it went via Montreal (rate 9d for 101-200 mile). Letter received at Montreal April 4 and probably reached Compton April 5, the day before the rate changed.



April 30, 1851 Rated Paid 5 cents and 3 pence Canadian to show the combination rate. The 3 pence was collect which should not have been allowed as part payment was not to be recognized.

May 7, 1851 From force of habit the postmaster wrote 5 Paid and then crossed it out and using his new handstamps stamped 10 to show the combined through rate and his new U.S. STATES in arc over a star exchange office marking. This is the only recorded example of this marking.



Transfer of the Canadian Post Office to provincial control. A combined rate was established between the two countries, 6d or 10 cents per 1/2 oz. between anywhere in Canada and the U.S. except 9d or 15 cents to California or Oregon. Prepayment optional. Part payment not recognized. Exchange offices specified and the agent to stamp the name of the originating country on mail to the other



July 1, 1851 Concord, N.H. to Compton, C.E. The 3 cent U.S. rate was effective June 30, 1851 and did carry the letter to Derby Line, Vt. The writer evidently felt that the mail could be held at Derby Line until the recipient came over (Compton was only 20 miles away) to get it. However at Derby Line the 3 cents PAID was ignored (part payment not recognized) and the cover rated 10 cents collect to Compton stamped with the Derby Line exchange marking **U.STATES** in arc.



February 9, 1855 New York to Coburg, C.W. New York **PAID** cancel. Routed through Buffalo where the UNITED STATES / PAID 6d exchange marking was applied. The exchange office markings were already being discontinued by the larger exchanges at this time and in a few more years they were only rarely used.



THE UNITED STATES
Mutual Insurance Co.,
WEST POTSDAM, N. Y.

No. *4208* Class *First*

Francis Orily
St Hyacinth
C. East

Amount Insured, \$ *400.*
Survey.....\$1.00 | Premium Note, \$ *8.*
Policy,..... 50 | Cash Premium, \$ *320.*

Insurance for *Two* Years
Ending *August 26th 1854*



St Hyacinth C. East



Provenance: McDonald

September 5, 1851 West Potsdam, N.Y. to St. Hyacinth, C.E. 10 cents combined rate. Exchanged at Rouse's Point and stamped with the U. STATES in arc over shield leaning to the left.

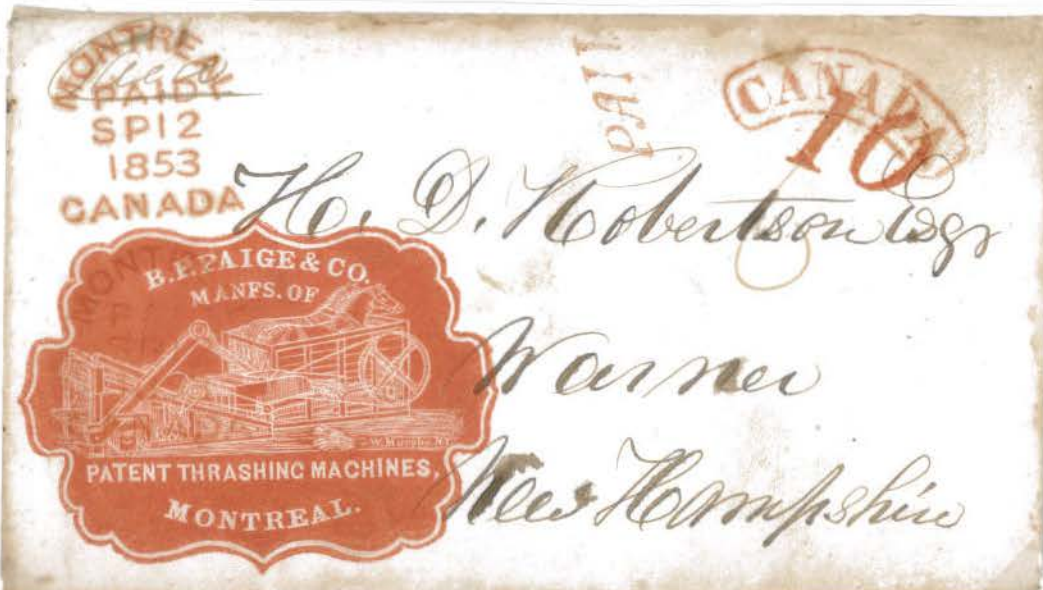


April 22, 1851
Hamilton—Canada in arc
Earliest known strike of
PAID AT HAMILTON
Marking

October 7, 1851
Toronto — double arc
CANADA / PAID 10
This handstamp also used
at Hamilton



September 12, 1853
Montreal PAID Tombstone
CANADA in arc



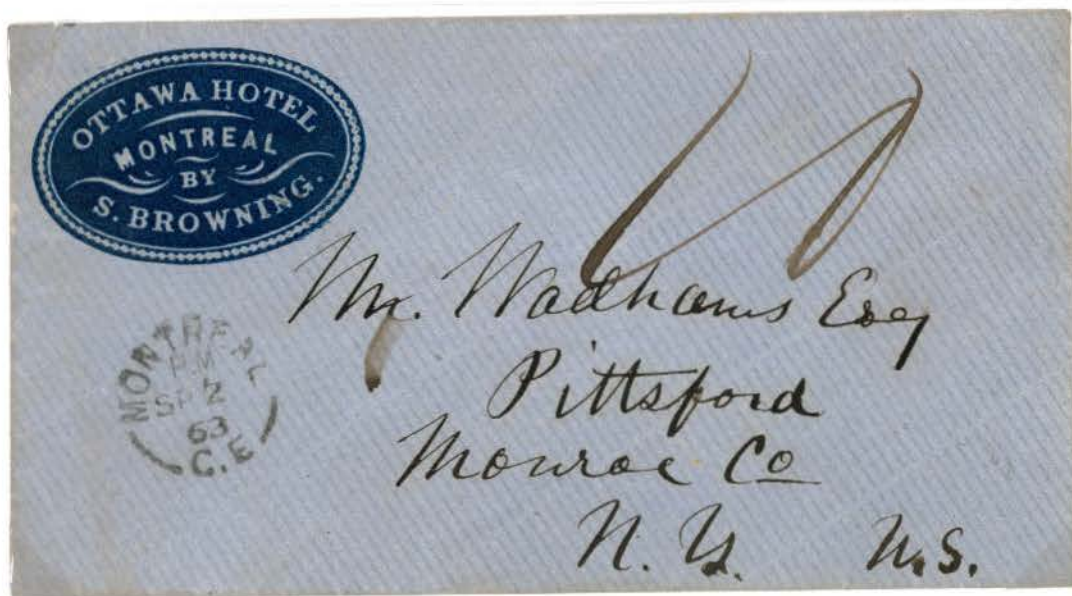
CROSS BORDER MAIL

Canada to United States

By 1855, because of the increased mail volume, some of the larger Canadian cities began discontinuing the use of exchange markings



August 29, 1855 Montreal to Virginia Montreal PAID Tombstone handstamp and red 6 and 10 showing a fully paid 10 cent or 6d rate to the U.S.



September 2, 1863 Montreal to Pittsford, N.Y. Rated 10 cents U.S. collect. Stampless and collect mail was permitted until October 1, 1875.

CALIFORNIA MAILS

**CANADA TO CALIFORNIA
CALIFORNIA TO CANADA**

From June 30, 1851, the through rate for a letter between the United States and Canada was ten cents (six pence currency) per half ounce to any place but the Pacific Coast (California and Oregon) where the rate was fifteen cents (nine pence currency). Prepayment was optional on mail to or from a foreign country (Act of March 1855).



Provenance: Steinhart, Kramer

Oct. 1, 1851 Montreal to San Francisco, California. CANADA in arc exchange marking of Montreal. 9 pence due marking in ms equating to 15 cents. The 15 handstamp was applied in New York.



Provenance: Sanderson

August 3, 1858 Marysville, California to Picton, C.W. The Marysville, Cal. 15 cancel indicated the rate in cents to be collected from the recipient. The route for these letters was usually via San Francisco to Panama, across the isthmus, then by American Packet to New York and thence to Canada. Exchanged at the Cape Vincent - Kingston exchange point where the 15 cents was changed to 9 pence, the letter reaching Picton August 31.

California Mails

CANADA TO CALIFORNIA



Oct. 13, 1858 Croydon, U.C. to Red Dog, Nevada County, Cal. (Rated 9d or 15 cents over 3000 miles) to the west coast. Stamped PAID and with a CANADA in arc exchange marking. Backstamped Centreville Oct. 14 and Napanee Oct. 15 but there are no Cal. receiving marks.

Jan. 28, 1859 Quebec L.C. to Cal. Rated PAID 9d which equated to 15 cents U.S. Rather unusual that the letter to John Woolsey got to him with just the address California. Backstamped San Francisco Mar. 11, 1859 and at this time of year may well have been carried by ship.



Provenance: Steinhart



Feb. 20, 1867 Newburgh, C.W. to Grass Valley, Nevada County, Cal. Rated 10 cents with red PAID 10 handstamp. The west coast rate was reduced as of 7/1/64.

THE LINE RATES

Prescott—Ogdensburg Morrystown—Brockville

In 1851 the Postmaster of St. John, New Brunswick wrote the U.S. Postmaster General in Washington and suggested that adjoining towns along the U.S.—N.B. border have a 2 cent rate between them. In particular he mentioned Calais— St. Stephen, St. Andrews— Robinston and Woodstock— Houlton. Evidently this 2 cent (or 1d) rate had been a local practice prior to the 1851 agreement. The U. S. Postmaster agreed to the rate between Calais and St. Stephen, but refused the other two as the distance was more than 5 miles. Evidently the rate was agreed upon later and applied to the Canadian exchange offices as well, but it was only used very sporadically and few covers have survived. Perhaps much of the local population was not aware of the rate. Although *The United States Mail and Post Office Assistant* of August 1863 comments on it as if it were general knowledge, the 1863 and 1867 *Canadian Postal Guides* make no mention of it. Most of the surviving covers are to or from New Brunswick but a few others are known including these covers from Prescott to Ogdensburg and Morrystown to Brockville. Canadian covers with stamps are rare (one known) and U.S. covers without stamps are almost as uncommon.



Provenance: Steinhart

January 2, 1855 Prescott, U.C. to Ogdensburg, N.Y. Rated 1d equivalent to 2 cents U.S. to pay the postage between the two adjoining exchange points.



Provenance Starnes

October 11, 1853 Morrystown, N.Y. to Brockville, U.C. Originally rated **PAID 3** but the 3 was crossed out and rated 2 cents in ms.

RUPERTSLAND RED RIVER SETTLEMENT AND PEMBINA



Provenance: de Volpi, Steinhart

June 23, 1848 Norway House, Rupertsland to London, England. At this time the U. S. postal service had not yet made contact with the Pembina—Red River Route. This cover was carried by the Hudson Bay Company's canoe express to Montreal where it entered the mails and was rated 2/4d stg as a double rate letter to London via the U. S. and Cunard steamer. The letter is to Mrs. Beardmore, wife of an H.B.C. employee.



February 22, 1852 Berthier, L.C. to Pembina, Minnesota Territory. Handstamps of Berthier and St. Paul. Rated 6d or 10 cents to St. Paul where it was forwarded to Pembina, Minnesota Territory (now North Dakota) for 5 cents, total 15 cents collect.

The U.S. postal service reached Pembina in 1850. In 1855 a monthly service was begun to carry the mail the 68 miles from Red River to Pembina and this was increased to twice monthly in 1856. Red River personnel carried the mail to Pembina and charged 1d or 2 cents for the service but never showed the charge on the cover. From Pembina the mail traveled by stagecoach and courier and then south by steamboat on the Mississippi to the railroad at LaCross, Wisconsin.



January 12, 1857 The cover originated at the Red River Settlement and entered the U. S. mails at Pembina. Exchanged at Detroit and stamped with the oval UNITED / 6D / STATES exchange handstamp. Rated 10 cents collect to Toronto. Part of a large James Ross Red River correspondence.



1866 Red River Settlement via Pembina, Minnesota Territory to Toronto and forwarded to Quebec. Red PAID handstamp and red ms 10 cts applied at Red River. Townmark applied at Pembina. Curved red U.S. STATES / PAID / 10 applied at the Detroit exchange office. At Toronto the cover was forwarded to the Commissioner's office in Quebec.

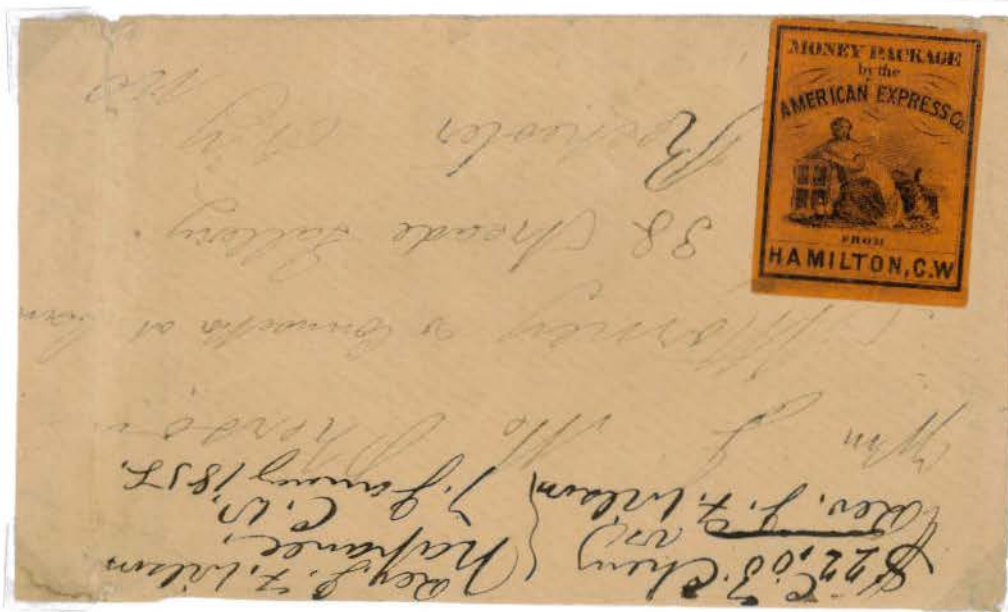


21 November 1848 Toronto, U.C. to Oswego, N.Y.

Wells & Co.'s Buffalo, Albany & New York Express, Express Office 159 Main St. Buffalo. Vermillion label with illustrations of a locomotive and steamboat.

Senders directive "debenture Papers & c. Steamer Chief Justice Robinson 22 Nov. 1848"

The schooner was named after Sir John Beverley Robinson, who became Attorney General of Upper Canada in 1813 and became chief Justice and Speaker of the Legislative Council in 1829.



7 January 1858 Napanee, C.W. to Rochester, N.Y.

American Express Co. money packet containing \$22.00.

Label: Money Package by the American Express Co. from Hamilton, C.W.

REGISTERED MAIL

Canada to U. S.

The Registration system in Canada began March 31, 1855 and required one penny paid in advance. On Oct. 1, 1856 the rate to the U. S. became 3d regardless of the weight of the letter. When the decimal system became established on July 1, 1859, the charge became 5 cents.



July 24, 1856 Quebec to New York.
Rated 6d or 10 cents collect plus 1d registration paid in cash.

Provenance: Sanderson

Feb. 12, 1857 Hamilton to Buffalo. Rated 6d plus 3d registration — 9d or 15 cents paid in cash.



Provenance: Sanderson



July 7, 1859 Burgessville, U.C. to Ellicott, N.Y. Rated 10 cents postage plus 5 cent registration, both paid.

Provenance: Sanderson

CIRCULAR AND NEWSPAPER MAIL

Cross Border Mail



March 15, 1855
 New York to Bytown, C.W. 1 cent prepaid at New York and 1d cy collect at Bytown. Although cross border mail had a through combined rate for letter mail after April 6, 1851, unsealed circular mail and printed matter continued to be rated to the lines.

Provenance: Sanderson

Dec. 1888 St. Catharines, U.C. to Grand Crossing, Illinois. A copy of the Canadian Philatelic Journal for Dec. 1888 sent as a free drop newspaper to a local address; and later redirected to Grand Crossing and charged one cent, the newspaper rate.

Provenance: Sanderson

POSTAGE DUE FOR CENTS

THE CANADIAN PHILATELIC JOURNAL

H. E. FRENCH PUBLISHER

VOL. II. No. 1. ST. CATHARINES, ONT.

ADVERTISING RATES.			
Inch.	1 Insertion.	3 Insertions.	
1	56	\$1 05	
2	1.05	2.25	
3	1.75	3.75	
1	2.85	6.25	
1 page	7.75	17 00	

Ad rates will advance with every issue.

PHILATELIC PUB. CO'Y.
 ST. CATHARINES, ONT.

—STAMP—

DEALERS DIRECTORY.

Terms for a 2 line Advertisement in this column 75 cents per 12 insertions.

FRENCH H. E.—Niagara Falls South, Ont., Can. Old Philatelic papers wanted.

GOWAN, Jr. J. H. Winnipeg, Man. See offer to collectors in advertisement.

GRENNY F. J. Dealer in Coins and Stamps. Approval sheets for reference, Brantford

McRAE R. F.—573 St. Urbain St. Montreal, Can. Approval sheets 33 1/30/o list free. 10c

ONTARIO STAMP CO Niagara Falls South, Ont.

Handwritten: A. B. M. Brady 76

Handwritten: Grand Crossing Ill.

A REVIEW OF PHILATELICAL AFFAIRS.

BY JUSTUS

I will here attempt to review the Philatelic Journals I have read this summer.

The *Collectors Standard* has been in my hand, nearly all of its space has been taken up by those Halifax Ferry Tokens. The August number of the *Canadian Philatelic* (Eng.) is a neat little printed monthly, most of its space is devoted to philately.

Whoa! The *Badger Stamp* has a special edition, near number 10. It contains P. A. notes, a lot of advertisements entered at Delavan, Wis. mail matter. The editor writes: "So do I."

A very neat little journal in the philatelic field, Wis. has appeared, number 10. It contains P. A. notes, a lot of advertisements entered at Delavan, Wis. mail matter. The editor writes: "So do I."

The *Halifax Philatelist* contains an advertisement of some clippings from the *Philatelic* C. P. A. ticket, and for us a little original matter. The Quaker City Philatelic

CROSS BORDER MAIL

Circular Mail

The 1d or 2 cents unsealed circular cross border rate as of 1852 appears to have paid the postage to destination.



1 Nov. 1854
Louisville, Ky. to Montreal,
Canada. 2 cents PAID to
destination.

8 July 1855
Montreal to New York. Red
PAID AT MONTREAL / 1 in
circle paying the 1d cy rate to
destination.



6 May 1857
Hamilton, C.W. to Albany,
N.Y. Circular documenting the
proceedings of a Great West-
ern Railway Stockholders
meeting. To Erastus Corning
for whom Corning, N.Y. was
named.

THE END OF STAMPLESS CROSS BORDER MAIL

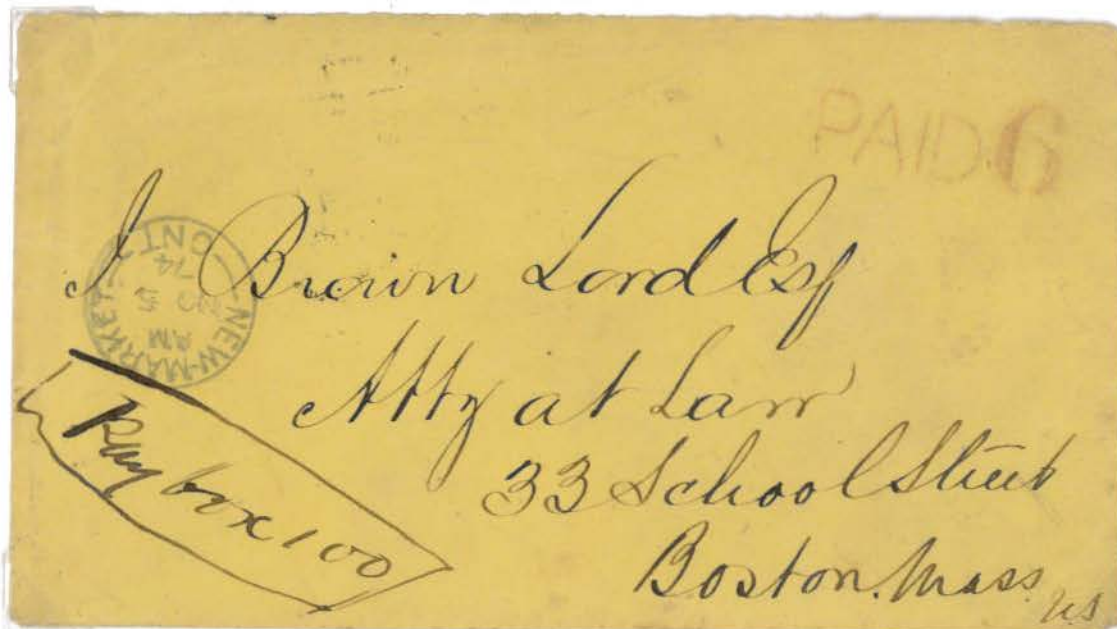
U.S. to CANADA

Stampless mail continued to be used between the two countries in the 1860's but with less frequency. On April 1, 1868 the rates to and from Canada became 10 cents per 1/2 oz. or unpaid letter but 6 cents if prepaid, no partial payment accepted.



June 16, 1868 Detroit, Michigan to Toronto, Canada. Rated 10 cents collect at Detroit. Rate confirmed at Toronto by stamping the cover with another 10.

Canada to U.S.



Provenance: Sanderson

November 5, 1874 Newmarket, Ontario to Boston, Mass. Rated 6 cents, fully paid to a box

Prepayment of cross border mail became mandatory at the domestic rate of either country on February 1, 1875 and stamps became mandatory to pay postage on October 1, 1875.

STAMPLESS MAIL AFTER THE STAMPLESS PERIOD

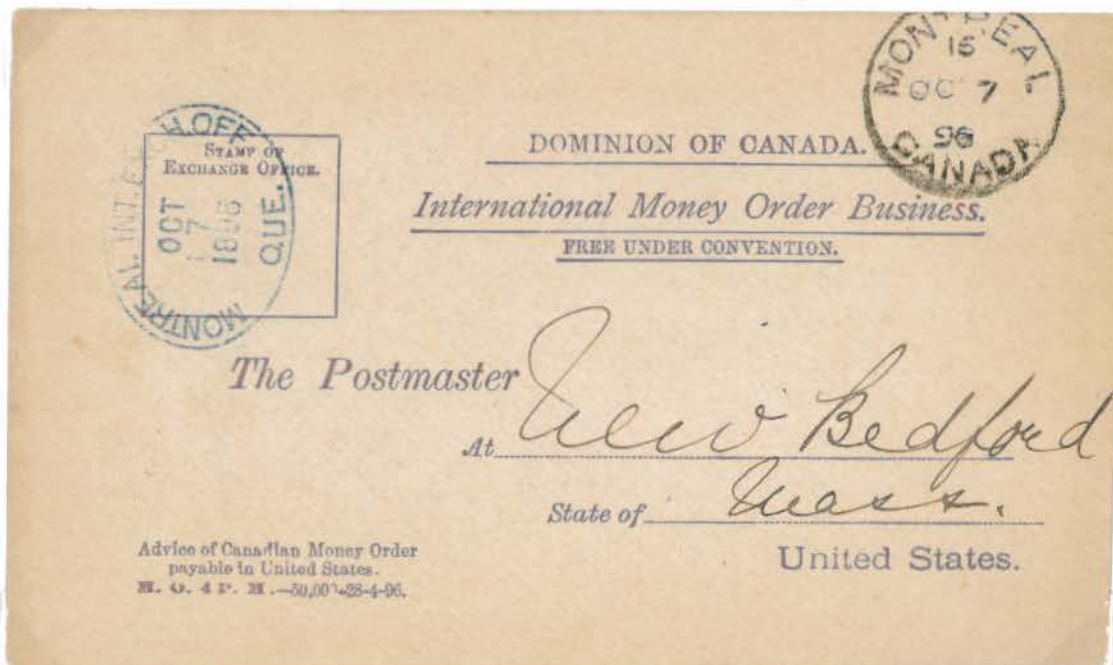
Canada to U.S.

Prepayment of postage by postage stamps became compulsory on October 1, 1875..Ater that date only special mail was allowed to be stampless.



Provenance: Sanderson

June 18, 1879 Montreal, Canada to Newburyport, Mass. Letters on post office business were carried free, both in Canada and the United States. This example carries the handstamp of the Post Office Accountant's Department in Montreal.



Provenance: Sanderson

October 7, 1896 Montreal, Canada to New Bedford, Mass. By convention, correspondence between Postal Union nations concerning International Money Orders was carried free of charge.