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
2. 1775 to 1783  Revolutionary War Period—Regular mail suspended., Military mail and mail from American occupied Canada and British occupied U.S. did occur
3. 1784 to 1792  Post-Revolutionary War Period—no postal treaty but there was some mail on the Montreal—New York route
4. 1792  Early cross-border mail following the first postal treaty between the two countries
      The Niagara Post Offices
5. 1812 to 1815  Mail suspended during the war of 1812 other than military mail
6. 1815 to 1816  50% U.S. surcharge on U.S. mail rates
7. 1815 to 1819  50% Montreal surcharge on incoming U.S. mail
8. 1815 to 1837  Montreal 1/2d cy special border fee
9. 1815 to 1837  Quebec 1d cy special border fee
10. 1829 to 1837  The Ferriage Period
11. 1837  Semi-official Canadian handstamps
12. 1845  Semi-official Canadian handstamps, Before and after U.S. 1845 rate changes, Rating letters by sheet and weight
13. April 1851 Agreement. Exchange markings, California mails, Red River Settlement, Registered mail, Circulators, 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.
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. Crogham (Sir William Johnson’s writing)” — carried by Croghan to Johnson Hall on his return trip from Detroit after securing peace with the Indians.

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.
Pre-Revolutionary War Period

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.
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..
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 seignuries 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 insecurites of the post.
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

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 Hessions 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

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.
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-Nicole 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

The Honorable
Major General Gabriel Christie
Montreal
Canada

Provenance: Wellburn, Steinhart

This New York to Montreal cover is rated 10d to Albany plus 111/2d to Montreal for a total of 1N91/2 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.)

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 1½d 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 = 1/10d

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

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.

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.
Early Cross-Border Mail following the 1792 Postal Treaty

BRITISH OCCUPIED U.S. TO CANADA

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

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<th>Distance</th>
<th>Rate</th>
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<tr>
<td>300—500 miles</td>
<td>20 cents</td>
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<tr>
<td>Over 500 miles</td>
<td>25 cents</td>
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Canadian Distance Rates 1792 to April 6, 1851

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<tr>
<th>Distance</th>
<th>Rate</th>
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<tbody>
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<td>61—100 miles</td>
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<tr>
<td>101—200 miles</td>
<td>8d stg = 9d cy</td>
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September 6, 1801 Salem, Mass. to Quebec. Faded red paid handstamp rated 20 cents (300—500 miles) to Burlington exchange point and 11½d cy to Quebec.

November 7, 1801 Colden, N.Y. to Quebec. Rated 20 cents prepaid (300—500 miles) to Burlington exchange and 11½d 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 111/2d 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 41/2d cy collect.
April 25, 1810 Quebec to Albany, N.Y.

Rated 1½d 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.
Early Cross-Border Mail following the 1792 Postal Treaty

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 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 Michilimackinac.

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.
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.
Early Cross Border Mail following the 1792 Postal Treaty

THE NIAGARA POST OFFICES

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 7 (total) and ZN7 (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 41/2d (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 Amherstburg 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.
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

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
Early Cross-Border Mail following the 1792 Period

THE NIAGARA POST OFFICES

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 Scholosser, 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 Scholosser (the original name for Niagara Falls) was much closer than that. The 8 cent rate was therefore 6 cents to Scholosser 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 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

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.

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.
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 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 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 1½d 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 1½d special border fee

The Lake Champlain Route

Montreal

St. John

U.S.—Canadian Border
Highgate
Swanton
4½d to Montreal
Plattsburgh

Burlington
7d to Montreal

Whitehall

Albany

U.S. — Rated 17 cents (150—300 miles) + 8½ cent 50% surcharge = 25½ cents

Canada—Rated 4½d (0-60 miles + 1½d 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

<table>
<thead>
<tr>
<th>Distance</th>
<th>Rate</th>
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</thead>
<tbody>
<tr>
<td>0—40 miles</td>
<td>8 cents</td>
</tr>
<tr>
<td>40—90 miles</td>
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</tr>
<tr>
<td>90—150 miles</td>
<td>12½ cents</td>
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<tr>
<td>150—300 miles</td>
<td>17 cents</td>
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<tr>
<td>300—500 miles</td>
<td>20 cents</td>
</tr>
<tr>
<td>Over 500 miles</td>
<td>25 cents</td>
</tr>
</tbody>
</table>

January 22, 1816  London, England to Montreal, Canada via N.Y. Carried privately to N.Y., received and forwarded by H.M. Veekar & Co. New York 25 April 1816 on reverse. Rated 20 cents U.S. (300—500 miles) and 9d Canadian (4½d postage, 1½d special border fee and 3d 50% War of 1812 surcharge.

U.S. rates effective May 1, 1816

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>0—30 miles</td>
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<tr>
<td>30—80 miles</td>
<td>10 cents</td>
</tr>
<tr>
<td>80—150 miles</td>
<td>12½ cents</td>
</tr>
<tr>
<td>150—400 miles</td>
<td>18½ cents</td>
</tr>
<tr>
<td>Over 400 miles</td>
<td>25 cents</td>
</tr>
</tbody>
</table>

November 28, 1816  New York to Montreal. Rated 18½ cents (converted to 11d) plus 9d to Montreal (4½d postage, 1½d special border fee and 3d 50% War of 1812 surcharge.
THE MONTREAL SPECIAL BORDER FEE AND WAR OF 1812 SURCHARGE

August 27, 1818 New York to Montreal. Triple rated letter (181/2 x 3) or 55 1/2 cents U.S. paid to the lines plus 2/3d (3 x 9d) special rate to Montreal collect.

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.

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

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

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

7d cy for over 60 miles
41/2d cy for less than 60 miles
11/2d cy border transfer fee
3d cy 50% surcharge
Total 9d cy

41/2d cy + 11/2d cy = 6d
41/2d cy inland—ferriage rates discontinued.

August 30, 1817 Liverpool to Montreal A printed Priced Current favored to New York and posted to Montreal. It was rated 181/2 cents U.S. to the border (150—400 miles) with 9d cy due representing 41/2d postage, 11/2d 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 181/2 cents (150—400 miles converted to 11d cy plus 9d to Montreal (41/2d postage, 11/2d 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 571/2 cents U.S. (2/11d cy) as a triple letter plus 2/3d cy B.N.A. for 3x inland postage (41/2d postage, 11/2d border fee, 3d special border fee) for a total of 5/2d 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 181/2 cents (150—400 miles) converted to 11d cy plus 9d to Montreal (41/2d postage, 11/2d border fee and 3d special border fee) for a total of 1/8d 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 1/2d cy at Montreal + 9d (41/2d postage for 0—60 miles, 11/2d special border fee and 3d 50% War of 1812 surcharge, total 1 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.)
THE MONTREAL SPECIAL BORDER FEE

May 17, 1815—Feb. 28, 1837

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 ferriage period.

June 25, 1819  Liverpool to Montreal. New York ship letter rated 2 cents ship fee, 181/2 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 181/2 cents U.S. or 11d plus 41/2d postage and 11/2d 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 181/2 cents) converted to 2/ with 1/ B.N.A. added 2 x 6d (41/2d inland plus 11/2d 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 (41/2d postage and 11/2d border fee x 2) for a total of 2/10d as a double rate letter.
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 1½d whereas Quebec’s was only 1d.

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

Rated 25½ 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 1½d 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). 181/2 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 1 1/2d 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.
July 20, 1820  Mayville, N.Y. to St. Catherines, U.C. Rated Paid 12½ cents U.S. (80—150 miles) plus 2d ferriage at Lewiston and 3d special rate to St. Catherines collect.

October 16, 1821  Lansingburg, N.Y. to St. Catherines, U.C.. Rated Paid U.S. 18½ 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 *Saugerties Feb 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 18s/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  Cazena, N.Y. to Toronto (name changed from York on March 6, 1834). Rated 181/4 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 cy 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 1/4/2 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 1/4/2d plus 7d Canadian, total 1/11/2d. 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 183/4 cents for 150—400 miles to Kingston, converted to 11d plus 3d ferriage and 41/2d (less than 60 miles) inland for a total of 1/61/2d cy.

January 15, 1830  Hallowell U.C. via Kingston to Batavia N.Y.  Paid 71/2d (41/2d for less than 60 miles plus 3d ferriage) U.S. postage 121/2 cents (80—150 miles).  Boxed red PAID confirming that the U. S. postage as well as the Canadian had been paid.
Provenance: Arnell


Provenance: Arnell

July 5, 1832  Bath, U.C. to London  Rated PAID 183/4 USP or 111/2 + BP 71/2 (41/2 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.
The Ferriage Period


THE BROCKVILLE—MORRISTOWN EXCHANGE

THE PRESCOTT—OGdensburg 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 2/1/2d collect to Toronto.

February 19, 1836  Credit, U.C. to London, England. Rated as a double letter, BP 1/4 (2 x 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.

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.
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 1d 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).
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 41/2d to the border plus 2d ferriage and 183/4 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.
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 183/4 cents or 111/2d plus 2d ferriage plus 41/2 internal (less than 60 miles), total 1/6d cy.

25 May 1829  New York, N.Y. to York, U.C.
Rated 181/2 cents U.S. converted to 111/2d plus 2d ferriage and 7d (60—100 miles) inland from Niagara.
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 1/41/2d cy.) plus 2 cents ferriage and 7d (60—100 miles) B.N.A. inland, total 2 1/2d cy.
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 4½d (less than 60 miles Canadian), total 1½d cy.
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.
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 1/2-cy. The British 1/7d stg. rate was made up of the 8d ship letter fee plus 11d inland from Liverpool to London.

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.
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. Catherines, U.C. Rated 12½ cents paid and at Niagara rated due 6½d (2d ferriage and 4½d to St. Catherines).

**November 1, 1830**  
Ypsilanti, Michigan Territory to Charlottville, U.C. Rated 18¾ cents U.S. paid and at Niagara struck with the *British Postage* handstamp and rated 9d collect (2d ferriage and 7d inland).
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 6½d cy due (2 cents ferriage and 4½d 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.
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 3/4 cents with red PAID to Queenston. There it was stamped bluish green British Postage and rated 6 1/2d ferriage and 4 1/2d 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).
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 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 townmark 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 4½d to Queenston, 2d ferriage and 25 cents U.S. to Hanover. Stamped with a large red PAID and 6½ & 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 12½ 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).
January 23, 1832  Hallowell, U.C. to Dublin, Ireland

Rated 4½d to Kingston, 3d ferriage across the St. Lawrence and 18½¢ 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.
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 41/2d 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.

To: Arthur Jones Esquire
Address: Delgany Ireland
Via: New York Liverpool

Paid to New York

[Signature]
12 March 1830 Brownsville, N.Y. to Hallowell, U.C.

Rated 10 cents (30—80 miles) converted to 6d plus 3d ferriage at Kingston and 4½d inland for a total of 1½d cy.

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

Rated 12½ cents (60—150 miles) converted to 7½d plus 3d ferriage at Kingston and 4½d inland for a total of 1½d cy. Less than half a dozen examples of the Kingston U.S. POST FERRIAGE handstamp have been reported.
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.
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 71/2 paid*—this is the equivalent of the 12½ cent freight mail charge. Rated 8d ship letter to Liverpool and London. In 1840 the rate decreased to 8d per ½ 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.

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 4½d (less than 60 miles), total 1½d collect. This handstamp is very uncommon.
February 1, 1846  St. Joseph, Michigan to St. Catherines, C.W.

Small red American / British handstamp and rated 5 cents U.S. (under 300 miles) converted to 3d cy. Plus 11½d 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 4½d cy for less than 60 miles from Windsor to Amherstburg, with small AMERICAN / BRITISH adjacent to the rates, total 7½d 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 ferriage charge was discontinued as of February 2, 1837.

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 $371/2 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 $183/4 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 1/2d 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 1/2d cy Canadian and in this instance, presumably because of temporary currency fluctuations, 10 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 1/101/2d cy plus 9d B.N.A. as a double letter, total 1/71/2d 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 183/4 cents U.S. converted to 111/2d with red U S POSTAGE stamped at Montreal next to the U.S. rate. Rated 41/2d B.N.A. internal, total 1/5d cy.
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 1/2d exchange surcharge plus 7d B.N.A. postage for a total of 1/101/2 cy collect to New Glasgow, L.C. An exchange surcharge of 2.5% (in this instance 1/2d) 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.

April 7, 1844  Boston, Mass. To Montreal, L.C. The cover was rated 183/4 cents U.S. converted to 111/2d plus 111/2d B.N.A. to Quebec via Montreal for a total of 1/11d 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.

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.

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

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

<table>
<thead>
<tr>
<th>Distance</th>
<th>Rate</th>
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<tbody>
<tr>
<td>0-30 miles</td>
<td>6 cents</td>
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<tr>
<td>30-80 miles</td>
<td>10 cents</td>
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<tr>
<td>80-150 miles</td>
<td>12 1/2 cents</td>
</tr>
<tr>
<td>150-400 miles</td>
<td>25 miles</td>
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</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>Distance</th>
<th>Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under 300 miles</td>
<td>5 cents</td>
</tr>
<tr>
<td>Over 300 miles</td>
<td>10 cents</td>
</tr>
</tbody>
</table>

October 3, 1846 Elizabethtown, Pa. to Rissersville, 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

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 1/101/2 (5 x 41/2d for less than 60 miles) and 933/4 cents (5 x 183/4 cents), both ms rates marked fully paid at Montreal.

July 22, 1849    Montreal to New York   Rated 1/6d Canadian as a quadruple letter (4 x 41/2d). 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 1/112d (41/2 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. (183/4 cents x 4) as a quadruple letter.
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 41/2d 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 371/2 cents collect as a double letter of two sheets.

Rated both by weight and sheet

November 13, 1844  Quebec to New York  Rated 111/2d to the lines as a letter weighing less than 1/2 oz. and 371/2 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, 111/2d for 200—300 miles to the border. Marked Too Late (after mails closed to explain the delay. Rated 37 1/2 cents (2 x 183/4) 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. town-marks. Rated 111/2d 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.

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 121/2 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 181/2 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 18½ 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 12½ 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 183/4 cents (150—400 miles) from the lines to Troy, N.Y.

October 27, 1832  Chambly, Quebec to Albany, N.Y. Rated 41/2d (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 183/4 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 1/4 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 Warrensburg 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.
July 29, 1839 Montreal, L.C. to Concord, Mass. Prepaid 41/2d 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 183/4 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 12½ 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

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 4½d postage.

May 6, 1839  Toronto to London, England. Rated 4½d (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 41/2d by steamboat across Lake Ontario 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 41/2 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.

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.”

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.
March 24, 1840  St. Catherines, U.C. to Austin City, Republic of Texas. Rated 41/2d 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 561/4 cents collect (61/4 cents ship and 50 cents 100 to 150 miles).

Nov. 16, 1842  St. Catherines, U.C. to Houston, Republic of Texas. Stamped PAID USP 25 and PAID BP 41/2. Backstamped Forwarded By /WILLIAM BRYAN / NEW ORLEANS. Probably routed to Galveston. Ship and 5B in ms. Rated 25 cents (61/4 ship and 183/4 inland for 50—100 miles to Houston collect.
Republic Period Effective Dec. 7, 1835 to Dec. 29, 1845
Statehood Period Effective Dec. 29, 1845 to Present

Canada to Republic of Texas

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 18 3/4 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.


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 21/2% 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 183/4 cents U.S. for 150 — 400 miles. This equated to 111/2d. With the surcharge this equated to 1/1/2d. The Canadian rate to Montreal was 41/2d, 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 41/2d (less than 60 miles) total postage rated 1/81/2d cy.
SURCHARGES ON U.S. MAIL

THE 21/2% EXCHANGE SURCHARGE

21/2% 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 21/2% exchange surcharge. Canadian 41/2d (less than 60 miles). Total postage 1/8d.

December 23, 1842 New York to Montreal Rated 183/4 cents converted to 111/2d plus 1/2d exchange surcharge or 1/-. The Canadian charge to Montreal was 41/2 (less than 60 miles). Total 1/41/2d cy.
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 converted 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.
February 22, 1843  New York, N.Y. to Kingston, U.C. Rated 183/4 cents U.S. (150 — 400 miles) to the border which was equated to 111/2d. A 21/2% surcharge should have resulted in a total 1/- charge but somehow the former 6% surcharge was added resulting in a 11/2d charge. The Canadian rate was the 3d ferriage charge to Kingston with no other Canadian charge. Total rate 1/31/2d cy collect.

March 11, 1843  Buffalo, N.Y. to Chippawa, C.W. via Queenston. The letter was double rate so was rated 12 cents (6 x 2). This equated to 7.2d plus 21/2% exchange surcharge (0.3d) or a total of 71/2d. The Canadian rate to Chippawa was 41/2d x 2 or 9d. Total collect rate was 1/41/2d 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 37½ cents as a double letter.
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 1/3d  (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

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<th>1/8 oz.</th>
<th>1/2—1 oz.</th>
<th>1 oz.—11/2 oz.</th>
<th>11/2 oz.—2 oz.</th>
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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 11/2 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 41/2d 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.
April 24, 1847  Hamilton, C.W. to London, England  Rated 21/2d cy instead of the required 41/2d) 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 21/2d Canadian charge may have been misconstrued by the Canadian postmaster because 21/2d cy was the uniform inland postage on Canadian Packet letters but this did not apply here.

August 13, 1847  Montreal, C.E. to Paris, France. Rated 2/81/2d 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 20¼ (2 cents ship and 18¾ inland) converted to 1½d plus 4½ inland, total 1½d collect. Total cost for sending the ship letter was 2½½d cy. The letter could have been sent by Cunard packet for 1½ 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 1¾d + 4½ Canadian, total 1½ cy due.
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.
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 12 1/2 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 its 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


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 (18½ cents) fee were paid (total 1/2dcy.) The sailing ship 12½ 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 1/7 stg collect (8d ship plus 11d inland) plus 1/2d 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.
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 4½) plus 37½ cents U.S. inland (2 x 18½) 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.

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 Kermit 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 12½ 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  Drummonville, U.C. to Bannockburn, Scotland

Rated 4/2d Canadian internal, 25 cents U.S. to New York and 12½ 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 4½d to Queenston, 25 cents to New York and 12½ freight money for a sailing packet. Liverpool marked it 1/7d (8d ship plus 11d inland). In Scotland letter marked for an additional ½d toll road tax.

These are the only two recorded freight money covers from Drummondville.
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 121/2 cent overpay would have been returned by the New York postmaster.
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

March 26, 1839  Buffalo, N.Y. to Niagara, U.C.  Oval blue BUFFALO, N.Y. datetamp 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.
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 41/2d forwarded to Ancaster, total 1/31/2d collect.

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 41/2d collect for 1-60 miles to Chatham.
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.


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.
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.

Ship Letters

CANADA TO THE UNITED KINGDOM VIA U.S.

June 16, 1831 York, U.C. to London, England Rate 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 37½ cents U.S. as a double letter but then corrected to a triple letter, 2/9d (3 x 11d) Canadian and 56/4 cents (3 x 183/4) 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. 37½ (3 x 12½) 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 41/2d) 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.

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.

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

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

September 12, 1853
Montreal PAID Tombstone
CANADA in arc
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.
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).

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.

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.
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.

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.

Provence: 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.
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 Morristown 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 Morristown, N.Y. to Brockville, U.C. Originally rated PAID 3 but the 3 was crossed out and rated 2 cents in ms.
June 23, 1848  Norway House, Rupertland 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.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.
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 Burgesville, U.C. to Ellicott, N.Y. Rated 10 cents postage plus 5 cent registration, both paid.

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

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

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

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

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

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

Prepayment of postage by postage stamps became compulsory on October 1, 1875. After 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.