

Samuel Cunard and Eastern Seaboard Mails

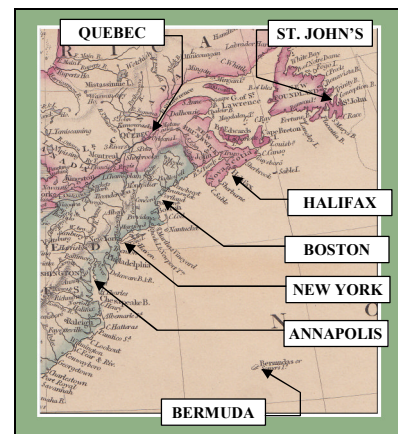


For the majority, Samuel Cunard is principally associated with contracts commencing in 1840 to establish a line of steam packets operating between the United Kingdom and North America to carry mails across the Atlantic. His involvement in the movement of British and British North American mails along the Eastern Seaboard of North America, which pre-dated and continued in parallel with his better known trans-Atlantic operation, is rarely recognised. This display aims to rectify that omission.

Cunard's first mail contract, in January 1827, was with the Admiralty to provide two sailing vessels to carry official mails from the Falmouth packets at Bermuda to Annapolis, Maryland, for transfer to Washington. Subsequently he provided a similar service between Halifax and Boston, further expanded in 1833 to include a mail-boat service between Halifax and Bermuda.

The successful provision of these services was a factor in the award of a much larger contract in 1840 and the formation of the British and American Royal Mail Steam Packet Company, the Cunard Line. The company's ships were also used for the exchange of mails between the Maritime Provinces and the United States, and Samuel Cunard provided feeder services along the Eastern Seaboard connecting St. John's, Halifax, Quebec, St. John and Bermuda. This display is focused on the Cunard services on these routes; those provided by competing operators and the United States Government are not included.

The display that follows commences with letters carried by the early sailing ship vessels services, and by the steamship 'Unicorn' as part of the preparations for the Cunard trans-Atlantic service. The ocean-going vessels that followed also provided an important but less well known mail link between British North American Provinces and United States' ports; examples of such letters form the main body of the display. Letters carried by Cunard's feeder services connecting Halifax to Quebec and to St. John's, Newfoundland, are also included, with information on the relatively rare postal markings and the postal rates that single out those mails. The display also provides a rare chance to show, on Canadian letters, the retaliatory rates of the 'Anglo/ United States Postal War'



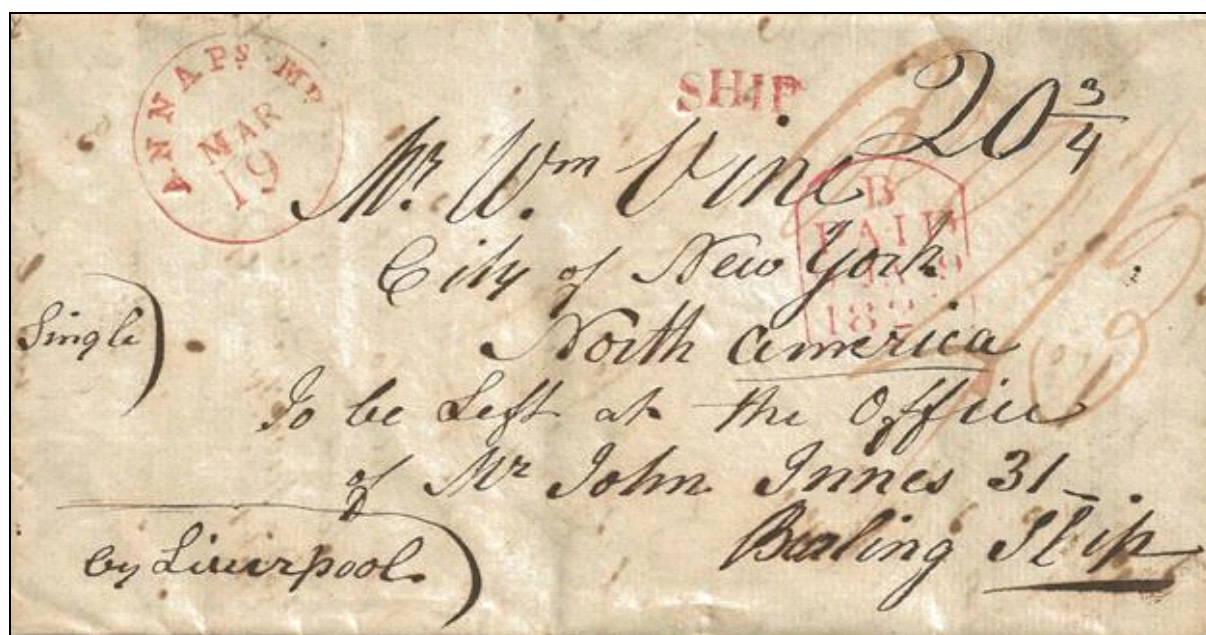
Contributors: Malcolm Montgomery and Eigil Trondsen.

Samuel Cunard and Eastern Seaboard Mails

Bermuda to Annapolis

Cunard's first mail contract with the Admiralty was in January 1827, providing two sailing vessels to carry official mails from the Falmouth packets at Bermuda to Annapolis, Maryland for transfer to Washington and New York.¹ Details of these sailings are sparse and less than ten letters have been recorded in the first year; the letter below was carried on the first sailing, by 'Susan'.²

Eastbourne, England to New York, via Bermuda and Annapolis,
7th January 1827.



(Courtesy of Eigil Trondsen.)

A letter prepaid two shillings and threepence Sterling that, despite its 'via Liverpool' direction, being correctly paid for the packet service was passed via London to Falmouth,³ for the packet 'Redpole' to Bermuda;⁴ there the letter was transferred to 'Susan' arriving in Annapolis on 19th March 1827. A further charge of eighteen and three-quarter cents was raised for United States' ship fee and inland postage.⁵

¹ J.C. Arnell, 'Steam and the Atlantic Mails', pp. 21-23: The sailing brigs 'Emily' and 'Susan'; 'Susan' was replaced by 'Lady Ogle' in April 1828.

² R.F. Winter in *United States' Philatelic Classics Society 'Chronicle'*, May 1986, # 130, Vol. 38, #2, p. 111.

³ 9th July 1812: 52 George III, cap. 88, and General Post Office, Notice, July, 1812: inland postage Eastbourne to London, 63 miles, London to Falmouth, 270 miles, total 333 miles, 1s 1d, rebated by a penny via London, 1s, plus packet to America or West Indies, 1s 3d, total 2s 3d.

⁴ J.C. Arnell, 'Editor', *Handbook on Transatlantic Mail*, p. 33: The outbound call at Halifax had been suspended in 1827. 'Redpole' out of Falmouth 11th January for Bermuda on 3rd March 1827.

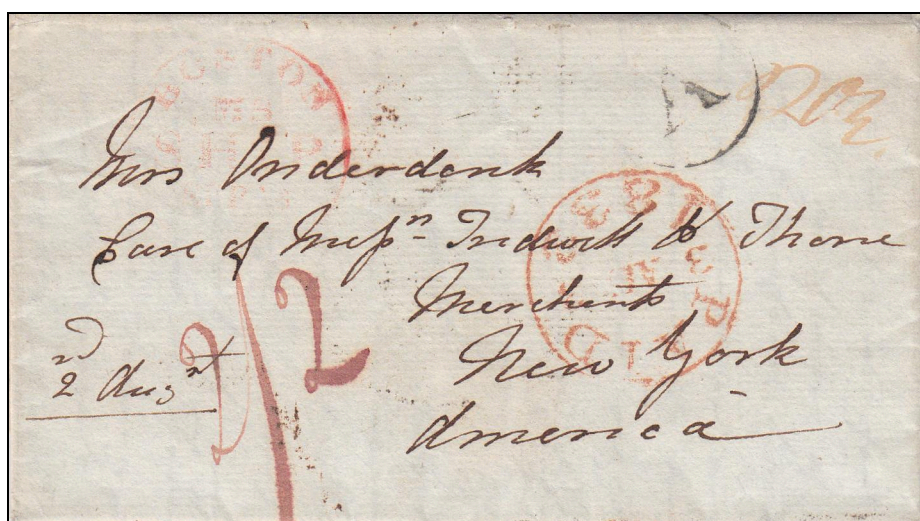
⁵ United States' Act, 3rd March 1825, 4 Stat. 105, 111, 112, 114: 2 cents ship fee plus 18 $\frac{3}{4}$ cents, the rate for 151-400 miles.

Samuel Cunard and Eastern Seaboard Mails

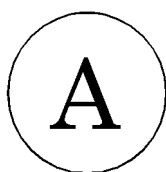
Halifax to Boston

Cunard's first mail contract with the Admiralty was in January 1827, providing two sailing vessels¹ to carry official mails from the Falmouth packets at Bermuda to Annapolis, Maryland for transfer to Washington; at the end of that year the contract was expanded to include a similar service between Halifax and Boston.

London, England to New York, via Halifax and Boston, 2nd August 1832.



A letter from Knightsbridge prepaid two shillings and twopence² and carried by the Falmouth packet 'Pigeon' to Halifax, Nova Scotia.³ The letter was forwarded from Halifax to Boston on a sailing vessel provided by Samuel Cunard. At Boston it was treated as a ship letter and charged '20³/₄': two cents ship letter fee plus eighteen and three quarters cents United States inland postage to New York.⁴



A circular handstamp had been sent to the West India Room on 14th August 1830 and is recorded in use until 1832.⁵ The purpose of the mark is uncertain but it is thought that it was used to re-direct letters from the West India Room to the American packets.

¹ J.C. Arnell, 'Steam and the Atlantic mails', pp. 21-23: The sailing brigs 'Emily' and 'Susan'; 'Susan' was replaced by 'Lady Ogle' in April 1828.

² 52 Geo. III, Cap. 88, effective July 1812: single letter from London to America by Falmouth packet, 2s 2d.

³ J.C. Arnell (Ed.), 'Handbook on Transatlantic Mail', p. 34: 'Pigeon' sailed from Falmouth on 6th August 1832 and arrived in Halifax on 2nd September 1832.

⁴ United States Act, 3rd March 1825, 4 Stat. 105, 111, 112, 114.

⁵ Post Office Archives, Proof Impression Books, Volume I, Agent's Bag, West India Room, p.6, 1/3.

Samuel Cunard and Eastern Seaboard Mails Halifax to Bermuda

When the Admiralty packets from Falmouth ceased calling at Bermuda in June 1833,¹ Samuel Cunard's contract was amended to provide for the transport of mail from Halifax to Bermuda and additional sailing vessels, 'Velocity' and 'Chebuctoo' were required to support 'Emily' and 'Lady Ogle'.² 'Emily' was retired at the end of 1835 and replaced by 'Margaret'.³

Halifax, Nova Scotia to Bermuda, 2nd December 1836.



A letter directed 'p. Mail Boat', carried by 'Margaret' one of a number of sailing ships operated by Samuel Cunard in the 1830s. Initially charged '4', fourpence Sterling, the port-to-port charge,⁴ the letter was eventually charged sevenpence Sterling in Bermuda. 'Margaret' sailed on the 13th December, the day after the arrival of the Falmouth packet,⁵ and made Bermuda on the 20th December 1836.⁶

¹ J.C. Arnell (Ed.), 'Transatlantic Handbook', p. 35: 'Lyra' departing Falmouth 6th May 1833.

² J.C. Arnell, 'Steam and the North Atlantic Mails', p. 23.

³ J.C. Arnell and M.H. Ludington, 'The Bermuda Packet Mails', p. xi.

⁴ 5 George III, cap. 25, effective 10th October 1765: port-to-port in British North America, 4d Sterling.

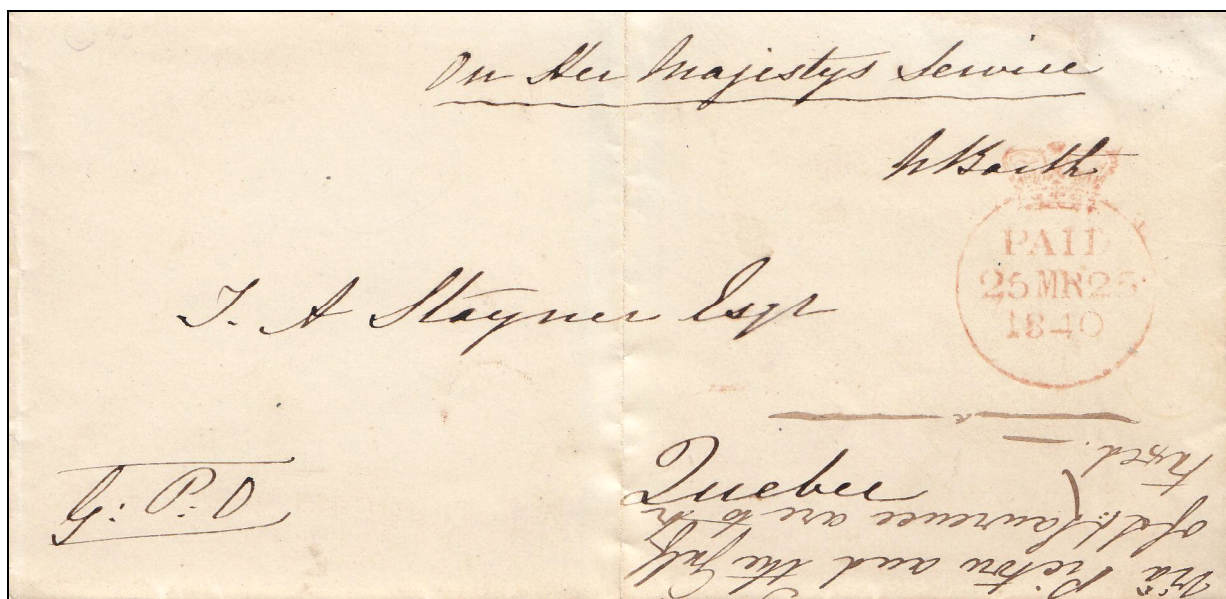
⁵ J.C. Arnell (Ed.), 'Transatlantic Handbook', p.36: Falmouth packet 'Star' out of Falmouth 5th November arrived Halifax, Nova Scotia 11th December 1836.

⁶ J.C. Arnell and M.H. Ludington, 'The Bermuda Packet Mails', p. 61 (the dates have been transposed).

Samuel Cunard and Eastern Seaboard Mails Packet Service Arrangements

After a series of misunderstandings, the Secretary of the General Post Office wrote to T. A. Stayner, Deputy Postmaster General in Canada, confirming the arrangements for carrying the mails from Halifax to Quebec and accepting a revision to the North American rates, but these were confirmed by Treasury Warrant only after the Cunard service started.¹

London, England to Quebec, Canada East, 25th March 1840.



*'London - 25 May (sic). Secy to the Gen'l. P. Office. Ackging. My letter of the 8th Febry. And conveying the opinion of the Solr. Of the Post Office as to the principle upon which letters conveyed via Pictou and the Gulf of St. Lawrence are to be taxed.'*²

The wrapper of a letter prepaid by the Post Office in London (the frank had been abolished in January of that year) carried by Falmouth packet to Halifax,³ thence overland to Quebec, with no inland charges.

¹ GPO Instruction #2, June 1840 and Treasury Letter Book, 4th September 1840: the packet rate remained at a shilling, which included U.K. inland postage; the provincial inland postage was set at 2d Stg, 2½d Cy.

² This refers to the traditional (1765) inland rates, but was overtaken before enforcement by a Treasury Warrant dated July 6, 1840, cited in notes by A.L. Steinhart, that with immediate effect it was intended: '...to reduce the internal Colonial postage on the same, to a uniform charge of 2d (2 pence), the single rate, whatever the distance within the Colonies the same shall be conveyed.'

³ J.C. Arnell (Ed.), 'Transatlantic Handbook', p. 37: 'Skylark' out of Falmouth 4th April for Halifax 26th April 1840.

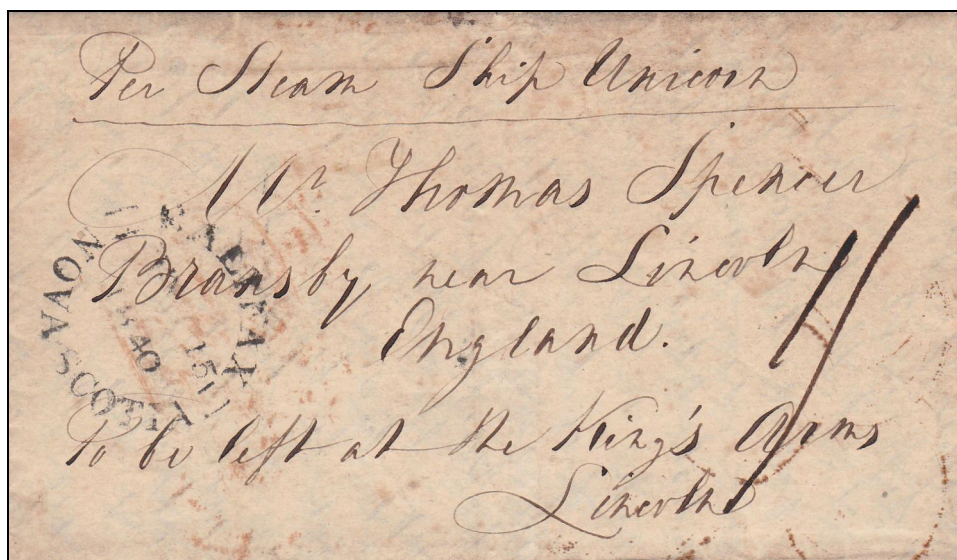
Samuel Cunard and Eastern Seaboard Mails

Boston to Halifax



The 400 ton 'Unicorn' sailed from Liverpool on 16th May 1840 for Halifax and Boston as part of the preparations for Samuel Cunard's trans-Atlantic packet service. She left Boston on 10th June carrying some letters for Halifax, and moved to Pictou ready to provide the feeder service from Nova Scotia to Quebec.¹

Salem, Massachusetts to England via Halifax, Nova Scotia, 1st June 1840.



A letter prepaid to Boston and directed 'Per Steam Ship Unicorn', arriving in Halifax on 15th June 1840.² The letter was too early for the inaugural sailing of the 'Britannia' and was carried to Falmouth by the sailing packet 'Peterel' on the penultimate sailing of the Falmouth service from Halifax. It arrived in Falmouth on 2nd July and Lincoln on 4th July 1840,³ charged a shilling on arrival.⁴

¹ N.R.P. Bonsor, 'North Atlantic Seaway', p.13. Illustration: 'Abandonment of the Wreck and Departure from Cape Chatte Bay, s.s. Unicorn and Premier', National Maritime Museum, Greenwich.

² J.C. Arnell, 'Transatlantic Mails', p.287: 'Unicorn' out of Boston 10th June for Halifax 12th June 1840.

³ J.C. Arnell (Ed.), 'Transatlantic Handbook', pp. 37 & 49.

⁴ General Post Office Instruction No.2, 2nd June 1840.

Samuel Cunard and Eastern Seaboard Mails

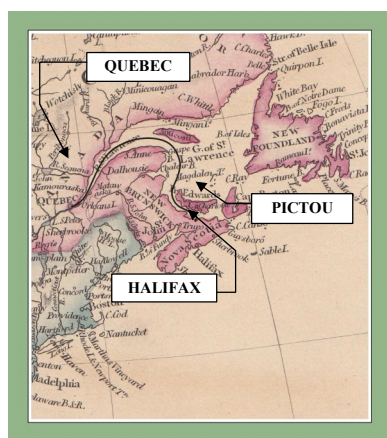
Halifax to Quebec

The inaugural voyage of the British trans-Atlantic packet service between Liverpool and Boston, calling in both directions at Halifax, Nova Scotia, was undertaken by 'Britannia' on her maiden trans-Atlantic voyage out of Liverpool on 4th July 1840. Mails for Canada were carried from Halifax on this occasion out of Halifax by a feeder service provided by 'Unicorn' to Quebec.¹

Chelsea, London to Frampton, Lower Canada, 24th June 1840.



(Courtesy of Eigil Tronsden.)



A letter posted unpaid and charged a shilling Sterling, the 'inclusive' packet rate from London to North American ports.² Provincial postage, Halifax to Quebec,³ was not included in this rate and was charged at one shilling and eightpence Currency, for a charge of two shillings and ninepence Currency at Quebec. Curiously, a further twopence halfpenny Currency has been added from Quebec to Frampton; this last charge reflected the increased mileage, now totalling more than 700 miles.⁴

¹ J.C. Arnell, 'Atlantic Mails', p. 287: 'Britannia' out of Liverpool 4th July for Halifax 16th July 1840. 'Unicorn' out of Halifax, 17th July for Quebec 23rd July 1840. Thereafter 'Unicorn' operated between Pictou and Quebec.

² London Gazette #19793, Friday, 22nd November 1839, pp. 2345-2348. Treasury Warrant Reducing the Rates of Postage: a packet rate of one shilling Sterling from any place in the British Isles.

³ This, the rate for letters carried 601-700 miles established under 5 George III, cap. 25, effective 10th October 1765 (the distance from Halifax to Quebec was calculated to be 656 miles in D.P.M.G. Stayner's report of 1837), was re-iterated in a letter to the Canadian D.P.M.G. dated 25th March 1840 and remained in force until amended by the (draft) Treasury Warrant dated 6th July 1840 (effective for the voyage of 4th September 1840).

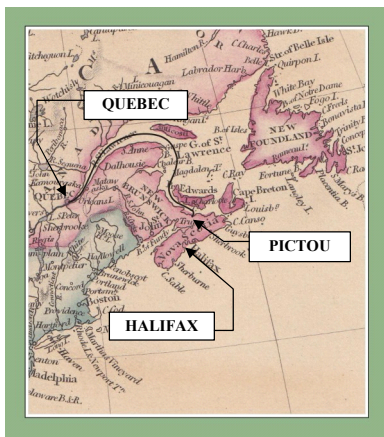
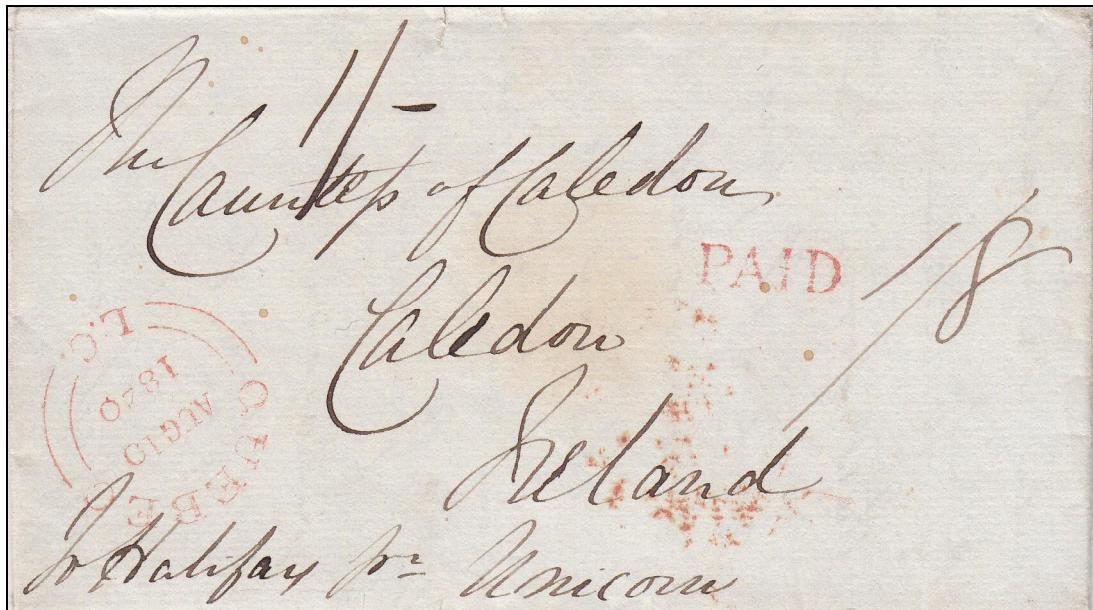
⁴ Frampton is actually rather less than 40 miles from Quebec.

Samuel Cunard and Eastern Seaboard Mails

Quebec to Halifax

When Samuel Cunard's trans-Atlantic steam packet service began to operate in the summer of 1840 the 'all-up' rate had yet to be formalised and the British North American inland postage for a letter weighing less than half an ounce carried between Quebec and Halifax remained unchanged at one shilling and sixpence Sterling, one shilling and eightpence Currency.¹

Quebec, Lower Canada to Caledon, Ireland, 10th August 1840.



A letter home from the Countess of Caledon's son, prepaid one shilling and eightpence Currency from Quebec to Halifax. The letter was directed to Halifax by the 'Unicorn' the steamship provided by Samuel Cunard as a feeder service,² and was carried from Halifax to England by the 'Acadia', on the return leg of her maiden voyage.³ On arrival in England the letter was charged a further shilling, the trans-Atlantic packet rate.

¹ This, the rate for letters carried 601-700 miles established under 5 George III, cap. 25, effective 10th October 1765 (the distance from Halifax to Quebec was calculated to be 656 miles in DPMG Stayner's report of 1837), was re-iterated in a letter to the Canadian D.P.M.G. dated 25th March 1840 and remained in force until amended by the (draft) Treasury Warrant dated 6th July 1840 (effective for the voyage of 4th September 1840).

² J.C. Arnell, 'Steam and the North Atlantic Mails', p. 80 and Appendix III, p. 265.

³ J.C. Arnell, 'Atlantic Mails', p. 287: 'Acadia' out of Halifax 3rd September for Liverpool 14th September 1840.

Samuel Cunard and Eastern Seaboard Mails Packet Service Arrangements

The confusion over the rates to be charged in Canada for inland postage on letters carried by the new British packet service from and to the United Kingdom was resolved only in time for the second sailing of the Cunard Line 'Britannia'.¹ However, although the rates were agreed, they were not always correctly applied.

Totness, England to Quebec, Canada East, via Halifax, 31st August 1840.



A letter apparently correctly prepaid the 'all up' rate to Canada, one shilling and twopence Sterling carried by British packet to Halifax,² thence overland to Pictou for the Cunard feeder service 'Unicorn' to Quebec. Despite being fully prepaid a charge of twopence halfpenny Currency has been raised in Quebec for the British North American inland postage on trans-Atlantic letters.

¹ GPO Instruction #2, June 1840 and Treasury Letter Book, 4th September 1840: the packet rate remained at a shilling, which included U.K. inland postage; the provincial inland postage was set at 2d Stg, 2½d Cy.

² J.C. Arnell, 'Atlantic Mails', Hubbard & Winter, p. 17: 'Britannia' (2nd voyage) out of Liverpool 4th September for Halifax, Nova Scotia, 16th September 1840.

Samuel Cunard and Eastern Seaboard Mails Kingston to Newmarket

Letters from the West Indies to Canada were generally carried by private ships to United States ports or to Halifax, Nova Scotia. If to Halifax, they were charged the port-to-port rate plus inland postage to Canada; since postage rates in North America were still calculated by the distance carried this an expensive option.

Kingston, Jamaica to Newmarket, Canada East via Halifax, 25th March 1844.



Double circle Ship Letter, Halifax. N. S., 29mm and 17mm diameter, used 1841-1848, recorded in red and black.¹



A letter first directed 'via New York' but then to Halifax where it was marked as a ship letter and charged the 'port-to-port' rate, fourpence halfpenny Currency,² plus inland postage for a half ounce letter carried 1201-1300 miles, two shillings and ninepence Currency.³ The letter arrived in Newmarket on 10th May 1844 (reverse).

¹ J.J. MacDonald, p. 185; Jephcott, Greene & Young, p. 187.

² 5 Geo. III, Cap. 25, effective 10th October 1765: port-to-port in North America, 4d Stg.

³ 5 Geo. III, Cap. 25, effective 10th October 1765 amended by Treasury Warrant, 11th October 1843, effective 5th January 1844: ½ oz letter carried 1201-1300 miles, 2s 6d Stg., 2s 9d Cy.

Samuel Cunard and Eastern Seaboard Mails

Little Bras d'Or to Boston

Letters from the northern ports of Cape Breton Island were normally sent in the internal mails to Halifax (although the Newfoundland mail boats were permitted to call at Sydney). If prepaid, such letters could be sent by British packet from Halifax to Boston. The amount of the prepayment is an indicator of the route.

*Little Bras d'Or, Cape Breton Island to Boston, Massachusetts via Halifax,
20th February 1845.*



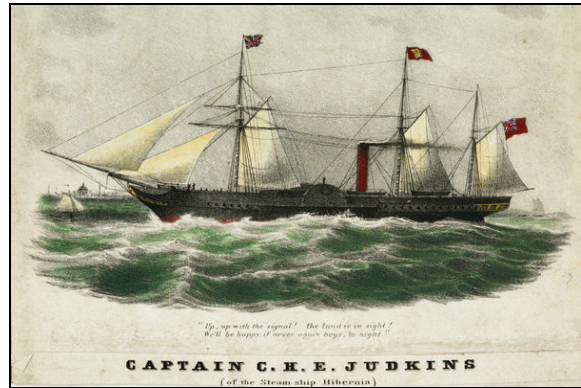
A letter prepaid two shillings and a penny Currency and sent via Sydney, Cape Breton Island to Halifax. Sydney to Halifax was 286 miles, for which the rate was elevenpence halfpenny Currency;¹ the British packet charge was a shilling Sterling, one shilling and a penny halfpenny Currency,² suggesting that the letter was intended to be carried by British packet. Unfortunately there are no transit marks.

¹ 5 Geo. III, Cap. 25, effective 10th October 1765 amended by Treasury Warrant, 11th October 1843, effective 5th January 1844: ½ oz letter carried 200-300 miles, 10d Stg., 11½d Cy.

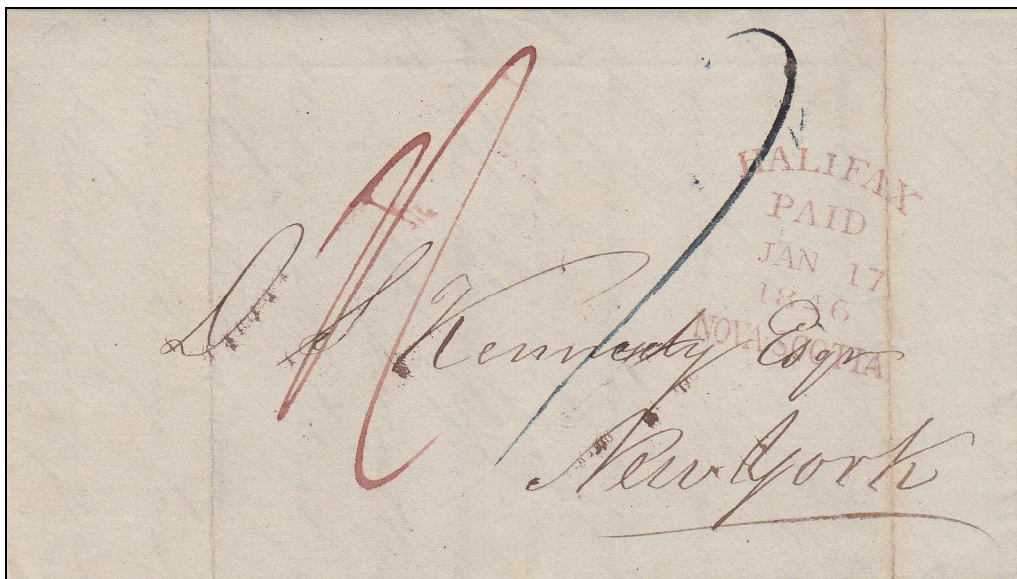
² G.P.O., Packet Minute Books, #1179/T/1841, 1st October 1842, cited in Jephcott, Greene, Young, p. 235.

Samuel Cunard and Eastern Seaboard Mails Halifax to Boston

Once the steam packet service between Halifax and Boston was established, correspondents could use the Cunard vessels for their letters. As this was not an item in the Cunard contract, the charge was the same as for the ocean mail: one shilling Sterling, which had to be prepaid.¹ The United States charged these letters as ship letters, seven cents.



Halifax, Nova Scotia, to New York, via Boston, Massachusetts,
17th January 1846.



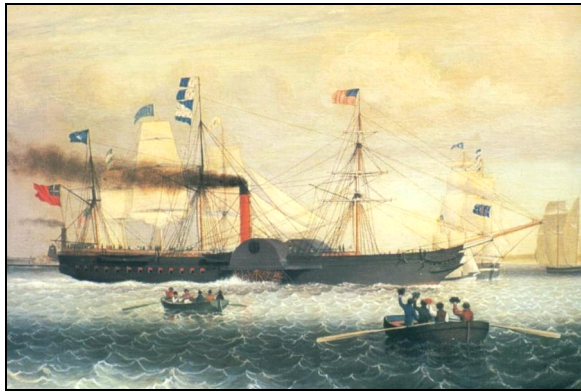
A letter prepaid one shilling Sterling, one shilling and a penny halfpenny Currency, carried by the Cunard Line 'Hibernia' out of Halifax on the 20th January 1846.² 'Hibernia' made Boston on the 23rd January and the letter was charged seven cents: two cents ship letter fee and five cents United States inland postage.³ The 'PAID' portion of the Halifax handstamp was deleted at Boston.

¹ G.P.O., *Packet Minute Books*, #1179/T/1841, 1st October 1842, cited in Jephcott, Greene, Young, p. 235.

² J.C. Arnell, 'Atlantic Mails', p. 291.

³ Rates of 1st July 1845 to 30th June 1851: the rate for a ½ oz letter carried less than 300 miles.

Samuel Cunard and Eastern Seaboard Mails Halifax to Boston



Once the steam packet service between Halifax and Boston was established, correspondents could use the Cunard vessels for their letters. As this was not a separate item in the contract, the charge was the same as for the ocean mail: one shilling Sterling. On arrival in the United States such letters were charged as ship letters, seven cents.

Halifax, Nova Scotia, to Boston, Massachusetts, 2nd November 1846.



A letter prepaid one shilling Sterling carried by the Cunard Line 'Britannia' out of Halifax on the 5th November 1846.¹ 'Britannia' made Boston on the 7th November and the letter was charged seven cents: two cents ship letter fee and five cent United States inland postage.² The 'PAID' portion of the Halifax handstamp was deleted at Boston.

¹ J.C. Arnell, 'Atlantic Mails', p. 291: 'Britannia' out of Halifax 5th November for Boston 7th November 1846.

² Rates of 1st July 1845 to 30th June 1851: the rate for a ½ oz letter carried over 300 miles.

Samuel Cunard and Eastern Seaboard Mails

Halifax to Sowell

Passengers travelling to Europe from the United States by the British packets had the luxury of being able to write letters during the first part of their journey from Boston and then place them in the post when the vessel called at Halifax, Nova Scotia. Such letters from Nova Scotia to the United States had to be prepaid to the border, United States postage could be prepaid or left unpaid.

*S.S. 'Cambria' out of Boston to Sowell, Massachusetts, via Halifax,
3rd September 1847.*



'At Sea, Sept. 2. 1847

My Dearest Wife - We were detained by the fog in Boston Harbor, not five miles from you till 2 o'clock this morning. This delay, as you may suppose was not a little trying, & the more so as you may suppose as we might have gotten outside of the Islands if the Boat had sailed promptly at 12 o'clock. The delay of a single half an hour occasioned the further delay of twelve hours.'

A letter written on board 'Cambria' out of Boston on the 1st September;¹ the letter was posted at Halifax, Nova Scotia and travelled overland via St. Johns to be exchanged between St. Andrews, N.B. and Robbinston, Maine. Postage to the border, one shilling and a penny halfpenny Currency² had to be prepaid, United States postage could be paid or unpaid - in this case charged at ten cents (at which time the 'PAID' portion of the Halifax handstamp was deleted).³

¹ J.C. Arnell, 'Atlantic Mails', p. 291: 'Cambria' out of Boston 1st September for Halifax, 3rd September 1847.

² 5 Geo. III, Cap. 25, effective 20th October 1765: the rate for a ½ oz letter carried 301-400 miles.

³ Rates of 1st July 1845 to 30th June 1851: the rate for a ½ oz letter carried over 300 miles.

Samuel Cunard and Eastern Seaboard Mails St. John's to Quebec

In response to the imposition, from 9th June 1847, of a surcharge to letters carried by United States packets to the United Kingdom,¹ the United States Post Office, from 27th June 1848, in retaliation charged twenty-four cents on prepaid letters carried by British packets.² Letters carried by British packets from Nova Scotia to the United States were similarly charged.

St. John's, Newfoundland to Quebec, Canada East, via Halifax and Boston,
17th July 1848.



A letter with rate markings that are difficult to interpret. The transit and arrival dates at Boston, Montreal and Quebec are consistent with the letter having been carried by feeder service to Halifax, thence by the Cunard Line 'Europa' on her westbound maiden voyage to Boston.³ If so, the Boston office should have raised a charge of thirty-four cents, twenty-four cents the retaliatory and ten cents United States inland postage.⁴ This does not appear to have happened, although there is a pencil mark and the '1/11', if applied at Montreal, is rather higher than the normal rate to Quebec at this time.

¹ G.P.O. Instruction #19, June 1847.

² United States Congress, 27th June 1848, rescinded 3rd January 1849.

³ J.C. Arnell, 'Atlantic Mails', p. 292: 'Acadia' called at Halifax on 25th July for Boston on 28th July 1848.

⁴ G.P.O. Packet Minute Book, #1179/1841, 1st October 1842, 1s Stg., from 5th December 1842, reduced to 4d Stg., by Treasury Warrant, 2nd August 1849 ('American Colonist', 4th September 1849, supposedly effective in Nova Scotia on 20th September 1849).

Samuel Cunard and Eastern Seaboard Mails Nova Scotia to New York

In response to the imposition of a surcharge, from 9th June 1847, applied to letters arriving in the United Kingdom carried by United States packets,¹ the United States Post Office, in retaliation, from 27th June 1848 charged twenty-four cents on prepaid letters carried by British packets from the United Kingdom to the United States.² Letters carried by British packets from Nova Scotia to the United States were similarly charged.

Halifax, Nova Scotia to New York, via Boston, 11th August 1848.



A letter carried by the Cunard Line 'Acadia' to Boston,³ prepaid a shilling Sterling the rate for a letter carried by British packet.⁴ On arrival it was charged a further twenty-nine cents, twenty-four cents the retaliatory rate and five cents United States inland postage.⁵ The handstamp is the smaller of two '29' handstamps recorded at Boston (height 10mm).

¹ G.P.O. Instruction #19, June 1847.

² United States Congress, 27th June 1848, rescinded 3rd January 1849.

³ J.C. Arnell, 'Atlantic Mails', p. 292: 'Acadia' called at Halifax on 11th August for Boston on 14th August 1848.

⁴ G.P.O. Packet Minute Book, #1179/1841, 1st October 1842, 1s Stg., from 5th December 1842, reduced to 4d Stg., by Treasury Warrant, 2nd August 1849 ('American Colonist', 4th September 1849, supposedly effective in Nova Scotia on 20th September 1849).

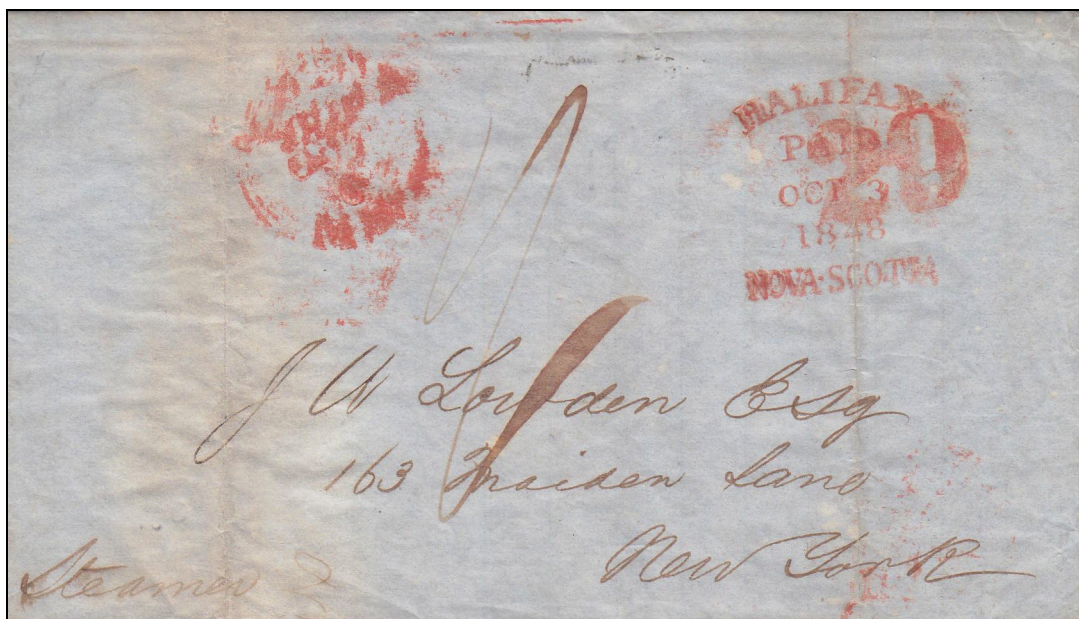
⁵ Retaliatory charge, 24c plus 5c inland for ½ oz letter carried less than 300 miles, the latter established by U.S. Act 3rd March 1845.

Samuel Cunard and Eastern Seaboard Mails

Nova Scotia to New York

The surcharge¹ raised by the United States Post Office from 27th June 1848 on letters carried by British packets in retaliation to a similar 1847 British charge on letters carried by United States steam packets,² was discontinued from 3rd January 1849,³ following an agreement signed in London on 15th December 1848, and proclaimed in Washington on 15th February 1849.

Halifax, Nova Scotia to New York, via Boston, 3rd October 1848.



A letter prepaid a shilling Sterling carried by the Cunard Line 'Cambria' to Boston.⁴ On arrival at Boston the letter was charged a further twenty-nine cents: twenty-four cents retaliatory rate and five cents United States inland postage.⁵ The handstamp is the larger of two '29' handstamps recorded at Boston (height 13mm).

¹ United States Congress, 27th June 1848.

² G.P.O. Instruction #19, June 1847.

³ Anglo/United States Postal Convention, 15th December 1848.

⁴ J.C. Arnell, 'Atlantic Mails', p. 292: 'Cambria' called at Halifax on 4th October for Boston 6th October 1848.

⁵ Retaliatory charge, 24c plus 5c inland for ½ oz letter carried less than 300 miles, the latter established by U.S. Act 3rd March 1845.

Samuel Cunard and Eastern Seaboard Mails Halifax to New York

British packets began calling at New York in early 1848; at first these packets continued to call at Halifax, inbound and outbound. The postage rate between Halifax and the United States ports, with a short break during the Anglo/United States 'postal war' was one shilling Sterling, one shilling and a penny halfpenny Currency.¹

Halifax, Nova Scotia to New York, 21st March 1849.



A letter prepaid one shilling Sterling at Halifax and passed to the Cunard Line 'Canada' for New York.² After the Anglo/United States Convention was finalised in 1849 the logic of charging United States inland postage in addition was suspect and some letters escaped further charges.

¹ Arnell, 'Atlantic Mails', p. 308, et seq: first eastbound Cunard Line New York service call at Halifax, N.S. 'Hibernia', 5th January 1848; first westbound call 'Cambria', 16th January 1848; last Cunard Line New York service call at Halifax, N.S. westbound was 'Asia', 9th September 1850; eastbound was 'America', 13th September 1850.

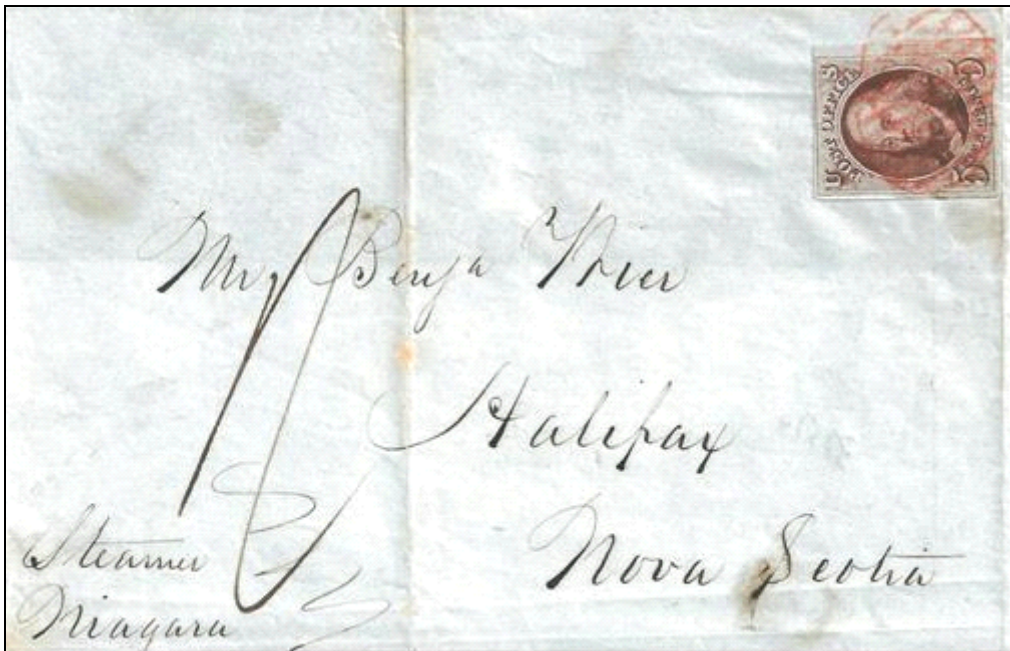
² J.C. Arnell, 'Atlantic Mail, p. 309: 'Canada' departed Halifax on 22nd March for New York 26th March 1849..

Samuel Cunard and Eastern Seaboard Mails

Boston to Halifax

Following a short but costly postal 'war' a postal convention between the United States' and British Post Offices enabled letters to be carried by vessels contracted to carry mail along the Eastern Seaboard by either government.¹ However, those letters carried British packets operated by Samuel Cunard were charged a shilling Sterling, the convention rate that included United States' and British inland postage as well as trans-Atlantic inland postage, even if prepaid United States' inland postage.

Boston, Massachusetts to Halifax, Nova Scotia to New York, 18th April 1849.



(Courtesy of Eigel Trondsen.)

A letter prepaid five cents in Boston and passed to the Cunard Line 'Niagara' for Halifax.² The letter was charged a shilling Sterling (one shilling and a penny halfpenny Currency) on arrival in Halifax.

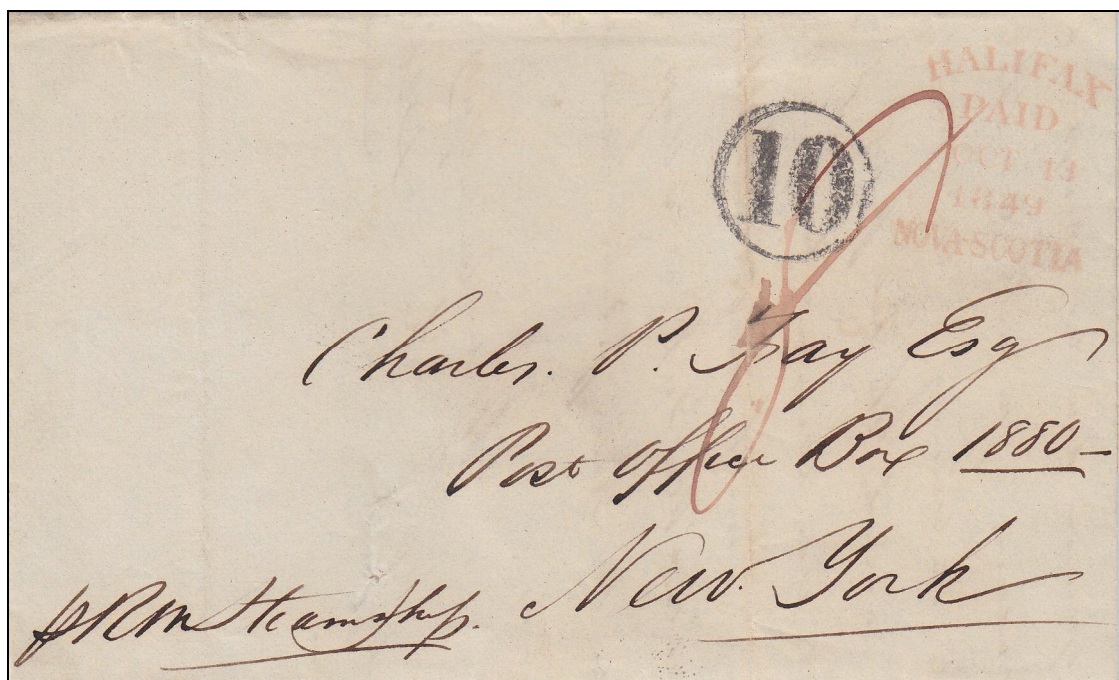
¹ Postal Convention between the United States and the United Kingdom, concluded in February 1849.

² J.C. Arnell, 'Atlantic Mails', p. 293: 'Niagara' out of Boston 18th April for Halifax 20th April 1849.

Samuel Cunard and Eastern Seaboard Mails Halifax to New York

Commencing 29th December 1848 the Cunard Line packets provided a monthly service with New York, calling at Halifax in both directions. The rate for a half ounce letter carried by British packet between Halifax, Nova Scotia and a United States port was reduced to fourpence Sterling from 20th September 1849. This was the same as the North American port-to-port rate established in 1765.¹

Halifax, Nova Scotia to New York, 13th October 1849.



A letter prepaid eightpence Sterling carried by the Cunard Line 'Niagara' to New York.² On arrival at New York the letter was charged a further ten cents, the double-rate United States inland postage agreed under the Anglo United States Postal Convention completed earlier in the year.³

¹ *British Colonist*, 4th September 1849, cited in C.M. Jephcott, V.G. Greene & H.M. Young 'Postal History of Nova Scotia and New Brunswick', p. 235. (originally 5 George III, cap. 25, effective 10th October 1765).

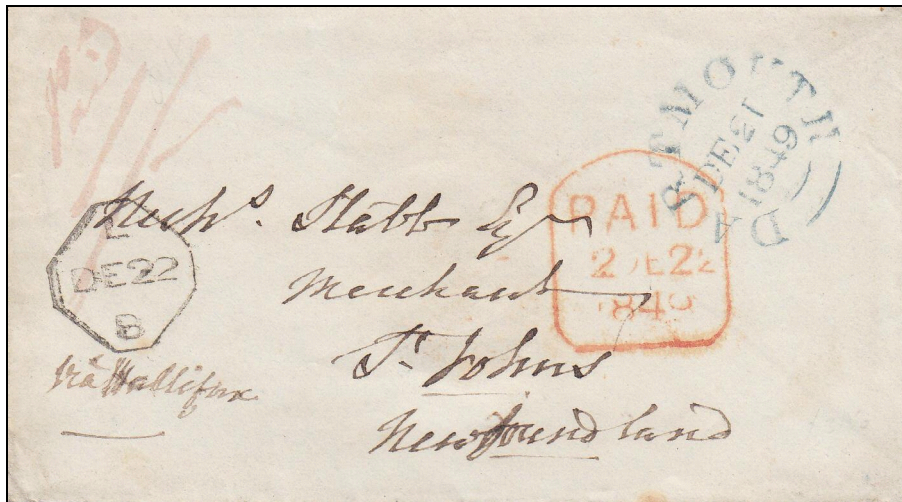
² J.C. Arnell, 'Atlantic Mails', p. 292: 'Niagara' out of Liverpool on 6th October called at Halifax on 17th October and made New York on 20th October 1849.

³ Signed in London on 15th December 1848, and proclaimed in Washington on 15th February 1849.

Samuel Cunard and Eastern Seaboard Mails Halifax to St. John's

Following complaints about the sailing-ship service provided by interim contractors the Admiralty, in conjunction with a revision of Cunard's trans-Atlantic contract, had him provide a feeder service between Halifax and St. John's. The service commenced with the screw steamships 'Falcon' and 'Kestrel'; 'Kestrel' was lost off Newfoundland in July 1849 and replaced by 'Osprey'.¹

Dartmouth, England to St. John's, Newfoundland, via Halifax,
21st December 1849.



Identification of letters carried by this feeder service is difficult and depends on the dates of the arrival and departure of the ocean steamers. The letter above was carried by the Cunard Line 'Niagara',² arriving at Halifax on 23rd January where it was transferred to one of the feeder steamships arriving in St. John's on the 27th January 1850 (datestamp reverse). If prepaid the trans-Atlantic charge of a shilling, no further charges appear on such letters.³

¹ R.H. Pratt, 'The Nineteenth Century Postal History of Newfoundland', p. 279.

² J.C. Arnell, 'Atlantic Mails', p. 293; 'Niagara' sailed from Liverpool on 12th January 1849 and arrived at Halifax on 23rd January 1849.

³ Treasury Warrant 3rd April 1849, 1s per ½ oz by British packet to Halifax or Newfoundland.

Samuel Cunard and Eastern Seaboard Mails Sydney to Boston

Although the Newfoundland mail-boats are known to have called in to Cape Breton Island Ports, it appears that letters for Halifax were routinely sent overland. The rate for a half ounce letter carried by British packet between Halifax, Nova Scotia and a United States port was reduced to fourpence Sterling from 20th September 1849; this was the same as the North American port-to-port rate established in 1765.¹

Little Bras d'Or,² Cape Breton Island to Boston, Massachusetts,
via Halifax and New York, 30th July 1850.



A letter prepaid one shilling and fourpence Currency: Sydney to Halifax was 285 miles for which the rate was one shilling Sterling, fourpence Sterling, the port-to-port rate was added for ocean postage from Halifax.³ The letter arrived in Halifax on 12th August and was forwarded by the Cunard Line 'Niagara' from Halifax to New York.⁴ On arrival the letter was charged a further five cents, the United States inland postage agreed under the Anglo United States Postal Convention completed the previous year.⁵

¹ *British Colonist*, 4th September 1849, cited in C.M. Jephcott, V.G. Greene & H.M. Young 'Postal History of Nova Scotia and New Brunswick', p. 235. (Based on 5 George III, cap. 25, effective 10th October 1765).

² *Ibid*, p. 350: Little Bras d-Or had no post office in 1851, the letter was placed in the post at Sydney.

³ *Ibid*, p. 323, under the authority of 5 George III, cap.25, effective 10th October 1765.

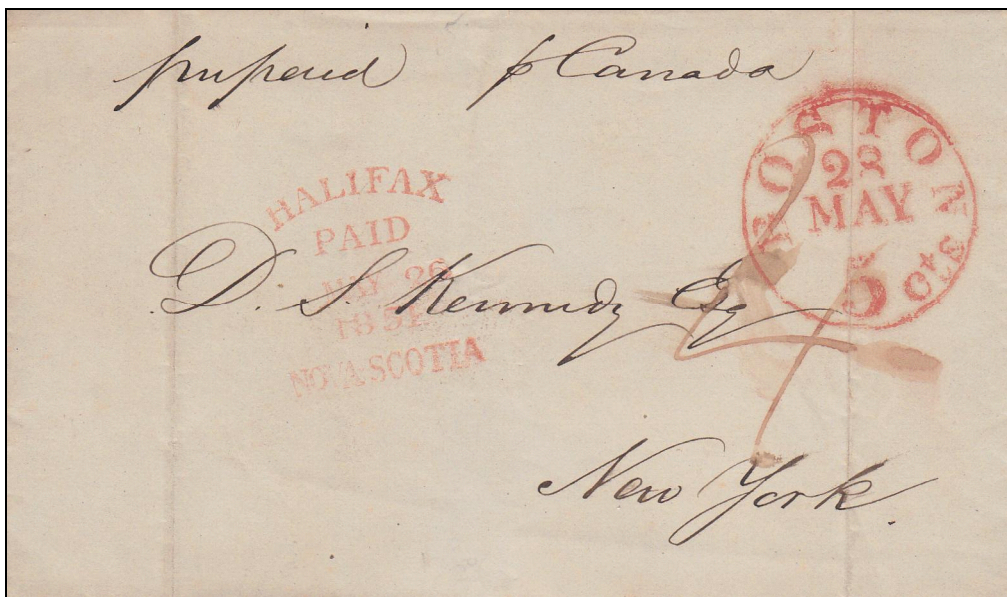
⁴ J.C. Arnell, 'Atlantic Mails', p. 309: 'Niagara' out of Liverpool on 3rd August called at Halifax on 14th August and made New York on 16th August 1850.

⁵ Signed in London on 15th December 1848, and proclaimed in Washington on 15th February 1849.

Samuel Cunard and Eastern Seaboard Mails Halifax to New York

On 20th September 1849 the charge for letters forwarded by British packet between the ports of Halifax and Boston or New York was reduced from one shilling Sterling to fourpence Sterling, fourpence halfpenny per half ounce.¹ If not prepaid, inland postage in the United States had to be added.

Halifax, Nova Scotia to New York, via Boston, 26th May 1851.



A letter prepaid the fourpence Sterling port-to-port charge in Halifax and carried by Cunard Line 'Canada' to Boston, Massachusetts.² The letter passed through Boston on 28th May and was charged a further five cents inland postage to New York.

¹ *British Colonist*, 4th September 1849, cited in C.M. Jephcott, V.G. Greene & H.M. Young 'Postal History of Nova Scotia and New Brunswick', p. 235. (originally 5 George III, cap. 25, effective 10th October 1765). Supported by G.P.O. Halifax table dated 5th October 1849, illustrated in Jephcott, Greene, Young, p. 85.

² J.C. Arnell, 'Atlantic Mail, p.294: 'Canada' departed Halifax on 26th May and made Boston on 28th May 1851.

Samuel Cunard and Eastern Seaboard Mails Halifax to New York

When the Maritime Provinces assumed control of their domestic postal affairs in 1851, rates of exchange of Currency vis á vis Sterling were adjusted. As a consequence, the port-to-port rate, reduced to fourpence Sterling on 20th September 1849, was now charged at fivepence Currency rather than fourpence halfpenny as before.¹ If not prepaid, inland postage in the United States was added.

Halifax, Nova Scotia to New York, via Boston, 6th December 1851.



A letter prepaid fivepence Currency the port-to-port charge from Halifax and carried by Cunard Line 'Niagara' to Boston, Massachusetts.² The letter passed through Boston on 13th December 1851 and was charged a further five cents United States inland postage to New York, the amount agreed in the Anglo/United States Postal Convention of 1849, for incoming British packets.

¹ British Colonist, 4th September 1849, cited in C.M. Jephcott, V.G. Greene & H.M. Young 'Postal History of Nova Scotia and New Brunswick', p. 235. (originally 5 George III, cap. 25, effective 10th October 1765). Supported by G.P.O. Halifax table dated 5th October 1849, illustrated in Jephcott, Greene, Young, p. 85.

² J.C. Arnell, 'Atlantic Mail, p.294: 'Niagara' departed Halifax on 10th December and made Boston on 13th December 1851.

Samuel Cunard and Eastern Seaboard Mails Chatham to St. John's

Effective 1st July 1850, Samuel Cunard signed a new contract with the Admiralty for the conveyance of mails between Bermuda and Halifax and between Halifax and St. John's. The ships provided, 'Merlin' and 'Osprey', were of wood, with screw propellers.¹ Letters from New Brunswick were sent to Halifax for St. John's; prepayment of threepence Currency was required and a further fourpence Sterling raised, the port-to-port charge.

*Chatham, New Brunswick to St. John's, Newfoundland, via Halifax,
11th September 1854.²*



The wrapper of a letter prepaid threepence Currency, the inter-provincial rate with a further fourpence Sterling due; an earlier marking of 'More to Pay: 5d' (Currency) has been deleted. The letter travelled via (handstamps on reverse) Bend of Petticodiac and Halifax for the Cunard Line feeder service to St. John's, arriving there on 18th September 1854.³

¹ R.H. Pratt, 'The Nineteenth Century Postal History of Newfoundland', p. 281.

² Certificate reverse.

³ J.C. Arnell, 'Atlantic Mails', p. 296: Cunard Line 'Arabia' arrived at Halifax on 15th March 1854 with the British North American mails.

Samuel Cunard and Eastern Seaboard Mails

Boston to Miramichi

8^d *Effective 20th September 1849 the ocean rate by British packet between Halifax and Boston or New York was reduced to fourpence Sterling, fourpence halfpenny Currency per half ounce; effective 6th July 1851 (the date Currency was further devalued against Sterling) this became fivepence Currency.¹ Letters to the interior were charged an additional threepence Currency, a total of eightpence Currency.*

*Boston, Massachusetts to Miramichi, New Brunswick, via Halifax,
27th February 1856.*



A letter prepaid five cents in Boston and passed to the Cunard Line 'Canada' for Halifax, Nova Scotia.² The letter passed through Halifax on 29th February, Sackville on 4th March and Chatham on 5th March; a charge of eightpence Currency was raised at Halifax.³

¹ *British Colonist*, 4th September 1849, cited in C.M. Jephcott, V.G. Greene & H.M. Young 'Postal History of Nova Scotia and New Brunswick', p. 235. (originally 5 George III, cap. 25, effective 10th October 1765).

² J.C. Arnell, 'Atlantic Mail', p. 298: 'Canada' departed Boston 27th February and made Halifax on 29th February 1856.

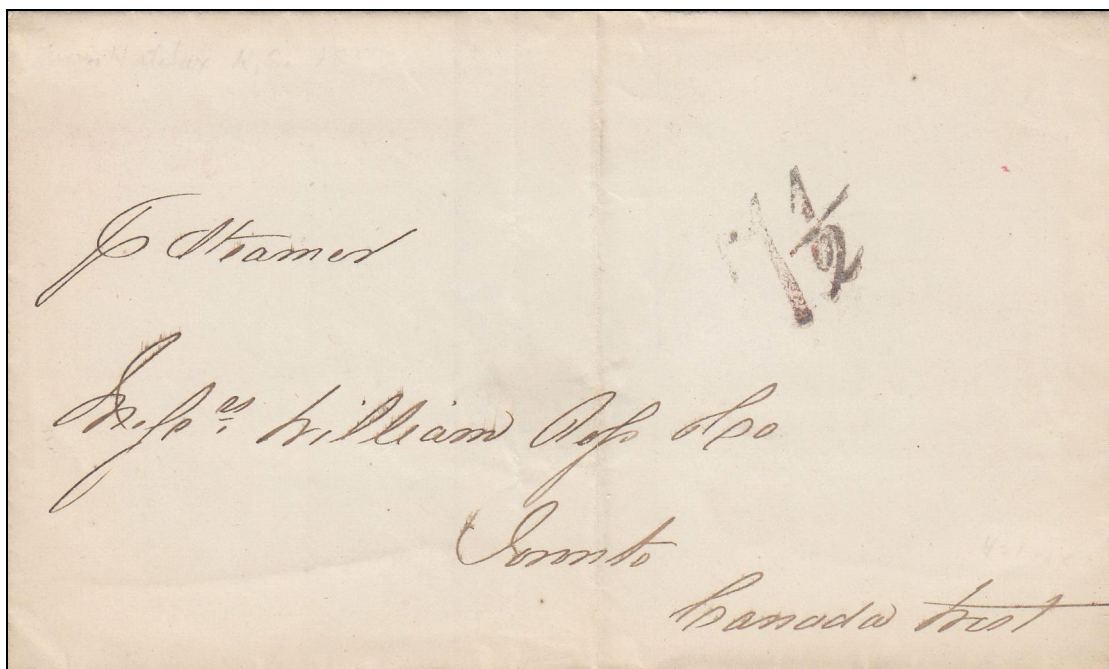
³ C.M. Jephcott, V.G. Greene & H.M. Young 'Postal History of Nova Scotia and New Brunswick', p. 255: the '8d' handstamp, Figure 245, is attributed to Halifax, 1859-1860; the example above is earlier.

Samuel Cunard and Eastern Seaboard Mails Halifax to Toronto

Effective 27th October 1851,¹ provision was made for correspondents to be able to direct letters between the Maritime Provinces and Canada to Cunard Line steamships calling at Halifax on inbound and outbound voyages for Boston (those on the New York route ceased calling at Boston in September 1850).

7½

Halifax, Nova Scotia to Toronto, Canada West, via Boston, Massachusetts,
9th February 1857.



The wrapper of a letter marked 'p Steamer' and charged sevenpence halfpenny, sixpence Sterling; it was carried in a closed mail by the Cunard Line 'Europa' to Boston,² thence through the United States with the incoming trans-Atlantic mails for Canada West. The charge was calculated as fourpence Sterling (fourpence halfpenny Currency), the port-to-port rate,³ plus threepence Currency the Canadian inland rate.⁴

¹ Letter W.H. Griffin to A. Woodgate, 25th October 1851.

² J.C. Arnell, 'Atlantic Mails', p. 298: Cunard Line 'Europa' called at Halifax 14th February, made Boston 16th February 1857.

³ 5 George III, cap. 25, effective 10th October 1765: fourpence Sterling, fivepence Currency from 1851.

⁴ There is a contradiction of Sterling and Currency in the letter from the Canadian D.P.M.G. cited above, but the total given, 7½d Currency, is correct.

Samuel Cunard and Eastern Seaboard Mails St. Stephens to St. George

Samuel Cunard remained responsible, under various contract extensions, for the transportation of mails between Halifax and Bermuda throughout the 1850s. Letters from the Maritime Provinces were charged inland postage to Halifax and ocean postage.

*St. Stephens, New Brunswick to St. George, Bermuda, via Halifax,
1st May 1857.*



The envelope of a letter prepaid eightpence Currency at St. Stephens: threepence Currency¹ the Maritime Provinces' inland postage to Halifax and fivence² the ocean postage from Halifax to Bermuda. The letter was carried by the Cunard steamship 'Delta' out of Halifax on 9th May for Bermuda 12th May 1857.³

¹ 13 & 14 Victoria, cap. 17, effective 6th April 1851; in Maritime Provinces effective 6th July 1851.

² 5 George III, cap. 25, effective 10th October 1765: fourpence Sterling, fivence Currency from 1851.

³ J.C. Arnell & M.H. Ludington, 'The Bermuda Packet Mails', p. 103.

Samuel Cunard and Eastern Seaboard Mails Halifax to New York

On 20th September 1849 the charge for letters forwarded by British packet between the ports of Halifax and Boston or New York was reduced from one shilling Sterling to fourpence Sterling, fourpence halfpenny per half ounce.¹ When Nova Scotia assumed control of her postal affairs in July 1851, local Currency was further devalued to 1:1.25, fivepence Currency per half ounce.

Halifax, Nova Scotia to New York, via Boston, 18th November 1857.



(Courtesy of Eigil Trondsen.)

A letter prepaid the fourpence Sterling port-to-port charge in Halifax (fivepence in Currency) with a confirmatory '4' (pence, Sterling) manuscript in red ink. It was carried by British packet, the Cunard Line 'Niagara' to Boston, Massachusetts.² The letter passed through Boston on 20th November and was charged a further five cents inland postage to New York.

¹ *British Colonist*, 4th September 1849, cited in C.M. Jephcott, V.G. Greene & H.M. Young 'Postal History of Nova Scotia and New Brunswick', p. 235. (originally 5 George III, cap. 25, effective 10th October 1765). Supported by G.P.O. Halifax table dated 5th October 1849, illustrated in Jephcott, Greene, Young, p. 85.

² J.C. Arnell, 'Atlantic Mail, p.299: 'Niagara' departed Halifax on 18th November and made Boston on 19th November 1857.

Samuel Cunard and Eastern Seaboard Mails Philadelphia to Cape Breton Island

Letters from the United States destined for Canada and the Maritime Provinces were generally charged a through rate of ten cents under the 1851 United States/ Canada postal agreement. However, letters for British packets to Halifax had to be prepaid United States inland postage and were then charged port-to-port and Maritime Provinces' inland postage.

8^d

Philadelphia to Sydney, Cape Breton Island, via Boston and Halifax,
18th October 1858.



A letter prepaid the ten cents through rate to British North America by means of a pair of five cents stamps from the 1857 issue, but directed 'Steamer via Boston'.¹ (The '10', a superfluous mark, reflects the postage due had the letter been carried overland and had it not been prepaid.) The letter was carried by the Cunard Line 'Canada' out of Boston for Halifax,² it made Sydney on 23rd October 1858 (reverse).³ The '8d' is the Currency charge due from the addressee for the ocean postage and Maritime Provinces' inland postage, fivepence⁴ and threepence⁵ Currency respectively.

¹ Canada/United States agreement 1851, 10 cents per half ounce between the two countries.

² J.C. Arnell, 'Transatlantic Mails', p. 300: 'Canada' out of Boston 20th October for Halifax 22nd October 1858.

³ R.H. Pratt, 'The Nineteenth Century Postal History of Newfoundland', p. 301: The letter may well have been sent by sea from Halifax to Sydney and the dates support this. Cunard's contract for the coastal service to St. John's, Newfoundland, allowed for the packets to touch at ports in Cape Breton Island, both out and return.

⁴ 5 George III, cap. 25, effective 10th October 1765: fourpence Sterling, fivepence Currency from 1851.

⁵ 13 & 14 Victoria, cap. 17, effective 6th April 1851; in Maritime Provinces effective 6th July 1851.

Samuel Cunard and Eastern Seaboard Mails Boston to Georgetown



The great majority of mail from the United States to Prince Edward Island was directed via New Brunswick, however, correspondents in the United States could send their letters to by 'sea mail' - if posted prepaid in Boston such letters may lack specific direction but were passed to the British packets for Halifax.

Boston, Massachusetts to Georgetown, Prince Edward Island, via Halifax,
1st June 1859.



A letter prepaid five cents¹ in Boston and carried by British packet, the Cunard Line 'Canada', to Halifax.² At Halifax the sea postage of fourpence Sterling³ was raised to which twopence Sterling inter-Provincial postage was added for a total of sixpence Sterling, ninepence Prince Edward Island Currency.⁴ On the reverse are Halifax and Prince Edward Island transit marks for 2nd and 7th June respectively.

¹ United States inland postage charged on letters carried by British packets, Anglo/United States Postal Convention, 1848.

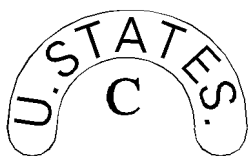
² J.C. Arnell, 'Transatlantic Mails', p.300: Cunard Line 'Canada' sailed 1st June for Halifax, N.S. reported arriving on 3rd June 1859. The date anomaly is not surprising, Arnell's lists are compiled from scheduled tables and are not necessarily exact.

³ 5 George III, cap. 25, effective 10th October 1765 (the 'port-to-port' rate), fourpence Sterling.

⁴ Prince Edward Island currency devalued against Sterling: 1 to 1.5.

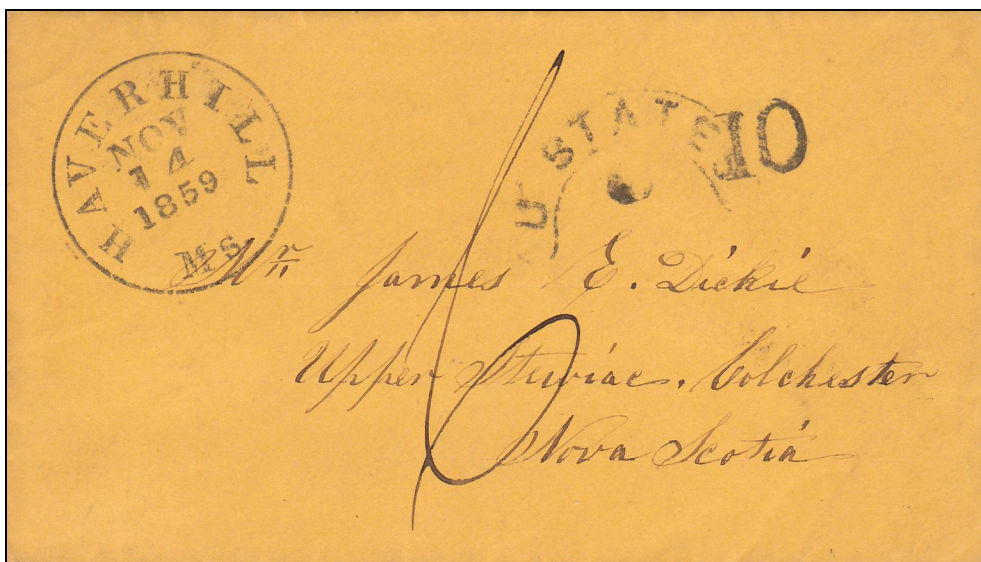
Samuel Cunard and Eastern Seaboard Mails

Haverhill to Colchester



A number of different handstamps were used at the Boston exchange office; one, an arc with a 'C' which has been taken to indicate mail to be carried by coastal steamer. Letters carried from Boston by British packet normally show additional ocean and Nova Scotia charges, this one appears to have escaped.

*Haverhill, Massachusetts to Colchester, Nova Scotia, via Boston,
14th November 1859.*



The envelope of a letter posted unpaid in Haverhill and charged ten cents, sixpence Currency, the cross-border rate at the time.¹ It was passed to Boston and, judging by its journey time, was included in the mail carried by British packet to Halifax, arriving there on 19th November 1859. The dates coincide with the scheduled sailing times of the Cunard Line 'America'.²

¹ The rate, 6d Cy., 10 cents, is the through rate agreed between Canada and the United States effective 6th April 1851, the sum of the two internal rates when Canada assumed control of her postal affairs later adopted by the Maritime Provinces. Canada adopted decimal currency on 1st July 1859, Nova Scotia on 1st January 1860.

² J.C. Arnell, 'Atlantic Mails', p. 300: 'America' sailed from Boston on 16th November, reached Halifax on 18th November 1859.

Samuel Cunard and Eastern Seaboard Mails Baltimore to Halifax

Letters could be directed to be sent to Halifax, Nova Scotia by the Cunard Line British packets out of New York and Boston if prepaid the appropriate cross-border postage. In addition, such letters were charged the British 'port-to-port' fee of fourpence Sterling, fivepence Currency.



Baltimore, Maryland to Halifax, Nova Scotia, 1st April 1861.



5 The envelope of a letter prepaid ten cents by means of a one cent and three three-cents perforated adhesives (first issue, 1857);¹ the letter was directed to the steamship Niagara out of Boston Massachusetts² and arrived in Halifax on 5th April 1861, where it was charged fivepence Currency.³

¹ Letter rate, 10c less than ½oz carried over 3000 miles. Foreign letter rate under 2,500 miles per ½ oz; over 2,500 miles 20c per ½ oz.

² This was a misdirection, 'Niagara' was the previous sailing. Arnell, 'Atlantic Mails', p. 302: Cunard Line 'Canada' out of Boston, 3rd April for Halifax, 5th April 1861.

³ The '5' handstamp, unlike the later 'cents' handstamps was previously recorded in use only between 1851-1856, Jephcott, Greene & Young, p. 255, fig. 244; 1851-1858, MacDonald, p.225, fig. R-51 (346).

Samuel Cunard and Eastern Seaboard Mails Miramichi to St. John's

L

Despite dissatisfaction on the part of Newfoundland merchants with the standard of service provided by the Cunard steamers providing the feeder service between Halifax and St. John's, this remained the fastest option for letters between the Maritime Provinces and Newfoundland.¹ The charge for a letter weighing less than half an ounce was five cents for inter-provincial postage plus fourpence Sterling ocean postage, a total of eightpence halfpenny Currency.

Miramichi, New Brunswick to St. John's, via Halifax, Nova Scotia,
2nd September 1861.



A letter prepaid only the inter-provincial postage of five cents². The ocean postage remained unpaid and was charged at Halifax, indicated by the black handstamp '4'. The letter was carried overland via Chatham to Halifax, thence to St. John's by the feeder service taking the Newfoundland letters arriving on the Cunard Line 'Arabia' that called at Halifax on 3rd September 1861;³ it arrived at St. John's on 9th September 1861 (transit and arrival marks reverse).

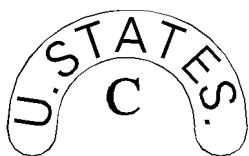
¹ R.H. Pratt, 'The Nineteenth Century Postal History of Newfoundland', p. 316; this letter was most likely carried by the steamer 'Merlin'.

² There was no thirteen and a half cents adhesive; the rate could have been made up using a twelve and a half cents adhesive, but these are infrequently seen even on trans-Atlantic letters (their prime intended use) and may not anyway have been available at a way office.

³ J.C. Arnell, 'Atlantic Mails', p. 302: 'Arabia' out of Liverpool 24th August for Halifax on 3rd September 1861; the letter arrived in St. John's on 9th September 1861.

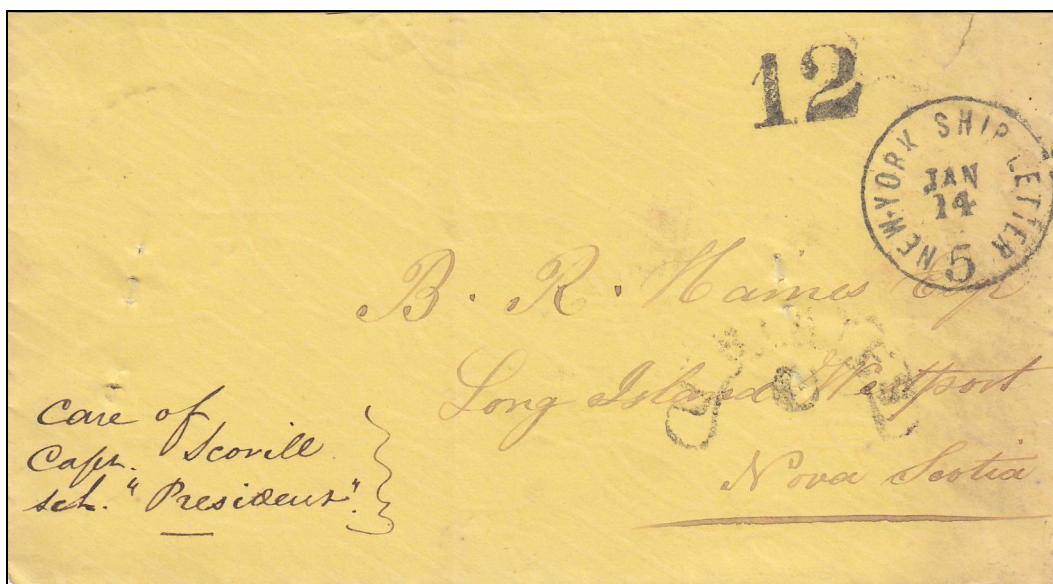
Samuel Cunard and Eastern Seaboard Mails

United States to Nova Scotia



In the event of letters forwarded having been received in the United States, the two cents ship fee was added to the through rate. A number of different handstamps were used at the Boston exchange office; one, an arc with a 'C' which is taken to indicate mail to be carried by coastal steamer.

*New York to Westport, Brier Island, Nova Scotia, via Boston,
14th January 1862.*



The envelope of a letter of unknown origin carried by private ship, the schooner 'President' to New York, where it was at first charged as a ship letter. Initially charged twelve cents, two cents ship letter fee and ten cents the through rate to Nova Scotia¹, it was sent on to Halifax, and thence to Brier Island, arriving there on 25th January 1862.

¹ The rate, 6d Cy., 10 cents, was the through rate agreed between Canada and the United States effective 6th April 1951, the sum of the two internal rates, when Canada assumed control of her postal affairs and adopted by the Maritime Provinces. Canada adopted decimal currency on 1st July 1859, Nova Scotia not until 1st January 1860.

Samuel Cunard and Eastern Seaboard Mail Halifax to Quebec

The arrangement, effective 27th October 1851,¹ under which closed mails were exchanged between Halifax and Canada by British packets via Boston remained in force after Canada, on 1st July 1859, and Nova Scotia, on 1st January 1860, adopted decimal Currency. The decimal rate was twelve and a half cents.

C T S
12 $\frac{1}{2}$

Halifax, Nova Scotia to Quebec, Canada East, via Boston, Massachusetts,
14th October 1862.



The envelope of a letter marked 'via Boston' and charged twelve and a half cents; it was carried in a closed mail by the Cunard Line 'Asia' to Boston,² thence through the United States with the incoming trans-Atlantic mails for Quebec, arriving there on the 18th October 1862. The charge was calculated as fourpence Sterling the port-to-port rate,³ plus twopence Sterling the Canadian inland rate.⁴

¹ Letter W.H. Griffin to A. Woodgate, 25th October 1851.

² J.C. Arnell, 'Atlantic Mails', p. 303: Cunard Line 'Asia' called at Halifax 15th October, made Boston 17th February 1862. The letter arrived in Quebec on 18th October 1862 (reverse).

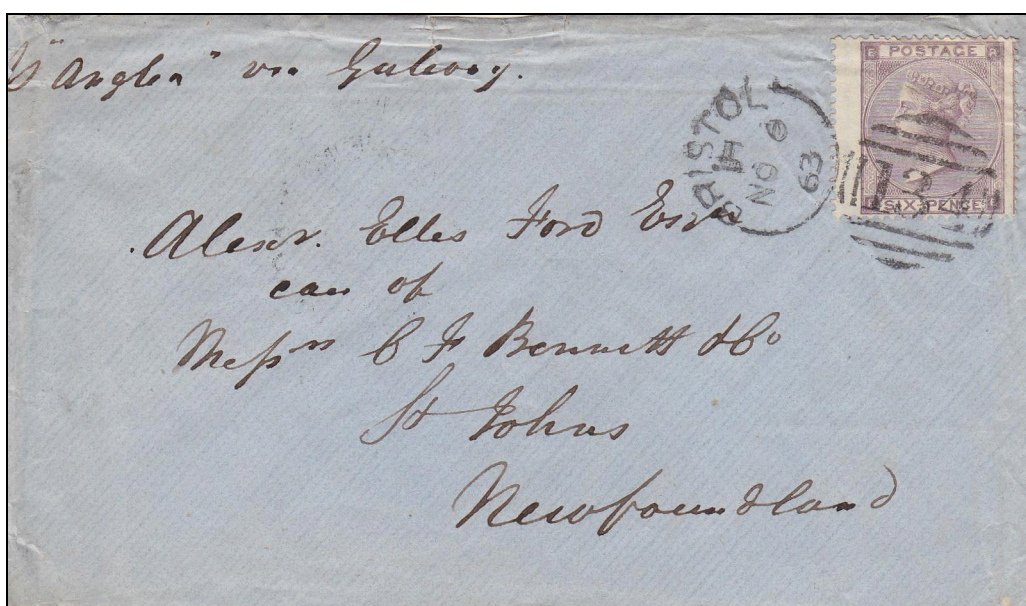
³ 5 George III, cap. 25, effective 10th October 1765: fourpence Sterling, fivepence Currency from 1851.

⁴ There is a contradiction of Sterling and Currency in the original letter from the Canadian D.P.M.G. cited above, but the total given, 7 $\frac{1}{2}$ d Currency/ 12 $\frac{1}{2}$ cents, is correct.

Samuel Cunard and Eastern Seaboard Mails Halifax to St. John's

Although a contract was let in 1858 to the Galway Line¹ for trans-Atlantic mails to Newfoundland and the United States, the Cunard contract for a feeder service between Halifax and St. John's remained in place and the failures of the Galway Line's ships occasionally caused letters be forwarded by the earlier service.

Bristol, England to St. John's, Newfoundland, via Halifax, Nova Scotia,
6th November 1863.



The envelope of a letter directed 'by Anglia via Galway'² intended to be carried direct to St. John's by the Galway Line. 'Anglia' collected the mails from Galway on 10th November 1863 but struck Black Rock on departure; she was re-floated and returned to Liverpool. The mails were carried by the Cunard Line 'Arabia' arriving in Halifax on 25th November³ for transfer by feeder service⁴ to St. John's, arriving there on 30th November 1863 (reverse).

¹ W. Hubbard & R.F. Winter, 'North Atlantic Mail Sailings', p. 263: 'Atlantic Steam Navigation Company', 1858, popularly known as the 'Galway Line'; 'Royal Mail' added to title in 1859.

² N.R.P. Bonser, 'North Atlantic Seaway', p. 166: 'Anglia', a 2913 ton steamship that made only one complete trans-Atlantic voyage, laid up 1863-1866, sold to the Turkish Government in 1866.

³ J.C. Arnell, 'Atlantic Mails', p. 304: 'Arabia' out of Liverpool 14th November called at Queenstown 15th November for Halifax on 25th November; the letter arrived in St. John's on 30th November 1863.

⁴ R.H. Pratt, 'The Nineteenth Century Postal History of Newfoundland', p. 316: likely the steamship 'Merlin'.

Samuel Cunard and Eastern Seaboard Mails

Douglastown to St. John's

Correspondents in the Maritime Provinces were able to utilise the Cunard service that continued to operate through the 1860s between Halifax and St. John's.¹ The charge for a letter weighing less than half an ounce was five cents for inter-provincial postage plus fourpence Sterling, eightpence halfpenny Currency, sea postage (the old port-to-port rate). Overpayment to fourteen cents was common.

*Douglastown, New Brunswick to St. John's, via Halifax, Nova Scotia,
30th July 1866.*



The wrapper of a letter from a way office (which may have dictated the choice of adhesives) prepaid fourteen cents,² an overpayment of half a cent. The prepayment of the ocean postage was confirmed by the red manuscript '4'. It was carried overland via Chatham to Halifax, thence to St. John's by the feeder service that was taking the Newfoundland letters arriving on the Cunard Line 'China' that called at Halifax on 30th July 1866.³ The letter arrived at St. John's on 6th August 1866 (reverse).

¹ R.H. Pratt, 'The Nineteenth Century Postal History of Newfoundland', p. 316.

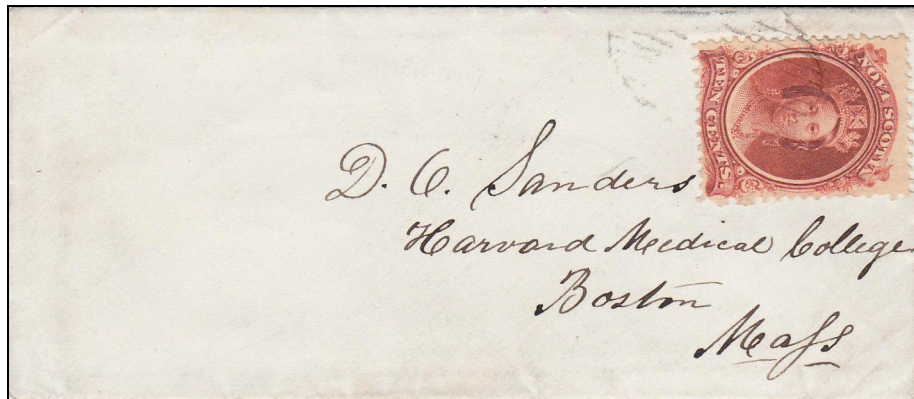
² There was no thirteen and a half cents adhesive; the rate could have been made up using a twelve and a half cents adhesive, but these are infrequently seen even on trans-Atlantic letters (their prime intended use) and may not anyway have been available at a way office.

³ J.C. Arnell, 'Atlantic Mails', p. 306: 'China' out of Liverpool 21st July Halifax on 30th July 1866; the letter arrived in St. John's on 6th August 1866.

Samuel Cunard and Eastern Seaboard Mails Clement's Port to Boston

Nova Scotia adopted decimal currency on 1st January 1860 and the through rate to the United States became ten cents per half ounce for distances from the United States border to destinations of less than 3000 miles, fifteen cents for greater distances. The decimal issue of stamps was available for use from 1st October 1860 and from 4th August 1864 a uniform rate of ten cents irrespective of distance was introduced.¹

Clements Port, Nova Scotia to Boston, Massachusetts, 10th February 1867.



A letter prepaid ten cents the through rate to the United States. The mails at this time were carried in closed bags and it is not possible to say with certainty by which route this letter was carried, however, it passed through Halifax on 13th February 1867, suggesting sea transit by British packet to Boston.²

¹ *New Brunswick Courier*, 13th August 1864.

² J.C. Arnell, *Atlantic Mails*, p.306: 'China' called at Halifax on 15th February and made Boston on 16th February 1867.

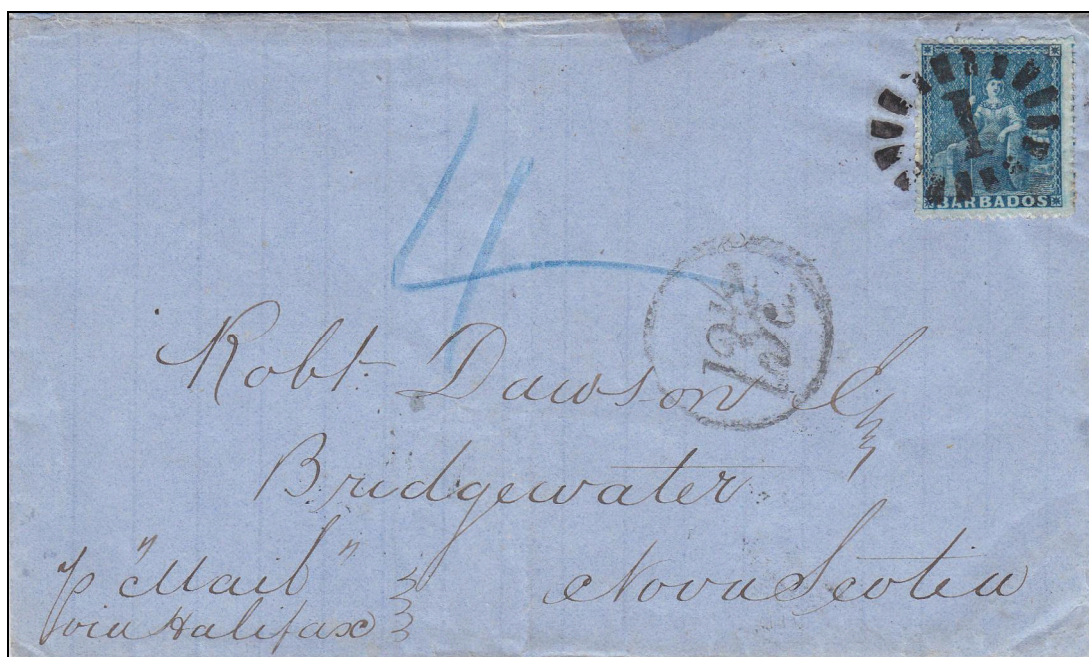
Samuel Cunard and Eastern Seaboard Mails

Barbados to Nova Scotia

13½
c.

A connection was maintained between the West Indies and North American trans-Atlantic services; the charge for a letter weighing less than half an ounce was fourpence Sterling, plus any provincial inland postage. A locally-made handstamp of thirteen and a half cents was used at Halifax to collect such postage.¹

Barbados, to Bridgewater, Nova Scotia, 25th April 1867.



A letter prepaid a penny inland postage carried by an R.M.S.P.C. ship 'Mersey' to St. Thomas, thence to Bermuda and Halifax by the packet 'Delta'. On arrival in Halifax it was charged eight and a half cents ocean and five cents provincial inland postage.

<i>From</i>	<i>Date</i>	<i>Vessel</i>	<i>To</i>	<i>Date</i>
<i>Barbados</i>	<i>26th April 1867</i>	<i>'Mersey'²</i>	<i>St. Thomas</i>	<i>29th April 1867</i>
<i>St. Thomas</i>	<i>5th May 1867</i>	<i>'Delta'³</i>	<i>Bermuda</i>	<i>11th May 1867</i>
<i>Bermuda</i>	<i>11th May 1867</i>	<i>'Delta'</i>	<i>Halifax</i>	<i>15th May 1867</i>
<i>Halifax</i>	<i>15th May 1867</i>	<i>Overland</i>	<i>Bridgewater</i>	<i>17th May 1867</i>

¹ C.M. Jephcott, V.G. Greene & H.M. Young 'Postal History of Nova Scotia and New Brunswick', p. 270, fig. 283, recorded 1864. J.J. MacDonald, 'The Nova Scotia Post', p. 234, fig 407, also recorded 1864.

² P.J. Kenton & H.G. Parsons, 'Early Routings of the Royal Mail Steam Packet Company', p. 250.

³ J.C. Arnell & M.H. Luddington, 'The Bermuda Packet Mails', p. 123.