

PENCE-CENTS ERA STUDY GROUP

Of the British North America Philatelic Society
Volume X, No. 1, March 2021



6d Greenish Grey Prince Consort – 4 Ring 21 Montreal
Position 7 with small part of the Imprint at upper right

Dear Study Group Member,

All the talk is about the vaccine rollout for Covid-19. It seems that countries around the world are in a race to get their population vaccinated so that life can return to normal and we can enjoy our freedoms away from the Living Room couch in front of our television sets.

But let's talk about the Capex Stamp Show in Toronto in 2022. There is a new website for this truly large show located in the heart of downtown Toronto's entertainment district. You can see it by clicking [here](#). Although far off in the future, it is something spectacular to look forward to. Toronto is an exciting city that is both modern and historical, a perfect mixture of hi-tech architecture amid a backdrop of history. The Metro Toronto Convention Center is a gigantic venue. When you walk through it, it will feel like you're walking through one of the larger, more modern airports in the world.

An exciting secret was exposed to me recently. Peter Maresch will be holding an auction of the famous Fred Fawn Exhibit collection during Capex 2022. This includes the only known full sheet of the 15c Large Queen. If the Large Queen Issue interests you, maybe you should buy the [BNAPS book: The Dominion of Canada: The Large Queens 1868-1896](#) from Bill Longley to see what might be in this memorable sale. Remember to get your BNAPS Member discount.

BNAPS has committed to being a major partner in the upcoming international philatelic event CAPEX22. Bill Longley is our communications representative on the CAPEX22 Convention Committee. He is actively looking for short articles / tidbits that he can use to promote BNAPS. You can either reply to Ron Smith at varfor@gmail.com or to Bill directly at: bill@longleyauctions.com.

BNAPEX 2021 in Winnipeg has been cancelled, however, the 2021 BNAPS convention (exhibit and bourse) will be a "virtual" event. You will be able to submit exhibits, there will be awards and there will be Dealers and Study Group meetings via Zoom. The details will be on the [BNAPS website](#) in the near future.

Jim Jung

In This Issue.....

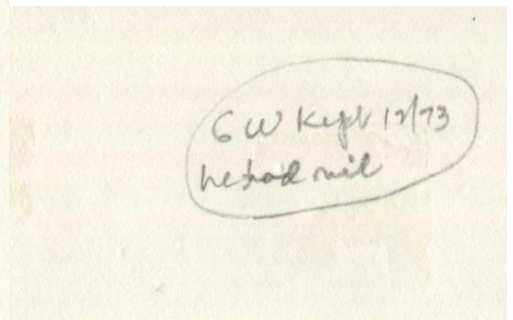
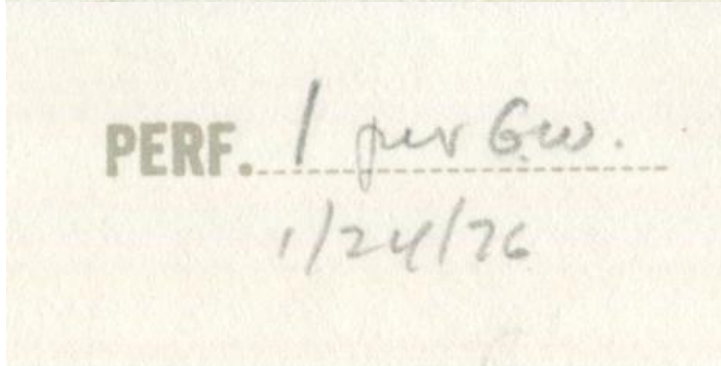
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New 5c Beaver Find by Michael D. Smith

Mike Smith has yet again found something that is rare and elusive and all the things a 5c Beaver collector wished they had. This off-centered, heavily cancelled stamp has its' scale of desire overridden with a plate flaw that has been catalogued by well-known Canadian Stamp collector Clayton Huff.



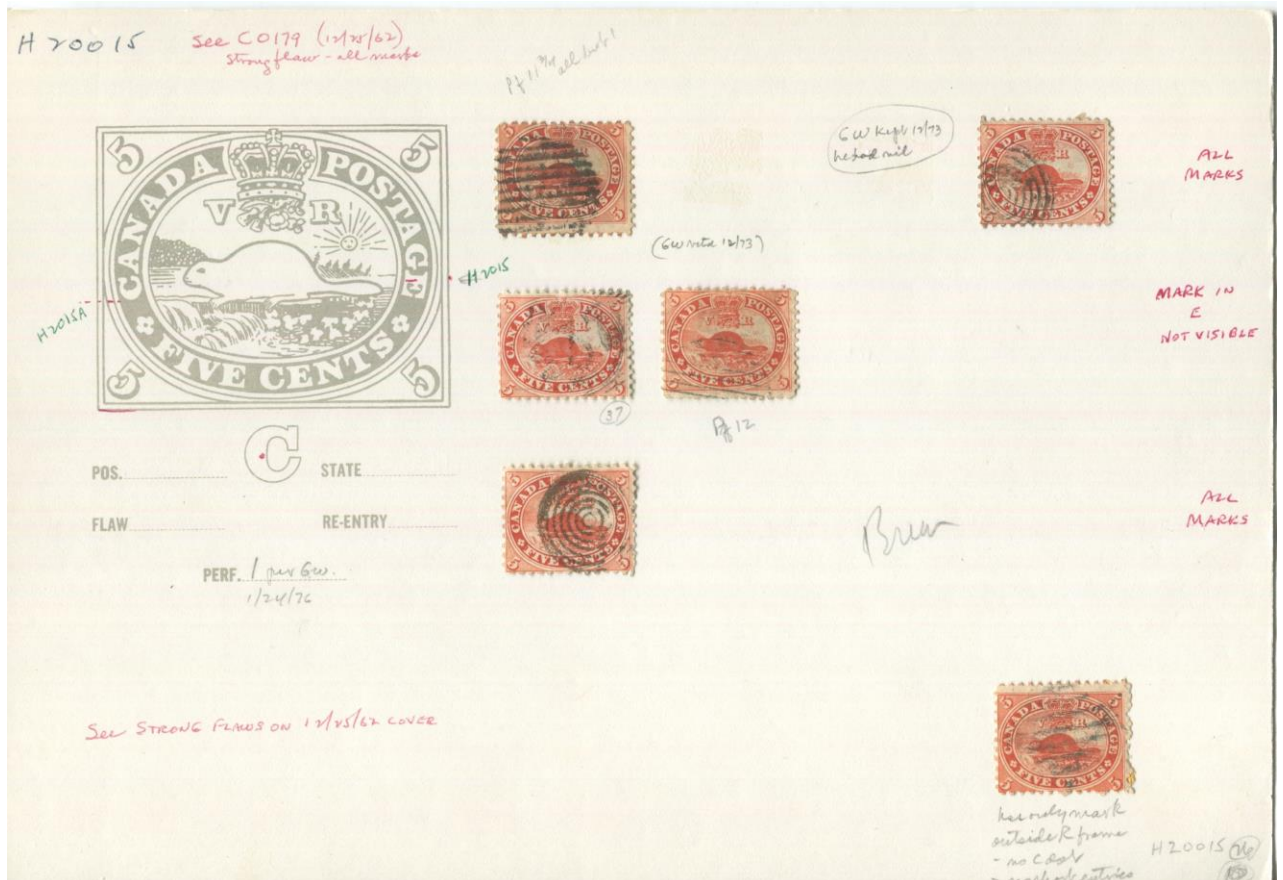
Pencil notes on a Study Card belonging to Clayton Huff show that GW (Geoffrey Whitworth) has found a copies of the Flaw with dates when he found them.

(G.W. note 12/73)

New 5c Beaver Find by Michael D. Smith



Closeups of the stamp show a scratch in the central left frameline area below the C of CANADA and in the right frameline area through the E of POSTAGE. There is also a mark outside the right frameline.



A look at the complete Study Card created by Clayton Huff with his notes and his number H20015, cataloging the Flaw along with a number of copies of stamps in the same position.

New 5c Beaver Find by Michael D. Smith

Clayton Huff authored a continuous column in BNA Topics in the 1970's that listed Plate Flaws that he found. Here is his drawing and descriptions for his Flaw H-2015 matching the stamp above.

Copies of these BNA Topics issues are available on the bnaps.org website. Look under **Publications and Online Library**.



IDENT # — H2015

Descr.: Scratch on both side of stamp. Begins outside L fr., goes through all 3 flg at L just under C of CANADA, then shows as horizontal line in E of Postage and ends outside R fr. at level of upper end of E

T.P.: D1, D7 and D8

P.P.: ?—Not B or R. St.: ?

Application for Membership in the BNAPS Pence/Cents Study Group

If you have an interest in early Canadian and BNA stamps, covers and postal history including stampless, please fill out and e-mail the following information to: jimjung8@gmail.com (We really just need your info in an email and you're in for free, as a BNAPS member)

Name: _____

Street Address: _____

City: _____

Province/State: _____ Postal/Zip Code _____

E-mail _____

FAX: _____ Telephone: _____

Describe your interest area(s):

New 3d Beaver Find by Jim Jung



3d Beaver collectors may be interested in this stamp that I found after owning it for several years. After posting it on Facebook to show different stamps with Four Ring postmarks, friends piped up and pointed out the rather obvious mark on top of the beaver's head. I dubbed this the Tin Hat variety. On closer inspection, you can also see a heavy horizontal line in the V of VR and a large mark of ink above the V over the lower left part of the crown.

Now that certainly makes this an interesting Oddity. Although I feel that this may be a one of a kind error, if anyone has an explanation for these marks or another stamp with any of these marks, please send us an email.

Canadian Interprovincial Mail Via the United States

by David D'Alessandris

This article by David D'Alessandris originally appeared in the U.S. Philatelic Classics Society's *The Chronicle of the U.S. Classic Postal Issues* Volume 65, Number 4, Year 2013, Chronicle 240. Page 382 and is reprinted here, with minor updates, by the author's permission.

Introduction

The Dominion of Canada was created on July 1, 1867, when the formerly independent provinces of Canada East, Canada West, New Brunswick, and Nova Scotia confederated. Other provinces joined Canada at later dates. Relevant to this discussion were the Red River Colony, British Columbia, and Vancouver Island. The Red River Colony was formed in the Rupert's Land province, controlled by the Hudson Bay Company. The colony eventually confederated with Canada on July 15, 1870, and is now known as Manitoba. In addition, the separate provinces of British Columbia and Vancouver Island combined in November 1866, and then confederated with Canada on July 20, 1870, as the province of British Columbia. Prince Edward Island confederated with Canada on July 1, 1873. Newfoundland did not join Canada until 1949.

Although Canada East and Canada West united in 1841 and had a unified postal system, the other provinces in British North America (BNA) maintained separate postal systems. Until 1851, all of the BNA postal services were under the control of the General Post Office (GPO) in London. Because of geography and development patterns, these independent postal systems often exchanged mail using mail routes through the United States. This article is limited to mail between independent postal systems—that is, mail that transited the United States between independent provinces or between Canada and an independent province.

Interprovincial mail can be divided into open mail and closed mail. In this context, open mail refers to loose letters that entered the United States postal system, were carried like domestic-origin letters, and were subject to United States domestic postage charges. Closed-mail letters transited the United States in closed mailbags and were not subject to United States postal charges. Open mail was used on occasion to speed the delivery of mail between Canada and the Maritime Provinces (New Brunswick, Nova Scotia, and Prince Edward Island). However, open mail was more frequently used on mail to or from the western provinces (British Columbia and Manitoba), which were sent via the United States because no BNA mail route existed.

In contrast to the open mail, the closed-mail routes were set by treaty with United States. Since such mail was sent in a closed mail bag, covers do not bear United States postal markings, except by accident. In some instances, mail continued to be sent through the United States following confederation. In the western provinces, confederation led to the development of Canadian domestic postal routes to eliminate the need to send mail through the United States.

Many of the interprovincial routes were developed to speed mail to and from the United Kingdom. Once the route was established for the more important mail to the mother country, the provinces were able to piggy-back onto the route for the transmission of the much smaller volume of interprovincial mail. In fact, the closed-mail routes generally started as open-mail routes that, despite their higher costs, had been used by businesses to speed important communications.

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Mail between Canada and the Maritime Provinces

Northern New England separates the commercial centers of Canada, such as Montreal and Toronto, from the commercial centers of the Maritime Provinces, such as Saint John and Halifax. Before the Revolutionary War, mail between the provinces, as well as mail to the United Kingdom, was generally routed through New York, via Lake Champlain and the Hudson River. This route was severed during the Revolutionary War, with the result that mail service was not provided on a regular basis during winter months.

In 1783, for reasons of military security, the British established a mail route from Halifax to Montreal that ran entirely through BNA territory.¹ The route generally followed the St. Lawrence, Madawaska, and Saint John rivers. In the mid-1830s, the mails would take 20 days or longer for the 650 miles from Halifax to Quebec City during the late fall and spring.² By the 1850s the overland route took an average of eight days in the summer and nine days in the winter months for the longer distance (roughly 800 miles) from Halifax to Montreal.³ The route passed through what are, even today, remote areas in New Brunswick and Lower Canada (Quebec).

Because the overland route was long and slow, merchants often preferred to send their mail to the United Kingdom via New York. The details of Canadian transatlantic mails have been covered in depth elsewhere and are beyond the scope of this article.⁴ For purposes of this discussion, it is sufficient to note that ordinary domestic United States postage was charged on these letters before 1845, when the United States agreed to allow mails for Canada to be sent through the United States by closed bag.⁵ Canada was required to pay transit postage to the United States, but individual letters were not charged transit postage. The terms of the agreement applied only to transatlantic mail. The agreement did not cover interprovincial mails.⁶



Figure 1. February 5, 1829, Montreal to Halifax, sent in the open mail. The sender prepaid both 6d Canadian postage to the United States border and 18³/₄¢ United States postage to Boston. How the cover travelled from Boston to Halifax is not certain.

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Figure 1 is an example of an interprovincial letter sent by open mail through the United States. The letter entered the mail in Montreal, Lower Canada, on February 5, 1829, and was sent in the open mail via the United States to Halifax, Nova Scotia. The sender prepaid both 6d for a

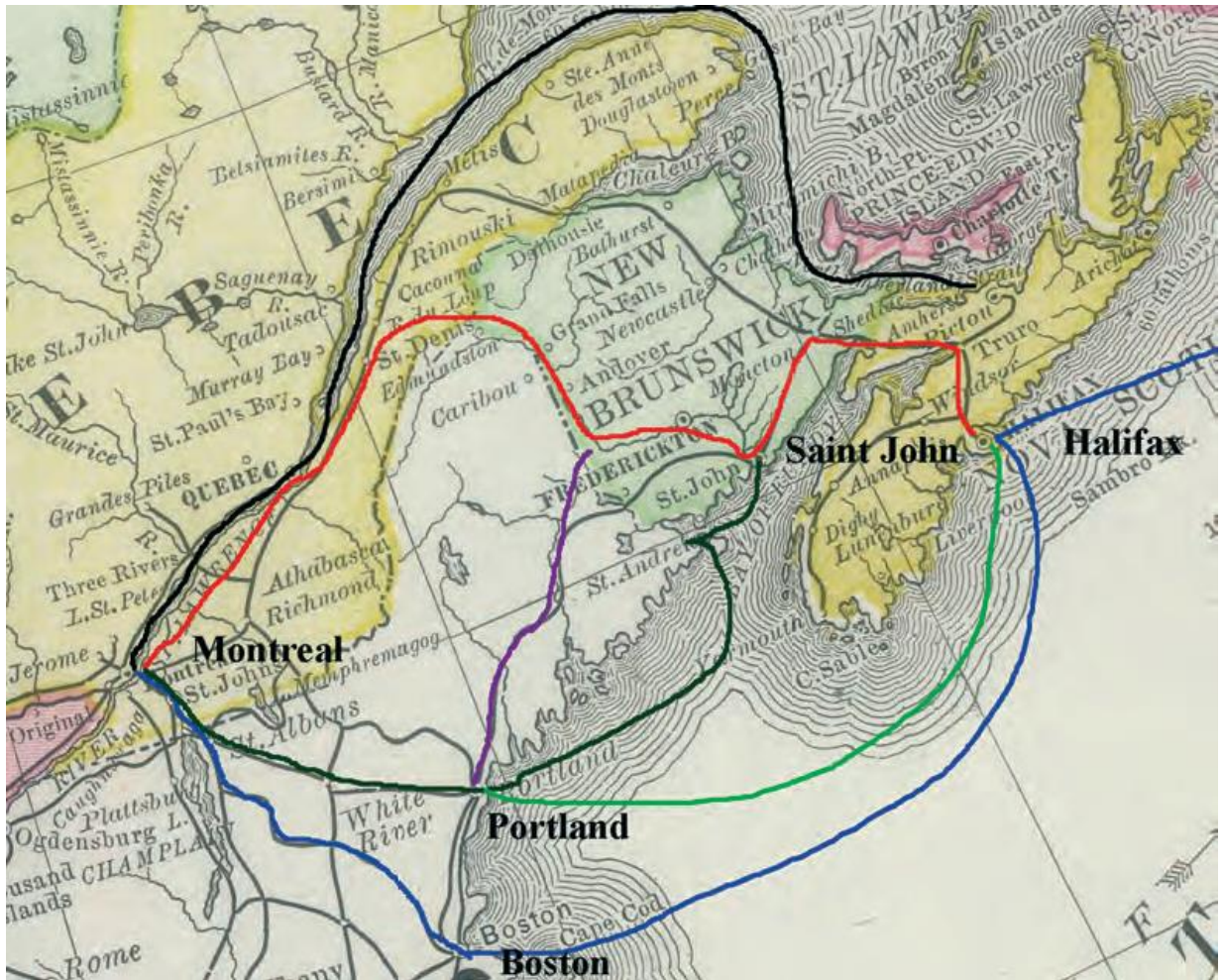


Figure 2. By 1867, there were six mail routes between Canada and the Maritime Provinces. Two were entirely within BNA territory. The overland route is shown in red and the domestic route by Canadian mail steamer on the St. Lawrence River is shown in black. The other four mail routes transited the United States: open and closed mail by Cunard Line steamer via Boston (shown in blue); open and closed mail by coastal steamboat via Portland and Saint John, New Brunswick (dark green); closed mail by Grand Trunk Railway steamship via Portland and Halifax (light green); and a rail link via Maine (purple).

distance of 61 to 100 miles to the border and 18¾¢ United States postage for a distance of 150 to 400 miles from the Swanton, Vermont, exchange office to Boston. The cover is endorsed "postage to Boston paid." The means of transit from Boston to Halifax is unclear. The cover may have been intended for the Cunard mail-boat *Emily*, which departed Boston on February 9, 1829. However, the cover is unlikely to have made it to Boston in time for the packet. Instead, it appears the letter was handed off to a private ship, probably the *George Henry*, which departed Boston for Halifax on February 19, 1829.⁷

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by David D'Alessandris

Interprovincial mail is surprisingly scarce. It is much less common than cross-border covers to the United States. Charles Firby has maintained a census of Canadian pence and decimal issue stamped covers and was one of the authors of a separate census of New Brunswick and Nova Scotia pence-issue covers. The Firby census of Canadian pence-issue covers records only 26 single-rate⁸ covers from Canada to the Maritime Provinces (16 to New Brunswick, seven to Nova Scotia, and three to Prince Edward Island) during the Canadian pence era.⁹ Similarly, the census of New Brunswick and Nova Scotia pence-issue covers records only seven covers from New Brunswick to Canada (1.9 percent of the 380 pence-issue covers reported), and only 16 covers from Nova Scotia to Canada, including two double-rate covers (2.6 percent of the 622 pence issue covers reported). By way of comparison, covers to the United States and the United Kingdom are both far more common. The census reports 90 covers from New Brunswick to the United States (23.6 percent of the total) and 62 to the United Kingdom (16.4 percent). For Nova Scotia, the census reports 114 to the United States (18.3 percent of the total), and 89 to the United Kingdom (14.3 percent).¹⁰

By Confederation in 1867, there were six mail routes between Canada and the Maritime Provinces. These are sketched out on the map presented in Figure 2. In addition to the overland route entirely through BNA territory (shown in red in Figure 2), there was a second Canadian domestic route by Canadian mail steamer on the St. Lawrence River (shown in black in Figure 2). The other four mail routes transited the United States: open and closed mail by Cunard Line steamer via Boston (blue in Figure 2); open and closed mail by coastal steamboat via Portland, Maine and Saint John, New Brunswick (dark green); closed mail by Grand Trunk Railway steamship via Portland and Halifax, which used the same rail link between Portland and Montreal (light green); and a rail link via Maine (purple).¹¹ The four routes that transited the United States are discussed below. Given the small number of interprovincial covers in general, and the fact that these few covers were carried over multiple routes, the number of interprovincial covers carried on any one route is tiny.

Closed mail by the Cunard Line via Boston

When the Cunard Line initiated its regular transatlantic service in July 1840, its sole terminus in the United States was Boston, and the steamships called at Halifax en route between Boston and Liverpool. In January 1848, Cunard began service between Liverpool and New York, again with the steamship calling at Halifax. However in September 1850, the New York steamships dropped Halifax and began operating non-stop between New York and Liverpool. Cunard steamships operating between Liverpool and Boston continued to call at Halifax until the end of 1867.¹²

With the initiation of Cunard Line service, it was possible to send mail from Halifax to the United States by Cunard Line steamer. Some correspondents used this route to send mail to Canada. Figure 3 is an interprovincial cover sent by open mail using the Cunard Line through Boston. The cover originated in Halifax on June 2, 1847, and was paid 1 shilling packet postage to Boston. At Boston, it was rated 7¢ due (5¢ for a distance under 300 miles to the border plus 2¢ ship letter fee). From the exchange office to Quebec City, the letter was rated 1 shilling 4d due

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Canadian currency (cy.) comprised of 11½d cy. for a distance of 201 to 300 miles inland postage plus the 7¢ United States inland postage, which was converted to 4½d cy. There are two 1847 issue covers from Halifax, Nova Scotia, to St. Catherines, Canada West, that were sent by this route. However, the 1847 stamps were applied in the United States.¹³ One cover



Figure 3. June 2, 1847, Halifax to Quebec City, sent in the open mail by Cunard Line. One shilling packet postage to Boston was prepaid at Halifax. At Boston, the cover was rated 7¢ due. The U.S. postage due plus Canadian inland postage totaled 1 shilling 4d due (Canadian currency).

was carried out of the mails or “bootlegged” by a passenger on a Cunard Line packet. The passenger affixed two 5¢ 1847s and mailed the letter at Boston. The other cover was mailed from Halifax to a forwarding agent in Boston. The forwarding agent applied a vertical pair of 5¢ 1847s and mailed the cover at Boston.¹⁴

In 1848, the United States and the United Kingdom entered into a postal treaty. However, it did not provide for cross-border or interprovincial mails. In 1851, after the crossborder treaty rates had been negotiated and the provinces took control of their postal systems from the London GPO, the provinces were able to negotiate with the United States the ability to send interprovincial mail by closed bag between Montreal and Halifax. The closed mail service took effect October 27, 1851.¹⁵ The interprovincial mails were permitted to transit the United States in closed bags, free of any United States postal charges. Interprovincial mail was charged 6d sterling (stg.) (7½d cy.), comprised of 4d stg. (5d cy.) packet postage from Halifax to Boston plus 2d stg. (2½d cy.) inland postage.¹⁶ After 1845, all rates were per half ounce. The packet postage rate was set by the United Kingdom and the provinces were required to pay over that

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entire amount, in sterling, to the GPO in London. Despite the speed advantage, this route was not widely used because of the added cost (7½d cy. versus 3d cy. for overland mail) and the fact that the route was available only once every two weeks. Thus, unless a letter was specifically timed for the sailing of the Cunard steamship, it was often faster to send by one of the other routes.

Figure 4 is one of five recorded covers franked with Pence Issue stamps from Nova Scotia to Canada by the Cunard Line closed-mail route, and the only cover franked with the 1857 6d dark green. The cover is properly endorsed "closed mail for Canada" to indicate it should be sent by the faster and more expensive closed-mail route. The cover originated in Halifax, Nova Scotia, on December 27, 1858, and is franked with a 6d dark green 1857 stamp and a bisected 3d dark blue 1851 stamp, paying the 7½d cy. closed-mail rate. The cover was carried by the Cunard Line *America* to Boston, followed by rail transit to Montreal. No United States transit postage was charged.



Figure 4. December 27, 1858, Halifax, Nova Scotia, to Montreal. The 7½d Cunard Line closed mail rate was paid by stamps in Nova Scotia: a 6d dark green 1857 stamp and a bisected 3d dark blue 1851 stamp. The cover was carried by the Cunard Line *America* to Boston, then by rail to Montreal. No United States transit postage was charged.

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Figure 5. November 6, 1855, Halifax, Nova Scotia, to Toronto, sent in the open mail via the Cunard Line. The 3d dark blue 1851 and two 1d red brown 1851 Nova Scotia stamps pay the 5 pence packet postage to Boston. The 10¢ postage due (6d in Canadian currency) represents the treaty-rate postage from Boston to Toronto.

Figure 5 is an open-mail cover sent November 6, 1855, from Halifax, Nova Scotia, to Toronto, Canada West. The letter is franked with a 3d dark blue 1851 stamp and two 1d red browns (originally a pair) paying the 5d cy. packet rate (in this case via Cunard Line Asia) to Boston. At Boston, the cover was rated 10¢ (6d cy.) due as an unpaid letter to Toronto. The sender may have intended the letter to go by the Cunard Line closed-mail route. However, the rate by that route was 7½d cy. As the cover was not endorsed for the closed mail and was paid only to Boston (5d cy.), Boston treated it as an unpaid letter to Canada. The total postage charged on this letter was equivalent to 11d, comprised of the 5d packet postage paid by the stamps, plus 6d cy. (10¢) the treaty-rate postage collected at Toronto. The alternatives would have been 7½d cy. by the Cunard Line closed mail, or 3d cy. by ordinary overland interprovincial mail.

Figure 6 is a closed-mail cover sent from Montreal on June 3, 1867, to New Glasgow, Nova Scotia, after the conversion to decimal currency. The 4d stg. packet postage was equivalent to 8½¢ in the new decimal currency, while the 2d stg. inland charge was equal to 4¢, for a total rate of 12½¢. The cover is endorsed "p Cunard Steamer" to indicate that it should be sent by closed mail via the United States. The cover is franked with a 12½¢ yellow-green 1859 stamp, which pays the special 12½¢ (6d stg.) closed-mail rate by the Cunard Line steamer *Africa* via Boston and Halifax.

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The 7½d cy. or 12½¢ closed-mail rate was also available for mail to or from New Brunswick and Prince Edward Island, although no such covers are recorded for those provinces. At least for New Brunswick, it is doubtful this route would save any time, since it would be necessary to send the letter east to Halifax to send it west to Canada. Thus, it was probably faster to send a letter by one of the other routes. Given how scarce Prince Edward Island mail is to begin with, it is not surprising no closed-mail cover is known.

The closed-mail route was also available for mail between Canada and Newfoundland. The rate for this route was agreed to on September 22, 1851.¹⁷ Service presumably did not start until October 27, 1851, when the closed mail to Nova Scotia was initiated. At that time, a



Figure 6. June 3, 1867, Montreal, Canada East, to New Glasgow, Nova Scotia, endorsed “p Cunard Steamer” to indicate it should be sent by closed mail via the United States, and franked with a 12½¢ yellow-green 1859 “Canada Packet Postage” stamp, which pays the special closed-mail rate.

Cunard Line feeder service to Halifax was the only mail route off the island.¹⁸ The postage rate for a letter from St. Johns, Newfoundland, to Boston was 8d stg., comprised of 4d stg. packet postage from St. Johns to Halifax, plus 4d stg. from Halifax to Boston. The closed-mail rate was thus set at 10d stg.: 8d stg. packet postage, plus the 2d stg. inland charge. In January 1856, the packet postage rate from St. Johns to Boston was reduced to 4d stg. The closed-mail rate remained 10d stg. until January 1, 1865.¹⁹ After that date, the rate was reduced to 6½d stg.

Figure 7 is a cover intended to be sent by closed mail from Saint Johns, Newfoundland, on April 2, 1856, to Amherstburgh, Canada West. The letter was properly endorsed “per closed mail” and prepaid 10d stg. (red crayon manuscript 8 and 2 at right) for the closed-mail rate to Canada West. The cover was carried by the Cunard Line feeder route to Halifax and then by the Cunard *Cambria* to Boston. For whatever reason, the letter was placed in the closed bag for Canada.

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Figure 7. April 2, 1856, Newfoundland to Canada West. While prepaid for the closed mail rate, this cover was handled as an open-mail letter at Boston and rated 10¢ due as an unpaid letter to Canada West. Farther on, Boston's 10 due marking was crossed out and the cover was marked PAID.

At Boston it was handled as an open-mail letter and was rated 10¢ due as an unpaid letter to Canada West. The letter was routed through the Detroit exchange office, which applied the "UNITED/6d/STATES" exchange-office marking in red and sent the letter on to Amherstburgh. At some point, probably in Detroit, the letter was marked "PAID" and the black 10 due marking was crossed out. Had the letter been placed in the closed mail, it would have been carried by closed bag to Montreal and would not show any United States markings.

The rates from Canada to Newfoundland were the same, but they were expressed in Canadian currency rather than sterling. The 10d stg. rate was 1 shilling Canadian currency and then 20¢ when Canada converted to decimal currency. Figure 8 is a May 14, 1857, letter sent from Montreal to Harbour Grace, Newfoundland, by the closed mail. The letter is endorsed "via Boston" and was rated 1 shilling due. Since the letter traveled in a closed bag, there are no U.S. postal markings and the United States did not collect any transit postage. Once the closed-mail rate was reduced to 6½d stg., the rate from Canada to Newfoundland was reduced to the equivalent 12½¢ Canadian decimal currency, rather than the 13¢ equivalent in Newfoundland currency.

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Figure 8. May 14, 1857, Montreal, Canada East, to Harbour Grace, Newfoundland, sent by the Cunard Line closed mail. The letter is endorsed "via Boston" and was rated 1 shilling due. Since it traveled in a closed bag, there are no U.S. postal markings.

Fairly detailed census information is available for covers carried on this route. As noted above, there are five Nova Scotia Pence Issue covers recorded as carried on this route.²⁰ There are no Canadian Pence Issue covers recorded to Nova Scotia²¹ and only two stampless covers recorded at the pence rate.²² There are just 10 (plus one post Confederation) decimal covers from Canada to Nova Scotia.²³ No census of Nova Scotia Cents Issue covers has been published. However, Nicholas Argenti described the covers as "RR," his highest scarcity rating, described as "only a few exist."²⁴

Cunard Line closed-mail covers to Newfoundland are scarcer than such covers to Nova Scotia. The closed-mail cover from Newfoundland to Canada illustrated in Figure 7 is one of four examples originating in Newfoundland known to the author. Pratt recorded a single cover franked with a 1 shilling cy., 10d stg. Pence Issue stamp, and two stampless covers, not including the cover illustrated in Figure 7.²⁵ There are approximately five pence rate stampless covers from Canada to Newfoundland recorded²⁶ and five Canadian decimal stamp covers at the 20¢ (10d stg.) rate.²⁷ There are also two covers with Canadian decimal stamps recorded at the 12½¢ (6½d stg.) rate, although one of the covers was sent after Canadian confederation.²⁸ Additionally, two printed circulars from Canada to Newfoundland are reported, paying a 1½d cy. rate.²⁹

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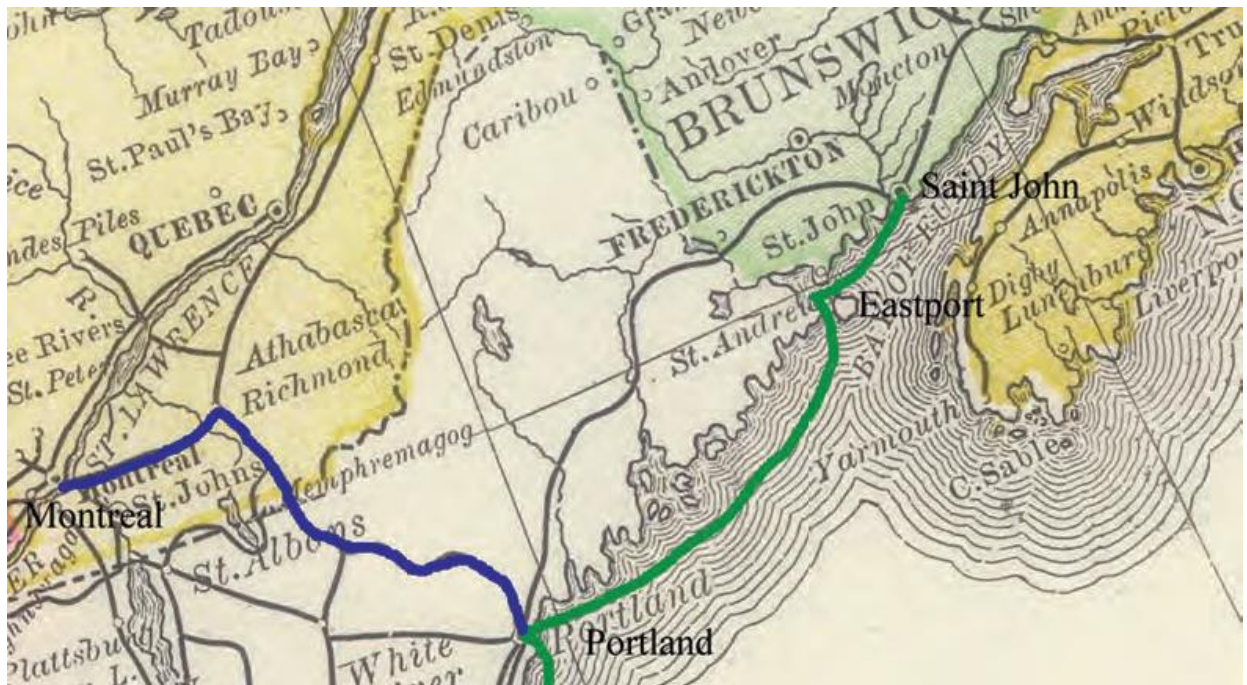


Figure 9. The closed-mail route between Montreal and Saint John, New Brunswick. The railroad portion of the route (Montreal to Portland) is shown in blue and the steamship portion of the route (Portland to St. John) is shown in green.

Closed mail by coastal steamboat via Portland

Steamboats started scheduled service between Boston and Saint John, New Brunswick, in the late 1830s. By 1844, express companies were carrying letters on the steamboats, providing faster and cheaper communication between the United States and New Brunswick. United States Post Office route agents, officially known as steamboat letter carriers, were authorized on the domestic portion of the mail route (from Boston to Eastport, Maine) beginning in September 1845.³⁰ However, it was not until June 1853 that the steamboat letter carriers were authorized to operate to Saint John.³¹ Shortly thereafter, beginning August 20, 1853, letters could be sent by closed mail between Montreal and Saint John, New Brunswick.³² The closed bags were sent by steamboat between Saint John and Portland, Maine, and by the Grand Trunk Railway between Portland and Montreal. This route is shown on the map in Figure 9. The railroad portion of the route (Montreal to Portland) is shown in blue and the steamship portion of the route (Portland to St. John) is shown in green.

Unlike the Cunard Line closed-mail route, this interprovincial mail was charged the ordinary inland rate of 3d cy. per half ounce (5¢ after conversion to decimal currency). Letters sent by the closed-mail route were to be endorsed "via Portland."³³ At some point, it appears that the default routing for interprovincial covers was switched from the overland route to the closed-mail route via Portland. However, BNA sources differ on this point.³⁴ A change in the default route seems likely since Canada successfully petitioned the British Post Office to stop sending British mail via Halifax for Canada by the overland route effective in June 1858.³⁵ It seems unlikely Canada would insist that the British mails not take the overland route while continuing to send interprovincial mail on the same route. A change in the default routing, and the

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Figure 10. September 10, 1850, likely from Saint John, New Brunswick, to Hamilton, Canada West. This cover entered the mails in Eastport, Maine, rated 2¢ due as a ship letter. The 10¢ 1847 stamp paid U.S. domestic postage to the exchange office at Lewiston, New York. The ship letter assessment was ignored and the recipient charged 4½d (currency) for postage from the exchange office at Queenston to Hamilton. Image courtesy of Robert A. Siegel Auction Galleries, Inc.

subsequent increase in mail volume, may be the reason that the Nova Scotia government paid a subsidy to Favor's Express between 1856 and 1861. The Canadian government similarly paid a subsidy to Favor's Express between 1857 and 1859. Unfortunately, without endorsements, or transit markings, it can be difficult to determine the route of transmission for interprovincial mail paid at the ordinary 3d cy. or 5¢ rate.

As with the closed-mail route via Boston and Halifax, letters were initially carried on the Portland and Saint John route as open-mail letters. Figure 10 is a spectacular cover sent by open mail on this route before the establishment of the closed-mail route in 1853. The specific town of origin is unknown, but it was almost certainly Saint John, New Brunswick, or one of the surrounding towns. There was scheduled steamship service between Saint John and Eastport on the *Maid of Erin* at this time.³⁶ Franked with a 10¢ 1847 stamp, the Figure 10 cover entered the mails at Eastport, Maine, on September 10, 1850, and was rated 2¢ due as a ship letter. The 10¢ stamp paid the United States domestic rate for distances over 300 miles to the border at Lewiston, New York, which exchanged mails with Queenston, Upper Canada (Ontario). The cover was rated 4½d cy. due for a distance of up to 60 miles from Queenston to Hamilton. Notably, the amount due does not include the 2¢ ship-letter fee.

Figure 11 is one of the earliest covers intended to be sent by the closed-mail route. The envelope has a Halifax, Nova Scotia, October 12, 1853, origin postmark on the back, and is franked with a 6d yellow green 1851 stamp. This was either an overpayment of the 3d cy. closed-mail rate or a double-rate letter. The letter is endorsed "via St. John & Portland" and should have been placed in a closed bag at Saint John. However, it was handed to the steamboat letter carrier at the dock, and struck with the PAID, the EXPRESS MAIL

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Figure 11. October 12, 1853, Halifax, Nova Scotia, to Montreal, Canada East. This cover was clearly endorsed for the closed mail via Portland, but was not placed in a closed through bag. This was either a double-rate cover, or the 6d yellow green 1851 stamp overpaid 3d closed-mail rate.



Figure 12. July 19, 1866, Quebec City, Canada East, to Miramichi, New Brunswick, sent by the closed mail via Portland and Saint John. The 5¢ vermillion Beaver stamp paid the ordinary domestic letter rate.

Canadian Interprovincial Mail Via the United States
by David D'Alessandris

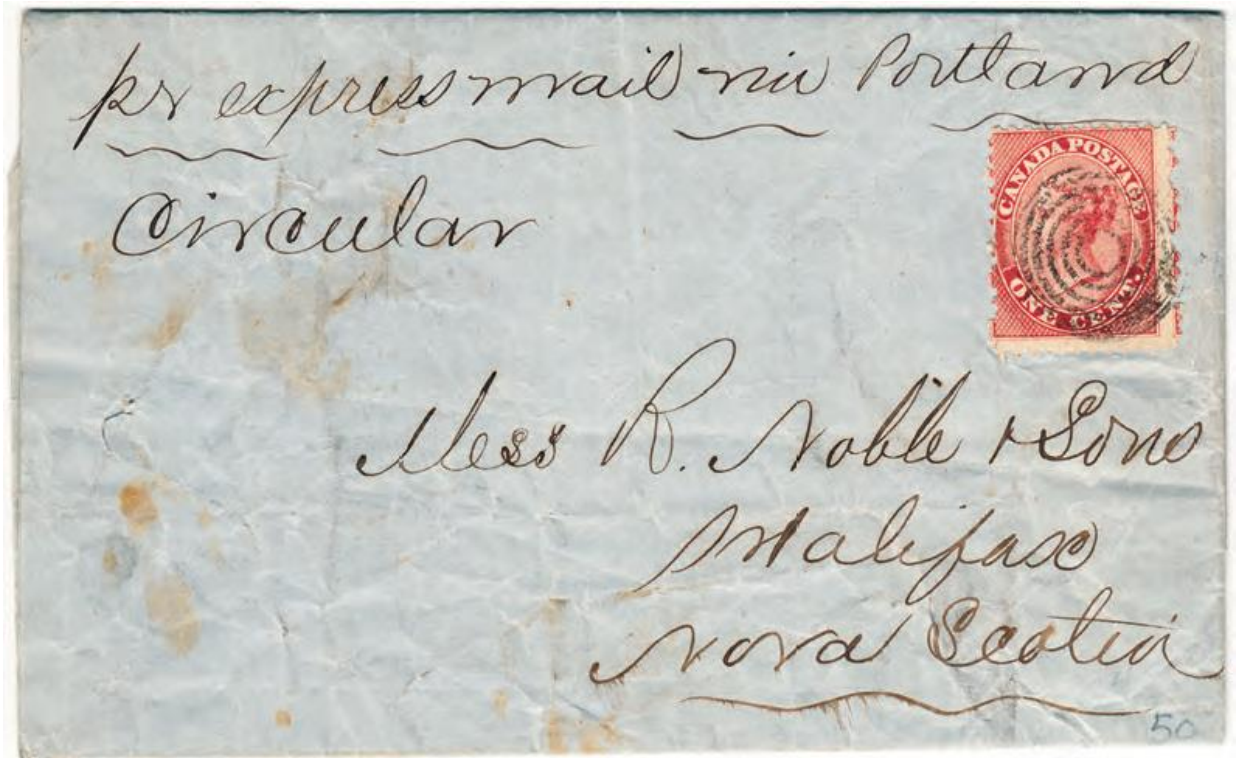


Figure 13. August 26, 1864, printed circular from Montreal, Canada East, to Halifax, Nova Scotia, sent by the closed mail via Portland and Saint John. The 1¢ rose 1859 stamp paid the ordinary domestic circular rate.

ST. JOHN OCT 14 route-agent marking, and the PROVINCE OF NEW BRUNSWICK exchange-office markings, all in red. The latter two markings were used only on loose letters handed to the steamboat letter carrier at the docks.

The steamboat letter carrier took the letter to the post office in Portland, Maine, and transit backstamps indicate it was then sent by rail to Montreal, the same routing the cover would have followed had it been placed in the closed bag. The Portland post office applied an October 15 postmark with an integral 10¢ rate in red, indicating the cover was prepaid at the treaty rate for a single-rate letter to Montreal, Canada. Although postal regulations required the exchange offices to mark paid letters in red and unpaid letters in black, this regulation was not always followed.³⁸

Figure 12 is a cover originating in Quebec, Canada East, on July 19, 1866, franked with a Canadian 5¢ 1859 vermilion Beaver stamp. The stamp pays the BNA domestic mail rate to Miramichi, New Brunswick, by closed mail via Portland and Saint John. Note that the cover is properly endorsed: "Via Portland + St. John."

Figure 13 is another example of the closed-mail route via Portland and Saint John. However, this is a printed circular, franked with a 1¢ 1859 rose Canadian stamp and originating in Montreal on August 26, 1864. The stamp pays the 1¢ BNA domestic circular mail rate to Halifax. The circular is endorsed "per express mail via Portland."

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As noted above, when endorsements or transit markings are absent, it is often not possible to determine the route of letters between Canada and the Maritime Provinces. Any cover between Canada and the Maritimes is scarce. At least during the pence era, covers sent via Portland appear to be less common than covers sent overland.

Closed mail by Grand Trunk Railway steamship

A steamship connection between Portland and Halifax was established in October 1866.³⁹ Although BNA sources generally refer to this as being a Grand Trunk Railway steamship,⁴⁰ it appears that the steamship route was actually operated by the International Steamship Co., through a subsidiary known as the New England and Nova Scotia Steamship Co.⁴¹ The steamship schedule was coordinated with the Grand Trunk Railway schedule, and the Grand Trunk Railway advertised its steamship link to Halifax. The postage rate for letters between Canada and the Maritimes on this route was set at 12½¢ per ½ ounce.⁴² Original postal records indicate that the 12½¢ rate reflected a 4d stg. (8½¢) packet charge for the steamship between Portland and Halifax, paid by Canada, plus 5¢ inland postage, retained by Nova Scotia for letters to Canada and by Canada for letters to Nova Scotia.⁴³

However, 8½¢ plus 5¢ equals 13½¢, not 12½¢. Adding to the confusion, a Canadian Post Office notice in February 1868 indicated the rate by Grand Trunk Railway steamer was 5¢.⁴⁴ The rate may have changed following confederation in July 1867 or shortly thereafter, but the correct rate is anything but clear.

Argenti assigned an RR rating to covers carried on this route, indicating that he had a record of such a cover (an RRR rating indicated covers that should exist but were not yet recorded). However, the author has not seen such a cover. No covers paying this rate were in the Dale-Lichtenstein, Halifax, Mayer, or Koh collections, or other BNA postal history sales known to the author. Similarly, for their book on Canada's decimal issues, Arfken and Leggett were able to illustrate only a post-confederation cover they speculate was carried on this route. Although the author is unable to illustrate interprovincial mail carried by the Portland to Halifax steamships, it is clear that the steamships did carry mail. Post-confederation covers are known endorsed for the New England and Nova Scotia Steamship Co. *Carlotta* between Portland and Halifax.⁴⁵

Closed mail by Grand Trunk Railway via Bangor, Maine

The final interprovincial mail route between Canada and the Maritime Provinces via the United States was theoretically possible, but there is no evidence that this route was actually used. As described above, the Grand Trunk Railway linked Montreal with Portland and was used for the closed mail via Portland and Saint John. Before reaching Portland, the railway interchanged with the Maine Central Railroad at Danville Junction, Maine. From Danville Junction, closed mail bags could be carried by the Maine Central to Bangor, Maine. However, from Bangor, the mail would need to travel by stage to Saint John, since there was no rail link between those cities until 1871.⁴⁶ The route is not mentioned by maritime province postal sources. Arfken illustrates a cover addressed to Woodstock, New Brunswick, that he indicates may have been carried on this route, but this was more likely carried by steamship from Portland to Saint John. Woodstock, New Brunswick, is located on the Maine–New Brunswick border and was an exchange office with Houlton, Maine. While a United States domestic letter to Woodstock would likely be routed through Bangor and then by stage to Houlton, it is highly unlikely that there was enough mail volume for a closed bag on this route.

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Mail to and from the Red River Colony

Before 1870, what is now Manitoba was part of the vast Rupert's Land Province, controlled by the Hudson Bay Company. The province became a Canadian territory in 1869 and confederated with Canada on July 15, 1870. Before confederation, the only settlement of postal significance was Fort Garry, also known as the Red River Settlement, now the site of Winnipeg, Manitoba. The Hudson Bay Company maintained an office in Upper Fort Garry and carried some private correspondence along with the company communications.⁴⁷ The Hudson Bay Company mails were sent northeast 728 miles to York Factory, on the Hudson Bay, to meet the annual supply ships from England; or they were sent twice each year, in June and in the fall, with the French voyageurs (fur traders) by canoe to Montreal.⁴⁸ A small number of these fur-trader letters exist. However, most such letters went to France or Great Britain, rather than to Canada.

In 1850, the United States opened a post office in Pembina, Minnesota Territory (later part of Dakota Territory), roughly 70 miles south of the Red River Settlement.⁴⁹ By 1853, the settlers had established a courier service to Pembina, and on February 28, 1855, the Council of Assiniboia established a post office in Red River Settlement, with its sole mail route being a monthly mail to Pembina.⁵⁰ The Red River Settlement charged 3d cy. For each single-sheet letter and 1d for each newspaper.⁵¹ Interestingly, it appears that Canada remained ignorant of the local postage charges in the Red River Settlement almost until confederation. In December 1868, an employee of the Canadian Post Office wrote to the postmaster of Red River that he



Figure 14. November 10, 1855, Red River colony to Toronto, Canada West. Sent by courier to Pembina, Minnesota Territory, then through the United States. The sender in Red River prepaid the 3d courier charge and the 10¢ treaty rate postage from the United States to Canada. Image from the Floyd Risvold Collection, courtesy of Richard Frajola.

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was “directed to request that you will be good enough to inform the Postmaster General whether prepaid letters posted in Canada for the Red River are liable to any further charge on delivery at Fort Garry.”⁵²

Figure 14 is a letter originating in the Red River Settlement on November 10, 1855, with the distinctive hand-drawn Red River B.N.A. manuscript postmark. The “PAID 10” marking was applied in Red River and indicates the sender in Red River prepaid the 10¢ treaty rate from Pembina to Canada. The oval “UNITED STATES 6d” exchange-office marking was struck in Detroit, which exchanged the letter with Windsor, Canada West. The large Red River B.N.A. manuscript marking is thought to have been used only by William Ross, the first postmaster for Red River, because use of the marking ended with his death in May 1856. There is a single recorded example of a smaller Red River marking, used in 1858,⁵³ after Ross’ death.⁵⁴ The letter entered the United States postal system at Pembina on May 15, 1858, and was routed through the United States to Victoria, Cape Breton, Nova Scotia. This appears to be the only Red River

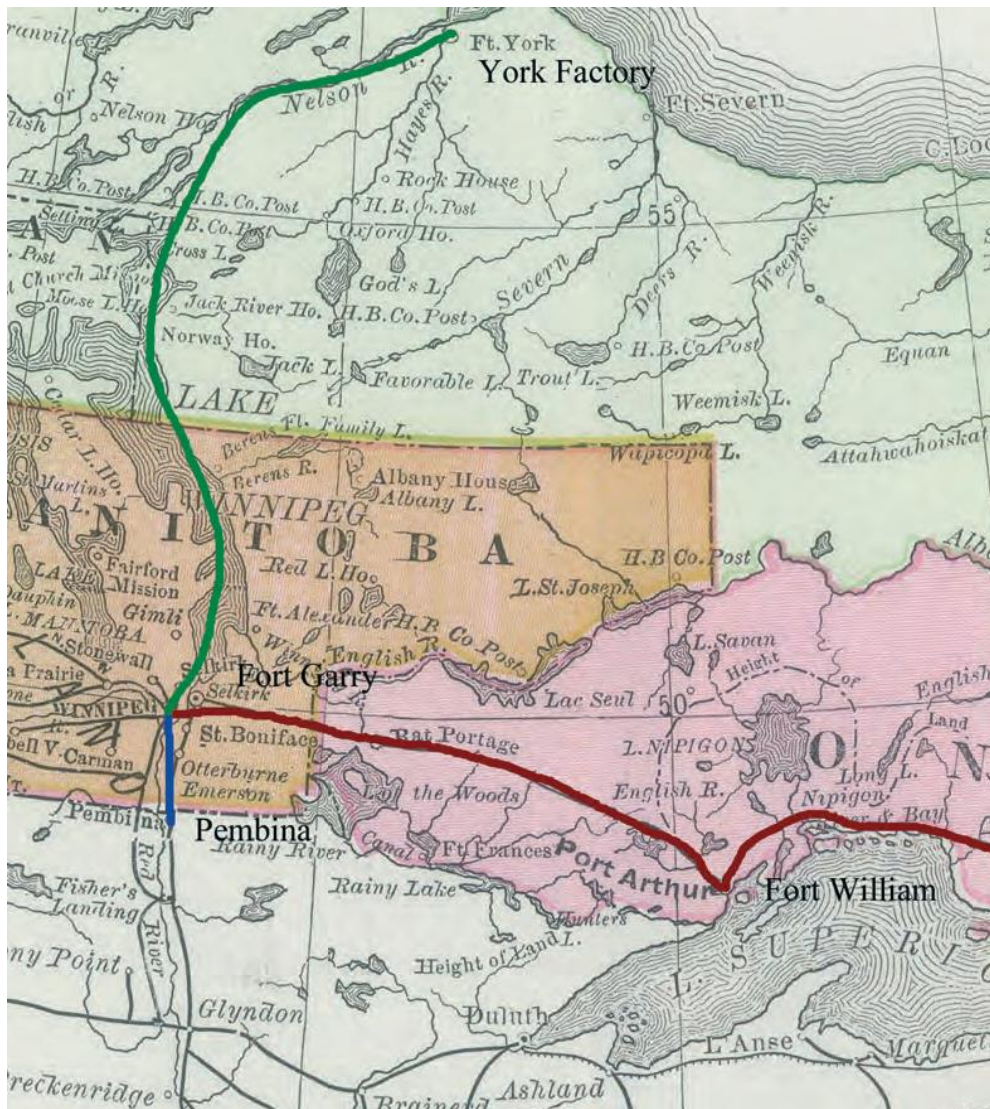


Figure 15. Postal routes serving the Red River Settlement. The blue line shows the route between Fort Garry and Pembina. The green line shows the Hudson Bay Company mail route from Fort Garry north to York Factory, on Hudson Bay. The red line shows the western portion of the Canadian mail route, via Fort William and north of the Great Lakes.

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Settlement cover to the Maritime Provinces. During the interim between the use of the large and small markings, the rate to Pembina was reduced to 1d, and the frequency of mailing on the route was increased to twice a month.⁵⁵

In 1858, Canada established a mail route entirely through BNA territory. The route was over 1,200 miles roughly following the north shores of Lake Huron and Lake Superior to Fort William (now Thunder Bay, Ontario) and then to the Red River Settlement.⁵⁶ After the winter of 1859-60, Canada abandoned the route during the winter months. By 1862, the route was entirely abandoned, leaving only mail service via Pembina.⁵⁷ The map in Figure 15 shows the various postal routes serving the Red River Settlement. The blue line shows the route between Fort Garry and Pembina. The green line shows the Hudson Bay Company mail route from Fort Garry north to York Factory, on Hudson Bay. The red line shows the western portion of the Canadian mail route, via Fort William north of the Great Lakes.

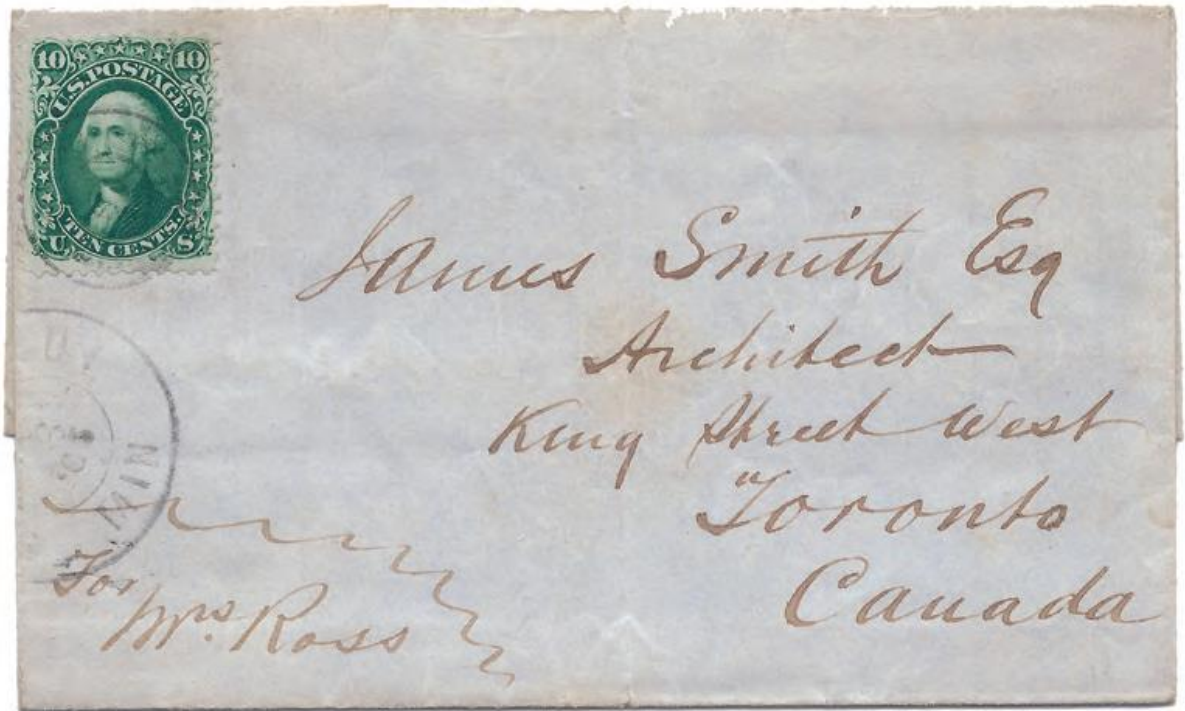


Figure 16. July 1863, Red River colony to Toronto, Canada West, but with no Red River postal marking. This cover entered the mails at St. Paul, Minnesota. The 10¢ yellow green 1861 stamp paid the treaty rate to Canada. Michael Perlman collection.

Figure 16 is a cover that originated in the Red River Settlement in July 1863. Like all covers from this period, there are no Red River postal markings; the origin can be identified only by the docketing or contents. This cover entered the mails in St. Paul, Minnesota, rather than Pembina, likely because it was put on a steamboat down the Red River past Pembina to Georgetown, Minnesota, or it may have been carried by a courier to St. Paul. United States postage stamps were available in Red River, and the 10¢ yellow green 1861 stamp was applied there. As with Figure 14, 10¢ paid the treaty rate from the United States to Canada. This rate was reduced to 6¢ in April 1868. After the Red River Colony joined Canada in 1870, a closed mail service via the United States was established.⁵⁸

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Red River Settlement covers are rare, and interprovincial covers comprise the majority of this small universe of covers. There are nine stampless covers with the Red River B.N.A. manuscript postmark.⁵⁹ In addition to the small number of stampless covers, there are two late uses of Canadian pence stamps on covers from Red River to Canada. There are no reported stamped covers from Canada to the Red River Settlement.⁶⁰ There are only four Canadian decimal issue covers from Canada to the Red River Settlement.⁶¹

Mail to and from British Columbia and Vancouver Island

The Colony of Vancouver Island was established in 1849. Its territory was limited to Vancouver Island and a few minor islands. The mainland, then referred to as New Caledonia, was designated as the Colony of British Columbia in 1858. The two colonies united in November 1866 and confederated with Canada in July 1871. The colonies had maintained nominally separate postal systems until their union in 1866, but their postal systems were highly interdependent and they even jointly issued postage stamps. The history of the colonial postal systems is quite convoluted and beyond the scope of this article.⁶³



Figure 17. January, 1861, Vancouver Island to Halifax, via San Francisco. The 2½d dull rose stamp paid Vancouver Island inland postage and the two U.S. stamps (5¢ brown Type II 1860 stamp and 10¢ green Type V 1859 stamp) paid the 15¢ treaty rate to Nova Scotia for distances over 3,000 miles. All three stamps were affixed at Vancouver.

There was no BNA mail route to British Columbia or Vancouver Island before Confederation in 1871. Virtually all mail to Canada was sent via the United States. The postage rates for interprovincial mail from British Columbia and Vancouver Island can be rather complicated because of the internal rates charged by British Columbia. Letters to or from Vancouver Island were rated 2½d stg. or the equivalent 5¢ after conversion to decimal currency.⁶⁴ Letters from

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New Westminster, British Columbia, and the surrounding Fraser River delta, generally followed the Vancouver Island rates. However, rates upriver to the mining camps went as high as 24d. These rates are beyond the scope of this article. For more information, the reader is referred to Steven C. Walske's excellent article in *Chronicle* 212.⁶⁵

Once the outbound letters reached the United States postal system in San Francisco (or later Port Townsend, Washington Territory), they were treated as domestic letters and were rated at the ordinary United States treaty rate to the appropriate BNA province. The treaty rate to the BNA provinces was initially 15¢. After the 10¢ United States domestic letter rate for distances over 3,000 miles was eliminated on June 30, 1863, the treaty rate was reduced to 10¢ effective July 1, 1864, for Canada⁶⁶ and August 4, 1864, for New Brunswick.⁶⁷ However, the rate to Nova Scotia and Prince Edward Island remained 15¢. In April 1868, the treaty rate to Canada, which by then included New Brunswick and Nova Scotia, but not Prince Edward Island, was reduced to 6¢ paid or 10¢ unpaid. However, the rate from British Columbia during this period is unclear. Some surviving covers are franked 6¢ at the treaty rate, but others are franked 10¢, possibly under the assumption that the 10¢ incoming steamship rate applied.⁶⁸ The interprovincial rates to British Columbia are generally the same as the treaty rate from the BNA province to the west coast of the United States. However, as set forth in more detail below, Canada for unknown reasons set a special higher rate for mail to British Columbia and Vancouver Island between January 1862 and June 1864.



Figure 18. Early May, 1865, Vancouver Island to Greenwich Hill, New Brunswick, sent via San Francisco. The "POST OFFICE, PAID, VICTORIA, VANCOUVER ISLAND" oval handstamp indicates prepayment of 5¢ colonial postage. The 10¢ yellow-green 1861 stamp paid the August 1864 treaty rate to New Brunswick.

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Figure 17 is an early mixed-franking cover from Vancouver Island to Nova Scotia. The cover is franked with a British Columbia and Vancouver Island 2½d stg. Dull rose stamp, paying the colonial postage to San Francisco. The letter entered the United States mail at San Francisco on February 8, 1861, franked with a 5¢ brown Type II 1860 stamp and a 10¢ green Type V 1859 stamp, which pay the 15¢ treaty rate to Nova Scotia for distances over 3,000 miles from the exchange office. The United States stamps were sold at the Vancouver Island post office.

Figure 18 is a similar cover illustrating the 10¢ rate to New Brunswick, effective August 1864. On this cover, the "POST OFFICE, PAID, VICTORIA, VANCOUVER ISLAND" oval handstamp indicates the prepayment of 5¢ colonial postage. The cover entered the United States mail in San Francisco on May 19, 1865, and is franked with a 10¢ yellow-green 1861 stamp that pays the treaty rate to New Brunswick.

Before January 1862, Canadian covers to British Columbia and Vancouver Island were rated as covers to San Francisco at the 15¢ treaty rate for distances greater than 3,000 miles from the exchange office. For unknown reasons, between January 1862 and June 1864, Canada implemented a 25¢ rate for letters to British Columbia and Vancouver Island. Canadian sources indicate that the 25¢ rate was due to a request of the Canadian Post Office that mails for British Columbia and Vancouver Island be routed via Panama, because of interruptions caused by the United States Civil War.⁶⁹ This speculation appears to stem from a 1 August 1863 letter from



Figure 19. December 4, 1865, Warwick, Canada West, to Victoria, Vancouver Island, sent via the United States. The 12½¢ yellow-green 1859 "Canada Packet Postage" pair represents a late attempt to pay the unusual 25¢ rate charged by Canada between January 1862 and June 1864 on letters to British Columbia and Vancouver Island. Image courtesy of Matthew Bennett International.

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the Canadian Post Office indicating that “[a]ll correspondence from Canada for British Columbia is forwarded by way of N. York and thence by American Packet via Panama and San Francisco, this channel seems to be the best, and indeed the only one now open.”⁷⁰ However, domestic mail to California and treaty mails from British North America and the United Kingdom were charged the same whether the letters were sent overland or via Panama. Arfken and Leggett speculate that the 25¢ rate comprised 3¢ Canadian inland postage, 10¢ United States steamship rate to Panama, 2¢ Panama transit postage, and an additional 10¢ steamship rate from Panama to San Francisco, based on the rate breakdown for the 1 shilling 6d British mail rate via Panama.⁷¹ But this rate breakdown bears no resemblance whatsoever to the rating of domestic, other BNA or United Kingdom treaty mails via the United States. Perhaps the 25¢ rate was an error by the Canadian Post Office in adding the 10¢ cross border rate to the 15¢ cross-border rate to California. During this period, many of the Canadian rates to Latin America and South America were formed by summing the cross-border rate and the United States steamship rate to the foreign destination. For example, the rate from Canada to Cuba via the United States was 20¢, which was equal to the sum of the 10¢ United States steamship rate to Cuba and the 10¢ crossborder rate. However, the United States rate to San Francisco was only 10¢, so adding the cross border rate to the United States rate to San Francisco would result in a 20¢ rate, not a 25¢ rate. It has also been suggested that the 25¢ rate was a combination of the 15¢ rate and a 10¢ steamship rate for the steamship from San Francisco to Vancouver.

But none of these possible explanations seems to be correct, because covers from British Columbia and Vancouver Island to Canada West were franked with the proper 15¢ United States postage, rather than 25¢. Figure 19 illustrates a December 4, 1865, cover showing a late attempt to pay the 25¢ rate from Warwick, Canada West, to Victoria, British Columbia. The postage is paid by a pair of blue-green 12½¢ 1859 stamps.

Surprisingly, covers between Canada and British Columbia or Vancouver Island are more common than most of the other interprovincial routes discussed in this article. The Walske census of outbound covers sent via San Francisco records 86 covers to Canada (nearly a third of the 280 total covers recorded). The census records an additional 16 covers to New Brunswick (6 percent of the total), seven to Nova Scotia (2.5 percent of the total), and three to Prince Edward Island (one percent of the total). Additional covers exist that were sent via Port Townsend, Washington Territory. As with transcontinental Pony Express covers and mails to other west coast frontier areas, the number of west to east covers is far greater than the number of surviving east to west covers. No Canadian pence issue covers to British Columbia and Vancouver Island are reported. However, 36 Canadian decimal issue covers are recorded.⁷² Of these covers, 15 were sent during the January 1862 to June 1864 period when the covers were rated 25¢ or multiples thereof. One cover is known from New Brunswick to British Columbia franked with New Brunswick stamps. No covers are known from Nova Scotia or Prince Edward Island.

Conclusion

The Canadian interprovincial mail routes through the United States are an interesting and often overlooked aspect of United States postal history. While the combination covers with both United States and British Columbia and Vancouver Island stamps are certainly the most eye-catching examples, the closed mail routes are (surprisingly) much less common.

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Endnotes

1. J. C. Arnell, *Atlantic Mails: A History of the Mail Service between Great Britain and Canada to 1889* (Ottawa: National Postal Museum, 1980), pp. 26-27.
2. *Ibid.*, pg. 119.
3. George B. Arfken, Arthur W. Leggett, Charles G. Firby, Allan L. Steinhart, *Canada's Pence Era: The Pence Stamps and the Canadian Mail 1851-1859* (Toronto: Vincent G. Greene Philatelic Research Foundation, 1997), pg. 152.
4. See e.g. Arnell *op. cit.*
5. *Ibid.*, pp. 145-46.
6. *Ibid.*, pp. 149-51.
7. Shipping News, *Commercial Advertiser* (February 23, 1829).
8. From 1845 on, the postage rates are all per ½ ounce.
9. Arfken *et al*, *Canada's Pence Era, op. cit.*, pg. 152.
10. George B. Arfken and Charles G. Firby, *The Pence Covers of Nova Scotia and New Brunswick 1851-1860* (Toronto: Vincent Graves Greene Philatelic Research Foundation, 2004), pg. 211.
11. George B. Arfken and Arthur W. Leggett, *Canada's Decimal Era Postal Usage During the Decimal Era 1859-1868* (Toronto: Vincent Graves Greene Philatelic Research Foundation, 1996), pp. 61-68.
12. Susan M. McDonald, "Cunard Packet Mail Between Nova Scotia and the United States," *Postal History Journal* 29 and 30 (Sept. 1971, Jan. 1972), pp. 2, 4, and 34.
13. Susan M. McDonald "Remember that Time is Money: Two Unusual Covers with U.S. 1847 Stamps," *The 1973 Congress Book* (New Orleans, La: The American Philatelic Congress, Inc. 1973), pp. 97-105.
14. Robert A. Siegel Sale 1041 (April 9, 2013), lot 285.
15. Arnell, *op. cit.*, pg. 151.
16. Cunard Line steamships operating between Liverpool and New York City stopped calling in Halifax in 1850, before this closed mail route was established.
17. Robert H. Pratt, *The Nineteenth Century Postal History of Newfoundland* (New York: The Collectors Club, 1985), pg. 535.
18. David D'Alessandris, "Mail Between the United States and Newfoundland," *Chronicle* 236, pp. 347-48.
19. Pratt, *op. cit.*, pg. 536.
20. Arfken and Firby, *op. cit.*, pg. 58.
21. Arfken *et al*, *Canada's Pence Era, op. cit.*, pg. 154.
22. "The Warren S. Wilkinson FIP World Exhibition Gold Medal Collection of Canadian Postal Rates, 1851-1859," Charles G. Firby Auctions (June 14, 2007). Lot 132 describes one such cover as "the only example I have seen." The author owns a second such cover.
23. Arfken and Leggett, *op. cit.*, pg. 68.
24. Nicholas Argenti, *The Postage Stamps of New Brunswick and Nova Scotia* (Lawrence, Mass.: Quarterman Publications, Inc. 1976), pg. 195. Argenti described RRR as "probably exists but not yet recorded." *Ibid.*, pg. 8.
25. Robert H. Pratt, *The Pence Issues of Newfoundland, 1857-1866* (Toronto: Vincent G. Green Philatelic Research Foundation, 1982), pg. 162.
26. Firby, Wilkinson Sale describes lots 138 and 139 as "the only two examples of this rate recorded." Maresch Sale 480 (June 20, 2012), lots 225, 235 (closed mail to Nova Scotia and forwarded), and 236 (double rate) are other examples.
27. Arfken and Leggett, *op. cit.*, pg. 240.
28. *Ibid.*
29. Firby, Wilkinson Sale, *op cit.*, lot 117; Arfken *et al*, *Canada's Pence Era, op. cit.*, pp. 162-64; Maresch, *op cit.*, lot 230.
30. C. M. Jephcott, V. G. Greene and John H. M. Young, *The Postal History of Nova Scotia and New Brunswick 1754-1867* (Sissons Publications Ltd., 1964), pg. 206.

Continued next page

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31. Elliott Perry, *Pat Paragraphs* (Springfield, Va: Bureau Issues Association, 1981), 324.
32. Jephcott, Greene, and Young, *op. cit.*, pg. 275; Winthrop S. Boggs, *The Postage Stamps and Postal History of Canada* (Kalamazoo, Mich.: Chambers Publishing, 1945), pg. 10-C gives the date as August 24, 1853.
33. Jephcott, Greene, and Young, *op. cit.*, pg. 274-75.
34. Jephcott states that mail would be sent by this route "if especially addressed 'via St. John and Portland.'" *Ibid.*, pg. 251. See also *ibid.*, pg. 275. "Letters to be forwarded by this route were to be endorsed 'via Portland'." However, Arfken reports that once the closed-mail route via Portland opened, it became the main route for sending mail to the Maritime Provinces. Arfken *et al*, *Canada's Pence Era*, *op. cit.*, pg. 154.
35. Arfken and Leggett, *op. cit.*, pg. 62.
36. David D'Alessandris, "Boston to St. John Steamboat Mail," *Chronicle* 201, pp. 8-20.
38. *Postal Laws and Regulations of the United States of America*, 1852, § 343.
39. Arfken and Leggett, *op. cit.*, pg. 66.
40. Boggs, *op. cit.*, pg. 7-L, #22; Jephcott, Greene, and Young, *op. cit.*, pg. 264.
41. Bradlee, Francis, *Some Account of Steam Navigation in New England*, Essex Institute, Salem, Mass., 1920, pg. 118; Arthur L. Johnson, "The Boston-Halifax Steamship Lines" *American Neptune* 37:4 (Oct. 1977), pp. 231-38.
42. Boggs, *op. cit.*, pg. 7-L, #22.
43. Boggs, *op. cit.*, pg. 7-L, #23.
44. Arfken and Leggett, *op. cit.*, pp. 67-68.
45. See, e.g., Daniel F. Kelleher sale 629, lot 53 (April 19-20, 2012).
46. Arfken and Leggett, *op. cit.*, pp. 63-64.
47. David H. Whiteley, "The Red River Settlement Post Offices, 1855-70," *Postal History Society of Canada Journal*, No. 81 (Mar. 1995), pg. 2.
48. Arfken and Leggett, *op. cit.*, pg. 107.
49. *Ibid.*, pg. 108.
50. Whiteley, *op. cit.*, pg. 2-4.
51. *Ibid.*, pg. 4
52. Boggs, *op. cit.*, pg. 13-K.
53. H.R. Harmer Switzerland sale VI (Steinhart), May 28, 2005, lot 1440.
54. Whiteley, *op. cit.*, pg. 8.
55. *Ibid.*, pg. 4.
56. Arfken and Leggett, *op. cit.*, pg. 108.
57. *Ibid.*, pg. 109.
58. *Ibid.*, pg. 110.
59. Floyd E. Risvold, *Minnesota Territory in Postmarks, Letters and History*, Collectors Club Chicago, 1985, pg. 237.
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61. Arfken and Leggett, *op. cit.*, pg. 109.
63. Alfred S. Deaville, *The Colonial Postal Systems and Postage Stamps of Vancouver Island and British Columbia 1849-1871* (Lawrence, Mass.: Quarterman Publications, Inc., 1979).
64. Steven C. Walske, "Postal Rates on Mail from British Columbia and Vancouver Island via San Francisco, 1858-1870," *Chronicle* 212, pp. 289-97.
65. *Ibid.*
66. Arfken and Leggett, *op. cit.*, pg. 100.
67. Jephcott, Greene, and Young, *op. cit.*, pg. 285.
68. Walske, *op. cit.*, pg. 296.
69. Arfken and Leggett, *op. cit.*, pg. 114.
70. Boggs, *op. cit.*, pg. 13-D.
71. Arfken and Leggett, *op. cit.*, pg. 117.
72. Arfken and Leggett, *op. cit.*, pp. 111, 115, and 118.

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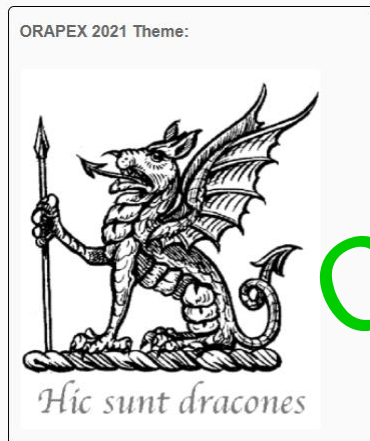
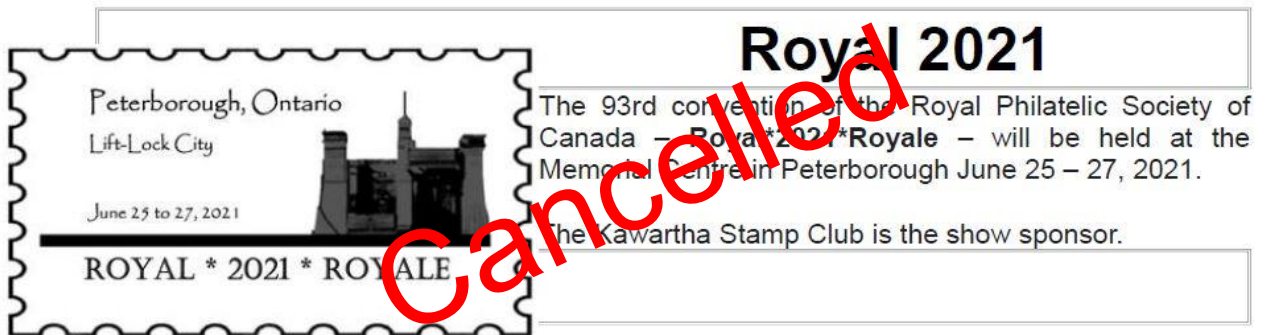
Upcoming Shows

Now that there are Covid-19 vaccines, it may be worthwhile talking about these shows and finding out if there will be a physical show to attend. Wouldn't that be nice !



BNAPEX 2021
Winnipeg, Manitoba

For those of you on Facebook, there is a Facebook Page for this event. [Click here](#)



Unfortunately, word just came out that the Royal and Orapex have been cancelled for 2021

Upcoming Shows



CAPEX 22 Opening Ceremonies – June 9, 2022. Plan to attend CAPEX 22, the first International One Frame Stamp Championship Exhibition June 9-12, 2022 at the Metro Toronto Convention Centre, Toronto, Canada. Press the Ctrl key and Click on the Capex 22 logo to see the Capex 22 Facebook page. There is information about exhibits and photos on this event.