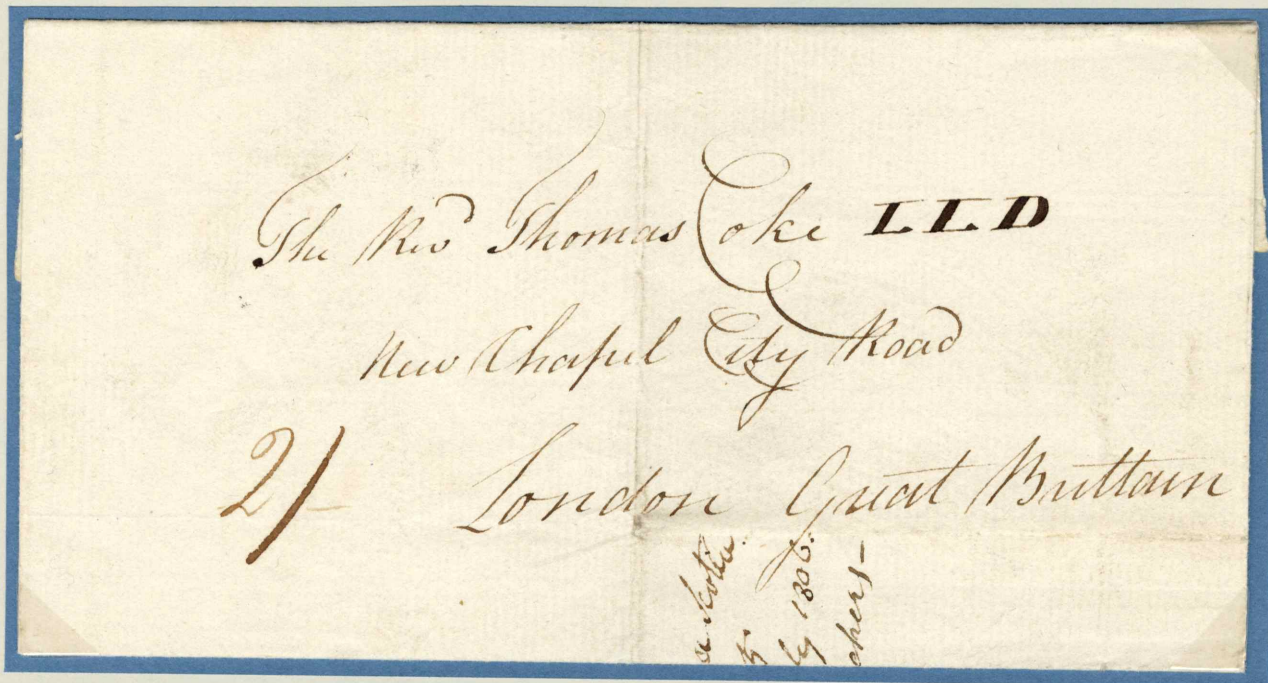


23rd August 1791, entire from Halifax with split double circle on reverse with « Dashwood » to London (7/10). First rated 1s. for the packet rate then stamped „FREE“ in London as Henry Dundas the addressee was a member of Parliament and exempt from Postage. The privilege to receive and send mail free was introduced in 1652.

17th July 1792, entire letter from Halifax with split double circle on reverse with « Sandwich » to London (13/8) and Edinburgh (18/8). Rated 1s. and then 7d. to Edinburgh (tariff 31/8/1784).

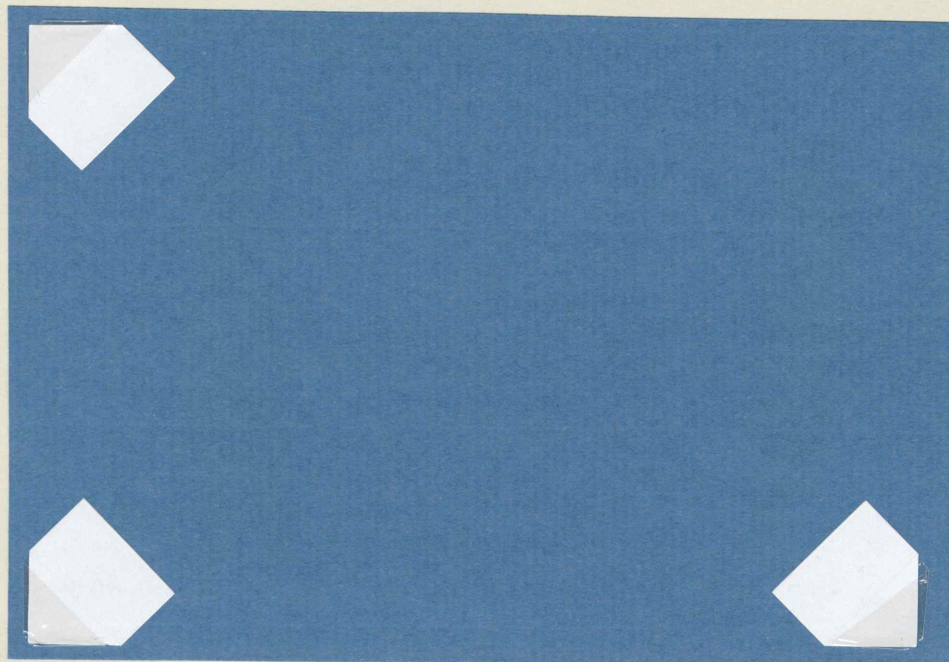


From 12/3/1805 the rate to Falmouth was 1s.1d. and 2s. to London.



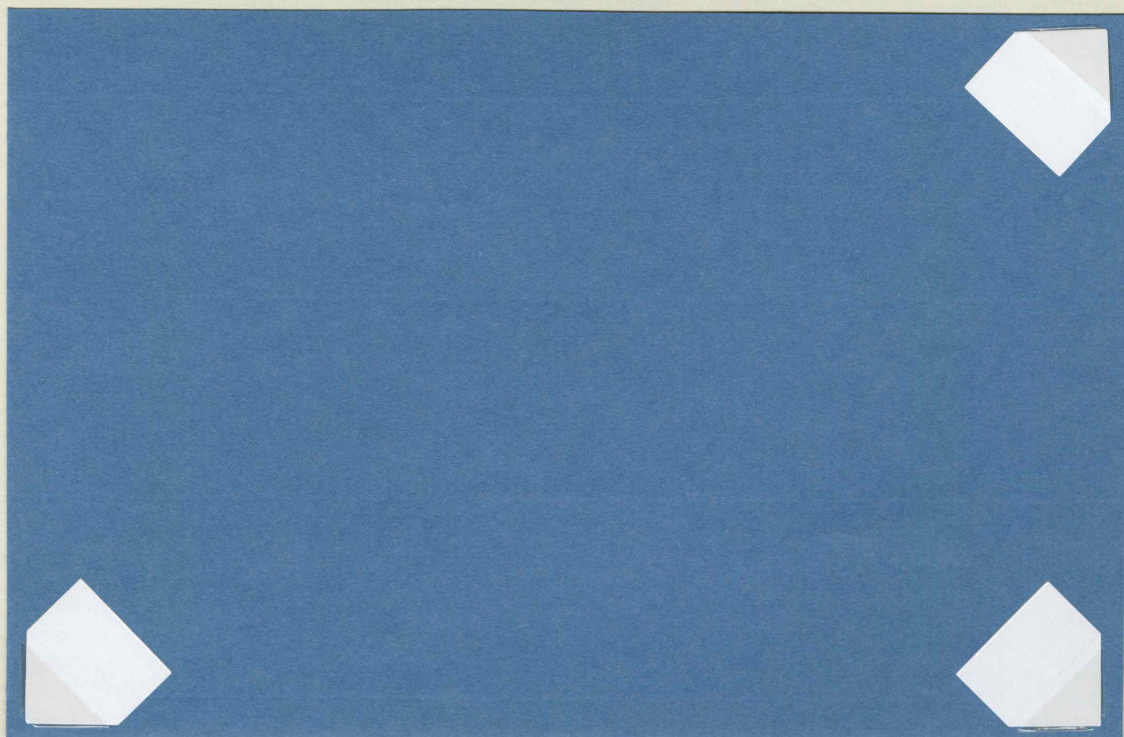
25th July 1805, entire from Halifax backstamped with straight-line in circle with „Princess Amelia“ to London (24/8). Properly rated 2s.

HALIFAX
25 JUL



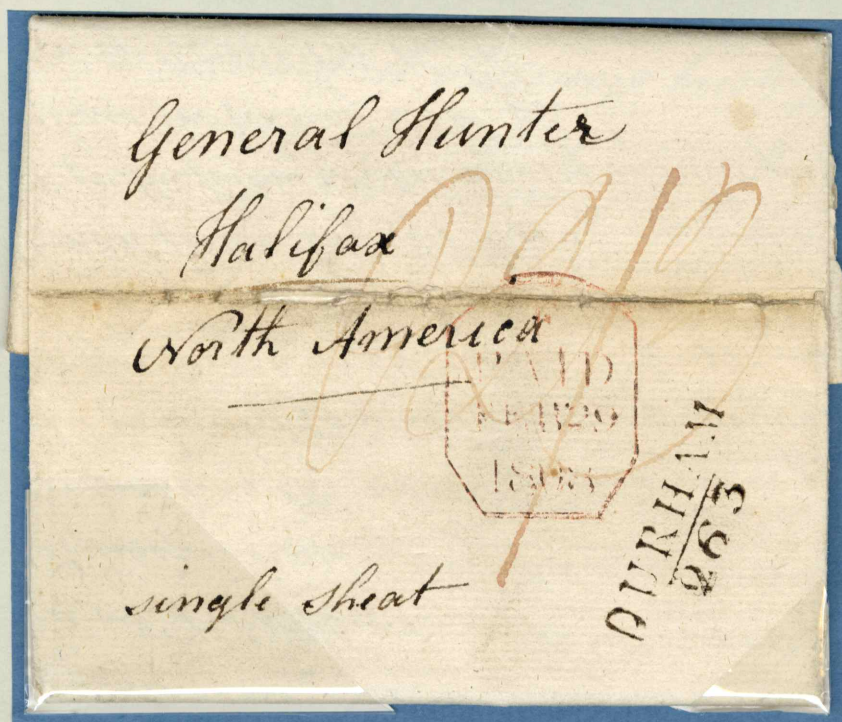
HALIFAX
25 AUG

18th June 1806, entire letter with curved despatch mark « GUERNSEY » with „Prince Adolphus“ from Falmouth via Halifax (straight-line in circle « 25 AUG » on reverse) to Annapolis Royal. 1s. prepaid to Falmouth (tariff 12/3/1805), packet rate from London 1s.1d. equals 1s2½d.cy. plus 9d.cy. to Annapolis. Provenance : De Volpi, Steinhart



HALIFAX
APR 15

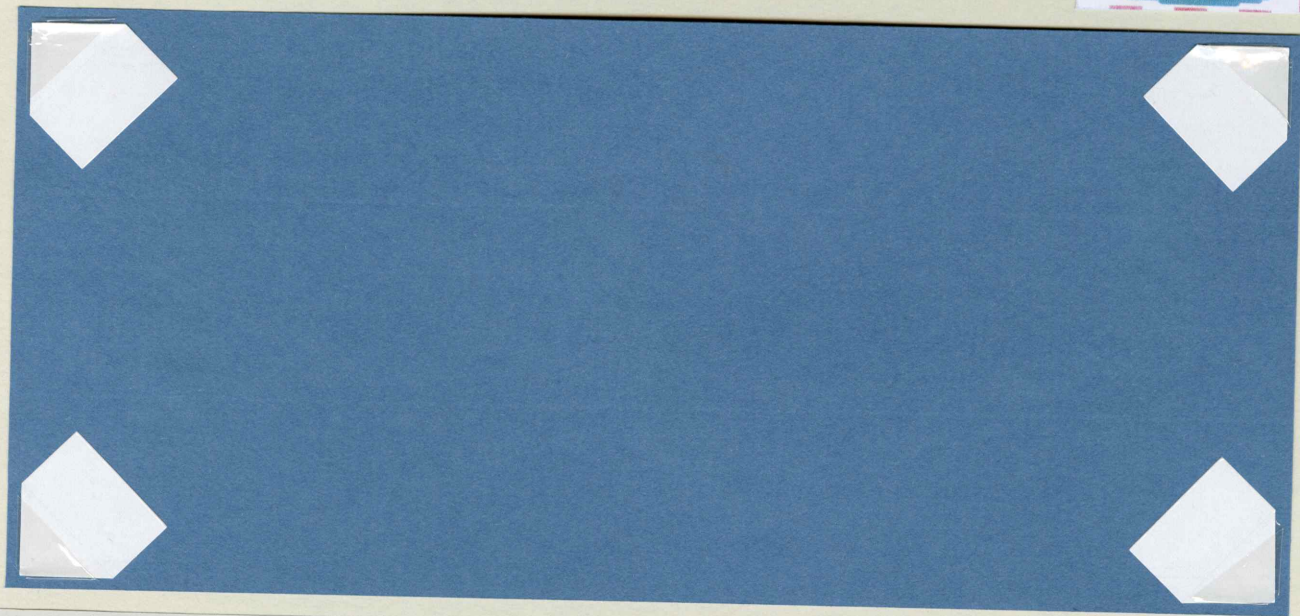
4th March 1807, entire from London with red dated « PAID » in circle with « Duke of Kent » prepaid 2s. to Halifax. To Shelburne 4½d.cy. as a ship letter within BNA.



23rd February 1808, entire letter from Shotleyfield with « DURHAM/263 » mileage mark via London with red „PAID FE 29 1808“ tombstone and „Queen Charlotte“ to Halifax. Prepaid 2s.3d., 1s.1d. packet rate and 1s.2d. Durham to Falmouth via London.



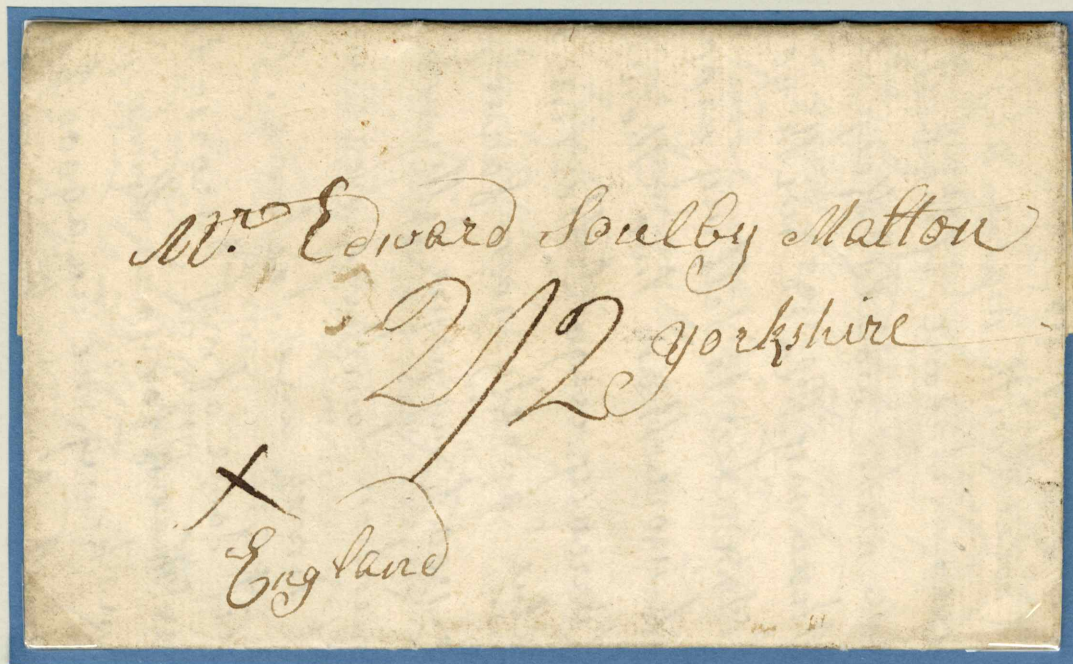
20th June 1808, entire letter from Halifax with « Queen Charlotte » to London (17/7). Rated 2s.



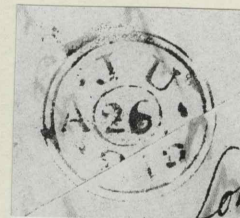
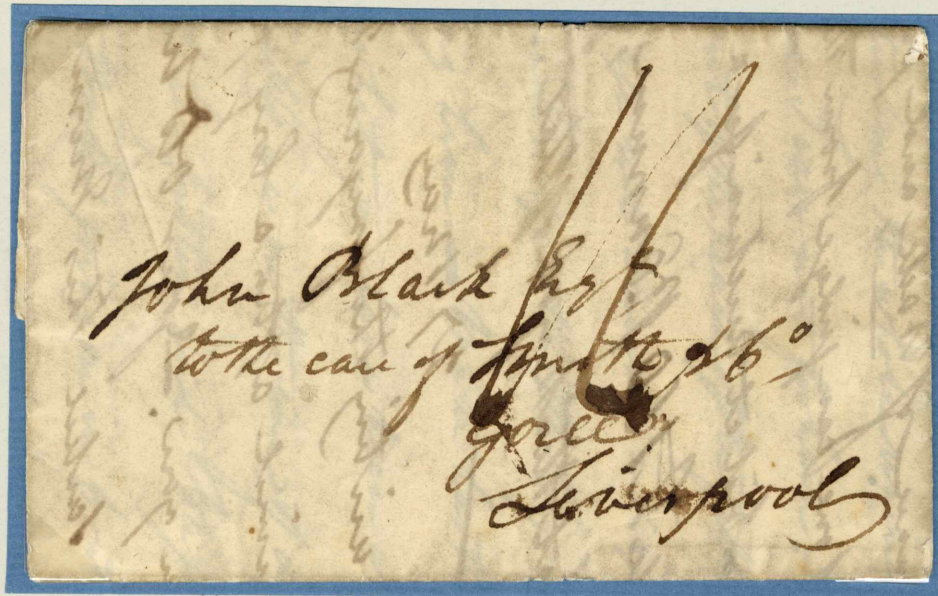
15th May 1810, entire letter from Prince Edward Island via Halifax (21/5) with « Duke of Montrose », London (23/6) to Alnwick in Northumberland. Charged 9/4s. at arrival for a 1½oz. letter. The rate was 6s. to London and 3s.3d. from London to Alnwick (tariff 12/3/1805).
Provenance : Salmon



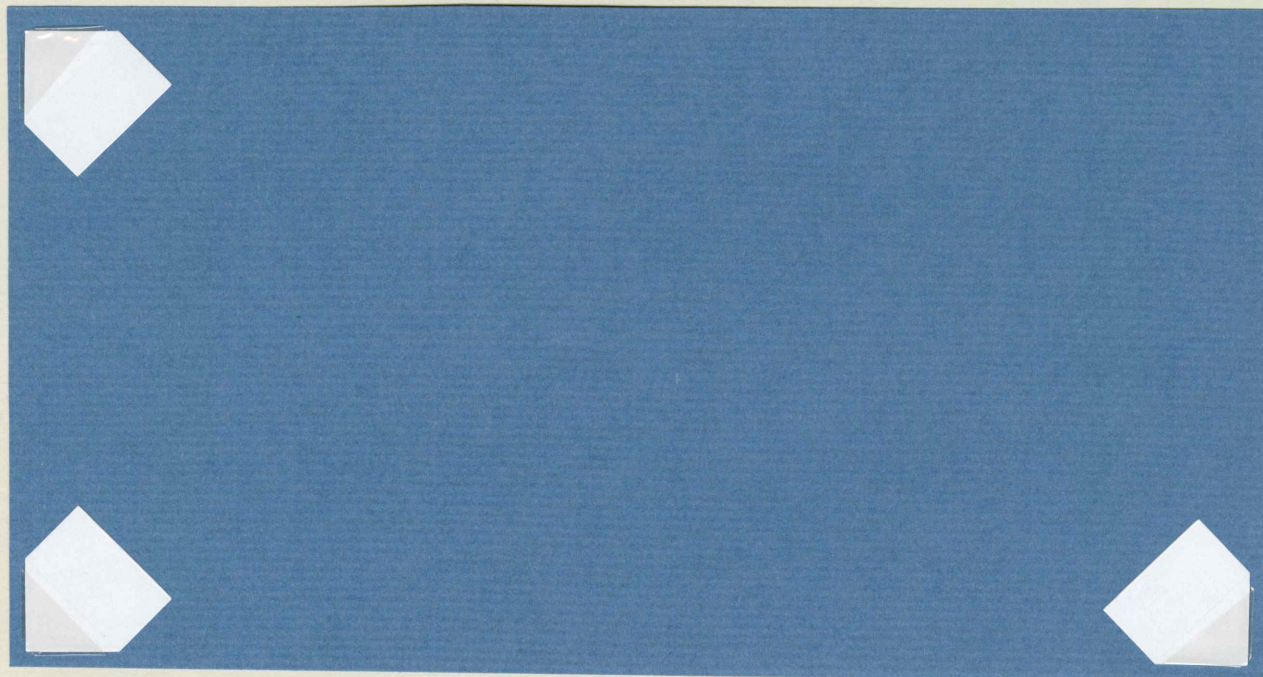
Algiers, letter (not complete) from the British Consul H.S. Blanckley to his son at Halifax. H.S. Blanckley junior was reported to be a spy for Wellington (receiving the Waterloo medal) carried privately to Lisboa then by Packet to Falmouth with green „LISBON AUG 20 1810 F“. Across the atlantic by „Lady Hobart“ from Falmouth (19/9) to Halifax (29/10). The packet rate to Halifax was 1s.1d. The double packet rate for Falmouth from Portugal should be 5s.6d. but a rate of 3s.4d. is noted. Provenance : Steinhart



25th January 1811, entire letter from Sackville (New Brunswick), backstamped Halifax to Malton (Yorkshire). Rated 2s.2d. Possibly carried by „Adventure“ from New York.



23rd May 1815, entire letter from Halifax carried privately to London where mailed on 26/6 to Liverpool. 11d. rate to Liverpool (tariff 9/7/1812). The letter writes also about Napoleon. Napoleon had left Elba on 20/3/1815. The battle of Waterloo was to take place on 18/6/1815.

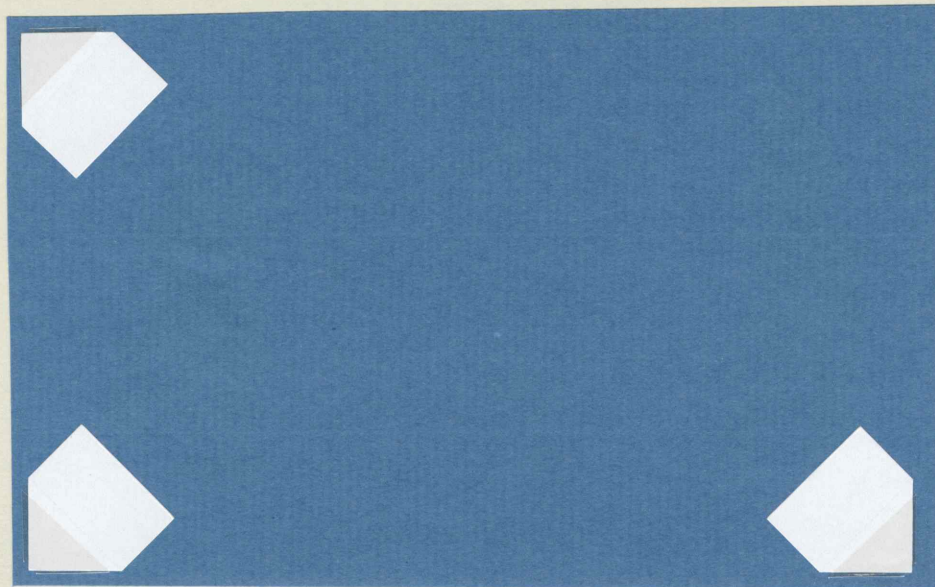


9th February 1816, entire letter from London Woolwich with straight-line „Woolwich C.O 2py PPaid“ and „Paid 2/2“ in oval, red „PAID 6 FE“ (inverted day slug) with „Express“ to Halifax (21/4) and with fleuron dated 23/4 to Fredericton (New Brunswick). 2s.2d. packet rate, 2d. London Post and 11d.cy. from Halifax to Fredericton (tariff 10/10/1765).



Entire from Forres via Edinburgh 28th August 1816 with red „PAID“ carried by „Lord Sidmouth“ to Halifax (21/10). Rated 2s.8½d. with 1/2d. Scottish Carriage Tax, 1s.3d. packet rate and 1s.5d. inland rate from Scotland to Falmouth, 620 miles. The inland rate for 620 miles should have been 1s.4d.

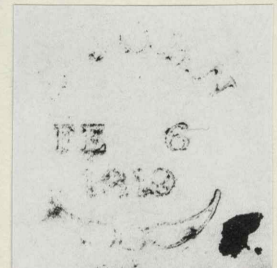
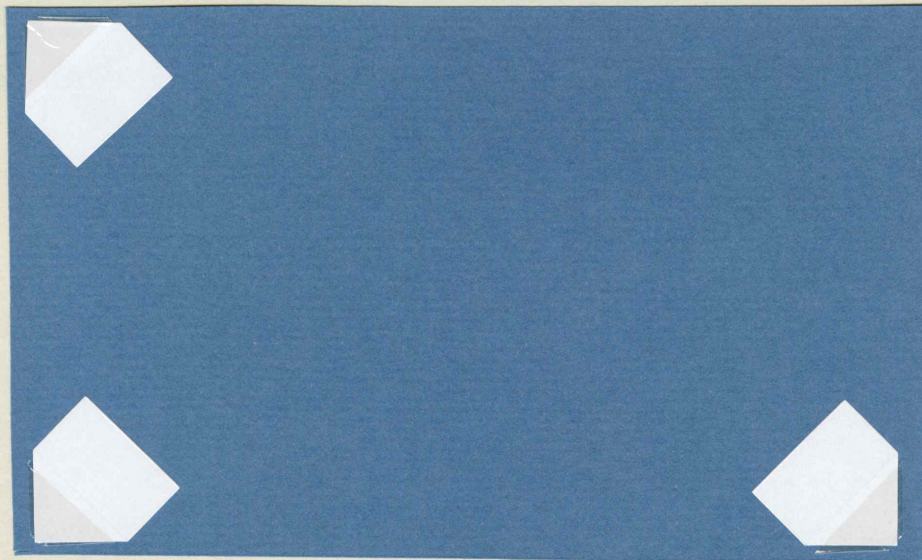
When the New York service was re-established after the 1812 war starting in March 1815, the packets called at Bermuda instead of Halifax with the four winter mails. Very often however the mail was taken to New York. This soon produced complaints about the excessive delays in the mails which were left at Bermuda or New York and then carried to Halifax by naval vessel on a not too expeditious basis. Therefore from November 1823 Halifax was finally made a year-round packet port. From January until September 1827 the packets sailed to Bermuda first and returned via Halifax. With the October 1827 mail the packets sailed from Falmouth via Halifax to Bermuda. A connecting service by Cunard now run between Halifax and Boston instead of Bermuda. From June 1833 Halifax became the final destination.



30th October 1817, entire letter from Borrowfield near Montrose via Edinburgh (6/11) with „Princess Eilzabeth“ via Bermuda, Halifax to Lunenburg (17/2). Rated 2s.6½d. with 1s.3d. for packet, 1s.3d. inland postage (should have been 1s.2d. for 488 miles) and 1/2d. Scottish Carriage Tax. The mail was carried from Bermuda by H.M.S. „Saracen“ to Bermuda. A post office was opened at Lunenburg in 1819 only.



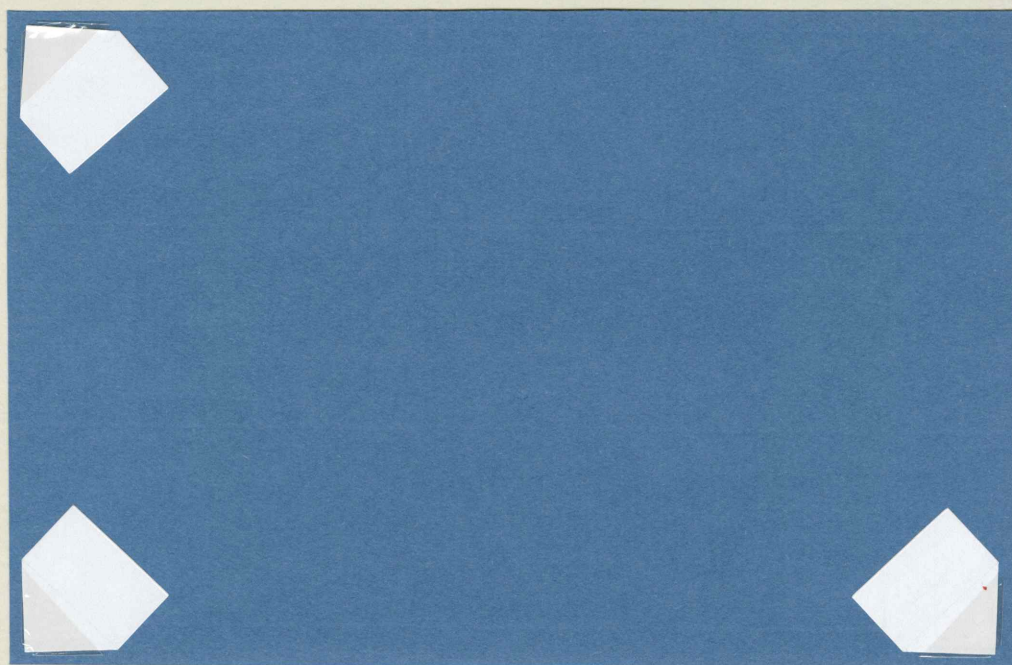
21st March 1818, entire letter from Halifax with Fleuron with „Grace“ via Falmouth (15/4) to Edinburgh (21/4). A double letter rated 4s.10d. with 2/6 packet postage and 2/4 inland postage plus 1/2d. Scottish Carriage Tax.



5th November 1818, entire letter from Swansea with « Montague » rated 2s.2d. with 1s.3d. packet rate and 9d. internal postage to Bermuda (27/12) and then carried to New York (7/1) with « Montague », overland via St. John (6/2) to Fredericton. The letter should have reached Halifax from Bermuda on H.M.S. „Grasshopper“ (ca. 13/1/1819). 2/2 changed to 2s.5d.cy. US Postage 25c. converted to 1s.3d.cy. (tariff 1816), 9d.cy. from St. Andrews to St. John with 2d.cy. added for Robbinston to St. Andrews. If the letter had been carried on the « Grasshopper » it would have cost 3s.4d.cy.

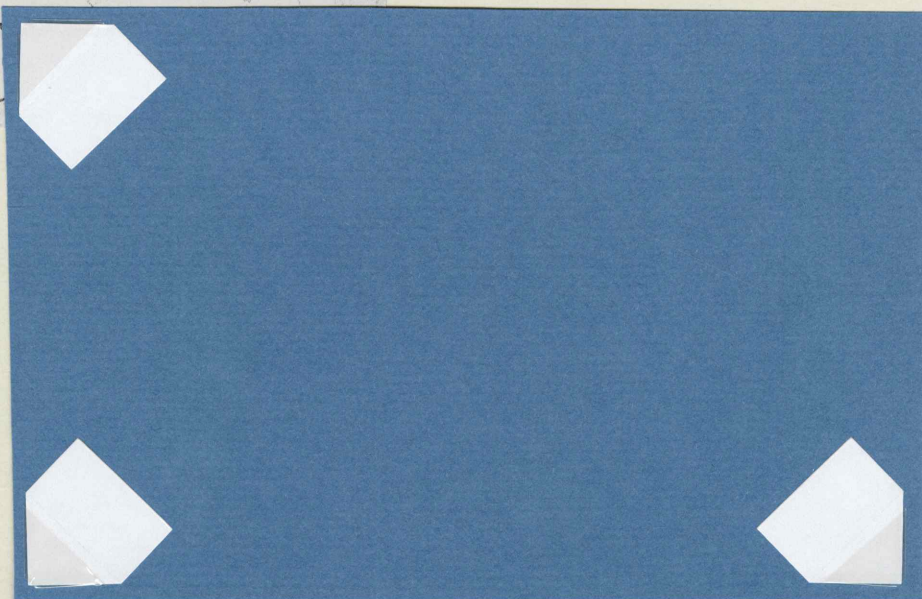


5th July 1822, entire letter from Hampton (Middx.) with 2d.-Post within London (rate valid from March 1805) with the „2“ handstamp crossed out via Falmouth with „Francis Feeling“ to Halifax (14/8) and on to Lunenburg. 2d. London Post, 11d. English inland rate, packet rate 1s.3d. adds to 2s.4d. or 2s.7d.cy. and 7d.cy. to Lunenburg totals 3s.2d.cy.

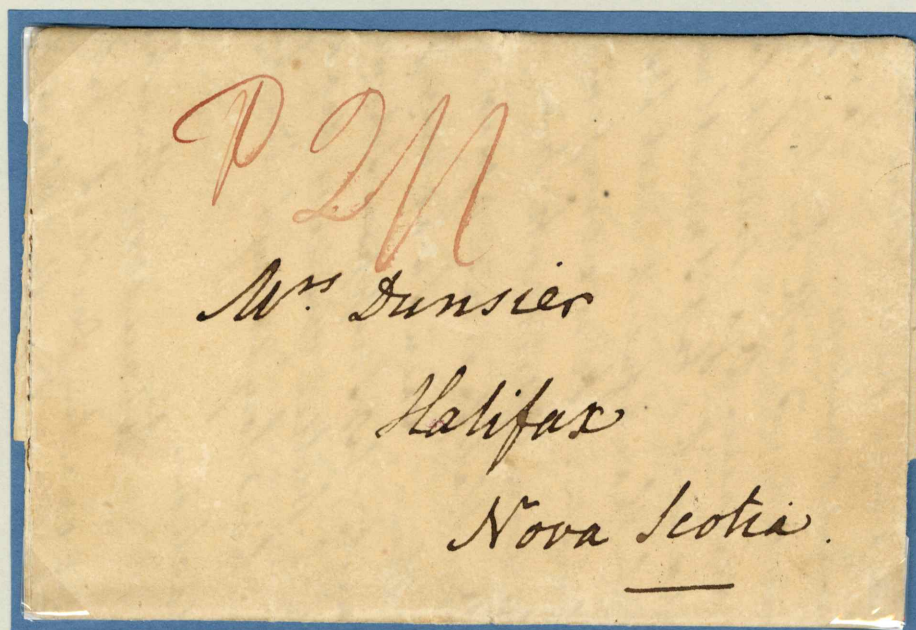


4th February 1823, Dublin, entire letter carried as a Ship Letter with „John Wells“ to New York (10/6) where stamped with red „SHIP“ and rated 20½c. (2c. ship fee; 1789 tariff and 18½c. for a distance 151 – 400 miles; tariff 1816) all converted to 1s.1d.cy. Then sent via Quebec for 1s.cy. (plus an overcharge of 6d.cy.) with « FORWARD » handstamp (charges forwarded) to Halifax with Fleuron (16/7) for 1s.8d.cy. and Prince Edward Island (18/7) for 8d.cy. totalling 4s.11d.cy. A most unusual, delayed and expensive routing. The text in the letter says : « Mr Labertouche has promised to take charge of this epistle, as one of his vessels will sail from this directly to PEI ».

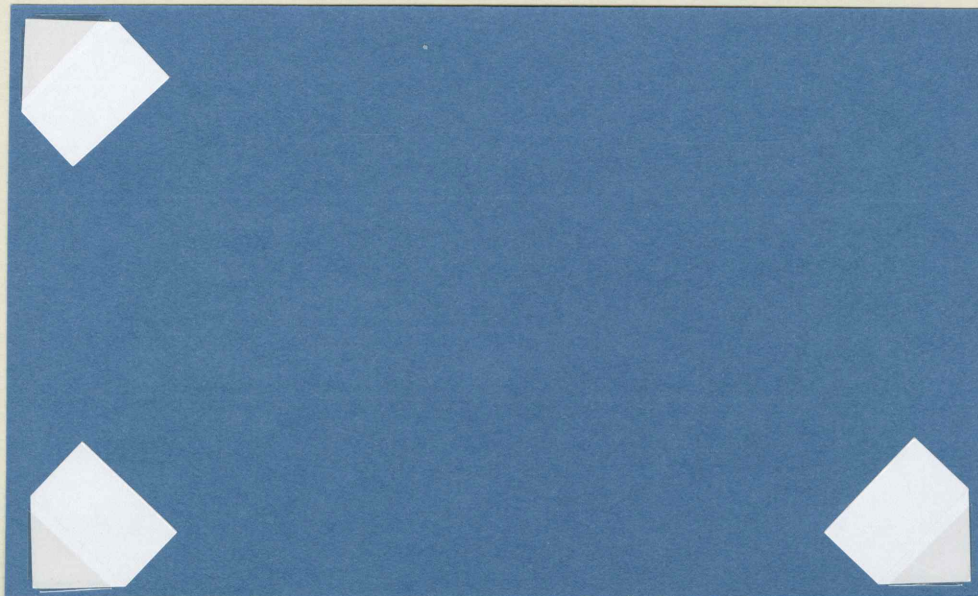
Provenance : De Volpi



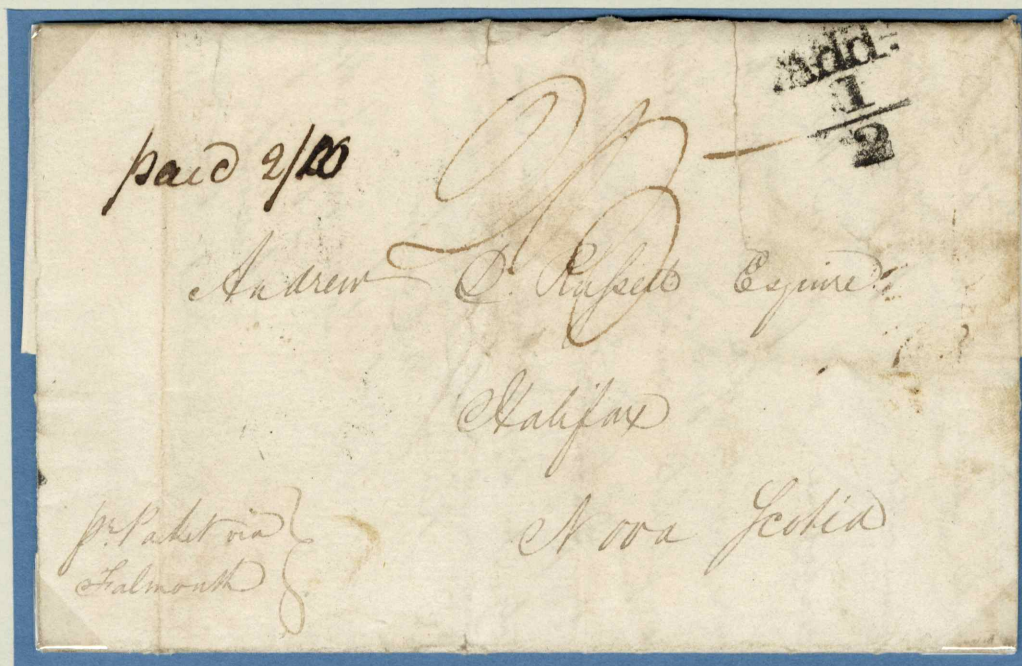
10th January 1824, entire letter from Marseilles prepaid 14 Décimes (12 Décimes to border and 2 Décimes for Channel Crossing, Convention 1802) via Paris with red, boxed « P.P.P.P. » to London to forwarder « Bainbridge + Brown », charged 1s.2d. (tariff 1/1819). Then with « Osborn » to Halifax and with Fleuron (22/3) to St. John (New Brunswick). There charged 2s.2d. packet rate (= 2s.5d.cy.) from London and 9d.cy. to St. John, total 3s.2d.cy.



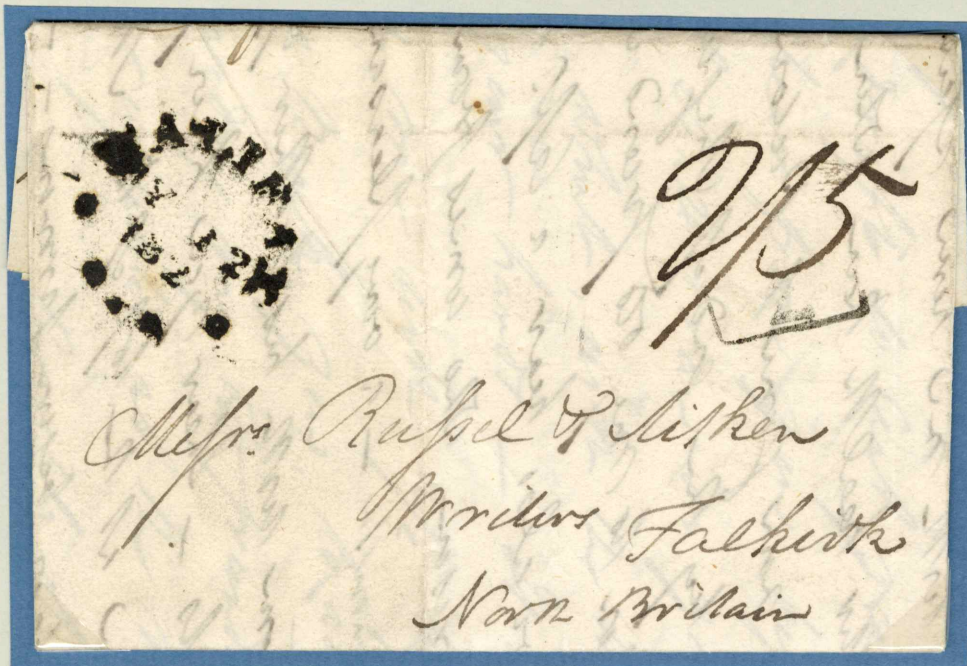
14th May 1824, entire letter from Bath stamped « TOO LATE » on reverse with « Duke of York » to Halifax (24/7). Prepaid 2s.1d., 1s.3d. for packet and 10d. internal postage.



2nd August 1825, Charlottetown, entire with double circle « POST OFFICE P.E. ISLAND » with date inserted in manuscript « 2nd Aug' 1825 » via Halifax with « Lord Melville » to London. Correctly rated 2s.2d. Provenance : Salmon



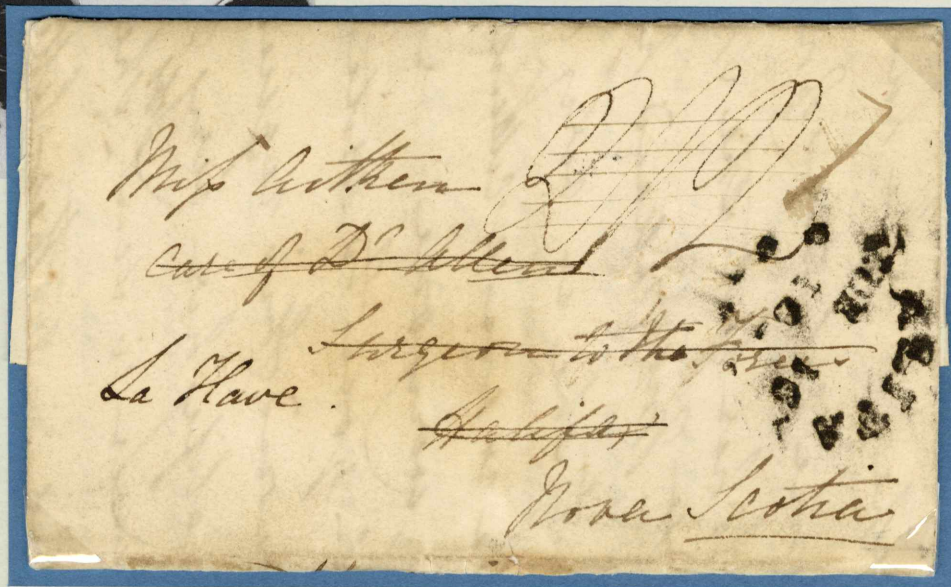
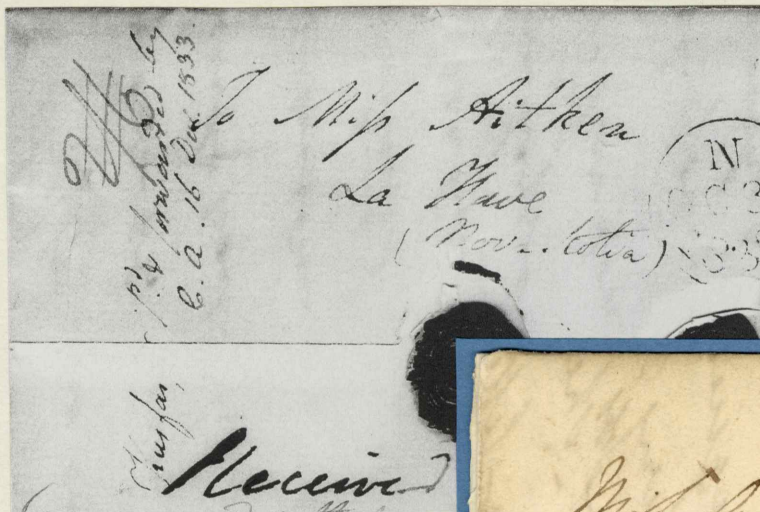
5th January 1828, entire letter backstamped Glasgow with « Frolic » to Halifax. Prepaid 2s.5d. with 1s.3d. for packet, 1s.2d. internal postage and 1/2d. Scottish Carriage Tax. Converted to 2s.10d.cy., a slight overcharge.



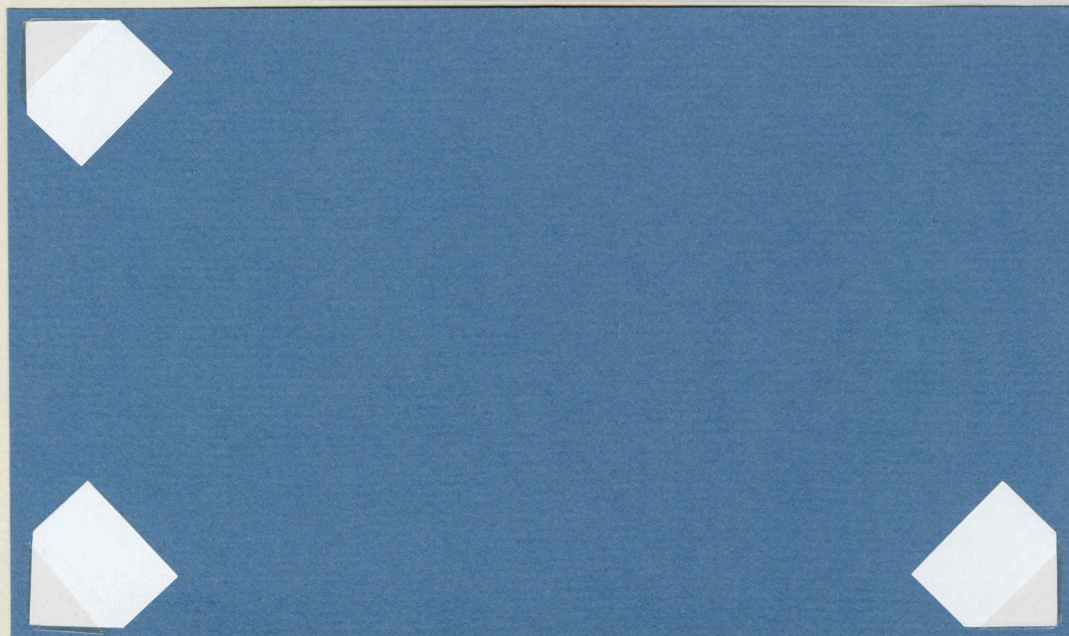
12th July 1828, entire letter from Halifax with Fleuron with « Lady Mary Pelham » to Falkirk. Charged 2s.5d. on arrival, 1s.3d. for packet, 1s.2d. internal postage and boxed « 1/2 » for Scottish Carriage Tax.



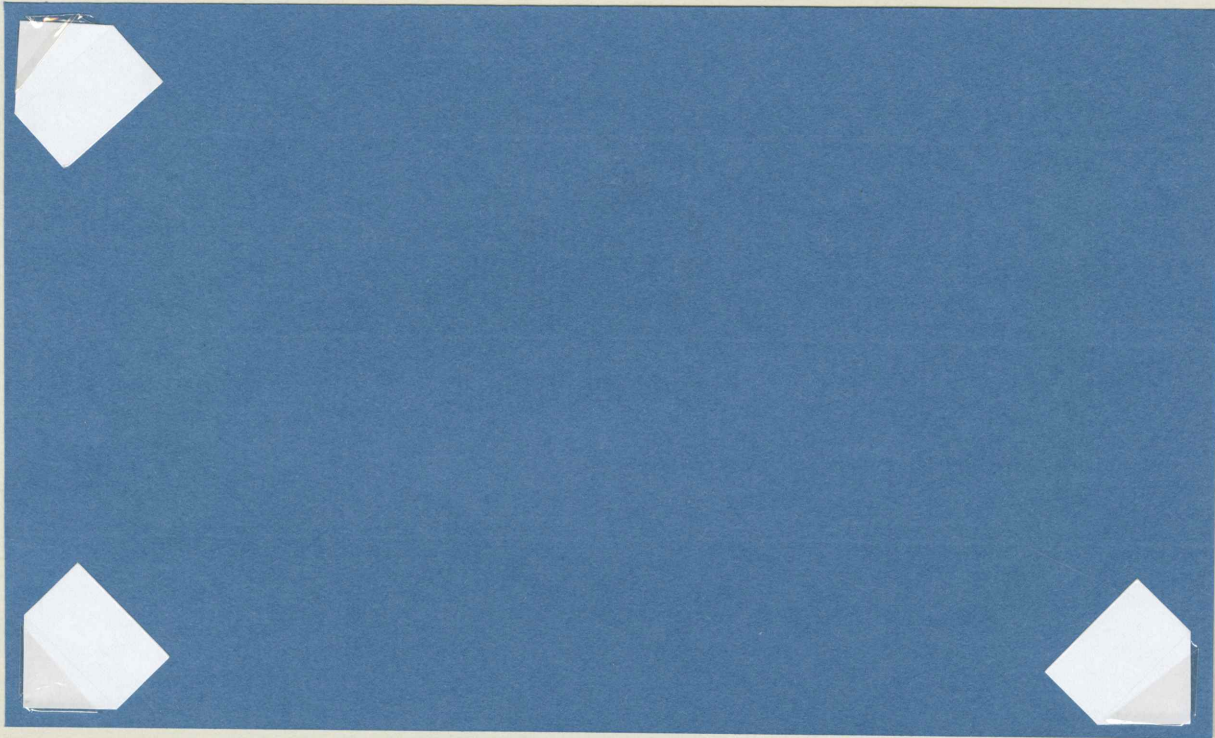
1st May 1829, entire letter backstamped at Edinburgh carried by H.M. Sloop « Badger » as a replacement for « Myrtle » that had wrecked on Ragged Islands 3rd April 1829 via Halifax with Fleuron dated « JU 20 » to Truro (24/6). Rated « Addl. 1/2 » for Scottish Carriage Tax, 2s.5d. to Halifax (1s.3d. packet and 1s.2d. internal postage) changed to 2s.9d.cy. and 5d.cy. to Pictou totals 3s.2d.cy. Provenance : Arnell



23rd October 1833, entire letter from Stoke mailed in London (31/10) with « Rinaldo » to Halifax (10/12) care of Dr. Allen, remailed with Fleuron dated 16/12 to La Have. Forwarding endorsement on reverse. Rated 2s.2d. for postage from London to Halifax converted to 2s.6d.cy., then charged 7d.cy. to La Have (Lunenburg).

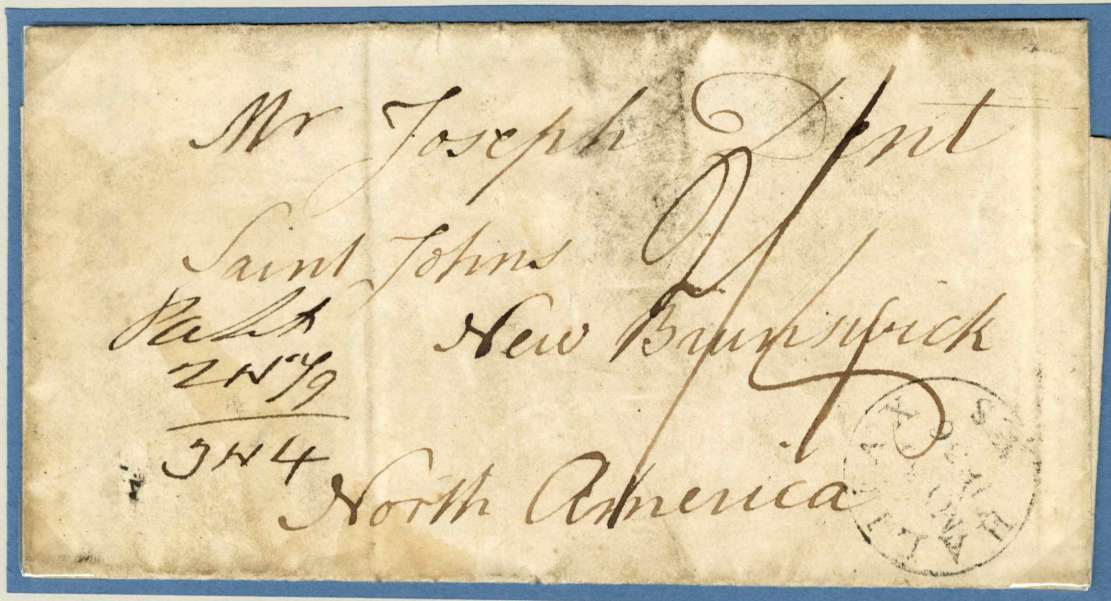


24th January 1834, Liverpool, entire letter carried as a ship letter with « Mont Hope » to New York where mailed unpaid with red « NEW-YORK MAR 15 » single circle, charge to border 25c. (rate or 400 miles, tariff 15/5/1816) via St. Andrews with two-line « ST ANDREWS NEW BRUNSWK » handdated « 25th March 32 » and 25c. converted to 1s.3d.cy., 9d.cy. to St. John and 9d.cy. to Halifax and 1d.cy. delivery charge. This unusual route was probably selected because „Thais“ had returned to Falmouth in December 1833 and was never heard from again and in January 1834 « Lord Melville » also left Falmouth twice.

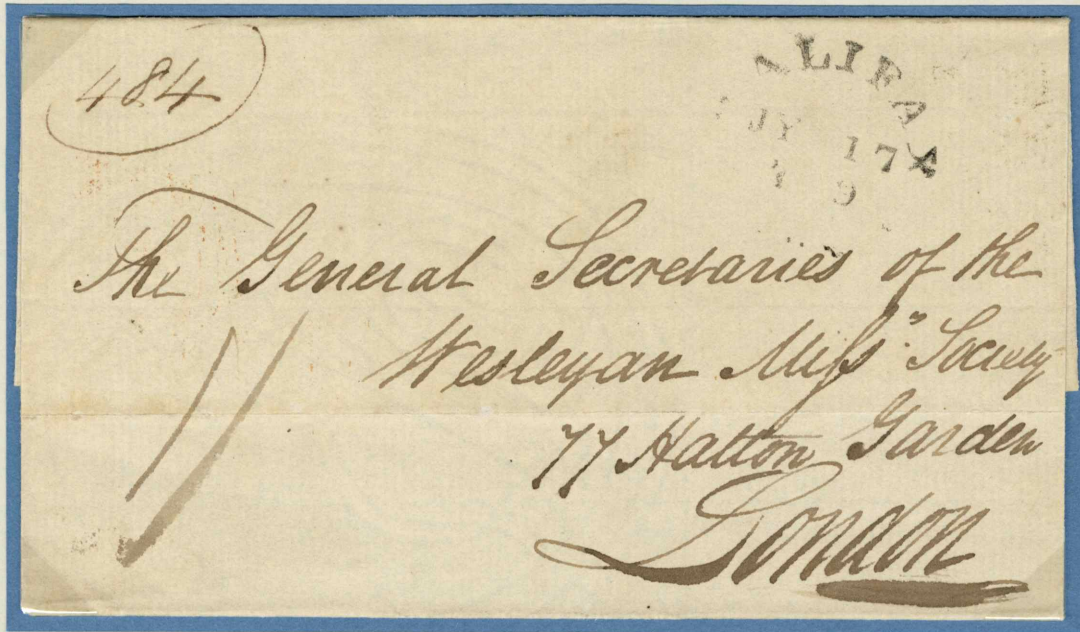


26th January 1835, Charlottetown, „PAID“ in circle (used from 1826) and „PRINCE EDWARDS ISLAND“ with date inserted in manuscript „26th Jany 1835“ via Halifax (12/2) with „Plover“ as a double packet letter to London (13/3). Double island postage 1s.4d.cy. and double packet letter rate 4s.4d.

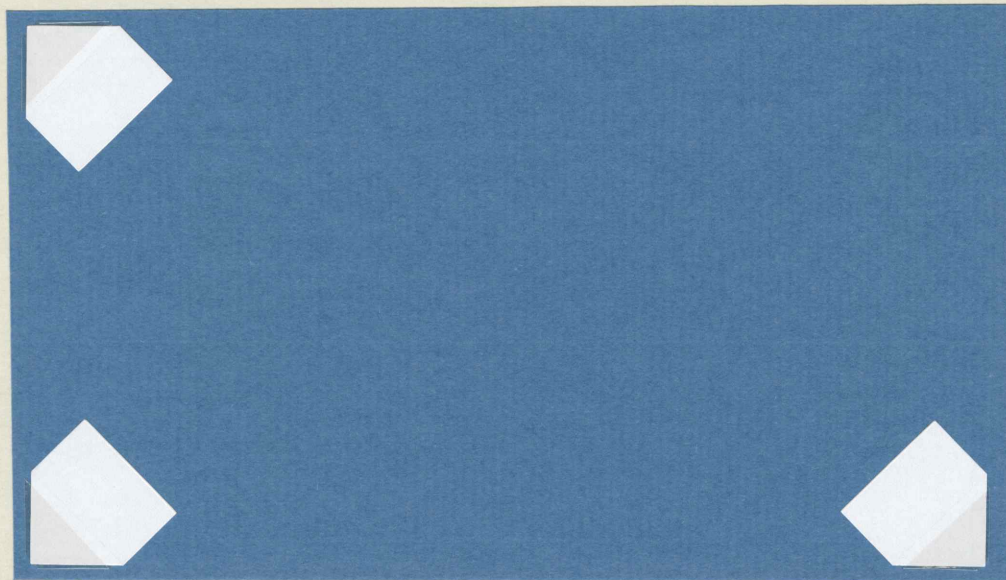
Provenance : Salmon



7th April 1836, entire letter from Greta Bridge near Durham with « Plover» to Halifax (30/5) where stamped with single circle (used from 20/11/1830). Prepaid 2s.4d., 1s.3d. for packet and 1s.1d. inland rate converted to 2s.7d.cy. Finally to St. John for 9d.cy.

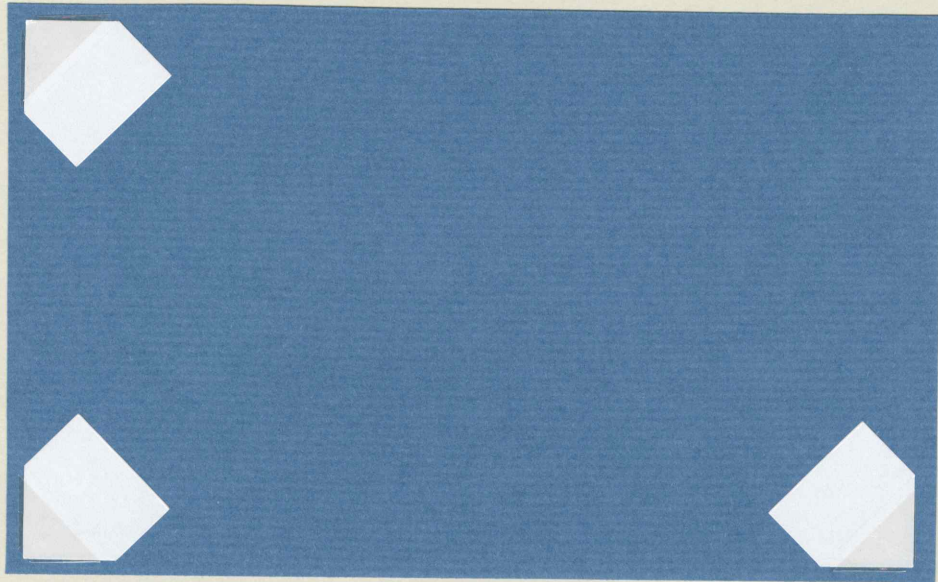


20th June 1839, entire from Wallace via Halifax Fleuron dated « JY 17 » with « Mutine » to London (5/8). Rated 1s. Almost certainly mailed at Halifax.

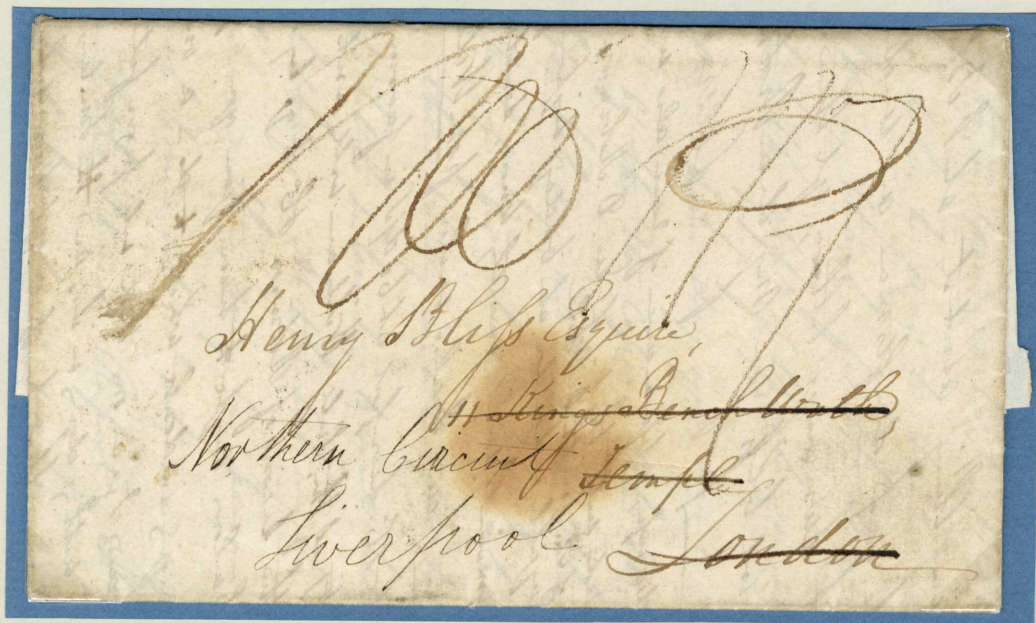
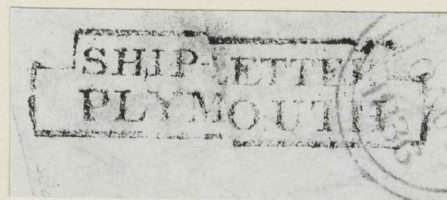


3rd June 1840, entire letter with « T.P Hammersmith E.O » straight-line and red tombstone „PAID“ with „Express“ via Halifax with circular datestamp 14/7 (used from September 1839) to La Have, Lunenburg. Prepaid 1s. plus 7d.cy. to Lunenburg charged on arrival.

Due to competition, the Falmouth packets produced large financial losses. The « Express » was therefore the last packet to sail from Falmouth.



28th August 1835, entire from Glasgow via Halifax with double oval „Ship Letter HALIFAX » and single circle « HALIFAX SE 2 ? 1835 N.S. » carried by « Acadian » to Pictou. Rated 8d.



9th July 1836, entire letter from Halifax as a Ship Letter via Plymouth to London (10/8) and re-addressed to Liverpool. Ship letter charge 8d., 11d. to London and then an extra 1s. to Liverpool.