



Maple Leaves

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CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN**

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EDITORIAL

By the time this reaches you, it will be 2011 already and the celebrations of Xmas and Hogmanay will be behind us. This issue marks to the start of a new Volume, 32. We are planning to publish an index for Volume 31 along with the April 2011 issue for those members who like to bind their copies.

Despite the fact that our last mail bid auction has only recently closed, this issue is accompanied by the catalogue for our next sale. We are back to our normal schedule of auctions this year with a mail bid sale in the spring and a room auction on 1st October at our Jersey Convention.

On the subject of the Jersey convention, this issue is also accompanied by a booking form. This is rather earlier than usual but a number of our overseas members have asked that we publish information on prices etc as early as possible so they can make their travel plans. In addition to the details provided on the form and on page 50, you can also find information on the Convention on our website at www.canadianpsgb.org.uk

Inside this issue you will find a report on the recent BNAPS convention in Victoria. CPSGB members enjoyed unprecedented success at this event and our congratulations go to the following members who came away with awards and medals:-

Malcolm Montgomery – Gold Medal and the Allan Steinhart Reserve Grand Award for his ‘Transatlantic BNA Mails 1759 – 1851’

William Robinson – Gold Medal and the Sam Nickle Award for his ‘Canadian Participation in the Anglo-Boer War’ and a Vermeil Medal for his ‘Canadian Military Postal Presence in Siberia 1918 – 1920’

Brian Stalker – Gold Medal and the Ed and Mickey Richardson Award for his ‘Coastal Labrador Mail Steamer Services’

Nicholas Escott – Gold Medal for his ‘Early Postal History of Northwestern Ontario’ and a Silver Medal for his ‘WWII Prisoner of War Camps, Lake Superior’

David McLaughlin – Gold Medal for his ‘Maple Leaf Issue of 1897 -98’

Gary Steele – Gold Medal for his ‘1937 – 38 Canadian Definitive Issue’

Bill Topping – Gold Medal for his ‘British Columbia Ship Way Mail’

Earl Covert – Vermeil medal for his ‘Canadian Liquor Seals’ and Vermeil Medal for his ‘RCMP – The Postcard Factory Cards’

Hal Kellett – Vermeil Medal for his ‘Canada’s Participation in the Anglo-Boer War 1899 – 1902’

Peter Motosn – Vermeil Medal for his ‘E.R. Krippner Covers 1895 – 1910’

Jack Wallace – Silver Medal for his ‘British Columbia Numeral Cancellations’ Jack also showed a display of the 2½d British Columbia first stamp in the Court of Honour.

As usual I offer my apologies to anyone I have left out of the list.

I end on a sad note by reporting the death of James Woods. As well as being one of our longest serving members, James was one of a small but illustrious band of former Editors of this journal. Only seven folk have been mad enough to take on the challenge and James held the post from 1957 to 1962. We send our condolences to his family.

**The CPS of GB wish all
our members a peaceful
and prosperous
New Year**



BRITISH NORTH AMERICAN SHIP LETTER MARKINGS

PART TWO: A REPRISE ON RATES AND THE EARLY HANDSTAMPS

Malcolm Montgomery M.B.E.

In the first of these articles I mentioned that there continues to be some confusion over the understanding of ship letter rates in North America, particularly when surviving letters are assessed against the British regulations. Further detail on how North American rates were applied follows, whether this was with the consent or acquiescence of the home authorities remains a moot point. A great deal has been written in the past and I make no claim to introducing fresh material, although I have consulted many early documents, some referred to by other writers, but I have tried to provide verbatim extracts where space permits, and can provide transcripts of sources if that would be helpful.

In the Eighteenth Century any discussion of ship letter procedures and rates should include those adopted in the Thirteen Colonies and I make no apology for including practices in the Northern and Southern Districts, for they were adopted also in Canada. From the outset, two writers must be credited with having covered this subject very thoroughly; if their works were more readily accessible, this reprise would be wholly redundant. The first is John G. Hendy, Custodian of the General Post Office's Record Room when it was first consolidated from a number of disparate resources in May 1896. Hendy produced several detailed and carefully researched histories of the post office between 1896 and 1905, of which *'Ship Letters'* was one. It was reproduced by the Postal History Society of Great Britain in 1997; bound together with a number of other valuable more recent papers on a variety of related subjects by several specialists it forms a comprehensive primer on British aspects of ship letters. The second of the two writers is Alex L. ter Braake in his *'The Posted Letter in Colonial and Revolutionary America'*; this work also includes chapters by a number of specialist postal historians, albeit with a rather limited coverage of the Canadas.

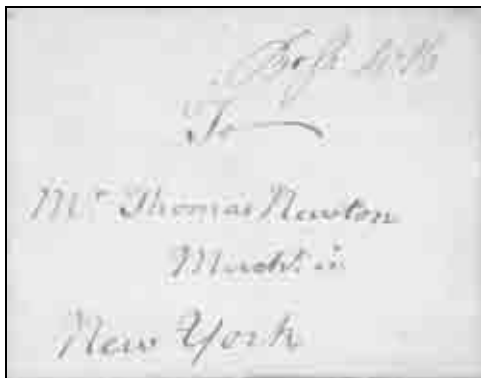


Figure 1: St. John's, Newfoundland to New York, 28th October 1764. A letter from John Wharton concerning a 'protested bill of exchange' (the equivalent of a returned cheque), carried to Boston, Ms., ('Bo.Sh.': Boston Ship) where it was charged in silverweight, 4dwt. 16 grs., the equivalent of one shilling and twopence Sterling, 16 grs. (twopence) ship letter fee and a shilling inland postage, the rate for a single sheet carried from Boston to New York under the Act of Queen Anne, 1st June 1711. (Courtesy of Colin Lewis.)

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The first British Articles and Proclamations directed at creating a structure for the posts concern letters carried by ships only indirectly. The principal objective was to protect the interests of those charged with the management, *'the farm'*, of the postal services by securing a monopoly of established services, as in the Proclamation of 1635:

'And his Maiesties further will and pleasure is, that from the beginning of this service or employment, no other Messenger or Messengers, foot-post or foot posts, shall take up, carry, receive, or deliver any Letter or Letters whatsoever, other than the Messengers appointed by the said Thomas Witherings to any such place or places as the said Thomas Witherings shall settle the conveyances ... And if any Post, Messenger, or Letter-Carryer whatsoever, shall offend contrary to his Maiesties Proclamation; his Maiestie upon complaint thereof made, will cause a severe exemplary punishment to be inflicted upon such delinquents.'(1)

Control of maritime mails would soon also be seen to be important, and lucrative. The first legislation in Great Britain pertaining to letters brought to the British Isles by private ships appears in the Commonwealth Act of 1657 and was also of the nature of monopoly enforcement, albeit couched in terms suggesting that these clauses were included only in the best interests of correspondents:

'And whereas upon the Arrival of Ships from parts beyond the Seas, to the Out-Ports here, Letters directed to several Merchants in London, have been heretofore frequently delivered by the bringers thereof to loose and uncertain hands, to be Conveyed forwards, whereby great Prejudice hath accrued to their Affairs, as well by the miscarrying of many of the said Letters, as often times by the opening of the same, to the discovery of the Correspondence and secrets, of the said Merchants; Letters brought by Ships shall be delivered to the Deputy Postmaster.'(2)

Recorded action in at least one of the Thirteen Colonies to ensure the safety of letters from overseas rather surprisingly predates that in Great Britain - A General Court of Massachusetts Ordinance of 5th November 1639, credited with the establishment of the first post office in North America, is believed to have been prompted by a need to prevent miscarriage and theft of letters landed from ships in Boston:

'For preventing the miscarriage of Letters ... it is ordered that notice be given that Richard Fairbanks his House in Boston is the place appointed for all letters, which are brought from beyond the seas or are to be sent thither, are to be brought to him and he is to take care that they be delivered, or sent according to their directions; and he is allowed for every such letter 1d and must answer all miscarriages through his own neglect in this kind; provided, that no man shall be compelled to bring his letters thither except he please.'(3)

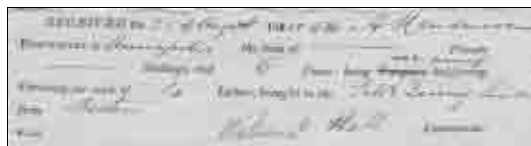
Just over a century later the businessmen of Philadelphia felt local procedures were unsatisfactory:

'Whereas it has been customary for Numbers of People to croud on board Vessels newly arrived in this Port, and into the Houses of the Captains, or Merchants to whom the same belong or are consigned, in quest of Letters, Packets, &c. and under Pretence

of taking care of the Letters of their Acquaintance dividing the whole Bag among themselves in a disorderly Manner, and in such Hurry and Confusion that it cannot afterwards be known by whom any Letter that is missing was taken up, and evil-minded Persons have made use of such Opportunities to pocket and embezzle Letters of consequence, and either destroy them or delay the Delivery a long time, to the great Damage and Injury of those to whom they were directed; And whereas there is a regular Post-Office in this Place establish'd by Act of Parliament, which is for the Benefit of Correspondence in General, and ought therefore by no Means to be discouraged; We the Subscribers hereunto taking the Premises into Consideration, and being willing that the Office should be encouraged, and that the Captains of Vessels should have the Benefit of the Bounty allowed by Law on delivering the Letters they bring into the Office, do hereby desire all Persons Masters of Vessels and others, to put all Letters they may have for us immediately into the Post Office, or deliver them to such Persons as the Postmaster shall send on board for them; and we declare that we shall not take their so doing in the least amiss, but look on our selves more oblig'd by their taking that Method than by their delivering our Letters in any other Manner whatsoever.' (4)

Although the official position, the application of the Act of 1711, had been made quite clear ten years earlier:

'Whereas by an Act of Parliament made in the Ninth Year of the Reign of her late Majesty Queen Anne, entituled An Act for establishing a General Post-Office for all her Majesty's Dominions, &c. it is among other Things enacted, That all Masters of Vessels, Sailors and Passengers, shall immediately upon their Arrival in any Port, deliver the Letters and Pacquets on board to the Post-Master, or his Deputy, under the Penalty of Five Pounds, British Money, for every several Offence. And whereas by the same Act it is also Enacted, That if any Master, Sailor or Passenger on board any Boat or Vessel, passing or repassing, on any River or Rivers, in any of her Majesty's Dominions, shall or do collect, carry or deliver any Letters or Pacquets, he or they shall forfeit and pay Five Pounds, British Money, for every several Offence, One Hundred Pounds of like British Money, for every Week he or they shall continue to carry or deliver any Letters or Pacquets, as aforesaid. This is therefore to give Notice to all Masters of Vessels, Sailors, Passengers, and others whom it may concern, That they be careful not to offend against the aforesaid Act of Parliament, upon Pain of being prosecuted for the several Penalties therein mentioned, pursuant to the Orders and Instructions of his Majesty's Post-Master General, to the Post-Master of Philadelphia.'(5)



(Ex. J.J. Macdonald collection, courtesy BNAPS.)

Figure 2: Rarely seen or referred to - confirmation of a ship's master having delivered ship letters to the postmaster at the port of arrival. A receipt dated 23rd August 1851 for sixpence (currency), paid to the master of the Schooner 'Jenny Lind' by the postmaster at Annapolis, Nova Scotia for four letters delivered according to the regulations.

In the British Isles similar clauses had been included in the first Post Office Act in 1660(6) and orders were issued in 1667 to officers at ports to warn masters of foreign ships of their obligation to deliver all letters to the Post Office.(7) Shortly after this, possibly as early as 1668, it was decided that an inducement should be made to ships' masters to hand in their letters by paying a penny gratuity to the master on each letter delivered to the post office.(8) It was argued that the consequent increase in the inland revenue on letters would more than offset the cost, but addressees were not charged a ship-letter fee under these directives, only the normal inland postage from the port of arrival; the first ship letter charges were raised under the Acts of Queen Anne in 1711(9) and George III in 1765(10).

One point is worth emphasis at this stage - with one exception, there was no suggestion in 1711 or since that the penny ship letter fee charged to the addressees was connected to that paid to the ships' masters, although originally this may have been the intention; the exception was letters from ships delivered to addressees at the port of arrival. This was quite logical - postmasters had to be compensated for the gratuities that they had paid to ships' masters, but there was no assurance that the ship-letter fee would ever be collected from addressees, a point made later by the American Deputy Postmaster's General to the Secretary of the Post Office.(11) This is frequently misunderstood and has caused confusion in the assessment of charges raised on letters from private ships.

Very few letters survive from the mid-Eighteenth Century on which the ship fee can be identified with certainty, either in the United Kingdom or in America. It is clear that the application of the Act varied in America, but without comment from London, until some fifty years later. The papers of Benjamin Franklin contain an example of how postmasters in the Thirteen Colonies were required to render their accounts, including a table showing illustrative charges for ship letters(12); a brief extract of the table follows:

	Dwt.	Grs.	£.	s.	d.
Received from the Ship <i>Charles</i>					
Captain Johnson, from London, October 3, 1753.					
A. Thomas Archer, 1 Single.		16			(2d)
John Ashurst, 1 Double.	1				(3d)
C. James Cook, 1 Treble.	1	8			(4d)
F. Cox, a Packet, 1 Ounce wt.	1	16			(5d)

(The sterling figures were not entered on the original table.)

It is clear that in 1753 the charge in America for a single letter delivered from a ship and delivered by the office of receipt, was sixteen grains silverweight, twopence Sterling, with the charge increasing by eight grains for each additional sheet, to one pennyweight and sixteen grains, fivepence, per ounce. On letters to addressees further beyond the port, inland postage was to be added to the flat rate ship fee. The local handling element of the fee appears to have been increased pro rata on local letters, but not on those forwarded elsewhere. Further instructions were included for completing the account:

'When you receive Letters from on board any Ship or Vessel, you are to enter the Name of such Vessel in the 2nd Column; the Number of Letters you have paid the Captain or others for in the 10th Column; and the Amount of such of them as belong to your Office only, in the 11th Column, marking the Rates on them at the Time of receiving.'

Ter Braake states that it is difficult to find letters before 1764 that can be demonstrated to have been charged a ship letter fee of sixteen grains, but provides an illustration of a hand-written instruction by Benjamin Franklin for the post office at Boston (13) which includes: *'All Ship Letters and Packets must be charged, (over and above the aforementioned Rates) with 16 Grains Weight of Silver. For such as are received from on board and with 8 Grains weight each for such as are directed on Board any Ships or Vessels.'* Since ter Braake's book was published, other early ship letters have been recorded, the majority, but not all, of which show a ship letter charge of 16grs (2d Stg.) and some have currency exchange rates - a familiarity with 'Old Tenor' currency rates would be advisable for anyone wishing to examine this subject in greater detail. Some examples drawn from ter Braake's book (ALtB) and Matthew Bennett (MB) sales follow:

A longer list is available. It will be noted that there are some inconsistencies in these examples, but the rates to be charged were confirmed in a 1763 broadside, that included:

'II. All Ship-Letters and Packets must be charged, over and above the Rates set down in these Tables, with 16 Grains Weight of Silver, for such as are received from on Board; and with 8 Grains Weight, for such as are directed on Board any Ship or Vessel. And the whole Postage of these last Sort, must be paid down at the Post-Office where such Letters and Packets are delivered in.' (14)

Date	From	To	Port of Entry/Exit	Rates	Comment
8 th August 1709	New York, N.Y.	Boston, Ms.	Boston, Ms.	'NY'	Earliest BNA marking. No charge raised (MB290/16)
13 th May 1712	Philadelphia, Pa.	Liverpool, England	New York, N.Y.	'10'	9d (Stg) to New York (specific rate in Act of Queen Anne) + 1d ship fee. (MB290/17)
25 th February 1713	Bristol, England	Providence, R.I.	Boston, Ms.	'B Sh 5d'	Boston to Providence 4d Stg + 1d ship fee. (ALtB, E-6)
1 st April 1723	Barbados	Salem, Ms.	Boston, Ms.	'B Sh 1/9'	8d Stg. (double, 0-60 miles) + 1d ship fee @ 2.3 Tenor. (MB290/28)
3 rd July 1729	London, England	Philadelphia, Pa.	New York	'NY Sh: 1/2. 1/9' (Cy.)	1s + 2d (Stg.) ship fee to Philadelphia, 1s 9d (Cy). (MB290/30)
29 th July 1734	London, England	Newport, R.I.	Philadelphia, Pa.	'Phi Sh: dwt 7 gr 16'	Philadelphia to Newport 7dwt, ship fee 16grs. (ALtB, II-92)
29 th September 1736	New York, N.Y.	London, England	Boston, Ms.	'NY Paid to Bos: 4dwt 8grs'	Outbound 1d paid. (ALtB, D-16)
19 th July 1756	London, England	Newport, R.I.	Boston, Ms.	'Bo Sh 2.16'	Boston to Newport 2dwt; ship 16grs. (ALtB, E-9)
13 th May 1761	Paramaribo, D.W.I.	Newport, R.I.	Providence, R.I.	'Pro Sh 4dwt. 16'	Double. 4dwt + 16grs ship fee. (ALtB, II-109)
12 th January 1764	St. Croix	Philadelphia, Pa.	New London, Ct.	'NL Sh. 12:16'	12dwt + 16grs ship fee. (MB290/62)
18 th January 1764	Charlestown, S.C.	Providence, R.I.	New York, N.Y.	'Sh 4.16'	4dwt + 16grs ship fee. (MB290/63)

Following receipt by Benjamin Franklin of a letter dated 20th April 1764 from Anthony Todd Secretary to the General Post Office emphasising that letters from vessels arriving at a port were to be handed in to a post office, and that the masters were to receive one penny for each letter received, in the new Province of Canada James Parker the Post Office Secretary placed a notice dated 10th July 1764 in the Quebec Gazette:

'The Deputy Post-Master for North America, having by the last Paquet, received express Orders to see the above mentioned Act of Parliament (9 Anne Cap. 10/11) fully enforced and executed in the American Colonies, all Persons are hereby cautioned not to offend against the said Act, as such Offences will be strictly prosecuted.'(15)

The two earliest recorded ship letters to Canada in this period (illustrated in Part 1), dated 1763 and 1765 (16) and both through New York, were each charged a ship fee of sixteen grains, contrary to the Acts of 1711 and 1765. From a correspondence between Anthony Todd, Secretary to the Post Office, and the Deputy Postmasters General in North America, Benjamin Franklin and John Foxcroft, it seems that this American practice had been questioned by London; in their reply to Todd, dated Philadelphia, September, 21st 1764, they wrote:

'The Rule of Charging 2d. or 16 grains of Silver on every Letter coming from on Ship board, has been observ'd in America we believe from the first Establishment of the Office here. Mr. Franklin, who is now by much the oldest Officer in America, found it the Practice, [and remembers?] to have seen it in Tables of Rates printed long before his Time. He knows not on what it was originally founded, (being sensible that the Act mentions but a Penny) unless it were on the Considerations that have satisfied him in the Continuance of the Practice, viz. In America most of the Letters received from on board a Ship, are delivered in the Capital Towns where the Ships arrive. The Law obliges the Office to give a Penny for every Letter coming from on board a Ship. If the Office demands but a Penny for each such Letter, then the Attendance is given and the Business is transacted for nothing. Nay, for less than nothing; for all the Letters so paid for, not being taken up, the Dead Letters would be so much clear Loss to the Office.'

They continued with a point well made confirming the practice in America for outbound ship letters:

'What the Quantum meruit in this Case is, may be gathered from the same Law, which allows a Penny to be taken for the Service of putting a Letter on board a Ship. Now supposing that the Trouble of receiving a Letter and putting the same on board a Ship, is not greater than the Trouble of receiving a Letter from on board a Ship and delivering the same on shore, then the latter Service deserves a Penny as well as the former. This Penny to the Office, added to the Penny paid the Captain, makes the Twopence to be paid for the Letter.'

The same letter details comments and recommendations for changes to postal rates and practices in North America, taking account also of the need to incorporate arrangements for the Post Office in Canada. It is interesting to note that these recommendations were for the most part adopted in the drafting of the 1765 Act of King George III, a fact that rather undermines the commonly held opinion that the mother government paid little attention to the particular needs and wishes of the residents of the British Colonies in America.

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Liverpool NS Ship Letter
Crown negative double-oval

A superb strike; the only known strike in private hands.

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"5c" oval handstamp
on 1860 cover to Pictou

Choice and very rare cover. 1982 BPA cert.

Yarmouth Ship Letter
(7 1/2p) rate from Yarmouth to Westport, RI (USA); prepaid with stamps and straightline ship letter marking.
ex. Dale Lichtenstein (1970)

A unique ship letter franking; and according to J.J. Macdonald handbook, fewer than five strikes of Yarmouth Ship Letter are known

Yarmouth Ship Letter
(7 1/2p) rate from Yarmouth to Westport, RI (USA); prepaid with stamps and straightline ship letter marking.
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Upcoming Winter 2011 The Estate of A.M. (Sandy) Clark Nova Scotia Postal History Collection



Newport Crown Postmark
in Double Circle on 1841
cover to Halifax.
The only reported strike.
ex. John Young (1964),
Grant Glassco (1969)

Illustrated in Jephcott,
Greene & Young Handbook
on Page 75.

Illustrated in Jephcott,
Greene & Young Handbook
on Page 94.

St. Margarets Bay
Crowned Circle on 1858
cover to Halifax.
Extremely rare cover;
fewer than five exist.
ex. John Young (1964),
Grant Glassco (1969)



Kentville Double Circle
"Post Office" Marking
on cover to England.

Only two strikes are
known. This strike was
missing from most
renown collections.

Charts prepared by Franklin and Foxcroft in 1763 and 1765 published supplementary rates of postage from New York to Canada. No legal basis for these rates existed, except that the rates for 1765, with the notable exception of the ship-letter fee, were subsequently confirmed by the Act of George III. The ship-letter fees were in a footnote to the tables; even after the publication of the Act, for reasons that are explained only in the letter to Anthony Todd quoted above, the inbound ship-letter fee remained at 16grs of silver, 2d Sterling, approximately 2½d in local currencies; the charge on outbound ship letters remained at 8 grs of silver, 1d Sterling. There is no mention in the broadside of the fourpence Sterling inter-colonial sea rate introduced in the 1765 Act. (17)

New York			Quebec
3 dwt	Albany		
5 dwt	3 dwt		
7 dwt	5 dwt	3 dwt	
1763 Rates			

New York			Quebec
2 dwt 16grs	Albany		
4 dwt	3 dwt 8grs	Montreal	
5 dwt 8 grs	4 dwt 16 grs	2 dwt 16 grs	
1765 Rates			

Note: 8 grains (grs) silver = 1d Stg; 24 grs = 1 pennyweight (dwt); 1dwt = 3d Stg.

There are two further significant points to be drawn from the Act of George III: first, the penalty for evasion was increased fourfold; second, an additional penny fee was permitted for letters delivered in the port of arrival:

IV. And be it further enacted by the Authority aforesaid, That it shall and may be lawful to and for the said Deputy or Deputies to demand, have, receive, and take, for every such Letter and Packet so delivered from any Ship or Vessel, other than Packet Boats, to such Deputy or Deputies at the Ports in his Majesty's Dominions, as shall be directed to any Place within the Town belonging to such Port, or within the Limits of the Delivery of Letters and Packets by such Deputy and Deputies, the Rate or Sum of One Penny, over and above what may now be received for the same.

Twopence could be charged by the local postmaster for local addresses, but only a penny ship-letter fee, the same as under the Act of Queen Anne, could be added to the inland rates for other letters. Charging 16grs, 2d Sterling, on all inbound ship letters regardless of destination, the practice in North America, had not been authorised, although there may have been some justification in interpreting the phrase 'within the limits of the Delivery of Letters and packets by such Deputy and Deputies' to mean within the jurisdiction of the local Deputy Postmaster General. The practice continued for many years. A rate for inter-colonial postage by sea in America was also introduced in the 1765 Act:

'II... For all Letters and Packets conveyed by Sea from any Port in the British Dominions in America, to any Port within the said Dominions, for every Single Letter Four Pence; for every Double Letter Eight Pence; for every Treble Letter One Shilling; and for every Ounce One Shilling and Four Pence; and so in Proportion for every Packet of Deeds, Writs, or other Things.' There is another document that might have shed some light on the ship letter charges at this time: (18)

There is another document that might have shed some light on the ship letter charges at this time: (18)

SHIP LETTERS

Postage of a
Single Letter in
British Pence.

For the Port of every Letter or Packet of Letters in any Part of His majesty's Dominions directed to, or coming from, on board of any Ship, over and above the Rates before-mentioned - -	}	1
For every letter or Packet coming from on Ship-board for the Town where landed, or the Delivery thereof, One Penny, with the Penny paid to the Master, Mariner, or Passenger bringing the same, being for every such Letter or Packet - -	}	2

This extract from a General Post Office notice published in London in 1792 appears to reaffirm the practice in the British Isles although the instruction that, in the case of letters intended for the town where landed, the master's gratuity was to be included in the ship letter fee charged to the addressee has caused confusion in the past. However the notice does nothing to explain the disparity with practice in Canada, where a ship-letter fee of twopence was added to the postage for letters forwarded to towns other than the port of arrival. Packet rates to America, and inland rates for correspondence within the West Indies and British North America, consistent with the 1765 Act, were included in the notice, and it is clear that the Postmaster General understood and intended that the ship letter charges also should be applied by his deputies there, but this appears not to have been the case.

The next Act of significance, effective in the United Kingdom from 12th July 1799 but not in Ireland, although brief offers further opportunities for confusion. Known as the Ship Letter Act (19), it is quoted here almost in its entirety to allow readers to form their own conclusions, and what follows may yet be subject to discussion. The first issue concerns the rates applied in the United Kingdom. Until 1799, although outbound letters carried by private ships were required to be prepaid – until 1711 inland postage to the port, from 1711 inland postage to the port plus a penny - letters have been recorded both with and without inland charges, but the penny charge rarely appears. In September 1799 a ship letter office was opened in London and the process of raising revenue from letters sent overseas by vessels other than post office packets, long since authorised by law, was formalised. Correspondents were required to hand such letters to the post office, prepaying a fee equal to half that charged for packet letters; the post office then arranged their onward passage. For British North America this fee was calculated as the full inland postage to London, or other port, plus half the normal inland and packet charge between London and British North American ports. Inland postage in North America could not be prepaid. Despite the reinforcement of the regulations and the provision of the service, a large proportion of correspondence continued to find its way to private vessels without prepayment; the coffee houses and other agencies continued to handle a large number of outbound letters.

'... it may be lawful to and for his Majesty's Postmaster General, and his Deputy and Deputies by him thereunto authorized, in his and their Discretion, to collect and receive Letters, and Packets of Letters, directed to Places within his Majesty's Dominions, also to any the Kingdoms and Countries beyond the Seas, and to forward the same by any Ships or Vessels that he, in his Discretion shall think fit (although not Packet Boats); and also, that it shall and may be lawful to and for his said Majesty's

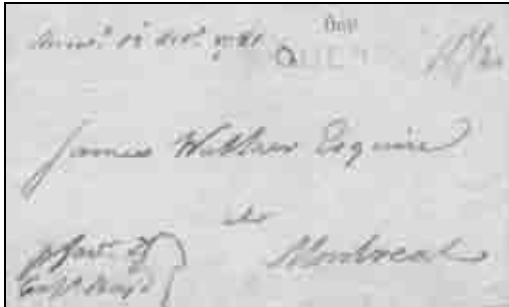


Figure 3: A letter dated 9th May 1781 carried by private ship landed at Quebec and charged '11½', elevenpence halfpenny Currency to Montreal: twopence halfpenny ship letter fee and ninepence the inland rate for 201-300 miles, both under the Act of 1765. It shows the first recorded Quebec straight-line handstamp : 'fhip'. Two examples have been recorded, the other is believed to be in the Ottawa archives.

Postmaster General, and his Deputy and Deputies ... to demand, have, receive, and take, for every Letter and Packet which shall be delivered to him or his Deputies for Conveyance in the Manner herein-before specified, a Sum not less than one Half Part of the Rates and Duties payable by Law for such respective Letters and Packets, if the same were conveyed by Packet Boats; and in Cases where no Rate of Postage is already established, then to demand, have, receive, and take, for such Letters and Packets, Rates, as near as the same can be ascertained, equal to one Half of what is now paid for Letters sent beyond the Seas;'

With regard to letters arriving in the United Kingdom from private ships from 1799 two rates operated. For letters that originated from or had been handled by British post offices or post office agents overseas the ship letter fee was increased from a penny to fourpence; many of these were carried in closed bags directly to London. Until 1815, however, the old penny fee continued to be charged on letters not actively collected by post office agencies overseas.

'And be it further enacted, That it shall and may be lawful to and for the said Postmaster General to demand, have, receive, and take for every Letter and Packet which shall be brought by Ships and Vessels (other than Packet Boats) in the Manner herein-before mentioned, from Places within his Majesty's Dominions, and from any the Kingdoms and Countries beyond the Seas into Great Britain , to be conveyed by inland Carriage or Postage, the Sum of Four-pence for every single Letter, and so in Proportion for Packets, in addition to any inland or internal Postage which may arise upon the inland Conveyance of such Letters and Packets;'

The Post Office was authorised to pay twopence to ships' masters for each letter received from or handed in to post offices, but this charge was not passed on to the addressee.

'... and for the Encouragement of the Masters of such Ships or Vessels, it shall be lawful for the Postmaster General to allow all such Masters the Sum of Two-pence a Letter or Packet upon all such Letters and Packets as they shall respectively have or take on board such Vessel or Vessels, provided such Letters and Packets shall have

been delivered to them from the Post Office; and in like Manner, on their Arrival from Parts beyond the Seas, on their delivering unto the Deputy or Deputies of the Postmaster General for such Place or Post Town at which they shall touch or arrive, it shall be lawful to pay to such Masters of Ships and Vessels the Sum of Two-pence a Letter or Packet for all such Letters and Packets as they shall respectively have on board;'

The application of this Act to post offices overseas is uncertain, but appears to have been intended - first, the Act refers to '... his Majesty's Postmaster General, and his Deputy and Deputies by him thereunto authorized...' and '...in order to be conveyed to and from Places within his Majesty's Dominions...', although the latter could be interpreted to refer only to procedures in the United Kingdom. However, the argument that the Act was intended to apply also to overseas dominions is reinforced by its publication in the Quebec Gazette; it is not known whether it was also published in the Maritime Provinces, and evidence of this would be interesting. Some letters from British North America carried by private ships in this period show charges greater than the inland postage to the port of departure, generally twopence (shown either in Sterling or currency). However, a number

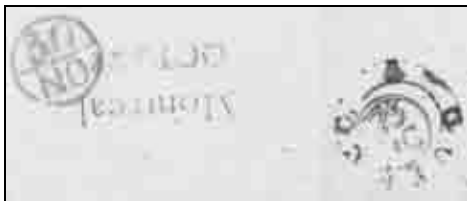
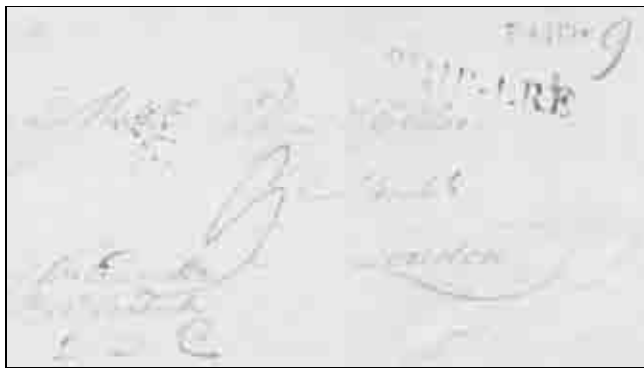


Figure 4: A letter dated 22nd October 1785 paid '9', ninepence Currency from Montreal to Quebec, directed to the 'Eweretta', a regular trader between Quebec and London. No outbound ship letter fee is shown - unless the '9' represents a payment in Sterling, in which case the charge was eightpence Sterling, the rate for 201-

300 miles, plus a penny ship letter fee. The reverse has both Montreal and Quebec datestamps and shows that the letter arrived in London on 30th November 1785; it was marked as a ship letter and charged a further '9'(Sterling), a penny ship letter fee and eightpence inland postage, a letter of two sheets carried more than 80 miles. It is assumed that the British Post Office detected an enclosure not noticed in Canada.



Figure 5: Quebec, Province of Canada to Halifax, Nova Scotia, via Montreal and New York, 2nd January 1788. In the late eighteenth century a straight line handstamp 'AMERICAN PORT' was used to indicate inland North American postal charges. The only example recorded to date appears alongside a Quebec straight line 'PAID*' and is therefore assumed to have been used at that city. The letter, dated before the Canada/United States postal convention, was sent via Montreal and New York. Reverse: Straight line 'Montreal JAN.y 7 1788', in black. Obverse: Straight line 'AMERICAN PORT', in black, not previously recorded. Straight line 'PAID*', in black, used at Quebec. Rates: Quebec to Halifax: 2N1 (2s 1d Currency) Comprising: The rate for a single letter from Quebec to New York (5 dwt 8 grs): 1s 4d Sterling; Ship charge for port-to-port in North America: 4d Sterling all Converted to Currency.

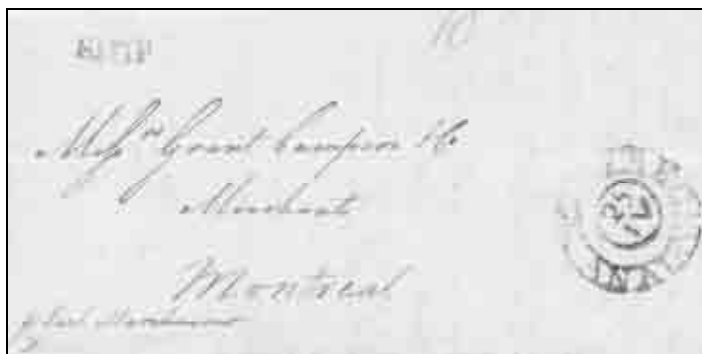


Figure 6: A letter from London dated 7th April 1796; it arrived at Quebec from the 'Earl Marchmont' and was charged in Sterling '10' to Montreal, twopence ship letter fee and eightpence the inland postage for 210-300 miles

of letters, some with North American ship letter handstamps, were carried to Halifax for onward transmission, often by the Falmouth packets. Although it seems reasonable that it was intended that correspondents in North America could prepay letters directed to private ships in the same manner as those in the United Kingdom, equally it is unlikely that any such charges raised, as has been suggested, could cover inland United Kingdom postage to destination, any more than the same was possible for correspondents in the United Kingdom sending letters by private ship to Canada. That said, evidence to the contrary would be very welcome.

It is recognised that coverage of the Maritime Provinces has been rather neglected in the first two parts of this series; this omission will be redressed in Part Three, in particular discussing letters from those provinces that show prepayment of postage as directed under the terms of the 1799 Act.

TO BE CONTINUED

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- (17) Correction to Part One: the letter from Edinburgh, Scotland to Quebec, also illustrated in Robson Lowe's Encyclopaedia, Vol. V, p. 70, is now thought to be dated 24th September 1765, the previous dating being based on a pencil notation of the year; this would see the letter arriving in early 1766, and the rates would then be consistent with those in the 1765, broadsheet published by Franklin and Foxcroft.
- (18) *'Tables'* see above (15), B. Franklin, J. Foxcroft, 1763 & 1765.
- (19) General Post Office, London, April 5th, 1792.
- (20) 39 Geo. III, Cap. 76, 12th July 1799.

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SHORT PAID DOMESTIC MAIL IN 19TH CENTURY CANADA

John Wright

Until 30th June 1859, unpaid and short paid mail was charged on the same basis as prepaid mail, i.e. an entirely unpaid letter was charged the same as one that was prepaid, and a short paid letter (for example one prepaid for ½oz but found to be in the ½ - 1oz range) was charged to the recipient simply for the deficient postage.

The cover shown in fig 1, posted in Kingston on 1st January 1853, was prepaid 3d at the ½oz rate, confirmed by the red 'PAID 3D' (Jarrett type 606d). Found to be in the ½ to 1 oz range, 'More to Pay' was entered in manuscript, followed by a black '3d' (Jarrett type 605d). The 'Paid 98' indicates the sender, Kingston City Council, had a charge account with the Post Office rather than actually paying cash at the time of posting.

Matters changed on 1st July 1859 with the introduction of decimal currency. Department

Circular 45, issued at Toronto on 12th June 1859, said (in part):-

Letters posted in Canada addressed to any place within the Province will, if prepaid, pass for 5 cents per ½oz, but if posted unpaid such letters are to be rated and charged 7 cents per ½oz.

It will be noted that this circular makes no reference to short paid mail and it was not until 1867 that the Post Office clarified the correct way to charge such mail. Department Order 70, of February 1867, said:-

In applying the 7 cent unpaid rate to letters passing within the Province posted unpaid or not fully paid – Postmasters will observe that a letter passes either as prepaid at 5 cents per ½oz, on condition that the whole postage due be fully prepaid – or at 7 cents per ½oz if posted unpaid, or only partly prepaid – in the

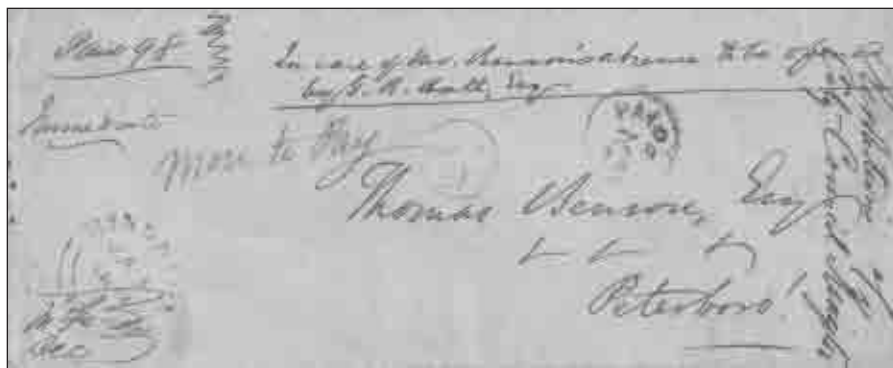


Fig 1 January 1853 letter from Kingston to Peterboro, Ontario paid 3d for one rate but assessed as overweight and charged a further 3d due.

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latter case the full rate of 7 cents per ½oz should be marked and a deduction made therefrom of the amount which may have been paid – thus on an ounce letter prepaid 5 cents only – the rate will be 14 cents and crediting the 5 cents paid – 9 cents will remain to be charged and collected on delivery.

The object of the 7 cent unpaid rate, is to induce prepayment and thereby relieve the Post Office from costs and trouble of account and collection, but this object is equally defeated whether the letter be wholly unpaid, or but partially prepaid – and therefore the 7 cent rate applies to the whole charge upon the letter in both cases.

The seven year gap between the original Department Circular and this clarification was more than enough for Postmasters to have developed different ways of charging for short paid mail.

Figure 2 shows a ½ oz letter of 3rd March 1867 franked, incorrectly, with a 1 cent stamp. This was treated in line with the February 1867 order, deemed to be wholly unpaid and handstamped 'MORE TO PAY 6', correctly giving credit for the 1 cent prepaid. Fig 3, however, shows a similar underpaid letter from 18th April 1866 which was marked 'UNPAID 7'. In this case no credit was given for the 1 cent prepayment.

The next three covers, Figures 4, 5 and 6, are all from the period prior to the issuance of Dept. Order 70. All bear a single 5 cent beaver and all were found to be overweight. All three are marked 'MORE TO PAY', with fig 6 also showing the handstamp 'UNPAID 7'. The three covers show consistent use of a principle that found favour with many postmasters. In these cases the rate short was charged at the unpaid rate (7 cents) but full credit was given for the rate prepaid. This was clearly not what the Post Office intended but



Fig 2 March 1867 letter from Montreal to Hamilton sent as Printed Matter and prepaid 1 cent, the item was determined to be a letter and charged 'More to Pay 6'. Credit was given for the 1 cent prepaid. (Courtesy of Graham Searle)



Fig 3 April 1866 letter from Hamilton to Paris, P.Q., also prepaid as Printed Matter but determined to be a letter. In this case the recipient was charged the full 7 cents for an unpaid letter with no credit given for the 1 cent stamp. (Courtesy of Graham Searle)



Fig 4 December 1865 letter from New Carlisle, Gaspe to Danville. Prepaid 5 cents as a 1/2oz letter it was found to be overweight and charged 'More to Pay 7'. Full credit was given for the one rate prepaid. (Courtesy of Graham Searle)

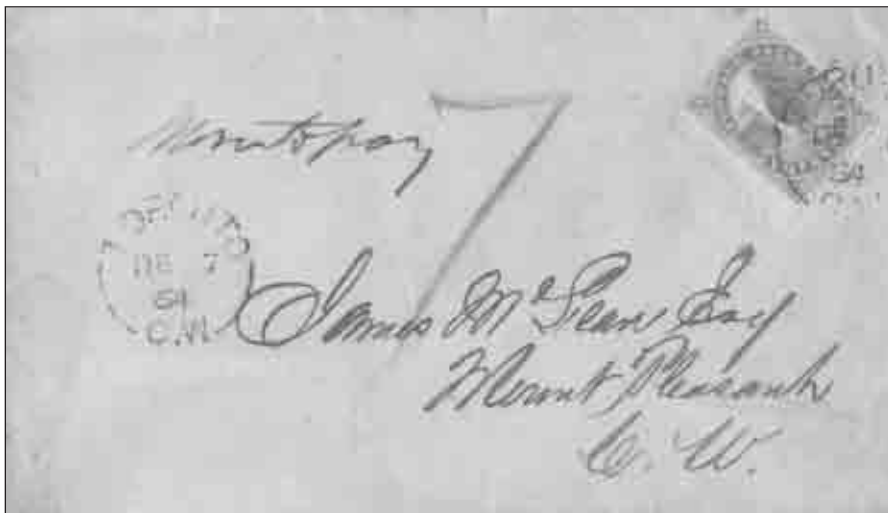


Fig 5 Another example of the 'More to Pay 7' principle on a December 1864 short paid letter from Toronto to Mount Pleasant.

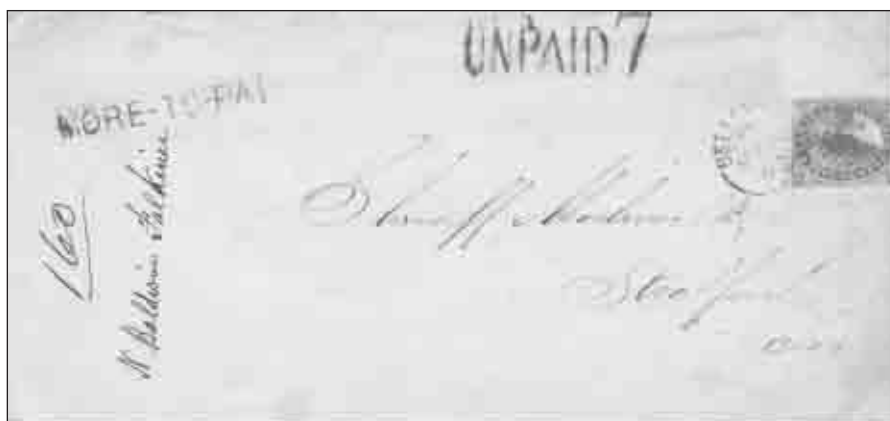


Fig 6 May 1863 letter from Belleville to Stratford also short paid by one rate. Once again the postmaster accepted the full payment of one rate and charged the letter as 'Unpaid 7' for the additional rate. Later Post Office notices show that this was not the intended practice.

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at this time they had not made their intentions clear.

Figure 7, mailed from Quebec in May 1867, was also found to be overweight. In this case it was handstamped 'MORE TO PAY 9' which complied exactly with the Department Order 70 issued a few months earlier. The Firby auction of May 2010 contained two similar 'MORE TO PAY 9' covers both of which predated the Dept. Order 70 so it is clear that prior to February 1867, in the absence of any clear directive, a number of different practices were in concurrent use.

Figure 8, mailed from Eramosa in February 1862 is perhaps the most intriguing of all these short paid letters. This one is also handstamped 'UNPAID 7' but in this case it is a registered letter. Quite how you could get a short paid registered letter is one to ponder and this is the only example the author is

aware of from this period.

On 1st April 1868, prepaid postage became 3 cents per ½oz, unpaid 5 cents per ½oz, with the same arrangement for short paid mail as previously indicated in Dept Order 70. On 1st October 1875, this awkward system was replaced by a simple 'double the deficiency' charge. Figure 9 shows a ½ - 1 oz cover of 17th February 1874, treated as wholly unpaid but with 3 cents credit for the 3 cent Small Queen, so $(2 \times 5 - 3) = 7$ cents due. While from 16th October 1875, just after the introduction of 'double the deficiency', figure 10 shows 'over ½ oz/ MORE TO PAY 6'. This latter policy continued until the end of the Small Queen era. Figure 11 shows another underpaid item charged at double deficiency. This is a 1895 letter mailed as printed matter but deemed to be a letter and thus underpaid 2 cents and charged 'MORE TO PAY 4'.

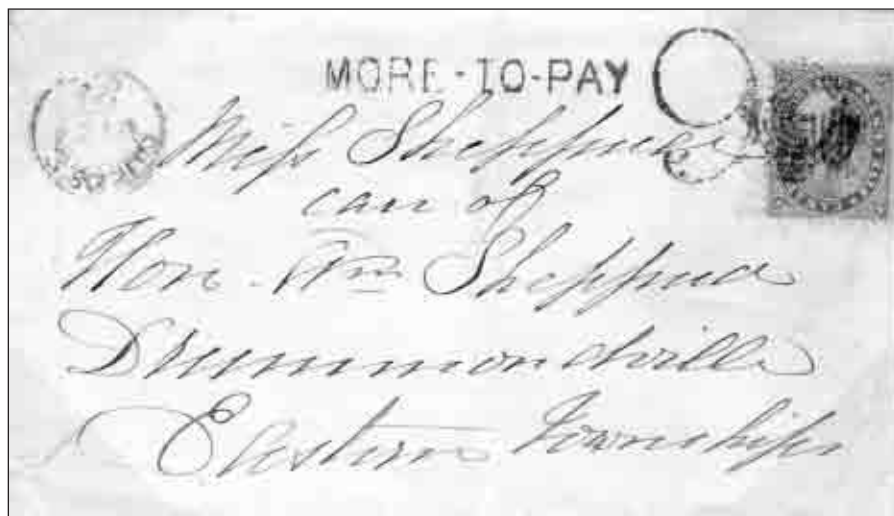


Fig 7 May 1867 letter from Quebec to Drummondville prepaid 5 cents but found to be over ½oz and charged 'More to Pay 9'. This 9 cent charge was in line with the Post Office notice of February 1867. (Courtesy of Graham Searle)

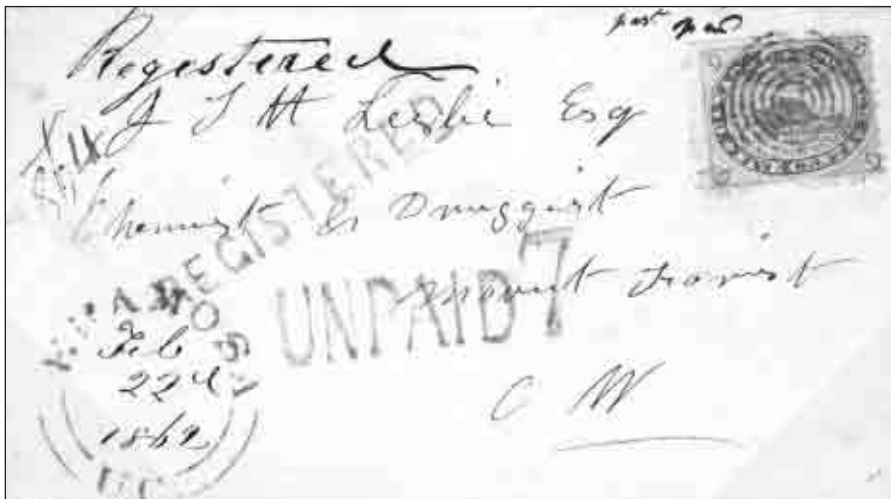


Fig 8 Registered letter from Eramosa to Mount Forest, sent in February 1862. Despite being registered in the post office, the letter was later determined to be overweight and was charged 'Unpaid 7' for the additional rate. The registry fee was paid in cash. (Courtesy of Graham Searle)

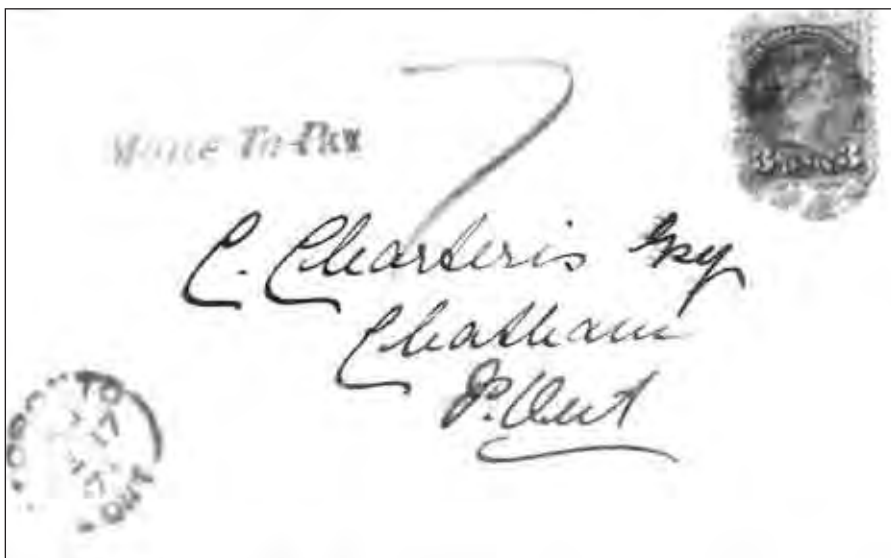


Fig 9 February 1874 letter from Toronto prepaid 3 cents for a letter up to $\frac{1}{2}$ oz. The letter was found to be overweight and charged 'More to Pay 7' in line with the Post Office order of 1867.

A 'Notice to the Public' of 8th May 1889, said that:-

Letters insufficiently prepaid will be charged

double the deficiency provided at least a partial prepayment has been paid. Letters posted wholly unpaid will be sent to the Dead Letter Office for return to the writer.



Fig 10 October 1875 letter from Ottawa to Toronto prepaid 3 cents and found to be overweight. The charge in this case was 6 cents in line with the 'double deficiency' principle introduced on 1st October 1875.

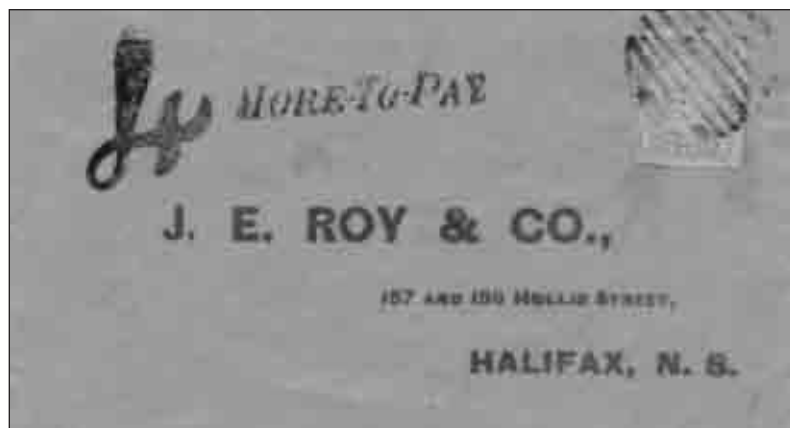


Fig 11 1895 letter sent as third class but deemed to be a normal letter; charged 'More to Pay' 4 cents as double deficiency.

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ADMIRAL REGISTERED LETTER RATES

Graham Searle F.C.PS

At our Society Convention in Renfrew, in 2005, the late Stan Lum gave a splendid display of 'Admiral Covers'. I suspect that I was not alone in looking out the few Admiral covers I had in a drawer on my return home after the event.

Amongst a rather motley collection, I found that I had several registered letters. It was interesting to note, however, that every one of them had a different franking. My curiosity was aroused and this article, and a small collection that has given me a lot of fun, are the result.

The table below goes a long way to explaining why so many franking possibilities exist. Between 1911 and 1928 there were a number of postal rate changes plus the

Table 1 REGISTERED MAIL POSTAL RATES DURING THE ADMIRAL ERA

		1912 – March 1915	April 1915 - July 1920	July 1920 – Sept 1921	Oct 1921 – Oct 1925	Oct 1925- June 1926	July 1926- Dec 1928	Dec 25 1928 Onward
DOMESTIC	Single rate per oz.	2 cents	2 cents	2 cents	2 cents	2 cents	2 cents	2 cents (3)
	Additional rates	2 cents	2 cents	2 cents	2 cents	2 cents	2 cents	2 cents
	War Tax	nil	1 cent	1 cent	1 cent	1 cent	nil	Nil
	Drop Letter rate per oz.	1 cent	1 cent	1 cent	1 cent	1 cent	2 cents	2 cents
PREFERRED COUNTRIES (1)	Single rate per oz.	2 cents	2 cents	2 cents	2 cents	2 cents	2 cents	2 cents
	Additional rates	2 cents	2 cents	2 cents	2 cents	2 cents	2 cents	2 cents
	War Tax	nil	1 cent	1 cent	1 cent	1 cent	nil	nil
EMPIRE	Single rate per oz.	2 cents	2 cents	2 cents	3 cents	3 cents	3 cents	2 cents
	Additional rates	2 cents	2 cents	2 cents	3 cents	3 cents	3 cents	2 cents
	War Tax	nil	1 cent	1 cent	1 cent	1 cent	nil	nil
UPU	Single rate per oz.	5 cents	5 cents	5 cents	10 cents	8 cents	8 cents	8 cents
	Additional rates	3 cents	3 cents	3 cents	5 cents	4 cents	4 cents	4 cents
	War Tax	nil	nil	nil	Nil	nil	nil	nil
REGISTRATION FEE		5 cents	5 cents	10 cents	10 cents (2)	10 cents	10 cents	10 cents

NOTES:-

- (1) Preferred countries included the USA and Mexico. Other countries in North America, the Caribbean and most of Central America were added to this list in 1925.
- (2) In August 1924 a graduated scale of registration fees was introduced from 10 cents for \$25 indemnity up to 40 cents for \$100 indemnity. The vast majority of registered mail continued to be sent at the 10 cents fee.
- (3) An option to send mail by airmail was introduced on 24th August 1928 at a rate of 5 cents per oz. This rate applied domestically and to the USA.

imposition and subsequent removal of war tax. The result is that any postal rate from 6 cents up (in 1 cent increments) is possible for regular registered mail in this period. Admiral registered covers are still quite plentiful and some of these rates are relatively common. Others, however, are very elusive indeed.

I say 6 cents up but, in reality, you can find even lower rate registered covers as my first few illustrations demonstrate. The first of these, shown in fig 1, is a registered letter sent free to the USA in 1924. It was sent by the Post Office Department on official business but it is interesting to see that this one qualified for both free postage and free registration. I will later show an example that qualified for neither. Fig 2 shows something similar from the WW1 period. This was a letter to the Canadian Army Postmaster in England that was eligible for free postage but apparently not for free registration. Presumably, the addressee was enough to allow for free postage but the fact that it was not mailed on Official Post Office business in a P.O. envelope possibly meant it was not eligible for free registration. (In reality, the rules governing what was eligible for free registration are far from clear.) The result is a 5 cents registered rate. Sounds simple but try finding another one!

My third example, shown in figs 3 and 4, is one of my favourite Admiral covers. Sent from Yarmouth, Nova Scotia to Clevedon, near Bristol in England in September 1912, it was correctly franked with a 2 cent stamp as a letter under 1 oz. On arrival in England, the UK postmaster decided that the letter contained some coins and compulsorily registered it. The blue lines and registered sticker are UK marks. As a compulsorily registered letter the recipient was required to pay a 4d charge. This was refused (he or she was obviously not convinced about the coins!) and the letter found its way back to Canada and was stamped at the Ottawa Dead Letter Office a month later. The result is a 2 cent registered rate – albeit not registered in Canada! Examples of compulsorily registered mail, like this one, would theoretically give you any rate below 6 cents in the Admiral period.

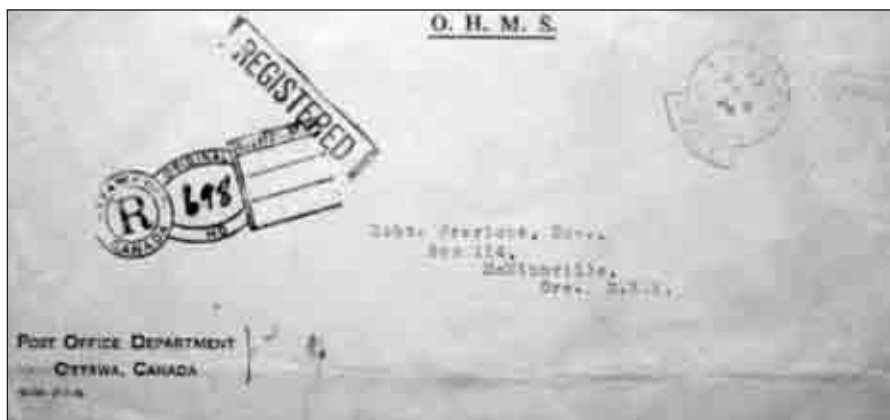


Fig 1 Registered letter from Ottawa to the USA, mailed in 1924 on official P.O. business and qualifying for free postage and registration.



Fig 2 5 cent registered rate – free postage but a normal registration charge. A rare item (courtesy of John Watson)



Fig 3 September 1912 letter to the UK, compulsorily registered on arrival – a 2 cent registered rate.



Fig 4 Back of the cover shown in fig 1, showing the reasons for registration and the Ottawa Dead Letter Office handstamp on return to Canada.

Canadian Philatelic Society of Great Britain

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Mike Street, 73 Hatton Drive, Ancaster, Ontario, Canada L9G 2H5 (**for cheques in CAN or US dollars.**)

Members who have not paid the 2010/11 subscription by the end of February 2011 will be removed from the *Maple Leaves* circulation list.

The next cover is superficially similar to the last. This April 1917 letter, sent from Montreal to Buffalo, New York was franked with the 2+1cent War Tax stamp, paying the 3 cent letter rate. The letter was subject to censorship and is sealed with Censorship tape. Upon censorship the item was found to contain something of value and was registered and allowed to go forward, 'free registered' rather than compulsorily registered. In the latter case it would have been subject to a single deficiency charge from the recipient for the registry fee; as 'free registered' no further charges applied. You will note that the 'R' in oval registration mark has been applied over the censors tape. The result is a 3 cent registered rate with the registration fee free.

Why, you may ask, was one letter subject to compulsory registration but the other registered free? I believe the answer lies in the censorship. This required the post office to open the letter for inspection anyway (even though they may have had no reason to believe it contained anything of value). In the case of the 2 cent letter, the post office clearly did believe the letter contained something of value and this was the reason for opening. Whatever, the reasoning, both compulsorily registered and free registered letters from this period are very rare.

The remaining pictures show examples of 'normal' registered letter rates. The 6 cents rate shown in fig 6 existed only until the imposition of war tax in 1915 and even then only on drop letters. You would think that registered drop letters would be few and far between but I have found this rate to be not as scarce as one might imagine.

There are two 7 cent registered rates. The first, shown in fig 7, applied to registered letters sent before April 1915 either domestically, to 'Preferred Countries' or to the empire. As such it is one of the more common rates seen. Slightly harder to find is the 7 cent rate



Fig 5 April 1917 letter from Montreal to Buffalo, registered when censored and allowed to pass 'free registered' giving a 3 cent registered rate



Fig 6 6 cent rate – a registered drop letter from February 1912 mailed in Montreal.



Fig 7 7 cents rate – a domestic registered letter sent in April 1912.

shown in fig 8 which is for a registered drop letter sent after the imposition of war tax in 1915 and before the registration fee went up in 1920.

This may be an appropriate moment to explain the term 'Preferred Countries'. These were essentially countries that enjoyed lower postal rates than normal UPU destinations. At the start of the Admiral period, apart from most empire countries, the only 'preferred' destinations were the USA and Mexico. In July 1925, all of the British possessions in the West Indies were added to this list and in September 1925 most other countries in the Caribbean and Central America along with Newfoundland and St Pierre and Miquelon became 'preferred' destinations. Cuba is one oddity in this list. It became a 'preferred' destination in February 1922 but at the empire postal rates (despite never being part of the empire). In September 1925 it joined the list of preferred countries having the same postal rates as the USA etc.

Like the 7 cent rates, the 8 cent rate is quite easy to find. This rate applied to registered letters mailed internally or to preferred or empire countries between April 1915 and June 1920. An example is shown in fig 9.

By contrast, the 9 cent rate is elusive. This rate applied only to double weight (over 1 oz) registered mail (domestic or to preferred or empire countries) in the period prior to the imposition of war tax in 1915. An example to the UK is shown in fig 10.

There are two different 10 cent rates to look out for. The first is the registered letter rate to UPU countries prior to July 1920. An example to Switzerland is shown in fig 11. This

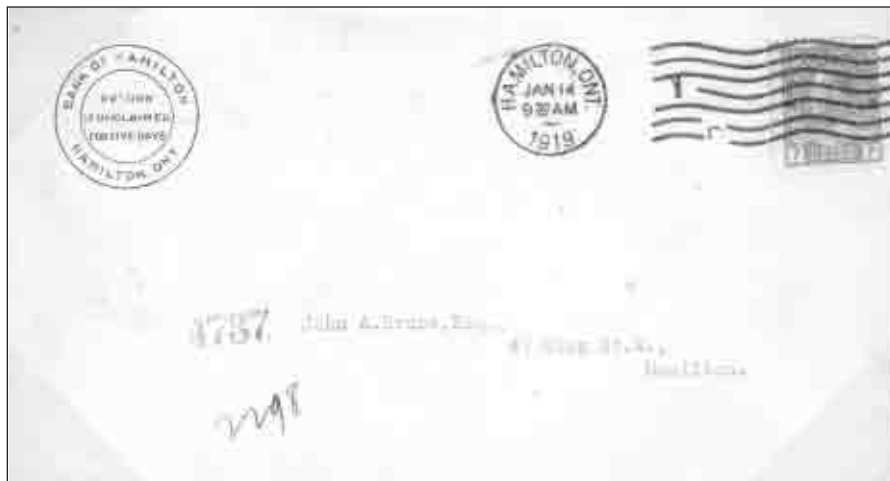


Fig 8 7 cent rate – single use of the 7 cents stamp to pay the rate on a registered drop letter sent in Hamilton in January 1919.

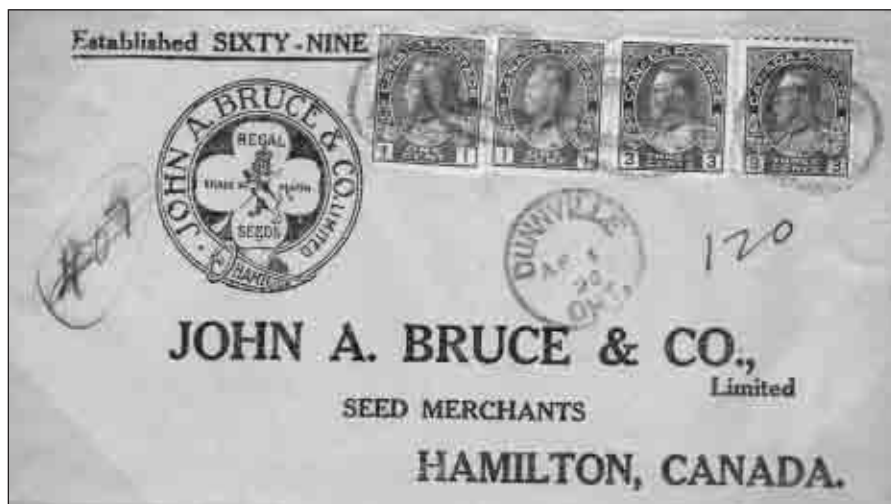


Fig 9 8 cent rate – a domestic registered letter sent in April 1920.

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Fig 10 9 cent rate – a double rate registered letter to the UK sent in April 1913.



Fig 11 10 cent rate – classic single use of the 10 cents Admiral stamp to pay the rate on a registered letter to Switzerland sent in August 1919.

is the classic single use of the 10 cent Admiral stamp. Following the imposition of war tax in April 1915, the 10 cent rate also applied to double weight registered letters sent domestically or to preferred or Empire countries. This rate also applied until July 1920. An example is shown in fig 12. It should also be possible to find a 10 cent rate on official mail that was eligible for free postage but not free registration after July 1920 but I have never seen such a franking.

The 11 cent rate is the most elusive of all the lower value rates. It applied only to triple weight (over 2 oz) registered letters sent prior to April 1915, domestically or to preferred or empire countries. An example is shown in fig 13. Almost more common than the correct 11 cent rate is the erroneous 11 cent rate of which an example is shown in fig 14. The introduction of war tax caused much confusion when it came to mail over 1oz in weight with many customers assuming the tax applied to each postage rate. Fig 14 shows a double weight registered letter mailed to the USA a few months after the introduction of war tax. It is 1 cent overpaid, because the sender assumed, incorrectly, that war tax was payable on both postage rates.

The 12 and 13 cent registered rates are amongst the most commonly seen in this period. These rates both occurred several times. The 12 cent rate first made its appearance in April 1915 when it applied to triple weight registered letters sent internally or to preferred or empire countries. This rate applied until July 1920 and an example to the USA is shown in fig 15. After the registration fee was raised to 10 cents in 1920, the 12 cent rate applied to registered drop letters. An example of this usage is shown in fig 16. Following the removal of war tax in 1926, the 12 cent rate appears again; this time applying to registered letters sent domestically or to preferred countries. An example of this is shown in fig 17.



Fig 12 10 cent rate – a double rate registered letter to the USA sent in March 1917.

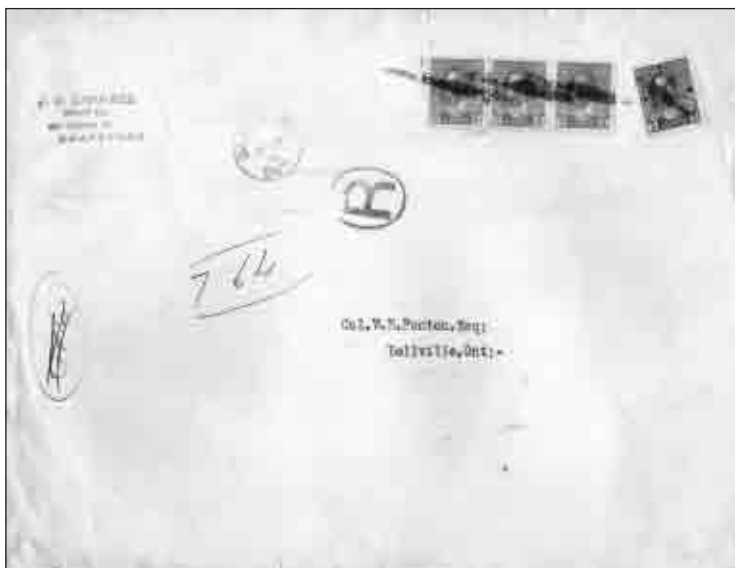


Fig 13 11 cent rate – a triple weight domestic registered letter from July 1914 (courtesy of John Watson)



Fig 14 Erroneous 11 cent rate – a double weight registered letter to the USA (franked with Numeral issue stamps and a 1 cent War Tax Admiral) sent in July 1915. The sender has paid war tax on both rates.

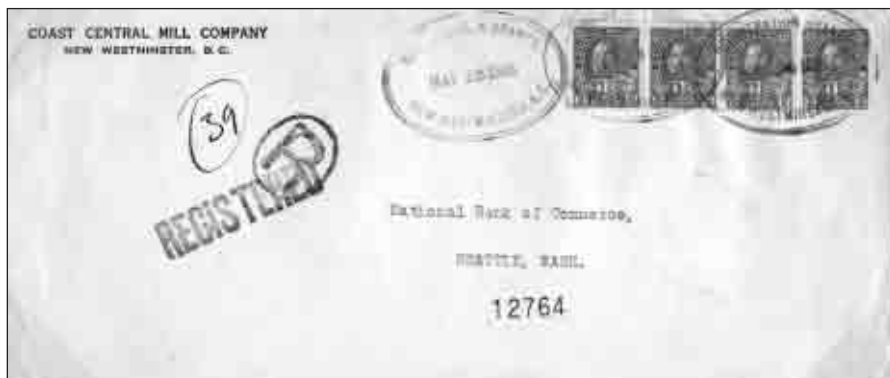


Fig 15 12 cent rate – a triple weight registered letter sent to the USA in May 1916.

The 13 cent rate is most commonly seen on registered letters sent internally or to preferred countries in the period from July 1920 to June 1926. An example to the USA is shown in fig 18. The rate also applied, twice, to registered letters sent to empire countries; firstly in the period from July 1920 to September 1921 and again between July 1926 and December 1928. An example from this latter period is shown in fig 19 which shows the special postal stationary envelope designed for registered mail which was first issued in 1927. This envelope was presumably not judged to be great success as the experiment was never repeated.

13 cent rates can also be found on double weight registered letters sent to UPU countries prior to 1920 and on quadruple weight (over 3 oz) registered letters sent domestically or to preferred or empire countries prior to the introduction of war tax.

TO BE CONTINUED

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Fig 16 12 cent rate – a registered drop letter sent within Victoria, B.C. in June 1921.

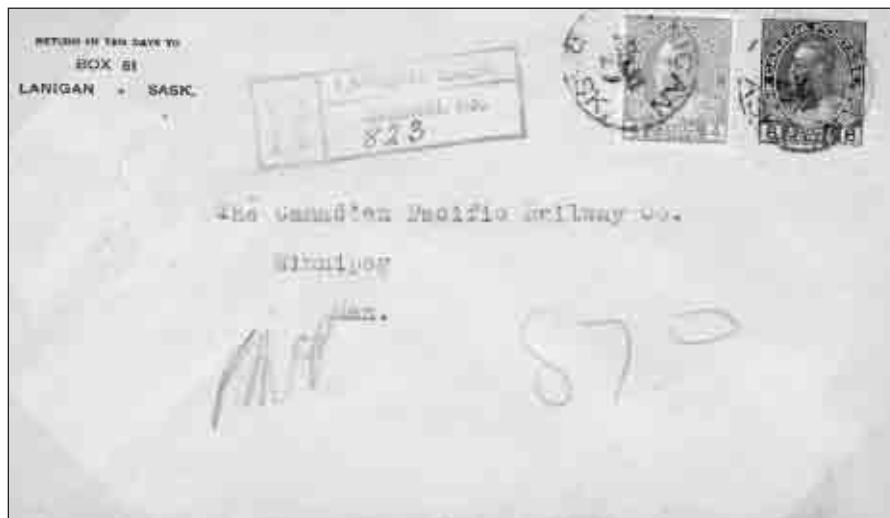


Fig 17 12 cent rate – a domestic registered letter sent in January 1927.

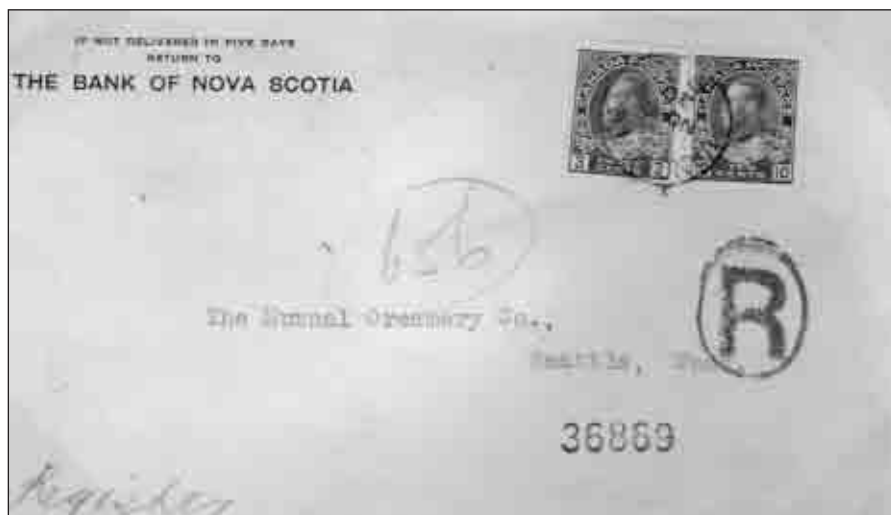


Fig 18 13 cent rate – November 1920 registered letter to the USA



Fig 19 13 cent rate – registered letter to the UK sent in November 1927 using one of the new Registered Letter Envelopes.

BNAPEX 2010 Victoria

Malcolm Newton

Once again a contingent of Brit's attended the annual BNAPS convention, this time in Victoria on Vancouver Island. What drove the 9 members and 4 of their wives across to the far side of Canada and a 9 hour flight? There are a number of reasons, but the two most obvious are firstly, the chance to partake in their well organised convention and secondly, to use the opportunity of seeing the beautiful scenery of British Columbia and of course, the varied wildlife.

The venue this year was the Empress Hotel along with the adjoining Victoria Conference Centre, being a reminder of the glory days of the Canadian Pacific Railway's Chateau-style hotels and the slower pace of coastal cruises arriving from the USA. The building is an amazing piece of architecture, facing onto the inner harbour with all the comings and goings of little and large water craft. In fact, our stay coincided with a vintage ships festival which in itself attracted thousands of locals to enjoy the spectacle along with al-fresco eating, drinking and entertainment on the quayside. In the foyer, a table had been set up with information about Jersey, next years CPSGB convention and membership forms.

Several of our members took advantage of organised local excursions such as whale watching or a visit to the famous Butchart Gardens, or merely impromptu downtown shopping. However, the real activity took place indoors where 30 lucky people had been allocated frames to exhibit their treasures and what medal success our members had from both sides of the Atlantic (see separate recognition elsewhere). Also in attendance, were a number of dealers and it appears that there was a brisk trade.

Sunday night was the Awards Banquet, after which your President had the opportunity of thanking the organisers, congratulating the CPSGB winners and advertising the 2011 Jersey convention. All in all, a memorable three days.



The author and John Cooper – both looking the wrong way!

LETTERS TO THE EDITOR

Mike Street

SPECIAL DELIVERY IN THE ADMIRAL PERIOD

Congratulations to John Watson on his fine article, "Special Delivery During the Admiral Period", in the October 2010 Maple Leaves.

Having lived and worked in Sarnia, Ontario for several years, the article's Figure 11 caught my eye. The figure shows a 1 cent American postal stationery postcard with an added 10 cent Canadian Special Delivery (SD) stamp, both tied by a 12th March 1914 Port Huron, Michigan machine cancellation, and a 13th March 1914 Sarnia Circular Date Stamp (CDS) below. Discussing the piece, Mr. Watson writes that, because of a Canadian Post Office rule, "It is doubtful, therefore, that this postcard received special delivery..."

I respectfully disagree for two reasons:

a) Port Huron and Sarnia are adjacent cities separated only by the St. Clair River, which carries the waters of Lake Huron towards Lake Erie and onward to the Atlantic. At the time 10 cents was a lot more money than it is today, and people would not have wasted it. Nor were they likely to have taken the trouble to acquire a Canadian SD stamp unless it was easily available at the post office in Port Huron, likely with advice from US postal workers that the SD stamp would speed delivery across the river in Sarnia.

b) If the postcard was treated as ordinary mail it is, to me, quite improbable that it would have received the Sarnia CDS dated the day after the Port Huron cancellation. At that time first class mail was not marked

with receiving cancellations, so a simple postcard was more unlikely to be so marked unless it had been given special treatment.

In my view Mr. Watson has what may be a unique item, a postcard that received Special Delivery contrary to the rules.

The 'Mad Typo Spotter'

ART STAMPS

In the highest traditions of anonymity established by "The YellowPeril" (RIP), "The Mad Typo Spotter" wishes to report egregious typos in the same Yellow Peril's "Art Stamps" article in the October 2010 issue of our beloved journal. While the text refers, correctly, to the subject fake 8¢ postcards as "stationery", both of the figure captions speak of "stationary". Reading further in the otherwise fine piece, TMTS almost fainted to learn in the last paragraph that the esteemed Mr. Sessions found a "feint '43' in the lower right corner."

You will, of course, bring the "stationery" typos to the attention of readers to avoid repetition of the error in other forums in future.

Editors note:- whilst some errors are no doubt the fault of the author; in this case the 'stationary' typos are firmly in my court. So much for spell checker on the computer. Apparently dumb user still = bad result!

John Hillson F.C.P.S.

REGISTERED MAIL 1875-1893

I notice in the captions to one or two illustrations in the above article in the October 2010 issue of Maple Leaves, the use of the word 'illegal'.

Could I respectfully point out that no one was arrested for using stamps 'contrary to regulations' - indeed with the examples shown no one was even fined the legitimate amount of postage due that could have been imposed. May I suggest the word 'unauthorised' is more appropriate in the interest of good English.

As an example of something that really was illegal, I attach a scan of a Bill stamp paying the ½ oz. drop letter rate -unauthorised because Bill stamps were not valid for postage, illegal because the stamp had had its ink cancellation largely removed.

Editor's note:- as the person who writes the picture captions....mea culpa!

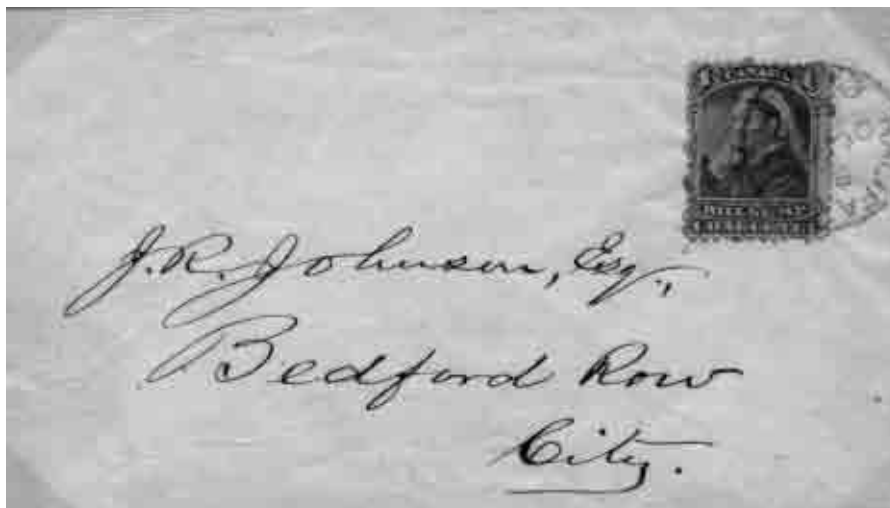


Fig 1.



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BOOK REVIEWS

The following four titles have all been published by BNAPS. All BNAPS books are available from: Ian Kimmerly Stamps, 62 Sparks Street, Ottawa, ON K1P 5A8, Canada. Phone: (613) 235-9119. Internet orders can be placed at www.iankimmerly.com/books/

Prices given below are the retail prices in Canadian Dollars. BNAPS members receive a 40% discount from retail prices. Shipping is extra. Credit card orders (Visa, MasterCard) will be billed for exact amount of shipping plus \$2 per order. To pay by cheque, please contact Ian Kimmerly Stamps directly for a total. For US\$ or £ cheque payments, amounts will be calculated at the current rate of exchange. Applicable taxes are payable for Canadian orders.

NEW BRUNSWICK POSTAL RATES IN THE PENCE DENOMINATED PERIOD 1851-1860, 2010, Warren S. Wilkinson. Spiral Bound, 86 pages, 8.5 x 11. BNAPS Exhibit Series #58. ISBN: 978-1-897391-64-8 (Colour), 978-1-897391-65-5 (B&W). Published by the British North America Philatelic Society (BNAPS). Stock # B4h923.58.1 (Colour) - \$C62.00; B4h923.58 (Black & White) - \$C35.95.

NOVA SCOTIA POSTAL RATES IN THE PENCE DENOMINATED PERIOD 1851-1860, 2010, Warren S. Wilkinson. Spiral Bound, 106 pages, 8.5 x 11. BNAPS Exhibit Series #59. ISBN: 978-1-897391-66-2 (Colour), 978-1-897391-67-9 (B&W). Published by the British North America Philatelic Society (BNAPS). Stock # B4h923.59.1 (Colour) - \$C68.00; B4h923.59 (Black & White) - \$C36.95

After selling other collections, at CAPEX '96 Warren Wilkinson extended a previous

interest in the philately of Canada and British North America with the purchase of the Charles Firby collection of Canadian Pence covers. Developing the Pence collection caused him to expand into other BNA areas, including New Brunswick, Nova Scotia and Prince Edward Island, as well as British Columbia & Vancouver Island. He proceeded to win an unprecedented three consecutive Grand awards at the annual British North America Philatelic Society BNAPEX exhibition. His 'Postal Rates of Canada 1851-1859' won at Ottawa in 2001, while 'Postal Rates of New Brunswick and Nova Scotia' - the pence era parts of which are illustrated in these new books - received the honours at Spokane in 2002. In 2003 Warren won again at London, Ontario with 'British Columbia and Vancouver Island Postal History: 1850-1871'.

Warren's British Columbia and Vancouver Island Postal History and Prince Edward Island Postal Rates were previously published in the BNAPS Exhibit Series as books 37 and 55. The just released volumes on New Brunswick and Nova Scotia Postal Rates in the Pence period become numbers 58 and 59 respectively in the series. It is hoped that Warren's collections of the postal history of both these provinces in the Cents era will be published in the not too distant future.

Both of these collections became the definitive studies of their kind and these books will be an essential reference for anyone interested in collecting material from the Maritime Provinces. The colour editions are highly recommended for those of us who will never be able to afford the real thing.

PLATING STUDIES ON PRINCE EDWARD ISLAND STAMPS VI. THE ONE PENCE ISSUE - SCOTT #4, 2010,

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by Kenneth A. Kershaw. Spiral bound, 88 pages, 8.5 x 11, colour. ISBN 0-919854-63-1 (Colour); Stock # B4h044.1 \$C62.00

In *Plating Studies on Prince Edward Island Stamps VI. The One Pence Issue* - Scott #4, Ken Kershaw continues his phenomenal output of plating information and new discoveries. After books on plating Canada's Half Cent Maple Leaf and 1898 Christmas Map stamps, he prepared five more on the Pence and Cents issues of Prince Edward Island, then diverted to a pair of books on Canada's 5¢ Beaver, a trio on the high value stamps of the 1859 Cents issue, and a five volume set on the 3d Beaver. Now he is back with his sixth, and likely final – "Because of lack of material, not lack of interest," he says

– book on a PEI stamp, the One Pence issue of 1862. The new volume has been done in the style and format of the previous PEI books.

As with all Ken's earlier books, this volume provides high resolution scans of all the key plate varieties of the stamp, many of which have not been described before. Modern technology, such as the Stanley Gibbons Zoom Digital Microscope linked to high power scanners, have opened up a whole new field of philatelic study and for those with an interest in this field, these books are a must. Just don't expect to see all the varieties with the naked eye!

Olive Oyl The Canada Twenty Cent 1898 Numeral Issue; Peter Spencer, 2010. Spiral

bound, 108 pages, 8.5 x 11, colour. ISBN: 978-1-897391-69-3. Published by the British North America Philatelic Society (BNAPS). Stock # B4h045.1; C\$72.00

Olive Oyl The Canada Twenty Cent 1898 Numeral Issue is the fifth volume in Peter Spencer's series on the plating of Canada's Queen Victoria era Numeral Issue. Using today's technology to produce scans of vivid clarity, the author has closely examined the Twenty Cent value to advise readers how to determine the plate position of individual copies of this popular stamp. Olive Oyl is a companion to the author's previous Numeral volumes, the Two Cent (2005), the One Cent (2006), the Five Cent (2007) and the Ten Cent (2008).

As with the earlier books in the series, Olive Oyl is the first major plating study of the Twenty Cent value. It will form an excellent basis for further studies of this stamp and possible discoveries which readers may make as they examine their holdings. Peter notes that, according to records, all copies of the Twenty Cent value were printed in one operation, thus making re-entries and retouches unlikely. Nevertheless, he was still able to find enough varieties to satisfy anyone interested in plating the issue.

The last book we review in this issue has been published by the Societe d'histoire postale du Quebec.

Historique du bureau postal de Berthierville (1772-2010) by Jacques Nolet. Société d'histoire postale du Québec, 2010. 678 pages. ISBN 978-2-920267-43-5, perfect bound, \$70 + postage.

This exhaustive study includes a history of the different postmasters at Berthierville, the different locations of the post office in the course of time, and the postmarks used there over the years. With nearly 200 illustrations

and numerous bibliographical references, this work is a reference for historians, postal history buffs and postmark collectors alike. In the preface Cimon Morin, the president of the Société d'histoire postale du Québec (SHPQ), writes "This book on the history of the Berthierville post office enables us to understand better the beginnings of the postal system and its development through the years using an example so representative of many others like it in Québec, and shows the importance of the people involved in the postal system as well as the postmasters themselves".

A retired history professor from the Collège Notre-Dame in Montréal, Jacques Nolet now spends much of his spare time researching Québec postal history. A native of Trois-Rivières, he has published over a hundred philatelic articles both on postal history and on the designs of Canadian postage stamps. Past president of the SHPQ and founder of the Académie québécoise d'études philatéliques (AQEP), he is now working on reference books on the history of the first post offices of the lower St. Lawrence Seaway Valley. *L'Historique du bureau postal de Berthierville (1772-2010)* is the second volume in the SHPQ's new series, titled "Collection du bicentenaire". Author Nolet has promised many more titles, including Montréal, Trois-Rivières and Québec, all due out by 2013, the 250th anniversary of the creation of the first postal route in Canada, the basis of today's postal system.

SHPQ books can be obtained from the distributor : Fédération québécoise de philatélie, 4545, avenue Pierre-de-Coubertin, Case postale 1000, Succursale M, Montréal H1V 3R2 or <fqp@philatelie.qc.ca>. For further information on the Société d'histoire postale du Québec and its publications, please visit their website at <www.shpq.org> .

GS

SOCIETY NEWS

FROM THE PRESIDENT

Firstly, may I wish all members and their families a very happy New Year and trust that you had an enjoyable festive season. Secondly, some of you will have seen our improved website. If you have not done so and have internet connection, please take a look as there is a lot of information about us, including back issues of Maple Leaves (my personal thanks to Charles Livermore for the many hours spent scanning) and future society events (thanks to our webmasters). Talking of which -

The 2011 society convention will be held in Jersey between the 28th September and 2nd October. In the last issue of Maple Leaves, I gave some information about this, particularly the availability of a 'package' to include the airfare from a UK airport and half board, including the banquet dinner, at the Hotel Ambassadeur (www.hotelambassadeur.co.uk). As this is the first time we have done this, we have engaged the assistance of Destination Specialists Jersey (www.dsljersey.com) who are ABTA bonded #W9947 and CAA bonded - ATOL #9503. Upon receipt of the registration form, your contact details will be made known to them and they will offer Flybe (www.flybe.com) flight details from your chosen airport. The prices quoted will be the cheapest available at the time but should not exceed our agents special rates. These include all taxes, 20 kilos of hold luggage, 10 kilos of cabin/hand baggage, meet and greet upon arrival at Jersey airport with return transfers from the airport to the hotel. Would overseas visitors please note the reduced baggage weights with UK internal flights compared with some international carriers' allowances. It is very expensive to be overweight! Also, for those booking from North America, you should check out the costs of booking all flights on a single ticket as this may save the cost of UK taxes if you book through to Jersey. British Airways also fly from London Gatwick to Jersey. Please note that there are no flights to Jersey from London Heathrow.

More information is available on our website concerning regional airports, but for the purposes of this article, the 'package' costs per person with a double/twin room, will be -

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It is hoped that many of you will add some extra days. On a B&B basis only, the pre-convention daily rate is £47.00 p.p. or post-convention at £39.00 p.p. with sea view rooms. For all other permutations, please contact me by post or email.

Finally, if you would like to be considered for a display of up to 72 sheets, please let me know at the time of registration. Whilst we have some offers (my thanks to those members), it is my intention to provide a varied philatelic programme to suit all attendees interests. The social programme will be provided in the next edition of Maple Leaves but for those who would like to know more about Jersey, our tourism office have tempting suggestions at www.jersey.com.

Malcolm Newton

FROM THE TREASURER

The annual accounts for 2009/10 are to be found elsewhere in this issue of Maple Leaves. The Society ran at a deficit this last year, almost entirely due to three one-off charges; small deficits from the two Conventions held in the year and a decision to write off a large amount of old Handbooks stock that the Society has held for many years. With the increase in subscriptions for 2010/11 and the non-recurrence of the above, I am happy that the Society can be expected to be broadly in balance over the coming year.

During 2009/10, we have made changes to both our UK and Canadian bank accounts to try and reduce bank charges and improve the small amount of interest on offer for deposits. I would like to thank Mike Street for this help in handling the Canadian side of these changes.

Karen Searle

FROM THE SUBSCRIPTIONS MANAGER

My thanks to the many members who have paid their annual subscriptions early or on time. If you are one of the very few who have not yet paid for 2010/11, you will find a large 'X' on the mailing slip of this issue of Maple Leaves. If this is present, please mail your cheques to myself or Mike Street or pay via the Society website using PAYPAL before 28th February or you will find yourself removed from the membership roll for non-payment.

I must also thank those members who have made donations to the Society via the new PAYPAL facility and also the large number of you who have chosen to forego the early payer discount.

Those members who pay their subs by Direct Debit may have noted that their banks will only have deducted £13.20 for the 2010/11 subscriptions. This is the result of an administrative error between the Society and RBS as a result of which the various changes to Direct Debits for this year were not processed. The good news is that the Executive Committee have decided not to correct this error so all direct debit payers will enjoy an extra year at the 'old' rate. I can't promise a repeat performance next year!

Graham Searle

LONDON GROUP

The programme for the remaining meetings of this season is as follows:-

January 17th	- King George V material
February 21st	- Any subject
March 21st	- Display by Neil Prior – Klondyke postcards and postal history
April 18th	- Display by Iain Stevenson
May 16th	- AGM and Beaver Cup

Members are requested to bring along a few sheets to each meeting.

The venue in all cases is 31 Barley Hills, Bishop's Stortford, Essex CM23 4DS and meetings commence at 6.30PM.

For confirmation of meetings or for any further information contact Dave Armitage on 01279 503625 or 07985 96144.

Dave Armitage.

SCOTLAND AND NORTH OF ENGLAND GROUP

Our November meeting drew six regulars along with one new recruit to the Society and a local stamp enthusiast from Moffat who joined us for the afternoon as a guest. We were treated to another varied mix of displays with offerings on; the 3 cent Small Queens, first Ottawa and Montreal printings, King George VI material from 1937 to 1946, the Caricature and Landscape definitives of 1972, a range of 1935 Postage Dues used on Business Reply Cards, Admiral issue coil stamps, Uncut Press Sheets and a range of Admiral booklets and imperf between coils.

Our next meeting will be held on Saturday 9th April 2011 at 1400hrs at the Buccleuch Arms Hotel in Moffat. All members are welcome, please bring along a few sheets to display. Please note that Graham Searle has taken on the role of meeting organiser and collector of tea monies. If you have any queries re these meetings please ring on 01330 820659.

Graham Searle.

MIDLANDS GROUP

The Midlands Group have had a quiet year due to other commitments of the organiser Ken Flint who is now President of the Midlands Philatelic Federation as well as Newsletter editor. He was also Chairman of this years Philatelic Congress of Great Britain, which was held in Kenilworth in July and was sponsored by Coventry, and Leamington and Warwick Philatelic Societies. Ken gave a paper on Canadian George V (the theme of Congress) which was well received by the delegates.

The Midlands group will next meet in 2011 at Worpex which has moved back to its traditional second Saturday in May (May 14th). Midpex 2011, the meeting of specialised societies, will take place at Warwickshire Exhibition Centre, just outside Leamington Spa on the Fosse Way on July 2nd 2011. Ken Flint is on the organising committee and will help man a stand for CPSGB. This new venue is twice the size of the very cramped hall used for the last Midpex in 2009. Midpex has grown rapidly and became a victim of its own success with over 1000 visitors to the last event in Coventry. We hope that the new venue will increase the attendance again but will make for a more comfortable experience for all concerned.

Ken Flint

AND FINALLY

Members may be interested to see the unusual piece of postal stationery shown below in fig 1, courtesy of John Parkin.

John showed this at our recent North of England and Scotland Society meeting and it (along with two others he showed) was the first of its kind any of those present had seen. It is an Inland Revenue, Weights and

Measures Service, postal stationery wrapper (Webb type DW. 1g) in use from 1879 to 1888. The wrapper has a French inscription and was sent to a candy manufacturer in Victoria B.C. To add to the rarity, you will note that it has been cancelled by an almost perfect strike of the B.C. crown cancel.

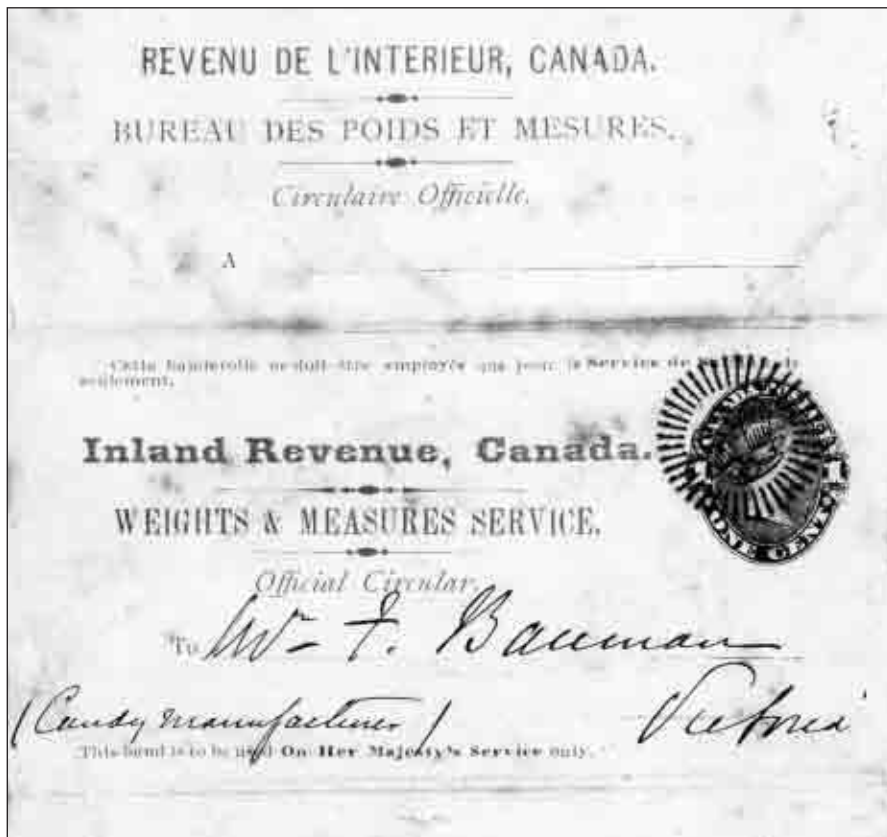


Fig 1 Inland Revenue, Weights and Measures wrapper used around 1880.

CONSOLIDATED INCOME AND EXPENDITURE ACCOUNT TO YEAR ENDED 30 SEPTEMBER 2010

£

INCOME

Subscriptions and donations	5104.40
Maple Leaves Advertising Revenue	947.02
Bank interest	107.44
Handbook surplus	11.50
Ties surplus	7.32
CPSGB publication surplus - SQ	0.00
CPSGB publication surplus - ML Index	80.50
Handbook to stock	148.83
Exchange packet and Government surplus	0.00
Auction surplus - 2009 Convention	825.83
Auction surplus - 2010 Convention	1376.03

TOTAL INCOME

8806.87

EXPENDITURE

Maple Leaves printing and distribution	7562.23
Administration expenses	256.06
ABPS fee	170.00
Insurance	105.00
Debts/stocktake writeoffs	888.92
Publicity	58.75
Bank charges	90.90
Website running costs	69.00
Replacement trophy case	258.00
Purchase of handbooks	146.83
Deficit from 2009 Convention	652.02
Deficit from 2010 Convention	320.44
Overall deficit for year	-1781.28

TOTAL EXPENDITURE

8806.87

Notes:-

Canadian funds have been converted to sterling at C\$1.61 = £1

CONSOLIDATED BALANCE SHEET FOR YEAR ENDING 30 SEPTEMBER 2010

		£
ASSETS		
Cash balances: Cater Allen Bank	4.96	
Royal Bank of Scotland	15942.45	
Moridian Bank	2288.47	
Sub-total cash		18235.88
Investments at cost:		
General Fund New Star Fixed Interest Unit Trust	2000.00	
General Fund New Star High Yield Bond Unit Trust	1000.00	
Interest bearing Canadian bank bond	11490.68	
Sub-total investments at cost		14490.68
Stocks of books and lies etc:		
Handbooks stock	146.63	
Society publications stock - Small Queens Revisited	0.00	
Society publications stock - Maple Leaves Index	164.00	
Society this stock	46.53	
Sub - total		357.16
Library books as valued		4400.69
Auction catalogues prepaid (suspense a/c)		383.05
TOTAL ASSETS		37867.66
LIABILITIES		
General fund balance at 30/9/09	22686.62	
Sterling deficit 2009/10	-4201.00	
General fund balance at 30/9/10		18485.62
Canadian fund balance at 30/9/09	10632.95	
Exchange rate gain over 2009/10	726.47	
Surplus 2009/10	2419.73	
Canadian fund balance at as 30/9/10		13779.15
Library fund		4497.89
Subscriptions prepaid in sterling		1105.00
TOTAL LIABILITIES		37867.66

Notes:

For 2010, Canadian funds have been converted to Sterling at the rate of C\$1.61 = £1
In 2009, Canadian funds were converted to Sterling at the rate of C\$1.72 = £1.
This difference gives rise to an exchange rate gain (expressed in Sterling) at 30/9/10.

Charles G. Firby

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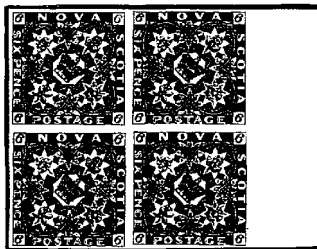
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Maple Leaves

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OF GREAT BRITAIN**

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EDITORIAL

Included with this issue of Maple Leaves is the Index for Volume 31. Our thanks go to Charles Livermore who has, once again, compiled the Index. Also enclosed is an update to the Members Handbook part 1 which includes a full listing of members and their interests. Please check your own entry and let John Wright know if there are any updates or changes. Our thanks also go to Colin Lewis for organising the printing of these two inserts.

Members may be interested to know that the Revenue Society is holding a meeting on North American Revenues on Saturday 26th June 2011 at the Royal Philatelic Society, 41 Devonshire Place, London W1G 6JY from 10.00 to 16.30. The meeting will cover both Canadian and US Revenues and Revenue related material. As well as “live” invited displays, some of the Revenue Society members in North America will be contributing scans of their material. The Revenue Society has issued an open invitation to members of the Canadian PS of GB to join them at this meeting and would be very pleased if they also wished to bring along material to show. If you are interested in attending please contact Mike Tanner, tel 0117 9240837 or e mail miketanner1@aol.com to let him know you are attending. More details on the event and the Revenue Society in general can be found at www.revenuesociety.org.uk.

The draft programme for the 2011 Convention is included elsewhere in this issue but members should note one very important change to the normal programme which is a result of the event being in Jersey. The autumn 2011 Society auction will not be held at Convention but will be a postal auction. The reasons behind this change are outlined on page 111 by our Auction Manager. The catalogue for this sale will be issued with the July *Maple Leaves* as usual.

If anyone has mislaid their copy of the Convention booking forms (which were included in the January issue of *Maple Leaves*) please be aware that you can download a replacement from the Society website at www.canadianpsgb.org.uk. If anyone needs one but does not have internet availability please let me know as I have a small stock of spare forms and can mail one out.

Members may also like to note that the Society website has been further augmented to include a photographic history of the Society. We have several photo albums of pictures from past Conventions and other Society events and we have started to upload these onto the website so that everyone can access them. Currently all the photos for events prior to 1991 have been uploaded and over the coming year we hope to upload all the more recent ones. If you want to put a face to a name (or even see what you looked like a long time ago!) this is the place to find it. Once this exercise is complete, your Editor is planning to dispose of the original photos (if only to make some much needed room for stamps in the Editorial study). If anyone can't bear the thought of such treasures going to the tip and would like to hold the 'hard copy' for posterity please let me know by the end of 2011.

Finally, my thanks to the many members who have either provided or promised articles on the Admiral issue for publication in this centenary year. I am still awaiting the first such article on the Newfoundland issue of 1911 (surely one of our members must collect this material?) and I would also welcome new articles, short or long, on other subjects of your choosing to ensure we do not end up with an Admiral dominated issue in July.

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THE HUDSON BAY COMPANY'S ROLE IN POSTAL SERVICES TO THE WEST COAST OF NORTH AMERICA 1821 – 1860

David H. Whiteley

The early history of the discovery and exploration of the northwest coast of North America has been well documented and can be found in many standard historical studies. (1) For the purposes of this paper the two most important explorers were Captain Vancouver, who, acting under Admiralty orders, surveyed much of the coastline between 1792 and 1794, and Alexander Mackenzie, who on behalf of the North-West Company was first to reach the Pacific from the east by the overland route. Mackenzie's motive was to open new territory and new sources of furs for his employers.

After Mackenzie's pioneering journey others quickly followed and the new territory, which encompassed much of present day British Columbia, Washington State and Oregon State became known as New Caledonia. The majority of the early explorers were employees of the various fur trading companies, who were anxious to seek out new trade opportunities and establish trading posts in the new territory, west of the Rockies. The first post, Fort McLeod, was established in 1805 on McLeod Lake by employees of the North West Company. In the same year Simon Fraser and John Stuart, also working for the NWC established Fort St James on Stuart Lake and J.J. Astor established Fort Astoria at the mouth of the Columbia River on behalf of the American Fur Trading Company. Over the next ten to fifteen years further posts were established. In 1812 David Stuart, whilst in the employ of the Pacific Fur Company, established a post at the confluence of the North and South Thompson Rivers which he named Fort Kamloops. It was not until 1821 that employees of the Hudson's Bay Company established their first post west of the Rockies on the Upper Fraser River at Fort Alexandria.

These early explorers not only penetrated the interior of New Caledonia but at the behest of their employers surveyed and established trade routes (trails) to the forts and trading posts as they were established. One of the earliest trails to be established was the Okanagon, known after 1821 as the Hudson's Bay Brigade Trail. This trail was pioneered in 1811 by David Stuart whilst working for the Pacific Fur Company. It provided a link from the northern interior of present day British Columbia to Fort Vancouver on the Columbia River. The route from Fort Vancouver, initially along the Columbia River via Fort Walla Walla, Fort Okanagon where it met the overland route to Montreal, then northwards to Fort Kamloops; continued overland to Fort Alexander and then north along the Fraser River via Fort George to Fort St. James. (see map in figure 2). This route was used intermittently until 1826 to supply the northern interior and to transport the accumulated furs back to Fort Vancouver. The journey from Fort Vancouver to Fort St. James took about two months; which included three weeks for the overland journey from Fort Okanagon to Fort Alexandria. (2) After 1826 this trail was used on a regular basis as the main supply route from the coast to the interior.



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Fig 1 Fort St James, New Caledonia; Governor George Simpson welcomed by James Douglas, 7th September 1828 HBC Archives Corporate Collection

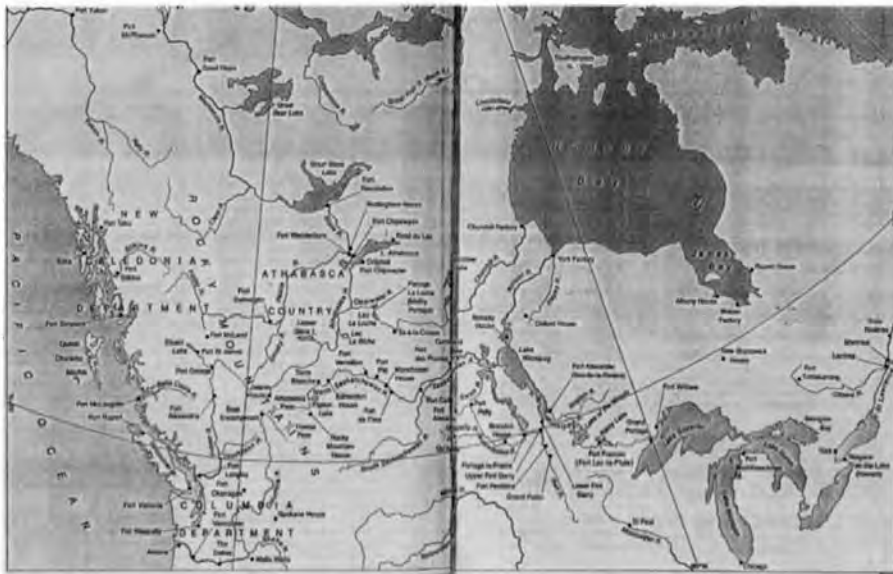


Fig 2 Map showing the extent of the HBC empire.

The Hudson's Bay Company had initially developed a brigade route to the west coast from their main base at York Factory. The route was from York Factory to Edmonton by canoe along the Nelson and North Saskatchewan Rivers and then by horse back to Fort Assiniboine on the Athabaska River. From there the route continued by canoe to the Columbia River and thence by river to Fort Vancouver. By contrast, the NWC route from Montreal to the Pacific coast went from Montreal to Fort William thence along the Dawson trail, Lake of the Woods, Winnipeg River and Lake Winnipeg. It continued overland to Ile-a-la-Crosse then south to Lac la Biche and then into the Athabaska River at about Latitude 55° thence to the Columbia River and on to Fort Vancouver. (see map in figure 3). The goods and correspondence were carried between Montreal and Fort William by the heavy brigade and thence by light brigade to Fort Chipewyan on Lake Athabasca then along the Peace, Parsnip, and Pack Rivers to McLeod Lake. From Fort McLeod the route followed an old Indian trail to Fort St. James on Stuart Lake, which until the construction of Fort Vancouver in 1825 was the central depot for the district. From Fort St. James correspondence was dispatched whenever possible. Prior to 1821 the NWC started to ship their goods and letters west by ship to Astoria and then along the Okanagon Trail to Fort Kamloops and then to Fort George and on to Fort St. James. Internal communication between the various outposts, other than by the established brigade routes, was very much a hit and miss affair as letters were usually entrusted to Indians travelling in that direction. On reaching the limits of their tribal lands the letters would be sold to friendly Indians who would then proceed with the letter, the cycle being repeated until the letter reached its destination.



During this early period the control and ownership of Vancouver's Island was in dispute as both Britain and Spain laid claim to the Island. In 1790 the British right to the Island was finally recognized but no British settlement was established until 1843, when James



Douglas established Fort Victoria on the south-east tip of the Island as the new administrative centre for the Hudson's Bay Company's Pacific coast trade. This was in response to the formal establishment of the Canada- United States boundary in 1842 which placed Fort Vancouver, which was the Headquarters for the New Caledonia District, in United States territory. In order to remain in communication with the main land and to ship goods to and from Fort Victoria the Company established an express canoe service which operated fortnightly between Fort Victoria and Fort Nisqually on Puget Sound. The establishment of trading posts along the western seaboard created a need for a further means of communication. To this end in 1835, the Company sent out the small steamship *Beaver*, the first steamship on the Pacific. It was also during this pre-colonial period that the Company gradually began replacing and augmenting its overland brigades with annual supply ships.

Up until 1845 the Company carried all mail matter for both employees and 'strangers' free of charge; but after 1845 persons not in the Company's employ were required to pay a fee on letters carried west of the Rocky Mountains - \$1.00 per letter not weighing more than half an ounce and twenty-five cents for each additional half ounce. It is thought that these rates were also charged on letters brought by the Company's annual supply ship commencing with the arrival of the barque *Vancouver* direct from England to Fort Victoria in 1845. Several of these letters carried by the annual brigades are in private hands and occasionally come up for sale, however, the majority of surviving letters are held in various archives, particularly the Hudson's Bay Archive. In May of 1982 the Charles P. De Volpi collection of early fur trade material was offered at public auction. Amongst the offerings were a number of pieces carried from New Caledonian Forts to either York Factory or Lachine. Some of the earliest extant letters in private hands carried by the overland brigades were offered in this sale as lots 28-35. This group of seven letters were all carried by the same Hudson's Bay Company ship and all arrived in London on the same date, 29th October 1837. Lot 28 dated 27th February 1837 from Peter Skene Ogden, Chief Factor in charge of New Caledonia to John Stewart (sic), Hudson's Bay House, London was carried overland to York Factory to connect with the annual supply ship. Lot 29 dated 15th March 1837 from Robert Campbell at Fort Simpson to John Stuart - en route, forwarded to Hudson's Bay House London. Lot 30 a folded letter from Fort Resolution, Great Slave Lake to John Stuart, Hudson's Bay House via James Hargrave, York Factory. Lot 30 dated March 1837; a folded letter from Alexander R. McLeod at Fort Resolution, Great Slave Lake to John Stuart, Hudson's Bay House via James Hargrave York Factory. Lot 31 dated 22nd April 1837 from Samuel Black at Fort Whale to John Stuart, at York Factory forwarded to Hudson's Bay House, London. Lot 32 dated 24th April 1837 from Colin Campbell, Fort Dunvegan, and Peace River to John Stuart, Hudson's Bay House, London. Lot 33 dated 22nd May 1837 from Edward Harriot, Edmonton House to John Stuart, Norway House, forwarded to London. Lot 34 dated 15th September 1837 from York Factory from John Ballenden to John Stuart, Hudson's Bay House London. and Lot 35 dated 25th August 1837 from George Keith, Moose Factory to Hudson's Bay House, London. Included in this last letter was advice of the arrival of Company's supply ship *Prince of Wales*, probably the ship that carried this group of letters back to England. This group of letters from disparate parts of the Company's far flung empire show the brigades picking up mail and goods as they travel eastwards from New Caledonia to York Factory.



Fig 4 Fort Vancouver, 1845 (painting by Henry James Warre, Library and Archives Canada/ C40845)



Fig 5 Fort Victoria. P.M.O Leary/National Archives of Canada/C-4562

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The same sale, (Lots 36-41), offered another group of six letters which arrived at Hudson's Bay House on 18th October 1838 carried from York Factory by the annual supply ship. Amongst this group was one letter from John McLeod, Fort Vancouver, dated 14th March 1838 endorsed by H.B. ship to Hudson's Bay House, London. The remaining letters are from points further east, including the Red River Settlement and Norway House, one of them endorsed via York Factory; once again substantiating the overland route used from the west coast to York Factory.

Between 1820 and 1849 the only means available to the Company to get bulky supplies to the west coast was by use of the Company's sailing vessels which made regular annual voyages direct from London. These annual supply vessels also carried out the mails for both Company employees and 'strangers.' The supply ships for the Columbia River District usually left London in September and arrived at Fort Victoria sometime in March the following year. (3) Fortunately a number of letters sent by the annual supply ships have survived and a substantial body of such correspondence is presently lodged in the Hudson's Bay Archives. The earliest is a folded letter dated at Kincardine, 7th November, 1832 and endorsed C/O Hudson's Bay House, London to the Columbia River, endorsed in London with the red "COL." cypher. (PAM.HBC. E31/2/1 folio 98d). Another piece; a folded letter from Margaret Glen, Dumbarton to Archie Campbell steward aboard the *Dierd Brig* Columbia River c/o Hudson's Bay House London, rated 1/2 postage to London plus 1d Scots road tax with red Paid London Tombstone dated 1st February 1833, is endorsed with the red "COL." cypher. (PAM.HBC. E31/7/1 folio 54d.). A third piece from Catherine Conner to Samuel Parsons *"On Board the Brig" Dryad Captain Rickling Hudson's Bay House.* is endorsed "N.W.C." on arrival on the west coast and endorsed with the cryptic message "Home 1834". It was returned to Hudson's Bay House on the same ship. (PAM. HBC. E31/7/1/ folio 240d.). A fourth piece; a single folded letter from P. Mould dated 20th May 1838 to her brother William Riddler, Columbia advising him of his mother's death, was returned to Hudson's Bay House, London endorsed "drowned in Columbia River." (PAM. HBC. E31/2/7 folio 254d.). Another piece is shown in fig 6. This is from William Gordon to George Gordon seaman *"Beaver steamer Fort Vancouver & Columbia River or else where - to be left at the H.B.C. House - Fenchurch Street, London"* dated 19th August 1838.

Probably two of the most interesting letters of the pre-colonial period found in this correspondence were those written by Elizabeth Carrick to her brother, a second officer on board the Barque Cowlitz. The first two letters written 16th November 1843 are copies. The first states in part *"Sir John. [Simpson] . . . advises me in to send two letters . . . in case one should be lost. One he encloses for me to a Gentleman at Cowes, I suppose to be sent by Some one of the Ships officers the other in the Company bag. . ."* The second copy states in part; *"this is the second letter I am writing to come by the ship Brothers as Sir John advised to do so for fear one should be lost. I have endorsed one to him as he said he would forward it for me. This I am going to send to Cowes myself."* (PAM. HBC. E31/2/1 folios 53, 58.). The third letter dated 29th August 1845 and shown in fig 7 is addressed to Mr. William Carrick "Second Officer on board H.B.Cos. Barque Cowlitz Columbia River. was returned to London endorsed *"drowned on voyage out from England per Cowlitz 1843/44."* Carried back to London it was struck with a s/l SHIP LETTER hand stamp and rated 8d. collect ship letter fee London 13th October 1845 receiver.

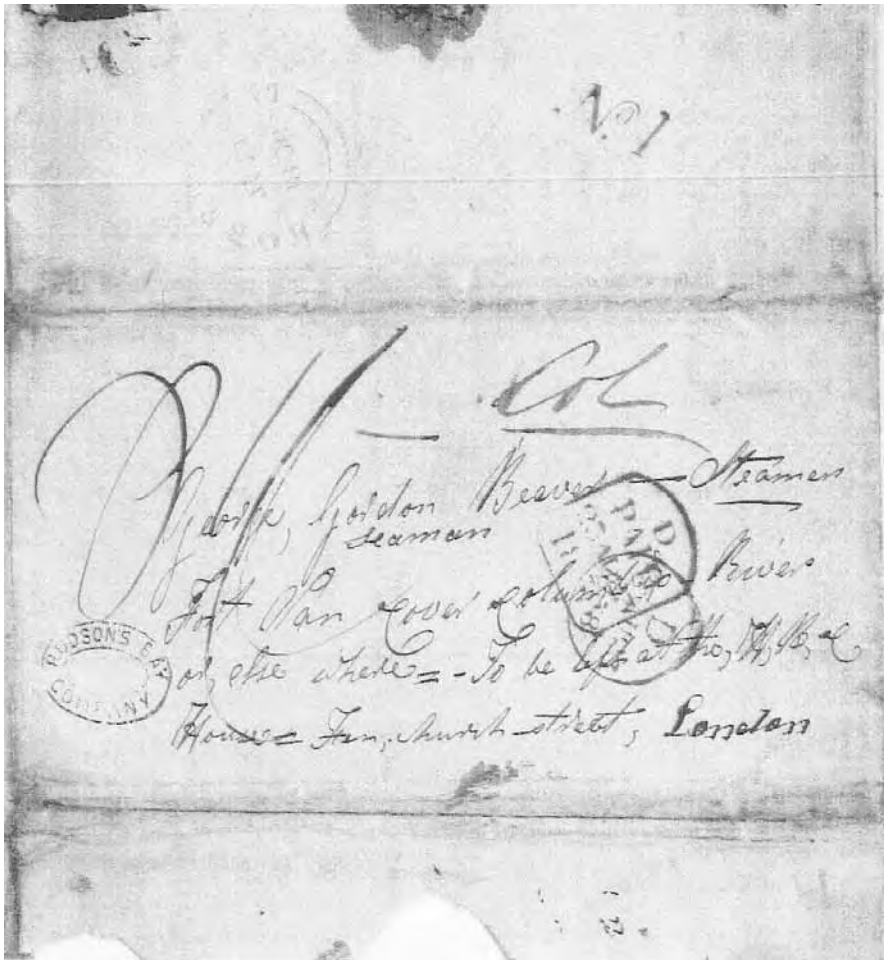


Fig 6 Single sheet folded letter; dated Weyland 19th August 1838 to George Gordon, seaman on board the steamer Beaver, Fort Vancouver or Columbia River or elsewhere to be left at the HBC House, London 1sh postage paid to London. Red 'COL' HBC cypher and faint 19 August 1838 date stamp and red boxed PAID, 20 August 1838 d/s. Circular red D 20 August 1838 d/s. (HBC Archives E31/2/1/ folio 112, with permission).

Two further examples of mail from this period are shown in figs 8 and 9 overleaf.

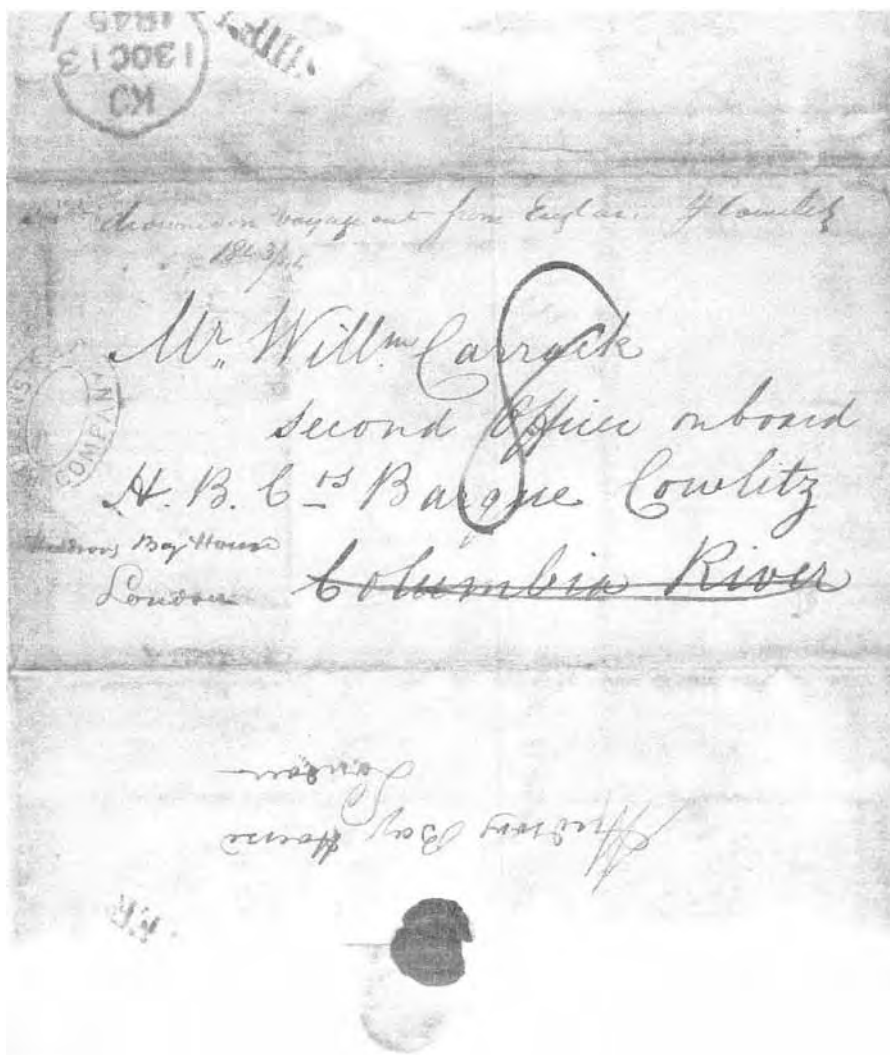


Fig 7 Single Folded Letter; London 29th August 1845 to William Carrack Second Officer on board H.B.C. Barque Cowlitz Columbia River from his mother forwarded via H.B.C. House, London. Rated 8d. endorsed "Drowned on voyage out from England per Cowlitz 18/9/44. Returned to Hudson Bay House, London Oct 13 1845 date stamp & S/I SHIP LETTER (HBC Archives E31/2/1 Folio 61 with permission).

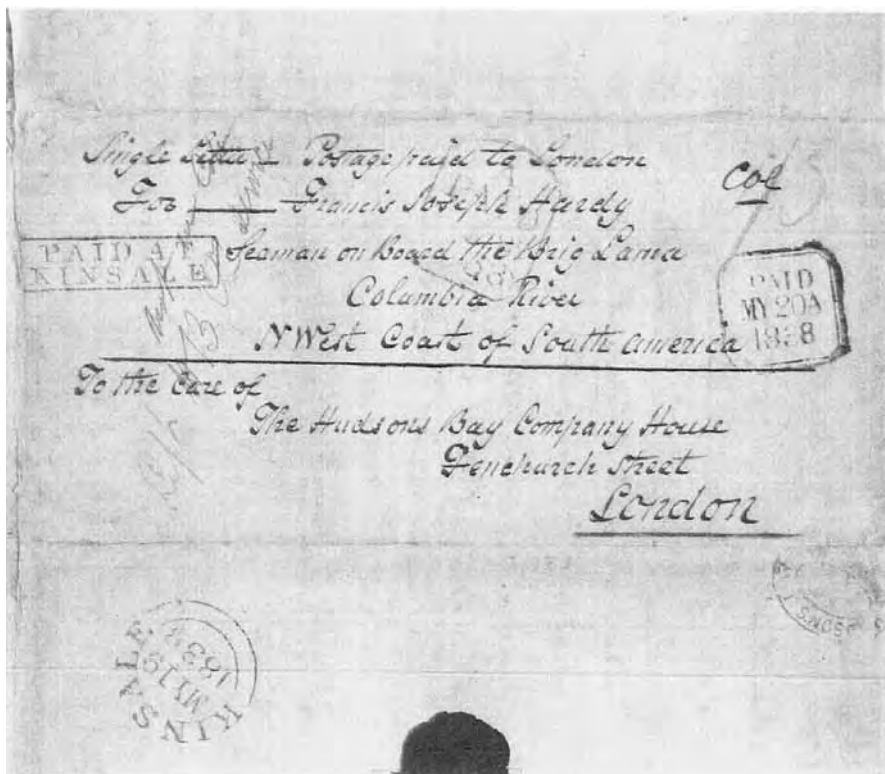


Fig 8 Single sheet folded letter; dated Old Head of Kinsale Lighthouse, Kinsale 18th May 1838 to Francis Joseph Hardy, seaman on board the Brig Larna, Columbia River, N. West Coast of South America, c/o HBC House London. The letter is rated 1/5 postage paid from Kinsale to London. Red 'COL' HBC cypher; Kinsale 19 May 1838 date stamp and red boxed PAID 20 May 1838 d/s. Rectangular PAID AT KINSALE h/s. Noted in m/s 'Not in Columbia left HBC's service.' (HBC Archives E31/2/1 Folio 120 with permission).

This whole body of correspondence is of great value to the Postal Historian as it not only explains the mechanics of the Company's private postal service, but clearly shows that the Company did not only carry correspondence between the high officials but that the common employees correspondence was carried in exactly the same manner. These letters also illustrate the uncertainty of communication and the many perils facing these intrepid pioneers who opened up the west. (4)

The Colonial Period 1849 – 1860

In 1849 the HBC was granted a ten year lease of Vancouver's Island on condition that it brought out settlers from Britain. At this time the Island was also made a Crown Colony and the first Governor-General, Richard Blanchard, arrived on 11th March 1850. He was

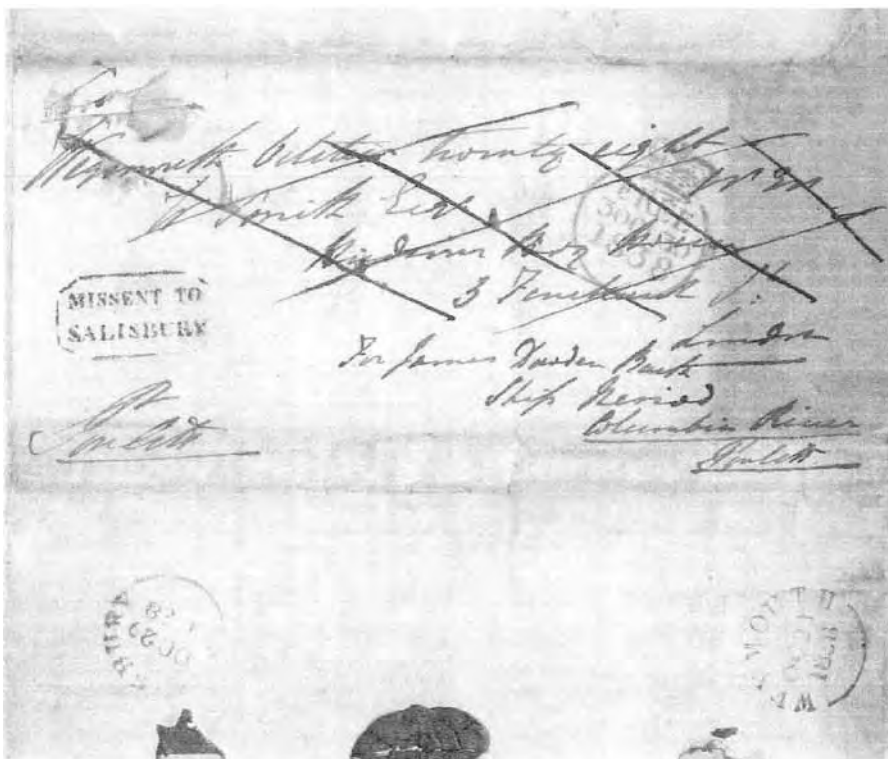


Fig 9 Single folded letter; Weymouth 28th October 1838 to James Bank, ship Neriad, Columbia River forwarded from Hudson Bay House, 3 Fenchurch Street, London. Red m/s 'COL' (Columbia cipher), boxed red 'MISSSENT TO /SALISBURY'. Weymouth 28 October 1838 date stamp and Salisbury 29 October 1838 d/s. Returned undelivered to HBC house London. (HBC Archives E31/2/1/ Folio 29 with permission).

succeeded in 1851 by James Douglas. In the early 1850's coal was discovered on the island and a white settlement was established at Nanaimo with the first coal being mined in 1853. A further influx occurred in 1858 with the discovery of gold in the Fraser River, which caused Victoria to grow overnight from a small trading post to bustling frontier town. Thus it can be seen that from the early 1800's there was a steady increase in the population of the region. Even though for most of the period to 1860 the majority were servants or employees of the fur companies, a means of communication with their friends and relatives was required. To satisfy this need and to facilitate the dispatch and receipt of business correspondence, the only means of doing so were by annual Company ship, or the occasional merchant ship or the annual brigades and occasional "expresses" from the east. These brigades averaged about one hundred days from Montreal to the Pacific Coast. In summer the brigades travelled by canoe and packhorse: in winter by snow-shoe and dog train.

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The creation of the Colony of Vancouver's Island in 1849 with its attendant Colonial administration initially brought little change to the postal arrangements of the new Colony, as neither the Colony nor the British Government were prepared to provide the substantial amounts of money necessary to maintain either a domestic or an overseas packet service. Consequently the Hudson Bay Company became *ipso facto* the first colonial post office. For this purpose an office was opened in the main store building in the accountant's office where both the Colonial and Company mail was handled.(5)

1849 saw another event that greatly affected the lives of the inhabitants of New Caledonia. As a reaction to the California gold rush, the United States Government established a regular mail steamship service to San Francisco, Portland and Olympia via the Panama isthmus. The advent of regular steamer service from the east coast of America to the west coast allowed the Hudson Bay Company to place less reliance on the overland brigades whose journeys were sharply curtailed. The establishment of this service also allowed the Company to operate express boats, conveying the mails, between Olympia and Victoria. Some examples of letters sent by this route have been preserved in the Hudson's Bay Archives. The first is a letter from Jean Flett dated sometime in 1849 to her sweetheart Thomas Craig, addressed c/o Hugansbay (Hudson's Bay) House, London. Postage to London was paid with a G.B. 1d. red imperf. and the letter was then rated 1/2½d sterling postage to Fort Victoria (29cts U.S. the United States postal rate to the west coast from Britain). Carried by closed mails to Olympia, Oregon Territory, it shows a black manuscript arrival "Olympia O.T. ' 12th Sept, 29cts and also a U.S 10 cents accountancy mark indicating inland postage due to the United States post office. It was finally endorsed *Ret. to Hudson's Bay House Out of Service Nov 1850.*" (PAM. HBC. E31/2/1 folio 76). A second SFL is from Mary MacDonald, Stornoway dated 2nd October 1851, (Boxed d/s.), to Allan MacIsac, Labourer, Columbia River, H.B.C. House London. This shows a red London Paid 4th October 1851 transit stamp and 1/2½d.(29cts.) postage paid. This letter is also struck with the ART-5 U.S. PKt straight line hand stamp used in conjunction with Great Britain - United States Postal Convention of 1848. It was carried by Collins Line packet to New York and then overland as closed mail to Olympia. Endorsed on arrival "*Fled Across ?, Oct 21st.*", the letter then returned to Hudson's Bay House and shows a circular hooded AMERICA LIVERPOOL 6th December 1854 arrival. (PAM. HBC. E31/2/1 folio 199d.). A third example is shown in fig 10. This letter was mailed from Kirkwall on the Orkney Islands on 6th January 1852 and shows similar rates and markings to the above.

The advent of steam and the opening of the western United States did much to facilitate the movement of mail to the west coast. In the 1850's, however, there were problems getting the mail from San Francisco to Fort Victoria. Initially, U.S. steamers carried the mail free of charge from San Francisco to Astoria, as the Colonial Government had no monies to subsidize a courier and the Imperial government was not interested in financing a courier. This resulted in the mail for the Colony being left with George Aiken, the British Consul in San Francisco, to make what arrangements he could to trans-ship mail to Victoria. Governor Douglas complained frequently to his superiors concerning the best methods of forwarding mail.

I [Douglas] would recommend that the letters to my address be forwarded by the regular mail from Astoria to Nisqually by which arrangement there will be a great saving of time

and a request to that effect as the several packets will receive attention from the Postmaster at Astoria. (6)

Again in 1854 Douglas received information from Aiken that he forwarded a package to Hudson Bay House through the United States postal service and that *Captin Cooper of the brig "Alice"*, a private ship would carry the mails at San Francisco to Victoria at no cost to the Colony (7).

Over the next few years there was ongoing communications between Douglas and London concerning the best way to address mail so that it received the most expeditious service from west coast points to Victoria. For example Governor Douglas comments in May of 1852 that *"mail arrived Fort Victoria 26th July [1852] from London 30th April direct from Astoria to Nisqually, consequently came in less time than the route to Fort Vancouver;"* three months instead of four months! (8) In 1854 Douglas was still urging the Company to stop sending its mail to Fort Vancouver but to send it direct to Olympia via Astoria through the U.S. post office as it meant a saving of one months time. In September of 1854 Douglas is able to advise London the U.S. Postal Services had established a post office at Steilacoom near Fort Nisqually, *"and I therefore recommend that despatches be hereafter directed to the Post Office at Steilacoom and not to Olympia as formerly. (9)*

In 1855 the Imperial Government enquires of Douglas concerning mail arrangements within the Colony of Vancouver's Island. Douglas replied in part *"letters from Europe and foreign countries are conveyed in the United States Mail Steamers Line, by the way of Panama and California, to Oregon from whence they are brought in by Hudson's Bay Express Boats to this place."*

Eventually however a direct line of British steamers operating between Southampton and Colon was utilized, and from Panama to Victoria the good offices of the United States Government provided the necessary facilities. In consequence of the increased importance of Victoria after the Fraser River gold discoveries, the United States mail-steamers plying between San Francisco and Olympia now made Victoria a regular port of call and the overseas mails were delivered with more or less regularity; but the service was entirely gratuitous, and the skippers of the vessels, who felt that the service was provided by them rather than by the United States Government, which apparently paid them nothing extra for their trouble, were inclined to regard the Colonial mails emphatically as of secondary importance.

Besides the regular monthly mail steamer, the Hudson's Bay supply ships and overland brigades, Royal Navy war ships, and the occasional whaling ship also brought mails to the fledgling Colony. As previously noted, during the period 1849 to 1857, the Hudson Bay Company assumed responsibility for the Colony's postal services. One of the benefits of this new arrangement was the removal of the surcharge which had been charged by the Company for handling non-employees mail. All mail for legitimate settlers and Company employees would henceforth be carried at prevailing postal rates. In 1852 Roderick Finlayson a member of the Legislative Assembly and an official of the HBC was given responsibility for the mail service assisted by J.W. McKay. In 1854, the U.S. mail steamers started to leave mail for New Caledonia and Victoria at Portland for carriage by stage coach to Steilacoom, from where they were brought to Victoria by boat. Frequently the



Fig 10. Cover dated Kirkwell 6th January 1852 to Fort Vancouver or elsewhere Columbia. To be left at the HBC House London Rated 1sh/2½d plus 1d red postage paid to London. Wick transit b.s. Liverpool American Pkt Also "ART-5/ U.S. Packet G.B. - U.S.A. Convention h/s.. (HBC Archives E31/2/1 Folio 359 with permission).

official mail; from the Colonial Office in London was extremely bulky and consequently an expensive drain on the Colony's finances, for example one package made up at the United States Post Office in Puget sound was rated \$68.88 collect. The excessive rates caused Governor Douglas to suggest that in future official correspondence weighing over sixteen ounces should be sent by Hudson Bay Company ship at no cost. It would not be until 1856 that serious complaints were made about the Colony's postal services. However, though all recognized the problem, all agreed that without substantial sums of monies from the home Government little could be done to improve the frequency of service or establish local delivery. It was, however, agreed to move the Post Office from its cramped quarters in the main store to a separate location, a small cottage owned by Captain James Sangster, Collector of Customs, Harbour Master and Pilot, just inside the front gate of the fort enclosure. Captain Sangster was constituted Postmaster and became responsible for handling the Colony's mails. (10)

In 1857 the British Government appointed a Select Committee to enquire into the condition of the British possessions in British North America which were being administered for the Crown by the Hudson Bay Company. As a result of the findings of the Committee it was decided not to renew the HBC's grant of Vancouver Island and also to create a separate Crown Colony on the adjacent mainland. The New Colony of British Columbia was created with James Douglas as Governor of both Colonies. A 1858 letter to James Douglas in this new capacity is shown in fig 11.

To assist Governor Douglas the Colonial Office sent out trained administrators to assist in the organization of the new Colony, which in 1858 was inundated with an influx of people heading for the Fraser Valley gold fields. This great influx of an unruly mob from the California gold fields and elsewhere put considerable strain upon the two colonies administration, not the least being the postal service, which for the Americans was totally inadequate. Their needs were, however, quickly satisfied by the various Express Companies, who handled much of the mail during this period. (11)

The creation of Colonial administrations eventually led to a slow demise of the Hudson's Bay Company private mail service, although the Company's supply ships and Brigades still carried mail on the Company's business and for its employees, but all across its North American holdings the Company was slowly diverting much of its overseas commerce to commercial enterprises. The availability of alternate avenues is neatly summed up in a contemporary letter offered in the de Volpi sale as lot # 65. This is from Alexander Hunter Murray at Fort Simpson, New Caledonia dated 23rd March 1852 and was probably carried overland to Sault Ste Marie where it was placed in the Canadian postal system (AU 1 1852 date stamp), it is endorsed in m/s 'via Canada & New York'. The contents in part read:-

Once more let me inform you that letters by the ship will arrive here six months in advance of any bulky parcel and letters (but letters only) by the spring express [brigade], which leaves London in early April, some months sooner than sent by ship. I trust you will recollect this - the postage is nothing, nothing at all to me, compared with the satisfaction of hearing from you a little sooner. . . . By some new regulation which I have just learned, letters for England can now be sent via Canada and New York by the pre-payment of the postage to New York. I therefore seize upon the first opportunity to send you a few lines.... I will go out to Portage Locke [sic] (Loche). (12)

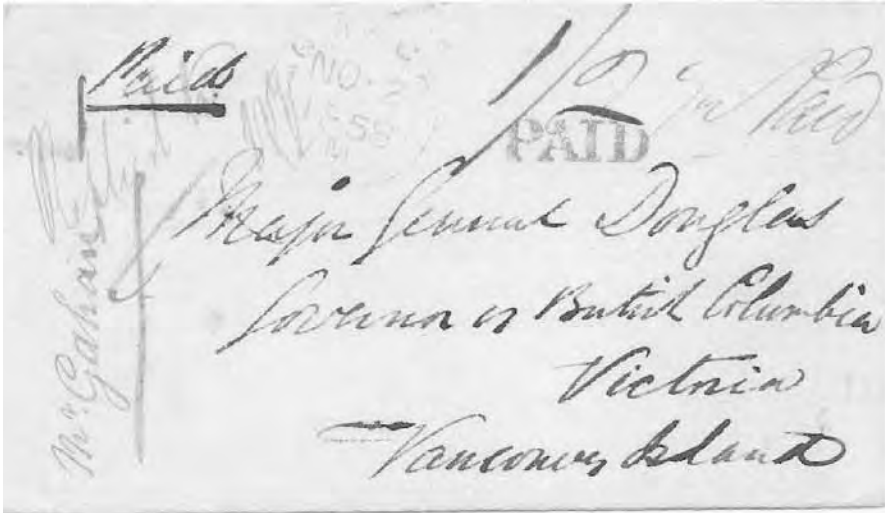


Fig 11 Cover from Omagh dated 2nd November 1858 to James Douglas Governor of British Columbia Victoria Vancouver Island. 1/2 postage paid endorsed PAID h/s and m/s. Liverpool 4th November 1858 b/s and Dublin 5th November 1858 b/s sent to Vancouver overland. (Courtesy Gray Scrimgeour)

During this period significant changes had taken place in the Hudson's Bay administration of its holdings in central North America. The most significant change was the growing importance of the Red River settlement and its' fort at Upper Fort Garry as a central distribution point for merchandise coming in and furs and other commodities going out. From Fort Garry the Company's brigades travelled north, south, east and west in a carefully controlled and time tabled cycle meeting brigades at appointed rendezvous from the far west and far north. A regular supply route between Fort Garry and York Factory was also maintained as York Factory was still the main entrepot for goods from the United Kingdom. (13) As the railroads moved westwards across the United States and steam packets across the Atlantic proliferated the Company was able to take advantage of the new opportunities. Arrangements were made with the American government to ship goods in bond to the Red River Settlement via its agents in New York and then by rail and stage to warehouses constructed on the Red River at Georgetown, north of St. Paul, and then by stage or steamboat to the Red River Settlement for distribution to the Company's western posts. The establishment of regular mail services across the Atlantic and to Pacific coast ports did much to reduce the isolation and the lack of communication with friends and family. The gradual opening up of the west in both the United States and Canada also created better and more frequent opportunities for correspondence to pass between eastern and western North America.

In the early part of 1858 a new Post Office was erected in Victoria, between Yates and Bastion Streets and on 28th June, Alexander Anderson was appointed superintendent of

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the Post Office. On 26th November 1858, Anderson published the following table of postal rates in the *Victoria Gazette*:

NOTICE

Hereafter, mails will be forwarded to and from the under-mentioned Stations in British Columbia by every favourable opportunity.

Fort Langley	Postmaster Wm. H. Bevis
Fort Hope	Robt. T. Smith
Fort Yale	Peter B. Whannell

Colonial Postage to and from these points, Five Cents, to be pre-paid Payment of postage is required in the following cases, the rates including Colonial postage:-

To Oregon, Washington Territories & California	8 cents
To any other part of the United States of America	15 cents
To Australia	38 cents

In the following cases. (except as regards Colonial postage) pre-payment is optional

Great Britain & Ireland	34.cents
Denmark	40 cents
France	20 cents
German States	35 cents
Holland	36 cents
Poland	42 cents

All the above rates include the Colonial postage of Five cents, to which one cent will be added in all cases where stamped envelopes are supplied

Alex C. Anderson
Postnmaster General.

Post Office Department, Victoria, Nov. 24th 1858.

During the tenure of John D'Ewes as Postmaster at Victoria in 1860 the following rates of postage to countries beyond the Colony were in effect.

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Postal Rates 1860

Destination	Not over ¼ oz.	Not over ½ oz.	Method of Payment
	Cents	Cents	
Aspinall	-	20	Compulsory
Australia via England	-	48	Compulsory
Austria	-	40	Optional
Belgium via France	26	47	Optional
B.N.A. Provinces	-	20	Optional
Cape of Good Hope	-	43	Compulsory
Chile	-	39	Compulsory
Cuba	-	25	Compulsory
China, by Private ship via San Francisco	-	15	Compulsory
Denmark	-	45	Optional
France	25	50	Optional
German States	-	40	Optional
Great Britain & Ireland	-	34	Optional
Greece	-	47	Optional
Holland via France	31	57	Optional
Mexico	-	25	Compulsory
Norway	-	52	Optional
Panama	-	25	Compulsory
Peru	-	32	Compulsory
Poland	-	47	Optional
Portugal	-	68	Compulsory
Prussia	-	40	Optional
Russia	-	48	Optional
Sandwich Islands	-	15	Compulsory
Spain via France	48		Compulsory
Sweden	-	52	Optional
Switzerland	-	48	Optional
West Indies	-	30	Compulsory

N.B. These rates are the current U.S. postal rates from the West Coast plus the Colonial 5 cent postage fee. (Deville p 75)



Fig 12 James Douglas standing in the Big House at Fort Langley on 19th November, 1858 reading out the proclamation that declared British Columbia a Crown Colony,

In conclusion it can be seen that, although for self serving purposes, the Hudson's Bay Company played a vital and significant role in facilitating the movement of mail matter from the United Kingdom and from other points in North America to its west coast holdings for a significant period of time. The company also found itself the custodian and agent for Royal mails for the first ten years of the Colony of Vancouver's Island existence with very little hope of much remuneration for its endeavors on the part of the Colonial Office. Over the years the Company's supply ships carried large quantities of mail free of charge to its employees all over its far flung empire, thus easing the exorbitant expense of mail prior to 1840

References and footnotes:-

1. For the Philatelist the best source is found in Alfred Stanley Deaville, *The Colonial Postal Systems and Postage Stamps of Vancouver Island and British Columbia, 1849 -1871*. (Victoria B.C. Charles F. Banfield, 1928), Chapters I - IV. from which much of the introductory material has been taken unless otherwise noted.
2. The overland journey between Fort Okanagan and Fort Alexandria was made by horse brigades which employed as many 300 horses to convey the supplies and merchandise to the various forts en route. Bernard & Jean Weber "The Okanagan Brigade Trail," 1991 PAM. HBC. Archives

3. This information is contained in a letter from Charles Bearmore, Norway House, dated 27th July 1848 to his mother in London in which he writes in part; "... I proceed immediately across the mountains to the Columbia and the journey will occupy 4 months. . . . the Columbia ship sails for Vancouver, which it does in September. . . [and will not arrive until] March or April." De Volpi sale Lot #57.
4. For those interested in the correspondence held in the HBC, they have been been transcribed by Ms. Judith Beatty, Chief Archivist, who has published her findings. The project has aroused considerable interest on both sides of the Atlantic, especially in Scotland where Ms Beatty's work had been the subject of newspaper articles in the leading Glasgow papers and an interview on Scottish Regional Radio. Ms. Beatty has also, as a result of this publicity, been able to trace some of the surviving relatives of the correspondence.
5. It is not within the scope of this paper to discuss either the Colonial postal services or the postal services offered after 1849 by the various express companies as these matters have been adequately covered in Deaville *Colonial Postal Systems*.
6. Library, *Archives Canada*, "Northern Star, Sir James Douglas Governor, Letter Book Fort Victoria May 1850-November 1855". Douglas to Barclay HBC House London 28th January 1852.
7. Ibid Letter from Douglas to Barclay 4th May 1852.
8. Ibid Letter from Douglas to Barclay 31st July 1852.
9. Ibid Letters Douglas to Barclay 15th March 1854 and 13th September 1854.
10. It should be noted that the population of Vancouver's Island at this time was no more than between 600 - 800 white persons.
11. It is far beyond the scope of this paper to go into the history of the various Express Company's that were active in British Columbia.
12. R. Maresch & Son Auction Catalogue Sale No. 140 May 26th, 1982 p. 53
13. For a description of the various brigade routes see Robson Lowe Ed., *The Encyclopedia of British Empire Postage stamps, Vol. V* (London: Robson Lowe Ltd. 1973). pp. 84-88

A REDISCOVERED REGISTERED COVER

Colin Banfield F.C.P.S. and Malcolm Lacey

Occasionally, a cover which has lain dormant in a dealer's possession for many years, in this case at least 30 years, suddenly appears on the market.

The Small Queen registered cover shown overleaf in fig 1 is just such an item and at sometime it has been opened on three sides to display both the front and back as shown here.

The cover was sent by L.A. Winter, a cashier of the Manufacturers Life Insurance Co., of Toronto, from their offices at 260 St James Street, Montreal, to O. Hoffeldt, Esq at 90 Harbour Street, Kingston, Jamaica. The cover bears on the reverse no less than forty copies of the half cent Small Queen which equates to 20 cents postage for a letter weighing up to 2 ounces, at 5 cents per half ounce. The front bears four more copies of the half cent and a single three cent Small Queen paying the 5 cents registration fee. The envelope most likely contained an insurance policy.

Routing and Markings:-

The cover has a number of manuscript notations applied by the sender: a) Registered, b) L.A. Winter/ January 29th 1897, and c) via New York.

The cover bears the R in oval handstamp and the stamps are cancelled with the Montreal Que, R1 registered roller cancel. There is also a free strike of the Montreal squared circle precursor which appears to be dated FE 29 6P/97 although the FE must logically be an error for JA.

Although annotated 'via New York', the cover was first forwarded to Boston where a large oval backstamp of 1st February 1897 was applied together with a Boston registration

label. The cover was then forwarded to New York where the Boston label was partially removed and an oval New York backstamp dated 1st February applied. Furthermore, a New York registration label was applied and tied by an oval 'U' with date of 1st Feb 1897, in purple.

The cover finally arrived in the West Indies where the double oval 'Jamaica, registered' handstamp of 12th February 1897 was applied.

Research:-

In December 2002, the British North America Philatelic Society published no 27 in it's Exhibit Series, the fine gold medal collection of the Half Cent Small Queen Issue of 1882 – 1897 formed by the late Herb McNaught. We have consulted this publication and only one cover is shown addressed to Jamaica, which is a 2 cent postal stationery envelope with two half cent and a single 2 cent Small Queens paying the 5 cent half ounce letter rate from Montreal to Kingston. It is dated 20th January 1897, only nine days before the cover illustrated above.

The largest number of half cent Small Queens on cover in the McNaught collection appears to be thirty copies on two covers; one to England and one to Germany (the latter also has a 50 cents Widow Weeds). There is also a block of forty on a piece with a Toronto cancel of 16th June 1895. The cover shown here with forty four copies just maybe the largest known number of half cent Small Queens on cover. Regardless of this, the cover is surely one of great rarity.

Needless to say, the authors would like to know if a cover exists with a larger number of half cent Small Queens than the one shown here.

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Fig 1 A rediscovered registered cover

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A FURTHER NOTE ON THE PERFORATION MACHINES OF NORTH AMERICA

R. A. Johnson

The history of the development of the machines used to perforate stamps in the United States and British North America is well referenced. (1) A principal developer of this technology was George C. Howard who worked for Toppan Carpenter of Philadelphia.

Although the initial patent for rotary perforating machines was obtained by the Bemroses of Derby, England in 1854, Howard was awarded U.S. Patent No. 32,370 dated 21st May, 1861, titled *Machine for Punching and Perforating* for improvements to that original machine which provided for accurate aligning of the paper, a clamping and feeding mechanism and a redesign of the wheels with the holes to allow free passage of the paper discs cut out by the process (2).

A colleague, Julian Goldberg, has recently discovered that, later that same year, Howard was awarded a second patent, No. 32,693 dated 2nd July, 1861, titled *Paper Perforating Machine* for a guillotine type of perforator similar to that developed by Archer in England. This device was adaptable so as to perforate one row at a time or whole panes or sheets at one stroke.

Notwithstanding this flexibility, it was the rotary device that was the more desirable for the efficient production of U.S. stamps. This was witnessed by the law suit (3) brought in September, 1861 by the assertion by the National Bank Note Company of their 'right to use the machine' and the application for a provisional injunction against that use brought by Toppan Carpenter (who had retained the right to the perforator when Toppan Carpenter joined with others to form the American Bank Note Company); a suit about devices based on the first Howard

patent. The judge found in favour of the National Bank Note Company allowing them to use such devices. On the basis of this judgement, it went on to bid successfully for the contract to produce the 1861 issue of perforated U.S. stamps.

What is most interesting here is the fact that, notwithstanding the fine adjustments to the pin and take-up wheels necessary to make successful use of the rotary machine (4), it was this machine and not the guillotine version that was used to perforate most of the stamps of the United States and BNA for most of the next century.

References:-

1. Johnson, R. A., *Stamp Perforations with Particular Emphasis on Canadian Stamps*, British North American Philatelic Society Limited, August, 2009.
2. The original Bemrose patent for A *Machinery for Punching and Perforating Paper, etc*, British Patent No. 2607 was dated Dec. 11, 1854 and is available from the British Patent Office, Newport. Toppan Carpenter acquired one in 1856 which modified according to Howard's first patent was used to perforate the U.S. issue of 1857. Both Howard Patents are available in full on the web.
3. See reference 1, pp. 60-61.
4. This has been roundly and repeatedly disputed by John Hillson who rejects the possibility that such adjustments could possibly have been made in order to make the pin-and-hole combination work. See, *for example*, his review of the authors' reference 1 in *Maple Leaves*, Vol. 31, No. 6, April 2010, pp. 295-296.

THE 1926 PROVISIONAL OVERPRINTS

Alan Spencer

The 1st July 1926 saw one of those rare events – a reduction in the postage rate in Canada. The pre-war domestic rate of 2 cents per ounce was increased to 3 cents in the Special War Revenue Act of 27th March 1915 “to supplement the revenue required to meet War Expenditures”. The initial result had been to produce a specific War Tax (revenue) stamp to supplement the 2 cents postage charge but this was subsequently combined into a 3 cents ‘War Tax’ stamp clearly showing the 1 cent tax element and then by a regular 3 cents Admiral stamp.

The 1 cent War Tax was not removed following the ending of the war and as a result of the UPU Conference in 1920 new postal rates were set effective from the 1st

October 1921. A new 3 cents stamp in carmine was issued in December 1923. As a consequence of an improving economic climate it was decided, in 1926, to reduce the postage rate to its pre-war level of 2 cents. This came into effect on 1st July 1926. Unfortunately, at the time of this decision the Post Office had in stock some 130 million 3 cents stamps, enough to last, at the new rates, some 25 years. It was therefore decided to overprint some existing stocks to meet the anticipated increased demand for 2 cents stamps.

Some 140,000 sheets of the 3 cents Admiral stamp were given to the King’s Printers for them to be surcharged ‘2 cents’ in one line. Essays were prepared and after several trials taking place all but 500 sheets



Fig 1

were destroyed. The printers had experienced great problems in trying to overprint the existing sheets which were already gummed and perforated.

The Essays

There were three types of essays produced, one with the surcharge 19mm in length and another with it 16mm in length. These may be found in se tenant vertical pairs in black (figure 2) and black & orange. A third type exists with the surcharge 15.5 mm long but the lettering between the previous two types in height. These are known in blocks of four. It was this last type that was considered the most effective and was adopted.

The issued stamp

The 500 Post Office sheets (50,000 stamps) were put on sale through the Philatelic Agency on 12th October 1926. Most of these came from Die 1 plates 115, 116 and



Fig 2



Fig 3

117 (figure 1) but a very small quantity are known from Die 2 plates 162 and 163. In view of the small quantities released there are no discernable shade differences.

Varieties

The “issued” stamps were not without faults and it is possible to find a number of varieties.

1. The Printed sheet had been made of 400 subjects and these were guillotined into four Post Office sheets of 100 each, resulting in straight edges along two sides. The surcharge on the top row was located 33mm down from the edge to take account of the selvage. This meant that when a lower pane, which had a straight edge at the top and no selvage, was overprinted it did not register on the top row. This resulted in vertical pairs with only the bottom stamp overprinted (see figure 3).

2. Examples exist where the overprint is very badly slanted. It is unclear whether these were released via the Philatelic Agency or, possibly, some 'printers waste' which somehow got into the hands of collectors. Figure 4 shows a vertical pair with the top stamp having a straight edge, indicating that it came from a bottom pane. The overprint barely touches the top stamp. Figure 5 similarly shows the overprint at the top of the

stamp and in this case it has a straight edge to the right indicating that it came from a left hand pane.

3. Variations in the position of the overprint on the stamp are shown in figure 6.

Figure 7 shows an example where the number '2' is raised in relation to 'cents'

4. Examples can also be found with the overprint doubled (see figure 8). Again, it is unclear if these come from the issued sheets or are part of some printers waste that found its way into the philatelic market.

Fakes

Because of the relative scarcity of this stamp, fakes are known and two examples



Fig 4



Fig 5



Extreme right and low

Centre

Left

High

Fig 6



Fig 7

are shown (figures 9 & 10). In both cases fake overprints have been applied to used stamps. It is worth noting that no genuine examples of an inverted surcharge, as in fig 9, have been recorded.

The two line overprint

Because of the problems experienced by

the King's Printer and their lack of success, the Post Office approached the Canadian Bank Note Company. An agreement was reached that the overprinting could be done in two lines instead of one line (figure 11). The Canadian Bank Note Company seems to have been somewhat more successful in their production methods as out of the little over 1,100 sheets which were supplied to

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Fig 8



Fig 9



Fig 10

*Genuine overprint**Fake overprint*

Fig 11

them, some 1,036 were returned the Post Office out of which 808 sheets were placed on sale.

Figure 11 is a block of 18 from the bottom left corner of a Post Office sheet showing a guide arrow indicating where the printed sheet of 400 subjects is to be horizontally guillotined.

The issued stamp

Following acceptance of a proof on 9th September 1926 the stamps were overprinted and released on 4th November 1926. The majority of the stamps came from plates 115, 116 and 117 but examples from plate 136 are known and a cover with plate block 135 has been recorded. As with the single line overprint there are no significant shade variations in the stamps noted.

Varieties

Although the overprinting was generally more successful some varieties may be noted.

1. Examples are known with either a triple surcharge or a double surcharge although the latter should not be confused with a kiss print (See figs 12-14)
2. As with the single line overprint the position of the overprint can vary (figure 15).

In addition the position of the “2” in relation to “Cents” can vary. These variations are so pronounced that some years ago George Marler identified eight different positions

- A1 – A later discovery to the left of A
- A – The left side of ‘2’ is centred over the ‘E’
- B – The tail of the ‘2’ is in line with the left side of the top of the ‘T’



Fig 12 Triple overprint



Fig 13 Double overprint



Fig 14 Kiss print

- C- Between B and D
- D – The left side of the ‘2’ is in line with the end on the ‘E’
- E – Between D and F
- F – The left side of the ‘2’ is in line with the left side of the ‘N’
- F1 – A later discovery to the right of F

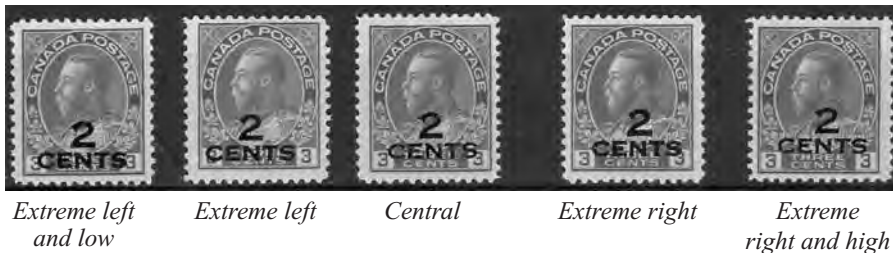


Fig 15 Different positions of the overprint



A



B



D



F

3. Other minor variations can be found where the pressure applied in the overprinting process has varied leaving either a clear impression from the rear of the stamp or else show a very weak impression of the overprint. Figure 16 on the left clearly shows the overprinting visible from the back of the stamps whilst the overprinting in figure 17 is decidedly faint.

Finally, figure 18 illustrates an example used (commercially?) on cover a few months after being issued and is a useful reminder that the original intention of the Canadian Post Office was to utilise surplus 3 cent stamps in order to meet the new demand for the new 2 cents rate.

References:

The Admiral issue of Canada by George C. Marler (ABPS handbook) August 1982

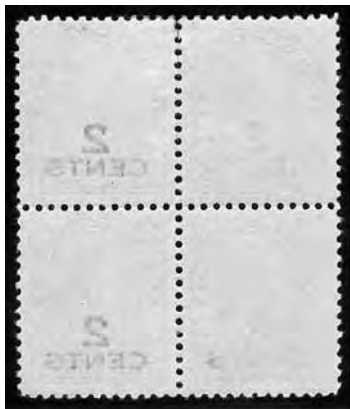


Fig 16



Fig 17

The Admiral stamps of 1911 to 1925 by
Hans Reiche 1965

Canadian Philatelic Society of Great Britain

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Graham Searle, Subscription Manager, 11 Riverside, Banchory, AB31 6PS (**sterling cheques only**)
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Fig 18

THE TORONTO & NIPISSING RAILWAY FANCY CANCEL – OR IS IT?

John Hillson F.C.P.S.

Both Day & Smythies who list it as # 620 and David Lacelle (L.621 but mistakenly gives the Day/Smythies reference as #619) agree that the intaglio 'N' so listed, is a postmark of the Toronto & Nipissing railway - Lacelle goes further by suggesting that it was used as a transit cancel.

I have long wondered, if it does indeed belong to that railroad, why the 'T' was ignored; it seems, as Mr. Spock might say, 'illogical'.

A good many years ago the illustrated cover came into my possession. There are a

number of points to note. The 'Sound' in 'Parry Sound' has been erased. The postmark is in manuscript - 'Parry Harbor/Dec 27th 1876. NR' The Parry Harbor P.O. was set up in 1876; one would have thought so late in the year that the postmaster, who appended his initials as part of the postmark, would have been possessed of a proper date stamp, but apparently not.

However, having recourse to pen and ink for the postmark one would expect the stamps to be similarly cancelled with pen and ink as per Post Office regulations

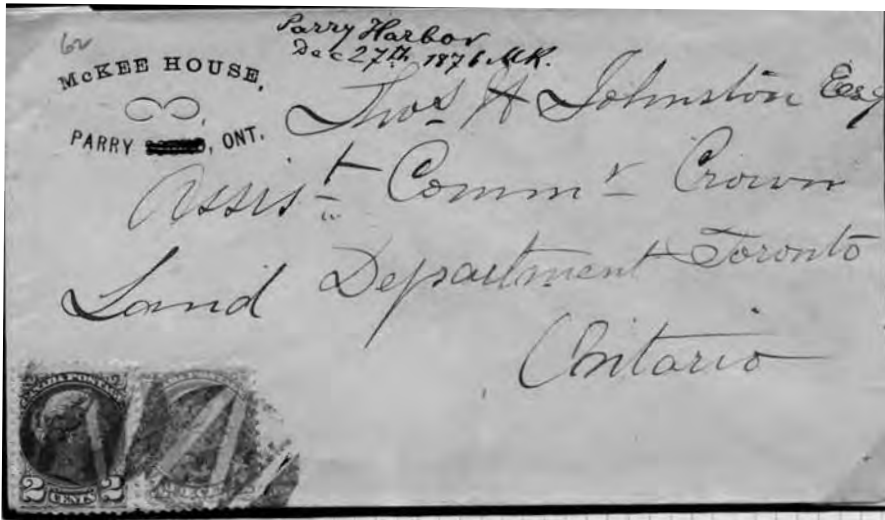


Fig 1 Letter from Parry Harbor to Toronto with manuscript datestamp of 27th December 1876.

where no cancelling device is available. But they are not; the two adhesives are cancelled with D/S # 620, the intaglio 'N' in a black circle. So much for the cancel being used as a transit mark, which class as far as I am aware almost invariably (if not always) are found on the back of the envelope, not the front.

Parry Harbor, furthermore, is geographically nowhere near the line of the Toronto & Nipissing Railway which ran well to the east.

The cover has two backstamps, one of which is largely illegible but does not appear to be a R.P.O. mark, the other is a Toronto receiver's c.d.s. of Dec 29, 1876.

There must be some evidence somewhere that gave rise to the firmly held belief by at least three distinguished students of fancy cancels that the mark is that of the specified railroad; perhaps it could be produced. If not is not a reclassification in order?

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THE 1919 US NAVY 'TRANSATLANTIC CROSSING'

Peter Motson

Last year, I got quite enthusiastic about an eBay item that was mis-described and had a \$10 start price. Unfortunately for me, another eBay user also decided that the cover was worth bidding on and my \$350 bid was lost. It was not a “valuable” philatelic item and details of this letter, mailed from the *USS Walker*, are provided here. But first, a brief review of the US Navy situation may put the *USS Walker* cover into perspective.

The USN implemented the idea of getting aircraft across the Atlantic to destroy the German U-Boat menace that was sinking thousands of tons of merchant shipping every week. The planned route was, Long Island, New York, to Trepassy, Newfoundland and then, the Atlantic crossing to Cattewater, Plymouth, with stops in the Azores, Lisbon, Portugal and Ferrol, Spain. To aid their navigation and to provide rescue ships, the USN lined the Transatlantic route nearly as far north as Brest in the Bay of Biscay, with 54 Navy vessels in total, east to west.

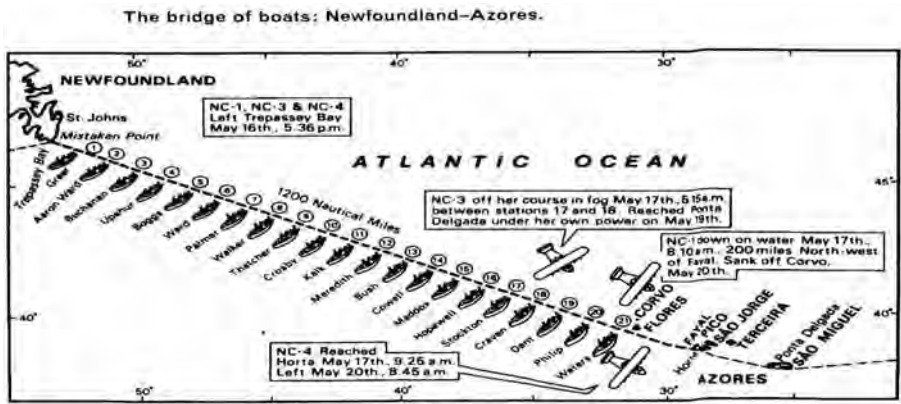


Fig 1

USN Commander, John H Towers, was in command overall of the three Navy Curtiss flying boats which made the transatlantic attempt. Each of these large flying boats was crewed by six airmen ; a navigator, two pilots, two engineers and a radio operator. The Commander and navigator of the NC-4 was Lt. Cdr. A.C. Read and his lead pilot was Lt. Walter Hinton. Two of the three flying boats foundered west of the Azores and the NC-4 was the only aircraft to continue from the Azores and it eventually reached Plymouth on 31st May. The NC-4 journey commenced from the USA on 8th May and spread over 23 days including 54 logged flying hours. No official mail was carried for weight payload reasons.



In October 1981, "*The Airpost Journal*" published an article entitled : "*First NC-4 Cover Found*". Dr. Perham C Nahl describes and illustrates a four page letter dated 14th May 1919, from Pat Carroll, a navy machinist on the *USS Baltimore* to his brother Corporal Charles M Carroll, serving in France with the 1st South Dakota Cavalry Division, American Expeditionary Forces. (see fig 2)

The relevant part of the letter asks Pat if there is anyone he knows on the NC-4, will he try and get it taken over and then posted in Portugal. The NC-4 touched down at Horta in the Azores 17th May and secured astern the *USS Columbia* when obviously, the letter was transferred, receiving the ship's cancellation "May 17". The letter would then have been sent via the normal surface postal systems and also US Forces Mail Service, to Charles Carroll in France. In 1931, Charles Carroll asked Lt. Walter Hinton to autograph the battered envelope and in 1983 it was presented to the Smithsonian Institute.

Not Flown - USS Walker eBay item (see fig 3 and 4)

USN sailor John Weikert, wrote his 11th May letter whilst at sea on board the *USS Walker*, which was the 8th ship in the first string of Navy vessels, Newfoundland to the Azores. Part of the transcription of Weikert's 11th May letter to his parents reads as follows :

" we have been at sea here for over a week waiting for the aeroplanes to start on the Transatlantic flight. Before that we were in Trepassy Bay for about two weeks waiting for them to come up the first leg of their journey".



Fig 2 A historic "Flown" item that did not quite – "fly the Atlantic".
Courtesy of: Smithsonian National Postal Museum

W S S Walter
 At sea off
 Newfoundland
 May 11-1919

My Dear Father and Mother:

This is
 Mothers day and am sending
 you a few lines. I have not wrote
 you in some time but have been
 well and O.K. I dont know when
 you will get this letter for
 we have been out at sea here
 for over a week waiting for
 the aeroplanes to start on the
 transatlantic flight. Before
 that we were in Trepassey

Fig 3

The *USS Walker* docked at Newport, Rhode, 20th May “after duty at sea off Newfoundland, 10th to 17th May 1919”. (see fig 4).

This specific cover is not historic, nor even a notable philatelic item and, it is certainly not an Airmail cover. However, it is a small part of the logistical aspects of an elaborate endeavour, in the story of “Pioneer Aviation” history.



Fig 4

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POST RIDER LETTERS

Graham Searle F.C.P.S

The initial postal system in Canada, set up by the British in 1763, was limited in the extreme, comprising just three post offices at Quebec, Montreal and Three Rivers. A notice in the Quebec Gazette of 3rd January 1771 allowed for prepaid letters to be left with the Masters of the Post Houses on the Quebec to Montreal route as a service to those living in areas remote from these three post offices. The Post Houses were spaced out on the route to provide

water and fresh horses for the Post Riders who carried the mails.

Fig 1 below shows an example of such a letter mailed to a Post House address. It is a 1783 letter from Quebec to Ste. Anne (de la Perade). The letter would have been carried in the Montreal mails and left at the Post House by the Post Rider for collection by the addressee. The post office at Ste. Anne was not opened until 1820. Although



Fig 1 Quebec to Ste. Anne de la Perade by Post Rider, 27th May 1783.

no postal rate is shown it would (should) have been 4½d Currency for a distance of less than 60 miles. The letter was, correctly, prepaid and shows the earliest type of boxed PAID mark from Quebec. I have found such letters to be elusive suggesting that little use was made of the facility.

Even rarer, however, is the 'sister' to this first letter shown in fig 2. The letter is datelined 17th March 1786 at Ste. Anne (see fig 3) and was sent on the reverse route

to Quebec. This would have been picked up by the Post Rider en route from Montreal. Although the Post Office notice of 1771 makes no mention of this reverse facility it would appear to have been in use although it is unclear who collected the postage in such cases. The rate of 4½d Currency is shown correctly on this letter. This is the only example I am aware of, showing a Post Rider letter picked up from a Post House.



Fig 2 Ste. Anne de la Perade to Quebec by Post Rider, 17th March 1786.



Fig 3

LETTERS TO THE EDITOR

John Watson

ADMIRAL REGISTERED RATES

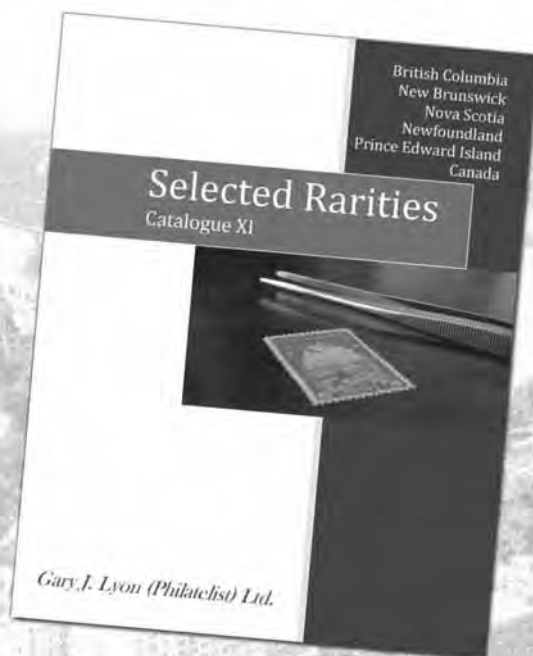
I very much enjoyed Graham Searle's article on registration in the Admiral period. I just thought I'd mention a couple of other occasions where 7 cents registration rates occur. The first is registration of a 2 cent rated postcard during the 5 cent registration period. I shall

illustrate this in a forthcoming article. I'm not sure why anyone would want to register a postcard as it could not possibly include anything of value. The only thing I can think of is that someone believed it would be delivered more quickly as a registered article. The second example of the 7 cent rate is a 2 cent UPU 3rd class registered cover. It is clearly annotated "photograph only" and pays 3rd class rate up to 4 oz plus registration.



Fig 1

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BOOK REVIEWS

Our first review is of a new Stanley Gibbons Catalogue. This is the first edition of a brand new title covering the stamps of North America.

STANLEY GIBBONS STAMP CATALOGUE – NORTH AMERICA 1ST EDITION, 2011. ISBN 10 0-85259-783-5. 240mm x 170mm limp bound, approx 600 pages in full colour. Priced at £49.95 and available from Stanley Gibbons and most major philatelic retailers.

I must admit to some surprise when this new volume arrived for review. Gibbons have been producing a range of very high quality single country catalogues for some years and already market catalogues for both Canada (latest edition 2008) and the USA (latest edition 2010) in addition to their more simplified 'Part 1' and 'Stamps of the World' catalogues. As one might suspect, Canada and the USA take up the vast bulk of the 600 odd pages in this new catalogue. The scope of the new book also covers, Bermuda, St. Pierre et Miquelon, United Nations issues from New York, Hawaii, Puerto Rico, the Confederate States of the US and the Canal Zone as well as the few Cuban issues from the time of US occupation.

The scope of the catalogue is similar to the existing Canada and USA volumes with major varieties such as perforation, watermark and shade variations, overprint types and some major errors included. In pitching the listing at this level, Gibbons are clearly trying to strike a balance between the novice collector and the specialist and there is a danger that they may have failed to please either. That said, the listings are very clear and for the 19th Century Canadian issues, in particular, far superior to the Unitrade rival. Also many collectors will prefer to have a

listing with SG numbers rather than the Scott numbers used elsewhere.

Looking at the BNA listings, this new catalogue shows a few changes from the 2008 Canada volume. Apart from the new issues listings (complete now to the 2010 \$10 Whale stamp) the new catalogue also lists some additional varieties such as the 'Weeping Queen' and 'Shilling Mark' varieties on the 1935 Silver Jubilee issue. However, the overall variety listing is still far less complete than that in the Unitrade catalogue. Many prices show a 10% increase over the 2008 catalogue which may be surprising given the rather subdued state of the market in this time. The rarer, early, material, shows increases as high as 20% suggesting that demand for this type of material remains strong.

For those who collect both Canada and the USA, this volume will be ideal. However, if you only collect Canada you will probably stick with the single country catalogue published last in 2008. It remains to be seen how many collectors of St Pierre et Miquelon or Bermuda will want to part with £50 to get a 600 page catalogue of which they will only use a handful of pages.

GS.

The following titles have all been published by BNAPS. All BNAPS books are available from: Ian Kimmerly Stamps, 62 Sparks Street, Ottawa, ON K1P 5A8, Canada. Phone: (613) 235-9119. Internet orders can be placed at www.iankimmerly.com/books/

Prices given below are the retail prices in Canadian Dollars. BNAPS members receive a 40% discount from retail prices. Shipping is extra. Credit card orders (Visa, MasterCard)

will be billed for exact amount of shipping plus \$2 per order. To pay by cheque, please contact Ian Kimmerly Stamps directly for a total. For US\$ or £ cheque payments, amounts will be calculated at the current rate of exchange. Applicable taxes are payable for Canadian orders.

CANADA REGISTERED MAIL: THE FIRST TWENTY YEARS (1855 – 1875);

Harrison, Horace W. 176 pages, 8.5 x 11, spiral bound, 2011. BNAPS Exhibit Series #60. ISBN: 978-1-897391-70-9 (Colour), 978-1-897391-71-6 (B&W). Published by the British North America Philatelic Society (BNAPS). Stock # B4h923.60.1 (Colour) - \$C94.00; B4h923.60 (Black & White) - \$C46.95.

Horace Harrison was one of the pre-eminent philatelists in the field of British North America. Over more than 50 years he collected and researched many specialties, writing and exhibiting as his material and knowledge grew. *Canada Registered Mail: The First Twenty Years (1855 - 1875)*, is a companion to the four previously released Harrison Registered mail exhibit books, and covers the period following the end of the Money Letter system up to the release of the first Registered Letter Stamps.

The book is divided into several time-related sections for domestic Registered mail, the Pence period, followed by the Cents era, and then the Dominion period following Confederation in 1867. Separate sections illustrate international registered letters to the United Kingdom and to the United States of America. A truly unique cross-over cover, mailed on the last day of the money letter system and delivered on the first day of the registered mail system, which shows both a money letter and a registered handstamp, was shown in the Money Letter exhibit and is the initial cover in this book.

Canada Registered Mail: The First Twenty Years (1855 - 1875) has been printed, as have been all Exhibit Series books produced since October 2002, from computer scanned originals. Digital scanning provides better defined images and allows the exhibits to be reproduced in colour or black and white. It also ensures that a lasting copy of the original is on file for later use in a variety of formats.

CANADIAN PARTICIPATION IN THE ANGLO-BOER WAR 1899 – 1902 (AND IN THE SOUTH AFRICAN CONSTABULARY, 1901 – 1906),

Robinson, William G., 88 pages, 8.5 x 11, spiral bound, 2011. BNAPS Exhibit Series #1, Revised. ISBN: 978-1-897391-72-3 (Colour), 978-1-897391-73-0 (B&W). Published by the British North America Philatelic Society (BNAPS). Stock # B4h923.1.1 (Colour) - \$C62.00; B4h923.1 (Black & White) - \$C35.95

Canadian Participation in the Anglo-Boer War is a complete revision, with many added covers, of the first volume of the BNAPS Exhibit Series. The book is divided into eight chapters, one each for the First and Second Contingents that went overseas in 1900, Lord Strathcona's Horse which travelled in 1901, and the Third and Fourth Contingents which shipped out in 1902, as well as a chapter on the South African Constabulary, one on Canadians Serving in Irregular Units, and a brief final chapter about the Halifax Citadel Garrison and the Royal Review in Toronto in 1901. Illustrated are letters both to and from the Canadians, including several mailed en Route, i.e. at sea before the unit reached South Africa, and a cover from one of the four Canadian Army Nurses who served there. Many of the beautifully designed and printed patriotic covers are included.

First published in 1996 in photocopy form as Volume 1 in the BNAPS Exhibit Series this volume has now been reissued after BNAPS

was able to obtain the greatly expanded and updated exhibit and have it scanned in digital colour prior to it being shown for the last time at BNAPEX 2010 in Victoria, BC. Although he did not live to see the printed colour version, Bill was very pleased that his work was to receive the technical updating that was possible 15 years after the first publication.

BRITISH COLUMBIA AND VANCOUVER ISLAND SUPPLEMENT – NUMERAL CANCELLATIONS; John M. Wallace. 34 pages, 8.5 x 11, spiral bound, 2011. BNAPS Exhibit Series #52-Supplement. ISBN: 978-1-897391-74-7 (Colour), 978-1-897391-75-4 (B&W). Published by the British North America Philatelic Society (BNAPS). Stock # B4h923.52S.1 (Colour) - \$C23.95; B4h923.52S (Black & White) - \$C15.50.

Jack Wallace's award winning exhibit, British Columbia and Vancouver Island, was published as BNAPS Exhibit Series Book No. 52 in December 2008. Since then Jack has continued to work with his collection. At BNAPEX 2010 in Victoria, BC he displayed his two-frame exhibit of the Numeral Cancellations of British Columbia and Vancouver Island. In the interest of completeness BNAPS has decided to print these pages in limited quantities as a supplement to copies of the original book printed to date. If and when a new printing of the original book is required the supplement will be included under the same cover.

THE ROYAL CANADIAN NAVY POSTAL HISTORY 1939 – 1945, SUPPLEMENT IV, Maurice F. Hampson, 40 pages, 8.5 x 11, spiral bound, 2008. Published by the author. ISBN: 978-0-968674-62-8 (B&W). Stock # B4h340.6 \$C24.95

BNAPS has acquired all stock of the fourth and last supplement in Maurice Hampson's Royal Canadian Navy Postal History series. The new information was gathered by the author in the 2005-2008 period, before illness forced him to end his long term work. Among the sections in this instalment are a follow-up on Camp Norway in Nova Scotia, seven pages of DB/N censor numbers on covers, including illustrations of miscellaneous cancellations and markings found on them, and another seven pages showing the text on different official government envelopes and labels.

A rare cover addressed to a Wren at HMCS Coverdale is shown, as are two photos of RCN personnel saluting King George VI during the 1945 Royal Naval Review at Buckingham Palace. Details of 31 new miscellaneous covers are followed by a very interesting article on a DEMS (Defence of Empire Merchant Ships) gunner assigned to a merchant navy vessel, accompanied by a diagram of how war materials were stowed on the S.S. Algonquin Park for a voyage from Saint John, NB to Bombay and Calcutta, India.

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SOCIETY NEWS

FROM THE PRESIDENT

Confirmed bookings are starting to flow in for the Convention in September and several members have already agreed to give displays and a draft programme will be found below giving you a flavour the weeks activities. Ann has also been working on providing a varied programme for the partners and the programme gaps will be filled in by the time you receive this journal. Have you made your plans to come to Jersey and enjoy the fun? May I mention that prospective attendees should let me know of their intention to come earlier rather than later, as the cheap flights are snapped up by agents and consequently, the cost of travel gets dearer nearer the time of the Convention. Please see our website for more information on internal UK flights and a copy of the booking form, if the original has been mislaid.

As is explained in greater depth below, it has been found that it is not advisable to hold the auction during the Convention here in Jersey. Whilst this is regrettable, it is not

obligatory to do so and Colin will be able to conduct the usual autumn auction as a postal sale with closing shortly after the Convention. Some other philatelic activities will be arranged for the Saturday afternoon auction slot.

Our afternoon outings will cover both the east and the west of the island. It is hoped that we will include some special stops which will not be available to general holiday makers, as the locations are not open except on specific days. As a lot of you will be aware, the Channel Islands have been fought over by the French and Germans, all of which have left their mark. The islands were the only British soil occupied by the Nazi's in the last war and perhaps their fortifications and other constructions are the most obvious reminders. We are hoping to visit one or two of special interest. However, the coastline will probably be the most charming feature of the tours and if the weather is in our favour, the numerous bays will present excellent photo opportunities.

Draft Convention Programme:-

Wednesday 28th September

1500hrs onward	Gather for tea/coffee and registration
1700hrs	Executive Committee Meeting
1830hrs	Dinner
2030hrs	Display – Transatlantic fines Partners – Origami
2200hrs	Study groups

Thursday 29th September

0730 – 0900hrs	Breakfast
0900hrs	Display t.b.a
0945hrs	Partners visit into town for Occupation Tapestry and shopping orientation
1030hrs	Coffee/ tea
1045hrs	Display t.b.a.
1200hrs	Optional light lunch
1330hrs	East of island coach tour
1830hrs	Dinner
2030hrs	Display – 1935 Pictorial Issue Partners – Red Work
2200hrs	Study Groups

Friday 30th September

0730 – 0900hrs	Breakfast
0845hrs	Fellows Meeting
0900hrs	Committee Meeting
0945hrs	E.G.M. – Rule Amendments
1000hrs	Tea/ Coffee
1015hrs	Members 16 sheet displays Partners – t.b.a.

1200hrs	Optional light lunch
1330hrs	West of island Coach tour
1830hrs	Dinner
2030hrs	Display – Yukon
	Partners t.b.a.
2200hrs	Study Groups

Saturday 1st October

0730 – 0900hrs	Breakfast
0900hrs	A.G.M.
	Partners t.b.a.
1000hrs	Coffee/ tea
1015hrs	Competition entries – judges critique and viewing
1200hrs	Optional light lunch
1330hrs	Displays t.b.a.
1830hrs	Sherry reception
1930hrs	Banquet

Sunday 2nd October

0730 – 0900hrs Breakfast
 Thereafter – fond farewells or continuation of holiday.

Malcolm Newton

FROM THE SECRETARY

Members should note that an update to the Members Handbook Part 1 (Membership Listing) is enclosed with this issue of Maple Leaves. I would ask you to check your own entry and advise me of any updates that are required. In particular, members collecting interests tend to change over time and you may find these details are out of date. Part 2 of the Handbook will not be updated this year.

Annual General Meeting

In accordance with Rule 20, notice is hereby given of the Society's Annual General Meeting to be held at the Hotel Ambassadeur, Jersey on Saturday 1st October 2011, commencing at 0900hrs. In accordance with Rule 18, nominations are sought for the President, Vice Presidents, Secretary and Treasurer. Nominations and any proposed amendments to the Rules, should be sent to the Secretary before 15th May 2010.

Fellowship

Members of the Society are eligible for election as Fellows for:-

- outstanding research in the Postal History and/or Philately of British North America or:
- outstanding service in the advancement of the interests of the Society.

Nominations are sought for submission to the Fellowship sub-committee in accordance with Fellowship Rule 2. Such nominations must be on a prescribed form, which is available from the Secretary, and must be submitted to the Secretary by 15th May 2011.

Founders Trophy

This trophy, awarded only to members of the Society, is awarded by the Judging Committee for work considered by them to be the best subject of ORIGINAL or INTENSIVE RESEARCH in any branch of British North American Philately.

A nomination for the award, which must be proposed and seconded, may be submitted in writing to the Secretary by 15th May 2011.

John Wright

FROM THE AUCTION MANAGER - CONVENTION AUCTION

As members are aware it has always been our tradition to hold a room auction at our annual Convention. This year's Convention was not going to be any different and the auction was scheduled for 1st October in Jersey.

Being there was a need to transport the lots from the UK to Jersey both our President, Malcolm Newton and Auction Manager, Colin Lewis sought advice from the two Customs authorities on the implications of importing the lots, selling material in the sale and exporting the unsold and mail purchaser's material back to the UK.

The result of our enquiries threw up a number of barriers and obstacles. In the first instance the Jersey Customs required us to charge a tax of 5% on every lot sold to room buyers. Secondly they required a deposit of 5% of the total value of the material imported into Jersey. The latter would be refunded, subject to the value of the material returned to UK, less the value sold. The 5% duty collected on the sold lots would need to balance against this calculation for the refund to be made.

UK Customs were less stringent but did require a number of temporary export forms to be completed. They would have been satisfied with a copy of the auction catalogue and details of what material had been sold. Material sold in Jersey would be subject to duty when brought back into the UK and this would normally be at a 5% rate.

The Executive Committee has concluded that the imposition of such onerous responsibilities on the Auction Manager, the imposition of the double duties and deposit required plus the imposition of Jersey taxes on room buyers, makes the holding of a room auction out of the question.

The auction will still take place, but it will be another mail sale with a closing date of 8th October 2011. The auction catalogues will be distributed with the July edition of Maple Leaves and members are encouraged to request scans early as there will be no facilities for sending scans during Convention week.

Colin Lewis

Charles G. Firby

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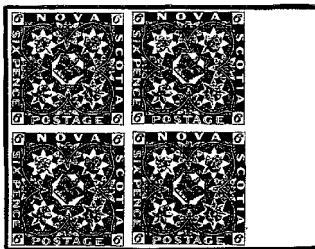
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Maple Leaves

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EDITORIAL

YOUR SOCIETY NEEDS YOU!!

Finding volunteers amongst the membership to undertake the day to day work is the bane of most Philatelic Societies and ours is no exception. Only since I became a part of the Committee some years ago, when taking on the Editor's role, did I begin to realise the time and effort that the 'few' contribute to the 'many'. Of course, the reality is that many members do not have the time to spare, in busy working lives, to contribute in this way but it is also true that we if all sit back happy for others to do the job then no-one will be there to run the Society for us in the future and, quite simply, the Society will die.

We experienced just this problem a year or two back when our Treasurer stood down after many years in office. In the end we were rescued by a volunteer from outside the Society who agreed to take the job on at no cost. This is hardly a recipe for future well-being.

More recently we have advertised for someone to come forward and, over time, take over the Auction Managers job from Colin Lewis. Colin has done an outstanding job over the last few years and the auction is now a major source of income for the Society. Without it, all of our fees would be a lot higher, our membership would be a lot lower and we would not enjoy the benefits to both seller and buyer that the auctions bring. However, Colin realises that he cannot continue to do the job for ever and a younger member needs to gradually take over the reins.

These are not full time jobs. Nor do they require any special skills beyond the reach of most members. They do require some time and commitment and, most of all, a desire to 'put something back'.

If you feel that you can help the Society, in any capacity large or small, please contact our Secretary, John Wright. Similarly, if you would like more information on what the Auction Managers job involves to better judge if you can contribute, please contact either John or Colin Lewis who will be happy to provide more information.

TOM E. ALMOND F.C.P.S. 1942-2011

It is with great sadness that we record the passing of another stalwart of the Society, but, on a personal note, I recall with great joy the privilege of having enjoyed Tom's company during the last thirty years. We first met as 'junior' members at London Section meetings in the early 1980's and in 1989 we travelled together to Hamilton, Ontario, to attend our first BNAPEX. Freda and I later enjoyed Tom and Jean's hospitality on many occasions, including weekend trips to Guernsey when he was working there.

Tom graduated from City University in 1965 with a Bachelor's Degree in Applied Mathematics and spent his professional career in the computing industry, progressing from being a programmer and computer analyst to become a self-employed consultant covering both hardware and software systems. He met Jean in 1961 when both were working at International Computers and Tabulators on ICT's first transistorized computer. They married in 1964 and together with the older two of their three children won a popular television quiz show 'Ask the Family' in 1981.

Tom's particular interests in Canadian philately included the Admiral Issue (being colour-blind he enlisted Jean's assistance when it came to shades of green and red!), Squared-Circle cancels, Royal Trains and Flag cancels. He was editor of 'The Flag Pole', journal of the BNAPS Flag Cancel Study Group, from 1988-92 and again from 1999-2001. He was even more active with



the CPS of GB, serving as Assistant Treasurer, Handbooks Manager, Auctioneer, President (1984/85) and Secretary (1992 -97), and was honoured with Fellowship of the Society in 1996.

Tom had a keen sense of humour, a prerequisite for being a long-time supporter of Watford Football Club, and was generous to a fault. Sadly, he was diagnosed with Alzheimer's Disease in 2000, and attended his last Convention in 2005. Above all, Tom was a family man; he is survived by Jean, Lisa, Graham and Sarah, to whom we extend our heartfelt condolences.

Brian T Stalker F.C.P.S.

POSTCARD RATES IN THE ADMIRAL ERA

John Watson

The intention of this article is to bring together and illustrate the known information concerning the postcard rates during the Admiral era. Once again I have used as my bible Alan Steinhart's book *The Admiral Era: A Rate Study 1912-1928*, and most of the Post Office rules and guidelines mentioned in the article are printed in full in Steinhart's book. I also wish to include the less obvious rates and services applied to postcards and the treatment of unpaid or part paid postcards.

Part 1 Postcard Rates.

At the beginning of the Admiral period the postage for postcards was 1 cent to Canada, USA and Mexico, and 2 cents to the rest of the world. The postage could be paid by using stamps on a private postcard or by using one of the official postal stationery postcards, including privately printed cards such as those used by various railway companies. There was also a special UPU postcard paying the 2 cent rate (fig 1) but there was no objection from the Post Office to the public uprating the domestic 1 cent postal stationery card with 1 cent postage. This is illustrated in fig 2 with a card to the UK. The card in fig 3, on the other hand, is illegal as the additional postage is made up with a cut out from another postal stationery card. Nevertheless it managed to get through the system without penalty. As Canadian postage stamps and postal stationery remain valid from the date of issue, one can find many examples of old Edward VII stock being used up during the early Admiral period such as the card shown in fig 4.



Fig 1 UPU post card rated at 2 cents, used here to Japan.



Fig 2 1 cent Admiral postcard uprated by the addition of a 1 cent stamp for use to England.



Fig 3 Illegal use of a post card 'cut-out' to uprate a 1 cent post card for use to Denmark. Despite the illegal combination, the card passed through the post normally.



Fig 4. Edward VII UPU post card used during the Admiral period.

There is also a lot of philatelic inspired material using Victorian postage.

On 15th April 1915 War Tax of 1 cent was introduced on various classes of post including domestic postcards and postcards to Mexico and the USA, making the postcard rate to all countries 2 cents. We now start to see a huge increase in the number of domestic postcard items using a combination of postal stationery and stamps. In fact, I have speculated elsewhere (The Admiral's Log – BNAPS study group newsletter vol.9, no. 1 April 2005) that there are in excess of 250 different combinations of the varieties of 1 cent adhesive (such as coils, shades, etc.) and 1 cent regular issue postal stationery cards theoretically possible to be used to pay the 2 cent postcard rate. The 2 cent Pictorial postcards could also now be used as domestic cards. (see fig 5)

Note that the War Tax did not apply to UPU postcards, nor to postcards for Britain and Empire countries (even though it did apply to letters to Britain and the Empire). This aspect of the War Tax regulations seems to have caused all sorts of confusion for the public and the postal authorities alike. Many cards can be found overpaid 1 cent, as in fig 6; indeed these overpaid cards seem to be almost more common than correctly franked ones. They can also be found wrongly rated for postage due, especially by the British postal authorities (see fig 7).

There were two further changes to the postcard rates during the Admiral period. Firstly, on 1st October 1921 the postcard rate rose to 6 cents for cards sent to UPU countries, excluding Britain, the Empire, USA and Mexico. This was a huge increase and was only

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Fig 5 One of the many privately printed railway company postcards used here internally in Canada after the imposition of War Tax.



Fig 6 Postcard to Australia mailed a month after the imposition of War Tax and incorrectly franked at 3 cents. The War Tax did not apply on postcard to Empire destinations.



Fig 7 Postcard to the UK correctly franked with 2 cents stamp but charged incorrectly for War Tax on arrival in the UK

4 cents below the prevailing UPU letter rate. As a consequence postcard use to UPU countries declined, and 6 cent postcards are quite scarce. There was no 6 cent Admiral stamp available (and none was ever issued) so most 6 cent postcards are multiple frankings or combinations of stamps and postal stationery cards. There was, however, a card issued which was the 2 cent UPU postcard overprinted 6 cents. (fig 8). Secondly, this 6 cent rate was reduced on 1st October 1925 to 4 cents. This rate had a fairly short life within the Admiral period, yet 4 cent postcards, while scarce, are more abundant than 6 cent cards (see fig 9). The 4 cent rate lasted until 1st July 1930 when it was reduced again to 3 cents. Although not within the Admiral period, some interesting Admiral material can be found showing this rate (see figs 10 and 11). The 3 cent carmine in illustration 11 is perforated 12 x 8 and was issued on 24th June 1931 in preparation for the re-introduction of War Tax on 1st July 1931 because there was no 3 cent Arch issue at that time. Incidentally, this practice of putting the stamp on the view side of the postcard was not encouraged by the post office but equally was not prohibited. It seems to have evolved out of the postcard collecting hobby where collectors from different countries exchanged cards. Putting the stamp on the view side meant that the view and country of origin could be seen at the same time.

Part 2. Other Services and Rates as applied to Postcards

Postcards could be sent free by those government departments which had free franking privileges. Fig 12 shows such a card from the Rail and Canals Dept. to the USA. There

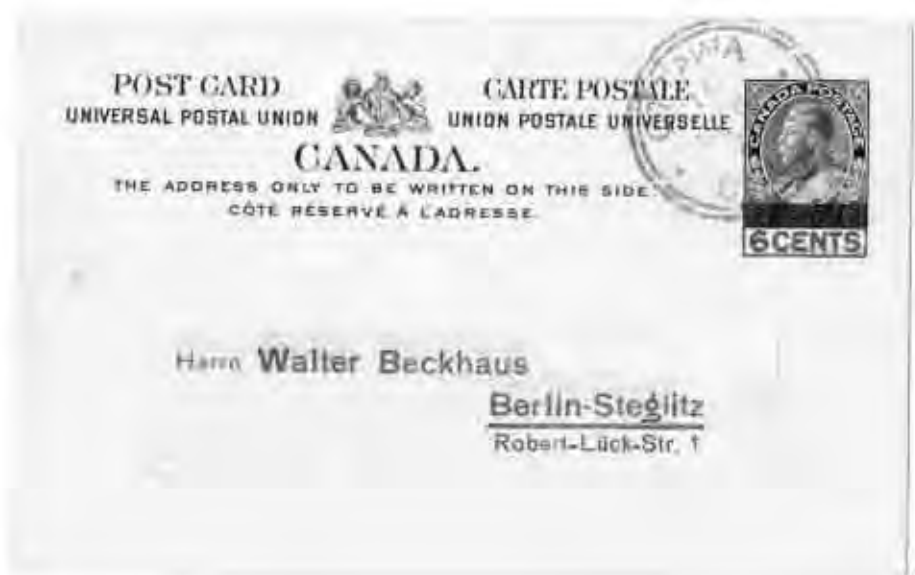


Fig 8 6 cents UPU postcard used to Germany.

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Fig 9 4 cents UPU postcard rate on a card to Romania, mailed in July 1928.



Fig 10 Example of the 3 cent UPU postcard rate which came into effect in July 1930.



Fig 11 Compound perf 3 cent Admiral used on the picture side of a postcard in August 1931.

were two other instances of free-rated postcards, both related to the First World War. Soldiers and other personnel on active service abroad were allowed by the Canadian government to mail home free. Fig 13 is a card from a nurse serving in Egypt. It is hand annotated "on active service" and was sent free of charge to sender or addressee. The stamp was applied in Canada by the Canadian Post Office (to avoid having to treat the card as unpaid mail under UPU regulations). From 28th July 1917 an agreement was reached with the British government allowing free delivery of Canadian service personnel mail from Britain and France. This must have been extended to other areas, as fig 14 shows a postcard marked 'OAS free post from 102 BAC Italy' in 1919. The second instance of free mail was to Prisoners of War. Fig 15 shows such a card on which both postage and unnecessary War Tax has been paid. The stamp has been obliterated with a large circular "Post Free P. C. Passed by Censor". Mail from Prisoners of War to Canada was also free.

Redirection of postcards was subject to the same rules as other first class mail. That is to say that a postcard could be redirected within or to any UPU country, so long as the rate was the same to both destinations. Fig 16 shows a card paid 2 cents Empire Rate to Bahamas, redirected to the USA (also 2 cents). Should a card be redirected to a destination with a higher rate of postage, then the difference should be paid by the forwarder.

Postcards mailed on a vessel at sea could be franked with the postage of the country under whose flag the ship was sailing but, if the ship was in port, postage had to be paid

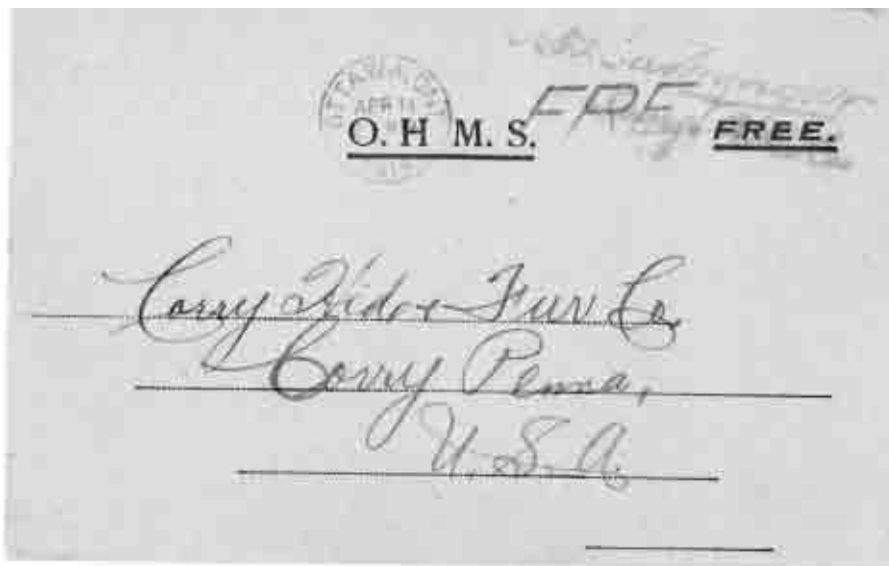


Fig 12 Free rated postcard from a Government department.



Fig 13 Card sent free from a nurse on active service in Egypt. The 2 cent stamp was added by the Post Office on arrival in Canada.

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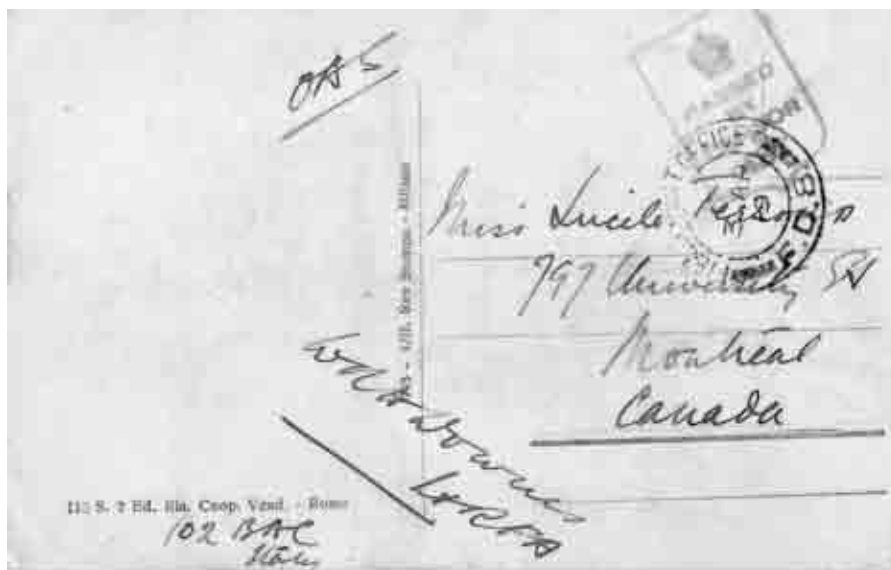


Fig 14 Example of a free rate postcard from Canadian forces overseas.



Fig 15 Prisoner of War card which could have been mailed free but was sent on a 2 cent postcard with the addition of 1 cent War Tax which was also not required.



Fig 16 Postcard mailed to the Bahamas and redirected to the USA at no additional cost.

in the currency of the country to which the post belonged. Thus, postcards can be found with (for example) G.B. stamps with Canadian postmarks (fig 17), and postcards with Canadian stamps with (for example) British postmarks (fig 18) because mail was landed from ships, processed on land and sent into the mails for onward transmission as usual.

Though scarce, postcards could be sent by airmail and they could be registered (fig 19). In addition to Canadian postcards, Postal Stationery cards of other countries could be mailed from Canada so long as they had additional Canadian stamps added, paying the full rate. The reply halves of foreign reply paid cards could also be used with no additional postage. American reply paid cards were exempt from War Tax when it was introduced.

Part 3 Treatment Of Unpaid And Part Paid Postcards.

For the purpose of postage due there were four areas of the world: Canada, USA, the UPU countries and the non-UPU countries. The latter group generally followed the rules of the UPU countries, with a few exceptions, one of which was Morocco. Postage was compulsory to Morocco, except mail which went via French, British, German or Spanish post offices. The card in fig 20 was sent without a stamp and was received by the British Post Office, Tangier where it was marked with a 2d handstamp. It has a Meknes receiver dated 20th June on the front of the card.



Fig 17 Postcard mailed at sea showing a GB stamp cancelled by a Quebec cancel.



Fig 18 Another card mailed at sea showing the reverse combination; a Canadian stamp postmarked in Glasgow.



Fig 19 Front and back of registered postcard sent to Austria in 1914



Fig 20 Postcard to Tangier sent unpaid and marked 2d due.

As for the other three areas, the rules for unpaid or partly paid postcards in 1912 at the start of the Admiral era were as follows: cards to Canada and the USA were sent to the Dead Letter Office, were usually handstamped Returned For Postage, and were only forwarded when the missing postage was paid (at single deficiency); for UPU countries including Britain and the Empire, postcards could be forwarded marked “T” with double the deficiency indicated in centimes, although this was not always strictly adhered to. Fig 21 shows this rule applied by a railway mail clerk. As he had no tax handstamp on board the train he wrote out the amount of payment required by hand.

When War Tax was introduced and the postage on postcards to Canada, USA and Mexico increased to 2 cents, postcards were sent to the DLO marked Returned For War Tax. Fig 22 shows a card returned to the London (Ont) DLO. It has the handstamp and a London DLO oval dated 15th April 1915. A 1 cent green War Tax stamp has been added and cancelled with a London c.d.s. also dated 15th April, as well as a second free standing strike, making this a first day of War Tax postcard as well as first official day of use for the War Tax stamp.

The February 1919 Postal Guide reversed the rules for domestic postcards, so that they could now be forwarded without postage or partly paid and taxed at double the deficiency. Fig 23 shows a 1 cent Reply Paid postcard used during the War Tax period. Because of the tax this card could only be used as issued if nothing was handwritten on the card (thus making it 3rd class material at 1 cent). This card, however, has a handwritten message so should have been uprated to 2 cents. It was forwarded and charged double deficiency. Postcards to the USA continued to require full postage for forwarding and this remained the case until the end of the Admiral era.



Fig 21 Postcard sent to England in 1913 and underpaid by 1 cent. Marked T10 by the railway postal clerk and charged 1d due on arrival.

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Fig 22 Postcard mailed on the first day of War Tax, 15th April 1915.



Fig 23 Postcard sent underpaid in 1922 and charged double deficiency at 2 cents due.

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A little known short paid rule was announced in the December 1921 Postal Guide. I will quote it in full:

"Correspondence of every kind (registered or unregistered) – other than parcel post – coming from or addressed to any place outside of Canada, with the exception of the United States and Mexico, not prepaid or insufficiently prepaid is liable to a charge equal to double postage or double the amount of the deficiency to be paid by the addressee; but that charge may not be less than 30 centimes (6 cents)."

Fig 24 shows this perfectly. The 2 cent and 3 cent stamps underpay the 6 cent rate to Finland by 1 cent. It was initially rated T 50 (to make it up to 10 cents letter rate) but later correctly amended to T 30 (6 cents) even though double the deficiency was only T 10 (2 cents). This was converted in Finland to 120p. This rule was changed in the 1922 Postal Guide Supplement to exempt the British Empire (except India) from this extra payment. The 1926 Postal Guide scrapped the 30 centime minimum charge, but imposed a 10 centime minimum on all mail to or from foreign countries. (L. D. (Mac) McConnell mentioned this rate in the Spring 2001 Maple Leaves and illustrated an incoming short paid GB card rated 6 cents in Canada).

Finally one can sometimes find Admiral stamps being used as Postage Due on incoming postcards, presumably used as provisionals because the post office of destination had run out of postage due stamps. Fig 25 shows a 2 cent green Admiral on a short paid postcard of 1924 from Great Britain.



Fig 24 Example of the minimum charge of 30 centimes on an underpaid postcard to Finland.



Fig 25 Admiral stamp used as a postage due to pay the 2 cents fine on an underpaid postcard from England.

MAIL TO AND FROM JAPANESE POW's DURING WORLD WAR II

John Burnett, OTB

One of my many stamp and postal history collections is the postal history of Canada during WWII. I was looking through some material recently and thought two aspects of this postal history have a tale to be told and I will do that with this article.

In October 1941, as war clouds gathered in the Pacific, Canada sent the Winnipeg Grenadiers and Royal Rifles of Canada to reinforce the British Garrison at Hong Kong. This group was known as "Force C".

On 25th December, 1941, 1683 members of Force C were taken prisoner of war when the city of Hong Kong fell to the Japanese. Mail to and from these prisoners is hard to find and quite scarce for reasons we shall see.

In the European theater of operations during WWII, the Red Cross had set up lines of communications with the axis powers and was following up on monitoring POW care and treatment. Both Germany and Italy had signed the Geneva Convention of 1929 on

the proper and ethical treatment of POW's. By comparison, Japan was not a signatory to the 1929 convention. With the outbreak of hostilities in the Pacific, the Japanese Government and the Japanese Red Cross blocked all attempts by the International Red Cross to oversee the treatment of prisoners, including the delivery of their mail.

By 1942 the Japanese occupied a massive expanse of territory in the Pacific. Japan's camps held thousands of prisoners from many allied forces, many civilian internees and diplomatic personnel as well. The Red Cross tried to initiate mail service to Japanese held POW's in a similar manner to that established in Europe. The Japanese Minister of War would not agree citing "transportation difficulties", and the inability (or unwillingness) of the Japanese to assure the parties that the mail and parcels would get to their addressees. Figure 1 shows one of very few POW cards that were mailed from Japan that was to actually reach its destination in Canada. This Post card was from a POW being held at "camp 5, Niigata, near Tokyo" and is addressed to Stratford, Ontario and has been heavily handled and is quite fragile.

Looking at the card the column of printed red Japanese characters on the right reads "prisoner mail" and the characters in the boxed maroon letters reads "Tokyo Prisoner Accommodation Inspection". Across the bottom you can just see the Canadian censor office mark "examined by DB 559". The card does not carry a date but it would be safe to assume it was mailed early in the war as Japan was to lose her routes to the west quite early in the war.

I asked a friend, who is very knowledgeable of WWII postal history, just how this card would have travelled to Canada? It is quite a story!

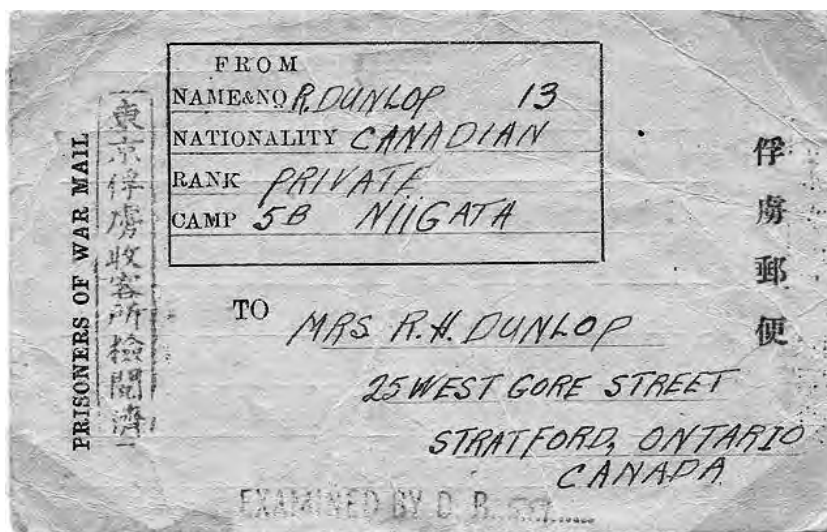


Fig 1

Mail from Japan travelled north across the Sea of Japan, through occupied Korea, and either through occupied China or north through Harbin to connect to the Trans Siberian Railway. There it travelled to the Caspian Sea, then south via ship to Teheran, Iran, then overland to Cairo, Egypt, via sea to Great Britain and finally Trans Atlantic through submarine infested waters to Canada. With a postal route like that its easy to see why very little mail actually made it to Canada.

My friend also mentioned that a lot of mail from POW's was never put in the system by the Japanese and most POW's were handed their cards when they were liberated from the camps, most just threw them away as they were homeward bound and didn't need any reminder of being a prisoner of war – another reason for the scarcity of these cards!

Another aspect of communications with POW's and internees is mail going in the other direction and the delivery was equally difficult. Many internees in Japan and the Far East were civilians, these included wives of servicemen stationed in the Far East, diplomats and their families, missionaries, and a number of non-combatants. In 1942 negotiations by the International Red Cross finally resulted in an agreement to allow a neutral ship to carry food, medicine, clothing, mail, and civilian internees to a neutral port and exchange these internees and cargo with a like group carried on a Japanese vessel or vessels.

MS Gripsholm, a passenger liner, pictured in fig 2, of the Swedish American Line (Sweden was a neutral country) was outfitted for the task. This was a mainly American operation but Canadians were given the opportunity to send mail via *Gripsholm*. To identify its peaceful mission and avoid the torpedoes of the belligerents, the ship carried large illuminated lettering on her side that spelled out "DIPLOMAT - GRIPSHOLM SVERIGE" and was also lit up by hundreds of light bulbs during the night. The ship travelled without escort and radioed its position regularly. The *Gripsholm* was guaranteed safe passage by all the warring parties.

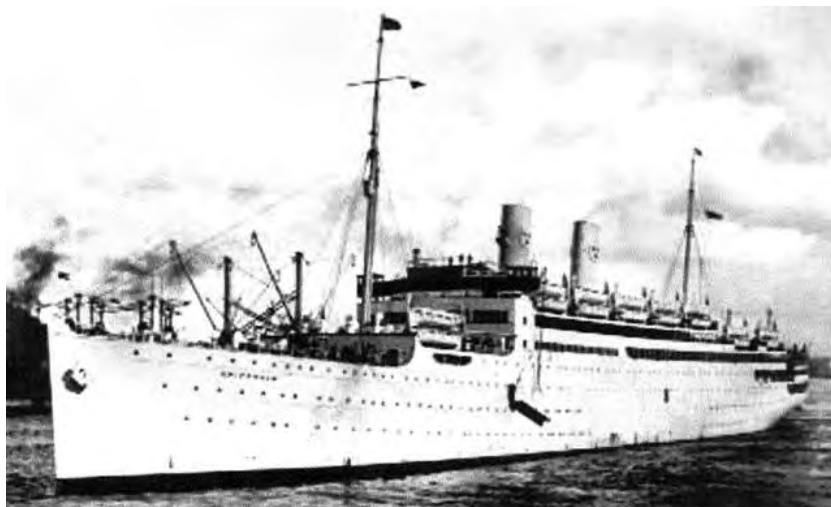


Fig 2

In June 1942, Canadian relatives of POW's were told they could send mail via *Gripsholm*. A total of three sacks were put onboard marked "Montreal to Tokyo". Also onboard were approximately 1500 Japanese internees from the United States and from the ships one stop at Rio de Janeiro. The ship sailed on its first voyage 10th June 1942 and rendezvoused with ships from Japan at the Portuguese colony of Lourenco Marques, Mozambique, on 24th July.

At the same time the *Asama Maru* departed Yokohama, calling at Hong Kong, Saigon, and Singapore, and another Japanese ship, the *Conte Verde*, left Shanghai and joined with *Asama Maru* at Singapore, these ships arrived at Lourenco Marques on 23rd July where the transfer was carried out on a one for one basis. *MS Gripsholm* sailed for New York on 29th July and arrived there on 25th August, 1942.

A true but sad story concerns the first sailing. While enroute a Japanese internee committed suicide and upon arriving at Lourenco Marques the Japanese insisted on a one for one exchange of internees. Being one short because of the suicide, an American diplomat volunteered to return so the exchange could be completed; he was never heard from again.

650 items of mail were received from Canadian POW's and questions arose as to whether any of the mail sent to POW's was ever received by them. These questions delayed a planned second sailing of *MS Gripsholm*. Figure 3 shows a cover addressed to a POW and directed to go "Via SS Gripsholm" on her second sailing. The letter originates in Salmon Arm, British Columbia and eventually made the delayed second sailing.

I have often said "if you don't understand a cover, and you can afford it, buy it!" This innocuous cover in fig 3 with the strange markings and directions was one I didn't understand (nor did the dealer) so I bought it and did some research. Once again I'm glad I took my own advice because this cover is scarce and valuable!



Fig 3

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THE TORONTO & NIPISSING RAILWAY and the INTAGLIO 'N' FANCY CANCEL – Perhaps, Maybe, Possibly it was?

Brian Stalker F.C.P.S.

Introduction: John Hillson's article in Maple Leaves April 2011 sought evidence for the belief that the intaglio 'N' (Day & Smythies # 620)¹ was used on the Toronto & Nipissing Railway and he showed a cover from Parry Harbour to Toronto with 1c and 2c Small Queen stamps cancelled by the 'N' to support his argument that the belief may be unfounded.

Supporting Evidence: Figure 1 shows a cover date-stamped TOR · & · NIP · R / No1 SOUTH DE 10 75 (Gray RY-188.01) which supports the belief that the intaglio 'N' was used as a canceller on the Toronto & Nipissing RPO. In addition, an intaglio 'N' associated with that split-ring date-stamp from 1876 was noted in an article by David McKain in the RPO Newsletter of December 1983² and Ross Gray, Editor of the RPO Newsletter, has sent me a scan showing the intaglio 'N' used in conjunction with RY-188.01 dated AU 18 76. Both Ross and I have other covers dated September 1875, September 1877 and November 1878 with the TOR · & · NIP · R split-ring (RY-188.01) used as a dispatching date-stamp but they bear other cork cancellers. Thus, the use of this particular intaglio 'N' probably was restricted to a period between late 1875 and early 1877.

Parry Sound and Parry Harbour: John commented on the manuscript '*Parry Harbor / Dec 27th 1876 NR*' annotation in-lieu of a date-stamp on his cover. I don't know the exact date when Parry Harbour post office opened but it was not listed in The Canadian Almanac for 1877³, which listed post offices in operation on 1st September 1876.

Early-day information about Parry Sound and Parry Harbour is included in a book by James Barry⁴, who stated :- '*William Beatty...became well known around Georgian*



Figure 1

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Bay after 1867, when the Beattys purchased the town-site of Parry Sound and laid out the town ...the Beatty firm planted shade trees, saw to it that a road was opened to Bracebridge, in the Muskoka district, thus providing a way into the town by land, and ran the first stages over the road. It also built the steamer 'Waubuno'...and she was put in service between (Collingwood) and Parry Sound. Barry also explains that William Beatty, a Wesleyan Methodist, insisted on no liquor being sold or traded in Parry Sound, but that liquor was freely sold in the nearby village of Parry Harbour which sprang up in the early 1870's.

Parry Sound and Parry Harbour were not connected to the railway system until 1901. The Canada Atlantic Railway arrived at Depot Harbour, about five miles away, in 1897 and a spur-line was built to Parry Sound in 1901.

Railway Routes in December 1876: Figure 2 overleaf shows the railway routes then in operation north of Toronto. To provide a plausible(?) explanation of a possible connection with the Toronto & Nipissing Railway we must consider that and two other railway companies.

Toronto & Nipissing Railway: this 3 ft 6 inch gauge operated between Toronto and Cobocok and a branch line from Stouffville to Sutton (the Lake Simcoe Junction Railway) was under construction.

The Northern Railway (ex Ontario, Simcoe & Huron Union Railroad); this was the first steam railway built in Upper Canada and it was built to the 'Provincial Gauge' of 5 ft 6 inches. The line between Toronto and Allandale on Lake Simcoe opened in 1853. It was extended to Collingwood (1855) and further extended to Gravenhurst in 1875 by which time the Collingwood Branch had access to Meaford by leasing the North Grey Railway and a branch-line to Penetanguishene was under consideration.

Midland Railway (5 ft 6 inch gauge): by 1875 the Midland Railway was operating between Port Hope and Waubushene, intersecting the Northern and the T & N en-route, but the township of Midland was not reached until 1879.

Steamboat services in Georgian Bay: Having introduced the railway 'cast', we digress to consider steamship services connecting Parry Sound to Collingwood and other communities within Georgian Bay and beyond. A detailed account of those services can be found in Robert Parsons' 'The Steamboat Mails of Eastern Canada'⁵, but a brief summary will suffice for our story.

Summer Mail: During summer months several steamers operated over Georgian Bay, Lake Huron and through to Sault Ste. Marie at the eastern end of Lake Superior; many were based at Collinwood and some called at Parry Sound. Thus some mail between Parry Sound / Parry Harbour and Toronto was carried by steamer to Collingwood and then by the Northern Railway ... however navigation was open only between May and December and it may be that navigation was closed by 27th December in 1876.

James Barry's book (4) includes an 1879 advertisement for the Georgian Bay Transportation Company which describes the 'Daily Mail Service between Toronto and Parry Sound' (Fig 3). Note that Penetanguishene did not have a rail connection until 1879 so Collingwood would have been the dominant port in 1876.

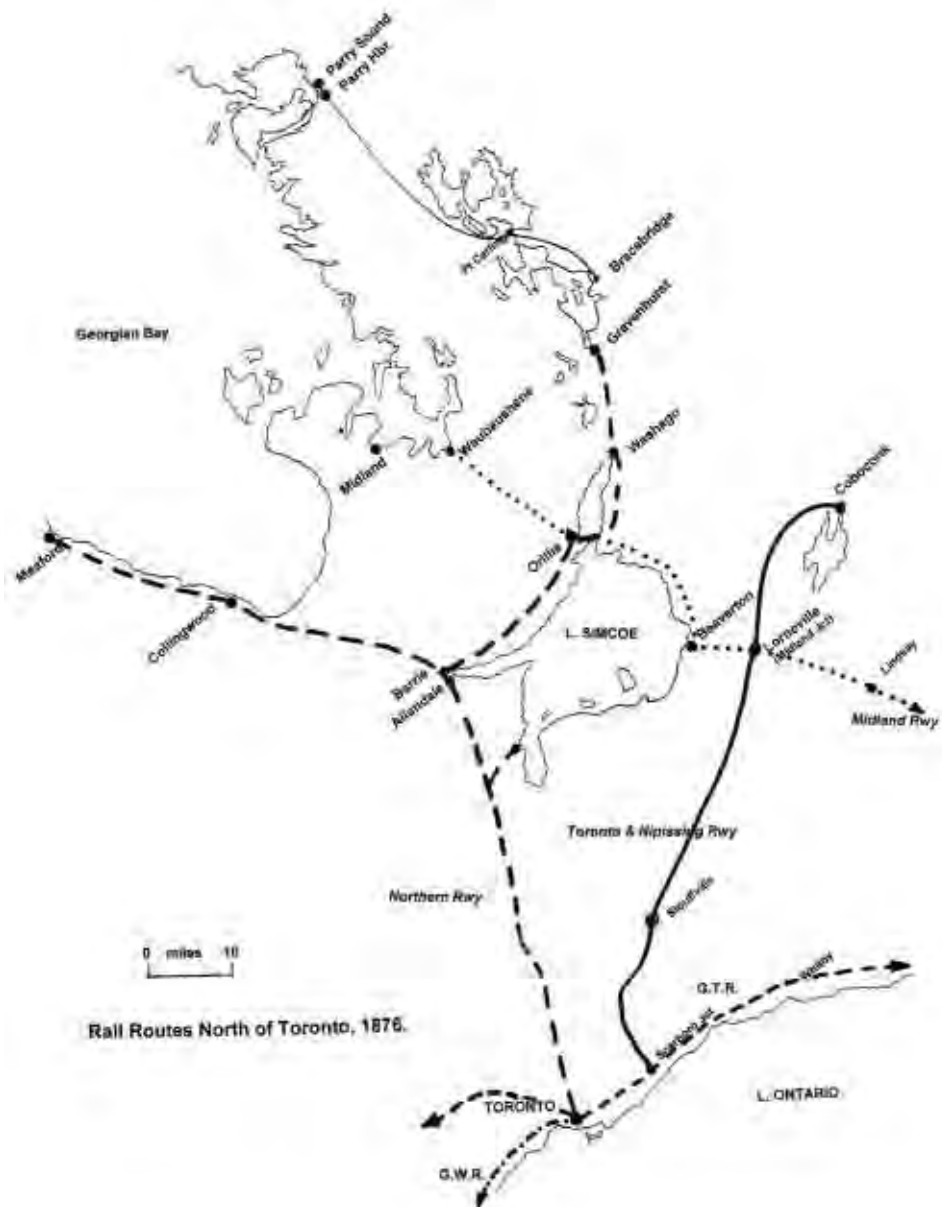


Figure 2

GEORGIAN BAY TRANSPORTATION COMPANY.
COLLINGWOOD, MEAFORD AND OWEN SOUND
 —TO—
SAULT STE. MARIE,
Manitoulin, Cockburn and St. Joseph's Islands,
 —AND—
PARRY SOUND.

The Popular Express Route to Sault Ste. Marie & Intermediate Ports
 THE SPLENDIDLY EQUIPPED NEW UPPER CABIN SWIFT STEAMERS
NORTHERN QUEEN, NORTHERN BELLE, WAUBUNO,
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In connection with the Northern Railway and Hamilton & North-Western Railway, at Collingwood, and the Toronto, Grey & Bruce Railway, at Owen Sound, leave Collingwood, Meaford and Owen Sound, for Elkhart, Manitowaning, Little Current, Lashoe, Mudge Bay, Gore Bay, Spanish River, Cockburn Island, Blind River, Thessalon River, Bruce Mines, Hilton, Richards' Dock, Garden River and Sault Ste. Marie, every **WEDNESDAY AND SATURDAY**,

As follows, viz: Collingwood at 5 p.m., Meaford at 7 p.m., and Owen Sound at 10.30 p.m.

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For Freight and Passage, apply to **BARLOW CUMBERLAND**, 35 Yonge Street, Toronto; Hamilton and Northwestern R.R., Hamilton; William Beatty, Parry Sound; and at the Office of the Georgian Bay Transportation Company, on the approach to the Steamboat Wharf, Collingwood.

THOMAS LONG, Secretary.

Figure 3

Winter Mail: while water navigation was closed (usually Jan to April) all mail to and from Parry Sound / Parry Harbour was probably carried by courier over the 'Beatty' road to Bracebridge, then taken a few miles south to Gravenhurst, the northern extremity of the Northern Railway at that time, for onward transmission to Toronto.

As mentioned earlier, the Midland Railway crossed the Northern Railway at Orillia, and the Toronto & Nipissing Railway at Midland Junction (Lorneville). Consideration of contemporary travelling post office services and the carriage of 'sealed-bags' of mail suggests a possible connection between John's cover and the Toronto & Nipissing Railway.

Railway Travelling Post Office Services circa 1876: the following data is extracted from the Postmaster General's Report for the year ending 30th June 1875 as reported by Boggs ⁶:-

Railway Bags	Length	Daily Service by TPOs		Daily Service by
	Miles	No of TPOs	Distance	Distance
Northern	170½	2	341	267
Midland	109	1	174	230
Toronto & Nipissing	88	1	176	82

TPO Services: From the PMG's Report it can be deduced that the daily service probably was as follows;

Northern Railway: TPO 1 made a return journey between Toronto and Gravenhurst and TPO 2 made a return journey between Allandale and Meaford;

Midland Railway: the single TPO made a return trip between Port Hope and Midland Junction (Lorneville);

Toronto & Nipissing Railway: the single TPO made a return trip, Toronto and Cobocok.

Bagged-Mail Services: the mileage data suggests the following:-

Northern Railway: one return journey Toronto and Gravenhurst and one return journey Allandale and Collingwood (perhaps summer only ?).

Midland Railway: one return journey Midland Junction and Waubaushene;
one return journey on the Lakefield Branch; and
one return journey Port Hope and Lindsay.

Toronto & Nipissing: one return journey Toronto and Uxbridge.

Timetables for each of the railway companies from 1876 would assist a fuller understanding of the interconnections between the various TPO services, but the only data to hand is a timetable from 1874 for the Toronto & Nipissing Railway, as reproduced in Omer Lavallée's 'Narrow Gauge Railways of Canada' ⁷.

TORONTO & NIPISSING RAILWAY.											
3 FEET 6-INCH GAUGE.											
 This is the first NARROW-GUAGE RAILWAY opened for Traffic on the Continent of America.											
DIRECT ROUTE FOR											
MARKHAM, UXBRIDGE, SUNDERLAND, CANNINGTON, COBOCONK, LINDSAY, BEAVERTON, ORILLIA, &c.											
GENERAL OFFICES—TORONTO, ONT.											
W. GOODENHAM, Jr., President & Managing Director.											
J. GRAHAM, Secretary & Treasurer. J. HAUGAS, Mechanical Superintendent.											
E. WEAUGH, Chief Engineer.											
[April 15, 1874.]											
GOING NORTH.						GOING SOUTH.					
MI.	STATIONS.	Mail	Week	Expr.		MI.	STATIONS.	Expr.	Week	Mail	
LEAVE A.M. P.M. P.M. 0 TORONTO 8.00 4.06 5 SCARBORO' Junc. 8.35 4.35 14 AGINCOURT 8.50 4.50 20 UNIONVILLE 9.10 5.10 22 MARKHAM 9.20 5.20 25 STOUFVILLE 9.45 5.50 34 GOODWOOD 10.10 6.15 41 UXBRIDGE 10.40 12.35 7.00 46 WICK 11.00 1.25 7.25 53 SUNDERLAND 11.17 2.00 7.57 59 CANNINGTON 11.35 2.45 8.55 63 WINDYVILLE 11.50 3.10 9.07 64 MIDLAND Junc. 11.55 3.25 9.17 66 ARYLE 11.55 3.45 9.25 71 ELDON 12.15 4.15 9.45 74 PORTAGE ROAD 12.35 4.35 9.00 76 KIRKFIELD 12.50 4.50 9.08 79 VICTORIA ROAD 1.10 5.10 9.18 88 COBOCONK 1.10 5.10 9.10 ARRIVE A.M. P.M. P.M. — BEAVERTON 12.25 — ORILLIA 1.50 — LINDSAY 5.10 ARRIVE P.M.						LEAVE A.M. P.M. P.M. — LINDSAY 11.00 LEAVE A.M. P.M. P.M. — ORILLIA 5.30 — BEAVERTON 6.45 LEAVE A.M. P.M. P.M. 0 COBOCONK 6.45 6.00 9 VICTORIA ROAD 6.55 7.15 12 KIRKFIELD 6.55 7.35 14 PORTAGE ROAD 6.45 7.50 17 ELDON 7.02 8.15 22 ARYLE 7.18 8.35 23 MIDLAND Junc. 7.20 8.55 12.30 25 WOODVILLE 7.30 9.10 12.35 29 CANNINGTON 7.42 9.45 12.49 35 SUNDERLAND 8.00 10.30 1.00 39 WICK 8.12 11.00 1.25 47 UXBRIDGE 8.55 11.45 2.40 54 GOODWOOD 9.20 3.06 58 STOUFVILLE 9.50 3.35 66 MARKHAM 10.10 4.02 68 UNIONVILLE 10.20 4.20 74 AGINCOURT 10.40 4.35 79 SCARBORO' Junc. 11.00 5.00 88 TORONTO 11.30 ARRIVE A.M. P.M. P.M.					
Toronto — Connects with Grand Trunk, Great Western, Northern, and Témiscaming and Bruce Railways.						Beaverton Junc. — With G. Trunk Railway for the East.					
						Midland Junc. — Connects with Midland Ry. for Lindsay, Peterborough, Beaverton, and Orillia.					
						STAGE CONNECTIONS. MARKHAM — Stage for Cedar Grove, Halsted, White Yaw, Bangor, Brantford, etc. BEAVERTON — Stage for Cassin, Adams, Richmond, Glasgow, Lemonville & Ballantyne. UXBRIDGE — Stage for Manchester, Prince Albert, Fort Perry, Spence and Clark. CANNINGTON — Stage for Foxton and Velsby. CANNINGTON — Stage for Galtwood and Manilla. COBOCONK — Stage daily for Norland, Kinnouan, Midlen, Mallin, Len, and Tension Falls.					

Figure 4

Of particular interest is that in 1874 the T & N 'Mail' service operated only between Toronto and Midland Junction (Lorneville), also that connecting services to Beaverton (MR) and Orillia (MR and NR) are mentioned. The PMG's Report for 1875 indicates that things had moved on during the intervening year, furthermore Gravenhurst had gained a rail connection in 1875.

Possibly ... perhaps... maybe! The inference from this analysis is that John's cover was carried as bagged mail from Gravenhurst to Orillia on the Northern Railway, transferred as bagged mail to the Midland Railway between Orillia and Midland Junction, then cancelled and sorted on the Toronto & Nipissing TPO between Midland Junction and Toronto.

Conclusion: Ross Gray suggests that the 'N' may be of no particular significance, other than being an easy letter to cut, and I am inclined to agree. However, having established that there is a connection between the intaglio 'N' canceller and the Toronto & Nipissing Railway TPO during the period late-1875 and 1876, the account of how John's cover may be connected to that TPO is somewhat speculative. The 'largely illegible' back-stamp could be the key to converting speculation to fact. However, the possibility exists that there is a connection ... and why let facts get in the way of a good story!

Acknowledgement: I am indebted to Ross Gray for his input to this article.

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A TALE OF TWO RE-ENTRIES

Leopold Beaudet

Although printed from a mere ten plates, the Admiral 3¢ brown sidewise coil is a microcosm of the Admiral issue. The plates were manufactured in pairs over a three-year period, and the stamps on each pair have unique characteristics that distinguish them from the other four pairs. Besides these five “design types”, there are many obvious retouches and, the subject of this article, two major re-entries. The re-entries are not listed in Marler’s 1982 opus on the Admiral issue [5], although both are on the plate proofs at Library and Archives Canada.

The ten plates consisted of 400 subjects arranged in 20 rows of 20 stamps with a gutter of about 22 mm between rows 10 and 11. The sheets of 400 were guillotined into horizontal strips of 20, and 25 strips were pasted together to form rolls of 500 stamps. The sidewise coil was issued in August 1918, and was replaced by the 3¢ carmine coil in April 1924.

The first re-entry is shown in Figure 1. The coil has characteristics that Marler



Figure 1. Major re-entry on plate 2 of the Admiral 3¢ brown sidewise coil, position 2UR3/7. The re-entry affects AN in CANADA, AGE in POSTAGE, and the oval above AG. There is also a vertical line in the right margin and the right frame is very thick opposite the G. The blotchy extensions into the oval above AG and the round bump at the top of the right frame are also constant features on this stamp.

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designated as Type SR1. Since Type SR1 is specific to plates 1 and 2, this effectively reduces the search for the re-entry on the plate proofs from ten to two. Viewing the plates as consisting of four panes of 100, the re-entry's position is 2UR3/7 (plate 2, upper right pane, row 3, column 7 – more commonly specified as 2UR27 by Admiral enthusiasts).

Peter Payne reported this re-entry in the July 2009 issue of *Maple Leaves* [7]. He acquired a cover for its “HELP THE TORONTO FREE HOSPITAL FOR CONSUMPTIVES” slogan cancel dated 19th December 1918. While examining the 3¢ sidewise coil on the cover, he realized he was holding not just an interesting slogan but also a major re-entry. His search for his fortunate find in Marler's book was fruitless so he turned to the members of the CPS of GB for help. Jim Watt responded, noting that he had a copy of the same re-entry [12], an image of which is posted on Ralph E. Trimble's re-entries web site [10]. In July 2010, a third copy turned up on eBay where, unrecognized as a major re-entry, it sold for about £13 [1]. It was the left stamp in a mint pair, and is the stamp illustrated in Figure 1. This brings the number of recorded copies to three: a mint pair, a used single, and a single on cover.

Why Marler did not record this re-entry is puzzling because he does describe a minor re-entry at 2UR1/ 7 (2UR7), in the same column and just two rows above. Harkening back to the cancel on Peter Payne's cover, plates 1 and 2 were approved on 3rd July 1918, and Marler's earliest recorded date for Type SR1 is 26th September 1918 [5, pp. 512-513].

The second re-entry is shown in Figure 2, overleaf. It is on a coil with the characteristics of Marler's Type SR4, which means that it must come from plates 7 and 8. With this as a guide, the position was relatively easy to find: 8UR4/4 (8UR34).

This second re-entry left a much longer trail in the philatelic literature than the first. Marler doesn't mention it in his 1982 book, but surprisingly he does in his first Admiral book published in 1949 [4, p. 42]. Hans Reiche describes it in his Admiral handbook of 1965 [8], and Ralph E. Trimble wrote about it in 1984 in the BNAPS Re-entries Study Group newsletter [9]. More recently, it was the subject of three articles in the BNAPS Admiral Study Group newsletter [3] [6] [11], and it is listed in the Unitrade catalogue [2]. To date, four used singles have been recorded, including the one illustrated in Figure 2 and the one posted on Ralph E. Trimble's web site [10].

I would like to thank Richard M. Morris for providing the illustration in Figure 2.

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Figure 2. Major re-entry on plate 8 of the Admiral 3¢ brown sidewise coil, position 8UR4/4. The re-entry affects CANA in CANADA, TAG in POSTAGE, and the oval band below ANA and TAG. (Courtesy Richard M. Morris)

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Editors note:- as well as being a member of CPSGB, Leo is the editor of The Admiral's Log, the newsletter of the BNAPS Admiral Study Group. You can reach him by e-mail at leopold.beaudet@sympatico.ca.

OIL SPRINGS AND A UNIQUE UNPAID HANDSTAMP

Graham Searle

Prior to 1875 it was not compulsory to use postage stamps on a letter in Canada and a wide range of handstamps were in use to mark both pre-paid and unpaid letters. Many such handstamps can be found on cross border mail from Canada to the USA which, in addition to the postal rate were supposed to include the word 'CANADA' to indicate the origin of the letter.

From the many types of handstamps to be found on such cross border mail I am aware of only one that includes the word 'UNPAID'. Most handstamps used on unpaid mail simply show the rate in black ink. This one 'UNPAID' type is shown in fig 1 below and it is scarce with only two recorded copies; the one shown below (incidentally purchased for a few £'s from a dealer at Philatex in 2009) and another similar, but later, cover that was in the Dorothy Sanderson collection and is illustrated on page 200 of the Sanderson/Montgomery book (1). The handstamp may well have been made up locally from other available handstamps as the component parts are similar to other known types.

Both of the recorded covers bearing this handstamp originate from the small town of Oil Springs, Ontario. Oil Springs was incorporated as a town in the year 1865. The area was originally called "Black Creek" which was changed to Oil Springs in 1858, due to the

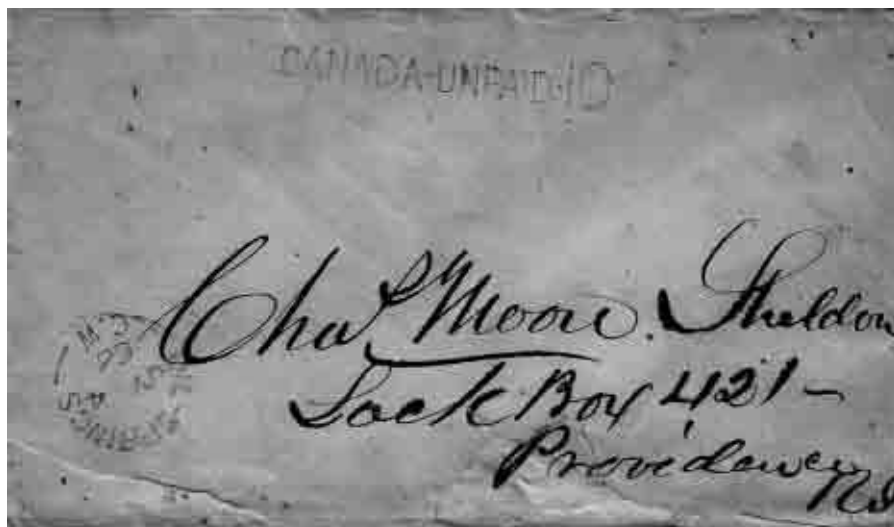


Fig 1 Unpaid letter from Oil Springs, Canada West to Providence, Rhode Island, mailed on 4th July 1866 and showing the 'CANADA-UNPAID-10' handstamp.

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finding of oil. In the same year, James Miller Williams started to produce oil in the village and refine it.

In 1860, a man by the name of Leonard Baldwin Vaughn had the first flowing well in Oil Springs. One year later, John Fairbank arrived in the village on a surveying job. He bought half of an acre of property on 15th July, leased it, and then proceeded to create his first well, which he called "Old Fairbank."

On 16th January, 1862, Hugh Nixon Shaw hit Canada's first oil gusher in Oil Springs; one of 33 "flowing wells" at that time. In the same year, on 23rd April, Oil Springs published its first newspaper, called the *Oil Springs Chronicle*. In 1865, a 108 bedroom hotel was constructed in Oil Springs, but was never opened. One year later, on Christmas day, Petrolia was incorporated as a town and went on to become the centre of the local oil industry.

From the above, we may see that although Oil Springs was a relatively small place in the late 1860's, it was an important commercial centre and would have had a fair amount of mail passing both in and out, relative to its population. It is, thus, quite likely that other copies of this mark will be sitting, unidentified, in collections or dealers boxes.

Whether the UNPAID handstamp originates from Oil Springs or was applied at a cross border exchange office we shall probably never know for sure and the mark remains 'unattributed'. The nearest cross border exchange office to Oil Springs was at Sarnia. However, the letter in fig 1 carries a backstamp from London, Ontario suggesting that this one, at least, travelled east and went to the USA via Toronto and the Niagara exchange.



Fig 2 Early oil production – Oil Springs (picture courtesy of Owen Byers and the Village of Oil Springs website).

The author would be pleased to hear of any other copies of this handstamp along with details of the origin and date of the letters.

References:-

1. A History of Cross-Border Communication between Canada and the United States of America 1761 – 1875, Dr. Dorothy Sanderson and Malcolm B. Montgomery MBE, BNAPS 2010
2. Much of the historical information on Oil Springs is taken from the excellent 'Oil Springs' website at www.oilsprings.ca

SMALL QUEEN SNIPPETS – 6 CENT 'NECK FLAW'

John Hillson F.C.P.S.

It is always satisfying when yet another piece of the puzzle that is The Small Queens Issue falls into place. The well known 'neck flaw' - on the 6c yellow brown could not be identified for years because it has no position dots. The only things that could be said with certainty about it was that it had to come from the left hand vertical row of whatever plate it came from, and that it had never been found other than perforated 11 ½ x 12.



Small queen snippets fig 1

The first piece of the puzzle fell into place when Dr. Frank wrote to me and said he had a strip of 3 on cover; the two right hand stamps being of the 2-dot variety. At that time this meant to me the variety had to come from the A Plate. It was only later that I realised the 1871 plate acquired a second dot after repair, which kind of muddled the water somewhat.

However a few weeks ago I had some e-mail correspondence from Jim McCormick

who has an off centre copy with a large part of the Type IV Imprint visible. This confirms the variety is from the 5th row - stamp no. 1 as indicated in Ted Nixon and my recent publication. He also has a block of six with the variety, and the dots on the middle pair correspond exactly with Lot 500 of the 1980 Simpson sale in New York. That lot was of a left hand imprint block of 4 in red-brown from the A plate.

Mystery solved.

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A NEW MEMBER RECENTLY?**

LETTERS TO THE EDITOR

Rick Parama

ADMIRAL REGISTERED POSTCARDS

In his letter in the April issue of *Maple Leaves*, John Watson mentions possible reasons for registering a post card. I have one example of an Admiral registered post card and although I cannot say for sure, I can at least guess at the reason. See figs 1 and 2 below for the back and front of this card.

The sender wished to give notice that the electricity service was to be disconnected. The authorities seemed to have needed proof of acknowledgment by the owner that he received the notice prior to the service cut. The usual way to obtain a signature for legal reasons was acknowledgement of receipt

(AR) through the post. However in this case the account holder was deceased as the card was sent to the estate. Why did the sender chose registration? My first thought was that it was for the saving of 5 cents as for AR one had to register the item and add the AR fee. Perhaps another reason was that, AR required the signature of the addressee. A note was added to AR forms issued after 1917 allowing an agent of the addressee to sign for the AR form, but this note is specific to foreign mail. By registering the card, the sender avoided the impossibility of getting the addressee's signature. Whatever the reason, registered post cards in the Admiral period do not seem to be common.

By the way, I don't think registration was for expedience. In fact it probably slowed down the process.



Fig 1

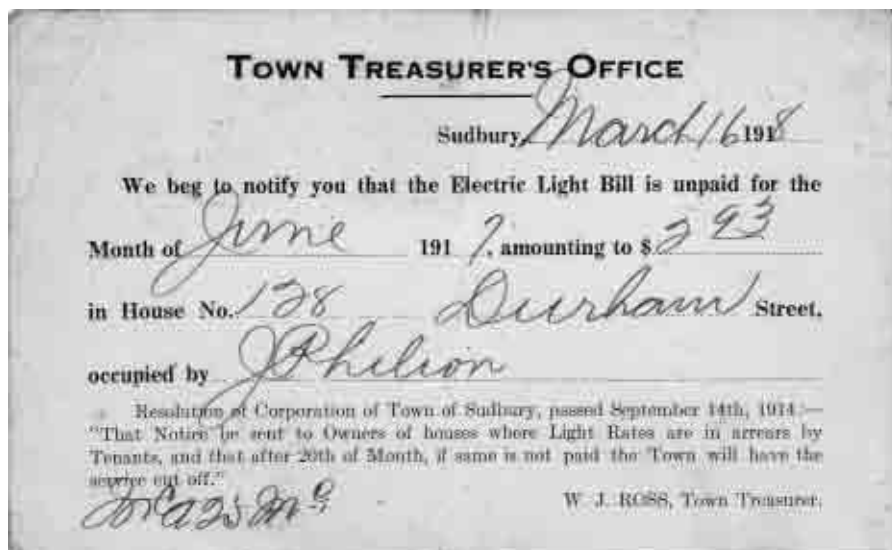


Fig 2

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BOOK REVIEWS

The following titles have all been published by BNAPS. All BNAPS books are available from: Ian Kimmerly Stamps, 62 Sparks Street, Ottawa, ON K1P 5A8, Canada. Phone: (613) 235-9119. Internet orders can be placed at www.iankimmerly.com/books/

Prices given below are the retail prices in Canadian Dollars. BNAPS members receive a 40% discount from retail prices. Shipping is extra. Credit card orders (Visa, MasterCard) will be billed for exact amount of shipping plus \$2 per order. To pay by cheque, please contact Ian Kimmerly Stamps directly for a total. For US\$ or £ cheque payments, amounts will be calculated at the current rate of exchange. Applicable taxes are payable for Canadian orders.

As usual, review copies of many of these books can be found in the society Library so if you wish to sample before you buy, please contact Mike Slamo.

British Colony of Canada 1865 Second Bill Stamp Issue, 2011 by Richard Fleet, 192 pages, 8.5 x 11, spiral bound, 2011. BNAPS Exhibit Series #62. ISBN: 978-1-897391-78-5 (Colour), 978-1-897391-79-2 (B&W). Published by the British North America Philatelic Society (BNAPS). Stock # B4h923.62.1 (Colour) - \$C97.00; B4h923.62 (Black & White) - \$C47.95

Richard Fleet's "British Colony of Canada 1865 Second Bill Stamp Issue" is the 62nd volume in the BNAPS Exhibit Series and the first Revenue Stamp exhibit book since Ian McTaggart-Cowan's Yukon and British Columbia Law Stamp exhibits were published in 2004-2005.

Bill stamps were introduced in 1864 as a means of showing that tax had been paid on

Bills of Exchange, Promissory Notes and Drafts (cheques). Although not the postage stamps normally sought by collectors, revenue stamps and the documents on which they were used are classic examples of the design and engraving practices of the second half of the 19th Century. In this volume examples of proofs, specimens and imprints of the issue are followed by a study of the stamps themselves, including papers, perforations (and imperforates) and printing irregularities. The section on cancels illustrates the great variety of devices used by banks and companies to cancel stamps used on documents. Many documents illustrate postage stamps used as revenue stamps, bill stamps used as postage stamps and, of course, the broad range of bill stamps used properly on financial instruments, both domestically and to foreign countries. The chapter on trade samples is followed by an appendix giving the Bill Stamp act time line and the full text of the various acts relating to Bill Stamps from 1864 until they were repealed in 1882.

Rick has combined his two main interests — philately and computers — into one great hobby. He has used his computer skills to help design exhibit pages that have been the models for many Victoria collectors. In addition, he has created a web site to explain the Second Bill Stamp Issue <www.billstamps.com>. Over the years, he has assembled an extensive philatelic library for the study of revenue stamps and their production. He joined the Board of Directors of BNAPS in 2010.

The book and Rick's website will be of great interest to Revenue collectors and to those members who simply admire the outstanding engraving on these stamps.

GS.

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The BNAPS Catalogue of Canadian Military Mail Markings, Volume 2 – The World War 2 Era 1936-1945; by C. Douglas Sayles (Editor). 2011. Spiral bound, 304 pp. 8.5 x 11. ISBN 978-1-897391-68-6, Stock # B4h046.1. \$C49.95

This book is the result of more than six years of hard work by editor, Doug Sayles. Volume 2 of the new 'BNAPS Catalogue of Canadian Military Mail Markings' is a complete reworking and updating of the previous catalogues published by the late W.J. Bailey and E.R. Toop (B&T). The reworking consists of a completely new numbering system built around keeping cancellations from individual military locations (by era or type) in a single group, and ordering them by marking shape and size. Each new catalogue number is cross referenced to a B&T number if one existed, and in the Appendices there is a helpful reverse cross reference from B&T numbers to the new 'BNAPS' numbers.

The military postal markings of the World War II era formed the largest part of the old B&T catalogues. All cancellations, both those previously recorded and the more than 400 new cancellations unknown to or unseen by B&T, have been reproduced in excellent illustrations.

The spiral binding and heavy paper used in this new catalogue are intended to allow collectors to use it to record and annotate their holdings and, with luck, find new and previously unreported items.

Volume 1, covering military activity in Canada from the 1800s through 1935, will be published in due course and will follow the style and format of Volumes 2 and 3.

The book will be a 'must have' for collectors of Military Mail and postal markings.

BNAPS members should note that if they purchase this new book they can also purchase the two volume 'Canadian Military Postal Markings' by Bailey and

Toop' (Stock # B4h429.0), at a special net price for members of \$C25.00 plus shipping. The books will be mailed together to minimize postage costs.
GS.

Admirals Away: Canadian Letter Rates 1912 - 1928, 2011 by Willson, Victor L., 196 pages, 8.5 x 11, spiral bound, 2011. BNAPS Exhibit Series #61. ISBN: 978-1-897391-76-1 (Colour), 978-1-897391-77-8 (B&W). Published by the British North America Philatelic Society (BNAPS). Stock # B4h923.61.1 (Colour) - \$C97.00; B4h923.61 (Black & White) - \$C47.95

Vic Willson's "Canadian Letter Rates 1912 - 1928" is the 61st volume in the BNAPS Exhibit Series, and the first to illustrate the wide variety of rates and services that were in effect during the periods just before, during and for nine years after World War I. The war brought diversions of mail as new routes had to be developed to get around combat zones and enemy territories, correspondence to and from Canadian servicemen and women in many parts of the world, and an increase in Canadian domestic postal rates through the imposition of War Tax. The upheaval caused by the war led to the end of empires and formation of new countries, the beginning of the end of other colonial empires, the rise of motion pictures and radio as means of popular entertainment, a tremendous increase in the amount of travel done for pleasure and, of course, the air plane.

All these elements of the years 1912-1928 can be seen in the amazingly varied selection of covers and other items Vic presents for our viewing pleasure as he develops his theme. Not only were the stamps of the Admiral issue highly colourful, but so also were many of the envelopes used by businesses of the day. The rate buff can find registered, special

delivery, single, double and other multiple rates, early air mails and much more. Those interested in geography will find letters to exotic places such as the Falkland Islands, Italian Libya, and the Ottoman Empire, as well as covers to Russia during the reign of the Tsar and after it became the Soviet Union. Any postal historian, regardless of speciality, will find this book to be of great interest for both its philatelic and social aspects.

Recent articles in Maple Leaves have highlighted the amazing scope the Admiral issue offers to the postal historian and Vic's display only serves to reinforce this point. The book will find a home on the shelves of all Admiral collectors and will also be of interest to students of postal history of all eras. Given the colourful nature of many of the items in the exhibit, the colour edition of the book is highly recommended.

GS.

SOCIETY NEWS

FROM THE PRESIDENT

By the time that you read this, it will be just over two months away to the 65th Convention being held on Jersey. With time slipping by, have you booked your place to enjoy the camaraderie with dozens of like-minded others, philatelic and socially? Please see our website for information on internal UK flights and a copy of the booking form, if the original has been mislaid. Our hotel is being booked up rapidly by others and the choice of rooms, including **availability is diminishing daily!**

You will find the full programme on the Society website. We commence with a greeting from the Connetable or civic head of the Parish of St. Clement with an opportunity for a pre-dinner drink. It's up early the next morning, for the first of our two coach trips which will enable everyone to get to know each other. There will be a photo stop for the iconic Mont Orgueil Castle (the translation means Mount Pride) built in 1204 in the reign of King John, to protect the island from a French invasion. Then it's weaving around the country lanes with views out to the Normandy coast of France, or down to quaint harbours along the north coast.

The following afternoon leads us to the western Parishes of St. Brelade, St. Peter and St. Ouen. We pass through the picturesque village of St. Aubin, out to Noirmont Point then down to the most popular sandy beach of St. Brelade's Bay with its ancient parish church and Fisherman's Chapel, both dating back to the 11th century. At the nearby Corbiere lighthouse, there will be an opportunity of going into a WWII bunker complex constructed by the Nazi's during the Occupation. We return via St. Ouen's Bay with views out to most of the other Channel Islands (visibility permitting!)

Partners will have fun with Shino (our Japanese born friend) and two of Ann's friends explaining 'Red Work'. On the Friday night, David Gainsborough Roberts will keep you on the edge of your seats with his talk and display. His biggest passion has been anything owned by Marilyn Monroe but regrettably this part of his collection is currently 'on tour'. Nevertheless, he will bring along items with a Royal connection.

In addition to the many philatelic displays and competitions, Members will have a chance

to listen to and ask questions of Hugh Jeffries who is Stanley Gibbons chief editor. Hugh will welcome constructive suggestions on their BNA listings.

For those of you planning to stay in Jersey for some extra days, you may wish to visit the Durrell Wildlife Park (half day recommended) with some of the rarest animals on earth, the Jersey War Tunnels (the most visited attraction of 2010) or Elizabeth Castle (again half day) built by Sir Walter Raleigh, named after his sovereign and where Charles II took refuge from the Parliamentarians. Then there is always the opportunity of some fine dining in Jersey's many restaurants. Bonne appetit! Be sure to consider the "Jersey Pass" as this will provide free entry to many attractions. Full details may be accessed from www.jerseypass.com.

Lastly, aimed mainly at the partners, Ann is prepared to assist those who might wish to see the Occupation Tapestry Gallery combined with a trip to the town shops, Jersey Pottery (lovely cakes as well!) or even the Eric Young Orchid Foundation. Full details of these attractions will be found in your welcome pack.

We hope to see you all in September!

Malcolm Newton

FROM THE SECRETARY

Extraordinary General Meeting

Notice is hereby given that there will be an Extraordinary General Meeting of the Society at the Hotel Ambassadeur, Jersey on Wednesday 28th September 2011, commencing at 2015hrs.

The Agenda of the EGM is as follows:-

To consider the following amendments to Competition Rules, all proposed by the Executive Committee:-

- a) Add to Rule 1: "all entrants shall be paid up members of the Society, and all entries must be the bona fide property of the entrant."
- b) In line 5 of Rule 3, after "stationery", delete "revenues, cinderellas" and insert " , telegraph stamps and telephone franks".

If proposition b) above is approved, to then consider the following:-

- c) To Add a new class 4, to read:- "**Class 4 – Revenues** – this class consists of Revenues and related philatelic material both on and off documents. Revenue material comprises embossed, imprinted, or adhesive tax, fee or credit stamps issued by the Canadian authorities."

If both propositions b) and c) are approved, to then consider the following:-

- d) In Rule 4, amend the first marking block to read "Classes 1(a), 1(b), 2 and 4 (**Stamps, Postal History and Revenues**) and by deleting " Condition with regard to rarity 10; Rarity 10" and inserting "Condition and Rarity 20".

Members should note that if these propositions are carried, it is the intention of the Executive Committee to hold a Revenue competition at the Jersey Convention in 2011.

John Wright

FROM THE SUBSCRIPTIONS MANAGER

The annual subscription reminder is enclosed with this issue. Subscriptions for the period 1 October 2011 to 30 September 2012 are due on 1st October. I am pleased to report that subscriptions remain at the same level as last year at £18 for those resident in the UK, £20 for those living in Europe and £22 for those living elsewhere in the world.

As usual, those living in North America may remit in \$ to Mike Street (see the form or advert below for details) and all members may alternatively pay via PAYPAL in their local currency. Those who pay by Direct Debit need do nothing. Debits will be taken on or around 1st October.

Those paying before 1st November 2011 will enjoy the usual benefit of a reduced subscription for prompt payers (those paying by Direct Debit automatically receive this) so get your subs in early to save money!

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Members may also claim a subscription discount of £3 (or \$5) if payment is made before 1 November 2011. This discount automatically accrues to those paying by Direct Debit.

Cheques should be made payable to the Society and sent to:-

Graham Searle, Subscription Manager, 11 Riverside, Banchory, AB31 6PS (**sterling cheques only**) or to:-

Mike Street, 73 Hatton Drive, Ancaster, Ontario, Canada L9G 2H5 (**for cheques in CAN or US dollars.**)

Members who have not paid the 2011/12 subscription by the end of February 2012 will be removed from the *Maple Leaves* circulation list.

As many members have chosen to pay advance subscriptions in earlier years, your mailing slip with this issue will show a large **PD** if you have already paid for 2011/12. If you see this, please do not pay again!

Finally, if you are paying by cheque (in either £ or \$) please make a note of your e mail address on your form when you send the cheque and we will then acknowledge payment by e mail.

Graham Searle and Mike Street

FROM THE HANDBOOKS MANAGER

With the annual Convention this year being in Jersey, I shall not be bringing along my usual box of goodies for sale. If anyone who is planning to attend Convention is wishing to purchase any Handbooks or ties please let me know in advance and I can bring these specific items along for you.

Derrick Scoot.

SCOTLAND AND NORTH OF ENGLAND GROUP

Our April meeting attracted seven members despite some unseasonably hot weather in the Borders. As usual a wide variety of material was present with displays on the 1 and 2 cent Small Queen issues both of which included die proofs and also some 'almost mint' material, some splendid covers from the 1851 – 1867 period, used blocks and varieties from the period 1890 – 1950, fancy cancels from the 19th century, Olympic stamps from 2003 – 2010, a lot of first day covers carrying the ABNCo seal and a pot pourri of 'what I got at Stampex'. The members were also able to view a couple of old maps of Canada dating from 1798 and 1820 when the country (albeit the charted bits) was a good deal smaller than today.

Our next meeting will be on Saturday 29th October, starting at 2pm at the usual venue of the Buccleugh Arms Hotel in Moffat. All members are welcome. Please bring along a few sheets to display. Further details can be obtained from the Editor.

Graham Searle

THE EXCHANGE PACKET MANAGERS

are always looking for more material.
Perhaps it's time you had a good turn out!

HOW I BEGAN COLLECTING BNA STAMPS (5)

A Stamp Collector's Lifetime of Phun

John Hillson FCPS

I have never liked the term 'Philatelist' - lover of taxes - not me somehow. I pay them, but certainly do not love them. Anyway what is wrong with two honest English words, instead of bastard Greek coined by a Frenchman

I suppose, because my birthday is in December, my mother must have run out of ideas as to what to get me for the Christmas of 1942. Well I asked for a box of toy Canadian Mounties, doubtless influenced by the recently seen film '*North West Mounted Police*', a model 25 pounder anti tank gun, and for some reason, unaccountable to this day, some stamps. As my parents had moved down from Scotland to Kew in 1938, the nearest place she could get foreign stamps was in the Richmond branch of Boots the Chemist which at that time sold books as well. She bought a 1/3d Rapkin Illustrated album, a 6d packet of stamps and a 3d packet of stamps; a total of 2 shillings in real money, or 10p today. Well I got the gun, and I got the Mounties (disappointed because they were on foot so I promptly used the wooden shells that came with the gun to shoot them) but I didn't get the stamps. She had hidden and forgotten about them. The album etc was discovered a day or so after Christmas hidden under a cushion in the lounge. I have often thought that that 2/- turned out to be the most expensive present any one ever gave me as I am still paying for it! All right so I have a lousy sense of humour; over the years the hobby has not only given me a lot of pleasure, but through stamp societies, worldwide, many friends. So it was really the second best present I was ever given. What was the best you ask? I was introduced to the lady who became my wife, Christine, on 9th December 1977 - I

thought I would mention the date so that all of you who have always itched to send me birthday cards..... perhaps not.

Anyway, having discovered the cache, I was soon hooked. As a small boy, naturally one collected everything, stamps of all countries, quite indiscriminately. The next album was loose leaf, still illustrated - a *Movaleaf* I think it was called. It had also dawned on me that 6d a week pocket money was not enough to collect the stamps of the world in any meaningful way, so I decided to concentrate on stamps of the British Empire as it then was. A year or two later, the war having ended, and some Commonwealth countries having declared themselves republics, South Africa and India were dropped. This was 1947 when I bought my first Penny Black at the age of 14. It was plate 1b, OA re-entry and cost 27/6d from the long defunct firm of Peach and Ruxton who had a shop for a short time on Richmond Hill, though shortly after they moved to a shop on a street off the Green.

Somebody offered £3 for that stamp a few months after. When I told my parents they decided I had not been wasting my money after all and 'must know what he is doing'. This was a big mistake. In case you are wondering, no I didn't part with it - I even started to go in for matched pairs of G.B. Penny Black plates, and when George Peach died and his erstwhile employee, Desmond Chamberlain opened a shop in Wimbledon Common, I even bought a plate XI for a princely £22; it was out of the Seymour collection. I should have hung on to it but hindsight is a wonderful thing. Of course by this time, in the early fifties, I was gainfully employed at a fiver a week or thereabouts so £22 was a lot of money.

With the new reign, it seemed it would be possible to get in on the ground floor for once and collect everything as stamps of Queen Elizabeth were issued. There was however a problem; I did not really like them and did not think they stood comparison to those of the previous reign. I remember being particularly disappointed with the 1953 Gibraltar set which appeared to me to compare unfavourably with the definitive it replaced. The other problem was the G.B. Wildings. Those of you that collect G.B. booklets will know that at that time the watermarks of half the panes were upright, the other half inverted. Because of the flowers round the Queen's head it was difficult to see which way up the watermarks were, without exploding the booklet, and it was hard enough getting booklets where all the panes had decent perforations. Then it was decided to change the watermark. That was the final straw as far as I was concerned. I decided to collect the one Commonwealth country that had never used watermarks as a security measure - Canada.

Added to this they had always used my favourite printing method - intaglio, or as it is more commonly known in the stamp world, recess printing, and their stamps' designs were consistently of a high quality. So in 1954 I sold virtually the whole of my collection and started on Canada -and Newfoundland - and Nova Scotia - and New Brunswick - and.... well it was a bit much.

The crunch came in 1964 when my elder daughter was born; for financial reasons my stamps had to go. So there I was a few months later, a life member of the Society, collecting GB Line Engraved. The Society had a good packet in those days and it stimulated me into thinking, what in Canada would be nice and simple and inexpensive. I looked in Gibbons Part One. Maybe the Admirals? No, been there, done that. Maybe the modern stamps? No depth

(remember this was 3 years before the Centennials!). Small Queens - that was it. Much cheaper than Large Queens, and should not be too much of a problem.

The first thing I did was to ask the dealer to whom I had sold my collection if he had any of my Small Queens left unsold. Yes a small lot in his auction, estimate £3.10/-. I duly acquired them for that princely sum - there were five or six 10 cent values in them including the major re-entry - not that I knew that at the time, a fair number of 5 cent including a couple of cracked plate varieties which I did know about - oh yes and a nice 6 cent with a Gretna, Man squared circle postmark. Shortly after, I added a pair of 1 cent which cost 6d. The dealer had paid 2/- for it mistaking 'BC' for 'MC'. Turned out that one of the pair had a medium strand of hair but I did not know that for years either. I do wonder at the total lack of imagination given to these varieties - 'Split Skull' would have been a much more appropriate and dramatic name, would it not?

And so I enthusiastically bumbled on for a number of years in total ignorance of what I was doing, acquiring from Gibbons a 3 cent perf 12 ½ for 30/- (ticketed as a rose red perf 12) Actually it was a strip of 3 but two of the stamps were so badly damaged that I removed them - I just thought the stamp was Indian-red, not rose red. I did not check the perforations for 10 years by which time it was beginning to dawn on me that virtually everything that had been written about this simple, inexpensive, series was wrong. It caused me to write to Maple Leaves suggesting that any stamp perf 11½ x 12 must be Montreal, and that the move to Montreal had taken place earlier than Boggs suggestion of 1874. Caused a lot of upset, that did.

May years later, I am still at it!!

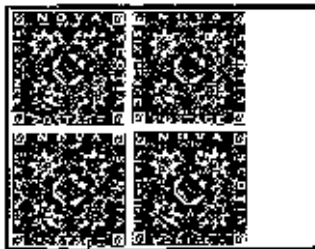
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Maple Leaves

**JOURNAL OF THE
CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN**

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EDITORIAL

This first issue of 2012 is slightly more disjointed than usual (nothing new there I hear you say!) Just as the proofs were being assembled for the issue an important letter from our President, John Cooper, arrived on the editorial desk. It raises some important issues and some short term challenges for the Society and is reproduced herein on page 275. The Committee have discussed the immediate practical implications of John's letter and have decided that the Convention in Bridge of Allan in September 2012 will go ahead as planned. More details on this will appear in the April issue and also on the Society website.

If you turn to the very last page of this issue you will note that we have just welcomed our 3000th member (and the 3001st, 3002nd and 3003rd!). I wonder if our founding fathers in 1946 ever dreamed of the day? However, it is no time to stand on our laurels – now we push on to 4000! If you make just one New Year's resolution let it be to enrol a new member to the Society. If only a fraction of us were successful, number 4000 may not be as far away as it sounds.

We start the New Year with some overdue congratulations.

Firstly, our congratulations go to Colin Banfield who won a Large Vermeil medal at Stampex with his Queen Victoria postcards.

Congratulations are also due to the following members who won awards and prizes at our Jersey Convention:-

John Watson – Aikens Trophy for the best research into Maple Leaves articles in the past year for his articles on Admiral postal rates

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Malcolm Montgomery – Godden Trophy and 1st Prize in Class 2 – Postal History for ‘BNA and US Packets’

Richard Thompson – 1st Prize in Class 1a – Stamps up to 1902 for ‘1 cent Large and Small Queens’

Malcolm Newton – 2nd Prize in Class 2 – Postal History for ‘KGVII Coronation Flag cancels’

David Armitage – 1st Prize in Class 4 – Revenues for ‘Manufactured Tobacco Tax Labels’

Derrick Scoot – 2nd Prize in Class 4 – Revenues for ‘Revenues of BNA’

We also offer our congratulations to the following members who won awards at BNAPEX 2011 in North Bay in early September:-

In the multi-frame class:-

Charles Livermore – Vermeil for ‘Toronto – a Philatelic journey’ (this also won the Ed & Mickey Richardson Award)

David McLaughlin – Gold for ‘The Maple Leaf Issue of 1897 – 98’ (this also won the Allan Steinhart Reserve Grand Award)

Hendrik Burgers – Gold for ‘Canadians in Russia 1918 – 1920’ (this also won the Sam Nickle award and the Horace Harrison Grand Award)

Earle Covert – Gold for ‘1897 Tobacco Stamps of Canada’ (this also won the Wilmur Rockett Award)

Nicholas Escott – Gold for ‘Early Postal History of Northern Ontario’

Gary Steele – Gold for ‘1937 – 38 Definitive Issue’

Richard Thompson – Gold for ‘The Large and Small Queens of Canada 1859 – 1897’ (this also won the Allan Steinhart Reserve Grand Award)

In the single frame class:-

Richard Thompson – Bronze for ‘The Postal History of the Township of Teck’

David Bartlet – Vermeil for ‘Christmas Stick n’ Tick Labels of 1983 and 1984’, Gold for ‘Booklet Varieties of the Admiral Era’ (this also won the Herb McNaught Memorial Award) and Gold with Felicitations for ‘Fundraising for WWI through the Post Office’

Bill Burden – Gold for ‘Admiral Re-entries’

Hendrik Burgers – Gold for ‘Boer War Connections – Canadians in South Africa 1899 – 1902’

As usual, my apologies are due to anyone I have missed out or forgotten.

We also send our congratulations to member Ron McGuire who was awarded the Order of the Beaver at BNAPEX and last but by no means least to Charles Livermore and Mike Street who were both elected Fellows of the Society at our Convention in Jersey.

This edition seems to contain more than the usual quota of Society News and related issues. I would draw members’ attention in particular to the item on page 283 where we are seeking feedback on an alternative way to get *Maple Leaves* to you in the future and also to the urgent request for a volunteer on page 264. If you would like to see the Society Auctions continue in operation beyond 2012 it is time to **act now**. Please do take the time to respond to these two items.

Dick Malott, has asked me to inform members that the Canadian Aerophilatelic Society 2011 Snowbird autographed envelopes are now available for sale. (The Snowbirds are the

equivalent of the Red Arrows here in the UK). Envelopes have a special 431 Demonstration Squadron logo, a logo to Canadian military heroes, the red and white Snowbird logo and the CAS winged logo. The special 'P' stamp depicting the Duke and Duchess of Cambridge is used on each envelope. The stamp is cancelled with the official Snowbird date cancel depicting nine Tudor aircraft in formation. There is a set of nine similar envelopes, each signed by one of the nine pilots, available at \$C55 and a single envelope signed by all nine pilots costing \$C30. Orders should be sent to Dick at 16 Harwick Crescent, Nepean, ON Canada K2H 6R1. Cheques should be made payable to the Canadian Aerophilatelic Society (CAS).

Cimon Morin has also been in touch with me about a major study being undertaken by the Societie d'Histoire Postale du Quebec to list all of the postal markings of the Province of Quebec from 1763 to 1867. This work will culminate in a major book on the subject in a couple of years time. The work so far has concentrated on the cancels in use up to 1842, although even there new discoveries are still being made. Cimon is keen to hear from any CPSGB members who may have significant collections of this material and who would be prepared to contribute to the study by providing scans etc. You can contact him at cactus007@videotron.ca or via the SHPQ.

Finally, we offer our thanks to Longley Auctions, Eastern Auctions and Cavendish Auctions all of whom have run advertisements for CPSGB in their sale catalogues during the last year, for their continued support to the Society.

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THE APPLICATION OF FINES ON TRANS-ATLANTIC MAIL BETWEEN THE UNITED KINGDOM AND CANADA

Malcolm Montgomery

I was privileged to be invited to give the opening display at the Society's Convention in Jersey last year. After discussion with the President the subject chosen was '*Fined Letters*' a subject I first touched on in Class 1 of the Society's competition at York in 1994. My entry didn't win ... however, I have managed to add a few covers since then and thought that this might be a suitable time to revisit the subject.(1) I have restricted the illustrations to just a few of the letters that were on display in Jersey, but it is likely that the entire display will be published as a BNAPS book later this year.

Compulsory Prepayment. The principle of prepayment of postage was a part of the original plan of the introduction of Uniform Postage in 1839-1840. At the time when the plan was promulgated, prepayment was required for letters sent abroad, except where the post offices were under the control of the Postmaster-General. In 1851 control of the British North American post offices, with the exception of British Columbia and Vancouver Island, passed to the Colonial Governments and the consequent complexity of accounting for unpaid and short paid letters encouraged a further examination of the regulations.(2)

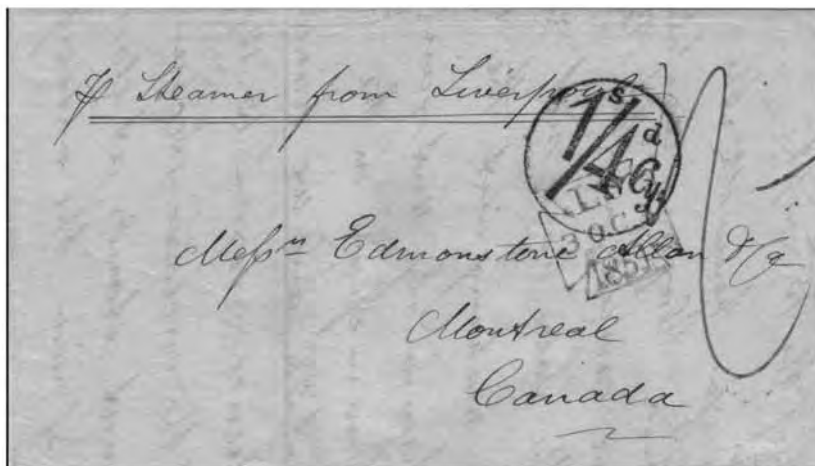


Figure 1: A letter dated 3rd October 1851 from Liverpool, England to Montreal, Canada East carried unpaid by a British packet, the Cunard Line 'America' via Boston, showing in manuscript the British claim '1/-' (24c): 2d British inland, 8d ocean and 2d United States transit postage. This was the equivalent of 1s 1½d Cy., to which was added 2d Stg., 2½d Cy., provincial inland postage, for a total charge in Canada of 1s 4d Cy. Although unpaid, fine was raised against the addressee.

In his report of 1859, the Postmaster-General stated that it had been:

'... our constant aim to re-establish and complete the arrangements for compulsory pre-payment of trans-marine letters.'

However, during the 1850s unpaid and underpaid letters to and from British North America had continued to be accepted by the post offices and were charged only the deficient postage. After the 1851 devolution to the Provinces of responsibility for their postal affairs, such letters normally bear two types of rate markings: the first is a mark indicating the total postage prepaid or due for the letter; the second is an accountancy mark indicating the sum claimed by the dispatching office, or credited to the destination office, for their respective shares of the postage. This last may be further complicated for letters handled by a third-party office. With the introduction of bulk accounting for trans-Atlantic letters in 1857 this practice was changed: accountancy marks were no longer required on properly prepaid mail, only on unpaid or underpaid mail, and accountancy markings indicated the total deficiency. This was not, however, an invariable rule.

Routes, Rates and Procedures. Correspondents in the 19th Century were able to choose from a number of options for their trans-Atlantic letters; the variety of routes and rates, and their associated procedures and accountancy markings, caused confusion then as they often do now. A brief explanation of the routes, and some of the rates and procedures, is therefore necessary.

From 1854 there were three principal carriers of British North American letters:(3)



Figure 2: A letter from Birmingham, England to Toronto, Canada West posted unpaid on 8th June 1855 and carried by British packet, the Cunard Line 'Asia' after the 1854 rate reductions. The British Post Office has claimed sevenpence: 1d British inland, 4d ocean postage and 2d for United States transit. The final charge, including 1d Stg. for Canadian inland postage was 8d Stg., 10d Cy.

- a. British packets: The Cunard Line, operating from Liverpool to either Boston or New York, the former calling at Halifax, N.S. on both the outward and return voyages.
- b. Canadian packets: operating from Quebec in summer and Portland, Maine in winter to Liverpool, calling at Londonderry (Moville) on both the outward and return voyages.
- c. United States packets: operating in the main between New York and Liverpool or Southampton.

The British packets offered two options: the 'direct' route out of Liverpool and Queenstown via Halifax, Nova Scotia, or 'closed' mail via Boston or New York. The charge (in the notes that follow two terms are used: Sterling - Stg, and Currency - Cy) for the former was 6d Stg, 7½d Cy per ½ oz, and for the latter 8d Stg, 10d Cy per ½ oz. Canadian packets operated from Quebec in Summer or Portland, Maine in Winter, to Liverpool via Queenstown or Londonderry. The charge for letters was 6d Stg, 7½d Cy per ½ oz. The United States packets operated out of New York, principally to Liverpool, but mail was also landed at South Coast ports; the charge was 1s 2d Stg, 1s 4d Cy (Canada) or 1s 5½d Cy in the Maritime Provinces. The letter rate was divided in a rather arbitrary fashion, 1d to each nation for inland postage, 4d for ocean postage (to the nation providing the vessel) and 2d United States transit charge. For United States packets, the ocean postage remained at eightpence in accordance with the Anglo/US Convention, and the inland postage was distributed rather differently, being United Kingdom 1½d, United States 2½d and Colonial 2d.

Progression. The rate progression for packet letters was at first the same as for United Kingdom inland letters, i.e., ½ oz, 1 oz, 2 oz - no triple rate. This changed on 1st January 1866 to a ½ oz progression.(4)

Exchange Rates. The currencies in British North America were somewhat devalued against Sterling. From 1851 the accepted exchange rates were 1:1.25 for Canada, New Brunswick and Nova Scotia, and 1:1.5 for Prince Edward island. It should be noted, however, that these were not consistently applied, and that Canada perpetuated an older rate in order to avoid being seen to increase charges immediately after accepting control of domestic postal affairs.(5) On the adoption of decimal currency in British North America, 1d was considered the approximate equivalent of 2c, but this is not always apparent from the markings on covers, or from the value tablets of stamps, where a closer approximation of the higher amounts was attempted.

Rate Changes. There were four alterations during the period:

- a. 1st July 1859 - on the adoption of decimal currency the British packet 'direct' and Canadian packet rate became 12½c, the rate via the United States was 17c, and for United States packets 29c.
- b. 1st January 1868 - British packet rate via the United States was reduced to 7d, 15c per ½ oz.(6)

c. 6th January 1870 the rate via the United States was reduced to 4d, or 8c, and the rate by Canadian packet was reduced to 3d, 6c per $\frac{1}{2}$ oz.(7)

d. From 1st September 1875, General Postal Union rates came to be applied (see below).



Figure 3: A letter from Irvine, Scotland to Ramsay, Canada West on the day of the introduction of fines, 1st April 1859 (probably the only first day cover in my collection) that was carried by British packet, the Cunard Line 'Europa' out of Liverpool for New York. The Liverpool office has raised a claim of tenpence Sterling; the addressee has been charged one shilling and fivepence halfpenny Currency.

The Introduction of Fines. The Postmaster-General made clear his intention to impose fines on unpaid and underpaid letters in the early part of 1859.(8) Negotiations with the British North American Post Offices were not entirely satisfactory, and the new regulations were not introduced simultaneously in all of the Provinces. The principle that was to be adopted was relatively straightforward - letters insufficiently prepaid were to be fined 6d Sterling, 7½d Currency (after decimalisation 12½c); this was a once-only fine and did not progress in keeping with the offence. The fine was to be divided equally between the two nations concerned. Accountancy marks, which had become redundant on the adoption of bulk accounting of mails, now reappeared, to be used in a manner similar to before.

Letters were marked with a *claim* equal to the deficient postage, plus half of the fine (at first 3d). An unpaid letter from England to Canada, carried by Cunard to the United States and due 8d Stg would bear a British claim of 10d, being 7d the British share of the postage, and 3d the 'half-fine'. On arrival such letters were charged 1s 5½d Cy, sometimes 'rounded-down' to 1s 5d Cy. A similar letter carried by Canadian packet would bear a British claim of 4d and was charged 1s 3d. The marks were not always consistent and errors occurred at offices unused to handling foreign letters.



Figure 4: A letter from Toronto, Canada West to Edinburgh, Scotland, 15th May 1859, prepaid for the British packet out of the United States at the $\frac{1}{2}$ oz rate but overweight. The Canadian office in Toronto has raised a claim of '11' (in Sterling) comprising eightpence, the deficient postage and threepence the half-fine. On arrival in the United Kingdom the addressee has been charged one shilling and twopence Sterling, which sum included the other half of the fine. Only two 'pence-period' letters bearing adhesive stamps have been recorded with fines.



Figure 5: A letter from Sligo, Ireland to Quebec, Canada East, 24th January 1861 carried by Canadian packet out of Londonderry. The British Post Office (in Dublin) has claimed fourpence: a penny for inland postage and threepence the half-fine, the claim marked with a Dublin '4' (the handstamp first used in the Uniform Fourpenny Post period. The letter was carried to Portland by the Allan Line 'Anglo-Saxon', thence to Quebec where it was charged '25' (cents), twelve and a half cents postage and a like sum for the fine

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1870 3c copper red
mint Perf 12½



"Feather in Hair"



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Letters leaving North America by British packet show claims of 4d (these were invariably marked in Sterling), being 1d for inland postage and 3d the half-fine, and were charged 1s 2d in the United Kingdom. If carried by Canadian packet, or by the 'direct' route, they would be marked with a claim of 8d: 5d inland and packet postage, plus 3d the half-fine; the charge in the United Kingdom was 1s.

After the introduction of decimal currency, claims continued to be marked in Sterling, but postage due was marked in cents, 29c being considered equal to 1s 2d. However, a 'rounding-up' of this sum is not unknown, and both the Quebec and Ottawa postmasters charged 30c.

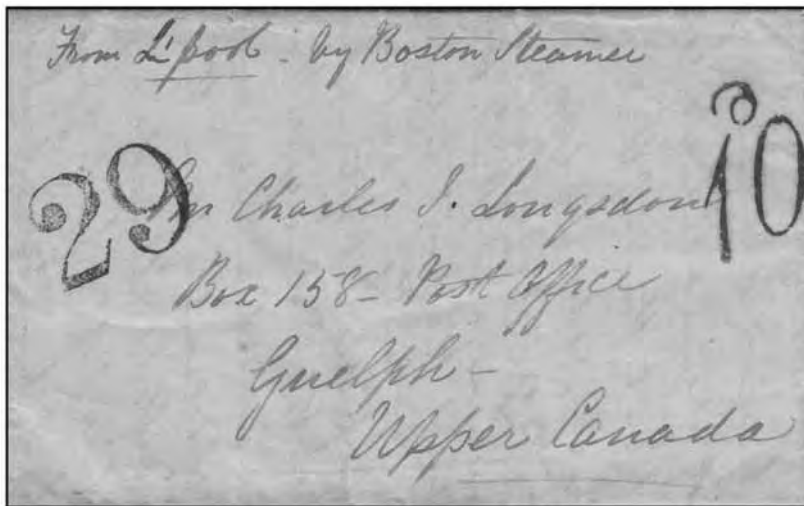


Figure 6: A letter from Liverpool, England to Guelph, Canada West posted unpaid on 9th January 1863 directed 'by Boston Steamer', in this instance the Cunard Line 'Arabia', out of Liverpool on 10th January 1863. The British Post Office has claimed 10d Stg., sevenpence for inland, ocean and United States transit postage, plus threepence the British share of the fine; The addressee was charged 1d inland and the remaining half of the fine, in all 1s 2d Stg., converted to 29c by the Hamilton Post Office, one of the Exchange Offices for British mails in Canada West.

There was also some inconsistency in the allowances made for partial pre-payment. Letters were sometimes prepaid only the inland rate; on occasion this has been taken into account in estimating the postage due, but not always. One explanation could be applied to letters from the United Kingdom: that the prepayment represented nothing more than a late fee, nevertheless, there are exceptions to each possibility.

Reduction in Fines. On 1st January 1870 the fine on unpaid and underpaid letters was reduced to 3d, 6c; the procedures remained the same, but the 'half-fine' was claimed at 1½d.(9)



Figure 7: A letter from Southampton, England to Quebec, Canada East posted unpaid and carried by British packet, the Cunard Line 'Arabia' out of Liverpool for New York. The British Post Office has claimed 10d Stg., sevenpence for inland, ocean and United States transit postage, plus threepence the British share of the fine; In Canada the addressee was charged 1d inland and the remaining half of the fine, in all 1s 2d Stg., converted to 30c by the Quebec Post Office.

Bulk Accounting for Letters. As a measure to reduce handling times and costs, bulk accounting for letters was introduced, commencing on 1st January 1857.⁽¹⁰⁾ Initially only mails to Canada, Nova Scotia, Prince Edward Island and Newfoundland were affected; New Brunswick was included in April 1857. Curiously, the rates were sent to the exchange office at Liverpool only on 21st January, after the supposed introduction of the revised procedure. The rates stated were as follows:

Letters via Halifax: British postage at 1s 4d per oz; Colonial postage at 3.2d per oz. ⁽¹¹⁾

Letters via the United States (by British packet): British postage (incl. US transit) at 1s 10³/₄d per oz; Colonial postage at 3.2d per oz.

The United States Transit Charges. Letters passing in closed British mails through the United States were subject to a transit charge. This was accounted for under the terms of the Anglo/US Convention,⁽¹²⁾ but was variously presented as a portion of the total rate to suit the convenience of the post offices involved. In the United Kingdom it was shown as 2d Sterling, in North America as 5c. This charge was reduced to 1d in 1868.⁽¹³⁾ It is worth noting, however, that at the time of the reduction the Canadian interpretation of this sum remained in line with the United States inland postage, 3c⁽¹⁴⁾ and was changed to 2c only in 1870.⁽¹⁵⁾

Mails for the Canadian Line using Portland, Maine, were allowed free passage through the United States from November 1859.⁽¹⁶⁾ as a reciprocal gesture to Canada for allowing free passage of United States' mails from Detroit. Prior to this arrangement, the cost of Canadian letters to and from Portland had been borne by the Canadian Government.

The Routes. The principle for deciding whether letters should be sent by Canadian, United States or British packet was established in 1856 when the General Post Office issued an instruction stating that, unless specifically endorsed, letters were to be forwarded by the 'first mail packet'. This instruction reflected the Canadian view that correspondents would normally wish for their letters to be carried by the quickest route, regardless of cost. Thus Canadian letters were routinely sent to more expensive services, and surcharges had to be raised against the unfortunate addressees. Guidance was given to the British public in a Post Office Circular, 1859, and the Post Office Guide, 1860:

'When the route by which a letter &c, is to go is not marked on it, it will, under ordinary circumstances, be forwarded by the route immediately following the name of the place.'

For Canada that was via the United States by British packet.

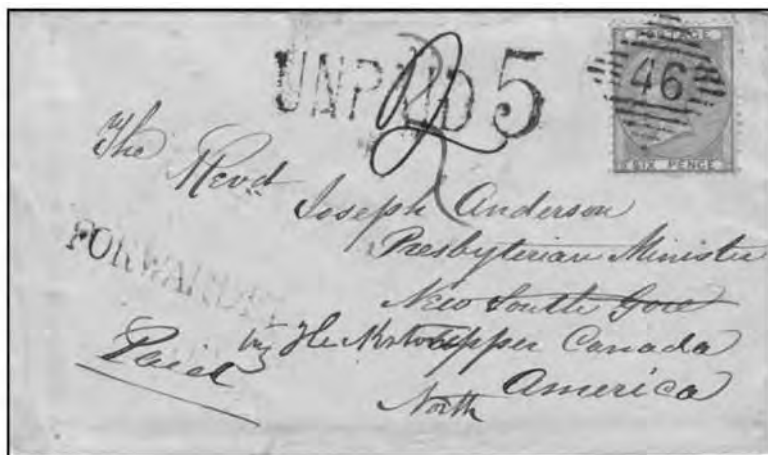


Figure 8: The envelope of a letter from Ballymena, Ireland for New South Gore, Canada West dated 15th September 1860 prepaid 6d as though for the Canadian packet but sent by the default route, British packet via the United States and thus underpaid 2d, 5c. The Canadian packet, the Allen Line 'Anglo-Saxon' had sailed on 13th September, the next to leave was the Cunard Line 'Persia', out of Liverpool on the 15th, calling at Queenstown on the 16th, for New York.

A great deal of correspondence was exchanged among the post offices on this subject, yet the Canadian position prevailed until the introduction of fines raised the spectre that re-routed letters would be fined as well as surcharged. Some such letters were fined. Although the initial reaction was to encourage the observation of the senders' endorsements, the procedure finally adopted was to dispatch letters by the first packet unless specifically endorsed:(17)

'By Canadian packet', 'By United States packet', or 'By British packet'

In the meantime the Postmaster-General had accepted that letters paid to be forwarded by the cheaper conveyance of the Canadian packet, but posted too late for that conveyance and subsequently forwarded by British packet, should not be charged with a fine, but simply with the additional rate of 2d per $\frac{1}{2}$ oz.

A Revision to the Regulation. The only major change was in 1863, when the Postmaster-General was invited to agree to the imposition of fines on letters which had been paid at the rate of 6d only, when specifically addressed for the more expensive route '*by Cunard packet*', or by a particular British mail packet.⁽¹⁸⁾

This submission was approved, but instances of its application to British mails are scarce, and not always consistent; with regard to letters from British North America, no alteration to the regulation governing the direction and charging of letters is known.

The Dominion of Canada. The Dominion of Canada came into being on 1st July 1867, although not all the provinces joined at the same time. The principal regulations, including those relating to fines, remained unchanged.

The General Postal Union. The United Kingdom was a founder member of the General Postal Union, which came into being on 1st April 1875.⁽¹⁹⁾ At first neither the Dominion of Canada nor Newfoundland were able to join, but a privileged letter rate of 2½d, 5c, per



Figure 9: A letter from Staines, England to London, Ontario, 4th June 1877, underpaid weighing over $\frac{1}{2}$ oz. The British postal office calculated the sum due as tenpence, twice the one-ounce rate, less the twopenny halfpenny prepayment and raised a charge of sevenpence halfpenny, converted to fifteen cents in Canada.

½ oz was extended to those countries on 1st October 1875 and 31st July 1876 respectively, pending full membership which was granted to the Dominion on 1st July 1878, and to Newfoundland on 1st June 1879.

The change was attended by some confusion in connection with the treatment of underpaid letters, for although the Union regulation that deficient postage would be doubled appears clear enough, its interpretation in the British regulations, and by the Postmaster-General, was open to mis-interpretation:

‘... on unpaid letters double the rates will be charged on delivery.’
 ‘... the single rate on an unpaid letter would be 5d.’ and,
 ‘... double the prepaid rate, less any stamps affixed.’

Some letters, prepaid 2½d Currency but weighing over an ½oz, were computed at the double rate, 10d Currency, and charged that sum less any pre-payment, (normally 7½d Currency), more than would have been charged before the rate reductions.

Bibliography:

Information on shipping has been taken from Hubbard & Winter, ‘*North Atlantic Mail Sailings, 1840-75*’.

Information on rates and procedures has been taken from Post Office Archive sources detailed below.

Specific references:

- (1) I first wrote on this subject in the Journal of the Postal History Society in the 1990s; following my display last year, I have been asked to prepare a book on the subject for the British North American Philatelic Society, to be published sometime in mid-2012.
- (2) 12 & 13 Victoria, cap. 66. British Columbia proclaimed a Colony only on 19th November 1858 (*Victoria Gazette*, 30th November 1858).
- (3) Treasury Warrant, effective 23rd March 1854.
- (4) Treasury Warrant effective 1st January 1866.
- (5) Packet Book 1851, pages 249-251, 409Q enclosed in 987B, 9th June 1851.
- (6) General Post Office Notice #43/1867, December 1867.
- (7) General Post Office Notice #2/1870, 3rd January 1870.
- (8) Postmaster-General’s Report, Appendix J, 21st February 1859.
- (9) Anglo/US Convention, 3rd December 1869 and General Post Office Notice #2/1870, 3rd January 1870.
- (10) General Post Office letter to Postmaster Banning at Liverpool, 17th December 1856. General Post Office letter to Postmaster Banning at Liverpool, 8th January 1857. General Post Office letter to Postmaster Banning at Liverpool, 21st January 1857.
- (11) The Editor has asked whether I can account for this curious mathematical fraction, I’m afraid that I cannot, I have repeated it as read; it makes no difference to the charges against correspondents.
- (12) Anglo/US Convention, 15th December 1848. Treasury Warrant, 8th March 1849.
- (13) Anglo/US Convention 1867, effective 1st January 1868.
- (14) Dominion Post Office Act, effective 1st April 1868, after Anglo/US Convention 1867, effective 1st January 1868.
- (15) Anglo/US Convention 3rd December 1869, effective 6th January 1870.
- (16) Sessional Paper #8 (Canada).
- (17) General Post Office Notice 12th June 1861.
- (18) Circular to Canadian Exchange Offices, 18th June 1859.
- (19) General Post Office Notice #25/1875.

THE KLONDIKE GOLD RUSH – MAIL SERVICE TO THE KLONDIKE 1896 – 1905 (PART 2)

David H. Whiteley

The Victoria *Daily Colonist* of 29th December 1897 included a long report which indicated that not all was working well with these early mail arrangements. Under the headline “SUSPENSION OF MAILS - Many Thousand Letters Now Stalled Half Way,” it read:-

“Newspapers sold at Dawson for a \$1.50 each last September, and a man who carried an armful of New York, Chicago, San Francisco and Victoria Publications, several weeks older than they might have been, made quick profit on arrival by selling them on sight at that figure. “I would willingly have paid that price for a copy of the COLONIST,” said Mr. Richard Shaw yesterday, “but the carrier had none left when I saw him.” Dawson has been completely cut off from news of the world. Newspapers are refused transmission in the mails and the letters taken by the Mounted Police from the coast have got no further than Little Salmon, where there were 1,000 pounds of them when I passed out. I am told that more than a dozen letters have been sent to me from home, but I did not receive one. No



Fig 19 Ben Atwater was reportedly the owner of the ‘Fastest Dog Team in the Yukon’ and he carried the mails between Lake Bennett and Circle City which was 150 miles downstream from Dawson. He was also the contractor for the winter route between Nome and Skagway, a distance of around 2300 miles. (Courtesy of Neil Prior F.C.P.S.)

letters have been received since the last trip of the United States mail carrier from Juneau, and no mail has been sent out over the ice. The average letter weighs less than half an ounce, so that if Mr. Shaw's statements as to the weight of the correspondence stalled at Little Salmon is correct, there are about 30,000 letters there.

The isolation from the world resulting from this failure to maintain mail communication Mr. Shaw considers one of the most trying features of life in the far North. The cold of winter, spoken of most prominently in the list of Yukon privations, causes less actual suffering than do the mosquitoes, the plague of the summer months, and though the average day was about 32 degrees below zero for some time before Mr. Shaw left, and the thermometer had registered as low as minus 70, outdoor work had been continuously carried on with.

Speaking of the recent reduction in wages from \$1.50 to \$1.00 per hour, which latter figure leaves a very small margin for the thrifty workman to save to bring out with him, Mr. Shaw says.

"Those who don't want to work for wages can prospect for themselves. There is plenty of promising ground unoccupied, and there will be too, after the tens of thousands expected to arrive in the spring appear on the scene. There are hundreds of creeks not yet touched that ought to be just as good as those now being worked. The locations now extend perhaps forty miles from Dawson City, for distances soon become great when each mile takes in but ten claims. But it puzzles me how the coming host can possibly get their provisions."

"I left because it appeared that I might have to go hungry before spring if I stayed. I do not believe that there will be any actual starvation, but it seems impossible to avoid a shortage of provisions. When the Mounted Police cannot, as they say, get in even the letters how are they going to manage tons of provisions? That is how hundreds of those who have come out have argued. There are some provisions yet in the stores, held back for emergencies, but they have run out of flour. I know what I am talking about, because I worked at the "A.C." store until it was closed. My partners McNeill and Dailey - who remained, with just enough provisions - are working at mining. . . ."

"There were four in our party on the way out," said Mr. Shaw, "and we had three dogs drawing sledges. We took the very smallest amount of outfit possible, and therefore made the trip from Dawson to Skagway in the exceptionally good time of 32 days. There was only about 4 inches of snow at Dawson, but along the trail it increased until at the summit it was between four and five feet deep. There seems to be no reason why hardy men cannot travel over this trail all winter. We did not suffer from the cold except when we were pitching and striking our tents and had to work with our hands exposed. On the march and when sleeping we were comfortable enough. " .

A letter dated Dawson City October 26th, has been received by Joseph Heaney from his brother William who went in last summer with beef for the Yukon. He stated that flour was at the date of writing \$100 a sack and candles a \$1 each - and very little for sale at that. Beef was selling at \$1 a pound. "



Fig 20 A famous postcard entitled 'Over Chilkoot Pass during the Gold Rush in Alaska. Thousands of gold seekers used this trail'. The card is based on a 1898 photograph taken by E.A. Hegg. This example was sent in 1926 from Whitehorse to California.

Things had not improved much by the following year. The *Daily Colonist* of 13th October 1898 carried the following 'Letter to the Editor' entitled 'Total Neglect of the Service to Lake Bennett by Post Office Department'

"Sir - Let me lay before you a serious evil, that I may ask you to use your paper and influence to counteract. I speak of the mail service for this city, and in doing so I can from what I hear from returning miners, speak also for the Dawsonians. A letter has been posted weekly from my family since my arrival here last March, and I have not yet received a single one, while those given to private individuals have invariably reached me. I cannot understand why this should be so. A person landing at Skagway with freight, unless it be very cumbersome, can have it landed two days or two and a half days after at this place by paying extra freight of two cents a pound, and hence I do not see why the government could not easily get a contract for a weekly mail service at the current rate of freight, it being a permanent job. Were a contract called for, with the large number of freighters on hand, excellent weekly or semi-weekly service to this point could be obtained. The postmaster here is all right. He is obliging and painstaking, but he gets nothing to handle. Now the root of the evil - no post office inspector has passed over the line to see the actual condition of affairs, and hence the whole matter has been let to run itself, while the accumulation of mail goes on in the Victoria P.O. or some other place, but never gets here. What has been true of my private letters has also been true of business ones, and, in fact, for some time, I have had all my business letters sent out by passing private individuals, and frequently send them out to Skagway by specially paid men, sometimes costing \$25.

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There is no reason why a weekly mail service should not be had here regularly. The immense amount of mail matter all along this line to Dawson demands immediate action, otherwise this winter will see tons lodged at Skagway or Victoria. This is a very important matter, and I hope you will keep up the agitation until the government will do the right thing. A newspaper here is a curiosity, particularly the Victoria papers.

I may add the following; Skagway is an all year round port. From Skagway a railroad runs to White Pass, twelve miles, while from White Pass an easy trail runs both summer and winter, with numerous stopping places, a distance of twenty-eight miles, or making forty miles, as a total, to Lake Bennett.

I myself have walked over the pass to Skagway in twelve hours, so that you can readily understand the feasibility of a mail service, but not the neglect that has kept us from news of the outside world up to date. The condition of affairs is disgraceful to any government. If the excellent system the provincial government has in maintaining order by constables had been adopted by the Dominion government instead of the heavy expense of the mounted police and more care taken of the mail service, law and order in this God forsaken, although revenue producing, country would have been just as good, while the pleasure of living would have been immensely enhanced, for what does more value than the loved ones he has left behind, and with what anxiety does he watch for news from them.

The Dyea trail is shorter but not so reliable during the winter months. During the summer the train would take it to the summit, from which point it is only twelve miles to Lake Bennett. An investigation by a post office Inspector would in a short time settle the matter. Stir up the government to get a move on and that quick.

*Mike King
Manager of V.Y. Co. Ltd.
Lake Bennett, 27th Sept, 1898."*

The following articles from early 1899, suggest that things may have improved slightly by then; at least in respect of mails to and from Dawson.

Under the headline "There Is Now Practically a Weekly Mail Between the Coast and Dawson", the *Victoria Daily Colonist* of 13th January 1899 carried the following reports:-

Victoria January 13th:- The following information as to departures of mail for Dawson has just been received by private letter.

"Following dates of departure from Juneau when carriers made the trip to Dawson and beyond: July 3, July, 19, August 18, August 24, September 1, September 15. During October the contractor failed to perform service and there were no departures beyond Lake Bennett. During November and December 15, while the lakes and rivers were in process of freezing the trail was impassable, but the delayed mail is now under way, and it is the intention to maintain regular service hereafter, departing from Juneau the 1st and 15th of each month."

"In addition the Canadian post office department has organized a service to Dawson departing from Skagway on the 8th and 22nd of each month making practically a weekly service to Dawson."

The same paper of 18th February 1899 carried the following brief report:

Victoria 18th February:- "A Dawson Mail reached here [Victoria] last evening. It arrived at Seattle on the Alki, and was brought over by the City of Kingston."

However, things were clearly still not to the satisfaction of the paying public. Just three days later the same paper carried the following report under the banner headline "WRETCHED MAIL FACILITIES"

"The great majority of people who came in here last spring sought consolation in the fact that they had been made to believe that a regular mail would arrive and depart from Dawson twice a month. It was published that P.C. Richardson had received a contract for \$84,000 and had made all arrangements for the carrying out of his contract. But in this we have been sadly disappointed, for but one mail has arrived since the middle of October, and it consisted of only eleven sacks, ten of which were Canadian and English letters. It is reported that 34,000 American letters are held at Tagish, for what reason no one can tell. The latest outside paper to arrive here was dated 27th October, and if none arrives soon the first to come in will command as high a price as did the Oregonian of 5th May last, when \$160 was offered for a single copy - the largest amount probably ever offered for a single issue of an American newspaper. The purchaser would have read it publicly at the Theatre building charging 50 cents admission. As long as the boats were in service, mail arrived every week, but since the river closed there has been no information of any kind from the outside world. I am asked every day of the state fair, Portland exposition, special session of the legislature, who was elected United States Senator, and hundreds of other like questions from interested Oregonians, but all have to make the same reply - no news in yet."

"We are promised mail in by 15th January, and at best we should like to know by Decoration Day what took place last 4th July. It is a disgrace to the postal service of America - acknowledged to be the best in the world - that 15,000 American citizens should be denied mail facilities for months when so little enterprise or expenditure of money is necessary to correct the evil. If Mr. Richardson cannot or will not fulfill his agreement, then let the contract be taken from him and given to someone who will. No reason can be given why mail that arrives and departs every week to the government officials here cannot as well be brought in for the accommodation of the general public."

"Sixty tons of mail were sent from Seattle last summer by the steamer Seattle No.4 but the boat was frozen in at Minook. Ten tons of mail was then transferred to the Victoria, which went into winter quarters at Fort Yukon. None of this mail will arrive here before the middle of next June. We will then learn full particulars of how the war with Spain is progressing, and other important news."

By the spring of 1899, the subject of the poor mail service in the Yukon had reached the National Parliament in Ottawa. The *Victoria Daily Colonist* of 24th April carried the following brief report under the headline "POST MASTER IN ERROR":-

"In the House this afternoon Mr. Gillies was told by Mr. Mulock that Frank Harper is no longer Postmaster at Dawson City; that Harper had no authority to give the exclusive

right of delivery of letters in Dawson City, to the Yukon Mail and Express Delivery Company, when he held the position of Postmaster at Dawson City last August [1898] and that in issuing a circular in which he undertook to give such a monopoly, Harper acted without directions from the Department; but before taking any steps in the matter the Department would wait to see what explanation Harper had to offer."

The following month, the same paper carried another report from Parliament under the headline "MAIL ROUTE TO DAWSON" :-

"Ottawa, 17th May:- In the House to-day Sir Hibbert Tupper was informed by Mr. Mulock [P.M.G.] that Canadian mails for Dawson are forwarded in the Pacific Coast waters by the steamers of the Pacific Coast Steamship Company. The department has no control over the arrangements for forwarding mails from Skagway which is in the possession of the United States, but correspondence is being carried on with Washington with a view to changing the arrangements now in force."

By now, the subject was becoming something of a 'cause celebre' and the *Daily Colonist* of 28th May 1899 carried the following report under the headline "YUKON MAILS ONLY A PRETENCE":-

"Ottawa May 27th:- The quality of the Yukon postal service was illustrated today by Mr. McDougal, who told the Commons that he had sent a registered parcel containing papers to Dawson, but the parcel was opened at Victoria and returned from the Dead Letter Office there with no information that the mail was not carrying papers to Dawson. Mr. Mulock admitted that newspapers could not be sent to Dawson in the winter. Sir Hibbert Tupper asked if public notice had been given that newspapers could not be sent to Dawson through the mails, but Mr. Mulock was not able to answer."

These regular questions in parliament did, it would seem, result in some prompt action. By early June 1899, the *Daily Colonist* was able to report a new maritime mail contract. Under the headline "THE TEES CARRIES MAIL", the issue of 8th June carried the following report:-

"The Tees, which sailed last evening for Alaska Ports carried her first regular mail consisting of 11 sacks. Heretofore the Cottage City and some other Pacific Coast Vessel has always carried the Canadian mails. In the future, however, there is to be no delays in dispatching it; for the C.P.N. [Canadian Pacific Navigation Co.] as well as the Pacific Coast Steamship Company have been engaged to carry it." (Illustrations of the vessels mentioned can be found in Turners book "Pacific Princesses").

Further questions in parliament revealed problems with the contractors being used by the Canadian Post Office. The *Daily Colonist* of 15th June 1899 reported the following under the headline "YUKON MAIL BUNGLING":-

From Our Own Correspondent.

"Ottawa, 14th June:- In answer to Sir Hibbert Tupper to-day the Postmaster General explained that when the United States were desirous of establishing a mail service through Canadian Territory to Alaska the Canadian Government did not care to allow them to

exercise such Sovereign Rights but agreed that the American contractor should have a nominal contract from the Canadian Government. The contractor did carry some Canadian Mails but Canada paid him nothing therefore. Mr. Mulock under cross-examination admitted that the American contractor, Richardson, did not give satisfaction to the United States and the result was that the Canadian mails entrusted to him were somewhat delayed."

The summer months of 1899 brought some reports of hope for the mail starved pioneers. The *Daily Colonist* of 16th June 1899 reported under the headline "BIG MAIL COMING" that:-

"One of the passengers, who reached Seattle yesterday on the Al-Ki having just come out from Dawson, made the trip up river on the steamer Flora one of the Bennett Lake & Klondike Navigation Company's steamers. The Flora got up as far as Labarge without any difficulty, but there found considerable ice and a passage had to be cut through to her. She brought up two tons of mail which it was expected would reach Skagway in time for the City of Seattle, which is due to-day"

The 7th July edition of the same paper carried some "Waterfront Gossip" as follows:-

"The steamer Derrigo sailed North from the Sound last evening as a full fledged Alaskan mail carrier. She has a government contract for one year from 1st July 1899. The steamer Farallon gave up her arrangement with the government. The Rossalie still carries Alaska mail both ways as do three of the P.C.S. Co's Lynn Canal lines vessels; the Orizaba, City of Topeka, and Queen. Each of these five vessels carries a man regularly clothed with the authority of a Railway Postal Clerk. The mail is handled by the pursers of the respective vessels."

Despite the initial attentions of the Ottawa Government, the service was still regarded as well below acceptable standard. The *Yukon Sun* of 8th August 1899 carried the following piece under the headline "POSTAL INEFFICIENCY":-

"We are sorry that we cannot say anything kind of the postal service to the Yukon, but really it is an aggravation. When the NWMP could carry the mails last winter we had a service at which we could not grumble. And that reminds us that the NWMP have not received any pay for that work. But here in the broad daylight of a nightless month we cannot get our mails handled with reasonable dispatch.

Whole ages seem to roll around before letters mailed here get to their destination. Men become "feeble, helpless and old" before an answer comes back. They feel that all their friends have died or become blind when waiting for the long expected letters.

All winter long we yearned for letters and papers that never came. When the spring opened we expected some more. Letters did come, and later the reluctant newspapers began to arrive. Sack after sack of wet pulp was poured out here by the disgusted officials. They ploughed through the fragments and discovered that their dates were August 1898 {now August 1899} and all the months since then. Then the official wrath arose, and they were cast out.

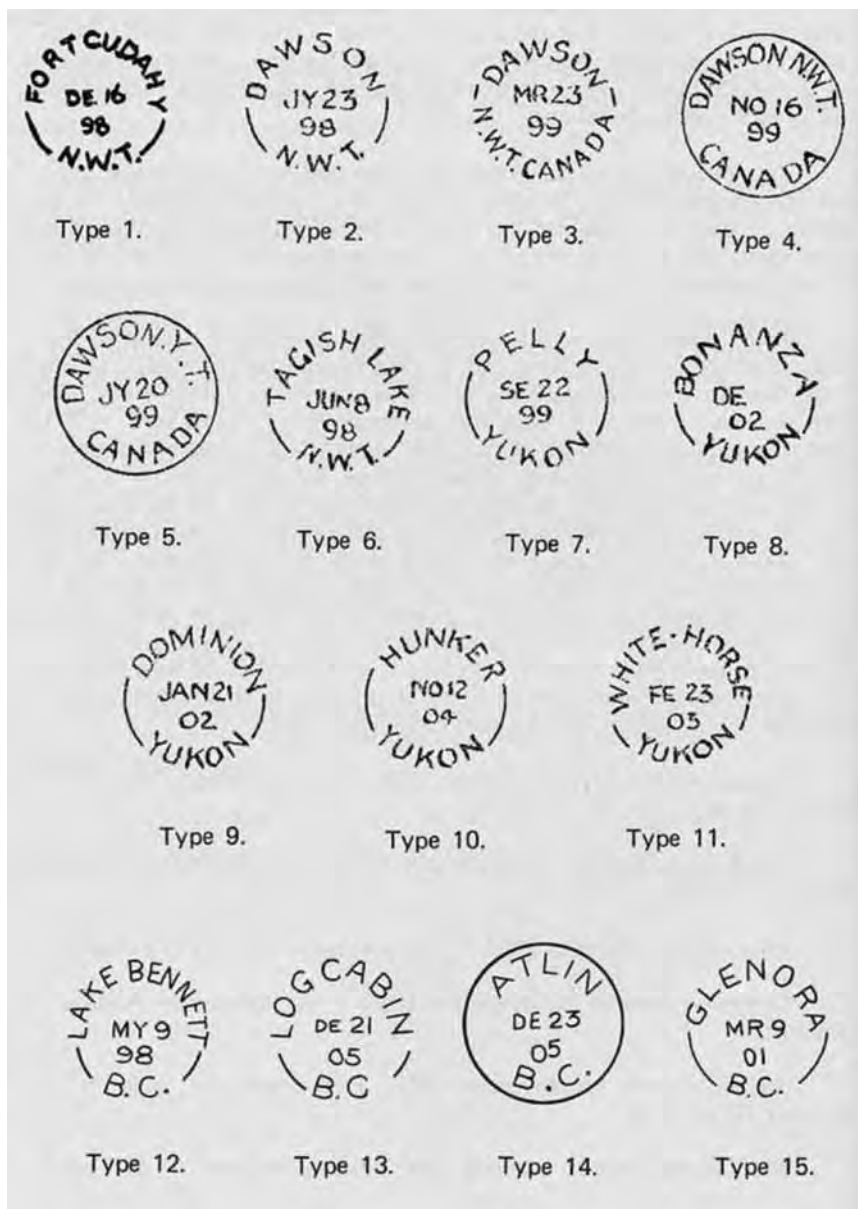


Fig 21 Some of the early cancels to be found from the Yukon – taken from Robert G. Woodall – *The Postal History of the Yukon Territory*, Quarterman Publications 1976.

The whole warehouse is full of papers which began to arrive, seventy-five and a hundred sacks at a time. They, too, were dated from about August, 1898, and so on. From them we learn that the Spanish-American war is over, and other late news.

A long-suffering public will stand much but the mail service is a vital matter, and trifling with it will cause trouble. Isolated as we are, the least the department or the government can do is to give us as good a mail service as it can. If it fails to do this, it must be held accountable.

The trouble is that the department is trying to do the work too cheaply, and it suffers in consequence. Fortunately, we can say in reference to the mail, when it does get here it is given to the public as fast as possible. But, again, the department is too economical, for it does not pay the local post office officials enough for their work."

This same month (August 1899), however, the government finally got to grips with the problem and started to provide a lasting solution to regular mails in the Yukon. The *Victoria Daily Colonist* of 19th August 1899 reported under the headline "DAWSON MAIL CONTRACT LET", that:-

From Our Own Correspondent

"Ottawa, 18th August:- The Government has awarded a four year contract to the Canadian Development Company for the conveyance of mails from Dawson by Skagway and the Upper Yukon route. The company brought their first mails through from Dawson to Victoria in 10 days. [sic.] The mail which left Dawson on 31st July reached here [Victoria] 17th August. The Company are building Posts 20 miles apart and securing dog and horse teams for winter service."

The following week, the same paper was able to report more developments. Under the headlines:-

"Quick Time to Dawson.", "Canadian Development Company to Run Sleighs During the Winter" and "Four or Six New Steamers to Be Built for Next Season's Service" the paper of 24th August 1899 reported:-

"When navigation opens next spring on the lake and river waterway from Bennett to Dawson, there will be on hand a fleet of fast steamers operated by the Canadian Development Company that will have no peers in Northern Pacific waters. The Company has undoubtedly done the lions share of the transportation business of the North during the past season; have taken risks greater than any other company in the business, and established a service that was a boon to northern travel. The enterprising manager, Mr. Maitland Kersey, however, by carrying out his present arrangements, will throw what he has already done into the shade.

First of all, he has taken thought of how to lessen the time between Skagway and Dawson this winter, and how best to provide for a speedy sled service. In a letter to Mr. Richard Elliot, the Victoria manager of the company, he reports that he has arranged for the immediate construction of a road from Cariboo Crossing down to Rink Rapids to lead through the valley between the places named and avoid the circuitous route following the waterway to Dawson. The cut-off means a saving of 140 miles. Way houses will be built

along the road 30 miles apart, and a first class sleigh service will be operated with horses during the winter. From Rink Rapids to Dawson dog teams will make the necessary connection, thus completing the final link in what at the outside is expected to be an eight-day trip from Skagway.

For the water transportation next spring the company intend just trebling their present tonnage capacity. Either four or six new steamers - there is as yet some uncertainty as to which number - will be built, of a size three times larger than any now running. Plans for these vessels have already been prepared, the details and specifications of construction being now in hand. A survey of the rivers has also been made in connection therewith, and it is proposed to make them as large as the depth of water will permit. Where they will be put together is a matter which the local office at present is not prepared to state, but the bulk of the material used in their construction will be purchased in Victoria and sent north from here. As from the commencement, the company is desirous of spending as much as possible in Victoria in this way, having only a few years ago given the contract to a Victorian for the construction of what are now the Victorian, Canadian, and Columbian, - three of the best boats in northern service. The company is preparing to handle next season from 12,000 to 15,000 tons of freight."

The Victoria Daily Colonist of 18th October 1899 provided further evidence of these improvements, under the headline "Winter Trails - Distance to Dawson Reduced By Over a Hundred Miles."

"There will be no difficulty in getting to and from Dawson during the coming winter. The government trail, by which the distance is reduced from 600 to 442 miles, will be completed before the heavy snow fall, steel steamers will be run on the rivers and lakes, which freeze up so much later than the main river, and well provided stations have been promised along the route. When once the trail is broken horses will be able to go through, and it will be a leisurely trot for a dog team. The list of stations, with the distances one from the other and the names of the companies by which they are operated, follows:

No.	Name.	Miles From Last Station	Operated By.
1	Bennett		
2	Cariboo	38	C.D.Co.
3	Lugrin	22	C.D.Co.
4	White Horse	20	B.A.A.C. Co.
5.	Upper Labarge	25	C.D.Co.
6.	Lower Labarge	30	C.D.Co.
7	Chico	23	C.D.Co.
8	Montagn	22	C.D.Co.
9.	Carmacks	24	C.D.Co.
10.	MacKay	4	Wilson.
11.	Merito	24	Fussel.
12.	Selkirk	24	B.A.A.C.Co.
13	Selwyn	30	Brewster.
14.	Tulars	35	Stewart.
15	Stewart	39	C.D.Co.
16.	Sixty Mile	23	A.C.Co.
17.	Indian River	0	McDonall.
18.	Dawson	28	

Stations are also to be established at Tagish and Atlin, making twenty in all."

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The improvements put in place by the Canadian Development Company quickly bore fruit as far as the settlers and pioneers were concerned. As early as January 1900, the Daily Colonist was able to report the following:-

"The Dawson Mail Service - Letters Delivered Every Wednesday by the Contractors."

"Recent arrivals from Dawson speak in the most flattering terms of the manner in which the Canadian Development Co. of this city are fulfilling their contract with the Canadian government for carrying mail from the mail between Dawson and Bennett. They have purchased the best horses and dog teams available and have the most convenient vehicles for making fast trips. The mail from the outside arrives regularly every Wednesday at the Dawson post office, and leaves every Friday. There is no delay at all en route, at present, the mail being conveyed between Dawson and Minto by dog team, the trail not being in condition between those two points as yet for horses and sleighs. Between Minto and Bennett, however, horse teams are employed entirely, and the company has assisted in putting the road in good condition; very fast time is made. Every man engaged has had long experience in Arctic travelling, which of course is a great advantage. Several of them are ex-members of the mounted police, and others are men who have been traveling along the Yukon for years. One team takes the mail from Minto to Upper Labarge, a second one from there to Lower Labarge, a third from there to White Horse and a fourth from White Horse by the railway cut-off via Cariboo Crossing to Bennet. The company's contract ends at Bennett, the mail being transferred to the railway company, who during the blockade employed dog teams to convey it to Skagway. From the latter port, mail is brought to Victoria by the C.P.N. and P.A. steamers.

Mr. E. Frank, one of the arrivals by the Danube yesterday, stated to a Colonist representative that the company had the service in splendid shape, in fact he said it could not be better, and is giving every satisfaction in Dawson. Even before the trail was in good order the mail arrived and departed regularly, and on the way out all he met was on the move. The men who had charge were splendid travellers and as an incident of how particular the company was, he told of how one of the best men had been discharged for taking a little too much liquor at one of the stopping places. Every effort was made by the company to give a perfect service and they were ably seconded by their employees. When he left the company were providing their sleighs with robes intending to carry passengers, so that travelling between Dawson and the coast is now, or soon will be, as comfortable in summer as in winter."

There is no doubt that many of the early articles and reports on the mail service problems place the blame for the poor service on the initial contractors employed by the Governments and it was not until the Canadian Development Co. contract was awarded (along with some considerable political and financial backing to solve the earlier problems) that things markedly improved. It is interesting, therefore, to read the perspective of one of the early mail contractors. The following report was written by N.A. Beddoe, a mail contractor employed in 1896. His report was written from Circle City, Alaska on 15th July 1896.

"I have to report the safe arrival of the first mail at Circle City under the contract with this company. I personally took charge of the expedition, and had it been otherwise I could

hardly have credited the dangers and difficulties of the trip. The season this year was very late, and while the snow was too soft to permit the taking of our launches over the pass, the lakes were not sufficiently open to allow of their use. I therefore did what I thought best under the circumstances and purchased lumber for two boats, intending to build them the other side of Chilkoot Pass and launch them on the lakes. This lumber I succeeded in getting halfway to the summit by Indians but they absolutely refused to take it farther, and I doubt very much whether it was possible to do so. I paid \$87.50 to pack the lumber this distance, and there I abandoned it. I pushed on with my supplies and the mail, and at the lakes I cut logs, made lumber, and built a boat, and from there down, going day and night, we met with no mishap, but the seething waters of the canyons and the terrible rapids to be passed through add years to a man's life."

The same author wrote the following report from Juneau, Alaska on 23rd September 1896. *"If you were familiar with the conditions which obtain in the Yukon you would be in a better position to regulate the dates of departure and arrival for said service. For instance, I left this point on 10th June for Dyea; for sixteen hours it was impossible to land owing to storms, and as the landing is made in small boats the conditions must be favourable. I took with me sufficient lumber to build two boats; the ones I had already built could not be taken over the summit in consequence of excessive snowstorms. Upon my arrival at the base of the summit the Indian packers refused to go over with the lumber. I was compelled to abandon it there, having paid \$67.50 for packing it. The packing of supplies, etc., cost \$320 additional. However, I pushed on and upon arriving at Lake Linderman, a distance of 30 miles, I built a raft, there being no lumber in that locality, and upon this raft we journeyed to Lake Bennett, where we found sufficient lumber to build a boat. A start was made in five days after arrival, although the lumber had to be cut from the trees, and from there we travelled day and night until our destination, Circle City, was reached and the mails delivered in good order.*

The question now was to get the return mail to Juneau by the quickest moment. It was impossible to start up the river in consequence of the rapid water; the current averaging 8 miles an hour for 500 miles. If I remained in Circle City until 30th July it would probably take 45 days to pole the boat up the river. I therefore decided to go down to St. Michaels and come out through the Bering Sea. I was fortunate in getting there in time for the steamship Portland, which sailed from that point to Seattle, via Unalaska—a distance of 3,500 miles. At Seattle I took the Alki and reached here in due course, having traveled 6,500 miles in addition to the regular trip, and saving thereby over a month of time in the delivery of the return mail; and I owe it to myself to say that I was the last man into the Yukon and the first one out this season, which is evidence that no unnecessary delay occurred.

This Yukon trip is a terrible one, the current of the river even attaining 10 miles an hour. Miles Canyon is a veritable death trap into which one is likely to be drawn without notice, and the White Horse Rapids, known as the miner's grave, to say nothing of the Five Finger and Rink Rapids, both of which are very dangerous. All of these dangers are aggravated by reason of the defective maps and reports of the country.

It is my intention to submit to the Department a map with many corrections, although in the absence of a proper survey it will necessarily be only an approximate reflection of the



Fig 22 Postcard of the White Pass & Yukon Route horse drawn sledge en route to Dawson in winter. Partially obscured by the driver can be seen the inscription '(Ro)yal Mail No. 25' (courtesy of Neil Prior F.C.P.S.)

river's course. You are probably not aware that for a distance of 150 miles, commencing at Circle City and going north, the river is 50 miles between banks and contains thousands of islands, very few of which appear on any map.

It is impossible to perform this mail contract without having at least three parties fully equipped, the distance being so great and it being out of the question for the first party to return in time to depart with the exceeding mail, and the expense of each will be about the same. I shall have made four round trips by the end of this month. The last mail in should arrive at Circle City in one week from now. The return mails I am looking for daily. At the end of this month the north end of the Yukon River will freeze and the ice will gradually form to the south, and the same, as a waterway, will become impassable and remain so until midwinter."

Both of the above reports are from the U.S. Post Office Department's 1896 annual report.

THE COMING OF THE RAILWAYS

As noted above, the most popular route taken by prospectors to the gold fields in the Yukon was a treacherous route from Skagway or Dyea in Alaska across the mountains to the Canadian border at the summit of the Chilkoot or White Pass. There, the prospectors would not be allowed across by the Canadian authorities unless they had a full ton of supplies with them, which for most required several trips up and down the passes before entry to Canada could be obtained. There was a clear need for a better transportation



Fig 23 The White Pass and Yukon railway terminus at Lake Bennett in 1899. In the background you can see the steamers which provided onward transport to Dawson.

scheme than the pack horses used over the White Pass or the people's backs over the Chilkoot Pass. This need generated numerous railroad schemes. In 1897, the Canadian Government received 32 proposals for Yukon railroads, most of which were never realized. However, in that year, three separate companies were organized to build a rail link from Skagway to Fort Selkirk, Yukon, 325 miles away. Largely financed by British investors, the railroad was soon under construction. A 3 foot gauge was chosen; the narrower railbed required by a narrow gauge made for big cost savings when that railbed had to be carved and blasted out of the mountain rock. Even so, 450 tons of explosives were used just to reach the White Pass summit. The narrow gauge also allowed for a tighter radius to be used on curves, making the task easier by allowing the railroad to follow the landscape more, rather than having to be blasted through it.

Construction started in May 1898, but they ran into several roadblocks in dealing with the local city government in Skagway and the town's crime boss 'Soapy' Smith. The President of the construction company, Samuel H. Graves (1852 – 1911), was elected as chairman of a vigilante organization that was trying to expel Soapy and his gang of confidence men and rogues. On the evening of 8th July 1898, Soapy Smith was killed in the famed shoot out with guards at one of the vigilante's meetings. Graves witnessed the shooting. The railroad helped block off the escape routes of the gang, aiding in their capture, and the remaining roadblocks in Skagway quickly disappeared. On 21st July 1898, an excursion train hauled passengers for 4 miles out of Skagway, the first train to operate in Alaska. On 30th July 1898, the charter rights and concessions of the three companies were acquired by the White Pass & Yukon Railway Company Limited, a new company organized in



Fig 24 Early letter from White Horse, Yukon to the UK, dated September 1900. The post office there opened in June 1900. (courtesy of Neil Prior F.C.P.S.)

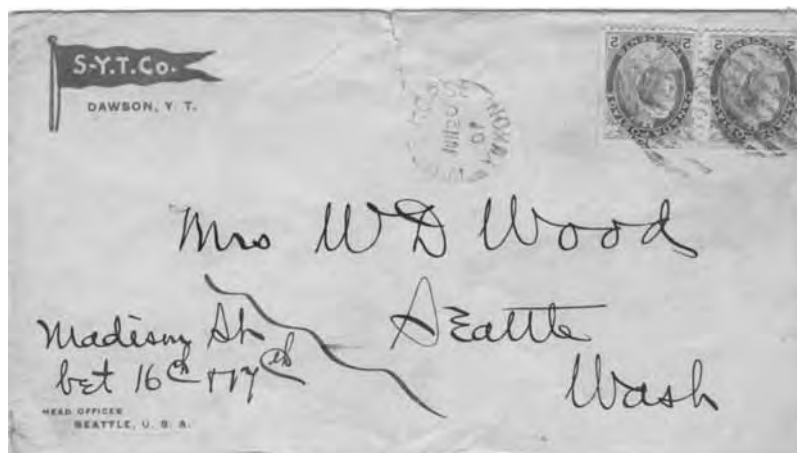


Fig 25 Advertising cover from White Horse to Seattle, mailed in 1901. It is interesting to note how the service had improved by this time. This letter mailed on 20th June arrived in Seattle just 4 days later.

London. Construction reached the summit of White Pass, 20 miles away from Skagway, by mid-February 1899. The railway reached Bennett, British Columbia on 6th July 1899 and in that same summer construction started north from Caribou Crossing (later Carcross) to Whitehorse, 110 miles north of Skagway. The construction crews working from Lake Bennett along a difficult lakeshore reached Caribou Crossing the next year, and the last spike was driven on 29th July 1900, with service starting on 1st August 1900. Despite this incredibly fast (by modern standards) construction schedule, by the time the railway opened much of the Gold Rush fever had died down.

The new rail routes resulted in additional post offices opening at White Horse (1st June 1900) and Caribou Crossing.

CONCLUSIONS.

Mail carriers and their dog teams were crucial to the transportation of the mail in the Yukon during a critical period in the regions' modern historical development. The establishment of a mail service, along with the gold rush economy, helped to open the doors of this northern territory to the 'blessings' of modern civilization.

The cost of a mail service in the Yukon was enormous; the remoteness of the area meant that much of the equipment and manpower needed to maintain the service had to be imported. In 1898, the estimated cost of the fortnightly winter service for letter mail alone, from Victoria B.C. to Dawson was \$79,000. A total of 22 men (mushers) and 125 dogs were called into service at the time. This was a small number, compared to the larger overall migration of men and dogs to the North during the Klondike boom, which numbered in the tens of thousands. These early mushers and their dogs, however, helped to establish a vital connection between a world hungry for news from the Klondike and the territory's new inhabitants – who were equally eager to spread the word about the search for gold and the realities of life in the North.

References:-

1. Much of the historical information in this article has been taken from a series of articles in the United States Postal Museum; www.postalmuseum.si.edu/gold, unless otherwise stated.
2. Robson Lowe Vol V. North America pp 90-91
3. Robert G. Goodhall, The Postal History of the Yukon Territory. Quarterman Publications 1976.

**The CPS of GB wish all
our members a peaceful
and prosperous
New Year**



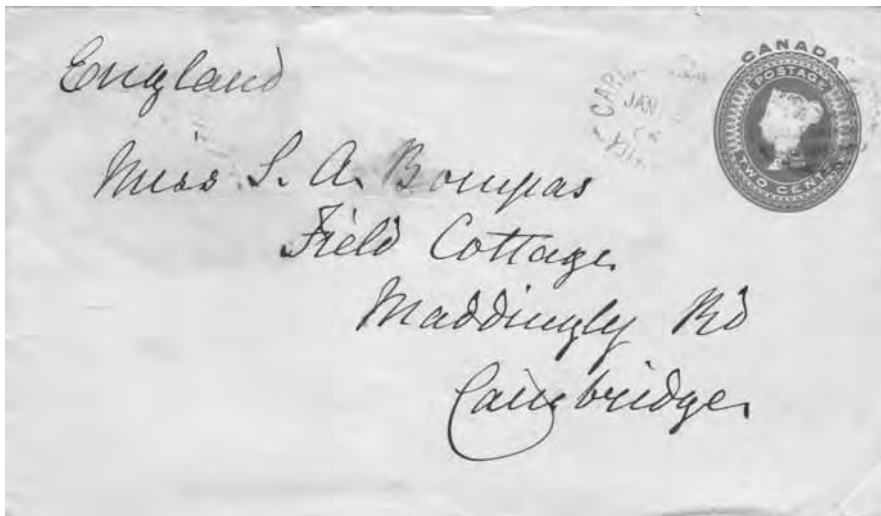


Fig 26 Caribou Crossing, Yukon split arc datestamp of 13 January 1904 on a 2 cent postal stationary envelope to the UK. The name Caribou Crossing was changed to Carcross on 1st October 1904. (Courtesy of Neil Prior F.C.P.S.)



Fig 27 Cover dated Bonanza, Yukon Territory 17th July 1905 to Upsala in Sweden. It arrived in Upsala on 15th August and was redirected to Stockholm where it arrived on 16th August. Also backstamped in Dawson 17th July 1905. The letter was addressed to Dr Nils Otto Nordenskjöld, a famous Arctic explorer who was the first to traverse the North East Passage.

VOLUNTEER URGENTLY REQUIRED

Members will, I am sure, agree that Colin Lewis has done a wonderful job running the Society Auction over recent years. However, Colin is getting no younger and feels the time is right for him to hang up his gavel. The Convention Auction in Stirling this coming September will, therefore, be the last society auction unless we can find a volunteer to take over part or all of the Auction Managers job.

Colin is prepared to continue acting as auctioneer for the room auctions at Convention, if required, (thus the new auctioneer does not need to be someone who attends Convention regularly) but we need someone to take over the role of preparing the auction catalogues and handling the administration of the auctions.

If you feel you can help with part or all of this work please contact Colin Lewis or John Hillson urgently and they can provide you with more details of the tasks involved.

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THE LETTER 'V' DROVE THE NAZI'S CRAZY

John Burnett OTB

A large piece of the 'story' in this article is taken from a wartime publication called 'Talking Points' published by the Ministry of Information in London, England and distributed to the British Empire for information during World War II. I have added the philatelic side of the story which I think makes for an interesting read and an important article for our members.

All over Nazi occupied Europe the letter 'V' became a code sign for those who looked to Britain and her allies for victory and freedom during World War II. The mysterious 'V' popped up all over Europe. A Nazi sentry found a 'V' sticker on his sentry box. A clock stopped running at exactly five minutes past eleven. A German Officer found 'V' scrawled in the dust on his automobile.

When Morse compiled his code he gave the letter 'V' three dots and a dash. All over Europe that signal pursued the occupiers. Errand boys whistled it, postmen knocked it and comedians tapped it as they walked across the stage. Its ubiquitous beat summoned waiters in cafes, school children in school and shop assistants in shops.

Even the opening bars of Beethoven's famous fifth symphony (three flats, two four time GGGE, FFFD) was being used to carry the message.

The Nazis were rattled by the widespread use of the 'V' symbol and they displayed their nervousness in some ill-advised radio broadcasts claiming that the 'V' stood for 'Vanishing British Army', or the real French Government at Vichy. They even claimed that the 'V' was an Axis symbol standing for 'Veni, Vidi, Vici' in a German broadcast of 8th July 1941.

Canada used both the 'V' and the three dots and a dash as a cancellation all during the war. These cancels were used in every major post office and today make a most interesting and I might add, generally, inexpensive collection. Below is an edited version of a chart from the book on these cancels 'Slogan Postmarks of Canada Catalogue and Guidebook' authored by Cecil C. Coutts, 3rd edition 2007.

Available 'V... - ' cancels

City Name	Period of Use
Brandon, MB	1943 only, scarce
Calgary, AB (3 varieties)	1941 – 1943
Campbellford, ON	1941 only
Charlottetown, PEI (3 varieties)	1941 – 1943
Edmonton, AB (2 varieties)	1942 – 1943
Fredericton, NB (2 varieties)	1942 – 1943
Halifax, NS (2 varieties)	1941 – 1942

Hamilton, ON (6 varieties)	1941 – 1943
London, ON (3 varieties)	1942 – 1943
Montreal, QC (3 varieties)	1941 – 1943
Moose Jaw, SK	1942 (only one copy known)
Ottawa, ON (3 varieties)	1941 – 1943
Quebec, QC (4 varieties)	1941 – 1943
Regina, SK (4 varieties)	1941 – 1943
St. John, NB	1941 – 1942
Saskatoon, SK (4 varieties)	1941 – 1943
Toronto, ON (3 varieties)	1941 – 1943
Vancouver, BC (2 varieties)	1941 – 1942
Victoria, BC (3 varieties)	1941 – 1943
Winnipeg, MB (2 varieties)	1941 – 1942

Think what a great collection could be developed with just these cancels as the theme! You would need 53 examples of these cancels just to show a “one of” exhibit. If this interests you I strongly recommend getting the Coutts book as it contains a wealth of information on not only these “V” cancels but all of Canada’s slogan cancels. (*Editors note – copy is available from the Society Library*)

Shown in fig 1 is a letter with a ‘V ... - ‘ cancel and both Canadian and USA censor marks.

I recently learned of this process from a former President of the CPS of GB, when he saw a cover in my “Mufti” exhibit at VANPEX in Vancouver, British Columbia. He told me the following story.



Figure 1

You might wonder why a USA censor should be on a USA addressed envelope from Canada. Note the date on the letter, right after the 7th December, 1941, Japanese attack on Pearl Harbor. The United States had been caught short and had no process in place to censor mail, so they sent their censor trainees to Canada to learn the censoring process. The contents of the envelope were first looked at by the Canadian who made comments and then it was passed to the American trainee to see if he or she would agree with the comments, the American then did the censoring as required. The Canadian sealed the envelope with the censor tape and the American applied the round censor hand stamp to the front of the envelope thus resulting in a double censor mark on the front of the envelope. This double censoring did not last long. The process was in place in only a few cities and lasted only until March 1942. These double censored covers are extremely hard to find.

To a collection themed with the letter “V” you might consider adding cacheted envelopes that used the “V” symbol for propaganda purposes as the example shown in fig 2 illustrates. I can only imagine how large a collection of “V” could become with them added. It’s a proven adage that in stamp collecting “start small and see how big it will get as you improve your knowledge of the subject”.



Figure 2

E MAIL CONTACTS

If you change your e mail provider or address, please remember to let the Society know your new e-mail address. This will ensure you continue to receive reminders and updates re auctions etc.

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NEWLY REPORTED DEAD LETTER OFFICE HANDSTAMP

Gary Steele

The first reported strike of a previously unknown - it does not appear in the proof books - Dead Letter Office marking is shown at right and in Figure 1. It was applied to a postage due 'ambulance' envelope used by the Canada Post Office to return a letter to the original sender. The bilingual mark is five lines of text with an overall dimension of 54mm x 24.5mm. The letters are 3mm high, in black ink.

INSPECTION SERVICE
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The Dead Letter Return cover was mailed on 21st May 1938 from the Dead Letter Office in Ottawa to East Chester, NS, where it was received on 23rd May 1938 according to a split ring backstamp. Normally if postage due is collected for a returned dead letter, postage due stamps are used. In this case the post office in East Chester must have had only Canada Postal Note stamps available, so these were used to collect the amount payable and cancelled with a killer handstamp.



Figure 1

It is very uncommon to find the original cover still together with the Dead Letter Return envelope. The cover itself, Figure 2, was mailed to Auckland, New Zealand on 31st January 1938. It was received in Auckland and sent for delivery on 11th March 1938 (backstamp, Figure 3), but failed of delivery. The original address (Box #471) was crossed out, and various handstamps were applied in the course of attempted delivery. These were: NO BOX, DIRECTORY SEARCHED, NOT KNOWN BY/POSTMEN/AUCKLAND, N.Z., as well as the manuscripts '*not known*' and '*no order*'. Remaining undelivered, it was sent to the Wellington N.Z. Dead Letter Office where it was processed on 29th April 1938 (backstamp, Figure 3). It was returned to Canada and received at the Ottawa DLO on 20th May 1938 (backstamp, Figure 3). After processing in Ottawa the cover was placed in the Dead Letter Return envelope and mailed to complete this epic four-month journey.



Figure 2



Figure 3

The short article below is the first in an occasional series on modern stamps and opportunities for forming interesting and challenging collections involving them.

WHERE DID ALL THE USED STAMPS GO?

Graham Searle F.C.P.S.



At a recent meeting of our local stamp club we were treated to a very fine display on a thematic subject.

Contained in the display were a large number of modern British stamps. It was interesting to hear a number of people comment that they had never seen any of these stamps before.

The experience got me thinking. We now live in a world where the local post office hardly deals in stamps – my own office will complain bitterly if you ask for stamps to be put on a letter or package; use of the ubiquitous printed label makes their end of day accounting so much easier! It seems the situation in Canada is much the same.

Although I stopped collecting Canadian issues at the end of 1978, I am always on the lookout for these modern used stamps for a couple of fellow collectors who, I know, hunt high and low for them. Finding the stamps mint is relatively easy (if costly) but used, particularly fine used avoiding modern ink jet cancels and the like, is a real challenge. Although I receive a lot of mail from Canada, most of it is franked with stamps from the 1970's and 1980's. Finding used stamps from 2000 onward is very unusual.

The answer, it seems, is a simple one and lies in the (very) small print in the catalogues. Back in 1970, the typical print run for a Canadian commemorative stamp was 25 to 35 million. I leave out of this analysis the Christmas stamps which have always had much higher print runs than other issues. By 1985, the typical print run had dropped away to 18 million and by 1995 had fallen further to 15 million. By 2005, the highest print run for a special issue was 8 million with most issues only warranting a print run of 2 to 4 million. Today, the typical print run is well below 2 million with some stamps printed only in the hundreds of thousands.

Now I suspect that the number of stamps supplied to collectors and dealers via the Canada Post new issue service, either as mint or cancelled to order stamps or first day covers is not much different now to that in 1970; maybe a little lower but clearly not 20 million lower.

The inevitable conclusion is that a whole lot less of these modern commemoratives actually get used on the mail than they did on the 1970's. Not surprising then that they are harder to find!

At the same time, the huge print runs of the 70's and 80's resulted in big stockpiles of these earlier stamps (I recall they were described at the time as 'investment holdings' to the unwary!) which have since found their way back into the philatelic market to be bought up, usually at a small fraction of face value, for use as postage – hence all my mail franked with 1970's stamps.

The cynics amongst you may well reflect that the total number of stamps being issued is much the same now as in 1970 – just more issues with less of each one!

The situation is not helped any by the advent of other 'new technology' such as the printed labels I referred to above and, of course, the general reduction in mail volumes (leaving aside the junk mail that rarely if ever carries stamps). Indeed some of my friends who collect GB stamps suggest that virtually no modern commemoratives are actually sold across the counter for use on commercial postage. The situation may well be similar in Canada.

Despite all the above, these modern used stamps still carry a very modest catalogue value, so for those who like an inexpensive challenge, and who are looking for a new collecting area in 2012, you could do worse than trying to assemble a complete collection of fine used Canadian stamps from 2000 to the present. The real masochists can go for fine used blocks of four!

It will cost you next to nothing and probably drive you mad trying to find them all!

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LETTERS TO THE EDITOR

Malcolm Montgomery

CANADA UNPAID 10 HANDSTAMP

I refer to the letter from Rob Leigh in the October 2011 issue.

In response to the enquiry about Canadian towns not in the immediate vicinity of the border with the United States using cross-border handstamps, may I draw attention to 'Cross-Border Mails', Sanderson & Montgomery. Chapter 4 provides a preliminary listing of the designated exchange offices (on both sides of the border), of which there were a considerable number, and gives information on the sources. The list is almost certainly not comprehensive, but provides a starting point for the attribution of handstamps. Not all the exchange offices were situated close to the border: Quebec, Montreal, Toronto and Hamilton, New York and Boston, for example; and the number of handstamps ordered (some are illustrated in Chapter 5) is not necessarily an indication of the number of exchange offices. A copy of the book is available in the Society library, or can be ordered through the British North American Philatelic Society's web site. I hope that this will prove helpful. I should, perhaps add that I am not receiving a percentage of sales!

Charles Black

CANADA UNPAID 10 HANDSTAMP

I refer to the letter from Rob Leigh in the October 2011 issue.

I read with interest your letter to the editor in the October 2011 issue of Maple Leaves regarding the CANADA-UNPAID-10 handstamp. That 10 cancel is a great curiosity due to its use on a domestic letter that would normally be marked UNPAID 7 or simply a 14 in black to denote a fee to be paid by the receiver of the letter. There was a fee of 2 cents for each 1/2 oz of weight for the letter for the convenience of not paying the postage fee in advance of mailing. The '10' doesn't reflect any of these situations.

Jarrett notes with his catalogue number 720 'CANADA UNPAID' black cancel in 1864 and also lists type 720a 'CANADA UNPAID 10' and most interestingly type 720aa - type 720a cancelled 'FREE'.

Regarding your other question the two line CANADA PAID 10 Cts. which is a similar cancel in purpose was on hand in some offices like Quebec, Kingston and St. Catharines as I recall. This was proven by its very occasional domestic mail use. The CANADA PAID 10 Cts. cancel was used on double weight internal mail that never went beyond Upper or Lower Canada to denote payment of a double weight letter prepaid in cash. I show an example of the cancel used in this way in fig 1 overleaf.

I have also seen a similar usage on a November 1864 letter from Kingston to Seymour, Canada West.

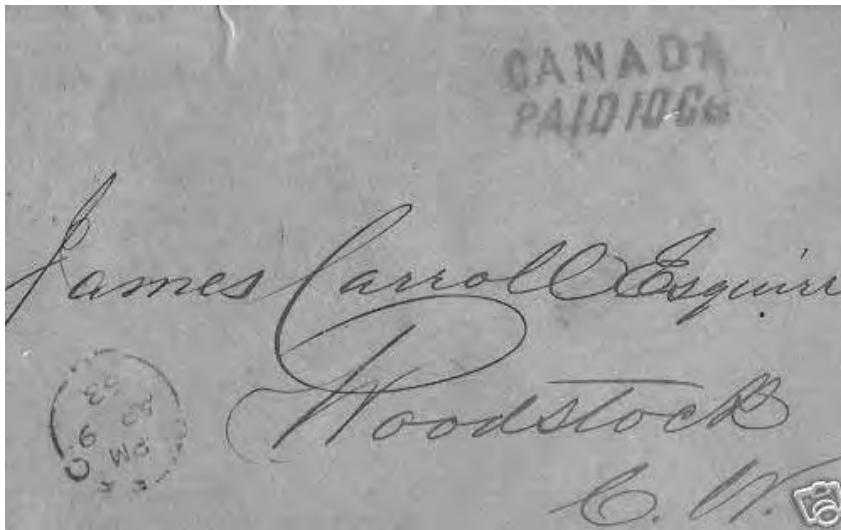


Fig 1 Double weight 1863 domestic letter from Quebec to Woodstock, paid in cash and showing the use of the two line CANADA/PAID 10 Cts handstamp.

John Wright

IN FLANDERS FIELDS

On page 8 of *The Daily Telegraph* of 1st November 2011, it was said that the poem 'In Flanders Field' was published anonymously.

Most of your readers will know the author to have been Lieutenant Col. John McCrae, 1872 – 1918. The 50th Anniversary of his death was marked by the issue of a handsome 5 cent stamp (Scott 487, SG628) on 15th October 1968. Probably fewer will know that the poem originally appeared in *Punch* of 8th December 1915, page 468. Although no credit was given underneath the poem, not at all unusual at that time as very few credits were given, the index on page 540 does give authorship, unfortunately spelling the name as McCree!

THE EXCHANGE PACKET MANAGERS

are always looking for more material.
Perhaps it's time you had a good turn out!

John Cooper

THE DILEMMA OF AN OVERSEAS PRESIDENT

Getting New Overseas Members

As President, it was my intention to solicit new members at ORAPEX and both the conventions of the RPSC and BNAPS. It was when I received a copy of the new poster or hand-out extolling the advantages of CPS of GB that I realized how little applies to foreign members.

- Packet Circuit—UK residents only
- Covermart—UK residents only
- Library—UK residents only
- Auctions—All members
- Conventions—Overseas members welcome, but if they enter competitions and win, they should not expect to hold a trophy because that is for UK members only.
- Maple Leaves—along with the auction, the main reason that foreigners have to join.

It is good to see that our Treasurer is having the trophies re-valued and insurance increased. She has been very thorough and fair in her approach. It appears, however, that our current insurers, Wardrop, do not want anything leaving the UK.

My experience upon winning a trophy was that it never left the presenter's hands. I had to request to hold it so Susan could take a picture and then it was immediately whisked away. This approach diminished the pride of winning immensely.

Overseas members have collections of considerably greater value than the Society's trophies or Medal. They have no problem taking care of them safely, and they do not hesitate to bring them over to the UK. My display at Jersey, for example, was insured for about 30 times the new appraisal of the President's Medal.

The President's Medal

I was quite prepared to treat the Medal with the care and security it deserved; to wear it at BNAPS and ROYAL Banquets to wave the flag for CPS or GB. When at 9 AM the morning after our banquet in Jersey, I was told to return the Medal, all my plans and energy for my term went with it. In effect, I was told that the Society did not think me trustworthy to safe-guard the Medal. The suggestion was then made to have a less expensive replica made to keep the foreigners and insurers happy. Another slap in the face as far as I am concerned.

To consider promoting CPS of GB at ORAPEX, RPSC and BNAPS without this badge of office would be unconvincing for these groups who put stock in medals and ribbons as symbols.

If the President's medal and the trophies are that precious, then perhaps they should be kept in a bank vault at all times, not in any member's house, nor in any President's possession.

To date this has not been the case and the Medal has survived because it was kept with care and respect. Overseas Presidents are capable of looking after it also. Do you really believe otherwise?

I have thought about this many times since returning home and have tried to reclaim the desire required for the task without success. I hope the Society decides on how to address being international to avoid this happening if in the future there is an Overseas President.

I hereby submit my resignation as President of the CPS of GB, with regret, effective immediately,

(Editors note: John has asked me to add that in writing this letter his intentions were only that it should produce positive results for the Society in the future).

Canadian Philatelic Society of Great Britain

Annual subscriptions were due on 1 October 2011. If there is an 'X' on the mailing slip with this issue you have not yet paid.

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Members who have not paid the 2011/12 subscription by the end of February 2012 will be removed from the *Maple Leaves* circulation list.

2011 CONVENTION – JERSEY

No report this year, just a few pictures from our first Convention ‘overseas’ which hopefully convey the unbroken sunshine, heatwave, sponsored drinks and the good time had by one and all.....



Malcolm Montgomery got proceeding underway



New Fellows, Charles Livermore (left) and Mike Street with their partners.



The Members 16 sheet displays drew the usual crowd of admirers



Sue Slamo has wisely opted for a coffee but Librarian Mike has gone for something a little stronger.



Auctioneer Colin Lewis and his wife, Wendy, relax in the sun with a cool glass of wine on one of our Island trips.

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Our new President, John Cooper, discussing the finer points of Admiral retouches with Marjory Mackie and her brother Alan.



Colin and June Banfield



Member, Hugh Jeffries gives a most entertaining talk on the history of Stanley Gibbons. (Yes I know I promised not to put a picture of you in Maple Leaves, Hugh, but I lied!)

..... and, of course, we extend our thanks to Malcolm and Anne Newton for organising a truly memorable Convention.

GS.

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HOW I BEGAN COLLECTING BNA STAMPS (6)

Colin Bulloch

I arrived in Canada in March 1966 as one of two partners in a medical practice in Fort Frances, North West Ontario, and at that time had no interest in postage stamps. The other partner was Richard Moulton who had been collecting stamps, world-wide, all his life. Richard had recently sold his world-wide collection and embarked on a Canadian Postal history collection. He told me that to acquire a decent knowledge of the history of Canada, I should collect its stamps.

This I did and with his help, and no doubt Jim Hennock's, his partner in Toronto, I started a large stamp collection of Canadian stamps. After a couple of years, I noticed that the stamps of Newfoundland and the other Provinces seemed especially attractive. The American Bank Note Co. of New York had little experience of stamp production in the 1850's and clearly the 'formal' and 'proper' constraints of the Colonial office and 'diadem and Joubert' printings were of little interest to them. The Newfoundland 'first pence' issues were immediately charming and amateurish and the 'Cents' issue of New Brunswick and the Connell scandal seemed to me both wonderful and intriguing.

Thus I sold on my Canada collection and starting collecting the Provinces in earnest and, over the years, have accumulated a large collection that has given me much delight. Two other factors helped in the decision to collect the Provinces. Firstly, Newfoundland and the other Provinces are limited in time and are thus offer a finite collecting field. Secondly, Newfoundland offers a considerable aerophilately section which has always been of great interest to me. My friend, Peter Motson, a fellow CPSGB member has been of great help in this regard.

There was one area of Canadian philately that retained my interest – the Centennial issue of 1967. This was mainly because I was in Fort Frances in February 1967 and at that time everyone was expected to have a 'Centennial Project' – mine was to collect the Centennial stamps! This I set about doing by going to the many country post offices armed with my 'Wood's Lamp' (a simple UV lamp used for checking for ringworm!) and reviewing the stock held by the postmaster and buying, at face value, any items of interest. The collection has grown to one encompassing single stamps mint, blocks of four, matched sets of plate blocks, coils, precancels, varieties, stationery, private stationery, perfins and postal history.

Now in retirement, I am still engrossed in my collections – auctions, correspondence and very many Canadian friends – and I feel that life has been enhanced and enriched by a wonderful hobby.

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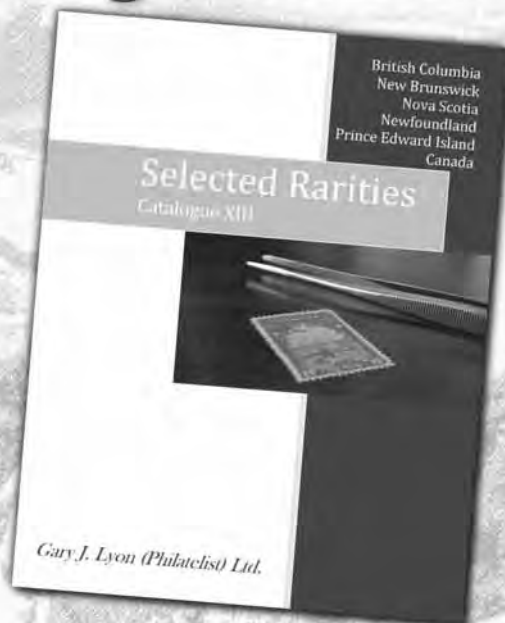
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IMPORTANT NOTICE TO MEMBERS

The Committee have agreed to seek members feedback on the option of receiving *Maple Leaves* electronically.

I should stress that regardless of the feedback received, the base option for receiving *Maple Leaves* will continue to be in hard copy form by mail.

What we are proposing is that Members could opt to receive *Maple Leaves* electronically rather than by mail or in addition to by mail. The electronic transfer may be by e mail or by download from a secure part of the Society website.

The reason for considering this option is that postage costs represent a major and fast growing part of the Society expenses. Providing this option would allow us to keep Subscriptions down in the future and, indeed, offer some Subscription discounts to those who take up the option.

The benefit to Members who elected to receive *Maple Leaves* this way would be:-

- Faster receipt of new issues
- Easier option to receive *Maple Leaves* in colour where the original copy is in colour
- A lower annual subscription of £16 per annum regardless of location (vs. £18 in UK, £20 in Europe and £22 in North America now). Members could, of course, forego this discount if they wish.

The various inserts currently sent out to Members with *Maple Leaves* (Auction Catalogues, Convention booking forms, Members Handbooks etc) would be made available for download from the Society website (many are, of course, already there).

At this stage we are only wishing to find out if there is any level of interest in this option. Clearly, if only a couple of members are interested it will not be worth introducing the scheme. However, if there is a sufficient level of interest amongst members we could introduce the option from 1st October 2012.

In such case members would be asked to formally elect the electronic option (no response would keep you with the current system). Those opting for the electronic option would be required to stay with it for a full year at least. Members could also elect to receive both hard copy and electronic forms (cost as normal subscription).

If you feel you would like to receive *Maple Leaves* electronically in future, please e mail the Editor at searle711@btinternet.com by end April so that the Committee may assess the level of interest.

HAVE YOU TRIED TO ENROL A NEW MEMBER RECENTLY

SOCIETY NEWS

FROM THE COMMITTEE

Our 66th Annual Convention will be held at the Royal Hotel, Bridge of Allan, Stirling in Scotland from Wednesday 19th to Sunday 23rd September 2012. A full programme for the event, along with booking forms etc. will appear in the April issue of *Maple Leaves* but you may wish to pencil the dates in your diary now. If you are willing to give a display at Convention please contact Colin Lewis to let him know as he will be finalising the philatelic programme. We look forward to welcoming as many members as possible to enjoy the unique experience of a CPSGB Convention in September. You can join us for the full four days or just drop in for a day or two. Either way you are guaranteed good company and some excellent BNA displays.

The hotel is situated some 10 minutes drive from the town centre of Stirling, famous for its imposing castle and the Wallace monument. Stirling has good motorway connections to Glasgow and Edinburgh and all points south, plus Dundee, Aberdeen and Inverness to the north. Regular train and coach services operate to Glasgow, Edinburgh, Aberdeen and London. Those planning a trip by air should aim for either Glasgow or Edinburgh airports both of which are about an hour away from the hotel. More details on the hotel and the transport options to and from the venue can be found on the Society website at www.canadianpsgb.org.uk. If you have any questions about the travel options or the Convention in general please contact the Editor.

FROM THE SECRETARY

Competition Rules:-

Following the Extraordinary General Meeting held on Wednesday 28th September 2011 at the Hotel Ambassadeur, Jersey, C.I. it was unanimously agreed that Competition Rules will be amended thus:-

Rule 1 - to be added to the existing rule 'All entrants shall be paid-up members of the Society, and all entries must be the bona fide property of the entrant.'

Rule 3 - the words 'revenues, cinderellas' in line 5 to be replaced with 'telegraph stamps and telephone franks'.

A new class to be created as follows:

Class 4 - Revenues. This class will consist of Revenues, Cinderellas and related philatelic material both on and off documents. Revenue material comprises embossed, imprinted or adhesive tax, fee or credit stamps issued by any British North American authority."

A proposal to amend the marking marks in regards to condition of the material as regards to rarity was rejected by the meeting.

A full version of the Competition Rules can be found in the Members Handbook Part II (circulated with this issue of *Maple Leaves*) and also on the Society Website.

John Hillson FCPS

FROM THE TREASURER

The Society annual accounts for 2010/11 appear elsewhere in this issue. Copies of the signed accounts will be available for members to view at the annual Convention but if members have any questions relating to the accounts they can contact me beforehand.

I extend my thanks to Mike Street who has once again managed the Canadian bank accounts for the Society and to Jim Bisset who has again acted as our Honorary Examiner.

Karen Searle

ANNUAL SUBSCRIPTIONS

We extend our thanks to the vast bulk of members who paid their subscriptions for 2011/12 on time or even early. If you are one of the very few members who forgot to pay, you should be aware that your subscriptions are now overdue. If this is the case you will find a large 'X' on the mailing slip for this issue. If you are unsure if you have paid or not please e mail me on searle711@btinternet.com and I can let you know by return. If you have not paid your 2011/12 subscriptions yet, please do so now. You can pay by cheque or by PAYPAL – please see the box on page 276 for details.

With the current Subscription gathering exercise coming to an end, I shall be handing over Subscription duties to Dave Armitage for the 2012/13 season. Dave's contact details appear on the inside back cover of this issue. I trust you will all give him the same support you have extended to me over the last few years.

Graham Searle.

LONDON GROUP

Meetings of the group are held on the third Monday of each month from October through to May. The venue in all cases is 31 Barley Mills, Bishop's Stortford, Essex CM23 4DS and meetings commence at 6.30pm.

The programme from January is as follows:-

16 th January	King George VI material.
20 th February	Visitors evening
19 th March	Any subject
16 th April	Display by Graham Searle <i>F.C.P.S.</i>
21 st May	AGM and Beaver Cup

For confirmation of meetings and details of the full programme please contact Dave Armitage on 01279 503625 or 07985 96144.

Dave Armitage

SCOTLAND AND NORTH OF ENGLAND GROUP

Seven members plus a walk-in potential new member met for our recent meeting in Moffat. Displays included George VI material including some Prisoner of War Franks, George V issues and covers, George V Booklet panes and semi-official airmails, First Flight Covers from Trans-Canada airlines, 1954 – 1964 issues, the 1988 – 1993 Wildlife stamps, 1975 – 1976 issues and early Flag and Machine cancels. Our next meeting will be on **Saturday 31st March**, starting at 2pm at the usual venue of the Buccleugh Arms Hotel in Moffat. (Please note date as our preferred date was not available with the hotel). All members are welcome. Please bring along a few sheets to display or material you would like advice on. Further details can be obtained from the Editor.

Graham Searle.

CONSOLIDATED INCOME AND EXPENDITURE ACCOUNT TO YEAR ENDED 30 SEPTEMBER 2011

£

INCOME

Subscriptions and donations	5566.74
Maple Leaves Advertising Revenue	2163.34
Bank Interest	265.15
Handbook surplus	15.00
Ties surplus	0.00
CPSGB publication surplus - SQ	4.00
CPSGB publication surplus - ML Index	0.00
Exchange packet and Covermart surplus	0.00
Auction surplus - 2010 Postal	853.64
Auction surplus - 2011 Spring Postal	195.90

TOTAL INCOME 9063.77

EXPENDITURE

Maple Leaves printing and distribution	8067.43
Administration expenses	154.26
ABPS fee	163.00
Insurance	106.00
Stock writeoffs (ML index)	164.00
Publicity	0.00
Bank charges	83.85
Website running costs	57.58
Replacement trophy cases	292.50
Moving frames to Jersey	60.27
Members Directory	124.50
Overall deficit for year	-209.62

TOTAL EXPENDITURE 9063.77

Notes:-

Canadian funds have been converted to sterling at C\$1.60 = £1

CONSOLIDATED BALANCE SHEET FOR YEAR ENDING 30 SEPTEMBER 2011

£

ASSETS

Cash balances: RBS Current Account	4455.59	
RBS Savings Account	10011.05	
Meridian Bank	4625.26	
Sub-total cash		19091.90
Investments at cost:		
General Fund New Star Fixed Interest Unit Trust	2000.00	
General Fund New Star High Yield Bond Unit Trust	1000.00	
Interest bearing Canadian bank bond	11760.22	
Meridian share	15.63	
Sub-total investments at cost		14775.85
Stocks of books and ties etc:-		
Handbooks stock	146.83	
Society publications stock - Small Queens Revisited	0.00	
Society publications stock - Maple Leaves Index	0.00	
Society ties stock	46.53	
Sub - total		193.36
Library books as valued		4400.69
Auction catalogues prepaid (suspense a/c)		342.00
TOTAL ASSETS		38803.80

LIABILITIES

General fund balance at 30/9/10	18338.79	
Handbooks purchased to stock in 2010	146.83	
Sterling deficit 2010/11	-2729.82	
General fund balance at 30/9/11		15755.80
Canadian fund balance at 30/9/10	13779.15	
Meridian share at 1 October 2010	15.63	
Exchange rate gain over 2010/11	86.13	
Surplus 2010/11	2520.20	
Canadian fund balance at as 30/9/11		16401.11
Library fund		4497.89
Subscriptions prepaid in sterling		1194.00
Convention payments in (suspense a/c)		955.00
TOTAL LIABILITIES		38803.80

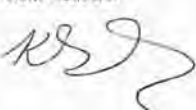
Notes:

For 2011, Canadian funds have been converted to Sterling at the rate of C\$1.60 = £1

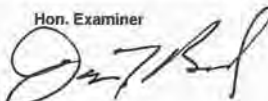
In 2010, Canadian funds were converted to Sterling at the rate of C\$1.61 = £1.

This difference gives rise to a small exchange rate gain (expressed in Sterling) at 30/9/11.

Hon. Treasurer



Hon. Examiner





Maple Leaves

**JOURNAL OF THE
CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN**

**ISSN
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April 2012

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MAPLE LEAVES

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EDITORIAL

This issue of Maple Leaves contains a larger than usual number of 'inserts'. Before you consign them all to the bin without reading them, let me explain.....

At our Convention in 2011, we decided it was time we contacted all members to find out what services they value from CPSGB and what additional things, if any, they would like us to try and do. It is also an opportunity for the Society to find out a bit more about its members. For example, we currently have no idea of the age profile of our membership. With all of this in mind we have enclosed a short, confidential, questionnaire in this issue of the journal. This will also be made available on our website. It should only take a couple of minutes of your time to complete and I would urge all members to make the effort to do this. This is the first time in a generation that we have canvassed member's views in this way and it represents a unique opportunity for you to 'have your say' and shape the way we do things in the future. The forms should be returned to Malcolm Newton who has volunteered to collate the results for the Committee. Returns can be by post or by e mail (either scanning the hard copy form or using the web based version).

I would also remind any members who have not yet responded to the item in the January issue of Maple Leaves regarding an electronic version of the journal. The deadline for responses is the end of May 2012. Thus far we are well short of numbers in favour of an electronic version to make it worthwhile producing one so if you are in favour of this option and haven't yet got around to responding, act now!

Also enclosed with this issue are the booking forms for our annual Convention in Bridge of Allan. If you have never been to a CPSGB Convention why not give it a try in 2012? It

is not compulsory to attend the full four days – you can drop in for a day or two as you like. It is a wonderful opportunity to see some excellent BNA material and to meet up with some like- minded collectors in convivial surroundings. The draft programme for the event can be found on page 344. Bridge of Allan is on the outskirts of Stirling, famous for its medieval castle and the Wallace Monument. The surrounding area contains some of the best scenery Scotland has to offer. I look forward to seeing you all there!

Finally, a couple of our newer members have asked how they might get hold of copies of *Maple Leaves* which are not yet available on the website but were published prior to them joining. This potentially applies to anyone who has joined the Society since January 2007. I will shortly have all of the copies in question available electronically (as *pdf* files) and I am happy to burn a set of Volumes 30 and 31 (2007 – 2011) onto a disk and mail it out to members for a charge of £5 to cover costs. If any of our newer members would like this service please contact me.

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THE NEW BRUNSWICK AND USA BORDER POSTAL EXCHANGE OFFICES

Michael Wedgewood

Before taking a look at the exchange offices it is appropriate to review what actually constitutes the border between New Brunswick and the USA state of Maine. The border was, for several years, a cause of dispute between Great Britain and the United States of America, and which was almost the cause of a war, though fortunately resolved without bloodshed.

The causes of the dispute originated in the Treaty of 1783, by which the United States came into being. The wording of the Treaty incorporated certain ambiguities, which, allied to imperfections of maps at that time, resulted in both Great Britain and the United States extracting timber and granting land in the area in dispute, which lay around the upper reaches of the St. John River. The other area of dispute, lying further to the south, arose from determining precisely what was meant by the St. Croix River, as no less than three rivers might have been intended.

Various attempts to resolve the matter were made from 1795, but without success, and matters came to a head in 1838 with the so-called Aroostook War, when an officer of the State of Maine attempted to arrest some British lumbermen working in the Aroostook valley, but was himself arrested by the New Brunswick authorities. Both sides prepared for war, which some groups clearly wanted. Several thousand troops were mobilised by both sides, and at one stage troops of both sides were no more than 30 yards apart with only a stream between them. The USA wanted the disputed area for its supplies of timber, and the British needed the area for the planned route of a road linking Halifax with Quebec, the disputed area amounting to some 12,000 square miles, with both sides endeavouring to justify their rights to the land.

The U.S. President sent an experienced negotiator to reconcile matters and no shots were fired. When it became apparent that agreement was impossible, the matter was submitted to arbitration and an acceptable compromise was reached under the terms of the Webster – Ashburton Treaty of 1842, a compromise which greatly favoured the USA. It can still be argued that the final solution was not ideal as, for example, the Madawaska area of the Upper St. John valley, with a strong French heritage, ended up split between the provinces of Quebec and New Brunswick, as well as the State of Maine. The population of this area had been given no say whatever in the arbitration process.

The map in figure 1 shows the disputed border area, with the lines of the British and USA claims, as well as the finally agreed boundary. Also shown is the most extreme USA position, which was not submitted to the arbitration process, and which depended on an incorrect identification of the St. Croix River. If pursued, this most extreme position would have resulted in all three of the New Brunswick towns, which later became exchange offices, being located in the State of Maine, and the subsequent postal history of New Brunswick would have been very different.

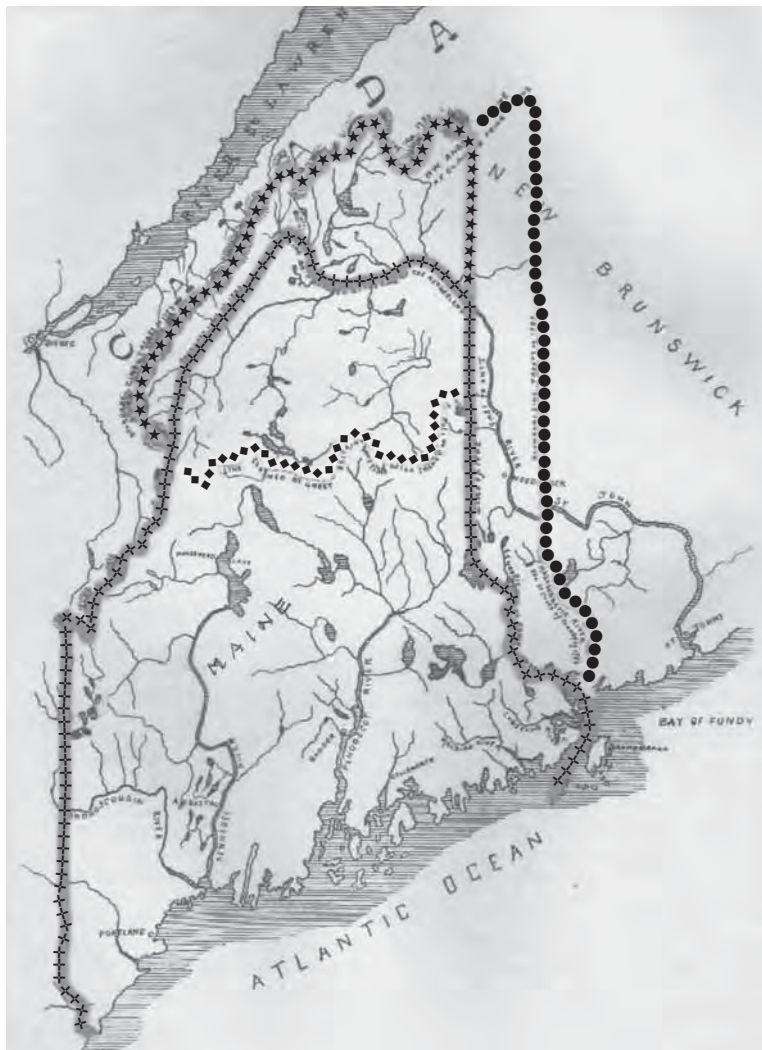


Fig 1. Map showing the disputed border area between the USA and New Brunswick.

Key:

- ++++ Boundary agreed in the 1842 Treaty
- Boundary claimed by the British
- ★★★★ Boundary claimed by the USA
- Extreme USA position

One other smaller area of dispute, resolved earlier, concerned the islands in the Bay of Fundy, which became of some strategic significance in the 1812 War. This was resolved, largely in Great Britain's favour, after hostilities ended. Even today much of the agreed border passes through thinly populated territory, and there are remarkably few crossing points between New Brunswick and Maine. A simplified description of the agreed border, from south to north, a distance of 318 miles, is the line of the St. Croix River to its source, then due north to the intersection with the St. John River, thence along the upper reaches of that river.

Prior to 1817, St. John had acted as the exchange office for all land mail between New Brunswick and the United States, but with the growth of mails in the early 19th century, it was agreed between the postal authorities of Great Britain and the USA, to establish three pairs of postal exchange offices to handle cross border mails. These were Woodstock, St. Stephen and St. Andrews in New Brunswick, exchanging respectively with Houlton, Calais and Robbinston in Maine. These offices, as well as handling mail between New Brunswick and USA, individuals and companies, also handled much of the mail between Nova Scotia and the USA, but not all, as there was a considerable volume of mail handled by ship along the Atlantic coast. It is established that mail to and from Prince Edward Island could also have been routed through New Brunswick, but I have not come across any examples. A map showing the location of the three pairs of exchange offices is shown in figure 2.

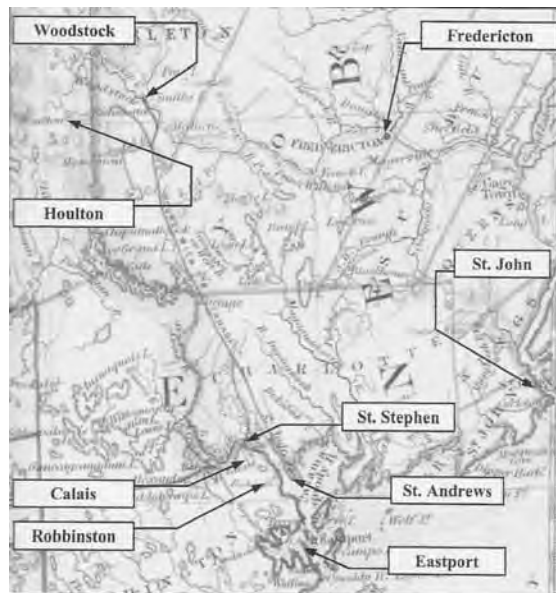


Fig 2. Map showing the locations of the exchange offices (reproduced with kind permission from the BNAPS book 'A History of Cross-Border Communication between Canada and the USA' by Dr Dorothy Sanderson and Malcolm B. Montgomery).

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Far and away the busiest of the exchange offices were those at St. Andrews and Robbinston, as they lie on the most direct route between the major commercial centres of Nova Scotia and New Brunswick and the USA. This could be as much as 95% of the cross border mail. These towns are located near the mouth of the St. Croix River. The St. Andrews post office was opened in 1817 in which year it also became an exchange office with the USA.

The earliest hand stamp applied to inland mail at St. Andrews was a straight line stamp shown in figure 3. In many cases a manuscript date was written between the two lines of the hand stamp. This hand stamp was in use from 1827 to 1834 and is found in red and black.

The letter shown in this figure is dated 1827 and was sent from Goshen, Indiana, to Annapolis Royal in Nova Scotia. US postage of 25 cents was prepaid for a distance of over 400 miles 'to the lines'. New Brunswick postage was 7 pence from St. Andrews to St. John N.B. plus a further $4\frac{1}{2}$ pence for the crossing over the Bay of Fundy to Annapolis, making $11\frac{1}{2}$ pence to collect.

The next type of hand stamp was circular, incorporating a single star and was in use from 1834 to 1845. An example is shown in figure 4, with a letter dated 1835 from Boston to St. John N.B. US postage of $18\frac{3}{4}$ cents for a distance between 150 and 400 miles was not prepaid and was converted to $11\frac{1}{2}$ pence. To this was added New Brunswick postage of 9 pence from St. Andrews to St. John. Readers should note the difference in rate between St. Andrews and St. John from the item shown in figure 3. The New Brunswick rates were in many instances not in line with the correct rates as laid down by the British Post Office (this situation was no longer allowed after 1843).



Fig 3 Earliest type of St. Andrews hand stamp on a 1827 letter.

From 1842, St. Andrews used a succession of split ring cancels incorporating the date which remained in use until Confederation. An example of such a hand stamp is seen in figure 6, on a letter dated 1843.

This letter, shown in figures 5 and 6, is from St. Andrews to Bangor, Maine. This is no New Brunswick postage paid as St. Andrews is the exchange office 'on the lines'. US postage for a distance between 81 and 150 miles was 12½ cents collect.

Following the handover of responsibility for postal matters from Great Britain to New Brunswick in 1851, mail coming into St. Andrews from the USA continued to receive a St. Andrews hand stamp, but mail going to the USA was hand stamped with new circular hand stamps (marked just 'New Brunswick') shown in figures 7 and 8.

On the USA side of the border, the Robbinston exchange office used a circular hand stamp shown in figure 9. This was undated to begin with, but from about 1842 had a date incorporated. The letter in figure 9 was sent from St. John to New York. It is clear from the wording of the letter that there had been an enclosure, making it a double rate letter with New Brunswick postage of 1sh/2d (2 x 7d) prepaid. US postage was originally rated at 37½ cents (two times 18¾ cents) for a distance of up to 400 miles but then corrected to 50 cents (two times 25 cents) for a distance of over 400 miles.

The Robbinston hand stamps were invariably in red, and were applied to mail received from New Brunswick. Mail from the USA to New Brunswick or Nova Scotia appears not to have been hand stamped at Robbinston at all.

There were no bridges across the St. Croix River in this area, so mail must have been



Fig 4 Earliest type of circular cancel from St. Andrews on a letter from 1835.

ferried between the two towns. There was no charge on mail passing through these exchange offices, but the table of postal rates used in the New Brunswick post offices prior to 1843, shows there was a 2d ferriage fee on mail originating in St. Andrews and addressed to Robbinston.



Figs 5 and 6 Front and reverse of a 1843 letter from St. Andrews to Bangor, Ma. showing later type of circular cancel from St. Andrews.

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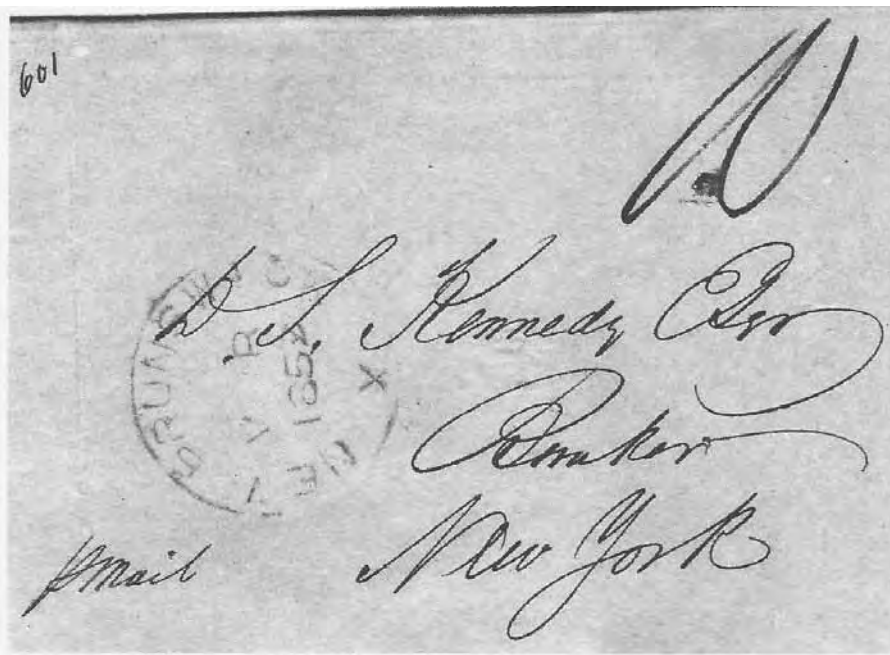


Fig 7 Early type of St. Andrews border hand stamp used in 1851 – 1852.



Fig 8 Second type of border hand stamp used at St. Andrews between 1851 and 1867.

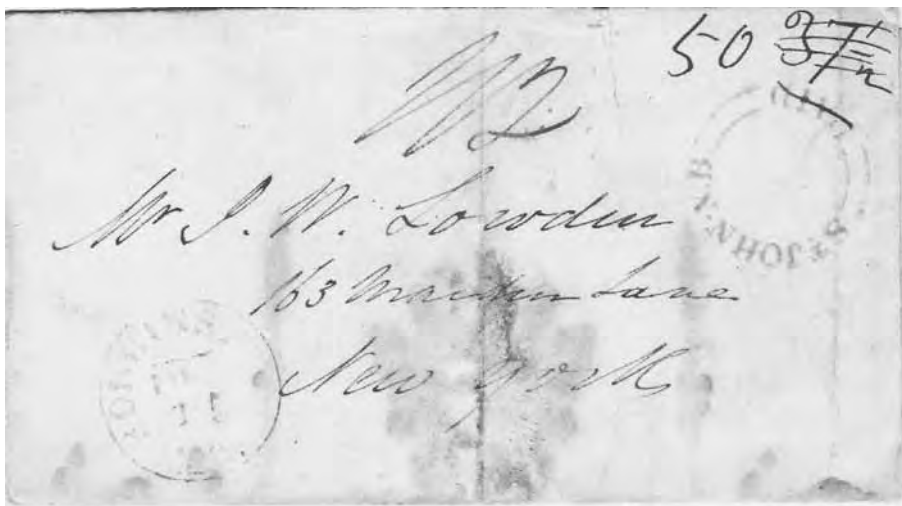


Fig 9 Robbinston hand stamp applied to incoming cross border mail from New Brunswick.

A few miles upstream on the St. Croix River were the second pair of exchange offices at St. Stephen and Calais. The St. Stephen post office was opened in 1825 and was appointed as an exchange office in 1851. There can have been little justification for this pair of offices, being so near to the older pair of offices, and it could be that the arrangement was made purely for the convenience of the local population. I have only one letter originating in the USA and coming through the St. Stephen post office. The letter was written in Calais, Maine but has no US postage or hand stamps. This letter, shown in figure 10, was first postmarked in St. Stephen on 30th November 1847 and thus pre-dates the formal exchange office arrangement. It was addressed to Digby, Nova Scotia and is rated 9d New Brunswick postage for a distance of between 101 and 200 miles. The letter must therefore have been carried across the Bay of Fundy from St. John and not been taken via Halifax. Interestingly, after leaving St. Stephen this letter travelled via St. Andrews, being hand stamped there on the same day that it passed through St. Stephen.

For mail from New Brunswick to the USA via St. Stephen, I can show only one example, in figure 11. This is a letter from St. George, a town near to St. Stephen, addressed to Liberty, Maine. It is dated in 1864 and has St. George and St. Stephen split ring cancels, but no USA hand stamps at all.

The third, and northernmost, pair of offices were those at Woodstock and Houlton. Neither of these towns lay on the border, Woodstock being some 5 miles to the east, and Houlton some 3 miles to the west. There was no postal charge for letters passing through the exchange offices, but there was a charge for letters sent between these locations. The Woodstock post office was opened in 1830 and it is unclear as to exactly when it became an exchange office. The earliest letter I possess involving Houlton is dated 1843.

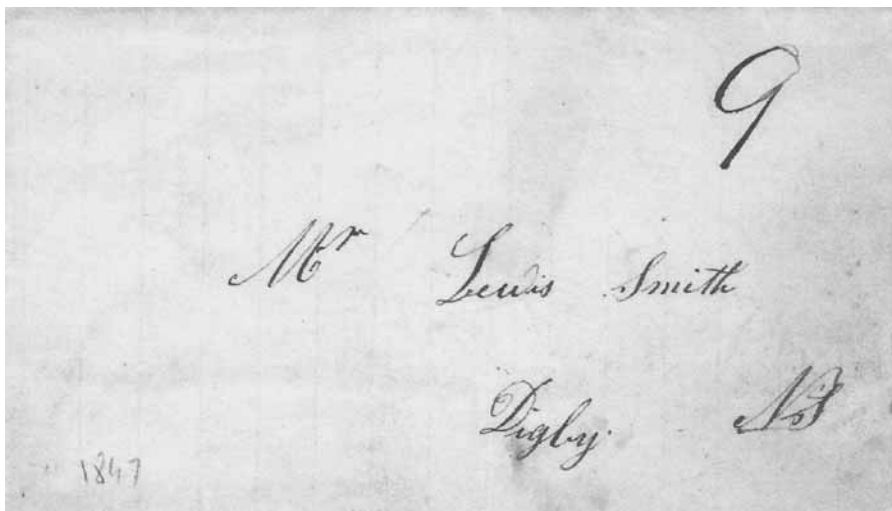


Fig 10 Letter using the St. Stephen / Calais exchange in 1847, prior to this formally becoming an exchange point.

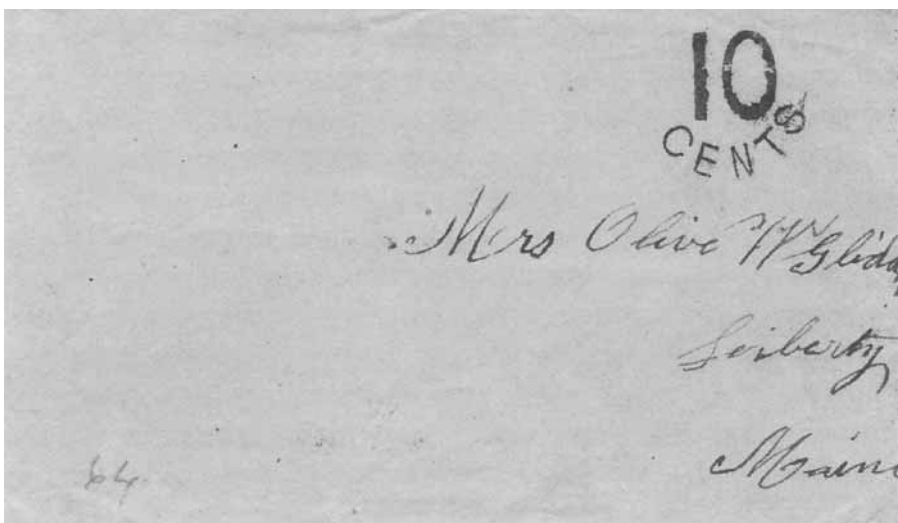


Fig 11 1864 letter from St. George to Liberty, Ma. which crossed the border at St. Stephen.

Figure 12 shows this letter from Westford, Union County, Ohio, addressed to Houlton but with a written request to the postmaster 'please forward to Woodstock'. There are no US postal markings, but there was an unpaid fee for US postage of 25 cents, which was converted on arrival to 1sh/3d, to which was added 4½ pence New Brunswick postage, totalling 1 shilling and 7½ pence to collect. The letter shows a Woodstock receiving hand stamp dated 9th December 1843. It should be noted that the 4½ d charged for New Brunswick postage on this letter was against regulations.

The letter shown in figure 13 is from Prince William N.B. to Houlton, Maine, with New Brunswick postage of 7 pence to collect. In line with the regulations, there was no charge for postage between Woodstock and Houlton. There is no Prince William hand stamp, but there is a clear Woodstock cancel dated 8th July 1845.

Figure 14 shows an intriguing item from St. John N.B. to Houlton. Whilst the writer of the letter endorsed it 'via Woodstock', the amount of prepaid postage was only 7 pence, insufficient to pay the postage from St. John to Woodstock, so the authorities routed the letter via St. Andrew (for which 7d postage was correct). A further charge of 5 cents USA postage was thereby incurred from Robbinston to Houlton. The routing of the letter is clear from the successive hand stamps in St. John, St. Andrews and Robbinston, Maine.

Another fascinating letter involving Houlton is an all American letter from Fort Kent in Maine, to Houlton, Maine, but routed entirely via the New Brunswick post! The letter is dated 22nd June 1846 and received a Madawaska hand stamp on 24th June, followed by a Woodstock hand stamp on 25th June. Correctly, there was no charge for postage between the exchange offices. This is shown in figure 15.

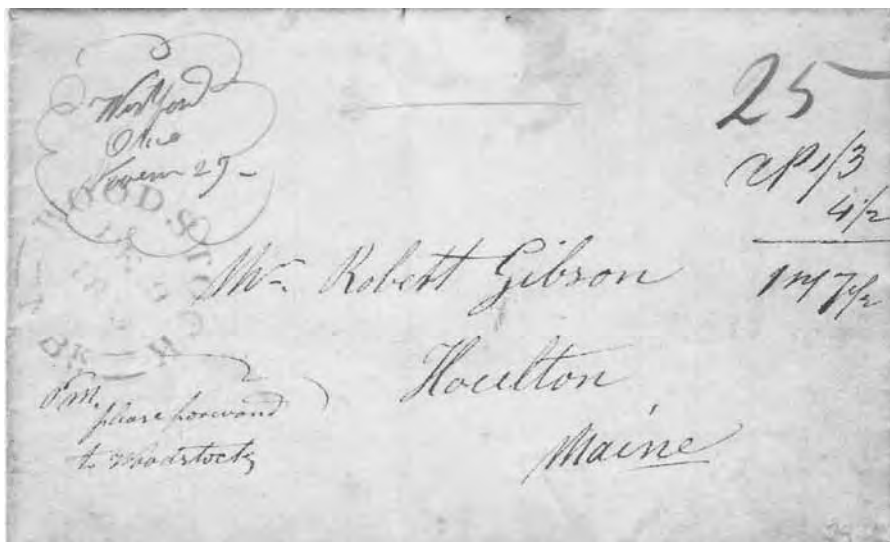


Fig 12 Internal US letter from Ohio to Houlton, Ma., with a manuscript request to 'forward to Woodstock, N.B.'



Fig 13 Letter from Prince William, N.B. to Houlton, Ma. that was exchanged at Woodstock.

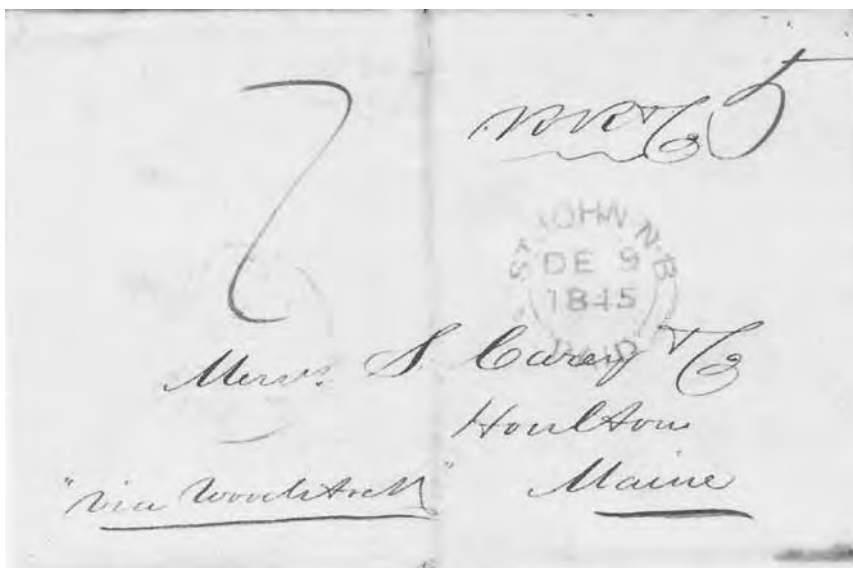


Fig 14 Letter from St. John to Houlton. Although endorsed 'via Woodstock', the postal markings make it clear that this letter was exchanged between St. Andrews and Robbinston.



Fig 15 Letter from one US town to another that passed entirely through the New Brunswick mails.

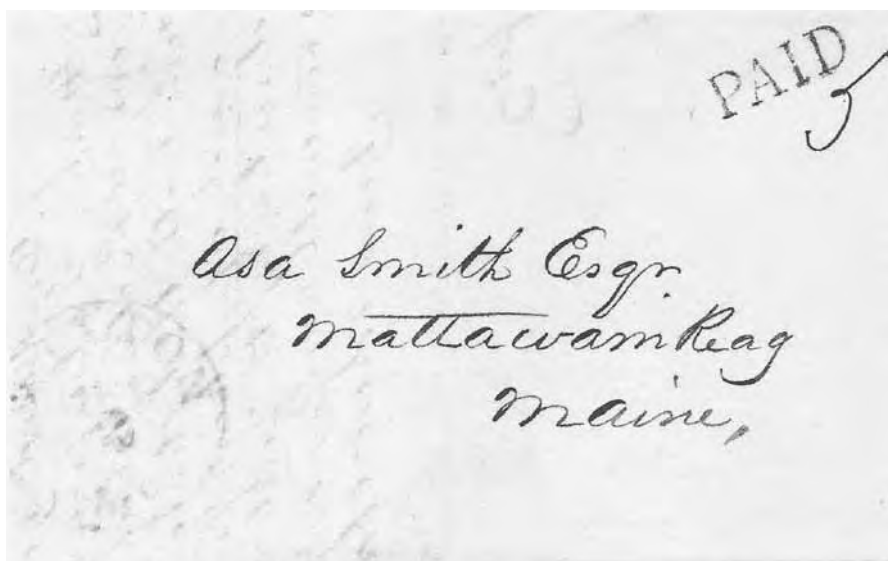
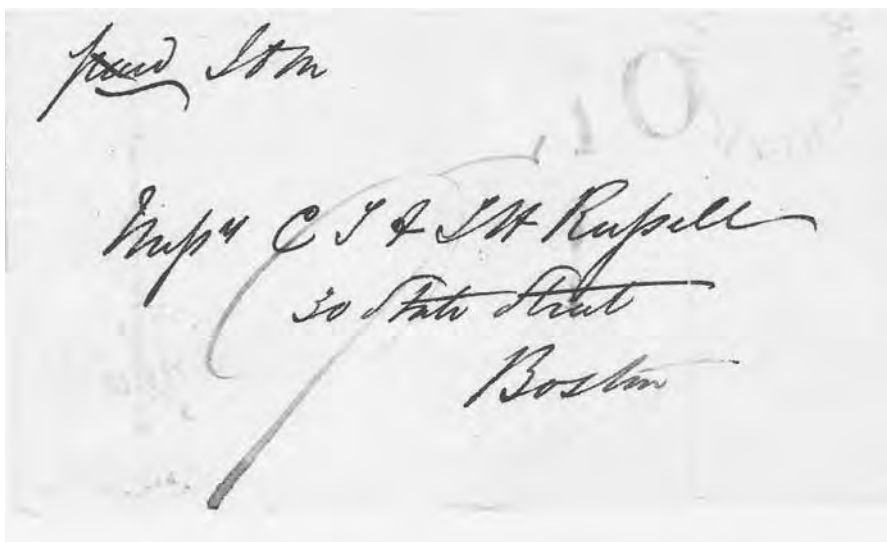


Fig 16 1846 letter from Woodstock to Mattawamkeag, Ma.



Figs 17 and 18 Front and reverse of a 1848 letter from Miramichi to Boston routed via Woodstock and Houlton.

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Figure 16 shows a letter from Woodstock to Mattawamkeag, Maine. The letter is back stamped Woodstock on 1st December 1846, followed by a Houlton hand stamp on 2nd December. There is no charge for postage between Woodstock and Houlton and 5 cents US postage is charged from Houlton to the destination.

Another unusual use of the Woodstock/ Houlton offices is shown in the letter in figures 17 and 18. This letter was sent from Miramichi, on the coast of the Gulf of St. Lawrence to Boston, Mass. The direct route would have been via St. John and St. Andrews, but New Brunswick postage of only 9d was prepaid and the correct rate to the lines at St. Andrews was 11½d, so the letter was sent to Woodstock, substantially closer to Miramichi and to where 9d was the postage charge. The roundabout route taken by this letter can be seen from the successive postmarks: Chatham on 20th March, Fredericton on 21st March, Woodstock on 23rd March and Houlton, Ma. on 24th March. From Houlton to Boston a postal fee of 10 cents US postage was applied.

The item shown in figure 19 is a letter from Fredericton to Houlton, following the agreement of through rates to USA destinations. The 6 pence rate was not prepaid, leaving the addressee to pay 10 cents US postage.

The final letter, shown in figure 20, is from Woodstock to Battle Creek, Michigan, hand stamped in Woodstock on 2nd May 1852. The letter is endorsed (perhaps un-necessarily) via Houlton and Detroit and shows an unclear Houlton hand stamp. The letter is rated 10 cents, US postage, collect.

It seems unusual that no provision was made in the various agreements for postal exchanges in the area of the Upper St. John River valley, a distance of considerably more than 100 miles from the nearest offices at Woodstock and Houlton. Possibly the limited volume of mail originating in the Madawaska area did not justify it.

To conclude, the St. Andrews/ Robbinston offices were by far the busiest, the St. Stephen/ Calais offices seem to have handled only local mail, and the Woodstock/ Houlton offices handled not just the locally generated mail, but also mail from the Upper St. John valley



Fig 19 Letter from Fredericton to Houlton, Ma. sent after the introduction of through rates.



Fig 20 1852 letter from Woodstock to Michigan showing the through rate of 10 cents.

and mail from other parts of New Brunswick when the senders of letters resolved to save a few pence by declining to pay the higher New Brunswick postal charges to St. Andrews.

I would welcome comments, constructive or otherwise, from readers, and I would also appreciate hearing from members who have items in their possession which passed through either the St. Stephen or Woodstock offices during this pre-Confederation period.

References:-

1. A History of Canada by Carl Wittke A.M., PhD
2. The website 'The Border Dispute'

VOLUNTEER URGENTLY REQUIRED

Members will, I am sure, agree that Colin Lewis has done a wonderful job running the Society Auction over recent years. However, Colin is getting no younger and feels the time is right for him to hang up his gavel. The Convention Auction in Stirling this coming September will, therefore, be the last society auction unless we can find a volunteer to take over part or all of the Auction Managers job.

Colin is prepared to continue acting as auctioneer for the room auctions at Convention, if required, (thus the new auctioneer does not need to be someone who attends Convention regularly) but we need someone to take over the role of preparing the auction catalogues and handling the administration of the auctions.

If you feel you can help with part or all of this work please contact Colin Lewis or John Hillson urgently and they can provide you with more details of the tasks involved.

Members may be amused by this little tale that was told in the January 1955 issue of the Strand Stamp Journal. I believe it had earlier appeared in the Australian Stamp Monthly. Some things, it seems, apply worldwide and never change.....

THE ERROR

‘You won’t be able to resist it’, John said, as he placed the box on the table with an air of reverence.

‘You keep it in there?’ Peter asked, ‘just one stamp in such a large box?’ ‘I must take every possible care of a specimen that is so very unusual’, the older man explained.

The lid was lifted slowly to reveal a long envelope. John lifted it from the box with the delicacy of one handling a gas mantle. ‘It is in here’, he announced.

Peter extended a hand for the envelope but the other stepped back a pace. ‘No, no, I will open it’, he protested.

His hand fumbled at the flap, and the envelope was open. He took out a smaller envelope.

Peter sighed, feeling the full force of the anti-climax. He waited patiently, however, as a further envelope was revealed, and he was rewarded at last by the appearance of the stamp, which John had gently eased out of its final covering without touching it with sacrilegious fingers. Peter leaned forward in order to make a closer examination.

‘Don’t – don’t touch it with your hands’, croaked John. ‘Use my tweezers’. Peter lifted the stamp in the tweezers and raised his magnifying glass. It looked to be nothing more than an ordinary King George VI penny red. The magnifying

glass did not reveal any flaws or errors in the design. The inscription was all right, the King’s head was perfect and, so too, was the crown. Perhaps it was a watermark error. He took out his watermark detector from his pocket.

John was gazing at him with a fixed intensity. ‘The watermark is quite normal’, Peter announced.

‘Ah! I thought you wouldn’t find the flaw. I didn’t see it myself at first; a friend pointed it out to me’.

Peter, unwilling to be defeated, returned to his examination of the stamp. Perhaps it was a minor variation. It would reflect badly on his reputation if he could not find the fault. However, his minute and meticulous inspection discovered nothing wrong. Even the colour was correct. He shook his head, reluctantly admitting defeat. ‘I’m afraid I can’t find any error’, he confessed.

John smiled triumphantly. ‘Look at the ‘o’ in ‘Postage’!’, he said.

‘I see nothing wrong with it’, Peter replied. ‘It is a perfect ‘o’.

‘Oh, no my friend. Haven’t you noticed that it is upside down?’

Peter grabbed his hat and fled.

CHANGING OF THE GUARD

Our more observant members may have noticed that we have a new Hon. Secretary in the Society since our AGM in Jersey.

Members who have joined the Society in the last ten years will have only known one Secretary; John Wright. The Secretary, of course, comes into contact with virtually all the membership over time so I have no doubt that most of us will have received one or more of those neat missives from John over the years. The Secretarial post is one that he has filled with distinction and a good deal of efficiency. It is a task that, more than most, requires a continuous workload over the year and to hold the post for over 10 years is, indeed, beyond the call of duty.

Our thanks go out to John and we wish him a well deserved 'rest' and maybe even some time to devote to his stamps.

With the departure of one 'John' from the post, we welcome another in John Hillson who was voted in to fill the Secretary's position at the last AGM. John will be well known to most members having previously served as President (twice) and Treasurer (twice) but new members may like to know what he looks like so you know who to blame when things go wrong! Seriously, we wish him well in the new post and trust members will allow him to ease into the new role gently.

Please ensure that all official correspondence requiring the Secretary's attention is directed to the correct 'John' – see the contact details on the inside back cover.



The new Secretary

The short article below first appeared in the newsletter of the British Columbia Postal History Research Group and is reproduced here with their kind permission.

SPECIAL DELIVERY – LETTERS AND NUMBERS

Starting in the spring of 1957, the Post Office Department introduced a series of numbers and letters that were used on Special Delivery mail for delivery in Vancouver. The numbers or letters were stamped in violet or red with the number '3' being the most common. Examples are shown in figs 1 and 2 below.

It would appear that the markings came into use in March 1957 and were withdrawn by February 1964 with the bulk of the markings being reported for 1958/ 1959.

The exact purpose of the markings is not known but they could be clerk numbers or a coded dispatch time marking. This type of marking appears to have been replaced with an oval backstamp which read 'SPECIAL DELIVERY UNIT/ VANCOUVER, B.C.'

The following marks have been reported:-

- 'A' – 23 X 58
- 'B' – MY 25/57
- 'C' – 18 IV/ 57, JUN 20/ 58
- 'D' – 24 IV/ 58, JUN 23/ 58



Fig 1.

'E' – SEP 25/57, DE 11/57
 'S' – AP 12/ 57, 14 JAN/ 60
 '1' – JAN 25/60, AU 9/ 63
 '2' – MR 21/ 59, FE 23/ 64
 '3' – MR 20 / 57, 7 JAN / 60
 '4' – 28 X/ 59
 '5' – JY 4 / 59
 '8' – AU 16 / 58
 '13' – AP 16/ 57, DE 11 /57
 '14' – 5 VII / 57

Members are asked to report any such marks, with dates, to Bill Topping or to the Editor.

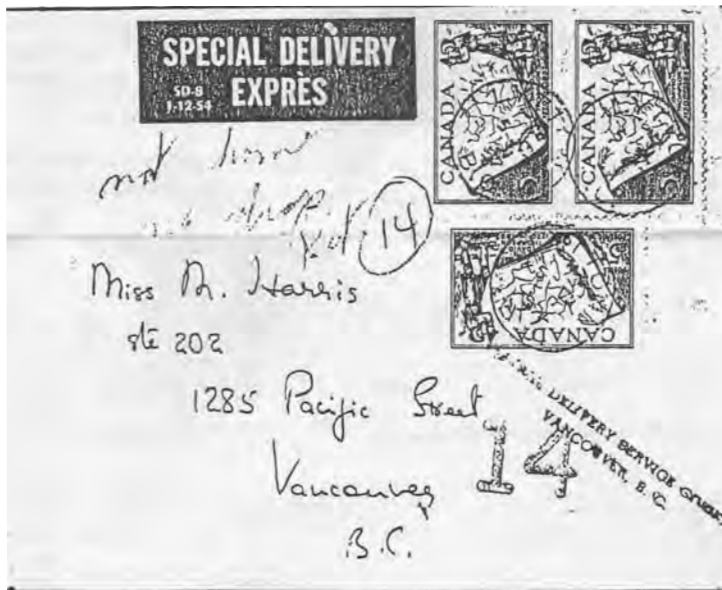


Fig 2

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STREET CANCELS 1886 - 1918 (PART 10)

Graham Searle F.C.P.S.

This is the last in a series of articles that will attempt to list and illustrate the "Street" cancels used in Canada between 1886 and 1918. This part illustrates some new discoveries, tidies up the information on Quebec sub-offices and explains how to tell Stations from Streets!

More Street Cancels:-

I start with some additional Street Cancel types that have been brought to my attention since the earlier articles were published.

The first of these comes courtesy of the guys at Bow City. It is a partial strike of the straight line cancel from Broadview Avenue, Toronto and is shown in fig 258. I have attempted to extrapolate what the full cancel would look like and this is shown in fig 259, the overall size of this cancel would be 60mm x 15mm. Needless to say I would be interested to hear from any member who has a full strike of this cancel. The stamp is fig 258 is a shade characteristic of 1913/1914 printings so it would appear that this cancel was in use at that time at least, probably as a parcel cancel. Similar types may well exist from other Toronto sub-offices open from this period.

The second new type is one I suggested should exist in one of my earlier articles. This is a split ring cancel from Boulevard St Paul, Montreal. The example shown on the postcard in fig 260 (detail in fig 261) is dated in 1906 (the year indicia is inverted)



Fig 258 Straight line parcel(?) cancel from Broadview Avenue, Toronto



Fig 259 Approximation of what a full strike of the cancel in fig 258 would look like.

but this cancel was almost certainly in use from the opening of this office in 1902 to 1910. The cancel shows no allegiance to Montreal being Boulevard St. Paul, Quebec.

The third item is from St. John Suburb, Quebec which many will include in a collection of Street and suburban cancels



Fig 260 Split ring cancel from Boulevard St Paul, Montreal



Fig 261 Close up of the Boulevard St Paul cancel.



Fig 262 St John Suburb, Quebec cds

from this city. This office opened in 1874 and was renamed Fourbourg St. Jean-Baptiste in 1908. I am aware of two different cancels from this office; the one shown in fig 262, a cds cancel was proofed in 1889, and was used from the early 1890's probably until the renaming in 1908. An earlier split ring type, shown in fig 263 was proofed in 1880 and used until at least



Fig 263 St John Suburb, Quebec split ring cancel

early 1890. What cancel, if any, this office used prior to 1880 is unknown.

A fourth new cancel is the cds from St. Catherine Street East, Montreal shown in fig 264. This proof strike does little to advance our knowledge of this enigmatic office. It was struck some two months before the office closed and if a copy exists on stamp or cover it must be a great rarity. We are no closer to knowing what cancel, if any, this office used for the bulk of its life.

I can also report a further 'Street' office from Ontario. This is Brock Road which opened in April 1891 and closed in November 1915. Only one cancel is found and this is shown in fig 265.

Member Leigh Hogg has also sent in a copy of the cancel from Wards Creek Road, New Brunswick. This is shown in fig 266. In an earlier article I had surmised that this cancel must exist – well here is the proof! Also shown here is one of the two cancels from Stake Road, Nova Scotia, in fig 267.

Toronto Roller Cancels

Some further research in an old article by E. A. Smythies from 1970 (27), adds some additional information on the roller cancels used in Toronto.



Fig 264 Ste Catherine Street East, Montreal, cds cancel from 1913. If this exists on stamp or cover it would be a major rarity.

This suggests that a roller cancel was not used from Clinton Street but one was in use at Rusholme Road. It is also likely that a roller exists from Yorkville depot as rollers have been confirmed from both Parkdale and Riverside. I have not seen copies of either of these last two items and would welcome confirmation from members if they do exist. In a similar vein, if anyone has a copy of a roller cancel strike from Clinton Street let me have a scan and we can prove the late Mr Smythies wrong!

Smythies based his research on post office records from around 1930 so it is possible that the Rusholme Road item is a post 1918 cancel and outside of my chosen time period.

Stations not Streets:-

There were a few post offices from this era based at main railway stations and cancels from these, which often show the abbreviation STN for Station, can easily be confused with Street cancels, particularly as the 'N' in the abbreviation is sometimes shown in lower case or as a superscript. The best known example is Union Station, Toronto. The roller cancel from this office



Fig 265 Brock Road, Ontario split ring cancel.

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Fig 266 Wards Creek Road, New Brunswick split ring cancel.



Fig 267 Stake Road, Nova Scotia split ring cancel.



Fig 268 Roller cancel from Windsor Station, Montreal.

is often found obliterating high value stamps from the 1897 Jubilee issue. The unwary should also look out for cancels from Windsor Station, Montreal. The roller cancel from this office is illustrated in fig 268 above to show how easily it can be confused with a non-existent 'Windsor Street'. There is also a cds cancel from this office to catch you out; fortunately both are scarce!

Bogus Street cancel:-

Those of you who collect Fancy Cancels of the 19th Century will be well attuned to the presence of bogus and faked cancels in amongst the real stuff. Unfortunately, this is also true of Street cancels. Fig 269 is a rough tracing of a famous bogus Squared Circle cancel from High Street, Toronto.



Fig 269 Bogus High Street Toronto Squared Circle cancel.

Examples of this cancel are known on a range of stamps including high values of the Jubilee and Quebec Tercentenary sets (quite why someone would want to put a bogus cancel on a valuable stamp is anyone's guess!) All examples, I am aware of, show the exact same date and indicia as in fig 269.

Suffice to say that there never was a High Street in Toronto (though I believe one has been thus named in modern times) and thus there never was a High Street post office.

The Squared Circle collecting craze of the 1960's and 1970's seems to have been

responsible for this little creation and it may serve as a warning to us all that if something becomes too popular (and thus a high demand and high prices are created) the forgers are never too far behind.

And finally..... Bank Street South, Ottawa:-

I can, at last, illustrate one of the ‘holy grails’ of Street Cancel collectors, the missing cancel from the mythical Bank Street South, Ottawa office. A rather weak, partial, strike of a split circle cancel dated 6th January 1908 is shown in fig 270. It was struck on a registered letter mailed to Baltimore, Ontario. I came across this item on e-bay and I don’t recall if my jaw dropped further on seeing it or on seeing, a few seconds later, the price the seller wanted for it! However, it is, to the best of my knowledge, the only recorded example of this cancel (which, if experience counts for anything, should inspire members to go out and find three or four more!) Its purchase also means that the next time a Toronto stamp dealer asks if I have seen one, I can nonchalantly reply ‘oh yes, got that one!’

Summary tables:-

The two tables which follow on pages 320 to 330 summarise the known details of the main city street cancels (I have omitted from these lists the ‘other streets’ and some like Bath Road which are best regarded as ‘other streets’).

The first table lists the Street Offices with address details, opening and closing dates where known and details of re-namings etc. I have included in this list a few sub-offices of the period which do not appear in my earlier articles to provide a more complete listing.

The second table lists the cancels discussed in this series of articles with periods of use, where these are known. I have not gone



Fig 270 Split circle cancel from Bank Street South, Ottawa

back to every source to double check earliest and latest known dates so many of the dates quoted (and the gaps) are worthy of update from our members holdings. The gaps in this table only serve to show how much more we have to learn about these early cancels. This table cross references to the picture numbers in the earlier articles.

These tables will be posted on the Society website in due course (under the ‘Articles’ button) and will be kept updated there as new information comes to hand.

and finally, finally:-

My thanks go to all the members who have contributed to this long running series of articles – either directly or indirectly. For those who collect Street or sub-office cancels.... good hunting. For those who don’t, you will be delighted to learn that this really is the end of the story!

Additional References:-

- (27) Further notes on Toronto Branch and Street Post Offices by E.A. Smythies, BNA Topics, October 1970, pages 260 – 261.

TABLE 1 : CANADA - STREET AND CITY SUB-POST OFFICES TO 1918

OFFICE	STREET ADDRESS (1)	OPENED	CLOSED OR RENAMED	NOTES
TORONTO				
BALMY BEACH	2196 Queen Street East	18/08/1900	04/08/1964	became part of Toronto postal system in 1904, summer office only prior to this.
BATHURST STREET BEDFORD PARK	544 Queen St. at corner of Queen Street and Bathurst Street	31/12/1886 01/02/1891	01/06/1942 23/01/1918	became Toronto Sub no 14 became part of the Toronto postal system in June 1912. Reopened again in 1921.
BLEECKER STREET BLOOR STREET	199 Wellesley Ave at corner of Blecker Street 380 Bloor Street West on corner of Bathurst Street	07/12/1886 17/11/1890	30/07/1969 30/06/1967	often misspelt BLEEKER ST. became Toronto Sub no 46. Changed location several times.
BROADVIEW AVENUE	367 Broadview Avenue at corner of Broadview Avenue and Gerrard Street	01/11/1893 01/01/1889		had become 361 Broadview by 1914 became part of the Toronto postal system in 1890
BROCKTON				replaced by Gerrard Street
CARLETON STREET CARLTON STREET	445 Yonge St. at corner of Yonge Street and Carleton Street corner of Yonge Street and Carleton Street in Eatons Department Store	01/01/1886 01/04/1899 01/11/1893	01/02/1892 31/03/1968 03/10/1966	closed for periods in 1923, 1926 and 1947. became Toronto Sub no 129. Street address had become 590 College by 1914.
CLINTON STREET	593 College Street, inside a store, at corner of Clinton Street			became part of Toronto postal system in 1912
DEER PARK	1475 Yonge Street	01/05/1878	21/07/1948	
DUNDAS STREET	154 Dundas St. at corner of Dundas Street and Ossington Avenue	07/12/1886		became Toronto Sub no 16
ELM STREET	corner of Yonge Street and Elm Street	01/01/1894	20/04/1910	replaced by Elm Street
GERRARD STREET	335 Yonge Street, at corner of Gerrard Street	01/02/1892	02/01/1894	
LEE AVENUE	corner of Queen Street East and Lee Avenue	01/07/1896	27/12/1968	
NORTH TORONTO	1160 Yonge Street	01/09/1893	01/03/1924	became Toronto Sub no 33
PAPE AVENUE	SW corner of Pape Avenue and Queen Street East	15/02/1896	18/10/1926	
PARKDALE	1400 Queen Street West just west of Dufferin Street	01/01/1889		became part of the Toronto postal system in 1889. Had become 1364 Queen St. by 1914.
PARLIAMENT STREET	491 Parliament Street at corner of Parliament Street and Gerrard Street	01/08/1891	24/06/1906	
PETER STREET	299 Queen Street West at corner of Peter Street	08/05/1888	08/01/1957	was 301 Queen St in 1901 and 268 Queen St in 1914.
QUEEN STREET CENTRE QUEEN STREET EAST	on location of new city hall in Queen Street 272 Queen St. at corner of Queen Street East and Parliament Street	25/07/1900 01/01/1886	28/08/1914	became part of Toronto Postal system in 1893.
RIVERSIDE	corner of Queen Street East and Broadview Avenue	01/04/1893	20/06/1907	Originally opened as Don Mount in 1874, renamed Riverside in 1881.
RUSHOLME ROAD	982 Bloor Street, near corner of Rusholme Road and Bloor St. West	17/11/1890	01/06/1942	became Toronto Sub no 151. At 1015 Bloor St West in 1918
SPADINA AVENUE	corner of Spadina Avenue and College Street			
ST JOSEPH STREET	460 Spadina Ave in 1901, 442 Spadina Ave in 1914 618 Yonge Street at junction with St Joseph St.	07/12/1886 01/03/1893	03/12/1928	closed for a short time between 1899 and 1900

STRACHAN AVENUE TORONTO EAST BRANCH TORONTO JUNCTION TORONTO NORTH BRANCH TORONTO WEST BRANCH WEST TORONTO JUNCTION YORK STREET YORKVILLE	127 Strachan Avenue at corner of Strachan Avenue and Queen St. West	02/01/1892	14/04/1904	renamed Queen Street East in 1886
	284 Dundas St. at corner of Queen Street and Parliament Street	01/01/1881	01/01/1886	became Postal Station 'D' West
	1675 Dundas St. at corner of Dundas Street West and Keele Street	01/01/1892	01/06/1908	renamed Carleton Street in 1886
	443 Yonge St. at corner of Yonge Street and Carleton Street	01/01/1881	01/01/1886	renamed Bathurst Street in 1886
	540 Queen St. at corner of Queen Street and Bathurst Street	01/01/1881	31/12/1886	renamed Toronto Junction
	1675 Dundas St. at corner of Dundas Street West and Keele Street	01/06/1884	01/10/1892	
	117 King Street at corner of York Street and King Street	01/08/1892	01/03/1901	became part of the Toronto postal system in 1889
856 Yonge Street	06/09/1851	01/12/1919		
HAMILTON				
JAMES STREET	302 James Street North	01/08/1887	01/09/1904	renamed Hamilton sub-office no 4
PEARL STREET		01/04/1891	01/04/1903	renamed Hamilton sub-office no 5
STEVEN STREET		01/04/1891	01/04/1903	renamed Hamilton sub-office no 1
WINNIPEG				
ISABEL STREET		01/06/1900	30/11/1905	
ISABEL STREET NORTH	546 Main Street on corner of Magnus Street	01/06/1900	10/10/1903	
MAIN STREET NORTH	450 Portage Avenue at corner of Main Street	01/06/1900	01/08/1913	became Winnipeg Sub no 4
MAIN STREET SOUTH	part of lots 92 - 93 East Kildonan Parish at 607 Munro by 1923	01/10/1901	01/03/1917	became Winnipeg Sub no 3
MORSE PLACE	254 Watt Street at corner of Portage Avenue	01/01/1913	still open	located at 525 London in recent years
PORTAGE AVENUE CENTRE		01/06/1900	01/03/1917	became Winnipeg Sub no 2
VANCOUVER				
CEDAR COTTAGE	3354 Commercial Drive	01/01/1896		became a Vancouver sub-office in July 1914
CITY HEIGHTS	4101 Main Street	16/03/1911		became a sub-office of Vancouver in late 1912/early 1913.
EARLS ROAD	386 Earls Road	01/09/1912	01/04/1922	became Vancouver Sub Office no 27
EAST END BRANCH		01/04/1897	22/06/1914	has changed location several times since 1918. Still open in 1964.
FRASER AVENUE	4088 Fraser Avenue	01/12/1910		became a Vancouver sub-office in 1912.
				became a Vancouver sub-office in 1912.
HASTINGS	148 Clinton Street	01/11/1908	31/05/1934	became Vancouver Sub no 43
HILLCREST		01/10/1907	12/05/1916	became a Vancouver sub-office in 1914
JANIES ROAD	1918 East 42nd Avenue	01/07/1910	01/01/1931	became North Vancouver Postal Station in 1925
NORTH ARM	6946 Fraser Street	01/06/1912	25/02/1948	became a Vancouver sub-office in 1912.
NORTH VANCOUVER				
SOUTH HILL	6181 Fraser Street	01/10/1908	01/03/1951	
SOUTH VANCOUVER		01/01/1893	31/08/1917	
SUNNYDENE	corner of Kingsway and Victoria Drive	01/10/1911	24/06/1957	
VANCOUVER HEIGHTS	3896 Hastings Street East	16/05/1911	31/03/1948	
WEST END BRANCH	on Burrard Street between Nelson and Helmcken	01/07/1898	22/07/1908	became a sub-office of Vancouver in March 1919
WINNOT	corner of 46th Avenue and Main Street	01/06/1911		became an accounting P.O. from 1/1/1901
				spelling was Winnott prior to 1912. Became a sub-office of Vancouver in November 1912,

TABLE 1 : CANADA - STREET AND CITY SUB-POST OFFICES TO 1918

OFFICE	STREET ADDRESS (1)	OPENED	CLOSED OR RENAMED	NOTES
HALIFAX, N.S.				
GOTTINGEN STREET MORRIS STREET	38 Morris Street on SW corner of Pleasant (later Barrington) Street	01/03/1894 01/05/1895	09/10/1918 31/08/1924	became Halifax - North End closed 30/09/01 to 04/09/02. Location changed to 23 Hollis Street 1/10/02. Became Halifax Sub no 2 in 1924.
ST. JOHN, N.B.				
GARDEN STREET HAYMARKET SQUARE UNION STREET	corner of Waterloo Street and Haymarket Square 171 Union Street	01/05/1900 01/05/1900 01/05/1900	14/09/1908 23/07/1964	closed for short periods in 1946 and 1947. closed from 13/10/1924 till 02/04/1925. Still open in 1967. Has moved several times since 1918.
OTTAWA				
BANK STREET BANK STREET SOUTH KING STREET	157 Bank Street 819 Bank Street 175 King Street	01/02/1898 01/07/1901 01/11/1894	01/04/1942 01/10/1922 01/07/1910	became Ottawa Sub no 33 became Ottawa - Glebe became Ottawa Sub no 5
QUEBEC				
RUE ST. JOSEPH ST. JOHN SUBURB	113 St. Joseph Street	13/01/1915	01/08/1934	changed locations several times after 1918. Became Quebec Sub no 14 in 1934.
MONTREAL				
AMHERST STREET BEAUDOIN STREET BLEURY STREET BOULEVARD ST. DENIS	542 Ste. Catherine Street East, corner of Amherst St. 2097 Notre Dame Street West 120 Bleury Street 350 Beaubien Street	01/07/1900 19/12/1905 01/06/1903 01/07/1896	01/05/1905 09/08/1937 01/11/1908	in a drug store became Montreal Sub no 132 in a butchers and grocery store street address from 1910. Location changed in August 1897.
BOULEVARD ST. PAUL CHABOLLEZ SQUARE CITY COUNCILLOR STREET	456 Notre Dame Street West 941 Ste. Catherine Street West, corner of City Councillor St.	01/12/1902 01/06/1896 01/09/1899	08/04/1914 12/04/1918 01/07/1916	located in a grocers. Became Montreal Sub no 99. Location had moved to 283 Bleury Street by 1906.
COMMISSIONERS STREET FAIRMOUNT AVENUE FULLUM STREET MCGILL STREET MOUNT ROYAL AVENUE NOTRE DAME STREET WEST	located a little southeast of Place Royale located in Ville St. Louis 1243 Ontario St. East, corner of Fullum St. 308 Mount Royal Avenue 1190 Notre Dame Street West	01/07/1901 01/07/1901 01/05/1900 01/02/1901 01/06/1896 01/05/1895	06/03/1902 01/05/1905 01/02/1910 22/08/1901 10/12/1912 06/10/1905	only open for 6 months!

ONTARIO STREET	529 Ontario Street East	1888	1896	cancels carry the name Ontario Street East from 1886 address was 876 Ontario St East in 1944. became Montreal Sub no 98 in a drug store
ONTARIO STREET CENTRE	440 Ontario Street East	01/04/1900	08/06/1949	
PRINCE ARTHUR STREET	50 Prince Arthur Street East	01/07/1896	01/10/1915	
RACHEL STREET	394 Rachel Street	01/06/1900	01/06/1908	
ROY STREET	662 St. Denis Street	01/07/1900	01/03/1918	
ST LOUIS SQUARE	549 St. Denis Street	01/06/1902		unclear when this office closed
ST CATHERINE STREET	230 Ste. Catherine Street East	01/01/1889	1892	cancels carry the name Ste. Catherine Street Centre after 1892
ST CATHERINE STREET WEST	1661 Ste. Catherine Street West	01/08/1892	31/05/1957	moved location several times after 1918
ST DENIS STREET	212 Cartier Street East (in 1896), 282 Ste Catherine St. (in 1912).	01/06/1896	02/07/1929	Became Montreal Sub no 4. Closed from Oct 1905 to June 1907
ST LAWRENCE STREET	50 Prince Arthur Street East	01/08/1895	01/07/1896	Moved location several times.
ST LAWRENCE STREET CENTRE	473 Boulevard St. Laurent (from 1904 to 1915)	04/06/1896	30/09/1952	renamed Prince Arthur Street closed between Sept 1918 and March 1919.
STE CATHERINE STREET CENTRE	230 Ste. Catherine Street East	1892	28/09/1909	Moved location many times.
STE CATHERINE STREET EAST		01/04/1900	01/04/1913	closed for a time in 1901 and again between late 1904 and early 1907.
VICTORIA AVENUE	located in the town of Westmount at 4826 Sherbrooke St. West	01/12/1898	08/03/1956	location changed several times after 1918
VISITATION STREET	784 Mount Royal Street	01/05/1898	13/03/1908	located in the tobacco shop of Paul Couture
WELLINGTON STREET	591 Wellington Street	01/11/1900	09/01/1904	in a stationery shop

NOTES:-

1. Street address given is normally the earliest recorded in the 1886 - 1918 period. Note that address numbers changed regularly over time as streets were renumbered following new building.

TABLE 2 : STREET CANCELS TO 1918

Ref No	ML FIG no	Cross ref	Office	Cancel type	Dater diameter mm	Proof date 3	ERD	LRD	ASSUMED PERIOD OF USE	Indicia known	Notes
TORONTO											
T001	8		BATHURST STREET	FULL CIRCLE CDS	24	NIPB	31/11/1894	31/03/1903	1894 - 1913	AM/PM	
T002	9		BATHURST STREET	FULL CIRCLE CDS	23	23/01/1913			1913 - 1916	AM	
T003	10		BATHURST STREET	FULL CIRCLE CDS	24	10/08/1916			1916 - 1918	AM	
T004	11		BATHURST STREET	DUPIX A10 KILLER	24	15/12/1886	11/10/1887	7/11/1890	1887 - 1890	AM/PM	Bathurst St.
T005	12	DON1776	BATHURST STREET	DUPIX A9 KILLER	25	13/6/1889	24/6/1889	04/06/1901	1889 - 1901	AM/PM	Bathurst Street on numeral issue
T006	13	DON1779	BATHURST STREET	DUPIX A9 KILLER	22.5	NIPB	08/10/1900	05/01/1901	1900 - 1901	AM/PM	LARGE B
T007	14		BATHURST STREET	ROLLER					1887 on	1	
T008	15		BATHURST STREET	PARCEL OVAL B					1890's		SMALL B
T009	111		BATHURST STREET	PARCEL OVAL					1890's		
T010	85		BEDFORD PARK	FULL CIRCLE CDS	22	29/05/1912	28/12/1912	20/11/1899	1912 - 1918	AM, PM	
T011	16		BLEEKER STREET	FULL CIRCLE CDS	24	NIPB	3/11/1890	20/11/1899	1889 - 1899	AM, PM	BLEEKER ERROR
T012	17		BLEEKER STREET	FULL CIRCLE CDS	24	16/2/1889		4/9/1889	1889 - 1890	BLANK	
T013	18		BLEEKER STREET	SQUARED CIRCLE	24		4/3/1895	22/05/1900	1895 - 1900	BLANK	
T014	19		BLEEKER STREET	SQUARED CIRCLE		9/1/1895	13/1/1895	3/3/1895	early 1895	BLANK	BLEEKER ERROR
T015	20	DON1782	BLEEKER STREET	DUPIX A10 KILLER	24	20/12/1886			1887 - 1900	AM, PM	BLEEKER ERROR, 2 versions exist, one being re-cut form of the other
T016	21	DON1781	BLEEKER STREET	DUPIX A10 KILLER	24	15/12/1886	6/4/1887		1886 - 1887	AM, PM	Bleeker Street
T017	164		BLEEKER STREET	DUPIX A9 KILLER	23	NIPB	24/08/1900	18/03/1901	1900 - 1901	AM/PM	FANCY TYPE
T018	22	DON1785	BLEEKER STREET	PARCEL OVAL					1888 - 1890		
T019	23		BLEEKER STREET	PARCEL OVAL W					1890's		
T020	103A		BLEEKER STREET	BAG SEAL					?		
T021	104		BLEEKER STREET	ROLLER					1887 on		
T022	49		BLEEKER STREET	FULL CIRCLE CDS		NIPB	2/12/1890	22/03/1901	1890 - 1914	AM/PM	
T023	50		BLOOR STREET	FULL CIRCLE CDS	23.5	02/04/1914			1914 - 1918	BLANK	
T024	103B		BLOOR STREET	BAG SEAL					?		
T025	165		BLOOR STREET	DUPIX A9 KILLER	22.5	NIPB	18/02/1901	14/03/1901	early 1901	PM	
T026	166		BLOOR STREET	ROLLER					1887 on	1	
T027	51	DON1785A	BROADVIEW AVENUE	FULL CIRCLE CDS	24.5	9/11/1893	27/9/1894	21/03/1934	1893 - 1918	BLANK	on Maple Leaf and Numeral issues
T028	52		BROADVIEW AVENUE	ROLLER					?		
T029	103C		BROADVIEW AVENUE	BAG SEAL					?		
T030	103D		BROADVIEW AVENUE	BAG SEAL					?		
T031	258		BROADVIEW AVENUE	STRAIGHT LINE					1913 on		probable parcel cancel, circa 1914
T032	24	DON1787	CARLETON STREET	DUPIX A11 KILLER	24	15/12/1886	27/12/1886	23/4/1888	1886 - 1888	AM, PM, BLANK	2 distinct hammers known, second type is
T033	25	DON1788	CARLETON STREET	DUPIX A10 KILLER	24	5/5/1888	22/5/1888	27/1/1892	1888 - 1892	AM/PM, BLANK	DON1790
T034	109		CARLETON STREET	PARCEL OVAL C					1890 - 1892		SMALL C
T035	110		CARLETON STREET	PARCEL OVAL C			Apr-91		1890 - 1892		LARGE C
T036	53		CARLTON STREET	FULL CIRCLE CDS		NIPB	23/8/1899	30/09/1907	1899 - 1909	AM, PM, BLANK	
T037	94		CARLTON STREET	FULL CIRCLE CDS	22.5	10/09/1909			1908 - 1918	NUMERIC	CARLETON SPELLING on Numeral issue
T038	103E		CARLTON STREET	ROLLER					1889 on		
T039	55		CLINTON STREET	FULL CIRCLE CDS	25	9/11/1893	15/3/1894	1904	1893 - 1910	AM, PM	
T040	56		CLINTON STREET	FULL CIRCLE CDS	25	02/02/1910	07/09/1912	02/03/1946	1910 - 1918	AM, PM	
T041	103E		CLINTON STREET	BAG SEAL					?		
T042	26	DON1793	DUNDAS STREET	DUPIX A11 KILLER	23	15/12/1886	8/2/1887	26/10/1899	1886 - 1900	AM, PM	Dundas St.
T043	27	DON1794	DUNDAS STREET	DUPIX A9 KILLER	23	NIPB	02/09/1900	27/06/1901	1900 - 1901	AM, PM	Dundas Street
T044	28		DUNDAS STREET	FULL CIRCLE CDS			11/8/1896	26/4/1897	1895 - 1910	PM	

[illegible]

TABLE 2 : STREET CANCELSTO 1918

Ref No	ML FIG no	Cross ref	Office	Cancel type	Dater diameter mm	Proof date 3	ERD	LFD	ASSUMED PERIOD OF USE	Indicia known	Notes
TORONTO contd.											
T083			RUSHOLME ROAD	ROLLER							
T094	36		SPADINA AVENUE	FULL CIRCLE CDS	24	NIPB	6/1/1882	18/09/1900	1887 on		
T095	37		SPADINA AVENUE	FULL CIRCLE CDS	22.5		07/11/1909	20/08/1921	1892 - 1919	AM/PM	
T096	38	DON1832	SPADINA AVENUE	DUPIEX A10 KILLER	24	15/12/1886	18/3/1887	25/1/1886	1896 - 1896	BLANK	
T097	39	DON1833	SPADINA AVENUE	DUPIEX L7 KILLER	26	13/4/1889	3/7/1889	24/9/1888	1886 - 1888	AM/PM-HOURLY	Spadina Ave 3" in circle in vertical killer bars
T098	40	DON1848	SPADINA AVENUE	DUPIEX A11 KILLER	25.5	NIPB	6/1/1889	29/08/1901	1889 - 1901	3,6,8,9,10,11,15,18	S DEPT
T099	41	DON1835	SPADINA AVENUE	DUPIEX A9 KILLER	21.5	NIPB	08/08/1900	26/07/1901	1890 - 1901	AM/PM	Spadina Avenue known on Small Queens and Numeral issues
T100	42		SPADINA AVENUE	ROLLER					1887 on	1,2	
T101	43		SPADINA AVENUE	SQUARED CIRCLE			19/2/1886	3/4/1889	1896 - 1899	AM/PM	
T102	44		SPADINA AVENUE	PARCEL OVAL S					1890's		
T103	112		SPADINA AVENUE	PARCEL OVAL 3			13/12/1886		1886	AM	only one copy recorded
T104	113		SPADINA AVENUE	FULL CIRCLE CDS	23	NIPB	11/2/1893	28/2/1889	1883 - 1901	AM/PM	
T105	74		ST JOSEPH STREET	FULL CIRCLE CDS	23	25/2/1893	18/02/1901		1901 on	BLANK	may have been used as a duplex also
T106	75		ST JOSEPH STREET	SPLIT RING CDS	21				1887 on		1901 usage recorded
T107			ST JOSEPH STREET	ROLLER							
T108	103J		ST JOSEPH STREET	BAG SEAL							
T109	77		STRACHAN AVENUE	FULL CIRCLE CDS	24	NIPB	16/5/1892	04/07/1901	1892 - 1904	AM/PM	
T110	78	DON1836	STRACHAN AVENUE	DUPIEX A9 KILLER	23	NIPB	25/10/1900	12/06/1901	1900 - 1901	AM	
T111	79		STRACHAN AVENUE	SQUARED CIRCLE		29/9/1893			1893 - 1898	AM, PM	
T112	123		STRACHAN AVENUE	ROLLER					1887 on	1	on Numeral issue
T113	1	DON1839A	TORONTO EAST BRANCH	DUPIEX G11 KILLER	24	NIPB	12/10/1881	19/1/1882	1881 - 1882	PM	Intaglio E in horizontal killer bars
T114	2	DON1841	TORONTO EAST BRANCH	DUPIEX G10 KILLER	22	15/2/1882	3/6/1882	21/6/1886	1882 - 1886	AM/PM	TORONTO/EAST in two lines in horizontal killer bars
T115	3		TORONTO EAST BRANCH	SPLIT CIRCLE CDS	22	15/7/1881					
T116	7		TORONTO JUNCTION	FULL CIRCLE CDS	23.5	NIPB	10/10/1893	31/07/1907	1892 - 1908	BLANK, AM	
T117	106	DON1851	TORONTO JUNCTION	DUPIEX A9 KILLER	23	NIPB	06/06/1900	20/10/1905	1900 - 1905	BLANK	Intaglio N in horizontal killer bars
T118	1	DON1841A	TORONTO NORTH BRANCH	DUPIEX G14 KILLER	23.5	NIPB	25/1/1881	18/1/1882	1881 - 1882	PM	TORONTO/NORTH in two lines in horizontal killer bars, two types known with different height of lettering
T119	2	DON1842	TORONTO NORTH BRANCH	DUPIEX G10 KILLER	22	15/2/1882	2/3/1882	1/12/1886	1882 - 1886	AM/PM	
T120	3		TORONTO NORTH BRANCH	SPLIT CIRCLE CDS	22	15/7/1881					
T121	1	DON1842A	TORONTO WEST BRANCH	DUPIEX G15 KILLER	23	NIPB	1/3/1881	9/12/1881	1881 - 1882	AM/PM	Intaglio W in horizontal killer bars
T122	2	DON1844	TORONTO WEST BRANCH	DUPIEX G10 KILLER	23	15/2/1882	4/6/1882	6/12/1886	1882 - 1886	AM/PM	TORONTO/WEST in two lines in horizontal killer bars, two types known with different heights of lettering
T123	3		TORONTO WEST BRANCH	SPLIT CIRCLE CDS	22	15/7/1881					
T124	6		WEST TORONTO JUNCTION	SPLIT RING CDS	22	NIPB	8/2/1890	28/9/1891	1884 - 1892	BLANK	
T125	80		YORK STREET	FULL CIRCLE CDS	24	NIPB	22/9/1892	1889	1882 - 1901	AM/PM	
T126	82		YORK STREET	SQUARED CIRCLE			15/1/1894	13/08/1900	1894 - 1900	AM/PM, NT/BLANK 9,45,12, 3,30, 6,30, 7PM,3PM	
T127	83		YORK STREET	ROLLER					1888 - 1901	1	on Small Queens, Map, Maple Leaves and Jubilee issues
T128	84	DON1838	YORK STREET	DUPIEX A9 KILLER	23	NIPB	07/09/1900	28/02/1901	1900 - 1901	3,30, 7PM,12M	
T129	103K		YORK STREET	BAG SEAL							
T130	97	DON1839	YORKVILLE	DUPIEX L7 KILLER	26	13/4/1889	1/6/1889	22/4/1888	1888 - 1898	AM/PM-HOURLY	4" in circle in vertical killer bars

TORONTO cont'd		YORKVILLE		NIPB		1898 - 1908		3,5,6,7,9,11,15,18		Y - DEPOT	
T131	98	DON1850	YORKVILLE	25.5	24	29/4/1898	24/08/1902	1898 - 1908	AM, PM	AM, PM	LARGE 4
T132	100		YORKVILLE	24	24	6/5/1893		1898 - 1908	AM, PM	AM, PM	SMALL 4
T133	100		YORKVILLE	23	23	24/07/1908		1898 - 1918	AM, PM	AM, PM	unconfirmed but probably exists
T134	101		YORKVILLE	23	23			1890's			
T135	102		YORKVILLE	23	23			1890's			
T136			YORKVILLE	23	23			1897 on			
HAMILTON											
HAM01	116		JAMES STREET	23	23	6/8/1887	6/11/1889	1887 - 1890	BLANK	BLANK	four copies recorded
HAM02	115		JAMES STREET	24	24	6/10/1890		1890 - 1901	AM, PM, NT	NT	only one copy recorded
HAM03	117	DON743A	JAMES STREET	22.5	22.5	21/07/1901		1901 - 1904	AM, PM	AM, PM	four copies known
HAM04	118		STRAIGHT LINE	23	23			1890's			
HAM05	119		PEARL STREET	23.5	23.5	13/4/1891	5/7/1897	1891 - 1903	AM, PM	AM, PM	
HAM06	120		STEVEN STREET	23	23	27/5/1895	21/3/1899	1891 - 1903	AM, PM	AM, PM	
WINNIPEG											
W001	126		ISABEL STREET	21	21	07/01/1907		1900 - 1909	BLANK	BLANK	no cancels recorded
W002	127		MAIN STREET NORTH	22	22			1909 - 1912	AM, PM	AM, PM	no cancels recorded
W003	128		MAIN STREET NORTH	22	22	29/06/1912		1912 - 1913	AM, PM	AM, PM	
W004	170		MAIN STREET NORTH	22	22	Jun-12		?			
W005	129		BAG SEAL	20	20			1909 - 1917	BLANK	BLANK	
W006	132		MAIN STREET SOUTH	20	20	16/02/1909		1913 - 1918	BLANK	BLANK	
W007	130		MORSE PLACE	19	19	09/07/1913		1900 - 1911	BLANK	BLANK	
W008	131		PORTAGE AVENUE CENTRE	21	21			1911 - 1917	AM, PM	AM, PM	
W009	133		PORTAGE AVENUE CENTRE	22	22	11/02/1906					
VANCOUVER											
V001	140		EARLS ROAD	19	19	19/07/1912		1912 - 1918	BLANK	BLANK	probably not a duplex but strike of type V009 with killer.
V002	133		EAST END BRANCH	20	20	NIPB		1897 - 1913	BLANK	BLANK	
V003	134		EAST END BRANCH	22	22	02/05/1913		1913 - 1914	AM, PM	AM, PM	
V004	167		EAST END BRANCH	22	22	May-13		?			
V005	137		FRASER AVENUE	19	19	09/04/1912		1910 - 1913	BLANK	BLANK	
V006	138		FRASER AVENUE	19	19	23/11/1910		?			
V007	139		FRASER AVENUE	22	22	03/12/1913		1913 - 1918	AM, PM	AM, PM	
V008	169		FRASER AVENUE	22	22	Dec-13		?			
V009	135		FRASER ROAD	19	19	09/06/1910		1910 - 1918	BLANK	BLANK	
V010	136		JAMES ROAD	23	23	16/07/1918		1918	AM, PM	AM, PM	
V011	168		JAMES ROAD	23	23	Jul-18		?			
V012			WEST END BRANCH	23	23			?			
HALIFAX N.S.											
H001	145		GOTTINGEN STREET	25	25	16/2/1894	29/04/1910	1894 - 1918	BLANK	BLANK	known on issues from Small Queens to Numerals
H002	147		GOTTINGEN STREET	25	25	1/3/1894		1897 on			
H003	142		MORRIS STREET	24	24	22/6/1895	02/07/1902	1895 - 1918	1,2,3,4,BLANK, 0	1,2,3,4,BLANK, 0	known on issues from 15 cent Large Queen to Numerals
H004	143		MORRIS STREET	24	24			1897 on			
H005	144		MORRIS STREET	23	23	26/02/1910		?		AM	
H006	148		NORTH STREET STATION	23	23			?			

TABLE 2 : STREET CANCELSTO 1918

Ref No	ML FIG no	Cross ref	Office	Cancel type	Dater diameter mm	Proof date	ERD	LRD	ASSUMED PERIOD OF USE	Indicia known	Notes	
ST. JOHN N.B.												
STJ001	155		GARDEN STREET	FULL CIRCLE CDS	23	26/01/1914			1914 - 1918	AM, PM	no cancels recorded	
STJ002	150		HAYMARKET SQUARE	SPUT CIRCLE CDS	19	02/04/1909			1909 - 1913	BLANK		
STJ003	151		UNION STREET	DUPLEX A11 KILLER	22.5	02/04/1909			1909 - 1913	AM, PM		
STJ004	152		UNION STREET	ROLLER					?			
STJ005	153		UNION STREET	FULL CIRCLE CDS	22.5	29/12/1914			1915 - 1918	AM, PM		
STJ006	154		UNION STREET	BAG SEAL					?			
OTTAWA												
OTT001	159		BANK STREET	FULL CIRCLE CDS	24.5	NIPB	24/12/1898	03/05/1900	1898 - 1918	BLANK	only one example recorded	
OTT002	270		BANK STREET SOUTH	SPUT RING CDS		NIPB	06/01/1908		1901 - 1915	BLANK		
OTT003	160		BANK STREET SOUTH	FULL CIRCLE CDS	23	06/01/1916			1916 - 1918	AM, PM		
OTT004	161		KING STREET	SPUT RING CDS	21	NIPB	22/11/1894	13/12/1902	1894 - 1910	BLANK		
OTT005	162		KING STREET	BAG SEAL		Nov 1898			?			
QUEBEC												
Q0001	156		RUE ST. JOSEPH	FULL CIRCLE CDS	22.5	05/07/1915			1915 - 1918	AM, PM	similar type with taller lettering and no S.O.	
Q0002	1927			ROLLER		Dec-15			1916 - 1918	1,2,3		
Q0003	263		ST. JOHN SUBURB	SPUT RING CDS	22	26/7/1880		15/1/1890	1880 - 1890	BLANK		
Q0004	262		ST. JOHN SUBURB	FULL CIRCLE CDS	23	2/2/1889	5/2/1896		1890 - 1908	BLANK		
MONTREAL												
M0001	233		AMHERST STREET	FULL CIRCLE CDS	23	02/05/1908			1908 - 1918	AM, PM	no cancels recorded	
M0002	234		BEAUDOIN STREET	ROLLER		Mar-08			1908 on	1		
M0003	234		BEAUDOIN STREET	BAG SEAL		02/05/1908			?			
M0004	228		BLEURY STREET	FULL CIRCLE CDS	23	01/03/1908			1908	AM, PM		
M0005	237		BLEURY STREET	BAG SEAL					?			
M0006	204		BOULEVARD ST DENIS	SPUT RING CDS	21	NIPB	30/11/1897		1897 - 1918	BLANK		
M0007	260		BOULEVARD ST PAUL	SPUT RING CDS	21	NIPB		09/11/1906	1902 - 1910	BLANK		
M0008	229		BOULEVARD ST PAUL	FULL CIRCLE CDS	23	20/07/1910			1910 - 1914	AM, PM		
M0009	237		BOULEVARD ST PAUL	BAG SEAL		01/07/1910			?			
M0010	205		CHABOILLEZ SQUARE	SPUT RING CDS	21	NIPB	19/8/1897		1896 - 1901	BLANK		
M0011	206		CHABOILLEZ SQUARE	FULL CIRCLE CDS	23	NIPB			1899 - 1913	AM, PM		
M0012	206		CHABOILLEZ SQUARE	FULL CIRCLE CDS	22	19/07/1913			1913 - 1918	AM, PM		
M0013	207		CHERRIER STREET	SPUT RING CDS	21	NIPB	1896		1896			
M0014	207		CHERRIER STREET	FULL CIRCLE CDS	24	NIPB	12/11/1896		1896 - 1902	TIMED BLANK		
M0015	227		CITY COUNCILLOR STREET	SPUT RING CDS	20	NIPB	29/11/1907	20/07/1908	1899 - 1916	BLANK		
COMMISSIONERS STREET												
M0016			FAIRMOUNT AVENUE	SPUT RING CDS	21		06/10/1900		1900 - 1910	BLANK		no cancels recorded
M0017	230		FULLUM STREET	ROLLER					1905 on	1		
M0018	209		MCGILL STREET	SPUT RING CDS	21	NIPB			1896 - 1911	BLANK		no cancels recorded
M0019	210		MOUNT ROYAL AVENUE	FULL CIRCLE CDS	22	09/01/1912			1912	AM, PM		
M0020	237		MOUNT ROYAL AVENUE	BAG SEAL		01/01/1912			?			

TABLE 2 : STREET CANCELS TO 1918

Ref No	ML FIG no	Cross ref	Office	Cancel type	Dater diameter mm	Proof date	ERD	LRD	ASSUMED PERIOD OF USE	Indicia known	Notes
MONTREAL contd.											
M068	237	DPQ712B	ST DENIS STREET	DUPIX A9 KILLER	22	NIPB	21/12/1899		1899 - 1901		
M069	237		ST DENIS STREET	BAG SEAL		Oct-11			?		
M070	186		ST LAWRENCE STREET	FULL CIRCLE CDS	24	NIPB		2/6/1896	1895 - 1896	AM, PM, TIMED	timed indicia come from the period April - June 1896 only
M071	237		ST LAWRENCE STREET	BAG SEAL					?		
M072	215		ST LAWRENCE STREET CENTRE	SPUT RING CDS	21	NIPB			1896 - 1913	BLANK	
M073	216		ST LAWRENCE STREET CENTRE	ROLLER					1897 on	1	
M074	218		ST LAWRENCE STREET CENTRE	FULL CIRCLE CDS	23	19/02/1913			1913 - 1918	AM, PM	
M075	208		ST LOUIS SQUARE	FULL CIRCLE CDS	23	21/04/1917			1917 - 1918	AM, PM	
M076	237		ST LOUIS SQUARE	BAG SEAL		01/04/1917			?		
M077	219		VICTORIA AVENUE	SPUT RING CDS	20	08/07/1909			1909 - 1913	BLANK	
M078	220		VICTORIA AVENUE	FULL CIRCLE CDS	23	23/05/1913			1913 - 1918	BLANK, AM, PM	
M079	223		VISITATION STREET	SPUT RING CDS	21				1896 - 1907	BLANK	
M080	226		VISITATION STREET	DUPIX A9 KILLER	24	26/09/1907			1907 - 1908		
M081	224	DPQ719	VISITATION STREET	ROLLER					1898 on	1	
M082	225		VISITATION STREET	FULL CIRCLE CDS	24	26/09/1907			1907 - 1908	AM, PM	
M083	232		WELLINGTON STREET	FULL CIRCLE CDS	23.5	10/08/1907			?	TIMED	Wellington Street L.C.D.

General notes:-

1. Reference numbers match fig numbers in the Maple Leaves articles
2. Cross references are to related listings e.g. Duplex Cancellations
3. Under proof date N.I.P.B. = not in proof books

PRODUCING THE ADMIRAL ENDWISE COILS

Martin Hopkinson

Producing the endwise coils of the Admiral series from sheets of printed stamps was a cumbersome business as described in Chapter IV of George Marler's *"The Admiral Issue of Canada"*. (1) Joining sheets by the plain selvage required at least 25 sheets to be joined and then cut into rolls of 500 stamps. One inevitable result was that the perforations did not lie in a regular pattern so that dispensing was always going to be a problem. In addition, the initial endwise coils in particular seem to have given rise to dispensing difficulties as Marler reports (on page 89) that "It is evident from the condition of used copies of the endwise rolls that they were difficult to detach from the roll without tearing, and, no doubt, this accounted in part for their unpopularity, and for their present scarcity. To improve the situation, the horizontal perforation was changed from 8 to 12."

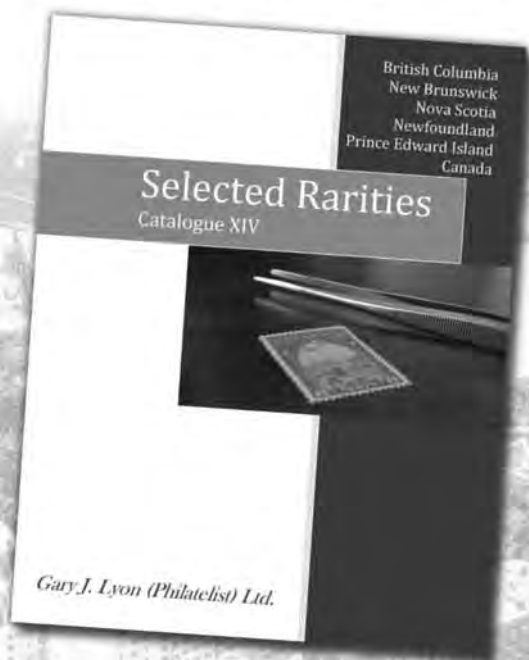
Looking first at the problem of aligning the perforations, the strip of single copies and a pair of the 3c brown shown in figure 1 show how much side movement there is in the line of perforations. It is hardly surprising that the dispensing machine pins had difficulty locating the perforating hole to move the stamps forward – a problem exacerbated when the perforation was only 8.

Turning to the 1¢ green, the stamp was first issued in December 1911. The first 1¢ green coil to appear, in September 1912, was coiled sideways, imperf x perf 8, for counter sales at a slight premium of \$5.06 per roll x 500. Endwise coils, perforated horizontally 8 x imperf, were first issued on 15th February 1913. Because of the problem of tearing in the dispensing



Fig 1. Four singles and a pair of the 3 cent brown endwise coil perf 12, showing the variation in alignment of the perforations.

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machine, issues from about February/March 1914 were changed to a horizontal perforation of 12.

Vending machines use pins to locate the perforations between stamps as the means of feeding the stamps forward, and work best with stamps produced to tight tolerances. When these varied, machine jamming was common, mainly from small variations in the accuracy of the perforation holes not locating with the feed pins. Because of this an experiment was carried out in Toronto for two days in July 1918 with a specially modified Hall Company vending machine using larger feed pins engaging into two large perforated holes of $3\frac{1}{4}/3\frac{3}{4}$ mm superimposed on the normal perf x 12. The principle being tested was that larger tapering pins in the feed mechanism would more easily locate the larger perforations.

As the strip of 4 in figure 2 illustrates, the large perforation holes were not always cut cleanly or aligned well and this coupled with mechanical irregularity led to the experiment being a failure; it was not repeated (Marler pages 191/2).

The exact quantity of special stamps prepared for the experiment with these large holes is not known, but is believed to have been between 5,000 and 8,000 stamps, of which perhaps half were actually used during the trial, the rest remaining mint as here.

Reference: George Marler The Admiral Issue of Canada, APS 1982



Fig 2 Strip of four of the 1 cent green endwise coil with the experimental large holes.

E MAIL CONTACTS

If you change your e mail provider or address, please remember to let the Society know your new e-mail address. This will ensure you continue to receive reminders and updates re auctions etc.

LETTERS TO THE EDITOR

Rick Parama

THE KLONDIKE GOLD RUSH 1896 – 1905 – ANOTHER MAIL ROUTE

Both Parts 1 and 2 were of great interest to me and I am sure to many readers. I had once arranged for Robert Woodall's collection to be displayed in the Court of Honour at BNAPS 1977 and indeed it was a truly a marvellous collection. David Whiteley's fine two part article triggered several questions I pondered while researching a little known mail route to (or from?) Dawson. Beginning in 1904 it is recorded that the RNWMP began a yearly patrol and mail run between Fort McPherson along the Mackenzie River in the NWT, and Dawson, Yukon Territory; a distance of some 470 miles. Since it was done in the middle of winter, it was a rather remarkable feat. The yearly run became known as the Dawson Patrol.

It is said that Dawson was chosen as the start of the patrol as supplies could be had in Dawson, and there were experienced native guides available. This starting arrangement from Dawson continued until the winter of 1910 - 1911 when it was decided to reverse the trip, starting first from Fort McPherson. This reversal resulted in the ill-fated Lost Patrol and all men perished after becoming lost and trying to return to Fort McPherson. The leader of the patrol, Sergeant Francis J. Fitzgerald, had been chosen to attend King George's Coronation and this was perhaps the main reason for the reversal of the start point. Accompanying Fitzgerald on the patrol were two constables and a non-native guide and former constable, Samuel Carter. Carter had never made the journey in this direction and was considered a

major factor in the patrol getting lost. After running very low of supplies, they decide to go back to Fort McPherson, but they ran out of provisions before getting there. They had waited too long to decide to return. They all perished in February 1911 and were found not far from their intended destination. Three had starved to death and the fourth committed suicide. The story makes fascinating reading, and could and has filled books. There is also a lot of information on the internet. But there is very little detail of the mail arrangements.

Despite the tragedy, the yearly patrol and mail run continued to at least 1912 and perhaps into the 1920's. If it went on that long, it may have ended when Fort McPherson and many places along the Mackenzie River began to be served by airplane or earlier when the post offices there formally opened. Fort McPherson post office did not open until 1923. The complicating factor is that there were at least yearly mails to Fort McPherson via Edmonton from 1907 and sometimes twice yearly.

I would very much like to know more information regarding the mail arrangements on the Dawson Patrols. In particular,

1. Why was it considered necessary to carry mail and what was its nature? Note Dawson was served from the south. Fort McPherson, when it opened, was at the end of long route via Edmonton. I would guess Dawson was the intended distribution point for Fort McPherson.
2. If mail was sent to Fort McPherson say from eastern Canada, was it first sent to Edmonton or Dawson?
3. In what year did the Dawson Patrol end?
4. Has any mail survived from any of the

Dawson Patrols? One may guess it was for the few members of the RNWMP at or around Fort McPherson, for personal and/or police business.

I wonder if any of our members can provide answers to these questions?

John Cranmer

DOMESTIC POSTAL RATES 1941 – 1943

I wonder if members can help me with a query on domestic postal rates, specifically rates on mail to service personal serving in World War 2.

Smith & Wawrukiewicz give the change of the domestic postage rate from 3 cents to 4 cents as 1st April 1943. In ML issue whole number 301 page 289 column 2 it says this change happened in April 1941, quoting H.E. Guertin. This is the last issue I can currently see online so it may have been corrected later if it is wrong. (*ed. I do not think it has been*). I was very interested as I have just got two letters to a service man addressed to “Canadian Army Overseas, England” one dated 11th March 1943 and the other 15th June 1943 both with 3 cents postage. These dates span the rate changed given in S&W. Can any member explain these rates?

.John Hillson F.C.P.S.

THE DILEMMA OF AN OVERSEAS PRESIDENT

May I be permitted to reply to John Cooper's letter published in the January 2012 issue of *Maple Leaves* to try to clear up some of the misconceptions he, and perhaps others, may be under; and if I may say so, most would have been removed if our Rule Book had been studied.

In the first place, neither the packet nor Covermart are barred to overseas members (although I do accept that some of the Society literature has been misleading on this point). This has always been the case with Covermart since its inception, and I instigated a rule change to include the packet some years ago when due to a series of heavy losses caused by the post office, we were threatened with an increase in our insurance many times what we could hope to generate from the packet surplus - since which photocopies have been used instead of the actual items. Hopefully both managers can be persuaded to put their wares on our website shortly.

With good reason it has been a rule of the Society that none of our tangible assets may be allowed abroad. If as Mr. Cooper alleges, that the trophy he had just won 'was whisked away from him' at a previous convention, he has cause for complaint. It was always the practise in the past to photograph overseas winners holding their trophies, together with whoever else they wished. If this did not happen, whoever organised the event was at fault. Nevertheless trophies do have to be returned by overseas members before leaving the Convention.

Now as to the President's Badge of Office. Since few of our members have been with the Society for more than 40 years, let me give a little of its history. It was purchased from members donations (not from annual subscriptions if my memory serves me right), with a contribution from the long defunct Convention Fund* in 1970 or 1971 as a permanent memorial to our founder, the late A.E. Stephenson F.C.P.S.; the first of our presidents to wear it was the late A. (Sandy) Mackie F.C.P.S. in 1971 since when it has been worn by every president since, including myself. Properly it should only be worn at Society functions, or at a

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function of another body to which one has been invited as President of this Society and at no other time. To do so at any other time is *infra dignitatem*; it just is not done.

Finally with regard to the chance suggestion of obtaining a replica to which Mr Cooper regards as a personal slight. Obtaining such an article as it will cost money would have to be approved by members at an A.G.M. The next one will be in Bridge of Allen at what would have been the end of Mr. Cooper's Presidency, thus such a purchase would in no way have affected him and as to obtain a reasonable quality facsimile will cost in excess of four

figures, to my mind it is a dead duck anyway.

One final point, letters of resignation should be addressed to the Secretary; not to the 'press'.

(*The Convention Fund was set up from the proceeds of auction surpluses in the early days to help fund our Conventions. Unfortunately when I became Treasurer I found it had no real money in it, only on paper, and was being abused. With the consent of Members at the 1981 Convention, it was abolished, and its paper assets transferred to the General Fund)

BOOK REVIEWS

We start these reviews with the latest editions of two popular catalogues.

THE UNITRADE SPECIALISED CATALOGUE OF CANADIAN STAMPS – 2012 Edition, published by the Unitrade Press, ISBN-13: 978-1-894763-41-7, priced at \$C43.95, available from most Stamp Dealers.

The annual update to this popular catalogue was released in Q4 2011. As well as including all new issues up to mid 2011, the new edition shows expanded and revised listings for Newfoundland and for Semi-Official Airmails. A handful of additional varieties are also listed and illustrated for the first time.

The Editors should also be congratulated for removing a number of typographical errors – several of which have been in the catalogue for many years. They have also made a big effort to improve the consistency of listings.

The listings are all based on the Scott numbering system. The 2012 edition shows few if any price revisions from 2011 – correctly reflecting a fairly flat stamp market.

The catalogue remains the single best specialised listing for BNA stamps but unless you collect new issues, semi-official airmails or Newfoundland, the limited changes mean that 2012 is unlikely to be the year you choose to update your copy.

STANLEY GIBBONS COMMONWEALTH STAMP CATALOGUE – CANADA & PROVINCES 4TH EDITION 2011. Published by Stanley Gibbons, London, ISBN-13: 978 – 0-85259-828-3, priced at £19.95, available from the publishers and most stamp dealers.

This is an update of the catalogue produced by Gibbons in 2008. The new edition is in a smaller (240mm x 170mm) soft cover format, which this reviewer found to be a big improvement. Listings up to 1970 are extracted from the Commonwealth and British Empire Stamps catalogue ('Part 1') with the later issues being updated for this volume.

Listings in this catalogue follow the Gibbons numbering system more familiar to many collectors

in the UK. In general, the listings here are less specialised than the Unitrade, although Gibbons have added and illustrated some new items like the 'Shilling Mark' 1935 variety and the 'Cockeyed king' varieties. The Gibbons listing of 19th century Canada remains the definitive listing, clearer and more correct than any other.

Given that this is the first update since 2008, there are some significant price increases. These are most notable in the 'classic' issues pre 1868 but I also noted big increases in the Small Queens prices (used rather than mint) and early 20th century stamps (mint rather than used). Prices for a few of the modern varieties also show increases.

Overall this is an excellent catalogue for the general BNA collector, clear and easy to read and competitively priced – highly recommended.

LES OBLITÉRATIONS "LES AILES DE LA POSTE" DU QUÉBEC [THE "WING" POSTMARKS OF QUÉBEC], 2ND EDITION, BY MARC BEAUPRÉ AND COLLABORATORS. Société d'histoire postale du Québec, 2011, pp 444, ISBN 978-2-920267-47-3, \$50. Distributed by the Fédération québécoise de philatélie, 4545 Pierre-de-Coubertin Ave., P.O. Box 1000, Stn M, Montréal H1V 3R2, or fqp@philatelie.qc.ca

Initially published in 2006, this newly revised and enlarged edition, written in collaboration with Réjean F. Côté, Jean-Guy Dalpé, Claude Gignac, and Yan Turmine, brings together several years of research and gathering of information. The current catalogue lists almost 3000 markings of the "Wing" type, each of which is illustrated.

The development of Canada Post's network of postal franchises over the past ten years multiplied the number of sales points, and as a consequence the number of postal markings. It is reasonable to believe that currently about 2000 postal sales points are in operation in Québec.

Postmarks of the "Wing" type include several distinctive elements, and the lifetime of these stamps is limited. Numerous post offices and postal franchises have introduced a second or third version of their Wing datestamps, and this does not count those offices whose volume of mail necessitates having more than one in simultaneous use. Given that these markings are still in use and in constant evolution, this catalogue does not develop a type listing, which would undoubtedly require constant additions and alterations. Inasmuch as possible, however, the distinctive elements of each marking are described, allowing the identification of its peculiarities and its variants.

For collectors of current postal markings, an index is provided by POCN number and the corresponding office, as well as an index by postal code – very useful when the entire postmark is difficult to read.

The following titles have both been published by BNAPS. All BNAPS books are available from: Ian Kimmerly Stamps, 62 Sparks Street, Ottawa, ON K1P 5A8, Canada. Phone: (613) 235-9119. Internet orders can be placed at www.iankimmerly.com/books/

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As usual, review copies of these books, where received, can be found in the Society Library so if you wish to sample before you buy, please contact Mike Slamo.

NEWFOUNDLAND AIRMAIL STAMPS AND AIR MAIL FLIGHTS: 1918 – 1949, SUPPLEMENT – CHANGES FOR LONDON 2010 INTERNATIONAL EXHIBITION, by Peter Motson. 38 pages, 8.5 x 11, spiral bound, 2011. BNAPS Exhibit Series #54-Supplement. ISBN: 978-1-897391-88-4 (Colour), 978-1-897391-89-1 (B&W). Published by the British North America Philatelic Society (BNAPS). Stock # B4h923.54S.1 (Colour) - \$C40.00; B4h923.54S (Black & White) - \$C28.95.

Peter Motson's award winning exhibit, Newfoundland Airmail Stamps and Air Mail Flights: 1918-1949, was published as BNAPS Exhibit Series Book No. 54 in April 2009. The exhibit was first shown in 2004 and attained a Large Vermeil award in London, England. Peter's study of North Atlantic airmails was rewarded in 2005 with the British Aerophilatelic Federation 'Medal for Research'. In 2006, the exhibit won the coveted British Aero Philatelic Club Trophy in addition to a Gold medal. At BNAPEX 2008 NOVAPEX in Halifax, Nova Scotia the exhibit again received a Gold medal, as well as the Meyerson Award for 'Best Exhibit from a Province of Canada before Confederation'. Not content to rest on his laurels, Peter then began to upgrade the exhibit for presentation at the London 2010 International Exhibition. His efforts were rewarded when it received not only a Large Gold but also the Best of Class Award for Aerophilately. To progress from a national level Gold to the London 2010 level is a major achievement. For this reason BNAPS decided to prepare this supplement to the 2009 book to illustrate the significant changes between it and the material presented at London 2010. The book will, of course, be of interest to those who collect aerophilately and also Newfoundland but will also provide an interesting insight to those who aspire to 'medals' at National or International level.

THE HUNTING, FISHING AND CONSERVATION STAMPS OF CANADA, 2011 by Rubec, Clayton. 450 pages, 8.5 x 11, spiral bound, 2011. ISBN: 978-1-897391-86-0 (Colour), 978-1-897391-87-7 (B&W). Published by the British North America Philatelic Society (BNAPS). Stock # B4h923.050.1.1(colour) - \$C148.00; B4h923.050.1 (Black & White) - \$C60.95

The latest BNAPS catalogue, "The Hunting, Fishing and Conservation Stamps of Canada", was prepared by Clayton Rubec to fill a huge void in the published knowledge base of Canadian revenue stamps issued for hunting, fishing and conservation permits and fund-raising. Collectors of all stamps, and members of the hunting and fishing fraternity, will be amazed at the variety and colour of these stamps issued to date in Canada, and also that the author was able to gather together the vast amount of material. The listing is far more extensive than anything in the mainstream catalogues and the author provides a guide to the rarity of each item. For anyone looking for a new collecting area in 2012 this book may provide the answer.

THE HANDBOOK OF AIR MAIL SLOGAN CANCELS OF CANADA (Second Edition – Updated November 2011), 2012 by Cecil Coutts. 62 pages, 8.5 x 11, spiral bound, 2011. ISBN: 978-1-897391-90-7. Stock # B4h389.3 - \$C29.9

The Handbook of Air Mail Slogan Cancels of Canada was originally published in 1990. As a result of continuing work by members of the Slogan Study Group of BNAPS, a Second Edition was published in 1999 by Cecil Coutts and the late Daniel G. Rosenblat. The new update includes a separate eight page section of additions and corrections to the Second Edition, followed by the complete Second Edition reproduced from electronic scans of an original 1999 copy. Previous purchasers of the Second Edition of the Air Mail slogan catalogue can obtain a PDF file of the update by email from the author at <cec.coutts@telus.net>.

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SLOGAN POSTMARKS OF CANADA, by Coutts, Cecil, 2012 reprint of the original 2007 catalogue, 328 pages, 8.5 × 11, spiral bound, 2011. ISBN: 978-0-9680225-2-8. Stock # B4h051 - \$C52.95

Beginning in 1987, research by the Slogan Study Group of the British North America Philatelic Society Ltd. was based on official post office documentation and proof impressions that certainly gave the work credibility. The efforts of this Group culminated in the release in 1996 of the first edition of Slogan Postmarks of Canada, a compilation of all slogan cancellation including those relating to air mail. This was followed by Supplement Number One in 1999 and the Second Edition in 2002. The Third Edition, published in 2007, went out of print without fully satisfying demand, leading to this BNAPS reprint which includes among the listings 165 post-2007 updates of specific slogan cancellations. Previous purchasers of the 2007 Third Edition of the full Slogan catalogue can obtain a PDF file containing the post-2007 updates by email from the author at <cec.coutts@telus.net>.

THE RE-ENTRIES AND VARIETIES IN THE HALF CENT SMALL QUEEN, VOLUME 1 – THE LEFT HAND PLATE, 2012, by Kenneth A. Kershaw. Spiral bound, 360 pages, 8.5 × 11, b&w. ISBN 978-1-897391-93-8; Stock # B4h052.1 \$C 54.95

THE RE-ENTRIES AND VARIETIES IN THE HALF CENT SMALL QUEEN, VOLUME 2 – THE RIGHT HAND PLATE, 2012, by Kenneth A. Kershaw. Spiral bound, 314 pages, 8.5 × 11, b&w. ISBN 978-1-897391-94-5; Stock # B4h052.2 \$C 50.95

In The Re-Entries and Varieties in the Half Cent Small Queen, Volume I – The Left-Hand Plate and The Re-Entries and Varieties in the Half Cent Small Queen, Volume II – The Right-Hand Plate, Ken Kershaw continues his phenomenal output of plating information and new discoveries. After books on plating Canada's Half Cent Maple Leaf and 1898 Christmas Map stamps, he prepared six more on the Pence and Cents issues of Prince Edward Island, a two-volume set on Canada's 5¢ Beaver, a trio on the high value stamps of the 1859 Cents issue, and a five volume set on the 3d Beaver! Now he is back with another two-volume set, this time on the Re-Entries and Varieties in the Half Cent Small Queen. The new books have been done in the style and format of his previous BNAPS books. Small Queen specialists will be reaching for the magnifying glass!

CANADA 1870 – 1897 SMALL QUEENS ISSUE, by Edward J. Nixon. 148 pages, 8.5 x 11, spiral bound, 2012. BNAPS Exhibit Series #64. ISBN: 978-1-897391-97-6 (Colour), 978-1-897391-98-3 (B&W). Stock # B4h923.64.1 (Colour) - \$C64.00; B4h923.64 (Black & White) - \$C39.95

Ted Nixon's Canada 1870-1897 Small Queen Issue, the 64th volume in the BNAPS Exhibit Series, is the first to illustrate the wide variety of Small Queen material, probably the most collected area of 19th Century Canadian philately. The exhibit was developed in the 1980s and 1990s with displays at national shows in Canada and several international shows, culminating in a gold medal at PHILEXFRANCE, Paris in 1999. It received Gold and the Reserve Grand Award at ROYAL-2001-ROYALE in Montreal, Large Gold and Grand Award Traditional at the Interamerican Exhibition in Bogota, Colombia in 2007. At the BNAPEX 2009 SEAWAYPEX convention in Kingston, Ontario the exhibit received the BNAPEX Novice and Horace Harrison Grand Awards. This was followed by Gold at the Festival Internazionale della Filatelia, Rome, Italy in 2009 and Gold at ORAPEX 2011 in Ottawa. Ted then decided that it was time for the material to be shared with other collectors in the form of this volume in the BNAPS Exhibit

Series. The collection was auctioned in March 2012 by Eastern Auctions Ltd.

Ted Nixon began collecting stamps at an early age under the watchful eye of his grandfather, a member and exhibitor at North Toronto Stamp Club shows in the 1950s. Ted's active collecting and buying began after he finished university when he was mentored by the late Jim Sissons. Having received his grandfather's collection of Canada and British Commonwealth, Ted began to focus on early Canada and Queen Victorian Bermuda. His emphasis on Canada's Small Queen issue began with a specialized collection of the Two Cent value which was exhibited first in 1978. This material was quickly acquired by Bill Simpson to add to the latter's first gold medal Small Queen exhibit. In November 1980, at the Stanley Gibbons sale of Bill Simpson's Small Queens, Ted decided to embrace the whole Small Queen issue. Purchases from that sale have remained with him and appear in this book.

The major research initiative on printing plates undertaken at the National Archives in 1991 encouraged Ted to again work with Bill Simpson, who was building a new Small Queen exhibit, and to develop a comprehensive article on the Small Queen printing plates for use by all specialized collectors, printed in BNA Topics in 1999. This exhibit serves to illustrate that article.

Anyone who has read the excellent book by Ted Nixon and John Hillson on the Small Queens will find many of the fine pieces illustrated in that volume in this collection. An excellent reference work for the Small Queen specialist and a good read for anyone who just likes to see some outstanding 19th Century line engraved stamps.

GS.

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I was intrigued by the cover shown in fig 1 below which crossed my desk recently. I wonder if the Canadian Philatelic Society Inc. was an early international branch of CPSGB?

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SOCIETY NEWS

ANNUAL CONVENTION

Planning is now well underway for our 66th annual Convention which will be held at the Royal Hotel, Bridge of Allan from Wednesday 19th to Sunday 23rd September. A booking form and a competition entry form are enclosed with this issue of *Maple Leaves*. Please note the deadline of 31st July for securing the preferred hotel rates and get your bookings in early!

Those members who may wish to arrive early or stay on after the formal proceedings should note that the hotel package rates are available for two days both before and after the Convention.

Bridge of Allan is situated on the outskirts of Stirling, famous for its Castle and the Wallace Monument. The area around offers a host of attractions and some of the best scenery Scotland has to offer.

The draft Convention programme is as follows:-

Wednesday 28th September

1530hrs onward	Gather for tea/coffee and registration
1630hrs	Executive Committee Meeting
1800hrs	Dinner
2000hrs	Display – Flag and Slogan Cancels – Malcolm Newton
2200hrs	Study groups and auction viewing

Thursday 29th September

0700 – 0930hrs	Breakfast
0845hrs	Fellows Meeting
0900hrs	Committee Meeting
1015hrs	Tea/ Coffee
1030hrs	Members 16 sheet displays
1230hrs	Optional light lunch
1345hrs	Coach tour to Stirling Castle via Wallace Monument
1800hrs	Dinner
2000hrs	Display – Large and Small Queens – John Hillson
2200hrs	Study Groups and auction viewing

Friday 30th September

0700 – 0930hrs	Breakfast
0900hrs	Colin Banfield entertains
1030hrs	Tea/ coffee

1045hrs	The First Decimal Issue of Canada – Richard Johnson
1215hrs	Optional light lunch
1330hrs	Coach tour to Blackford and Tullibardine Distillery
1800hrs	Dinner
2000hrs	Display – Canadian Miscellany 1902 – 1930 – Peter Payne
2200hrs	Study Groups and auction viewing

Saturday 1st October

0700 – 0930hrs	Breakfast
0900hrs	A.G.M.
1015hrs	Coffee/ tea
1030hrs	Competition entries – judges critique and viewing
1200hrs	Auction part 1
1330hrs	Optional light lunch
1430hrs	Auction part 2.
1900hrs	Sherry reception
1930hrs	Banquet

Sunday 2nd October

0800 – 1000hrs	Breakfast
Thereafter – fond farewells.	

In addition to the above a full partners programme is being prepared. More details on this will be in the July issue or on the Society website.

Those of you thinking of coming to Bridge of Allan can also find full details on travel options to and from the hotel on the website. If you have any questions on the travel options or any other aspect of Convention, please contact the Editor (see inside back cover for contact details).

FROM THE SECRETARY

Annual General Meeting

In accordance with Rule 20, notice is hereby given of the Society's Annual General Meeting to be held at the Royal Hotel, Bridge of Allan on Saturday 22nd September 2012, commencing at 0900hrs. In accordance with Rule 18, nominations are sought for the President, Vice Presidents, Secretary and Treasurer. Nominations and any proposed amendments to the Rules, should be sent to the Secretary before 18th May 2012.

**HAVE YOU TRIED TO ENROL
A NEW MEMBER RECENTLY**

Fellowship

Members of the Society are eligible for election as Fellows for:-
outstanding research in the Postal History and/or Philately of British North America or:
outstanding service in the advancement of the interests of the Society.

Nominations are sought for submission to the Fellowship sub-committee in accordance with Fellowship Rule 2. Such nominations must be on a prescribed form, which is available from the Secretary, and must be submitted to the Secretary by 18th May 2012.

Founders Trophy

This trophy, awarded only to members of the Society, is awarded by the Judging Committee for work considered by them to be the best subject of ORIGINAL or INTENSIVE RESEARCH in any branch of British North American Philately.

A nomination for the award, which must be proposed and seconded, may be submitted in writing to the Secretary by 18th May 2012.

John Hillson *FCPS*

FROM THE SUBSCRIPTION MANAGER

Our longer serving members will be pleased to learn that a decision was taken at the Society Convention in Jersey that as from 1st October 2012, all members with 50 years or more of membership will be granted Honorary Life Membership.

The practical implication of this is that from this coming October any member with a membership number of 1420 or less will no longer be required to pay annual subscriptions. The cut off roll number will, of course, change annually and I will advise each year of the relevant cut off.

All members thus affected will still receive a subscription reminder in their July Maple Leaves (it is far too difficult and error prone to enclose these in only some copies). However, no action is required if you are in the long-serving group.

If any member is unsure if they qualify under this new rule, please contact me and I will advise (see inside back cover for contact details).

Dave Armitage

LONDON GROUP

Meetings of the group are held on the third Monday of each month from October through to May. The venue in all cases is 31 Barley Mills, Bishop's Stortford, Essex CM23 4DS and meetings commence at 6.30pm.

The remaining programme for this year is as follows:-

16th April Display by Graham Searle *F.C.P.S.*
21st May AGM and Beaver Cup

For confirmation of meetings and details of the full programme please contact Dave Armitage on 01279 503625 or 07985 96144.

Dave Armitage

FORTHCOMING EVENTS

2012

Apr 16 London Group Meeting, Bishop's Stortford

Apr 19 – 21 Philatex, London

May 5 – 6 ORAPEX, National Show, Ottawa

May 21 London Group Meeting, Bishop's Stortford

June 1 – 3 ROYAL 2012 ROYALE, Edmonton

June 8 – 17 Salon du Timbre, International Exhibition, Paris

June 18 – 24 Indonesia 2012, Jakarta

July 20 – 21 York Stamp Fair

Aug 31 – Sep 2 BNAPEX/CALTAPEX, Calgary

Sept 19 – 22 CPSGB Convention, Bridge of Allan, Stirling

Sept 26 – 29 Autumn Stampex, Islington, London

Oct 18 – 20 ABPS UK National Exhibition, Perth

Oct 20 – 22 Philatelic Congress of GB, Queens Hotel, Perth

Nov 1 -3 Philatex, London

Nov 10 Scotland and North of England Group Meeting, Moffat

2013

Aug 30 – Sep 2 BNAPEX, Charlottetown, P.E.I.

2014

Aug 29 – 31 BNAPEX, Baltimore, Maryland

Aug 31 – Sept 2, 2012, Calgary, AB

BNAPEX 2012 CALTAPEX will be held at the Hyatt Regency in downtown Calgary. Hours: Fri 10AM-6PM, Sat 10AM-5PM, Sun 10AM-3PM. Dealer bourse, National and Regional level exhibits, study group meetings.

Open to the public. Sponsors British North America Philatelic Society (BNAPS), Calgary Regional Group, and Calgary Philatelic Society (CPS).

For more information visit www.bnaps.org/bnapex2012
or email bnapex2012@shaw.ca.



Maple Leaves

**JOURNAL OF THE
CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN**

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EDITORIAL

I start this issue with a reminder to members to mail in your Members Questionnaires (contained in the April issue) to Malcolm Newton. I know that Malcolm has already had a fair number of replies but as this represents a rare opportunity for the 'silent majority' to have their say, I would urge you all to look them out and return them asap. If you have mislaid your copy you can download a copy from the Society website at www.canadianpsgb.org.uk.

This issue contains the usual annual subscription reminder. Please note the new address to send your cheques to in the UK and also take a look at the mailing slip in the packet with this issue. If your slip shows a large PD you have already paid or do not need to pay! You will note that this year we have incorporated the reminder into the journal on page 383. Please either tear out this page or make a photocopy to send in with your cheques. You can also download a copy from the Society website if you prefer.

Also enclosed with this issue are the auction catalogues for our Convention Auction – a bumper affair this time requiring two catalogues. This also serves as a reminder that the Convention itself is fast approaching. The deadline for getting your Convention bookings in is the end of July so please get your forms in to Karen promptly if you are planning to attend. Full details of the Convention can be found on page 401.

The last enclosure is a reprint of the Members Handbook Part 1 containing the full membership listing. Please do check your own entry and ensure it is correct and up to date and advise our Secretary of any required amendments.

Finally we offer our congratulations to the following members who won medals and other prizes at the recent Orapex national show in Canada:-

David McLaughlin – Gold for his 'The Maple Leaf Issue 1897 – 98'. This exhibit also won the Grand Award, Herbert McNaught Memorial Award and Best BNA Award.

Gary Steele – Gold for his '1937 – 38 Definitive Issue'. This exhibit also won the Reserve Grand Award and the APS-Excellence 1900 – 1940 award.

Michael Powell – Bronze for his 'A Family Interned'. This exhibit also won the AAPE Creativity award.

Dave Bartlet – Gold for his one frame exhibit on 'New Brunswick Tobacco Tax Stamps'. This exhibit also won the BNAPs best one frame award and the AAPE Best Presentation award.

Mention should also be made of Leopold Baudet who showed his 'My Favourite Elizabethan Varieties' in the Court of Honour.

As usual my apologies go out to anyone I have missed from the above listing.

My thanks go to Doug Lingard who, as ever, provided prompt feedback on the competition results.

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THE APPLICATION OF FINES ON TRANS-ATLANTIC MAIL BETWEEN THE UNITED KINGDOM AND CANADA

Malcolm Montgomery

I was privileged to be invited to give the opening display at the Society's Convention in Jersey last year. After discussion with the President the subject chosen was '*Fined Letters*', a subject I first touched on in Class 1 of the Society's competition at York in 1994. My entry didn't win ... however, I have managed to add a few covers since then and thought that this might be a suitable time to revisit the subject. (1) I have restricted the illustrations to just a few of the letters that were on display in Jersey, but it is likely that the entire display will be published as a BNAPS book later this year.

Compulsory Prepayment. The principle of prepayment of postage was a part of the original plan of the introduction of Uniform Postage in 1839-1840. At the time when the plan was promulgated, prepayment was required for letters sent abroad, except where the post offices were under the control of the Postmaster-General. In 1851 control of the British North American post offices, with the exception of British Columbia and Vancouver Island, passed to the Colonial Governments and the consequent complexity of accounting for unpaid and short paid letters encouraged a further examination of the regulations. (2)

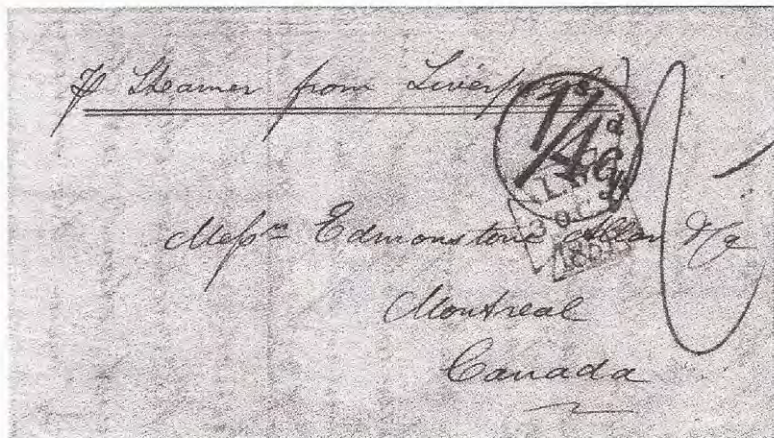


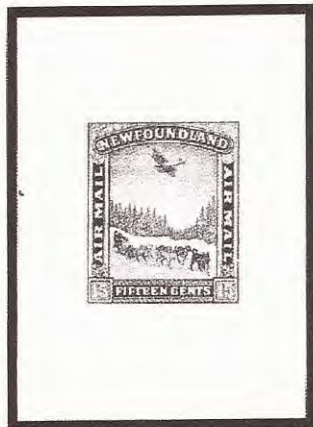
Figure 1: A letter dated 3rd October 1851 from Liverpool, England to Montreal, Canada East carried unpaid by a British packet, the Cunard Line 'America' via Boston, showing in manuscript the British claim '1/-' (24c): 2d British inland, 8d ocean and 2d United States transit postage. This was the equivalent of 1s 1½d Cy., to which was added 2d Stg., 2½d Cy., provincial inland postage, for a total charge in Canada of 1s 4d Cy. Although unpaid, fine was raised against the addressee.

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In his report of 1859, the Postmaster-General stated that it had been:

'... our constant aim to re-establish and complete the arrangements for compulsory pre-payment of trans-marine letters.'

However, during the 1850s unpaid and underpaid letters to and from British North America had continued to be accepted by the post offices and were charged only the deficient postage. After the 1851 devolution to the Provinces of responsibility for their postal affairs, such letters normally bear two types of rate markings: the first is a mark indicating the total postage prepaid or due for the letter; the second is an accountancy mark indicating the sum claimed by the dispatching office, or credited to the destination office, for their respective shares of the postage. This last may be further complicated for letters handled by a third-party office. With the introduction of bulk accounting for trans-Atlantic letters in 1857 this practice was changed: accountancy marks were no longer required on properly prepaid mail, only on unpaid or underpaid mail, and accountancy markings indicated the total deficiency. This was not, however, an invariable rule.

Routes, Rates and Procedures. Correspondents in the 19th Century were able to choose from a number of options for their trans-Atlantic letters; the variety of routes and rates, and their associated procedures and accountancy markings, caused confusion then as they



Figure 2: A letter from Birmingham, England to Toronto, Canada West posted unpaid on 8th June 1855 and carried by British packet, the Cunard Line 'Asia' after the 1854 rate reductions. The British Post Office has claimed sevenpence: 1d British inland, 4d ocean postage and 2d for United States transit. The final charge, including 1d Stg. for Canadian inland postage was 8d Stg., 10d Cy.

often do now. A brief explanation of the routes, and some of the rates and procedures, is therefore necessary.

From 1854 there were three principal carriers of British North American letters:(3)

- a. British packets: The Cunard Line, operating from Liverpool to either Boston or New York, the former calling at Halifax, N.S. on both the outward and return voyages.
- b. Canadian packets: operating from Quebec in summer and Portland, Maine in winter to Liverpool, calling at Londonderry (Moville) on both the outward and return voyages.
- c. United States packets: operating in the main between New York and Liverpool or Southampton.

The British packets offered two options: the 'direct' route out of Liverpool and Queenstown via Halifax, Nova Scotia, or 'closed' mail via Boston or New York. The charge (in the notes that follow two terms are used: Sterling - Stg, and Currency - Cy) for the former was 6d Stg, 7½d Cy per ½ oz, and for the latter 8d Stg, 10d Cy per ½ oz. Canadian packets operated from Quebec in Summer or Portland, Maine in Winter, to Liverpool via Queenstown or Londonderry. The charge for letters was 6d Stg, 7½d Cy per ½ oz. The United States packets operated out of New York, principally to Liverpool, but mail was also landed at South Coast ports; the charge was 1s 2d Stg, 1s 4d Cy (Canada) or 1s 5½d Cy in the Maritime Provinces. The letter rate was divided in a rather arbitrary fashion, 1d to each nation for inland postage, 4d for ocean postage (to the nation providing the vessel) and 2d United States transit charge. For United States packets, the ocean postage remained at eightpence in accordance with the Anglo/US Convention, and the inland postage was distributed rather differently, being United Kingdom 1½d, United States 2½d and Colonial 2d.

Progression. The rate progression for packet letters was at first the same as for United Kingdom inland letters, i.e., ½ oz, 1 oz, 2 oz - no triple rate. This changed on 1st January 1866 to a ½ oz progression.(4)

Exchange Rates. The currencies in British North America were somewhat devalued against Sterling. From 1851 the accepted exchange rates were 1:1.25 for Canada, New Brunswick and Nova Scotia, and 1:1.5 for Prince Edward island. It should be noted, however, that these were not consistently applied, and that Canada perpetuated an older rate in order to avoid being seen to increase charges immediately after accepting control of domestic postal affairs.(5) On the adoption of decimal currency in British North America, 1d was considered the approximate equivalent of 2c, but this is not always apparent from the markings on covers, or from the value tablets of stamps, where a closer approximation of the higher amounts was attempted.

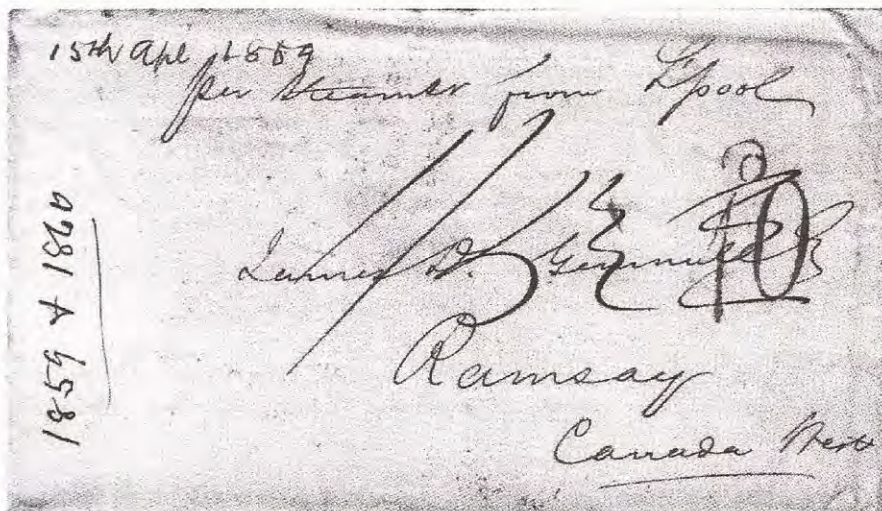


Figure 3: A letter from Irvine, Scotland to Ramsay, Canada West on the day of the introduction of fines, 1st April 1859 (probably the only first day cover in my collection) that was carried by British packet, the Cunard Line 'Europa' out of Liverpool for New York. The Liverpool office has raised a claim of tenpence Sterling; the addressee has been charged one shilling and fivepence halfpenny Currency.

Rate Changes. There were four alterations during the period:

- a. 1st July 1859 - on the adoption of decimal currency the British packet 'direct' and Canadian packet rate became 12½c, the rate via the United States was 17c, and for United States packets 29c.
- b. 1st January 1868 - British packet rate via the United States was reduced to 7d, 15c per ½ oz.(6)
- c. 6th January 1870 the rate via the United States was reduced to 4d, or 8c, and the rate by Canadian packet was reduced to 3d, 6c per ½ oz.(7)
- d. From 1st September 1875, General Postal Union rates came to be applied (see below).

The Introduction of Fines. The Postmaster-General made clear his intention to impose fines on unpaid and underpaid letters in the early part of 1859.(8) Negotiations with the British North American Post Offices were not entirely satisfactory, and the new regulations were not introduced simultaneously in all of the Provinces. The principle that was to be adopted was relatively straightforward - letters insufficiently prepaid were to be fined 6d

Sterling, 7½d Currency (after decimalisation 12½c); this was a once-only fine and did not progress in keeping with the offence. The fine was to be divided equally between the two nations concerned. Accountancy marks, which had become redundant on the adoption of bulk accounting of mails, now reappeared, to be used in a manner similar to before.

Letters were marked with a *claim* equal to the deficient postage, plus half of the fine (at first 3d). An unpaid letter from England to Canada, carried by Cunard to the United States and due 8d Stg would bear a British claim of 10d, being 7d the British share of the postage, and 3d the 'half-fine'. On arrival such letters were charged 1s 5½d Cy, sometimes 'rounded-down' to 1s 5d Cy. A similar letter carried by Canadian packet would bear a British claim of 4d and was charged 1s 3d. The marks were not always consistent and errors occurred at offices unused to handling foreign letters.



Figure 4: A letter from Toronto, Canada West to Edinburgh, Scotland, 15th May 1859, prepaid for the British packet out of the United States at the ½ oz rate but overweight. The Canadian office in Toronto has raised a claim of '11' (in Sterling) comprising eightpence, the deficient postage and threepence the half-fine. On arrival in the United Kingdom the addressee has been charged one shilling and twopence Sterling, which sum included the other half of the fine. Only two 'pence-period' letters bearing adhesive stamps have been recorded with fines.

Letters leaving North America by British packet show claims of 4d (these were invariably marked in Sterling), being 1d for inland postage and 3d the half-fine, and were charged 1s 2d in the United Kingdom. If 8d: 5d inland and packet postage, plus 3d the half-fine; the charge in the United Kingdom was 1s.

After the introduction of decimal currency, claims continued to be marked in Sterling, but postage due was marked in cents, 29c being considered equal to 1s 2d. However, a

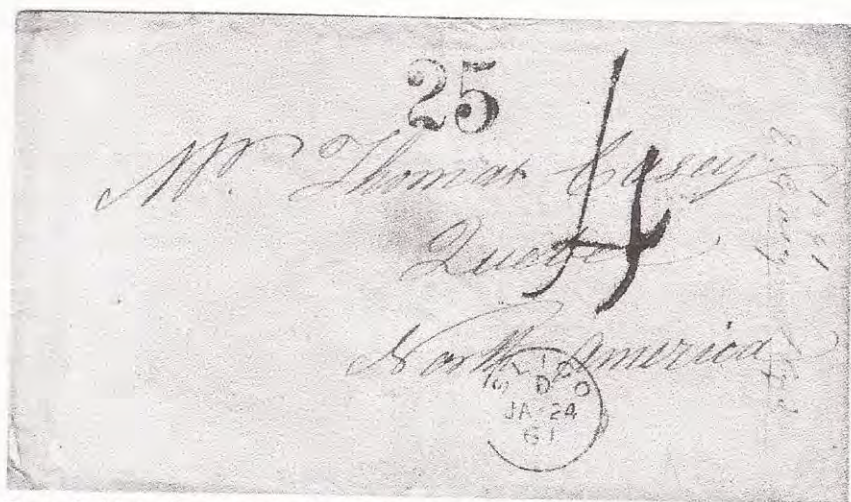


Figure 5: A letter from Sligo, Ireland to Quebec, Canada East, 24th January 1861 carried by Canadian packet out of Londonderry. The British Post Office (in Dublin) has claimed fourpence: a penny for inland postage and threepence the half-fine, the claim marked with a Dublin '4' (the handstamp first used in the Uniform Fourpenny Post period. The letter was carried to Portland by the Allan Line 'Anglo-Saxon', thence to Quebec where it was charged '25' (cents), twelve and a half cents postage and a like sum for the fine

'rounding-up' of this sum is not unknown, and both the Quebec and Ottawa postmasters charged 30c.

There was also some inconsistency in the allowances made for partial pre-payment. Letters were sometimes prepaid only the inland rate; on occasion this has been taken into account in estimating the postage due, but not always. One explanation could be applied to letters from the United Kingdom: that the prepayment represented nothing more than a late fee, nevertheless, there are exceptions to each possibility.

Reduction in Fines. On 1st January 1870 the fine on unpaid and underpaid letters was reduced to 3d, 6c; the procedures remained the same, but the 'half-fine' was claimed at 1½d.(9)

Bulk Accounting for Letters. As a measure to reduce handling times and costs, bulk accounting for letters was introduced, commencing on 1st January 1857.(10) Initially only mails to Canada, Nova Scotia, Prince Edward Island and Newfoundland were affected; New Brunswick was included in April 1857. Curiously, the rates were sent to the exchange office at Liverpool only on 21st January, after the supposed introduction of the revised procedure. The rates stated were as follows:

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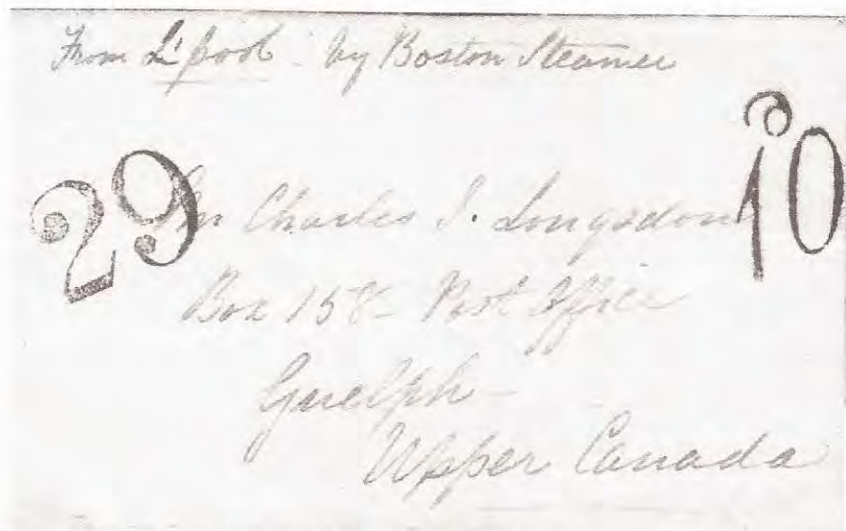


Figure 6: A letter from Liverpool, England to Guelph, Canada West posted unpaid on 9th January 1863 directed 'by Boston Steamer', in this instance the Cunard Line 'Arabia', out of Liverpool on 10th January 1863. The British Post Office has claimed 10d Stg., sevenpence for inland, ocean and United States transit postage, plus threepence the British share of the fine; The addressee was charged 1d inland and the remaining half of the fine, in all 1s 2d Stg., converted to 29c by the Hamilton Post Office, one of the Exchange Offices for British mails in Canada West.

Letters via Halifax: British postage at 1s 4d per oz; Colonial postage at 3.2d per oz. (11)

Letters via the United States (by British packet): British postage (incl. US transit) at 1s 10¼d per oz; Colonial postage at 3.2d per oz.

The United States Transit Charges. Letters passing in closed British mails through the United States were subject to a transit charge. This was accounted for under the terms of the Anglo/US Convention,(12) but was variously presented as a portion of the total rate to suit the convenience of the post offices involved. In the United Kingdom it was shown as 2d Sterling, in North America as 5c. This charge was reduced to 1d in 1868.(13) It is worth noting, however, that at the time of the reduction the Canadian interpretation of this sum remained in line with the United States inland postage, 3c(14) and was changed to 2c only in 1870.(15)

Mails for the Canadian Line using Portland, Maine, were allowed free passage through the United States from November 1859.(16) as a reciprocal gesture to Canada for allowing free passage of United States' mails from Detroit. Prior to this arrangement, the cost of Canadian letters to and from Portland had been borne by the Canadian Government.



Figure 7: A letter from Southampton, England to Quebec, Canada East posted unpaid and carried by British packet, the Cunard Line 'Arabia' out of Liverpool for New York. The British Post Office has claimed 10d Stg., seven pence for inland, ocean and United States transit postage, plus three pence the British share of the fine; In Canada the addressee was charged 1d inland and the remaining half of the fine, in all 1s 2d Stg., converted to 30¢ by the Quebec Post Office.

The Routes. The principle for deciding whether letters should be sent by Canadian, United States or British packet was established in 1856 when the General Post Office issued an instruction stating that, unless specifically endorsed, letters were to be forwarded by the 'first mail packet'. This instruction reflected the Canadian view that correspondents would normally wish for their letters to be carried by the quickest route, regardless of cost. Thus Canadian letters were routinely sent to more expensive services, and surcharges had to be raised against the unfortunate addressees. Guidance was given to the British public in a Post Office Circular, 1859, and the Post Office Guide, 1860:

'When the route by which a letter &c, is to go is not marked on it, it will, under ordinary circumstances, be forwarded by the route immediately following the name of the place.'

A great deal of correspondence was exchanged among the post offices on this subject, yet the Canadian position prevailed until the introduction of fines raised the spectre that re-routed letters would be fined as well as surcharged. Some such letters were fined. Although the initial reaction was to encourage the observation of the senders' endorsements, the procedure finally adopted was to dispatch letters by the first packet unless specifically endorsed:(17)

'By Canadian packet', 'By United States packet', or 'By British packet'

Hugo Deshaye (Philatelist) Inc.

DEALER IN CANADIAN POSTAL HISTORY

ST. JOHN'S
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ST. JOHN'S
ST. JOHN'S
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DOMINION EXPOSITION
1911
REGINA
JULY 31 TO AUGUST 12
CAMERON & HEAP, LIMITED
WOLFESELE, QUEBEC
REGINA, SASK.

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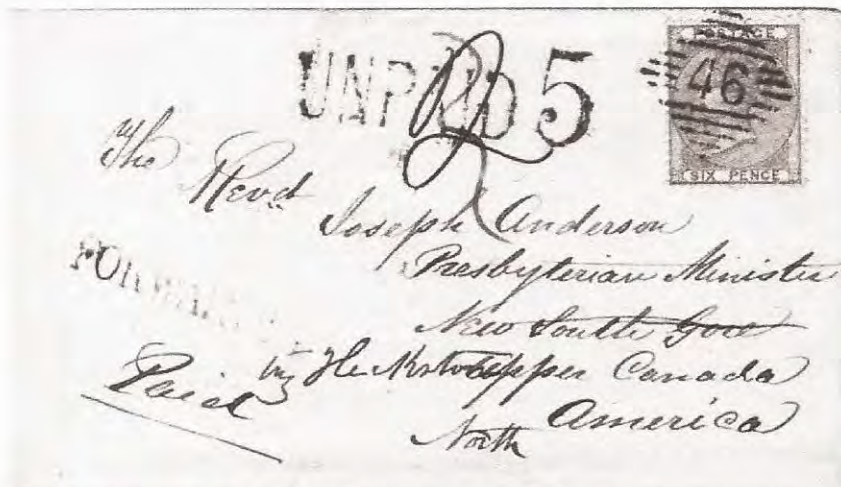


Figure 8: The envelope of a letter from Ballymena, Ireland for New South Gore, Canada West dated 15th September 1860 prepaid 6d as though for the Canadian packet but sent by the default route, British packet via the United States and thus underpaid 2d, 5c. The Canadian packet, the Allen Line 'Anglo-Saxon' had sailed on 13th September, the next to leave was the Cunard Line 'Persia', out of Liverpool on the 15th, calling at Queenstown on the 16th, for New York.

In the meantime the Postmaster-General had accepted that letters paid to be forwarded by the cheaper conveyance of the Canadian packet, but posted too late for that conveyance and subsequently forwarded by British packet, should not be charged with a fine, but simply with the additional rate of 2d per $\frac{1}{2}$ oz.

A Revision to the Regulation. The only major change was in 1863, when the Postmaster-General was invited to agree to the imposition of fines on letters which had been paid at the rate of 6d only, when specifically addressed for the more expensive route 'by Cunard packet', or by a particular British mail packet.⁽¹⁸⁾

This submission was approved, but instances of its application to British mails are scarce, and not always consistent; with regard to letters from British North America, no alteration to the regulation governing the direction and charging of letters is known.

The Dominion of Canada. The Dominion of Canada came into being on 1st July 1867, although not all the provinces joined at the same time. The principal regulations, including those relating to fines, remained unchanged.

The General Postal Union. The United Kingdom was a founder member of the General Postal Union, which came into being on 1st April 1875.⁽¹⁹⁾ At first neither the Dominion of Canada nor Newfoundland were able to join, but a privileged letter rate of 2½d, 5c, per

$\frac{1}{2}$ oz was extended to those countries on 1st October 1875 and 31st July 1876 respectively, pending full membership which was granted to the Dominion on 1st July 1878, and to Newfoundland on 1st June 1879.

The change was attended by some confusion in connection with the treatment of underpaid letters, for although the Union regulation that deficient postage would be doubled appears clear enough, its interpretation in the British regulations, and by the Postmaster-General, was open to mis-interpretation:

'... on unpaid letters double the rates will be charged on delivery.'

'... the single rate on an unpaid letter would be 5d.' and,

'... double the prepaid rate, less any stamps affixed.'

Some letters, prepaid $2\frac{1}{2}$ d Currency but weighing over an $\frac{1}{2}$ oz, were computed at the double rate, 10d Currency, and charged that sum less any pre-payment, (normally $7\frac{1}{2}$ d Currency), more than would have been charged before the rate reductions.



Figure 9: A letter from Staines, England to London, Ontario, 4th June 1877, underpaid weighing over $\frac{1}{2}$ oz. The British postal office calculated the sum due as ten pence, twice the one-ounce rate, less the two pence halfpenny prepayment and raised a charge of seven pence halfpenny, converted to fifteen cents in Canada.

Bibliography:

Information on shipping has been taken from Hubbard & Winter, 'North Atlantic Mail Sailings, 1840-75'. Information on rates and procedures has been taken from Post Office Archive sources detailed below.

Specific references:

- (1) *I first wrote on this subject in the Journal of the Postal History Society in the 1990s; following my display last year, I have been asked to prepare a book on the subject for the British North American Philatelic Society, to be published sometime in mid-2012.*
- (2) *12 & 13 Victoria, cap. 66. British Columbia proclaimed a Colony only on 19th November 1858 (Victoria Gazette, 30th November 1858).*
- (3) *Treasury Warrant, effective 23rd March 1854.*
- (4) *Treasury Warrant effective 1st January 1866.*
- (5) *Packet Book 1851, pages 249-251, 409Q enclosed in 987B, 9th June 1851.*
- (6) *General Post Office Notice #43/1867, December 1867.*
- (7) *General Post Office Notice #2/1870, 3rd January 1870.*
- (8) *Postmaster-General's Report, Appendix J, 21st February 1859.*
- (9) *Anglo/US Convention, 3rd December 1869 and General Post Office Notice #2/1870, 3rd January 1870.*
- (10) *General Post Office letter to Postmaster Banning at Liverpool, 17th December 1856. General Post Office letter to Postmaster Banning at Liverpool, 8th January 1857. General Post Office letter to Postmaster Banning at Liverpool, 21st January 1857.*
- (11) *The Editor has asked whether I can account for this curious mathematics fraction, I'm afraid that I cannot, I have repeated it as read; it makes no difference to the charges against correspondents.*
- (12) *Anglo/US Convention, 15th December 1848. Treasury Warrant, 8th March 1849.*
- (13) *Anglo/US Convention 1867, effective 1st January 1868.*
- (14) *Dominion Post Office Act, effective 1st April 1868, after Anglo/US Convention 1867, effective 1st January 1868.*
- (15) *Anglo/US Convention 3rd December 1869, effective 6th January 1870.*
- (16) *Sessional Paper #8 (Canada).*
- (17) *General Post Office Notice 12th June 1861.*
- (18) *Circular to Canadian Exchange Offices, 18th June 1859. (19) General Post Office Notice #25/1875.*

E MAIL CONTACTS

If you change your e mail provider or address, please remember to let the Society know your new e-mail address. This will ensure you continue to receive reminders and updates re auctions etc.

DERRICK AVERY 1917-2012



It is with great sadness that we report the death of Derrick Avery earlier this year at the age of 95.

Derrick was one of our oldest members, having joined the Society shortly after its inception in 1946; he was one of a very small band to have been members for over 60 years.

Together with Mac McConnell, Derrick was responsible for setting up the Midlands Group of the Society and was a regular attendee at Group meetings well into his 90's. He was also a regular contributor to the Maple Leaves Editors postbag with articles and letters on a wide range of subjects from Queen Victoria stamp issues to modern ink jet cancellations.

Derrick served as President of the Society in 1986/7 and organised a successful Convention in Litchfield in 1987.

He was also made an Honorary Life Member of the Society in 1999 in recognition of his long term work for the Society in the Midlands area. The significance of this latter recognition is best illustrated by the fact that he remains the last member to be so honoured.

Despite all the above, Derrick was primarily one of the 'silent majority' of our membership; happy to undertake his chosen hobby without the need for 'gold medals' or 'expert status' in any of his many collecting areas. The thing that has struck me most about him is that all of the members I asked to contribute to this short obituary summed him up in the same way – 'a thoroughly nice man' – perhaps the best epitaph any of us could wish for!

GS

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CANADIAN POSTAGE USAGE DURING THE ANGLO-BOER WAR

Rob Lunn

Looking back through my Maple Leaves journals, it was twenty one years ago (my how time flies!) that I wrote about an 1898 Imperial Penny Postage stamp with an Orange Free State cancel on it. At that time I wrote how we "map stamp" collectors were fortunate in that several important events happened that helped to enrich the postal history of the stamp. One obviously was the initiation of Imperial Penny Postage but another was the Anglo-Boer war.

Fast forwarding to March 2009, while browsing through the listing of philatelic auctions, I came across Nutmeg's Sale #182. In it was an amazing Anglo-Boer war collection. Since my area of collecting coincided with the time period of this collection I had a perusal of what was being offered. There was only one item with a Canadian stamp on it. To my astonishment it was an 1898 Imperial Penny Postage stamp.

The previous owner of this collection turned out to be Dr. Gene Scott, an American preacher described in 1994 by Glen Bunting of the Los Angeles Times as the "shock jock of televangelism". Others have given much less favourable opinions of Scott who was known to badger his audiences to donate money, often cursing throughout his sermons. Dr. Scott also happened to be quite a stamp collector winning a number of major awards. He died in 2005.

Figure 1 overleaf shows the cover with an 1898 Imperial Penny Postage stamp tied by a British Field Post Office No. 16 cancel dated 28th July 1900. The cover was addressed to London where it was received on 25th August and then forwarded on to Ireland having a London 26th August transit marking on the reverse and finally arriving in Ballisodare, Ireland where the 27th August receiver was applied.

F.P.O. #16 was attached to the 9th Brigade of the 1st Division of the South African Field Force. During the period of 25th – 28th July 1900 they were located at Bank Station, Transvaal. During this same time period, the 19th Brigade of the 9th Division, which included the 2nd Royal Canadian Regiment, was also located at Bank Station, Transvaal. Therefore, it is quite likely a Canadian attached to this force sent this letter to perhaps a sister or a sweetheart.

After an email inquiry in 2009 to Peter Prime, a noted author of Anglo-Boer war philately, he stated:

"This is a private letter sent through the Army Post Office possibly by a Canadian but almost certainly by a soldier, and accepted by them as correct postage to the UK. Soldiers used any stamp they could lay their hands on to pay for postage. Providing it was equivalent to a 1d which was the Forces postal rate to the UK it was accepted."

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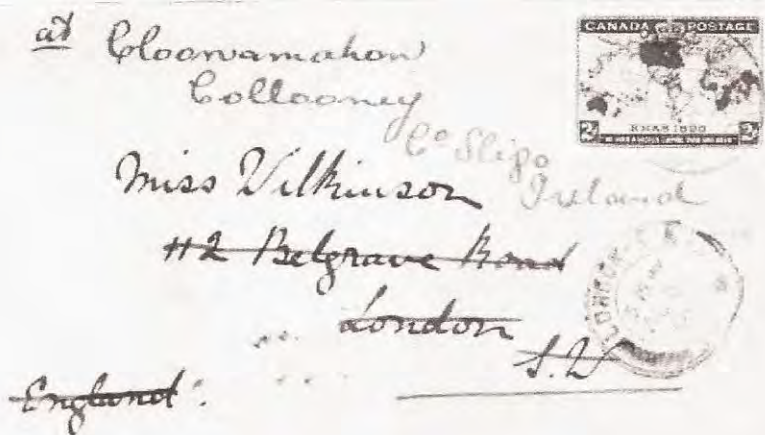


Fig 1

Prime indicated he had seen, in the early days of the war, stamps from quite a number of countries accepted "possibly due to the volumes of mail being handled by the Army Post Office system and the shortage of staff to handle the volume of mail being sent to and received in South Africa".

In Kenneth Rowe's book "The Postal History of the Canadian Contingents in the Anglo-Boer War 1899 – 1902" he illustrates two examples of Canadian postage applied to covers in South Africa. One is a Canadian postal stationary postcard and the other a cover with an 1898 "map stamp". In both cases additional stamps were added to pay the postage. In the first case a British stamp and in the second an Orange Free State stamp. This rendered the Canadian postage redundant as the other stamps paid the postage. Rowe indicated that these were the only two recorded "complete entires bearing Canadian postage used in the war zones". The cover illustrated in this article would therefore be a third. The difference is that this cover is franked only by a Canadian stamp (the 1898 Imperial Penny Postage stamp) and accepted as payment for postage. Therefore this cover would appear to be unique. I would be most interested to hear of other examples of covers where Canadian stamps were accepted as payment for postage in the war zones.

Bibliography

Prime, Peter "British Army Postal Cancellations of the Anglo-Boer War 1899 to 1902" Published by the Anglo-Boer war Philatelic Society, 2003.

Prime, Peter Personal email communication, November 30, 2009.

Rowe, Kenneth "The Postal History of the Canadian Contingents in the Anglo-Boer War 1899 – 1902" Published by the Vincent G. Greene Philatelic Research Foundation, 1981.

THE LETTER 'V' DROVE THE NAZI'S CRAZY – A FOLLOW-UP

Malcolm Newton

The very interesting article by John Burnett in the January 2012 edition of our journal re-kindled my interest in this slogan cancellation of Canada. It also reminded me of a conversation which I had with Eldon Godfrey last year when we spoke about this particular slogan amongst a number of similar issues in the 1941 – 1945 period.

Regular readers of this journal will be aware that the 2011 Society Convention was held in Jersey which, along with the other Channel Islands, were the only pieces of British territory taken by the Nazi's during the second world war. Delegates were introduced to some of the legacy of this 5 year occupation by the Germans, including a visit inside one of the bunkers, lovingly restored and maintained by enthusiasts.

Returning to the letter 'V', readers may be interested to see one of the iconic images in a (regrettably rather 'grainy') photo of one aspect of the resistance in Jersey, which vividly illustrates the power of this symbol.



Fig 1 Courtesy of the C.I. Occupation Society (Jersey)

In John's article he mentions the many variants of the V...- which may be collected and a figure of 53 was mentioned. This of course, encompasses the issuing years in which this obliterator appeared, rather than the number of offices using the slogan, or the number of dies issued by Ottawa. Nevertheless, there are indeed some interesting varieties and these include broken dies; more of this later.

The first recorded use of the V...- cancellation is from Ottawa on the 7th August, 1941 (see fig 2) and was quickly followed by Hamilton on the 8th August (see fig 3) although this die suffered frame damage around the 15th October, 1941 (see fig 4) to be replaced with a completely new die on the 18th December, 1941. This replacement die was also damaged around the 1st February 1943 before it was withdrawn on the 16th February (see fig 5). These breaks make the study of machine cancellations all the more interesting.



Fig 2 First day of use of the Ottawa cancellation—one hour later than the earliest known 'V' cancel

As mentioned in the January article, censorship markings play an important aspect in this era. Shown in fig 6, is a cover sent to Switzerland, censored in Britain, before possibly routing via Portugal (which was a neutral territory) to its destination. Unfortunately, the Nazi's would probably not have seen this cover unless they had an observer in one of the postal sorting buildings during its travels.

Another interesting aspect of this period, are the numerous markings between Canada and the USA with the Foreign Exchange Control Board. Whilst the Regina cover (fig 7) clearly

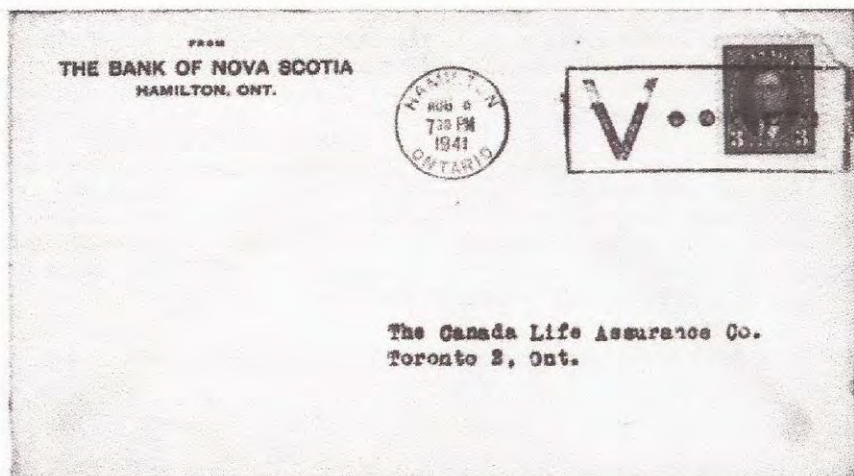


Fig 3 Hamilton cancel – first day of use of the original die.

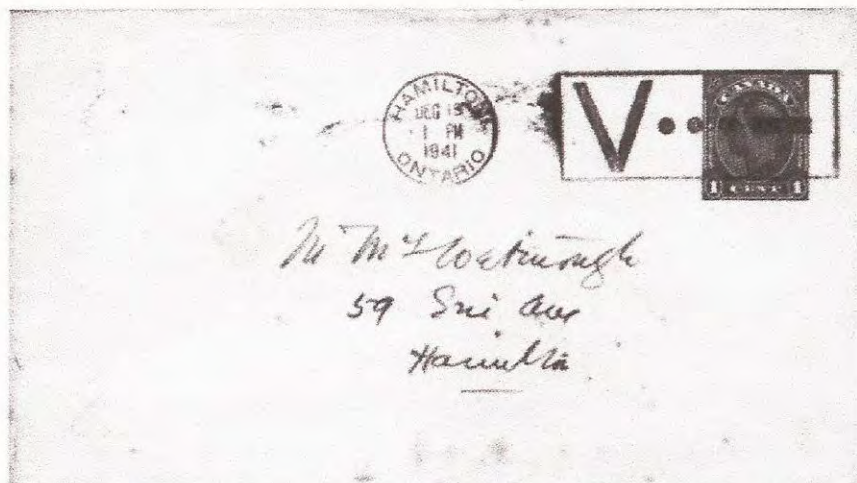


Fig 4 Hamilton cancel – second die from December 1941. Note the larger 'V' and the lettering in the dater hub.

CHARLES REID & COMPANY
PAPER BOX MANUFACTURERS
KING AND STEVEN STS.
HAMILTON - - CANADA



Fig 5 Hamilton cancel – damaged second die, February 1943



Fig 6 Montreal cancel on a censored letter to Switzerland.

indicates that this was a bankers letter, the reasons for the FEBC to get involved in the private letter between two members of the Lidstone family (front and back shown in fig 8) is not so easily appreciated.



THE CANADIAN BANK OF COMMERCE

AT POINT OF MAILING



The Cashier,
Foreign Department,
Northwestern National Bank
and Trust Company,
MINNEAPOLIS, Minn.

Authorized for Export by
FOREIGN EXCHANGE CONTROL BOARD

Fig 7 Regina cancel on a 1942 letter that received the attention of the FECB and shows their cachet.

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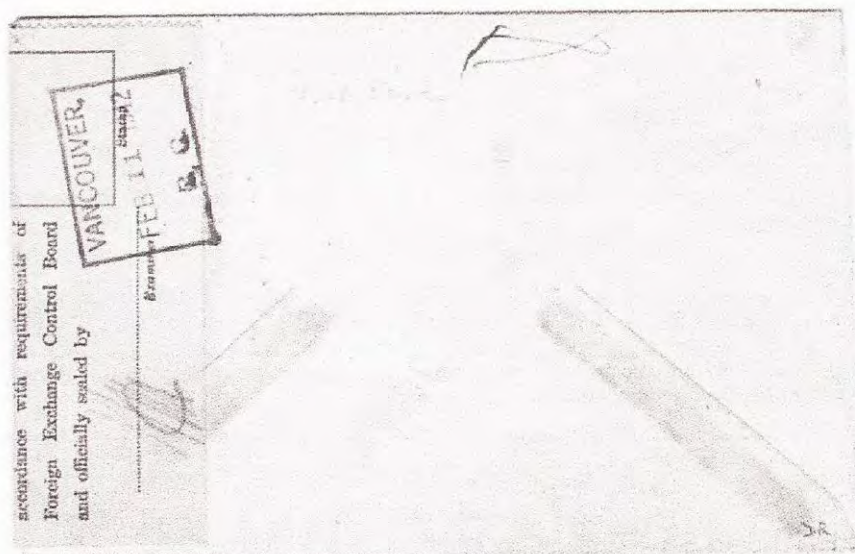
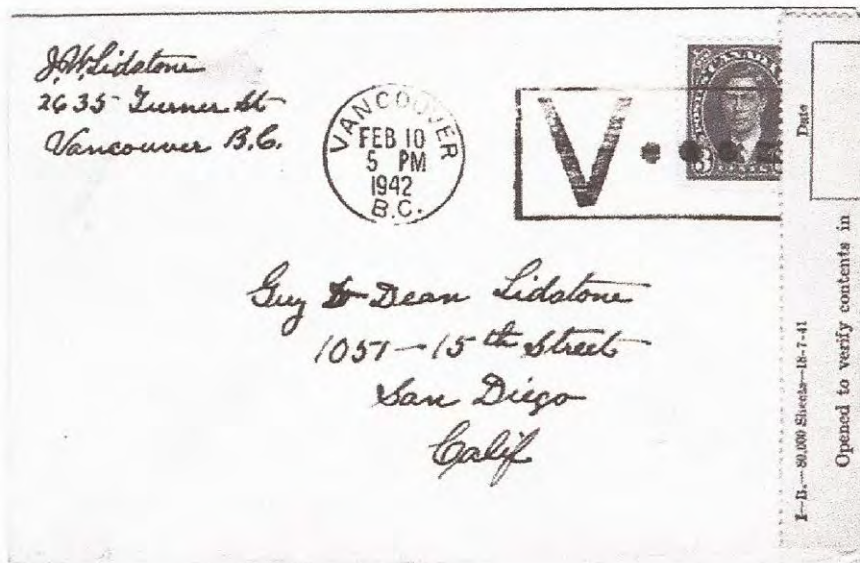
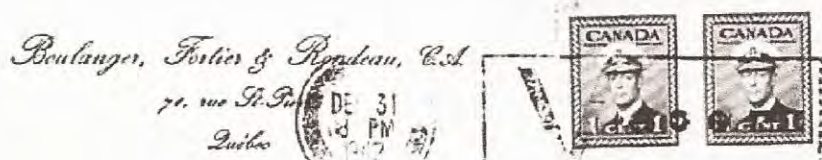


Fig 8 Vancouver cancel on a private family letter which received the attentions of the Foreign Exchange Control Board (front and back shown).

In addition to the location and dies, Quebec also used a blackout dater hub during 1942 and 1943. This was only for a short period with the December 1942 impressions being particularly scarce due to it being only in use for less than a week. An example is shown in fig 9.



L'Imprimeur du Roi,
Hôtel du Gouvernement,
QUEBEC, P.Q.

Fig 9 Quebec blackout out slogan used at the brief period at the end of 1942 (courtesy of Cec Coutts)

Other impressions are scarce, if not rare. The previous article highlighted Brandon, MB and Moose Jaw, SK for which the only recorded copy is a cut-out, and slanted at that. Campbellford, ON along with Regina, SK with the dater hub showing 'Sask' only (as opposed to 'Terminal A') are also very elusive. The only, or the best impressions of these offices, are shown below in figs 10 and 11.

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Emuel M. Purden R.N.

Fig 10 Moose Jaw cancel – only known impression

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50-50-1-17

O. H. M. S.

CAMPBELLFORD
3 PM
AUG 15
1941
ONTARIO

THIS CANCELLED FREE BY POST

Name of Exports	Qty.	Value	Description of Goods	Rate of Duty	Amount of Duty Payable
100				3%	18
100				3%	36
				3%	37
					197

Person to whom parcels referred to herein are delivered must sign this card before delivery.

For more details see regulations and schedule of rates published by the Customs and Excise Department, Ottawa, and available for sale.

Read about new currency: Postage stamps not accepted for duty.

Fig 11 Campbellford Ont., cancel (courtesy of Cec Coutts)

This interesting patriotic slogan finally came to its conclusion at Brandon in March 1943. Figure 12 shows what is possibly the earliest recorded date of use at this office, but why Brandon was allocated the V... slogan so late in the campaign and only for perhaps a few days, is not known. If any reader can answer this question, I shall be interested to hear together with any other dates of use, especially late ones. Incidentally, this last cover turned up in a dealers box of cheap covers at *Scotex* after I submitted my draft article to the Editor. My thanks to the latter who recognised it for what it was after reading the draft!

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SI-351-W.H.H. L.A.



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Fig 12 Brandon, Manitoba cancel used for only a few days in March 1943.

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The article below is the second in an occasional series on modern stamps and opportunities for forming interesting and challenging collections involving them.

A VERY CANADIAN EXPERIMENT

Graham Searle F.C.P.S.

Back in late 1961, the Canadian Post Office introduced an unusual method of distributing stamps to the general public – the cello-paq. As far as I can ascertain, this product is unique to Canada, to this day. It was intended to meet a consumer demand for a convenient way to buy bulk stamps over the counter. Whether it was the result of intensive consumer surveys or simply a piece of inspiration by a Post Office official we shall probably never know. It was, however, a successful experiment, particularly around Xmas time when the public looked to buy stamps in bulk for posting greeting cards.

It is worth recalling that in 1961, the largest stamp booklets in production contained only five or six stamps and that stamp coils were the old 500 stamp format designed for commercial users and too large for even the most avid senders of Xmas cards.

The cello-paq experiment continued until 1968. By this time the technology to produce large, folded booklet panes had arrived in Canada and coils were being produced in rolls of 100 more suited to private customers.

Over the intervening years, cello-paqs were issued as part of three definitive issues; the Wilding, Cameo and Centennial series, and also as part of the Xmas stamp issues in 1964, 1965, 1966 and 1967. The packs were made up to retail at either \$1 or \$1.50 and contained either 50 x 2 cent stamps (in two panes of 25 each), 50 x 3 cent stamps (in two panes of 25 each), 25 x 4 cent stamps (in a single pane) or 20 x 5 cent stamps (in a single pane).

Cello-paqs provide three options for interesting side-line collections. One can collect the panes, the packs themselves or simply collect stamps from the panes.

A total of 17 different basic cello-paq panes can be found including six with Winnipeg tagging. There are also a number of paper varieties on some of the panes. A complete listing of the known panes is shown in table 1 below. These panes are still relatively easy to find, although the Winnipeg tagged varieties, with their much smaller print runs, are a bit more elusive and some of the paper varieties are also hard to locate. One can even see used panes for sale, although commercially used intact panes must be something of a rarity.

Finding intact cello-paqs is, however, more of a challenge. Shortly after the release of the first cello-paqs a number of scares developed amongst collectors many of whom followed the well-meaning advice of prominent dealers to 'discard and destroy the cellulose covering as quickly as possible'. (1) The advice was based on observations that the cello-paqs appeared to dry out or shrink over time. There was even some concern that some sort of chemical reaction was taking place between the cellulose and the stamps

themselves. The result was that many of the cello-paqs were broken open and the packaging binned. Even as late as 1980 (by which time it was already clear that many of the earlier concerns were unfounded), Glen Hansen in BNA Topics (2) was still recommending that cello-paqs be opened on at least one side to allow an air flow. For this reason you will still find many cello-paqs with opened seals. There is nothing uncollectable about these 'opened' packs although one may expect a lower price in such

Table 1 Listing of Canadian Cello-paq panes

UCS (1)	SG (1)	Description	Comments
338a	464a	2 cent Wilding definitive – pane of 25	
341b	467b	5 cent Wilding definitive – pane of 20	
402a	528a	2 cent Cameo definitive – pane of 25	
404b	530b	4 cent Cameo definitive – pane of 25	Occurs on both dull and fluorescent papers
405b	531b	5 cent Cameo definitive – pane of 20	
405q	531pa	5 cent Cameo definitive – pane of 20 Winnipeg tagging	Occurs on both dull and fluorescent papers
434a	560a	1964 Xmas issue 3 cent – pane of 25	
434q	560pa	1964 Xmas issue 3 cent – pane of 25 Winnipeg tagging	Occurs on both dull and fluorescent papers
443a	568a	1965 Xmas issue 3 cent – pane of 25	
443q	568pa	1965 Xmas issue 3 cent – pane of 25 Winnipeg tagging	
451a	576a	1966 Xmas issue 3 cent – pane of 25	
451q	576pa	1966 Xmas issue 3 cent – pane of 25 Winnipeg tagging	
457b	582b	4 cent Centennial definitive – pane of 25	Occurs on both coated and uncoated non- fluorescent papers
458b	583b	5 cent Centennial definitive – pane of 20	
458bp	583pa	5 cent Centennial definitive – pane of 20 Winnipeg tagging	
476a	618a	1967 Xmas issue 3 cent – pane of 25	Occurs on dull, fluorescent and highly fluorescent papers
476q	618pa	1967 Xmas issue 3 cent – pane of 25 Winnipeg tagging	

Notes: (1) The UCS catalogue numbers relate to panes, the SG numbers relate to packs as Gibbons do not separately list the panes.

circumstances and collectors should note the comments below about the rarer types and proceed with great caution.

Some 50 years on from the first issue of these packs we can reasonably state that no ill effects arise from leaving them intact so all these various fears were unfounded. They have, however, combined to make some items that were already produced in low quantities very elusive indeed.

Forming a collection of the cello-paq is a bit more complicated than the 17 different panes as several of the packs were produced with a number of different wrappers and imprints. Hansen in 1980 (2) listed 28 different cello-paq types. Although others (3) have cast doubt over the existence of some of these types, at least 25 types would appear to have been produced. Bearing in mind the comments above about open ended packs, great care should be exercised when purchasing the rarer types if the packs are not fully sealed as it is easy enough to insert panes from one pack into the packaging from another. Caveat emptor applies!

The dedicated cello-paq collector should look out for the following varieties:-



Fig 1 The two regular types of Wilding cellopaqs.

1954 – 1962 Wilding issue:-

2 cent value – cellopaq of 2 panes of 25, untagged. Two or possibly three different types of pack exist. One has the openings at top and bottom and has a single imprint, the other has openings at the side and has multiple imprints. Fig 1 shows both types side by side, the imprints are all in red. Whilst no accurate production figures exist for these two types of pack they appear to be equally easy (or hard) to find. I have also seen reports of these stamp panes being enclosed in a Cameo style pack (as shown in fig 2). I have personally never seen this item so cannot confirm its existence but if it does exist it is very rare.

5 cent value – cellopaq of 1 pane of 20, untagged. Again, two or possibly three types of pack exist. The first two are similar in design to the types shown in fig 1 again with the imprints in red. A third type in Cameo style packaging (as shown in fig 2 with imprint in red) has been reported but again I have never seen this item and if it exists it is much rarer than the other two types.

1962 – 1967 Cameo issue:-

2 cent value – cellopaq of 2 panes of 25, untagged. Only one type of pack has been recorded. This is shown in fig 2. The imprints are in green.



Fig 2 The regular type Cameo cellopaqs

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4 cent value – cellopaq of 1 pane of 25, untagged. Two different types of pack exist. The first is similar to that shown in fig 2. The imprints in this case are in red. The second type has the Centennial packaging (shown in fig 6) and must come from late in the Cameo period. This type is much rarer than the first. These cello-paqs exist with panes printed on both dull and fluorescent papers although I have never found a reliable way of differentiating paper types with sealed packs.

5 cent value – cellopaq of 1 pane of 20, untagged. Three or possibly four types of pack exist. There are two different packs similar to the type in fig 2. One of these has the imprints in blue the other has them in red; the two types appear to be equally easy (or hard) to find. A third type can be found with the Centennial packaging shown in fig 6. This type is far more elusive. A fourth type has been reported with this Cameo pane in a Wilding type pack with the openings at the side (fig 1). The provenance of this type has been questioned and it may simply be a philatelic creation involving partly open packs. 5 cent value – cellopaq of 1 pane of 20, Winnipeg tagged. Only one type has been recorded. This is the type similar to that shown in fig 2 with red imprints. These Winnipeg tagged packs are hard to find.

1964 Xmas issue:-

3 cent value – cellopaq of 2 panes of 25. Only one type has been recorded, see fig 3. The imprints are in red. Examples can be found with the panes printed on both dull and fluorescent papers although as noted above there is no easy way to differentiate the paper types without taking the packs apart.

3 cent value – cellopaq of 2 panes of 25 with Winnipeg tagging. The type shown in fig 3 is the only type found. Both dull and fluorescent papers can be found.



Fig 3 The cellopaq design for the 1964 Xmas issue

1965 Xmas issue:-

3 cent value – cellopaq of 2 panes of 25. Only one type has been recorded, see fig 4. The imprint is in red.

3 cent value – cellopaq of 2 panes of 25 with Winnipeg tagging. Only one type is recorded – see fig 4.



Fig 4 The 1965 Xmas issue cellopaq.

1966 Xmas issue:-

3 cent value – cellopaq of 2 panes of 25. Only one type has been recorded, see fig 5. The imprints are in red.

3 cent value – cellopaq of 2 panes of 25 with Winnipeg tagging. Only one type is recorded as in fig 5.

1967 Centennial issue:-

4 cent value – cellopaq of 1 pane of 25. Two types of pack can be found. The first has a Centennial design as shown in fig 6. The second type is a completely blank wrapper. This second type is very uncommon. The extent of the crimping used to seal the packs varied a lot with this issue and it is possible to find panes from these packs that show crimping



Fig 5 The 1966 Xmas issue cellopaq.

on the left edge of the pane of stamps. Examples of these panes are known on both coated and uncoated non-fluorescent paper but it is not possible to distinguish these types in sealed packs.

5 cent value – cellopaq of 1 pane of 20. Two types of pack are found; one showing the Centennial design in fig 6 and one having a completely blank wrapper as in fig 7. The blank type is far less common than the Centennial design. The comments above about crimping also apply to these packs.

5 cent value – cellopaq of 1 pane of 20 with Winnipeg tagging. Again, two types of pack are found; one showing the Centennial design and one blank. The blank type is again the rarer of the two although neither is common. The comments concerning crimping also apply to these packs.

1967 Xmas issue:-

3 cent value – cellopaq of 2 panes of 25. Only one type has been recorded, shown in fig 8. The imprints are all in red. Panes from these packs can be found on dull, fluorescent and highly fluorescent papers. These are best observed under UV light with the panes removed

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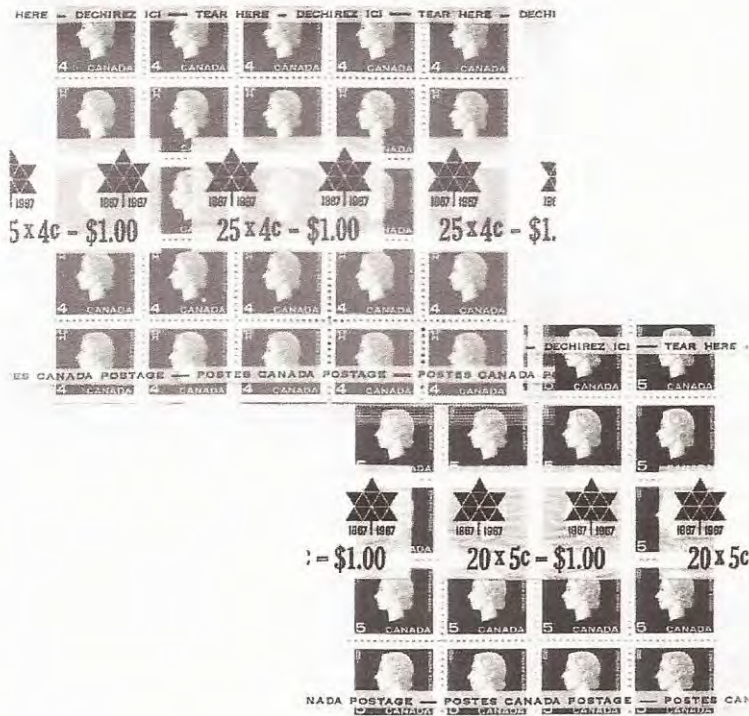


Fig 6 The normal Centennial design wrappers for cellopaqs shown here with the Cameo stamps enclosed.

from the packs but it may be possible to differentiate the dull and highly fluorescent papers when sealed in the packs.

3 cent value – cellopaq of 2 panes of 25 with Winnipeg tagging. Only one type is recorded, shown in fig 8. The tagged packs are only found on dull paper.

Finally, if your budget doesn't run to collecting either the panes or the packs, one can consider forming a collection of the stamps which are unique to the cello-paqs. All of the cello-paq panes have straight edges on all four sides. Whilst some of the definitive issue stamps found from the cello-paqs can also be found with straight edges from booklets, several types are unique to cello-paqs. These stamps are not always listed in the catalogues



Fig 7 The later, blank, Centennial cellopaq.



Fig 8 The 1967 Xmas issue cellopaq – the last of its kind.

but where they are, they carry very modest prices. Don't be fooled, however, these are seriously hard to find. The ones to look out for are:-

1954 – 1962 Wilding issue:-

2 cent value – all stamps with straight edges come from cello-paqs

5 cent value – stamps with a single straight edge at left or right or with straight edges at top and left or bottom and left must be from cello-paqs. Other combinations may be from booklets.

1962 – 1967 Cameo issue:-

2 cent value – all stamps with straight edges come from cello-paqs

4 cent and 5 cent (tagged and untagged) values – stamps with a single straight edge at left or right or with straight edges at top and left or at bottom and left must be from cello-paqs. Other combinations may be from booklets.

1964 Xmas issue:-

3 cent value (tagged and untagged) – all stamps with straight edges come from cello-paqs

1965 Xmas issue:-

3 cent value (tagged and untagged) – all stamps with straight edges come from cello-paqs

1966 Xmas issue:-

3 cent value (tagged and untagged) – all stamps with straight edges come from cello-paqs

1967 Centennial issue:-

4 cent and 5 cent (tagged or untagged) values – stamps with a single straight edge at the top or bottom or with straight edges at top and left or top and right must be from cello-paqs. Other combinations may be from booklets.

1967 Xmas issue:-

3 cent value (tagged and untagged) – all stamps with straight edges come from cello-paqs.

A collection of these, commercially used to show all possible straight edge combinations would cost very little but keep you searching for years.good hunting!!

References:-

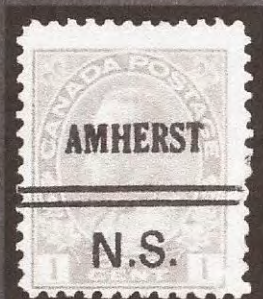
- (1) *Canada's Cello-Paqs; a complete guide to the miniature panes*, by Edward J. Whiting; *BNA Topics* May 1973 pages 112 – 115
- (2) *Canada's Cello-Paqs*, by G.F. Hansen; *BNA Topics* Jan – Feb 1980, pages 58 – 63
- (3) *Cello-Paqs; Letter* by C.F. Black in *BNA Topics* July-August 1980, page 27.

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LETTERS TO THE EDITOR

The mail bag has contained a number of letters following on from John Cooper's letter in the January 2012 issue of Maple Leaves. Many of the points raised in these replies overlap and to avoid pointless duplication, I am printing just one of them here to close off this issue with due apology to the other members who responded.

Bill Topping FRPSL, FRPSC

THE DILEMMA OF AN OVERSEAS PRESIDENT

In response to John Cooper's comments in the January Maple Leaves it should be pointed out that the movement of stamps, medals, trophies and books between the UK and North America are governed under strict International Customs regulations. In theory, any of these items being moved across an international boundary should be declared to customs and the appropriate documents filled out. Most collectors are unaware of the rules and as a result most philatelic items are sent without being reported. Only on rare occasions is there a problem. Thus as Mr Cooper suggests it would be nice to be able to allow foreign members access to the Packet Circuits and Covermart but it will be necessary to ensure customs rules are not infringed.

During my time as chairman of an International Exhibition in Western Canada I had one collection held by Canadian Customs subject to payment of a fairly sizeable duty and one another occasion had a shipment of 12 gold medals held by the officials because they considered they were subject to duty. Fortunately after some discussion the matters were sorted out.

Trophies are another problem, particularly if the show is international in nature and moves back and forth between locations on a regular basis. Winners have difficulty returning items if the recipient lives many hundreds of miles from the site of the next Convention and as a result trophies do not get returned and often become lost or mislaid. Having won both the Bunny Cup and the Presidents Medal, I can sympathise with Mr Cooper on his not being able to take them home but I can also see the problem I would have had returning them as in both cases, I did not attend the next Convention. I know of at least one trophy, a sterling silver tray, which has long since vanished as the result of the death of the recipient.

I realise that people join the Society for a variety of reasons but I suspect that 80 to 90% of our members joined for the magazine and rarely if ever do they attend the Convention. As a result our primary concern should be with the quality of the magazine and not with getting trophies and medals overseas.

I hope to attend the 2012 Convention where we can discuss the many valid concerns that Mr Cooper raised at greater length.

Rob Leigh

CANADA UNPAID 10 HANDSTAMP

I have an update to report on the CANADA UNPAID 10 story. Shown below in fig 1 is a cover from Bothwell used FE 5 / 1866 to Vermont with the mark applied. In this case, its use is appropriate, as it is cross-

border. Apparently not only Chatham and Oil Springs had this rate marking available. I think that by comparing it to the Chatham example, that they are distinct devices. So putting everything together, I now have examples of both the paid and unpaid marks from both Chatham and Bothwell and the mark is also recorded from Oil Springs.

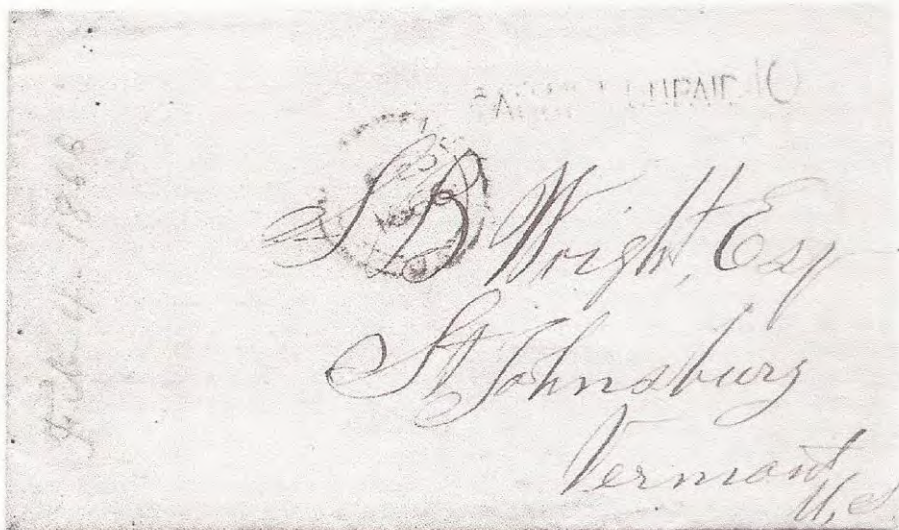


Fig 1

**HAVE YOU TRIED TO ENROL
A NEW MEMBER RECENTLY**

Frank Henry

MANUSCRIPT CANCELS

As a new member and, in the absence of any local Group, I hope that you don't mind if I fire off a random question in your direction.

Over the last few years, I've been assembling a representative collection of postal cancellations on the Small Queens and Cents stamps, but have paid little attention so far to pen cancels, which seem to have a rather limited interest from a philatelic point of view - or so I believe at the moment! And, that is really my question ~ are members aware of any attempt to categorise/identify manuscript cancels, thereby making it possible to organise a collection of them and possibly add to a body of knowledge?

I currently have no more than a handful of these cancels, so it's easy to sort them out, as follows:

- (regulatory) cross;
- squiggle (or squiggles!);
- letter(s) - possibly a signature.

I show below in fig 2 an example of the latter category, a manuscript cancel which appears to be a 'VR' on a 5 cent beaver. I have been unable to identify the initials using the Post Offices database at www.collectionscanada.gc.ca. This could be a postmasters initials or could be patriotic in nature (a friend has suggested to be it may relate to the 30th anniversary of Queen Victoria's reign in 1867). I would be interested to learn if other members have seen similar cancels and if they know the origin.



Fig 2

Charles Verge *FRPSL, FRPSC*

CPS INC.

The cover on page 363 of the latest *Maple Leaves* (April 2012) was one produced by Canada's National Philatelic Society when it was in the business of making up First Day covers (1940-50s). The Canadian Philatelic Society (CPS) was incorporated in 1927 and is the immediate predecessor of The Royal Philatelic Society of Canada. The CPS, Inc. changed its name to its current name in 1959 when her Majesty authorized the designation Royal as a prefix for the Society. The cover shows the emblem of the CPS, Inc. which was superseded in 1960 by the current, more familiar, RPSC logo.

(Editor's note: my thanks to members Mike Street and Jerome Jarnick who supplied almost identical responses to the above.)

Dean Mario

DOMESTIC POSTAL RATES 1941 - 1943

I refer to the letter from John Cranmer in the April issue of *Maple Leaves*. I'm sure that other members will respond but if not,

here's some information gleaned from the late Lt.Col. W.J. Bailey's "Military Postal Rates" (BNA Topics, Jul.-Sept. 1997, Vol. 54 (3), Whole No. 472):

Bill noted that surface rates from Canada to Canadian troops was 3 cents for the first oz., and 2 cents for each additional oz. The Canadian domestic rate changed on 1st April 1943 (to 4 cents for the first oz., 2 cents each additional oz.), but the change did not apply to mail addressed to overseas forces so the 3 cents first oz. rate remained intact throughout the war (p. 41).

Also noted on 31st July 1943 (P.O. Circular) that ordinary letters to the Canadian Armed Forces overseas sent surface mail was 3 cents for the first oz., 2 cents each additional oz.; airgraphs were 6 cents per message; blue air letters 10 cents; and air mail letters were 30 cents each ½ oz (p. 44).

Members interested in seeing the full article can probably now access it through back issues on the internet at the BNAPS website: www.bnaps.org

Graham Searle FCPS

STREET CANCELS

Further to my article in the April issue of *Maple Leaves*, I can now confirm the existence of the Rusholme Road, Toronto roller cancel (type T093 in the table on page 326). I have seen this cancel on a registered cover dated 1912 (see fig 3 below) used in conjunction with the 1909 type of Rusholme Road cds cancel (type T089 – which is incidentally now proven to be a distinct cancel type – refer note in the table). My thanks to member Joe Smith who drew my attention to this cover on e bay.



Fig 3 1912 registered letter to Ohio showing the Rusholme Road roller cancel and a free strike of the 1909 type cds cancel from the same office.

BOOK REVIEWS

The following titles have been published by BNAPS. All BNAPS books are available from: Ian Kimmerly Stamps, 62 Sparks Street, Ottawa, ON K1P 5A8, Canada. Phone: (613) 235-9119. Internet orders can be placed at www.iankimmerly.com/books.

Prices given below are the retail prices in Canadian Dollars. BNAPS members receive a 40% discount from retail prices. Shipping is extra. Credit card orders (Visa, MasterCard) will be billed for exact amount of shipping plus \$2 per order. To pay by cheque, please contact Ian Kimmerly Stamps directly for a total. For US\$ or £ cheque payments, amounts will be calculated at the current rate of exchange. Applicable taxes are payable for Canadian orders.

As usual, review copies of these books, where received, can be found in the Society Library so if you wish to sample before you buy, please contact Mike Slamo.

'TIL DEATH DO US PART' - USAGES OF THE CARIBOU REVENUES IN THE LIVES OF NEWFOUNDLANDERS, by Peter de Groot. 92 pages, 8.5 x 11, Spiral bound, 2012. BNAPS Exhibit Series #65. ISBN: 978-1-897391-02-0 (Colour), 978-1-897391-03-7 (B&W). Published by the British North America Philatelic Society (BNAPS). Stock # B4h923.65.1 (Colour) - \$C51.00; B4h923.65 (Black & White) - \$C35.95

The late Peter de Groot's "Til Death Do Us Part" - Usages of the Caribou Revenues in the Lives of Newfoundlanders, was first shown in Canada at BNAPEX-2009-SEAWAYPEX in Kingston, Ontario where it received a Vermeil award with Felicitations of the Jury and the Wilmer Rockett Award for the best BNA Revenue exhibit. At

ORAPEX 2010 in Ottawa, Ontario it received a Vermeil and the BNAPS BNA Research Award. Peter described the exhibit as "A fiscal history treatment showing Newfoundland's Caribou Revenues on documents and covers during their 49 year period of use from 1938 to 1986". Among the many uses of the three issues of the Caribous shown in the exhibit are mortgage related documents, Birth and Death Certificates, Powers of Attorney, Letters of Probate and even a Marine Master's Certificate.

Peter de Groot passed away at the age of 56 in Sault Ste. Marie, Ontario on 22 October 2010, following a lengthy cancer-related illness. His exhibiting style told a story using various documents to illustrate the applications and rates of fees and taxes paid by revenue stamps. From 2006 through 2008, Peter also wrote a series of important articles in Canadian Revenue Newsletter that reviewed the history and rates of Newfoundland's Inland Revenue stamp taxes and fees.

This is a fascinating exhibit of very rarely seen material and provides a nice example of an award winning exhibit from the Revenue class.

'CANADIAN PATRIOTICS - J.C.WILSON & COMPANY', 2012, by Larry R. Paige. 82 pages, 8.5 x 11, Spiral bound, 2012. BNAPS Exhibit Series #66. ISBN: 978-1-897391-00-6 (Colour), 978-1-897391-01-3 (B&W). Published by the British North America Philatelic Society (BNAPS). Stock# B4h923.66.1 (Colour) - \$C49.00; B4h923.66 (Black & White) - \$C34.95

The last few years of the nineteenth century were marked in Canada by an outpouring of

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patriotism, sparked first by the Golden Jubilee of Queen Victoria and then by the South African War, with some side interest in the Spanish-American War which took place in the same period. One of the manifestations of this was the printing of beautifully designed multicolour envelopes and post cards, the subject of the late Larry Paige's Canadian Patriotics – J.C. Wilson & Company.

An offshoot of Larry's Canadian Flag Cancellation exhibit. Larry first showed his Wilson Patriotics at BNAPEX 1984 in San Francisco, CA where he received a Silver award with Felicitations of the Jury and was the first ever recipient of the Ed and Mickey Richardson Award. Given annually to the exhibit best representing one or more of research, originality, innovativeness and presentation, the Ed and Mickey Richardson Award is sponsored by the Prairie Beavers Regional Group of BNAPS. Larry showed the version of the Wilson Patriotics illustrated in this book at BNAPEX 1996 in Fort Worth and again received a Silver with Felicitations of the Jury.

A regular attendee at philatelic conventions, exhibitions and bourses in both Canada and the United States, especially in the mid-Atlantic region, Larry was always looking for elusive rates and dates, the best postal markings and undiscovered material. He was generous in his support of philatelic organizations and individuals and his knowledge, which he freely gave, was sought by both dealers and collectors.

The material in this exhibit is highly colourful to say the least and given the price differentials, one can highly recommend the colour version of the book. The Patriotic cards and covers have always been popular with BNA collectors and this award winning display provides a veritable 'feast for the eyes' for those who collect this material.

'ANNAPOLIS ROYAL, NOVA SCOTIA: COMMUNICATIONS OF THE 1700'S AND POSTAL MARKINGS OF THE 1800'S', by Hugh Rathbun. 78 pages, 8.5 x 11, Spiral bound, 2012. BNAPS Exhibit Series #67. ISBN: 978-1-897391-04-4 (Colour), 978-1-897391-05-1 (B&W). Published by the British North America Philatelic Society (BNAPS). Stock # B4h923.67.1 (Colour) - \$C50.00; B4h923.67 (Black & White) - \$C35.95

Annapolis Royal, Canada's oldest settlement, offers over four hundred years of communications and postal history. There are challenges for the collector, however. No letters from the French period, pre-1710, are known to exist outside museums and archives. Because the population has been less than five hundred people for most of the town's history, some pre-Confederation Annapolis postmarks are known by a single example, while others have only two, three, or four surviving strikes.

Assembled over a period of thirty-five years, Hugh Rathbun's Annapolis Royal, Nova Scotia: Communications of the 1700s and Postal Markings of the 1800s, was first shown at NOVAPEX 2005 in Halifax, Nova Scotia where it received a regional Gold award. The following year, at three frames, it received a national level Gold at the same show. At BNAPEX-2008-NOVAPEX, also in Halifax, it received a Gold award with Felicitations of the Jury. In 2011, at four frames, it received a Gold and the American Philatelic Society Research Award at Philatelic Show in Boxborough, MA.

This is a super display of philatelic material, maps and related ephemera from a single settlement and provides an excellent example of how a town or district postal history display can be assembled to award winning standard.

The last title is available from member Bill

Topping at 7430 Angus Drive, Vancouver V6P 5K2.

'CATALOGUE OF EASTERN CANADIAN SHIP WAY LETTER CANCELLATIONS', by William Topping
2011 Spiral bound A4, 64pages. Published by the author. Priced at \$20 plus p&p.

This new catalogue of Eastern Canadian Ship Way Letter Cancellations is a companion to the similar book on Western Ship Way Letter Cancellations which we reviewed here in October 2010. Like it's partner volume, it is intended to be used in conjunction with the recently published updated Catalogue of Canadian Railway Cancellations edited by Ross Gray. Whereas the Western volume was the result of 40+ years of research, the author describes this volume as 'work in progress' given the limited research done on these eastern routes.

The format is similar to the Western book but

this volume includes all ships serving out of Canadian east coast ports and includes the trans-Atlantic service, cruise ships, deep-sea vessels, naval ships and Canadian Government vessels.

One innovation is the inclusion of rarity factors (RF's) for marks from coastal ships and cruise boats. Unfortunately, assigned RF's are often based on very limited data and as a result many markings carry an 'E' RF only because less than five copies have been reported. Hopefully this aspect of the book will improve with future updates as more information and records become available.

Overall this is an excellent first effort at listing these marks and will hopefully encourage a lot more reporting to aid future updates. The book will be of interest to all RPO/TPO collectors and also to those interested in Paquebot marks.

GS.

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SOCIETY NEWS

ANNUAL CONVENTION

Planning is almost complete for our 66th annual Convention which will be held at the Royal Hotel, Bridge of Allan from Wednesday 19th to Sunday 23rd September. Please remember the deadline of 31st July for securing the preferred hotel rates and get your bookings in promptly if you have not already done so. Places cannot be guaranteed after this date.

The draft Convention programme is as follows:-

Wednesday 19th September

1530hrs onward	Gather for tea/coffee and registration
1630hrs	Executive Committee Meeting
1800hrs	Dinner
2000hrs	Display – Flag and Slogan Cancels – Malcolm Newton
	Partners – informal meeting in the bar/ lounge
2200hrs	Study groups and auction viewing

Thursday 20th September

0700 – 0930hrs	Breakfast
0900hrs	Colin Banfield entertains
1030hrs	Tea/ coffee
1045hrs	Members 16 sheet displays
1245hrs	Optional light lunch
1345hrs	Coach tour to Stirling Castle via Wallace Monument
1800hrs	Dinner
2000hrs	Display – Large and Small Queens – John Hillson
	Partners – tba
2200hrs	Study Groups and auction viewing

Friday 21st September

0700 – 0930hrs	Breakfast
0845hrs	Fellows Meeting
0900hrs	Committee Meeting
1015hrs	Tea/ Coffee
1030hrs	The First Decimal Issue of Canada – Richard Thompson
1215hrs	Optional light lunch
1330hrs	Coach tour to Blackford and Tullibardine Distillery
1800hrs	Dinner
2000hrs	Display – Canadian Miscellany 1902 – 1930 – Peter Payne
	Partners – tba
2200hrs	Study Groups and auction viewing

Saturday 22nd September

0700 – 0930hrs	Breakfast
0900hrs	A.G.M.
1015hrs	Coffee/ tea
1030hrs	Competition entries – judges critique and viewing
1200hrs	Auction part 1
1330hrs	Optional light lunch
1430hrs	Auction part 2.
1900hrs	Sherry reception
1930hrs	Banquet

Sunday 23rd September

0800 – 1000hrs Breakfast
Thereafter – fond farewells.

Those of you who are still thinking of coming to Bridge of Allan can also find full details on travel options to and from the hotel on the website. If you have any questions on the travel options or any other aspect of Convention, please contact the Editor (see inside back cover for contact details).

FROM THE PAST PRESIDENT

Thank you for all those members who have answered the 2012 members questionnaire. A snap shot about the composition of our members is beginning to appear and will be useful to the committee in future planning. However, we would urge as many others who have not taken the few minutes to complete their form, that they do so as soon as possible so that we can collate the information in time for our annual convention and the 'business' meetings.

Please note that, with increased postage charges, only a second class stamp is required to reach me at the address on the form, or alternatively if you have mislaid the original form, print off the on-line questionnaire which will be found at www.canadianpsgb.org.uk, complete and then scan and e mail the image to me at malcolm@lehomet.com. Either way, your input and views will be valuable.

Malcolm Newton

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FROM THE SUBSCRIPTION MANAGER

Enclosed with this issue of Maple Leaves on page 383, is the reminder regarding subscriptions for the coming year. Subscriptions fall due on 1st October 2012 and, as usual, a discount applies to those who get their payments in before 1st November. Payment can be made by cheque (in £ to me or in \$US or \$CAN to Mike Street) or via PAYPAL online at the Society website.

Please check the mailing address slip which came with this issue of Maple Leaves. If this shows a large PD you have already paid for 2012/13, have a life membership, have been a member for over 50 years or have a direct debit arrangement in place. If any of these apply, no action is required!

If you are unsure whether you have paid for 2012/13 in advance or if any of the other categories above apply to you, please contact me by e mail or phone and I can let you know. Contact details can be found on the inside back cover.

Dave Armitage

SCOTLAND AND NORTH OF ENGLAND GROUP

Our meeting on 31st March drew a smaller than usual group of members but we nevertheless enjoyed a wide and varied set of displays. For once, all the material on show was from the 20th century with displays of George 6 stamps including the official overprints (genuine and faked); the new 2012 Queens Diamond Jubilee packs and the stamps featured in them; the Centennial issue booklets and booklet stamps; stamps issued for the 1976 Olympic games in Montreal; stamp issues from 1970 to 1975 and Semi-official airline stamps.

Our next meeting will be on Saturday 10th November at the usual venue of the Buccleugh Arms in Moffat. As usual, all members are welcome and please bring along either a short display or something you need help with identification. For further details on the next meeting please contact our Secretary, John Hillson as your usual organiser will be somewhere in the Okavanga delta and probably too far away to get back for the afternoon.

Graham Searle

SOUTH WEST AND WALES GROUP

The group will be meeting at the Portishead 2012 Annual Convention which will be held at the Gordano School in Portishead on Saturday 18th August. The usual range of dealers will be present at the Convention which commences from 10am. Our own meeting will take place from 2 – 4pm. All members are welcome to attend. Please bring along a few sheets to display and please contact me for any further details of the event or for directions to the venue.

John Croker

AMENDMENTS TO MEMBERSHIP

to 15th JUNE 2012

New Members:-

3008 JEFFERY, Guy 8 Susan Place, Dartmouth, Nova Scotia, Canada B3A
4M3 e mail: guyjeffery5@gmail.com; CS

Change of Address:-

1575 BANFIELD, Colin Flat 2, St John's Lodge, 1A St John's Road, Loughton,
Essex IG10 1RZ

Resigned due to ill health:-

2343 McLAREN, Jim
2811 MORLEY, Rodney

Removed for non payment of dues:-

1987 IKEDA
2677 ENTWISTLE
2818 LAURIE
2896 WALLACE
2961 BEATTY
2962 BOUTIN

Revised Total:- 328

FORTHCOMING EVENTS

2012

July 20 – 21 York Stamp Fair
Aug 31 – Sep 2 BNAPEX/CALTAPEX,
Calgary
Sept 19 – 22 CPSGB Convention,
Bridge of Allan, Stirling
Sept 26 – 29 Autumn Stampex, Islington,
London
Oct 15 London Group Meeting,
Bishop's Stortford
Oct 18 – 20 ABPS UK National
Exhibition, Perth
Oct 20 – 22 Philatelic Congress of GB,
Queens Hotel, Perth
Nov 10 Scotland and North of England
Group Meeting, Moffat
Nov 19 London Group Meeting,
Bishop's Stortford
Dec 17 London Group Meeting,
Bishop's Stortford

2013

Feb 20 – 23 Spring Stampex, Islington,
London
May 4 – 5 ORAPEX 2013, National
Show, Ottawa
May 10 – 15 Australia 2013 –
Melbourne
Aug 2 – 8 Thailand 2013 Bangkok
Aug 30 – Sep 2 BNAPEX,
Charlottetown, P.E.I.
Sep 18 – 21 Autumn Stampex, Islington
London
Sep 25 – 29 CPSGB Convention,
Plymouth
Nov 11 – 17 Brasiliana 2013 Rio de
Janeiro

2014

Aug 29 – 31 BNAPEX, Baltimore,
Maryland

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Vacant

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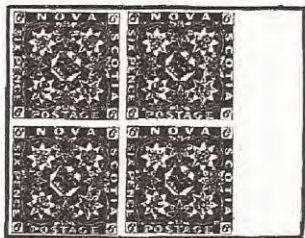
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Maple Leaves

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EDITORIAL

As I write this, the UK is gripped in Olympic fever with 24 hour TV coverage and seemingly no escape from the 2012 games. Even Karen and I made the trip down from the wilds of Scotland to London to take in a day at the Olympic Park – experiencing the now famous ‘wall of sound’ in the cycling velodrome (measured at in excess of 125 decibels when we were there with Chris Hoy coming down the finishing straight - a sound level I suspect is probably illegal under several EU regulations!)

It is always interesting to see what the home nation postal authorities make of the games (Canadians will be more aware than most of the excessive costs to collectors of Olympic new issues). One nice touch by our own GPO was the idea to paint a (normally red) post box gold in the home town of every Team GB gold medal winner. The other idea to issue a new stamp with a photo of the athlete(s) on it every time Team GB won gold left me very glad I had stopped collecting GB new issues many years ago – by week two I would probably have been visiting the bank manager to arrange an overdraft! Still we congratulate the athletes of all the participating nations along with the organisers for giving us a great spectacle; well worthy of its ‘greatest show on earth’ tag.

By the time you read this the Olympics will be past and we will also have seen our own Convention come and go. A full report on the 2012 Convention will appear, as usual, in the January issue but I would remind members that our Convention in 2013 will once again take in new sights as we prepare to visit the far South West of the UK in Plymouth. This will be our first visit in over 60 years to this part of the country. If you have never participated in a CPSGB Convention before, 2013 may be a great time to take the plunge

and get yourself a holiday in Devon and Cornwall around the philatelic offerings. More details will appear in future issues but make a note in your diary now for September 2013.

I would remind members that subscriptions for the 2012/13 season are now due. If you have not already paid or do not have a direct debit arrangement please send your cheques in to Dave Armitage or Mike Street or you can pay by PAYPAL via the Society website. If you need a copy of the Subscription Reminder form that was in the July issue of *Maple Leaves* you can download one from the website.

Dick Malott has sent me information from the Canadian Aerophilatelic Society (CAS) on the 2012 Snowbirds covers. The Snowbirds, celebrating their 42nd anniversary of operations, flew these envelopes over Parliament Hill, Ottawa on 1st July (Canada's 145th birthday) to commemorate the Queen's Diamond Jubilee. Fifty envelopes, autographed by each of the 9 pilots were carried on the aircraft as well as 33 sets of envelopes, each autographed by an individual pilot. The envelopes show appropriate logos, cancellations and stamp – see opposite for an example. Anyone interested in the envelopes is invited to contact Dick by e mail at toysoldier@sympatico.ca or by mail at Apt. 610, 1275 Richmond Road, Ottawa K2B 8E3.

Members interested in using the exchange packet will be pleased to hear that Hugh Johnson is planning to restore the packet to operational status over the coming weeks and months. This will include listing packet items on the Society website allowing access to all members (payment will be possible by PAYPAL). However, to make this all work well,

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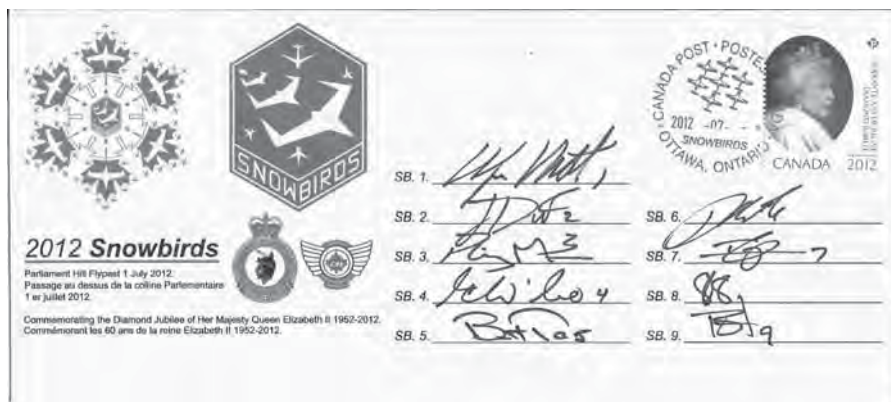
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Hugh urgently needs additional material for the packets so if you have surplus stamps or covers for sale please contact Hugh (see inside back cover for contact details).

Members may recall that earlier this year we asked if you would like to receive *Maple Leaves* electronically in exchange for lower subscriptions. The response was very low with only about a dozen members indicating a preference for the electronic option. This is well below the threshold required to make it worthwhile running two separate subscription admin systems so for the time being *Maple Leaves* will continue to be mailed out to all members in hard copy form. My thanks to those who did respond.

A new feature in *Maple Leaves* will start in January 2013 as an addition to the normal 'Letters to the Editor' where we will publish questions sent in by members alongside answers provided by our own experts amongst the membership. This 'Any Questions' feature has been suggested by member John Watson who has kindly provided the first question. As Editor, I will do my best to find a suitable 'expert' from our membership list who may be able to provide the answer. The feature is very much aimed at the beginner or novice collector in a particular area and no question is too simple or stupid (indeed it will be hard to get answers to obscure and esoteric questions so a few simple ones will be a bonus!) So, if you have a question on any aspect of BNA philately which is bugging you or stopping you from getting started on a particular collecting area try out this new feature. You can e mail or mail your questions into the Editor at any time and I will do my best to find someone who can provide the answers.

Finally, I include one of my occasional pleas for material for future issues as the Editorial file is becoming rather slim. I am happy to receive articles on any subject, large or small, but would particularly welcome items on Newfoundland and on the more modern stamp issues. If you are sending material in electronically please use either *Word* or *pdf* format and ensure that any pictures are scanned at a resolution of at least 300dpi to ensure good print quality.



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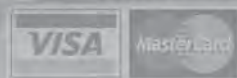
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TRANS-ATLANTIC MAIL – BNA MAILS CARRIED BY UNITED STATES PACKETS

Malcolm Montgomery MBE

I prepared a single-frame display for the Convention in Jersey with the aim of illustrating that the 'Crimean War Rate', frequently quoted in explanation of the prepayments and charges seen on letters carried by United States packets, in fact never existed but was only a reflection of the increased use of United States packets during 1855. I have offered this summary to the editor and suggested that he might wish to place the remainder of the display with a few extra pages on the Society's web-site. (*Ed. Members can indeed find the full display on the Society website by following the 'Displays' tab*)

Letter Rates After 1849. Following the 'postal war' between the United States and the United Kingdom, a convention resolved regulations and rates of postage for letter mail carried across the Atlantic by their contract packets. (1) The rate agreed was one shilling Sterling/twenty-four cents for a half-ounce letter; twopence Sterling was added for letters to the British North American Provinces via the United States.

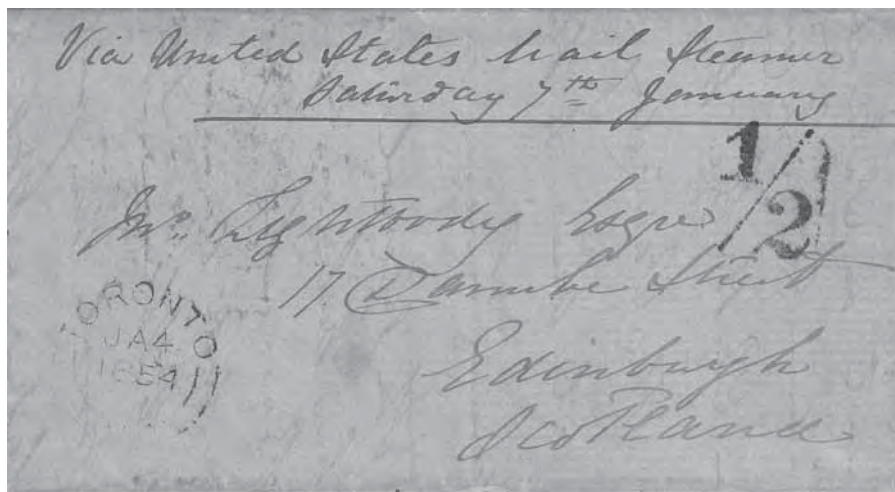


Figure 1: A letter dated 4th January 1854 directed 'Via United States Mail Steamer'. Posted unpaid it was charged one shilling and twopence (Sterling) the rate established under the 1848/49 Anglo/ United States Postal Convention.

United Kingdom To/From	United States Packet	British Packet (viâ Halifax)	British Packet (viâ U.S.)	Canadian Packet (from 1853)
Canada	1s 2d Stg / 1s 4d Cy	1s Stg / 1s 1½d Cy	1s 2d Stg / 1s 4d Cy	1s Stg / 1s 1½d Cy
Newfoundland	None recorded	1s Stg	None recorded	No Direct Service
N.B. & N.S.	1s 2d Stg / 1s 5½d Cy	1s Stg / 1s 3d Cy	1s Stg / 1s 5½d Cy	No Service
P.E.I.	None recorded	1s Stg / 1s 6d Cy	None recorded	No Service

United States Packets. The first United States steam packet service carrying contract mail in this period, the Ocean Line, operated with only two ships and was considered slow and irregular alongside the Cunard Line; its successor, the Collins Line, provided a better service, but letters for British North America were rarely directed to these packets.

Letter Rates From 1854. In 1854 the rates for letters carried by British and Canadian packets were substantially reduced but the rates for United States packets remained unchanged, further reducing the desirability of this option.

United Kingdom To/From	United States Packet	British Packet (viâ Halifax)	British Packet (viâ U.S.)	Canadian Packet
Canada	1s 2d Stg / 1s 4d Cy	6d Stg / 7½d Cy	8d Stg / 10d Cy	6d Stg / 7½d Cy
Newfoundland	No Service	6d Stg	8d Stg	No Service
N.B. & N.S.	1s 2d Stg / 1s 5½d Cy	6d Stg / 7½d Cy	8d Stg / 10d Cy	No Service
P.E.I.	1s 2d Stg / 1s 9d Cy	6d Stg / 9d Cy	8d Stg / 1s Cy	No Service

Unpaid letters for Canada by United States packets show a one shilling Sterling (1/-) claim by the British Post Office against Canada, of which twenty-one cents would be credited to the United States. The one shilling and twopence Sterling postage due (not shown) was charged at one shilling and fourpence Currency in Canada.

The Crimean War. In March 1854, after Russia had invaded Turkey and France and the United Kingdom declared war on Russia,⁽⁴⁾ the Cunard Line was required to make available ships for British troop movements, and in December 1854 the British packet service to New York was suspended for the entirety of 1855.⁽⁵⁾ This favoured the Collins Line and there followed an increase in the quantity of mail carried by United States packets at the higher rate sometimes called, erroneously, the '*Crimean War Rate*'. This display demonstrates that the '*United States Packet*' rate, although rarely seen, predated the Crimean War and remained in force after the British packet New York service resumed.⁽⁶⁾ A secondary objective of the display is the examination of anomalies in currency conversion, illustrated by the many rate handstamps used on letters carried by United States packets, particularly in British North America, several of which are unrecorded or have been mis- represented in the past.

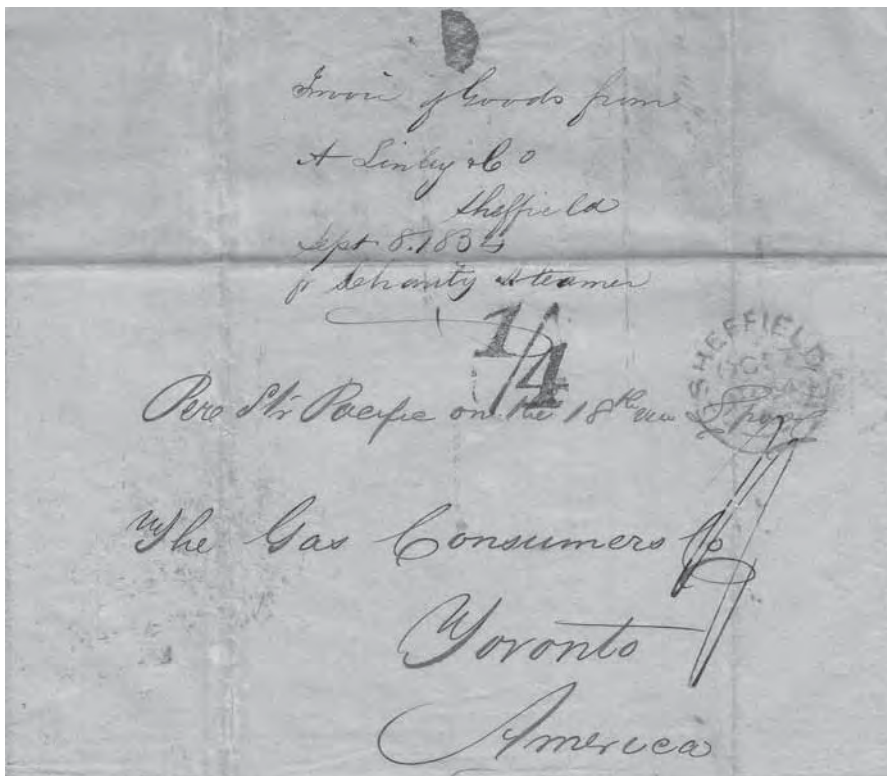


Figure 2: Sheffield, England to Toronto, Canada West, 17th October 1854. An invoice for goods carried by the Canadian Steam Navigation Company's ship 'Charity' directed to the Collins Line 'Pacific'.(2) It was charged one shilling and fourpence Currency at Toronto.(3)

For unpaid letters the Quebec Office reintroduced in 1855 the handstamp which showed the one shilling and twopence (Sterling) postage due;(8) this is the only example recorded in 1855.

Specific References:

- (1) Anglo/United States Postal Convention, 1848/49.
- (2) Hubbard & Winter, p. 124: 'Charity' out of Liverpool 15th September 1854; p. 102: 'Pacific' out of Liverpool 18th October 1854.
- (3) J.C. Arnell (Editor), 'Handbook on Transatlantic Mail', 1987: A.7, Toronto, 1853-54. (4) www.nationalarchives.gov.uk/battles/crimea.

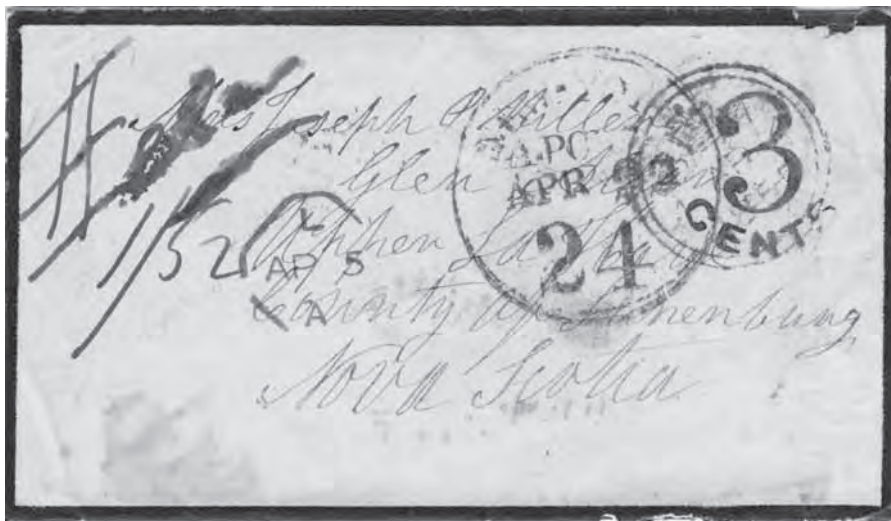


Figure 3: A cover from Peckham, England to Lunenburg, Nova Scotia, 5th April 1855, carried by 'Nashville' (7) to New York, thence to St. Andrews and Halifax. The British Post Office claimed three cents for inland postage; the trans-Atlantic rate of twenty-four cents also included five cents for inland postage to cover the rate to the border, but leaving five cents, twopence halfpenny Currency, to be added for provincial postage.

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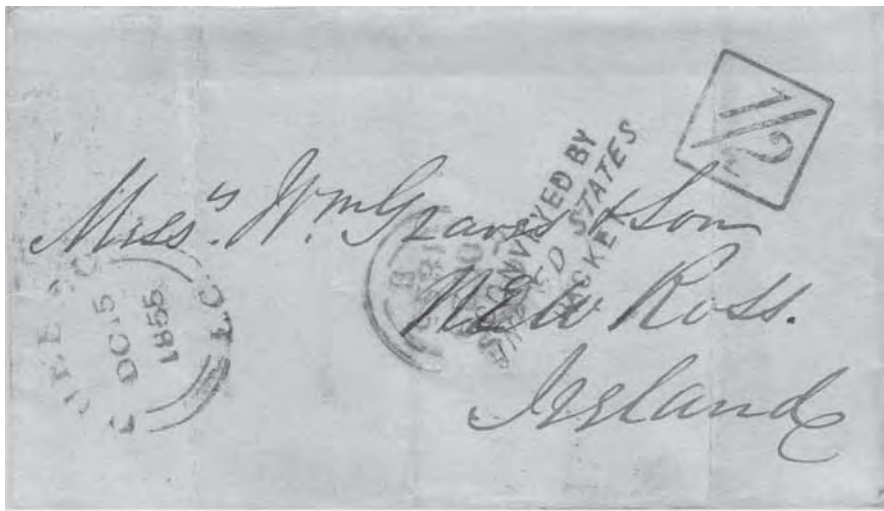


Figure 4: Quebec, Lower Canada, to New Ross, Ireland, 15th October 1855, a letter was sent to New York for the United States packet, the Collins Line 'Pacific'. (9) On arrival at Liverpool it was marked with the 'CONVEYED BY / UNITED STATES / PACKET', on this occasion in black; The handstamp does not appear on all such letters, the New Ross address strengthens the belief that it was used mainly on letters directed to smaller offices.

- (5) N.R.W.P. Bonsor, 'North Atlantic Seaway', Stephenson, 1955; www.oceanlinermuseum.co.uk/cunard; in all ten ships were involved: *Alps, Andes, Arabia, Cambria, Etna, Europa, Jura, Niagara, Taurus, Teneriffe*.
- (6) W. Hubbard & R.F. Winter, 'North Atlantic Mail Sailings, 1840-1875', U.S. Philatelic Classics Society Inc., 1988: 18th November 1854 Africa last Cunard Line sailing for New York until 9th January 1856. 13th December 1854 Africa last Cunard Line sailing out of New York until 6th February 1856.
- (7) Hubbard & Winter, p.103: 'Nashville' departed Liverpool 7th, made New York on 22nd April 1855; *ibid* p. 103, f. #22.
- (8) J.C. Arnell (Editor), 'Handbook on Transatlantic Mail', p. 59: A.16, attributed to Quebec in 1853 (this example ex Arnell collection; two further examples have now been recorded in 1845-1847).
- (9) Hubbard and Winter, page 105: 'Pacific' sailed from New York on 17th and made Liverpool on 28th October 1855.

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THE KING GEORGE VI CORONATION FLAG CANCELS AND COVERS

Malcolm Newton

Very little has been published in *Maple Leaves* over the last 65 years, relating to the so called 'Flag' cancels of Canada, especially in the King George V and VI periods. Maybe there has not been the interest or, more likely, the means of reproducing images until the age of digital technology and the means of easy scanning, which we now take for granted. With this in mind, I will attempt to provide a little taster of the joys of this aspect of machine cancel collecting.

The 1937 King George VI coronation produced a true flag cancel design (shown in fig 1 below) by which we expect to see a mast and an image of the Union Flag as part of the machine die.

This design replicated in many ways that of the 1927 Diamond Jubilee of Confederation flag cancel, but with different text. Coinciding with the issue of the 4, 5 and 8 cent Mufti definitives and the coronation commemorative stamp on Monday 10th May 1937, dies for the Canadian built 'Perfect' machines were distributed to 22 cities with the intention of allowing use for a limited period of six days (i.e. 10th May to 15th May inclusive).



Fig 1 The King George VI coronation flag cancel design. Note the cancel is timed one hour after midnight. The reverse is a FDC for the three 'mufti' values.



Fig 2 First day cover of the 'Coronation' stamps cancelled with one of the new flag cancels on 10th May 1937.

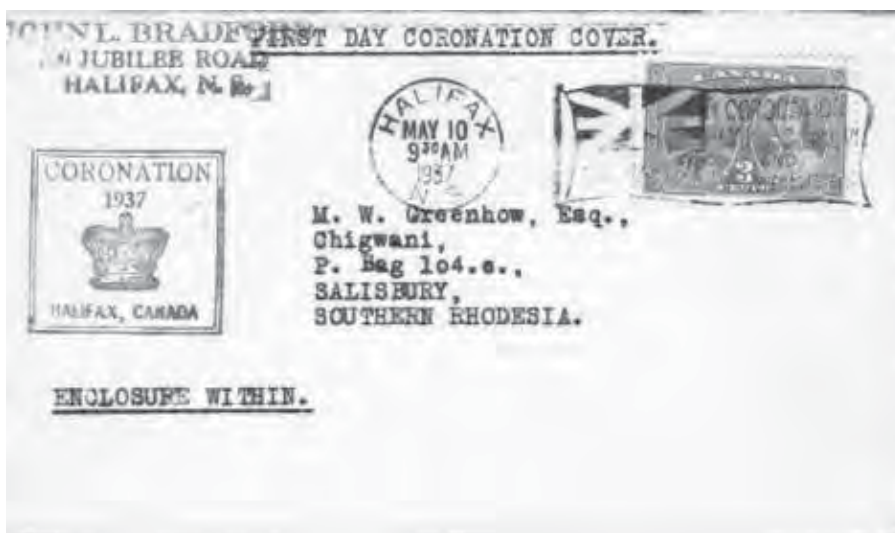


Fig 3 Typical example of a privately produced FDC for the coronation.

However, these obliterators produced some surprises, with covers reported from the 9th May at Hamilton (although apparently the date hub is not conclusive), the 16th May (at four offices), the 17th May at Ottawa and the 18th and 21st of May at Charlottetown P.E.I. In addition there were two different dies issued to Toronto, Montreal and Winnipeg and different dater hubs were used at London, Ottawa and Montreal.

Enterprising collectors and dealers, took the opportunity to celebrate the coronation with various cachets and other forms of decoration. Some illustrations provide a good likeness of their majesties, whilst others can be quite crude, but, either way, a very good and colourful collection may be accumulated at very little cost.

The 10th May is obviously the most frequently seen date, being the first day of issue. Figure 3 shows a privately produced FDC with purple hand stamped cachet sent from Halifax to Salisbury, Southern Rhodesia.

Another privately produced FDC posted at Charlottetown, P.E.I. has been signed by the postmaster, William Brehaut. (see fig 4)

Mr. Brehaut came from a Guernsey family, being appointed on the 21st March 1930. Shortly after the date of this cover, he retired due to ill health to be replaced by his son, Harold.

As noted above, two different dies were used at Toronto. Besides the wider spaced 'ONT' in the dater hub of the example in figure 5 (which shows the first die), the length of the word 'CORONATION' is 21mm and the '12' appears directly under and within the width



Fig 4 Postmaster signed FDC from Charlottetown, PEI



Fig 5 Toronto die I flag cancel

of the upright white bar of the Union Flag. Figure 6 shows a nice FDC of the second die, in which the word 'CORONATION' is 23mm long and the '12' is placed very slightly to the left of the white upright.



Fig 6 Toronto die II flag cancel

Another office issued with two dies was Winnipeg. Again there were some differences in the dater hubs whereby 'MAN' in die I (see fig 7) has a slightly wider lettering and an angled 'A' compared to die II (shown in fig 8). The differences in the flag dies are more pronounced. In fig 7, the '12' falls directly under the white upright of the Union Flag, whereas in die II (fig 8), the '12' is clearly to the left of the upright.



Fig 7 Winnipeg die I flag cancel



Fig 8 Winnipeg die II flag cancel

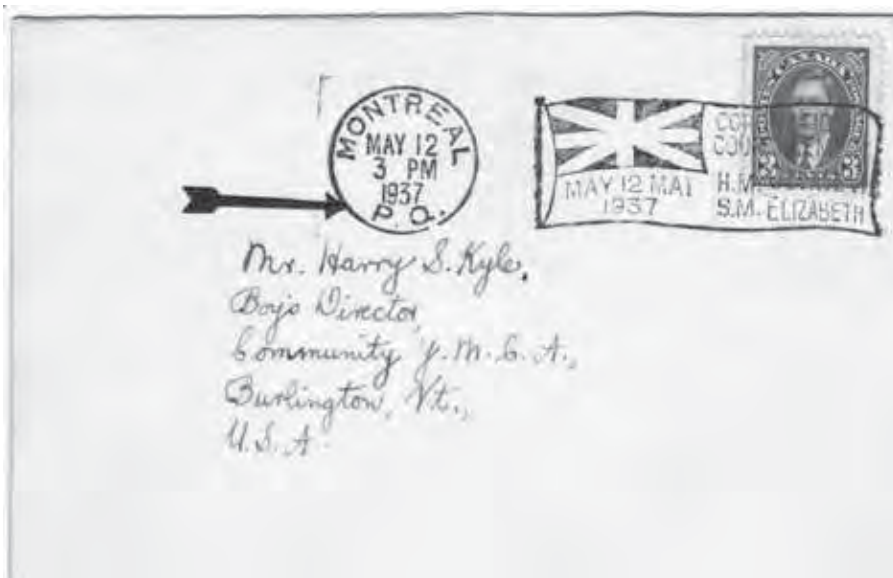


Fig 9 Montreal die I bilingual flag cancel

Bilingual dies were issued to Quebec (one die) and Montreal (two different dies). These latter dies can be easily recognised as they were also used with different dater hubs. The Montreal die I is shown in fig 9 and shows the 'P.Q.' wider spaced and the 'Y' of 'MAY' also wider, especially at the top. The second die shown in fig 10 has a narrower 'P.Q.' and 'Y' in 'MAY'. A third dater hub has also been identified which has a shorter and less curved 'L' in Montreal, than that shown in fig 9.

Regina whilst having only one flag die, used two different dater hubs on the first day of use, the 10th May. Fig 11 (top) shows the hub with 'SASK' at the bottom. This dater was used on the first day until approximately 4pm (see fig 11 bottom), which is the latest time

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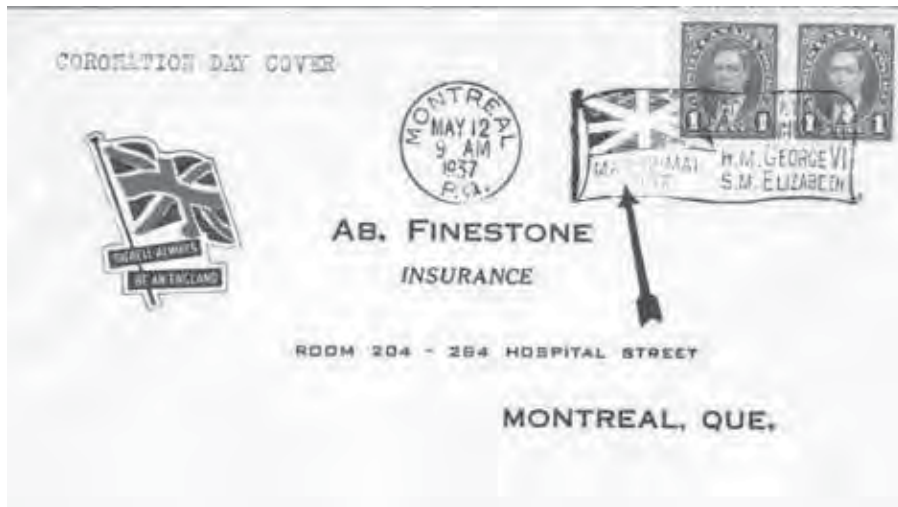


Fig 10 Montreal die II bilingual flag cancel

in my collection, before disappearing. I also have a cover timed at 3.30pm (fig 12) which has a dater hub with 'TERMINAL A' at the bottom. This dater appears to have been used until the flag die was withdrawn from use. It is a mystery to me why the dater hubs were changed over a few times on this first day of use.

London, Ontario also used two different dater hubs. Fig 13 shows the first type which was used throughout the period of the flag cancels use. The second dater type is shown in fig 14 and this one appears to have been used only at 8am on the 10th May. It will be observed that the office name in this second type is more widely spaced and wraps around the inside circle so that it begins and ends just above the time of 8am. If anyone has a later time for this second dater hub type, I would be pleased to receive a scan.

Coronation day itself was Wednesday 12th May and despite being a holiday many post offices were open for business. Therefore, it is not uncommon to see covers dated on what was a public holiday. Fig 15 shows a nice impression of the North Battleford flag, used on Coronation day.

As stated earlier, the official period of use before the dies were to have been withdrawn, was scheduled for the week ending Saturday 15th May. It appears that a few offices did not abide by these instructions and fig 16 illustrates one of a handful of recorded covers from Halifax dated the following Sunday, 16th May. This cover is back stamped on the 17th, and 18th on the front, both at Wallace Bridge.

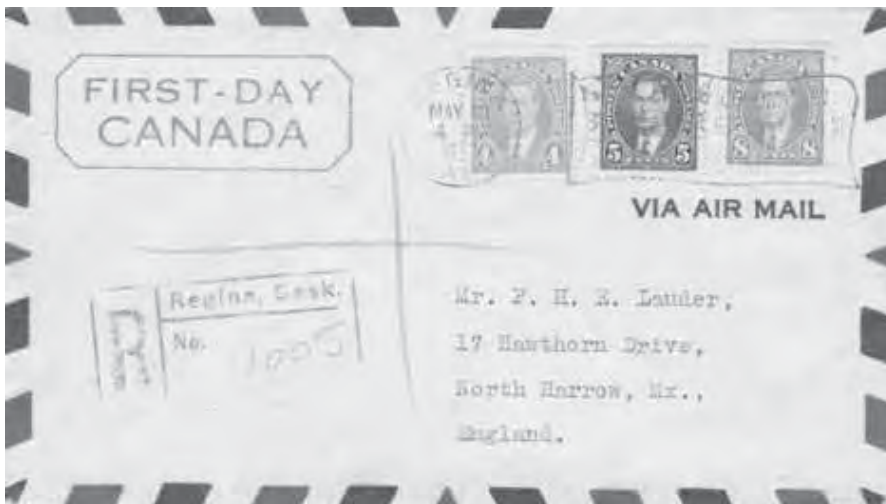


Fig 11 Two examples of the Regina flag cancel showing the first type of dater with 'SASK' at the bottom. The bottom cover shows the latest use known to me of this dater hub – at 4pm on 10th May.

One of the many side lines to collecting postal history, is that of finding covers to unusual overseas destinations (excluding the USA and the UK). I have already shown three such covers, but in fig 17 we have a non-philatelic letter written by 302 Lt. S. Archibold to Rangoon in Burma. It would seem that it was pure coincidence that his letter received the



Fig 12 Second type of Regina dater hub showing 'Terminal A' at the bottom – used half an hour earlier than the example shown in fig 11.



Fig 13 London, Ontario flag cancel showing the normal type of dater hub (type I)

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Fig 14 London, Ontario flag cancel showing the type II dater hub only known used at 8am on 10th May.



Fig 15 North Battleford flag cancel used on Coronation day, 12th May.



Fig 16 The Halifax, N.S. flag cancel used after the official period of use on Sunday 16th May.

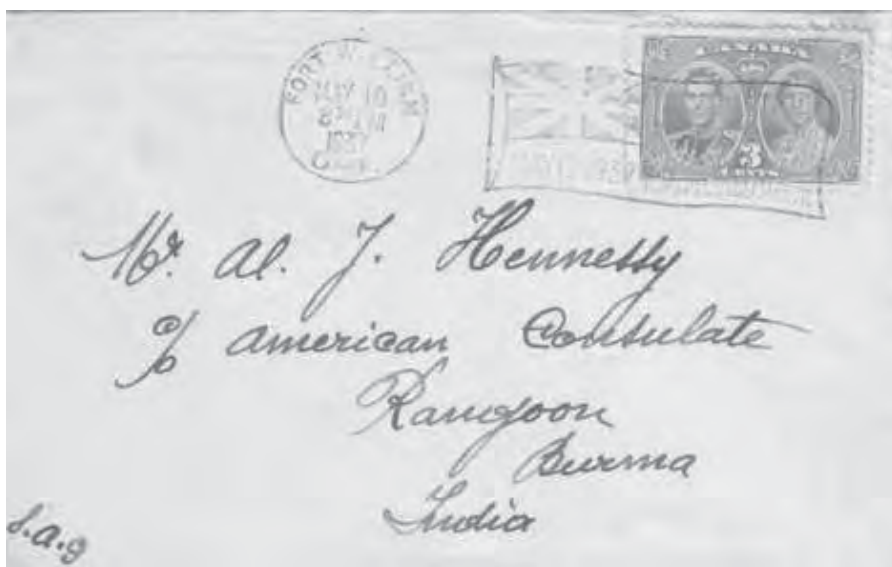


Fig 17 Fort William, Ont, flag cancel used on a letter to Burma on 10th May.

first day of use of the Coronation Flag cancel. A nice destination from one of the less common offices.

At the beginning of this article, I mentioned the quality of the facsimiles of the King etc.

In the last two scans, we have a nice family portrait of the Royal family followed by a hand drawn portrait of His Majesty printed in carmine red. It appears that Mr. Campbell posted a number of these covers dated on Coronation day, 12th May, to himself, from many, if not all of the 22 offices with the special Flag cancel.

To conclude this short article, I list below the 22 offices who participated in this celebration.

Flag cancels can be found from:-

Calgary, Charlottetown, Edmonton, Fort William, Fredericton, Halifax, Hamilton, London, New Westminster, North Battleford, Ottawa, Port Arthur, Regina, Saint John N.B., Saskatoon, Toronto, Vancouver, Victoria, Windsor and Winnipeg with bilingual dies at Montreal and Quebec City.



Fig 18 Example of one of the Royal Family portraits used on special Coronation day covers.



Fig 19 A hand drawn 'portrait' of the King on a similar Coronation day cover.

EXCHANGE PACKET

Our packet manager, Hugh Johnson, is endeavouring to reinvigorate the exchange packets. However, he needs your help to make this work in the form of new material to sell in the packets.

Members having such material should mount it on A4 or A5 sheets with a price and clear description in ink below each item. The description must include the SG number and a note of any defects which would not be apparent from a photocopy or scan. Each sheet sent to the Packet Manager should be accompanied by a photocopy in black and white or colour at the vendors preference. If you require an acknowledgement please enclose a S.A.E.

Note that only the photocopy sheets are circulated. Material will be insured by the Society once it is in the Societies possession.

Several members have expressed interest in the packet so please do try to help getting it moving again by having a clear out of your spare material.

Contact details for the Packet Manager can be found on the inside back cover.

A slightly shorter version of this article was originally published in Gibbons Stamp Monthly and it is reproduced here with the kind permission of their Editor as we felt it would be of interest to all of our members.

CANADA – THE OFFICIAL PITFALLS

John Hillson F.C.P.S.

Some years ago, I warned in an article in Gibbons Stamp Monthly (1) of the dangers of perfin O.H.M.S. Canadian stamps and how the vast majority of 5 hole perfins are believed to be fakes. I also noted how, as far as 4 hole officials are concerned, an official die fell into the hands of an unscrupulous individual who has never been apprehended. Luckily, the die was recovered by the Canadian police, together with several thousand dollars worth of his merchandise. It is not known how much passed into the hands of collectors before his activities were brought to a close, but with mint, you can never be sure whether it was the Government, or that individual, who was responsible for perforating any particular piece!

However, this article is not concerned with perfins, but with the official O.H.M.S. and G overprints and we are indebted to Mr Kenneth Pugh's reference manual of fakes and forgeries (2) for much of the information known about them. Indeed it was due to that work that I was able to spot my first fake, in a now defunct Edinburgh stamp shop. The stamp in question was the \$1 Ferry value from the 1946 Peace and Reconstruction issue. When I pointed it out to the dealer, he naturally asked how I knew – I could hardly say that it was because the serif on the 'S' sloped and it should not; not very convincing, though true – but I was able to point out that the overprint was on top of the postmark. One cannot argue with that and my new prize was secured for £2. Such are the vagaries of stamp collecting – and collectors – that

it would now cost many times that to acquire a fake, judging by what one has to fork out more recently.



Fig 1 My first fake – Pugh's type 4. The sloping serif on the S may be hard for the novice to spot but the overprint should definitely be under not over the postmark!

The matter of fakes was brought back to my attention about a year ago when a specialist dealer sent me a block of six of the 1949 5 cent Civilian stamp, which purported to have a missing stop, possibly after one of the 'S's, possibly after one of the other letters, which he thought looked a bit suspect. The block had originally been sold by a dealer in the south of England at quite a price as 'one of only three known'. The original owner had died and his widow was looking for some good news. Unfortunately the block was a typical Pugh's type 3 fake – probably the commonest of all four types recorded. Even more unfortunately, another dealer to whom it was sent in the West Country promptly issued it with a certificate of

genuineness, although after I got in touch with them I trust it was withdrawn. The information on all the fakes I know about was then sent to the Chairman of the B.P.A. Expertisation Committee, so hopefully there will never be a repetition of such folly.

The postscript to this was that when I checked my own 'genuine' copy (fig 2) for which I had paid a few pence, it turned out to be a fake as well, and without disparaging the expertise of British dealers, I felt it necessary to send to Canada for a genuine replacement. Luckily it is not a dear stamp. It may be asked why bother to fake such low value officials? Simple – to make up 'sets'.



Fig 2. A fake that I had in my collection as genuine for years.

So how does one distinguish the genuine article from the dodgy? The Gibbons catalogue mentions that faked overprints are not shiny but dull. Also there will be no sign of the slight embossing effect one sometimes gets on the back of the genuine article. However, some faked overprints can be shiny too. Now I only collect these stamps used, so a second test, mentioned above, is to determine, if possible, if the stamp went through the post before or after overprinting. If before, it can be nothing

other than faked. However, if the postmark is clear of the overprint, it is then necessary to examine the characteristics of the overprint, and for this a straight edge, steel if possible (or for example the Gibbons Instanta perforation gauge), will be useful. The characteristics to look for in the genuine O.H.M.S. overprint, apart from the shiny ink and slight embossing on the reverse, are firstly, that the tops of all letters are in line but the bottoms of the middle two letters, 'H' and 'M' are slightly above the bottoms of the outer letters. Secondly, the stops are all in a straight line. Thirdly, the serifs are well defined and in the case of the 'S' they are vertical. Fourthly, the 'O' and the 'S' are thinner at the top and bottom than the sides or, with the 'S', the middle. Finally, the crossbar on the 'H' is slightly above centre. Fig 3 shows an example of a genuine overprint showing these characteristics.



Fig 3 The genuine article

Pugh (2) lists four different types of forgeries or fakes of this overprint.

The one of these I cannot show from my own collection is his 'Type 1' fake, but it is probably the easiest to spot. Firstly, it is lithographed and will therefore have a matt appearance. Secondly, the overprint is longer than the genuine. Thirdly, the letters

are the wrong shape; the 'O' is a bit squashed, the serifs on the 'H' and 'M' are too long, are shorter than the other two letters so that their tops are below, and their bottom above the outer letters, and the thin parts of these two middle letters are too thin. The 'S' on the other hand is too thick where it should narrow. Finally, the stop after the 'H' is out of line; it is too high.

The first 50 cent Oilwell overprinted O.H.M.S. that I acquired – out of a CPSGB packet – for all of 30/- (which will give you some idea of how long ago it was) turned out to be an example of Pugh's type 2 fake. This is probably the most dangerous of the types and is shown in fig 4.



Fig 4 Pugh's type 2 fake

What is curious is that no mention is made in Pugh's work of the fact that there are two versions of this type 2 fake; a normal size used for pictorials, and a much smaller one used for the low values. In his work he gives sizes in mm for all the fakes of officials listed but there is no mention of the small size variety. The letters of this type 2 fake are basically all too thick. As with the genuine overprint, the tops of all four letters are in line, but only the bottom of the 'O' is slightly below the others and the row of dots. Its narrow parts, top and bottom are too thick, the serifs on the relevant letters are thick and roundish, and

the 'S' is too thick altogether. Also, occasionally the dots do not seem to be of a consistent size. My collection was recently added to by two of the 20 cent Peace & Reconstruction value; one being the fake and the other, supposedly, a genuine one for comparison. In the event, both were fakes and had come out of a collection specialising in fakes. It not often one gets a 'buy one, get one free' offer from a dealer – but it does show how deceptive this particular nasty is (see fig 5).



Fig 5 Half of a 'b.o.g.o.f.' pair of type 2 fakes.

The type 3 fake is a much easier proposition. The letters are the wrong shape. Both the 'O' and the 'S' are too narrow and too thick; the other two are just too thick. The top of the 'H' is below that of the other letters and its crossbar is centred. The serifs are stubby on both this and the 'M'. It can also be seen from the illustration in fig 6 that the overprint is way off centre. Whilst minor variations on the genuine overprints do occur, it is doubtful that any such would show such a wide variation from the norm; indeed any such should be immediately viewed with suspicion, until it has been thoroughly examined.

It may turn out to be all right as a genuine shift but just take care.



Fig 6 The type 3 fake overprint.

Because it is the first one I actually spotted for what it was, the type 4 fake, illustrated at the beginning of this article (fig 1), is perhaps my favourite. As with the type 3, the bottom of the 'O' is slightly below that of the other letters and all of the stops. The serifs of the middle letters are narrow, and those of the 'S' are slightly, but noticeably, slanted. The crossbar of the 'H' and the narrow parts of the 'M' are both too thin.

Which brings us to missing stops. On the low values of the 1942 War Issue and on the 5 cent value of the 1949 King George VI in Civilian Clothes issue, the missing stop after 'S' variety occurs on the lower left pane R6/2. On the pictorial values of the 1946 Peace & Reconstruction issue, including the airmail stamp, it is found on R10/2 of the lower left pane. The 1949 5 cent stamp additionally has the variety on R8/8 of the upper left pane. A genuine example on one of the pictorials is shown in fig 7. Killing two birds with one stone, it also shows again what the letters look like on a genuine overprint.

What the 1949 5 cent value did not have was missing stops after any other letter. I mentioned that Pugh did not describe the fake(s) on the low values. This 5 cent stamp seems to have attracted most attention or at least appears to be the commonest of all the low value fakes. I

have four examples of this one stamp and illustrated below (fig 8) is a delightful pair with the stop missing after the 'M' on the right hand stamp.



Fig 7. Genuine missing stop error



Fig 8 Pair of the 1949 5 cent value with a missing stop after the 'M' on the right hand stamp. No genuine example of this variety exists.

Another thing I noticed when examining the mint block of six of this value referred to above was that the 'H' on the lower left hand stamp was distorted, one leg being a trifle shorter than the other, something I have never seen on the genuine article.

To finish off the section on the O.H.M.S. overprints, I show in fig 9 a strip of three of the Wartime issue 2 cent stamp with the missing dot error on the middle stamp.

Since the lettering appears thicker than usual, for a time I thought this strip was a 'wrong 'un'. As it happens it is perfectly genuine, because it was overprinted before it went through the post. So over-inking of the overprint can occur, and how useful it is to collect only used copies!



Fig 9 Strip of three of the 2 cent War issue stamp showing the missing stop error on the centre stamp.

In 1949, the old overprint was superseded by the single letter 'G', of which a second streamlined type was introduced in 1961. Probably the most common attempt at faking was the missing 'G' error on the 1950 10 cent 'Drying Furs' design. The example shown in fig 10 is genuine with a clean certificate, but one can see how tempting a pair of ordinary stamps would be to the faker. One only had to slam a 'G' on to one of them and bingo! No example should be purchased without a certificate from a recognised expert committee, American, Canadian or British such as the Vincent Graves Greene Philatelic Foundation of Toronto, the B.P.A. or the R.P.S.L. (*Editors note: this same comment applies to a similar error to be found on the 2 cent value of the 1963 Cameo issue and also to the double overprint error on the 1 cent Cameo stamp, both of which are valuable enough to attract forgers.*)

An example of the streamlined 'G' is also shown in fig 11 below, but I have seen no reports of forgeries of this type as none of



Fig 10 Genuine example of the famous 'missing G' error on the 10 cent stamp of 1950.



Fig 11 Streamlined or 'flying' G type from 1961.

the stamps so overprinted command much of a price.

I have seen a fake of the 'G' overprint done with a typewriter, but it was not very

convincing. However, rather more dangerous are the two types executed by Andre Frodel. In both cases the fake was executed by lithography, not the typography of the genuine so the letter in both cases is very flat in appearance; the fake of the 1949 'G' is also a bit fuzzy round the edges.

A third fake is also known of very real appearance and described by Pugh as very dangerous. My example is shown in fig 12. Not only is the overprint on top of the roller cancellation but the back is stamped 'FORGERY/ ANDRE FRODEL' which is a bit of a giveaway. All of these Frodel fakes are known with this backstamp but apparently not always.

To conclude, all one can say is caveat emptor and, meaning no disrespect, do not put your trust in dealer's certificates; in this case anyway!



Fig 12 Frodel forgery of the 'G' overprint.

References:-

- 1) Hillson N.J.A. Article of the same title, Gibbons Stamp Monthly, August 2011, Vol 42, no 3, pp86-87
- 2) Pugh K. Reference Manual of B.N.A. Fakes, Forgeries and Counterfeits, release R5, third edition 2010.

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The short article below is the latest in an occasional series on modern stamps and opportunities for forming interesting and challenging collections involving them.

SOUVENIR CARDS

Graham Searle F.C.P.S.

If, like me, you are a fan of the 'back of the book' sections of stamp catalogues and if you are willing to go right into the dusty corners of the 'back of the book' you will come across Canada Post Souvenir Cards.

Over the years most postal administrations have come up with devious ways to part collectors from their money and these Souvenir Cards are an interesting and quite early example of this. First issued in 1959, these cards made an annual appearance until the last one hit the philatelic bureau in 1972. 1972 was the first year that Canada Post issued an Annual Collection pack so one can view these cards as forerunners of the more familiar (and increasingly expensive) annual packs.

In reality they are rather different to annual packs. For a start they do not contain all the stamps issued in the year in question. Indeed, in some cases, the stamps contained have little to do with the year (the first card issued in 1959 contained no stamps issued in that year and the 1967 card contains not a single stamp issued in that year; containing rather a collection of the Provincial Flowers and Coats of Arms stamps issued between 1964 and 1966.) Several stamps appear in more than one year card and some stamps never appear at all. Cards contained a seemingly random mixture of commemorative and regular issues.

The early cards (see fig 1 for the first type from 1959) were retailed at 50 cents and



Fig 1 The first Souvenir Card from 1959.


contained stamps to that value (for the most part this explains the rather odd inventory of stamps). Up to 1968, the cards followed this type of format although the face value increased in 1967 to a heady 70 cents. The stamps were stuck down to the card (how times change!) and the cards were enclosed in a fancy envelope (see fig 2) allowing the purchaser to mail them out to friends or relatives as gifts. Over time the presentation and explanatory notes improved (see fig 3 for the 1963 card).



Fig 2 Souvenir card envelope – this one from Centennial year, 1967.

From 1968 onward, the stamps were provided loose within the card packaging and the style of the cards tended towards the later Annual Collections. The last of these cards, from 1972, is shown in fig 4. The face value of these later types also varied greatly; 60

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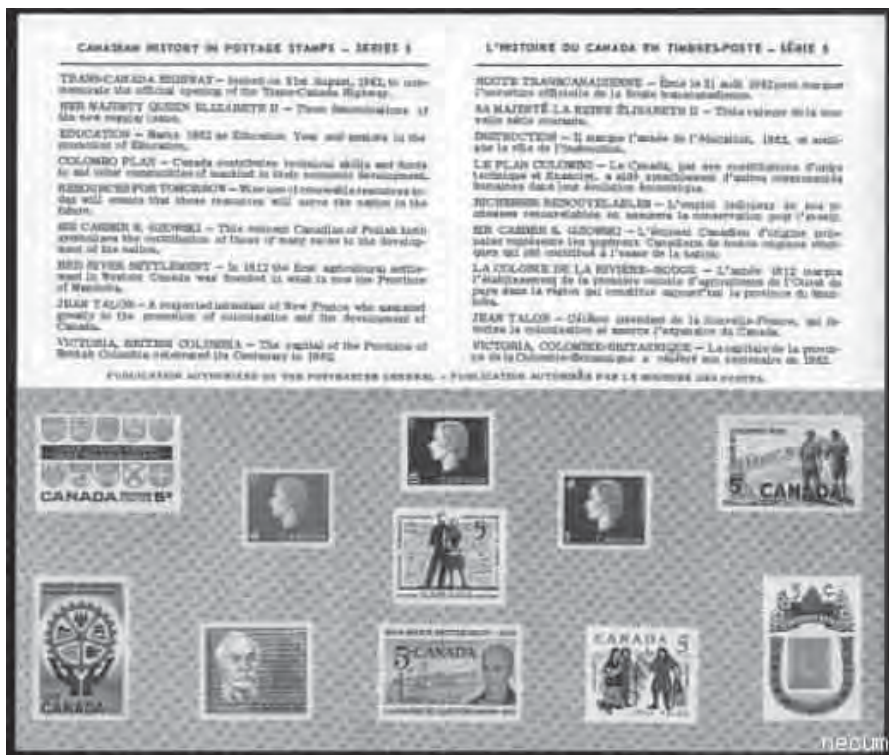


Fig 3 Card from 1963 showing enhanced presentation. Note that this card contained only one stamp issued in 1963. The others are commemoratives from 1961 and 1962 and some of the 1962 regular issue.

cents in 1968, 65 cents in 1969, \$1.65 in 1970 but back down to 79 cents in 1971 then up again to \$1.36 in 1972.

These cards make for an interesting and relatively inexpensive side line collection and one that has the added attraction of being time limited. Those from the 1963 – 1968 period are relatively easy to find. The early ones (with low print numbers) and the later ones (many, one suspects, broken down to use the stamps) are a bit harder to find but by no means rare. Hunting on e-bay or with your favourite dealer will offer a good chance of forming a complete collection. Mounting and displaying them is more of a problem as many are larger than the standard album pages!

In addition to the 14 basic year types there are two varieties. The 1961 card exists in two types from different printings. One shows the words 'over/ verso' in the lower margin, the



Fig 4 The Souvenir Card from 1972 – the last in the series.

other does not. In addition, the 1963 card exists with 'SPECIMEN' hand stamps across all the stamps. This last item is the only rarity in the bunch. If you find one of these, hang on to it!

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THE ALL CANADIAN OR ATHABASCA ROUTE FROM EDMONTON AND ATHABASCA LANDING TO THE KLONDIKE

David H. Whiteley

My earlier Maple Leaves article on the Klondike Gold Rush (1) contained the following quote from the Klondike News of April 1898...

'The Edmonton route is out of the question at present for anyone taking in an outfit, as it involves long portages between rivers and lakes and hundreds of miles of travel through an unknown country. It would take fully six months to reach Dawson this way.'

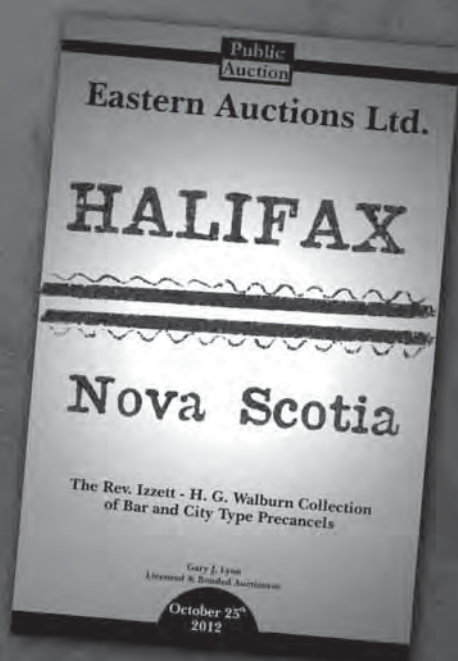
Notwithstanding this statement, the Canadian Government actively promoted Edmonton and Athabasca Landing as gateways to the Klondike as the poster below demonstrates.



Fig 1 Klondikers preparing to leave for the Yukon gold fields (courtesy the Provincial Archives of Alberta)

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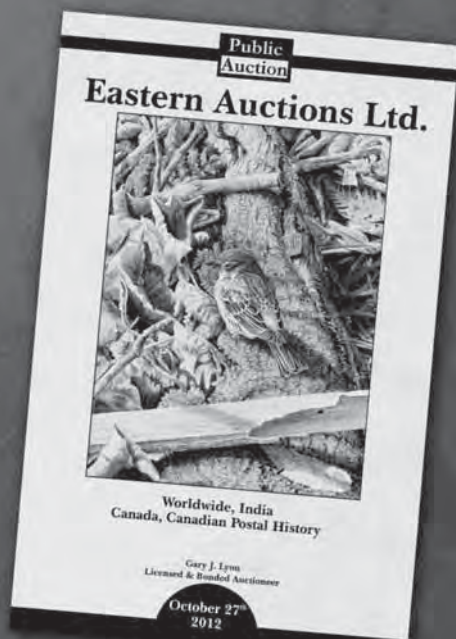


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In the book *Athabasca Landing: An Illustrated History*, the Athabasca Historical Society asks 'why did nearly 800 prospectors choose the Athabasca River as their road to riches in 1897-98?' They tell us how, in the summer of 1897, John Segers, captain of the S.S. Athabasca, declined to renew his contract with the HBC and began making preparations to lead a ten man party of prospectors to Dawson City in the Yukon. Segers' decision, motivated by desire for adventure as much as the lure of gold, was the first of many changes that Athabasca Landing would witness during 1897 and 1898 as it became caught up in the fever and frenzy of the Klondike gold rush.

In fact, the residents at Athabasca Landing received word of the gold strike in Alaska a full two months before major American newspapers made 'Klondyke' a household word. Segers and some thirty other groups of prospectors grabbed a head start on the main stampede from California and on the 700 – 800 or so that chose to pass through Athabasca Landing in the next twelve months via the 'poor man's' or 'overland' route to the Klondike. At this time, Athabasca Landing was a small village settlement used as a jumping off point for the Hudson Bay Company supply ships serving their various forts in the interior of North Western Canada.



Fig 2. Hudson Bay Company supply boats being loaded at Athabasca Landing.

Milvain, reported in the Athabasca Historical Society (2), provides a good idea of how these early prospectors came to follow this route.....

'The papers were full of the news and a lot of lies, which we were to find out later; but at the time it appeared that all we had to do was to go to Dawson City and pick up as much

gold as we wanted.... The first thing to do was to determine which way to go, for there are three ways of getting into the Klondyke. We consulted our friend... and he told us he had heard very bad accounts of the Skagway Trail, so we went off to Edmonton and from what we heard there we decided to go in by the Mackenzie River route. We built a big fine boat, bought sufficient provisions to last a couple of years, put the lot in two wagons and started off for Athabasca Landing. The wagon road to the landing was good and we made the 100 miles in four days. After a couple of days to put things right and land the boat, we started out down the Athabasca River on 2nd September 1897. The weather was lovely, the mosquitoes all gone, the sun shining warm and bright. We were off on our 4000 mile journey, carried along by a good four knot current.'



Fig 3. Athabasca Landing

One of the attractions (on paper at least) of this all Canadian water route to the Yukon was that it was half the length of the American route. Most of the Klondikers passing on this route stayed at Athabasca Landing only long enough to get supplies and build a scow (a kind of river boat – see fig 5 below). A second wave of gold seekers reached the settlement in the winter of 1897 and 1898 transforming it from a 'tiny settlement with a transient population of 40 to 50 white people and a couple of hundred Indians' into a cosmopolitan tent city of 'at least a thousand strangers'. They were lucky that it was a mild winter for living under canvas. The following is a description of Athabasca Landing in April 1898 as the third wave of Klondikers arrived (3):-

'Less than three months ago the 'Klondiker' upon descending the winding slope leading to the river bottom which constitutes the location of the village, saw only the Hudson Bay fort, warehouse and outbuildings, the Athabasca saw mill and English church, the police barracks, two houses, a few shacks and train dogs galore; high hills, snow two feet deep

and all is told. Today the scene is changed. The scores of white tents that dot the hillside and the river bottom almost succeed in sustaining the snow impression of two months back..... East and West Chicago are places or camping grounds east and west of the village proper and so-called because of the Chicago men there who outnumber their fellow campers by four to one.'

The Athabasca Historical Society estimates that at its height the transient population probably reached 1000. Some decided to go no further and settled at Athabasca Landing because 'good money could be made at the Landing during the spring by merchants, carpenters and experienced boatmen'. During this time period, a commercial sawmill was opened by Alex Fraser and a boatyard by J.H. Woods and S.B. Neill. In addition several men who would become well-known figures first came to the settlement in 1897-98: 'Peace River Jim' Cornwall who worked as a river pilot; Joseph Daigau who began his career in Athabasca as a carpenter; C.B. Major, a French-Canadian freighter who subsequently homesteaded north of Baptiste Lake; fur trader Peachy Pruden who ran one of the general stores; and jack-of-all-trades William Rennison who was originally employed by Pruden in his store and a few years later became Athabasca Landing's first Postmaster. (4)

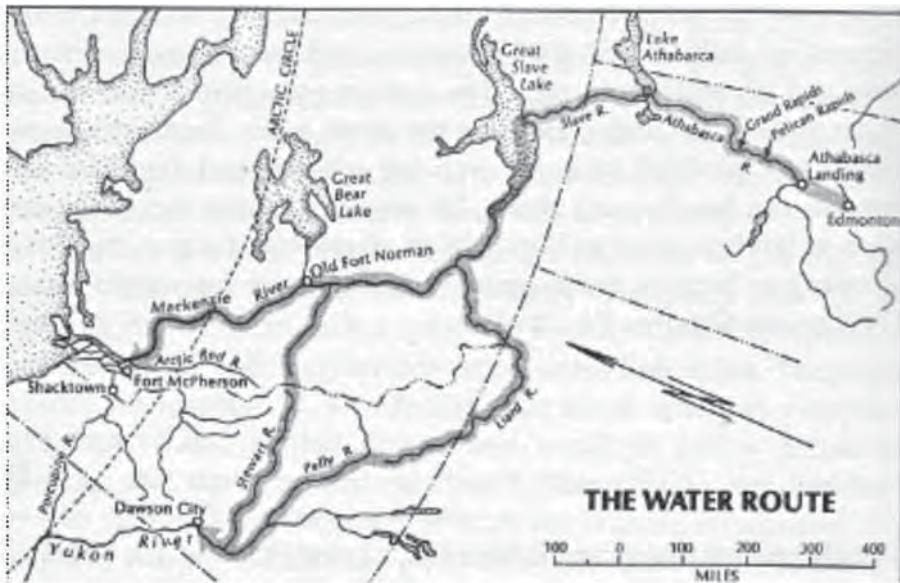


Fig 4. *The Water Route from Athabasca Landing to the Klondike* (from Pierre Berton, *Klondike*, page 226)

Of those Klondikers who forged ahead, at least 35 perished along the way (mainly from drowning or scurvy), perhaps 160 eventually reached Dawson (mainly in 1899) and all the rest either turned back or were rescued by relief expeditions. One prospector, R.H. Milvain, recorded his yearlong trip (2). He started up the Athabasca River to Fort

McMurray and Lake Athabasca, northwards from Fort Chipewyan along the Slave River to Fort Resolution on Great Slave Lake, westwards across the Lake to Fort Providence at the head of the great Mackenzie valley and then down the Mackenzie River through Fort Simpson, Fort Norman and Fort Good Hope to the Arctic Red River and Fort McPherson at the southern end of the Mackenzie Delta. The most difficult part of the route was a fifty mile toil up the Rat River to the heights between the Mackenzie Valley and the Porcupine River Basin, but once going through the Richardson Mountains, it was downstream again on the Bell and Porcupine rivers to Fort Yukon. The last stage, 300 miles south east to Dawson, was a steamboat ride or a wearisome but not dangerous pull against the current of the broad Yukon River to its confluence with the Klondike.

By 1898, the merchants of Edmonton were doing their best to persuade would be prospectors heading for the Klondike to take the much shorter overland route from Edmonton. In fact they went so far as to proclaim that Edmonton was the gateway to the Klondike and the only practicable route. Many of the trails were, however, most impracticable. Sam Steele of the NWMP declared that *'he thought it incomprehensible that sane men would pick any of the overland routes from Edmonton'*

Persuasive advertisements influenced many Canadians, Brits and even Americans that this 'back door' route was the shortest and easiest way of reaching the gold fields. Many of the maps and pamphlets proclaimed a good trail all the way and that a properly equipped outfit would have no trouble in reaching Dawson City in ninety days. Actually there were no marked or surveyed trails and those few who attempted these routes and actually reached the Klondike took between twelve and eighteen months to get there having suffered terribly on the way.



Fig 5. Loading a scow at Athabasca Landing (courtesy of the Hudson Bay Company archives).

Many turned back, many had to be rescued and many died on the way. It is estimated that of the 2000 or so prospectors who attempted the use of all these trails, only one in five actually reached the Klondike.

So what were these so-called trails. Fig 6 below shows the various options open to the prospectors.

The first was the water route described by Milvern above and shown in fig 4. Another route went overland through the Peace River country via Fort Nelson to the Liard River and then north to the Mackenzie River and thence on to the Yukon. Some followed the Peace River to Lake Athabasca to join up with the main water route.

Yet another route went via Grand Prairie overland to the Pelly River then the Yukon River and on to Dawson City.

All of these routes looked easy on paper but were fraught with difficulties; many portages to avoid fast flowing rapids, un-marked trails, lengthy climbs from one watershed to another, inclement weather and lack of food for the horses many of which either died or were killed en route.

To date I have not seen any mail in the public domain that can be definitely linked to or from prospectors who attempted the journey over these trails. The Archives of the University of Athabasca (5) do, however, contain some original letters relating to one of the intrepid prospectors, a Fred Smith.

Smith had been a long time member of the North West Mounted Police and had resigned in 1898 to seek his fortune in the Klondike. He was grubstaked by a syndicate from Yorkshire headed by his nephew David Burlison, a stockbroker. His other nephew, Bertie, had left the force also and was homesteading in Manitoba. He also put some money into Fred's undertaking.

Several letters relating to his venture have survived in the archives and have been deciphered. I have placed a few of them in order below. I found them interesting and hope that others will also.

1. Letter from Fred Smith to his nephew A.W. Soare:-

Regina
19th Feb 1898

..... I shall leave here for Edmonton about the 24th inst.

2. Letter to A.W. Soare:-

Regina
21st March 1898

Dear Bert,

I start definitely on the 23rd inst. We are taking oxen and ponies – they have been shipped already.



Fig 6. The various routes advertised from Edmonton to the Klondike (taken from Pierre Berton 'Klondike' page 217)

3. Letter to A.W. Soare:-

Athabaska (sic) Landing
23rd April 1898

Dear Bert,

I came up to Edmonton some three weeks ago with 3 yoke of oxen and 2 ponies intending to go overland but we soon found out that it would be almost impossible to get through on account of deep snow and poor feed and we could not carry any feed. A number of parties are stuck along the trail and most of them have lost about two thirds of their ponies. Some managed to get back to Edmonton. I have come on here preparing for the water route. I have joined forces with a party who own a small steam launch, a portable saw mill carpenters, blacksmith and shoe making tools – also an assay outfit. I have secured an interest in the above outfit. They have also 3 double tents, 4 stoves and all sorts of useful

articles. I am taking two years provisions, am well supplied with clothing and have every hope of success. We go down the Athabaska (sic) through the lake to the MacKenzie (sic) and Fort Simpson, thence up the Liard River as far as possible then portage across to the

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Pelly. We expect to get gold on the Liard. The launch will be used to tow two, 5 ton scows which we are now building. The ice has been running for two days and we shall be able to start any time after the 5th May – and shall make the Liard just as quick as if we had succeeded in getting through overland. There are about 600 people camped here now, all busy building boats – more men are coming in daily. I sent you a few lines a few days ago, asking you to forward in envelope any letters for me, also in bundle any papers.

4. Letter written in hand on plain paper:-

N.W. M. Police

Athabasca Landing
June 9th 1898

Mr A.W. Soare

Marringhurst, Manitoba

Dear Sir,

I am sorry to have to tell you that Mr. Fred Smith whom I am informed you are his nephew, died here on the 4th inst. He had been drinking very heavily for some time and was attended by Dr. McCullough. Mr Boake, who's party he was in will be writing to you also he will give you all the information as to how he was fixed in his party. Mr Boake gave me his gold watch, chain and gold ring to take care of until we should hear from you. I also have a few other small things which he had but they do not amount to anything. We gave him as nice a funeral as we could in such an out of the way place as this. I shall be very glad to hear from you and will give you any further information that you may require as far as I know of.

Your truly

V.J. MacGillycuddy

Constable N.W.M. Police

One suspects that the sad story of Fred Smith may be typical of many who tried to venture into the Yukon by this route.

References:-

1. The Klondike Gold Rush – Mail Service to the Klondike 1896 – 1905 (Part 1) – Maple Leaves, October 2011, pp171 – 190. (Part 2 of this same article appeared in the January 2012 issue).
2. Athabasca Historical Society 1986, 58-59
3. Quote from the Edmonton Bulletin reprinted in the Athabasca Historical Society, 1986, 61
4. Athabasca Historical Society, 1986, 62
5. Alice B. Donahue, Library & Archives, University of Athabasca. Accession number 04.30

CANADA PAYS ITS DUES (5)

David F. Sessions FRPSL, FRPSC, FCPS

Canadian collectors do not often come across the practice of paying for postage due by means of a postage meter even though the practice had been sanctioned since 1930. Such use of meters was extremely limited, particularly in the 1930's and 1940's.

In 1930 a letter from the Director of Financial Services to all postmasters stated: '...As regards the collection of postage on short paid mail matter addressed to the director of the local branch of the Income Tax division, Department of National Revenue, the under-mentioned procedure should be followed:

1. Either Postage Due stamps or Postage Meter or Register stickers marked 'Postage Due' will be affixed to all short paid mail matter before the mail is delivered to the Income Tax Division....' (*ref 1*)

Is it possible that some of the populace felt no need to put stamps on its letters to the Income Tax authorities?!

Financial Branch Directive no 62 of 3rd March 1951 provided a wider scope for use of meters. Section 4 stated:

'In the case of short paid mail matter addressed to government departments or agencies

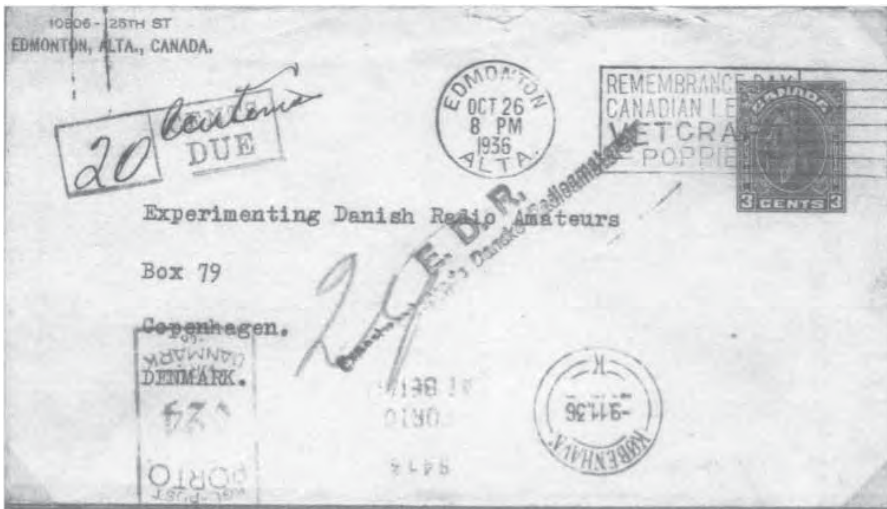


Fig 1. Short paid 1936 letter from Edmonton to Denmark. The postage due was paid by means of a meter mark.

and where special arrangements are made with business organisations, postage meter impressions and postage register stickers may be accepted in payment of the deficiency' (*ref 1*)

Denmark, and no doubt many other countries, apparently sanctioned the use of postage meters back in the thirties to a greater or lesser degree, as demonstrated on the cover addressed to 'Experimenting Danish Radio Amateurs' in Copenhagen in 1936 (see fig 1). The 3 cent Canadian postal stationery envelope fell 2 cents short of the postage required, thus raising a charge of 4 cents Canadian (20 centimes). This converted to 24 Ore, as seen in the inverted meter mark at the foot of the cover.

References:-

(1) *The Canadian Postage Due Stamps, Chung & Reiche, Unitrade Press 1985*

ODD ODE



**Registration Fee paid, but not postage too.
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BOOK REVIEWS

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As usual, review copies of these books, where received, can be found in the Society Library so if you wish to sample before you buy, please contact Mike Slamo.

CANADIAN FIRST DAY AND OTHER PHILATELIC COVERS BY JOSEPH C. ROSENBAUM; by Gary Dickinson. 2012, 88 pages, 8.5 x 11, spiral bound, colour. ISBN: 978-1-927119-06-8. Published by the British North America Philatelic Society. Stock # B4h055.1; \$C43.95

A POSTAL HISTORY OF MARKS STAMP COMPANY; by Gary Dickinson. 2012, 54 pages, 8.5 x 11, spiral bound. ISBN: 978-1-927119-08-2. Published by the British North America Philatelic Society. Stock # B4h056.1; \$C35.95

Following up on 2011's A.C. Roessler's *Canadiana*, Gary Dickinson has documented the history and output of two more Canadian dealers, Joseph C Rosenbaum and the Marks Stamp Company. Both volumes provide an inside look at how each contributed to BNA philately.

Canadian First Day and other Philatelic Covers by Joseph C. Rosenbaum is a collaborative effort by six long-time collectors of his covers who have joined together to present as nearly as possible a full catalogue of his work. Led by Gary Dickinson, each member of the group has contributed scans of his Rosenbaum covers beginning with early uncacheted envelopes, then proceeding through the JCR and Rosecraft cachets as well as his attempts to introduce new product lines. Joseph Rosenbaum was a stamp dealer in Montreal for three decades beginning in the mid-1930s. His cacheted first day covers were published continuously under the JCR label from 1947 to 1957, then as Rosecraft from 1957 until he sold the business in 1967. His FDCs set the standard for quality and acceptability for two decades, even to the point that they were used as replacement covers by the Canada Post Office. The handbook presents scans of all of Rosenbaum's cacheted and uncacheted covers as well as a narrative describing and assessing them.

A Postal History of Marks Stamp Company presents the story of Canada's preeminent philatelic business during the first half of the twentieth century through a study of its key personnel, led by founder Ely Marks through most of that period, and its publications,

along with a detailed analysis of its use of the mails and of its own stationery, which over the years featured some 50 different corner cards. Gary is the author of more than 100 articles and monographs about first day and other philatelic covers in BNA Topics, First Days, PHSC Journal, and other periodicals and is the editor of First Impressions, the newsletter of the BNAPS First Day Cover Study Group.

VICTORIA'S SECRET SLIPS – PLATES 2 AND 3 OF THE CANADA FIVE CENT 1898 NUMERAL ISSUE; by Peter Spencer, 2012, 134 pages, 8.5 x 11, spiral bound, colour. ISBN: 978-1-927119-07-5. Published by the British North America Philatelic Society. Stock # B4h057.1; C\$60.00

In *Victoria's Secret Slips*, the sixth volume in Peter Spencer's series on plating Canada's Queen Victoria era Numeral Issue, he returns to the Five Cent value. Plate 1 of this value was covered in an earlier book. Again using today's technology to produce scans of vivid clarity, the author has closely examined the varieties to be found in the stamps printed from Plates 2 and 3 of the Five Cent value to advise readers how to determine the plate position of individual copies of this popular stamp. The author's previous Numeral volumes plated the Two Cent (2005), the One Cent (2006), the Five Cent Plate 1 (2007), the Ten Cent (2008) and the Twenty Cent (2010).

As with these earlier volumes, it must be stressed that the scans used are high magnification and many of the features described will not be readily obvious to the naked eye. Look out your magnifying glass when using this book which will be a valuable addition to the bookshelf of all members who collect this popular issue.

GS.

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CELLOPAQS – SOME CORRECTIONS AND ADDITIONS

The article on Cellopaqs in the July 2012 issue of Maple Leaves (1) resulted in a flurry of e mails and letters to the Editors desk. My thanks go to Leo Beaudet and John Cramner in particular for the following important corrections and additions to the listings in the previous article:-

Additional Cellopaq type:- John reports that the 5 cent Cameo pane with Winnipeg tagging can also be found in packaging with a blue imprint; not just the red as reported. (He sent me a nice scan of this item but the impact will be rather lost in black and white!)

Centennial panes, paper types:- please note that the previous article is incorrect in referring to coated and uncoated papers on the 4 cent panes. These panes are normally found on so called 'dull fluorescent' paper. They can apparently also be found on paper which has no fluorescence (appearing extremely dull or dead under UV light). The differences are not great and, of course, only visible under UV light. Neither of these papers is strictly speaking 'coated' (as were the OPAL booklet panes for example).

Cameo stamps with straight edges:- the most important error in the original article concerns the Cameo stamps with straight edges. For the 4 cent and 5 cent (untagged) values of this issue, only stamps with a straight edge at the top or with a single straight edge at the bottom definitely come from the cellopaqs. Other combinations may be from the booklet panes (see picture below). For the tagged 5 cent stamps, all examples with straight edges come from cellopaqs.



References:-

(1) A Very Canadian Experiment, Maple Leaves July 2012, Vol 32, No 7, pp 379 – 391.

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2747 ROSSITER, John; e mail address jrossiter@bell.net

Corrections to interests in Members Handbook:-

2992 BARLOW, Allan, should read C

Resigned:-

2344 WHITE, William
2496 KILLINGLEY, Joyce (due to ill health)
2830 McMAHON, Richard

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2392 LOHMAN, Garvin

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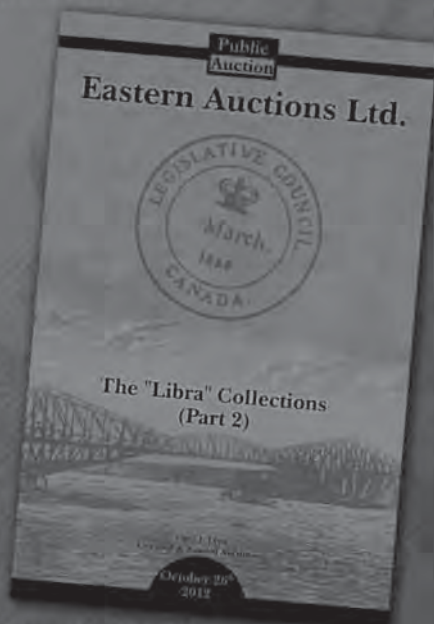
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