



MAPLE LEAVES

JOURNAL OF THE CANADIAN PHILATELIC SOCIETY OF G.T. BRITAIN

Vol. 2, No. 4

JULY, 1948

Whole No. 8

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MAPLE LEAVES

JOURNAL OF THE

CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

Edited by A. BRUCE AUCKLAND, M.A.

Published Quarterly and issued to Members. Additional Copies, 2/- Post Free.

Vol. 2, No. 4

JULY 1948

Whole No. 8

NOTES AND COMMENTS.

The Convention.

This number has much of its space taken up with the subject of the Convention. We make no apology for this, as the Convention was such a success that we must let absent members know about it. Nevertheless it has limited the amount of space left for articles, a number of which have been crowded out.

Next Year's Convention.

The dates for next year's Convention have been fixed as 21st to 23rd April, 1949—i.e., during the week after Easter. The Committee hope that members taking Easter holidays will find their way to Edinburgh. Accommodation has already been booked provisionally.

Silver Cup.

Our esteemed member Cliff Aikins of Toronto has presented a silver cup for competition, and the Committee have agreed that it be presented to the member who sends in the best article during the next twelve months based on research work. More about this later. Meanwhile—thank you, Cliff Aikins.

Congress at Bournemouth.

Our members were well represented at the B.N.A. Study Circle at Congress. Led by our valiant J. C. Cartwright, the contributors were, it is reported, without exception members of C.P.S. or G.B. Space prevents our giving details, but it must be said that the Congress arrangements were excellent. Everything went with a swing, and those who attended thoroughly enjoyed their visit.

Transatlantic Mails.

Member F. W. Staff, whom we were glad to have at the Convention, kindly handed over the typescript of the article on Transatlantic Mails printed in this number. Those of our members who have recently read it in B.N.A.P.S. we are sure will be glad we are printing it for the benefit of others.

Way Letter.

Member A. G. Bailey writes that he has a cover of 5th July, 1784, with single word 'WAY,' together with the Three Rivers' straight-line postmark addressed to Quebec. This is the earliest recorded specimen.

Members' Advertisements.

Members' advertisements are not coming forward very quickly, but a start has been made with a few in this issue.

The Groups.

A Group has been formed for Lancashire and Cheshire. Member T. W. Frost, of Marple, Cheshire, is Contact Member. He will be supported on the local committee by Members Lea, Calder, and Gill.

Chain Letters.

The latest Chain Letter to come to notice is one that asks that "20 different faultless stamps" be sent to the first name on the list. On the one seen the persons named are in New Zealand and Canada. Members will help to break the chain.

THE SOCIAL SIDE OF THE CONVENTION.

Our Convention opened on Thursday, 22nd April, with a welcome to delegates by President Stephenson, who expressed the pleasure of the Convention Committee at the attendance of so many members from all over the United Kingdom, and said how pleasing it was to welcome a member just arrived from the Dominion itself.

In the afternoon a number of members took the opportunity of seeing the Border country by motor coach.

In the evening a large party enjoyed the show, "Dangerous Corner," by J. B. Priestly, staged and produced by one of our own members, Mr Wilson Barrett.

On Friday parties visited the Castle, Royal Mile, Holyrood, Arthur's Seat, and the Forth Bridge.

One of the delightful features of the Convention was the opportunity it afforded for little informal discussions in the hotel lounges. These usually lasted into the "wee sma' hours."

THE SOCIETY DINNER AND RECEPTION.

On Friday evening about seventy members and guests joined in cocktails and sherry in the reception-room while photographs were being taken of various parties attending.

It was a very happy and informal party that sat down to dinner after a grace spoken in Braid Scots by the President.

The toasts were friendly and humorous. Not one of the speakers attempted to be formal. The fray was joined when Member Dr Donald Chisholm, a member of the Caledonian Philatelic Society, in proposing the toast of the "Society" slipped over the words "Caledonian" and "Canadian."

Our President in reply was quick to exploit Dr Chisholm's lapse, and made good play on our expansion and our raids over the Border from the beauties of Scotia into the wilds of London and Birmingham. He returned to serious vein in expressing the hope that the Canadian Philatelic Society of Great Britain has given the lead to other Scottish and English philatelists in bringing together philatelists from both sides of the Border.

Member J. C. Cartwright followed with the toast of the Guests. Where he finds his stories we don't know, but no future C.P.S. toast-list will be complete without his name.

Guest Major Adrian Hopkins, R.D.P., in replying was in his usual witty after-dinner mood. After many quips, ranging from bow ties to lipsticks, he was indiscreet enough to make a jesting comparison between C.P.S. members and the intelligentsia of the Postal History Society. This was too much for our office-bearers, and as a result Major Adrian became Member Adrian (No. 349) before the evening was over—"The C.P.S. always get their man."

Two new Fellows were then introduced in the persons of R. W. T. Lees-Jones, Cheshire, and Gerald Wellburn, British Columbia. The Committee could not have chosen members more worthy of our jealously guarded honour.

We were then regaled with a real titbit when Member O. A. Fraser in his rich Aberdonian tongue proposed the toast of Our Members Overseas. Why, he asked, had he to pay his subscription and his fare to Edinburgh to come and tell Aberdeen stories, whereas other people were paid by the B.B.C. to tell them.

Gerry Wellburn, in reply, at once won his audience by his delightful tilt at O. A.'s dialect. He passed gracefully from serious to lighter vein and back in his comparisons of British Columbia with the Scottish Capital and Philately in the Dominion with that in the Old Country.

I should mention that during the afternoon of Saturday our member made us long for a holiday in B.C. when he gave us a display of colour films of scenes in that Province.

Mrs Stephenson then presented the certificates of awards given for displays at the Convention. Upon her presentation of one of these to her husband it was remarked that that was the first time she had recognised her hubby's philatelic weakness.

Member Cartwright, acting for the Winnipeg Philatelic Society, then presented A. E. S. with a certificate of Honorary Membership of the Winnipeg Society, an honour our President greatly appreciates.

The strains of "Auld Lang Syne" brought to a close what was one of the most successful Philatelic social evenings yet held north of the Border.

DISPLAYS AND STUDIES.

Work on study and display started early, and members soon got down to problems.

The first study meeting was held on Thursday, when A. E. S. led a discussion on the possibility that a third die had been used for the 1c. George V. type yellow 1922. After much study and discussion the meeting agreed with the President's theory that only two dies were used but that three types can be distinguished because of the use of one of the dies for both wet and dry printings.

An article on this subject will probably appear in the Journal during next season.

Later in the afternoon the Postal History Students had their innings, when there was a very fine display, talk and discussion under the leadership of Member N. Clougher, with Members Ethel Harper and Frank Staff taking a great part in it. Miss Harper's outstanding collection of "Paid to the Lines" covers show the different rates of postage and methods of carrying mail over the U.S.-Canadian border. Frank Staff took us over the border by sea. A good discussion followed, but there is still much to be learned.

Thursday evening was given over to the first of the Invitation Displays, when Member R. W. T. Lees-Jones, F.C.P.S., F.R.P.S., displayed his Pence Issues. We now know why these issues are so scarce—R. W. T. seems to have most of them, Beavers, Prince Consorts, Twelve Pence Blacks, in quantity; Varieties, Blocks, and Entires in abundance! One entire with a block of thirteen sixpence and another with a block of eighteen of them! It is doubtful whether such a display of Pence Issues has ever before been given in the U.K. Perhaps we can induce R. W. T. to come back next year with his collection of 1859 issues.

On Friday evening we saw Member G. L. Hearn's Invitation Display, which included some fine "pre-adhesive" covers and early stamp issues to 1870. We are very grateful to Captain Hearn for producing such a fine display at such short notice.

During the afternoon Member Francis Field led a Study Circle on Air Mails. With such an authority in the chair, need we say any more about its success and the large audience that was attracted?

Later we had Member L. T. Vowle's Invitation Display of Newfoundland covering proofs and essays, etc., of the Colony—the display that won the award at the New York Centenary Exhibition.

Saturday morning saw the last, but not least, of our Invitation Displays when Member Gerald Wellburn showed us his collection of the stamps of British Columbia and Vancouver Island. When he told us that only 66 of a certain stamp were issued and then produced 17 of them we understood why B.C. and Vancouver are the scarcest of the Provincial stamps. Here we have the true philatelist—Gerry can remember apparently how each cover came into his possession, and knows how to tell the story modestly. What patience he had in waiting over twenty years to get covers from the third generation of holders! The first two showed no signs of appreciating the zeal of the philatelist.

EXHIBITS AND DISPLAYS.

The Exhibits and Displays at the Convention were so numerous and of such good quality that it would take too much space to describe them. Members will therefore have to be content with the following list:—

- L. T. Vowles—Newfoundland.
 - R. W. T. Lees-Jones—Canada Pence Issues.
 - Gerald Wellburn—British Columbia and Vancouver Island.
 - G. L. Hearn—Canada issues to 1870, including pre-stamp covers and early issues.
 - A. Wallace Cowan—Canada and Newfoundland proofs.
 - R. H. Poole—New Brunswick and Nova Scotia.
 - A. Gabbitas—Canada pre-stamp covers.
 - A. E. Stephenson—Canada re-entries and postmarks.
 - Frank Staff—Canada postal history.
 - A. B. Auckland—Canada pre-stamp covers.
 - Morton Evans—Newfoundland re-entries.
 - C. W. Meredith—Canada King George 5th issues.
 - H. C. Kirby—Canada: selected sheets.
 - J. Stevenson—Canada: selected sheets.
 - Ethel Harper—Postal history items.
 - S. H. Godden—Canada: selected sheets.
- In addition there were displays by nine of the Groups.

AWARDS.

Awards of Fellowship of the Canadian Philatelic Society were made to—

- R. W. T. Lees-Jones.....Study and research.
- Gerald E. Wellburn.....Study and research.

These members with our President are the first three Fellows of the Society.

DIPLOMAS.

(1) Invitation Class.

- R. W. T. Lees-Jones—Pence Issues.
- Gerald E. Wellburn—British Columbia.
- Captain G. L. Hearn—Victorian Issues.
- L. T. Vowles—Newfoundland proofs.

(2) Contributed Class.

- A. E. Stephenson—Canadian Postmarks.
- C. W. Meredith—Modern Varieties.
- A. Gabbitas—Canadian stamps and covers.

(3) Professional Class.

- S. H. Godden—Canadian stamps.
- Miss E. Harper—Paper and display on Canadian Postal History.

(4) Group Class.

- Greenock Group—Commemoratives.
- Edinburgh Group—Newfoundland.
- Kent and Sussex—1859 Issue.

Canadian Transatlantic Mails

Member FRANK W. STAFF (No. 68).

The first Government Mail Packet service between Canada and the United Kingdom commenced in March, 1788, when the Falmouth-New York Packet put in at Halifax on both its outward and inward trips to New York.

Previous to this letters were sent privately by any ship, or were given to a traveller going to England who would post them on arrival. Much of the mail went via Montreal to New York, but the whole system was a haphazard affair and was a real cause for discontent among the early British settlers, besides being a cause of considerable loss of revenue to the G.P.O.

The Halifax-New York-Falmouth Packet service of 1788 was maintained only during the summer months, when a regular courier service was established between Quebec and Halifax from March to November, and during the winter months letters went by New York as before.

This Packet service was very unpopular—the Packet boats often waited in Halifax for a week or so after the arrival of the mail, and there was no knowing how long a letter would take to get to England.

The public much preferred to send letters by the small trading vessels which came up the St Lawrence River or which put in at Halifax or at St John, New Brunswick. Not only were they quicker—they were also cheaper, and postage rates in those days were no small matter.

In 1790 the British Ship Letter Act was passed, which more or less regularised the sending of letters by private ship. A charge of 4d was made on each letter entering the United Kingdom, but on outward letters the charge was one-half (eventually one-third) the Packet boat rates, and the ships' captains received a gratuity of 1d on every letter delivered by them to the Post Office.

This Ship Letter Rate was increased in 1814 to 6d, and again in 1837 to 8d. During these years a number of attractive-looking postmarks were in use at the Ship Letter Offices attached to those Post Offices of ports handling overseas mail by private ship.

As examples of different methods in use up to the end of the 18th century the following descriptions of three covers in my collection will not be out of place.

—— Dated 1753 from Nova Scotia to London, showing postage paid of One Penny only. The letter was obviously carried by traveller and posted on arrival in London for delivery in London.

—— Dated 6 June 1760 from Camp Crown Point (Lake Champlain) showing the British Type two-line postmark New York and having the official packet boat rates written in shillings. (The rate was 1s for $\frac{1}{2}$ oz., 2s for 1oz., and so on, plus the British Inland postage.)

Although this cover was sent from what is now the United States, in that year it was British territory, only a few miles from the Canadian border, and serves the purpose of this article.

—— Dated Montreal 11 June 1800 to Scotland (showing the Falmouth Ship Letter stamp) and forwarded by Wm. Hunter of Quebec.

SOUVENIR

OF THE 1948

CONVENTION

OF THE

**Canadian Philatelic Society
of Great Britain**

HELD IN THE

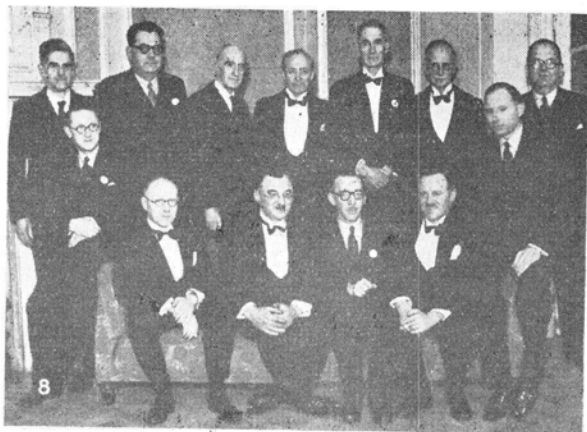
NORTH BRITISH HOTEL, EDINBURGH

APRIL 22nd—24th, 1948

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TILL WE M



(1)



(4)



(2)



(3)

(1) The Committee. Left to right: Treasurer; A. E. Stephenson, Secretary; D. Gardner, Vice-President; Secretary. Middle row: W. F. Godden, Overseas Contact Member. Back row: Francis J. Field, Birmingham Publicity; N. Clougher, London Kent Group; F. H. Fairweather, Glasgow Group; J. B. Wardhaugh, Glasgow Sheffield Group.

(2) Mr C. W. Meredith, Mrs M. Meredith (Dundee).

(3) A two-man Study Circle—Mr M. Meredith and Mr Ian B. Pollock (Glasgow).

(4) Mr J. W. M. Key, Dr A. Wardhaugh.

(5) From left to right: Mr A. Wardhaugh, Mrs G. E. Wellburn, Major Adrian Key, Dr D. Chisholm, and Mr A. Br...

(6) Mr and Mrs G. E. Wellburn. As charming in real life as in the photograph.

(7) Pictorial record of the work of the Society—Miss Ethel Harper (Leeds) (Sheffield).

EET AGAIN



(5)

—Front row: H. B. Davie, President; Albert Smith, lent and Exchange Section coner, Aberdeen; Stanley and Exhibitions Convener, gham Group; O. A. Fraser, Group; J. C. Cartwright, er, Librarian and Dundee gow Group; A. Gabbitas,



(6)

redith, Mrs and Mr Spence

C. W. Meredith (Dundee)

).

R. Nisbet, and Mr J. B.

and Mrs A. E. Stephenson, E. Hopkins, Mrs Chisholm, ice Auckland, your Editor.

lburn of Duncan, British life as they appear here.



(7)

adian Convention atmos- u) and Mr A. Gabbitas

EXCHANGE SECTION

Since January 1st, 1948, twelve packets have been put into circulation; a relatively small number to meet the demands of 276 members on the packet circulation list. Six circuits are working with roughly 50 names on each list, but the contributions from members are quite inadequate to meet the demand. Three of the twelve packets issued were made up from contributions received from sources outwith the membership, but the possibilities of this method of building packets are limited. To those who have sent regular contributions, or even odd sheets, we express our thanks. Will members who have so far done little to help please make a special effort?

The policy now followed is to undertake to call in and break up each packet after it has been in circulation for six months, or earlier if its possibilities have been exhausted. No. 1/48 packet, issued on 10th January, has already been paid out, and numbers 3/48 and 4/48 are due to be broken up within the next month. This will, I hope, encourage members to contribute. To save unnecessary correspondence, will contributors please note that Mr A. E. Stephenson, the ex-Hon. Exchange Secretary, is still responsible for packets issued prior to 1st January, 1948, and he hopes to have all those cleared at an early date. At intervals packets have been held up by members for periods of from two to five weeks, and this accounts in some cases for complaints received from members that they have not seen a packet since joining. Members will realise that in a Society such as ours most collectors have a fair representation of the more common stamps of B.N.A., and an examination of a completed packet shows an outstanding demand for mint material, varieties of all kinds, Plate number blocks, and anything out of the ordinary. Good condition is important, and accurate description helps sales. Lastly, before you start pricing your stamps, try to decide for yourself whether you wish to dispose of most or just a few, and price with this point in view.

Club Books or Club Covers can be supplied by the Hon. Exchange Secretary,

D. GARDNER,
20 WOODBURN AVENUE, AIRDRIE,
LANARKSHIRE.

P.S.—In future packets you will find a Club Book headed "Take a Little, Give a Little." The purpose of this book will be apparent when you see it.

In this letter the writer clearly describes the uncertainty of getting mail (Napoleonic War period), and after writing that he had called at the Post Office and learnt of the arrival of two ships from the Clyde, with alas, no mail for him, goes on to say—" . . . no less than four vessels have arrived from Clyde—the Countess of Darlington, Oughton, the Eliza, and the Neptune . . . But perhaps you wrote by the Oughton, and if you have you may console yourself with the very pleasing idea that they are now at the bottom of the ocean. She was chased upon the Banks of Newfoundland by a Vessel under French colours, and the Captain, with an amazing deal of prudence, thought proper to throw all his papers and letters overboard. To be sure it would have been of great consequence indeed, although the Republicans had got our loving epistles. It's the first time I ever heard of a Merchantman throwing her letters overboard till once she was fairly boarded. Curse it, if I don't think the fellow deserves a round dozen at the Gangway for his foolishness"

According to the Quebec Almanack for the year 1800:—

"At the beginning of every month a Packet Boat sails from Falmouth for North America, having the mail for Quebec on board. In the summer months she puts in at Halifax (on her way to New York) and then delivers the Mails for Canada. From Halifax they are forwarded by Post for Canada. In the months of November, December, January, and February the Packet Boats pass Halifax and deliver the Mails for Canada to the Agents for British Packet Boats at New York, who forward them through the United States by the nearest post route for Montreal. A mail for England is dispatched from Quebec once every fortnight in summer and once a month in winter to be put on board the first Packet Boat for Falmouth."

By the war of 1812 the movement of mails through the United States to New York, and the British Packet Boat Service there, naturally came to an end and the overland route to Halifax had to be resorted to. This route was a very unpopular one; furthermore, the inland postage added considerably to the total. A letter in my collection dated Leatherhead (Surrey) October 21, 1815, addressed to Fredericton, N.B., shows the Packet rate (in sterling) 2/2 with an additional sum in the top right-hand corner thus: Packet 2 N 5

11 2/5 currency was the equivalent of
3 N 4 2/2 sterling.

The letter arrived Halifax, N.S., February 16, 1816, having taken about four months!

Official enquiries made in the year 1826 disclosed the startling information that nearly all overseas letters coming to Canada were being carried by American Packets; the letters would be sent to the care of the various agents of the different U.S. Packet Boat Companies for posting in New York. The Ocean Postage was only two cents, so that, with the U.S. and Canadian Inland postage added, the total postage on a letter was usually about 2/1 (currency).

These American Packet boats began first in 1816 with the famous Black Ball Line (New York to Liverpool); other well-known Lines were the Red Star Line, the Dramatic Line, the Swallowtail Line, and a host of others, all plying between Liverpool and London from New York, Philadelphia, or Boston.

I have several covers carried by these Packet services; all are from England, dating between 1821 and 1835 and addressed to Montreal and Quebec. None bear any British Postal markings or postage. All have the New York arrival postmarks, and are rated to the U.S. border in cents, and in sterling to their Canadian destination.

One of my favourite covers, "stampless" in every meaning of the term, because it bears not a single hand-struck postmark, is one from Glasgow, March 30, 1828, to St Catherines, near Montreal, endorsed "per Favorite." The contents concern an invoice for pig iron "shipped on board the Brig Favorite, Alexander Allan, Master." Alexander Allan was the father of Hugh Allan, the founder of the Allan Line, and according to a book on early Canadian shipping, the "Favorite" was one of the most popular vessels sailing from the Clyde to the St Lawrence River, and was owned by Alexander Allan.

I recollect buying this cover for a few cents in Montreal a year or two ago, and was attracted not only by the name Allan, but by 11½d written in ink in the top right-hand corner. I have been unable to ascertain just where this letter was handed in for it to be assessed 11½d postage. Obviously somewhere along the St Lawrence River. Another similar cover dated South Shields, March 31, 1825, by the "Horatio," addressed simply to Montreal, carries the pen-written postage (in red, denoting paid), 1s 8½d. Whether this was also given in by the Captain at a little St Lawrence port or not I cannot determine for sure.

Doubtless people depended a great deal upon these small trading vessels for the carriage of mail to and from the Old Country in the first quarter of the 19th century.

Around 1830 great agitation arose for improved postal services, not only on the Overseas services but also within the Provinces, and Canadian merchants as well as those in High Offices, including the Governor-General, voiced their protests in no uncertain terms. There is no doubt that this continued agitation stirred the British Government to action, and that the arguments put forward by the people of Canada had some weight in bringing about their decision to subsidise a new Mail Packet service, which was to become the famous Cunard Line.

The year 1838 saw the first mail carried across the Atlantic to New York, by steamship, the "Great Western" and the "Sirius" being the two pioneer mail steamers. The "Great Western" continued for many years in service, and Canadian mail carried by the ship is not uncommon. On May 4th, 1839, Samuel Cunard, a well-known and respected citizen of Halifax, N.S., secured a contract with Her Majesty's Government for the carriage of mails by steamship, and on July 4th, 1840, the first of his fleet of four steamers, "The Britannia," made the voyage across the Atlantic from Liverpool to Boston in 12½ days. The contract was for two trips monthly each way between Liverpool and Halifax, between Halifax and Boston, and between Pictou, N.S., and Quebec. The British Government granted a considerable subsidy, whilst requiring of Samuel Cunard a most exacting and efficient service. The Cunard Line, or to give it its correct title, "The British and North American Royal Mail Steam Packet Company," was the British Government's remedy for the year-long complaints of the people of Canada for a good and efficient Packet service. The Cunard Line certainly surpassed all expectations in the magnificent service it rendered not only to the merchants and citizen of the United States, but also to Canada. Trade and good relations between these two countries were substantially increased as a result. A further boon was the reduction in the postage rates—1s for ½oz. between the U.K. and Halifax, N.S., and 1s 2d (1s 4d currency) to places beyond Halifax.

The Cunard Line quickly gained supremacy of the Atlantic, and in spite of hard and healthy competition from the United States became one of the world's greatest steamship lines.

In 1853 the Canadian Government contracted with a Liverpool firm, Messrs McKean, McLarty and Lamont, to run a line of screw steamers

for the conveyance of H.M. Canadian Mail twice a month in summer to Quebec and once a month to Portland, Maine, in the winter. This Liverpool firm failed badly in maintaining any regular service, and after two years the contract was cancelled. This failure was the opportunity for Hugh Allan, a prominent Montreal merchant and a man of great energy and enterprise, to found what eventually came to be known as the Allan Line, a line which existed up to the beginning of the present century. In April, 1856, Hugh Allan, having obtained a contract from the Canadian Government, founded the Montreal Ocean Steamship Company. Both Allan and the Canadian Government tried repeatedly though unsuccessfully, to secure a mail-carrying contract from the British Government. Great Britain, however, took an extraordinary attitude by terming these Canadian-owned ships as American, and insisted on treating these steamers as foreign although they sailed under the British flag! (Portland, Maine, was the U.S. port used by the Allan Company.)

Britain, by dubbing these Canadian mail steamers American, caused mail carried by them addressed to the U.S. to be rated higher than mail carried by Cunarders. Doubtless this attitude by the Mother Country was adopted to safeguard the interests of the Cunard Line, which had so faithfully carried out its contract besides establishing a splendid reputation, and whose name was a hallmark of British enterprise and reliability. The same reputation certainly could not be accredited to the early efforts of the Allan Line ships, which, in their efforts to establish record Atlantic crossings, probably took undue risks and suffered an alarming number of shipwrecks. The Cunard Company had suffered only one wreck in the whole of its existence, and that without loss of life!

The Canadian public, alarmed at such a high rate of shipwreck, demanded an enquiry by the Government, which resulted in the Line being thoroughly reorganised. From that time onward the Allan Line ranked alongside the foremost in the world, and built for itself a first-class reputation.

During the 1860's the Allan Line carried the bulk of the Canadian mail between Canada and Great Britain via the St Lawrence route at a 6d rate, and there can be no doubt that the competition offered by this Canadian venture was responsible for a gradual reduction in the postage rates. In 1878 Canada became a member of the U.P.U., when the rate of postage between Great Britain and Canada was fixed at 5 cents (2½d).

Letters carried by Allan Line steamers between Canada and Great Britain will often be found stamped with a small circular dated stamp in red "PAID COL PACKET DERRY," whilst mail reaching Glasgow (Allan's Glasgow Line was formed in 1861) received a marking in black "Glasgow COL PACKET" in two lines, and at Liverpool a similar red stamp to that used at Londonderry was employed. It would appear, then, that the British acknowledged the mail from Canada as "Colonial" (assuming the abbreviation COL to denote "colonial" and applied the American designation to the Allan ships on mail destined to a U.S. port).

Other postmarks associated with the Allan Line are the numeral obliterations which were issued to some of the Mail Packets. These are very rare, especially when found on entire covers. Among those definitely known to have been used on Allan Line mail are B.17, B.18, B.27, B.28, and B.29.

As a sideline to a Canadian postage stamp collection an arrangement of covers illustrating the points described in this article will be found to have very great interest and appeal.

VARIETIES FOR THE FINDING.

The following has been contributed by our member Isnardo Bruno (No. 250):—

(21) Re-entry on $\frac{1}{2}$ cent Numeral issue.

A hitherto unrecorded re-entry has come to my notice on the $\frac{1}{2}$ cent black or grey black of the 1898 issue. The re-entry consists of a doubling of the outside left frame, which is made up of four fine lines, and the inside frame line from a point about opposite the Queen's right shoulder and reaching almost to the top. The outer circle is doubled from a little below the shoulder almost to the second "A" of "CANADA" downwards to a point a little below the right shoulder. Traces of doubling can be found exactly opposite on the right side of the stamp, the inner and outer frames being doubled, but not quite so clearly as on the left side. Even the perpendicular lines on the Queen's veil are doubled.

As a great number of these stamps were printed on a poorish quality paper, on which the design appears very smudgy and often looks double—but is not—it is only on the better quality paper, where the design is very fine and clear, that the doubling can clearly be seen.

I believe there was only one plate used for this value, so that it must be the result of faulty rocking-in of the transfer roll.

Unfortunately my copies are singles, one on good paper, the other on the poorer quality, so I cannot give the location on the plate. Though I have examined large numbers of this stamp I have found only two with the re-entry. There were 9,180,000 issued, and there should therefore still be plenty of material for specialists to work on.

THE MAP STAMP.

By Member G. R. C. SEARLES (No. 176).



Though much has already been written about the Map Stamp and its varieties, there are probably some aspects of it that have not yet been studied. In the hope that some member or members of the Society will write up a comprehensive study of it, I am contributing the following notes about varieties that I have not seen mentioned elsewhere.

These are as follows:—

A. Printing with Greenish Blue Sea.

1. Strong line through "HOLD VASTER EMPIRE, Etc."
2. Line through "HAS BEEN."
3. Line through "THAN HAS BEEN."
4. Line through "WE HOLD, Etc."
5. Line in "E" of "POSTAGE."

B. Printing with Lavender Sea.

2. Line through "HAS BEEN."
4. Line through "WE HOLD, Etc."
6. "T" in "POSTAGE" re-entered and line through "BEEN."

BUSINESS MEETING.

Between sessions the Society's Committee got through a pile of work. Next year's programme was discussed, and it was decided to hold another Convention next year. The poor Scots' hope of a jaunt to England will have to be deferred. On the motion of Sheffield, seconded by Kent, it was decided that Edinburgh would again be the venue next year. Let's make it a still greater success, if that is possible!

AIRPOST and AVIATION

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