



MAPLE LEAVES

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

Vol. 3, No. 1

OCTOBER, 1949

Whole No. 13

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MAPLE LEAVES

JOURNAL OF THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

Edited by **A. BRUCE AUCKLAND, M.A.**

Ythancraig, Currie, Midlothian.

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Vol. 3, No. 1

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Notes and Comments

Devaluation of the £

The devaluation of the £ will affect members on this side. We shall have to pay more for our new issues and other stamps. As for members on the other side, they will have a number of advantages—among them subscriptions to magazines published here will usually be cheaper. Your office-bearers have considered the question and have agreed that the subscription to this Society should remain at one dollar fifty. They hope that members in America will consider that they are still getting good value!

Subscriptions

The subscription of 7s. 6d. for the year commencing 1st October, 1949, is now due and should be remitted direct to Treasurer H. B. Davie, as soon as possible. The few members who have not yet paid the 1948-49 subscription should include the arrears due.

Convention Fund

As some stamp gifts are still unsold, a complete statement of the result of the scheme cannot yet be given. The combined efforts of J. C. Cartwright and Leo Baresh accounted for approximately £40 and cash donations and stamp gifts dealt with by the Exchange Secretary brought another £20. In a number of instances the identity of the giver is not known, the initials being indecipherable, or that old friend—Mr Anon. A number of members made repeated gifts. We express our thanks to those whose membership number is given below and we offer an apology to any member whose gift is not hereby acknowledged:

1, 5, 6, 7, 12, 28, 32, 38, 40, 42, 43, 50, 70, 84, 85, 87, 90, 99,
105, 106, 110, 113, 117, 128, 139, 151, 155, 164, 167, 174,
184, 231, 240, 241, 242, 244, 245, 247, 253, 255, 261, 263, 264,
266, 268, 297, 303, 321, 322, 324, 325, 326, 330, 331,
363, 366, 370, 377, 378, 379, 408, 411, 433.

Articles in this Issue, etc.

It will be noticed that we keep "rubbing it in"—we still require notes, news, and articles to enable us to continue publishing this journal. Don't all "leave it to the other fella'." One member expressed himself thus: "The editor's choice is severely restricted by the unusual

modestly shown by knowledgeable members. Those talks and displays some of you give to your Study Groups or to other Societies, are surely of general interest and worthy of reproduction in our own Journal. When members are preparing talks, why not add another carbon and send a copy to the Editor?"

We do our best with the material available and always hope that perhaps the next number will be better!

Publication of the next article about Pre-cancels has had to be postponed as member R. B. Hetherington finds a gap in his information. Can any member help him by sending information about the pre-cancelling of the 15c. large head: dates of issue of the various types, numbers used and where used?

Books

Member Ramsay Stewart marked the opening of his commodious new premises at 61 Frederick Street, Edinburgh, by entertaining more than a hundred collectors and friends to cocktails and dinner. Several members of the C.P.S. of G.B. were among the guests, but they did not take time to examine any of his large stock of books that evening, even those on B.N.A.

Articles on B.N.A.

Messrs David Field, Ltd., have an article running in their West End Philatelist dealing in great detail with the 2c. Newfoundland "Guy" issue.

We have received "An Introduction to Canadian Postage Stamps and the Threepenny Beaver 1851," "Stamps of Canada, Sixpenny 1851," "Stamps of Canada, Twelvepenny 1851," all three by Wilfred M. Sprung of Ottawa. The donor was not indicated. Were they from the author?

From the author we get "Prince Edward Island Cancellations 1871-1873," by Leslie G. Tomlinson, F.R.P.S.L., a reprint from the "London Philatelist."

Corrections

An observant member points out that in Brig. Studd's article in the July issue, the year "1925" was inserted in error for 1935 as the date of the Royal Philatelic Society Jubilee Exhibition, also our late member's name should have been spelt "Lichtenstein."

News of Members

We are glad to learn that Mr Ralph K. Knight of Leicester, who had to undergo a spell in hospital has reached the convalescent stage. Even when in hospital he was able to maintain his interest in his hobby.

Many of us are aware that Miss B. Lyndhurst Ogden has been left with a serious disability after her long illness. You cannot keep a good man down, much less a good woman, and "Belinda's" letters to her correspondents would lift any depression. From what we hear, her correspondence is voluminous and widespread. Perhaps she is working right through the membership list. The Glasgow Group forgot about stamps for part of their meeting on 19th September. They discussed "Belinda," who may now regard herself as an Honorary Member of that Group. As she has been corresponding with a member in Dublin, we wonder whether she writes in English. We already know she understands broad Scots and has command also of the Manx language.

George R. C. Searles has now removed from Belper, Derbyshire, and has gone to reside in the area within the jurisdiction of the King of Kent. We expect J.C.C. has already provided another armchair at 53 Madeira Park.

Society Library

A number of correspondents have intimated that they have experienced difficulty in obtaining books of reference from the Librarian. This arises mainly from the fact that there is only one copy of each book. There is therefore a waiting list for popular books.

The Canadian Philatelic Society Handbook

The remainder of the stock of this handbook has been acquired by the Executive Committee and additional copies may be obtained from the Secretary. Price 1/-.

Group Programmes and News

Glasgow Group discussed Canadian Air Mails at their September meeting, with members McLean, Bates and McGuigan providing the display which included a number of unusual items. The October meeting dealt with the Nap stamp. Member J. Walker produced a stamp with fine re-entry showing all the bottom frame and lettering doubled—a stamp picked up in a club packet for a few pence. On 21st November the $\frac{1}{2}$ c. of 1882, on 19th December the Newfoundland Cabot set, and on 16th January booklets and coils will be the subjects.

The Newcastle Group have arranged their programme. A report of their September meeting has not been received. We note that the next meeting, which will be held on 22nd November, will deal with some of the shades of the 3c. 1870, and the following one on 24th January will deal with Newfoundland.

The Kent and Sussex Group have been very busy in the past season and are preparing very methodically for their studies in the current season. Their first meeting of the season was held on 7th September. They decided to study more deeply the individual issues of Canada and sections of Newfoundland. Members are being asked to study certain stamps with a view to making some definite advancement in study. Help will be given to the individual member by lending sections from the "Canadian Philatelic Notebook" of informative cuttings that is being compiled by the Group. (Other groups may wish to start similar collections of information).

JOTTINGS

Why are members so shy about letting others know their views and about their discoveries in their own particular field of research? We are all more or less novices: there is still so much to learn. I am sure we are all willing to read and learn the views of others. One idea brings forth another and new lines of thought may be suggested to us by reading what others think. We may be impelled to go to our own collections to check up the particular facts referred to. When a theory is propounded, let members examine their own collections for evidence in support or otherwise. Then let them write to the Editor giving their findings. Members should not expect a few students to write articles for them to read and criticise and do nothing further. Mutual help is needed. Let them put their criticisms in writing. Again—what problems have the various Groups discussed and left unsolved? Let them write up notes of the problem and their suggested solutions. Perhaps outside help will be forthcoming. An old adage comes to mind: "We are here to help others; what the others are here for we don't know"—but we shall know if they take up pens and write to the Editor.

(Contributed).

Wings Over Canada

By FRED L. WELLMAN.

Conclusion of Reprint from the "Jack Knight Air Log,"
Journal of the Jack Knight Air Mail Society, U.S.A.

General Airways, Ltd.—The headquarters of this company were located in Toronto, Ontario. They had bases at Rouyn, Amos, Oskelaneo River, Noranda, and Hudson. They did freighting and general charter work. Mr A. Roy Brown was the President and they used radio equipped aircraft in passenger service.

Klondike Airways, Ltd.—This company began operations on October 12, 1928, in the Yukon. They carried mail between Whitehorse, Keno Hill, Mayo Landing, Dawson, and Wernecke. The first flight pilot was T. G. Stevens and 650 pounds of mail, practically all parcel post, were carried. First flight covers appear to be unknown and it is very likely that just a few exist. Commencing in December, 1928, the company stopped using their semi-official stamps, and only carried government mail at the regular rates.

Laurentian Air Services, Ltd.—This company operates out of Ottawa. They do freighting and air charter work in the Laurentians.

Laurentide Air Service, Ltd.—The history of this line will be found in Mr Everett Erle's article on this line, elsewhere in the Log.

Leavens Brothers Air Services, Ltd.—This is a charter service which has its main operating base at Barker Field, outside of Toronto. Other bases are located at Larder Lake, Windsor, Leamington and London, all in the province of Ontario. They do service work on aircraft and have an extensive stock of aircraft supplies. Crop dusting, D.D.T. spraying, and flying instruction are also a source of income for this organisation.

Mackenzie Air Service, Ltd.—This company began operations during 1937 from Edmonton north to the mining areas around Coppermine and Yellowknife. They became a part of Canadian Pacific in 1942.

M. & C. Air Express and Aviation Company, Ltd.—M. and C. claims to be the oldest operating company in Canada, having been in continuous business under the same name since 1926. However, during the last summer they have been absorbed into the government-sponsored air service of the Province of Saskatchewan. They did a cargo and charter business.

Maritime Central Airways, Ltd.—The history of this line will be found elsewhere in the Log, in the special article by George Myall.

The Maritime and Newfoundland Airways Company.—An unofficial flight not sanctioned by the Department was made with stamps of this company. The semi-official stamps also were never authorised by the Canadian government. They inaugurated air mail and passenger traffic in 1930 between Newfoundland, St. Pierre, Miquelon and the Maritime Provinces by way of Sydney. It is believed that about 1000 of these covers were carried unofficially for collectors. The planes were of the Fokker type and traffic was suspended in 1931.

Northern Air Service, Ltd.—This airline began operations on May 18, 1925, with an experimental flight between the bases at Rouyn Lake and Haileybury in the Province of Ontario. Regular service went into effect on June 27, 1925, between these points. Mr B. W. Broatch was the pilot, carrying about 400 covers.

Northern Airways, Ltd.—This company operated in the Yukon territory around Atlin, Carcross, Whitehorse and Telegraph Creek. They ran a charter and freight service. Mr R. C. Randall was the operator.

Patricia Airways, Ltd.—This company existed only about two months: February and March of 1928, when it was taken over by Western Canada Airways Ltd. Pilot Charles Sutton flew all trips. The number of covers carried on first flights are those with company stamps only. They operated between Sioux Lookout, Gold Pines, Red Lake, Jackson Manion and Narrow Lake.

Patricia Airways and Exploration, Ltd.—This airline succeeded the Elliot business. They were awarded the air mail contract by the Post Office Department for the Red Lake District and started service on July 7, 1926. They carried besides the airmail, freight and passengers. As this company did not have their own semi-official stamps ready when mail was first carried, they were authorised to use stamps of other companies. For carrying the mail between June 27th and July 6th, 1926, the company was paid 25c. per letter by the government, believed to be the only occasion this has ever been done in Canada. They operated between Sioux Lookout, Red Lake, Woman Lake, Pine Ridge, Birch Lake, Cryderman Mine, Haileybury, Rouyn, Collins, Fort Hope, and Lac du Bonnet.

Prairie Airways, Ltd. — This company operated throughout the Province of Saskatchewan and was one of the successful services. In 1942 they became a part of the Canadian Pacific Airlines System. They operated between North Battleford, Regina, Moose Jaw, Prince Albert, and Saskatoon.

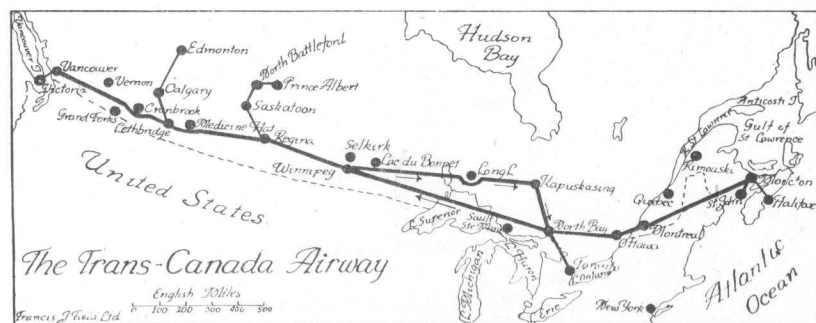
Quebec Airways, Ltd.—This company was formed in 1938 to operate along the St. Lawrence River area north of the city of Quebec. They also ran a charter business besides carrying passengers, express and freight. They are now a part of the Canadian Pacific Airlines System.

Staratt Airways and Transportation, Ltd.—Staratt Airways operated in the mining regions around Red Lake and Sioux Lookout in the late 20's. Their main bases were at Hudson, Kenora, Red Lake, and Savant Lake. They moved freight, passengers and express by plane, boat and tractor, so one of their labels says.

Queen Charlotte Airlines, Ltd.—This airline operates out of Vancouver Airport, Vancouver. They are a new airline doing scheduled and charter work. They carry air freight.

Lome Airways.—This airline runs charter flights out of the Island airport in Toronto.

Trans-Canada Air Lines.—This is Canada's national air service which was formed in April, 1937. They now fly to England.



United Air Transport, Ltd.—This company began operations in 1931 with a used Fokker plane and one pilot, Grant McConachie. The enterprise grew and became a part of the Canadian Pacific Air Lines system. They operated in the Western Canada area and took over parts of Canadian Airways and MacKenzie Air Services.

Western Canada Airways, Ltd.—This company commenced operations in the Red Lake District on December 25, 1926, having only two planes. It eventually became Canadian Airways, operating all over Canada. It is now a part of Canadian Pacific. Their contract to carry mail became effective on May 1, 1927.

Wheeler Airlines.—This airline is one which originated in 1921. It enjoys the distinction of being the oldest commercial airline in Canada. Wheeler operates daily scheduled flights between St. Jovite and Montreal. Hunting and fishing charter flights, crop dusting, D.D.T. spraying, fire patrol, fish planting, mercy flights, freight and cargo flights, and nation-wide charter flights are all services performed by Wheeler. The line is owned by F. H. Wheeler.

White Pass and Yukon Route.—This airline was a part of the White Pass and Yukon Route System until it became a part of Canadian Pacific. Their air service operated between Whitehorse, Mayo, Dawson, and other Yukon points carrying passengers and freight. They also did charter work.

Wings Limited.—This company operated in the area between Winnipeg, Manitoba, and the mining fields in Ontario. Operations began in 1936 and in 1942 they were absorbed into Canadian Pacific. They did extensive advertising to promote the use of their air services.

Yukon Airways and Exploration Company, Ltd. — This company operated in the Yukon territory of Canada between Whitehorse, Mayo Landing, Dawson, Werneke, and Keno Hill. They began on October 24, 1927. On April 13, 1928, first flights were made to Carcross and Atlin. On December 8, 1928, Telegraph Creek was given service.

Yukon Southern Air Transport, Ltd.—This company flies an inverted "Y" type route between the cities of Edmonton and Vancouver in the south and Whitehorse and Dawson in the north. In 1935 Grant McConachie, the Canadian pioneer, made charter flights into the vast northern wilderness. Later, on the basis of these flights, a regular scheduled air mail service was started to Fort St. John and Fort Nelson and later completed to Dawson. This company grew in size and equipment until at the outbreak of the war it was the most important factor in the northern Canadian air picture. They are now a part of the Canadian Pacific Air Lines System.



Early Newfoundland Air Mail Flights

By JAMES A. R. DRYDEN, F.S.P.S.

A glimmering of the full extent of the transport revolution wrought by the coming of the aeroplane reached world consciousness as the result of the astonishing flights by British pilots which etch the year 1919 deep in aviation history. A single decade separated the men who dared trans-ocean journeys of thousands of miles from the pioneers who first staggered with no certainty of arrival across the twenty-one miles of the English Channel. In that brief space of time the flimsy and inefficient small craft flown by men like Hucks, Graham-White and Hamel became real flying machines fitted to undertake without too great a margin of risk even the crossing of the dreaded North Atlantic Ocean.

The first air mail flights in Newfoundland were those, in 1919 in connection with the attempts to win the "Daily Mail" prize for the first aeroplane to fly the Atlantic.

The two machines ready in April were the Sopwith piloted by Mr Harry Hawker and navigated by Commander Mackenzie Grieve, and the Martinsyde piloted by Capt. Raynham. Mails for each of those planes were made up by arrangement with the Postmaster-General of Newfoundland. 200 of the 3c. Caribou issue were specially overprinted for use on the mail to be carried by the first machine away. 18 of these were faulty and 95 were used to frank letters. The Sopwith was first to get away on May 18th. After flying 1100 miles the machine came down in the sea alongside a small Danish fishing vessel, the s/s "Mary." The little ship did not carry wireless, and for nearly a week the airmen were mourned as lost. Their arrival ashore was the signal for an outburst of national thanksgiving which indicated sufficiently how the attacks on the ocean crossing had stirred public imagination. The aeroplane and the mail-bag were afterwards salvaged by the s/s "Lake Charlotteville" and taken to Falmouth. Nearly all the covers are sea-stained and it is generally found that the stamp has moved from its original position on the letter owing to the immersion of the mail-bag in the sea. A magnificent failure.

Although Hawker got away first, Raynham started off on the same day carrying a mail of about 60 letters, mostly franked with the 3c. Caribou stamps without overprint or surcharge, though a few were overprinted in manuscript "Aerial Atlantic Mail—J.A.R.," the latter being the initials of the P.M.G. of Newfoundland. The Martinsyde crashed soon after the start.

On Saturday, June 14th, 1919, two British officers, Captain John Alcock, pilot, and Lieut. Arthur Whitten Brown, navigator, left St. John's in a Vickers "Vimy" biplane powered by two Rolls-Royce 375 h.p. engines. They landed 15 hours 57 minutes later in boggy land at Clifden, Galway, the big plane upending gently on to its nose in the soft soil, where a few minutes afterwards it was the cynosure of a small crowd of peasants and girls from a school nearby. The mail was delivered in London on June 17th.

The crossing of 1890 miles was completed at an average speed of 118 miles an hour, thanks to a following wind, and remained on record for nearly thirteen years as the fastest ocean crossing. The aircraft employed was a war-time bomber, slightly modified to meet the special demands of the great venture and carrying extra fuel tanks. No other airman succeeded in crossing the ocean by aeroplane till eight years later, a fact which enhances the splendour of the exploit and indicates the high quality of British war-time aircraft and aero engines.

Canadian Postal History

By HERBERT BUCKLAND, Toronto.

The postal system in Canada is based on that of Great Britain. When in 1760 Canada became a British possession, a postal system connecting the older British colonies in North America and linking them with Great Britain was in operation, under the control of the British Postmaster General, but administered by deputies of his own choosing. One of the earliest of these deputies was Benjamin Franklin, whose headquarters were at Philadelphia, and immediately on receiving word of the signing of the treaty giving Canada to Great Britain, he came up to Canada for the purpose of extending the British postal service to this country. He opened a post office at Quebec and subordinate offices at Montreal and Three Rivers and placed them in charge of a young Scot named Hugh Finlay who had been a few years in the country. Finlay thus became our first resident Deputy Postmaster General under British rule, and as a matter of fact, a few years later he succeeded to Franklin's own position on his leaving office.

Owing to Franklin's prompt action, the postal service was the first of the institutions of government which was placed on a settled footing after Canada became a British province.

The postal system in Canada as established by Franklin was connected with that of the other British colonies in North America by a courier service between Montreal and New York, the trips taking nine or ten days and being performed by way of Lake Champlain and the portage to the Hudson, and down that river to New York where connection was made with the packet sailing monthly for Great Britain.

At this time it cost two shillings to send a single letter (one sheet) from New York to Montreal, and three shillings from New York to Quebec. A few years later these rates were reduced to one shilling and a shilling and fourpence respectively, the charge being fourpence a letter up to sixty miles and sixpence up to one hundred miles, with an additional twopence per hundred miles thereafter. It cost eightpence to send a letter from Montreal to Quebec.

Halifax had had a post office since 1755, but owing to the excessive charges had had but little benefit from it. The reductions provided for in 1765 allowed a rate of fourpence between any two seaports in America, and this put Halifax in comparatively easy communication with Boston and New York.

It is stated that prior to the commencement of the American Revolution in 1775, the courier service in the British colonies was quite equal, if not superior, to the service in England. The immediate effect of the Revolution, however, so far as Canada was concerned, was to disrupt the service to New York (by that time a twice-a-week service) and it became necessary to provide otherwise for the maintenance of communication with Great Britain. While navigation was open on the St. Lawrence, occasional visits were made to Quebec by war vessels and merchantmen, and advantage was taken of all opportunities to send mail to England. When navigation was closed on the St. Lawrence, the only possible means of establishing winter communication with Great Britain was to send couriers by the inland route to Halifax, which presented many difficulties. The trip was a very long one (over six hundred miles by the route the couriers took) and at certain seasons the natural obstacles in the way of travel were almost insuperable. Only occasional trips were possible; they could not be made in less than a month, and they cost at least £100 each, a not unimportant consideration in those days.

With the conclusion of peace in 1783 and the recognition of the independence of the United States, the question of re-establishing communication with Great Britain via the New York boat service was urged by Canadian merchants, but owing to rancour remaining from the war, there was considerable difficulty in effecting any satisfactory arrangement, and finally efforts were made to provide instead an improved service overland to Halifax, with a view to mails being forwarded by that route during the winter season when navigation in the St. Lawrence was impossible. Canada undertook the portion of the route lying between Quebec and Fredericton, and the governments of New Brunswick and Nova Scotia were to be responsible for their respective portions of the remainder. The British Government approved the action taken and agreed to endeavour to spare enough boats to make the mail service to and from this country of substantial benefit to the colonies, even though it must be irregular. In 1788 it was arranged that the packet boats running between Falmouth and New York should call at Halifax monthly between March and October, on both inward and outward voyages, but the winter mails had to go via New York to Boston, and a steamer provided by the Government of Nova Scotia took them to Halifax from this point.

Subsequent to the American Revolution, considerable numbers of United Empire Loyalists settled in Canada, especially in the district between Niagara and the head of Lake Ontario at Hamilton.

Niagara had a post office in 1789, and offices were opened at Cornwall, Elizabethtown (Brockville) and Kingston also in that year. Except for a single trip made annually from Montreal to Niagara, there was no mail service beyond Kingston. A courier set out from Montreal in January, travelling on foot or snowshoes, with his mail bag over his shoulder, and this journey to Niagara and back to Montreal was not accomplished until Spring was approaching. He did very well when he covered eighteen miles a day. In Summer, mail was sent forward from Montreal by occasional trips of boats on the river and lake. Until 1794, when the lines of the present city were laid out under the direction of Governor Simcoe, York (Toronto) was almost completely isolated. An official sent to Kingston to accompany immigrants to York, found very few desirous of going so great a distance from all settlements. The records do not show definitely when the post office at York was established, but it is fairly certain that it was either in 1799 or 1800.

In 1782 the first postal convention to which Canada was a party was concluded with the United States, under the terms of which the United States Post Office engaged to act as intermediary for the conveyance of mails between Canada and Great Britain. When a mail for Canada reached New York by a British packet, it was taken in charge by the British Packet agent, who after sorting it, placed it in a sealed bag which he delivered by messenger to Burlington, Vermont, and it was taken from there to Montreal by a Canadian courier who made the trip every two weeks. (A few years later, trips were made weekly). Mails for Great Britain during the winter months when the packets did not call at Halifax, were thus provided transportation via New York.

This convention provided also for the interchange of correspondence between Canada and the United States, the postage charge being the combined domestic charges of the two countries, and for the conveyance of periodical magazines between Canada and Great Britain at the unusually low figure of eight cents a magazine for such conveyance.

The relations between the Post Office and the Governor and Legislatures in those early days were very peculiar. The Deputy Postmaster General as an official of the General Post Office in London was subject to the orders of the British Postmaster General and to no other authority whatever. Thus, although an efficient postal service was of prime importance to the colony, the colonial authorities had no power to do more than submit their views and wishes to the Postmaster General in England or his Deputy in Canada. Had the Post Office been pursuing a progressive policy adequate to the need of the time, all might have been well, but as a matter of fact the Deputy Postmaster General was under strict injunctions not to enter upon any scheme for extension or improvement of the Postal Service unless fully satisfied that the expenses resulting would be covered by the increased revenue. He was not permitted to apply the surplus earning from one portion of the service to meet the needs of some less prosperous place or district. Finally, in view of the urgent need for improved means of postal communication in Upper Canada, the Lieutenant-Governor, on finding out how matters stood, undertook that the Province should make up any deficiency arising from carrying out the postal improvements and extensions proposed by him.

In 1810, fortnightly mail couriers were put on between Montreal and Kingston, and with improvement in the roads beyond Kingston the following year, similar service was given to York (Toronto), and Niagara. About five years later this service was made weekly. The mails were carried between Montreal and Kingston by coach, between Kingston and Niagara on horseback or by sleigh, and fortnightly to the settlements at the western end of Lake Erie on foot.

The postal service in Lower Canada and Eastward remained unchanged for some years prior to the war of 1812. The couriers between Montreal and Quebec left each place on Monday and Thursday mornings, and, meeting at Three Rivers, exchanged mails and returned, reaching their points of departure two days later. The mails between Quebec and Fredericton, N.B., were exchanged fortnightly in summer and monthly in winter, and between Fredericton and St. John, and St. John and Halifax there were weekly exchanges.

Lower Canada found its principal outlet to Great Britain in the weekly mail carried between Montreal and one of the towns of the United States near the Canadian Boundary. In 1810 the exchange of mails between Lower Canada and Boston and New York was effected at Swanton, a small town in Vermont.

There was more or less complaint, however, regarding the slowness of communication with the United States and the Maritime Provinces. Letters from New York seldom reached Quebec in less than fifteen days, and it usually took a month for the courier to travel from Halifax to Quebec. It was claimed that it ought to be possible to have mails make better speed than this between the points in question. As a matter of fact, the Deputy Postmaster General had made efforts to secure an improved courier service connection with New York, but his proposals did not meet with any success at Washington, nor was he able to arrange for the landing of British mails at Boston during the winter instead of at New York, which would have considerably facilitated delivery in Canada.

The war of 1812 had noticeable effects on the postal service. The mails passing between Quebec and Halifax had to be safeguarded against attack of parties from across the border and against privateers who

infested the lower waters of the St. John River and the Bay of Fundy. From the time the courier on his way eastward left the shores of the St. Lawrence, he was in danger of surprise. The portage between the St. Lawrence and Lake Temiscouata was wild and uninhabited, and it would have been an easy matter for the enemy to waylay the courier if he travelled unprotected, and after he reached the St. John River a considerable part of his route lay in territory which was afterwards adjudged by the Ashburton Treaty to belong to the United States. Special measures had therefore to be taken to provide for the security of the mails, involving a certain amount of military protection and a change in the route travelled.

As more frequent communication between Montreal was necessary during the war, the mails began to be carried daily instead of twice a week. At the conclusion of the war the frequency was reduced to five trips a week and remained so for many years.

As previously mentioned, there was much agitation in Upper Canada for improved postal facilities, and during the year 1815 the Governor General (located at Quebec) began insisting on improved means of communication between his headquarters there and the portion of his command which was in Upper Canada. The Deputy Postmaster General, Heriot, in view of his very definite instructions from the General Post Office in London regarding expenditures and extensions, was not in a position to give what was demanded of him. After a long period of altercation and complaints on the part of the Governor, and after repeated requests from Heriot to the General Post Office to be relieved of his position, he was finally allowed to resign, and on the recommendation of a number of London merchants who traded with Canada, Daniel Sutherland, the Postmaster at Montreal, was appointed as his successor in April, 1816.

An effort was made at this time to move the headquarters of the Department from Quebec to Montreal, but no change was made. While there was no direct official relation between the Governor General and the postal service, it was considered by the Postmaster General to be desirable for reasons of policy to continue the headquarters at Quebec and endeavour to improve the strained relations then existing between the post office and the chief executive and establish a more cordial feeling which removal to Montreal at that time might render impossible.

At the time that Daniel Sutherland became Deputy Postmaster General in 1816, there were only 10 post offices in Lower Canada and 9 in Upper Canada, but when he retired about ten years later there were 49 in Lower Canada and 65 in Upper Canada.

A notable feature of his administration was the extension of the postal service into settlements which lay off the beaten lines.

The first of the settlements to which postal facilities were given in this way was that at Perth, Ont. This district had been opened up in the spring of 1816 by a party of Scottish artisans and peasants, who were very shortly joined by a large number of disbanded troops set free at the conclusion of peace with the United States. By October, 1816, there were 1600 settlers in this district. As it happened, the then Governor General interested himself in this settlement and secured the establishment of a post office, a road broken through to Brockville, and fortnightly trips from that point with the mails. A settlement opened up a couple of years later at Richmond (about twenty miles from Ottawa) also was linked up with Perth by a blazed trail in order that it might be provided with mail service.

A number of families from Massachusetts, led by Philemon Wright, settled about 1800 on the location of what is now the city of Hull, Que. These settlers were thrifty and intelligent and during the next fifteen years attained a fair degree of prosperity. The settlement was so far from Montreal that it was at first impracticable to give it the benefit of the postal service. However, little groups of people were taking up land both above and below the Long Sault rapids, and in 1819 a steamer was put on the Upper Ottawa running between the head of these rapids and Hull—there had already been for some time a steamer running between the foot of the rapids and Lachine. An effort was made to have post offices opened on the river route and while this was at first refused on the ground of the expense, the Deputy Postmaster General withdrew his objection when a guarantee was given by a number of gentlemen interested in the district that the Post Office would be protected against any loss that might ensue. Several post offices, including one at Hull, were then set up.

During the early part of the nineteenth century, postal service was extended to the eastern townships in Lower Canada. At the close of the war of the American Revolution, the settlement of this district (lying along the northern border of the states of New York, Vermont and New Hampshire) was a matter of considerable concern to the British Government. Lord North favoured settling it with old soldiers, but the then Governor General, Lord Haldimand, was of the opinion that the best interests of peace would be served by keeping it in an entirely uncultivated condition so as to form a barrier between Lower Canada and these border states. However, succeeding Governors gave grants freely in this district, and in 1812 there were about 17,000 people settled there. The Colonial Secretary in 1816, on learning the state of affairs, was highly displeased and directed the Governor to do everything possible to discourage further settlement and to restore the cultivated country to a state of nature. This policy was continued for five years, at the end of which time the Governor General reported that the district was becoming a resort for all the felons escaping from Justice within the Canadian provinces and from the United States, that all sorts of crimes were committed there with impunity, and that American lumbermen were everywhere cutting down the best timber. This report resulted in a reversal of policy and the opening up of the borderlands for cultivation.

The first post office opened in the Eastern townships of Lower Canada was in 1817 at Stanstead, the centre of a settled population of about 2500 on the main stage route from Quebec into the state of Vermont. This office and three others opened at the same time were given a weekly exchange of mails with Quebec, by way of Three Rivers. The post office at Sherbrooke was opened in 1819, replacing an office established in Aston township a couple of years earlier.

In Upper Canada, the Belleville post office was opened in 1816 under the name Bay of Quinte, and in 1825 Hamilton, London, Brantford and St. Thomas were provided with post offices.

A curious fact is learned from post office lists of this period. While Toronto was still called York, and Hamilton had no post office at all, a post office called Toronto appeared on the list of 1819 as having been opened in 1817, and another called Hamilton as having been opened in 1819, and there is nothing in the lists to indicate where they were located until at a later date the names were changed to Port Hope and Cobourg respectively.

(To be concluded)

RANDOM NOTES BY THE EXCHANGE SECRETARY

Member C. L. Jolley is doing a spot of research work on inks used by members on club sheets. He has observed that certain ink used has, in fact, penetrated stamps above and below, but that this marking can be observed only by using a quartz lamp. We trust that he will let "Maple Leaves" have his conclusions in due course.

A brief letter from J. P. Monson: "I enclose my usual monthly contribution to the Exchange Section." How the Exchange Secretary appreciates such a member! To maintain his reputation, K. C. Anderson also sends regular contributions — for the purpose of preventing the Exchange Secretary from going grey! The Secretary takes comfort in the thought that he still has enough hair to make such a change noticeable.

Stamps can overcome the cigarette shortage! The Exchange Secretary spent an enjoyable holiday in Aberdeen. On his first stroll he observed a tobacconist shop with stamps also on display. He got his cigarettes; the C.P.S. gets a new member. He also spent a delightful evening with members J. Anderson, O. A. Fraser and Albert Smith. The discussion was on stamps, Aberdeen Football Club, and stamps. Incidentally Ossi Fraser showed a number of George V. Canadian cancelled at Kobi and Tokyo. Perhaps some member would contribute an article on these interesting cancellations.

Are our members' powers of observation growing less? In a recent packet the 13th recipient picked up several copies of a rare re-entry on a high-value Canadian stamp, and at 9d. a time too. This reminds us that a "burr on shoulder" variety of the 1859 17 cent stamp, clearly marked as such, passed round a complete circuit, and at under 30s. too!

Some unusual Newfoundland varieties, including a Mint block of S.G.94 and a perforation variety of S.G.164, were circulated recently.

In the latter case the perforations at the top and bottom of the stamp were at two levels and the vertical perforation cut diagonally through the stamp. A further variety of the stamp is in circulation. The perforation is such that although the piece is normal size, a quarter of each of four adjoining stamps are included.

Letters to the Editor

Proofs of Early Canadian Stamps

Mr Clarence W. Brazer, Journal Editor of the Essay Proof Society, New York, writes:—

"Through the courtesy of Robert J. Duncan, of Armstrong, B.C., Canada, I have received "Maple Leaves" for October, 1947, which contains an article on 'Proofs of Early Canada Stamps,' by M. A. Studd, reprinted after publication in the Essay Proof Journal No. 5, January, 1945, of the biography of Henry G. Mandel and a following article wrongly called 'Mandel' Die Proofs. I am mailing you a copy of our Journal No. 5 so that you may note the discrepancies, especially your 'Editor's Note.' We have been unable to find any evidence that Mandel made any 'Reprints.' Can you supply any? On page 11, 'Mandel Reprints' are mentioned, but in 1877 Mandel was only 20 years old and we have no evidence that he was then connected with the A.B.N. Co. prior to about 1886. Have you, or Brig. Studd? Nor can I find any evidence that he had in his collection any Canada proofs

larger than blocks of four. Have you? It is possible that he may have had the full panes of India paper plate proofs of Canada early issues, but I have not been able to find any evidence here. Nor can I find evidence that plate proofs were reprinted after the stamps were contemporaneous, except for those printed in orange at the time of the Confederation of 1867, up to which time the cents issue was contemporaneous. All Canada plate proofs, other than those in orange, were no doubt contemporaneous with the stamps of issue.

"Even if evidence can be produced that Mandel had panes of plate proofs in his collection, I see no reason to attach his name to them any more than the names of other collectors who also had them."

Brigadier M. A. Studd replies:—

"This is an old controversy which I thought had been settled to everyone's satisfaction about 3 years ago. I think I had better give all the facts as known to me and perhaps you would like to publish a copy of Brazer's letter in 'Maple Leaves,' and also a copy of this reply.

"(1) My article on Proofs and Essays of Canada was reprinted from Godden's Gazette of 1933-34, where it first appeared. The article was based on a collection of proofs which I had formed mostly between 1925 and 1929, i.e., over 20 years ago. At that time certain Canadian die proofs and plate proofs were known universally in this country as Mandel proofs or Mandel reprints. Equally, I think that they were so named in the U.S.A. and Canada at that time. Anyhow, my article in Godden's Gazette, which had a circulation in U.S.A., brought no protests from that country at the time.

"I think that you will agree that it was natural for me to refer to to them in my article by the name by which they were recognised, in this country at least, at the time.

"(2) In 1945 or 1946 the late Mr P. L. Pemberton drew my attention to the Essay Proof Journal of January, 1945, in which it was made clear that Mandel could not have had anything to do with the production of the proofs associated with his name.

"The question then arose as to how Mandel's name could have become connected with them.

"Pemberton and I agreed that the probable reason was because Mandel had been an employee of the American Bank Note Co., and up to his death had a very fine collection of Proofs and Essays produced by that firm. Pemberton may have written to Brazer explaining this, or he may also have put a notification in his journal (the Philatelic Journal of Great Britain)—I cannot remember.

"(3) When you reprinted my article in 'Maple Leaves' I do not know if you referred to me. If you did, I am afraid that I forgot to tell you the gist of my para. 2 above.

"(4) In my article referred to, you will note that I stated that the **plate** proofs in orange perplexed me, and that I thought that they were probably intermediate plate proofs.

"Mr Brazer now states that these were printed at the time of the Canadian Federation in 1867.

"If this is correct—and I presume that it is—then I think it gives a clue to the **plate** proofs which I assigned in my article to Mandel.

"Plate proofs in ultramarine, chocolate and other lurid colours do exist of the 17 cent 1859 issue, and the flaw over Cartier's shoulder can be found on these. This flaw came only on the last two printings of the 17 cent in 1866-67, and show the last 'state' of the flaw. It was not unnatural, I think, for me to call them post-contemporary, in view of the fact that they showed the last known 'state' of this particular flaw, and hence the last state of the plate. It seems probable to me now that they also were issued in 1867 at the time of Confederation—when the last printing from the 17 cent plate had been taken. Plate proofs of the 12½ cent in blue-green showing the renovated state of the plate are also in existence—the renovation took place **about** 1865-66, quoting from memory.

"These also may have been issued at Confederation in 1867.

"(5) The so-called Mandel **Die** Proofs were—we are agreed—'cut-outs' from advertisement sheets of stamps issued between 1864 and 1870 by the American Bank Co.

"I hope that this letter will clear up the whole matter."

NOTES BY THE PUBLICITY AND ADVERTISING MANAGER

With the exception of the select few who from their earliest days were reared by knowledgeable uncles on philately, we have all started with our hobby in the same way: First, a mixed collection with one or two pages of Canadians, then gradually eliminating country after country and expanding the B.N.A. Section until, as is the case with our southern Vice-President, it reaches the proportions not only of many albums, but a whole room full!

As the collection grows, so our knowledge increases. We gradually learn to distinguish between shades and papers; we detect varieties (real and imaginary)—until one day we have reached the acme of proficiency: we are able to recognise without hesitation the 1870 3 cents Indian Red!

The case of most of your office-bearers is very similar. Being fired with enthusiasm for the hobby, we are anxious to further the interests of philately beyond the limits of our modest collections, but most of us start on our careers of officers with little more than enthusiasm and an elementary knowledge of the job. We have our shortcomings—and I personally am very much aware of mine—but we hope to improve and continue improving, as we gain experience.

In the same way our organisation continues to improve until one day we hope the C.P.S. of G.B. will be one of the strongest and best in the world. However, much more is needed than a few enthusiastic and hard-working office-bearers to build up the society of our dreams. Only the whole-hearted co-operation of all the members will enable us to achieve this aim. A little additional effort on the part of each member will have a cumulative effect out of all proportion to the individual's contribution.

I feel sure than many of you are willing and even anxious to help, but so far have been unable to do so for lack of knowing how to do it. There are, of course, many ways: strengthening the group activities, contributing to the packet, sending our editor B.N.A. studies and interesting information, etc., etc. As your Publicity Member, however, I am particularly concerned in the progress of my own department and I personally appeal for your help in this sphere.

The main objects of our publicity are directed towards strengthening the Society by increasing the number, size and activities of our study groups until it is recognised as the foremost authority on B.N.A. stamps. You can help by improving our knowledge and increasing our membership. Report to us the results of your studies, tell us of any new finds and get your friends to join the C.P.S., even if they profess only a mild interest in B.N.A. stamps. Members of your Executive Committee will give you any help you may need; if you are not sure of your new find, your more experienced colleagues will gladly vet it before publication; if you require an extra copy of "Maple Leaves" for a prospective member, let us know and we will post one to him.

There is another matter on which I need your help. Our Society journal is a costly publication and the only way in which we can prevent it from being too heavy a drain on the Society funds is by securing a reasonable number of advertisers. Many of you have a favourite dealer from whom you obtain your B.N.A. material, and a few words at the right time—possibly when you buy that Beaver which he has been keeping for you until your stamp funds improved—will secure his advertisement for at least a quarter-page.

"Maple Leaves" is a society organ with a limited circulation and we cannot claim for it the vast circle of readers such as professional stamp journals may do. Every copy of it, however, is read from cover to cover by a B.N.A. enthusiast, and any dealer having B.N.A. material will find advertising in "Maple Leaves" by far the best means of disposing of anything connected with B.N.A. philately. (Advertising rates are given on Page 4).

I sincerely hope that I shall have your active support in my task and I would welcome any criticisms and suggestions also.

Let us all pull together and make the C.P.S. of G.B. a specialist society without equal throughout the world.

LARGE CENTS PERF. $11\frac{1}{2} \times 12$

In the large cents issue of 1868 certain values had a long life and between the years 1873 and 1878 some are found perforated $11\frac{1}{2} \times 12$. Those values are the $\frac{1}{2}$ c., 5c. and 15c. I have in my volume one stamp, value $12\frac{1}{2}$ c., identical from the perforated measurements with these other values. I have only the one copy. It is dated 1877. I wonder if this variety can be corroborated and the fact established that the $12\frac{1}{2}$ c. should be given catalogue status, with a place in the 1873-78 group. Will members report to the Editor any confirming facts?

R. W. T. L.-J.

THE 3c. 1870 PERF. $12\frac{1}{2}$

In Vol. 2, Number 7, it was suggested that all known copies of the 3c. 1870 perf. $12\frac{1}{2}$ should be registered. Only two members have written about it. Member V. Carnan states that he has three copies, two of them cancelled with the two-ring 7 of St. Johns, N.B., and one with bars only. The other member writes that in an auction some time back a copy came up for sale. It was dated and part of the postmark showed the letters "ORL." This may be GORE, but the position of the letters seems to indicate a word of six letters. The town must be either in New Brunswick or in Nova Scotia. Will members offer their suggestions?

REPORT ON THE EXCHANGE SECTION

In 1948 there were 19 packets circulated, valued at £1698 and sales amounted to £729. In 1949 so far 17 packets have been sent out, valued at £1966, of which nine are still in circulation. Our Exchange Secretary aims at quick returns and prompt payment—circulation is completed within six months. The proceeds from all packets issued up to 31st May, 1949, have already been paid to contributors. The Exchange Secretary acknowledges receipt of all contributions and keeps a members' wants list. The quality of the packet is steadily improving—the September, 1949, one is valued at £260. The last packet broken up specialised in Newfoundland and sold £60 out of £84 value. Packet sales average 50%.

There are over 300 prospective buyers of good material. If material is right and prices are reasonable, sales will be good. Contributors see packets first. There is a constant demand for varieties of all kinds, pre-stamp covers, scarce cancellations, pre-cancels, semi-official air stamps, slogan postmarks and scarce fiscals.

Club books (3d. each) and club covers (1d. each)—plus postage—are obtainable from the Honorary Exchange Secretary:—

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AMENDMENTS TO MEMBERSHIP LIST

(Period August—October, 1949)

NEW MEMBERS.

Mem. No.	Name	Address
442.	Windsor, L. E.	16 Clifton Street, Reading, Berks.
443	Banfether, E. H. B.	69 Craven Gardens, Wimbledon, S.W.19.
444	Highton, T. R.	127a Lord Street, Southport, Lanes.
445	Middlemas, R. J.	Roseworth, Kelso, Roxburghshire.
446	Greenhill, R. S. B.	7 Eskdale Gardens, Porley, Surrey.
447	Hunter, S. C.	"Fairlight," 25 Framfield Road, Uckfield, Surrey.
448	Cox, T.	289 Broad Street, Salford 6, Lanes.
449	Piper, H. J.	12 Church Road, Willesborough, Ashford, Kent.

The Committee acknowledges with thanks Captain Bink's gift to the Library of a copy of Boggs' "Canada."

Resignation.—Mr A. C. Crew, of 30 Ashburnham Road, Southend-on-Sea, Essex, Member No. 322, has intimated his resignation due to pressure of business.

Office-Bearers

President—A. E. STEPHENSON, Ellislea, Kinross.

Vice-Presidents—J. C. CARTWRIGHT, 53 Madeira Park, Tunbridge Wells, Kent.

—R. W. T. LEES-JONES, Merridale, Bank Hall Lane, Hale, Cheshire.

Vice-President and Exchange Secretary—D. GARDNER, 20 Woodburn Avenue, Airdrie.

Acting Secretary—Major G. B. HARPER, 41 Scotland St., Edinburgh, 3.

Treasurer—H. B. DAVIE, 23 Lenzie Road, Stepps, Glasgow.

Librarian—F. H. FAIRWEATHER, 4 Struan Place, Newport, Fife.

Publicity and Advertising Manager—L. BARESH, 82 Baker Street, Weybridge, Surrey.

Editor—A. B. AUCKLAND, Ythancraig, Currie, Midlothian.

STOP PRESS.—Major G. B. Harper has accepted an appointment in the South and moves to London on December 5th. He will retain the Secretaryship and requests correspondents to bear with any slight delays which may arise during the transition period. His new address will be notified as soon as possible. Edinburgh's loss is London's gain. We wish him every success in his new post.

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SMALL CENTS-PRINTINGS.			K.G.V. DIES. 1911-1925.		
 <p>MONTREAL & OTTAWA 1ST PTG.</p>	 <p>MONTREAL 2ND PTG.</p>	 <p>OTTAWA 3RD PTG.</p>	 <p>ORIGINAL.</p>	 <p>RETOUCHED.</p>	