



MAPLE LEAVES

JOURNAL OF THE CANADIAN PHILATELIC SOCIETY OF GT. BRITAIN

Vol. 3, No. 2

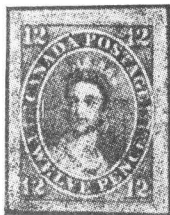
JANUARY, 1950

Whole No. 14

CONTENTS

Notes and Comments	17
Yukon Airways	19
The 3c. 1870 Perf. 12½	21
Canadian Postal History	22
Re-Entries, A Theory	29

British North America



We possess one of the largest stocks in Europe
of the

PENCE ISSUES

of

Canada Newfoundland
New Brunswick & Nova Scotia

No collection of these countries is satisfying
without at least one page of these classic
imperforate stamps. We can supply copies to
suit the needs of most collectors. Prices are
graded according to condition.

Enquiries invited.

FRANK GODDEN, LTD.

110-111 STRAND

LONDON, - W.C.2.

Telephone	.	.	.	.	TEMPLE BAR 4711
Cables	.	.	.	.	ALBUMS, LONDON

CANADA. NEWFOUNDLAND

**WANT LISTS FILLED
SELECTIONS ON APPROVAL
19th or 20th CENTURY**

We have a fine lot of material to offer—
MINT AND USED, BLOCKS OF FOUR, VARIETIES, ETC.

**NEW PRICE LIST
of Mint
NEWFOUNDLAND
1897-1949**

FREE ON REQUEST

GEO. C. GINN & CO.

Stamp Dealers for 67 Years.

115 MOORGATE, LONDON, E.C.2

Telephone : MONarch 6224.

WHEN IN TOWN

You are invited to pay us a visit
5 minutes walk from Piccadilly Circus



DAVID FIELD LTD.

7 VIGO STREET, LONDON, W.1
The West End Philatelists. Established 1884

WANTED

For immediate Cash

I wish to buy mint and used "Air Letter Cards,"
"Air Letter" Sheets, Prisoner of War "Air Letter"
Sheets (especially Xmas Greetings issues) of Canada,
South Africa, Kenya, Australia, etc.

I supply Philatelic Arrow Indicators and Mounting
Corners (for covers). Ask for details.

Francis J. Field RICHMOND ROAD
SUTTON COLDFIELD ENGLAND

THE CANADA ONLY DEALER THE CANADA ONLY DEALER THE CANADA ONLY

★ **CANADA** ★

IF YOU HAVE BLANK SPACES MAYBE IT'S BECAUSE
YOU'VE NEVER SENT ME YOUR WANT LIST — OR
EVEN ASKED FOR A PRICE LIST OF

CANADIANS

BUT IT ISN'T TOO LATE! HOW ABOUT IT **NOW—**
A P.C. WILL DO.

F. JACKSON

(P.T.S., C.P.S., B.N.A.P.S.)

54 Edenfield Road, Rochdale, Lancs.

THE CANADA ONLY DEALER THE CANADA ONLY DEALER THE CANADA ONLY

THE CANADA ONLY DEALER THE CANADA ONLY DEALER

THE CANADA ONLY DEALER THE CANADA ONLY DEALER

MAPLE LEAVES

JOURNAL OF THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

Edited by **A. BRUCE AUCKLAND, M.A.**
Ythancraig, Currie, Midlothian.

Published Quarterly and issued to Members. Additional Copies, 1/- Post Free

Advertising Rates: Whole Page, £2 15s.; Half Page, £1 10s.;

Quarter Page, 17s. 6d. — each number.

Vol. 3, No. 2

JANUARY 1950

Whole No. 14

Notes and Comments

Annual General Meeting, etc.

Vice-President Cartwright and his sub-committee are now well ahead with their plans for our next "Get-together." The A.G.M. will be held during the period of the Stamp Exhibition. All members who can possibly do so should attend. The following time-table has been arranged:—

Thursday, 11th May, at the Piccadilly Hotel, London, W.1.

9.15 a.m.-11 a.m. Meeting of the Executive Committee.

11.15 a.m.-12.15 p.m. A.G.M.

12.30 p.m.-2 p.m. Society Lunch.

and in the afternoon from 3 to 5, a "Canadian Collectors' Rally" will be held in a room kindly provided by the Exhibition Committee.

Tickets for the lunch at 17/6 each should be obtained as soon as possible from Mr K. C. Anderson, 23 Christchurch Avenue, London, N.W.6.

Under our amended Constitution, new resolutions and nominations for office-bearers must be put forward soon to the Secretary. Those members unable to attend the A.G.M. at London can nominate their proxies, through the Secretary, to record their votes.

Our President, Mr A. E. Stephenson, will not seek re-election. It is his opinion that the time has come for a change and that new blood should carry on the good work.

Group News—

Kent and Sussex open the paragraph this time, for our genial Vice-President Cartwright has sent us the October copy of the group newsletter—an informative and entertaining issue. It contains reports of the October meeting of the group at the Vice-President's house, when displays were given by member Bowman of many interesting postmarks and of stamps by member Anderson of the London group. What a pity we are so far North and can't drop in at these meetings!

Yorkshire, West Riding. We are pleased to learn that contact member Macaskie of Huddersfield is having very interesting meetings in the West Riding. Lancashire, Tyneside, and now the West Riding! At last the North of England is coming into its own.

Member Poulter has been showing the flag at Preston and Chester with a display of pre-stamp covers and ship postmarks of Canada to large attendances of members.

The **Glasgow** group continues its successful meetings. They are getting down to detailed studies. The November meeting was devoted to the $\frac{1}{2}$ cent of 1882. The re-entries show up nicely on this stamp. The December meeting dealt with the Newfoundland Cabot set and the January one with Coils and Booklets. They found the cracked plate lines on copies of the 1922 1 cent green Imperf. by 8.

Our President on Tour

Two heads were very close together over dinner in the Queen's Hotel, Manchester, lately—those of President Stephenson and Vice-President Lees-Jones. What plots were being hatched? Is it a case of coming events casting their shadows before?

During his visit to the South, President Stephenson had the opportunity of meeting a number of members and he gives news of a very fine Canadian collection shown him by member Lea of Stretford. He comments that there must be many other Canadian gems hidden away in Lancashire. It is up to the Group now to see that they are produced for examination and discussion.

Prince Edward Island Study Circle

Member Tomlinson, whose article on Prince Edward Island is published in this issue, tells us that a P.E.I. study circle has been organised by the B.N.A. Philatelic Society. So far he is the only member on this side. He will be glad to hear from any members of the Society in the U.K. who are students of P.E.I. postal history and stamps.

Blocks for the last two issues

We are very much indebted to our good friend, member Francis J. Field for the loan of blocks to illustrate the covers of the July and October numbers and the article on "Wings over Canada." The state of our funds limits the amount we can spend on blocks and it is good to be able to call on our member for the help he gives so freely.

Issues of Volume I.

During our President's clearing up before his removal to 44 Saughtonhall Drive, Edinburgh, a few copies of the stencilled Volume I. numbers came to light. If any member wants those he should apply to the Editor sending 1/6 per copy required.

Congress of Great Britain

Cartwright, the indefatigable, has again to be mentioned here. He is to preside at this year's Philatelic Congress of Great Britain (the 2nd) to be held at Tunbridge Wells, at the invitation of the local Society, from 16th to 19th May, 1950. A Canadian study group has been arranged and all members who can attend are sure of a good welcome and a happy and instructive visit.

Paragraphs for this Column

We are always pleased to have jottings that will be suitable for inclusion in this column. For some of the following paragraphs we have to thank our Vice-President Exchange Secretary.

Correspondence

Much correspondence is still being directed to the President instead of to the office-bearers concerned, and as a result he has been overwhelmed with letters which he has not yet had time to answer. He promises to reply in due course after he has settled down in his new home.

Yukon Airways and Exploration Co., Ltd.

By D. J. BREWER.

In the early part of 1927, the vast possibilities of a commercial air service in the Yukon Territory was first envisaged, and a Company was formed to put this progressive step into operation, in order to reduce the length of journeys from days into a matter of hours. The dangers of flying in the very severe climatic conditions of the Far North were to adventurous spirits such as ex-Air Force personnel more a challenge than a deterrent. The Yukon Airways and Exploration Co. Ltd. was formed, a Company that played a big part in the later development of this area.

The plane used was a high-winged Ryan Monoplane, made by the B. F. Mahoney Corporation of San Diego, California, and was appropriately named "Queen of the Yukon." She was a sister plane to Lindberg's world-famous "Spirit of St. Louis," depicted on the 1927 Commemorative 10c Air Stamp of the United States of America. The "Queen," piloted by former R.A.F. Lieutenant Andrew D. Cruickshanks, was flown up to Vancouver straight from the factory at San Diego in easy stages during the summer and early fall of 1927. No mail was carried, but there were four passengers.

Arriving at Vancouver, the plane was shipped aboard the Canadian Pacific Steamship "Princess Alice," and landed at Skagway. Here, in preparation for the winter ahead, she was fitted with runners in place of wheels, and again took to the air, crossing the Rockies and landing at Whitehorse Airfield on 25th October, 1927. An article in the "Whitehorse Star" of 13th April, 1928, mentions this date as the date of arrival of the plane.

The Company obtained official sanction for the issue of their own private stamp to defray the special air fee and this appeared on 7th November. Of a 25c denomination, it depicted the "Queen" in flight, suitably inscribed with the Company's full title, value, and the words "AIR MAIL." There were 25,000 issued in booklets of 100, made up of 10 vertical strips of 10, rouletted between. The booklet cover was of plain manilla card without any inscription, the stamps were stapled in by the top margin of the strip. Trials with holes punched in them are known, and there are also a very few known Doubly Printed. Shades abound from deep blue to a chalky blue, strips of various shades being found bound up in the same booklet. Each strip shows various minor flaws which prove that the sheet had been made up from a series of five impressions, two of which, one placed below the other, constitute the "sheet" of ten. The lower set of five impressions, although usually showing flaws identical with those of the set above, also have some additional ones, so that the complete strip can be reconstructed by left:—

STAMP

1. Broken frame line above "N" of "Yukon."
2. Raised lump in solid background of tablet above "A" of "Airways."
3. Small nick below "5" at right.
4. Narrow Right Leg to "R" in "Exploration," and grave accent to "E" in "Exploration."
5. None, but rouletted at both top and bottom.
6. As 1, but with "AIRWAYS."
7. As 2—small white spot at left of "Y" of "Yukon."
8. As 3, but with small dot over "O" of "Yukon."

9. As 4, **without** accent to "E."

10. As 5, but imperf. at bottom.

The Company issued also an adhesive strip, found across the face of all covers, in red, white and blue, reading "AIR MAIL — Care of YUKON AIRWAYS & EXPLORATION CO. LTD., WHITE HORSE." The semi-official stamps, contrary to regulations laid down by the Canadian Post Office authorities, are very often found on the front of the cover next to the normal 2c postage stamp, and thus receive the same postmark. The Company used no special cachets of their own.

Although the date of arrival of the plane is, from the evidence, 25th October, 1927, a mail carrying flight to Dawson is listed in some publications as having taken place on 24th October. The writer has not seen any covers, and would welcome any information throwing light on the subject. These could not possibly have borne the semi-official stamp, however, as this was not released until 7th November, when the "Queen" made a trip to Dawson, via Wernecke, Mayo Landing and Keno Hill. This hazardous 500 miles journey was accomplished by Cruickshanks in only 4½ hours in shocking weather 40 degrees below zero. The return flight took place on 11th November. What a contrast it was to the more gruelling, and even more risky, dog sled journeys taking two full weeks. But the dogs still had the advantage when weather became too bad for flying, and several dog stations were still maintained along the air route.

On 24th November, 1927, a further trip was attempted over the same route, but this time the cold weather proved too much for the plane, congealing the oil and forcing her down twice near Mayo Landing. The plane suffered little damage and a dog team kept for such emergencies was called out and towed the plane to Mayo. The mail continued its journey by dog team.

The engine of the plane was given a good overhaul early in 1928 by T. G. Stephens, who later flew the plane back to the base at Whitehorse. On the next return flight from Dawson, she again had to land to escape the full force of a storm on Lake Lebarge.

The mail service was only one aspect of the Company's activities. Besides being a great mining district, the Yukon and particularly picturesque Northern British Columbia received an annual influx of summer visitors and big game hunters, and services offered are shown in the following advertisement: "Yukon Airways and Exploration Co. Ltd. — Mail, Express, Freight and Passenger business expeditiously handled by the Popular Airship 'Queen of the Yukon.' Hunting and prospecting parties will like our service. Tourists should view this great northern landscape from the air."

Until April, 1928, all services had been in the northerly direction from Whitehorse, but on the 13th of that month, an inaugural flight was made to Carcross and Atlin, British Columbia, by T. G. Stephens, who later piloted the Klondyke Airways plane. To mark the occasion that week's edition of the White Horse Star was delivered by air, and it can be found bearing the semi-official stamp. The return flight was made on 15th April from Atlin.

Later both Telegraph Creek, British Columbia, and Champagne, Yukon Territory, also were given an aerial service, but by this time official services were spreading, and in the summer of 1929 the use of the semi-official air stamp was discontinued. Contracts were made to incorporate the Yukon and Exploration Co. Ltd.'s air mail service into the national network, and henceforth the Company carried all mail bearing the regular air stamps.

Thus ended a very fine pioneering chapter in Canadian air services which did much to open up the Far North.

THE 3c. 1870 PERF. 12½

We have had further correspondence about the recording of copies of the 3c. 1870 perf. 12½—only one from a fortunate possessor of a copy—but several possible solutions to the puzzle of the origin of the postmark . . . ORE." have reached us. Member Allard F. Brophy of Montreal writes: "Being curious, I got out my covers and find I have a cover dated March 21st, 1870, bearing a St. John, New Brunswick, cancellation about the middle of the cover, and the stamp is cancelled with a two-ring cancellation bearing the figure 7, and the perforation is definitely 12½ x 12½."

About the puzzle—Member F. L. R. Brown of Canterbury writes: "There is SHORE in New Brunswick in the District of Charlotte, a small town in the south-west corner, right on the U.S. border of Washington, Maine, and on a branch line of the C.P.R. At the time of the postmark, the population was about 1000."

Member R. S. B. Greenhill of Purley forwards for inspection a motoring map of the Maritime Provinces and suggests that the name may be Antore, N.B., or Lismore, W. Gore or N. Shore, Nova Scotia.

Finally we are much indebted to member A. K. Grimmer of Temiscamingue, Quebec, for the following:

"Your reference on page 16 of the November issue to the 3c. Small Queen perf. 12½ was of especial interest to me.

It is generally agreed that the points of issue for this variety were limited to New Brunswick and Nova Scotia. At least no other province has so far been reported.

On checking the Postal Guide I find that the following are the only Post Offices listed that offer the letter combination "ORE" which you report:—

Florenceville, Carleton Co., N.B.
Foreston, Carleton Co., N.B.
Forest City, York Co., N.B.
Forest Station, Northumberland Co., N.B.
Kentore, Victoria Co., N.B.
Gore, Hants Co., N.S.
West Gore, Hants Co., N.S.

L. D. Shoemaker, 1612 Blossom Park, Lakewood, Ohio, is a recognised specialist on the 3c. Small Queen, and for some time past has been trying to complete an inventory of all known copies of this stamp. Recently he reported through an article in "Stamps" that he had recorded 61 copies, 18 of which were on cover, and Boggs records in his book that "there are probably 60 copies, of which 10 are on cover." Since these were reported a few more copies have turned up, so that the total known copies in the U.S.A. and Canada are probably around 70.

Using Mr Shoemaker's data and other available information, it appears that the known points of origin are as follows:—

Victoria, N.B.	2 copies	Sydney, N.S.	2 copies
Halifax, N.S.	2 copies	Antigonish, N.S.	2 copies
Ry. P.O.	3 copies	Truro, N.S.	4 copies
St. Stephen, N.B.	4 copies	Saint John, N.B.	25 copies
Enfield, N.S.	1 copy		

It may be well to point out that "Foreston" and "Kentore," mentioned earlier, are in the same general area as Victoria, N.B., and it is most probable that all drew stamps from the same depot as Victoria. Therefore one or the other of these places may be the answer to your query.

It is suggested that owners of this variety of 3c. Small Queens should report their holdings to Mr Shoemaker, describing their copies, so that he can include them in the inventory he has prepared."

Canadian Postal History

By HERBERT BUCKLAND, Toronto.

Commencing in the spring of 1817, steamboats were employed to carry the mails between New York and Albany twice a week, and with other improvements on the route the time between New York and Montreal was shortened to three days in summer and five days in winter.

From New York to York (Toronto) took from nine to eleven days by way of Montreal, and a day less if the mails were carried from New York along the Mohawk Valley route to Queenstown on the Niagara River, and thence to York.

On the other hand, it took mails a month, on the average, to go between Halifax and Quebec, and an additional two days to Montreal and eight days to York.

When Lord Dalhousie became Governor General in 1819, he made bitter complaint of the length of time taken in delivery of his despatches from England. Since the commencement of the war of 1812, winter mails for Canada had been put off at Bermuda, instead of being landed at New York, and had to be conveyed thence to Halifax for transmission by the slow overland route to other portions of British colonies. Despatches leaving England in November, 1821 and 1822, did not reach Lord Dalhousie until the following February, and February despatches arrived at Quebec only in May. He asked that the mails containing his correspondence be not put off at Bermuda, but be taken on to New York, where he would have a messenger meet them. As his outgoing despatches were in a similar manner conveyed by messenger to the British packet agent at New York, whose special duty it was to attend to correspondence of this kind, this seemed only a reasonable request. It was strongly supported by the packet agent at New York, who declared that the United States Government had shown the utmost courtesy to the Governor's messengers. He suggested that his office be used for the transmission not only of official but ordinary correspondence in this way. However, the British Office on various grounds refused to sanction the request in spite of the time gained in transmission by this route.

In 1825 the Treasury instituted enquiries in regard to the arrangements for the conveyance of correspondence across the Atlantic. It was found that such transmission was being secured in three ways. The first was by the official sailing packet, but the service was limited to the conveyance of official despatches and was in any case very slow (take, for instance, Dalhousie's complaint that despatches took upwards of seventy days to reach him at Quebec. Moreover, the charges were high. The postage on a single sheet of paper weighing less than one ounce, posted in London and sent by packet to Halifax and thence to destination in Canada, was:— To Quebec, 92c.; to Montreal, 96c.; to Kingston, \$1.04; and to York (Toronto), \$1.12. If more than one sheet were enclosed, the cost increased in proportion. The second agency for conveying letters from England to Canada was by private ship, but through the medium of the post office. The sender of the letter would mark it to go by a certain ship, and the post office would charge half the usual packet postage on it, but the high charges between the port of arrival in British North America and the office of address inland in Canada, prevented the excessive use of this means of conveyance. The third means of transmission was irregular, but was most frequently employed. Letters were sent by sailing vessels running between Liverpool and New York, which would carry letters from England to the United States for two-pence a letter, without regard to weight or number of enclosures. The

agents of the lines kept bags in their London and Liverpool offices and when the vessels were due to sail, the bags were sealed and placed on board. On arrival of these American packets at New York the letters for Canada were deposited in the New York Post Office and forwarded to the Canadian border offices in the United States mails, and thence to destination. The postage on a single letter by this route from London or Liverpool to Montreal, 31c.; to Kingston, 47c.; to York, 41c.—very much less than by either of the other methods.

At the beginning of the winter of 1826 a change was made in the British packet service, whereby, instead of the packets leaving Canadian mails off at Bermuda (for transport thence to Halifax) and proceeding to New York, the United States mails were put off at Bermuda (and conveyed from there to Annapolis, Maryland) and the packets proceeded to Halifax, omitting New York. However, this scheme did not improve matters, and moreover it cut off all direct connection between the British Minister at Washington and the Governors of the British Colonies. But the British Post Office disclaimed responsibility for the arrangement, stating that it originated with the Admiralty and was sanctioned by the Foreign and Colonial Secretaries as a practicable measure.

In face of the rapid opening up of the country and the urgent necessity for the establishment of new post offices and mail routes to facilitate communication, the General Post Office in London, while claiming the sole power to carry on the postal service, maintained an uncompromising attitude towards all proposals for the extension of postal service in Canada, refusing to provide service except where it could be operated profitably or where guarantees were given that there would be no loss.

It was frequently expensive to open new routes, and while the Provincial Government in Upper Canada was anxious for improved services, it was disinclined to give a guarantee against loss on such routes although it had evidence that considerable profits were being drawn from the older routes and sent to the General Post Office in London. The feeling against the withholding of badly needed postal facilities grew stronger year by year.

The total population of Upper Canada in 1824 was about 150,000 of whom 63,000 were in the district west of York (Toronto), and there were less than a dozen post offices to serve this district. Between the eastern boundary of the Province and York there were 26 post offices of which four (Perth, Lanark, Richmond and Hawksbury) served inland settlements comprising about 12,000 people scattered over a large territory. The other 22 offices were practically all situated on the shores of the St. Lawrence and Lake Ontario, and were comparatively fortunate, being provided with mails twice a week by the service between Montreal and York (as compared with a daily service between New York and Buffalo).

Daniel Sutherland retired from the position of Deputy Postmaster-General of the Canadas in 1827, and was succeeded by his son-in-law, Thomas Allen Stayner, destined to be the last of the Deputies of the Postmaster-General of England.

The system of communication at the time he was placed in charge of the postal service of the Canadas may be described briefly as follows: There was a trunk line of mail service between Halifax, N.S., Niagara (1356 miles) and Amherstburg (1516 miles) on the western boundaries of Upper Canada. The frequency of the trips made by the mail couriers over the several stretches of this long route varied considerably. Between Halifax and Quebec a courier travelled each way weekly. The section between Quebec and Montreal, the most populous in the country, was

covered by couriers who travelled five times weekly each way. From Montreal westward along the shore of the St. Lawrence and Lake Ontario to Niagara and Amherstburg there were two trips per week.

Running out from this trunk line were six cross routes, four in Lower Canada, and two in Upper Canada. Two of these left the trunk line at Three Rivers, one running to Sorel by way of Nicolet, and other places in the eastern townships, this being a weekly service. Mails were carried weekly up the Ottawa River from Montreal as far as Hull, and southward to St. Johns.

In Upper Canada the only cross routes were one from Cornwall to Hawkesbury, with weekly mails, and another from Brockville to Perth, with mails twice a week. From Perth there was a weekly courier to Richmond.

The two principal points of connection with the United States were at St. Johns, south of Montreal, and Queenston on the Niagara River. As early as 1828, the United States Post Office had a daily service by steamer on Lake Champlain which ran as far northward as St. Johns.

Stayner, the new Deputy Postmaster-General, was a man of unusual ability, who had the confidence of his superiors in England, and who at the same time managed to keep on good terms with the Governors of the two Provinces. At the outset of his administration he was restricted as closely as his predecessors in so far as the provision of any improved service was concerned. Conditions in the country, however, soon made a continuance of this repressive course impossible. Settlements were springing up too rapidly, and the demands for postal facilities were becoming too insistent to permit of further delay in satisfying demands for improved services. Stayner's representations to the Postmaster-General at last made some impression. Possibly also the Postmaster-General's growing sense of the insecurity of the legal foundations of the Post Office in the Colonies had its effect. At any rate, Stayner, in August, 1830, much to his gratification, was authorised by letter from the Postmaster-General to make it his duty to extend the system of communication in all directions where the increase of population and the formation of new towns and settlements seemed to justify that course.

A notable improvement in the mail service from Montreal to Niagara was put into effect in 1831, when the frequency of the trips was increased to five a week, and the time of conveyance between the two points reduced to six days.

The agitation for the redress of grievances in connection with the postal system continued both in Upper and Lower Canada in spite of Stayner's efforts to effect improvements in the service, and a grievance in connection with the postage on newspapers served to bring very actively into the matter various publishers with their effective means of propaganda. At last, in 1832, the Postmaster General (the Duke of Richmond), in view of the repeated representations made by the Colonial Assemblies and the general situation of unrest in Upper and Lower Canada, submitted to the law officers of the Crown the views expressed by the Assemblies in regard to the legality of the existing postal system in Canada, and of the disposition of the revenue therefrom. He raised also the question whether under the existing law the British Parliament could fix a new set of postage rates for the Colonies, or whether it was essential that the authority for such rates should be given by the respective Colonial Legislatures.

The findings of the law officers supported the contentions of the Colonial Assemblies. After very careful consideration of the whole matter by the Postmaster General and other officials concerned, an Act was passed in the Imperial Parliament in 1834 making certain changes

but it was only to become effective conditional upon legislation being passed by the Provincial Legislatures. The draft legislation submitted to the Provincial Assemblies by the Imperial authorities in this connection for their approval was, however, rejected by them, and the only changes actually effected at this time were the establishment of an accountant's office, with headquarters at Quebec, to have general charge of the financial transactions of all the Provinces, and the appointment of two travelling inspectors, one located at Quebec for Lower Canada and one at Toronto for Upper Canada.

Hitherto we have been dealing almost entirely with the history of the post office in Upper and Lower Canada, and it is desirable now to review the course of events in the meantime in the Maritime Provinces.

During the period between the surrender of Nova Scotia to the British under the Treaty of Utrecht in 1713 and 1749, the seat of British authority in Nova Scotia was at Annapolis, and the country was under military rule. Halifax was founded in 1749 for the purpose of providing a military and naval station, some 2500 British emigrants, including a large number of discharged soldiers and seamen, being brought out by Governor Cornwallis with promises of grants of land and other Government assistance for the first few years.

In 1751 a party of Germans, attracted by the advertising of the British Government for settlers, came to Nova Scotia and founded the town of Lunenburg. In 1755 there was a total population of about 5000 who could be regarded as British subjects, and in this year the post office at Halifax was established, the first in the province now in the Dominion of Canada. The following year the capital of the province was moved from Annapolis to Halifax.

The first British settlement in what is now the province of New Brunswick was made in 1762, about where the City of St. John was later built. Prince Edward Island—at that time bearing the name of St. John—was annexed to Nova Scotia in 1763.

By 1767 Nova Scotia had a population of over 11,000 people, while there were about 1200 in what is now New Brunswick, and 500 in Prince Edward Island. Charlottetown, P.E.I., was founded in 1768, and the following year Prince Edward Island was created a separate province. In 1783 and 1784 thousands of United Empire Loyalists settled in Nova Scotia and New Brunswick, and the cities of St. John and Fredericton, among other places, sprang into existence as a result of this influx of population. The settlements were to a great extent along the various bays and rivers of the provinces, and communication was largely carried on by water. In 1784 New Brunswick was created a separate province. The St. John post office was established in that year, and the office of postmaster was combined with that of King's Printer.

Much the same difficulties were encountered by Howe, the Deputy Postmaster General in Nova Scotia, as by Heriot, Deputy Postmaster General in Canada (Ontario and Quebec), in respect to the provision of adequate postal facilities, the necessity for which was strongly urged upon him, especially in the period just prior to, and during the war of 1812. The population of the province was rapidly increasing, but his instructions from his superiors in Great Britain were as definite as those given to Heriot that no new routes that could not pay expenses should be established.

However, he made known to the Provincial Legislature the situation in which he was placed and obtained their assistance in maintaining routes that did not provide sufficient postage to cover the expenditure involved.

A Message to our Overseas Members

Together with my task of hunting for advertisements for "Maple Leaves," it appears that I have also acquired the duty of Liaison Officer with our overseas members. I must apologise to all our friends in Canada and the United States for my masterly exposition of inactivity, but I hope that the International Stamp Exhibition which will be held in London from the 6th to the 13th May will provide me with an opportunity of making amends.

I have already been told that we shall welcome on this occasion two of our most distinguished Canadian specialists—Messrs Jarrett and Boggs—but we all hope that many more of you will join us on this outstanding occasion. As you will have read on another page, we are also holding our yearly Convention during Exhibition Week, so that now you have two important reasons for coming.

To all those of you that intend to join us, I offer my help; if you need information of any kind; if you want your hotel accommodation arranged; in fact, if you require assistance of any kind, please write to me and I will do my best to satisfy you. This offer extends also to those of you who are unable to join us. You may want an Exhibition catalogue or some information, and, if so, do not hesitate to let me know.

I am ready and anxious to help you; give me an opportunity to prove it.

N.B.—You may have mislaid my address, but to stop any excuses here it is again:—

L. BARESH, 82 BAKER STREET, WEYBRIDGE, SURREY.

LETTERS TO THE EDITOR

VARIETIES IN PAPER

Member E. H. Sullivan, of Victoria, B.C., writes:—

"I was very interested to read Brigadier M. T. Studd's address on the early stamps of Canada.

"As a man who has been able to distinguish hand-made from machine-made paper for more than 50 years, may I venture to correct the statement that the early pence stamps were on hand-made paper? The laid paper is machine-made, and the difficulty in seeing the laid lines is due either to the pulp being too wet on the machine, or to faulty adjustment of the dandy roll. Had the paper been hand-made, the lines would have been brilliantly clear.

"The thin wove 6d. is on hand-made paper. There was no more hand-made paper until 1855."

2-RING POSTMARKS

Member J. Millar Allen, of Northern Ireland, writes:—

"I have a 3c. 'Large Head' that bears two postmarks—one the 2-Ring with numeral 14 and the other the Town postmark of Galt.

"Galt is not listed in the 2-Rings (except that your correspondent Reg. Barraclough states its proper numeral is 22), whereas Guelph is listed as 14.

"Would one of the postmarks on my 3c. be a receiving office? Perhaps some of the experts in this line can solve this mystery for me."

PASSED FOR EXPORT

By J. J. BONAR.

One day recently the writer received a letter sent by registered Air Mail from Canada to Edinburgh and bearing the cachet "Passed for Export." This recalled similar markings on a number of covers acquired in 1948 which made him speculate whether the marking was a postal one or one applied for Customs purposes

Examination of the older covers produced eight examples, of which two bore the marking in manuscript. These covers agreed in two respects only. All were registered and all went to destinations outside Canada — some to Britain, some to U.S.A., and two to the Falkland Islands. The dates ranged from November, 1940, to 1948. Two only were sent by Air Mail, others bore T.P.O. marks. Two covers only in 1940 and 1941 showed signs of being opened by the Censor.

That more than one hand-stamp was in use appeared from the different sizes of the marks and varying types of letters employed.

A further complication is introduced by five other covers, all registered, bearing dates from February, 1944, to October, 1947, and addressed to Britain, which do not bear this marking.

Perhaps some of our Canadian members can give some information as to the use of this marking and its postal status.

NEW BRUNSWICK, 17c.

The 17 cent New Brunswick is an intriguing stamp. We still have much to learn about it. I do not believe that this value was included in the first shipment to St. John by the American Bank Note Co. Intended for the purpose of prepaying the single rate on letters from New Brunswick to Great Britain via New York, naturally most covers bearing this stamp would turn up on your side of the Atlantic, therefore I would like to hear of any dates of postmarks between the years 1860-63, with the idea of establishing the earliest known date.

I would be interested also in learning of the combination of values used when other stamps made up the 17 cent rate.

I might add that an American firm lists the 17 cent in their price list under the date 1863.

Another stamp on which we need more light is the 2 cent Orange. Has anyone a copy on a soldier's letter?

New Jersey.

G. E. FOSTER.

QUERIES

1. Prince Edward Island. Can any member give Member Tomlinson information about the postage rates from the Island to the U.K. after decimal currency was introduced and before Confederation, i.e., 1872/73. Has any member a cover from the Island to the U.K. bearing cents stamps of this period?

2. Canadian postmark. Member Hewison of Glasgow would like information about a postmark on a George V stamp of the 1912 issue. It is a black circle of about 15mm. quartered and with the figures 1, 5, 21 and 2 in the quarters.
3. Coil stamps. From the Glasgow group comes a query about coils: How are the 2c, 3c, and 4c coil stamps issued? Are they from machines or are they sold over the counter? If from machines, how are they operated?

Delayed Printing.—Blame the Election for the delay in issuing this number. Our printers had so much Election printing work that they could not get this number out before the Election.

A COLLECTION FOR SALE

At the date of writing, I have on hand for disposal on behalf of a member a Canadian collection of 1200 items contained in two S.G. Exhibition Albums. One album contains mint stamps and the other used. Condition throughout is well above the average and 90% of the used stamps, including the earlies, have light postmarks, mainly town and dated.

The mint collection is from the 1897 Jubilee issue to the end of George V. It includes such items as Imprint Blocks of some Jubilees, 1897 Queens Maple Leaves in superb mint blocks of four, a full set of proofs of this issue on white card in the issued colours and two proofs on sunk card. Edwards are to the 50 cent with shades. The George V sets are complete mint with all shades. The coils include singles and a pair of S.G.263, and varieties include the elongated moustache in a block of four and the retouched eye in coil strips.

The used collection starts with 25 pence issues, mainly four wide-margined copies and those alone catalogue to about £550. The papers include the 3d. and 6d. on laid and there is a ½d. and 3d. perforated. The latter has fine four ring 47 cancellation. The ½d. imperf is a superb copy on piece.

Large cents include perforation varieties and watermarked and laid papers. All are town cancelled copies.

Jubilees used are complete to 5 dollars, with at least two copies of each value and three copies of the 5 dollar. All are town cancelled and one of the high values bears cancellation dated 17th May, 1897. Queens, Edwards and George V are in equally fine condition and there are several copies of the 8 cent registration.

The collection catalogues up to over £1200.

Disposal will be by sale intact, by sections, or by sets, but failing a satisfactory sale by those methods, the stamps will be priced up individually, or by sets and circulated in packets.

Members seriously interested in the collection as a whole, or in sections, should communicate with the Exchange Secretary for details, enclosing a stamped addressed envelope for reply. Inspection will be permissible to members whose obligations to the Society and the Exchange Section are clear to date. Inspecting members will be responsible for payment of insurance and carriage charges both ways.

RE-ENTRIES — A THEORY ABOUT ONE OF THEIR CAUSES

By H. J. PRICE

The discussion by Brig. Studd on the occurrence of the "5c. Re-entry" on the 6c. Small Cents issue has induced me to put these notes together, since the reason given by Brig. Studd and by other writers on this subject—that it is caused by scratches being left in the old plate after burnishing the old impressions — seems to me a debatable point.

Firstly, the etching and taking the impression on the plates called for skilled and careful work, and the scarcity of errors generally shows that this care had been exercised. Further, it would be realised that any scratch that might be on the new plate would show when the stamp was printed. This being the case, it seems highly improbable that the transfer to the plate would take place unless the surface of the plate was in perfect condition. Consequently, I should like an opinion on the following suggestion as to one of the causes of re-entries.

When it has been necessary to burnish an old plate for re-use, or remove a poor or misplaced impression, a number of the old recesses have burred over because of excess pressure being applied during the burnishing process, and the surface has appeared perfectly smooth. In reality there are a number of grooves covered by a thin film of surface metal.

When the new impression is made, three causes of re-entries can occur :

- (a) The metal that has burred over the old recess may have a fresh recess made close enough to cause it to break off, thus causing two lines or one wide one to appear in the printing.
- (b) During the hardening process this thin film of metal over an old recess may crack and come away, thus leaving the old recess.
- (c) During the inking, wiping and printing, other pieces of the burred metal may break away.

The last reason may cause the metal covering of the old recess to come away in small sections as the process of printing continued, and this would account for some of the same lines of a re-entry being longer on some stamps than on others.

Secondly, in making the plate, an impression is sometimes badly taken, and it is necessary to burnish this off and take a new one. It follows therefore, that the new face for this impression must be as low as, or slightly lower than, the deepest recess of the adjacent impressions. If nothing were done to rectify this, then the printing of this stamp would surely show itself in some way, probably as a lighter shade or by narrower lines. So far as I can see, the only way to raise the surface of the plate after burnishing would be to hammer it out from the back. This process would tend to flatten or cover the recess on the near edges of the adjacent stamps and they would need to be re-sharpened or retouched. One might, therefore, expect to find the left adjacent stamps with a retouched right edge, or the right adjacent with a retouched left edge. Similarly, the top and bottom stamps might have a retouched bottom or top.

Unfortunately, I have not been in the position of having enough copies of one stamp with a re-entry to make a detailed study. My conclusions are simply based on my experiences as an engineer of what can happen when removing scratches from a piece of metal. I should be very glad to have the views of other members on this theory.

* * *

Brig. Studd's comments on Member Price's theory are:—

"Only a firm of line engravers, such as Messrs De la Rue, can say whether or not his theory is borne out in fact. All that I can say as a philatelist (as opposed to one who has actually produced stamps by the line engraved process) is: (i) Most re-entries that I have seen are clearly defined; (ii) Imperfect burnishing of the plate has always been held to be the chief cause of their being visible on the stamps of issue; (iii) I have never heard of Member Price's theory being advanced before. All the same, he may be right, but only a technical expert can say whether he is or not."

Exchange Secretary's Notes

Part of the Exchange Secretary's job is to try to keep in touch with current trends in regard to both supply and demand. So far as supply is concerned, contributions from members are coming in in a satisfactory way as, in addition to an increase in quantity, the quality of the material being offered shows consistent improvement.

In a "One-Group" Society such as our own there are limitations that do not exist in a general Exchange Club dealing with all countries. It does not take a member very long to reach the stage where he has acquired all the normal stamps of the issues he is collecting; after that the question of expanding in a particular direction arises. One of the advantages of collecting B.N.A. is the scope that exists for specialisation and sideline collecting. The more prominent sidelines are:—

Blocks, Postmarks, Slogans, Pre-Cancelled, Watermark or Perforation Varieties, Pre-Stamp Covers, Re-entries and Re-touches, Shades, Dies, and oddities or curiosities.

While each packet circulated includes a proportion of fairly common stamps, it includes also sufficient material to make a search for varieties worth while, as it is unlikely that the owner has made a minute examination of each stamp he offers. One member has just informed me that in recent packets he has picked up as normals the 1859 17 cent major re-entry and two watermarked copies of the large cents. It seems obvious, therefore, that the varieties that many members seek are in the packets, possibly inadvertently, but the identification of those varieties is a matter for the observant buyer.

I cannot shut my eyes to the fact that for some time packet sales have been falling rather badly. I don't think the average member has reached the point where he has acquired all the normals he wants. There is every evidence of continued keenness, but almost every letter I get says in one way or another: "There are a number of stamps in this packet I would like to buy, but I have to live too." That, I think, is the real explanation for the drop. Cripps has crippled the collector, and as a result of more pressing demands on our purses, we have to some extent to sacrifice our hobby.

JOTTINGS

We had a postcard from Belinda a few days ago and this is her message:—

“Bannightyn as yeeearreeyh mie as maynrys son dy bragh.”

(Will Welsh philatelic magazines please copy!)

We were asked recently whether Philately is a relative of the Prime Minister. We must look into this, but at the moment we have a fixed impression that Philately has no friends in the Cabinet.

Thanks to all those members who sent Christmas greetings. Our sideboard was decorated as never before. We have no space to mention them all, but they came from points as far apart as Vancouver (Capt. B. C. Binks), Edinburgh (Ramsay Stewart), Winnipeg (W. Marshall), Penzance (Belinda), Stevenage (Capt. Hearn), and Sheffield (A. Gabbitas). The motif in many cases was, of course, representative of Canada or Canadian Philately, and included were a nice pair of Queens Numerals with flag cancellation, complete with two genuine Maple Leaves from Miss B. Lindhurst Ogden.

The Exchange Secretary spent Christmas Day breaking up three packets. He hoped that the cheques, while too late for the Christmas turkey, would arrive in time to provide the necessary liquid refreshments for New Year celebrations. Are we wrong in believing that this Scottish custom is now observed everywhere?

Member Searles' Christmas Day was spent in examining several thousand 3 cent small heads for perforation varieties. We have not yet heard whether he found an Indian Red Special Printing Perforated $12\frac{1}{2} \times 12\frac{1}{2}$. Just to show their popularity Leo Baresh has been examining several thousand copies of these small cents for special postmarks. As he ignored differences in papers and perforations, a swap-over with George Searles suggests itself. But don't do it! The Exchange Section commission is only 5% and 14,000 will be a good choice to other members!

Member Marshall of Winnipeg has a most sensible way of stamping parcels to the old country. He puts on a full pane of one of the recent commemorative issues instead of using high-value stamps. Admittedly the casualties are heavy, but even one perfect panel commercially used is a most desirable piece for any collection.

Subscriptions

Members are reminded that the current year's subscription was due on 1st October last, and, incidentally, a number of members are still due to pay for the previous year.

Member's Advert.

Postmarks of Nova Scotia and the other Maritime Provinces on “modern” covers and stamps wanted, preferably on exchange basis.—
Rev. W. T. F. Castle, 1 Stadium Street, Varosha, Famagusta, Cyprus.

AMENDMENTS TO MEMBERSHIP LIST

Mem. No.	Name	Address.
New Members		
450.	Thomas, R. E. C.	"Bankfield," 49 Bank End Lane, Almondbury, Huddersfield.
451.	Fox, Norman	63 Ophir Road, Bournemouth.
452.	Saxl, O. M. F.	22 Ainslie Place, Edinburgh, 3.
453.	Lewis, Gordon P.	20 Ellen Street, Brampton, Ontario, Canada.
454.	Crosby, Louis, S.	Banff, Alberta, Canada.
455.	Grimmer, Allan K.	Temiskaming, Quebec, Canada.
456.	Fowles, George	2 Cordwell Villa, Wem, Shropshire.
457.	Barker, John A.	151 Gower Road, Swansca.
458.	Clougher, N. M. (Mrs.)	c/o 26 Craven St., London, W.C.2.
459.	Cooke, Lorna (Dr.).	22 Essenden Road, Sanderstead, Surrey.
460.	Rothwell, John C.	192 Manchester New Road, Middleton, Manchester.
461.	Davidson, John D.	61 Rosemount Viaduct, Aberdeen.
462.	Morgan, Ian Cleveland.	4054 Melrose Ave., Montreal 28, P.Q.
463.	Pickup, Thomas,	12 Northwood Way, Northwood, Middlesex.
464.	Tilley, Ernest W.	28 Overcliffe, Gravesend, Kent.
465.	Handscombe, Malcolm V.	48 High Street, Langford, Biggleswade, Beds.
466.	Crawley, F. A.	Sydney River, Cape Breton County, Nova Scotia, Canada.
467.	Mackay, Harry K.	P.O. Box 146, Sydney, Nova Scotia, Canada.
468.	Hoskings, Stephen J.	16 Alma Place, Heamoor, Penzance, Cornwall.
Change of Address		
236.	Binks, Capt. B. C.	1966 Haro Street, Vancouver, B.C.
340.	Douglas, S./Ldr. P. W.	12 Bullfinch Lane, Riverhead, Sevenoaks, Kent.
128.	Garfield E.	427 West 6th Avenue, Vancouver, B.C.
253.	Harper, Major G. B.	19 Mountfield Road, Finchley, London, N.3.
166.	Jolley, C. L.	Five Oak Green, Tonbridge, Kent.
393.	Mills, N. J.	54 Meads Street, Eastbourne, Sussex.
90.	Muggleton, D. J.	Aspenden Hall Lodge, Aspenden, Buntingford, Herts.
374.	Rocke, S. F. Parry,	"The Cottage," Eversley Park, Chester.
176.	Searles, G. C.	191 Sandgate Road, Folkestone, Kent.
1.	Stephenson, A. E.	44 Saughtonhall Dr., Edinburgh 12.
350.	Walker, Frederick.	"Sedgeworth," 13 Richmond Park Avenue, Bournemouth.

Resignations

- 87. Drayson, R. G.
- 284. Horsfield, E.
- 275. Jowett, P.
- 286. Sanders, G.

Office-Bearers

President—A. E. STEPHENSON, 44 Saughtonhall Drive, Edinburgh, 12

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.

Secretary—Major G. B. HARPER, 19 Mountfield Road, Finchley, London, N.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

ALBERTA'S OIL BOOM TO BE RECOGNISED BY STAMP ISSUE

The major contribution of Alberta's booming oil industry to Canada's postwar economy will be recognised by a newly designed 50 cent postage stamp.

The new issue, to be issued March 1, is green in colour and the same size as the current 50 cent stamp, about $1\frac{1}{2}$ by one inch.

First day covers of the new issue will be handled only by the Ottawa Post Office and will be dispatched March 1.

—“Globe and Mail.”

SPECIALIZED CATALOGUE

OF CANADA AND B.N.A

POSTAGE, STATIONERY, AIRS, AND REVENUES

7th Edition (1949)

- * This Book really covers the Canadian Issues as has never been done before. Every phase is gone into very extensively except Precancels.
- * All Provincial Issues, including Newfoundland, have been specialized too, so that this Catalogue is the last word. Write for fuller information.
- * All prices in it are based on the New York dollar.

Price \$5.00 Postpaid.

Order from your favourite Dealer, or direct if he cannot supply

VICTORIA STAMP COMPANY

241 Queen's Avenue

LONDON 48

Ontario, Canada

CARRINGTON FOR CANADA

S.G. Nos.:—466 m, 3s.; u. 1s. 3d.; 467, m. 5s., u. 1s. 9d; 468, m. 6s., u. 1s. 9d.; 471 m. 2s. 3d, u. 1s. 3d.; 472, m. 2s. 3d., u. 9d; 216, m. 7d, u. 7d; 217, m. 3s; 218A, m. 1s 3d, u. 1s 3d; 224, m. 1s 3d, u. 7d; 243, m. 4s, u. 1s; 248A, m. 1s 9d, u. 1s 9d; 252A, m. 2s 6d; u. 2s 6d; 256 m. 13s, u. 2s; 263A, m. 1s; a. 6d; 264, m. 15s; u. 17s 6d; 265, m. 6s; u. 7s; 302, m. 3s; u. 3s; S.4, u. 2s 6d; S.5, m. 3s 6d; u. 3s 6d; S.6, u. 4s; S.7 m. 5s; u. 4s 6d; S.8, m. 3s, u. 2s 9d; S.9, u. 1s 3d; S.10, u. 5s; S.11, m. 4s, u. 3s 6d; S.12, u. 1s; S.13, m. 2s 6d; u. 3s; S.14, m. 2s, u. 2s 6d; S.15, m. 1s 3d; u. 1s

Colour Chart—3s 6d and 4d. post and packing. (P.T.S. Tokens accepted).

Send for list **1893-1949.**

* S.A.E. please. *

A. CARRINGTON, P.T.S.
72 Blannerle Road,
NEW ELTHAM, S.E.9

CANADA

AND

British North America

General and specialized lots
of this important group are
offered regularly in our
AUCTIONS

— :: —

700 lot sales are held every
three weeks. Catalogues
mailed to you for 2/- per
annum

G. P. D. VESSEY LTD.

Bank House, Whitstable, Kent

Blue Label Special Stamp Mounts

THE FINEST MOUNT AVAILABLE

THE DEMAND FOR OUR FIRST SUPPLY TEMPORARILY
EXHAUSTED OUR STOCKS, BUT WE CAN AGAIN ONCE

MORE OFFER AS BELOW :—

1,000 for 2s. (Postage 3d. extra)

5,000 for 9s. 2d. (Postage 4d. extra)

WHITFIELD KING & CO.
IPSWICH, SUFFOCK

B.N.A. AND THE WORLD

We have STOCK BOOKS of all countries, many
of which have recently been remade. Please let
us know your requirements.

WANT LISTS receive careful and speedy
attention.

WE BUY fine stamps, either in collections
or singly.

BRIDGER & KAY LTD.

86 STRAND, LONDON, W.C.2

(ESTABLISHED 50 YEARS)

I WANT TO BUY FOR MY PERSONAL COLLECTION OF

Canadian Revenue Stamps

THE 1869 ISSUE OF BILL STAMPS \$2 RED AND BLACK
WITH CENTRE INVERTED

Offers of other Canadian Revenue Stamps will be
appreciated.

RAMSAY STEWART
61 FREDERICK STREET
EDINBURGH

A CANADIAN READER OF

WEEKLY
*Stamp
Collecting*

WRITES TO US FOR CHRISTMAS:—

For your publication, "Stamp Collecting," I wish all the best in editorial
content, reader power, gross and nett: may it establish new records."

December 13th, 1949

R.B.V. (Ottawa)

WE HOPE TO CONTINUE TO DO SO—WITH THE HELP
OF OUR READERS BOTH AT HOME AND OVERSEAS.
STAMP COLLECTING LTD., 27 MAIDEN LANE, LONDON, W.C. 2.
4d each week from all Newsagents, or £1 (\$3) per annum, post free from
the publishers. No formalities for readers in Canada or the U.S.A.
Simply mail your order with an International Money Order or Personal
Cheque.