



JOURNAL OF THE
CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN

Maple Leaves

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June 1985

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MAPLE LEAVES
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Vol. 19 No. 11

JUNE 1985

Whole No. 203

EDITORIAL

As you will have gathered from the April issue of *Maple Leaves*, I am once again restored to good health and able to undertake the duties of Editor once again.

First of all I must thank all the members who were kind enough to write or enquire after me during the last six months, it has been impossible to acknowledge everyone but I trust that you will accept this general thank you.

Secondly, I must express my personal thanks to Lionel Gillam who stepped into my shoes at such short notice to publish both the January and April issues. Without his help the magazine would not have appeared and now that he has decided to withdraw as assistant editor, it is essential that we have a volunteer to take over immediately as the situation could arise again.

On page 255 of the April issue there appeared a notice regarding the closure of the National Postal Museum in Ottawa. The Secretary has written to the appropriate Minister for Canada Post expressing the dismay of the members of this society at the closure particularly those unable to visit the Museum and having to rely for their research on the co-operation of the Museum staff.

It is hoped that the combined protest of this society and the societies in Canada will produce a reversal of their decision for closure or at least ensure that adequate facilities are made available as soon as possible.

MANPEX '85

Reference was made to this proposed stamp show on page 229 of the January issue of *Maple Leaves*. Members should note that the show has been cancelled due to insufficient dealer support.

39th ANNUAL CONVENTION CHEQUERS HOTEL, NEWBURY.

Wednesday 28th August to Saturday 31st August 1985

PROVISIONAL PROGRAMME

Wednesday 28th August

Afternoon	Arrivals and Registration.
Evening	“Aspects of Postal History” – Dorothy Sanderson.
Ladies	Informal

Thursday 29th August

Morning	Study Circle on Edward VII. Leader: David Sessions. Please bring interesting material.
Afternoon	Canal Boat Trip.
Evening	“The Registration System” – Len Belle. “Maple Leaves and Numerals” – Len Warren
Ladies	Theatre Visit.

Friday 30th August

Morning	Competition – Judging, viewing and comments. Short Display to be arranged.
Afternoon	Mystery Coach Tour
Evening	“Study of the Map Stamp and its Postal History” – Fred Fawn.
Ladies	Talk on the History of Newbury.

Saturday 31st August

Morning	Committees and Annual General Meeting.
Afternoon	Auction
Evening	Banquet.

Note:

- (i) Auction Lots will be on view after the Thursday and Friday evening display.
- (ii) If you want to play golf one afternoon, please contact the President before Convention.
- (iii) PLEASE TRY AND ATTEND, EVEN IF IT IS JUST FOR ONE DAY.

STEAMBOAT MAIL by L. F. Gillam, F.C.P.S.

PART 1

On 1st November, 1809, twenty-seven years before the opening of the first steam railway in Canada, the steamboat *Accommodation* made her maiden voyage upon the St. Lawrence River between Montreal and Quebec. She was a tiny vessel of a mere forty tons burthen, eighty-five feet in length and powered by a six horse-power engine which drove two paddle wheels. She carried ten passengers and lay at anchor at night thus losing thirty hours on the one hundred and eighty mile voyage. She arrived in Quebec on the morning of the 4th, having enlisted the help of a team of oxen in order to be able to make any way at all against the St. Mary's Current below Montreal. Her appearance (two years before the more illustrious *Comet* first sailed upon the Clyde) quickly captured the imagination of the public, and her owner, John Molson, the Montreal brewer and proprietor of the St. Lawrence Steamboat Company, as he called his new venture, doubtless hoped that the novelty of such a means of transport, combined with its comparative comfort (if not speed) would offer considerable advantages over the post chaise road service between Canada's two principal cities.

In this he was ultimately successful, being by no means slow in taking advantage of the rapid developments in steamboat engineering which characterised the next two decades. Indeed, within three years, his company was able to introduce a new vessel, the *Swiftsure*, which was ten times the size of her predecessor and which carried one hundred and fifty passengers. By 1818 there were six other vessels of similar size plying on the lower St. Lawrence including the *Malsham*, the *Car of Commerce* and the *Lady Sherbrooke*. For the next eight years John Molson's vessels enjoyed an undisputed monopoly of the river traffic below Montreal, but when in 1826, the steamboat *Hercules* was placed in service between Quebec and Montreal by her owner, John Torrance, a fiercely-contested struggle for river traffic began, and which was only to end with the final eclipse of the steamboat and the establishment of the railroad in uncontested supremacy for the next hundred years.

But this lay in the future; during the following decade the two companies were successful in capturing the bulk of the passenger traffic between Montreal and Quebec, much to the detriment, during the navigation season, of the post chaise service (and later the stage coach services) on the traditional route of the Chemin Royal along the north bank of the river. It was not, however, only the post house and stage coach proprietors who suffered; the post office too began to experience an alarming decrease in its revenue because a practice developed of entrusting letters to the care of passengers or steamboat captains. By this means it was, of course, possible to evade postage charges. Such 'favour' letters had frequently been carried by travellers in the early days when courier services were either infrequent, invariably costly and sometimes non-existent in the more remote areas. What was new, however, was the scale of the practice, so much so, in fact, that the

Deputy Postmaster General, Daniel Sutherland, became so concerned that in 1820 he lodged a complaint with the Colonial Secretary, the Earl of Bathurst. The latter in turn referred the matter to the Governor General, the Earl of Dalhousie, after confirming Sutherland's allegation that the 'unofficial' carriage of mail was illegal. The Governor General could offer no remedy, however, and the matter was left to Sutherland's discretion. In view of the current agitation in Canada concerning the disposal of Post Office revenue, and political unrest, it was considered that the enforcement of post office regulations (even if this had been practicable) was inadvisable. Sutherland, therefore, was left to combat the practice as best he could.

In the following year he endeavoured to secure to the post office its legitimate dues by installing letter boxes on board the vessels; but this was of little avail. The purpose of the letter boxes was to enable post office contractors to collect their contents and deliver them to the post office at each port of call. Here they could be either collected, or distributed and, if necessary, paid for by the recipients. That Sutherland was unsuccessful in his attempts to establish 'official' carriage of mail by steamboat is obvious from a letter which he wrote to the Attorney General for Lower Canada in 1826:

"Ever since," he wrote, "the introduction of Steamboats into these Provinces, the Post Office revenue has diminished considerably during the season of navigation, as many people send their letters by them instead of through the Post Office, merely to avoid paying postage; and although I had letter boxes put on board of each for the convenience of the public, and safe conveyance of letters, yet they prefer to send them by persons on board these boats to the manifest injury of the Revenue."

He also, to secure the goodwill of the captains concerned, undertook to pay them twopence for each letter carried in the mail boxes, doubtless to recompense them for the loss of gratuities which they had been accustomed to receive from the senders or recipients of mail. That this too failed in its purpose is best illustrated by the paucity of "straight line" steamboat markings which are known to exist. These, apparently, were applied by those post offices from or to which letters had been despatched or received through official post office channels. The first known of these is dated 1817 and is illustrated in actual size below (Fig. 1). It emanated from Three Rivers, but it is important to note that similar markings are known to have been used at Quebec during the years 1824 and 1826 and probably both earlier and later. This Quebec marking is illustrated in a reduced form in Fig. 2. The actual length was about 30mm. Much more rarely a "boxed" marking is also known to have been used during the years 1830 to 1839. An example, considerably enlarged, is illustrated in Fig. 3. The actual measurement is about 42mm by 10mm.

STEAM BOAT

Fig. 1

STEAM BOAT

Fig. 2

Daniel Sutherland was succeeded in office in 1827 by Deputy Postmaster General, Thomas Allan Stayner, and he bequeathed to him, along with other cares of office, the intractable problem of "unofficial" mail which had pre-occupied him during the previous eleven years. For a time Stayner tried quite unavailingly to dissuade the public from what was now long-established custom, and was finally compelled to come to terms with the inevitable because of the increasingly critical political situation, and the extension of steamboat services to Upper Canada. The seriousness of the problem, however, is best illustrated by reports of post office officials, who as late as 1835, testified that some £2,500 was lost annually by their department through the illegal carriage of mail.

In 1841, however, Stayner was enabled to bring about important changes which did much to establish the carriage of mail by steamboat upon more satisfactory lines. In the past a regular mail service by steamboat had been impossible to maintain because vessels did not adhere to a regular timetable, but operated primarily for the benefit of shippers rather than passengers. In addition, at the beginning and towards the end of the navigation season, when cargoes were not always easily obtainable, sailings became even more irregular. Even at the height of the season a regular schedule was not always maintained if the vessel was required to wait for a full load before sailing. Moreover, apart from carrying cargo, the boats frequently towed strings of heavily laden barges as well.

These changes were twofold: in the first place Stayner, with the inauguration of an official steamboat mail service between Quebec and Montreal in the May of that year, appears to have secured from the owners of the vessels concerned guarantees of delivery and regularity which quickly led to an increase in Post Office revenue derived from the payment of postage on letters mailed on board ship, or conveyed thereto by contractors from the post offices at the various ports of call. The voyage from Montreal to Quebec now occupied only 19 hours, although the journey upstream, for obvious reasons, took a little longer. In addition to the two termini, Three Rivers, Port St. Francis and Sorel now exchanged mail regularly six times a week. As a result of the regularity, speed and security afforded to the mail public confidence increased, the number of letters carried "by favour" diminished and post office revenue mounted accordingly. By 1846 £650 had been collected during the current navigation season in postage upon letters carried on board steamboats plying between Quebec and Montreal.

The second change was of even more fundamental importance: a decision was made to appoint mail conductors on board what were now to be known as Government Mail Steamers. By their nature these were seasonal appointments lasting from about May to October (the so-called "navigation season") and the vessels' owners were required to supply conductors with a special cabin for the security of the mail. Another feature of the contract negotiated by Stayner stipulated that conductors should be provided with meals during the voyage. Apart from the supervision of the loading and unloading of mail at each port of call conductors were also required to empty the letter box on

board immediately after the vessel had left each port of call, to write on each letter so collected the name of the post office of origin and to sort them in order that they might be properly distributed en route or delivered to the receiving office at Montreal or Quebec at the end of the voyage. One other aspect of the conductors' duties was also emphasised: they were required to report upon the punctuality and efficiency of post office contractors whose duty it was to collect and deliver letters and newspapers from and to each port of call.

Such a radical departure from the old, haphazard and illegal method of piling letters and newspapers on a cabin table and allowing members of the public literally to "help themselves" is also underlined by the provision, for the first time, of official post office steamboat handstamps (Fig. 4). These markings about 40mm long are recorded as having been used during the years 1841 to 1850 at Quebec (designated "Q") in the oval datestamp and Montreal (designated "M"). The date of posting was completed in manuscript at the post office of origin, and it was not, apparently, until 1845 (the earliest recorded date) that conductors were furnished with handstamps for their own personal use (Fig. 5). These handstamps were numbered, and each conductor was assigned a personal number, although it is clear from numerous examples of postmarks that being a movable part of the indiciae, they were sometimes omitted. Numbers 1 to 6 are known to have been used in the case of the Montreal handstamps and they are known dated from 1845 to 1855. The Quebec handstamp is known with similar dates, and in this instance a postmark with the number "9" has been recorded. This may be, of course, an inverted "6", or it may be pre-supposed that similar high numbers were used in the Montreal handstamps. Both the Quebec and Montreal handstamps are known in two sizes, the larger being 29mm. in diameter and the smaller 23mm. It is clear from recorded examples that the first handstamps ordered (in March, 1845) were of the larger type. In his letter to John Francis, who was then official contractor to the British Post Office for handstamping equipment, it is interesting to note that Stayner, when requisitioning the handstamps stipulated that they should be made of steel. Apparently Francis had made the original handstamps of copper (Fig. 4) and these had deteriorated badly under constant use. It is not known when the smaller types of handstamps were ordered, but they are known to have been used during the years 1852 to 1854. It is very doubtful if later dates exist. In January, 1855 the Quebec and Richmond Railway commenced regular services and henceforward it was possible for mail to be transported by rail from Quebec to Montreal throughout the year. Thus, with the establishment of railway post offices, the era of steamboat mail came to an end, and with that end there passed into Canadian postal history one of its most interesting and fascinating chapters.

Note: In conformity with contemporary practice some of the postal markings described can be found struck in either red or black ink.

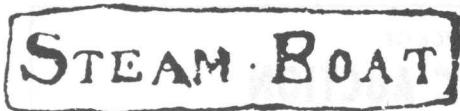


Fig. 3



Fig. 4



Fig. 5



ANNUAL GENERAL MEETING

In accordance with Rule 17, notice is hereby given of the Society's Annual General Meeting, to be held at the Chequers Hotel, Newbury, on Saturday 31st August 1985.

Nominations for the following offices are solicited :—

1. Vice-President.
2. Secretary.
3. Treasurer.
4. Three Committee members, one from each region.

The retiring Committee members are J. H. Bryce (Scotland), G. Whitworth (North), L. Warren (South). They, together with the retiring Secretary and Treasurer, are eligible for re-election.

Nominations to the Secretary please by 30th June 1985.

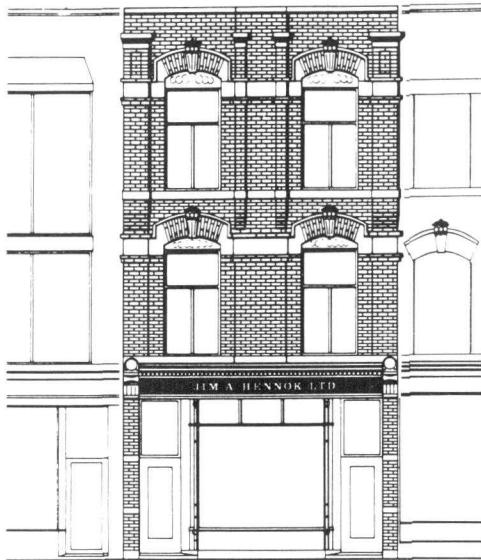
FELLOWSHIP

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

- (a) Outstanding research, or
- (b) Outstanding service to the Society.

Nominations are solicited for submission to the Fellowship sub-committee in accordance with the Fellowship Rule No. 2. Such nominations must be on the prescribed form which is obtainable from the Secretary. *Completed forms* to be returned by 30th June 1985.

NOTICE OF
2ND PUBLIC AUCTION



OUR SECOND PUBLIC AUCTION WILL BE HELD IN MID-JUNE 1985, ON OUR PREMISES AT 185 QUEEN STREET EAST. PLEASE CONTACT US FOR A COPY OF THE CATALOGUE.

AS ALWAYS OUR CHIEF INTEREST IS IN B.N.A. SINGLES, SETS, POSTAL HISTORY, COLLECTIONS AND WHOLESALE LOTS, BUT WE WILL SELL ANYTHING OF PHILATELIC INTEREST FROM THE WHOLE WORLD.

OUR RETAIL, WHOLESALE, PRIVATE TREATY AND PUBLISHING DEPARTMENTS WILL OF COURSE CONTINUE TO SERVE YOU AS BEFORE. WE BELIEVE THE ADDITION OF REGULAR AUCTION SALES WILL ROUND OUT AND EXPAND THE SERVICE WE PROVIDE TO BOTH BUYERS AND SELLERS.

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SHORT PAID TRANSATLANTIC MAIL (Part 2)
by Geoffrey Whitworth, F.C.P.S., F.R.P.S.L.

A large letter from St. Andrews to Hungerford dated SP 15 1864.

From a string of correspondence there are two identical covers prepaid 37½ cents and both are handstamped SHORT PAID..
HALF FINE..



A large letter from St. Andrews to Hungerford dated SP 15 1864.

This cover was collected at the Montreal post office where it was back-stamped SP 15 1864 and probably noted for its wrong rate. It left Quebec on September 17th on the Canadian Packet 'Belgian' arriving at Liverpool on SP 28 1864. The cover shows the Canadian Pkt. 'E' date stamp of the Quebec date which would be added by the mail clerk of the Belgian.

The rate deficiency was 12½ cents or 6d sterling and the half fine of 3d made a total of 9d due to Canada. This was cancelled when the 1/- handstamp was applied at Liverpool. Compare this handstamp with the one illustrated on the 1865 letter on page 247 of the January issue.

A large letter from Streetsville to Galway dated AU 16 1864.

Prepaid 37½ cents in stamps. Correct postage 50 cents. Dated Streetsville AU 17 1864 in light blue ink, bar cancel of stamps in same ink.

Backstamped Toronto AU 17 1864, weighed and handstamped 9 in black ink. This is in sterling for postage due to Canada, later cancelled and altered to 1/-.

Canadian Packet 'Hibernium' departed Quebec August 20, arrived Liverpool Aug. 30.

Irish mail taken off at either Derry in the north or Cobh in the south. Received Galway August 30 1864, delivered but re-directed to Derry and 4d

postage paid in British stamps, cancelled by Galway 232 hammer and dated August 31.

Received Derry September 1st.



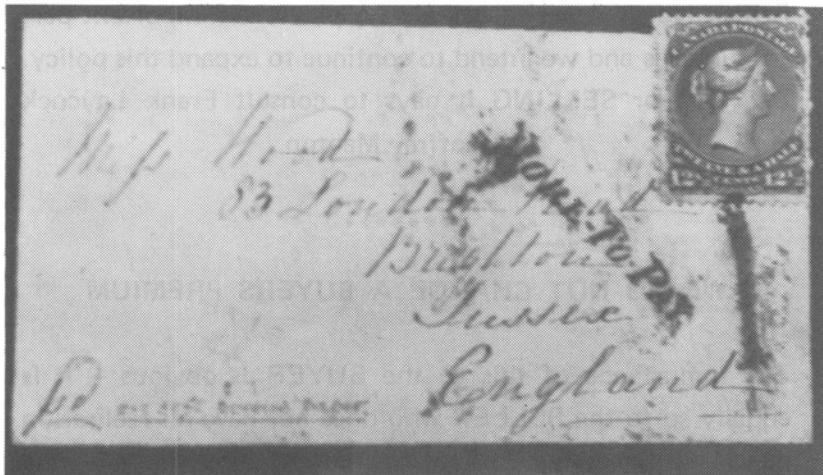
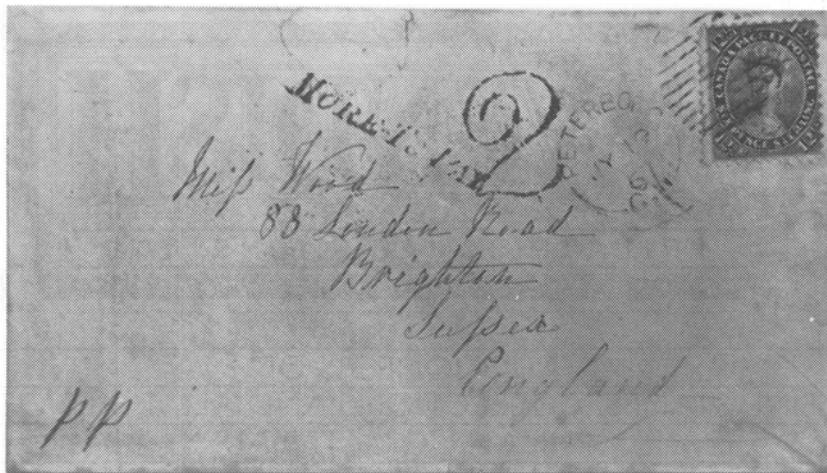
A large letter from Streetsville to Galway dated AU 16 1864.

Underpaid Transatlantic Mail

Another type of underpaid transatlantic mail was brought about by the Canadian Post Office instructions that mail must not be held up in Canada and that letters must be despatched on the first boat to sail. It was required that mail for the Canadian Packets must be so marked on the front of the envelope. The single letter rate for this route was 12½ cents. In 1867 the rate was 17 cents when sent by the British steamers via New York or Boston.

If the next mail bag for the United Kingdom was going to be for the British boat then unmarked letters were placed in the bag and upon arrival in Liverpool 2d, the sterling equivalent of the difference was demanded of the recipient. When a green stamp on a letter was seen going via America a 'MORE-TO-PAY' handstamp was applied along with a 2 to indicate the sterling amount due. The first illustration shows such a cover.

The second illustration is from the same correspondence but dated 1869 when the rate by Cunard ship had dropped to 15 cents and the amount then due to 1d.



Contributions for future issues

of MAPLE LEAVES

will be welcomed by the Editor.



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British North America has always played an important part of our sales and we intend to continue to expand this policy.
BUYING or SELLING it pays to consult Frank Laycock or Geoffrey Manton.

WE DO NOT CHARGE A BUYERS PREMIUM

The importance of this to the BUYER is obvious — it is equally so to the SELLER who does not have his realisation de-valued because the buyer has reduced his bidding by the amount of the "Premium" he would otherwise be obliged to pay.

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ALLAN LINE PICTURE POSTCARDS

by Kim Dodwell

For anyone wishing to build up a collection illustrating the philatelic story of the Allan Line, the early years are fairly easy (although far from cheap!). The first fifteen years tell a fascinating story of daring enterprise, desperate struggle, tenacity in the face of adversity, and eventual success. The David and Goliath tale of the Canadian newcomer against the mighty established Cunard, the ensuing many wrecks and fewer rescues, and the eventual triumph of the band of dour Scottish captains was followed by the Canadian public with the same interest and sometimes fickle enthusiasm that in present times a country follows the fortunes of its national football team. It was Canadian history in the making, and as history it has received its due of research, articles and books.

Covers, especially from Eastern Canada, were frequently endorsed with the name of the ship that would carry them, and when this is lacking Arnell's invaluable tome supplies the name, provided the transatlantic crossing dates can be deduced from the postal marks. Thus, at a price, it is possible to make up a collection illustrating maiden voyages and wrecks, first/last date of rate and route changes, and so on.

It is not so simple however, for anyone wishing to continue such a collection into the Allan Line's later years. After the easy times of the late 1860's and 70's the Company seemed to lose its competitive edge and could no longer keep up with the wealthy companies on the profitable New York route and their expensive ocean greyhounds. The Canadian public lost interest and sent most of their mail via New York. Allans lost their mail contract monopoly and had to share with others. Even Arnell seems to have lost interest, and his tables stop at 1890.

For the Allan fan trying to follow the line's story into this century and up to its ingestion into the maw of the Canadian Pacific in 1917, the finding of covers carried on particular voyages by individual ships is almost impossible. They are not expensive; they just cannot be identified. Fortunately, in the humble postcard we have the solution.

The final 20 years of the Allan Line coincided with the golden age of the postcard. A manifestation of this was the sending of postcards depicting the ship that was to carry them, by travellers who wrote their farewells at the port of embarkation, wrote on the voyage, and wrote again to tell of their safe arrival on the other side. From such cards we can illustrate the old line's slow decline at very little cost. I started such a collection some ten years ago, and the following notes may help anyone else wishing to start.

1. THE SHIPS AND THE SERVICES:

Bonsor in "North Atlantic Seaway" tells us that in 1891, at the peak of the Company's activities, eight services were being maintained. Several were unprofitable and closed shortly after, and those such as Glasgow - United

States; Glasgow — River Plate and others offer only a very indirect connection with Canadian postal history. Our main interest must be in the mail services, i.e. the prestigious weekly Liverpool — Canada; the fortnightly Liverpool — St. John's — Halifax N.S., and (from 1905), the London — Harve — Canada contract services.

At the start of the postcard era the Allan premier service Liverpool — Canada was maintained by the "Ionian", "Pretorian", "Sicilian", "Bavarian" (fig. 1) and "Tunisian", and cards of and from these mailships are easy to find. Far less easy are 1899-1903 Boer War cards from the "Bavarian" and "Sicilian" when they were requisitioned as troopships.



Fig. 1 An early one with undivided back. Posted Liverpool 19 DE 02, to Dunkeld, Scotland.

In spite of the downturn in the Company's fortunes and their having to share the mail contracts with the Dominion Line, and later the White Star, and having to sub-contract part of their share to the Canadian Pacific, Allans still kept trying. In 1905 they launched a pair of excellent liners, the first turbine steamers in the North Atlantic, the "Virginian" and "Victorian" (fig. 2) which between them must have carried millions of letters in their ten years in the premier service. They are depicted on numerous different postcards, and cards written by passengers just before, during and just after their voyages are easy to come by.

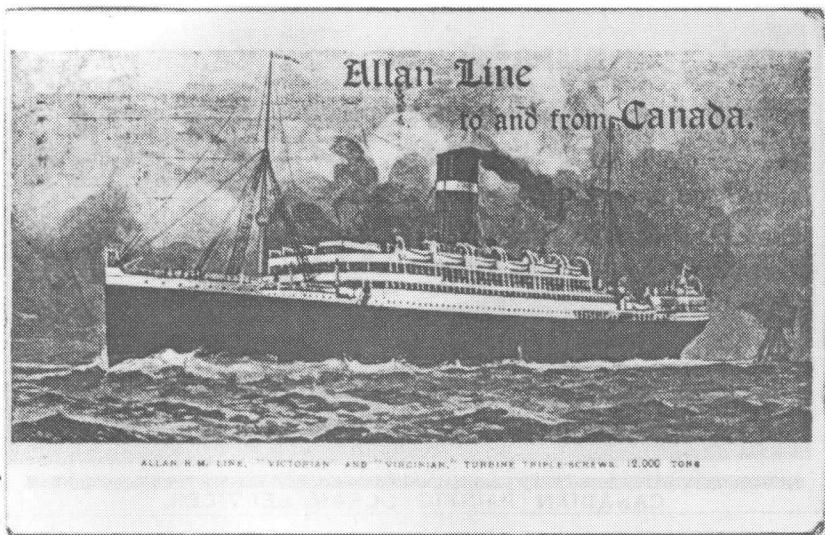


Fig. 2 Advertising card. Can be found with normal back for postal use or with printed-advertisement for use by shipping agents

In 1914, the Allan Company again took a short-lived lead over their rivals by launching the "Alsation" and "Calgarian", which were second to none in the Canadian trade in size, speed and luxury. However their successful debut was cut short by the war and they were requisitioned for service as armed cruisers, during which the "Calgarian" was torpedoed. Her sister ship came through, and passing to the Canadian Pacific Ocean Service in the Allan sale of 1917, had a long career after the war as the "Empress of France". (fig. 3)

As new liners were introduced on the premier service, the older ships they replaced were relegated to the less important services. The various changes are too numerous and involved to detail here, but just before the 1914 war, the service Glasgow - Liverpool - St. John's - Halifax (shared with the Furness Line) was taken care of by the "Sardinian", "Mongolian", "Pomeranian" and "Carthaginian", while the "Scotian", "Ionian", "Corinthian" and "Sicilian" maintained the London - Le Harve - Canada route. Other than postcards, any mail that can be positively identified with either of these two routes is very difficult to find.



Fig. 3 The original Allan Line caption read "Quadruple-screw Steamers "Alsation" and "Calgarian", 18,000 tons (building)", but the card has been overprinted by the Canadian Pacific. The funnel colours, however, remain unmistakably Allan Line!

2. THE POSTCARDS:

- a) **The Users.** These can be grouped into three categories. Firstly, and least interesting for our purposes, are cards used within Great Britain for messages unconnected with any sea voyage. Common — unfortunately! Secondly, cards written by passengers or crew just before sailing or after landing. These are often most interesting, giving useful information on sailing dates and times. Thirdly, cards written on board during voyages are the most desirable of all, constituting 'paquebot mail' (or its forerunners), with interesting choice of national franking and cancellations.

Frequently in their messages both second and third categories give fascinating insight into conditions under which these voyages were made. The hopes and fears of emigrants setting out into the unknown, their reactions to the Atlantic weather, icebergs, the first sight of land, and the unexpectedly long passage up the St. Lawrence. All these come across vividly in many a card, together with occasional glimpses of shipboard romance, a little inter-class snobbery, and frequent praise for the ships, their crew, and the food — for those who could keep it down!

b) **The Cards.** First a word of warning; if you decide that the collection is to be primarily of postal history, on the subject of Allan Line mails, then do not be carried away by the minutiae of postcard collecting. Beware lest the tail wag the dog. It is easy, I find, to get sidetracked into the realms of esoteric postcard collecting, of different publishers, different artists, and so on. Fun, maybe, but a long way from Canadian Postal History. However, if this proviso is accepted, and (as with all collecting) paying due heed to condition and quality have fun with :-

Publishers. There are many on both sides of the Atlantic. Apart from the official Allan Company's printed cards with advertising on the front, Tucks in their "Celebrated Liners" series, Valentines and a host of others, are enough to make up a sizeable sub-collection.

Artists. Less scope here because many of the illustrations of ships are unsigned, but Norman Wilkinson, Odin Rosenvinge, and other signed cards can be found.

Menu Cards. The printed dinner menus in the first (and second?) class saloons has a tear-off portion at the top which could be used as a postcard. I do not know whether there was a different picture for dinner each night, but I have found eight different so far, all with the ship's name inscribed either in manuscript or handstruck. I would be most interested to know what the total number of different cards were printed. Elusive and pricey, they are mostly beautifully coloured and are among the most attractive of the Allan cards. (fig. 4)

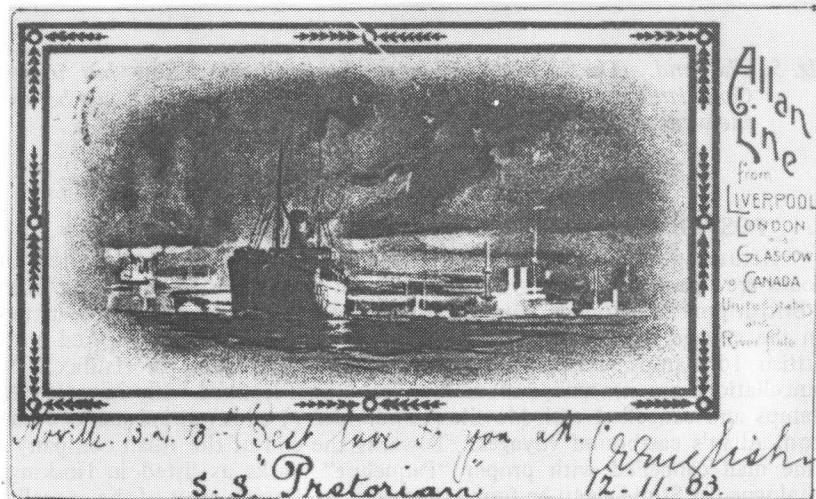


Fig. 4 Example of 'Menu Card'. Beautifully coloured tear-off postcards that formed the top part of the upper class dinner menus.

"Life after death". The Canadian Pacific finally took over Allans in 1917. The oldest ships were sold or scrapped as soon as the war was over, but the best were kept on, some for many years, and another sub-collection can be made of ex Allan ships under C.P. colours. (figs 3 and 5).

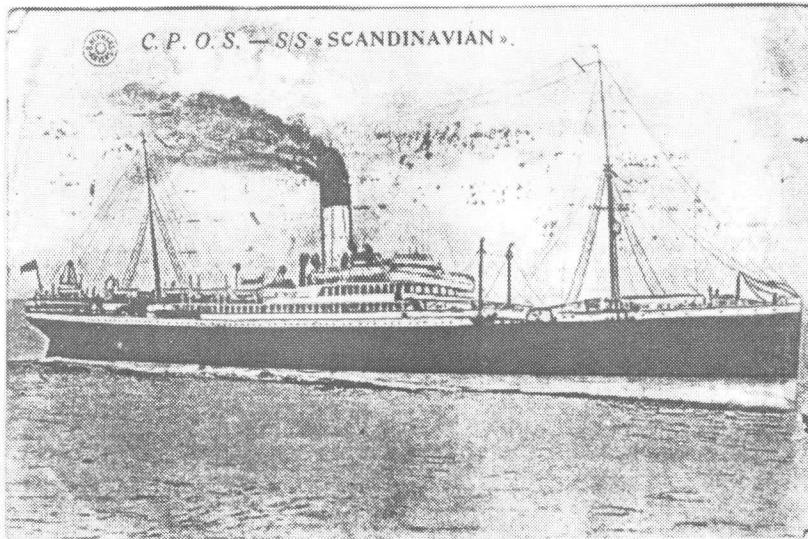


Fig. 5 *The end. The old Allan "Scandinavian" still sailing but under Canadian Pacific Ocean Service colours in this 1923 card, just before she went to the breakers.*

3. "POSTED ON BOARD" and "PAQUEBOT MARKS"

Returning to more philatelic matters, postcards written and posted on board are "paquebot mail". By international agreement, a ship sailing from a British port to a foreign country could post at a foreign port, mail written on the voyage franked with British stamps. Thus postcards, franked with British 1d stamps and cancelled with Rimouski, Quebec, or Halifax N.S. cancellations are not uncommon. Similarly, mail franked with Canadian 2c stamps and cancelled with Moville (Londonderry) or Liverpool marks come from Allan's eastbound voyages. Towards the end of the Allan company's time mail cancelled with proper "Paquebot" marks as listed in Hoskings catalogue (or Studd) is to be found, but until 1910 or so most of the cancellation was by the ordinary office circular datestamps or machines, as used on inland mails. However, when used as described, these marks can legitimately be classed as "Paquebot mark forerunners".

Although the mailships were scheduled to call at Moville and Rimouski (Father Point) a day out from Liverpool and Quebec respectively, a study of postcards written on board shows that this pick-up was not always made. Presumably if the ship was behind schedule, or perhaps due to bad weather, mail written in the Irish sea and addressed to Britain, was occasionally carried across to Rimouski, there to be transferred to the next eastbound ship for posting in Liverpool, instead of being put ashore at Moville. (fig. 6 or 7)

Another point of postal history brought out by postcards is that Allan mailships on the London — Le Harve — Canada run called in at Plymouth (at least on occasion) to drop off mail. This is not covered by Bonsor in his otherwise very full detail. (fig. 8)

4. CONCLUSION:

The inclusion of postcards in a postal history collection whether merely as a picture to illustrate the ship that carried a cover, or as a mail item in its own right, adds a new dimension to the collection. At a time when classical postal history is increasingly scarce and expensive, postcards that tell stories alive with interest can still be picked up for little more than £1.

There is so much detail to the subject that this text and illustrations can no more than outline the scope. I would welcome correspondence with exchange of ideas and information with anyone interested.



Fig. 6 Example of the Moville (Londonderry) call omitted. Card written the "Victorian" and not put off at Moville. The ship arrived at Montreal on the 2nd July, so this card must have been put off at Rimouski to catch the first Liverpool-bound ship.

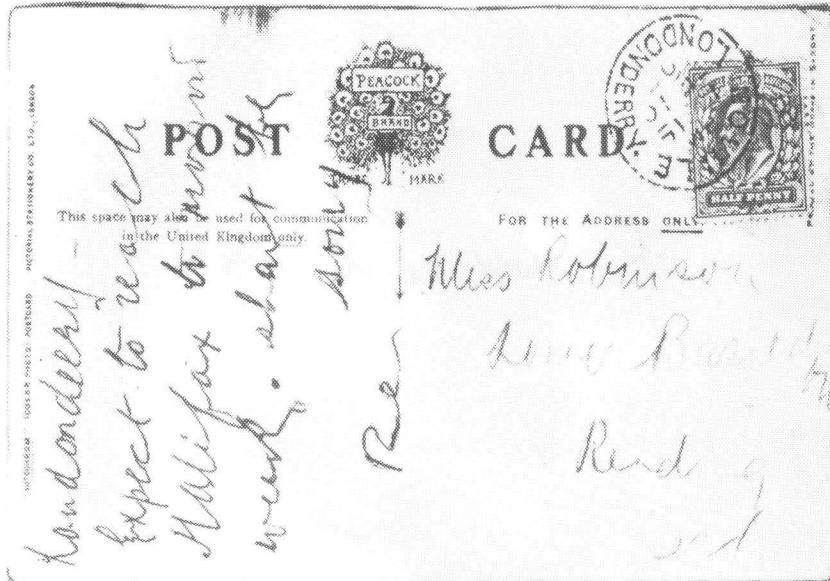


Fig. 7 Card (of the "Parisian" — one of the oldest in the fleet) put off at Moville and franked with paquebot mark forerunner.

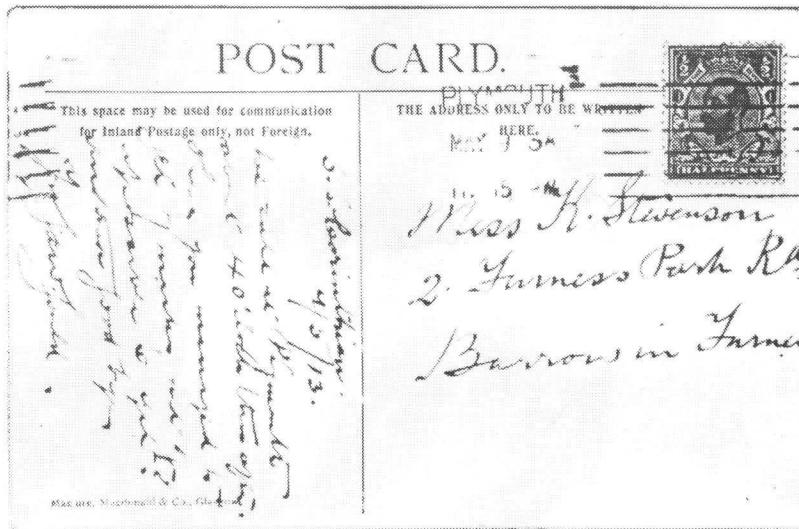


Fig. 8 Written on board the "Corinthian", on the London — Harve — Canada service, and cancelled at Plymouth.

D-DAY COMMEMORATIVE COVER

A committee has been formed at Canadian Forces Base Comox to establish an Air Force Museum. As part of our fund raising activities, a commemorative cover was commissioned to mark the fortieth anniversary of D-Day. The cover depicts a Hawker Typhoon in D-Day markings. The cancellation contains a miniature replica of the same Typhoon with the inscription "D-Day June 6, 1944". The 32 cent standard Queen Elizabeth stamp was cancelled June 6, 1984 at Lazo, B.C. Canada, home of CFB Comox.

Covers are being sold for \$2.50 (\$2.00 plus \$.50 postage/handling) and they can be obtained by writing to Chairman, Air Force Museum Committee, CFB Comox, Lazo, B.C. V0R 2K0.

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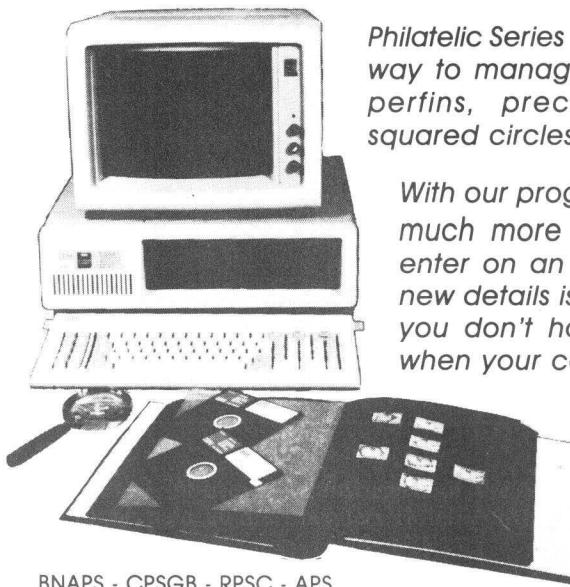
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OBITUARY

Dr. Matthew Carstairs, F.C.P.S.

The Society and the whole of Canadian Philately has suffered a great loss with the death of Matthew Carstairs on 7th March. Matthew, joined the Society in April 1957, and it was characteristic of him that his first letter in *Maple Leaves* in July 1957 begins 'I came across 13 copies of the scarce Labrador TPO on Newfoundland 1890 3 cents'. Those of us who knew him believed that he had the knowledge, intuition and luck to be able to find collectible items, where others would go away empty handed.

Over the years *Maple Leaves* has published many interesting letters from him, on a great variety of subjects and articles beginning with 'Notes on Canadian Forces Postmarks 1914-1920' in October 1965. Other articles included 'Montreal Barred Circles Postmarks'; 'Machine Cancels' and a series on Postal rates, and one entitled 'How it strikes me'.

He first served on the Society Committee in 1965 and remained on it ever since. He was Exchange Packet Secretary for a number of years, and for the last few years has been the Handbooks Secretary. He was the Society President in 1972-1973 and ran a most enjoyable Convention at Queen's College, Oxford, in 1973. He was elected a Fellow of the Society in 1975.

He has given many displays at Conventions and over the years has won virtually all the Society's major awards with displays on a great variety of subjects. He won a Silver award at Capex in 1978.

Matthew's untimely death had been a very great blow to his family, friends and the Society and we express our great sympathy to Ann and their children.

C.W.H.

POSTAGE DUE STUDY GROUP

A new group in Canada and the United States has been formed to make an in depth study of all phases and directions concerning these issues from J-1 to J-51 (Scott Numbers), including usage, covers, Postage Due wrappers, Postage Due labels, Plate material, imperfs, Specimen o/p's, Pyramid lines, Lathework, on cover blocks, rates, Dies, etc.

A regular newsletter will be published and sent to all members of the Study Group. Articles are requested from members, along with a list of holdings in order to determine the scarcity of some Postage Due material.

Any member of this Society interested in becoming a member of the Study Group are asked to send their name and address together with a subscription of U.S. \$10 to Calvin L. Cole, 3839 Ezie Street, San Jose, / California 95111, U.S.A.

BOOK REVIEW

POSTMARK. TORONTO – 150 years of Postal Service

This new publication from Canada Post is a glossy 12" x 9" history of the growth of the Toronto postal system. The 45 pages give historical details, many of which are illustrated by the relative stamp issue in colour, and both black and white and colour photographs are used to illustrate much of the text. To the students of Toronto Postal History it sets out all the important dates and information, and to others it is very interesting reading and a useful addition to ones library. My only complaint is the size which seems just a bit too large to fit my bookcase.

Copies may be obtained by sending an international money order for \$9.95 (Canadian) to: Postmark: Toronto, Canada Post Corporation, Room 456, 21 Front Street West, TORONTO, Ontario M5J 1A5.

The books are being sold at no profit to Canada Post Corporation. Three dollars from the sale of each volume goes to the Variety Club of Ontario for its charities in aid of needy children.

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