



# Maple Leaves

*JOURNAL OF THE  
CANADIAN PHILATELIC SOCIETY  
OF GREAT BRITAIN*

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# MAPLE LEAVES

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A. E. Stephenson, FCPS

Edited by: **Graham Searle**

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## EDITORIAL

Members will find in this issue, both a book review and an advertisement for a new book, recently published under the auspices of the PHSC, about the life of the late Fred Jarrett. Fred was one of the earliest members of the CPSGB and was regarded by many as the doyen of BNA philately. His 1929 book on the Stamps of British North America remains an important reference work 75 years on and his collection of BNA material sold in 1959 will probably never be equalled in its breadth and depth. The book is a fascinating read for those interested in the history of our hobby. Members should note that a hefty discount is available for orders placed before 1 August.

A subscription notice will be found inside this issue. We draw member's attention to the fact that subscriptions should be sent to Les Taylor in the UK or alternatively to Leigh Hogg in Canada.

Address details for both can be found in the notice on page 122. May I also remind members who are intending to attend Convention in Renfrew this year that their booking forms should be back with John Hillson by 31st July in order to qualify for the special rates.

Also enclosed in the mailing pack with this issue should be the Auction Catalogue for the Convention auction. Our thanks as usual to Colin Lewis for the hard work that goes into compiling this.

Members will be saddened to learn of the recent death of Jim Hennok who ran the well known Toronto auction house. We extend our sympathies to his family and friends.

May I thank those members who responded promptly to my call for material for future Maple Leaves back in January. However, the cupboard, whilst not bare, remains uncomfortably low so I

would again urge members to contribute material for future editions. Any subject, large or small, is welcome. However, I would particularly like to see some more articles on the modern stamp issues which tend to be within the collecting range of our younger members. I would also urge some of our more experienced members to contribute articles on general philatelic subjects such as mounting, displaying and exhibiting stamps and covers in competition which may, again, be helpful to those of us who are just starting off in this area.

I would like to thank the Journal of the Society of Postal Historians, *Postscript*, and its' editor, Sue Hopson, for permission to include the article by Malcolm Montgomery on Postal Rates to and from Canada, the first part of which appears in this issue. Malcolm originally published this work in *Postscript* but has updated and extended it somewhat for a

more specialist audience in Maple Leaves. If, like me, you are regularly bewildered by the rates and markings on pre-stamp covers from this period, the article provides a good deal of enlightenment.

As one recently retired person, may I end by passing our collective best wishes to member and auctioneer Bob Lee who retires himself later this year. Bob has successfully parted many of us from our money over the last 25 odd years but I am pleased to say that we invariably got something nice, in the way of BNA philatelic material, in return. His auction catalogues are a veritable mine of information, particularly on postal history and cancellations and they will be sorely missed after his last auction coming up in the autumn. We wish you well, Bob, and trust the retirement is both long and happy.

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# POSTAGE RATES ON LETTERS TO AND FROM CANADA 1840-1851 (PART 1)

Malcolm Montgomery

**Background:** The variety of rates and accountancy markings that appear on letters exchanged between the United Kingdom and the British North American provinces in the mid-19th century often causes confusion. Postal historians can, however, take comfort from the knowledge that post office officials were equally confused by the succession of changes and the complexity of the system. A great deal has been written on this subject, but some earlier articles lack references, while in others the main strand of the history can be lost in the detail. This article is intended to collate the known facts and, as far as possible, give specific primary sources.

The backdrop to this overview is the GPO Instruction of March 1839<sup>1</sup>, which reduced the rate of postage on 'single' packet letters to North America from one shilling and threepence to a shilling and incorporated the British inland charges into a 'uniform' rate:

*The Postage on all Letters to and from NORTH AMERICA, conveyed by Her Majesty's Packets, having been reduced to the uniform Rate of 1s. Single, 2s Double, and so on in proportion, you will in future charge that Rate upon such Letters, without*

*adding any charge for Inland Postage.'*

The instruction seemed to be quite straightforward, but while it was perfectly clear to the intended insular audience, it did not travel well. In North America, inland postage rates were high, unchanged since 1765,<sup>2</sup> and the Provinces had for some time been lobbying for change. As early as 1783, Anthony Todd, then Secretary to the Post Office had conceded as much in a letter to Benjamin Franklin<sup>3</sup>:

*'...and you may remember in the Act of the 5th of the present King, although the rates of letters in America were thereby reduced, we thought them yet too high, and that too, instead of 2d for every 100 miles after a certain accumulated Postage of 2<sup>sh</sup>/- or less for a single letter, there should be no higher rate for the greater distances throughout America.'* but the rates remained unchanged more than fifty years later. The single letter rate from Halifax to Quebec (700 miles) alone was 1s 8d Currency, and to Niagara in Upper Canada (1362 miles) a single letter was charged 3s Currency.

**The First Confusion:** When the DPMG for Canada, Thomas Stayner, received the 1839 instruction he chose to interpret it to mean that the British

## Effective 10th October 1765:

Distance:	Single	Double	Treble	Ounce
Up to 60 miles	4d	8d	1s 0d	1s 4d
61-100 miles	6d	1s 0d	1s 0d	2s 0d
101-200 miles	8d	1s 4d	2s 0d	2s 8d
Each additional 100 miles	2d	4d	6d	8d

Table 1: British North American postage rates, 1765-1851



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North American inland charges also were to be included in the 'uniform' rate. Whether this misinterpretation was deliberate or not is unlikely ever to be known, but no time was wasted in disseminating the good news to the provincial postmasters, in a General Post Office Quebec notice published in both the *Quebec Gazette*<sup>6</sup> and the *Kingston Chronicle*, the former adding an editorial describing the change as a 'humane gesture':

*'...we say, humane, because it affords to the poor that consolation which the rich from their constant enjoyment of it, cannot sufficiently appreciate; the blessing of a continued intercourse with their friends and relations from whom they are far removed.'*

Letters for the United Kingdom began to be rated on the assumption that 'Inland Postage' referred to both the United Kingdom and the British North American inland postage (Figure 1).

Unfortunately, humanity did not feature highly on the parent post office's agenda and any provincial optimism was quickly dispelled by London in letters to the DPMGs in Quebec and Halifax<sup>5</sup>.

*'I hasten to correct an impression you appear to entertain that the internal rates in British North America are abolished by the Circular Instruction sent to you in my letter of 27th March last; that instruction had no bearing at all upon such rates, and affect only the Packet postage to and from North America and the Inland charges in this Country.'*

Thomas Stayner, acknowledged the GPO letter on 25th August and a circular was issued<sup>6</sup>, instructing postmasters in Canada to 'revert to the old system of imposing upon letters for or from Great Britain and Ireland, via Halifax, the inland Postage...'. The DPMG for Nova Scotia, John Howe, was also sent a copy of the GPO London letter.

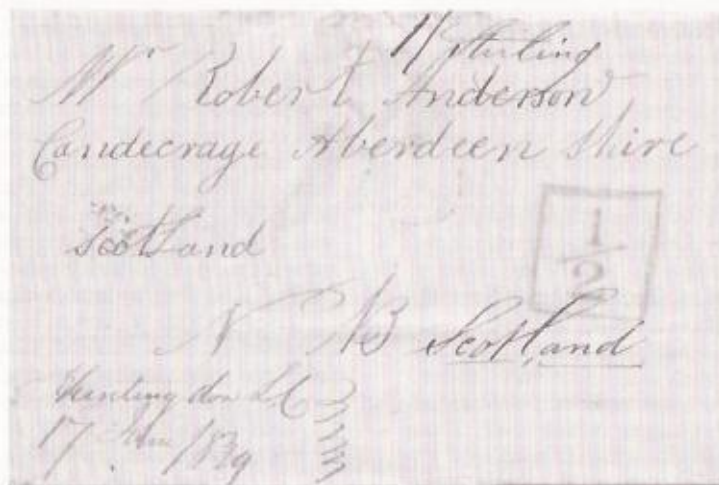


Figure 1: 15th June 1839 from Hinchinbroke, Canada to Candegrage, Scotland. No British North American postage has been raised; postage due in the United Kingdom was 1s Sterling, plus the ½d Scottish Road Tax.

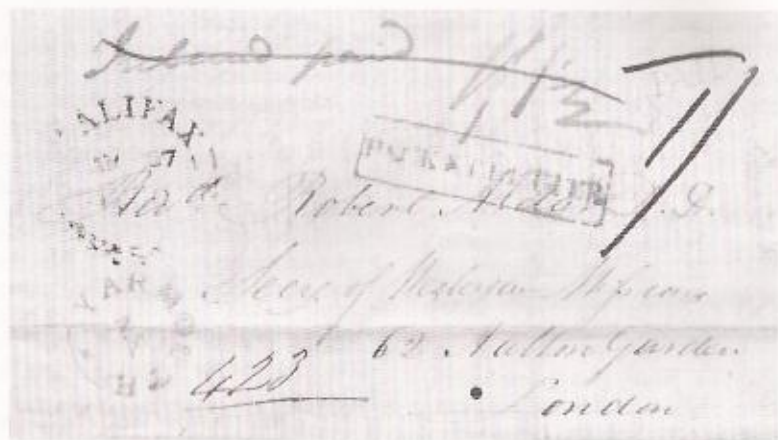


Figure 2: A letter from Yarmouth, Nova Scotia dated 15th February 1840, showing the reversion to the old method of charging inland postage in British North America. Prepaid 1s 1½d Currency to Halifax, it was carried by the 'Seagull' packet to Falmouth and charged a further 1s Sterling.

**Further Confusion:** A lesser complication arose from the GPO Instruction of November 1839, effective 5th December, which reaffirmed the existing packet rate but promulgated the scale of progression' that had been introduced in the United Kingdom under the 'Uniform Fourpenny Post' measures:

*'As the rate to and from North America is an uniform rate of One Shilling for a Single Letter, the rate of Postage on Letters conveyed by Packet between the United Kingdom and all the British Colonies... will be an uniform single rate of One Shilling, advancing on all Letters exceeding Half an Ounce according to the Scale of Weight already laid down.'*

The order also abolished most of the additional charges which had been applied to letters in the United Kingdom General Post up until that time'. Unfortunately, in the North American Provinces the progression on letters continued to be calculated by the sheet',

so a letter from the United Kingdom consisting of more than one sheet, but weighing an ½ ounce or less, could be charged multiple rates of inland postage on arrival. Dates of interest in this aspect of the history are shown in table 2.

**Rate Reductions:** The issue of the high cost of postage was highlighted with the success of the independent steamships, 'Great Western', 'British Queen', 'Royal William', 'President' and others. These ships had set new standards for the speed that letters could reach Canada, if routed via the United States and as long as provincial postage remained high the additional cost of this route was marginal. In 1840, justified by time and cost savings, arrangements were made for a regular steam packet service, the Cunard Line, to carry British mails to British North America via Halifax, but calling also at Boston. However, with the Halifax – Montreal transit taking five days in summer and nine or ten in spring, autumn and winter,



Date	Event	Comment
Until 4th December 1839	All progression by sheet or 1 oz 'packet'.	
5th December 1839 <sup>10</sup>	UK inland and packet changes to weight (½oz, 1 oz, 2oz, etc.)	Disparity in rating letters in UK as compared to North America.
1842 <sup>11</sup>	GPO (Quebec) draws distinction between rating letters for UK and letters for destinations in North America.	Discussion continues over appropriate method of progression.
5th January 1844 <sup>12</sup>	British North America changes to weight for inland letters (½oz, 1oz, 2oz, etc)	
1st July 1845 <sup>13</sup>	United States changes to weight (½oz, 1oz, 1½oz, 2oz, etc)	Triple rate included
19th January 1849 <sup>14</sup>	Accounting progression for trans-Atlantic letters established (½oz, 1oz, 2oz)	No triple rate; US different inland and packet progressions.
1st April 1866 <sup>15</sup>	Progression changed to ½oz.	Triple rate now accepted.

Table 2: Changes in rates of progression.

the advantage for letters between the United Kingdom, Montreal and all places west, where the greater proportion of British emigrants had settled, would remain with the New York ships. In a letter to Lord John Russell, C. Poulett Thomson, Governor General of British North America, argued that '...if such an arrangement persisted, the establishment of the steam conveyance to Halifax will effect neither of the objects contemplated... and the expense must become a dead loss to the Post Office.'<sup>16</sup> Spurred by the prospect of handing an advantage to the United States, the British Post Office promulgated an early reduction in provincial postage on trans-Atlantic letters to 2d Sterling, giving an all-up rate of 1s 2d Sterling between any place in the United Kingdom or British North America<sup>17</sup>.

At this time the Stayner also took the opportunity to clarify how payment, or lack of it, was to be marked on letters for the United Kingdom (*Figures 3 and 4*)<sup>18</sup>.

*'The Postage on Paid Letters is to be marked thus in red ink –*

	Sterling	Currency
Paid	1s 2d	1s 4d

*The postage on Unpaid Letters is to be rated in Sterling, in black ink.'*

The rates were effective from the August sailings of the new steam packets of the Cunard Line, however, the changes in Canada were published only in mid-August 1840, so some letters travelling on the SS *'Acadia'* departing Halifax on 4th September 1840, show the colonial inland postage (*Figure 5*).

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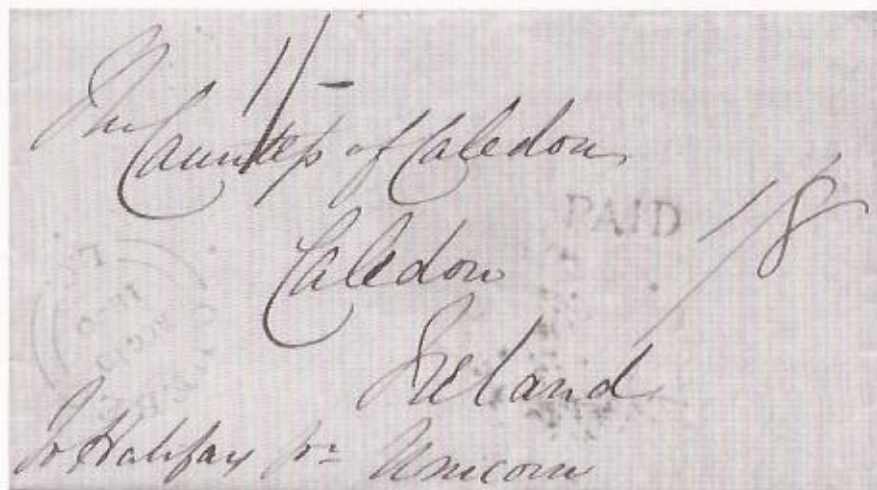


Figure 5: A letter dated 10th August 1840 from Lord Caledon at Quebec to his mother, the Countess of Caledon, that shows prepayment of the British North American charge to Halifax, 1s 8d Currency, after the reduction of charges. It was carried by the Cunard Line feeder service, SS 'Unicorn' to Halifax for the SS 'Acadia' to Liverpool, charged a further 1s packet and United Kingdom inland postage. On the reverse it bears a transit mark for Dublin, 15th September, and arrival at Caledon, 16th September 1840.



Figure 6: A letter dated 18th September 1841 from Bedford, England to St. Andrews, New Brunswick, paid '1/-'. It was marked 'MORE TO PAY' and '2' at Liverpool. The '2' was changed to '2 1/2d' (Currency) at Halifax.

**Prepayment:** Correspondents in the United Kingdom could send letters paid, unpaid, or paid to the port of entry; the last category were to be charged marked as deficient 2d Sterling, usually at Liverpool, and show a provincial charge '2½d', the Currency equivalent, although it is not always clearly stated that this last is a Currency charge (Figure 6). Such letters are the fore-runners of a curious practice that developed during this period: unpaid and underpaid letters came to show a variety of rates, accountancy marks and charges, none of which indicated the exact Sterling postage rate.

It is of interest that, even after the introduction of an 'all-up' rate, the regulations for prepayment were different for letters posted in the United Kingdom than they were for those posted in the provinces: the former could be posted wholly unpaid (charged 1s 4d Currency on arrival); prepaid only the British and packet postage (charged 2½d Currency on arrival); or prepaid; the latter had to be prepaid at least the provincial portion of the rate (2d Sterling/2½d Currency). This apparently had not been impressed on all Canadian postmasters, and some letters continued to be forwarded from Canada to the United Kingdom without prepayment of the 2d Sterling inland provincial rate (Figure 7), resulting in a further reproof from London and a rather

overly apologetic letter from Stayner to the Governor General in December 1840:

*'I lament exceedingly that I should have misunderstood the intention of the Government, which it appears was, that the twopence sterling inland Provincial rate, on letters going from these Provinces, should in all cases be prepaid.'*

**Open Mails through the United States:** Letters could be sent in the open mail via the United States, but prepayment to destinations by this route was not possible. Canadian letters had to be prepaid to the coast and letters from the United Kingdom had to be prepaid as far as the United States where they were treated as ship letters. In Canada some were charged the special 2d Sterling/2½d Currency rate for trans-Atlantic letters, some not, but there seem to have been no guiding principle for this anomaly.

The 1825 rates<sup>20</sup> applied to letters transiting the United States in the open mails. In March 1845<sup>21</sup> rates and progressions were changed, and there was a further modification in progressions between 19th March 1849 and 3rd March 1851, when no triple rate was permitted<sup>22</sup>, after which the triple rate was re-instated for inland mail, but not for packet letters. From 1st July

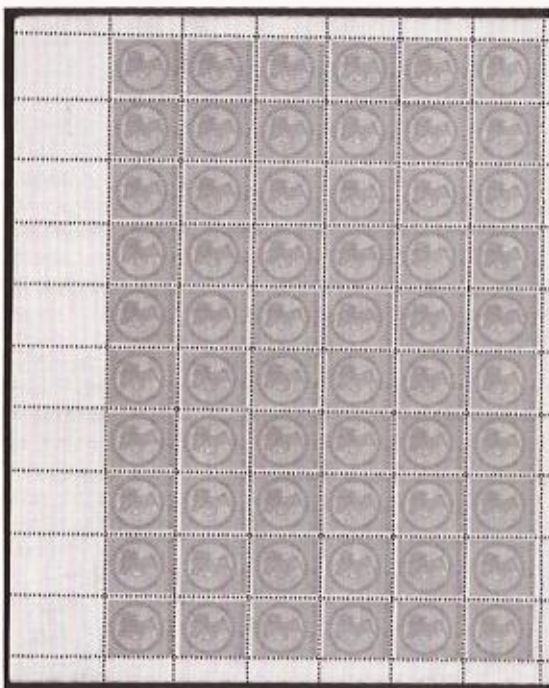
Date/Distance	Single	Double	Treble	Ounce	Date/Distance	/oz	1 oz	Add 1/oz
25th March 1825					1st July 1845			
Up to 30 miles	6c	12c	18c	24c	Up to 300 miles	5c	10c	5c
31-80 miles	10c	20c	30c	40c	Over 300 miles	10c	20c	10c
81-150 miles	12½c	25c	37½c	50c	California &			
151-400	18½c	37½c	56½c	75c	Oregon	40c	80c	40c
Over 400 miles	25c	50c	75c	\$1.00				
Ship letters:	6c to the port of arrival or 2c plus prevailing inland rate.				Ship letters:	6c to the port of arrival or 2c plus prevailing inland rate.		

Table 3: United States rates.

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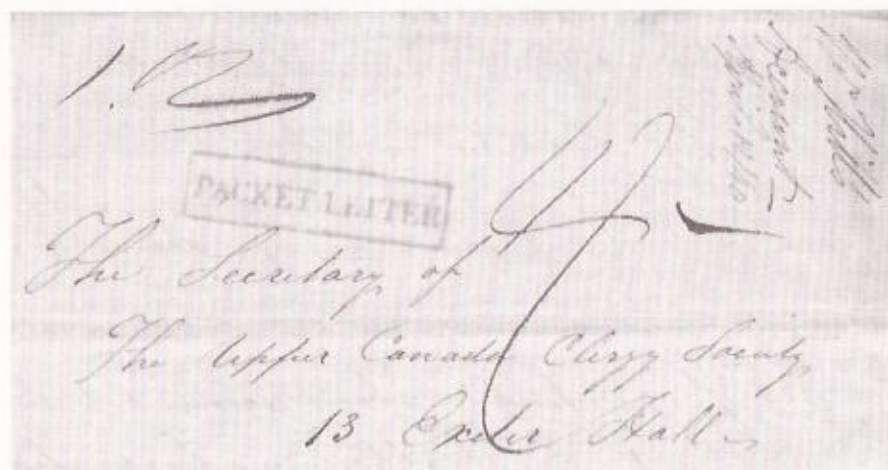


Figure 7: A letter weighing more than 1oz but less than 2ozs posted Hamilton, Upper Canada apparently unpaid and charged 4s in the United Kingdom. No provincial inland has been prepaid. It was carried on the return maiden voyage of the Cunard line 'Acadia' arriving in London on 16th September 1840.

1848 to 3rd January 1849 the ship letter fee on foreign mail was amended to '...that rate charged by the foreign office on American sea mail' – from a British vessel, 24c per ½oz, plus inland postage if not to the port of arrival.<sup>29</sup>

**Exchange Rates:** From 1st March 1842 exchange fluctuations in Canadian and United States currencies obliged the Canadian DPMG to place a surcharge on unpaid letters from the United States<sup>24</sup> Set at 6%, it was reduced to 2½% on 17th May 1842 (Figure 8) and removed on 27th December 1843.

Date	US postage due	Canadian currency collect:
1st March 1842	25c	1s 4d
Exchange surcharge established at 6%	18½c	1s 0½d
	12½c and under add	½d
17th May 1842	25c	1s 3½d
Exchange surcharge reduced to 2½%	18½c	1s
	12½c	8d
	For lesser sums, add:	½d

Table 4: Exchange surcharges

TO BE CONTINUED - Please note that figure 8 will appear in the next instalment. References appear overleaf.

## References:

- <sup>1</sup> Post Office Instruction dated March 1839, effective 4th March 1839.
- <sup>2</sup> Act of Geo. III, Cap. 25, effective 10th October 1765.
- <sup>3</sup> Anthony Todd (by Command) to 'His Excellency Dr. Benjamin Franklin, Paris', Packet Minute 48/4, p. 317.
- <sup>4</sup> Quebec Gazette, 1st June 1839
- <sup>5</sup> Packet Minute 236P, approved Lichfield, 4th July 1839.
- <sup>6</sup> The date of release of the circular is not known, but a copy appeared in the Brockville Recorder on 17th October 1839.
- <sup>7</sup> Post Office Instruction dated 21st November 1839, effective 5th December 1839, in compliance with a Treasury Order.
- <sup>8</sup> Menai and Conwy Bridge charges, Scottish Additional ½d, etc.'; the Penny and Twopenny Post charges on 'franks' remained in force until 10th January 1840.
- <sup>9</sup> For internal mail this was changed by a Treasury Warrant dated 11th October 1844 and Post Office Circular (Quebec) dated 1st December 1843.
- <sup>10</sup> Post Office Instruction, 21st November 1839.
- <sup>11</sup> Canadian Post Office Instruction (undated, 1842)
- <sup>12</sup> Canadian Post Office Instruction, 1st December 1843, based on Treasury Warrant, 11th October 1843.
- <sup>13</sup> US Act 3rd March 1845, 5 Stat 733, 737, effective 1st July 1845.
- <sup>14</sup> Anglo/US Convention, 15th December 1848 (London), ratified 26th January 1849 (Washington).
- <sup>15</sup> Treasury Warrant effective 1st April 1866.
- <sup>16</sup> C. Poulett Thompson to Lord John Russell, 16th April 1840, passed to the Treasury on 23rd May 1840.
- <sup>17</sup> An Act for the Regulation of the Duties of Postage, 3 and 4 Vic. Cap. 96, 10th August 1840.
- <sup>18</sup> Canadian Post Office Department Circular, Quebec, 11th August 1840.
- <sup>19</sup> Stayner to Chief Secretary in Canada, 2nd December 1840.
- <sup>20</sup> Act of Congress 4 Stat, 105, 111, 112, 114, dated 3rd March 1825.
- <sup>21</sup> Act of Congress 5 Stat. 733, 777, dated 3rd March 1845.
- <sup>22</sup> Post Office Appropriations Act, 3rd March 1849 and Act of Congress 3rd March 1851.
- <sup>23</sup> United States Congress, 27th June 1848; rescinded 3rd January 1849.
- <sup>24</sup> Canadian Post Office Circulars dated 1st March, 17th May 1842 and 27th December 1843.

TO BE CONTINUED

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# POSTAGE DUES 1906-1928

## Part B, The Postal History (3)

The Yellow Peril

Photos by Susan So

Regular Stamps Used for Postage Due

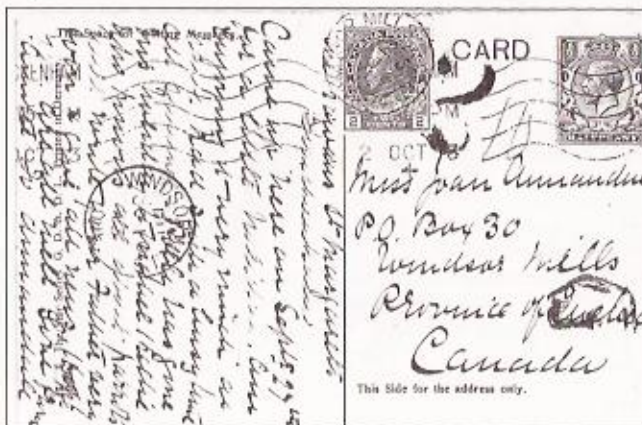


Figure 22. A post card from the UK with a 1/2d GB stamp, rated 'T/10' (centimes), hand stamped '2' (cents). Postage due paid by a 2¢ carmine Admiral.

### Mixed Franking

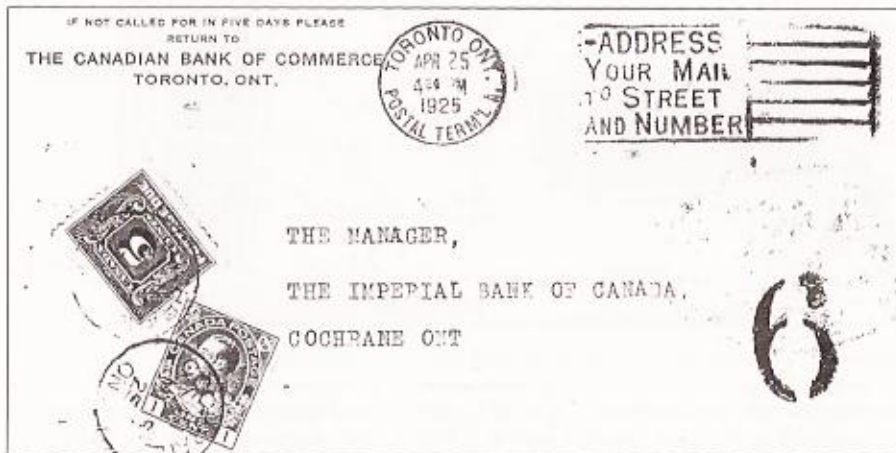


Figure 23. Cover mailed without postage, rated '6' (double deficiency of 3¢). Tax paid by a 5¢ postage due stamp and a 1¢ yellow Admiral. Note the split '6'.

## Free Frank



Figure 24. This O.H.M.S. letter sent to the Immigration Minister in Vancouver was taxed 6¢. If it were addressed to Ottawa, it would pass.

## Special Delivery



Figure 25. This Vancouver special delivery letter was postmarked April 17, 1911 and backstamped April 22. It was posted without the 2¢ postage and was charged 4¢. As the envelope was not annotated "Special Delivery" and special delivery service was not available at Norwich, another reason (albeit a wild exaggeration) for the postage due was the improper use of a special delivery stamp. Whether it be short-paid or improper use, the 4¢ postal charge was the same in either case!

### Split numeral rate markings

Split numeral rate markings are found on mail coming from and going to Toronto. There are numerals with vertical splits; horizontal splits; double horizontal splits; and both vertical and horizontal splits on two-digit numbers. Strikes are in black but a purple split '1' has been found (see Third class mail being returned to sender). Split numerals also exist on Vancouver mail.



Figure 26. Cover from British Guiana with a double horizontal split '4' marking.



Figure 27. Cover from Toronto with a vertical split '4'.

## Business Reply Envelopes

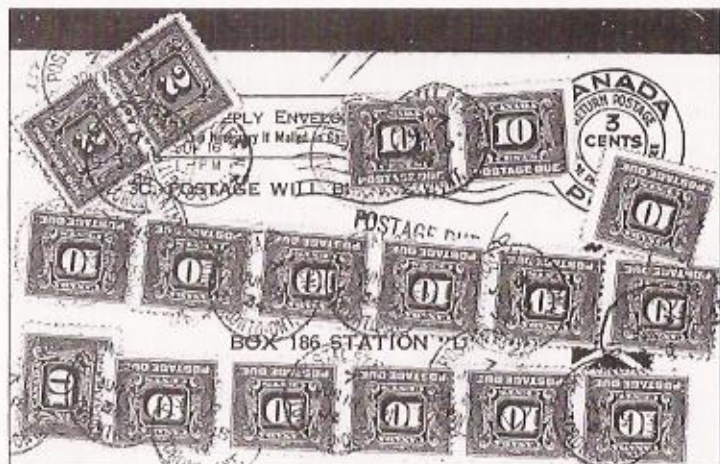


Figure 28. A 3¢ Business Reply Envelope with two 2¢ and fifteen 10¢ postage due stamps totalling \$1.54. Thirty-seven replies @ 4¢ and postage due envelope from the US @ 6¢. There was a rate increase to 4¢ on July 1, 1931. Stamps are postmarked June 18, 1934.

## Registered Mail



Figure 29. A domestic registered letter prepaid only the 3¢ postage. Short paid the 10¢ registration fee and taxed 20¢ – double deficiency. Two 2¢ and sixteen 1¢ postage due stamps made up the rate.

### Dead Letter Office Envelopes

When a letter could not be delivered and there were no return address, the letter would be sent to the Dead Letter Office

in Ottawa or to one of the Dead Letter Branch Offices where it would be opened to ascertain the sender's address. It would then be returned to the sender

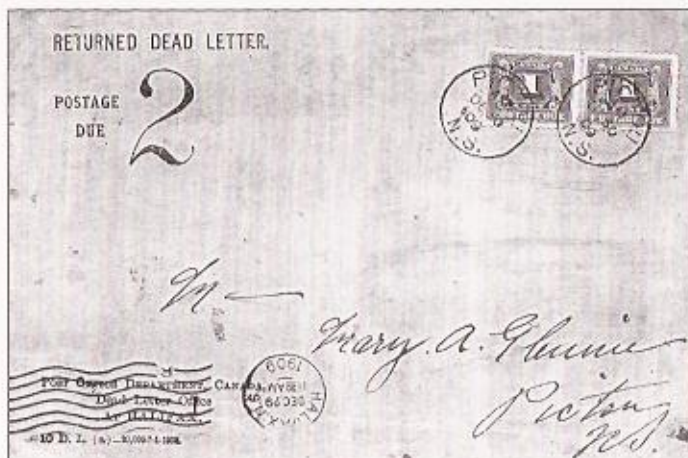


Figure 30. A Returned Dead Letter from Halifax with two 1¢ postage due stamps.



Figure 31. A Registered Returned Dead Letter hand stamped 13¢. Twelve 1¢ postage due stamps and a 1¢ Confederation commemorative made up the rate.



Figure 32. A 1c wrapper with the Cheltenham squared circle – unusual on postage dues.



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in a Dead Letter Office envelope (figures 30 & 31). At first the fee for this service was 3¢, later 2¢ and later still 3¢ again, then 5¢, 10¢ and so on. The fee for this service was collected by the use of postage due stamps from 1906 to the '70's. Some Dead Letters have the amount of postage due printed on the envelopes; others have a blank space for the amount to be handstamped.

**Postage Due Wrappers** (Figure 32)

These wrappers were used to return undelivered publications to the publishers. The fee was 1¢. Some time after 1939 the fee was raised to 2¢.

**Two interesting French Covers**

The questions posed by these French covers are: What were the rates and how were the letters rated? (Figures 33 & 34)

Regardless of what the rates were or how the letters were rated, one point is definite and that is a single franking of a 10¢ postage due stamp tied to a 1928 (first year of issue) cover is a rare bird.

As I stated in the beginning, I am learning about postage dues. The way these French covers are baffling me, I will be in the learning stages for a long time. I still have to learn about exchange rates, postage rates to Canada and the 'T/13' marking instead of 'T/20' (MLs 279, p.36).



Figure 33. A 1928 cover from St. Pierre & Miquelon, prepaid 25 centimes and taxed 10¢.



Figure 34. A 1924 cover from France, prepaid 50 centimes and taxed 7c.

Readers, therefore, who are aware of instances of postage due (not mentioned in my notes) and/or errors in my interpretation of postage due regulations are respectfully requested to notify our editor.

I thank the following members:

Andrew Chung, for an update on business envelopes.

Cimon Morin for arranging my visit to the Canadian Postal Archives.

Susan So for the illustrations.

Thanks also to Mr Robert H Pratt (Co-author of 'The Essays and Proofs of British North America') for clarifying the various plate proofs.

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# WHEN WERE THE 1 CENT SMALL QUEENS FIRST PRINTED?

H E Duckworth and H W Duckworth

In his recent *Canada Small Queens Re-Appraised* John Hillson criticizes a conclusion we drew in *The Large Queen Stamps of Canada and Their Use, 1868 - 1872*. In estimating the numbers of the various Large Queens we assumed that none were issued to postmasters after the appearance of the corresponding Small Queens. Amongst other things, this assumption led us to conclude that the first copies of the 1 cent Small Queen were printed and delivered to the Postmaster-General before July 1, 1869. This date is much earlier than previously thought and long before the stamps were released to the public, which Hillson informs us was in February, 1870. Hillson feels that this assumption was not justified and, hence, the conclusion regarding early printing of the 1 cent Small Queen is mistaken.

We have since examined our collection of dated copies of the 1 cent Large Queen and agree that our assumption that none was distributed to postmasters after the appearance of the 1 cent Small Queen was somewhat

simplistic. However, we now present two types of data that, taken together, still provide clear evidence for significant printing of the 1 cent Small Queen prior to July 1, 1869. First, in Table 1, are the numbers (taken from *The Large Queens*, page 76) of 1 cent stamps (Large and Small Queens) received from the printers and distributed to postmasters during the period in question.

Table 2 shows the distribution of 121 dated Large Queens which were acquired by us over four decades. There was some effort to secure April/1868 and February/1869 dates, but otherwise they were collected without regard to specific dates. They represent a statistically significant, virtually random sample.

In Table 2, the last month to which we can assign "normal" usage of the 1 cent Large Queen is February, 1870, the same month in which the 1 cent Small Queen made its appearance. Thereafter, the number of Large Queens declined during the spring and had virtually

**Table 1 - One Cent Stamps Received and Distributed**

	Stamps received by PMG from Printers	Stamps distributed by PMG to Postmasters
July 1/67 - June 30/68	2,750,000	2,344,693
July 1/68 - June 30/69	9,250,000	4,198,100
July 1/69 - June 30/70	2,300,000*	4,603,500
<b>Total</b>	<b>14,300,000</b>	<b>11,146,293</b>

\* Ordered by the Postmaster General on December 17, 1869 (300,000) and May 19, 1870 (2,000,000), respectively. Given the dates of these orders, all must have been Small Queens.



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BRITISH COLUMBIA POSTAL HISTORY	PENCE ISSUES
CENTENNIAL (1967) ISSUE	PERFINs (PRIVATE)
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1859 FIRST CENTS ISSUE	QUEBEC POSTAL HISTORY
FIRST DAY COVERS	QUEBEC TRICENTENARY
FLAG CANCELLATIONS	RAILROAD POST OFFICES
FOREIGN COVERS	RATE COVERS
FORGERIES	REGISTERED COVERS
INTERNATIONAL MACHINE CANCELLATIONS	REGISTRATION STAMPS
JUBILEE ISSUE	REVENUES
LARGE QUEEN ISSUE	ROYAL TRAINS COVERS
LEGISLATIVE MARKINGS	SASKATCHEWAN POSTAL HISTORY
LITERATURE	SEMI OFFICIAL AIRMAILS
MANITOBA POSTAL HISTORY	SHIP CANCELLATIONS MARKINGS & VIEWCARDS
MAP (1898) ISSUE	SLOGAN CANCELLATIONS
MAPLE LEAF ISSUE	SMALL QUEEN ISSUE
MILITARY POSTAL HISTORY	SPECIAL DELIVERY STAMPS
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**Table 2 - Distribution of 121 Dated 1 Cent Large Queens**

	1868	1869	1870	1871
January		4	2	0
February		5	5	0
March		7	1	0
April	7	2	1	1
May	3	10	2	0
June	5	5	1	0
July	8	7	2	0
August	3	2	1	0
September	3	6	0	0
October	7	3	0	0
November	5	5	0	0
December	2	6	0	0

disappeared by midsummer. Remarkably, the last four dates in 1870 are from St John, New Brunswick, where the postmaster evidently had a special cache not possessed by others. The data in Table 2 do not jibe with Hillson's observation; *"In spite of what is in the Duckworth's book, the incidence of One Cent Large Queens coming up in auction dated in 1870 is only a little less than those of the second half of 1869"*. The data above show: 2nd half of 1869-29, 1st half of 1870-12, 2nd half of 1870-3.

The slow decline in the dated Large Queens suggests that a significant number of them was still in the hands of postmasters when the first shipment of Small Queens arrived and/or that limited quantities of them were distributed to postmasters for a period of time thereafter. We assume from the data in Table 2 that no distribution of Large Queens took place after June 30, 1870. Hence, the number of Large Queens cannot be larger than the total number of 1 cent stamps distributed to postmasters prior to July 1, 1870, that

is, 11,146,293 (see Table 1).

Consequently, of the 12,000,000 stamps received prior to July 1, 1869, at least 853,707 (12,000,000 - 11,146,293) must be Small Queens, indeed, the actual number of Small Queens must be a good deal higher, in-as-much as the 11,246,293 figure includes whatever Small Queens were distributed to postmasters during the period February to June, 1870.

In *The Large Queens* we estimated the number of one cent Large Queens to be 9,600,000. We now correct this estimate making 3 assumptions:

(1) that "normal" use continued through February 1870

(2) that use of the 1 cent value increased steadily during fiscal year 1869/1870.

(3) that 20% of the stamps issued to postmasters during the period March - June 1870, were Large Queens.

On the basis of these assumptions the total number of 1 cent Large Queens is now estimated to be 9,900,000, slightly higher than our earlier estimate of 9,600,000.



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Thus, it follows that 2,100,000 (12,000,000 - 9,900,000) of the 1 cent value received by the Postmaster-General prior to June 30/1869 were Small Queens. This conclusion goes against what is still conventional wisdom but evidently, the 1 cent Small Queen was in the hands of the POD long before it was put into use.

If the above is not correct, the Postmaster-General must have launched his new stamp in February, 1870 with only 300,000 copies of it in the till

(Order of December 17, 1869 - see Table 1), at a time when the demand for the denomination was more than 400,000/month and the supply of Large Queens was rapidly running out - an unlikely scenario.

We are grateful to John Hillson for his criticism and the private information concerning the first appearance of the 1 cent Small Queen. Also we have had helpful discussions with Donald Fraser, Richard Johnson and David Whitley.

## **WHEN WERE THE 1 CENT SMALL QUEENS FIRST PRINTED? WHEN INDEED!**

**John Hillson FCPS**

One can always be sure of a scholarly approach in anything written by the Duckworths, and I was intrigued to receive an advance copy of the above article on this subject.

It was pleasing to note my earlier comments, e.g. in 'Small Queens Re-Appraised' had lead the Large Queen experts to re-examine and partly modify their previously expressed views.

Having said that I find it difficult, still, to accept their reasoning. It is based on the assumption that after 11+ million Large Queens had been issued to postmasters, all later such issues were of Small Queens. I have no problem at all with the assertion that 300,000 Small Queens were delivered in November 1869. But while the 2 million ordered in May 1870, certainly Small Queens, may have been to cover a previously delivered quantity, though since exactly that quantity was delivered at the end of July, and of the 6,400,000 ordered between August 1870 and June 1871, 6,300,000 were delivered during the corresponding period I have reservations.

However the fact remains that 14,300,000 1 cent stamps were delivered between Spring 1867 and June 30 1870, and only 11,146,293 despatched to post offices. It is also a fact that 12 million One Cent stamps were ordered by the P.O.D. to March 31 1869 and by June 30 the same quantity had been delivered. In my view these were all Large Queens.

We know three things about the Canadian Post Office at the time. First as stocks came in, so were they despatched, rather than making sure older stock was exhausted before more recently arrived supplies were put into circulation. Second, 'old' stamps continued to be issued after they became obsolete. Fifteen Cents Large Queens continued to be issued after they had been superseded by Fifteen Cents Jubilees in June 1897. Third, stocks of old stamps could and did build up. The Six Cents Red Brown Small Queen was not printed in Ottawa until towards the end of 1890 because of stocks on hand of Montreal Yellow Browns.

Looking at these facts, it is inconceivable that if Small Queens had

been printed before June 1869 none would have survived. For long enough it was thought that the Small Queen date of issue was sometime in March 1870. We now have one cover dated in February, and I believe, one damaged off cover copy dated the same month. None have surfaced so far for November or December 1869, nor for January 1870. This indicates that the initial printing of 300,000, contrary to the usual practice, had temporarily been put on one side because the quantity was so small, but they started to be distributed toward the end of January. Had 2,300,000 been on hand, the story would have been very different and one could expect the kind of distribution cropping up for July - December 1869 as is shown in Duckworths' table of Large Queens recorded.

Finally, the apparent discrepancy of the stamps delivered and the stamps issued. Of the 14,300,000 shown in Duckworth's table 1, 12 million were Large Queens, 2,300,000 Small Queens of which 2 million were printed in the first half of 1870. Of the 11,146, 293 issued all but a tiny fraction were Large Queens, and the remainder of the 12 million, allowing for wastage, some 800,000, would have been used up in the summer of 1870. As pointed out in the Duckworths' article, the rate of attrition was some 400,000 a month.

Lastly, 300,000 is an odd amount to send for such a high usage stamp. As with the 3 cents, parcels tended to be in quantities of 2 or 3 million. It makes sense, though, if this were merely the first delivery of the new stamp. Which it was.

#### **Editors footnote:-**

*The two short articles on this subject, raise, in my mind, an interesting side issue. The Duckworths are right to point out that dated copies of the 1 cent Large Queen become far less numerous after January/February 1870 (my small collection of these also shows a marked drop off in frequency after January 1870). Equally, John Hillson is correct in pointing out that 1 cent Small Queen stamps dated before the middle of 1870 are very scarce. Why, I wonder, are there so few dated copies of the 1 cent stamp (or either size) in this 5 -6 month period in the first half of 1870? We know that 1 cent stamps were not supposed to be cancelled by daters. However, this would not explain why dates in the 5 - 6 month period are so much rarer than either the preceding or the following year (unless the Post Office had a short lived crack down on the relevant regulations at this time). Maybe this period in time coincides with the introduction of a lot of new fancy cancel devices or maybe one of our experts has a better explanation?*

---

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## NEWFOUNDLAND VIGNETTES (8)

### SIR WILFRED'S DENTIST

Dean Mario

Most members know of Sir Wilfred Thomason Grenfell, K.C.M.G., M.D., and the work of his mission hospitals and nursing stations in Northern Newfoundland and Labrador. However, little is known of his other staff and co-workers, most of whom have remained in relative obscurity.

Dr. Leon R Briggs, D.M.D., of Harvard Odontological Society, was one of several volunteer dentists and dental surgeons who assisted Grenfell in his work. Briggs worked primarily at the Battle Harbour Hospital in Labrador, but occasionally served at all of the stations along the coast. His travels took him aboard the hospital steamer 'Strathcona' as well.

A postcard from Briggs, dated 10 August 1917 to Rhode Island from

Battle Harbor, notes:

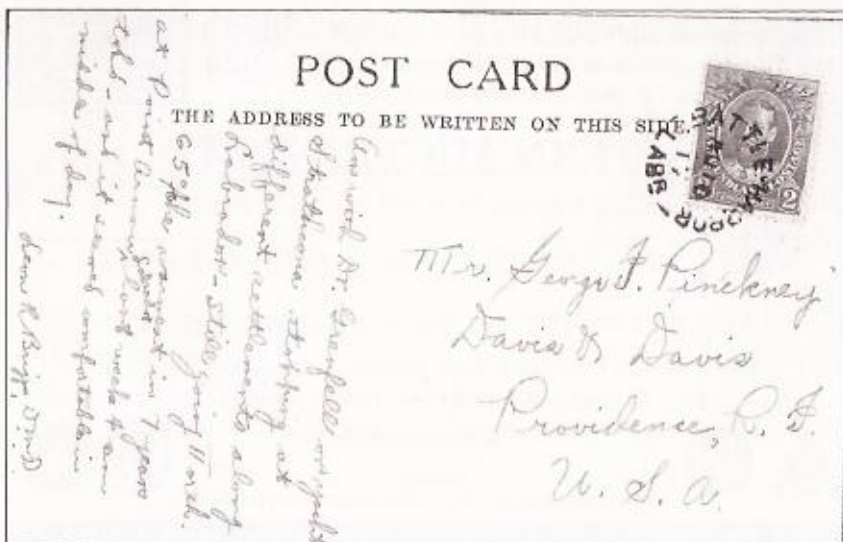
Am with Dr Grenfell on yacht Strathcona stopping at different settlements along Labrador - still going north 65° the warmest in 7 years at Point Armour Labrador last week I am told - and it seemed comfortable in middle of day.

Leon R. Briggs, D.M.D.

I do not know if Briggs survived the war or if he ever returned to Labrador.

#### References:

See C.R. McGuire's 'Newfoundland illustrated #4-#6' *PHSC Journal 108-110* (31 Dec. 2001-30 June 2002) for more on the Grenfell hospitals. W.T. Grenfell, *Among The Deep Sea Fishers; A Labrador Doctor* etc.



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## LETTERS TO THE EDITOR

Leigh Hogg

### THE PORT HOOD PROVISIONALS AND USE OF BIASECTED STAMPS IN THAT PERIOD

A recent pair of acquisitions adds a huge vote of confidence to the validity of the "Port Hood" provisionals of 1899 – that is if there is any question to their authenticity.

The accompanying photos are proof!

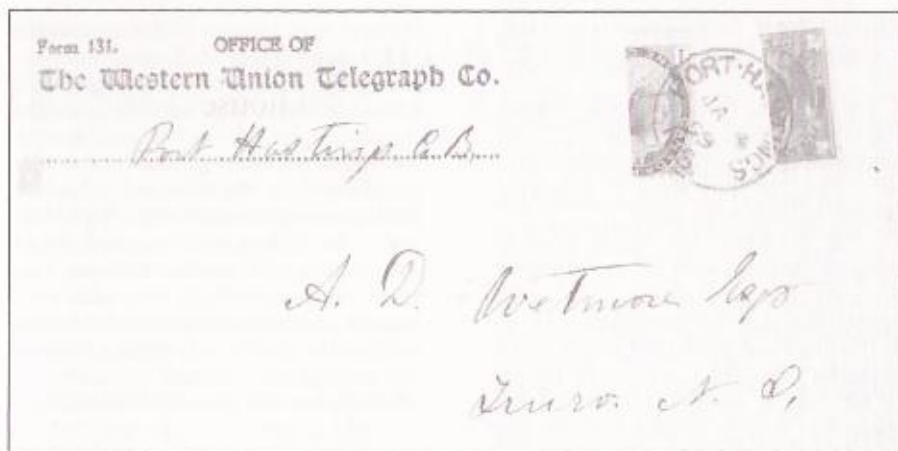
The first item is a commercial cover sent from the office of the Western Union Telegraph (Form 131) in Port Hastings, Cape Breton, Nova Scotia to Truro N.S. The cover was sent on 4th January 1899 and arrived in Truro the same day. It is franked with a one cent numeral cut in half and a three cent maple leaf also severed in half. The two are equivalent to the new imperial penny postage rate of two cents for domestic mail which had commenced on 1st January 1899 (  $\frac{1}{2}$  cent plus  $1\frac{1}{2}$  cents = 2 cents). The 4th January was a

Wednesday and if memory serves, the famous "Port Hood" overprints on severed stamps are dated the 5th and 6th of January 1899.

The second item is a reduced cover, again (coincidentally) mailed to Truro N.S. This cover was mailed from Stewiacke N.S. on 7th January 1899 and shows a half cent numeral stamp with a bisected 3 cent numeral prepaying the new 2 cent domestic rate. ( $\frac{1}{2}$  cent plus  $1\frac{1}{2}$  cents = 2 cents again).

The challenges I place to members are threefold;

- with your help, I am prepared to co-ordinate a master list of Maple Leaf and Numeral bisects used on cover in this period (early 1899)
- how many more towns are there and what dates of use?
- who has the earliest usage of a two cents stamp from the same towns as bisects are found and does this help indicate the delivery date of the proper 1st class postage stamps to those towns?





Please respond through our journal (to the Editor) or direct to [stamphogg@hotmail.com](mailto:stamphogg@hotmail.com)

**L.D.(Mac) McConnell**

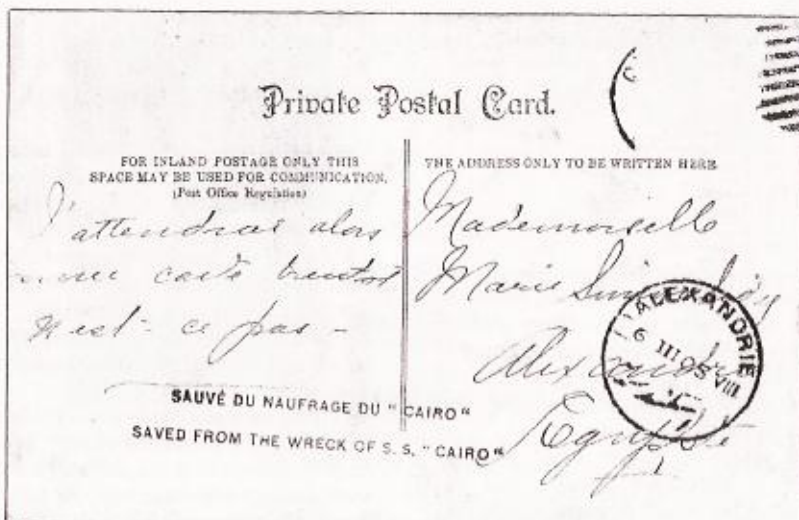
**RE: CANADIAN MAIL "SAVED FROM THE WRECK OF S.S. CAIRO"**

Y.P.'s recent query (ML, April 2003) re. his 'Salved from the sea' cover produced a very full response, (ML, July/ Oct 2003). I have a somewhat similar, but different, query.

The subject: the figure overleaf shows a postcard with all the available evidence displayed on the postal side. Briefly this may be summarized as: a) card written and posted in Quebec on an unknown date and addressed to Egypt, b) the card is water damaged and the stamp has floated off leaving only the

letters QU of a duplex postmark, and c) a two line cachet SAUVE DU NAUFRAGE DU 'CAIRO'/ SAVED FROM THE WRECK OF S.S.'CAIRO' in purple together with the Alexandria (Egypt) date stamp of 6 III 05 in black.

Supporting facts: the S.S. Cairo cachet and its use is well known in disaster mail circles. The *Cairo* was a 2839 ton vessel belonging to the Navigazione Generale Italiana (NGI) line. She was built in 1882 as the *Archimede* for use on Atlantic routes. Renamed in 1903 as *Cairo*, she was transferred to the Genoa - Eastern Mediterranean routes. On the 5th March 1905, the *Cairo* went aground when approaching Alexandria harbour and was wrecked. Most of her mails were washed out to sea but a total of 51 bags were subsequently recovered. Sources are not agreed whether Alexandria or Massawa was her ultimate destination.



Questions: there are four questions requiring answers and so far unresolved:-

1. What was the date of the Canadian mail despatch?
2. By which route did the Canadian mail get on board an Italian ship sailing from Genoa?
3. What was the amount of Canadian mail involved?, and
4. What was the survival rate of this Canadian mail?

Conjectures: it may be easier to approach question 2 first, and to do so by starting at the end and working backwards. The NGI line ran two schedules from Genoa to Alexandria. The first of these terminated at Alexandria and the second one continued to Massawa in East Africa. In both cases the 1369 nautical miles to Alexandria were scheduled to be covered in eight days. Tables 43 and 44 of the "Karte der Grossen Postdampfschiffen in Weltpostverkehr - 1899", reproduced by Hapag Lloyd in 1986 show these schedules (see below).

		<b>43. Genua-Neapel-Alexandrien.</b> (Navigazione Generale Italiana.)
0	0	Genoa.
81	1 1/2	Livorno (Aufenthalt 1 Tag).
350	2 1/2	Neapel (Aufenthalt 1 Tag).
526	4 1/2	Messina.
1369	8	Alexandrien.

		<b>44. Genua-Neapel-Massaua.</b> (Navigazione Generale Italiana.)
0	0	Genoa.
81	1 1/2	Livorno.
350	2	Neapel (Aufenthalt 2 Tage).
526	4 1/2	Messina.
1369	8	Alexandrien (Aufenthalt 1 Tag).
1526	10	Port Said.
1613	11	Suez.
2568	15	Massaua.

We can conjecture with a fair degree of confidence that the Cairo left Genoa on or about the 25th of February 1905. It is very doubtful if the Canadian mails were routed via London because they would then have gone forward via Marseilles, Brindisi or Naples. The more likely route would be via New York and the German HAPAG line direct to Genoa. Table 92 of the 1899 document (see over) shows this schedule. So we can count back a further 11 1/2 days to find the earliest despatch from New York. Perhaps we should add

		92. Genus - New-York.	
		(Norddeutscher Lloyd und Hamburg-Amerika-Linie.)	
		I.	
0	0	Genus.	
888	1	Nespeh.	
1810	4	Gibraltar.	
4580	12	New-York.	
		II.	
0	0	Genus.	
860	2	Gibraltar.	
4100	11	New-York.	

a further two days to allow for possible delays at transfer points. From this a probable posting date at Quebec might be somewhere between 11th and 13th of February 1905 – thus providing an answer to question 1.

To question 3, the most precise answer is probably "small", and to question 4 we might enquire whether a register of surviving mail has been compiled.

I now stand back, prepared to be amazed at the wealth of knowledge available to correct and advance what little information has come my way!

Leigh Hogg

**Re: POSTAGE DUES –  
UNACCEPTABLE POSTCARDS**

Once again the "Yellow Peril's" infinite wisdom leads us to a discovery! From page 23 of the January 2005 issue of *Maple Leaves* "Postage Dues 1906 – 1928 Part B" – unacceptable postcards. This paragraph caused me to check a few pages and I discovered what I believe is one of the finest examples of taxed cards to be found (see illustration opposite).

This patriotic card showing a Maple Leaf with "Canada for Ever" printed near the stamp is also a private post card with a photo advertisement for the John King Co. Limited of Fort William, Ontario.

From the 1899 Postal Guide, page vii, we see that post card dimensions were... "size not to exceed 6 inches in length by 3 1/8 inches in width, nor to be less than 3 1/4 inches in length by 2 1/4

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The dollar equivalents are \$37 CAN (+ \$7.00 if airmail delivery required) and \$27.00 US (+\$5.00 if airmail delivery required).

‡Members may claim a subscription discount of £3.00 (or \$ equivalent) if payment is made before 1 January following.

It would help the Society considerably if Canadian and US members pay in SCAN / US via Leigh Hogg as we are liable to a bank handling charge of £6. Please make your cheque payable to Leigh, his address is PO Box 1000, Waterloo, Ont, Canada N2J 4S1.

Members who have not paid the current year's subscription by 30 April will be removed from the *Maple Leaves* circulation list.



inches in width”.

The featured card was mailed from Fort William on 14 December 1903 and shows a duplex cancel over a two cent numeral which would normally be the correct postage to Belgium. However, the card measures 6 <sup>1</sup>/<sub>16</sub> inches by 3 <sup>1</sup>/<sub>16</sub> inches – oversize in both length and width and as such attracted ‘T’ 30

centimes due on delivery. Affixed to the face are the 10 and 20 centimes postage due stamps of Belgium – cancelled 28 December 1903 with the Grammont, Belgium c.d.s. (The equivalent 5 cents prepayment was required at Fort William).

Thanks again to “YP” for stimulating our senses!

### To Canadian Philatelic Society of Great Britain members - an invitation to join



#### THE ROYAL PHILATELIC SOCIETY OF CANADA

Membership is \$30, plus a one-time \$5 admission fee. For residents outside of Canada, fees are payable in US funds or Canadian equivalent thereof.

For a membership application form and free sample copy of our magazine write to:

**The Royal Philatelic Society of Canada** Dept. K, Box 929, Station Q  
Toronto, Ontario, M4T 2P1 Canada, or visit our Web site at [www.rpsc.org](http://www.rpsc.org).

#### Member benefits include:

- ♦ **The Canadian Philatelist** - International award winning magazine of The RPSC.
- ♦ **THE ROYAL** - The RPSC's annual convention is held in a different locale each year. Plan a vacation in Canada and meet fellow collectors!
- ♦ **Web site** - members may post their e-mail and Web site addresses on the RPSC site.

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## BOOK REVIEWS

### Stanley Gibbons Stamp Catalogue CANADA

The second edition of the above has now been issued priced at £14.95 retail. With many illustrations in full colour the catalogue, despite its title, covers all the territories of British North America from 1851 to the end of 2004 and as such provides a very useful comprehensive listing for anyone interested in any of these.

Like Unitrade Scott there have been some problems with colour - all carmine and rose reds appear to be a brownish orange, while the Two Cents 1897 Jubilee is in the hue of the Eight Cents; perhaps an illustration of the latter could be substituted in future editions.

There is a useful introduction which incorporates illustrations of the various definitions of condition, imperforate and perforate, used and unused; however your reviewer was hard put to it to see any difference between 'Very Fine' and 'Fine' as far as centering went; in fact it was only with difficulty that he could be sure that it was not an illustration of the same stamp that had been used to illustrate both.

The catalogue lists many of the major stamp varieties (re-entries, plate flaws, missing colours, printed on gummed side and inverted centres etc.). However, the listing of these varieties remains rather inconsistent.

An improvement has been made to the illustration of the 5c/6c Small Queen re-entry inasmuch as the left margin is now shown, although it is still not terribly clear. Mention is made of the lesser re-entries which exist, but since their positions are given perhaps it should be mentioned that they come

from a different plate from the major 5c/6c. On the question of re-entries, it is known that the editor's predecessor was 'agin' them. Perhaps under the new regime a future list could include examples of the major re-entries that exist on both the Six Cents Small Queen and the Two Cents, as well as that on the Fifteen Cents Large Queen, the Half Cent Tercentenary, the One Cent Green Admiral, and the Fifty Cents KGV 'Dated Die' issue of 1935 to name just a few. It does seem incongruous that relatively minor re-entries such as that on the 7c Newfoundland Long Coronation issue have a place, and rightly so, but not others of equal or of even greater merit. It would also be nice to see such well known flaws as the 'Pawnbroker' variety on the 15c Large Queen, the 'cockeyed kings' of the Arch & Maple leaf issue or the 'Creased Collar' on the 3c KGVI 'Mufti' issue find their places in the listing. The listing of modern varieties is equally inconsistent with the missing colour varieties on the 1977 - 1986 high values being included with the exception of that on the \$1.50 value.

Pricing seems to be fairly static although there has been an enormous jump to £12000 mint, £6500 fine used for the rare 14 cents comb perf 13 of the Newfoundland Long Coronation set, while its 7 cents companion goes to £350 and £450 respectively. Prices for modern Canada clearly reflect Gibbons selling prices but those for the first two Dominion issues need looking at by the publishers. Some appear too high, others too low. Take for example SG 55a, the 1c Large Queen on Laid paper. Priced for decades unchanged by Gibbons at £7000 mint, £1600 used, this compares

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with the Scott 2002 pricing of \$16500 mint, \$8000 used. Or take the welcome addition of the 5c. 'straw in hair' variety; correctly unpriced mint (it may not exist thus) it is quoted at £100 used. If anyone were naïve enough to sell to Gibbons at that price they would be making the company a gift of it.

The Catalogue certainly scores over Scott where the 1870 issue is concerned even though it does not list as many varieties. Due to the Scott practice of listing values by the cheapest first, that list ignores the fact that there were any printings before 1888 (actually 1889) done in Ottawa, is confusing and at times erroneous. The listing of the issue in this catalogue is a model of clarity and accuracy in comparison.

One major fault is that there is no mention made as yet of the doubtful status of the so-called 'Postmasters Provisional Envelope' listed under New Carlisle, which it is to be hoped will be corrected at a future date. Also it would seem more logical to list the Dominion issues, immediately after those of the Colony of Canada, rather than have them separated by the various other pre-Dominion provinces and colonies.

However to sum up, a creditable effort and a relatively inexpensive way of acquiring a comprehensive listing of one of the most interesting collecting areas in current philately.

**'STAMPIN' AROUND' or The Life of a Stamp Collector by Fred Jarrett  
CORDP FRPSL**

Published by the Allan Steinhart memorial Fund of the PHSC - 216 pages including the index, hardbound at \$46.69 + shipping (Orders received before August 1 will get \$10 off this price). Please see advert on page 128.

UK Members who wish to pay in

equivalent sterling (include \$17 equivalent for shipping) should make their cheques out to Eugene M. Labiuk, and send their order to PHSC c/o Stephane Cloutier, 5048 County Road 10, Fournier, ON K0B 1G0, Canada.

If you like anecdotes about other collectors and dealers, now sadly nearly all deceased, nuggets of information, reminiscences, advice on what to do and what not to do, this book, written by the gentleman described by many as the doyen of Canadian Philately, is a must. Put together as a labour of love by Fred's son, Merrick, from notes that clearly were not kept in the tidiest order, and with a foreword by Gray Scrimgeour the book is full of absorbing titbits.

The first 58 pages is about Mr. Jarrett, rather than by him, with contributions from Dick Lamb, Jim Kraemer, Ron McGuire, and Horace Harrison who reveals the true story of how Winthrop Boggs came to use the cuts from Jarrett's 1929 Catalogue without acknowledging the fact. Also included in this section is a reprint of Jarrett's article on the 3 Cents Small Queen written in 1928 which is of historic interest to enthusiasts like your reviewer. The meat of the book is made up of reminiscences about well known collectors and dealers, all of them now, sadly, gone; pieces of advice, much of it still pertinent; 'Finds' and 'Observations'. Throughout, the character of the writer comes through and is fascinating in itself.

At the end, the six issues of Jarrett's monthly list 'B.N.A. RECORD' are reproduced in full; I note that in one he (incorrectly) blames Hechler for the well-known bisects; those that read this book will discover he did not like Henry much anyway - and with reason.

While this is a most interesting and entertaining book, there are some

niggles which perhaps an independent editor might have sorted out. In the first 58 pages we are informed three times that Fred Jarrett was speed typing champion of Canada. Perhaps even more irritating is that in the memoirs themselves some anecdotes are repeated under different heads, for example a story about the Toronto Admiral experimental coils. One or two anecdotes also appear to have bits missing such as the one on page 107, 'Ill-Mannered, Ignorant and Dishonest' which loses most of its point as a result.

However these are relatively minor blemishes which are more than made up for by the wealth of information

contained between its covers. One nugget was a plausible reason for the 2c RLS in brown which won't make their owners delirious with joy; a second was the reason for the magenta cancellations on high value Jubilees, and a third, two versions of how the Port Hood provisionals came about, the official one and Jarrett's. The latter is, by far, the funnier.

This reviewer's advice is to buy it, or borrow it, and then buy it. You won't be disappointed.

For those canny members who wish to try before they buy, the reviewer's copy is destined for the Society Library.

JH



### *Stampin' Around or The Life of a Stamp Collector*

by Fred Jarrett, FRPSL, RDP, OC

Edited by Merrick Jarrett and Gray Scringecour

A publication supported by the Allan Steinhart Memorial Fund of the Postal History Society of Canada and printed by Coesstoga Press, Thornbury, Ontario.

At last, the famous Jarrett memoirs are available. Fred Jarrett died in 1979 at the age of 90. He was Canada's most famous stamp collector of the 20<sup>th</sup> century (the first philatelist to be awarded the Order of Canada), and was also a part-time dealer—full time for a few years. His 1929 catalogue not only survives but is still used. Fred wrote a series of anecdotes about his life as a philatelist. His memoirs (over 100 pages) include chats about many famous collectors, tricks of the stamp trade, stories of 'finds' and near misses, and above all a lot of humour. His comments on BNA philately apply today just as well as they did when he typed them. There is a Foreword written by Vincent Greece in 1985, when publication of the memoirs was first considered.

Fred's memoirs have been supplemented with 64 pages of background material and over 40 black-and-white photographs and illustrations. In this introductory section, there are stories about Fred, a description of the Jarrett collections sold at auction, some of Fred's philatelic letters, a list of his publications, and a reprint of his article on classification of the early 3c Small Queen printings. The book concludes with reproduction of all of the issues of the *BNA Record*, the newsletter that Fred published in 1980 and 1981, and with an Index to the personalities in the memoirs.

*Limited edition:* 216 pages, 8½" x 11", hardbound. Available May 2005.

*Prepublication price:* Can\$35.69 per copy plus shipping.

Price after August 1, 2005: Can\$45.69 per copy plus shipping.

**Ordering** - The book can be ordered from:

PHSC, c/o Stéphane Cloutier, 5048 County Rd. 10, Fournier, ON K0B 1G0 Canada  
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- \* Shipping charges per copy: Western Canada \$12.00, Central Canada \$9.00, Maritimes \$10.00.  
The book will be shipped by Expedited Parcel Post, which is traceable.
- \* Shipping to the United States is Can\$9.00 (small pocket rate, which is not traceable); Can\$13.00 by Expedited Parcel Post.
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Make cheques or money orders payable to "Postal History Society of Canada" (PHSC).

The book may also be paid for by PayPal (please add \$1.00 to help defray the service charge) and make payment to <cloutier@comnet.ca>. Thank you!

## SOCIETY NEWS

### From the President

#### **Convention Arrangements**

Bill Topping has confirmed that he and Marion will be unable to attend this year's convention but as Marion is making good progress it is hoped that we will see them again, perhaps next year.

For those members flying in to Glasgow (Abbotsinch) Airport, the hotel provides courtesy transport. On arrival go to the Domestic Arrival Desk where there is a free phone with a list of hotels, the Normandy among them. Dial the appropriate number to get straight through to the hotel and you will be given the appropriate information. Apparently the courtesy vehicle is usually at Bus Stand 15 but this is not always the case, so please check with the hotel first.

The programme details were given in the April issue of *Maple Leaves*. One item announced recently was that the world famous painting by Titian of Venus would be on loan during the summer to the Burrell, unfortunately it goes back to the National Gallery, Edinburgh mid August, but as I have been told to apply for fliers after the beginning of July there may be something else special in the wind.

If you have not already booked, please do so without delay. The rates are guaranteed only till the end of July, so avoid disappointment and fill in the booking form as soon as you can.

*John Hillson F.C.P.S. on behalf of Bill Topping*

### From the Secretary

A gremlin crept into my notes for the April issue, in which I appeared to be offering thanks to Colin Lewis for dispatching the "long membership" medallions. While Colin did work with the Membership Directory, the medallions all went out from Eastbourne!

I was very pleasantly surprised by the number (30+) of letters and telephone calls I received from members about these medallions. Comments included: "...honoured to receive it.", "...please pass on my thanks to all involved...", "...pleasant surprise and much appreciated...", "...triggered lots of memories - all good I am glad to say...", "...delightful surprise...", "...sort of gesture which means a lot...", "...splendid idea...", "...have valued my membership...", "...charming badge...", and "...delightful Gold Award - I've lost it for the moment - my wife is wearing it!".

Oh, and there was the phone call from the U.S. from a member who had received the padded packet, with my sticker on the back, but did not recognise the sender's name and was reluctant to open until knowing what the content was..... a sign of the times!

*John Wright*

### Regional News

#### **Scottish & NW England Local Group Meeting**

On the 9th April nine members foregathered in Moffat for the 19th bi-annual meeting of the group to enjoy a varied and entertaining afternoon provided by themselves.

The theme of the meeting could have

## HANDBOOKS FOR SALE

July 2005

Postage & packing is extra

Squared Circle Cancellations, 5th edn.	BNAPS	£24.50
Small Queens Re-appraised	Hillson	£6.50
Canadian Booklets, Dotted Dies	Harris	£8.50
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Slogan Postal Markings 1912-1953		£6.00
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been 'Now for something completely different' as John Parkin led off with a comprehensive display of Cinderella material covering such diverse topics as World War II rationing, complete with ration books, telegraph franks, war savings stamps, and military cap badges, all of which had a Canadian theme.

Which is more than can be said for the reporter's contribution. Having decided he had no Canadian material fit to be shown that had not already been seen he brought along 'Canada Forerunners' i.e. G.B. Line Engraved. Included were an example of the Archer experimental perforation, examples of all 15 Two Pence plates plus an array of Penny Blacks and Reds on and off cover and the later reds both perforate and imperforate. Les Taylor brought even postcards, but with a Canadian theme even if one of the sets was of an exhibition held in Britain in 1908; however postcards of Red Indians- sorry

'native Canadians' and patriotics abounded. Sanity was somewhat restored by more traditional contributions by Jim Bissett, Ken Andison, Andrew Lothian, John Atkinson and a nice display of later King George VI material by Norman Reilly who is looking for plate blocks and covers bearing the Royal Visit stamp of 1951. Bob McLeish brought recently issued prepaid postcards and some of the new booklets. Apparently there are 50 possible varieties of the most recent of these and at \$5 a throw one must express the thought that the Canadian Post Office seems determined to alienate even the most avid of collectors of new issues.

The next meeting is scheduled for Saturday, November 12th, though as Scotex has not yet been booked - according to the venue organisers at the S.E.C.C. - this may have to be changed. However the venue and time remain the same; 2PM Annandale Arms Hotel, Moffat, just a mile off the M74.

*John Hillson.*

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### **Forthcoming Events**

#### **2005**

- Jul 7 - 10 Philatelic Congress of GB, Derby
- Jul 29- 30 York Racecourse, Stampfair
- Sep 2 - 4 BNAPEX, Fantasyland Hotel, Edmonton, AB, Canada
- Sep 14 - 18 Stampex, Islington, London
- Sep 21 - 24 CPS Convention, Renfrew
- Oct 14 - 16 National Philatelic Literature Exhibition, Toronto
- Oct 14 - 16 STAMPEX, Toronto
- Oct 27-29 Philatex, Horticultural Hall, London

#### **2006**

- Feb 22-26 Spring Stampex, Islington, London
- Apr 7 - 9 AMERISTAMPEXPO, Toronto
- May 27-Jun 3 Washington 2006
- July 6 - 9 Philatelic Congress of GB, Renfrew
- Sept 15 - 17 NOVAPEX, Dartmouth N.S.
- Sep 20 - 24 Stampex, Islington, London
- Nov 16 - 20 Belgica 2006, Brussels
- Nov 24 - 25 ABPS National Philatelic Exhibition, Torquay

#### **2008**

- May 14 - 22 Israel 2008, Tel Aviv