



Maple Leaves

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CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN**

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EDITORIAL

By the time this reaches you, it will be 2011 already and the celebrations of Xmas and Hogmanay will be behind us. This issue marks to the start of a new Volume, 32. We are planning to publish an index for Volume 31 along with the April 2011 issue for those members who like to bind their copies.

Despite the fact that our last mail bid auction has only recently closed, this issue is accompanied by the catalogue for our next sale. We are back to our normal schedule of auctions this year with a mail bid sale in the spring and a room auction on 1st October at our Jersey Convention.

On the subject of the Jersey convention, this issue is also accompanied by a booking form. This is rather earlier than usual but a number of our overseas members have asked that we publish information on prices etc as early as possible so they can make their travel plans. In addition to the details provided on the form and on page 50, you can also find information on the Convention on our website at www.canadianpsgb.org.uk

Inside this issue you will find a report on the recent BNAPS convention in Victoria. CPSGB members enjoyed unprecedented success at this event and our congratulations go to the following members who came away with awards and medals:-

Malcolm Montgomery – Gold Medal and the Allan Steinhart Reserve Grand Award for his ‘Transatlantic BNA Mails 1759 – 1851’

William Robinson – Gold Medal and the Sam Nickle Award for his ‘Canadian Participation in the Anglo-Boer War’ and a Vermeil Medal for his ‘Canadian Military Postal Presence in Siberia 1918 – 1920’

Brian Stalker – Gold Medal and the Ed and Mickey Richardson Award for his ‘Coastal Labrador Mail Steamer Services’

Nicholas Escott – Gold Medal for his ‘Early Postal History of Northwestern Ontario’ and a Silver Medal for his ‘WWII Prisoner of War Camps, Lake Superior’

David McLaughlin – Gold Medal for his ‘Maple Leaf Issue of 1897 -98’

Gary Steele – Gold Medal for his ‘1937 – 38 Canadian Definitive Issue’

Bill Topping – Gold Medal for his ‘British Columbia Ship Way Mail’

Earl Covert – Vermeil medal for his ‘Canadian Liquor Seals’ and Vermeil Medal for his ‘RCMP – The Postcard Factory Cards’

Hal Kellett – Vermeil Medal for his ‘Canada’s Participation in the Anglo-Boer War 1899 – 1902’

Peter Motosn – Vermeil Medal for his ‘E.R. Krippner Covers 1895 – 1910’

Jack Wallace – Silver Medal for his ‘British Columbia Numeral Cancellations’ Jack also showed a display of the 2½d British Columbia first stamp in the Court of Honour.

As usual I offer my apologies to anyone I have left out of the list.

I end on a sad note by reporting the death of James Woods. As well as being one of our longest serving members, James was one of a small but illustrious band of former Editors of this journal. Only seven folk have been mad enough to take on the challenge and James held the post from 1957 to 1962. We send our condolences to his family.

**The CPS of GB wish all
our members a peaceful
and prosperous
New Year**



BRITISH NORTH AMERICAN SHIP LETTER MARKINGS

PART TWO: A REPRISE ON RATES AND THE EARLY HANDSTAMPS

Malcolm Montgomery M.B.E.

In the first of these articles I mentioned that there continues to be some confusion over the understanding of ship letter rates in North America, particularly when surviving letters are assessed against the British regulations. Further detail on how North American rates were applied follows, whether this was with the consent or acquiescence of the home authorities remains a moot point. A great deal has been written in the past and I make no claim to introducing fresh material, although I have consulted many early documents, some referred to by other writers, but I have tried to provide verbatim extracts where space permits, and can provide transcripts of sources if that would be helpful.

In the Eighteenth Century any discussion of ship letter procedures and rates should include those adopted in the Thirteen Colonies and I make no apology for including practices in the Northern and Southern Districts, for they were adopted also in Canada. From the outset, two writers must be credited with having covered this subject very thoroughly; if their works were more readily accessible, this reprise would be wholly redundant. The first is John G. Hendy, Custodian of the General Post Office's Record Room when it was first consolidated from a number of disparate resources in May 1896. Hendy produced several detailed and carefully researched histories of the post office between 1896 and 1905, of which *'Ship Letters'* was one. It was reproduced by the Postal History Society of Great Britain in 1997; bound together with a number of other valuable more recent papers on a variety of related subjects by several specialists it forms a comprehensive primer on British aspects of ship letters. The second of the two writers is Alex L. ter Braake in his *'The Posted Letter in Colonial and Revolutionary America'*; this work also includes chapters by a number of specialist postal historians, albeit with a rather limited coverage of the Canadas.

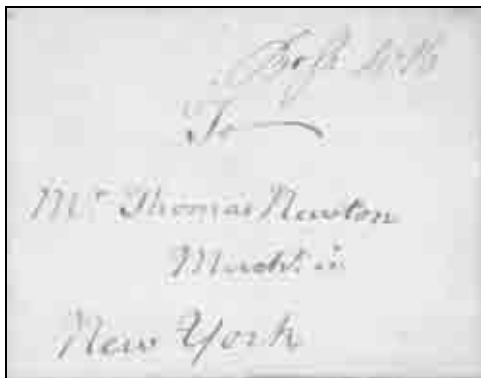


Figure 1: St. John's, Newfoundland to New York, 28th October 1764. A letter from John Wharton concerning a 'prottested bill of exchange' (the equivalent of a returned cheque), carried to Boston, Ms., ('Bo.Sh.'; Boston Ship) where it was charged in silverweight, 4dwt. 16 grs., the equivalent of one shilling and twopence Sterling, 16 grs. (twopence) ship letter fee and a shilling inland postage, the rate for a single sheet carried from Boston to New York under the Act of Queen Anne, 1st June 1711. (Courtesy of Colin Lewis.)

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The first British Articles and Proclamations directed at creating a structure for the posts concern letters carried by ships only indirectly. The principal objective was to protect the interests of those charged with the management, 'the farm', of the postal services by securing a monopoly of established services, as in the Proclamation of 1635:

'And his Maiesties further will and pleasure is, that from the beginning of this service or employment, no other Messenger or Messengers, foot-post or foot posts, shall take up, carry, receive, or deliver any Letter or Letters whatsoever, other than the Messengers appointed by the said Thomas Witherings to any such place or places as the said Thomas Witherings shall settle the conveyances ... And if any Post, Messenger, or Letter-Carryer whatsoever, shall offend contrary to his Maiesties Proclamation; his Maiestie upon complaint thereof made, will cause a severe exemplary punishment to be inflicted upon such delinquents.'(1)

Control of maritime mails would soon also be seen to be important, and lucrative. The first legislation in Great Britain pertaining to letters brought to the British Isles by private ships appears in the Commonwealth Act of 1657 and was also of the nature of monopoly enforcement, albeit couched in terms suggesting that these clauses were included only in the best interests of correspondents:

'And whereas upon the Arrival of Ships from parts beyond the Seas, to the Out-Ports here, Letters directed to several Merchants in London, have been heretofore frequently delivered by the bringers thereof to loose and uncertain hands, to be Conveyed forwards, whereby great Prejudice hath accrued to their Affairs, as well by the miscarrying of many of the said Letters, as often times by the opening of the same, to the discovery of the Correspondence and secrets, of the said Merchants; Letters brought by Ships shall be delivered to the Deputy Postmaster.'(2)

Recorded action in at least one of the Thirteen Colonies to ensure the safety of letters from overseas rather surprisingly predates that in Great Britain - A General Court of Massachusetts Ordinance of 5th November 1639, credited with the establishment of the first post office in North America, is believed to have been prompted by a need to prevent miscarriage and theft of letters landed from ships in Boston:

'For preventing the miscarriage of Letters ... it is ordered that notice be given that Richard Fairbanks his House in Boston is the place appointed for all letters, which are brought from beyond the seas or are to be sent thither, are to be brought to him and he is to take care that they be delivered, or sent according to their directions; and he is allowed for every such letter 1d and must answer all miscarriages through his own neglect in this kind; provided, that no man shall be compelled to bring his letters thither except he please.'(3)

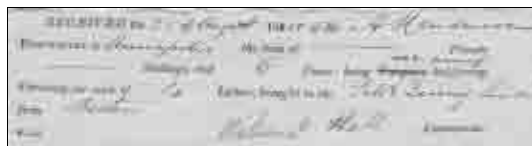
Just over a century later the businessmen of Philadelphia felt local procedures were unsatisfactory:

'Whereas it has been customary for Numbers of People to croud on board Vessels newly arrived in this Port, and into the Houses of the Captains, or Merchants to whom the same belong or are consigned, in quest of Letters, Packets, &c. and under Pretence

of taking care of the Letters of their Acquaintance dividing the whole Bag among themselves in a disorderly Manner, and in such Hurry and Confusion that it cannot afterwards be known by whom any Letter that is missing was taken up, and evil-minded Persons have made use of such Opportunities to pocket and embezzle Letters of consequence, and either destroy them or delay the Delivery a long time, to the great Damage and Injury of those to whom they were directed; And whereas there is a regular Post-Office in this Place establish'd by Act of Parliament, which is for the Benefit of Correspondence in General, and ought therefore by no Means to be discouraged; We the Subscribers hereunto taking the Premises into Consideration, and being willing that the Office should be encouraged, and that the Captains of Vessels should have the Benefit of the Bounty allowed by Law on delivering the Letters they bring into the Office, do hereby desire all Persons Masters of Vessels and others, to put all Letters they may have for us immediately into the Post Office, or deliver them to such Persons as the Postmaster shall send on board for them; and we declare that we shall not take their so doing in the least amiss, but look on our selves more oblig'd by their taking that Method than by their delivering our Letters in any other Manner whatsoever.' (4)

Although the official position, the application of the Act of 1711, had been made quite clear ten years earlier:

'Whereas by an Act of Parliament made in the Ninth Year of the Reign of her late Majesty Queen Anne, entituled An Act for establishing a General Post-Office for all her Majesty's Dominions, &c. it is among other Things enacted, That all Masters of Vessels, Sailors and Passengers, shall immediately upon their Arrival in any Port, deliver the Letters and Pacquets on board to the Post-Master, or his Deputy, under the Penalty of Five Pounds, British Money, for every several Offence. And whereas by the same Act it is also Enacted, That if any Master, Sailor or Passenger on board any Boat or Vessel, passing or repassing, on any River or Rivers, in any of her Majesty's Dominions, shall or do collect, carry or deliver any Letters or Pacquets, he or they shall forfeit and pay Five Pounds, British Money, for every several Offence, One Hundred Pounds of like British Money, for every Week he or they shall continue to carry or deliver any Letters or Pacquets, as aforesaid. This is therefore to give Notice to all Masters of Vessels, Sailors, Passengers, and others whom it may concern, That they be careful not to offend against the aforesaid Act of Parliament, upon Pain of being prosecuted for the several Penalties therein mentioned, pursuant to the Orders and Instructions of his Majesty's Post-Master General, to the Post-Master of Philadelphia.' (5)



(Ex. J.J. Macdonald collection, courtesy BNAPS.)

Figure 2: Rarely seen or referred to - confirmation of a ship's master having delivered ship letters to the postmaster at the port of arrival. A receipt dated 23rd August 1851 for sixpence (currency), paid to the master of the Schooner 'Jenny Lind' by the postmaster at Annapolis, Nova Scotia for four letters delivered according to the regulations.

In the British Isles similar clauses had been included in the first Post Office Act in 1660(6) and orders were issued in 1667 to officers at ports to warn masters of foreign ships of their obligation to deliver all letters to the Post Office.(7) Shortly after this, possibly as early as 1668, it was decided that an inducement should be made to ships' masters to hand in their letters by paying a penny gratuity to the master on each letter delivered to the post office.(8) It was argued that the consequent increase in the inland revenue on letters would more than offset the cost, but addressees were not charged a ship-letter fee under these directives, only the normal inland postage from the port of arrival; the first ship letter charges were raised under the Acts of Queen Anne in 1711(9) and George III in 1765(10).

One point is worth emphasis at this stage - with one exception, there was no suggestion in 1711 or since that the penny ship letter fee charged to the addressees was connected to that paid to the ships' masters, although originally this may have been the intention; the exception was letters from ships delivered to addressees at the port of arrival. This was quite logical - postmasters had to be compensated for the gratuities that they had paid to ships' masters, but there was no assurance that the ship-letter fee would ever be collected from addressees, a point made later by the American Deputy Postmaster's General to the Secretary of the Post Office.(11) This is frequently misunderstood and has caused confusion in the assessment of charges raised on letters from private ships.

Very few letters survive from the mid-Eighteenth Century on which the ship fee can be identified with certainty, either in the United Kingdom or in America. It is clear that the application of the Act varied in America, but without comment from London, until some fifty years later. The papers of Benjamin Franklin contain an example of how postmasters in the Thirteen Colonies were required to render their accounts, including a table showing illustrative charges for ship letters(12); a brief extract of the table follows:

	Dwt.	Grs.	£.	s.	d.
Received from the Ship <i>Charles</i>					
Captain Johnson, from London, October 3, 1753.					
A. Thomas Archer, 1 Single.		16			(2d)
John Ashurst, 1 Double.	1				(3d)
C. James Cook, 1 Treble.	1	8			(4d)
F. Cox, a Packet, 1 Ounce wt.	1	16			(5d)

(The sterling figures were not entered on the original table.)

It is clear that in 1753 the charge in America for a single letter delivered from a ship and delivered by the office of receipt, was sixteen grains silverweight, twopence Sterling, with the charge increasing by eight grains for each additional sheet, to one pennyweight and sixteen grains, fivepence, per ounce. On letters to addressees further beyond the port, inland postage was to be added to the flat rate ship fee. The local handling element of the fee appears to have been increased pro rata on local letters, but not on those forwarded elsewhere. Further instructions were included for completing the account:

'When you receive Letters from on board any Ship or Vessel, you are to enter the Name of such Vessel in the 2nd Column; the Number of Letters you have paid the Captain or others for in the 10th Column; and the Amount of such of them as belong to your Office only, in the 11th Column, marking the Rates on them at the Time of receiving.'

Ter Braake states that it is difficult to find letters before 1764 that can be demonstrated to have been charged a ship letter fee of sixteen grains, but provides an illustration of a hand-written instruction by Benjamin Franklin for the post office at Boston (13) which includes: *'All Ship Letters and Packets must be charged, (over and above the aforementioned Rates) with 16 Grains Weight of Silver. For such as are received from on board and with 8 Grains weight each for such as are directed on Board any Ships or Vessels.'* Since ter Braake's book was published, other early ship letters have been recorded, the majority, but not all, of which show a ship letter charge of 16grs (2d Stg.) and some have currency exchange rates - a familiarity with *'Old Tenor'* currency rates would be advisable for anyone wishing to examine this subject in greater detail. Some examples drawn from ter Braake's book (ALtB) and Matthew Bennett (MB) sales follow:

A longer list is available. It will be noted that there are some inconsistencies in these examples, but the rates to be charged were confirmed in a 1763 broadside, that included:

'II. All Ship-Letters and Packets must be charged, over and above the Rates set down in these Tables, with 16 Grains Weight of Silver, for such as are received from on Board; and with 8 Grains Weight, for such as are directed on Board any Ship or Vessel. And the whole Postage of these last Sort, must be paid down at the Post-Office where such Letters and Packets are delivered in.' (14)

Date	From	To	Port of Entry/Exit	Rates	Comment
8 th August 1709	New York, N.Y.	Boston, Ms.	Boston, Ms.	'NY'	Earliest BNA marking. No charge raised (MB290/16)
13 th May 1712	Philadelphia, Pa.	Liverpool, England	New York, N.Y.	'10'	9d (Stg) to New York (specific rate in Act of Queen Anne) + 1d ship fee. (MB290/17)
25 th February 1713	Bristol, England	Providence, R.I.	Boston, Ms.	'B Sh 5d'	Boston to Providence 4d Stg + 1d ship fee. (ALtB, E-6)
1 st April 1723	Barbados	Salem, Ms.	Boston, Ms.	'B Sh 1/9'	8d Stg. (double, 0-60 miles) + 1d ship fee @ 2.3 Tenor. (MB290/28)
3 rd July 1729	London, England	Philadelphia, Pa.	New York	'NY Sh: 1/2. 1/9' (Cy.)	1s + 2d (Stg.) ship fee to Philadelphia, 1s 9d (Cy). (MB290/30)
29 th July 1734	London, England	Newport, R.I.	Philadelphia, Pa.	'Phi Sh: dwt 7 gr 16'	Philadelphia to Newport 7dwt, ship fee 16grs. (ALtB, II-92)
29 th September 1736	New York, N.Y.	London, England	Boston, Ms.	'NY Paid to Bos: 4dwt 8grs'	Outbound 1d paid. (ALtB, D-16)
19 th July 1756	London, England	Newport, R.I.	Boston, Ms.	'Bo Sh 2.16'	Boston to Newport 2dwt; ship 16grs. (ALtB, E-9)
13 th May 1761	Paramaribo, D.W.I.	Newport, R.I.	Providence, R.I.	'Pro Sh 4dwt. 16'	Double. 4dwt + 16grs ship fee. (ALtB, II-109)
12 th January 1764	St. Croix	Philadelphia, Pa.	New London, Ct.	'NL Sh. 12:16'	12dwt + 16grs ship fee. (MB290/62)
18 th January 1764	Charlestown, S.C.	Providence, R.I.	New York, N.Y.	'Sh 4.16'	4dwt + 16grs ship fee. (MB290/63)

Following receipt by Benjamin Franklin of a letter dated 20th April 1764 from Anthony Todd Secretary to the General Post Office emphasising that letters from vessels arriving at a port were to be handed in to a post office, and that the masters were to receive one penny for each letter received, in the new Province of Canada James Parker the Post Office Secretary placed a notice dated 10th July 1764 in the Quebec Gazette:

'The Deputy Post-Master for North America, having by the last Paquet, received express Orders to see the above mentioned Act of Parliament (9 Anne Cap. 10/11) fully enforced and executed in the American Colonies, all Persons are hereby cautioned not to offend against the said Act, as such Offences will be strictly prosecuted.'(15)

The two earliest recorded ship letters to Canada in this period (illustrated in Part 1), dated 1763 and 1765 (16) and both through New York, were each charged a ship fee of sixteen grains, contrary to the Acts of 1711 and 1765. From a correspondence between Anthony Todd, Secretary to the Post Office, and the Deputy Postmasters General in North America, Benjamin Franklin and John Foxcroft, it seems that this American practice had been questioned by London; in their reply to Todd, dated Philadelphia, September, 21st 1764, they wrote:

'The Rule of Charging 2d. or 16 grains of Silver on every Letter coming from on Ship board, has been observ'd in America we believe from the first Establishment of the Office here. Mr. Franklin, who is now by much the oldest Officer in America, found it the Practice, [and remembers?] to have seen it in Tables of Rates printed long before his Time. He knows not on what it was originally founded, (being sensible that the Act mentions but a Penny) unless it were on the Considerations that have satisfied him in the Continuance of the Practice, viz. In America most of the Letters received from on board a Ship, are delivered in the Capital Towns where the Ships arrive. The Law obliges the Office to give a Penny for every Letter coming from on board a Ship. If the Office demands but a Penny for each such Letter, then the Attendance is given and the Business is transacted for nothing. Nay, for less than nothing; for all the Letters so paid for, not being taken up, the Dead Letters would be so much clear Loss to the Office.'

They continued with a point well made confirming the practice in America for outbound ship letters:

'What the Quantum meruit in this Case is, may be gathered from the same Law, which allows a Penny to be taken for the Service of putting a Letter on board a Ship. Now supposing that the Trouble of receiving a Letter and putting the same on board a Ship, is not greater than the Trouble of receiving a Letter from on board a Ship and delivering the same on shore, then the latter Service deserves a Penny as well as the former. This Penny to the Office, added to the Penny paid the Captain, makes the Twopence to be paid for the Letter.'

The same letter details comments and recommendations for changes to postal rates and practices in North America, taking account also of the need to incorporate arrangements for the Post Office in Canada. It is interesting to note that these recommendations were for the most part adopted in the drafting of the 1765 Act of King George III, a fact that rather undermines the commonly held opinion that the mother government paid little attention to the particular needs and wishes of the residents of the British Colonies in America.

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Liverpool NS Ship Letter
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A superb strike; the only known strike in private hands.

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"5c" oval handstamp
on 1860 cover to Pictou

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Upcoming Winter 2011 The Estate of A.M. (Sandy) Clark Nova Scotia Postal History Collection



Newport Crown Postmark
in Double Circle on 1841
cover to Halifax.
The only reported strike.
ex. John Young (1964),
Grant Glassco (1969)

Illustrated in Jephcott,
Greene & Young Handbook
on Page 75.

Illustrated in Jephcott,
Greene & Young Handbook
on Page 94.

St. Margarets Bay
Crowned Circle on 1858
cover to Halifax.
Extremely rare cover;
fewer than five exist.
ex. John Young (1964),
Grant Glassco (1969)



Kentville Double Circle
"Post Office" Marking
on cover to England.

Only two strikes are
known. This strike was
missing from most
renown collections.

Charts prepared by Franklin and Foxcroft in 1763 and 1765 published supplementary rates of postage from New York to Canada. No legal basis for these rates existed, except that the rates for 1765, with the notable exception of the ship-letter fee, were subsequently confirmed by the Act of George III. The ship-letter fees were in a footnote to the tables; even after the publication of the Act, for reasons that are explained only in the letter to Anthony Todd quoted above, the inbound ship-letter fee remained at 16grs of silver, 2d Sterling, approximately 2½d in local currencies; the charge on outbound ship letters remained at 8 grs of silver, 1d Sterling. There is no mention in the broadside of the fourpence Sterling inter-colonial sea rate introduced in the 1765 Act. (17)

New York			Quebec
3 dwt	Albany		
5 dwt	3 dwt	Montreal	
7 dwt	5 dwt	3 dwt	
1763 Rates			

New York			Quebec
2 dwt 16grs	Albany		
4 dwt	3 dwt 8grs	Montreal	
5 dwt 8 grs	4 dwt 16 grs	2 dwt 16 grs	
1765 Rates			

Note: 8 grains (grs) silver = 1d Stg; 24 grs = 1 pennyweight (dwt); 1dwt = 3d Stg.

There are two further significant points to be drawn from the Act of George III: first, the penalty for evasion was increased fourfold; second, an additional penny fee was permitted for letters delivered in the port of arrival:

IV. And be it further enacted by the Authority aforesaid, That it shall and may be lawful to and for the said Deputy or Deputies to demand, have, receive, and take, for every such Letter and Packet so delivered from any Ship or Vessel, other than Packet Boats, to such Deputy or Deputies at the Ports in his Majesty's Dominions, as shall be directed to any Place within the Town belonging to such Port, or within the Limits of the Delivery of Letters and Packets by such Deputy and Deputies, the Rate or Sum of One Penny, over and above what may now be received for the same.

Twopence could be charged by the local postmaster for local addresses, but only a penny ship-letter fee, the same as under the Act of Queen Anne, could be added to the inland rates for other letters. Charging 16grs, 2d Sterling, on all inbound ship letters regardless of destination, the practice in North America, had not been authorised, although there may have been some justification in interpreting the phrase 'within the limits of the Delivery of Letters and packets by such Deputy and Deputies' to mean within the jurisdiction of the local Deputy Postmaster General. The practice continued for many years. A rate for inter-colonial postage by sea in America was also introduced in the 1765 Act:

'II... For all Letters and Packets conveyed by Sea from any Port in the British Dominions in America, to any Port within the said Dominions, for every Single Letter Four Pence; for every Double Letter Eight Pence; for every Treble Letter One Shilling; and for every Ounce One Shilling and Four Pence; and so in Proportion for every Packet of Deeds, Writs, or other Things.' There is another document that might have shed some light on the ship letter charges at this time: (18)

There is another document that might have shed some light on the ship letter charges at this time: (18)

SHIP LETTERS

Postage of a
Single Letter in
British Pence.

For the Port of every Letter or Packet of Letters in any Part of His majesty's Dominions directed to, or coming from, on board of any Ship, over and above the Rates before-mentioned - -	}	1
For every letter or Packet coming from on Ship-board for the Town where landed, or the Delivery thereof, One Penny, with the Penny paid to the Master, Mariner, or Passenger bringing the same, being for every such Letter or Packet - -	}	2

This extract from a General Post Office notice published in London in 1792 appears to reaffirm the practice in the British Isles although the instruction that, in the case of letters intended for the town where landed, the master's gratuity was to be included in the ship letter fee charged to the addressee has caused confusion in the past. However the notice does nothing to explain the disparity with practice in Canada, where a ship-letter fee of twopence was added to the postage for letters forwarded to towns other than the port of arrival. Packet rates to America, and inland rates for correspondence within the West Indies and British North America, consistent with the 1765 Act, were included in the notice, and it is clear that the Postmaster General understood and intended that the ship letter charges also should be applied by his deputies there, but this appears not to have been the case.

The next Act of significance, effective in the United Kingdom from 12th July 1799 but not in Ireland, although brief offers further opportunities for confusion. Known as the Ship Letter Act (19), it is quoted here almost in its entirety to allow readers to form their own conclusions, and what follows may yet be subject to discussion. The first issue concerns the rates applied in the United Kingdom. Until 1799, although outbound letters carried by private ships were required to be prepaid – until 1711 inland postage to the port, from 1711 inland postage to the port plus a penny - letters have been recorded both with and without inland charges, but the penny charge rarely appears. In September 1799 a ship letter office was opened in London and the process of raising revenue from letters sent overseas by vessels other than post office packets, long since authorised by law, was formalised. Correspondents were required to hand such letters to the post office, prepaying a fee equal to half that charged for packet letters; the post office then arranged their onward passage. For British North America this fee was calculated as the full inland postage to London, or other port, plus half the normal inland and packet charge between London and British North American ports. Inland postage in North America could not be prepaid. Despite the reinforcement of the regulations and the provision of the service, a large proportion of correspondence continued to find its way to private vessels without prepayment; the coffee houses and other agencies continued to handle a large number of outbound letters.

'... it may be lawful to and for his Majesty's Postmaster General, and his Deputy and Deputies by him thereunto authorized, in his and their Discretion, to collect and receive Letters, and Packets of Letters, directed to Places within his Majesty's Dominions, also to any the Kingdoms and Countries beyond the Seas, and to forward the same by any Ships or Vessels that he, in his Discretion shall think fit (although not Packet Boats); and also, that it shall and may be lawful to and for his said Majesty's

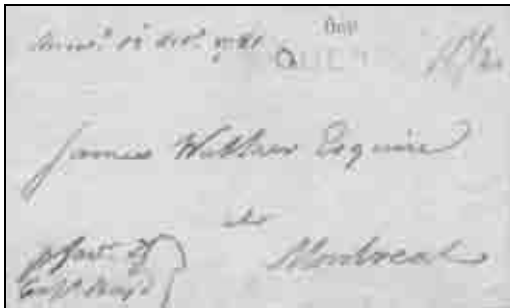


Figure 3: A letter dated 9th May 1781 carried by private ship landed at Quebec and charged '11½', elevenpence halfpenny Currency to Montreal: twopence halfpenny ship letter fee and ninepence the inland rate for 201-300 miles, both under the Act of 1765. It shows the first recorded Quebec straight-line handstamp : 'ship'. Two examples have been recorded, the other is believed to be in the Ottawa archives.

Postmaster General, and his Deputy and Deputies ... to demand, have, receive, and take, for every Letter and Packet which shall be delivered to him or his Deputies for Conveyance in the Manner herein-before specified, a Sum not less than one Half Part of the Rates and Duties payable by Law for such respective Letters and Packets, if the same were conveyed by Packet Boats; and in Cases where no Rate of Postage is already established, then to demand, have, receive, and take, for such Letters and Packets, Rates, as near as the same can be ascertained, equal to one Half of what is now paid for Letters sent beyond the Seas;'

With regard to letters arriving in the United Kingdom from private ships from 1799 two rates operated. For letters that originated from or had been handled by British post offices or post office agents overseas the ship letter fee was increased from a penny to fourpence; many of these were carried in closed bags directly to London. Until 1815, however, the old penny fee continued to be charged on letters not actively collected by post office agencies overseas.

'And be it further enacted, That it shall and may be lawful to and for the said Postmaster General to demand, have, receive, and take for every Letter and Packet which shall be brought by Ships and Vessels (other than Packet Boats) in the Manner herein-before mentioned, from Places within his Majesty's Dominions, and from any the Kingdoms and Countries beyond the Seas into Great Britain , to be conveyed by inland Carriage or Postage, the Sum of Four-pence for every single Letter, and so in Proportion for Packets, in addition to any inland or internal Postage which may arise upon the inland Conveyance of such Letters and Packets;'

The Post Office was authorised to pay twopence to ships' masters for each letter received from or handed in to post offices, but this charge was not passed on to the addressee.

'... and for the Encouragement of the Masters of such Ships or Vessels, it shall be lawful for the Postmaster General to allow all such Masters the Sum of Two-pence a Letter or Packet upon all such Letters and Packets as they shall respectively have or take on board such Vessel or Vessels, provided such Letters and Packets shall have

been delivered to them from the Post Office; and in like Manner, on their Arrival from Parts beyond the Seas, on their delivering unto the Deputy or Deputies of the Postmaster General for such Place or Post Town at which they shall touch or arrive, it shall be lawful to pay to such Masters of Ships and Vessels the Sum of Two-pence a Letter or Packet for all such Letters and Packets as they shall respectively have on board;'

The application of this Act to post offices overseas is uncertain, but appears to have been intended - first, the Act refers to '... his Majesty's Postmaster General, and his Deputy and Deputies by him thereunto authorized...' and '...in order to be conveyed to and from Places within his Majesty's Dominions...', although the latter could be interpreted to refer only to procedures in the United Kingdom. However, the argument that the Act was intended to apply also to overseas dominions is reinforced by its publication in the Quebec Gazette; it is not known whether it was also published in the Maritime Provinces, and evidence of this would be interesting. Some letters from British North America carried by private ships in this period show charges greater than the inland postage to the port of departure, generally twopence (shown either in Sterling or currency). However, a number

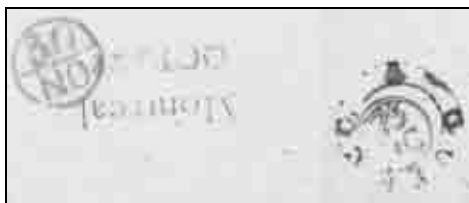
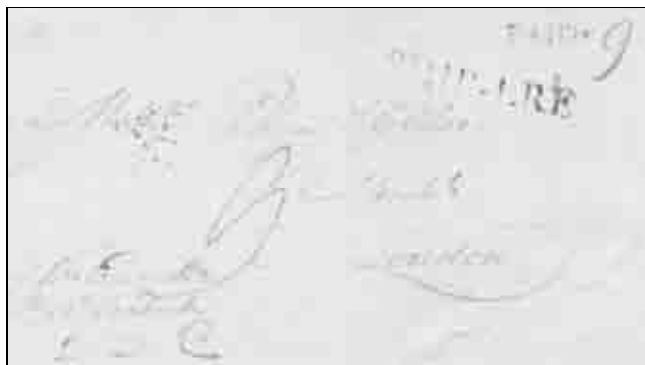


Figure 4: A letter dated 22nd October 1785 paid '9', ninepence Currency from Montreal to Quebec, directed to the 'Eweretta', a regular trader between Quebec and London. No outbound ship letter fee is shown - unless the '9' represents a payment in Sterling, in which case the charge was eightpence Sterling, the rate for 201-

300 miles, plus a penny ship letter fee. The reverse has both Montreal and Quebec datestamps and shows that the letter arrived in London on 30th November 1785; it was marked as a ship letter and charged a further '9'(Sterling), a penny ship letter fee and eightpence inland postage, a letter of two sheets carried more than 80 miles. It is assumed that the British Post Office detected an enclosure not noticed in Canada.



Figure 5: Quebec, Province of Canada to Halifax, Nova Scotia, via Montreal and New York, 2nd January 1788. In the late eighteenth century a straight line handstamp 'AMERICAN PORT' was used to indicate inland North American postal charges. The only example recorded to date appears alongside a Quebec straight line 'PAID*' and is therefore assumed to have been used at that city. The letter, dated before the Canada/United States postal convention, was sent via Montreal and New York. Reverse: Straight line 'Montreal JAN.y 7 1788', in black. Obverse: Straight line 'AMERICAN PORT', in black, not previously recorded. Straight line 'PAID*', in black, used at Quebec. Rates: Quebec to Halifax: 2N1 (2s 1d Currency) Comprising: The rate for a single letter from Quebec to New York (5 dwt 8 grs): 1s 4d Sterling; Ship charge for port-to-port in North America: 4d Sterling all Converted to Currency.

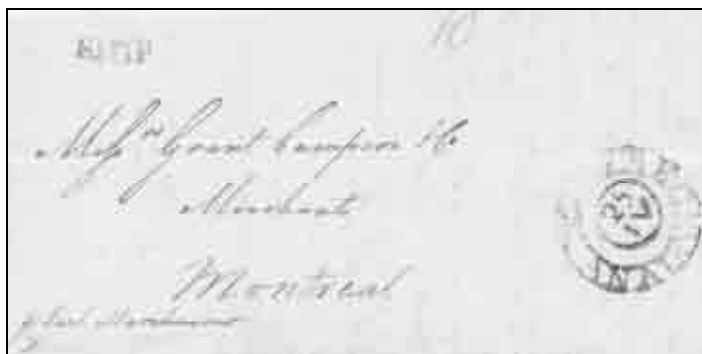


Figure 6: A letter from London dated 7th April 1796; it arrived at Quebec from the 'Earl Marchmont' and was charged in Sterling '10' to Montreal, twopence ship letter fee and eightpence the inland postage for 210-300 miles

of letters, some with North American ship letter handstamps, were carried to Halifax for onward transmission, often by the Falmouth packets. Although it seems reasonable that it was intended that correspondents in North America could prepay letters directed to private ships in the same manner as those in the United Kingdom, equally it is unlikely that any such charges raised, as has been suggested, could cover inland United Kingdom postage to destination, any more than the same was possible for correspondents in the United Kingdom sending letters by private ship to Canada. That said, evidence to the contrary would be very welcome.

It is recognised that coverage of the Maritime Provinces has been rather neglected in the first two parts of this series; this omission will be redressed in Part Three, in particular discussing letters from those provinces that show prepayment of postage as directed under the terms of the 1799 Act.

TO BE CONTINUED

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- (11) 5 George III, cap. 25, 10th October 1765.
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- (14) A.L. ter Braake, p. D-8.
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- (18) *'Tables'* see above (15), B. Franklin, J. Foxcroft, 1763 & 1765.
- (19) General Post Office, London, April 5th, 1792.
- (20) 39 Geo. III, Cap. 76, 12th July 1799.

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SHORT PAID DOMESTIC MAIL IN 19TH CENTURY CANADA

John Wright

Until 30th June 1859, unpaid and short paid mail was charged on the same basis as prepaid mail, i.e. an entirely unpaid letter was charged the same as one that was prepaid, and a short paid letter (for example one prepaid for ½oz but found to be in the ½ - 1oz range) was charged to the recipient simply for the deficient postage.

The cover shown in fig 1, posted in Kingston on 1st January 1853, was prepaid 3d at the ½oz rate, confirmed by the red 'PAID 3D' (Jarrett type 606d). Found to be in the ½ to 1 oz range, 'More to Pay' was entered in manuscript, followed by a black '3d' (Jarrett type 605d). The 'Paid 98' indicates the sender, Kingston City Council, had a charge account with the Post Office rather than actually paying cash at the time of posting.

Matters changed on 1st July 1859 with the introduction of decimal currency. Department

Circular 45, issued at Toronto on 12th June 1859, said (in part):-

Letters posted in Canada addressed to any place within the Province will, if prepaid, pass for 5 cents per ½oz, but if posted unpaid such letters are to be rated and charged 7 cents per ½oz.

It will be noted that this circular makes no reference to short paid mail and it was not until 1867 that the Post Office clarified the correct way to charge such mail. Department Order 70, of February 1867, said:-

In applying the 7 cent unpaid rate to letters passing within the Province posted unpaid or not fully paid – Postmasters will observe that a letter passes either as prepaid at 5 cents per ½oz, on condition that the whole postage due be fully prepaid – or at 7 cents per ½oz if posted unpaid, or only partly prepaid – in the

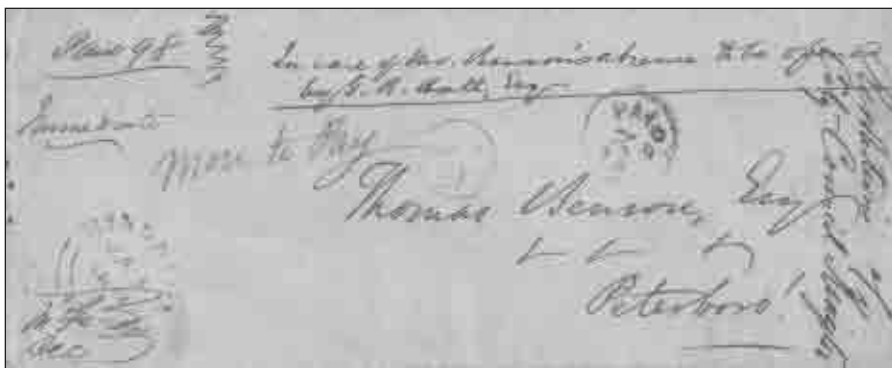


Fig 1 January 1853 letter from Kingston to Peterboro, Ontario paid 3d for one rate but assessed as overweight and charged a further 3d due.

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latter case the full rate of 7 cents per ½oz should be marked and a deduction made therefrom of the amount which may have been paid – thus on an ounce letter prepaid 5 cents only – the rate will be 14 cents and crediting the 5 cents paid – 9 cents will remain to be charged and collected on delivery.

The object of the 7 cent unpaid rate, is to induce prepayment and thereby relieve the Post Office from costs and trouble of account and collection, but this object is equally defeated whether the letter be wholly unpaid, or but partially prepaid – and therefore the 7 cent rate applies to the whole charge upon the letter in both cases.

The seven year gap between the original Department Circular and this clarification was more than enough for Postmasters to have developed different ways of charging for short paid mail.

Figure 2 shows a ½ oz letter of 3rd March 1867 franked, incorrectly, with a 1 cent stamp. This was treated in line with the February 1867 order, deemed to be wholly unpaid and handstamped 'MORE TO PAY 6', correctly giving credit for the 1 cent prepaid. Fig 3, however, shows a similar underpaid letter from 18th April 1866 which was marked 'UNPAID 7'. In this case no credit was given for the 1 cent prepayment.

The next three covers, Figures 4, 5 and 6, are all from the period prior to the issuance of Dept. Order 70. All bear a single 5 cent beaver and all were found to be overweight. All three are marked 'MORE TO PAY', with fig 6 also showing the handstamp 'UNPAID 7'. The three covers show consistent use of a principle that found favour with many postmasters. In these cases the rate short was charged at the unpaid rate (7 cents) but full credit was given for the rate prepaid. This was clearly not what the Post Office intended but



Fig 2 March 1867 letter from Montreal to Hamilton sent as Printed Matter and prepaid 1 cent, the item was determined to be a letter and charged 'More to Pay 6'. Credit was given for the 1 cent prepaid. (Courtesy of Graham Searle)



Fig 3 April 1866 letter from Hamilton to Paris, P.Q., also prepaid as Printed Matter but determined to be a letter. In this case the recipient was charged the full 7 cents for an unpaid letter with no credit given for the 1 cent stamp. (Courtesy of Graham Searle)



Fig 4 December 1865 letter from New Carlisle, Gaspe to Danville. Prepaid 5 cents as a ½oz letter it was found to be overweight and charged 'More to Pay 7'. Full credit was given for the one rate prepaid. (Courtesy of Graham Searle)

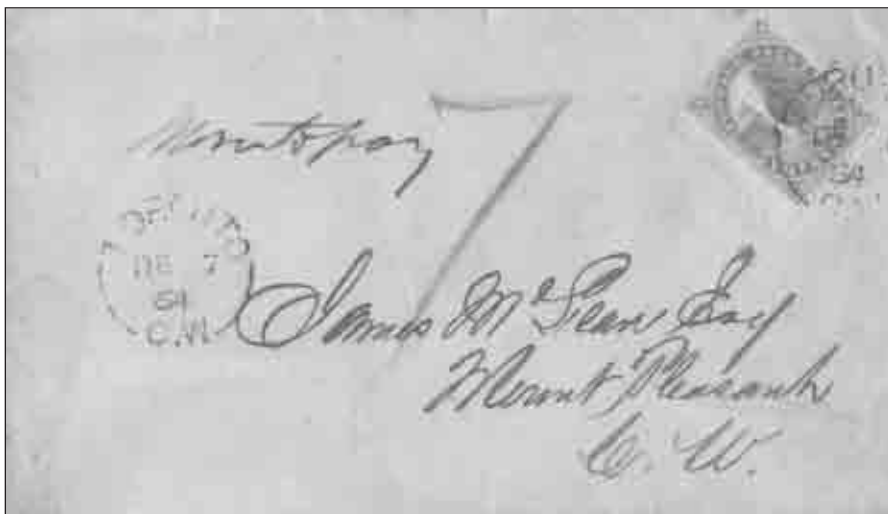


Fig 5 Another example of the 'More to Pay 7' principle on a December 1864 short paid letter from Toronto to Mount Pleasant.

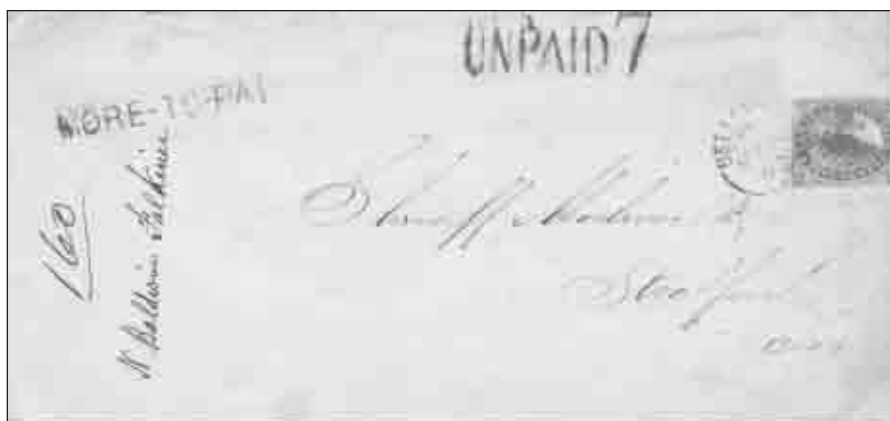


Fig 6 May 1863 letter from Belleville to Stratford also short paid by one rate. Once again the postmaster accepted the full payment of one rate and charged the letter as 'Unpaid 7' for the additional rate. Later Post Office notices show that this was not the intended practice.

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at this time they had not made their intentions clear.

Figure 7, mailed from Quebec in May 1867, was also found to be overweight. In this case it was handstamped 'MORE TO PAY 9' which complied exactly with the Department Order 70 issued a few months earlier. The Firby auction of May 2010 contained two similar 'MORE TO PAY 9' covers both of which predated the Dept. Order 70 so it is clear that prior to February 1867, in the absence of any clear directive, a number of different practices were in concurrent use.

Figure 8, mailed from Eramosa in February 1862 is perhaps the most intriguing of all these short paid letters. This one is also handstamped 'UNPAID 7' but in this case it is a registered letter. Quite how you could get a short paid registered letter is one to ponder and this is the only example the author is

aware of from this period.

On 1st April 1868, prepaid postage became 3 cents per $\frac{1}{2}$ oz, unpaid 5 cents per $\frac{1}{2}$ oz, with the same arrangement for short paid mail as previously indicated in Dept Order 70. On 1st October 1875, this awkward system was replaced by a simple 'double the deficiency' charge. Figure 9 shows a $\frac{1}{2}$ - 1 oz cover of 17th February 1874, treated as wholly unpaid but with 3 cents credit for the 3 cent Small Queen, so $(2 \times 5 - 3) = 7$ cents due. While from 16th October 1875, just after the introduction of 'double the deficiency', figure 10 shows 'over $\frac{1}{2}$ oz/ MORE TO PAY 6'. This latter policy continued until the end of the Small Queen era. Figure 11 shows another underpaid item charged at double deficiency. This is a 1895 letter mailed as printed matter but deemed to be a letter and thus underpaid 2 cents and charged 'MORE TO PAY 4'.

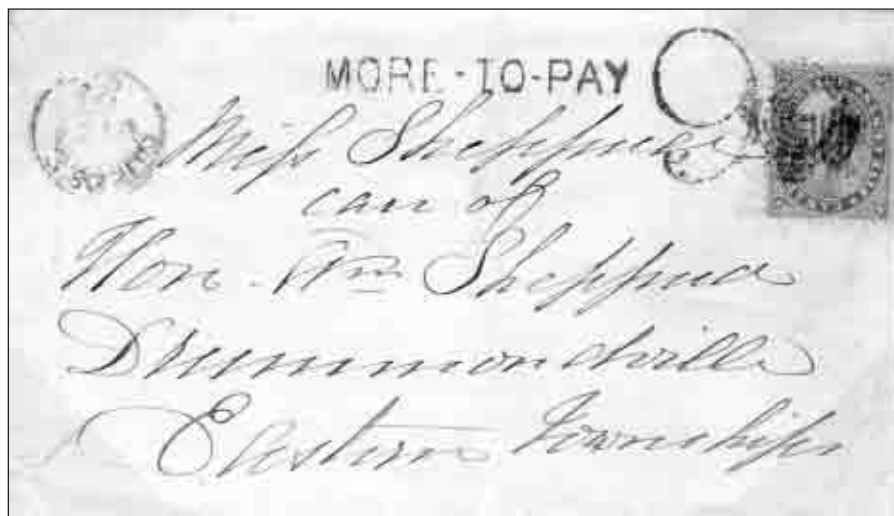


Fig 7 May 1867 letter from Quebec to Drummondville prepaid 5 cents but found to be over $\frac{1}{2}$ oz and charged 'More to Pay 9'. This 9 cent charge was in line with the Post Office notice of February 1867. (Courtesy of Graham Searle)

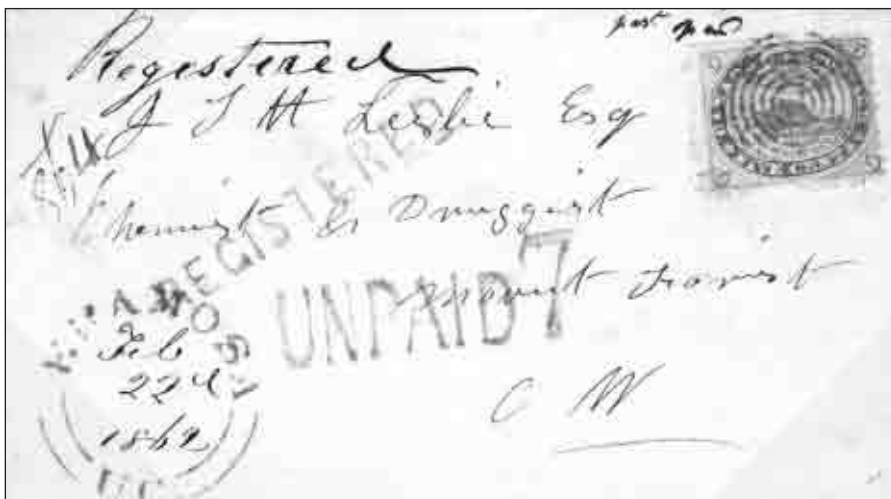


Fig 8 Registered letter from Eramosa to Mount Forest, sent in February 1862. Despite being registered in the post office, the letter was later determined to be overweight and was charged 'Unpaid 7' for the additional rate. The registry fee was paid in cash. (Courtesy of Graham Searle)

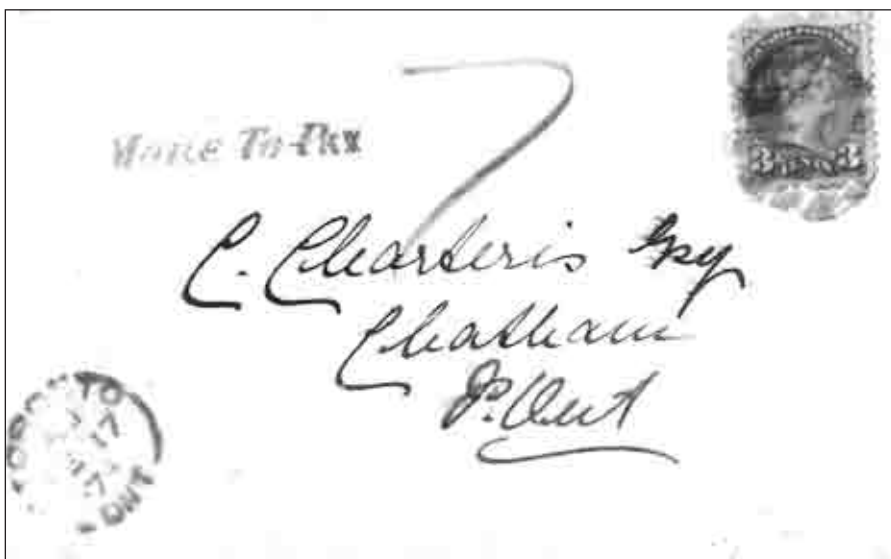


Fig 9 February 1874 letter from Toronto prepaid 3 cents for a letter up to $\frac{1}{2}$ oz. The letter was found to be overweight and charged 'More to Pay 7' in line with the Post Office order of 1867.

A 'Notice to the Public' of 8th May 1889, said that:-

Letters insufficiently prepaid will be charged

double the deficiency provided at least a partial prepayment has been paid. Letters posted wholly unpaid will be sent to the Dead Letter Office for return to the writer.



Fig 10 October 1875 letter from Ottawa to Toronto prepaid 3 cents and found to be overweight. The charge in this case was 6 cents in line with the 'double deficiency' principle introduced on 1st October 1875.



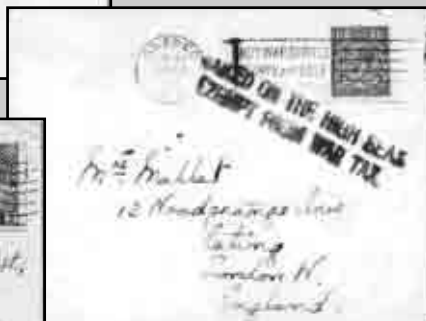
Fig 11 1895 letter sent as third class but deemed to be a normal letter; charged 'More to Pay' 4 cents as double deficiency.

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ADMIRAL REGISTERED LETTER RATES

Graham Searle F.C.P.S

At our Society Convention in Renfrew, in 2005, the late Stan Lum gave a splendid display of 'Admiral Covers'. I suspect that I was not alone in looking out the few Admiral covers I had in a drawer on my return home after the event.

Amongst a rather motley collection, I found that I had several registered letters. It was interesting to note, however, that every one of them had a different franking. My curiosity was aroused and this article, and a small collection that has given me a lot of fun, are the result.

The table below goes a long way to explaining why so many franking possibilities exist. Between 1911 and 1928 there were a number of postal rate changes plus the

Table 1 REGISTERED MAIL POSTAL RATES DURING THE ADMIRAL ERA

		1912 – March 1915	April 1915 - July 1920	July 1920 – Sept 1921	Oct 1921 – Oct 1925	Oct 1925- June 1926	July 1926- Dec 1928	Dec 25 1928 Onward
DOMESTIC	Single rate per oz.	2 cents	2 cents	2 cents	2 cents	2 cents	2 cents	2 cents (3)
	Additional rates	2 cents	2 cents	2 cents	2 cents	2 cents	2 cents	2 cents
	War Tax	nil	1 cent	1 cent	1 cent	1 cent	nil	Nil
	Drop Letter rate per oz.	1 cent	1 cent	1 cent	1 cent	1 cent	2 cents	2 cents
PREFERRED COUNTRIES (1)	Single rate per oz.	2 cents	2 cents	2 cents	2 cents	2 cents	2 cents	2 cents
	Additional rates	2 cents	2 cents	2 cents	2 cents	2 cents	2 cents	2 cents
	War Tax	nil	1 cent	1 cent	1 cent	1 cent	nil	nil
EMPIRE	Single rate per oz.	2 cents	2 cents	2 cents	3 cents	3 cents	3 cents	2 cents
	Additional rates	2 cents	2 cents	2 cents	3 cents	3 cents	3 cents	2 cents
	War Tax	nil	1 cent	1 cent	1 cent	1 cent	nil	nil
UPU	Single rate per oz.	5 cents	5 cents	5 cents	10 cents	8 cents	8 cents	8 cents
	Additional rates	3 cents	3 cents	3 cents	5 cents	4 cents	4 cents	4 cents
	War Tax	nil	nil	nil	Nil	nil	nil	nil
REGISTRATION FEE		5 cents	5 cents	10 cents	10 cents (2)	10 cents	10 cents	10 cents

NOTES:-

- (1) Preferred countries included the USA and Mexico. Other countries in North America, the Caribbean and most of Central America were added to this list in 1925.
- (2) In August 1924 a graduated scale of registration fees was introduced from 10 cents for \$25 indemnity up to 40 cents for \$100 indemnity. The vast majority of registered mail continued to be sent at the 10 cents fee.
- (3) An option to send mail by airmail was introduced on 24th August 1928 at a rate of 5 cents per oz. This rate applied domestically and to the USA.

imposition and subsequent removal of war tax. The result is that any postal rate from 6 cents up (in 1 cent increments) is possible for regular registered mail in this period. Admiral registered covers are still quite plentiful and some of these rates are relatively common. Others, however, are very elusive indeed.

I say 6 cents up but, in reality, you can find even lower rate registered covers as my first few illustrations demonstrate. The first of these, shown in fig 1, is a registered letter sent free to the USA in 1924. It was sent by the Post Office Department on official business but it is interesting to see that this one qualified for both free postage and free registration. I will later show an example that qualified for neither. Fig 2 shows something similar from the WW1 period. This was a letter to the Canadian Army Postmaster in England that was eligible for free postage but apparently not for free registration. Presumably, the addressee was enough to allow for free postage but the fact that it was not mailed on Official Post Office business in a P.O. envelope possibly meant it was not eligible for free registration. (In reality, the rules governing what was eligible for free registration are far from clear.) The result is a 5 cents registered rate. Sounds simple but try finding another one!

My third example, shown in figs 3 and 4, is one of my favourite Admiral covers. Sent from Yarmouth, Nova Scotia to Clevedon, near Bristol in England in September 1912, it was correctly franked with a 2 cent stamp as a letter under 1 oz. On arrival in England, the UK postmaster decided that the letter contained some coins and compulsorily registered it. The blue lines and registered sticker are UK marks. As a compulsorily registered letter the recipient was required to pay a 4d charge. This was refused (he or she was obviously not convinced about the coins!) and the letter found its way back to Canada and was stamped at the Ottawa Dead Letter Office a month later. The result is a 2 cent registered rate – albeit not registered in Canada! Examples of compulsorily registered mail, like this one, would theoretically give you any rate below 6 cents in the Admiral period.

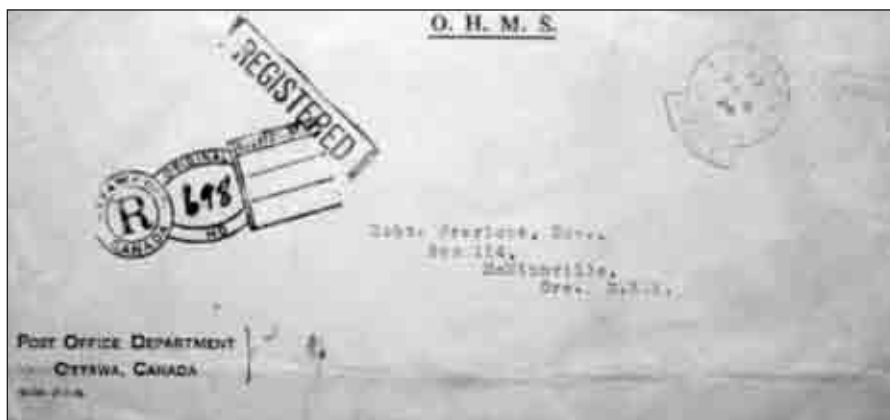


Fig 1 Registered letter from Ottawa to the USA, mailed in 1924 on official P.O. business and qualifying for free postage and registration.



Fig 2 5 cent registered rate – free postage but a normal registration charge. A rare item (courtesy of John Watson)



Fig 3 September 1912 letter to the UK, compulsorily registered on arrival – a 2 cent registered rate.



Fig 4 Back of the cover shown in fig 1, showing the reasons for registration and the Ottawa Dead Letter Office handstamp on return to Canada.

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The next cover is superficially similar to the last. This April 1917 letter, sent from Montreal to Buffalo, New York was franked with the 2+1cent War Tax stamp, paying the 3 cent letter rate. The letter was subject to censorship and is sealed with Censorship tape. Upon censorship the item was found to contain something of value and was registered and allowed to go forward, 'free registered' rather than compulsorily registered. In the latter case it would have been subject to a single deficiency charge from the recipient for the registry fee; as 'free registered' no further charges applied. You will note that the 'R' in oval registration mark has been applied over the censors tape. The result is a 3 cent registered rate with the registration fee free.

Why, you may ask, was one letter subject to compulsory registration but the other registered free? I believe the answer lies in the censorship. This required the post office to open the letter for inspection anyway (even though they may have had no reason to believe it contained anything of value). In the case of the 2 cent letter, the post office clearly did believe the letter contained something of value and this was the reason for opening. Whatever, the reasoning, both compulsorily registered and free registered letters from this period are very rare.

The remaining pictures show examples of 'normal' registered letter rates. The 6 cents rate shown in fig 6 existed only until the imposition of war tax in 1915 and even then only on drop letters. You would think that registered drop letters would be few and far between but I have found this rate to be not as scarce as one might imagine.

There are two 7 cent registered rates. The first, shown in fig 7, applied to registered letters sent before April 1915 either domestically, to 'Preferred Countries' or to the empire. As such it is one of the more common rates seen. Slightly harder to find is the 7 cent rate



Fig 5 April 1917 letter from Montreal to Buffalo, registered when censored and allowed to pass 'free registered' giving a 3 cent registered rate



Fig 6 6 cent rate – a registered drop letter from February 1912 mailed in Montreal.



Fig 7 7 cents rate – a domestic registered letter sent in April 1912.

shown in fig 8 which is for a registered drop letter sent after the imposition of war tax in 1915 and before the registration fee went up in 1920.

This may be an appropriate moment to explain the term 'Preferred Countries'. These were essentially countries that enjoyed lower postal rates than normal UPU destinations. At the start of the Admiral period, apart from most empire countries, the only 'preferred' destinations were the USA and Mexico. In July 1925, all of the British possessions in the West Indies were added to this list and in September 1925 most other countries in the Caribbean and Central America along with Newfoundland and St Pierre and Miquelon became 'preferred' destinations. Cuba is one oddity in this list. It became a 'preferred' destination in February 1922 but at the empire postal rates (despite never being part of the empire). In September 1925 it joined the list of preferred countries having the same postal rates as the USA etc.

Like the 7 cent rates, the 8 cent rate is quite easy to find. This rate applied to registered letters mailed internally or to preferred or empire countries between April 1915 and June 1920. An example is shown in fig 9.

By contrast, the 9 cent rate is elusive. This rate applied only to double weight (over 1 oz) registered mail (domestic or to preferred or empire countries) in the period prior to the imposition of war tax in 1915. An example to the UK is shown in fig 10.

There are two different 10 cent rates to look out for. The first is the registered letter rate to UPU countries prior to July 1920. An example to Switzerland is shown in fig 11. This



Fig 8 7 cent rate – single use of the 7 cents stamp to pay the rate on a registered drop letter sent in Hamilton in January 1919.

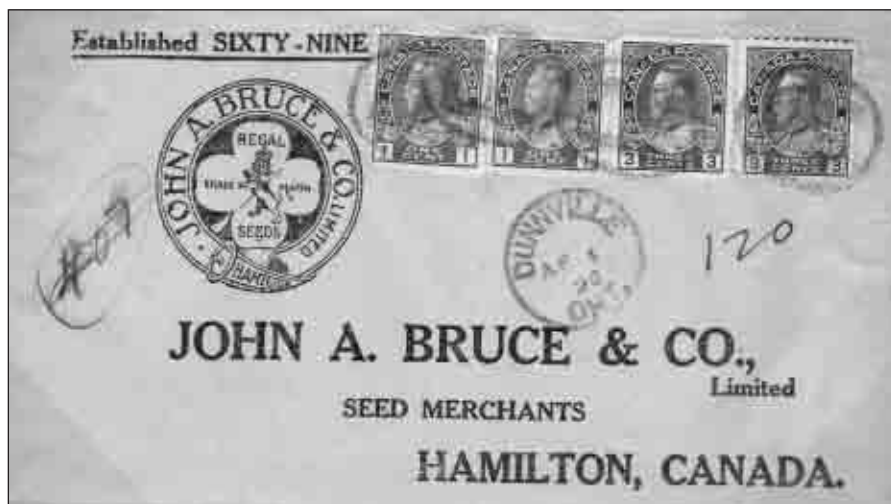


Fig 9 8 cent rate – a domestic registered letter sent in April 1920.

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Fig 10 9 cent rate – a double rate registered letter to the UK sent in April 1913.



Fig 11 10 cent rate – classic single use of the 10 cents Admiral stamp to pay the rate on a registered letter to Switzerland sent in August 1919.

is the classic single use of the 10 cent Admiral stamp. Following the imposition of war tax in April 1915, the 10 cent rate also applied to double weight registered letters sent domestically or to preferred or Empire countries. This rate also applied until July 1920. An example is shown in fig 12. It should also be possible to find a 10 cent rate on official mail that was eligible for free postage but not free registration after July 1920 but I have never seen such a franking.

The 11 cent rate is the most elusive of all the lower value rates. It applied only to triple weight (over 2 oz) registered letters sent prior to April 1915, domestically or to preferred or empire countries. An example is shown in fig 13. Almost more common than the correct 11 cent rate is the erroneous 11 cent rate of which an example is shown in fig 14. The introduction of war tax caused much confusion when it came to mail over 1oz in weight with many customers assuming the tax applied to each postage rate. Fig 14 shows a double weight registered letter mailed to the USA a few months after the introduction of war tax. It is 1 cent overpaid, because the sender assumed, incorrectly, that war tax was payable on both postage rates.

The 12 and 13 cent registered rates are amongst the most commonly seen in this period. These rates both occurred several times. The 12 cent rate first made its appearance in April 1915 when it applied to triple weight registered letters sent internally or to preferred or empire countries. This rate applied until July 1920 and an example to the USA is shown in fig 15. After the registration fee was raised to 10 cents in 1920, the 12 cent rate applied to registered drop letters. An example of this usage is shown in fig 16. Following the removal of war tax in 1926, the 12 cent rate appears again; this time applying to registered letters sent domestically or to preferred countries. An example of this is shown in fig 17.



Fig 12 10 cent rate – a double rate registered letter to the USA sent in March 1917.

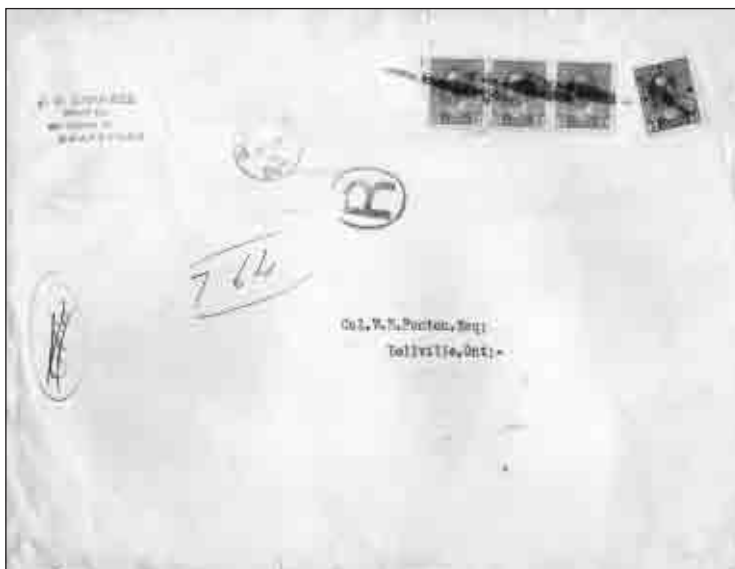


Fig 13 11 cent rate – a triple weight domestic registered letter from July 1914 (courtesy of John Watson)



Fig 14 Erroneous 11 cent rate – a double weight registered letter to the USA (franked with Numeral issue stamps and a 1 cent War Tax Admiral) sent in July 1915. The sender has paid war tax on both rates.

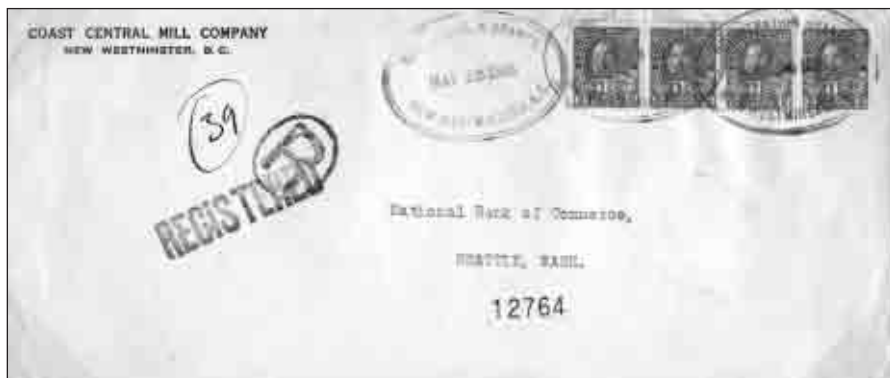


Fig 15 12 cent rate – a triple weight registered letter sent to the USA in May 1916.

The 13 cent rate is most commonly seen on registered letters sent internally or to preferred countries in the period from July 1920 to June 1926. An example to the USA is shown in fig 18. The rate also applied, twice, to registered letters sent to empire countries; firstly in the period from July 1920 to September 1921 and again between July 1926 and December 1928. An example from this latter period is shown in fig 19 which shows the special postal stationery envelope designed for registered mail which was first issued in 1927. This envelope was presumably not judged to be great success as the experiment was never repeated.

13 cent rates can also be found on double weight registered letters sent to UPU countries prior to 1920 and on quadruple weight (over 3 oz) registered letters sent domestically or to preferred or empire countries prior to the introduction of war tax.

TO BE CONTINUED

MEMBERS WISHING TO BUY FROM COVERMART

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Fig 16 12 cent rate – a registered drop letter sent within Victoria, B.C. in June 1921.

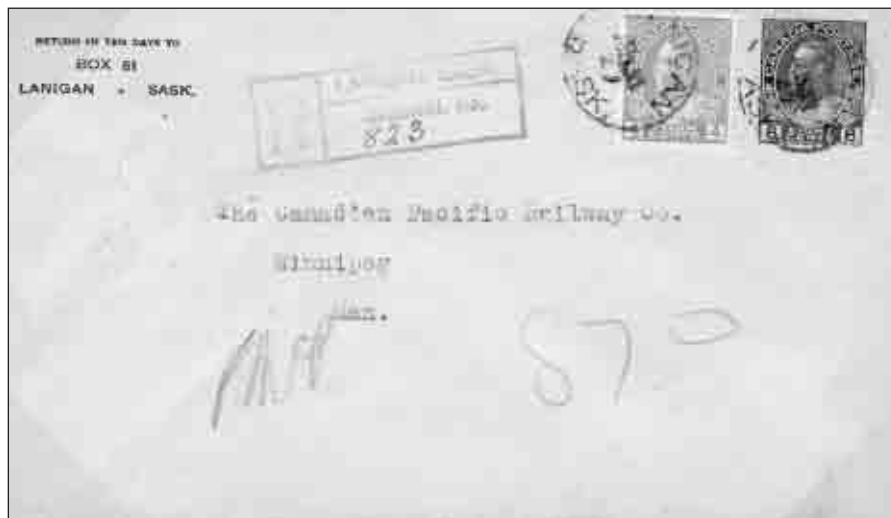


Fig 17 12 cent rate – a domestic registered letter sent in January 1927.

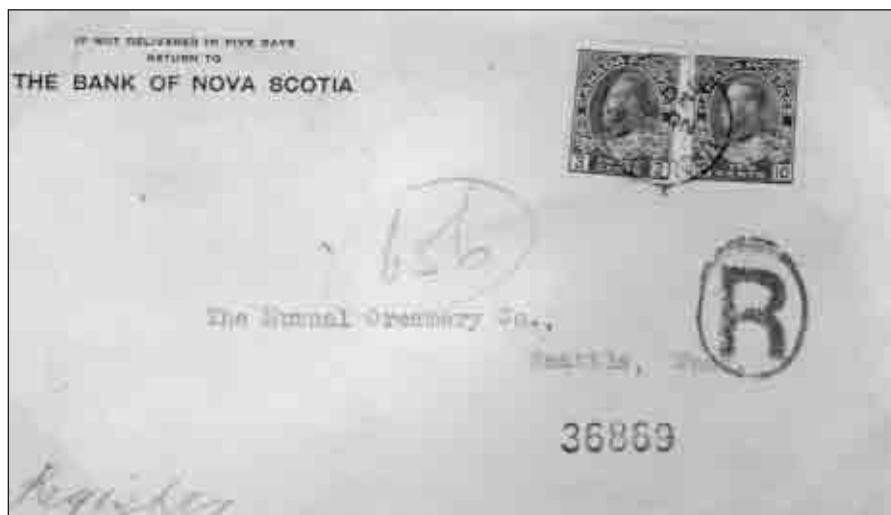


Fig 18 13 cent rate – November 1920 registered letter to the USA



Fig 19 13 cent rate – registered letter to the UK sent in November 1927 using one of the new Registered Letter Envelopes.

BNAPEX 2010 Victoria

Malcolm Newton

Once again a contingent of Brit's attended the annual BNAPS convention, this time in Victoria on Vancouver Island. What drove the 9 members and 4 of their wives across to the far side of Canada and a 9 hour flight? There are a number of reasons, but the two most obvious are firstly, the chance to partake in their well organised convention and secondly, to use the opportunity of seeing the beautiful scenery of British Columbia and of course, the varied wildlife.

The venue this year was the Empress Hotel along with the adjoining Victoria Conference Centre, being a reminder of the glory days of the Canadian Pacific Railway's Chateau-style hotels and the slower pace of coastal cruises arriving from the USA. The building is an amazing piece of architecture, facing onto the inner harbour with all the comings and goings of little and large water craft. In fact, our stay coincided with a vintage ships festival which in itself attracted thousands of locals to enjoy the spectacle along with al-fresco eating, drinking and entertainment on the quayside. In the foyer, a table had been set up with information about Jersey, next years CPSGB convention and membership forms.

Several of our members took advantage of organised local excursions such as whale watching or a visit to the famous Butchart Gardens, or merely impromptu downtown shopping. However, the real activity took place indoors where 30 lucky people had been allocated frames to exhibit their treasures and what medal success our members had from both sides of the Atlantic (see separate recognition elsewhere). Also in attendance, were a number of dealers and it appears that there was a brisk trade.

Sunday night was the Awards Banquet, after which your President had the opportunity of thanking the organisers, congratulating the CPSGB winners and advertising the 2011 Jersey convention. All in all, a memorable three days.



The author and John Cooper – both looking the wrong way!

LETTERS TO THE EDITOR

Mike Street

SPECIAL DELIVERY IN THE ADMIRAL PERIOD

Congratulations to John Watson on his fine article, "Special Delivery During the Admiral Period", in the October 2010 Maple Leaves.

Having lived and worked in Sarnia, Ontario for several years, the article's Figure 11 caught my eye. The figure shows a 1 cent American postal stationery postcard with an added 10 cent Canadian Special Delivery (SD) stamp, both tied by a 12th March 1914 Port Huron, Michigan machine cancellation, and a 13th March 1914 Sarnia Circular Date Stamp (CDS) below. Discussing the piece, Mr. Watson writes that, because of a Canadian Post Office rule, "It is doubtful, therefore, that this postcard received special delivery..."

I respectfully disagree for two reasons:

a) Port Huron and Sarnia are adjacent cities separated only by the St. Clair River, which carries the waters of Lake Huron towards Lake Erie and onward to the Atlantic. At the time 10 cents was a lot more money than it is today, and people would not have wasted it. Nor were they likely to have taken the trouble to acquire a Canadian SD stamp unless it was easily available at the post office in Port Huron, likely with advice from US postal workers that the SD stamp would speed delivery across the river in Sarnia.

b) If the postcard was treated as ordinary mail it is, to me, quite improbable that it would have received the Sarnia CDS dated the day after the Port Huron cancellation. At that time first class mail was not marked

with receiving cancellations, so a simple postcard was more unlikely to be so marked unless it had been given special treatment.

In my view Mr. Watson has what may be a unique item, a postcard that received Special Delivery contrary to the rules.

The 'Mad Typo Spotter'

ART STAMPS

In the highest traditions of anonymity established by "The YellowPeril" (RIP), "The Mad Typo Spotter" wishes to report egregious typos in the same Yellow Peril's "Art Stamps" article in the October 2010 issue of our beloved journal. While the text refers, correctly, to the subject fake 8¢ postcards as "stationery", both of the figure captions speak of "stationary". Reading further in the otherwise fine piece, TMTS almost fainted to learn in the last paragraph that the esteemed Mr. Sessions found a "feint '43' in the lower right corner."

You will, of course, bring the "stationery" typos to the attention of readers to avoid repetition of the error in other forums in future.

Editors note:- whilst some errors are no doubt the fault of the author; in this case the 'stationary' typos are firmly in my court. So much for spell checker on the computer. Apparently dumb user still = bad result!

John Hillson F.C.P.S.

REGISTERED MAIL 1875-1893

I notice in the captions to one or two illustrations in the above article in the October 2010 issue of Maple Leaves, the use of the word 'illegal'.

Could I respectfully point out that no one was arrested for using stamps 'contrary to regulations' - indeed with the examples shown no one was even fined the legitimate amount of postage due that could have been imposed. May I suggest the word 'unauthorised' is more appropriate in the interest of good English.

As an example of something that really was illegal, I attach a scan of a Bill stamp paying the ½ oz. drop letter rate -unauthorised because Bill stamps were not valid for postage, illegal because the stamp had had its ink cancellation largely removed.

Editor's note:- as the person who writes the picture captions....mea culpa!

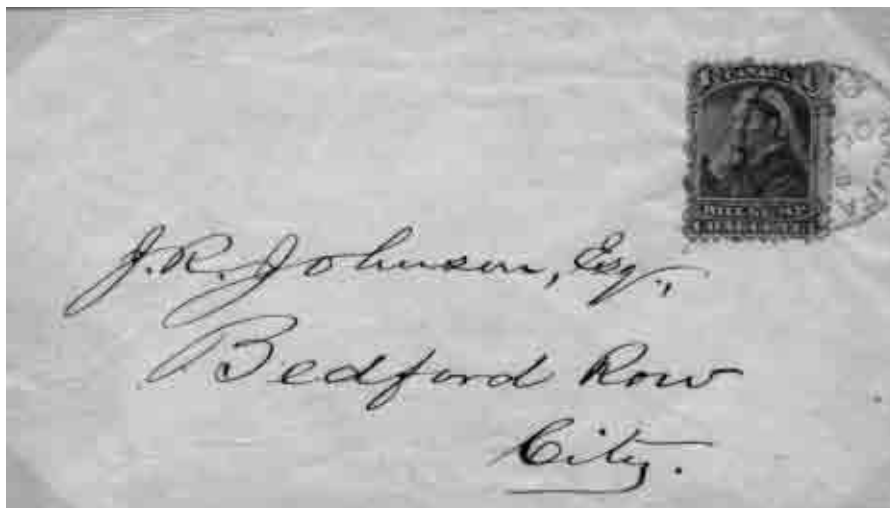


Fig 1.



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BOOK REVIEWS

The following four titles have all been published by BNAPS. All BNAPS books are available from: Ian Kimmerly Stamps, 62 Sparks Street, Ottawa, ON K1P 5A8, Canada. Phone: (613) 235-9119. Internet orders can be placed at www.iankimmerly.com/books/

Prices given below are the retail prices in Canadian Dollars. BNAPS members receive a 40% discount from retail prices. Shipping is extra. Credit card orders (Visa, MasterCard) will be billed for exact amount of shipping plus \$2 per order. To pay by cheque, please contact Ian Kimmerly Stamps directly for a total. For US\$ or £ cheque payments, amounts will be calculated at the current rate of exchange. Applicable taxes are payable for Canadian orders.

NEW BRUNSWICK POSTAL RATES IN THE PENCE DENOMINATED PERIOD 1851-1860, 2010, Warren S. Wilkinson. Spiral Bound, 86 pages, 8.5 x 11. BNAPS Exhibit Series #58. ISBN: 978-1-897391-64-8 (Colour), 978-1-897391-65-5 (B&W). Published by the British North America Philatelic Society (BNAPS). Stock # B4h923.58.1 (Colour) - \$C62.00; B4h923.58 (Black & White) - \$C35.95.

NOVA SCOTIA POSTAL RATES IN THE PENCE DENOMINATED PERIOD 1851-1860, 2010, Warren S. Wilkinson. Spiral Bound, 106 pages, 8.5 x 11. BNAPS Exhibit Series #59. ISBN: 978-1-897391-66-2 (Colour), 978-1-897391-67-9 (B&W). Published by the British North America Philatelic Society (BNAPS). Stock # B4h923.59.1 (Colour) - \$C68.00; B4h923.59 (Black & White) - \$C36.95

After selling other collections, at CAPEX '96 Warren Wilkinson extended a previous

interest in the philately of Canada and British North America with the purchase of the Charles Firby collection of Canadian Pence covers. Developing the Pence collection caused him to expand into other BNA areas, including New Brunswick, Nova Scotia and Prince Edward Island, as well as British Columbia & Vancouver Island. He proceeded to win an unprecedented three consecutive Grand awards at the annual British North America Philatelic Society BNAPEX exhibition. His 'Postal Rates of Canada 1851-1859' won at Ottawa in 2001, while 'Postal Rates of New Brunswick and Nova Scotia' - the pence era parts of which are illustrated in these new books - received the honours at Spokane in 2002. In 2003 Warren won again at London, Ontario with 'British Columbia and Vancouver Island Postal History: 1850-1871'.

Warren's British Columbia and Vancouver Island Postal History and Prince Edward Island Postal Rates were previously published in the BNAPS Exhibit Series as books 37 and 55. The just released volumes on New Brunswick and Nova Scotia Postal Rates in the Pence period become numbers 58 and 59 respectively in the series. It is hoped that Warren's collections of the postal history of both these provinces in the Cents era will be published in the not too distant future.

Both of these collections became the definitive studies of their kind and these books will be an essential reference for anyone interested in collecting material from the Maritime Provinces. The colour editions are highly recommended for those of us who will never be able to afford the real thing.

PLATING STUDIES ON PRINCE EDWARD ISLAND STAMPS VI. THE ONE PENCE ISSUE - SCOTT #4, 2010,

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by Kenneth A. Kershaw. Spiral bound, 88 pages, 8.5 x 11, colour. ISBN 0-919854-63-1 (Colour); Stock # B4h044.1 \$C62.00

In *Plating Studies on Prince Edward Island Stamps VI. The One Pence Issue* - Scott #4, Ken Kershaw continues his phenomenal output of plating information and new discoveries. After books on plating Canada's Half Cent Maple Leaf and 1898 Christmas Map stamps, he prepared five more on the Pence and Cents issues of Prince Edward Island, then diverted to a pair of books on Canada's 5¢ Beaver, a trio on the high value stamps of the 1859 Cents issue, and a five volume set on the 3d Beaver. Now he is back with his sixth, and likely final – "Because of lack of material, not lack of interest," he says

– book on a PEI stamp, the One Pence issue of 1862. The new volume has been done in the style and format of the previous PEI books.

As with all Ken's earlier books, this volume provides high resolution scans of all the key plate varieties of the stamp, many of which have not been described before. Modern technology, such as the Stanley Gibbons Zoom Digital Microscope linked to high power scanners, have opened up a whole new field of philatelic study and for those with an interest in this field, these books are a must. Just don't expect to see all the varieties with the naked eye!

Olive Oyl The Canada Twenty Cent 1898 Numeral Issue; Peter Spencer, 2010. Spiral

bound, 108 pages, 8.5 x 11, colour. ISBN: 978-1-897391-69-3. Published by the British North America Philatelic Society (BNAPS). Stock # B4h045.1; C\$72.00

Olive Oyl The Canada Twenty Cent 1898 Numeral Issue is the fifth volume in Peter Spencer's series on the plating of Canada's Queen Victoria era Numeral Issue. Using today's technology to produce scans of vivid clarity, the author has closely examined the Twenty Cent value to advise readers how to determine the plate position of individual copies of this popular stamp. Olive Oyl is a companion to the author's previous Numeral volumes, the Two Cent (2005), the One Cent (2006), the Five Cent (2007) and the Ten Cent (2008).

As with the earlier books in the series, Olive Oyl is the first major plating study of the Twenty Cent value. It will form an excellent basis for further studies of this stamp and possible discoveries which readers may make as they examine their holdings. Peter notes that, according to records, all copies of the Twenty Cent value were printed in one operation, thus making re-entries and retouches unlikely. Nevertheless, he was still able to find enough varieties to satisfy anyone interested in plating the issue.

The last book we review in this issue has been published by the Societe d'histoire postale du Quebec.

Historique du bureau postal de Berthierville (1772-2010) by Jacques Nolet. Société d'histoire postale du Québec, 2010. 678 pages. ISBN 978-2-920267-43-5, perfect bound, \$70 + postage.

This exhaustive study includes a history of the different postmasters at Berthierville, the different locations of the post office in the course of time, and the postmarks used there over the years. With nearly 200 illustrations

and numerous bibliographical references, this work is a reference for historians, postal history buffs and postmark collectors alike. In the preface Cimon Morin, the president of the Société d'histoire postale du Québec (SHPQ), writes "This book on the history of the Berthierville post office enables us to understand better the beginnings of the postal system and its development through the years using an example so representative of many others like it in Québec, and shows the importance of the people involved in the postal system as well as the postmasters themselves".

A retired history professor from the Collège Notre-Dame in Montréal, Jacques Nolet now spends much of his spare time researching Québec postal history. A native of Trois-Rivières, he has published over a hundred philatelic articles both on postal history and on the designs of Canadian postage stamps. Past president of the SHPQ and founder of the Académie québécoise d'études philatéliques (AQEP), he is now working on reference books on the history of the first post offices of the lower St. Lawrence Seaway Valley. *L'Historique du bureau postal de Berthierville (1772-2010)* is the second volume in the SHPQ's new series, titled "Collection du bicentenaire". Author Nolet has promised many more titles, including Montréal, Trois-Rivières and Québec, all due out by 2013, the 250th anniversary of the creation of the first postal route in Canada, the basis of today's postal system.

SHPQ books can be obtained from the distributor : Fédération québécoise de philatélie, 4545, avenue Pierre-de-Coubertin, Case postale 1000, Succursale M, Montréal H1V 3R2 or <fqp@philatelie.qc.ca>. For further information on the Société d'histoire postale du Québec and its publications, please visit their website at <www.shpq.org> .

GS

SOCIETY NEWS

FROM THE PRESIDENT

Firstly, may I wish all members and their families a very happy New Year and trust that you had an enjoyable festive season. Secondly, some of you will have seen our improved website. If you have not done so and have internet connection, please take a look as there is a lot of information about us, including back issues of Maple Leaves (my personal thanks to Charles Livermore for the many hours spent scanning) and future society events (thanks to our webmasters). Talking of which -

The 2011 society convention will be held in Jersey between the 28th September and 2nd October. In the last issue of Maple Leaves, I gave some information about this, particularly the availability of a 'package' to include the airfare from a UK airport and half board, including the banquet dinner, at the Hotel Ambassadeur (www.hotelambassadeur.co.uk). As this is the first time we have done this, we have engaged the assistance of Destination Specialists Jersey (www.dsljersey.com) who are ABTA bonded #W9947 and CAA bonded - ATOL #9503. Upon receipt of the registration form, your contact details will be made known to them and they will offer Flybe (www.flybe.com) flight details from your chosen airport. The prices quoted will be the cheapest available at the time but should not exceed our agents special rates. These include all taxes, 20 kilos of hold luggage, 10 kilos of cabin/hand baggage, meet and greet upon arrival at Jersey airport with return transfers from the airport to the hotel. Would overseas visitors please note the reduced baggage weights with UK internal flights compared with some international carriers' allowances. It is very expensive to be overweight! Also, for those booking from North America, you should check out the costs of booking all flights on a single ticket as this may save the cost of UK taxes if you book through to Jersey. British Airways also fly from London Gatwick to Jersey. Please note that there are no flights to Jersey from London Heathrow.

More information is available on our website concerning regional airports, but for the purposes of this article, the 'package' costs per person with a double/twin room, will be -

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Edinburgh	£422.00 p.p.	£382.00 p.p.

It is hoped that many of you will add some extra days. On a B&B basis only, the pre-convention daily rate is £47.00 p.p. or post-convention at £39.00 p.p. with sea view rooms. For all other permutations, please contact me by post or email.

Finally, if you would like to be considered for a display of up to 72 sheets, please let me know at the time of registration. Whilst we have some offers (my thanks to those members), it is my intention to provide a varied philatelic programme to suit all attendees interests. The social programme will be provided in the next edition of Maple Leaves but for those who would like to know more about Jersey, our tourism office have tempting suggestions at www.jersey.com.

Malcolm Newton

FROM THE TREASURER

The annual accounts for 2009/10 are to be found elsewhere in this issue of Maple Leaves. The Society ran at a deficit this last year, almost entirely due to three one-off charges; small deficits from the two Conventions held in the year and a decision to write off a large amount of old Handbooks stock that the Society has held for many years. With the increase in subscriptions for 2010/11 and the non-recurrence of the above, I am happy that the Society can be expected to be broadly in balance over the coming year.

During 2009/10, we have made changes to both our UK and Canadian bank accounts to try and reduce bank charges and improve the small amount of interest on offer for deposits. I would like to thank Mike Street for this help in handling the Canadian side of these changes.

Karen Searle

FROM THE SUBSCRIPTIONS MANAGER

My thanks to the many members who have paid their annual subscriptions early or on time. If you are one of the very few who have not yet paid for 2010/11, you will find a large 'X' on the mailing slip of this issue of Maple Leaves. If this is present, please mail your cheques to myself or Mike Street or pay via the Society website using PAYPAL before 28th February or you will find yourself removed from the membership roll for non-payment.

I must also thank those members who have made donations to the Society via the new PAYPAL facility and also the large number of you who have chosen to forego the early payer discount.

Those members who pay their subs by Direct Debit may have noted that their banks will only have deducted £13.20 for the 2010/11 subscriptions. This is the result of an administrative error between the Society and RBS as a result of which the various changes to Direct Debits for this year were not processed. The good news is that the Executive Committee have decided not to correct this error so all direct debit payers will enjoy an extra year at the 'old' rate. I can't promise a repeat performance next year!

Graham Searle

LONDON GROUP

The programme for the remaining meetings of this season is as follows:-

January 17th	- King George V material
February 21st	- Any subject
March 21st	- Display by Neil Prior – Klondyke postcards and postal history
April 18th	- Display by Iain Stevenson
May 16th	- AGM and Beaver Cup

Members are requested to bring along a few sheets to each meeting.

The venue in all cases is 31 Barley Hills, Bishop's Stortford, Essex CM23 4DS and meetings commence at 6.30PM.

For confirmation of meetings or for any further information contact Dave Armitage on 01279 503625 or 07985 96144.

Dave Armitage.

SCOTLAND AND NORTH OF ENGLAND GROUP

Our November meeting drew six regulars along with one new recruit to the Society and a local stamp enthusiast from Moffat who joined us for the afternoon as a guest. We were treated to another varied mix of displays with offerings on; the 3 cent Small Queens, first Ottawa and Montreal printings, King George VI material from 1937 to 1946, the Caricature and Landscape definitives of 1972, a range of 1935 Postage Dues used on Business Reply Cards, Admiral issue coil stamps, Uncut Press Sheets and a range of Admiral booklets and imperf between coils.

Our next meeting will be held on Saturday 9th April 2011 at 1400hrs at the Buccleuch Arms Hotel in Moffat. All members are welcome, please bring along a few sheets to display. Please note that Graham Searle has taken on the role of meeting organiser and collector of tea monies. If you have any queries re these meetings please ring on 01330 820659.

Graham Searle.

MIDLANDS GROUP

The Midlands Group have had a quiet year due to other commitments of the organiser Ken Flint who is now President of the Midlands Philatelic Federation as well as Newsletter editor. He was also Chairman of this years Philatelic Congress of Great Britain, which was held in Kenilworth in July and was sponsored by Coventry, and Leamington and Warwick Philatelic Societies. Ken gave a paper on Canadian George V (the theme of Congress) which was well received by the delegates.

The Midlands group will next meet in 2011 at Worpex which has moved back to its traditional second Saturday in May (May 14th). Midpex 2011, the meeting of specialised societies, will take place at Warwickshire Exhibition Centre, just outside Leamington Spa on the Fosse Way on July 2nd 2011. Ken Flint is on the organising committee and will help man a stand for CPSGB. This new venue is twice the size of the very cramped hall used for the last Midpex in 2009. Midpex has grown rapidly and became a victim of its own success with over 1000 visitors to the last event in Coventry. We hope that the new venue will increase the attendance again but will make for a more comfortable experience for all concerned.

Ken Flint

AND FINALLY

Members may be interested to see the unusual piece of postal stationery shown below in fig 1, courtesy of John Parkin.

John showed this at our recent North of England and Scotland Society meeting and it (along with two others he showed) was the first of its kind any of those present had seen. It is an Inland Revenue, Weights and

Measures Service, postal stationery wrapper (Webb type DW. 1g) in use from 1879 to 1888. The wrapper has a French inscription and was sent to a candy manufacturer in Victoria B.C. To add to the rarity, you will note that it has been cancelled by an almost perfect strike of the B.C. crown cancel.

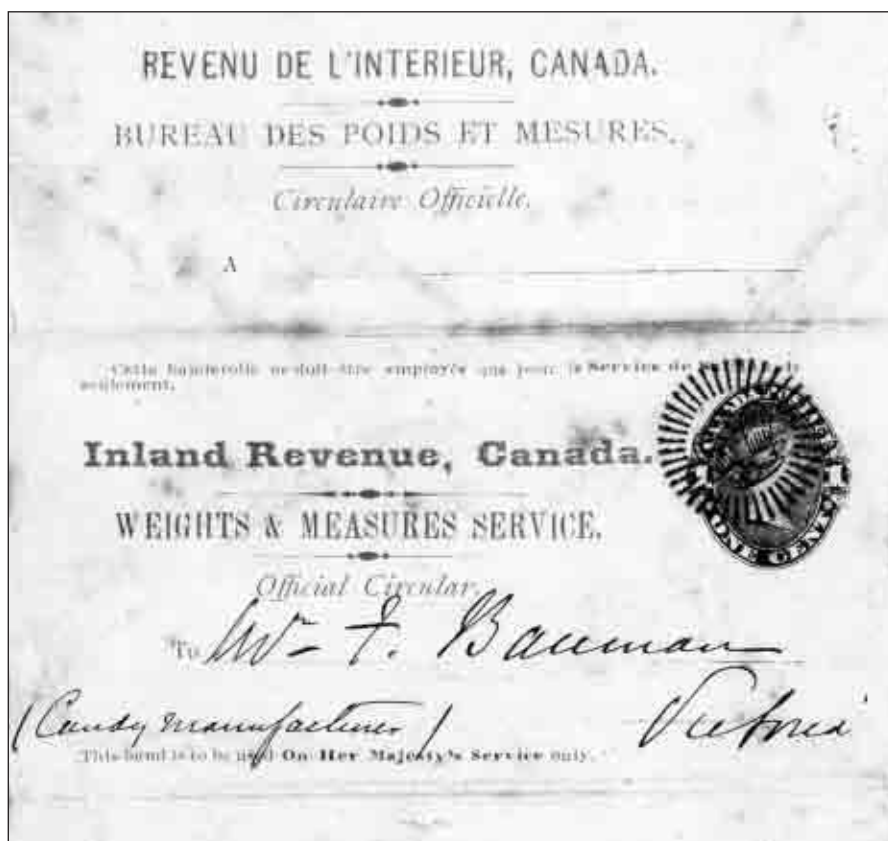


Fig 1 Inland Revenue, Weights and Measures wrapper used around 1880.

CONSOLIDATED INCOME AND EXPENDITURE ACCOUNT TO YEAR ENDED 30 SEPTEMBER 2010

£

INCOME

Subscriptions and donations	5104.40
Maple Leaves Advertising Revenue	947.02
Bank Interest	107.44
Handbook surplus	11.50
Ties surplus	7.32
CPSGB publication surplus - SQ	0.00
CPSGB publication surplus - ML Index	80.50
Handbook to stock	148.83
Exchange packet and Covermart surplus	0.00
Auction surplus - 2009 Convention	825.83
Auction surplus - 2010 Convention	1376.03

TOTAL INCOME 8606.87

EXPENDITURE

Maple Leaves printing and distribution	7562.23
Administration expenses	256.06
ABPS fee	170.00
Insurance	105.00
Debts/stocktake writeoffs	698.92
Publicity	58.75
Bank charges	90.90
Website running costs	69.00
Replacement trophy case	258.00
Purchase of handbooks	148.83
Deficit from 2009 Convention	652.02
Deficit from 2010 Convention	320.44
Overall deficit for year	-1781.28

TOTAL EXPENDITURE 8606.87

Notes:-

Canadian funds have been converted to sterling at C\$1.61 = £1

CONSOLIDATED BALANCE SHEET FOR YEAR ENDING 30 SEPTEMBER 2010

		£
ASSETS		
Cash balances: Cater Allen Bank	4.96	
Royal Bank of Scotland	15942.45	
Meridian Bank	2288.47	
Sub-total cash		18235.88
Investments at cost:		
General Fund New Star Fixed Interest Unit Trust	2000.00	
General Fund New Star High Yield Bond Unit Trust	1000.00	
Interest bearing Canadian bank bond	11490.68	
Sub-total investments at cost		14490.68
Stocks of books and ties etc:		
Handbooks stock	146.83	
Society publications stock - Small Queens Revisited	0.00	
Society publications stock - Maple Leaves Index	164.00	
Society ties stock	46.53	
Sub - total		357.36
Library books as valued		4400.69
Auction catalogues prepaid (suspense a/c)		383.05
TOTAL ASSETS		37867.66
LIABILITIES		
General fund balance at 30/9/09	22686.62	
Sterling deficit 2009/10	-4201.00	
General fund balance at 30/9/10		18485.62
Canadian fund balance at 30/9/09	10632.95	
Exchange rate gain over 2009/10	726.47	
Surplus 2009/10	2419.73	
Canadian fund balance at as 30/9/10		13779.15
Library fund		4497.89
Subscriptions prepaid in sterling		1105.00
TOTAL LIABILITIES		37867.66

Notes:

For 2010, Canadian funds have been converted to Sterling at the rate of C\$1.61 = £1
In 2009, Canadian funds were converted to Sterling at the rate of C\$1.72 =£1.
This difference gives rise to an exchange rate gain (expressed in Sterling) at 30/9/10.

Charles G. Firby

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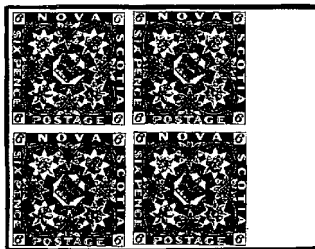
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