



# Maple Leaves

**JOURNAL OF THE  
CANADIAN PHILATELIC SOCIETY  
OF GREAT BRITAIN**

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# MAPLE LEAVES

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## EDITORIAL

Included with this issue of Maple Leaves is the Index for Volume 31. Our thanks go to Charles Livermore who has, once again, compiled the Index. Also enclosed is an update to the Members Handbook part 1 which includes a full listing of members and their interests. Please check your own entry and let John Wright know if there are any updates or changes. Our thanks also go to Colin Lewis for organising the printing of these two inserts.

Members may be interested to know that the Revenue Society is holding a meeting on North American Revenues on Saturday 26<sup>th</sup> June 2011 at the Royal Philatelic Society, 41 Devonshire Place, London W1G 6JY from 10.00 to 16.30. The meeting will cover both Canadian and US Revenues and Revenue related material. As well as “live” invited displays, some of the Revenue Society members in North America will be contributing scans of their material. The Revenue Society has issued an open invitation to members of the Canadian PS of GB to join them at this meeting and would be very pleased if they also wished to bring along material to show. If you are interested in attending please contact Mike Tanner, tel 0117 9240837 or e mail [miketanner1@aol.com](mailto:miketanner1@aol.com) to let him know you are attending. More details on the event and the Revenue Society in general can be found at [www.revenuesociety.org.uk](http://www.revenuesociety.org.uk).

The draft programme for the 2011 Convention is included elsewhere in this issue but members should note one very important change to the normal programme which is a result of the event being in Jersey. The autumn 2011 Society auction will not be held at Convention but will be a postal auction. The reasons behind this change are outlined on page 111 by our Auction Manager. The catalogue for this sale will be issued with the July *Maple Leaves* as usual.

If anyone has mislaid their copy of the Convention booking forms (which were included in the January issue of *Maple Leaves*) please be aware that you can download a replacement from the Society website at [www.canadianpsgb.org.uk](http://www.canadianpsgb.org.uk). If anyone needs one but does not have internet availability please let me know as I have a small stock of spare forms and can mail one out.

Members may also like to note that the Society website has been further augmented to include a photographic history of the Society. We have several photo albums of pictures from past Conventions and other Society events and we have started to upload these onto the website so that everyone can access them. Currently all the photos for events prior to 1991 have been uploaded and over the coming year we hope to upload all the more recent ones. If you want to put a face to a name (or even see what you looked like a long time ago!) this is the place to find it. Once this exercise is complete, your Editor is planning to dispose of the original photos (if only to make some much needed room for stamps in the Editorial study). If anyone can't bear the thought of such treasures going to the tip and would like to hold the 'hard copy' for posterity please let me know by the end of 2011.

Finally, my thanks to the many members who have either provided or promised articles on the Admiral issue for publication in this centenary year. I am still awaiting the first such article on the Newfoundland issue of 1911 (surely one of our members must collect this material?) and I would also welcome new articles, short or long, on other subjects of your choosing to ensure we do not end up with an Admiral dominated issue in July.

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# THE HUDSON BAY COMPANY'S ROLE IN POSTAL SERVICES TO THE WEST COAST OF NORTH AMERICA 1821 – 1860

**David H. Whiteley**

The early history of the discovery and exploration of the northwest coast of North America has been well documented and can be found in many standard historical studies. (1) For the purposes of this paper the two most important explorers were Captain Vancouver, who, acting under Admiralty orders, surveyed much of the coastline between 1792 and 1794, and Alexander Mackenzie, who on behalf of the North-West Company was first to reach the Pacific from the east by the overland route. Mackenzie's motive was to open new territory and new sources of furs for his employers.

After Mackenzie's pioneering journey others quickly followed and the new territory, which encompassed much of present day British Columbia, Washington State and Oregon State became known as New Caledonia. The majority of the early explorers were employees of the various fur trading companies, who were anxious to seek out new trade opportunities and establish trading posts in the new territory, west of the Rockies. The first post, Fort McLeod, was established in 1805 on McLeod Lake by employees of the North West Company. In the same year Simon Fraser and John Stuart, also working for the NWC established Fort St James on Stuart Lake and J.J. Astor established Fort Astoria at the mouth of the Columbia River on behalf of the American Fur Trading Company. Over the next ten to fifteen years further posts were established. In 1812 David Stuart, whilst in the employ of the Pacific Fur Company, established a post at the confluence of the North and South Thompson Rivers which he named Fort Kamloops. It was not until 1821 that employees of the Hudson's Bay Company established their first post west of the Rockies on the Upper Fraser River at Fort Alexandria.

These early explorers not only penetrated the interior of New Caledonia but at the behest of their employers surveyed and established trade routes (trails) to the forts and trading posts as they were established. One of the earliest trails to be established was the Okanagon, known after 1821 as the Hudson's Bay Brigade Trail. This trail was pioneered in 1811 by David Stuart whilst working for the Pacific Fur Company. It provided a link from the northern interior of present day British Columbia to Fort Vancouver on the Columbia River. The route from Fort Vancouver, initially along the Columbia River via Fort Walla Walla, Fort Okanagon where it met the overland route to Montreal, then northwards to Fort Kamloops; continued overland to Fort Alexander and then north along the Fraser River via Fort George to Fort St. James. (see map in figure 2). This route was used intermittently until 1826 to supply the northern interior and to transport the accumulated furs back to Fort Vancouver. The journey from Fort Vancouver to Fort St. James took about two months; which included three weeks for the overland journey from Fort Okanagon to Fort Alexandria. (2) After 1826 this trail was used on a regular basis as the main supply route from the coast to the interior.

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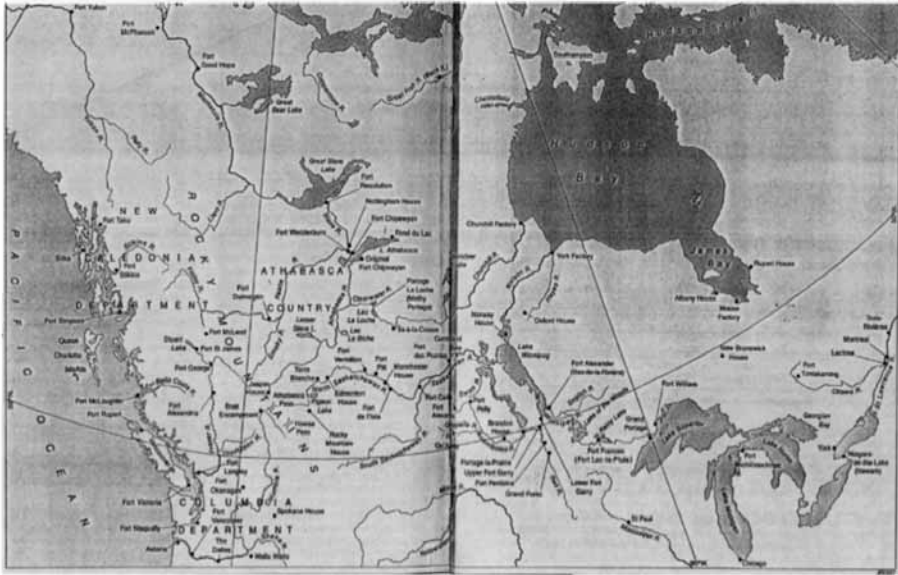
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*Fig 1 Fort St James, New Caledonia; Governor George Simpson welcomed by James Douglas, 7th September 1828 HBC Archives Corporate Collection*



*Fig 2 Map showing the extent of the HBC empire.*

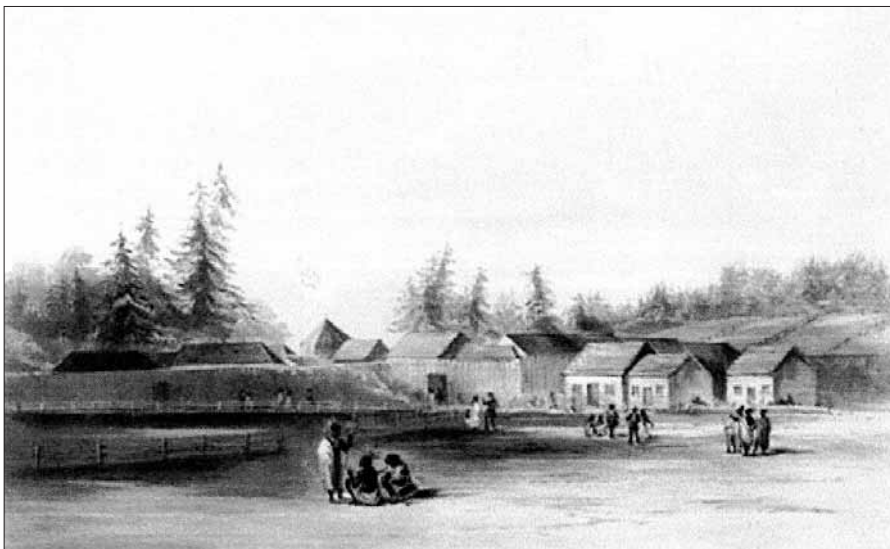
The Hudson's Bay Company had initially developed a brigade route to the west coast from their main base at York Factory. The route was from York Factory to Edmonton by canoe along the Nelson and North Saskatchewan Rivers and then by horse back to Fort Assiniboine on the Athabaska River. From there the route continued by canoe to the Columbia River and thence by river to Fort Vancouver. By contrast, the NWC route from Montreal to the Pacific coast went from Montreal to Fort William thence along the Dawson trail, Lake of the Woods, Winnipeg River and Lake Winnipeg. It continued overland to Ile-a-la-Crosse then south to Lac la Biche and then into the Athabaska River at about Latitude  $55^{\circ}$  thence to the Columbia River and on to Fort Vancouver. (see map in figure 3). The goods and correspondence were carried between Montreal and Fort William by the heavy brigade and thence by light brigade to Fort Chipewyan on Lake Athabasca then along the Peace, Parsnip, and Pack Rivers to McLeod Lake. From Fort McLeod the route followed an old Indian trail to Fort St. James on Stuart Lake, which until the construction of Fort Vancouver in 1825 was the central depot for the district. From Fort St. James correspondence was dispatched whenever possible. Prior to 1821 the NWC started to ship their goods and letters west by ship to Astoria and then along the Okanagon Trail to Fort Kamloops and then to Fort George and on to Fort St. James. Internal communication between the various outposts, other than by the established brigade routes, was very much a hit and miss affair as letters were usually entrusted to Indians travelling in that direction. On reaching the limits of their tribal lands the letters would be sold to friendly Indians who would then proceed with the letter, the cycle being repeated until the letter reached its destination.



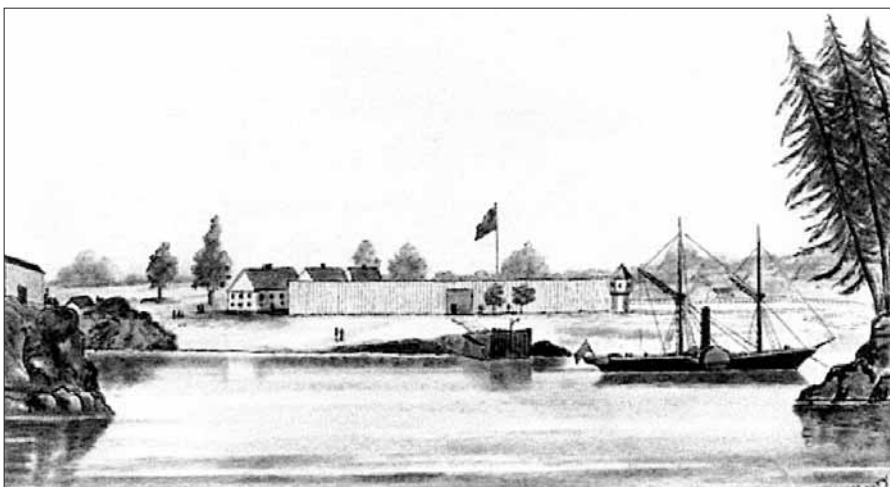


Douglas established Fort Victoria on the south-east tip of the Island as the new administrative centre for the Hudson's Bay Company's Pacific coast trade. This was in response to the formal establishment of the Canada- United States boundary in 1842 which placed Fort Vancouver, which was the Headquarters for the New Caledonia District, in United States territory. In order to remain in communication with the main land and to ship goods to and from Fort Victoria the Company established an express canoe service which operated fortnightly between Fort Victoria and Fort Nisqually on Puget Sound. The establishment of trading posts along the western seaboard created a need for a further means of communication. To this end in 1835, the Company sent out the small steamship *Beaver*, the first steamship on the Pacific. It was also during this pre-colonial period that the Company gradually began replacing and augmenting its overland brigades with annual supply ships.

Up until 1845 the Company carried all mail matter for both employees and 'strangers' free of charge; but after 1845 persons not in the Company's employ were required to pay a fee on letters carried west of the Rocky Mountains - \$1.00 per letter not weighing more than half an ounce and twenty-five cents for each additional half ounce. It is thought that these rates were also charged on letters brought by the Company's annual supply ship commencing with the arrival of the barque *Vancouver* direct from England to Fort Victoria in 1845. Several of these letters carried by the annual brigades are in private hands and occasionally come up for sale, however, the majority of surviving letters are held in various archives, particularly the Hudson's Bay Archive. In May of 1982 the Charles P. De Volpi collection of early fur trade material was offered at public auction. Amongst the offerings were a number of pieces carried from New Caledonian Forts to either York Factory or Lachine. Some of the earliest extant letters in private hands carried by the overland brigades were offered in this sale as lots 28-35. This group of seven letters were all carried by the same Hudson's Bay Company ship and all arrived in London on the same date, 29th October 1837. Lot 28 dated 27th February 1837 from Peter Skene Ogden, Chief Factor in charge of New Caledonia to John Stewart (sic), Hudson's Bay House, London was carried overland to York Factory to connect with the annual supply ship. Lot 29 dated 15th March 1837 from Robert Campbell at Fort Simpson to John Stuart - en route, forwarded to Hudson's Bay House London. Lot 30 a folded letter from Fort Resolution, Great Slave Lake to John Stuart, Hudson's Bay House via James Hargrave, York Factory. Lot 30 dated March 1837; a folded letter from Alexander R. McLeod at Fort Resolution, Great Slave Lake to John Stuart, Hudson's Bay House via James Hargrave York Factory. Lot 31 dated 22nd April 1837 from Samuel Black at Fort Whale to John Stuart, at York Factory forwarded to Hudson's Bay House, London. Lot 32 dated 24th April 1837 from Colin Campbell, Fort Dunvegan, and Peace River to John Stuart, Hudson's Bay House, London. Lot 33 dated 22nd May 1837 from Edward Harriot, Edmonton House to John Stuart, Norway House, forwarded to London. Lot 34 dated 15th September 1837 from York Factory from John Ballenden to John Stuart, Hudson's Bay House London. and Lot 35 dated 25th August 1837 from George Keith, Moose Factory to Hudson's Bay House, London. Included in this last letter was advice of the arrival of Company's supply ship *Prince of Wales*, probably the ship that carried this group of letters back to England. This group of letters from disparate parts of the Company's far flung empire show the brigades picking up mail and goods as they travel eastwards from New Caledonia to York Factory.



*Fig 4 Fort Vancouver, 1845 (painting by Henry James Warre, Library and Archives Canada/ C40845)*

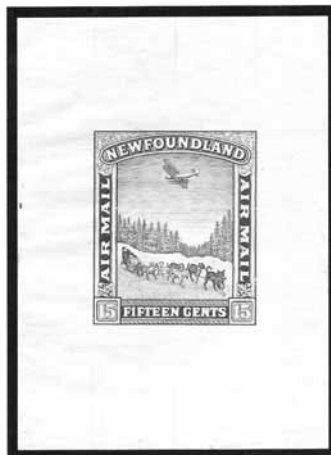


*Fig 5 Fort Victoria. P.M.O Leary/National Archives of Canada/C-4562*

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The same sale, (Lots 36-41), offered another group of six letters which arrived at Hudson's Bay House on 18th October 1838 carried from York Factory by the annual supply ship. Amongst this group was one letter from John McLeod, Fort Vancouver, dated 14th March 1838 endorsed by H.B. ship to Hudson's Bay House, London. The remaining letters are from points further east, including the Red River Settlement and Norway House, one of them endorsed via York Factory; once again substantiating the overland route used from the west coast to York Factory.

Between 1820 and 1849 the only means available to the Company to get bulky supplies to the west coast was by use of the Company's sailing vessels which made regular annual voyages direct from London. These annual supply vessels also carried out the mails for both Company employees and 'strangers.' The supply ships for the Columbia River District usually left London in September and arrived at Fort Victoria sometime in March the following year. (3 ) Fortunately a number of letters sent by the annual supply ships have survived and a substantial body of such correspondence is presently lodged in the Hudson's Bay Archives. The earliest is a folded letter dated at Kincardine, 7th November, 1832 and endorsed C/O Hudson's Bay House, London to the Columbia River, endorsed in London with the red "COL." cypher. (PAM.HBC. E31/2/1 folio 98d). Another piece; a folded letter from Margaret Glen, Dumbarton to Archie Campbell steward aboard the *Dierd Brig* Columbia River c/o Hudson's Bay House London, rated 1/2 postage to London plus 1d Scots road tax with red Paid London Tombstone dated 1st February 1833, is endorsed with the red "COL." cypher. (PAM.HBC. E31/7/1 folio 54d.). A third piece from Catherine Conner to Samuel Parsons "*On Board the Brig "Dryad" Captain Rickling Hudson's Bay House.*" is endorsed "N.W.C." on arrival on the west coast and endorsed with the cryptic message "Home 1834". It was returned to Hudson's Bay House on the same ship. (PAM. HBC. E31/7/1/ folio 240d.). A fourth piece; a single folded letter from P. Mould dated 20th May 1838 to her brother William Riddler, Columbia advising him of his mother's death, was returned to Hudson's Bay House, London endorsed "drowned in Columbia River." (PAM. HBC. E31/2/7 folio 254d.). Another piece is shown in fig 6. This is from William Gordon to George Gordon seaman "*Beaver steamer Fort Vancouver & Columbia River or else where - to be left at the H.B.C. House - Fenchurch Street, London*" dated 19th August 1838.

Probably two of the most interesting letters of the pre-colonial period found in this correspondence were those written by Elizabeth Carrick to her brother, a second officer on board the Barque Cowlitz. The first two letters written 16th November 1843 are copies. The first states in part "*Sir John. [Simpson] . . . advises me in to send two letters . . . in case one should be lost. One he encloses for me to a Gentleman at Cowes, I suppose to be sent by Some one of the Ships officers the other in the Company bag. . .*" The second copy states in part; "*this is the second letter I am writing to come by the ship Brothers as Sir John advised to do so for fear one should be lost. I have endorsed one to him as he said he would forward it for me. This I am going to send to Cowes myself.*" (PAM. HBC. E31/2/1 folios 53, 58.). The third letter dated 29th August 1845 and shown in fig 7 is addressed to Mr. William Carrick "Second Officer on board H.B.Cos. Barque Cowlitz Columbia River. was returned to London endorsed "*drowned on voyage out from England per Cowlitz 1843/44.*" Carried back to London it was struck with a s/l SHIP LETTER hand stamp and rated 8d. collect ship letter fee London 13th October 1845 receiver.



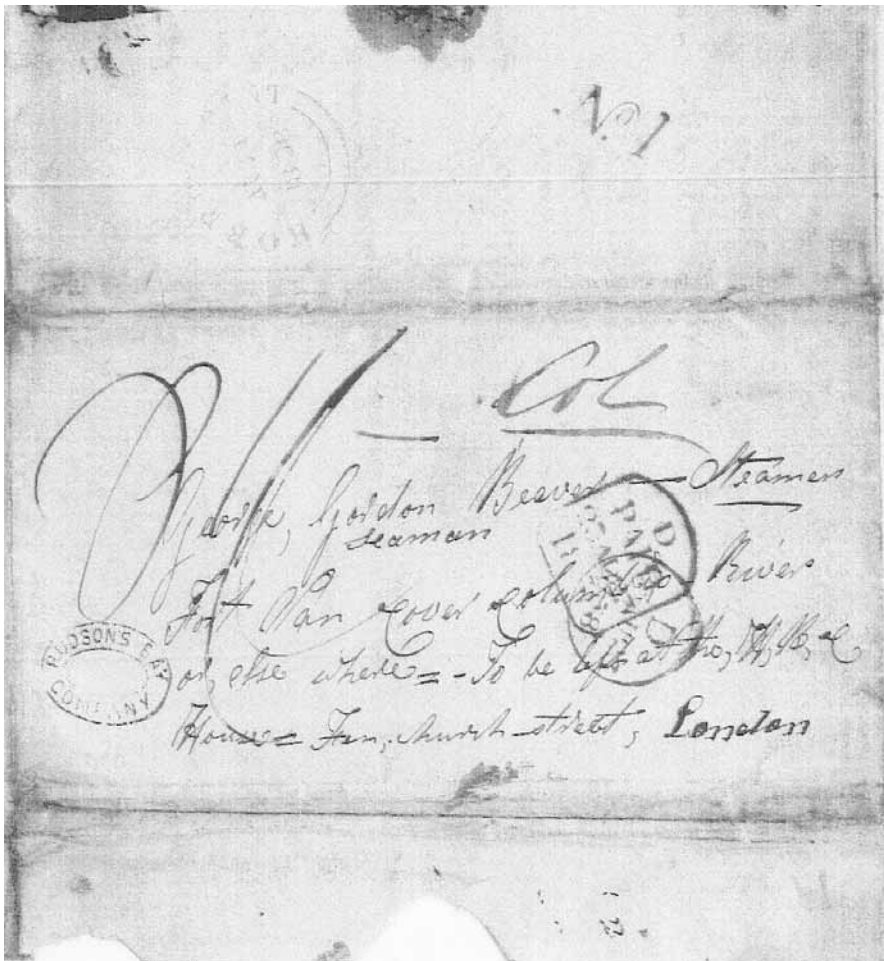


Fig 6 Single sheet folded letter; dated Weyland 19th August 1838 to George Gordon, seaman on board the steamer Beaver, Fort Vancouver or Columbia River or elsewhere to be left at the HBC House, London 1sh postage paid to London. Red 'COL' HBC cypher and faint 19 August 1838 date stamp and red boxed PAID, 20 August 1838 d/s. Circular red D 20 August 1838 d/s. (HBC Archives E31/2/1/ folio 112, with permission).

Two further examples of mail from this period are shown in figs 8 and 9 overleaf.



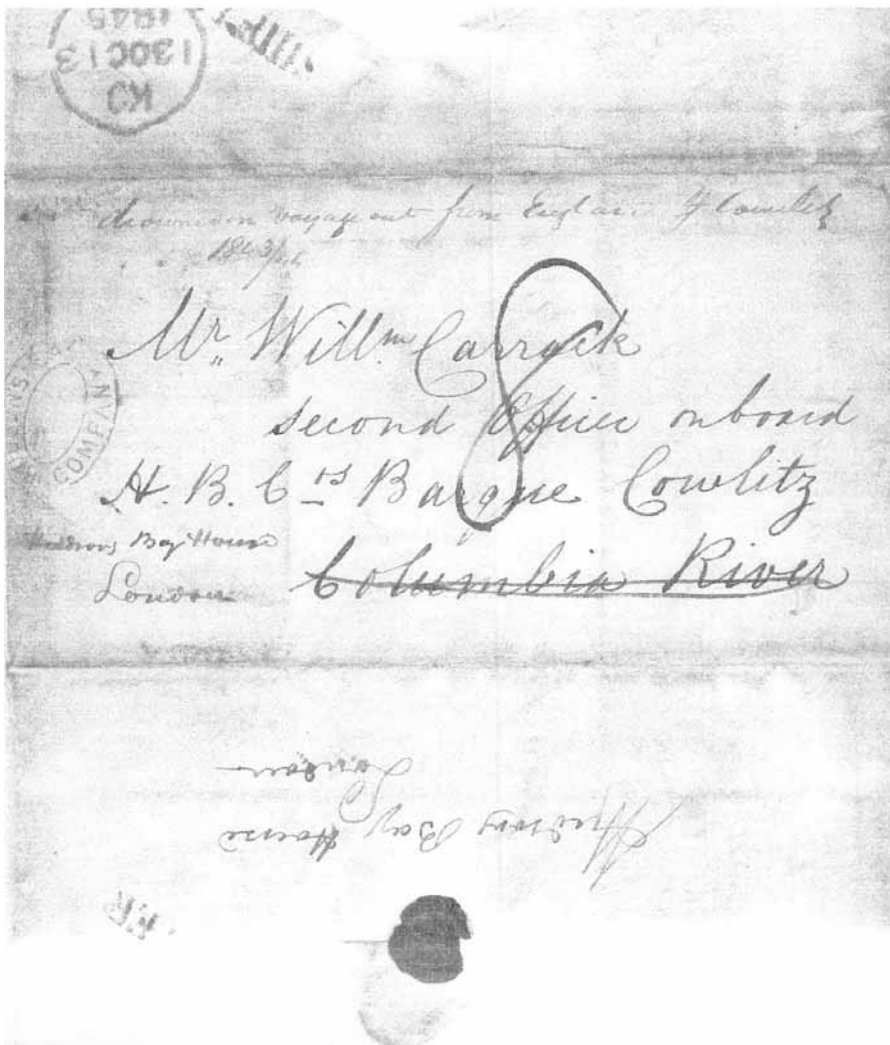


Fig 7 Single Folded Letter; London 29th August 1845 to William Carrack Second Officer on board H.B.C. Barque Cowlitz Columbia River from his mother forwarded via H.B.C. House, London. Rated 8d. endorsed "Drowned on voyage out from England per Cowlitz 18/9/44. Returned to Hudson Bay House, London Oct 13 1845 date stamp & S/I SHIP LETTER (HBC Archives E31/2/1 Folio 61 with permission).

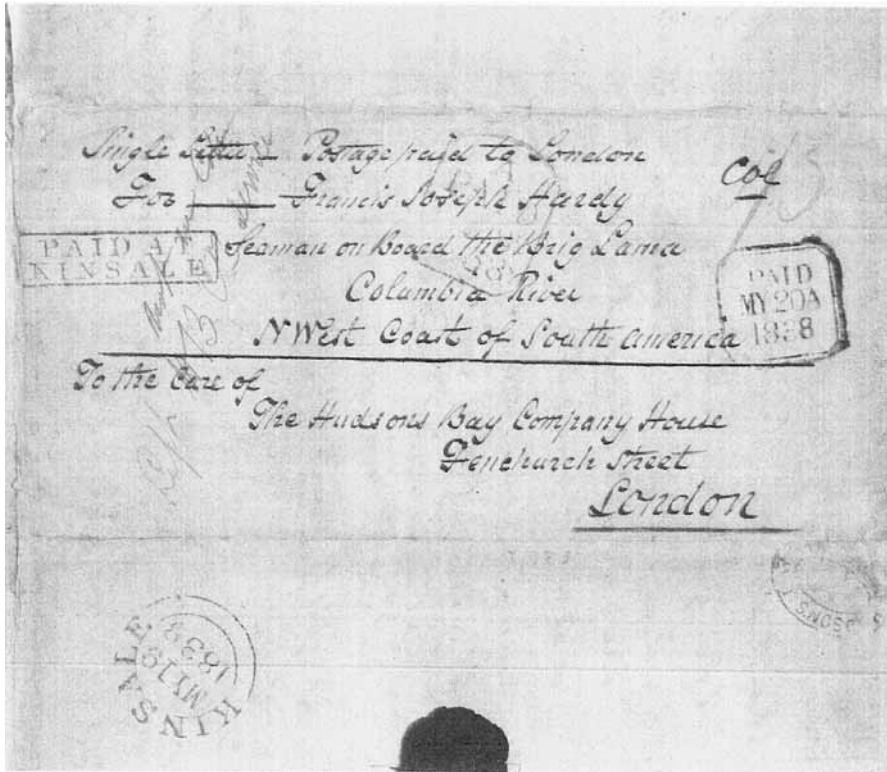


Fig 8 Single sheet folded letter; dated Old Head of Kinsale Lighthouse, Kinsale 18th May 1838 to Francis Joseph Hardy, seaman on board the Brig Larna, Columbia River, N. West Coast of South America, c/o HBC House London. The letter is rated 1/5 postage paid from Kinsale to London. Red 'COL' HBC cypher; Kinsale 19 May 1838 date stamp and red boxed PAID 20 May 1838 d/s. Rectangular PAID AT KINSALE h/s. Noted in m/s 'Not in Columbia left HBC's service.' (HBC Archives E31/2/1 Folio 120 with permission).

This whole body of correspondence is of great value to the Postal Historian as it not only explains the mechanics of the Company's private postal service, but clearly shows that the Company did not only carry correspondence between the high officials but that the common employees correspondence was carried in exactly the same manner. These letters also illustrate the uncertainty of communication and the many perils facing these intrepid pioneers who opened up the west. (4)

### The Colonial Period 1849 – 1860

In 1849 the HBC was granted a ten year lease of Vancouver's Island on condition that it brought out settlers from Britain. At this time the Island was also made a Crown Colony and the first Governor-General, Richard Blanchard, arrived on 11th March 1850. He was

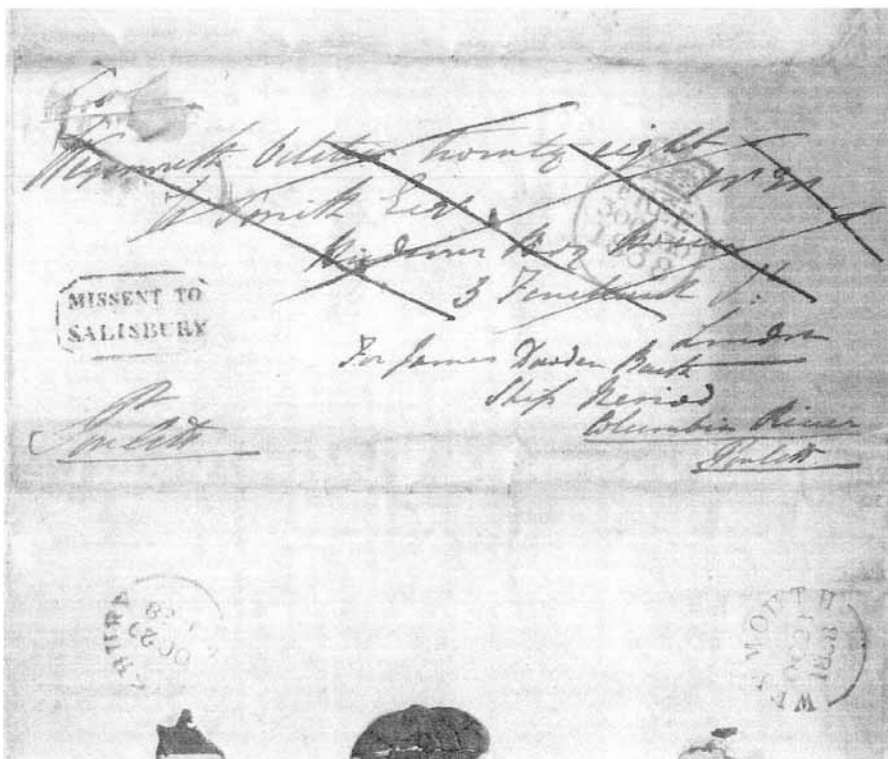
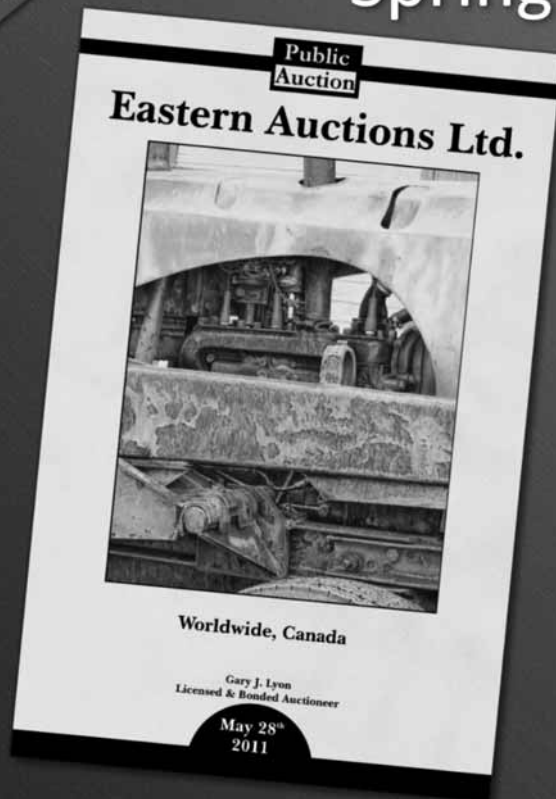


Fig 9 Single folded letter; Weymouth 28th October 1838 to James Bank, ship Neriad, Columbia River forwarded from Hudson Bay House, 3 Fenchurch Street, London. Red m/s 'COL' (Columbia cipher), boxed red 'MISSSENT TO /SALISBURY'. Weymouth 28 October 1838 date stamp and Salisbury 29 October 1838 d/s. Returned undelivered to HBC house London. (HBC Archives E31/2/1/ Folio 29 with permission).

succeeded in 1851 by James Douglas. In the early 1850's coal was discovered on the island and a white settlement was established at Nanaimo with the first coal being mined in 1853. A further influx occurred in 1858 with the discovery of gold in the Fraser River, which caused Victoria to grow overnight from a small trading post to bustling frontier town. Thus it can be seen that from the early 1800's there was a steady increase in the population of the region. Even though for most of the period to 1860 the majority were servants or employees of the fur companies, a means of communication with their friends and relatives was required. To satisfy this need and to facilitate the dispatch and receipt of business correspondence, the only means of doing so were by annual Company ship, or the occasional merchant ship or the annual brigades and occasional "expresses" from the east. These brigades averaged about one hundred days from Montreal to the Pacific Coast. In summer the brigades travelled by canoe and packhorse: in winter by snow-shoe and dog train.

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The creation of the Colony of Vancouver's Island in 1849 with its attendant Colonial administration initially brought little change to the postal arrangements of the new Colony, as neither the Colony nor the British Government were prepared to provide the substantial amounts of money necessary to maintain either a domestic or an overseas packet service. Consequently the Hudson Bay Company became *ipso facto* the first colonial post office. For this purpose an office was opened in the main store building in the accountant's office where both the Colonial and Company mail was handled.(5)

1849 saw another event that greatly affected the lives of the inhabitants of New Caledonia. As a reaction to the California gold rush, the United States Government established a regular mail steamship service to San Francisco, Portland and Olympia via the Panama isthmus. The advent of regular steamer service from the east coast of America to the west coast allowed the Hudson Bay Company to place less reliance on the overland brigades whose journeys were sharply curtailed. The establishment of this service also allowed the Company. to operate express boats, conveying the mails, between Olympia and Victoria. Some examples of letters sent by this route have been preserved in the Hudson's Bay Archives. The first is a letter from Jean Flett dated sometime in 1849 to her sweetheart Thomas Craig, addressed c/o Hugansbay (Hudson's Bay) House, London. Postage to London was paid with a G.B. 1d. red imperf. and the letter was then rated 1/2½d sterling postage to Fort Victoria (29cts U.S. the United States postal rate to the west coast from Britain). Carried by closed mails to Olympia, Oregon Territory, it shows a black manuscript arrival "Olympia O.T. ' 12th Sept, 29cts and also a U.S 10 cents accountancy mark indicating inland postage due to the United States post office. It was finally endorsed *Ret. to Hudson's Bay House Out of Service Nov 1850.*" (PAM. HBC. E31/2/1 folio 76). A second SFL is from Mary MacDonald, Stornoway dated 2nd October 1851, (Boxed d/s.), to Allan MacIsac, Labourer, Columbia River, H.B.C. House London. This shows a red London Paid 4th October 1851 transit stamp and 1/2½d.(29cts.) postage paid. This letter is also struck with the ART-5 U.S. PKt straight line hand stamp used in conjunction with Great Britain - United States Postal Convention of 1848. It was carried by Collins Line packet to New York and then overland as closed mail to Olympia. Endorsed on arrival "*Fled Across ?, Oct 21st.*", the letter then returned to Hudson's Bay House and shows a circular hooded AMERICA LIVERPOOL 6th December 1854 arrival. (PAM. HBC. E31/2/1 folio 199d.). A third example is shown in fig 10. This letter was mailed from Kirkwall on the Orkney Islands on 6th January 1852 and shows similar rates and markings to the above.

The advent of steam and the opening of the western United States did much to facilitate the movement of mail to the west coast. In the 1850's, however, there were problems getting the mail from San Francisco to Fort Victoria, Initially, U.S. steamers carried the mail free of charge from San Francisco to Astoria, as the Colonial Government had no monies to subsidize a courier and the Imperial government was not interested in financing a courier. This resulted in the mail for the Colony being left with George Aiken, the British Consul in San Francisco, to make what arrangements he could to trans-ship mail to Victoria. Govenor Douglas complained frequently to his superiors concerning the best methods of forwarding mail.

*I [Douglas] would recommend that the letters to my address be forwarded by the regular mail from Astoria to Nisqually by which arrangement there will be a great saving of time*



*and a request to that effect as the several packets will receive attention from the Postmaster at Astoria. (6)*

Again in 1854 Douglas received information from Aiken that he forwarded a package to Hudson Bay House through the United States postal service and that *Captin Cooper of the brig "Alice"*, a private ship would carry the mails at San Francisco to Victoria at no cost to the Colony (7).

Over the next few years there was ongoing communications between Douglas and London concerning the best way to address mail so that it received the most expeditious service from west coast points to Victoria. For example Governor Douglas comments in May of 1852 that *"mail arrived Fort Victoria 26th July [1852] from London 30th April direct from Astoria to Nisqually, consequently came in less time than the route to Fort Vancouver;"* three months instead of four months! (8) In 1854 Douglas was still urging the Company to stop sending its mail to Fort Vancouver but to send it direct to Olympia via Astoria through the U.S. post office as it meant a saving of one months time. In September of 1854 Douglas is able to advise London the U.S. Postal Services had established a post office at Steilacoom near Fort Nisqually, *"and I therefore recommend that despatches be hereafter directed to the Post Office at Steilacoom and not to Olympia as formerly. (9)*

In 1855 the Imperial Government enquires of Douglas concerning mail arrangements within the Colony of Vancouver's Island. Douglas replied in part *"letters from Europe and foreign countries are conveyed in the United States Mail Steamers Line, by the way of Panama and California, to Oregon from whence they are brought in by Hudson's Bay Express Boats to this place."*

Eventually however a direct line of British steamers operating between Southampton and Colon was utilized, and from Panama to Victoria the good offices of the United States Government provided the necessary facilities. In consequence of the increased importance of Victoria after the Fraser River gold discoveries, the United States mail-steamers plying between San Francisco and Olympia now made Victoria a regular port of call and the overseas mails were delivered with more or less regularity; but the service was entirely gratuitous, and the skippers of the vessels, who felt that the service was provided by them rather than by the United States Government, which apparently paid them nothing extra for their trouble, were inclined to regard the Colonial mails emphatically as of secondary importance.

Besides the regular monthly mail steamer, the Hudson's Bay supply ships and overland brigades, Royal Navy war ships, and the occasional whaling ship also brought mails to the fledgling Colony. As previously noted, during the period 1849 to 1857, the Hudson Bay Company assumed responsibility for the Colony's postal services. One of the benefits of this new arrangement was the removal of the surcharge which had been charged by the Company for handling non-employees mail. All mail for legitimate settlers and Company employees would henceforth be carried at prevailing postal rates. In 1852 Roderick Finlayson a member of the Legislative Assembly and an official of the HBC was given responsibility for the mail service assisted by J.W. McKay. In 1854, the U.S. mail steamers started to leave mail for New Caledonia and Victoria at Portland for carriage by stage coach to Steilacoom, from where they were brought to Victoria by boat. Frequently the



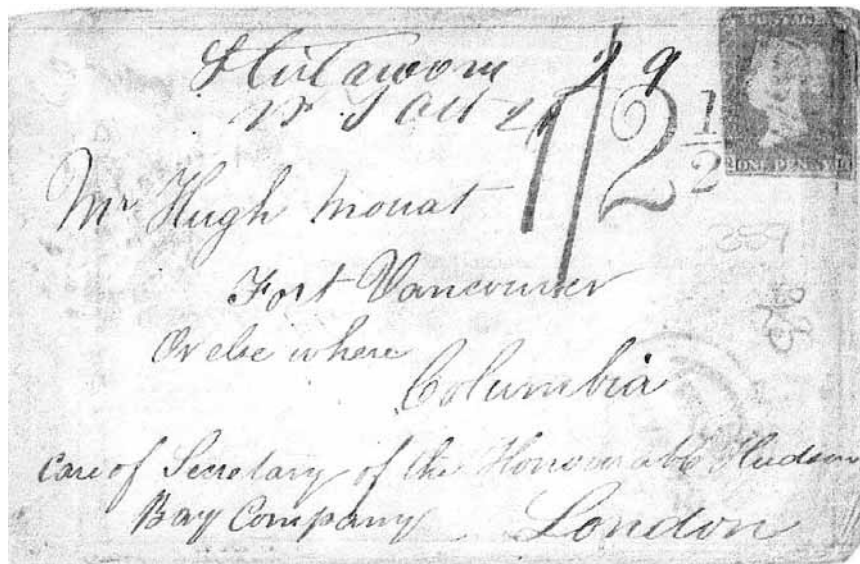
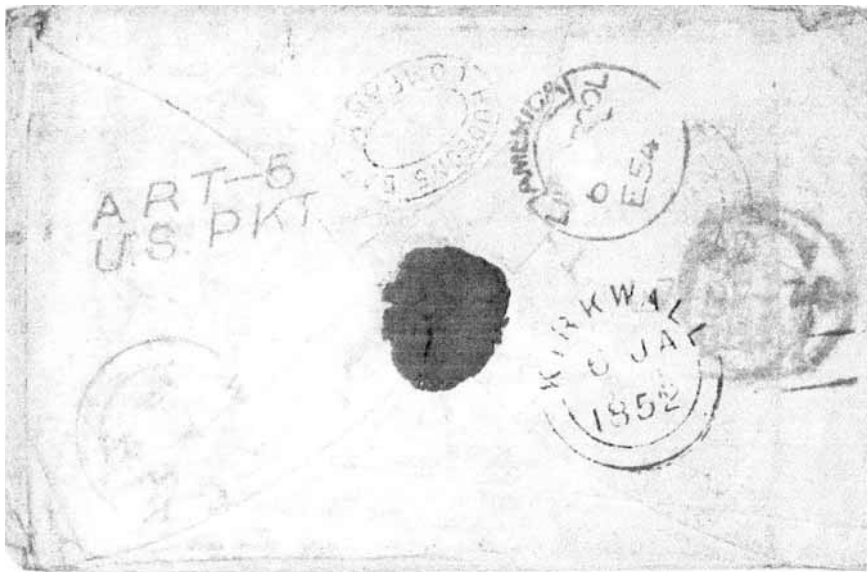


Fig 10. Cover dated Kirkwell 6th January 1852 to Fort Vancouver or elsewhere Columbia. To be left at the HBC House London Rated 1sh/2½d plus 1d red postage paid to London. Wick transit b.s. Liverpool American Pkt Also "ART-5/ U.S. Packet G.B. - U.S.A. Convention h/s.. (HBC Archives E31/2/1 Folio 359 with permission).

official mail; from the Colonial Office in London was extremely bulky and consequently an expensive drain on the Colony's finances, for example one package made up at the United States Post Office in Puget sound was rated \$68.88 collect. The excessive rates caused Governor Douglas to suggest that in future official correspondence weighing over sixteen ounces should be sent by Hudson Bay Company ship at no cost. It would not be until 1856 that serious complaints were made about the Colony's postal services. However, though all recognized the problem, all agreed that without substantial sums of monies from the home Government little could be done to improve the frequency of service or establish local delivery. It was, however, agreed to move the Post Office from its cramped quarters in the main store to a separate location, a small cottage owned by Captain James Sangster, Collector of Customs, Harbour Master and Pilot, just inside the front gate of the fort enclosure. Captain Sangster was constituted Postmaster and became responsible for handling the Colony's mails. (10)

In 1857 the British Government appointed a Select Committee to enquire into the condition of the British possessions in British North America which were being administered for the Crown by the Hudson Bay Company. As a result of the findings of the Committee it was decided not to renew the HBC's grant of Vancouver Island and also to create a separate Crown Colony on the adjacent mainland. The New Colony of British Columbia was created with James Douglas as Governor of both Colonies. A 1858 letter to James Douglas in this new capacity is shown in fig 11.

To assist Governor Douglas the Colonial Office sent out trained administrators to assist in the organization of the new Colony, which in 1858 was inundated with an influx of people heading for the Fraser Valley gold fields. This great influx of an unruly mob from the California gold fields and elsewhere put considerable strain upon the two colonies administration, not the least being the postal service, which for the Americans was totally inadequate. Their needs were, however, quickly satisfied by the various Express Companies, who handled much of the mail during this period. (11)

The creation of Colonial administrations eventually led to a slow demise of the Hudson's Bay Company private mail service, although the Company's supply ships and Brigades still carried mail on the Company's business and for its employees, but all across its North American holdings the Company was slowly diverting much of its overseas commerce to commercial enterprises. The availability of alternate avenues is neatly summed up in a contemporary letter offered in the de Volpi sale as lot # 65. This is from Alexander Hunter Murray at Fort Simpson, New Caledonia dated 23rd March 1852 and was probably carried overland to Sault Ste Marie where it was placed in the Canadian postal system (AU 1 1852 date stamp), it is endorsed in m/s 'via Canada & New York'. The contents in part read:-

*Once more let me inform you that letters by the ship will arrive here six months in advance of any bulky parcel and letters (but letters only) by the spring express [brigade], which leaves London in early April, some months sooner than sent by ship. I trust you will recollect this - the postage is nothing, nothing at all to me, compared with the satisfaction of hearing from you a little sooner. . . . By some new regulation which I have just learned, letters for England can now be sent via Canada and New York by the pre-payment of the postage to New York. I therefore seize upon the first opportunity to send you a few lines.... I will go out to Portage Locke [sic] (Loche). (12)*

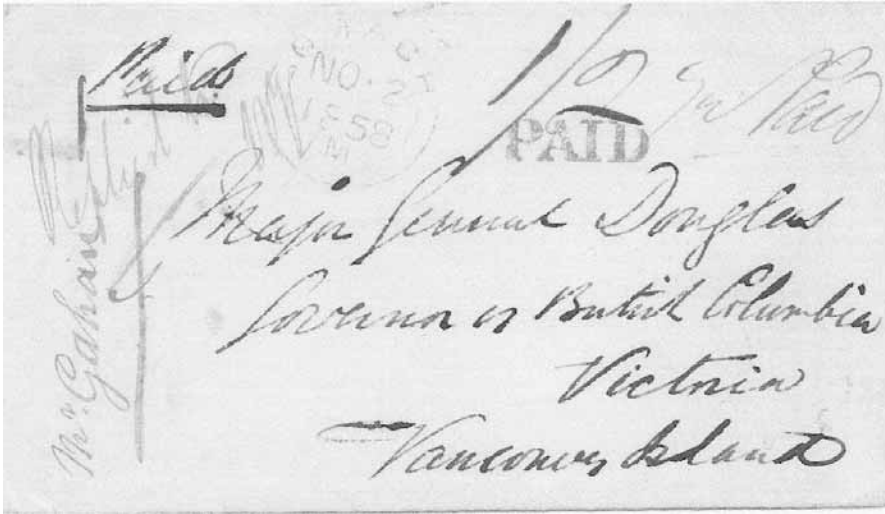


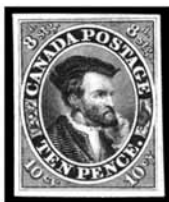
Fig 11 Cover from Omagh dated 2nd November 1858 to James Douglas Governor of British Columbia Victoria Vancouver Island. 1/2 postage paid endorsed PAID h/s and m/s. Liverpool 4th November 1858 b/s and Dublin 5th November 1858 b/s sent to Vancouver overland. (Courtesy Gray Scrimgeour)

During this period significant changes had taken place in the Hudson's Bay administration of its holdings in central North America. The most significant change was the growing importance of the Red River settlement and its' fort at Upper Fort Garry as a central distribution point for merchandise coming in and furs and other commodities going out. From Fort Garry the Company's brigades travelled north, south, east and west in a carefully controlled and time tabled cycle meeting brigades at appointed rendezvous from the far west and far north. A regular supply route between Fort Garry and York Factory was also maintained as York Factory was still the main entrepot for goods from the United Kingdom. (13) As the railroads moved westwards across the United States and steam packets across the Atlantic proliferated the Company was able to take advantage of the new opportunities. Arrangements were made with the American government to ship goods in bond to the Red River Settlement via its agents in New York and then by rail and stage to warehouses constructed on the Red River at Georgetown, north of St. Paul, and then by stage or steamboat to the Red River Settlement for distribution to the Company's western posts. The establishment of regular mail services across the Atlantic and to Pacific coast ports did much to reduce the isolation and the lack of communication with friends and family. The gradual opening up of the west in both the United States and Canada also created better and more frequent opportunities for correspondence to pass between eastern and western North America.

In the early part of 1858 a new Post Office was erected in Victoria, between Yates and Bastion Streets and on 28th June, Alexander Anderson was appointed superintendent of

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the Post Office. On 26th November 1858, Anderson published the following table of postal rates in the *Victoria Gazette*:

### NOTICE

Hereafter, mails will be forwarded to and from the under-mentioned Stations in British Columbia by every favourable opportunity.

Fort Langley .....	Postmaster Wm. H. Bevis
Fort Hope .....	Robt. T. Smith
Fort Yale .....	Peter B. Whannell

Colonial Postage to and from these points, Five Cents, to be pre-paid Payment of postage is required in the following cases, the rates including Colonial postage:-

To Oregon, Washington Territories & California .....	8 cents
To any other part of the United States of America .....	15 cents
To Australia .....	38 cents

In the following cases. (except as regards Colonial postage) pre-payment is optional

Great Britain & Ireland .....	34.cents
Denmark.....	40 cents
France.....	20 cents
German States.....	35 cents
Holland.....	36 cents
Poland .....	42 cents

All the above rates include the Colonial postage of Five cents, to which one cent will be added in all cases where stamped envelopes are supplied

**Alex C. Anderson**  
**Postnmaster General.**

**Post Office Department, Victoria, Nov. 24th 1858.**

During the tenure of John D'Ewes as Postmaster at Victoria in 1860 the following rates of postage to countries beyond the Colony were in effect.

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**Postal Rates 1860**

Destination	Not over ¼ oz.	Not over ½ oz.	Method of Payment
	Cents	Cents	
Aspinall	-	20	Compulsory
Australia via England	-	48	Compulsory
Austria	-	40	Optional
Belgium via France	26	47	Optional
B.N.A. Provinces	-	20	Optional
Cape of Good Hope	-	43	Compulsory
Chile	-	39	Compulsory
Cuba	-	25	Compulsory
China, by Private ship via San Francisco	-	15	Compulsory
Denmark	-	45	Optional
France	25	50	Optional
German States	-	40	Optional
Great Britain & Ireland	-	34	Optional
Greece	-	47	Optional
Holland via France	31	57	Optional
Mexico	-	25	Compulsory
Norway	-	52	Optional
Panama	-	25	Compulsory
Peru	-	32	Compulsory
Poland	-	47	Optional
Portugal	-	68	Compulsory
Prussia	-	40	Optional
Russia	-	48	Optional
Sandwich Islands	-	15	Compulsory
Spain via France	48		Compulsory
Sweden	-	52	Optional
Switzerland	-	48	Optional
West Indies	-	30	Compulsory

N.B. These rates are the current U.S. postal rates from the West Coast plus the Colonial 5 cent postage fee. (Deville p 75)





Fig 12 James Douglas standing in the Big House at Fort Langley on 19th November, 1858 reading out the proclamation that declared British Columbia a Crown Colony,

In conclusion it can be seen that, although for self serving purposes, the Hudson's Bay Company played a vital and significant role in facilitating the movement of mail matter from the United Kingdom and from other points in North America to its west coast holdings for a significant period of time. The company also found itself the custodian and agent for Royal mails for the first ten years of the Colony of Vancouver's Island existence with very little hope of much remuneration for its endeavors on the part of the Colonial Office. Over the years the Company's supply ships carried large quantities of mail free of charge to its employees all over its far flung empire, thus easing the exorbitant expense of mail prior to 1840

#### References and footnotes:-

1. For the Philatelist the best source is found in Alfred Stanley Deaville, *The Colonial Postal Systems and Postage Stamps of Vancouver Island and British Columbia, 1849 -1871*. (Victoria B.C. Charles F. Banfield, 1928), Chapters I - IV. from which much of the introductory material has been taken unless otherwise noted.
2. The overland journey between Fort Okanagan and Fort Alexandria was made by horse brigades which employed as many 300 horses to convey the supplies and merchandise to the various forts en route. Bernard & Jean Weber "The Okanagan Brigade Trail," 1991 PAM. HBC. Archives

3. This information is contained in a letter from Charles Bearmore, Norway House, dated 27th July 1848 to his mother in London in which he writes in part; "... I proceed immediately across the mountains to the Columbia and the journey will occupy 4 months. . . . the Columbia ship sails for Vancouver, which it does in September. . . [and will not arrive until] March or April." De Volpi sale Lot #57.
4. For those interested in the correspondence held in the HBC, they have been been transcribed by Ms. Judith Beatty, Chief Archivist, who has published her findings. The project has aroused considerable interest on both sides of the Atlantic, especially in Scotland where Ms Beatty's work had been the subject of newspaper articles in the leading Glasgow papers and an interview on Scottish Regional Radio. Ms. Beatty has also, as a result of this publicity, been able to trace some of the surviving relatives of the correspondence.
5. It is not within the scope of this paper to discuss either the Colonial postal services or the postal services offered after 1849 by the various express companies as these matters have been adequately covered in Deaville *Colonial Postal Systems*.
6. Library, *Archives Canada*, "Northern Star, Sir James Douglas Governor, Letter Book Fort Victoria May 1850-November 1855". Douglas to Barclay HBC House London 28th January 1852.
7. Ibid Letter from Douglas to Barclay 4th May 1852.
8. Ibid Letter from Douglas to Barclay 31st July 1852.
9. Ibid Letters Douglas to Barclay 15th March 1854 and 13th September 1854.
10. It should be noted that the population of Vancouver's Island at this time was no more than between 600 - 800 white persons.
11. It is far beyond the scope of this paper to go into the history of the various Express Company's that were active in British Columbia.
12. R. Maresch & Son Auction Catalogue Sale No. 140 May 26th, 1982 p. 53
13. For a description of the various brigade routes see Robson Lowe Ed., *The Encyclopedia of British Empire Postage stamps, Vol. V* (London: Robson Lowe Ltd. 1973). pp. 84-88

## A REDISCOVERED REGISTERED COVER

### Colin Banfield F.C.P.S. and Malcolm Lacey

Occasionally, a cover which has lain dormant in a dealer's possession for many years, in this case at least 30 years, suddenly appears on the market.

The Small Queen registered cover shown overleaf in fig 1 is just such an item and at sometime it has been opened on three sides to display both the front and back as shown here.

The cover was sent by L.A. Winter, a cashier of the Manufacturers Life Insurance Co., of Toronto, from their offices at 260 St James Street, Montreal, to O. Hoffeldt, Esq at 90 Harbour Street, Kingston, Jamaica. The cover bears on the reverse no less than forty copies of the half cent Small Queen which equates to 20 cents postage for a letter weighing up to 2 ounces, at 5 cents per half ounce. The front bears four more copies of the half cent and a single three cent Small Queen paying the 5 cents registration fee. The envelope most likely contained an insurance policy.

#### Routing and Markings:-

The cover has a number of manuscript notations applied by the sender: a) Registered, b) L.A. Winter/ January 29th 1897, and c) via New York.

The cover bears the R in oval handstamp and the stamps are cancelled with the Montreal Que, R1 registered roller cancel. There is also a free strike of the Montreal squared circle precursor which appears to be dated FE 29 6P/97 although the FE must logically be an error for JA.

Although annotated 'via New York', the cover was first forwarded to Boston where a large oval backstamp of 1st February 1897 was applied together with a Boston registration

label. The cover was then forwarded to New York where the Boston label was partially removed and an oval New York backstamp dated 1st February applied. Furthermore, a New York registration label was applied and tied by an oval 'U' with date of 1st Feb 1897, in purple.

The cover finally arrived in the West Indies where the double oval 'Jamaica, registered' handstamp of 12th February 1897 was applied.

#### Research:-

In December 2002, the British North America Philatelic Society published no 27 in it's Exhibit Series, the fine gold medal collection of the Half Cent Small Queen Issue of 1882 – 1897 formed by the late Herb McNaught. We have consulted this publication and only one cover is shown addressed to Jamaica, which is a 2 cent postal stationery envelope with two half cent and a single 2 cent Small Queens paying the 5 cent half ounce letter rate from Montreal to Kingston. It is dated 20th January 1897, only nine days before the cover illustrated above.

The largest number of half cent Small Queens on cover in the McNaught collection appears to be thirty copies on two covers; one to England and one to Germany (the latter also has a 50 cents Widow Weeds). There is also a block of forty on a piece with a Toronto cancel of 16th June 1895. The cover shown here with forty four copies just maybe the largest known number of half cent Small Queens on cover. Regardless of this, the cover is surely one of great rarity.

Needless to say, the authors would like to know if a cover exists with a larger number of half cent Small Queens than the one shown here.

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*Fig 1 A rediscovered registered cover*

## HAVE YOU TRIED TO ENROL A NEW MEMBER RECENTLY?



## A FURTHER NOTE ON THE PERFORATION MACHINES OF NORTH AMERICA

R. A. Johnson

The history of the development of the machines used to perforate stamps in the United States and British North America is well referenced. (1) A principal developer of this technology was George C. Howard who worked for Toppan Carpenter of Philadelphia.

Although the initial patent for rotary perforating machines was obtained by the Bemroses of Derby, England in 1854, Howard was awarded U.S. Patent No. 32,370 dated 21st May, 1861, titled *Machine for Punching and Perforating* for improvements to that original machine which provided for accurate aligning of the paper, a clamping and feeding mechanism and a redesign of the wheels with the holes to allow free passage of the paper discs cut out by the process (2).

A colleague, Julian Goldberg, has recently discovered that, later that same year, Howard was awarded a second patent, No. 32,693 dated 2nd July, 1861, titled *Paper Perforating Machine* for a guillotine type of perforator similar to that developed by Archer in England. This device was adaptable so as to perforate one row at a time or whole panes or sheets at one stroke.

Notwithstanding this flexibility, it was the rotary device that was the more desirable for the efficient production of U.S. stamps. This was witnessed by the law suit (3) brought in September, 1861 by the assertion by the National Bank Note Company of their 'right to use the machine' and the application for a provisional injunction against that use brought by Toppan Carpenter (who had retained the right to the perforator when Toppan Carpenter joined with others to form the American Bank Note Company); a suit about devices based on the first Howard

patent. The judge found in favour of the National Bank Note Company allowing them to use such devices. On the basis of this judgement, it went on to bid successfully for the contract to produce the 1861 issue of perforated U.S. stamps.

What is most interesting here is the fact that, notwithstanding the fine adjustments to the pin and take-up wheels necessary to make successful use of the rotary machine (4), it was this machine and not the guillotine version that was used to perforate most of the stamps of the United States and BNA for most of the next century.

### References:-

1. Johnson, R. A., *Stamp Perforations with Particular Emphasis on Canadian Stamps*, British North American Philatelic Society Limited, August, 2009.
2. The original Bemrose patent for *A Machinery for Punching and Perforating Paper, etc*, British Patent No. 2607 was dated Dec. 11, 1854 and is available from the British Patent Office, Newport. Toppan Carpenter acquired one in 1856 which modified according to Howard's first patent was used to perforate the U.S. issue of 1857. Both Howard Patents are available in full on the web.
3. See reference 1, pp. 60-61.
4. This has been roundly and repeatedly disputed by John Hillson who rejects the possibility that such adjustments could possibly have been made in order to make the pin-and-hole combination work. See, *for example*, his review of the authors' reference 1 in *Maple Leaves*, Vol. 31, No. 6, April 2010, pp. 295-296.

## THE 1926 PROVISIONAL OVERPRINTS

**Alan Spencer**

The 1st July 1926 saw one of those rare events – a reduction in the postage rate in Canada. The pre-war domestic rate of 2 cents per ounce was increased to 3 cents in the Special War Revenue Act of 27th March 1915 “to supplement the revenue required to meet War Expenditures”. The initial result had been to produce a specific War Tax (revenue) stamp to supplement the 2 cents postage charge but this was subsequently combined into a 3 cents ‘War Tax’ stamp clearly showing the 1 cent tax element and then by a regular 3 cents Admiral stamp.

The 1 cent War Tax was not removed following the ending of the war and as a result of the UPU Conference in 1920 new postal rates were set effective from the 1st

October 1921. A new 3 cents stamp in carmine was issued in December 1923. As a consequence of an improving economic climate it was decided, in 1926, to reduce the postage rate to its pre-war level of 2 cents. This came into effect on 1st July 1926. Unfortunately, at the time of this decision the Post Office had in stock some 130 million 3 cents stamps, enough to last, at the new rates, some 25 years. It was therefore decided to overprint some existing stocks to meet the anticipated increased demand for 2 cents stamps.

Some 140,000 sheets of the 3 cents Admiral stamp were given to the King’s Printers for them to be surcharged ‘2 cents’ in one line. Essays were prepared and after several trials taking place all but 500 sheets



*Fig 1*

were destroyed. The printers had experienced great problems in trying to overprint the existing sheets which were already gummed and perforated.

### The Essays

There were three types of essays produced, one with the surcharge 19mm in length and another with it 16mm in length. These may be found in se tenant vertical pairs in black (figure 2) and black & orange. A third type exists with the surcharge 15.5 mm long but the lettering between the previous two types in height. These are known in blocks of four. It was this last type that was considered the most effective and was adopted.

### The issued stamp

The 500 Post Office sheets (50,000 stamps) were put on sale through the Philatelic Agency on 12th October 1926. Most of these came from Die 1 plates 115, 116 and



Fig 2



Fig 3

117 (figure 1) but a very small quantity are known from Die 2 plates 162 and 163. In view of the small quantities released there are no discernable shade differences.

### Varieties

The “issued” stamps were not without faults and it is possible to find a number of varieties.

1. The Printed sheet had been made of 400 subjects and these were guillotined into four Post Office sheets of 100 each, resulting in straight edges along two sides. The surcharge on the top row was located 33mm down from the edge to take account of the selvedge. This meant that when a lower pane, which had a straight edge at the top and no selvedge, was overprinted it did not register on the top row. This resulted in vertical pairs with only the bottom stamp overprinted (see figure 3).

2. Examples exist where the overprint is very badly slanted. It is unclear whether these were released via the Philatelic Agency or, possibly, some 'printers waste' which somehow got into the hands of collectors. Figure 4 shows a vertical pair with the top stamp having a straight edge, indicating that it came from a bottom pane. The overprint barely touches the top stamp. Figure 5 similarly shows the overprint at the top of the

stamp and in this case it has a straight edge to the right indicating that it came from a left hand pane.

3. Variations in the position of the overprint on the stamp are shown in figure 6.

Figure 7 shows an example where the number '2' is raised in relation to 'cents'

4. Examples can also be found with the overprint doubled (see figure 8). Again, it is unclear if these come from the issued sheets or are part of some printers waste that found its way into the philatelic market.

### Fakes

Because of the relative scarcity of this stamp, fakes are known and two examples



Fig 4



Fig 5



*Extreme right and low*

*Centre*

*Left*

*High*

Fig 6



Fig 7

are shown (figures 9 & 10). In both cases fake overprints have been applied to used stamps. It is worth noting that no genuine examples of an inverted surcharge, as in fig 9, have been recorded.

#### The two line overprint

Because of the problems experienced by

the King's Printer and their lack of success, the Post Office approached the Canadian Bank Note Company. An agreement was reached that the overprinting could be done in two lines instead of one line (figure 11). The Canadian Bank Note Company seems to have been somewhat more successful in their production methods as out of the little over 1,100 sheets which were supplied to

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Fig 8



Fig 9



Fig 10

*Genuine overprint**Fake overprint*

Fig 11

them, some 1,036 were returned the Post Office out of which 808 sheets were placed on sale.

Figure 11 is a block of 18 from the bottom left corner of a Post Office sheet showing a guide arrow indicating where the printed sheet of 400 subjects is to be horizontally guillotined.

### The issued stamp

Following acceptance of a proof on 9th September 1926 the stamps were overprinted and released on 4th November 1926. The majority of the stamps came from plates 115, 116 and 117 but examples from plate 136 are known and a cover with plate block 135 has been recorded. As with the single line overprint there are no significant shade variations in the stamps noted.

### Varieties

Although the overprinting was generally more successful some varieties may be noted.

1. Examples are known with either a triple surcharge or a double surcharge although the latter should not be confused with a kiss print (See figs 12-14)
2. As with the single line overprint the position of the overprint can vary (figure 15).

In addition the position of the “2” in relation to “Cents” can vary. These variations are so pronounced that some years ago George Marler identified eight different positions

- A1 – A later discovery to the left of A
- A – The left side of ‘2’ is centred over the ‘E’
- B – The tail of the ‘2’ is in line with the left side of the top of the ‘T’



*Fig 12 Triple overprint*



*Fig 13 Double overprint*



*Fig 14 Kiss print*

- C- Between B and D
- D – The left side of the ‘2’ is in line with the end on the ‘E’
- E – Between D and F
- F – The left side of the ‘2’ is in line with the left side of the ‘N’
- F1 – A later discovery to the right of F



Fig 15 Different positions of the overprint



3. Other minor variations can be found where the pressure applied in the overprinting process has varied leaving either a clear impression from the rear of the stamp or else show a very weak impression of the overprint. Figure 16 on the left clearly shows the overprinting visible from the back of the stamps whilst the overprinting in figure 17 is decidedly faint.

Finally, figure 18 illustrates an example used (commercially?) on cover a few months after being issued and is a useful reminder that the original intention of the Canadian Post Office was to utilise surplus 3 cent stamps in order to meet the new demand for the new 2 cents rate.

#### References:

The Admiral issue of Canada by George C. Marler (ABPS handbook) August 1982

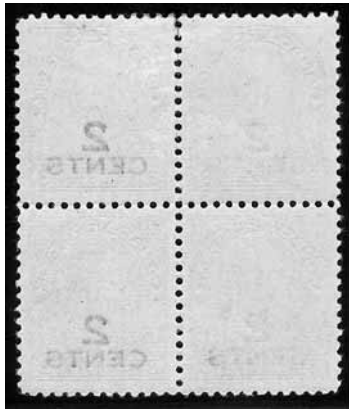


Fig 16



Fig 17

The Admiral stamps of 1911 to 1925 by  
Hans Reiche 1965

## Canadian Philatelic Society of Great Britain

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or to:-

Mike Street, 73 Hatton Drive, Ancaster, Ontario, Canada L9G 2H5 (**for cheques in CAN or US dollars.**)

Members who have not paid the 2011/12 subscription by the end of February 2012 will be removed from the *Maple Leaves* circulation list.

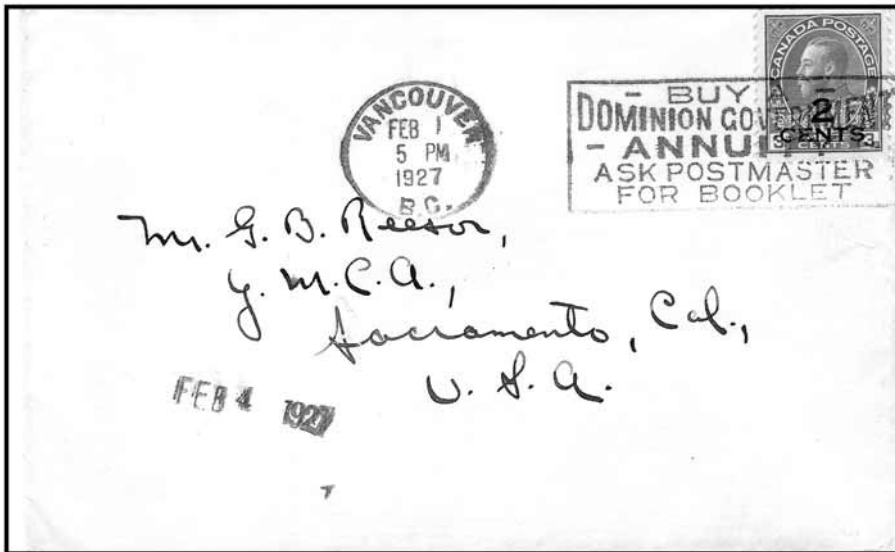


Fig 18

## THE TORONTO & NIPISSING RAILWAY FANCY CANCEL – OR IS IT?

John Hillson F.C.P.S.

Both Day & Smythies who list it as # 620 and David Lacelle (L.621 but mistakenly gives the Day/Smythies reference as #619) agree that the intaglio 'N' so listed, is a postmark of the Toronto & Nipissing railway - Lacelle goes further by suggesting that it was used as a transit cancel.

I have long wondered, if it does indeed belong to that railroad, why the 'T' was ignored; it seems, as Mr. Spock might say, 'illogical'.

A good many years ago the illustrated cover came into my possession. There are a

number of points to note. The 'Sound' in 'Parry Sound' has been erased. The postmark is in manuscript - 'Parry Harbor/Dec 27th 1876. NR' The Parry Harbor P.O. was set up in 1876; one would have thought so late in the year that the postmaster, who appended his initials as part of the postmark, would have been possessed of a proper date stamp, but apparently not.

However, having recourse to pen and ink for the postmark one would expect the stamps to be similarly cancelled with pen and ink as per Post Office regulations



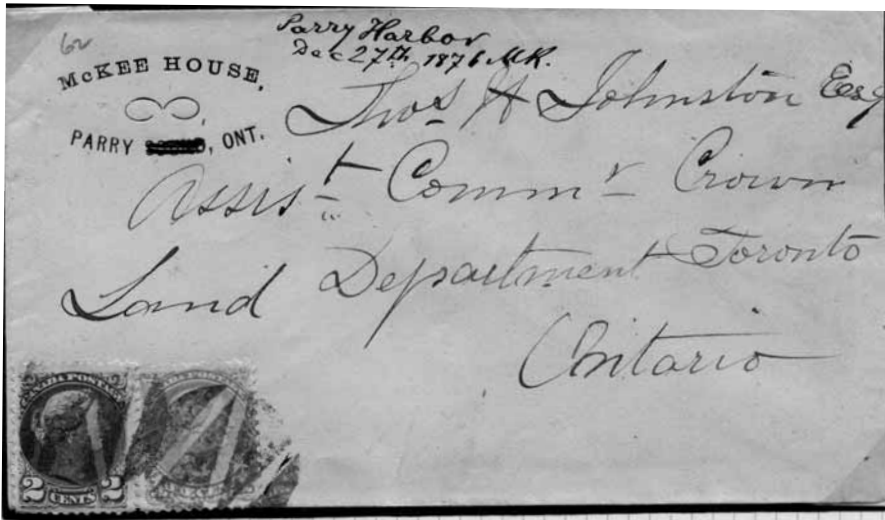


Fig 1 Letter from Parry Harbor to Toronto with manuscript datestamp of 27th December 1876.

where no cancelling device is available. But they are not; the two adhesives are cancelled with D/S # 620, the intaglio 'N' in a black circle. So much for the cancel being used as a transit mark, which class as far as I am aware almost invariably (if not always) are found on the back of the envelope, not the front.

Parry Harbor, furthermore, is geographically nowhere near the line of the Toronto & Nipissing Railway which ran well to the east.

The cover has two backstamps, one of which is largely illegible but does not appear to be a R.P.O. mark, the other is a Toronto receiver's c.d.s. of Dec 29, 1876.

There must be some evidence somewhere that gave rise to the firmly held belief by at least three distinguished students of fancy cancels that the mark is that of the specified railroad; perhaps it could be produced. If not is not a reclassification in order?

## THE EXCHANGE PACKET MANAGERS

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# THE 1919 US NAVY 'TRANSATLANTIC CROSSING'

## Peter Motson

Last year, I got quite enthusiastic about an eBay item that was mis-described and had a \$10 start price. Unfortunately for me, another eBay buyer also decided that the cover was worth bidding on and my \$350 bid was lost. It was not a “valuable” philatelic item and details of this letter, mailed from the *USS Walker*, are provided here. But first, a brief review of the US Navy situation may put the *USS Walker* cover into perspective.

The USN implemented the idea of getting aircraft across the Atlantic to destroy the German U-Boat menace that was sinking thousands of tons of merchant shipping every week. The planned route was, Long Island, New York, to Trepassy, Newfoundland and then, the Atlantic crossing to Cattewater, Plymouth, with stops in the Azores, Lisbon, Portugal and Ferrol, Spain. To aid their navigation and to provide rescue ships, the USN lined the Transatlantic route nearly as far north as Brest in the Bay of Biscay, with 54 Navy vessels in total, east to west.

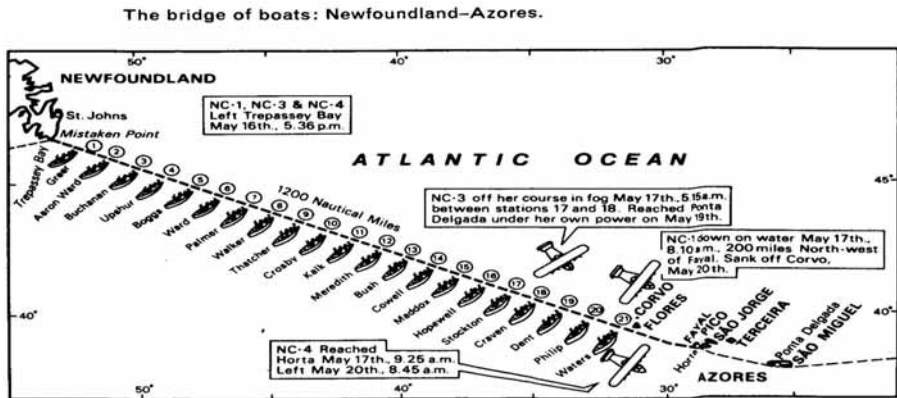


Fig 1

USN Commander, John H Towers, was in command overall of the three Navy Curtiss flying boats which made the transatlantic attempt. Each of these large flying boats was crewed by six airmen ; a navigator, two pilots, two engineers and a radio operator. The Commander and navigator of the NC-4 was Lt. Cdr. A.C. Read and his lead pilot was Lt. Walter Hinton. Two of the three flying boats foundered west of the Azores and the NC-4 was the only aircraft to continue from the Azores and it eventually reached Plymouth on 31st May. The NC-4 journey commenced from the USA on 8th May and spread over 23 days including 54 logged flying hours. No official mail was carried for weight payload reasons.



In October 1981, "*The Airpost Journal*" published an article entitled : "*First NC-4 Cover Found*". Dr. Perham C Nahl describes and illustrates a four page letter dated 14th May 1919, from Pat Carroll, a navy machinist on the *USS Baltimore* to his brother Corporal Charles M Carroll, serving in France with the 1st South Dakota Cavalry Division, American Expeditionary Forces. (see fig 2)

The relevant part of the letter asks Pat if there is anyone he knows on the NC-4, will he try and get it taken over and then posted in Portugal. The NC-4 touched down at Horta in the Azores 17th May and secured astern the *USS Columbia* when obviously, the letter was transferred, receiving the ship's cancellation "May 17". The letter would then have been sent via the normal surface postal systems and also US Forces Mail Service, to Charles Carroll in France. In 1931, Charles Carroll asked Lt. Walter Hinton to autograph the battered envelope and in 1983 it was presented to the Smithsonian Institute.

#### Not Flown - USS Walker eBay item (see fig 3 and 4)

USN sailor John Weikert, wrote his 11th May letter whilst at sea on board the *USS Walker*, which was the 8th ship in the first string of Navy vessels, Newfoundland to the Azores. Part of the transcription of Weikert's 11th May letter to his parents reads as follows :

" . . . . . we have been at sea here for over a week waiting for the aeroplanes to start on the Transatlantic flight. Before that we were in Trepassy Bay for about two weeks waiting for them to come up the first leg of their journey".

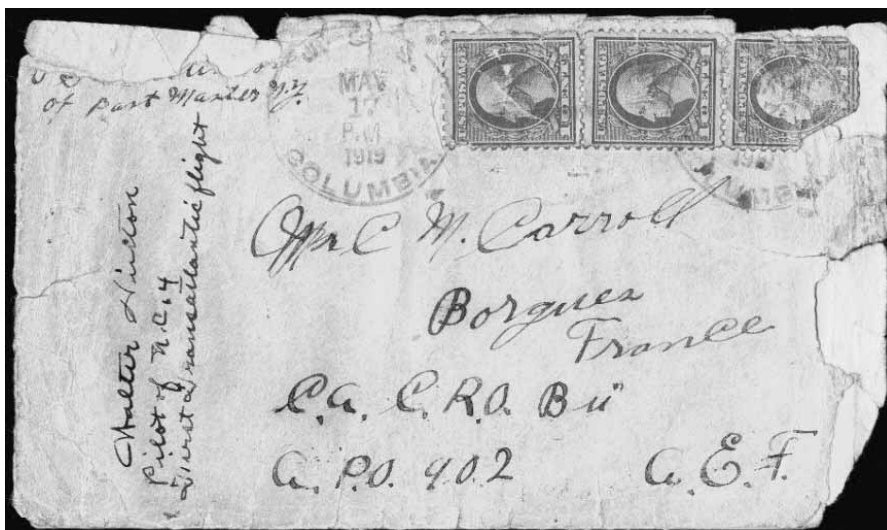


Fig 2 A historic "Flown" item that did not quite – "fly the Atlantic".  
Courtesy of: Smithsonian National Postal Museum

W S S Walter  
At sea off  
Newfoundland  
May 11-1919

My Dear Father and Mother:

This is  
Machos day and am sending  
you a few lines. I have not wrote  
you in some time but have been  
well and O.K. I dont know when  
you will get this letter for  
we have been out at sea here  
for over a week waiting for  
the aeroplanes to start on the  
transatlantic flight. Before  
that we were in Trepassey

Fig 3

The *USS Walker* docked at Newport, Rhode, 20th May “after duty at sea off Newfoundland, 10th to 17th May 1919”. (see fig 4).

This specific cover is not historic, nor even a notable philatelic item and, it is certainly not an Airmail cover. However, it is a small part of the logistical aspects of an elaborate endeavour, in the story of “Pioneer Aviation” history.



Fig 4

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## POST RIDER LETTERS

### Graham Searle F.C.P.S

The initial postal system in Canada, set up by the British in 1763, was limited in the extreme, comprising just three post offices at Quebec, Montreal and Three Rivers. A notice in the Quebec Gazette of 3rd January 1771 allowed for prepaid letters to be left with the Masters of the Post Houses on the Quebec to Montreal route as a service to those living in areas remote from these three post offices. The Post Houses were spaced out on the route to provide

water and fresh horses for the Post Riders who carried the mails.

Fig 1 below shows an example of such a letter mailed to a Post House address. It is a 1783 letter from Quebec to Ste. Anne (de la Perade). The letter would have been carried in the Montreal mails and left at the Post House by the Post Rider for collection by the addressee. The post office at Ste. Anne was not opened until 1820. Although



Fig 1 Quebec to Ste. Anne de la Perade by Post Rider, 27th May 1783.

no postal rate is shown it would (should) have been 4½d Currency for a distance of less than 60 miles. The letter was, correctly, prepaid and shows the earliest type of boxed PAID mark from Quebec. I have found such letters to be elusive suggesting that little use was made of the facility.

Even rarer, however, is the 'sister' to this first letter shown in fig 2. The letter is datelined 17th March 1786 at Ste. Anne (see fig 3) and was sent on the reverse route

to Quebec. This would have been picked up by the Post Rider en route from Montreal. Although the Post Office notice of 1771 makes no mention of this reverse facility it would appear to have been in use although it is unclear who collected the postage in such cases. The rate of 4½d Currency is shown correctly on this letter. This is the only example I am aware of, showing a Post Rider letter picked up from a Post House.



Fig 2 Ste. Anne de la Perade to Quebec by Post Rider, 17th March 1786.



Fig 3

## LETTERS TO THE EDITOR

**John Watson**

### ADMIRAL REGISTERED RATES

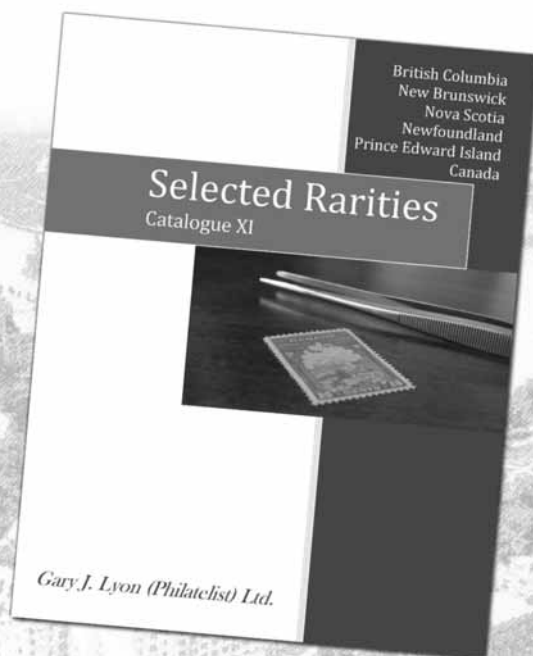
I very much enjoyed Graham Searle's article on registration in the Admiral period. I just thought I'd mention a couple of other occasions where 7 cents registration rates occur. The first is registration of a 2 cent rated postcard during the 5 cent registration period. I shall

illustrate this in a forthcoming article. I'm not sure why anyone would want to register a postcard as it could not possibly include anything of value. The only thing I can think of is that someone believed it would be delivered more quickly as a registered article. The second example of the 7 cent rate is a 2 cent UPU 3rd class registered cover. It is clearly annotated "photograph only" and pays 3rd class rate up to 4 oz plus registration.



Fig 1

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## BOOK REVIEWS

Our first review is of a new Stanley Gibbons Catalogue. This is the first edition of a brand new title covering the stamps of North America.

**STANLEY GIBBONS STAMP CATALOGUE – NORTH AMERICA 1ST EDITION, 2011.** ISBN 10 0-85259-783-5. 240mm x 170mm limp bound, approx 600 pages in full colour. Priced at £49.95 and available from Stanley Gibbons and most major philatelic retailers.

I must admit to some surprise when this new volume arrived for review. Gibbons have been producing a range of very high quality single country catalogues for some years and already market catalogues for both Canada (latest edition 2008) and the USA (latest edition 2010) in addition to their more simplified 'Part 1' and 'Stamps of the World' catalogues. As one might suspect, Canada and the USA take up the vast bulk of the 600 odd pages in this new catalogue. The scope of the new book also covers, Bermuda, St. Pierre et Miquelon, United Nations issues from New York, Hawaii, Puerto Rico, the Confederate States of the US and the Canal Zone as well as the few Cuban issues from the time of US occupation.

The scope of the catalogue is similar to the existing Canada and USA volumes with major varieties such as perforation, watermark and shade variations, overprint types and some major errors included. In pitching the listing at this level, Gibbons are clearly trying to strike a balance between the novice collector and the specialist and there is a danger that they may have failed to please either. That said, the listings are very clear and for the 19th Century Canadian issues, in particular, far superior to the Unitrade rival. Also many collectors will prefer to have a

listing with SG numbers rather than the Scott numbers used elsewhere.

Looking at the BNA listings, this new catalogue shows a few changes from the 2008 Canada volume. Apart from the new issues listings (complete now to the 2010 \$10 Whale stamp) the new catalogue also lists some additional varieties such as the 'Weeping Queen' and 'Shilling Mark' varieties on the 1935 Silver Jubilee issue. However, the overall variety listing is still far less complete than that in the Unitrade catalogue. Many prices show a 10% increase over the 2008 catalogue which may be surprising given the rather subdued state of the market in this time. The rarer, early, material, shows increases as high as 20% suggesting that demand for this type of material remains strong.

For those who collect both Canada and the USA, this volume will be ideal. However, if you only collect Canada you will probably stick with the single country catalogue published last in 2008. It remains to be seen how many collectors of St Pierre et Miquelon or Bermuda will want to part with £50 to get a 600 page catalogue of which they will only use a handful of pages.

### GS.

The following 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/](http://www.iankimmerly.com/books/)

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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.

**CANADA REGISTERED MAIL: THE FIRST TWENTY YEARS (1855 – 1875);**

Harrison, Horace W. 176 pages, 8.5 x 11, spiral bound, 2011. BNAPS Exhibit Series #60. ISBN: 978-1-897391-70-9 (Colour), 978-1-897391-71-6 (B&W). Published by the British North America Philatelic Society (BNAPS). Stock # B4h923.60.1 (Colour) - \$C94.00; B4h923.60 (Black & White) - \$C46.95.

Horace Harrison was one of the pre-eminent philatelists in the field of British North America. Over more than 50 years he collected and researched many specialties, writing and exhibiting as his material and knowledge grew. *Canada Registered Mail: The First Twenty Years (1855 - 1875)*, is a companion to the four previously released Harrison Registered mail exhibit books, and covers the period following the end of the Money Letter system up to the release of the first Registered Letter Stamps.

The book is divided into several time-related sections for domestic Registered mail, the Pence period, followed by the Cents era, and then the Dominion period following Confederation in 1867. Separate sections illustrate international registered letters to the United Kingdom and to the United States of America. A truly unique cross-over cover, mailed on the last day of the money letter system and delivered on the first day of the registered mail system, which shows both a money letter and a registered handstamp, was shown in the Money Letter exhibit and is the initial cover in this book.

*Canada Registered Mail: The First Twenty Years (1855 - 1875)* has been printed, as have been all Exhibit Series books produced since October 2002, from computer scanned originals. Digital scanning provides better defined images and allows the exhibits to be reproduced in colour or black and white. It also ensures that a lasting copy of the original is on file for later use in a variety of formats.

**CANADIAN PARTICIPATION IN THE ANGLO-BOER WAR 1899 – 1902 (AND IN THE SOUTH AFRICAN CONSTABULARY, 1901 – 1906),**

Robinson, William G., 88 pages, 8.5 x 11, spiral bound, 2011. BNAPS Exhibit Series #1, Revised. ISBN: 978-1-897391-72-3 (Colour), 978-1-897391-73-0 (B&W). Published by the British North America Philatelic Society (BNAPS). Stock # B4h923.1.1 (Colour) - \$C62.00; B4h923.1 (Black & White) - \$C35.95

*Canadian Participation in the Anglo-Boer War* is a complete revision, with many added covers, of the first volume of the BNAPS Exhibit Series. The book is divided into eight chapters, one each for the First and Second Contingents that went overseas in 1900, Lord Strathcona's Horse which travelled in 1901, and the Third and Fourth Contingents which shipped out in 1902, as well as a chapter on the South African Constabulary, one on Canadians Serving in Irregular Units, and a brief final chapter about the Halifax Citadel Garrison and the Royal Review in Toronto in 1901. Illustrated are letters both to and from the Canadians, including several mailed en Route, i.e. at sea before the unit reached South Africa, and a cover from one of the four Canadian Army Nurses who served there. Many of the beautifully designed and printed patriotic covers are included.

First published in 1996 in photocopy form as Volume 1 in the BNAPS Exhibit Series this volume has now been reissued after BNAPS

was able to obtain the greatly expanded and updated exhibit and have it scanned in digital colour prior to it being shown for the last time at BNAPEX 2010 in Victoria, BC. Although he did not live to see the printed colour version, Bill was very pleased that his work was to receive the technical updating that was possible 15 years after the first publication.

**BRITISH COLUMBIA AND VANCOUVER ISLAND SUPPLEMENT – NUMERAL CANCELLATIONS;** John M. Wallace. 34 pages, 8.5 x 11, spiral bound, 2011. BNAPS Exhibit Series #52-Supplement. ISBN: 978-1-897391-74-7 (Colour), 978-1-897391-75-4 (B&W). Published by the British North America Philatelic Society (BNAPS). Stock # B4h923.52S.1 (Colour) - \$C23.95; B4h923.52S (Black & White) - \$C15.50.

Jack Wallace's award winning exhibit, British Columbia and Vancouver Island, was published as BNAPS Exhibit Series Book No. 52 in December 2008. Since then Jack has continued to work with his collection. At BNAPEX 2010 in Victoria, BC he displayed his two-frame exhibit of the Numeral Cancellations of British Columbia and Vancouver Island. In the interest of completeness BNAPS has decided to print these pages in limited quantities as a supplement to copies of the original book printed to date. If and when a new printing of the original book is required the supplement will be included under the same cover.

**THE ROYAL CANADIAN NAVY POSTAL HISTORY 1939 – 1945, SUPPLEMENT IV,** Maurice F. Hampson, 40 pages, 8.5 x 11, spiral bound, 2008. Published by the author. ISBN: 978-0-968674-62-8 (B&W). Stock # B4h340.6 \$C24.95

BNAPS has acquired all stock of the fourth and last supplement in Maurice Hampson's Royal Canadian Navy Postal History series. The new information was gathered by the author in the 2005-2008 period, before illness forced him to end his long term work. Among the sections in this instalment are a follow-up on Camp Norway in Nova Scotia, seven pages of DB/N censor numbers on covers, including illustrations of miscellaneous cancellations and markings found on them, and another seven pages showing the text on different official government envelopes and labels.

A rare cover addressed to a Wren at HMCS Coverdale is shown, as are two photos of RCN personnel saluting King George VI during the 1945 Royal Naval Review at Buckingham Palace. Details of 31 new miscellaneous covers are followed by a very interesting article on a DEMS (Defence of Empire Merchant Ships) gunner assigned to a merchant navy vessel, accompanied by a diagram of how war materials were stowed on the S.S. Algonquin Park for a voyage from Saint John, NB to Bombay and Calcutta, India.

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## SOCIETY NEWS

### FROM THE PRESIDENT

Confirmed bookings are starting to flow in for the Convention in September and several members have already agreed to give displays and a draft programme will be found below giving you a flavour the weeks activities. Ann has also been working on providing a varied programme for the partners and the programme gaps will be filled in by the time you receive this journal. Have you made your plans to come to Jersey and enjoy the fun? May I mention that prospective attendees should let me know of their intention to come earlier rather than later, as the cheap flights are snapped up by agents and consequently, the cost of travel gets dearer nearer the time of the Convention. Please see our website for more information on internal UK flights and a copy of the booking form, if the original has been mislaid.

As is explained in greater depth below, it has been found that it is not advisable to hold the auction during the Convention here in Jersey. Whilst this is regrettable, it is not

obligatory to do so and Colin will be able to conduct the usual autumn auction as a postal sale with closing shortly after the Convention. Some other philatelic activities will be arranged for the Saturday afternoon auction slot.

Our afternoon outings will cover both the east and the west of the island. It is hoped that we will include some special stops which will not be available to general holiday makers, as the locations are not open except on specific days. As a lot of you will be aware, the Channel Islands have been fought over by the French and Germans, all of which have left their mark. The islands were the only British soil occupied by the Nazi's in the last war and perhaps their fortifications and other constructions are the most obvious reminders. We are hoping to visit one or two of special interest. However, the coastline will probably be the most charming feature of the tours and if the weather is in our favour, the numerous bays will present excellent photo opportunities.

### **Draft Convention Programme:-**

#### **Wednesday 28th September**

1500hrs onward	Gather for tea/coffee and registration
1700hrs	Executive Committee Meeting
1830hrs	Dinner
2030hrs	Display – Transatlantic fines Partners – Origami
2200hrs	Study groups

#### **Thursday 29th September**

0730 – 0900hrs	Breakfast
0900hrs	Display t.b.a
0945hrs	Partners visit into town for Occupation Tapestry and shopping orientation
1030hrs	Coffee/ tea
1045hrs	Display t.b.a.
1200hrs	Optional light lunch
1330hrs	East of island coach tour
1830hrs	Dinner
2030hrs	Display – 1935 Pictorial Issue Partners – Red Work
2200hrs	Study Groups

#### **Friday 30th September**

0730 – 0900hrs	Breakfast
0845hrs	Fellows Meeting
0900hrs	Committee Meeting
0945hrs	E.G.M. – Rule Amendments
1000hrs	Tea/ Coffee
1015hrs	Members 16 sheet displays Partners – t.b.a.

1200hrs	Optional light lunch
1330hrs	West of island Coach tour
1830hrs	Dinner
2030hrs	Display – Yukon
	Partners t.b.a.
2200hrs	Study Groups

### **Saturday 1st October**

0730 – 0900hrs	Breakfast
0900hrs	A.G.M.
	Partners t.b.a.
1000hrs	Coffee/ tea
1015hrs	Competition entries – judges critique and viewing
1200hrs	Optional light lunch
1330hrs	Displays t.b.a.
1830hrs	Sherry reception
1930hrs	Banquet

### **Sunday 2nd October**

0730 – 0900hrs      Breakfast  
 Thereafter – fond farewells or continuation of holiday.

**Malcolm Newton**

### **FROM THE SECRETARY**

Members should note that an update to the Members Handbook Part 1 (Membership Listing) is enclosed with this issue of Maple Leaves. I would ask you to check your own entry and advise me of any updates that are required. In particular, members collecting interests tend to change over time and you may find these details are out of date. Part 2 of the Handbook will not be updated this year.

### **Annual General Meeting**

In accordance with Rule 20, notice is hereby given of the Society's Annual General Meeting to be held at the Hotel Ambassadeur, Jersey on Saturday 1st October 2011, commencing at 0900hrs. In accordance with Rule 18, nominations are sought for the President, Vice Presidents, Secretary and Treasurer. Nominations and any proposed amendments to the Rules, should be sent to the Secretary before 15th May 2010.

### **Fellowship**

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

- outstanding research in the Postal History and/or Philately of British North America or:
- outstanding service in the advancement of the interests of the Society.



Nominations are sought for submission to the Fellowship sub-committee in accordance with Fellowship Rule 2. Such nominations must be on a prescribed form, which is available from the Secretary, and must be submitted to the Secretary by 15th May 2011.

### **Founders Trophy**

This trophy, awarded only to members of the Society, is awarded by the Judging Committee for work considered by them to be the best subject of ORIGINAL or INTENSIVE RESEARCH in any branch of British North American Philately.

A nomination for the award, which must be proposed and seconded, may be submitted in writing to the Secretary by 15th May 2011.

### **John Wright**

#### **FROM THE AUCTION MANAGER - CONVENTION AUCTION**

As members are aware it has always been our tradition to hold a room auction at our annual Convention. This year's Convention was not going to be any different and the auction was scheduled for 1st October in Jersey.

Being there was a need to transport the lots from the UK to Jersey both our President, Malcolm Newton and Auction Manager, Colin Lewis sought advice from the two Customs authorities on the implications of importing the lots, selling material in the sale and exporting the unsold and mail purchaser's material back to the UK.

The result of our enquiries threw up a number of barriers and obstacles. In the first instance the Jersey Customs required us to charge a tax of 5% on every lot sold to room buyers. Secondly they required a deposit of 5% of the total value of the material imported into Jersey. The latter would be refunded, subject to the value of the material returned to UK, less the value sold. The 5% duty collected on the sold lots would need to balance against this calculation for the refund to be made.

UK Customs were less stringent but did require a number of temporary export forms to be completed. They would have been satisfied with a copy of the auction catalogue and details of what material had been sold. Material sold in Jersey would be subject to duty when brought back into the UK and this would normally be at a 5% rate.

The Executive Committee has concluded that the imposition of such onerous responsibilities on the Auction Manager, the imposition of the double duties and deposit required plus the imposition of Jersey taxes on room buyers, makes the holding of a room auction out of the question.

The auction will still take place, but it will be another mail sale with a closing date of 8th October 2011. The auction catalogues will be distributed with the July edition of Maple Leaves and members are encouraged to request scans early as there will be no facilities for sending scans during Convention week.

### **Colin Lewis**

# Charles G. Firby

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