



Maple Leaves

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

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EDITORIAL



I am writing this Editorial having just returned from the London 2015 International Stamp Exhibition. For those of us in the UK this is a once in five years opportunity to view some of the most outstanding philatelic material in the world. In amongst the earliest recorded letter in the world (from 1190), more penny black first day covers than I had imagined could exist and the famous and unique 3 skilling error of colour stamp from Sweden, it was nice to see some world class displays from our own members. My congratulations go to Colin Banfield, Brian Stalker, Colin Lewis, Joachim Frank and Peter Motson who all had superb material on show in the main exhibition. For more details see the *Palmares* on page 176. It was also a pleasure to meet several of our members there – on both sides of the dealers booths!

This edition of *Maple Leaves* contains a couple of inserts, namely; the index for Volume 33 for those of you who like to bind your journals and also the annual reminder about Subscriptions which become due on 1st October. Subscription rates are unchanged from last year (and even a bit lower for those of you paying in \$US given the exchange rate movements) – please see pages 152 and 178 for full details.

The deadline is fast approaching for getting in your booking forms for this years' Convention which will be held in Carlisle between 28th September and 2nd October (our first experiment with a midweek event). The deadline for the special Convention rates is **31st July** so if you have not already booked get your forms or details in to John Hillson quickly! Full information on the event can be found in the April issue of *Maple Leaves* and on the Society website.






By the time this issue reaches most of you, or shortly thereafter, the Convention Auction catalogue should be available on the website. As usual we will have photos of all small lots and most of the larger lots there too. If you can't easily access the website and would like a paper copy of the catalogue (without photos) please contact me and I can print one off for you and mail it out. The sale contains a very wide range of material with lots estimated from £3 up to £2500 – so something for all pockets! A lot more details can be found on page 178 and, of course, on the website. The sale is open to all members and lots can be paid for either with a sterling cheque or by PAYPAL so take a look – that elusive item you have been hunting for may just be there and, of course, there is NO BUYERS PREMIUM in our sales.

Once again, the Editorial cupboard is looking a little bare so I would ask all readers to try and submit something for the rest of us to read. It can be long or short just as long as it is about BNA philately - I will even correct the spelling and grammar for you (or sometimes introduce some mistakes of my own!)

Finally may I thank our members and in particular our advertisers for their forbearance whilst we fine tune the printing settings with our new printers. The colour reproduction in the April issue was certainly better than our first attempt in January but a couple of the adverts were still not quite right. Hopefully it is third time lucky in this issue!





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REDIRECTED MAIL

John Watson



Fig 1

Figure 1 above looks very impressive, but it is a wrong'n; not in the sense that it is in any way bogus or displays a wrong rate payment from Canada, but simply because the added Danish stamp for redirection to Sweden is totally unnecessary. This article attempts to explain and illustrate what is a basically simple rule, but which contains many twists depending on the circumstances in which it is applied. I have also tried to show some interesting usages and destinations to give as wide an interest base as possible.

The rules concerning redirection of mail are universal, not just Canadian internal rules, and are stated clearly in the 1912 Canada Official Postal Guide:

“Redirected letters are not liable to any additional postage, if handed back to the post office with a changed address at the moment of delivery or as soon as possible thereafter, provided always the change of address does not require the letter to be sent to any place to which the postage rate is higher than was at first payable.”

So figure 1 is incorrect because the rate to Sweden was, and still is, the same as the rate to Denmark and so no additional postage was required. The number of different ways that the postage rate was constant between the original address and the forwarding address, and the types of mail that were classed as “letters” under the interpretation of this rule are illustrated in the group of nine covers that follow in this article.





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Figure 2 below shows a very simple example of redirected domestic mail. It is an OHMS envelope bearing two 4 cent stamps, sent to Trail BC in 1952 and paying the 4 cent first ounce and 2 x 2 cents for a further 2 ounces. It was promptly redirected to Vancouver BC and transmitted at no extra cost. The more remarkable aspect of this cover is that it is franked with a pair of official stamps, the top one of which has a misplaced G overprint. However the lower stamp is missing the overprint. The lower stamp missed being cancelled both by the original Nelson cds and also by the Trail cds, so a second double ringed Trail canceller was used to cancel the lower stamp - this makes it appear that the second stamp has been added at Trail, but I have looked at this cover under high magnification and unless somebody found a perfectly matched perforation and took extreme care to stick it on the envelope perfectly aligned with the top stamp, I am convinced that this is a joined pair of stamps.

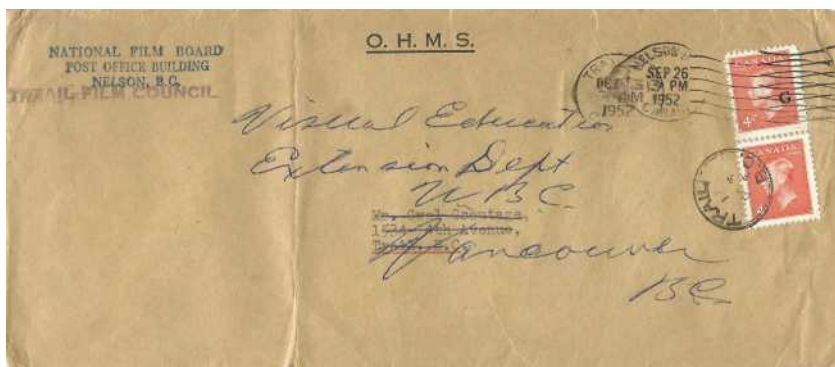


Fig 2

Figure 3 shows a 1924 registered cover paying 10 cents registration, plus 2 x 3 cents Empire first class rate and 1 cent war tax. It was originally addressed to England and redirected to Ireland. Even though the Republic of Ireland was not in the British Empire at this time it was still allowed the same preferential rate. This cover also shows that registered mail could be redirected.

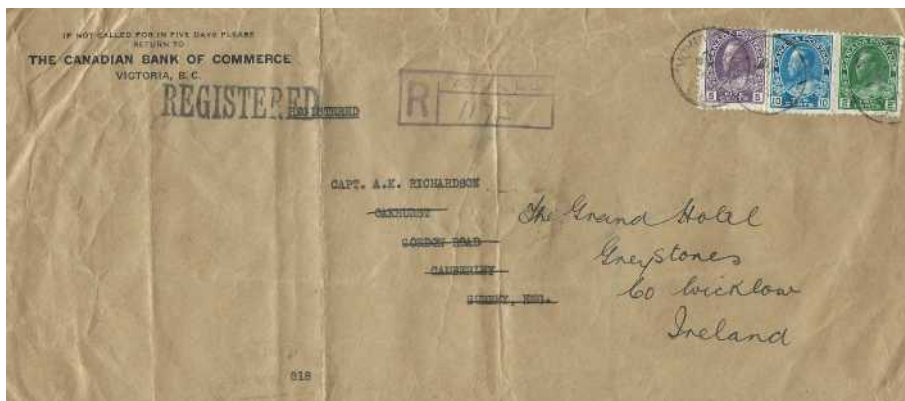


Fig 3





Figure 4 is a well travelled cover to three different countries - initially sent to Hong Kong in 1911 then redirected to The Philippines, and from there on to Thomas Cook and Son in Shanghai, China. It was franked with a 2 cent Edward, paying the Empire rate to Hong Kong. It did not need extra postage when redirected to Manila because The Philippines were at that time a USA possession and the letter rate was at the same rate as for letters to the USA (that is 2 cents per ounce). When it was redirected to China it did not need extra postage either because Shanghai was a Treaty Port and had the same preferential rate as the Empire countries.



Fig 4

Figure 5 shows a post card mailed in 1904 to St Helena in the South Atlantic. The post card rate to anywhere in the world (other than Canada, USA and Mexico) was 2 cents, so when it was redirected to Ascension it did not need extra payment. I have included this cover because it demonstrates that, as far as redirection was concerned, a post card was classed as a letter.



Fig 5





Another type of mail is shown in figure 6. Here we have an unsealed letter addressed to England and paid 2 cents - for up to two ounces third class matter to UPU countries in 1929. It was redirected to Mallorca in The Balearic Isles (part of Spain, also entitled to UPU third class rates), so once again there was no need for extra payment. This item shows that like post cards, third class mail was also classed as a letter for the purposes of redirection.



Fig 6

The next pair of covers (figures 7 and 8) show mail redirected into Canada under circumstances already discussed. They are respectively third class and first class mail from Britain sent to Tientsin (another Treaty Port in China) which was the same postal rate from Britain as the postal rate to Canada, hence no charge for redirection.



Fig 7



Fig 8





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Figure 9 is a very simple interpretation of the rules. It is a letter sent from the Ivory Coast to Canada at the UPU first class letter rate and redirected to the USA also at the UPU first class letter rate (it is the rate from dispatching country to receiving country which matters, not the rate from intermediate country to receiving country - a subject which will be developed later).



Fig 9

Sometimes the rate to the final destination country is lower than the rate to the original destination. Obviously there was no charge for redirection but, sadly, there was no refund either! Figure 10 illustrates an example of this. It shows a 1965 airmail cover to Mexico at the then current rate of 10 cents, redirected to the USA which in 1965 only cost 8 cents.



Fig 10



So that illustrates some of the different ways the rule applies on mail out of, into and through Canada which did not require additional payment. What of mail that did? The rule continues as follows:

“In the case of an article re-directed to an address requiring a higher rate of postage than its first address, additional postage must either be prepaid when the letter is re-directed or collected on delivery. Only the simple deficiency in pre-payment is to be rated or collected, the deficiency in this case not being doubled. After the amount in each case has been collected from the addressee, postage due stamps to the amount collected are to be affixed to the letter and cancelled by the Postmaster.”

This seems a very straightforward rule, but as will be seen from the following items the different ways in which payment at a higher rate was necessary were quite varied and, needless to say, it wasn't always correctly complied with.

Figure 11 demonstrates the rule applied correctly, being a letter to a local address and correctly paid at the local or drop letter rate of 1 cent. It was redirected out of the postal area which now meant that it was a forward letter and subject to a postal rate of 2 cents. It was rated 1 on arrival at its new destination, being the simple deficiency in postage, a 1 cent postage due stamp was applied and cancelled by the Postmaster - all by the book.



Fig 11

Superficially, figure 12, opposite, looks very similar to the previous item, mail addressed locally and redirected out of the area. However, this piece of mail is a post card and the price of sending a post card was at this time 1 cent within Canada, no matter whether it was local or to the other end of Canada. What I like about postal history is that we will never know for sure what the intention was of the person who redirected this card all those years ago, but what we do know is that by adding a 1 cent stamp to the card, they effectively upgraded it to a letter.





Fig 12

Figure 13 shows an example of a letter sent at the 2 cent Empire Preferred rate to the UK. It was redirected to Italy, which required the UPU rate of 5 cents. A 1 penny and a ½ penny UK stamp were added (½ penny being the equivalent at that time of 1 cent) to make up the 3 cent deficit.



Fig 13

The next two illustrations also show preferred rates being upgraded, but are much less common examples than the UK to Continental Europe route. The first (figure 14 overleaf) is a 1912 letter to the USA when the letter rate was the same to America as it was domestically - that is 2 cents. This letter was firstly redirected within the States so no extra fee was required, but it was then redirected to Peru so, once again, the UPU fee of 5 cents applied. A 3 cent USA stamp was affixed to make up the deficit and the letter was sent on to Peru. The story doesn't quite end there, though, because the letter was redirected within Peru, but no further payment was necessary because the full UPU rate





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had already been paid. The second (figure 15) is also a letter to the USA, this time in 1920 when, with the introduction of war tax in 1915, the letter rate had gone up to 3 cents. This letter was redirected to Belgium where the rate was still 5 cents. That means, of course, that this letter had a deficit of 2 cents. However, the person who sent this



Fig 14



Fig 15

letter on to Belgium made the very common mistake of adding the whole of the 5 cents UPU fee.

The following two examples (shown overleaf) illustrate rather unusual reasons for upgrading redirected mail. Figure 16 shows a free franked letter to the USA, redirected to a different addressee also in California. The full domestic US postage has been applied. Figure 17 is a letter from the UK to the USA, carried into Canada and redirected back to America. Once again the full Canada - USA postage has been applied. It could be argued that these are actually re-mailed rather than redirected, but the ruling of the 1917 postal guide states "Correspondence of all kinds ... which, being wrongly or insufficiently addressed, is returned to the senders in order that they may rectify or complete the address, is not, when posted with the address rectified or completed, regarded as redirected correspondence, but as being really fresh correspondence; and it is consequently liable to fresh postage". Since neither of these letters





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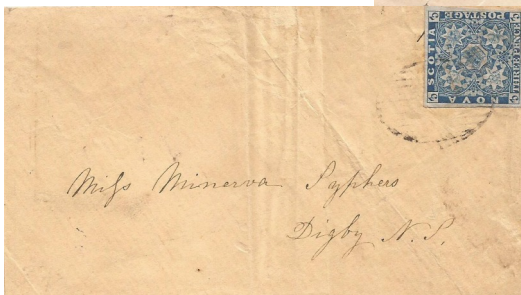
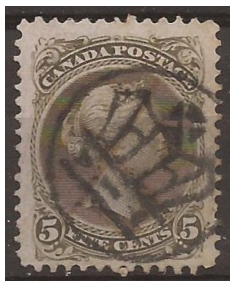
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have been returned, technically they must be regarded as redirected. However, the normal rules of redirection probably wouldn't apply, and were certainly not applied in either case.

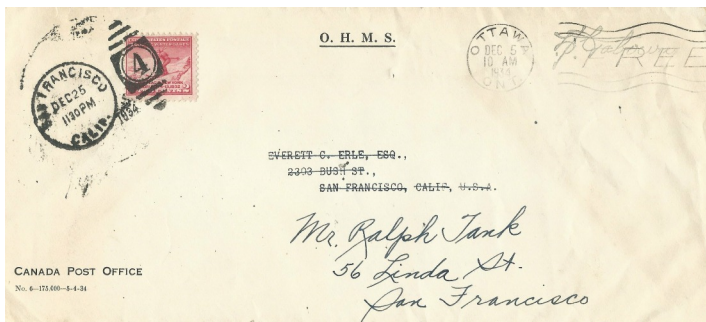


Fig 16



Fig 17

The following four examples (see overleaf) show incoming mail sent on from Canada to destinations requiring a higher rate of postage. Figure 18 shows a letter to Canada from the UK dated 1916. It is paid at the correct Empire rate of 1 penny, but in 1915 Canada had imposed a War Tax of one cent on domestic letter rates so when this was redirected to the USA it required an extra cent for the tax. Unfortunately the person who reposted it added the whole 2 cents + 1 cent tax, thus overpaying by 2 cents. Figures 19 and 20 show third class mail from the USA in 1923, initially paid at the domestic rate of 1 cent (permissible under agreement between the Canadian and American post offices). Upon redirection to England the rate changed to the current UPU charge for third class mail, which was 2 cents. In the first example the full 2 cents was erroneously added, but by the time the second card arrived the interim addressee (it's a box number so I guess it would be a postal worker who dealt with it) had realised that only the deficiency was required and only a 1 cent stamp was added. Figure 21 shows a 1949 airmail letter from the USA franked 6 cents, the correct rate for domestic and USA





Fig 18



Fig 19



Fig 20

airmail. Redirected to Holland, it now became liable for the European group of airmail rates - 15 cents - and had 9 cents added to make up the deficiency.

The next three examples have been bracketed together because they all show roughly the same requirement in terms of added postage, but all fail in some way to provide it.



Fig 21

The first (figure 22 below) is an Empire rate letter to England, correctly paid 2 cents + 1 cent war tax on letters to The British Empire. Redirected to France it was now liable for the 5 cent UPU rate applicable at the time of mailing, so required an additional 2 cents or 1 penny sterling. However, only a ½ penny stamp was added. In France a blue crayon 222 was added - I assume that this is some kind of postage due marking, though not conforming to any figure I have seen before. There is no evidence of postage due having been collected, but this is not unusual. Figure 23, overleaf, is an airmail letter to England correctly paid 7 cents. The addressee had moved on to France and the letter was redirected to a Poste Restante in Cannes, with a 1 penny British stamp added. The airmail rate to most mainland European countries was 15 cents from 1 March 1931, so as an airmail item it was 8 cents underpaid. However jusqu'a marks had been applied on leaving North America because onward transmission was by sea at this time, so it is



Fig 22



Fig 23

quite possible that this was now regarded as a surface rate item in which case it was liable to a 1 cent or ½ penny top up to make it up to the 8 cent UPU surface rate. In fact a 1 penny stamp was added, an overpayment of ½d - so whichever way you look at it this cover it was wrongly franked. It still got to France, though! (Cannes backstamp).

Figure 24 below, is an airmail letter from the same period (a few days later in early April 1931) to the same addressee as the previous letter. This time she had obviously used Canada House in London as a forwarding address and the letter was duly redirected there - no problem as this, obviously, was the same rate. However, from Canada House the letter was redirected to Italy and so all the if's and but's of the previous cover apply to this letter (apart from there being no jusqu'a marks - a mere trifle). This time though,

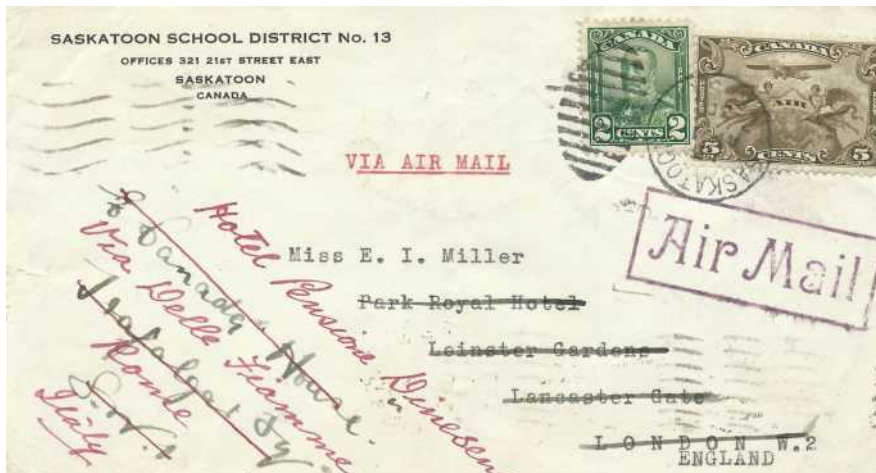


Fig 24





no additional postage was added but the letter was still delivered to Italy (Rome backstamp).

Finally in this section, figure 25 is an earlier letter to England redirected to mainland Europe, but this time no extra postage was added. The letter is 3 cents short - the difference between 2 cents Empire rate and 5 cents UPU rate in 1909. On arrival in Rotterdam (the first attempt to deliver the letter) a 7½ cent Dutch postage due stamp was added and postmarked Rotterdam. This was a correct charge for the single deficiency as 2½ centimes was the Dutch equivalent of 1 cent Canadian at this time. In Rotterdam the letter was once again redirected to Amsterdam, and here a second 7½ cent stamp was applied and cancelled. I'm not sure whether the first Dutch addressee reclaimed the extra postage or whether the second simply refused to pay it, but I'm sure it shouldn't have been claimed twice. At any rate the letter was refused in Amsterdam (Inconnu and rebut hand stamps) and the letter was presumably returned to Canada. No further postage due was indicated in Canada.



Fig 25

Now how about mail that was sent short paid in the first place? Well the postage due had to be paid somewhere, but circumstances seem to dictate where and by whom. Figure 26, overleaf, is quite complicated and what follows is my interpretation, but I am not on sure ground with this cover so welcome any challenge, especially from anyone with any knowledge of Czech postage stamps and/or postage rates for this period. What is certain is that this cover was sent from Montreal in October 1926 to Europe. It is a 2 cent postal stationery envelope with no additional franking and therefore underpaid the current UPU rate of 8 cents by 6 cents. It received a pencilled T/38 which was the reduced Canadian charge equivalent to 12 cents Canadian (double 6 cent deficiency for short paid mail). Now it starts getting complicated; it was incompletely addressed to Nurnberg, Saaz and intended for Germany, but was sent to Zatec, also known as Saaz in Czechoslovakia. A Czech stamp was added (to pay for the postage due? Or as I





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suspect, a payment at the UPU rate from Czechoslovakia to Germany?). An umlaut was added in red to Nurnberg and Saaz was crossed out. In the same red crayon an address in Nurnberg was written, complete with street and number (How did they know? Was this a regular mistake?). There is no Nurnberg receiver, but I assume it got there because there are two faint boxed “nachgebuhrt” similar to that on the cover shown in figure 30, and which I believe roughly translates as postage owing. A large 15T has been added in blue crayon, so presumably there was still some postage required. A long winded explanation and not very conclusive, but it shows, at least that the various post offices were determined that someone was going to pay for the underpayment!



Fig 26

Figures 27 and 28 opposite show the front and back of a cover with an equally eventful journey through the world’s postal systems, but this one can be more easily explained. Sent to Taiwan, it was underpaid 1 cent and marked T/10 double deficiency. It was addressed to a box number but annotated “kindly forward if not there”. However it was refused and marked “return to/retournez a”. A Taiwan postage due stamp was applied and the letter duly returned. On arrival back in Canada the return address was scribbled out and a new address in America was indicated, so off the letter went again. This time I think it was regarded as a re-mailing as it was assessed 5 cents due, which was the full postal rate for a first class letter to the USA. A US 5 cent postage due stamp was affixed and presumably paid for by the original sender.

Figure 29 opposite shows a postcard to England short paid 1 cent. It was handstamped 1d (partly under the left hand postage due stamp), but no British postage due stamps were applied. The card was redirected back to an address in Canada. At some point, either before leaving Canada or on its return, it was handstamped ‘2’. On its return to Canada it was assessed liable to postage due and 2 x 1 cent postage due stamps were applied. There is a July 9 10.15AM London receiver and a July 9 2PM London dispatching cancel, and it looks as though the 1d has been scribbled out, so I speculate that the new Canadian address was written out in the presence of the delivering postal delivery man in London and handed straight back to him with no payment of the postage due.





Fig 27



Fig 28



Fig 29

This also seems to be the case with the letter shown in figure 30 below. Here an 8 cent UPU letter was under paid 5 cents. It has a blue crayon T/31, the Canadian reduced UPU charge equivalent to 10 cents, being double the deficiency. It also has a blue crayon 25. I can't explain why the supposedly Canadian tax mark T/31 and the supposedly German tax mark 25 seem to be written in the same crayon, nor why one says 31 and the other says 25. I have seen mail to Germany marked T/13 in Canada and rounded to 15 in Germany, but one would have expected T/31 to have been rounded to 30. In any event the letter received the "nachgebuhrt" handstamp mentioned in the discussion of figure 26, but this appears to have been crossed out and the letter was redirected to England, where there was no postage due levied because, since the abolition of war tax in 1926, this letter was correctly paid 3 cents Empire rate.



Fig 30

The following two letters were both redirected in similar circumstances, but received totally different treatment. It has been well documented that for most of World War 1, Canadian soldiers' mail was free, but that the Canadian Post Office franked it on receipt in Canada - at the time of these covers, 2 cents for post cards and drop letters and 3 cents for forward first class mail. On arrival in Canada, the letters in figures 31 and 32 overleaf were both franked 2 cents, having local addresses within the receiving offices of Quebec and Vancouver respectively. The Quebec letter was redirected out of the local area to Montreal. Strictly speaking, the Canadian Post Office should have applied a 1 cent stamp to make up the difference in postage, but they didn't bother, just sent it on with no extra charge to the redirector. The letter to Vancouver, on the other hand, was charged to the redirector because this one was redirected to the USA. Initially franked with a 2 cents stamp and postmarked 15 March 1916, it was readdressed and had a 1 cent stamp added and postmarked 16 March 1916. This was because Canadian soldiers' mail was free to Canada, but had to be paid for on mail to America. The Canada Post Office was happy enough to pay for the letter as far as Vancouver, but the



Fig 31



Fig 32

difference to make the letter up to a first class forward letter had to be paid for. Of course, there is no real way of telling who actually paid for the 1 cent stamp, but as I have explained it is what should have happened.

To finish off I show two covers which show that it wasn't just the public who weren't sure of the rules. These are mistakes made by postal workers. In figure 33 opposite an air letter sheet was sent to England in 1951 at the correct rate of 10 cents. It was redirected to Holland. At this time the air letter sheet rate to Holland was 15 cents so it was 5 cents short. The exchange rate at this time was 1 cent Canadian = 4 centimes so to pay the deficiency should have been 20 centimes, but it was charged at double the deficiency, 40 centimes. The letter shown in figure 34 is another example of the drop letter being redirected out of the local area. It was initially correctly rated at 1 cent to make up to the forward first class rate, but subsequently changed to 2 cents double deficiency - in this case it makes no difference that the letter was redirected to America as the postage was the same as that to Canada. There is nothing to show how much postage due was actually collected in California.





Fig 33



Fig 34

There has been a fair amount of speculation in this article, largely because interpretation of people's intentions, and knowing who actually paid for what is always going to be a less than exact science, and if anybody knows for sure that any of my interpretations are incorrect then please feel free to give your alternative view.



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ADMIRAL 2 CENT THIN PAPER – ONE ANSWER BUT MANY QUESTIONS

Graham Searle *FCPS*

One of things that has always fascinated me about the Canadian Admiral series of stamps is that despite it being one of the most widely collected and studied stamp issues of the 20th century, we are still, some 100 years on, finding out new things about it. It would be tempting to imagine that the massive tomes produced by Reiche (1) and Marler (2) provided the 'last word' on this issue but every year or two something turns up that casts new light on things or raises new questions.

The so-called 'thin paper' varieties found on the 2 cent green and 5 cent violet values have been well known since the 1920's. For many years this paper was referred to as 'thin experimental' paper (Jarrett appears to have been responsible for this (3)). This term proved to be a misnomer on two counts as there is no evidence of any experiment and the paper in question is not even particularly thin. It does, however, display a very characteristic grain, readily visible when the stamp is held up to the light or viewed from the back and this leads one to believe that the paper is thin (in much the same way as the first printings of the Large Queen stamps appear to be on thin paper as the grain is clearly visible from the back when in fact the paper thickness is fairly average for the issue). Some of the contemporary postage due stamps can also be found on this same paper. At least two other Admiral values occur on 'thin' paper; the 1 cent green and the 7 cent red-brown, but in both of these cases it is generally accepted that whilst the paper in question is thin is it not the same as that found on the 2 cent and 5 cent values and the postage dues.

Examination of plate material and dated copies on this 'thin experimental' paper lead Marler to conclude that the paper dated from late 1924. In response to a letter from Marler regarding the origin of the thin paper varieties, officials at the Post Office Department replied as follows:-

The is no official record of the 2 cent green and 5 cent violet stamps having been printed on thin paper, and the existence of these stamps appears to be due to a small quantity of stock being furnished to the Canadian Bank Note Company by the paper manufacturers which was not up to specifications, although the stamps have frequently been described unofficially as 'experimental printings'

So far, so good. However, there has always been a problem with Marler's analysis of the 2 cent green value on thin paper. He, and Reiche, concluded from their examinations of plate material that this value was printed on the thin paper from plates 181 to 186 and dated from September 1924 onward. However, collectors of Admiral lathework have subsequently discovered examples of this value on the thin paper with both lathework type D and type D inverted (you will find both these types listed in the Unitrade





catalogue) and this implies that stamps from other plates must have been printed on this paper. Plates 182 to 186 had no lathework. Plate 181 did have lathework type D but none of the plates Marler identified had lathework type D inverted.

It was as recently as 2009 that the solution (or part of it) to this problem first came to light. The Firby sale of April 2009 included a lot of the 2 cent green on thin paper in a plate imprint strip from plate 167 (4). This same strip was sold again recently in the Brigham sale of March 2015 and is shown below. There is no question that the paper used to print these stamps from plate 167 is the 'thin experimental' paper and as plate



167 had lathework type D inverted this strip also provides evidence of at least one source for such a lathework variety.

However, as happens so often with the Admirals, the answer to one question merely throws up a number of others. Plate 167 of the 2 cent green was laid down in 1921, some three years earlier than all the other 'thin paper' plates. Does this suggest that the 'thin' paper had been provided to the printers earlier or on two separate occasions? Or was plate 167 put back into use in late 1924 to cover some emergency – at just the time that this paper was being used? It also raises the question of why the 'thin' paper variety only exists on some of the stamp values current in 1924. Clearly, other values were being printed in the same time frame that plates 181 – 186 of the 2 cent green and plates 21 and 22 of the 5 cent violet were in use but whilst the 2 cent and 5 cent stamps appear on this paper, values such as the 1 cent yellow and 3 cent red do not (or at least no-one has yet found one!)

I am hopeful that our many Admiral 'experts' will, one day, find the answers to all these questions as well.

References:-

1. The Admirals of 1911 – 1925 by Hans Reiche 1965.
2. The Admirals Issue of Canada by George C. Marler, APS 1982
3. Ibid page 331.
4. The Admirals Log (BNAPS Study Group Newsletter) Vol 12, No 1 Dec 2010,





WINNIPEG DOUBLE CIRCLE DEAD LETTER OFFICE HANDSTAMP #1

Gary Steele

Collectors tend to gravitate toward different stamp and postal history collections for a variety of reasons. I like Dead Letter Office (DLO) covers because almost all of them tell a good story. The

District Superintendent of Postal Service
D.L.O.
Nov 19 1929
1
Winnipeg, Man.

study of DLO markings is still a subject in the maturing stage. Even though they have been in use for over 140 years, there are still new items to be found.

Last year I obtained my first example of a “Winnipeg District Superintendent of Postal Service / D.L.O. (#)2” double circle handstamp. The circles are 37 & 27 mm in diameter. The Winnipeg (#)2 and (#)4 double circle DLO handstamps were proofed on 4 December 1924 and 7 November 1924 respectively. They appear to be a rubber handstamp as the inside circles are usually irregular. However, until the actual hammer device is found, if ever, this is not concrete. Although it made sense, at the time it did not occur to me that (#)1 and (#)3 devices might exist as none had been reported, nor were there proof strikes of either, and only two examples of the (#)2 hammer had by then surfaced. Note that these are not “Barrel” handstamps. Barrel Cancels, in service between 1955 and 1962, used a device called a ‘Barrel Assembly’ with five different wheels. See Robert Smith’s book *Canada’s Barrel Postmarks*.

Always surprised by new postal history material popping up, I then came across the “Winnipeg District Superintendent of Postal Service / D.L.O. (#)1” double circle handstamp shown in the accompanying figures. The letters in the upper half of the outer circle and in the centre are sans-serif, those in the lower half of the outer circle are serified. Lettering is upper and lower case as required, except for the “D.L.O.” which is all upper case, as is normal for the acronym of Dead Letter Office.

The 3¢ postal stationery envelope (shown on page 157), postmarked at Winnipeg, Man. on 7 August 1929, paid the first class letter rate to Ocean Grove, N.J. The machine cancel on the reverse shows it was received in Ocean Grove on 10 Aug 1929. The original address was crossed out and the cover was redirected in pencil to **201 E24 W./ NYC**. Held somewhere for over for two months, the cover was then returned to the “MADISON SQ(uare) STA(tion)” on 9 Oct 1929, leaving there on 9 Oct 1929 for delivery to the New York Dead Letter Office. There it was opened to determine the sender’s information and delayed again until 14 Nov 1929, dated by a “NEW YORK N.Y. DEAD LETTER OFFICE” handstamp, then forwarded to the Winnipeg Dead Letter Office, where it was received on 19 Nov 1929. Because the letter would have been returned to the sender in a Dead Letter Office Return envelope (Ambulance cover),





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no additional information about the addressee or any other DLO handstamps used are known.



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STREET CANCELS AND EVEN A STREET POST OFFICE

Graham Searle FCPS

Over the course of the last five years we have illustrated literally hundreds of Street Cancels in *Maple Leaves*. However, thanks to our friends who produce the BC Postal History Newsletter (*I*), I can now show our readers a picture of one of the actual Street Post Offices.



This picture of the Janes Road Post Office in Vancouver would have been taken around 1911. The Janes Road post office and grocery was run by William Janes at the corner of 41st Ave and Nanaimo Street. The office was opened in 1910 and became a sub-office of Vancouver in 1918 (if you are hunting on Google Maps, note that Janes Road no longer exists!). The family patriarch, Thomas John Janes (1855 – 1926), was a pioneer settler in South Vancouver. He was born in Cornwall and moved to British Columbia in 1883, first working as a butcher in Granville (Gastown) and later running an early stage coach service between Vancouver and New Westminster.

The picture will be quite typical of many of the early Street offices which were housed within grocers, tobacconists and other retail outlets.





Just so the cancel collectors amongst you don't feel left out by this drift off into social history, I can also illustrate one of the rarer Montreal cancels which I was unable to find a picture of in my earlier articles. This is the cancel from Roy Street – shown below.



References:-

1. The picture and details about Janes Road Post Office are reproduced from the BC Postal History Newsletter # 93, page 856.

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NEWFOUNDLAND'S SOUTH COAST MAILS 1892 – 1895: S.S. Havana and S.S. St Pierre

David Piercey *FRPSC*

This article discusses two steamers, both out of home port in Halifax Nova Scotia, which provided mail, freight and passenger service for a brief period during the 1890's from Placentia, Newfoundland. Travelling Newfoundland's south coast to Channel, and then across the Gulf of St. Lawrence to Halifax, each of these two steamers, the SS *Havana* and the SS *St. Pierre*, operating independently, provided enhanced communication between the south coast of Newfoundland and Halifax, bolstering trade between the island Colony and Nova Scotia.

Although mentioned briefly in Pratt's 1985 opus "The Nineteenth Century Postal History of Newfoundland", each of their short histories can be expanded upon through recourse to newspaper accounts of the day, primarily in the St. John's daily newspaper, the *Evening Telegram*, and a more complete story can now be told (1).

In May of 1891 the residents of Placentia Bay and the south coast petitioned the government of Newfoundland to extend the sailings of the SS *Harlaw* from its route along the west coast also east to Placentia for the benefit of their herring trade, especially with Halifax, where the prices paid for their fish were higher than received in St. John's. The firm of Pickford and Black of Halifax, the operators of the *Harlaw*, then wrote to the government of Newfoundland, suggesting they could provide a fortnightly service with a boat similar to the *Harlaw*, for an annual subsidy of \$4000. After much discussion and due consideration, a contract was approved with Pickford and Black, with the vessel supplied then to be their newly purchased SS *Havana*.

Built in 1890 by E. Churchill and Sons, Hantsport Nova Scotia, the *Havana* was a wooden vessel of 245 tons nett, in fact somewhat larger than the *Harlaw*, and with a capacity of 4000 barrels of cargo and 40 passengers in total between saloon and steerage.(2) With publication announcing this new service came an entreaty from the *Telegram* - "We ask the postal authorities to waste no time in arranging to have our mails come by this shortest and most direct route"(3)

Like other steamship subsidies of the day, the annual subsidy for the services of the *Havana* was provided as a general subsidy to Pickford and Black to conduct freight and passenger service for the south coast with Halifax. The subsidy Pickford and Black were to receive for the *Havana* was reportedly to be \$4000 in the 1892 year of service (4). In 1893 it was then indicated as being \$5000/year (5). The possibility of using this service also to carry the mails was a beneficial and important supplemental consequence, at least for the few mail trips that then resulted.





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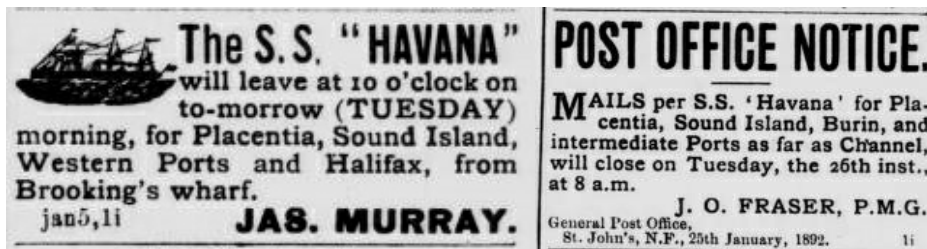
The Postmaster General, J.O. Fraser, took his earliest opportunity to plan to convey mail off-island by the *Havana*, making such an announcement in the *Evening Telegram* of 24 December 1891 [see figure 1].



The first trip by the *Havana* then occurred in January 1892. Leaving from Halifax on 9 January under the command of Captain R. Pike, she sailed to Channel, where she was detained by fog for a day, then left on Wednesday 13 January for Placentia and intermediate ports, and on to St. John's (to show off the vessel) where she arrived 22 January, after again being detained several days more by heavy fog along the coastline.

Fig 1

The Post Office took this opportunity to send a mail to south coast ports as far as Channel on her return trip from St. John's, on 26 January 1892 [see figures 2 and 3].



Figs 2 and 3

Indications are this first trip to Newfoundland was not a resounding success, as “in spite of the unfavourable impression she left here on her first trip” (6), it “seems that the owners of the SS *Havana* have reconsidered their plans and decided to send her on another trip to these shores” (7).

She then returned to Placentia on 3 March, 8 April (after being held up in the ice at Sydney for two weeks) and 3 May (after a three-week lay-up in Halifax for general inspection). However, it is likely she was not used to carry mails on these occasions, as she was awaiting government acceptance “for mail service on the South Coast upon certification by Government Surveyor of Shipping” (8), which was not then formally ratified by the government until 21 December 1892, and after significant refitting of the vessel had occurred. In fact, the *Havana* also reappeared in Newfoundland in July





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1892, bringing relief supplies to St. John's after the great fire of 8 July 1892; Pickford and Black having given use of the *Havana* free of charge to bring relief, though she had been under charter to the West Indies at the time.

The *Havana* then once again recommenced its contracted mail service, sailing from Halifax on 8 November 1892.

Fraser, however, in his Annual Report, notes that service began on 7 December 1892:

Steamship Havana This steamer was subsidized by the Government to convey mails between Halifax and Newfoundland, connecting at Channel, and thence to Placentia, calling at Rose Blanche, La Poile, Burgeo, Gaultois, Harbor Briton, Grand Bank, Fortune, St. Lawrence, Burin, and another two ports in Placentia Bay. The service was commenced on the 26th January, but the *Havana* requiring further fittings, was withdrawn until the 7th of December, when the regular service was commenced, which is intended to be fortnightly, winter months inclusive. This steamer supplies the missing link in the mail service on the southwest coast. (9)

It is unclear to this writer why the discrepancy in the two reported dates of resumption exists.

In 1893, various Post Office Notices indicate the *Havana* once again carried mails to western ports. I note such notices posted on 11 January [see fig 4], 25 January, 9 February, 23 March, 28 April, and 11 May in the *Evening Telegram*, and there may have been a few other trips I have failed to notice.

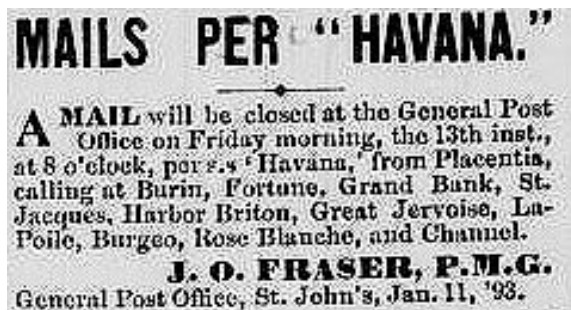


Fig 4

Each of these notices or announcements reads as if the service was only intended for mail to destinations along the southern coast to ports as far west as Channel. Certainly there was a sworn postal officer, the ship's purser William Montionguette, paid \$15 in 1893 (i.e., for a partial year) for his services, and likely employed for mail collection and distribution along the route.

None of the announcements indicate that mails to Canada, the United States, or even Great Britain were also to be carried by the *Havana* (as the 24 December 1891 Post Office Notice had indicated would occur), though this would still seem to have been a possibility should the *Havana* have been expected to pick up mails en route.





On the evening of 14 May 1893, while sailing from Placentia to Channel with the south coast mails, the *Havana* was wrecked on the rocks in Burgeo Harbour. According to Captain Delaney, who arrived there on his Coastal West route in the *Grand Lake* a few days later (10), the *Havana* while making for the wharf, had its propeller entangled in a rope from a schooner, and as the tide was receding fell over and grounded on the rocks, where she then lay on her side until the next incoming tide gradually filled the vessel with water. While the mails were safely offloaded, the ship was presumably lost as I have been unable to find any further mention of service by the *Havana* after this date.

While the SS *Havana* was awaiting approval of its south coast mail contract, the SS *St. Pierre* began mail service from Placentia for Halifax on 16 September 1892 [see figure 5].

The SS *St. Pierre* was owned by F.D. Corbett and Company of Halifax, which had been using this steamer to supply and provision the French islands of St. Pierre and Miquelon. In August of 1892, the Newfoundland government offered Corbett and Co. \$100 per round trip to extend the *St. Pierre's* voyage onward to Placentia in order to carry the Newfoundland mails to and from Halifax.

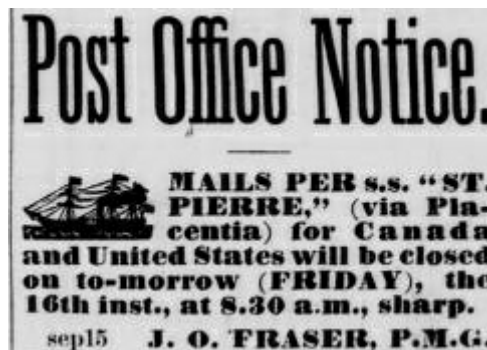


Fig 5

Operating as the Anglo-French Steamship Company, the *St. Pierre* was intended to sail weekly from Placentia to Halifax, with stops to include St. Pierre, and Sydney CB, en route to Halifax. Figure 6 shows the initial advertisement from the *Evening Telegram* of 9 September 1892, introducing the new service.

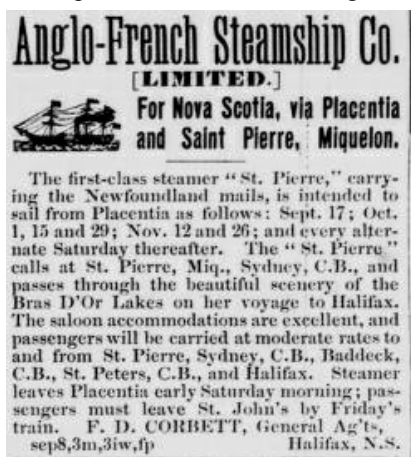


Fig 6

The Postmaster General's *Annual Report* of 1892 indicates the following:

SS St. Pierre. An arrangement was made by the Government that this steamer should extend her fortnightly voyages between Halifax and the Island of St. Pierre, Miquelon, to Placentia, there connecting with the Placentia Railroad. This service was commenced from Halifax on the 29th of August, and arriving at





Placentia on the 2nd of September, eight fortnightly trips being performed during the season. Unquestionably this service will grow in favour and be appreciated, especially by passengers who are troubled with that peculiar sensation at sea which cannot be described, and must be felt to be realised.

For the next two years, the *St. Pierre*, under the command of Captain (and part owner) J. P. Angrove, provided fairly regular service on the Placentia-Halifax route. I note Post Office Notices in the *Evening Telegram* for the closing of the outbound North American mails via Placentia and the *St. Pierre* on 15 September, 30 September, 23 November, 22 December 1892; 5 January, 9 November, 12 December 1893; 31 March, 18 April, 27 August, 7 December, 21 December 1894; and 4 January, 19 January, 18 February, 1 April and 27 April 1895. Presumably mails were also carried on a few other dates, assuming the fortnightly schedule during the sailing season was reasonably maintained. However, outbound mails were also contingent on the *St. Pierre* arriving sufficiently early in the day for the GPO to send a mail out by the regular Monday morning train to Placentia.

As well, occasional comments were made on the quantities of the inbound mails brought from Halifax for Newfoundland by the *St. Pierre* throughout this period. Given the quantities reported (e.g., “30 bags”, “75 bags and one basket”, even “100 bags”), it is apparent that this service was quite well utilised and had become an expedient way to send and receive the North American mails.



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In the 12 December 1893 announcement, first mention is made of mails to the south coast (“intermediate ports”) also being distributed en route by the *St. Pierre*. It appears that the ship’s purser, Arthur K. Joliffe, was charged with distributing the mails to such scheduled stops, as it is reported that he was paid \$40/annum for this service.(11)

This new routing may have been a consequence of the loss of the *Havana* in May of 1893. That is, and once again because of the herring trade (frozen herring from the South Coast were by then being also transported from Halifax to Montreal by rail – a lucrative business), a vessel was required to replace the *Havana* in this function. Corbett and Co. offered to perform the service as previously provided by the *Havana* for an annual subsidy of \$6000.(12)

In support of the subsidy, even a Montreal merchant, Stewart Munn and Co. (a large fish wholesaler, and with an agent in St. John’s) wrote to the *Telegram*:

We have always been greatly in favour of a steamboat service between the South coast of Newfoundland and Halifax. There is every chance of immeasurable benefit to be derived by your fishermen from this service. Dealers who cannot make up a whole cargo of produce can ship a smaller quantity. There is no reason why your fishermen should sell their herrings to the Yankees for a mere bagatelle, when opportunities of the best kind are before their eyes at such small expense. We trust your Government will give the S.S. St. Pierre the \$6000 subsidy asked for, and make the route a permanent one.(13)

The subsidy was approved, allowing for the distribution of mails along a new route from Placentia through St. Pierre and then to ports along to Channel, before crossing the Gulf to Sydney with the outgoing mails.

The *St Pierre* thus entered into a short period of mail service along the southern coast from Placentia on its trips to and from Halifax. It was then anecdotally reported that “you can buy a single barrel of flour, or a tub of butter, and many other things on board, cheaper than the merchant can sell to his people...”(14), indicating that not only was the vessel carrying fish out from its various ports, it was also supplying some provisions into the outport residents, probably as supplied by the Halifax merchants in speculation of potential trade.

All this was quite legal, of course, and as long as duties were paid such trade was permitted. But this did bring up the spectre of possible smuggling, an activity which the south coast was well-known for, especially for luxury goods (mostly alcohol) from St. Pierre and Miquelon.

In May 1895, the government had decided to end the subsidy provided for the *St. Pierre*.(15) This was probably in response to the bank crash of December 1894 and the large public debt already assumed, particularly in respect to the continuing railway





construction projects occurring at this time. However, there was also quite likely an aspect of politicking in this as well, as more than a few members of the governing party were also prominent merchants in St. John's, and anxious to reinforce their traditional trade with the outports on the south and west coasts which had enjoyed more favourable rates in their trade with Halifax than they had with St. John's in the period of the *St. Pierre's* (and *Harlaw's*) sailings.

This decision, although perhaps fiscally prudent, did lead to protests from the residents of Burin, of Placentia, and Rose Blanche, and even to attempts by the Halifax Board of Trade to procure a subsidy instead from the Nova Scotia government (16). Even Captain Angrove, in a farewell letter, mentioned that:

It is unfortunate for the enterprise that it should have commenced at a time when the island is passing through so many embarrassments, and it is particularly inconvenient for those who availed of the SS St. Pierre to establish trade relations with Halifax to have the service brought to such a sudden termination.

and

...the saving effected will be very doubtful, the duties regularly paid by the SS St. Pierre more than compensate for the small subsidy; and, should the trade go back to the old time mode, the revenue will certainly suffer by smuggling more than the present service costs
(17)

With the *St. Pierre* then withdrawn from its Newfoundland route, Pickford and Black of Halifax then decided to use their vessel, the SS *Harlaw*, on alternating trips to the west coast and the south coast. Although the service was then unsubsidised, the *Harlaw* would take occasional mails from Placentia, perhaps being reimbursed the "two cents per letter" that was at the discretion of the Postmaster General for "occasional" steamship service. Such mail service continued through to the end of 1897, as evidenced by occasional Post Office Notices in the period 1895-1897.

Final mention of the *St. Pierre* occurs in January 1896. The 31 January edition of the *Evening Telegram*, quoting from an article published in an earlier edition of the *Halifax Acadian Recorder*, mentions that the "steamer *St. Pierre* has been sold to the Canadian Pacific Railway Co., for service on the Pacific coast", and with Captain Angrove leaving in "about a week" to hand her over to the Company. Thus ended this interesting story of the *St. Pierre's* involvement in Newfoundland.

Shown with this article are two covers that can be attributed to carriage by the SS *St. Pierre*.

Figure 7 opposite is a card mailed from Spaniards Bay, 19 January 1895 and carried from Newfoundland to Canada by the SS *St. Pierre*. There is a very faint Frelighsburgh Que 28 January 1895 receiving postmark on the front (almost superimposed over the





Spaniards Bay postmark), and with backstamps of Railway T.P.O. Newf'd, 19 January, and St John's Newf'd, 19 January 1895. The cover was carried by train from Spaniards Bay to St. John's, then placed by the GPO into the mail bags scheduled to be sent out on the Placentia branch rail line intended for the *St. Pierre*.



Fig 7

In confirmation this cover was sent by this route, figure 8 is the Post Office Notice from the *Evening Telegram* of Saturday 19 January, indicating mails were to be sent out by the *St. Pierre* on the following Monday, 21 January 1895.

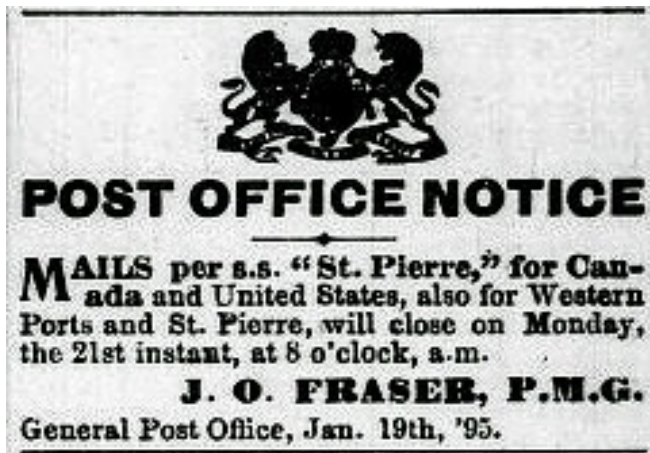


Fig 8





The cover in figure 9 below was carried by the *St. Pierre* on a trip that left Placentia on 4 February 1895 (18). Addressed to New York, it was most likely posted at Harbor Britain on 7 February 1895 (19), part way along the westbound trip from Placentia to Channel. Although there is no postmark on the cover front, it is backstamped Harbor Britain 7 February and Channel 9 February [see figure 10]. There are no other postal markings.

The Channel postmark strongly suggests the mail collected en route was put ashore for sorting by the Channel postmaster, according to whatever rules he was supposed to apply in sorting the foreign mails.(20)

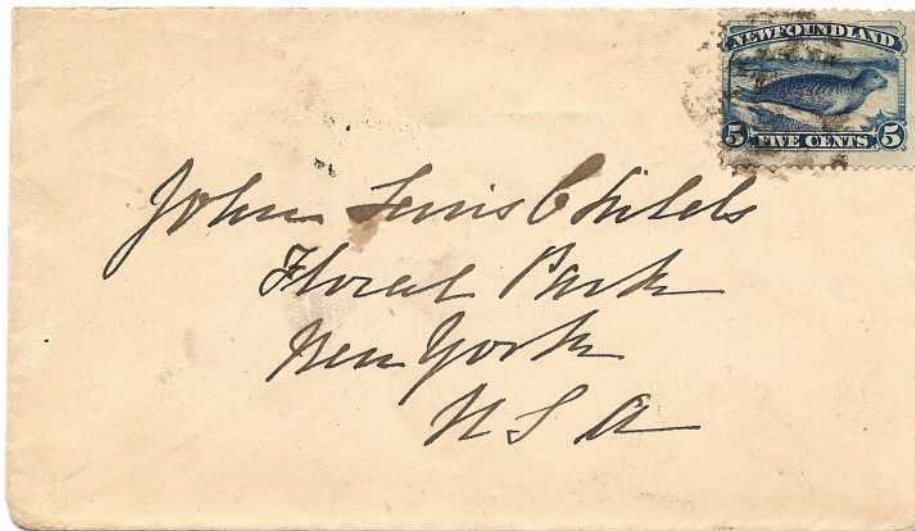


Fig 9



Fig 10 Backstamps on cover in fig 9 above.

Notes and References

- 1 This article also clarifies and expands upon information I have previously mentioned, only in passing, within my article “The SS *Harlaw* and the Newfoundland West Coast Mails”, (*PHSC Journal*, Spring 2014 (no. 157) pp. 50-56.)
- 2 “The New Steamer for our Southwest Coast”, *Evening Telegram*, 28 November 1891.
- 3 “The New Steamer Halifax and Southwest Ports”, *Evening Telegram*, 26 November 1891.





- 4 “Legislative Proceedings, House of Assembly” (May 18, 1892), *Evening Telegram*, 23 May 1892
- 5 “Notes of the Day”, *Evening Telegram*, 4 March 1892
- 6 “Notes of the Day”, *Evening Telegram*, 27 February 1892
- 7 *Minutes of the Newfoundland Executive Committee 1892-1893*, CO197-103, Colonial Office Records, UK Archives. I am indebted to Brian Stalker of England for providing me with the comprehensive notes he has made of various Newfoundland postal matters as recorded in the Colonial Office Records of the UK Archives.
- 8 “Speech of Hon Receiver General – On Committee of the Whole – On Ways and Means” (6 April 1893), *Evening Telegram*, 10 April 1893.
- 9 *Annual Report of the Postmaster General*, 1892
- 10 “The Grand Lake Back from the Western Route”, *Evening Telegram*, 19 May 1893
- 11 *Minutes of the Assembly 1894-1895*, CO197-109, Colonial Office Records, UK Archives
- 12 \$5290 is reported as being paid as the *St. Pierre* subsidy in 1894. “Statement F: Legislative Proceedings, House of Assembly (Thursday 16 May)”, *Evening Telegram*, 3 June 1895.
- 13 “Steam between our South Coast and Halifax”, *Evening Telegram*, 24 November 1893.
- 14 “Pencilings from the West Coast”, *Evening Telegram*, 1 June 1895
- 15 Pratt (1985) says that a letter, sent on 15 May, was provided in notice to Corbett and Co that the services of the *St. Pierre* were to terminate at the end of her current voyage. A similar letter was sent to Pickford and Black, owners of the SS *Harlaw*, on this same date. Thus both subsidies were removed at the same time.
- 16 Various: “Burin Strongly Objects” *Evening Telegram*, 28 May 1895; “Copy of Address to Captain J.P. Angrove, SS *St. Pierre*”, *Evening Telegram*, 30 May 1895; “Legislative Proceedings, House of Assembly (13 June)”, *Evening Telegram*, 19 June 1895;
- 17 “Copy of Reply, SS *St. Pierre*”, *Evening Telegram*, 30 May 1895
- 18 “Latest from Channel”, *Evening Telegram*, 2 February 1895. No Post Office announcement was apparently made of this mail trip in the *Telegram*, demonstrating that not every mail trip can be easily documented by reliance upon such Notices as were published.
- 19 I have another cover, also attributable to Harbor Britain, which is similarly only postmarked on the back. Perhaps this was the habit of the Harbor Britain postmistress in this period?
- 20 Alternatively, it could have been put ashore to await pick up by the next available vessel, which happened to be the SS *Virginia Lake*, which departed St. John’s 11 February along the Coastal T.P.O. West route to Channel, and then crossed from Channel to Sydney to coal on 15 February 1895.





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LETTERS TO THE EDITOR

John Cranmer

QE2 POSTAL HISTORY QUERIES

I have two QE2 era covers which I would like members help with.

The first one is shown in fig 1 below. My question for this one is why was the registered postage apparently paid twice? It is difficult to see how it could be an error. Even if the letter was over weight it does not make sense. The postage meter is dated on day earlier than the Vancouver CDS. The reverse has only two more of the Vancouver CDS hand stamps with the same 15-01-71 date plus a Victoria CDS with an indistinct date of 16-01-71. The 56¢ rate is right for the period



Fig 1

The second cover is shown in fig 2 overleaf and here the question is simply why was this charged postage due when it was clearly marked POSTAGE PAID? The 20¢ charge suggests that it was treated as totally unpaid by the post office. Was it overweight i.e. 1-2 ounces, which should have had 10¢ postage, but was then treated as totally unpaid with no allowance for the postage paid envelope. If so was this standard practice and if so you know the period when this applied?

Can any of our postal historians provide some answers for John?

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





Fig 2

Charles Verge

CANADIAN VOYAGEUR COVERS TO AND FROM EGYPT

In the latest *Maple Leaves*, John Burnett in his article, [Some Interesting Postal Usages on The Small Queens, Part 2](#), shows a cover addressed to Surgeon-Major Hubert Neilson and claims that “only seven covers are known to exist to the Canadian Voyageurs”.

A record of the surviving covers and post cards sent to and from the Voyageur Contingent was prepared by J. H. E. Gilbert for a paper he read before the Royal Philatelic Society, London, on 12 April 1962. This was subsequently published as a two-part article in *The London Philatelist* (Vol. 71, October 1962, pp. 159-163 and November 1962, pp. 186-190). In it Gilbert indicates that 12 covers have been identified and recorded. Four of these mailed by members of the expedition to Canada and eight from Canada to Egypt. Subsequent to Gilbert’s report, six more covers to Egypt have been found.

All the mail to Egypt was sent to one man, Surgeon-Major John Louis Hubert Neilson. Four of the fourteen surviving covers were sent to him by his wife, Willie, who then lived in Quebec City. Neilson, a Red River veteran, was at the time a member of AB Battery of the Canadian Artillery and was appointed medical officer of the Contingent. He was the Gordon Relief Expedition’s correspondent for the *Toronto Star* and the *Nouvelliste* of Trois-Rivières. In 1898, he was appointed the first Director of the Canadian militia’s medical services. Of the six covers not listed by Gilbert, two were from Neilsonville, Quebec (November 21 & 27, 1884), one from St-John, New Brunswick (December 2, 1884) and three from Kingston, Ontario (September 20 & December 11, 1884 and the other with an indistinct date). The September 20 cover is the earliest recorded and in is now in The Small Queen collection of Ron Brigham and should be available in a forthcoming auction of The Brigham Collection. Only one cover to





Neilson was underpaid bearing a 3 cents Small Queen rather than the 5 cents which paid the UPU rate for letters overseas weighing less than 2 ounce. That cover was to be auctioned by Corinphila on May 28, 2015 as part of the late Dr. Peter A. S. Smith Collection of Egypt and Sudan.

No new covers addressed from Egypt have been discovered since 1962. This is quite remarkable since many of the boatmen and officers must have written home. One of these, an Egyptian postal card, was used by the sender, Fred C. Denison as a Christmas card. Lt. Col. Frederick C. Denison was placed in command of the Contingent. A veteran of the Riel Rebellion he was a member of the Governor General's Body Guard and a Toronto alderman and barrister. Only one boatman's letter has survived. It was from a C. Nofallum and was sent to a Winnipeg lawyer, Henry Nason. Based on handwriting samples, this boatman's letter was written for him by Neilson. Was he illiterate or had he injured his hands? Illiteracy was definitely a factor in the small amount of correspondence from Egypt found but this is certainly an area of Canadian postal history still open for more discoveries since the officers were literate as well, some of the boatmen were very literate. Ed Richardson in his article, Canada's Voyageurs Contingent On the Nile B 1884 - 1885 found in *BNA Topics* (March-April 1983, pp. 40-47) mentions the name of two boatmen who were far from illiterate: Alexander McLaurin, a boatmen foreman, was the *Ottawa Free Press* correspondent and William Robinson, a wheelman who operated the steamers pulling the whalers, later became a prominent businessman and banker in Winnipeg. Good searching and let me know if you find anything.

The information above was updated from articles I wrote for *Scott Stamp Monthly* and the *PHSC Journal* in 1999 and the *American Philatelist* in March 2003.

(Editor's note: I am delighted to report that the Society will be offering one of these rare Voyageur covers from Canada to Surgeon Major Neilson in Egypt for sale in our forthcoming Convention Auction – the cover in question is illustrated below in fig 3)



Fig 3 Voyageur cover that features as lot 50 in our 2015 Convention Auction.





Mike Street

CANADIAN VOYAGEUR COVERS TO AND FROM EGYPT

In his article on the Nile Expedition in the April 2015 Maple Leaves John Burnett mentioned the Voyageurs who paddled the canoes on the Nile as being "a French Canadian lot". While most of the Voyageurs were French Canadians, some were not.

The day before the 1983 BNAPEX convention in Winnipeg, the late Colin Campbell took me to the town of Selkirk, on the Red River downstream from Winnipeg, to see the graves of four of the Voyageurs. These men were members of the Saulteaux (Ojibway) First Nation that had migrated westward from Ontario earlier in the 19th century to create an agricultural community. Under the leadership of the well known Chief Peguis, they had helped the early Scottish immigrants who came to the Red River Settlement. The graves in the picture are those of Adam Cochrane (left) and his brother, Alexander (right). The inscription on Alexander's grave reads: "BOATMAN ALEXANDER COCHRANE / 1815-1887 / EGYPTIAN EXPED. FORCE 1884-85 / LEST WE FORGET". The Red River can be seen in the background. They are buried in the churchyard of the parish of St. Peter, Dynevor, shown in the second picture, which was built before 1870 and is still in use seasonally. Chief Peguis is also buried in the cemetery.



BNAPEX 2015 - 11 TO 15 SEPTEMBER

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Despite the authors name on this article, he is not (as far as we know) a relative of your Editor. He is, in fact, the Editor of the Newsletter of the Malta Study Circle. He is also a collector of Philatelic Congress of GB material – hence this article.

CANADA LAW STAMPS – QUEEN ELIZABETH II REVENUE ESSAYS

Colin Searle

The 2000 Philatelic Congress of Great Britain was held in London, and was hosted by The Revenue Society of Great Britain., now called just The Revenue Society.

In 1867 the Canadian Provinces of Quebec, Ontario, Nova Scotia and New Brunswick united to form the Dominion of Canada. From time to time other provinces joined the Dominion, the last being Newfoundland in 1949.

Federal Law Stamps were needed to replace the various provincial Law stamps and the authorities awarded the contract to the British American Bank Note Company of Montreal, who were already printing the Dominion's postage stamps.

Young Queen Victoria was on the throne and a new portrait was specially commissioned for the first issue of these new stamps.



The dies were beautifully engraved and used to make intaglio plates for six values 10¢, 20¢, 25¢, 50¢, \$1 and \$5. They were first issued in 1876 and affixed to documents to show that certain legal fees had been paid. Law Stamps continued in use for 90 years.

National Treasuries can be careful with their money, and do not always see the need to replace revenue stamps just because the monarch or ruler had died. This was certainly true of Canada - new plates were made only for new denominations or when stocks of old values ran out, in either case the stamp designs being changed to incorporate the reigning monarch. Only nineteen different designs were made, the original six, a trio in 1897 showing the then elderly Queen, six showing King George V (three in 1915 and three in 1935, repeating the young/old pattern.) and four showing King George VI. The stamps showing Queen Victoria were used throughout the reign of King Edward VII and a combination of 'old' stamps were used from the accession of our present Queen until the stamps were discontinued and replaced by meter marks in 1966.

The 20¢ Young Queen Victoria stamps were in use throughout the 90 year period. The





Revenue Society commissioned an 'essay', designed and produced by Gerald King, to show how that stamp might have appeared had it been updated to show Queen Elizabeth II.

Gerald is well known for his 'lateral' thinking and a number of trials were done concerning the general format. This example below shows the Annigoni portrait shaded and unshaded in comparison with Queen Victoria's head.



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A sheet showing various colour trials was also printed and was made available at the Congress. This is shown below along with colour trials in red and black.





PALMARES

We offer our congratulations to the following members of the Society who have won awards at recent National and International Exhibitions. As usual, we also offer profuse apologies to anyone we have missed out!

STAMPEX – National Exhibition, London February 2015

Dr. W. Iain Stevenson *FRPSL*:- Great Britain Parcel Post 1883 – 1908 – Vermeil Award

ORAPEX – National Stamp Exhibition, Ottawa 2-3 May 2015.

J. Michael Powell:- Interned in Canada – Gold Award and also the PHSC E.R. Toop Award for the Best Military Postal History Exhibit.

Jill Hare:- Mr ZIP and the Implementation of the Zone Improvement Plan – Silver-Bronze Award.

David Bartlet:- The Baby Sisters – Gold Award in the One Frame Class and also the APS Research Medal and the BNAPS ‘White Queen’ Award.

Stéphane Cloutier:- The Bickerdike Machine Cancellations of Hamilton, Ontario – Gold Award in the One Frame Class

EUROPHILEX LONDON 2015 – International Stamp Exhibition, London 2015

Colin Banfield *FCPS*:- Canadian Postal Stationery Cards of the Victorian Period – Vermeil Award

Joachim Frank, *RDPSA, FRPSL*:- The Canadian Participation in the South African War 1899 – 1902 – Large Vermeil Award

Colin Lewis *FCPS*:- The Postal History of Newfoundland 1825 – 1875 – Large Vermeil Award

Peter Motson:- E.R. Krippner – From Saxony to San Francisco – Vermeil Award

Brian Stalker *FCPS*:- North Labrador Mail Steamer Service 1880 – 1968 – Vermeil Award

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28TH SEPTEMBER - 2ND OCTOBER**





SOCIETY NEWS

FROM THE PRESIDENT

This is the last issue of Maple Leaves before we hold our Convention in Carlisle in late September. Members considering attending are reminded, that in order to receive the special Convention rate, bookings must be made by the **31st of July**.

A draft programme for the event was listed in the April issue but some additional details regarding the ladies/ partners programme are as follows:-

Monday evening: Welcome 'get-together' and Quiz.

Tuesday evening: Linton Tweeds – the 'Chanel connection' - Mrs Walker

Wednesday evening: My Quilting Journey - Eileen Blood

Thursday morning / afternoon: **subject to there being sufficient interest** - informal visits to Linton Tweeds showroom / coffee shop and to Stead McAlpin print-works fabric warehouse. Not tourist guide destinations but well frequented by locals – these should appeal to anyone interested in fabrics and/or looking for 'end-of-run' bargains. Freda will organise these visits on a car-sharing or taxi-sharing basis.

Carlisle was a major textile centre from the beginning of the 19th Century and some manufacturing and fabric printing activity remains to this day.

Linton Tweeds specialises in small-batch, haute-couture tweeds and **Mrs Walker**, widow of the late managing director, will talk about the manufacture of tweeds and Linton's connections with famous fashion houses such as Coco Chanel, Karl Lagerfeld and others.

Eileen Blood is a professional quilter and quilt designer living in Carlisle – she attends major exhibitions and runs workshops.

Stead McAlpin, until recently part of the John Lewis consortium, produced chintz fabrics for RMS Titanic – and was able to recreate some 'limited-run' reproductions from the original patterns to commemorate the centenary of Titanic's sinking.

One of the most enjoyable sessions during convention is the member's up to 18 sheets display. If you are able to bring along a small exhibit (can be as little as a single sheet!), be it material or simply colour photocopies, this would be to everyone's enjoyment.

Also note that we will be repeating the successful 'bourse' sessions this year. If you have material to sell please bring it along – a commission of 10% applies on an honesty basis.

Brian Stalker FCPS

Maple Leaves

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FROM THE SECRETARY

The Society AGM will be held on Thursday 1st October 2015 at 0900hrs at the Crown & Mitre Hotel in Carlisle. If any member has agenda items they wish to raise at the meeting under 'AOCB' can they please contact me no later than 24th September with details so that the items can be added to the agenda.

John Hillson FCPS

FROM THE SUBSCRIPTION MANAGER

Enclosed with this issue of *Maple Leaves* is the reminder regarding subscriptions for the coming year. Subscriptions fall due on 1st October 2015 and, as usual, a discount applies to those who get their payments in before 1st November. Payments can be made by cheque (in £ to me or in \$US or \$CAN to Mike Street) or via PAYPAL on the Society website.

No action is required if you have a direct debit arrangement with the Society unless you have changed your bank account details in the last year, in which case please contact me as soon as possible with the new details so that we can update the Direct Debit.

Members who have paid in advance for 2015/16, have a life membership or have been a member for over 50 years continuously also need take no action. If you are unsure if one or any of these apply to you please contact me or Mike Street by e mail or phone and we can confirm your status. Contact details can be found on the inside of the back cover.

Malcolm Montgomery

FROM THE AUCTION MANAGER

My thanks to the members who have contributed some excellent material for the upcoming Convention Auction on 1st October. By the time you read this, the Auction Catalogue should be on the Society Website – just click on the 'Auction' key and follow the links. As is now usual, we are not circulating the Catalogue in paper form to all members but it can be viewed or downloaded from the website where it is available in pdf format, either with or without the lot photos (the former is a large file – be warned). Virtually all of the lots (apart from some of the bulk lots and literature) have photos online to aid postal bidders. Any member who cannot easily access the website can request a paper copy of the catalogue (no photos I am afraid) by contacting me.

The sale contains a very wide range of material but noteworthy items include:-

- A large range of prestamp covers from the Maritime Provinces
- Some nice Edward VII plate material on cover





- Admiral re-entries, including what is possibly a unique block of four of the 5 cent blue containing the major re-entry from plate 8
- A 5 cent Small Queen cover to Egypt (Voyageur cover)
- Small Queen bisects on cover
- A fine selection of fancy and numeral cancellations and a large collection of Squared Circle cancels broken down into lots by province.
- A fine selection of WWII Military Mail in bulk lots
- Some rarely seen Newfoundland stamp varieties and
- Some unusual Newfoundland postage due covers

Lot estimates vary from £3 to £2500 so there should be something for all pockets and, hopefully, all interests.

As usual, the sale is open to all members as you can pay either by sterling cheque or via PAYPAL in any currency you choose.

Graham Searle. FCPS

LONDON GROUP

Our 2015/16 season of meetings will recommence in October. We meet monthly on the third Monday of the month with meetings commencing approx. 1230hrs for around 2 hours followed by a late pub lunch. All meetings are held at 31 Barley Hills, Thorley Park, Bishops Stortford. All members are welcome and are requested to bring along a few sheets to each meeting. Contact Dave on 01279 503625 or 07985 961444 for more details.

Dave Armitage FRPSL

SCOTLAND AND NORTH OF ENGLAND GROUP

Our recent meeting attracted the usual eclectic mix of displays which included some Cross Border Mail from the 1800 – 1850 period, a display of the Souvenir Cards issued by Canada Post between 1959 and 1972, an array of Fancy Cancels from the Small Queens era, a display of G6 and QE2 plate blocks, a display of early airmail services from Canada to Africa and the Far East in the 1931 – 1941 period and a display of stamps having a connection with the Province of Alberta.

Our next meeting will be held on Saturday 24th October at 2pm at the usual venue of the Buccleugh Arms Hotel in Moffat. All members are welcome. Please bring along a few sheets to display and/or some questions to which you are seeking answers. Please contact the Editor for more details.

Graham Searle FCPS





AMENDMENTS TO MEMBERSHIP to 15th JUNE 2015

New Members:-

- 3033 COTTENDEN, David G.; PO Box 449, Bridgetown, Nova Scotia, Canada B0S 1C0,
e mail: dcottenden@ns.sympatico.ca
3034 HALPERT, Art; 14 Foxhound Court, North York, Ontario, Canada M2H 1W4, e
mail: halpert@rogers.com **CG, R, PC**

Change of Address and Corrections to Address:-

- 0973 McCUSKER, Prof John J.; 119 West Huisache, Monte Vista, San Antonio, Texas,
USA 78212-2942
2749 LOFFSTADT, David; new e mail address: davidloffstadt.stamps@gmail.com
2937 DESHAYE, Hugo; PO Box 1000, Station Forces Box 1, Courcelette, QC, Canada
G0A 4Z0 (*note change of Box Number only*)

Deceased:-

- 1462 CURTIS, Wayne *FCPS*
2863 BURGERS, Hendrik

Revised Total:- 286

FORTHCOMING EVENTS

2015

- Jul 4 MIDPEX 2015, Leamington Spa
Jul 17 - 18 York Stamp Fair - York Racecourse
Aug 11 - 16 Singapore 2015 (FIP)
Sep 11 - 13 BNAPEX 2015 Ramada Plaza Hotel, Niagara Falls, Ontario
Sep 16 - 19 Autumn Stampex, BDC Islington, London
Sep 28 - Oct 2 CPSGB Convention, Crown & Mitre Hotel, Carlisle
Oct 16 - 17 SCOTEX, Perth
Oct 19 CPSGB London Group Meeting
Oct 24 CPSGB Scotland and North of England Meeting, Moffat
Nov 16 CPSGB London Group Meeting
Dec 21 CPSGB London Group Meeting

2016

- Feb 17 - 20 Spring Stampex, BDC Islington, London
Apr 15-16 Scottish Congress and Exhibition - Perth
May 28 - Jun 4 World Stamp Show - New York
Sept 14 - 17 Autumn Stampex, BDC Islington, London
Sept 30 - Oct 2 BNAPEX 2016, Fredericton New Brunswick
Oct 19 - 23 CPSGB Convention, Holiday Inn, Kenilworth





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Auction Announcement

October 2015 Public Auction

Nova Scotia

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