

ISSN 0951-5283
JOURNAL OF THE
CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN



Maple Leaves

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MAPLE LEAVES

Journal of

THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

INCORPORATED 1946

Founder:

A. E. Stephenson, FCPS

Edited by: David Sessions, FRPSL, FCPS.

31 Eastergate Green, Rustington, Littlehampton, W. Sussex, BN16 3EN

Opinions expressed in the various articles in this journal are those of the writers and are not necessarily endorsed by the Society

Published five times a year by the Canadian Philatelic Society of Great Britain

Annual Subscription £11.00 - Due 1 October 1995

Vol.24 No.5

OCTOBER 1995

Whole No. 255

EDITORIAL

Back in July it was our pleasure to visit the fantastic exhibition at Claridge's, in London, entitled 'Rare Stamps of the World'. It is not often that one has the opportunity to see so many world rarities at one time. The only comparable opportunity is at an International with a strong Court of Honour and even then, the top rarities still have to be sought out. In these days of increasing specialisation it might be said that the above show held little for BNA collectors, just two frames of Canadian Pence issues from the 'Lindemann' collection; but the quality within those frames was exceptional.

Having been staggered by the unattainable and wished for more BNA, it was with great pleasure that we learned of the CAPEX committee's

proposal to mount ten frames of BNA rarities at the International in Toronto next June. This is a splendid idea. One can only trust that it will be well supported by the owners of such exotica and that all who are able to do so flock in to see the show. A superbly presented book was produced as a souvenir of the Claridge's show and there is talk of a similar memento of the CAPEX exhibit. We do hope the organisers will follow through and that the initiative will be well supported.

Nearer to home, the magnificent summer seems to have dried up not only the gardens but the flow of material to the Editor's in-tray; with autumn evenings now upon us, a few more contributions would not come amiss.



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PRECANCEL ROLLER USED AS A ROLLER CANCELLER

The Yellow Peril

Photo by Canadian Stamp News

The 1c Small Queen covers illustrated were among a small group of commonplace covers recently acquired. As items of postal history they are of little interest other than their postmarks. Figure 1 is an unsealed envelope annotated 'circular' and addressed to Montreal. Figure 2 is an 'A. HARVEY' advertising cover sent to Pittsburg, Pa. It is backstamped with a 'PITTSBURG, PA DEC 1 PM REC'D' cds which does not show a year. The cover is unopened and is without contents – suggesting that it too was mailed unsealed. Time, moisture and pressure from other covers or album pages pressing on it may have caused its flap to adhere to the cover.

The stamps on both covers are from the late Ottawa printing and are cancelled by a townless ten-bar roller postmark that is identical to the type J precancel. The postmarks on these covers could be 'new' news to precancel and other cancellation collectors. The town from which they were used is not only identified but it proves that the early bar type precancels were applied by a hand roller, and that the precancel roller was also used as a roller postmark on matters that did not require a town-date stamp.

According to precancel authority George Manley, the type J precancel, a one cancel wide cancel, is in fact, from a

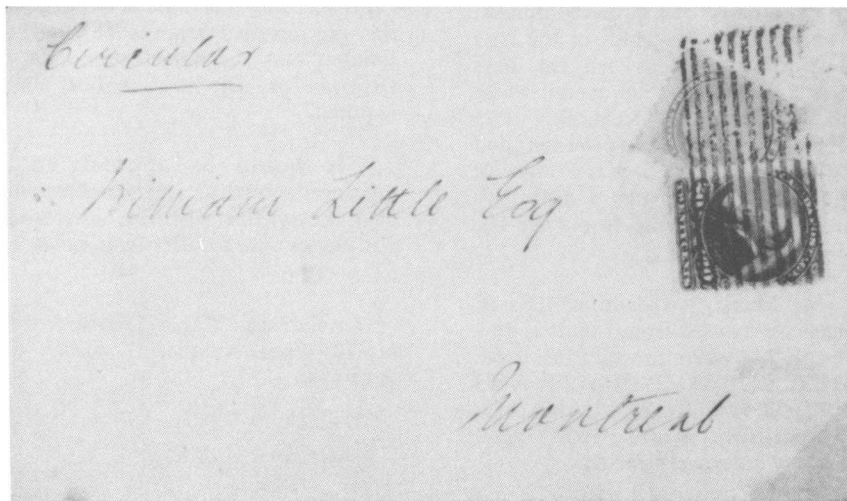


Fig 1. A 20c Widow with a ten-bar type 'J' precancel super-imposed on the lower portion of the roller tying the 1c SQ to the circular.

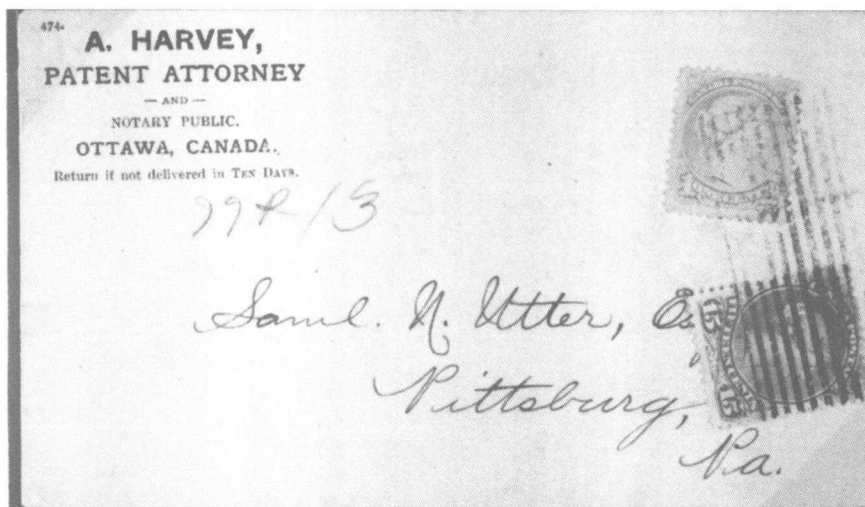


Fig 2. A 15c LQ with type J (ten-bar) precancel super-imposed on the roller pmk tying the 1c SQ to the Ottawa advertising cover. Note narrower outside bars on all four rollers.

group of five similar cancels with either five, six, seven, eight or ten bars. Apart from the number of bars in the cancels, the overall size, the width of the bars and the distance between the bars varies. For instance, the overall width of the ten bar type J precancel is 21.75 mm, the width of its bars is 1mm, and the distance between bars is 1.3mm. In addition, this cancel has a distinctive characteristic of having an outside bar 0.75mm wide.

Mr. Manley has identified the type J precancel as used from London, by a cover in his collection – from L.M. STAEBLER, STAMP DEALER AND PUBLISHER, LONDON-CANADA - with a horizontal pair of 1/2c SQ type J horizontal precancels affixed.

This discovery of the J type precancel being used in London boggles the mind! The cover, (fig 2) with the 1c SQ well tied by the type J

precancel roller, is an Ottawa advertising cover. Could it be that type J precancelling was done in Ottawa and the precancelled stamps shipped to London and the hand roller kept in Ottawa for use as a roller when required?

It would be appreciated if precancel specialists and members who have knowledge of these interesting postmarks were to offer their views.

Reference: Maple Leaves Vol 9, No 10. Whole Number 82, April 1963, page 180.

Editor's note: Non pre-cancel specialists might like to consider the nature of a circular that attracted an additional 20c postage!

CANADA'S OFFICIALS

Part 3 - The O.H.M.S. Overprints

Trelle Morrow

In order to speed up the endorsing of stamps for Government use, the hand process of perforating initials in stamps was abandoned in favour of a letter press system which overprinted stamps.

The O.H.M.S. overprints experienced a life of just one year, from September 1949 to September 1950. The total number of all issues overprinted was about 20 million copies, spread from the definitives of 1942 to the Peace issue of 1950. The 50c and \$1.00 values were overprinted in relatively small quantities and consequently have become choice items with collectors.

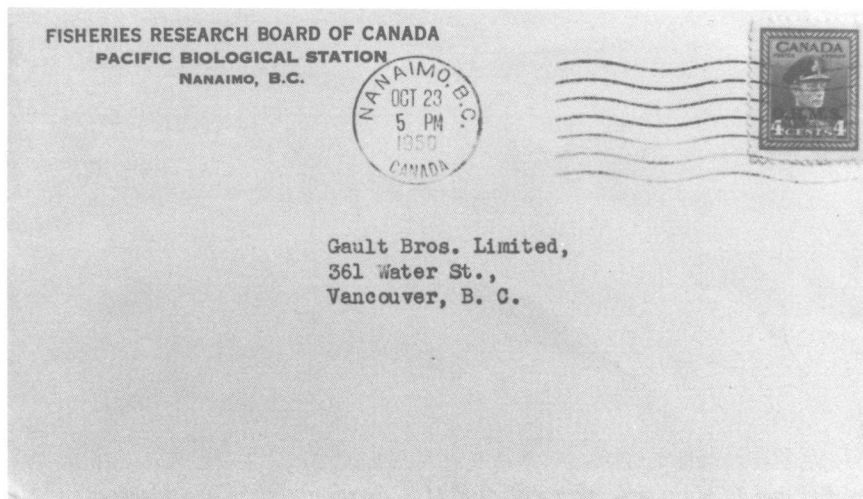
Two types of O.H.M.S. overprints were instituted;

TYPE A, the small size, 1.5mm in height, was applied to the small definitives.

TYPE B, the large size, 2mm in height, was applied to the large format pictorials.

The principal variety in these O.H.M.S. overprints is the missing period and several different issues experience this phenomenon. The frequency was generally one stamp position in one pane only of a sheet, so considerable scarcity results.

Again, as in the perforated OHMS stamp period, Ottawa Offices enjoyed franking privileges for First Class mail within Canada. The various special services such as Airmail, Special

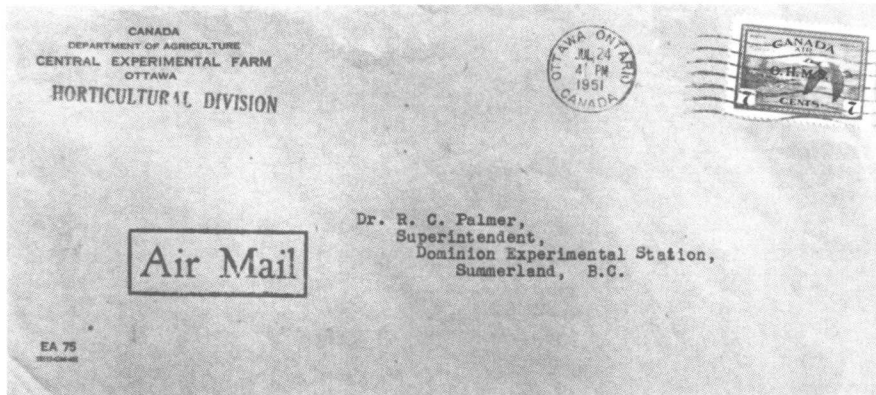


4c War Issue, with O.H.M.S. overprint, paying the first class inland letter rate.

Delivery, Registration and Parcel Post required postage stamps. Mail from Ottawa to foreign destinations also required postage stamps.

Criticism was levelled at the

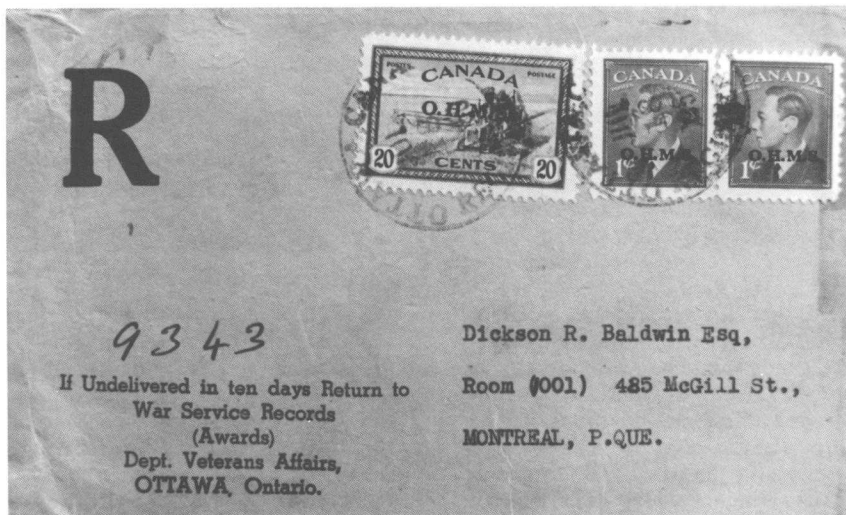
Government for using an overprint which was not bi-lingual and after one year of service the O.H.M.S. endorsement was abandoned in favour of the bi-lingual 'G' symbol.



7c (Scott c9) with O.H.M.S. overprint, paying the airmail rate to Summerland.



A 2c War and 3c Mufti issue each with O.H.M.S. overprint, paying the double drop letter rate in 1950.



Registered letter franked 22c in O.H.M.S. stamps; 10c registration fee + five times letter rate, i.e. 4c + 4x2c. Department of Veteran Affairs enjoyed franking privileges for letter rate, this medal shipment has postage paid in full.

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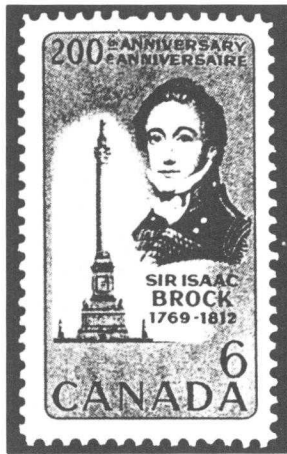
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THE PEOPLE ON THE STAMPS - BROCK Alan Salmon

*There was a bold commander, brave General Brock by name,
Took shipping at Niagara & down to York he came,
He says, "My gallant heroes, if you'll come along with me,
We'll fight those proud Yankees in the west of Canaday!"
Come all you bold Canadians.* Anon

In 1812 the USA declared war on Great Britain. The general expectation was that Canada would be swiftly over-run - General Brock's brilliant action destroyed these anticipations as he comprehensively defeated the Americans in the west, at Detroit and on the Niagara. His exploits are commemorated on the 6c stamp (SG 643, SS 501) issued in 1969 on the 200th anniversary of his birth.



The Outbreak of the 19th Century.

What we now call the western world was in turmoil at the turn of the century. France had ceded the vast territory of Louisiana to Spain in 1763; the first, great, modern revolution, the American, had ended in

1783. The French revolution, begun in 1789, was still taking its toll - by 1793 France had declared war on Britain, Spain, Austria and Holland. Napoleon forced Spain to return Louisiana to France in 1800. The Royal Navy and the French fleet were engaged in blockading, to the aggravation of trading nations not engaged in the hostilities. President Washington, in 1794, defused the potentially explosive situation with Britain by a treaty of friendship; this did not improve relations with France. Indeed in 1798 the USA prepared for war with France; after some preliminary naval engagements France decided to negotiate, as the war in Europe turned against her.

Thomas Jefferson became President and, in 1803, purchased Louisiana from Napoleon for \$15M, the biggest and best land deal in history. Eyes in Washington were turning to the north and west - Jefferson despatched the Lewis and Clark expedition overland to the Cloumbia, forestalling Thompson (SG 496, SS 370); he wrote: "...it is impossible not to look forward to distant times when our rapid multiplication will expand itself beyond those limits & cover the whole northern if not the southern continent..." The new republic was soon to annexe Florida from Spain. Such was the prospect facing the small

colonies of Upper and Lower Canada as Britain wrestled with Napoleon in the maelstrom of Europe.

Canada in 1812.

In 1806 the white populations of the two Canadas were 70,000 in Upper Canada and 250,000 in Lower Canada; there was little immigration in the next six years. The other colonies of Newfoundland, Nova Scotia, PEI and New Brunswick added no more than 140,000 to the population. In the west there was a minuscule settlement on the Red River, the rest was a wilderness of Indians and fur traders. Publication, in 1801, of Mackenzie's account of his travels indicated the tremendous size of British North America; Jefferson had read it, hence the Lewis and Clark expedition. Communications in Upper Canada were rudimentary, a bridle path connected Kingston and Niagara; in 1811 a fortnightly mail service was established over the route, with a connection to Sandwich (now Windsor) and Amherstburg if required.

The population of the USA in 1812 was some 8,000,000; almost as many as the whole of the United Kingdom, 13,000,000. James Madison became President in 1809; he declared war on 18 June 1812, professing the causes to be: the harassment of American ships at sea, the impressment of Americans in the Royal Navy and the renewal of Indian warfare in the west. The actual causes were various, including rivalry in the fur trade, the elimination of an ally of the Indian, a popular feeling that the honour of the Republic was at stake, all encouraged by the recent, easy annexation of a part of Florida which gave hope that there were larger, easy pickings to be obtained. Jefferson announced "The acquisition of Canada

this year, as far as the neighbourhood of Quebec, will be a mere matter of marching". The invasion of Canada was about to begin.

Isaac Brock

He was born in 1769 (the same year as Wellington and Napoleon, Mars must have been in the ascendant that year), in Guernsey, the eighth son of well-to-do parents. His early schooling was on the island, where he was known as a good swimmer and boxer. His education continued in England, then he spent a year in Holland to learn French. When 15 he was bought an ensign's commission in the army; by 1791 he was a captain in the 49th Foot in the West Indies. He was now six foot two in height and a legendary horseman; forced into a duel with a notorious duellist he proposed that it take place across a handkerchief, his adversary refused and had to leave the regiment. Today he would be typical material for an SAS officer. But Brock had to wait until 1799 for his first taste of real action; in Holland, against the French, he was in command of the 49th which fought well, he was slightly wounded. His next taste of action was under Nelson in 1801 at the battle of Copenhagen, where his regiment provided riflemen on the ships. Also in that battle was a young midshipman, John (later Sir John) Franklin (SG 1320, SS 1234).

In 1802 the 49th were posted to Canada; after a winter in Montreal they went to Upper Canada with headquarters at York and a detachment at Fort George on the Niagara (see SG 1020, SS 897). From September 1806 to October 1807 Brock, now a colonel, was in charge of all the troops in Canada, no commander-in-chief being in post. During all his time

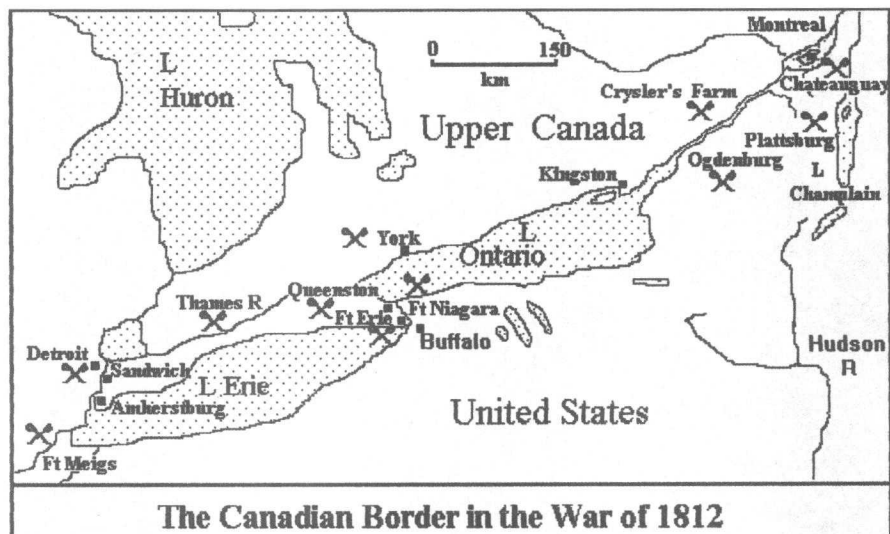
in Canada he worked for improved defences of the country; outstanding accomplishments were greatly improved defences for Quebec and the formation of the Provincial Marine, which gave Canada control of the Great Lakes. In 1811 Sir George Prevost became Governor-in-chief and commander of all forces in Canada; Brock was appointed Administrator of Upper Canada and a Major-General in charge of all the forces there; his only regulars were the 41st Foot and a company of the Royal Artillery. The Indians were possible, but uncertain, allies; the militia were an ill-trained, fluctuating quantity.

The First 120 Days

During the early stages of the war events went exactly contrary to expectations. At sea there were no fleet actions and in single-ship encounters the US Navy was dominant. The US Navy was small but the officers were good and the ships had more guns and men than the ships of the Royal Navy;

the best of the Royal Navy was blockading France and its conquests. It was a year before the Royal Navy sailed supreme on the Atlantic.

The events on land were even more surprising. In the west; Michilimackinac (between Lakes Huron and Superior) fell to the British; the American commander didn't know war had been declared! Brock had immediately sent a courier with orders to attack, to encourage the Indians; it worked, the garrison at Fort Dearborn (Chicago) then fell to the Indians. In the east, American strategy was to attack simultaneously at Detroit, Niagara, Kingston and Montreal. On 12 July William Hull, commander of the US Army of the Northwest, crossed the Detroit River and occupied the village of Sandwich. The army of 2,200, mainly militia, had started its march north three weeks before war was declared; it had been shadowed by Indians led by their chief Tecumseh. But Hull, instead of attacking Amherstburg, garrisoned



by about 50 regulars and 400 militia, hesitated, uncertain whether to attack or wait for reinforcements; Tecumseh cut his supply line to Ohio. Hull retreated to Detroit.

On the outbreak of war Brock wrote to Montreal: "Most of the people have lost all confidence - I however speak loud and look big...". Outnumbered, he boldly decided to take the offensive, he would go to Amherstburg by Lake Erie with 250 militia and 50 regulars, then, with all his troops, he would try to provoke Hull into a battle; If successful he would go post-haste to defend the Niagara front. He arrived at the fort on the 13 August, told Tecumseh of his plans and requested Hull to surrender; he now had 1,300 men, including 300 regulars. The offer was refused, so Brock crossed into the USA with 300 of his militia dressed in the uniform of regulars and his 600 Indians moving in and out of the woods so the Americans counted 1,500 of them. Hull, convinced he was outclassed and outnumbered, surrendered on 16 August without a fight. Brock had captured an entire army; he reported "...the state of the Province admitted of nothing but desperate measures."

Brock arrived on the Niagara front on 8 September; following the victory at Detroit he had wished to continue the offensive. But he had been restrained by Prevost, whose main idea was to defend, and even to retreat to Quebec if necessary. If affairs had been left to Prevost, Canada today might be the Ruperts Land of old. On the Niagara, Brock with 2,000 men, now including his own 49th Foot, was confronted by General Van Rensselaer with 7,000 men. The Americans crossed the river at Queenstown at dawn on 13

September, their strategy was to capture the Heights and then dominate the whole region. Brock, on hearing the firing, rode from Fort George on his grey charger, Alfred; he led a counter-attack; eventually the British drove the Americans back across the river, capturing over 900, including over 400 regulars. The battle of Queenstown Heights was a major victory. Brock, however, was killed by a shot through the heart. He was made Sir Isaac Brock on 10 September for his capture of Detroit; he never knew of the honour.

The next 850 days


The war now see-sawed, America got more men to fight in the field and Britain moved veteran regulars from Europe to stem the tide. In April 1813 York (SG 1165, SS 1052), then the capital of Upper Canada but with only 600 inhabitants, was raided by the Americans who burnt down most of the public buildings. In May of that year, a British sortie to capture Fort Meigs failed but the Americans lost about 1,000 men compared with British losses of less than 100. The Royal Navy now had control of the sea, commando raids harassed Chesapeake Bay and US overseas trade fell to 25% of its 1811 value. American forces defeated a British and Indian column on the Thames early in October, Tecumseh was killed; today there is a village near Detroit named Tecumseh, but, of course, it is in Canada. However, the main threat was a two-pronged attack on Montreal: 7,000 men from Lake Champlain and 8,000 down the Saint Lawrence. Lieutenant-Colonel Charles de Salaberry (SG 942, SS 819) with 1,600 men - a few regulars, some Indians, but mostly French Canadian militia - defeated the Americans advancing from Lake Champlain at the battle of Chateaugay in October. The

American army coming down the St Lawrence was hammered at Crysler's Farm; hearing that its other arm was retreating it decided to do the same.

By June 1814 American negotiators were in Europe for peace talks. Whilst the talks dragged on, British forces occupied half of Maine and half of Indiana Territory, advancing as far as Davenport on the Mississippi. Washington was sacked and the President's House was burnt - when rebuilt it was called the White House because the walls were whitewashed to hide the marks of the fire. A strong British attack on Plattsburg was called off by the defensively-minded Prevost after the Americans had defeated the naval support force. In July the bloodiest battle of the war, Lundy's Lane, by Niagara Falls, where 1,700 fell, halted




the last American invasion. The peace treaty was signed on Christmas Eve 1814, the Canadas were safe. However, the news did not reach the southern battlefields until 13 February; by then Andrew Jackson had defeated a British attack on New Orleans. This was the most impressive American action of the war, even though it took place after peace had been declared! Not to be outdone, the British later occupied Mobile on 11 February.

So ended the War of 1812. Andrew Jackson went on to be President of the USA. Canada commemorated two of its heroes, Brock and Salaberry, on its stamps and American thoughts of invading Canada were over. Isaac Brock changed the course of history for, without him, Upper Canada, perhaps all Canada, would have fallen to the United States.



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SHORT PAID TRANSATLANTIC MAIL (1868) Geoffrey Whitworth FRPSL, FCPS



The cover illustrated is a second undirected letter (see August ML pp136/7 for the first) to Berkeley, Gloucestershire, posted on a Friday which was too late for the Saturday sailing of the Canadian Packet from Quebec, it was prepaid 12 1/2 cents, correct for this route.

The letter is postmarked West Huntingdon, U.C., Aug 28/68 (Friday) and backstamped Belleville, C.W. AM AU 28 1868 (morning same day), it is also backstamped Kingston AM AU 29 1868. Having missed the Canadian Packet the letter was prepared for the next mail to Europe, Cunard via New York, by adding an oval MORE-TO-PAY, a 7-bar grid cancel over the stamp, and a large '1' denoting only 1d extra due to Canada as the postal rate was now 15 cents.

The Cunard Packet 'Cuba'

departed New York on 2 September, 1868 and arrived at Queenstown at 6pm on 11 September (only nine days). The letter was forwarded through Kingstown, Holyhead and mail train to Crewe and on to Berkeley to arrive for first delivery on SP 13 68.

Note manuscript on envelope 'Received 12th Sept. 1868'.

CORRECTION

Please note the following correction to the article 'A Registered Trans-Atlantic Cover' on page 124 of the August issue: in line 9 of the middle paragraph in the second column, 'March' should read 'April'. The POD circular No. 43, referred to at the beginning of that paragraph, is set out on page 19B of volume 2 of 'The Postage Stamps and Postal History of Canada' by Winthrop Boggs.



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There is probably not a tremendous amount of Hudson's Bay Company correspondence from the 17th to the 19th century in private hands. The various ciphers used by the Company on their mail, such as 'YF', 'MR' etc., will not therefore be well known to collectors. David Whiteley has delved into the Company's archive and reveals all in this treatise on HBC correspondence between 1670 and 1867.

THE HUDSON'S BAY COMPANY CIPHERS

David H. Whiteley

Part 1: Historical Background [1]

On 2 May 1670 Charles II of England granted a Charter to *Prince Rupert and his associates of "The Honourable Governor and Company of Adventurers of England trading into Hudson's Bay,"* making them "*true and absolute Lordes and Proprietors*" of Rupert's Land, an area of nearly a million and a half square miles. Until 1859 the Company enjoyed a monopoly within Rupert's Land and it was not until Confederation in 1867 that the Company, in return for suitable compensation, surrendered much of its territory and many of its powers to the Canadian Government.

The Early Trading Posts

The first trading post, Rupert's House, was established on the S.E. corner of James Bay in 1670. Other forts were soon established on the west and east coasts of Hudson's Bay; Yorke Fort (York Factory)^[2] 1682, at the mouth of the Hayes River, Moose Factory at the mouth of the Moose River about 1673, and Fort Albany at the mouth of the Albany River in 1674. During these early years communication with England was difficult. The period of navigation in Hudson's Bay is from about mid July to about mid October. Therefore it was only possible for the company to send an annual ship from London to the Bay. The ships visited all

the posts on the Bay delivering provisions and mail and picking up pelts and mail for the return trip. The Governor for each post was obliged to keep a daily journal, which constituted in part his annual letter, accounts, invoices, bills of lading and inventories of supplies, which was completed in time for the ship's departure for the Thames. During the first 30 years of operations few ships were sent and returned. In 1687 two; in 1688 one, (but several sailed from Gravesend and wintered in the Bay), In 1689 most of the ships sent were captured by the French; 1690 two, 1691 one, 1693 two and 1696 four, two from Gravesend and two from Aldeburgh. In 1695 The Company sent no supply ships from London, "because their warehouses were full of goods and the marketts in London soe dull...wee kept our ships at home...and the Comittee were of the opinion you wanted nothing."^[3]

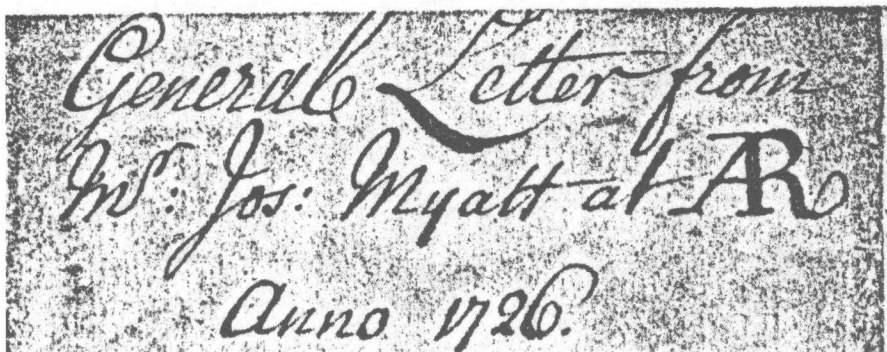
The Company's efforts to expand or even maintain their precarious foothold in the area was severely tested over the next 100 years. Continual warfare between France and England severely hampered communications. Overland and waterborn attacks by both French and French Canadian Forces led to a number of skirmishes which usually

resulted in the attacker gaining possession of the fort.^[4] In 1682 all the forts, with the exception of Fort Albany, were captured by the French and then recaptured by the English in 1685. A mixed force of French Canadians and Indians, under the command of de Troyes, returned in 1689 and retook all the forts with the exception of York Factory. Albany Fort was recaptured by Captain Knight in 1693 and re-settled and fortified.^[5] Further disasters occurred in 1697 with the destruction of the Company's ships in the Bay, the burning of Fort Nelson and the capture of Fort Yorke to a seaborne invasion of French forces under the command of Pierre d'Iberville.^[6] Thus by the end of 1697 the Hudson's Bay Company was left with one outpost at the bottom of the Bay - Fort Albany which was attacked unsuccessfully in 1709.^[7] As a result of these reverses the company would not be able to regain control of the area until 1714, as the Treaty of Ryswick, signed in September 1696, had given the French possession of all the settlements along the Bay except Fort Albany.^[8] In 1713 the Treaty of Utrecht, ending the war of Spanish Succession, as one of its provisions, ratified the Company's rights to the Hudson Bay watershed and forced the French to relinquish all claims to the watershed. It was, however, not until 1814 that a Company force under the command of James Knight and William Stuart were able to reclaim York Factory and thus for a time allow the Company undisputed control of the territory.

Although records pertaining to the early years of settlement and discovery are incomplete, those surviving shed light on evolving administrative and business practices. From instructions

contained in the London Letter books to the various Governors and ship's captains certain patterns emerge.

The normal practice was for the Company's vessels to leave the Thames in May in order to reach the Hayes River during the second or third week in August. They then left the Bay sometime in early September and arrived back at Plymouth or Falmouth sometime in November or December. On arrival the Company's letter would be landed and then sent through the post office to London. Because of the amount of mail carried, which was considerable, precise instructions were often given to the Governors and Chief traders as to the composition and make up of the correspondence - for example Captain Geo. Geyer, Governor at Yorke Fort, was given the following instructions in 1693, "We would have the Company's Packett made up in future in double paper covers and not in a Trunke as formerly, the postage being 2s. an ounce which occasioned the last post stage to Twelwe pounds for that packett only."^[9] In 1693 the Captains of ships arriving from Yorke Factory were given the following instructions from Hudson Bay House; "We suppose you have a small packett of letters from Yorke Fort wch wee desier maybe sent up By the Post, but noe Trunke or great Packett of any weight exceeding 10/- the most." Again in 1694 Governor Knight at Fort Albany was advised to send his correspondence as instructed "last yeare to save extravagant charge of postage."^[10] In the general letter of 17 June 1693 to Governor Geyer at Yorke Fort are the following instructions which appear to be the first mention of the use of stencilled ciphers to identify outward bound merchandise. So that "they [could] be dispatched with



Portion of General Letter from Albany Fort (1726) with stylised cipher 'AR' (P.A.M. - HBC Archive).

all convenient speed.... all goods marked *YF* now on board the ships...be taken into your Factory and those of this mark *AR* be sent to the bottome of the Bay the like was observed last yeare and that nothing be left on board and returned."^[11]

....to be continued.

References

[1] Much of the material used in the historical background from Dr. Murray Cambell. MD. 'The Postal History of Red River, British North America, *Papers Read Before the Historical and Scientific Society of Manitoba,* Series III No. 6 (Winnipeg, 1951)

[2] In the 17th and early 18th centuries the most common usage was 'Yorke Fort'. From the 1830s onwards 'York Factory' is more usually seen.

[3] Letter of 1896 from Hudson Bay House, London to the Governors in Rupert's Land

[4] For a brief chronology of the various attacks and capture of the forts and settlements on the Hudson Bay see Peter C. Newman, *Company of Adventurers,* (Markham: Viking, Penguin Books Canada Ltd. 1985) pp351-53

[5] For a history of Fort Albany prior to

its capture by the French see Hudson's Bay Record Society VolXI. *E.E.Rich & A.M. Johnson Eds. Copy Book of Letters Outwards Etc.* 29th May 1680-3rd July 1687. (Toronto: Champlain Society, 1948)

[6] For an account of d'Iberville's attack and capture of Fort Yorke see HBRS Vol XX, 1688-1696

[7] For an account of this attack see R. Glover Ed. *A journey from Prince of Wales Fort in Hudson Bay to the Northern Ocean 1769, 1770, 1771, 1772 by Samuel Hearne.* (Toronto: 1958) pp 1x-1xii. Also Public Archives of Manitoba (PAM) HBC Archive A.11.2 Fol 20-21, A.11.114 Fol. 22-25.

[8] For a brief chronology of the various attacks and capture of the forts and settlements on the Hudson Bay see Peter C. Newman, *Company of Adventurers,* (Markham: Viking, Penguin Books Canada Ltd. 1985) pp351-53

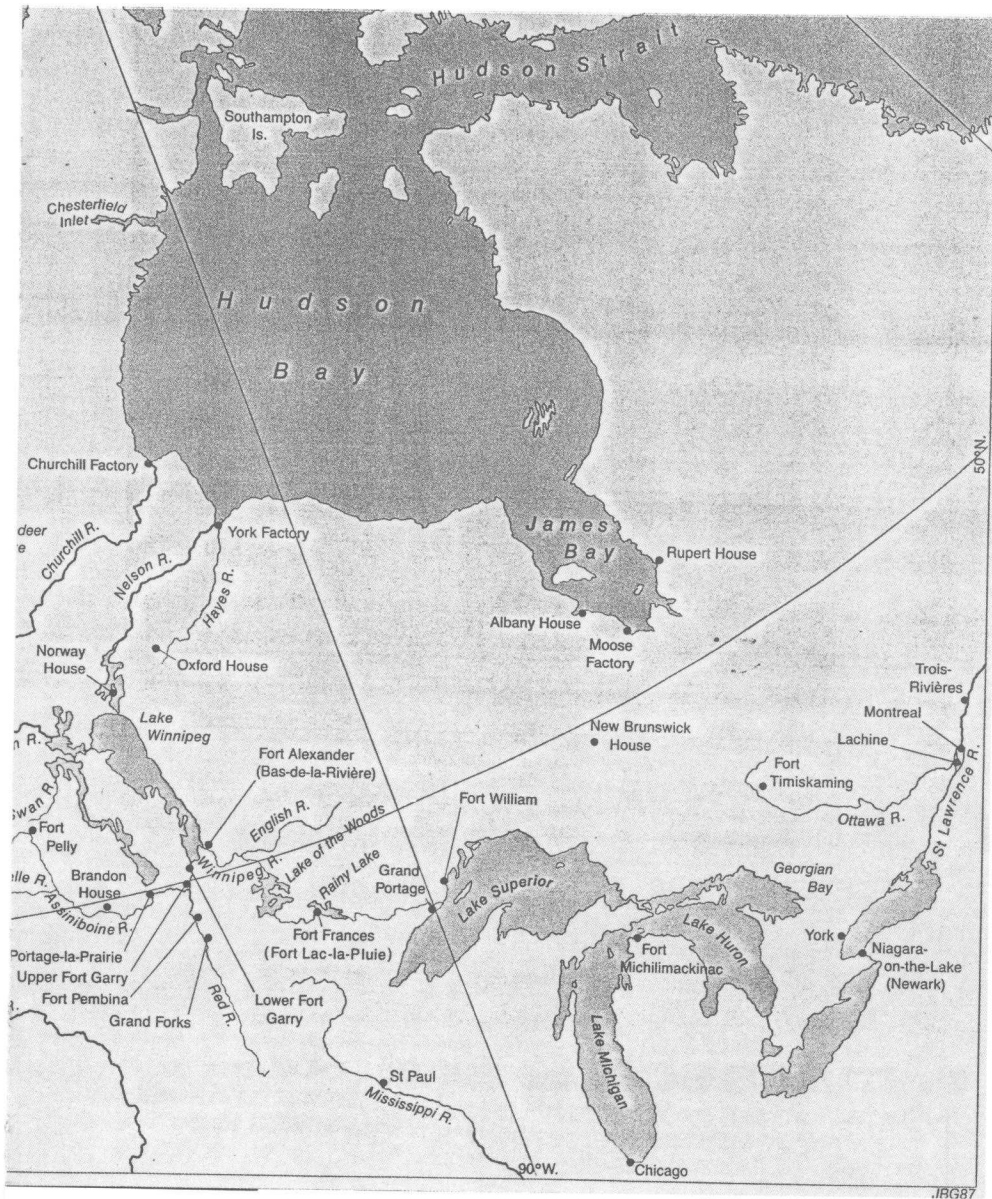
[9] Ibid. Letter dated Yorke Factory 17 June 1693

[10] Ibid. Letter from Governor Knight and Letter from Hudson Bay House. PAM HBCA A.6/2 & A.6/3

[11] PAM HBCA A 6.2 Letter to Governor Geyer at Yorke Fort 17 June 1693



Map of the Hudson's Bay Company empire c. 1867



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**DEALERS IN
FINE STAMPS
SINCE 1924**

Occasionally we like to take a break from the brow-furrowing expertise shown by our authors. Horace Harrison probably now qualifies as an Elder Statesman in the Society and we felt his reminiscences of collecting in yesteryear warranted a place in 'Maple Leaves' even if Horace's early collecting was more concerned with USA, so.....episode 1.

PHILATELIC PHABLES

Horace W. Harrison, F.C.P.S.

My first real memories of stamp collecting go back to my school days at McDonogh. My father had a more than passing interest in stamps; he had tried to interest my two older brothers in the hobby, going so far as to produce a Scott Album for the 19th Century issues of the world. This was the album with blue covers and a red spine, with outline maps of the continents and information about each country on the title page. There was also an album with a brown binder for stamps of the world from 1900 to 1920, the year of my birth. Both of these albums had been well and truly used and were filled with a great many stamps, much to my later surprise, most in the proper place. As a six year old, I had been deeply impressed by the excitement generated by the Lindbergh solo flight across the Atlantic, so my father bought me a Scott Loose Leaf Album for the Airmail Stamps of the World, at the time, a one inch post binder in simulated brown morocco. I was now ready to begin. I had inherited two albums from older brothers who had lost interest, and had a special album, bought brand new, of my own.

There were only four of us 'day-hops' at McDonogh, the first non-scholarship students in the history of the school. The bus was a Buick touring sedan and the bus driver was a senior by the name of John Yoh. It was an open car, and I cannot remember taking

stamps to school in it. By the 1929-1930 school year, the number of 'day-hops' had increased substantially, and a regular bus, designed as a bus, was in use, with John Basler as the driver. He was one of the farmers employed by the school, drafted into bus driving duties. It was on this enclosed bus that I commenced my first stamp trading activities, taking duplicate foreign stamps to school to trade for missing United States and, when available, any missing airmails. By 1931 I had exhausted all the possible supplies of U.S. and Airmail stamps available from fellow students to fill blanks in my albums, my father having given me a Scott National Album for either my birthday, 30 November, or for Christmas. In those days, many, if not most, people worked at least half a day on Saturday and my father was no exception. During the school year, he began to take me downtown with him on Saturdays and drop me off at the Stamp Shop of Perry W. Fuller, then having offices on the West Fayette street, not far from the famous Miller Bros. restaurant.

Having transferred all my U.S. stamps into my new Scott National album, I proceeded to take the old 19th Century and early 20th Century Scott albums to school and sell them for cash to use buying stamps at Perry Fuller's. My father was upset, to say as little as possible. However, from my

point of view, there was a favourable outcome from this episode. He decided to finance my collecting habit with serious money. He was an exceptionally good billiard and pool player. Most weekday evenings he would stop off at the Maryland Club at Charles and Eager Streets to have a toddy or two with friends and indulge in a game or two of bottle, or 'Kelly' pool. In those depression days, the usual stakes were 25 cents a game plus 10 cent scratches. Most evenings when he arrived home, he would empty the silver in his pockets into a demi-john whiskey bottle in his bedroom; I was permitted to take money from this bottle to purchase stamps for my collection. It was done on the honour system, and I cannot recall ever having broken his trust. With money to spend and truly friendly folk like Perry Fuller and his assistant, Margret Raycob to spend it with, this pre-teen stamp collector was in seventh heaven. Miss Margaret was charged with the duty of seeing that I had my afternoon nap, and I was put down under the counter after a filling luncheon at Miller Bros. One Saturday, after a particularly heavy meal, I awoke from my nap to find that I was alone,

and locked in the store. Perry, Miss Margaret and my father had all forgotten me and gone home while I slept. There I was, a young stamp collector, alone in a first class emporium. I cannot recall being so tempted again until the late Ed Richardson left me alone in his stamp study in League City, Texas, while he went to a Boy Scout Board Meeting in April 1968, some 36 years later.

I was telephone literate at the time and called our home phone. Mother answered and said "Come right home, dinner is almost ready". I said "I can't, I'm locked in Mr. Fuller's office". What mother said to father, I was not privileged to hear, but he came on the phone and told me that he would be right downtown to get me, a half hour trip and 13 miles by the quickest route. However, he had to go to Perry Fuller's home, fortunately, not far off the direct route downtown, to pick up Mr. Fuller and the keys to the office. I had dinner a little late that evening, but then I didn't mind, I'd had a big lunch. Some forty years later, Miss Margaret tried to put me to sleep with a large glass ashtray, but that's another story.

CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

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RESEARCH SOURCES FOR POSTAL HISTORIANS

An Occasional Feature

R.B. Winmill

One of the least reliable and most flawed, yet most useful, tools available under certain circumstances, is the personal interview. It is unreliable because, with time, memories of events tend to fade and perceptions of events are altered. Interviews are only practical when dealing with recent events. The type of question asked frequently elicits the sort of answer provided and can limit its scope.

Should one ask an open-ended question, then the respondent will reply in a selective fashion, his response dictated by what he feels to be important. This may fail to reflect what the postal historian would find most productive. Congruency is rare; however, through supplementary questions it can often be achieved.

Oral history can be very selective of anecdotal matter and historians of all sorts are far better off seeking documentary sources. If interviews are employed for research purposes, they are best supplemented with hard evidence such as published reports or archival manuscript records.

However, the interview has its place. For example, conducting research on a small town post office recently, the post office record card was found to be riddled with errors and marred by serious omissions, especially for the periods 1850-90 and 1960 to date. Moreover, other relevant occurrences were known to have taken place. The problem then became a

matter of consulting alternative sources, securing the appropriate dates and consulting local newspapers for contemporary reports. The solution for the earlier period was to garner the dates from an old historic atlas and from available directories and almanacs. The more recent material was problematical. There were no such sources available and the newspapers were not indexed. Nor was there a scrapbook kept. Thus the only remaining possibility was to interview a former postmaster of many years standing in the community. With events and dates recalled by him, the appropriate stories were traced. This saved going through several thousand pages of at least two papers, page by page, covering 34 years.

Interviews can also get to the heart of minor, unrecorded incidents and those which were so scandalous as to be covered up.

The interview can take one of three forms - written questions, telephone questions or personal interview. The latter two would normally be recorded.

Because Dr Smith was lacking the township of the R.C.A.F. Station Centralia Post Office in his excellent books (1), and because no published research was noted, it was decided to secure an interview with a former postmaster for this place. He was known as he was also postmaster of other places at a later date, which were of interest.

With respect to R.C.A.F Station Centralia, Mr Wallace Pfaff (2) was asked but one specific question: In which township was the post office located? Then, seeking reminiscences of interest to the postal historian, an open question was posed, asking him to recall what he could of his days there.

The response is recorded here in full, for two reasons, it represents information of interest to a military postal historian and relates to material not normally available. Secondly, it is of a more general interest because it reflects what can be expected from such an enquiry.

Interview-Mr Wallace Pfaff, 13 January, 1994 (3)

R.C.A.F. Station Centralia, situated in Stephen township, is the most southerly township in Huron County. There was also an air base at Grand Bend (4), also in Stephen township. R.C.A.F. Station Centralia was situated on Concession 3 while Grand Bend was on Concession 21. Concession 3 is just one mile to the left of Highway 4.

My appointment in 1957 to postmaster, first of all was a one year probation; it wasn't until June 1958 I received my full recognition. I succeeded or followed a Mr Ball, transferred to Clinton as Postmaster and later to Kincardine.

Normally the armed forces had their own postal people, (Postal Corps and were in the army) but being R.C.A.F. Centralia had a P.M.Q. (Permanent Married Quarters) for married personnel and lived (sic) off the base a civilian run post office was in order. The P.M.Q. was directly across the road from the main entrance to the

air base and consisted of 360 homes for married folk. The different ranks occupied different sectors, in other words officers didn't live in the same area as airmen, corporals or sergeants. A school was situated in the P.M.Q. area and was manned by civilian staff. Usually the principal resided in the P.M.Q area also.

The post office was situated near the main gate entrance as well as a grocery store and civilian tailor. It was the responsibility of the postmaster to receive all the mail which arrived by a rural route contractor between Centralia and Crediton at 9am. A Mr Wilfred Mack was the courier and he carried the mail in his Model A Ford car and when busy season and insufficient room he pulled a trailer, later Mr Mack acquired a Volkswagen van.

All the mail for the R.C.A.F. base landed at the post office and (it) was the responsibility of my staff and I to presort the mail. By this I mean it had to (be) hand sorted to Officers' Mess, Corporals' Mess, Airmen's Mess and Headquarters. As well the mail for married personnel living in P.M.Q. had to (be) sorted out here for lock boxes and general delivery. We only had 150 mail boxes so the remaining 215 people received their mail through general delivery.

Once the mail was broken down and ready, the Postal Corps, usually the corporal with the help of an airman, would transport the mail onto the Base, dropping off the Headquarters mail there then proceeding to the other messes and distributing accordingly.

The Postal Corps had an office adjoining the post office, an open door

separated the two offices. Any special mail such as registereds or parcels for the messes had to be signed for and the addressees had to come out to the Postal Corps station to pick these up.

All financial aspects of the post office was (sic) handled by my staff and office. This included the sale of postage, money orders, posting of parcels etc. Headquarters even had to purchase postage (on a meter) from my office. Pay days were always hectic times as often the unmarried personnel would buy money orders and send them home. It was always a great pleasure to serve the NATO students, usually they sent parcels home. These young gentlemen were always very polite despite the difficulties in communication. The purchase of Canada Savings Bonds by payroll deduction was always a popular way to set money aside. When deductions were complete the Government of Canada mailed these bonds out to the purchasers by registered mail. It was not uncommon when these arrived that one person would literally have to record these items and would take three to four hours of work.

Christmas time was also hectic as many parcels were received on the base and also parcels were mailed. When the parcels arrived we had to place them on the floor in rows, numbered and hopefully at noon they would be picked up, as we needed the space to accommodate the outgoing mail.

Also the outgoing mail from Headquarters was received around 3pm, when staff and I had to prepare

this for ongoing transmission, if I recall the pick-up was around 4.15pm. So all in all the duties as postmaster in the base at R.C.A.F. Centralia were no different than running any other post office. That's enough on R.C.A.F. Centralia, hope you find this bit of history useful.

This interview, published verbatim, demonstrates the value of such a device, despite its faults, to secure material not officially recorded or to add flavour to an article by incorporating personal reminiscences. This latter method is acceptable provided both author and reader are fully cognisant of the limitations. In this case we are blessed with an interview with a postal employee who is, due to the various supervisory positions he held, extremely familiar with postal operations and the needs of postal historians. Moreover, he is also an amateur historian and genealogist, so should be familiar with the needs of postal historians and sympathise with them.

References:

- 1. Dr R.C. Smith, 'Ontario Post Offices' (volumes 1 & 2); Toronto, The Unitrade Press, 1988, p150 and p79.*
- 2. Some official reports show the name as 'Walter', this is incorrect. Personal communication W.Pfaff - R.B.Winmill, January 1994.*
- 3. This is a verbatim reproduction of that written interview.*
- 4. While there was certainly an airstrip at Grand Bend, a cursory check reveals a dearth of evidence to conclude an R.C.A.F. facility existed there.*

SUPPORT THE EXCHANGE PACKET
Turn your surplus stamps and covers into cash: Hugh Johnson and Malcom Jones are waiting to hear from you

A UNIQUE POSTAL STATIONERY ENVELOPE

Bill Pekonen

Postal stationery has been defined in different ways. The United Postal Stationery Society offers this definition: 'includes all the stationery issued by the postal authorities on which a design has been printed showing its value for postage'.

The Mercury Stamp Journal (June 1951) offers a more detailed description: 'printed forms used in the postal service which have an imprinted postal stamp, or printing or marking substituting for such stamp, by which postal fees are collected or accounted forissued by a postal administration(....or delegated....right to issue postal stamps and postal stationery)issued for postal purposes andhave face value'

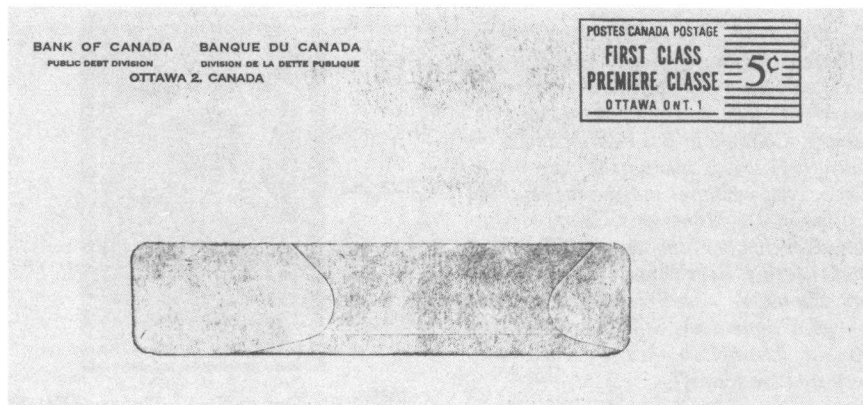
Official mail is another category about which there is a great misunderstanding. Edwin Mueller (Mercury Stamp Journal) wrote about this subject in 1955 describing North German Confederation special 'paid' postmarks which were introduced during 1868. These 'paid' postmarks were intended to save stamps. Mueller wrote " These 'paid' postmarks were all single circles in the same design as regular postmarks, but with a thick 'F.' - standing for 'Frei' or 'Franco' - between the town name and the date." Mueller continues " Although they must have been used on a large quantity of mail, they are scarce, as most such stampless envelopes were not recognized as interesting postal documents and were therefore not preserved." Mueller classifies these as postal stationery as well as items marked ' Frei laut Aversum No.____' (1-13) from various German States

c1874. The latter group were official letters for which postage was paid by yearly bulk payments.

Ninety years later, Canada adopted a similar bulk payment method with a marking indicating paid postage. According to Mueller's description of postal stationery, bulk payment of official covers can be classified as postal stationery. Postal Regulations permitted government mail to be processed without stamp labels, postage meter imprints or value markings. The regulations stipulated that the words 'Canada/Postage Paid/Port Paye' be imprinted in the upper right corner. Bulk postage payments to the post office were made periodically by government departments between 1 January, 1964 and 31 March, 1972.

One very unusual exception was produced during the 1964-1972 period. This Canadian official cover appeared sometime during the mid 1960s. It is a rarely seen 'Bank of Canada - Public Debt Division' 3 5/8" x 8" glassine window envelope - brown kraft paper. It has a peculiar 5 cent value design in a 15/16" x 2" rectangular 'postage paid' indicia. The flap is at the bottom instead of at the top of the envelope.

Only a small number of these have been observed. All have been sealed and re-opened. None of the envelopes observed have cancellation marks. (Most official stampless covers bypassed the cancellation devices on purpose to save time.) It is not possible to prove, on the face of the envelope, that it has been through the mail system. The manner in which they



An unusual postal stationery item - was it authorised?

were found, however, suggests legitimate use. The cover is illustrated with this article in the hope that readers may be able to provide other concrete evidence of use elsewhere in Canada. These appear to have been mailed during the bulk mailing period but do not contain the required wording. Are they a product of some civil servant or

printer who did not obtain proper authority to prepare the mailing? Did the post office object and take steps to correct the situation? The real story behind this cover may never be known.

The fact remains, however, that this is a unique government postal stationery cover.

THE ST. JOHN, N.B. TRICENTENARY 1604-1904 J. Colin Campbell

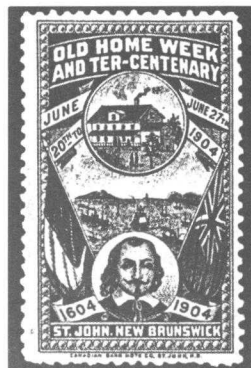
Following a series of meetings late in 1903 it was decided that the tricentenary celebrations, to be known as Old Home Week, should be spread over the period 20-27 June, 1904. An article in the St. John Daily Sun dated 6 November, 1903 will best describe the historic event which had taken place 300 years before.

"It cannot be positively affirmed that De Monts and Champlain with their companions were the first Europeans to sail into St. John harbour. The Atlantic coast of Nova Scotia had been for many

years before 1604 a resort for fishing and trading vessels. It may perhaps be taken for granted that stress of weather, or curiosity, or hope of gain may have caused them to ascend the Bay of Fundy. But the little vessel in which De Monts and Champlain sailed paid this port its first recorded visit. These explorers reported the discovery of the mouth of the river and gave it a name. That name and the account furnished by Champlain himself established beyond question the day when the St. John river first passed into history.

On next St. John's Day three centuries will have passed since these two sturdy adventurers visited this coast. De Monts has no monument in this country. Champlain has been honored in many ways and is mentioned more often than he. But whatever may be the relative position of De Monts and Champlain in Canadian history the former was the chief in this expedition. He had the concessions, he fitted out the ships and he was in command. Still, it is from the intrepid Champlain that we have the story and the maps."

Among the souvenirs produced by the centenary was a stamp-like label in red, white and blue showing Champlain with the harbour in the background. A few post cards were designed, one of which is illustrated here. At the base of the label appears the wording 'Canadian Bank Note Co., St. John, N.B.' The St. John city directory shows



the CBN Co. at 56-62 Clarence St., St. John with manager G.T. Clarke. Another point of interest is the spelling of St. John. It was during the 1920s when the spelling was officially changed to Saint John.

My thanks to Messrs. F.W. Feero and W.L. Gutzman for their assistance in putting this article together.



St. John Tercentenary postcard and (top right) label.

Re-direction labels may not seem very relevant to philately or postal history, but they are part of the delivery process. This article forms a modified extract from the N.W. Regional BNAPS group publication of the author's research and refers to a specific group of re-direction labels, coded 45.

RE-DIRECTION LABELS

Bill Pekonen

These particular labels appear on letters addressed to Canadian military personnel in Britain. Others were applied elsewhere. The following is a quote from publication [A] in which Guertin stated "Redirected covers often turn up during wartime due in part to changes in locale or to rapid movement by armies or ships, and in part also to disability suffered by the addressees." Only a few examples of these labels have been observed.

On page 24 in publication [A], the following information is recorded regarding military mail:

1940 10% of military mail was incorrectly addressed.

1941 On June 18, 359 items required redirection.

1943 25,000 parcels per month required redirection (300,000 p.a.).

1944 22,000 letters per month required redirection (264,000 p.a.).

While many of the letters and parcels may have been readdressed directly on the cover, it is not known how many would have been readdressed using either a blank or pre-printed label. Nor is it known how many labels may have been printed. A total of 2,400,000 pre-printed labels are reported to date in the following list. Perhaps some person with access to that type of information both in Canada and the UK can supply answers. The printed quantity on unreported labels will

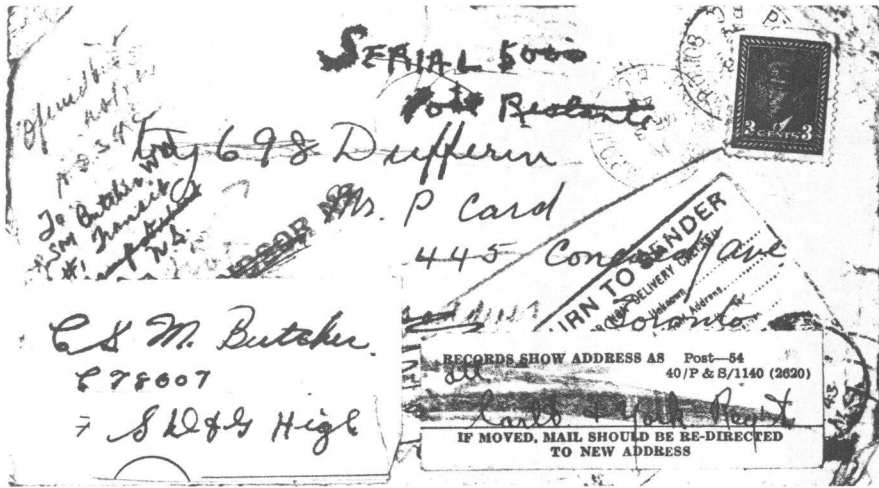
increase the above total. Some labels appear to be in small quantities. On page 57 of publication [A] a number of various gummed labels are described. No illustrations accompany the descriptions, and therefore, have not been included in the following list.

The numbering system used in the rest of this study is modified for this section as follows. The number 45.0.40.1 signifies 45 as the main group; 0 as not having a designated form number for this purpose although it may show a different form number for another purpose; 40 representing the year used (1940); and 1 representing the record number within this group. The last number is sequential only for the order in which the information has been received while the year dates may fluctuate.

45.0.45.1 RE-DIRECTED BY/
THE AIR MINISTRY/(s.7(b),/
Astral House/Kingsway, W.C. 2
L.15874-14527/L.16412-14527 T.S. 700
British form.
Used AR 10 .45 [reported by Barlow]

45.0.45.2 RE-DIRECTED BY
RECORD OFFICE, R.A.F.
GLOUCESTER
R.A.F. form 1674 D.P.W.51-5229
British form
Used 3 APR/1945 [Barlow]

45.0.45.3 Form number in upper



The posties tried hard with this one! Example of label 45.0.45.3.

right corner: POST 54/40/P&S/1140 (7173)*

"RECORDS SHOW ADDRESS AS" (British See Group 15)

Used after Jan 8, 1946 [McGuiness]

*These last numbers appear (1140) (2620) (blank) on other labels

45.0.40.1 C.M.H.Q. 40:1 Label
13 Dec 1940 [Guertin Book - 3]

45.0.43.1 Form CMHQ 4c/40/
P&S/52 5215 [Guertin Book - 3]
May 4 1943 with label applied JUN 16,
1946???

45.42.4.1 C.N.S. 2445 - 150M-4-42
(4214)/ 150,000 N.S. 815-9-2445 Label
with red border 38mm x 74mm
NOV 16/41 to FEB 10/43 (Transit 451
days)

45.0.42.1 White label 33mm x
112mm
Jan 21, 1942 to 15 FEB '42 (Transit 25
days)

45.0.42.2 Part of a re-use label
21mm x 91mm

19 NOV 42 to FEB 11/43 (Transit 84
days)

45.0.43.2 Brown sealing tape
27mm x 84mm

HM Ship to London to St. Hubert to
New York to Dayton - Transit time not
known.

45.43.8.1 C.N.S. 2445-250M-8-43
(1404) 250,000 N.P.P 407 on reverse
Label with red border
12 JUL/44 - 14 JUL/44 (Transit 3 days)

45.44.7.1 C.N.S. 2445-2000M-7-44
(890) 2,000,000 Label with red border
19 JUN 1945 [Barlow]

45.44.7.2 same as above
Nov.27, 1944 - Feb 20/45 (Transit 85
days)

45.0.45.4 #10 Envelope
readdressed on front
OCT 17/45 to OCT 22/45

45.0.48.1 Preprinted re-directed address
21mm x 54mm Canada mailed to Japan
and readdressed to USA
Appears to be a US Army label
Dec 18, 1948 - not sure if receiving date

45.0.94.1 Current computer
generated redirected mail label. Only
the mailing date is shown (11 III '94)

45.0.44.1 10.43.5 MFB 490 Label
used to redirect letter sent to Winnipeg,
then to Canadian Army Overseas, and
then returned to District Depot 10 and
redirected back to Winnipeg.

NOTE: The foregoing information
is contained in a new 200+ page
publication by the Pacific Northwest
Regional Group of British North
American Philatelic Society. The book
deals mainly with re-use labels and
economy envelopes.

Not included in the foregoing

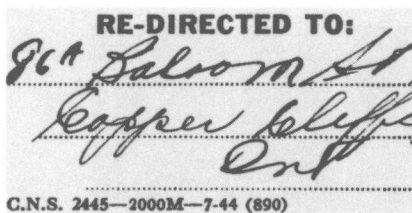
listing are those which are distinctly
British in nature. These can generally be
identified by the words "RECORDS
SHOW ADDRESS AS" then at least
one line usually followed by the words
"IF MOVED, MAIL SHOULD BE
REDIRECTED TO NEW
ADDRESS".

Sometimes only a blank label was
placed over the old address, and then
readdressed.

Members interested in obtaining a
copy of the book mentioned earlier can
write to John Keenlyside, 622-470
Granville Street, Vancouver, B.C. V6C
1V5. Cost is \$12 (Cdn), plus postage.
For more details, write to John first.

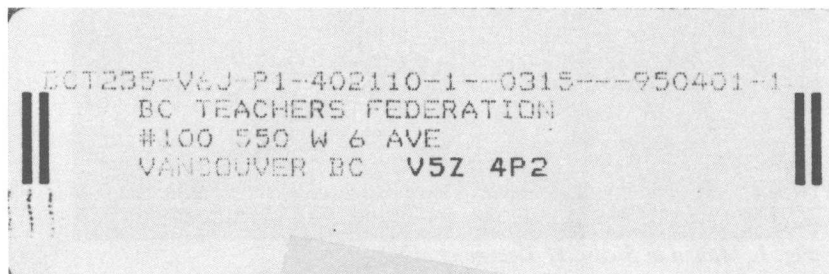
Footnote:

*Publication [A] is "The Wartime Mails
and Stamps Canada 1939 46" by H.E.
Guertin.*



Left: Re-direction label, ref. 45.44.7.1.

*Below: Computer generated label ref.
45.0.94.1.*



LETTERS TO THE EDITOR

Alex Rezanowich

WORLD WAR II RATES

I was very much interested in the article by Kim Dodwell (50 Years Ago-April 1945) in the April issue since I was a member of the Canadian Army in England at this time.

Recently I came across two of my letters which were sent from the Mediterranean theatre to Canada.

These two are rather curious. The first letter with two 1/2d stamps and a 2d was mailed from Sicily on 17 Dec. 1943. The second letter bearing a 3d GB plus a 6c US Airmail was mailed on 22 Jan. 1944 when we were somewhere near Ortona in Italy.

Why the difference in postage? And why do we have a mixed franking of GB and US stamps on the second letter? I would be interested to hear if anyone has a logical explanation for this curiosity, or is this what people call 'the fog of war'?

We just had time, before going to press, to refer Alex's letter to our WWII 'expert', Kim Dodwell. His reply follows, but this does not preclude any other members adding their comments or opinions.

The correct rate for Armed Forces Air Letters (AFALs) from Italy (and elsewhere) to Canada in 1944 was 3d GB or 6c US - but not both! In about 25 years of collecting World War II Canadian postal history I have seen several hundreds of such AFALs. The majority were franked with the GB 3d, but franking with the 6c US, though less common, can be found and, from the contents of some AFALs thus franked, it seems the writers would get a quicker service to Canada via USA than through either MAILCAN service (then recently set up, with teething troubles not ironed out) or via Britain.



Fig. 1. Mailed in Sicily, 17 December, 1943.



Fig. 2. Mailed in Ortona, 22 January, 1944.

The use of both GB and US franking is the first I have seen and is most unusual. The most likely explanation is that the writer was in a 'belt and braces' mood and thought, probably mistakenly, he would get the option of the quickest service, regardless of cost! The other possible explanation is that this was a philatelic franking, but Mr Rezanowich would probably have remembered if this was the case. There was certainly no need to have affixed both stamps for the letter to have travelled to Canada by airmail.

Lionel Gillam, FCPS

PASSING THROUGH WHERE?

Whenever I see the words 'railway' or 'railways' a pen leaps into my hand. This is known as a 'finger jerk' reaction, a phenomenon unknown to medical science, but familiar enough to those who wish to display their knowledge or,

in this instance at least, confess their ignorance. So there is nought, or very little, comfort for John Wannerton whose letter 'Passing Through' (MAPLE LEAVES, August, 1995) prompts this inadequate reply. 'Inadequate' because I can only be certain about one stage of the journey which his remarkable Bavarian registered cover took after it arrived in Halifax on 23 March, 1896. That is that it travelled to St. John, N.B. over the Intercolonial Railway where the station of the Loyalist City was shared with the Canadian Pacific Railway. Since 2 June, 1889, the latter had operated a through service between its newly-opened Windsor Station in Montreal and Halifax, via Megantic, Vanceboro and St. John. This was known as the 'Short Line' since it provided a less circuitous route between Montreal and the Maritime Provinces than the Intercolonial Railway. It therefore represented the final link in the chain of lines from 'Sea to Sea' albeit through

the State of Maine between the Quebec Province Line (just east of Megantic) and Vanceboro.

It is at this point that my ignorance betrays itself. On the American portion of the 'Short Line' there were three connections with United States railways over which Mr Wannerton's cover could have been conveyed to Bangor, and from thence via the Boston & Maine Railway to Boston. From the Home of the Bean and the Cod it could have reached Big Apple via the New York, New Haven and Harvard Railway or the New York & North Eastern Railway, both via Providence. However, the most likely route from St. John would have been via Greenville in Maine where there was a scheduled connection with the Bangor & Piscataquis Railroad. This railway also had a connection with the 'Short Line' at Brownville Junction, while at Mattawamkeag there was another connection with the Maine Central Railway. All three lines ran to Bangor and the latter, via Mattawamkeag, would have been my choice if the Bavarian cover had been dated 1889 when there was a Night Express Train with a Pullman Sleeping Car Service to Bangor leaving St. John at 8.30pm. This train was operated by the New Brunswick Railway between St. John and Vanceboro at which point the engines were switched and a Maine Central locomotive took over the final stage of the journey to Bangor (in all 206 miles). This would have been by far the quickest service to Bangor; but I have no firm evidence that it was still operating in 1896. I rule out completely the morning train from St. John to Bangor, which left St. John at 6.10; not only is the cover backstamped St. John pm, but the Halifax and St. John run of 275 miles took about 11 hours! I have ruled out the possibility of the

cover going by sea in a vessel of the International Steamship Line which operated from St. John via Eastport and Portland to Boston. For one thing it would have been too much of a coincidence had there been a vessel sailing from St. John precisely in the afternoon or evening of 23 March. This would still have involved a rail journey from Boston to New York and I doubt very much if the combined voyage and rail trip could have been accomplished in a maximum of 48 hours.

At this point a question begs itself: why was the registered letter not backstamped after leaving St. John and before it reached New York? Now I can answer that one with complete confidence. During the winter months Halifax, apart from Vancouver, was the sole point of entry to Canada to passengers, freight and mail. The latter was a particularly heavy one since it also included British and some European mail that normally, in the ice free months, would have been delivered to Quebec. Mr Wannerton's registered cover would have been sorted in the St. John G.P.O. and placed along with others in a leather padlocked pouch or mailbag with the lettering 'U.S.MAIL, NEW YORK' stencilled on it. Whenever it changed hands a receipt would be obtained for it. It was known as a 'sealed bag', well and truly sealed and containing pre-sorted mail. Having read the foregoing I am reminded of Blaise Pascal who, writing to a friend about 350 years ago, said "I could have made this letter shorter, but I haven't got the time." On the other hand I could easily have made this letter LONGER, in which case our Editor would have had a 'finger jerk' reaction as well!

Note: The Editor's fingers all remained firmly under control this time!

SOCIETY NEWS

Scotex

Will members attending SCOTEX on Saturday, 28 October, please note that a room has been booked for an informal meeting from 12 noon to 1pm. All are welcome, particularly those who bring a few sheets along or even a prospective member. Competition to reserve the room is fierce and we were lucky to get it so PLEASE LEND YOUR SUPPORT. The venue is Clyde Hall, corner of Jamaica St., Glasgow.

FORTHCOMING EVENTS

1995

Oct 10-15 Autumn STAMPEX, Royal Horticultural Halls, London.

Oct 28/9 SCOTEX, Clyde Hall, Jamaica Street, Glasgow

1996

Feb 27-Mar 3 Spring STAMPEX, Royal Horticultural Halls, London

Mar 15-17 Edmonton Spring National, Edmonton, Canada

May 17-19 PIPEX 96, Salem, Oregon, USA

Aug 30-Sep 1 BNAPS Convention, Fort Worth, Texas.

Sep 11-14 CPS of GB Convention, Station Hotel, Perth

1997

Aug 28-30 BNAPEX 97, St. John's, Newfoundland



THE POSTAL HISTORY SOCIETY OF CANADA INVITES APPLICATIONS FOR MEMBERSHIP

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For further information or a membership application form, please write to the Secretary:

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Sep 27-Oct 6 ISTANBUL 96, Istanbul

Oct 25 - Nov 5 ATHINA 96,
Athens, Greece

1997

Apr 16-21 NORWEX 97, Oslo, Norway

May 29-Jun 8 PACIFIC 97, San

Francisco, USA

Aug 30 - Sep 8 MOSCOW '97, Russia

Dec 8-14 INDIA 97, New Delhi, India

Details of the London and Wessex

Group's programmes for the following 'season' are not yet to hand. Eager beavers seeking details should contact Colin Banfield 0181 281 0442 (home) or 0171 407 3693 (office) for London and Dr. Dorothy Sanderson 01794 523 924 for Wessex meetings.

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CANADA
PER, PC, R

2717 Thompson, James A, 1929 Neptune Drive, Perris, CA 92571, USA.

C.

Deceased

2368 Darch, J.

1580 Frampton, G.W.

Change of Address

2710 Creighton, Richard W. Apt 408, 635-57 Ave SW, Calgary, Alberta, T2V 0H5, CANADA.

2199 Gendron, Raynald, 39 Carre Lionel-Groulx, Blainville, Q.C., J7C 3S3, CANADA.

2427 Goss, James W, 398 Rivard Blvd, Gross Pte, MI 48230/1629 USA.

2532 Hardie, W G L. Replace 'Sardis' with 'Chilliwack'.

2193 King, D A H . Amend postcode to SO16 3TP.

2565 Millington, R.G, 12 Briars Lane, Maghull, Merseyside, L31 6AR.

392 Marsden, Major P S S F, c/o Mr S H Marsden, 56 Crowstones, Buxton, Derbyshire, SK17 6NZ.

2503 Sturup, Svend, 153 Brookdale Avenue, Toronto, Ontario, Canada M5M 1P4.

2480 Warr, Bertram C J, c/o Capital City Numismatics, PO Box 946, Mt. Pearl, NFLD, A1N 3C9,
CANADA.

1775 West, M R, 348 Whitehall Road, Wyke, Bradford, BD12 9DP.

2701 Whiteley, David H, 1210-525 St. Mary Ave., Winnipeg, Manitoba, R3C 3X3, CANADA.

663 Woods, James E, The Paddock, 32 Whitehall Avenue, Pembroke, Dyfed, SA71 4QP.

Revised total 460

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