

# Maple Leaves

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

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# MAPLE LEAVES

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## EDITORIAL

Well despite the snow outside my window as I write this Editorial, it will be Spring again when you read this and as a reminder this issue contains the usual booking forms and competition entry forms for the Society Annual Convention. This will be held in Welwyn Garden City this year between 23rd and 27th September and our President, Derrick Scoot, has laid on a mouth-watering programme of displays and trips. Full details appear on page 94. If you have sat at home and wondered what goes on at these annual events, this year may be the time to come along and find out! Don't delay with your bookings and note the deadline for getting these in to Derrick to secure the package prices – this is 31st July. Please also note the deadlines for the Competition entries if you are not attending Convention in person.

This issue also contains, as an insert, the Index for Volume 30 (2007/2008). Our

thanks, as usual, go to Charles Livermore for taking the time to compile the index and to Colin Lewis for organising the printing.

Speaking of indexes, I am pleased to report that our Handbooks Manager now has a supply of the newly published Cumulative Index for Maple Leaves which covers Volumes 1 to 29 (1946 to 2006). As previously reported, this is available in two formats – spiral bound book or CD. Full details of pricing, how and where to order etc appear on page 88.

Much has been made in the philatelic press of late of the impacts (real or imagined) of the global financial problems on our hobby. Logic suggests that falling interest rates and share prices must have impacted on the disposable wealth of many in the 50+ age group who make up a large percentage of the collector population. On the other hand,

firms like Stanley Gibbons report that stamps are the one form of collectible that is still increasing in value (well they would say that wouldn't they!) The truth, as ever, is somewhere between the two and probably mirrors what has happened in previous recessionary periods. That is to say that top quality classic philatelic material will continue to rise in price being pushed along both by collectors (who recognise the fact that such material comes onto the market very rarely) and by top end investors (who are told it is the thing to buy). At the same time, average material or material that is in plentiful supply will weaken in price. Recent auctions results both here and in North America would appear to support this dual market. The moral of the tale is that over the next year or two there may well be some bargains to be had but if it is really good material be prepared to dig as deep as ever!

Lastly, members will be saddened to learn of the death of one of our most distinguished elder statesmen, Harry Duckworth who died, aged 93, on 18th December last. Harry was widely known throughout Canada as an eminent scientist and University Professor and Administrator. He was elected to the Royal Society of Canada in 1954 and later became its President. He was also an Officer of the Order of Canada. Less well known to the general public was his interest in matters philatelic but for us he will always be remembered as the co-author of the seminal work on the Large Queens Issue. His knowledge of this issue and the cancellations of the period, most notably the fancy 2's, 8's and 9's was without equal and he was always happy to share this with others. He will be sadly missed and we extend our condolences to his wife Shirley and the family.

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# CROSS BORDER LETTERS BETWEEN THE MARITIMES AND THE UNITED STATES 1835 - 1867.

**Michael Wedgewood**

*(Editors note: the postal markings on the covers illustrated in this article have been strengthened to ensure they show clearly)*

The article in Maple Leaves, April 2008, by George Arfken and Charles Firby regarding Canadian and Provincial mail to, and through, Boston in the 1850's and 1860's, prompted me to look through my own collection of cross border mail with the following results.

The initial development of the Maritime Provinces had been almost exclusively along the shores of the Atlantic, the Bay of Fundy, the Northumberland Strait and the

Bay of Chaleur and extending inland only along the major rivers. Consequently, communication tended to be along the coasts for trading and postal purposes and it was only many years later that overland stage routes, and eventually the railways, were developed.

My earliest cross border letter, dated 12th July 1799, from St John N.B. is addressed to the Honourable Thomas Dwight Esquire in Springfield, Massachusetts. It



Fig 1 November 1835 letter from Boston to St. John N.B.

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indicates that the writer had intended to send the letter via Boston but.. 'I do not yet find any vessel bound to Boston' and the letter was finally dispatched by the schooner 'Hopewell' to New York, whence it was sent overland to Springfield.

The following letters (illustrated in figs 1 to 17) are arranged chronologically to show the several ways in which mail between the Maritimes and USA were conveyed as well as the appropriate postal rates.

Figure 1 shows a letter dated in November 1835 from Boston to St. John N.B. which went by stagecoach from Boston to the US exchange office at Robbinston, Maine; that part of the journey taking seven days. The US postage to the lines of 18¾ cents was not prepaid. The letter was handstamped at St. Andrews, the New Brunswick exchange office and the US postage was converted to 11½ pence currency to which was added the 9 pence

currency for N.B. inland postage making a total of 1/8½ pence collect.

Figure 2 shows a slightly later letter sent in April 1840 from Boston to Maundia N.S. (which I believe to be Main-a-dieu). The US postage was rated at 18¾ cents, not prepaid and was converted to 11½ pence currency at the St. Andrews N.B. exchange office. To this were added 9 pence currency from St. Andrews to St. John N.B. and a further 11 pence currency from St. John to Main-a-dieu, totalling 2/7½ pence currency collect. For those unfamiliar with Maritime postal history, the postmasters of Nova Scotia and New Brunswick had fixed their own postal rates between towns, based roughly on distance and which, in many cases, did not comply with the scale of charges or rules laid down by the British Post Office. This practice was specifically forbidden with effect from January 1843. Under the British Post Office rules the British charge for this letter from St. Andrews to Main-



Fig 2 April 1840 letter from Boston to 'Maundia' N.S.

a-dieu should have been 1/6 pence currency vs the 1/8d charged.

Figure 3 shows a letter from the same period which took a very different route. This letter dated March 1841 from Boston to St. John N.B. was sent by ship direct to St. John where it was handstamped with the oval St. John Ship Letter handstamp. The normal gratuity paid to the ships master was 2 pence Sterling but this letter was charged a double amount of 4 pence. The text of the letter makes it clear that a second letter had been enclosed with the first.

Figure 4 shows a letter dated December 1844 from St. John to Boston which appears to have been carried by favour to Eastport, Maine, incurring no New Brunswick postal charges. It was put into the US postal system at Eastport and incurred a US postal charge of 18¾ cents. Many letters were carried by favour during

this and earlier periods given the very high postal charges based on distance.

Figure 5 shows a letter dated February 1845 sent from St. John N.B. to Boston which went by stagecoach by the overland route to the border. New Brunswick postage was, by now, at the reduced (correct British PO) rate of 7 pence from St. John to the exchange office at St Andrews and this was prepaid. The letter was handstamped at both the N.B. and US exchange offices and rated 18¾ cents collect for the US postage.

Figure 6 shows a further reduction in postal rates that occurred in 1845. This is a double rate letter dated November 1845 which was also sent from St. John to Boston. It was handstamped at both the St. Andrews N.B. and Robbinston, Maine exchange offices. The 1/2d New Brunswick postage was prepaid. Since the date of the letter shown in fig 5, US



Fig 3 March 1841 letter from Boston to St. John N.B.

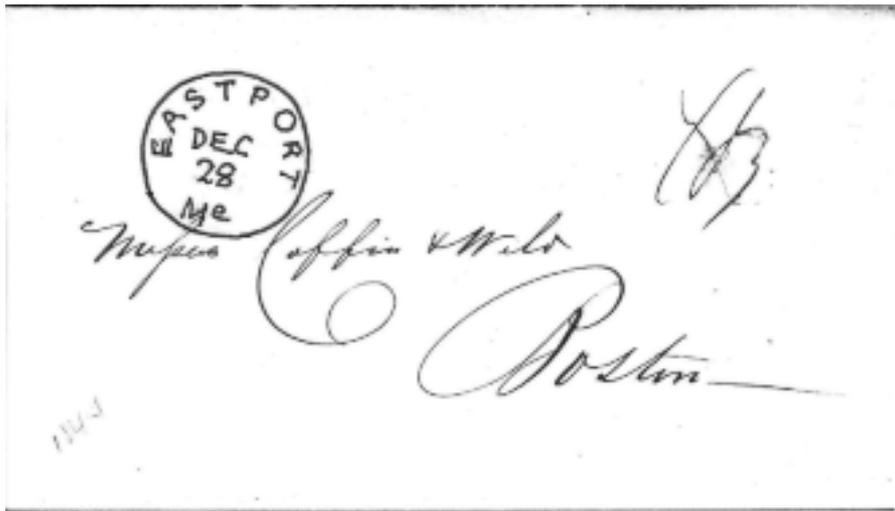


Fig 4 December 1844 letter from St. John N.B. to Boston

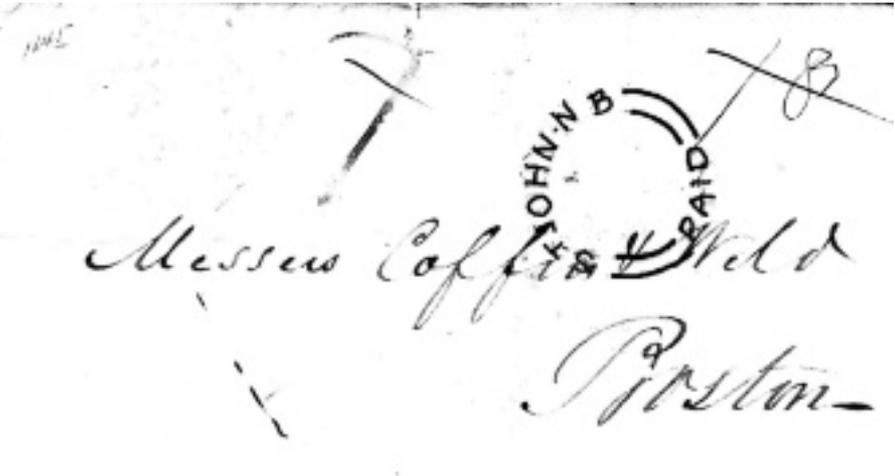


Fig 5 February 1845 letter from St. John N.B. to Boston

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Fig 6 November 1845 letter from St. John N.B. to Boston, double rated.

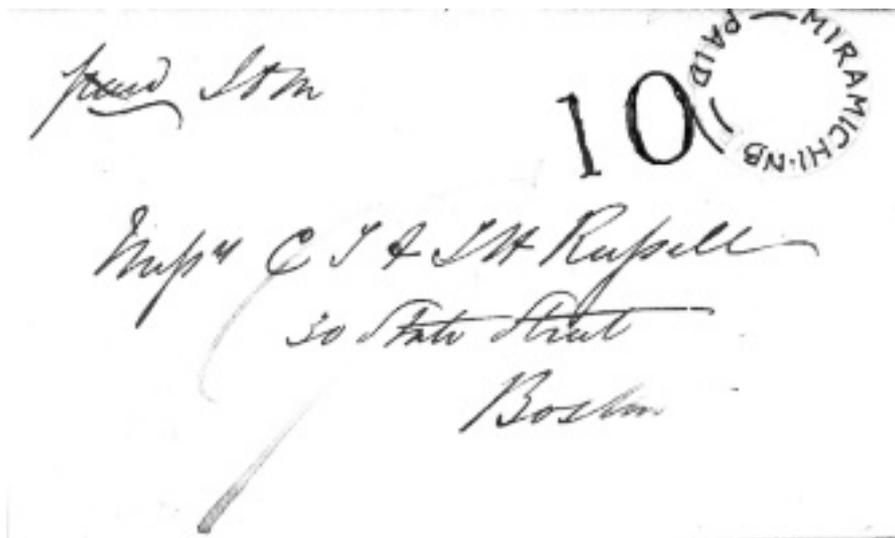


Fig 7 March 1848 letter from Miramichi N.B. to Boston

postage rates had been greatly simplified with one rate for distances below 300 miles and a higher rate for all distances over 300 miles. This letter was charged at twice the new 10 cents rate, making 20 cents collect.

Figure 7 shows a letter dated March 1848 from Miramichi N.B. (later renamed Chatham) to Boston. This letter went by the overland route to the border but instead of taking the more direct route from St. John and the St. Andrews exchange office, it was sent via the exchange offices at Woodstock N.B. and Moulton, Maine. The probable reason for this routing is that the New Brunswick postage was prepaid. The rate to Woodstock was only 9 pence currency compared to 11½ pence to St. Andrews. The US postage was the same either way, 10 cents collect. The comparatively high British postal charges in the 1830's and 1840's encouraged this type of route selection by canny residents.

Figure 8 shows a letter dated April 1848 from St. John N.B. to New York. This

letter was also carried privately to Boston and put in the US mail there, incurring a US postal fee of 10 cents collect. The letter was handstamped STEAM (in red), a mark which was applied in the receiving office to letters delivered by ships' captains who did not have a contract to carry mail.

Another letter from St. John N.B. to Boston is shown in figure 9. This one was sent in April 1849 and was carried over the regular overland route to St. Andrews. It was rated 7 pence paid to the lines and was handstamped in both the St. Andrews and Robbinston exchange offices where it was rated 10 cents US postage collect.

Figure 10 shows a letter dated September 1850 sent from Boston to Halifax N.S. This letter was originally endorsed to be carried by steamer, but this was deleted and the letter was sent by the overland route. US postage of 10 cents to the lines was prepaid, plus 1/1½ pence due for postage from St. Andrews to Halifax. The local currency value of the 1s Sterling British postal rate for a letter carried a



Fig 8 April 1848 letter from St. John N.B. to New York



Fig 9 April 1849 letter from St. John N.B. to Boston

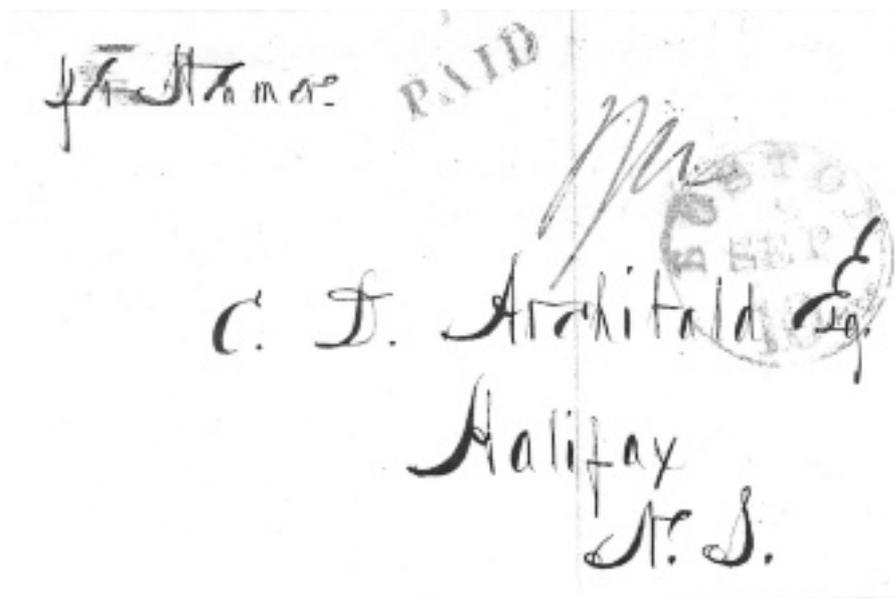


Fig 10 September 1850 letter from Boston to Halifax N.S.

distance of 301 – 400 miles changed a few times over the years and had been reduced from 1/2d Currency to 1/1½ d Currency in October 1843.

Figure 11 shows a letter dated April 1851 from St. John N.B. to Philadelphia. This letter was carried by favour to Boston and posted there where it was rated 10 cents US postage collect.

Figure 12 shows a letter dated a few months later in August 1851. This was also sent from St. John to Philadelphia a month after the introduction of a through postage rate between New Brunswick and the USA. On this letter, however, there are no New Brunswick postal charges or handstamps, so the letter appears to have been carried privately to Boston and posted there. In Boston it incurred a US postal fee of 5 cents collect. What is strange about this letter is that it bears a STEAM handstamp in black, this mark being applied to mail received at Boston from the steamer 'ADMIRAL'. However,

there is no indication of any fee or gratuity paid to the ships captain.

Figure 13 shows a letter dated May 1853 sent from St. John N.B. to New York. As with the previous letter, there are no New Brunswick postal charges or handstamps. In this case, however, there is a clear 'SHIP' handstamp and handstruck '7', applied at Boston. The charge is made up of 2 cents to the ships' captain and 5 cents US postage collect.

Figure 14 shows a letter dated March 1855 sent from St. John N.B. to Boston. The through postage was prepaid in St. John as indicated by the St. John dated handstamp, though there was no indication that the amount paid was 6 pence. There is a red 10 cents paid handstamp applied at St. John indicating to the US authorities that through postage had been prepaid. Earlier through letters from New Brunswick to the US had shown both the 6 pence prepaid rate and the US 10 cents equivalent. At some date, the showing of

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Fig 11 April 1851 letter from St. John N.B. to Philadelphia

STEAM

POST OFFICE  
AUG 4

Wm. Grant Stone  
Philadelphia

Fig 12 August 1851 letter from St. John N.B. to Philadelphia

SHIP

POST OFFICE  
AUG 4

7

Edward T. Small Esq  
157 Broad Way  
New York

Fig 13 May 1853 letter from St. John N.B. to New York

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the 6 pence on prepaid through letters appears to have been abandoned, leaving the 10 cents US rate as the only rate marking. I am not aware of any authority for this omission and wonder if a similar habit was developed in other parts of Canada with regard to prepaid cross border mail in the period between 1851 and decimalisation.

*(Editors note: I have in my own collection Canada/US letters as early as 1852 with the rate shown only in US cents. Equally, I have at least one cover dated 1857 which shows the rate only in Canadian currency. It appears that whatever the regulations said, postmasters were inclined to be a little lazy about applying these rate markings).*

Figure 15 shows a letter dated October 1855 from Boston to Miramichi N.B. The letter was not prepaid and was sent by ship to St. John where it was handstamped St.

JOHN N.B. SHIP LETTER and rated 6 pence. This latter was the rate for incoming ship letters addressed to the interior of New Brunswick (Letters addressed to St. John incurred a charge of only 3 pence). The 6 pence (or 3 pence) charge included a 1½d fee paid to the ships' captain.

Figure 16 shows an August 1861 letter from St. John N.B. to Boston which shows the new decimal 10 cents through rate.

The final letter, in figure 17, shows this same 10 cents through rate on a September 1867 letter from St. John N.B. to New York. In this case, the rate was prepaid by a 10 cents postage stamp and the letter is endorsed by the writer 'per steamer via Boston'.

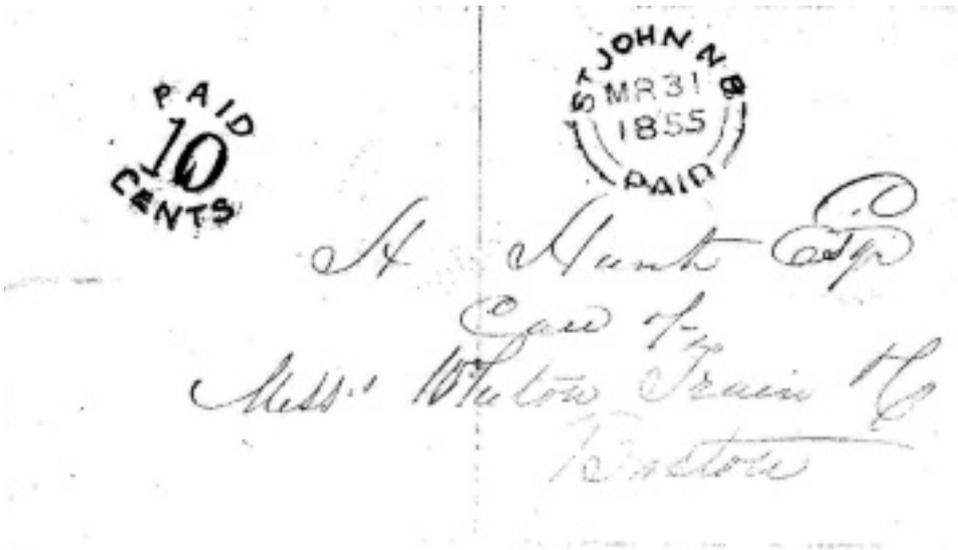


Fig 14 March 1855 letter from St. John N.B. to Boston

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Fig 15 October 1855 letter from Boston to Miramichi N.B.



Fig 16 August 1861 letter from St. John N.B. to Boston



Fig 17 September 1867 letter from St. John N.B. to New York

## VOLUNTEER WANTED

The Society is seeking a volunteer to take up the position of Treasurer from September 2009.

The post does not require any specialist financial knowledge or background but an ability to work with numbers and balance income with outgoings would obviously be an advantage. The workload is not high but there are some important tasks involved and it is a highly responsible position.

This position is one that requires some continuity so ideally the Society is looking for a member to take on the role for a number of years rather than just for 12 months.

If you feel you may be able to help in this position or if you would simply like to know more about what is involved, please get in touch with the President, Derrick Scoot as soon as possible.

## CANADA-SOUTH AFRICA: TWO MORE POSTAGE DUE COVERS

Richard Johnson

David Sessions' second cover shown recently in *Maple Leaves* reminded me of two other such covers in my collection.

The one shown - front and back in figs 1 and 2 - needs some describing as all the notations will not be clearly legible.

It was sent from Regina, Saskatchewan on Feb. 21, 1932 addressed to

Mr(s?). A. E. B. Mercer  
3rd Class Passenger  
S. S. Themistocles  
Cape Town to London  
Cape Town  
South Africa.

In the upper left, the air route was specified as 'Regina-Quebec' but there are two penciled notes. One to the right and one angled below, stating 'Ship Sailed'. The 'Air Mail' direction is crossed with two purple Jusqu'a bars typical of New York. So the letter must have been forwarded from Quebec to New York and carried from there by surface to London.

Notwithstanding the Jusqu'a marking it was annotated T 9D (The curve of the 9 peaks out to the left of the two upper 3d postage due stamps.) to indicate the underpayment of 9 cents CDN of the international 15 cent CDN rate at the time. It was then forwarded by the Imperial



Fig 1

Airways flight (established only two months before) to Cape Town. Was the '9 D' annotation affixed in London or Cape Town? The cover bears the cds 'Cape Town / 2 Apr. 32'. The three 3d postage due stamps are cancelled 'Cape Town / 11 Apr 32'

There are three further ms annotations - all in red ink:

- to the left of the ship's name: 'Ship Sailed',
- beneath that 'Delivered by Postman' scored out, and
- beneath the address 'c/o Wm. Anderson/St. George Street'.

That this attempt to deliver was unsuccessful is borne out by

- the boxed, bi-lingual imprint in black partly covering the Regina-Quebec annotation reading 'UNCLAIMED / AT PRIVATE BOXES', and
- the smaller, rectangular box beneath the 'T' bearing the notice 'POSTAGE NOT COLLECTED'

There are, in addition, six backstamps:

- a two-ring 'CAPE TOWN KAAPSTAD / 21 MAR32- / 14' cds,
- a single ring (partial) cds '... 22MAR32',
- a '4' in a circle (presumably a delivery mark),
- two violet boxes bearing the bi-lingual notes: 'DUPLICATE / 22 MAR 1932 / DUPLIKAAT' and the second the same dated '23 MAR 1932'. (Presumably the meaning of the word in this case was 'double'; and, finally,
- the circular receiving stamp of the Canadian Dead Letter Office bearing the annotations 'INSPECTION DIVISION / DEAD LETTER OFFICE / MY 12 / 32 / OTTAWA-CANADA'.

Presumably, the letter was returned to the address on the back in Regina - BUT

**Who paid the 9d postage due? and why is the Canadian DLO fee of 3 cents CDN for returning the letter not shown or, likely, collected ?**



Fig 2

A second Canada-South Africa postage due is shown in figures 3 and 4. It is addressed from Winnipeg on Aug 15 / 1 pm / 1938 to Johannesburg. The rate at the time was the relatively short-lived 6 cent 'all-up Empire' airmail rate; so the deficiency was 3 cents CDN doubled to T / 30 gold centimes = T / 3D and, again, a 3d South Africa postage due stamp was affixed. That it was not delivered is confirmed by the ms notation in red near the stamp 'Gone Away', and a purple trilingual stamp obscuring the T / 30 circle 'PARTU / GONE AWAY / VERTRE(U)?'

There are four backstamps, one violet but illegible and:

- a Johannesburg cds dated 3 SEP 32,
- a 'RETURNED / 8 SEP38 / CAPE TOWN', and
- a 'INSPECTION DIVISION / DEAD LETTER OFFICE / OC 14 / 38 / OTTAWA-CANADA'

Lastly, on the front in addition to the usual notice 'PLEASE ADVISE YOUR CORRESPONDENT THAT THE LETTER RATE FROM CANADA IS SIX CENTS PER HALF OUNCE', there is in blue crayon the notation 'TAX 9 c'. The only rationale that I can give for this is that the sender was charged 6 cents CDN which was double the original deficiency plus the 3 cent DLO charge for returning the letter to the sender. **Does anyone have an alternative explanation ?**

And, while we are into questions, since David's cover bears a red Jusqu'a marking which is similar to one or two types listed by McQueen for London, **why would London both cancel the air mail and then send the cover on by air?**

#### Bibliography:-

- 1 Sessions, David F., Canada Pays Its Dues
- (2) - Some Overseas Dues, Maple



Fig 3

Leaves, October 2008, pp. 387 - 389.  
2 Ian McQueen, Jusqu=a Airmail  
Markings, 1995 Supplement, pub. By W.

A. Page, Dartford, Kent, UK., page 230;  
see type 17.



Fig 4

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## MORE ON BRITISH MAIL OFFICE CANCELLATIONS

### Mike Street

On page 343 of *Maple Leaves*, October 2006, the late Stan Lum illustrated an oval 1915 'BRITISH MAIL BRANCH/TORONTO ONTARIO' cancellation on a very interesting WWI cover that appeared to have originated in a refugee camp in the Ukraine. In the next issue of *ML* a response from Nick Lazenby included illustrations of three similar cancellations, one a 1919 'BRITISH PARCEL POST/TORONTO POST OFFICE' mark, the second a 1953 bilingual 'DEPECHE BRITANNIQUES ET ETRANGERES / British & Fgn. Mail Brch.' mark from Quebec City, and the third a rectangular 'BRITISH MAIL OFFICE/ NIGHT STAFF /TORONTO, ONT.' rectangle on a post card to Germany. One *ML* later, April

2007, I showed the 'MONTREAL B&F – R' (registered) and 'MONTREAL B&F – A' (air mail) Barrel cancels of the late 1950s, commenting that it appeared the Montreal British & Foreign office may have stopped operating around the middle of 1960.

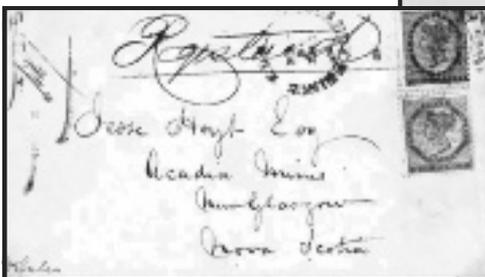
Two recent eBay acquisitions have continued my interest in these postmarks. Shown in Figure 1 is the second example of the 'BRITISH MAIL OFFICE/NIGHT STAFF/TORONTO, ONT.' rectangle previously reported by Nick Lazenby. My item, dated 'May 27 1957', is also on a postcard but to Switzerland instead of Germany. The card, with a painting of the Cunard ship *RMS Ivernia* on the front, was written by a traveller to student friends back home.



Figure 1. 1957 British Mail Office/Toronto postmark on a postcard to Germany. The 4¢ Wilding definitive paid the surface postcard rate to Europe.

# The Mike Salmon Collection - 20 May The Gilbert Wheat Collection - 10 June

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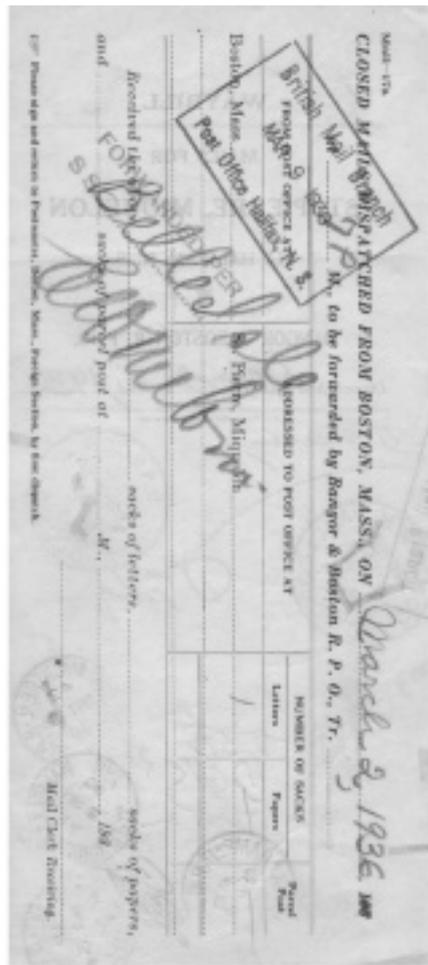
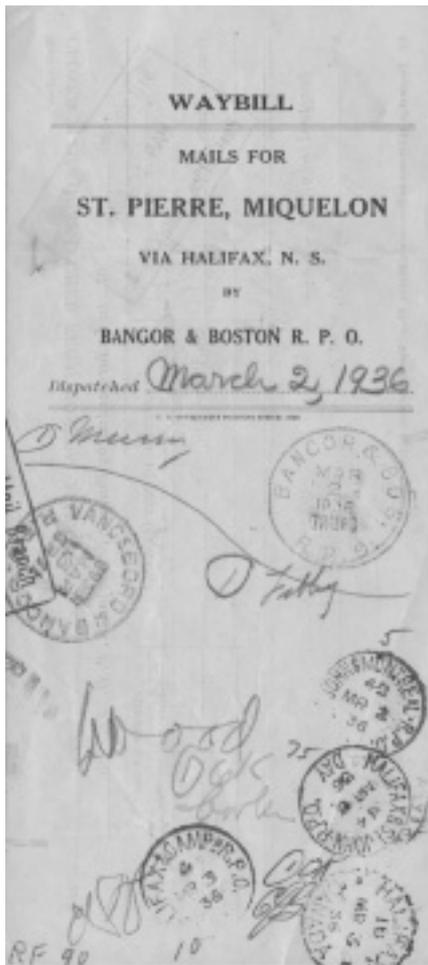


Figure 2. 'British Mail Branch/Post Office Halifax N.S.' postmark with American and Canadian RPO's on a way bill for a mail bag to St. Pierre & Miquelon

The second find, Figure 2, is a 1936 'British Mail Branch/Post Office Halifax, N.S.' rectangular handstamp on a United States Post Office Way Bill for a closed mail bag to St. Pierre & Miquelon via Halifax. The mail bag contained one letter.

The other postmarks, all but one

American and Canadian railway post office cancellations (RPOs) tell the story of its travels. The bag left Boston on 2 March 1936 via the "The Gull", the daily train from Boston, Massachusetts to Saint John, New Brunswick. As indicated on the way bill, the bag was first received on 2 March

1936 by the Bangor and Boston RPO attached to The Boston and Maine Rail Road's Train 183 [BANGOR & BOS./MAR/2/1936/TR 183/R.P.O]. which left Boston at 9:30PM and arrived at Bangor, Maine at 3:50AM on March 3. There the bag was transferred to the Vanceboro & Bangor RPO attached to the Maine Central Rail Road's Train 71 [VANCEBORO & BANGOR/1936/MAR /3/TR 71/R.P.O. from Bangor to the Canadian border.

When "The Gull" arrived at Vanceboro, Maine at 7:25AM the bag was transferred to the RPO car on the Canadian Pacific Railway's (CPR) Train 42 to Saint John [St. JOHN & MONTREAL · R.P.O/42/Mr 2/36/. (Ludlow MA-210)] Train 42 was the eastbound C.P.R. train from Montreal via Sherbrooke, Megantic, Vanceboro and McAdam Jct. to Saint John. The RPO canceller date was not changed after midnight by a perhaps sleepy clerk. Train 42 arrived in Saint John at 11.05AM where mail was transferred to the Halifax & St. John RPO on Train 14 for Moncton [HALIFAX & St. JOHN R.P.O./14/Mr

3/36/Day (Ludlow MA-117a)].

Train 14 reached Moncton at 3:15PM and the mail was transferred to the eastbound Train 4, the "Ocean Limited", for Halifax [HALIFAX & CAMP. · R.P.O./4/Mr 3/36/. (Ludlow MA-80)] Train 4 was scheduled to arrive in Halifax from Moncton at 9:50PM and be transferred to the main Halifax Post Office [Halifax/18/Mr 3 / 36 / Canada], so the time mark of 18 (6PM) is probably an error.

The mail bag was held until March 9 when the British Mail Branch/Post Office Halifax. N.S.' handstamp was applied and it was 'FORWARDED PER/S.S' Belle Isle (in manuscript). The S.S Belle Isle made regular trips from Halifax to St. John's, Newfoundland, stopping on the way at various ports, including St. Pierre & Miquelon. Unfortunately there is no St. Pierre & Miquelon receiver, which suggests that the way bill did not accompany the bag.

Acknowledgement: My thanks to Ross Gray for the train schedule information which helped tell this story.

---

## REGISTERED EXPRESS AIR MAIL COVERTO USA

### Martin Hopkinson

After many experimental air services had proved the need for faster communication, Western Canada Airways was authorized to fly a route some 1,270 miles connecting Winnipeg with Calgary via Regina, Moose Jaw and Medicine Hat, and a spur flight from Regina to Edmonton via

Saskatoon and North Battleford. This Registered Special Delivery First Flight envelope (fig 1) was carried on the inaugural flight on 3rd March 1930. Addressed to Shelton in USA, it was sent by air on the stage between REGINA in Saskatchewan and EDMONTON in



Fig 1

Alberta. Some 3,850 items of mail were carried on this flight stage.

Western Canada Airways Limited had started out with one Fokker Universal plane in the Red Lake district in December 1926, and from mid 1927 had issued their own stamps for use on a number of flights. In October 1927 a two way air link between Lac du Bonnet and Bisset was inaugurated, authorised by the Post Office, which meant that the company was paid by government mail contract rather than by the sale of its own stamps.

This cover was rated 5¢ air mail (with the 1928 air stamp) plus 10¢ registration (from 'Scroll' issue) in addition to the 20¢ Special Delivery stamp issued in August 1922. It was received in Shelton on 7 March – one of the many handstamps on the envelope back (fig 2). There is some confusion over the cancellation date, which in several cases appears to be 1929, but the flight took place in 1930.

What makes this particular cover unusual is the presence of the Special Delivery wrapper, which repeats the Regina registered number 1101. Originally attached to the top back of the envelope (where traces remain), it was wrapped around the cover (fig 3). It was printed in red on a buff manila, and unfolds to size 95 x 315 mm.

The instructions on the label imply that it should be retained for two months by the 'office of destination' – ie Shelton. The fact that it was left wrapped around the cover could be due to the unfamiliarity with the system in a US mail office, or that so many philatelic covers were received they were just left in situ. Whatever the reason, it adds something to the interest of the cover.

Reference: *The Air Mails of Canada and Newfoundland*. American Air Mail Society 1997; pp 59-61 & 119.

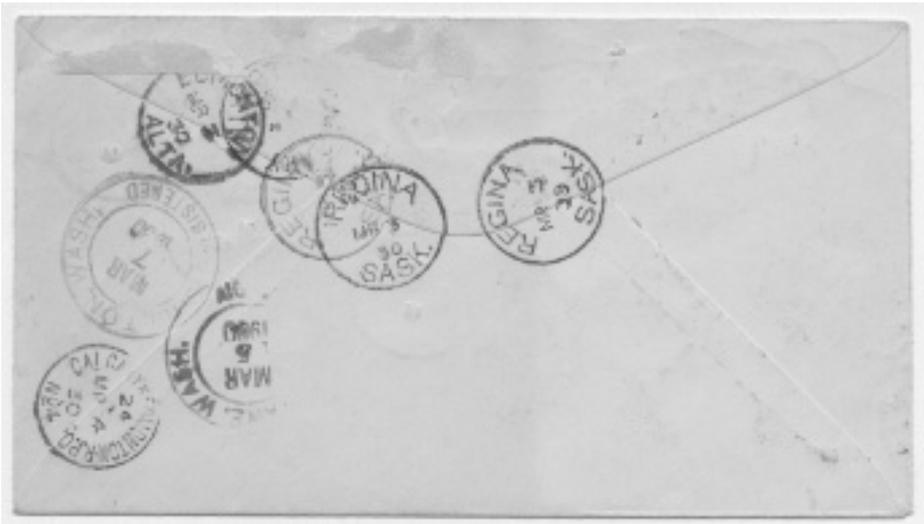


Fig 2



Fig 3

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

## THE STORY BEHIND THE COVER (5) THE WINTER EXPRESS

**Graham Searle**

In these days of instant electronic communications, it is hard to believe that a mere 200 years ago the furthest west settlement in Canada with a postal service was Niagara. Even the term postal service is a bit grand as in the 1790's Niagara received mails just once a year from Montreal. This mail was carried on the so-called 'Winter Express'.

The Niagara post office had opened in 1789 but at that time had no regular postal services linking it with the main centres of Montreal and Quebec. For the most part, roads were impassable and letters were sent by whatever conveyance presented itself. However, a few years later this yearly Winter Express was introduced between Montreal and Niagara. In 1801

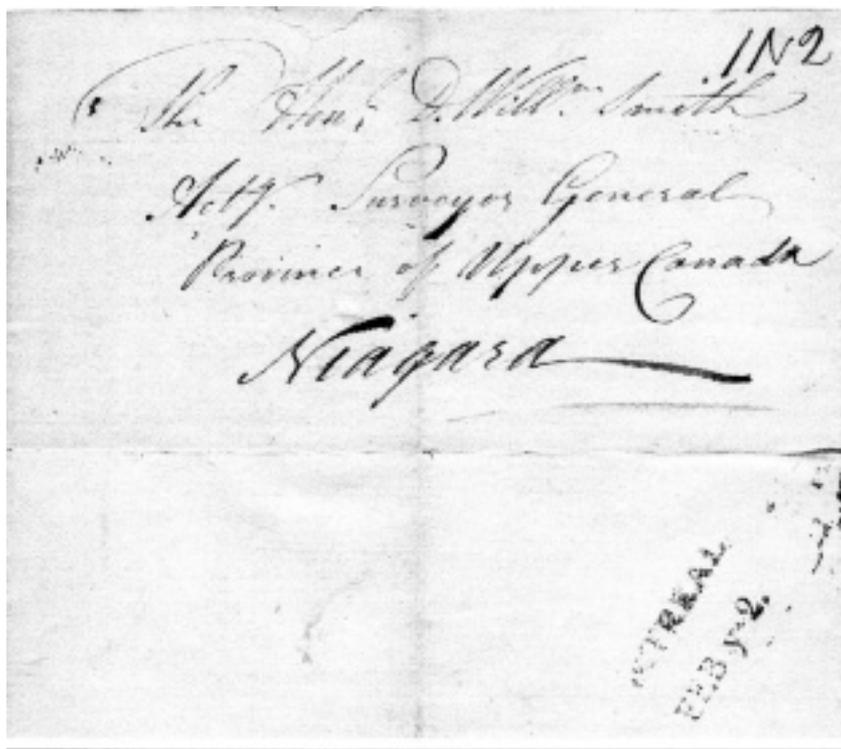


Fig 1

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this was replaced by a monthly service as the road system gradually improved.

We can only imagine the difficulties of travel between Montreal and Niagara in the 1790's but it was clearly not an easy journey. Not surprisingly, surviving examples of mail carried on this fledgling route into Upper Canada are rare. One such is shown above in figure 1.

This letter was sent on 22nd January 1797 from Montreal to Niagara. The reverse carries a nice strike of the Montreal straight line cancel type VIII which was in use from 1793 to 1797. The letter was rated 1N2 or 1sh/2d currency, the rate for a single sheet carried between 300 and 400 miles. This may sound a lot but compared to the 8d sterling (9d Currency) charge for a letter from Montreal to Quebec it was something of a bargain given the difficulty of travel.

The addressee was one David William Smith who in 1797 was the Acting Surveyor General for Upper Canada.

Smith was an Englishman, born in 1764, who had travelled to Canada as a soldier. He was commissioned an ensign with the 5th Regiment of Foot and was stationed at Fort Detroit and Fort Niagara for two years under the command of his father, Lieutenant Colonel John Smith, who died at Niagara in 1795. David proved himself a very able administrator in the regiment. He also acted as clerk for the Hesse District land board from 1791 to 1792 and helped establish a sound and systematic basis for settlement. His work there came to the attention of Lieutenant Governor John Graves Simcoe, the, then, Governor of Upper Canada. Simcoe was so impressed by Smith's work that he made him acting deputy surveyor general of the Province. Simcoe was to become quite

dependent on Smith and during the next 10 years Smith became one of his most trusted, capable and energetic subordinates.

In 1792, Smith took part in the first ever elections for the Legislative Assembly of Upper Canada and was elected for the riding of Suffolk and Essex. Despite there being no opposing candidate, Smith spent over £200 on providing food and drink for the voters. Clearly he was leaving nothing to chance! He was elected again in 1796 and in 1800 and served as elected Speaker of the Assembly from 1796 to 1802.

Smith had articulated with the Attorney General and was called to the bar in 1793. However, his intention was not to practice law but rather to open the doors to public office. In the army he was promoted to captain in 1795 but after the death of his father his regiment was to be transferred to Quebec. David resigned from the army and remained in civil life in Upper Canada.

Over the next few years, Smith's star continued to rise in the public offices of Upper Canada. He was appointed a special member of the Executive Council. He was also one of the three trustees appointed to regulate and monitor the sale of lands by the Six Nations Indians. He was designated Lieutenant of York County. At the same time, he maintained close ties with the militia, holding the rank of colonel with the second battalion of the York militia.

However, in 1802, the supremely ambitious Smith was overlooked for a permanent appointment to the Legislative Council. On learning of this decision, Smith resigned, in a fit of pique, from all

*continued on page 92*



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## LETTERS TO THE EDITOR

**Joe Smith**

### VANCOUVER WEST END BRANCH

I refer to the article on Street Cancels in the January issue of Maple Leaves.

My copy of the P.O. Directory for 1st January 1898 makes no reference to the West End Branch P.O. However, it does appear in the 1907 almanac. I have also never seen a copy of this strike. I quote from some notes by Tracey Cooper regarding this office which was opened on 1st July 1898 with postmaster D.G. McDonald and located on Burrard Street between Nelson and Helmeken.

'Revenues from the office are recorded as follows:-

1898	\$805
1899	\$841
1900	\$705
1901	No report
1902	\$1029
1903	\$1227
1904	\$1170
1905	\$1305
1906	\$509
1907	\$842
1908	\$195

The office closed on 22nd July 1898.

One unusual item regarding this Post Office is the rarity of reported cancels given the large volume of revenue in its period of operation. It is possible that regular mail was forwarded to the Vancouver Office for cancellation and that only registered mail matter received a West End Branch postmark. Additional research on this mystery is required'

I note also that the office became an accounting post office from 1st January 1901 (meaning they also processed money orders). Normally such offices would be reissued a full circle CDS.

**Fred Marvin**

### NORTH ATLANTIC AIR SERVICE

I refer to the article on the North Atlantic Air Service by Martin Hopkinson in the January issue of Maple Leaves. Some additional information on this service is contained in the book 'Merchant Airmen' – British Air Ministry Civil Aviation 1939 – 1944 printed by H.M.S.O. in 1946.

On page 174, this lists bombers to Great Britain as follows:-

First Flight – November 10th 1940, six aircraft Lockheed bombers; Montreal to Gander to Aldergrove and Blackpool.

Second flight – November 29th, seven aircraft

Third flight – December 17th/18th, seven aircraft, 3 lost.

On pages 177-178 it further lists the following information:-

St. Huberts airfield, Montreal changed to Duval. Air crews return to Canada by sea.

March 1941 – Atlantic Air Ferry Organisation established. On July 20th Air Chief Marshall Sir Frederick Bowhill took control. Two years later in 1943 it became RAF Transport Command.

April 1941 – Liberator Bombers (USA) LB30's A/B adapted

May 1941 – east and west bound flights commenced.

June/July 1941 – 20 flights from Canada to UK, 128 passengers, 22,151lbs freight,

9598lbs of mail carried to UK.  
 Sept 1941 – North Atlantic Ferry taken over by BOAC. Prestwick, Scotland became the UK airfield, returning ferry pilots, official freight and mail.  
 The two way service was maintained during the winter of 1941/1942.

In summer 1942, Lancaster bombers flew a regular service which continued until 1945.

My own covers from this period are dated 5/3/1941, 2/4/1941, 7/5/1941, 17/5/1941, 20/6/1941, 15/7/1941, 22/9/1941, 23/11/1941 and 29/12/1941.

### Mike Street

#### CANADIANS WHO SERVED IN WORLD WAR 1

*Tony Cochranes letter in the January 2009 issue of Maple Leaves brought forth a number of replies which have been forwarded to him. The following short response from Mike Street may well be of general interest to students of postal history of this period.*

Re. Tony Cochrane's letter on page 39 of the January issue of Maple Leaves. The officers name was Donald McLennan. His WWI attestation paper is attached (*not shown here*). You can see that the distinctive writing of the last name matches Tony's cover. Records of all Canadians who served in WWI are available at:-

<http://www.collectionscanada.gc.ca/databases/cef/001042-100.01-e.php>

Not every record has the attestation papers available yet.

### Bruce Field

#### HELP WANTED

*Bruce is co-editor with David Marasco of the Canadian Precancel Catalogue.*

They are in the process of preparing a new edition of the catalogue and have found eight stamps listed in the catalogue of which they can find no evidence that they exist.

Bruce would like to hear from any members who own copies of the following Admiral die varieties:-

V – 126d – D (die 1)  
 Halifax 2 – 105d – D (die 2)  
 Hamilton 4 – 105d – I (die 2)  
 Kingston 2 – 105 – D (die 1)  
 Montreal 6 – 105d – D (die 2)  
 Montreal 7 – 109 – D (die 1)  
 Oshawa 1 – 105 – I (die 1)  
 Oshawa 1 – 109 – I (die 1)

I guess if you do own one of these it is rarer than you thought! You can contact Bruce directly at [a.b.field@sympatico.ca](mailto:a.b.field@sympatico.ca) or indirectly via the Editor.

### David Back

#### CONVENTION VENUE

A short note to correct a minor error seen in the Society News section of the January 2009 *Maple Leaves*.

On the site of the execution of the first British Christian Martyr, St. Alban, in A.D. 303, King Offa of Mercia founded, in A.D. 793, a monastery and in later years an abbey. The site overlooks the Roman town of Verulamium.

As an aside, I was born and bred in the 'Second Garden City' and our revered

President lives in the first – both, when designed and built apparently had no pubs. That might explain our longevity!

**Brian Plain, Mike Street & Nicholas Lazenby**

### **OFFICIALLY SEALED COVER**

*Geoffrey Townsend's spectacular Officially Sealed cover shown in the January issue of Maple Leaves brought forth a number of responses. Those from the three members noted above all provided the same basic information so I have taken the liberty of combining them into one response.*

As Mr Townsend notes, the item was mailed at Indian Head on or about 20th May 1902. Correctly rated for surface mail but marked Register, it should not have proceeded in the absence of correct prepayment. The letter was almost certainly posted after hours at the Indian Head post office. It is possible that it was posted during normal hours and the manuscript 'Register' on the front was missed by the clerk but that is unlikely.

During handling, either on the RPO or at Winnipeg, postal staff noted the deficiency in payment and, in compliance with the regulations, applied a handstamp indicating the postage shortfall and sent the item to the Branch DLO in Winnipeg, an office authorized to process all classes of undeliverable mail including that with unpaid postage.

It arrived at the Winnipeg DLO on 22nd May 1902 (per one of the backstamps) where it was opened to ascertain the sender. A manuscript notation 'memo Indian Head Assa 23/5/02' bearing the initials 'JH' and the file code 4-47 appears, with a second DLO Winnipeg

marking confirming the memo dispatch date of 23rd. This memo, bearing the file code number, would have been mailed to the sender requesting additional payment either by coin or postage stamp. The partly obscured 'Returned for Postage' handstamp at the left on the front confirms this course of action.

By 30th May, Winnipeg had received the missing postage and the DLO sealed the letter with the Officially Sealed stamps, added the 'R' in oval and the registration number '4473' at the left. In this code, the '3' possibly refers to item 3 being returned to Indian Head and combined with all other items for Indian Head in file number 4-47. The memo notation was obliterated with a wavy line and the registration tracking number '967' was added. All the stamps were cancelled with the DLO Winnipeg cds of 30th May. The free strike of this cancel represents the completion of all DLO activity.

The letter was then transferred to the regular mail stream for delivery. The British Registered receiver on the front and the Bath receiver on the back show that the letter reached its destination on 10th June.

*The only further information to add for Geoffrey is that if you ever wish to part with the cover there appears to be a long queue of members willing to offer large sums for it. No doubt Colin Lewis could oblige via the Society auctions!*

**Brian Plain**

### **THAT OTHER OFFICIALLY SEALED COVER**

In the October 2008 issue of Maple Leaves there is an item in *Letters to the Editor* by David Armitage. Having just

(belatedly) received my copy, I realize that this note is perhaps somewhat late in appearing however I have some corrections, comments, and a query related to his submission.

First, the corrections: Three dates listed in the article are not consistent with those that appear on the cover. The arrival marking at Dawson is June 24th rather than June 27th. The latest Dawson date is August 11th not July 11th, and the date of dispatch from the Dead Letter Office in Victoria is August 23rd, not August 31st. The circular DLO marking with the 'W' in the time slot is not mentioned, but bears the date August 31st.

Next, the comments: The correct dates are significant to the telling of the complete story behind this cover. Arriving in Dawson (June 24th) it was held in the post office while it was advertised in the local paper. The manuscripts 'paper out' and 'hold' support this contention. Although copies of the Dawson newspapers of this era have not been seen, Gray Scrimgeour has confirmed the probability that such advertising occurred. At the time, the gold creeks and streams in the Dawson area were home to many prospectors and miners, and as people made their way to gold claims, they would contact the post office and arrange delivery of their mail. I believe the July 3rd date represents a dispatch date from Dawson to Hunker, a post office point some 35km from Dawson at the junction of Gold Bottom and Hunker Creeks where an office was established in 1899. This is supported by the manuscript reading *not for Thompson at Hunk*. Obviously, another Mr. Thompson claimed and opened the letter before discovering it was not intended for him. An indistinct marking under this manuscript may be Hunker, but is more likely to be a Dawson date stamp offset.

The cover was probably returned to Dawson where it was held until being declared undelivered, and the appropriate handstamp applied. Returned to the Dawson office (August 11th), it was sent with other items to the Victoria Dead Letter Office, which by regulation, dealt with undelivered Yukon mail. It arrived there on August 23rd and received the VIC2b-b1 date stamp. From there, the cover was sent to Ottawa for return to England. It arrived at the Dead Letter Office in Ottawa and was date stamped with a DLO1-9 handstamp on August 31st. Where the OX2 label was applied is open to conjecture. If the DLO in Victoria determined the identity of the sender, then it was likely applied at that office, and an external instructional note sent to Ottawa. If not, then it was applied in Ottawa before being returned to England.

Lastly, my query: The circular date stamp applied at Ottawa on August 31st has a large 'W' in the time slot. The DLO, with one notable exception, did not use time marks. What does the "W" represent? Its presence is known from 1897 onwards and the strike on this cover is the latest of four known examples. In the past, I have postulated that it represented undeliverable mail from the West, but a recent find has shown the 'W' on a cover from Halifax. Does anyone have an idea about the 'W'?

**John Davis**

#### **MORE HELP WANTED**

*John is the author of a forthcoming book on the War Tax Overprinted stamps of the West Indies due to be published by the RPSL later this year. He is now about to embark on Volume 2 of this work which will cover the other 10 countries in the British Commonwealth which issued War*

*Tax stamps. These, of course, include Canada.*

John is seeking help from specialist collectors of this period. In addition to information on the stamps themselves (the formats, booklets, coils, lathework, imprint numbers, quantities printed, revenue generated, printers records etc), he is also interested in covering the legislation and any amendments, post office notices, normal and war tax rates, what was exempt from war tax for all the different types of mail and destinations

etc. Contemporary Newspaper and Philatelic Magazine articles and public reaction to the Tax would add further background to his studies.

If any members feel they may be able to help in this work they are asked to contact John via the Editor.

*(Note that John is already aware of some of the standard philatelic texts covering this period such as Marler and Steinhart, Ed.)*

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## BOOK REVIEWS

We start these reviews with updates to a couple of the most widely used Catalogues for BNA material.

### **STANLEY GIBBONS CANADA CATALOGUE – 3RD EDITION, October 2008**

Published by Stanley Gibbons Ltd, ISBN – 10 0-85259-684-7. A4 perfect bound approx 100 pages. Priced at £16.95 and available from all major philatelic outlets.

This is a welcome update to the Gibbons ‘One Country’ Catalogue as the last edition was published in 2005.

Despite the name, the catalogue covers the stamps of British Columbia, Vancouver Island, Prince Edward Island, Nova Scotia, New Brunswick and Newfoundland as well as Canada. All issues up to mid 2008 are included along with a range of ‘back of the book’ material and stamp booklets. All the stamps (with the rather bizarre exception of the 3d Beaver of 1851) are

illustrated in colour.

Pricing for the earlier issues, up to 1970, is in line with the 2009 Gibbons Commonwealth catalogue with more modern issues being priced specifically for this publication. Issues up to around 1935 show some significant price increases from the previous edition as one might expect given the market conditions in the last 2 – 3 years. There are also a few new varieties listed for the first time. Although, in general, this catalogue lists fewer plate varieties and errors than the Unitrade Catalogue, there are a few that appear here but not in Unitrade such as the perforation varieties on the 6 cents Small Queen stamp.

The catalogue will be an essential addition to the bookshelf for those collectors who use the Gibbons numbering system. Overall an excellent listing, particularly for the 19th Century issues, although we note that several of the well known major errors in the Elizabethan era and most of

the well known plate varieties of the 1930 – 1935 era are not yet included.

GS.

### **CANADA SPECIALISED CATALOGUE 2009**

Published by Unitrade Associates, November 2008. A4 spiral bound 632 pages. Priced at \$C42.95 and available from all major philatelic outlets.

This is the annual update to the Unitrade Specialised Catalogue which uses the Scott numbering system. There are a few changes to the format and contents from last year with uncut press sheet gutter

combinations on modern issues and Xmas Seals listed for the first time. To save on space and help hold the price at the same as last year all stamp images from CS301 onward are now shown at 80% of actual size. With all stamps shown in colour this does little to reduce the value of the catalogue.

This edition also includes a 2 page spread of illustrated classic stamp 'XF gems' that have appeared at auction over the last two years; something to admire even if they are well outside your price range and a useful guide to what dealers mean when they describe stamps in this way and what kind of price mark up they can achieve at auction.

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There is also a summary identification table of the Small Queen printings – a highly useful addition for collectors of this issue although the overall CS listing of the Small Queens still falls well short of that in the Gibbons Catalogue.

Prices show only minor changes from the 2008 catalogue. The editors have wisely adopted a cautious approach to price increases in the current economic conditions.

Overall, this catalogue remains the premier listing for BNA stamps for the specialist collector and most members will want to have a copy on their bookshelves. Unless you collect the most modern issues, however, you may decide that the limited changes from the 2008 edition do not warrant an annual replacement this year.

GS.

The following titles have all been published by BNAPS. In most cases they are available from the Handbooks Manager. If not, they are all available from Ian Kimmerly Stamps, 112 Sparks Street, Ottawa, ON K1P 5B6, Canada. Phone: (001) 613 235-9119.

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When ordering from this source, the prices given are the retail prices in Canadian Dollars. BNAPS members receive a 40% discount from retail prices. Shipping is extra. Credit card orders (Visa, MasterCard) will be billed for exact amount of shipping plus \$2 per order. For payment by cheque or money order, add 10% in Canada, 15% to the US, 20% overseas (overpayments exceeding 25 cents will be refunded in mint postage stamps). GST is payable for Canadian orders. No Ontario Retail Sales Tax applies.

Please note that review copies of the volumes listed (colour editions) are in the Society Library. Please contact Mike Slamo if you wish to look before you buy.

### **CANADIAN MONEY-LETTERS – FORERUNNERS OF REGISTERED MAIL**

by Horace W. Harrison. BNAPS Exhibit Series #49. ISBN: 978-1-897391-32-7 (b&w), 978-1-897391-31-0 (colour). 8.5x11, Spiral Bound, 204 pp. Stock # B4h923.49 (b&w) \$37.95, B4h923.49.1 (colour) \$114.00

The latest volume in the BNAPS Exhibit Series features this exhibit formed by the late Horace Harrison. Horace was one of the pre-eminent philatelists in the field of British North America. Over more than 50 years he collected and researched many specialties, writing and exhibiting as his material and knowledge grew. 'Canadian Money-Letters Forerunners of Registered Mail', a necessary companion to the three previously released Harrison Registered mail exhibit books, includes strikes of all the known money letter and money handstamps, as well as rare examples of divided payment money letters (paid in part by the sender and in part by the addressee). It also includes very rare examples of money letters to the United Kingdom and an interesting selection of money letters to the United States. Changes in rates (domestic and to the U.S.) are well represented, and a wonderful range of town and rate markings can be found. There is a truly unique cross-over cover, mailed on the last day of the money letter system, delivered on the first day of the registered mail system, which shows both a money letter and a registered handstamp. Indeed there are so many examples of Money Letters in the display one can be excused for thinking that every known copy must be here; certainly a significant percentage are

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Catalogue of Railway Cancellations – supplement no. 2	L. Ludlow	£ 6.50
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The Canadian Posted Letter Guide	C. Firby	£ 8.50

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with many very rare items all well researched and written up.

Much of the material in this exhibit is featured in the hardbound book 'Canada's Registered Mail 1802 – 1909', published by The Collectors Club of Chicago in 2002. For those who don't own a copy of this weighty tome and who have an interest in early registered mail this latest Exhibit Series volume will be a valuable reference.

### **CANADA – THE 1908 QUEBEC TERCENTENARY ISSUE**

by Herbert L. McNaught.

BNAPS Exhibit Series #50 (revised).  
ISBN: 978-1-897391-35-8 (b&w), 978-1-897391-34-1 (colour). 8.5x11, Spiral Bound, 128pp. Stock # B4h923.50 (b&w) \$33.95, B4h923.50.1 (colour) \$90.00

The eight values of the Quebec Tercentenary Issue, the first set of Canadian stamps issued to honour historic events rather than members of the Royal Family, were released on 16th July 1908. The different designs, very well displayed in the late Herb McNaught's exhibit Canada - The 1908 Quebec Tercentenary Issue, proved very popular with both collectors and the public. Herb's exhibit of the issue displayed in this volume is the finest to be formed since Rosemary Nickle's award winning collection was sold.

In the stamp section the viewer/reader will find replicas of some of the original artwork used in the designs, die proofs, imperforate pairs and blocks of four, as well as mint and used singles and blocks of four and plate blocks. The design pages, in particular are fascinating and add much to the display. Elsewhere there seemed to be a rather gratuitous amount of duplication but this is maybe to be expected in a display covering only eight stamps.

Well over half the display is taken up by postal usages of the stamps. These include an unofficial bisect, cancellations of all types, patriotic postcards issued for the celebrations, postcards and letters to both domestic and many foreign destinations – some of them very exotic indeed - and an interesting section showing usage from Savard Park, the encampment of the Canadian Militia units that took part in the Tercentenary ceremonies and events. Usage on cover of all the values is covered with many very rare rates. My only criticism would be that the rates themselves are not always explained but this notwithstanding the covers are a joy to behold.

As with Herb's previous exhibit books, this volume is definitely one to peruse in a quiet, comfortable chair with a cup of coffee or other libation.

The exhibit received a Vermeil award at the 2008 Edmonton Spring National show and was in the Court of Honour at ORAPEX 2008 in Ottawa. Finally, two weeks after the Ottawa showing, Herb and the exhibit were awarded Gold at the Royal Philatelic Society of Canada's ROYAL-ROYALE 2008, appropriately held in Quebec City as part of the celebration of the 400th anniversary of the founding of the city.

Sadly, Herb passed away on 19th June 2008. His family honoured his wish to have the Quebec Tercentenary exhibit shown at BNAPEX + 2008 + NOVAPEX in Halifax, Nova Scotia, where it received a Gold medal, the first ever posthumous award at a BNAPS exhibition.

This book will be a must for collectors of this issue and is a good read for anyone who wonders what it takes to form a 'Gold Medal' display of a single issue.

## **DEAD LETTER OFFICE HANDSTAMPS 1874 TO 1954**

by Gary W. Steele.

BNAPS Exhibit Series #51. ISBN: 978-1-897391-37-2 (b&w), 978-1-897391-36-5 (colour). 8.5x11, Spiral Bound, 164pp. Stock # B4h923.51 (b&w) \$35.95, B4h923.51.1 (colour) \$115.00

Gary Steele started collecting stamps after a little girl in grade four brought her stamp album to school. Little did she know the impact this would have on her classmate. Following discussions in the 1970s with the late Ken MacDonald, a specialist of the Arch Issue, Gary moved on from single country collections of Canada and United States to specializing in Canada's 1937-1938 Mufti issue.

A specialization in King George VI postal history piqued Gary's interest in other areas such as Dead Letter Office handstamps and Canadian short-paid covers to foreign destinations. Conversations with Allan Steinhart and production of a short-lived DLO Study Group Newsletter brought together others with similar interests such as Brian Plain, Marc Eisenberg and Michael Rixon.

The first frame of this exhibit was entered in the single frame category at the Royal 2008 Royale show in Quebec City and received a Gold award. Gary then expanded the exhibit to 10 full frames for the BNAPEX 2008 NOVAPEX show in Halifax where it received a Gold award from the jury. At the BNAPEX 2008 NOVAPEX closing dinner on 31st August 2008 Gary was very surprised and pleased to learn that his exhibit had won the Horace Harrison Grand Award. As is BNAPS' custom, winners of Grand and Reserve Grand award at BNAPEX shows are automatically asked to permit their exhibits to be printed as part of the BNAPS Exhibit series of books. Gary agreed and this volume is the result.

The book includes covers bearing the

earliest DLO handstamps from 1874 up to the decentralisation of the Ottawa office in 1898. It then moves on through the various expansions and contractions of the service until the formation of the Undeliverable Mail Office in 1954.

Examples of virtually every known DLO marking are shown including earliest and latest known dates of many, several examples of only known covers and also several previously unrecorded types or types previously only known from the proof books. Each item is accompanied by copious write up leaving the sheets looking more like a text book than a normal exhibition display but making for an excellent reference work.

I have no idea if this is the finest display of DLO cancels ever formed but if it is not, I would dearly like to see the others! An excellent read and highly recommended to students of postal history.

GS.

## **BRITISH COLUMBIA AND VANCOUVER ISLAND**

by John M. (Jack) Wallace.

BNAPS Exhibit Series #52. ISBN: 978-1-897391-39-6 (b&w), 978-1-897391-38-9 (colour). 8.5x11, Spiral Bound, 156pp. Stock # B4h923.52 (b&w) \$34.95, B4h923.52.1 (colour) \$110.00

While her colonies in eastern North America were relatively close to Great Britain, those in the west were not. For British Columbia and Vancouver Island the inconveniences of distance, geography and political boundaries - both between themselves and with the adjacent United States - also complicated their philately. At first mail arrived and departed more or less casually on ships, including vessels of the British Navy stopping at Victoria or Vancouver.

The gold rush in California resulted in

prospectors looking further north in British Columbia, bringing in their wake express companies that would take letters and parcels to San Francisco for onward mailing. This resulted in letters and packages bearing express company labels and Victoria or Vancouver postal franks, as well as then current stamps of the United States to pay for transmission through that country's postal system.

In 1860 the first postage stamp, a 2½d value, was issued for postage in both British Columbia and Vancouver Island. When dissension arose regarding use and payment for this stamp, each colony requested their own stamps - 5¢ and 10¢ values for Vancouver Island and a 3d value for British Columbia. After the two colonies united as British Columbia in 1866 it was thought economical to have the 3d plate used to print stamps in various colours with values indicated by surcharges ranging from two cents to 1 dollar.

A meeting in 1954 with the late Gerry Wellburn, the first collector to study the stamps and postal history of British Columbia and Vancouver Island, led Jack Wallace to a lifetime friendship and the two colonies becoming his major philatelic interest. The result was Jack's own award winning collection, the subject of this volume. In addition to full coverage of the stamps of the colonies, the Wallace British Columbia and Vancouver Island exhibit includes a strong selection of pre-colonial and colonial postal covers showing examples of the pre-stamp franks from Victoria, Nanaimo and New Westminster; mail carried by the various express companies and mail from (and occasionally to) people living in Victoria. Coverage of the stamps is comprehensive. The first 2½d stamp is shown in mint block, on several covers, both on its own and in combination with US stamps and with many different cancellations. Several

examples are also shown in combination with express company labels and handstamps on cover. The 1865 Vancouver Island issues receive similar treatment with examples of both the very rare imperforate types and the perforated stamps. Once again, many very scarce covers are included. The British Columbia issues are also well represented with many multiples, covers and cancels on show. The display ends with some examples of Canadian stamps used from British Columbia post 1871.

Also included in the display are examples of the different Express Company labels and many Express Company covers also some nice pictures of some of the notable persons mentioned on the covers.

All in all, this is one of the great collections of VI/BC and the book will be a must for any serious collector of this material.

GS

**PLATING THE TWELVE AND A HALF CENTS YELLOW GREEN, SCOTT NO 18**, 2009, Kenneth A Kershaw. Spiral Bound, 258 pages, 8.5 x 11, colour. ISBN: 978-1-897391-40-2. Published by the British North America Philatelic Society Ltd. (BNAPS). Stock # B4h037.1; \$156.00

Not content with having plated the Half Cent Maple Leaf, the 1898 Map Stamp, the 5¢ Beaver and five different stamps of Prince Edward Island, Ken Kershaw has now turned his attention to plating the Twelve and a Half Cents Yellow Green, Scott #18, issued in 1859. In this new work Ken has used today's technology to develop a new approach to this stamp, in the process taking the previous plating work of W. T. Lees-Jones and Geoffrey Whitworth to an entirely new level.

Those familiar with Ken's other books will

know what to expect here. In highly magnified colour Ken shows how each position on the sheet can be identified through the location of guide dots in a particular area of the stamp, and illustrates both previously known and many newly discovered varieties and re-entries.

An ideal text for those who collect the Cents issue or even for those who have an interest in plating line engraved stamps in general. Whilst the pictures of the distinguishing features and varieties are excellent, the magnification used to produce them is quite large so do not expect to see this level of detail on your copies with the naked eye. Purchase of a Stanley Gibbons 'Zoom' microscope may be required to further your own studies!

GS

## THE STORY BEHIND THE COVER

*continued from page 79*

of his civil positions in Upper Canada and moved back to England. From the sale of his Canadian properties, Smith received sufficient money to purchase a handsome home near Alnwick. He became the estate manager of the Duke of Northumberland, one of the largest land owners in England and in 1821 he was made a baronet.

Sir David William Smith died at the age of 73 in 1837.

**THE INDEX TO VOLUME 30 OF MAPLE LEAVES  
IS ENCLOSED WITH THIS ISSUE.**  
Our thanks go to Charles Livermore for compiling it.

*A special invitation to join...*



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## CHINESE EXPEDITIONARY FORCE

The postcard illustrated below may be of interest to our many collectors of military mail. It was sent from Peking, China on 6th November 1900 to an address in New South Wales, Australia and is franked with two copies of the Chinese Expeditionary Force overprinted stamps of India. What has all that got to do with Maple Leaves you may well ask? Well look again.....it is a Canadian Post Card with the 1 cent Maple Leaf design of 1897.

Almost certainly philatelic in origin it still makes a most unusual and rare combination. For the record, both the stamps and the postcard are cancelled with the F.P.O. No 1 PEKING datestamp, dated 6 NO 00.

My thanks to Tony Cochrane who sent in this unusual item.



### COVERMART USERS

Please ensure that Richard Hirst has an up to date record of your interests. Contact details are on the inside back cover or email at [rhirstmag@aol.com](mailto:rhirstmag@aol.com)

## SOCIETY NEWS

### FROM THE PRESIDENT

#### Convention 2009 Programme

Barring unforeseen events, the programme for our 63rd Annual Convention in the Homestead Court Hotel, Welwyn Garden City will look as follows:-

Wednesday 24th September:-

- 1530 Delegates arrival, tea/coffee etc
- 1700 Executive Committee Meeting
- 1815 Dinner
- 2000 Display by Brian Stalker 'Labrador Steamers'  
Partners 'Get together' in the lounge/bar area
- 2200 Auction lots available for viewing and Study Group Meetings

Thursday 25th September:-

- 0900 Display by Colin Banfield – 'Victorian Postal Stationary'
- 1030 Coffee/ tea
- 1045 Display t.b.a.
- 1200 Optional light lunch
- 1330 Coach outing to Hatfield House
- 1815 Dinner
- 2000 Partners – 'Dolls Houses' with Freda Stalker.  
Display by Professor Iain Stevenson 'C.P.R.'
- 2200 Auction lots available for viewing and Study Group Meetings

Friday 26th September:-

- 0845 Fellows Meeting
- 0900 Committee Meeting
- 1000 Coffee/ tea
- 1015 Members 16 sheets displays
- 1200 Optional light lunch
- 1315 Coach outing to Hendon Air

Museum

- 1815 Dinner
- 2000 Partners – 'John and Brenda Parkin entertain'  
Display by Alan Griffiths 'P.E.I.'
- 2200 Auction lots available for viewing and Study Group Meetings

Saturday 27th September:-

- 0900 Annual General Meeting
- 1000 Coffee/ tea
- 1030 Competition Entries and Judging critique
- 1200 Society Auction (with suitable 1 hour break for lunch)
- 1900 Sherry Reception
- 1930 Banquet

Sunday 28th September:-

Fond farewells after breakfast.

Included with this issue of Maple Leaves should be a Competition Entry Form and a Conference Booking Form. The former should be returned to me no later than 11th September (see inside back cover for contact details) and the latter should be returned to me no later than 31st July to ensure your conference hotel reservations at the special rate.

Rosemary and I look forward to being able to offer you a very warm welcome in September.

**Derrick Scoot.**

### FROM THE SECRETARY

It is hoped that with this Maple Leaves you will receive the 2009 editions of both Parts I and II of the Members' Handbook. Part I is the Membership Directory and

Part II (which has not been issued for several years) contains the Constitution and Rules and has been updated to include the amendments made at the 2008 AGM. Colin Lewis has arranged the printing (for which the Society offers thanks) but any errors are down to me. Please check your entry and advise me of any changes or additions.

### **Annual General Meeting**

In accordance with Rule 20, notice is hereby given of the Society's Annual General Meeting to be held at the Homestead Court Hotel, Welwyn Garden City on Saturday 26th September, commencing at 0900hrs. In accordance with Rule 18, nominations are sought for the President, Vice Presidents, Secretary and Treasurer. Nominations and any proposed amendments to the Rules, should be sent to the Secretary before 26th May 2009.

### **Fellowship**

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

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

Nominations are sought for submission to the Fellowship sub-committee in accordance with Fellowship Rule 2. Such nominations must be on a prescribed form, which is available from the Secretary, and must be submitted to the Secretary by 26th July 2009.

### **Founders Trophy**

This trophy, awarded only to members of the Society, is awarded by the Judging Committee for work considered by them to be the best subject of ORIGINAL or

INTENSIVE RESEARCH in any branch of British North American Philately.

A nomination for the award, which must be proposed and seconded, may be submitted in writing to the Secretary by 26th July 2009.

**John Wright**

### **FROM THE COVERMART MANAGER**

The covermart now has over 630 covers in stock at prices ranging from £2 up to £10 covering all topics.

Due to the death of the previous Cover Mart Manager I have not received the past list of members interests. Would members interested in the Covermart please send me by post (see inside back cover for address) or Email (RHirstMag@aol.com) their collecting interests and I will contact them by return with details and print outs of what is available.

**Richard Hirst**

### **BNAPS IN THE UK**

Plans are currently in place for a BNAPS get together in the UK on Saturday June 20, 2009. This meeting will take place as part of the Yorkshire Philatelic Association Annual Convention at the Executive Hospitality Suite, Sheffield Wednesday Football Club, Hillsborough Conference Centre from 1:30 p.m. to 3:30 p.m. Members in the UK have been invited to attend and bring small displays (e.g. 10 – 15 sheets) or items of interest. We will try to fit in as much as we can in the time available over coffee and biscuits in an Executive Box overlooking the football grounds. An invitation is

*continued on page 96*

## AMENDMENTS TO MEMBERSHIP to 15th MARCH 2008

### New Members:-

- 2966 HARRIS, Ms SARAH KATE, 1 Church Street, Wing, Leighton Buzzard, Bedfordshire, LU7 0NY
- 2967 McLAUGHLIN, David, 388 Woodgrange Avenue, Pickering, ON Canada L1W 2B3; e mail david.mclaughlin@rogers.com, **CQ, Rts**
- 2968 LEIGH, Robert 2203 Scottsdale Drive, Champaign, IL 61822, USA; email rleigh@postalhistorycanada.net , **PH, ON**
- 2969 McGAVIN, Andrew, 4 The Old Coalyard, West End, Northleach, Glos. GL54 3HE, **C**

### Change of Address:-

- 1599 REILLY, Norman, Nevis Wing, Lindsay Field Lodge, Rosaburn Avenue, East Kilbride G75 9DE

### Deceased:-

- 1850 DUCKWORTH 2620 RICHTER

### Resigned:-

- 1720 LEE 2659 GRATTON
- 2175 HOLTZ 2736 DRAVES
- 2233 CUSWORTH 2893 ARMSTRONG
- 2427 GOSS 2940 SOMERVILLE

### Removed for Non-Payment of Dues:-

- 0736 KRAEMER 1373 WANNERTON
- 2046 MESSENGER 2491 WASHINGTON
- 2573 LEITH 2757 KRUCZYNSKI
- 2796 BRIGHAM 2803 GLINIECKI
- 2829 BROWN 2835 VEITCH
- 2846 SUSSEX 2876 DONALDSON
- 2909 COATES 2921 HANDELMANN
- 2934 COPLESTON

### Revised Total:- 361

### SOCIETY NEWS

*continued from page 95*

extended to all members of the Canadian Philatelic Society of Great Britain to also attend and participate to make this more of a CANADAPEX in the Heart of England. Also at the venue will be 50 exhibition frames of YPA Competition winners, 10 frames of material from the Royal Philatelic Society London collection (including displays of Canada 1897 Diamond Jubilee and 1908 Quebec Tercentenary material), a display of postal

history material from the British Postal Museum and Archives, Sheffield postal history, and a history of football in Sheffield, as well as stamp and postcard dealers, auction houses, raffles, and other specialist society meetings.

For more details see [www.sheffielddps.org.uk/2009](http://www.sheffielddps.org.uk/2009). If you would like to attend please contact Greg Spring at [editor@sheffielddps.org.uk](mailto:editor@sheffielddps.org.uk) or 25 Kirkstall Road, Sheffield, S11 8XJ.

**Greg Spring**

## THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN 2008/9

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**Secretary:**

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## THE POSTAL HISTORY SOCIETY OF CANADA INVITES APPLICATIONS FOR MEMBERSHIP

The Postal History Society of Canada publishes an award-winning quarterly journal, sponsors seminars on Canadian postal history, and awards prizes for the best postal history exhibit at philatelic shows across Canada.

Please visit our new website at [www.postalhistorycanada.org](http://www.postalhistorycanada.org)

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

Stephane Cloutier  
255 Shakespeare Street, Ottawa, Ontario  
K1L5M7, Canada  
email: [cloutier1967@sympatico.ca](mailto:cloutier1967@sympatico.ca)

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