



# Maple Leaves

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

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## CONTENTS

<b>Editorial</b>	<b>169</b>
<b>The Klondike Gold Rush – Mail Services to the Klondike 1896-1905 (Part 1)</b>	<b>171</b>
<b>From India to the USA, Redirected to Canada and Remailed Back to the USA</b>	<b>191</b>
<b>A Tale of Two Covers</b>	<b>193</b>
<b>Admiral Registered Letter Rates – Part 2</b>	<b>197</b>
<b>Letters to the Editor</b>	<b>217</b>
<b>Book Reviews</b>	<b>221</b>
<b>Society News</b>	<b>227</b>
<b>Amendments to Membership</b>	<b>228</b>

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# MAPLE LEAVES

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## EDITORIAL

By the time you read this, our 2011 Convention will have come and gone and our first venture overseas (albeit still in the UK!) will have given your Editor a welcome holiday in the warmer parts of the country. My journey next year will be somewhat shorter as our 2012 Convention sees us return to Scotland with a meeting in Stirling. For those members who have not partaken of the annual Convention before or who have not visited 'Northern Britain', I can assure you all of a great welcome, some excellent philatelic displays and a splendid social programme – all of it in some of the best scenery the UK has to offer and all devised by our new President, John Cooper and partner, Susan Upham. As we are in Scotland, there may even be a wee dram to accompany it all.

I am sometimes asked why we feature so many articles on particular subjects and none on others. The simple answer is that Editors can't be too fussy (if only we could!). What we publish is, by and large, what we receive in the way of contributions and the last two years has seen a predominance of articles on postal history and social history which may well accurately reflect the current trends in philately. By contrast, I receive very few, if any, articles on modern (post 1935) stamps, or on the Canadian Provinces, including Newfoundland. I know, however, that many of our members collect in these areas and would, no doubt, welcome articles on these subjects. The answer lies in your hands and contributions in these areas (and others of your choosing) are most welcome. Right now, the Editorial cupboard is looking a little bare so swift publication is likely.

Finally our belated congratulations go to John Jamieson and the team at Saskatoon Stamp Centre who celebrated 45 years in the business back in May 2011. Over that time, they

have provided an invaluable service to collectors and continue to present some of the great BNA rarities for our viewing or collecting pleasure. Well done guys and keep up the good work!

## FORTHCOMING EVENTS

### 2011

Oct 14 – 15 Scotex, Dewar Centre, Perth

**Oct 17 London Group Meeting, Bishop's Stortford**

**Oct 29 CPSGB North of England & Scotland Group meeting, Moffat**

Nov 3 – 5 Autumn Philatex, London

**Nov 21 London Group Meeting, Bishop's Stortford**

**Dec 19 London Group Meeting, Bishop's Stortford**

### 2012

**Jan 16 London Group Meeting, Bishop's Stortford**

Jan 20 – 21 York Stamp Fair

**Feb 20 London Group Meeting, Bishop's Stortford**

Feb 22 – 25 Spring Stampex, Islington, London

**Mar 19 London Group Meeting, Bishop's Stortford**

**Apr 16 London Group Meeting, Bishop's Stortford**

May 5 – 6 ORAPEX, National Show, Ottawa

**May 21 London Group Meeting, Bishop's Stortford**

June 1 – 3 ROYAL 2012 ROYALE, Edmonton

June 8 – 17 Salon du Timbre, International Exhibition, Paris

June 18 – 24 Indonesia 2012, Jakarta

July 20 – 21 York Stamp Fair

Aug 31 – Sep 2 BNAPEX/CALTAPEX, Calgary

**Sept 19 – 22 CPSGB Convention, Bridge of Allan, Stirling**

Sept 26 – 29 Autumn Stampex, Islington, London

Oct 18 – 20 ABPS UK National Exhibition, Perth

Oct 20 – 22 Philatelic Congress of GB, Queens Hotel, Perth

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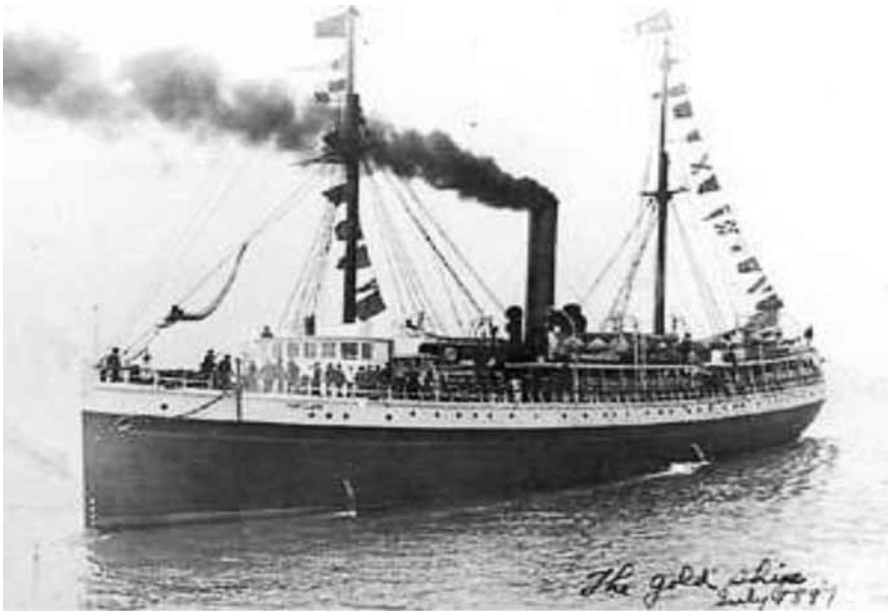
# THE KLONDIKE GOLD RUSH – MAIL SERVICE TO THE KLONDIKE 1896 – 1905 (PART 1)

David H. Whiteley

## THE START OF IT ALL

On 17th August 1896, gold was discovered by George W. Carmacks and his Tagish Indian brothers-in-law, Skookum Jim Mason and Tagish Charlie on Rabbit Creek, later called Bonanza, a tributary of the Klondike River, some 600 miles from Skagway (1).

The first of many trails to the gold fields was opened on 14th July 1897. This happened just two weeks before the steamships *Excelsior* and *Portland* arrived in San Francisco and Seattle with the famed "Ton of Gold", setting off the Klondike Gold Rush. On 29th July 1897, when the mail steamer *Queen* landed the first anxious would-be millionaires on the beach at Skagway, the Gold Rush had begun.



©Seattle Times file  
In 1897, the steamer **Portland** arrived in Seattle carrying miners and the legendary "ton of gold" from the Klondike.

Fig 1



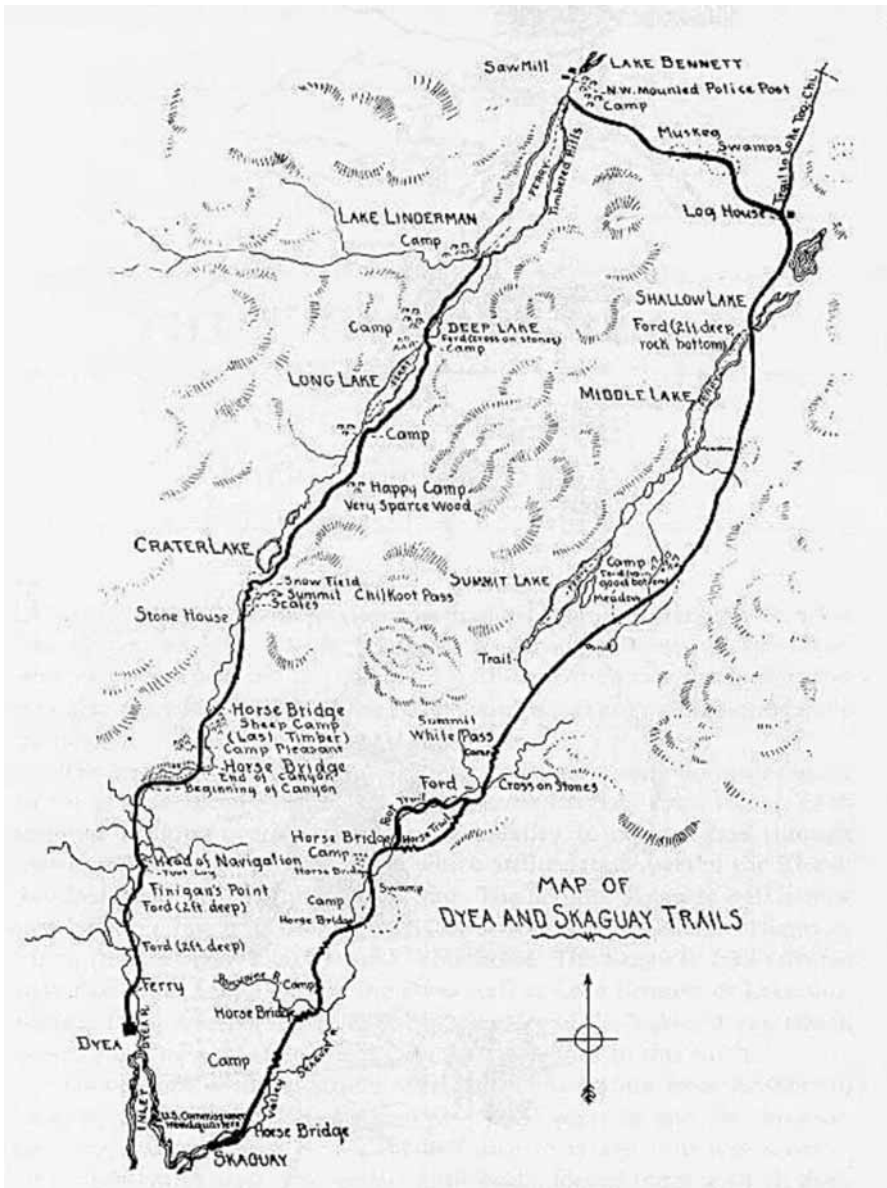


Fig 3 Map of the White and Chilkoot Pass Trails. (*En Route to the Klondike. A series of Photographic Views, Part III. People's Series. Chicago: W. B. Conkey Co., 1898.*)

# Auction Announcement

## Catalogue 1 - 1908 Québec Tercentenary - The "Libra" Collection

A spectacular range of unique essays, artist handpainted designs, progressive proofs, trial and issued coloured die proofs, followed by plate multiples, imperforates, superb mint stamps and a very strong display of postal history with rates, frankings, destinations, etc. Many important and key pieces from this early commemorative issue will be shown in this special catalogue.

## Catalogue 2 - The Hugh Westgate 1898 Map Stamp Collection

A fabulous award winning exhibit collection, commencing with outstanding American Bank Note proofs and essays, many of which are unique. Very rare intact sheets, imperforate proofs, die proofs, historical documents, postmarks and cancellations, and postal history will also be featured. This is arguably the finest collection ever assembled of this 1898 Two cent stamp, which played a significant role in a uniform rate change and subsequently increased postal communication within the whole British Empire.

## Catalogue 3 - Foreign, British North America, Canadian Precancels and Revenues

This large auction includes numerous Worldwide and British Commonwealth collections, followed by key stamps and seldom seen postal history of British North America. Canada starts with a very strong range plate proofs, elusive plate varieties, superb mint never hinged stamps and notable back-of-book issues. Popular collecting areas - Canadian precancels, fancy cancels and revenues will have their own section. The auction ends, as usual, with many substantial lots and collections offered intact, a delight for many collectors.

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1898 Map Stamp Collection**

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**October 21-22, 2011**  
The Lord Nelson Hotel & Suites  
Halifax, Nova Scotia

grimy little steamer *Excelsior* reached San Francisco on 14th July 1897, however, people began to take notice. On board were several men who were carrying huge quantities of gold from an unknown land called 'Klondyke'. By the time the *Portland* reached Seattle from Nome two days later, there were 5000 people at the dock to meet her. The local paper, the *Post-Intelligencer*, announced that 68 of the men on board her were carrying a total of a ton of gold; uncharacteristically, they actually underestimated the cargo, which was close to two tons. Seattle went mad! North America was in the depths of yet another economic depression, and the thought of gold for the picking made normally sane people do crazy things. Every available ship was immediately chartered to go to the 'Klondyke' (wherever that may be!), and as word spread along the West Coast, then across the country and around the world, everything that would float was patched up and put back into service; ferry, schooner, barge, tug, passenger liner or tramp freighter, it mattered not – it was heading to Alaska.

Conditions on most of the boats ranged from terrible to horrific. They were overcrowded, under-equipped and poorly manned. On some of them, horse and cattle stalls were built on the roofs of rough cabins, so that urine and feces from the animals would drip onto the men below in their bunks. Newspapers in Seattle, San Francisco and Victoria regularly reported that a ship was leaving for Alaska, so poorly loaded that it looked like it would roll over in the first swell. It is surprising that, under these circumstances, there were relatively few accidents.

Most of the vessels which took part in the Klondike stampede have faded into obscurity. The *Clara Nevada* and *Eliza Anderson*, though, have both taken a place in West Coast maritime lore and provide a flavour of what the sea journey held in store.

The *Clara Nevada* had been condemned as unfit for service in 1897, but was quickly overhauled for Alaskan service. She did not even survive one round trip. The voyage north in January 1898 was beset with problems; as well as hitting another ship while leaving the dock, there were constant problems with the boilers, and at one point she even caught fire. But she somehow reached Skagway; most of her passengers got off, but some were already so discouraged by the whole 'adventure' that they remained on board, and on 6th February they headed south. There is no proof of what exactly happened as the *Clara Nevada* passed through Berner Bay, about 30 miles south of Skagway. Witnesses reported 'a flash, a burst of flames and all was over'. Everybody on board, possibly 60 people, were killed in the explosion. Today, the wreck, lying in pieces in 25 – 40 feet of water, is a popular spot for divers.

The *Eliza Anderson*, a side-wheeler, had been sitting on a mudbank near Seattle, serving as a roadhouse and gambling hall when the Klondike madness struck. Within six weeks, though, she was on her shaky way to St. Michael, at the mouth of the Yukon River. She had no compass and a captain with little experience. At Comox, she rammed a sailing vessel, damaging one of her paddlewheels. She then ran out of coal in a storm north of Kodiak. After burning all available wood, including the furniture, a 'mystery pilot' (thought by some people to this day to have been the ghost of a fisherman who had been killed in the area) took the wheel and guided the vessel into a cove where 75 tons of coal had been stored. She eventually reached Unalaska, in the Aleutian Islands, and announced her arrival by smashing into the dock and doing considerable damage to her hull. Not

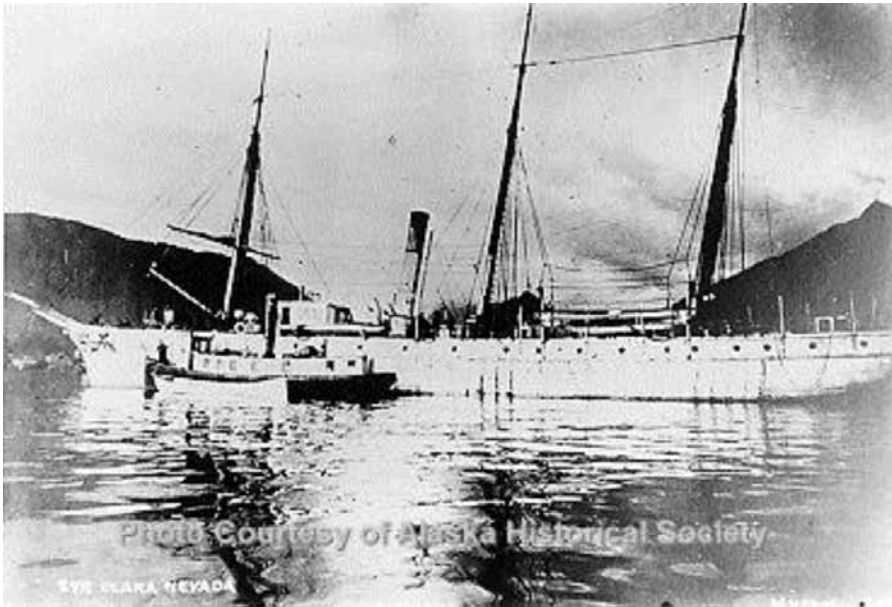


Fig 4 *The Clara Nevada*

surprisingly, most of her passengers left to find their own way to Dawson from there. Those who did eventually reach the fabled City of Gold took just short of a year for the journey. Over the winter of 1897 – 98, the *Eliza* was blown ashore and totally wrecked (with no loss of life, luckily).

Unlike these two vessels, some of those which worked the Northern coast have survived due to interest taken in them by, in most cases, dedicated teams of volunteers. At the Maritime Museum in Vancouver, the copper sheathed schooner *Thomas F. Bayard*, which ran to Juneau and St Michael in 1898 has been restored. In San Francisco, the three-masted schooners, *Balclutha* and *C.A. Thayer*, and the steam schooner *Wapama*, all of which worked in Alaska, have been preserved.

Even when the intrepid stampeders had reached dry land in the north, they were faced with a multitude of choices of route to the gold. The best, impartial, advice on routes was to be found in an article in the 1st April 1898 issue of the Klondike News, published in Dawson City. Extracts are given below and provide some idea of the crazy routes being offered to the unwary. Note that several of the spellings are not correct ; ‘Stickine’ should be ‘Stikine’, ‘Takau’ is ‘Taku’. ‘Skaguay’ is now ‘Skagway’ and ‘Chilcoot’ is now ‘Chilkoot’.

*“The different routes by which Dawson may be reached are supposed to be as follows:*



*The Edmonton route :- is out of the question at present for anyone taking an outfit, as it involves long portages between rivers and lakes and hundreds of miles of travel through an unknown country. It would take fully six months to reach Dawson this way.*

*The Copper River Route:- we warn our readers against any attempt to reach the Klondike country by way of Copper River. No living man ever made the trip, and the bones of many a prospector whiten the way. In the first place it is almost impossible to ascend the Copper River. There are trackless mountains to cross, by the side of which the Chilcoot Pass trail is a boulevard, and rapids that would make the White Horse dry up and quit business. Finally the White River is not navigable for loaded boats. Certain unscrupulous parties operating steamboats up that way are issuing gaudy pamphlets with nicely worded directions of how to travel over a country that white man never set foot in. This is worse than murder and such crimes deserve to be punished to the full extent of the law.*

*The Stikine Route:- one of the advantages of this route is supposed to be its freedom from rough and dangerous water, such as the White Horse Rapids. While it is true that by going this way you would escape the danger of walking around the White Horse Rapids and the expense of sending the boat through by tramway, we would suggest that there are only a few hundred yards of rough water in the White Horse Rapids and there are 150 miles of Stikine River, and a more swift, crooked and dangerous river does not flow. The portage of 150 miles from Telegraph Creek to Teslin Lake is one that the traveller will never forget, even though made over a wagon road, and we would advise our friends to wait until the long talked of railroad is completed and go over this route by Pullman car.*

*The Takau Route:- this is another back-breaking, soul-destroying way of reaching the Yukon. It has to recommend it as a possible route, grand scenery, fine fishing and a splendid opportunity for physical exercise. In the month of August 1897, the Editor of the 'News' was one of a party that made the pilgrimage from Juneau to Teslin Lake. Assisted by six stalwart Indians we put in ten days of terrible labour in dragging, poling and packing a canoe to the head of navigation. Then we spent six delightful days in fighting our way through mud and mosquitos to the head of the lake. To make the trip from Juneau to Lake Teslin in eighteen days is considered fast travelling over that part of the country, and for the sake of comparison we will say that our trip from Dyea to Dawson in October last was accomplished in twelve days.*

*The Dalton Trail:- for those who have cattle and horses this overland route offers many inducements if the trip be made in midsummer. There is plenty of grass for stock, fine hunting and fishing, and good camping accommodations. The trail starts either at Haynes' Mission on the Lynn Canal or at Pyramid Harbour in the Chilkat Inlet. From either of these places the road follows the meanderings of the Chilkat River and over a comparatively easy summit of 2500 feet to the Altsek River, and thence along this latter water course to Dalton's Post. From the Post the trail turns to the right and follows the borders of Lake Arkell to the Tahkeena River. Ascending this river a well- defined trail leads to Hoochia Lake, Here it branches, the one to the left, although shorter, is much more difficult and rough, and will lead the traveller to the Pelly Post, otherwise known as Fort Selkirk. The regular trail keeps straight on to the Nuttsendone River, and will land one on the Yukon at a point just below Five Finger Rapids. From here steam boats will be in*





Fig 5 A privately owned post office on the Chilkoot Pass trail.

operation this summer that will carry travellers to Dawson in a few days. The entire distance from the Chilkat Inlet to the Yukon is variously estimated from 375 to 400 miles. It must be remembered that the snow falls early and deep in this region and in no event should the trip be attempted later than 15th August. The writer started from Haynes Mission en route for Dawson on 12th September and was compelled to turn back. Other parties who started about the 1st September were caught in the most terrible storms when half way across. Their stock perished, their provisions had to be abandoned, and it was only after fearful hardships that they succeeded in reaching the coast. The trip may be safely made, however, between 15th May and 15th August.

*Dyea and Skaguay Trails:-* so much has been said and written of these two trails that it seems a waste of words to describe them. They start six miles apart and end at the head of the lakes; the Dyea or Chilcoot trail being 28 miles in length and the White Pass or Skaguay, 33 miles. The intending Yukoner would better make his own inquiry and investigation before choosing either. The Dyea or Chilcoot is the old reliable trail, and has been travelled for many years; but if a good wagon road is constructed over the White Pass it will be the better route, being a thousand feet lower. We would advise our readers, however, to fully satisfy themselves on this point before starting. The trip from the head of the lakes down to Dawson can be made in from eight to fifteen days. Light draught steamers will ply on Bennett, Marsh and Tagish lakes, and the dangers and difficulties encountered by the old timers will not be met with by the travellers of 1898.

*The St. Michael's or All Water Route:-* in the year 1897, the Yukon was opened for navigation by 17th May, and the first boat arrived at Dawson on 2nd June. The Bering Sea, however, does not open until the fore part of July, and it is useless to leave the Pacific Coast until the middle of June. The trip from St. Michael's to Dawson occupies from twelve to eighteen days, according to the swiftness of the steamer travelled upon, and the distances to the principle points are as follows: Fort Adams 1250 miles, the Tanana 1265 miles, Minook 1315 miles, Fort Hamlin 1385 miles, Fort Yukon 1665 miles, Circle City 1750 miles, Forty Mile 1997 miles and Dawson 2050 miles. The river boats consume from one to two cords of wood per running hour, and the traveller should inquire carefully into the fuel supply of the boat he intends going on. Many of the boats recently constructed for the navigation of the Yukon draw less than three feet of water, and will make the trip in twelve days. Given a good modern river boat, a qualified pilot and an abundance of fuel,

*it is safe to say that during the months of July and August the companies thus equipped will land their passengers safely and in due time."*

As noted earlier, the majority of the early stampeders took the Dyea or Skagway trails and arrived thus at Lake Bennett or Lake Lindeman. Klondike stampeders set up camp along the shores of these lakes during the winter of 1897. These men, women and children had managed to drag and carry tons of provisions over the harsh trails down to the lakes, which formed the headwaters of the Yukon River. The crowd had to wait for the river ice to break before they could sail down the Yukon into Dawson. Most stampeders needed to build their own boats, having declined to drag a boat over the pass. The preferred wood cutting technique, known as 'whipsawing' led to more than a few disagreements or fights. Logs placed on stands were sawed by one man standing on top of the log with one end of the saw and a second man standing below the log holding the other end. The work was so hard, that no matter which position he took, it was easy for each man to believe that he was doing all of the work. By 1898, Sternwheelers had begun to appear on the Lake and were able to navigate the Yukon to Dawson.

## MAIL SERVICE

The sudden and dramatic population growth initially overwhelmed both the US and Canadian postal services. People waited months for their mail, especially during winter. When the steamship or dog sled finally arrived, miners could anticipate standing in line for hours, sometimes even days, before getting their mail. Those who were unable to leave their claims hired others to stand in line for them. Stampeders' devotion to their mail was so strong that when the postmaster of Glenora burned several sacks of mail instead of delivering it, he had to be spirited out of town ahead of a mob!

Only a few US mail routes were in place in the area prior to the goldrush. These postal services were no match for the quickly growing and highly mobile population. Because of the inadequate arrangements between the US and Canadian postal officials, bags of mail addressed to Klondikers piled up in Seattle, Juneau, Skagway, Dyea and Valdez. The worst service was that received by the Americans in Dawson during the first year of the rush. During that winter, letters mailed in the US addressed to Dawson were placed in the Circle City mail sacks. That mail then travelled through Dawson, as the carrier travelled on to Circle City, where the letters were sorted and then finally brought back to Dawson for distribution.

Things only started to improve in March 1898 when the US Post Office Department appointed John Phillip Clum as the Postal Inspector for the Alaskan Territory. Clum arrived in Skagway on 26th March and immediately set to work to improve the area's mail service. During his months in Alaska, Clum travelled over 8000 miles and established more than a dozen post offices in the territory. He carried everything he needed to create a post office with him; stamps, mailbags, postal locks, keys and postmarking devices. The quote below is from Clum and relates to his crossing of the Chilkoot Pass in 1898:-

*"Having secured a place in line we were compelled to wait for the man ahead to remove his foot from each successive step before we could advance and traverse round it necessary*



*Fig 6 A crowd greets the S.S. Monarch on 21st July 1898, in Dawson. It was the first steamer through from St. Michael that year (courtesy of the Yukon Archives, MacBride Museum collection).*



*Fig 7 Boat Building on Lake Bennett 1898.*



*Fig 8 Gleana built in 1899 at Lake Bennett which received the mail contract the same year.*

*to keep moving out of the way of the man who followed close upon our steps. The grade is very steep and our line was stretched from the foot of the stairway to the summit [Chilkoot Pass]. A thousand icy steps were cut in the hardened snow. There are numerous steep mountain grades and many difficult passes, but there never was but one Chilkoot, and the scenes and experiences it afforded during this crusade will never be forgotten by those who witnessed them, nor will those scenes be repeated."*

Even allowing for Clum's efforts, during the early period of the Gold rush to the Klondike there were very few post offices in existence. The United States Post Office Department had opened an office at Mitchell on 24th December, 1889 (exact location not known to myself); which was followed by U.S. post offices at Dyea, 1896, Circle City on the Yukon on the 19th March 1896 and at Skagway in 1897. Mail was carried from Juneau via Dyea and the Chilkoot Pass to the 'City' and back.

On the Canadian side of the border, the increasing population in the Yukon during the mid and late 1890's called for the services of both a police force and a post office in this far corner of the Dominion. In the summer of 1894, Inspector Constantine and Staff Sergeant Charles Grown of the North West Mounted Police (NWMP) ventured as far as Fort Cudahy. They examined the territory and arranged to send in a detachment the following year. In addition to maintaining law and order, these officers were often made responsible for the mail service.





*Fig 9 In 1898, 90-percent of the Dawson city population was American-born. Long delays in getting American mail into the city were all too common. When the mail would finally arrive, the entire town turned out, hoping for a letter from home. Photograph courtesy of Special Collections Division, University of Washington Libraries, Cantwell 42*

The Commercial Company was responsible for the one mail run that took place in 1894; its steamer ran along the Yukon River, once a year during the summer. In addition, miners would sometimes bring letters with them from Juneau or Dyea, Alaska. In light of the very real need for a more reliable mail service, on 1st October 1894, the first Canadian Post Office in the Yukon was opened at Fort Cudahy, at the mouth of the Forty Mile River, under C.H. Hamilton, of the North American Trading and Transport Company. At first there were not regular contracts for carrying the mail. They went by the river steamers, or otherwise by individual arrangement.

In 1896 the first Canadian postal service began between Juneau and Fort Cudahy of three round trips during spring and summer. In 1897 a Post Office was opened at Dawson City and in May of the same year at Lake Bennett, and the first steamer, the Bellingham from Lake Bennett reached Dawson on 13th June, 1898.

Further offices were opened by both the United States and Canada. Tagish Lake 1897, Pelly 1899, Dominion, 1899, Hunker. 1899, Log Cabin, B.C. 1899 and Atlin. (2)

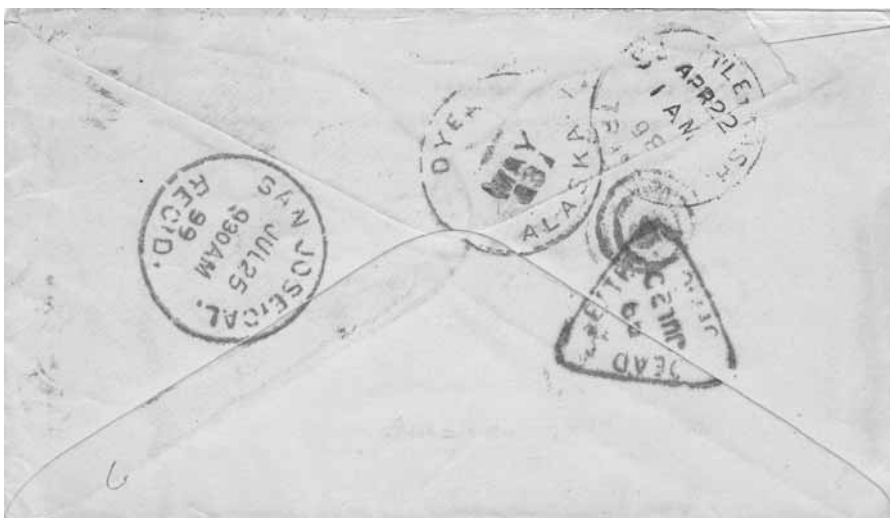


Fig 10 and 11 Front and back of an 1898 letter from San Jose to Dawson with a Dyea backstamp, returned to the sender via the Washington D.C. dead letter office some 15 months later. (courtesy of Neil Prior F.C.P.S.)

Examples of mail franked at some of these early post offices is shown below in figs 12 – 16, courtesy of past-President, Neil Prior.

Two principle mail routes were established in the Yukon during the gold rush period (see map in fig 17):-

The Main Mail Run:-was used in winter (some 9 months of the year in this part of the world). Mail carriers using dogsleds, and sometimes canoes, followed the rivers between Dawson, Yukon and Dyea or Skagway, Alaska. Mail was sent in both directions using a relay system, with relief teams taking over delivery at various stops along the route. The stops were also where the carriers rested, changed dogs and dropped off mail if there was a post office. The southbound mail left the Dawson post office and followed the Yukon River. The first stop was usually at the confluence of the Yukon and Indian Rivers and the next at Ogilvie, where the Sixty Mile and Yukon Rivers met. The mail carriers then continued along the Yukon River to the mouth of the Stewart River, stopping at Selwyn River, at Fort Selkirk (Pelly) where there was a post office, at Five Fingers and at Tantalus. The mail was then taken on to Little Salmon, Big Salmon, Hootalinka and Upper and Lower Lake Laberge. The next stop was at the perilous White Horse Rapids – grave of many a gold seeker – where there was another post office. Carriers then proceeded to

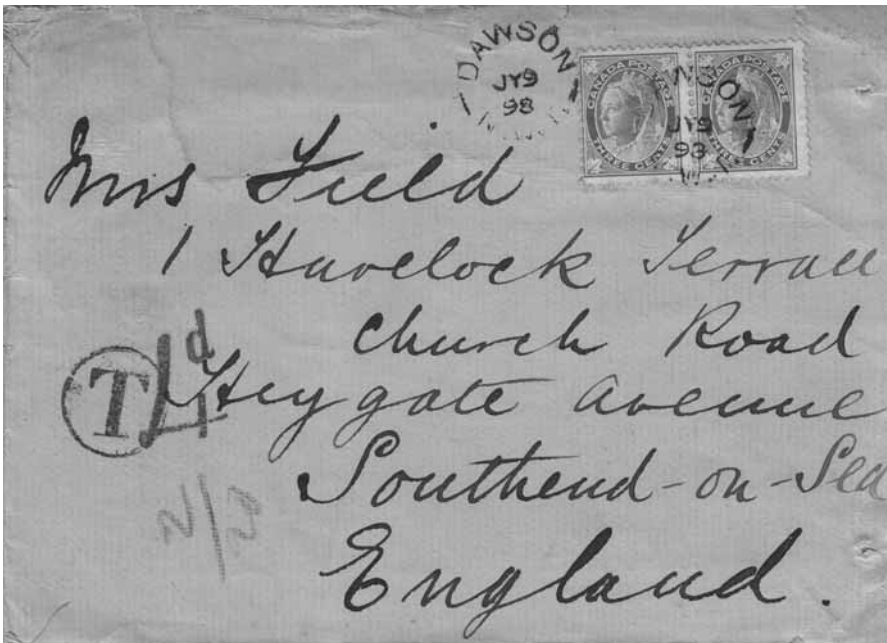
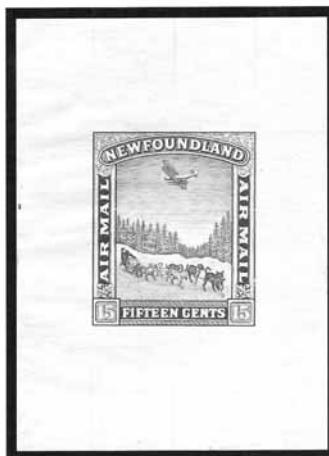


Fig 12 Letter from Dawson N.W.T. underpaid to the UK showing the split arc datestamp of 9th July 1898. This is the 9th earliest recorded item of mail after the datestamp was received at Dawson. (Courtesy of Neil Prior F.C.P.S.)

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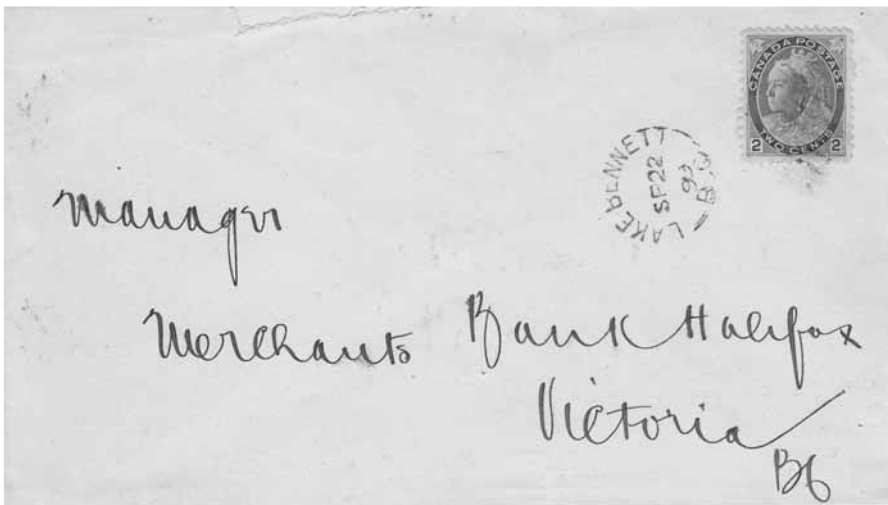


Fig 13 Letter showing the split arc datestamp of Lake Bennett B.C. of 22nd September 1899. This post office had opened on 1st May 1898 and was closed on 1st November 1901. (Courtesy of Neil Prior F.C.P.S.)

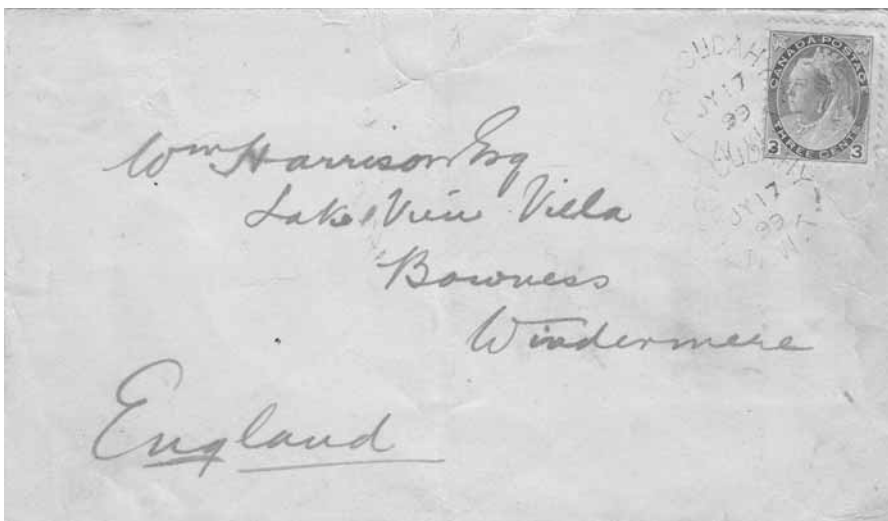


Fig 14 July 1899 letter showing the Fort Cudahy datestamp. This had been the first Canadian post office to be opened in the area in 1894. Despite all the complaints over poor postal service in these early years, this letter reached the UK just a month after posting. (Courtesy of Neil Prior F.C.P.S.)



Fig 15 June 1902 letter showing the datestamp of Bonanza, Yukon, the first of the Creek Post Offices, opened in October 1899. (Courtesy of Neil Prior F.C.P.S.)



Fig 16 Tagish Lake N.W.T. split arc datestamp of 3rd June 1899 on a 1 cent Jubilee postcard sent to Germany. (Courtesy of Neil Prior F.C.P.S.)

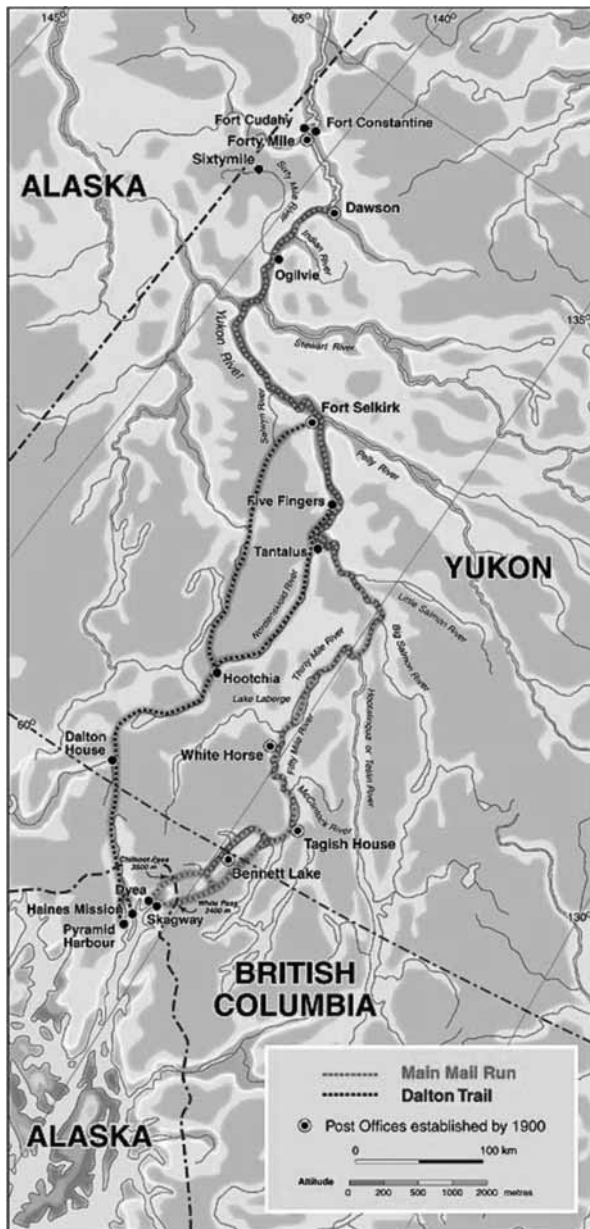


Fig 17 The First Mail Routes in the Yukon



McClintock River, dropping off mail at Tagish House, and on to Lake Bennett, where there was another post office. At this point the mail carriers had the choice of crossing the Chilkoot Pass to Dyea or the White Pass to Skagway. From these points, the mail was transported by steamer to Victoria or Vancouver.

The Dalton Trail:- was used in the three months of summer, when the mail was transported by packhorse and canoe. From Dawson, the mail carriers ascended the Yukon River until they reached Five Fingers Rapids. They then headed south to the Hootchia post. The mail was transferred at the Dalton House post to another mail carrier who brought it to the International Line post. From there, it was carried to Haines Mission where it was sent by steamer to Victoria or Vancouver.

These same routes were used by US mail contractors to get mails from further north in Circle City and Nome down to Skagway for shipment south.

*Early Newspaper reports provide further information and insight on this early and developing mail service in the years between 1896 and 1899:-*

*Victoria Daily Colonist 20th August 1897*

*"Washington, August 19th:- The Canadian Government and the United States have practically agreed upon co-operation in providing postal facilities for the Klondike region, and the result will shortly be evidenced in a substantial doubling of the mail services from the coast into the district. The exact route is not outlined, but in all probability it will strike off directly southward from Dawson City down to Dyea."*

CONTINUED ON PAGE 192



Fig 18 Carrying the mail along the Yukon River



## FROM INDIA TO THE USA, REDIRECTED TO CANADA AND REMAILED BACK TO THE USA

### The Yellow Peril, with photo by Susan So

When I first saw the cover illustrated in fig 1, I assumed that the presence of both Canadian and USA Special Delivery stamps on the same cover was a philatelic creation and that the Canadian stamp was, at best, an illegal or unnecessary, addition. Further study, however, revealed a different story.

On the upper right of the cover is a Canada 10 cents Special Delivery stamp that is postmarked Toronto, 26th January 1946. On the lower left are United States 13 cents Special Delivery and 8 cents Airmail stamps tied by a 'PHILADELPHIA JAN 24 930AM 1946 PA' duplex style postmark. Both American adhesives are also tied with the Philadelphia wavy line machine cancel.

The letter is addressed to Rev. H.M. Griffin of the China Inland Mission in Philadelphia. It bears the instruction 'AIR MAIL ALL THE WAY' on the upper left and 'UNITED STATES' on the bottom left. The latter is partially obscured by the 8 cent stamp. The letter is also annotated in Chinese; 'United States' (two characters) and 'From India' (three characters). Slight surface damage to the cover indicates that a rectangular address label was, at some stage, covering the Philadelphia and Toronto addresses and that this had subsequently been removed.



Fig 1

Assuming that the Chinese words were not someone's idle doodling, I deduced that the letter was from a person of Chinese descent living in India who had typewritten, annotated and placed it together with other mail letters for dispatch to the USA.

The letter, however, did not arrive in time to catch Rev. Griffin in Philadelphia for he had just departed for Canada. It was promptly air mailed, Special Delivery, redirected to him at the China Inland Missions head office in Toronto dated 24th January 1946. The letter arrived in Toronto the following day (backstamped 25th January) but had again missed the Reverend for he had left already back to the USA. An efficient secretary, sensing an urgency and to ensure that it will be 'Special Delivered' a second time, affixed a Canadian Special Delivery stamp to the letter, after having removed the original (Indian) postage stamp. Part of a circular postmark remains under the bottom right hand corner of the new Special Delivery stamp. It was re-mailed on 26th January to the Mission in Detroit. (It is presumably this last address label that has been removed). The arrival marking on the back of the cover reads 'DETROIT, MICH. ROOSEVELT PARK ANEX, 8AM 27 JAN'.

Reverend Herbert M. Griffin was the China Inland Mission's Home Director for North America from 1942 to 1960. The Mission's principle office was in Toronto from 1936 to 1955. The Mission was renamed the 'Overseas Missionary Fellowship' in 1965.

I am grateful to Dr. John Gatecliff for collaborating with me to compile these notes and to Ms. Rose Carleton, the Mississauga, Canada Overseas Missionary Fellowship secretary for updating me on the China Mission.

---

## CONTINUED FROM PAGE 190

*"Ottawa. August 19th:- It has been decided that Mr Sifton [Minister of the Interior], will sail on the Quadra from Victoria for Dyea on September 20th, and will try to go over the Stickeen route on a location survey."*

*Victoria Daily Colonist 21st December 1897*

*"Ottawa:- December 20th:- The Postmaster-General has authorized a trip to be made with mail matter from Victoria to several places on the Stickeen route, as far North as Fort Wrangel or Lake Teslin. The carrier will leave Victoria about January 5th [1898], and the mail will be confined to letters, the nature of the route precluding the conveyance of bulky matter."*

Pioneer mail services were prone to problems in many parts of the world and the Yukon proved to be one of the most difficult areas to set up a reliable and satisfactory service. Early newspaper letters and reports are full of 'customer' complaints and criticisms of the service.

## TO BE CONTINUED

## A TALE OF TWO COVERS

**John Burnett OTB**

With this article are illustrated two covers from my King George VI, Canadian collection. Both covers ended up at the same location and figuring out just what happened was a real challenge.

The first cover (with a stamp on it) is addressed to Paris from Montreal. The cancel dates the mailing as 29th May, 1940, and it is shown in figure 1.

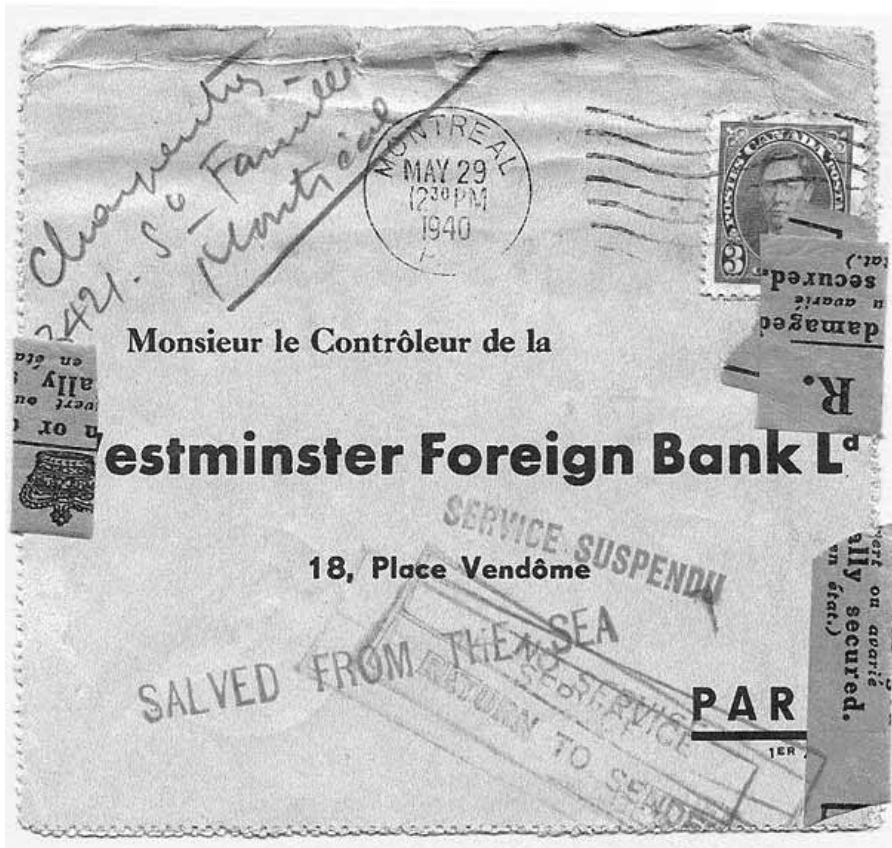


Fig 1

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The second cover without a stamp was mailed from Aquadell, Saskatchewan on 24th May, 1940 and is addressed to a Canadian army trooper in care of the "base Post office" in Ottawa Ontario for forwarding to an active duty military person. It is shown in figure 2.

Both covers end up in Montreal for sea transport to England (mail to Paris was routed via London) and the Canadian trooper was probably in England awaiting deployment. The mail was loaded on the 5,888 ton ship SS Eros which also carried raw copper, ferro chrome and small arms, and is pictured in figure 3.

On 3rd June, 1940 the Eros departed Montreal for Liverpool and was nearly across the Atlantic when on 7th June at 0322 hrs she was spotted by U-48, fired upon from a range of 3000 meters (data taken from the recovered log of U-48, later in the war). Eros was seriously damaged and the crew of 62 abandoned ship. Eros was too close to land for U-48 to make a surface attack so she left after seeing the crew escape the crippled ship.

Eros was taken in tow by HMS Berkley (L-17) and later assisted by HMS Bandit (W69). Bandit was an ocean going tug (probably manned by a Dutch crew who so gallantly served in Royal Navy's ocean going tugs during WWII). By pure chance HMS Volunteer (D-71) and Bandit were nearby trying to salvage HMS Carinthia that had sent a "mayday" call the day before after being torpedoed. HMS Bandit towed the sinking SS Eros to Tory Island (off the coast of Northern Ireland) and beached her. Eros had some holds flooded and some were still dry. Once beached the cargo was off loaded, including the mail.

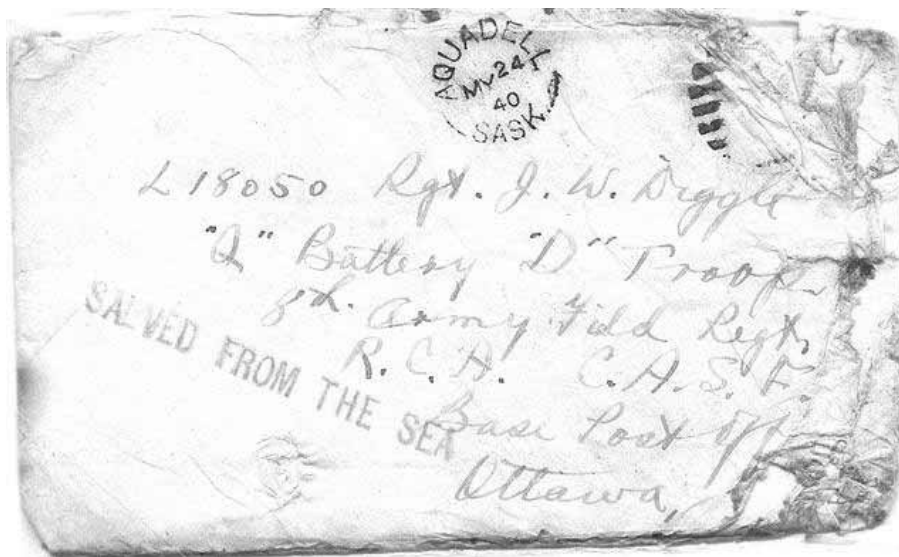
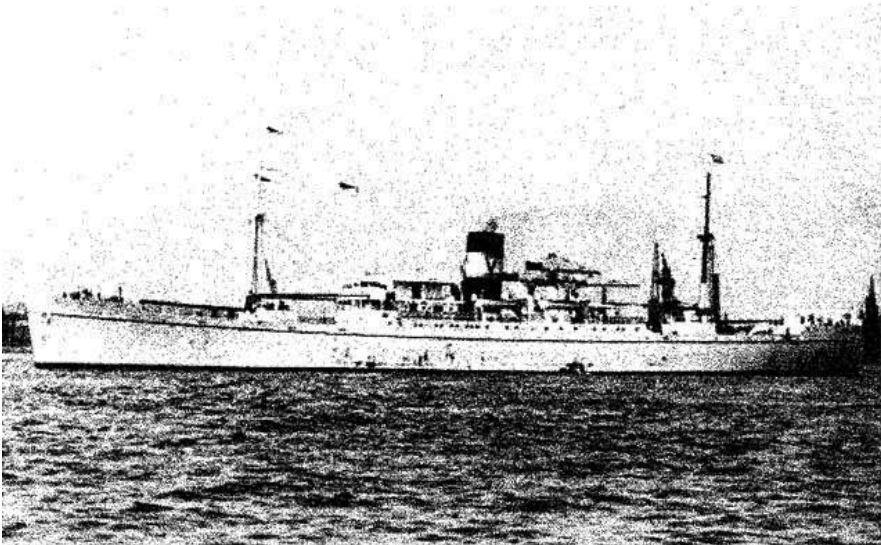


Fig 2

## Eros



*Fig 3. S.S. Eros*

The cover to France was stored in a dry hold while the cover to the army trooper ended up wet (as evidenced by the condition of the envelope and the missing stamp). Both covers were marked “SALVED FROM THE SEA” which is a British term meaning salvaged, and then forwarded to London for continuation of their journey.

During the period all this was happening France fell to the Germans and so our cover received another hand stamp “SERVICE SUSPENDU”, meaning mail service to France had been suspended due to war. This envelope was returned to Canada and was received by the Dead letter Office in Ottawa on 14th August, 1940, where it was opened, the address found and noted in pencil in the upper left corner of the envelope, the envelope was then officially sealed by postal sealing tape.

The envelope to the Canadian trooper was forwarded but to this day the contents have not been removed as they became totally stuck together by being submerged in water in a flooded hold.

S.S. Eros would be repaired, survive the war and was renamed S.S. Trangie. She was broken up in 1968.

## ADMIRAL REGISTERED LETTER RATES – PART 2

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

I cannot leave the 13 cents rates without showing one more example – one of my favourite Admiral covers – in fig 20 below. Certainly philatelic but a nice example of the colourful postal history this issue has to offer.

The most commonly seen 14 cent rate is shown in fig 21. This is a registered letter sent within the empire (in this case to England) between October 1921 and June 1926. This rate came into play again after the withdrawal of war tax in July 1926 when it applied to double weight registered mail sent internally or to preferred countries. An example to Mexico is shown in fig 22.

The 14 cent rate also applied to quadruple weight (> 3 oz) registered letters sent internally or to preferred or empire countries in the period April 1915 to July 1920. A spectacular example of this rate can be seen in fig 23. This shows a letter, dated 7th August 1915, and sent to San Jose, California. Received in bad condition, the letter the was re-sealed with



Fig 20 March 1927 letter from Halifax, N.S. to England showing the 13 cents rate. It is franked with imperf between pairs of the 1 cent and 2 cent coils, a pair of the two line 2 cent on 3 cent overprints and a 1 cent yellow; all on a surcharged postal stationery envelope – most likely a unique franking!

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Fig 23 14 cent rate – a quadruple weight registered letter to the USA mailed in August 1915. (Courtesy of Peter Payne).

six American officially sealed stamps (Scott: OX11), and forwarded back to Edmonton, where it arrived on 18th August 1915.

The final example of this rate is on double weight registered mail sent to empire countries after 25th December 1928. Although strictly outside the Admiral period, letters from 1929 and 1930 are often found franked with Admiral stamps. An example of this rate is shown in fig 24. It is interesting to compare this letter with the one in fig 1. This 1929 letter, although on Post Office stationery did not qualify for free postage or registration.

The earliest example of a 15 cent rate is shown in fig 25. This is a quintuple weight (more than 4oz) registered letter/ package to the USA sent prior to the introduction of war tax. Not surprisingly, it is the only one I have ever seen!

A single 15 cent rate is the one shown in fig 26. This is a registered letter sent to France in December 1920. This rate applied to UPU countries for just 14 months between July 1920 and September 1921. In this same time period, the 15 cent rate also applied to double weight registered letters to empire countries. Slightly more common, only because of the longer period of applicability, is the double weight registered letter rate which applied internally and to preferred countries between July 1920 and June 1926. An example to the USA is shown in fig 27.

The only other single 15 cent rate is the rare airmail registered letter rate which only applied from August 1928 until July 1931 and thus comes into the end of the Admiral period. An example of this rate on a domestic letter is shown in fig 28. This rate also applied to the USA. An airmail option to the USA had existed earlier (from July 1925) but at the same rate as surface mail.

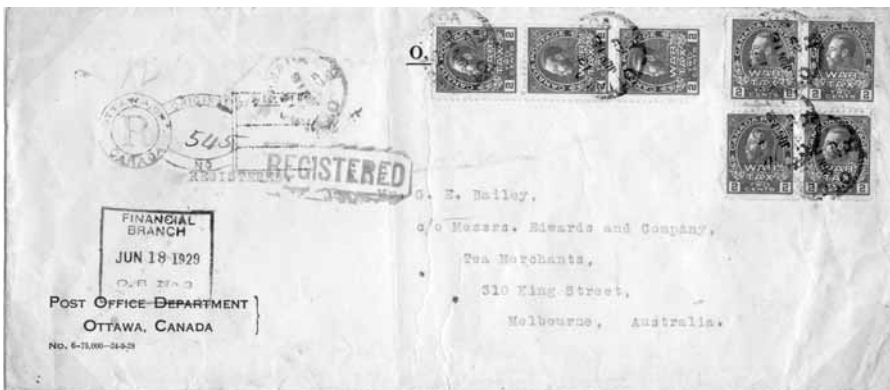


Fig 24 14 cent rate – a double weight registered letter to Australia, mailed in June 1929 with a rather bizarre franking of seven copies of the 2 cent War Tax stamp. War Tax had been abolished three years earlier and the Post Office Department were possibly trying to use up residual stocks.



Fig 25 15 cent rate – a quintuple weight registered letter/ package to the USA mailed in August 1912.



Fig 26 15 cent rate – a registered letter to France mailed in December 1920. This UPU rate prevailed for only 14 months.

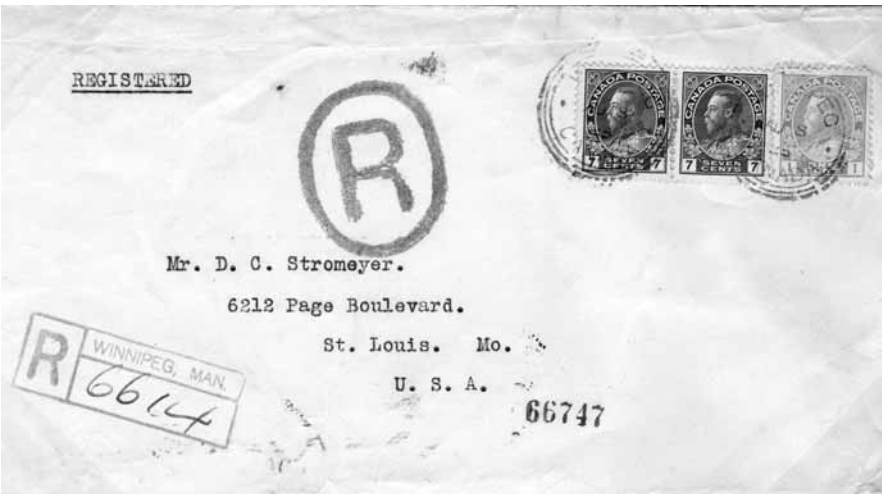


Fig 27 15 cent rate – a double weight registered letter to the USA mailed in August 1925.

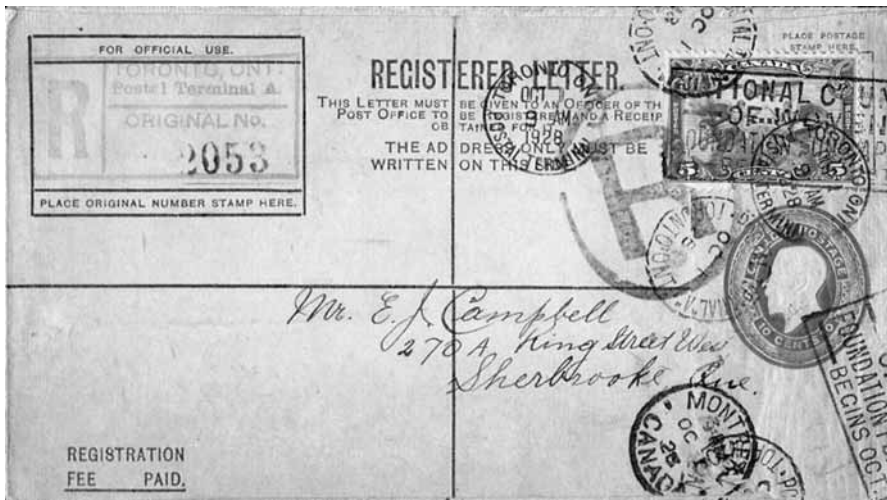


Fig 28 15 cents rate – airmail letter sent internally in October 1928.

There are no examples of 16 or 17 cent rates applying to registered letters under an ounce in weight and these rates are only found on heavier mail. The earliest examples of 16 cent rates are to be found on triple weight registered letters to the UPU sent prior to 1920 and on quintuple weight (over 4 oz) registered letters sent internally or to preferred or empire countries in the period April 1915 to July 1920. Both of these are very elusive.

Slightly more common are two later 16 cent rates. The first of these is found on triple weight registered mail sent internally or to preferred countries after July 1926. A domestic example is shown in fig 29. The second applied to double rate registered mail sent to empire countries between July 1926 and December 1928; an example to England, which vies for the record number of stamps on the front of a letter, is shown in fig 30.

The rather odd 17 cent rate is more common than might at first be imagined. It applied to triple weight registered mail sent domestically or to preferred countries between July 1920 and June 1926. A typical example of this rate is shown in fig 31 which shows the front and back of a military medal mailing envelope. One can only imagine that thousands of these must have been mailed out in the years after World War 1. How many survive is another matter!

The 17 cent rate also applied to double weight registered letters sent to empire destinations between October 1921 and June 1926. An example to New Zealand is shown in fig 32. The rate also applied to triple weight registered letters sent to empire destinations in the 14 month period between July 1920 and September 1921.



Fig 29 16 cent rate – a triple weight domestic registered letter sent in September 1927.



Fig 30 16 cent rate – a double weight registered letter to the UK mailed in October 1928. The extraordinary franking barely leaves room for the address.



Fig 31 Front and back of a 1923 registered military medal mailing envelope showing the 17 cent rate for a triple weight registered domestic letter.



Fig 32 17 cent rate – double weight registered letter to New Zealand mailed in June 1926. A week later and the cost would be 1 cent lower as war tax was abolished.

The 18 cent rate is quite often seen on registered letters to UPU destinations mailed after October 1925. An example to Switzerland, with a nice four colour franking, is shown in fig 33. There are two other 18 cent rates to look out for both of which are far more elusive.

The rate applied to double weight registered letters sent to UPU countries between July 1920 and September 1921 and also to quadruple weight registered letters sent internally or to preferred countries from July 1926 onward.

The 19 cent rate is one of most difficult to find. It applied three times in the Admiral period but always to registered letters or packages weighing over 3oz. The earliest example is on quadruple weight registered letters to UPU destinations prior to 1920. An example to Holland is shown in fig 34. It can also be found on quadruple weight registered mail to empire countries sent between July 1920 and September 1921 and again on quadruple weight registered letters sent internally or to preferred countries between July 1920 and June 1926. A rather scruffy example of this last rate is shown in fig 35.

20 cents is the highest rate applying to registered letters below 1 ounce registered for the normal \$25 indemnity. It applied to registered letters mailed to UPU destinations between July 1920 and September 1925 and provides the classic single use for the 20 cents Admiral stamp. An example to France is shown in fig 36.

There are, however, a number of other 20 cent rates to look out for. The first of these applied to triple weight registered letters sent to empire destinations between October 1921 and June 1926. An example to England is shown in fig 37. The second applies to quintuple weight (more than 4oz) registered letters sent internally or to preferred countries from July 1926 onward. An example mailed internally is shown in fig 38.

The oddest 20 cent rate is shown in fig 39. This is a triple weight registered letter to Cuba mailed in July 1925. This rate only applied between January 1922 and August 1925 and

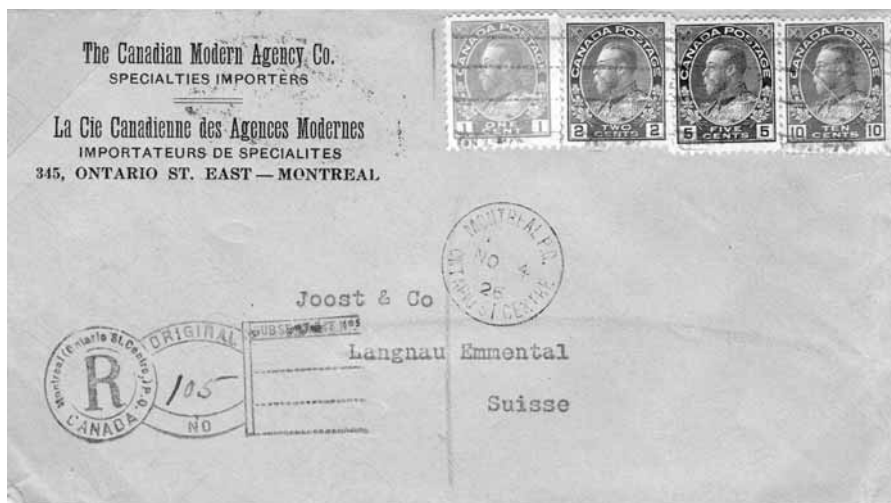


Fig 33 18 cent rate – registered letter to Switzerland, mailed in November 1926.





Fig 34 19 cent rate – quadruple weight registered letter to Holland, mailed in December 1919.



Fig 35 19 cent rate – quadruple weight registered letter sent internally in June 1922.



Fig 36 20 cent rate – December 1923 registered letter to France showing the classic single use of the 20 cents stamp.



Fig 37 20 cent rate – triple weight registered letter to England mailed in October 1923.

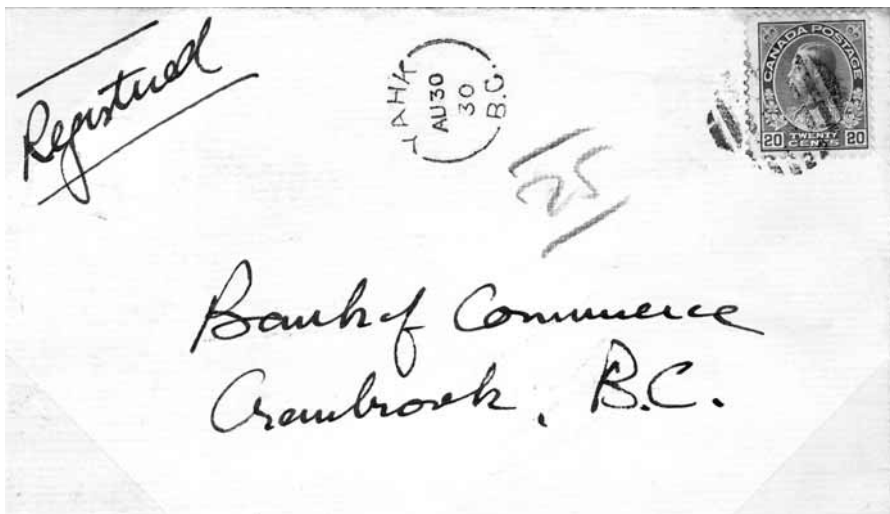


Fig 38 20 cent rate – quintuple weight domestic registered letter/ package mailed in August 1930.



Fig 39 20 cent rate – triple weight registered letter to Cuba mailed in July 1925. For a few years Cuba was given 'preferred country' status but mail there was charged at the same rates as the British Empire.

it is also worth looking out for single weight 14 cent and double weight 17 cent examples of this anomalous Cuban rate. (An example of the 14 cent rate is illustrated in Vic Willson's recent book – Admirals Away (3))

It is also possible to find all the rates above 20 cents although these apply to increasingly heavy letters and packages and most are rather elusive. A few examples can also be found of letters registered for higher than the normal \$25 indemnity. A sliding scale of indemnity/fee was introduced in August 1924 which allowed for registration fees of 10, 20, 30 or 40 cents so the scope is endless! To show that they do exist I show a few examples below. Fig 40 shows a quadruple weight (over 3 oz) registered package mailed to England in late 1928 at a cost of 22 cents. Fig 41 shows a domestic registered package from 1919 which must have weighed over 8 oz giving a total rate of 24 cents. Fig 42 shows a triple rate registered letter to France mailed in 1925. Although the basic postage rate was 8 cents, additional rates were only charged at 4 cents so this incurred total postage of 16 cents plus the 10 cents registration fee for a total charge of 26 cents. Fig 43 shows another heavy domestic registered package (weighing in at over 8 oz). Mailed in 1927 this one incurred a total charge of 28 cents. Fig 44 shows a rare example of a sextuple weight (over 5 oz) package mailed to Austria in October 1920. The total postage charge was 20 cents (1 x 5 cents + 5 x 3 cents) and the registration fee, which had been doubled only three months earlier, was 10 cents making for a total charge of 30 cents. Finally, fig 45 shows a registered letter to England, mailed in 1926, weighing over 6 oz. With a 10 cent registration fee, this one cost 31 cents to mail.

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Fig 40 22 cent rate – quadruple weight registered letter to England mailed in October 1928.



Fig 41 24 cent rate – registered letter or package weighing over 8 oz., mailed from St Hyacinthe to Montreal in 1919. Postage was  $9 \times 2 = 18$  cents plus 1 cent War Tax plus 5 cents registration.



Fig 42 26 cent rate – triple weight registered letter to France mailed in November 1925.



Fig 43 28 cent rate – registered package, weighing over 8 oz., mailed from Bashaw to Lethbridge in November 1927. Postage was 9 x 2 cents = 18 cents plus 10 cents registration.

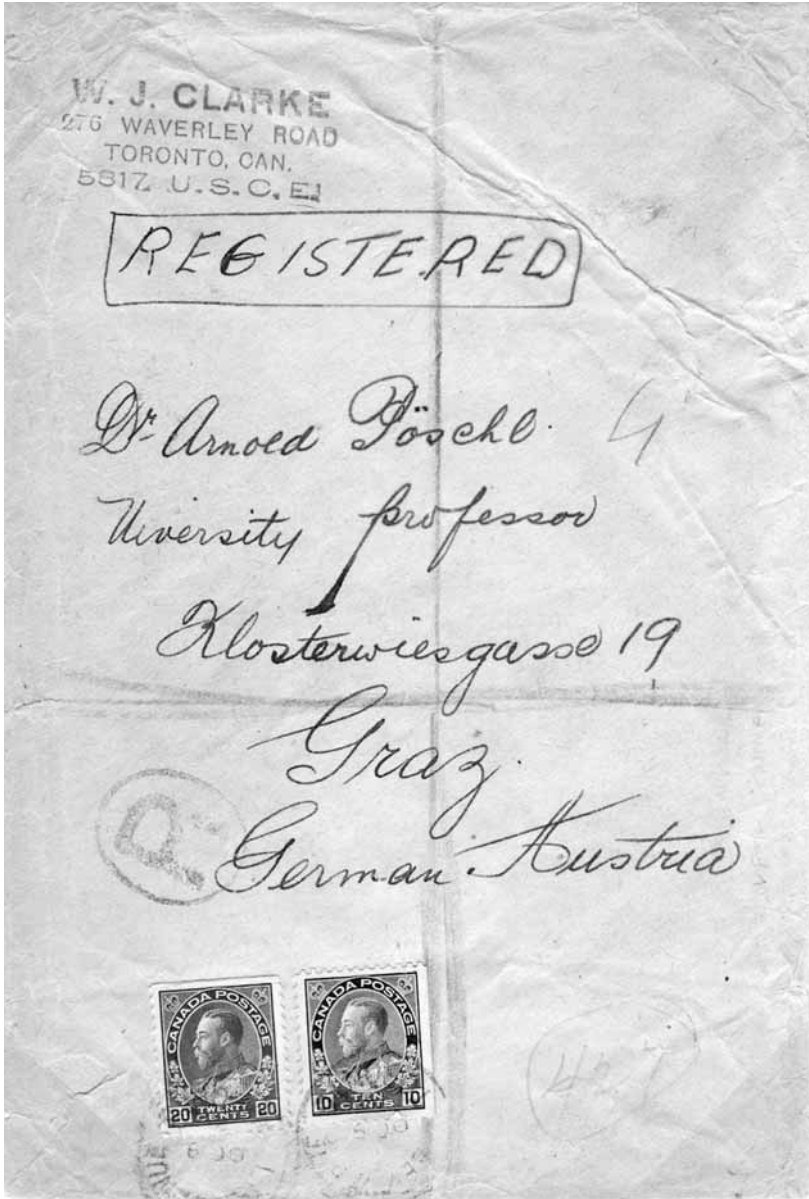


Fig 44 30 cent rate – sextuple weight registered package sent to Austria in October 1920.



*Fig 45 31 cent rate – 7 x rate (>6 oz) letter from Orillia to London, England, mailed in November 1926. Postage was 7 x 3 cents = 21 cents plus 10 cents registration.*

One other type of mail is worth mentioning in connection with registered rates – money packets. In these days of electronic money transfer and Securicor vans it is hard to recall that years ago most money movements between banks were done in the post. Money packets sent between banks were routinely registered and prior to April 1922, these packets were charged as normal first class letters plus the registration fee. Fig 46 shows the front and back of a label from just such a packet mailed in November 1919. The packet weighed in at 87 ounces and was charged at the letter rate of 2 cents per ounce plus 1 cent War Tax plus 5 cents registration fee, making a whopping \$1.80.

From 1st April 1922, the cost of mailing these packets got worse as the rate was increased to 5 cents per ounce plus the registration fee and War Tax. Fig 47 shows the front and back of a packet label sent in May 1925. The packet weighed 57 ounces and was charged a total of \$2.96. The removal of War Tax in July 1926 also applied to Money Packets giving a small (but no doubt welcome) reduction of 1 cent to postage costs. When War Tax was reintroduced in 1931, it did not apply to Money Packets so this lower rate continued well into the 1930's; an example is shown in fig 48. Although dating from 1932, it is interesting to note that Admiral stamps were still in common use.

The last Admiral registered rates to look out for are those applying to Insured Parcels. Prior to October 1921, parcels could be registered for the same fee as letters. However, on 1st October 1921, the post office stopped the 'registration' of parcels and introduced a





Fig 46 1919 Money Packet label showing the pre 1922 method of charging and a \$1.80 registered rate.



Fig 47 1925 Money Packet label from a packet weighing 57 ounces, showing the post 1922 rates. The charge was  $57 \times 5 \text{ cents} = \$2.85$  plus 1 cent War Tax plus 10 cents registration, giving a total of \$2.96.

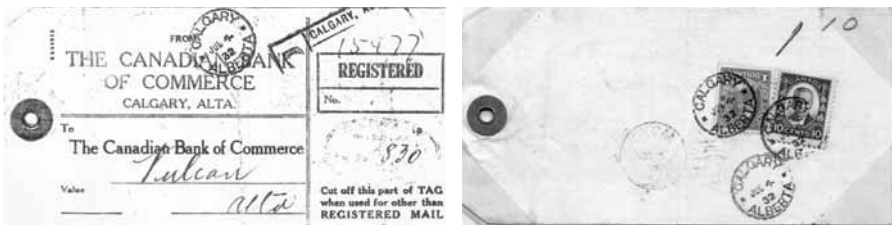


Fig 48 July 1932 Money Packet label from a packet weighing 20 ounces. The \$1 Admiral stamp part pays the  $\$1.10$  rate made up of  $20 \times 5 \text{ cents} = \$1$  postage plus 10 cents registration.

parcel post 'insurance' scheme with a sliding scale of charges and defined liabilities. Parcels could be insured for:-

- 3 cents for an insurance value not exceeding \$5
- 6 cents for an insurance value up to \$25
- 12 cents for an insurance value up to \$50 and
- 30 cents for an insurance value up to \$100

These charges were in addition to the parcel post rates which were based on weight and distance carried and varied by Province. Not surprisingly, surviving examples of these Insured Parcel Post rates are very rare but an example from Ontario from circa 1924 is shown in fig 49.

References:-

1. The Admiral Era: A Rate Study 1912 – 1928, Allan Steinhart, published by Jim Hennok 1981.
2. Canada Domestic and International Postal Rates and Fees 1870 – 1999, Dr Robert Smith and Anthony Wawrukiewicz, March 2000
3. Admirals Away: Canadian Letter Rates 1912 – 1928, Vic Willson, BNAPS Exhibit Series no 61, March 2011.

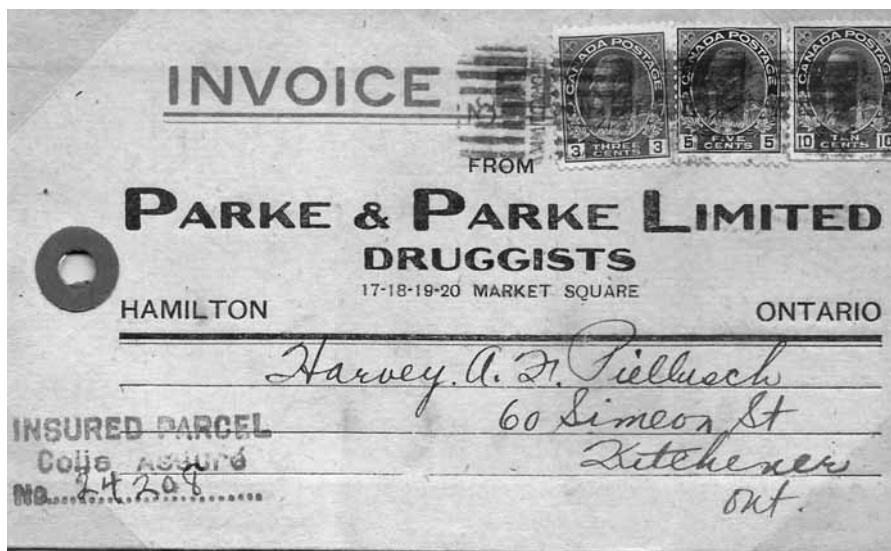


Fig 49 Label from an insured parcel mailed around 1924. Within Ontario, the parcel post rate within a 20 mile radius was 5 cents for the first pound, 1 cent for each additional pound up to four pounds and then 2 cents per pound up to 11 pounds. It would appear that this was a parcel of 6 pounds weight (costing 12 cents postage) which was insured for a sum not exceeding \$25 (6 cents) giving a total charge of 18 cents.

## LETTERS TO THE EDITOR

**Rob Leigh**

### CANADA UNPAID 10 HANDSTAMP

I received my copy of Maple Leaves today, and noticed your interesting article on the Canada Unpaid 10 rate mark. It rang a bell -- I recall encountering such an item a few years ago. I enclose a scan of a cover in my collection (bought from Longley at Toronto Stampex in '06) that bears the mark (see fig 1 below). It is further interesting in a couple of ways. It was used on a cover originating in Chatham but going to Québec rather than the US. The 10 is negated by a FREE marking. This is the only example I've seen. I also enclose a scan of the sister mark, Canada Paid 10, used in red in 1866 from Chatham to Ohio (see fig 2 below). I have a second example of this mark on a cover from Bothwell to Wisconsin also sent in 1866.

Chatham is about 20 miles or so from Oil Springs. There might logically be some connection. However, a close comparison of the Chatham handstamp in fig 1 and the Oil Springs handstamp in the earlier article (see fig 3) shows that they are similar but different. The most obvious difference being in the 'C' of CANADA.

In Boggs Vol. 2, Appendix F (a listing of rate mark orders - table C), there are listings for Canada Unpaid 10 and Canada Paid 10. It was to Berri, dated 6/64 and 25 were ordered. It seems that this is perhaps too late to account for the 1864 use at Chatham, and also there is of course no picture shown to indicate what these would look like (if they are straight lines, ovals, etc), so it is unclear if the handstamps in question are the Berri types or something produced locally. However, it may be that the two Oil Springs handstamps and the one from Bothwell, dating from 1866 and 1868 do relate to this Berri order.

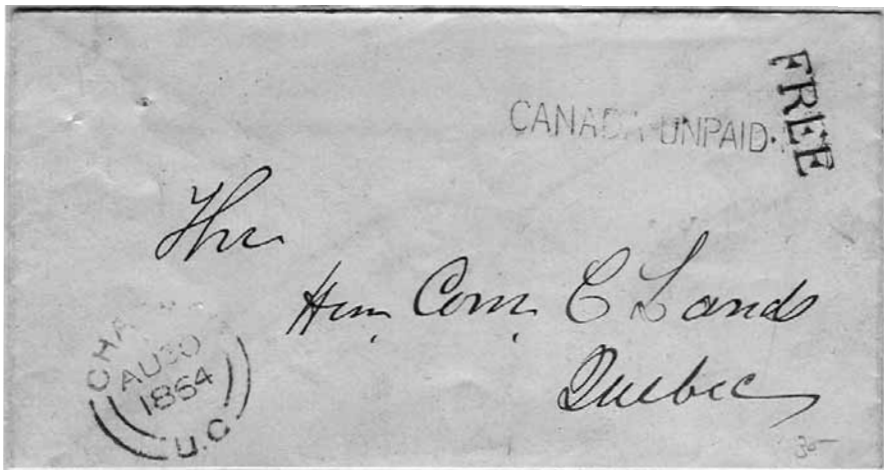


Fig 1

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Fig 2

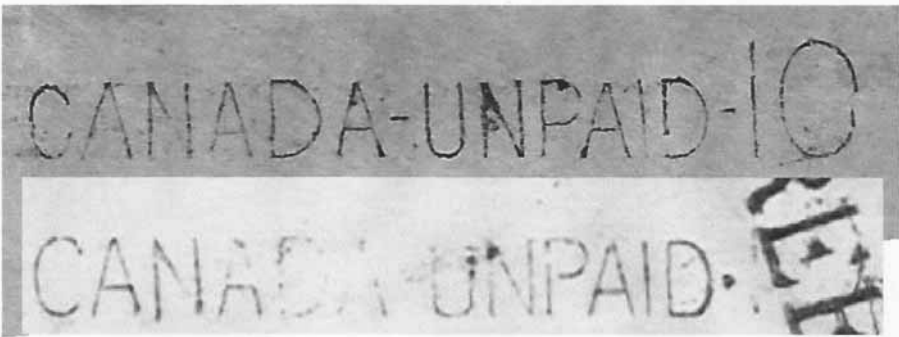


Fig 3 Side by side comparison of the Chatham handstamp (below) and the Oil Springs handstamp (above) showing minor differences, particularly in the 'C' of Canada

I've always been rather confused by these (and related) markings: they're usually associated with exchange offices, but presumably there weren't 25 exchange offices at that time. Could they have been provided to other inland offices as well? If

not, I don't see any explanation for the cover in fig 1 -- it wasn't going cross-border at all and presumably wouldn't have gotten close to an exchange office. One could also ask why the other two known examples are from Oil Springs, and

nowhere else. Bothwell and Oil Springs were both oil boom towns at that time and probably dealt with a lot of mail. Perhaps that has something to do with it.

Re Boggs, one should probably check on the veracity of the date in his table. I'm not sure where to find the original source. Maybe our members can add some more to the story?

**Dean Mario**

### ADMIRAL POSTCARDS

I thoroughly enjoyed John Watson's recent article on "Postcard Rates in the Admiral Era" (ML July 2011) which just arrived. I have a slight correction/addition related to

his "FIG.13" (p. 125) which he noted was a postcard sent from a "nurse serving in Egypt".

Actually the card was sent from Lt.-Col. Dr. E. Kidd, Officer-in-Charge of Block 1, No. 5 Canadian Stationary Hospital (Queen's University), Canadian Mediterranean Forces, Abbassia Cavalry Barracks, Cairo, Egypt (which became No. 7 (Queen's) Canadian General Hospital on January 26, 1916).

Kidd was a senior member on staff of Queen's University and at one time taught anatomy.

I trust that this adds a bit to the story.

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## BOOK REVIEWS

The first two titles we review in this issue have been produced by the Postal History Society of Quebec. Both will be of interest to postmark collectors or anyone interested in the postal history of Quebec.

***Répertoire des cachets postaux à cercle interrompu du Québec*** (*Catalogue of the Broken Circle Postmarks of Quebec*), by Ferdinand Bélanger. Société d'histoire postale du Québec, 2011, pp. 442. ISBN 978-2-920267-45-9. \$50. Distributor: Fédération québécoise de philatélie, 4545 avenue Pierre-de-Coubertin, PO Box 1000, Stn M, Montreal H1V 3R2, or at [fqp@philatelie.qc.ca](mailto:fqp@philatelie.qc.ca)

The impressions made by the broken circles datestamps are surely among the most beautiful. This sort of dater consists not of a full circle enclosing the name, but rather has circular arcs on both sides of the name at the bottom of which the provincial designation appears. The manufacture of these instruments spans a century, from 1829 to 1934.

The results of this philatelic study, which took place over several decades, is presented in the form of a catalogue. The exact text which appears on the impression made by each dater is shown, along with the proof date when known, the dater type, the opening and closing dates of the office, and finally a section for additional comments. There are nearly seven thousand different broken circle datestamps listed for Quebec. Impressions of more than 125 daters which are not found in the proof impression books are shown.

Appendices give the descriptions of the sixteen types used, an inventory of the orders for daters produced between 1852 and 1868, certain additional varieties, usage of manuscript-dated handstamps, and finally scans of proof impressions not included in Paul Hughes' monumental *Proof Strikes of Canada*.

This catalogue provides an essential reference work to the aficionados of the postal history and postmarks of Quebec.

***Les flammes mécaniques du Québec***, (*Slogan postmarks of Quebec*) by **Jean-Guy Dalpé**. Société d'histoire postale du Québec, 2011, 502 pages, ISBN 978-2-920267-44-2. Price : \$50. Sold by : Fédération québécoise de philatélie, 4545, avenue Pierre-de-Coubertin, P.O. Box 1000, Station M, Montréal H1V 3R2 or to [fqp@philatelie.qc.ca](mailto:fqp@philatelie.qc.ca)

Machine cancellations in Canada date back to 1896, but messages did not appear on the top right portion of letters and postcards until 1912.

This book briefly traces back the history of these machine messages (or slogans) as they were used in Québec post offices. These messages were meant to promote different causes or events, and to inform users of the different services offered by the post office, or even to instruct them on certain postal regulations relevant to their mail.

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The author has employed the Coutts numbering system used in *Slogan Postmarks of Canada*, and lists all of the slogan postmarks used in Québec in alphabetical order, all of which are also illustrated. The author also illustrates all of the obliterators used, and lists the number of dies used in different post offices. For each of these listed post offices, there is also a list of the different types of dater hubs used, and years of usage, including earliest and latest dates known.

When necessary, the author lists all of the attributes used to differentiate the different dies, and explains them in a way that is easiest to comprehend. In the last chapter are listed all the special service slogans used occasionally on mail being sent from the Province of Québec. The reader will therefore have a complete story of the 114 years (1896 to 2010) of messages used on Québec mailed envelopes.

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

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

As usual, review copies of many of these books can be found in the Society Library so if you wish to sample before you buy, please contact Mike Slamo.

**POSTMARKS OF MANITOBA PRIOR TO 1900, 2011** by **Fraser, Donald**. 128 pages, 8.5 x 11, spiral bound, 2011. ISBN: 978-1-897391-80-8 (Colour). Published by the British North America Philatelic Society (BNAPS). Stock # B4h046.1 (Colour) - \$C65.00

Don Fraser's "Postmarks of Manitoba prior to 1900", the newest BNAPS handbook, is the result of many years of study and collecting the postmarks of Manitoba before the start of the twentieth century. The first of four parts is a collection of postmarks on stamp from pre-1900 Manitoba, based on the collection initially formed by Harold Wilding of Winnipeg, displayed alphabetically by town name. This is followed by a set of copies of the Proof Strikes of Manitoba with maps showing the locations and a separate collection of Fort Garry, Lower Fort Garry and Winnipeg cancels. The last section shows Squared Circle cancels from the 17 Manitoba post offices that used them, drawn from an exhaustive dated calendar collection from late 1893 to 1900. This book provides an excellent visual accompaniment to the lists of Manitoba post offices previously published by William Topping and the late William G. Robinson and should be of value to philatelists and students of postal history. Don is also the author of *Postmarks of the District of Assiniboia*, published by BNAPS in 2000.

**CANADIAN POSTAGE METER STAMPS, 2011** by **Crotty, David E.** 130 pages, 8.5 x 11, spiral bound, 2011. BNAPS Exhibit Series #63. ISBN: 978-1-897391-81-5 (Colour),

978-1-897391-82-2 (B&W). Published by the British North America Philatelic Society (BNAPS). Stock # B4h923.63.1 (Colour) - \$C74.00; B4h923.63 (Black & White) - \$C41.95

David E. Crotty's "Canadian Postage Meter Stamps", the 63rd volume in the BNAPS Exhibit Series, is the first to illustrate the wide variety of material that can be found in the often neglected field of the postal history of mail prepaid by postage meter impressions instead of by stamps. This exhibit was first shown in Canada at BNAPEX-2008-SEAWAYPEX in Kingston, Ontario where it received a Silver award, and then at ROYAL-2009-ROYALE in Windsor, Ontario where it received a Vermeil and the BNAPS BNA Research Award.

Working under the rules of the American Philatelic Society's "Display Class", David has blended an amazing assortment of meter impressions with an equally impressive amount of contemporary advertisements produced by the manufacturers to promote their products. Far from distracting from the story, when shown in conjunction with examples of the pertinent meter impressions, the ads bring the whole process to life. Everyone is familiar with Pitney-Bowes and the impressions made by their machines. Readers will be surprised to learn that there are and have been several companies, mostly based in Europe, that have almost equally long records of success in the field. Of interest also is the fact that meter machines have progressed with modern technology, from the early mechanical units through the electronic counterparts to the digital versions in use today. For those who think that all meters appear to look pretty much the same, this exhibit is a revelation.

**BRITISH EMPIRE CIVIL CENSORSHIP DEVICES, WORLD WAR II: SECTION 7 – CANADA & NEWFOUNDLAND**, edited by Peter C. Burrows. 160 pages, 9 by 11 inches, card covers, spiral binding, Civil Censorship Study Group, USA and United Kingdom, 2010. ISBN 978-0-9517444-7-5. BNAPS Stock number B4h047.0. Price: \$C25.95 + taxes if applicable + shipping and postage. PLEASE NOTE: as this book was made available at a low price and is not a BNAPS publication, the normal member discount does not apply.

The previous edition of British Empire Civil Censorship Devices by Chris Miller included other western countries. In this new edition by Peter Burrows the Canada and Newfoundland portion has been separated, revised and expanded. It is essentially an illustrated catalogue of the censorship devices used during WW II. Each marking has a catalogue number and brief description, the size in millimetres, and the colour(s) known.

The listing begins with cachets of the Censorship Division, Censorship Office and Examination Division, as well as Forces and miscellaneous cachets. Earliest and latest known dates of use are sometimes listed, as are censor numbers of particular examiners. Each cachet is illustrated to enable easier identification.

Similar treatment is given to labels of the Censorship and Examination Divisions. A separate table indicates the geographic location of censors and examiners by their numbers. Various memoranda and forms are listed and illustrated for easy identification. Memoranda include confidential items released by the Directorate of Censorship.

Stationery is also listed.

The next section, devoted to cachets and forms used in the examination of POW and internee mail, is followed by a section on the Foreign Exchange Control Board, again itemizing cachets, labels, forms, and postmaster handstamps categorized by the towns and cities where they were known to be used. The final section covers similar material used in Newfoundland and Labrador since it was a separate crown colony until several years after the war.

Appendices include excerpts from government documents, a list of censorship personnel that has been reconstructed and therefore lacks some dates, and additional notes on censorship to help collectors to understand how surveillance was conducted.

Some covers are shown in black and white and scattered throughout the text. A few are shown in colour on the front and back covers of the book. A table indicates relative scarcity using a scale of 1 to 10, where '10' means that the item is worth about forty times the value of a '1'. It is nice to see this section updated and issued separately for the collector of Canada and Newfoundland WW II censored mail.

**A.C. ROESSLER'S CANADIANA** by Dickinson, Gary. 62 pages, 8.5 x 11, spiral bound, 2011. ISBN: 978-1-897391-83-9 (Colour). Published by the British North America Philatelic Society (BNAPS). Stock # B4h048.1 - \$C33.95

"A.C. Roessler's Canadiana" by Gary Dickinson, is the result of many years of studying and collecting Canadian covers bearing cachets, not only First Day Covers but also those printed for commercial First Flights and other events such as Newfoundland joining Confederation in 1949.

While sometimes spoken of in less than positive terms because he was so prolific, Gary recognized that Roessler had made a significant contribution to Canadian philately and decided to record his work in one volume. Gary is the author of many articles on cacheted covers in BNA Topics and is also the Editor of the newsletter of the BNAPS First Day Cover Study Group. In addition to the author, BNAPS wishes to sincerely thank Liz Ellison for her assistance with the final layout of the book, and for preparing the printing files.

The book will certainly be of interest to collectors of first flight covers and first day covers, many of which originate from Roessler but it also provides an interesting insight into the work of a prolific producer of philatelic material.

**NOTES THROUGH BARBED WIRE** by Powell, Michael. 412 pages, 8.5 x 11, spiral bound, 2011. ISBN: 978-1-897391-84-6 (Colour), 978-1-897391-58-3 (B&W). Published by the British North America Philatelic Society (BNAPS). Stock # B4h923.049.1.1 (colour) - \$C138.00; B4h923.049.1 (Black & White) - \$C56.95

The latest BNAPS handbook, "Notes through Barbed Wire" by J. Michael Powell, subtitled "Mail to and from Prisoners Of War, Civilian Internees, Japanese Evacuees and Others in Canadian Internment Camps during World War II" is an extensive survey of the subject

of Canadian Internment Mail.

Building on the military postmark studies of W.J. Bailey, E.R. Toop and C.D. Sayles and the BNAPS Exhibit Series books by Stephen C. Luciuk and Kenneth V. Ellison, the author has taken a different approach. Focusing strictly on the World War II era, his chapter subjects range from Standard and Special Stationery to Rates, Destinations, Hand-stamps and Postmarks, through Censor and Foreign Markings to seldom seen material emanating from the Administration and Support side of Internment Operations. Extensive use of both contemporary and modern photographs of the various camps adds tremendous additional context to the philatelic material. In addition to producing the book, BNAPS wishes to sincerely thank Michael Powell for preparing the printing files.

The book will be of particular interest to members who collect World War II postal history.

Finally I would draw members' attention to a new study paper on the use of the Bahamas Special Delivery stamps in Canada. The paper which has been published by, and is available from, the British West Indies Study Circle, has been written by Peter Fernbank *FRPSL*. It will be of interest to collectors of Special Delivery mail and Admiral postal history. An advertisement for the paper can be found on page 228.

GS.

### Canadian Philatelic Society of Great Britain

Annual subscriptions are due on 1 October 2011. For the coming season, subscription levels are:-  
£18 for members resident in the UK

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£22 for members residing in the rest of the world (airmail delivery)

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Members may also claim a subscription discount of £3 (or \$5) if payment is made before 1 November 2011. This discount automatically accrues to those paying by Direct Debit.

Cheques should be made payable to the Society and sent to:-

Graham Searle, Subscription Manager, 11 Riverside, Banchory, AB31 6PS (**sterling cheques only**)  
or to:-

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

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

## SOCIETY NEWS

### FROM THE SUBSCRIPTIONS MANAGER

Subscriptions for the 2011/12 season are now due. Our thanks go to those members who have already paid. The subscriptions reminder was enclosed with the July issue. If you have lost yours, please visit the Society website where you can pay by PAYPAL or mail your subscriptions to Mike Street (in North America) or Graham Searle (elsewhere). Subscriptions for the 12 months from 1<sup>st</sup> October are:-

£18 for those living in the UK  
£20 for those living in Europe and  
£22 for those living elsewhere

If you send in your payment by 1<sup>st</sup> November 2011 you may deduct £3 from the above rates.

**Graham Searle and Mike Street**

### LONDON GROUP

Meetings of the group are held on the third Monday of each month from October through to May. The venue in all cases is 31 Barley Mills, Bishop's Stortford, Essex CM23 4DS and meetings commence at 6.30pm.

The programme up to January is as follows:-

17<sup>th</sup> October 2011  
New acquisitions all members.

21<sup>st</sup> November 2011  
Subject A, B, or/and C,

19<sup>th</sup> December 2011  
Chairman's Evening.

16<sup>th</sup> January 2012  
King George VI material.

For confirmation of meetings and details of the full programme please contact Dave Armitage on 01279 503625 or 07985 96144.

**Dave Armitage**

### SCOTLAND AND NORTH OF ENGLAND GROUP

Our next meeting will be on Saturday 29<sup>th</sup> October, starting at 2pm at the usual venue of the Buccleugh Arms Hotel in Moffat. All members are welcome. Please bring along a few sheets to display or material you would like advice on. Further details can be obtained from the Editor.

**Graham Searle.**

### COVERMART

Updated lists of the Covermart stock of covers are now available by application. Either my mail (please enclose a 1<sup>st</sup> class stamp to cover postage) or by e mail as a jpeg file.

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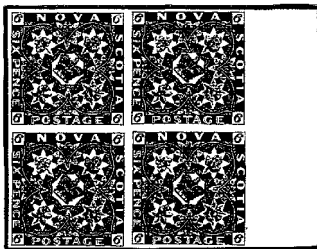
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