



Maple Leaves

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

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MAPLE LEAVES

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EDITORIAL

This first issue of 2012 is slightly more disjointed than usual (nothing new there I hear you say!) Just as the proofs were being assembled for the issue an important letter from our President, John Cooper, arrived on the editorial desk. It raises some important issues and some short term challenges for the Society and is reproduced herein on page 275. The Committee have discussed the immediate practical implications of John's letter and have decided that the Convention in Bridge of Allan in September 2012 will go ahead as planned. More details on this will appear in the April issue and also on the Society website.

If you turn to the very last page of this issue you will note that we have just welcomed our 3000th member (and the 3001st, 3002nd and 3003rd!). I wonder if our founding fathers in 1946 ever dreamed of the day? However, it is no time to stand on our laurels – now we push on to 4000! If you make just one New Year's resolution let it be to enrol a new member to the Society. If only a fraction of us were successful, number 4000 may not be as far away as it sounds.

We start the New Year with some overdue congratulations.

Firstly, our congratulations go to Colin Banfield who won a Large Vermeil medal at Stampex with his Queen Victoria postcards.

Congratulations are also due to the following members who won awards and prizes at our Jersey Convention:-

John Watson – Aikens Trophy for the best research into Maple Leaves articles in the past year for his articles on Admiral postal rates

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Malcolm Montgomery – Godden Trophy and 1st Prize in Class 2 – Postal History for ‘BNA and US Packets’

Richard Thompson – 1st Prize in Class 1a – Stamps up to 1902 for ‘1 cent Large and Small Queens’

Malcolm Newton – 2nd Prize in Class 2 – Postal History for ‘KGVII Coronation Flag cancels’

David Armitage – 1st Prize in Class 4 – Revenues for ‘Manufactured Tobacco Tax Labels’

Derrick Scoot – 2nd Prize in Class 4 – Revenues for ‘Revenues of BNA’

We also offer our congratulations to the following members who won awards at BNAPEX 2011 in North Bay in early September:-

In the multi-frame class:-

Charles Livermore – Vermeil for ‘Toronto – a Philatelic journey’ (this also won the Ed & Mickey Richardson Award)

David McLaughlin – Gold for ‘The Maple Leaf Issue of 1897 – 98’ (this also won the Allan Steinhart Reserve Grand Award)

Hendrik Burgers – Gold for ‘Canadians in Russia 1918 – 1920’ (this also won the Sam Nickle award and the Horace Harrison Grand Award)

Earle Covert – Gold for ‘1897 Tobacco Stamps of Canada’ (this also won the Wilmur Rockett Award)

Nicholas Escott – Gold for ‘Early Postal History of Northern Ontario’

Gary Steele – Gold for ‘1937 – 38 Definitive Issue’

Richard Thompson – Gold for ‘The Large and Small Queens of Canada 1859 – 1897’ (this also won the Allan Steinhart Reserve Grand Award)

In the single frame class:-

Richard Thompson – Bronze for ‘The Postal History of the Township of Teck’

David Bartlet – Vermeil for ‘Christmas Stick n’ Tick Labels of 1983 and 1984’, Gold for ‘Booklet Varieties of the Admiral Era’ (this also won the Herb McNaught Memorial Award) and Gold with Felicitations for ‘Fundraising for WWI through the Post Office’

Bill Burden – Gold for ‘Admiral Re-entries’

Hendrik Burgers – Gold for ‘Boer War Connections – Canadians in South Africa 1899 – 1902’

As usual, my apologies are due to anyone I have missed out or forgotten.

We also send our congratulations to member Ron McGuire who was awarded the Order of the Beaver at BNAPEX and last but by no means least to Charles Livermore and Mike Street who were both elected Fellows of the Society at our Convention in Jersey.

This edition seems to contain more than the usual quota of Society News and related issues. I would draw members’ attention in particular to the item on page 283 where we are seeking feedback on an alternative way to get *Maple Leaves* to you in the future and also to the urgent request for a volunteer on page 264. If you would like to see the Society Auctions continue in operation beyond 2012 it is time to **act now**. Please do take the time to respond to these two items.

Dick Malott, has asked me to inform members that the Canadian Aerophilatelic Society 2011 Snowbird autographed envelopes are now available for sale. (The Snowbirds are the

equivalent of the Red Arrows here in the UK). Envelopes have a special 431 Demonstration Squadron logo, a logo to Canadian military heroes, the red and white Snowbird logo and the CAS winged logo. The special 'P' stamp depicting the Duke and Duchess of Cambridge is used on each envelope. The stamp is cancelled with the official Snowbird date cancel depicting nine Tudor aircraft in formation. There is a set of nine similar envelopes, each signed by one of the nine pilots, available at \$C55 and a single envelope signed by all nine pilots costing \$C30. Orders should be sent to Dick at 16 Harwick Crescent, Nepean, ON Canada K2H 6R1. Cheques should be made payable to the Canadian Aerophilatelic Society (CAS).

Cimon Morin has also been in touch with me about a major study being undertaken by the Societe d'Histoire Postale du Quebec to list all of the postal markings of the Province of Quebec from 1763 to 1867. This work will culminate in a major book on the subject in a couple of years time. The work so far has concentrated on the cancels in use up to 1842, although even there new discoveries are still being made. Cimon is keen to hear from any CPSGB members who may have significant collections of this material and who would be prepared to contribute to the study by providing scans etc. You can contact him at cactus007@videotron.ca or via the SHPQ.

Finally, we offer our thanks to Longley Auctions, Eastern Auctions and Cavendish Auctions all of whom have run advertisements for CPSGB in their sale catalogues during the last year, for their continued support to the Society.

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THE APPLICATION OF FINES ON TRANS-ATLANTIC MAIL BETWEEN THE UNITED KINGDOM AND CANADA

Malcolm Montgomery

I was privileged to be invited to give the opening display at the Society's Convention in Jersey last year. After discussion with the President the subject chosen was 'Fined Letters' a subject I first touched on in Class 1 of the Society's competition at York in 1994. My entry didn't win ... however, I have managed to add a few covers since then and thought that this might be a suitable time to revisit the subject.(1) I have restricted the illustrations to just a few of the letters that were on display in Jersey, but it is likely that the entire display will be published as a BNAPS book later this year.

Compulsory Prepayment. The principle of prepayment of postage was a part of the original plan of the introduction of Uniform Postage in 1839-1840. At the time when the plan was promulgated, prepayment was required for letters sent abroad, except where the post offices were under the control of the Postmaster-General. In 1851 control of the British North American post offices, with the exception of British Columbia and Vancouver Island, passed to the Colonial Governments and the consequent complexity of accounting for unpaid and short paid letters encouraged a further examination of the regulations.(2)

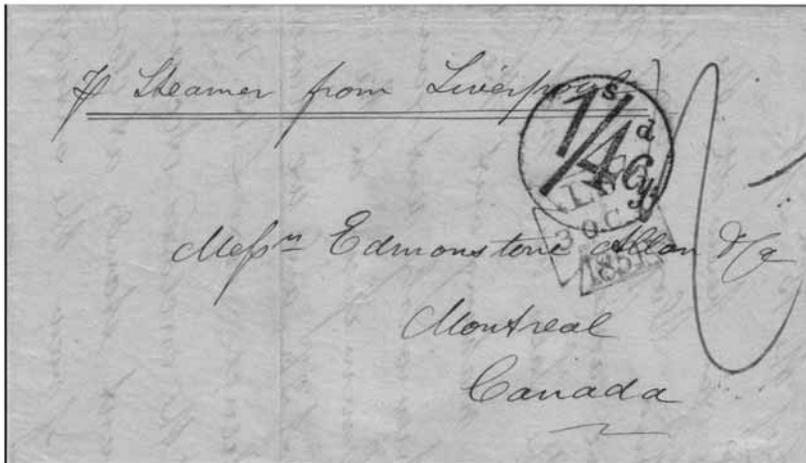


Figure 1: A letter dated 3rd October 1851 from Liverpool, England to Montreal, Canada East carried unpaid by a British packet, the Cunard Line 'America' via Boston, showing in manuscript the British claim '1/-' (24c): 2d British inland, 8d ocean and 2d United States transit postage. This was the equivalent of 1s 1½d Cy., to which was added 2d Stg., 2½d Cy., provincial inland postage, for a total charge in Canada of 1s 4d Cy. Although unpaid, fine was raised against the addressee.

In his report of 1859, the Postmaster-General stated that it had been:

'... our constant aim to re-establish and complete the arrangements for compulsory pre-payment of trans-marine letters.'

However, during the 1850s unpaid and underpaid letters to and from British North America had continued to be accepted by the post offices and were charged only the deficient postage. After the 1851 devolution to the Provinces of responsibility for their postal affairs, such letters normally bear two types of rate markings: the first is a mark indicating the total postage prepaid or due for the letter; the second is an accountancy mark indicating the sum claimed by the dispatching office, or credited to the destination office, for their respective shares of the postage. This last may be further complicated for letters handled by a third-party office. With the introduction of bulk accounting for trans-Atlantic letters in 1857 this practice was changed: accountancy marks were no longer required on properly prepaid mail, only on unpaid or underpaid mail, and accountancy markings indicated the total deficiency. This was not, however, an invariable rule.

Routes, Rates and Procedures. Correspondents in the 19th Century were able to choose from a number of options for their trans-Atlantic letters; the variety of routes and rates, and their associated procedures and accountancy markings, caused confusion then as they often do now. A brief explanation of the routes, and some of the rates and procedures, is therefore necessary.

From 1854 there were three principal carriers of British North American letters:(3)



Figure 2: A letter from Birmingham, England to Toronto, Canada West posted unpaid on 8th June 1855 and carried by British packet, the Cunard Line 'Asia' after the 1854 rate reductions. The British Post Office has claimed sevenpence: 1d British inland, 4d ocean postage and 2d for United States transit. The final charge, including 1d Stg. for Canadian inland postage was 8d Stg., 10d Cy.

- a. British packets: The Cunard Line, operating from Liverpool to either Boston or New York, the former calling at Halifax, N.S. on both the outward and return voyages.
- b. Canadian packets: operating from Quebec in summer and Portland, Maine in winter to Liverpool, calling at Londonderry (Moville) on both the outward and return voyages.
- c. United States packets: operating in the main between New York and Liverpool or Southampton.

The British packets offered two options: the 'direct' route out of Liverpool and Queenstown via Halifax, Nova Scotia, or 'closed' mail via Boston or New York. The charge (in the notes that follow two terms are used: Sterling - Stg, and Currency - Cy) for the former was 6d Stg, 7½d Cy per ½ oz, and for the latter 8d Stg, 10d Cy per ½ oz. Canadian packets operated from Quebec in Summer or Portland, Maine in Winter, to Liverpool via Queenstown or Londonderry. The charge for letters was 6d Stg, 7½d Cy per ½ oz. The United States packets operated out of New York, principally to Liverpool, but mail was also landed at South Coast ports; the charge was 1s 2d Stg, 1s 4d Cy (Canada) or 1s 5½d Cy in the Maritime Provinces. The letter rate was divided in a rather arbitrary fashion, 1d to each nation for inland postage, 4d for ocean postage (to the nation providing the vessel) and 2d United States transit charge. For United States packets, the ocean postage remained at eightpence in accordance with the Anglo/US Convention, and the inland postage was distributed rather differently, being United Kingdom 1½d, United States 2½d and Colonial 2d.

Progression. The rate progression for packet letters was at first the same as for United Kingdom inland letters, i.e., ½ oz, 1 oz, 2 oz - no triple rate. This changed on 1st January 1866 to a ½ oz progression.(4)

Exchange Rates. The currencies in British North America were somewhat devalued against Sterling. From 1851 the accepted exchange rates were 1:1.25 for Canada, New Brunswick and Nova Scotia, and 1:1.5 for Prince Edward island. It should be noted, however, that these were not consistently applied, and that Canada perpetuated an older rate in order to avoid being seen to increase charges immediately after accepting control of domestic postal affairs.(5) On the adoption of decimal currency in British North America, 1d was considered the approximate equivalent of 2c, but this is not always apparent from the markings on covers, or from the value tablets of stamps, where a closer approximation of the higher amounts was attempted.

Rate Changes. There were four alterations during the period:

- a. 1st July 1859 - on the adoption of decimal currency the British packet 'direct' and Canadian packet rate became 12½c, the rate via the United States was 17c, and for United States packets 29c.
- b. 1st January 1868 - British packet rate via the United States was reduced to 7d, 15c per ½ oz.(6)

c. 6th January 1870 the rate via the United States was reduced to 4d, or 8c, and the rate by Canadian packet was reduced to 3d, 6c per ½ oz.(7)

d. From 1st September 1875, General Postal Union rates came to be applied (see below).

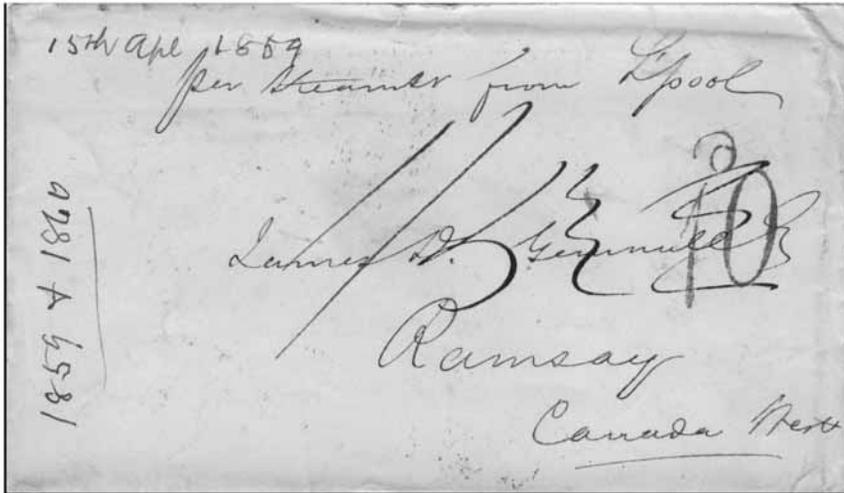


Figure 3: A letter from Irvine, Scotland to Ramsay, Canada West on the day of the introduction of fines, 1st April 1859 (probably the only first day cover in my collection) that was carried by British packet, the Cunard Line 'Europa' out of Liverpool for New York. The Liverpool office has raised a claim of tenpence Sterling; the addressee has been charged one shilling and fivepence halfpenny Currency.

The Introduction of Fines. The Postmaster-General made clear his intention to impose fines on unpaid and underpaid letters in the early part of 1859.(8) Negotiations with the British North American Post Offices were not entirely satisfactory, and the new regulations were not introduced simultaneously in all of the Provinces. The principle that was to be adopted was relatively straightforward - letters insufficiently prepaid were to be fined 6d Sterling, 7½d Currency (after decimalisation 12½c); this was a once-only fine and did not progress in keeping with the offence. The fine was to be divided equally between the two nations concerned. Accountancy marks, which had become redundant on the adoption of bulk accounting of mails, now reappeared, to be used in a manner similar to before.

Letters were marked with a *claim* equal to the deficient postage, plus half of the fine (at first 3d). An unpaid letter from England to Canada, carried by Cunard to the United States and due 8d Stg would bear a British claim of 10d, being 7d the British share of the postage, and 3d the 'half-fine'. On arrival such letters were charged 1s 5½d Cy, sometimes 'rounded-down' to 1s 5d Cy. A similar letter carried by Canadian packet would bear a British claim of 4d and was charged 1s 3d. The marks were not always consistent and errors occurred at offices unused to handling foreign letters.

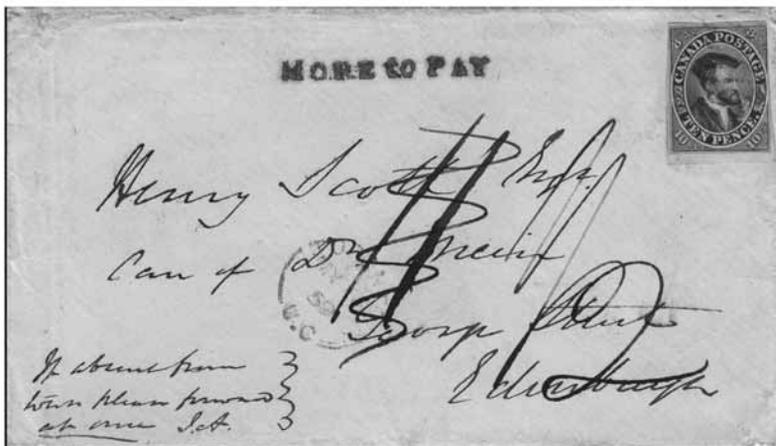


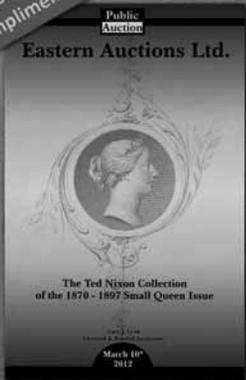
Figure 4: A letter from Toronto, Canada West to Edinburgh, Scotland, 15th May 1859, prepaid for the British packet out of the United States at the $\frac{1}{2}$ oz rate but overweight. The Canadian office in Toronto has raised a claim of '11' (in Sterling) comprising eightpence, the deficient postage and threepence the half-fine. On arrival in the United Kingdom the addressee has been charged one shilling and twopence Sterling, which sum included the other half of the fine. Only two 'pence-period' letters bearing adhesive stamps have been recorded with fines.



Figure 5: A letter from Sligo, Ireland to Quebec, Canada East, 24th January 1861 carried by Canadian packet out of Londonderry. The British Post Office (in Dublin) has claimed fourpence: a penny for inland postage and threepence the half-fine, the claim marked with a Dublin '4' (the handstamp first used in the Uniform Fourpenny Post period). The letter was carried to Portland by the Allan Line 'Anglo-Saxon', thence to Quebec where it was charged '25' (cents), twelve and a half cents postage and a like sum for the fine

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see Hillson & Nixon book on Page 157



6c red brown imperf pair
with Major Re-entry (Pos. A24)



1880 10c reddish purple mint
block, ex. Lindsey, Bowen



"5 on 6" variety, used
ex. John Siverts



1870 3c copper red
mint Perf 12½



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Letters leaving North America by British packet show claims of 4d (these were invariably marked in Sterling), being 1d for inland postage and 3d the half-fine, and were charged 1s 2d in the United Kingdom. If carried by Canadian packet, or by the 'direct' route, they would be marked with a claim of 8d: 5d inland and packet postage, plus 3d the half-fine; the charge in the United Kingdom was 1s.

After the introduction of decimal currency, claims continued to be marked in Sterling, but postage due was marked in cents, 29c being considered equal to 1s 2d. However, a 'rounding-up' of this sum is not unknown, and both the Quebec and Ottawa postmasters charged 30c.

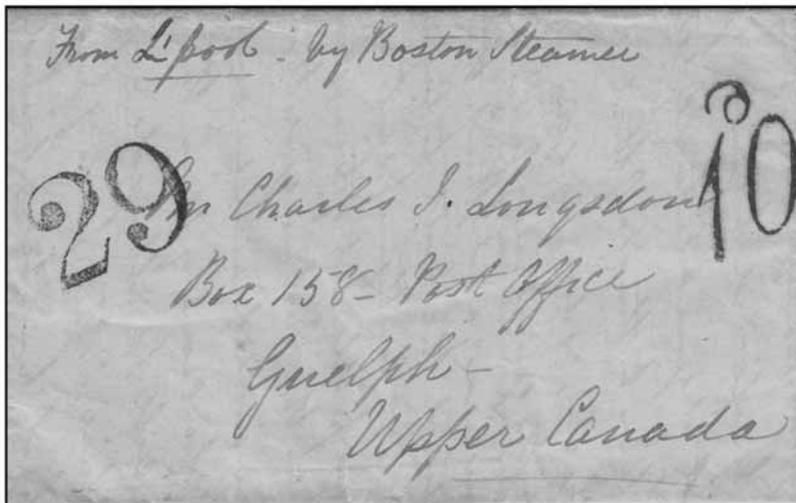


Figure 6: A letter from Liverpool, England to Guelph, Canada West posted unpaid on 9th January 1863 directed 'by Boston Steamer', in this instance the Cunard Line 'Arabia', out of Liverpool on 10th January 1863. The British Post Office has claimed 10d Stg., sevenpence for inland, ocean and United States transit postage, plus threepence the British share of the fine; The addressee was charged 1d inland and the remaining half of the fine, in all 1s 2d Stg., converted to 29c by the Hamilton Post Office, one of the Exchange Offices for British mails in Canada West.

There was also some inconsistency in the allowances made for partial pre-payment. Letters were sometimes prepaid only the inland rate; on occasion this has been taken into account in estimating the postage due, but not always. One explanation could be applied to letters from the United Kingdom: that the prepayment represented nothing more than a late fee, nevertheless, there are exceptions to each possibility.

Reduction in Fines. On 1st January 1870 the fine on unpaid and underpaid letters was reduced to 3d, 6c; the procedures remained the same, but the 'half-fine' was claimed at 1½d.(9)

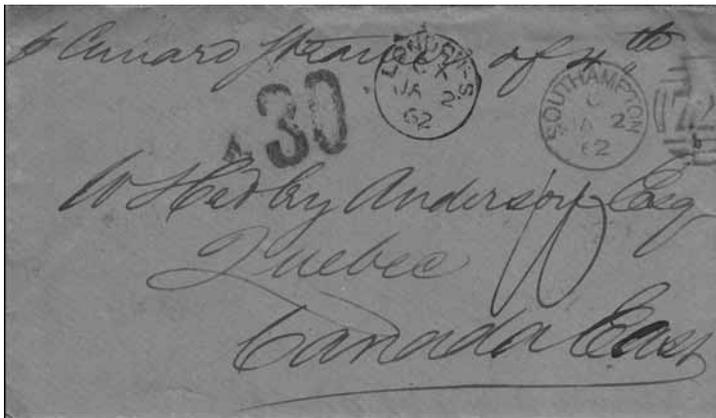


Figure 7: A letter from Southampton, England to Quebec, Canada East posted unpaid and carried by British packet, the Cunard Line 'Arabia' out of Liverpool for New York. The British Post Office has claimed 10d Stg., sevenpence for inland, ocean and United States transit postage, plus threepence the British share of the fine; In Canada the addressee was charged 1d inland and the remaining half of the fine, in all 1s 2d Stg., converted to 30c by the Quebec Post Office.

Bulk Accounting for Letters. As a measure to reduce handling times and costs, bulk accounting for letters was introduced, commencing on 1st January 1857.⁽¹⁰⁾ Initially only mails to Canada, Nova Scotia, Prince Edward Island and Newfoundland were affected; New Brunswick was included in April 1857. Curiously, the rates were sent to the exchange office at Liverpool only on 21st January, after the supposed introduction of the revised procedure. The rates stated were as follows:

Letters via Halifax: British postage at 1s 4d per oz; Colonial postage at 3.2d per oz. ⁽¹¹⁾

Letters via the United States (by British packet): British postage (incl. US transit) at 1s 10³/₄d per oz; Colonial postage at 3.2d per oz.

The United States Transit Charges. Letters passing in closed British mails through the United States were subject to a transit charge. This was accounted for under the terms of the Anglo/US Convention,⁽¹²⁾ but was variously presented as a portion of the total rate to suit the convenience of the post offices involved. In the United Kingdom it was shown as 2d Sterling, in North America as 5c. This charge was reduced to 1d in 1868.⁽¹³⁾ It is worth noting, however, that at the time of the reduction the Canadian interpretation of this sum remained in line with the United States inland postage, 3c⁽¹⁴⁾ and was changed to 2c only in 1870.⁽¹⁵⁾

Mails for the Canadian Line using Portland, Maine, were allowed free passage through the United States from November 1859.⁽¹⁶⁾ as a reciprocal gesture to Canada for allowing free passage of United States' mails from Detroit. Prior to this arrangement, the cost of Canadian letters to and from Portland had been borne by the Canadian Government.

The Routes. The principle for deciding whether letters should be sent by Canadian, United States or British packet was established in 1856 when the General Post Office issued an instruction stating that, unless specifically endorsed, letters were to be forwarded by the 'first mail packet'. This instruction reflected the Canadian view that correspondents would normally wish for their letters to be carried by the quickest route, regardless of cost. Thus Canadian letters were routinely sent to more expensive services, and surcharges had to be raised against the unfortunate addressees. Guidance was given to the British public in a Post Office Circular, 1859, and the Post Office Guide, 1860:

'When the route by which a letter &c, is to go is not marked on it, it will, under ordinary circumstances, be forwarded by the route immediately following the name of the place.'

For Canada that was via the United States by British packet.

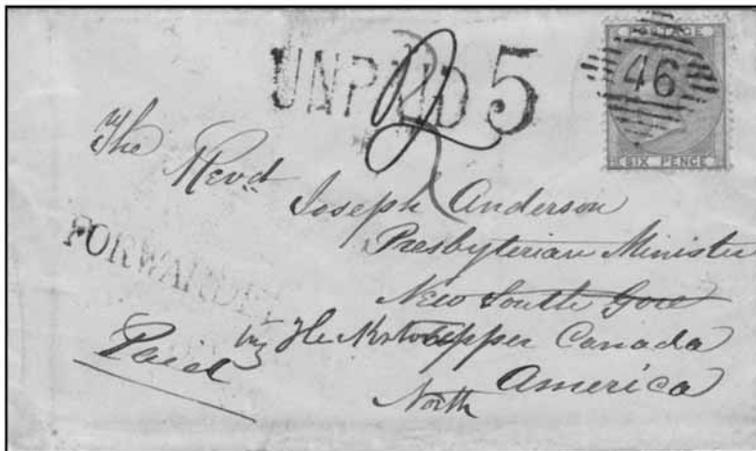


Figure 8: The envelope of a letter from Ballymena, Ireland for New South Gore, Canada West dated 15th September 1860 prepaid 6d as though for the Canadian packet but sent by the default route, British packet via the United States and thus underpaid 2d, 5c. The Canadian packet, the Allen Line 'Anglo-Saxon' had sailed on 13th September, the next to leave was the Cunard Line 'Persia', out of Liverpool on the 15th, calling at Queenstown on the 16th, for New York.

A great deal of correspondence was exchanged among the post offices on this subject, yet the Canadian position prevailed until the introduction of fines raised the spectre that re-routed letters would be fined as well as surcharged. Some such letters were fined. Although the initial reaction was to encourage the observation of the senders' endorsements, the procedure finally adopted was to dispatch letters by the first packet unless specifically endorsed:(17)

'By Canadian packet', 'By United States packet', or 'By British packet'

In the meantime the Postmaster-General had accepted that letters paid to be forwarded by the cheaper conveyance of the Canadian packet, but posted too late for that conveyance and subsequently forwarded by British packet, should not be charged with a fine, but simply with the additional rate of 2d per $\frac{1}{2}$ oz.

A Revision to the Regulation. The only major change was in 1863, when the Postmaster-General was invited to agree to the imposition of fines on letters which had been paid at the rate of 6d only, when specifically addressed for the more expensive route ‘*by Cunard packet*’, or by a particular British mail packet.(18)

This submission was approved, but instances of its application to British mails are scarce, and not always consistent; with regard to letters from British North America, no alteration to the regulation governing the direction and charging of letters is known.

The Dominion of Canada. The Dominion of Canada came into being on 1st July 1867, although not all the provinces joined at the same time. The principal regulations, including those relating to fines, remained unchanged.

The General Postal Union. The United Kingdom was a founder member of the General Postal Union, which came into being on 1st April 1875.(19) At first neither the Dominion of Canada nor Newfoundland were able to join, but a privileged letter rate of 2½d, 5c, per



Figure 9: A letter from Staines, England to London, Ontario, 4th June 1877, underpaid weighing over $\frac{1}{2}$ oz. The British postal office calculated the sum due as tenpence, twice the one-ounce rate, less the twopence halfpenny prepayment and raised a charge of sevenpence halfpenny, converted to fifteen cents in Canada.

½ oz was extended to those countries on 1st October 1875 and 31st July 1876 respectively, pending full membership which was granted to the Dominion on 1st July 1878, and to Newfoundland on 1st June 1879.

The change was attended by some confusion in connection with the treatment of underpaid letters, for although the Union regulation that deficient postage would be doubled appears clear enough, its interpretation in the British regulations, and by the Postmaster-General, was open to mis-interpretation:

‘... on unpaid letters double the rates will be charged on delivery.’
 ‘... the single rate on an unpaid letter would be 5d.’ and,
 ‘... double the prepaid rate, less any stamps affixed.’

Some letters, prepaid 2½d Currency but weighing over an ½oz, were computed at the double rate, 10d Currency, and charged that sum less any pre-payment, (normally 7½d Currency), more than would have been charged before the rate reductions.

Bibliography:

Information on shipping has been taken from Hubbard & Winter, ‘*North Atlantic Mail Sailings, 1840-75*’.

Information on rates and procedures has been taken from Post Office Archive sources detailed below.

Specific references:

- (1) I first wrote on this subject in the Journal of the Postal History Society in the 1990s; following my display last year, I have been asked to prepare a book on the subject for the British North American Philatelic Society, to be published sometime in mid-2012.
- (2) 12 & 13 Victoria, cap. 66. British Columbia proclaimed a Colony only on 19th November 1858 (*Victoria Gazette*, 30th November 1858).
- (3) Treasury Warrant, effective 23rd March 1854.
- (4) Treasury Warrant effective 1st January 1866.
- (5) Packet Book 1851, pages 249-251, 409Q enclosed in 987B, 9th June 1851.
- (6) General Post Office Notice #43/1867, December 1867.
- (7) General Post Office Notice #2/1870, 3rd January 1870.
- (8) Postmaster-General’s Report, Appendix J, 21st February 1859.
- (9) Anglo/US Convention, 3rd December 1869 and General Post Office Notice #2/1870, 3rd January 1870.
- (10) General Post Office letter to Postmaster Banning at Liverpool, 17th December 1856. General Post Office letter to Postmaster Banning at Liverpool, 8th January 1857. General Post Office letter to Postmaster Banning at Liverpool, 21st January 1857.
- (11) The Editor has asked whether I can account for this curious mathematical fraction, I’m afraid that I cannot, I have repeated it as read; it makes no difference to the charges against correspondents.
- (12) Anglo/US Convention, 15th December 1848. Treasury Warrant, 8th March 1849.
- (13) Anglo/US Convention 1867, effective 1st January 1868.
- (14) Dominion Post Office Act, effective 1st April 1868, after Anglo/US Convention 1867, effective 1st January 1868.
- (15) Anglo/US Convention 3rd December 1869, effective 6th January 1870.
- (16) Sessional Paper #8 (Canada).
- (17) General Post Office Notice 12th June 1861.
- (18) Circular to Canadian Exchange Offices, 18th June 1859.
- (19) General Post Office Notice #25/1875.

THE KLONDIKE GOLD RUSH – MAIL SERVICE TO THE KLONDIKE 1896 – 1905 (PART 2)

David H. Whiteley

The *Victoria Daily Colonist* of 29th December 1897 included a long report which indicated that not all was working well with these early mail arrangements. Under the headline “SUSPENSION OF MAILS - Many Thousand Letters Now Stalled Half Way,” it read:-

“Newspapers sold at Dawson for a \$1.50 each last September, and a man who carried an armful of New York, Chicago, San Francisco and Victoria Publications, several weeks older than they might have been, made quick profit on arrival by selling them on sight at that figure. “I would willingly have paid that price for a copy of the COLONIST,” said Mr. Richard Shaw yesterday, “but the carrier had none left when I saw him.” Dawson has been completely cut off from news of the world. Newspapers are refused transmission in the mails and the letters taken by the Mounted Police from the coast have got no further than Little Salmon, where there were 1,000 pounds of them when I passed out. I am told that more than a dozen letters have been sent to me from home, but I did not receive one. No



Fig 19 Ben Atwater was reportedly the owner of the ‘Fastest Dog Team in the Yukon’ and he carried the mails between Lake Bennett and Circle City which was 150 miles downstream from Dawson. He was also the contractor for the winter route between Nome and Skagway, a distance of around 2300 miles. (Courtesy of Neil Prior F.C.P.S.)

letters have been received since the last trip of the United States mail carrier from Juneau, and no mail has been sent out over the ice. The average letter weighs less than half an ounce, so that if Mr. Shaw's statements as to the weight of the correspondence stalled at Little Salmon is correct, there are about 30,000 letters there.

The isolation from the world resulting from this failure to maintain mail communication Mr. Shaw considers one of the most trying features of life in the far North. The cold of winter, spoken of most prominently in the list of Yukon privations, causes less actual suffering than do the mosquitoes, the plague of the summer months, and though the average day was about 32 degrees below zero for some time before Mr. Shaw left, and the thermometer had registered as low as minus 70, outdoor work had been continuously carried on with.

Speaking of the recent reduction in wages from \$1.50 to \$1.00 per hour, which latter figure leaves a very small margin for the thrifty workman to save to bring out with him, Mr. Shaw says.

"Those who don't want to work for wages can prospect for themselves. There is plenty of promising ground unoccupied, and there will be too, after the tens of thousands expected to arrive in the spring appear on the scene. There are hundreds of creeks not yet touched that ought to be just as good as those now being worked. The locations now extend perhaps forty miles from Dawson City, for distances soon become great when each mile takes in but ten claims. But it puzzles me how the coming host can possibly get their provisions."

"I left because it appeared that I might have to go hungry before spring if I stayed. I do not believe that there will be any actual starvation, but it seems impossible to avoid a shortage of provisions. When the Mounted Police cannot, as they say, get in even the letters how are they going to manage tons of provisions? That is how hundreds of those who have come out have argued. There are some provisions yet in the stores, held back for emergencies, but they have run out of flour. I know what I am talking about, because I worked at the "A.C." store until it was closed. My partners McNeill and Dailey - who remained, with just enough provisions - are working at mining. . . ."

"There were four in our party on the way out," said Mr. Shaw, "and we had three dogs drawing sledges. We took the very smallest amount of outfit possible, and therefore made the trip from Dawson to Skagway in the exceptionally good time of 32 days. There was only about 4 inches of snow at Dawson, but along the trail it increased until at the summit it was between four and five feet deep. There seems to be no reason why hardy men cannot travel over this trail all winter. We did not suffer from the cold except when we were pitching and striking our tents and had to work with our hands exposed. On the march and when sleeping we were comfortable enough. "

A letter dated Dawson City October 26th, has been received by Joseph Heaney from his brother William who went in last summer with beef for the Yukon. He stated that flour was at the date of writing \$100 a sack and candles a \$1 each - and very little for sale at that. Beef was selling at \$1 a pound. "

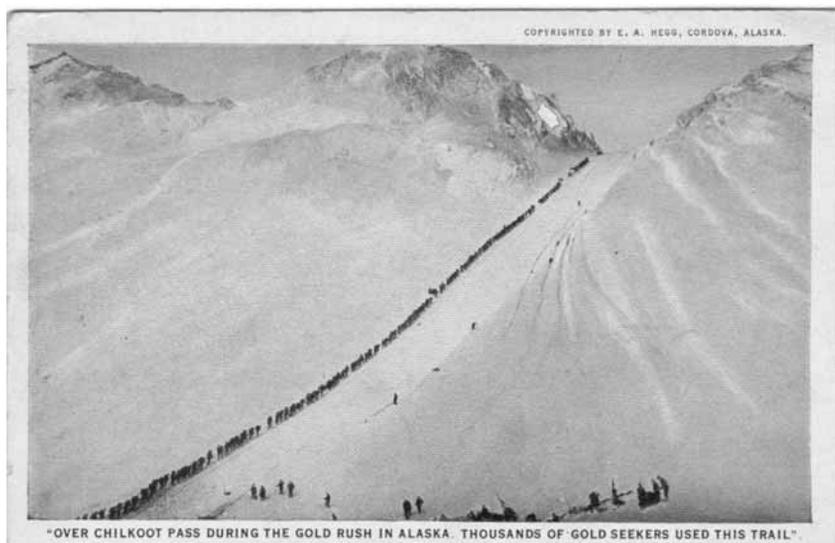
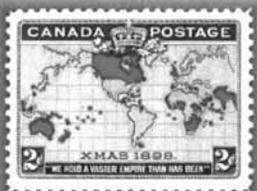


Fig 20 A famous postcard entitled 'Over Chilkoot Pass during the Gold Rush in Alaska. Thousands of gold seekers used this trail'. The card is based on a 1898 photograph taken by E.A. Hegg. This example was sent in 1926 from Whitehorse to California.

Things had not improved much by the following year. The *Daily Colonist* of 13th October 1898 carried the following 'Letter to the Editor' entitled 'Total Neglect of the Service to Lake Bennett by Post Office Department'

"Sir - Let me lay before you a serious evil, that I may ask you to use your paper and influence to counteract. I speak of the mail service for this city, and in doing so I can from what I hear from returning miners, speak also for the Dawsonians. A letter has been posted weekly from my family since my arrival here last March, and I have not yet received a single one, while those given to private individuals have invariably reached me. I cannot understand why this should be so. A person landing at Skagway with freight, unless it be very cumbersome, can have it landed two days or two and a half days after at this place by paying extra freight of two cents a pound, and hence I do not see why the government could not easily get a contract for a weekly mail service at the current rate of freight, it being a permanent job. Were a contract called for, with the large number of freighters on hand, excellent weekly or semi-weekly service to this point could be obtained. The postmaster here is all right. He is obliging and painstaking, but he gets nothing to handle. Now the root of the evil - no post office inspector has passed over the line to see the actual condition of affairs, and hence the whole matter has been let to run itself, while the accumulation of mail goes on in the Victoria P.O. or some other place, but never gets here. What has been true of my private letters has also been true of business ones, and, in fact, for some time, I have had all my business letters sent out by passing private individuals, and frequently send them out to Skagway by specially paid men, sometimes costing \$25.

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There is no reason why a weekly mail service should not be had here regularly. The immense amount of mail matter all along this line to Dawson demands immediate action, otherwise this winter will see tons lodged at Skagway or Victoria. This is a very important matter, and I hope you will keep up the agitation until the government will do the right thing. A newspaper here is a curiosity, particularly the Victoria papers.

I may add the following; Skagway is an all year round port. From Skagway a railroad runs to White Pass, twelve miles, while from White Pass an easy trail runs both summer and winter, with numerous stopping places, a distance of twenty-eight miles, or making forty miles, as a total, to Lake Bennett.

I myself have walked over the pass to Skagway in twelve hours, so that you can readily understand the feasibility of a mail service, but not the neglect that has kept us from news of the outside world up to date. The condition of affairs is disgraceful to any government. If the excellent system the provincial government has in maintaining order by constables had been adopted by the Dominion government instead of the heavy expense of the mounted police and more care taken of the mail service, law and order in this God forsaken, although revenue producing, country would have been just as good, while the pleasure of living would have been immensely enhanced, for what does more value than the loved ones he has left behind, and with what anxiety does he watch for news from them.

The Dyea trail is shorter but not so reliable during the winter months. During the summer the train would take it to the summit, from which point it is only twelve miles to Lake Bennett. An investigation by a post office Inspector would in a short time settle the matter. Stir up the government to get a move on and that quick.

*Mike King
Manager of V.Y. Co. Ltd.
Lake Bennett, 27th Sept, 1898."*

The following articles from early 1899, suggest that things may have improved slightly by then; at least in respect of mails to and from Dawson.

Under the headline "There Is Now Practically a Weekly Mail Between the Coast and Dawson", the *Victoria Daily Colonist* of 13th January 1899 carried the following reports:-

Victoria January 13th:- The following information as to departures of mail for Dawson has just been received by private letter.

"Following dates of departure from Juneau when carriers made the trip to Dawson and beyond: July 3, July, 19, August 18, August 24, September 1, September 15. During October the contractor failed to perform service and there were no departures beyond Lake Bennett. During November and December 15, while the lakes and rivers were in process of freezing the trail was impassable, but the delayed mail is now under way, and it is the intention to maintain regular service hereafter, departing from Juneau the 1st and 15th of each month."

"In addition the Canadian post office department has organized a service to Dawson departing from Skagway on the 8th and 22nd of each month making practically a weekly service to Dawson."

The same paper of 18th February 1899 carried the following brief report:

Victoria 18th February:- "A Dawson Mail reached here [Victoria] last evening. It arrived at Seattle on the Alki, and was brought over by the City of Kingston."

However, things were clearly still not to the satisfaction of the paying public. Just three days later the same paper carried the following report under the banner headline "WRETCHED MAIL FACILITIES"

"The great majority of people who came in here last spring sought consolation in the fact that they had been made to believe that a regular mail would arrive and depart from Dawson twice a month. It was published that P.C. Richardson had received a contract for \$84,000 and had made all arrangements for the carrying out of his contract. But in this we have been sadly disappointed, for but one mail has arrived since the middle of October, and it consisted of only eleven sacks, ten of which were Canadian and English letters. It is reported that 34,000 American letters are held at Tagish, for what reason no one can tell. The latest outside paper to arrive here was dated 27th October, and if none arrives soon the first to come in will command as high a price as did the Oregonian of 5th May last, when \$160 was offered for a single copy - the largest amount probably ever offered for a single issue of an American newspaper. The purchaser would have read it publicly at the Theatre building charging 50 cents admission. As long as the boats were in service, mail arrived every week, but since the river closed there has been no information of any kind from the outside world. I am asked every day of the state fair, Portland exposition, special session of the legislature, who was elected United States Senator, and hundreds of other like questions from interested Oregonians, but all have to make the same reply - no news in yet."

"We are promised mail in by 15th January, and at best we should like to know by Decoration Day what took place last 4th July. It is a disgrace to the postal service of America - acknowledged to be the best in the world - that 15,000 American citizens should be denied mail facilities for months when so little enterprise or expenditure of money is necessary to correct the evil. If Mr. Richardson cannot or will not fulfill his agreement, then let the contract be taken from him and given to someone who will. No reason can be given why mail that arrives and departs every week to the government officials here cannot as well be brought in for the accommodation of the general public."

"Sixty tons of mail were sent from Seattle last summer by the steamer Seattle No.4 but the boat was frozen in at Minook. Ten tons of mail was then transferred to the Victoria, which went into winter quarters at Fort Yukon. None of this mail will arrive here before the middle of next June. We will then learn full particulars of how the war with Spain is progressing, and other important news."

By the spring of 1899, the subject of the poor mail service in the Yukon had reached the National Parliament in Ottawa. The *Victoria Daily Colonist* of 24th April carried the following brief report under the headline "POST MASTER IN ERROR":-

"In the House this afternoon Mr. Gillies was told by Mr. Mulock that Frank Harper is no longer Postmaster at Dawson City; that Harper had no authority to give the exclusive

right of delivery of letters in Dawson City, to the Yukon Mail and Express Delivery Company, when he held the position of Postmaster at Dawson City last August [1898] and that in issuing a circular in which he undertook to give such a monopoly, Harper acted without directions from the Department; but before taking any steps in the matter the Department would wait to see what explanation Harper had to offer."

The following month, the same paper carried another report from Parliament under the headline "MAIL ROUTE TO DAWSON" :-

"Ottawa, 17th May:- In the House to-day Sir Hibbert Tupper was informed by Mr. Mulock [P.M.G.] that Canadian mails for Dawson are forwarded in the Pacific Coast waters by the steamers of the Pacific Coast Steamship Company. The department has no control over the arrangements for forwarding mails from Skagway which is in the possession of the United States, but correspondence is being carried on with Washington with a view to changing the arrangements now in force."

By now, the subject was becoming something of a 'cause celebre' and the *Daily Colonist* of 28th May 1899 carried the following report under the headline "YUKON MAILS ONLY A PRETENCE":-

"Ottawa May 27th:- The quality of the Yukon postal service was illustrated today by Mr. McDougal, who told the Commons that he had sent a registered parcel containing papers to Dawson, but the parcel was opened at Victoria and returned from the Dead Letter Office there with no information that the mail was not carrying papers to Dawson. Mr. Mulock admitted that newspapers could not be sent to Dawson in the winter. Sir Hibbert Tupper asked if public notice had been given that newspapers could not be sent to Dawson through the mails, but Mr. Mulock was not able to answer."

These regular questions in parliament did, it would seem, result in some prompt action. By early June 1899, the *Daily Colonist* was able to report a new maritime mail contract. Under the headline "THE TEES CARRIES MAIL", the issue of 8th June carried the following report:-

"The Tees, which sailed last evening for Alaska Ports carried her first regular mail consisting of 11 sacks. Heretofore the Cottage City and some other Pacific Coast Vessel has always carried the Canadian mails. In the future, however, there is to be no delays in dispatching it; for the C.P.N. [Canadian Pacific Navigation Co.] as well as the Pacific Coast Steamship Company have been engaged to carry it." (Illustrations of the vessels mentioned can be found in Turners book "Pacific Princesses").

Further questions in parliament revealed problems with the contractors being used by the Canadian Post Office. The *Daily Colonist* of 15th June 1899 reported the following under the headline "YUKON MAIL BUNGLING":-

From Our Own Correspondent.

"Ottawa, 14th June:- In answer to Sir Hibbert Tupper to-day the Postmaster General explained that when the United States were desirous of establishing a mail service through Canadian Territory to Alaska the Canadian Government did not care to allow them to

exercise such Sovereign Rights but agreed that the American contractor should have a nominal contract from the Canadian Government. The contractor did carry some Canadian Mails but Canada paid him nothing therefore. Mr. Mulock under cross-examination admitted that the American contractor, Richardson, did not give satisfaction to the United States and the result was that the Canadian mails entrusted to him were somewhat delayed."

The summer months of 1899 brought some reports of hope for the mail starved pioneers. The *Daily Colonist* of 16th June 1899 reported under the headline "BIG MAIL COMING" that:-

"One of the passengers, who reached Seattle yesterday on the Al-Ki having just come out from Dawson, made the trip up river on the steamer Flora one of the Bennett Lake & Klondike Navigation Company's steamers. The Flora got up as far as Labarge without any difficulty, but there found considerable ice and a passage had to be cut through to her. She brought up two tons of mail which it was expected would reach Skagway in time for the City of Seattle, which is due to-day"

The 7th July edition of the same paper carried some "Waterfront Gossip" as follows:-

"The steamer Derrigo sailed North from the Sound last evening as a full fledged Alaskan mail carrier. She has a government contract for one year from 1st July 1899. The steamer Farallon gave up her arrangement with the government. The Rossalie still carries Alaska mail both ways as do three of the P.C.S. Co's Lynn Canal lines vessels; the Orizaba, City of Topeka, and Queen. Each of these five vessels carries a man regularly clothed with the authority of a Railway Postal Clerk. The mail is handled by the pursers of the respective vessels."

Despite the initial attentions of the Ottawa Government, the service was still regarded as well below acceptable standard. The *Yukon Sun* of 8th August 1899 carried the following piece under the headline "POSTAL INEFFICIENCY":-

"We are sorry that we cannot say anything kind of the postal service to the Yukon, but really it is an aggravation. When the NWMP could carry the mails last winter we had a service at which we could not grumble. And that reminds us that the NWMP have not received any pay for that work. But here in the broad daylight of a nightless month we cannot get our mails handled with reasonable dispatch.

Whole ages seem to roll around before letters mailed here get to their destination. Men become "feeble, helpless and old" before an answer comes back. They feel that all their friends have died or become blind when waiting for the long expected letters.

All winter long we yearned for letters and papers that never came. When the spring opened we expected some more. Letters did come, and later the reluctant newspapers began to arrive. Sack after sack of wet pulp was poured out here by the disgusted officials. They ploughed through the fragments and discovered that their dates were August 1898 {now August 1899} and all the months since then. Then the official wrath arose, and they were cast out.

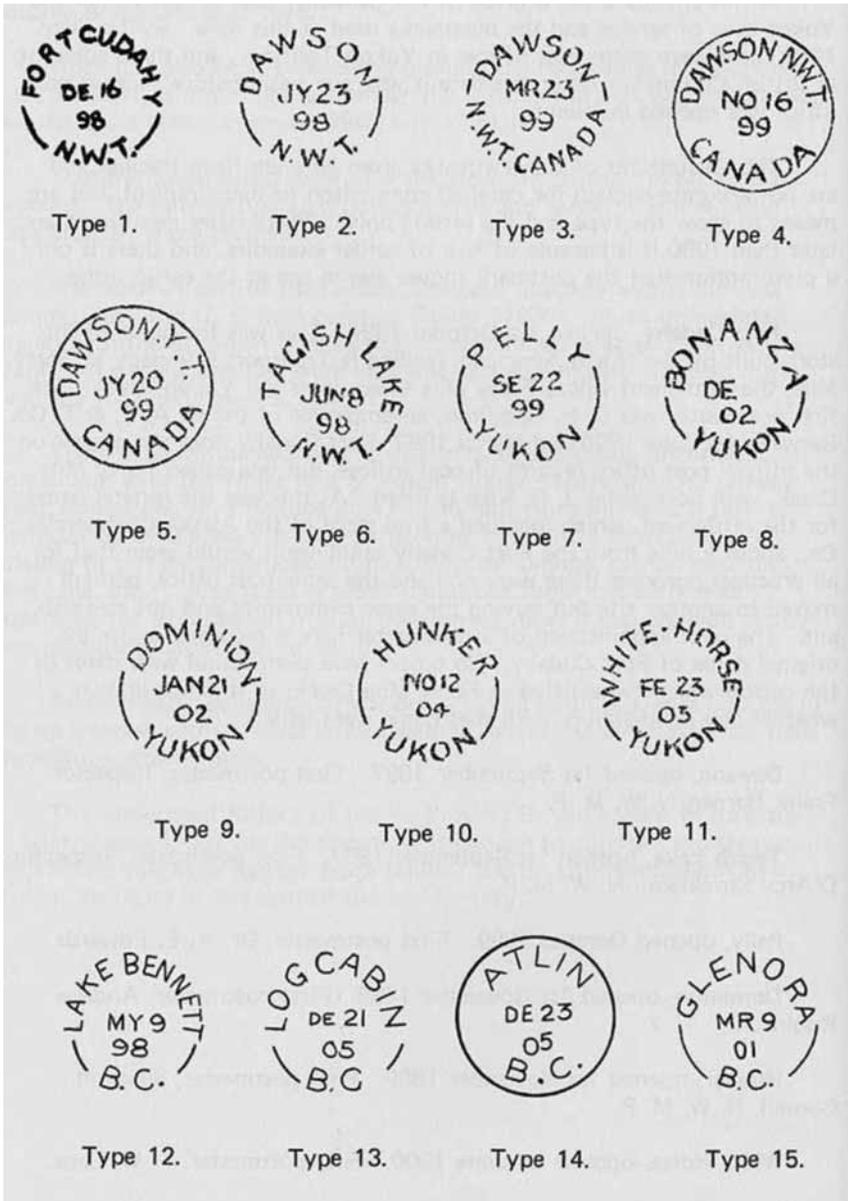


Fig 21 Some of the early cancels to be found from the Yukon – taken from Robert G. Woodall – *The Postal History of the Yukon Territory*, Quarterman Publications 1976.

The whole warehouse is full of papers which began to arrive, seventy-five and a hundred sacks at a time. They, too, were dated from about August, 1898, and so on. From them we learn that the Spanish-American war is over, and other late news.

A long-suffering public will stand much but the mail service is a vital matter, and trifling with it will cause trouble. Isolated as we are, the least the department or the government can do is to give us as good a mail service as it can. If it fails to do this, it must be held accountable.

The trouble is that the department is trying to do the work too cheaply, and it suffers in consequence. Fortunately, we can say in reference to the mail, when it does get here it is given to the public as fast as possible. But, again, the department is too economical, for it does not pay the local post office officials enough for their work."

This same month (August 1899), however, the government finally got to grips with the problem and started to provide a lasting solution to regular mails in the Yukon. The *Victoria Daily Colonist* of 19th August 1899 reported under the headline "DAWSON MAIL CONTRACT LET", that:-

From Our Own Correspondent

"Ottawa, 18th August:- The Government has awarded a four year contract to the Canadian Development Company for the conveyance of mails from Dawson by Skagway and the Upper Yukon route. The company brought their first mails through from Dawson to Victoria in 10 days. [sic.] The mail which left Dawson on 31st July reached here [Victoria] 17th August. The Company are building Posts 20 miles apart and securing dog and horse teams for winter service."

The following week, the same paper was able to report more developments. Under the headlines:-

"Quick Time to Dawson.", "Canadian Development Company to Run Sleighs During the Winter" and "Four or Six New Steamers to Be Built for Next Season's Service" the paper of 24th August 1899 reported:-

"When navigation opens next spring on the lake and river waterway from Bennett to Dawson, there will be on hand a fleet of fast steamers operated by the Canadian Development Company that will have no peers in Northern Pacific waters. The Company has undoubtedly done the lions share of the transportation business of the North during the past season; have taken risks greater than any other company in the business, and established a service that was a boon to northern travel. The enterprising manager, Mr. Maitland Kersey, however, by carrying out his present arrangements, will throw what he has already done into the shade.

First of all, he has taken thought of how to lessen the time between Skagway and Dawson this winter, and how best to provide for a speedy sled service. In a letter to Mr. Richard Elliot, the Victoria manager of the company, he reports that he has arranged for the immediate construction of a road from Cariboo Crossing down to Rink Rapids to lead through the valley between the places named and avoid the circuitous route following the waterway to Dawson. The cut-off means a saving of 140 miles. Way houses will be built

along the road 30 miles apart, and a first class sleigh service will be operated with horses during the winter. From Rink Rapids to Dawson dog teams will make the necessary connection, thus completing the final link in what at the outside is expected to be an eight-day trip from Skagway.

For the water transportation next spring the company intend just trebling their present tonnage capacity. Either four or six new steamers - there is as yet some uncertainty as to which number - will be built, of a size three times larger than any now running. Plans for these vessels have already been prepared, the details and specifications of construction being now in hand. A survey of the rivers has also been made in connection therewith, and it is proposed to make them as large as the depth of water will permit. Where they will be put together is a matter which the local office at present is not prepared to state, but the bulk of the material used in their construction will be purchased in Victoria and sent north from here. As from the commencement, the company is desirous of spending as much as possible in Victoria in this way, having only a few years ago given the contract to a Victorian for the construction of what are now the Victorian, Canadian, and Columbian, - three of the best boats in northern service. The company is preparing to handle next season from 12,000 to 15,000 tons of freight."

The *Victoria Daily Colonist* of 18th October 1899 provided further evidence of these improvements, under the headline "Winter Trails - Distance to Dawson Reduced By Over a Hundred Miles."

"There will be no difficulty in getting to and from Dawson during the coming winter. The government trail, by which the distance is reduced from 600 to 442 miles, will be completed before the heavy snow fall, steel steamers will be run on the rivers and lakes, which freeze up so much later than the main river, and well provided stations have been promised along the route. When once the trail is broken horses will be able to go through, and it will be a leisurely trot for a dog team. The list of stations, with the distances one from the other and the names of the companies by which they are operated, follows:

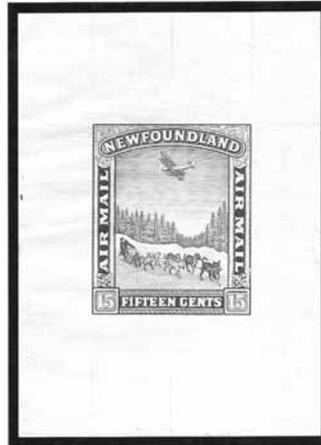
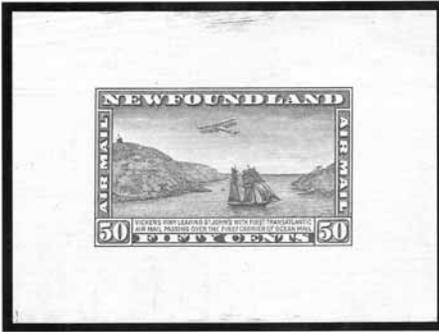
No.	Name.	Miles From Last Station	Operated By.
1	Bennett		
2	Cariboo	38	C.D.Co.
3	Lugrin	22	C.D.Co.
4	White Horse	20	B.A.A.C. Co.
5.	Upper Labarge	25	C.D.Co.
6.	Lower Labarge	30	C.D.Co.
7	Chico	23	C.D.Co.
8	Montagn	22	C.D.Co.
9.	Carmacks	24	C.D.Co.
10.	MacKay	4	Wilson.
11.	Merito	24	Fussel.
12.	Selkirk	24	B.A.A.C.Co.
13	Selwyn	30	Brewster.
14.	Tulars	35	Stewart.
15	Stewart	39	C.D.Co.
16.	Sixty Mile	23	A.C.Co.
17.	Indian River	0	McDonall.
18.	Dawson	28	

Stations are also to be established at Tagish and Atlin, making twenty in all."

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The improvements put in place by the Canadian Development Company quickly bore fruit as far as the settlers and pioneers were concerned. As early as January 1900, the Daily Colonist was able to report the following:-

"The Dawson Mail Service - Letters Delivered Every Wednesday by the Contractors."

"Recent arrivals from Dawson speak in the most flattering terms of the manner in which the Canadian Development Co. of this city are fulfilling their contract with the Canadian government for carrying mail from the mail between Dawson and Bennett. They have purchased the best horses and dog teams available and have the most convenient vehicles for making fast trips. The mail from the outside arrives regularly every Wednesday at the Dawson post office, and leaves every Friday. There is no delay at all en route, at present, the mail being conveyed between Dawson and Minto by dog team, the trail not being in condition between those two points as yet for horses and sleighs. Between Minto and Bennett, however, horse teams are employed entirely, and the company has assisted in putting the road in good condition; very fast time is made. Every man engaged has had long experience in Arctic travelling, which of course is a great advantage. Several of them are ex-members of the mounted police, and others are men who have been traveling along the Yukon for years. One team takes the mail from Minto to Upper Labarge, a second one from there to Lower Labarge, a third from there to White Horse and a fourth from White Horse by the railway cut-off via Cariboo Crossing to Bennet. The company's contract ends at Bennett, the mail being transferred to the railway company, who during the blockade employed dog teams to convey it to Skagway. From the latter port, mail is brought to Victoria by the C.P.N. and P.A. steamers.

Mr. E. Frank, one of the arrivals by the Danube yesterday, stated to a Colonist representative that the company had the service in splendid shape, in fact he said it could not be better, and is giving every satisfaction in Dawson. Even before the trail was in good order the mail arrived and departed regularly, and on the way out all he met was on the move. The men who had charge were splendid travellers and as an incident of how particular the company was, he told of how one of the best men had been discharged for taking a little too much liquor at one of the stopping places. Every effort was made by the company to give a perfect service and they were ably seconded by their employees. When he left the company were providing their sleighs with robes intending to carry passengers, so that travelling between Dawson and the coast is now, or soon will be, as comfortable in summer as in winter."

There is no doubt that many of the early articles and reports on the mail service problems place the blame for the poor service on the initial contractors employed by the Governments and it was not until the Canadian Development Co. contract was awarded (along with some considerable political and financial backing to solve the earlier problems) that things markedly improved. It is interesting, therefore, to read the perspective of one of the early mail contractors. The following report was written by N.A. Beddoe, a mail contractor employed in 1896. His report was written from Circle City, Alaska on 15th July 1896.

"I have to report the safe arrival of the first mail at Circle City under the contract with this company. I personally took charge of the expedition, and had it been otherwise I could

hardly have credited the dangers and difficulties of the trip. The season this year was very late, and while the snow was too soft to permit the taking of our launches over the pass, the lakes were not sufficiently open to allow of their use. I therefore did what I thought best under the circumstances and purchased lumber for two boats, intending to build them the other side of Chilkoot Pass and launch them on the lakes. This lumber I succeeded in getting halfway to the summit by Indians but they absolutely refused to take it farther, and I doubt very much whether it was possible to do so. I paid \$87.50 to pack the lumber this distance, and there I abandoned it. I pushed on with my supplies and the mail, and at the lakes I cut logs, made lumber, and built a boat, and from there down, going day and night, we met with no mishap, but the seething waters of the canyons and the terrible rapids to be passed through add years to a man's life."

The same author wrote the following report from Juneau, Alaska on 23rd September 1896. *"If you were familiar with the conditions which obtain in the Yukon you would be in a better position to regulate the dates of departure and arrival for said service. For instance, I left this point on 10th June for Dyea; for sixteen hours it was impossible to land owing to storms, and as the landing is made in small boats the conditions must be favourable. I took with me sufficient lumber to build two boats; the ones I had already built could not be taken over the summit in consequence of excessive snowstorms. Upon my arrival at the base of the summit the Indian packers refused to go over with the lumber. I was compelled to abandon it there, having paid \$67.50 for packing it. The packing of supplies, etc., cost \$320 additional. However, I pushed on and upon arriving at Lake Linderman, a distance of 30 miles, I built a raft, there being no lumber in that locality, and upon this raft we journeyed to Lake Bennett, where we found sufficient lumber to build a boat. A start was made in five days after arrival, although the lumber had to be cut from the trees, and from there we travelled day and night until our destination, Circle City, was reached and the mails delivered in good order.*

The question now was to get the return mail to Juneau by the quickest moment. It was impossible to start up the river in consequence of the rapid water; the current averaging 8 miles an hour for 500 miles. If I remained in Circle City until 30th July it would probably take 45 days to pole the boat up the river. I therefore decided to go down to St. Michaels and come out through the Bering Sea. I was fortunate in getting there in time for the steamship Portland, which sailed from that point to Seattle, via Unalaska—a distance of 3,500 miles. At Seattle I took the Alki and reached here in due course, having traveled 6,500 miles in addition to the regular trip, and saving thereby over a month of time in the delivery of the return mail; and I owe it to myself to say that I was the last man into the Yukon and the first one out this season, which is evidence that no unnecessary delay occurred.

This Yukon trip is a terrible one, the current of the river even attaining 10 miles an hour. Miles Canyon is a veritable death trap into which one is likely to be drawn without notice, and the White Horse Rapids, known as the miner's grave, to say nothing of the Five Finger and Rink Rapids, both of which are very dangerous. All of these dangers are aggravated by reason of the defective maps and reports of the country.

It is my intention to submit to the Department a map with many corrections, although in the absence of a proper survey it will necessarily be only an approximate reflection of the



Fig 22 Postcard of the White Pass & Yukon Route horse drawn sled en route to Dawson in winter. Partially obscured by the driver can be seen the inscription '(Ro)yal Mail No. 25' (courtesy of Neil Prior F.C.P.S.)

river's course. You are probably not aware that for a distance of 150 miles, commencing at Circle City and going north, the river is 50 miles between banks and contains thousands of islands, very few of which appear on any map.

It is impossible to perform this mail contract without having at least three parties fully equipped, the distance being so great and it being out of the question for the first party to return in time to depart with the exceeding mail, and the expense of each will be about the same. I shall have made four round trips by the end of this month. The last mail in should arrive at Circle City in one week from now. The return mails I am looking for daily. At the end of this month the north end of the Yukon River will freeze and the ice will gradually form to the south, and the same, as a waterway, will become impassable and remain so until midwinter."

Both of the above reports are from the U.S. Post Office Department's 1896 annual report.

THE COMING OF THE RAILWAYS

As noted above, the most popular route taken by prospectors to the gold fields in the Yukon was a treacherous route from Skagway or Dyea in Alaska across the mountains to the Canadian border at the summit of the Chilkoot or White Pass. There, the prospectors would not be allowed across by the Canadian authorities unless they had a full ton of supplies with them, which for most required several trips up and down the passes before entry to Canada could be obtained. There was a clear need for a better transportation

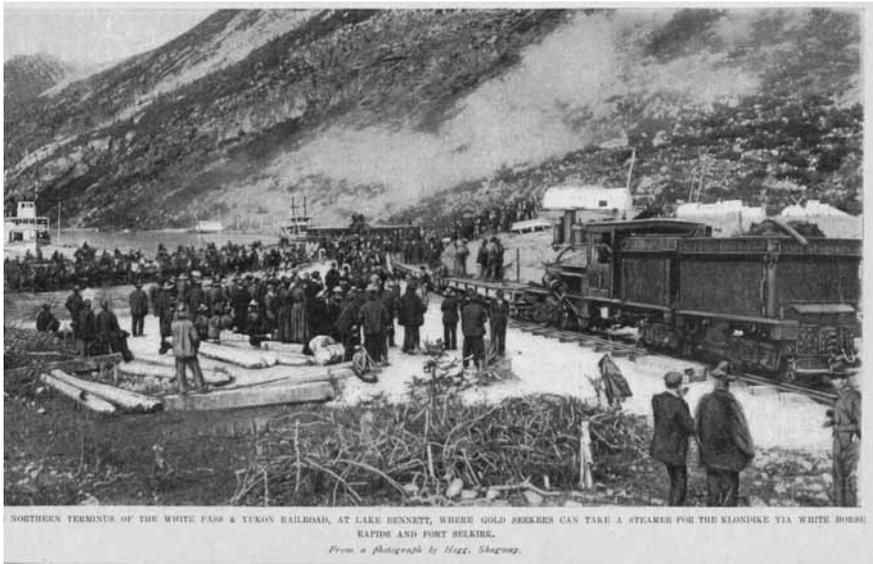


Fig 23 The White Pass and Yukon railway terminus at Lake Bennett in 1899. In the background you can see the steamers which provided onward transport to Dawson.

scheme than the pack horses used over the White Pass or the people's backs over the Chilkoot Pass. This need generated numerous railroad schemes. In 1897, the Canadian Government received 32 proposals for Yukon railroads, most of which were never realized. However, in that year, three separate companies were organized to build a rail link from Skagway to Fort Selkirk, Yukon, 325 miles away. Largely financed by British investors, the railroad was soon under construction. A 3 foot gauge was chosen; the narrower railroad required by a narrow gauge made for big cost savings when that railroad had to be carved and blasted out of the mountain rock. Even so, 450 tons of explosives were used just to reach the White Pass summit. The narrow gauge also allowed for a tighter radius to be used on curves, making the task easier by allowing the railroad to follow the landscape more, rather than having to be blasted through it.

Construction started in May 1898, but they ran into several roadblocks in dealing with the local city government in Skagway and the town's crime boss 'Soapy' Smith. The President of the construction company, Samuel H. Graves (1852 – 1911), was elected as chairman of a vigilante organization that was trying to expel Soapy and his gang of confidence men and rogues. On the evening of 8th July 1898, Soapy Smith was killed in the famed shoot out with guards at one of the vigilante's meetings. Graves witnessed the shooting. The railroad helped block off the escape routes of the gang, aiding in their capture, and the remaining roadblocks in Skagway quickly disappeared. On 21st July 1898, an excursion train hauled passengers for 4 miles out of Skagway, the first train to operate in Alaska. On 30th July 1898, the charter rights and concessions of the three companies were acquired by the White Pass & Yukon Railway Company Limited, a new company organized in



Fig 24 Early letter from White Horse, Yukon to the UK, dated September 1900. The post office there opened in June 1900. (courtesy of Neil Prior F.C.P.S.)

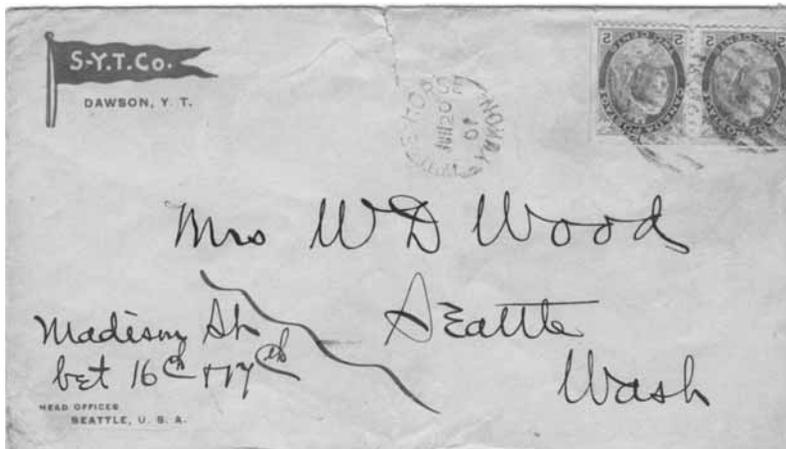


Fig 25 Advertising cover from White Horse to Seattle, mailed in 1901. It is interesting to note how the service had improved by this time. This letter mailed on 20th June arrived in Seattle just 4 days later.

London. Construction reached the summit of White Pass, 20 miles away from Skagway, by mid-February 1899. The railway reached Bennett, British Columbia on 6th July 1899 and in that same summer construction started north from Caribou Crossing (later Carcross) to Whitehorse, 110 miles north of Skagway. The construction crews working from Lake Bennett along a difficult lakeshore reached Caribou Crossing the next year, and the last spike was driven on 29th July 1900, with service starting on 1st August 1900. Despite this incredibly fast (by modern standards) construction schedule, by the time the railway opened much of the Gold Rush fever had died down.

The new rail routes resulted in additional post offices opening at White Horse (1st June 1900) and Caribou Crossing.

CONCLUSIONS.

Mail carriers and their dog teams were crucial to the transportation of the mail in the Yukon during a critical period in the regions' modern historical development. The establishment of a mail service, along with the gold rush economy, helped to open the doors of this northern territory to the 'blessings' of modern civilization.

The cost of a mail service in the Yukon was enormous; the remoteness of the area meant that much of the equipment and manpower needed to maintain the service had to be imported. In 1898, the estimated cost of the fortnightly winter service for letter mail alone, from Victoria B.C. to Dawson was \$79,000. A total of 22 men (mushers) and 125 dogs were called into service at the time. This was a small number, compared to the larger overall migration of men and dogs to the North during the Klondike boom, which numbered in the tens of thousands. These early mushers and their dogs, however, helped to establish a vital connection between a world hungry for news from the Klondike and the territory's new inhabitants – who were equally eager to spread the word about the search for gold and the realities of life in the North.

References:-

1. Much of the historical information in this article has been taken from a series of articles in the United States Postal Museum; www.postalmuseum.si.edu/gold, unless otherwise stated.
2. Robson Lowe Vol V. North America pp 90-91
3. Robert G. Goodhall, The Postal History of the Yukon Territory. Quarterman Publications 1976.

**The CPS of GB wish all
our members a peaceful
and prosperous
New Year**



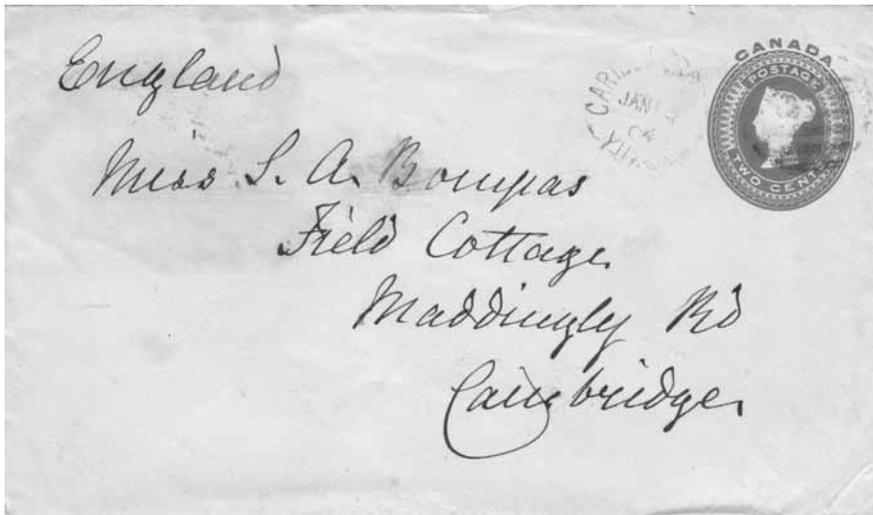


Fig 26 Caribou Crossing, Yukon split arc datestamp of 13 January 1904 on a 2 cent postal stationary envelope to the UK. The name Caribou Crossing was changed to Carcross on 1st October 1904. (Courtesy of Neil Prior F.C.P.S.)



Fig 27 Cover dated Bonanza, Yukon Territory 17th July 1905 to Upsala in Sweden. It arrived in Upsala on 15th August and was redirected to Stockholm where it arrived on 16th August. Also backstamped in Dawson 17th July 1905. The letter was addressed to Dr Nils Otto Nordenskjöld, a famous Arctic explorer who was the first to traverse the North East Passage.

VOLUNTEER URGENTLY REQUIRED

Members will, I am sure, agree that Colin Lewis has done a wonderful job running the Society Auction over recent years. However, Colin is getting no younger and feels the time is right for him to hang up his gavel. The Convention Auction in Stirling this coming September will, therefore, be the last society auction unless we can find a volunteer to take over part or all of the Auction Managers job.

Colin is prepared to continue acting as auctioneer for the room auctions at Convention, if required, (thus the new auctioneer does not need to be someone who attends Convention regularly) but we need someone to take over the role of preparing the auction catalogues and handling the administration of the auctions.

If you feel you can help with part or all of this work please contact Colin Lewis or John Hillson urgently and they can provide you with more details of the tasks involved.

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THE LETTER 'V' DROVE THE NAZI'S CRAZY

John Burnett OTB

A large piece of the 'story' in this article is taken from a wartime publication called 'Talking Points' published by the Ministry of Information in London, England and distributed to the British Empire for information during World War II. I have added the philatelic side of the story which I think makes for an interesting read and an important article for our members.

All over Nazi occupied Europe the letter 'V' became a code sign for those who looked to Britain and her allies for victory and freedom during World War II. The mysterious 'V' popped up all over Europe. A Nazi sentry found a 'V' sticker on his sentry box. A clock stopped running at exactly five minutes past eleven. A German Officer found 'V' scrawled in the dust on his automobile.

When Morse compiled his code he gave the letter 'V' three dots and a dash. All over Europe that signal pursued the occupiers. Errand boys whistled it, postmen knocked it and comedians tapped it as they walked across the stage. Its ubiquitous beat summoned waiters in cafes, school children in school and shop assistants in shops.

Even the opening bars of Beethoven's famous fifth symphony (three flats, two four time GGGE, FFFD) was being used to carry the message.

The Nazis were rattled by the widespread use of the 'V' symbol and they displayed their nervousness in some ill-advised radio broadcasts claiming that the 'V' stood for 'Vanishing British Army', or the real French Government at Vichy. They even claimed that the 'V' was an Axis symbol standing for 'Veni, Vidi, Vici' in a German broadcast of 8th July 1941.

Canada used both the 'V' and the three dots and a dash as a cancellation all during the war. These cancels were used in every major post office and today make a most interesting and I might add, generally, inexpensive collection. Below is an edited version of a chart from the book on these cancels 'Slogan Postmarks of Canada Catalogue and Guidebook' authored by Cecil C. Coutts, 3rd edition 2007.

Available 'V... - ' cancels

City Name	Period of Use
Brandon, MB	1943 only, scarce
Calgary, AB (3 varieties)	1941 - 1943
Campbelford, ON	1941 only
Charlottetown, PEI (3 varieties)	1941 - 1943
Edmonton, AB (2 varieties)	1942 - 1943
Fredericton, NB (2 varieties)	1942 - 1943
Halifax, NS (2 varieties)	1941 - 1942

Hamilton, ON (6 varieties)	1941 – 1943
London, ON (3 varieties)	1942 – 1943
Montreal, QC (3 varieties)	1941 – 1943
Moose Jaw, SK	1942 (only one copy known)
Ottawa, ON (3 varieties)	1941 – 1943
Quebec, QC (4 varieties)	1941 – 1943
Regina, SK (4 varieties)	1941 – 1943
St. John, NB	1941 – 1942
Saskatoon, SK (4 varieties)	1941 – 1943
Toronto, ON (3 varieties)	1941 – 1943
Vancouver, BC (2 varieties)	1941 – 1942
Victoria, BC (3 varieties)	1941 – 1943
Winnipeg, MB (2 varieties)	1941 – 1942

Think what a great collection could be developed with just these cancels as the theme! You would need 53 examples of these cancels just to show a “one of” exhibit. If this interests you I strongly recommend getting the Coutts book as it contains a wealth of information on not only these “V” cancels but all of Canada’s slogan cancels. (*Editors note – copy is available from the Society Library*)

Shown in fig 1 is a letter with a ‘V ... - ‘ cancel and both Canadian and USA censor marks.

I recently learned of this process from a former President of the CPS of GB, when he saw a cover in my “Mufti” exhibit at VANPEX in Vancouver, British Columbia. He told me the following story.



Figure 1

You might wonder why a USA censor should be on a USA addressed envelope from Canada. Note the date on the letter, right after the 7th December, 1941, Japanese attack on Pearl Harbor. The United States had been caught short and had no process in place to censor mail, so they sent their censor trainees to Canada to learn the censoring process. The contents of the envelope were first looked at by the Canadian who made comments and then it was passed to the American trainee to see if he or she would agree with the comments, the American then did the censoring as required. The Canadian sealed the envelope with the censor tape and the American applied the round censor hand stamp to the front of the envelope thus resulting in a double censor mark on the front of the envelope. This double censoring did not last long. The process was in place in only a few cities and lasted only until March 1942. These double censored covers are extremely hard to find.

To a collection themed with the letter “V” you might consider adding cacheted envelopes that used the “V” symbol for propaganda purposes as the example shown in fig 2 illustrates. I can only imagine how large a collection of “V” could become with them added. It’s a proven adage that in stamp collecting “start small and see how big it will get as you improve your knowledge of the subject”.



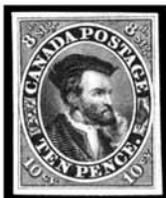
Figure 2

E MAIL CONTACTS

If you change your e mail provider or address, please remember to let the Society know your new e-mail address. This will ensure you continue to receive reminders and updates re auctions etc.

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NEWLY REPORTED DEAD LETTER OFFICE HANDSTAMP

Gary Steele

The first reported strike of a previously unknown - it does not appear in the proof books - Dead Letter Office marking is shown at right and in Figure 1. It was applied to a postage due 'ambulance' envelope used by the Canada Post Office to return a letter to the original sender. The bilingual mark is five lines of text with an overall dimension of 54mm x 24.5mm. The letters are 3mm high, in black ink.

INSPECTION SERVICE
Service de l'Inspection
DEAD LETTER OFFICE
Bureau des Rebutés
OTTAWA, ONT

The Dead Letter Return cover was mailed on 21st May 1938 from the Dead Letter Office in Ottawa to East Chester, NS, where it was received on 23rd May 1938 according to a split ring backstamp. Normally if postage due is collected for a returned dead letter, postage due stamps are used. In this case the post office in East Chester must have had only Canada Postal Note stamps available, so these were used to collect the amount payable and cancelled with a killer handstamp.



Figure 1

The short article below is the first in an occasional series on modern stamps and opportunities for forming interesting and challenging collections involving them.

WHERE DID ALL THE USED STAMPS GO?

Graham Searle F.C.P.S.



At a recent meeting of our local stamp club we were treated to a very fine display on a thematic subject.

Contained in the display were a large number of modern British stamps. It was interesting to hear a number of people comment that they had never seen any of these stamps before.

The experience got me thinking. We now live in a world where the local post office hardly deals in stamps – my own office will complain bitterly if you ask for stamps to be put on a letter or package; use of the ubiquitous printed label makes their end of day accounting so much easier! It seems the situation in Canada is much the same.

Although I stopped collecting Canadian issues at the end of 1978, I am always on the lookout for these modern used stamps for a couple of fellow collectors who, I know, hunt high and low for them. Finding the stamps mint is relatively easy (if costly) but used, particularly fine used avoiding modern ink jet cancels and the like, is a real challenge. Although I receive a lot of mail from Canada, most of it is franked with stamps from the 1970's and 1980's. Finding used stamps from 2000 onward is very unusual.

The answer, it seems, is a simple one and lies in the (very) small print in the catalogues. Back in 1970, the typical print run for a Canadian commemorative stamp was 25 to 35 million. I leave out of this analysis the Christmas stamps which have always had much higher print runs than other issues. By 1985, the typical print run had dropped away to 18 million and by 1995 had fallen further to 15 million. By 2005, the highest print run for a special issue was 8 million with most issues only warranting a print run of 2 to 4 million. Today, the typical print run is well below 2 million with some stamps printed only in the hundreds of thousands.

Now I suspect that the number of stamps supplied to collectors and dealers via the Canada Post new issue service, either as mint or cancelled to order stamps or first day covers is not much different now to that in 1970; maybe a little lower but clearly not 20 million lower.

The inevitable conclusion is that a whole lot less of these modern commemoratives actually get used on the mail than they did on the 1970's. Not surprising then that they are harder to find!

At the same time, the huge print runs of the 70's and 80's resulted in big stockpiles of these earlier stamps (I recall they were described at the time as 'investment holdings' to the unwary!) which have since found their way back into the philatelic market to be bought up, usually at a small fraction of face value, for use as postage – hence all my mail franked with 1970's stamps.

The cynics amongst you may well reflect that the total number of stamps being issued is much the same now as in 1970 – just more issues with less of each one!

The situation is not helped any by the advent of other 'new technology' such as the printed labels I referred to above and, of course, the general reduction in mail volumes (leaving aside the junk mail that rarely if ever carries stamps). Indeed some of my friends who collect GB stamps suggest that virtually no modern commemoratives are actually sold across the counter for use on commercial postage. The situation may well be similar in Canada.

Despite all the above, these modern used stamps still carry a very modest catalogue value, so for those who like an inexpensive challenge, and who are looking for a new collecting area in 2012, you could do worse than trying to assemble a complete collection of fine used Canadian stamps from 2000 to the present. The real masochists can go for fine used blocks of four!

It will cost you next to nothing and probably drive you mad trying to find them all!

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LETTERS TO THE EDITOR

Malcolm Montgomery

CANADA UNPAID 10 HANDSTAMP

I refer to the letter from Rob Leigh in the October 2011 issue.

In response to the enquiry about Canadian towns not in the immediate vicinity of the border with the United States using cross-border handstamps, may I draw attention to 'Cross-Border Mails', Sanderson & Montgomery. Chapter 4 provides a preliminary listing of the designated exchange offices (on both sides of the border), of which there were a considerable number, and gives information on the sources. The list is almost certainly not comprehensive, but provides a starting point for the attribution of handstamps. Not all the exchange offices were situated close to the border: Quebec, Montreal, Toronto and Hamilton, New York and Boston, for example; and the number of handstamps ordered (some are illustrated in Chapter 5) is not necessarily an indication of the number of exchange offices. A copy of the book is available in the Society library, or can be ordered through the British North American Philatelic Society's web site. I hope that this will prove helpful. I should, perhaps add that I am not receiving a percentage of sales!

Charles Black

CANADA UNPAID 10 HANDSTAMP

I refer to the letter from Rob Leigh in the October 2011 issue.

I read with interest your letter to the editor in the October 2011 issue of Maple Leaves regarding the CANADA-UNPAID-10 handstamp. That 10 cancel is a great curiosity due to its use on a domestic letter that would normally be marked UNPAID 7 or simply a 14 in black to denote a fee to be paid by the receiver of the letter. There was a fee of 2 cents for each 1/2 oz of weight for the letter for the convenience of not paying the postage fee in advance of mailing. The '10' doesn't reflect any of these situations.

Jarrett notes with his catalogue number 720 'CANADA UNPAID' black cancel in 1864 and also lists type 720a 'CANADA UNPAID 10' and most interestingly type 720aa - type 720a cancelled 'FREE'.

Regarding your other question the two line CANADA PAID 10 Cts. which is a similar cancel in purpose was on hand in some offices like Quebec, Kingston and St. Catharines as I recall. This was proven by its very occasional domestic mail use. The CANADA PAID 10 Cts. cancel was used on double weight internal mail that never went beyond Upper or Lower Canada to denote payment of a double weight letter prepaid in cash. I show an example of the cancel used in this way in fig 1 overleaf.

I have also seen a similar usage on a November 1864 letter from Kingston to Seymour, Canada West.

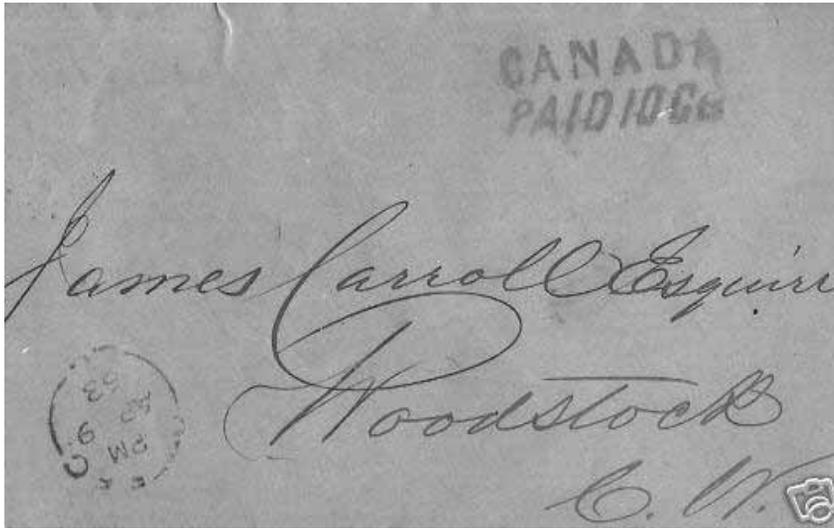


Fig 1 Double weight 1863 domestic letter from Quebec to Woodstock, paid in cash and showing the use of the two line CANADA/PAID 10 Cts handstamp.

John Wright

IN FLANDERS FIELDS

On page 8 of *The Daily Telegraph* of 1st November 2011, it was said that the poem ‘In Flanders Field’ was published anonymously.

Most of your readers will know the author to have been Lieutenant Col. John McCrae, 1872 – 1918. The 50th Anniversary of his death was marked by the issue of a handsome 5 cent stamp (Scott 487, SG628) on 15th October 1968. Probably fewer will know that the poem originally appeared in *Punch* of 8th December 1915, page 468. Although no credit was given underneath the poem, not at all unusual at that time as very few credits were given, the index on page 540 does give authorship, unfortunately spelling the name as McCree!

THE EXCHANGE PACKET MANAGERS

are always looking for more material.
Perhaps it's time you had a good turn out!

John Cooper

THE DILEMMA OF AN OVERSEAS PRESIDENT

Getting New Overseas Members

As President, it was my intention to solicit new members at ORAPEX and both the conventions of the RPSC and BNAPS. It was when I received a copy of the new poster or hand-out extolling the advantages of CPS of GB that I realized how little applies to foreign members.

- Packet Circuit—UK residents only
- Covermart—UK residents only
- Library—UK residents only
- Auctions—All members
- Conventions—Overseas members welcome, but if they enter competitions and win, they should not expect to hold a trophy because that is for UK members only.
- Maple Leaves—along with the auction, the main reason that foreigners have to join.

It is good to see that our Treasurer is having the trophies re-valued and insurance increased. She has been very thorough and fair in her approach. It appears, however, that our current insurers, Wardrop, do not want anything leaving the UK.

My experience upon winning a trophy was that it never left the presenter's hands. I had to request to hold it so Susan could take a picture and then it was immediately whisked away. This approach diminished the pride of winning immensely.

Overseas members have collections of considerably greater value than the Society's trophies or Medal. They have no problem taking care of them safely, and they do not hesitate to bring them over to the UK. My display at Jersey, for example, was insured for about 30 times the new appraisal of the President's Medal.

The President's Medal

I was quite prepared to treat the Medal with the care and security it deserved; to wear it at BNAPS and ROYAL Banquets to wave the flag for CPS or GB. When at 9 AM the morning after our banquet in Jersey, I was told to return the Medal, all my plans and energy for my term went with it. In effect, I was told that the Society did not think me trustworthy to safe-guard the Medal. The suggestion was then made to have a less expensive replica made to keep the foreigners and insurers happy. Another slap in the face as far as I am concerned.

To consider promoting CPS of GB at ORAPEX, RPSC and BNAPS without this badge of office would be unconvincing for these groups who put stock in medals and ribbons as symbols.

If the President's medal and the trophies are that precious, then perhaps they should be kept in a bank vault at all times, not in any member's house, nor in any President's possession.

To date this has not been the case and the Medal has survived because it was kept with care and respect. Overseas Presidents are capable of looking after it also. Do you really believe otherwise?

I have thought about this many times since returning home and have tried to reclaim the desire required for the task without success. I hope the Society decides on how to address being international to avoid this happening if in the future there is an Overseas President.

I hereby submit my resignation as President of the CPS of GB, with regret, effective immediately,

(Editors note: John has asked me to add that in writing this letter his intentions were only that it should produce positive results for the Society in the future).

Canadian Philatelic Society of Great Britain

Annual subscriptions were due on 1 October 2011. If there is an 'X' on the mailing slip with this issue you have not yet paid.

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

2011 CONVENTION – JERSEY

No report this year, just a few pictures from our first Convention ‘overseas’ which hopefully convey the unbroken sunshine, heatwave, sponsored drinks and the good time had by one and all.....



Malcolm Montgomery got proceeding underway



New Fellows, Charles Livermore (left) and Mike Street with their partners.



The Members 16 sheet displays drew the usual crowd of admirers



Sue Slamo has wisely opted for a coffee but Librarian Mike has gone for something a little stronger.



Auctioneer Colin Lewis and his wife, Wendy, relax in the sun with a cool glass of wine on one of our Island trips.

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Colin and June Banfield

Our new President, John Cooper, discussing the finer points of Admiral retouches with Marjory Mackie and her brother Alan.



Member, Hugh Jeffries gives a most entertaining talk on the history of Stanley Gibbons. (Yes I know I promised not to put a picture of you in Maple Leaves, Hugh, but I lied!)

..... and, of course, we extend our thanks to Malcolm and Anne Newton for organising a truly memorable Convention.

GS.

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HOW I BEGAN COLLECTING BNA STAMPS (6)

Colin Bulloch

I arrived in Canada in March 1966 as one of two partners in a medical practice in Fort Frances, North West Ontario, and at that time had no interest in postage stamps. The other partner was Richard Moulton who had been collecting stamps, world-wide, all his life. Richard had recently sold his world-wide collection and embarked on a Canadian Postal history collection. He told me that to acquire a decent knowledge of the history of Canada, I should collect its stamps.

This I did and with his help, and no doubt Jim Hennock's, his partner in Toronto, I started a large stamp collection of Canadian stamps. After a couple of years, I noticed that the stamps of Newfoundland and the other Provinces seemed especially attractive. The American Bank Note Co. of New York had little experience of stamp production in the 1850's and clearly the 'formal' and 'proper' constraints of the Colonial office and 'diadem and Joubert' printings were of little interest to them. The Newfoundland 'first pence' issues were immediately charming and amateurish and the 'Cents' issue of New Brunswick and the Connell scandal seemed to me both wonderful and intriguing.

Thus I sold on my Canada collection and starting collecting the Provinces in earnest and, over the years, have accumulated a large collection that has given me much delight. Two other factors helped in the decision to collect the Provinces. Firstly, Newfoundland and the other Provinces are limited in time and are thus offer a finite collecting field. Secondly, Newfoundland offers a considerable aerophilately section which has always been of great interest to me. My friend, Peter Motson, a fellow CPSGB member has been of great help in this regard.

There was one area of Canadian philately that retained my interest – the Centennial issue of 1967. This was mainly because I was in Fort Frances in February 1967 and at that time everyone was expected to have a 'Centennial Project' – mine was to collect the Centennial stamps! This I set about doing by going to the many country post offices armed with my 'Wood's Lamp' (a simple UV lamp used for checking for ringworm!) and reviewing the stock held by the postmaster and buying, at face value, any items of interest. The collection has grown to one encompassing single stamps mint, blocks of four, matched sets of plate blocks, coils, precancels, varieties, stationery, private stationery, perfins and postal history.

Now in retirement, I am still engrossed in my collections – auctions, correspondence and very many Canadian friends – and I feel that life has been enhanced and enriched by a wonderful hobby.

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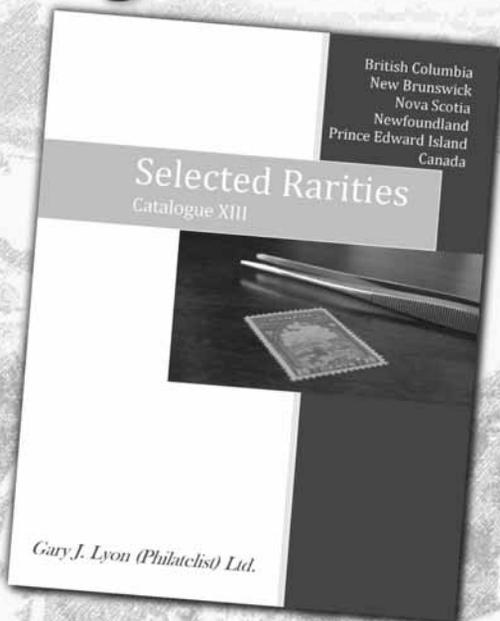
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IMPORTANT NOTICE TO MEMBERS

The Committee have agreed to seek members feedback on the option of receiving *Maple Leaves* electronically.

I should stress that regardless of the feedback received, the base option for receiving *Maple Leaves* will continue to be in hard copy form by mail.

What we are proposing is that Members could opt to receive *Maple Leaves* electronically rather than by mail or in addition to by mail. The electronic transfer may be by e mail or by download from a secure part of the Society website.

The reason for considering this option is that postage costs represent a major and fast growing part of the Society expenses. Providing this option would allow us to keep Subscriptions down in the future and, indeed, offer some Subscription discounts to those who take up the option.

The benefit to Members who elected to receive *Maple Leaves* this way would be:-

- Faster receipt of new issues
- Easier option to receive *Maple Leaves* in colour where the original copy is in colour
- A lower annual subscription of £16 per annum regardless of location (vs. £18 in UK, £20 in Europe and £22 in North America now). Members could, of course, forego this discount if they wish.

The various inserts currently sent out to Members with *Maple Leaves* (Auction Catalogues, Convention booking forms, Members Handbooks etc) would be made available for download from the Society website (many are, of course, already there).

At this stage we are only wishing to find out if there is any level of interest in this option. Clearly, if only a couple of members are interested it will not be worth introducing the scheme. However, if there is a sufficient level of interest amongst members we could introduce the option from 1st October 2012.

In such case members would be asked to formally elect the electronic option (no response would keep you with the current system). Those opting for the electronic option would be required to stay with it for a full year at least. Members could also elect to receive both hard copy and electronic forms (cost as normal subscription).

If you feel you would like to receive Maple Leaves electronically in future, please e mail the Editor at searle711@btinternet.com by end April so that the Committee may assess the level of interest.

HAVE YOU TRIED TO ENROL A NEW MEMBER RECENTLY

SOCIETY NEWS

FROM THE COMMITTEE

Our 66th Annual Convention will be held at the Royal Hotel, Bridge of Allan, Stirling in Scotland from Wednesday 19th to Sunday 23rd September 2012. A full programme for the event, along with booking forms etc. will appear in the April issue of *Maple Leaves* but you may wish to pencil the dates in your diary now. If you are willing to give a display at Convention please contact Colin Lewis to let him know as he will be finalising the philatelic programme. We look forward to welcoming as many members as possible to enjoy the unique experience of a CPSGB Convention in September. You can join us for the full four days or just drop in for a day or two. Either way you are guaranteed good company and some excellent BNA displays.

The hotel is situated some 10 minutes drive from the town centre of Stirling, famous for its imposing castle and the Wallace monument. Stirling has good motorway connections to Glasgow and Edinburgh and all points south, plus Dundee, Aberdeen and Inverness to the north. Regular train and coach services operate to Glasgow, Edinburgh, Aberdeen and London. Those planning a trip by air should aim for either Glasgow or Edinburgh airports both of which are about an hour away from the hotel. More details on the hotel and the transport options to and from the venue can be found on the Society website at www.canadianpsgb.org.uk. If you have any questions about the travel options or the Convention in general please contact the Editor.

FROM THE SECRETARY

Competition Rules:-

Following the Extraordinary General Meeting held on Wednesday 28th September 2011 at the Hotel Ambassadeur, Jersey, C.I. it was unanimously agreed that Competition Rules will be amended thus:-

Rule 1 - to be added to the existing rule 'All entrants shall be paid-up members of the Society, and all entries must be the bona fide property of the entrant.'

Rule 3 - the words 'revenues, cinderellas' in line 5 to be replaced with 'telegraph stamps and telephone franks'.

A new class to be created as follows:

Class 4 - Revenues. This class will consist of Revenues, Cinderellas and related philatelic material both on and off documents. Revenue material comprises embossed, imprinted or adhesive tax, fee or credit stamps issued by any British North American authority."

A proposal to amend the marking marks in regards to condition of the material as regards to rarity was rejected by the meeting.

A full version of the Competition Rules can be found in the Members Handbook Part II (circulated with this issue of *Maple Leaves*) and also on the Society Website.

John Hillson FCPS

FROM THE TREASURER

The Society annual accounts for 2010/11 appear elsewhere in this issue. Copies of the signed accounts will be available for members to view at the annual Convention but if members have any questions relating to the accounts they can contact me beforehand.

I extend my thanks to Mike Street who has once again managed the Canadian bank accounts for the Society and to Jim Bisset who has again acted as our Honorary Examiner.

Karen Searle

ANNUAL SUBSCRIPTIONS

We extend our thanks to the vast bulk of members who paid their subscriptions for 2011/12 on time or even early. If you are one of the very few members who forgot to pay, you should be aware that your subscriptions are now overdue. If this is the case you will find a large 'X' on the mailing slip for this issue. If you are unsure if you have paid or not please e mail me on searle711@btinternet.com and I can let you know by return. If you have not paid your 2011/12 subscriptions yet, please do so now. You can pay by cheque or by PAYPAL – please see the box on page 276 for details.

With the current Subscription gathering exercise coming to an end, I shall be handing over Subscription duties to Dave Armitage for the 2012/13 season. Dave's contact details appear on the inside back cover of this issue. I trust you will all give him the same support you have extended to me over the last few years.

Graham Searle.

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 from January is as follows:-

16 th January	King George VI material.
20 th February	Visitors evening
19 th March	Any subject
16 th April	Display by Graham Searle <i>F.C.P.S.</i>
21 st May	AGM and Beaver Cup

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

Seven members plus a walk-in potential new member met for our recent meeting in Moffat. Displays included George VI material including some Prisoner of War Franks, George V issues and covers, George V Booklet panes and semi-official airmails, First Flight Covers from Trans-Canada airlines, 1954 – 1964 issues, the 1988 – 1993 Wildlife stamps, 1975 – 1976 issues and early Flag and Machine cancels. Our next meeting will be on **Saturday 31st March**, starting at 2pm at the usual venue of the Buccleugh Arms Hotel in Moffat. (Please note date as our preferred date was not available with the hotel). 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.

**CONSOLIDATED INCOME AND EXPENDITURE ACCOUNT
TO YEAR ENDED 30 SEPTEMBER 2011**

	£
INCOME	
Subscriptions and donations	5566.74
Maple Leaves Advertising Revenue	2163.34
Bank Interest	265.15
Handbook surplus	15.00
Ties surplus	0.00
CPSGB publication surplus - SQ	4.00
CPSGB publication surplus - ML Index	0.00
Exchange packet and Covermart surplus	0.00
Auction surplus - 2010 Postal	853.64
Auction surplus - 2011 Spring Postal	195.90
TOTAL INCOME	9063.77
EXPENDITURE	
Maple Leaves printing and distribution	8067.43
Administration expenses	154.26
ABPS fee	163.00
Insurance	106.00
Stock writeoffs (ML index)	164.00
Publicity	0.00
Bank charges	83.85
Website running costs	57.58
Replacement trophy cases	292.50
Moving frames to Jersey	60.27
Members Directory	124.50
Overall deficit for year	-209.62
TOTAL EXPENDITURE	9063.77

Notes:-

Canadian funds have been converted to sterling at C\$1.60 = £1

**CONSOLIDATED BALANCE SHEET FOR
YEAR ENDING 30 SEPTEMBER 2011**

ASSETS	£
Cash balances: RBS Current Account	4455.59
RBS Savings Account	10011.05
Meridian Bank	4625.26
Sub-total cash	19091.90
Investments at cost:	
General Fund New Star Fixed Interest Unit Trust	2000.00
General Fund New Star High Yield Bond Unit Trust	1000.00
Interest bearing Canadian bank bond	11760.22
Meridian share	15.63
Sub-total investments at cost	14775.85
Stocks of books and ties etc:-	
Handbooks stock	146.83
Society publications stock - Small Queens Revisited	0.00
Society publications stock - Maple Leaves Index	0.00
Society ties stock	46.53
Sub - total	193.36
Library books as valued	4400.69
Auction catalogues prepaid (suspense a/c)	342.00
TOTAL ASSETS	38803.80
LIABILITIES	
General fund balance at 30/9/10	18338.79
Handbooks purchased to stock in 2010	146.83
Sterling deficit 2010/11	-2729.82
General fund balance at 30/9/11	15755.80
Canadian fund balance at 30/9/10	13779.15
Meridian share at 1 October 2010	15.63
Exchange rate gain over 2010/11	86.13
Surplus 2010/11	2520.20
Canadian fund balance at as 30/9/11	16401.11
Library fund	4497.89
Subscriptions prepaid in sterling	1194.00
Convention payments in (suspense a/c)	955.00
TOTAL LIABILITIES	38803.80

Notes:

For 2011, Canadian funds have been converted to Sterling at the rate of C\$1.60 = £1
In 2010, Canadian funds were converted to Sterling at the rate of C\$1.61 = £1.
This difference gives rise to a small exchange rate gain (expressed in Sterling) at 30/9/11.

Hon. Treasurer



Hon. Examiner

