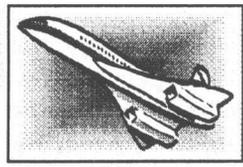


THE PACIFIC MAIL



*The Quarterly Journal of the British North American Philatelic Society
Trans-Pacific Study Group*

Chair: Brian Murphy

Secretary/Treasurer:

Editor: David H. Whiteley

Volume 1 No. 1

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WELCOME

A Message from the Chair.

This is the first newsletter of what we hope will be the forerunner of many more newsletters devoted to the study of mail matter on the Pacific Ocean as it affected the Canadian Post Office. In the following opening remarks I will try and explain our vision of what could be studied and what should be studied. The idea of a BNAPS trans-Pacific Study Group was first suggested by Doug Lingard. Since then some five or six members have offered both financial and tangible support for this first newsletter, which is also being circulated to other members of BNAPS who are known to have an interest in trans-Pacific mail. The newsletter is also an open invitation to all BNAPS members who may be interested to join our endeavours.

When Doug, Dave, and I discussed trans-Pacific at Orapex in Ottawa in late April, we had our own definition or understanding of trans-Pacific, derived no doubt from our own collecting interests. We are not rigid, however, on this point; others may collect, and think differently; and we would be glad to be corrected. For example does Canadian, or BNA, trans-Pacific mail included not just Canadian covers to Asia or to Australasia, but also inward mail from Asia or Australasia, and inward mail via Canada to other destinations? We thought yes. Does it include covers to (or from) Hawaii, Fiji, Samoa, and other Pacific Islands? I include

Editorial

As this is the first edition of the Trans-Pacific Study Group's Journal, *The Pacific Mail*. I would like to take a moment to introduce myself and to outline my hopes and objectives for the Journal. I have collected Trans-Pacific surface mail between Canada and the Orient for many years and I wrote a series of articles which were published in the *PHSC* Journal tracing the genesis and development of the Canadian Pacific Railway Company's Trans-Pacific service to China and Japan. from a philatelic perspective. At the present time I am collecting airmail rate covers from Canada to overseas destinations, and am particularly interested in the development of the Pan-American Clipper service from San Francisco in the late 1930's and early 1940s.

As editor of this Journal I shall be looking for contributions from members and non-members on any aspect of Canadian Trans-Pacific philately and from all periods, including the present day. As editor, with emphasis on the word editor, I do not intend to be the major contributor. Without input from the membership there will be no Journal. Therefore the future and success of the Study Group and the Journal is in your hands, so get busy and good luck.'

David H. Whiteley

them in my collections, even though they have crossed only part of the Pacific. What about covers to off-shore islands? Or from Vancouver along the coast to say Chile? Does north to south trans-Pacific exist? One can come to this question from a different direction, by a different route, or the other way around: Canada's first mail routes to east Asia and to Australasia, before about 1866, were westward across the Atlantic and via British routes across the Indian Ocean. Such covers never crossed the Pacific Ocean. Do you consider them trans-Pacific?

Beyond the definition of trans-Pacific, practical questions of limitations exist. Do we include military mail of the c1919 Siberian and the 1941 to 1945 Hong Kong expeditionary forces? Those covers are certainly, trans-Pacific, but would we be intruding on another study group? Or a potential study group? A c1943 cover to a Canadian prisoner-of-war in Japan is shown here from Doug Lingard's flag cancel collection. Additionally, a wonderful cover from Ron McGuire's Postal Guide Illustrated collection is shown. Personally, I am delighted to see such covers and read their owners' comments! Do other BNAPS study groups "claim" that material? What do you think? What do you collect?

(not here, next issue)

The five or six of us, and probably most of the potential members, would be glad to get your opinions. Actually, that is only half right! We want your illustrated opinion! We want a photocopy of one or more of your covers that might or might not be considered a Canadian trans-Pacific cover. If you dissent from our beginning assumptions - that sea and air mail, Asian and Australasian mail, and that outward, inward, and transit covers be included - please tell us. Oops! Please show us! All photocopies of great covers will be gratefully and enthusiastically welcome. And if we get enough, we will share photocopies of wonderful covers in a second newsletter!

Brian Murphy, Chair.

MEMBERSHIP

At a meeting held at ORAPEX '99 in April of this year, Brian Murphy, Doug Lingard and myself decided that as there had been considerable interest expressed in Trans-Pacific mails either originating in, coming to, or transiting Canada an attempt would be made to establish a Study Group within BNAPS to study all aspects of mail matter meeting the above criteria. Initially it was decided to produce a trial newsletter which would be sent out to members of BNAPS known to have an interest in Trans-Pacific mail.

Those interested in joining such a group would be asked to submit \$10.00 annual dues, to defray administrative costs, to either Brian Murphy, who has agreed to act as Chair and Secretary Treasurer, or myself as Editor. For those interested in the formation of Trans-Pacific Study Group arrangements have been made to hold a formal inaugural meeting at BNAPSEX in Vernon.

Founding Members Who Have contributed \$10.00 to Defray Costs of this Newsletter.

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David H. Whiteley

Stop Press.
 Add Alec Unwin, P.O. Box 1686 Bellevue, Wa. 98009, to the list of founding members.
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plus Ron McGuire, Guy Dallaway, and Chuck Firby

Dave Whiteley

From the Pen of Alec Unwin: Some musings on Legitimate Collecting Areas

You open up a very interesting topic, namely where do we draw the line and where do we encroach on other study groups. I personally, under my various exhibit titles which mostly include words like Canada's Transpacific Maritime Mails include Canadian incoming and transiting (ship) mail. Of course in my attempt to be narrow I exclude certain things like "via San Francisco." I also so far have excluded via Seattle, Tacoma and Portland. I do strictly via BC Ports and for shorthand call it "Via Vancouver." (It should be noted that San Francisco, Seattle, & Tacoma were all legitimate departure and entry points for mail from Canada and to Canada. Canadian Postmasters had specific instructions to use Vessels departing from these ports during the steamship era. *(Dave W.)* I have only found this Vancouver and Victoria as gateways. I have some indications that Prince Rupert may have handled mails; it seems to have handled some transpacific ships. (No vessels sailing from Prince Rupert received contracts or were assigned mail by the Canadian Post Office. *Dave W.*)

My use of transpacific includes Hawaii as well as the Orient, Australasia and Oceania. So Fiji and Samoa are included. I also have a Fanning item which is in the Gilbert and Ellice Islands.

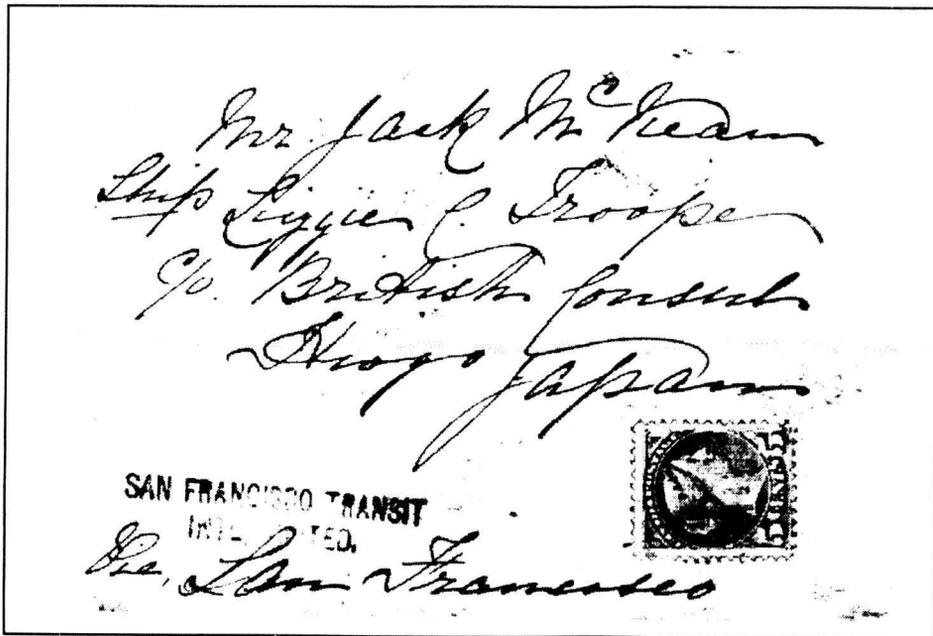
My period starts in 1887 and goes to the end of the Canadian Australasian Line (1953). For precursors or forerunners I would certainly include the mails via Suez. There were also some that went from the Australian Colonies to the West Coast of North America via the Horn to England and back via the Horn again to places like Vancouver, then the Hudson's Bay post in what ended up as the Oregon Territory and is now in Washington State. I recently saw such a cover in a US collection. I think it was an 1848 cover to factor McLaughlin of the HBC. (There are numerous covers to the Hudson's Bay employees on the West Coast from the 1830's on that went round the horn. *(Dave W.)*)

I think so far as the charter of this study group is concerned certainly San Francisco and London transits are fair game; it's just that I exclude them from my collection because I would be hard pressed to find the good stuff. Our other study group, Transatlantic Mails, I do not believe studies Air Mail but I could be wrong.

I am really terribly bogged down by my commitments (BNAPS Secretary, AAPE Board, Northwest Federation of Stamp Clubs Board) so will be hard pressed to supply much information at the present time and want to publish in TOPICS and elsewhere before sending material to the Study Group because a lot of publications prefer to publish original material. However, I can tell you that my exhibit plus some of the nicer acquisitions since my exhibit was frozen last year will be published by BNAPS for release at Vernon in the exhibit books series.

Another fertile ground for the study group would be finding the ships used by the Canadian Post Office to carry the wartime mail, during both the First & Second World Wars. I have two intended to be carried to Australia in a ship that blew up in Vancouver Harbour in 1945 (GREENHILL PARK).

Small Queen Era to East Asia
by Brian Murphy



Provenance:
Paul Hann 1929
Jarrett 1961
De Volpi 1966
Lussey 1983.

Fig. 1: 1885 Moncton to Kobe, Japan via San Francisco, New York, London,
San Francisco & Yokohama

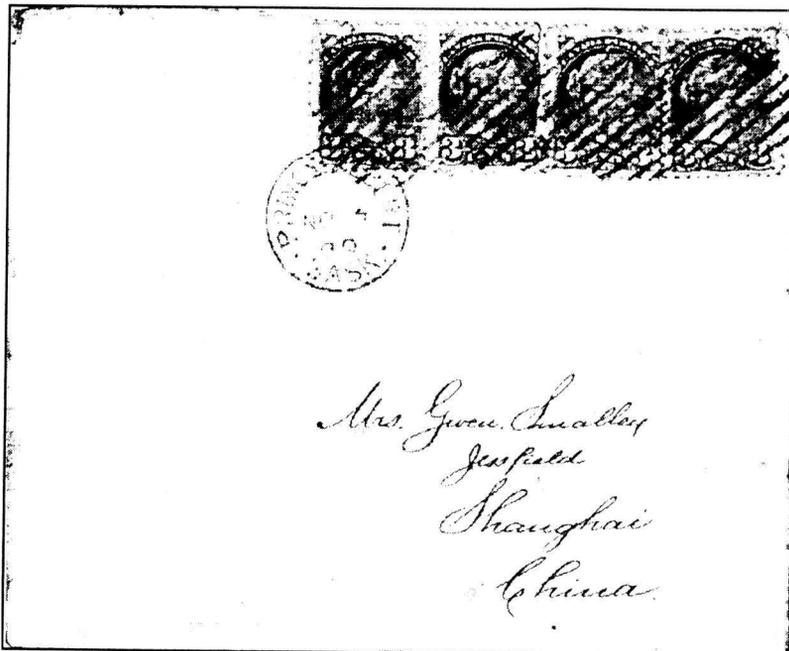


Fig. 2: 1890 Vancouver to Shanghai per C.P.R. S.S. Parthia

Small Queen Era to East Asia by Brian Murphy

During the last decades of the last century the principal mail routes between Canada and east Asia were via San Francisco and via Vancouver. From San Francisco to Japan and China (and other places?; can anyone document various ports for various years?), the Pacific Mail Line held the American Post Office contract from 1875 to 1885. When their contract expired in 1885, "San Francisco Transit [was] Interrupted". This cover (Fig. 1), was posted at Moncton New Brunswick 6th August 1885, the first of its seven backstamps is San Francisco 31 August 1885. However, since the San Francisco service was "interrupted", or suspended, the United States Post Office had begun sending its east Asia mail the other way around the world - eastward across the Atlantic to Britain for transport on the British route by trans-European rail to Brindisi then by the P & O through Suez, across the Indian Ocean, and onward via Singapore and Hong Kong to Japan. The next two backstamps are New York, 7 September 1885, and London, 19th September 1885. However, before this cover left England, American trans-Pacific service resumed, so the British Post Office sent it back across the Atlantic for trans-Pacific service via San Francisco. The next four backstamps are San Francisco, 4 October and 17 October 1885, and then Yokohama 6th November 1885, and Kobe 8 November 1885.

How long was "San Francisco Transit Interrupted"? That service was probably resumed some time after 7 September (the earliest that the New York Post Office could have sent the cover to Britain), and some time before about 21 September (the latest Britain could have returned the cover for it to be backstamped San Francisco 4 October). So San Francisco service probably resumed about 14 September, give or take a few days, a week at the most. The break in transit through San Francisco must have occurred before 31 August. The backstamp of that date may be when the "San Francisco Transit Interrupted" handstamp was applied, and when the cover was sent eastward. The New York 7 September postmark is consistent with the 31 August date. Luckily, we have another cover from the same correspondence, posted 27 July - ten days earlier. It was in the George Arfken collection, and about five years ago, he kindly sent me a photocopy of it written up listing the backstamps. His cover was in San Francisco 25 August, and in HongKong 30 September. However, it too was detoured. Perhaps, we should stop here for now, since this is an exploratory newsletter. Perhaps other issues are of more interest to the 15 or so of us.

From Vancouver, Canadian Pacific Steamships began trans-Pacific service to east Asia in 1887, a year after the Canadian Pacific Railway from Montreal was completed to Vancouver. CP's service to Japan and China was a success, and beginning in 1890 the company replaced its three pioneer ships - Abyssinia, Batavia, and Parthia - with the celebrated Empress ships. I think David Whiteley was the first philatelist to point out that covers carried on those three ship were both significant and rare. Since hearing him say so, I have looked for them, as have others, including Alex Unwin. I think that David and Alec have identified about eight covers carried by these three ships. The rather unattractive cover illustrated here (Fig.2), has backstamps of Vancouver 14 November 1890 and of Shanghai 12 December. It was carried on Canadian Pacific's Parthia, when she left Vancouver 20 November 1890. My impression is that of the eight or so covers carried by these pioneer steamers, only this and perhaps one other were from Canada. Most are inward covers. Does anyone have others? Do we want to try to list them?

One should mention the rate on this cover: it is a 2c overpayment of the 10c rate to China which lasted from 1 April 1879 to the end of 1890. Three other covers based on that 10c rate are known: a 1881 double rate, a 2 December 1886, philatelic double registered, and an 11 April 1888 registered single. Curiously, all four covers are based on the 10c letter rate, but none are prepaid only 10c!

Sea Mail from New Zealand in the 1930s By Brian Murphy

The two covers illustrated here both have southern Ontario receivers of 12 March 1936. Can we assume that they arrived by the same mail? And by the same ship? Which ship? The 4d registered cover above, (Fig.3), posted at Te Aro 4 February, has four other Canadian backstamps, including Winnipeg 10 March. Does that suggest it and

the 1d rate. (Fig.4), posted at Timaru 17 February, came via Vancouver, and not San Francisco? Apparently, some New Zealand collectors are interested in such ships and their timetables. I am aware of similar New Zealand covers with ship endorsements: "per Monterey via San Francisco" to Vancouver, 1934; "Per Monterey" to England, 1935; "Per S.S. Niagara" to Washington DC (from NSW not NZ), 1929; and "per Maringanui"?, to Vancouver, 1934. The article on Canadian New Zealand shipping in the 1956 British Columbia Historical Review (or similar title) mentions others ships, including Aorangi II used 1925 to 1953, but (I have misplaced my copy) Does anybody else collect this stuff?

Found! Full pence next issue!

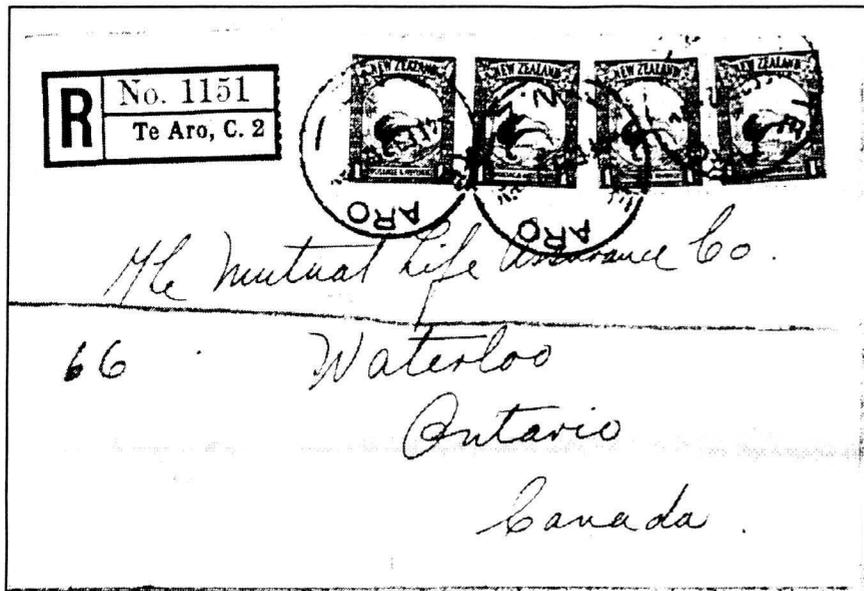
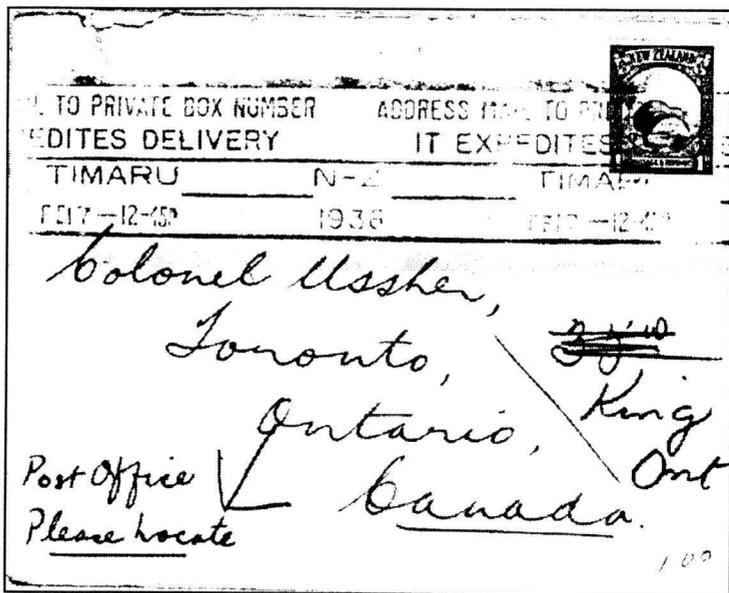


Fig. 3: 1936. Four pence registered cover, posted at Te Aro, New Zealand to Waterloo, Ont. Dated February 4, 1936. Four Canadian backstamps, including Winnipeg 10 March. Tor & FT. WM. Train No.9 R.P.O. March 11, 36. TORSTRAT & GODERICH R.P.O. March 12, 36 & Waterloo, Ont. Receiver March 12, 36.

Fig. 4: 1936 One penny rate from Timaru, New Zealand to King, Ont. Dated February 17, 1936. King Ont. Receiver dated March 12, 1936



Mails from Canada Returned "Mail Service Suspended"

David H. Whiteley

The outbreak of World War II caused considerable disruption to the unrestricted transmission of mail matter to and from points outside of Canada. Initially mail service to the Third Reich was suspended and eventually to Her allies and to the countries occupied by the Axis forces. Similar restrictions were placed upon Japan and the countries occupied by Japanese forces once hostilities erupted between Japan and the allied powers in December 1941.

Examples of covers either returned from Pacific Destinations or returned from Ottawa prior to despatch endorsed "MAIL SERVICE SUSPENDED" make an interesting World War II trans-Pacific collecting area. Two such covers from my collection are illustrated below.

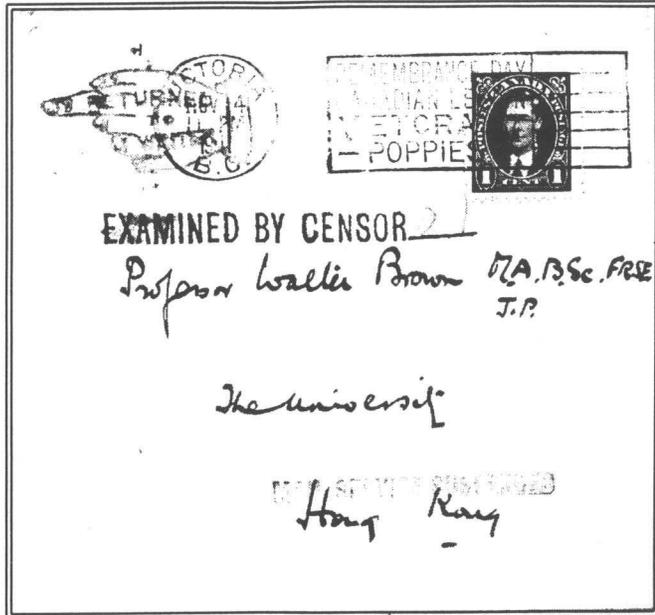


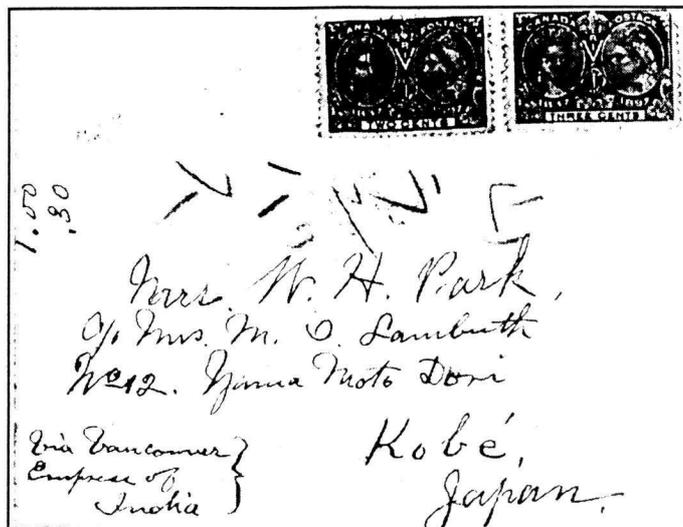
Fig. 1: Cover from Victoria, B.C. Dated November 4th, 1941 to Hong Kong. Returned endorsed in Green "MAIL SERVICE SUSPENDED." Blue pointing Finger "Return to Writer" hand stamps back and front. Blue rectangular Inspection Service March 24th, 1942 Dead Letter Office hand stamp. Purple "Examined by Censor 287" hand stamp.



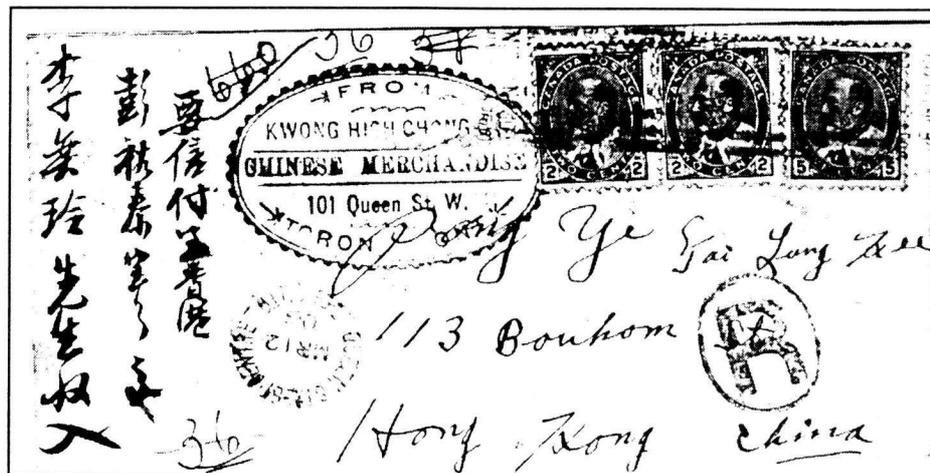
Fig. 2: Cover from Welland, Ontario, Dated October 27th, 1942 to Jeselton, British North Borneo. Endorsed in green "MAIL SERVICE SUSPENDED." Blue Pointing Finger "Return to writer" hand stamp. Indistinct blue rectangular Inspection Office hand stamp on obverse.

Early Trans-Pacific Covers from the Gray Scrimgeour Collection.

The Two covers illustrated below have been kindly supplied by Gray Scrimgeour a long time collector of ealy Canadian trans-Pacific Materiel.



1897 Jubilee cover from Winnipeg, dated July 23, 1897 to Kobe Japan endorsed "via Vancouver Empress of India." The C.P.R. contract mail steamer *Empress of India* sailed Vancouver. Yokohama receiver dated August 16, 1897.



1906 Edward VII Registered cover from Toronto to Hong Kong. Toronto Queen Stret Centre March 12, 1906 d/s. Similar b/s. Toronto Canada March 12, 1906 b/s. Vancouver Canada March 18, 1906 oval b/s. Victoria G.P.O. Registered April 12, 1906 Receiver.