

VARIOUS & SUNDRY

By GEO. E. FOSTER

Many collectors of Canadian Revenues have been puzzled by the overprinting "N.S." on the third issue Bill Stamps for use in Nova Scotia. The reason was this, there was a difference of $2\frac{1}{2}\%$ between the Canadian currency and the Nova Scotian provincial currency which was still in use; i.e., \$1.00 in Canadian currency was worth $\$1.02\frac{1}{2}$ in Nova Scotia. This differential could result in manipulations to defraud the revenue, so to prevent that, the stamps were overprinted, limiting their use to within the boundaries of Nova Scotia. Shortly after the stamps came into use, a monetary adjustment was made bringing the provincial currency to a par with the Canadian and further overprinting was not necessary.

Railways played a negligible role in the provincial postal arrangements of New Brunswick. Railway construction was started in 1851 on a road from St. Andrews to Quebec; the project being considered and discussed since 1835. The railway reached Woodstock in 1868 and Houlton, Me., sometime later, but the original plan was never carried out. The next road was the European and North American Railway from St. John to Shediac, started in 1853 and completed in 1860. After the Confederation, this road was extended to Fredericton and later to Bangor, Maine, and to Halifax, N. S. These two small roads were the only railways in operation before 1867.

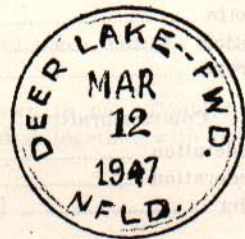
In a letter from Frank Campbell, he says, "Bend of the Petitcodiac was Moncton eventually but the exact turnover period was not certain as it just changed unknown. In some P.O. reports it has three names indiscriminately as—Moncton, Bend of Petitcodiac and often just Bend. One P. M. held his job there for 53 years."

In the P.M.G. report for the year ending October 31, 1859, neither Bend or Petitcodiac appears as a postoffice, but Moncton is listed as a way office with

M. D. Harris as the postmaster, whose appointment dates from Jan. 28, 1854. The receipts for the year amounted to 20 pounds, 9 shillings and 5 pence; and 468 bags of mail were received and dispatched.

The buildings shown on the 25' and 50' values of the Law Stamps of Cape Breton are the surface works of coal mines. This island has the most extensive submarine mines known, one tunnel extending a distance of $7\frac{1}{2}$ miles under the bed of the sea.

AN UNUSUAL POSTMARK



Along came a letter the other day to ask if I knew anything about "DEER Lake—FWD" and there it was nicely stamped in black on a current 2c George VI NEWFOUNDLAND. It was a mystery to me and mysteries only whet the philatelic appetite, so we had to find the answer. Well, here it is—a modern story which makes us think of the old pioneering days of the early posts.

This stamp is used in the winter, usually between January 1st and May 15th, on mail for all the ports from Deer Lake to St. Anthony. During this time the Corner Brook to St. Anthony boat service via the "Straits" is taken off. The mail is put off the train at Deer Lake, separated from the local mail, and sent by horse and team once a week to all ports to St. Anthony. One can visualize that this is often a hazardous journey in such thinly populated country.

A similar stamp "BADGER—FWD" is used during the winter to mark mail for the Green Bay district.

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