

THE CANADIAN WEEKLY STAMP NEWS

Official Organ of the Canadian Philatelic Association, Toronto
Philatelic Club, Dominion Philatelic Association.

VOL. II.

TORONTO, JUNE 1st, 1897.

No. 3.

Further Information of Canada's New Stamp Issues.

It is the intention of the Government to issue a set of Jubilee postage stamps and such stamps will be put into public use by being delivered to postmasters throughout Canada for sale in the same manner as ordinary postage stamps are sold. There will be a limit to quantity to be issued. Following are denominations and quantities:

150,000 1c, 8,000,000 1c, 2,500,000 2c, 20,000,000 3c, 750,000 5c, 75,000 6c, 200,000 8c, 150,000 10c, 100,000 15c, 100,000 20c, 100,000 50c, and 25,000 each of the one, two, three, four and five dollar values, and 7,000,000 1c cards.

Collectors wishing to possess one of each stamp, will find they will have to pay \$10.21 1/2c. Last week we illustrated the new design.

As soon as the whole number of the stamps mentioned in the foregoing schedule are printed, the plates from



which they have been printed will be destroyed in the presence of two of the head officers of the department.

On the 10th of June the department will proceed to supply the stamps to the principal postoffices of Canada, and through them the minor postoffices will obtain supplies until the issue becomes exhausted. Supposing this issue were to entirely displace those now used, it would supply the country's wants for about two months, but as the stamps now in use will proceed concurrently, it is expected that the Jubilee issue will last about three months.

It is important to note that supplies of these stamps will not be sold direct to the public or individuals by the department, as the Postmaster-General will strictly adhere to a policy of only supplying post offices, from whom the

stamps may be bought on the 19th of June. The stamps are now being printed in Ottawa, colors as now used.

Postal History.

According to the most authentic information obtainable, the first postal service was invented by Cyrus, King of Persia, on his Scythian expedition, he establishing one hundred and eleven posts from the shore of the Aegean Sea to Susa, the capital—each a day's journey from the preceding.

Though generally conceded by historians that posts were well-known among the Romans, it has been too difficult to trace with any degree of certainty the exact period of their introduction. It is a well-known fact, however, that Augustus instituted them along all the large roads of the empire and hired young men to deliver his dispatches from post to post until place of destination was reached.

Shortly afterward the same emperor changed this method of delivery to that of sending all his messages and despatches by charioteers, in regular chariots, with relays of horses at each post. This was kept up by his successors for a number of years, although slight information can be obtained of them up to about the year 507 A.D., when Emperor Charlemagne established three public posts—one each in Italy, Germany and Spain—in order to facilitate his communication with those countries, which he had placed in a state of subjection. With his death these were soon dropped, and no trace of them can be discovered up to about 1470, when Louis XI, King of France; owing to his suspicious and restless nature, and also for a quick and certain knowledge of what was transpiring within his kingdom, established them throughout France.

From France, his method spread to other portions of Europe, Count Taxis settling them at his own expense in Germany, for which Emperor Matthias gave the position of postmaster to him and his descendants.

In England the earliest accounts show that Edward III set up some posts, but

nothing definite was ever ascertained concerning them. In 1548, during the reign of Edward VI, Parliament made the rate of post-horses 1d a mile.

England's first chief postmaster was Thomas Randolph, who was appointed by Queen Elizabeth in 1591. James I appointed Matthew De L'Equerter as postmaster for the control of correspondence to and from foreign places. This office was afterward claimed by Lord Stanhope, but Charles I continued it to William Frizel and Thomas Witherings in 1632.

In 1656 a new and general postoffice was established by the authority of the Parliament, and almost upon the same model as that now in use.

Ralph Allen, about 1720, established a series of cross-posts, which were found to be of great convenience to the public and government, and in 1782 a plan was suggested by John Palmer, by which the mails were to be carried in stage coaches under guard. The plan met with a great deal of opposition at the start, but gradually overcame it, when it came into very general use.

The penny post was first started in London by Robert Murray, in 1691. This causing a confliction with the government, it was brought before the King's Bench Bar, and there adjudged to belong to the Duke of York, as a branch of the general service, and was annexed to the Crown in 1790. This was made a 2d post in 1794.

Mails were first carried on railroad trains in 1830 by the overland route to India, which method was found to be a cheaper way of transportation.

In 1837 Sir Rowland Hill offered his plan of penny postage, and in 1839 this was adopted after investigation.

In 1839 the 4d uniform rate per letter came into operation as an experiment. In January, 1840, the uniform rate of 1d per half ounce each letter was adopted.

In May, of the same year, the widely celebrated stamped envelopes, designed by Mr. W. Mulready, first came out.

From this time on the postal service made rapid strides towards perfection. The above facts, in a brief way, show the advancement made in what to-day is the greatest factor in the world—the post.

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