



JOURNAL OF THE
CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN

Maple Leaves

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Whole No. 205

Vol. 20 No. 1

October 1985



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OCTOBER 1985

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EDITORIAL

Traditionally, the months of May to September, are the times when members put aside their collections to engage in other pursuits e.g. Sports, gardening and holidays. It is fortunate for the majority of the membership that we have a few members more dedicated than most, who can still find time during this period to sit down and write articles for our magazine, and I offer a sincere thank you to them all – some regular and other first time contributors.

During the same period PIPEX (Pacific International Philatelic Exhibition) was held 7-9 June 1985 in Vancouver and our Secretary, David Sessions, went over to attend and display at this Exhibition. I am pleased to be able to tell you that he was awarded a Gold medal for his display of Classic Flag cancellations and their contemporaries.

In addition six other members of this society were successful in obtaining medals for their displays of Canada as follows :—

Robert Lemire	Postal Stationery of the Admiral Issue.	Silver
Fred Fawn	A study of the Canada 1898 2 cent Map Stamp.	Gold
Robert A. Lee	Unofficial Duplex cancels of Canada.	Silver
Robert Bayes	Montreal Duplex cancels.	Vermeil
William G. Robinson	RPO cancels from B.C. Railways and Ships of the C.P.R.	Vermeil
Richard K. Malott	Canadian Airmail Flight covers.	Silver

Also displaying a non-Canadian entry member Ken Barlow was awarded a Silver-bronze for his entry "Switzerland – Postage Due usage".

To all of these members, I offer congratulations on behalf of the society and wish them continued success in their collecting.

SUBSCRIPTIONS


Members are reminded that the Annual Subscription to the Society is due on 1st October 1985 and should be sent to the Assistant Treasurer, Mr. E. Burchell (for address see Officers Panel inside back cover).

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'CANADIAN PACKET' HANDSTAMP (continued)
by Lt-Col. D. M. C. Prichard, F.R.P.S.L.

As a result of my article in *Maple Leaves* of August 1984 I have received a surprising amount of correspondence not only concerning additional examples of the CANADIAN PKT 'mark' but also asking for information on other aspects of the Allan Line Canadian mail packet service in general.

The following additional 'mark' covers' were reported bringing the total (including those listed in my previous particle) up to 12 :-

	Franking	Date	Canadian Pkt Date	Ship	Short Paid Markings	Remarks
A	12½c	Toronto 1859	NO 5 NO 3 1864	BELGIAN ex Quebec NO 5	1/-	
B	6c S.Q.	Quebec OC 3 1873	4 OC (sic) 1873	CIRCASSIAN ex Quebec OC 4	Nil (Correctly paid)	'Parker' cover
C	6c S.Q.	? Arrived London SP 9 1874	? U.K.	POLYNESIAN ex Quebec AU 29 1874 arr L'pool SP 8	SHORT PAID 3 HALF FINE 1½ 4½	6
D	2c U.S.	? ?	JY 3 1875	POLYNESIAN ex Quebec JY 3	INSUFFICIENTLY PREPAID SHORT PAID 3 FINE 1½ 4½	These are U.S. handstamps differing from their Canadian equivalents
E	5c S.Q.	? Transit back-stamps Riviere du Loup AU 4 1877 Rimouski AU 4 1877	? ?	? ?	7½	'Parker' cover

In addition, the number of stamps off cover cancelled by 'the mark' now amount to about a dozen with a few more doubtful. I am of the opinion that these are accounted for by failure of the P.O. of origin to cancel the stamp, the omission being rectified by the Ocean Mail clerks. In contrast however to this efficiency there are several examples of pure carelessness by the mail clerks. Two covers show the date slugs wrongly inserted with the date preceding the month (e.g. 14 OC 1876 instead of OC 14 1876) whilst there are two examples of a reversed 3 (i.e. £) being used for E (indicating eastward).

The above covers, taken in conjunction with those already listed in my previous article, pose some new problems but before discussing these it would be as well to summarise the gradual development of the Canadian mail packets in an attempt to clarify some queries from correspondents :-

- 1854-4 The first purely Canadian mail service was operated from April 1853 to December 1854 by the Canadian Steam Navigation Company with monthly or fortnightly sailings. This however was an erratic service equipped with ships unsuitable for rough trans-Atlantic crossings and proved thoroughly unsatisfactory. During the Crimean war these ships one by one were requisitioned as troop-ships and the Company ceased to exist. Perhaps a blessing in disguise.
- 1855 No Canadian mail packets to U.K.
The Crimean war severely affected the Atlantic mail. Several Cunarders were also requisitioned and between 24 Dec 1854 and 9 Jan 1856 the Cunard service of weekly sailings to and from Boston and New York in alternate weeks were reduced to a fortnightly New York service only.
- 1856 Contract given to Allan Line, which initially provided a fortnightly service between Liverpool and Quebec in the summer and Portland, Maine, U.S.A. in the winter. First sailing from Liverpool 23 Apr 1856.
- 1859 Weekly sailings introduced as from 20 Apr from Liverpool.
Summer: Arrangements made to land and embark mail to and from U.K. during the summer at Riviere du Loup (110 miles east of Quebec on the south bank of the St. Lawrence and then the eastern terminus of the Inter-Colonial Railway). This saved some 4 hours on mail from Liverpool.
Winter: In addition, the westbound ships to Portland as from 6 Dec 1859 called at Cork to pick up late mail forwarded via Holyhead and Dublin.
- 1860 Cork was not suitable for the summer route and as from 30 May 1860 the Irish port of call was changed for both summer and winter sailings from Cork in the south to Moville on Loch Foyle in the north. Apart from avoiding competition with the Cunard and Inman Lines, this move was all part of the Allan Line's continual efforts to speed up and increase the efficiency of their mail service. From Moville the mail went by steam tender 16 miles to Londonderry (3 hours) from whence it was routed :—
- (a) The Scottish mail by train to Belfast, thence by regular packet boat to Glasgow, thus short-circuiting Liverpool. This was of great benefit to Scotland, the mail being both cheaper and usually quicker than by Cunard.
 - (b) The English and Continental mail by train to Kingstown (near Dublin), by packet boat to Holyhead and train to Liverpool.
- Thus the ideal was for the Allan Line ships to dock at Liverpool with no mail at all left on board, but this was not always achieved if the sorting of the Scottish mail had not been completed or if bad weather prevented the Moville landing.

- 1871 Allan Line took over the contracts for the fortnightly service between Halifax N.B. and Queenstown in Ireland which had been relinquished by the Inman Line. First ship Peruvian ex Halifax 1 JY 1871.
- 1876 Completion of the first stage of the extension of the Inter-Colonial Railway from Riviere du Loup to Rimouski (60 miles further east). As from 17 June 1876 mail was landed and embarked at Rimouski.
- June
- Dec Inter-Colonial Railway completed, thus linking up Nova Scotia and New Brunswick with the rest of the Canadian Railway system. This enabled the Allan Line to switch their winter sailings from Portland, Maine to Halifax as from 2 Dec 1876.

In assessing the penalties for underpayment it is important to bear in mind the gradual reduction in postal rates per ½oz to U.K. by Canadian packets, the fine being reduced in proportion :—

1 July 1859-1869	12½c	(6d)
1 January 1870 — 30 Sep 1875	6c	(3d)
1 October 1875 — — — — —	5c	(2½d)

With this background, we can return to the problem of 'the mark'. Of the 12 covers so far recorded, all but two are underpaid involving penalties. How do we account for these two exceptions? There is a possible line of explanation. It will be noted that no less than 4 of the 12 covers are addressed to Thomas Parker of Brownsholme Hall, Clitheroe, Lancs. or to his wife. All of these are in the same handwriting. Fig. 3 gives a clue.

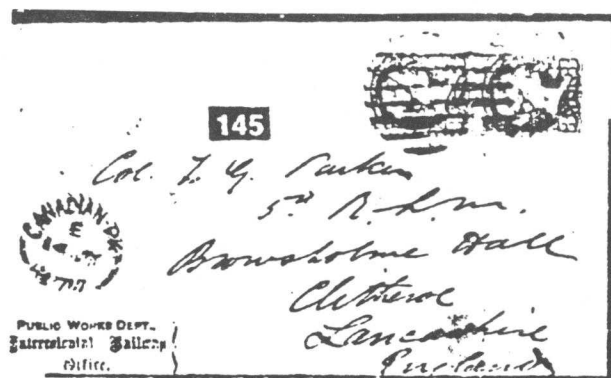


Fig. 3

This 'Parker' cover (listed in my previous article) is an envelope (1c overpaid) of the Public Works Dept., Inter-Colonial Railway, Quebec. It is a fair assumption that the writer was employed there. It could well be that the railway employees had some convenient but unofficial way of posting their letters direct onto the mail trains instead of being included in the official bags. The mail clerks may have considered this irregular and therefore deserving of 'the mark' even when no penalty for underpayment was involved. The same applies to cover 'B' above.

Cover 'E' above (another 'Parker' cover) is a real puzzler. The date of origin and of the mark are illegible or nearly so and where half legible do not seem to fit the sailings. The cover is backstamped with two transit marks Riviere du Loup and Rimouski both AU 4 1877. Such transit marks would not have been applied to a letter in the official bag. Perhaps the letter failed in a vain chase to overtake the ship at Rimouski and was sent on to Halifax. Unfortunately there is no U.K. arrival date stamp, so we cannot tell which ship it eventually caught. Altogether the writer of these 'Parker' covers was somewhat casual about postage rates. Of his four letters, one is 1c overpaid, and two others 7½d to pay (2 rates short plus fine). Only one is correctly franked.

I have been asked from where I get my information about ships and sailing dates. This is taken from *Atlantic Mails. A history of the mail service between Great Britain and Canada to 1889* by J. C. Arnell, published by the National Postal Museum, Ottawa in 1980. This book contains, apart from a mass of other information, complete tables giving the sailing and arrival dates of all mail ships of every line operating between U.K., Canada and U.S.A. from the earliest days and is quite indispensable for any serious study of Atlantic mails. Unfortunately it was never readily available in this country, but I presume that it can still be obtained in Canada. (BNA Topics Sep-Oct 1984 lists it for sale).

The problem of the 'mark' is by no means resolved. For instance I have still to trace even one cover with the 'mark' applied to the westward trip (i.e. 'W' instead of 'E'). Naturally these would occur on letters to Canada or U.S.A. from G.B. or quite likely France, and some must exist. I would appeal to any collector of these countries who may happen to read this, to keep their eyes open for the 'mark'.

So far I have only located 12 covers and about the same number of stamps off cover bearing the 'mark'. I am quite sure that this is only skimming the surface and that many more must exist unrecorded or unrecognised. Perhaps in time more will emerge. One can only live in hopes.

Postscript:

Since completing this article, I have seen a letter from H. E. Duckworth of Winnipeg containing 3 further examples of CANADIAN PKT covers and some interesting comments which were published in August *Maple Leaves*.

THE TANTALIZING "LATCHFORD" COVERS

by The Yellow Peril

Being only a dealer-of-sorts it is not unusual for me to go for extended periods without purchasing anything exotic even though I have a generous credit card and the market is just loaded with goodies. Readers, therefore, can sympathize with my desire to share this legend breaking the lull . . . My mid-morning summer siesta was interrupted by a telephone conversation which began with ominous foreboding — "You will like what you are going to hear but not the price!".

About a quarter of a century ago a middle-aged lady showed twenty-two late nineteenth—early twentieth century covers (detailed below) to the then foremost stamp auctioneer in Canada. Thirteen of these covers were franked with the 1898 2c map stamp and were sent to British-colony postmasters in Asia, Africa and the Caribbean. The covers were all tied with an Ottawa Dec 25 1898 machine cancellation (Type M4). With the exception of one cover, all the others have destination backstamps as well as interesting route markings. One cover even has the receiver on front. Four covers were machine cancelled New York Dec 27 — just two days after posting; six covers received the London JA 4 transit (only a ten day sea journey). One letter was "intercepted".

The remaining nine covers were sent to Canada from far-away places. They were franked with either a penny, an anna, or a two-cent stamp depending on the currency of the Colony in which the letters were posted. The postmarks tying the stamps to the covers vary from January 4 to March 2 1899. The earlier dates were found on letters from the West Indies while later dates were on letters posted in Asia. The covers were addressed to a Mr. F. R. Latchford, 19 Elgin Street, Ottawa, Canada.

Covers To	Arrival	Backstamped	Covers From	Dated	Ottawa Backstamped
Aden (via London)	Aden	JA 15 99			
Ascension (via London)	London (transit)	JA 4 99			
Bahamas (via New York)	Nassau	JA 3 99	Nassau	JA 4 99	JA 10 99
Barbados (via NY)	Barbados Ship Letter	JA 9 99	Barbados	JA 13 99	JA 25 99
Pambele, British Central Africa (via London, Aden)	Zomba	FE 25 99	Zomba	MR 2 99	AP 30 99
British Guiana (via NY)	Georgetown	JA 12 99	Georgetown	JA 12 99	Ja 25 99
British Honduras (via NY, New Orleans)	Belize	JA 9 99	Belize (via New Orleans)	JA 12 99	Ja 20 99

India	Karachi	JA 23 99	Karachi	FE 1 99	MR 2 99
Jamaica (via Boston)	Kingston	JA 4 99	Kingston (via Boston)	Ja 12 99	Ja 25 99
Natal (via London)	Durban	JA 27 99	Durban	JA 30 99	MR 8 99
Niger Coast (via London)	Sabele	FE 7 99			
Borneo (via London, Singapore)	Sarawak	FE 11 99			
Scotland	Thurso	JA 6 99	Thurso	JA 13 99	JA 25 99

Note: Postmaster Georgetown same day response.

Ten years later (around 1969) the same lady took these covers to another specialist in Toronto for appraisal. As postal history, even as late as 1969, did not enjoy the popularity it does today, it was understandable that neither the appraisal nor the advice given impressed her. It was not until the summer of '84 that these covers, which have never been in a collection, again surfaced. This time a different lady took the twenty-two covers to a dealer. This dealer approached the caller who, in turn, telephoned me the reasons I should latch onto the Latchford covers. The two ladies were apparently close friends or relatives of Latchford and were aware that the covers had monetary value.

Francis Robert Latchford 1851-1938, jurist, practiced law in Toronto and Ottawa after being admitted to the bar in 1885. From 1899 to 1904 he was commissioner of public works in the Ontario legislature. He was later appointed a judge of the Supreme Court of Ontario and in 1923 he became chief justice in appeal in this court.

In all probability Francis Latchford was not a stamp collector — the archivist of The Toronto Stamp Collectors' Club cannot confirm his name on any membership list. The commotion created by the implementation of Imperial Penny Postage and his almost certain friendship with P. M. G. William Mulock must have inspired him to obtain these priceless souvenirs of the inauguration of Imperial Penny Postage. Mulock may have advised and provided him with a list of Penny Postage participating countries to which he sent the following letters on the first day of the 2c rate.

Ottawa, Canada.
December 25th, 1898.

Dear Sir,

The inauguration of Penny Postage throughout the greater part of the British Empire, takes place this Christmas Day. As a memorial of the event, I desire to have an envelope addressed to your distant city carried thither by a penny stamp, and sent back to me. I should accordingly take it as a very great favor if you would kindly return to me the envelope containing this letter with the stamp attached which has carried the letter to you.

I send you one of the new unused Canadian stamps, and a view of a scene in this city.

I shall take it as an additional favor if the envelope enclosed in this letter is returned bearing only a penny stamp.

Wishing you the compliments of the season, I am,

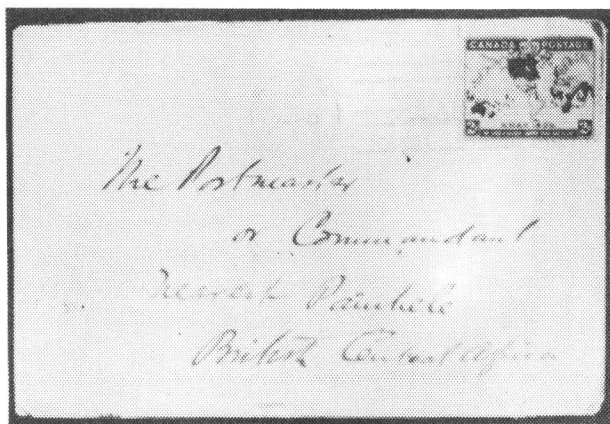
Yours very truly,

(Sgd) F. R. Latchford

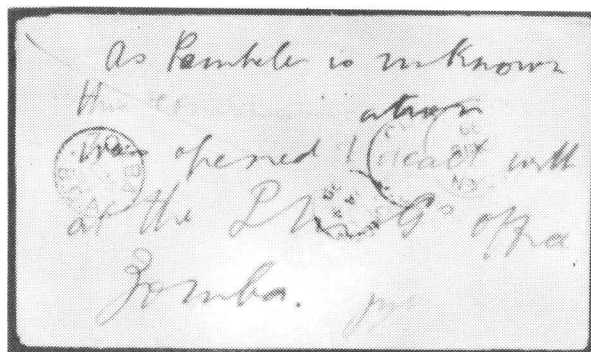
(Copy of letter send to Penny Postage colonies)



Dec 25 98 – First Day of Imperial Penny Postage to Sarawak, Borneo (via London and Singapore). To Durban, Natal (via London).

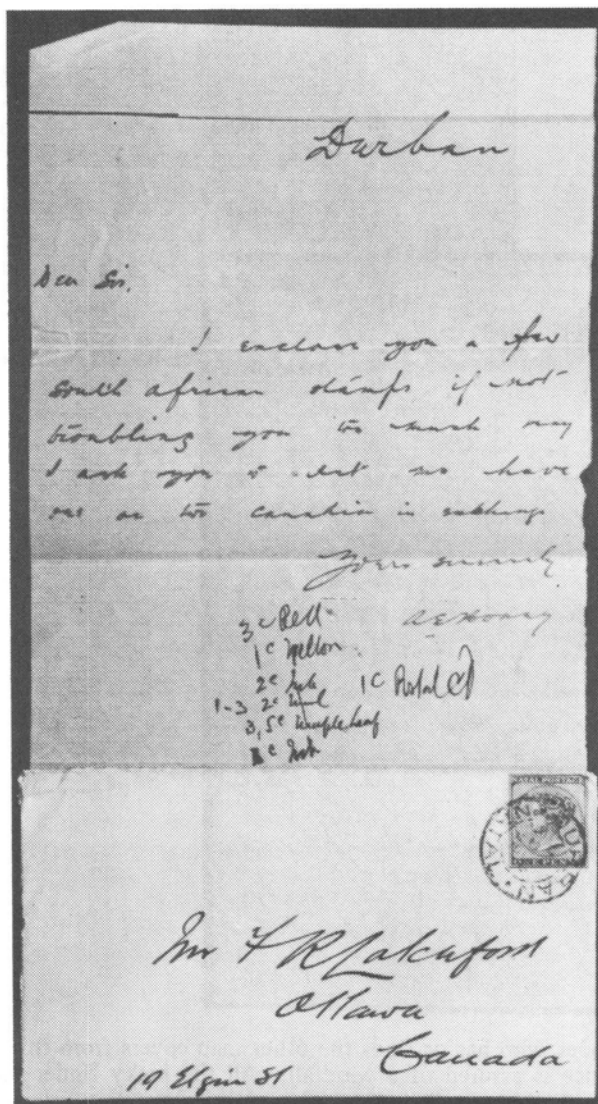


*Dec 25 1898: To The Postmaster or Commandant nearest Pambele.
British Central Africa (via London and Aden).*



Annotation on back of envelope, "As Pambele is unknown this communication was opened and dealt with at the PMG's office Zomba."

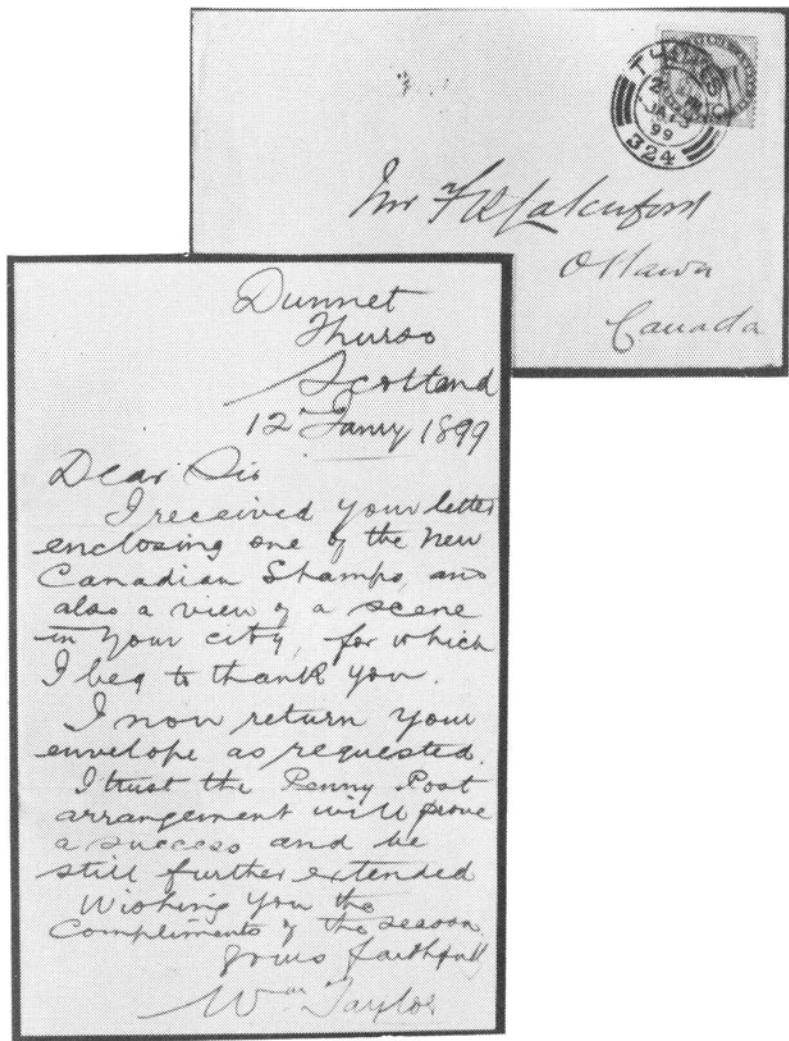
According to Winmill's listing in *The Evolution of Imperial Penny Postage and The Postal History of the Map Stamp* there were thirty-eight countries, including Canada, that joined the Imperial Penny Postage scheme on December 25 1898. Jamaica was not listed as an adherent. Seemingly, Latchford sent letters to all the countries conforming to the penny postage arrangement (Jamaica included); He did not, however, send any letter to Canada as the domestic rate of 3c was not reduced until 1 January 1899.* The thirteen covers returned represent 33% of the total possible. The remaining twenty-five covers were either lost or destroyed — assuming that every Colony postmaster received and complied with his request. Perhaps only thirteen postmasters took the trouble to return the original covers, and affix a penny or equivalent stamp to his self-addressed envelopes and post them back to Canada. Time may tell. In view of the circumstances it may not be too presumptuous to pronounce this group of covers "unique!".



Text of Letter from Postmaster, Durban, Natal.

"I enclose you a few South African stamps if not troubling you too much may I ask you to let me have one or two Canadian in exchange."

Photos by Joseph Lum



Any reader who has or finds the other map covers from this Latchford correspondence is assured of a windfall. All the lucky finder has to do is send it to me, as did the caller.

*During the period 25-31 December 1898 it was cheaper to send a letter from Ottawa to Scotland than send the same letter from Ottawa to Toronto.

Bibliography:

Mackay, W. A., *The MacMillan Dictionary of Canadian Biography*.
Toronto: MacMillan of Canada, 1978.



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STEAMBOAT MAIL (Part 2)

by L. F. Gillam, F.C.P.S.

The era of the steamboat came later in Upper Canada than in the eastern province. There were a number of reasons for this: by far the greater amount of commercial activity was located in Lower Canada where Quebec City dominated the shipping and ship-building scene, while Montreal maintained its virtual monopoly of commercial and financial activities. Lower Canada at the beginning of the nineteenth century was also far more densely populated, its two principal cities alone accounting for about 75,000 inhabitants in 1830. Apart from Halifax these were the only communities which could lay claim to such a title in the modern sense of the word.

Westward from Montreal most of the small, scattered settlements along the north shores of the upper St. Lawrence and Lakes Ontario and Erie were isolated, poverty-stricken and only slowly emerging from the subsistence level with farming and fishery the main means of survival, and lumbering in the long winter months practically the only activity which might be described as commercial. Whatever other trade there was tended to be with the United States to the south across the river and lakes, and some of this might more appropriately be called smuggling. Nowhere in Upper Canada could there be found communities even remotely comparable to Montreal and Quebec in wealth and grandeur. That "dreary town" called York (later, in 1834, to be incorporated as the city of Toronto) was originally sited on a mud flat (hence "Muddy York", another of its derogatory sobriquets) and its chief claim to fame was due to its selection as the new capital of Upper Canada. It also boasted of Yonge Street, the sole road in Upper Canada worthy of the name, and a fine almost land-locked harbour. In 1813 it attracted the attentions of an American raiding party which had little difficulty in burning a considerable part of it since most of the buildings (sic) were made of wood. Kingston, 170 miles eastward, was a garrison town and naval base where British troops and naval personnel contributed much to its commercial well-being. The Rideau Canal, which linked the St. Lawrence and Ottawa Rivers also greatly enhanced its importance and for three years (between 1841 and 1844) it served as the seat of government of the newly-united Province of Canada, consisting of Canada East (formerly Lower Canada) and Canada West (formerly Upper Canada). At the time of which we are writing, however, the dockyard, shipbuilding and repair facilities were jealously guarded by the Admiralty in London and it was to the then flourishing little settlement of Ernestown, a few miles west of Kingston, that Canadians turned for the construction of the first steamboat to appear in Upper Canada waters.

Named *Frontenac* it was launched in 1816 and is alleged to have cost £15,000. According to one authority her deck was seventy-two feet long and thirty-two feet wide, while her burthen of 740 tons is calculated to extend credulity to breaking point. Whatever the truth of the matter there is no doubt that in 1816 she was the largest steamboat in the whole of Canada. Described in her time as a "floating palace" within nine years she was outdated and sold for the proverbial song, but whether this was for firewood or

more humble purposes as a freighter is not known. What is known is that a "postmark" reading ST.B. FRONTENAC (with all letters in lower case except the initial capitals) was used, presumably on mail carried on board. The primitive nature of the type used in this marking bears all the characteristics of an amateur's handiwork. It is illustrated in the *Canada Specialised Postage Stamp Catalogue* where it is stated that *Frontenac* ran from York to Montreal in 1818. This would have been a considerable feat for a steamboat at that time! Then, and for nearly thirty years afterwards only canoes, bateaux and Durham Boats could have made such a journey owing to the numerous rapids on the upper St. Lawrence between Prescott and Cascade Point over a distance of about 90 miles. It was not until the completion of a series of canals between Cornwall and Dickinson's Landing in 1847 that such a steamboat voyage became possible. Even in the early 1830's steamboats could only ply from Lachine to the Cascades and from Coteau to Dickinson's Landing. The remainder of the journey from Montreal to Prescott had to be made by land over what was acknowledged to be the worst road in Upper Canada. This was accomplished in a box on wheels, euphemistically called a stage coach. It is not to be wondered, therefore, that the flood of immigrants into Upper Canada after the Napoleonic Wars preferred to make their journey westward huddled on the decks of bateaux and the larger Durham Boats. Given fair weather the voyage from Lachine to Kingston upsteam might be made in seven or eight days. From Kingston immigrants could change to a sailing schooner which, on Lake Ontario, could make the voyage to York in less than two days, favourable winds permitting.

During the 14 years which elapsed between the advent of *Frontenac* and 1830 the development of steamboat engineering was such that by the latter year York is said to have had a steamboat sailing every hour of the day during the navigation season with vessels plying to and from Kingston, Niagara-on-the-Lake, Hamilton and Queenston as well as Lewiston, Rochester and Oswego in the United States. Under the Mississippi influence these vessels became larger, more powerful and more ostentatious in their appointments with state-rooms, saloons and pianos, potted plants, luxurious sleeping accommodation and dining rooms which surpassed anything known in Europe. To many Canadians, absorbed and fascinated by the speed and comfort of such vessels as they were, it is not to be wondered that they considered such a means of transport to be the "last word" as far as travel was concerned. Moreover, while competition between rival steamboat companies found expression in greater speed, comfort and luxury for the privileged few, it also rebounded to the benefit of poor immigrants who were enabled to travel on deck for a few dollars if they provided their own meals.

Typical of these "steamers" as they were soon to be called, were the *Great Britain* and *United States* which by 1835 were plying regularly between Prescott and Niagara, calling at Brockville, Kingston, Oswego, Cobourg, Port Hope and Toronto. In the following years further vessels such as the *Queen*, *Princess Royal*, *Experient*, *Gore*, *Traveller* and *City of Toronto* became familiar sights in Upper Canadian ports. They were built at Niagara under the supervision of a certain Captain Dick who claimed the added distinction of owning as well as commanding the latter.

By 1840 there is every reason to believe that Deputy Postmaster General Stayner had profited from his unfortunate experiences in Lower Canada as far as the carriage of mail was concerned, and that from the beginning of regular services he tried to establish it on as satisfactory a basis as possible. To this end he entered into verbal contracts with the owners of vessels at the commencement of each navigation season, and in his returns made in 1840 to the commissioners responsible for an enquiry into post office business it is stated that ten shillings was paid for the carriage of mail per double trip between Toronto and Queenston and Toronto and Hamilton. On the other hand the contract for the conveyance of mail between Toronto and Dickinson's Landing (near Cornwall) where connection was made with the Montreal stage, was made on a basis which took account of the manner in which the service was performed. It was stipulated, for instance, that the trip should take no more than 36 hours, and there is a suggestion here that with increasing competition the carriage of mail upon an official basis and under definite contract began to assume an importance in the eyes of the owners of the vessels if only from a prestige point of view. This arrangement, in Stayner's own words to the commissioners was the "best that circumstances permitted me to take".

That this was an improvement upon the makeshift and irregular practices which had hitherto obtained there can be no doubt since it cannot be assumed that the private conveyance of "favour" letters was any less prevalent in Upper Canada than in the lower province. To what extent the commissioners were impressed by Stayner's verbal contracts is not known, but it is perhaps significant that in 1841, when the navigation season opened with the introduction of the steamboats *Niagara*, *Princess Royal* and *City of Toronto*, which plied between Toronto and Kingston where they connected with *Canada*, *Brockville* and *Gildersleeve*, which operated between Kingston and Dickinson's Landing, a more businesslike form of written contract was introduced, probably after tenders had been invited. In that year the contract for the carriage of mail between Lachine and Dickinson's Landing was awarded to Donald Bethune at the rate of approximately £2,478 per season, although it is not clear whether this figure included that part of the journey by stage where the cascades still impeded navigation.

It is not known, to the writer at least, to whom the contract for the carriage of mail between Toronto and Dickinson's Landing was awarded. It may well have been the Honourable John Hamilton who had commenced his steamboat services in 1837. Whatever the situation was, in 1847 it was decided to make Kingston the halfway point between Lachine and Toronto, and as a consequence the contract for the carriage of mail between Lachine and Kingston was awarded to him, while Bethune received the Kingston to Toronto contract. This new arrangement coincided with the opening of the Cornwall Canal and henceforward it was possible for vessels of twenty-six feet beam and drawing nine feet of water to sail from the Atlantic to Chicago via the Lachine, Cornwall, Welland and American canals.

Hamilton's contract marked the beginning of a steamboat service which in time became known as the Royal Mail Line by virtue of the monopoly of the carriage of mail which he secured. By 1857 his company could boast of being the only through line between Lachine and Hamilton. Among the ports which his vessels served were Kingston, Cobourg, Port Hope and Toronto. The fleet was composed of six vessels, three of them built of iron. All mail on these steamboats were scheduled to arrive in Montreal in time to connect with steamers from Quebec, and in 1852 the Post Office declined to pay for any trips which failed to connect in time. Their status as official Government mail steamers was underlined by the special Royal Mail pennant that was flown from a staff at the bow, and the precedence accorded to them at canal locks where all other vessels had to give way. It is one of the ironies of Canadian history, however, that just as the steamer reached its heyday as a mail and passenger carrier it was superseded by the railway. After 1859 when the Grand Trunk Railway established its through service between Riviere du Loup and Sarnia, it not only captured the bulk of the passenger traffic, but was also granted monopoly rights as a mail carrier as well. Henceforward, on the St. Lawrence and Lakes Ontario and Erie the steamer was rapidly relegated to the role of bulk freight carrier. Only in one respect could it vie with the railway on more than equal terms other than this, and that role was reserved for the leisurely sight-seer: the 1850's saw the dawn of tourist traffic and among the attractions offered, then as now, were the Thousand Islands, the Niagara Falls and other scenic wonders.

It has already been seen (in Part 1) how, in 1845, mail conductors were appointed by the Post Office to serve on vessels plying between Montreal and Quebec. The completion of the so-called Cornwall Canal (actually a series of canals) between Cornwall and Dickinson's Landing, enabled the Post Office to adopt a similar service on vessels plying between Lachine and Toronto after 1847. Twelve steel handstamps were ordered from John Francis for the use of conductors. Six of these bore the wording STEAM BOAT LETTER with KINGSTON at the base, three were similarly worded with TORONTO CITY at the base and three with MONTREAL at the base. All were about 25mm in diameter and those worded KINGSTON were numbered 1 to 6, MONTREAL 1 to 3 and TORONTO CITY 4 to 6 (Fig. 1). Three of the KINGSTON handstamps were used on the Kingston to Montreal voyage and three on the Kingston to Toronto voyage.

It is important to note here that despite the wording of the MONTREAL handstamps it is extremely unlikely that Royal Mail vessels plied beyond Lachine. At this time the Lachine Canal was being widened and deepened to accommodate larger vessels, thus precluding its use. By the time this work had been completed the Montreal & Lachine Railroad had commenced operations over its 7½ miles of line. This journey could easily be accomplished in 20 minutes in 1850 when regular services began to operate. Prior to this the post chaise road between Montreal and Lachine also afforded a quicker means of communication. At no time, therefore did the water route between Lachine and Montreal offer any advantages. The passage of vessels through canals was necessarily slow and tedious, and while it is probably true

(as some authorities assert) that vessels were now powerful enough to breast the Lachine Rapids on the journey upstream their progress was, of necessity, very slow. Downstream the reverse applied; but it was also too hazardous for large passenger-carrying vessels to undertake.

Later, probably in the early 1850's, a further set of handstamps similar to those already described, and worded HAMILTON were introduced. The earliest known date of use is 1854 and the latest 1856. While earlier dates of usage may be found it is highly unlikely that dates later than 1856 will be found. In December, 1855, the branch line of the Great Western Railway between Toronto and Hamilton was opened for traffic, whereupon (as in the case of the Grand Trunk and other railways) advantage was immediately taken by the Post Office to transfer the carriage of mail from lake to land. In this instance, however, it was not to everyone's satisfaction. The cross-lake service by steamboat from Hamilton to Niagara and Queenston served the interests of the inhabitants of Niagara better than the railway, and they were not slow to complain. The Great Western Railway ran from Toronto via Hamilton to Niagara Falls, from where mail was transferred to the stage coach for the final leg to Niagara. As a consequence the Toronto mail arrived later than that which had been delivered by steamboat. The complaints went unheeded, however. In any case the complainants conveniently overlooked the fact that the railway offered an all-the-year round service and not merely a seasonal one.

A number of "unofficial" steamboat markings are also known. These are listed in the *Canada Specialised Postage Stamp Catalogue*. All are extremely rare and the possibility exists that they owe their origins to the enterprise of American postmasters in some instances. The compilers of this catalogue have obviously made a commendable attempt to collate all the known steamboat markings of Canada; but if this section is to match, for example, those devoted to straight line and legislative postmarks (to name but two) in the amount of information provided it will require the co-operation of postal historians to a much greater degree than has apparently been forthcoming so far. In this respect the writer is of the opinion that the title of the catalogue is in need of revision since it is now far more than a "mere" specialised stamp catalogue. Cover collectors, postal historians and postmark "fans" are certainly missing out if they do not subscribe to this modestly-priced work since it has much to offer them, and they have much that they could contribute towards its subsequent improvement. The compilers have asked for constructive criticism and it is certain that they would also appreciate further information as well.

One further point needs to be made: postal history is very often lacking in "human interest". For every Finlay, Heriot, Sutherland, Stayner and Griffin who figures so prominently in Canada's early postal history there were thousands who remain shadowy "extras" on the stage. The humble, footsore courier with his mail sack on his back, the village postmaster struggling to interpret the complex and ever-changing regulations with which the post office bureaucracy bombarded him, the railway mail clerk in his lurching,

swaying, dimly-lit postal car, the mail conductor on the steamboat anxiously awaiting the arrival of the contractor's mail at a port of call, they too played their part. It is pleasant, therefore, to record in the story of steamboat mail two names at least that have come down to us from the distant past. Did Mr. William Brown who served as a mail conductor on *The Magnet* between Toronto and Kingston in the early 1850's or Mr. D. Hefferman who served on the *Princess Royal* at the same time ever pause to consider that they, as well as their lord and master, William H. Griffin, would also be remembered?



Fig. 1



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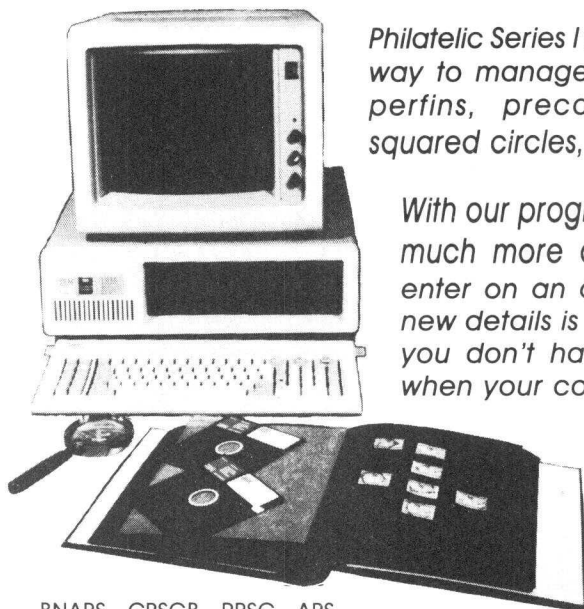
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ADMIRAL NOTEBOOK (Part 13)

by J. Hannah, F.C.P.S.

2 Cents — Plates 21 and 22

— Plates 23 and 24

As Marler explains to us it can be difficult to describe adequately the features of subjects from these plates so that individual copies cannot always be placed with certainty. In the case of Plates 21 and 22, the vertical lines of the numeral boxes were retouched extensively and this repair work seems to have been well done in the mint strips I have from both these plates.

The only saving grace in this problem of identification is the presence of the nick in the upper right corner of the outer frame in many subjects which however was also retouched and so removed as a distinguishing feature in some subjects.

As might be expected where retouching is done in an extensive scale, in some subjects the repair work is variable such as in this example dated December 1912 with the nick in the upper right frame, where we find the vertical line in the right numeral box is rough in outline and extends downwards to meet the bottom outer frame line. I have two copies of this plate variety. (Fig. 1)

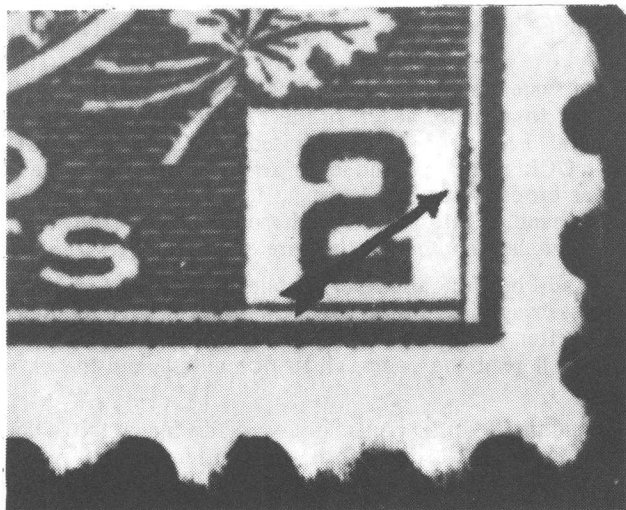


Fig. 1

I have other plate varieties which I believe can be allocated to Plates 21 and 22 but which do not merit inclusion in these notes.

As to Plates 23 and 24, as the nick in the upper right corner of the outer frame appears consistently in all the dated material I have, I therefore classify these stamps as a separate group following on Plates 21 and 22.

However it will be noted that in preference, Marler groups Plates 23 and 24 along with the earlier Plates 13 and 14, this classification being based on his examination of the proof sheets. Nevertheless as he explains fully, the proof state of Plates 13 and 14 does not match exactly the printed sheets as supplied to the Post Office in so far as the nick in the corner is no longer a constant distinguishing feature on which the student can rely.

POSTAL CODE MARKINGS ON RECENT CANADIAN MAIL

by Dale Speirs *(continued from August issue)*

Now the fun begins. There are exceptions. If the letters N, P, T, W, or Z appear in the first position of the Area code or the second position of the Local code, then the phosphor bars will be switched. Instead of an Area code ANA, the phosphor bars will appear as NAA. For the Local code, the phosphor bars will not be printed on the envelope as NAN but will appear in the order NNA.

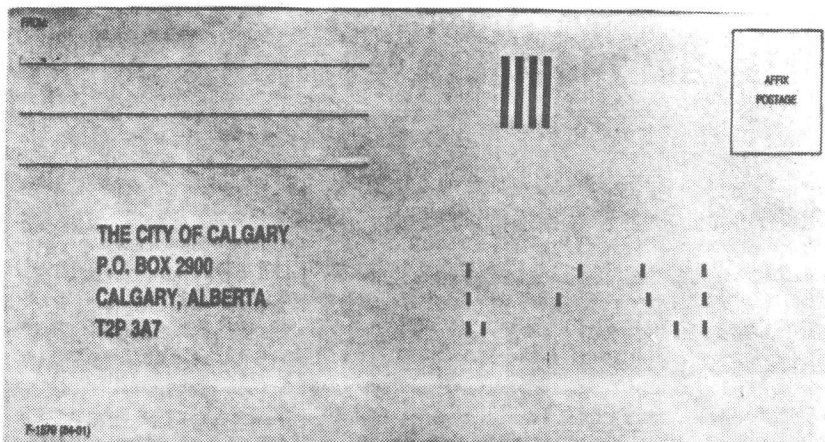
Another exception occurs with the letter X in the first position of the Area code or the second position of the Local code. The X Table on the Bar Code Reader must be used. An example is X8, which will have the bar code for BP.

The above system applies to the GDS phosphor bars. The OCR bars are the same except that far to the left of the 27 bars are five more bars identifying the machine. I have a cover overprinted with an incorrect GDS marking but a correct OCR marking. The letter arrived, therefore somewhere along the line it was properly sorted. I suspect it was kicked out of the machine and sorted by hand. Unfortunately, phosphor bars are difficult to photocopy or photograph even though they are clearly visible to the human eye.

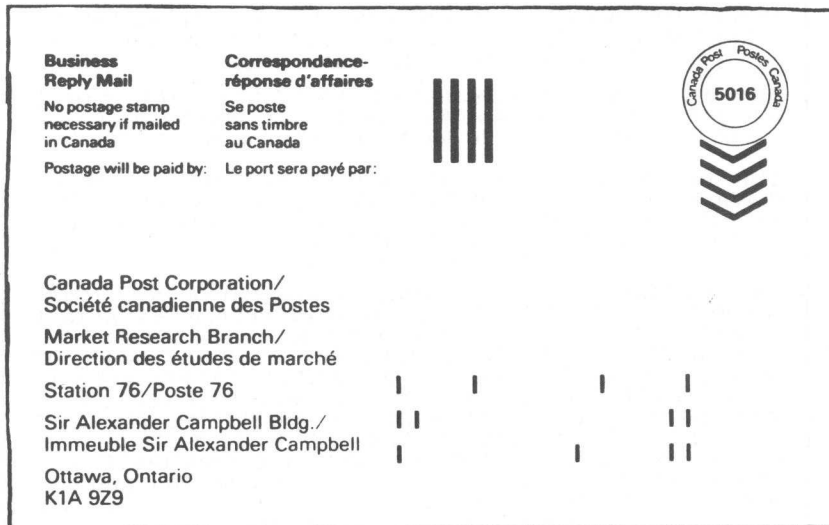
There are all kinds of variations in collecting these markings. GDS bars can often be seen applied upside-down on the top edge of the envelope, a result of the letter being fed wrong side up into the GDS machine. The operators can still read the codes, albeit not as fast, and the phosphor bars are applied.

In 1983 and in 1984, the Canadian post office introduced Stick and Tick labels for Christmas mail. These labels use a different set of markings which enable the sorting machines to read the postcode without the letter first going through a GDS or OCR. Larger mailers print the new postcode bars on their return envelopes, as shown in Figure 3. Besides the markings to the right of the address, there are four bars to the left of the stamp area.

(From the Editor: Interested members may obtain a copy of the envelope shown in fig. 3 on receipt of a stamped addressed envelope.)



(i)



(ii)

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- 1914 MEWSE, Roy A., 17 Cornwall Avenue, Slough, Berks, SL2 1AY. SC, PC, MPO.

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- 1885 Little, Mrs. H.

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1724 Seal, P. J., 'Rookery Nook', 5 Beechbank Drive, Thorpe End Gardens, Great
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Maple Leaves

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Whole No. 206

Vol. 20 No. 2

January 1986



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JANUARY 1986

Whole No. 206

EDITORIAL

May I first of all extend my thanks to Lew Warren who kindly undertook the work of compiling the Index to Volume 19. Unfortunately the index arrived after I had prepared my Editorial so I was unable to give credit for the work involved. The index went out with the October issue and all members should have had their copy.

During my recent visit to Canada I was very pleased to make the acquaintance of members of our society, who had previously been but names and as a result I have already had numerous letters offering articles for Maple Leaves. It was particularly nice to meet the Editor of Topics – Mike Street and be able to discuss our mutual problems.

There are still many collectors in Canada who regret the lack of facilities at the National Postal Museum for study into postal history, and information required for research. I was therefore fortunate in meeting Thomas A. Hillman, of the Federal Archives Division who assured me that if any of our members were in the process of, or intending to research any subject and were requiring information, he would see that their letter was channelled to the right person who would hopefully deal with the enquiry. Letters in the first place should be sent to Mr. Thomas Hillman, Federal Archives Division, 395, Wellington Street, Ottawa K1A 0N3.

NATIONAL POSTAL MUSEUM REOPENS

OTTAWA — Canada Post Corporation announced that the National Postal Museum, which moved out of premises on Wellington Street earlier this year, reopened on Monday, July 8, 1985, at 365 Laurier Street on the corner of Laurier and Kent in downtown Ottawa.

The new temporary location will house the National Stamp Collection, the philatelic library, and a counter where the public will be able to purchase philatelic items.

Among other items, this counter will sell First Day Covers to mark the reopening — stamped envelopes bearing the Museum's own cancellation mark.

The National Collection and the philatelic counter will be open to the public Monday to Friday from 9 a.m. to 5 p.m. The library will be open from 10 a.m. to 5 p.m. on these days, and philatelists and collectors will continue to have access to library reference services.

Exhibits and other collections not housed at the new temporary museum location are in active storage in a vault in Ottawa. Curators will continue to maintain and add to these holdings.

In announcing the opening of the new temporary location, the Corporation reaffirmed its commitment to relocate a permanent postal museum within the next three years.

CONVENTION AUCTION 1986

Members are asked to note that all lots for the Convention Auction which will be held at the Pitlochry Hydro, Pitlochry on Saturday the 4th October, 1986 should be sent to :—

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DERBY, DE1 2JP.

NOT LATER THAN 1st MAY, 1986. It is most important that all envelopes or packages containing material for the Convention Auction are clearly addressed EXACTLY as above in order to avoid confusion.

Only B.N.A. material is acceptable and lots must be accompanied by a brief description and estimate of value (minimum £2.00). Lots received after 1st May may not be included in the Auction Catalogue but they will, however, be disposed of at the conclusion of the sale. Prospective vendors are urged in their own interests, therefore, to ensure that their material is in Mr. Parkin's hands by May 1st at the latest.

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A stamped addressed postcard will ensure a prompt acknowledgement of receipt of your material.

SHORT PAID TRANSATLANTIC MAIL (Part 3) by Geoffrey Whitworth, F.C.P.S., F.R.P.S.L.

In David Pritchard's recent review of the Short Paid Transatlantic Mail he notes one cover with a two rate deficiency. He has allowed me to illustrate this cover in Fig. 6. It is one of those cases where two rates short paid is arguable. The weight written on the cover is '1 oz' which is the top limit for a two rate postage and yet alongside is also written '1/3', ie 2 rates of 6d, plus half rate fine of 3d. An initialled '1/6' is added which is the amount to be collected from the recipient. Note also that this was now 'an irregular letter' and carries the Canadian Pkt. handstamp.

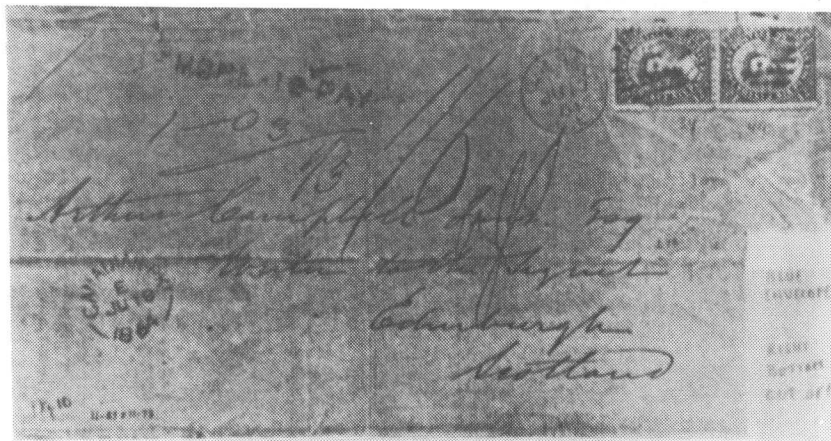


Fig. 6

Fig. 7 illustrates another irregular letter of an earlier period. The letter is directed by Canadian Mail and prepaid 7½d Cy., the equivalent to 6d Sterling. Being handstamped '2' and 'More to Pay' would indicate that the next mail leaving Hamilton for the U.K., was via New York and the Royal Mail Packet. That this is what happened is confirmed by the Liverpool receiving mark 'BR PACKET' Ap 24 1859. Hamilton, being a shorting office for transatlantic mails, would also have added the manuscript 'Fine 6d' which then added up to 8d. This '8' was repeated in England and was the amount to be collected from the recipient. Of this amount 5d, ie 2d plus half the fine, 3d, would be credited to the Canadian Post Office account.

The stamp itself is not tied to the cover as it is only pen cancelled.



Fig. 7

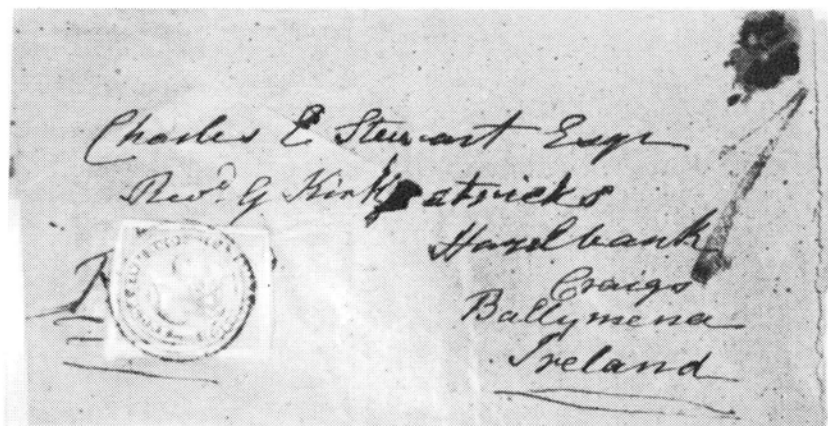


Fig. 8

Figure 8 illustrates an undirected wrapper of circa early 1859 carrying a newspaper to Ireland. The $\frac{1}{2}$ d stamp is tied by the four ring 30 hammer of Peterborough. The writing under the stamp appears to be 'PAID'. From Peterborough, mail for the United Kingdom was sent to Kingston for sorting, checking and bagging. Here the next bag must have been for Boston or New York and the Cunard Mail Packet. Newspapers carried through the

United States were liable to a transit rate of one penny each and was collected from the recipient. The mail bag would be offloaded in Ireland and as there is no receiving backstamp its date of arrival is not known. It is not possible to say with certainty which packet boat carried the mail. It is probable that the '1' handstamp was applied at Kingston.

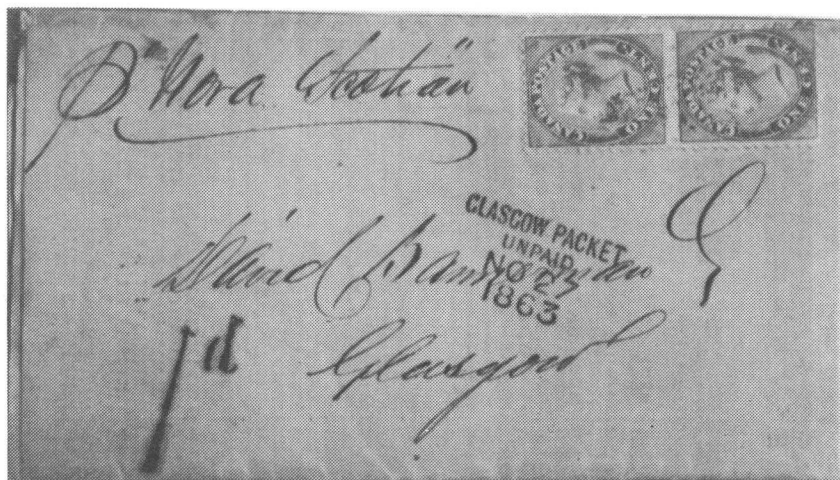


Fig. 9

Figure 9 illustrates a folded Thos. W. Raphael's Circular of current prices and forward information, dated Montreal November 13 1863. It is prepaid two cents, the correct rate for such an item, and directed to be sent by the Canadian Packet 'Nova Scotian' leaving Quebec on the 14th November. The stamps are cancelled by a very indistinct four ring 27 numeral mark. According to the records the ship arrived in Liverpool on the 26th but as this circular was addressed to Glasgow it would be put off at, possibly, Derry, and sent directly to Glasgow by another vessel. The Glasgow receiving handstamp is dated NO 27 1863 with the words 'UNPAID' as part of the handstamp. The prominent '1d' was added by handstamp but the ink used was not that of the Montreal ring cancel. The circular weighs under one ounce and should not have been surcharged for excess weight. So the question is — Why was the extra 1d necessary? The late J. J. Bonar once owned this and another similar market report but dated 1861, two years earlier, and also showing the same Glasgow UNPAID handstamp and also 1d surcharge. He could not find any reason for the claim as they were carried by Canadian ships which, according to the records, were on the Quebec to Liverpool run. On the illustrated cover the penny claim would be legitimate if the mail had travelled on a Cunard ship but a boat of this line had just left Boston on the 11th November, before the date on the circular.

The contents of the Raphael Circular is very interesting in that it contains a glowing report on the West coast of America and its white wine industry. It states that new supplies are on their way via Cape Horne and are expected to dock in a few weeks time.

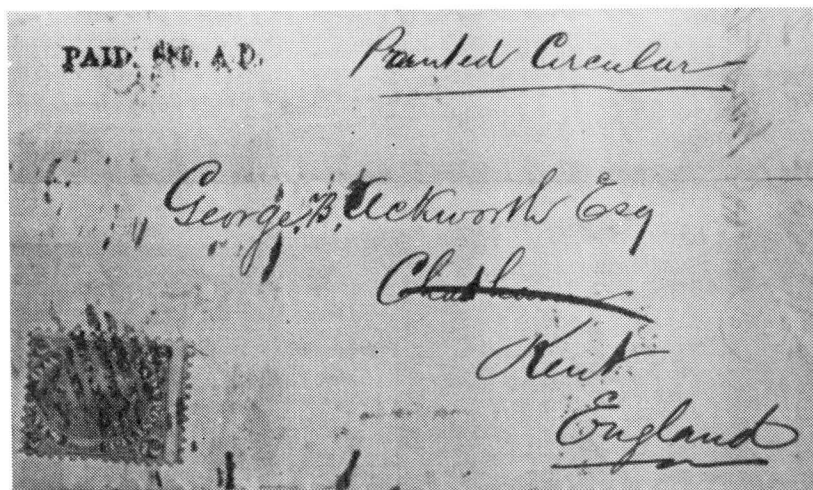


Fig. 10

Fig. 10 illustrates a printed circular sent from Toronto to England which was prepaid 2 cents and not surcharged. The circular is dated Toronto December 1866 and an arrangement must have been made to debit the cost to a numbered account. There are two backstamps, the first Chatham De 28 1866 and the second Rochester De 29, showing that it was redirected without any further charge.

The records show that the boat most likely to have carried this mail was the Canadian Packet 'St. David' which left Portland on December 15th and arrived at Liverpool December 28th. How quick the Postal service was to get it to Chatham the same day!

(to be continued)

SOCIETY TIES

By popular request a further supply of Society ties has been obtained; they feature the Society's logo on a plain ground and can be obtained from the Secretary at £5 each. Overseas members should add 30p for postage (sea mail) or 80p (Airmail). A small number of ties with a green background, as previously supplied, have been secured together with a supply featuring a navy blue background.

1864 FORERUNNER OF REPLY-PAID MAIL

by L. George Bellack

I have recently come across and acquired an interesting Montreal Drop Letter cover which suggests just this. What aroused my curiosity was the fact that the cover had been re-used by the recipient, by turning it inside out and despatching it to the original sender.

Both sides are franked with the 1c stamp of the first decimal issue (S.G.29) paying the then applicable drop letter rate. On its outward journey, the "top stamp" was postmarked Montreal 8th August and on the return trip the Montreal c.d.s. on the other stamp is dated 9th August.

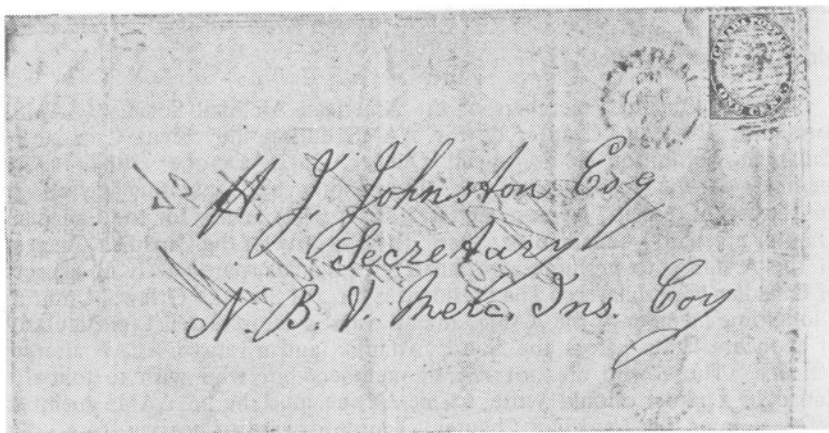


Fig. 1

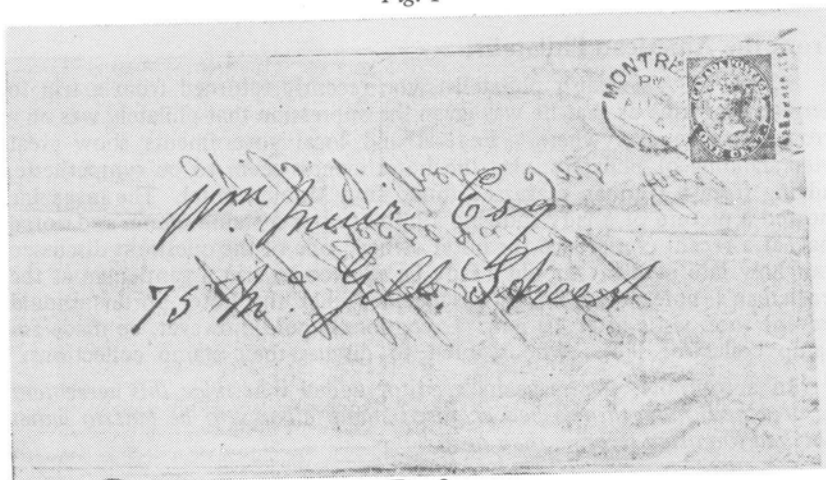


Fig. 2

Since, as Figs. 1 and 2 clearly show, the handwriting on both addresses is identical, one can surmise that the original sender, Wm. Muir, writing to the Secretary of a local insurance company not only asked for a reply by re-addressing the letter, but also paid for the reply. After all, Wm. Muir was clearly determined to "facilitate" H. J. Johnstone's response to his letter and simply providing his address would hardly have been enough of an incentive.

How debatable does this premise appear to other readers of *Maple Leaves*?

LETTERS TO THE EDITOR

Mr. R. K. Malott writes:

Twelve Canadian members of the American Air Mail Society (AAMS) formed a Canadian Chapter of the AAMS during the recent Canada 84 Philatelic Exhibition at Montreal, Quebec, 25-28 October 1984. Any member of the AAMS may join this chapter by contacting myself at 16 Harwick Crescent, Nepean, Ontario, K2H 6R1. Dues for the Canadian Chapter are \$5.00 Canadian per year. The objective of the Canadian Chapter of the AAMS is to promote aerophilately in Canada, particularly all aspects of Canadian aerophilately. The President is Mr. Pat Sloan of Ottawa, Ontario, a long-time member of the AAMS, an enthusiastic aerophilatelist (particularly of pioneer flights across the South Atlantic, and a retired RCAF aircrew officer). Those who are not AAMS members but who wish to join the Canadian Chapter should write to me as one must be an AAMS member before joining the Canadian Chapter. I look forward to hearing from your readers.

From the American Philatelist :—

"Trust — A Swedish philatelist who recently returned from a trip to Germany informs us that he was given the impression that philately was on a strong increase everywhere. Federal and local governments show great understanding of philately; also the hotel owners seem to be sympathetic, judging from a German magazine found in a Munich hotel. The magazine showed a picture of a lady showing a hotel porter a stamp album and noted that, at a recent conference for hotel owners, one of the questions discussed was 'how late at night should a lady be allowed to visit a gentleman at the gentleman's hotel room?' It was decided that the hotel porters should prevent such visits after 10 p.m. Exceptions should, however, be made for stamp collecting ladies who wanted to discuss their stamp collections."

In a footnote, the magazine's editor added that *since this agreement was reached, many hotels had acquired stamp albums to be lent to ladies who had forgotten to bring their own!*

PRESIDENT'S MESSAGE from Margaret A. McGregor

Once again it is January and the time of year when a New Year message is sent from your President telling you of the venue for next year's Convention. I am very conscious of the honour bestowed upon me as President of your Society and hope the Convention will be a happy one. The Society meant a great deal to my late husband and I have been very grateful over the years for the opportunity to keep in touch with old friends.

The 40th Convention 1986 will take place in Pitlochry, Perthshire, from Wednesday 1st October — Saturday 4th October, and the venue will be the Pitlochry Hydro Hotel. Those who golf bring your golf clubs.

Pitlochry can be reached quite easily by road and rail.

I extend a warm welcome to you all and hope you will take the opportunity to see some of the lovely countryside. Further details will appear in the April issue of *Maple Leaves*. Meanwhile do look out your material for the Auction which will be in the capable hands of Mr. Geoffrey Manton and Mr. John Parkin.

Please send your LOTS to Mr. John Parkin, 12 Lime Grove, Ashbourne, Derbyshire, DE6 1HP, as soon as possible.

In conclusion I wish you all a Happy New Year and hope to see you at Convention.

1986 CANADA STAMP PROGRAMME

13 February	—	34c Winter Olympics — Calgary 1988
26 February	—	24c, 39c EXPO 86
14 March	—	\$5 La Mauricie National Park
2 May	—	34c, 68c EXPO 86
9 May	—	34c Canadian Forces Postal Service
22 May	—	34c Birds (block of 4)
27 June	—	34c Canada Day — Explorers (block of 4)
23 June	—	34c CBC — 50th Anniversary
29 August	—	34c Science and Technology (block of 4)
5 September	—	34c James Macleod/Chief Crowfoot
15 October	—	34c Winter Olympics (pair)
29 October	—	34c, 39c, 68c Christmas
21 November	—	34c (pair), 39c, 68c Trains

NEW SQUARED CIRCLE DISCOVERIES

by J. L. Winmill and R. B. Winmill

Before their fine work was published in 1981¹, Glen Hansen and Bill Moffatt each spent years carrying on the pioneering works of the late Dr. Alfred Whitehead. Yet, despite all the years spent in research, new finds are being made every day. This book will no doubt not be revised for many years to come for various reasons. Hence, to keep students aware of new finds, and to stimulate further interest and research, it is important to publish articles periodically, which will serve to motivate all students, old and new alike.

Below, are outlined new finds, some on new material recently discovered and others gleaned from auction catalogues, estate material and private collections. Finds which revise either the main text or the appendices are included provided they extend a period of use, indicate previously unknown usage or further study in indicia errors, except for inverted "8" 's.

Barred Circles

Hamilton JA 19 6P 92 – This is a new early date.

Montreal – Hammers II, IV and V are all now recorded on the map stamp.

This means all five of these hammers are now known as map covers.

Type I Squared Circles

Beeton – The first strike of this hammer on map cover (JU 21/99) has been found. No Beeton strike was previously known.

Byng Inlet North – A cover is now known.

London (2nd state) – AM is now known to JA 30/95.

Shannonville – "1" is definitely known to AU 12/93. Three map covers are now recorded.

Type II

Canso DE ?/99 is known. This is a new late date. Two strikes are known on map stamp and a further example on cover was sold by Wm. Maresch some years ago. Two map covers are also recorded.

Kentville OC 6/93 – This is a new early date.

Lunenburg JU 3/99 – This date on map is a new late date.

Fredericton AM JA 20/94 – This is a new earliest date of use.

Aylmer (East) 2 FE 12/95 – This is the first timemark recorded.

Iberille – Also known in 1904.

Magog – The purple coloured strikes noted on the 7c goose stamp also exist on the 8c small head.

Richmond – The /30 year date error also exists with a date ending in "2" hence the error is known for at least three separate dates.

Waterloo JA £ 5 (25)/99 – This magnificent goof appears on a map cover.

Bracebridge – Two covers are now recorded.

Brantford Blank DE 2/96 – Normally the indicia AM/PM were employed.
This strike is now known both on and off cover on map.

Cache Bay – This is known on map stamp now.

Goderich – Further indicia errors include JA 70/99 and NO 3 07.

Gravenhurst PM MR 5/o0 (one large and one small zero) – Obviously an error.

International Bridge DE 4/93 (bluish purple) – This colour is not noted in the book.

Kingston (Hammer II) – Two peculiar indicia have been noted, 04 JU 6/94 & 14 JU 16/98. A December 8/98 map cover is well known. This represents a new late date.

Leamington JA 21/£9 – This error is on the map stamp, hence the year is probably 1899.

Listowel MR 20/99 – Cannot be the latest recorded date as later dates are known on map and map cover.

Manitowaning – This is now known on map cover.

Markdale (Hammer I) – A cover dated FE 1/93 is known but backstamps reveal this to be 1894. (Proof date is SP 2/93).

Martintown /25 MR/9 (on map stamp) – This is further confirmation of both 1898 and 1899 dates for this error.

Merrickville – Three line dates are known from at least OC 25/01.

Mount Brydges – Numerous indicia errors exist from 1905 onwards.

Oxford Mills OC 49/S6 – Note the weird indicia error.

Perth NO 89/? (probably 1897) – This is obviously an error. Probably on the ninth, the date was inserted without removing the previous day's date.

Pontypool – Now known on cover.

Prescott FE 23/01 – This is a new late date. 20 has also been observed but due to the position of the strike the date is unknown. JA 71/98 is known and presumably represents either January 12 or 21. PM is known inverted OC 25/95.

Rocton – This is now known on map cover.

Seelys Bay – While 11 as a time mark is known, it was discovered on cover in 1983!

Smiths Falls – This is now recorded on the 15c large head. The missing “0” in many 1900 dates is almost certainly due to an improperly registered “0” as numerous covers have been recorded with partially formed “0”s and proper indicia exist for some dates with the alleged error.

Stouffville – The timemark also exists for AP 6/00 (on map), this being a new late date reported for this timemark.

Strathroy – A Jubilee cover is now known.

Sudbury AP 12/95 – This is a new early date.
 Tara – Several map covers are now known.
 Thornbury 01/AP/96 – This marking on cover is AP 10/96, with back-stamps confirming it!
 Thornhill – 1907 strikes are also now known. At least four map covers are now known.
 Weston – A brownish strike also exists MY 1/99 on map cover.
 Woodville – This strike was erroneously recorded on map stamp by the late Nels Pelletier who misidentified a Wooler. Because of this, no 1899 date is known either.
 St. Boniface – Now known as 15c large head.
 Hartney – At least two map covers are known.
 Grenfell – Now known on Jubilee.
 Maple Creek – A map stamp with a strike dated DE 20/99 exists and this represents a new late date.
 Moose Jaw – A second hammer may exist for this town.
 Edmonton AP 22/29 – This is a new late date.
 Lethbridge – At least two map covers exist.
 Kamloops AU 30/00 – This is a new late date.
 Union FE 8/94 – This is a new early date.
 Victoria (Hammer I) – This strike is now recorded on 5c RLS.

It is certain that over the next few years, many new squared circle finds will be made and reported. Hopefully such reports will serve to stimulate ever increased levels of interest in these fascinating cancels. To state that the squared circle field is dead, is silly. A new Kingston hammer was discovered only a couple of years ago, and now it is highly likely that two Calgary hammers exist, hence one new one will have been discovered. It will be many years yet, before we can claim to know all there is to know about these cancels – if indeed we ever can!

1. Moffatt, Dr. W. G. & G. Hansen, *The Squared Circle Postmarks of Canada*, Altona: D. W. Friesen & Sons Ltd., 1981.
-

POSTAL AUCTION

It is proposed to run a postal auction on similar lines to the one held in January 1985 but in order that this will not clash with material required for the Convention Auction, the auction will not be held until April, 1987. Once again Roger Grigson will be in charge of accepting lots but members should watch for further information in *Maple Leaves* sending any lots as these will not be accepted until after the closing date for the Convention Auction.



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ADMIRAL NOTEBOOK (Part 14)
by J. Hannah, F.C.P.S.

2 Cents — Plates 25 and 26

While Marler groups these plates with Plate 18 and part of Plate 17 with no nick in the upper right corner which had been evident in Plates 19 to 24, I have a number of copies with dates from January 1913 through to April 1913 with the identifying breaks in the vertical line of the right numeral box, and I have allocated them to Plates 25 and 26 as a separate group.

One of the objectives of these notes has been to illustrate as well as providing descriptive notes on recorded plate varieties. From this group of plates I have selected three plated subjects.

The first recorded example has extensive evidence of re-entry in the lower half of the stamp with doubling of the top and the numerals in both boxes, in the letters "WO" of TWO and the doubling continues in almost all the horizontal lines in the lower right spandrel extending even into the numeral box, and also in the portrait oval. The print which I expect will have to be reduced in size to fit the magazine page should show the doubling in the lower right quarter of this stamp. I have two copies of this variety and in both cases there are also traces of doubling of the outer frame as well, being most evident above the numeral box. (Fig. 1)



Fig. 1

As Marler tells us there was comprehensive retouching of the upper right corner to remove the nick in the outer frame. In general this work seems to have been well done. I have several stamps where it appears that the spandrel was also retouched in this area and I would submit two examples to illustrate this.

In the first there is a medium line added to close the spandrel from just below the top line down to line 13. The top horizontal line has also been strengthened and tends to slant upwards at the corner. These lines fail to meet. In both my copies there is also a very short line projecting inwards from the outer frame. The other short line to be seen on the print just below this point, is in fact not part of the design and is not constant. This listed variety is from Plate 25, upper right pane, stamp 14. (Fig. 2)



Fig. 2

In the second example, which is the stamp below the previous subject on the printing plate, there is again the vertical line added in the upper right, and in this case the top horizontal line has been doubled by retouching. This stamp is from Plate 25, upper right pane, stamp 24. (Fig. 3)

This article concludes my notes on the Original Die plates for this value. I hope my comments have been helpful to collectors of this issue. The Retouched Die plates is another story.

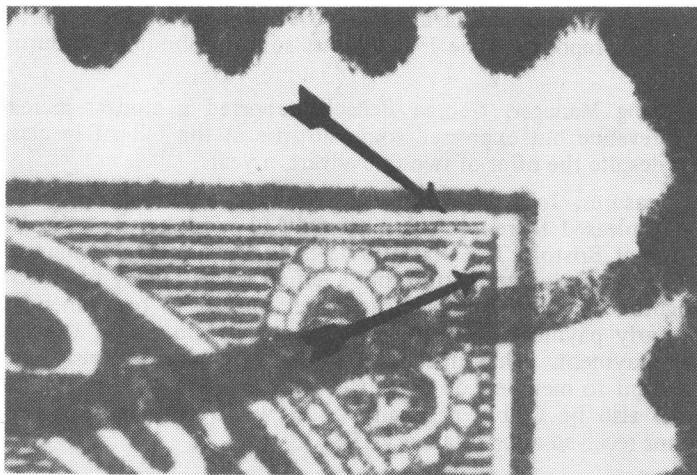


Fig. 3

FROM THE SECRETARY

The following are the salient points arising from this year's A.G.M., held at the Chequers Hotel, Newbury, on 31 August 1985. A full version of the minutes can be obtained from the Secretary; similarly a full statement of accounts can be obtained from the Treasurer. SAE would be appreciated.

Mr. G. E. Taylor was the only member to respond to the call for a new Assistant Editor and he was duly elected.

Following the death of Matthew Carstairs, FCPS, two vacancies were created, one on the Handbooks Committee, the other as co-ordinator for the expertising service. The Secretary agreed to look after these matters; consequently any member with a manuscript felt to be suitable for publication should contact him, similarly any member seeking an opinion on the authenticity of a stamp or cover should forward it to him.

The Editor expressed his thanks to Mr. Lew Warren for kindly preparing the index to Volume 19 that was despatched with the October issue of *Maple Leaves*.

The Packet Secretary, Roger Grigson, reported only 81 books received for circulation during the year so, with 10 circuits to be serviced, it meant that two of them would not see a packet this year. The Exchange Packet is a popular service for members but can only flourish if more members provide books for circulation; only 19 did so in the year under review which is most disappointing. The new venture, a postal sale, was poorly supported both in terms of vendors and buyers, nevertheless sales exceeded £500 and Mr. Grigson expressed willingness to run a similar sale in 1986.

President Tom Almond, having taken over handbook sales following Dr. Carstairs' death, reported some 170 volumes sold for about £770 during the year.

Advertising Manager, George Bellack, reported a modest increase in advertising revenue but expressed some surprise at the fall-off in classified advertising despite the offer of two free adverts a year.

The Treasurer, John Hillson, having forecast a substantial deficit for 1983/4, was pleased to report a loss of only £17 for the year, thanks to a good auction at Bristol. The year 1984/5 is likely to show a surplus, thanks again to a good auction at Buxton, but a deficit is again likely for 1985/6 on current figures. In the circumstances he felt unable to recommend a discount for early payment of dues as at September 1986, rather a penalty of £1 for late payment. Thus dues for 1985/6 are £7, as previously notified, with a discount to members of £1 if paid before 1 December 1985; dues for 1986/7 will also be £7 but a penalty of £1 will be payable in respect of subscriptions received after 1 January 1987.

It was also agreed that the title of Assistant Treasurer be amended to Subscription Manager to avoid any confusion as to whom subscriptions are payable.

The following Officers were elected :—

President — Mrs. M. MacGregor	Advertising Manager — G. Bellack
Vice-President/Treasurer — J. Hillson	Publicity Officer — M. Cusworth
Secretary — D. Sessions	Subscription Manager — E. Burchell
Librarian — C. Banfield	Asst. Editor — G. Taylor
Editor — E. Killingley	Committee:
Packet Secretary — R. Grigson	Scotland — Miss E. Stephenson
Handbooks Manager — T. Almond	North — G. Whitworth

Mrs. MacGregor announced that convention 86 will be held at the Pitlochry Hydro Hotel from Wednesday 1 October to Saturday 4 October 1986.

Competition Awards —

- | | |
|-------------|---|
| Class 1 | 1. D. F. Sessions — Montreal, the Summer of '97 |
| | 2. F. Fawn — The Map Stamp |
| Class 2 | 1. The London Section — The 2c Registration Stamp |
| Class 3 (a) | 1. H. E. Duckworth — Transatlantic Mail |
| | 2. B. Stalker — T.P.O's of Newfoundland |
| Class 3 (b) | 1. R. Lockyer — 1972-77 Definitives |
| | 2. M. Russell — The Scroll Issue 1928 |

Trophies

Godden Trophy — D. F. Sessions	Admiral Cup — T. Almond
Bunny Cup)	Members Trophy — F. Fawn
Lees-Jones Trophy) — R. Lockyer	Aikens Trophy — H. K. Dodwell

The Founders Trophy was awarded this year to W. Gutzman in recognition of his published work on Patriotic Postcards.

NOTES ON THE 1985 CONVENTION

Convention this year visited the Chequers Hotel, Newbury.

On the Wednesday afternoon a welcome cup of tea awaited us in the lounge where there were keen collectors busily searching through bundles of covers and stamps. Others just gossiped and heard the saga of Tom and Jean Almond's car with no oil.

That evening Dorothy Sanderson entertained the philatelists with her display of a Pot Pourri of Postal History.

The study circle on Thursday morning was led by David Sessions when the King Edward VII definitives were under the magnifying glass. There was a lively discussion on the reasons for the issue of the 1908 2c imperforate stamps and the differences between these and the proofs.

A cruise in the afternoon on the KENNET and AVON canal was most relaxing and included afternoon tea on board. Neil Prior and other keen golfers enjoyed their afternoon on a local golf course.

An early dinner and the ladies were off to the Watermill Theatre to see a production of "Once upon a mattress". Back at the hotel Len Belle gave a display of covers illustrating the registration system. The rate on one cover he could not explain, but by the end of the evening the markings were unravelled. Lew Warren's Q.V.'s Maple Leaves and Numerals followed.

Competition entries were judged and displayed on Friday morning followed by Colin Banfield's collection of mourning envelopes and cards.

The afternoon excursion was a visit to Blenheim Palace. Poor Tom Almond found himself without the wherewithal to pay the entrance fee. He was soon bailed out and we entered the Palace. Our first guide continually interrupted her talk as each new person entered with the question "May I see your ticket please". This was followed by recordings of Sir Winston Churchill's speeches as we progressed and other guides said their piece.

We were walking around the gardens when Betty Stephenson realised she was without her cardigan. Search parties were dispatched to retrace her steps and the garment was found.

Fred Fawn provided a rich philatelic feast after dinner with his Gold Medal display of the Map stamp.

Saturday saw the usual meetings followed by the auction ably conducted by Geoffrey Manton.

At the reception and banquet there were three members from Canada: Dr. Harry Duckworth, Fred Fawn and Stan Lum.

Mr. R. Garrett, immediate past president of the Reading Philatelic Society, proposed the toast to the C.P.S. of G.B. to which the President replied. Alan Judd gave a delightful speech with his toast to the Ladies and Mrs. Esther Avery replied. Dr. John Gatecliff proposed the toast to the

guests and overseas visitors and also reported on his latest research into hotel toast.

Dr. Harry Duckworth replied with a very amusing speech. It was quite late when the party broke up.

Sunday, the end of another enjoyable Convention. As we took our leave from Tom and Jean we looked forward to meeting again in Pitlochry when our new president Mrs. Margaret McGregor would be there to greet us.

REPORT ON THE 1985 CONVENTION AUCTION

It is pleasing to report that all payments to vendors of material in this year's Convention Auction were despatched by November 2nd, that this was possible was due to prompt payment of accounts by postal purchasers. The continued interest of postal bidders can be gauged from the summary of sales listed below, where sixty out of eighty bidders were successful with one or more of their bids.

FLOOR SALES	182 lots	Sold at	£2,026.00
UK POSTAL SALES	83 lots	Sold at	£ 833.00
OVERSEAS POSTAL SALES	104 lots	Sold at	£1,688.50
	<u>369 lots</u>		<u>£4,547.50</u>
UNSOLD	151 lots	Est/Reserve	£1,135.00

A list of prices realised is available on request from Brian T. Stalker, the inclusion of a stamped and addressed envelope with your request would be greatly appreciated.

CAVENDISH AUCTION — 9th November, 1985

The collection formed by the late Dr. Matthew Carstairs, F.R.P.S.L., P.C.P.S. was auctioned on the above date, and the room was filled with potential buyers. A contingent of dealers came over from Canada and it was clear from the outset that prices were going to be high. Lots 1 & 2 for instance were knocked down at £1,300 and £1,500 against estimates of £175 and £180 respectively. One stamp that most of the members of the society knew Matthew had in his collection was the Coleman, Ont Type 1 squared circle on a 3c small queen. This was sold to a Canadian dealer for £3,200 against an estimate of £750. A rough estimate would indicate that at least 75% of the material on offer returned to Canada. Some 45 lots realised 4 figures and it would seem that the market for quality material is still very much in demand. When the Canadian dealers have sorted through their lots perhaps we shall have the opportunity of repatriating some of the items for our own collections.

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BOOK REVIEWS

CANADIAN MAIL BY RAIL 1836-1867 by L. F. Gillam, F.C.P.S.

This work on the history of Canada's pioneer railways deals in far greater detail with the history and postal markings of the individual railroads than in previous books on the subject. Apart from details of the railway post offices in far greater detail, there is ample information on the railroads themselves and the locomotives which were used at the time, including numerous illustrations, maps and reproductions of all known postmarks of the period. Anyone having a copy of the Author's previous publication – "A History of Canadian R.P.O.'s, 1853-1967" will not need reminding of the meticulous research which has gone into this new emission. Published in a strictly limited issue of 500 copies and available only from the author – L. F. Gillam, F.C.P.S. at 66, East Bawtry Road, Rotherham, S. Yorks S60 4BU. Price £12 (\$15.50).

THE FIVE CENTS BEAVER STAMP OF CANADA by Geoffrey Whitworth, F.R.P.S.L., F.C.P.S.

The original study of the five cents Beaver stamp set out to resolve how many printing plates were actually used during the ten year period of the stamp. At first it was thought that nine plates were used but by 1939 this was revised to two. The conclusion of this work is that only one steel printing plate was ever prepared and that it was repaired ten times giving eleven states to the plate.

All the previous information published on this value has been collated under this one heading and for any student of the 1859 issue this book is a must. Extremely well illustrated pages of the flaws in the various positions in the sheet enable the stamps to be readily plated.

The book is available from the Royal Philatelic Society, London. Price £7.50 which includes U.K. postage. Air mail postage overseas extra.

POST OFFICES OF ALBERTA

This publication follows the success of the book on British Columbia Post Offices last year by the same authors. Once again it has been computerised in order that it can be up-dated in the light of new information. Opening and closing dates of the offices are given in most cases and it contains a wealth of information for the postmark collectors of Alberta. Copies will be available from the Handbooks Manager in due course and prospective customers should watch the back page for an announcement.

CANADA SPECIALIZED POSTAGE STAMP CATALOGUE 1986

This latest edition once again extends the scope of the catalogue by again including a listing of the Four Hole Perforated O.H.M.S. as well as a new listing of the Five Hole Officials. There is now a Commemorative Index so that any stamp may be easily located in the catalogue by its subject matter. A listing of the Bahamas Special Delivery stamps used on cover from Canada has also been provided. Available from the Handbooks Manager (see advertisement on the back cover).

LETTERS TO THE EDITOR

Mr. Fred Fawn writes :—

“Newbury” has come and gone but while it is still fresh in my mind I would like to express my thanks to the many members who helped to make my first visit to the C.P.S. of G.B. Convention such an enjoyable occasion. Transportation to the hotel upon landing in the UK and back to Heathrow upon departure by the welcoming team of President Tom and Chauffeur-Librarian Colin was much appreciated. The congenial and relaxed atmosphere; the large array of interesting philatelic conversations broadened my philatelic knowledge but, unfortunately, rendered the convention weekend all too short.

My greatest surprise was that the hotel tariff included breakfast and dinner. Other pleasantries were: a complete absence of registration fee, optional sight seeing trips and even optional banquet. My one and only regret was that I did not tape the award banquet proceedings. Mr. Judd's toast to the lovely ladies was an all time classic. “Like Zsa Zsa Gabor's fifth husband who knows what to do but don't know how to make it interesting!”

I look forward to participating in future conventions.

P.S. The Society tie that was so kindly bestowed upon me will be worn with only my best suit.

Mr. P. E. Woodland writes :—

I am enclosing a slightly enlarged photo-copy of an 1897 Jubilee 20c which I have in my collection showing an apparent extraneous foreign body on the printing plate in the bottom margin.

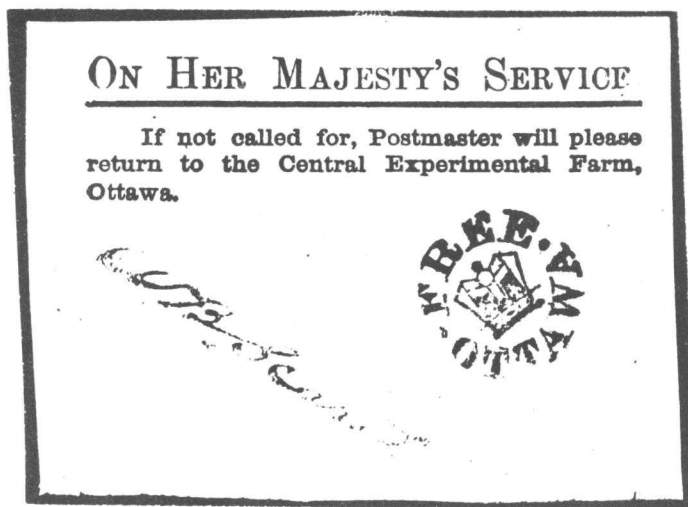
Are any other similar copies known please?



The Yellow Peril writes :—

Re: C. Leigh Hogg's inquiry on the crown postmarks in the August issue of *Maple Leaves*

Perhaps this photocopy will provide the clues to enable Mr. Hogg to research this marking.



This attractive miniature Ottawa crown, encircled by the words "FREE OTTAWA", appears to be a handstamp used by the Central Experimental Farm to designate official mail. It was not a postal marking device even though it (and other markings such as "PAID, TOO LATE, FREE" etc.) was sometimes used to cancel stamps. A virtually identical illustration of this free frank is illustrated on page 64 of Robson Lowe's "PRICED CATALOGUE OF THE HAND STRUCK POSTAGE STAMPS OF THE BRITISH EMPIRE (1680-1900)".

The facsimile "WB Scarth" signature should assist Mr. Hogg to pin-point the period this marking was used.

Lt-Col. D. M. C. Prichard, F.R.P.S. writes :—

Messrs Thomas Prosser & Son

Many early Canadian covers were addressed to Messrs. Thomas Prosser & Son, 28 Platt Street, N.Y. In *Maple Leaves* of August 1977 I asked whether anyone knew the nature of the business carried on by Messrs. Prosser. There was no reply.

In the Maresch Sale of 22 May 1985, however, there were two covers dated 1860 and 1861 addressed to Messrs. Thomas Prosser & Son, Patentees. This may be the answer but not necessarily the whole scope of their business.

NOTICE OF
5TH PUBLIC AUCTION



OUR *FIFTH PUBLIC AUCTION* WILL BE HELD IN *MARCH 1986*, ON OUR PREMISES AT 185 QUEEN STREET EAST. PLEASE CONTACT US FOR A COPY OF THE CATALOGUE.

AS ALWAYS OUR CHIEF INTEREST IS IN B.N.A. SINGLES, SETS, POSTAL HISTORY, COLLECTIONS AND WHOLESALE LOTS, BUT WE WILL SELL ANYTHING OF PHILATELIC INTEREST FROM THE WHOLE WORLD.

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The London Section of the C.P.S. proposes to host a
ONE DAY SEMINAR

on a Saturday during April - June 1986. The venue will be in a central accessible area of LONDON commencing at 10.30 a.m. through to 4.30 p.m. with coffee and lunch breaks.

To enable adequate accommodation to be arranged we will welcome members indicating their intention to attend and perhaps display 15-20 sheets. Your prompt reply will be appreciated to :-

London Section Secretary:

L. E. Warren, 82 Cleveland Road, WORTHING, Sussex BH13 2HE.
Telephone - Evenings - 64170

Full details will appear in the next issue of *Maple Leaves*.

AMENDMENTS TO MEMBERSHIP TO 14 NOVEMBER 1985

New Members

- 2455 PIERCEY, David J., 318-5925-63St., Red Deer, Alberta, CANADA, T4N 6K7.
PH (Arctic)
- 2456 WILBY, J. Bruce, 40 Seaview Drive, Port Moody, B.C., CANADA, V3H 1N7. C.
- 2457 GARTLAND, Trevor E., c/o Airwork Ltd., PO Box 18929, Salalah, Sultanate of Oman. PH, FF, PB, RPO, F, A, CGE.
- 2458 TYLER, Geoffrey P., 134 Warren Avenue, Shirley Warren, Southampton, Hants, SO1 6AE. C, CGE, CEN.
- 2459 DODIER, Robert, CP 473, East Angus, QC, CANADA, JOB 1RO. CS.
- 2460 LYON, Reginald D., 44 Scott Close, St. Athan, Barry, S. Glamorgan, CF6 9JL.
C, CGE, FDC.
- 2461 WILKINSON, Thomas R., 210 Lodge Lane, Grays, Essex, RM16 2TH. C.
- 2462 MANCHEE, Eric B., 2420 Rector Avenue, Ottawa, ON., CANADA, K2C 1M3.
PH, PA.
- 2463 ROBERTSON, Peter A. T., 26, Recreation Avenue, Leigh-on-Sea, Essex, SS9 3JX.
C, B, CR-CGC.

Reinstatement

- 1758 TOWNSEND, Prof. W. Godfrey, Silver Howe, 61 Iffley Turn, Oxford, OX4 4HN.
CR-CGC, P, PH.

Resignations

- 2414 Jones, J. E.
1934 Knighton, J.
2135 Purcell, J. L.

Change of Address

- 89 Anderton, J. - 39 Southlands Avenue, Thornton, Bradford, BD13 3BQ.
- 1040 Charron, J. - 30 Boul. Quinn #402, Longueuil, PQ, CANADA, J4H 4B3.
- 2250 Gordon, Dr. Z. M. - 2002 Bathurst St., Apt. C, Toronto, ON., CANADA, M5P 3L1
- 2162 Krawec, T. - 43 Education Rd., N.W., Calgary, AB., CANADA, T3A 3K8.
- 1876 McGuire, C. R. - 24 Parkside Crescent, Nepean, ON., CANADA, K2G 3B5.
- 2106 Parama, R. - 302 Sonoda Yamate House, 11 Suwa-Cho, Naka-Ku, Yokohama 231, JAPAN.
- 2353 Shanks, T. P. - 72 Ivygreen Road, Chorlton-cum-Hardy, Manchester M21 1EX.

Revised Membership - 560.

CLASSIFIED ANNOUNCEMENTS

Reserved for members' free classified advertisements.

Please note that these must not exceed 30 words.

Any excess wording will be charged at the rate of 4p per word.

WANTED

WANTED: George V, Admiral Flag Covers, Early Admiral Coil Covers Starters and Ends. Fred Goodhelpsen, 5508-90 Ave., Edmonton, Alta, Canada, T6B 0N9.

WANTED TO BUY: Blocks with two adjacent straight edges to assemble the cut across centre of a four hundred pane of the Admiral Issue of Canada. Robert Bayes, Box 86456, N. Vancouver, B.C., V7L 4L1, Canada.

WANTED: Rodney, Port Hope and Southampton, Ontario Covers and PPC'S. Any Period. R. Baker, 29 Milbury Crescent, Bitterne, Southampton, SO2 5EN, England.

RE-ENTRIES — Interested in all issues 'though favour Small Queens through Edwards. Please send with asking price or write: Ralph E. Trimble, P.O. Box 532, Stn. 'A', Scarborough, Ontario, Canada, M1K5C3.

Send in your FREE Wanted or For Sale advertisement to
the Advertising Manager

Address — opposite

*Remember — Members are entitled to 2 free advertisements
per year — we have the space!*

Successful Marketing

Selling a stamp collection is not a simple exercise if the value of any one country in that collection is more than £200. The basic reason why we hold such a variety of sales is to simplify the work of those marketing the sales. The costs of printing and posting catalogues for the R.L.O. is over £100,000 a year. If we made all these auctions general sales, then the cost would be nearer £200,000. This aspect is easily understood when you consider the possibility of a Greek specialist buying British stamps.

Of course the vendor's basic interest is to get the highest nett sum for his sale. This can only be achieved in a specialists market by the auctioneer seeing that as many collectors as possible who are interested in a particular theme know about the auction through advertising, personal letters or catalogue subscription.

Then there is the X factor which we do not describe, as we can see no reason we should teach others our particular marketing skills. The X factor is a form of publicity which is basically illogical. One gambles £10,000 to £20,000 a year on illogical publicity in several different forms. Part of the money is completely lost, much of it shows no appreciable return but several times every season the X factor comes home and a new market is formed.

Look down any of our auction programmes and see how the sales are geographically lotted. Now look at any other auctioneer's programme. Do you see the difference? Now you know what we mean by

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Assistant Editor:

G. E. Taylor, 38 Lumley Road, Horley, Surrey, RH6 7JL

Publicity Officer:

M. R. Cusworth, 12 Near Bank, Shelley, Huddersfield, HD8 8JE

CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

Books available — January 1986

NEW

1986 Canada Specialised Catalogue, Maresch & Leggett	£4.00
Post Offices of New Brunswick, 1783-1930, G. E. Macmanus . .	£15.80 + £2 p&p
The Nova Scotia Post, J. J. Macdonald	£15.50 + £1 p&p

★SPECIAL OFFERS

Canada Varieties of the Queen Elizabeth Era (1972) — 2 vols. K. Pugh . . .	£2.00
Ref. Manual of BNA Fakes, Forgeries and Counterfeits — 3 binders, K. W. Pugh	£20.00 + £2 p&p
The Map Stamp of 1898, F. W. Tomlinson	£1.00
The Admiral Issue 1911-25, (1980 reprint), G. C. Marler	£4.50
Admiral Cancels, Hans Reiche	£1.20
The Pence Issues of Newfoundland 1857-66, R. H. Pratt	£25.00 + £2 p&p
A Large Queen Report, Hans Reiche	£2.50
Collect Canada Covers, Ed Richardson	£3.50
The Postal History of the Post Card 1878-1911, A. L. Steinhart	£3.50
<hr/>	
The Early Rapid Cancelling Machines of Canada, D. F. Sessions	£6.50
A History of Canadian Railway Post Offices, L. F. Gillam	£5.00
Official Canada Post Cachets, D. Sozio	£2.50
Squared Circle Postmarks, Moffatt and Hansen	£27.00 + £2 p&p
Canada, The 1967-73 Definitive Issue, Irwin and Freedman	£12.00
Canadian Precancelled Postal Stationery, George Manley	£9.00
Canada and Newfoundland Postal Stationery Catalogue, J. F. Webb	£7.50
Canadian Patriotic Postcard Handbook, W. L. Gutzman	£8.00
Catalogue of Canadian Railway Cancellations, L. Ludlow	
including annexes 1, 2 and 3	£17.50 + £2 p&p
The Admiral Issue, G. C. Marler	£22.00 + £2 p&p
The Semi-Official Air Stamp of Canada 1924-34, Longwith-Davies	£4.95
Canada Meter and Permit Stamps, Yan	£7.00

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JOURNAL OF THE
CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN

Maple Leaves

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Whole No. 207

Vol. 20 No. 3

April 1986



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MAPLE LEAVES

Journal of

THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

INCORPORATED 1946

Founder:

A E. Stephenson, F.C.P.S.

Edited by: Eric Killingley,

16 St. James Road, Bridlington, North Humberside, YO15 3PF.

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and are not necessarily endorsed by the Society

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Annual Subscription £7 – Due 1st October

Vol. 20 No. 3

APRIL 1986

Whole No. 207

EDITORIAL

Apart from the list of officers which appears inside the back cover of *Maple Leaves*, it may not be generally known that there are other volunteers in the Society who assist with important tasks relating to each issue of *Maple Leaves*.

One of these is well known to members namely my ex-Assistant Editor – Lionel Gillam. He undertakes the dispatch of the 560 odd copies of *Maple Leaves* to members 5 times a year.

The other was Len Davies who for a number of years now has been in charge of the addressograph, which entails keeping the plates up to date in accordance with the list of amendments each issue. In addition a set of envelopes has to be prepared and sent to the printers in time for each issue. Unfortunately Len died suddenly last October and a temporary substitute was found for the January and April issues but I am now appealing for another volunteer to take over this duty as soon as possible. Anyone interested who requires further details please get in touch with me.

Elsewhere in this issue you will find a notice regarding the one day seminar to be held by the London Section on the 21st June, 1986. This is an excellent opportunity for those members who are able to attend to meet fellow members and enjoy the displays and discuss any points with which they've been having difficulty. It will also give those attending who have not been to Convention some idea of the four days of events arranged for them during this annual get together.

THE CONVENTION EXHIBITION

The Annual Convention Exhibition provides an excellent opportunity for members to display their work in B.N.A. philately.

The competitive classes into which a display may be entered are as follows :—

- Class 1 Research and Study into any issue.
- Class 2 Displays entered by Regional Study Groups.
- Class 3a Displays of B.N.A. up to 1911
- Class 3b Displays of B.N.A. after 1911

Members are urged to plan their exhibits and send in the Entry Form enclosed as soon as possible. Non-competitive displays will be welcome, subject to available space.

In addition the Society has several handsome trophies, which the judges can award, at their discretion, to displays entered in the above classes.

The rules applicable to the Exhibition awards are :—

1. Amateur collectors only are eligible to compete.
2. The trophy to be held by the winner for one year.
3. A previous winner is not eligible to win the trophy (with the same exhibit) until three years have elapsed.
4. Entries must not exceed the maximum of 18 sheets.
5. In making the award consideration will be given to Philatelic knowledge, presentation, condition and interest.

The STANLEY GODDEN TROPHY

For the best display of the Classic issues, postal history or postal stationery of :—

Canada to 1911 (to end of Edwardian era)
Newfoundland to 1911 (up to S.G.127)
New Brunswick
Nova Scotia
British Columbia and Vancouver Island
Prince Edward Island

The BUNNY Cup

For the best exhibit of the stamp issues, postal history stationery of Canada or Newfoundland after 1911.

The ADMIRAL Cup

For the best exhibit of the Admiral issues 1912-27, with emphasis on original research, or for the postal history or postal stationery of this period.

The LEE-JONES Trophy

For the best exhibit of the stamp issues, postal history or postal stationery of the Elizabethan period. Nine sheets will be accepted.

The MEMBERS Trophy

For the best exhibit submitted by a member who has not previously been awarded a silver trophy at the Society's Annual Convention Exhibition. All B.N.A. material will be eligible but should contain some theme on any subject or period, postal history, postal stationery, postmarks, or stamps. (Nine sheets will be accepted.) Only rules 1, 2, 4 and 5 apply to this award.

The AIKINS Trophy

For the best article of research in B.N.A. philately printed in *Maple Leaves* during the year prior to the Convention.

(Overseas members please note that entry forms will be enclosed with the June issue.)

SHORT PAID TRANSATLANTIC MAIL (Part 3)
by Geoffrey Whitworth, F.C.P.S., F.R.P.S.L. (continued)

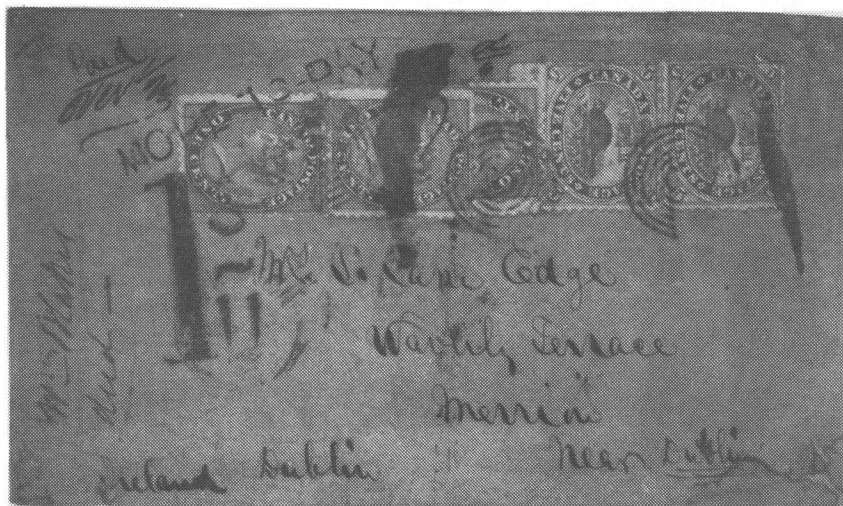


Fig. 11

Fig. 11 illustrates a letter prepaid $12\frac{1}{2}$ cents for the Canadian Packet mail but found to weigh 'over $\frac{1}{2}$ oz' and was marked 'MORE-TO-PAY 9d'. It was posted at Bentinck on November 3rd 1863 and the bisected 1 cent stamp must have been accepted there. The Hamilton NO 4 1863 backstamp would indicate that it was made up there for transit to Portland and at that time would have been weighed. Upon arrival in Ireland the black inked 1^s and circular D handstamps would be added.

The letter inside must have been folded small and quite thick as the sharp cut off of the right hand target cancel makes it appear as though one stamp is missing. There are no signs that a stamp has ever been there and if only one stamp was missing it must have been of $12\frac{1}{2}$ cents value. If Bentinck had such a stamp in stock why not use two for the correct postage rate?

Fig. 12 shows a second letter from the same correspondence also bearing a similar bisect of a 1 cent stamp. The two halves do not fit together to make up one stamp.

This letter is dated NO 18 1863, only 14 days after the letter shown above. It is the one illustrated in Boggs Vol. I, and is only a front with no backstamps showing. This time the cover carries a $12\frac{1}{2}$ cents stamp and an

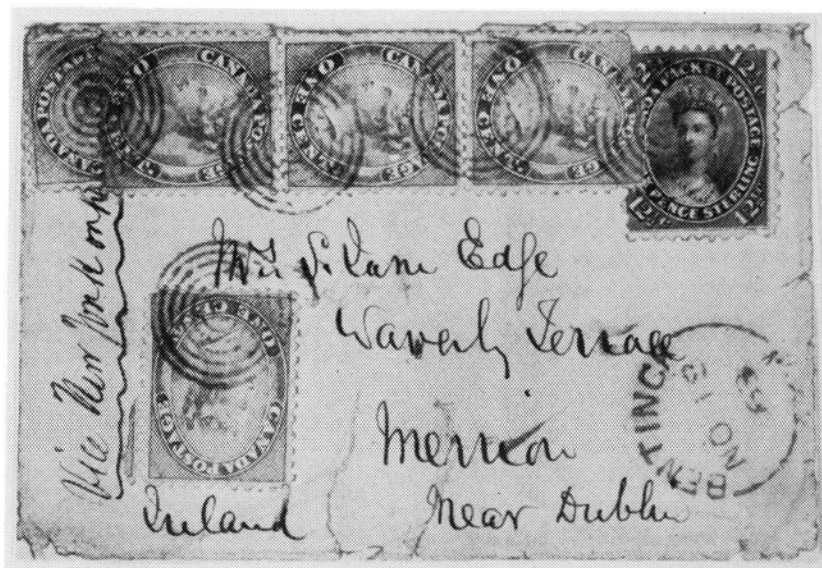


Fig. 12

extra 4½ cents is added to make up the rate for the letter to be sent via New York and the Cunard Packet.

It is interesting to note that at Bentinck a bisected stamp was twice accepted for transit to Ireland and that at Hamilton it was allowed to pass through.

THE SELKIRK CENTENNIAL 1912 POSTMARK by J. C. Campbell

Point Douglas (Winnipeg) was founded by Lord Selkirk in August, 1912. One project to celebrate the centenary in 1912 was a special slogan cancellation.

A new die has now been discovered (Fig. 2) and can be easily identified by the relationship of the lettering of SELKIRK to CENTENNIAL. In this case the card has been posted to a local address. Are there any other of these die 11 around or are there in fact more dies yet to be discovered.

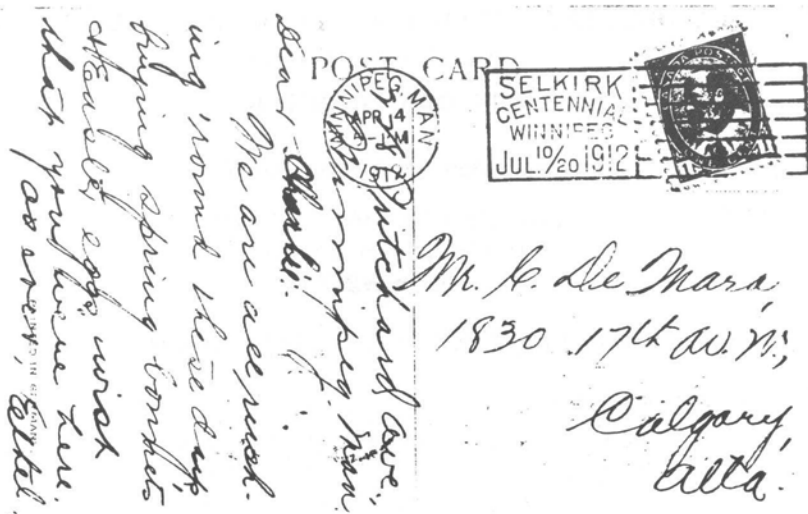


Fig. 1

The die most frequently seen (Fig. 1) appears from a random selection to have been mailed to out of city addresses.

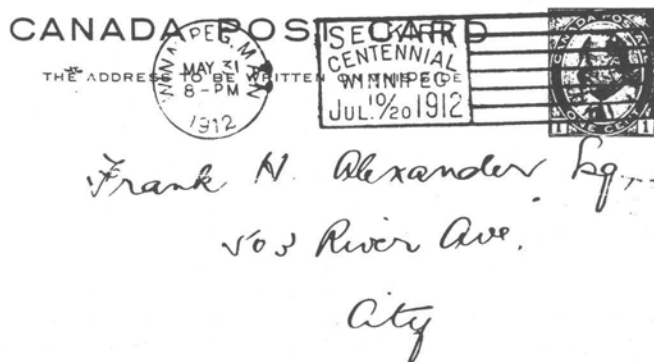


Fig. 2

CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

Invite all members to a

ONE DAY SEMINAR

on

Saturday, 21st June, 1986

at the

VICTORY SERVICES CLUB

63/79 Seymour Street

London W2 2HF

in the

ALLENBY ROOM & PLUMER ROOM

Programme of Events :-

10.00 - 10.15 a.m.	REGISTRATION
10.15 - 10.30 a.m.	COFFEE AND BISCUITS
10.30 - 12.00 a.m.	1st SESSION - 3 DISPLAYS
12.00 - 01.15 p.m.	LUNCH BREAK
01.15 - 02.45 p.m.	2nd SESSION - 3 DISPLAYS
02.45 - 03.00 p.m.	TEA BREAK
03.00 - 04.30 p.m.	3rd SESSION - 3 DISPLAYS

THERE WILL BE A CHARGE OF £2.50 PER PERSON

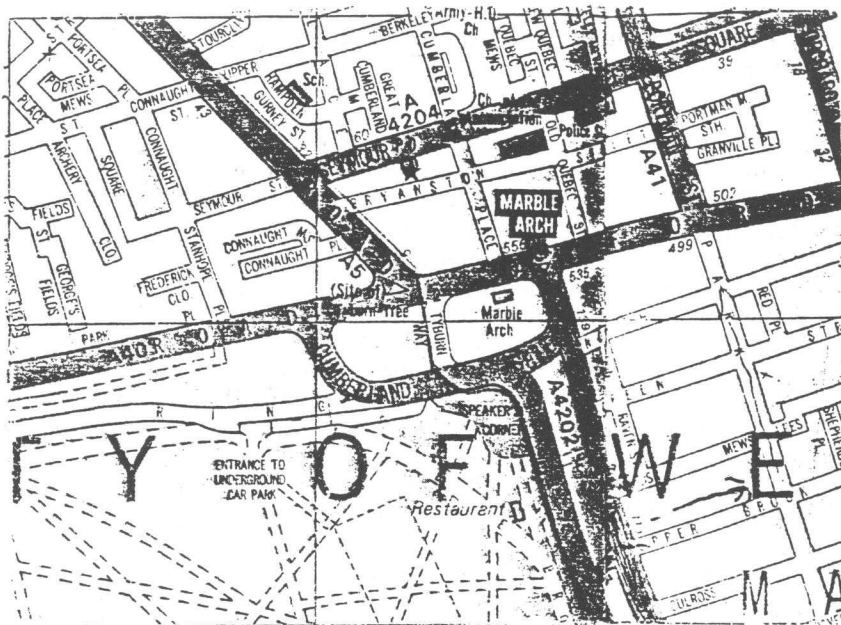
Lunch is obtainable from either the 'Buttery' a self service restaurant on the ground floor, which offers a wide choice at very reasonable prices or in the 1st floor licensed restaurant where a good selection of varied courses are available with a recommended house wine but it is always necessary to make a reservation. The bars are open to those who prefer a wet lunch. A price list for both restaurants will be made available to those attending.

Members are invited to take part and give a display of any aspect of B.N.A. subjects. A minimum of twenty sheets, up to any number, provided that when accompanied by the presentation talk, this should last from between 10 minutes up to a maximum of 30 minutes. The display can be part of a working study and therefore need not be of Exhibition standard. Our intention is to cover as wide a field as possible - volunteers please advise of your chosen subject.

A small section of the West End of London road guide is shown and gives an illustration of the central position that the venue enjoys. It is on a main route from most main line stations, has car parks within a few minutes walk, the largest being the Hyde Park underground and is ideally situated for a days shopping in Oxford Street or across the park to Knightsbridge.

DON'T BE DISAPPOINTED - BOOK EARLY

For information write or phone 0903-64170 Evenings or Weekends
WARREN, L.E., 82 Cleveland Road, Worthing, Sussex BN13 2HE.



FROM THE PRESIDENT

Arrangements for the Convention at Pitlochry are well in hand and the final Programme will appear in the June issue.

Here is a list of the displays :—

1st October, Wednesday evening

Display by John Hannah, F.C.P.S. "Cork Cancellations".

2nd October, Thursday morning

Study Groups — Dr. C. Hollingsworth, F.C.P.S. "Street Cancellations".

2nd October, Thursday evening

Display by Colin Banfield, F.C.P.S.

"The Postal History and cancellation of the 1897 Jubilee Issue".

3rd October, Friday morning

Study Group by Lewis M. Ludlow, F.R.P.S.L. "Railway Postmarks".

3rd October, Friday evening

Display by Geoffrey Whitworth, F.C.P.S., F.R.P.S.L.

"Postal Rates on Cover up to 1880".

We hope to visit Blair Castle, Pitlochry Theatre and enjoy a Coach Tour of Perthshire.

Looking forward to seeing you all. Those, who have not been before please think about it. You will enjoy yourselves.

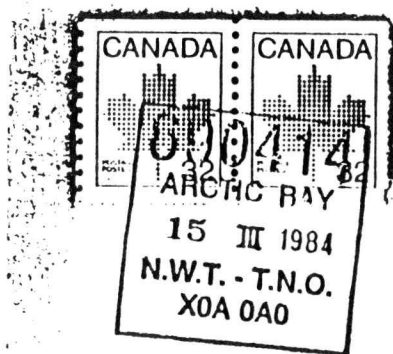
THE POSTAL CODE CANCELLATIONS OF CANADA by Dr. Alan Salmon

A few years ago a new type of cancellation appeared on Canadian covers. This brief introduction to the type, which I will call the "postal code cancellation", may be of some interest to readers as it does not appear to have been noted to any significant extent in the literature.

My attention was first drawn to it as it began to turn up regularly on covers of the North West Territories (NWT), especially those of the Arctic Islands. A query to the National Postal Museum, Ottawa, advised there was little, if any, information published on this type of cancellation. However I was then informed by Mr. Kevin O'Reilly, of Ottawa and an authority on the cancellations of the NWT, that they appeared first in NWT cancellations in 1975 when the post office at Strathcona Sound opened and used its code.

All the Arctic Island POs now seem to be using such cancellations; it is interesting that, of these, those I have seen all have the postal code and the post office computer office number (POCON) in the same cancellation, see illustration. The POCONs were also introduced to the postal system in 1973.

As postal codes were introduced in Canada in 1973, all such cancellations must be fairly recent. The earliest I have is a Faro YT cancellation (YOB IKO) of 1975. Whilst many post offices are now using these cancellations, might it come to pass that, some time in the future, there may well be as much interest in FDCs for such cancellations as we now have in squared circles? If so here is a field of philatelic endeavour which can be entered now at little expense. They could provide a field of considerable interest to young collectors who could certainly not afford to collect some other items of postal history.



SMALL QUEENS FOR BEGINNERS

by John Hillson

It is a dangerous thing to suggest that any member of our Society may be a beginner in any field, but every time we meet at Convention the plea is made for articles for those who are perhaps a little less advanced, to appear in *Maple Leaves*. Since as all right minded philatelists know, the Small Queens Issue is the only one worth bothering about, I thought I might be forgiven for kicking off!

The main problem with the 1870 issue of Canada is that of identification, and it is this aspect that I will try to deal with, so that the newer enthusiast should be able to positively identify the vast majority of Small Queens he or she comes across.

There are three printing periods to consider :—

- 1) Jan 1870 to the Fall of 1873 1st Ottawa
- 2) Jan 1872 to March 1889 Montreal
- 3) April or May 1889 to 1897 2nd Ottawa

The overlap at the end of the 1st Ottawa and the beginning of the Montreal period is not a problem, so what are the clues that should be looked for?

First, is the item dated? A genuine date before Jan. 1872 has got to be 1st Ottawa. Any date after that can only be a guide and not positive proof because the Canadian Post Office issued sheets to its offices on a last-in first-out basis so one does find early printings with quite late dates.

Second, Perforation. Any stamp Perf. $11\frac{1}{2} \times 12$, or $11\frac{1}{2} \times 11\frac{1}{4}$ is early Montreal. Any stamp Perf. 12×12.15 and above is very late Montreal — 1888. Stamps Perf. $11\frac{3}{4} \times 12$ or approx. 12 all round can be either 1st Ottawa or Montreal. 2nd Ottawa are Perf. 12.

Third, Paper. As a rule of thumb, the better the paper quality, the earlier the printing. The original 1st Ottawa printings were on a high quality medium thickness wove, the backs of the stamps show a clear grain and is smooth to the touch. This paper was never used in Montreal. Two other papers are exclusive to 1st Ottawa. The thick soft paper on which the One Cent and Three Cents exist. Ragged cut perf holes — a lot of confetti often still adhering and the paper has a fine horizontal grain, as well as being thick and opaque. The other, known on the four values introduced by mid 1872, is a thin white paper with a vertical grain. The easiest way to find out if the grain is vertical or horizontal is to breathe on the stamp and if the 2 bottom corners curl towards each other (and similarly the 2 top) its a vertical grain; if top curls toward bottom, its horizontal.

Montreal papers are not of such high quality as the 1st Ottawa wove. The grain is more marked, the backs therefore feel rougher. Thickness can vary from thin to stout. Grain, particularly in the early 1880's can be

horizontal or vertical, and is not significant. By 1887 the quality had deteriorated to the rough ragstock used from this point to the end of the 2nd Ottawa period, and it is this that makes the late Montreal and 2nd Ottawa One and Two Cents values give the worst identification problems, even to an expert.

Fourth, Plate Markings. All early Ottawa and Montreal Plates had a position dot incised onto the plate to appear at the bottom left corner of every stamp except those from the left vertical rows (see *Maple Leaves* issue of June 1984 for explanation). So any stamp with this feature cannot be from a 2nd Ottawa printing.

ONE plate however, the Six Cents had extra dots added on the two or three occasions it was repaired, and this plate was still in use in 1890. However the colour of the stamp positively identifies its point of origin which brings us to:

Fifth, Colour. (In no particular order.) Six Cents in any Red-Brown shade, including Chocolate is 2nd Ottawa. 1st Ottawa and Montreal are Yellow-Brown. So check perf and paper if it has one or no position dot. Two or more and it is Montreal.

Five Cents — any shade of grey, may be brownish, but no trace of green and it is 2nd Ottawa. Any trace of green, even the very wishy-washy shade to be found from the end of the period, and it is Montreal. A lower left position dot indicates early Montreal. Denomination was not introduced until after all printing had ceased at the original Ottawa plant.

Ten Cents. Montreal shades tend to be magenta or lilac variations. 2nd Ottawa tend to be brownish or carmine pink variations.

One Cent. Bright Red-Orange and Deep Orange are 1st Ottawa. Lemon-Yellow and Yellow-Ochre are Montreal. For other shades perforation and paper have to be checked as well as the presence of a Lower Left Dot.

Two Cents. Blue-Green and Dull Sea Green are 2nd Ottawa. All others have to be checked using the same criteria as for the One Cent (Remember P. 12 x 12¼ at the end of the Montreal period).

Three Cents. Indian-Red, Copper Red (which is a browner variation of Indian-Red) and any Rose Red shade is 1st Ottawa. Rose-Carmine is 1888 Montreal and if in doubt check the paper and the perforation. Montreal shades apart from this were Orange-Red and dull, occasionally brownish, reds. If you come across a 3c Brown, bathe it in hydrogen or peroxide. It's Montreal and it is oxydised. 2nd Ottawa produced a vermillion of which there are a myriad variations from a clear bright shade to muddy. From 1889 Aniline ink was used and this tended to bleed through the paper showing a pink tinge or, under U.V. light, it glows yellow. Any such is 2nd Ottawa.

All quite simple really. If any problems remain there is the Society's Small Queens Study Circle — one or other of the members may be able to help. Or you could forget the whole thing and take up one of the minor leagues, like Admirals, or Centennials, or let's face it, Pence!!!

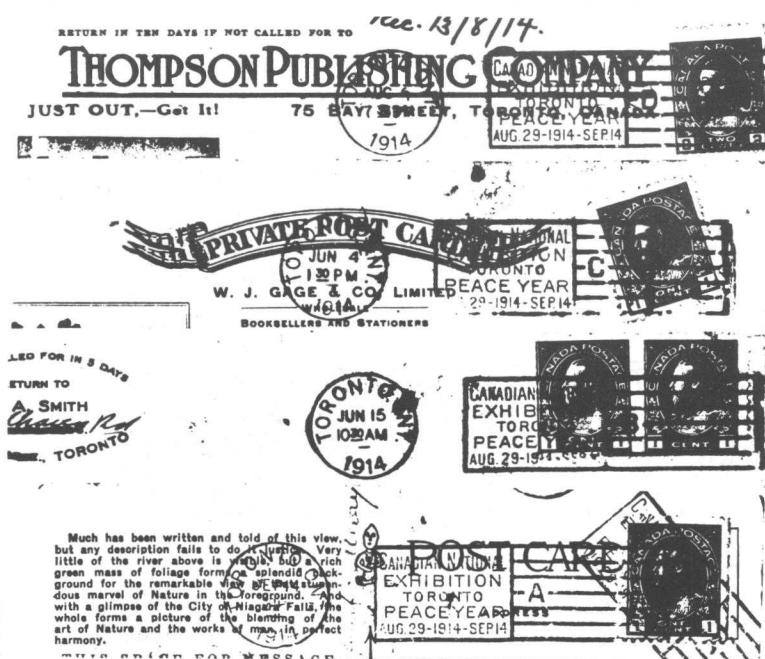
THE "PEACE YEAR" SLOGAN STORY OF 1914 by J. C. Campbell

August 1914 is recorded in our history books as the start of the First World War in which Canada became heavily involved. What, then, prompted a Canadian slogan type cancellation about a "PEACE YEAR" after the war had begun?

The answer will be found in the Encyclopedia Canadiana . . .

GHENT, Treaty of, signed at Ghent, Belgium on Christmas Eve, 1814 by American and British commissioners officially ended the War of 1812-14. The treaty provided for mutual restoration of all occupied territory and for the setting up of a joint commission to settle questions concerning the boundary between Canada and the United States.

One hundred years of peace between the two countries was honoured philatelically in 1914 by four slogan type cancels used at Toronto, Ontario about 16 weeks. The words "PEACE YEAR" were included in specially made dies advertising the Canadian National Exhibition of that year.



An International hub dated SEP 14 1914, the last day of the Exhibition, is used here with the PEACE YEAR die "A".

The angled slogan "killer" probably was applied by the cancelling machine first with the second "pass" applying the necessary dated hub and slogan.

Used well in advance of the Exhibition die "B", on cover, is clearly struck.

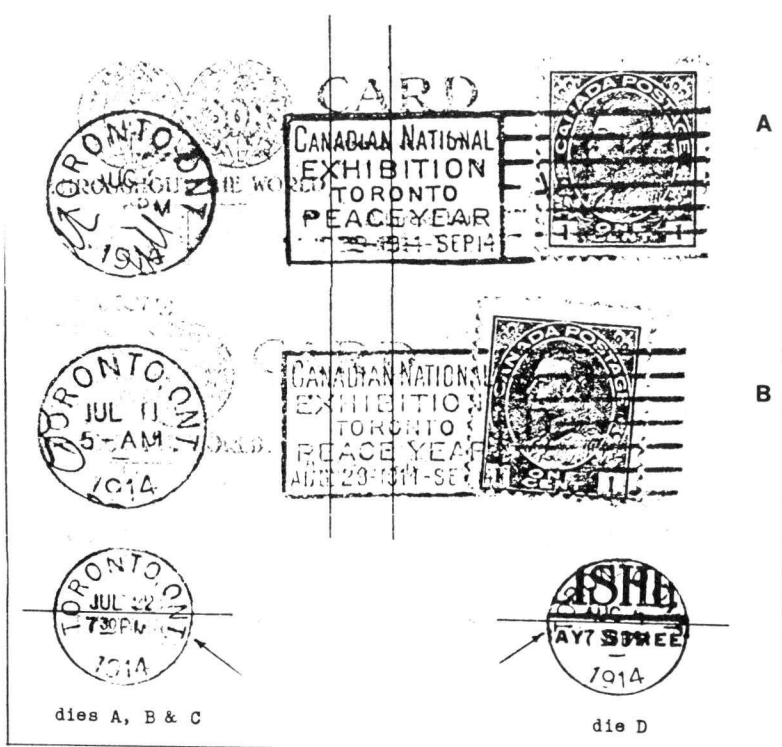
A set of three commemorative stamps (1c, 2c & 5c) was planned by Canada to commemorate the 100 years of peace but, owing to the Great War, they only reached the stage of the artist's drawings.

Toronto was the first city to employ the International machines which applied these PEACE YEAR slogans acquiring them in February 1902. They remained in use until replaced in 1919.

The dater hubs seen above were used on all four International cancelling machines at Toronto. They are referred to as Type "G" hubs in the reference work by D. F. Sessions.

Slogan die "D" is perhaps the scarcest of the four dies.

The dater hub used on this machine differs from the other three in the "T" of TORONTO and the "T" of ONT. being exactly on a horizontal plane.



Differences in Slogans and Dater Hubs

The slogan dies, all four of them, may appear to be the same but in fact they are different.

Using the vertical lines as a reference note the relationship of certain letters in one row of type compared to the row beneath. Then compare die A to die B.

The main difference between the dater hubs, the position of the "Ts", is shown by the reference lines.

AN AMAZING NEW FIND

On a recent visit to Ireland, David Boyd of Phillips discovered a correspondence from Canada to Ireland which included the staggering cover illustrated here which is franked with a block of four of the imperforate 7½d yellow-green. It is believed this is the only known cover with a block of this stamp.

The contents of the letter, which was written 1859 (10th June) from Quebec contain a postscript 'We beg to remind you our correspondents that all letters not prepaid are subject to double postage on this side'. It is possible that the sender then overfranked the cover to emphasize this point as the rate at this time for a single rate cover would only have been 10d.

This remarkable item will be sold at auction in the spring and is expected to realise around £10,000.





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STEAMBOAT MAIL (Part 3)

by L. F. Gillam, F.C.P.S.

So far, in parts 1 and 2 of this series, no mention has been made of the Ottawa River. If the St. Lawrence was, as it still is as the St. Lawrence Seaway, the grand trunk highway to the west, its principal tributary was the grand trunk route to Lake Huron and the north-west. From the earliest days of the French regime explorers, fur-traders, voyageurs and priests had ventured by canoe up the Ottawa River in search of the great unknown, peltry, adventure or the cure of Indian souls. Even at the time of the opening of Canada's first steam railway occasional flotillas of canoes could still be seen among the huge rafts of timber being floated downstream to Montreal and eastward to Quebec. Only more rarely in the 1830's would a steamboat be seen, however. There were a number of reasons for this, not least of all the absence of any large-scale settlements along, or near the riverside where immense stands of timber still reached, in places, almost down to the very water's edge.

From its confluence with the St. Lawrence, between Ste. Anne de Bellevue and Vaudreuil, a stretch of navigable water as far as Carillon, 27 miles upstream, presented no obstacle to any craft; but between Ste. Anne and Vaudreuil the Ile Perot at the western extremity of Montreal Island acted like a dam to the mighty flow of the Ottawa. Here, at Vaudreuil to the west and Ste. Anne to the east rapids affectively barred the way to navigation until, with the construction of the Ste. Anne lock in 1816, it first became possible to establish uninterrupted water communication between Lachine and Carillon. It was not, however, until 3 years later that a steam vessel passed through the lock on its first voyage up the Ottawa River. Unknown by name, to the writer at least, this vessel almost certainly plied between Lachine and Carillon as and when sufficient cargo and or passengers made the voyage worthwhile. Two years later, in 1821, Philemon Wright, the founder of Hull (opposite Bytown), inaugurated a steamboat service further upstream between Hull and Grenville with his vessel *Union*. This voyage of about 60 miles was probably undertaken in conjunction with another steamboat on the lower reaches of the river to which reference has already been made. But this is merely speculation.

Between Carillon and Grenville for a distance of about 11 miles a stretch of very rough water, known as the Long Sault Rapids alone, after 1816, impeded through navigation between Lachine and Bytown, and it was in order to circumvent this last barrier to uninterrupted water traffic on the lower Ottawa River that a series of canals (known as the Carillon and Grenville Canals) were built by British sappers during the years 1818 to 1828. Together with the Rideau River, Canal and lake chain between Bytown and Kingston, these waterways, under the influence of the Duke of Wellington, were constructed for strategic and military purposes. Behind their conception lay the fear that if ever the United States were tempted to invade Canada again they would most surely sever the vital artery of the St. Lawrence River, and place Upper Canada under threat of invasion. The Carillon and Grenville and Rideau Canals, therefore, were designed to enable

re-inforcements of troops and equipment to be sent to Kingston and Upper Canada without exposing them to American attack in time of war. Although, of course, they were never used for this purpose, their peaceful role was a limited one. The Carillon and Grenville Canals had to be widened and deepened twice before their completion in order to accommodate the ever increasing size of the vessels which required to use them. Even then, after further extensive work in the early 1830's, it was not until 1834 that the *St. Andrews* made the first steamboat passage through the canals. With their 11 locks the voyage between Ste. Anne and Hull was so slow and tedious, however, that it was quickly decided to abandon all thought of a through steamboat service. For the next 7 years therefore, passengers between Lachine and Hull (or Bytown) broke their voyage at Carillon and used the execrable "road" to Grenville over which a stage coach service (of a sort) operated as occasion demanded. At Grenville the voyage to Hull or Bytown was resumed in another vessel. The same procedure operated in reverse on the journey downstream to Ste. Anne and Lachine.

It was not until 1841, when the brothers H. and S. Jones established the Ottawa River Steamboat Company that regular services between Bytown, Hull and Lachine were inaugurated, and it was in this year that the Post Office of the newly united Provinces of Upper and Lower Canada completed its negotiations for the carriage of mail between Montreal and Canada's future capital, Bytown. Henceforward, during the navigation season, and until 1847, when the Montreal & Lachine Railroad began regular services, the Montreal mail bound for Bytown and intervening ports of call, was carried by stage to Lachine, by steamboat to Carillon, by stage to Grenville and finally by steamboat again to Hull and Bytown. It is worthy of note here that the year 1841 also witnessed the establishment of regular steamboat services between Quebec and Montreal to which reference was made in Part I. This was no mere coincidence, moreover. Deputy Postmaster General T. A. Stayner, attached considerable importance to the "Quebec" mail (which included at intervals the "English" mail — and during the negotiations of 1840 between the steamboat companies involved an attempt was made to co-ordinate the St. Lawrence and Ottawa River steamboat services in order to expedite the delivery of all types of mail to Bytown and what was known as the Ottawa country. This was not at first wholly successful, and it was not until after the opening of the Montreal & Lachine Railroad for regular services in 1850 that contracts for the carriage of mail were made upon a basis that ensured the departure of the morning steamboat from Lachine *after* the arrival of the mail from Montreal. By this means it was possible for the mail to leave Montreal at 8 a.m. and to be delivered in Bytown the same evening.

Further improvements in delivery times were effected in 1854 when, with the opening of the Carillon & Grenville Railway (which completed the 12 miles journey in 20 minutes) it was not unusual for the Montreal mail to be delivered to Bytown Post Office some two hours earlier than hitherto. For the next 23 years the only exception to this (during the navigation season) was for a few months in 1856 when the railway's rolling stock was impounded by its numerous creditors!

Just when mail clerks were introduced for service on vessels plying between Ottawa (as Bytown was renamed in 1855) and Grenville is not known. Nor is it known why their employment was restricted to this stage of the journey between Ottawa and Lachine. All the postmark evidence garnered over the years points to the commencement of the navigation season of 1859, when the postmark illustrated in Fig. 1 assumes a special significance. The date, April 20th, 1859, is the earliest so far recorded, and if earlier dates come to light it is extremely unlikely that they will extend back to any considerable degree, least of all to 1858. Although the navigation season varied from year to year according to the severity of the winter, it seldom commenced before April or terminated after December. The reason why mail clerks were not employed on the lower reaches of the river, between Carillon and Lachine can also only be postulated. For obvious reasons most of the mail between Ottawa and Montreal, after the opening of the Grand Trunk Railway in October, 1856, was carried by the Ottawa & Prescott Railway to Prescott Junction where the connection with the Grand Trunk Railway ensured its speedy conveyance to Montreal, making in total a journey of some 170 miles. While it is true that the more direct river and train journey between Ottawa and Montreal was shorter by some 45 miles the numerous interchanges of mail that were necessary and the comparative slowness of the steam vessels, compounded by their need to serve various ports of call on the Ottawa River point to only one conclusion: most of the water-borne mail was destined for the isolated settlements between Ottawa and Grenville, amongst which Templeton, Cumberland, Clarence, Thurso, Papineauville and others can be numbered. Below Carillon any remaining mail would have been carried in closed bags. When it is also borne in mind that many of the older settlements on or near the lowest reaches of the Ottawa, such as St. Eustache, St. Andrews, Hawkesbury, Chatham, Lachute and Rigaud Landing had long been served by courier or stage coach throughout the year it is reasonable to suppose that the postal authorities could not justify the expense of employing mail clerks on vessels plying between Carillon and Lachine.



Fig. 1



Fig. 2

It is also reasonable to suppose that the postmark illustrated in Fig. 2 was struck from the same hammer as that shown in Fig. 1. At the risk of calling down the wrath of the gods on my head (because it has always been listed in various catalogues as a separate type) it is incumbent upon me to explain why such an extraordinary thing should be. Firstly there can be no doubt that, in accordance with usual practice, two hammers were ordered from D. G. Berri, and *both* were supplied with the wording GREENVILLE instead of GRENVILLE. Secondly both hammers were identical in so far as they were of the so-called "cartwheel" type and *both* bore the lettering "Mail Clerk No. 1" at the base. In one instance it will be seen that the second superfluous "E" was meticulously filed off by a conscientious clerk. However, in the case of the second hammer (Fig. 3) it will be seen that the word GREENVILLE was allowed to remain uncorrected, probably because it was brought into use at a later date. By this time it is also probable that a new and less conscientious, or observant, clerk had been appointed.

All this, admittedly, remains in the realm of speculation based upon the circumstantial evidence provided by the very few postmarks that have been recorded. But men have been hanged for less! What is not a matter for speculation is the well known fact that most, if not all, the "cartwheel" type postmarks supplied by Berri quickly show signs of deterioration as far as the inner ring is concerned. In some cases owing to under-inking the inner ring is poorly defined; in others, with the passage of time, it does not register at all. In most cases, in the experience of the writer, however, a close examination of such postmarks reveals traces of the inner ring. This applies not only to the hammers under discussion, but also to those used on the Montreal & Island Pond, Montreal & Kingston, Kingston & Toronto and Brockville & Ottawa railway post offices. In one other instance, in the case of one Ottawa & Prescott railway post office hammer after about ten years of use not only has the inner ring disappeared completely, the wording of the postmark has become almost illegible.



Fig. 3

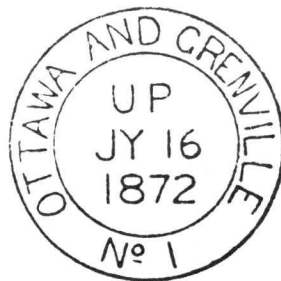


Fig. 4



Fig. 5

It will be seen from Fig. 3 that by 1864 the "GREENVILLE" hammer had become very much the worse for wear, and it is not surprising, therefore to find that it was replaced by that illustrated in Fig. 4. Although the example shown is dated 1872 dates as early as 1866 are known, and it is possible that the hammer was brought into use in 1865, or even 1864, although there is no known postmark evidence of this.

The postmark illustrated in Fig. 5 is almost certainly the last to have been used on the Ottawa & Grenville steamboats. The known dates of usage are confined to the year 1873 but there is no reason to suppose that later dates may not be found up to 1876, and possibly 1877. In the May of that year, however, the line of the Quebec, Montreal, Ottawa & Occidental Railway opened for traffic between Montreal and Ottawa (along the north bank of the river) and with its advent the age of the steamboat as a mail carrier on the Ottawa River came to an end.

Note:

All of the postmarks illustrated (except that in Fig. 4) are correct in size. That illustrated in Fig. 4 is slightly enlarged and was first reproduced in Jarret, and subsequently Boggs. I am indebted to Lewis M. Ludlow for permission to reproduce the postmarks illustrated in Figs. 1, 2 and 5. These are taken from his 1982 catalogue, an indispensable guide for those who require authentic data regarding Canadian railway and travelling post office postmarks, indeed the ONLY one.

HAFNIA 87

The Royal Philatelic Society of Canada (RPSC) is pleased to announce the appointment of R. K. "Dick" Malott, Executive Director and Advertising Manager of the RPSC, as the Canadian Commissioner to HAFNIA 87, the World Philatelic Exhibition in Copenhagen, Denmark, 16 to 25 October, 1987.

HAFNIA 87 will be under the patronage of the Fédération Internationale de Philatélie (F.I.P.) and will be organized in full conformity with the general regulations of the F.I.P.

Anyone wishing to obtain data on exhibiting or of visiting Copenhagen, for HAFNIA 87 is invited to send their name and address to Dick Malott at the above noted address. When data are available it will be sent to those who requested it. The Canadian Stamp News has recently carried full details on FIP regulations and procedures for exhibiting philatelic material and philatelic literature at an F.I.P. exhibition.

To experience the many pleasures of an international exhibition philatelists should consider seriously attending either one or both of the North American FIP exhibitions — Ameripex 86 at Chicago, Illinois, USA 22 May — 1 June 1986 and CAPEX 87 at Toronto, Ontario, 13 June — 21 June 1987.

THE CARSTAIRS SALE as I saw it

by The Yellow Peril

These observations are submitted with the expectation that there will be a detailed report on this important sale. My intent, therefore, is to present other aspects of this philatelic event-of-the-year! I dare say without too much fear of contradiction, however, that it will be a long time before another "Carstairs" collection will come on the market again, if ever. The unique feature of this collection was its size and its tremendously wide and in-depth scope. Anyone who had a passion for buying stamps, this sale was a buyer's banquet even though the prices for choice and exotic material were far from low but not excessively high either. It was a once-in-a-lifetime opportunity to compete for so many nice things in one sitting.

The first class catalogue with its down-to-earth descriptions, modest estimates and judiciously clever lotting of single items to complete collections were the ingredients for a real exciting battle royal type auction. There were jewels in every lot. The rare opportunity to acquire so many intact studies reflected only on the ingenuity of the lotting team. Not only are there a great saving of time and other resources but the bottom line was undoubtedly much greater than had the studies been broken down.

The auction room was completely packed with about a dozen buyers standing. There were bidders from Spain, South Africa and at least nine heavily-armed combatants from Canada. The incredible feat of selling 1062 lots in one non-stop session merits mentioning in the Guinness despatches. All-in-all a magnificent collection sold in a magnificent sale. Captain Laycock, Commanding Officer of Cavendish; Geoffrey Manton, the executive officer, and the entire contingent deserve high commendations for a mission well carried out.

POSTAL STATIONERY

In Postal Stationery Notes which is the newsletter of the BNAPS Postal Stationery Study Group, their December issue reports that one of their members has heard from two Post Office sources in Ontario that the sale of aerogrammes and post cards is to be discontinued. Both these products were originally introduced to provide savings in postal costs for the user, however, the special post card rate disappeared in 1968, and aerogrammes ceased to have a price advantage over one ounce letters in 1971. This probably was the result of the Post Office deciding it was as expensive to handle these items as it was letters. With no cost advantage the use of post cards and aerogrammes has dropped substantially over the last decade or so.

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1898 CANADIAN LETTER TO SOUTH AMERICA

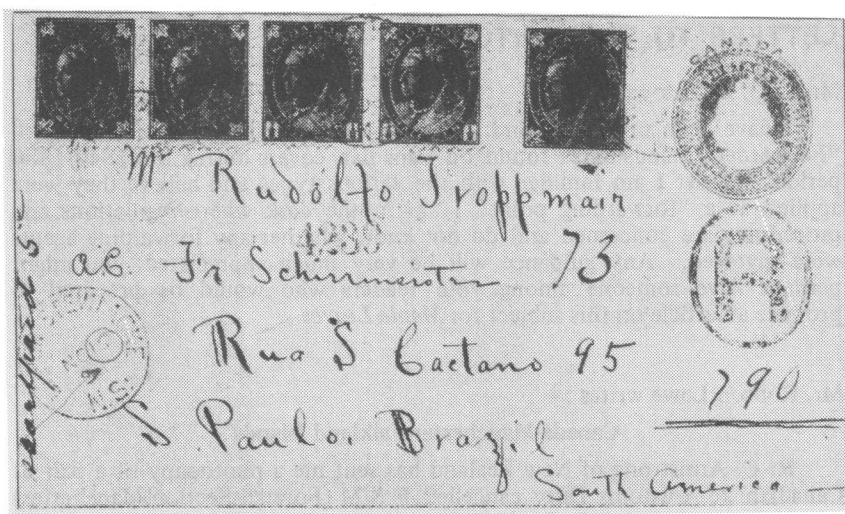
by L. G. Bellack

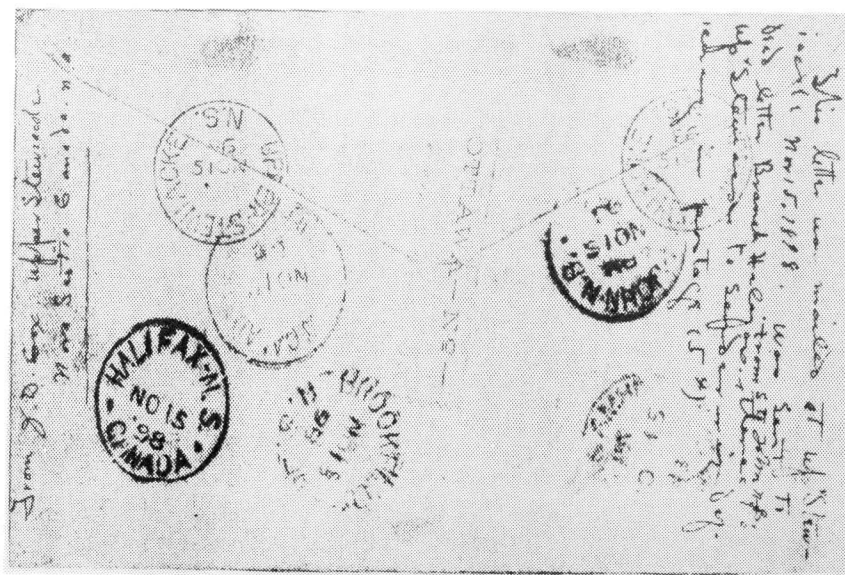
The cover illustrated was handed in at the Post Office of tiny Upper Stewiacke, N.S. on November 15, 1898, to be sent registered to Brazil. It was franked 10 cents in accordance with the 5 cents postage rate laid down in July, 1888 for a ½oz. letter and a 5 cents registration fee then applicable. All seemed to be well and the letter was sent on its way.

First it passed through Brookfield, N.S., then on to Amherst, N.S. and St. John, N.B., where presumably its weight was verified and found to be over the ½oz. limit. Marked "short-paid 5c" in manuscript, it was sent without any further ado to the D.L.O. at Halifax and from there re-directed to the sender. The four registration numbers on the front of the cover and the "round trip" set of postmarks on the back, as well as the endorsement by the Postal Official — J. D. Cox provide the evidence.

It is a little sad to reflect that if only the proper weight of the letter could have been established when it was handed in for despatch, just another 5 cents stamp would have ensured its arrival at San Paulo, Brazil.

On the other hand it is curious to note that *all* the postmarks are dated 15 Nov. suggesting that the entire "round trip" was completed in one single day — not bad going!





LETTERS TO THE EDITOR

Mr. L. G. Bellack writes :—

I have been unable to find any background information on the use of "Forwarded" handstamps found on Canadian covers during the 1840/1880 period. Whilst I am familiar with the various types and believe they were applied at a "forwarding point" I am in the dark where regulations and procedures are concerned and do not know whether any forwarding agents were involved. Any guidance will be very much appreciated; you might perhaps have someone among your readers who would be prepared to produce an article on this subject for *Maple Leaves*.

Mr. Robson Lowe writes :—

Canada-Manchester-Falkland Islands

R. C. Armstrong of New Zealand has sent me a photocopy of a pair of Canadian 2c. Customs Duty cancelled F S/M (Foreign Section Manchester) which were used by J. D. Williams of Manchester Limited for mailing catalogues to the Falkland Islands.

Mr. Armstrong got the pair from a Mr. Karl Lellman who was born in the Falkland Islands and has been a keen stamp collector, he retired in 1953 after having been Town Clerk of Stanley.

This mailing in 1928 had the pair of Canadian Customs Duty stamps and no others.

At that time there were approximately monthly sailings from Liverpool by the Pacific Steam Navigation Company.

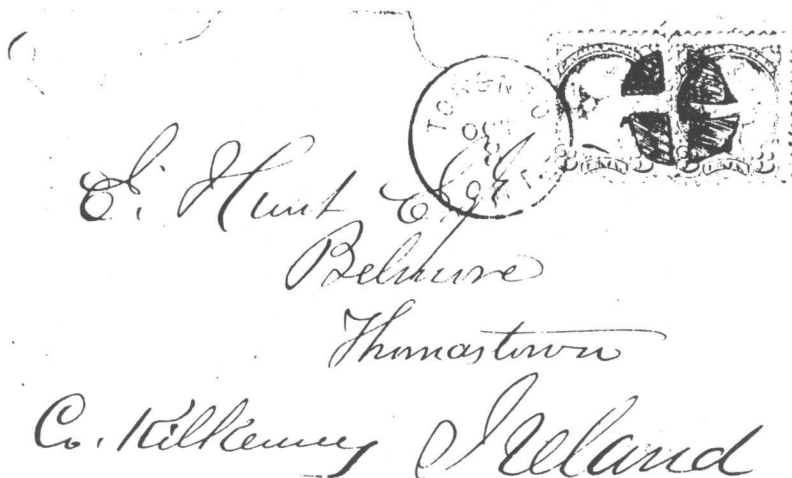
The Canadian Customs Duty stamps cancelled at Manchester I have seen before. There are several possible explanations but I am in hopes that some member of the Society will know of a regulation that explains this curious usage.

Mr. P. Geoffroy writes :—

Toronto Duplex cancellation

I have a cover from Toronto to Ireland which has an unofficial duplex cancellation similar to Type 27 in the Canadian Duplex cancellations of the Victorian Era. The backstamp on the cover confirms the year as 1874.

Perhaps one of your readers can confirm whether there are others of this type (apart from the seven mentioned in the handbook) and if so has a list of these ever been published.



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AMENDMENTS TO MEMBERSHIP TO 18 FEBRUARY 1986

New Members

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2465 QUINN, Eric, 23 Spen Lane, York, YO1 2BS. PH (Transatlantic)
2466 WALKLEY HARRIS, John, Broomers, Hook Lane, Aldingbourne, W. Sussex,
PO20 6SR. B, C.
2467 NATIONAL POSTAL MUSEUM, Philatelic Library, Stn. 23, 265 Laurier St.,
Ottawa, ON, CANADA, K1A 0B1.
2468 NEWBY, Colin J., Camellia Cottage, Elderton Lane, Antingham, Nr. North
Walsham, Norfolk, NR28 0NR. B, C, P, PH.
2469 SQUIRES, David B., 3 Trenythor Road, Par Lane, Par, Cornwall, PL24 2EU.
RPO, PA, PS.
2470 OATMAN, David, PO Box 1208, Bathurst, N.B., CANADA E2A 4?1. V, CE.
2471 GRAPER, John C., PO Box 4200, Delaware City, DE, USA, 19706. C, CEN, R.
2472 WHITTAKER, Anthony, 68 Argles Road, Leek, Staffs., ST13 6PG. BS, CGC.
2474 GRAYBIEL, Steve M., 164 Riddell Street, Woodstock, On, CANADA, N4S
6M8. B, CG.
2475 RICHARDS, John D., 682 McGregor Street, Winnipeg, MAN, CANADA, R2V
3E5. C.

Reinstatement

- 2473 LEMESURIER, Dr. George H. W., PO Box 5083, Stn. F, Ottawa, ON, CANADA
K2C 3H3.

Deceased

- 2318 DAVIES, Len S.

Resigned

- 2429 Ansell, H. B.
1705 Ely, R. D.
1854 Gough, M. C.

Change of Address

- 2319 Beagrie, D. J., General Delivery, Inuvil, NWT, CANADA, X0E 0T0.
1488 Birch, G. L., 1 Penclawdd, Mornington Meadows, Caerphilly, Mid Glamorgan,
CF8 3QF.
2427 Goss, J. W., 861 S. Rosedale Ct. Grosse Pointe, MI, USA, 48236.
2413 Hourihann, R. L., PO Box 640802, Miami, FL., USA, 33164-0802.
2349 Parker, C. A., c/o Argyll Etkin Ltd., 48 Conduit St., London W1R 9FB.
2424 Tozer, P., PO Box 45, Riverstone, N.S.W., AUSTRALIA 2765.

Amendments to Interests

- 956 Hill, G. M., BL, C, Co, MPO, N, PD, UO.
1815 Johnson, A. J., C, PC, Per.

Addition to Handbook

- 2463 ROBERTSON, Peter A. T., 26 Recreation Avenue, Leigh-on-Sea, Essex, SS9
3JX. C, B, CR-CGC.

Revised membership 568.

THE DATA PROTECTION ACT 1984

The Society is required under this Act which comes into force shortly to ask any member who pays the annual subscription by direct debit if he or she has any objection to our continuing to hold the necessary information to operate this computerised system.

CLASSIFIED ANNOUNCEMENTS

Reserved for members' free classified advertisements.

Please note that these must not exceed 30 words.

Any excess wording will be charged at the rate of 4p per word.

WANTED

WANTED: George V, Admiral Flag Covers, Early Admiral Coil Covers Starters and Ends. Fred Goodhelpsen, 5508-90 Ave., Edmonton, Alta, Canada, T6B 0N9.

WANTED: Street maps of Toronto, Montreal, Ottawa, Hamilton, Halifax, Winnipeg from 1890-1900 era. Offers please with asking price to: Graham Searle, 8 Parc Bryn Castell, Connahs Quay, Clwyd, U.K.

WANTED: Rodney, Port Hope and Southampton, Ontario Covers and PPC'S. Any Period. R. Baker, 29 Milbury Crescent, Bitterne, Southampton, SO2 5EN, England.

WANTED: Pre-Cancels all types. Offers please. I also have surplus to exchange. J. Ballin, 9 Primley Park Lane, Leeds LS17 7JP.

RE-ENTRIES: Needed on 1c, 2c, 3c Admirals, preferably by Marler position, but any considered. Older varieties welcomed (after Trimble has had his chance)! Send: Warren L. Bosch, 1528 Meyer, Elgin, Illinois 60120, USA.

WANTED: Canadian Arctic (N.W.T.) postal history — Mackenzie River, Eastern Arctic Patrol, Dewline, military, town cancels. Offers with photocopies please to David Piercey, 318-5925-63 St. Red Deer, Alberta, Canada, T4N 6K7.

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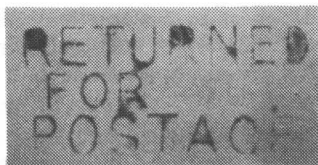
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CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

Books available — April 1986

NEW

Canadian Stamps with Perforated Initials, Johnson & Thomasson	£5.50
Canadian Postage Due Stamps, Reiche & Chung	£5.50
1986 Canada Specialised Catalogue, Maresch & Leggett	£4.00
Post Offices of N Brunswick 1783-1830, McManus	£15.80 + £2 pp
The Nova Scotia Post, J. J. Macdonald	£15.50 + £1 pp

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Postal History of the Post Card, Steinhart	£3.50

The Early Rapid Cancelling Machines of Canada, Sessions	£6.50
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Official Canada Cachets (FDC Pricing Guide) Sozio	£2.50
Squared Circle Postmarks, Moffatt & Hansen	£27 + £2 pp
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Canadian Precancelled Postal Stationery, Manley	£9.00
Canada and Newfoundland Postal Stationery, Webb	£7.50
Canadian Patriotic Postcard Handbook, Gutzman	£8.00
Catalogue of Canadian Railway Cancellations & Annexes 1, 2, 3	£17.50 + £2 pp
The Admiral Issue, G. C. Marler	£22 + £2 pp
Semi-official Air Stamps of Canada 1924-34, Longwirth-Danes	£4.95
Canada Meter and Permit Stamps, Yan	£7.00
The Admiral Era, a Rate Study, Steinhart	£11.50

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JOURNAL OF THE
CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN

Maple Leaves

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Collection 100

Whole No. 208

Vol. 20 No. 4

June 1986



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MAPLE LEAVES
Journal of
THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN
INCORPORATED 1946

Founder:
A E. Stephenson, F.C.P.S.

Edited by: David Sessions, F.C.P.S.
36 The Chimes, Nailsea, Bristol, BS19 2NH.

Opinions expressed in the various articles in this journal are those of the writers
and are not necessarily endorsed by the Society

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Vol. 20 No. 4

JUNE 1986

Whole No. 208

EDITORIAL

Members will be sorry to learn that ill-health has forced Eric Killingley to relinquish his position as Editor.

This issue has been compiled at short notice and will reach members somewhat later than normal. I have undertaken the task of producing *Maple Leaves* until matters can be regularised at the Annual General Meeting. In the circumstances all correspondence concerning editorial matters should be sent to me at my new address – see separate announcement.

I was delighted to see the article by John Hillson on the Small Queens in the April issue. The publication of a series of articles, aimed at newer members, has long been a hobby-horse of mine. It would be extremely helpful if some of the senior Society members would volunteer to produce a simple summary article on their particular field of study, whether it be a stamp issue, a postmark or whatever. Please contact me in the first instance, however, to avoid the possibility of duplication. Meanwhile, quite by chance, we have an extended summary of the Jubilee Issue from Hans Reiche which will help to keep the ball rolling.

In the last issue Eric appealed for a volunteer to take over the task of addressing *Maple Leaves* envelopes. I am pleased to say that volunteers were forthcoming; once a couple of hiccups have been sorted out the task will be in the hands of Betty Stephenson. Meanwhile thanks to Ron Kell and John Gatecliff for stepping into the breach.

This issue should be accompanied by the auction catalogue. I understand from John Parkin that a large and varied selection of lots is on offer. Even if you cannot get to Convention for the full period it may well be worth your while to attend the auction.

If you are booking in for Convention and have not yet sent off your form, please do so now as last minute bookings cause disproportionate problems. Apart from Convention, I hope to see many of you at the one-day seminar in London on 21 June (see p.62 of April issue).

David Sessions, F.C.P.S.

ANNUAL GENERAL MEETING

In accordance with Rule 17, notice is hereby given of the Society's Annual General Meeting, to be held at the Pitlochry Hydro Hotel, on Saturday 4 October, 1986.

Nominations for the following offices are solicited :—

1. Vice President.
2. Secretary.
3. Treasurer.
4. Three Committee members, one from each region.

The retiring Committee members are :—

J. Hannah (Scotland), C. Hollingsworth (North) and C. A. King (South). They, together with the retiring Secretary and Treasurer, are eligible for re-election.

Nominations to the Secretary please by 3rd July 1986.

FELLOWSHIP

Members of the Society are eligible for election as Fellows for :—

- (a) Outstanding research, or
- (b) Outstanding service to the Society.

Nominations are solicited for submission to the Fellowship sub-committee in accordance with Fellowship Rule No. 2. Such nominations must be on the prescribed form which is obtainable from the Secretary. Completed forms to be returned by 3 August 1986.

PLEASE NOTE SECRETARY'S NEW ADDRESS :—

David F. Sessions, F.C.P.S., 36 The Chimes, Nailsea, Bristol, BS19 2NH.

THE 1897 JUBILEE ISSUE (Part 1)

by Hans Reiche, F.C.P.S.

Introduction

In the year 1897 Queen Victoria celebrated her 60th year on the throne and, at the same time, 30 years of Confederation and 400 years since Cabot's discovery had passed. According to the Canadian Hansard, 20 May 1897, Mr. Gibson, Member of Parliament, asked :—

1. Is it intended by the Post Office Department to issue a set of Jubilee stamps on the occasion of Her Majesty's approaching Jubilee?
2. If so, will such stamps be put into public use, and what course will be adopted whereby the public may purchase such stamps?
3. Will there be any limit to the quantity to be issued?
4. Of what various demoninations will such issue consist?
5. What will be the amount of each denomination to be issued?
6. What steps will be taken to limit the number to be issued?

The POSTMASTER GENERAL (Mr. Mulock). It is the intention of the Government to issue a set of Jubilee postage stamps. Such stamps will be put into public use by being delivered to postmasters throughout Canada for sale to the public in the same manner as ordinary postage stamps are sold. There will be a limit to the quantity to be issued. The denominations of Jubilee stamps, and the total number of such Jubilee stamps to be issued are set forth in the following schedule :—

SCHEDULE showing the Denominations and Total Number of Jubilee Stamps to be issued.

Number to be issued	Denomination
150,000	½c stamps
8,000,000	1c stamps
2,500,000	2c stamps
20,000,000	3c stamps
750,000	5c stamps
75,000	6c stamps
200,000	8c stamps
150,000	10c stamps
100,000	15c stamps
100,000	20c stamps
100,000	50c stamps
25,000	\$1 stamps
25,000	\$2 stamps
25,000	\$3 stamps
25,000	\$4 stamps
25,000	\$5 stamps
7,000,000	1c post cards

Total value of one stamp of each kind, \$16.21½.

As soon as the total number of stamps mentioned in said schedule is issued the plates from which they will have been engraved will be destroyed in the presence of the head and two officers of the department. On the 10th June, the Post Office Department will proceed to supply Jubilee postage stamps to the principal post offices in Canada, and through them the minor post offices will obtain their supply until the issue is exhausted. If this Jubilee issue were to wholly displace the ordinary postage stamps it would supply the ordinary wants of the country for between two and three months, but as the use of the ordinary postage stamp will proceed concurrently with that of the Jubilee stamps it is expected that the Jubilee stamps will last beyond the three months. Inasmuch as the department is already receiving applications for the purchase of Jubilee stamps it may be stated that the department will adhere to the establishment practice of supplying them only to postmasters, and through them to the public, who may purchase them on and after the 19th June, 1897.

This information was published in a number of philatelic magazines and made collectors and others aware of the intent by the government to issue a set of stamps and one postcard for this occasion. The issue date was 19 June 1897. Official distribution to post offices began 10 June 1897. These stamps were the first Canadian commemoratives.

Printing Details

This set was the first one to be printed by the new Ottawa-located American Bank Note Co. For each value, a die was engraved using a composite of the heads, the value inscriptions and the rest of the design, with the Tudor crown in the centre. A total of 16 dies and transfer rolls were made, of which nine transfer rolls were used to lay down the plates. Some transfer rolls contained five to seven subjects, and some had five different subjects on one roll. The Chalon head was designed by A. E. Chalon and the second portrait by Professor von Angeli of Vienna. The design of the stamps was by Lyndwoode Pereira, assisted by F. Brownell of the Department of the Interior. In C. A. Howes' book "Canada — Its Stamps and Postal History", mention is made of the destruction of 17 original dies, 19 transfer rolls and 31 plates. These figures do not correspond to the figures given by the records of the American Bank Note Co., or the files in the Post Office. The price for printing these stamps was 20c per thousand.

Plates varied from 50 to 100 subjects, depending on the value.

The dies for this issue were made in New York, and the following information is of interest :—

"In some of the available literature and respective catalogues some doubt is expressed about where the actual die for the jubilee stamp was made. Hansen in his book writes 'With the Diamond Jubilee issue a new company took over the printing of Canadian stamps. This was the American Bank Note Co. which in 1923 became the Canadian Bank Note Co. as a subsidiary of the parent

firm. Under the terms of the contract the new printers were required to set up facilities in Ottawa. This was done although there seems to be enough evidence to say that the dies of the Jubilee issue were made in New York.' (1)

Looking over some files in the Public Archives in Ottawa the following letter was found addressed to the Deputy Postmaster General by the president of the British American Bank Note Co. dated 5 May 1897 (file number RG3 Vol. 514).

"Dear Sir, In reply to your favour of 4th inst., we beg to state that about seven months ago we were notified by the minister of Finance that our contract with the government would cease and be at an end on the 22 April 1897. Since that notice was served the Postmaster General instructed us to prepare designs for a Three Cents Jubilee stamp, which we did in connection with which we had many interviews, with a perfect understanding that the work was to be performed by us. When however we pressed for a final decision the matter of shortness of time in which to execute and deliver the stamps, the Postmaster General delayed his answer for one reason and another until the expiration of our contract, when he informed me, during an interview on the 29 inst., that the work had been done in New York. From the action of the Postmaster General in this matter are we to assume that he has arranged for all the other postal supplies from the same source and that the Canadian Co. have no rights that will be fairly considered by the present government?"

From this correspondence it is clear that the work was done in New York not Ottawa.

Each plate contained an imprint in the top margin. For the plate of 50 subjects, the imprint appeared above stamps 2 to 4, and for the 100 subject plates, the imprint was above the 5th and 6th stamp. All stamps were line perforated 12 by 12.

The layout of the plates required certain guides for accuracy. These guides in form of guide lines and guide dots will be discussed separately under each value.

Two different papers were used for the printing: a horizontal and a vertical wove paper. Although initially it was thought that all 50 plate subjects made use of one type and all 100 subject plates of the other, this has turned out to be incorrect. Details are mentioned under the specific values.

Speculation arose about the possible changes of some colours to overcome difficulties in separating some of the values, but the government indicated that there was no intention to change colours.

(1) "The Guidebook and Catalogue of Canadian Stamps", G. Hansen.

Proofs, Specimens, Essays

A number of different proofs, specimens and so-called essays exist. A proposed design was found in a letter kept by the Public Archives in Ottawa from a Mr. A. G. Allison. He proposed a specially-designed stamp for the 1897 Diamond Jubilee. The denomination was to be a 3c, as the government initially planned only a single value. This is confirmed by one Member of Parliament writing to the PMG and stating that he heard a 3c stamp would be issued and wanting to know what the design of this stamp would be. The proposed design by Allison is unfortunately in a weak pencil and of very poor quality for reproduction. A sketch of this proposed design was made, a picture of Queen Victoria was to be in the centre. The stamp was to be 1½ inches high and 1 inch wide.



Specimen overprinted stamps exist with two different types of overprint. One shows the word Specimen with, the other without, serifs. All values exist with both overprints. These overprints are simple in type and care must be exercised due to the fact that a number of such items have come on the auction market in Canada which must be regarded as unofficial overprints.

So-called Diamond Jubilee Essays were sold many years ago in an auction as a complete set of seven essays. The values are a ½d, 1d, 1½d, 2d, 3d, 4d and a 6d. The first four are small-size, the latter large-size stamps. The first four show Queen Victoria, the second shows Prince Edward of Wales, a third shows King Edward and Queen Alexandra and the same for the 4d, the 6d shows King George and Queen Mary. Although some believed these were Canadian stamps or essays, they are neither. They may be classed under British seals and belong in the Cinderella album.

A large book exists which contains the backer proof sheets of this issue. Unfortunately, all sheets have been defaced to the extent that hardly any details can be taken from this book. The book has the title "Specimen Sheets As Ready For Issue And As Cancelled Of Jubilee Stamps 1897". Inside the cover of this book is a note which reads: "Uncalled Specimen Sheets were not received, it having eventually been thought unnecessary to get such". Initialled E.P.S. The proof sheets are all in black.⁽¹⁾

(1) Proof book in the vault of the Postal Museum, Ottawa.

Other Relevant Data

A number of other points are worth noting. First, a number of rather crude forgeries exist of the Dollar values which are lithographed rather than engraved. These are easy to detect. The Dollar values also exist as engraved forgeries. Poor engraving and slightly different design arrangements will give these away. A fairly good number of these forgeries have come on the market over the last years. It is not known whether all of them come from the same source.

A rather controversial issue arose when the Post Office announced the quantities of each value to be issued. Some values had very limited quantities and collectors and dealers alike hoped to cash in on this by trying to buy these values in larger numbers. The Post Office began to ration them, especially the 1/2c and 6c, and many outlets could not even deliver a complete set with these two values. The philatelic press made a sharp attack on this procedure but the Post Office remained firm in not selling large quantities just to a few. As a matter of fact a number of each value remained for a long period and were finally destroyed by the Postage Stamp Division.

Earlier dates than the approval dates of some plate proofs exist, but these must be put down to incorrect daters.

Plates used for printing this set were numbered in the sequence they were laid down, rather than a consecutive numbering. The 3 cents, with Plate No. 1, was the first value to be laid down, the \$1 value was the last one, Plate No. 27.

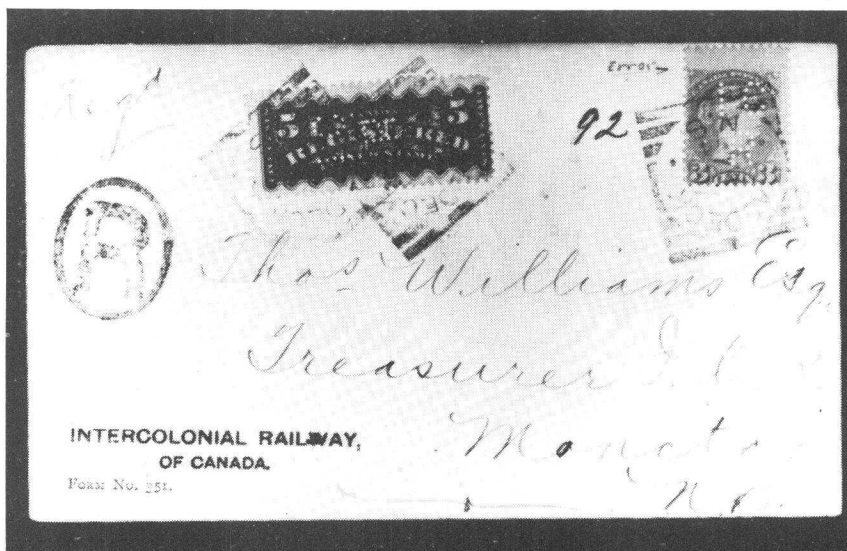
A few peculiar features, such as the guide dots and guide lines have been mentioned under printing details, and special reference is made to some of these under each particular value. There are, though, certain guides which appear constant on every value and no purpose would be served to repeat, for each position and for each value, the same information. For example, practically all values show guide dots near the bottom left or sometimes the bottom-right margin. One, two or three such dots may be found. The dots or dot are sometimes very close to the design and may appear simply as an extension of the design, such as the leaf. Another feature is the broken horizontal line above the right side of the crown. This occurs on almost all values and is caused by a line which is not cut or engraved as deep on the die as the rest of the lines. This is evident from the backer proof sheets in black which often show this line greyish rather than black, indicating less ink in this particular horizontal line. It is interesting that Plate No. 29 of the 3c does not show this, and it is possible the die was improved before laying down this plate.

Mention of some guide dots was made by H. Twichell in BNAPS Topics, March 1985.

(to be continued)

NO STAMPS IN SOHO by The Yellow Peril

Photo by Bill Edward



*A registered cover franked with a 5c RLS and a 3c SQ.
Both stamps perforated "I.C.R." and graced by the Baddeck square circle.*

The credit for my possessing this delightful cover has got to go to member Bill "Booklet-Pane" McCann. A few conventions ago McCann and I en route to the CPS of GB do, made an over-night stop in London. There, Bill admonished me: "Instead of spending the day and night in Soho, why don't you fish the dealers? You never know what you may catch! Soho will still be here this evening!" Not wishing to betray my motives, I half-heartedly heeded his words . . . but landed this catch.

The moral of this story? ATTEND CPS of GB CONVENTIONS!

CONVENTION 1/4 October, 1986 – OVERSEAS MEMBERS

Any overseas member who intends to attend Convention this year is invited to write to the President (address inside back cover) as soon as possible giving the dates of arrival and departure and details of accommodation required. Elsewhere in this issue you will find a summary of events taking place and it is hoped that the full programme will be published in the June issue.

NOTICE OF SEPTEMBER 1986 PUBLIC AUCTION



Our Seventh Public Auction, following the one in June, will
be held in SEPTEMBER 1986 on our Premises at

AS ALWAYS OUR CHIEF INTEREST IS IN B.N.A. SINGLES, SETS, POSTAL
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MODERN USAGE OF THE BROKEN CIRCLE

by J. L. Winmill and R. B. Winmill

For a period of several years, access to a large number of pieces of current mail (7,000,000) was available to the authors. This enabled a study of several interesting facets of contemporary postal history to be conducted and written up.

The mail sampled was addressed to large financial institutions in Ontario and originated largely in Ontario (70%) and the west (28%) with the remainder originating in the east. The sample was also biased in several other respects – toward the more prosperous, toward English Canada etc., but aside from the geographical bias, none of the factors should be of much consequence to this series of articles.

The purpose of these pieces is merely to examine those cancellations and postal markings which, in the judgement of the authors, were unusual during the 1980-1983 time frame.

The first unusual find was that many of the old single broken circle hammers are still in use. These were initially employed in the 1850's and were still manufactured until well into this century, however to find these still in use, many on a regular basis, after 1980 is surprising.

Although all examples encountered were of the single broken circle category, no attempt was made to determine type etc. Findings were summarized as follows :—

Bailieboro: Six examples were found, all dated between April 19, 1982 and March 16, 1983 – strikes generally being clear.

Bondhead: Two examples were found, dated ON 01 82 and 10 AP (despite lack of a year date, the year had to be 1984) fine clear strikes, obviously misdated. The latter strike was not from the original study material.

Britt: A single example was located, dated 3 XI 81. This was a perfect strike.

Cathcart: Four examples were found all with only partially readable dates, the strikes of the indicia being a mess.

Conn: A single example was found with a PM 29 IX 82 date. This strike was in purple!

Davin: Six gorgeous clear strikes were located ranging from March 10, 1981 to April 6, 1983.

East Kelowna: Three strikes were located bearing 1981 and 1983 (2) dates.

Fruitland: One hundred and twenty-seven strikes were located in the sample and half that many again were observed from other sources. Between the two groups, strikes were noted for every month from January 1980 to August 20, 1983. A normal indicia arrangement sees the day first as 20 VII 83 however on several dates, such as VI 3 82, the month was first.

Hornby: Seventy-seven strikes were found in the sample and another fifty or so were observed from other sources. Many strikes of Hornby were badly blurred. All months from January 1980 to August 1983 were observed.

Iddesleigh: Fourteen sharp, clear strikes were observed, ranging from March 25, 1981 to July 13, 1983.

McKague: Three strikes were observed, all bearing 1981 dates.

Pender Island: Ten, often poorish blurred strikes, were observed some with illegible indicia, but all were dated between March 8, 1981 and June 14, 1983.

Roche's Point: A single strike, dated AU 10 82 was found.

Sandspit: Twenty-four widely dispersed 1982 and 1983 dates were observed. Many were fine, clear strikes, however some were barely legible. The odd rather peculiar indicia arrangement was found, such as 82 V 22 (undoubtedly May 22, 1982).

Schreiber: Four dates from May 7, 1981 to September 9, 1982 were located. All were respectable strikes.

Sebright: A single example dated 25 May 82, was observed. This had the month inverted.

Talbotville Royal: Eleven strikes were seen in the study material along with a number of others from external sources. Dates were observed irregularly from January 1980 to June 30, 1983. Frequently, this device is accompanied by an ugly grid killer which ties the stamp to the cover. Errors observed include 14 VI and no year date (Because this cover was received in 1983 and bore a 1983 commemorative, the blank must be 1983.). A second error observed was III 29 81, the '29' being inverted.

Whaletown: A single example dated 25 IV 81 was observed.

Wilsonville: Twelve examples dated between February 17 1981 and August 9 1982 were found. However, ten dates were 1981 and only two were 1982. Several other examples were also observed and the following indicia errors or variations from the norm were observed on this second group. 26 IVI 81.

17 2 81 – Roman numerals were always used in dates.

01-09 – The first days of the months are always preceeded by a zero.

Winnipeg– Manitoba: Two examples, dated PM 11 VIII 81 and PM 7X 81 respectively, surfaced. This marking seems peculiar, coming from a large city, and it is extremely clear and sharp, almost as though it were a modern cancel.

There are doubtless other towns employing broken circle hammers and other indicia abnormalities etc. remaining to be located and reported; however, it is hoped that this is a start and may spur others on to further research.

CANADIAN MAIL BY RAIL 1836-1867

by Lionel F. Gillam, F.C.P.S.

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Limited stocks are still available from the author (Price £12.00 post-paid) at 66 East Bawtry Road, Rotherham, South Yorkshire S60 4BU.

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STAMP PROGRAMME 1986

Canada Post has made several amendments and additions to the list shown in the January issue of *Maple Leaves*. For simplicity, a revised list follows :—

13 Jan.	2c Fishing Spear (Pl.2) CBNC perf. 13 x 13½.
13 Feb.	34c Winter Olympics — Calgary 1988.
7 Mar.	34c, 39c EXPO 86.
14 Mar.	S5 La Maurice Nat. Park (Pl.1)
14 Apr.	34c Phillipe Aubert de Gaspe; 34c Molly Brant.
28 Apr.	34c, 68c EXPO 86.
9 May	34c Canadian Forces Postal Service.
22 May	34c Birds, block of four.
27 June	34c Canada Day — Science & Technology, block of four.
23 July	34c CBC — 50th Anniversary.
29 Aug.	34c Explorers, block of four.
5 Sept.	34c James Macleod/Chief Crowfoot.
1 Oct.	CAPEX 87 — souvenir sheet of Explorers (29 Aug. issue).
15 Oct.	34c Winter Olympics — Calgary 1988, pair.
29 Oct.	34c, 39c, 68c Christmas.
4 Nov.	34c John Molson.
21 Nov.	34c (pair), 39c, 68c Trains.

FROM THE PRESIDENT

The philatelic side of the Convention programme is as shown on page 63 of the April issue. The auction will commence at 2 p.m. at the Convention venue, the Pitlochry Hydro Hotel. Auction lots will be on view after the displays on the Thursday and Friday evenings.

The social programme includes a visit to Blair Castle on Thursday afternoon, a coach tour on Friday afternoon and, for the non-collectors, a visit to Pitlochry Theatre on the Friday evening. As always, the Annual Banquet will provide the finale on the Saturday evening.

If I have not yet had your booking form, please send it as quickly as possible, otherwise I may not be able to arrange accommodation in the Convention hotel.

See you all in Pitlochry. Remember the dates :—

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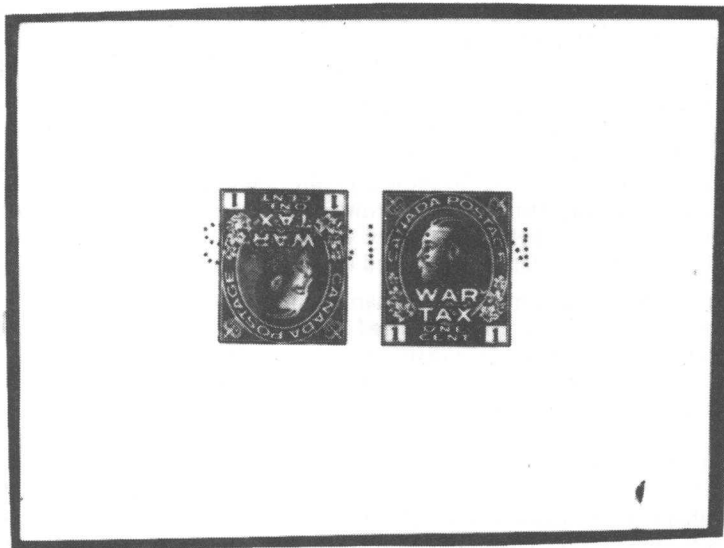
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TETE-BECHE ADMIRAL
by The Yellow Peril
Foto by Favourite

In the April 1981 *Maple Leaves* (whole number 182) I described a "Frodel" Admiral War Tax imperforate tête-bêche forgery that is listed in an essay-proof book. Although the whereabouts of this pair is still unknown I am happy to report and illustrate below an identical item recently purchased from a Toronto auction. When the lot was knocked down to me at \$950.00 my immediate reaction was that I had again allowed myself to be "taken to the cleaners"! Its final price which includes the buyer's premium is \$1045.00 — a record price for a Canadian forgery.



"A TETE-BECHE LARGE DIE PROOF, UNIQUE, A GREAT ADMIRAL WAR TAX RARITY" (Auctioneers' partial description).

Reflecting on my purchase a few days after the sale, however, it suddenly dawned upon me that there is some credibility to the catalogue description . . . This tête-bêche pair is not just any forgery. This forgery is indeed unique to be featured in *The Essays and Proofs of British America*. Considering the many foolish and much less appealing stamps that I have let myself get hung with in the past, a "G" is not really too much to pay for such a fascinating forgery after all.

Editor's note:

Non-Admiral tête-bêche Frodel creations include a 20c QV Numeral perforated pair with light postmarks and a 1c George V imperfor Scroll.

After nearly a lifetime collecting, Stanley Cohen is disposing of his magnificent collection. We understand that part will be sold through Cavendish Auctions, here in the UK, later this year whilst the balance will come under the hammer across the Atlantic. Stanley has written for us a reminiscence of stamps and people he has known in that time. We are serialising the story and hope readers will enjoy the mixture of nostalgia and philosophy

THE STORY OF A CANADIAN STAMP COLLECTION (Part 1) **by Stanley F. Cohen, F.C.P.S.**

I started to collect Canadian stamps almost sixty years ago when I was a young schoolboy and have done so actively ever since. "But why *Canadian* stamps?" I have often been asked.

The simple answer is that I had a **friend** at school who collected butterflies and Canadian stamps, so I emulated his example and did the same. By the time he was 14, both cricket and football had entered his life and he gave up his other hobbies. For my part, I abandoned entomology at the age of 15, after capturing my first Swallowtail, and now my grand-children are the proud owners of the butterfly collection, carefully preserved and resplendent in cases. It is hard to believe that fifty years ago so many varieties were to be found in England, alas later to be killed off by insecticides.

But my fascination for Canadian stamps continued and was to be augmented by an event that occurred in 1929. For in that year, Canada issued a beautiful new definitive series . . . the so-called 'scroll' issue (SG.275-285), of which the 50 cents value was a magnificent blue stamp depicting the fishing smack 'Bluenose'.

My first 'Bluenoses'

About a mile away from the house in which I lived with my parents in Birmingham, there lived a small stamp dealer who operated from his home. As a boy I would take great delight in visiting him to see what I could acquire with my pocket money. One afternoon on such a visit, I spotted a tray full of Canadian stamps which he had clearly just soaked off paper. Amongst them were a dozen or more superbly used copies of a large blue stamp with a picture of a sailing ship. They were the most beautiful stamps I had ever seen and I immediately fell in love with them. Along with them I noticed three or four copies of a very drab olive \$1 stamp showing a building with a tower, which did not appeal to me at all, as well as a whole range of low values. But the 50 cent 'Bluenoses' were what I wanted and, with tongue in cheek, I asked the price for them. It appeared that the whole tray of stamps was for sale . . . all or nothing . . . and the asking price was 2/6d (12p or 25 cents). Although it sounds ludicrous today, this was a small fortune to a schoolboy in the twenties, and far more than I could afford.

I walked home very slowly that day, pondering how on earth I could raise the money. In the event, that evening I approached my father, who seemed to be in a reasonably good mood, and asked him for an advance of

five weeks pocket money, promising him faithfully to repay it as soon as possible, and explaining to him why I needed it. After a stern lecture on 'wasting money on silly bits of paper' he handed over the required half-a-crown (2/6d) and my day was made. Neither of us were then to know that these 'silly bits of paper' were to become a major part of my life . . .

The next day I rushed back to my dealer friend and came home with my 'collection'. I sorted through the stamps and put aside the 4 loveliest copies of the 'Bluenose'. All the rest were put into an envelope. At that time there were two stamp shops in the city and I took the envelope to each in an attempt to sell them. The first shop was not interested in buying them. But I was luckier in the second shop, the owner of which, after much haggling, agreed to pay me 2/- for the envelope's contents which I gratefully accepted. My 4 'Bluenoses' had cost me a mere sixpence, just one week's pocket money, and I had accomplished my very first 'stamp deal'. I recall paying back my father 2/- of the loaned 2/6d that evening, much to his astonishment, and then he asked me what I had got for the remaining sixpence. I still remember the puzzled expression on his face as I replied "Four blue noses".

To celebrate my good fortune, I recall that I went to the local Post Office to buy three very strange new stamps, a ½d, 1d and 1½d issued to commemorate the U.P.U. Congress (1929), thus lashing out 3d (about 1p), or half a week's 'wages'. There was also a 2½d value, which I thought far too costly. It was to be very many years later that I learnt that there was also a £1 value in the set. Had I known it at the time, I would never have believed such a thing possible. But the strange new designs of the British stamps did not really impress me. I was sold on the 'Bluenoses' and somewhere still, in a long forgotten little stock-book, the four lovely stamps still remain tucked away with their 'socked on the nose' city dated postmarks.

The war years

By 1939 I had built up a reasonably good basic collection of Canada. But it had been a solo effort. I knew no one else who specialised in the country and a good deal of the collection was on a hit and miss basis. My sole guide had been quite old copies of Gibbons yearly catalogues, the few Canadian pages of which in those days I had more or less memorised.

Then came World War II and my stamps were put aside. That is until 1942 when I found myself serving alongside those wonderful Canadian airmen who did so much to help us win the war. I was intrigued at the huge number of parcels that were constantly arriving for all of them packed with food and goodies from fond parents and relatives back home. These parcels were usually covered with a brand new set of Canadian stamps that I had never seen before (1942 War Series. SG.375-396) and, since I think all philatelic publications had ceased during the war, no mention of them had appeared anywhere. I soon had all the Canadian boys saving all the stamps off their parcels for me. Mostly all were dreadfully heavily cancelled, both the Canadian and British Post Offices making quite certain that they were

well and truly obliterated. Amongst all the many values showing the King's head in uniform, just occasionally I spotted a small grey stamp showing a grain elevator that seemed quite out of keeping with the rest of the set. This 4 cent value (SG.379) was soon replaced by a 4 cent red in the normal uniform design, so I asked my Canadian airmen friends to ask their relatives to put the 4 cent grey on their parcels, which many of them did and soon I had a number of them. My instinct had told me that this little stamp would become a rarity one day.

As it turned out, I was quite wrong for, after the war, when full details of the set were published, the little grey 4 cents turned out to be quite common. It must have had considerable domestic use in Canada at the time, and today is still only cat. 60p whereas I had quite missed out on the scarcer 13 cents green that was so quickly replaced by the 14 cents in the same design and colour.

The C.P.S. of G.B.

Shortly after the war had ended, once again I took up my Canadian collection. I had read in one of the magazines that a new Society was being formed in Scotland just to cater for collectors of Canadian stamps. I rushed to join it and, being one of the very first to do so, was a little surprised when my membership arrived and I found that my membership number was 72. I could not believe that there really were as many as 70 people interested in my side-line. On reflection now, so very many years later, I much doubt that more than one or two of us are left with membership numbers from 1 to 100. (*Ed's note:— you are one of just five, Stanley.*) The passage of years has taken a heavy toll.

Joining this new specialist Society was to open up completely new vistas for me. For the first time I was to meet, especially at the Annual Conventions, fellow collectors whose knowledge of B.N.A. philately completely enthralled me. I recall the great friendship and camaraderie that existed. Most of the members were older than me and, indeed, I believe I was for some years the youngest member of the group.

The names of the old time Canadian specialists, from whom all my knowledge emanated, are manifold. Alas, the great majority of them have passed on to a happier hunting ground, but their memory lives on, and, indeed, I shall never forget any of them.

The first of the great friendships I made was with Leo Baresch, a one-time engineer, who had forsaken his profession in order to devote all his time to his first love . . . postage stamps. He became one of the most respected of London dealers, but when I first met him he was an avid collector of Canada. He took me under his wing and helped me to build up my own collection. In those days, a young collector/dealer called Stanley Godden was tragically killed in a car accident and it was Leo who handled his Canadian collection. Leo persuaded me to buy most of the many gems that were housed in the Godden collection and, to this day, many of my finest pieces stem from this source.

Then there was the remarkable J. J. Bonar, whose knowledge of Canadian rates and postal markings has never been equalled by anyone. It was he who taught me, and so many other members of the Society, what true philately and research was all about.

One recalls the late Bill Lea Senior, Duncan McLellan, Sir George Williamson and others, with fond affection, not forgetting those who are fortunately still with us, like George Searles, Sandy Mackie, Dorothy Sanderson and David Sessions to name just a few. The combined knowledge of all aspects of B.N.A. philately of the British specialists was strangely found to be far superior to their Canadian counterparts, who, though far greater in numbers, were generally less well informed about their own country's stamps.

The Americans

Shortly after the formation of the C.P.S. of G.B. a full membership list was published and it was noticeable that already quite a few overseas collectors had joined the Society. Amongst these in the early days, mostly Americans and a few Canadians were to be found. Their names, addresses and particular interests were listed.

I was always an active correspondent so that within a short while I found myself busily writing away to most of the overseas members, seeking out areas of common interest. It was in this way that I made contact with Horace Harrison, Norman Brassler, and John Siverts of the U.S., together with Arnold Banfield, Clarence Kemp, Bill Simpson and several other very active collectors in Canada.

It would be possible to write a whole article, or even a book, about the many years of correspondence with people like these, whom I then knew by name only, and only by the constant flow of airmail back and forth across the Atlantic, for it was not until years later that I was actually to meet them all.

So I will confine my reminiscences to just a few of them . . .

Horace Harrison

During the fifties, my most active correspondence was with Horace Harrison, then living in Pikesville, Maryland. He was an insurance broker and he had a passion for Canada's first Dominion issue, the gorgeous series of Large Queens issued early in 1868. As it happened, I, too, had grown passionately fond of this series. I had long since decided to limit my Canadian collection to the 19th century so that anything issued after 1900 very rarely had any interest for me. The long forgotten Bluenoses and 1942 4 cents grey had been placed aside 'for the children'. But none of my children nor my grand-children ever showed the slightest interest in them as it turned out.

Horace Harrison was deeply into the Large Queens. He was studying their papers and printings in depth whereas I was devoting my time to a study of their postmarks, a rather easier and less demanding task. We teamed up to complete an intensive study of the series. I soon discovered that material was far more plentiful on the other side of the Atlantic, which had I given it any thought, should have been obvious to me. Horace came up with masses of working material. He was able to go through local dealers' stocks in profusion at that time whereas in England, supplies were limited. Canada was just 'another country' and we were not exactly on its doorstep.

My aim was to complete a set of the so-called 2-Ring Numeral postmarks on the Large Queens. The numbers were 1 through 60 in two solid rings that had been officially issued to the 60 largest Post Offices in Canada. Montreal, being in 1868 the largest office, had been allocated number 1, Toronto number 2, and so on, until the small office of Newmarket, Ont., with its final number of 60. It had been fairly easy going to find some fifty different numerals, but the last 10 were difficult and much sought after. But with the help of Horace I soon acquired all but two of them, the elusive numbers 20 and 22, although possibly scarcer ones like 17, 19 and 42 I already had.

It was in the final acquisition of these two numeral postmarks that I learnt a lesson that was to remain with me all my collecting life and is well worth passing on to budding new collectors.

The generous trader

No collector will part with stamps that you need for a cash consideration. It is strange but true that only very rarely can such stamps be bought out of a collection. However there is another way of acquiring them that sometimes not only costs little or nothing but pleases both you and the original owner. It happened that my missing numerals 20 and 22 were known by me to exist in two different quite small collections of these postmarks. I had written to each owner offering to buy them at an inflated price but without any success at all. In correspondence with them I found out that the one owner's passion was Canadian Postage Due stamps, especially anything at all on entire. I went through all my oddments of Postage Dues, in which I was not the slightest bit interested, but had accumulated from time to time from odd auction lots and collections. I found that I had quite a range of Mint and used specimens and even an odd item or two on cover. The whole lot I packaged up and sent to the numeral postmark owner, asking him if the enclosed lot were of any use to him, and, if so, would he care to trade them for his Large Queen numeral, adding that should he consider their value was less than the single Large Queen, I would gladly pay him any balance. By return airmail I received the most wonderful letter of thanks, together with the Large Queen, saying that a straight exchange was perfectly satisfactory to him, indeed, that if anything, he was indebted to me. We were both happy and I had also made a collector friend for life.

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THE ELONGATED DUPLEX IN THE 1980's

by J. L. Winmill and R. B. Winmill

As part of a study of contemporary mail, portions of which have been previously published in this journal, these obsolete cancellations were retained. A total of only seventy-eight of these were observed. At one time, earlier in this century, this style of cancellation device, bearing a killer of eleven thick bars was extensively employed throughout the Dominion. Even today a few of these devices survive in smaller offices.

Town	Frequency	Latest Usage Observed	Remarks
Beachburg, Ontario	11	PM/JA13/83	All strikes PM
Big River Saskatchewan	1	31/VIII/82	Proofed 9/10/22 ¹
Cupar, Saskatchewan	17	24/VI/83	Proofed 20/5/26
Elgin, Ontario	16	JUL 12/83	Day or month first. All months use alpha form except PM/31 XI/81. This 8 is inverted and this is the only timemark noted.
Elora, Ontario	3	PM/28 VII/83	
Florence Ontario	18	18 VII/83	Badly worn.
Gilbert Plains, Manitoba	10	PM/14 IX/82	Proofed 19/10/28 all strikes are PM.
Warworth, Ontario	2	PM/3 II/82	PM on both.
TOTAL	78		

To conclude, a total of seventy-eight strikes were noted from only eight different Post Offices. Within a very few years, no doubt all of these hammers will be retired: indeed it is probable that some already are.

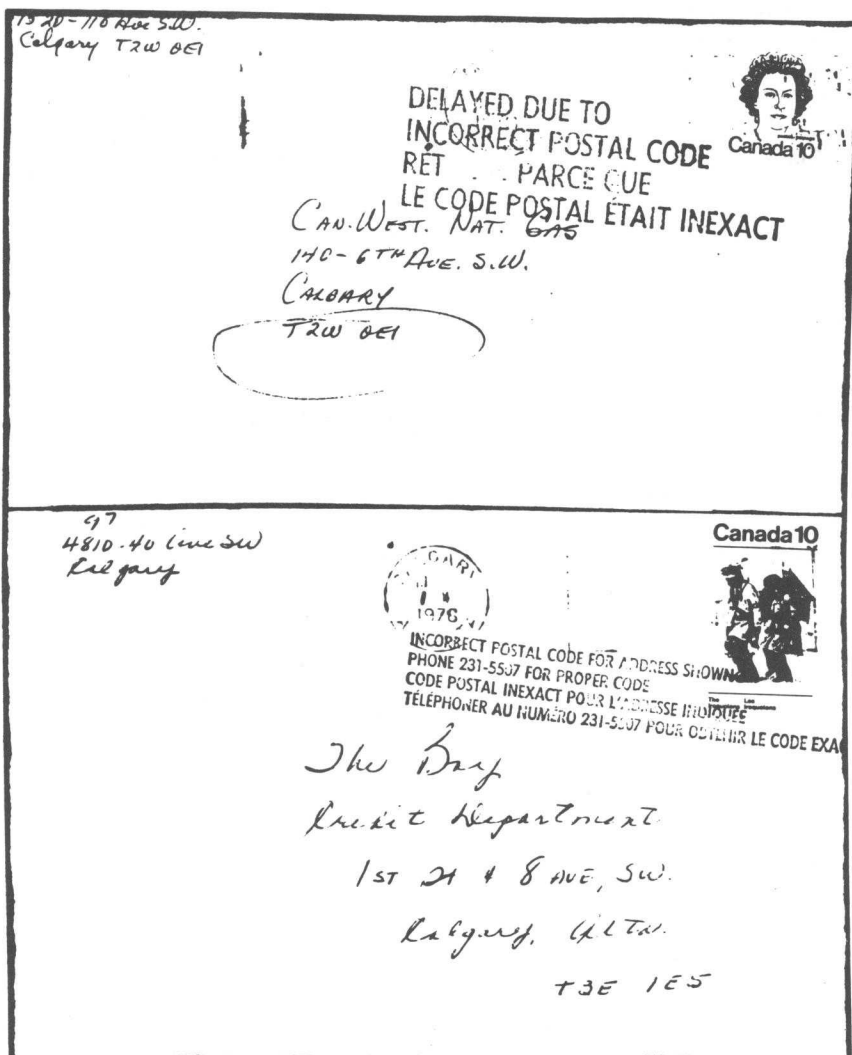
1. These proof dates are as provided in L. A. Walker and J. G. Dalpe, "The Manitoba Duplex Postmarks" (Part 1) in *PHSC Journal*, No. 35, Sept. 1983, p.22-26 and L. A. Walker and J. G. Dalpe, "The Saskatchewan Duplex Postmarks" (Part 1) in *PHSC Journal*, No. 37, March 1984, p.19-30.

POSTAL CODE ERRORS by Dale Speirs

Canada Post began its system of postal coding in 1972, but it was not until the middle 1970s that this system began to see widespread use (Tunnicliff 1976). As one might expect, there was initial difficulty in educating the general public as to the proper use of this system. Two covers illustrated with this article show one of the more common problems. In both cases, the postal code used is that of the return address, rather than the address to which the letters were sent. The rubber-stamp markings applied by the post office are self-explanatory, and indicate that this type of error was frequent enough to justify making up rubber-stamps.

Reference:

Tunnick, SS (1976). Letter sorting mechanization in Canada. BNA TOPICS 33 (4): 19-20, 26.



LETTERS TO THE EDITOR.....

Phil Grey writes :—

I studied with interest Mr. Bellack's contribution on pages 79/80 of April *Maple Leaves* regarding a registered letter addressed from Upper Stewiacke, N.S. to Brazil.

The rail distance of 278 miles from Halifax to Saint John took over ten hours with numerous stops so I feel that there is no way that the letter could have travelled to Saint John and back to Halifax on the same day.

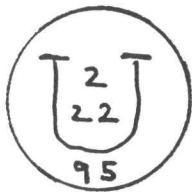
Although the illustrations of the cover are not too clear it appears that the "Amherst" postmark is probably the railway post office "Halifax & Amherst M.C. — EAST" which would suggest that the letter went first to Halifax from the mail train stop at Brookfield, N.S. One wonders why it went to Saint John at all!

Mr. T. E. Gartland writes :—

I enclose a photocopy of the reverse of a cover of mine, sent from Canada to U.S.A. by registered mail. On it, apart from the back cancels, are two round purple stamps containing a large letter 'U' with the figures 2 — 22 — 95 which I assume is the date, as it ties in with the other back cancels.

Can anyone please identify this mark for me? I believe that it could have been applied in the USA.

Editor's note:— It is indeed most likely to be a U.S. marking, perhaps one of our members can confirm this. A drawing of the mark in question is shown as this is clearer than the submitted photocopy.

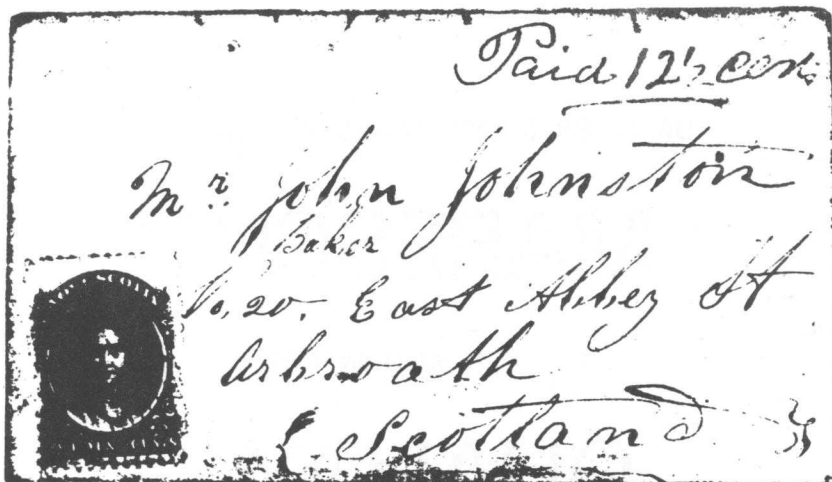


Mr. R. P. Hedley writes :—

I am enclosing a photo-copy of a cover that may be of interest for *Maple Leaves*.

The person I obtained this item from, frankly told me it had been turned down by one or two collectors. However, I believe it is a legitimate item. The thought is that this appearing in *Maple Leaves* will produce discussion.

The manuscript "PAID 12½ cents" is in red. Therefore, I feel the packet would not accept the letter unless an adhesive was thereon.



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2477 JOHNSON, H. Winston; 171 Shelford Road, Trumpington, Cambridge, C2B 2ND. B, C.
2478 GARTSIDE, Lewis; 5421 Winston Road, Burlington, ON., CANADA, L7L 3B3. C.
2479 HOBDEN, David L., 509 Glenelm Cr., Apt. 204, Waterloo, ON., CANADA, N2L 5C8. CS.

Reinstatement

- 1844 SPENCER, Keith R.; 5005 Whitemud Road, Edmonton, Alberta, CANADA, T6H 5L2. Cov. PH., Alta.

Deceased

- 687 Hicks, G. D.
176 Searles, G. R. C.

Resignation

- 1671 Verity, D. M.

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- 2417 Dickinson, E., 20 Albert Road, Pittville, Cheltenham, Glos., GL52 2QX.
1633 Grigson, R., 20 Green Lane, Windsor, Berks, SL4 3SA.
1177 Harrison, H., 122 Charlesbrook Road, Baltimore, MD, USA, 21212.
540 Jones, Miss C. A., 126 Farnham Gate Road, Unit 107, Halifax, N.S., CANADA B3M 3T7.
392 Marsden, P. S. S. F., 31 Barn Crescent, Newbury, Berks, RG14 6HD.
2207 Oakland, Dr. R., 21 Metchley Lane, Harborne, Birmingham, B17 0HT.
2085 Searle, G. P., 'Hambleton', Albion Road, Marden, Kent, TN12 9ED.
1581 Sessions, D. F., 36 The Chimes, Nailsea, Bristol, BS19 2NH.
2330 Sessions, Revd. P. E. P., 36 The Chimes, Nailsea, Bristol, BS19 2NH.
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Revised Membership — 570.

CORRIGENDUM

Re: "Steamboat Mail. Part 3" — April 1986 issue.

First para. page 72, line 7 should read "until 1848, when the Montreal & Lachine Railroad began regular services

Same para. fifth line from the bottom should read '1848' not '1850'.

No gremlins, the author generously admits to 'nodding'.

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WANTED: George V, Admiral Flag Covers, Early Admiral Coil Covers Starters and Ends. Fred Goodhelpsen, 5508-90 Ave., Edmonton, Alta, Canada, T6B 0N9.

WANTED: Squared circle cancels on 1908 Quebec set wanted. Also 1935 Silver Jubilees from all colonies on cover and multiples. Also 1948 Silver Weddings on cover. A. W. Wolff, Box 8427, Santa Cruz, CA 95061, USA.

WANTED: Sunny Alberta — Anything in Alberta Town Cancels — Territorial period forward. Also Small Town views, Advertising Covers, etc. Keith R. Spencer, 5005 - Whitemud Road, Edmonton, Alta, Canada T6H 5L2.

WANTED: Used strips of four, Scott 131, 132, 134. If dated, should be prior to 1930. Please send with asking price or write Gordon M. Hill, 1001-13 Ave SW, #320, Calgary, Alta, Canada, T2R 0L5.

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JOURNAL OF THE
CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN

Maple Leaves

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Collection 133

Whole No. 209

Vol. 20 No. 5

August 1986



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MAPLE LEAVES

Journal of

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INCORPORATED 1946

Founder:

A E. Stephenson, F.C.P.S.

Edited by: David Sessions, F.C.P.S.

36 The Chimes, Nailsea, Bristol, BS19 2NH.

Opinions expressed in the various articles in this journal are those of the writers and are not necessarily endorsed by the Society

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Vol. 20 No. 5

AUGUST 1986

Whole No. 209

EDITORIAL

It was with great sadness that I learned, shortly after writing the June Editorial, that Eric Killingley, former Editor and Past President, had died. An appreciation will be found elsewhere in this issue.

On a brighter note, this Editorial is being written after returning from a most enjoyable philatelic day out. At the last A.G.M. it was agreed that we should try to hold a one-day meeting in early summer to give members a chance to meet between Conventions and perhaps entice one or two members along who are not normally able to attend Convention.

The London Group volunteered to host the first event and most of the organisation was down to one man – Lew Warren. All those who attended, from Yorkshire, Bristol and Dorset, as well as the South Coast and the Home Counties, agreed that the day was an outstanding success. It was generally concurred that arrangements should be made for a repeat about the same time next year.

Ten members presented material in a crowded day and it was very rewarding to see the interest stimulated by the displays. I urge you to watch for announcements of next year's event and make every effort to attend the philatelic feast.

It was a great day – thanks Lew.

For the record, the exhibitors were :—

Lew Warren	Five Cents Beaver Stamps and Cancels
George Bellack	Transatlantic Mail 1809-1899
David Sessions	1939 Royal Tour
Brian Stalker	Newfoundland T.P.O's
Dr. John Gatecliffe	Special Delivery
George Manley	Precancelled Postal Stationery
John Humphrey	Fancy Cancels
Cliff Wheatley	Transatlantic Ship Letters 1789-1950
Colin Banfield	Squared Circles, 2c R.L.S. & Postage Dues (Courtesy of Gib Wallace)
Arthur Jones	1967 Centennials

SUBSCRIPTIONS

Members are reminded that the annual subscription of £7 is due on 1 October, 1986. Dues received **after 1 January 1987** will attract an **additional £1 re-instatement fee**. Any UK member who wishes to ensure payment is made in good time may like to pay by Direct Debit. If he has not already made such an arrangement, a form can be obtained from the Treasurer in exchange for a SAE. Members in Canada and USA can save themselves hassle and bank charges by sending dues to either Wayne Curtis at PO Box 74, Postal Station A, Toronto, ON., Canada, M5W 1A2, or to John Siverts at Box 425 Wilmington, Delaware, 19899, USA.

ERIC KILLINGLEY

In May the Society lost one of its most stalwart supporters. A member for over 26 years, Past President and latterly Editor of *Maple Leaves*, Eric had also been the Society's auditor for the past few years.

Whilst never seeking the limelight Eric was always willing to offer unstinting support and could be relied upon to provide a stimulating and different display from the wealth of material at his disposal. His wide knowledge was also readily made available and I well recall his enthusiastic support of the Yorkshire Group during the time I was involved. Meetings were held throughout the winter months and Eric unfailingly made the 170-mile round trip from Bridlington to Bradford, always with a few 'gems' from his collection. He missed only once and even then he had started out, only to be beaten back by the weather. Such was the measure of the man.

To Joyce and family we extend our deepest sympathy.

POSTAGE DUE HANDSTAMPS 1931-1951

by G. A. Wallace

As of 1931 an era of rectangles, in many shapes and forms, began. Although the large numerals, so extensively used during the previous period, were being phased out they continued in use until the mid thirties. There are, of course, exceptions; one from Fernie, B.C. has a '6' struck in error and overstamped '8' on March 31 1943. Ken Barlow reports a '4' as late as February 1947. Both sizes of the double lined INSUFFICIENTLY PREPAID handstamp mentioned in the previous article⁽¹⁾ can be seen until 1935. The only one of the three section rectangles using all serif lettering is the 'Postage Due/blank/Cents' until 1933. All other handstamps did not survive.

From 1931 the most common new design was the simple 30 by 14mm. rectangle, which could still be found in use in Vancouver until 1968 (see Fig. 1). Listed are earliest and latest dates so far known :—

1c	Dec. 30 1931	Oct. 1956
2c	Nov. 13 1931	Jan. 1968
4c	Feb. 17 1932	Dec. 1963
6c	Nov. 18 1931	Apr. 1961
8c	Sept. 23 1947	Dec. 1964
10c	Sep. 02 1932	Aug. 1960



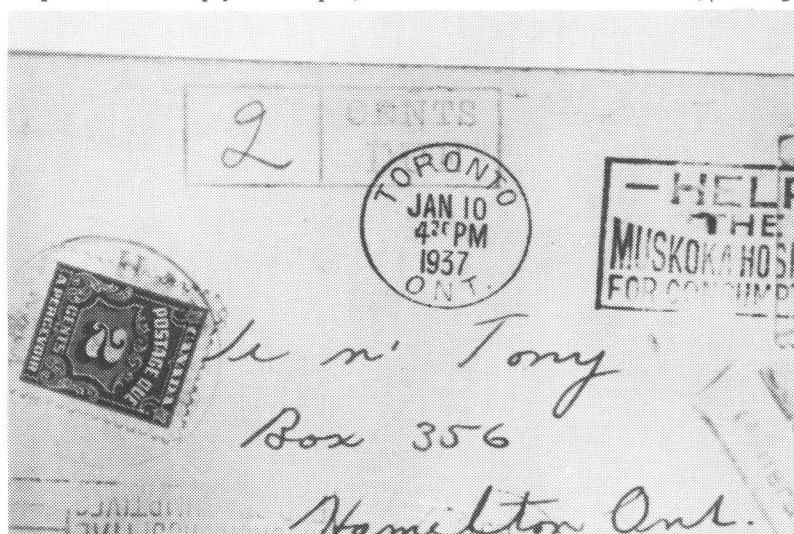
Fig. 1

Larger forms of this type are known but are not consistent in size or shape of both the numerals and lettering. These are quite scarce, because most were ugly in proportions and proved to be unpopular with Postmasters.

Seen to date are :-

1c	Sep. 18 1949	16 x 25mm	thin serif 1
2c	Sep. 23 1933	16 x 34	thin sans serif 2
	July 1938	17 x 30	thick serif 2
4c	May 15 1946	17 x 30	thick open 4
6c	Feb. 05 1951	16 x 30	thin 6
8c	Mar. 09 1948	16 x 30	large 8
	Mar. 12 1950	15 x 30	small 8
10c	Jan. 03 1938	16 x 32	thin 10 All with serif lettering.

The next type in importance is a long rectangle divided by a vertical line, the first section left blank for written amounts, the second with CENTS DUE in serif letters, (see Fig. 2). The idea of this type was for amounts of 12c. upwards, but as inevitably happens in a busy office, the first hammer to come to hand is used. There is a similar type used in Vancouver with sans serif letters and printed numeral '5'. Because there was no call for a 5c rate, except Business Reply Envelopes, it seems to be exclusive to this, (see Fig. 3).



(Fig. 2)

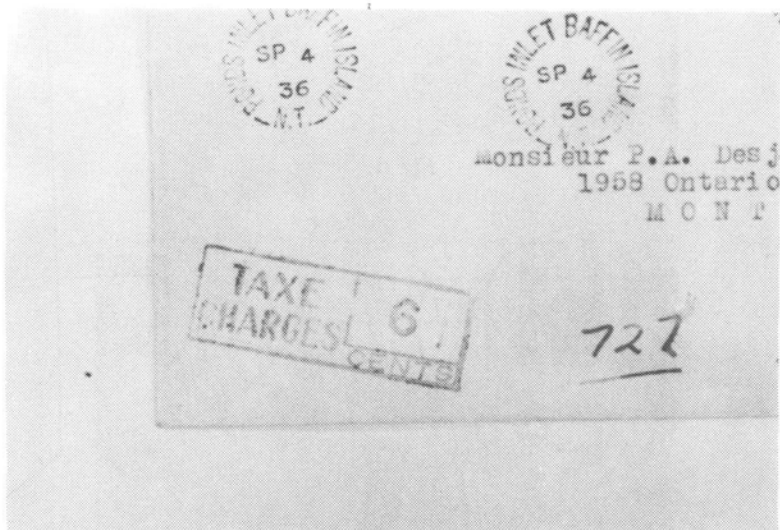
blank	Apl. 14 1934	42 x 14	Oct. 20 1940	serif
blank	July 11 1941	39 x 12/14	Dec. 28 1950	sans serif
5c	Oct. 11 1944	40 x 13		sans serif

The elongated rectangle is also seen in another form, with an inset rectangle in the upper right corner which, in turn, encloses a printed numeral, (see Fig. 4). This type measures 42 x 16mm. and shows a break in the inner rectangle. A larger form of this type measures 49 x 17 with a blank space instead of a numeral. These were in use from 1936 until 1949 mostly in Montreal; naturally bi-lingual.



(Fig. 3)

The three sectioned rectangles, which were used sparingly in Western Canada during the 1906 to 1930 period, came more to the forefront in the thirties; wherein three new types are shown, (see Figs. 5, 6 and 7). The bi-lingual type was particularly neat and attractive.



(Fig. 4)



Fig. 5

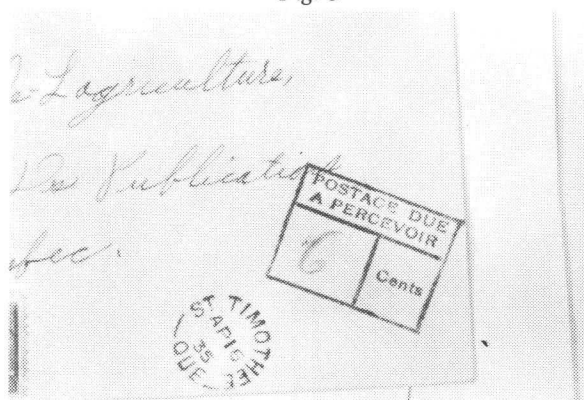


Fig. 6



Fig. 7

TAX (blank) Cents	Feb. 22 1934	40 x 25mm
" " "	Jan. 12 1940	46 x 28
POSTAGE DUE/A PERCEVOIR (blank) Cents	Apl. 16 1935	33 x 24
POSTAGE DUE (blank) Cents	Mar. 26 1936	39 x 24
" " " " "	Aug. 07 1942	40 x 24

This last type in various sizes was used extensively in the fifties and sixties.

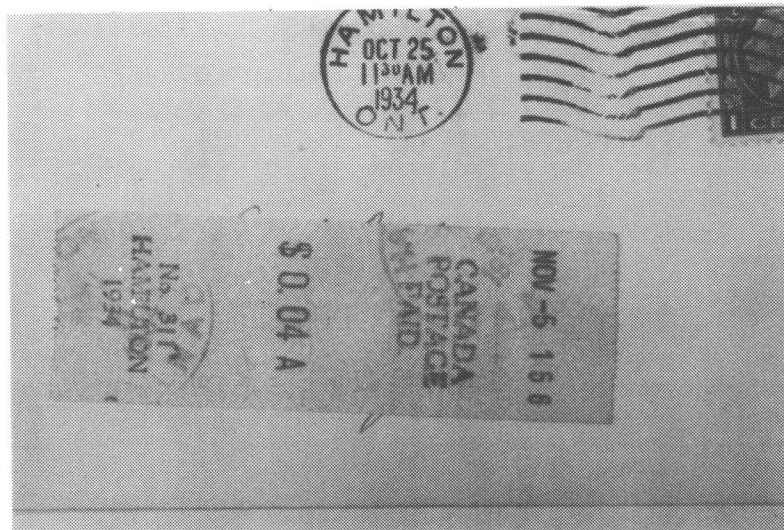


Fig. 8

Straight line handstamps used during this period could be in two to five lines depending on the information to be imparted. The largest, Fig. 9, is self-explanatory and stems from 1945 in a 58mm. format. Special Delivery mail from the United States having a different rate from Sept. 1921 until March 1939, the 'Advise' types to be produced, (*see Fig. 10*). On this there is, used in conjunction with the 'Advise' notice, a faint 'Not in Special Delivery Mail' handstamp. This is interesting in that it must have been sent Special Delivery otherwise why charge the 10c Postage Due. One type similar dating from 1935 is :-

Please inform your correspondent
the Special Delivery charge
to Canada is twenty cents.

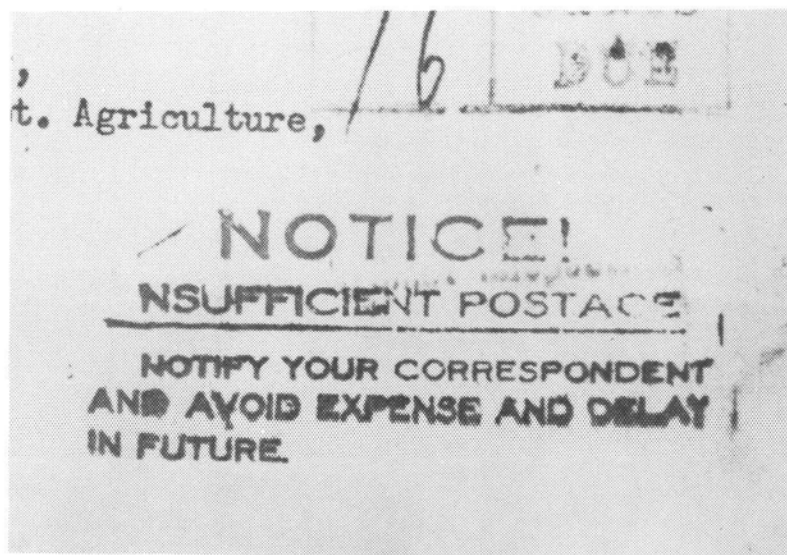


Fig. 9

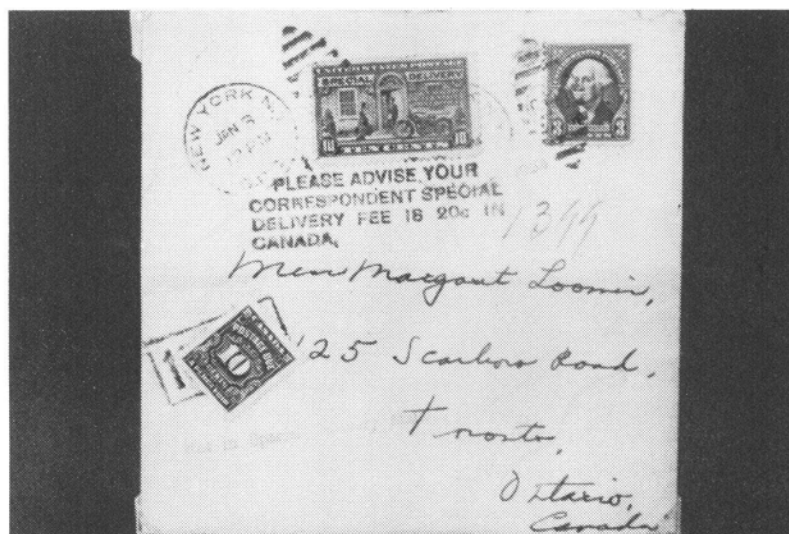


Fig. 10

NOTICE OF SEPTEMBER 1986 PUBLIC AUCTION



Our Seventh Public Auction, following the one in June, will
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AS ALWAYS OUR CHIEF INTEREST IS IN B.N.A. SINGLES, SETS, POSTAL HISTORY, COLLECTIONS AND WHOLESALE LOTS, BUT WE WILL SELL ANYTHING OF PHILATELIC INTEREST FROM THE WHOLE WORLD.

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Seen often written but seldom stamped is Fig. 11. It measures 56mm. dated 1947.

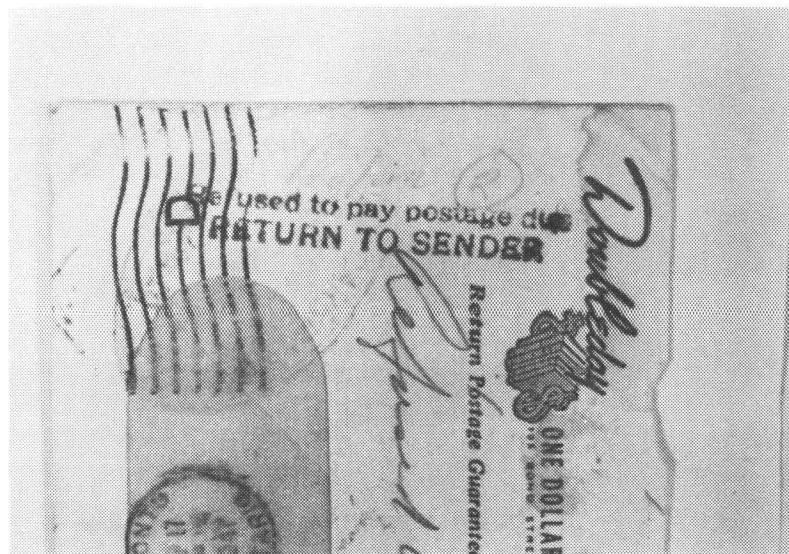


Fig. 11

This leaves only two types; the first is bi-lingual, produced to coincide with the first bi-lingual stamps. It reads :—

INSUFFICIENTLY
PREPAID

Insuffisament Affranchi

The second was used only by customs officials on mail matter to United States. The statutory charge for opening letters suspected of carrying dutiable goods. The service was to be performed by an American official working in larger Canadian Post Offices. It reads :—

COLLECT 10c. POSTAGE DUE
FOR CUSTOMS SERVICE

This measured 44mm. and was first seen March 07 1933 and was in use until December 1955.

- (1) The period 1906 to 1930 was dealt with in January and April 1984 issues of *Maple Leaves*.

POSTAL HISTORY VERSUS FIRST DAYS

(The Nieto Post Card "Find")

by The Yellow Peril

Photos by Kimmo Salonen

Collectors may have noticed post cards addressed to Europe with only a half cent Queen Victoria Numeral stamp affixed to their picture sides while their fronts are rubber stamped "IMPRIMES, TIMBRE COTE VUE" and Mme. D. Bedard's return address in form of a blue double oval cachet. The stamps are neatly cancelled with town dated postmarks but there are no other markings on the cards.

Although postal history material without transit markings or receivers are more despicable than single imperforate stamps, readers may be entertained (or provoked) to learn of the mitigating circumstances that led to the YP being shafted into making an exception.

A year ago an American deltiologist, while holidaying in Mexico, purchased a tremendous stock (forty kilos) of world-wide post cards. All the cards are addressed to a J. M. Nieto of Agnas-Calientes, Mexico. The Canadian cards are sent from Quebec, Montreal and Winnipeg but the majority are from New Westminster and Ottawa.

The stamps used on these cards range from Queen Victoria ½c Numerals to George V 2c Medallions. The cards are prepaid with 1c or 2c stamps, but only the cards from Mme. Bedard are found with ½c stamps (mostly ½c Numerals). Curiously, only the cards with 1c and 2c stamps have arrival handstamps.

The American sold the Canada section to a cover dealer who extracted this card (Fig. 1 and 2). It depicts "Laurier Avenue in Winter" and it is signed and dated "D. Bedard Ottawa, 15 Juillett 08". It is also annotated "ou Je Meneure" on the left and "Residence de Sir Wilfred Laurier ler Ministre du Canada" on the right. The ½c Quebec is tied by an Ottawa JUL 16 08 circular date stamp. This cds is also struck on the front (address side) of the card. It is addressed to Mexico to where it obviously travelled.

Evidently, Mexican postal employees treated cards with 1c and 2c (1c overpaid) stamps as first class mail by handstamping them with Mexican receivers. Post cards that carried only ½c stamps were considered as other than first class matter and did not receive any arrival markings. The fact that cards with ½c stamps and some cards with 1c stamps are stamped "IMPRIMES" and carried no messages (Fig. 3) while other 1c cards (Fig. 4) have communications; suggests that there was some confusion over the new preferred rates to Mexico (letter rate was reduced from 5c to 2c and post cards, with or without messages, from 2c to 1c on January 1 1905).*

As far as it can be ascertained the ½c rate ceased to exist in 1902 and postage for printed matter, circulars, etc., had to be prepaid in cash — some time during or after 1903.** A ½c Quebec singly franked cover, therefore, cannot logically exist.

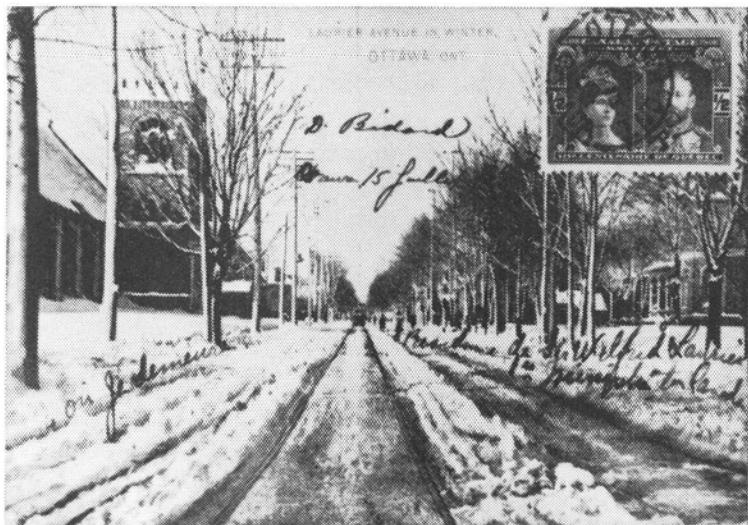


Fig. 1 $\frac{1}{2}$ c Quebec tied by Ottawa Jul 16 08 cds (first day of issue) to picture side of post card to Mexico. 1c printed matter rate underpaid by $\frac{1}{2}$ c. Card was neither rated nor arrival stamped.

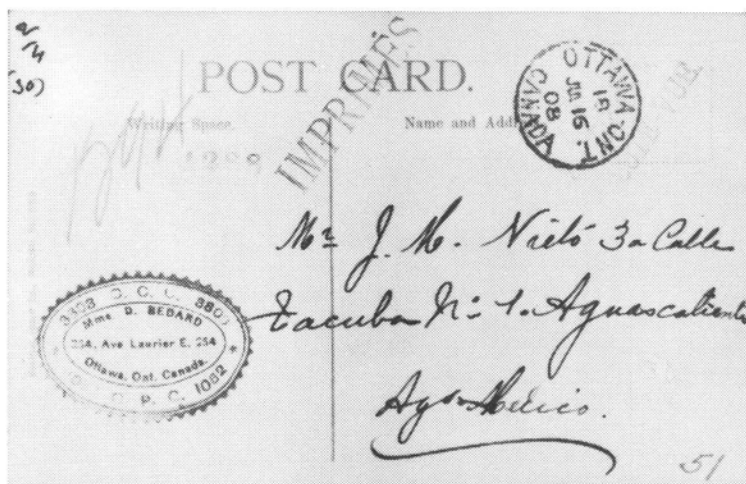


Fig. 2 Address side (front) of the above card.

In the light of these circumstances, this card (Fig. 1) is taken to be the ½c Quebec single usage cover — even though there was no half cent rate during the period when the ½c Quebec stamp was issued. Regardless of any dissenting opinions that postal history authorities may have on this card being a rate cover, the card indisputably documents the rare official first day of the single ½c Quebec stamp.

* In 1904 the 2c rate to Mexico was successfully negotiated by Sir William Mulock.

** References and confirmation on the ½c final date, and changeover date to cash prepayment would be appreciated.

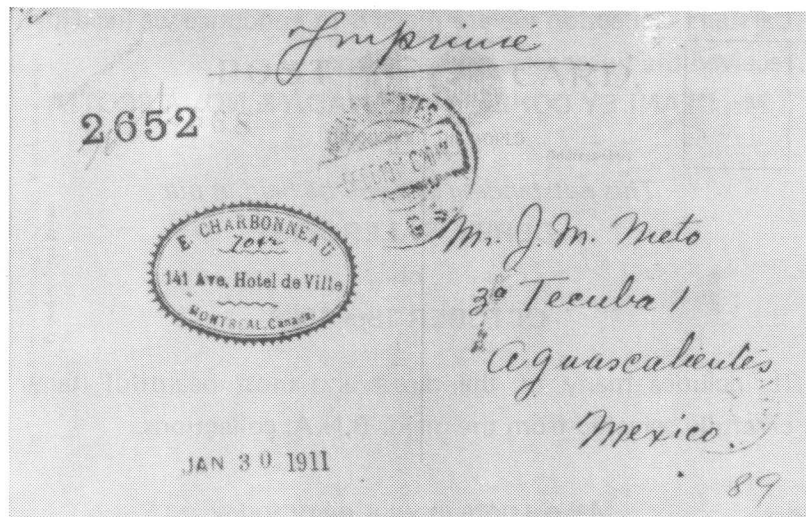


Fig. 3 "Imprime" post card, without message, from Montreal dated Jan 30 1911. 1c Edward stamp on picture side.



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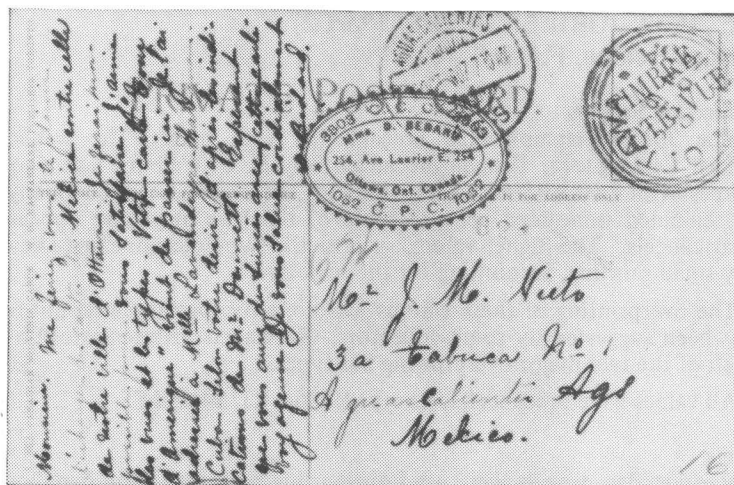


Fig. 4 Post card from Ottawa dated Oct 19 07 with message and arrival handstamp. This card also prepaid by 1c Edward stamp.

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THE 1897 JUBILEE ISSUE (Part 2)

by Hans Reiche, F.C.P.S.

Precancelled Stamps

The Jubilee stamps exist precancelled with bars. The well-known "Official Catalogue of Canada Precancels" by H. G. Walburn lists a total of 45 types with two different bars. Most of these are scarce, but many may have remained unnoticed because some of the bars may have appeared as regular cancels. The higher values, such as the two-dollar one, may have had a very small printing, accounting for the scarcity.

The overprinting of these stamps was done by special plates, not rollers, as has been suggested by some collectors. Specialists differentiate sub-types of each of the two major overprinting bar types.

All values were precancelled except ½c, 6c, \$3, \$4 and \$5.

Cancels

Various flag cancels were used during this period. In the handbook by Ed Richardson, "The Canadian Flag Cancellation Handbook", a number of flag cancels are listed which were specifically designed for the Diamond Jubilee of Queen Victoria. These attractive cancels on these stamps can only be fully appreciated if they are used on a cover, because the cancels are long and cover more than just the length of a single stamp. Richardson designated three different flag cancels as the Diamond Jubilee flag cancels because all were issued to commemorate this event. All include the dates 1837-1897 or a crown and VR.

Many of the higher values were used on parcels and rather smudgy cancels, sometimes referred to as "transparent smudge cancels", are found, making the stamp ugly-looking.

Registered cancels of various types exist and a detailed listing of such registered cancels can be found in "Canadian Registered Letter Stamps and Cancellations 1875-1902" by E. A. Smythies and A. F. Smith.

Some of the higher values can be found with a Winnipeg magenta-coloured cancel which was used on registered mail. The magenta cancel should be treated with care when washing such a stamp in warm water.

A good number can be found in blocks of four or singles with nicely-centered Toronto circular cancels. Blocks have a single-centered cancel. Toronto Union Station roller cancels exist on some higher values. It is suggested that some of these stamps may have never seen the mail and were cancelled to order. This should not detract from the value of these stamps.

Perfins

If anyone has ever seen a perfin Jubilee, he must consider himself lucky. Very few indeed have been perforated with initials. The cover shown is probably one of the most outstanding Jubilee items in existence.

Some of the perfin values which have been noted are the 1c, 2c, 3c, 5c, 6c, 8c, 10c, 20c, 50c with Type S.8, and 2c and 3c with Type W.8. ⁽¹⁾

(1) Types from the Canada Stamps With Perforated Initials. BNAPS Handbook No. 8.

The Half Cent

The ½ cent value was printed in sheets of 100 subjects. A single plate was prepared, Plate 9. A quantity of 150,000 stamps were printed. A number were found damaged and 24 were destroyed by the Post Office. In 1906, a further small quantity of remainders were destroyed, but no specific quantity is listed in the records for this value. The value was printed in black but minor shade variations exist with a dark-greyish black predominant.

A guide dot exists in the letter R of RIV. This dot can be found on subjects 11 to 22, 26 to 38, 38 to 39, 41 to 90, 91 to 93, and 97 to 100.

A guide line exists across the letters AL of HALF but the position is not known.

The One Cent

The 1-cent value was printed in sheets of 100 subjects. Four different plates were prepared, Nos. 5, 6, 15 and 16. A total quantity of 8,000,000 was printed from these plates. A small number were destroyed as unsatisfactory. The colour of this value is orange. Two different shades are listed in retail catalogues. These are orange-yellow and yellow-orange. The first one appears to be more common than the yellow-orange which is a lighter shade and could indicate some plate wear. This value has been reported used as a bisect to make a ½-cent rate. Two reports indicate that this value exists on a vertical wove paper, as well as the horizontal wove paper. If this can be confirmed, the vertical paper must be considered as rare.

The Two Cents

The 2-cents value was printed in sheets of 100 subjects. Two different plates were prepared, Nos. 7 and 8. A quantity of 2,500,000 was printed from the two plates. 574 stamps were destroyed as being unsatisfactory and a further quantity was destroyed as remainders in 1906. The colour of this value is green with a deep green shade in existence. All copies which have been examined by the writer were on horizontal wove paper. There is a slight possibility that this value exists on a vertical wove paper.

The following varieties have been noted :—

hairline from subject No. 3 to 12, to 13 and to 22;

hairline right corner from subject No. 28 to left-top corner subject No. 39;

guideline through top below the inscription and through the bottom of the crown on subjects 51 to 80.

The Three Cents

This value was printed in sheets of 100 subjects. Ten different plates were used to produce this value. The first four plates were the first Jubilee plates to be laid down. The next four plates were laid down after the 5 Cents plate. The last two plates were the last two Jubilee plates laid down. The plate numbers are: 1, 2, 3, 4, 11, 12, 13, 14, 28 and 29. A quantity of 20,000,000 was printed of which over 2,000 stamps were destroyed initially. The 3-cents exists on a horizontal and a vertical wove paper. The last one is rare but a number of copies have been found. The thickness of the paper used for this value varies from medium to thick. On the thick paper, the weave of the paper is difficult to see. A so-called greenish-white paper on a poor quality of wove paper has been reported but the writer could not confirm its existence.

Varieties noted are :—

vertical guide line between centre of sheet, fifth and sixth vertical row.

The Five Cents

Sheets of 100 subjects were printed for this value. Only one plate was used, No. 10, with a quantity of 750,000 of which 84 stamps were initially destroyed. The catalogues list shades as blue, deep blue, slate blue. Some make a distinction in calling the slate blue more elusive than the other shades. Only horizontally wove paper has been found and it is not likely that a vertical one exists.

The dot in R of RIV is fairly constant on many subjects :—

the dot exists on subjects 11 to 59, 61 to 81, 83 to 86, 90 to 94 and 96;

there is a dot in D of Canada on subject No. 71;

a minor re-entry in the letters "Canada Postage", Subject No. 91.

The Six Cents

This value created the biggest controversy when sold. The small quantity printed made it necessary to ration these stamps by the Post Office, and some offices sold the 6 cents out fast and could not deliver a complete set to collectors after only a short period. What is rather interesting is the fact that not only were 33 stamps destroyed initially, but another larger quantity was destroyed as a remainder. This quantity is not mentioned.

Sheets of 50 subjects were prepared, using a single plate for printing. Plate No. 17 printed a total of 75,000 stamps. Only a vertical wove paper has been reported. The colour is yellow-brown and practically no shade variations can be found.

This particular value is full of constant plate varieties which will be described and can be used to plate many positions in the sheet of 50 stamps.

A dot in the V of RIV can be found on most subjects. Those not showing the dot are where the design covers them :—

- dot between C and E of "Cents" below maypole;
- dot between C and E of "Cents" with a line between the letters;
- guide line extending left corner of baseline and short line extending to the right corner, No. 3;
- dot between C and E of "Cents" and vertical line into margin plus dot in lower right corner, No. 4;
- vertical line between C and E of "Cents" and two dots lower right corner, No. 5;
- guide line left of the baseline, No. 8,
- two dots outside baseline below the maypole, No. 9;
- dot outside baseline below maypole and dots left and right corners, No. 10;
- short line extending to left of baseline, No. 13;
- dot outside frameline below E, No. 14;
- dot lower left corner below baseline, No. 15.

The Eight Cents

The 8-cents value is another one which was printed in sheets of 100 subjects. One plate was used, No. 20, to print 200,000 stamps. A very large number of these stamps was destroyed by the Post Office, namely 40,097, which is a substantial amount compared to the small initial printing quantity. This is one reason why this value is much scarcer than it actually should be.

The colour is dark-violet and no shade variations can be found. The stamps are printed on horizontal wove paper only.

Jarrett believed that this stamp could be plated because not only the top horizontal row of the sheet but many other subjects show constant plate varieties, such as guide dots. These will be described here.

The following varieties exist :—

- vertical guide line between T and C (Cents) on subjects, 2, 72, 82, 92, 5, 15, 25, 35, 45, 55, 65, 75, 85, 95;
- hairline from subject No. 3 to 13, and from 5 to 15;
- guide line below stamp, subjects 9, 26, 27;
- period between "Eight" and "Cents", subjects 1 to 10;
- re-entry in "Canada Postage", VIR and right shading lines extended, subject 10;
- the top and bottom margins show a number of different dots;
- guide line below fifth horizontal row of stamps.

The Ten Cents

The 10 cents was printed in sheets of 50 subjects. A single plate was used, No. 19, to produce 150,000 stamps of which 26 were destroyed. Printing was on a vertical wove paper; there is a small possibility that a horizontal wove paper exists, but the writer has not seen such a copy so far. The colour is brown-violet, and some minor shade variations can be found.

A number of nice constant plate varieties can be listed.

Re-entry: doubling on left side of most lettering in 'CANADA POSTAGE', guide dot below CE of 'Cents' in margin.

Re-entry: doubling of all left shading lines, extension of lines into oval left, in letters R and V, at top of 1897 and right side of numeral box (Position No. 5).

Re-entry: doubling of top of crown, letters POS, top of R and I and in left arm of V, in 'TEN CENTS', bottom of ovals, in both year values and lower left corners.

Re-entry: doubling towards left side, in 'CANADA POSTAGE', the crown, in V, I and R and extensions into left margin of all lines. Guide dot in lower margin and a guide line.

(A very similar one exists with slight variations which may come from the same position.)


Guide line below fifth horizontal row of stamps.

Vertical line between C and E of 'Cents', No. 1 and No. 7.

Dot in ribbon below top of maypole.

Two of the above-mentioned re-entries may come from positions 6 and 16, but this has not been confirmed.

To be continued.



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THE STORY OF A CANADIAN STAMP COLLECTION (Part 2)

by Stanley F. Cohen, F.C.P.S.

Now, I had 59 of the set of 60 different numerals, and, as always in such a collection the last one for completion is always the hardest to acquire. So, as my strategy had worked so well, I struck up a very active correspondence with the owner of the 60th numeral, in the course of which I discovered that he had hardly any interest in these postmarks at all, but he had written me that he was smitten with a new collecting *féver*, of which at the time I had never even heard. He described them as postmarks to be found of a type known as Squared Circles. He lived in California and a small group of his friends were trying to research them.

Little did I then know that, years later, I too would be smitten with the same 'Squared Circle' bug. Instead I telephoned my dear old friend Leo Baresch in London, and asked him what on earth were squared circle postmarks. Leo had heard of them and told me that they were quite commonly to be found, especially on the small queens issue, and that he, too, had noted some interest in them from Canada but little or no interest in England. I asked him if he would go through his stock and, if he had any, would he be good enough to send them to me.

The next day I received quite a large package from Leo. They mostly seemed to be very common 3 cents small queens, plus a few other values and at least five covers. Each was cancelled with a similar circle surrounded by a barred square and the range of towns was quite large. From memory, I don't think Leo charged me anything at all for them. Take them as a gift, he had said, probably considering the whole lot to be worth little more than a few shillings.

Years later, I was to reprimand myself for not having even noted the towns or dates. For maybe there was a great rarity amongst them. In any event no handbook on the subject had then been published. Off they were shipped to my man in California, with the same offer. Would he be prepared to accept the whole lot for his single Large Queen numeral that I needed? I anxiously awaited his reply which was soon forthcoming. Again, the most profuse letter of thanks. Yes, these were exactly the stamps he was looking for, and how generous of me to offer them in exchange for a single stamp. Enclosed was not only my 60th numeral, for the first ever completion of a set on the Large Queens, but also 5 other fine numeral strikes, which he said would perhaps be 'better in my hands'. I was happy, he was elated, and I realised with some astonishment that both stamps, for which I would have gladly paid quite a lot, had been acquired for . . . precisely nothing, other than a few airmail postage stamps.

It was this principle of trading, and of especially being a very generous trader, that I used continuously from thenceforth. I started to put aside anything unusual of almost every branch of philately that came my way. I had found that other collectors, who might have a Canadian stamp that I

needed, were just as likely to go wild about the early postmarks of Peru or Tibet and so, gradually, I built up a 'trading stock' of the most unusual items, and not necessarily Canadian ones at all.

Years later, I came into the Squared Circle collecting field myself and built up one of the largest collections ever formed, almost entirely by this trading method. I specialised particularly in strikes on the large Jubilee series with my aim to catch up with my friend Doug. Crawford, who collected almost nothing else but 3 cents Jubilees with these attractive postmarks. Before long I had over 200 different towns, but Doug. was always just a leap or so ahead. In fact I never did quite catch him up, but the point is that almost my entire collection of these had been acquired by generous trading. I made a point of giving every collector correspondent the choice of four copies of mine for any one of his that I wanted. I was almost invariably accepted. It meant that I had to obtain a large supply of duplicates, but that was far easier I found than obtaining one copy of a really scarce office.

And so it was with a great many other 'special' interests that I developed from time to time. Collectors will rarely if ever sell their gems, but find them something in their particular field, and then they will gladly part with them.

The Large Queen papers

I cannot leave Horace Harrison without mentioning an unusual incident which occurred around this time. Horace would send me my numeral postmarks and, in return, I would seek out and send to him anything at all unusual in the printings by way of papers or perforations that I could unearth in England. But the sources for Large Queens in England were quite sparse. I would unearth what I could from dealers' stocks during my travels around but they were not plentiful. Another good source in those days was at auction when the larger London sales quite often had fairly bulky lots and I would attend these as often as I could.

Accordingly I recall that one day, Robson Lowe had a Sale in London with some bulky Large Queen lots, which I had examined and determined to buy for Horace. The 12½ cents value which, being the rate to England, was always rather more plentiful here than in Canada, came in a series of six lots of some fifty fine used copies in each. Nowadays, these stamps would be sold singly rather than in bulk. I selected three of these lots as being the best quality and managed to purchase them quite reasonably.

In the examination of one lot, after extracting quite a good number of undescribed Bothwell watermark varieties, I noticed that one of the stamps amongst the fifty was extremely odd. In fact, neither before nor since, have I ever seen anything like it. Firstly, the colour was not the normal bright blue. It was deep navy, almost black. No. 12½ cent could surely be that colour? Perhaps in some way it had become oxidised, I thought, in my ignorance. Then the paper was extremely soft and the whole design a little blurred.

At the time I thought little more about it, but, on posting most of the copies to Horace, I pointed out that there was this very odd stamp amongst them, and perhaps he could fathom out exactly what it was.

I shall never forget the excited reply I received from Horace. In fact on opening his letter, and even before reading it, I saw with some surprise that he had included for me almost his entire collection of numeral postmarks. It appears that he had been making a study of the Large Queen papers in great depth. He had isolated most values as being found on what he described as a 'soft white blotting-paper'. It was a distinctive paper that absorbed tiny drops of liquid placed on the stamp whereas the normal papers would not react in the same way. This paper also seemed to affect the printings which were often slightly blurred and could affect the resulting colour of the stamp. Horace wrote that whilst he had discovered this paper variety on most values, he had only suspected of its existence on the 12½ cents. What I had sent him was his 'missing link' . . . a superb example of the soft white blotting-paper on this value which showed up both a colour and a printing variation more boldly than on any other value.

His elation at the stamp was such that he simply had to have it and suspecting, I suppose, that once I knew what it was, I might want to keep it, he had offered me and sent a huge range of his postmarks in exchange. Of course, I was only too delighted to let him keep it and accepted just a few of the numerals in exchange, returning the rest to him.

Very many years later, when Horace had long since discontinued Large Queens and was heavily into his new love of Registration stamps, by which time I was a little out of touch with him, I discovered that he had sold all his Large Queens. I was disappointed to learn this because I would have liked to have re-acquired that mysterious 12½ cent variety. It must now be housed in some fine collection somewhere. I just hope the new owner, whoever he may be, realises that he possesses what is probably a unique and exceedingly rare copy.

Early in the sixties, Horace and I decided to research the 'fancy' numeral postmarks on the Large Queens, the three main offices being Toronto (2), Ottawa (8) and Kingston (9). In the case of Toronto we found that in 1869 the limited number of official 2-ring '2' obliterations issued to the office were insufficient for what had become a very busy office. The Postmaster was allowed to supplement these and eventually to replace them by a series of fancy cork types, which, so long as they incorporated the figure '2' could be in almost any design. He must have been an imaginative and artistic Postmaster because these 'fancy' corks lasted usually only a week or two and themselves had to be replaced by others, and yet the range of designs was quite large.

We collected and identified over 60 different fancy '2s' of Toronto. These we numbered and illustrated for articles in *Maple Leaves* and *BNA Topics*. To this day the 'C and H' (Cohen and Harrison) numbers are used in reference to this group of postmarks.

To be continued

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BOOK REVIEW

THE LARGE QUEEN STAMPS of CANADA and THEIR USE 1868-1872 by H. E. & H. W. Duckworth.

Published by Vincent G. Greene Philatelic Research Foundation. Price \$125.

This beautiful and well loved issue has produced a number of articles over the years but only two books. Firth's monograph on the 15c value and Reiche's 'Large Queen Report', both slim volumes aimed entirely at collectors of the stamps themselves.

Now we have a meaty 480-page hard-back, the result of many years of study by the Duckworths, published by the Vinnie Greene Foundation. Included in the volume are more than 90 pages on the stamps; 100 pages cover domestic mail, including rates and cancellations; 90 pages are devoted to mail to North America outside the Dominion, while over 100 pages chronicle the mail to U.K. and overseas. Appendices include such diversity as the P.O. Dept. orders for postage stamps and sailing times for mail ships. Nine pages of index add immensely to the value of the book for reference purposes.

The stamps are well covered although perhaps it's not the last word in terms of minor flaws; the postal history aspects of the issue, including postmarks, offer a wealth of information which should satisfy any student of the issue. Any serious student of the issue will obviously need the book and I'm afraid it needs to rest on the shelf for reference, a quick loan from the library will only whet the appetite.

To be fair, however, there are snags. The major one is the price, a hefty \$125, which I fear will restrict sales somewhat. The authors have confined themselves to the Large Queen *period*, i.e. 1868-72, which means that the 5c value is not covered and the 15c value is only examined for a fraction of its 30-year life. Some of the illustrations are less than helpful in that the feature described cannot be seen and I hold the view that photographs of the backs of stamps do little to assist in the identification of the various papers.

It is a pity to have to make such criticism as the Duckworths have done a magnificent job but, at the price asked, one is seeking perfection in all departments.

Students who confine themselves to the stamps alone can probably continue to survive with Firth and Reiche, but those with a broader outlook are going to have to bite on the bullet and fork out because have this book you must!

D.F.S.

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OCTOBER 1986

Whole No. 210

EDITORIAL

A talking point for the new philatelic 'season' will be the many price reductions in the new Gibbons catalogue, leading to talk of a philatelic slump. Most of us are aware that the slump, if that's the right word, took place at the beginning of this decade, as speculators withdrew from the market. Gibbons did not, generally speaking, follow the market down, with the result that their prices have, in many instances, become unrealistic and allowed other dealers to sell at a considerable discount from Gibbons' prices. What we are now seeing is one major firm bringing its prices into line with the real world. Active collectors who watch the market through the medium of auction realisations will see nothing untoward in this correction.

While on the subject of auctions, it is interesting to note a reversal of 'normal' practice. At the Cavendish sale in October will be sold, in addition to Stanley Cohen's outstanding material, a major property of a Canadian collector. The perceived wisdom has been to sell major collections in the country of origin. It will be interesting to see the result of this sale as, despite the cheerful talk, stamp values for all but the most exotic material remain comparatively depressed in Canada. Postal history has held up extremely well as this was not a preserve on which the speculators were equipped to encroach.

Good luck to all members bidding in our own auction on 4 October, unless you are bidding on the lots that I want!

STAMP PAPER CHANGE

Stuart Clark advises us of a change that has taken place concerning the paper used for printing Canadian stamps. For many years paper had been supplied to Canada Post by Abitibi. When they indicated they were no longer interested in supplying the paper, Canada Post looked to England for supplies and obtained them from the Harrison and Clark Mills. This paper curled badly, plate blocks easily came apart.

Supplies are now being obtained from Rolland Inc. of Montreal, the paper supplied includes both coated and uncoated stock. The uncoated stock and the base paper for coating are produced at their St. Jerome mill, north of Montreal. The coating of the base stock is done at their mill in Scarborough, Ontario.

Gumming of the stock is also done at the Scarborough Mill and, when coated paper is used, the gum is applied after the coating process. The bleaching process is carried out by their pulp suppliers, however no sulphur products are used for bleaching the pulp. All pulps used in the manufacture of the paper are bleached with chlorine and chlorine dioxide.

Plate 2 of the 2c Fishing Spear definitive, printed by the British American Bank Note Co. of Ottawa and issued 13 January 1986, does not curl, so it is assumed that this is on Rolland paper. The first printing of this stamp was from Ashton Potter of Toronto and the plate carried no number, perforation was 14 x 13½. The stamps curled badly as did those from the second printing, by B.A.B.N.Co., perforated 13 x 13½. This printing was issued 10 January, 1985, and no plate number was carried.

AMERIPEX 86

Belated congratulations to :—

Member — Dick Malott who won one of the four major awards as well as a Large Gold. Dick took the James J. Matejka 'Excalibur' award for the best aerophilatelic exhibit — 'Canadian Pioneer and Semi-Official Flown Air Mail Covers, 1905 to 1934'.

Allan Steinhart, who also struck (small) gold with his 'Pre-Stamp and Stampless Mailings to and from B.N.A. — 1685 to 1865'.

Bill Robinson on his silver award for 'Canada — Military Mail 1865-1919'.

Ron Winmill and Mike Street, who each took a large bronze; Ron for his handbook, 'The Evolution of Imperial Penny Postage and the Postal History of the Map Stamp', and Mike for his sterling efforts as Editor of 'B.N.A. Topics'.

We shall be looking for even greater things at CAPEX next year.

CANADA'S SMALL QUEENS – GLITCHES IN QUANTITY ISSUED CURVES by George B. Arfken

In his Small Queen monograph Hillson¹ lists the quantity of each Small Queen denomination issued to the postmasters each year. These data are also found in Boggs' Canada.² Inspecting the annual quantities issued for the 3c value, one sees an increase almost every year as might be expected from a growing nation with a growing population and a growing economy. But the increases are not steady. There is a sharp jump in the quantity of 3c Small Queens issued in 1877. For the 1c, 2c, 6c and 10c values there are some sharp decreases going from one year to the next. The 2c Small Queen also shows one marked jump upwards. Plotting quantity issued against year for each denomination the curves are not completely smooth. There are discontinuities or glitches. This paper explores possible reasons for these discontinuities or glitches in the quantity issued curves.

Hillson¹ has commented on a decrease in the yearly quantity issued of the 2c Small Queen relating it to the introduction and required use of the 2c registered letter stamp in late 1875 for paying the 2c domestic registry fee. To show the decrease clearly the quantity issued data for the 2c Small Queen are plotted in Figure 1, quantities issued in millions. The corresponding data for the 2c RLS are plotted in Figure 2. (Data from Boggs, P. 786). The figures confirm that most of the drop in 2c Small Queens can be accounted for by the regulation requiring the 2c RLS.

Looking at the data for the 3c Small Queen one is struck by a very large jump in the quantities issued going from 1876 to 1877. This jump is shown in Figure 3, all quantities issued in millions. In contrast the 6c value showed a precipitous drop for these same years, Figure 4. (Year dates refer to June, the date of the Report of the Postmaster General.) Why the sudden jump in quantity issued for the 3c Small Queen? Why the sudden drop for the 6c? Two major rate changes in this time period provide an explanation. First, there was the reduction from 6c per half ounce to 3c per half ounce for letters to the USA effective February 1, 1875. Second, the 6c per half ounce charge on letters to the United Kingdom was reduced to 5c per half ounce effective October 1, 1875. Presumably these two rate reductions were responsible for the sharp changes in the quantities issued. The new rate to the USA increased the usage of 3c Small Queens. Both new rates drastically cut the need for 6c Small Queens. It should be noted that these quantity issued changes show up in the data a year later than might be expected. Perhaps this is a consequence of the post office accounting and distribution systems.

The 1889-1890 years show discontinuities or glitches in the quantity issued curves for three values: 1c, 2c and 6c, Figures 5, 6 and 7. We see a sharp drop for the 1c value, a sharp increase for the 2c and a drop for the 6c. The apparent cause of both the 1c and 2c discontinuities was the new regulation that, effective May 8, 1889, the rate for drop letters would be increased from 1c to 2c (per ounce) when carrier delivery was available.

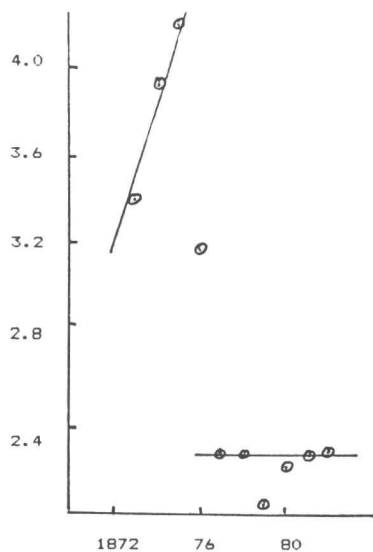


Figure 1. 2c Small Queen. Each (encircled) point represents the quantity issued, in millions, for the twelve month period July-June plotted against the June year date.

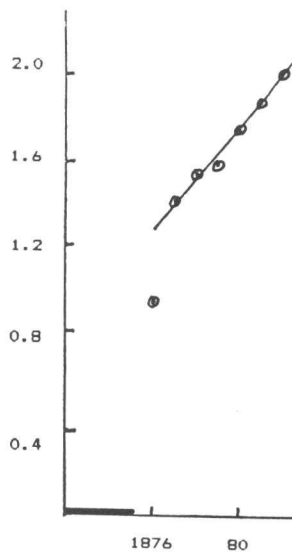


Figure 2. 2c Registered Letter Stamp

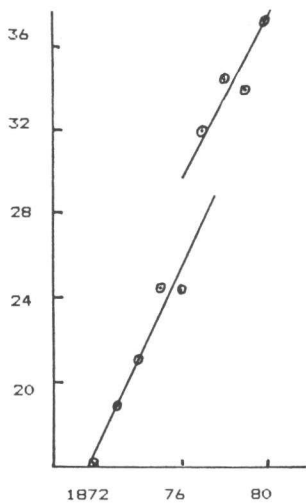


Figure 3. 3c Small Queen

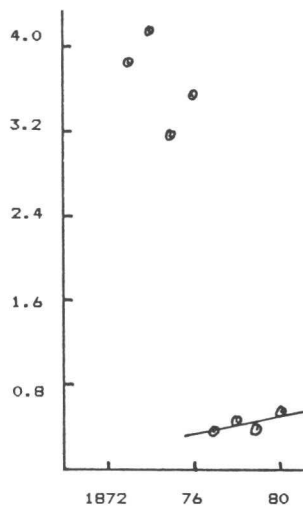


Figure 4. 6c Small Queen

For the 6c value the effect was more subtle. The new regulations left the domestic rate at 3c but increased the basic weight from a half ounce to one ounce. Presumably far fewer letters would be over the new basic weight and far fewer double rate (6c) stamps were required. (The U.S. experienced a similar effect when the U.S. basic weight was raised from a half ounce to one ounce on July 1, 1885. Usage of postage due stamps dropped dramatically.³)

The relatively little used 10c value showed small but steady gains over the years 1876, 1877 and 1878. In 1879 came a pronounced drop, Figure 8. There was a very minor rate change in 1879 for parcel post⁴ but domestic rates and rates to the USA and to the UK showed no major changes. Apparently this drop in 10c quantities was a consequence of Canada's adherence to the Universal Postal Union rate schedule effective August 1, 1878⁵. Adherence to the UPU rate schedule meant that the rate (per half ounce) dropped from 10c to 5c for France and some other European countries. The 10c Small Queen could still be used to pay the 10c per half ounce rate on letters to India⁶ and to make up high parcel post rates but the need for it on mail to Europe virtually disappeared. Hillson's table shows other small declines in the 10c quantity issued but these others are minor fluctuations compared to the 1879 drop.

The dominant effect on the quantities issued (a general overall increase with time) was certainly the growth of the Canadian nation. The several sharp changes in the quantities issued discussed above correlate well with postage rate and weight changes and appear to be explained largely if not entirely by these rate and weight changes.

Finally the glitches of 1894. The 2c, 3c, 6c and 10c values all showed small drops. Looking for an explanation we note that the 8c Small Queen was issued August 1, 1893 to cover postage plus registration. The 20c and 50c Widowed Queens were also issued in 1893 officially for parcel post but valid for all classes of postal material. Certainly these three new stamps had an effect on the demand for the 2c, 3c, 6c and 10c Small Queens. But stamp usage was also influenced by the general condition of the economy. Generally depressed economic conditions probably contributed to a reduced demand. (In the USA the effect of poor economic conditions in 1893 was to prevent the U.S. Columbian issue from being the financial bonanza that U.S. Postmaster General Wanamaker had hoped.)

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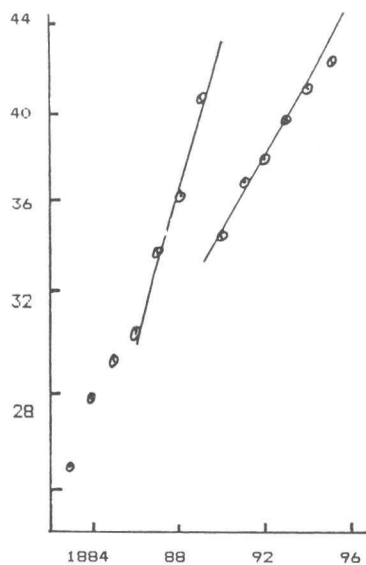


Figure 5. 1c Small Queen

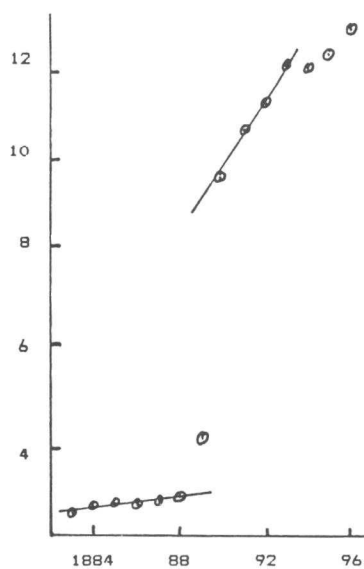


Figure 6. 2c Small Queen

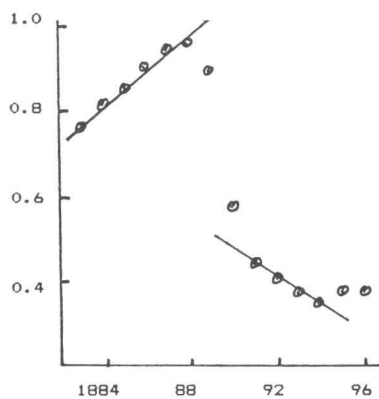


Figure 7. 6c Small Queen

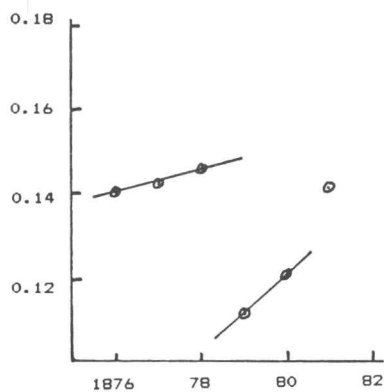


Figure 8. 10c Small Queen

THE 1897 JUBILEE ISSUE (Part 3)

by Hans Reiche, F.C.P.S.

The Fifteen Cents

The 15-cents was printed in sheets of 50 subjects from a single plate, No. 18. The quantity was 100,000 of which 18 stamps were destroyed. All stamps are on a vertical wove paper. The colour is steel-blue.

Varieties are as follows :—

- line below stamp No. 6;
- vertical line through N of 'Fifteen', No. 4;
- guide line below fifth horizontal row of stamps.

The Twenty Cents

Sheets of 50 stamps were prepared for this value. Printing was from a single plate, No. 21, with a quantity of 100,000 of which 19 stamps were destroyed. All stamps are on a vertical wove paper and the colour is described as vermilion with a dark vermilion as a separate shade.

Some of the varieties are :—

- faint dot or line in right arm of V, this occurs on some subjects but the variety is faint and can sometimes not be noted with certainty;
- dot above frame line;
- dot above jewel of crown;
- WE joined by a line.

After many years of searching and just before this article was prepared, a copy of the re-entry on the 20c value has been located by M. Sendbuehler of Ottawa. The following are the features of this stamp :—

- slight extension of the horizontal shading lines left top;
- shading lines extend into left oval;
- dot in 8 of 1837;
- line above TWE of Twenty;
- guide dot above N of Twenty;
- dot in 9 of 1897,
- dot above crown;
- scratches in D of Canada;
- scratches in OS of Postage;
- dots top legs of V;
- and shading lines extending into margin upper right.

The Fifty Cents

This value was printed in sheets of 50 subjects. A single plate was used, No. 23, with a quantity of 100,000 of which an initial quantity of 86 stamps was destroyed. A further quantity was destroyed from remainders, but this quantity is not listed in the records. All stamps are on a horizontal wove paper. The colour of this stamp is ultramarine with a dark ultramarine shade listed in catalogues.

A few varieties have been recorded :—

vertical guidelines in centre of stamp on all subjects from the fourth and fifth vertical row, starting with No. 4, 9, 14, etc.;

dot in the V appears on many subjects but some are covered up by the design.

The One Dollar

The One Dollar value was printed in sheets of 50 subjects. One plate was used, No. 27, which was the last plate laid down, with the exception of two late 3-cents plates. Of the 24,900 stamps printed, 94 were destroyed initially. The colour is lake and no shade variations can be found. All stamps are on a vertical wove paper.

The dot in the ribbon below the ball at top of the maypole can be noted on some subjects.

Re-entry, lower-left corner, with short vertical line and slight doubling of left flowers, extension of all horizontal shading lines left into margin.

Re-entry, slight extension of some of the horizontal shading lines left into margin.

The Two Dollar

A two dollar value was printed in sheets of 50 subjects. One plate was used, No. 26. A quantity of 25,000 was printed with 66 stamps initially destroyed and a further undisclosed quantity in 1906 of remainders. All stamps are on a vertical wove paper. The colour is described as dark purple with some lighter shades in existence. This colour fades in daylight and care should be taken when exposing the stamp for longer periods to daylight.

The following variety has been noted :—

re-entry with line in N of 'Canada', extension of horizontal shading lines into white space on the left side of the design, doubling of the numeral 1 and 7 in '1837'.

The Three Dollar

The higher values were not very popular and many remained for a long time in the post offices. This value was printed in sheets of 50 subjects. One plate was used, No. 24. A quantity of 13,500 was printed of which an initial 52 stamps were destroyed and a further 2,650 stamps in 1906 as remainders. All stamps are on a vertical wove paper. The colour is yellow-bistre with no shade variations.

The Four Dollar

The four dollar stamp was printed in sheets of 50 subjects. One plate was used, No. 22, from which a quantity of 14,500 was produced. Initially 59 stamps were destroyed with a further remainder of 3,050 stamps in 1906. All four dollar stamps are on a vertical wove paper. The colour is purple with no shade variations.

The Five Dollar

This is the last value of the Jubilee set. Sheets of 50 subjects were prepared from a single plate, No. 25. A quantity of 15,500 was printed with 59 stamps destroyed initially and a further 2,100 remainders in 1906. All stamps are on a vertical wove paper. The colour is olive-green.

One variety was noted on this value :—

re-entry in PO of 'Postage'.

The Postcard

A one cent postcard was issued to commemorate the Jubilee. The design is in black with the inscription "Canada Post Card" in a fancy frame and "The Address To Be Written On This Side" below it. A double impression of the stamp is listed in "Canada and Newfoundland Postal Stationery Catalogue" by J. F. Webb. An essay of a similar design exists with slightly different type for the address message and a very large VRI in pink colour in the centre of the front of the card. *The Essay Proof Journal No. 50* lists this item as "New Canadian Postal Stationery Item, by V. G. Greene".

Other Stationery

A number of privately-prepared envelopes commemorated this event by adding to the normal information on the envelope data relating to the Diamond Jubilee. For example, Fisher The Tailor in Annapolis and Bridgetown added: "Come To The Annual Royal Diamond Jubilee Exhibition". Another made use of a colourful patriotic design with an inscription which read: "The Maple Leaf Forever". One envelope shows, in a circle of leaves, Queen Victoria with 1837-1897 and a facsimile of her signature. William Ewing and Co. in Montreal prepared a cover with the Chalon head and Queen Victoria for the Montreal Fair in August 1897. Many others exist, but this subject is outside the scope of this article.

Conclusion

It is obvious that this information is not the last word. Much more research will have to be carried out to fill in the gaps of this interesting issue. Nevertheless, some of the data presented here will be new to philatelists.



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MAIL BY RAIL IN THE 1850's by R. B. Winmill

The conveyance of the mails has always been a subject of great interest to postal historians and the R.P.O. has always held a peculiar, almost mystic, fascination for many enthusiasts. Yet much of the history of this means of conveyance lies buried deep in the bowels of various archives and in musty old newspapers, diaries, personal correspondence and the like.

Recently, while undertaking research on behalf of a prominent postal historian, five most interesting letters, relating to the problems associated with the conveyance of mail by rail, were uncovered. These letters are reprinted verbatim below.

W. H. GRIFFIN ESQ.
P.O. Department
Quebec

(5)

London 14 Oct. 54

Sir:

Mr. J. E. Davis, one of the P.O. Railway Clerks, doing duty on the line of the Great Western Railway in addition to his regular work as a Day Clerk, keeps the monthly sheets and (records?) of the Travelling Post Offices on the line and for this it appears he has been promised by the late Postmaster General some extra allowance.

Mr. Davis receives a Salary of £150 a year, and he will complete a years Service on the 1st of next month. I have to request that you will inform me what additional allowance will be granted to him for the extra duty performed by him.

I am etc.

Gilbert Griffin
P.O. Inspector

Hon. R. Spence

607

9th Oct. 1856

Sir: The Night Mail Train last night on (the) Great Western Railway met about one mile west of this city (London) with a Cattle Train bound east and a collision took place which altho fortunately was not destructive to human life has been a serious loss and injury to the Mail Service.

Mr. McDonnell was the clerk in charge — he received only a slight contusion of the left shoulder and his escape has been most wonderful as on the smash taking place he found himself in the second car in rear amongst the baggage. The Baggage and the Post Office Cars immediately caught fire and Mr. McDonnell and the Railway Express Men had barely time to extricate themselves before the whole car was in one blaze.

We have lost everything that was in the Travelling Post Office except the mail keys which Mr. McDonnell had in his pocket everything was burnt up. I was out at the scene of destruction this morning and the only portions of the P.O. car left are the wheels and a few iron bolts.

The United States through Mails were all destroyed and all the Express goods and valuables.

Fortunately the train from Toronto did not connect at Hamilton and the Mails west of London were very small.

There were 7 Registered Letters from London — and 8 from places east mailed on the GWRPO — the through mails for Chatham & Windsor etc. may have contained others.

I have furnished Mr. McDonnell afresh and he goes East tonight with an extra hand to afford him assistance.

I am etc.

G.G.

P.O.I.

Hon. R. Spence

620

30th Oct. 1856

Sir:

I have to request your permission for procuring from the Boston Hand Stamp Company, Stamps for the use of the Post Offices on the Great Western and Buffalo and Lake Huron Railways.

The mail on the latter Railway will be carried by Day leaving Paris at 8 and Buffalo at 10.30 am. (or 2.55P.M.) and many letters will therefore be posted at the Railway Offices rendering the use of a Dated Stamp very important.

Stamps have not yet been supplied to the G.W.R. Post Office but I think it will be better to have them put on as soon as possible — if only for Registered Letters & for Letters from the Station Boxes which are becoming very numerous.

I would propose that the Stamps for each of the Railways should have the letters W & E supplied moveable to indicate whether letters are stamped on the Trip going West or going East.

The Boston Company have I understand supplied these stamps for the Post Offices on the Grand Trunk Railway which is my reason for begging leave to procure the articles I want from them.

I am etc.

G.G. P.O.I.

Owing to (the) negligence of the Switchman at Dundas the Train was permitted to proceed and it came in contact (a little to the East of the Dundas Station) with a Freight Train going West. The collision was very serious and has resulted in the deaths of three persons. The Post Office Clerks in charge were Messrs. Wynn and Willis – who have both fortunately escaped with comparatively trifling injury. Mr. Wynn resumed his duty last night. Mr. Willis writes me from Toronto that he hopes to be able to return to this (post?) in a few days. The P. Office Car was entirely demolished and the Papers and Letters scattered in every direction. I have delayed reporting until I could ascertain particulars but I believe four Registered Letters are missing.

1 Rec'd from Lynden, addressed to Joseph Harris Riches enclosing \$2.

1 Rec'd from Galt addressed to Richard Saping. Place and contents unknown.

2 Rec'd from Paris addressed to J.B. Osborne V.A. Moore – Grimsby.

These letters were lying in their respective pigeon holes at the time of the accident & have not been received at Suspension Bridge and Grimsby –

Mr. Wynn behaved very well on the occasion & I am happy to report so of him to bring his conduct before you. Altho much bruised and injured he remained by his Office and exerted himself to recover the scattered contents of his mails taking on the Mails regularly from Hamilton for St. Catherine's & the East.

I am etc.

G.G. P.O.I.

Hon. R. Spence

798

27 Apl. 57

I have to request your immediate instructions for my guidance under the following circumstances.

I am advised by the L & P. S. R. Co. that coming on 1 May their first Train will be dispatched from this city at 6:30 am – instead of at 7 am as at present, and it will be impossible to dispatch by that train the mails arriving during the night from E and West by Railway and from Sarnia and Goderich by Stage for St. Thomas, Port Stanley and their distributions.

The object the R. Co. have in mind in adopting this inconvenient time is to bring their passengers into London by 10 am in time for the Morningham East on the G.W.R. and the St. Thomas and P. Stanley people prefer this change of time, even at the sacrifice of their mail accommodation.

The second Train will leave London at 3 P.M. and all the Mails for the South must be over here until this hour not reaching St. Thomas until 4 P.M. and affording no opportunity for reply.

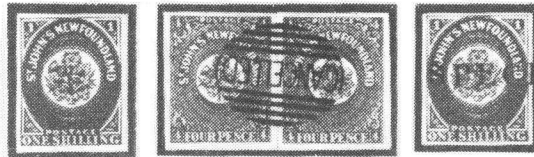
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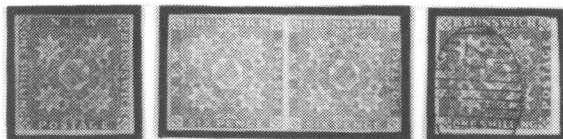
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I have explained the matter to Mr. (Lammson?) the President, and talked it over with the Mayor, Mr. (Lemond?) but I don't see any means of overcoming the difficulty for they cannot postpone the train or dispatch another train and the London P.O. cannot with the present force assort mails during the night so as to be in readiness to forward them at 6 am.

The night Mail Train bound West is not due here until 5 am, the bags brought by it could not well be at the P.O. until half past and they must leave at 6 o'clock to reach the P.Stanley R.L. in time – and this permits of us no , or affords no additional or spare time for any contingency.

The only alternative in my opinion is to dispatch the mails to St. Thomas by horse conveyance, leaving the P.Stanley mails for the Railway leaving at 3.00 PM but this would cost a large sum of money as the contractor could not look to Passengers for any remuneration.

I beg to submit the matter for your consideration, and respectfully request you will advise me of your decision.

I am etc.

G.G. P.O.I.

TWENTIETH CENTURY VANDALISM

by Sandy Mackie, F.C.P.S.


Canadian Registered Post Cards are not all that common, all those illustrated are of the Victorian era, so you can imagine my surprise and disgust on discovering this item amongst a dealers box of Canadian Post Cards at a recent Stamp Fair. The most obvious thing about it is that the stamp has been removed by steam I would imagine, as quite a proportion of the original gum remains, and the outline of the perforations can clearly be seen, indicating that it was a large size stamp that was used to pay the postage. The date of mailing from Victoria B.C. being the 10th of October 1908 would make one draw the conclusion that a 7 cents value of the "Quebec Tercentenary Issue" had been used to pay the combined rates of 5 cents Registration and 2 cents U.K. Post Card Rate, which was cancelled by the Victoria machine. As it was a Registered item the "R" in oval and the Registration number 1259 or 1201 were added along with the "Victoria B.C. 10 OC 10 08 Canada" hand stamp which appears on both sides of the card. On the picture side a "Montreal 15 OC 15 08 Canada" date stamp was applied on arrival there, as was either the number 1259 or 1201. On arrival in the U.K. at Edinburgh the "Registered 5 Edinburgh 7.15AM OC 23 08" was applied, and according to U.K. Postal Regulations the blue crayon lines, and the "R Edinburgh 72 No. 136" label were added. Arriving at its destination the "Dumbarton G OC 23 08" mark ended its travels.

Sir:

The Night Mail Train going East the Night of (the) First was delayed by the severity of the weather & by the time it reached Dundas it was several hours behind time.



When the stamp was removed what was it worth with the wavy lines of cancellation, a few pounds? I can say without any question of doubt, had it not been removed I most certainly would not have been able to purchase it for the 10 pence I paid. This surely would have been a remarkable item of Postal History, which brings me to the conclusion that there were more Stamp Collectors than Philatelists at the turn of the century.



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THE STORY OF A CANADIAN STAMP COLLECTION (Part 3)

by Stanley Cohen, F.C.P.S.

My own collection of Toronto 2's, already very large and resplendent with unusual covers, was greatly enhanced on the acquisition of the specialised collection formed by the late Ron McMurrach of Gananoque, Ont., whose Toronto collection was superb.

The Small Queens

It usually happens that when one sets out to complete a particular collection, once that is accomplished and there is nothing else to add, that one loses interest. In the case of the 2-Ring numerals this was not the case at all, once I had completed my full range of Numbers 1-60. The reasons for this were threefold.

Firstly, mostly all my copies were on single off-cover specimens. I continued to be on the look out for covers. I never did complete the range on entires, although I am not all that many missing now.

Secondly, as auction lots and collections came my way, I was constantly up-grading my strikes. Superb 'socked-on-the-nose' specimens would replace any that were a little faint or partial. These duplicates were good traders, whilst the collection was being improved in quality constantly. I would also always keep a second example if it happened to be on a different value in the set. Over the years, the whole range was being represented not only on the usual 3 cent denomination but also on a wide range of 1 cent, 12½ and 15 cents, and with the occasional ½ cent, 2 cent and 6 cent.

But this postmark collection was suddenly given a completely new lease of life when I started an interest in the 'small queen' series which started to replace the Large Queens early in 1870. The smaller stamps were much more plentiful and far cheaper, although for many years they had not interested me, so enrapt was I in the first issue.

The 2-ring numeral official series lasted for several years. The dies were made of steel and did not wear out quickly like the improvised corks of Toronto, Ottawa and Kingston. Accordingly all 60 of the 2-ring numerals continued in use at least for the first few years of the long reign of small queens.

Now I attempted a collection of the same 60 numerals on the small stamps and found it much easier going than on the large ones. By active trading I had soon a set of over 50. As usual, the last ten were by no means easy but eventually I made it, and was then the proud owner of the first completed collection of all the numerals on *both* issues. The small queens were largely covers, too, that I found so difficult on the 1868 issue.

It was this collection that aroused my interest in the small queens and from then on I branched out into collecting these stamps generally and for their vast range of postmarks not only numerals, which incidentally were also to include the relatively few survivors from an earlier era, the official 4-ring numerals, but also masses of fancy geometric types, as well as the later 'squared circles', suddenly becoming the biggest collecting fad of all . . .

Arnold Banfield

In these early days of the fifties, my correspondence with fellow collectors overseas was producing a crop of friends and acquaintances 'by post' that was growing all the time. I could list a long set of names of these, some of whom I was eventually to meet, others whom I never met but only knew by their names and hand-writing . . .

Amongst these, there was no-one more fascinating to write about than Arnold Banfield, who lived with his family in Oakland, Ontario, Arnold collected only one stamp! He specialised to the nth degree in the 1859 10 cent Prince Consort. With its manifold printings, hardly any two stamps of this value are the same. So he collected every single copy that he could get, irrespective of its condition, its colour or whatever.

Whilst he scoured the whole of the American continent for 10 cent Consorts and had dealers all over the world sending him the stamp in any condition and at any price, his demand was insatiable. So, one day he wrote me and made me the following proposition. He knew of my interest in the Large Queens and so offered to secure for me all the Large Queens he could find in Canada and U.S.A. In return I would scour Europe for him and obtain every single copy of the 10 cent Consort. I had no interest whatsoever in the 1859 issue so was very happy to agree to his suggestion.

For the next few years, right up to 1960, I gathered in all the Consorts I could find in my travels around Europe and sent them to him. By weekly post, parcels of Large Queens were coming to me and parcels of Consorts to him. I very clearly recall the most interesting fact that no money ever passed between us for all these transactions. We each simply kept a little ledger of what we had spent and, always supplying each other at cost price, we always had a small debit/credit balance in hand. Even to the day of his untimely death it remained and the small balance one way or the other was never settled or worried about.

This unusual set up resulted in a friendship 'by post' that grew and grew until by 1959, I was thrilled to learn that he and his family were actually coming to England for the great London International of 1960, where, of course, Arnold was going to exhibit some parts of his Consort collection.

I shall never forget the fabulous week of the Exhibition, when my wife and I went to London to 'entertain the Banfields'. What a week we had. Arnold and his family turned out to be great fun and we showed them London as never before. Theatres, dinners, all the sights and, of course, endless hours talking stamps.

Arnold was disappointed at only receiving a Large Silver instead of the expected Gold at London 1960. The trouble was that he had packed so many Consorts onto every single Exhibition page that the display was overcrowded.

Little was I to dream that only a very few years later, all of that magnificent Consort collection was to end up being mine. Life has its surprises and that was certainly one of them.

On his return home to Canada, our correspondence continued apace. Whilst I kept sending him the 10 cents, his letters and sendings to me slackened off and his letters were no longer full of the joys of life that they had been. Arnold was a sick man and he knew it. A few years went by and then I received one of the saddest letters I ever had. It was to be the last letter that Arnold ever wrote. He was in hospital and knew that he was dying. He wrote me lovingly of his collection and added that it would be his dearest wish that I should acquire it on his death. He died only a few hours after writing it and I heard the sad news at the same time as I received his last letter.

As it so happened, at this time, I had sold my textile business and was quite liquid. I had never bought a really huge Canadian collection and had no idea what Arnold's Consorts might be worth. I consulted my dear friend, Leo Baresch, as always, and asked his advice what to do. I showed him Arnold's letter. By strange chance, Leo knew the Executor of the estate and contacted him for me.

Many months later, I had notification from the Executor, who was Les Davenport, one of Toronto's best loved and respected dealers, that the Will had left instructions that the Banfield collection was first to be offered to me before anyone else. He flew to England to discuss the matter and, as a result, I honoured Arnold's wish by buying the entire collection. Suddenly, I was the owner of the largest collection of one stamp in the world. Thousands and thousands of 10 cent Consorts, about which I knew virtually nothing.

But I had another friend, who did know all about them. None other than Geoffrey Whitworth, whose books on the 1859 issue make him the world's outstanding authority. With his great help, I studied and learned as much as I could about this amazing stamp with all its printing variations, its papers and its varieties.

The duplication was so vast, that Leo helped me to weed out some small sections for disposal to help recoup a little of the cost, but those sold were not even noticed and to this day the vast collection remains basically intact. Small sections of it have won high medals in a number of Internationals held later in London and Toronto.

But this was not quite to be the end of the story. I had acquired the collection for some six months, when I suddenly received a telegram from Les Davenport. In it he mentioned that, as the buyer of the collection, I had

also bought at no extra cost, all the six volumes of the 'collateral' material and that if I would go to the local airport and pay the carriage charges, they would be there for me to collect. I had not the faintest idea what was meant by the 'collateral' material. It was an interesting exercise to go to Elmdon . . . Birmingham's airport . . . to find out . . .

The 'collateral' collection

What I had not known, and what I am sure nobody else knew, was that in Arnold's world-wide quest for the Prince Consort stamp, he also had a side-line collection of everything and anything appertaining to the Prince himself. He had acquired prints and paintings, letters and seals, coins and bank-notes, miscellaneous items of Victoriana to complete and fill six huge bound books.

When I got these home and realised that they were mine, I could not believe what I was seeing. Here was a letter in Queen Victoria's own hand to her niece. Here were envelopes sent to Gladstone and Lord Palmerston signed by Albert. Letters to and from royalty. Medals and coins, prints in profusion, newspaper cuttings. Anything and everything appertaining to the Prince Consort. Menus signed by him. Tickets of openings of bridges and launching of ships, including the "Great Western".

This unexpected bonanza was a fillip to a fine stamp collection. I put the collection away with great pride, and so scarce is this kind of 'collateral' material that I was never able to add anything to it.

Quite recently I heard of a special 'Prince Albert' exhibition to be held in London. I contacted the people organising it and invited them to come and see my own collection, offering them on loan for the exhibition any items they might want to have. They came and borrowed a great number of items, all of which were on show in London at the time, alongside a great many other items kindly loaned by Her Majesty the Queen.

I was very proud, and I am sure Arnold would also have been, at this ultimate showing of his magnificent collection.

First visit to Canada

During the late fifties and early sixties, I wrote a series of articles for *Maple Leaves* under the title 'Not so much a Postage stamp . . . more a way of franking'. They described the more unusual pieces in my collection with great emphasis on postmarks and, judging by the extraordinary response I received from fellow collectors, I think they were well received. My name must have spread across to Canada itself for I received an invitation to give a display to the Royal Canadian Philatelic Society at their Annual Convention to be held in Niagara in 1963.

I had never been to Canada and the prospect of meeting up with my many friends there was sufficient for me to willingly accept. But first I went to New York for a few days there to meet for the first time, Horace Harrison himself, together with John Siverts and Norman Brassler, who in turn intro-

duced me to that great collector, Harold Lussey. Those few days in New York will not be forgotten. I had taken my Large Queens with me, for Niagara, and we all compared collections throughout three long days and nights. I guess I did not see much of New York itself on that particular visit.

Niagara 1963

There cannot be a much finer setting for a stamp Convention than Niagara Falls. My first glimpse of Canada was there and, from the hotel window, the great sight of those Falls was something truly to be remembered.

I was no stranger to Canadian stamp conventions. For some years I had been displaying to the CPSGB but this was something different. First of all, back home, if one got as many as fifty Canadian specialists to Convention it was as many as one could expect. Here, in Canada, there were literally hundreds. Suddenly I became a little nervous about my ability to talk to such a gathering. In the event, it turned out to be rather humorous and not so unnerving.

The room had filled to capacity for my display. Seated at the very back I could recognise the now familiar figure of my friend, Horace Harrison, but I do not think there was another soul in the room that I knew. In those days, it was rare for Englishmen to go over to Canada for a Convention and none of my 'home' buddies had made it.

The display itself went down very well. I talked and talked all I knew about the Large Queens. At the end, as was apparently customary, the Chairman invited 'Questions' to the speaker and I prepared myself for the ordeal. A gentleman stood up in the front row and, of course, I had no idea who he was, the Chairman rather inadvertently omitting to mention his name.

To be continued.

BOOK REVIEWS

CIVIL CENSORSHIP IN CANADA DURING WORLD WAR I

by Allan L. Steinhart

With the diversity of books on Canadian philately and postal history now available, one would think there was little new left to write about. Nevertheless Al Steinhart has managed 77 pages on a subject which has little literary precedent. No doubt some of the information is known to collectors of military mail, nevertheless, despite the reference to *civil* censorship, they will find this book an invaluable reference work. To those who are not military buffs it could open up a whole new collecting field.

Allan has succeeded in codifying the various censor handstamps and adhesive strips, allocating periods of use as well as giving a significant amount of background information on what is still almost virgin territory. Collectors in general are a pretty lazy bunch, prepared only to collect that which has been catalogued. Whilst no prices are suggested, indeed it would be difficult to do so in the absence of a specific market, here is a new catalogue so, for those looking for a new field, here's your chance. The serious student of Canadian postal history will, of course, need this new-ground breaking book, published by Unitrade Press at \$12.95.

THE SMALL QUEENS 1870-97 by John Hillson.
Canadian Stamp Handbooks Series ed. by Michael Milos.

This latest section in the ambitious loose-leaf series of catalogues has been prepared by our Treasurer, John Hillson, author of 'The Small Queens of Canada', with pricing by Ted Wright of George S. Wegg.

The Small Queens represent an important phase of Canadian philately and the condensing of the accumulated knowledge into a brief specialised catalogue of a dozen pages will be welcomed by both specialists and more general collectors. Three of the pages are taken up with most useful illustrations of the major varieties found on S.Q. Specialists tend to overlook the fact that more general collectors may have no idea what the 'strand of hair' or 'feather in hair' varieties look like, now they can see for themselves.

One small point: editing of the descriptive portion of the catalogue, under the heading, 'Printers', leads to the implication that no printings took place during 1873. This is not so, 1873 was a year of transition as the plates were transferred, value by value, from Ottawa to Montreal. A welcome and authoritative addition to the series which is still a long way from completion. Published by the Unitrade Press in Toronto.

SCOTT SPECIALIZED CATALOGUE OF CANADIAN STAMPS 1987

Now published by Unitrade of Toronto, this catalogue, which includes the Provinces, has grown in size and scope and now runs to some 270 pages. Squared circle postmarks have been added to the two and four-ring numeral cancels, whilst complete booklets are now listed, as well as the previously listed panes.

Quality and registration of colour are very good for issues from 1940 onwards but of very mixed quality for earlier issues, to the point where I note that the red 20c Harvesting of 1929 (Scott 157) appears as a brilliant mauve; very misleading to the unwary, particularly as the colour is not included in the catalogue description.

Scott's Specialized has improved considerably over the last two or three years and, at \$5.95 now represents very good value.

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GROW WITH THE ROYAL

LETTERS TO THE EDITOR

Trevor Gartland's letter in the June issue concerning a probable USA marking, featuring a 'U' in a circle with numerical date, in purple, has excited some comment.

Kim Dodwell writes, in part :—

"The purple backstamped mark is almost certainly a United States Sea Post mark, and I think that the cover in question would have been sent either from or via St. John, N.B. (or possibly Halifax N.S.), to either Boston or New York, and it would have gone by sea, when the Sea Post mark was applied.

In my collection of Atlantic Mails which I sold a couple of years back, there were two covers with similar marks, both of them registered, both to South America, both from the Canadian Maritime Provinces, both with New York transit marks. One I recall I bought from Rigby's many years ago, and in the catalogue description was a reference to an article in I think, The Philatelist, covering the use of these U.S. Sea Post marks.

If Mr. Gartland's cover was possibly routed St. John — New York by sea, then my hypothesis is the likely explanation, but if there was no possibility of it having gone by sea down the Eastern Seaboard, then it is nonsense!"

Trevor agrees that his cover could have travelled via the Eastern Seaboard, taking into account the RPO markings on the reverse, so Kim's suggestion remains valid.

In another letter, Dean Mario writes :—

"I too have a registered letter from Newfoundland to Bermuda dated 1893 with this marking on the reverse. The date (which is detailed below) corresponds with the oval 'NEW YORK N.Y. 12-1 1893 REGISTRY DIVISION' handstamp. Thus this mark must be a registry marking of some type (an expert must corroborate however). I once surmised that the capital D indicated 'December', but after seeing Mr. Gartland's example of 'U' and a February date, another answer must be evident."

So there we have another example of transit down the Eastern Seaboard, which does no harm at all to Kim's suggestion; but we do now have the mystery of the meaning of the letters! As the consensus is that the mark in question is of U.S. origin I feel we must close the correspondence. If any member has conclusive evidence of the nature of the mark, perhaps he will write direct to Trevor Gartland.

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2492 BURTON, Betty, Box 241, Beaverlodge, Alberta, CANADA, T0H 0C0. B, C.
2493 GOMMO, Richard D., 9 St. Anne's Close, Wendover, Bucks, HP22 6JF. C.
2494 LETTS, Alwyne, F. A., Brineton Pines, Blymhill, nr. Shifnal, Shropshire, TE11
8NQ. B, C.
2495 TRIPLETT, Brian A., 533 Prospect St., Apt. 1, New Haven, Connecticut 06511,
USA. B, C.
2496 KILLINGLEY, Mrs. Joyce, 16 St. James Road, Bridlington, N. Humberside,
YO15 3PF.
2497 JANSSON, Per-Olof, Uppegårdsvägen 5, 4500 Surte, SWEDEN. A, PH.
2498 CATTERMOLE, William H., 334, McEwen Drive, Kingston, Ontario, CANADA,
K7M 3W1. C.

Resigned

- 2321 Wood, N. G.

Change of Address

- 1628 Bosch, W. L. - 2029 Country Knolls Lane, Elgin, Ill. 60123, USA.
2477 Johnston, H. W. - 63 Newland Crescent, Charlottetown, PEI, CANADA, C1A
4H6.
2482 Mario, D. W. - PO Box 342, Saskatoon, Sask., CANADA, S7K 3L3.
2045 Morin, C. - 249 Rue Bourgeau, Aylmer, Quebec, CANADA, J9H 6K3.
2153 Mills, G. R., - 6 Pilley Green, Pilley, Bocdre, Lymington, Hants, SO41 5QQ.
2316 Scott, Revd. J. H. - 119 Cowley Drive, Woodingdean, Brighton, BN2 6TE.
1952 Taylor, L. - 18 Granby Rd., Edinburgh, EH16 5NL.
1513 Snell, J. V. - 146 Collier St., Toronto, Ontario, CANADA, M4W 1M3.
2203 Winmill, R. B., - PO box 2722, London, Ontario, CANADA.

Amendment to Address

- 2162 Krawec, T. - Address should read :- 43 Edcath Rd., etc.

Amendment to Interests

- 2457 Gartland, T. - CGE+V, PH, RPO, RC.

Address required

- 2213 Ordish R. - formerly 108 Albert Rd., Richmond, Surrey.

Revised Membership: 582.

SUBSCRIPTIONS

Members are reminded that the annual subscription of £7 is due on 1 October, 1986. Dues received **after 1 January 1987** will attract an **additional £1 re-instatement fee**. Any UK member who wishes to ensure payment is made in good time may like to pay by Direct Debit. If he has not already made such an arrangement, a form can be obtained from the Treasurer in exchange for a SAE. Members in Canada and USA can save themselves hassle and bank charges by sending dues to either Wayne Curtis at PO Box 74, Postal Station A, Toronto, ON., Canada, M5W 1A2, or to John Siverts at Box 425 Wilmington, Delaware, 19899, USA.

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WANTED: Depression Era George V Arch Issue Covers — unusual postmarks, rates, unusual markings and foreign destinations especially desired. Send photocopies with offering price. J. W. Goss, PO Box 763, Southfield Mi 48037, U.S.A.

WANTED: Newfoundland Provisionals and Bi-Sects on cover; 1897 "Paid All" Stampless Covers; Saskatoon Postal History; Boer War Censored Covers. Send asking price to D. W. Mario, Box 342, Saskatoon, Sask. Canada S7K 3L3.

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Maple Leaves

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Whole No. 211

Vol. 20 No. 7

January 1987



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Journal of

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JANUARY 1987

Whole No. 211

EDITORIAL

Well, another Convention has come and gone and what a fine affair it was; a report appears elsewhere in this issue. As a result another illustrious name joins the select band of Fellows of our Society, that of Lew Ludlow, whose outstanding work on RPO cancellations over the years has been a model that few of us could hope to emulate. We had the pleasure of his company at Pitlochry where we found that his little sideline in Pence issues wasn't at all bad either!

Important changes were made among the Officers of the Society. Whilst they are properly detailed in the Secretary's Report perhaps I can just draw attention to the fact that, my having been confirmed as Editor of *Maple Leaves*, Brian Stalker formally took over the Secretarial reins. One other change that affects most members is that our Treasurer, John Hillson, will henceforth be responsible for collecting subscriptions. So, changes of address etc. to Brian please and subscriptions to John.

Congratulations to Dr. Dorothy Sanderson who was awarded an International Large Vermeil at Stockholm for her fine (cross-border) display. Your Editor showed his flags etc. (what else!) in the International Class at BPE this year and was awarded a large silver. It was left to two of our newer members to maintain a CPS presence in the main competition and brave efforts they were too. Reg Lyon was awarded a silver-bronze for meter marks and permit stamps; this should encourage those who dabble with meters but didn't think they were competitive material. Ernest Dickinson

took a bronze for his booklet panes and another for his study of the Third Issue Bill Stamps of 1868, another subject not often tackled on this side of the Atlantic.

Readers will no doubt have noticed that gremlins attacked the October issue. A small section of Ron Winmill's article migrated from p152 to the top of p157, rather upsetting the tenor of Sandy Mackie's piece. Apologies to the two authors; the Editor pleads 'not guilty'.

While on the subject of gremlins, Gib Wallace's article in the August issue was lacking a paragraph on p119 which should have appeared above the photograph. The paragraph reads :—

'Hamilton started a new trend in collecting levies with the first till-roll type machine marker in 1934. This was a postage meter which must have been kept exclusively for Postage Due; otherwise the accounting system would be in a muddle. Toronto followed on from Hamilton, but I cannot find anything until July, 1941. The earlier type is shown in Fig. 8.'

Preliminary Notice

ONE DAY SEMINAR — LONDON

Following the very successful day in June 1986, the London Group are holding another one-day seminar on 13 June, 1987, at the Victory Services Club (as before). Full details will appear in the April issue. Cost is likely to be no more than £3 per person.

Make a reservation in your diary NOW. Lew Warren (82 Cleveland Road, Worthing, Sussex, BN13 2HE. Tel: 0903 64170) will be happy to take bookings and answer queries. Members willing to give short displays, maximum 45 minutes, should contact Lew as soon as possible.

ALL MEMBERS WELCOME.

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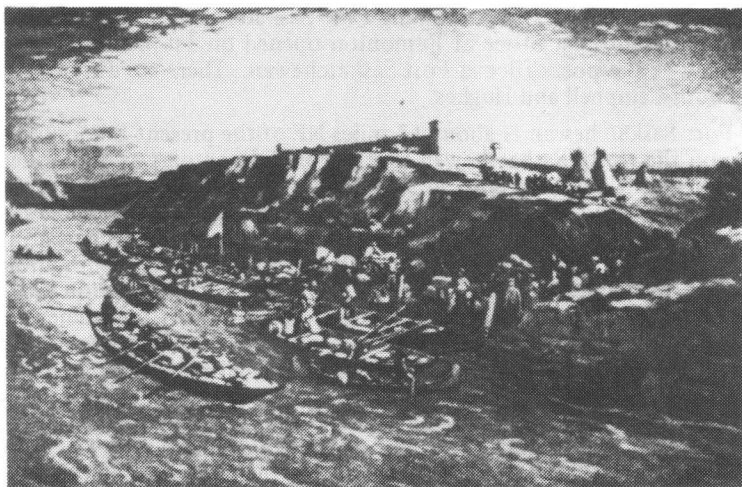
CAPEX 87, Toronto 13-21 June

Although the Society is not organising a party for this trip members planning to travel from the U.K. may be interested to know that travel agents, D. F. Long & Co., of 66 Brunswick Centre, London, WC1N 1AE, have published a brochure. Write to them if you want a copy.

THE FORTS ALONG THE SASKATCHEWAN

by Dr. Alan Salmon

The recent acquisition of some Small Queens from the District of Alberta, bearing the separate cancellations of Edmonton and Fort Saskatchewan, led to a search of the literature concerning the post offices in that region during the last quarter of the 19th Century. It quickly became apparent that the picture was not as clear as one might have expected, especially to a beginner in postal history such as the author. This led to a rather more extensive investigation of the history of the region and of the postal cancellations which might be expected.



FUR-TRADE TRAFFIC AT FORT EDMONTON ON THE
SASKATCHEWAN, 1825

Campbell states¹:

"Fort Edmonton, 1878 only, the present Edmonton, "Fort" discontinued the second year, when Edmonton, a few miles east, was changed to Fort Saskatchewan — in other words, as Fort was discontinued it left the present office of Edmonton."

"Fort Saskatchewan, 1878 on, formerly Edmonton — not the present Edmonton — this early Edmonton opened as the first post office in Alberta on July 1, 1876."

"Edmonton, 1876-1878, is Fort Saskatchewan after 1878."

"Edmonton, 1878 on, the present city, was Fort Edmonton first it changed to the present Edmonton after the older Edmonton changed to Fort Saskatchewan."

So far so good, especially as it is reinforced by Hughes, who states that the Fort Saskatchewan post office opened on 1st March 1878². However Hughes makes no mention of a post office named Fort Edmonton, stating – “Edmonton, post office opened on 1st August, 1876.”. This date is different from Campbell’s date for the present Edmonton and not even the same as that for Campbell’s first Edmonton.

The situation becomes somewhat more confused when one refers to Robinson³. He states the post office called Fort Edmonton opened on 1st February, 1877 – a new date entirely – and that eventually it became Edmonton. He does note that the post office at Fort Saskatchewan opened on 1st March 1878 and that it was formerly called Edmonton. He also states that a post office called Edmonton opened on 1 August, 1876 and closed on 1st March 1878, becoming Fort Saskatchewan. He goes on to say that the present post office at Edmonton opened on 1st March, 1878, ie the same day as the post office at Fort Saskatchewan. There are differences here from both Campbell and Hughes.

Fort Saskatchewan is about 17 miles NE of the present Edmonton, both being on the North Saskatchewan River. Fort Edmonton was established as a Hudson Bay Company post in 1795 but the location of the post was apparently a considerable variable with time. According to Fodor the first Fort Edmonton was established near the present Fort Saskatchewan; it was then abandoned and a new one was built within the present Edmonton city limits, it too was abandoned in 1810. A third Fort Edmonton was built “several miles” down stream, ie towards the present Fort Saskatchewan, this was abandoned in 1813. Another fort was built on the present site of Edmonton’s power station. This fort was flooded in 1830 and the traders moved to higher ground and started work on the final Fort Edmonton which was built on the site of the present Alberta Legislative Building at the centre of the present Edmonton. This fort was finally dismantled in 1915.⁴ Close to each of the HBCo’s forts, except the last, was a fort of the North West Company, usually named Fort Augustus. These two companies were in fierce competition until 1821, when the HBCo. took over the North West Company.

This chronicle of the history of the various forts is in reasonable accord with that in the latest issue of the *Encyclopaedia Britannica*, although the latter suggests that the fort at the present Fort Saskatchewan was abandoned in 1810.⁵ All the HBCo. forts were on the north side of the Saskatchewan because the land to the north was Cree territory, they were reasonably amiable. The land to the south of the river was Blackfoot territory, as Fodor says: “The Blackfoot were extraordinarily mean to white folks and notoriously adept at illustrating their dislike by imaginative forms of painful torture”.

Thus it seems that, although Fort Edmonton was originally some 20 miles downriver from the present Edmonton it has remained at the latter site from about 1800. This is supported by Hicks’ history of the Royal Canadian Mounted Police – “During 1875, more forts were built to spread police

power over a wider area. Fort Calgary went up at the junction of the Bow and Elbow rivers. Inspector Jarvis left Edmonton and moved 20 miles down the Saskatchewan to establish Fort Saskatchewan”⁶.

It is also supported by Captain Butler’s account of his journey in 1870 from Fort Garry to Rocky Mountain House on behalf of the Lieut.-Governor of Manitoba — his report led to the formation of the RCMP and to their great trek to the old region of Saskatchewan. He makes many references to Edmonton, sometimes calling it Edmonton, sometimes Fort Edmonton and sometimes Edmonton House, such usage is common in contemporary chronicles and maps, but the important point is that it is clear from his narrative that there was obviously only one community⁷. This community must have been at the site of the present Edmonton for Butler also states that St. Albert is nine miles north of Edmonton — as it is at present. It is interesting to note that in 1869 the population of St Albert, a Catholic Mission, was about 900, it being the largest settlement in old Saskatchewan. The population of Edmonton at that time was only about 100. All authorities are agreed that the post office at St Albert opened on 1st July 1880 ^{1, 2, 3}.

A possible explanation of the confusion is that the first post office was opened in 1876 at the RCMP post at Fort Saskatchewan. It was given the name of Edmonton because that was the most important commercial centre in the region. However, by 1877, following Robinson, the importance of Fort Edmonton was recognised by the establishment of another post office there with the name Fort Edmonton. Finally, the “Fort” in “Fort Edmonton” was dropped in 1878 but the office at Fort Saskatchewan was retained with its name changed from Edmonton to Fort Saskatchewan.

The dates of opening of the various post offices, with their locations, would then be :—

Post Office	Open	Closed	Location
Edmonton I	1876	1878	Fort Saskatchewan
Ford Edmonton	1877	1878	Edmonton
Fort Saskatchewan	1878	open	Fort Saskatchewan
Edmonton	1878	open	Edmonton

In order to determine the precise day and month of the opening of the post offices we may turn to another authority for further information. Scrimgeour has, with the help of several collaborators, tabulated information on broken circle hammers which includes the opening dates of the various post offices⁸. Comparison of his listing with the other references leads to the conclusions that the following were the opening dates: Edmonton PO at Fort Saskatchewan on 1st August 1876, Edmonton PO at the present Edmonton on 1st March 1878 and Fort Saskatchewan PO on the same day. Scrimgeour gives the opening date of the Fort Edmonton PO, as the 1st March 1879, which seems rather unlikely as the Edmonton PO does seem to have opened in 1878; a more likely date is 1st February 1877, as given by Robinson.



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When these post offices opened they would all be in the North-West Territories, in the area known as Saskatchewan — not to be confused with the present Saskatchewan. Eventually Edmonton, in 1905, became the provincial capital when the Province of Alberta was formed, it was then outside the drastically diminished NWT.

Thus we could expect to see the cancellations Edmonton NWT (arising from two locations), Fort Saskatchewan NWT and Fort Edmonton NWT. These cancellations are all of the broken circle type⁸.



They should have been followed in 1882, when the District of Alberta was created, by Edmonton Alta and Fort Saskatchewan Alta, when both were still in the NWT. In practice both the NWT and Alta hammers would be used after 1882 due to the necessary delay in receiving the hammers and to the convenience of using as many hammers as were in the post office. Nevertheless these NWT cancellations, on stamps or covers, will be prized possessions as they must be rare.

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STAINED WAR ISSUE BOOKLET PANES

by Bill McCann

For some years now used panes of the war issue booklets have been turning up in the most unsightly physical condition. The panes are complete with tab and no perforation separation. The problem is in their appearance. A pane can be covered with large blotches. It looks like an oil spot or the largest foxing example ever seen. Colours range from a yellow to a light brown. To the best of my knowledge this condition has never been reported for a mint pane.

The cause? No one I have contacted has been able to offer a reasonable explanation. It could originate from the paper stock used to print the panes or the type of paper the pane has adhered to for too many years; or it could be a combination of the aforementioned plus air impurities.

Some years ago, shortly after the opening of the original National Postal Museum in Ottawa, I did some research on the booklet issues. Mr. J. Kraemer was kind enough to allow me to examine many records and documents including the available material on the war issues. There is no mention of any problems with the paper supply noted in the records. Not like to-day with constant changes in the paper suppliers to confound catalogue compilers and collectors.

One thought was to check the cancels on the used panes for the points of origin of the mailings. Every item I have examined emanated from the Winnipeg district. Other copies may exist from different post offices but all I have seen came from Winnipeg. Now, that location should eliminate air pollution as a cause. After visiting the area, I would say the pollution index is almost zero, not like around Toronto and Hamilton. Winnipeg is too modern, spread out and clean to have air pollution. If this pane condition is peculiar to this area then why do the spots not appear on the 1937 panes? These were in use until at least the last week in August of 1942 when the first of the new war issue appeared.

The majority of the cancels are the large 30mm circular three ring type usually applied to oversized, overweight or registered mail. Could this condition be caused by the particular brand of manilla covers used by Mr. K. Bileski in his large mail order stamp business? Bileski was and may still be the largest individual customer of the Station B postal service in Winnipeg. He ships an unusually large number of overweight registered parcels both on approval and by order. It seems as if every issue of the philatelic press in North America contains a display advertisement from Bileski so the business he conducts must be quite active. But then, this argument can be refuted by referring to the previous paragraph. Bileski used many of the '37 issue panes and they came clean when soaked off covers.

So now we are back to square one. What did cause these unsightly panes? And they are unsightly. I tried photographing an example but the contrast was too low for reproduction. No collector would want an example in an exhibit. Their monetary value is almost nil. In other words I may be tilting at windmills but for the record does any member know the cause of these stained booklet panes?

THE S.S. LAPLAND

by Arthur Hobbs

I am indebted to David Sessions and Colin Campbell of Kelowna, B.C. for the following information which goes some way to explain the markings on the S.S. Lapland card of which I wrote earlier (see *Maple Leaves* No. 202, April 1985).

The S.S. Lapland was built by Harland and Wolf of Belfast in 1909 for the Red Star Line and was registered in Belgium. M.V. Antwerp - New York.

After the capture of the Port of Antwerp by the German army in 1914 the Lapland was transferred to the British registry and was employed throughout the war, from 1914-1919, as a troop ship.

On 29 September 1914 she was loaded and ready to sail for England in convoy carrying, in addition to her cargo, members of the 5th and 6th Battalions of the 1st Div. Canadian Expeditionary Force and some H.Q. personnel.

The convoy of 33 ships sailed on 3 October and arrived off Plymouth Sound on 14 October. Disembarkation was complete by the 20th and the troops proceeded to Bustard Camp on Salisbury Plain.

A card, posted on board the Lapland on arrival at Plymouth, received a rubber postmark, struck in purple and inscribed "Canadian Overseas Expeditionary Force". It includes in the message home the remark "there are so many battleships and cruisers here that there is hardly room for anything else". The card appears to be uncensored!

Returning to the subject of my 1919 card. Colin Campbell suggests that it may have been obtained on board S.S. Lapland as a courtesy of the line and then posted on board before she sailed, franked with the 2c Admiral stamp and serviced upon arrival at Halifax N.S.

The cachet reading "Returned Soldier's Letter, S.S. Lapland" may have been applied by the line to specially produced cards as a favour to troops carried by the ship.

In January 1920 the Lapland was returned to the Red Star Line with whom she resumed service between Antwerp and New York until 1931 when she was engaged as a cruise ship. She was broken up at Osaka in 1934.



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DUPLEX POSTAGE DUE MARKINGS

by Gib Wallace

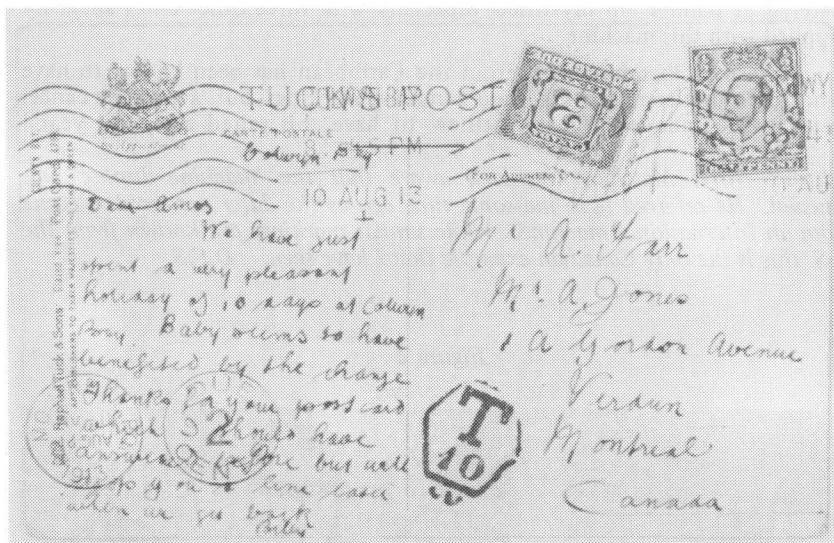


Figure 1

One of the exciting things about buying an unseen collection is the thrill of finding a few items which have either escaped the eye of the former collector (or else, which is more likely, he thought them to be of no consequence). I had the privilege of buying that of Matthew Carstairs. I initially only wanted the 2 cent 1906 issue with 'hairlines'. In fact, some years ago after showing it at convention, I gave him a blank cheque to fill in when he wanted to sell, his answer was "It's always nice to have something that someone else wants". Well, I got my 'hairlines' but at the cost of losing a colleague and friend who never hesitated to answer my most inane questions, with his constant supply of knowledge on remarkable aspects of philately. Sholem Matthew.

An item of interest, of which I gained a few, is shown in Fig. 1. Having spent some time fooling about with Postage Due handstamps and markings, this machine duplex of Montreal came as a surprise. Contacting a few colleagues by post, the result was that nobody could remember seeing one like it. The most positive answer came from Hans Reiche who said:—"The cancel was apparently ordered by the P.O. after some correspondence with Pitney Bowes and Machine Works Ltd. It was ordered for Montreal, Winnipeg, Toronto and Vancouver. The cost of this device is given as \$19.50 each".

GOOD PRICES FOR 'CLASSICS' AT AUCTION

In the October editorial it was suggested that exotic stamps had held their value well compared to more recent and run-of-the-mill material which had suffered as a result of speculation. This was amply borne out by the sale of Professor Julian Smith's material by Maresch in Toronto in October. This outstanding collection of mint stamps, generally in very fine condition, produced very good prices in the 'classic' range, i.e. Pence to Small Queens. In many cases Scott's 1987 catalogue prices were substantially exceeded with a number of realisations reaching 2x catalogue and more. As an example, Scott 1, 2 and 3, the 3d, 6d and 12d on laid paper, fetched \$9,625, \$19,250 and \$68,750 respectively.

On this side of the water, Cavendish sold part of the Cohen collection and the Mirabel collection. Again it was clear that the classic stamps, mainly used this time, provided they were in first class condition, were fetching good prices. Late Victorian and subsequent material is still well below what one might reasonably feel to be its true worth.

Catalogues of these sales, with prices realised, are an important reference for serious collectors, well worth having even if you found the material too exotic to compete for.

Maresch prices include 10% buyers premium; such premium is not charged by Cavendish.

PRESIDENT'S MESSAGE from Derrick A. Avery

For me, it is an honour to have been elected President of our Society and I only hope that I can fulfil the faith that the late Eric Killingley had when proposing me for this position.

I have just returned from our Ruby Anniversary Convention and it was a "Gem". Margaret McGregor had obviously put everything into making this a memorable occasion and, on behalf of those of us fortunate enough to attend, including 14 from overseas, I would like to express our sincere thanks to Margaret for the happy time had by all.

I know many of our members cannot attend Convention as often as they would wish, I found I could attend more often when I retired, but there are still a large number of members who have never attended and it is those members especially that I ask to consider attending the 41st Convention to be held at the **George Hotel, Lichfield, from Wednesday to Saturday, September 23rd to 26th, 1987.**



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One outing, which, we hope, will appeal to the ladies is to **Birds, The Confectioners**; this had to be booked two years in advance so, may we look forward to welcoming you in company with your 'Stamp Widows' at next year's Convention?

Lichfield is easily accessible by road, rail and air (Birmingham airport).

John Parkin has kindly offered to attend to the Convention Auction and elsewhere in this issue you will find his instructions as to where to send your material and the final date for inclusion in the catalogue.

From past experience I can assure "vendor-members" that they will not be disappointed by the results.

CONVENTION 86

Fine weather and a splendid turnout were two factors that led to a first class Convention at Pitlochry. Over 60 booked in, of whom 14 travelled over from Canada and USA bringing new depth to the displays and discussion.

The study circles and displays were up to their usual high standard. On the Wednesday evening John Hannah surprised a few of us with the depth of his collection of 'cork' cancellations — not bad at all for an 'Admiral' man! Charles Hollingsworth led us through the streets by means of their individual cancellations on the Thursday, while Colin Banfield displayed his immaculately written-up Jubilees, always a joy to see. Friday morning was a rare treat when Transatlantic visitor Lew Ludlow showed part of his superb collection of railway postmarks, undeniably the finest in existence. This act was a difficult one to follow but fortunately we had Geoffrey Whitworth to show us a meaty display of rate covers up to 1880, thus ensuring there was no anti-climax.

The competition was stiffened this year by a couple of overseas entries and was generally regarded as one of the best we've seen in recent years. The results will be found elsewhere in this journal but the mere listing does little justice to the mouth-watering material on display.

On the social side we saw some of the Scottish countryside at its best, whilst a few members sneaked off to sample one or more of the many golf courses in the area. The banquet, complete with piper, was a splendid affair. Yes we did have haggis and it was nowhere near so bad as it looks or sounds! The highspot was undoubtedly the induction of Lew Ludlow as the latest in a line of distinguished Fellows of our Society.

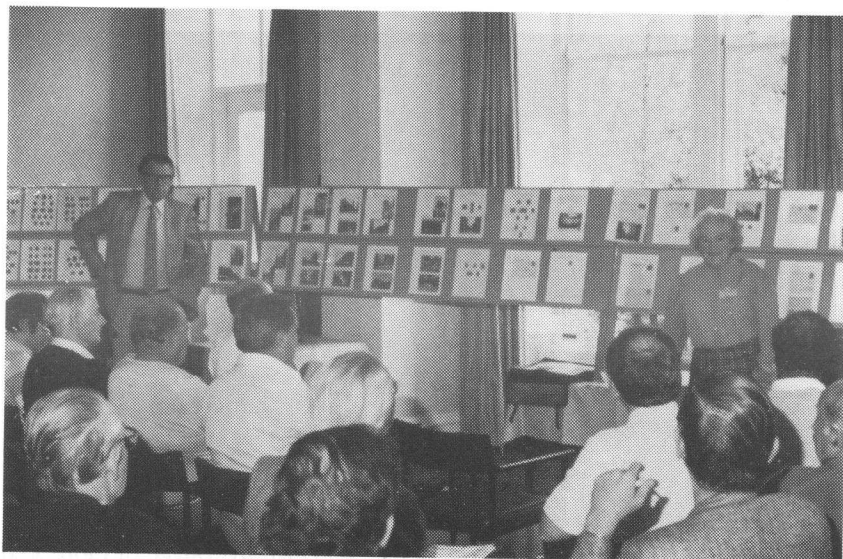
The outgoing Secretary went out with a whimper, having lost his voice completely by Wednesday night. It returned sufficiently for the banquet to be M.C'd in low key — some say it was the quietest Convention ever!

Our outgoing President, Margaret McGregor, had done a good job in putting the show together and I'm sure she would be the first to admit that the silky smooth arrangements owed much to staunch work behind the scenes by her two henchmen Sandy Mackie and John Hannah. Once again Scotland had done us proud.

Our thanks to PHSC Editor, Eric Manchee for the accompanying photographs.



Home grown Scottish muzak at the Banquet!



President Margaret McGregor introduces Dr. Charles Hollingsworth to an expectant audience.



*Four 'stamp widows' making the best of it.
L to R: Margaret Gatecliff, Dorothy Hollingsworth, Mary Manton and
Kay Duckworth.*



Lew Ludlow signs the Fellowship Book, watched by David Sessions and Margaret McGregor.



*Margaret McGregor backed by Society Officers:
L to R: Geoff Manton; Dorothy Sanderson; Charles Hollingsworth;
Sandy Mackie; Wayne Curtis; Brian Stalker; Roger Grigson; John Hillson;
Derrick Avery; Colin Banfield and David Sessions.*

THE STORY OF A CANADIAN STAMP COLLECTION (Part 4)

by Stanley F. Cohen, F.C.P.S.

But, as the man stood up, I could sense a general feeling of awe in the room . . . one could have heard a pin drop, but it meant nothing to me. However, I was able to see Horace Harrison gesticulating wildly to me from the back row, his face getting ruddier and ruddier, as he waved his hands to me. I thought poor Horace had gone slightly crazy and had no idea what he was trying to convey to me. The question being asked me was what did I think of the 15 cent in green . . . was it a colour changeling or a truly issued colour? Fortunately it was nothing new to me, although I only half heard the question, so concerned was I over Horace's gestures. I gave my standard answer, having been asked it many times before in England, that I believed the colour could be changed to green by placing the normal printing in strong sunlight although there was an issued colour that had a similar hue.

After the usual vote of thanks, the meeting ended happily, and Horace rushed up to me in great excitement. 'Do you know', he asked, 'who that was that you were so cheerfully answering?'. I replied that I hadn't the faintest idea. 'That', he said in a view of awe, 'was Fred Jarrett. *You* were replying to the great Fred Jarrett'.

Whilst to all Canadian collectors at that time, the name and person of Fred Jarrett (author of the famous 1929 book) was sacrosanct, and I don't suppose any Canadian collector would have had the cheek to reply to him publicly, I didn't see what alternative I had anyway, as I explained to Horace. In any event I had no idea who he was which perhaps made my task a little easier.

As it turned out, I became very friendly with the 'great man' himself and later on spent many hours chatting to Fred, who tried very hard to catch me out but I think, at the end, he realised I knew my subject pretty well.

It was at Niagara 1963 that I met, for the first time, some of Canada's great collectors. Charles de Volpi with whom I struck up a lasting friendship. Dear Doc Day who showed me his magnificent small queen Fancy Cancels, and from whose Estate, many years later, I was to acquire this superb collection. Guy des Rivières of Quebec, with whom I was also to correspond for many years, and who came over from Canada with his dear wife for my own Convention in Birmingham in 1975, the year of my CPSGB Presidency. As also did Bill Simpson, and Dick Lamb and several others. There, too, was Lew Ludlow, whose fine collection of squared circles I was to acquire, and whose lovely home in San Francisco I was to visit and be entertained years later, to say nothing of years of correspondence to Japan, and our occasional meeting in London. Others from Toronto I was to meet for the first time included Jim Sissons, Bill Maresch, Jim Hennock and, of course, the great Vinnie Greene himself, not forgetting dear Clarence Kemp, a man with a heart of gold, and so many others. Then there was Sam Nickle and Sol Kanee . . . one could go on and on.

E.A.S.

Back home, my collecting activities increased with all these new contacts. Soon my overseas correspondence was almost a full time job. But there were new collectors ever joining the home Society and not all of these were youngsters. Among the most extraordinary characters ever to appear on the Canadian collecting scene was a man who was quite elderly and seemed to appear from nowhere. He had served for many years in India and was a great authority, I think, from memory, on Tibet. He had written books and indeed was a prolific writer. How he came to be interested suddenly in Canadian stamps I do not know, but his name was E. A. Smythies.

His first letter to me came from an address in Eire from a castle in Tralee. He asked me a great many questions about early Canadian stamps, having joined the CPSGB and there found my name. I had not known it at the time but he must also have written to every other member of the Executive in similar vein.

Naturally I replied as best I could and from then on, every day of his life, without exception he wrote me a letter! He would not wait for a reply to his last one but immediately wrote another. So that there was a continuing flow of letters always one ahead of the reply to his last. It was an extraordinary situation, which I suppose I had inadvertently encouraged by my prompt responses. Although I soon realised that this was an impossible and endless task, his quest for knowledge and information was insatiable. Later on I discovered that he was doing exactly the same with other friends of mine of the CPS, who mostly soon tired of his advances. But he was retired, elderly and spent all of his time writing for information.

I had not known it but all this was preparatory to writing not one handbook, but several. He loved to publish handbooks and, at first, with rather too scanty information, rushed into print with his first Canadian handbook. It did not meet with the entire approval of the elders of the Society and, after that, I was instructed to edit all but one of his later publications.

All his letters to me were headed 'Dear SC' and always ended abruptly with 'EAS'. We knew of no other terms but these. He would not be convinced of anything at all without concrete evidence. On one occasion he sent me two Large Queens, each of which had the most atrocious faked postmark, one in bright scarlet on a 3 cent and another in vivid green on a 2 cent green. They had been supplied to him by a dubious dealer then active on the South Coast. He requested my 'opinion' as to the genuineness of the postmarks, to which I promptly replied that they were both fakes.

By return mail, I received one of EAS's rudest letters. How dare I say they were fakes? Of course, they were genuine. How could I possibly 'prove' they were fakes? My reply was that, whilst I would not do it with anyone else's stamps, if he cared to place the two stamps in cold water overnight, he would find that all trace of postmarks would have disappeared by the morning. I knew that they had simply been painted on and that the chances were that they would simply wash off.

Again, by return mail, I received one of the nicest of EAS's letters. He had done just that. One of the two stamps had simply disintegrated into hundreds of tiny pieces and disappeared. The second stamp had become a beautiful unused example of a 2 cents green with no trace of any postmark. He sent it to me with his compliments and I still have it to this day in one of my stockbooks. The strange thing is that it was not a damaged copy in any way as usually only damaged and valueless copies are used by postmark fakers.

It was this strange episode which was to set EAS on the start of one of his later and rather more successful handbooks 'Fakes and Forgeries', the information in which was almost all gleaned from me with the use of mostly my material.

I only met EAS once. He attended a CPS Convention just once, some years ago. I was amazed to see how old and frail he was. He must have been in his nineties even then. But he continued to write me daily even after he had lost his hearing and his sight. His handwriting became less and less legible. One of his last letters to me offered me his collection of small queen Fancy Cancels. He had written a handbook on them jointly with Doc Day, whose magnificent collection I had already acquired. I replied that I would rather buy his 8 cent Registration covers, of which he had six. All these are very scarce but his Registration collection had been bequeathed to his son. However, he did allow me to buy three of his 8 cent covers which I still have, so I agreed to buy his Fancy Cancels as well. It is strange that I now own both collections of the Handbook's joint authors . . . Smythies and Day . . . to which I was later to add the fine collection formed by Miss Jones of Halifax.

EAS was a never-to-be-forgotten character. One of his better known handbooks on Canadian Registered stamps, was written extremely quickly and jointly with another dear friend of mine, Aubrey Smith of Halifax, Nova Scotia. I don't know how many years Aubrey and I have corresponded but it must be well over forty years. Once, passing through Halifax, I met him and we had a lovely evening. Somehow I don't think he ever met EAS. A few days after acquiring the EAS stamps, I received a letter from his daughter that he had passed away. By the same post she sent me the very last letter he ever wrote. It must have been only hours before he died.

The 15 cent Script watermark

So far I have talked mainly of people and not of stamps. In a lifetime's collecting, it would be easy to fill another long article on the stories behind the stamps acquired. Instead I will select just one stamp around which several stories can be told.

The longest life of any of the Large Queen series belongs to the 15 cent value which was pre-released in March 1868 and continued in many printings until 1901, never having been replaced by a similar value in the small queen design. From 1875 until 1877 this value was printed in shades of grey with a new perforation, 11½ x 12, instead of perf. 12.

Amongst these printings, a small quantity of paper was used showing the papermaker's watermark 'Alexr. Pirie & Sons' in a bold script style. This variety of SG.72 (SG.72a) is a most distinctive stamp in shade and is very scarce.

My first two used examples of this rarity were acquired over forty years ago in an unusual way. The famous London firm of Stanley Gibbons had written me that they were holding a one-day stand at the Grand Hotel in Birmingham and, learning of my interest in Canada, they invited me to attend, saying they would be bringing their Canadian stockbooks with them. I was only too happy to accept the invitation and went along to see what they had.

Their Canadian stamps were mounted in several priced booklets and, going through the many pages, I immediately saw that all the prices were 'full catalogue'; in those days, as now, collectors expected a discount from catalogue, so the prices were not attractive to me.

Turning to a page of beautiful used shades of the 15 cent Large Queen, I instinctively turned over the copies in the distinctive Lilac-Grey of the Script watermark, and to my delight, two superb used copies described and priced as normals were the rare variety. The price of the normal used SG.72 was £8 in those far off days (today's SG used is £225) and so, for £16, I extracted the two wanted stamps. I did not feel particularly guilty, since the prices asked were theirs and not mine. Turning to the next page, there was a terribly torn and mutilated 15 cent used, described as 'badly torn but the very rare Script Watermark' priced at £70 which, needless to say, remained in their stock.

Having spent the large sum of £16, the firm took me to lunch and sent me a nice letter later, thanking me for my purchase, which, they said, had made their day in Birmingham worthwhile. It was to be 25 years later that I was to repay them in some small measure for my 'steal'.

Meanwhile, over the years, I acquired several more copies of the Script watermark variety, but always used copies, with which I attempted a reconstruction of the lettering of the watermark, an almost impossible task that I do not think has ever been completed by anyone.

On his occasional visits to London, the late Jim Sissons usually tried to see me; this too was one of his favourite stamps, and I would just sometimes let him buy one of my spare copies. He always used to tell me that it was worth his trip to London, if only he could return to Canada with a single specimen of this rarity.

Then one day, I was looking through lots of a colonial sale in London, with a few Canada, the last of which was described as '15 cent, original gum, slight corner thinning, perf. 11½ x 12.'. As soon as I saw the stamp I recognised the distinctive shade of the variety and, turning it over, I saw the full gum, the slight thin spot and, then, a huge part of the Pirie lettering which stood out magnificently . . .

I had never seen a Mint copy of this stamp. Indeed at that time I had not even heard of one. I just gasped at it. The estimated price was £12 and I rushed to my auctioneer friend, David Fortnum, also a member of the CPS, who kindly told me that no-one had expressed any interest in the lot and that I should easily acquire it at around £12.

The day of the sale I sat at the back of a filled room and just waited for the lot to come up. I let all the other Canadian lots go, so excited at the prospect of acquiring this wrongly described gem. When the lot came up, the bidding opened at £10 and my bid of £12 seemed to have knocked out all the opposition except for a man in the front row, who alone kept his hand up. At £20 his hand was still up and so was mine. I was exasperated to not even know who was bidding against me but, obviously, someone else had spotted the Pirie watermark. What a shame. After the bidding between us reached £50 the room was beginning to gasp, but I kept my hand up; alas so did the man in the front. As he bid £100, I put my hand down reluctantly. The fight had gone on too long.

(to be continued)

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LETTERS TO THE EDITOR...

The Yellow Peril:

Re: Book Review "THE LARGE QUEENS OF CANADA" —
Maple Leaves August 1986

I concur wholeheartedly with this interesting review but I would like to put in my two cents. For those fortunate and enviable people who can afford to collect these big queen stamps, \$125 is not a deterrent. It would be nice if the price of the book were \$50 but such is not the case. Despite its minor short-comings and the price, it is still an excellent publication for where else can one find such comprehensive information in one convenient volume. My severe complaint (for want of a better expression) is that my academic background does not enable me to comprehend with ease this brilliant piece of work.

C. Leigh Hogg:

I refer to the 'Yellow Peril's' article in the August '86 issue of *Maple Leaves* entitled "Postal History versus First Days". The 'YP' had requested information on the final days of the half cent rate. I submit a copy of page 110 of the "Canada Stamp Sheet & Energy" Vol. II #11, July 15, 1901, which pertains to the prepayment of newspapers and periodicals mailed as second class matter. Although this does not refer to all half cent rated mail I thought your readers might be interested in this postal change.

New Post Office Regulation

Hitherto it has been the custom for publishers of newspapers and periodicals printed in Canada and enjoying the second class rate of one half cent per pound, to prepay each issue by affixing postage stamps to the amount on a printed form furnished by the Post Office Department. The following letter indicates that hereafter such payment shall be made in cash:

Quebec, 27th June, 1901.

To the Publisher of "Canada Stamp Sheet", Quebec.

Sir,

I have to inform you that postage on newspapers and periodicals mailed as second class matter must, on and after the 1st July next, be prepaid in cash instead of in postage stamps as heretofore and I therefore request you to be so good as to return to me after that date all forms Rev. 49 P.M., remaining in your possession.

*Your humble servant,
E. T. PAQUET,
Postmaster.*

J. B.C.


Dean Mario,

I am enclosing a photo-copy (Fig. 1) which may be of interest to modern-day Postage Due collectors. Canada Post has introduced a Postage Due adhesive sticker which is to be affixed over the address (to prevent delivery until the proper postage is paid). No other marks are evident except an electronic cancelling "shadow" on the reverse. Apparently the cover was discarded by the mail sorter before the cover received the postal code sorting bars.

After Sept. 1, 1985[®] mail with incorrect postage was to be returned to the sender. However, Canada Post did give a "grace" period before this directive was put into effect.

The rubber stamp (Fig. 2) was impressed on a cover dated Feb. 1986.

Figure 1

DE/FROM  D W MARIO RPSC MCCC CPSGB
POST OFFICE BOX 342
SASKATOON SASK
S7K 3L3

Return to Sender
Insufficient Postage
Please remove label, add missing postage and re-mail
Insufficient postage for:
☐ Weight of item.
☐ For destination.
☐ Non Standard Business Letter.

Retour à l'envoyeur
Affranchissement insuffisant
S.V.P. enlever l'étiquette, ajouter affranchissement manquant et poster
Affranchissement insuffisant pour:
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☐ La destination.
☐ Lettre d'affaire (non-standard).

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To USA/Aux États-Unis (0-30g) 39¢
To all other countries/À tous les autres pays (0-20g) 68¢

Standard Envelopes/Enveloppes standard
Maximum: 255 mm x 150 mm Minimum: 140 mm x 90 mm
CANADA POST CORPORATION SOCIÉTÉ CANADIENNE DES POSTES

S - 106

Figure 2

FORWARDED AS A COURTESY	ACHEMINÉ À TITRE GRACIEUX
Mail with insufficient postage may be returned to sender in future.	Les envois insuffisamment affranchis pourront être retournés à l'expéditeur.

Dave Lacelle:

With regards to Mr. C. L. Hogg's inquiry in the August 1985 issue of *Maple Leaves* (regarding a crown cancellation), and "The Yellow Peril's" reply in January, I can provide him with a bit more information.

I have also seen this marking on a wrapper from the experimental farm used about 1902. I took a quick look at the Civil Service Lists in the National Postal Library, Mr. William Bain Scarth was appointed Deputy Minister of the Department of Agriculture, inside service in Dec. 1. '95, his name does not appear in the 1904 lists. (As an aside: in '96, he was 58 years old, and had an annual salary of \$3,200.)

I have been researching fancy Canadian cancels for about five years now, and would be willing to help any other members with similar queries.

CONVENTION AUCTION 1987

Members are asked to note that all lots for the Convention Auction, which will be held at the George Hotel, Lichfield, Staffordshire on Saturday 26 September, 1987, should be sent to :-

Mr. John M. H. Parkin, C.P.S.
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Progressive Buildings,
Sitwell Street,
DERBY, DE1 2JP.

NOT LATER THAN the 25 April, 1987. It is most important that all envelopes or packages containing material for the Convention Auction are clearly addressed EXACTLY as above in order to avoid confusion.

Only B.N.A. material is acceptable and lots must be accompanied by a brief description and estimate of value (minimum £2.00). Lots received after 25 April may not be included in the Auction catalogue but they will, however, be disposed of at the conclusion of the sale. Prospective vendors are urged in their own interests, therefore, to ensure that their material is in Mr. Parkin's hands by 25 April at the latest.

No responsibility can be accepted for material which is either loosely mounted or badly packaged. A stamped addressed postcard will ensure a prompt acknowledgement of receipt of your material.

FROM THE SECRETARY

I begin at the end, this particular 'end' being the final item taken under 'Other Business' at the 40th Annual General Meeting which was held at the Pitlochry Hydro Hotel on Saturday 4 October, 1986. That item was an impromptu vote of thanks, proposed by Colin Banfield, to David Sessions for ten years of service to the Society in the post of Secretary. Those present whole-heartedly endorsed that proposal and I am sure that all our members would wish me to echo the sentiment on their behalf Thank you David . . . we wish you well in your new post as Editor of *Maple Leaves*.

The following are the main points arising from this year's A.G.M. A copy of the minutes can be obtained from the Secretary; similarly a full statement of accounts can be obtained from the Treasurer. SAE would be appreciated.

The President, Mrs. McGregor, expressed her delight to see so many overseas members at the Convention.

The Packet Secretary, Roger Grigson, reported that once again the main contribution to the packet came from a small number of members and that it was unlikely that all of the ten circuits would receive a packet during the year.

Tom Almond, Handbooks Manager, reported another successful year with new titles accounting for almost 40% of total sales. Some over-stocked titles had been offered at reduced prices and the response had been good. A Committee decision had been taken to order 'Easibinders' for *Maple Leaves* to retail at £6 each and members were asked to place their orders with Mr. Almond.

George Bellack, Advertising Manager, thanked all our advertisers for their support throughout the year and reminded members that 'Classified Advertising' space was available free of charge.

The Treasurer, John Hillson, reported a satisfactory financial position at the end of September 1985, but forecast a significant deterioration during 1985/86, mainly due to a drop in income, with many members failing to pay their subscriptions, coupled with a general increase in expenditure. It was disappointing that so many members failed to respond to frequent reminders for subscriptions which had been published in *Maple Leaves*. Nevertheless it was agreed to retain the £7 rate for subscription with a penalty of £1 being levied on members paying after 1 January 1987, as had been agreed at the 1985 A.G.M.

Mr. Hillson agreed to take on the duties of Subscription Manager as well as continuing with the office of Treasurer.

Geoffrey Whitworth was pleased to report that the Committee had accepted the proposal of the Fellowship Sub-Committee that Lewis M. Ludlow be elected as a Fellow of the Society for his research into Canadian railway routes and history and the publication of his findings in book form.

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To Members of the Canadian Philatelic Society of Great Britain

If you are not already a member of The Royal Philatelic Society of Canada and you would be interested in joining the "Royal", please write to The National Secretary, Department C, The Royal Philatelic Society of Canada, National Office, P.O. Box 5320, Station "F", Ottawa, Ontario, K2C 3J1, Canada, for membership application forms or information.

Members receive The Canadian Philatelist, published bi-monthly, and other benefits.

Annual Dues:	Canadian Members	\$18.00
	U.S. Members	\$20.00
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Admission Fee:		\$ 5.00



GROW WITH THE ROYAL

Mr. Whitworth also announced that the Fellows had decided to award the Founders' Trophy to John Hillson for his published work on the Small Queen Issue.

It was reported to the A.G.M. that the Committee had agreed to an addition to the General Rules Governing The Awards as follows :—

11. No single entry in any one year shall attract more than one trophy.

The following Officers were elected by the A.G.M. :—

President:	D. A. Avery
Vice-President:	D. G. Manton
Secretary:	B. T. Stalker
Treasurer:	N. J. A. Hillson
Committee Members:	Scotland J. Hannah, F.C.P.S.
	North England Dr. C. W. Hollingsworth, F.C.P.S.
	South England C. A. King
Auditor:	L. E. Warren

The A.G.M. was advised of the following Committee Appointments :—

Librarian:	C. G. Banfield, F.C.P.S.
Editor:	D. F. Sessions, F.C.P.S.
Packet Secretary:	R. Grigson
Handbooks Manager:	T. E. Almond
Advertising Manager:	L. G. Bellack
Publicity Officer:	M. R. Cusworth
Assistant Editor:	G. E. Taylor

Mr. Derrick Avery announced that the 1987 Convention would be held at the George Hotel, Lichfield, from the 23-26 September 1987.

Competition Awards :—

Class 1	1. G. Whitworth	First Decimal Issue
	2. H. Harrison	Registration Stamps
Class 2	1. The London Section	Newfoundland T.P.O's
Class 3(a)	1. R. Grigson	1c Small Queen Rates
	2. L. M. Ludlow	Pence Issues
Class 3(b)	1. D. F. Sessions	Royal Tour Mail
	2. F. R. Lockyer	1967 Centennial Issue

Trophies :—

Godden Trophy	G. Whitworth	First Decimal Issue
Bunny Cup	D. F. Sessions	Royal Tour Mail
Admiral Cup	J. Hannah	5c Blue Admiral
Lees-Jones Trophy	Not awarded.	
Members Trophy	L. M. Ludlow	Pence Issues
Aikins Trophy	G. Whitworth	19th Century Transatlantic Mail
Founders Trophy	N. J. A. Hillson	Small Queen Issue publications.

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 2502 NIXON, J. Edward, 255 Cortleigh Blvd., Toronto, CANADA, M5N 1P8.
 CR, CL, CS.
 2503 STURUP, Svend, c/o Georg Jensen, 95A Bloor St. W., Toronto, CANADA, M5S
 1M1. CR, CL, CS.
 2504 JOHNSON, Hugh R., 27 Ridgeway Ave., Gravesend, Kent DA12 5BD. B, C, PH

Deceased

- 621 HARMER, C.H.C.
 1940 PRICHARD, Lt. Col. D.M.C., F.R.P.S.L.

Change of Address

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 1354 HARRISS, Mrs. J. E., PO BOX 1925, Sydney, Nova Scotia, CANADA B1P 6W4.
 2494 LETTS, A.F.A., 12A Highgrove, Wood Road, Tetterhall, Wolverhampton WV6
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 2094 STAMP DEN The, previously 78 Richmond St West, Toronto, Ont. Canada.
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 1789 PEACH, A.J., previously 83 Sunrise Ave., Chelmsford, Essex.

Removed from Membership – Address unknown (for more than one year)

- 902 CHAMBERS, J.E. previously 31 Fore St., Ivybridge, Devon.
 2201 ESAW, F.A., previously 24 Lincroft, Oakley, Beds.
 637 HARRIS, M.A., previously Martins, Scotland Way, Haslemere.
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Maple Leaves

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Vol. 20 No. 8

April 1987



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APRIL 1987

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EDITORIAL

Our warmest congratulations are offered to Canadian members Dick Malott and Bill Robinson who have been elected Fellows of the Royal Philatelic Society of Canada. Fellowship is awarded to members who have served philately at large and provided outstanding service to the Royal. Dick and Bill are both Directors of the Royal and are well known for their services to philately in Canada. The honour is not given lightly, the latest additions to the roll bringing the total to 51, of whom 34 are living.

I am sure members will join me in thanking our immediate Past President, Margaret McGregor, for the generous donation of £200 in memory of her late husband Alan, who was for many years our Treasurer.

Members in the west of Scotland are asked to contact our Treasurer, John Hillson, for details of a proposed meeting at his home some time in May or early June. John has succeeded Jim Merrylees as contact member for the area. Whilst on the subject of meetings, elsewhere in this issue will be found a notice concerning the London Group's one-day seminar to be held in June. If last year's event is anything to go by then it will be well worth attending. For members in the West Country a

room has been booked at the Bristol and District Federation Convention in Portishead on Sunday 9 August. Details will appear in the next issue; meanwhile if you are within reach of Portishead (near Bristol) please make a note in your diary.

A number of members were inconvenienced by omitting to pay their subscription by 31 December, thus incurring a 'late payment fee' and experiencing a delay in receiving 'Maple Leaves'. If you have a current bank account with a U.K. bank or the British arm of a Canadian bank then please consider payment by direct debit if you have not already done so. Forms can be obtained from our Treasurer, John Hillson.

By the time the next (June) issue of 'Maple Leaves' appears CAPEX will be almost upon us. Your President and Editor both plan to be there and look forward to making and renewing acquaintances and to enjoying a feast of Canadian (and other) philately.

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No responsibility can be accepted for material which is either loosely mounted or badly packaged. A stamped addressed postcard will ensure a prompt acknowledgement of receipt of your material.

LIEUTENANT COLONEL JOHN McCRAE

by The Yellow Peril¹

Photos by K. Salonen

Collectors buy covers for various reasons such as dates, destinations, dues, frankings, postmarks, rates, registration, routings, special delivery etc. In this unusual instance the reason for the purchase was the signature of John McCrae. Fortunately, competition for this cover (fig. 1) was only with philatelists and not with philographers.²



Fig. 1. Cover certified "Free" by Lieutenant McCrae.

The above letter, sent to Miss Hattie Chaplin, "Orchard House," St. Catharines, Ontario appears to have been written by Lieut. McCrae. The ink and handwriting in the address; the annotation "On Service/Postage not available" at the top right; and the "Free" certification and signature "J. McCrae, Lieut. R.C.A. Com'dg Section Machadodorp" at the left of the envelope is identical. The postal markings on this cover consist of a partial strike of the double frame octagonal "ARMY POST OFFICE/NATAL FIELD FORCE" and a purple "CANADIAN CONTINGENT OCT 24 1900 SOUTH AFRICA" oval handstamp. Field post offices did not carry stamps and soldiers' mail could pass without postage. These letters were stamped with the Contingent handstamp to indicate their origin with the Canadian Contingent.

John McCrae, soldier, poet and physician was born on November 30, 1872 in a stone cottage beside the Speed River at Guelph. He was

the son of Lt. Col. David McCrae and Janet Eckford. David McCrae had trained a field battery in Guelph so young John grew up in a military environment but his ambition was to become a doctor. In 1888 John McCrae entered University of Toronto and graduated in 1896 with a gold medal and a scholarship in physiology and pathology. He entered the medical profession serving in the Toronto General Hospital then at Johns Hopkins, Baltimore. When the Boer War broke out, he volunteered for the South African War and was commissioned a Lieutenant in the Royal Canadian Artillery. He attained the rank of Captain and was awarded the Queen's medal with three clasps. On his return to Canada, he spent fourteen years in medical practice, writing and lecturing at McGill University, Montreal. When World War I broke out, McCrae was appointed Brigade Surgeon (with the rank of Major) to the 1st Brigade Canadian Field Artillery in France.

It was in Flanders where the unforgettable sight of poppies growing in great profusion inspired McCrae to write about these wild flowers. He wrote "In Flanders Fields" on 3 May, 1915 during a lull in the Second Battle of Ypres. The British Magazine "Punch" published the immortal poem, using it as little more than a filler – fifteen lines that occupied an inconspicuous corner of a page. But it attracted immediate attention and was reprinted in several more magazines, becoming known throughout the English-speaking world.



Fig. 2. Stamp issued on the 50th Anniversary of the death of Lieutenant Colonel John McCrae. It reproduces the poet's own handwriting on the original manuscript the first two lines of "In Flanders Fields."

In Flanders fields the poppies blow
Between the crosses, row on row,
That mark our place; and in the sky

The larks, still bravely singing, fly
 Scarce heard amid the guns below.
 We are the Dead. Short days ago
 We lived, felt dawn, saw sunset glow,
 Loved, and were loved, and now we lie
 In Flanders fields.
 Take up our quarrel with the foe:
 To you from failing hands we throw
 The Torch; be yours to hold it high.
 If ye break faith with us who die
 We shall not sleep, though poppies grow
 In Flanders fields.

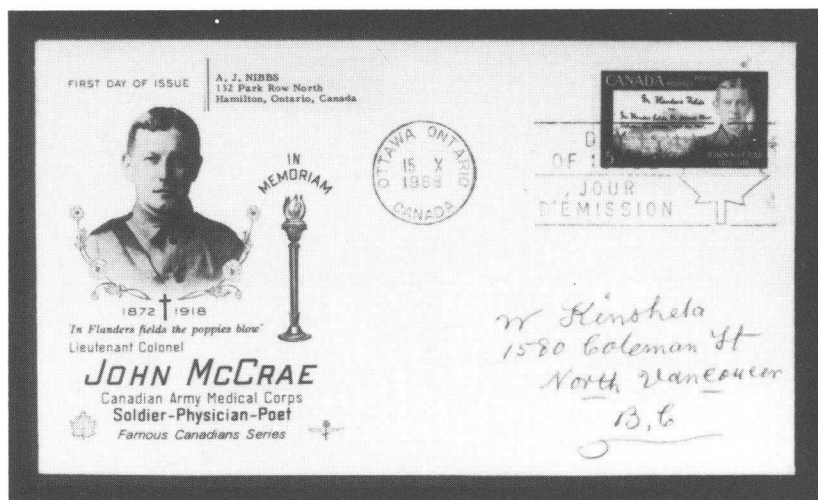


Fig. 3. A first day cover of the John McCrae stamp.

McCrae did not live to learn of the reaction of his poem. He succumbed to pneumonia at Boulogne, France on 28 January, 1918 – just five days after his promotion to Lieutenant Colonel and transfer to the First General Hospital to be consulting physician to all British Armies in the field.

The poet's birthplace has been restored to its 1875–1890 period and contains many of the original furnishings, personal belongings and a museum of his writings, including a copy of *Punch* – opened at the page on which his poem appears. A visit to this National Historical Site is



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recommended to anyone visiting Toronto. Guelph is about an hour's leisurely drive from Toronto. The opening hours are 1 to 5 p.m. daily except Saturdays.

Visitors to CAPEX '87 are invited to view the above cover (fig. 1) at the Harmer booth and, if so inclined, recite some poetry. It's not for sale, however!

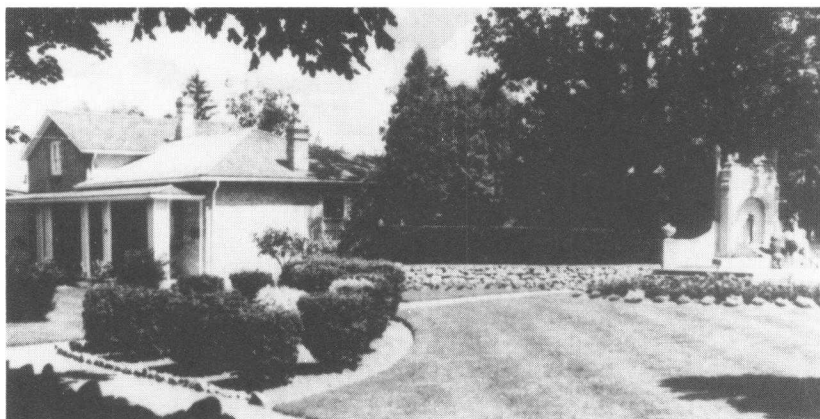


Fig. 4. John McCrae's Birthplace at Guelph, Ontario (Portion of Kitchener News Co post card)

References

1. The Yellow Peril is the Canadian Representative for Harmers of New York.
2. Philographer is a collector of autographs, signed philatelic covers, letters, manuscripts, documents etc.

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Rowe, K. *The Postal History of the Canadian Contingent in the Anglo-Boer War 1899-1902*. Toronto: The Vincent G. Greene Philatelic Research Foundation, 1981.

The Toronto Star, November 3, 1984/H 13.

Canada Post Office Department announcement of John McCrae and Armistice stamps.

CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

Invite all members to a

ONE DAY SEMINAR

on

Saturday, 13th June, 1987

at the

VICTORY SERVICES CLUB

63/79 Seymour Street

London W2 2HF

in the

ALLENBY ROOM & PLUMER ROOM

Programme of Events :-

10.00 - 10.15 a.m.	REGISTRATION
10.15 - 10.30 a.m.	COFFEE and BISCUITS
10.30 - 12.00 a.m.	1st SESSION - 2-3 DISPLAYS
12.00 - 01.15 p.m.	LUNCH BREAK
01.15 - 02.45 p.m.	2nd SESSION - 2-3 DISPLAYS
02.45 - 03.00 p.m.	TEA BREAK
03.00 - 04.30 p.m.	3rd SESSION - 2-3 DISPLAYS

THERE WILL BE A CHARGE OF £2.80 (approx.) PER PERSON

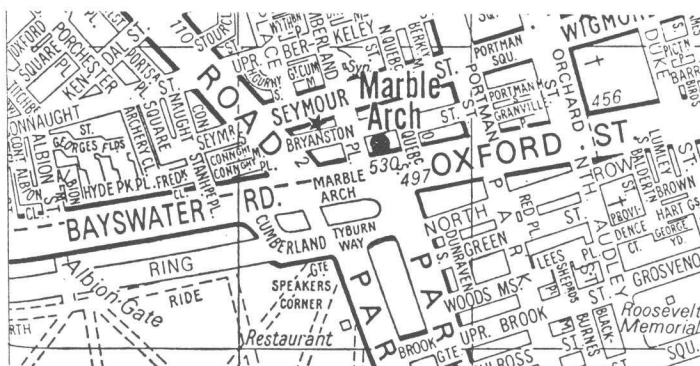
Lunch is obtainable from either the 'Buttery' a self service restaurant on the ground floor, which offers a wide choice at very reasonable prices or in the 1st floor licensed restaurant where a good selection of varied courses are available with a recommended house wine but it is always necessary to make a reservation. The bars are open to those who prefer a wet lunch. A price list for both restaurants will be made available to those attending.

Members are invited to take part and give a display of any aspect of B.N.A. subjects. A minimum of twenty sheets, up to any number, provided that when accompanied by the presentation talk, this should last a maximum of 45 minutes. The display can be part of a working study and therefore need not be of Exhibition standard. Our intention is to cover as wide a field as possible - volunteers please advise of your chosen subject.

A small section of the West End of London road guide is shown and gives an illustration of the central position that the venue enjoys. It is on a main route from most main line stations, has car parks within a few minutes walk, the largest being the Hyde Park underground and is ideally situated for a days shopping in Oxford Street or across the park to Knightsbridge.

DON'T BE DISAPPOINTED - BOOK EARLY

For information write or phone 0903-64170 Evenings or Weekends
WARREN, L. E., 82 Cleveland Road, Worthing, Sussex BN13 2NE.



CONVENTION 1987 – The President reports

At the time of writing there are eight months to go before Convention '87 and it would seem that there is still plenty of time to complete arrangements without panic but, allowing for six weeks in Canada with our daughter, my breathing space is cut to six and a half months.

This accounts for my requesting from members, and others to whom I have written, an early reply to appeals for help. As a result I can now give details of the philatelic programme which, I hope will entice you to Lichfield.

Newfoundland – N. Clifford Jones;
 Prince Edward Island – M. Cusworth;
 Revenues – J. Parkin;
 Centennial Issue – A.E. Jones;
 Postal Stationery – D. Avery;
 Royal Tour 1939 – D. Sessions (Short display to supplement Competition).

Having whetted your philatelic appetite, you will be well advised to complete and return the inset booking form and so ensure that you will be staying at the GEORGE Hotel. Latecomers may find they are booked in for bed and breakfast at the SWAN Hotel across the road.

We have the option, until 3 August, on 15 twin/double and 10 single rooms, plus 3 suites suitable for families of three persons at the George, with 10 twin rooms at the Swan. So – it is now up to YOU, because by the time you receive this issue of Maple Leaves there will be only four months option time left



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We are now planning another important B.N.A. sale for early autumn. If you have items which you would like included in this superb auction, contact Frank Laycock or Geoffrey Manton. We are prepared to travel to any part of the world for suitable properties.

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For Newer Members . . .

The following article seeks to guide members in the collection of the 'Pence' issues and early covers. An outline of the 'Small Queens' and 'Jubilee' issues appeared in the April and the June to October 86 (incl.) issues of Maple Leaves respectively. It is intended that a whole series of such articles, covering both stamps and postmarks, will run in Maple Leaves. While they are intended as introductory articles, no doubt our more seasoned members can still learn a thing or two!

FORMING A COLLECTION OF EARLY CANADIAN STAMPS AND COVERS

By Geoffrey Whitworth, FRPSL, FCPS

In 1840 Great Britain inaugurated the use of adhesive stamps to pay for the charges of a postal service. It was not until 1851 that a similar system was introduced into Canada. The first services started around the area of the St. Lawrence river, which was known as Lower Canada but, by 1851, settlers had spread westward to what is now known as Ontario, then called Upper Canada. Rivers were the main highway, in summer by boat, in winter by sled on the frozen ice. Newly opened land was supported by pack horses and coaches, or even by runners, whichever proved most reliable.

The Rates

At the time postage stamps were introduced the charges were based on Canadian money and the rate was 4½d. for a letter weighing up to ½ oz. and carried for a distance of 60 miles. The cost increased for extra weight and distance. This worked out at:—

Not exceeding: ½ oz. = 1 rate
1 oz. = 2 rates
2 oz. = 4 rates
For each additional 1 oz. add 2 rates

Not exceeding 60 miles 4½d. per rate.
61 to 100 miles 7d. per rate.
101 to 200 miles 9d. per rate.
201 to 300 miles 11½d. per rate.
For each additional 100 miles add 2½d. per rate.

Letters from any post office in Canada to any part of the U.S., except California and Oregon, were carried for a fixed rate of 6d. per ½ oz. letter. For the west coast the rate was 9d. per ½ oz.

When letters had to be sent to Europe the relationship between the value of the Canadian currency and British Sterling had to be taken into consideration. In 1851 this was fixed, for postal purposes, at 1/4d. Currency to 1/2d. Stg. and this was the rate for a ½ oz. letter sent via New York or Boston and carried on a Royal Mail Packet boat to Liverpool

At this time it was not compulsory to prepay letters and the cost was no greater when sent unpaid. However the intentions had to be clearly marked. All letters had to be rated at the post office and the rate was written in RED when prepayment had taken place. If the addressee had to pay then all markings had to be in BLACK ink. Transatlantic mail was prepaid at the rate of 1/4d. Canadian Currency but if the recipient had to pay then it was 1/2d. Stg.

A Canadian Company was giving an unsatisfactory service for Montreal and Quebec, sailing up the St. Lawrence and calling at Halifax. In 1852 two Allen brothers asked to be allowed to run this route and in 1853 they started a much more satisfactory service. In winter, when the river was frozen, they were able to start at Portland, Maine, as a railway connection from Montreal had just been opened. They called at Derry to offload mail for Scotland before landing at Liverpool.

Covers from this pre-adhesive period are many and varied. Those bearing simple handstamps are not expensive, but those showing new rate handstamps around 1854–55, before the postage stamps were available, are much sought after. The illustrations show some of the handstamps of this period:—



PAID

Early PAID markings.

1/2 Stg. PAID 1/4 G
6^d Stg 8^d Stg. Paid 10 G

Transatlantic markings.



Canada-US border markings.

The First Postage Stamps – ‘The Pence Issue’

In 1848 the first moves were made to take the Canadian postal administration away from the Colonial Office in London. It was not until 1850 that the way was cleared to do this and immediately plans were put in hand, at the same time, to simplify the rating system. It was on 6 April 1851 that new rules were passed in the Canadian Legislature but stamps were ready to be put on sale on the 23rd. The first values were 3d., 6d. and 12d., all being in Canadian currency. In January 1855 there followed a 10d. stamp and in June 1857 a 7½d. one to cover new transatlantic rates. A ½d. value was added in August 1857. These were all issued imperforate as no perforating machine was available at that time. However in November 1858 a machine was ready for use and, upon reprinting, the ½d., 3d. and 6d. stamps were perforated with a gauge of approximately 11¾. They were all withdrawn from use on 1 July 1859 when a currency change took place.

Condition

Many collectors have displayed their Canadian stamps at a local Society but only after seeing the interesting designs and features of earlier issues do they consider putting together a simple collection to add to their shows. A word of warning. However desirable it is to include rarer material do wait until you can find a stamp in such condition that you will be proud to include it in your show. None of these stamps are easy to find in perfect condition and cheap stamps usually have a flaw. What is good condition in these stamps? They were printed with only 2 mm. between the frame lines and had to be separated by means of scissors. For convenience some clerks cut a sheet into strips, only cutting off ones or twos as demanded. To find stamps with four complete frame lines is unusual. Try to get reasonably complete stamps. By now most copies have been mounted in albums many times over and careless removal of hinges may have resulted in a slight thinning at this point. This may not detract from the face appearance but it is as well to hold the stamp up to a light and look for such possible damage. Similarly, look for tears that may have been closed and held together with a touch of gum. The general appearance could be grubby and dirty. This may be only the dust of years or greasy fingers handling the stamp. The ink for these stamps was made from natural minerals and is not affected by a light washing in warm water and a detergent using a camel hair brush and gentle action. Swill clear and dry thoroughly between blotting paper or a tissue. Vermillion and brownish red colours have been affected by time and a light sulphurization. The stamps appear dark brown and the original colour can be restored by soaking in a weak solution of hydrogen peroxide (2 volumes). Again wash clear and dry. Some early gums have caused the edges of stamps to look rust stained. This can be cleared with a very weak solution of Milton, but be careful to wash out completely. Another word of warning, never use any chemicals on violet or purple coloured stamps, – they will turn green! Another problem with early stamps is the smudged cancels that are so prevalent. The first cancels were seven ringed targets and are often quite clear. These were changed to four ringed numerals at certain large towns. Some are very acceptable but some soon became made up with old ink and gave a cancel that is not good to see in a display. The purchase of a sound stamp will never be regretted and will often command a good return on the purchase price. A damaged stamp cannot be given away.

(to be continued)

AN INTERESTING POSTAL ARTIFACT

by R.B. Winmill

One of the most interesting finds in recent years, in the field of postal artifacts, is a letter book of Gilbert Griffin, Post Office Inspector for the London Division.

This letter book, a heavy bound volume, measures $10\frac{1}{4} \times 16 \times 2$ inches and contains blue pages of a fine quality, watermarked, paper. At the beginning there is an index of letters contained.

The story of how this artifact was obtained by the UWO Weldon Library Regional Collection is of some interest.¹ The letter book was originally a nondescript auction lot, probably in a sale conducted by Mr Wally Allen of Strathroy. Here it was acquired by a local dealer for a nominal sum. In turn he made it available to the Library, around 1977/8, for \$200.

The first letter recorded is dated October 6, 1854 and is addressed to W.H. Griffin, then Secretary to the Post Office.² This initial letter relates to the establishment of a new Post Office at Lobo Station on the G.W.R.

Indeed a cursory examination of the letter book reveals that the letters during the first eighteen months are addressed to W.H. Griffin. However, the reporting relationship must have been altered because from May 19, 1856, all correspondence is addressed to one Robert Spence.³

The final letter (number 831) was dated May 29, 1857, to the Honourable R. Spence and related to the contract for the conveyance of mail between Woodstock and Otterville, in Oxford County, Canada West.

This letter book is far more than merely an interesting curiosity to the postal historian. It provides a vibrant, living, contemporary account of the Post Office as it was constituted shortly after Canada assumed control on April 6, 1851. This was a period of particularly rapid expansion of the service.

Appended are typical examples of material included in the letter book.

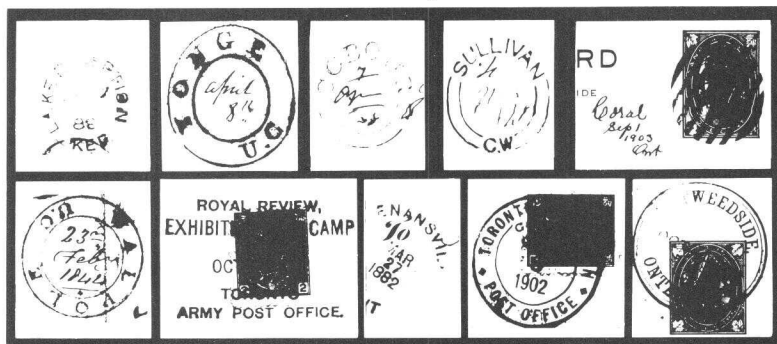


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W.H. GRIFFIN ESQ.
P.O. DEPARTMENT
QUEBEC

(4) LONDON, 13th Oct.

Sir:

I beg to submit for the consideration of the Post Master General the written letter from (the) Post Master of Port Sarnia, requesting permission to remove his Office.

Not having as yet visited Port Sarnia I am unable to say whether the proposed removal would be advisable or not.

*I am etc.
Gilbert Griffin
P.O. Inspector*

W.H. Griffin Esq.

250

9 Augt. 1855

Sir:

I have to request that the following Post Offices may be supplied with new Dated Stamps:—

Aylmer	Eden	Port Maitland
Brantford	London	Ridgetown
Brucefield	Newbury	Seneca
Chesterfield	Oakland	Tuscarora
Dereham	Port Stanley	Woodstock

Some of these stamps are worn out. At other places they have not yet been supplied and they are much needed.

*I am etc.
G. G.
P. O. I.*

Hon. R. Spence

709

9 Feby 1857

Sir

I regret to be compelled to report to you that the Postmaster of St. Catherines is deserving of a very serious reprimand from you for the irregularities occurring in his Office . . . (illegible) . . . and he will not carry out the instructions I address to him.

Letters are missent from St. Catherines. Letters are delayed at St. Catherines. Letters are not Stamped at St. Catherines and it is impossible for me to obtain a satisfactory reply to any reference to the Postmaster or to keep the office up to that efficiency which ought to prevail at so important a point. I have had such frequent cause of complaint in the last few months that I believe my duty forbids me to abstain from reporting this Postmaster to you lest still greater irregularities should occur.

The last instance of Mr. Merritt's inattention is in the enclosed case. A very important letter addressed to (the) Rev. Mr. Fuller, Toronto was received at St. Catherines on 31st January and not forwarded to Toronto until (the) 2nd Feby.

I have instructed Mr. Merritt to send two mails every day to Thorold one in the morning by the Courier to Port Colborne, the other at night by G.W.R.P.O. going East. He has thought proper to neglect sending any mail to Thorold at night and consequently as Mr. Fuller complains much inconvenience and delay takes place. Mr. Merritt's excuse is that he does not consider the Railway conveyance safe and with the approbation of the Postmaster of Thorold he has therefore not sent any mail by 'the Cars'.

I have respectfully to request your interference in this matter –

I am etc.

G. G.

P. O. I.

Hon. R. Spence

827

26th May, 1857

Sir:

With reference to your letter No. 523, I have the honor (sic) to recommend that an immediate change may be made in the Postmastership of Caistorville – Mr. D. Tice, the incumbent being perfectly incorrigible with regard to his accounts and Balances.

His accounts are wanting now for nearly three Quarters and an appeal to his Sureties to whom I have written twice, has had no effect.

The Caistorville Post Office is kept at a Farm House and no great inconvenience would be felt by its being closed at once, which I should suggest may be done, in order that Mr. Tice and his Sureties may know that you cannot permit such indifference as they have shown in the correct management of the office to continue.

I am etc.

G. G.

P. O. I.

The four letters set out above are indicative of the general nature of most which are included in this book.

Letter 250 is of great interest to county collectors and those concerned with issuance of new handstamps for Post Offices. Letters 709 and 827 are concerned with an ever present problem of the era – incompetent and/or dishonest Postmasters.

The Letter Book is as important a Post Office relic as has been uncovered in recent years and is full of interesting and significant material for the postal historian, regardless of his particular field of expertise.

References

1. This story is as related by Mr. E. Phelps, Chief of the Regional Collection at the U.W.O. Weldon Library.
2. W.H. Griffin assumed the post of Secretary on April 6, 1851, upon the resignation of Stayner. The post of Deputy Postmaster General was abolished on this date, however, upon its being resurrected, W.H. Griffin assumed the office on June 12, 1857 and did not leave it until 1888!
3. Robert Spence was Postmaster-General of the Canadas from September 11, 1854 until February 1, 1858.

CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

Annual Subscription £7, payable to Treasurer John Hillson.

Canadian members may settle in \$CAN (\$14) via Wayne Curtis and US members in \$US (\$10.50) via John Siverts. North American members requiring airmail service should add \$5CAN or \$3.75US. Please make your cheques payable to Wayne or John respectively.

Members who have not paid the current year's subscription by 31 December will be removed from the *Maple Leaves* circulation list and reinstatement will incur an additional fee of £1 or its \$ equivalent.

SOCIETY TIES

The ties feature the Society's logo on a plain ground and can be obtained from Brian Stalker, the Secretary, at £5 each. Overseas members should add 30p postage (sea mail) or 80p (Airmail). A choice of green or navy blue background is available.

THE STORY OF A CANADIAN STAMP COLLECTION (Part 5) by Stanley F. Cohen, F.C.P.S.

Then, just as David was about to knock down the lot, I was so angry at what was going to be a frustratingly wasted trip to London, I put up my hand for a last final fling at £105. To my surprise, the man in the front kept his hand down. The stamp was knocked down to me. After the sale, the man came up to me and said 'You know, you would never have got that stamp if it had not been thinned'. I felt like saying to him, 'Well, just show me a mint copy of it that hasn't got a thin spot' but I just smiled. He was, and still is one of London's biggest dealers. It was to be years later that I was to see two more superb mint copies.

With a mint example to go with my several used copies, I was annoyed that Gibbons Empire catalogue priced both mint and used at much the same level. I wrote to the catalogue editor stating that, whilst hardly any mint copies were known to me, I had seen or heard of at least 50 used copies, and why did they not therefore price the mint far higher than the used? I received a courteous enough acknowledgement, saying the matter would be looked into, but for many years the prices remained unchanged. I decided the reason was that Gibbons catalogue was, after all, nothing more than a glorified sales list, and, since there was absolutely no hope of their being able to supply a mint example to anyone who might order one, there was little point in their pricing it correctly or highly. I think my point was proved without doubt a few years later . . .

The Firth 15 cents

Stanley Gibbons had acquired the whole range of just the 15 cents value of the quite magnificent and famous Firth collection. They telephoned to say that if I would come to London they would be delighted to show it to me.

I think I took the next train up to town as I knew this collection was going to be something else. It turned out to be as marvellous as I had anticipated and I went through each page of the two albums with delight, but Gibbons' asking price was just astronomic and there was simply no way I could reach anywhere near their figure. So, reluctantly I had to decline the purchase. It was offered intact and though I would much have liked to buy some of the individual stamps and covers, they were not for sale separately. As it turned out, Gibbons did later split the collection up, unknown to me, otherwise I would have bought some parts of it.

In the process of the viewing, I was able to repay Gibbons in some large measure for their sale to me of the two used copies so many years earlier, although, of course, I never did tell them about that. Viewing a page of mint copies in the Firth collection I had spotted two more Pirie watermark varieties. Both superb full gum and with huge watermarks very clear. They had not been noted as such in the collection at all and Gibbons had not spotted them. Before leaving their offices, and having unsuccessfully tried to buy these two and other stamps and covers, I told them what they were. They thanked me and I left.

But there was a strange sequel to the story. From that year onwards, the price in the Empire catalogues of Gibbons SG.72a mint began to rocket. Each year at least £1000 was being added to the mint price. It was, of course, now 'in stock' and suppliable. My theory about all this was being proved. In this year's catalogue the price for a mint example of SG.72a has reached no less than £11,000. I suppose I should be quite happy . . . that slightly thinned full o.g. copy which had cost me £105, and yet so nearly only £12, at less than one-hundredth catalogue can't be too bad.

I cannot end the 15 cent Pirie watermark story without warning collectors that it is amongst the most blatantly faked examples of any early Canadian stamp. When one has handled as many copies as I have, it is so distinctive a stamp in shade and in so many ways that I have no hesitation in recognising it almost at a glance.

Alas, normal perf. 12 copies in all kinds of wrong shades have been played around with and have been offered as a rare variety. It is quite simple by the process of using an electric needle to indent any wrong paper copy with a curved line that looks, to the uninitiated, like a Script watermark.

I can recall so many copies that have been sent to me by collectors for an 'opinion' and so many that I have had to return as faked. One becomes most unpopular in the process. Collectors just hate to be told that one of their stamps is a fake. They feel they have been fooled, which they have, and somehow pass on some of the blame to whoever it is that tells them so.

On one such occasion, I became most unhappily involved to my regret. A collector had sent me a 15 cent for my opinion as SG.72a. It was the wrong colour, the wrong perforation and the indented watermark clearly filed across the stamp, whereas the true watermark is embedded within the paper itself and very distinctively so. Apart from this the copy was dreadfully torn and mutilated. I returned it to the owner, stating its true designation regretfully, and thought no more about it.

(to be continued)

BOOK REVIEWS

The Canadian Revenue Stamp Catalogue 1987

E.S.J. Van Dam. Pub. Unitrade Press, Toronto at \$8.95.

The third edition of Van Dam's Revenue catalogue is softbound, in full colour and runs to 80 pages against the 64 pages used in the previous, 1984, edition. The numbering system used in the first two editions has been retained and a new typeset format utilised.

Prices, based upon auction realisations and the current retail price of E.S.J. Van Dam Ltd., cover all known series of Canadian revenue stamps. As with most catalogues, only basic issues are listed; students wanting more detailed information will have to await publication of Van Dam's promised Revenue Handbook.

The colour illustrations obviously lend eye appeal although in a number of cases the result is somewhat muddy and does less than justice to some beautiful stamps. However, it must be realised that, at the present time, colour printing is still an expensive business and if catalogues are to be printed in colour and kept to a price that collectors find reasonable then a certain amount of compromise is necessary.

Confirmed Revenue collectors will need no recommendation from me, but for those who have only dabbled in such material as a sideline, a modest outlay could open up a whole new world. Our Handbooks Manager will be holding a few copies at £4.50, including U.K. postage.

Records of the Post Office Department (RG3) by Thomas A. Hillman Federal Archives Division – General Inventory Series.

It's not often that one has the opportunity to acquire something worthwhile for nothing but here's your chance! The Federal Archives Division of the Public Archives of Canada is publishing a series of inventories describing archival material currently held within the public domain and this inventory of Record Group 3 concerns the Canadian Post Office.

The object of this 100 page, 11" x 8" volume in English and French, is to assist researchers in finding the material they seek and indeed alerting them to the fact that it is available at all. While this may not be too relevant to students outside Canada it is a boon to those within.

However, the publication is not just a dry-as-dust recitation of references. The first 21 pages give a potted history of the Post Office in

Canada. The second section, of 15 pages, gives narrative detail of the various heads under which information can be found and Appendix 1 lists all the senior Post Office officials from 1753 to 1984.

Such a publication is invaluable to those with access to the records and the inclination to delve into them. Even for those of us who are further afield, the ancillary information in the book makes it well worth the trouble of applying for a copy.

There is a snag! Whilst no doubt everyone in Canada knows the address of the Public Archives, there must be a few, like me, outside Canada who do not. No address appears in the publication so I can only suggest that a letter to 'Public Archives Canada, Federal Archives, Ottawa,' may bear fruit. If it does you will consider yourself well rewarded.

LETTERS TO THE EDITOR . . .

Dr. J. Frank

I wonder whether someone can enlighten me regarding the 'Northern Pacific Express Co.' postal stationery cover (Webb EN 8b) illustrated. The black company frank is rather reminiscent of the 'Wells Fargo & Co' ones in that it states "Paid over all routes of the . . ." and shows a Pacific Coast design.

I have found no reference to it in Canadian philatelic literature and several Canadian postal history collectors could give me no information about it. The company may, of course, be an American one.



CANADA

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Commander Scott-Fox

Re – Stained War Issue Booklet Panes

I read my Canadian colleague's letter on stained War Booklet Panes with great interest and a certain degree of disappointment – for him rather than myself. I had a mint booklet stained in the manner he described (CS Book 39) which I had split into individual panes when I changed by collection from booklets to panes. I recently replaced the panes with undamaged ones and put the stained (worthless) stamps into a job lot for sale (as individual stamps for anyone wanting these items).

That having been said perhaps I can throw a little light on the problem. The transparent interleaving was unusually heavy and greasy in feel and I was convinced that if the booklet had been subjected to any degree of heat (a warm summer perhaps would suffice), this greasiness would have been absorbed by the stamps and thus stained. The stain on my booklet was extensive and wider towards the straight edge. There was no staining on the selvedge. All three values were stained and I seem to recall that the 7c was the most affected and the 3c the least.

Gib Wallace:

I am looking for information regarding the special Paquebots which sent the pilgrimage for the unveiling of the Vimy Ridge Memorial. I have some covers posted from the S.S. Montrose, all with Canadian stamps, but one is cancelled Quebec July 18, the second Le Havre on the 25th and two others at Antwerp the same day. As the boat sailed on the 16th the first must have been taken back by pilot's boat, but how come the Canadian stamps are valid in both France and Belgium? Was there a special arrangement for this occasion? I can find nothing in 'Maple Leaves' or 'Topics' and no information in any of my reference books. Help!

* * *



I am anxious to buy any of the above cinderella labels, especially the SPG labels. Stan Lum, 19 Bamber Court, Don Mills, Ontario, Canada, M3A, 2N5.

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WANTED: Canadian Cinderellas & fantasies including college stamps, local posts, phantoms, special issues and odds & ends. Keith R. Spencer 5005 Whitemud Rd., Edmonton, Alberta, Canada, T6H 5L2.

WANTED: Bathurst District postal history – Lanark, Renfrew, Carleton Counties, Upper Canada, pre-stamp to Confederation covers to, from, or within the District, showing routes and rates. Correspondence invited. E.B. Manchee, Box 5374, Stn. F, Ottawa, Canada, K2C 3J1.

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WANTED: The Royal National Lifeboat Institution can raise funds, to support its service to mariners, from the sale of stamps. Donation of your surplus stamps would be greatly appreciated. Please send to Brian Holyoak, 'Oaklands', Grove Rd., Mellington, Nr. Chester, England, CH1 6LG.

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WANTED: SG 217a (Scott 131vi) but with V-shaped gripper marks between stamps instead of Toronto 'two large holes', vertical pair or strip. Asking price: John Green, Gwnfryn Hall, Taliesin, Powys, SY20 8PU.

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WANTED: Dated 3c Small Queens, 1892–97, to complete calendar collection. Send list with asking price to K. Radley, IMS-Int Div. NATO HQ, BFP0 49.

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JOURNAL OF THE
CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN

Maple Leaves

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JUNE 1987



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MAPLE LEAVES

Journal of

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INCORPORATED 1946

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Vol. 20 No. 9

JUNE 1987

Whole No. 213

EDITORIAL

The April issue marked a change in printer to one a little nearer to hand, the services of Richard Printing having been used for many years. We are still feeling our way and hope to achieve satisfaction fairly soon.

In this issue we feature a short item from the indefatigable Yellow Peril. Short it may be but members are urged to take note. A fuller article in 'The Canadian Philatelist' (Jan/Feb 1987) shows that the practice of creating varieties is not an isolated one. Furthermore, it is quite possible that printers' waste has escaped from the printers; whilst such material is neither the result of faking nor forging, possession is illegal. We would not wish to tell members what not to collect but we feel that all members should take great care before spending hard-earned cash on dubious material, however spectacular it may appear.

We were pleased to receive, on behalf of the Library, a batch of cuttings from 'The American Philatelist' concerning, mainly, the Canadian Registry System. The donor failed to identify himself so we were unable to respond. The UK postmark was, as ever, sufficiently illegible to offer no clue as to origin.

If you plan to go to Convention this year please remember our President would like your booking form by 1 August. And finally, don't forget the one day seminar on 13 June – see the April issue.

ANNUAL GENERAL MEETING

In accordance with Rule 19, notice is hereby given of the Society's Annual General Meeting, to be held at the George Hotel, Lichfield, on Saturday 26 September 1987.

In accordance with Rule 17, nominations for the following offices are solicited:—

1. Vice President (from South of England)
2. Secretary
3. Treasurer
4. Three Committee Members, one from each region.

The retiring Committee Members are:—

A.S.Mackie (Scotland), D.G.Manton (North), L.E.Warren (South). They, together with the retiring Secretary and Treasurer, are eligible for re-election.

Nominations and any proposed amendments to the Rules should be sent to the Secretary by 26 June 1987.

FELLOWSHIP

Members of the Society are eligible for election as Fellows for:—

- (a) Outstanding research in the Postal History and/or Philately of British North America, or
- (b) Outstanding services in the advancement of the interests of the Society.

Nominations are solicited for submission to the Fellowship sub-committee in accordance with Fellowship Rule No. 2. Such nominations must be on the prescribed form which is available from the Secretary, and must be submitted by 26 July 1987.

CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

Annual Subscription £7, payable to Treasurer John Hillson.

Canadian members may settle in \$CAN (\$14) via Wayne Curtis and US members in \$US (\$10.50) via John Siverts. North American members requiring airmail service should add \$5CAN or \$3.75US. Please make your cheques payable to Wayne or John respectively.

Members who have not paid the current year's subscription by 31 December will be removed from the *Maple Leaves* circulation list and reinstatement will incur an additional fee of £1 or its \$ equivalent.

FORMING A COLLECTION OF EARLY CANADIAN STAMPS AND COVERS (Part 2)

By Geoffrey Whitworth, FRPSL, FCPS



The Pence Stamps.

Printing

The contract to produce the stamps was given to a New York firm which was already printing stamps for the U.S. and other countries. They were using a method known as 'recess' printing where even the finest lines can be reproduced in detail. The required design is reversed and an engraver cuts the lines into a small piece of steel, known as the die. After checking, this is hardened and on to it is rolled a steel roller which picks up the design in relief. After this is hardened it is ready to roll over the printing plate as many times as required to give a stated number of stamps per sheet. Printing takes place by squeezing the ink into the hollows on the plate and wiping off the surplus. Then a slightly damped paper is pressed onto the plate and carefully lifted away so as not to smudge the impression. After gumming and drying the sheets are ready for checking and despatch.

At this time all paper was hand made and the first paper to be used for Canadian stamps was quite thin and showed faint 'laid' lines. Papers were bought from many suppliers and this resulted in a variety of thicknesses and characteristics. In order to start a simple collection, go for the stamp's appearance and perfection and leave the paper problem until a second copy comes your way.

And now to discuss the stamps in value order.

The Individual Values

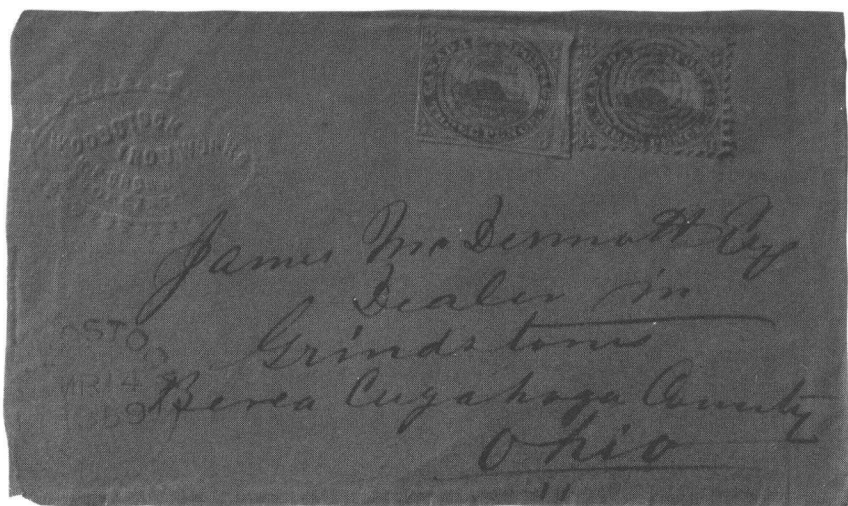
- ½d. value. Issued August 1857 Imperforate
From November 1858 perforated 11¾
- Design:- The profile head of Queen Victoria taken from the 4d. stamps then current in England.
- Colour:- Deep rose to pale and pinky shades.
- Uses:- Newspapers, -per copy Domestic, to U.S. and U.K. but if to the U.K. via America 1d. was demanded from the recipient for transit charges.
'Drop' letters i.e. letters posted in a post office for delivery to a box in the same office.
Printed papers and periodicals up to 3 oz. weight.
Registration fee of 1d.
Used in multiples to make up letter rates or as required.



June 1859 ½d. perforated used on a musical programme sent from Quebec to Three Rivers.

- 3d. value. Issued 23 April 1851 Imperforate.
From November 1858 perforated 11¾
- Design:- Canada's national animal, the Beaver, is the central feature. It is surmounted with a crown and V R.

- Colour:— Orange vermillion. Later printings were redder and browner. One printing is a scarlet shade on very thin paper.
- Uses:— The domestic letter rate per ½ oz. This applied to letters for New Brunswick, Nova Scotia and Prince Edward Island.
Multiples to make up higher rates as required.
Used with a 6d. stamp for the 9d. rate to California, Oregon, British Columbia and Vancouver Island.



March 1859 A combination of threepenny stamps, unperforated and perforated, used on a letter to America.

- 6d. value. Issued 15 May 1851 Imperforate
From January 1859 perforated 11¾
- Design:— The head of Albert, Prince Consort, taken from an etching by W.H. Egolton, under the supervision of Chas. Heath.
- Colour:— Colour matching was very inconsistent and printings vary from slate violets to purples, greenish greys and brownish violets.
- Uses:— The letter rate to eastern U.S. per ½ oz.
Double domestic letters.
In combination with the 3d. to make up higher rates.
Multiples as required.



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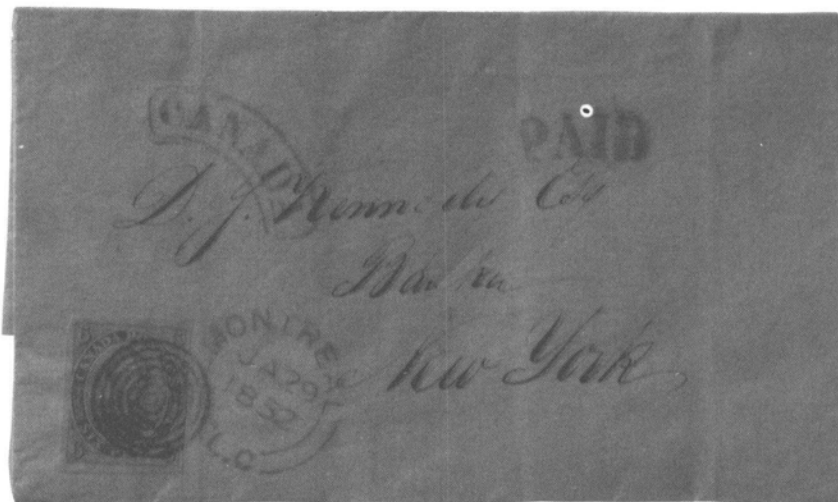
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January 1852 A sixpenny stamp used on a letter to New York.

7½d. value. Issued June 1857 Imperforate

Design:— The 'Chalon' head of Queen Victoria taken from the die of the 12d. stamp, by now withdrawn from circulation. Canadian currency and its sterling equivalent of 6d. are clearly indicated in the spandrels and oval.

Colour:— There was only one order for stamps but two depths of a deep olive green are found.

Uses:— The letter rate to the U.K. by Canadian steamer from Montreal or Quebec. In March 1854 new transatlantic rates came into force and followed the old domestic scale:—

not exceeding ½ oz. one rate of 7½d. Cy.

not exceeding 1 oz. two rates.

not exceeding 2 ozs. four rates.

There was no 1½ oz. rate.

If a letter was not fully prepaid the postage due was:—

For every 1 rate short the postage due was 6d. Stg.

plus a half fine of 3d.

making a total of 9d. Stg.

The British Post Office collected an extra 3d. for its services causing the recipient to pay 1/- altogether.

7½d. was the book rate up to ½ lb. to U.K.

The letter rate to Newfoundland and B.W.I. via Halifax.
From 1 January 1858 it prepaid the registration fee to
U.K.

- 10d. value. Issued January 1855 Imperforate
- Design:— The head of Jacques Cartier, discoverer of the St. Lawrence river, a navigator out of St. Malo where the original portrait was held. The stamp was required to prepay postage when letters were sent via New York and the Royal Mail steam packets. Canadian currency and the sterling equivalent of 8d. are clearly indicated.
- Colour:— Dark blue. A second small printing was on a whiter paper which gives the stamp a lighter colour.
- Uses: In March 1854 the postage rate for mail carried by British mail packets was reduced to 10d. Cy per ½ oz. letter. Greater weights carried the same increasing scale as for the Canadian line. The fine for being short paid was at this time slightly higher.

Postage due for one short rate 8d. Stg.

Fine 6d.

British Claim 4d.

Total to be paid by recipient 1/6d. Stg.

In combination with a 7½d. stamp on a registered letter to U.K.

Multiples on heavier letters.

- 12d. value. Issued May 1851 Imperforate
- Design:— The central feature is the head of Queen Victoria taken from a portrait painted by Alfred Edward Chalon R.A.. This was painted after the Queen's first visit to the House of Lords. The value is clearly expressed in words 'twelve pence' as well as in figures in the four spandrels. Canadian currency is implied as the stamp was for multiple rates.
- Colour:— There was only one printing in deep black printed on a thin laid paper.
- Uses:— The double 6d. rate to eastern American towns.
Multiple domestic rates

For information beyond the normal catalogue listings our Society Library has a number of useful books.

The most recent is by Mr. Robson Lowe; Volume V of the Encyclopaedia of British Empire Postage Stamps. North America.

The Postage Stamps and Postal History of Canada by W.S. Boggs, volumes I & II, published in 1945, contains much information on the handstamps used during this period as well as the stamps themselves. This is a compilation of all earlier research work known at that time and carries many very useful illustrations. Volume II contains the results of searching the archives of the American printers and the Canadian Post Office; Acts of Parliament; changing postage rates; letters to the printers concerning new stamps; the possibility of perforations and many more topics

The Canada Specialized catalogue has a very good listing of plate proofs, these on the whole are cheaper than the stamps themselves and are well worth having. (Published by Lighthouse, Montreal).

FROM THE PRESIDENT

By the time you read this I shall be in Canada looking forward to visiting CAPEX 87. I know that after my visit I shall be suffering from despondency brought about by feasting on a gourmet menu of B.N.A.

As usual I shall return home determined to have a bonfire and revert to bird-watching. BUT NO! not this time, because, after forcing my way through the front door, I shall find that the C.P.S. of G.B. members have come to the rescue again by inundating me with reservations for Convention 87.

I had not envisaged you all being as keen as one member who, upon receipt of his 'Maple Leaves' on 13 April, rang me that night to give me a verbal booking for his party. I think he may have heard that on the day of the visit to Bird's Bakery there is to be a visit for the overflow to the Bass Brewery at Burton. The excursion on Friday will be to Shugborough, the ancestral home of Lord Lichfield.

Having whetted your appetite with the list of exhibitors in the last issue of 'Maple Leaves', Esther and I are hoping the social events noted will induce those undecided members to take the plunge and fill in the booking form.

In conclusion, may I suggest you follow the example of one member, who sent his competition entry in April, and send in your competition form now and help to ensure an exciting Convention viewing session.

Derrick Avery.



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**A £2000 RARITY FOR 10P?
By The Yellow Peril**

Photo by P.Prude



Yes! This exciting “rarity” can be had for only 10p! The above pair is one of the “Maple Leaves in Four Seasons” stamp issued in 1971. There are four stamps (one for each season) to the set but the “Autumn” stamp is the only one listed with part of the design missing and it catalogues \$4000 in the 1987 SCOTT Specialized Catalogue of Canadian Stamps. The normal stamp, which catalogues only 10c, can easily be converted to the \$4000 rarity by erasing the grey inscriptions with an eraser. It is likely that there are other Canadian stamps that can be similarly altered.

The writer is grateful to member John Talman of John H. Talman Auctions Limited, Toronto for making him aware of this excellent fake.

Note:

The rate of exchange at the time this report was prepared was £1 = \$2 Can or £2000 = \$4000 Can

It is always a good policy to be familiar with the ‘caveat emptor’ doctrine.

* * * * *

SOCIETY TIES

The ties feature the Society’s logo on a plain ground and can be obtained from Brian Stalker, the Secretary, at £5 each. Overseas members should add 30p postage (sea mail) or 80p (Airmail). A choice of green or navy blue background is available.



Essay proof of Sir Sandford Fleming's 3d Beaver, Canada's first stamp. Reproduced by courtesy of the National Postal Museum, Ottawa.

The organisers claim that this International exhibition will be the biggest ever staged in Canada. With some 800 exhibits from private and government collections, 133 dealers and 93 postal administrations, they could just be right.

Among the items on display will be the world famous rarity, the 1856 1c magenta of British Guiana as well as lithographed essay proofs of the 3d Beaver, designed by Sir Sandford Fleming in 1851.

A number of C.P.S. of G.B. members will be exhibiting and we hope to include a short report of the show in the August issue.

SMALL QUEENS – The Enigma Variations

by John Hillson

A reassessment of the 'Five on Six Cents' and the one cent 'Strand of Hair' varieties.

For some time there have been reports of there being more than one plate and more than one position on those plates from which the 'Five on Six Cents' re-entry has been identified; quite recently George Arfken did a summary of most of the articles which have appeared on this subject in the 'Canadian Re-entry Study Group' edited by another of our members Ralph Trimble. It seemed high time that a fresh attempt be made to sort out the fact from the fiction.

Let us be quite clear on one point at the outset. A true 'Five on Six' must show clear evidence of part of the 5¢ design superimposed on the 6¢ stamp, i.e. horizontal straight frame lines unique to the 5¢ as far as this issue is concerned and straight cross hatching similarly superimposed. The odd curved line and a few dots to my mind will not do, and this point will be returned to later.

There were three theories as to the probable cause of the variety, which I trust I will be forgiven for restating.

1. An old plate was used and imperfectly burnished off before being laid down as a new 6¢ plate.
2. A multi-relief roller containing reliefs of both the 5¢ and 6¢ values was used and over-rocking took place.
3. The wrong roller was used.

First Theory

The Montreal 6¢ plate was made in 1887; it is from Pane 'B' of this plate that the variety came (after, according to Boggs, a very late repair c. 1896). At that time the original 5¢ plate, which was certainly in service in 1885, the second 5¢ plate not being made until 1886, might have still been in use. More certain the Post Office owned the plate, not the printers; to burnish off an old plate is a more expensive process than preparing the surface of a fresh piece of steel anyway and, as Boggs pointed out in his article which appeared in *The Collectors Club Philatelist* 38, 59–72, March 1959 on the subject, reputable printers do not re-use plates.

Second Theory

The second theory is more plausible, but presupposes that the printers knew in 1871, when two designs of the 6¢ were prepared and one approved, that in some four years time a 5¢ was going to be needed and the design that they would have had to put onto the transfer roller in 1871 would be approved when the time came, and they would do this at their own expense and risk. Then, having gone to all this trouble, when the rate was needed they issued a 5¢ Large Queen instead. If they had had the Small design on the relief from the beginning the 5¢ Large Queen would never have been issued; it would not have been needed. Could the 5¢ relief be added later, say in 1875/6? No. To do so would have meant jeopardising the 6¢ transfer relief roller because it would have to be softened, the new relief(s) added, then re-annealed. That would risk ruining the whole tool. A prudent company would not run such an unnecessary risk, particularly when the PO would pay for a new additional value roller – the 5¢ – anyway.

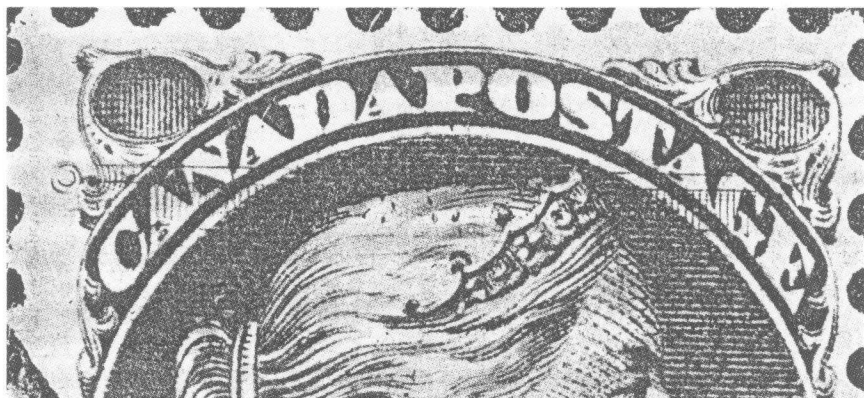
Third Theory

That leaves us with use of the wrong roller. Boggs' article referred to above goes into great detail about the size of transfer rolls and to my mind proved his point on the arithmetic alone. It is a superb piece of work.

If use of the wrong roller was the cause how come all these 'other' 'Five on Sixes' – constant carelessness? No, there aren't any others.

There's Only One!

In the *London Philatelist*, Vol 78, p. 55–59, the late Peter Hurst thought he had identified two stages of the variety, and that it came from position 25 on the plate. Unfortunately he did not appear to have noticed that the configuration of the positional block of 12 which contains the variety in the 5th vertical row is the same horizontal rows 2 and 3 & 8 and 9. The 5th vertical row is 'jumped' so 85 fits the bill as neatly as 25. As far as 'two stages' is concerned the late W.E. Lea wrote a letter, same volume, page 124, where he asserted the two illustrations of the variety were of two different 'Five on Six'; in fact the 'other' was shown at Philymphia as such and gave rise to a letter from Derrick Avery in *ML* Jan 1981 that after careful comparison at the exhibition of the 'two' varieties, he could discern no difference between them. He was quite right, there is none, other than depth of printing which is what fooled both Hurst and Lea. Careful examination of the illustrations and a very clear blow-up, which will be found in *ML* June 1956 p 104 and is reproduced here, shows they are in identical positions – the confirming clue being the short outer top right frame line of the 5¢.



The 'Five on Six Cents' Re-entry

What about the other ones that were reported by E.M. Blois at positions 20 and 21 on late Ottawa printings from the Montreal and Ottawa 'A' plate made in 1873 (which we also now know to have been a 100-subject plate)? His report is of varieties 'similar to' the 'Five on Six' and what is identified is an 'arc' – no mention of the straight lines peculiar to the 5¢. Even more interesting is mention of the positions above, 10 & 11 being 'weak at the top' (Topics 11, p. 290–2). Further, the variety does not occur in the earlier yellow-brown printings. To digress for a moment, Lea at one time wrote that one had to re-enter the whole design, one could not repair only part of an impression; Boggs quite properly refuted this in the article previously referred to, and pointed out one could re-enter any part of a subject on a plate. However it is possible that Lea might have been partly right, that it might have been difficult to control the traverse of the relief roller below a minimum distance. If that is so then there is a strong chance that the Blois 'Arc' varieties on the M & O plate were caused by our old friend over-rocking – of a multi-relief 6¢ roller – when repairing positions 10 and 11 at the bottom which after repair would leave the tops relatively weak.

Strand of Hair

Where does the one cent 'Strand of Hair' come into all this? If over-rocking is possible, and it does have difficulties which will be examined, then it is a likely cause of these varieties also. Hurst was right¹ when he said there are three and probably four different. They all have two things in common whatever their length, their approximate position on the Queen's head, and their shape; not just the curve, but also a small blip that appears on the underside of all of them, which

indicates the cause to be, not accidental damage as I once believed, but mechanical. If it is possible that the reliefs on the one cent and the six cents transfer rollers were close enough to allow inadvertent re-entry to occur, then the one part of the design that is common to all Small Queens, other than the vignette, is the curved label that encloses the legend 'Canada Postage' and the first portion of that which would enter the design is the curve at the top.

The difficulty is that it is commonly accepted that the rollers had only two reliefs on them opposite to one another, so that over-rocking could not occur. There is however no proof that only two relief rollers were made. Hypothetically if one postulates six relief rollers of a diameter of $2\frac{1}{4}$ " the arithmetic just about fits. Unfortunately it doesn't prove anything except over-rocking might be possible. The only other explanation for the one cent and six cents 'Arc varieties' if they may be so called for the moment, is continual misplacement of the reliefs when repairing the plates. Since the craftsmen who carried out that work were highly skilled it is difficult to accept incompetence as the cause.

Summary

To sum up, there is one 'Five on Six Cents' re-entry from pane B, Montreal plate, position not totally determined; there are a number of 'Arc' inadvertent re-entries on the M & O six cents 'A' plate and from a late Ottawa one cent plate – and MAYBE who knows on what other denominations or plates similar varieties may be discovered. Worth a look?

¹. *B.N.A. Topics*, Oct. 1970

SOUTH WEST REGIONAL MEETING

Bristol and District Federation is running a two-day convention at the Somerset Hall, Portishead, on Saturday/Sunday 8 and 9 August. In conjunction with the show the South West Region of C.P.S. is holding a meeting throughout the afternoon of Sunday 9 August.

It is proposed to follow the format of the London meetings whereby members are invited to give a short display to entertain their fellow enthusiasts. Each display will be limited to a maximum of 40 sheets.

WOULD ALL MEMBERS WHO FEEL ABLE TO CONTRIBUTE SUCH A DISPLAY PLEASE CONTACT David Sessions, 36 The Chimes, Nailsea, Bristol, BS19 2NH (Tel 0272 852323) AS SOON AS POSSIBLE SO THAT A SCHEDULE CAN BE PREPARED.

The show opens at 10 am on each day and our meeting starts at 2 pm so there will be opportunity to browse around the dealers' stands before getting down to the serious matter of the day.

Any enquiries to your Editor — meanwhile book the date in your diary:— Sunday 9 August — Somerset Hall, Portishead, nr. Bristol.

A SECOND COLEMAN

Whatever area of Canadian (or other for that matter) philately one collects, it seems that sooner or later one comes up against the 'impossible' — that item of which only one or two examples are known and are well out of reach.

Squared circle collectors certainly have this problem with Coleman, Ontario. The only known copy was discovered by the late Dr. Carstairs and was sold in November 1985 when his collection came under the auctioneer's hammer. Thus only one of the devoted band of squared circle collectors could possibly hope for completion.

All is not lost, however, for Dr. Warren Bosch has now discovered a second copy, on a 3c Small Queen and dated 'Oc 1, 94'; the original example's date is illegible. The hammer was 'proofed' on 25 April, 1893.

Regular conventioners will no doubt recall Stanley Cohen showing some alarmingly good examples of squared circle forgeries but the provenance of the new discovery suggest authenticity. It was found in the small city of Urbana, Illinois, on Friday the 13th (of March) no less, where Dr. Bosch was attending a conference of chemistry teachers. The item is likely to be auctioned in Toronto though nothing had been fixed at the time of writing. One imagines that such a find will come under very close scrutiny before changing hands.

Let this be a message of hope to collectors everywhere!

Photocopies of cancellations on stamp do not reproduce well but, in view of the importance of this find, we have attempted to illustrate here the second copy of the Type 1 squared circle from Coleman, Ont, dated 1 October 1894.



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PLAYING BOOKLET ROULETTE by Dale Speirs

Although I do not collect booklets as part of a specialized collection, I do like to buy them from the vending machines whenever I have an even number of quarters. 50¢ booklets are better than the government lottery, since the latter is good only for the fireplace or the compost heap if one loses. If a booklet turns out to be ordinary, then one can still use the stamps on the mails. If the booklet is an error, then one can look forward to anything from a new coat to paying off the mortgage, although in most cases such errors will buy about a glass of beer.

I have yet to pay off the mortgage with a booklet but have picked up a few minor varieties. Figure 1 shows a booklet pane with a partial dry print. The 34¢ stamp at bottom right did not print completely. The lower right corner is not squared off and is partially missing. During the printing process, the paper lifted slightly or the ink was blocked by some scrap of paper that subsequently fell away.

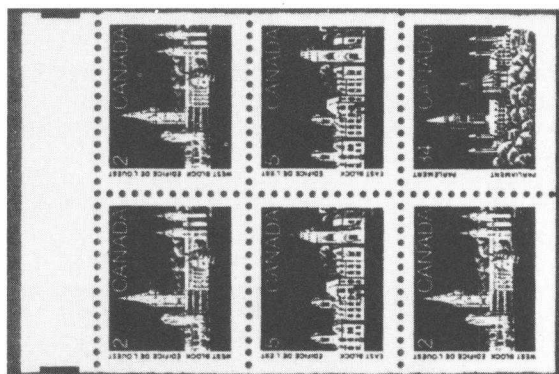


Fig. 1. Partial dry print.

Figure 2 shows a common variation of the booklet. There is an unusually wide bottom margin, easily spotted by the fact that the perforations do not go all the way to the edge as in figures 1 and 3. Figure 3 shows an unusually wide selvedge at the top of the booklet pane. This variation is interesting because along the top of this is a faint, sky-blue line, not at all the dark blue of the 34¢ stamp.

ADMIRAL PLATE INSCRIPTIONS

by Hans Reiche, FCPS

G.C. Marler in his excellent handbook of the Admiral issue shows the various types of plate inscriptions which were used on each value. Around 1915 the inscriptions with 'OTTAWA No', with and without a letter 'A' were transferred to the plates by a transfer roller. The plate numbers following the inscription were entered by hand. It is therefore not surprising that one can find a few inscriptions which appear to be entered twice or entered with a wrong plate number. This kind of inscription is interesting and collectors should keep a watch out for examples. A couple of such inscriptions are illustrated. These sketches are not to size but indicate the kind of entry which was made. Some of the inscriptions are weak and photographs would not show this well enough.

The 1c green shows a doubling of the plate number with an 'o' from 'No', and a '15' instead of the '118'.

The 2c red shows doubling of the word 'Ottawa' and instead of plate '158', '157' was entered.

The 1c yellow shows doubling of the letters 'No - A' from plate 170 U.

The 2c War Tax shows a wrong plate number '18' entered.

OTTAWA-No - d 1 5

1 c green Plate 118 UR

OTTAWA - No - A 1 5 7

2c red Plate 158 U

WIA - No - A

1c yellow Plate 170 U

No - A 1 0 8

2c red War Tax Plate 10 UR

THE STORY OF A CANADIAN STAMP COLLECTION (Part 6) by Stanley F. Cohen, F.C.P.S.

Some six months later, the collector wrote me indignantly that he had obtained a London Certificate of genuineness for the stamp and sent me a photocopy. The letter was very rude and suggested that I had better learn a bit more about the stamps before expressing an opinion on them. I studied the Certificate carefully. It simply stated 'Stamp submitted. SG.72a'. 'Very badly torn and repaired.' What it did not say was that the stamp was not SG.72a at all. I suppose the (quite famous) issuing Society had not even bothered to mention this fact since the condition of the stamp was so bad that it was hardly worth bothering with. But I am very cross with Certificating authorities both in London and Toronto who tend to mislead collectors in this and other ways. I am sorry to say that some of the Certificates issued for early Canada are extremely suspect. I have even seen the same stamp submitted to one authority receiving a genuine Certificate and to another saying it was a fake.

The collector, with his 'Certificate', was then able to sell through auction this horrible copy. I advised the auctioneers that, despite the Certificate, the stamp was clearly not genuine but they sold it just the same for almost £100. To my horror, a CPS member bought it, against my advice, and it remained in his collection as his sole copy of the variety. This kind of thing encourages the fakers and it is very bad for the hobby. Apart from which I was totally discredited and didn't much like that either.

So much then for an early Canadian stamp, and now, for just one modern one.

The 1964-8 cent surcharge

As explained earlier, my Canada collection basically stops at 1900, but there are a few later exceptions. I have always had a fad, if not a passion, for the unusual in varieties and misprints. It so happens that, unlike GB where there seem to be 'errors' or 'missing colours' for almost every modern issue, Canada Post have a fine printing record and such varieties are quite rare for modern Canadian stamps.

It was this that made the extraordinary 5 cent Seaway of 1959 with inverted centre (SG.513a Cat. £12,000) so popular and in demand. I never acquired a copy but bought myself something else which I valued even higher because it is quite unique . . .

In July 1964, the recently issued (May) 7 cent airmail stamp, was overprinted with the figure '8' in bars prior to the release (Nov.) of the 8

cent blue airmail. Some time following this I noticed a Lot in a J.N. Sissons catalogue that I considered must be the most extraordinary error of modern Canada. It was a Mint corner block of four of the 7 cents value which had two stamps showing the overprint, and in the same block, two stamps unsurcharged. What had happened in the printing process was that the lowest corner stamp had folded over the one above it, and the '8' surcharge was printed on the back gum of the lowest stamp. Once folded back into position, the variety, with and without surcharge, appeared. It was a unique block, and, to me just about the best possible of varieties

Accordingly I bid on the Lot and was able to acquire it for a few hundred dollars. But now explain this. Why should a variety like the 5 cents Seaway invert be worth tens of thousands of dollars, with a whole sheet of them printed and many mint and used copies surviving, and yet this unique and marvellous missing surcharge be worth mere hundreds? This is one of the odd factors of our wonderful hobby that I shall never comprehend. I suppose it all adds up to the fact that one man's meat is another man's poison, as the saying goes. It also gives the spice of variety itself to the hobby of Kings and the King of hobbies.

The twilight years

Now as I look back over the years I can honestly say that my hobby of collecting Canadian stamps has been one of the big bonuses of life. The countless hours spent on them, the great friendships they led to, the exhibition awards and the contacts made through them, are only a few aspects. Of course, the pecuniary gain over the years, through shrewd buying and trading, backed by long experience, is also a consideration but it is not paramount. More thrilling is the joy at discovering a new, perhaps unique, gem or an incredibly rare and beautiful cover.

The saddest aspect is, over the years, to lose so very many of your erstwhile friends and fellow collectors. One by one, as the years draw by, they disappear from the scene, their familiar faces no longer to be seen at any Convention. Then, soon afterwards, their collections, the pride and joy of their lives, are sold, usually by auction.

I have often thought that these collections might have been sold during the life times of their owners rather than by their widows or families. At least some pleasure is derived from the sale of one's stamps, as well as by their acquisition. Also the burden and strain is taken away from the family left with the responsibility and trauma of selling the collection of a loved one. Of course, most auction houses do the necessary work involved admirably, but somehow it is just not the same as if the collector himself were alive to see the results of all his labours,



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which usually end up realising prices far beyond his own thoughts and evaluations.

It was while contemplating all this, in my home now in the sunshine of southern Spain, where I have lived in retirement these past few years, that, on an impulse, I suddenly decided it was time that I sold my own Canadian collection. After all, I have to realise that my Canadian collecting days are over for I am unable to add anything to them over here. The stamps lie in bank vaults, seldom seen and apparently unwanted, for none of my children nor my grand-children seem the slightest bit interested in them.

In any event the collection is just about as complete as it could ever be. True, I do not have a copy of the 2 cents Large Queen on laid paper, as one of the Judges once said to me at an International Exhibition. My Large Queens exhibit, he told me, had 'brought tears to his eyes' . . . hopefully tears of joy, I thought . . . but 'Did I know that it could never get a 'Gold' because it lacked the 2 cents laid paper?' I just smiled because I knew his reasoning for this even before he told me. 'Suppose we did give your exhibit a Gold', he said, 'what would we be able to give to an exhibitor who showed Large Queens that included a 2 cents laid paper?'

Of course, it was fair criticism and it was not for me to enlighten him, but the judge was quite wrong. Like most judges at exhibitions he was living in the past and his thinking was governed by rules and regulations laid down very many years ago. Since those days, a number of new discoveries of unique items in the Large Queens series have been made, of which quite a number were to be seen in my particular display, for instance, the only known copy of the 1 cent yellow with the major re-entry, whereas the 2 cents laid paper is known in as many as three copies. I suppose I could write another chapter on judges at exhibitions, indeed I have been one myself, but I have already written far too much as it is.

Another factor in the decision to sell is diminishing eyesight. I no longer find it easy to see those minute re-entries which once so delighted me. Then, too, the thought of passing on my collection to those younger generations of collectors, who perhaps will gain as much pleasure as I did in the acquisition of my stamps, of which a tiny glimpse has been seen in these pages, is a happy one.

The end.

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Maple Leaves

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EDITORIAL

Capex has come and gone and what a fine show it was. The new Convention Centre in Toronto proved an ideal venue, light and air-conditioned with plenty of space to accommodate both dealers and frames on the same floor. Your President and Editor were both in attendance, along with a small band of UK members. The wealth of material on the frames and in the dealers' booths was only matched by the pleasure at meeting so many of our fellow members from Canada and the USA. In many cases it was a question of renewing acquaintances made at the previous show in 1978 and in London in 1980, although some faces were even more familiar from welcome visits to our Conventions over here.

Society members collected at least 27 medals in the Canadian National and Postal History sections, including a large gold, four small golds, seven large vermeils, three small vermeils, four large silvers, three small silvers and five bronze silvers. The International judging panel made a conscious decision to reduce the number of large gold medals awarded, following the upsurge at the last two Internationals. This decision resulted in some very harsh marking, with a number of exhibits being marked down on previous awards or not scoring so highly as one might expect. The results, which became public on the Thursday of the show, gave rise to considerable discussion.

The crowds seemed substantially less than in 1978, there was a marked absence of long queues for souvenir sheets and special exhibits. This did make things much more comfortable for the serious collectors and a straw poll suggested that dealers were well satisfied. It seems that a much higher proportion of the visitors were serious collectors/buyers. One suspects that the main sufferers were the postal administrations, in particular Canada Post who were major sponsors of the Exhibition.

CONVENTION 1987 – The President's Message

An addition to the social programme is a talk with slides on Canada to be given by our son Edward to the ladies on Thursday evening. We have made arrangements with one local course secretary for our golfing enthusiasts so, come prepared to indulge in your second (?) love.

This message is being written in May which possibly accounts for the very few competition entry forms received so far. With a limit of 18 sheets per entry, every reader of this message must be able to extract a sufficient number of sheets from his/her collection and arrange them to illustrate one of the innumerable features of Canadian philately. I did it once with 15 pages of the UPU postal stationery card and was awarded a first in the research class; now it is up to you.

Our block booking ceases on 1 August but do not let that deter you from sending in your booking form. I am sure the hotel will do their best to accommodate you.

Derrick Avery

CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

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Canadian members may settle in \$CAN (\$14) via Wayne Curtis and US members in \$US (\$10.50) via John Siverts. North American members requiring airmail service should add \$5CAN or \$3.75US. Please make your cheques payable to Wayne or John respectively.

Members who have not paid the current year's subscription by 31 December will be removed from the *Maple Leaves* circulation list and reinstatement will incur an additional fee of £1 or its \$ equivalent.

A ½¢ LARGE QUEEN ON-COVER?

by The Yellow Peril

Fotos by Favourite

Viewing Geoffrey Whitworth's Large Queen cover exhibit at the 1984 Buxton Convention and my ensuing discussion with Geoffrey about a single half cent Large Queen stamp on cover has prompted me to draft these notes. Since Buxton I have looked for a ½¢ LQ on-cover and all I saw was, in fact, just that – a ½¢ LQ “on-cover”! (Fig. 1)

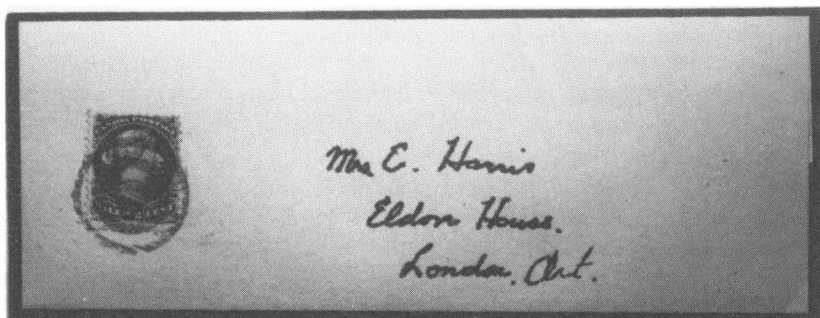


Fig. 1. A ½¢ LQ “on-cover” that can deceive the unsuspecting!

The covers I saw have disturbing features. Most of them were in the form of wrappers with the ½¢ LQ tied by a target or bull's-eye postmark. The ½¢ LQ on one of the wrappers examined is not even the original stamp. The original stamp had either fallen off or it was removed and replaced by a ½¢ LQ. A portion of the original stamp's tying target is under the stamp. Of the two other more interesting items noted; one was a Statique Judiciares with the ½¢ LQ tied by an unusually large cork. The rate for these statistical returns was 1¢. The other item was a Montreal 1871 “Weekly Prices Current” addressed to Harbour Grace, Newfoundland. The rate for prices current was also 1¢. The stamp on this item has two different postmarks: one already on the stamp and the other tying it to the price list.

These observations coupled with a ½¢ LQ newspaper wrapper, a ½¢ LQ unsealed envelope circular, and a ½¢ LQ “favour rate city delivery” unsealed envelope seen in recent Large Queen displays have motivated me to probe into the usages of the ½¢ LQ stamp. The source of information is volume II of Boggs.

Paragraph 25 of THE DOMINION POST OFFICE ACT OF 1867 reads:

"The rate of postage upon periodical publications, other than newspapers, shall be one cent per four ounces, or half a cent per number, when such periodicals weigh less than one ounce and are posted singly, and when such periodical publications are posted in Canada, these rates shall in all cases be prepaid by postage stamps affixed to the same."

Paragraph 18 of the "REGULATIONS ISSUED UNDER THE DOMINION POST OFFICE ACT reads:

"Periodicals weighing less than one ounce per number, when posted in Canada for any place within the Dominion, Prince Edward Island, Newfoundland or the United States may, when put up singly, pass for one-half cent per number, to be prepaid by Postage Stamp."

My interpretation of these regulations is that the ½¢ LQ stamp was a "periodical" stamp used on periodical publications¹ weighing less than one ounce and posted singly to any place within the Dominion, Prince Edward Island, Newfoundland or to the United States. The stamp shall be affixed to the periodical (Fig. 2). "SHALL" – the magic word – is interpreted to mean "imperative."



Fig. 2. ½¢ LQ tied to a "British Messenger" periodical mast-head dated August 1878.

The British Messenger was published monthly by the Trustees of the late Peter Drummond, at the Tract Depot, Stirling, N.B. If there is such a thing as a single half-cent cover, this mast-head has got to be the real McCoy! There are so many good things going for it.

Paragraph 23 of THE POST OFFICE ACT OF 1875 reads:

"Newspapers and periodicals weighing less than one ounce each may be posted singly at a postage rate of half a cent each, which must be in all cases prepaid by postage stamp affixed to each."

My understanding of this titillating paragraph is that effective 1 October 1875, both newspapers and periodicals could be posted singly for a lousy ½¢ provided they weigh less than one ounce. And as stipulated in THE DOMINION ACT, the stamp MUST be affixed to the newspaper or periodical.

Paragraph 24 of this 1875 ACT is worth quoting because it has fascinating implications.

"On all newspapers and periodicals posted in Canada, except in the cases hereinbefore expressly provided for, and on books, etc., etc., (repeats Sec. 26 of Act of 1867), the rate of postage shall be one cent for each four ounces or fraction of four ounces, . . . and this postage rate shall be prepaid by postage stamps or stamped post bands or wrappers. . . ."

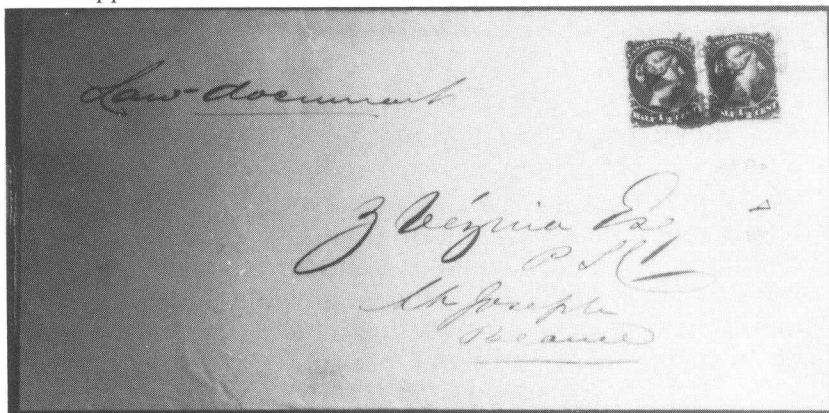


Fig. 3. Pair of ½¢ LQ's cork-tied to an improvised wrapper pmk'd "AUBERT-CALETON SP 7 77 QUE." This wrapper was probably used to wrap a four-ounce judicial periodical. Note upside down "3" in cds corrected by manuscript "7".

Paragraph 24 stipulates that 'stamped post bands, or wrappers shall be used to mail newspapers or periodicals weighing up to four ounces'. Newspapers or periodicals weighing less than an ounce, however, could still be sent for a ½¢. Paragraph 24 implies and provides leeway for the use of home-made wrappers should stationery wrappers or post bands not be available. The postage would be a one-cent stamp or a couple of



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half-cent stamps affixed to the home-made wrapper (Fig. 3). If neither stationery nor home-made wrapper were used, the stamps could then be affixed to the newspaper or periodical.

According to Webb, wrappers are larger than post bands and were sold to publishers only. In addition to the stamp, wrappers have an imprint which reads, "Wrappers to be used only by publishers and for the sole purpose of mailing second class matter to the United States." Post bands were sold to the public.

Based on the above excerpts from the Post Office Acts, my concept of a single ½¢ LQ in-period cover is that the ½¢ LQ can only be on a periodical; or on a newspaper after 1 October 1875. Readers who have other views are requested to express them in "Maple Leaves".

References

1. A periodical is a publication published at least once a month but a newspaper, once a week.
2. Buyers of single ½¢ LQ covers would do well to practice 'caveat emptor' to its fullest!
3. An argument presented to me by a dealer was "How can it be a forgery when the cover is real and the stamp is genuine?" Mr. Whitworth, is this pathetic claim worthy of your comment?

LONDON SECTION – ONE DAY SEMINAR

On 13 June the London Section put together another packed day with six varied displays on Canadian Philately.

At 10.30 a.m. sharp the "Great Western Railway" display by Brian Stalker set the pace of the show and placed it firmly on the right lines for the rest of the day.

There followed the "Money Letters" of Len Belle and the "Flags After Queen Victoria" from Tom Almond.

This gave plenty to discuss over lunch, whether taken in the cafeteria or the bar, and all members were back in their seats by 1.15 p.m. to see George Bellack's display of "Small Queens and Covers".

Down the M1 from Yorkshire came Eric Quinn with an in depth study of "North Atlantic Seaway Rates and The Age of Steam".

Fifteen minutes for tea and biscuits prior to the prime display of the day! With bags already packed for CAPEX, Dorothy Sanderson found time to bring along a great show of "Large Queens".

A really good, worthwhile, day and two displays booked already for 4 June next year, so make a note of this date in your diary!

CANADIAN LETTER RATES TO THE U.K., THE U.S. TRANSIT FEE AND THE CUNARD SURTAX (Part 1)

by George B. Arfken

Canadian letter rates to the United Kingdom had been constant during the pre Confederation Decimal era: 12½¢ per half oz. by Canadian packet and 17¢ per half oz. for letters going via New York. As the Decimal era ended, a series of changes began resulting in dramatic reductions in the postal rates. Most of these changes involved the U.K. and the U.S. with Canada having little or no control. This is a study of these changes with emphasis on the role of the United States transit fee.

In 1867 the U.K. and the U.S. negotiated a new postal convention. Signed in London on June 18 and in Washington on July 8, it became effective January 1, 1868.¹ Article 10 of this convention specified

The rates of postage to be mutually paid for territorial transit (including the passage of the English channel) of all letters sent from one country to the other for transmission to places beyond, in closed mails, shall be one-half the ordinary inland rates now charged in the two countries respectively, viz: for transit through the United States one-half of three cents per single letter, and for transit through the United Kingdom one-half of a penny per single letter.

This was closed mail and the number of letters would be given by the letter bill.

Canada responded to this U.K. – U.S. postal convention by issuing Department Circular No. 1.² From Section 1. of this circular

Under a recent Postal Convention between the British and United States Post Offices – the United States transit charge on letters passing, via the United States, between Canada and the United Kingdom, in the Mails sent and received by Steamships plying between New York and Liverpool and Southampton, has been reduced, and the Postage Rate on such letters will, hereafter be 15 cents per ½ oz. instead of 17 cents, if prepaid – with a fine additional of 12 cents on each letter when posted unpaid, or not fully prepaid at the 15 cent Rate.

The letter rate for letters through the United States (usually via New York and usually carried on the Cunard Line) had been 17¢ per half oz. So there was a reduction of 2¢ per half oz. for letters going to the U.K. via New York.

Canadian Department Circular No. 1 further provided that

Postage Stamps representing the new 15 cent Packet Rate will be issued as soon as they can be prepared.

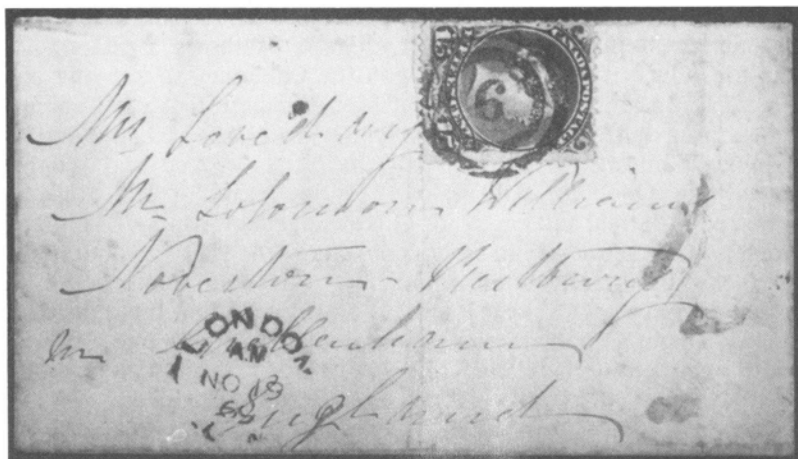


Fig. 1. 15¢ Cunard rate to England. From London, Ont., NO 19 69.

These new stamps were the 15¢ Large Queens. They were issued and used well before the April 1, 1868 date of issue for most of the Large Queens.³ Figure 1. shows a cover from London, Ont., dated NO 19 69 with the 15¢ Cunard rate paid with a 15¢ Large Queen.

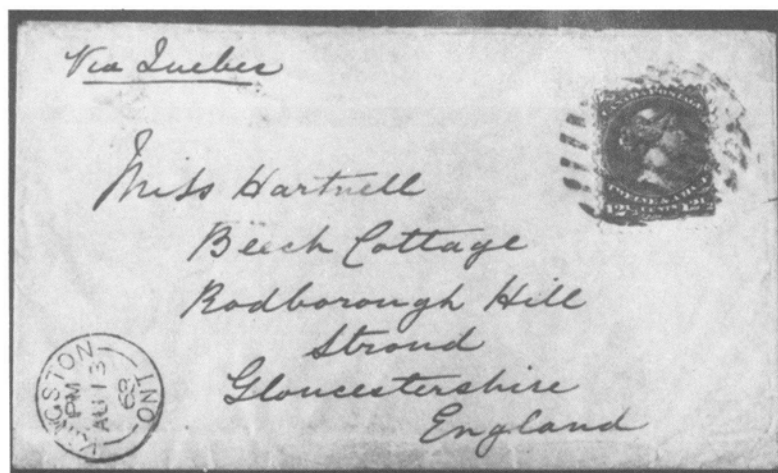


Fig. 2. 12½¢ Canadian packet rate to England. From Kingston, Ont., AU 13 68.

The pre-Confederation, Decimal era Canadian packet rate of 12½¢ per half oz. remained unchanged. Figure 2. shows a cover from Kingston, Ont., dated AU 13 68 with the Canadian packet rate paid with a 12½¢ Large Queen. It might be noted here that the Canadian packets used Portland, Maine as a winter port. The Atlantic and St. Lawrence Railway (in Maine) and the St. Lawrence and Atlantic Railway (in Quebec), both a part of the Grand Trunk Railway, connected Montreal and Portland. This arrangement continued until the completion of the railway to Halifax in June 1876. There was nothing in the 1868 postal convention to exempt Canadian mail, going via Portland, from the U.S. transit fees. It is presumed that the transit fees were levied on Canadian packet winter mail and that the fees were simply absorbed by the Canadian Post Office.

Canadian documents refer to the 'via New York' letter rates as the 'Cunard rates'. So the 2½¢ difference between the Cunard rate of 15¢ and the Canadian packet rate of 12½¢ will be called the 'Cunard surtax'. It should be noted carefully that this Cunard surtax was 1¢ higher than the U.S. transit fee. While the U.S. transit fee was a major element, other political and economic factors were involved.

Canadian postal policy was to send a letter addressed to the U.K. by the route specified (Canadian packet or via New York). In the absence of a route specification the letter might be sent by the fastest route, i.e. on the next ship to sail. Figure 3. shows a mourning cover from Kingston, Ont., dated AU 2 69 prepaid by the Canadian packet 12½¢ rate but sent via New York. The British Post Office rated the cover due 1 penny. This was ½¢ less than the Cunard surtax but still ½¢ above the U.S. transit fee.



The primary concern of the 1868 U.K. – U.S. postal convention was mail between these two countries. So we might note that the convention reduced the U.S. – U.K. letter rate to 12¢ per half oz. from the earlier 24¢ per half oz. The portion of the postal charge allocated to sea postage was “eight cents per single letter rate”. It is interesting to note that this 1868 U.K. – U.S. postal convention referred to letters from the U.S. in grams and to letters from the U.K. in ounces.

On January 1, 1869 a new postal convention between the U.K. and the U.S. came into effect. Article XI included the statement.⁴

The British Post Office shall account to the Post Office of the United States for three and three-quarters cents an ounce for the conveyance of such letters through the United States; and the Post Office of the United States shall account to the British Post Office for 1¼d (one penny, one farthing) per ounce for conveyance of such letters through the United Kingdom.

The transit fee changed from a per letter basis to a bulk weight basis. The new 3¾¢ transit fee was 2½ times the old 1½¢ per (half oz.) letter. At first glance this appears to be an increase. It seems more likely that experience had shown that the weight per single rate letter (not over 0.5 oz.) actually averaged 0.4 oz. or 2½ single rate letters per oz. bulk weight. If this were the case, the U.S. transit fee per closed sack of mail stayed constant. (In view of the penalty for a letter being overweight, staying a bit below the 0.5 oz. limit would have been a prudent policy for Canadian letter writers.)

The U.S. – U.K. letter rate was maintained at 12¢ per half oz. The sea postage was changed to a bulk weight basis. Article VII contained the statement (for accounting purposes) “*the charge for the sea conveyance of letters in closed mails across the Atlantic shall be computed at twenty cents per ounce. . .*”

On December 3, 1869 in Washington and on December 14 in London postal officials signed additional articles to the postal convention that had come into effect the preceding January.⁵ The U.K. and the U.S. agreed on a drastic reduction in the sea transit postage. Article 4. stated:

The charge for the sea conveyance across the Atlantic of letters sent in closed mails through the United Kingdom, shall be computed at six cents per ounce or per 30 grammes.

Effective January 1, 1870 the rate on letters from the U.S. to the U.K. was set at 6¢ per half oz. with 2¢ of the 6¢ designated as sea postage.

As a consequence of this reduction in the sea postage and in the U.S. – U.K. rate, the Canada – U.K. rate (via New York) would

become 8¢ per half oz. Canada had been informed of the U.K., U.S. negotiations but still was left with very little choice. To remain competitive with an 8¢ Cunard rate, the Canadian packet rate was slashed from 12½¢ to 6¢ per half oz. The Canadian Post Office announced these new rates in a NOTICE TO THE PUBLIC dated 30 December 1869:⁶

On and from the 1st of January, 1870, the Postage Rate on Letters passing between Canada and the United Kingdom will be as follows:

If sent, prepaid, by Canadian Mail Packet, via Quebec, (Portland in Winter) or Halifax, 6 cents per ½ oz weight.

If sent, prepaid, via New York, 8 cents per ½ oz. weight.

Figure 4. shows a cover from Hamilton, (Ont.), dated JY 24 71 with the 8¢ Cunard rate paid with 2¢ and 6¢ Large Queens. The 2¢ and 6¢ Small Queens had not yet been issued. While this is the Cunard rate, the cover is actually endorsed “per Guion Line”.

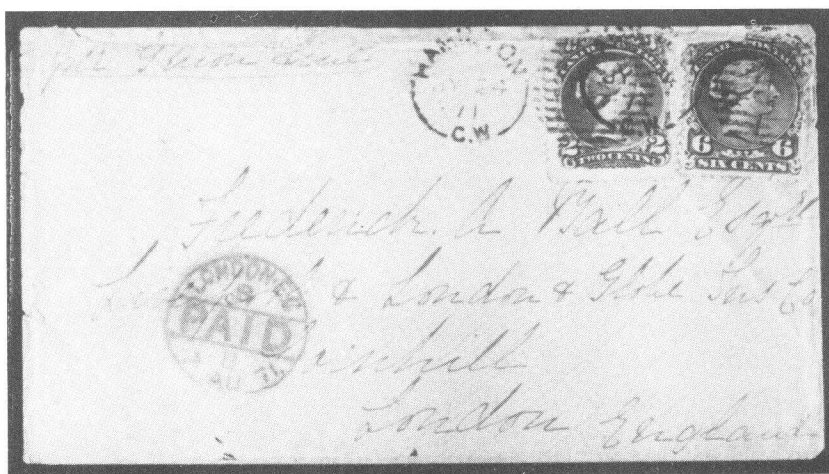


Fig. 4. 8¢ Cunard rate to England. From Hamilton, Ont., JY 24 71.

(to be continued)

SOCIETY TIES

The ties feature the Society's logo on a plain ground and can be obtained from Brian Stalker, the Secretary, at £5 each. Overseas members should add 30p postage (sea mail) or 80p (Airmail). A choice of green or navy blue background is available.

THOSE HALF CENT POSTCARDS

by C. Leigh Hogg

It is with great interest that I read the writings of 'The Yellow Peril', particularly "Postal History versus First Days".¹ This 'Yellow Peril' has started a tempest in a tea pot for, lo and behold in my 'Other File', in which mystery after mystery lies gathering dust and eagerly waiting to be solved, are two items which may add to the story.

Figures 1 and 2 show both sides of a postcard from Mme. D. Bedard (oval in purple), franked with a half cent Numeral. The card is addressed to Emile Hurliuson – Le Mans, France and the reverse carries handstamps 'Timbre Cote-Vue' and 'Imprimes'.

Figures 3 and 4 show both sides of a postcard from Mme Lahaise (box in blue), franked with a half cent Numeral. This card is addressed to Mr August Mozard, Oran, Algeria and carries the same handstamps as the first card. It can be seen that the two senders lived in the same building in Ottawa.

In view of the fact that there are now three different destinations; Algiers, France and Mexico; no due markings; no dating receivers, and considering the large volume of postcards mailed during these glory years of deltiology, I propose to 'The Yellow Peril', and indeed all readers, that postal authorities accepted postcards with the prepayment of half cent postage, providing no messages were transmitted on the card.

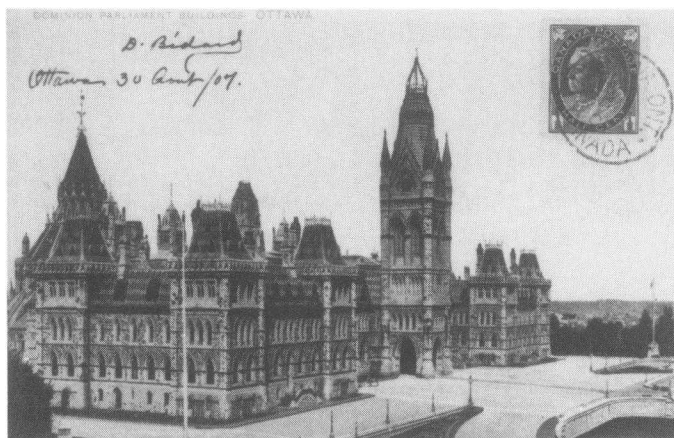


Fig. 1.

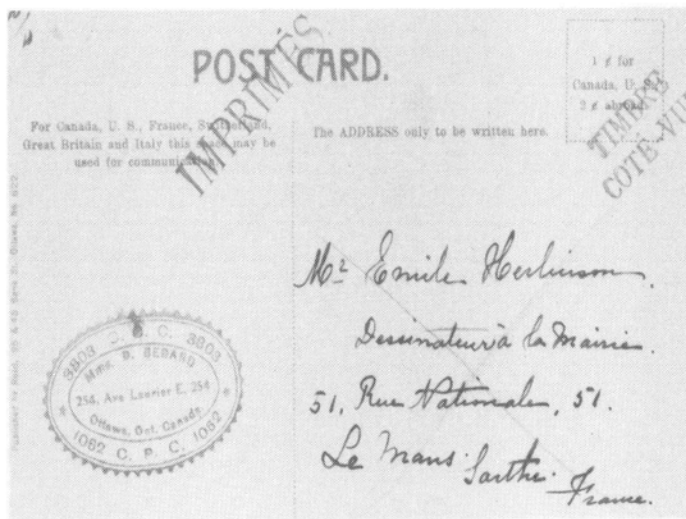


Fig. 2.

Is there postal documentation to support my conjecture? Do other members have similar cards to other destinations? Was postage due applied by some postal administrations? Your correspondence, via the Editor, would be appreciated.

1. See 'Maple Leaves' August 1986, pp. 123-127.

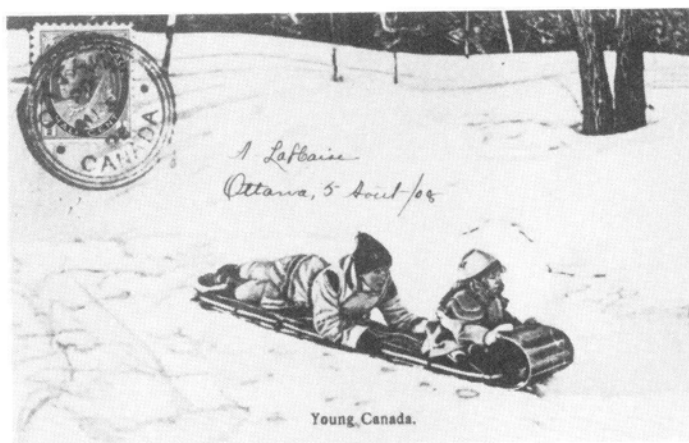


Fig. 3.



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1859 FIRST CENTS ISSUE
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FLAG CANCELLATIONS
FOREIGN COVERS
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INTERNATIONAL MACHINE CANCELLATIONS
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Continuing our series of articles for newer members . . .

THE FIRST DECIMAL ISSUE OF CANADA 1859 to 1868 (Part 1)

by Geoffrey Whitworth FRPSL, FCPS



Between 1851 and 1859 the growth of trade was increasing rapidly, both internally and with America and Europe. The monetary system then in use was constantly being blamed for difficulties with transactions. America had its own dollars, England used Sterling which was not at parity with the Canadian Currency. A change was demanded and the result was an Act through the Legislature on 1 July 1858 committing Canada to change to decimal coinage on 1 July 1859. The Maritime Provinces followed the year after.

The exchange rates were declared to be:- £1-4-4d Canadian Currency to equal £1 sterling to equal 4.86½ American dollars, the new Canadian dollar would be at parity with America. An Act of 4 May 1859 legalized the change of postal rates to the new coinage. New postage stamps were prepared and were ready for issue to the public on 1 July. Stocks of pence stamps were recalled from post offices but were still accepted on correspondence after this date.

By this time the New York stamp printers had amalgamated with other firms and now traded as 'The American Bank Note Co.' and it was to them that the new stamp printing contract was given. The instructions were to use the same designs and colours but to change the values from:— ½d. to 1 cent; 3d. to 5 cents; 6d. to 10 cents; 7½d. (6d Stg.) to 12½ cents (6d. Stg.); 10d. (8d. Stg.) to 17 cents (8d. Stg.). A 2 cents value was added on 1 August 1864. The issue remained in use until replaced on 1 April 1868 by the 'Large Queen' stamps.

The new stamps were printed in sheets of 100, set out 10 × 10, and all were perforated by the existing rotary machine giving an approximate gauge of 11.6 to 11.75. During 1862 two new machines were installed with a gauge of 12 thus making it possible for a combination of gauges to be found on stamps after this date. By checking dated material it has been found that the issue can be classified into three groups:—

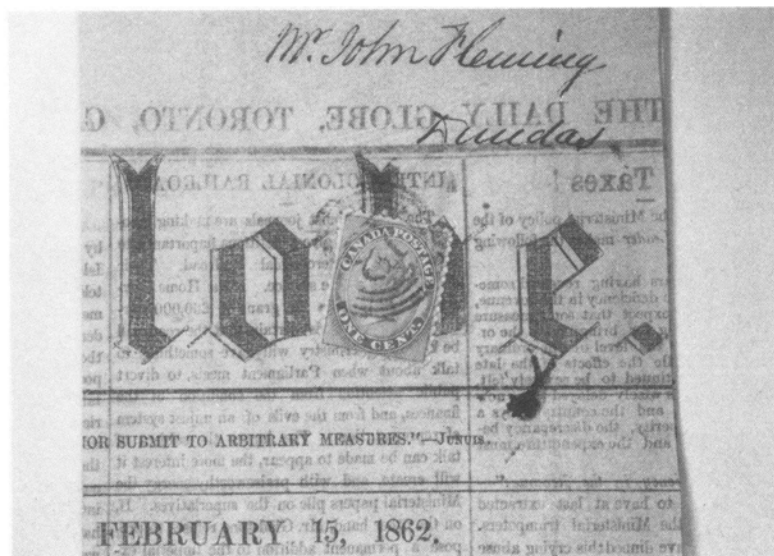
Group I	1859 to April 1863	Perf. 11¾
Group II	May 1863 to May 1865	Perf. 12 × 11¾ or 11¾ × 12
Group III	April 1865 to 1868	Perf. 12

The 5 cents Beaver, being a horizontal design, has the perforations 11¾ × 12.

The earlier printings carried plain margins around the edges of the sheet but, in November 1864, all values were re-ordered and the opportunity was taken to add an imprint 'American Bank Note Co. New-York.' twice on each margin to all values except the 17 cents. The first dated stamp found showing this imprint is a 1 cent dated MR 13 1865.

All paper was now machine made and the quality standard was much improved. No watermark was added to the paper but the stitching of the papermakers felt to form an endless belt left the impression of a watermark at very long spaced intervals. The papers were of a hard wove nature and the printers appeared to use them as they came to hand. Some stamps are found on a thinner and whiter than average paper, whilst others show a thicker and sometimes yellower paper. No particular paper can be associated with a particular colour although, in August 1867, many 5 cents stamps are found showing an ink that seems to have run, giving the paper an oily look.

Proofs are not an essential to introduce an issue but they do add a few very clean and clearly printed stamps. First plate proofs are in black followed by some in the colour of issue. In 1863 proofs were pulled in yellow and at an early date the 12½ cents value was proofed in blue.



A one cent stamp used on a Toronto Globe newspaper dated February 15 1862. Stamp cancelled by the 4-ring 13 of Galt.

One cent. Issued 1 July 1859

Design:— Profile head of Queen Victoria reproduced from the ½d. stamp.

Colours:— Group I

1859 Very rich crimson.

1860–62 Deep brownish crimson turning to deep and pale carmine.

Group II

1862–65 Deep to pale carmine reds,

Deep to pale rose reds.

Group III with imprint added to the plate.

1865 Deep carmine reds.

1866 Pale red (shades).

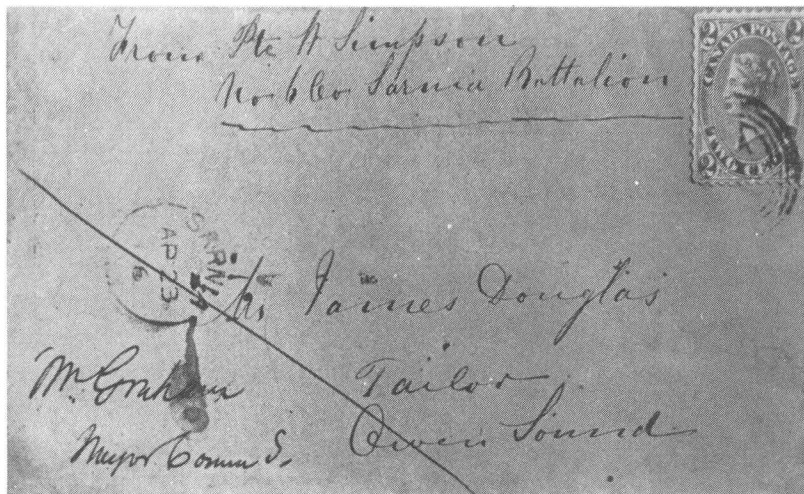
1867–68 Rose red to carmine.

Varieties:— There are three prominent re-entries only, showing in the group III printings.

There are 15 positions where stamps show flaws on the plate.

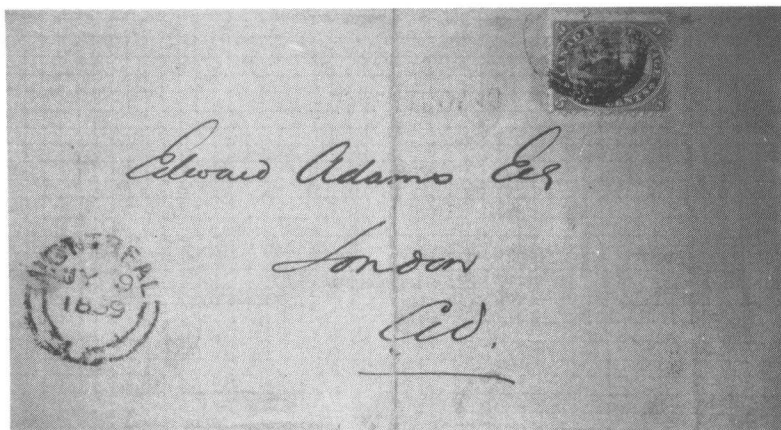
They are mainly in the group II and III printings and are constant for a period of time and show as obvious splashes of colour which should not be there.

- Uses:- Newspapers per copy to all B.N.A., U.K. by Canadian Packet and to the eastern parts of America.
Drop letters per ½ oz.
Printed matter per item to all B.N.A. and eastern America.
Periodicals per 3 oz. to all B.N.A. and eastern America.
Two stamps to prepay the domestic registration fee.
Multiple uses to make up higher postage rates.



A two cents stamp used on a letter from a Private to a tailor at Owen Sound. Posted at Sarnia Ap 23 1866 and countersigned by a Major. Stamp cancelled by the 4-ring 34 of Sarnia.

- Two cents. Issued 1 August 1864
Design:- Profile of head of Queen Victoria as used on the 1 cent value.
Colours:- Group II
1864 Carmine red.
Group III with imprint.
1865-66 Carmine to deep rose.
1866 (late) Paler shades.
1867 Browner shades of rose.
Varieties:- There are only a few minor plate flaws.
Uses:- The domestic registration fee.
Soldiers' or seamen's letters to the empire subject to certain conditions, they must not exceed ½ oz.
Printed matter per copy to U.K. via Canadian Packet.
In combination with other values to make up higher rates.



A five cents stamp used on a folded letter from Montreal to London dated Jy 9 1859. Stamp cancelled by the 4-ring 21 hammer of Montreal.

Five cents. Issued 1 July 1859

Design:- A repeat of the Beaver emblem from the 3d. stamp.

Colours:- All stamps are of an orange red or vermillion type of colour and variations are difficult to describe. By constant use the plate did wear down and printings became weaker. After a plate repair the impressions were once again deep and clear and this changing feature can be described in relation to colour within the perforation groups.

Group I

- 1859 Brick red shades.
- 1860 (August) Deep printings in light orange red shades.
- 1861-62 Bright orange red. Very worn by June 1862.
- 1862 (July) Deep printings, dull orange red. Weak by May 1863.

Group II

- 1863 (July) Very deep printings in a brown red shade.
- 1864-65 Pale orange red – average to weak printings.

Group III with imprint.

- 1865 (July) Deep impressions – reddish orange.
- 1866-67 Bright to dull vermillion – clear printings.
- 1868 Deep vermillion – good impressions.

(to be continued)



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LETTERS TO THE EDITOR . . .

J. E. Pilkington

I refer to the Maple Leaves issue of October 1986 (No. 210); in particular to an article by Mr. Stuart Clarke which concerns some stamp paper changes etc. (p. 142). May I offer the following comments?

1. Plate no. 2 of the Fishing Spear definitive was printed by CBNC and not BABNC.
2. Stamps from plate 2 are found only on Harrison (UK) paper – as distinguished by its greenish gum – and not on Rolland paper.
3. The first printings by Ashton Potter, which are on Abitibi paper, did not curl badly.
4. The second printing was carried out by CBNC – not BABNC.

To sum up therefore, and to update the situation on this definitive, with dates of the most recent printings:–

- 19.10.82. First printing: by Ashton Potter on Abitibi paper – did not curl. Perf $14 \times 13\frac{1}{2}$.
10. 2.84. Second printing: by CBNC on Clark (USA) paper which curled badly. Perf $13 \times 13\frac{1}{2}$.
23. 1.86. Third printing: by CBNC on Harrison (UK) paper which can be distinguished by its greenish gum. This printing saw the emergence of plate 2. The paper does curl somewhat although it did not give anything like the trouble that the Clark paper did. Perf $13 \times 13\frac{1}{2}$.
4. 7.86. Fourth printing: by Ashton Potter on Rolland paper. No plate number yet recorded. This paper does not curl. Perf $13 \times 13\frac{1}{2}$.

As far as I am aware, there have not been any printings of the 2c Spear by BABNC. The article mentions a printing date 10.1.85 but may I add that this date relates to the printings of the 1c Decoy and 3c Lantern in the same definitive series, not to the 2c Spear.

A New Look at Canada

The Canadiana Study Unit is an organization of Canadiana philately, that is, world-wide stamps and other philatelic materials which have a connection with Canada. A quarterly journal is published for members. Dues are \$5 CAN or US members, \$12 CAN for members outside North America (£6 Sterling). Dues/enquiries to John G Peebles, Box 3262, Station A, London, ON, Canada, N6A 4K3.

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BOOK REVIEW

The Bickerdike Machine Papers by Geoff Newman & Ray McLean

In an effort to establish whether or not the 'mystery' cancelling machine(s) used at Montreal in 1902 was really a Geary as has been propounded, Ray McLean began digging in the Public Archives at Ottawa. No confirmatory correspondence could be traced but new correspondence concerning the Bickerdike machines, used from 1897 to 1902 in Canada, was unearthed. A trip to Europe by Geoff Newman plus more patient digging by Ray, not to mention a touch of serendipity, resulted in more information, the tracing of the descendents of John Brooks Young, chief proponent of the Bickerdike machine, and the acquisition of his personal notebook. The new information is brought together in this 144 page soft-bound book which has been eagerly awaited by the small band of flag and machine cancel collectors who were aware of its preparation.

The book throws new light on Brooks Young's activities and the use of the Bickerdike machines, not only in Canada but throughout the world. As a bonus there is indeed a chapter on the 'mystery' cancellations of 1902 with a suggested (and surprising) alternative to the 'Geary' suggestion. Unfortunately, whilst there is evidence to support the new contention, it is no more substantial than that put forward to support the 'Geary' theory. If only a little confirmatory correspondence could be traced we could all rest easily in our beds.

Naturally the Canadian Bickerdike markings are thoroughly covered and the opportunity is taken to update the periods of use of the flags and bars listed by Richardson (1) and Sessions (2). Collectors of flag and early machine cancellations will, of course, have to secure a copy though I fear the cover price of \$24.95 CAN will limit the sales to collectors without specific interests in this field. Nevertheless the book should be more widely read as an object lesson in what can be achieved in the field of postal history with the aid of sheer dogged determination. 'The Bickerdike Machine Papers' is a BNAPS handbook and is published by Unitrade Press of Toronto.

References

1. The Canadian Flag Cancellation Handbook 1896-1973 – Ed. Richardson.
2. The Early Rapid Cancelling Machines of Canada – David Sessions.

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Maple Leaves

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Whole No. 215

Vol. 20 No. 11

October 1987



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OCTOBER 1987

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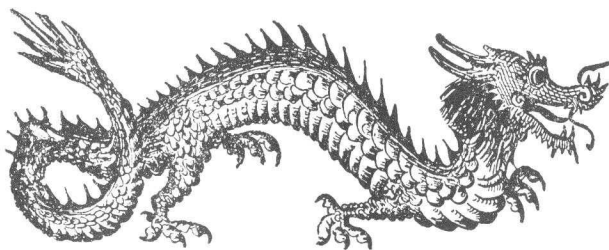
EDITORIAL

As most journal editors will attest, they are haunted by the twin spectres of 'feast' and 'famine'; usually the latter.

Since taking over the editorship of 'Maple Leaves', it has been my good fortune to receive sufficient material to enable me to make some choices within each issue in an effort to produce a balanced journal. In this situation it is inevitable that some articles are a long time between acceptance and publication. I should therefore like to stress that articles are not published (a) in order of quality or (b) in order of receipt; the article that arrived last week might be just the length required to fill the last page and a half of the current journal – expediency rules, O.K?

Having said all this, no one should be deluded into thinking that there is a huge pile of articles in the Editor's in-tray just waiting for the scissors and paste. Fresh articles are always welcome and by giving your Editor a little leeway in the matter of choice it is to be hoped that a better journal will be the result.

Finally, if you feel your pet subject is being ignored, please write and let me know. No guarantees of course but there may be someone, somewhere who can produce the very article. Meanwhile we are continuing the series of 'primer' articles, aimed at newer members, which we hope will build into a useful reference series for future new members as well.



WANTED! CANADA FIRST DAY COVERS

Up till now I have done very little advertising. The results from previous attempts were just too discouraging. Either the covers I want are non-existent or collectors would not part with them. The response to an unplanned advertisement for cinderellas in the April 1987 *Maple Leaves*, however, was such a surprise that it has encouraged me to launch this all-out effort!

Twenty-two years ago I began a reference collection of first day covers. This project is now 75% complete and I am anxious to put the finishing touches to it. FDC's of the following issues – especially higher values – are urgently needed:

Queen Victoria *Jubilees*, Leaves and Numerals
1898 Maps
Edwards
Quebecs
Admirals

Covers should be in good condition but not necessarily with cachets just as long as the postmarks are clear and authentic.

If any lucky readers have any of the above and will swap them for money, please do not hesitate to take advantage of me. Even if your treasures are not for sale, you can still contribute to the project by letting me record them. If, in the unlikely event, someone has a substantial holding to sell, please provide me with the ablibi to travel (stopping over in gaie Paree)!

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POSTAGE DUE 1 CENT RATE by Gib Wallace

Inspired by an enclosure in a letter from Ken Barlow of a 1 cent Postage Due photostat, I started to think 'Whatever happened to the 1 cent rate'. Its use has diminished to the extent that it is almost extinct. Extracting everything from my collection to do with this rate, spreading them out in date order, I found that between 1910 and 1941 there was a considerable amount, but after this I had nothing. Looking through a file of photostats, Maple Leaves, Topics, The Admiral Rate Study by Steinhart and the new publication of Canadian Postage Due Stamps by Chung and Reiche I came up with the grand total of three, two re-directed drop letters in 1956 and a similar item dated 1963.



Figure 1

The two main reasons for a 1 cent rate have been clearly and concisely stated by Dr. Hollingworth in Maple Leaves Vol. 12 page 40 and by Trelle Morrow in Topics Vol. 39 No. 6; but in a nutshell, they are:-

1. Re-directed drop letters upgraded to domestic rate.
2. Returned 3rd class or printed matter.

The re-directed mail is straightforward and exists throughout the span of the drop letter charge. Returning 3rd class mail to sender is a little more complex as there are various forms of 3rd class mail. There are the unsealed envelopes, permit stamped mail, invitation post cards and postal wrappers used on periodicals and magazines. The charge of 1 cent for the returned item was practical for deleting names for mailing lists; thereby saving money.

There are then, as always, a few differences. The first to catch my eye was a post card, see fig. 1, mailed in Winnipeg 1914 with a 1 cent American stamp. It was handstamped HELD FOR POSTAGE and sent to the Winnipeg Dead Letter Office. From there it was received at the Kingston D.L.O. to be forwarded to Bloomfield for collection with the payment of 1 cent postage due. Should this have been taxed double?

The next oddment was a card handstamped RETURNED FOR WAR TAX and dated June 13 1916, but it only reached Kingston D.L.O., July 1, see fig. 2. There is no receiving mark at Wolfe Island but 1 cent tax has been charged. Again should this have been double taxed?

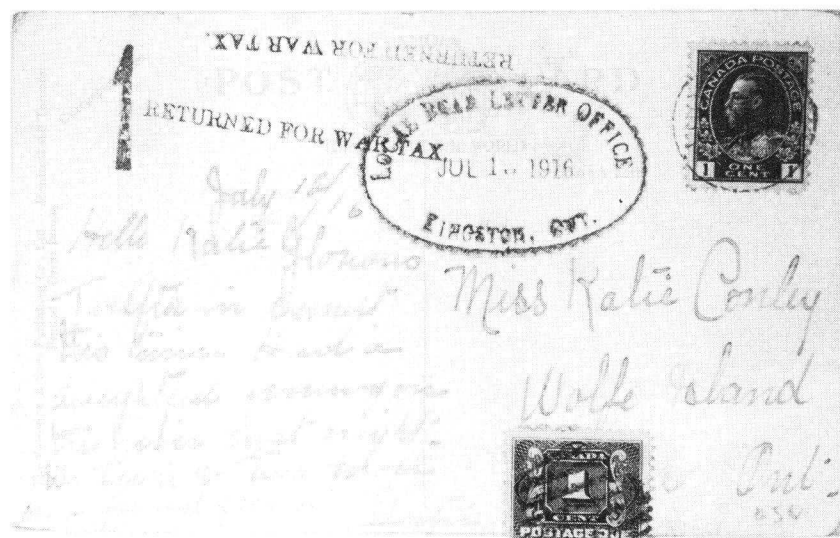


Figure 2

A recently acquired item is a 1910 post card with a 1 cent Edward affixed to the front or picture side, lightly machine cancelled and slightly tied. As this practice was acceptable with no ruling against the frontal

side being used, it can merely be classed as a postmaster's error, postage due having been levied, see fig. 3. It would appear to be intended for a French speaking gentleman with a box number, probably in St. Boniface, but was carried across the river for posting. It went to the Winnipeg D.L.O. Sept. 23 and was handstamped RETURNED FOR POSTAGE. The 1 cent due stamp was cancelled by a D.L.O. circular date stamp. To my reckoning this should not have been taxed if the 1 cent Edward is for real; if unnoticed, should it have been double taxed? The answer seems to be that HELD and RETURNED items were singly taxed.



Figure 3

In the collection of Spethro Pefhany of Toronto there is a splendid China to Canada cover underpaid the equivalent of $\frac{1}{2}$ cent, with a double levy it creates a 1 cent rate, see fig. 4. He also has a U.S. to Canada cover meter stamped twice to make a 2 cent rate, but the rate should be 3 cents. This was singly taxed 1 cent. 75 percent of cross border mail after 1923 was misrated by American postmasters.

From time to time we all get covers that bother us, something is wrong but unsolved. One such item is shown in fig. 5, wherein a re-directed 3rd class item has been taxed 1 cent. This surely is wrong. Fig. 6 is a contrived cover by Mr. Cole of Granville Ferry. He was a stamp dealer of repute during the thirties and forties. He obviously posted a few of these to himself across the river knowing them to be sent back and the Granville Ferry postmaster, by agreement, would use bi-sected 2 cent stamps.



Figure 4



Figure 5

I would be very pleased to hear from anyone with such items, preferably with photostats. There must be some scope!!

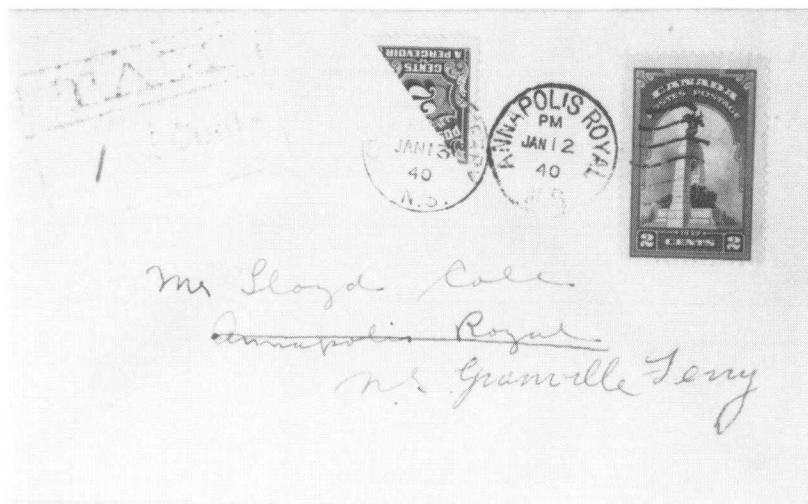


Figure 6

SOUTH-WEST SEMINAR

Following the excellent lead given by the London Group, the South-West Group held an afternoon seminar as part of the Bristol and District Federation's Annual Convention at Portishead on Sunday 9 August.

The superstitious may have jibbed at the number (13) in attendance but the delegates considered themselves lucky to see no less than eight varied displays in the space of four hours.

Ernest Dickenson from Cheltenham proved to be the anchor man with no less than three displays, on Revenue Stamps, Booklet Panes and B.C. Law Stamps. Brian Stalker chugged up from Tonbridge with some RPO's while Reg Lyon and Neil Prior crossed the Severn Bridge to show Meter Marks and Yukon Postmarks respectively. Lew Warren came over from Worthing with a classical touch, the 17c Value of the 1859 Issue, whilst your Editor showed the flag with an exhibit of 1941 'Enlist Now' slogans.

Apart from the 'locals' we were pleased to welcome members who had travelled from Woodford Green, Brixham, Sutton Courtenay and Reading. Whilst the room ventilation left something to be desired, the opportunity to see so much in so short a space of time was a valuable one.

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CANADIAN LETTER RATES TO THE U.K., THE U.S. TRANSIT FEE AND THE CUNARD SURTAX (Part 2) by George B. Arfken

Figure 5. shows a mourning cover dated NO 18 71 with the 6c Canadian packet rate paid with two 3c Small Queens.

As a reminder that the primary factor behind the Cunard surtax was the U.S. transit fee and not a matter of Canadian packet vs. British packet, consider the cover shown in Figure 6. The cover was posted in Halifax MR 25 70. A red postmark PAID LIVERPOOL BR. PACKET 6 AP 70 shows that it was carried on a British packet (but at the Canadian packet rate). Picked up in Halifax, the cover did not traverse the U.S. and was not subject to the U.S. transit fee or the Cunard surtax. From p.382 of Arnell's tables⁷ and the Duckworths' tables (p.454 of reference 3) the cover went on the Inman steamer 'Etna' which sailed from Halifax March 25, 1870 and arrived in Queenstown April 5.



Fig. 5. 6c Canadian packet rate to England, NO 18 71.

A note of caution about this BR. PACKET postmark. The Inman Line (British) held the contract for the Halifax – Queenstown route through June 1871. In July 1871 the route was taken over by the Allan Line (Canadian). Nevertheless the Liverpool post office continued to apply the same BR. PACKET postmark even though the packets were Canadian. This writer has a cover carried on the Allan packet 'Austrian' from Halifax, NO 4 73. The Liverpool post office stamped the cover PAID LIVERPOOL BR. PACKET 14 NO 73.



Fig. 6. 6c British packet rate from Halifax, N.S., MR 25 70.

A most unusual example of the Cunard surtax is shown in Figure 7. Mailed from Ottawa, JY 23 74 (backstamp), the cover was addressed simply "London". As this was official business the Canadian postage was waived. But the Cunard surtax to cover the U.S. transit fee still had to be paid. The Ottawa civil servant carefully placed a 2c Small Queen in the upper left corner of the cover to pay the Cunard surtax and mailed the cover off to London. The Ottawa postal clerk cancelled the 2c Small Queen, stamped the cover 'MORE-TO-PAY 3' and then sent the cover on to London, Ontario. (The 3 was calculated as 5c for an unpaid or underpaid domestic letter less the 2c paid.) In London, Ontario the postal clerk scratched out the 3, wrote "Try England" and sent the cover on to Hamilton, Ont. (backstamp) to be made up for the mail to England. Regrettably there is no backstamp to confirm that the cover ever got to London, England.

On September 1, 1875 the Canadian Post Office issued Department Order No. 15.⁸ At the end of a long series of numbered paragraphs, almost as an afterthought, there appeared the announcements

It has been arranged that the postage rate on letters passing between Canada and the United Kingdom shall from and after 1st

October, 1875, be an uniform rate of 2 pence halfpenny sterling, equal to five cents Canada currency, per half ounce, by whatever route sent or received, whether by Canada Packet direct, or by closed mails via the United States.

A five cent postage stamp for the convenience of the public in prepaying the five cent rate on letters addressed to the United Kingdom after 1st October, is being prepared and will be issued as soon as ready.

Because of questions over sea transit reimbursement and voting rights, France and Spain had blocked Canada from immediate entry into the newly formed General Postal Union. This new 5c rate was a *preferred rate* matching the 5c rate of the General Postal Union (later renamed the Universal Postal Union).

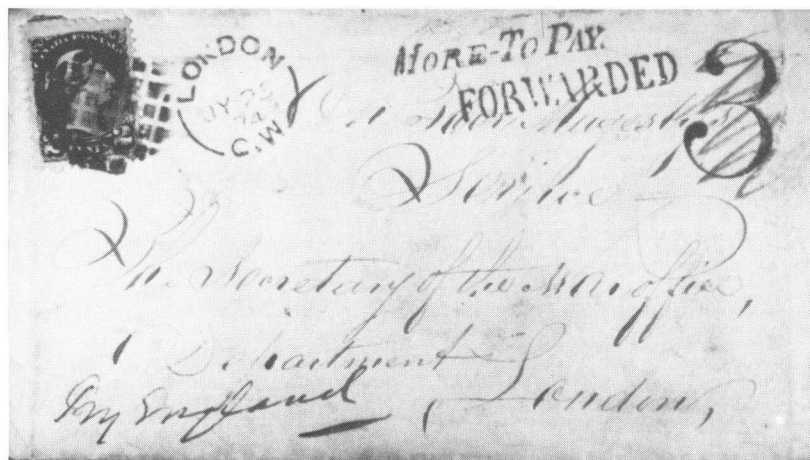


Fig. 7. 2c Cunard surtax. From Ottawa, JY 23 74.

Figure 8. shows an example of the new preferred rate. The cover was mailed at Halifax DE 8 75 with the 5c preferred rate paid with a 5c Large Queen. This was the stamp promised by Department Order No. 15. The die for the 5c Large Queen had been engraved at the time the other Large Queen dies were made. It was expected then that the 5c Large Queen would pay the pre-Confederation 5c domestic rate. Because the domestic rate was reduced from 5c to 3c per half oz., the 5c rate and the need for 5c stamps disappeared. No 5c Large Queens had been produced. With the introduction of the 5c preferred rate there was a sudden need for 5c stamps and the 5c Large Queens were rushed into production.



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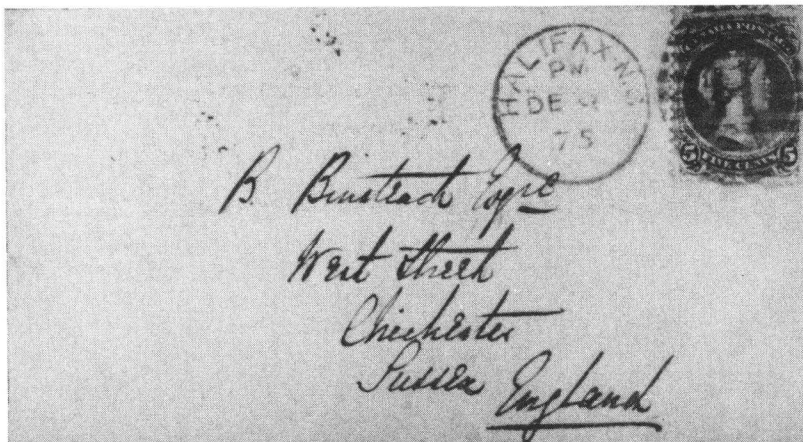


Fig. 8. 5c preferred rate to England. From Halifax, N.S., DE 8 75.

This 5c preferred rate was extended to Newfoundland, January 1, 1877 and to Germany, April 1, 1877.

After announcing the 5c preferred rate Department Order No. 15. added

This reduction will not for the present affect the charges sent or received by way of England to or from foreign countries or places beyond sea.

The Cunard surtax ended October 1, 1875 for Canadian letters to the U.K. However, the above statement from Department Order No. 15. meant that the Cunard surtax continued to be levied on letters from Canada going via New York and England to destinations beyond England. Figure 9 shows a cover from Montreal dated FE 19 78 to Belgium with the 2c Cunard surtax paid. (At this time the Canadian packet rate to Belgium was 10c per half oz.) Could this have been a 2c overpayment for convenience? That payment for the New York route was deliberate is clear from the endorsement on the bottom left: "Via N. York and England". The probable reason for specifying the more expensive New York route is found in Arnell's tables.⁷ Reference to p.360 shows that the next Canadian packet was the Peruvian sailing from Halifax February 24, a long five days later. This 2c per half oz. Cunard surtax on letters going via New York and England to destinations beyond England continued until Canada adhered to the Universal Postal Union rate schedule.

On August 1, 1878 with French and Spanish objections withdrawn, Canada adhered to the Universal Postal Union rate schedule.^{9,10} The 5c preferred rate became the 5c UPU rate. Transit fees were not abolished but, by the GPU and the UPU treaties,¹¹ the land transit rate was set at a relatively low 2 francs per kilogram or 1.2c per oz.

To provide an overall view, and for convenient reference, the U.S. transit fees, the Canada – U.K. postal rates and the Cunard surtax for the years 1868 – 1878 are summarized below.

Effective date	U.S. transit charge	Cunard rate (via New York) per ½ oz.	Canadian packet rate per ½ oz.	Cunard surtax per ½ oz.
1 Jan 1868 ¹	1½c per single letter	(17c)	(12½c)	(4½c)
16 Jan 1868 ²		15c	12½c	2½c
1 Jan 1869 ⁴	3¾c per oz.			
1 Jan 1870 ⁵		8c ⁶	6c	2c
1 Oct 1875 ⁸		5c	5c	zero
1 Aug 1878 ^{9, 10, 11}	1.2c per oz.	5c	5c	zero

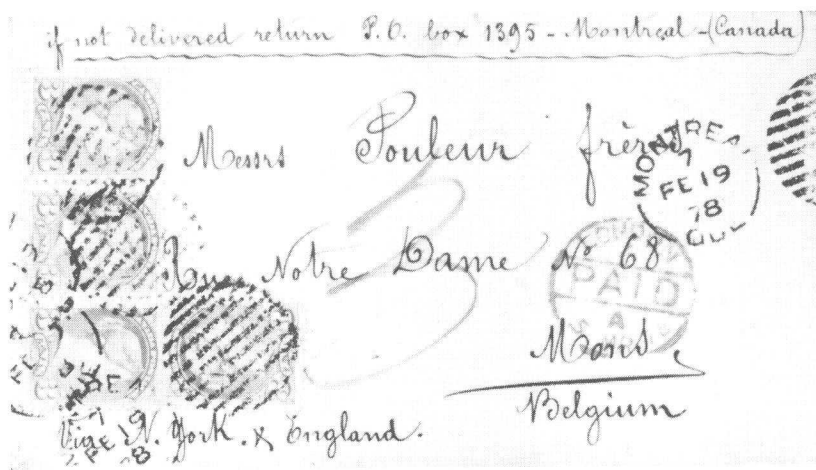


Fig. 9. To Belgium, 2c Cunard surtax levied. From Montreal, Que., FE 19 78.

References

1. Postal Convention between the U.K. and the U.S. Signed in London 18 June 1867 and in Washington 8 July 1867. Effective 1 January 1868. U.S. National Archives. Reprinted in Report of the (U.S.) Postmaster General, 1867, p. 97-100.

2. (Canadian) Department Circular No. 1., 16 January 1868. National Postal Museum Library, Ottawa.
3. "The Large Queen Stamps of Canada and Their Use, 1868 – 1872", H.E. and H.W. Duckworth (1986).
4. Postal Convention between the U.K. and the U.S. Signed in London 7 Nov 1868 and in Washington 24 Nov 1868. Effective 1 January 1869. U.S. National Archives. Reprinted in Report of the (U.S.) Postmaster General, 1868, p. 240–245.
5. Additional postal convention between the U.K. and the U.S. Signed in Washington 3 Dec 1869 and in London 14 Dec 1869. Effective 1 January 1870. U.S. National Archives. Reprinted in Report of the (U.S.) Postmaster General, 1870, p. 97–98.
6. (Canadian) NOTICE TO THE PUBLIC 30 Dec 1869. National Postal Museum Library, Ottawa. The reprinted version by Boggs omits the 8c Cunard rate.
7. "Atlantic Mails. A history of the mail service between Great Britain and Canada to 1889", J.C. Arnell (1980).
8. (Canadian) Department Order No. 15., 1 September 1875. National Postal Museum Library, Ottawa.
9. "Canada Adheres to the Universal Postal Union", George B. Arfken. BNA Topics vol. 40. p. 35–38, Mar–Apr 1983.
10. (Canadian) Department Order No. 23., 15 July 1878. Also, Official Canadian Postal Guide, August 1878. National Postal Museum Library, Ottawa.
11. U.P.U. Convention of Paris, Article 4. Reprinted and translated in Report of the (U.S.) Postmaster General, 1878, p. 301. The territorial transit rate was maintained at 2 francs per kilogram, 1.2c per oz.

If you have not already done so, please forward your subscriptions as soon as possible, preferably with the dues notice that accompanied the August issue. The \$ equivalents have been adjusted in the light of current average exchange rates.

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Members who have not paid the current year's subscription by 31 December will be removed from the *Maple Leaves* circulation list and reinstatement will incur an additional fee of £1 or its \$ equivalent.

A FASCINATING COVER

by Horace W. Harrison, F.C.P.S.

A resident of the U.S.A., wishing to subscribe to a Quebec publication, purchased a 3c stamped envelope and a 2c Registered Letter Stamp at the Welland, Ontario¹ Post Office while the ship he or she was on was in one of the locks transiting the canal around Niagara Falls. He mailed his subscription in cash to the publisher at Montreal. Not knowing the street address, he simply indicated the occupation of the addressee in the hope that the Post Office would be able to identify him and deliver his letter.

This Registered Letter went westward the same day on the Great Western Railway Accomodation (local)² to Hamilton. Here it was placed on the Hamilton & Toronto Railway Post Office car and handled by Clerk No. 2.³ The letter was received at the Montreal Post Office on February 13,⁴ where it was advertised but "not called for".⁵ Held for 30 days plus, it was then sent to the Dead Letter Office and received there on March 24.⁶

In a four day period, the letter was processed, found to be from a resident of the United States, officially resealed by a strip of 3 of the 1879 issue of "Officially Sealed" stamps and sent on March 28⁷ to the U.S.A. Dead Letter Office where it was received on April 6, 1887.⁸

Originally assigned Registered Letter No. 629⁹ at the Welland Post Office, (covered by the Officially Sealed stamps), it was re-assigned #5819¹⁰ in Montreal, and re-assigned #22371 and noted "Request" at the Dead Letter Office in the U.S.A.

What happened after that is unknown, with little or no basis for speculation, until the cover appeared for sale in a New York City auction in November of 1985, nearly 99 years later.

Cancellation references:

(2) Ludlow RR-68; (3) Ludlow RR-86; (6) Jarrett 842; (7) Jarrett 840.

Notes:-

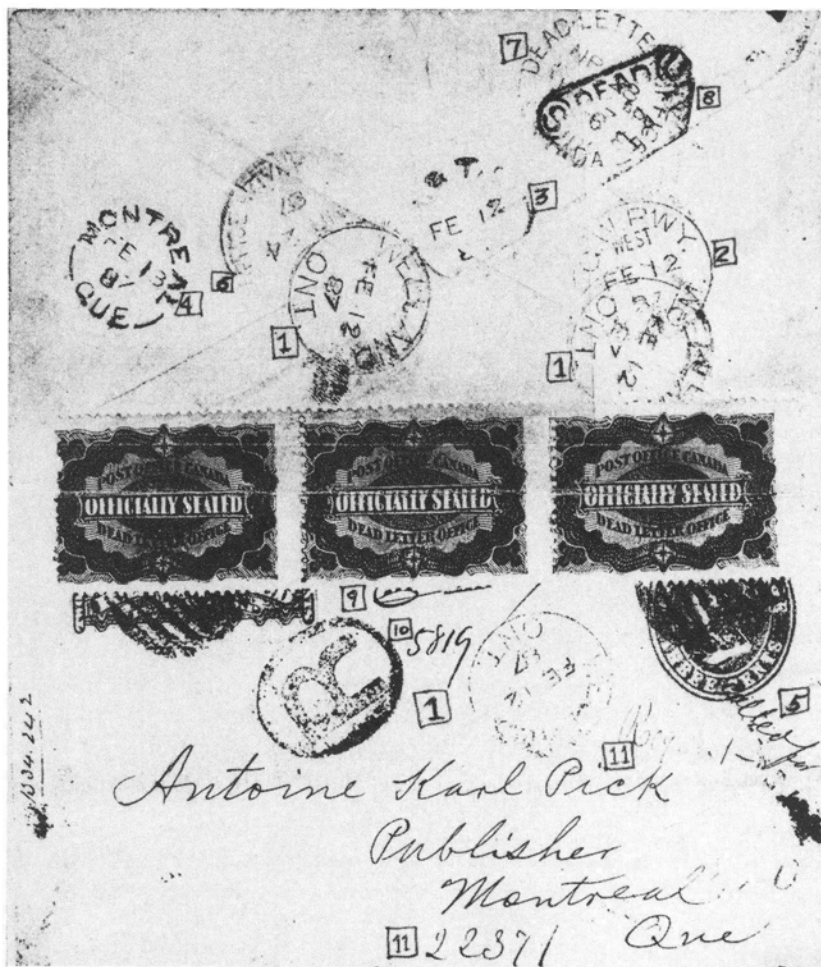
February 12, 1887 was a Saturday
February 13, 1887 was a Sunday
March 24, 1887 was a Thursday
March 28, 1887 was a Monday
April 6, 1887 was a Wednesday



(FIG. 2)



(FIG. 3)





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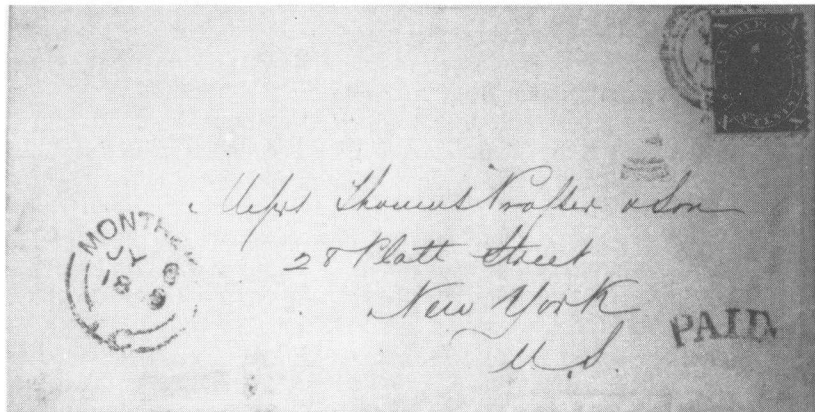
Continuing our series of articles for newer members . . .

THE FIRST DECIMAL ISSUE OF CANADA 1859 to 1868 (Part 2)

by Geoffrey Whitworth FRPSL, FCPS

Varieties:— The plate required ten repairs to keep it in suitable condition and as a result many re-entries are to be found on the stamps and many plate flaws appear and disappear. These have been recorded and the most prominent are very collectable. The major re-entry has most of the design doubled and flaws have been given names such as:— 'The Burning Bush'; 'The Rock in Falls'; 'The Log in Falls'; 'The Gouge Flaw'; etc.

Uses:— The prepaid letter rate per ½ oz. to British North America except British Columbia and the Red River area.
The registration fee for letters to America.
Multiples used for higher rates.
In combination with other stamps to make up other rates.



A ten cents stamp used on a letter from Montreal to New York dated Jy 6 1859. Stamp cancelled by the 4-ring 21 of Montreal.

Ten cents. Issued 1 July 1859

Design:— The head of Prince Albert reproduced from the 6d. stamp.

Colours:— The colour matching was very bad for this stamp. The instructions were to maintain the purple colour of the 6d. stamp still being printed. The results were very different.

So different that dated material has enabled a list to be drawn up naming the colour of every different printing order for the stamps. A simplified list follows giving the main colours to be found in each perforation group.

Group I

- 1859 Brownish black.
- 1860-61 Deep purples from those with a brownish, to those that show a bluish, tinge.
- 1862-63 Cold sepia browns – some with a redder appearance.

Group II

- 1863-64 Browns – from red brown to sepia – deep and light shades.
- 1864 Purple browns to plum shades.

Group III with imprint.

- 1856-66 Violet colours – from slate to reddish. Deep to pale shades.
- 1867-68 Claret or red purple shades. From reddish (1867) to brownish tints (1868).

Varieties:– There are only two clear re-entries on this stamp and they run through every printing.

There are a number of plate flaws and again they are constant throughout the period.

A splash of colour developed in columns 9 and 10 and is found in the 'C' of Canada. This is constant in all the violet and claret colours. It is very prominent and well worth looking for.

An unusual plate making flaw is found on position 61: around the epaulettes are clear colour marks coming from an early touch down of the transfer roll leaving on the plate part of the words 'ADA POST'.

Uses:– The letter rate per $\frac{1}{2}$ oz. to U.S.A. except west coast.
to all U.S.A. after July 1864.

Multiples used for higher rates.

In combination with other values to make up other rates.

Twelve and a Half cents. Issued 1 July 1859

Design:– Head and shoulders of Queen Victoria reproduced from the 7½d. stamp.

Colours:– Group I

- 1859 Deep olive green.
- 1860-62 Deep bluish green.
- 1863 Yellowish green.

Group II

1863-64 Light greens.

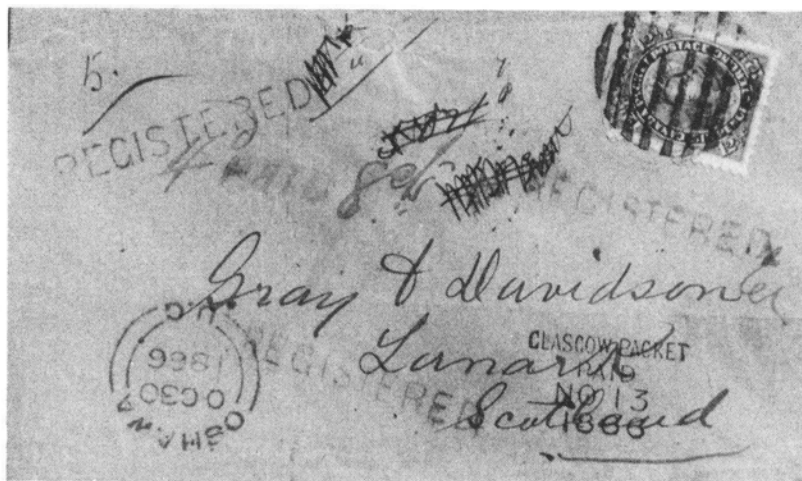
1864-65 Deep green.

Group III with imprint.

1865-66 Myrtle green (a bluish green colour).

1866-67 Pale flat green to deep bluish green.

1867-68 Bluish to blue green.



A twelve and a half cents stamp used on a registered letter from Oshawa to Scotland dated Oc 30 1866. The 8 cents registration fee was paid in cash and so marked on the cover. Carried from Derry to Scotland by a Glasgow Packet dated NO 13 1866.

Varieties:- Eight of the vertical columns carry two dots in the 'C' of 'Canada' which has enabled the sheet to be reconstructed. There are three re-entries to be found and a number of plate flaws, mainly in the form of colour splashes.

Uses:- The letter rate to U.K. via Canadian Packet.

Scale of rating:- not exceeding $\frac{1}{2}$ oz. = $12\frac{1}{2}$ cents.

1 oz. = 25 cents.

2 oz. = 50 cents.

This scale was simplified to $12\frac{1}{2}$ cents per $\frac{1}{2}$ oz. from 1 February 1866.

The letter rate per $\frac{1}{2}$ oz. to New Brunswick, Nova Scotia via Boston or New York and the Royal Mail Packet (Cunard Line).



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The letter rate per ½ oz. to Newfoundland via Canadian Packet.

The registration fee on letters to the U.K. until 31 January 1866.

(From 1 February 1866 the registration fee was 8 cents).

Multiples to make up higher rates.

In combination with other values to make up other rates.

Seventeen cents. Issued 1 July 1859

Design:— Head of Jacques Cartier reproduced from the 10d. stamp.

Colours:— Group I

1859 Bright light blue.

1860–62 Slate blue – pale to deep shades.

Group II

1863 Bright dark blue.

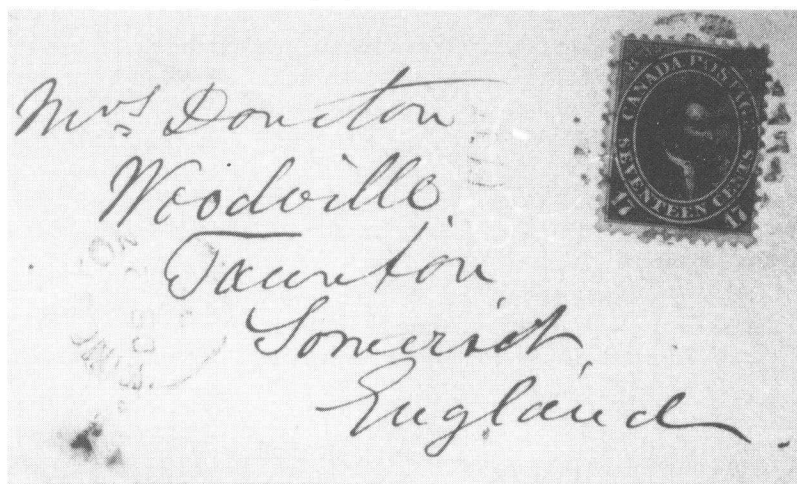
1864–65 Greyish blue – shades.

Group III

1865–66 Dull deep dark blue.

1867 Bright clear blue – light and dark shades.

1868 Weak greyish blue.



A seventeen cents stamp used on a letter from Kingston to Somerset dated DE 12 1864. Carried by a Cunard ship, arrived Liverpool JA 1 1865.

Varieties:— Eight columns of this plate also carried two guide dots, one of which gives immediate indication to the vertical column from which the stamp came. Complete replating is thereby possible. There are three re-entered positions and a number of regular plate flaws showing either a splash of colour

or an absence of colour. Position seven carries the famous 'Balloon flaw' during the last few months of use.

Uses:- The letter rate to U.K. via New York or Boston and the Royal Mail Packet. Scale as for Canadian Packets up to 31 January 1866. After 1 February 1866 the scale was per $\frac{1}{2}$ oz.

The letter rate to France and Algeria per $\frac{1}{4}$ oz.

The registration fee to France and Algeria.

Multiples used for higher rates.

In combination with other values to make up other rates.

The demand for stamps of this issue was much greater than for the Pence issue. Consequently more stamps were printed in a year and the variations from the original makes the collecting of this issue most interesting. This soon leads to the possibility of putting together a small collection that can be used for display to your local Society. When examining stamps for colour I use a $3\frac{1}{2}$ X watchmaker's eyeglass as this keeps out unwanted side lights. For looking for varieties I find a 6X illuminated magnifier the most convenient. A more powerful 10X lens has such a small field of view that it is best only for the careful checking of a re-entry doubling against a line drawing.

Do not forget that the plates were never hardened and a constant inking and wiping clean wore down the depth of the design. Your stamp may not quite correspond to a drawing as these are all copied from the newest repaired impression available and show the deepest state of the plate.

For information beyond the normal catalogue listings our library has a number of useful books including the two specialized handbooks on this issue.

The First Decimal Issue of Canada 1859 – 1868 } by this Author
The Five Cents Beaver Stamp of Canada }
For the perforations see Maple Leaves Vol. 7 pages 31 and 67.

SOCIETY TIES

The ties feature the Society's logo on a plain ground and can be obtained from Brian Stalker, the Secretary, at £5 each. Overseas members should add 30p postage (sea mail) or 80p (Airmail). A choice of green or navy blue background is available.

STRATHROY – An Interesting Letter by R.B. Winmill

In two previous articles, the various Strathroy handstamps were discussed. Of particular note were the two double broken circle handstamps, the first bearing manuscript indicia, the second typeset indicia.¹

Recently, while conducting research on an unrelated matter, some most enlightening material surfaced. This relates directly to the two hammers. A letter in the Post Office Inspectors' letter book reads:

W.H. GRIFFIN ESQ.

8th May, 1856

495

Sir,

The Office at Strathroy is much in want of a Date Stamp with moveable Type and I especially request you will be so good as to furnish one as soon as possible.

*I am etc.,
G. G.²*

This letter from the Post Office Inspector for the London District to the Post Office Secretary (later named to the Deputy Postmaster General position when that position was re-established in 1857) seems to have brought the desired results. Two examples are now recorded of the first hammer (November 20, 1854 and May 15, 1855).

The letter reproduced above was penned on May 8, 1856 and some seven months later, on December 19, 1856, the earliest example of the new hammer is noted. This tends to confirm observations from strikes known and would lead one to speculate that the new hammer may have been in use from the summer of 1856 onward.

References

1. See R.B. Winmill, 'Some Preliminary Notes on the Various Handstamps of Strathroy Upper Canada (Ontario) 1851-1910.' 'Maple Leaves' vol. 18, No. 5; Oct 1981 p. 126. Also 'Strathroy Revisited' - 'Maple Leaves' vol. 19, No. 2, Aug 1983, p. 46.
2. Gilbert Griffin, Letter 495 in Letter Book, Regional Collection UWO London. This unique letter book, now in possession of UWQ, was made available to the author by Mr. Edward Phelps, Chief of the Regional Collection at UWO (University of Western Ontario).

LETTERS TO THE EDITOR . . .

Homer Hilton Jr.,

As one of the newest members of the Society, I have just received four back issues of "Maples Leaves", which I found most interesting.

In the Jan., 1987, issue I read with interest the article by Mr. Cohen. In commenting on the 15c Large Queen, and the difficulty of reconstructing the script watermark, he states ". . . I do not think (it) has been completed by anyone." Not so . . . it was done by Mr. Gerald Firth, of Pittsburgh. When his magnificent collection of the 15c Large Queen was sold at auction several years ago by J.M. Sissons, there was one large complete reconstruction offered. I think there was also a partial reconstruction offered. I do not have a record of the price realized, but as a participant at the sale, I do not recall the price as being excessive. I am sure Mr. Cohen could get the details from Mr. Lex DeMent, President of Sissons.

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Foto by Favourite

The Yellow Peril

The above is a photograph of a right-margined vertical pair of the 10 blue Admiral stamp from a left pane. Unlike the true imperf-between which was made without any horizontal (or vertical) perforations, this imperf-between was caused by faulty perforating – the perforating pins failing to penetrate the paper thus creating this delightful variety.

Does any member have the other pieces from this sheet?

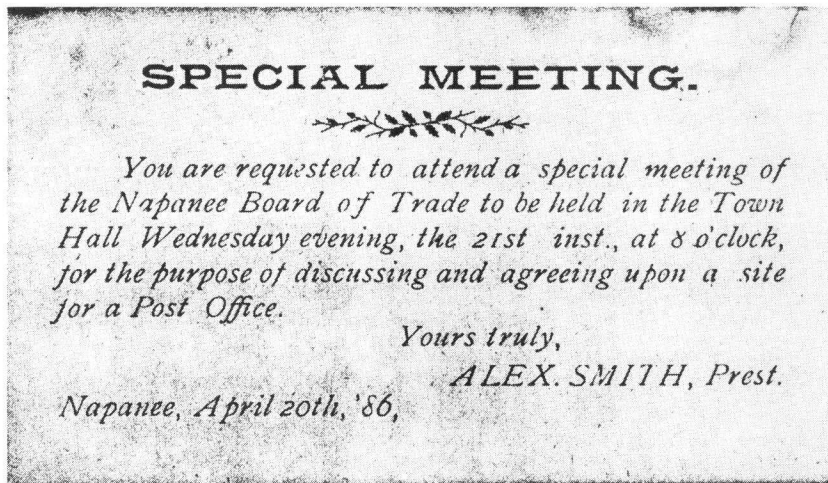
Wilbur Jonsson

I would like to report to 'Maple Leaves' the roller cancel on the enclosed picture postcard.* My copy of Smythies' handbook (second edition) does not list 'LACHINE LOCKS'.

The roller is apparently of the style of illustration 6, type 1VA, without the province but with indicia '1'.

* *Editor's note. Regrettably the cancellation in question would not reproduce satisfactorily for inclusion in 'Maple Leaves'. I have retained a photocopy if any student of these markings wishes to see it.*

THE POST IS COMING!



Notice on the reverse of an 1882 1c postal stationery card, postmarked NAPANEE ONT., AP 21 86. It is addressed to C.E. Bartlett Esq., but evidently it arrived too late because the front bears a rubber stamp impression dated AP 22 1886.

D. Avery

THE FIVE CENT BLUE ADMIRAL OVERPRINTED 'WAR TAX'

by Hans Reiche, FCPS

The 5c, 20c and 50c Admirals were overprinted 'War Tax' as directed by the Minister of Internal Revenue to cover a tax on medicine, perfume and wine. The Canada Plate Block Catalogue by K. Bileski lists three plates which were used to overprint the 5c blue. These plates are 6, 9 and 10. In 1958 the War Tax Study Group published a book which lists four plates as being used for the overprint, namely Plates 5, 6, 9 and 10. The War Tax Study Group based their information on actual stamps in various collections. In 1982 G.C. Marler's information was published by the American Philatelic Society in the form of a most outstanding handbook with the title "The Admiral Issue of Canada". In this handbook he writes: "The use of plates 5 and 6, which were approved on March 2nd, 1914, is easy to understand, for they were the last plates to be engraved before the War Tax stamps were issued. But the same cannot be said of plates 9 and 10. The purpose of overprinting sheets from plates 9 and 10 with the word War Tax only is beyond comprehension."

Recently in addition to the reported War Tax Study Group findings, a single mint stamp was found which shows the clear retouch listed by Marler as plate 9 UR 27, with a line from the first horizontal right shading line down to opposite the 'G' of 'Postage'. Horizontal line number six projects into the right crown. This clearly shows the use of plate 9 for this 'War Tax' overprint.

Paquebot Cancellations of the World

Collectors of these marks may be interested to know that the above publication has been substantially revised and enlarged and that a second edition is now available. The new edition can be obtained from the author, Roger Hosking, at Greyfriars, Ice House Wood, Oxted, Surrey, England, RH8 9DW. Price is £18 (\$27US) plus £2 parcel post within the UK and £3 (\$4.50) for surface mail overseas. Remittances in Sterling or US dollars is acceptable, any other payment involving bank commission should include the equivalent of a further £5 to cover such imposition.

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2542 LINDSAY, C.A., 306-13507 96th Ave., Surrey, B.C. Canada V3V 1YB B,CS,Jub
2543 EISENBERG, M., 6620 N Trumbull, Lincolnwood, Illinois 60645,
USA PD,Nascopic
2544 SHORT, R., 29 Pringle Ave., Markham, ON, Canada, L3P 2P3 C,1934NB Stamp
2545 BOWEN, D., Box 1737, Station 'M', Calgary, AB, Canada T2P 2L7 CS

Resignations

- 2366 LOCKYER, R.
586 GRAY, W.B.C.
2310 FLEMMING, W.B.

Change of Address

- 2272 COX, R.P., 34 Baltimore Road, Barrie, Ontario, Canada L4M 5M7
2359 FAWN, F.G., 20 Palomino Cres., Willowdale, Ontario, Canada M2K 1W1
2526 PARKINSON, J.M., 5 Nodders Way, Biddenham, Bedford, MK40 4BJ
2224 BALLIN, J.G., 26 Beaverdyke, Clifton, York YO3 6ZG
1876 McGUIRE, C.R., Box 15881, Station F, Ottawa, Ontario, Canada H2C 3S8
2450 MACHUM, H.W.E., Box 123, Little Current, ON, Canada POP 1HO

Reinstatement

- 2166 TERRY, Mrs. S., 34 Brookwell Close, Chippenham, Wilts. SN15 1PJ C

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| 2434 GALLOP | 2470 OATMAN |
| 2478 GARTSIDE | 2386 ROBERTSON |
| 2229 GOULD | 1411 TOPF |
| 1025 HOLDEN | 1373 WANNERTON |
| 2413 HOURIHAN | 1895 WIEDEMANN |
| 2137 HOYLES | 2356 WOODWARD |

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WANTED: Great Western Railway of Canada postmarks and any other ephemera. Offers with photocopies if possible to Brian Stalker, 3 Rutherford Way, Tonbridge, Kent TN10 4RH.

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CANADIAN PHILATELIC SOCIETY
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Maple Leaves

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Whole No. 216

Vol. 20 No. 12

January 1988



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MAPLE LEAVES

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Vol. 20 No.12

JANUARY 1988

Whole No. 216

EDITORIAL

Another Convention has come and gone and those who were in attendance have cause to thank Derrick Avery and his team for a most friendly and enjoyable event, a report appears elsewhere in this issue.

In these days of specialisation it is likely that many of our members no longer purchase Stanley Gibbons Part 1 (Commonwealth) catalogue every year. For those who rely on last year's, or an earlier, edition we mention that a certain amount of renumbering has taken place in respect of Canada. The 1852–57 imperf issues have been re-written, this affects old numbers 6–24a; 28a has been deleted. The Large and Small Queens sections have been completely re-written and this affects old numbers 46 to 114. The revisions have largely been made with the assistance of our Small Queens man, John Hillson, who takes well earned credit in the introduction. Our congratulations to John, it's not often that the monolithic Gibbons is persuaded to change its listing. Another welcome addition to the catalogue is the listing of specialist societies with addresses of the relative secretaries.

For members in Scotland we have an early notice that the Society will have a table at Scottish Congress on Collectors' Day, Sunday 1 May, 1988, from 10am to 4pm. This is thanks to the efforts of Jim McLaren and members in the area are urged to call in at Falkirk Town Hall.

Good hunting in 1988.

ONE DAY SEMINAR LONDON – Preliminary notice

The London Group will be holding their third one day seminar at the Victory Services Club, London, on Saturday 28 May, 1988. The previous events have been most enjoyable and informative and you are urged to make a note NOW in your diary if there's the slightest possibility that you can make it. Further details will appear in the April issue.

ARCHIVAL THEFTS

Over the last ten years or so there has been evidence of considerable theft from various archives in Canada, particularly in the Maritimes and Ontario. One or two of the offenders have been caught over the years, one in fact a few months ago at CAPEX in Toronto, but very little of the material has been recovered. At Convention your Editor made available some photostat examples of the type of material lost by the Ontario Archives. The material is stampless and covers a period from the end of the eighteenth century to mid-nineteenth. The various family correspondences include such names as Baird, Macaulay, Merritt, Russell and Strachan among many others. The Ontario Archivist is making efforts to trace the whereabouts of the missing material. Members who collect pre-stamp material are invited to write to the Editor if they have any doubts about items they either have or have handled. A few sets of the photostats are available for interested parties.

Postal historians need access to archives if they are to pursue their studies and persistent theft is likely to make such access much more difficult. Theft is reprehensible at any time but we do have a vested interest in trying to assist the authorities in tracing both culprits and missing material.

CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

Annual Subscription £7, payable to Treasurer John Hillson.

Canadian members may settle in \$CAN (\$15) via Wayne Curtis and US members in \$US (\$11.50) via John Siverts. North American members requiring airmail service should add \$5CAN or \$3.75US. Please make your cheques payable to Wayne or John respectively.

Members who have not paid the current year's subscription by 31 December will be removed from the *Maple Leaves* circulation list and reinstatement will incur an additional fee of £1 or its \$ equivalent.

CANADIAN RAILWAY POSTMARK ERRORS **By L.F. Gillam, FCPS**

Collectors of Canadian railway postmarks will not need to be reminded of the many different areas of specialisation that are open to them. A total of 2,960 verified "strikes" of different postmarks listed in Lewis Ludlow's CATALOGUE OF CANADIAN RAILWAY CANCELLATIONS AND RELATED TRANSPORTATION POSTMARKS (1982) indicates the vastness of a field of collecting that is so daunting that, sooner or later, most collectors decide to confine their interests to one aspect alone, or at the most two or three. Some restrict themselves to postmarks on cover, others find that concentration upon postmarks emanating from one particular province, or used during a certain period, or confined to the period of usage of a particular issue of definitive stamps provides an all-consuming interest. These are obvious choices; but there are many others. There is no single pearl in the Canadian railway postmark oyster. Of the many others that could be named must be included cross-border postmarks used in those railway post offices which operated between Canadian and United States points, clerks' handstamps, "transit" postmarks (usually backstamps on registered covers), postmarks used during a period determined by the length of a monarch's reign, postmarks with "ornaments" (confined to railway postmarks used in British Columbia), pre-Confederation postmarks, or even more exotically, postmarks used on Newfoundland stamps in Canada after the Confederation of that Province in 1949. These are perhaps obvious pearls to experienced collectors, and one other that will spring readily to their minds as a glaring omission from this list is railway postmark "errors".

Until recently it was generally believed that the first of these occurred in, or about, 1874 when a postmark reading INTERCOLONIAL RAILWAY ST. JOHN & AMERST (for AMHERST) was introduced for use. About five years ago, however, a startling discovery was made when a cross-border cover emanating from Gowanda, New York and addressed to Pelham, Canada West was submitted to Lewis Ludlow for his examination.

This cover bore on the reverse, along with other transit postmarks, a large, 33mm diameter, single-ring railway postmark bearing the lettering B. & L.E.R.P.O. (See enlarged illustration). This was obviously intended as an abbreviation for BUFFALO & LAKE ERIE RAILWAY POST OFFICE which, in the realms of absurdity, would

rival for honours a British railway post-office postmark reading LONDON & RIVER THAMES R.P.O!

Ludlow Smells a Rat

It just so happens that Buffalo is the principal city and port on Lake Erie and, not to put too fine a point on the matter, Lewis Ludlow smelt a rat! The postmark should, beyond peradventure of a doubt, have read B. & L.H.R.P.O., the abbreviation for Buffalo & Lake Huron Railway Post Office. Was this a question of a little learning being a dangerous thing? Was it an imperfect impression of the letter "H" that someone, in his unwisdom had most skillfully "improved" into an "E"? Was there another strike of this postmark in existence with which the dubious one could be compared? There was indeed another cover with the same backstamp in the collection of Lewis Ludlow himself. Unfortunately, in this instance, only the left vertical stroke of the letter "H" or "E" is visible. By a strange coincidence both postmarks are dated FEB. 17, 1857 and by a cruel blow of fate it is, therefore, impossible to determine the exact nature of the letter in question.



Earliest railway postmark error?

Thus it came about that Lewis Ludlow decided to list this postmark in the form of lettering that it ought to have been, and not what it appeared to be on the cover submitted to him for examination. How the

writer came into the possession of this cover is of no concern here. Let it suffice that I was sufficiently intrigued by this mystery to go to some extraordinary lengths in order to obtain it. At this point, therefore, I must declare an interest in the matter, and some would say, a "vested" interest in the authenticity of this postmark error. Lewis Ludlow had already submitted the postmark to close examination without being able to determine one way or the other whether it was "genuine" or not. "Vested" interest or not I am certain that this is a genuine instance of an error that arose either at the manufacturing stage of the hammer through negligence in reading the requisition, or because the requisition itself was incorrectly written. Of these explanations the latter appears to be more improbable. In 1857 and for many years afterwards all correspondence would of course have been hand-written, and not the least of a clerk's qualifications, whether he worked in the smallest business concern or a large government department, was the ability to write in immaculate "copperplate" which for legibility rivalled that of the printed word. The conclusion must be, therefore, that the handstamp was wrongly lettered through negligence on the part of the manufacturers, instances of which occur in later years, and indeed in comparatively recent times. Human error is most certainly not peculiar to this day and age as many modern critics, or cynics, would have us believe.

Guilty Party Revealed

Just who the "guilty parties" were as far as this handstamp is concerned remained a mystery until the researches of our member Ron Winmill disclosed that they were the Boston Hand Stamp Company. In MAPLE LEAVES whole no. 210, page 152, Mr. Winmill quotes a letter written by Gilbert Griffin (Post Office Inspector for Canada West) to the Canadian Deputy Postmaster General, in which he requests authority to order "Stamps" for the use of the Post Offices on the Great Western and Buffalo and Lake Huron Railways. That this request was granted there can be no doubt since similar abbreviated post-marks with the same style of seriffed lettering (G.W.R.P.O. for the Great Western Railway) are known to have been used. In this case, however, there was less scope for error!

It may be significant that future orders for handstamping equipment were placed with D.G. Berri of London, England, the official contractors. All of their work, to the writer's knowledge, was, with one exception, meticulously correct. Not until the advent of Pritchard & Andrews in later years do we encounter once more evidence of human fallibility. But the numerous examples of this must await another day.



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A BRIEF NOTE ON MISDIRECTED MAIL

By J.E. & R.B. Winmill

Over the past ten or fifteen years, dozens of misdirected stampless covers have been observed. While in many instances, it was not possible to determine or speculate what created the situation which led to a letter being misdirected, in other cases it was obviously identical names; for example 'Aylmer', two of which existed, one in Upper Canada and one in Lower Canada. Names which were similar also created problems both in the minds of the public and, frequently, postal clerks.

In south-western Ontario, one group of three such towns, Strathbain, Strathroy and Stratford were the bane of the Post Office and the public alike — several examples of confusion relating to these three locales are known to exist. Moreover, a curious letter exists which confirms the confusion:

Hon. R. Spence

10th December 1856

Sir:

In answer to your letter no. 341 of 20th ulto. I beg to say that the Registered letter for "G. Saxton Strathroy" was misdirected by the writer to "Stratford" and I have recovered it after much correspondence and sent it to its proper destination this day.

I am etc

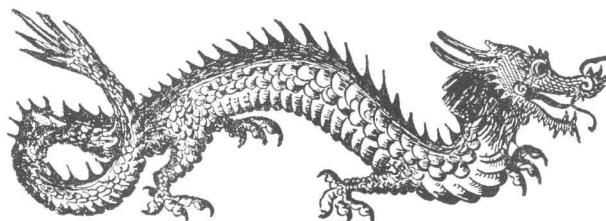
G.G. P.O.I.¹

Such errors are the product of human imperfection: however the propensity for imperfection is advanced by potentially confusing choices of names. The general public and the postal service both erred and numerous letters were found to have gone astray.

1. See Gilbert Griffin – R. Spence, Letter no. 651 (Griffin Letter Book) Weldon Library, U.W.O.

BPF/SG Affiliated Societies Discount Scheme

Stanley Gibbons are offering a discount of 10% off normal retail prices for purchases of most publications and accessories by mail order to members of societies affiliated to the British Philatelic Federation. Details of this discount scheme, which applies to mail order business only, are available from the Secretary on receipt of a SAE.



WANTED! CANADA FIRST DAY COVERS

Up till now I have done very little advertising. The results from previous attempts were just too discouraging. Either the covers I want are non-existent or collectors would not part with them. The response to an unplanned advertisement for cinderellas in the April 1987 Maple Leaves, however, was such a surprise that it has encouraged me to launch this all-out effort!

Twenty-two years ago I began a reference collection of first day covers. This project is now 75% complete and I am anxious to put the finishing touches to it. FDC's of the following issues – especially higher values – are urgently needed:

Queen Victoria *Jubilees*, Leaves and Numerals
1898 Maps
Edwards
Quebecs
Admirals

Covers should be in good condition but not necessarily with cachets just as long as the postmarks are clear and authentic.

If any lucky readers have any of the above and will swap them for money, please do not hesitate to take advantage of me. Even if your treasures are not for sale, you can still contribute to the project by letting me record them. If, in the unlikely event, someone has a substantial holding to sell, please provide me with the ablibi to travel (stopping over in gaie Paree)!

STANLEY LUM, 19 BAMBER COURT,

CITY OF NORTH YORK, ONT.,

CANADA. M3A 2N5

Continuing our series of articles for newer members . . .

THE LARGE QUEENS ISSUE (Part 1)

By Dr Dorothy Sanderson, FRPSL

Confederation of Canada, New Brunswick and Nova Scotia brought Dominion status to Canada on 1 July 1867. Each of the provinces had had their own postage stamps before federation. The new Dominion needed new postal regulations and new stamps. The Post Office Act was passed on 21 December 1867 authorising the regulation of the postal service on and from 1 April 1868. All the regulations can be found in Department Order No. 2. issued by the Post Office Department in Ottawa on 1 March 1868, reproduced in Boggs and the Duckworths books.



The most important change was that of postal rates. The principal rates of postage were:

- $\frac{1}{2}c$ – periodicals weighing less than one ounce
- 1c – drop letters and domestic circulars
- 2c – domestic registration fee, transient newspapers, circulars to the U.K. and soldiers' letters
- 3c – single letter rate within Canada (per $\frac{1}{2}oz$)
- 6c – single letter rate to the United States (per $\frac{1}{2}oz$)
- $12\frac{1}{2}c$ – single letter rate to the U.K. via Canadian Packet (per $\frac{1}{2}oz$) and domestic parcel post per 8 ounces
- 15c – single letter rate to the U.K. via New York (per $\frac{1}{2}oz$)

Printing

Two separate groups of printers made plans to obtain the contracts to print the new stamps. In Ottawa was the firm organised by W.C. Smillie in association with the engravers Alfred Jones and Henry Earle, while the other printers, led by G.B. Burland, a lithographer, were based in Montreal. With encouragement from the government the two groups merged on 7 August 1866, and formed the British American Bank Note Company. Offices of the company were maintained in both Ottawa and Montreal. In October 1867 the Company signed a ten year contract with the Canadian Government for the printing of postage stamps, one stipulation being that the work should be done in Ottawa. This company printed Canadian stamps for over a century.

The head of Queen Victoria used in the design of the stamps was copied from an engraving made originally by the English engraver, Charles H. Jeens, which was re-engraved by Alfred Jones. Henry Earle engraved the lettering and scroll work. The stamps were printed from line engraved dies by the recess method in plates of 100 stamps. Plate dots and guide lines can be found on some of the stamps giving indication of how the stamps were laid out on the plates, particularly on the 6c and 2c stamps. Plates of stamps of all the denominations required for the postal rates were prepared, as was the die of a 5c stamp, which was not printed until 1875, when the postal rate to the U.K. changed to 5c. Die proofs and plate proofs are known of all these eight values. Imprints (naming the printers) of two types are known on the margins of the stamps and counters showing the value of the stamp in words are also found on the top margin for every denomination except the 15c.



Varieties

Many varieties of paper, both laid and wove, were used to print these stamps. Experiments with different papers and difficulties of supply were the reasons why so many types are found. The Duckworths list ten paper types used between 1868 and 1872.

This variety of papers is one of the reasons for the great interest these stamps have for a philatelist. From 1872, the Small Queen stamp superseded the Large Queen, but the 15c was in issue until 1900, the longest period of use of any Canadian Stamp. Also, different coloured inks and shades were used for the 15c issue, adding to the interest in collecting this one stamp alone. Reverting to the papers used, two of the varieties of paper bore watermarks so that the Large Queen stamps are the only Canadian stamps known with lettered watermarks on some of the stamps, though stitch watermarks are found on this and earlier and later stamp issues. The 'Bothwell' watermark is a two-line capital letter mark which covers between 13 and 20 of the 100 stamps in one sheet, with the words 'E. & G. BOTHWELL' on the top line and 'CLUTHA MILLS' on the bottom line. The letters are 11.5mm tall and the two lines are 12mm apart. Much rarer is the 'Pirie' watermark, found only on the 15c issue between 1876 and January 1879 with the words in script 'Alexr. Pirie & Sons'.



The gum used on these stamps also varied over the period of use from smooth clear white gum of the earliest issued, becoming thicker and yellowish later, dull and streaky by 1875 and eventually sticky looking and brownish in the 1880s and later. The stamps were line perforated, being perf. 12x12 for the first issues but when the printing was later done in Montreal (from the end of 1874 to 1879) the perforation was 11.5x12. From the end of 1879 or early 1880 the perforation reverted to 12x12.

Printing varieties, constant plate varieties and flaws are uncommon on these stamps. The short period of use of the issue, 1868–1872 for denominations other than ½c, 5c and 15c, plus the excellence of the printing, meant that re-entries and flaws were few. Quite a large number have been described but it should be realised that nearly all are comparatively scarce.

Individual Values

HALF CENT

Papers

Issued 1 April 1868 and used up to 1882.
6,700,000 stamps issued.

Thin, hard, semi-transparent; medium thick; medium thick with 'Bothwell' watermark (very rare) and medium thick 'Bothwell' paper, are all known.

Perforations:

12x12

From 1874-1878: 11½x12

Shades:

Black plus grey-black shade

Varieties:

'Spur' variety, progressive flaw in the left spandrel ornament.

A second progressive flaw is seen as a line in the top frame above the 'P' of POSTAGE. Unshaded chignon variety, where the 'bun' of hair at the back of the Queen's head is almost devoid of shading, is seen in six stamps of each pane, most apparent at number 43.

ONE CENT

a) *Red-brown* Issued 1 April 1868 and used to end of 1869. At least one copy dated in March 1868 is known. About 4,600,000 issued.

Papers:

Laid paper (scarce)

Very thin, hard, semi-transparent paper

Medium thick, watermarked and unwatermarked 'Bothwell' paper.

Medium thick paper or thick soft medium paper

Perforations:

12x12

Shades:

Red-brown to orange-brown

Varieties:

Virtually unknown

b) *Yellow* Confusion between the 1c red-brown and the 3c red led to a change of colour of the 1c in January 1869. These stamps were printed to the end of 1869 for in June 1870 the 1c Small Queens were printed.

Just less than 5,000,000 were issued.

Papers:

Thick, soft, medium paper

A few copies known as very thin, hard, semi-transparent paper

Perforations:

12x12

Shades:

Orange; dark to light; yellow and lemon

Varieties:

Virtually unknown (to be continued)

MESSAGE FROM THE PRESIDENT

I feel very honoured to be your president for 1987-88 and somewhat overawed by the precedent set by previous holders of this office. I hope to serve the Society as well as they have done.

I had a thoroughly enjoyable and stimulating time at Lichfield thanks to the excellent preparations and work during the convention by my predecessor, Derrick Avery. Congratulations to him and his wife for their efforts to make the convention the success it was.

I am now planning the convention for 1988 and trust as many of you as possible will include a visit to Southampton in your plans for next year. It will be held at The Post House Hotel, Southampton, from Wednesday 5 October to Saturday 8 October inclusive. I am endeavouring to provide a varied and interesting programme of philatelic and social events and trust there will be something for everyone.

Do try and come!

Dorothy Sanderson

An Invitation

To Members of the Canadian Philatelic Society of Great Britain

If you are not already a member of The Royal Philatelic Society of Canada and you would be interested in joining the "Royal", please write to The National Secretary, Department C, The Royal Philatelic Society of Canada, National Office, P.O. Box 5320, Station "F", Ottawa, Ontario, K2C 3J1, Canada, for membership application forms or information.

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GROW WITH THE ROYAL

CONVENTION 87

The small cathedral city of Lichfield was host to our 41st annual Convention. President Derrick Avery welcomed over 50 members and guests over the four days and had obviously done everything possible to ensure that the attending members acquired more knowledge and material in the most pleasantly possible way.

The philatelic programme got off to a very strong start on the Wednesday evening when Neville Clifford-Jones showed 'Newfoundland to 1922'. It need only be said that some three months earlier Neville had some of his material on show in the Court of Honour at the International show in Toronto to give some idea of the quality. Our President, as if he didn't have enough on his plate, gave a display of Canadian postal stationery on the following morning. Stationery still seems to be neglected in this country and we don't see it too often; Derrick's show contained a number of items and aspects which were new to many of us.

Offbeat Material

Derrick had obviously gone to some trouble to obtain displays of material which were a bit off the beaten track. This thread brought us 'Prince Edward Island' on the Thursday evening, a subject probably not seen since the days of Sir George Williamson. Martyn Cusworth still regards himself as something of a novice at this level but the depth and quality of material on show gave the lie to his modesty. P.E.I. postal history is not readily available and Martyn has done extremely well in a relatively short period.

The Friday morning period gave us the opportunity to inspect the competition entries. The judges had done their job and we were able to see how our own judgement compared with that of the experts. Two full rounds of displays gave a very wide variety of material, surely everyone found something of interest among this impressive showing. After the coffee break David Sessions managed to spread the Royal Tour of 1939 over a hundred sheets; no mean feat when only three stamps and a couple of Canadian postmarks are involved.

Friday evening kept us on the off-beat with John Parkin showing Canadian Revenues and Arthur Jones his 1967 Centennials. John's wide ranging collection contains many items of interest and, again, it is certain that most of the audience saw a number of items they had not previously encountered. Modern philately is difficult to show, relying as it does on variations of paper and tagging for much of its interest. Arthur Jones overcame the problem with a large hand-held U.V. light which gave us a new slant on the Centennials. So the Crimean War had

its Lady With the Lamp, now surely Arthur will be known in the C.P.S. as The Laddie With the Lamp!

Saturday's auction gave members the opportunity to dispose of material and acquire something new; some £6,300 changed hands to prove that acquisitive instincts are still sharp.

Social

As always, a successful social programme ran alongside the philately with trips to Birds Bakery and Shugborough, while the ladies were entertained by Edward Avery with slides of Canada and a visit to the theatre.

The only hitch in the smooth-running arrangements came with a double booking on the Saturday when we were competing with a wedding reception. This involved a re-arranged venue and seating for the Banquet but this did little to dampen the diners' spirits. We were delighted to welcome overseas visitors Dr Norman Boyd and Abe Charkow with their respective ladies, together with 'regular' Stan Lum, who all helped to make the Lichfield Convention a delightful occasion.



The President's Lady, Esther Avery, presents the Godden Trophy to Geoffrey Whitworth.



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FROM THE SECRETARY

The following are the main points arising from this year's A.G.M. A copy of the minutes can be obtained from the Secretary; similarly a full statement of accounts can be obtained from the Treasurer. A SAE would be appreciated.

The President, Derrick Avery, thanked all Officers and Members for the support he had received during his year of Office.

The Secretary reported that although the net membership over the year showed a reduction of fourteen this resulted from the removal of all members who had not paid subscriptions, some being unpaid for two or more years. The level of recruitment had been the highest for many years, particularly due to the efforts of Stan Lum and Lewis Ludlow.

An increasing number of new members had used the library during the year and the Librarian, Colin Banfield, circulated an updated Library List which is to be distributed to UK members with 'Maple Leaves'.

David Sessions, Editor of 'Maple Leaves' was pleased to report a good response to his plea for articles but stressed the need for a continued inflow of material to ensure a balanced journal. Two issues of 'Maple Leaves' had included an additional four pages and it is hoped that more enlarged issues will be published during the coming year.

The Packet Secretary, Roger Grigson, reported another disappointing year for the packet with the major contributions coming from a small number of stalwarts.

Handbook sales of £950 were reported by Tom Almond, with the sale of Easibinders accounting for £300. More than sixty members had purchased books from the Society.

In a written report, the Treasurer, John Hillson, outlined the revised procedure being adopted for the notification of subscriptions which remained at £7.00 for 1987/88 despite significant increases in printing costs. An increase for 1988/89 was inevitable and a rate of up to £9.00 had been approved by the Committee, Life Membership remaining at £140.00.

Guidance for newer members on the contents and availability of 'Maple Leaves' was discussed under Any Other Business. The subject is to be addressed in a future issue of the journal. The question of purchases of books for the Library was referred for consideration by the Committee.

The following Officers were elected at the A.G.M.:-

President:	Dr. D. Sanderson	
Vice President:	L.E. Warren	
Secretary:	B.T. Stalker	
Treasurer:	N.J.A. Hillson	
Committee Members:	Scotland	A.S. Mackie F.C.P.S.
	North England	J.E. Bielby F.C.P.S.
	South England	A.E. Jones
Auditor:	L.E. Warren	

The A.G.M. was advised that other offices had been filled by the incumbent officers.

These are listed inside the back cover.

Competition Awards:-

Class 1	1. J. Bacon	Admiral Design Size
	2. D.F. Sessions	'Enlist Now' Slogans
Class 2	1. London Group	Postal Use of First Cents Issue
Class 3a	1. G. Whitworth	Early Canada East Mail Routes
	2. F.L. Marvin	Transatlantic Mail
Class 3b	1. J.E. Pilkington	1967 Centennial Issue
	2. G.A. Wallace	Vimy Ridge Covers

Trophies:-

Godden Trophy	G. Whitworth	Early Canada East Mail Routes
Admiral Cup	J. Bacon	Admiral Design Size
Lees-Jones Trophy	J.E. Pilkington	1967 Centennial Issue
Members Trophy	F.L. Marvin	Transatlantic Mail

1988 SOUTHAMPTON CONVENTION AUCTION

The auction will be held at the Post House Hotel, Southampton, on Saturday 8 October 1988. Members wishing to submit material for the auction should forward it to C.P.S. c/o 82 Cleveland Road, Worthing, Sussex. BN13 2HE to arrive on or before 31 March 1988. Only B.N.A. material is acceptable and it should be mounted, include a brief description and estimate of the auction valuation. A stamped addressed postcard will ensure a prompt acknowledgment of receipt.

No responsibility can be accepted for material which is either loosely mounted or badly packaged.

LETTERS TO THE EDITOR

The Yellow Peril



Photo by Doc McIntyre

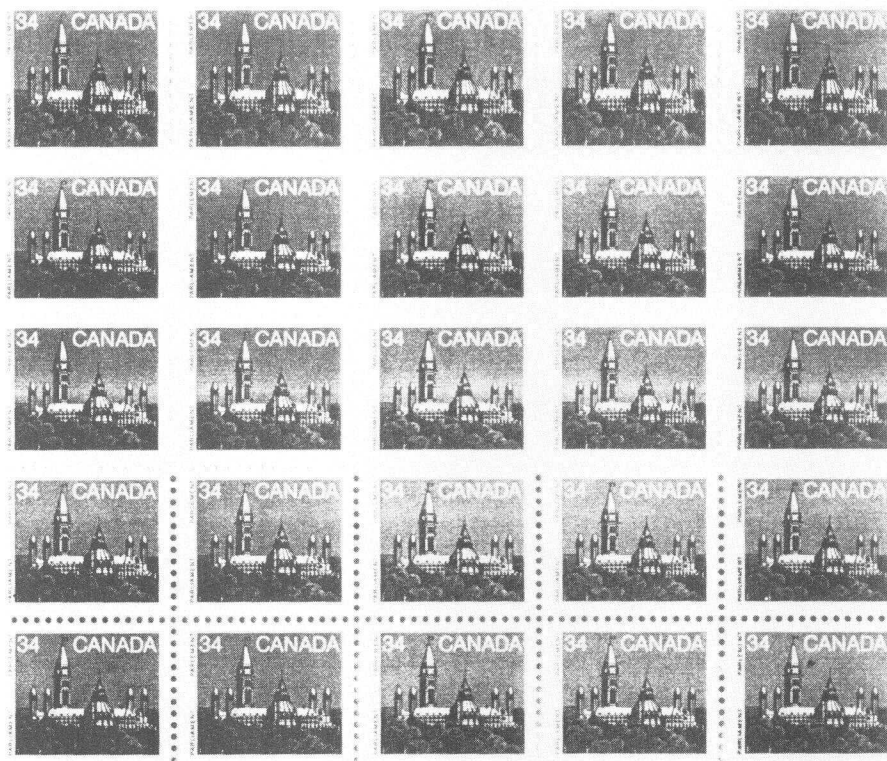
The 5c grey Small Queen stamp in the above photograph is from the common Ottawa printing. What is uncommon, however, is the doubling of the complete bottom frame as well as the vertical hatching lines. The extreme lower portion of the right "5" also appears in the doubling. Two fine horizontal creases in the bottom margin suggest that immediately after the stamp was printed, the lower margin somehow got folded over and took on the stamp's bottom design. An entire row of stamps could thus be spectacularly affected.

Any other explanation?

J.E. Pilkington

I enclose photocopy of the \$8.50 booklet issued by B.A.B.N.C. in July 1985, containing 25x34c 'Houses of Parliament' definitive stamps.

The booklets were evidently printed from large plates, at least three panes deep with gutters between the panes and, depending on the position of the pane in the original printing sheet, three tagging layouts occur.



- (A) From the top of the plate: no tag on upper selvage but tagged on lower.
- (B) From the middle of the plate: tagged on upper selvage and tagged on lower.
- (C) From the bottom of the plate: tagged on upper selvage but no tag on lower.

I have two examples of the 'C' format booklet and, in both cases, on the lower right hand stamp there is a clear dark coloured spot just opposite the upper right hand window line of the large clock tower.

This may only be a temporary flaw caused by a dirt spot on the plate which did not last long. I would however be interested in hearing if other similar examples have turned up—or indeed if a 'C' type booklet exists without the flaw. For the purposes of illustration the dot has been enlarged.

Dr Zane Gordon

I read with interest the article by Y.P. concerning the ½c L.Q. on cover (M.L. 214, Aug. 1987, p. 259). If, as the tone of his report suggests, most of the ½c L.Q. covers he saw “. . . can deceive the unsuspecting.” I was wondering if the Y.P. can give any indication as to how many genuine ½c L.Q. rate covers exist.

Hans Reiche

In his book “The Admiral Issue of Canada”, G.C. Marler lists the handstruck printing order numbers, denominations and plate numbers. The following additions can now be reported from the writer's collection:

- 1c plate 6 with order number 100
- 1c plate 23 with order number 128
- 1c plate 60 with order number 177
- 1c plate 69 with order number 194
- 1c plate 112 with order number 365
- 2c plate 19 with order number 119
- 7c plate 1 or 2 with order number 185
- 10c plate 5 and 6 with order number 236
- 20c plate 1 with order number 117

Anyone having additional data should report this to update the list.

AUTUMN STAMPEX

Two of our members received medal awards for Canadian entries.

Dr Dorothy Sanderson won a small silver gilt in the International Class for her Transatlantic Mail 1763–1875 and Reg Lyon a bronze silver in the Traditional Class for his Canadian Meter Markings of the 20's and 30's.

Congratulations to you both.



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BOOK REVIEWS

CATALOGUE OF CANADIAN DUPLEX CANCELLATIONS

By Robert A. Lee

Evelyn Smythies produced his first duplex handbook in 1959, it consisted of 27 pages and eight plates; the second edition in 1963 ran to 55 pages. Smythies covered the period 1860–1902.

Bob Lee has covered the whole range of duplexes from 1860 to date and, in doing so, has produced a catalogue running to more than 150 pages (8½"x11"). I stress the word 'catalogue'. Descriptive text is confined to explaining the layout of the catalogue so we have an absolute feast of information very clearly laid out and very easy to follow.

The dater types and killers are all illustrated and of particular interest is the illustrated listing of all the 'unofficial' duplexes which Bob considers 'proved'. In addition he has illustrated a number of unofficial duplexes where proving strikes are still to be found. One hopes that this section also will cause collectors to check their collections very carefully.

This first edition does not contain prices or rarity factors. The market is not yet strong enough to warrant the former, the latter will be considered at some later stage depending upon response. Duplexes cover a wide timespan and have been largely neglected; publication of this catalogue, which lists over 6,000 items, may well bring yet another aspect of Canadian philately 'up front'. It is available in a deluxe library edition at \$25.95CAN, in loose-leaf form with a gold stamped 3-ring binder at \$24.95 and without binder at \$15.95. Canadian and US members will probably wish to purchase direct from Bob at PO Box 937, Vernon, B.C., Canada, V1T 6M8.

I understand our Handbooks Manager will be stocking a limited number of the hardback version and sets of the pages without binders. The listing is computer based and Bob plans to issue annual updates of the various sections where new information warrants it; there is provision for each purchaser to register interest in receiving updates at a modest cost.

Bob has kindly donated a hardback copy of the book to the CPS library so any UK member in doubt can borrow it. It is a catalogue, however, and will need to rest upon your shelf if you are at all interested.

DFS.

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NEWFOUNDLAND, TRAVELLING POST OFFICE CANCELLATIONS By Cyril Kidd & Philip Cockrill

It is not often that a truly original work on an aspect of postal history is presented to students; but when this handbook was received it was immediately recognised as such. The joint authors, Cyril Kidd and Philip Cockrill, have obviously, in the interests of brevity, chosen a title which might appear to contradict the epithet "original". The briefest glance through the 52 pages of this work quickly dispelled the illusion that this is just another listing, revised and updated, of previous works by Shaw and Ludlow. Neither of these two compilers of Canadian railway postmarks needs any introduction to railway postmark collectors, and the latter, particularly in his 1982 catalogue of Canadian Railway Cancellations, will always stand supreme in his command of the vast field which the title of his work suggests.

Cyril Kidd and Philip Cockrill, however, have chosen to combine a listing and illustration of Newfoundland railway and travelling postmarks with a detailed history of the Newfoundland Railway. By so doing they have added "the story behind the postmarks", transmuting what would otherwise be a checklist for postmark collectors into a unique contribution to the neglected field of Newfoundland postal history.

The 163 illustrations of railway and travelling postmarks, the latter term being properly used to distinguish the many water-borne post offices which served Labrador, the hundreds of isolated settlements around the shores of Newfoundland and many islands that fringe its rugged north east coast, alone would entitle the work to be called unique. Add to this the earliest and latest dates of known usage of the postmarks, the differentiation of the various "hammers" used, 19 illustrations of early and later locomotives, trains, baggage and mail cars, steamships, a comprehensive railway map, timetables and 14 covers and the use of the description "exceptional" to embrace them all would commit this reviewer to a record-breaking understatement of the year. Add the final ingredient: a detailed history of the Newfoundland Railway from its inception until its recent decline (if not demise!) and "original" is not the word. But it is the best one in the writer's vocabulary, a superlative in every sense.

Published by and obtainable only from Philip Cockrill at Hampstead Norreys, Newbury, Berks. RG16 OTT, England, price £6.25 postpaid, this is Booklet No. 48 in the Cockrill Series. Clearly and painstakingly printed by Fox & Son, Wokingham, Berks. this work is definitely one in which R.P.O. enthusiasts and postal historians will surely find much delight.

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 2548 LATTER, J.R., Collectors' Exchange, PO Box 8107, Dundas, ON, Canada L9H
 5E7 P
 2549 GOUL, Tom, E., 724 Sunnypoint Drive, Newmarket, ON, Canada L3Y 2Z8
 C, PH
 2550 HEMBROW, E.J., DRG Packaging Bags, Argus Rd., Bedminster, Bristol BS3
 3PB P
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| 2309 BUTLER, P.A. | 1924 TURNIDGE, D.L. |
| 1851 STUBENS, F.R. | |

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WANTED: Canadian Cinderellas Wildlife, Locals etc. Revenues and duty stamps. R.P.O. postmarks any lines/years. Offers to Hugh Johnson, 27 Ridgeway Ave., Gravesend, Kent, DA12 5BD, England.

WANTED: Topics to Vol. 31, #340, Have many Maple Leaves from Vol. 6 to Vol. 19. Harry Dingenthal, P.O. Box 472777 Garland, Texas 75047-2777, USA.

WANTED: For study purposes: Dated Small Queens, first Ottawa or Montreal. Damaged material welcome. Will purchase or trade. David Hobden, #204-504 Glenelm Crescent, Waterloo, Ontario, Canada, N2L 5C8.

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