

# MAPLE LEAVES

Journal of

THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

FOUNDED 1938

INCORPORATED 1946

Edited by JAMES E. WOODS

2 Hengrave Road, Honor Oak Park, London, S.E.23.

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

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## NOTES AND COMMENTS

### The Editorship

As many members will now be aware I have advised the President that I shall have to relinquish the Editorship after finalising the October issue this year.

I have held the post for seven years and have enjoyed every moment of it and I shall always remember the wonderful friendship that it has been my lot to receive from many parts of the world.

I know that at the moment the President and the members of the committee are doing their utmost to find a successor, but should some member feel that he would like to have a crack at the job perhaps he would be kind enough to contact the President as soon as possible.

### Handbooks

The long awaited Shaw handbook titled "The Handbook and Catalogue of Canadian Transportation Postmarks" is now with us and I have some copies for sale.

Our own 2nd edition of Mr. Smythies work on the Duplex Cancellation is now nearing the closing stages and an announcement will be made in the August issue on this.

### London Reunion

Our always active Group—the London Group—has made plans for another of these informal and most pleasant gatherings. Details appear elsewhere in this issue and we feel it hardly necessary to appeal to those regular attenders at these functions to give support to this meeting but to those who have not made an appearance we extend a hearty invitation to come along and enjoy yourselves.

### Obituary

News was received a little late for inclusion in the April issue of the sudden passing of Col. Duncan McLellan. Duncan was a specialist in the Small Queens and was President of the Society in 1958.

We should like to express our sympathy to his family on behalf of all the members of the Society.

## Subscriptions

In spite of notification of the change of subscription in Maple Leaves many members are sending in their monies at the old rate of 15/-. Will all members please note that **the annual subscription is now £1.**

## Postal History

As Mr. Bonar's article on Postal History has now concluded I have been asked to state that these notes were originally given with a display to the Postal History Society in London.

## ANNUAL GENERAL MEETING

Nominations of Officers and Fellows.

Members are reminded that in accordance with the Society's rules nominations for the Officers of the Society to be considered at the Annual General Meeting at Llandudno on October 5th, 1963, must be sent to the Secretary not later than July 5th, 1963. The retiring Committee members are:

South—S. R. Rutter.

North—J. F. Bird.

Scotland—J. Millar Allen.

Nominations for Fellowship which must be made on the appropriate forms obtainable from the Secretary must be received by August 5th.

## CONVENTION BULLETIN

The Convention Programme is now taking shape and the following items have already been arranged.

Display, "Canada Pence," by Mr. G. Mellor.

Display—a combined display by the Convention Committee.

Study Group—"Numeral Issue"—Chairman, J. J. Bonar.

Study Group—"Edwards"—Chairman—Dr. Hollingsworth and G. B. Harper.

I should like to emphasise that these two latter are Study Groups and not displays by the respective Chairman, and it is hoped that members will bring along their own material for discussion—perhaps you can solve our problems and we can help with yours.

Our Newfoundland Collectors always seem to have a continual study group going, and those collectors interested in Newfoundland who are attending Convention are asked to get in touch with Dr. Willan.

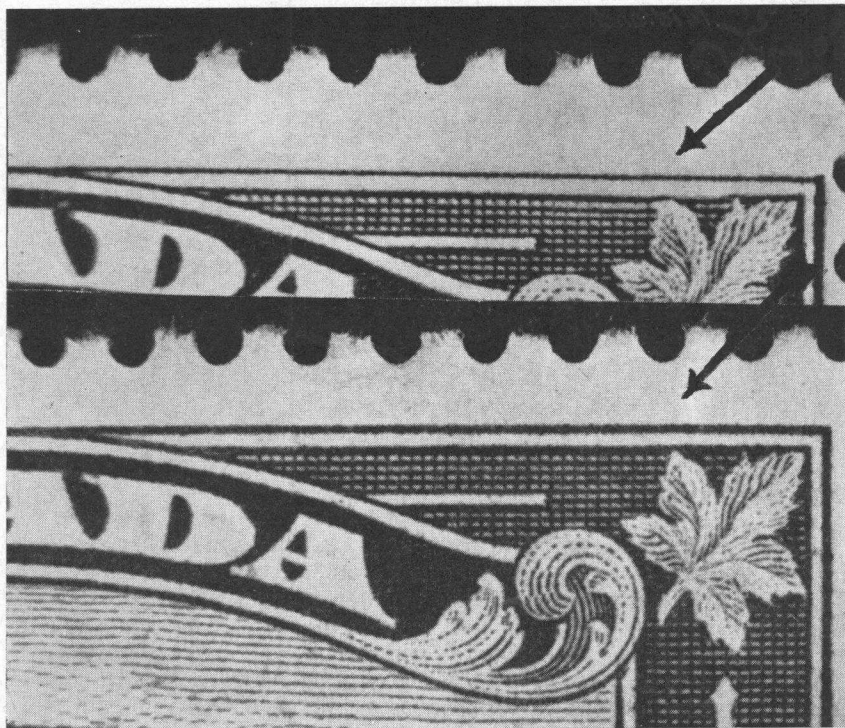
As I have previously said Convention is an opportunity for members to get together and discuss any phase of B.N.A. Philately, and we shall be very glad to see any material you care to bring along.

May I draw all members attention to the FINAL Auction reminder; the Hotel booking form; and the Competition entry form, and ask for your early co-operation on all three.

C. W. Hollingsworth

## 1930-31, 12 Cent. RECUT CORNER

by K. S. SARGEANT (390)



Top. Weakened corner    Bottom. Retouched corner    (Photo. Houtzamer, Ltd.)

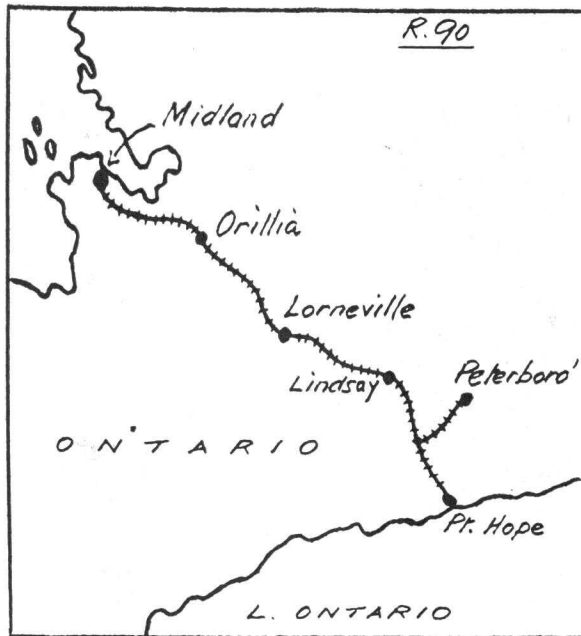
Mr. K. S. Sargeant submits a new variety on the 1930-31 12 cent. (S.G. 294). It consists of a retouch in the top right corner where at least four lines have been recut by hand on the plate. To the naked eye there is a weakness in that corner resulting in thinner lines particularly the outer frame line at top. It would appear that this was noticed by the printers who took steps to minimise the weakness by resorting to a hand recut as shown in the illustration.

Do any of our members have the first state of this variety showing the weakness before recutting? And perhaps you could all examine your blocks and sheets and let us know the position on the plate.

# EARLY CANADIAN RAILWAY POST OFFICES

by Lionel F. Gillam

## PART XXVI. THE MIDLAND RAILWAY



This railway in its ultimate form was a complex of earlier railways which were finally merged into one system in 1882. It had its origins in the Peterborough & Port Hope Railway which was incorporated in 1846 to build between Peterborough and Port Hope and which changed its name to the Port Hope, Lindsay & Beaverton Railway in 1854.

The first line to be built was opened in 1857 between Port Hope and Lindsay (42 miles) and in the following year a branch line from Milbrook to Peterborough (13 miles) was completed.

In 1869 the railway again changed its name to the Midland Railway and plans were laid for the extension of the line from Lindsay to Beaverton (23 miles). This was completed in 1871. In the following year it was again extended to Orillia (21 miles) and finally, in 1879, to Midland on Georgian Bay (32 miles).

In 1882 the following lines were merged into the Midland system which thereafter comprised some 452 miles: the Grand Junction Railway, the Belleville & North Hastings Railway, the Toronto & Ottawa Railway, the Toronto & Nipissing Railway, the Whitby, Port Perry & Lindsay Railway, the Lake Simcoe Junction Railway and the Victoria Railway.

In 1893 the whole of the system was again merged with that of the Grand Trunk Railway.

Railway Post Offices do not appear to have operated over the original lines until 1869 at the earliest when the name was changed to the Midland Railway. Postmarks bearing these words or the abbreviation 'Mid. R'way.'

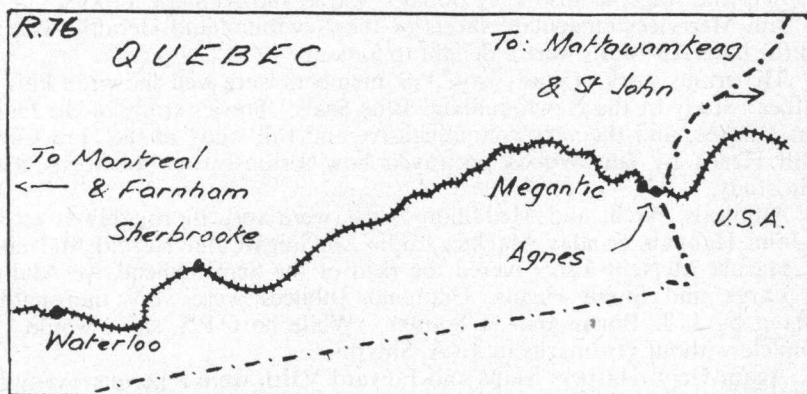
are known to have been used, however. Later R.P.O.s which operated over the original system, but not the lines of the railways concerned in the merger of 1882, include the Lindsay & Midland, Midland & Port Hope and Port Hope & Midland. None of these is in operation today.

N.B. The Blackwater Junction & Midland R.P.O. operated over the original Midland lines between Lorneville and Midland, and the Blackwater Junction & Orillia similarly between Lorneville and Orillia. Connection with Blackwater Junction was effected over the lines of the former Toronto & Nipissing Railway which will be dealt with separately.

The postmark listed in Shaw's catalogue as 0.173 properly belongs to the 'R' section.

## PART XXVII

### THE ST. FRANCIS & MEGANTIC INTERNATIONAL RAILWAY



This railway was incorporated in 1870 to build from Sherbrooke, Quebec to connect with the proposed United States line of the St. John & Maine Railway at Mattawamkeag. The first section between Sherbrooke and Megantic was completed and opened for traffic in 1875.

In 1877 the railway changed its name to the International Railway and ten years later it was sold to the Atlantic & North West Railway which completed its extension to Mattawamkeag in the following year.

The line from Sherbrooke to Mattawamkeag formed the nucleus of a 'Short Line' railway planned by the C.P.R. to give access to St. John N.B. in competition with the Intercolonial Railway. It was with this object in view that the C.P.R. leased the Atlantic & North West Railway in 1887.

Westward from Sherbrooke the C.P.R. used the lines of the Waterloo & Magog Railway (Waterloo to Sherbrooke) which was purchased in 1887 and of the South Eastern Railway which had been acquired in 1883. The latter system gave the C.P.R. access to Farnham from which, in 1887, it built on into Montreal over the St. Lawrence Bridge.

From Mattawamkeag (Maine) the C.P.R. was granted running rights over the Maine Central Railway (U.S.A.) to Vanceboro. From the latter to Fairville (N.B.) the C.P.R. used the lines of the St. John & Maine Railway (leased 1890) and from Fairville into St. John the lines of the St. John Bridge & Railway extension Co. (purchased 1905).

## SCOTTISH CONGRESS EXHIBITION

by *Sassanach*

The exhibition was of a very high standard and in view of the fact that exhibits were confined to B.N.A. it was amazing the number of fields that were covered.

In the Postal History section a positive wealth of Pre-Adhesives, Postmarks, Corks, Duplex and Flags appeared.

The Provinces were well covered by Essays, Die Proofs and Plate Proofs, 3d. Beavers to L2d. Blacks (Plural). While Geof. Whitworth Double Award show of Canpex 1959's held unusual interest. Sir George Williamson's Studies in P.E.I. and his Proofs of Nova Scotia, New Brunswick, and Early Canada followed by Dr. Willan's Newfoundland Die Proofs also help the stage, as also J. J. Bonar's Maple and Numeral Proofs.

Jim Merrylees emaculate sheets of the Newfoundland Heraldic Issues and the later Air Mails were a delight to look at.

Th serious work of study by C.P.S. members were well shown in Philip Walker's study of the Newfoundland Blue Seals. Stevies study of the Half Cent Quebec, and the very comprehensive and full study of the Half Cent Small Heads by Jim Woods portrayed how seriously our members take their study.

Admirals, Arch, and Medallion Issues were very thoroughly covered by John Hannah, Sanday Mackie, Eddie McGuigan and Harold McNeill.

Harold McNeill also covered the field of the Semi Official Air Mails.

Large and Small Heads, Diamond Jubilees were very thoroughly covered by J. J. Bonar and A. Soutter. While no C.P.S. show would be complete without Postmarks by E. A. Smythies.

Again Geof. Harpers Maps and Edward VIIth were a perfect example of how sheets should be written up, they were perfect models of the art.

Charles Hollingsworth made a very comprehensive coverage of the R.P.O. and T.P.Os

In fact the only absentees in the show were the modern issues.

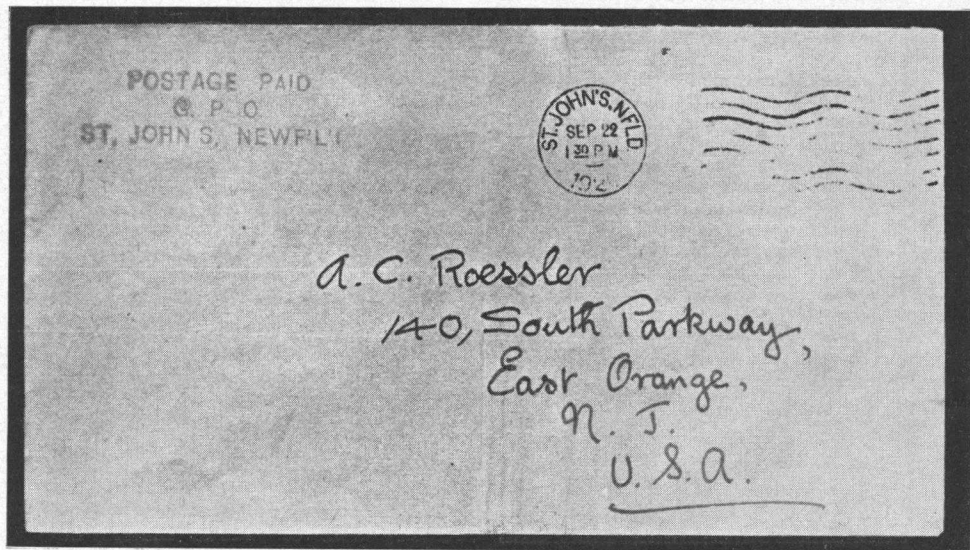
Heard on three occasions in the passing "It is the finest show yet seen at a Scottish Congress.

*Why not advertise in*  
**"MAPLE LEAVES"**

*DETAILS OF RATES FROM*  
*THE ADVERTISING MANAGER*

## LETTERS TO THE EDITOR

NEWFOUNDLAND PROVISIONAL



Dear Mr. Woods,

I would like some information re the enclosed cover which was in a rather large collection that I bought from the executor of an estate. The only mention that I can find is in Jarrett but deals only with 1918 and describes the same handstamp. During the shortage in the 1920 Provisional issue there were various shortages but I know nothing of this cancel being used in 1920. Can any member throw any light on it

Yours sincerely,

DOUG CHASMER (980)

Dear Mr. Woods,

### Ottawa Crown Cancellations

Regarding the article of mine which you published in the February issue this year.

I have a correction which I would like to have inserted in the next available issue especially as it clears up one item that I couldn't figure out logically.

Type II Section B. Colours  
delete item 4. Muddy black brown.

Type I. Section B. Colours  
add No. 5. Black Purple.

This odd ball shade does exist on the watermarked paper which I should have suspected, but since I only had one copy and it was 11½ x 12 I had to wait until finding that shade on watermarked paper.

Yours sincerely,

FRED BETTIN. (1335)

Dear Mr. Woods,

### Canadian Small Cents Issue

Regarding the letter from me which you kindly published in the issue for last December, I forgot to mention that any comments regarding same would be most welcome.

I now send you a few notes on the classification of the early printings which I hope will also arouse interest amongst the collectors of this most interesting issue.

Yours truly,

WALTER P. CARTER.  
(883)

Note:—Mr. Carter's notes appear elsewhere in this issue.

Dear Mr. Woods,

**Ottawa Crown Cancellations**

With reference to the article by Mr. Smythies on the Ottawa Crown Cancellation forgeries in the April edition of "Maple Leaves".

I think that all collectors of Canadian postmarks owe a great debt to Mr. Smythies for his research and the publication of his findings.

Whether all his conclusions are correct or not is beside the point. He will have put collectors on their guard against the nefarious work of the forgers who perpetrate this practice.

It occurs to me that as it has been established that the crown cancellations have been forged the perpetrators may have extended the practice to other rare cancellations of Canada. So I hope that Mr. Smythies will extend the scope of his research to other official cancellations of rarity.

He may, of course, have some difficulty with some of the cruder types of cancellation prepared by local postmasters for their own use which, presumably, would not be recorded in the proof books of the makers.

I am, yours truly,  
M. A. STUDD (Brigadier),  
F.C.P.S.

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**URGENTLY REQUIRED**

*Material for the  
Society's Exchange  
Packet*

*Please send all BOOKLETS to:*

*Mr. J. Grant, 11 Gordon Road  
Edinburgh, 12*

Dear Mr. Woods,

**Cancellations**

Thank you for showing me the letter from Brigadier Studd and I should like to thank him for his kind remarks and welcome his suggestion to extend the scope of research to other official cancellations.

I have already taken some action on this suggestion, and obtained from the Philatelic Foundation, New York, through the kindness of Miss Ethel Harper, photographs of the original impressions in Pritchard and Andrews Proof Book of the other two official Crowns, i.e. the "solid" Ottawa Crown of February 1880 (Day and Smythies No. 225) and the B.C. Crown (No. 230), and located one forgery of each.

I take this opportunity to appeal to collectors who may have doubtful strikes of these Crowns, to bring them to light and have them recorded and illustrated for the benefit of all.

Yours sincerely,

E. A. SMYTHIES, F.C.P.S.  
(840)

Dear Mr. Woods,

**3c. Brown Admiral**

The query raised by Mr. Anderson in the February issue of "Maple Leaves" has doubtless troubled many students of Marler.

I agree with him that, apt as the description "file marks" may be, it would seem unlikely that a file would have sufficiently demoniac intelligence to "damage" the frame lines and no other portions of the design, similarly if not more, vulnerable, too selective a file to be true.

I have always assumed that these diagonal lines result from an attempt to strengthen the frame lines—which became notoriously weak and tatty—by cross hatching, done probably with more haste than care. Until corrected, I remain convinced that no more dramatic explanation need be sought, particularly as it is possible to come across copies of at least the 1 and 2 cents which, under a strong glass show what are apparently traces of similar treatment, but much more expertly done.

It would be interesting to know at what stage in the life of the stamp this was done. My own collection of plate blocks and dated copies is not sufficiently complete to give me the answer.

Yours sincerely,

J. D. M. HARVEY  
(668)



## CONVENTION AUCTION

### Well, do you want to sell it, or don't you ?

With a lack of diagnostic foresight and wisdom seldom encountered in his profession, your President/Secretary has asked me to pen a few lines concerning the annual "I-don't-want-it-you-can-have-it-but-at-my-price"—or, more officially, the Convention Auction Sale !

Like Pooh-Ba, in my capacity as a professional, I deplore the idea of collectors buying and selling their material through their society at a reduced commission rate, and not through the offices of myself or my contemporaries; but on the other hand, in my role as a member of the CPS of G.B. with the doubtful distinction of appointment as honorary auctioneer (a position which could well be amended after this article), I welcome much more support than was afforded to us last year—not to mention its earlier arrival !

**Now**—not in a week's, or a month's time—you should look out all the surplus material you have by you—and **you**, all of you, have some ! You should briefly describe it in a covering letter, giving the total quantity of each lot plus (if you so wish) your suggestion as to a suitable valuation. Too many people count and catalogue material for their own benefit, omit their calculations from the covering letter hoping, I can only presume, that the auctioneer who then has to repeat the calculations, will make it more ! What you are selling is surplus to your requirements. Either you are a collector (amateur) or a dealer (professional). Only if you are in the latter category will you, of course, think about making a profit which you will declare in your annual return to the Inland Revenue ! As a collector I am sure you would not wish to endanger your amateur status by indulging in "trade," followed by the conscience-teasing decision of revealing any profits to the proper authorities. This preamble brings me to the core of the problem—do please value the material sensibly—in fact, as if you were contemplating **buying** it yourself. Since all participants in the sale are specialists, it is hardly likely that what is a load of unadulterated ullage to you is likely to be a pearl of untold price to a fellow specialist, if you have extracted all the cream.

It is my experience that the lower-priced single items are normally those which fail to find a buyer. Mixed lots normally sell, for, apart from the purchaser's pleasure gained in sorting through it, he may be looking for varieties whereas your passion is for postmarks. If you have a number of lower priced single items, you would be far better advised to amalgamate them into larger lots, for not only are you likely to achieve more competition, but one must have a few "swans" in a lot in order to sell the "geese" ! No one wants unsold lots—you certainly don't; the society doesn't because it wants the commission on the sale; the potential buyers want material which is of interest to them, and the auctioneer hates describing something for the catalogue which he knows from experience has about as much chance of selling as a mouth organ to a maiden aunt !

So, presuming you have weeded out all you wish to sell and made out your covering note with sensible sensitive comments and valuations, send it off **right away** to me:—John Gilbert, Plymouth Philatelic Auctions Ltd., Mermaid House, 34, New Street, Plymouth, Devon, marking the out-

side of the package, "C.P.S. of G.B." I cannot stress too strongly to send it as soon as humanly possible. One always has to cater for the dilatory procrastinating awkward person who has to leave everything to the last minute, so do be sure that this nomenclature doesn't apply to YOU! We have to weave all the work in connection with the CPS Auction into our normal business pattern which obviously is much easier to do if one gets the stuff in early and can then assess how much there is to do, rather than be swamped on the closing day with parcels of material that could so easily have been sent earlier.

Last year, although numerically less, the percentage of sold lots was much higher than heretofore. To achieve this we were fairly ruthless in that we amalgamated a number of lots in order to make the whole more saleable. Let us see this year if we can't have a real good turn-out, a real good turn-up and a real good turn-round! I'm happy to do my best for you—will you do your best for me

JOHN GILBERT

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(Continued from page 191)

Railway Post Offices were established on this line immediately it was opened for through traffic and oval handstamps bearing the lettering International Railway, Shefford P.Q. were probably used by a stationmaster who combined the duties of postmaster as well. (c/f early on the usage Intercolonial Railway).



The St. John & Montreal R.P.O. which operated over this system since its completion is still in existence. Other R.P.O.s which have operated over the system include the St. John & Vanceboro, the Lake Megantic & Sherbrooke, the Megantic & Montreal, the Montreal & St. John, the Montreal & Sherbrooke, the Montreal & Waterloo, the Sherbrooke & Lake Megantic, the Sherbrooke & Montreal, the Sherbrooke & Agnes and the Waterloo & Montreal. The existence of the Montreal & Eastray and the St. John & Waterloo R.P.O.s (as listed by Shaw) is doubtful.

# CANADIAN FORCES MAIL

by LT. COL. R. H. WEBB

## CHECK LIST FOR MPO/NPOs (1940-46)

NOTES: 1. A—Army, N—Navy, R—RCAF. 3. All Army & RCAF POs are 'MPOs'  
 2. All Navy POs are 'NPOs'. 4. Roller, hand stamp and registration varieties are not included.

MPO/ NPO	Location	Service	Approx. Dates Open Close	Type 3.01						Type 3.02						Remarks				
				(a)	(b)	(c)	(a)	(b)	(c)	(a)	(b)	(c)	(a)	(b)	(c)					
101	St. Thomas	R	40																	
102	Thames Valley	A	14/06/42																	
103	Fingal	R																		
104	Aylmer	R																		
105	Guelph	R																		
106	Port Albert	R																		
107	Centralia	R																		
108																				
109	Galt	N	15/10/42																	Summer training camp.
110	Preston	N	8/08/43																	3.03 (a) 2 is 23 mm.
111	Clinton	R	31/03/46																	Not opened. HMCS Conestoga. Detail unknown.
112	Windsor	N	31/03/46																	HMCS Hunter.
113	London	A	2/07/46																	Detail unknown.
114	Cedar Springs	A																		
201	Toronto	A	9/02/40																	
202	Camp Borden	A	41																	
203	Niagara	A	41																	
204	Toronto	R	15/10/45																	
205	Dunnville	R	42																	
206	Biantford	R																		
207	Jarvis	R																		
208	Camp Borden	A	42																	
209	Hagersville	R	3/05/43																	
210	Camp Borden	R	42																	
211	Hamilton	R																		





**CHECK LIST FOR MPO/NPOs (1940-46)**

MPO/ NPO	Location	Service	Approx. Dates		Type 3.01						Type 3.02						Type 3.03						Remarks
			Open	Close	(a)	(b)	(c)	(a)	(b)	(a)	(b)	(a)	(b)	(a)	(b)	(a)	(b)	(a)	(b)				
1201	Dundurn	A	41	21/05/46	1						2						3						
1202	Regina	A	42	3/07/46	1						2						3						
1203	Mossbank	R	41		1						2						3						
1204	Saskatoon	R			1						2						3						
1205	Yorkton	R			1						2						3						
1206	Dafoe	R			1						2						3						
1207	N. Battleford	R			1						2						3						Not opened.
1208	Estevan	R		28/03/46	1						2						3						
1209	Swift Current	A		2/07/43	1						2						3						
1210	Prince Albert	A		31/03/44	1						2						3						
1211	Saskatoon	N			1						2						3						
1212	Regina	R			1						2						3						
1213		R			1						2						3						
1214		R			1						2						3						
1301	Sarcee	A		4/05/42	1						2						3						
1302	Edmonton	R		42	1						2						3						
1303	MacLeod	R		42	1						2						3						
1304	Lethbridge	R			1						2						3						
1305	Calgary	R		42	1						2						3						
1306	Clareholm	R		42	1						2						3						
1307	Penhold	R			1						2						3						
1308		R			1						2						3						
1309	Calgary	R			1						2						3						
1310	Calgary	R		9/04/43	1						2						3						
1311	Wainwright	A		24/06/43	1						2						3						
1312	Vulcan	R			1						2						3						
1313	Calgary	R			1						2						3						
1314	Edmonton	A		23/12/43	1						2						3						
1315	Edmonton	R			1						2						3						
1316	Calgary	A		8/07/46	1						2						3						
1317	Calgary	R			1						2						3						
629	Shelburne	N		4/02/46	1						2						3						HMCS Shelburne.
630	Halifax	N		31/03/46	1						2						3						HMCS Kings.

FPO for winter Trg. Ex.  
HMCS Unicorn.

Detail unknown.

Not opened.

HMCS Shelburne.  
HMCS Kings.



## CHECK LIST FOR MPO/NPOs (1940-46)

MPO/ NPO	Location	Service	Approx. Dates		Type 3.01						Type 3.02						Type 3.03						Remarks							
			Open	Close	1	2	3	4	5	6	1	2	1	2	1	2	1	2	3	4	1	2		3						
1117	Vancouver	N	8/12/43	31/03/46	X						X													HMCS Burrard.						
1118	Vancouver	A	1/01/44		X																			HMCS Discovery.						
1120	Vancouver	N		31/03/46																										
1121	Comox	R																												
1122	Tofino	R																												
1123	Ucluelet	R																												
100	St. John	A	1/6/55	8/5/56		6/9/55				X																				
			7/5/58			15/8/56				X																				
						17/8/58					X																			
																									Not opened.					
101	Fredericton	A	5/57			8/57																								
			12/6/59			30/7/59																				Summer manoeuvres at Camp Gagetown				
200	Valcartier	A	3/7/51			19/4/53				X																Summer manoeuvres at Camp Gagetown				
201	Lachine	R	11/3/54			15/9/59																					Camp Valcartier PQ			
300	North Bay	R	21/7/55			2/9/58				X																	RCAF Station			
301	Rockcliffe	R	2/12/57							X																		RCAF Station		
302	Petawawa	A	24/6/58			31/7/58				X																		RCAF Station		
			22/6/59			3/8/59																						Summer manoeuvres		
333	Ottawa	All	26/9/51			1/2/59																							Postal tracing section	
400	Winnipeg	R	22/8/55							X																			RCAF Station	
500	Wainwright	A	1/6/51																										Camp Wainwright	
503	Cold Lake	R	29/6/55			22/10/57				X																			Cdn/US winter manoeuvres	
501	Whitehorse	A	1/1/52			26/5/52				X																			RCAF Station	
502	Claresholm	R	22/8/55			25/8/58				X																			RCAF Station	
511	Wainwright	A	22/6/59			31/7/59				X																				Summer manoeuvres

**NOTES:** Additional postal cancellations used at MPO 333 will be described under "Directory Service" i.e. Group VIII; Type 8.06



## THE POSTAL HISTORY OF CANADA

by J. J. BONAR, F.C.P.S. (341)

### MAIL TO THE UNITED KINGDOM

The involved story of Transatlantic mail has been told in detail elsewhere. There is no space here to do more than touch on the highlights illustrated in the display.

Until 1840 the only official provision for the transport of mail to the United Kingdom was the monthly sailing packet. The Packet service to New York, established in 1755, was interrupted by the rebellion of the American Colonies. It was resumed in November 1783 the rate for a single letter remaining at 1/-. At this time the mail service between Canada and New York encountered difficulties. As a result arrangements were made in 1788 that the packet should call at Halifax in the eight summer months on both outward and homeward journeys. Finlay, the Deputy P.M.G., had simultaneously made satisfactory arrangements to convey mail overland to Halifax. After the Postal Convention of 1792 the winter mail was sent by closed bag via New York. The Napoleonic Wars and war with America in 1812-14 brought the risk of capture to the packets and at least during the winter months they were diverted via Bermuda. Even after the return of peace the British Post Office, reluctant to make any payment to the U.S.A. Post Office, refused to send mail via New York. The situation was so bad that the Governor General Lord Dalhousie complained bitterly that his despatches took three months to arrive. At least a month could have been saved.

The public found its own remedy. Official enquiries in 1826 disclosed three agencies for the transmission of mail. The Packet boats, slow and expensive—the postage from London had risen to 2/2—were hardly used except for official despatches. In summer mail travelled by private ships but most of the letters, particularly from the United Kingdom, were sent by the American Packets and put into the post office at New York with a great saving both of time and money. They were collected either in Coffee Houses in London or in the offices of the Packet Lines. Letters from Canada were prepaid, generally “via New York” and transmitted with the American mails which on arrival were treated as Ship Letters. The traffic reached such proportions that in 1838 the American Packets made a charge of 12½ cents per letter. In December the Canadian P.O. agreed to collect this charge but discontinued the practice in August 1840 on orders from London.

By that time steam had taken over from sail. The first steamers to carry mail were the Sirius and the Great Western in 1838. About this time the Admiralty, which now controlled the packet service, called for tenders for a service via Halifax to Boston with a branch service from Halifax to Quebec. The tender of Samuel Cunard, a Nova Scotian by birth, was accepted. His first ship, the Britannia, left Liverpool on 4th July 1840. Two days later a Treasury order reduced the postage to Halifax to 1/- and to all other parts of Canada to 1/2 Stg. per. ½ oz. A series of handstamps showing the currency equivalent of 1/4d. came into use on letters to Canada. On unpaid letters from Canada the postage was marked in sterling in black. On prepaid mail both sterling and currency figures had for some years to be shown in red. Halifax did not prove entirely

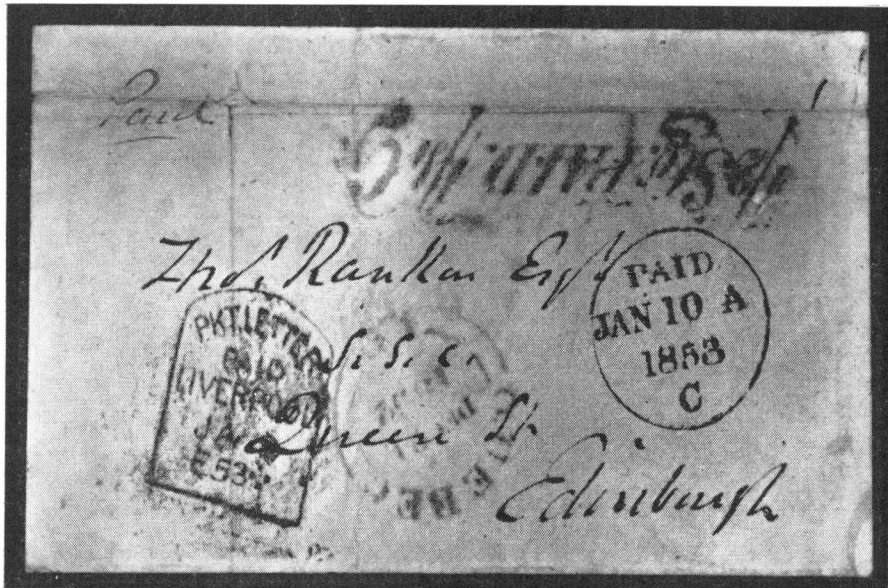


Fig. 7. Canadian Rate Stamp on prepaid letters to U.K. Paid charge in Sterling and Currency struck in Red. Bruce Auckland Collection. Photo. E. Whitley

acceptable as a transshipment point for Canadian mail and from 1844 the mails travelled via Boston to Montreal. In March 1854 postage to Halifax was reduced to 7d. and to the rest of Canada to 8d. with corresponding changes in the handstamps.

When the Provincial Government took over the Canadian Post Office it decided, partly to reduce postage and partly out of dislike of the set up with Cunard, to establish a service of its own. The completion of a rail connection to Portland, Maine in 1853 made year round service feasible. After some experiments a contract was made with the brothers Hugh and Andrew Allan, who had a long connection with Canadian shipping from the United Kingdom, for a service from Montreal or Portland. It began in April 1856 the postage being 6d. per half ounce. In spite of some early setbacks the Allan Line became very popular and carried the larger part of the Canadian mails. In 1858 it entered into a contract with the U.S. Post Office to carry the mails in winter to that country.

The dual services by the Cunard and Allan Lines continued through the period under discussion. When decimal currency was introduced the rates became 17 cents by the Cunard and 12½ cents by the Allan Line.

To keep this summary of Canadian Postal History within reasonable bounds has involved severe compression. Many interesting details have been unavoidably omitted. For those who may wish to pursue the subject further I annex a note of the principal sources which I have used.

In conclusion I must express my great indebtedness to the members of the Canadian Philatelic Society of Great Britain who have helped me so generously and so readily by the loan of material.

#### REFERENCES

- The principal sources consulted were:—  
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- The Canada and Newfoundland Stampless Cover Catalog.  
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(Conclusion)

## SCOTTISH CONGRESS

### ADDRESS

by **President A. E. Stephenson, F.C.P.S.**  
Ladies and Gentlemen,

It is customary at Congress that you are asked to suffer in silence while the President inflicts on you his address.

I will endeavour to cut this as short as possible to save you unnecessary pain.

During the year I have tried to visit as many societies as possible.

In these visits I found philately in Scotland in a very healthy state.

What I saw I don't think called for any sense of depression. All societies were very live and keen.

I feel we are now entering a new era in philately.

We have lost a large number of collectors whose main idea of philately was to amass huge quantities of coloured paper, which before the war I made myself unpopular by likening a lot of this material to beer bottle labels.

This phase grew with the influx of many new issues and stamps produced for the very popular events such as the Silver Jubilee, Two Coronations, and the hurly burly of War Time and Victory issues.

These events brought in their wake a large number of new collectors who made no attempt to get to know their stamps and the bulk of these people have now drifted away.

On the other hand a number found real enjoyment from their stamps.

These people have given us a very valuable blood transfusion and added additional life to our hobby.

During the war, and the immediate post war period we had an element who had no interest in philately as a hobby, but used it as a means to an end to hide war profits. Fortunately these people have discovered stamps do not bring back the huge profits and easy money as they had hoped for. They have also drifted away.

I found society attendances comprised mainly of members who took their philately

very seriously, and they all knew where they were going with their stamps. They went to great pains to know all there was to know about their stamps.

How seriously the Scots take their philately can be seen when one reviews the Specialised Societies and Study Circles, it will be found that three of them saw their birth in Scotland.

Here I cannot pass without paying tribute to the many dedicated philatelists who give much of their time, not for their own pleasure, but in encouraging school and youth stamp clubs.

Looking to the future it is with misgivings I look upon the news that during the coming year we are going to be regaled with five new issues of Commemorative stamps.

I presume there are sections of the public who want to broadcast the virtues of this country such as to be shown in the prospective National Nature Week Issue. Philatelists will be the first to agree that there are other large bodies of opinion in this country who have an interest in the publicity value of the postage stamp.

I fail to see however, where the British public are concerned with a Paris Postal Conference.

I notice in the press one of our Scottish Members of Parliament again pleading for a stamp commemorating Robert Burns. If he has his way are we not wide open to the Midlander wanting a Shakespeare stamp, to be followed by a deluge of stamps depicting personalities ranging from Bernard Shaw to Terry Downes.

This same M.P. wants a stamp for the Edinburgh Festival because it is a national event.

Wee Willie thought the same on his first trip from Broomielaw to the Kyleess of Bute, he also wanted a stamp for the event.

We are also to be given a new Post Office Department. In other words, a Stamp Collectors' Service.

What is this service to be? A mere shop to sell still more stamps? or, a Philatelic Department such as used in the Canadian Post Office where the philatelist working

on research or study can turn for help?

At pre war Congress Meetings we used to get that hardy annual motion put forward asking for more Commemorative and Pictorial Stamps.

This motion was always defeated by Congress.

We used to look with pride at Great Britain and Canada as being **philatelically clean**. Neither country would issue stamps unless they were a postal necessity.

With the war came a change. Since 1946 Great Britain has issued 46 Commemorative stamps, including, in my personal opinion, twelve unnecessary Inter Regional stamps. We now have the promise of five new issues this year, about sixty stamps in all.

While Canada has issued 52 Non Definitive Issues in the same period.

All other countries appear to be issuing stamps at even greater regularity.

To our friends in the Sun Lounge they will be quite happy about this state of

affairs, but what about the poor man on the Tread Mill, the Philatelist?

It is hoped he will not fall a prey to all this array of coloured paper and give himself philatelic indigestion.

The true philatelist will concentrate on stamps that carry a story and a reasonable amount of room for study.

One likes to think that the monetary value of ones stamps will appreciate, but keep this side of your hobby in balance and don't let this side get between you and the enjoyment you can get from your stamps.

To close.

You will not make your fortune with your stamps.

You will, however, get much enjoyment from your hobby.

You will make very many close friendships in philately.

So that the second and third points I think compensates you much more than what you miss on the first point.



## REGULAR ISSUE POSTAGE STAMPS

### QUEEN ELIZABETH II REGULAR ISSUE

HER MAJESTY, QUEEN ELIZABETH II

DATE OF ISSUE—2nd May, 1963.

DESIGNED BY—Ernst Roch, Montreal.

COLOUR—2c. Green; 3c. Purple.

SIZE— $\frac{3}{4}$ in. x 1in. (approximately).

PLATE NUMBERS—1 and 2.

PANES OF—100 Stamps.

These two stamps complete the low denomination regular issue series started in October 1962.

The design, showing Her Majesty in a simple almost classic style was executed by Mr. Ernst Roch of Montreal. As in previous stamps in this series there is a symbol in the upper left corner representative of one of the sectors of Canada's economy.

The tree on the 2-cent stamp is symbolic of forest products and forestry.

The British North America Act gives responsibility for forests to the Provinces. Over 1,711,893 square miles or approximately 48 per cent of Canada's land mass

is covered by forest. In 1960 in recognition of the importance of forestry to the country the federal government established a Department of Forestry. This Department works with the Provinces to provide the most effective conservation and utilization of the country's forests.

Often when we think of forests we think only of lumbering. The other products which our forests produce are forgotten. During the last few years, however, there has been a growing recognition of the use of forest products in other areas. The development and manufacturing of cellulose products have extended the use of wood and the increasing production of plastic-wood products, fibreboard and laminated wood have resulted in a greater use of our trees particularly those which up to now have been classified as inferior grades of wood. Thus Canada has been able to make more complete utilization of forest resources and the elimination of much waste.

The symbol of the fish on the 3-cent stamp is a recognition of the important part played by the fishing industry in Canada's economy.

Canada is bounded on its east and west coast by the Atlantic and Pacific Oceans and contains within its territorial boundaries some of the largest fresh water lakes in the world. As a result over 79,000 people are employed as commercial fishermen in Canada and this country ranks third in the export of fish and fish products.

Canada is perhaps best known for its cod and its salmon. The Grand Banks, off Newfoundland are world famous for their abundance of cod, while salmon is chiefly associated with the British Columbia coast, although it is by no means restricted to this area. In addition to these two fish Canada also has many other varieties which are caught off its coasts and its inland lakes and rivers.

The abundance of fish in all parts of the country has made Canada an attractive country for sports fishermen and has provided many hours of enjoyment to Canadians and to visitors to this country.

#### REVIEW

A valuable addition to the available literature on the postal history of Canada has been made by The Royal Philatelic Society of Canada with its first major philatelic publication which has been long awaited by all R.P.O. collectors.

"The Handbook and Catalogue of Canadian Transportation Postmarks" by T. P. G. Shaw, M.A., M.Sc., F.C.I.C., of Shawinigan, which has been published by the Society, is based on Mr. Shaw's original

handbook on Canadian Railroad Cancellations published in 1944.

The new handbook is stitched and strongly bound with a hard cover and contains some 200 pages divided into two sections. The first is entirely new and deals with the individual railways of yesteryear comprising historical notes and information on no fewer than 66 different railways.

The second section is the catalogue being a complete revision of the original handbook incorporating all the most recent information and giving a complete listing of all R.P.O. cancellations with all pertinent facts as well as rarity factors. For the first time various steamship routes have been incorporated into the route listings.

The Handbook contains many illustrations of 19th century R.P.O. covers, mainly from the collection of Hedley J. Hollands, F.C.P.S., who helped Mr. Shaw in the work of checking and revision, as well as illustrations of types of cancellations and numerous maps of the early Canadian railway systems.

The historical particulars of the Canadian railways are of much general interest and the handbook should find a place on the shelves of every public library.

#### LONDON REUNION— NOVEMBER 1963

For several years up to 1961 a few stalwarts arranged unofficial Saturday afternoon Reunions in London which were mostly well attended and certainly much enjoyed by those who went.

The London Section feel that these functions provide a valuable opportunity for members of our far flung Society to get together and plans are being made to hold a Reunion on Saturday 16th November 1963 at the Shaftesbury Hotel, Monmouth Street, W.C.2 (near Charing Cross) from 2 p.m. to 6.30 p.m. Details of the programme will be announced in the next "Maple Leaves," and will probably consist of displays and a short Auction of donated Lots, with plenty of time being left for meeting and talking with old friends.

To assist the finances of this and future gatherings a charge of 3/- per head will be made to cover hire of the room.

Tea will be available at 5/6d. per head (including service) for those who wish to take it.

We, in London, are committed to this event for 1963. If it is a success it can become an annual affair, but that depends largely upon you, the members. So please book the date now and watch for further announcements in "Maple Leaves."

R.S.B.G.

# CANADIAN SMALL CENTS ISSUE

by Walter P. Carter (883)

Further to my letter in the December issue last year.

I will now try to classify the early printings with shades, paper and perforations, etc.

I am assuming that the small 3c. was issued around Jan. 12th 1870 perforated 12 x 12, and I classify it as No. 1. The earliest dated covers I have are Jan. 13th 1870 and Jan. 30th 1870. Matched to these covers are 14 very nice copies, some dated and some with 2 Ring numeral cancellations.

My No. 2 classification is for the  $12\frac{1}{2} \times 12\frac{1}{2}$  of which I have 5 single copies and 2 covers dated Feb. 4th 1870 and March 29th 1870. The cancellations are mostly St. Johns with 2 Ring numeral 7. Both No. 1 and No. 2 are Copper Red. The cancellations on the  $12\frac{1}{2} \times 12\frac{1}{2}$ , bring out the theory advanced by many collectors that most of the sheets or it could be all of them, went to the Eastern Provinces.

Both No. 1 and No. 2 are on a very fine quality paper with an even horizontal mesh and in my opinion the finest quality of all papers is to be found on the early printings. When the stamps are laid face down it is almost impossible to detect the design showing through. The face is very smooth and when held at an angle to the light it appears to have a glossy appearance. I would classify Nos. 1 and 2 as papers "A."

Classification No. 3 is for a cover dated June 15th 1870 and also 3 single copies. Here we have a very definite change in colour, to a deep shade of Rose. I would say that this is not too common, perforated 12 x 12 with a horizontal mesh and also paper "A."

No. 4 $\frac{1}{2}$ . A cover dated Oct. 12th 1870 with 5 copies, a pale shade of Rose perforated 12 x 12 with a change to **vertical mesh**. This is a hard smooth paper with the design showing through and I classify it as paper "B."

No. 5. A cover dated Oct. 31st 1870, a pale dull rose. Much like No. 4 but a change back to a horizontal mesh, perforated 12 x 12, paper "A." Matched to this cover are 16 copies.

No. 6. A cover dated Dec. 3rd 1870, a medium shade of Rose Red, perforated 12 x 12, horizontal mesh, paper "A." A very scarce stamp, especially on cover. Have only 2 copies.

I trust that the above listings give a fair idea of the printings of 1870, a total of 6.

---

PLEASE COMPLETE YOUR ARRANGEMENTS FOR THE  
CONVENTION AND EXHIBITION AS SOON AS POSSIBLE

---

## AMENDMENTS TO MEMBERSHIP TO 29th APRIL, 1963

### New Members

- 1434 KIRKWOOD, A. L. H., 34 Willowbank Blvd., Toronto 12, Canada.  
1435 VISSER, Dr. A. H., 30 Willow Avenue, Westmount, Que., Canada.  
1436 de GRANDRE, Pere Marcel, 4245 rue Laval, Montreal 18, Canada.  
1437 MOFFATT, W. G., 106 Monatiquot Ave., Braintree 84, Mass.,  
U.S.A. O,SCA.

### Resignation

- 969 G. S. Nicholson.

### Death

- 480 Col. D. McLellan.

### Change of Address

- 745 ATTENBORROW, C. C., 35A Drakes Avenue, Exmouth, Devon.  
1408 CAMPBELL, J. A. L., 240 Kensington Place, Syracuse 10, N.Y.,  
U.S.A.  
1412 COLLINS, T. H., 5 Hawthorn Close, Edwalton, Nottingham.  
427 COLTMAN, J., 248 Heaton Rd., Newcastle on Tyne 6.  
94 DUNCAN, R. J., F.C.P.S., Box 863, Ladner, B.C., Canada.  
1252 DUNCAN, J. J., Box 863, Ladner, B.C., Canada.  
1429 GRENIER, Maj. G., 1 Rosemount Ave., Apt. 2, Westmount, P.Q.,  
Canada.  
1292 HARE, H. J., 22 Hawth Park Rd., Bishopstone, Seaford, Sussex.  
980 D,SOUZA, B.B.J., P.O. Box 221, Kampala, Uganda.  
1264 MORGAN-JOHNSON, Col. J., 38 (Six Acre), Pathfinder Village,  
Tedburn St. Mary, Exeter, Devon.  
469 ROBERTSON, D. G., 9 Grange Close, Merstham, Surrey.  
884 RUSHTON, E., Box 701, Chippawa, Ont., Canada.  
1266 RANDALL, R. W., 10 Shorter Ave., Shenfield, Essex.  
981 WHITEHEAD, Miss Anne, 7 Somerhill Court, Holland Road,  
Hove 2, Sussex.  
254 WELLBURN, G. E. R.D.P., F.R.P.S.L., F.C.P.S., Deerholme,  
R.R.3, Duncan, B.C., Canada.

### Corrections to previous listings

- 527 BYTH, J. G. (incorrectly listed as BLYTH).  
9 McNEILL, H. (incorrectly listed as McNeil).  
359 LEA, J. A., address should be 7 Cressingham Rd., Stretford, Lancs.

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