

MAPLE LEAVES

Journal of
THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

Edited by L. F. Gillam

66, East Bawtry Road, Rotherham, Yorkshire

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

Published Every Second Month by the Canadian Philatelic Society of Great Britain
Issued Free to Members Additional copies, 3/6 each

Vol. 10, No. 12

AUGUST, 1965

Whole No. 96

EDITORIAL

Royal Hotel

As confidently predicted, the Allan Water Hotel is now fully booked for Convention week and our indefatigable accommodation officer has made arrangements for late applicants for rooms to be "billeted" at the Royal Hotel, Bridge of Allan.

In co-operation with the management at the Allan Water, arrangements have, however, been made for members who reserve rooms at the Royal to breakfast there and, if they wish, to have other meals at Convention Headquarters.

Mr. McGuigan, who is responsible for these arrangements, has also provided transport between the two hotels. The management of Allan Water have also agreed to be responsible for issuing bills to "Royal" residents who have other meals, lunch, tea or dinner, at the Convention Hotel, such bills to be *INCLUSIVE* of the charges made by the Royal for bed and breakfast. The latter, by the way, are 36 shillings, a reduction to members of 3/-. Members at the Royal, therefore, will only have one bill to pay, that rendered by the Allan Water.

The Royal is a first-class hotel in Main Street, Bridge of Allan, with excellent facilities, parking ground, completely equipped garage, private lock-ups (for the *cars*) and a filling station (for the *cars*). Arrangements for filling guests leave nothing to be desired, either, and for the over-indulgent, those of advanced years, those who are tired and those who are just plain "lazy," an "electric elevator" is provided. We are assured that although, like us, it is "ever working," unlike us, it can stop when bidden by the press of a button. Instruction in the art of lift stopping will be arranged, if necessary, and two excellent and most experienced "operators," Messrs. Bonar and Carn, have kindly offered their services in this capacity. Crash helmets WILL be worn.

Convention Auction, 1965

Members are particularly asked to note that after the Auction *all* communications relating to the sale should be sent to Mr. J. Hannah, 150, Ashgrove Road West, Aberdeen.

Convention Exhibition

Since our notice in the June issue several entry forms have been submitted to Mr. Bonar, but there is still plenty of room for more. Don't leave it to the other fellow, please. You know what a procrastinating sort *HE* is. The date line is 15th October but the earlier the better would suit the organisers. The first Bridge of Allan Convention is going to be more than usually successful, with record attendance, and a first rate 'bill of fare' appropriate for the occasion is confidently expected. Please help to make it so.

Annual General Meeting

Notice is hereby given that the ANNUAL GENERAL MEETING of the Society will be held on Saturday, 23rd October, 1965, at the Allan Water Hotel, Bridge of Allan, Stirlingshire.

The Treasurer

Members are asked to note particularly that Mr. A. F. L. McGregor has now removed to: 339, North Deeside Road, Cults, Aberdeen. All communications should be sent to him at this address in future.

New Issues

Several members have complained about the late publication of notices regarding new emissions from the Canadian Post Office. These are published as and when received. The situation has been made all the more difficult because of the revision of the programme which has occurred, often with very little notice. Late notices must inevitably await a future issue and it is just not possible always to be as much abreast of things as we would like.

Publication of Articles

Once more we should like to emphasize that articles are published as soon as possible having regard to their length and suitability for a particular issue. In our endeavour to provide for a variety of interests, to accommodate reports and to bring newsworthy items to the attention of our readers within a limited edition of 28 pages it is not possible to please everyone all the time. Impossibilities are accomplished within a reasonable time—miracles take a little longer. We are extremely grateful to all contributors for their help and, we trust, their understanding.

Grand Prix Labatt Trophy

Congratulations to member J. Winfield on the award at Exupex in Montreal recently of the coveted Labatt Trophy, plus a purse of 200 dollars!

Royal Philatelic Society of Canada

Felicitations also to members Dr. Norman O. Boyd and Alan G. McKanna for the award of Fellowships of the R.P.S.C.

PRINCE EDWARD ISLAND RAILWAY

Part XXXVII
by Lionel F Gillam

The Railway Act empowering the Provincial Government of Quebec to construct the Prince Edward Island Railway was passed in 1870. This act authorised the construction of a line (narrow gauge) from Alberton to Georgetown via Summerside and Charlottetown, with extensions to Tignish and Souris. This, in effect, meant throughout the island from east to west, a distance of some 120 miles.

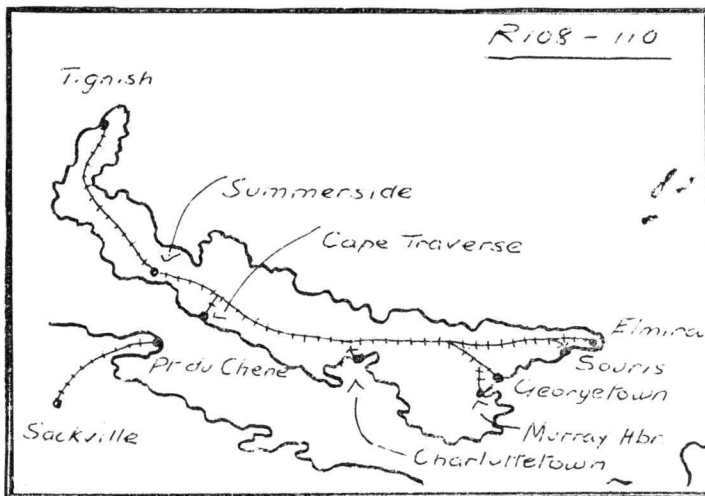
Thereafter events moved quickly. In the same year a Chief Engineer was appointed, tenders were advertised and a preliminary survey started. This haste was to prove extremely costly. No precise instructions or information were given to the contractors (apart from those concerned with gradients and curves) and since the contracts were awarded on a mileage basis the obvious interests of the contractors ensured that the line would be built as circuitously as possible. With the limited funds available this also meant that the line was built with regard more to economy of construction than efficiency of operation. This policy was dictated by political expediency. The committee responsible for determining the route represented the various counties and every member considered it his duty to extract as much mileage as possible for the benefit of his constituents. As a result the railway was built so that "it would pass every man's door". Stations and halts were also built in order to accommodate as many interests as possible; whether or not there would be traffic enough to justify them was a different matter.

As a result it was soon realised that the project was going to be more costly than anticipated by the P.E.I. Government. From this point onward the interest in Confederation with the rest of Canada, which as late as 1870, had been entirely negative, now suddenly became a lively one. It thus came about that Prince Edward Island entered Confederation on the understanding that the cost of the railway would be charged against the provincial subsidy. From 1873, therefore, when Confederation took place and the railway was still far from complete, the whole project became a Dominion responsibility. The Dominion Government quickly realised that it would only play still further into the hands of unscrupulous contractors to delay taking over the railway, even in an unfinished state.

In December, 1874, therefore, the Federal Minister of Public Works, after filing a letter of protest against the delays and quality of the work which had been done, took over the railway on behalf of the Dominion Government. Thereafter the railway was completed as quickly as possible and finally opened for traffic between Tignish and Georgetown, with a branch to Souris, in 1875.

Heavy operating expenses (owing to the circuitous route), heavy maintenance charges (owing to the shoddy construction), the lack of traffic, and the competition of cheap water-borne traffic effectively militated against the possibility of the railway ever proving a viable economic enterprise.

Under the terms of Confederation, the responsibility for establishing and maintaining effective communications with the mainland also became a Dominion responsibility.

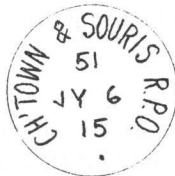


In 1882 it was, therefore, decided to introduce a car ferry service between Cape Traverse on the Island and Cape Tormentine (near Point du Chene) on the mainland where the Northumberland Strait narrowed to some 8 miles.

Through connections demanded the construction of a line from County Line Station to Cape Traverse, and on the mainland a line from Cape Tormentine

(opposite Traverse Cove) to Sackville on the Intercolonial Railway. The latter project was carried out by the New Brunswick and Prince Edward Island Railway which together with the Prince Edward Island Railway section was opened for traffic in January, 1885. For financial and other reasons, however, work on the necessary installations and quays for a car ferry was postponed and a series of ice breakers (which were only moderately successful) were placed on the run.

Delays caused by the bad winter weather and ice floes later on led to considerable agitation for the construction of a tunnel but after the financial panic of 1893 the project was never again considered. It was not until 1913, however, that car-ferries of sufficient strength and power to negotiate the dangerous Northumberland Strait in winter became available. In that year work began on the necessary terminal structures at Cape Tormentine and Borden but owing to the out-



break of the First World War they were not completed until 1917. In the winter of 1918-19 an ice-breaking car ferry, the Prince Edward Island, was placed in service. Its introduction necessitated a change of gauge to conform to the standard gauge of the Intercolonial Railway. This work involved the widening of the roadbed, the laying of wider sleepers and other structural alterations. To enable the use of narrow gauge rolling stock the wider gauge took the form of a third rail and it was not until 1930 that a complete change of gauge was effected and the last of the narrow gauge rolling stock withdrawn from service.

Branch lines in Prince Edward Island were not constructed for many years because of the paucity of traffic and indeed it was not until 1905 that the first, between Charlottetown and Murray Harbour, was opened for traffic (48 miles). On the same day, 1st November, a spur of four miles in length was constructed between Lake Verde and Vernon, and in the July of the following year a further branch, six miles in length, was opened between Montague and Montague Junction.

In November, 1912, another branch, from Harmony Junction to Elmira (ten miles) was opened for traffic thus bringing the total railway mileage on the Island up to 277.

The railway has never made a profit; in fact at one time its losses exceeded those of the Intercolonial although the latter was five times its length.

Railway post offices operated over the system from the earliest times and railway postmarks as listed hereunder are known to have been used:

Charlottetown and Georgetown, Charlottetown and Murray Harbour, Charlottetown and Sackville, Charlottetown and Souris, Charlottetown and Summerside, Charlottetown and Tignish, Murray Harbour and Souris, Summerside and Point du Chene, Summerside and Tignish.

The numerous postmarks used in addition to these, and recorded in Shaw's latest catalogue under the R Section, are listed as Nos. 108-108D, 110. The latter, P.E.I. O'Leary Road, is probably a railway ticket-dating stamp.

Apart from the Charlottetown and Sackville run none of these is now in operation.

N.B. Following a relocation of the main Charlottetown to Murray Harbour line the spur from Lake Verde to Vernon is now included in the main line.

The P.E. County Railway (R. 108E) refers to the Prince Edward County Railway (Ontario) the original name of the Central Ontario Railway (q.v. *Maple Leaves*, Vol. 7, No. 3).

SMALL QUEENS STUDY CIRCLE

With the success of the "Admiral" Study Circle we are encouraged to venture into new fields. For a long time the study efforts of the "Small Cents" students fell on stony ground. We are happy to say Bill Williams has now volunteered to lead this group. Any members interested please contact:

Mr. W. Williams,
53 Central Road,
Wembley, Middlesex

The group hopes to get started in September and will be run on similar lines to the "Admiral" circle.

A. E. S.

“HALPEX” 1965

The 37th Annual Convention of the Royal Philatelic Society of Canada, under the distinguished patronage of H. E. Gen. Georges P. Vanier, D.S.O., M.C., C.D., Governor General of Canada, was held at the Nova Scotian Hotel, Halifax, 13th to 15th May, with the Nova Scotia Stamp Club as hosts. It was concluded by the banquet on Saturday evening at which Hon. R. L. Stanfield, Q.C., Premier of Nova Scotia, was the guest of honour.

The warm welcome and splendid hospitality extended to the members of the society, whose President is Dr. G. M. Gelbert, F.R.P.S.C., F.R.P.S.L. of Ottawa, will long be remembered. The membership was privileged to see a splendid showing of stamps both in the Maritime Exhibition and in the Court of Honour. Delegates came from as far away as the Pacific Coast and Great Britain and from many points across Canada and the United States.

The exhibition “HALPEX 1965” was under the distinguished patronage of Hon. H. P. MacKeen, C.D., Q.C., Lieutenant Governor of Nova Scotia; the Hon. R. L. Stanfield, Q.C., Premier of Nova Scotia and His Worship Charles A. Vaughan, Mayor of Halifax.

The General Chairman was Dr. Henry D. Hicks, Q.C., President of Dalhousie University; and the Chairmen of Committees were Eric Tizard, President, Nova Scotia Stamp Club, (programme), G. Collins Baugild (exhibition), George Thompson (publicity) and Mrs. Francis Hill (ladies programme).

Special post office officially opened

The Convention opened Thursday when M. D. O'Brien, District Director of Postal Service for Nova Scotia, officially opened the special post office at the exhibition.

Mail was cancelled with the slogan reading in four lines: “Royal Philatelic Convention, May 13th, 14th, 15th.” The Canada Post Office also had on display six frames of Canadian stamps, namely the 5c. and 15c. U.P.U., the 10c. Eskimo, the 3c. Borden, the 4c. Royal Visit, and the 5c. Dollard des Ormeaux, showing proofs, essays and other relative material. Films were also shown during the Convention by the Department and by the United Nations Postal Administration.

The exhibition was officially opened by His Worship Charles A. Vaughan, Mayor of Halifax. It was under the Honorary Chairmanship of Fred Jarrett, R.D.P., F.R.P.S.C., F.C.P.S., Toronto.

There was also a Court of Honour with pronounced strength in B.N.A. material from the collections of Dr. G. M. Geldert, W. E. Lea, Fred Jarrett, Stuart Johnstone, G. E. Wellburne, V. G. Greene, Dr. Henry D. Hicks, Horace Harrison, James Law and C. A. Kemp. There were also exhibits of other countries by Dr. Henry D. Hicks (Bermuda), W. J. Banks (Denmark), E. D. Berry (Great Britain), A. H. Christensen (Norway) and D. W. Kuchner (Bavaria). There were no less than five copies of the 12d. Black on display, one on cover shown by Dr. Geldert and a pair and two singles from Mr. Lea's collection.

The Royal Philatelic Society of Canada's reception took place in the evening when the President and Mrs. Geldert, and the Directors, welcomed the delegates.

Philatelic symposium on stamp production

On Friday a philatelic symposium took place in the morning commencing with a most interesting address by Charles Worthen of Ottawa, Vice-President of the Canadian Bank Note Co. Ltd., on the "Production of Canadian Stamps." This was followed by J. N. Sissons of Toronto who spoke on the "Trials and Tribulations of an Auctioneer." Dr. Alfred Whitehead, F.C.P.S., of Amherst, N.S., gave an interesting address on "Squared Circles" and the symposium was concluded by a fascinating talk on Bermuda by Dr. Henry D. Hicks.

The City of Halifax gave a delightful luncheon at the hotel in honour of the members present of the Royal Philatelic Society of Canada, the British North America Philatelic Society and the Canadian Philatelic Society of Great Britain, when Deputy Mayor Donald LeBlanc welcomed those attending the Convention to the city. During the luncheon the "Jolly Tar Halifax Press Gang" provided a colourful interlude and awarded "Certificates of Impressment" to Dr. Geldert and Fred Jarrett.

In the afternoon W. E. Lea, F.C.P.S. of London, England, gave a wonderful talk on the Pence and 1859 cents issues of Canada. This he illustrated by placing on display pages from his collection.

Blacks displayed

Space does not allow more than a very brief description of this most interesting address or details of the many choice and rare items that the members were privileged to see. These included the four 12d. Blacks previously referred to in the Court of Honour, a block of the 3d. Beaver on laid paper, a block of four of the 10d., one of two known, and a strip of four of the 10d. on cover which is the largest known multiple of this stamp on cover. He was warmly thanked by Dr. Hicks for giving those present the opportunity of seeing his collection.

(Thanks are due to Mr. A. H. Christensen for the submission of this report and to the Editor of the Montreal Gazette for permission to reproduce.)

ALL of CANADA Service

FROM

NORMAN TODD

**74, LINDEN RD.
BOGNOR REGIS**

Albums, Blocks, Booklet Panes, Booklets, Canadian News Letter, Catalogues, Classics, Coils, Handbooks, Hawid strips, New Issues, Officials, Perforated O.H.M.S., Plate Blocks, Postage Dues, Precancels, Queens, Registered, Semi-Official Airs, Stationery, Varieties.

CANADIAN CANCELLATION

By J. P. MACASKIE, F.C.P.S.

Hundreds of different cancellations may be found on Canadian issues and it is obviously not possible to describe them all in detail in a general introduction to the subject. Perhaps the best approach is to divide them into different groups consisting of basically similar or related marks. The majority of cancellations are in black but some post offices occasionally used other colours and a few used one colour for a long period, e.g., Belleville used blue. Periods of use are uncertain in some cases and old marks were often retained and used in emergencies—perhaps many years after regular use had ceased.

Concentric rings

First introduced in 1851, these were in common use for many years and may be found occasionally even on the George Vth issues. Those most frequently seen have six or seven thin rings but there are a number of variations, many of which are uncommon. A few types have a centre of solid colour.

Concentric rings containing a number

The first of these types appeared in 1855 when numbers one to fifty-two were allocated to the most important offices, apparently in approximately alphabetical order. (This type was contained in four concentric rings.) The number nine was omitted to avoid confusion with number six. In 1868 a new allocation of numbers was made, from one to sixty. This time the numbers were apparently allocated in order of importance, the lower numbers being given to the most important towns. This type was contained in two thick concentric rings. To distinguish the numbers six and nine each canceller had a broken ring at the base. A number of subtypes exist contained in a single ring or, in some cases, in three rings.

British Columbia and Vancouver Island

These territories used a type which had a number contained in an oval which was made up of horizontal bars, rather similar to the British type of 1844. Many of these are rare and not all the numbers (from one to thirty-six) have been definitely identified.

Duplex

This type came into use in 1860 and consisted of a postmark and canceller side by side in one hammer. The canceller usually comprised a sphere made up of horizontal bars or an oval made up of either horizontal or vertical bars, sometimes with a letter or number in the centre. The many different types provide a fascinating study which is fully covered in the Society's handbook on this subject.

Squared circle

This type, like the duplex, combines postmark and canceller in one hammer, but the postmark is contained in the centre of a square framework made up of horizontal bars and it is this framework which acts as a canceller. Again, many types exist and are fully detailed in the B.N.A.P.S. handbook on the subject.

WAY LETTERS

By E. A. SMYTHIES, F.C.P.S.

In the early days of Canadian postal history, when post offices were few and far between, and there were no convenient letter-boxes, a custom grew up which the postal authorities sanctioned, of handing a mail-carrier a letter to be posted at the next post office on his route. Boggs mentions that postmasters also handed letters to mail-carriers to be delivered to persons en route. All such letters were at first marked WAY, and later, from 1859, were marked WAY LETTER in a circle. However the earlier mark still continued to be used spasmodically, and I show a tracing from a cover in the Bonar collection dated 1869. (See below.)

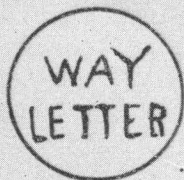


It is not known who made the WAY LETTER hammers, but they would be required in appreciable numbers since they might be required at any post office on regular routes, and it is evident they were issued from one central source in a standard and identical form. However, it is also evident that fresh supplies of these hammers were made and issued from time to time with slight differences in size and detail. I give below details and illustrations of three different genuine hammers, A, B, C, and one forgery.

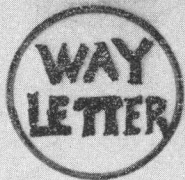
<i>Type</i>	<i>Measurements of different types</i>				<i>Details</i>
	<i>Diam. of Circle mm.</i>	<i>Width of WAY mm.</i>	<i>Width of LET-TER mm.</i>	<i>Space between Words</i>	
A	19	11½ × 4	15½ × 4	1½	All letters thin, distinct and do not touch circle.
B	18½	12 × 4½	16 × 4½	1	All letters thick. T.T. often joined. R touches circle.
C	19½	13 × 4½	16 × 4½	1½	All letters thin, distinct, and do not touch circle. Y wide.
Forgery Jarrett	21	12 × 4	16½ × 4	3	Letters thin. Note circle and space between words too large.



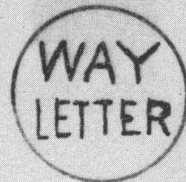
Type A



Type B



Type C

**Type A**

Early type, found chiefly on S.Q. 3c. rose (1871-73) and perforation $11\frac{1}{2} \times 12$ (1873-76). Latest recorded date 1876.

Type B

The common type, found abundantly 1880-1900.

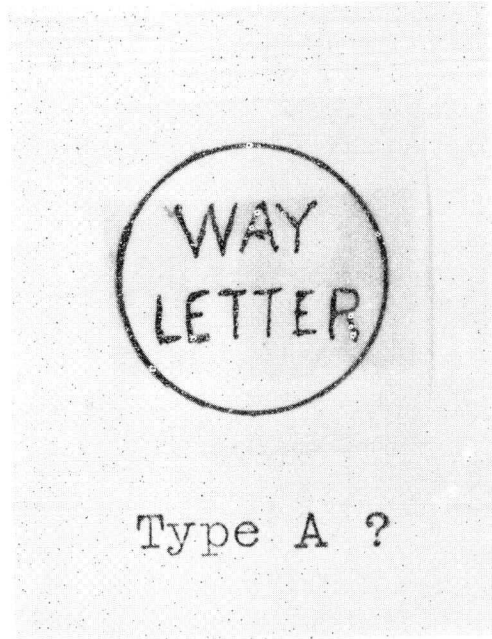
Type C

Late type, recorded earliest date 1903 on Edward VII issue.

Forgery, Jarrett 777

In Jarrett's 1929 catalogue there is an approximate sketch (not an exact tracing) of probably Type A, but the measurements differ appreciably, vide table of measurements opposite. It is interesting to note that an exact copy of this sketch, with identical (incorrect) measurements, has been made by a rather foolish forger, and an example of his handiwork is shown overleaf. This cover is clearly dated September, 1870 (a) by ms. entry on the front, and (b) by C.D.S. of same date on the back. The original stamp has been removed and a S.Q. 3c. orange perforation 12 (1876-88) period stuck on and cleverly cancelled with the fake WAY LETTER cancel, fitting on neatly to a small part of the original circular cancel (on the left edge) thus making it appear to be tied to cover. But it was foolish to put on to an 1870 cover a stamp which was not issued until years later!

To sum up, I suggest my readers might find it interesting to examine their examples of this WAY LETTER cancellation, to see if they have types A or B, or the forgery, or any new types or other forgeries.



PERMIT STAMPS PART V

By R. B. HETHERINGTON

TYPE 13

Value—Cents
5 6 7 8

POSTAGE—CANADA—POSTES (2 circles)

In this type, CANADA appears in heavy block letters, while letters of POSTAGE and POSTES are same height but much thinner. The circles are thick lines. 'Chevrons' are straight horizontal lines, centred under electro.

25½mm, electro

- A. 22 straight lines
Aa. 16 straight lines

C — — —
C — — —

TYPE 14

POSTES—CANADA—POSTAGE (2 circles)

In this type, CANADA appears in heavy block letters, while letters of POSTES—POSTAGE are much smaller and thinner. Both circles are thin lines, and there are no dots at bottom of band, as in Type 4. The entire impression is sharp.

30mm, electro

- A. 9 chevrons

C — — —

TYPE 15

POSTES—CANADA—POSTAGE (2 circles)

With this type the circles and all the letters are the same thickness. All letters are the same height, and the words nearly fill the circumference of the band.

30mm, electro

- A. 9 chevrons

— E — —

TYPE 16

POSTES—CANADA—POST (2 circles)

This type is the same as Type 7, except that the chevrons are of the 'Normal' type.

31½mm, electro

- A. 10 chevrons
29mm, electro
B. 6 chevrons
25mm, electro
C. 10 chevrons
23½mm, electro
D. 9 chevrons
19mm, electro

— E — —
— C — —
— C — —
— C — —

E.	11 chevrons	C	—	—	—
Ea.	10 chevrons, very wide 18½mm, <i>electro</i>	C	—	—	—
F.	12 chevrons	C	—	—	—
Fa.	10 chevrons, standard type	C	C	—	—
Fb.	8 chevrons 16mm, <i>electro</i>	—	C	—	—
G.	20 straight lines, a special type	—	C	—	—
Ga.	12 chevrons	C	—	—	—

TYPE 17

POSTES—CANADA—POST (2 circles)

This type is similar to Type 15, except that in this type, the letters are wider than they are tall

33mm, *electro*

A.	7 chevrons, very heavy and thick	—	E	—	—
----	----------------------------------	---	---	---	---

TYPE 18

POSTES—CANADA—POSTAGE (2 circles)

This type is similar to Type 4, except that in this type the letters are taller than square. There are no dots at bottom of band

33mm, *electro*

A.	7 chevrons, very heavy	—	E	—	—
----	------------------------	---	---	---	---

TYPE 19

POSTES—CANADA—POSTAGE (2 circles)

In this type the electro is the same as Type 4. The 'chevrons' consist of a column of straight horizontal lines, centred under the right half of the electro

25mm, *electro*

A.	22 lines	C	—	—	—
----	----------	---	---	---	---

TYPE 20

POSTES—CANADA—POSTAGE (2 circles)

In this type the electro is similar to the electro of Type 11, and the chevrons are similar to those of Type 9

28mm, *electro*

A.	8 chevrons, standard type	—	CE	—	—
Aa.	6 chevrons	—	E	—	—

TYPE 21

POSTES CANADA POST (2 circles)

This type has the electro of Type 16, and the chevrons of Type 8

29mm, *electro*

A.	34 chevrons 27mm, <i>electro</i>	C	—	—	—
B.	40 chevrons	—	C	—	—
Ba.	38 chevrons	—	C	—	—

TYPE 22

POSTES—CANADA—POSTAGE (2 circles)

This type has the electro of Type 4, but the chevrons are thinner than normal, e.g. those of Type 4, and are not so pointed

25mm, *electro*

- A. 9 chevrons, standard type — E — —
- Aa. 8 chevrons — E — —
- 21½mm, *electro*
- B. 9 chevrons — E — —

TYPE 23

POSTES—CANADA—POSTAGE (2 circles)

This type is printed in the form of a parallelogram, with the electro in the form of an ellipse 23 × 26mm. the chevrons sloping to the right

- A. 8 chevrons — E — —
- 18 × 20mm, *electro*
- B. 8 chevrons C — — —

TYPE 24

Postes—CANADA—Postage (2 circles)

This type has wide outer band, chevrons similar to Type 22

31mm, *electro*

- A. 9 chevrons — C — —

TYPE 25 (See illustration)

POSTES—CANADA—POSTAGE (2 circles)

In this Type, which has only recently been reported the Electro is as Type 4, and the “Chevrons” are straight lines as in Type 13

25mm, *electro*

- A. 27 straight lines — C — —



Postage will be paid by—

COLUMBIA (LP) RECORD CLUB

11-13 SOHO STREET

TORONTO 2B, ONTARIO



CANADA

PROOF MATERIAL

	£	s.
1. 1851 3d. plate proof in colour of issued stamp on India paper	10	0
2. „ 6d. plate proof in colour of issued stamp top marginal copy with vertical red "specimen" overprint. Attractive	12	10
3. „ 6d. plate proof in orange. Fine marginal block of 4	35	0
4. „ 12d. plate proof in red from the compound secondary die. Very fine and scarce	50	0
5. „ 12d. plate proof in colour of issued stamp. Rare block of 4, with vertical "Specimen" in red	180	0
6. 1857 7½d. scarce Goodall die proof in black with cross hatching	75	0
7. „ ½d. plate proof in redish-brown. Scarce block of 4 with vertical "Specimen" in carmine	35	0
8. 1859 1c. Goodall die proof in black with cross hatching. Scarce	75	0
9. „ 5c. pair of the plate proof in black showing re-entry	20	0
10. „ 10c. die proof in black on thin paper from the compound secondary die. Attractive and rare	55	0
11. „ 12½c. Goodall die proof in brown on thin paper mounted on card	75	0
12. „ 17c. Goodall die proof in blue on thin paper mounted on card	75	0
13. 1864 2c. plate proof in green, scarce block of 6 showing variety "slashed cheek"	35	0
14. 1868 5c. die proof in red showing inscription British American Bank Note Company, Montreal and Ottawa. Rare	55	0
15. „ 6c. plate proof in brown on card, scarce block of 4	75	0
—————		
16. 1857 Bradbury Wilkinson's Sir Sandford Fleming's essay in green. Scarce	30	0
17. „ Bradbury Wilkinson's essay of the Queen's head in black on card	20	0

W. E. LEA (Philatelists) Ltd.

1, The Adelphi, John Adam Street
Strand, London, W.C.2

Telephone: WHItchall 1688/9

Those Canadian Straight-edges!

By F. W. L. Keane

This note is addressed to those of our members who may sometimes wish for a little relaxation from serious philately, and who may perhaps be looking for a sideline which will not be too hard on the eyes, the temper or the pocket-book. To such members I would suggest the possibility of making a collection of the straight-edged stamps of Canada.

As is well known, straight-edges occur on many of the stamps which were printed in sheets during the years from 1912 to 1934. Details as to which issues occur with four or two straight-edges, or with none, may readily be obtained from the latest Holmes Catalogue. Those who possess the old Holmes Handbook-Catalogue of 1943 will find in it some additional information.

In the case of those stamps which were printed in sheets of 400, and subsequently guillotined, before issue, into panes of 100, it is obvious that specimens with top, bottom or side straight-edges are approximately eighteen times as scarce as those perforated all round, whereas a stamp with, say, the top and right edges imperforate is 324 times as scarce as one which is completely perforated. Despite this theoretical scarcity, there has always been such a prejudice against Canadian straight-edged stamps that they still sell at very substantial discounts and the lower denominations have practically no commercial value. So much the better for the person who may wish to collect them!

I have been interested in these Canadian straight-edges for a number of years, and I have adopted the standard "three-by-three" method of mounting, which is of course used by collectors of United States guide line stamps. The stamps are mounted in a square of nine, with the straight-edges facing outwards, and with a completely perforated stamp in the centre, for the sake of appearances. I have found that it is quite a challenge to assemble these squares, with the exception of the most common denominations, and I am still far from total completion. For the collector who may wish to extend his scope, there is the possibility of including, separately, the die varieties of the Admiral issue, and the wet and dry printings, all of which are detailed in Marler's famous book. I have only attempted a collection of used stamps, but someone who is more ambitious might undertake the same thing with mint specimens. I think that these might prove quite difficult to complete, as it seems probable that, through the years, many mint straight-edges, in the hands of dealers and collectors, have been removed from the panes and blocks and used up for postage.

There is one factor which provides additional difficulty, or additional interest, according to which way one looks at it. I refer to the stamps from booklet panes, which of course also have straight edges. In the Admiral Issue it is sometimes possible to distinguish these from sheet straight-edges, with the help of Marler's work, but so far I have not succeeded with the three values of the 1928-29 issue which appeared in booklet form. Low values from 1930 onwards, which show straight-edges on one or on two adjacent sides, *must* necessarily be from booklets, and these in themselves provide another interesting sideline collection. It is not very difficult to reconstruct many of these booklet panes from used specimens,

POSTAL HISTORY OF N.S. AND N.B.

A Canadian book, "The Postal History of Nova Scotia and New Brunswick, 1754-1867," by Dr. C. M. Jephcott, F.R.P.S.L., V. G. Greene, R.D.P., and John H. M. Young, all of Toronto, has been awarded the highest prize for literature at the World International Postage Stamp Exhibition held at the Hofburg Palace in Vienna, Austria. At the conclusion of the ten-day exhibition which had an attendance of over 250,000 from June 4-13, 1965, the awards were announced and out of 177 entries for literature, only two books received the highest award possible under the rules of the International Federation of Philately. This was a silver-gilt medal. Gold, silver and bronze medals went to top postage stamp exhibits. H.M. Queen Elizabeth II and H.R.H. Prince Rainer III of Monaco both showed selections of their Royal Collections in the Court of Honour.

"The Postal History of Nova Scotia and New Brunswick" is a limited edition of 400 copies which was published last year by Sissons Publications Ltd. and printed by Mission Press, both Toronto firms. Its content deals with the pioneer communications and postal systems in the Maritime Colonies up to the founding of the Dominion of Canada and the text is liberally complemented by early illustrations of stage coaches, steamships, towns and railway trains.

Such eminent personalities as the Honourable Henry D. Hicks, Q.C., D.C.L., former Premier of Nova Scotia and now President and Vice-Chancellor of Dalhousie University, wrote the Foreword, and J. Grant Glassco, O.B.E., F.C.A., assisted with research.

The three co-authors spent seven years of research and writing to produce this award-winning book: Dr. Jephcott, a graduate of the University of Toronto, is a Fellow of the Royal Philatelic Society of England and Canada, as well as a Fellow of the Chemical Institute of Canada. Mr. Greene, a graduate of Upper Canada College, is a member of the Roll of Distinguished Philatelists instituted by King George V, as well as a Fellow of the Royal Philatelic Society of England and Canada and the Royal Numismatic Society. Mr. Young, a graduate of Dalhousie University, is Past-President of the Toronto Collectors' Club and Editor of the Official Journal of the British North American Philatelic Society.

THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

1964-65

President: Mrs. S. Barratt, F.R.P.S.L., F.C.P.S., Blackwell Hall, Chesham, Bucks.

Secretary: Dr. C. W. Hollingsworth, F.C.P.S., 17, Mellish Road, Walsall, Staffs.

Treasurer: A. F. L. McGregor, 339, North Deeside Road, Cults, Aberdeen.

Librarian: R. S. B. Greenhill, The Shieling, Village Way, Little Chalfont, Amersham, Bucks.

Exchange Secretary: J. E. Bielby, 194, Skipton Road, Harrogate, Yorkshire.

Editor of Journal: L. F. Gillam, 66, East Bawtry Road, Rotherham, Yorkshire.

Advertising, Publicity and Handbooks: S. F. Cohen, 51, Westfield Road, Edgbaston, Birmingham, 15.

Reminders

SUBSCRIPTIONS

Membership of the Society is open to all interested in the study of the postal history and postage stamps of the Dominion of Canada and the former British North American Provinces. The annual subscription (£1) is payable on 1st October for the ensuing twelve months. (Overseas members are requested to remit subscriptions free of charge to the Society.)

BACK NUMBERS

Sales of back numbers of *Maple Leaves* continue to flourish and stocks are quite healthy except for the following whole numbers:—

15, 21, 31 to 35, 39, 40, 44, 46, 47.

If members have any of these to spare please contact me for they will be doing a good service to others who are trying to complete their sets.

I have recently had requests for early copies of B.N.A. "Topics" and here again I shall welcome offers of any that can be spared for Volumes 1 to 8.

If necessary I am prepared to buy both the above magazines at 1s. 9d. a copy thus sharing the proceeds between vendor and the Society. But please advise me before sending any copies other than those mentioned above.

R. S. B. GREENHILL

Volume No. 10 (Binding).

This issue completes Volume No. 10. An index will accompany our October number, and this together with Nos. 1-12 should be sent for binding to the printer, S. Cockburn and Son Ltd., Station Road, Ossett, Yorkshire. A remittance for 41/- must accompany your order.

Our Advertisers

The financial support which has so readily been given to *Maple Leaves* over the years is something which it is all too easy to take for granted and occasionally the opportunity is taken in these columns to thank our friends in the trade for their help. A note from Stanley Cohen, however, reminds us that this is not sufficient. Our loyal supporters need in return the support of our members and among the former we would include those who use our "Small Ads" columns as well as those whose names are household words in the world of Philately. Among the latter we include every member of the Society who collectively spend in the course of a year what must add up to a very considerable amount of money.

May we ask members when they write to advertisers, to mention that they are members of our Society and that, if applicable, that they are writing in response to advertisements in our columns. This will not only help advertisers; it will help the Society and so, indirectly, help everyone.

Letters to the Editor . . .

Mr. G. Whitworth writes:

Admiral Issue

The article in *Maple Leaves* No. 93 by Drew Smith is the Canadian philatelist's theory about printing. Unfortunately Bill Lea does not entirely agree and I know Argenti went to some English printers to get a direct view. I am inclined to agree with Bill Lea although I have not yet put anything into writing. In the article it is stated that the die could be softened and reworked by hand to alter the design. Boggs states that this is what happened to alter the Canadian Pence stamps to cents. In England the usual routine is to:—

1. Rock a new soft transfer roll into the die to be changed.
2. File off the unwanted parts of the design from the soft roll.
3. Harden the roll and rock it into a new die block.
4. By hand complete the new design, harden, make new transfer roll, harden, and make the new plate.

From my own experience of hardening steel the surface is covered by a hard skin which can never be softened enough to use a *hand* tool upon it. Another point too is that if part of a softened die was burnished off and a new design added the new parts would be lower than the old and consequently the old would rock into the transfer roll much deeper than the new. This did not happen in the Canadian Cent stamps. I shall have to settle this point before I finish my paper on the 1859 issue and I shall be pleased to hear any views expressed by other readers.

Another point in the same article is not clear to the uninitiated. Mr. Drew Smith talks of "reversing" the design on the transfer roll! This is strictly not true.

1. The die is hand engraved in reverse (some call it obverse) in so far as the wording reads from right to left.
2. The transfer roll picks up a design reversed to the die but actually just as one sees it on a stamp.
3. The plate gets its impressions in reverse again so that the paper can pick up the ink and we see wording on the stamp that we can read.

Mr. Drew-Smith's next article may make this clear.

It would be interesting to know if the trade consider that hardened steel can be softened enough to be reworkable by a hand tool—with the accuracy required to give a perfect stamp design.

*The unique collection of
the unused classic issues
of* **CANADA**

formed by GENERAL ROBERT GILL of Baltimore will be offered for sale by auction on

OCTOBER 27th

Including such rarities as a corner pair of 12d., blocks of the 3d. (several papers including the laid), 7½d., 10d., perforated ½d. and 3d., also multiple pieces from the 1859, and large cents issue.

Catalogue 10/-

**Robson Lowe Ltd.
50 Pall Mall
London, S.W.1.**

When replying to this advertisement please mention that you saw it in "Maple Leaves"

Keep close to your hobby by making sure of your regular copy of the

**PHILATELIC
MAGAZINE**

Edited by **TOM MORGAN**

9d. FORTNIGHTLY FROM YOUR LOCAL DEALER OR NEWSAGENT
ANNUAL SUBSCRIPTION — 22/6

Published by
HARRIS PUBLICATION LTD.

at whose offices you will find an unrivalled stock of

**BOOKS, ALBUMS AND
ACCESSORIES**

Send for our Price List

**27, MAIDEN LANE, STRAND,
LONDON, W.C.2**

Tel.: COvent Garden 1006-7

(A few mins. from Charing X Stn.)

Sir George Williamson writes:

6 Cents Maple Leaf

Mr. H. Gates's note on the 6 cent Maple Leaf issue has just reminded me. I should have written when I read Mr. Macaskie's article in the February issue.

There is a further variety of the 6 cent with a plate scratch which appears to be fairly constant as I have three examples.

The scratch, in colour, is outside the top frame line and starts over the P of postage towards the right very slightly upwards and is 5 mm long.

It would be interesting to know how constant this scratch is and position. As to positioning I can help a little, one of mine is the top right of a block of four and another 3rd in a strip of three. The other unfortunately is a single.

The scratch is much thinner than the engraver's slip but is quite visible to the eye without a glass. . .

*If you have Stamps to Sell prepare to sell them now
through the classified advertisement columns of
this Journal. A form for your use is enclosed with
this issue*

Mr. J. J. Bonar writes:

6 Cents Maple Leaf

I was interested in Mr. Gates's letter about the graver slip on this value. I have long known that it did not occur on position No. 91 of the left pane and would be glad to know the true position. On my present information I can only confuse the situation further. I have a block 8 x 2 from the top left corner of the left pane and there is no trace of the graver slip on position No. 14. Can any other member help?

POSTAL HISTORY

The issue of *Maple Leaves* of December, 1962, and three succeeding issues carried an article on the first hundred years of Canadian Postal History.

Since its publication our member Charles de Volpi has pointed out several errors in it and has supplied additional information particularly in regard to the marking of charges on letters in the early period. As some of this information does not seem to have been published in this country I am much indebted to Mr. de Volpi for supplying it.

Internal Postal Rates

The first paragraph under this heading contains several errors and should be amended and amplified as follows.

The first rate chart put into effect by Benjamin Franklin, based on silver of troy weight was as follows:

New York to Montreal, 5 pennyweights or 15d. stg.

New York to Quebec, 7 pennyweights or 21d. stg.

Montreal to Quebec, 3 pennyweights or 9d. stg.

Until 1st January, 1765, letters were rated in troy (in pennyweights and grains) and currency or troy alone. In that year the value of currency was changed and one shilling sterling made equivalent to one shilling and fourpence currency. Thereafter until 1771 ratings on domestic covers were usually expressed in troy weight only. In 1771 there was another change and until the end of March, 1775, ratings were in troy and currency. Troy and currency markings were then dropped and sterling only was used until about April, 1777, when straight currency markings were used until late November of that year. After that combined currency and sterling markings were used. By mid 1781 sterling markings were dropped and thereafter currency markings alone appear.

Another correction is due in distances of various offices from Montreal. Correct figures are Montreal to Halifax 880 miles, Montreal to Toronto 376 miles, Montreal to Amherstburg 645 miles.

Handstruck markings

The date for the general issue of circular types should be 1829 not 1826.

Money letters

A misreading of earlier articles caused me to say that money letters were charged one extra rate for the service. Until January, 1844, they were charged in the same way as other letters one extra rate for a single enclosure and two extra rates for two or more enclosures so long as the total weight was under one ounce. A system of charges by weight was then adopted, one rate for each half ounce or fraction thereof.

New Stamp Issues

Sir Winston Churchill

Sir Winston Churchill will be honoured on a special Canadian postage stamp to be issued on 12th August, 1965.

This will be the first time in the history of the Canadian Post Office that a stamp has been produced to honour a person who was neither a member of the Royal Family nor a Canadian. Mr. Nicholson the Postmaster General has explained that Sir Winston's tremendous contributions to the Commonwealth and his many associations with this country were adequate reasons for a departure from normal policy.

August 12th has been chosen as the date of issue. It was on this day in 1941 that Sir Winston and President Franklin D. Roosevelt signed the Atlantic Charter. The signing took place aboard a warship in Placentia Bay, on the south-east coast of Newfoundland. The August date also coincides with the first Quebec Conference, where in 1943 Sir Winston met with President Roosevelt and Canadian leaders to plan the prosecution of the war.

Details of design and printing will be released later.

PRINCE EDWARD ISLAND FLORAL STAMP

The stamp is the eighth in a series of stamps honouring the official flowers of the ten Canadian provinces and the two northern territories.

The new stamp is in the large size, horizontal format. It is printed in three colours by a combination of offset lithography and intaglio printing from hand engraved steel plates. The provincial floral emblem, the lady's slipper or moccasin flower (*Cypripedium acaule*) appears at the right of the stamp and is printed by offset... The background tone of the stamp, and the provincial coat of arms on the left side are printed by the intaglio process.

In announcing the new stamp, the P.M.G. noted that the Legislature of Prince Edward Island had officially approved the lady's slipper as the provincial emblem in March of 1965. Drawings for the stamp were prepared with the co-operation of the Public Archives of Prince Edward Island and with the Federal Department of Agriculture.

The stamp, as with the others in the floral series, was designed and printed by the Canadian Bank Note Company of Ottawa. It is of the five cent denomination. A total of 26,510,000 stamps are being issued.

SIR WILFRED GRENFELL

A special postage stamp to honour the centenary of the birth of Sir Wilfred Grenfell, author and medical missionary to Newfoundland and Labrador, was issued by the Canada Post Office on June 9th.

This special stamp is in addition to the regular philatelic programme already undertaken by the Post Office for 1965, details of which were published in our April number issue.

Sir Wilfred, who was born at Parkgate, England, in 1865, brought a hospital ship to Labrador in 1892 and devoted the rest of his life to the welfare of its inhabitants. He founded hospitals, nursing stations, orphanages, co-operative stores and industrial and agricultural centres. In 1912, he opened the King George V Seamen's Institute in St. John's. He was a prodigious author, writing more than 20 books, mostly about Newfoundland and Labrador. His work has been continued by the International Grenfell Association which operates health and welfare stations at a score of places in Northern Newfoundland and Labrador.

The stamp, of the five cent denomination, is printed in green and shows Sir Wilfred at the helm of a ship navigating the ice-infested waters off the rugged Newfoundland coast. It has been designed by the Canadian Bank Note Company Limited based on photographs obtained from the International Grenfell Association.

KENT AND SUSSEX GROUP

The Group held its 50th meeting at Eastbourne on Saturday, May 8th. Ten members enjoyed a "family lunch" at the Sussex Hotel before going to our place of meeting for the first session of the afternoon.

A message of congratulation and good wishes from our founder, Mr. A. E. Stephenson (No. 1) was read and warmly received.

The meeting was then handed over to J. C. Cartwright (our first contact member) who conducted the affairs of the Group in his usual capable and witty manner.

The first display was "Semi Official Air Covers" by Mr. G. Reeves-Brown, M.B.E., and we were shown a number of first flights and signed covers, also photographs of many of the planes and their pilots. Major W. F. Ellis then showed us his collection of the "Pence Issues," a truly magnificent display of all the shades, papers and varieties.

Tea was then served and this gave an opportunity for half an hour's informal talk and problem discussion.

After the break Major Ellis continued showing more of his early issues. Captain J. Thompson provided an excellent display and study of "Hidden Dates" beautifully illustrated. J. C. Cartwright then gave us one of those exciting glimpses into that vast store of the unusual which he keeps in the vaults at Madeira Park. At 6 o'clock members began to think of breaking up and one by one left for trains or buses.

A very full day. In all 30 members and friends took part. We hope members in Kent and Sussex will help us to achieve the next fifty!

L. D. Carn.

AMENDMENTS TO MEMBERSHIP TO 1st JULY, 1965**New Members**

- | | | |
|-------|---|--------------|
| 1498. | KLINE, R. W., 2194 Lewis Road, South Wales, N.Y. 14139 U.S.A. | C,CG |
| 1499. | STONE, R. L., 9351—83 Street, Edmonton, Alta, Canada | PC,PS,FDC |
| 1500. | BAGULEY, R. M., 48 Albert Road, Grappenhall, Warrington | CL,CS,PH,RPO |

Resignation

1420. CARR, R. V. C.

Change of Address

1040. CHARRON, J. J., 459 Avenue, St. Jacques, Longueuil, Quebec, Canada
 1250. DAY, Dr., K. M. 401 Shady Avenue, Pittsburgh Pa 15206, U.S.A.
 637. HARRIS, M. A., The Old Vicarage, Turton, Nr. Bolton, Lancs.
 918. JOHNSON, R., 12 Brickwall Lane, Ruislip, Middlesex
 973. McCUSKER, J. J. JR., Dept. of History, St. Francis Xavier University, Antigonish, N.S., Canada.
 683. McGREGOR, A. F. L., 339 North Deeside Road, Cults, Aberdeen
 1222. PIKE, J. A., 1927 West 19th Avenue, Vancouver 9, B.C., Canada.
 1011. RORKE, W., Apt. 708 9910—104 Street, Edmonton, Alta, Canada
 1315. ROSENBLAT, D.G., 210, Monte Diablo Avenue, San Mateo Calif., U.S.A.
 1006. SALTER, T. H., The Police Station, Brixham, Devon
 44. SOUTER, A., 8, Wellpark Terrace, West Newport-on-Tay, Fife.
 1062. VAN NESS, Capt. W. D., Chestnut Hill, Mass., 02167, U.S.A.
 1248. WHITEHEAD, K., 41 Hall Lane, Maghull, Lancs.

Amendment to last month's listing

504. LEA, W. E., 1 The Adelphi

Information required of latest address (last known address given)

1429. GRENIER, G. Major, 404, East Laurier, Apt. 405, Ottawa, 2.
 720. HOLLANDS, H. J., F.C.P.S., 245 Eglington Avenue, West, Apt. 6, Toronto, Canada.

Net Change +2**New Total—699**

THE EXCHANGE PACKET

Several members have had their names removed from the circuit for disregard of the rules. As a consequence the circulation lists have been revised and members should, in future, receive three packets a year.

In response to appeals during the past six months material has been submitted in good quantity; quality, however, sometimes leaves something to be desired. Good quality material will always meet a ready sale, anything but this is a waste of time to everyone.

The 1965 R.P.O. packet is now in circulation. Anyone wishing to be included on the circulation list should let Mr. Beilby know at once.

It is not too late, if you are going on holiday next month, next week or even tomorrow to let the Exchange Packet Secretary know. This will save Mr. Beilby some headaches, delay in the transmission of packets and disappointment to other members. Please co-operate in this matter.

No receipts for booklets will be sent to members after 1st August. Members desiring acknowledgment of receipt of booklets sent to the Secretary must enclose a stamped and addressed envelope.

CLASSIFIED ANNOUNCEMENTS

Reserved for members' small classified advertisements. Special price 2d. a word for C.P.S.G.B. members only.

WANTED

Wanted to purchase—higher values Canada Jubilees with B.C. town cancels, also any other pre-1900 B.C. town cancels.—J. A. Pike, Ford, Washington, U.S.A.

WANTED for research purposes, envelopes and postcards with Duplex machine cancels of Truro, N.S.—Ross H. Baker, 114, Brunswick Street, Truro, N.S.

WANTED. "Brant County" items.—Barchino, Brantford, Ontario.

Collector seeks correspondence on Canada roller cancellations Q.V. to K.G.V. with view to forming study group. Exchange and/or purchase.—Hollingsworth, 17, Mellish Road, Walsall, England.

CANADIAN SLOGANS. Join the Slogan Bank. 1964 list now available. Information.—G. H. Potts, Halfmoon Bay, B.C., Canada.

"Street" and District cancellations. Buy or exchange—any towns. Particular interest, Morris Street, Halifax. Also town and other cancellations on 2cts. Carmine Numerals.—Hollingsworth, 17, Mellish Road, Walsall.

PERIODICALS

Canada Calling is one of the interesting features frequently appearing in the Philatelic Magazine. Price 9d. from your newsagent or local dealer.

FOR SALE

Canadian Shakespeare or First Prime Minister, Cachet Cover 3s. 6d. Face Mint Britain commems.—Jack's Stamp Farm, Route 6c, Woodstock, Ontario, Canada.

PHILATELIC CANADA; Try Jack's Stamp Farm, Route 6c, Woodstock, Ontario, Canada.

Collection Large Queen Plate Varieties. Well written-up. ¼c (10); 2cts (4); 3cts (11); 6cts (25); 15c (1). Condition varied. £100.—H. W. Harrison, c/o, S. Cohen, 51, Westfield Road, Birmingham, 15, England.

LENDING LIBRARY

Please refer to the Library List and send your requests to: The Librarian, Mr. R. S. B. Greenhill, The Sheiling, Village Way, Little Chalfont, Amersham, Bucks. A comprehensive range of books on all branches of B.N.A. philately and postal history is available to members, free of charge, with the exception of postage charges both ways. Numerous catalogues, check lists and pamphlets are also available.