

# MAPLE LEAVES

Journal of

THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

INCORPORATED 1946

Founder:

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

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

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## EDITORIAL

### Convention 1975

Stanley Cohen informs us that bookings for this year's Convention are coming in steadily. Our purpose in reminding members of this is to ensure that procrastinators do not leave things until it is too late! As he reminded us in our last issue the Holiday Inn is something 'out of the ordinary'; but this does not mean that it has illimitable accommodation. The hotel booking form enclosed with this issue should be completed *NOW* if disappointment is to be avoided. Next week may well be too late, and he who hesitates really ought to study the programme published in this issue. Everything points to a Convention that will be outstandingly successful and enjoyable. Stanley is not noted for doing things 'by halves' and we have no hesitation in placing it on record that Convention 1975 will be a memorable occasion for everyone who attends.

We have received a manuscript from David Sessions on the subject of the early machine cancellations which it was hoped would be published in this issue. Pressure of space has prevented this and we are sure David would like us to mention that he is running a study circle on this subject at Convention. If you have any of this type of material and you are going to Convention please bring it along with you.

## **Displays to local societies**

In our October issue we published a request for members who would be willing to give displays to local societies to write to the Secretary giving details of the type of display they would be prepared to offer, the distance they would be prepared to travel and whether or not they would require out-of-pocket expenses. Dr. Hollingsworth informs us that so far there has been a disappointing response; only three members have responded and it is felt that, to quote his words, 'members are being too modest about their abilities'. He is surely right when he adds that out of the large membership of this Society there must be many who could help in the way suggested, if they could but make the effort. Will *YOU* help to improve on this sorry record? *THREE* out of 700 plus members must surely provide plenty of scope for advance in the right direction.

## **Stampex 1976**

David Boyd, Chairman of Stampex, 1976, informs us that next year's National Stamp Exhibition will be held from Tuesday, February 24th, 1976 to Saturday the 28th. The organisers are very keen to attract new competitors for the Trophy, apart from retaining those who have loyally supported the competitive side of the Exhibition in the past. A prospectus will be published in the autumn, but meanwhile we would urge members to give this matter some thought. Mr. Boyd can be contacted at 27, John Adam Street, London WC2N 6HZ and members so doing will be provided with full details.

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## **Subscriptions**

At the last Annual General Meeting it was agreed that with effect from 1st October, 1975 the annual subscription to the Society should be £5, or such lesser amount as the Committee should decide.

This matter has now been considered, and it has been agreed that the subscription for 1976, operative from 1st October, 1975, shall be £3.50 per annum.

Furthermore, in view of the increased printing and postage costs the Committee has also decided that the issue of *MAPLE LEAVES* be restricted to five numbers a year, in October, January, April, June and August.

We are confident that all members will appreciate the need for such a decision which has only been reached after a careful consideration of all the factors, not least of all the financial viability of the Society at a time of unprecedented inflation.

## The S.S. "Royal William"

On 27th April, 1831, to the acclaim of a vast throng at Quebec for whom the occasion had been declared a holiday, the steamship "Royal William" slid into the chilly waters of the St. Lawrence River. It was fitting that her keel should first touch water in an area so closely connected with Canadian history, for her entire career was historic. She was the first seagoing steamship built in Canada. The ship was constructed at the instigation of the government of Lower Canada (Quebec) specifically to foster trade between Lower Canada and the other provinces of British North America. In this regard the ship has been acclaimed as the first in a series of links that eventually resulted in the Canadian confederation.

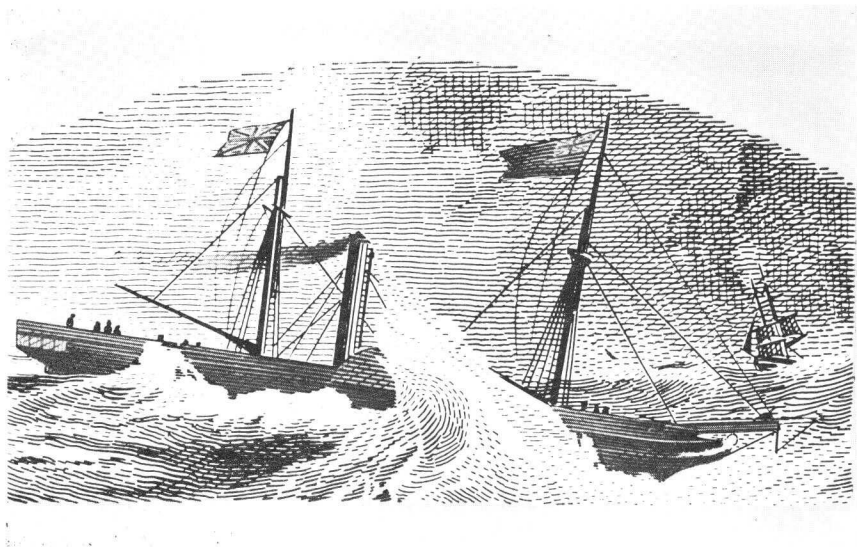
A twenty-year-old apprentice foreman, Canadian-born James Goudie, superintended the construction of the "Royal William". She was a three-master, schooner-rigged paddlewheel steamship with a length on deck of 169 feet. She displaced 1,645 tons, although her carrying capacity was small — only 365 tons. The "Royal William" was a handsome ship, well-proportioned, with her prow, stern and quarter galleries decorated in the fashion of the sailing vessels of the day.

Upon her launching she was towed to Montreal for fitting-out and for the installation of her engines. These were built by John Lowe, at the Bennett and Henderson engine works, and were almost entirely of Canadian manufacture. When she steamed out of Montreal harbour in August, 1831, to commence her service to Nova Scotia, her owners must have been confident that their outlay of £16,000 would be recouped. They believed their proud ship would fulfil the terms of the Government's Act of Subsidy. The subsidy was anticipated to earn £6,000 spread over three years.

Between late August, 1831, and the coming of winter the "Royal William" completed three round trips to Halifax carrying both passengers and freight. She proved to be a good ship at sea, and when she was laid up that winter at Quebec there was no hint of the troubles that were to come.

A cholera epidemic plagued North America in 1832. As a consequence the "Royal William" was barred from plying between Canada and the Maritimes. After one much-interrupted trip, which took 53 days, she was laid up at Quebec in her winter quarters. Thereafter she changed hands several times and became a total financial loss to her original owners. Finally, in June, 1833, after carrying out some menial tasks around Montreal and Quebec, she was sent down river to Halifax. From there the "Royal William" proceeded to Boston, and thus became the first sea-going steamer flying the British ensign to dock at an American seaport. She left Boston on the 26th June, and for the first time that it can be proven, she carried mail. A cover in the Public Archives of Nova Scotia marked "via Royal William" travelled in her to Halifax.

By the time the "Royal William" arrived in Quebec on 14th July the decision had been taken to send her to London for disposal. The advertisement for her departure appeared in the *Quebec Gazette* on 17th July, 1833. She sailed on her epic voyage on the 5th August, under the command of Captain John McDougall. The "Royal William" called at Pictou, Nova Scotia, to replenish her bunkers with the superior coal mined there, and on 18th August, 1833, sailed for Europe, never again to see North America.



*Fig. 1*

Although she encountered extremely rough weather on her crossing and used her sails on occasion, she made the entire crossing with steam up. When her boilers had to be purged of salt she hove to. On the 12th September, 1833, the "Royal William" steamed triumphantly up the River Thames in England, having become the first ship to have steamed the entire way across the North Atlantic.

The "Royal William" was sold in London for £10,000 ten days after her arrival and chartered to the Portuguese Government. It refused an offer to buy the ship, however, and after several trips she was laid up once more, this time until July, 1834. Then, still under Captain McDougall, she recommenced running to Portugal.

On the 10th September the Spanish Government acquired her, changed her name to "Isabella II" ("Isabella Segunda"), and employed her on the north coast of Spain fighting the Carlist forces. Late in 1834 the ship returned to London for refitting as a warship, going back to the north of Spain on completion. There she acted in support of the British Legion that fought the Carlist forces until late 1837.

At the end of this time McDougall took the "Isabella II" back to London, where she was impounded awaiting the settlement of claims levied by her crew against the Spanish Government. These were settled by the end of that year, and Captain McDougall was discharged on 31st December, 1837.

Her career thereafter was short. In 1840 a hull survey revealed that she was fatally decayed, so her engines were removed and placed in another steamer. It also went by the name "Isabella II", and served in the Spanish service (after a name change about 1850 to "Saint Isabella") until wrecked on the African coast in January, 1860. Only then did the career of this famous vessel come to an end.



In 1894 a special plaque was mounted in the Canadian Parliament commemorating her record-setting transatlantic voyage. In 1933, after considerable prodding from the Canadian Philatelic Society, the Navy League of Canada and other interested organisations, Canada issued a stamp in her honour. Interestingly, the initial engravings were made using the wrong model — a likeness of a two-masted ship of the same name built in 1837 having been supplied in error to the engraver (Fig. 1). The mistake, however, was caught in time and the correct ship finally appeared on the stamp. It was printed from two plates by the British American Bank Note Company, 4,854,000 stamps in all being produced. Although there are no collectable varieties in the stamp as printed, imperforate versions exist and command high premiums. The normal perforation is 11.

Finally, in 1964, in its series of stamps honouring the Spanish Navy, the Spanish Government issued a stamp commemorating the *barco de vapor* "Isabel II" — a fitting final tribute to the ship with both Spanish and Canadian connections.

*(We are grateful to Mr. J. E. Kraemer, Manager of the National Postal Museum, for the above article. — Editor).*

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## OBITUARY

### L. D. Carn, F.C.P.S.

It is with sadness that I write these few words in memory of Dorland Carn, who died on 18th April last.

Dorland was a Fellow of the Society and a Past President. His love of stamps brought him many friends, both in this country and in Canada. All will miss his cheery letters about his activities.

He was always willing to give a display to a general society and to spread the word about Canadian stamps and the C.P.S. of G.B.

He was, for many years, an active member of the Kent and Sussex Group along with J. C. Cartwright and Heffie, and as Contact Member supplied the Editor with reports for *MAPLE LEAVES*. He was always ready to work for the Society in any possible way and was never found wanting in this respect.

For many years he was one of the Society's representatives at the Philatelic Congress of Great Britain, and always contributed material for the Canadian Study Circle. Over the past 25 years he attended practically all the Annual Conventions of the Society, enjoying the coach trips, study circles, but above all, the friendship of other members.

Dorland will be missed by all who have met him and on behalf of the Society I convey to his family our sincere condolences in their loss. I have found it difficult to express in words my feelings for this great little man.

J. E. BIELBY

# How It Strikes Me

Part IV

By Dr. M. W. Carstairs

## Stamp Statistics

Stamp statistics are fun, and they also can be instructive or deceptive depending on how they are used. Suffice it to say that they are not used enough in research into our hobby.

Here is an example to show how they can be employed.

The Edward VII stamp booklets are very scarce to-day, despite the fact that 11½ million of them were printed. However, single used stamps from the booklets are common and can be easily recognised because all of them have one or more straight edges, whereas the sheet stamps didn't. There is also the matter of the direction of the weave of the paper, but this is not relevant here.

Some time ago I noticed that most of the few Edward 2c. stamps I possessed which had been used in the Yukon came from booklets, and furthermore that almost all had been used on picture postcards. So I decided to investigate the usage of the booklet stamps on picture postcards, where their presence had not been a factor in retaining the card.

Eleven and a half million booklets were printed and these contained 138 million stamps, whereas 2,160 million sheet stamps were issued, giving an expected frequency of booklet stamps of 6%. 250 picture postcards bearing the 2c. Edward were examined, and of these 51 or 20.4% had booklet stamps.

Therefore the general public tended to use booklet stamps rather than sheet stamps on their picture postcards. Indeed this is what one would expect. However the usage by provinces was most unexpected.

Of forty cards from the Maritime Provinces and Quebec, only one bore a booklet stamp, and that an early date of September 1903.

Of seventy-six cards from Ontario, only four had booklet stamps, but further west eleven out of thirty-seven writers in British Columbia and eight out of twelve in the Yukon used booklet stamps.

The results are tabulated below. Cards bearing railway postmarks were excluded from the study.

<i>Province</i>	<i>Number of Cards</i>	<i>Number of Booklet Stamps</i>	<i>Percentage of Stamps</i>
Maritimes & Quebec	40	1	2.5%
Ontario	76	4	5.2%
Manitoba	30	10	33.3%
Saskatchewan & Assiniboia	32	9	28.1%
Alberta	23	8	34.7%
British Columbia	37	11	29.7%
Yukon	12	8	66.6%
	250	51	

It would seem likely from these figures that the majority of Edward 2c. booklets were sent west, and this may explain to some extent why they are so scarce to-day. Perhaps very few were on sale in the big cities of the East, while in the damp and primitive conditions of the Yukon the interleaving between the panes was a god-send, and prevented wholesale spoilage.

Incidentally there is no doubt that the booklets were issued on the same day as the stamps, as I turned up a loose booklet stamp dated July 2 1903, just one day later than the first day of issue.

If someone has the material and a few idle hours it would be interesting if these results could be checked.

I hope to return to further statistics on another occasion.

## **New Stamps**

### **1976 Olympic Games, Track and Field Sports**

Three Olympic commemoratives featuring the Pole Vaulter, the Marathon Runner, and the Hurdler, in denomination of 20 cents, 25 cents, and 50 cents, respectively were issued on June 11th.

The stamps were designed by Peter Swan and measure 30 mm. by 48 mm. in a vertical format.

A total of 14 million 20-cent stamps, 12 million 25-cent stamps and 12 million 50-cent stamps were printed in five-colour lithography by Ashton-Potter Limited, Toronto.

Marginal inscriptions, including the designer's name, appear on the four corners of each pane of 50 stamps.

The total production of these stamps will bear the general tagging and will not be available in any other form.

### **Marguerite Bourgeoys, Alphonse Desjardins, John Cook and Samuel Chown**

Four eight-cent stamps in honour of Marguerite Bourgeoys, founder of the Order of Notre-Dame, Alphonse Desjardins, leader of the credit union movement, John Cook, first moderator of the Presbyterian Church in Canada, and Samuel Chown, a prime mover in the founding of the United Church of Canada, were issued on May 30th.

The Marguerite Bourgeoys and Alphonse Desjardins stamps were designed by Design and Communication, Montreal. The Samuel Chown and John Cook stamps were designed by William Southern, Toronto, and interpreted and engraved by George Gundersen, Ottawa.

A total of 12 million Marguerite Bourgeoys and 14 million Alphonse Desjardins stamps were printed by Ashton-Potter Limited, Toronto, and 16 million Samuel Chown/John Cook stamps by the British American Bank Note Company, Ottawa.

*(See page 297 for illustrations)*

# Canada -- A Study of the 10 Cents Value 1874-1897

By G. Whitworth, F.R.P.S.L.

(in collaboration with the Yorkshire Group)

The ten cents value of the Small Queens Head issue was chosen by the West Riding Group as the subject for study during the winter of 1974-5. The material used for this study was made available by several members and consisted of approximately 240 copies.

Full use was made of our notes on earlier researches into the six cents value.

The material was examined under the classification of:— 1. The plate; 2. Paper and gum; 3. Perforation; 4. Colour and its chronological sequence; 5. The uses of the stamp.

**The Plate.** The British American Bank Note Co., situated in Ottawa, were the contractors to the Post Office for the stamps of Canada. In September or October of 1874 the plant was moved to Montreal and about this time they were requested to produce a stamp of 10 cents value which they proceeded to do at the new Montreal works. A new soft steel die would have the standard parts of the design pressed into it by means of a specially prepared transfer roller and the outer parts of the design would be hand engraved. Original die proofs are not known but a plate proof in rich magenta was examined. The plate consisted of 100 subjects and an imprint of new wording was added to the plate centrally on each of the four sides. This imprint read 'British American Bank Note Co. Montreal' (Boggs type V) and was normal on the north and south margins, read up on the west and down on the east. Counters 10 and TEN were placed over stamps 2 and 8 respectively. In 1888 the printers again moved to new works in Ottawa and carried on using this plate without altering the imprint. (*See illustration which, for reproduction purposes we have divided into two separate parts — Editor*).

Only one plate was laid down and the 100 sidepoint dots appear as a single dot in the south west corner of the 90 stamps of columns 2 to 10. The dots for the tenth column can be found amongst the perforation holes on the east of the stamp. The plate appeared to have been maintained in good condition and there is no evidence of any general repair.

There is however one very striking re-entry shown on position 89 of a mint S.E. corner block which is in the red colour circa 1890. This was first reported by Peter Hurst in B.N.A. Topics in 1961 with a date of use as OC 17 1882. It was not seen on proof sheets and so we must assume that the plate was most carefully repaired and this is the one instance where the transfer roll was not set down just over the original design.

On position 21 a pitting of the plate developed in the 0 of the lower east 10. Our copy is dated No. 24 1896 although dates in 1893 have been reported.

On position 88 a scratch developed in the 1 of the lower east 10. Our copy is in the deep magenta shade of circa 1885.



**The papers.** The paper used at Montreal was of a good quality medium weight with a pebbly surface, sometimes with a yellowish tone. On the back either a horizontal or a vertical mesh can be seen according to the direction in which the paper was cut into printing sheets.

When the printing moved to Ottawa a poorer quality paper was obtained. It was medium to light weight and distinctly yellow toned, with again either a horizontal or vertical mesh.

**The gum.** At Montreal a thick pale brown gum was used which sometimes appears streaky. At Ottawa the gum was browner and applied more thinly.

**The perforations.** With an earlier study of the perforations on the 6 cents value we measured the exact perforations used throughout the period and came to the conclusion that the pins around the perforation wheels were not uniform in pitch and now we have considered the two Montreal machines to gauge 11.5 and 12. Up to mid 1876 the horizontal perforations were 11.5 and the vertical were 12. Circa July 1876 some stamps appeared perforated  $12 \times 12$ . From 1876 to 1880 stamps perforated  $11\frac{1}{2} \times 12$  are still found but after that they are all perforated 12.

**The colours.** This is the area where study has been concentrated as some of our members are colourists and feel that the range of colours found on this stamp should be defined more clearly. The colour sequence of the 1859 10 cents Consort was fully described in *Maple Leaves* (Volume 11, 3 onwards 1965)

using the Stanley Gibbons colour chart as a standard which can be purchased worldwide. From readers letters this was successful and we have adopted a similar method.

We have taken the S.G. colour chart with colours 1 to 100 and where colours match exactly using a good north light or a colour matching lamp, have used the S.G name.

Some stamps appeared correct in hue but were darker or deeper and we have indicated this. Some colours appeared weak or thinner as though more white had been added. A dull shade is where the light reflection is lower and the stamp has not the richness of the S.G. colour.

#### **Montreal printings — Perforated $11\frac{1}{2} \times 12$**

##### **November 1874-1878 Pale faded claret**

This colour is much bluer than the magenta illustrated by S.G. and a weaker whiter claret just about fits the colour of the first printings. There are small variations in shade but all here are weak and white.

##### **1876-1881 Pale reddish purple**

Here 76 purple is too blue and this colour is between 76 purple and 71 claret. The colour is that bit richer and redder than the first printing.

#### **Montreal printings — Perforated $11\frac{1}{2} \times 12$ or $12 \times 12$**

##### **1876-1880 Pale brown purple**

This group has a browner tone than the last and best matches S.G. 80 brown purple in hue but is much weaker in colour.

##### **1878-1880 Claret**

Here we find three depths of colour. Some stamps match S.G. 71 claret with others of a paler duller colour and dated 1878 and others slightly deeper and richer and bluer dated JU 187-

##### **1881-1882 Dull purple, S.G. 80**

This group is quite deep in shade with others slightly weaker. We have one stamp Perforated  $11\frac{1}{2} \times 12$  which is paler again.

#### **Montreal printings — Perforated 12**

##### **1881-1886 Dull lilac claret**

This group is much bluer than the last and can be described as 71 claret with a cast of 68 lilac. Here we have no date stamps but Studd found this colour between these dates.

##### **1881 Dull Claret**

This group fits the colour of 71 claret but is duller and slightly deeper.

##### **1881-1885 Deep Claret**

This colour is 71 claret but deeper and richer. We have it dated MR 1881 up to JU 1885.

### **1882-1886 Reddish purple**

The group has the hue of 78 reddish purple but is duller in appearance. We have it dated on cover DE 1882.

### **1891 reddish claret**

This has a similar depth of colour to the last group but slightly bluer, beginning to look like the carmine type of colour which follows. We have this on cover dated FE 1891.

### **1885-1889 Deep magenta**

This group is the reddest and richest of all the colours printed up to this time. It has the hue of the S.G. 73 magenta but is deeper in colour. It is in this colour that we have a copy showing the flaw on position 88. There are also copies with a weaker colour, one that matches 73 magenta.

## **Ottawa Printings — Perforated 12**

The new printing works at Ottawa made up new mixes of inks and from this time the general character of the colour changes to reds or red-browns. Coupled with the poorer papers there is a very obvious change in appearance of the stamps.

### **1889-1894 Brown carmine**

There is still a trace of blue in the colour but now much browner than anything previous. Try to imagine the S.G. 12 brown red mixed with 4 carmine. The shade is quite deep and all our copies are dated 1889.

### **1889-1894 Venetian red, S.G. 13**

This group is a good match with no sense of bluish tint.

### **1890 Deep flesh**

Here we have stamps dated 1890 of a very pale colour again and slightly more pink than a pale venetian red. S.G. 14 flesh just made darker with brown describes this shade.

### **1890-1894 Red 11 and deep red.**

Here we have found stamps of the same hue and the same dates. The red S.G. 11 matches the lighter tone and deep red describes the fuller shade.

### **1894-1895 Pale orange brown**

This is another printing with a very weak colour. The colour is richer and more orange than the 1890 deep flesh group.

### **1895-1897 Pale orange red.**

This is yet another group with a weak colour. The deeper printed stamps match quite well to S.G. 16 orange red but others are slightly duller and paler.

### **1897? Salmon pink**

This is a Gibbons catalogue name which does not appear on the colour chart. The stamps give the appearance of being a mixture of 15 Salmon and 15 rose. It is quite pink when compared with the pale orange red of 1896. We have only one date in 1897.

### **1895-1896 Brown red, S.G. 12**

According to our dated material this is chronologically out of place but from a flow of colour, point of view it is the first of a new group of colours. The dates observed are all in 1895 and early 1896.

### **1895 Brick red.**

No colour on the chart fits this colour which is more of a chestnut 85 type of colour with a reddish tint.

### **1896 Carmine red**

This is not S.G. 8 but more like red 11 plus some carmine tint added.

### **1897 Chestnut, S.G. 85**

This group matches Chestnut very well, a deep bright colour and dated FE 1897.

### **1897 Orange brown, S.G. 86**

This is a slightly weaker colour with an orange cast. The copies observed are dated SP—and—1897.

These last five colours are obviously made from the same stock of pigments and variations in weighing out have caused the difference in shade that we list. The slight variations in depth of printing can be caused by differences in wiping the plate and also in moisture content of the printing paper.

### **The uses of the stamp**

This 10 cents stamp was not put on sale until November 1874 and by June 30 1875, 85,550 stamps had been sent to the Post Office. At this point of time there had been no change in postal rates and no single rate called for such a value. However the Universal Postal Agreement was signed in October 1874 and on the 1st October 1875 Canada reduced the postal rate to the U.K. to 5 cents per  $\frac{1}{2}$  oz. by whatever route the mail was despatched. As the Registration Fee was 5 cents the 10 cents stamp would prepay postage and Registration for a single rate letter. From the 1st July 1878 Canada commenced the uniform 5 cents rate to all U.P.U. countries when the 10 cents stamp would prepay the double rate letter. Its only other use was to make up a higher rate, parcels and similar purposes.

The demand for the stamps was not excessive as the records show that for each year up to 1881, 130,000 were received from the printers and after this the quantity rose to about 210,000 per annum.

The following rates were examined:—

10 cents to the U.K. A single stamp in deep claret on cover from Winnipeg dated MR 15 1881 to Scotland via New York with a Liverpool U.S. Packet receiving handstamp.



10 cents to India. A single stamp in red on cover from Wolfville N.S. dated JY 12 1890 to Madras via London.

14 cents to Norway. A single stamp perforated  $11\frac{1}{2} \times 12$  in pale reddish purple used with a pair of 2 cents green from Halifax dated JY 13 1875 to Tonsberg via Cunard Packet and London.

15 cents to Bermuda. A single stamp Perf. 12 in reddish purple used with a 5 cents from Halifax dated DE 8 1882 to Hamilton via New York.

15 cents Registered to Italy. A single stamp in reddish claret on a registered cover used with a 5 cents green registered stamp from Halifax dated FE 7 1891 to Palermo via London.

66 cents parcel post label. This piece has a declared weight of 66 lbs., and the postmaster's initials. The rate was 1 cent up per lb. The stamps consisted of a 1 cent yellow, a 5 cents olive and a block of six 10 cents in carmine red dated AU 2 1894.

The examination of various auction catalogues has not revealed many further unusual uses of the 10 cents stamp. It has been seen making up the rates to :—

United States — 1878 single + 2 cts. making up a double 6 cents rate.

France — 1896 single + 5 cts. making up a three times rate.

Austria — 1886 single + 5 cts. making up a three times rate.

New Zealand — 1879 single + 5 cts. making up a 15 cents rate.

England — 1897 pair + 5 cts. Registered making a 4 times rates.

China — 1886 single + 6 + 3 + 1 + 5 Registered = 25 cents.

France — 1891 single + 5 + 5 + 8 cts. Registered stamp = 28 cents.

Turkey 1890 single + six 5 cts. + 8 cts. Registered stamp = 48 cents.

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## CONVENTION

1975

PLEASE REFER TO PAGE 289  
FOR DETAILS OF THE  
1975 CONVENTION PROGRAMME

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## Not So Much a Postage Stamp . . . . More a Way of Franking . . . .

By S. F. Cohen, F.C.P.S.

Part XXI

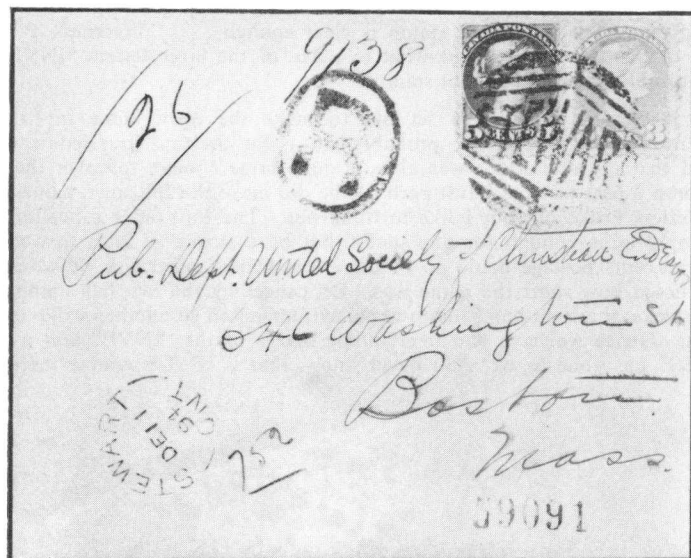
### Unusual Town Names

Continuing the story of the Dr. Day covers, here are two which particularly appeal because of their originality in design.

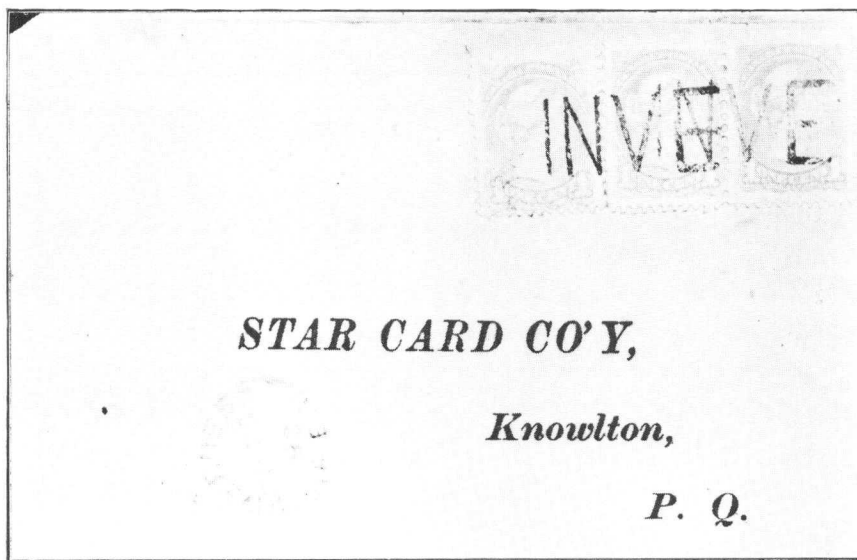
The township of Stewart, Ontario, must have had an artistic postmaster to devise so elegant an interpretation of his town name, as shown on the 1894 registered cover to Boston.

Apart from the pretty cover front, the back of the envelope is quite fascinating, too. With registered mail, we find all sorts of transit markings, including a gorgeous St. Thomas and Windsor R.P.O., a nice Montreal fore-runner, a c.d.s. for Charing Cross, Ontario (of all places! ! !) as well as a Windsor c.d.s. and a huge purple Boston registered receiving mark.

I'm not quite sure if I should not have illustrated the back of the envelope instead of the front! But, that fancy "Stewart" must win the day. . . .



Stewart, Ont.De.11.94. Registered to Boston.



*Inverness. P.E.I. Sep.20.93. Where is the 'RNESS'?*

### **Inverness. . . . P.E.I.**

This is one of these poser covers that has one really guessing until it can be puzzled out. The town date stamp is clear enough . . . . Inverness, P.E.I. . . . shades of Scottish origin. But what to make of the large letters "INVE" twice struck to obliterate the three lot stamps?

The postmaster must have set out to make the town name in full as an obliterator in tall letters. He probably got as far the first four letters when he realised that the obliterator was already quite large enough to cover the normal one stamp 3 cent postage. Just perhaps, he did make the full town name, and the other letters broke off, but I like to think not. The four-letter cancelling device was amply large enough for one stamp, but by a stroke of luck, this cover has the three cents postage made up of three low values, otherwise we would never have known how short the name was. On cancelling the two left stamps with a single stroke, the right-hand stamp remained unmarked so another strike took care of that. Hence we have two overlapping marks of the "INVE" and where the "RNESS" has gone to we shall never know, that is IF it was ever there!

# Convention Programme

**29th ANNUAL CONVENTION, HOLIDAY INN, BIRMINGHAM**  
**1st-4th OCTOBER 1975**

## **Wednesday, 1st October—**

Arrival of Members.

- 8.15 p.m. Display. "Worthy of a 2nd glance — a Canadian Miscellany".  
By Dr. M. W. Carstairs.

## **Thursday, 2nd October—**

morning — free for sight-seeing in the city.

- 2.00 p.m. Coach Tour. Stratford-on-Avon. Birth-place. Theatre, Ann Hathaway's Cottage. Tea at Stratford Hilton.
- 8.15 p.m. Display. "1859 Rates and Covers".  
By Geoffrey Whitworth, F.C.P.S.
- 10.00 p.m. Auction material on view.

## **Friday, 3rd October—**

- 10.15 a.m. Study Circle "Flags and other early machine cancellations".  
Leader: David Sessions.
- 2.00 p.m. Coach Tour. Coughton Court — one of England's Stately Homes  
Home of Throckmorton family, Tea.
- 7.15 p.m. Theatre outing (ladies). To be arranged.
- 8.15 p.m. Display. "Large Queens". Mr. Frank Laycock.
- 10.00 p.m. Auction Lots on View.

## **Saturday, 4th October—**

- 9.15 a.m. Meeting of Fellows.
- 9.30 a.m. Meeting of Committee.
- 11.30 a.m. Annual General Meeting.
- 2.30 p.m. Auction conducted by Mr. G. Manton.
- 7.30 p.m. Reception by the President, Mr. S. F. Cohen, F.C.P.S.
- 8.00 p.m. Annual Banquet and Presentation of Awards.
- 10.00 p.m. — 1 a.m. Dancing to the music of Joe Royal and his orchestra.

## **YEAR BOOK 1974-75**

We regret the delay in publication of the above. It is hoped to be able to publish details of future plans in connection with this in our next issue.

# Canadian Railway Postmarks, Hammer Varieties — Part 10

By Philip R. Grey

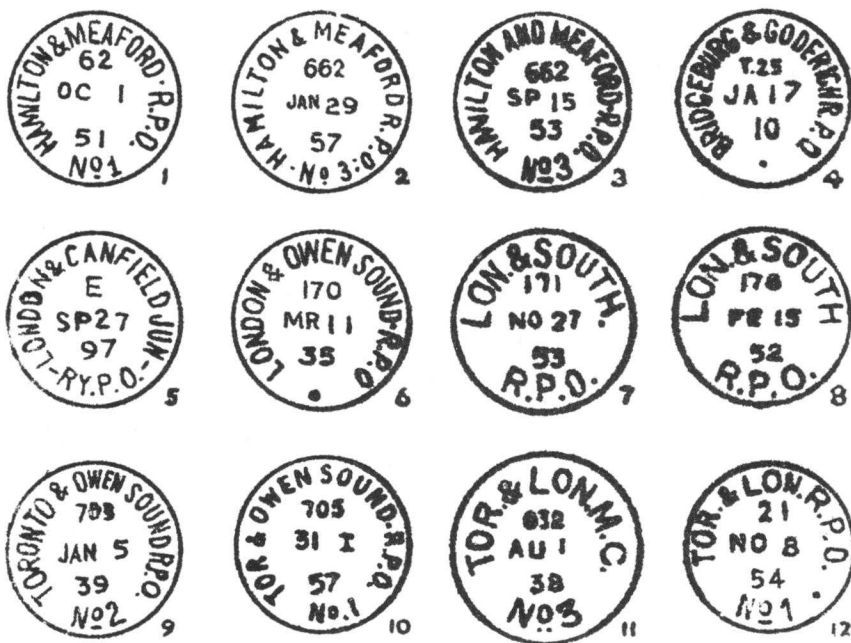
This instalment covers the secondary lines in the area between the Great Lakes Ontario, Erie and Huron.

## A. C.N.R. lines from Toronto and Hamilton to Lake Huron and Georgian Bay

<i>Shaw No.</i>	<i>Shaw Type</i>		<i>Period Recorded</i>
0.119	9E	<i>Harrisburg &amp; Southampton M.C.</i> (1) "RRIS" narrow; N tall (2) "RRIS" normal; N short	1898-1905 1901-1912
0.121	17	<i>Harrisburg &amp; Southampton R.P.O.</i> (1) Tall narrow letters (2) Squarer letters	1907-1910 1898-1914
0.103	17	<i>Hamilton &amp; Meaford R.P.O.</i> (1) Short Ampersand; normal D (2) Normal Amp.; narrow D	1899-1905 1899-1909
0.104	17A	<i>Hamilton &amp; Meaford R.P.O.</i> (with fixed serial numbers) No. 1 (Fig. 1) No. 3 Square Ampersand No. 3 Small letters; Round Amp. (Fig. 2) No. 5 No. 6 No. 8	1915-1959 1907-1925 1947-1959 1913-1928 1912-1917 1910
0.105	17A	<i>Hamilton and Meaford R.P.O.</i> (fixed serial nos.) No. 1 No. 3 (Fig. 3)	1932-1943 1932-1955
0.360	17A	<i>Toronto &amp; Meaford R.P.O.</i> (fixed serial nos.) No. 1 No. 2	1908-1942 1911

## B. C.N.R. lines from Bridgeburg (Fort Erie)

0.37	17	<i>Bridgeburg &amp; St. Thomas R.P.O.</i> (1) Central dot before "R.P.O." (2) No dot; larger letters	1905-1915 1908-1922
0.34	17	<i>Bridgeburg &amp; Goderich R.P.O.</i> (1) "Burg" normal; narrow Amp. (2) "Burg" narrow; normal Amp.; no central dot before "R.P.O." (Fig. 4)	1911-1915 1908-1923



- 0.141      20      *London & Canfield Jun. Ry. P.O.*  
 (1) Hyphen to left of "Ry"; "Jun" normal      1893-1897  
 (Fig. 5)  
 (2) Central dot to left of "Ry"; "Jun" narrow      1893-1897

C. C.N.R. lines from London to Lake Huron and Georgian Bay

- 0.152      17      *London & Owen Sound R.P.O.*  
 (1) Diameter 22 mm.      1915-1939  
 (2) Diameter 23½ mm. (Fig. 6)      1928-1941
- 0.160      17H      *Lon. & South. R.P.O.*  
 (1) Large narrow letters (Fig. 7)      1942-1954  
 (2) Large squarish letters (Fig. 8)      1942-1955  
 (3) Normal letters      1929-1955

D. C.P.R. lines from Toronto to Lake Huron and Georgian Bay. (All with fixed serial numbers)

- 0.391      17A      *Toronto & Owen Sound R.P.O.*  
 No. 1      1943  
 No. 2 (Fig. 9)      1931-1946  
 No. 3      1916-1952  
 No. 4      1908-1950  
 No. 5      1934-1935

<i>Shaw No.</i>	<i>Shaw Type</i>		<i>Period Recorded</i>
0.393	17A	<i>Tor. &amp; Owen Sound R.P.O.</i> No. 1 Sq. Amp.; hyphen under O of "No." No. 1 R.Amp.; smaller letters; stop after "No." (Fig. 10)	1911-1944 1950-1959
0.393B	17A	<i>T. &amp; O.S. R.P.O.</i> No. 2	1948-1957
0.354	9A	<i>Tor. &amp; Lon. M.C.</i> No. 1 No. 2 No. 3 (Fig. 11)	1895-1908 1895-1901 1911-1957
0.355	17A	<i>Tor. &amp; Lon. R.P.O.</i> No. 1 (Fig. 12) No. 2	1939-1958 1909-1927
0.91	17A	<i>G'lp'h &amp; G'r'ch R.P.O.</i> (Guelph & Goderich) No. 1 No. 2 No. 3	1909 1923-1950 1936
<b>E. New York Central Railroad</b>			
0.306	20	<i>St. Thomas &amp; Courtright Ry.P.O.</i> (1) "Right" narrow (2) "Right" normal (This was the "St. Clair Branch" off the N.Y.C. Buffalo to Detroit main line along the Canadian side of Lake Erie).	1896-1904 1908-1911

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**CONTRIBUTIONS**  
**FOR THE OCTOBER ISSUE**  
**WILL BE GRATEFULLY ACCEPTED**  
**BY THE EDITOR**



# **AUCTION HEADQUARTERS ON THE WEST COAST WE CARE**

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# Letters to the Editor

Lt.-Col. D. M. C. Pritchard writes:

## 1859 10 cents bisects

I was interested in Mr. Cohen's "Not so much a Postage Stamp . . . More a Way of Franking" in June 75 *Maple Leaves*, because I was involved in the incident described.

Mr. Cohen's account does not tell the whole story. He is quite right in saying that there are now four 10c. 1859 bisects on cover listed in Gibbons i.e. 33a (black brown) @ £800, 33ba (deep red-purple, 2nd printing) @ £600, 34a (purple) @ £600, and 36a (brown to pale) @ £950. However at the time of this Harmer's auction in 1964, Gibbons only listed two of these, 33a unpriced, and 34a @ £175.

I was interested in bidding for this bisect. I could see that it was obviously not 33a (black brown) and erroneously assumed that it was 34a (purple). During the auction I was sitting near Bill Lea. Although I bid more than I intended. I could see that he was determined to buy it and I dropped out when the bidding reached far more than I anticipated a stamp catalogued at £175 would fetch at auction, particularly as it was not on a full cover, but only on a small piece.

Almost immediately afterwards there was for some reason a short pause in the auction, and I went across to Bill Lea and asked him why he had gone so high for this lot. He replied (as accurately recorded by Mr. Cohen) "It is a 2nd printing order". But he then added (which Mr. Cohen probably did not hear) the salient words "It is not catalogued".

This was why he was so elated, and why he was perhaps justified in thinking that we had all been fast asleep during the bidding.

(*Note:* Unfortunately the illustration of Mr. Cohen's 10 cents bisect in our last issue, page 254, was also "inverted", an "error" for which we are entirely responsible and for which we apologise — Editor.)

## $\frac{1}{2}$ cents Small Queens

Dr. M. W. Carstairs writes:

In reply to Mr. Bellack's letter, published in the April issue, I don't think that it requires a specialist to answer it. The measurements quoted are he says overall dimensions, which I assume are taken from tip of perforation to tip of perforation.

At this time, I believe Canadian stamps were perforated by a rotary line perforator, which is basically a set of revolving wheels which puncture the vertical or horizontal rows of stamps in a sheet at one operation. If these wheels are set at exactly the same distance apart, then the height and width of the stamps will be the same, but if not, then narrow and wide, or tall and short stamps will result. If all four margins are wide then we have a "jumbo" copy much prized by our transatlantic friends.

Stamp measurements should be taken from the edge of the printed portion to the edge of the printed portion, and perforations should be disregarded. This is

the only way for example to separate the wet and dry printings of the Admiral issue. If he does this, he will find that his  $\frac{1}{2}$ c. stamps measure the same  $21\frac{1}{2}$ mm.  $\times$   $17\frac{1}{2}$ mm. that everyone else has, so long as they use the same measuring instrument.

### **Train Wreck Cover etc.**

Mr. J. Hillson writes:

I am wondering if any members could help me with information about a train wreck cover which I have in my possession? It is cacheted 'Damaged by water due to the train wreck'. Naturally, there is no adhesive stamp, but the envelope is addressed to Toronto with a c.d.s. of April 26th, 1937. The postmark of the town of origin is illegible, but begins with 'A' and MAY end WEST (Aylmer West ?).

Incidentally, the subject of postmarks reminds me that at some time in the 1950's the Canadian Post Office began to use hammers with Roman style numerals for the month and ordinary figures for the day of the month and year. My earliest date in this type is 31st March, 1953, i.e. 31.111.53, and the postmark originated from Sturgeon Falls, Ont. This is earlier than I had been led to think that this kind of postmark was introduced. Can any member provide information about when this type of postmark was first used?

### **Revised 50 cents stamps**

Major R. K. Malott writes:

Here is some further data that may be of interest to your readers:

On 25 February 1975 the Canada Post Office released for sale at the Philatelic Post Office plate number 1 of the revised 50c. stamp depicting an eastern sea coast scene. The revised 50c. stamp was first released without plate numbers on 19 August 1974. A number of plate block sets were cancelled with the date 25 February 1975.

The set of 6 stationery items were released on 3 March 1975 and very few sets were cancelled with the Postal Museum date cancellation. The same applies to the first day cancellations for the new Olympic \$1.00 and \$2.00 stamps. About 115 sets of stationery items and the Olympic stamps were cancelled with this cancellation.

On 11 March 1975 the second printing of the Transportation post cards of the Post Office were released for sale in bulk. As for the Classic set of postcards all five cards are of a different colouring. In all instances the shades of the new printings are much darker than the first printings. There were approximately 115 cancelled with the Postal Museum date of 11 March 1975. The five post cards depict these subjects.

- (a) First Toronto to Ottawa Airmail Service 26/27 August 1918; (3 PM—1S);
- (b) Ottawa Electric Railway Car, 1894 (3 PM—2S);
- (c) Seymour Arm, B.C. Postal Route, Winter 1928 (3 PM—3S)
- (d) Railway Post Office on Grand Trunk Pacific Railway, 1909 (3 PM—4S);
- (e) Caribou Stage at Clinton, B.C., 1887 (3 PM—5S).

Anyone interested in further information may obtain it by contacting R. K. Malott, 16 Hardwick Crescent, Ottawa, Ontario, Canada K2H 6R1.

**ARTICLES (ORIGINAL)**

**REPORTS**

**LETTERS AND**

**NEWS ITEMS**

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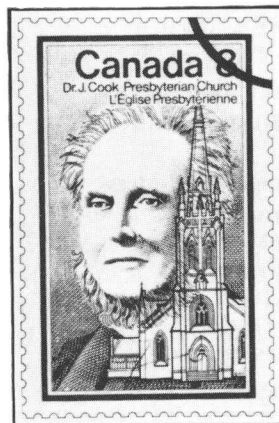
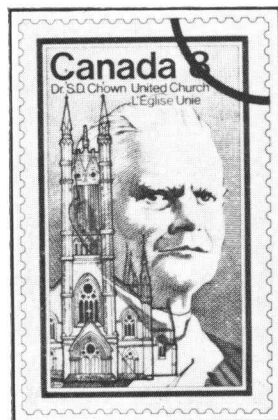
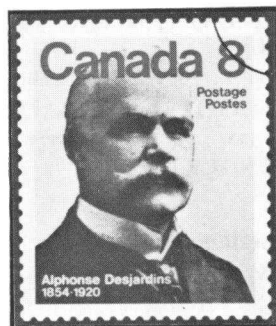
**BY YOUR EDITOR**

**AND**

**OF COURSE**

**BY OUR READERS!**

*Note: Refer to page 279  
for details of  
new stamps illustrated opposite*



## **Amendments to Membership to 13th June 1975**

### **New Members**

- 2047 MacPHERSON, V. A., 49 McKellar St., Strathroy, Ontario, Canada N7G 2Y1 (PS V)
- 2048 ELLERTON, H. S., 87 Middlewich Rd., Northwich, Cheshire. (c)
- 2049 WEST, B. M., 12 Dawe Close, Cherry Hinton, Cambridge. (Defins)
- 2050 TOMLINSON, R., 2 Primrose Close, Harwood, Bolton, Lancs. BL2 4EW (C.FDC,P.PS)
- 2051 WOOLCOTT, R. J., 224 Jeffcoat Drive, Rexdale, Ontario, Canada. (SC)
- 2052 CURRAH, Majorie L., 12 Highland Road, Purley, Surrey CR2 2HS (MO)
- 2053 HILL, D. I., 7 Queen St., Lytham, Lancs. (C)
- 2054 ASH, B. G. V., Park Cottage, Narborough, Kings Lynn. (CR-CGA)
- 2055 FEVENS, G., P.O. Box 1510, Schafferville, Quebec, Canada. (C,CO,BS, FDC)
- 2056 ZAHN, J., 2053 Schwarzenbek, Verbruderungsring 27, Germany. (CS,PS)
- 2057 THOMAS, D. O., 2 Stanley Rd., Knutsford, Cheshire. (CR-CG)
- 2058 OSATTIN Dr. M. R., 727 Harbor Island, Clearwater, Florida 33515, U.S.A. (CR-CQ.V)

### **Reinstatement**

- 1688 CREW, S. A., Welcombe Cottage, 11 Southdown Rd., Harpenden, Herts. (C)

### **Deceased**

- 167 CARN, L. D.
- 1593 WADSWORTH, E. G.

### **Resignation**

- 1667 MAKINSON, Miss M.

### **Change of Address**

- 1594 ASHBURY, Lt.-Col. W. B., 124 Lynn Gate Place, London, Ontario, Canada N6K 1S5.
- 2019 HAYHURST, J. B., 16815 N.E. Ninth Place, Bellvue, Washington, 98008 U.S.A.
- 1744 McCULOCK, J. D., 98 Dunedin Drive, Toronto, Ontario, Canada M8X 2K5.
- 1909 MacDAIRMID, S. W., Agriculture Canada, 6660 N.W. Marine Drive, Vancouver, B.C., Canada V6J 2A5.

- 1008 PATERSON, J. A., 1614 Eighth Place, McLean, Virginia, 22101, U.S.A.  
1943 PURDON, A. J., 18 Epsom Court, Bank Foot Estate, Kenton, Newcastle  
Upon Tyne NE3 2VP.  
1579 SOUTHEY, T. W., 532 Cedar Crescent, S.W. Suite 12, Calgary, Alberta,  
Canada T3C 2Y8.  
1426 SIMMONDS, W. E., P.O. Box 94, Addison, Illinois, 60101, U.S.A.  
1740 TAYLOR, E. H., 3 Eastnor Close, Battenhall, Worcester.  
2028 WINTER, R. A. 2082 Eric Crescent, Ottawa, Canada K1B 4P4.

### Information Wanted

- 211 HEDLEY, R. P., Latest Address please.

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