



JOURNAL OF THE  
CANADIAN PHILATELIC SOCIETY  
OF GREAT BRITAIN

# Maple Leaves

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Whole No. 199

Vol. 19 No. 7

August 1984



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# MAPLE LEAVES

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**Founder:**

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## EDITORIAL

The majority of our members are no doubt also members of their local society, and if you do not have any other philatelic interests apart from CANADA, probably are lucky to have a display of Canadian material about once every three years. This is the case in my local society, and so it was with considerable pleasure that I saw from the syllabus that there was to be a display of Canada by a member of the C.P.S. of G.B.

Fortunately, we were able to arrange a meeting some half an hour before the scheduled one and in that time were able to discuss our respective collecting interests and also view some material.

The display was a general one from pre-stamp covers to the King Edward VII issue, and the fact that I was able to see two or three cancellations on cover, which had previously been only a number in Jarrett's, made my evening.

There are at least another five philatelic societies within a 40 mile radius of my home town, and this made me consider that I should be unaware of any display of Canada at any of these societies and this would deprive me of a chance to talk about and view material which interests me. There must be many of our members who are in a similar position and it is with them in mind, that I would like any member in the U.K. who is giving a display from October onwards to inform me of the date, venue and theme of the display. These would be shown in date order under a page of "MEMBERS DISPLAYS" and of course updated in each issue of *Maple Leaves*.

It is hoped that any members that are out on a limb or out of regular contact with other members of the society would take advantage of this list and go along and support a fellow member; he will be delighted to have you there and the odds are that you will find some interesting material.

#### FROM THE ASSISTANT EDITOR

I have received so many kind letters from members following my resignation as editor of *Maple Leaves* that I find it quite impossible to reply to everyone individually. I am, therefore, craving the indulgence of my successor, Eric Killingley, and asking him to publish this inadequate acknowledgement of the many expressions of appreciation and goodwill that have been sent to me. As members will see from the heading of this brief notice I hope to be able to continue to serve the society, albeit in a minor capacity, for some time to come. Or to put it another way, "I am down, but not yet out!" I hope that all members who have been kind enough to write to me will accept my grateful thanks and good wishes for the future.

---

#### CANADA BISECT ON COVER SELLS AT £7,500

In a British Commonwealth sale at Harmers in May, a 1856 envelope from Montreal to Barnard Castle, franked with a bisect of the Canada 1852-57 3d red on thin paper se-tenant with a pair to make the 7½d rate sold to an American buyer for £7,500.

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#### SUBSCRIPTIONS

Members are reminded that the Annual Subscription to the Society is due on 1st October, 1984 and should be sent to the ASSISTANT TREASURER, Mr. T. Almond (for address see Officers Panel inside back cover).

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Overseas members in Canada and the U.S.A. may send dollar cheques to Mr. W. R. Curtis or Mr. J. S. Siverts respectively and cheques should be made payable to them.

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

On 14 April 1864 the Canadian Post Office Department wrote to D. G. Berri of London, U.K. :- "I am directed by the PMG to request that you will make and transmit, with the least possible delay, eight dated stamps of the size and pattern similar to that . . . annexed [Rough sketch as Fig. 1] substituting however the words 'CANADIAN PKT' for H & K Pact, and for the letter 'A' the letters 'E' and 'W' signifying East and West bound to be used, one at a time, as the Packet may be proceeding to or from Europe. As these stamps are to be for the use of the Ocean Mail Service you will please send a separate account for them."



(Fig. 1)

The rough sketch was based upon one in use on the Holyhead – Kingston Irish Channel ferry boats upon which some sorting was done. Canadian Packet Allen Line ships landed and took on mail at Moville near Londonderry using this cross channel route. The result was a handstamp (hereafter in this article referred to as 'the mark') as in Figs. 2 and 3.



(Fig. 2)

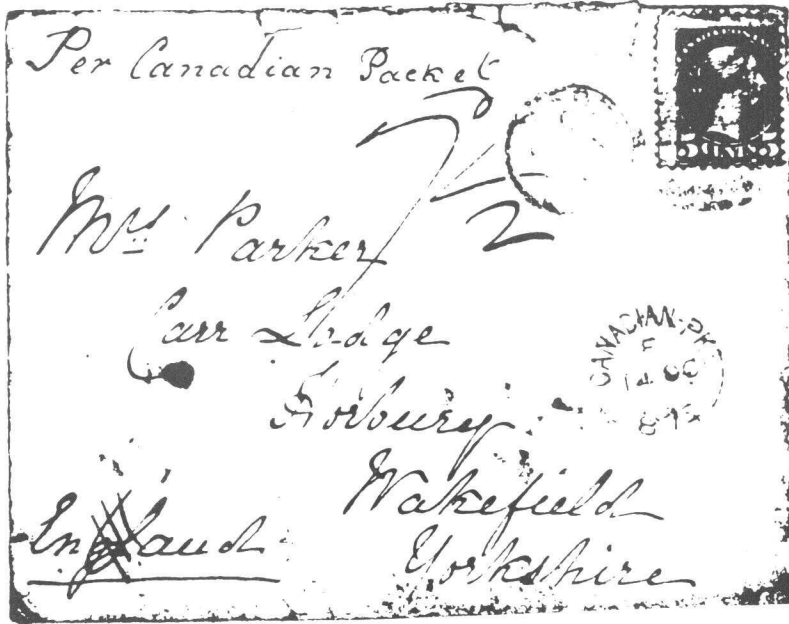


(Fig. 3)

The Allan Line was a weekly service between Quebec (or Portland, Maine, USA in the winter) and Liverpool. For this service six regular ships were used with a couple more from other duties occasionally being substituted when necessary. There were therefore exactly enough handstamps for these eight ships. From about 1860 onwards each ship carried a Canadian Marine Mail Clerk for sorting of the mail en route.

So far so good, but now the puzzle begins. The 'mark' is briefly mentioned and illustrated in most of the text books (Boggs, Jarrett, R. Lowe's Encyclopaedia, Arnell, Staff, MacKenzie and Richardson) but none of them attempts any explanation of its purpose or use. It must be emphasised that the 'mark' is extremely rare. In my own and in other

peoples' collections and in old auction catalogues, after some years of investigation I have only been able to locate 13 examples (7 on cover and 6 off cover) as listed below, two of which are illustrated in Figs. 4 and 5. I should be glad to hear of more.



(Fig. 4)



(Fig. 5)

## COVERS

Franking	Date	Canadian Pkt Date	Ship	Short Paid Marking
12½c 1859 (X 2)	Quebec JU 17 1864	JU 18 1864	DAMASCUS ex Quebec JU 18	1-03 1/6
12½c 1859 (X 3)	St Andrews SP 15 1864	SP 17 1864	BELGIAN ex Quebec SP 17	SHORT PAID 6 HALF FINE $\frac{3}{9}$ 1/-
Stampless Cover	?	FE 12 1865	PERUVIAN ex Portland FE 12	GLASGOW PACKET UNPAID 1/-
12½c 1859 (FIG 4)	Montreal JA 12 1866	JA 13 1866	BELGIAN ex Portland JA 13	SHORT PAID 6 HALF FINE $\frac{3}{9}$ 1/-
Stampless Cover	Sherbrooke JU 1 1866	JU 2 1866	BELGIAN ex Quebec JU 2	1/6
5c S.Q. (FIG 5)	Quebec OC 13 1876	14 OC 1876 (sic)	MORAVIAN ex Quebec OC 15	7½
3c S.Q. (X 2)	?	14 JY 1877 (sic)	SARMATHIAN ex Quebec JY 14	None visible but I only have a poor photostat.

### Stamps off cover cancelled by 'the mark'

- 1c L.Q. (probably comes from a combination cover in conjunction with other stamps)
- 6c L.Q. 2 copies on small piece.
- 12½c L.Q.
- 6c S.Q. Also pen cancelled.
- 6c S.Q.
- 10c S.Q.

The stamps off cover do not help much with the investigation. A likely explanation, however, is that they were stamps which had missed cancellation in Canada and that the Marine Clerks remedied this with the only suitable instrument available.

From the covers it is noticeable that as a general rule 'the mark' was :-

- (a) Set to the date of the sailing and not altered during the voyage.
- (b) In all cases (except one doubtful case) associated with short paid letters. This is too much of a coincidence to ignore.

The Marine Mail Clerks must have been issued with 'the mark' in May or early June 1864, the earliest observed date being June 17 1864. W. H. Griffin, Deputy Postmaster General, with years of experience behind him, was accustomed to issue detailed instructions on all postal administrative matters both large and small so that nobody should be in any doubt about his duties. I was therefore confident that an explanation of 'the mark' could be found in the P.O.D. records, but it was not to be. Mr. T. A. Hillson, of

the Canadian Public Archives, took a great deal of trouble on my behalf searching through the records and was kind enough to send me photostats of all the relevant entries, but was unable to find any reference to the issue of 'the mark' or instructions for its use. Apart from letters ordering and acknowledging receipt of the instruments, there is only one oblique mention of 'the mark' in an instruction to the Marine Mail Clerks dated 12 June 1866:— ". . . any letters which you may find *missent* . . . or in the transmission of which there may be anything irregular, should be marked on the *back* with the date of receipt by Mail Officers and name of packet ship, nature of irregularity and should also bear the impression of the Canadian Packet date stamp. You will please be strictly attentive to these instructions." Despite this emphatic order, I have yet to discover any instance of it being obeyed.

The Marine Mail Clerks tended to be a law unto themselves and were difficult to discipline. There are several other examples in the P.O.D. records of instructions which were more or less ignored. By the mid 1860's each ship carried an average of 15,000 articles of mail (letters and newspapers). This was far beyond the sorting capacity of the clerk, so that a partial job was all that was ever achieved. Doubtless the amount of sorting done depended upon the conscientiousness and industry of individual clerks, but they were a mixed lot. One lost his life in an effort to salvage the mail after a wreck but others had to be reprimanded for misconduct and unseemly behaviour. There are several instances of pure carelessness. One is exemplified in the illustration on page 445 of Jarrett (Fig. 3 above) which is recorded as being found on a 6c L.Q. 1868. It is obviously impossible for a westward bound letter to be franked with a Canadian stamp and it is clear that the mail clerk had neglected to change the 'W' to 'E' after the last westward trip of the PRUSSIAN before it sailed again from Quebec to G.B. on 30 Sep. 1871.

Two other careless irregularities occur in the last two covers listed above. In both cases, contrary to the universal practice, the date slugs have been wrongly inserted (i.e. 14 OC and 14 JY instead of OC 14 and JY 14). On the other hand, sometimes the mail clerks were over-zealous. Late in 1864 they were issued with new and ingenious 3 or 4 beam ladder scales which enabled them to detect overweight letters without having to use weights. This new toy went to the heads of some clerks and led to complaints from the British P.O. that they had become over meticulous in surcharging letters only fractionally overweight.

I have heard several tentative suggestions as to the use of 'the mark'; for instance that it was applied to:—

- (a) The outside letter of each batch of mail bundled up by the five Atlantic mail forwarding offices at Quebec, Montreal, Kingston, Toronto, and Hamilton. This seems unlikely, as there would appear to be little purpose in this, although it might partially account for the rarity of 'the mark'.
- (b) Last minute letters or supplementary mails brought on board just before sailing.



- (c) Letters written and posted on board ship by passengers en voyage. Surely most sensible people would have kept such letters and posted them on landing at the inland letter rate rather than at the much more expensive trans-Atlantic rate.

None of these explanations are supported by any evidence nor, which is far more important, do they account for the significant fact that 'the mark' is invariably confined to short paid letters, their only common factor. However, there are many more short paid letters which do not bear 'the mark' than those that do.

I should have liked to have concluded this article with the solution to the problem, but the evidence is too scanty for me to be dogmatic. All I can do is to throw out a few ideas and hope that someone else will succeed where I have failed.

---

## LETTERS TO THE EDITOR

Mr. L. G. Bellack writes :

### 1835 Montreal Postmark

Can anyone enlighten me and also perhaps other readers on the illustrated postmark (red strike) found on an 1835 Montreal cover addressed to Quebec. The manuscript 9d rating incidentally is in black.

A postmark of this type is in fact illustrated in Jarrett's book and identified as No. 287x. However, there is no date record and it is clearly stated that it found (only) in black. There is no mention of a red strike.

Can anyone please help?





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## CANADA'S REGISTRY SYSTEM 1889-1893

by George B. Arfken



Figure 1 – 22 October 1890. Registered drop letter, postage and registration paid by Small Queens.

Recently a cover very similar to the 22 October 1890 cover shown in Figure 1 was sold in a Canadian auction. The auction catalogue described the lot as: “2c + 5c tied by grids to a registered court notice dated Toronto JY 23 92, paying 2c LOCAL CARRIER DELIVERY + 5c Reg. (Paid by stamp contrary to regulations), scarce usage.” The purpose of this article is to explore the basis for that “contrary to regulations”.

The evidence begins with an 8 May 1889 Notice to the Public reprinted by Howes<sup>1</sup> and also by Boggs<sup>2</sup>. The relevant portion is:

The fee for the Registration of a letter or other article of mail matter, will be five cents upon all classes of correspondence passing within the Dominion. For the present and until further instructed, the registration fee may be prepaid by using the 2 cent Registration Stamps and Postage Stamps to make up the amount.

Since 1876 Canada had required registered letters to carry a registered letter stamp to prepay the registration fee. This notice of 8 May 1889 announced three changes: (1) the registration fee was raised to 5c; (2) registration was extended to all classes of mail; and (3) the 5c registration fee could be prepaid with a 2c registered letter stamp plus 3c in postage stamps. Clearly a registered letter stamp was still required on registered mail.

The second piece of evidence is the announcement of the 8c Small Queen. Referring again to Howes<sup>3</sup> who here quotes Meekel's Weekly Stamp News, August 10, 1893:

The following orders were posted up in all the Canadian post-offices on August 1st:

"A new postage stamp of the value of 8c, is now being put into circulation. This stamp will be available for the prepayment either of registration fee and postage combined, or of postage only. The 5c registration stamp, when the present supply is exhausted, will be withdrawn."

With these two items before us let us assume that the registration regulations set forth in the 8 May 1889 Notice held until 1 August 1893 when the 8c Small Queen was issued. In the absence of other information this is a most natural and reasonable assumption. Presumably it is the basis for the statement in Harrison's classic text on Canadian registry:<sup>4</sup>

"The regulations still required that a Registered Letter Stamp be used upon Registered Letters, but the requirement that it be "the proper registration stamp", in force since Oct. 1 1876, had been abandoned."

This interpretation appears in the table on P.50:

"5c Registered Letter Stamp or 2c RLS plus 3c postage stamps"  
(Domestic and US)

Our assumption is reasonable but it is not correct. With the establishment of the National Postal Museum Library in Ottawa and the assembling there of Department Orders and Official Postal Guides by Cimon Morin and others, more information is available. Our assumption needs to be reconsidered. We start with a paragraph of Department Order No. 35:

Ottawa, 20th May, 1889.

1. The Registration fee upon letters and upon all other matter transmissible by mail within the Dominion of Canada, to Newfoundland or the United States, will be five cents – to be prepaid by stamp.

Admittedly the "prepaid by stamp" in this limited portion of Department Order No. 35 is ambiguous. But nowhere in the entire Order is there any mention of registered letter stamps.

Turning to the 1890 Official Postal Guide, under the heading Registration, (p. xvii) referring to domestic mail, we find the unambiguous statement:

2. It is desirable that the stamp used in the prepayment of the registration fee should be a registration stamp, but the Department will not refuse to forward letters on which the registration fee is paid by ordinary stamp.

The Post Office Department obviously preferred that the registration fee be paid with a registered letter stamp but postage stamps, Small Queens, were acceptable. This "will not refuse to forward" terminology was repeated in the 1891, 1892 and 1893 Official Postal Guides. In 1891 this legitimacy of the Small Queens was reinforced by the statement under the heading LETTERS, (p. v):

8. Registered letters are subject, in addition to ordinary postage, to a special Registration fee of five cents to be prepaid by stamp. A special stamp has been provided for the purpose, which it is advisable to use, but ordinary stamps may be used instead.

These sentences reappear in the 1892 and 1893 Official Postal Guides.

The Canadian auctioneer's cover and the cover in Figure 1 are not "contrary to regulations". Payment of the 5c registry fee by the 5c Small Queen may not have been favoured but it clearly was acceptable, grudgingly in accord with regulations. Figure 2 shows a registered double rate domestic letter, 19 July 1890, with the registration fee paid by the 5c Small Queen, in accord with regulations.



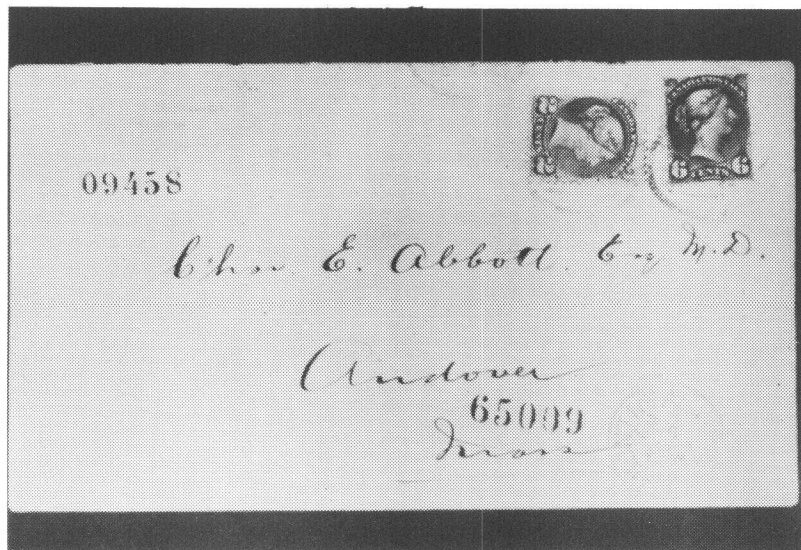
Figure 2 – 19 July 1890. Registered double rate domestic letter, postage and registration paid by Small Queens.

In the 1884 Official Postal Guide all references to a preference for the registered letter stamps disappear. Instead on p.ii we have: NOTICE, Special attention is drawn to the following points: 1. Discontinuance of special registration stamp.

The discussion so far has pertained to domestic mail. Figure 3 shows a 21 December 1892 registered letter to the US with postage and registration paid by Small Queens. Turning again to the Postal Guides, the 1890 Official Postal Guide, p. xxxi carries the paragraph:

10. All classes of mail matter addressed to the United States may be registered. The fee is a uniform one of five cents, and it is desirable that the proper registration stamp be used for this purpose; though letters fully prepaid will not be detained on account of the use thereon of ordinary stamps in the payment of the registration fee.

Similar statements appear in corresponding sections of the 1891, 1892 and 1893 Official Postal Guides. The cover shown in Figure 3 is not “contrary to regulations”. “Desirable” or not, payment of the registration fee by “ordinary stamps” is clearly authorized.



*Figure 3 – 21 December 1892. Registered to the US, postage and registration paid by Small Queens.*

Finally let us consider Universal Postal Union mail including the United Kingdom and Newfoundland. Here the picture is different. On p. xxix of the 1890 Official Postal Guide under the heading Registration we find:

1. All classes of matter addressed to Postal Union countries may be registered on payment by registration stamp of a registration fee of five cents.

This same sentence appears in the 1891, 1892 and 1893 Official Postal Guides. The assumption stated earlier in this article holds for registered mail to the United Kingdom and to other UPU countries. Registered letter stamps were required on registered UPU mail, at least until the introduction of the 8c Small Queen on 1 August 1893.

Summarizing this discussion, the Canadian Post Office began accepting postage stamps (the Small Queens) for prepayment of the 5c registration fee on domestic mail and on mail to the US at least as early as January 1890. In contrast, registered UPU letters were required to carry a registered letter stamp through 1890, 1891, 1892 and at least the first seven months of 1893. All statements mandating or preferring the use of the registered letter stamps disappeared from the 1894 Official Postal Guide.

The covers shown in Figures 1, 2 and 3 are all in accord with Canadian postal regulations. However a registered letter to a UPU country (excluding the US) prepaying the 5c registration fee with Small Queens in the period 8 May 1889 – 31 July 1893 would have been “contrary to regulations”.

A question of further detail or precision remains at each end of this 1889-1893 period. 1. Was any notice or order issued authorizing payment of the registration fee on domestic mail and mail to the US by postage stamps before the 1890 Official Postal Guide? 2. Was any notice or order issued authorizing payment of the registration fee on UPU mail by postage stamps before the 1894 Official Postal Guide?

#### Footnotes

1. Howes, C. A., Canadian Postage Stamps and Stationery (1911), Quarterman reprint, Lawrence, Mass. (1974), P.136.
2. Boggs, W. S., The Postage Stamps and Postal History of Canada, Vol. II, Chambers Publishing Co., Kalamazoo, Mich. (1945), P. 37-B.
3. Howes, C. A., P. 143.
4. Harrison, H. W., Canada's Registry System: 1827-1911, The American Philatelic Society Inc., State College. Penn. (1971), P.40.

## ***An Invitation***

### **To Members of the Canadian Philatelic Society of Great Britain**

If you are not already a member of The Royal Philatelic Society of Canada and you would be interested in joining the “Royal”, please write to The National Secretary, Department C, The Royal Philatelic Society of Canada, National Office, P.O. Box 5320, Station “F”, Ottawa, Ontario, K2C 3J1, Canada, for membership application forms or information.

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## THE IMPERIALS REVISITED

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

In case anyone is naive enough to believe that the publication of a handbook is the last word on a subject, let me disabuse them. Since publication of "The Early Rapid Cancelling Machines of Canada" (1) more light has been thrown on the wavy line cancel M3a (see M.L.194 – Aug. 83) and a reasonable solution has been found to the puzzle of the 'experimental' cancellations at Montreal in 1902 (see M.L.198 – June 1984). It was felt that members might be interested in the progress being made in other directions.

Let's concentrate here on the Imperial machines at Montreal and Ottawa

.....

### Montreal

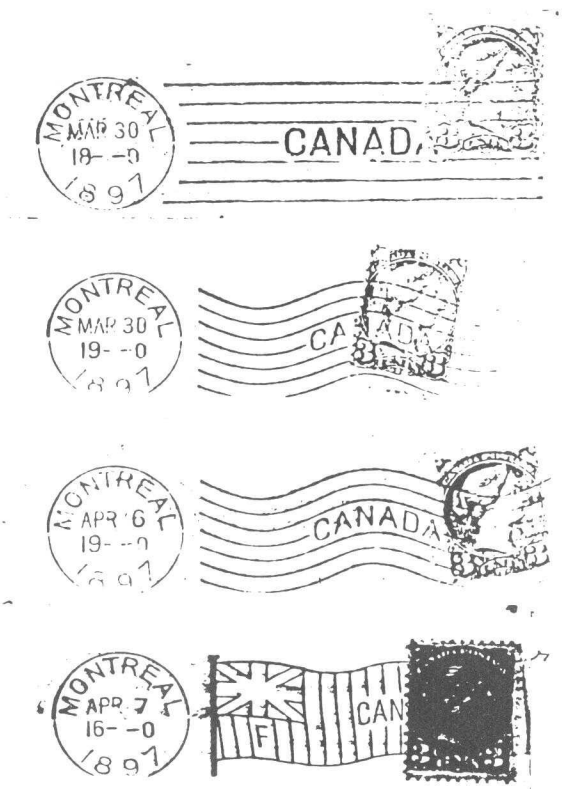
On page 17 of the Handbook, brief reference is made to the introduction of bar and wavy line dies M1(b) and M3(b) for a short period in 1897 in place of F1 flag dies F and (possibly) E. There was little doubt that M1(b) replaced flag F but the odd appearance of flag E during the apparent period of use of M3(b) was puzzling. Thanks to the co-operation of members of Geoff Newman's study group (2) an interesting and fairly complete picture has now emerged. The bars cancel M1(b) is not too rare and has been recorded on most days between 30 Jan. and 30 Mar. 1897, the latter as late as 18.00 hrs. The implication is continuous use and flag die F has not been noted at all in this period, my own notes show nothing between 20 Jan. and 7 April, 1897, the latter timed at 16.00 hrs.

The much scarcer wavy line cancel M3(b) replaced M1(b) on 30 Mar. 1897, the earliest impression being timed at 19.00 hrs, one hour after the last M1(b); the dater remained in situ. M3(b) was then used for only 8 days before being replaced by flag F, the same dater remaining in place. M3(b) is recorded up to 6 April (19.00) and flag F is noted at 16.00 hrs on 7 April. M3(b) had already made a brief appearance earlier in March; 4 examples have been verified between 10 Mar. (18.00) and 15 Mar. (19.00) with a further unconfirmed report dated 18 March. Flag die E has been noted as 14.00 hrs. on 10 Mar. and on 19 Mar. so it may well have been withdrawn for this short period although the other flags, apart from die B, have not yet been eliminated; furthermore the dater seen with flag E on 10 Mar. does not appear to match that seen with M3(b) 4 hours later. The dater is seen subsequently (25 Apr.) with flag die A. It follows that the dater used with M3(b) in mid-March is not the same as that used in early April. Thus we have M1(b) in continuous use from 30 Jan. to 30 Mar. 1897, as shown in the Handbook, whilst M3(b) was used in two short discrete periods, with different daters; as opposed to the unbroken period from 10 Mar. to 6 Apr. 1897 implied in the Handbook.

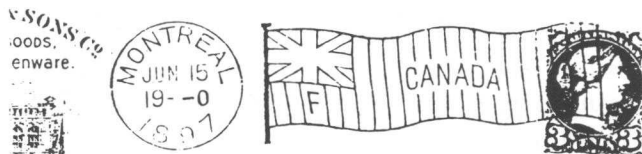
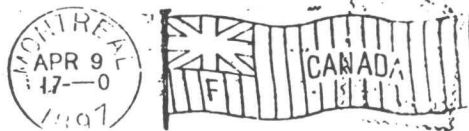
With regard to the rare flag die K, used 3-9 Sept. 1896, a fresh dater appears to have accompanied it, which is odd; so to decide which flag it replaced it is necessary to eliminate those recorded within this short period.

Flags A and F have so far been eliminated. Does anyone have examples of Type 1 flags B, C, D or E used within this period?

The solution to the various problems connected with the six machines at Montreal would be more readily found if the dater and obliterator combination remained constant but, as they were not interdependent, there are instances of differing combinations; for instance the dater used with flag F on 7 April when it replaced M3(b) was the one already in the machine but two days later, on the 9th, flag F is seen with a different dater. Daters would be removed when cancelling third class mail and obliterators when back-stamping. The transposing of daters/obliterators between machines was never more evident than in the short life of the Type 4 Jubilee Flags where private enterprise has produced most combinations of the three daters and obliterators used. This could warrant a short article in itself!



*M1(b)* 30 Mar (18-0) All with same dater –  
*M3(b)* 30 Mar (19-0) note 'wide' 1897 and long mid bar to 'E' of  
*M3(b)* 6 Apr (19-0) 'MONTREAL'.  
*F1 die F* 7 Apr (16-0)



*F1 die F 9 Apr (17-0) Different dater*

*F1 die F 15 Jun (19-0) Dater as 7 Apr.*

*M3(b) 10 Mar (22-0) Different dater from 30 Mar.*

### Ottawa

As expected, flag type 1 has now been reported on 19 June at 5-0. Ottawa used a 12-hour clock as opposed to Montreal which used the 24-hour reading; it is assumed that 5-0 was afternoon use; 20 June was a Sunday so 21 Jun 1897 now looks reasonably firm for the first day of use of the type 4 Jubilee Flag. This matches commercial use of the Jubilee Flags at Montreal. The Jubilee Flag at Ottawa has now been reported on 7 Aug at 2-0 (assumed to be afternoon) so, with 8 August falling on a Sunday, 9 August shown in the Handbook looks a reasonable bet for the first day of use of the type 1 flag in its second period. Richardson reported use of type 1 on 6 August but this has not yet been seen by the writer. Perhaps it should be mentioned that use of the Imperial machine at Ottawa does not appear to have been heavy and whilst use on Sundays is not ruled out, it is unusual.

### Can You Help?

Anyone holding examples of the following is urged to contact the author, a photostat would be doubly welcome.

1. Montreal type F1 flag used between 3 and 9 September, 1896.
2. Montreal type F1 flag used between 10 and 18 March, 1897.
3. Montreal type F1 flag die A used February and early March, 1897.
4. Montreal type M1(b) or M3(b) used outside the dates indicated.

For those members with a Handbook, the following update might be useful, new data is underlined :-

### Montreal

M3(a)	29 May 1896 ( <u>17-0</u> )	to	5 Jun 1896 ( <u>21-0</u> )
F1 die B	4 Jun 1896		9 Jul 1897 ( <u>20-0</u> )
die C	<u>6 Jun 1896 (19-0)</u>		9 Jul 1897 ( <u>24-0</u> )
die D	<u>6 Jun 1896</u>		8 Jul 1897
die E	6 Jun 1896 (17-0)		<u>21 Jun 1897 ( 5-0)</u>
M3(b)	10 Mar 1897 (18-0)		<u>15 Mar 1897 (19-0)</u>
M3(b)	<u>30 Mar 1897 (19-0)</u>		<u>6 Apr 1897 (19-0)</u>
F4 die 1 dater Y	21 Jun 97 (19-0)		10 Jul 1897 ( <u>18-0</u> )
F4 die 3 dater X	21 Jun 97 ( <u>15-0</u> )		10 Jul 1897 ( <u>18-0</u> )
M3(c)	10 Mar 1899 (17-0)		5 Jul 1900 (18-0)

### Ottawa

F1(a) dater X	1 Apr 1896 (6-0)	to	<u>19 Jun 1897 (5-0)</u>
F4 dater <u>Z</u> *	21 Jun 1897 (5-0)		<u>7 Aug 1897 (2-0)</u>
F1(b) dater <u>Z</u> *	9 Aug 1897 ( <u>7-0</u> )		28 Oct 1897 (6-0)

*\*Reference to dater Y in the Handbook is incorrect.*

### References:

1. "The Early Rapid Cancelling Machines of Canada", still available from the Handbooks Manager at £6.50 incl. inland postage.
2. Member Geoff Newman runs the study group through the auspices of BNAPS, enquiries to Geoff, address in Members Handbook.



## HALF CENT LARGE QUEENS FLAW

by Dr. Z. M. Gordon

A comprehensive list of the plate flaws of the Half Cent Large Queen was made by Horace W. Harrison. (*Maple Leaves*, June 1966, pages 228-9); B.N.A. Topics, July-Aug. 1976, pages 17-8). In the latter article some questions concerning the "plate crack" through the word HALF were raised by him. This article will discuss this flaw with the view to describing its appearance, plating its position, and narrowing its time reference with respect to its date of origin.

A brief description of the flaw reveals two very fine parallel lines commencing from the extreme left hand margin of the stamp and passing through the lower third of the "H" of HALF and on through the middle third of the "A" of HALF where it disappears to the right of the "A". The lines are slightly under 5mm in length and their separation from each other is just discernible with a glass. They appear to me to be two fine scratches and definitely not a plate crack.

Of all the material that I have studied, a horizontal block of eight finally provided the answer to the plate position of this most interesting flaw. The scratch appears on the stamp in the lower row of the block at the extreme right hand position. Immediately above this stamp, in the upper row, at the extreme right hand position there is a stamp which has a dot in the "E" of CENT. This dot is a constant flaw and is well documented as position # 16. Therefore, it can be stated that the scratch flaw in HALF is plate position # 26.

To add further substance to this conclusion is the fact that the stamp in the lower row at the extreme left hand position, shows signs of the weak entry in the chignon and is position # 23.

Mr. Harrison is of the opinion that the scratch flaw was a "late occurrence . . . perhaps leading to its replacement" by the Small Queen half cent issue. He based this view on the fact that neither his examination of an early block of 42 stamps (perf 12), nor of a complete sheet of the late printing "(after September 1873)" showed the scratch in HALF. Of the three stamps that I have seen with the flaw on a single, a strip of three and on a block of eight), all were perfed  $11\frac{1}{2} \times 12$ . If it can be assumed that the late complete sheet was perfed  $11\frac{1}{2} \times 12$ , then it can be said that the scratch in HALF occurred at some point after the initiation of the compound perf, but not at its inception. This places it between 1873-1878. In as much as the half cent Large Queen lasted until the middle of 1882 I do not think this flaw was a reason for its replacement by the Small Queen half cent.

This article has described the flaw in HALF, plated its position and drawn some inferences as to the period in which it occurred. Correspondence is invited.

(see illustration on page 186)

## AN UPDATE TO "THE EVOLUTION OF IMPERIAL PENNY POSTAGE AND THE POSTAL HISTORY OF THE CANADIAN 1898 MAP STAMP"

by R. B. Winmill

As with any book, there are errors and omissions to be found after publication. But even more importantly, in the case of this work, new discoveries have been reported and can now be written up. In any event, the compendium of changes which follows, represents an errata and addendum to the book.

- p.17 The caption under the first cover ought to read "Prescott FE 8 '00". A gremlin added an "AM" which does not belong.
- p.18 The caption to the lower photograph ought to read "Berlin C DE 8 '98. This item is overpaid by one cent." The latter portion of this caption was inadvertently omitted.
- p.24 The final sentence ought to read, "In addition, all five Montreal barred circle types are known on Map cover". ("Montreal" was inadvertently omitted.)
- p.28 A new type one squared circle was found. This was Beeton with a scarcity of A. The find was also on cover.
- p.31 Port Maitland (under the notes column) ought to read "FE 7 '98 known". As this stamp was not issued until DE 7 '98, this is a fine example of an indicia error.
- p.34 The lower cover is no longer unique – at least one other is now recorded.
- p.35 Arnprior is now recorded on cover.  
In the note beside Goderich, "1898" ought to read "1899".
- p.36 The note beside Stirling ought to be removed.
- p.39 The note reading "During spring 1899, 66 is found" ought to be clarified by adding "– an error for '99".  
Woodville ought to be omitted as it is not known. Upon his death, it was discovered that the late Nels Pelletier mistook a Wooler for Woodville. As this was the only strike recorded, it is apparent that no example of Woodville is known.
- p.42 The note ought to read "00" (not 00) known on OC 1 '99 and an inverted 8 known NO 18 '99. (the "and" was also omitted).
- p.52 R96B now known.
- p.70 Kemptville III I II ought to be appropriately inserted. This is a new discovery.
- p.71 Under Toronto notes, "5" and "8" should be added – they are new finds.

p.72\*Toronto Rusholme Rd, VC I II ought to be added. This too, is a new discovery.


p.84 Collectors might be interested in a rather peculiar broken circle indicia error. Kualt B.C. FE 29 '99 can not exist — there is no such date!

p.88 Oromocto, White Cove, Mahone and Shelburne grids are all known now, at least as late as 1898, hence all could exist on map. Little Glass Bay (1899) Maitland (May 3, 1899) and Victoria (N.B.) (1899) are all known on map cover. All were discovered in a horde of material sold by a prominent western collector.

p.89 The following new discoveries ought to be added —

Bailieboro	Peterboro	Broken circle, blue
Bethesda	York	Broken circle, purple
Mill Bridge	Hastings	Broken circle, purple
Presque Isle (note spelling)		Broken circle, purple

In future, it is certain that there will be new discoveries made in this most interesting field. Indeed, it ought to be noted that new finds in the fields of duplexes on map stamps have been omitted. This has been done because, due to access to the collection alluded to earlier and to a horde of other (non map) material, that duplex information can more properly be presented in a separate article. There still remains more than ample opportunity for the next generation to study and contribute to the field of map stamp postal history.



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## THE DATE OF REDUCTION OF THE 8c REGISTRATION FEE TO THE U.K.

by Allan L. Steinhart

A question that has puzzled students of Canadian Postal History for many years is what was the date of the reduction from 8c to 5c of the registration fee on letters to Great Britain. Many references have been made as to the rate change. In Clifton Howes book "Canada: Its Postage Stamps and Postal Stationery", published in 1911, it is mentioned in a guide from the Postmaster-General's Report for 1877 that the registration charge on registered letters between the United Kingdom and Canada had been reduced from 8c to 5c per letter. It was further noted that an issue of the Stamp Journal noted that "After January, 1878 the cost of registering letters to Great Britain has been fixed at 5c."

Jarrett notes in his book that "In November, 1877, the rates were: To offices in the United Kingdom — 8c". Boggs gives no information on the subject except to say the rate was reduced in 1878. In the Smythies & Smith book on Canadian Registered Letter Stamps it is only noted that "Early in 1878 the rate of registration to the U.K. was reduced to 5 cents". They also observed "the notification changing the registration rate to the U.K. has not been traced . . ." The best reference to the reduction in the rate to 5c and the questioning of 8c registration rates to the U.K. dated between October 1, 1877 and January 1, 1878 is found in Horace W. Harrison's book on Canada's Registry System. He is on the mark but none of the above authorities has found documentary proof of this rate reduction.

The January 1, 1878 Canada Postal Guide noted in the registration section as follows :—

"4. On a letter addressed to any place in the United Kingdom, a registered letter stamp of the value of five cents."

The October 1, 1877 Postal Guide gave the rate for registration to the U.K. as 8c per letter. From this we can conclude the reduction to 5c registration for a letter to the U.K. occurred after October 1, 1877 and by January 1, 1878. Further to this the January 1, 1878 Guide, under the heading of "Principal Alterations during the Quarter", said that "The Registration fee upon Registered Letters addressed to the United Kingdom has been reduced from eight cents to five cents".

Further to add to the confusion and doubts the same January 1, 1878 Postal Guide noted in the Newspaper section that the registration rate to the U.K. was 8c for newspapers plus the newspaper rate while in the registration section the same rate is given as 5c. This tends to show that the Postal Guide was not always accurate.

To-day a new book came to hand which provides the answer to the question :— "When was the 8c registration fee to the U.K. reduced to 5c; October 1, 1877; January 1, 1878, or some date in between these dates. The answer is not a direct answer but an oblique one from which some suppositions must be made.



In James A. Mackay's new work "Registered Mail of the British Isles" privately printed and published by the author in 1982 is found a most interesting copy of a document. On page 95 of the book is a reprint copy of a document titled "Changes in the System of Registering Letters" issued "by Command of the Postmaster General" of Great Britain and dated at the General Post Office in December, 1877. The circular commenced "On and from the 1st of January, 1878, the following changes will be made in the system of Registering Letters :—

"1. The Registration fee will be reduced from 4d to 2d."

Generally rates of postage between two countries at this time were reciprocal and the countries agreed on the rates. As an example the letter rate from Canada to the U.K. was 5c single and from Great Britain to Canada 2½d equal to 5c. The 8c registration fee was equal to the U.K. internal registration fee of 4d. It would not be logical to have an internal registration fee higher than the fee to a foreign country. As the U.K. internal fee was reduced from 4d equal to 8c on January 1, 1878, consequently the registration fee from Great Britain to Canada was also reduced on the same date but not earlier or the fee to Canada would be less than the domestic fee. Since reductions in rates were generally reciprocal, it is logical to assume that the registration fee from Canada to the U.K. was also reduced on the same date.

Since the January 1, 1878 Official Postal Guide also agrees with this date and no documentary evidence has come to light over a number of years to suggest the October 1, 1877 date, nor any date between October 1, 1877 and January 1, 1878 we must conclude, from the above evidence, that January 1, 1878 is the effective date of the registration fee reduction from 8c to 5c each for letters from Canada to the United Kingdom.

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## BOOK REVIEWS

### CANADA SPECIALIZED POSTAGE STAMP CATALOGUE, 1984

This latest edition continues the policy of the publishers (Canada Specialized Ltd.) of widening the scope of the catalogue which now includes new sections covering the plate proofs of the Cents issues of New Brunswick and Nova Scotia, rarity factors for the Two-Ring Numeral Cancellations on the 3 cents Large and Small Queens, together with a listing of the lathework found on the Admiral and postage due issues with rarity factors relating to each stamp. A cross index of Scott and Canada Specialized numbers has also been included. For good measure the Legislative Assembly postmark section has been revised and new markings added. Newfoundland collectors will find that this section has been re-numbered from the Revised Designs of the first cents issue onwards. This also applies to the Canada section from No. 670 onwards thus enabling the later issued values of the 1977 definitives to be added. New definitive values will also henceforward be added to the new series started in 1982. This is the tenth issue of Canada Specialized which now comprises 175 pages as opposed to the original 96, a positive indication

of the publishers' intention to provide collectors with an increasingly valuable guide to the many aspects of B.N.A. philately. Needless to say collectors will find that prices and premiums have been carefully revised to take account of the increasingly buoyant market. The catalogue is highly recommended to those who are strangers to its unrivalled quality and content. Those who are already aware that it is an indispensable feature of their philatelic library will need no recommendation. Obtainable from the publishers at the Editorial Offices, 330, Bay Street, Toronto, Ont. MSH 2S8 via First Class Airmail at \$5.00 (Canada) \$5.00 (U.S.A.) and overseas at \$8 (Canada). Members in the United Kingdom can obtain their copies from the Handbooks Manager (address inside back cover).

### **THE THIRD CANADIAN STAMP HANDBOOK: EDWARD VII ISSUE 1903-1912**

The third release, *The Edward VII Issue, 1903-1912* has just been published by The Unitrade Press of Toronto. This release covering a very brief reign which, nevertheless, saw numerous plates produced for the common values, details the Edward VII definitives clearly and succinctly.

Prepared by David F. Sessions, the author of "The Early Rapid Cancellation Machines of Canada" (also published by The Unitrade Press) and a leading authority on flag cancellations. This loose-leaf handbook, under the editorship of Michael Milos, includes an up-to-date comprehensive price list of all the materials listed.

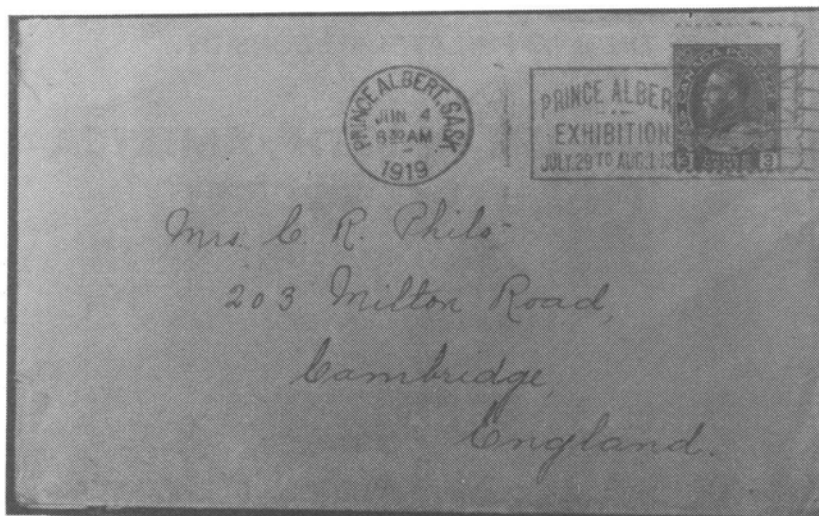
*The Edward VII Issue 1903-1912* is printed on durable, quality paper and contains information on the technical aspects of the Edward VII issue including date of issue, imprints, gum, plates, dies and printers, as well as a comprehensive listing (using Scott numbers) of the regular issues and varieties. The listing of the stamps and their prices is followed by illustrations, using half-tone plates, to clearly depict the stamps and varieties enumerated in the detailed listings.

Now available, *The Edward VII Issue 1903-1912* retails at \$2.95 (Cdn.) and can be ordered directly from The Unitrade Press. Members in the U.K. can obtain their copies from the Handbooks Manager (address inside back cover).

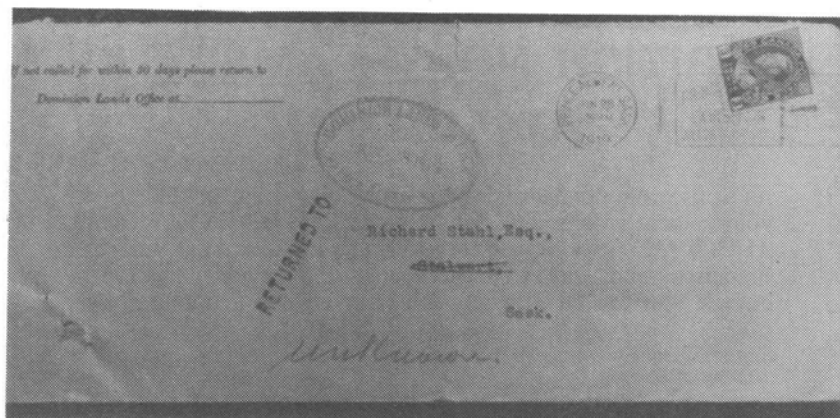
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1687 Spencer, A. – add postcode B30 1TB  
2347 Uznanski, W. – amend RR5 to read RR1  
2356 Woodward, E. – amend zip code to read 92406

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- 2318 Davies, L. S. – amend to read C, N, Cov, Cen.  
2012 Taylor, G. E. – add MPO, RPO.  
2203 Winmill, R. B. – delete listed interests.

Revised membership 573.

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