



JOURNAL OF THE
CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN

Maple Leaves

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Whole No. 207

Vol. 20 No. 3

April 1986



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MAPLE LEAVES

Journal of

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INCORPORATED 1946

Founder:

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Vol. 20 No. 3

APRIL 1986

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EDITORIAL

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

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

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

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

THE CONVENTION EXHIBITION

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

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

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

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

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

The rules applicable to the Exhibition awards are :-

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

The STANLEY GODDEN TROPHY

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

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

The BUNNY Cup

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

The ADMIRAL Cup

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

The LEE-JONES Trophy

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

The MEMBERS Trophy

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

The AIKINS Trophy

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

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

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

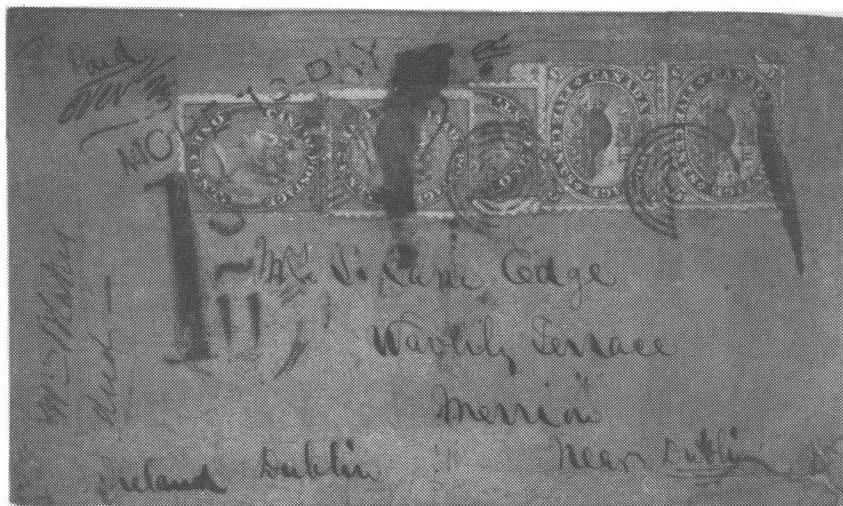


Fig. 11

Fig. 11 illustrates a letter prepaid 12½ cents for the Canadian Packet mail but found to weigh 'over ½oz' and was marked 'MORE-TO-PAY 9d'. It was posted at Bentinck on November 3rd 1863 and the bisected 1 cent stamp must have been accepted there. The Hamilton NO 4 1863 backstamp would indicate that it was made up there for transit to Portland and at that time would have been weighed. Upon arrival in Ireland the black inked 1^s and circular D handstamps would be added.

The letter inside must have been folded small and quite thick as the sharp cut off of the right hand target cancel makes it appear as though one stamp is missing. There are no signs that a stamp has ever been there and if only one stamp was missing it must have been of 12½ cents value. If Bentinck had such a stamp in stock why not use two for the correct postage rate?

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

This letter is dated NO 18 1863, only 14 days after the letter shown above. It is the one illustrated in Boggs Vol. I, and is only a front with no backstamps showing. This time the cover carries a 12½ cents stamp and an

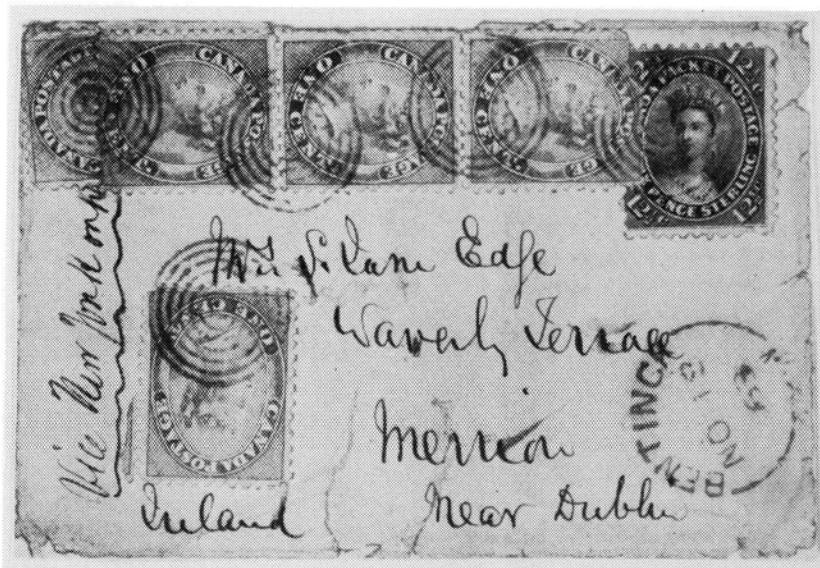


Fig. 12

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

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

THE SELKIRK CENTENNIAL 1912 POSTMARK by J. C. Campbell

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

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

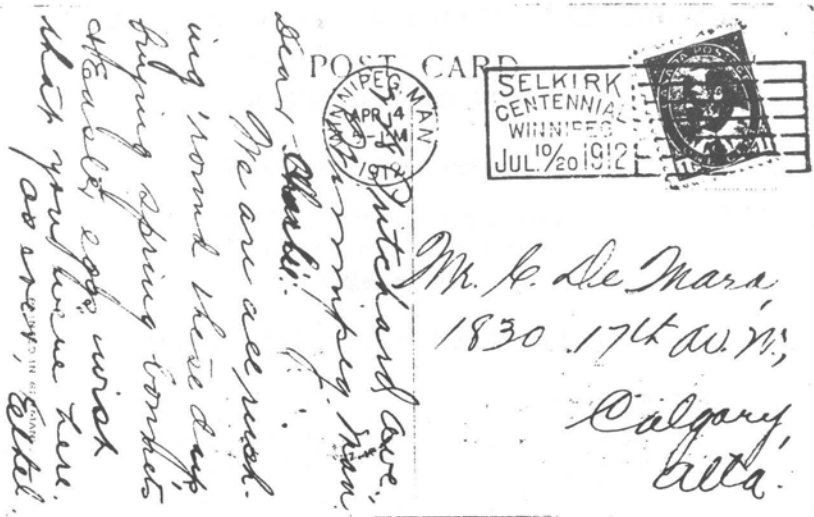


Fig. 1

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

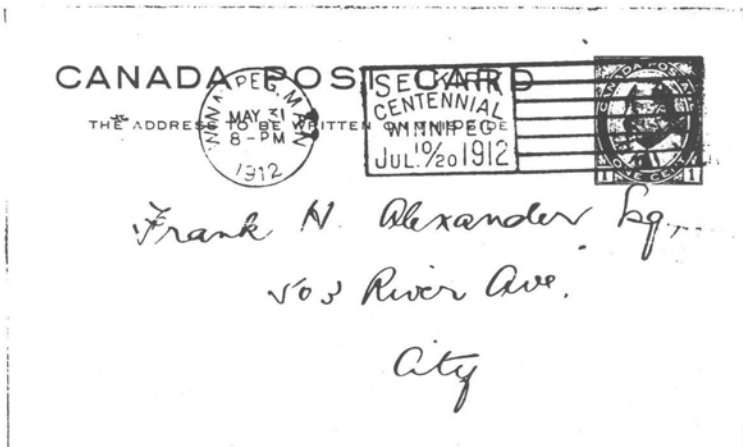


Fig. 2

CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

Invite all members to a

ONE DAY SEMINAR

on

Saturday, 21st June, 1986

at the

VICTORY SERVICES CLUB

63/79 Seymour Street

London W2 2HF

in the

ALLENBY ROOM & PLUMER ROOM

Programme of Events :-

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

THERE WILL BE A CHARGE OF £2.50 PER PERSON

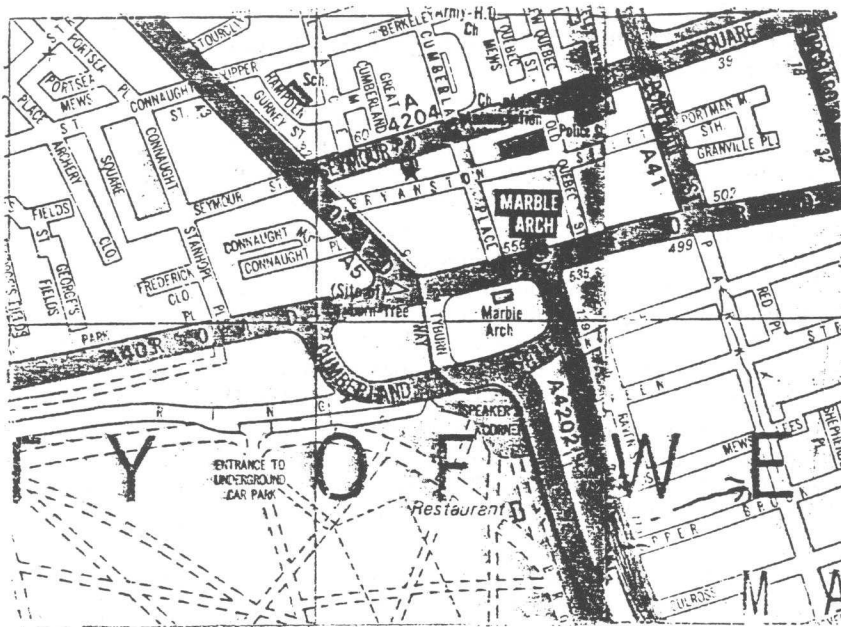
Lunch is obtainable from either the 'Buttery' a self service restaurant on the ground floor, which offers a wide choice at very reasonable prices or in the 1st floor licensed restaurant where a good selection of varied courses are available with a recommended house wine but it is always necessary to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

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

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

DON'T BE DISAPPOINTED - BOOK EARLY

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



FROM THE PRESIDENT

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

Here is a list of the displays :-

1st October, Wednesday evening

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

2nd October, Thursday morning

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

2nd October, Thursday evening

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

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

3rd October, Friday morning

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

3rd October, Friday evening

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

"Postal Rates on Cover up to 1880".

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

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

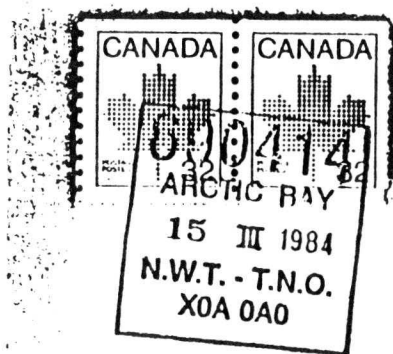
THE POSTAL CODE CANCELLATIONS OF CANADA by Dr. Alan Salmon

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

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

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

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



SMALL QUEENS FOR BEGINNERS

by John Hillson

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

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

There are three printing periods to consider :—

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

THE "PEACE YEAR" SLOGAN STORY OF 1914

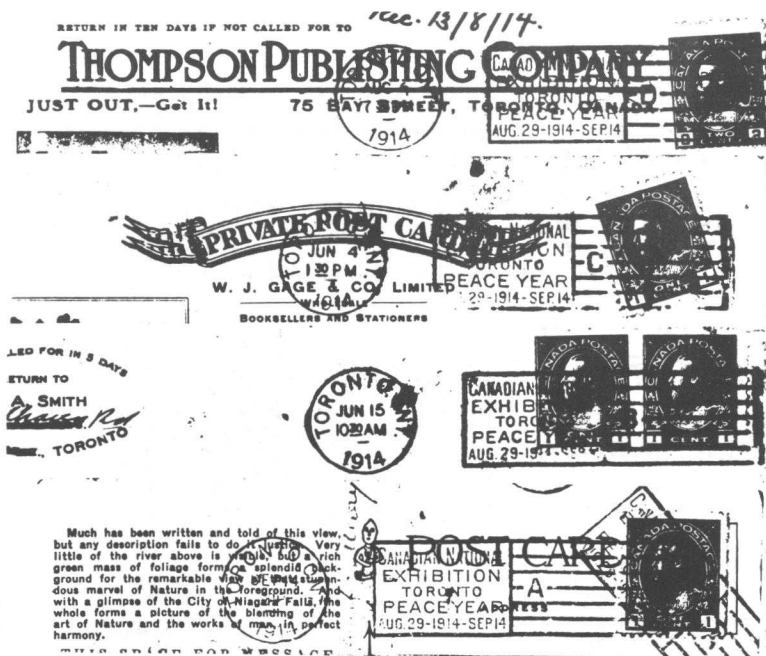
by J. C. Campbell

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

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

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

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



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

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

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

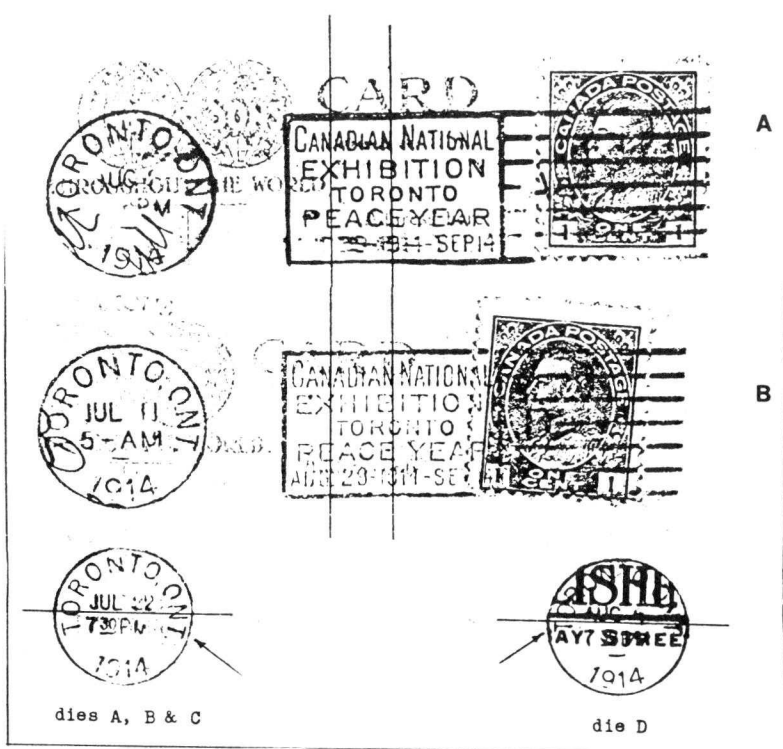
A set of three commemorative stamps (1c, 2c & 5c) was planned by Canada to commemorate the 100 years of peace but, owing to the Great War, they only reached the stage of the artist's drawings.

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

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

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

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



Differences in Slogans and Dater Hubs

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

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

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

AN AMAZING NEW FIND

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

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

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





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STEAMBOAT MAIL (Part 3) by L. F. Gillam, F.C.P.S.

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

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

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

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

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

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

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



Fig. 1



Fig. 2

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

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



Fig. 3

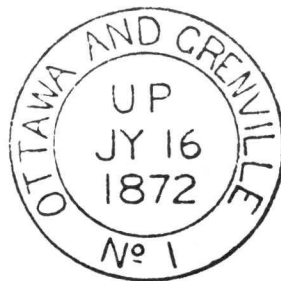


Fig. 4



Fig. 5

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

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

Note:

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

HAFNIA 87

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

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

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

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

THE CARSTAIRS SALE as I saw it by The Yellow Peril

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

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

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

POSTAL STATIONERY

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

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1898 CANADIAN LETTER TO SOUTH AMERICA

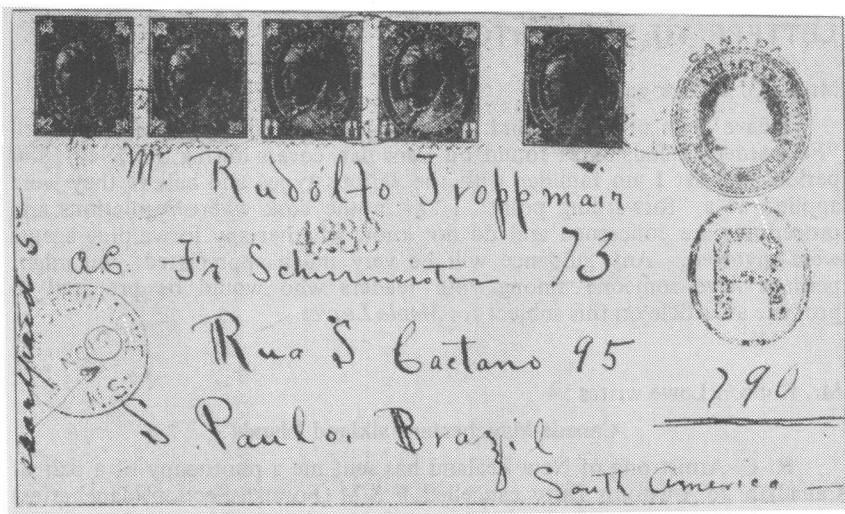
by L. G. Bellack

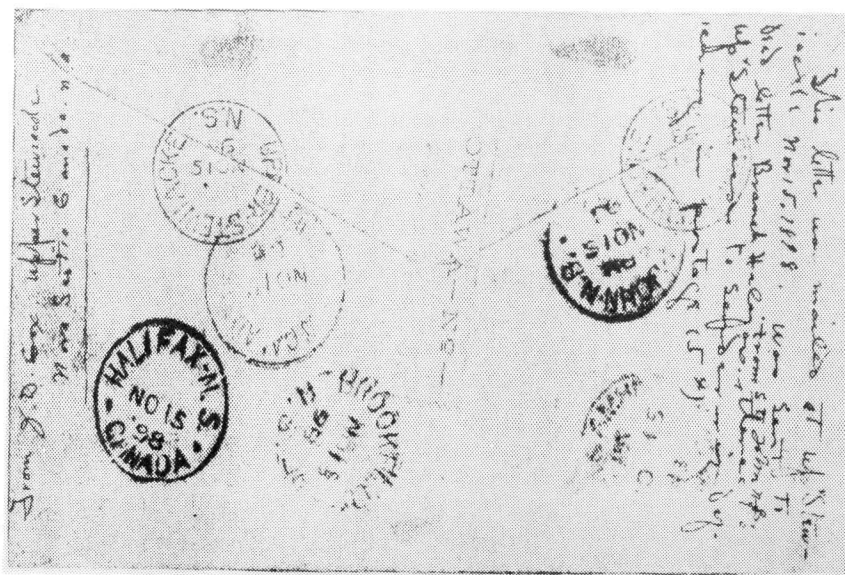
The cover illustrated was handed in at the Post Office of tiny Upper Stewiacke, N.S. on November 15, 1898, to be sent registered to Brazil. It was franked 10 cents in accordance with the 5 cents postage rate laid down in July, 1888 for a ½oz. letter and a 5 cents registration fee then applicable. All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

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

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

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





LETTERS TO THE EDITOR

Mr. L. G. Bellack writes :—

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

Mr. Robson Lowe writes :—

Canada-Manchester-Falkland Islands

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

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

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

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

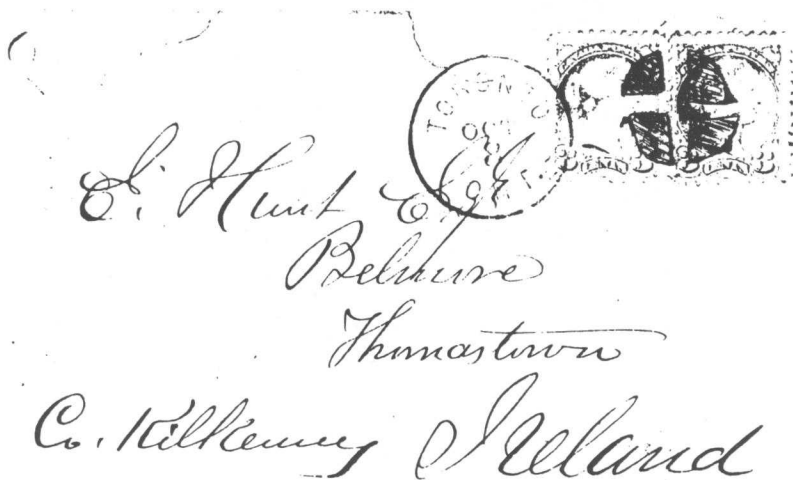
The Canadian Customs Duty stamps cancelled at Manchester I have seen before. There are several possible explanations but I am in hopes that some member of the Society will know of a regulation that explains this curious usage.

Mr. P. Geoffroy writes :-

Toronto Duplex cancellation

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

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



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

Amendments to Interests

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

Addition to Handbook

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

Revised membership 568.

THE DATA PROTECTION ACT 1984

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

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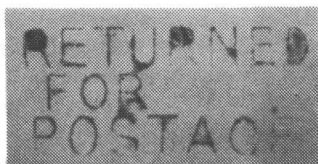
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