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CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN



Maple Leaves

PRINCIPAL CONTENTS

Philatelic Treasure Chest	219
People on the Stamps	227
Hudson's Bay Co. Ciphers (3)	235
Letter Mail to Baden and Bavaria	243

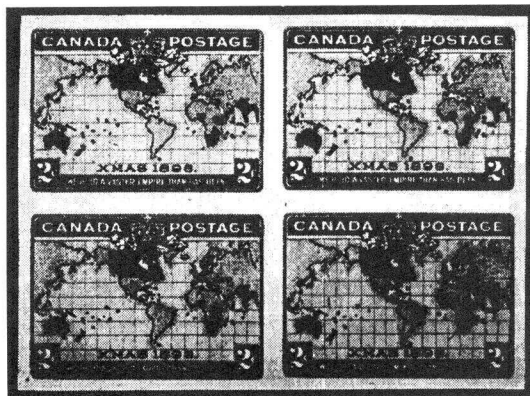
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MAPLE LEAVES

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EDITORIAL

Information concerning CAPEX '96 continues to land in the Editor's in-tray, it certainly looks like being a first class show. The competitive section was vastly over-subscribed with nearly 1,100 applications for 6,200 frames; 'only' 3,800 frames are available for exhibits so the quality on show should be extremely high.

A selection of BNA material from the Royal collection will be on display; also highlighted are 'Jewels of the World', featuring world rarities, and 'Gems of British North America', featuring the rare and unusual from that area. In addition we learn that two commemorative stamp issues will be launched at the show – Historic Canadian Land Vehicles and Yukon Gold Discovery. Any BNA collector who is able to be there will surely find

himself or herself well satisfied, indeed with the usual flock of top dealers in attendance there's even a chance to add something to the collection! Members who have the time, inclination and facility to surf the Internet are free to log on for further information: enter <http://www.interlog.com/~parra soc/capex.html>.

It is appropriate that, in CAPEX year, 'Maple Leaves' celebrates its half century. The two events are being marked by 'Gibbons Stamp Monthly' with publication of a series of articles on BNA philately in the April, May and June issues. Regular browsers at the bookstalls will know that our Publicity Manager, John Hillson, has already had a two-part article on Small Queen varieties published in the January and February issues.



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NUMERAL ISSUE
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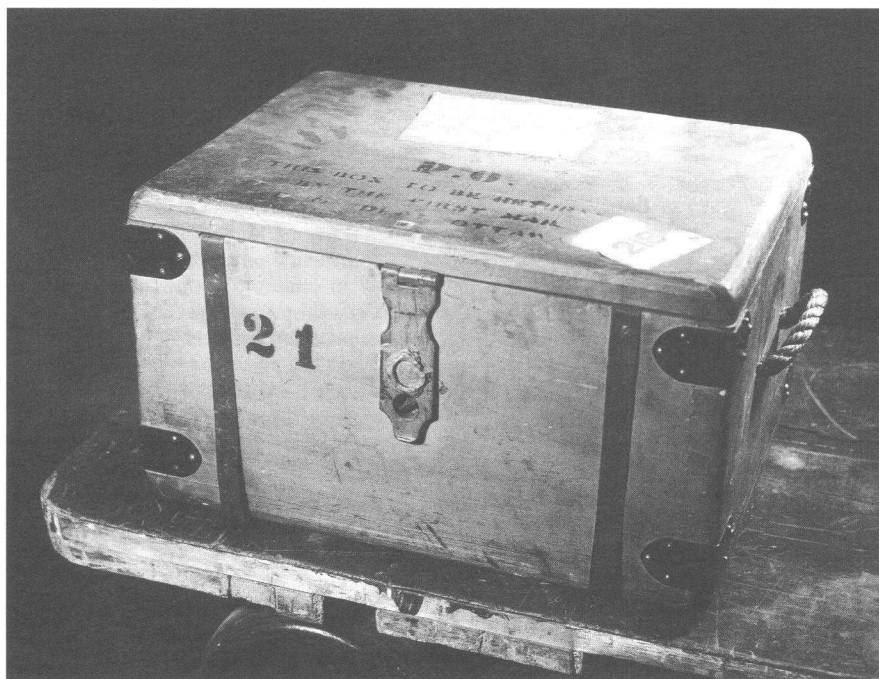
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PHILATELIC TREASURE CHEST

Ken R. Johnson



The 'mysterious box'.

Quite often, while researching one subject, you encounter references to other intriguing topics that in turn lead to other research projects.

While I was compiling a list of references for my article '12 Pence Postage Stamp; A Reconstruction' (Maple Leaves, June, 1995), I came across an article concerning the plate of the 'Twelvepenny Black', that appeared in the January-February, 1963, issue of 'The Canadian Philatelist'. Although the article did not deal with the subject of the 'Specimen' over-printed plate proof

itself, the author noted that the original printing plate for the 12 Pence Province of Canada postage stamp had recently been relocated by the Post Office Department. There was also reference to a 'mysterious box', which contained both the 12d steel plate, printing plates for some of the nineteenth century stamps issued by Nova Scotia and New Brunswick, and a public ceremony that involved a 'dramatic opening' of the vintage storage container.

After reading this article, I recalled that at some point I had seen black and

white photographs somewhere in the subject research files of the Canadian Postal Archives, that likely were snapshots of the mystery container mentioned in the article. The challenge was to locate them! I also wanted to obtain additional details of how and where the box was found, and to locate a comprehensive list of all the printing plates that had been hidden away for so many years.

Loss and Recovery of the Chest

In an effort to find original records dealing with the subject, I consulted both the CPA subject research files, and the RG 3, Records of the Post Office Department finding aids that are held by the Government Archives Division, National Archives of Canada. Luckily, I did locate a file in the RG 3 records that contained some interesting details that surrounded the original disappearance and ultimate recovery of the sealed container.

The first reference to the plates and their storage is found on a sheet of paper in Post Office Department file 13-10-5. (1) A brief hand-written notation on the sheet informs the reader that on "8/3/(18)97 - 11 pieces (were) individually wrapped and placed in (the) 'West' vault in a specially sealed box". The two names appearing at the end of the two line synoptic are E. P. Stanton and E. Doubney. The precise location of the vault is not given, nor are details provided regarding the eleven pieces, which are likely the printing plates. A second, but unclear notation on the same page is dated 20/7/97, and includes the following statement: "Receipt for above box from Toller (but says cancelled)".

A 10 May, 1911, memo, which is on this same file, reveals that sometime between 1897 and 1911, the box and its

contents were placed in unrecoverable storage. The contents of the memo – which bears the heading Post Office Department Canada, Office of Supt. Postage Stamp Branch, and Stanton's initials – includes the following commentary:

"... I saw Mr Rorke of (the Finance) Department to-day who told me that on the occasion of the next destruction of plates belonging to the Finance Department, he would include the lot enumerated in receipt of the 17th and July, 1897, and that he would have a lookout when an extension to the vaults (now in contemplation) **for the sealed box containing the cancelled plates, & c., mentioned in receipts of the 20th of July, 1897, and which box he thinks has been placed in one of the basement vaults which has since its deposit there been floored with steel, covering the box**".

The Jan.-Feb. '63 issue of the 'Canadian Philatelist' contains information to the effect that the box was eventually relocated "in a cubby-hole in the old P.O. Department, when it was moved to its new building on Confederation Heights in Ottawa". Unfortunately, neither the date nor the details of the retrieval are provided by the author, and the reader is left wondering if the cubby-hole was in reality, the basement vault mentioned in the 1991 memo? The archival file provides evidence that the box was rediscovered about 1958, as the crate (figure 1) was photographed by members of the Royal Canadian Mounted Police early that year. (2)

Postmaster General Interest

In spite of its re-appearance, the crate remained sealed until 1962 when the then Postmaster General, the Hon. William Hamilton expressed an interest

in the container. A memo addressed to Mr. Slemmon who was still with the Securities Deposit Branch, Department of Finance, from W. H. Wilson, Deputy Postmaster General, requested that:

"... the sealed wooden box referred to in your letter of 25 April, 1958, be made available to him (the PMG) for examination of the contents. (He) ... plans to have this box opened under his supervision and it would be appreciated if you would have the sealed box delivered to the custody of Mr B. M. Erb and Mr J. R. Carpenter of the Post Office Department".

Canpex 1962

The Canadian Philatelist provides some interesting details as to what happened to the box after it was transferred to the jurisdiction of the PMG. Arrangements were made to have the box shipped to Windsor, Ontario, where the Canadian National Philatelic Exhibition 'CANPEX' (3) was being held. The Postmaster General, who was hailed as a promoter of philately in Canada, had wanted to have the box opened in the presence of the members of the R.P.S.C. and at the conclusion of the Society's banquet, this was accomplished with great fanfare.

The crate which weighed some 200 pounds (4) was accessed with the help of staff from the Windsor Post Office, who, for the occasion, were armed with chisels, hammers and wrecking bars. Perhaps the tools were included to add dramatic effect, for if one examines the photograph of the crate the sealed latch seems to be the only device holding the lid in place!

Contents of the crate

Following the dramatic opening of the crate, Vinnie Greene and two other

members of the Royal removed the original plates for the Nova Scotia and New Brunswick stamps, all of which were burnished. Apparently only a half dozen of the plates were taken out at the banquet, while the entire contents were examined in detail, following the return of the chest to Ottawa. (5)

A paper label which was affixed to the lid of the chest provides a detailed list of the various plates, rolls and dies that were housed in the chest. This included:

- 1 – cancelled plate, Canada postage stamp – 12d
- 4 – cancelled plates and 4 cancelled dies Nova Scotia postage stamps, 1d, 3d, 6d, 1s/-
- 3 – cancelled plates and 3 cancelled dies – New Brunswick postage stamps, 3d, 6d, 1s/-
- 3 – rolls cancelled – Nova Scotia and New Brunswick

Present location

The re-discovery of the storage crate helped to clear up questions concerning the disposition of the printing plates, that had been plaguing a number of philatelists for many years. However, in spite of the extraordinary reappearance of the crate and its contents, very little remains of this philatelically historic find. The burnished 12 Pence Province of Canada printing plate is presently housed as part of the philatelic collection at the National Archives of Canada, as are proofs that were pulled from the plate following its return to the nation's capital. The remaining burnished plates, along with the rolls and dies for the Nova Scotia/New Brunswick stamps, apparently no longer exist, and discovering their ultimate fate is a research project in itself. As to the crate – once again, it has disappeared


without trace! Perhaps one day it will again resurface and a new chapter will then be added to the ongoing saga of the 'lost again-found again' philatelic treasure chest.

References:

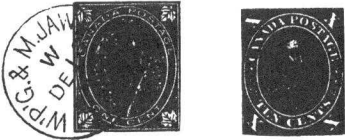
1. File 13-10-5 – 'Dies, Rolls and Plates Cancelled by British American Bank Note and Relative Correspondence to Various Contracts During Period 1895 to 1928 & Correspondence Re Order Issues', RG3, Accession 1986-87/396, Box 55.
2. Letter accompanying copies of photographs dated 25 April, 1958,

addressed to Mr J. A. MacDonald, Director, Financial Branch, P.O. Dept., from F. D. Slemmon, Chief of Securities Deposit Branch.

3. Canadian National Philatelic Exhibition, Windsor, Ontario, 3-5 May, 1962. 34th Annual Convention of the Royal Philatelic Society of Canada, with the Windsor, Ontario 'Y' Stamp Club acting as hosts.
4. 'Canpex – A Great Success'. The Canadian Philatelist, Vol. 13, Number 4, July-August, 1962, p. 168.
5. "The Plate of the Twelvepenny Black", The Canadian Philatelist, Vol. 14, Number 1, January-February, 1963, p.24.





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SHORT PAID TRANSATLANTIC MAIL

Geoffrey Whitworth FRPSL, FCPS

Two examples are illustrated of the SHORT PAID/HALF FINE handstamps used on undirected covers to Scotland, being prepaid only 10 cents instead of the Canadian Packet rate of 12½ cents.

The cover shown as Figure 1 was posted on a Monday and the next mail to Europe was to go through America, sailing on the Wednesday, for which the rate was 17 cents. As Montreal was itself a collecting office for such mail it seldom dated the letter as it was put into the bag. This letter must have been held for the Canadian Packet 'Jura' sailing from Quebec on Saturday, 12 April. Montreal would add the handstamp 'INSUFFICIENTLY STAMPED'. The ship mail clerk would then have followed instructions and applied his 'SHORT PAID/HALF FINE' handstamp, rating the deficiency as 3d

sterling and the half fine at 3d also. The British Post Office changed this 6d to 9d, to be collected from the recipient, 3d being charged for collection.

Canadian packets called at Derry to leave Irish mail and, if the ship was on time, the European mail. Scottish mail went by rail and ship to the Clyde and was sorted at Glasgow. Letters then carried the 'GLASGOW PACKET' handstamp. If the Canadian ship missed the rail connection at Derry then mail was kept on board and taken off at Liverpool, from where it was sent north. The 'Jura' landed at Liverpool on 23 April and this letter is backstamped Edinburgh AP 24 1862.

The second cover (Fig 2) was also posted on a Monday. The nearby town of Toronto was a collecting office for



Fig. 1. Montreal AP 7 1862 to Edinburgh.

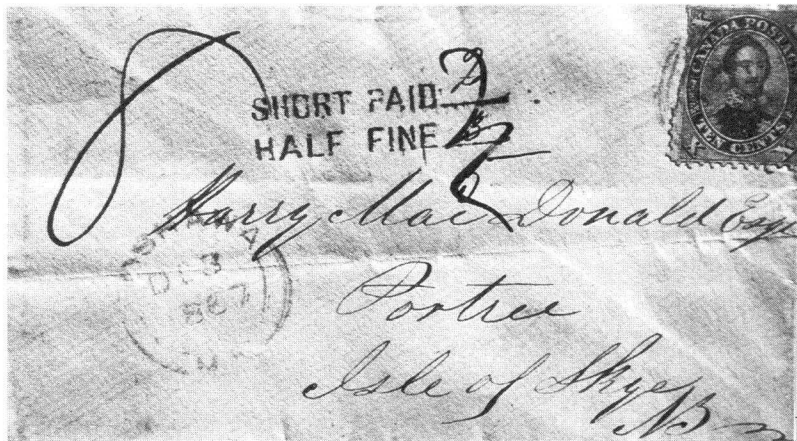


Fig. 2. Oshawa DE 3 1867 to the Island of Skye, Scotland.

transatlantic mail but, as usual, the clerk did not date the cover as it was put in the bag. Being winter, the next Canadian sailing was from Portland from whence the 'Moravian' sailed on Saturday, 7 December. The on-board mail room rated this letter as SHORT PAID 2 pence with a HALF FINE 3 pence making a total of 5d due to Canada. This was cancelled and altered to 8d to be collected at Portree.

The 'Moravian' arrived at Liverpool

on 17 December and received a backstamp at Dingwall DE 18 1867. The nearby town of Inverness is the railway centre, but Dingwall is the junction of the line to the south west, ending at Kyle of Lochalsh, and the line to the north, ending at Thurso and Wick. To get to Skye from Lochalsh a ferry took the mail across the Kyle, then coach and horse went up the coast road to Portree, the letter was probably not delivered until the 20th, depending upon the weather.

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Members who have not paid the current year's subscription by 31 December will be removed from the *Maple Leaves* circulation list.

The following note appeared in the British Columbia Postal History Newsletter (Sept. 1995) in answer to a query concerning a Cache Creek postmark of 19 March, 1872, over three months earlier than the official establishment date of 1 July, 1872. It is felt that the broader implications deserve a wider readership...

CACHE CREEK

Bill Topping

There is considerable confusion regarding the transfer of Colonial Post Offices to Dominion status. Prior to Confederation most postmasters were not paid and, by 1871, it appears only the postmaster at Victoria drew a salary although some postmasters, such as the one in New Westminster, were paid for other government duties. According to Gerry Wellburn the postal system had ground to a halt by 1871 with the express companies carrying much of the mail.

Gilbert Griffiths, Post Office Inspector at London, Ontario, visited British Columbia in July 1871 at which time he accepted on behalf of the Dominion government the 25 Colonial offices that were still in operation as of 20 July, 1871, when the Crown Colony officially became part of Canada. At the same time he supervised the destruction of all existing stocks of Colonial postage stamps (Ref. 1 page 159). The latest reported cover using Colonial stamps was in the Wellburn collection, (p. 151) and is dated at Victoria, 12 August, 1871. A number of covers, from Victoria and New Westminster bearing Dominion stamps, were in the Wellburn sale of 23 October, 1993, the earliest being dated 1 September, 1871 at New Westminster with an oval Colonial cancellation. All have small or large queen stamps and Colonial postal markings, indicating that Mr Griffin delivered a supply of Canadian stamps to replace the colonial postage stamps.

On the other hand the continued use of colonial hand stamps indicates that the cancelling equipment was not delivered until a later date. The earliest reported use of Dominion equipment is 8 January, 1872 on a document received at the Victoria Post Office. There are no existing proof strikes for the hammers supplied to the 25 new Dominion post offices plus the 12 additional offices listed by Deaville [Ref. 2 pps. 153-154]. It is likely that the Victoria Post Office received hammers for some, if not all, of these offices at the same time as the Victoria equipment was received, probably in January 1872. Thus, it is quite possible that stamps and equipment were issued to the former Colonial post offices as soon as a postmaster had been confirmed. Mail between Victoria and Ottawa could take more than a month to be delivered so it is quite likely that these ex-Colonial offices may have been open for some months before they were officially established by Ottawa and the postmaster started to be paid. The CACHE CREEK cover of 19 March, 1872 is from this transition period.

References:

- 1. Wellburn, G. – Stamps and Postal History of Vancouver Island and British Columbia 1849-71 (Pub 1987).*
- 2. Deaville, S. – the Colonial Postal Systems and Postage Stamps of Vancouver Island and British Columbia 1849-71 (Pub 1928).*

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**DEALERS IN
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THE PEOPLE ON THE STAMPS – JOHN MOLSON Dr Alan Salmon

*I have lived
To see inherited my very wishes
And the buildings of my fancy*
Coriolanus *William Shakespeare*

We have now reached about 1830; a time when there were rapid developments in the economic life of British North America, especially in Montreal. Previously 'The People' have been explorers, statesmen, or warriors, or a combination of some or all of these attributes. We now meet a new breed, the man of business – John Molson created a trading empire based on Montreal and the Saint Lawrence River. He appears on the 34¢ stamp of 1986, issued to commemorate the 150th anniversary of his death (SG 1222, SS 1117).



He was born in Montreal in 1787, the eldest son of a successful brewer. Molson Breweries still exist, now owned by a combination of brewers from Canada, the USA and Australia. John's first appearance in the annals of history was in 1810 when his father travelled to England, leaving John in charge of the brewery. He had shown an understandable interest in the production of beer and, unusually, in the machinery involved; the latter included steam-engines; these were of

considerable importance in the development of his businesses.

In the War of 1812 he was a cornet (the junior officer who carried the standard) in the Royal Montreal Cavalry, he served in that position for seven years. Shortly before the war his father had extended the family interests into shipping, with the first steamship built in Lower Canada – *SS Accommodation*. During the war two new ships were added to the line; the *SS Swiftsure* was commissioned in 1812 and the *SS Malsham* in 1814. They were driven by steam-engines built in Birmingham, England, by the firm of Boulton and Watt, founded by two of the great pioneers of steam power. Steamships were then at the forefront of transport technology, the first successful, commercial steamship was a tug used on the Scottish canals, it was launched in 1801. The Molson ships were used in Lower Canada, with considerable profit, to transport troops and their supplies. The *SS Swiftsure* was the first steamship to serve in a war.

The Family Business

After the war John Molson moved to Quebec to manage the family warehouse. 1815 was a magical year; his father gave him the *Swiftsure* and he visited England, for the first time, to discuss the building of two new ships, to be launched in 1816 and 1817. On this trip he met his cousin Mary, she came to

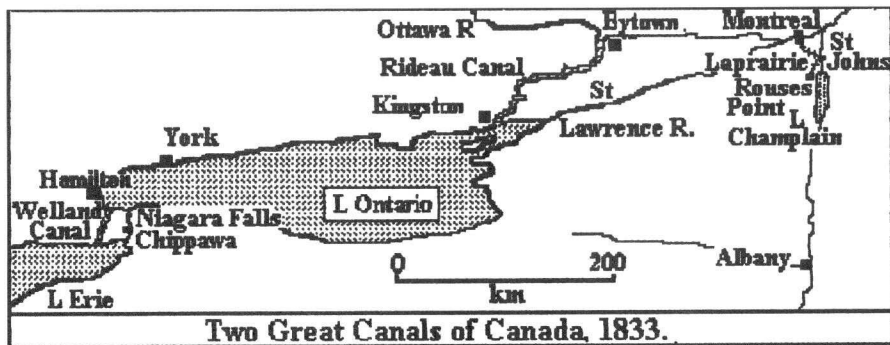
Canada and they were married in October. In December he entered into a partnership with his father and his two brothers to manage the family's interests in ships, warehouses, the brewery and a hotel; he was responsible for the shipping. His investment was the *Swiftsure*, valued at £600,000; by 1819 the value of his share in the business had risen to £1.7M.⁽¹⁾ Rather surprisingly Canadians were building the ships at low cost around that time, in 1825 it was estimated that a 300-ton ship cost 10% less if built in Canada rather than in Britain. By 1835 many Liverpool ships were being built in Canada.

The St Lawrence Steamboat Company

In 1819 he moved back to Montreal; competition on the St Lawrence was now intense as other companies had opened to take a share of the lucrative business. The Molsons decided to take the shipping interests out of the family firm and invest them in a new company – the St Lawrence Steamship Company; the Molsons were the main shareholders and John Molson was the chief executive. The next decade saw the company prosper as there was an upsurge in economic activity; the St Lawrence became the highway for the influx of immigrants into the Canadas

and for the movement of timber from Quebec and Montreal to Britain. The line was also a major contractor to the British forces for the transport of stone, as fortifications were built at Sorel, at Fort Lennox on the Richelieu (SG 1170, SS 1057) and at Île St-Hélène on the St Lawrence.

This was the time of the first big canals in the Canadas. The original Welland canal and locks were opened in 1829, bypassing Niagara Falls and lifting small ships from Lake Ontario (245') to Chippawa (ca 500'). The system was the idea of William Merritt (SG 797, SS 655) who enlisted government support, raised the funds and supervised the work. It has been extended and modified several times, now its 26-mile length is an essential link in the St Lawrence Seaway (SG 513, SS 387 and SG 1122, SS 1015). The Rideau Canal system, built by Lieutenant-Colonel John By (SG 943, SS 820) with two companies of Royal Miners and Sappers plus 2,000 contractors' men, was part of the defences erected against the USA after the War of 1812; now it is mainly used by pleasure craft. In 1827 the first stone of the northern locks was laid by Captain John Franklin (SG 1320, SS 1234). Opened in 1832, its 125 miles,



rising to 275' above the Ottawa River, provided a way between Montreal and Kingston if the St Lawrence route was cut by enemy action. By's headquarters became the small settlement, named after him, Bytown; eventually, in 1855, it became Ottawa. The management of the Ottawa Steamboat Company was taken over by the Molsons; they became the dominant transporters on the Ottawa, Richelieu and St Lawrence Rivers and on the Rideau Canal.

Extended Interests

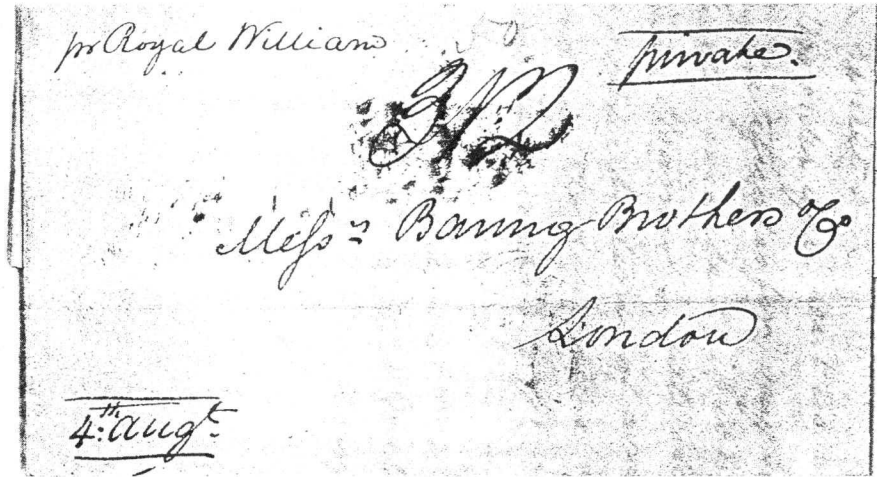
With business going well John Molson became active in finance; in 1822 he bought 30 shares in the Bank of Montreal, valued at £5,000 each. This eventually led to a seat on the Board of Directors in 1826; but he resigned almost immediately, only to return to the Board in 1836. During this on-off-on relationship with the Bank of Montreal he had helped to found the City Bank, in Montreal, as competition. He had also begun to be interested in bonds; by 1842 he was the largest bondholder in Montreal, the annual income from his holdings was £70,000.

In 1829 he went into a partnership with two Quebec merchants, specialising in shipping equipment, foodstuffs, hardware and spirits, under the name of Molson, Davies and Company. He became President of the new Montreal Gas Light Company in 1836, within a year the streets of the city were lit by their first gas lamps. This venture was not a financial success and it was taken over, with John Molson eventually retiring from the company.

Eventually he became President of the Champlain and St Lawrence Railroad, which started operating in 1836 between Laprairie (opposite

Montreal) and St Johns on the Richelieu, a distance of 15 miles, on wooden rails shod with flat iron (see: 'Just a Few Lines', Gillam, 1993). This was Canada's first steam railroad, and it was a success technically and financially; the first locomotive, the *Dorchester* built in England, is shown on SG 1106 / SS 1000. In 1846-48 the entire track was refurbished and by 1851 the railroad had extended 23 miles to Rouses Point in the USA. The modernisation cost some £14M and burdened the firm with a considerable debt. By 1851 Molson held about £1M of the company's shares.

Another adventure in Molson's personal Industrial Revolution was in metallurgy. The first ironworks in Canada, Les Forges du Saint-Maurice (SG 1302, SS 1216), had begun operation at Trois Rivières in 1729, by 1831 it employed 78 workers. Molson inherited St Mary's Foundry in Montreal, in 1836, on the death of his father. The main output was steam-engines for ships, saw-mills, distilleries and hydro-schemes. In August 1833 the *SS Royal William* (SG 331, SS 204) was the first ship to cross the Atlantic using steam as its main source of propulsion; she was launched at Quebec and then towed to Montreal to have her engines installed. At first Molson managed St Mary's himself, it was not a large factory; then he went into partnership with a William Parkyn until 1845 when the partnership was dissolved and the foundry was rented to Parkyn. Molson resumed the management in 1850, eventually selling the plant in 1852. He apparently moved in and out of the business as the market fluctuated – when opportunity beckoned he was the man to grasp his chance. In 1838 he had bought out his partners in Molson, Davies and Company for £1M.



A letter that travelled from New York to England on the SS Royal William.

In the 1830s the Molson family had a firm grip on much of the wealth of Lower Canada; a private bank was suggested but it was not given approval. In 1850 the law governing private banks was changed; in 1853 John and a brother founded the Molson Bank. It issued its own currency and was in direct competition with the Bank of Montreal. In 1856 his shares in the Bank were worth some £4M and yielded 8% in annual dividends. Also he had accumulated great amounts of good property in Montreal and vast farmlands around the city.

Politics

Notwithstanding all his industrial involvements, John Molson played an active part in the politics of Canada. He was raised to the rank of Lieutenant-Colonel in charge of a battalion of the 2nd Volunteer Brigade, part of the militia, and took part in defeating the rebellions of 1837-38 (see next issue). In 1838 he became a Justice of the Peace. He pressed the merchants of

Lower Canada to accept the union with Upper Canada, the United Province of Canada came into being in 1841. However in 1846 Britain turned to 'Free Trade', Canadian timber, grain and flour now met stiff competition in their all-important, previously protected, British market. The Montreal merchants suffered; in 1849 Molson signed the 'Annexation Manifesto' which advocated the annexation of Canada by the USA. The British government withdrew his commissions as JP and colonel. The manifesto, originating in hard-hit Montreal, was overwhelmingly rejected by popular opinion in the United Province.

John Molson now gradually retired from the industrial and financial worlds he had done so much to create. He gave a substantial donation to the Montreal General Hospital in 1829; in 1857 McGill College benefited from his munificence – the Molson family are

Continued on page 232

CANADA'S REGISTERED MAIL TO THE UK, 1855-1877

Horace Harrison FCPS

Letters handstamped 'MONEY-LETTER' had been sent to the United Kingdom as early as the 1840s, and all so inscribed were charged 6d postage due, the British inland registry fee. However, there had been no additional security provided from the time the letter entered the packet mail stream until sorted in the UK. The sender was required to pay the 1d Canadian Registry Fee to obtain the receipt, and the addressee had to pay the 6d British inland registry fee upon delivery, but there was no continuing registration security of the letter while on the high seas. The Cunard Line route from either New York or Boston required that the letter traverse the United States so the letter postage was 10d currency or 8d sterling. Postage charges were even higher if the letter were to be sent by a United States packet rather than British; this was infrequently the chosen route during the period when the Cunard ships were involved with transportation of troops to and from the Crimea. With the establishment of the Allan Line, sailing on a regular basis from Quebec or Portland, Maine, if the St Lawrence were icebound, Canada issued a 7¹/₂d Cy/6d Stg stamp for the reduced rate charged if sent via Canadian packet.

On 29 January, 1858 the British Post Office issued a circular establishing a 6d Stg/7¹/₂d Cy, registry fee 'PAID ALL' the way to destination on colonial letters to and from the UK, in addition to the ordinary postage. This circular was not received in Canada and was not put into effect for eastbound mails until 1 April, 1859 in accordance with Canadian POD

Circular No 43 which was issued on 1 March, 1859. Because of this delay in implementation of the 'PAID ALL' registry fee from Canada, it was usual for letters from Canada to be heavily marked 'PAID' with a manuscript red '6' or 'PAID 6d Stg' handstamp in addition to the adhesive, to indicate that the registry fee had now been fully prepaid to destination.

The change from shillings and pence to dollars and cents brought about a revision in the stamps as well as the registry fee. The 10d stamp became 17¢ and the 7¹/₂d stamp became 12¹/₂¢. On 1 February, 1866 the registry fee to the UK was reduced from 12¹/₂¢ to 8¢ and this fee remained constant until 1 January, 1878 when it was further reduced to 5¢.

The postage rate, however, changed with the implementation of Confederation. On 16 January, 1868, 2¹/₂ months before the introduction of the Dominion Post Office Act, the Cunard packet rate to the UK was reduced from 17¢ to 15¢, but the Allan Line packet rate remained at 12¹/₂¢. One of the new benefits of Confederation was the 7¢ per 4 oz book rate to the UK by the Allan Line and 9¢ by Cunard. The regulations also provided for the registration of books to the UK at the 8¢ fee, while prohibiting such registration within Canada or to other destinations. On 1 January, 1870, postage per ¹/₂ oz letter was reduced to 6¢ via Allan Line and to 8¢ via Cunard, but the registry fee remained the same, 8¢ by either route. On 1 October, 1875 the postage rate to

the UK was further reduced to 5¢ per 1/2 oz by either route, where it remained well into the UPU period. The registry

fee was reduced to 5¢ effective from 1 January, 1878 and Canada joined the UPU on 1 August, 1878.

CHARGES ON REGISTERED LETTERS TO THE UK: 1855-1877

Effective Dates	Registry Fee	1/2 oz Packet Postage		
		Canadian/Allan	British/Cunard	American/Collins
May 1, 1855	One Penny pre-paid 6d collected in UK	None Available	8dStg/10dCy	1/2dStg/1/4 ¹ /2dCy
June 2, 1856		6dStg/7 ¹ /2dCy		
Apr 1, 1859*	6dStg/7 ¹ /2dCy Cash or Stamp			None available
Jul 1, 1859	12 ¹ /2¢ Cash or Stamp	12 ¹ /2¢ Cash or Stamp	17¢ Cash or Stamp	
Feb 1, 1866	8¢ Cash or Stamps			
Jan 16, 1868			15¢ Cash or Stamps	
Jan 1, 1870		6¢ Cash or Stamp	8¢ Cash or Stamps	
Oct 1, 1875	8¢ Stamps only	5¢ Stamps only by any packet or route		
Oct 1, 1876	8¢ Registered Stamp only			
Jan 1, 1878	5¢ Registered Stamp only			
Aug 1, 1878	CANADA JOINS THE UPU; 5¢ Registry Fee & 5¢ Postage to any member.			

* POD Circular is dated 1 March, 1859.

PEOPLE ON THE STAMPS – Contd.

still donors to the Arts in Canada. He died in 1860, probably the richest man in the Province. He was a leader of the Industrial Revolution in Canada, as he had been in many aspects of the commercial life of his developing country.

Footnote:

(1) The figures quoted are today's monetary

equivalents, but they are very approximate as there is no strictly scientific way available to compare money values over a long period. I am indebted to Professor M. R. D. Foot for one example of how some costs stayed remarkably stable from that time: during World War II a notice appeared in a London barber's shop stating: "For the first time since the War of 1812, the price of a gentleman's haircut had to rise above two shillings (10p) to two shillings three pence (11p)".

THE LINE By The Yellow Peril

Photo by 'Super B'

Not much is known about this elusive variety of the 2¢ green Admiral stamp. This is remarkable considering that: (a) the Admirals are a very popular issue; (b) over 2¼ billion sheet stamps were printed; (c) the 2¢ green Admiral stamp was in use for over six years; and (d) the line can be readily spotted by anyone – even those with less than 20/20 vision.



Constant line in the bottom margin.

The 2¢ green Admiral was issued 6 June, 1922 (used copies with earlier dates have been reported) and replaced by the 2¢ Scroll on 17 October, 1928. It saw relatively little action during its first four years; but when the war tax was removed, 1 July, 1926, and the 3¢ rate for domestic letters and letters to the United States and Mexico reverted to 2¢, the Admiral came in for heavy use. Printed matter to Empire and foreign countries and post cards addressed to the United States, Mexico, the British Empire and domestically also carried the stamp.

The variety is believed to be position #95 on the plate and it is a wet printing. Member Hans Reiche states on page 56 of his book, "A strong guide line appears at the bottom of some stamps. The line is about 13 mm long and 1.25 mm from the frame line. On poorly centered stamps this line can be seen in the margin; on others in the bottom sheet margin."

The scarcity of this line variety could be explained by the brief life span of the plate that produced the line; or the variety occurring just prior to the plate being retired. Another possible explanation is centering. Centering of Admiral stamps, on the whole, is poor. If the horizontal perforations on the two stamps illustrated above were placed a tad higher, the line would be perforated and lost, or it would appear in the bottom selvedge.

Any member lucky enough to have a plate number sheet or position piece showing this variety or having any other information on 'the line' is invited to participate in this symposium. Member E. M. Drury's input to these notes is greatly appreciated.

Reference:

'Canada, the Admiral Stamps of 1911 to 1925'. Hans Reiche FCPS, 1965.

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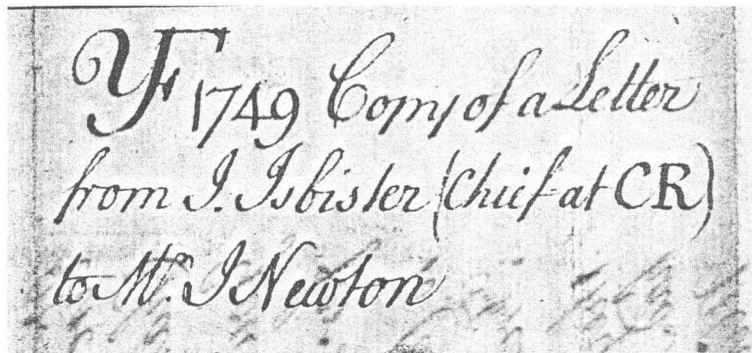
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THE HUDSON'S BAY COMPANY CIPHERS

David H. Whiteley

Part 3: The Company Ciphers used as Identifying Marks



Portion of copy letter from Fort Churchill to England, via York Fort, showing both the 'CA' and 'YF' ciphers. Courtesy of P.A.M. HBC Archives

The re-establishment and construction of new posts during the eighteenth century created a need for quick and easy means of identifying goods and correspondence passing between London and the Forts. Consequently the convention of using stylized monograms to identify the destination or origin of goods and correspondence expanded from the original usage of the seventeenth century. Scribes attached to various forts and factories endorsed their outward correspondence with a stylized manuscript abbreviation of the fort's name. The most common of these stylized abbreviations was the one used at York Fort which appeared as **YF**. Other abbreviations are known from Albany Fort – **AR**, Prince [of] Wales Fort on the Churchill River – **CR**, Moose River Fort – **MR**. Examples of all the above abbreviations can be found in the Public Archives of Manitoba, Hudson's Bay Archive.

Variations of these monograms were

used to mark crates and bales of goods bound for the various factories and presumably for goods sent back to England. An examination of early Bills of Lading has established the use of ciphers to identify outward bound supplies and trade goods. From a very early date bales destined for the following posts were despatched from London bearing the following ciphers:- in 1684 **HI** (Hayes Island, later York Factory), **RR** (Rupert River, Fort Charles), **PN** (Fort Nelson), and in 1685 **AR** (Fort Albany).⁽²⁸⁾ It is probable that the convention of using ciphers on correspondence to identify the originating factory was developed from this use of bale markings, for example **YF** branding irons are known at York Factory and are on display as part of the artifact collection.

For the philatelist the most interesting endorsement is the York Fort **YF** which was used for a considerable time and could still be seen on

correspondence emanating from York Factory in the first half of the nineteenth century. Although much of the material containing this abbreviation can only be seen in the Hudson's Bay Archive a few examples are known to be in the hands of collectors and those within the public domain are highly sought after. Other ciphers occasionally appear in private hands, Allan Steinhart recently showed me a cover with the *MR* cipher. This letter was mailed in Musselburgh, Scotland, addressed to Hudson Bay House, London where it arrived 18 February, 1832 and was then forwarded by the annual supply ship. It was received at Moose Factory on 8 June 1832. Allan has received a second Moose Factory single folded letter bearing the *MR* cipher, sent in the spring of 1832 from Scotland through the Hudson's Bay Company offices in London. Both letters were to Alexander Stewart Esq. CF. Albany (Fort Albany). They probably formed part of a package

of letters sent from London to HBC's agent in New York who would have forwarded the package, unopened, to Montreal. From there the correspondence for the forts on James Bay, including Moose Factory, would have been sent by express canoe, up the Ottawa River to Fort Timiskaming and then by lake and Abitibi River (present day name) to Moose Factory. In the C. de Volpi sale two covers were offered, one with a *YF* cipher and another with an *RRS* (Red River Settlement) cipher addressed to Hudson's Bay House, London.

From surviving letters housed in the Hudson's Bay Archives from both York Factory and Albany River up to the 1750s, I have been able to establish that by 1712 the inscription *AR* was in regular use at Fort Albany and from 1727 the *YF* cipher was in regular use at York Factory. From this and other evidence I am reasonably confident that

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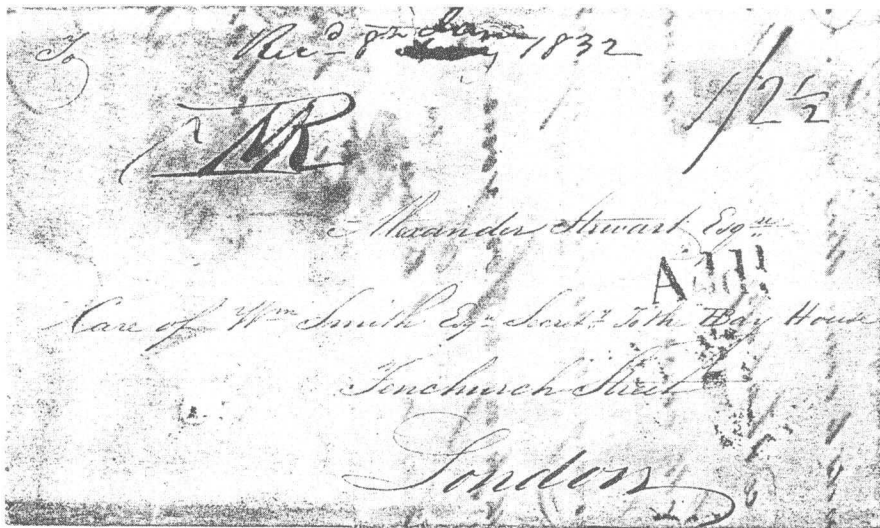
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Cover (1832) from Scotland to Alexander Stewart at Moose Factory, sent c/o William Smith (Secretary), the Bay House, Fenchurch Street, London, and forwarded to Moose Factory – Note the MR cipher. Cover is rated 1/2½ and carries the Scottish 'Addl. ½d' handstamp. The reverse carries a two-line red handstamp 'Musselburgh Penny Post' and a red circular London receiving mark (18 February, 1832). Endorsement shows letter received 8 June, 1832. Courtesy of Allan Steinhart

these ciphers continued to be used regularly as a means of identification until well into the nineteenth century. As more trading posts were established, ciphers were developed as identifiers. Gray Scrimgeour has informed me that he has heard of an *FA* cipher, presumably Fort Alexander, he also informed me that the late Sam Nickle had seen a marking for St. Boniface. I have a photocopy of the outer cover of a letter originating from Churchill River which was copied at York Factory and sent on to London with a 1747 date that bears both the *YF* inscription and a *CR* (Churchill River) inscription.

As time permits, further research will be done in the Hudson's Bay Archives, which I am very confident will reveal many other ciphers, hitherto

unrecorded, from the various posts and factories that the Company established in Western and North-Western Canada between 1800 and the 1870s, when the Company relinquished all its holdings to the newly created Dominion of Canada. However, I consider it important that my findings to date be put on record so other postal historians will be aware of this material and will be able to recognize it. I suspect that the Highlands of Scotland and the Western Isles would be a particularly fertile ground for research as many of the Hudson's Bay Company's employees, who rose to positions of importance in the wilderness of western Canada, came from that part of the world.

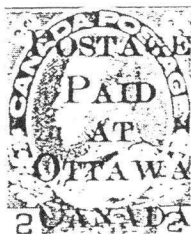
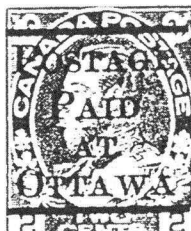
Reference:
[28] PAM HBCA A.24/1

POSTAGE PAID AT OTTAWA

The Overprints re-visited

J. Colin Campbell

What was the purpose of the overprint 'Postage Paid at Ottawa' on the 2c carmine Admiral stamp? Could it have been to frank Canadian soldiers' mail during World War I? And, for that matter, why were stamps placed on soldiers' FREE mail on its arrival in Canada?



It was 40 years ago that a Canadian, G.R. Workman, broached the subject of these overprints in a 'BNA Topics' article in February, 1955. First impressions then associated them only with precancelled stamps.

The answer to the last question came in a 'BNA Topics' article in February 1959, written by the late F.W.L. Keane and entitled 'Why Stamps on Free

Letters?' In reply to the question, B.J. Farrell, Director of Administration, P.O.D. Ottawa, wrote "The practice of placing postage stamps on letters from soldiers on active service was to ensure that unpaid, or possibly 'rated up' mail, would be delivered to the addressee without collection of postage." He went on to say that this practice was initiated on 8 October, 1914, and ceased on 27 July, 1917. Stamps were affixed and cancelled, prepaying delivery from exchange offices to destination. Some of these offices were: Halifax, Ottawa, Montreal, London, Hamilton, Toronto, Winnipeg and Vancouver.

It was also learned that ordinary stamps on soldiers' mail were not accountable between the Department of Militia and the Post Office Department.

My own searches have produced little positive further information; a search by Thomas Hillman, National Archivist, covering military records, failed to produce any references. Stanley Deaville, Postal Inspector, stated that pre-cancels were prepared with a view to having similar ones made for the major cities, Toronto, Montreal, Hamilton and Winnipeg, but the project was abandoned.

This is an extremely scarce group of stamps, very few are known in collectors' hands. No more definitive information seems to have been published so any information held by members could be of great interest. Has anyone seen an example used on cover?

A LUCKY STRIKE

L. F. Gillam FCPS

Most stamp collectors, I expect, dream of discovering a long-wanted item when they leaf through a dealer's stockbook, or search through his hoard of covers. The essential element in this dream, if it is fulfilled, is that the stamp, or cover or whatever it is, must be at a price that can be afforded, and preferably much less than that. Now, Horace Walpole, that inveterate old 18th century gossip and letter-writer, coined a word for this sort of thing: he called it 'serendipity', which dictionaries define as 'the faculty of making happy chance finds'.

During the course of a long collecting career, however, I cannot lay claim ever to have been excessively 'serendipitous'; but I did have one moment of modest triumph. It was really quite by accident that, on the spur of the moment, I went into a stamp shop unknown to me in the back street of a little provincial town. It so happened that it was a few steps away from a house of refreshment towards which I was making my way. The day was very hot and I was very tired; needless to say, therefore, I was sorely in need of a 'pick-me-up'. That two such rival attractions should present themselves in such a challenging juxtaposition presented me with a dilemma; but as I have already indicated, I put the demon drink behind me, at any rate temporarily.

Mother Hubbard's

The shop, if I can call it that, was not very prepossessing and, but for a few scattered packets of stamps laid out haphazardly behind a grimy window, I would surely have missed it. A little tinkling bell announced my entry into a little room, not much bigger than Old

Mother Hubbard's cupboard, I imagine, and certainly almost equally as bare. To say that the furnishings were spartan is not to put a gloss upon them. As I recall things there was a shelf on the side wall; on the shelf perhaps half a dozen stamp catalogues leaned together in collective support. Obviously they had either been very well used or they were sadly out of date. As events transpired the latter was the case, sadly, for the dealer, that is. But that is to anticipate events. In front of the shelf was a short, stout mahogany counter with a flap top at the end. There may have been some other features to what had obviously been at one time a little general store but, apart from a door in the back of the shop leading to an inner room, those are my vague, remaining recollections, apart from the fact that there was no proprietor present. Clearly he had either deserted his post or he was otherwise engaged behind the inner door.

It was from there that he finally emerged, just at the point when I was seriously thinking about the rival attraction a few doors away. He had a half-eaten sandwich in one hand and a kind of look on his face that was certainly not beaming a welcome. Obviously I had interrupted his lunch. However, business was business even if it was reluctant business and as he stationed himself behind the counter I asked him if he had any 'Canada'.

In response to my timid enquiry he reached down under the counter where, after some groping around, a large and sinewy hand, like that of Longfellow's village blacksmith produced a huge stockbook. "Might be a few there," he

replied as it landed with a thump on the counter. Never before, and never since, have I seen the like; if it was not as big and fat as my mother's old family Bible it certainly ran it a very close second. "All a third cat", he announced before demolishing the remnants of his sandwich. Not being a strongman in a circus, free-lancing as a part-time stamp dealer, as he might well have been, I needed both hands to turn it round. I scarcely needed to open it, however. It was already half open, positively bulging with stamps, some of which can best be described as bunches of stamps crammed into the cellophane strips to breaking point and, in some cases, beyond it.

Samson

Samson, as I shall call him from now on, was clearly a man who belonged to the 'pile em high and sell 'em cheap' school. He was also, to give him his due, a man with some rudimentary ideas about how to arrange his stock. It was, as I discovered to my relief, housed in some kind of order, alphabetical that is, by country, more or less. Now, if I was not in temporary possession of all the world's stamps, I certainly had a fair representation of them from Abyssinia (sic) to Zanzibar, if not Zululand, but I soon got to the 'Cs'. I recall some mint French Colonial Cameroons in all their glorious technicolour and many Chinese 'Junks', a word of ill omen I am afraid. Now this is not a deliberately contrived pun; but 'junk' is a fair enough description of Samson's 'Canada'. Higgle-dy-piggle-dy is also a fair enough description of its presentation; some used 3 cent Diamond Jubilees that had, apparently been sun-bathing for sixty years and more and had now faded from Gibbons 'carmine' to a very anaemic Scott's 'rose'; two or three 5 cent 'Beavers' that had seen better days;

some mint post-war com-memoratives; some bunches of low value Edwards; perhaps a dozen or so garish 3 cents Small Queens that even I could distinguish from Indian reds, and then some more bunches, this time of 1 cent green and 2 cent red Admirals. I cannot say that I was disappointed; after all Samson had not led me to believe that he had a Canadian gold mine.

Out of deference to him I had to disguise my indifference. He had not raised my expectations, and I had interrupted his lunch. It was up to me, therefore, not to go away empty-handed. Now I was not, and am not, the kind of collector who never stirs from home without being fully armed with tweezers, glass and Instanta gauge in case I stumble over a stamp. So I used my thumb in the approved manner to extract, quite at random, but with what I considered to be (from Samson's viewpoint, anyway) a studied and careful selection of his wares. In all, I suppose, I finished up with about twelve stamps, none of which I really wanted, apart from one: a 1 cent green Admiral that had been 'socked on the nose' with a circular date stamp that was certainly a railway postmark, but not one to send my pulse racing. I had merely registered the lettering 'SASK', and 'R.P.O.' and left it at that.

The evaluation of my little pile of stamps, much to my relief, was a speedy one. It required only one reference to Gibbons "All the world Catalogue" (the big fat one for 'simple lifers' which had lost the cover of its spine, and the leaves of which I noticed had been conspicuously thumbed.) This was in respect of my 'Beaver' with its blunted perforations, a creased corner and a 'killer' postmark that had decapitated the little beast, obliterated Victoria's

crown and smudged most of the remaining design. Quite clearly Samson knew what it was. He was dealing with a 'classic'! "A shilling," he announced, after consulting his bible and, presumably, doing some intricate calculations in his head. And a shilling it remained. I was not in an eastern bazaar and not in a haggling mood. The rest of my treasures, I was thankful to note, were priced 'off the cuff', and in all a florin, or maybe half a crown changed hands. After that, with the big deal concluded, Samson thumbed my treasures into a little transparent envelope which I slipped into my wallet. The usual courtesies were exchanged I expect. All I can say with certainty is that I soon found a more congenial environment.

Second Thoughts

It was many weeks and possibly months before I looked at the stamps again. I had put them in a drawer in my desk and, not surprisingly, I had forgotten them. As so often happens, I was really looking for something else when I spotted the little envelope. Now this is the burning point around which the story revolves; I was half inclined to throw it in my waste paper basket. I don't know what held my hand at that moment. Maybe I was born under a lucky star? Perhaps a good little fairy whispered in my ear? Anyway, as they say, second thoughts are often best. As I tipped the contents out on to my desk and looked at them with a jaundiced eye it lighted on my one cent green Admiral. It was a peculiar green, even I knew that.

But of course it was the postmark that caught my eye. I did not need to peer at it through a glass as I read 'BULYEA & SASK. R.P.O. No.1' with the direction mark 'E' and dated DE 12 15. Now I had been collecting railway

postmarks long enough to know that those with the second terminus ending with the abbreviation for Saskatoon were fairly common. I also knew that the one I was looking at had so far eluded me. A new planet had swum into my ken. There was nothing surprising about that; but I was certainly pleased that I had not reacted to my first impulse. My next move was to reach for Shaw's 1963 catalogue, at that time, and for many years to come, the Canadian railway postmark collector's indispensable vade-mecum. To say that I was very surprised to find that my postmark was not listed would not be true. At that time new postmarks were constantly being reported to Shaw who, in collaboration with Lewis Ludlow, was laying the groundwork for a new, revised, catalogue which eventually appeared in 1975. I cannot remember now whether I reported my new 'find' to Shaw or Ludlow; it was one of quite a number of discoveries that I and many others contributed over the years.

A Rarity

In the intervening years my 'penny' postmark (for that is what Samson probably charged me, if that) went into my collection, gone and forgotten. Forgotten, that is, until I received Lewis Ludlow's new catalogue in 1975. It was at this point, when I consulted it, that I found that I had been modestly serendipitous; my postmark was not only listed, it had a rarity factor of 500, together with an asterisk which indicated in Ludlow's words that it was of "rarity sufficiently above 500 to be well off the scale."

Nor was I alone in my serendipity, for it was about this time that one, David Sessions, F.R.P.S.L., reported a new shade of the 7 cents Edward, straw, for which he was immortalised in Stanley

Gibbons British Commonwealth Catalogue. Now it was news of this, which first appeared in MAPLE LEAVES, I think, that reminded me of the 'peculiar' shade of my 1 cent Admiral. What follows will be anticipated probably. For once I practised what I have always preached: I really used my eyes. Blinded by the wonderfully 'socked on the nose' postmark I had failed to notice that the outer ring and small parts of the lettering had obscured part of the '7' in the numeral boxes making both look like '1'! The shade that had also struck me

so forcibly all those years before was, of course, the rare pale sage green.

Now if (and it is a big 'if') my rare postmark had been struck on the 7 cents Edward 'Sessions' shade I would have been more than just modestly serendipitous. I would have been able to claim that it was a remarkable and breathtaking coincidence. This, for those who are strangers to the word, is called 'synchronicity'. But this belongs to the dream world. Fiction, for once, would have been stranger than fact; but I am not in the habit of writing fairy stories!

Yes, of course I know what it is, it's er . . . Most of us have been caught out at one time or another over a seemingly familiar word or acronym. We're about to put matters right. Here, and in subsequent issues, as column fillers, we shall present some of the things one stumbles across in BNA philately.

YES, OF COURSE

Let's start with a few acronyms in no particular order.

MOOD – Money Order Office Datestamp – introduced 1928 and used up to 1940.

MOTO – Money Order Transfer Office – proofed c1928, little used until 1940 when it seems to have replaced MOOD.

MOON – Money Order Office Number – replaced MOTO in the 50s and 60s.

POCON – Post Office Computer Organisation Number – replaced MOON in 1970.

SCADTA – Sociedad Colombo-Alemana de Transportes Aeros

(Colombian-German Society of Air Transport) – Colombian stamps overprinted 'Ca' could be bought at the Consular Office in Canada to prepay internal airmail postage in Colombia.

RPO – Railway Post Office.

TPO – Travelling Post Office.

DLO – Dead Letter Office.

Suggestions for inclusion in future issues will be welcomed. If you are aware of the definition of the item(s) submitted then the Editor would be pleased to share that knowledge, he is not omniscient.

CANADIAN LETTER MAIL TO BADEN AND BAVARIA IN THE EARLY 1870s

George B. Arfken

The Canadian postal rates charged for letters to Baden and Bavaria, shown in Table 1, were anomalous.

Table 1. Canadian Letter Rates to Baden and Bavaria

Date	Postal Rate
Fall 1869	23¢ per 1/2 oz.
Fall 1870	16¢ for 1/4 oz., 28¢ for 1/2 oz.
Fall 1871	16¢ for 1/4 oz., 28¢ for 1/2 oz.
Fall 1872	10¢ per 1/2 oz

Two points about Table 1 should be clarified:

1. The postal rate information has been taken from the 'Tables of Rates of Postage' in the 'List of Post Offices in Canada.' These publications are dated July. However, Maggie Toms and this writer have shown that the 1870 tables were actually published in October⁽¹⁾. It is likely that the other Tables of Rates of Postage were similarly delayed. Hence the word 'Fall' before each year date.

2. The entries in Table 1 for 1870 and 1871 are strikingly different from the entries for these years in the Duckworths' rate table for Germany⁽²⁾. The Duckworths' table applies to the union of German states being formed by Prussian Chancellor Bismarck. Baden



Figure 1. Cover posted in Montreal, AP 22 70, and addressed to London. The 6¢ Allan packet postage was paid with a 6¢ LQ. The cover was carried by the 'North American' out of Portland April 23. Red LONDON PAID 5 MY 70 receiving mark. Readdressed and remailed to Baden, the cover was endorsed 'Via Belgium.' The 6d postage was paid with a British brown violet 6d stamp (Scott 61). There is a red PD, also a blue AACHEN 7 5 transit mark. Courtesy of R. Maresch & Son.

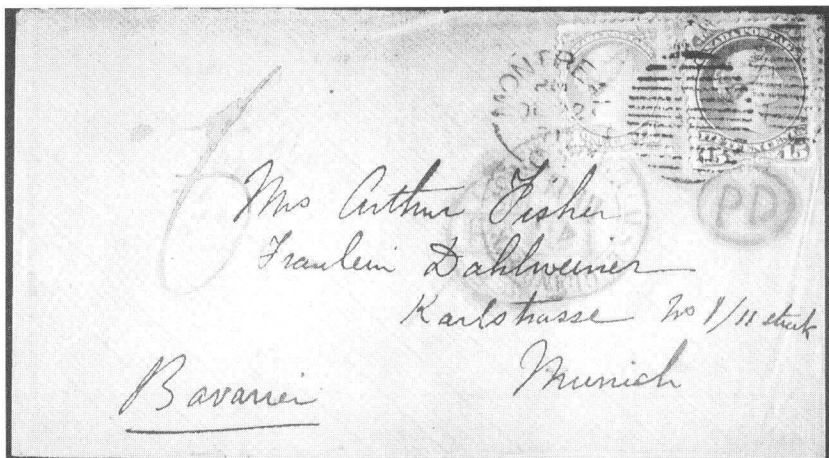


Figure 2. A 15¢ LQ and a 1¢ SQ paid the prescribed postage for a 1/4 oz. cover to Munich, Bavaria. The cover was mailed in Montreal, DE 22 71 and carried on the Allan 'Prussian' out of Portland Dec. 24. Red LONDON PAID, 3 JA 72 and a red PD. Paid to go via France, there is a red 6 accountancy mark. However, the cover was forwarded via Belgium, blue AACHEN transit. 5 JAN 72 receiving mark on reverse.

and Bavaria did not become members of this political union, the North German Confederation, until 1871. Following the defeat of France in the Franco-Prussian War, the new German Empire, including the states of south Germany, was proclaimed on 18 January, 1871.

Alternate Routes. There were two routes for British and Canadian mail to Baden and Bavaria. One route was to Calais and then south through France. The second route was to Ostend, Belgium, then to Aachen, Germany and finally south. The 'for 1/4 oz.' for 1870

Table 2. British Letter Rates to Baden and Bavaria

Date	Baden, Bavaria	
	Via France	Via Belgium
1 Jan. 1857	6d for 1/4 oz., Rhenish Prussia 8d for 1/4 oz., other N	
1 July 1859	ditto N	6d per 1/2 oz. A
1 July 1870	ditto N	3d per 1/2 oz. A
3 June 1872	3d for 1/2 oz. A	3d per 1/2 oz. N



Figure 3. Cover mailed in Montreal JA 19 72 and addressed to Munich, Bavaria; a 15¢ LQ and a 1¢ SQ paid 16¢ for up to 1/4 oz. The cover was carried on the Allan 'North American' from Portland Jan. 21. Red LONDON PAID, 2 FE 72 and red PD. There is a red 3 accountancy mark appropriate for going via Belgium. MUNICH 4 FEB receiving mark. Courtesy of R. Maresch & Son.

and 1871 in Table 1 clearly means via France. The 'per 1/2 oz.' for 1869 and 1872 indicates that the letter would go via Belgium.

Each prepaid Canadian cover going beyond England would receive a red LONDON PAID transit stamp and a red PD (Paid to Destination). The cover would be forwarded essentially as British mail. So, what were the British postal rates for Baden and Bavaria during this period? Table 2 shows these rates, given by the Moubrays⁽³⁾.

Tables 1 and 2 provide the basic information about the rates and routes for Canadian mail to Baden and Bavaria during the early 1870s. Now we inspect three covers to see how these rates and routes were followed – or not followed. We'll find that communication between the British Post Office and the Canadian Post Office was seriously inadequate.

Figure 1 shows a cover from Montreal AP 22 70 addressed to London. The cover was re-mailed to Baden with a 6d British stamp. The point of this cover is that it was endorsed 'Via Belgium' and paid the British 6d rate to Baden. Via Belgium was the secondary or alternate route. Yet the rate for this route was only 6d for 1/2 oz. compared to 8d for 1/4 oz. going via France. You have to wonder why Belgium was the secondary route and not the normal route. Was going via France much faster? On 1 July, 1870, the British rate for going via Belgium dropped to 3d. Still via Belgium remained the secondary route.

Apparently, in early 1870, the British Post Office notified the Canadian Post Office that going via France was the normal route. So the Canadian Post Office used the via France rates in the 1870 and 1871

Tables of Rates of Postage. You have to wonder if the British explained to the Canadians that a route via Belgium was available and that it was much cheaper.

Figures 2 and 3 show the result of this breakdown in inter post office communication. Figure 2 shows a cover from Montreal DE 22 71 addressed to Munich, Bavaria. The listed Canadian rate, 16¢ for 1/4 oz., was paid with a 15¢ Large Queen and a 1¢ Small Queen. The cover was marked '6', crediting Britain and debiting Canada with 6d. This might have been appropriate if the cover was being forwarded via France. Instead the cover was forwarded via Belgium. There is no black CALAIS transit stamp but there is a blue AACHEN stamp. The accountability mark should have been a '3', not a '6'.

The cover shown in Figure 3 followed the cover of Figure 2 by a month. Of the same correspondence, it was mailed in Montreal JA 19 72 and carried the same 15¢ Large Queen, 1¢ Small Queen franking. This cover was marked correctly with a '3', to cover the 3d British rate to Bavaria – via Belgium.

On 3 June, 1872, the rate via France was reduced to 3d per 1/2 oz. and via Belgium was declared the normal route! The 1872 Canadian Tables of Rates of Postage finally reflected the British 3d rate and showed Canadian rates to Baden and Bavaria of 10¢ per 1/2 oz. The unfortunate 16¢ for 1/4 oz. rate became a part of history.

References:

- (1) "When Were The 1 July 1870 Tables of Rates of Postage Published?" *George B. Arfken and Maggie Toms, PHSC Jour. no. 48, pp. 28-29, 1987.*
- (2) *The Large Queen Stamps of Canada and Their Use, 1868-1872*, H.E. &

H.W. Duckworth, The Vincent G. Greene Philatelic Research Foundation, Toronto. 1986. P. 399.

(3) *'British Letter Mail to Overseas Destinations, 1840-1875'*, Jane and Michael Moubray, *The Royal Philatelic Society London, 1992. pp. 310-313.*

Correction – 'POSTAL STATIONERY'

Horace Harrison writes to apologise for the suggestion, on p189 of his article 'Recent Postal Stationery Acquisitions' (ML Jan 1996), that the Allan Line had changed its terminus from Liverpool to Glasgow. The last sentence of the paragraph commencing 'The second cover . . .' should be replaced by: 'On board, this letter was sorted to the Glasgow bag by the Ocean Mail Clerk, sortation of letters from the UK to Canada having been authorized in mid-July, 1860; Canada to the UK letter sortation began in the second half of November of that same year. This bag was transferred to a Mail Boat as the 'Anglo-Saxon' passed Londonderry Lough, arriving at Glasgow on 28 August when the letter was dispatched to Dumfries via Carlisle, arriving the same day.'

The following references should also have appeared at the end of the article:

- 'The Canadian Ocean Mail Clerk, 1860-1887'*; K. S. Mackenzie, *National Postal Museum, Ottawa.*
'Atlantic Mails'; J. C. Arnell, *ibid.*
'North Atlantic Mail Sailings, 1840-75', W. Hubbard & R. F. Winter, *US Philatelic Classics Society.*

The author of the following article is the Secretary of the World War Two Study Group of the Cinderella Stamp Club. While not part of mainstream philately, the labels are very much part of social history as are, for instance, advertising covers.

If any of our military mail or closet cinderella collectors can help, then our Secretary, Tom Almond, will be pleased to hear from them.

CANADIAN CINDERELLA LABELS OF WORLD WAR II

Chris Miller

The scarcity of reliable information about many of the labels which were produced during the war was the reason why the Cinderella Stamp Club set up a specialist World War II Study Group.

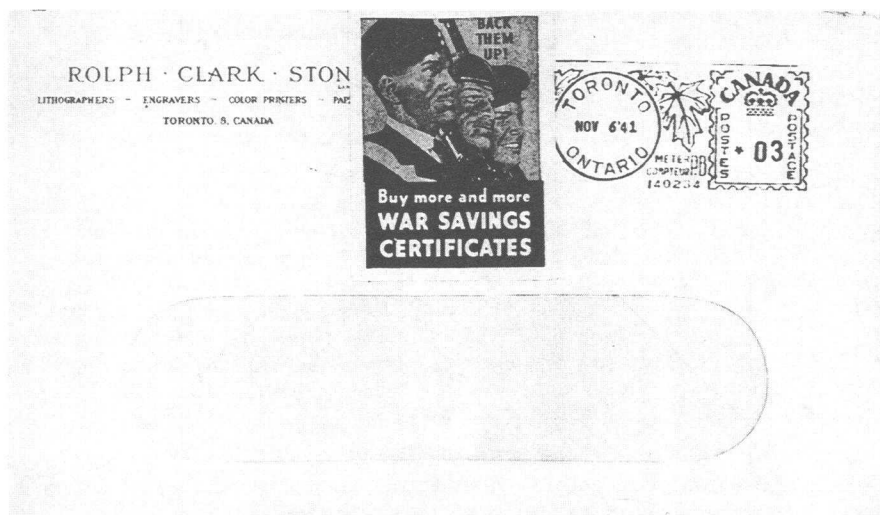
'Cinderella label' in this case refers to any stamp-like label issued in connection with the war. The main categories that have already been identified are war savings, patriotic and propaganda, commercial, fund raising, poster stamps and exhibitions. Many labels will fit into more than one category. There will no doubt be more.

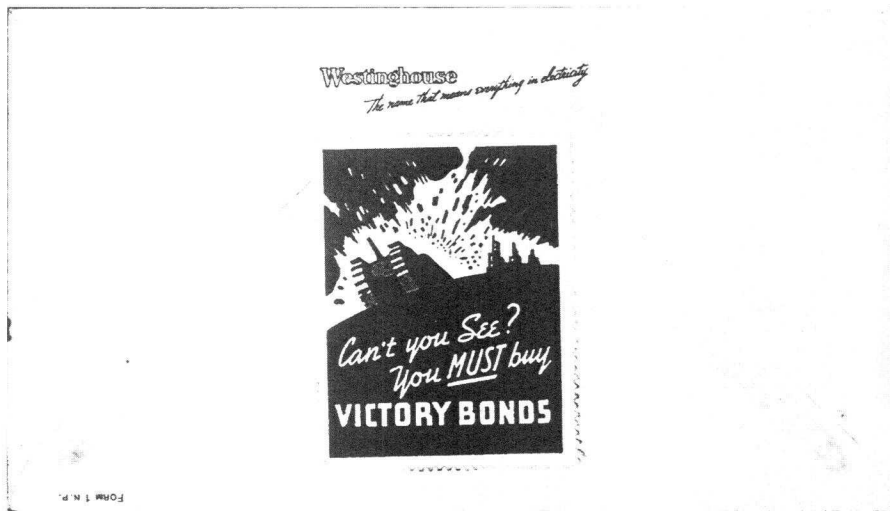
Commonwealth labels is "Patriotic and Propaganda Labels of the British Commonwealth" by Clive Edwards. This lists some 28 World War II Canadian labels.

Group members in the first half year of operation have been able to identify over 80 labels that have likely Canadian connections. This has not been all from our own collections and your Secretary, Tom Almond, deserves special mention for twelve at that time unlisted labels on Canadian covers. Two of these are illustrated.

The main published work on

Of the labels currently listed only





three are in the commercial category and three in fund raising. Canada is unusual among the Dominions in that no Red Cross labels have been identified to swell this category and only one exhibition label has so far been identified.

There are ten examples of savings stamps and a further eleven savings publicity stamps, but by far the biggest category is patriotic and propaganda labels.

It is suspected that a large number of other known labels, particularly those printed on gold or silver foil, are also Canadian. Adding those thought to be Canadian brings the total beyond one hundred to date!

Attributing labels to Canada presents difficulties. Those used in

Canada were not necessarily produced there and, for instance, a label bearing the imprint 'Printed in Canada' is listed in Edwards under Jamaica because it has been seen used from Jamaica, this demonstrates the difficulty in separating the myth from the reality.

Canadian labels often appear where Canadian troops were deployed overseas but even a list of locations of Canadian units does not allow for Canadian personnel in British units.

Handling a fair quantity of labels and listening to many opinions does allow patterns to build up which suggest probability. If any member has firmer information then please come forward with it. If you have any archive material in particular we should be delighted to hear from you.

CONVENTION '96

Booking forms and competition entry forms are enclosed. Please complete and return them, as appropriate, as soon as possible.

LETTERS TO THE EDITOR

Robert Lunn

REVISITING AN OLD FRIEND!

A couple of years ago while attending a stamp show, and not having much luck at finding any new gems, I came across the label shown below. It caught my interest in that it looked very much like the 1898 Map Stamp! Even the colour scheme is very similar with the Indian Ocean being a similar shade of blue to the light blue used in the Map stamp and the Red denoting India also being similar to the red in the Map stamp. Being rather discouraged at not finding any Map Stamps to buy, I purchased the label.



Two years later I pulled this label out again to have another look. I became intrigued with how closely it resembled the 1898 Map stamp. Across the top of the label are the words LADY MINTO'S FETE. A fete, according to Webster's Dictionary is 1. A feast or festival. 2. An elaborate outdoor entertainment. Down the left hand side is the name CALCUTTA and down the right hand side the date JANUARY 1907. In the lower corners (where values would normally appear on the Map stamp) are letters I and R.

I have attempted to find out more information about Lady Minto but all I have been able to come up with is a reference to The Earl of Minto, Gilbert John Murray Kynynmond Elliot (1845-1914). The date 1907 is very interesting in that it is shortly after the issue of the Map stamp.

I would be very interested to hear from any members who may have more information on this label and know of any connections it may have to the 1898 Map Stamp or possibly the Postmaster-General W. Mulock who is closely associated with the Map Stamp.

Lynda Schutt

... KIPIEGUN ...

A 1¢ Numeral bearing the above partial? cancellation has bothered me for some time. Several enquiries have failed to bear fruit, I should dearly love to know the location.

There is a mark beyond the 'N' which may be the crossbar of another letter or the rim of a broken circle cancellation. I have enclosed a photocopy but it may not print up well. If any reader can tie down the location for me I should be very grateful.



SOCIETY NEWS

FROM THE PRESIDENT

The arrangements for the 1996 Convention are well under way; I hope that with Convention in September, the weather will be kind to us.

Some of our non-regular members may wonder why we are returning to Perth so soon after our visit in 1992. Our starting point after the War was the Station Hotel on a wet Saturday in March, 1946, so we felt it appropriate to commemorate our 50th anniversary at the same venue.

May I remind everyone that booking forms accompany this issue of 'Maple Leaves' and early booking is essential. The package will be held until 14 July, after that we may not be able to hold the price and it may necessitate going elsewhere if our allocation of rooms is used up.

The provisional philatelic programme includes two short Yukon displays, acknowledging the centenary of the gold rush, street cancellations, etc., Centennials and special delivery. Fuller details will appear in the June issue. On the social side, visits are planned to St Andrews and Stirling Castle on Thursday and Friday afternoons respectively; Perth Theatre will be the target for non-philatelists on the Friday evening.

After five years invaluable work, Treasurer Alan Salmon has decided to "bow out and let someone else take on a very satisfying job". I should like to thank him on behalf of all members for his contribution to the continued success of the Society.

I am delighted that John Hillson has agreed to take on the office of Treasurer and, under Rule 13, I have appointed him with immediate effect.

FROM THE SECRETARY

Annual General Meeting

In accordance with Rule 20, notice is hereby given of the Society's Annual General Meeting, to be held at the Station Hotel, Perth, on Saturday 14 September, 1996, commencing at 9am. In accordance with Rule 18, nominations are sought for the following offices:

President

Three vice-presidents

Secretary

Treasurer

Three committee members, one from each region.

The sole retiring committee member is Mrs M. McGregor (Scotland) as the other two posts were unfilled.

Nominations and any proposed amendments to the Rules should be signed by two members of the Society and sent to the Secretary to be received not later than 14 June, 1996.

Constitution and Rules

The following proposals to amend the Constitution and Rules have been received and will be put before the AGM.

1. That Rule 27 be changed to read:
"The Committee shall have the power to suspend or to remove from the rolls any member who acts to the detriment of the Society, the Secretary of the Society having given that member reasonable

time to show cause why such action should not be taken. This requirement may be waived where a member has been found guilty in a Court of Law of a philatelic offence.'

2. That all references to 'Chief Executive' should be replaced by the word 'Chairman'.

Following discussion of proposed changes to competition rules and marking at the 1995 AGM, the points raised have been considered by the sub-committee appointed for that purpose. Revised proposals will be published in the June issue.

Fellowship

Members of the Society are eligible for election as Fellows for:
outstanding research in the postal history and/or philately of British North America, or
outstanding services in the advancement of the interests of the Society.

Nominations are sought for submission to the Fellowship sub-committee in accordance with Fellowship Rule No. 2. Such nominations must be on a prescribed form which is available from the Secretary and must be submitted by 14 July, 1996.

FORTHCOMING EVENTS

1996

Apr 15 London Group – Beaver Cup
Apr 25-28 STAMP '96 at Wembley Exhibition Centre
May 17-19 PIPEX '96, Salem, Oregon, USA
May 20 London Group – AGM & subjects 'D', 'E' & 'F'
Aug 30-Sep 1 BNAPS Convention, Fort Worth, Texas, USA
Sep 11-14 CPS of GB Convention, Station Hotel, Perth

Sep 18-22 Autumn STAMPEX, Business Design Centre, Islington, 52 Upper Street, London

1997

Aug 28-30 BNAPEX '97, St John's, Newfoundland
Sep 10-13 CPS of GB Convention, Crown Hotel, Harrogate

International Exhibitions

1996

June 8-16 CAPEX '96, Toronto, Canada
Sep 27-Oct 6 ISTANBUL '96, Istanbul
Oct 25-Nov 5 ATHINA '96, Athens, Greece

1997

Apr 16-21 NORWEX '97, Oslo, Norway
May 29-Jun 8 PACIFIC '97, San Francisco, USA
Oct 17-26 MOSCOW '97, Moscow, Russia
Dec 5-14 INDIA '97, New Delhi, India

Details of the London Group can be obtained from Colin Banfield 0181 281 0442 (home) or 0171 407 3693 (office); Wessex Group details from Dr Dorothy Sanderson 01794 523 924.

MOVING STORY

Your Editor moved house in May last. The occasional missive still arrives via the old address. The P.O. re-direction order expires in May, so please ensure your address book is up to date.

It would be a great pity if a cherished MS was lost forever in the bowels of the Post Office.

CLASSIFIED ADVERTISEMENTS

FOR SALE

Canadian R.P.O. cancels on post cards, covers and stamps. Send s.a.e. for price list to J C Campbell, #303-1260 Raymer Avenue, Kelowna, B.C. V1W 3S8.

Quantity of covers and cards with New Brunswick town cancels, mostly 20th century. Will sell individually or in bulk. Michael Wedgwood, 113 Kidderminster Road, Bewdley, Worcs., DY12 1DG.

WANTED

Postcards, postal stationery, photos and ephemera of any Canadian airlines or aircraft, past or present. Also any Canadian cinderella or revenue stamps. Hugh Johnson, 27 Ridgeway Avenue., Gravesend, Kent, DA12 5BD.

Registered cover from Canada to the UK, showing the 13¢ rate from 15 July, 1920 to 30 September, 1921; also 19th century registered covers to the UK. Michael Wedgwood, 113 Kidderminster Road, Bewdley, Worcs., DY12 1DG.

AMENDMENTS TO MEMBERSHIP to 20 February 1996

New Members

2722 Tomlinson, Robert B. RR 1, Osoyoos, BC, Canada V0H 1V0	CR, CR2
2723 Lacey, Malcolm, PO Box 9, Winchester, Hants, SO22 5RF	MPO, PH
2724 Cooper, Tracy, 60 Fairview Drive, Williams Lake, BC, Canada V2G 3T1	BC PH
2725 Fabian, George, 230 Fir, Park Forest, Illinois 60466, USA	—
2726 Etkin, Eric, 48 Conduit Street, New Bond Street, London W1R 9FB	—
2727 Deveney, David C., Box 644, Penticton, B.C., Canada V2A 6P1	PC

Resigned

2576 Green, V. 2360 Gregson, J. M. A.

Deceased

2349 Parker, C. A.

Change of Address

2304 Bartlet, D. W. Correct spelling
1635 Charkow, A. Change Apt. No. from 18 to 19
2301 Felton, J., PO Box 209, New Riegel, OH, 44853 USA
1522 Gunby, E. V. Add Post Code NG17 8BL
2561 Lunn, Robert, 440B, Gibson Street, Fredericton, NB, Canada, E3A 4E9
2172 Lyon, R. D. Change Post Code to CF61 2XJ
2580 Kimpton, L. 1 Berkley Court, Reddish Road, Whaley Bridge, Stockport, Cheshire, SK12 7DL
2664 Malcolm, W. P. L. Change Post Code to UB8 1PN
2332 Rocheleau, Michael J. C P 247, Succ Anjou, Quebec, H1K 4G5
1315 Rosenblat, D. G. 5300 Edgeview Drive, Byron, CA 94514, USA
2674 Thompson, R. P. Change Apt. No. from 116 to 216
2441 Wilton, G. H. Forest House, Foxley Lane, Binfield, Berks, RG42 4EE

Maple Leaves Returned – Address Required

211 Headley, R. P. 2522 Thompson, T. M.

Revised Total 458

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OF GREAT BRITAIN 1995/6

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April 1996

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