



# Maple Leaves

**JOURNAL OF THE  
CANADIAN PHILATELIC SOCIETY  
OF GREAT BRITAIN**

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# MAPLE LEAVES

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## EDITORIAL

I start the New Year with some congratulations to members who have won awards at recent exhibitions. Several members won prizes at the recent BNAPS Exhibition in Kingston. These included:-

**Ted Nixon** – Gold and Grand Award for the Small Queens Issue of Canada

**Hank Narbonne** – Gold and Reserve Grand Award for Postal Service in the Bathurst District of Upper Canada

**Colin Banfield** – Gold for Lot Number Postmarks of Prince Edward Island

**Hendrik Burgers** – Gold for Canadians in Russia. The Last Contingent of WW1

**Earle Covert** – Gold for Canadian Postal Stationery using the Karsh Portrait of QE2

**John Cooper** – Gold for the 1928 – 29 Scroll Issue

**Brian Stalker** – Gold for Newfoundland – Fortune Bay Mail Services and Routes 1873 – 1968 and Placentia Bay Mail Services and Routes.

**Richard Thompson** – Gold for the First Decimal Issue of Canada

**Joe Smith** – Vermeil for the Jubilee Postcard

**Joe Smith** – Silver for Jubilee Junque Jewels

**Earle Covert** – Silver for Canada Electronic Mail Services.

In addition, I can report that **Peter Motson** won Gold and a Special Prize for his Newfoundland Airmail Stamps and Flown Airmails 1919 – 1948 at the China 2009 International Exhibition and **David Armitage** has won a Vermeil award at the recent Dublin show for his Special Delivery stamps and covers.

As usual we extend our congratulations to all the above members and apologise if we have left anyone out.

No sooner has one Convention finished than we are preparing for another it would seem. A reminder therefore that your booking forms for the 2010 Convention should be with Mike Slamo by 28th February latest to ensure you get your

places at the published prices. The full programme for the Convention is included in this issue on page 244. Note also that there has been an important change to the booking arrangements noted in the last issue of *Maple Leaves*. A deposit is no longer required for bookings made by overseas members – only those based in the UK will be asked for a deposit. If you have any queries on this or any other aspect of the Convention please contact Mike on 01273 732956.

My thanks to all members who have paid their subscriptions for the 2009/10 season promptly (the vast majority of you I am pleased to report). If you are one of the small minority who has forgotten to mail your cheque you will find an 'X' on the mailing slip enclosed with this issue as a reminder. Subscriptions must be paid by 28th February latest or you will be removed from the *Maple Leaves* distribution list. I must apologise that

the previously announced PAYPAL option has taken rather longer to get up and running than we had anticipated. It should be operational by early 2010 and will hopefully be in place for the next season.

I must issue a tentative apology to any member who did not receive their October 2009 *Maple Leaves*. I say this as I received back a very large box of journals from the mailing house – far more than usual. Thus either the printers ran off more copies than usual or some of you did not get your copy. If this latter is the case please let me know as I have your copy here and will mail it by return.

I end on a sad note by reporting the death of two past Presidents and Fellows, Sandy Mackie and Alan Salmon. An obituary for Sandy appears on the next page and we hope to have an obituary for Alan in our next issue.

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## SANDY MACKIE F.C.P.S.

It is with sadness that I must report the death of Sandy Mackie in October 2009 at the age of 90. Sandy was well known to many members of the Society both here in the UK and also in Canada. He served as President of the Society in 1970, organising a very successful Convention in Aberdeen and had been a Fellow of the Society since 1972. He and Marjory, his wife of 55 years, were regular attendees at CPS conventions where he gave his last display as recently as 2008. He was a co-founder of the infamous Philaholic Study Group and had lead many of us astray over the years with his late night tall tales and malt drinking. Over the years, he had also been honoured by both the Aberdeen Philatelic Society and the Association of Scottish Philatelic Societies.

Sandy was born in Inverurie in Aberdeenshire and had spent his whole working life in the North East of Scotland. He took an active role in World War 2 and completed distinguished service in France, Madagascar and Burma. In later years he was an active member of the Burma Star Association.

His early philatelic interests centred on the stamps and postal history of Zanzibar. It was only later that he switched his attention to Canada where he turned his attention to the Map Stamp of 1898 and most significantly to the Admiral Issue on which he became a world renowned expert. One dreads to imagine how many thousands of Admiral stamps passed under the Mackie glass but his stamp room was invariably full of bundles of them awaiting inspection. His work on the re-entries and retouches of this issue occupied many years of study and will form the backbone of some future books and articles on the subject as much of Sandy's material has been scanned in recent years to provide a lasting memorial to his work that many will come to see as the equal of Marler.

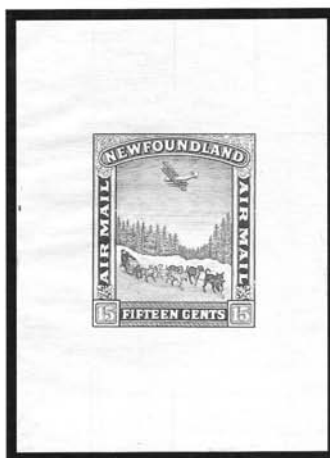
Above all else, he was simply a really nice guy; always with a smile on his face and never a cross word. Our condolences go to Marjory and the rest of his family. He will be sorely missed by us all.



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## FREIGHT MONEY - A REPRISE

### Malcolm Montgomery

One of my sixteen-page displays at Convention 2009 consisted of an assemblage of letters from Canada to the United Kingdom sharing a common feature: they had all been forwarded through New York during the period when some private shipping lines raised a charge on letters carried by their ships. Frank Staff quotes an 1817 guidebook to New York:

*'... trading vessels to foreign points usually have a letter bag at the Tontine Coffee House in which letters may be put on paying one shilling each.'*

However, outbound ship letters from this period bear no indication of such a practice and there is no record of how correspondents in Canada could have paid unofficial charges, except by means of forwarding agents and very few eastbound letters bear agent's cachets. In 1838 however, with the appearance of the first regular steam packets on the Atlantic service, some steam ship lines announced a twenty-five cents charge for letters carried by their ships. Some sailing ship lines followed suit, or reaffirmed an earlier practice, charging a lower fee, twelve and a half cents. The former was announced in advertisements in New York newspapers<sup>2</sup> and indirectly led to an instruction to Canadian postmasters in a circular of December 1838 signed by Stayner, the Deputy Postmaster General:<sup>3</sup>

*'Freight-Money - The Proprietors of the lines of Sailing Packets between New York and Europe, having determined from henceforth to demand a Ship postage or tax of 12 and half Cents, or 7½d. for a single letter, and so on in proportion for double and treble letters and packets, sent from*

*this Country - there appears to be no other mode of maintaining our Post Communication with the other side of the Atlantic, via New York than by submitting to this new regulation, and explaining to those who choose to write by that Channel, that they must pay the above Ship charge in addition to the United States' and British Island postage.*

*This Ship postage therefore must be exacted upon all letters sent to Europe, via New York and the readiest, and indeed the only admissible way of doing it, is by sending the said money to the Office in immediate communication with the United States, thro' which you forward such letters. The Postmasters in communication with the United States thro' whom the letters are sent, will remit this Ship money to me on the 1st of each month, in their usual way of remitting Post Office monies.'*

This practice was never favoured by the parent post office in the United Kingdom and was in any case rendered largely redundant by the commencement of the Cunard Line's regular and less expensive steam packet service in the second half of 1840. Freight money collection in Canada was stopped in December 1840. This subject, mentioned briefly by Alan Robertson and Frank Staff, was examined from a United States perspective by Charles Hahn in 1979; his account was followed by an explanation of the Canadian aspects of their history by Allan Steinhart in 1984.<sup>4</sup> Further detail was added as more information came to light, but freight letters are scarce and, certainly from a Canadian perspective, a number of anomalies remain:



- Private ships sailing from United States ports were charging for carrying letters as early as 1817 and continued to do so after 1840. Canada correspondents were using these ships, but are only known to have paid freight charges from January 1839 to November 1840.

- Letters from Canada carried by private ships in the period when collection of freight money by Canadian postmasters was authorised do not always show prepayment of freight money.

- There was a lack of conformity in how freight money prepayment was recorded.

The great proportion of letters from Canada to the United Kingdom in the 1820s and 1830s was carried by private

sailing ships out of United States ports. For many correspondents, particularly those in Upper Canada, this was a quicker and cheaper option than sending their letters to ships sailing from Montreal and Quebec (in any case ice-bound in the winter months) or to the slower Admiralty packets out of Halifax or New York. Figure 1 shows such a letter, carried from New York to Liverpool by the Dramatic Line sailing ship 'Shakespeare', a line and ship known to have charged freight money. Lloyd's List records its arrival at Liverpool on 19th August 1838.

The first of the steamships to carry mail eastbound across the Atlantic (discounting the 1833 crossing by the first 'Royal William') was the British Steam Navigation Company's 'Sirius'. Although



Figure 1: Harvey, Upper Canada to Edinburgh, Scotland, 14th July 1838. A letter prepaid to New York: 1s 8½d halfpenny Currency, comprising 9d Currency inland postage the rate in Canada for 101-200 miles and 11½d the equivalent of 18¾c the U.S. rate for 151- 400 miles; no freight charge is shown. At Liverpool it was marked as a ship letter and charged a further 1s 7½d to Edinburgh, 8d ship letter fee, 11d inland postage for a single sheet carried 170-230 miles and ½d Scottish road tax.



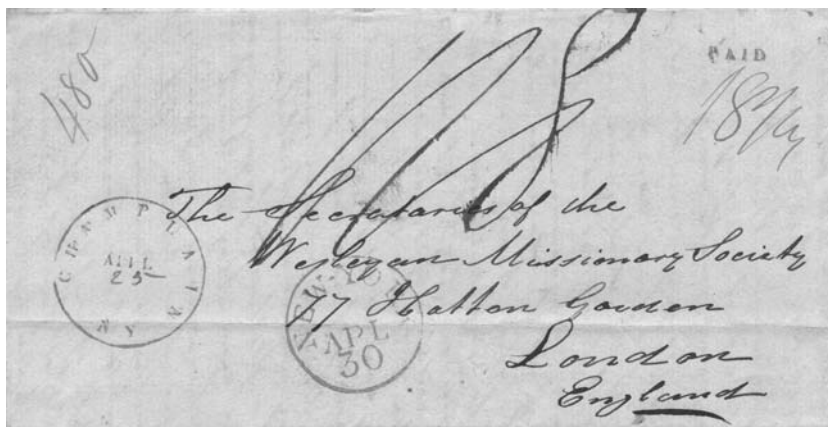


Figure 2: A letter from Odelltown, Lower Canada to London, England, dated 18th April 1838, carried privately to Champlain, N.Y., and paid just United States inland postage, 18¾ cents the rate for single sheet carried 151-400 miles. It was sent to New York to the 'Sirius' for the return leg of her maiden trans-Atlantic voyage. 'Sirius' sailed on 1st May and landed her mails at Falmouth on the 18th, having taken the mails from the Falmouth packet 'Tyrian' en route. No freight charges were raised for letters on this voyage and the letter was charged one shilling and eightpence Sterling, eightpence ship letter fee and a shilling inland postage to London; it arrived in London on the 18th May 1838.

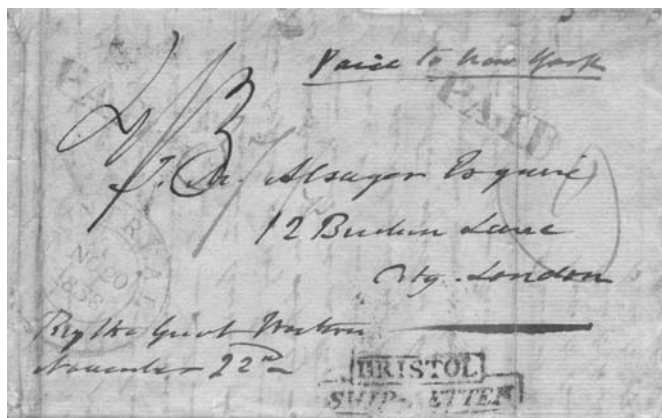



Figure 3: Montreal, Lower Canada to London, England, 20th November 1838. A letter prepaid Canadian inland, ninepence Currency, and United States inland, thirty-seven and a half cents, both at the double rate, endorsed 'By the Great Western November 22nd'. The letter was sent to New York with no indication of 'freight money' having been paid, and was carried by the Great Western to Bristol. At Bristol the letter was charged a further four shillings and threepence ship letter fee and inland postage to London.



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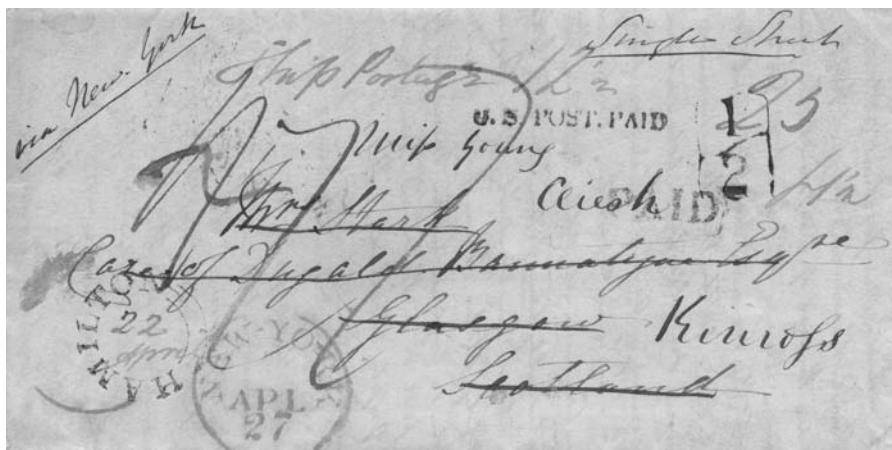


Figure 4: A letter from Dundas, Upper Canada to Kinross, Scotland dated 22nd April 1839 that shows sailing ship freight money. Prepaid  $4\frac{1}{2}$ d Currency Canadian and 25c United States inland postage, a further  $12\frac{1}{2}$ c has been paid for a United States sailing packet to England. Lloyd's List #7879 indicates that it was carried by the Black Ball Line 'Europe' from New York to Liverpool arriving on 7th June 1839; at Liverpool the letter has been charged a further 1s 7d ship fee and inland postage, plus a  $\frac{1}{2}$ d Scottish road tax.

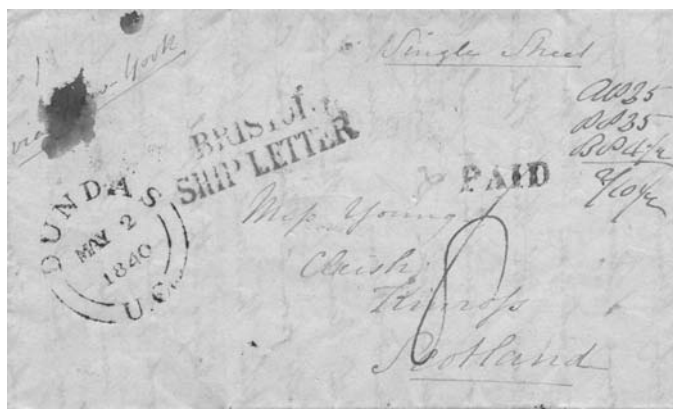


Figure 5: A letter from Dundas, Upper Canada to Kinross, Scotland, dated 2nd May 1840 showing steamship freight money. The rates prepaid in Canada are: American Postage 25 (cents, the rate in the United States for a single sheet carried over 400 miles), Packet Postage 25 (cents, the steam ship freight charge), British (Canadian) Postage  $4\frac{1}{2}$  (pence Currency, the rate for a single sheet carried 0-60 miles); in total 2s  $10\frac{1}{2}$ d Currency. Carried from New York to Bristol by the 'Great Western', at Bristol the letter was charged a further eightpence ship letter fee to Kinross.

'Sirius' carried a considerable amount of mail on her two voyages, no freight charges were levied on either United States' or Canadian letters. The Great Western Steamship Company, however, charged twenty-five cents (one shilling and threepence Currency) on the early eastbound crossings by the 'Great Western', as did the City of Dublin Steam Packet Company's 'Royal William'; there are only two Canadian letters recorded carried by these ships in 1838 and neither show prepayment of freight money. Unfortunately, both are from Montreal, an office which rarely showed such prepayments, even after Stayner's instruction had been circulated at the end of 1838.

It should be noted that, while providing a convenient indication of how a letter may have been carried, Lloyd's Lists do not provide certain proof of the identity of the ship. First, not all ships' arrivals were listed

in the lists; second, there were days, particularly for the larger ports like London and Liverpool, when more than one ship from the same port arrived on the same day; third, it was not unusual for mails to be sent ahead of the ship.

The next letter (Figure 6) was carried by a United States sailing packet five years after Canadian postmasters had been instructed to cease collecting freight money, but in the period where the practice is thought to have continued in the United States. The letter shows no freight charges, but was directed via New York and is believed to have been carried by the Black Ball Line sailing ship 'Yorkshire', a line known to have raised freight charges.

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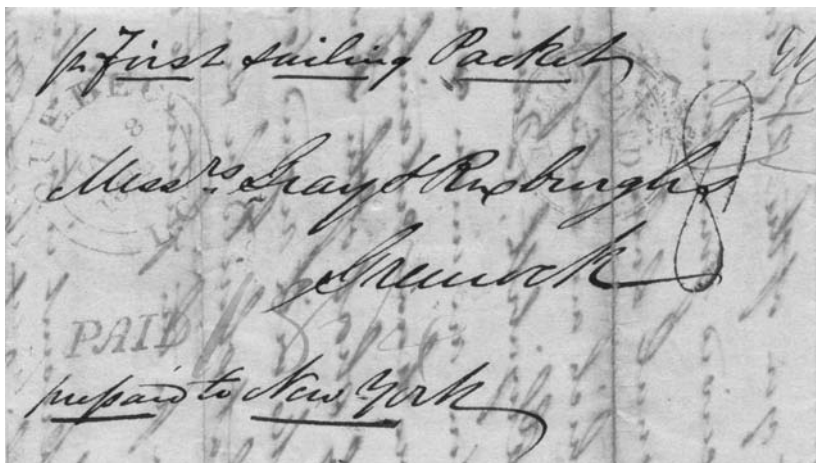
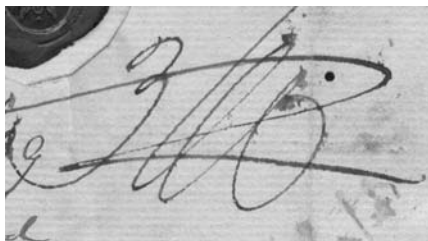


Figure 6: A letter from Quebec, Lower Canada to Greenock, Scotland, dated 8th January 1845, directed to New York paid 2½d Currency provincial postage from September 1840 on letters to the United Kingdom and 18¾c the United States inland postage. At Liverpool it was charged a further 8d.



Figure 7: A letter of two sheets from Montreal, Lower Canada to London, England, dated 25th January 1839, prepaid Canadian inland, 2 x 4½d, 9d; United States inland 2 x 18¾c, 1s 10d, both shown; not shown, freight money, 2 x 12½c, 1s 3d Cy; total (on reverse) of 3s 10d Currency.



*Manuscript rating on reverse of letter in Fig 7 proving that freight money had been charged.*

The remaining part of this article illustrates how freight prepayment may be missed and gives examples of offices that are believed to have collected freight money but neglected to mark its prepayment on the letter. Letters from Montreal, many of which have been charged to accounts or box numbers, are worthy of closer

examination and may sometimes reveal indications that freight money, if not shown, had in fact been paid - at least two have pencil notations showing the sum in Currency of Colonial and United States' postage and freight money, another shows the sum on the reverse. While the pencil notations may have been added later by some postal historian, the marking on the reverse of Figure 7 appears to be contemporary. The letter was sent to New York for the 'Packet of the 1st Feb.' and, according to Lloyd's List #7788 was carried to Liverpool by the Black Ball Line ship 'Columbus', a regular service sailing on the first day of each month known to have charged freight money.

Niagara, Upper Canada was another office that is known to have collected freight money but without recording payments on the letters. Dorothy Sanderson's 'Cross-Border' collection contained a letter, dated 26th April 1839, from the postmaster at

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Niagara to Messrs Abraham Bell in New York, suggesting that Canadian postmasters enjoyed a degree of independence denied to their counterparts in the United Kingdom. It may also throw some light on procedures before and after the period during which Canadian postmasters were authorised to collect freight money.

*'Dear Sirs - I have hitherto been in the habit of enclosing 25 cts in specie with every single letter for Europe by the Steam Ships to the Post Master at New York, but as this is very troublesome, without any benefit on my part, it occurs to me that some satisfactory arrangement might be made with yourselves.*

*Will you allow any percentage for collecting letters to go by the Steam Ships and packets, and will you allow the amount of Steam Ship and Packet Charges to be remitted in current bills at the end of the year?*

*I perceive the Liverpool is to leave New York on the 18th May. I suppose you are*

*also Agents for the Liverpool and London Packets.'*

Figure 8 illustrates two other unusual features of Canadian cross-border mails at this time. Certain Canadian postmasters, principally those at the border offices exchanging mails with the United States, were designated as postmasters also of the United States and, following the arrangements of the June 1792 convention between Canada and the United States, were authorised to collect United States postage, of which they retained a proportion, usually understood to be twenty per cent. The offices known to have participated in this arrangement were: Brockville, Kingston, Montreal, Moose River, Niagara, Prescott, Quebec, Queenstown, Sandwich, Stanstead, Toronto, Windsor and Woodstock; it is worth noting that for some this was a lucrative arrangement, D.P.M.G. Stayner at Montreal collected over \$1600 in

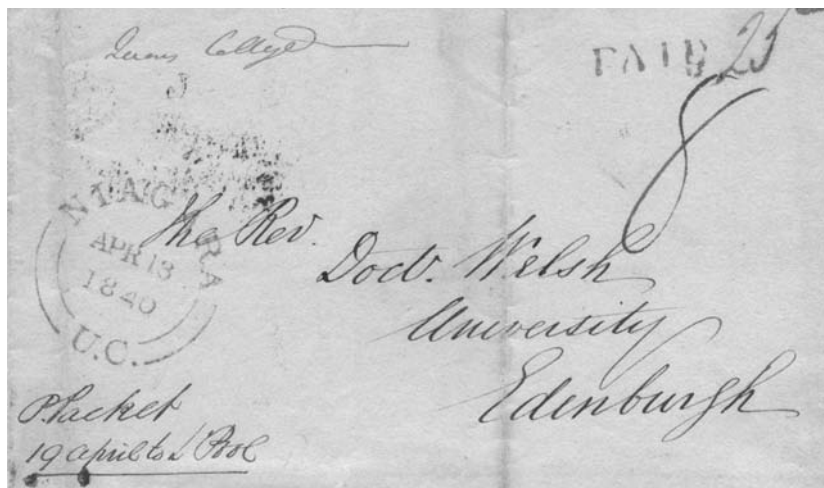


Figure 8: A letter from Niagara, Upper Canada to Edinburgh, Scotland dated 13th April 1840. No Canadian postage shown as Niagara was a border office; only United States postage 25c to New York; no freight money shown.

commission for nine months in 1840.<sup>5</sup> The practice was stopped from 5th January 1844, after which time all such revenue was paid to the Imperial Post Office.

Also following from the 1792 Convention, letters for the United States posted at Canadian border offices were not liable to Canadian postage, although a ferriage charge was sometimes raised for transportation across the Niagara or St. Lawrence Rivers. Ferriage was officially stopped in 1837, but continued for some years at some offices.

Figure 8 shows a letter from Niagara. Lloyd's List #8163 indicates that the letter was carried to Liverpool by the 'Independence', departing New York on 20th April and reported 'off Liverpool' on 11th May 1840. Frank Staff lists 'Independence' as belonging to the Blue Swallowtail Line, a line known to have

charged freight money.

Some letters from Amherstburgh, Upper Canada, bear a notation in red ink on the reverse 'Ship Charge 1/3 Paid'. This can indicate either a single steam ship or a double sailing ship freight fee, the example in Figure 9 is of a double rate letter sent by the 'Patrick Henry' of the Blue Swallowtail Line, another line known to have carried charged freight money.

Two letters that underline the suggestion that freight money was not always recorded on the letters themselves are shown at Figures 10 and 11.

Figure 10, from Montreal shows no freight money prepayment, as was usual with Montreal. In the case of Figure 11, the freight money is not specified separately, but is contained in the United States postage: twenty-five cents, the rate for distances over 400 miles, one shilling and

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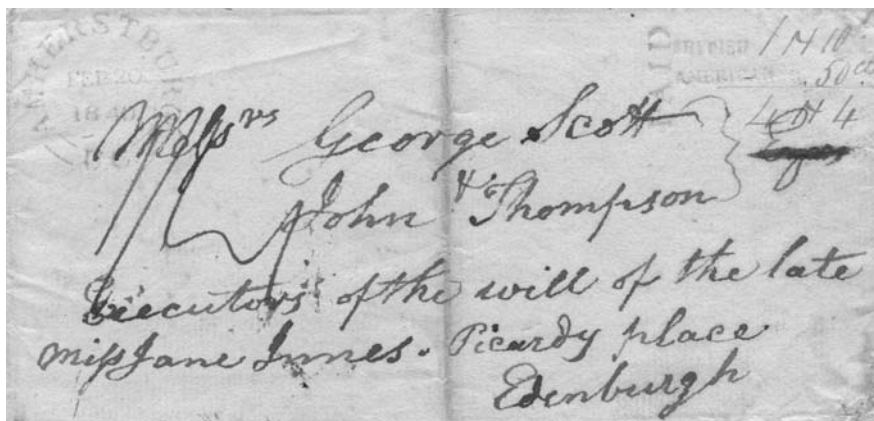


Figure 9: A letter of two sheets from Amherstburgh, Upper Canada to Edinburgh, Scotland dated 20th February 1840. showing 'BRITISH 1N 10d / AMERICAN 20ct.', with freight charge (reverse).



Manuscript 'Ship Charge' on reverse of letter in Fig 9.

threepence Currency, and twelve and a half cents for the sailing packet, sevenpence halfpenny Currency. It appears that both letters were carried out of New York by the Black Ball Line 'South America'<sup>6</sup> for Liverpool but, for some reason yet to be explained, were landed on Ireland and have the distinctive Irish '8' handstamps and Dublin transit marks for 22nd February 1840.

The last illustration shows the only handstamp from this period indicating that freight money had been prepaid, a straight

line 'SHIP PAID'; only three letters showing this mark have been recorded, all from different towns but close to Sherbrooke, Lower Canada and all processed through Stanstead exchange office.

A preliminary list of the ships and shipping lines known to have carried Canadian freight money letters is shown on page 210. A more detailed list, of all known Canadian freight letters and showing the ships that carried the letters is shown on page 211 and will be amended as more information is

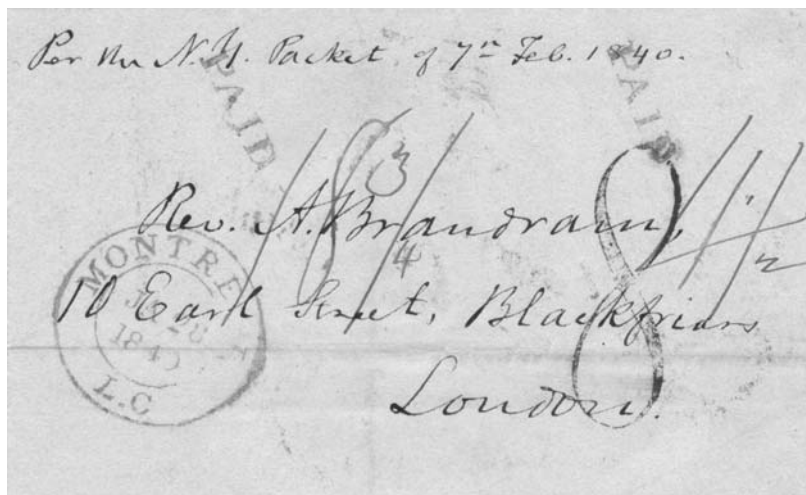


Figure 10: A letter from Montreal, Lower Canada to London, England, dated 22nd January 1840, prepaid Canadian and United States inland charges and directed 'Per the N. Y. Packet of 7th Feb, 1840.' No freight money prepayment shown.

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received. I would be grateful for details of any letters known to readers eastbound out of Canada carried by ships out of United States' ports, whether or not a freight

charge can be identified. Letters from the Maritime Provinces out of United States' ports would be of particular interest. Any information received will be copied to

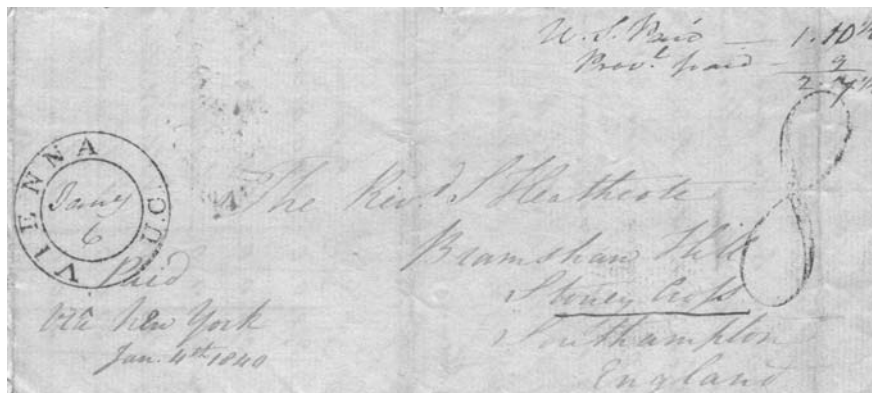


Figure 11: A letter from Vienna, Upper Canada to Stoney Cross, England dated 4th January 1840, prepaid 9 (pence Currency) Canadian and 1.10½ (pence Currency) United States combined postage and freight money.

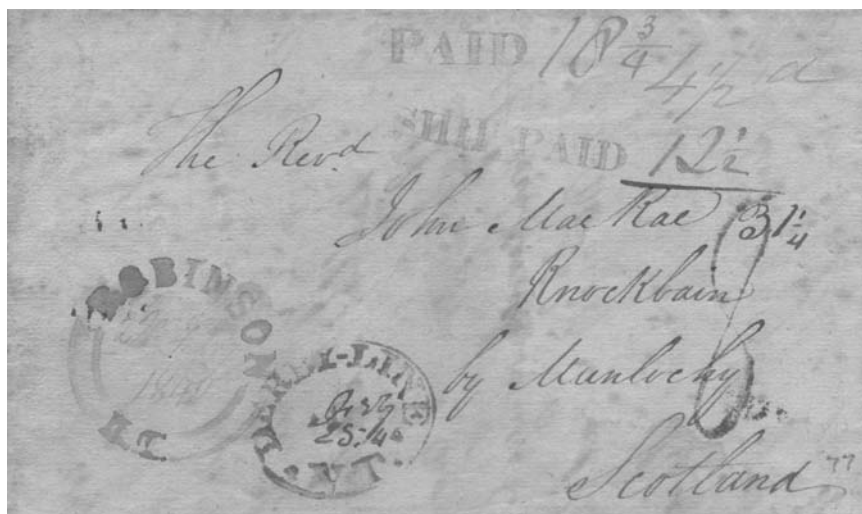


Figure 12: A letter from Robinson, Lower Canada to Knockbain, Scotland dated 22nd February 1840 prepaid 4½d Currency Canadian inland, 18¾ cents, United States' inland and 12½ cents freight money.

Richard Winter who has been consulted in the preparation of this article and who is collating data on all known freight covers.

#### REFERENCES:

<sup>1</sup>. 'Blunt's Stranger's Guide to New York', 1817, in F. Staff, 'Transatlantic Mail', Adlard Coles, 1956, p. 66.

<sup>2</sup>. Extracts from New York 'Albion' in Charles Hahn, 'Freight Money Covers', American Philatelist, September 1979; 'Freight Money Covers - A Reprise', American Philatelist, August 1980.

<sup>3</sup>. Quebec Post Office Circular, 26th December 1838. Ended by Post Office Circular, 4th December 1840. Until 1851

the Canadian post office was a part of the British post office and Canadian inland postal charges were often referred to as 'British'.

<sup>4</sup>. 'The American Philatelist', September 1979 and February 1984.

<sup>5</sup>. W.S. Boggs, 'The Postage Stamps and Postal History of Canada', 1945, Chambers, Kalamazoo.

<sup>6</sup>. Richard F. Winter has a letter that he has identified was carried by 'South America' and landed at Cork on 21st February; it passed through Dublin on 22nd February. None of the letters have Cork ship letter marks.

#### Known Canadian Freight Letter Carriers, 1838-1845.

	Sail/Steam	Ship	Line
1.	Steam	'British Queen'.	British & American.
2.	Steam	'President'.	British & American.
3.	Steam	'Royal William'.	City of Dublin.
4.	Steam	'Great Western'.	Great Western.
5.	Steam	'Liverpool'.	Transatlantic.
6.	Sail	'Columbus'.	Black Ball.
7.	Sail	'Columbus'.	Black Ball.
8.	Sail	'Europe'.	Black Ball.
9.	Sail	'Montezuma'.	Black Ball.
10.	Sail	'South America'.	Black Ball.
11.	Sail	'Yorkshire'.	Black Ball.
12.	Sail	'George Washington'.	Blue Swallowtail
13.	Sail	'Independence'.	Blue Swallowtail
14.	Sail	'Patrick Henry'.	Blue Swallowtail.
15.	Sail	'Roscoe'.	Blue Swallowtail.
16.	Sail	'Roscius'.	Dramatic
17.	Sail	'Sheridan'.	Dramatic
18.	Sail	'Shakespeare'.	Dramatic.
19.	Sail	'Sheffield'.	Red Star
20.	Sail	'Virginian'.	Red Star
21.	Sail	'United States'.	Red Star.
22.	Sail	'Virginian'.	Red Star.



## CANADIAN FREIGHT AND OTHER EASTBOUND SHIP LETTERS, 1838 - 1845

Ser	Date	Origin	Rate	Sail/Steam	Ship	Line	Reported by, and Remarks
1.	18 Apr 38	Odelltown, LC	18 <sup>1</sup> / <sub>4</sub> c	Steam	'Sirius'.	British & American	MBM. No freight charges raised on this voyage.
2.	23 Jun 38	Montreal, LC	4 <sup>1</sup> / <sub>4</sub> d + 18 <sup>1</sup> / <sub>4</sub> c	Steam	'Sirius'.	British & American	MBM. No freight charge shown.
3.	30 Jun 38	Montreal, LC	4 <sup>1</sup> / <sub>4</sub> d + 18 <sup>1</sup> / <sub>4</sub> c	Sail	Not known.	Not known.	MBM. Directed to 'Sirius', but too late; no freight charge.
4.	14 Jul 38	Harvey, UC	1s 8 <sup>1</sup> / <sub>4</sub> d (9d + 18 <sup>1</sup> / <sub>4</sub> c)	Sail	'Shakespeare'.	Dramatic Line.	MBM. No freight charge shown.
5.	16 Oct 38	Montreal, LC	4 <sup>1</sup> / <sub>4</sub> d + 18 <sup>1</sup> / <sub>4</sub> c	Steam	'Royal William'.	City of Dublin.	ALS.* No freight charge shown.
6.	20 Nov 38	Montreal LC	9d + 37 <sup>1</sup> / <sub>4</sub> c	Steam	'Great Western'.	Great Western.	MBM. No freight charge shown.
7.	1 Jan 39	Loughboro, UC	4 <sup>1</sup> / <sub>4</sub> d + 18 <sup>1</sup> / <sub>4</sub> c + 12 <sup>1</sup> / <sub>4</sub> c	Sail	Not known.	Not known.	CH.**
8.	3 Jan 39	Montreal, LC	4 <sup>1</sup> / <sub>4</sub> d + 18 <sup>1</sup> / <sub>4</sub> c	Steam	'Royal William'.	City of Dublin.	ALS.* No freight charge shown.
9.	25 Jan 39	Montreal, LC	9d + 37 <sup>1</sup> / <sub>4</sub> c	Sail	'Columbus'.	Black Ball.	MBM. Double rate; total on reverse of '3/10'.
10.	20 Feb 39	Guelph, UC	7d + 25c + 12 <sup>1</sup> / <sub>4</sub> c	Sail	Not known.	Not known.	CH.**
11.	22 Feb 39	Seymour East, UC	1s 2d + 18 <sup>1</sup> / <sub>4</sub> c + 12 <sup>1</sup> / <sub>4</sub> c	Sail	Not known.	Not known.	JCA.***
12.	27 Feb 39	Montreal, LC	9d + 37 <sup>1</sup> / <sub>4</sub> c	Steam	'Liverpool'.	Transatlantic.	ALS.* Double rate.
13.	31 Mar 39	London, UC	9d + 1s 3d + 7 <sup>1</sup> / <sub>4</sub> d = 2s 7 <sup>1</sup> / <sub>4</sub> d	Sail	Not known.	Not known.	ALS.* Rates in Currency.
14.	2 Apr 39	Raleigh, UC	9d + 25c + 12 <sup>1</sup> / <sub>4</sub> c	Sail	'Virginian'.	Red Star	ALS.*
15.	7 Apr 39	Guelph, LC	7d + 25c + 12 <sup>1</sup> / <sub>4</sub> c	Sail	Not known.	Not known.	JCA.***
16.	8 Apr 39	Toronto, UC	7d + 25c	Sail	'Virginian'.	Red Star.	MBM. No freight charge shown, 'Paid #39'.
17.	12 Apr 39	Guelph, UC	7d + 25c + 12 <sup>1</sup> / <sub>4</sub> c	Sail	Not known.	Not known.	CH.**
18.	12 Apr 39	Montreal LC	4 <sup>1</sup> / <sub>4</sub> d + 18 <sup>1</sup> / <sub>4</sub> c	Steam	'Great Western'.	Great Western.	MBM. No freight charge shown, but pencil '2/7'.
19.	19 Apr 39	Dunville, UC	4 <sup>1</sup> / <sub>4</sub> d + 18 <sup>1</sup> / <sub>4</sub> c	Steam	'Great Western'.	Great Western.	ALS.* Charged to Box #.
20.	22 Apr 39	Dundas, UC	4 <sup>1</sup> / <sub>4</sub> d + 25c + 12 <sup>1</sup> / <sub>4</sub> c	Sail	'Europe'.	Black Ball.	MBM. Via Hamilton, UC.
21.	22 Apr 39	Toronto, UC	4 <sup>1</sup> / <sub>4</sub> d + 25c	Sail	'Europe'.	Black Ball.	MBM. No freight charge shown, 'Paid No.39'.
22.	14 May 39	Montreal, LC	4 <sup>1</sup> / <sub>4</sub> d + 18 <sup>1</sup> / <sub>4</sub> c	Steam	'Liverpool'.	Transatlantic	ALS.* No freight charge shown.
23.	18 May 39	Guelph, UC	7d + 25c + 12 <sup>1</sup> / <sub>4</sub> c	Sail	'Sheridan'.	Dramatic	ALS.*
24.	20 May 39	Quebec, LC	11d + 18 <sup>1</sup> / <sub>4</sub> c + 12 <sup>1</sup> / <sub>4</sub> c	Sail	Not known.	Not known.	JCA.
25.	23 May 39	Goderich, UC	4s 6d + \$1 50c + 75c	Sail	'George Washington'.	Blue Swallowtail	ALS.* Sextuple rate.
26.	6 Jun 39	Quebec, LC	11d + 18 <sup>1</sup> / <sub>4</sub> c + 25c	Steam	'Great Western'.	Great Western	MBM.
27.	6 Jul 39	Montreal, LC	4 <sup>1</sup> / <sub>4</sub> d + 18 <sup>1</sup> / <sub>4</sub> c	Sail	Not known.	Not known.	ALS. No freight charge shown.
28.	13 Jul 39	Loughboro, UC	4 <sup>1</sup> / <sub>4</sub> d + 18 <sup>1</sup> / <sub>4</sub> c + 12 <sup>1</sup> / <sub>4</sub> c	Sail	'Roscius'.	Dramatic	ALS.*
29.	26 Jul 39	Darlington, UC	9d + 18 <sup>1</sup> / <sub>4</sub> c + 12 <sup>1</sup> / <sub>4</sub> c	Sail	'Independence'.	Blue Swallowtail	ALS.*

Ser	Date	Origin	Rate	Sail/Steam	Ship	Line	Reported by, and Remarks
30.	26 Jul 39	Montreal, LC	4/d + 18/c	Steam	'Great Western'	Great Western	ALS.* No freight charge shown.
31.	27 Jul 39	Chatham, UC	9d + 25c + 12/c	Sail	Not known.	Not known.	ALS.*
32.	27 Jul 39	Quebec, LC	None.	Not known.	Not known.	Not known.	MBM. Gravesend ship letter, possibly 'British Queen'.
33.	8 Aug 39	Hamilton, UC	4/d + 25c + 12/c	Sail	Not known.	Not known.	Ex MBM. ALS.*
34.	17 Sep 39	Queensston, UC	25c + 12/c	Sail	Not known.	Not known.	JCA. No Canadian postage.
35.	23 Sep 39	Quebec, LC	11d + 18/c + 25c	Steam	'British Queen'.	British & American.	ALS.*
36.	21 Oct 39	Drummondville, UC	4/d + 25c + 12/c	Sail	Not known.	Not known.	ALS.*
37.	2 Nov 39	Chambly, LC	4/d + 18/c + 25c	Steam	'British Queen'.	British & American.	CH.**
38.	7 Nov 39	Amherstburg, UC	11d + 25c + 25c	Sail	Not known.	Not known.	ALS.* For 'Great Western', but too late and carried by sailing ship. 'Steamer charge 1/3 Paid' on reverse.
39.	7 Nov 39	Amherstburg, UC	11d + 25c + 25c	Sail	Not known.	Not known.	ALS.* For 'Great Western', but too late and carried by 'Steamer charge 1/3 Paid' on reverse.
40.	20 Nov 39	Halifax, NS	None	Sail.	'Prince George'.	None.	MBM. Deal ship letter.
41.	22 Nov 39	Hamilton, UC	4/d + 25c + 25c	Steam	'British Queen'.	British & American.	ALS.*
42.	25 Nov 39	Toronto, UC	7d + 25c	Steam	'British Queen'.	British & American.	ALS.* No freight charge shown. Paid account #39.
43.	29 Nov 39	Quebec, LC	11d + 18/c + 12/c	Sail	Not known.	Not known.	ALS.*
44.	11 Dec 39	Chambly, LC	4/d + 18/c + 12/c	Sail	Not known.	Not known.	ALS.* Shows '1/11½ the sum in Currency including 12/c freight charge.
45.	23 Dec 39	Montreal, LC	4/d + 18/c	Sail	'Sheffield'	Red Star	MBM. No freight charge shown.
46.	21 Dec 39	Vitória, UC	9d + 25c + 12/c	Sail	Not known.	Not known.	ALS.*
47.	1 Jan 40	Hamilton, UC	4/d + 25c + 12/c	Sail	Not known.	Not known.	CH.**
48.	4 Jan 40	Vierma, UC	9d + 1s 10/d	Sail	'South America'.	Black Ball.	MBM. Freight charge in US postage, but all in Currency. Landed in Ireland.
49.	7 Jan 40	Quebec, LC	11d + 18/c + 12/c	Sail	'Columbus'.	Black Ball.	MBM. Landed at Liverpool.
50.	15 Jan 40	Melbourne, LC	4/d + 18/c + 12/c	Sail	'Sheridan'.	Dramatic.	ALS.* SHIP PAID 'h/s.
51.	22 Jan 40	Montreal, LC	4/d + 18/c	Sail	'South America'.	Black Ball.	MBM. No freight charge shown. Landed in Ireland.
52.	28 Jan 40	Prescott, UC	18/c + 25c	Steam	'British Queen'.	British & American.	CH ** OHMS, no Canadian charge.
53.	5 Feb 40	Dumville UC	4/d + 25c + 12/c	Sail	'United States'.	Red Star.	MBM.
54.	8 Feb 40	Guelph, UC	7d + 25c + 12/c	Sail	Not known.	Not known.	EER.
55.	12 Feb 40	London, UC	9d + 25c + 12/c	Sail	Not known.	Not known.	TANews #17, Maresch Sale 1989.
56.	13 Feb 40	Toronto, UC	2s 4d + \$1	Sail	Not known.	Not known.	MBM. Directed 'p. "Liverpool" Steamer via New York'. No freight charge shown; apparently carried by sail.
57.	20 Feb 40	Amherstburg, UC	1s 10d + 50c	Sail	'Patrick Henry'	Blue Swallowtail.	MBM. Double rate, no freight charge shown but on reverse 'Ship charge 1/3 Paid'.

Ser	Date	Origin	Rate	Sail/Stream	Ship	Line	Reported by, and Remarks
58.	22 Feb 40	Robinson, LC	4½d + 18½c + 12½c	Sail	'Patrick Henry'	Blue Swallowtail.	MBM. 'SHIP PAID' h/s. (ex J Young).
59.	24 Feb 40	London, UC	9d + 25c + 12½c	Sail	Not Known.	Not Known.	TANews #17, Maresch Sale 1989.
60.	24 Feb 40	London, UC	9d + 25c + 12½c	Sail	Not Known.	Not Known.	ALS* (Duplicate?)
61.	24 Feb 40	Toronto, UC	7d + 25c	Sail	'Patrick Henry'	Blue Swallowtail.	MBM. No freight charge shown.
62.	24 Mar 40	Montreal, LC	4½d + 18½c	Steam	'British Queen'	British & American.	MBM. No freight charge shown.
63.	25 Mar 40	Belleville, UC	4½d + 18½c + 12½c	Sail	Not Known.	Not Known.	ALS*
64.	2 Apr 40	Loughboro, UC	4½d + 18½c + 12½c	Sail	Not Known.	Not Known.	LDMcC.
65.	3 Apr 40	Kingston, UC	18½c + 12½c	Sail	Not Known.	Not Known.	JCA. No Canadian postage shown.
66.	7 Apr 40	Quebec, LC	11d + 18½c + 12½c	Sail	Not Known.	Not Known.	JCA.
67.	13 Apr 40	Niagara, UC	25c	Sail	'Independence'	Blue Swallowtail.	MBM. No Canadian postage or freight charges shown.
68.	15 Apr 40	Peace River, Assa.	None.	Sail	'Prince Rupert'	Hudson's Bay Co.	MBM. No Canadian postage or freight charges shown.
69.	29 Apr 40	Galt, UC	7d + 25c + 12½c	Sail	'Roscoe'	Blue Swallowtail.	MBM.
70.	29 Apr 40	Chatham, LC	7d + 18½c + 12½c	Sail	Not Known.	Not Known.	ALS* Written in transit to Rupert's Land.
71.	1 May 40	Kingston, UC	18½c + 25c	Steam	Not Known.	Not Known.	JCA. No Canadian postage shown.
72.	2 May 40	Dundas, UC	4½d + 25c + 25c	Steam	'Great Western'	Great Western.	MBM.
73.	4 May 40	Belleville, UC	7d + 18½c + 12½c	Sail	Not Known.	Not Known.	JCA.
74.	6 May 40	Sherbrooke, LC	4½d + 18½c + 12½c	Sail	Not Known.	Not Known.	ALS* 'SHIP PAID' h/s.
75.	21 May 40	Belleville, UC	7d + 18½c + 12½c	Sail	Not Known.	Not Known.	ALS* JCA.
76.	25 May 40	Toronto, UC	4½d + 25c	Steam	'British Queen'	British & American.	ALS* No freight charge shown.
77.	27 May 40	Montreal, LC	4½d + 18½c	Steam	'British Queen'	British & American.	ALS* No freight charge shown.
78.	2 Jun 40	Katesville, UC	9d + 25c + 12½c	Sail	Not Known.	Not Known.	ALS*
79.	24 Jun 40	Dunville, UC	4½d + 25c + 25c	Steam	'Great Western'	Great Western.	ALS*
80.	24 Jun 40	Quebec, LC	1s 10d + 37½c + 50c	Steam	'Great Western'	Great Western.	ALS* Double rate.
81.	25 Jun 40	Quebec, LC	25c + 18½c + 11d	Steam	'Great Western'	Great Western.	ALS* JCA.
82.	25 Jun 40	Hamilton, UC	4½d + 25c + 25c	Steam	'Great Western'	Greta Western	JCA.
83.	14 Jul 40	London, UC	9d + 25c + 12½c	Sail	Not Known.	Not Known.	Maresch 1998 (ex J Young).
84.	21 Jul 40	St. Andrews, NB	50c	Sail	'Virginian'	Red Star.	MBM. Double; no freight charge shown.
85.	26 Jul 40	Cobourg, UC	9d + 18½c + 12½c	Sail	'Virginian'	Red Star.	MBM.
86.	28 Jul 40	Montreal, LC	4½d + 18½c	Steam	'British Queen'	British & American.	ALS* No freight charge shown.

Ser	Date	Origin	Rate	Sail/Steam	Ship	Line	Reported by, and Remarks
87.	31 Jul 40	Colchester, UC	3s 8d+ \$1.00 + 50c	Sail	Not Known.	Not Known.	ALS.* Quadruple rate.
88.	16 Aug 40	Drummondville, UC	4/4d + 25c + 12/4c	Sail	Not Known.	Not Known.	ALS.*
89.	27 Aug 40	Montreal, LC	4/4d + 18/4c	Steam	'President'	British & American.	ALS.* No freight charge shown.
90.	26 Oct 40	Toronto, UC	7d + 25c	Steam	'President'	British & American.	JCA. No Canadian postage or freight charge shown. Paid account #39.
91.	17 Sep 40	Queenston, UC	25c + 12/4c	Sail	Not Known.	Not Known.	JCA. No Canadian postage shown.
92.	9 Nov 40	Toronto, UC	25c	Sail	'Virginian'	Red Star.	MBM. No Canadian postage or freight charge shown.
93.	17 Nov 40	London, UC	9d + 25c + 25c	Steam	'British Queen'	British & American.	TANNEWS #17, Maresch 1989.
94.	24 Nov 40	London, UC	9d + 25c + 25c	Steam	'British Queen'	British & American.	MBM.
95.	2 Dec 40	London, UC	1s 6d + 50c + 50c	Steam	'British Queen' (?)	British & American.	WS Boggs. Double rate.
96.	14 Dec 40	London, UC	9d + 25c + 12/4c	Sail	Not Known.	Not Known.	TANNEWS #17, Maresch 1989.
97.	10 Mar 42	Montreal, LC	9d + 37/4d	Sail	'Sheffield'	Red Star.	MBM. No freight charge shown.
98.	7 Mar 43	Montreal, LC	9d + 37/4d	Steam	'Great Western'	Great Western.	ALS.* No freight charge, but pencil '50' at lower left.
99.	5 Mar 44	Montreal, LC	2/4d + 18/4c	Sail	'Montezuma'	Black Ball.	MBM. No freight charge shown.
100.	8 Jan 45	Quebec, LC	2/4d + 18/4c	Sail	'Yorkshire'	Black Ball.	MBM. No freight charge shown.

#### Notes and Sources:

\* Allan L. Steinhart, 'Freight Money from Canada on Covers to Great Britain', privately published, undated; 'Freight Money from Canada', American Philatelist, February 1984.

\*\* Charles Hahn, 'Freight Money Covers', American Philatelist, September 1979; 'Freight Money Covers - A Reprise', American Philatelist, August 1980.

A.L. Steinhart, 'British North America and Great Britain, 1838-65', privately published, 1991.

Frank Staff, 'The Transatlantic Mail', Adlard Coles, Ltd., 1957 (Freight Money: pp. 155-157; ships and shipping Lines: pp. 121-128).

J.C. Arnell, 'Steam and the North Atlantic Mails', Unifrade Press, 1986, Chapter 3.

J.C. Arnell, 'Transatlantic Mail to and from British North America', author/BNAPS, 1996, Chapter 6.

M.B. Montgomery (Ed.), 'Transatlantic Newsletter', Issue 65, October 1998.

## HOW PEOPLE TRIED TO DEFRAUD THE POST OFFICE – AND WHAT THE POST OFFICE DID ABOUT IT

Richard A. Johnson

The first illustration in David Sessions' latest article on postage due usages (Maple Leaves, July 2009 page 135) reminded me of how many different uses there have been of Postage Due stamps (1); and how many mis-uses have been the cause. This article summarises a half dozen of these instances.

Perhaps the most obvious attempt to defraud the Post Office is the use of already used stamps. Figure 1 shows the attempted re-use of two Victoria 1 cent Leaf stamps previously cancelled. Note the cancels at the top of the stamps do not tie them to the cover. It carries the annotation 'Stamps previously used' and a postage due large '2'. It was dated 3rd February 1899 and addressed to the 'Reverende Mere

Superieure Generale' at the Asile au Bon Pac (?) in Quebec but apparently was refused and sent to the Montreal Dead Letter Branch Office on 4th February 1899 (b/s) from the Quebec and Lake St John railway. Ultimately, someone must have paid the 2 cents to release the letter or it was opened by the DLO and returned to the sender.

Figure 2 shows a letter mailed in Canada addressed to England but carrying a 5 cents US stamp. This is an example of the correct treatment of improperly stamped mail in Canada. While the envelope, bearing a return address on the reverse, carries an Amherstberg, Ontario duplex impression, the stamp itself is not obliterated.

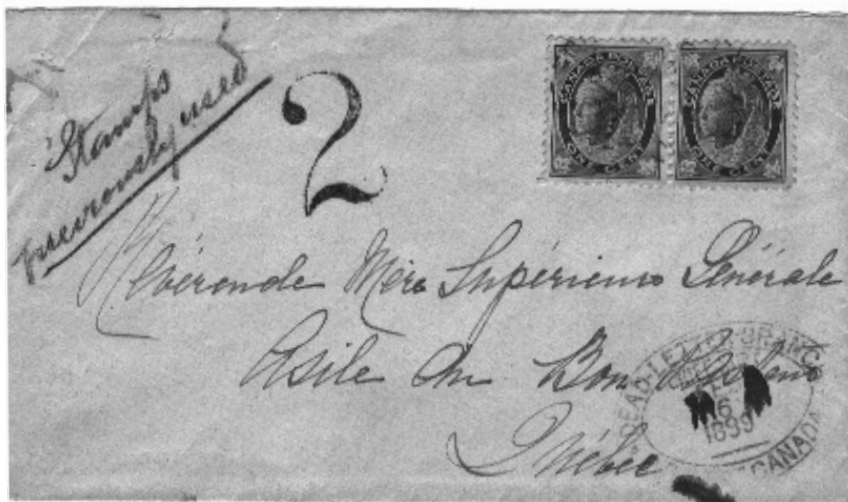


Fig 1 Cover using previously used stamps sent via the Quebec and Lake St. John/ M.C. on 3rd February 1899 to a religious order in Quebec, refused and sent to the Dead Letter Office.

Apparently, obliteration would have been viewed as an official acceptance of payment (by the Canadian Post Office). It was assessed as short 3 cents (the full Canadian rate), doubled to 6 cents due which were equivalent to 30 gold centimes.

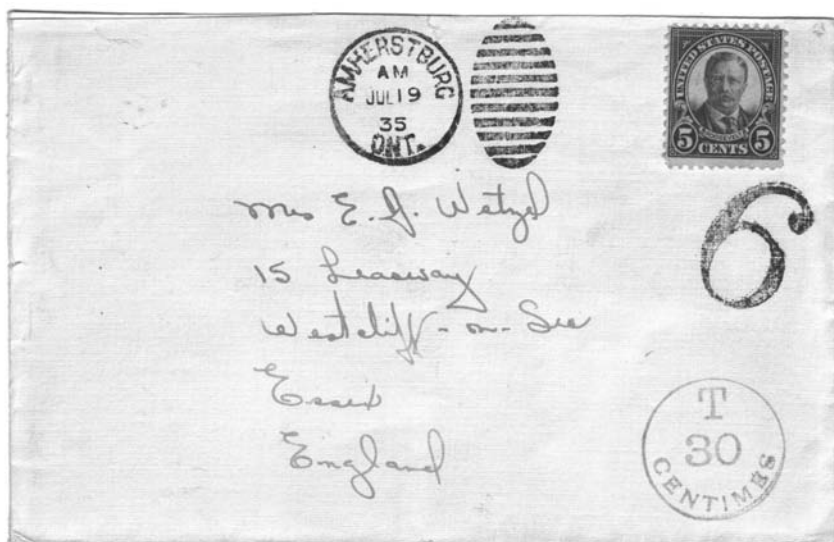
On the other hand, figure 3 shows a similar mailing in Canada of a letter carrying a 2 cents US stamp addressed to California. In this case, the stamp was incorrectly cancelled in Vancouver B.C. on 24th June 1928 but the error was caught and the double deficiency postage due, large '4' was imprinted. What is curious about this 'cut' number is that it was typically used in Toronto (2). Was this envelope given some special routing because of the stamp and initial error?

Figure 4 shows the attempted use of a bisected Canadian 4 cent George V Arch stamp to pay the 2 cent rate. Once again,

the stamp was cancelled but, in this case, to show that this was an error and not received as payment, a large '0' was stamped alongside as per regulations and another '4' imprinted for double the deficiency.

Figures 5 through 8 illustrate attempts to use various revenue stamps for postage. Figure 5 shows a drop letter mailed in Victoria B.C. in 1943 carrying three 1 cent Third Bill stamps. These bill stamps were demonetised in June 1882! (3) It was assessed at double the 1 cent drop letter rate.

Figures 6 and 7 show two uses of the blue 2 cent Excise stamp (apparently a favourite for this sort of mis-representation) – neither successful. The first, mailed from Montreal on 5th April 1928 to Philadelphia, was initially cancelled in error. This was then corrected by inscribing a box in crayon



*Fig 2 Cover mailed in Canada carrying a US stamp, not cancelled, assessed double rate of 6 cents Canadian or 30 gold centimes.*



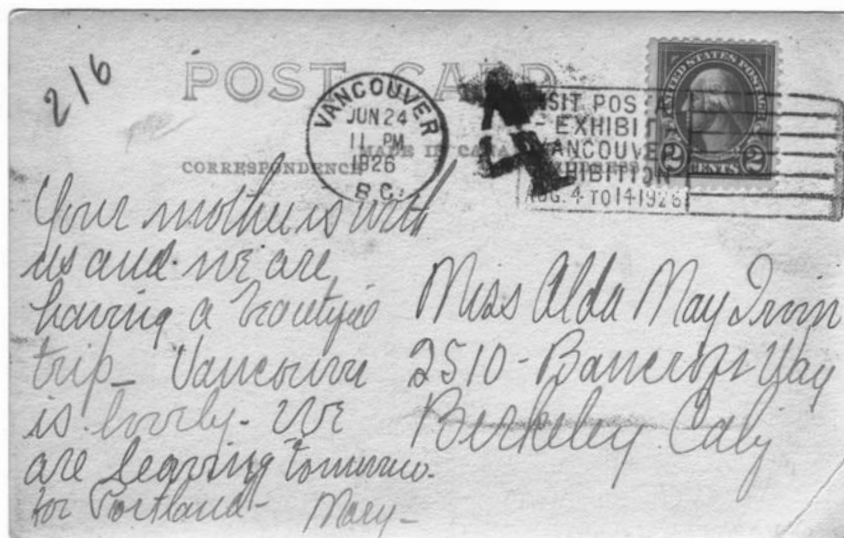


Fig 3 Another US stamp used on mail from Vancouver to Berkeley, CA on 24th June 1926, incorrectly cancelled but corrected by imposition of the double rate '4'.

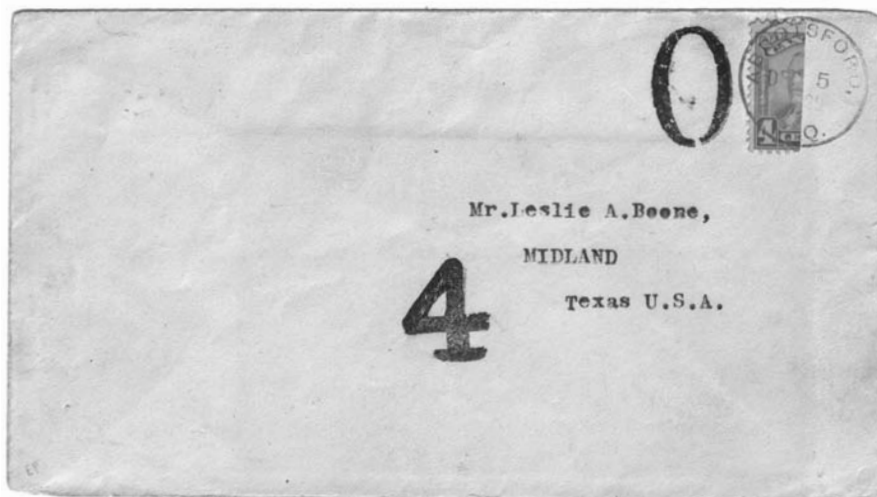


Fig 4 Attempted use of a bisected 4 cent Arch stamp (to pay the 2 cent rate) from Abbotsford P.Q. to Midland, Texas on 5th December 1929, initially incorrectly cancelled but adjusted by imposition of the large '0' and the double rate postage due '4'.



Fig 5 A drop letter in Victoria B.C. dated 10th April 1943 carrying three 1 cent Third Bill stamps, correctly not cancelled and assessed double the 1 cent rate.

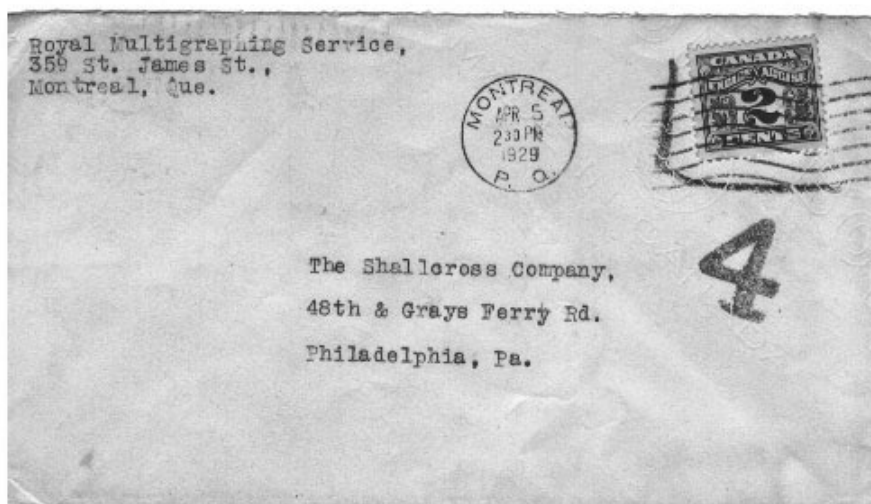


Fig 6 Attempted use of a 2 cent Excise stamp from Montreal to Philadelphia PA, 5th April 1928, initially incorrectly cancelled, then designated by a crayon border as invalid and charged double rate at '4' cents.



*Fig 7 Another Excise stamp incorrectly cancelled in Inglis, MB on 30th July 1928 to Winnipeg and assessed the double rate of 4 cents.*

around it (as specified by Post Office regulations) and imprinting the large postage due '4'. As it also carries a Montreal transit stamp on the reverse, the CDS cancellation and the crayon mark may have been put on by two different clerks or departments in Montreal. The second cover, in figure 7, shows another 2 cent Excise stamp cancelled in Inglis, Manitoba (4) on 30th July 1928 and addressed to Winnipeg. It too was caught and, although cancelled, was assessed 4 cents due, paid by two 2 cent postage due stamps (type J2).

Figure 8, on the other hand, shows a successful substitution of such an Excise stamp cancelled in Quebec (City) on 22nd February 1928 and addressed elsewhere in the city. All three of these Excise stamp uses occurred in 1928; another example in the writer's collection is dated 1930 in Toronto.

The reduced illustration in figure 9 is of an 'ambulance' letter used on 18th July 1927 by the Dead Letter Office in Vancouver to return a presumably undeliverable mail item to lawyers in Winnipeg. It carries a large '3' indicating the charge to be paid for the return of mail service. This was paid by 1 cent and 2 cent postage due stamps (type J1 and J2). This is another example of the use of these stamps outside of the normal doubling rule.

To end with, I show an unusual assessment of a 2 cent postage due cover. Figure 10 shows a post card mailed from Thurso, Quebec on 15th July 1908 and received in Ottawa on the same day. It carried a 1 cent Edward VII stamp in full payment of the postcard rate at that time. However, it was assessed at the double rate using an old-fashioned large '2' and paid by a 2 cent postage due stamp. Why was this item



Fig 8 A successful use of a 2 cent Excise stamp for a local letter in Quebec.



Fig 9 An undeliverable letter sent to the DLO and from there under the cover of an 'ambulance' letter sent back to the lawyers in Winnipeg on 18th July 1927 with the charge for the service of 3 cents paid by postage due stamps.



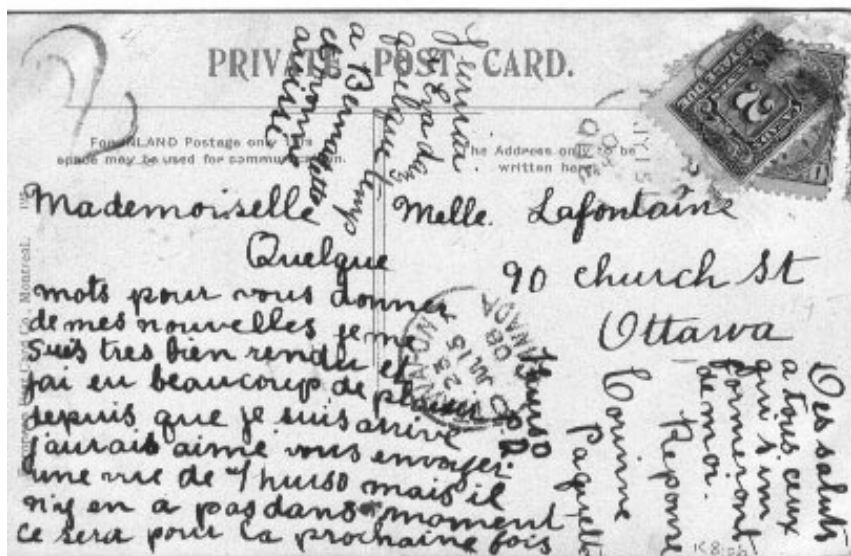


Fig 10 An early postcard mailed from Thurso P.Q. to Ottawa on 15th July 1908 and carrying the 1 cent stamp required of such postcards. However, the writing infringes on the area reserved by regulations for the address, and thus determined to be a letter costing 2 cents and imposed double the deficiency of 2 cents for delivery.

viewed as being 1 cent underpaid? The answer is rather arcane. In the early days of the split area postcards, i.e. the non-illustrated side was divided between the message half and the address half, there were regulations (5) requiring very specific margins around the area used for the stamp and the address. The writing on this card encroached on the address side to such an extent that the clerk decided that it no longer qualified as a postcard but rather assessed it as a letter at the 2 cent rate!

#### REFERENCES:-

- (1) Sessions David F., *Canada Pays Its Dues*, Maple Leaves, 31, No 3. July 2009, pp 135 – 136.
- (2) Johnson, R.A., *Canadian Postage Due Markings*; The 'Cut' Numbers, BNA Topics, 66 no 3 July – Sept 2009.

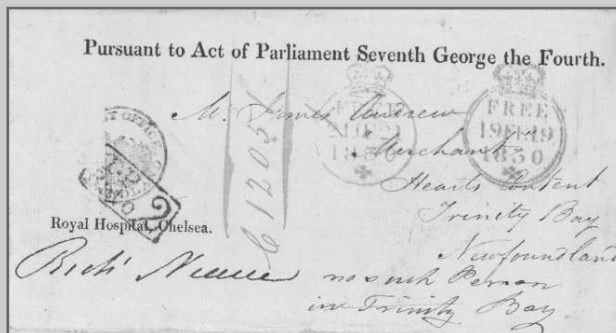
(3) Dominion of Canada Statutes, 45 Victoria 1882, *An act to repeal the duty on Promissory Notes, Drafts and Bills of Exchange*, assented to 3rd March 1882. To the writer's knowledge, these were the only Canadian stamps other than the Pence issues to be so demonetised.

(4) Inglis, MB is close to the border with Saskatchewan west of the Riding Mountain National Park.

(5) For example, the 'Notice to the Public' issued by the Post Office Department on 9th December 1897, required, in part.....

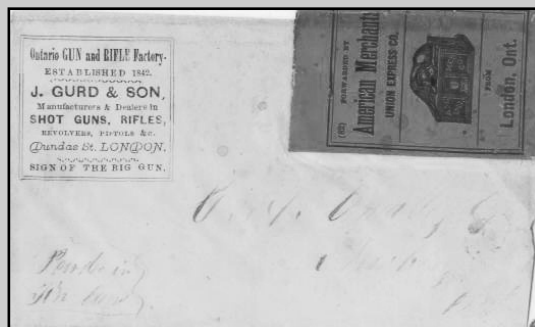
1. A clear space of, at least, a quarter of an inch shall be left along each of the four sides of the postage stamp.
2. There shall be reserved for the address a clear space at the lower right hand corner on the 'address' side of the card

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immediately below the words 'The space below is deserved (sic) for address only', such space so reserved for the address being at least 3¼ inches long by 1½ inches wide.

N.B. It is in the interest of both the Department and those availing themselves of the privilege hereby granted that the

spaces in question should be unconditionally reserved for the purposes intended. If any printing, engraving or other matter appears on the space thus reserved, the Post Cards cannot be permitted to pass through the mails' (Presumably, that is as postcards at the postcard rate).

## CONVENTION 2009 – WELWYN GARDEN CITY

For the third year running the CPSGB Convention was blessed with several days of sunshine suggesting that the Presidents have some friends in high places. The hotel proved to be very good and the food was the best any of us could remember so our basic needs were well catered for. The Philaholic study group, lead astray, on this occasion by co-President Banfield (Sandy Mackie was alas unwell in hospital) accomplished much – studying late into the night and a good deal of fun was had by all.

In between the philatelic sessions, members enjoyed a trip to the nearby Hatfield House and another to the Hendon RAF museum. Hatfield House is one of the finest surviving Elizabethan mansions in England and often appears in films. It turned out they were filming an episode of the 'Miss Marple' TV series during our visit but don't expect any sudden appearances by CPSGB members as the actors and actresses were all well out of sight. Touring the house is a bit like getting a crash lesson in English History and the interior was quite splendid with much to admire amongst the furniture, tapestries and paintings. The gardens were also most enjoyable.

The RAF Museum at Hendon was a totally different diversion with its huge collection of aircraft of all shapes, sizes and ages. The

modern fighter jets managed to look suitably sinister but the real attractions proved to be the early flying machines several of which looked as though they had been designed by a chap called Heath-Robinson and built with the aid of Meccano!

On the philatelic front, Brian Stalker got us off to a great start on the Wednesday evening with a display on Labrador Steamers. This was the first time Brian had shown the material. It provided a fascinating insight into the history and development of Labrador – one of the least populated areas of Canada – and the postal services therein. The display covered coastal postal services and routes from 1882 to 1968 with the first half showing the routes north of Battle Harbour and the second half concentrating on the routes south and west from Battle Harbour in the straights between Labrador and Newfoundland. As one has come to expect from Brian, the presentation of the material was superb and contained a wealth of social history and well as the philatelic material. The latter contained many rare, very rare and some unique cancellations.

Thursday morning saw two displays. The first, from Colin Banfield, was of Victorian Postal Stationery; specifically postcards. As well as showing us all the many types

issued, Colin had put together an amazing collection of uses and rates including many rare destinations and several overpaid and underpaid uses. I think I counted three very rare registered postcards in the display which probably explains why I have never managed to find one for my RLS collection!

After coffee, Joe Smith showed a small display of Private Postcards from the 1890's. These served to show the many ways in which folk managed to 'bend' the rather restrictive post office rules regarding these private postcards to produce some very elaborate and colourful designs. Taken together the two displays served to highlight the potential for postal stationery; an often neglected area of BNA philately.

With the ladies occupied finding out how dolls houses are made (including miniature garden flowers constructed petal by petal which made looking for re-entries on Admirals look easy!), Iain Stevenson took the floor on Thursday evening with a colourful display on the Canadian Pacific Railway. Iain explained how much of Canadian history had been shaped by the CPR which he described as the 'glue that held the country together'. His display, a bit like Brian's on the previous evening, contained a lot of social history. The first part covered everything but shipping and the second showed the CPR involvement in various shipping lines at home and abroad. The display included all of the different CPR railway lines with some explanation of the rationale behind the formation of the railways. It also included masses of ephemera including tickets, posters and even a railwayman's hat (which unfortunately didn't fit the presenter). The large amount of stamps and covers included a lot of Royal Train material and hotel covers in addition to the various RPO marks. The display also included a lot of telegrams, Dominion Express Company

material, passenger lists and menus. No train appeared in the room but we rather suspect Iain has a couple in his garage!

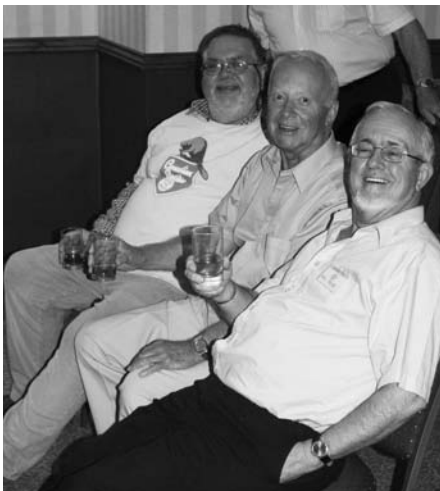
Friday morning brought the ever popular Members displays of up to 16 sheets. Once again we were treated to an amazing diversity of material, including; Tobacco Tax Labels, Registered covers from 1855 to 1900, Union Steamship Special Envelopes, Money Letters, Papers and Printings of the 1 cent Large and Small Queen stamps 1868 – 1872, the Concessionary rate to/from France, the Vimy Ridge Memorial, 19th Century mail to Newfoundland, Klondyke Gold Rush Postcards, Transatlantic ship letters 1838 – 1842 showing the freight money period and some more Transatlantic covers showing the transition from sail to steam in the late 1830's. A great display which was enjoyed by all participants.

Friday evening saw the ladies being entertained by Mr and Mrs Parkin who showed a few of the other things they collect apart from stamps. For the philatelists, it was the turn of Alan Griffiths to take the floor and show us his award winning display of Prince Edward Island. His display started in 1774 with the earliest known cover from PEI and ended in 1873 when PEI joined the Confederation. In between, Alan has put together a quite breathtaking collection of stamps and postal history including many unique items that resulted in some extended viewing. In addition to the marvellous material, Alan proved to be his usual entertaining self with some excellent tales of how he had acquired some of the material.

Saturday morning saw the AGM completed and then a review by the judges of the Competition entries. It also gave us all an opportunity to view the material and some very fine material indeed was on show. Our congratulations go to Brian Stalker, John



*Joe Smith showing one of his Jubilee gems*



*The philaholic group in session.*



*Rumours of cut backs at Air Canada appear well founded and this is business class!*

Wright, Richard Thompson and your reviewer who between them took away the prizes. Saturday also brought the traditional society auction. Colin Lewis our auctioneer raced through the usual 1700 lots by mid afternoon with a break for lunch and managed to keep a lot of buyers and sellers happy in the process. Overall sales were over £10000 providing a much appreciated boost to Society funds.

Around 50 members and guests sat down for the closing Banquet on the Saturday evening with Alan Moorcroft, President of the Royal Philatelic Society of London giving a most entertaining speech. In addition to the competition awards, your Editor was a surprised winner of the Founders Trophy for his research work on

the Street Cancels (the series of articles will end eventually, I promise!). The Presidential badge was handed over to Mike Slamo for the next 7 months and he extended a warm welcome to everyone to meet again in Eastbourne in April 2010.

Overall, it was a most enjoyable four days. It was good to see some new members and also to see a strong contingent from North America once again.

Finally our thanks go to Derrick and Rosemary Scoot who were excellent hosts and had clearly put a lot of effort and organisation into making it such an enjoyable time for us all.

GS



*The members 16 sheets draw a crowd*



*Mike Slamo looks quite happy to take on the Presidents role but Derrick Scoot looks happier!*

## TWO CROSS BORDER COVERS WITH APPARENTLY INCONSISTENT RATES

John Wright

Items which seem 'different' appeal to me, as they do to many collectors. Two such are illustrated below. Each is from the period when rating of a letter, both in Canada and in the United States, was based on the number of sheets or enclosures.

The first shown in fig 1, bought from Bow City in April, is from 'MONTREAL L.C. JU 16 1843', to Seth Low & Co. in New York. It has a red manuscript '9' and red 'PAID', this latter deleted in blue and blue manuscript '18 $\frac{3}{4}$ ' added. Strange. The single rate from Montreal to the Border at this time was 4d sterling = 4 $\frac{1}{2}$ d currency, so the item was charged double rate in Canada, but the U.S. charged single rate collect. This U.S. charge seems correct as

there is no sign of there having been an enclosure or a second sheet.

A couple of weeks after receiving this item, I saw the second cover shown in fig 2 described in a Longley catalogue (Nixon Private Treaty sale). This was from 'MONTREAL L.C. OC 10 1839' and also addressed to Seth Low in New York. This one shows a red manuscript '4 $\frac{1}{2}$ ' and red manuscript '18 $\frac{3}{4}$ ', and two red strikes of 'PAID'. Single rate, fully prepaid, so no problem. But there was additionally a black manuscript 'Due 18 $\frac{3}{4}$ ' (alright imagination is needed to interpret the squiggle as '3/4', but what else could it be?). So the United States was treating this as '1 sheet + 1 enclosure' or double rate. Again, this is



Fig 1. 1843 letter from Montreal to New York charged double rate in Canada but only single rate in the U.S.

correct, as a draft for \$185 had been enclosed. So, single rate in Canada but double rate in the U.S! This should have been sent as a 'Money Letter' but it is not unusual for Cross Border mail, containing money, not to be so marked as there was no special treatment for such items in the U.S. at that time.

Presumably, the Post Office in Canada did not realise (or was not told) of the

enclosure, but it is of interest that on each occasion the U.S. Post Office did not rely on how its neighbour had rated an item but checked. Was this done with all mail from Canada? The answer might perhaps be in the name of the addressee, in each case Seth Low, a large company probably known as often receiving money. It might be that the rating of not all mail was checked but only that of large companies, of which Seth Low was one.

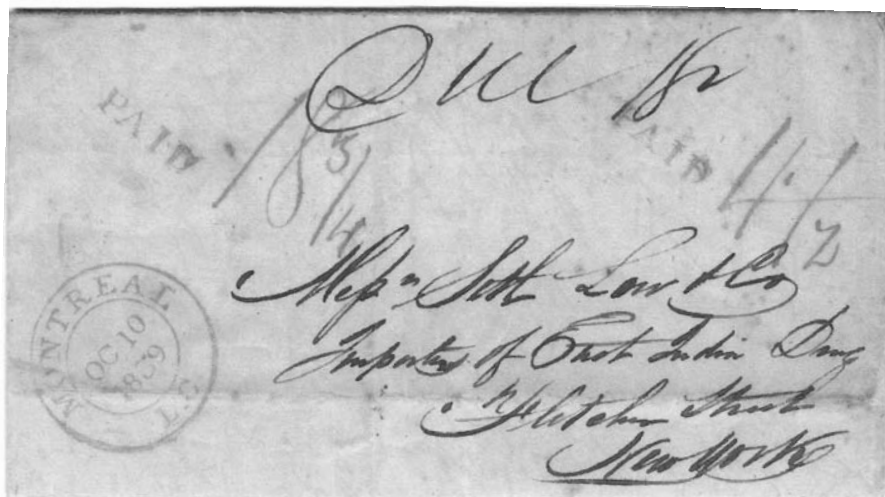


Fig 2 1839 letter from Montreal to New York charged single rate in Canada but double rate in the U.S.

**The CPS of GB wish all  
our members a peaceful  
and prosperous  
New Year**





## NEWFOUNDLAND INTAGLIO CANCELS

David Piercey

The illustrated intaglio cancellations, shown below in fig 1, are occasionally found on Newfoundland stamps issued in the late 1870's to the late 1880's. I am attempting to do a survey of what may be in collectors' hands, particularly on cover, in order to determine under what circumstances they were used and how they may be attributed.

• Cancel 1, the "N", is well-known, and exists in reasonable numbers on loose stamps, and can also be found, though much less commonly, on cover. There are several varieties, including wider or thicker bars that make up the "N", and with or without an outer ring encircling the entire cancel. (Lacelle shows three versions as types 631, 632 and 633). It is found on the roulette issue of the American printings of the late 1870's, and on the first Canadian issue of 1880. Pratt (1985) attributes this cancel to the Labrador mail boat, but he is most certainly mistaken, as extant covers seem all to have a St. John's connection. Consequently, it has been attributed by others (e.g., Stalker, 2004) to the Coastal North mail boat, or otherwise as a routing mark applied in St. John's. Because of the several known varieties and its relative availability, it is speculated that it was used over a period of at least a few years. (It is also possible, though less likely, that several

"N's" were independently produced at different times for different purposes.)

• Cancel 2 is either a "W" or an "M". This is Lacelle type 881. Pratt believes this is a "W" and attributes this, somewhat speculatively, to the Coastal West mail boat, and thus in complementary fashion to the "N". This cancel is only very rarely seen, and has not been reported on cover. Because of its scarcity, it may be unreasonable to assume it is a Coastal West marking, as Coastal West was a well-established mail route. The one copy I have is on the 1880 CBNC issue.

• Cancel 3 is apparently a "NFL", perhaps standing for Newfoundland. All cancels I have seen are only on loose stamp, and the "N" of "NFL" is only vaguely present at best. No one, other than myself, appears to have reported this cancel in the past, and its attribution remains a mystery. Probably it was used only in a very short period during the early 1880's.

• Cancel 4 is a "VOL", and Pratt attributes this to the mail boat *Volunteer*, which operated between 1888 and 1891, before its sinking. He relates that it was not known to him on cover. Both my loose copies are on the 1887 CBNC printing. This cancel is also listed in Lacelle as type 858.



Fig 1.

Because all are intaglio markings and stylistically similar, it would be nice to speculate that all these cancels are forerunners of the steel TPO hammers, and that each could be attributed to a coastal mail run (i.e., Coastal North, Coastal West, and the Western mail boats), but this would only be speculation. Similarly, it would be nice to think they were the product of one or just a few mail clerks, who decided to create his/their own distinctive cancellations, depending on the route. But all this too would be speculation because we just do not

yet know much at all about these markings.

Collectors who may have these markings in their collection are invited to report them to me, at [dpiercey@telus.net](mailto:dpiercey@telus.net). Scans would be appreciated, particularly if on cover.

#### References:-

Fancy Cancels on Canadian Stamps 1855 to 1950 by D. M. Lacelle , published by BNAPS. April 2000.

## LETTERS TO THE EDITOR

**David Buttimore**

### A POSSIBLE EXAMPLE OF USC 69i

Many years ago, a friend of mine worked for an auctioneer in London, and, from time to time would pass me certain job lots for assessment and possible purchase. The stamp shown in fig 1 was amongst a motley Victorian collection, and at that time I regarded it as an inexplicable oddity. This situation prevailed until my first purchase of a "Unitrade Specialised Catalogue ", when idly browsing I espied USC 69i. No information was available as to the origin of this item. (Although the current edition notes that 'the editors have only recorded one example although it is thought that ten should exist').

I throw open an invitation for information, speculation, postulation etc. The paper is whiter, the gum paler, and colour slightly paler than the only other mint example that I have, a marginal block of the 2 cent overprint. On the reverse, the gum does not extend into the margin, but stops just short

of the oval design .The margin is ungummed, except for a sharply defined band of gum about 16mm. in from the imperforate edge, and 2.5mm wide. The perforation is 12, with no sign of gum on the torn edges.

*David has asked that any responses to this item be routed via the Editor.*



*Fig 1.*

**Mike Street**

### FAIRVIEW ISLAND

My thanks to Derrick Avery for sending another British Office cancellation (ANOTHER

BRITISH MAIL BRANCH CANCEL AND A QUERY) in the Oct. 09 ML.

In reply to Derrick's query, Fairview Island was a Summer Office in Muskoka. According to Robert C. Smith's 'Ontario Post Offices', it operated from 2 June 1952 to 17 Sept 1962.

**Harold Gordon**

### STREET CANCELS

Just a word of thanks for your articles concerning street names, especially those of my home town, Montreal.

It's a joy to see corner cards with the added line "Westmount, near Montreal" or "Cote des Neiges, near Montreal"

I once had a cover bearing the cancel Mile End, Que. and thereby hangs a tale. Mile End was a post office and train station, at Bernard and St. Lawrence avenues. Trains going north originated at Place Viger (one of those baronial, manorial railway hotels/stations). If you just missed your train, you could hop on the 55 St. Lawrence streetcar, and board your train at Mile End, since trains were restricted to 8 m.p.h. within city limits.

I also enjoy turn -of-the- century postcards, street scenes and the mountains of snow that lingered until April.

Again my thanks and best wishes for your continued scholarship.

**Nicholas Lazenby**

### FREE FRANKING PRIVILEGES

I read, with interest, Bill Pekonen's article in the recent edition of Maple Leaves. Enclosed is a photocopy of an 1889 cover in my collection (fig 2 overleaf) together with a photocopy of its enclosure (fig 3 above), which amazingly has survived with it.

*Ottawa Nov 18/89*  
*Dear Cog Alice*  
*May Maude writes*  
*me to know who is Redfield*  
*Proctor of Pres Harrington's*  
*Cabinet.*  
*I am under the impression*  
*that one of our Uncle's sisters*  
*married a Proctor. Is he*  
*a son & therefore a nephew of*  
*Aunt Helen's?*  
*All quite well.*  
*Pleasant Spring weather.*  
*Have have not yet signified*  
*the time when we may*  
*expect to see you or some*  
*of you. Much love to all.*  
*Your good friend C. B. Harrington*

Fig 3.

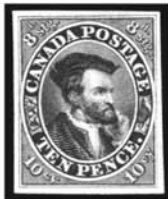
Although the handwriting of the enclosure is very hard to decipher, they appear to illustrate the point Mr Pekonen is making very well as the content of the letter is clearly not 'official'.

I agree with the point in the concluding sentence of Mr Pekonen's article; an examination of my own collection reveals a paucity of material of an official nature from this period.

*Next, two letters relating to Competition judging which is always a contentious (some may say subjective) matter. A number of issues were raised following the last Society competition and the letters provide both sides of the argument. The two judges actually submitted separate letters but to avoid unnecessary repetition, I have taken the liberty of combining them into one. Hopefully, these two lengthy items on the subject will allow us to consider the matter closed. (Ed)*

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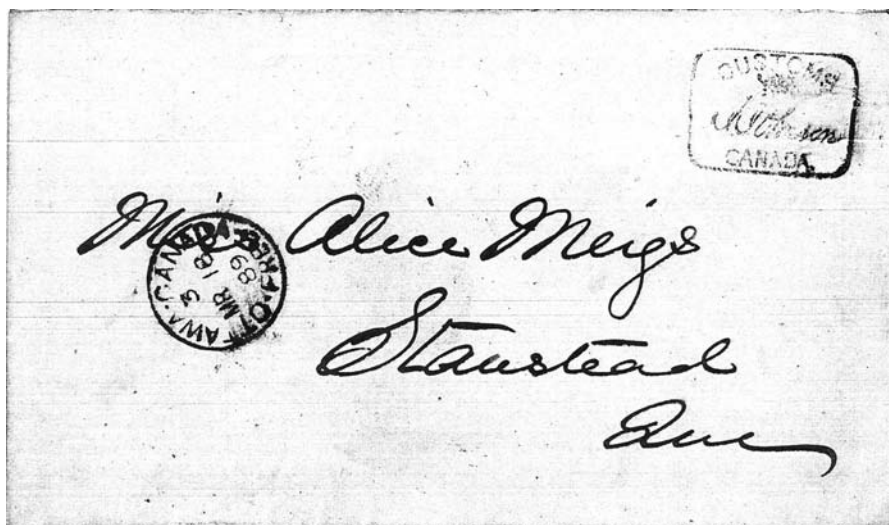


Fig 2.

**Malcolm Montgomery**

### **JUDGING OF SOCIETY COMPETITIONS**

Following the judges' briefing on the competition entries at the recent CPSGB Convention I thought that I should address some of the comments made, both formally during the briefing and informally immediately afterwards.

My first point is that I was surprised that the judges should have chosen to use the open forum to announce that one of the entries (on revenue stamp postal history) was in some way invalid. Surely, this could have been done when the applications to enter the competition were first received or privately before the results were announced in public? If the judges felt bound by the intentionally semi-formal rules of the Society's competitions, they could have invoked rule six, re-classified the entry into a nominal class and awarded a special

diploma, acknowledging publicly the undoubted excellence of the entry.

Secondly, there appears to be a lack of clarity over the more subtle issue of the relationship, if any, between the Society's competition and the rules of the International Federation (which in 10-point run to some 34 pages on my computer). I am particularly conscious that the intent of the Society's annual competitions (at least since 1968 when I first joined the Society) is to encourage participation and to provide a friendly environment in which all manner of material may be exhibited. The Society's rules are, I believe, intended to guide and facilitate preparation and participation, not to inhibit members' presentational style unnecessarily.

The introduction of the 16-page competitive exhibit (Rule 2) in the Society's competition was, I understand, driven mainly by the need to encourage greater participation - a member able to



field only sixteen pages of material should not feel at a disadvantage competing against another who had accumulated a large collection over many years. But, unlike the FIP, the Society does not (in my view quite appropriately) include in its competitions classes for 5-, 8- or 10-frame exhibits, so CPS members with large collections, even should they prefer to enter a class for larger or more comprehensive exhibits, do not have that choice. That said, as far as I am aware, the introduction of the single frame competition was not intended to discourage entries from any particular group of members. Members with larger collections, sometimes only one collection, are obliged and expected to extract material to create a single-frame subset. Herein lies a subtle difference with the FIP, where it was thought necessary to discourage some exhibitors from entering the single frame class using a frame from an established exhibit to pick up a cheap medal.

I was surprised to hear that at one FIP competition the judges' panel decided unilaterally to award a fine of ten points against any one-frame exhibit that they judged might have been taken from a larger collection. Of course, the judges' panel must ensure an even standard of marking, but the action described constitutes a summary punishment, with no basis in the FIP rules, applied in a court against which there is no appeal. It would be extremely difficult, within the CPSGB, to formulate clear guidance as to how would-be competitors could convince judges that their submission did not come from a larger collection; as almost all of them will do so. Furthermore, to allow our judges to award such summary punishments as the FIP panel did would surely discourage all but the most thick-skinned from risking an entry. It is fortunate that it fell to me to be the first and hopefully only victim of this unannounced imposition, for I am thicker-skinned than most.

Lastly, the judges' presentation included a number of other points which were not entirely in accord with the Society's competition rules; I would advise extreme caution here, for some suggestions had the mark of an autocratic hand that I believe would be inappropriate for our competitions.

*Some exhibits did not include a title page:* correct, but unlike FIP rules the CPSGB rules do not require a title page (Rule 2: 'if any').

*Exhibitors would gain credit from including sources on the title page:* possibly, but caution is required. The CPSGB rules offer credit for 'research', most other rules refer to 'original research'. It is doubtful whether listing a couple of books at the beginning would persuade judges to give extra marks, although exhibitors should obviously give credit to others' works to avoid the accusation of plagiarism. The sources of 'original research', usually primary sources, are likely to be slightly different for each item in the exhibit, and therefore might be best placed as a footnote below the item to which they refer.

*The letters displayed would have been enhanced if they had been mounted on a coloured backing:* I disagree, strongly (and so do a number of other members). This is dangerous territory, being a matter of personal preference, even of 'taste', and one which could lead to damage to the exhibited material. It is also outside the scope of the rules, and any advice given should be very guarded. Judges opinions vary – the late Dorothy Sanderson and others have been criticised for having used coloured backings. At Harrogate 2008 (under FIP rules) I was advised by one judge to do so, but by the chief judge not to do so under any circumstances. I have also been criticised on a couple of occasions for drawing lines around the pages.



The brief discussion at the meeting was important but incomplete - regarding paper, acid neutral paper/card is (depending on definition) relatively easy to find; acid free not so. I have never found any coloured acid free card and have been advised by the British Museum archivist that it is not available and that the pigments and dyes used to colour 'acid neutral' papers/cards are not to be trusted, especially in humid conditions. I would hope that the Society stands apart from this discussion and leaves the decision on how to mount their exhibits, and many other issues, entirely to the individual entrant.

I hope that these comments may be helpful to any future discussion.

**Professor Iain Stevenson FRPSL and Dave Armitage**

### **JUDGING SOCIETY COMPETITIONS.**

As the judges who judged the Society's 2009 competition at Welwyn and who are the subject of Mr Montgomery's comments, we are grateful for the opportunity to respond.

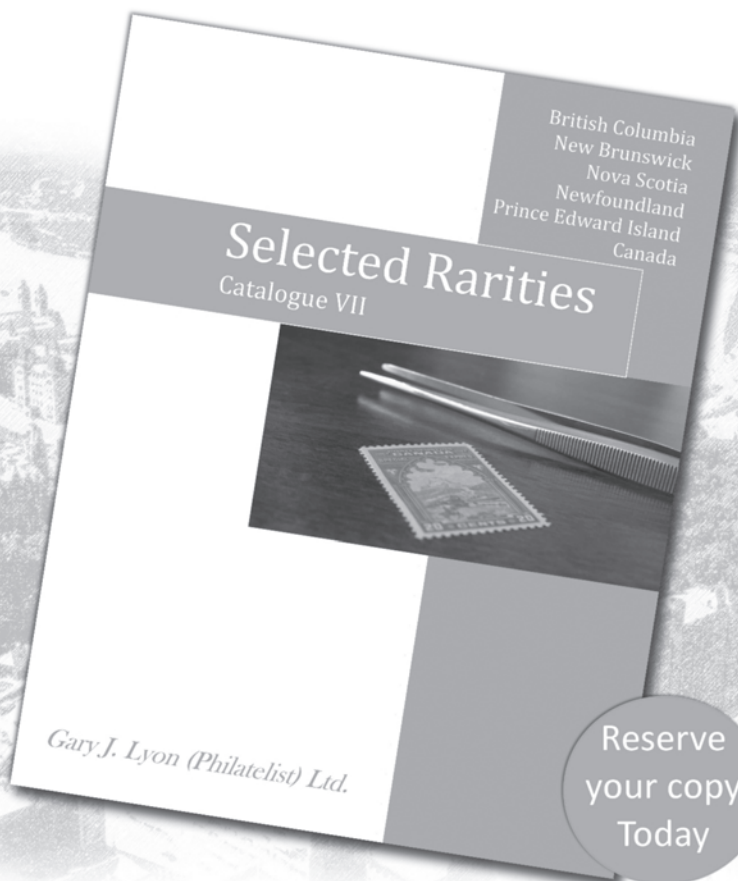
Before we get into any detailed response, we should state that we feel that this type of correspondence threatens to put back relations between competitors and judges by many years to the point where neither will trust the other to get a fair result. The Society Convention attendees have, over the past decade, become a much friendlier group and we would hate this trend to stop because of any bickering about competitions.

That said, Mr Montgomery is of course entitled to his opinion but he does make a number of assertions that are wrong in fact and interpretation and which cannot pass

unchallenged. Judges are used to having their work criticized and disagreed with and all regard this as an occupational hazard but wilful distortions of their markings and comments serve no useful purpose. All judges wish to encourage competitors to higher efforts and all markings and comments are offered in the spirit of recognising quality and suggesting where improvements might be made to achieve better results. All judging is voluntary as is of course competing but by volunteering both judges and competitors accept that they are bound by the rules of the competition (in this case the competition rules of the CPSGB). We all like to win but there can be only one winner and all other entrants normally accept the result and hopefully improve next time.

Mr Montgomery's first assertion was that we should not have announced in open forum that the outstanding revenue display could not strictly be judged under the competition rules. This remark was unarguably true since the competition rules refer to 'postal material' and this can under no interpretation be stretched to mean 'revenues'. Mr Montgomery suggests that the judging team should have awarded the exhibit a 'special diploma', effectively placing it hors concours. We did discuss this option but our experience has been that competitors do not like this so we judged it according to the mark scheme provided for 'postal' entries which is in any case close to those for revenue entries in other competitions and it achieved a deserved excellent mark. Incidentally the competitor concerned expressed himself pleased with the result and thanked us for our comments. We used the critique to suggest that for a country with as important a field of revenue philately as Canada (probably the best-collected and studied

# Coming Winter 2010!



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revenue stamps in the world outside the USA and GB), that the Society should consider establishing a separate revenue class to avoid this problem in the future. This suggestion has been welcomed and arrangements are under way to set up such a class. In case readers of Mr Montgomery's letter may think that the judges somehow undervalued revenues we should add that we both are avid collectors of Canadian revenues and look forward to entering society competitions in the field once the class is established.

Mr Montgomery provides a red herring when he implies that our judging somehow imposed FIP judging regulations on the 'friendly' rules of the CPSGB. While one of us is indeed an FIP accredited judge who has served on the juries of international exhibitions in two continents and has acted as a team leader, most of the judging that we do is at local and specialist society, federation and national level, and in every case we follow the judging rules and marking schemes provided at those levels.

We would add that we enjoy judging at local and specialist society level most of all because it is there that one sees the most interesting and enjoyable exhibits.

We would further comment that Mr Montgomery appears to misunderstand how FIP judging rules work and what their structure requires from exhibitors. The general FIP rules (GREX in the jargon) set a context but every FIP international exhibit has its own set of rules, appropriate to what classes are being shown and these vary considerably. Furthermore, FIP does NOT simply require large multiple frame exhibits: in fact the fastest growing international class is the 16 sheet 'one frame' that is precisely the size of exhibit that the CPSGB requires and which Mr Montgomery lauds. In any case, discussion of FIP rules is irrelevant since the competition at Welwyn was judged

according to CPSGB rules.

Turning to Mr Montgomery's comments about the judging of his own entry; his exhibit contained first-class material, of considerable rarity, in finest-quality condition, well-explained and presented. He achieved high marks in all these categories. However, it was clear to the judging team that these sixteen sheets were extracted from a larger collection and there was no discernible narrative linking the sheets. This was a selection (of very good, very rare material) but in no way a coherent, complete entity, 16 page exhibit. Unfortunately for Mr Montgomery the CPSGB marking scheme obliges the judges to award marks for 'treatment'. To score highly in the category, there is a basic need for an Introduction and Plan and it is helpful to have a relevant title; all this to ensure that the judges get to know what the exhibitor is trying to present. In this case, none of these aspects were present so the treatment mark was reduced. Our point is that a 16 sheet exhibit is an exacting discipline and to obtain high marks, exhibitors should read the rules carefully and especially the balance between the marks. Marks cannot be awarded for what is not there.

Exhibitors should note that a strategy of selecting 16 of the best pages (more or less at random) from a larger collection is never likely to win a 1 frame competition either in the CPSGB competition or elsewhere.

Mr Montgomery's other criticisms of the judges' comments centre on our remark that there was no title page. He notes that the rules do not require one. Fair enough: but if there is one it does make it clearer what is being shown and this is an element of 'treatment'. Other competitors included one. He also objects to our suggestion that the inclusion of references is desirable saying that it might be construed as 'plagiarism'. One of us is a teacher at a major British university and would remark

if that excuse were tendered by a student for the lack of references in their work it would lead to an automatic fail. Plagiarism is *un-attributed* copying. He also disputes the assertion we made that covers look better if backed on coloured card. He can of course reject this advice but his grounds for doing so, that there is no such thing as acid-free (actually we said 'low acidity' or pH) card are pure nonsense. Archival standard materials are widely available from specialist providers like Sercol, who incidentally supply the British Museum, so his authority there is clearly not up to date or unaware of what his colleagues are doing.

The CPSGB is a friendly society and the competitions are meant to be fun. However, they are competitions and need to be judged fairly and we believe that is what we did according the CPSGB rules. Exhibiting is competitive and on the day the best exhibits won which is surely the right result. All the other exhibitors as well as CPSGB officers expressed their

appreciation of our efforts and received our critique with a good spirit and gratitude.

*and finally.....*

*A letter from a collector in Denmark who is seeking some help. Any replies to the Editor please and I will make sure they get back to Mr Rasmussen.*

**Leif Rasmussen**

## **DOG SLED MAIL**

Winter mail in Northern rural parts of Canada was often carried by dog teams in the past because there was no other possible way due to harsh winter conditions. I am very much interested in a cover carried this way. I know that there will probably not be any indication on the cover that it has actually been carried by dog teams but the fact that there was no other way is good enough for me if the routing of the mail is described. Can anyone in your society help me?

# **A SPECTACULAR BRITISH MAIL OFFICE COVER**

**Mike Street**

Readers of Maple Leaves may recall that on page 71 of the April 2009 issue I illustrated the second reported example of a rectangular BRITISH MAIL OFFICE / NIGHT SHIFT / TORONTO, ONT. cancellation.

During preparation of that article I knew of a third example of this mark but could not include it because I was still researching details of the cover, now shown in Figure 1. The British Mail Office postmark was added to this cover before it went into the mail stream because the NOV 14/1955 Toronto slogan machine cancel had missed the stamp. In addition to obvious charring at the top of

the envelope, the envelope carries the two line handstamp 'DAMAGED IN SHIP FIRE / AT SEATTLE' in bright red ink. (A clearer example of the British Mail Office mark, from the April article, is shown in Figure 2.)

I first spotted the cover in Figure 1 in Jeffrey Arndt's nicely done single frame exhibit on the 5¢ Wilding issue while judging the BNAPEX 2008 show in Halifax. Despite much Internet searching via Google, using terms like 'ship + fire + Seattle', 'Seattle 1955 fire', 'Seattle disaster' and the like, neither Jeff nor I had been able to find a single reference to any such event.

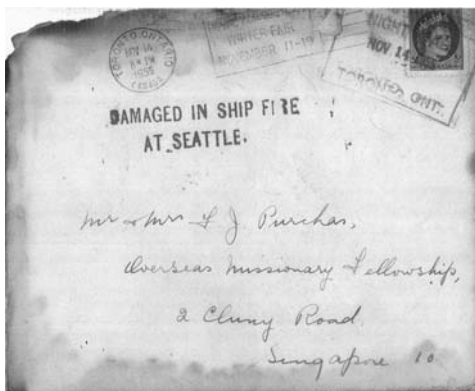


Fig 1. 1955 envelope mailed from Toronto to Malaysia damaged in ship fire at Seattle, USA



Fig 2. British Mail Office cancellation from previous article.

Last September, while enjoying a nice lunch and discussion at Judith and Bob Viney's home prior to the CPS convention in Welwyn Garden City, the conversation turned to the tremendous amount of information now readily available via the Internet. We all had examples of helpful items found online, and I mentioned this cover and its 'Seattle Ship Fire' handstamp as an example of how seldom a search turns up dry. Bob asked for the date on the cover, went away and returned with a copy of *Maritime Disaster Mail* opened to a page showing the exact handstamp we had been discussing! The text read:

*"The [6586 ton gross American Mail Lines] motor vessel MV Ocean Mail was in collision with the 7642 ton Arizona in the Columbia River [in Washington State, USA] on 22 November 1955, sustaining damage to the port side. While undergoing repair on 30 November a fire broke out in the mail room when an adjacent bulkhead was being welded. The fire was quickly extinguished and the vessel was able to resume its voyage to Penang, Malaysia on 1 December, but without the fire damaged mail."*

*"The Canadian mail damaged by the fire was returned to Vancouver, where the Post Office sorted it out and applied the "Damaged" cachets in red."* (1)

It pays to advertise! A subsequent Internet search for 'MV Ocean Mail' turned up the fact that a similar cover had been offered as lot 366 in the 6 December 2006 Spink Auction of the John Woolfe collection of Maritime Wreck Covers of the World. It is estimated that only 25-35 Seattle Ship Fire covers are known.

**Reference:** (1) Norman Hoggarth and Robyn Gwynn, *Maritime Disaster Mail*, 2003, published by the Stuart Rossiter Trust Fund. Hardcover, 362 pages, £37.50 + p&p. ISBN-10: 0953000443, ISBN-13: 978-0953000449. Available from the Stuart Rossiter Trust, c/o David Tett, PO Box 34 Wheathampstead, Hertfordshire AL4 8JY, United Kingdom or online at: [http://www.rossitertrust.com/book\\_order.shtml](http://www.rossitertrust.com/book_order.shtml)

**Acknowledgement:** My thanks to Jeffrey Arndt for the illustration of the cover and especially to Bob Viney for his help solving the mystery.

## BOOK REVIEWS

The following titles have all been published by BNAPS. In most cases they are available from the Handbooks Manager. If not, they are all available from Ian Kimmerly Stamps, 112 Sparks Street, Ottawa, ON K1P 5B6, Canada. Phone: (001) 613 235-9119.

Internet orders can be placed at [www.iankimmerly.com/books](http://www.iankimmerly.com/books)

When ordering from this source, the prices given are the retail prices in Canadian Dollars. BNAPS members receive a 40% discount from retail prices. Shipping is extra. Credit card orders (Visa, MasterCard) will be billed for exact amount of shipping plus \$2 per order. For payment by cheque or money order, add 10% in Canada, 15% to the US, 20% overseas (overpayments exceeding 25 cents will be refunded in mint postage stamps). GST is payable for Canadian orders. No Ontario Retail Sales Tax applies.

Please note that review copies of some of the volumes listed (colour editions) are in the Society Library. Please contact Mike Slamo if you wish to look before you buy.

**CANADIAN INTERRUPTED FLIGHT COVERS**, Richard K. Malott, 138 pages, 8.5 x 11. BNAPS Exhibit Series #56. ISBN: 978-1-897391-52-5 (Colour), 978-1-897391-53-2 (B&W). Published by the British North America Philatelic Society (BNAPS) 2009. Stock # B4h923.56.1 (Colour) - C\$105.00; B4h923.56 (Black & White) - C\$39.95

From the very beginning of manned flight, the ability of aircraft to carry mail faster than other methods of conveyance has been recognized and utilized. Inevitably, some of these airplanes, and the mail they were

carrying, did not reach their destination, or did not arrive intact. Over the last 30 years Richard K. (Dick) Malott has developed a postal history exhibit, 'Canadian Interrupted Flight Covers', of mail carried on planes within, to or from Canada, which crashed at some point during the flight. This exhibit is the subject of the newest book in the BNAPS exhibit series. Included in the collection, among many others, are examples of mail salvaged from interrupted flights at Moose Jaw, Saskatchewan, Toronto, Ontario, Tokyo, Japan and Prestwick, Scotland.

Dick Malott has specialized in Canadian aerophilately and was the moving force in the formation of the Canadian Aerophilatelic Society, serving for many years as its President. He has exhibited extensively at the national and international level winning numerous Gold and Large Vermeil medals for his air mail exhibits. Dick was the Coordinating Editor of The Air Mails of Canada and Newfoundland volume of the 1997 catalogue of the American Air Mail Society (AAMS).

Among other awards, in 2006 Dick's efforts on behalf of Canadian philately in general, and aerophilately in particular, were recognized when he was awarded a Lifetime Achievement Award by the members of the Order of the Beaver of the British North America Philatelic Society (BNAPS). He was elected to the American Air Mail Society's Aerophilatelic Hall of Fame in 1996.

Dick's 'Canadian Interrupted Flight Covers' exhibit, the subject of this book, first shown internationally at ITALIA '85, has progressed from Large Silver to Large



Vermeil awards at FIP exhibitions, including the most recent, China 2009. It also received a Gold and the Grand Award at ORAPEX 2006 in Ottawa.

The display includes a nice array of ephemera including photos and old newspaper articles recording the crashes which add a good deal of colour to the stories behind the philatelic material.

An excellent display and one which will be of interest to all who collect airmails.  
GS

**CATALOGUE OF CANADIAN RAILWAY CANCELLATIONS AND RELATED RAILWAY POSTMARKS INCLUDING SELECTED WATERWAY POSTMARKS**, 2009, Ross D. Gray. Spiral Bound, 336 pages, 8.5 x 11. ISBN: 978-1-897391-54-9. Published by the British North America Philatelic Society Ltd. (BNAPS). Stock # B4h041.1; \$67.75  
This long-awaited successor to Ludlow's catalogue of 1982 marks the beginning of a new phase in the fascinating world of Canadian Railway Philately, and is the result of a year of intense activity by Ross Gray, assisted by a small group of fellow enthusiasts, including the reviewer. Starting from Ludlow's catalogue and its twenty-two annexes, Gray has included all readily identifiable hammers for each listing. At first sight, Gray appears to have used a similar format to that adopted by Ludlow, but there are many substantial changes;-

Headings describe each route in full, thereby explaining the multitude of abbreviations;  
all listings have been renumbered, sub-listings appear in date rather than alphabetic order;

Clerk's Hammers appear at the end of each

main listing;

Postmark 'types' are simplified and significantly reduced in number;

Train Numbers and Direction Indicia are included in the main table;

Periods of use are quoted in YYYY/MM/DD format;

Rarity Factors are simplified to seven categories, 'A' (most common) to 'G' (rarest);

Cross references are given to Ludlow's listing numbers; and

Water routes are separated from, and follow, the railway routes.

All in all, this represents a major restructuring which some might find daunting initially but most will welcome, particularly with growing familiarity. Furthermore, the new format should make it easier to incorporate updates.

In view of an increasingly specialised interest in coastal, lake and river steamer hand-stamps and date-stamps, many of which were 'Purser' rather than 'Mail Officer' markings, the decision was taken to omit named-steamer markings from this catalogue. Separate volumes are currently being prepared which will give comprehensive data for West Coast and East Coast / Great Lakes / NWT steamer markings.

Gray's catalogue includes Waterway Routes, where the route is given, but not the steamer name. Regrettably however, the opportunity has not been taken to include the St. Lawrence /Lake Ontario Steamboat postmarks, circa 1845-1855. Postal officials served on mail contract

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Slogan Postal Markings 1912 – 53	D. Rosenblat	£ 6.00
Post Offices of New Brunswick	G. MacManus	£ 16.00
Canadian Revenues Volume 1 – Federal and Law	E. Zaluski	£ 9.50
Canadian Revenues Volume 7 B.C., Yukon, Federal Franks, Seals	E. Zaluski	£ 9.50
Catalogue of Railway Cancellations – supplement no. 2	L. Ludlow	£ 6.50
Strike, Courier and Local Post of QE II Era	E. Covert	£ 7.50
The Squared Circle Cancellations of Canada, 5th Edition	B.N.A.P.S.	£ 24.00
The Canadian Posted Letter Guide	C. Firby	£ 8.50

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vessels and, as such, were Canada's first TPO mail officers, preceding the Railway Post Office mail clerks by a decade. Hopefully this minor omission will be corrected in the Second Edition of this very welcome catalogue with its 300+ pages of clearly set-out listings.

Another task for the future is that of tabulating those listings where multiple

hammers are known but whose identification requires detailed chordal measurement. It is to be hoped that this catalogue will stimulate sufficient interest in RPO postmark hammer study to warrant that analysis being undertaken sooner rather than later.

Brian T Stalker. FCPS.

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## HOW I BEGAN COLLECTING BNA STAMPS (2)

**David Piercey**

In 1953, when I was thirteen and living in Baltimore, Maryland, my best friend showed me the stamp collection that he had just begun, and I asked my aunt, who had begun her collection in the 1930s, to show me how to follow in her footsteps with a USA collection. A year or two later our family spent a summer holiday in Ontario and Quebec. We stopped at a post office in Ontario for stamps for our postcards, and my aunt suggested that I ask one of the clerks for stamps to begin a collection of Canadian stamps.

That gentleman was perhaps the kindest I have ever met. He sold me examples of all the commemorative stamps he had on hand, and then broke up sheets of definitives to give me a corner block of each of the low values. Then he gave me his name and address so that I could order more from him. I remember that the first words of his address were 'Stamp Wicket,' a term I had never heard before.

Later I added all the new issues to my Canadian collection, and eventually I opened an account with the National Philatelic Centre. Four times each year I still receive a packet from them. I expanded a bit after perhaps ten years: for many years I had a standing order for Rosecraft first day covers, until the business was closed. Perhaps ten years ago I decided to pick an older specialty, and chose the 1897 Diamond Jubilee issue. Today I add advertising covers and other interesting uses to my Jubilees. For several years I had a similar cover collection of the Map issue of 1898, but I recently decided to narrow my focus and have disposed of the Maps.

I do not exhibit, but I enjoy looking at newly acquired Jubilee covers from colleagues in Canada, the United States, and, yes, the auctions of the CPS of GB!

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## HAVE YOU TRIED TO ENROL A NEW MEMBER RECENTLY?

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## SOCIETY NEWS

### FROM THE PRESIDENT

#### Convention 2010:-

Barring unforeseen events, the draft programme for our 64th Annual Convention in the Chatsworth Hotel, Eastbourne will look as follows:-

#### Wednesday 28th April:-

- |      |   |
|------|---|
| 1500 | Delegates arrival, registration, tea/coffee etc   |
| 1700 | Executive Committee Meeting   |
| 1800 | Dinner  |
| 2000 | Display by John Wright on Money Letters<br>Partners 'Get together' in the lounge/bar area |
| 2200 | Auction lots available for viewing and Study Group Meetings                               |

#### Thursday 29th April:-

- |      |  |
|------|--|
| 0730 | Breakfast (to 0930 for late risers)  |
| 0900 | Presidents display of the Stamps and Postal History of St. Pierre and Miquelon 1892 – 1945 with break for Coffee/ Tea at around 1030hrs. |
| 1200 | Optional light lunch   |
| 1300 | Coach outing to Sheffield Park for Gardens or Bluebell Railway, return circa 1700hrs   |
| 1800 | Dinner   |
| 2000 | Partners – programme t.b.a.<br>Display – t.b.a.  |
| 2200 | Auction lots available for viewing and Study Group Meetings  |

#### Friday 30th April:-

- |             |  |
|-------------|--|
| 0730 – 0930 | Breakfast  |
| 0845        | Fellows Meeting  |
| 0900        | Committee Meeting  |
| 1000        | Coffee/ tea  |
| 1015        | Members 16 sheets displays   |
| 1200        | Optional light lunch   |
| 1300        | Coach outing to Battle, return circa 1715hrs   |
| 1800        | Dinner   |
| 2000        | Partners – programme t.b.a.<br>Display by Hugh Johnson of Pre-stamp Postal History and Maritime Mail |
| 2200        | Auction lots available for viewing and Study Group Meetings  |

**Saturday 1st May:-**

0730 – 0930	Breakfast
0900	Annual General Meeting
1000	Coffee/ tea
1030	Competition Entries and Judging critique
1200	Society Auction (with suitable 1 hour break for lunch)
1900	Sherry Reception
1930	Banquet

**Sunday 2nd May:-**

Fond farewells after breakfast.

Please ensure your booking forms are with me by 28th February latest to qualify for the group rates. (The booking form was enclosed with the last issue of Maple Leaves but if you have lost yours it can be downloaded from the Society website or you can contact me or the Editor for a replacement). Note that you can book online at [www.chatsworth-hotel.com](http://www.chatsworth-hotel.com). Note that the hotel rates will apply for extended stays for those of you wishing to combine a visit to Convention with the various stamp exhibitions taking place in London the following week. The hotel have asked that members pay a deposit of £25 per person on booking, however, they have confirmed that this is only required from UK members. If booking on-line, the hotel will contact you by phone to take card details for the deposit.

Sue and I look forward to welcoming you to Eastbourne.

**Mike Slamo**

**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 Chatsworth Hotel, Eastbourne on Saturday 1st May 2010, commencing at 0900hrs. In accordance with Rule 18, nominations are sought for the President, Vice Presidents, Secretary and Treasurer. Nominations and any proposed amendments to the Rules, should be sent to the Secretary before 15th January 2010.

**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 service in the advancement of the interests of the Society.

Nominations are sought for submission to the Fellowship sub-committee in accordance with Fellowship Rule 2. Such nominations must be on a prescribed form, which is available from the Secretary, and must be submitted to the Secretary by 1st March 2010.



We hold three major auctions per year, with an abundance of Canada, Provinces, British Commonwealth and Foreign, from classic singles and sets, to country collections and large estate lots.



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## **Founders Trophy**

This trophy, awarded only to members of the Society, is awarded by the Judging Committee for work considered by them to be the best subject of ORIGINAL or INTENSIVE RESEARCH in any branch of British North American Philately.

A nomination for the award, which must be proposed and seconded, may be submitted in writing to the Secretary by 1st March 2010.

**PLEASE NOTE THAT THE CUT OFF DATES ARE MUCH EARLIER THAN USUAL BECAUSE OF THE EARLIER DATE FOR CONVENTION.**

**John Wright**

### **FROM THE TREASURER**

This issue of Maple Leaves contains the Annual Accounts for the period up to 30 September 2009. Following on from the practice started in 2008 we are now presenting here consolidated accounts in sterling only. (All Canadian transactions have been converted to £ at the exchange rate applying on 30th September). This provides members with a clearer picture of overall income and expenditure in a world where virtually all of our expenses are in the UK but a large part of our income is in Canada and the US.

I would like to thank the outgoing Treasurer, John Hillson, for his help in preparing these accounts and in the job handover generally and also for leaving the Society finances in such good health.

**Karen Searle**

### **FROM THE COVERMART MANAGER**

The Covermart is a service to all members to buy Canadian covers at a modest price or to sell unwanted covers to other members. A fee of 10% is deducted from the price of each cover sold for the benefit of Society funds.

Covers for sale are held by the Covermart Manager with a Reference Number and on receiving an enquiry computer scans in colour can be supplied either by postal mail or by e mail complete with details and price which usually ranges from £2 to £10 per cover.

The condition of the covers is usually fair to good and sometimes pristine but full details are always supplied with each cover image.

For the Covermart to function properly it is essential for interested members to send details of their collecting interests to the Covermart Manager so that they can be notified as to what is available and of fresh covers when they occur. Please include your full address, telephone number and e mail address if you have one.

Adding covers to your collection will enhance its value and depth.

Examples of some of the covers available can be seen on the Society website.

**Covermant Manager**  
**Richard Hirst**  
 (contact address on inside back cover)  
 Tel 01550 777856  
 e mail rhirstmag@aol.com

## **LONDON GROUP**

The programme of meetings for early 2010 is as follows:-

January 18th – Display by Tony Hoad – Newfoundland

February 15th – King Edward VII material

March 15th – Chairman's evening

April 19th – Display by Iain Stevenson – Canadian Pacific Railway

May 17th – AGM and Beaver Cup. New Acquisitions from Convention and Festival of Stamps.

All members are requested to bring along a few sheets to each meeting.

Meetings of the group are held on the third Monday of each month from October through to May. The venue in all cases is 31 Barley Hills, Bishop's Stortford, Essex CM23 4DS and meetings commence at 6.30PM.

For confirmation of meetings or for any further information contact Dave Armitage on 01279 503625 or 07985 96144.

**Dave Armitage.**

## **Canadian Philatelic Society of Great Britain**

Annual subscription, due on 1 October 2009, £16.00\*, payable to the Society,  
 To: Graham Searle, Subscription Manager, 11 Riverside, Banchory, AB31 6PS.  
 The dollar equivalents are \$36CAN or \$33US, both for airmail delivery.

\*If your subscriptions are still due an 'X' will be on the mailing slip of this issue.

It would help the Society considerably if Canadian and US members pay in \$CAN/US via Mike Street as we are liable to a bank handling charge of £6. Please make your cheques payable to the Society.  
 Mike's address is 73 Hatton Drive, Ancaster, Ontario, Canada L9G 2H5.

Members who have not paid the 2009/10 subscription by the end of February 2010 will be removed from the *Maple Leaves* circulation list.

## SCOTLAND AND NORTH OF ENGLAND GROUP

Ten local members plus one spouse and a guest appearance by Ted Nixon from Canada made for a full house at the groups recent meeting in Moffat.

With both Ted and John Hillson present we had both authors of the recent book on the Small Queens in the room so it was no surprise that the displays started with some 1 cent and 3 cent Small Queens and some Fancy cancels on this issue. The two authors even sold a couple of signed copies of the book as early Xmas presents!

The other members gave us a nice mixture of old and new with displays on the Mammals definitive issue of 1988 – 1992 showing the many perfs, printings and papers; QV Postcards 1871 – 1896; Registered Covers to the UK from 1862 to 1896; the Canadian Forts issue of 1983 (including some extensive history of the forts); Registered Letter Stamps and covers (including not one but two 8 cent covers); 1859 issue 5 cent and 10 cent covers and proofs and a selection of 1999 – 2001 issues.

The next time is booked for Saturday 10th April 2010, at the Buccleugh Arms Hotel, Moffat. All members are welcome.

**Graham Searle.**

---

## FORTHCOMING EVENTS

### 2010

**January 18 CPSGB London Group meeting**

**February 15 CPSGB London Group Meeting**

February 24 – 27 Stampex, Islington, London

**March 15 CPSGB London Group meeting**

April 9 – 12 Antverpia 2010

**April 10 Scotland and North of England Group meeting, Moffat**

April 16 – 17 Scottish Congress, Perth

**April 19 CPSGB London Group meeting**

**April 30 – May 3 CPSGB Convention, Chatsworth Hotel, Eastbourne**

May 1 – 2 ORAPEX 2010 (National Level Exhibition), RA Centre, Ottawa

May 5 – 6 Philatex Extra, London

May 6 -7 RPSL Exhibition

May 8 – 15 London 2010 Festival of Stamps

**May 17 CPSGB London Group Meeting**

May 21 – 23 North East Philatelic weekend, Washington

July 22 – 25 Philatelic Congress of Great Britain, Kenilworth

Sept 2 – 5 BNAPEX 2010, Victoria, B.C.

Sept 15 – 18 Stampex, Islington, London

Oct 1 – 10 Portugal 2010, Lisbon

Oct 27 – 31 Jo'burg 2010, Johannesburg, South Africa

### 2011

Apr 30 – May 1 ORAPEX 2011 (National Level Exhibition), RA Centre, Ottawa

May 6 – 7 ABPS National Exhibition, Sheffield

**Sept 28 – Oct 1 CPSGB Convention, Ambassadeur Hotel, Jersey**

# **CONSOLIDATED INCOME AND EXPENDITURE ACCOUNT TO YEAR ENDED 30 SEPTEMBER 2009**

£

## **INCOME**

Subscriptions	5709.65
Maple Leaves Advertising Revenue	1414.98
Bank Interest	271.39
Handbook and ties surplus	39.15
CPSGB publication surplus - SQ	9.18
CPSGB publication surplus - ML Index	9.00
Exchange packet and Covermart surplus	8.77
Auction surplus - 2008 Perth Convention	1080.97
Auction surplus - 2009 postal auction	377.23
Perth Convention net surplus	116.95

## **TOTAL INCOME**

9037.27

## **EXPENDITURE**

Maple Leaves printing and distribution	7318.37
Administration expenses	229.76
ABPS fee	190.00
Insurance	105.00
Printing and stationery	183.52
Publicity	57.50
Miscellaneous (incl bank charges)	86.95
Website running costs	57.58
Donation of ML Index	15.50
Deposit for Welwyn Convention	500.00
Surplus/ (deficit) for year	293.09

## **TOTAL EXPENDITURE**

9037.27

## **Notes:-**

Canadian funds have been converted to sterling at C\$1.72 = £1



# **CONSOLIDATED BALANCE SHEET FOR YEAR ENDING 30 SEPTEMBER 2009**

£

## **ASSETS**

Cash balances: Cater Allen Bank	18274.96	
Royal Bank of Scotland	2302.79	
Royal Bank of Canada	2493.42	
Sub-total cash		23071.17
Investments at cost:		
General Fund New Star Fixed Interest Unit Trust	2000.00	
General Fund New Star High Yield Bond Unit Trust	1000.00	
Interest bearing one year Canadian bank bond	8139.53	
Sub-total investments at cost		11139.53
Stocks of books and ties etc:-		
Handbooks stock	306.25	
Society publications stock - Small Queens Revisited	366.66	
Society publications stock - Maple Leaves Index	230.00	
Society ties stock	82.72	
Sub - total		985.63
Library books as valued		4400.69
Welwyn auction catalogues prepaid (suspense a/c)		298.44
<b>TOTAL ASSETS</b>		<b>39895.46</b>

## **LIABILITIES**

General fund balance at 30/9/08	25411.32	
Sterling deficit 2008/9	-2724.70	
General fund balance at 30/9/09		22686.62
Canadian fund balance at 30/9/08	6549.04	
Exchange rate gain over 2008/9	1066.12	
Surplus 2008/9	3017.79	
Canadian fund balance at as 30/9/09		10632.95
Library fund		4497.89
Subscriptions prepaid in sterling		748.00
Welwyn auction receipts (suspense a/c)		1330.00
<b>TOTAL LIABILITIES</b>		<b>39895.46</b>

### **Notes:**

For 2009, Canadian funds have been converted to Sterling at the rate of C\$1.72 = £1  
 In 2008, Canadian funds were converted to Sterling at the rate of C\$2 =£1.  
 This difference gives rise to an exchange rate gain (expressed in Sterling) at 30/9/09.

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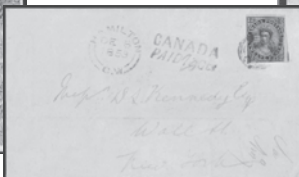
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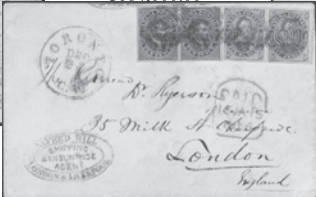


REALIZED \$172,500.00

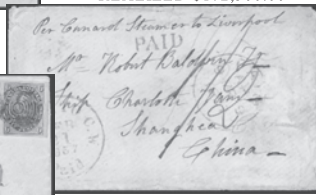


REALIZED \$51,750.00

REALIZED  
\$184,000.00



REALIZED \$86,250.00



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