



Maple Leaves

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

**ISSN
0951-5283**

April 2010

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MAPLE LEAVES

Journal of

THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

INCORPORATED 1946

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

Published four times a year by the Canadian Philatelic Society of Great Britain

Annual Subscription £18.00 – Due 1 October

Vol. 31 No. 6

April 2010

Whole No. 316

EDITORIAL

This issue of *Maple Leaves* is reaching you slightly earlier than usual so that we can mail out the Auction Catalogue for the Convention Auction on 1st May in good time for members to submit their bids. With well over 1000 lots to read through there is hopefully something of interest for everyone. As usual, Colin Lewis is on hand to provide more information or scans on any lots of particular interest. We will be back on our normal schedule for the July issue of *Maple Leaves*.

My apologies to any members who had been waiting for the arrival of the PAYPAL facility on the Society website to pay their annual subscriptions for 2009/10. Various delays and a general lack of competence on the part of your Editor and Subscriptions Manager have contributed to this taking far longer than originally expected and it is clear that we will not have the facility in place in time for the current season. Thus, if you have not paid your 2009/10 dues yet please do so by

the normal method promptly to avoid being removed for non-payment. We will be exercising slightly more leeway in this respect than normal. Thanks to some recent help from member Charles Livermore, I am more confident the PAYPAL facility will be in place for the coming 2010/11 season. I hope to have more information in the next issue of *Maple Leaves*.

It is still not too late to book your place at the Society Convention in Eastbourne. The event takes place from Wednesday 28th April to Saturday 1st May although it is not compulsory to attend the full event, you can pop in and out as required. The Convention provides an excellent aperitif for the major London stamp shows the following week and the venue of Eastbourne allows for easy access into London for day trips by rail or road. President, Mike Slamo, can provide full details of the event and venue; a final programme for the Convention is included here on page 301.

The Society is looking for some help with updating and modifying our Website. We do have a webmaster but he has limited time to devote to the task and we could do with some additional assistance in this area so that we can make more use of the website as a growing resource for members. If you have some IT experience and some time to spare please contact the Secretary or the Editor either of whom will be able to provide some more details of the tasks involved.

The Vincent Graves Greene Foundation (see advert on page 256) have asked me to

tell members that anyone wishing to purchase one of their books can now make payments using PAYPAL. Just visit their website at www.greenefoundation.ca and follow the links.

Finally I must report the death of another of our past- Presidents who appear to be becoming something of an endangered species. Members will be saddened to hear of the death of Frank Laycock in January 2010. An obituary appears elsewhere in this issue along with the promised obituary for Alan Salmon.

WANTED:-

For future Maple Leaves article..... Registered Admiral period cover showing 11 cents rate (most obvious example is a triple rate domestic registered cover from the 1912 -1915 period pre War Tax). Author is willing to purchase or alternatively receive scan of such cover. Full credits will be given in the article. If you can help, please contact the Editor.

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Dr Alan Salmon F.C.P.S. 1923-2009

Dr Alan Salmon, a Fellow, Past President and ex-Treasurer of the Society, died unexpectedly at the age of 86 in Spring 2009. The Society has lost another stalwart who supported it in many ways over many years and we, as members, have lost a warm-hearted kind friend whose generous smile brightened every gathering.

Alan's education was interrupted while he trained as a pilot in New Brunswick and served as a RAF Coastal Command pilot in World War II, often flying with a mixed crew of Canadians and British. After cessation of hostilities Alan returned to university to complete a PhD in Physics following which he held senior posts, including directorships, in research, engineering and management. He authored numerous papers on physics, nuclear physics and engineering.

In the world of philately, Alan's main interests were Canada's North West Territories and stamps depicting those who had most strongly influenced Canada's development. His series of thirty six articles on 'The People on the Stamps' which appeared in 'Maple Leaves' between October 1989 and April 1998 demonstrated his flair for telling a good story, based on extensive research. That series was published in book form under the title 'Pioneers of Canada, The People on Her Stamps' by The Unitrade Press in 1998. More recently Alan prepared two volumes on Pioneers of America and he was a regular speaker on both subjects at Probus meetings.

Alan joined the Society in 1972 and served as Treasurer from late 1990 to mid 1996; he became President in October 1992 and hosted a most enjoyable Convention in Chester in 1993. In 1998 he was appointed a Fellow.



Both Alan and Nan were regular attendees at Convention and we will miss him. It was our privilege to share the company of a charming, eloquent, gentle-man.

Our belated but sincere condolences go to Nan and their family.

Brian T Stalker

Frank Laycock, M.C. 1932 – 2010

Frank Laycock died on 8th January 2010, aged 78. He was a dedicated supporter of the Canadian Philatelic Society and had been President in 1996/97. His Convention in Harrogate in September 1997 was an enormous success.

Frank had formed major collections of the Canada Small Queens and 1859 issues which were subsequently sold in separate sales at Robson Lowe. He also formed Gold Medal collections of the Falkland Islands and Malaya.

He was awarded the Military Cross in 1951 for gallant service in Malaya. He leaves his wife, Pat, a son and two daughters to whom we extend our condolences.



Judith Viney

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STREET CANCELS 1886 - 1918 (PART 7)

Graham Searle

Introduction

This is the seventh in a series of articles that will attempt to list and illustrate the "Street" cancels used in Canada between 1886 and 1918. This part continues the story of the Street cancels from Montreal.



Fig 182. St. Catherine Street West;
1896 style of c.d.s. cancel



Fig 184. St. Catherine Street West;
1913 style of c.d.s. cancel



Fig 183. St. Catherine Street West;
L.C.D. cancel



Fig 185. St. Catherine Street West;
roller cancel



Dorchester Street:-

This supposed post office is a real problem child. It is listed as a Street Office of Montreal in a number of early references and checklists (8, 11, 12, 18, 22). I suspect all of these references derive from a single source as they all show the same record of a c.d.s. cancel dated 15th July 1892.

Suffice to say that there is no official record of any such post office ever existing (1, 4) and I can find no confirmation of the cancel in proof books or elsewhere. It is possible that this office did open in 1892 and remained open for only a few months (thereby failing to appear in any of the Post Office Year Books) but it also possible that the cancel was misread (Dorchester Station, Ontario is a possible though quite how this would be connected to Montreal is unclear).

Needless to say, if one of our members is in possession of the above mentioned c.d.s. cancel and can confirm the existence of the office, a scan of the item would be much appreciated.

THE INITIAL GROWTH YEARS 1895 – 1900:-

In this period the postal network in Montreal grew rapidly and a large number of branch and sub post offices opened of which a further 14 carry Street names. The first two of these, St. Lawrence Street and Notre Dame Street West opened in 1895.

St. Lawrence Street and Prince Arthur Street:-

I have lumped these two offices together as, once again, they are one and the same. This branch office opened at 50 Prince Arthur Street East (on the corner of Boulevard St. Laurent) on 1st August 1895. It was

renamed Prince Arthur Street a little under a year later on 1st July 1896. It remained in operation through most of our period, being renamed again as Montreal Sub no 98 in October 1915. The first and only postmaster of the St. Lawrence Street incarnation was Chas Stroud who also returned in 1897 to run the renamed Prince Arthur Street office for a short while. As Prince Arthur Street, the office got through five postmasters by the end of 1903 before Daniel Furlong came into office and remained until 1912.

I have seen only one cancel from the St. Lawrence Street period. This is a full circle c.d.s with 24mm dater. It can be found with both AM, PM and timed indicia. It is shown in fig 186. It would appear that the AM and PM indicia were in use first and that sometime in early April 1896, the indicia was changed to specific timings. Hollingsworth (8) suggested that this change over took place between the 1st and the 8th April 1896 making the timed indicia type quite scarce.



Fig 186. St. Lawrence Street c.d.s cancel



Fig 187 Prince Arthur Street c.d.s. cancels

A similar c.d.s cancel is found from the Prince Arthur Street period (see fig 187) although this has a slightly larger dater (25mm) and I have only seen this one with timed indicia. I have only seen this cancel used in the 1896 – 1898 period which suggests that a later cancel may well exist.

I also have a record of a roller cancel from Prince Arthur Street used in the 1897-1898 period (25) but have never seen this cancel myself. If anyone has a copy please send in a scan so we can illustrate it in a future article.

Notre Dame Street West:-

This important branch office was first opened on 1st May 1895 and was located at 1190 Notre Dame Street West. It remained in operation until October 1905 when it was closed. The first postmaster was a W. Robertson who remained in office until 1899.

This branch office is best known for an amazing array of Fancy Cancels produced between 1895 and 1897. Lacelle (23) lists no fewer than eight types and there may well be many more. Indeed, if it were not for the fact that Dave Lacelle's book was first published in 2000 it would be tempting to believe that Mr Robertson had taken a sneak preview and copied one of each main chapter type in producing his fancy cancels. Quite why this office needed so many is unclear; it may be that the postmaster simply had an artistic bent. Figs 188 – 196 show these fancy cancel types at least one of which was used as part of a duplex cancel.

Fig 197 shows another fancy cancel that is often attributed to Notre Dame Street West, indeed a cover is known from this office. The cancel is, however, regarded by experts as a rather poor fake (23). Fig 198 shows another fancy cancel which, I believe, may also be from Notre Dame Street West. This



Fig 188. Notre Dame Street West fancy cancel – Lacelle type 1241



Fig 191. Notre Dame Street West fancy cancel – Lacelle type 1381

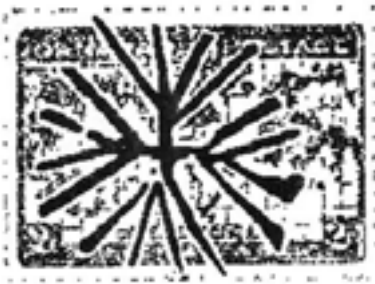


Fig 189. Notre Dame Street West fancy cancel – Lacelle type 1250



Fig 192. Notre Dame Street West fancy cancel – Lacelle type 1390. This type was specially designed for use with the Jubilee issue of stamps and, if correctly applied, would cancel the stamp without defacing the portraits of the Queen (courtesy of Joe Smith.)



Fig 190. Notre Dame Street West fancy cancel – Lacelle type 1367

'diamond J' cancel is only ever found used on Diamond Jubilee stamps and has also spawned some rather poor imitations one of which is shown in fig 199.

In addition to the fancy types, Notre Dame Street West used a number of other postmarks.

There are two types of c.d.s cancel to look out for. The first has a 23mm dater and a simple numeric indicia (showing 16, 18, 19 etc). This type was used from the opening of the office until early 1896 and an example is shown in fig 200. Around April 1896, this first type was replaced by another c.d.s. cancel with a larger, 24.5mm,



Fig 193. Notre Dame Street West fancy cancel – Lacelle type 1403. This type was used in several post offices over a wide time period.



Fig 197. Fake fancy cancel known on cover from Notre Dame Street West – Lacelle type D638 (courtesy of Joe Smith)



Fig 194. Notre Dame Street West fancy cancel – Lacelle type 1462.



Fig 198. Fancy cancel believed to be from Notre Dame Street West, Lacelle type 508 (courtesy of Joe Smith)



Fig 195. Notre Dame Street West fancy cancel – Lacelle type 1470. Opinions differ over whether this was used as a duplex cancel but it is listed in the Duplex Handbook as type DPQ-706A.



Fig 199. A rather poor fake of the cancel in fig 198 (courtesy of Joe Smith)

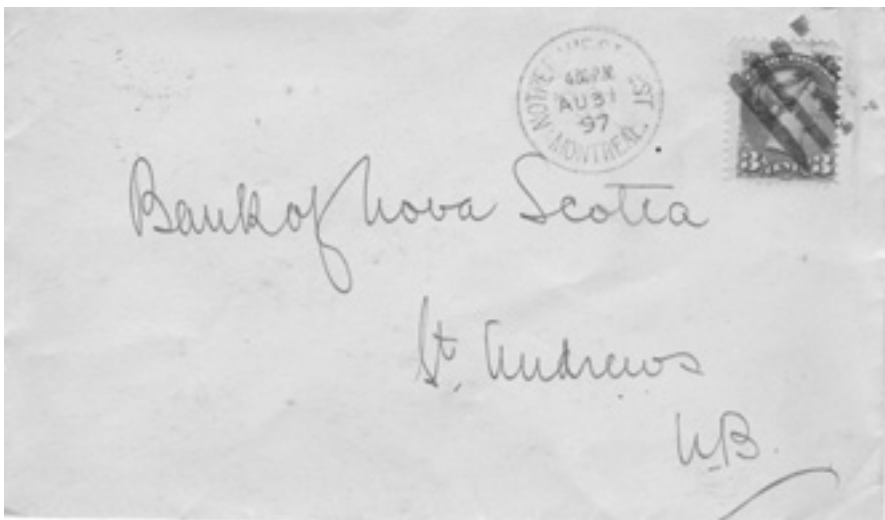


Fig 196. Notre Dame Street West – another fancy cancel type not listed by Lacelle. I have seen two copies of this on cover, both dated in August 1897.



Fig 200. Notre Dame Street West; early type of c.d.s. cancel

dater and indicia which read 4.30PM etc. An example of this second type, which remained in use at least until 1899, is shown in fig 201. One thing to watch out for is that the second, larger, type shows an indicia of simply '12' for midday making confusion with the first type a distinct possibility. Of these two types, I have

found the smaller, earlier, type to be more elusive and given its short period of use it is certainly one worth looking out for.

There is also a squared circle postmark to be found from this office – the only one from a Montreal street office. This cancel is elusive and missing from many squared circle collections and it sports a rather bizarre set of indicia being reported with 8, 12, 15, 16, 18, 19 and 39. The first six of these are doubtless hours of the day but the last one is anybody's guess! An example of this cancel is shown in fig 202 with indicia 19. Examples of this squared circle cancel can be found dated from mid 1895 to mid 1898.

Hollingsworth (8) also reports a roller cancel from this office used on the Numeral issue. I do not have a picture of this cancel to show you so if any member has a copy, a scan would be most welcome.



Fig 201. Notre Dame Street West; 1896 style of c.d.s. cancel

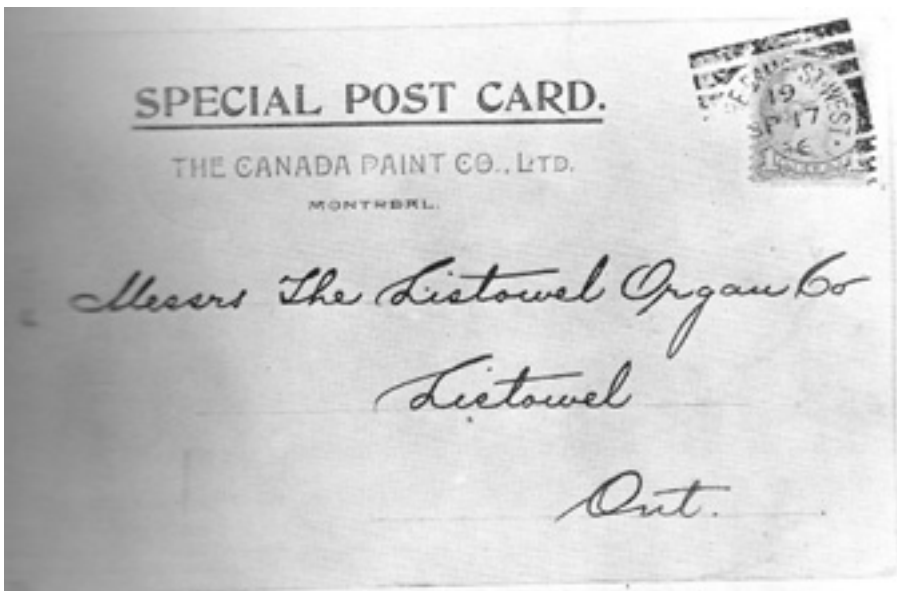


Fig 202. Notre Dame Street West squared circle cancel

From late 1899, Notre Dame Street West used a duplex cancel. This type has a 23mm dater and a 9 bar circular killer. It is known used from December 1899 until May 1902 and shows timed indicia. The latest reported dated copy is illustrated in fig 203.

Interestingly, no cancel type has been reported for this office after mid 1902. Logic suggests that one must exist or that the last use of the duplex cancel must be much later than recorded (6).

1896 turned out to be boom year for Street post offices in Montreal with no fewer than eight opening in addition to the two re-namings already mentioned above. A further three Street offices opened in 1898 – 1899.

Boulevard St. Denis:-

This office has a complicated story (17). It was originally opened on 1st January 1896 as an independent office, later to be annexed by the City of Montreal. The cancel shown in fig 204 provides some

clues to this as it shows the designation of region at the bottom of the postmark as QUE rather than Montreal. It was a non-accounting office, as evidenced by the broken circle hammer. The office was located roughly five miles northwest of Montreal centre in the eastern half of Montreal Island, in the electoral riding of Laval. The postmaster was M. Morin.

Soon after the establishment of this office, the village of Villeray was incorporated into the area. From 1st August 1897, postmaster Morin's office was renamed Villeray and a second post office under the name Boulevard St. Denis was opened elsewhere in the area shortly thereafter. This second office was in the electoral riding of Maisonneuve under the stewardship of postmaster Mathias Gibeault. It became a sub post office of Montreal in 1899 and by 1910 was located at 350 Beaubien Street.

Given the date of the cancel in fig 204 it is clearly from the second Boulevard St. Denis office. We don't know if this cancel was also used at the earlier office but it may

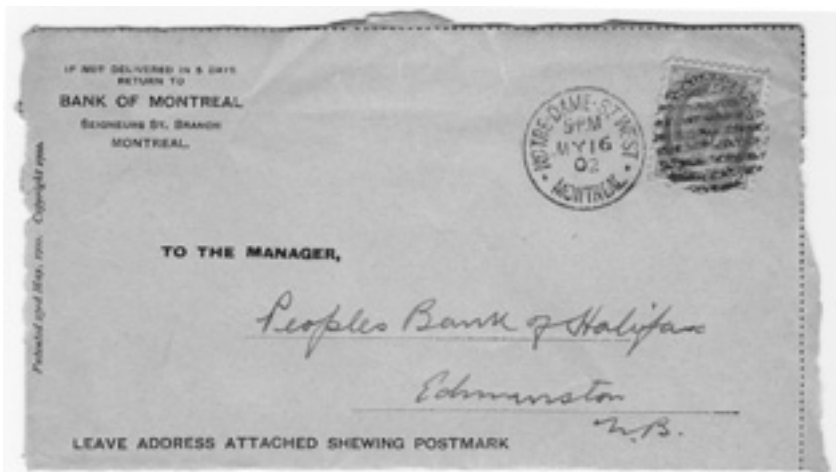


Fig 203. Notre Dame Street West duplex cancel (courtesy of Stephane Cloutier)



Fig 204. Boulevard St. Denis broken circle cancel (courtesy of Joe Smith)

well have been. There is no record of when the Boulevard St. Denis office closed.

Finally, note that this office should not be confused with St. Denis Street, Montreal (see below).

Chaboillez Square:-

This office was opened in June 1896 and was located at 456 Notre Dame Street West. It remained in operation until April

1918. The first postmaster was a Henry Hedge who lasted only a few months before being replaced by Dr. J. Leduc who remained in office until his death in 1907 only to be succeeded by his son Dr. T. Leduc who held the post until the office closed.

I believe that this office used three different cancels during its life. The first is a split ring c.d.s. cancel shown in fig 205. This is one of the commonest of all Street cancels. It has a 21mm dater and the indicia is blank on all copies I have seen. It is known used from the opening of the office until late 1901. Hollingsworth (8) listed a second type of cancel from this office with a 23mm dater with dates of use from 1899 to 1909. I have never seen a copy of this second cancel. Maybe one of our members can oblige?

The second cancel was probably used up to 1913 as in this year a third c.d.s cancel was proofed. This type is shown in fig 206. It

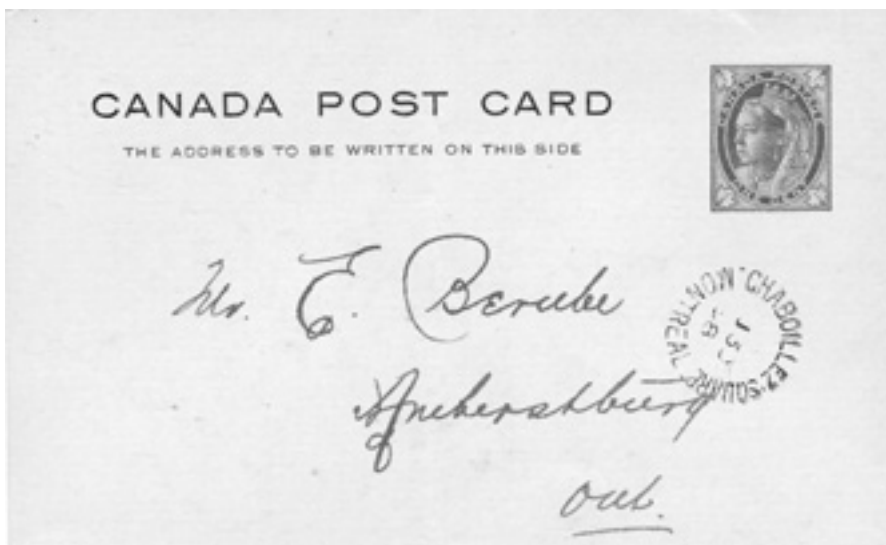


Fig 205. Chaboillez Square split ring c.d.s.cancel



*Fig 206. Chaboillez Square;
1913 style c.d.s.cancel*

has a 22mm dater and comes with both AM and PM indicia. It would appear to have been used until the office closed in 1918.

Cherrier Street and St. Louis Square:-

This is another Street post office that changed its name. The original office opened as Cherrier Street in February 1896, based at 549 St. Denis Street. In June 1902 the name was changed to St. Louis Square. It is unclear when or if the office closed but the proof books show cancels from St. Louis Square well into the 1930's. In its life as Cherrier Street, the first postmaster was D.J. Ouimet who held office until 1900.

Two cancels are found from the Cherrier Street office. The first is a split ring c.d.s. cancel with 21mm dater. This type was used for a short period when the office was opened in early 1896 and is scarce. I don't have a scan of this cancel so if any member has a copy I would be grateful for the scan to show in future issues. The second type is more common and is a full circle c.d.s. with 24mm dater shown in fig 207. Early examples of this type, in 1896, show timed indicia but from early 1897 it is found with the indicia blank. The latest date I have seen for this cancel is 1899 but I assume it was in use until the name change in 1902.

I have only seen one cancel from St. Louis Square in the period prior to 1918. This is a full circle c.d.s cancel with 23mm dater and either AM or PM indicia, shown in fig 208. This cancel was proofed in 1917 so at least one earlier type – most probably a split ring c.d.s. cancel must exist.

Care should be taken not to confuse this office with Cote St. Louis an independent post office in the area which became a sub-office of Montreal around 1918. Partial strikes of postmarks from these two offices can be easily confused.

Mount Royal Avenue:-

This office, which was located at 308 Mount Royal Avenue, opened in June 1896 and remained in operation until December 1912. This was one of those offices that got through a large number of postmasters – a total of seven in 16 years – all of whom resigned. Maybe this office had some difficult customers?

I am only aware of two cancels from this office. The first is a split ring c.d.s. cancel with a 21mm dater shown in fig 209. The indicia is always blank. I have only seen records of this cancel used up to 1899 so it is possible that a later type exists.



*Fig 208 St. Louis Square
full circle c.d.s.cancel*



Fig 207. Cherrier Street full circle c.d.s. cancel

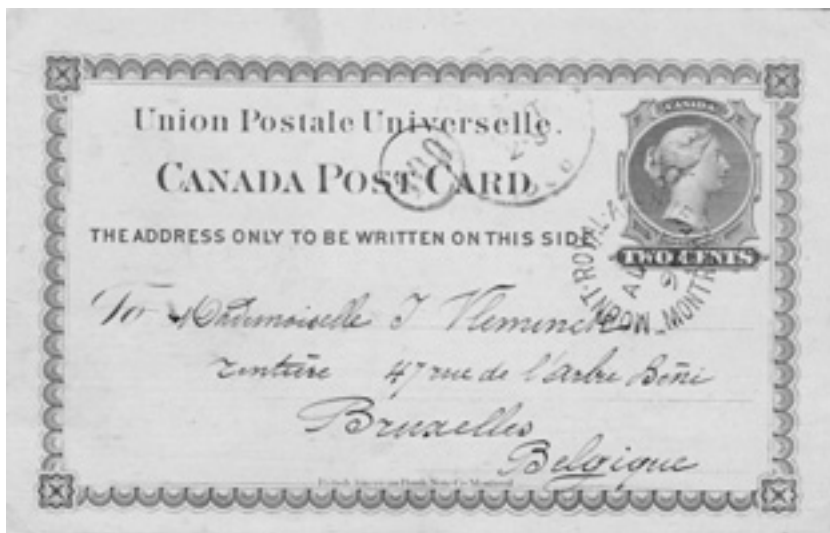


Fig 209. Mount Royal Avenue split ring c.d.s. cancel



Fig 210. Mount Royal Avenue
full circle c.d.s.cancel

The second cancel was proofed in 1912 and is a full circle c.d.s. type with 22mm dater and AM or PM indicia. This cancel is shown in fig 210.

Peel Street:-

This office opened in June 1896 and remained open only until 1905. It was located at 321 Peel Street. Only one postmaster served here; a N.E. Hamilton who acted from opening to closing.

I am aware of only one cancel from this small office. This is a full circle c.d.s. cancel with 25mm dater shown in fig 211. My copies all have blank indicia but Hollingsworth (8) reports timed indicia as well. The latest reported date for this cancel is 1900 so it is possible that a second type exists.

St. Denis Street:-

This office was located at 212 Cartier Street East when it opened in June 1896. By 1912 its' street address was 282 Ste Catherine Street. Records (1) show that there was a relocation of this office in 1900. The office remained in operation with this name until 1929 when it became Montreal Sub no. 4. It was, however, closed for a period from October 1905 to June



Fig 211. Peel Street c.d.s.cancel

1907. The first postmaster was L.R. Baridon who remained in office until the change of location in 1900. Thereafter half a dozen postmasters held the position in our period and it would appear that the post office had some difficulty in staffing this office. The two year closure in 1905 - 1907 was caused by lack of a postmaster.

Several postmarks can be found from this office. The first, and most common, is a split ring c.d.s. cancel with 21mm dater and blank indicia shown in fig 212. This cancel appears to have been used up to mid 1899. Thereafter, Hollingsworth (8) reports a full circle c.d.s. cancel with 23mm dater used in the period 1899 - 1901. I have never seen a copy of this cancel and would welcome a scan if any of our members own one. It is possible that the latest use of this second type may be much later than reported as a third c.d.s. cancel was proofed in 1913. This late type has a 23mm dater and shows either AM or PM indicia. It is shown in fig 213. It is also possible that the second type of c.d.s. cancel above may be partial strikes of a duplex cancel which was in use from late 1899 to around 1901. This type has a 22mm dater and a 9 bar killer. No picture is to hand of this duplex type so, again, I would be grateful for a scan if anyone has a copy.



Fig 212. *St. Denis Street split ring c.d.s.cancel*



Fig 213. *St. Denis Street; 1913 style c.d.s.cancel*



Fig 214. *St. Denis Street roller cancel*

A roller cancel can also be found from St. Denis Street. This type is shown in fig 214 and dates from the 1898 period.

St. Lawrence Street Centre:-

This office opened in June 1896. A few weeks later, the St. Lawrence Street office was renamed Prince Arthur Street (see above) presumably to avoid confusion. The initial location of the St. Lawrence Street Centre office is unclear but from 1904 to 1915 it was located at 473 Boulevard St. Laurent. (For the avoidance of confusion and for those members who do not speak French, Boulevard St. Laurent and St. Lawrence Street are one and the same).

St. Lawrence Street Centre remained in operation for a very long time; not closing until 1952 although it was closed for a brief time in 1918 – 1919. For most of our period, this office had a postmistress. The first was a Mrs Ulric Brosseau which held the position until 1904. She was replaced by Mrs Josephine Brosseau (a daughter in law?) who remained in post until 1915.

In our time period, I am aware of three cancels used from this office. The first type is a split ring c.d.s. cancel with a 21mm dater and blank indicia. This type is known used at least up to 1903 but was probably in use much longer. It is shown in fig 215. Contemporary with the split ring cancel is a roller cancel shown in fig 216. Fig 217 shows an interesting example of these two cancels used together on a cover to France sent in January 1901.

A later full circle c.d.s. cancel, proofed in 1913 is shown in fig 218. This type has a 23mm dater and is found with both AM and PM indicia.

Some care should be exercised with the



Fig 215. St. Lawrence Street Centre split ring c.d.s.cancel

early split ring cancel from this office. Many years ago, the well known collectors Fred Jarrett and Walter Bayley were in the habit of creating fakes of philatelic items not, it must be stressed, with any malice in mind but rather to try and test the others knowledge and entertain their local stamp club. (I have a very nice fake of the St Lawrence Seaway invert created by Jarrett in my collection). Now, Walter Bayley owned the hammers for St Lawrence St Centre and another Montreal sub-office called Mile End and amongst the Jarrett/Bayley fakes are a few spectacular covers with cancels from these two Montreal offices. At the time these items were well known and several have certificates showing them to be fabrications. Over the years, however, several of these items have found their way onto the philatelic market and their provenance has become lost in the mists of time so *caveat emptor* applies if you see a 'too good to be true' cover with the St. Lawrence Street Centre cancel. The

stamps will be genuine as will the cancels but the cover will never have passed through the mails.



Fig 216. St. Lawrence Street Centre roller cancel

TO BE CONTINUED

Figures 217 and 218 will appear in the next part along with a full set of references.

PRE - UPU CANADA'S THREE 5 CENT PREFERRED RATES

George B. Arfken and William S. Pawluk

In the 1870's Canada had three 5 cent preferred rates. Table 1 lists the three preferred rates and gives the period for which each was in effect.

Table 1. The 5 cent Preferred Rates of the 1870s

To	Started	Ended
United Kingdom	1st Oct 1875	31st July 1878
Newfoundland	1st Jan 1877	1st Jan 1879
Germany	1st Apr 1877	31st July 1878

On 1st August 1878 Canada adhered to the UPU rate schedule and the preferred rates to the U.K. and Germany became the 5¢ UPU rate. Newfoundland joined the UPU on 1st January 1879. The 5¢ rate to Newfoundland continued beyond 1st January 1879 as a bilateral (non UPU) rate.

1. 5 cents per ½ oz. to the U.K.

Department Order No. 15, 1 September 1875 announced:

It has been arranged that the postage rate on letters passing between Canada and the United Kingdom shall from and after 1st October, 1875 be an uniform rate of 2 pence halfpenny sterling, equal to five cents Canadian currency, per half ounce, by whatever route sent or received whether

by Canadian Packet direct, or by closed mails via the United States.

This new 5 cent rate was a preferred rate, a special arrangement between Canada and the U.K. The postal rates from Britain to the other British colonies continued at 6d (Bermuda) or higher (Jamaica 1/0) [1]. The background for this preferred rate goes back some 13 years for proposals and negotiations for regulations for handling international mails. These efforts culminated in the 1874 Conference at Berne and the resulting Treaty of Berne establishing a Postal Union. This treaty encouraged an international letter postage of 5¢ per ½ oz. (or per 15 grams). Further details will be found in Canada's Small Queen Era [2].

The Berne conference was attended by the major nations of the world. Being a colony Canada was not invited. Britain's attempts to have Canada admitted were blocked by France and Spain with their concern over voting rights. Britain responded to this by granting Canada a 5¢ rate for letter mail to Britain, the same as the 5¢ Postal Union rate.

Department Order No. 15 also promised:

A five cent postage stamp for the convenience of the public in prepaying the five cent rate on letters addressed to the United Kingdom after 1st October is being prepared and will be issued as soon as ready.

The printers were probably notified of the need for a 5¢ stamp somewhat before 1st September 1875 but engraving a new die, getting the design approved, making a



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transfer wheel, laying down a plate, printing the stamps, gumming, perforating and distributing the stamps would take a few months. 1st October was an impossible deadline for a new 5¢ Small Queen. But there was an alternative. Seven years earlier in 1868 a die for a 5¢ Large Queen had been engraved. A plate had been laid down but corrosion probably made the plate unusable. From this 1868 die and transfer roll, a new plate was made. The 5¢ Large Queens were ready in late September. Canada's Postage Stamps of the Small Queen Era [3] shows a mourning cover dated 28th September 1875 franked with a 5¢ Large Queen and a 3¢ Small Queen paying the 8¢ Cunard rate to the U.K.

An over ½ ounce cover with two 5¢ Large Queens paying double the 5¢ preferred rate is shown in Figure 1. The writer was George Brown, one of the Fathers of

Confederation and Editor of the Toronto Globe. He was writing to his wife who was visiting her mother in Scotland.

Canada's printers (the British American Bank Note Co.) probably began work on a 5 cent Small Queen even before Department Order No. 15. Engraving the die, laying down the plate, etc. took about six months. The earliest known 5 cent Small Queen cover, shown in Figure 2, is dated 22nd February 1876.

The Figure 2 cover's posting date, Feb. 22, 1876, was a Tuesday. The Too Late marking meant that the cover missed the train to New York for the Cunard steamer sailing on Wednesday, 23rd February. In the absence of a Liverpool transit stamp, it appears that the cover was held for the Allan packet Peruvian that sailed from Portland on Sunday, 27th February.



Figure 1. A double 5¢ Large Queen preferred rate cover to Scotland. Posted in Toronto, November 22, 1875, and addressed to Edinburgh, Scotland. Edinburgh DE 4 75 b/s. The cover was sent to New York and carried by the Cunard Bothnia that sailed on Nov. 24. Courtesy of Firby Auctions, Arfken collection.

We have focused on the 5¢ Large Queen and the 5¢ Small Queen because they were issued so that Canadians could pay the new 5¢ rate with a single stamp. Of course, the 5¢ rate could be paid by any combination of other stamps adding up to 5¢. and the two 5¢ stamps could be used to pay or help pay any postal charge.

Registration.

All preferred rate covers could be registered. We look at registration here because there was a drastic reduction in the registry fee during the preferred rate period. Since 1st February 1866, the registry fee had been 8¢. When registered letter stamps were issued in late 1875, the blue 8¢ RLS was required to pay this fee on registered letters to the U.K. The earliest example of an 8¢ RLS on a letter to the U.K. is 2nd March 1876. Figure 3 shows a registered mourning cover with the preferred rate postage paid with a 5¢ Small Queen and the registry fee paid with an 8¢ RLS.

The registry fee on letters to the U.K. had been reduced to 5¢ but when did this 5¢ rate start? The available Canadian postal documents did not specify the exact date. Allan Steinhart realized that the starting date for Canadian letters to the U.K. would have been the same date as for British letters to Canada. He went to British postal literature and came up with the date [4]. The Canadian registry fee was reduced to 5¢ on 1st January 1878. The fee was to be paid with the green 5¢ RLS.

For the seven month period, 1st January 1878 – 31st July 1878, a cover to the U.K. would pay the preferred rate and could be registered with a 5¢ RLS. Only two examples of a preferred rate cover to the U.K. registered with a 5¢ RLS have been reported. Both of them are shown in Canada's Registered Mail [5, 300]. Figure 4 shows one of these rare

covers. The horizontal and vertical blue crayon lines are British markings calling attention to the registration.

2. 5 cents per ½ oz. to Newfoundland.

Department Order No. 20, 12 December, 1876, ended with the brief statement:

From 1st January 1877, the rate of letter postage from Canada to Newfoundland will be 5 cents per ½ oz., prepayment by stamp compulsory.

Neither Canada nor Newfoundland were in the UPU at this time. While the rate was equal in amount to the UPU rate, the conditions were different. Under UPU regulations letters could be sent completely unpaid. Here, prepayment by stamp was compulsory.

Negotiations for this rate had an unusual start. On 29th August 1876, Newfoundland Postmaster General Delaney issued a Notice that the rate on letters to Canada (and to the U.S.) was reduced to 5¢ per ½ oz. effective immediately. Canada probably received the announcement and negotiations over the details followed. The brief statement in Department Order No. 20 was Canada's response.

Canadian covers to Newfoundland during the 1870s are at least scarce regardless of the period and the rate paid. Covers illustrating this 5¢ preferred rate for the two-year period 1877 through 1878 are among the rarest of Small Queen covers. A preferred rate cover to Harbor Grace, Nfld. is illustrated in Figure 5. The authors believe that this is the only Canadian 5¢ preferred rate cover to Newfoundland.

As a preferred rate, this rate lasted until Newfoundland joined the UPU on 1st January 1879. With both countries in the UPU, the element of preference was gone.

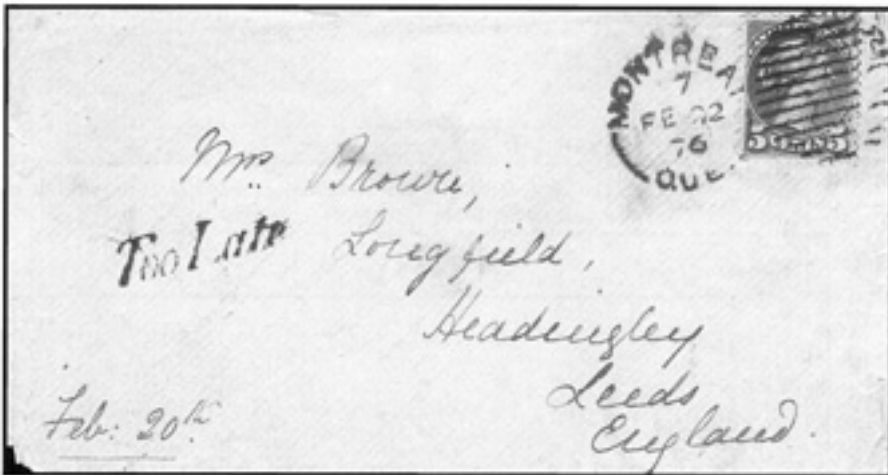


Figure 2. The earliest reported 5¢ Small Queen preferred rate cover. Posted in Montreal, February 22, 1876, and addressed to Leeds, England. Carried by the Allan Peruvian out of Portland Feb. 27. Courtesy of Canada's Postage Stamps of the Small Queen Era [3].



Figure 3. An 8¢ registered 5¢ preferred rate mourning cover. The cover was mailed in London, C.W., January 6, 1877, and addressed to Dublin, Ireland. Sent to Hamilton, Ont., where it was placed in a closed bag for Dublin. JA 21 77 Dublin b/s. The cover was sent to New York for the Cunard steamer. Courtesy of Lee Auctions, Harrison collection.



Figure 4. A 5¢ RLS registered preferred rate cover. Posted in Toronto, May 1, 1878, and addressed to Edinburgh, Scotland. MY 15 78 b/s. The cover was carried by the Allan Polynesian out of Halifax May 4. Courtesy of Lee Auctions, Harrison collection.

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The 5¢ rate did continue until 30th June 1893 as a bilateral (non UPU) rate between Canada and Newfoundland.

3. 5 cents per ½ oz. to Germany.

The announcement of a 5¢ per ½ oz. rate for letters to Germany came in Department Order No. 21, of 31st March 1877 effective the next day, 1st April 1877. The preferred rates to the U.K. and to Newfoundland can be understood in terms of Britain's desire to have Canada admitted to the Postal Union and to the proximity of Newfoundland. So how did Germany get into this? We don't know but can guess that Britain had a major role in arranging this preferred rate.

Two other points in Department Order No. 21 are worth noting. Firstly, mails to

Germany could go via Allan Line packets or via the Hamburg-American Line steamers sailing from New York every Thursday. Secondly, totally unpaid letters could be forwarded but would be charged at double rate collect. There are questions here also. A letter going on an Allan Line packet would have to go through England for either a Hamburg-American steamer or a British packet to Germany. A letter going via New York for a Hamburg-American steamer would have to cross the U.S. How were transit fees arranged? Again we don't know but we can guess that they were handled under Postal Union rules even though these preferred rate letters were not Postal Union mail.

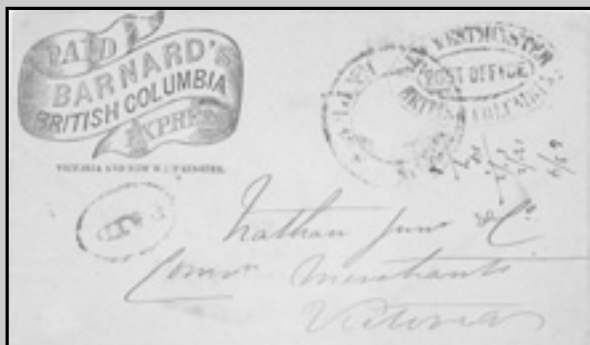
An example of this 5¢ preferred rate is shown in Figure 6. The cover, from



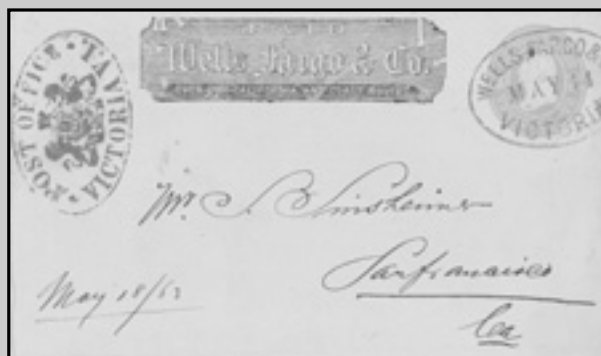
Figure 5. A possibly unique 5¢ preferred rate cover to Newfoundland. Mailed in Halifax, April 12, 1877 to Harbor Grace, Nfld. St. John's, Nfld. transit AP 15 77 b/s.



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Figure 6. Posted in Montreal, February 8, 1878, and addressed to Klingenthal, Saxony, Germany. There is a Klin(genthal) 21 II 78 b/s. The cover was carried by the Allan Sarmatian out of Halifax Feb. 10. Courtesy of Firby Auctions, Arfken collection.

Montreal, 8th February 1878, is franked with two 5¢ Small Queens paying for up to 1 oz. The date falls within the April 1877 - July 1878 period and identifies the cover as a preferred rate cover. The cover is probably not unique but it is rare.

The authors thank J. Edward Nixon for permission to use the cover shown on p.137 of reference [3] for our Figure 2.

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[3] *Canada's Postage Stamps of the Small Queen Era., 1870 - 1897*, John Hillson and J. Edward Nixon, Vincent Graves Greene Philatelic Reference Foundation, 2008.

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[5] *Canada's Registered Mail, 1802 - 1909*, Horace W. Harrison, George B. Arfken, Harry W. Lussey, Collectors Club of Chicago, 2002.

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The following article appeared as part of a larger article in the April 2002 issue of the British Columbia Postal History Research Group Newsletter and is reproduced here with their kind permission. The author is a retired R.P.O. mail clerk.

'TRAVELLING POST OFFICES IN THE OKANAGAN VALLEY'

R.F. Marriage

Nature was not kind to southern British Columbia in pre-historic times. When the Cordilleran ice sheet retreated ten or twelve thousand years ago, it left the topography of the country pretty much as it is now, except for vegetation cover. The glaciers had gouged deep, narrow, valleys, most of them aligned roughly north and south. It is not on record how inconvenient the aboriginal people found this to be but old trails indicate they did cope with the problem. But when the impatient Europeans took over this part of the country and wanted to travel and trade east and west, the difficulties became obvious. High divides (passes), snowbound for much of the year, required long detours, often of hundreds of miles. This problem was further aggravated in Canada, when the Oregon Treaty of 1846 fixed the boundary on the 49th parallel, although it was a few years before people on either side of the line paid much attention to it.

However, nature had provided some convenient routes of travel and trade which would cater to local and regional business for over half a century. The retreating glaciers had filled the valleys with water and while the steep shorelines made railway and wagon road construction difficult, steamboats provided a free right-of-way needing no maintenance except at landing points. Many ports of call did not even require a wharf. Shallow draft vessels simply nosed on to a beach to discharge

and load freight and passengers. Only the occasional severe winter caused any trouble. Deep water cools very slowly and thick ice seldom formed before the end of January.

Soon after the completion of the Shuswap & Okanagan Railway in 1892, the growth of settlement and business in the Okanagan Valley warranted use of a postal car to make up the mail for local exchange on the railway line and for despatch south via steamer on Okanagan Lake. (see fig 1)

In 1894, R.P.O. service was established between Sicamous and Okanagan Landing. At that time, the term 'M.C.' (Mail Clerk) was still in use to designate such an office. The earliest cancel type from this route is shown in fig 2. It was used between 1894 and 1901.

In 1901, a new dater was issued reading 'Okanagan Landing & Sicamous R.P.O.'. As a matter of passing interest, the engines and other equipment on the S. & O. Railway were always lettered 'Canadian Pacific'. The parent company made a lease agreement in 1915 for 999 years with the S. & O. the signing secretary being the same for both companies. The 1901 dater was the first of a series used through to 1935. These are shown in fig 3 below.

Mail service on Okanagan Lake appears to have started with the establishment of an

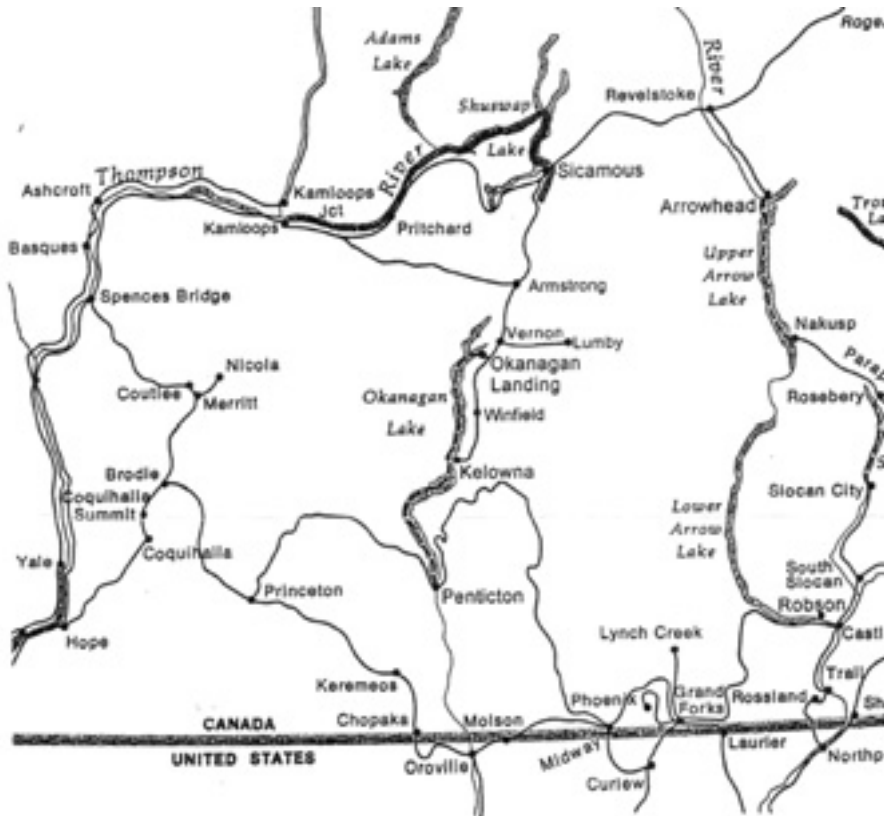


Fig 1. Map of the area

RPO mail service on the Steamer 'Aberdeen' in about 1901. Prior to that, Way Mail on the interior lakes had been carried by ships captains as a courtesy to the early settlers. Only one cover with the STEAMER ABERDEEN postal marking (fig 4) has been reported, dated 25th June 1901. A second example of the mark is known on stamp dated 8th July 1902. The CPR Steamer 'Aberdeen' served on Okanagan Lake from 1893 to 1916. Fig 5 shows a picture of the Steamer 'Aberdeen' taken in 1916 at the Pentiction wharf just prior to the vessel being scrapped. The



Fig 2. Earliest type of S.O. Railway dater proofed in 1894

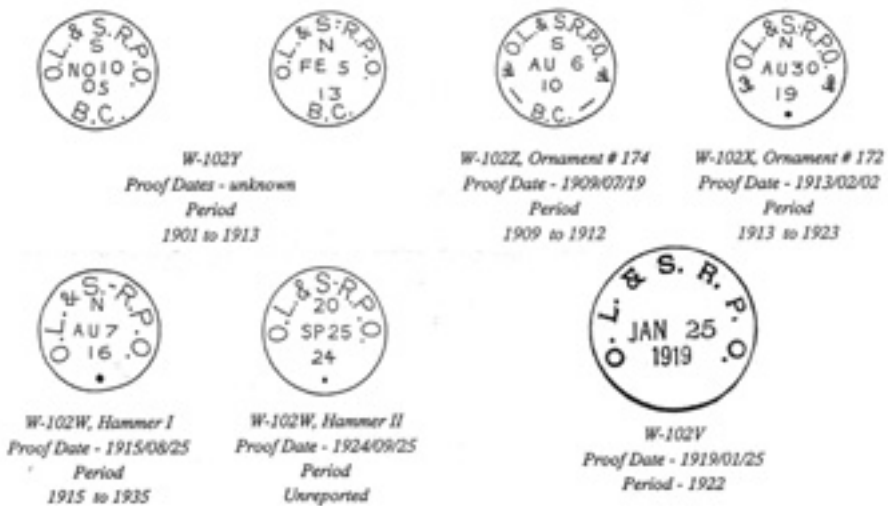


Fig 3. Range of Okanagan Landing & Sicamous R.P.O. cancels used in the period 1901 to 1935.

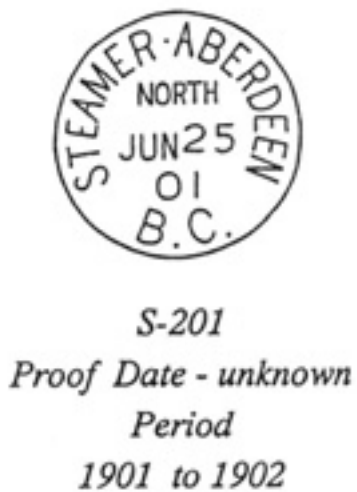


Fig 4. Steamer Aberdeen dater from 1901

recently constructed Incola Hotel can be seen at back right and the buildings on the left are the Kettle Valley offices and station building.

In 1907, the steamer 'Okanagan' was added to the CPR fleet serving Okanagan Lake and on 20th April 1909 a rubber hammer was proofed reading 'PEN. & OK. LDG. R.P.O. / Str. Okanagan' (see fig 6). This dater was used for about a year. In June 1911, the first of a series of 'PEN. & O.L. - R.P.O.' daters were introduced (see below) and the daters bearing the ships names were withdrawn.

Early in the 20th century, it was obvious that the closed mail service on the lake steamers was inadequate and Ottawa was urged to supply a R.P.O. type service. In 1911, the 'Aberdeen' and the 'Okanagan'



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Fig 5. The steamer 'Aberdeen' at Penticton wharf in 1916



Fig 6. Steamer Okanagan dater from 1909

were fitted with mail rooms on their freight decks. The deckhands continued to exchange mails with side service couriers at each landing, as was done at railway stations. Although it was a water service, the route was designated Penticton & Okanagan Landing R.P.O. Plans of the third steamship 'Sicamous', launched in 1914, included a proper mail room. The combined operation of the trains and boats, with resorting of mails en route, offered a quality of service which has never been equalled. The highways of the day, although crude, forced the C.P.R. to withdraw the 'Sicamous' from service in 1934 as she was incurring a loss of \$14000 monthly; a large sum in the 1930's and the use of the mail steamers ceased.

A range of daters, all carrying the 'PEN. & O.L. - R.P.O.' title, were used on this service between 1911 and 1934. Some of these are shown in fig 7. A number of hammers exist for some types and those interested should refer to the standard R.P.O. texts (4). Fig 8 shows contemporary use of two of the cancels on a 1931 cover to

the USA. One of these cancels carries the name of the mail clerk, J.Z. Johnson and this would have been his private handstamp. Johnson came to British Columbia from the Moose Jaw postal district. One day in December 1934, he was taken sick going south. A doctor was called to the wharf at Kelowna and wanted to put him in the hospital there but he begged to be allowed to get home to Penticton. Captain Weeks helped him work the way offices and tie out the dispatches and he made it home. He died in the Penticton hospital a few days after.

The Canadian Pacific Railway which already held running rights on the C.N.R., from Vernon to Kelowna, extended its mixed passenger run to Kelowna in January 1935 and the new Kelowna & Sicamous R.P.O. was established. D. Chapman Company held a contract to carry closed mails beyond Kelowna to Penticton and they also served the intermediate offices.

In the 1940's, the Kelowna and Sicamous



W-106a, Ornament # 176
Proof Date - 1911/06/29
Period
1912 to 1915



W-106b, Ornament # 178
Proof Date - 1911/06/29
Period
1916 to 1918

Fig 7. Range of Penticton and Okanagan Landing R.P.O. cancels used between 1912 and 1934.

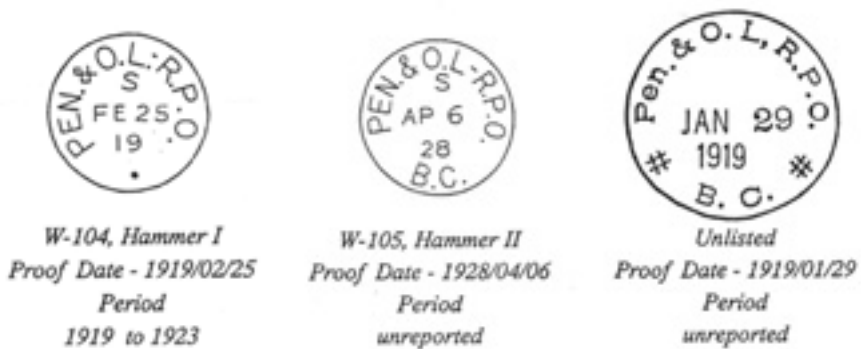


Fig 7. Range of Penticton and Okanagan Landing R.P.O. cancels used between 1912 and 1934.



Fig 8. June 1931 cover to the United States showing two different PEN & O.L. R.P.O. cancels



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R.P.O. was augmented by a baggage car service on the C.N.R. from Kamloops to Armstrong, Vernon, Winfield and Kelowna, southbound only.

Finally, in 1954, the Post Office cancelled its contracts with the railways and established highway services between Kamloops and Okanagan Valley points, hauling closed mails. The writer was employed on the trains 707 and 708 on the last day the mail car operated – 30th September 1954.

A range of daters from the period of the

Kelowna and Sicamous R.P.O. are shown in fig 9. Again, a number of other hammers exist. Fig 10 shows a cover from the last year of operation of the R.P.O. in 1954.

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3. 'Why a Century of Sternwheel Boats' by Captain O.L. Estabrooks, 1998
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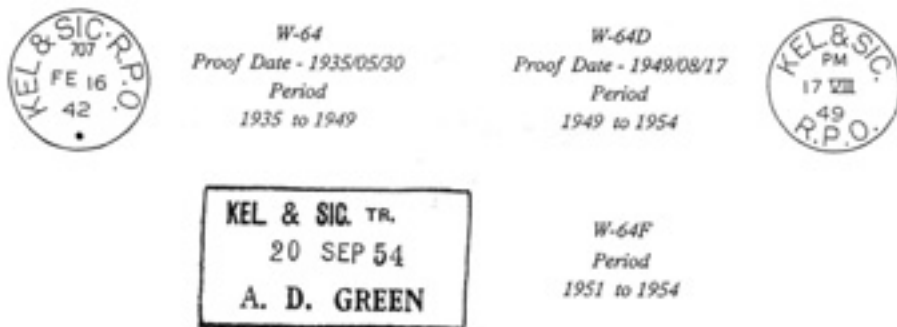


Fig 9. Range of Kelowna and Sicamous R.P.O. cancels used between 1935 and 1954

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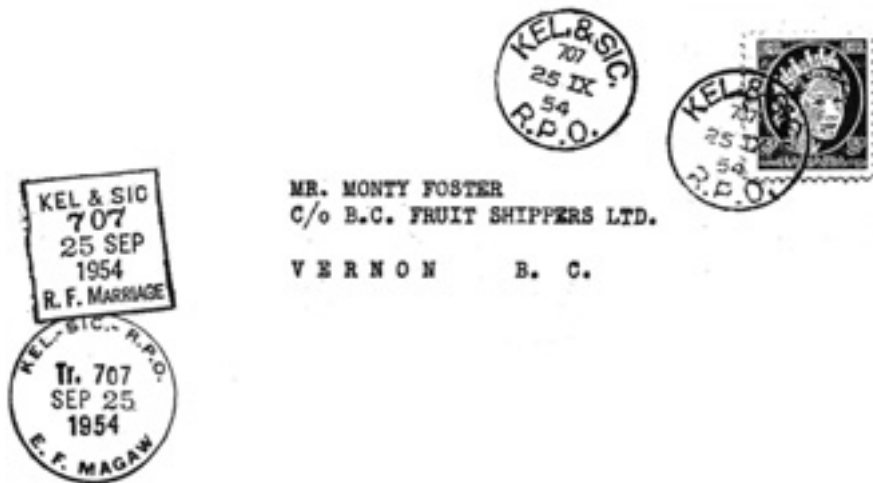


Fig 10. Cover carried in the last week of operation of the KEL & SIC railway in September 1954

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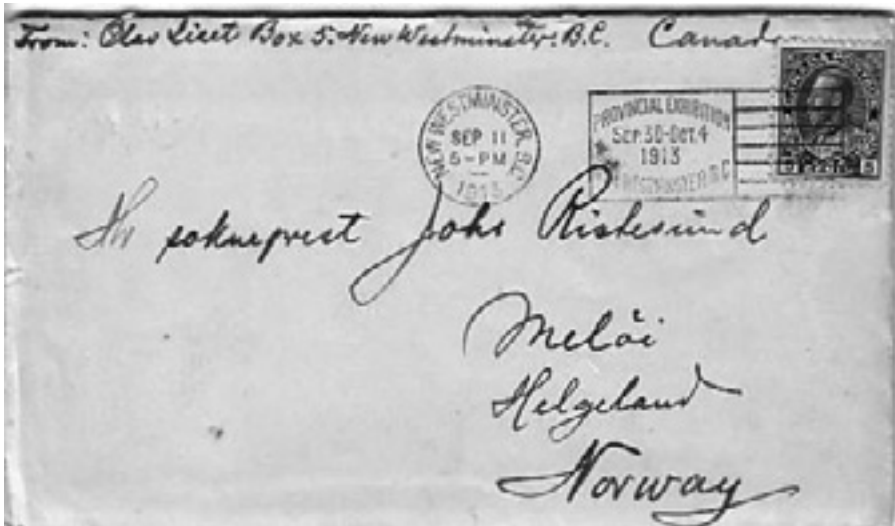
HOW I BEGAN COLLECTING BNA STAMPS (3)

Malcolm Newton

Although I have been collecting stamps since the age of 8 or 9 (I still have the original whole world SG album taped together) and then with a particular interest in Canada in my 20's due to the superb printing of KGVI and early QE, it was a lot later that my interest turned to postal slogans. As secretary of our local philatelic society, one receives queries from overseas about Jersey stamps and also from a few islanders. It was a local telephone call one day some 20 or more years ago, that a certain lady wished to know if anyone would be interested in some stamps of Canada which her husband had not sorted. I took up the challenge and found to my surprise that these stamps were not only kept in the garden shed, but that most were 'housed' in the Annual Accounts books issued to shareholder's by publicly quoted firms and were beginning to form a thin layer of mildew! There were thousands of 4

by 2 slogan cut-outs with much duplication and 1960's town postmarks of, in particular Saskatchewan, collected by a deceased member of the CPSGB who along with a number of other members, were virtually the pioneering group to study and publish their findings in *Maple Leaves* over a number of years commencing in 1956.

It took a long time to dry out the material thoroughly and with the aid of a light pencil eraser, to remove the mildew. Many were damaged beyond saving, but this accumulation formed the basis of my collection for many years until I narrowed down this aspect of postal history to the classic period of 1912 to 1919 on entires together with 'Flag' cancellations whenever they are obtainable. Over the years, I have been fortunate to acquire several collections which have given me substance to my earlier cut-outs.



Over the years, my wife Ann and I have visited some interesting parts of the world and of course, one always seeks out the local stamp shop in the city which we are visiting. On the occasion when we were in Stavanger, Norway some years ago, Ann was inspecting a box of covers alongside me, accumulating a small pile of items for my inspection, which gets thinned out and most discarded. However, there was an extremely clean cover together with it's contents written in Norwegian, dated September 1913 and bearing a 5c blue Admiral with the slogan 'Provincial Exhibition, Sep. 30-Oct. 4 1913 New Westminster B.C.' (SG 205b, Coultts P-770). We asked the proprietor who was deeply in conversation with several of his

townsfolk, for a price and without looking at the cover, said NKR10. At the time this equated to £1 and after we were outside, I told Ann that she had found a little gem. A few years later, I had the contents translated and a lovely story emerges about the writer wishing an old friend to become the priest in Helgeland, Norway, rather than someone from a big city and that when he returns from Canada, he hopes that his wish will be fulfilled. A scan of the cover is shown above.

Little did I realise all those years ago when I joined our society and despite not being able to get to conventions, that there are a lot of like minded collectors out there who later become good friends.

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LETTERS TO (AND FROM) THE EDITOR

Graham Searle

1967 CENTENNIAL POSTMARKS

I wonder if one of our members can help me with a query on the first date of use of the 1967 Centennial Postmarks. Robin Harris, in his excellent book on the Centennial Definitives, quotes a date of 8th February

1967 for their introduction but he goes on to illustrate a copy of the Victoria B.C. cancel dated 2nd February. I have seen an even earlier use of this cancel on 1st February.

My earliest example of one of these Centennial postmarks is a Toronto cancel dated 20th January 1967 (see fig 1) but does anyone know when they were first used?



Fig 1.

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BOOK REVIEWS

The following three titles have 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.

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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.

STAMP PERFORATIONS WITH PARTICULAR EMPHASIS ON CANADIAN STAMPS, Richard A. Johnson, 100 pages, 8.5 × 11, spiral bound. ISBN: 978-1-897391-48-8 Published by the British North America Philatelic Society (BNAPS). Stock # B4h039.1 - C\$56.95

This spiral bound book, published by BNAPS, by Professor Richard A. Johnson has much to recommend it to students who are interested in the background to early perforating machines, to perforation gauges and to modern perforation varieties and how they arose.

Divided into seven chapters with a Preface describing what each chapter covers and including an Introduction as Chapter 1 which describes the various types of perforation that can be found, perhaps it is the first five that are the most interesting and easily read. The long Chapter 3 "Perforations: Methods, Ranges and Varieties" is most illuminating, particularly in showing the reasons for varieties on modern Elizabethan stamps.

In Chapter 4 the development of various types of gauge is discussed. Surprisingly the major drawback of the Kiusalas gauge is not mentioned. It cannot be used for stamps on cover - as it is printed on aluminium and is therefore not transparent, and indeed is not practical for measuring stamps in large blocks, other than those at the edges - providing there is no selvage. It is also probable that they were designed on a false premise, namely that Canadian and American engineers used only imperial measurements. But more of that later; as with many generalisations it tends to overstate the case.

Chapter 6 'An Application' discusses the Third Bill issue in relation to studies done by the Duckworths on papers used, where the author took the perforation measurements to see if any particular gauge fitted any particular period. By chance your reviewer has done the same thing thanks to the help and co-operation of Mr Erling Van Dam and found that the range corresponds in period virtually exactly with the Large and Small Queens issues. Also shared is the characteristic that the spacing between perforations is inconstant; occasionally the pins were clearly out of line. These phenomena can

be seen on the illustrations of Bill stamps on pages 26, 27 and 95 - perhaps most clearly on the two lower images on p.27. Since Professor Johnson describes how sheets were perforated in machines where an upper roller carried pins, and the lower corresponding holes, one has to ask, in the case of nineteenth century Canadian postage and bill stamps, how on earth did they manage it? If the teeth in the upper roller are erratically spaced it would take an engineering genius to build the same variance into the female roller - and it would be a fitters' nightmare. Your reviewer postulated elsewhere that the female roller Bemrose made for rouletting stamps was probably adapted by the printers to be used, consisting as it did of a hollow groove, instead of a roller with holes, particularly as this meant the male rollers could be made to tool room standards rather than instrument makers standards. It was interesting to learn that Toppan Carpenter who imported a Bemrose perforating machine had it set up originally as a rouletter, but changed it to using perforating heads when it was found that rouletting did not work. It is surprising that although these perforation discrepancies are discussed in some detail, no attempt is made as to consider the engineering implication.

Another statement that caused a slight rise of the eyebrow is the statement on p.90, that 'All measurements of perforations.....are in fact averages'. If this had been applied only to early Canadian stamps it would have been a perfectly reasonable statement in view of the aforementioned irregularities in spacing. But Henry Archer who produced the first viable perforating machine in 1850 using a comb type measuring precisely 16 pins to 2cm, reduced a few years later to 14 pins to 2cm -2 cm because the subjects of British line engraved postage stamp plates

were ostensibly at 2cm (i.e. 0.7874in) centres. Gauges give exact measurements on these as on most modern stamps - at least up to the KGVI period.

In spite of the fact that British, Canadian and American engineers used imperial measurements as a rule, one really must wonder if in laying down the plates of 'normal' size stamps, the impressions were really measured in 16ths, 32nds or 64ths of an inch rather than the convenient 17mm x 22mm at 2cm centres. 2cm nearest reasonable equivalent, 13/16in is 0.8125in. It would have been so much simpler to use metric.

Some naivety is also shown in the statement on page 92, that the 3rd Bill stamps were printed at the same period as the Large Queens because of the imprint (Montreal & Ottawa) the Bill stamps carried. Since only one plate per denomination was made, all 3rd Bill sheets carried that imprint - 4 per sheet, whether printed in 1868 or 1888.

To sum up this is an interesting and useful, though in places flawed, book. I do not think it will be the last word on the subject.

John Hillson F.C.P.S.

POSTAL SERVICE IN THE BATHURST DISTRICT OF UPPER CANADA (UPPER OTTAWA VALLEY), R.F. (Hank) Narbonne, 132 pages, 8.5 x 11. BNAPS Exhibit Series #57. ISBN: 978-1-897391-55-6 (Colour), 978-1-897391-56-3 (B&W). Published by the British North America Philatelic Society (BNAPS). Stock # B4h923.57.1 (Colour) - \$C105.00; B4h923.57 (Black & White) - \$C39.95

Since acquiring this exhibit, originally

formed by Eric Manchee of Ottawa, Hank Narbonne has added three frames of new material, the product of many years of research, bringing the exhibit to its present seven-frame size.

Included in the exhibit are all of the known postmarks, including the four known manuscript cancels, used by each office in the Bathurst District from 1818 to 1850, when the district was reorganized into the present counties of Carleton, Lanark and Renfrew. Included are cancels from well-known towns Perth, Carleton Place, Smith('s) Falls and Bytown, the future Ottawa, and not-so-well known locations such as Admaston, Bellamy's Mills and South Westmeath. Featured are covers with social and/or historical content, attesting to the many hardships endured by our early pioneers. Of special interest is a letter from Archibald McNab, the 'Laird of McNab', who tried unsuccessfully to set up a feudal system in the district.

Items of special interest are highlighted throughout the exhibit. One minor criticism is that this highlighting has been used rather too freely. Several of the earliest and latest known dates which have been highlighted may well be shown, by further research, to not be as claimed (one example is the 'earliest known strike' of the Perth straight line mark shown on page 86. The reviewer has one in his collection which is a full 2 years earlier).

Although the exhibit is an on-going study, it has been rightly praised for setting the standard on how county and district postal history exhibits should be presented in the future and, as such, will be of interest to any postal historian thinking of putting together a similar exhibit

GS.

A HISTORY OF CROSS BORDER POSTAL COMMUNICATION BETWEEN CANADA AND THE UNITED STATES OF AMERICA 1761 - 1875, Dorothy Sanderson and Malcolm Montgomery. 410 pages, 8.5 x 11, 2010. ISBN: 978-1-897391-57-0 (Colour), 978-1-897391-58-7 (B&W). Published by the British North America Philatelic Society (BNAPS). Stock # B4h042.1.1 (Colour) \$C175.00; B4h042.1 (Black & White) - \$C62.95

In 1998 a photocopied version of Dorothy Sanderson's exhibit, 'Cross-Border Mail: Canada - United States of America 1800-1860', was released as Volume 7 in the BNAPS Exhibit Series. With the advent of more affordable colour printing and improvements in home computer applications, Dorothy considered that it might be possible to re-publish the exhibit, enhanced with more recent acquisitions in the form of a postal history book, this time with colour illustrations. She approached her friend and colleague, Malcolm Montgomery, with her idea and he agreed to help with the preparation, including scanning her collection.

While mail between Canada and the United States has been addressed before, for example in the Boggs and Jephcott, Greene & Young books, and also in several published collections, the history of cross-border mail and authorities for the information that accompanied the illustrations has often been neglected.

With his background in Trans-Atlantic postal history, Malcolm recognized this and persuaded Dorothy that the new book would be much more worthwhile if it included sections explaining the postal history of the services, with detailed references, to complement the notes that had accompanied her original collection.

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Over time the original project expanded to cover the cross-border mails of Canada, the Maritime Provinces, Newfoundland and British Columbia.

Sadly, Dorothy passed away in 2006, not long after the work was started. Malcolm carried on with the project and this new volume is the result. It is the first book, that your reviewer is aware of, to treat the history of cross-border mail as a subject in its own right, encompassing all BNA provinces and covering:

- the history of border relations between the Canada and the United States (with detailed sources, where known);
- an examination of the border itself, how it changed and developed;
- the routes along and across the border;
- the exchange offices;
- the postal rates of all the nations and provinces involved, to 1875;
- the postal marks employed on both sides of the border;
- a preliminary survey of the express companies (to encourage a more comprehensive study);
- cross-border elements important to trans-Atlantic mail and inter-Provincial mails

The volume's colour illustrations include extracts from contemporary maps showing the routes, accurate reproductions of the pertinent postal markings, and over 220 colour plates illustrating covers drawn from a number of different collections. A further 73 pages of Appendices contain the original text of extracts from treaties and other papers of relevance to borders.

Malcolm says that the book is "likely the first written by somebody who does not collect" the material covered. Anyone reading the volume will find it difficult to believe that statement.

The book looks set to become the key

reference work on this popular collecting area and as such is essential reading for anyone with an interest in Cross- Border mails.

GS.

The last new title has been published by the Quebec Society of Postal History.

HISTORIQUE DU BUREAU POSTAL DE L'ASSOMPTION (1809-2009) by Jacques Nolet. La Société d'histoire postale du Québec, 2009. 302 pages. ISBN 978-2-920267-40-4 (glue bound, \$35), ISBN 978-2-920267-41-1 (prestige edition, \$ 85). Distributor : Fédération québécoise de philatélie, 4545, avenue Pierre-de-Coubertin, Case postale 1000, Succursale M, Montréal H1V 3R2 or fqp@philatelie.qc.ca

This exhaustive study includes a history of the different postmasters at L'Assomption, the different locations of the post office, and the postmarks used there in over two centuries of existence. With nearly 175 illustrations and numerous bibliographical references, this work is a reference for historians, postal history buffs and postmark collectors alike. In the preface Cimon Morin, the president of the Société d'histoire postale du Québec, writes "this book on the history of the L'Assomption post office enables us to understand better the beginnings of the postal system and its development through the years using an example so representative of many others like it in Québec, and shows the importance of the people involved in the postal system as well as the postmasters themselves".

A retired history professor from the Collège Notre-Dame in Montréal, Jacques Nolet now spends much of his spare time researching Québec postal history. Native of Trois-Rivières, he has published over a

hundred philatelic articles both on postal history and on the designs of Canadian postage stamps. Past president of the *Société d'histoire postale du Québec* and founder of the *Académie québécoise d'études philatéliques* he is now working on reference books on the history of the first post offices of the lower St. Lawrence Seaway Valley.

The publication of *Historique du bureau postal de L'Assomption* also marks an occasion for the Société d'histoire postale du Québec to launch a new series, titled *Collection du bicentenaire*. The author has promised many more titles, including Berthier, Montréal, Trois-Rivières and Québec, all due out by 2013, the 250th Anniversary of the creation of the first postal route in Canada, the basis of today's postal system.

This work is available in two formats: a regular letter-sized glued edition with colour cover, and a prestige bound edition which includes a reproduction of George Heriot's watercolour on L'Assomption. Heriot was one of the major contributors to the colonial mail system in British North America. Accompanying this reproduction is a picture stamp of this watercolour cancelled by an official datestamp commemorating the anniversary of the opening of the L'Assomption post office, dated September 4, 2009. The latter is a limited edition of 30, printed on 28 lb. white paper, numbered 1 to 30.

For additional information on the Société d'histoire postale du Québec and its publications, please visit the Society's website at www.shpq.org

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SOCIETY NEWS

FROM THE PRESIDENT

Convention 2010:-

The final programme for this years Convention is 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
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 meeting
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 meeting
Display by Hugh Johnson of Pre-stamp Postal History and Maritime Mail
- 2200 Auction lots available for viewing and Study Group Meetings



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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.

It is not too late to book if you have not already done so but please contact me as soon as possible if you do want to come as it will be first come, first served for any remaining places.

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.

No nominations have been received for proposed amendments to the Rules.

No nominations have been received for the positions of President, Vice Presidents, Secretary or Treasurer. This means that the A.G.M. will make its own appointments.

John Wright

LONDON GROUP

The remaining programme of meetings for the first half of 2010 is as follows:-

April 19th – Display by Iain Stevenson – Election envelopes

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.

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