



Maple Leaves

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CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN**

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EDITORIAL

The use of the internet seems to become ever more prevalent in our lives. Whether it be to provide speedy access to research resources or to allow easy access to buy or sell via auction or ebay, the majority of members will now make frequent use of the internet in the pursuit of their chosen hobby. With these thoughts in mind, we have embarked upon a fairly major upgrade to the Society website at www.canadianpsgb.org.uk. Members will now be able to find the following new features at the website:-

- details of our Society auctions, including bidders and sellers terms and conditions and details of our next sale, including the catalogue plus pictures of some of the better lots a few weeks ahead of the sale date.
- an archive of old Society Auction catalogues back to 2006.
- details of the next Society Convention in Jersey including travel details etc
- an archive of all issues of *Maple Leaves* from Volume 1, No 1 to the end of Volume 28. These are available as downloadable pdf files. Volume 29 will be added shortly.

Our thanks go to Charles Livermore who undertook the mind-numbing task of scanning in every old issue of *Maple Leaves* so the rest of us can enjoy them.

Over the coming months, we plan to add an archive of all of our old Convention photos. These go back to the early 1950's and are currently cluttering up the Editor's study floor. If anyone really doesn't want to see what they looked like 30 years ago, I am prepared to consider bribes to kill the scanner.

Hopefully, all of this will give a flavour of what is possible and there may well be other things members would like to see on the website. If so, please let me know and we will do our best to get them added over the coming months.





If nothing else, please give the site a look if you have internet access and please let me know about the typos and if anything doesn't work as it should.

Members in the south of England, or those who may be visiting London on or around the 28th October, should be aware that Jane Moubray will be giving a display to the Royal Philatelic Society of London on 'The Dominion of Canada 1868 – 1928'. The display will be in the frames from 1pm and Jane will be giving her talk at 5pm. RPSL President, Alan Moorcroft, has kindly extended an open invitation to all CPSGB members (whether you are a member of the Royal or not) to attend the event. He only asks that you contact the Royal in advance to let them know you are coming. The event is taking place at 41 Devonshire Place, London W1G 6JY. You can contact Alan at 02074861044 or by e mail at president@rpsl.org.uk

Members will be saddened to learn that Charles Firby has decided to 'retire' from the regular auction scene. Whilst auction houses come and go, it seems we are losing rather more than we are gaining in the world of BNA philately over recent years. I am not sure what this tells us about the state of our hobby. Chuck is not retiring completely. He is continuing as a philatelic consultant but we take this opportunity to thank him for some truly wonderful sales over the years. Many of us are much poorer (cash wise) as a result but at least have some nice things in our collections to show for it.

Finally, my thanks to those who responded to my plea for material on the Admirals. So much material is now to hand that I am starting the centenary articles an issue early! However, there has been no response from our more shy Newfoundland collectors so I repeat my plea for articles (long or short) on the Royal Family issue.

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SPECIAL DELIVERY DURING THE ADMIRAL PERIOD

John Watson

This is a summary and illustration of the rates mentioned by Allan Steinhart in his book "The Admiral Era : A Rate Study 1912 – 1928". For further information, such as the cities in Canada where special delivery was available or the post office regulations relating to special delivery, the reader is directed to Steinhart's book (1).

Basically, special delivery was a service whereby letters would be delivered by special messenger (rather than wait for the next postal round) on arrival at the post office in certain cities. At the beginning of the Admiral era the fee for special delivery was 10 cents in addition to normal postage. Figure 1 shows the special delivery fee applied to a drop letter. Note that this cover has a handwritten annotation "Out 3.40 pm" and is initialled, presumably by the special messenger.

When War Tax was imposed (15th April 1915), the tax only applied to the postage, not to the special delivery fee. Figure 2 shows a special delivery cover with the additional war tax paid on 16th April 1915, the second day of war tax and figure 3 shows the war tax imposed on a drop letter in 1920. Incidentally, the war tax was never lifted from the drop letter rate during the rest of the Admiral period, so this 2 cent rate continued through to 1928 and beyond.

On 1st August 1921, the special delivery fee was raised to 20 cents. However, the new 20 cents special delivery stamp was not issued until 21st August 1922, so during this short period it was permissible to use 2 x 10 cent special delivery stamps. Figure 4 shows this on a double weight letter (Note that the war tax was only applicable to the first ounce of the postage, and not the extra



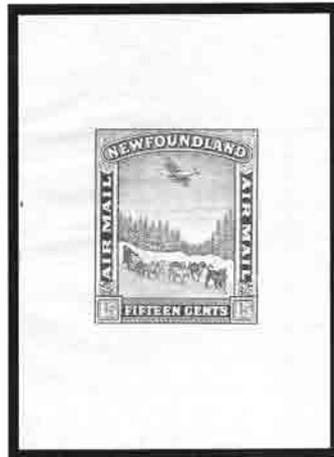
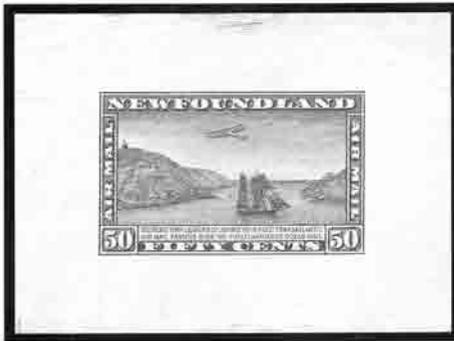
Fig 1 1914 drop letter mailed in Toronto and sent Special Delivery.



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Fig 2 Domestic letter sent Special Delivery on 16th April 1915, the second day of war tax (courtesy of David Armitage).



Fig 3 February 1920 drop letter mailed in Toronto and sent Special Delivery

ounce) of May 1922. Of course people continued to use 2 x 10 cent stamps even when the 20 cent stamp became available, but this was its classic period of use. Figure 5 shows a letter of this period with only 1 x 10 cent special delivery stamp. It is obviously underpaid.

Most of my special delivery covers have been assigned a number which I take to be a reference number applied when given to the special messenger. The cover in figure 5 has such a number (412), so appears to have been treated as a special delivery item but rated 20 cents (double deficiency) postage due. Note also that the number 412 appears again slightly overlapping the postage due stamp at top left of the block, which suggests that the postage due was collected by, and the postage due stamps applied by, the special messenger.

War tax was abolished on forward first class letters on 30th June 1926. Figure 6 shows the 20 cent special delivery stamp on this revised rate. So long as the special delivery fee was paid with any Canadian stamps totalling the correct amount it was given special delivery treatment, although it was supposed to have "Special Delivery" clearly written on the envelope. The letter in figure 7 paid the special delivery fee with a 20 cents Historical Issue stamp, but not only did it not have "Special Delivery" written on it, it was also missing the 2 cents required for forward delivery. However it was given special delivery and 4 cents was charged for the missing postage.

When the Confederation commemorative stamps were issued in 1927 they included a special delivery stamp which falls within the dates encompassed by this article.



Fig 4 Example of the increased 20 cent Special Delivery fee prepaid by two 10 cent stamps on a May 1922 double rate letter from Montreal to St Hyacinthe.



Fig 5 March 1922 letter from Toronto to Ottawa sent Special Delivery but underpaid with only one 10 cents SD stamp. The letter was charged double deficiency, due 20 cents paid by a block of four of the 5 cents postage due stamp.



Fig 6 September 1927 letter sent after the abolition of War Tax.

Figure 8 shows it being used to send a letter to a passenger on a liner due to arrive from Liverpool. It appears to have been given special delivery but was annotated "arrived too late" and was presumably returned to sender.

At the beginning of the Admiral period special delivery prepaid wholly with Canadian stamps was not possible outside of Canada, however there was an agreement with the USA whereby letters originating in Canada would be given special delivery in the USA by affixing an American special delivery stamp (available at certain post offices in Canada) in addition to normal Canadian postage, and vice versa. Figure 9 shows this arrangement on a letter sent to America from Canada, (note that the Canadian stamp was cancelled in Canada but the American stamp was cancelled in

the USA) and figure 10 shows the reciprocal arrangement. Figure 11 shows a Canadian special delivery stamp applied to an American postcard. However, Steinhart quotes a postal guide supplement of April 1920 which reminds postmasters that special delivery was restricted to letters or mail prepaid at the letter rate of postage. It is doubtful, therefore, that this postcard received special delivery – it certainly was not assigned a number.

Up to the end of 1922, letters sent to the USA with Canadian SD stamps affixed would only be carried Special Delivery as far as the border. An example of this is shown in fig 12.

Effective from 1st January 1923, Canadians were permitted to send letters using Canadian postage only, for special delivery



Fig 7 July 1927 letter from Toronto to London sent Special Delivery but not marked as such it was also missing any stamps to pay the postage. Charged 4 cents double deficiency for the missing postage.



Fig 8 Confederation issue SD stamp used on a September 1927 letter from Winnipeg to Montreal.



Fig 9 Example of the Canada/USA bilateral agreement on Special Delivery mail. This letter from Canada to the USA was franked with a USA Special Delivery stamp in Canada.



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Fig 10 An example of the reciprocal arrangement – a Special Delivery letter from the USA to Canada franked in the US with a Canadian SD stamp.

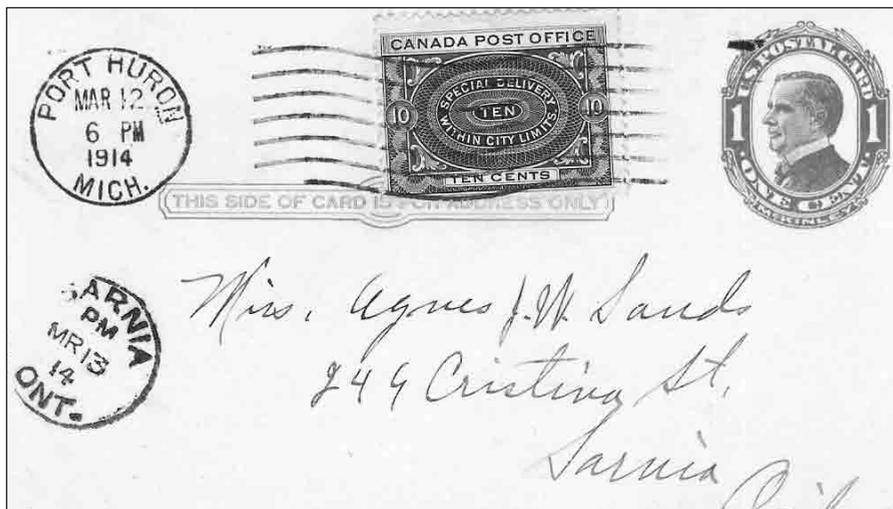


Fig 11 USA postcard, sent to Canada in March 1914, with a Canadian Special Delivery stamp affixed. It is doubtful that this item received Special Delivery service.

in the USA. Figure 13 shows this new arrangement. Figure 14 shows a very early special delivery air mail cover to the USA using the correct Canadian postage in addition to USA postage required at this time for air mail service in America. Air mail rates were complicated in this period but, as far as I can make out, the air mail rate for this cover is 10 cents for travel over a Contract Air Mail route + 5 cents for one zone on the Transcontinental route, overpaid 1 cent with a 16 cent USA airmail stamp.

The June 1927 Postal Guide Supplement stated that Canadian special delivery stamps must be used on special delivery letters addressed to the USA, however this was not always adhered to. Figure 15 shows such a letter. The 5 cents paid the Canada – USA airmail rate at this time and the sender

saved 10 cents by using a USA special delivery stamp to pay for special delivery in America since the USA fee was still only 10 cents. Note that the special delivery stamp was cancelled in Seattle.

In 1916 arrangements were made between Canada and the Bahamas whereby Canadians could buy 5d Bahamian special delivery stamps for 10 cents at some Canadian post offices to secure special delivery in Nassau. Figure 16 shows an example of this with the Bahamas SD stamp cancelled in Winnipeg. The agreement was short lived as it was found that most of the mail was philatelic. It appears to have ended late in 1916 or early 1917. Later examples can be found, see figure 17, but the Bahamas Special Delivery stamps were no longer recognised in Canada and were cancelled in Nassau on arrival in the Bahamas.

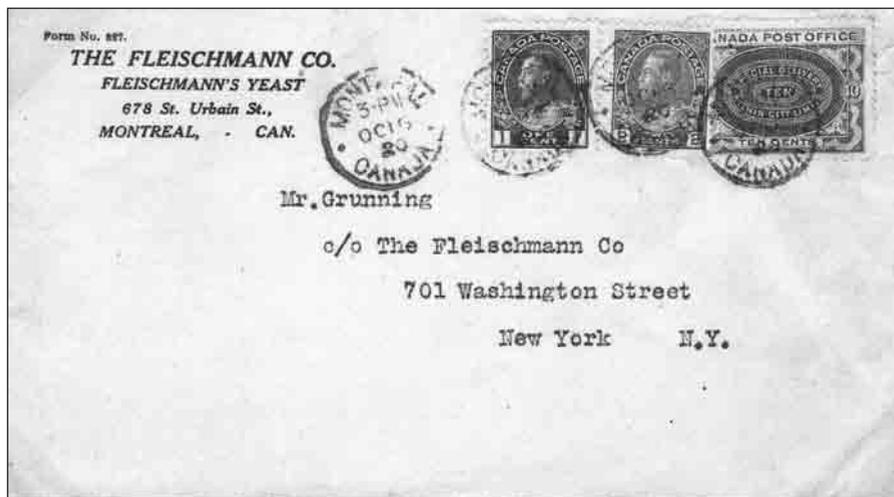


Fig 12 October 1920 letter from Montreal to New York sent Special Delivery but franked with a Canadian SD stamp. This would have been treated as Special Delivery only as far as the border (courtesy of David Armitage).



Fig 13 Double weight letter from Montreal to Detroit sent in May 1927 by Special Delivery with the Canadian SD stamp paying for the service in the USA.



Fig 14 Example of a very early airmail letter from Canada to the USA (sent airmail only within the US) mailed Special Delivery.

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Fig 15 September 1928 airmail letter from Vancouver to the USA, sent Special Delivery. The thrifty sender has saved 10 cents by using a USA Special Delivery stamp, contrary to Canadian P.O. regulations.



Fig 16 Registered letter from Winnipeg to Nassau, Bahamas, mailed Special Delivery in December 1916 and showing use of the Bahamas SD stamp cancelled in Canada (courtesy of Graham Searle).



Fig 17 Letter from Toronto to the Bahamas sent in July 1917 showing the use of the Bahamas SD stamp. Although applied in Canada it was not postmarked until arrival in Nassau.

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Steinhart also mentions an arrangement with the UK post office whereby urgent mail (letters and parcels) could be delivered by special messenger after arrival at the office of destination. The fee was 3d per mile for letters (not pre-payable – to be collected from addressee), 5d per mile for parcels (pre-payable as 10 cents in Canada). I have never seen one of these and would be delighted to hear from anyone who has.

My final cover, shown in fig 18, is a semi-official airmail letter from 1927 sent by Special Delivery; almost certainly philatelic but very pretty nonetheless!

Bibliography:-

1. *The Admiral Era: A Rate Study 1912 – 1928* by Allan L. Steinhart, published by Jim Hennok, Toronto 1981.

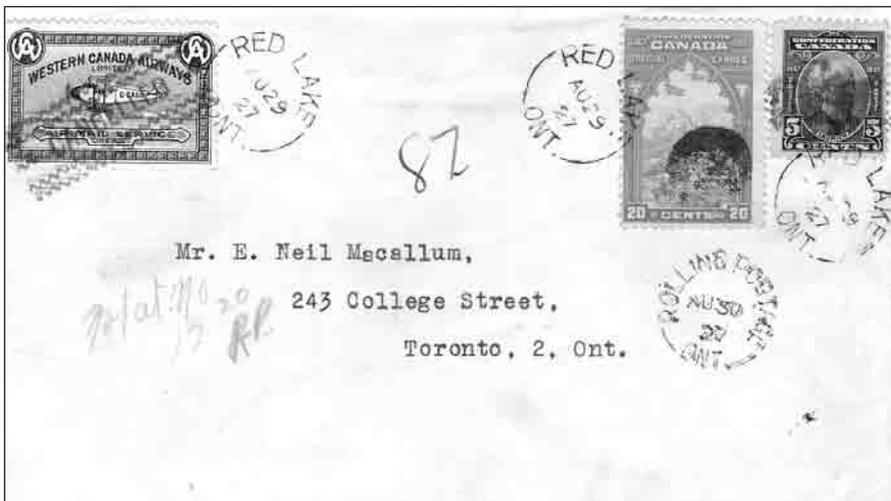


Fig 18 August 1927 letter from Red Lake to Toronto sent by Special Delivery and showing use of the Western Canada airways semi-official airmail stamp.

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NEWFOUNDLAND VIGNETTES (11):- THE 1946 TB CHRISTMAS SEAL

Dean W. Mario

Tuberculosis may have been present in Newfoundland from the very early days of European settlement. A letter from Cupids, written by colonist John Guy in 1611, recorded one of the earliest deaths which may have been TB related.

In the first decade of the twentieth century, efforts were made by concerned citizens and the medical profession to help combat the disease. In 1909, the Association for the Prevention of Consumption was organised, and a camp for consumptive women was opened near Mundy Pond in 1910.

The Great War also contributed to increased pressures on the government's health efforts, as many returning soldiers from Europe had contracted the disease. In 1916, a special TB centre, the Jensen Camp, was opened for the treatment of ex-servicemen. In 1917, the Mundy Pond Camp was closed and a new St. John's Sanatorium was opened with fifty two beds. In 1921, the facility was expanded to accommodate more ex-soldiers from Europe.

In 1937, health officials organised a widespread field TB testing survey. The death rate from TB at this time was approximately two hundred residents per annum. In 1944, a branch of the National Tuberculosis Association was formed in St. John's under the direction of the Rotary Club. A greater social awareness of the disease was developed throughout Newfoundland.

The Newfoundland Tuberculosis Association purchased the motor vessel 'Christmas Seal' which carried diagnostic equipment and testing services to residents living in the

outports. While the service was seasonal, it still saved many lives. In 1946 – 47, the St. John's Sanatorium was enlarged and a new centre began construction at Corner Brook.

The Newfoundland Tuberculosis Association obtained a supply of the 1946 TB Christmas Seal to distribute for fund raising efforts (see fig 1). The quantities released are unknown. The seal's original designers were Mary Louise Estes and Lloyd Coe from the United States. Total USA sales amounted to a little over \$17 million and Newfoundland officials were hoping for a similar positive reception from fellow residents (albeit with lower sales projections). Seals without the 'U.S.A.' designation were shipped for use and sale in Canada and Bermuda. Presumably the Newfoundland representatives obtained



Fig 1.



quantities from their counterparts in Canada and subsequently had the seals overprinted in red ink with 'Newfoundland'.

It seems that not all of the overprinted seals were used. Figures 2 and 3 illustrate a cover from the Newfoundland Tuberculosis Association, presumably from 1946. It has a tied seal on the reverse which does not have the 'Newfoundland' overprint. The cover also bears the interesting third class or printed matter rate machine slogan utilized by authorised companies during the late 1930's and late 1940's.

References:-

Hon. James McGrath M.D. and E.S. Peters M.D. 'We Have Almost Conquered TB', the Book of Newfoundland, Vol IV (1967). St. John's, Newfoundland Book Publishers 273 – 274.

Dean Mario : 'Newfoundland's 'Paid All' and 'Postage Paid' markings – 1897 to 1948', BNA Topics Vol 58 (3), whole number 488, Jul – Sept 2001.

Scott U.S. Specialised Stamp Catalogue (2008) page 779.

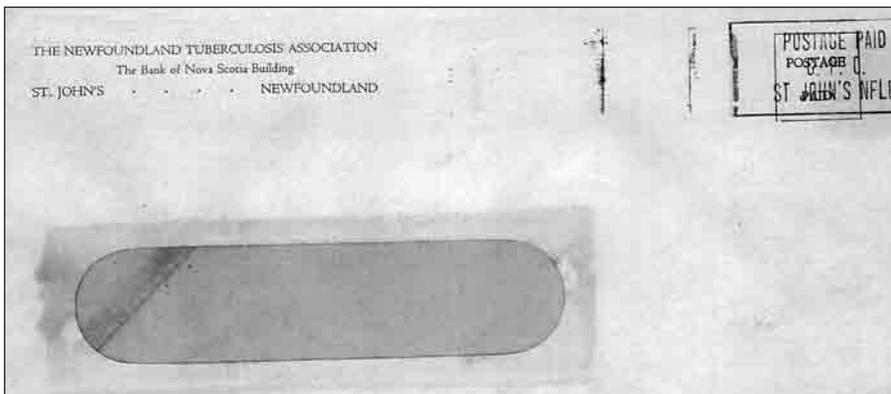


Fig 2.

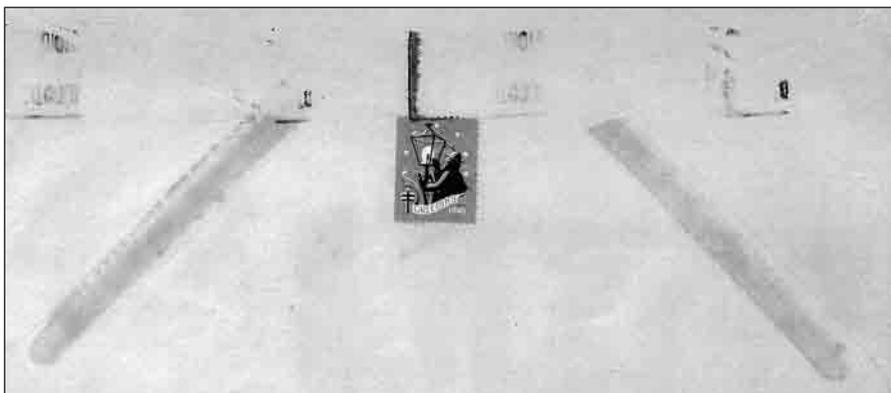


Fig 3.



REGISTERED MAIL 1875 – 1893; USAGE NOT IN ACCORDANCE WITH REGULATIONS?

John Wright

The first Post Office Official Postal Guide (of October 1875) said, in part:

1. On every letter or packet, posted for registration, should be affixed, in addition to a stamp or stamps defining the postage, a registered letter stamp as follows:-

2. On a letter addressed to any place in Canada, a registered letter stamp of the value of two cents.

(3. and 4. dealt with the registration of letters to the United States and to the United Kingdom).

This wording clearly implied that the Post Office Department expected the registered letter stamps (RLS) to be ready at some time in October. That they were not is made clear by Department Order No. 17, issued 8th November 1875, which said (again in part):

For the convenience of the prepayment of the registration charges on letters posted in Canada for registration Registered Stamps..... have been prepared and are now ready to be issued for use by the public.

Department Order No. 17 goes on to say:

Postmasters will be expected to promote these stamps upon all letters posted for registration at their office.

In reality, the earliest known dated copy of the 2 cent RLS is in December 1875 so, for

a few weeks at least, it was not possible to comply with the October Postal Guide instructions. It appears, but is far from certain, that the first RLS were issued about the middle of November 1875.

At this distance in time, it may seem a little strange that, having gone to the expense of preparing RLS, the Post Office Department did not make their use mandatory. This may well have been the intention but it was thwarted by both the somewhat vague wording 'should' in the Guide and 'expected to promote' in the Department Order and by the delayed availability of the stamps themselves.

Two Post Office communications of 1876 attempted to clarify the situation. Department Order No 18 of 7th January said:-

'With respect to the use of the Registration Stamps recently issued, Postmasters are warned that these Stamps should be used exclusively in prepayment of the Registration charges, and are not intended to be used under any circumstances for prepaying any ordinary postage rate'

In a Notice to the Public dated 1st October 1876, these regulations were repeated and expanded:

'All Postage rates on Letters posted for Registration must be prepaid by Postage Stamp. The Registration charge must be prepaid by the proper Registration Stamp. REGISTRATION STAMPS CANNOT BE ACCEPTED IN PAYMENT OF POSTAGE

RATES, nor can Registration charges be prepaid by Postage Stamp'

Clear enough you would think but by then, one suspects, the damage was already done.

This article illustrates a number of registered covers where the RLS was either not used or was incorrectly used.

Fig 1 shows a registered letter from Toronto to Berlin, Ontario sent on 10th November 1875. The combined postage and registration fee is paid by a 5 cent Large Queen stamp which, at the time, was the only available single stamp franking. It is unlikely that the 2 cents RLS was available to be used on this letter.

Fig 2 shows a registered drop letter posted within Toronto a month later on 31st

December 1875. By this time, the RLS was almost certainly available to the postmaster but it was still not used, the combined postage and registration being paid by a 3 cents Small Queen stamp.

This practice clearly continued for some time as fig 3 shows a similar franking on a registered drop letter sent within Toronto in March 1877. By this time, the use of the RLS was clearly required and the RLS were certainly available.

A more impressive franking example of this continued malpractice is shown in fig 4 which is a quadruple rate registered letter charged at 12 cents postage plus 2 cents registration. Mailed from Toronto to Madoc, Ontario in October 1876, this is again franked exclusively by Small Queen stamps.



Fig 1 Toronto to Berlin, 10th November 1875 – RLS not yet available (courtesy of Graham Searle).

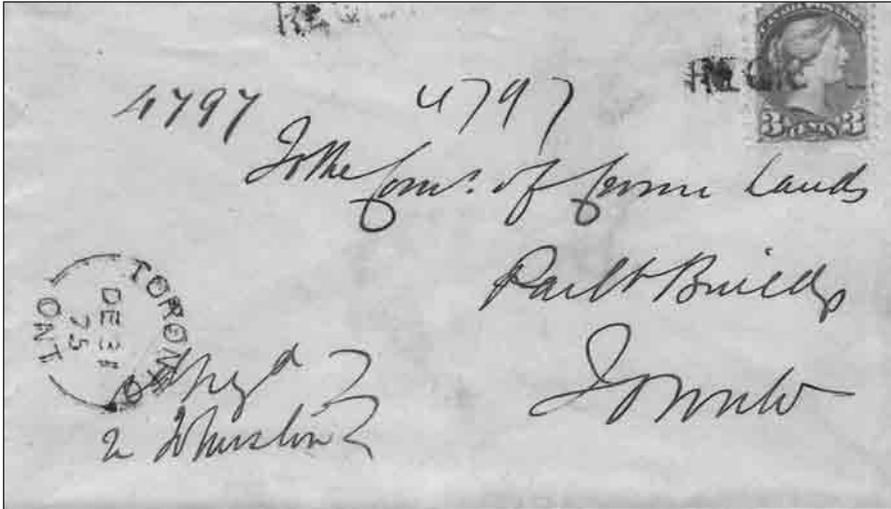


Fig 2 Toronto drop letter, 31st December 1875 – RLS available but not used.

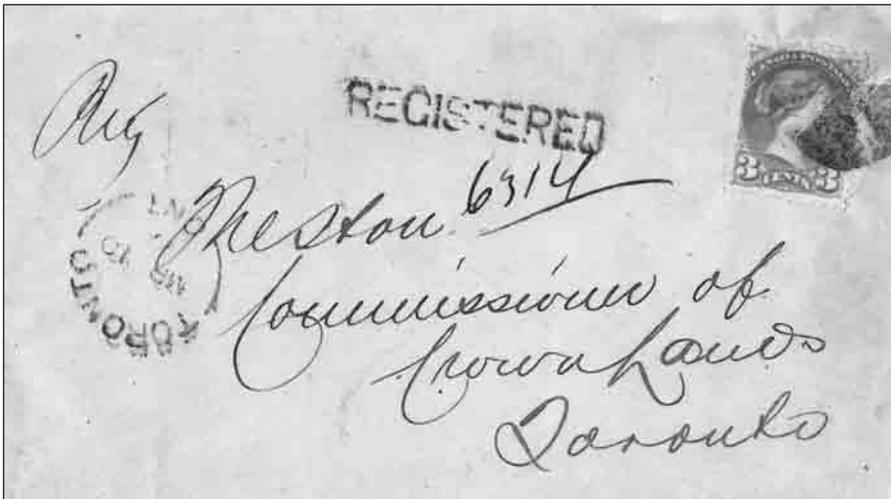


Fig 3 Toronto drop letter, 10th March 1877 – RLS not used despite requirement to do so.



Fig 4 Toronto to Madoc, 17th October 1876 – RLS not used, despite requirement to do so.



Fig 5 Toronto to Ottawa, 10th April 1877 – RLS not used, despite requirement to do so.

Fig 5 shows another example of this practice from Toronto; this time a domestic registered letter from Toronto to Ottawa sent in April 1877. The combined 5 cents postage and registration is paid by a Small Queen stamp.

These few examples, all from one of the major post offices in the Dominion, suggest that the registered letter stamps took a good while to become established in use; even once they were made available and well after the regulations had been clarified. Available statistics seem to back this up. Harrison, Arfken and Lussey (1) recorded only 15 covers employing the domestic 2 cent RLS prior to the end of April 1876. The data for the 5 cent RLS value are even more striking with only 16 recorded covers to the USA prior to the end of 1877.

Eventually, it seems, the practice changed as fig 6 shows a registered drop letter similar to that in fig 3, this time posted in

Toronto in April 1879 where the RLS has been correctly used alongside a 1 cent Small Queen to pay the postage.

Confusion in the minds of postmasters over the use of RLS and postage stamps was, however, far from over. Fig 7 shows a registered letter from Port Williams to Cornwallis sent in March 1882. The combined postage and registration fee has been paid by a 5 cents RLS, intended (at that time) only to pay the registration fee on letters to the USA and UK. The use of a RLS to prepay postage was quite clearly prohibited but this example got through the mails probably because the offices concerned were relatively small and both in the Maritime Provinces, long accustomed to taking a rather liberal view of Post Office instructions.

More surprising is the example shown in fig 8. This is a double weight registered letter sent from Hamilton to London,



Fig 6 Toronto drop letter, 14th April 1879 – RLS used, as required.



Fig 7 Port Williams to Cornwallis, 2nd March 1882 – 5 cent RLS used to pay both registration fee and postage.



Fig 8 Hamilton to London, 15th March 1885 – 5 cent RLS used to pay registration and part postage

Ontario in March 1885. The 5 cents RLS here pays the registration fee and part of the postage; again strictly against regulations. Maybe the postmaster got confused with London, England or maybe he had simply run out of 2 cent RLS?

Just to prove that the original problem had not been completely resolved, fig 9 shows another example of a 5 cent Small Queen being used to pay both postage and registration. This one dates from October 1888 by which time you might have thought the correct procedures would have become established.

The rules governing registered parcels were slightly different to those for letters. The Official Postal Guide, section XI, paragraph 6, said:

Parcels may be registered on affixing thereto a 5 cent RLS in addition to stamps representing the postage

While section XIV said:

Registration stamps are only to be used in payment of Registration Fees, and must not be used in payment of postage.

Section XV of the Official Postal Guide for January 1878 reiterated this. Department Order No 24, of 1st September 1879, paraphrased, said:

The rates for parcels posted for delivery in the Dominion shall be 6 cents for every 4oz or part.

The Official Postal Guide of July 1882 clarified that the 5 cent parcel registration fee had to be paid by a 5 cent RLS.

Fig 10 shows a rare example of a registered parcel. This is a sheet of headed stationery folded to make a wrapper open at both ends. The weight was in the 4 to 8oz range, so parcel post would have cost 2 x 6 cents

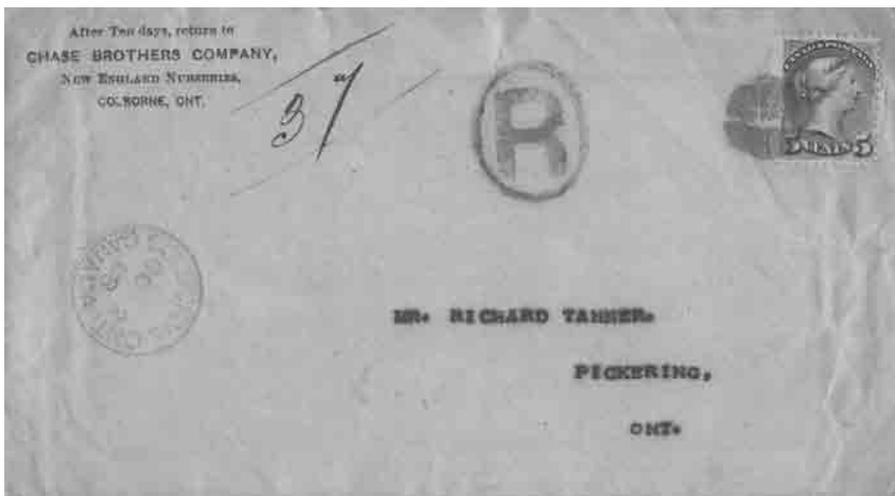
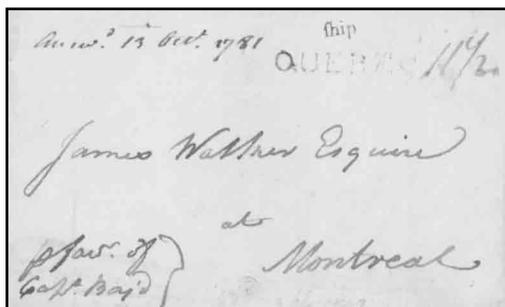


Fig 9 Colborne to Pickering, 2nd October 1888 – RLS not used, despite requirement to do so.

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= 12 cents. Presumably, the sender added a 2 cent RLS being unaware that the correct parcel registration fee was 5 cents. At the Post Office he was not allowed to add a fifth 3 cent Small Queen to make up the difference in the registration fee, so he bought a 5 cent RLS which was affixed and partially covered the 2 cent RLS which would have been unusable if removed. In case you are wondering, the parcel would have been at least 4½oz in weight, so if sent as a letter would have cost at least 9 x 3 cents + 2 cents registration = 29 cents against the 19 cents actually spent sending it as a parcel.

On 8th May 1889, the registration fee for a letter or other article of mail matter, passing within the Dominion, was increased from 2 cents to 5 cents and there was, as a result, no use for the considerable remaining stock of 2 cent RLS. A 'Notice to the Public' of that date stated:

'For the present, and until further

instructed, the registration fee may be paid by using the 2 cent RLS and postage stamps to make up the amount'

Once again, rather vague wording seems to have been a cue for confusion over the usage of the two types of stamp. It is not totally clear whether the intention of the public notice was solely to permit the use of 2 x 2 cent RLS plus 1 cent in postage stamps to pay the increased registration fee, but this was frequently done. Fig 11 shows a good example of this on an August 1889 letter from Caledonia to London, Ontario where the stamps making up the registration fee are nicely separated from the postage stamp by placing them, correctly, at top left.

In reality, however, all kinds of postage stamp/ RLS combinations start to make an appearance and it is unclear if these were within or without the regulations. Fig 12 shows the combined 8 cents fee on a December 1889 domestic registered letter



Fig 10 Quebec to St. Joseph, Beauce, 19th May 1887 – 5 cent RLS used on top of 2 cent RLS on a rare registered parcel post item.



Fig 11 Caledonia to London, 5th August 1889 – pair of 2 cent RLS used in combination with 1 cent postage stamp to pay the increased registration fee.



Fig 12 Greenock to Clinton, 26th December 1889 – single 2 cent RLS used with three 2 cent postage stamps to pay the 8 cent combined rate (courtesy of Graham Searle).



Fig 13 Argyle N.S. to Toronto, 2nd June 1893 - Illegal use of four 2 cent RLS to pay postage and registration; returned for postage (courtesy of Graham Searle).

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paid by 3x 2 cent Small Queens and a 2 cent RLS; a more suspect combination.

Fig 13 shows one option that was definitely not allowed. This is a June 1893 registered letter from Argyle N.S. to Toronto where the 8 cents postage plus registration fee has been paid by four copies of the 2 cent RLS. The letter was correctly 'returned for postage'.

Even this last practice did, however, sometimes work. Fig 14 shows a registered letter from Codrington, Ontario sent to New York in May 1893. The 8 cents postage plus registration rate was paid by a single 8 cent RLS. That the letter got through to destination unscathed is almost

certainly the result of the destination. United States postmasters would have been even less familiar with the small print of the Canadian regulations and just accepted this letter at 'face value'.

The issuance of the 8 cent Small Queen stamp in August 1893 brought to an end this fascinating period.

References:-

(1) *Much use has been made in the preparation of this article of the book 'Canada's Registered Mail 1802 - 1909' by Harrison, Arfken and Lussey published by the Collector's Club of Chicago in 2002.*

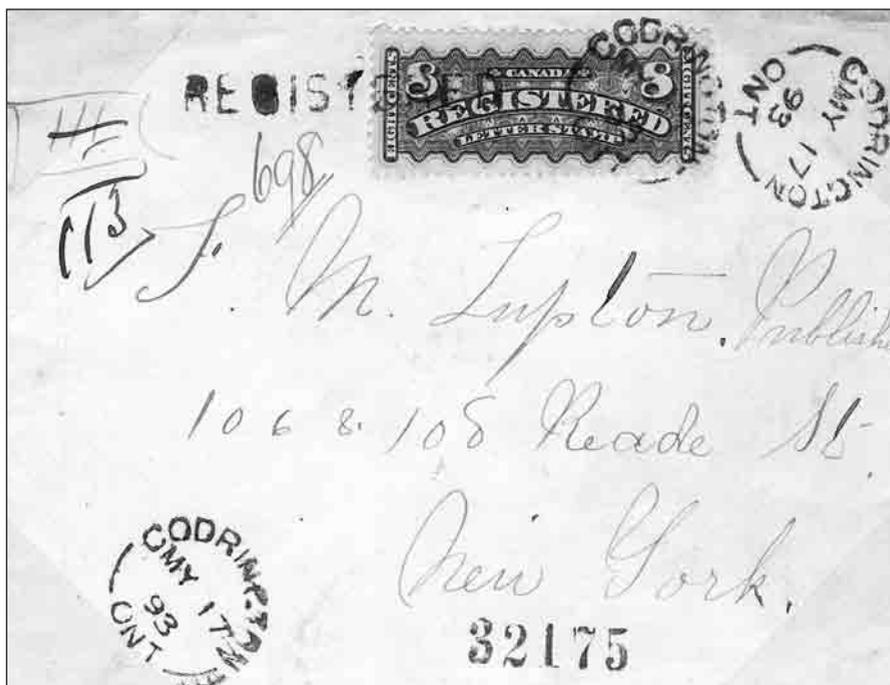


Fig 14 Codrington to New York, USA, 17th May 1893 – Illegal use of 8 cent RLS to pay postage and registration; passed through the mails (courtesy of Graham Searle).

ART STAMPS The Yellow Peril

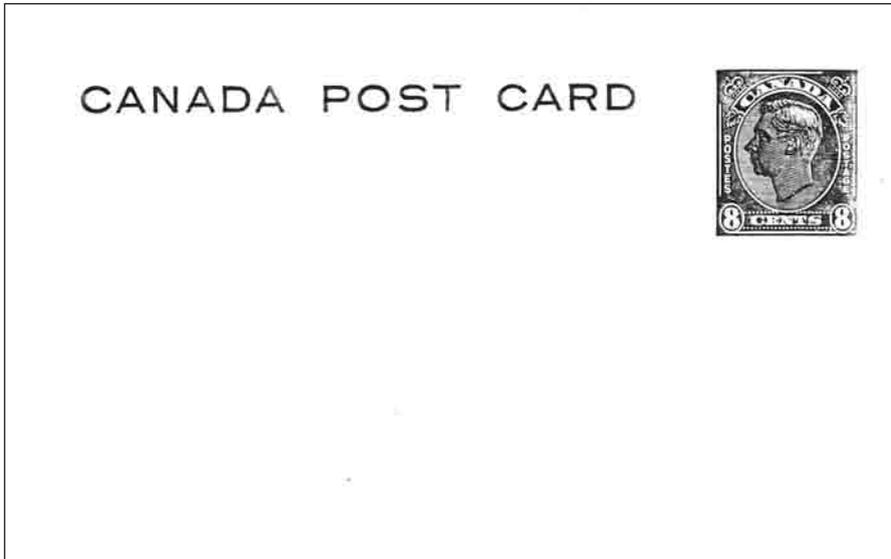


Fig 1. An excellent but fictitious 8 cent George VI stationery post card that is a spitting image of the 1 cent card. The effigy is in blue instead of green.

According to an unconfirmed source, a quantity of the above 8 cent George VI postal stationery post cards (figure 1) were produced about forty years ago in Vancouver by an artist and his associate. These Cinderella cards, which were referred to as 'Art Stamps', were intended for the European market.

Several years ago, the artist died. His brother, who lives in Ontario, inherited the estate. Amongst the personal effects were twenty of the 8 cent cards.

In the spring of 1996, the brother consigned one of these cards to an auction house. The auctioneer described it, in the catalogue, as

an 'as is' cinderella with an estimate of \$25. The card, together with the rest of the auction lots, was made available for viewing at ORAPEX (the Ottawa spring show) and again at CAPEX 96. At the big show I left what I thought was a more than adequate break – tie bid of \$100 with the auction firm. Much to my surprise, an on the floor agent secured the lot for a prominent postal stationery collector with a winning bid of eleven times the estimate! The knock – down figure was \$275 plus buyers premium, goods and services tax and postal charges. A high price indeed given that the genuine, 1 cent, card (see figure 2 below) has a catalogue value of a few cents.

The following comments on this card are made by our foremost collector of BNA Cinderella – David Sessions:-

‘I was most intrigued by the fake stationery card, particularly as cards didn’t reach 8 cents until the 1970’s. The card stock looks realistic and the image of the stamp must have been scanned in and manipulated by computer; the design is very accurate. The ‘Hidden date’ does not show but then that can be taken to indicate a typographed card. If I peer at it long enough under a x 20 glass I could even

convince myself there is a feint ‘43’ in the lower right corner! The stamp design is fractionally larger than the correct 1 cent image. The words ‘CANADA POST CARD’ on the fake are, if anything, better than on the genuine. If it were not for the impossible face value, no-one would give the card a second glance; it is horribly good. One has to wonder why it was done, and by whom. It looks to be quite an expensive job for a ‘bit of fun’, even if a number were done. It does show the awful possibilities of modern technology.’



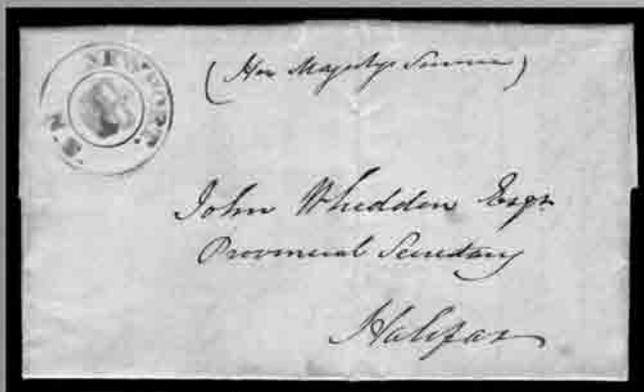
Fig 2. 1938 – 1954 1 cent stationary post card (Webb P66d)

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STREET CANCELS 1886 - 1918 (PART 9)

Graham Searle F.C.P.S.

Introduction.

This is the ninth in a series of articles that will attempt to list and illustrate the "Street" cancels used in Canada between 1886 and 1918. This part looks at some other 'Street' cancels from the Maritime Provinces and Ontario and yet more Toronto, Hamilton and Montreal Street cancels.

THE OTHER 'STREETS':-

My inclusion of Seaman Street, Annapolis in an earlier part of this series gave rise to a number of comments. Several writers suggested that this office was probably not a sub-office of Annapolis but rather a separate post office in the Annapolis district which just happened to have a 'Street' name. Well, you are right. In our time period, the same is true of Bath Road which only became a suburb of Kingston much later.

I included these in the listing as they had been regularly included in lists of Street cancels in the past. However, having opened the box, it is necessary to draw attention to other post offices of this era that had 'Street' names. In truth, this is something of a 'Pandora's' box as there are well over 60 of them in the Maritime Provinces alone!

Many of the early Maritime offices were Way Offices or situated in fairly remote rural areas. When they became established post offices they were often named after the roads they were situated on. Hence a lot of 'Road' and 'Street' post offices. A few such offices can also be found from Ontario.

Despite the relatively long period of operation of many of these offices, cancels from them are rarely seen suggesting that the volume of mail handled was quite low. Although they are not 'Street Cancels' in the strict definition usually applied, they make an interesting addition to any collection of Street cancels and are well worth hunting down. They include the following offices:-

NOVA SCOTIA:-

In addition to **Seaman Street**, you can find:-

Base Line Road – open from 1913 to 1938 and having at least one split ring cds cancel in our time period.

Bay Valley Road – open from 1895 to 1960. No cancels have been recorded prior to 1918 but it is reasonable to assume that at least one split ring cds cancel must exist.

Belcher Street – open from July 1911 to April 1913 and having a single split ring cds cancel.

Catalone Road – open from 1892 and did not close until late 1967. At least one split ring cds cancel in our time period.

Canaan Road – open from 1894, this office changed name to South Fremont in 1903. One split ring cds cancel can be found.

Church Street - open prior to 1868 and remained open until 1915 apart from a brief closure in late 1884/ early 1885. Two different split ring cds cancels are known from this office. (see figure 239 for one of them).

Clairmont Road – open from 1894 to 1899 and again from 1913 to 1919. Two different split ring cds cancels can be found.



Fig 239 Postcard from Bermuda to Church Street, Cornwallis, Nova Scotia showing the later of two different split ring cancels from the Church Street office.

Cole Harbour Road – open from 1899 to 1913. No cancels have been reported from this office but it is reasonable to assume that at least one split ring cds cancel must exist.

Dawson Street – at least one split ring cds cancel is known from this office but I can find no records of when the office opened or closed.

Denmark Road – open from 1888, this office was renamed Denmark in 1898. A single split ring cds cancel is known.

Douglas Road – open from 1911 to 1917. A single split ring cds cancel is known.

East Hall's Harbour Road – open from 1881 to 1924. No cancels have been reported from this office but it is reasonable to assume that at least one split ring cds cancel must exist.

Harbour Road – open prior to 1868 and remained so until 1936. At least two different split ring cds cancels can be found

in our time period.

Harrison Road – open from 1889 to 1916. One split ring cds cancel is known.

Indian Road – open prior to 1868 and remained open until 1934 with two short closures between 1877 and 1883 and again between 1887 and 1891. One split ring cds cancel is known in the period to 1918.

Kempt Road – open prior to 1868 and remained so until 1970 apart from a brief closure in 1888. Three different split ring cds cancels are known in the period prior to 1918.

Lacy Road – open from 1908 to 1932. One split ring cds cancel is known.

Lingan Road – open from 1892, this office was renamed River Ryan in 1916. One split ring cds cancel is known.

Louisburg Road – open from 1910 to 1922. No cancel has been recorded from this office but it is reasonable to assume that at least one split ring cds cancel must exist.

Lower Church Street - open from 1894 to 1913 (it was open earlier under the name 'Town Plot'). One split ring cds cancel is known (see fig 240).



Fig 240 Lower Church Street, Nova Scotia, split ring c.d.s. cancel

Mains Road – open only from January 1892 to February 1894. One split ring cds cancel is known.

Marion Bridge Road – open under this name from 1886 to 1923. One split ring cds cancel is known.

Meadows Road – open from 1892 until 1958. Two different split ring cds cancels are known in the period prior to 1918.

Melvorn Square – open prior to 1868 and did not close until 1970. Four different split ring cds cancels have been recorded in the period prior to 1918.

Mira Road – open from 1916 to 1920. One split ring cds cancel is known.

New Ross Road – at least one split ring cds cancel can be found but I have no record of opening and closing dates for this office. It was, however, open in 1916.

Paradise Lane – open prior to 1868, the office was renamed as Paradise in 1901. One split ring cds cancel is known.

Pictou Road – open from 1888 to 1913. One split ring cds cancel is known.

Preston Road – open from 1872 to 1885 and again from 1895 onward. The office was renamed Westphal in 1937. One split ring cds cancel has been recorded.

Sheet Harbor Road – open from 1905 to 1924. No cancels have been recorded but it is reasonable to assume that at least one split ring cds cancel must exist.

Stake Road – open from 1887, the office was renamed as Malagash in 1953. Two different split ring cds cancels have been recorded in the period prior to 1918.

Valley Road – open from 1909 to 1916. One split ring cds cancel is known.

West Bay Road – open from 1892 (and possibly still operating). One split ring cds cancel has been recorded in the period prior to 1918.

NEW BRUNSWICK:-

Base Line Road – open from 1891 to 1896. One split ring cds cancel is known. Note that this is a different office to the Nova Scotia Base Line Road.

Canaan Road – open from 1909 to 1912. One split ring cds cancel is known. Note that this is a different office to the Nova Scotia Canaan Road.

Chaplin Road – open from 1910 to 1957. One split ring cds cancel is known in the period prior to 1918.

Creek Road – open from 1907 to 1925. One split ring cds cancel is known.

Despres Road – open from 1915 to 1927. One split ring cds cancel is known.

Ferry Road – open from 1908 to 1959. One split ring cds cancel is known prior to 1918.

Murray Road – open from 1876 to 1968. One split ring cds cancel is known prior to 1918.

New Ireland Road – open prior to 1868 as a Way Office but only became a regular post office in 1876, this office closed in 1903. Two different split ring cds cancels have been recorded.

Porter Cove Road – open from 1912 to 1928. One split ring cds cancel has been recorded (see fig 241).



Fig 241 Porter Cove Road, New Brunswick, c.d.s. cancel.

Shepody Road – open prior to 1868 as a Way Office but only became a regular post office in 1876, this office was closed in 1923. One split ring cds cancel is known from our time period.

Sherman Road – open from 1889 to 1913. One split ring cancel has been recorded.

Upper Tilley Road – open from 1915 to 1969. One split ring cancel is known prior to 1918.

Youngs Cove Road - open in 1898 and may still be open. One split ring cds cancel is known in the period prior to 1918.

Wards Creek Road – open prior to 1868 as a Way Office and closed in 1915, this office only became a regular post office in 1876. No cancels have been recorded from this office but it is reasonable to assume that at least one split ring cds type must exist.

PRINCE EDWARD ISLAND:-

Afton Road – open from 1894 to 1913. One split ring cds cancel is known.

Appin Road – open from 1887 to 1913.

One split ring cds cancel is known.

Baldwins Road – open from 1882 to 1919. One split ring cds cancel is known.

Beaton Road – open from 1909 to 1925. One split ring cds cancel is known.

Brackley Point Road – open from 1874 to 1912. One split ring cds cancel is known.

Byrne's Road – open from 1880 to 1919. Two different split ring cds cancels are known.

Cambridge Road – this office was originally opened in 1885 under the name of Mink River Road. The name changed to Cambridge Road in 1891 and the office closed in 1914. One split ring cds cancel has been recorded with the Cambridge Road name but no cancel is known with the earlier name although logic suggests that one must exist.

Cardigan Road – open from 1874 to 1891 when it was renamed St. Teresa. One split ring cds cancel is known.

Cavendish Road – open from 1874 to 1897 when it was renamed as Mayfield. One split ring cds cancel is known.

Graham's Road – open from 1868 to 1913. Two different cds cancels are known (one is shown in fig 242).



Fig 242 Later type of Graham's Road, Prince Edward Island, c.d.s. cancel – the nearest thing to the authors personal Street cancel – if anyone finds a copy you know where to send it!

Higgins Road – open prior to 1874 and closed in 1914. One split ring cds cancel is known.

Locke Road – open from 1892 to 1911. One split ring cds cancel is known.

Mink River Road – see Cambridge Road above.

Palmer Road – open from 1878 to 1913. One split ring cds cancel is known.

Palmer Road North – open from September 1912 to May 1914. No cancel has been recorded for this office but it is reasonable to assume that at least one split ring cancel must exist.

Peter's Road – open from 1874 to 1914. One split ring cds cancel is known.

Pisquid Road – open from 1868 to 1901 when it was renamed Avondale. One split ring cds cancel is known.

Princetown Road – open from 1862 to 1897 when it was renamed Brookfield. One split ring cds cancel is known.

St Mary's Road – open from 1874 to 1969. Sometimes called St Mary's Road East. One

split ring cds cancel from our period has been recorded with this latter naming.

Selkirk Road – open from 1874 to 1918. Two different split ring cds cancels have been recorded.

Union Road – open from 1875 until 1968. One split ring cds cancel is known from the period up to 1918.

Western Road – open from 1869 to 1912 apart from a brief closure in 1875. One split ring cds cancel has been recorded.

Whim Road – open from 1908 to 1913. One split ring cds cancel has been recorded.

ONTARIO:-

Blue Church Road – open from 1906 to 1913. One split ring cds cancel is known (see fig 243)

Perth Road - open under this name from 1874 (previously known as Lapum), this office was still open in the 1960's. One split ring cancel is known in our period.

Victoria Road - open from 1876 to 1970. One split ring cancel is known in our period.

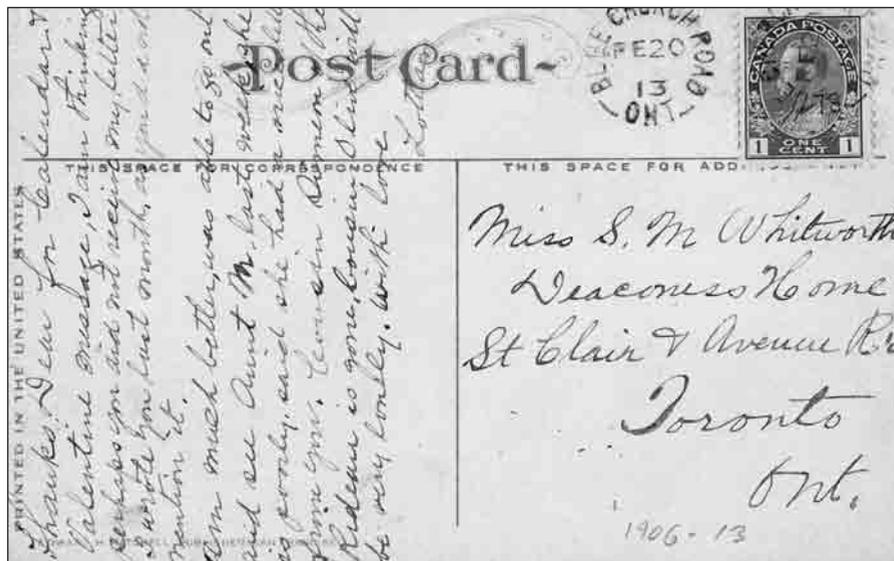


Fig 243 Blue Church Road, Ontario, split ring c.d.s.cancel

ST. JOHN'S, NEWFOUNDLAND:-

There is also one other town in the Maritimes that had sub-offices with Street names. This is St. John's, Newfoundland. I had omitted St. John's from my earlier listings on the Maritimes for two reasons. Firstly, Newfoundland was not technically part of Canada prior to 1918 and secondly, having never collected any Newfie material I did not feel sufficiently qualified to write about it. However, some brief notes are appropriate.

An old check list from Frank Waite (11) gives the following 'Street' offices for St. John's:-

Allandale Road
Duckworth Street
Duckworth Street East

Freshwater Road
Harvey Road
Mundy Pond Road
Pleasant Street
Prescott Street
Quidi Vidi Road
Thorburn Road
Water Street West

Suffice to say that a check of the post offices archives (1) and the proof books (3) suggests that none of these offices were using Street Cancels or open before 1918, although the records are far from complete. One of the later Street Cancels from Harvey Road is shown in fig 244.

Hopefully, one of our many Newfoundland collectors can add some more detail to this and maybe even contribute an article on the St. John's sub-offices?

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Fig 244 Harvey Road, St. John's Newfoundland, c.d.s. cancel



Fig 245 Gerrard Street, Toronto, fancy parcel oval.

And lastly some follow up items,

TORONTO:-

I had imagined that there could not possibly be more Street cancels from Toronto as well over 130 have featured in earlier articles. However, a trawl through some early material produced by Fred Stulberg (26) has revealed another fancy parcel oval similar to the type from Bleecker Street illustrated in fig 22 on page 169 of the October 2007 issue of *Maple Leaves*. This new type is from Gerrard Street and is illustrated in fig 245. I have never seen a copy of this cancel and would be interested if any member can confirm its existence on cover or piece. It may well be that examples of this type exist from some of the other Toronto sub-offices.

A review of my own material has also highlighted another c.d.s. cancel from Queen Street East which I missed in my earlier articles. This type is shown in fig 246 and can be readily distinguished from other contemporary cancels by its small dater (21.5mm) and the fact that the indicia is always blank. This type appears to have been in use from 1895 to 1898 and is

contemporary with a squared circle cancel from the same office.



Fig 246 Queen Street East 1895 style c.d.s. cancel

I can also confirm a much later use of the Toronto Junction c.d.s. cancel (fig 7 in the October 2007 issue of *Maple Leaves*). Although my earlier narrative said this cancel was used throughout the life of the office, most examples date from 1892 to 1900. Thereafter, the duplex cancel was used until 1905. Fig 247 shows the cds cancel used again in 1907 a year before the office closed. This example shows an 'AM' indicia which is unique to this late

Courtesy of member, Keith MacKay I can also confirm the existence of the Parliament Street roller cancel which I surmised should exist in an earlier article. Keith was able to show me two copies, one of which is illustrated here in fig 249. Both were on high value stamps suggesting that this cancel may have been used only on parcels and packages.

Keith also produced a nice pair of the 3 cent Small Queen showing a fine strike of the St Joseph Street cds cancel dated JY 18 93. This is some three months before the office opened according to Post Office records so it is likely to be an indicia error. However, just in case the records themselves are wrong I would ask members to check dates on their own copies of this cancel.



Fig 249 Parliament Street roller cancel

Finally for Toronto, Brian Hargreaves has provided pictures of two more, previously unmentioned, roller cancels; from Clinton Street and Yorkville. These are shown in figs 250 and 251.



Fig 250 Clinton Street roller cancel (courtesy of Brian Hargreaves)



Fig 251 Yorkville roller cancel (courtesy of Brian Hargreaves)

HAMILTON:-

I can also report a blank indicia variety on the later (common) type of James Street cds cancel. This is the only one I have ever seen with blank indicia and it is dated July 1899.

MONTREAL:-

In my last article, I indicated that an earlier type of cancel should exist from Park Avenue than the ones shown in figs 235 and 236. I can now show this earlier type,



Fig 252 Park Avenue Extension, Montreal, split ring cancel.

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it is a split ring cancel which also shows the office name as Park Avenue Extension but in this case shows no allegiance to Montreal (see fig 252). The example shown here has a date of February 1911 but I assume it was in use from the opening of the office until late 1912/ early 1913.

I can also confirm that Park Avenue and Park Avenue Extension were one and the same post office. I should, however, correct the location I gave for this office. It was located at 271 Avenue Beaumont at its junction with Park Avenue Extension.

Keith MacKay has also confirmed yet another indicia variety on the St Catherine Street Centre cds cancel. This one shows a blank indicia and is dated in December 1899.

Brian Hargreaves has also provided pictures of three cancels I had mentioned but not been able to illustrate in earlier articles. These are the roller cancels from St. Catherine Street Centre and Prince Arthur Street and the 1900 – 1901 full circle cds cancel from St Denis Street. These three cancels are illustrated here in figs 253 – 255.



Fig 253 St. Catherine Street Centre roller cancel (courtesy of Brian Hargreaves)



Fig 254 Prince Arthur Street roller cancel (courtesy of Brian Hargreaves)



Fig 255 St. Denis Street full circle cds cancel (courtesy of Brian Hargreaves)

THE END?

This is the last main part of this series of articles (relief all round!). After allowing some time for feedback, I do intend to publish a final part 10 which will comprise

two tables, one listing the Street Offices and the other the cancels.

Despite the 100 year time gap and the large number of articles written on these cancels over the years, new types are still turning up – witness the Toronto and Montreal items described above – so there remains much to be discovered about these early sub-office cancels. I have little doubt that this series of articles will not be the final word on the subject.

Whilst researching this series of articles I have discovered some amazing stamps and covers with Street Cancels. As a fitting finale, two of the very best are shown in figs 256 and 257, courtesy of Colin Banfield. Fig 256 shows the rare 6 cents

Jubilee stamp of 1897 used to pay the triple drop letter rate for a letter weighing between 2 and 3 oz. Given the stamp/ rate combination, the Parkdale duplex cancel seems almost incidental. Fig 257 is, if anything, even more remarkable. Franked with an 8 cent and a 1 cent Jubilee stamp it shows the 9 cents registered printed matter rate to the UK. The printed matter and book post rate was 1 cent per two ounces so the package must have weighed between six and eight ounces. It was mailed from Toronto Junction and shows the early cds cancel.

Maybe you have an even better Street Cancel item in your collection? If so, send me a scan and I will show it in a future issue.



Fig 256 Triple rate drop letter franked with a 6 cent Jubilee stamp of 1897, mailed from Toronto Parkdale in April 1898 and showing the '2' duplex (courtesy of Colin Banfield).



Fig 257 Quadruple rate registered printed matter sent to the UK from Toronto Junction in June 1897. Rated at 9 cents it is franked with 1 cent and 8 cent Jubilee stamps. (courtesy of Colin Benfield).

For convenience I have included a listing of all the references with this part.

References:-

- (1) National Library of Canada and National Archives of Canada; available on-line at: <http://data4.collectionscanada.ca>
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- (3) Series of books entitled 'Proof Strikes of Canada' edited by J. Paul Hughes and published by Robert Lee 1990 – 1994.
- (4) Canadian Post Office, Postal Guides for October 1886, January 1887 and January of subsequent years up to 1900. Library and Archives Canada.
- (5) The Squared Circle Cancellations of Canada, 5th Edition, BNAPS, 2001.
- (6) Catalogue of Canadian Duplex Cancellations, Robert Lee, 1987 plus updated information obtained from the present editor Stephane Cloutier in December 2007.



- (7) Toronto Branch and Street Post Offices, Dr. Fred Stulberg, BNA Topics March, April and May 1970.
- (8) Notes on Street Cancellations compiled by the late Dr. Charles Hollingsworth
- (9) Private correspondence from Stephane Cloutier.
- (10) The Duplex Corner – James Street/Hamilton: A New Duplex Discovery by Stéphane Cloutier. PHSC Journal March 2006.
- (11) Street Cancellations – A Check List; Frank Waite BNA Topics July-August 1992 page 18
- (12) Early Street and District Cancellations, Max Rosenthal BNA Topics, Vol 14, September 1957, pp 207 – 211.
- (13) Morris Street, Halifax by Dr. Charles Hollingsworth BNA Topics vol 34, no 4 pp 14 – 16 (July/August 1977)
- (14) Morris Street – Halifax, NS 1895 – 1901 by J. Colin Campbell Maple Leaves
- (15) Morris Street, Halifax and the Sea Captain/Postmaster by J. Colin Campbell BNA Topics vol 50, no 4 pp 14 – 15 (July/August 1993)
- (16) Branch, Sub and Suburban Post Offices of Montreal, Max Rosenthal, PHSC Journal no 25, March 1981, pages 4 - 10
- (17) Boulevard St. Denis, Quebec; a Little Mystery, Joseph M. Smith, PHSC Journal no 110, June 2002, page 37.
- (18) Notes on the Street Cancellations of Canada compiled by Jim Carr – provided courtesy of Bow City Philatelics.
- (19) Street Cancellations of Canada by C.F. Waite BNA Topics February 1956, pages 41 - 44
- (20) Additional Notes on Street and District Cancellations by J. Millar Allen, BNA Topics May 1956, pages 106 – 107.
- (21) Letter to the Editor by W.L. Gutzman entitled Street Cancellations in BNA Topics May 1956 page 118.
- (22) Street Cancellations of Canada – Additions by C.F. Waite, BNA Topics September 1957, page 207.
- (23) Fancy Cancels on Canadian Stamps 1855 to 1950 by D.M. Lacelle published by BNAPS, April 2000.
- (24) The Varied Field of Postmarks by Max Rosenthal, BNA Topics February 1972 pages 32-34.
- (25) Listing of Street Cancellations During the Jubilee Era compiled by Frank White (Waite?) (provided to the author by Joe Smith in private correspondence).
- (26) What's New in Old Canada, Fred Stulberg, Canadian Philatelist March/April 1971, pages 65 – 68.



BOOK REVIEWS

GIBBONS STAMP MONTHLY – ARCHIVE EDITION 1890 – 2009. ISBN 10 : 0-85259-777-6, A5 slipcase containing 5 archive DVD's and a bonus DVD. Available from Stanley Gibbons Ltd, 7 Parkside, Christchurch Road, Ringwood, Hampshire BH24 3SH, orders@stanleygibbons.co.uk Price £199.95.

Our first 'book' in this set of reviews is, in fact, a set of computer DVD's. The archive offers 120 years of articles from the popular Gibbons Stamp Monthly. This comprises over 40,000 pages of the best philatelic material available, delivered to you in searchable digital format. It covers all issues of GSM from 1890 to 2009 and allows you to search the database by author, subject, volume number or keyword, with full reproduction of each page as originally printed.

An impressive philatelic research resource (who owns a complete run of GSM?) but the price will put most of us off – particularly when you can access a similar *Maple Leaves* or *Topics* database for nothing! However, it may well prove popular with local stamp clubs.

HISTOIRE POSTALE DE BOUCHERVILLE 1828-2009 by Michel Gagné. La Société d'histoire postale du Québec et la Société d'histoire des Îles-Percées, 2010, 139 pages, ISBN 978-2-920267-42-8. \$25. Sold through : Fédération québécoise de philatélie, 4545, avenue Pierre-de-Coubertin, P.O. Box 1000, Station M, Montréal H1V 3R2 or at fqp@philatelie.qc.ca

This in-depth study includes an account of the different postmasters of Boucherville, the location of the post offices throughout time as well as a study of the postmarks used there

since its opening in 1828. With nearly 340 illustrations and several bibliographical references, this book is an excellent reference for historians and postal historians as well as postmark specialists. In his preface, Cimon Morin, president of the Société d'histoire postale du Québec mentions that "this in-depth work will enable historians as well as postal history buffs not only to familiarise themselves with this subject, but also to profit from the author's rigorous research, and with the addition of several references to learn the rich history of the Boucherville post office".

Michel Gagné, who is a resident of Boucherville and a retired employee of the Commission scolaire de Montréal is now devoted to Québec's postal history and its rich local history. Past president of the Société d'histoire postale du Québec, the Académie québécoise d'études philatéliques and secretary of the Société d'histoire des Îles-Percées, he spends his time these days researching and documenting the history of Boucherville. This native of Montreal has recently published over 80 articles, both in postal history and philately.

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

NO ENGLISHMAN NEED APPLY, Gordon Mallett. 160 pages, 8.5 x 11, 2010. ISBN: 978-1-897391-59-4 (Colour), 978-1-897391-60-0 (B&W). Published by the British North America Philatelic Society (BNAPS). Stock # B4h043.1.1 (Colour) - \$C99.00; B4h043.1 (Black & White) - \$C49.95 Available from Ian Kimmerly Stamps, 112 Sparks Street, Ottawa, ON K1P 5B6, Canada. Phone: (001) 613 235-9119.



Credit card orders (Visa, Mastercard) will be billed for exact amount of shipping plus \$2 per order. For payment by cheque or money order, please contact Ian Kimmerly Stamps. Applicable tax will be charged on orders for delivery in Canada. BNAPS members receive a 40% discount. Available from: Ian Kimmerly Stamps, 62 Sparks Street, Ottawa, ON K1P 5A8, Canada. Phone: (613) 235-9119. Internet orders can be placed at www.iankimmerly.com/books/

No Englishmen Need Apply is a detailed study of the career of Major R. W. (Walter) Hale with the Canada Post Office Department and the events that led to him becoming widely known as the flying postal inspector. The British émigré's early life adventures and military service in both World Wars also receive mention. Special attention is paid to the active role he played in the inauguration of air mail service throughout his adopted country's vast northlands, most particularly the Great Bear Lake region and the 'Mackenzie River corridor' (the Athabaska/Slave/Mackenzie waterway linking Fort McMurray and Aklavik).

By the end of his lengthy career District Postal Superintendent Hale had logged more than seven hundred hours in the air, often flying to far-northern outposts in hazardous winter weather. He flew with many of the pioneer aviators including legendary bush pilots W. R. 'Wop' May, C. H. 'Punch' Dickins and G.W.G. (Grant) McConachie. Their signatures appear alongside his on a number of air mail covers illustrated in the book.

The biography's storyline is presented in two formats: a 160-page text and photo narrative supported by material taken from primary references, and a parallel account recorded on a companion DVD. The signed covers and the human interest stories linked to their carriage are the main focus of the study. Reference numbers in the narrative direct the reader to

supporting textual and pictorial material in the Appendices and Additional Notes sections and on the disc. The rationale for the choice of the biography's unusual title is explained. Foremost among the more than 300 files on the disc are scans of vintage photographs in an album entitled Mackenzie River District Air Mail Service that Hale assembled in the mid-1930s. Scans of the biography's collection of Hale-signed covers are also included.

Gordon Mallett's interest in philately and aviation dates back to his youth when he was an enthusiastic stamp collector. One day his father showed him a number of black-and-white snapshots he had taken of pioneer air mail pilot W. R. 'Wop' May perched atop his Loughheed Vega monoplane, CF-AAL. Gordon was soon reading everything he could find about early aviation. These interests heightened in his adult years and by the early 1980s he had become an avid aerophilatelist.

CATALOGUE OF WESTERN CANADIAN SHIP WAY LETTER CANCELLATIONS by William Topping.

Available from Bill Topping 7430 Angus Drive, Vancouver, B.C. Canada V6P 5K2, price \$20 plus postage.

This new catalogue of Western Canadian Ship Way Letter Cancellations is an update of the ship section of the earlier Catalogue of Canadian Railway Cancellations produced in 1982 by Lewis M. Ludlow and it is intended to be used in conjunction with the recently published updated Catalogue of Canadian Railway Cancellations edited by Ross Gray. It includes close to 350 separate listings, almost double the number of listings appearing in the 1982 work.

The ship markings are arranged alphabetically by ship's name, followed by the name of the operating company. For





added interest a one or two line entry providing background information on the ship is included. The wording on each handstamp is provided and the markings are assigned an alpha/numeric identification number based on the date of introduction and the shape of the marking. A cross reference to the earlier Ludlow numbers is provided.

Where two or more markings have identical wording, measurements are used to distinguish between what may appear to be identical hand stamps. The listing includes the period of use of each handstamp, based on 40 years of records and also includes a five step ('A' through 'E') rarity factor. Where less than five

copies of a marking have been recorded, the number of reported marks is provided after the letter 'E'.

After the main listings, the catalogue shows pictures of the main cancellation types which will be helpful to the beginner in this field.

A companion work for Eastern Canada is reaching the final stages of preparation and will hopefully be published in the near future. This book will be an invaluable aid to those who collect ship way mail or paquebot marks and is a useful addition to the earlier work by Gray et al on RPO's.

GS.

HOW I STARTED COLLECTING BNA (4)

Hugh Johnson

I had a childhood general stamp album but never did much with it after my father died when I was 8. I then had little further interest in stamps until I got married to Dawn who was a GB collector. One Saturday we visited London and wandered into George Korels stamp shop near Leicester Square, I wasn't sure which country to look at, but he had a reasonable collection of Canada for sale and as I have some relatives out there I bought it.

I extended this collection to the provinces when I bought some early Newfoundland from a young John Auld – in the days when he was still under Charing Cross station. My collection now fills over a dozen albums and stock books including revenues and cinderellas and I have boxes and books of Small Queens and Admirals to sort and write up one day. I stopped collecting new issues in 2000, and my main area of

collecting for the past few years has been pre-stamp material, mainly Cross border and Transatlantic. I have written up much material for competition and display to local clubs, and was pleased to be able to give a display at this years CPS Convention.

Following the purchase of the Understanding Transatlantic Mails book by Fred Winter a couple of years ago, I have now accumulated an extensive pre stamp World Maritime mail collection with much Transatlantic content, again some of it was shown at Convention.

A past President of Gravesend Stamp club once said – “Stamps are made to be used and seen – not put in a bank vault”. I always encourage people to show their collections to enthuse others and to exchange knowledge.



LETTERS TO THE EDITOR

Dean W. Mario

BRITISH MAIL BRANCH OFFICE REVISITED

Members will recall Mike Street's interesting articles (ML, April 2009, Jan 2010), and Derrick Avery's related follow-up (ML, Oct 2009) concerning these unusual and seldom-seen cancellations.

Here is another one (shown in fig 1 below),

dated 24th March 1963, from the 'BRITISH MAIL BRANCH / SAINT JOHN, N.B.'. The writer informs his grandparents in Scotland of his travel woes encountered on his trip (at least he wasn't requesting money!). He noted 'AIRMAIL' on the card but only used a 4 cent Wilding definitive. The rate was short paid, hence the black straight line 'IN-SUFFICIENTLY PREPAID FOR AIRMAIL' instructional marking struck at the bottom of the card.

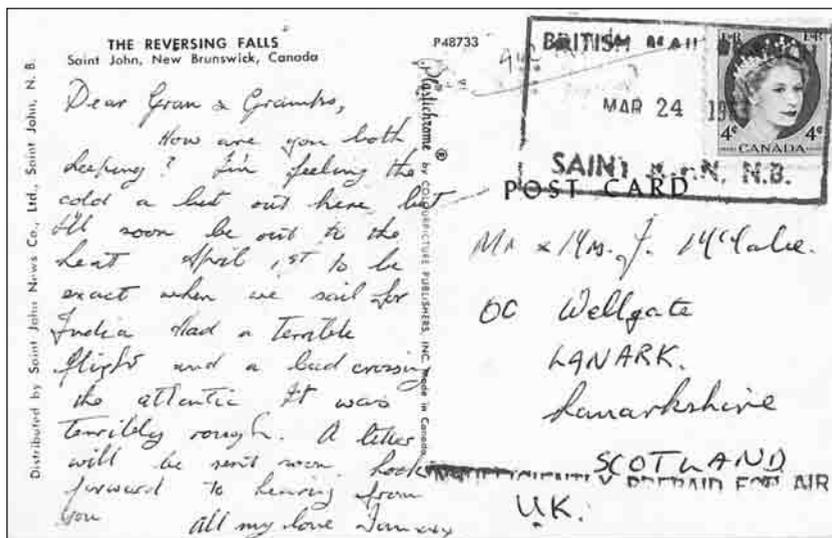


Fig 1.

SOCIETY NEWS

FROM THE PRESIDENT

I would like to invite you to the island of Jersey for our 65th Anniversary and 65th Annual Convention which will take place between Wednesday 28th September 2011 and Sunday 1st October 2011 at the Hotel Ambassadeur. It will be the first time such an event has been held other than on the UK mainland.

I can promise you the usual mix of social and philatelic events ensuring something for everyone. The draft Convention programme will be included with the January issue of *Maple Leaves*.



Whilst the Convention is still a long way off – booking forms and competition entry forms will be enclosed with the April 2011 issue of *Maple Leaves* – the location means that some members may wish to do some early planning. There is plenty to see and do in Jersey, so why not plan to turn the Convention into a longer holiday by adding on extra days at preferential rates (bed and breakfast basis) at the hotel. If you have never been to Jersey before, a visit to www.jersey.com will show you what you have been missing.

The quickest way to get to Jersey is by air. Direct flights to and from are available from most UK regional airports. The main carrier is Flybe, see www.flybe.com. For those coming to Convention from overseas, connecting flights are available to Jersey from London Gatwick and Manchester airports. You can also get to Jersey by sea on a conventional ferry from Portsmouth (12 hours) or by fast car ferry from Poole or Weymouth (4-5 hours). Details of the ferry options can be found at www.condorferries.co.uk

Given the location, we plan to offer some additional options for Convention booking in 2011, including package deals which will include transport to and from the UK mainland by air or ferry. The package costs will include; return flights or ferry to and from Jersey, meet, greet on arrival at Jersey, return transfers from Jersey airport to the hotel, 4 nights accommodation at the hotel based on twin/ double share with breakfast and dinner daily plus the banquet dinner. More details are available at our website www.canadianpsgb.org.uk and we expect to be able to post firm prices for these package options in the early 2011.

Malcolm Newton

LONDON GROUP

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.

SCOTLAND AND NORTH OF ENGLAND GROUP

Our next meeting will be held on Saturday 6th November at 1400hrs at the Buccleuch Arms Hotel in Moffat. All members are welcome, please bring along a few sheets to display.

John Hillson.

WALES & SOUTH WEST GROUP

The group had a successful meeting at the Portishead convention with nine members present. The following displays were on show: Hay River N.W.T., Prince Edward Island, Canadian RPO's, Newfoundland Postal Stationary and Canadian War Tax issues.

John Croker.



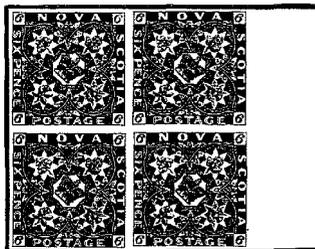
Charles G. Firby

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