



Maple Leaves

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CANADIAN PHILATELIC SOCIETY
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CONTENTS

Editorial	1
Straight Line Postmarks (Part 1 - Lower Canada)	3
North by Northwest	15
Another New Dead Letter Office Handstamp	29
Convention 2012	31
Questionnaire Feedback	34
Letters to the Editor	38
Palmares	41
Any Questions	42
Book Reviews	47
Society News	51
Annual Accounts	54
Amendments to Membership	56

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EDITORIAL

With this issue of Maple Leaves we start both a New Year and a new volume. The issue is also our first regular one in full colour. Last years Member Questionnaire (see page 34 for feedback) marked this out as one of the benefits members would most like to see. With the help of our new President, Peter Motson, and a crash self-taught course in desktop publishing your Editor has found a way of producing in colour at a similar cost to our old black and white product. It does mean that I am now doing the page layouts myself so I apologise in advance for any layout errors or strange fonts that may creep in while I am still learning. Hopefully, the colour will make up for them! Anyway, let us know what you think and how we might improve things further.

As our last issue was the final part of Volume 32 we plan to issue an index for this Volume in the near future for those of you who like to bind your copies.

I would remind members that subscriptions for the current year (2012/13) are now overdue if you have not already paid them. Please contact our Subscriptions Manager (Dave Armitage or Mike Street if in North America) if you are unsure of your status. If you are not paid up you will not receive the April issue so act now if required. I would note that Dave has had an extended stay in hospital recently so we apologise that the usual e mail response to thank those who have paid may have been somewhat sporadic. We wish Dave a speedy recovery.

Our new feature 'Any Questions' appears for the first time in this issue. If you have any simple questions (like how to tell a re-entry from a retouch or how to tell apart Montreal





and Ottawa printings of Small Queens or what on earth a spandrel line is) this column may well be able to provide you with the answers - don't be shy in sending the questions in!

Our Packet Manager is making strenuous efforts to reinvigorate the packet including making it available via our website to overseas members who will be able to view sheets online, check availability and delivered price by e mail and even pay using PAYPAL. Members without internet access will still be able to register with the Packet Manager to receive photocopies of the packet sheets in the traditional way. To make this a success he needs a good and regular supply of material so if you have some spare stamps or covers lying around wanting a new home please sort them out and send them in. You can find details of how to submit material either on the website or in the Members Handbook Part II. Note that we have now combined the old Exchange Packet and Covermart into one packet system containing all material.

Finally, the Palmares from recent exhibitions appear on page 41 but I am pleased to report that David Whiteley was awarded the Aikens-Hillson Trophy at the CPSGB Convention for his articles on the Yukon in recent editions of *Maple Leaves*. I am also pleased to report that *Maple Leaves* itself won a Gold medal at the recent ABPS National Show in Perth. And now for some colour.....



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Early editions of the Canada Specialised Catalogue (1) included listings of the Straight Line postmarks used in Canada and the Provinces in the late eighteenth and early nineteenth centuries. Unfortunately, since 1989, no such listing has been available to collectors. This collaborative series of articles is intended to correct this omission. This first part covers the postmarks from Lower Canada (or Quebec Province). This work is the result of research by Cimon Morin and Jacques Poitras, including review of material in the archival collections at Library and Archives Canada (LAC)- representing more than 2500 stampless straight line postmarks of Lower Canada. This section of the “Catalogue des marques postales du Québec” originally appeared in the Bulletin d’histoire postale et de marcophilie produced by the Société d’histoire postale du Québec (SHPO) (2). These original articles were in French and the update here, as well as being translated into English, includes some new finds recorded since their initial work was published. A second part, under different authorship, will cover the postmarks of Upper Canada (Ontario Province) and we hope to add articles on the Maritime Provinces and Newfoundland at a later date. The intention is to list and illustrate all the known straight line postmarks and to provide sufficient information to help in their identification. No market valuations are given but some of the articles will provide an indication of relative scarcity and note where the particular marks are known only from LAC.

STRAIGHT LINE POSTMARKS – (PART 1, LOWER CANADA)

Cimon Morin and Jacques Poitras

As the name indicates, straight line postmarks show the characters aligned in one or two horizontal lines. This type of postmark always shows the name of the post office (in



Fig 1 The earliest of the Montreal straight line marks from 1774 is really a rate marking in silverweight (courtesy of Library and Archives Canada, LAC, RG4, B52, vol2).





English for the period in question) and, sometimes, also shows the date in part or whole. This type of mark was first used in Canada in 1765 at the Quebec post office and has its roots in similar types in use in England at the time of the creation of the postal system in Canada.

The devices used to make the postmarks had removable characters and originated with printers. We believe that most of these devices used in Lower Canada were made by the printers Brown and Gilmore of Quebec. The basis of the instrument was metallic and of circular form. A horizontal internal plate allowed the insertion of the characters. A wooden handle allowed the postmaster to apply the required pressure to cancel the correspondence.

These straight line postmarks were always used as a dispatch mark by the office where the letter was posted. Prior to 1827, they are almost always found on the back of folded letters. (The only exceptions to this are some of the early marks from Montreal, Quebec and Three Rivers and some of the marks from the smaller post offices which appear on the front of letters – see figs 2 and 4). Similarly, prior to 1827, most of these marks are found only in black ink. (The only exception to this is the first Montreal mark of 1774 which is only known struck in red - see fig 1).

From 1827 onward, postmasters were asked to strike these marks on the front of letters and in red ink. This change coincided with the arrival, as Administrator of Posts, of Thomas A. Stayner. These directives took some time to be adopted by all postmasters. Shortly after this, in 1829, the Canadian post office received its first batch of circular date stamps from England and these quickly replaced the straight line types in most offices. Only a few straight line types date from later than 1830.

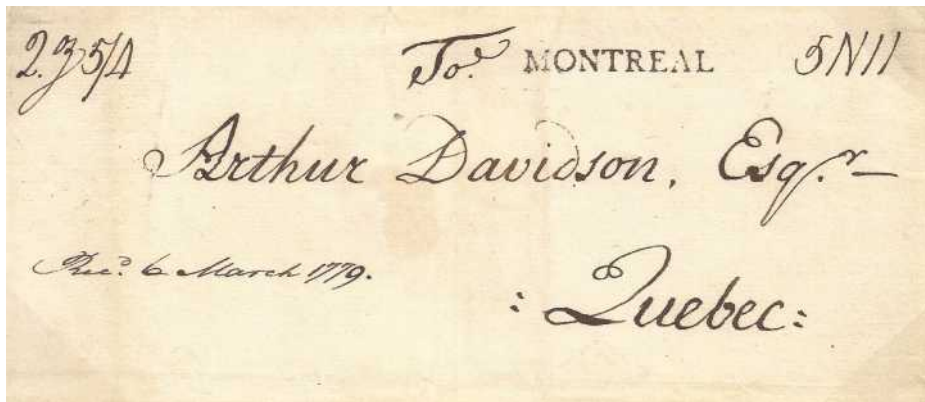


Fig 2 Montreal type IV straight line mark on a 1779 letter to Quebec. This is one of the few Lower Canada marks available to collectors to be regularly found struck on the front of letters. (courtesy Graham Searle)





Fig 3 A trio of the rarer straight line types from Dundee, Petite Nation and St. Denis (courtesy of Cavendish Auctions - Dr. Dorothy Sanderson sale 2006)

The following table lists all the straight line marks from Lower Canada known to us. Please note the following when making use of this table:-

- The names of post offices are based on the book by Walker and Bélanger. (3)
- Type numbers have been assigned on the following basis:-
 - Each device manufactured to mark the mail has been given a type number
 - Any modification to that device has been given a sub-type letter(Thus, as an example, the first two entries for Berthier in the table below are deemed to be from the same device, type I - note identical sizing and type - but at a certain time the device was modified with the capital 'I' being replaced by a lower case 'i' to create type Ia).



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- In some cases the illustrations may have been enhanced to provide a uniform presentation. However, the relative dimensions, characters and spacing have not been changed.
- The known period of use of the mark is shown. Where the years are linked by a hyphen we believe the use to have been continuous in that period.
- The approximate size of the mark is shown in mm; width x height. These measurements are for the postmark itself (including the date line where applicable) but take no account of any manuscript portions.

Where we have not been able to personally verify dates, dimensions or colours, these are shown in italics. Where italics occur, the data was taken from previous philatelic printed sources such as Campbell (4), etc.

Type	Illustration	Period of use	Approx size in mm	Colour	Comments
BERTHIER					
I		1780-1794	35 x 4.7	Black	
Ia		1796-1801	35 x 4.7	Black	<i>i' in lower case</i>
II		1802-1803	34 x 13	Black	
IIa		1804-1813	34 x 13	Black	A hybrid of types II and IIa has been seen from 1804 showing a full date line missing just the last digit of the year.
IIb		1828-1829	34 x 13	Black <i>Red</i>	
III		1815-1817	36 x 4	Black	Only known from the archives
CARILLON					
I		1841	38 x 3.5	Red	Only recorded from the archives.





CHAMBLY					
I		1820 - 1822	40 x 4	Black	Listed in old CS catalogues but not seen by us.
II		1821 - 1829	44 x 4	Black	Chambley with an 'e'
COTEAU DU LAC					
I		1819 - 1829	45 x 4	Black	
DRUMMONDVILLE					
I		1819 - 1829	52 x 4	Black Red	
Ia		1819	52 x 15	Black	Only known from the archives
DUNDEE					
I		1830	35 X 3	Black	Only known from the archives
II		1831	28 x 3	Red Black	
HATLEY					
I		1822 - 1823	29 x 5	Black	Often to be found struck on the front of letters. Normally with a manuscript date under.
LA PRAIRIE					
I		1820 - 1829	25 x 3	Black Red	Normally found with manuscript date under.
L'ASSOMPTION					
I		1822 - 1826	52 x 4	Black	Listed in old CS catalogues but not seen by us
II		1826	50 x 18	Black	Only known from the archives. May be modified form of type I with added date line





MONTREAL					
I		1774	28 x 7	Red	Only known in the archives
II		1774	28 x 10	Black	Only known in the archives
III		1777	28 x 3	Black	Only one or two examples recorded in private hands. Sometimes shows parts of box enclosing the letters.
IV		1779 - 1783	40.5 x 4.5	Black	Often to be found struck on the front of letters
V		1784 - 1789	34 x 16	Black	
Va		1784 - 1785	34 x 16	Black	Less than 10 examples recorded
VI		1789 - 1792	40 x 18	Black	
VII		1792 - 1799	41 x 16	Black	
VIIa		1799	41 x 16	Black	
VIIb		1800 - 1801	41 x 16	Black	Dateline width varies between 41 and 46mm
VIIc		1801	41 x 16	Black	Dateline width varies between 41 and 46mm





MONTRÉAL contd					
VIII		1801 - 1802	84 x 5	Black	
IX		1802 - 1810	37 x 13	Black	
IXa		1803	37 x 13	Black	
IXb		1810 - 1819	37 x 13	Black	
X		1810 - 1828	37 x 13	Black Red	
PETITE NATION					
I		1843	36 x 4.5	Black	Only a few examples known
QUÉBEC					
I		1765 1780 - 1796	35 x 5	Black	Usually found with separate Bishop Mark
II		1799	34 x 13	Black	
IIa		1800 - 1809	34 x 13	Black	Examples can be found with the day/month/year in a different order.
RIVER-DU-LOUP					
I		1829	45 x 4	Black	Only known from the archives





SHERBROOKE					
I	SHERBROOKE	1826 - 1829	44 x 4	Black	
SHIPTON					
I	SHIPTON	1819 - 1829	32 x 4	Black	Only five copies known in private hands
II	SHIPTON C.E.	1828	40 x 4	Black	Listed in old CS catalogues but not seen by us.
ST. DENIS					
I	ST. DENIS	1828	29 x 4	Black	Only a few examples known
ST. JOHN'S					
I	ST JOHN'S	1819 - 1821	35 x 4	Black	Only two copies are known in private hands



Fig 4. One of the two recorded examples of the St. John's L.C. straight line mark. (Courtesy Harmers Auctions, Allan Steinhart sale 2005)

STANSTEAD					
I	STANSTEAD	1821 - 1828	44 x 4.5	Black	
TERREBONNE					
I	TERREBONNE & June, 1826.	1826	50 x 17	Black	Only known from the archives





THREE RIVERS					
I		1777 - 1778	54 x 4.5	Black	
Ia		1781 - 1782	59 x 4.5	Black	
Ib		1782	53 x 4	Black	Listed in old CS catalogues but not seen by us
Ic		1784 - 1788	52 x 4.5	Black	
Id		1788 - 1790	58 x 4.5	Black	
Ie		1791	52 x 4.5	Black	Lower case 's'
If		1792 - 1799	53 x 4.5	Black	
Ig		1797	53 x 4.5	Black	
Ih		1799	53 x 4.5	Black	
Ii		1799 - 1800	50 x 4.5	Black	No 'S'
Ij		1800 - 1801	49 x 4.5	Black	No 'S'
II		1802 - 1810	39.5 x 12	Black	
IIa		1810 - 1818	39.5 x 12	Black	
IIb		1828	39.5 x 12	Black	
III		1818 - 1823	35 x 12	Black	
IIIa		1823 - 1827	35 x 12	Black	
IV		1828	52.5 x 4	Black	





WILLIAM HENRY					
I		1815 - 1816	37 x 5	Black	

OTHER RECORDED STRAIGHT LINE MARKS

ISLE BOURDON (Way Office)					
		1829	35 x 5	Black	Only known from the archives
WILLIAM HENRY (Military Post Office)					
		1812	28 x 15	Black	Only known from the archives

The authors would be grateful if members could inform them of any other types not listed and also any date range extensions and/or different colours used. In addition they would like to hear about the existence of the types shown in italics. Scans of all such items should be sent to the Editor.



Fig 5 One of the rarer Lower Canada straight line marks from Shipton. Only five copies of this mark have been recorded. (courtesy Harmers Auctions – Allan Steinhart sale 2005)





Fig 6. Another example of a straight line mark struck on the front of a letter. This example from Stanstead dates from 1828 by which time Post Office directives required them to be so struck. Some earlier examples from this office and from nearby Hatley are, however, also found on the front of letters. (Courtesy Harmers Auctions – Allan Steinhart sale 2005)

References:-

1. *Canada Specialized Postage Stamp Catalogue*, Toronto, W. Maresch and A.W. Leggett, 1987 It is worth noting that the listing in the CS Catalogue had its roots in the *American Stampless Cover Catalog (ASCC)* and the last versions covering Canada and BNA were edited by Sissons and later by Steinhart. Before such publication in the ASCC, listings were prepared by Campbell and earlier by Prof Richardson and results published in the quarterly publication *Postal Markings (1930-1934)*.
2. « *Catalogue des marques postales du Québec (CMPQ), part 1: Marque rectiligne* », *Bulletin d'histoire postale et de marcophilie*, 107, Jan – Mar 2010, pp 37 – 42
3. *Les bureaux de poste du Québec*, Anatole Walker with the participation of Ferdinand Bélanger. Montréal, *Le marché philatélique de Montréal*, 1987. 291 p.
4. *Canada Post Offices 1755 – 1895*, F.W. Campbell, *Quarterman Publications* 1972.208 p.



NORTH BY NORTH WEST

Graham Searle F.C.P.S.

When I read the draft of David Whiteley's article on the routes to the Klondike gold fields from Edmonton and Athabasca Landing (*I*), I was reminded of a small collection of covers that had sat in my stamp drawer for several years awaiting my attention.

I suspect that all of us, at one time or another, have found ourselves in an auction room bidding on a lot we had no intention of acquiring when we arrived. Something about it (maybe the apparently ridiculously cheap asking price) caught our attention and not long after we find ourselves trooping home with a lot that doesn't really fit anywhere in our collection. We take it home, stick it in a drawer and tell ourselves we will 'sort it out' later.

This was exactly how I came upon this particular group of covers, in a Society Convention auction several years ago and it was only the mention of some of the place names in the Yukon article that brought it to mind.

The area to the north and north-west of Edmonton, all the way to the Arctic Ocean (see fig 1), remains to this day one of the world's great wilderness areas. It is, however, also an area very rich in natural resources, not just gold, and these resources have been behind much of the development that has taken place in the area since 1897.

As the earlier article showed, it was the gold rush of the Yukon that led to the first big influx of prospectors who were forced by geography and lack of infrastructure to mostly use the rivers and lakes as a way into this vast wilderness. Stern wheel paddle steamers, burning local wood, began opening up the country, taking out furs and precious metals and bringing in the annual supplies and the mail. The very short summer when navigation was possible and the time and cost of carrying goods over portages, limited economic transport to only the most precious of cargoes. The key arteries of this early trade were the Athabasca and Peace Rivers flowing north into the Great Slave Lake and the Mackenzie River flowing north from there to the Arctic Ocean and many of the settlements in this area still lie on this route.

By the late 1920's, the advent of air transport laid the foundations for quick, year round communications. This brought a new wave of commercial prospectors into the area and, over time, a growing realisation that the area contained vast mineral wealth. The early bush flights into the area were mainly operated from Fort McMurray in Alberta (shown as just McMurray on the map). This settlement, on the confluence of the Athabasca and Clearwater rivers, had been established on the back of the early oil tar sands discoveries and the first extraction plant to get oil out of the sands was developed there in the early 1930's. Bush flights were operated from Fort McMurray to a host of small settlements





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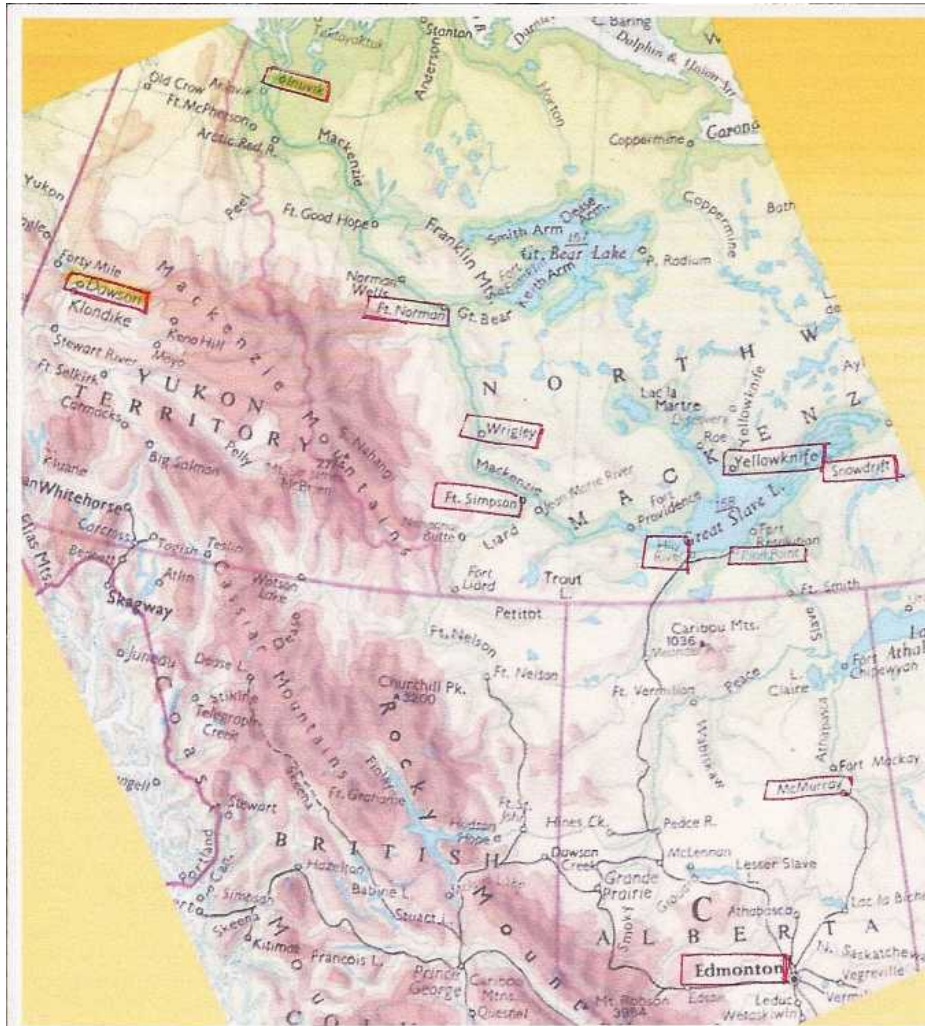


Fig 1. Map of the area, several of the places mentioned in this article are highlighted.

in the north and north west, themselves mostly HBC outposts. Collectors of the popular first flight covers from the 1920's and 1930's will be familiar with these places; a typical example is shown in fig 2 which is a first flight cover from Fort Norman to Fort McMurray from 1929.

Fort Norman is a long way north, albeit still a fair way short of the Arctic Circle. It was a HBC trading post and one of the staging points on the River Route from Athabasca Landing to the Yukon (1). A post office had opened there in 1920 but the arrival of the first flights in 1929 provided the first year round postal service to the small community.

Despite the dramatic developments that have taken place in the Canadian North in the last 50 years, Tulita (as Fort Norman has been renamed since 1966) can still only be reached by air on a year round basis. A winter road now links the settlement to the Mackenzie Highway but it is only open from mid to late winter when the ice is thick enough. Apart from the air links, summer access is still barge and canoe up the Mackenzie River; much the same as the early pioneers in 1897! Even today, it boasts a population of only a little over 500 making for limited post volumes. Some more modern postmarks from Fort Norman are shown on the covers in figs 3 and 4.

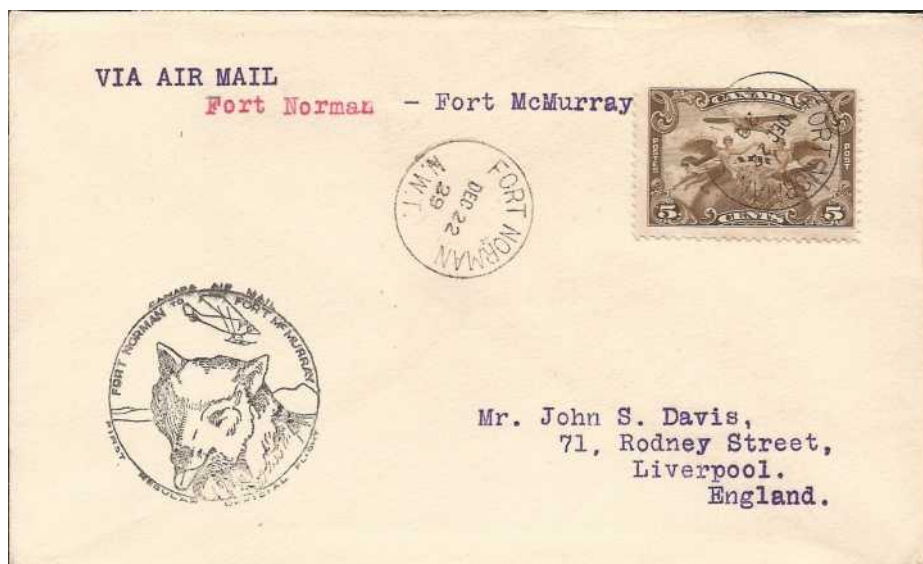


Fig 2 First Flight cover from Fort Norman to Fort McMurray, December 1929.

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Fig 3 A trio of covers from Fort Norman showing a range of modern postmarks from this small settlement.

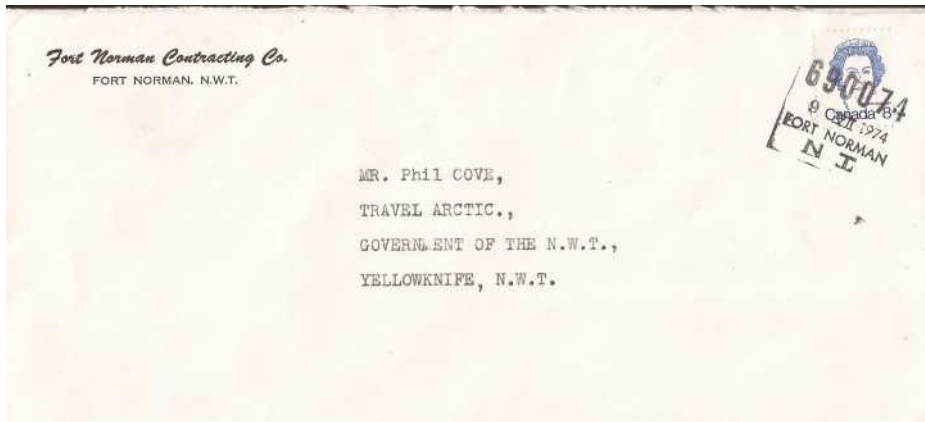


Fig 4 1974 style postmark from Fort Norman.

Whilst the early bush flights did much to help prospecting in the area, they did not provide a means for large scale development of the resources. Full development of the mineral ores required transport by rail or road and several more decades were to pass before this became a reality.

A combination of the vast distances, difficult muskeg terrain and the financial pressures imposed by World War 2 resulted in little infrastructure development in this area between 1930 and 1955. Plans to build a road into the area had started in the 1930's with the commencement of the Mackenzie Highway but the project was abandoned at the outbreak of war. Work on this road was not resumed until the 1960's when a highway was completed as far north as Hay River on the Great Slave Lake. In 1966 – 67, the road was extended further north as far as Yellowknife, capital of the North West Territories, on the northern shores of the Great Slave Lake. By 1970, the road north had reached Fort Simpson and work started to extend further as a graded road to Wrigley (still some way short of Fort Norman). This work was initially abandoned due to lack of funds but finally completed in 1994 and the 'highway' now terminates at Wrigley. Even that last stretch incorporates a major river ferry/ ice crossing. North and northwest of Wrigley, there are only ice roads in the winter.

In a similar time frame, the Dempster Highway was built from Dawson City in the Yukon, 450 miles north to Inuvik on the Arctic Ocean. This highway, Canada's only all-weather road to cross the Arctic Circle was finally completed in 1979. The driver for its completion was the discovery of vast oil reserves in the region.

Between the end of the Mackenzie Highway at Wrigley and Inuvik on the north coast, however, you are still obliged to travel by river or by air. The Government of the NWT continues to seek federal funding to link the north end of the Mackenzie Highway with the Dempster Highway but one suspects that this difficult engineering project may be some way down the Federal Government list of priorities.





This big road building programme in the north was celebrated by the issue of a special stamp in 1961 (see fig 5). The design features one of the 'Earthmovers' used to complete the task. Fig 6 shows a picture of one of these machines being used to prepare the highway near Yellowknife, once regarded as 'the back of beyond' and now a provincial capital with a population of close to 20,000.



Fig 5

Those few communities north and northwest of Wrigley continue to rely solely on air for their postal service. Fig 7 shows a modern cover from Fort Good Hope to Inuvik which would have been carried this way. Fort Good Hope with a population of around 500 is a place for the hardy – with an average year round temperature of between -1C and -12C!



Fig 6 Highway construction near Yellowknife in the 1960's.

The same natural resources which provided the driver for road construction, also resulted in the construction of the only major rail system to venture into this vast area, The Great Slave Railway (or Mackenzie Northern Railway) was built between 1955 and 1964 and ran between Grimshaw, Alberta and Hay River with an extension east along the south shore of Great Slave Lake to Pine Point. The Pine Point Mine was the source of huge reserves of lead and zinc ores. The operators of the mine, Cominco, built a town, called Pine Point, to house the workforce and a post office opened there in October 1964. Such was the size of the mine that the town boasted a population of 1200 at its peak.

Like all natural resources, the ores eventually ran out and when the mine closed in 1988, the town closed with it. It was abandoned and demolished. Over the course of its 24 year life, the mine produced and shipped over 10 million tonnes of lead and zinc concentrate produced from over 69 million tonnes of raw ore material. Pine Point is typical of



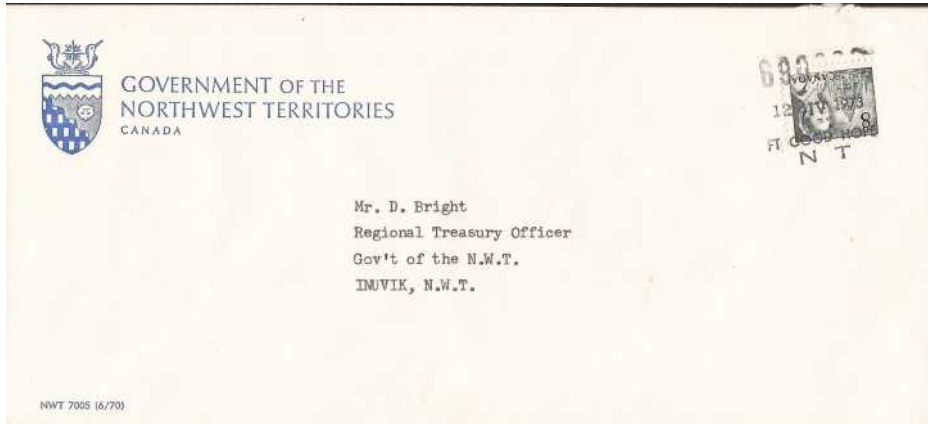


Fig 7 Letter from Fort Good Hope to Inuvik



Fig 8 The Great Slave Railway - newly constructed in 1965



Fig 9 The open cast lead/zinc mine at Pine Point.

several boom and bust mining communities the inevitable fate of which always seems a little sad. Some examples of mail sent from Pine Point showing a range of postmarks and meter marks from this office are shown in figs 10 and 11

Despite the demise of the Pine Point mine, Hay River continues to enjoy rail links to the south and remains the northernmost point in Canada, and all of North America, to be connected to the continental railway system (note that the Alaska Railway is further north but is not connected to the network). In modern times, Hay River has become an important hub for the far north. In 1959, the Northern Transportation Company Limited located their main base in Hay River and over the years developed the facilities. Today the base is the major staging point for the annual sealift along the Mackenzie River, via Inuvik and Tuktoyaktuk and the communities of the Arctic Ocean, as far east as Taloyoak, Nunavut and west to Barrow, Alaska. The town boasts a population of over 3500 making it one of the major settlements in the region. Two examples of modern covers from Hay River are shown in figs 12 and 13.





Fig 10 MOON cancel from Pine Point



Fig 11 Circular date stamp and meter marks from Pine Point.





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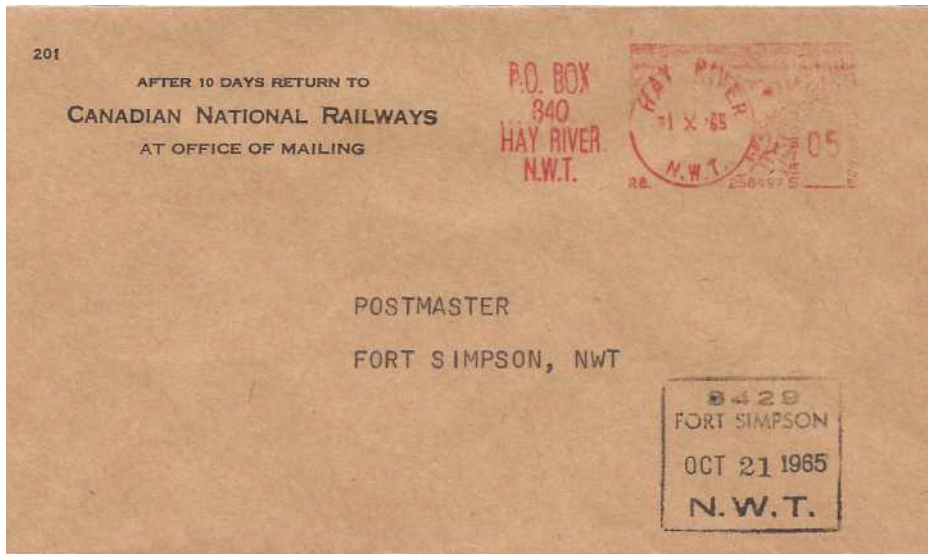


Fig 12 Hay River meter mark from 1965, around the time the C.N.R. completed this most northern of rail links.

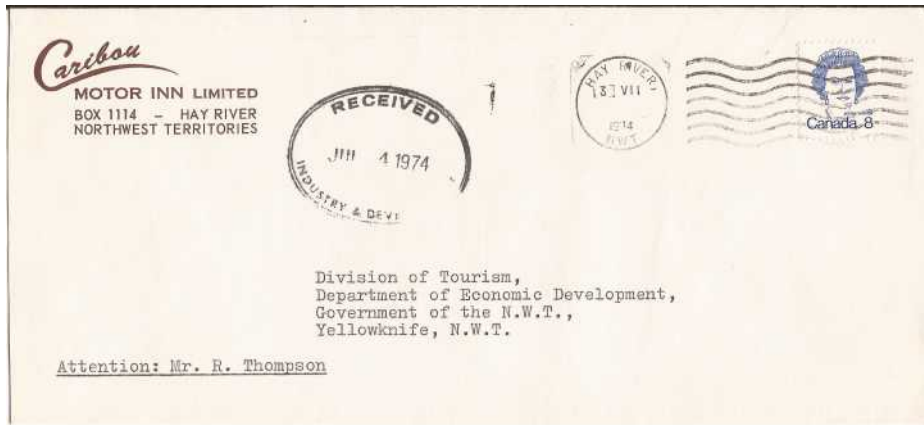


Fig 13 Hay River machine cancel from 1974

The building of the roads and railways to Hay River and beyond, greatly improved the transportation links to a number of small communities along the south shore of the Great Slave Lake. The long term future of some of these communities is tenuous to say the least. One example of this is the hamlet of Rocher River; a small settlement on the south shore of the lake east of Fort Resolution. A store had been opened here in 1935 and operated until 1971, latterly by the Taltson River Trading Company. The HBC operated a post here from the 1920's until 1963 and a small RCMP detachment was based there. The death-knell of Rocher River proved to be a fire that burned down the federal school in 1960 causing most of the population to slowly move west to Fort

Resolution. A small post office operated at Rocher River from 1950 to 1963. Fig 14 shows a registered letter from this tiny office mailed in 1956.



Fig 14 Registered letter from Rocher River showing cancels from both this office and Yellowknife. With no road or rail links to this hamlet, the mail was taken out by air to Yellowknife and distributed onward from there.



My personal favourite amongst the small settlements in this area is one called Snowdrift. The name says it all really! Snowdrift is situated at the southeast corner of the Great Slave Lake and was originally a HBC trading post opened in 1926 to allow fur trappers to obtain supplies nearer to the unexploited barren lands east of the area. In the mid 1950's the Federal government built homes and a community freezer at the site. A Roman Catholic mission followed shortly thereafter as did a federal school in 1960. These days, Snowdrift (or Lutselk'e as it is now known) continues to thrive, albeit with a population of only some 300 hardy souls. With no road access, the settlement is served by air, having a water aerodrome on the lake in the summer. It is one of the many places served by the annual sealift from Hay River.

A post office opened in Snowdrift in 1965 and despite some short lived closures in the 1970's continues to operate. An example of the POCON cancel from this tiny office can be seen on the cover in fig 15.

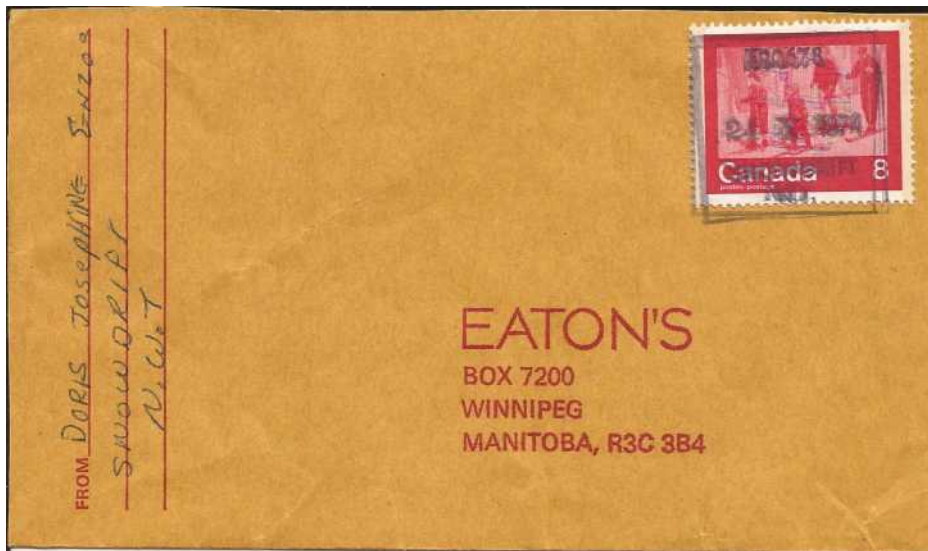


Fig 15 When you live in a place called Snowdrift, the Eaton's catalogue is a vital source of supplies!

Despite all the developments and the natural resource activities in this area of northern Canada, it is clear that for many of the few hardy folk who live there, things have not changed all that much in the 120 years since those first intrepid prospectors set off from Edmonton and Athabasca Landing in search of the Klondike gold.

References:-

1. *The All Canadian or Athabasca Route from Edmonton and Athabasca Landing to the Klondike*, David H. Whiteley; *Maple Leaves*, Vol 32 No 8, October 2012, pp 439 - 449





ANOTHER NEW DEAD LETTER OFFICE HANDSTAMP

Gary Steele

Collectors gravitate toward various stamp and postal history collections for a variety of reasons. I like Dead Letter Office (DLO) covers because almost every one in my collection has a good story, and the subject is still in the maturing stage. Even though DLO cancellations have existed for more than 135 years, there are still new items to find. The cancellation shown at below right, described in this article, is one of them. The numeral "1" on the fourth line of the cancellation is what makes the item "new".

The Winnipeg #2 and #4 double circle "Winnipeg District Superintendent of Postal Service" DLO handstamps were proofed on 4 December 1924 and 7 November 1924 respectively. They appear to be rubber handstamps as the inner circles are usually irregular, but unless the actual device were to be found this is not completely certain. All characters except "Winnipeg, Man." at the bottom of the outer ring are sans-serif. Although it seemed strange to only have proofs for #2 and #4, because there were no proofs it did not occur to me that a #1 or #3 device might exist. No #1 or #3 cancellations had been reported, and to date only two of the #2 hammers have been found. Note that these are not "Barrel" cancellers; "Barrels" are the 1955-1962 hammer devices using a "Barrel Assembly" with five different wheels.

Always surprised by new postal history material popping up, I came across the handstamp shown in Figure 1 overleaf that has a Winnipeg District Superintendent of Postal Service cancellation with the numeral "1". The cover originated in Winnipeg, Manitoba on 7 Aug 1929 with the 3¢ postal stationery imprint paying the first class letter rate to Ocean Grove, N.J. It was received there (PO machine imprint) on 10 Aug 1929. This postmark will be listed as WIN3c-a1 in the next update to the Plain DLO catalogue.

The original address was crossed out and the letter redirected to '201 E24 St/N-Y-C' (New York City), where delivery failed. After a delay of two months the pencil endorsement "Refused by care" was added. (The word "care" was most likely short for "caretaker".) Returned to Madison SQ (Postal) Sta. on 8 Oct 1929, it left there on 9 Oct 1929 for delivery to the New York Dead Letter Office where it was delayed again. On 14 Nov 1929 it was forwarded to the Winnipeg Dead Letter Office and arrived there five days later. After being opened by the Winnipeg DLO it was returned to the sender. No information about the sender or

District Superintendent of Postal Service

**D.L.O.
NOV 19 1929
1**

Winnipeg, Man.

Double Circle, 37+27mm, No known proof;
Plain # WIN3c-a1





Fig 1 Cover showing the newly discovered cancel on the reverse side

other handstamps used is available as these would have been placed on the Dead Letter Office Return envelope (ambulance cover).

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CONVENTION 2012 – BRIDGE OF ALLAN

With no President in seat it was left to the Committee to arrange the 2012 Convention with a team effort. Despite the inevitable thoughts of three humped camels, the ‘team’ ably lead by our Treasurer put on a splendid show and everything worked as intended and on time and, apart from one rainy afternoon at Stirling Castle, even the weather behaved to give us some late sunshine in an otherwise awful UK summer.

The philatelic displays included some super and very varied material courtesy of Malcolm Newton, Colin Banfield, John Hillson, Richard Thompson and Peter Payne and the ever popular Members 16 sheets session gave us the usual wide variety of BNA stamps and covers to enjoy.

In between the philatelic sessions, members and partners enjoyed a trip to the newly restored Stirling Castle with a short detour to the Wallace Monument en route. We also enjoyed an outing to, and ride on, the Falkirk Wheel – a unique piece of Scottish engineering linking two canals. This latter trip had been included, with some trepidation, in place of the customary ‘distillery tour’. However, lovers of the amber nectar were well catered for by the whisky tasting emporium over the road from the hotel and the real ale brewery a few doors down. Scottish retail sales apparently spiked upward over the last few days of September; probably unrelated but consumption at the study group sessions did hit new records!

The Saturday morning saw the AGM completed and then a review by the judges of the Competition entries. It also gave us all an opportunity to view the entries and some very fine material indeed was on show. Our congratulations go to Malcolm Montgomery, Richard Thompson and Graham Searle who between them took away the prizes. Saturday also saw Colin Lewis bringing his gavel down for the last time on his final auction and what a bumper affair it was with over 1900 lots. Despite the size of the sale, Colin still managed to race through by mid afternoon with a break for lunch and managed to keep a lot of buyers and sellers happy in the process. Overall sales topped £16000 with some very high prices once again paid for quality material providing a much appreciated boost to Society funds.

Around 35 members and guests sat down for the closing Banquet on the Saturday evening with Richard Beith from the Stirling and District Philatelic Society giving a most entertaining speech. A surprise visit from a local piper provided some interval entertainment and Colin Lewis received a well-deserved gift from the Society for his sterling efforts over many years as Auction Manager. The Presidential badge was handed on to Peter Motson who extended a warm welcome to everyone to meet again in Plymouth in September 2013.

A few photos, courtesy of the Editor, are included overleaf to give you a flavour of the event.





The Members 16 sheet displays drew the usual crowd of admirers



Joe Smith proposes a toast to the ladies



The Falkirk Wheel - just to prove the sun really did shine in Scotland in a week when parts of England were flooded again!

The bidders prepare for the gavel to come down as Colin Lewis is about to start his last auction.





John Hillson receives the Founders Trophy on behalf and himself and Ted Nixon for their Small Queens book.



Master of Ceremonies, Colin Banfield, places the chain of office on our new President, Peter Motson.



The Henderson Quaich finally gets to be put to its intended use by competition winner Richard Thompson.



Malcolm Newton attempts to prove that there are always 17 drops left in the bottle. Wife Anne and Kathy Montgomery look on and keep count!





MEMBERS QUESTIONNAIRE FEEDBACK

Malcolm Newton & John Hillson F.C.P.S.

Members will recall that a Questionnaire was sent out with the April 2012 issue of Maple Leaves to solicit views on the range of benefits offered to members.

A summary of the responses and views expressed has been provided by Malcolm Newton and is as follows:-

'The 'upside' of the exercise was that 52 members responded to our questionnaire, including 15 from North America. This represents 16% of our total and to those members, may I say 'thank you' for taking the trouble to respond. You have, nevertheless, provided us with 'food for thought' as well as providing a general consensus of opinions of your Society.

The 'downside', being that this was an anonymous questionnaire, is that regrettably I could not respond to individual members comments and as there were quite a number of varying topics, these will remain unanswered.

As you will have noted, your Editor has listened to your wishes for the introduction of colour into our journal. This one subject brought forth the greatest response, even if the cost of membership had to rise to accommodate this along with any other improved or modified benefit. Only three members said that they would not wish the annual subscription rate to increase to provide such improvements.

Overall, you were happy with the journal and as we expected, members requested articles on subjects which we have not covered in recent editions of Maple Leaves. Newfoundland was one such popular suggestion, but as one respondent said 'perhaps he/she should be writing an article for the Editor'. More KGV articles were sought,

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which we had already begun to address last year, whilst some wished to see an occasional article on airmail topics, and surprisingly, some articles of a general nature aimed at the intermediate collector. A few members requested articles on modern stamps, but of the 52 replies received, 37 of you said that you did not collect such issues! The recent articles on the Klondike were well received (for which David Whiteley has received the new Aikens-Hillson trophy), whilst others wanted less 'nit-picking' on rates and plates.

Despite all this, you are very appreciative of Graham's hard work but as always, he can only publish what is submitted to him from you, the members. Please overwhelm him with short (or long) articles on your pet subject as you will be surprised by the number of other members who will enjoy reading them.

We were disappointed with the comments (or rather lack of them) on the convention. Some of the replies wanted a shorter duration or the location was inconvenient whilst another said there was the lady of the house to consider or the dog needs kennelling. We do try to entertain the ladies independently of the philatelic side, as much as possible, but not provide kennels. Another respondent thought that the displays would be too specialised, but like the journal, we try to cater for all tastes and anyone attending the recent 2012 convention, will be able to testify to this.

The 'other services and/or benefits' questions brought forth a goodly number of responses. Top of the list was the concern regarding Colin Lewis's retirement as auction manager. However, to date, no-one has felt sufficiently concerned to come forward and volunteer for the post. The lack of an effective exchange packet/covermart cropped up regularly. Of course, the committee were very conscious of this short coming, but providing material is sent in, the new arrangements announced elsewhere in this issue may be an answer to what you are looking for.

Our Society website was mentioned regularly, although it was interesting to note that nearly a quarter of all UK responses, said that they did not have a computer! Some wished to have a 'chat forum' or an expanded website which embraced an on-line exchange forum.

All your suggestions will be listened to even if some may not be possible in the short term.

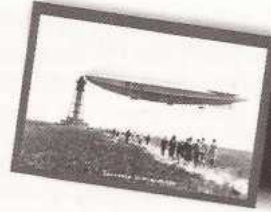
Finally, thank you to all who responded. Please try and enrol new members as there were no responses from anyone under 50 years, whilst 23% of you were over the age of 80! We do not wish to die, just yet'.

So what, you may ask, will change as a result of this consultation? The Committee discussed the main issues raised at Bridge of Allan and our Secretary, John Hillson, has provided the following summary of what immediate actions are proposed in response to the feedback:-





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‘First we asked you members what thoughts you had about the direction the Society should take in the future and an analysis of your replies is shown above – I would like to thank, on behalf of the Officers of the Society all those who sent in their replies and suggestions; some most helpful. Where possible the best ideas will be acted upon.

In the meantime three important changes are being made. First you will notice the magazine is in colour for the first time. Our editor has found a way to do this at no significant cost increase.

Second, for too long we have been most reticent to let people know we are here, In future all reports of our activities. Conventions, local group reports, where a stand has been taken at a philatelic event, will be circulated to all philatelic magazines we can think of, including, where relevant BNAPS Topics, to publicize the fact we are still alive and well. It costs us nothing and may buy us some additional publicity and even some new members.

Thirdly, it is clear that Covermart and the Exchange packet have not functioned for a while. In the case of Covermart the material was available but the means of distributing it were ineffective, in the case of the Packet, it has been starved of material for over two years. In an attempt to correct these problems, Covermart has been abolished, the packet will appear on the web, will include covers, and will be made open to every member of the Society, wherever located. I asked members at Convention who could provide material for the packet – a number of hands went up. No doubt the Packet Manager is by now being inundated with material. Incidentally we can also accept material from across the pond, or anywhere else, and don’t forget, members who cannot pay in sterling can pay by PayPal.

Well it is a beginning’.

LETTERS TO THE EDITOR

Eldon Godfrey

THE S.S. EROS

This morning my interest was again taken by “A Tale of Two Covers” submitted to “Maple Leaves” (October 2011) and to “King George Post and Mail” (Issue #25 Jan – Mar 2012) by my friend John Burnett, O.T.B.

The S.S.Eros was one of many to fall within the range of Unterseeboot 48. UB-48 was the most successful??? of the Unterseewaffe, accounting for the sinking of 55 ships (321,000 tons) and damaging two ships (12,000 tons) of Trans Atlantic shipping during the Battle of the Atlantic. An excellent article “SS Eros Becomes a Casualty in the Battle of the Atlantic” by Bob Ingraham, which focuses principally on the “naval side”





while also addressing “Interrupted Mail” can be found at http://www.ingraham.ca/bob/~IMAGES/SS_Eros.pdf.

John’s cover addressed to Paris also highlights “SERVICE SUSPENDU”. For added interest I forward two “Eros” covers and an “Eros” Post Card, each highlighting Foreign Exchange Control Board markings.

Figure 1, a mailing from The Toronto General Trusts Corporation to Morgan Grenfell & Co. Ltd., a long standing (1838) British merchant bank now a part of the international Deutsche Bank, bears the self audit compliance marking APPROVED FOR EXPORT / ON BEHALF OF THE / FOREIGN EXCHANGE CONTROL BOARD / BY” This cover shows signs of water damage; however, being franked by meter we know the 3¢ rate for surface mail from Canada (Toronto) to England was fully paid. The reverse, shows a small piece of British re-sealing tape.

Figure 2, a registered mailing faintly shows the circular stamp of Toronto Station L and the initialed straight line handstamp PASSED FOR EXPORT. The reverse, shows an excellent example of the British re-sealing tape. Registration is obvious but the franking has been “floated off”.

In Figure 3 we have an example of a postcard (The Admiral Beatty Hotel, Saint John, N.B.) bearing the FECB straight line handstamp PASSED FOR EXPORT. The greeting “Here for a few days. Weather just grand. Love to all” should hardly attract the attention of the examiner. Although the franking has been ‘floated off’ the slogan cancel “CANADA’S DOORS ARE OPEN TO TOURISTS” is clear, yet hardly inviting over the dangerous North Atlantic as evidenced by the attack on the Eros.

Perhaps other readers can add to the “Eros Story”.



Fig 1



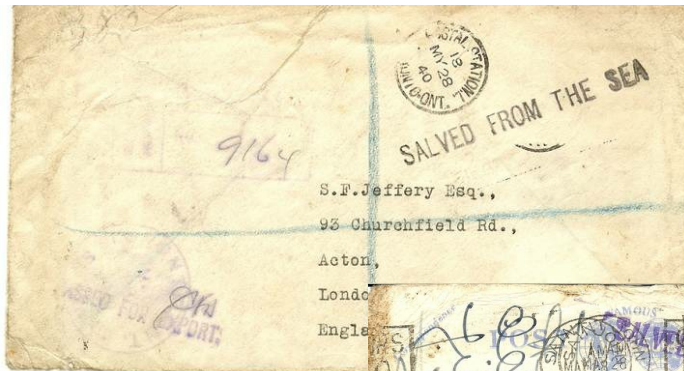


Fig 2



Fig 3

John Hillson

FAKED OFFICIAL OVERPRINTS

The recent article on 'O.H.M.S.' and 'G' fakes elicited some interesting new information from a number of sources. I am indebted to Bill Topping for writing to me to point out that the 'G' fakes with the Frodel back print were not in fact the work of Andre Frodel at all. Perhaps not surprising as his concoctions were always of a very high standard, which the 'G' fakes do not always match up to. Apparently these were produced on the west coast by an employee of the now defunct firm of F. Eaton & Sons, and which attracted the attention of the Canadian police who seized some 32 dies, 3 of which were OHMS – one had the missing stop after 'S' – and a large quantity of stamps, although the latter were returned to the company. Apparently a large bonfire followed; possibly of not all the material.

Ted Nixon has also informed me that the Vincent Graves Green Foundation Expert Committee have had a fair number of faked official overprints through their hands in recent years. A well-known faker is operating on e-bay under a variety of names, although in his case, if and when challenged one does get ones money back; 'if challenged' being the operative words.

I would like to thank both members for their trouble.



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PALMARES

Our members have been particularly successful in recent exhibitions and competitions and we congratulate all of the following whilst apologising to anyone we have inadvertently missed out.....

BNAPEX 2012 – Calgary

Gold Medals were awarded to the following members:-

David Bartlet – for ‘New Brunswick Tobacco Stamps’

Hendrik Burgers – for ‘Canadians in World War I: The First Contingent’ (also won the Sam Nickle award)

John Cooper – for ‘King Edward VII Era Destinations’

Earle Covert – for ‘Canadian Pacific Railway First Issue (Green) Postal Stationery Cards’

Charles Livermore – for ‘Thanks for the Smokes and Other Gifts. World War I and II’

Joe Smith – for ‘The Jubilee Postcard – Overview’

Joe Smith – for ‘The Jubilee Postcard – Postal History’

Gary Steele – for ‘1937-1938 Definitive Issue’ (also won the APS Medal of Excellence and the Horace Harrison Grand Award)

Richard Thompson – for ‘The First Decimal Issue of Canada 1859 – 68’

Vermeil Medals were awarded to the following members:-

David Piercey – for ‘Newfoundland: The Postal Issues 1865 – 1908’

Brian Plain – for ‘The Victoria Post Office and Undeliverable Mail 1874 – 1925’

Bill Topping – for ‘Japanese Relocation Mail 1941 – 1945’

Silver Medals were awarded to the following members:-

Earle Covert – for ‘Not All the Mail Gets through Uneventfully 1940 to Present’ (also won the Sterling Achievement Award)

Iain Stevenson – for ‘Vancouver Island: Explorations in Social Philately’ (also won the Novice Award)

Richard Thompson – for ‘Two Cents Large and Small Queens 1868 – 1897’

A **Bronze Medal** was awarded to:-

Jack Wallace – for ‘To Vancouver by Air Sometime’

Our congratulations also go to Leo Beaudet who displayed his ‘My Favourite Elizabethan Varieties’ in the Court of Honour.

CPSGB Convention – Bridge of Allan, September 2012

The major awards in the one frame competition went to the following members:-

Class IA – Stamps and postal stationery up to 1902: Richard Thompson for his ‘Two Cents Large and Small Queens 1868 – 1897’. This display also won the Henderson Quaich.

Class 1B – as above issues post 1903: Graham Searle for his ‘Admiral Issue Postcard Rates 1912 – 1928’. This display also won the Admiral Cup.

Class 2 – Postal History : Malcolm Montgomery for his ‘Samuel Cunard Story’. This display was also awarded the Stanley Godden Trophy.

ABPS National Exhibition – Perth, October 2012

Large Vermeil:- Graham Searle for ‘Steamboat Mail on the St. Lawrence and Lake Ontario 1824 – 1862’

Silver:- Judith Viney for ‘Canada Free Franks’





ANY QUESTIONS

This new feature is designed to provide answers (from our members) to (hopefully mostly simple) questions from our members. It is very much aimed at the beginners amongst us – either completely new collectors or those moving into a new collecting area. So if you have a query that is holding you back – no matter how simple you suspect it may be – please send it in to the Editor who will do his best to match the query up with a suitable expert who can provide some answers.

As the idea behind this column came from John Watson, we start with a couple of not so simple questions from John himself.....

This first question is just something I have not been able to find the answer to (been on various searches on all sorts of websites - probably not asked the right questions). It appears to be a parcel containing handkerchiefs to England franked with a 10 cent plum and a 1 cent green (see fig 1 below). The reverse has a foreign parcel declaration form, but has been crayoned over in parts (see fig 2). My problem is that I can't find out the parcel rate to the UK for 1917 so I am unsure as to whether this was actually sent as a parcel. As far as I can work out, the only other rates this could be are: a) 5 x first class plus 1 cent tax, which would mean the handkerchiefs plus packaging would weigh between 4 and 5 ounces; b) third class matter weighing between 20 and 22 ounces. Could handkerchiefs be sent first or third class post?



Fig 1 Part of a wrapper sent from Canada to England in December 1917.



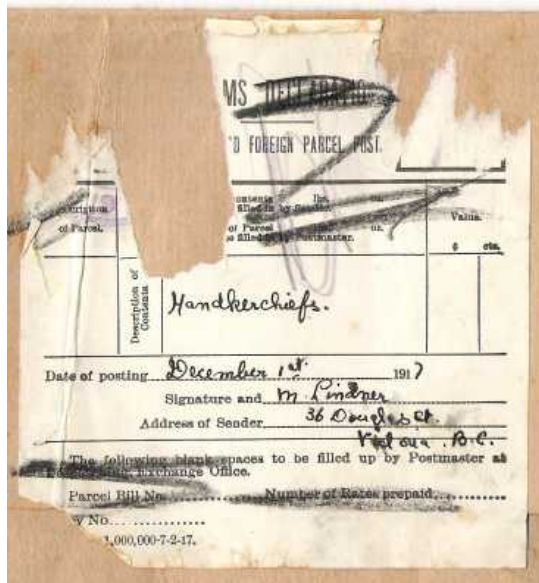


Fig 2 Reverse side of the wrapper in fig 1.

The first part of the answer to John's first query was provided by member Cimon Morin who was able to provide a helpful website link to the Postal Guides of the time (you can find this at http://www.collectionscanada.gc.ca/archivianet/02012704_f.html). Postal Guide Monthly Supplements for 1913 to 1932 (except 1927-1928) are also available at: <http://www.collectionscanada.gc.ca/base-de-donnees/publications-postales/001033-100.01-f.php?PHPSESSID=dt dpj8rumjfs59m9jh7ooevic4>

A quick check of the monthly Supplements for 1917 reveals that the Parcel Post rate to the UK in August 1917 was set at 12 cents per pound or part thereof (up to a limit of 11 pounds). With a minimum charge of 12 cents and no indication of underpayment, we can be fairly certain that this item was not sent as a parcel. The deletions on the Customs declaration would support this.

A follow up check with member Leo Beudet and his BNAPS Admiral Study Group experts confirms that the packet was almost certainly sent by first class mail and weighed between 4 and 5 ounces. Given the date of sending we can assume the packet was a Xmas present. The customs declaration was probably placed on many such items in wartime to avoid delay and opening by officials. The postal regulations made no allowance for items such as handkerchiefs to be sent by third class mail and it is hard to believe that a few hankies would weigh in excess of 20 ounces.

John's second query relates to the item pictured below in figs 3 and 4 which John describes as 'a salary cheque receipt of some kind. I don't think it is of much philatelic significance but I'd like to know if anyone else has seen similar items'.





Fig 3 1912 Lettersheet from the Ontario Provincial Treasurer's Dept.

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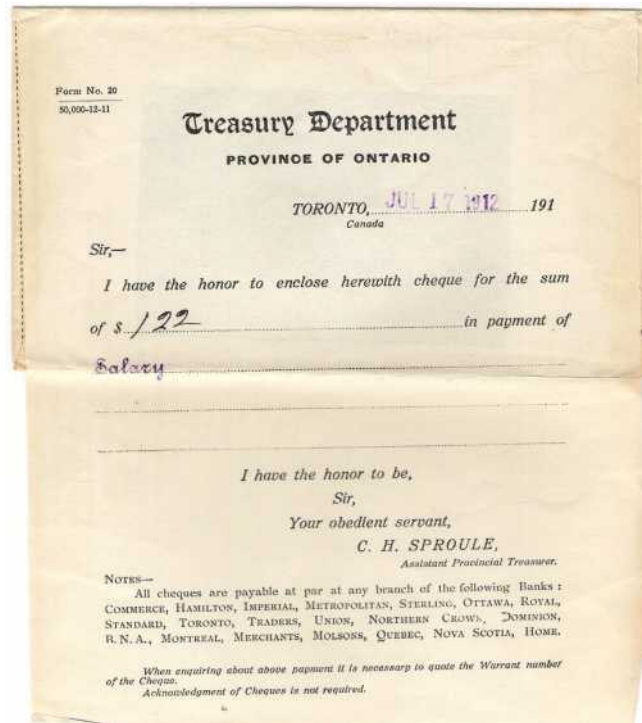


Fig 4 The inside of the lettersheet in fig 3.

Given that Government agencies employ lots of people, I surmised that this may be an example of something quite common; albeit the majority of them being consigned to the bin once the cheque was safely removed. However, member Mike Street was able to put some perspective on this assumption. Mike reminded me that ...

'Pay cheques were normally distributed by hand. In this case the payee lived in Minden, a remote community at that time and still off the beaten track today. There wouldn't have been a lot of these people then, and from the amount I suspect it was a monthly cheque'.

Member, Ron McGuire added the following comments in reply to a query if he had seen such items before

"Yes I have, and for other Government of Ontario departments---for example the Ontario Savings Bank---this 'envelope with form' equivalent to a letter sheet/card was used beginning in the Edward VII period by many Canadian banks, utility companies, etc--as a more efficient way of paying salaries, billing, acknowledging clients business etc."

Our next question was sent in by one of our newer members, Frank Henry.



Frank wrote.....' I have in front of me a common Canadian stamp: a KE VII 2 cent carmine (type II). What is not so common however is the cancellation: a violet Yokohama, Japan CDS dated 15.12.06. This period of philately would normally lie outside my own collecting interests, but the more I looked at this particular item in the postal auction catalogue, the more it appealed and I was pleased to acquire it. Please see fig 5 below.

Now the fun began, since I didn't just want to place the stamp in an album without being able to describe the cancel in an accurate manner. So, how could I do this? Well, first port of call was my own small library of philatelic literature (Robson Lowe, Jarrett etc), but this revealed nothing. Then I went to the internet and made several random searches via *google* using combinations of keywords such as "Yokohama" "Canada" "Japan" "Cancel" "1906". This also drew a blank, although it did alert me to the fact that in the nineteenth century Yokohama had been a foreign treaty port and that foreigners had had special privileges, but I couldn't find any mention of postal facilities for ex-patriot Canadians.

At this point, I let the matter rest for a while – the sun was shining and the garden beckoned – but then, recently, I returned to the charge with more purpose than before. Eventually, I came across articles in both *Maple Leaves* and *BNA Topics*, which provide some background information regarding the usage of foreign stamps in the Japanese Treaty ports. Dave Lacelle's contribution in the March/April 1990 *BNA Topics* is the most extensive, but leaves several questions unanswered., in particular:

- "There are five known strikes of Yokohama CDS on Canada" ~ *known* by whom? Why only five (later revised to seven)?
- "By favour" acceptance of such usage by the Japanese after 1879 seems a rather vague arrangement and tolerated for a much longer period than one would have thought necessary or acceptable. Yet again, it begs the question as to why so few examples have come to light. '



Fig 5 Edward 2 cent stamp with post-mark of Yokohama, Japan

For some further insight on these foreign cancels and some answers to Frank's questions we turned to the acknowledged expert on the subject, member Dave Lacelle who once owned a fine collection of these cancels including several examples of the Yokohama cancel on Canadian stamps.

Dave was able to add the following information with some additions from your Editor.....





‘Along with some other far eastern ports, part of Yokohama was opened up to Western interests as a ‘Treaty Trading Port’ in 1853. A Yokohama cds was introduced in 1866 and the stamps of several nations were used and cancelled in the Treaty Port. These foreign offices in the treaty port were, however, all closed by 1879 so I have assumed that any usage of the Yokohama cds on foreign stamps after this time is strictly speaking unofficial and ‘by favour’.

A few examples I have recorded on Small Queen stamps from the 1890’s show the early type of Yokohama cds (see fig 6). Frank’s example is a later type of cancel found on Edward 7 and George 5 stamps from 1906 onward (see ML Vol 4 page 101 for an



Fig 6 5 cent Small Queen stamp cancelled by the early type Yokohama cds.

illustration of a group of five Edward VII 2 cents stamps showing this cancel).

Use of these cancels on Canadian stamps was certainly uncommon both in the official ‘Treaty Port’ era and thereafter. I think few examples have come to light as there were few cases of this happening, especially after the early period of Japanese Treaty Ports ceased. However, the bad news may be that ‘rare’ does not equal ‘valuable’ as I found out when disposing of my collection of these cancels!’

BOOK REVIEWS

The following titles have both been published by BNAPS. All BNAPS books are 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/

Prices given below are the retail prices in Canadian Dollars. BNAPS members receive a 40% discount from retail prices. Shipping is extra. Credit card orders (Visa, MasterCard) will be billed for exact amount of shipping plus \$2 per order. To pay by cheque, please contact Ian Kimmerly Stamps directly for a total. For US\$ or £ cheque payments, amounts will be calculated at the current rate of exchange. Applicable taxes are payable for Canadian orders.

As usual, review copies of these books, where received, can be found in the Society Library so if you wish to sample before you buy, please contact Mike Slamo.

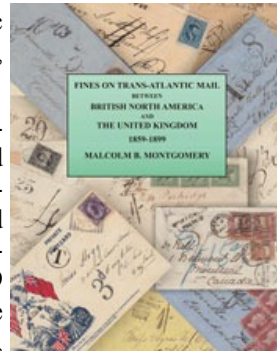
FINES ON TRANS-ATLANTIC MAIL BETWEEN CANADA AND THE UNITED KINGDOM 1859 – 1899, 2012, by Malcolm B. Montgomery. 230 pages, 8.5 x 11, Spiral bound, 2012. ISBN: 978-1-927119-09-9 (colour), 978-1-927119-10-5





(b&w). Published by the British North America Philatelic Society (BNAPS). Stock# B4h059.1.1 (colour) - \$C75.00, B4h059.1 (b&w) \$C44.95

In the period from 1970 through 2000 many BNA philatelists, notably the late Jack Arnell, the late Allan Steinhart and Malcolm Montgomery, studied the many aspects of nineteenth century mail to and from British North America and England. This latest BNAPS handbook, *Fines on Trans-Atlantic Mail between Canada and the United Kingdom 1859 – 1899*, is intended to be the first of a trilogy of books. The second volume of the trilogy will feature Malcolm's exhibit,



“Transatlantic Mail between the United Kingdom and British North America 1759-1851,” which was awarded an International Gold at the London 2010 exhibition, followed by Gold and the Allan Steinhart Reserve Grand Award at BNAPEX 2010 in Victoria, BC. The third volume will be an update of Jack Arnell's 1987 Handbook on Transatlantic Mail; due to the large amount of information that has been gathered since its publication and especially since he and Allan Steinhart passed away close to fifteen years ago.

Fines on Trans-Atlantic Mail between Canada and the United Kingdom 1859 – 1899 has been prepared in a similar format as Malcolm Montgomery's and the late Dr. Dorothy Sanderson's 2010 book on *Cross-Border Mail*, with an opening narrative section giving an overview of the application of fines followed by a very useful section tabulating all of the transatlantic postal rates between 1851 and 1899. This is followed in turn by tables showing all of the recorded postal markings including their attribution and earliest and latest known dates. The author is hoping that publication of this data will bring forward additional examples of handstamps and also extensions to the known date ranges. The bulk of the book is then taken up by some 163 plates of covers showing examples of the various rates and fines. The book closes with a series of appendices which provide the source documents for the various fines and postal rates.

Whilst the bulk of the book is in the form of a display, this is a serious philatelic work that provides the background to a complex subject of postal rates and it will be of great help to anyone seeking to understand rate markings on transatlantic covers from the period.

Malcolm Montgomery will be well known to many CPSGB members and is a recognised expert in the field of Trans-Atlantic mail. His interest in this area led to his becoming Editor of the newsletter of the Trans-Atlantic Study Group of BNAPS during the 1990's.

The book is highly recommended to anyone interested in transatlantic mails or anyone who collects material from this time period. It will also be a useful reference work for anyone having a few covers they can't work out. Whilst colour reproduction is not essential in this area of study, the relatively small difference in price between the two editions makes the colour version the one to own.





THE ROYAL VISIT OF 1939 – PHILATELIC HIGHLIGHTS FROM THE ROYAL TRAIN POST OFFICE, 2012, by Larry R. Paige. 60 pages, 8.5 x 11, Spiral bound, Colour, 2012. ISBN: 978-1-927119-11-2. Published by the British North America Philatelic Society (BNAPS). Stock# B4h058.1 - \$C42.00

Larry Paige's *The Royal Visit of 1939 – Philatelic Highlights from the Royal Train Post Office*, is an offshoot of his Canadian Flag Cancellation collection. While working with the flag cancellations prepared for the visit of King George VI and Queen Elizabeth to Canada, the United States and Newfoundland in 1939, Larry became interested in the non-flag philatelic aspects of the Royal Train Post Office. He began to acquire some of these items and quickly built a small collection that included some of the rarities of the field, notably the purple hand and machine cancels. He started to prepare an exhibit built around these items and was still working on it at the time of his death. Many of the sheets had only hand-written text and captions, while others that had been test printed carried additional hand-written notes. With the agreement of Larry's wife Marva, BNAPS has had all the pages typed or retyped for this book. Since Larry's accumulation did not include many of the elements that would have made a full-fledged Royal Train exhibit, such as train locations as determined from cancellation time marks, it was decided to publish this book as 'Highlights' and not as a volume in the BNAPS Exhibit Series.



A regular attendee at philatelic conventions, exhibitions and bourses in both Canada and the United States, especially in the mid-Atlantic region, Larry was always looking for elusive rates and dates, the best postal markings and undiscovered material. He was generous in his support of philatelic organizations and individuals and his knowledge, which he freely gave, was sought by both dealers and collectors. A Licensed Surveyor by profession, Larry worked in the United States, Puerto Rico, Bermuda and the US base in Cuba. He passed away in October 2009.

Material relating to the Royal Visit and Royal train have always formed popular collecting areas and no doubt the Jubilee Year of 2012 has boosted interest in all things 'Royal', so the publication of this volume is timely.

POST D-DAY SWISS MAIL TO/FROM GREAT BRITAIN AND THE AMERICAS., 2012, Charles J. LaBlonde, published by the American Helvetia Philatelic Society.

'Post D-Day Swiss Mail To/From Great Britain and the Americas', by Charles J. LaBlonde, is available to members through BNAPS and Ian Kimmerly Stamps.

'Post D-Day Swiss Mail To/From Great Britain and the Americas' is a follow-up to Charles J. LaBlonde's and John Tyacke's 2008 book entitled 'The Postal History of World War II Mail between Canada and Switzerland'. In this new volume, profusely





illustrated almost entirely in colour, Charles Lablonde focuses on the mail service to and from Switzerland in the critical period after the Allied D-Day invasion of France on 6 June 1944. Mail to and from Canada is highlighted.

Following an introductory section covering the months of January through May 1944, separate sections discuss postal activities in each of the remaining seven months of that year. A brief Epilogue discusses 1945 events to the end of May, and five Appendices look at aspects such as Swiss ships used to carry mail, the Swiss diplomatic courier service, and the German Censorship Office in Berlin.

This book has been published by the American Helvetia Philatelic Society, 2012, 8.5x11", spiral bound, 134 Pages. BNAPS Stock number B4h432.0. Price: \$Cdn29.00.

PLEASE NOTE: as this book was made available at a low price and is not a BNAPS publication, the normal BNAPS member discount does not apply.

GS.

Canadian Philatelic Society of Great Britain

Annual subscriptions for the 2012/13 year were due on 1st October 2012.

Subscription levels for the 2012/13 year are:-

£18 for members resident in the UK

£20 for members resident in Europe (airmail delivery) and

£22 for members residing in the rest of the world (airmail delivery)

For members living in North America, the dollar equivalents are \$35CAN or \$35US
Members may pay subscriptions by PAYPAL in any local currency via the Society website or by cheque from a UK, Canadian or US bank. If paying by PAYPAL you will have the option to pay for 3 years subscriptions at a 10% discount.

Cheques should be made payable to the Society and sent to:-

David Armitage, Subscription Manager, 31 Barley Hills, Thorley Park. Bishop's Stortford, Herts, CM23 4DS (**sterling cheques only**)

or to:-

Mike Street, 73 Hatton Drive, Ancaster, Ontario, Canada L9G 2H5 (**for cheques in CAN or US dollars**).

Members who have not paid the 2012/13 subscriptions by the end of February 2013 will be removed from the *Maple Leaves* circulation list.





SOCIETY NEWS

COME AND *SEE* PLYMOUTH *SOUND*: AN INVITE FROM THE PRESIDENT

I hope you have all enjoyed a very merry and festive Christmas holiday and I wish you a very happy, healthy and prosperous New Year.

In the Editorial of the last issue of *Maple Leaves*, the location of the 2013 Convention was stated as Plymouth but no details were given, so please note the following Convention Dates in your diaries for your “forward planning” purposes : Wednesday 25 September to and including Saturday 28 September at; the New Continental Hotel, Millbay Road, Plymouth, Devon. I look forward to meeting you all and a “Devon Cream Tea Welcome” awaits you at the Wednesday afternoon “Convention Registration” in the Hotel. The New Continental Hotel is close to the Ferry Terminal and adjacent to the Pavilions Centre, both of which are well signposted within the city. The hotel has ample parking spaces and the hotel daily car park fees have been waived for CPS Members during the Convention.

The Hotel daily rate for CPS Members, including breakfast, a three course dinner and including the Saturday evening Banquet, will be: £62 per person per night in a twin/double room or £75 per night in a single room. This special Convention Rate also includes use of the hotel indoor leisure complex and pool. CPS Members and guests wishing to stay extra nights, will be offered a rate of £42.50 pp/pn B&B based on two people sharing a twin/double room or £65 per night in a single room. All prices are inclusive of VAT.

Member’s 16 sheet philatelic displays are always most welcome and those members wishing to enter the 16 sheet Competition will find the competition entry form in the April issue of *Maple Leaves* along with the usual booking form. I will also be very pleased to hear from any members who are willing and able to make a longer display in the main programme asap.

Those members planning to travel to Convention by public transport should note the following:-

Rail Travel : The Convention hotel is in the centre of this historic city, a short bus ride or taxi ride from Plymouth Railway Station. Trains to Plymouth from London are from Paddington Station (which has good connections with Heathrow), Bristol trains are from Temple Meads Station and Exeter trains are from St Davids Station. Direct rail services are available from the Midlands and North of England and from as far away as Aberdeen.

Air Travel: Plymouth Airport closed last December, please ignore mention of it in the hotel brochure. The nearest airport for domestic flights is Exeter which is served mainly by Flybe with flights from most UK airports. The *Canadian Affair* service to/from Exeter has been cancelled for 2013. Those flying in from overseas should aim for the London





HANDBOOKS FOR SALE

January 2013

OUR STOCK CLEARING SALE CONTINUES INTO 2013!!!!

Our 2012 sale gave members some real bargains and the good news is that we are continuing the sale into 2013. Many titles are available at big discounts – please contact our Handbooks Manager for specific wants.

Among the bargains are.....

Small Queens Re-appraised:-

*'Recess Printing.... Is without doubt the best practical guide I have ever seen' GSM
'an issue overview.... A wonderful discussion of 'Recess Printing'.... These alone are worth the cost of £6.50' Canadian Philatelist*

'This excellently produced small volume' London Philatelist

And it is still available. 'Small Queens Re-appraised' includes 'Small Queens for Beginners' – a guide to the non-specialist in sorting out those pesky printings, and the invaluable 'Recess Printing' where you can learn about Fresh Entries, Re-entries, Weak Transfers and even inadvertent re-entries'.

Was priced at £6.50, now available at £3

Early Rapid Cancelling Machines of Canada:-

The companion book to Ed Richardson's book on Flag Cancellations and essential reading for students of modern postal history.

Was priced at £6.50, now yours for just £3

Index to Maple Leaves Volumes 1 to 29 (1946 – 2006):-

The essential aid to finding that all important research information, either online from the Society website or from your own back copies. Paper copies are sold out but still available are a few CD versions.

Was priced at £15, now yours for just £5.

Postage & Packing is extra at cost.

Obtainable from:

**DERRICK SCOOT
62 JACKMANS PLACE* LETCHWORTH GARDEN CITY*
HERTS*SG6 1RQ
Telephone: 01462 622449**

Please make cheques payable to Canadian P.S. of G.B.





airports with onward rail connections from Paddington. Note that Plymouth is more than a four hour drive from any of the London airports.

More travel details are available on the Society website and I will be happy to try and answer any specific travel queries that members may have.

The *West Country*, south of Bristol & Avon, comprises five large counties; Cornwall, Devon, Somerset, Dorset and Wiltshire, covering over 5,000 square miles in total. All of it is beautiful, especially the coast line which is full of fishing villages, pubs, restaurants, coves and beaches. So, a good map and plenty of planning is recommended if you intend to maximise your visit to the “West Country” with some extra days exploring in this unique corner of the world.

A warm welcome awaits you all - “doyn yer” in Plymouth, where, in 1588, the Spanish fleet of 130 ships passed by before Sir Francis Drake set sail from Plymouth Sound, pursued and then defeated the huge invading Spanish Armada.

Peter Motson

FROM THE TREASURER

The Society Annual Accounts appear on pages 54 and 55. Copies of the signed accounts will be available for members to view at the annual Convention but if members have any questions relating to the accounts they can contact me beforehand.

Whilst the overall financial health of the Society remains good, costs have risen sharply in 2012; in particular the postage costs for mailing out the journal and other Society information and the costs for providing adequate insurance cover. In light of this the recent AGM at Bridge of Allan approved a small increase in subscriptions from £18 to £20 per annum (UK basis) which will take effect from 1 October 2013.

I once again extend my thanks to Mike Street who has managed the Canadian bank accounts for the Society and to Jim Bisset who has acted as our Honorary Examiner.

Karen Searle

SCOTLAND AND NORTH OF ENGLAND GROUP

The ‘Northern’ Group met in Moffat on 10th November and in spite of the absence of several regulars there was a most interesting series of displays from those present, ranging from the ancient to the modern. A number of questions raised by members were also able to be answered. Arrangements have been made with the Buccleugh Arms Hotel, the usual venue, for our next meeting to take place at 1400hrs on Saturday 6 April 2013. All members of the Society are welcome.

John Hillson





ANNUAL ACCOUNTS FOR THE YEAR ENDING

30 SEPTEMBER 2012

CONSOLIDATED INCOME AND EXPENDITURE ACCOUNT TO YEAR ENDED 30 SEPTEMBER 2012

	£
INCOME	
Subscriptions and donations	5048.25
Maple Leaves Advertising Revenue	1426.38
Bank Interest	304.67
Handbook surplus	18.00
Ties surplus	0.00
CPSGB publication surplus - SQ	30.75
CPSGB publication surplus - ML Index	61.50
Exchange packet and Covermart surplus	0.00
Auction surplus - 2011 Convention Postal	369.27
Auction surplus - 2012 Spring Postal	1170.72
2011 Convention Surplus	209.54
TOTAL INCOME	8639.08
EXPENDITURE	
Maple Leaves printing and distribution	8467.29
Administration expenses	337.47
ABPS fee	177.10
Insurance	389.44
Publicity costs	0.00
Bank charges	55.00
Website running costs	252.00
Engraving of trophies	37.70
Valuation of Presidents Medal	95.00
Moving frames to Bridge of Allan from Jersey	36.00
Members Directory - printing	164.00
Overall deficit for year	-1371.92
TOTAL EXPENDITURE	8639.08

Notes:-

Canadian funds have been converted to sterling at C\$1.585 = £1

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





**CONSOLIDATED BALANCE SHEET FOR
 YEAR ENDING 30 SEPTEMBER 2012**

ASSETS	£	
Cash balances: RBS Current Account	4295.42	
RBS Savings Account	5092.76	
Meridian Bank (Canada)	2780.80	
Sub-total cash		12168.98
Investments:		
General Fund New Star Fixed Interest Unit Trust (at cost)	2000.00	
General Fund New Star High Yield Bond Unit Trust (at cost)	1000.00	
Interest bearing Canadian bank bond	15772.87	
Meridian share	15.77	
Sub-total investments		18788.64
Stocks of books and ties etc:-		
Handbooks stock	146.83	
Society ties stock	46.53	
Sub - total		193.36
Library books as valued		4400.69
Auction catalogues printing and postage prepaid (suspense a/c)		1171.21
TOTAL ASSETS		36722.88
LIABILITIES		
General fund balance at 30/9/11	15755.80	
Sterling deficit 2011/12	-3385.05	
General fund balance at 30/9/12		12370.75
Canadian fund balance at 30/9/11	16385.48	
Meridian share at 1 October 2012	15.77	
Exchange rate gain over 2011/12	155.06	
Canadian \$ Surplus 2011/12	2013.13	
Canadian fund balance at as 30/9/12		18569.44
Library fund		4497.91
Subscriptions prepaid in sterling		785.00
Nett Convention payments in (suspense a/c)		499.78
TOTAL LIABILITIES		36722.88

Notes:

For 2012, Canadian funds have been converted to Sterling at the rate of C\$1.585 = £1
 In 2011, Canadian funds were converted to Sterling at the rate of C\$1.60 =£1.
 This difference gives rise to a small exchange rate gain (expressed in Sterling) at 30/9/12.

Hon. Treasurer

Hon. Examiner

THE EXCHANGE PACKET IS GOING ONLINE IN 2013

CHECK IT OUT AT www.canadianpsgb.org.uk





AMENDMENTS TO MEMBERSHIP

to 1st DECEMBER 2012

New Members:-

3010 HENSHILWOOD, George Lindsay, 'Kilmory', 20 Mirrlees Drive,
Kirklee, Glasgow G12 0SH; e mail georgelh@btinternet.com; **CR**
to CGC

Change of Address:-

2455 PIERCEY, David, new e mail address dpiercey@telus.net
2933 WENDT, Richard, PO Box 70371, Rochester Hills, MI 48307, USA

Resigned:-

2523 HOUGHTON, Keith
2848 MORRIS, Richard
2914 AVERBECK, Terry
2939 BYRNE, Gerry
2952 PREST, Stephen
2994 GOLDBERG, Larry

Deceased:-

1046 TRAQUAIR, Robert

Revised Total:- 318

FORTHCOMING EVENTS

2013

Jan 18 – 19 York Stamp Fair
Jan 21 CPSGB London Group Meeting, Bishops Stortford
Feb 18 CPSGB London Group Meeting, Bishops Stortford
Feb 20 – 23 Spring Stampex, Islington, London
March 18 CPSGB London Group Meeting, Bishops Stortford
April 6 CPSGB Scotland and North of England Group Meeting, Moffat
April 15 CPSGB London Group Meeting, Bishops Stortford
May 4 – 5 ORAPEX 2013, National Show, Ottawa
May 10 – 15 Australia 2013, International Exhibition, Melbourne
May 20 CPSGB London Group Meeting, Bishops Stortford
July 6 MIDPEX, Leamington Spa, CPSGB Midlands Group Meeting
Aug 2 – 8 Thailand 2013, International Exhibition, Bangkok
Aug 30 – Sep 2 BNAPEX, Charlottetown, P.E.I.
Sep 18 – 21 Autumn Stampex, Islington London
Sep 25 – 29 CPSGB Convention, Plymouth
Oct 26 CPSGB Scotland and North of England Group Meeting, Moffat
Nov 11 – 17 Brasiliana 2013, International Exhibition, Rio de Janeiro

2014

Aug 29 – 31 BNAPEX, Baltimore, Maryland





THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN 2012/13

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RPSC affiliate 3

- A gold-medal winning quarterly publication, the *PHSC Journal*
- A research website with searchable:
 - Back issues of the *PHSC Journal*
 - Post office listings of Canada
 - Up-to-date Canadian cancellation databases
 - Articles and exhibits
- Ongoing online project on BNA Postal Rates
- Study groups, many of which publish their own newsletters and databases
- Postal history seminars and awards
- Research funds
- The fellowship and knowledge of other Canadian postal history enthusiasts
- www.postalhistorycanada.net

Join today!

For a membership application form please visit our website or contact the Secretary:
Scott Traquair, P.O. Box 25061, RPO Hiway, Kitchener, ON N2A 4A5 Canada
EMAIL: secretary@postalhistorycanada.net





Upcoming Auction February 2013

Canada 1851 Twelve Pence
Queen Victoria



This exceptional mint single with full original gum will be featured in our next auction. It once resided in the famous Dale-Lichtenstein collection.

Also featured are exceptional Canadian Provinces, notably British Columbia, Newfoundland with extensive Pence and Cents issue lots including a fabulous 1857-1861 Three pence Heraldic postal history and proofs collection. Canada is very solid throughout with numerous high-quality mint NH and used stamps, proofs, multiples, and dozens of large lots and collections originating from an estate.



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