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EDITORIAL

Happy 2014 to all of our members and I trust the New Year will bring some nice additions to your collections.

With this in mind, there may be no better place to start your hunt for those missing stamps than the Society's new web-based auctions. Full details of these auctions appear in this issue on page 256 and the first sale is now online at the Society website www.canadianpsgb.org.uk with a closing date of **15th February**. Please note that the 'rules' relating to these web sales are slightly different to those for our regular Convention auctions so please read carefully if you intend to bid. Any member who does not have internet access and would like to see the auction listing can contact the Editor who will be happy to mail them a copy. Please make sure you get your bids in early – in the event of tied bids, the early bid wins!

Whilst on the subject of auctions, I would remind members that we plan to hold our usual room auction at the Convention in Edinburgh in early October. Please note that **the closing date for consignments** of material to sell in this auction is **31st May 2014**. Material should be sent to the Auction Manager (contact details on the inside back cover) with a full description and any reserve price you wish to apply.

The news in our last issue of the discovery of a third copy of the 2 cent Large Queen on laid paper in a club circuit book for a few dollars has prompted one of our members to suggest that we might all like to share our 'little winners' in a new feature in the journal.

I am assuming here that most of us will have quickly forgotten the ones we bought that turned out to be 'dogs'! So, if you have a nice story to share of a stamp or cover you purchased (preferably from a prominent dealer who should have known better) that turned out to be a rarity please send it in to the Editor and you can bask in glory in print!

2014 marks the centenary of the start of World War I and I am hoping to print a few articles this year that relate to the Great War. I already have a couple of offers of such articles but if you have a short piece that you can contribute on a WWI theme please send it in.

News has just reached the Editorial desk that our hard working Secretary, John Hillson, has been made a Fellow of the Royal Philatelic Society. Well done John, and congratulations from all CPSGB members.

Finally, a reminder on behalf of our Subscriptions team that subs for 2013/14 are now overdue. If you have not yet paid yours a large X will be on the mailing slip that accompanied this issue of Maple Leaves. If this applies to you, please get your cheque in to Malcolm Montgomery or Mike Street promptly as those who have not paid by the end of February 2014 will not be receiving the next issue. If you don't use cheques anymore, you can pay using PAYPAL at the Society website and if you are unsure whether you have paid or not (and have already binned the mailing slip) you can e mail Malcolm (contact details are on the inside of the back cover) who will confirm your status by return.

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The article below was born out of a short display given by John to the North of England and Scotland Group at one of our Moffat meetings. The members present thought it was a great example of how you can combine a non-philatelic interest (in this case, trains) with a nice thematic display – all done at minimal cost but requiring a lot of research. We persuaded John to turn the display into this short article in the hope that it may encourage other members to try their hand at similar thematic displays and collections.

CANADIAN LOCOMOTIVES

John Atkinson

Between 1983 and 1986, the Canadian Post Office issued four sets of stamps featuring locomotives to mark the centennial of 'the last spike' on the transcontinental railway and the 150th anniversary of the first Canadian railway; both anniversaries occurred in 1986.

All four sets of stamps were designed by Ernst Roch and printed by Ashton Potter. They come with a 12½ x 13 perforation and the usual general tagging bars.

The 1983 series:-

The first set of stamps (see fig 1 below) were issued on 3rd October 1983 and feature locomotives from the period 1836 – 1860. The two 32 cent stamps were issued se-tenant and feature the *Dorchester* and the *Toronto* engines.

The *Dorchester* 0-4-0 locomotive (see fig 2 overleaf) was the first steam loco in Canada. The steam engine was imported from England but was not quite up to the difficult Canadian conditions. Built by Robert Stephenson and Company of Newcastle upon Tyne, the *Dorchester* arrived by ship in 1836. It operated on the first Canadian rail line owned by the Champlain and St Lawrence Railroad Company, hauling two passenger coaches from Laprairie to Dorchester in Quebec.



Fig 1 The 1983 set of stamps

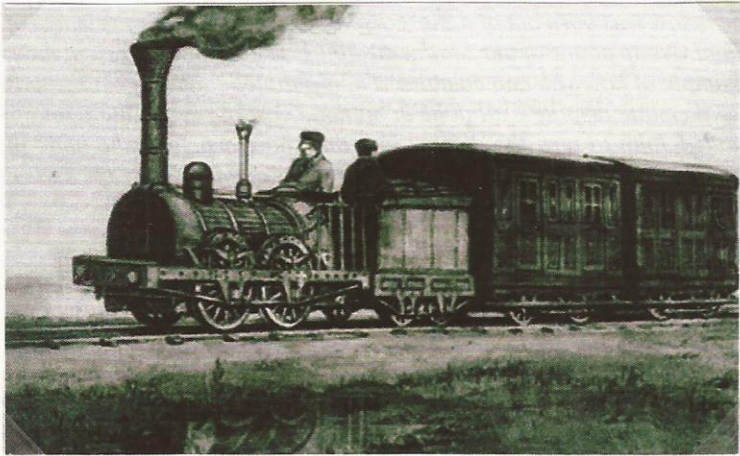


Fig 2 'Dorchester' - the first steam locomotive in Canada

The *Toronto no 2* locomotive (see fig 3 opposite) was the first railroad engine built in Canada. The locomotive emerged from James Good's foundry in the spring of 1853. Good emigrated from Ireland to Upper Canada in 1832 at about age 16. He became an ironworker, working his way up to factory owner. With the financial help of his father-in-law, Bartley Bull, in 1840 he purchased the Union Furnace Company of Toronto, a functioning foundry. After a devastating fire, the factory was rebuilt in 1841 and the business grew. James Good bid on and won the contracts to build steam engines for the new rail lines being constructed across the countryside that was to be confederated as Canada.

Fresh out of the foundry on 16th April 1853, the *Toronto no 2* 'was rolled on temporary wood rails along Queen and York Streets to the permanent track at Front Street'. A month later, the locomotive was pulling its first four passenger coaches for the Ontario, Simcoe and Huron Railroad. A short rail line, the train's initial run was from Toronto to Machell's Corners (now Aurora). The route eventually lengthened to 94 miles one way, saving passengers from a long ship voyage through the lakes.

The 37 cent stamp features the *Samson* 0-6-0 locomotive (see fig 4 opposite). This engine was built in 1838 by Timothy Hackworth at his Soho Works in Durham, England. *Samson* represents an early design of steam locomotive with a return-flue boiler. The locomotive arrived in Canada unassembled aboard the brig *Ythan* in May 1839. Two engineers arrived with the engine, including George Davidson, who helped build the locomotive in England and would settle in Nova Scotia to work with *Samson* for the rest of his career. The engine was commissioned for the General Mining Association along with two other locomotives '*Hercules*' and *John Buddle*' for the Albion Mines Railway to serve mines in Pictou County, Nova Scotia. The new railway officially opened with a large celebration on 19th September 1839 although the tracks were not actually completed to the coal pier until May 1840.

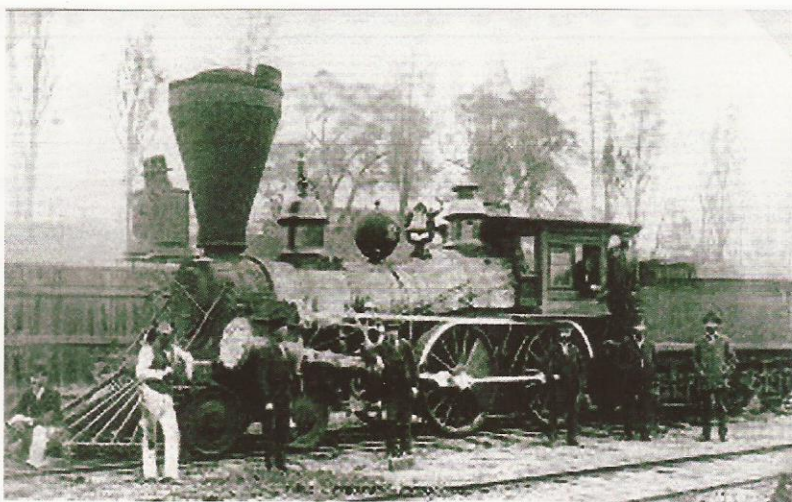


Fig 3 'Toronto' - the first railroad engine built in Canada

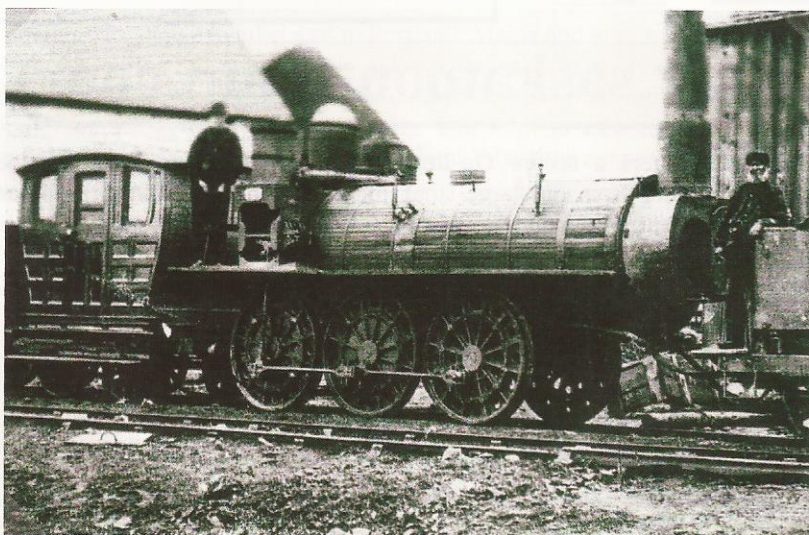


Fig 4 The 'Samson' 0-6-0 locomotive

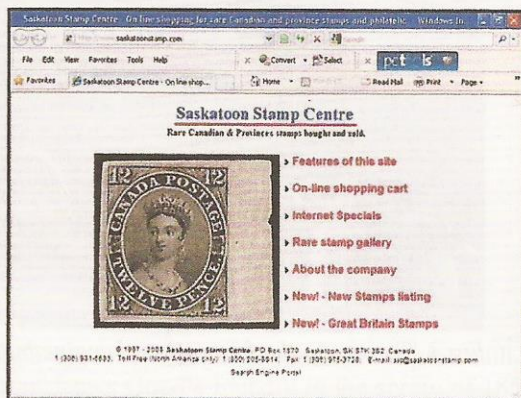
Samson served from 1839 to 1867 carrying coal on the six mile long line from the mines surrounding Stellarton and New Glasgow to waiting ships at the East River loading pier. It proved a strong and reliable locomotive, considered 'slow but of great power'. The engine was semi-retired in 1867 but continued to operate when necessary until 1885. It was sent to Chicago to the National Exhibition of Railway Appliances in 1883.

The top value in this first series of stamps, the 64 cent stamp, features the *Adam Brown* 4-4-0 engine (see fig 5 overleaf). The *Adam Brown* was a Birkenhead type locomotive,

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Fig 5 The Adam Brown 4-4-0 locomotive.

imported from England to operate on the Grand Trunk Railways. This company was incorporated in November 1852 as the Grand Trunk Railway Company of Canada to build a railway line between Montreal and Toronto.

The charter was soon extended east to Portland, Maine and west to Sarnia. In 1853, the GTR purchased the St Lawrence and Atlantic Railroad from Montreal to the Vermont border, and the partner company Atlantic and St Lawrence Railroad through to the harbour facilities at Portland. A line was also built to Levis, via Richmond from Montreal in 1855, part of the much-talked about 'Maritime connection' in British North America. In the same year the GTR purchased the Toronto and Guelph Railroad, the latter railway was already under construction but the GTR changed the original route of the T&G and extended the line to Sarnia, a hub for Chicago bound traffic. By July 1856, the section from Sarnia to Toronto opened and the section from Montreal to Toronto opened in October of that year.

The 1984 series:-

The second set of stamps (see fig 6 overleaf) were first issued on 25th October 1984 and feature locomotives from the period 1860 to 1905, a period of spectacular growth in the railway network across Canada. In addition to the regular sheet format, these stamps were also issued in a miniature sheet (see fig 7 overleaf) produced for 'Canada 84' – Canada's first National Philatelic Exhibition which was co-sponsored by Canada Post. Stamps from the miniature sheet can be easily identified as they have a different background colour (blue grey) to the sheet stamps (green grey).

The two 32 cent stamps were again produced se-tenant throughout the sheet and feature the *Scotia* and *Countess of Dufferin* locomotives.

The *Scotia* 0-6-0 locomotive (see fig 8 overleaf) was designed by Richard Eaton and built at the Great Western Railway's shops at Hamilton. It was one of five locomotives



Fig 6 The 1984 issue of stamps

in its class and the first to be built in Canada with a steel boiler. It met an early end, being scrapped around 1873 after the GWR converted from broad to standard gauge.

The *Countess of Dufferin* 4-4-0 locomotive (see fig 9 opposite) was the first steam engine to operate in the Canadian prairie provinces and is named after Harriot Hamilton-Temple-Blackwood, Countess of Dufferin (late Marchioness of Dufferin and Ava), the wife of the Earl of Dufferin, a Governor General of Canada. The locomotive was built by the Baldwin Locomotive Works (builder's plate no. 266) and delivered to the Northern Pacific Railway as No. 21 in 1872. It was used in Minnesota and the Dakota Territory until 1877 when it was sold for \$9700 to Joseph Whitehead, a contractor for the Canadian Pacific Railway. The locomotive, along with six flatcars and a caboose, was loaded onto barges at Fisher's Landing, Minnesota and, propelled by the *SS Selkirk*, shipped down the Red River to St. Boniface, now an electoral district of Winnipeg, arriving there on 9th October 1877, at a transport cost of \$440.



Fig 7 The 1984 miniature sheet issued in conjunction with Canada 84.

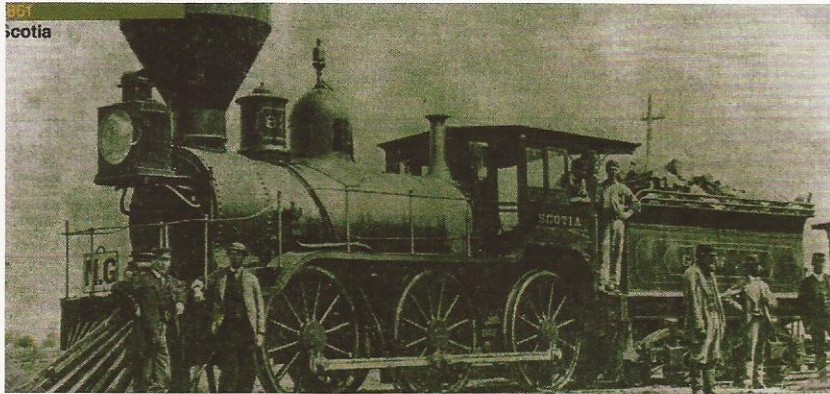


Fig 8 The 'Scotia' 0-6-0 locomotive

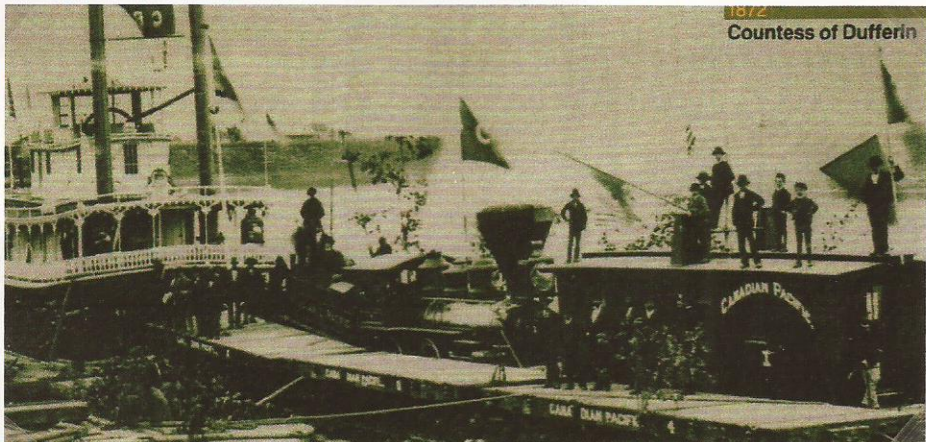


Fig 9 The 'Countess of Dufferin' locomotive being transported by barge on the Red River.

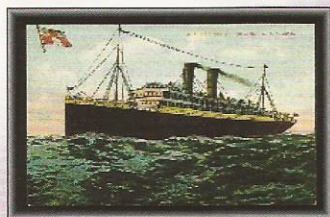
Upon arrival, the locomotive was used on the Government of Canada contract no 5, the first contract issued in the promised rail link that had brought British Columbia into Confederation. The engine was used in the completion of the Pembina Branch to the USA border, linking Winnipeg with Minneapolis. Next it worked east from Winnipeg to the Lakehead in Northwestern Ontario, connecting with contractors from eastern Canada. In 1883, ownership was transferred and it became Canadian Pacific locomotive no 151. It then worked west from Winnipeg to Golden, British Columbia where it was last used as a construction locomotive.

The 37 cent stamp features an example of the Grand Trunk Railway Class E3 2-6-0 locomotive (see fig 10 overleaf). In total, 97 locomotives of this class were constructed between 1886 and 1896 to operate as work horses on the Grand Trunk Railway. Most were built at the GTR's Point St. Charles works in Montreal but 10 were constructed by the Canadian Locomotive Company at Kingston.



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Fig 10 GTR Class E2 locomotive

The Canadian Locomotive Company played an important part in the history of the railways in Canada. Commonly referred to as the CLC, it was a Canadian manufacturer of railway locomotive located in Kingston, Ontario. The works were on Ontario Street and Gore Street on Kingston's waterfront.

The CLC had its beginnings with a number of predecessor businesses. It began as the *Ontario Foundry* in 1848, but after commencing construction of locomotives it became known as the *Kingston Locomotive Works*. The first steam locomotive was turned out on Wednesday 20th December 1854. This was the first of four engines for the Grand Trunk Railway which was being built at that time. A further order of five locomotives for the GTR followed in October and November 1856. However, less than three dozen locomotives were built before the business went bankrupt in 1860.

The *Canadian Engine & Machinery Company* was a shareholder-owned successor company founded in 1865. It too ran into financial troubles during the depression of 1878-1879 and also went bankrupt. It was reorganised in February 1878 as the Canadian Locomotive and Engine Company Ltd (CL&EC). After yet another re-organisation in April 1881, the plant was updated and expanded. The syndicate of investors who owned the Canadian Pacific Railway also owned a large portion of the CL&EC, and when funds were needed to further work on the CPR, their shares were sold to the respected locomotive builders Dübs and Company of Glasgow, Scotland, which eventually gained control effective 1st January 1888. CL&EC became a major supplier to the CPR, delivering nearly one third of their locomotives over many decades. These 'Dübs boilered' locomotives were regarded as durable and long lasting.

In January 1900, following the decision of both the CPR and the GTR to build their own locomotives, the CL&EC once again became insolvent, and the plant was closed. It was bought by new investors and incorporated in February 1901 as the *Canadian Locomotive Company Ltd*. Improvement followed which allowed production of one locomotive

per week. Reorganisation once again took place under new management in June 1911 although the name remained the same. CLC contributed to the war effort in two world wars by manufacturing armaments and munitions, as did the competing shops of the Montreal Locomotive Works, the CPR, and others. Large numbers of locomotives were also built for the war effort and for reconstruction afterwards.

The top value of the 1984 set, at 64 cents, features an example of the Canadian Pacific Class D10a 4-6-0 locomotive (see fig 11).

These engines were designed by Henry Hague Vaughan and 110 of them were constructed for the CPR between July 1905 and July 1906. Eventually, some 503 locomotives of this class were in service on the railway; the largest numerical class of locomotives in Canada. One in every seven CPR locomotives was a 'D10'.

This period from 1860 to 1905 was marked by spectacular growth in the Canadian railway network, thanks to the birth of the Canadian nation and the resulting geographic expansion. Long before Confederation, the British had seen the building of a railway system as a timesaving link between the mother country and her Pacific colonies. Later, the discovery of gold in British Columbia led to this colony becoming a Canadian Province in 1871 on the strength of the young Canadian government's promise to build a railway. Thus in 1876, the Intercolonial Railway system was completed and ten years later in 1886, the Canadian Pacific inaugurated its transcontinental line.

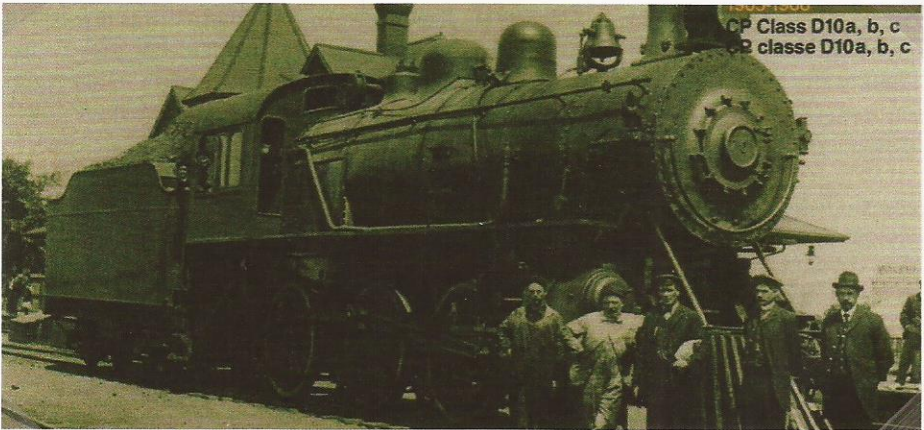


Fig 11 Canadian Pacific Class D10a locomotive

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

The 1985 series:-

The third series of stamps were first issued on 7th November 1985. Postage rates had been increased on 24th June of that year so the values of these stamps differ from the earlier series. These stamps feature locomotives from the period 1906 to 1925 (see fig 12 below).

The two 34 cent stamps were printed se-tenant throughout the sheet and feature two locomotive classes which would have been very familiar to passengers of the age; the GT Class K2 locomotive and the CP Class P2a.



Fig 12 The 1985 issue of stamps

The Canadian National Railways Class X10a 4-6-4T locomotive (see fig 13 below) began its existence as Grand Trunk Railway no 1545 Class K2. It was built by the Montreal Locomotive Works in 1914. Carrying water and fuel supplies on the locomotive frame, this 'Baltic' type engine could operate facing in either direction.



Fig 13 GTR class K2 locomotive

The Canadian Pacific Railway's Class P2a 2-8-2 'Mikado' type locomotive no 5303 (see fig 14 below) was built by the CPR in its own Angus Shops in Montreal in 1919. The fourth of an eventual class comprising 174 members, the 5303 anticipated the large 'super power' locomotive concept of the 1920's.



Fig 14 Canadian Pacific Class P2a locomotive.

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The 39 cent stamp features a CNR Class 010a locomotive. The Canadian Northern Railways Class 010b 0-6-0 'Six Wheeled Switcher' type locomotive no 368 – later renumbered 7062 (see fig 15 below) was built by the Canadian Locomotive Company in Kingston in 1914. It served Canadian Northern and its successors from 1918 until 1950.



Fig 15 CNR Class 010b locomotive

The top value in this series at 68 cents features a CGR Class H4D locomotive. An example of this class of locomotive, the CNR Class M4h 2-8-0 'consolidation' type locomotive no 1878 is shown in fig 16 below. This engine was originally built for the Intercolonial Railway by the Canadian Locomotive company in Kingston in 1905. After the financial failure of the Intercolonial Railway it was absorbed into the Canadian Government Railways (CGR) which in turn became the Canadian National Railways (CNR) in 1918.

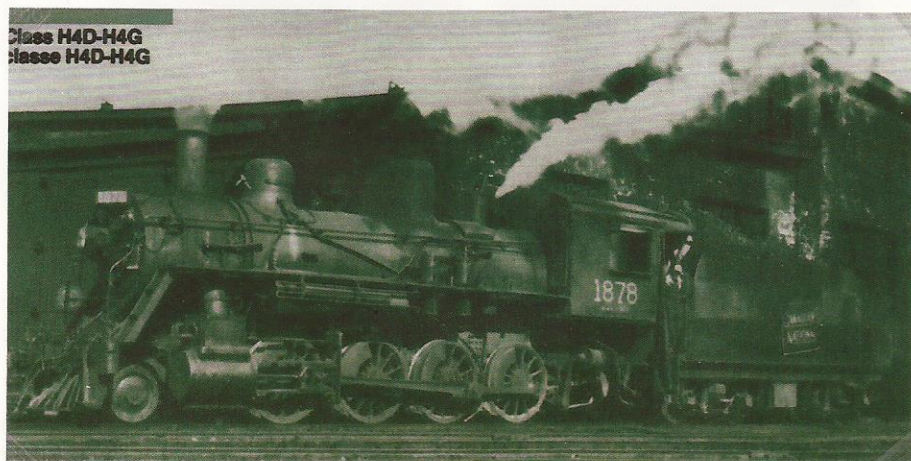


Fig 16 CNR Class M4h locomotive

Railway Company names become quite confusing in this time period. Canada's basic railway system was in place by 1905. The following two decades witnessed a doubling of the track mileage with the construction of two additional transcontinental main lines, Grand Trunk Railways in 1914 and Canadian National in 1915, plus the addition of new main lines and branch lines. Unfortunately, this expansion did not prove to be economically sound. The deepening financial crisis in Canada's railway industry toward the end of the First World War saw the majority of major railways across the country nationalized by the federal government who already operated some railway lines under the Canadian Government Railways (CGR) operation.

The first system to be taken over was the bankrupt Canadian Northern Railway (CNoR) on 6th September 1918 whereby the government-appointed Board of Management for CNoR was instructed to take responsibility for all CGR operations as well. Later that year, the federal government created the Canadian National Railways (CNR) as a means to simplify the funding and administration of the nationalized railway system, which was formally brought about by an order of the Privy Council issued on 20th December 1918. The Grand Trunk Pacific Railway (GTPR) was nationalized after defaulting on loan payments on 7th March 1919 and entered the CNR fold on 12th July 1920. GTPR's parent company, the bankrupt Grand Trunk Railway (GTR) was nationalized on 21st May 1920 and was absorbed into the CNR on 30th January 1923.

The 1986 series:-

The fourth and last series of stamps was first issued on 21st November 1986 and features locomotives from the 1925 – 1945 period (see fig 17 below).



Fig 17 The 1986 issue of stamps - the last in the series

The two 34 cent stamps were once again printed se-tenant throughout the sheet. They feature an unusual experimental class of diesel electric engine and the Canadian Pacific 'Selkirk' class of steam engine.

The Canadian National experimental class V-1-a 2-Do-1+1-Do-2 type locomotive no 9000 (see fig 18 opposite) was Canada's first mainline diesel electric engine. Initially



Fig 18 Canada's first mainline diesel-electric locomotive

operated as a single two unit locomotive, it was later separated into two independent units, the second taking the number 9001.

The Canadian Pacific Class T1a 2-10-4 'Selkirk' locomotives were a class of 36 engines built for the CPR by the Montreal Locomotive Works (see fig 19 below for an example). The first of these large engines was built in July 1929. Altogether, 20 were constructed that year bearing numbers 5900 to 5919. The CPR's classification was T1a. These locomotives weighed 340 tonnes fully loaded. They were the largest and most powerful non-articulated locomotives in the British Empire. They got their name from the Selkirk range of mountains that they regularly crossed; the (railway) summit of which was located just inside the western portal of the Connaught Tunnel beneath Rogers Pass.

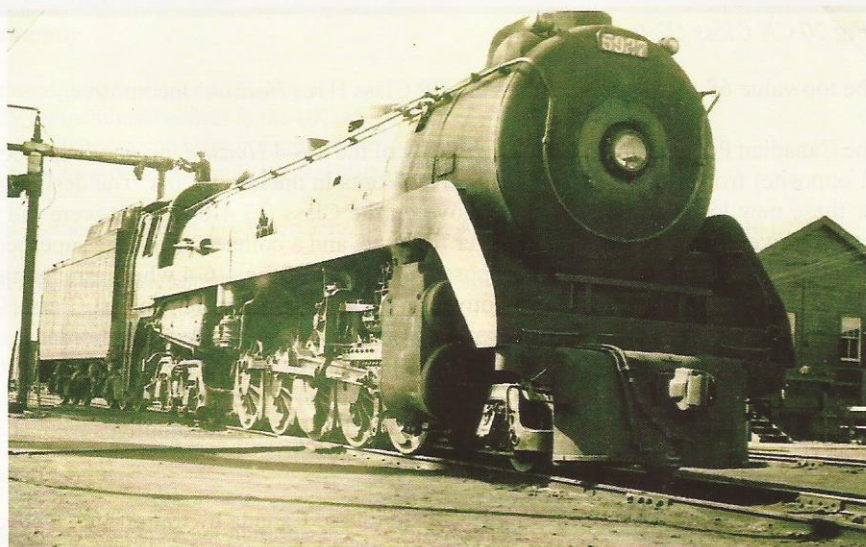


Fig 19 Canadian Pacific 'Selkirk' locomotive

All of the Selkirks were built as oil burners. The tenders held 12,000 imperial gallons of water and 4,100 imperial gallons of fuel oil. They had to be equipped with two pairs of six wheel trucks because the total tender weight was 134 tonnes.

The 39 cent stamp features the CN Class U2 locomotive with its 4-8-4 wheel arrangement (see fig 20 below). The Canadian National Railway (CN) introduced its first 4-8-4 locomotive in 1927. It used the name 'Confederation' for the type to celebrate the 60th anniversary of the Canadian Confederation. Over the years the CN employed a total of 160 *Confederation* locomotives. Altogether 40 of these locomotives were delivered in 1927, twenty class U-2-a from the Canadian Locomotive Company and twenty class U-2-b from the Montreal Locomotive Works.



Fig 20 CN Class U2 locomotive

The top value 68 cent stamp features the CP Class H1c 'Hudson' locomotive.

The Canadian Pacific Railway ordered twenty of the 4-6-4 *Hudson* locomotives (see fig 21 opposite) from the Montreal Locomotive Works in the late 1920's. The design goal for these new locomotives was to improve on the Class G3 4-6-2's that were the top motive power for the CPR. A 23% larger fire grate and a boiler with a large superheater and combustion chamber were made possible because of the 4-6-4 wheel arrangement. The CPR bought these initial locomotives in two orders. The first for 10 Class H-1a (road numbers 2800 through 2809) was delivered in 1929, and the second order for 10 Class H-1b (road numbers 2810 through 2819) was delivered in 1930. The introduction of the *Hudsons* improved running times and reduced the number of locomotive changes needed to cross Canada from fourteen to nine. Further *Hudson* locomotives were added to the fleet in the years that followed.

In 1939, King George VI and Queen Elizabeth toured Canada by train from Quebec to Vancouver. They used a CPR train pulled by one of the very new *Hudsons*, number



Fig 21 Canadian Pacific 'Hudson' locomotive

2850. This locomotive, as well as number 2851 which led a pilot train that preceded the 'Royal' train by one hour, were specially painted for this assignment. The special livery (shown on the issued stamp) included royal blue and silver paint, stainless steel boiler cladding and the royal arms painted on the tender. Also a crown was painted on the skirt just ahead of the cylinders.

Canadian Philatelic Society of Great Britain

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NEWFOUNDLAND VIGNETTES (15)

"Blood and Fire": The Salvation Army in Newfoundland

Dean W. Mario

The Salvation Army in Newfoundland owes its humble beginnings to an early young convert Mrs. Emma (Churchill) Dawson; a native of Portugal Cove. Following her marriage in 1885 to Charles Dawson in Ontario, the couple included a return visit to Newfoundland for their honeymoon. During their stay the couple conducted prayer meetings in the Temperance Hall on Victoria Street, followed by meetings in St. John's. Several converts expanded the couple's work after their return to Canada.

Early in 1886 Colonel Arthur Young, along with a small group of officers, continued to build upon the strong foundation laid by the young couple. Newfoundland's first corps, St. John's One, was established in an abandoned three-story furniture factory on Springdale Street. It was to become the Army headquarters for several decades. Fig. 1 below illustrates an early cover dated 5th January 1911 from this location (printed in green ink).

Despite some of the initial success by Young and others, it often came with a heavy price. Early Salvationists were viewed with suspicion by some Newfoundlanders, and the police were often called to quell the jeers and assaults endured by members during their open-air meetings and marches. These incidents waned, for the most part, when

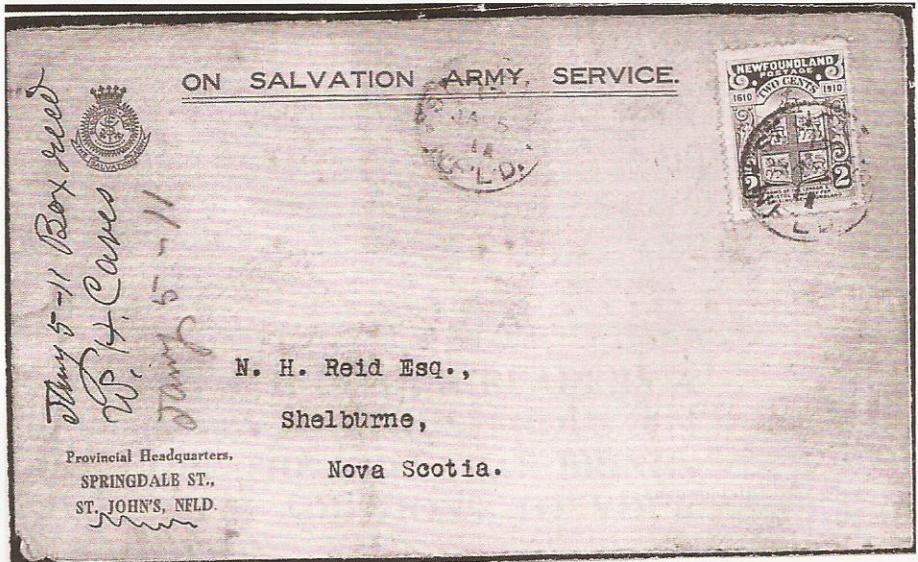


Fig 1

citizens began to see some of the positive social operations of the Army in regards to its rescue shelter, children's home, hospital, day-schools, and semi-regular contacts with the outposts through its mission boats.

During the 1920's and 1930's, with Newfoundland's increasing social and economic problems, the Army was one of the fastest growing religious denominations on the island. Figs 2 and 3 below (both in blue ink) illustrate the different examples of stationery used from the 1930's and late 1940's.

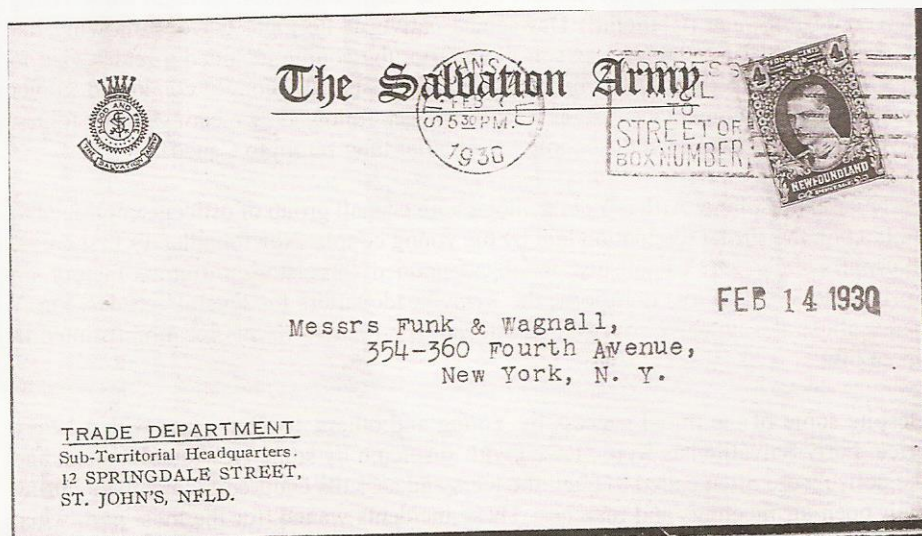


Fig 2

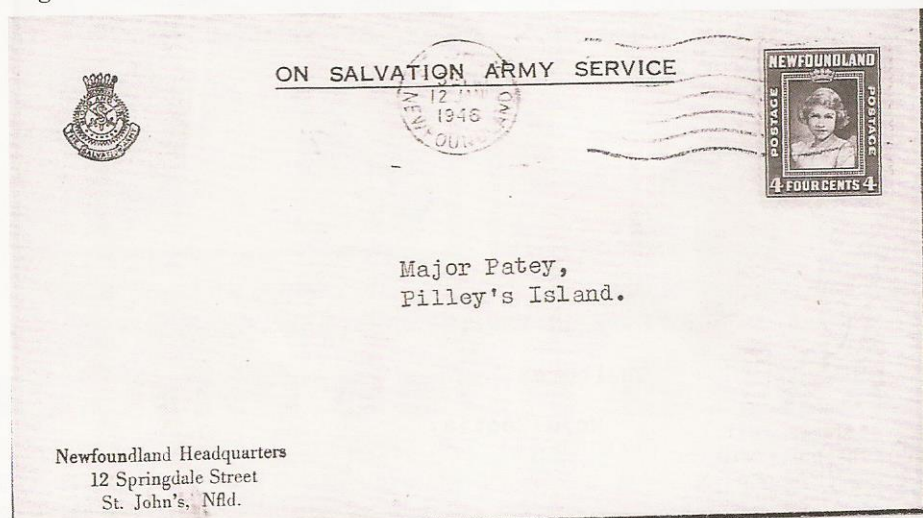


Fig 3

As expected, the early achievements of the Army in and around St. John's soon spread throughout the country and to the outports. By 1901 there were more than 2,000 Salvationists in Twillingate District and approximately 1,000 in each of the Districts of Bonavista Bay and Trinity Bay. Fig. 4 below, a much later cover dated 30th September 30, (in black), is an example from one of these outport offices in Catalina.

The Salvation Army's story in Newfoundland is an interesting one. The variety of stationery it used would be welcome additions to any collector's album.

References:-

Brown, K.E. "The Salvation Army in Newfoundland". *The Book of Newfoundland. Vol. II. Ed. J.R. Smallwood. St. John's: Book Publishers Ltd., 1937, 401-402.*

Poole, Cyril F. Ed. *Encyclopedia of Newfoundland and Labrador. Vol. V. St. John's: Harry Cuff Publications Ltd., 73-76.*

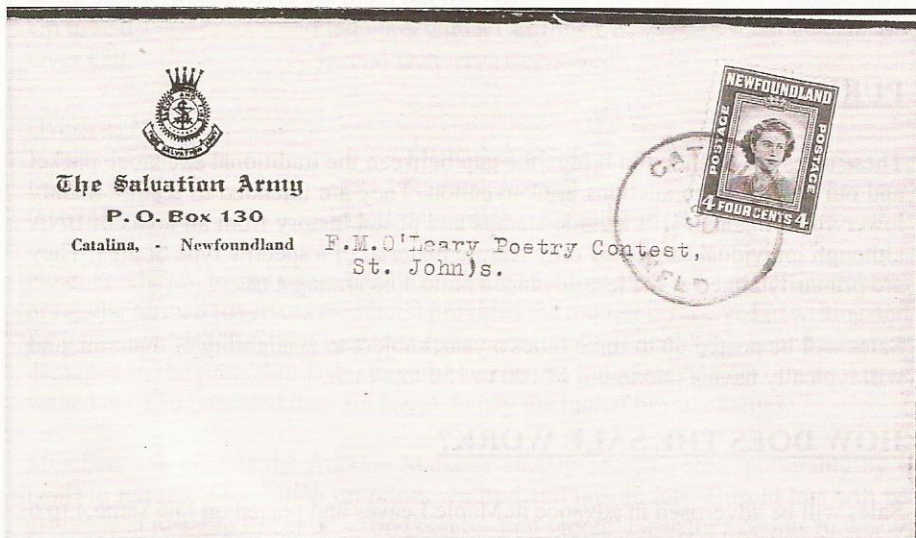


Fig 4

**WE WISH ALL OF OUR READERS A
VERY HAPPY AND PROSPEROUS 2014
AND HOPE THE NEW YEAR BRINGS
SOME NICE ADDITIONS TO YOUR
COLLECTION.**



NEW WEB BASED AUCTIONS

The Society is about to start web-based auctions on our website at www.canadianpsgb.org.uk

The first such sale will take place in Q1 2014 with a closing date/ time of **February 15th / 2400hrs GMT**. By the time you read this, the sale should be posted on the website. Any member who wishes to participate in the sale but does not have internet access can request a paper copy of the auction listing from the Auction Manager (see inside back cover for contact details).

This first sale includes a good range of early stamps from the Provinces, Newfoundland and Canada - both mint and used. We hope you find something of interest amongst the lots.

Full details of these sales and the 'rules' around them are given below. These notes are also on the website.

PURPOSE:-

These sales are intended to bridge the gap between the traditional exchange packet and our annual room auctions at Convention. They are intended to feature mainly lower value lots that will include stamps and postal history from all areas of BNA although individual sales may only feature material of a specific type or area. They are primarily aimed at the less advanced collectors amongst us.

Sales will be posted up to three times a year, subject to availability of material, and will typically have a maximum of 100 to 150 lots each.

HOW DOES THE SALE WORK?

Sales will be advertised in advance in Maple Leaves and posted on line some 4 to 6 weeks ahead of the closing date/time.

Vendors will be charged a 10% commission fee on sales payable to the Society.

There is no buyers' fee but members buying lots will be liable to pay postage & packing costs plus a 5% fee on any purchases paid for by PAYPAL to cover bank charges.

Full lot descriptions will be provided on-line at the Society website. Wherever practical, all lots will also be illustrated on-line.

Any member, who does not have internet access, may request a paper copy of the auction listing from the Auction Manager.

Bids may be submitted by email (preferred), ordinary mail or telephone. A closing date and time will be posted for each sale. Bids received after this time will not be considered so please make sure bids are submitted early. All bids must be in £ Sterling. Bid increments are shown below and on the website. Any bids submitted not corresponding to these increments will be rounded down to the nearest increment. Successful bidders will be notified by email or mail soon after the auction closing date and will be sent an invoice. Please do not attempt to pay for lots until you receive this invoice. Payment may be made by PAYPAL (5% admin charge applies) or by Sterling cheque (payable to the Society).

Lots will be mailed out to buyers using the following standard mailing methods:-

United Kingdom Members

Value of Purchases	Method of Mailing
Up to £50	First class with a Certificate of Posting
Over £50	Special Delivery (Registered)

Overseas Members

Value of Purchases	Method of Mailing
Up to £50	Regular Airmail
Over £50	Airmail International Signed For (Registered)

Note: Purchases, to any value, can be mailed by the first class service (UK members) or regular airmail (overseas members) provided the request is received in writing and an indication that they are prepared to accept liability should the item be lost or damaged in the post. Similarly, buyers can request 'Special Delivery' on packages valued at <£50 provided they are happy to pay the higher postal charges.

Members can contact the Auction Manager shortly after the sale (preferably by e mail) to request information on prices realised and unsold lots. Unsold lots will be available at Reserve Prices on a 'first come – first served' basis for a couple of weeks after each sale.

INFORMATION FOR BIDDERS:-

An estimate will be shown against each lot. This is an estimate of the market value of the lot and may be used as a guide to the likely selling price. However, please note that our Auction Manager does not always get it right!

Where vendors have set a reserve price, this will normally be some 60 – 80% of the estimate. If the estimate is at 100% of reserve, this will be clearly indicated in the lot description.

We also sometimes have lots sold without reserve, particularly when they are donated or sold for Society funds. Again, this will be clearly highlighted in the lot description. Please bid generously in such cases!

Our bidding increments are as follows:-

£ 0 to £5	20p steps
£ 5 to £20	50p steps
£20 to £50	£1 steps
Above £50	£5 steps

Please note that we do not accept 'Buy' bids.

Lots will be sold to the highest bidder at one increment above the next highest bid. Your bid will not be used as a starting price. In the event of tied bids, the bid received earliest will win the lot.

LOOK OUT FOR THE UNUSUAL

Graham Searle *FCPS*

The recent discovery of a third copy of Canada's rarest stamp – the 2 cent Large Queen on laid paper – has highlighted the need for all of us to look a bit closer at some 19th century stamps we may have in our collections or see in dealers stockbooks or club packets.

With this in mind, this short article highlights four scarce to very rare stamps that are almost certainly overlooked in collections and accumulations of Large and Small Queen stamps. All four have the distinction of not being listed in the most popular North American catalogues and, as such, are probably 'off the radar' of many Canadian collectors. The four stamps are, however, all listed in Stanley Gibbons catalogue although the catalogue values ascribed to at least two of them suggest that SG have not had a copy to sell for a very long time, if ever!

The first two stamps are both varieties of the long lived 15 cent Large Queen design.

The first of these is perf 11½ x 12 in a shade of bluish grey. Most of the perf 11½ x 12, 15 cent stamps were printed in the period 1875 to 1879 and are in shades variously described as 'muddy' brownish purple, dull brownish grey, grey violet or greenish grey (Firth groups V and VI). What all of these shades have in common is no hint of blue. The same stamp in a bluish grey shade is from a later printing made in 1881 or 1882 in a shade that is quite distinctive from the earlier printings (Firth group IX). See fig 1 opposite for an example. The vast majority of stamps printed in 1881 and 1882 were

perf 12 all round but a few appear to have been printed with the earlier compound perforation (maybe the normal perforating wheel needed repair?). Quite why this shade has never been catalogued in Unitrade or Scott is something of a mystery as its existence has been well known since Firth published his seminal work on the 15 cent Large Queen in 1963 (*I*). The stamp is catalogued by Gibbons as SG 66 and given a value some 50% up on the 'normal' perf 11½ x 12 shades. In my experience it is much scarcer than this – probably at least ten times rarer than the earlier shades which themselves are not exactly common stamps. Definitely one to buy if you see it at anything under catalogue price.

My second 15 cent Large Queen is a real enigma and almost certainly the rarest of this particular foursome. This is a perf 11½ x 12 stamp in a dull brownish purple shade, typical of the 1875 – 1876 printings, but on Bothwell watermarked paper. Conventional wisdom has it that the Bothwell paper was only used in the 1868 – 1869 period when all stamps were perf 12 (or more accurately perf 11.9).

Clearly, however, the odd sheet or sheets of Bothwell paper got used much later than this. Once again, this variety has been known about for a long time. Firth in his book (*I*) gives it a mention on page 46 under the heading 'A Remarkable Discovery' and illustrates the first copy discovered by H.E. Canham of Hamilton, Ontario, in the early 1960's. It is not listed in either Scott or Unitrade although the latter appears to give it a footnote mention, noting that copies of the Bothwell Watermark stamp can be found with a perf 11.8 x 12 and are scarce. However, something measuring 11.8 x 11.9 could hardly be described as perf 11½ x 12. Gibbons list the variety perf 11½ x 12 as SG 65b with a value four times the normal perf 11½ x 12 stamp. If you can find one at this price, buy it! Apart from the picture in Firth's book, I have only come across one other copy of this stamp in some 20 years of collecting Large Queens and this is shown in fig 2 below. Even the famous Menich collection did not have a copy. Despite some short

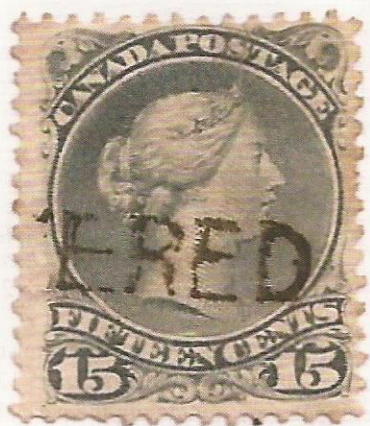


Fig 1 The 15 cent Large Queen perf 11½ x 12 in a bluish grey shade from the 1881-82 printings.



Fig 2 15 cent Large Queen perf 11½ x 12 on Bothwell watermarked paper

perfs on the perf 12 sides, the stamp in fig 2 is a clear perf 11.6 top and bottom (exactly what one would expect of an 1875 compound perf printing). It shows a good portion of the 'MIL' of the Bothwell watermark. Based on my experience, Gibbons valuation of this variety is way too low as this is a seriously rare stamp – at least as hard to find as the Pirie script watermark variety on the same stamp.

The second pair of stamps are both perforation varieties on the 6 cent Small Queen from the Montreal (pre 1888) printings. Based on the number of known copies of each of these varieties they too are up there with the 2 cent Large Queen on laid paper as some the rarest of all Canadian stamps, but I wonder how many more copies are lurking undetected.

The first of these is perf 12 x 12½, rather than the normal perf 12. An example is shown in fig 3 below. This variety first came to light in the famous Reford collection which contained a used strip of three (since broken up). All the examples I have seen are in a yellow brown shade and are used. Based on the paper and shade of the copies seen, this variety probably dates from the early Montreal printing period, around 1875. However, I am not aware of any dated copy being recorded. At least half a dozen copies of this variety are known. A couple of copies were sold by Maresch in the 2007/2008 period and fetched relatively modest prices (\$250 – 300 each; bargains to be sure!) A third copy was sold in the high profile 'Jura' sale at Spink in 2007 (2). Both this example (which had the bonus of a VGG certificate) and the one in fig 3 appear to be from the original Reford strip of three (both are centred low). The copy in the 'Jura' sale sold for an impressive £2500 which formed the basis for the Gibbons catalogue price from 2008 on (it is listed there as SG 86c). Gibbons had listed the variety for some time but it was previously unpriced. For some reason, the variety has never been listed in either the Scott or Unitrade catalogues. Another copy was recently offered for sale in a Vance auction and described as 'unique'. It also fetched a handsome price. Clearly it is not unique but very few copies appear to have been printed with this unusual compound perforation. However, I have little doubt that others must exist, undetected maybe in members' collections. Time to check those perforations!



Fig 3 The 6 cent Small Queen, yellow brown shade, perf 12 x 12½.

Whilst you have the perforation gauge out, you can also check for my last unusual stamp. This is the same 6 cent Small Queen Montreal printing but this time perf 12 x 11½ (yes, the usual compound perforation but the wrong way round with the perf 11½ at the sides not at the top and bottom. Those who like to measure their perforations with great accuracy are looking for something measuring 11.85 x 11.6). This is another variety that has been known about for a long time. The first examples were reported by



Fig 4 The 6 cent Small Queen perf 12 x 11½, used on an 1873 cover. (Courtesy of John Hillson F.C.P.S.) The other known cover showing this variety is illustrated in an earlier *Maple Leaves* (Volume 10, number 10, page 274)

George Searles in 1965 (3). Again, this variety is only listed in the Gibbons catalogue and is even unpriced there. I am only aware of a handful of copies being recorded of this variety, making it a true rarity. All known copies are used with one single and a pair being on covers. (4) The single copy on cover is shown in fig 4 above. The pair on cover featured in the recent Eastern Auction sale as lot 1090 (5), the first time it has been on the market in many years. The two known covers and other dated copies all come from 1873, the start of the use of the compound perforations at Montreal. We must assume that some of these early printings had the perforations set the wrong way round. Logic says that other examples must be out there but how many of us look that closely at the perforations? Not enough it would seem!

Good hunting!!

References:-

1. Canada; The Fifteen Cents of 1868 by L. Gerald Firth, published by the University Press Glasgow 1963.
2. Spink London sale 7th June 2007, lot 2320
3. *Maple Leaves* Volume 10, pp 273 – 278, April 1965
4. Canada's Postage Stamps of the Small Queens Era 1870 – 1897 by John Hillson and Edward Nixon, VGG Philatelic Research Foundation 2008, page 151.
5. Eastern Auctions sale , October 24 - 26, 2013

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15c - The cracked plate variety.



5c - The only recorded imperforate of this value.

FEATURED SALES FOR 2014:

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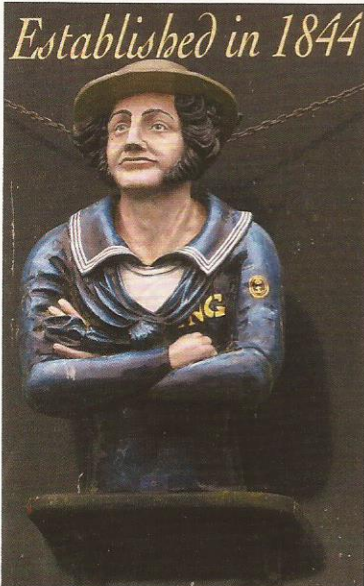
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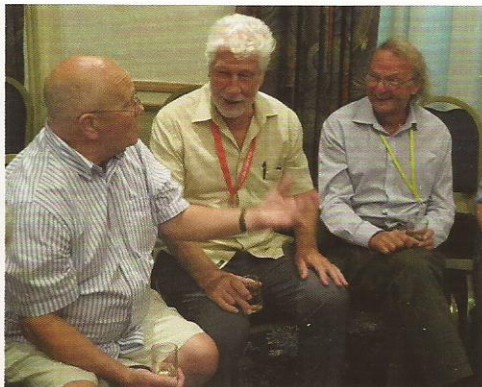
CONVENTION 2013 - IN PICTURES

We thought you might be tired of the usual photos of members showing stamps and covers to an attentive audience or folk giving speeches at the banquet, so here is a slightly more quirky and irreverent look at the recent Plymouth Convention.



Plymouth greeted CPSGB with flowers. It proved to be a city with a rather impressive way of painting the outside of its houses and one with a line in very large prawns.

Some of the local pub signs gave us a glimpse of what President, Peter Motson, must have looked like in earlier days and some of the Committee were obliged to enter the Convention hotel by an alternate entrance as the sign above reveals.



The trip to the Plymouth Gin distillery proved popular although members of the Philaholic Study Group soon reverted to more familiar beverages.

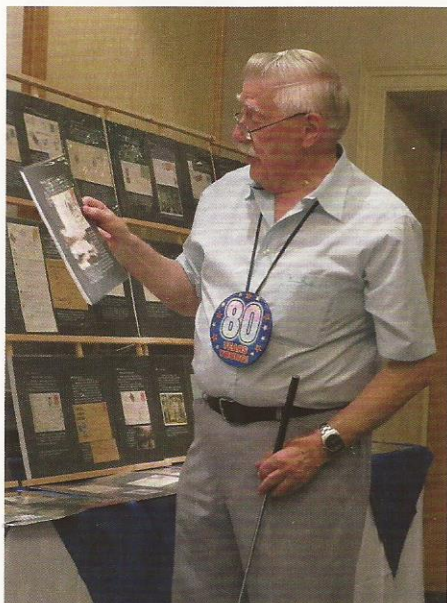


Our boat trip around Plymouth harbour started from the King William Yard and it was nice to see the man himself there to wish us bon voyage. However, the Official Secrets Act prevents me from revealing what the members on the boat were viewing.

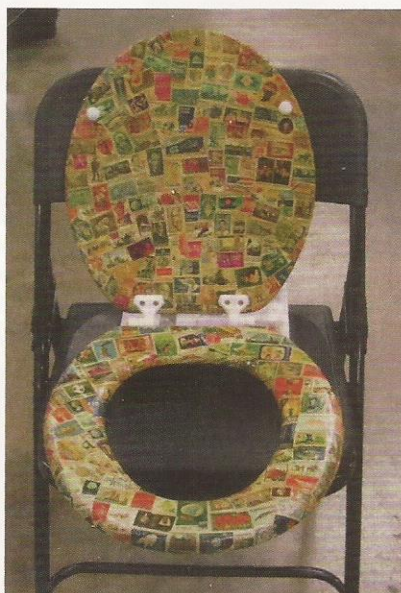


When the ladies could drag themselves away from the sherry and cake provided by John Parkin on his birthday, they had a 'fascinating' evening.

Of course, there was time for a few stamps in between all the fun.....



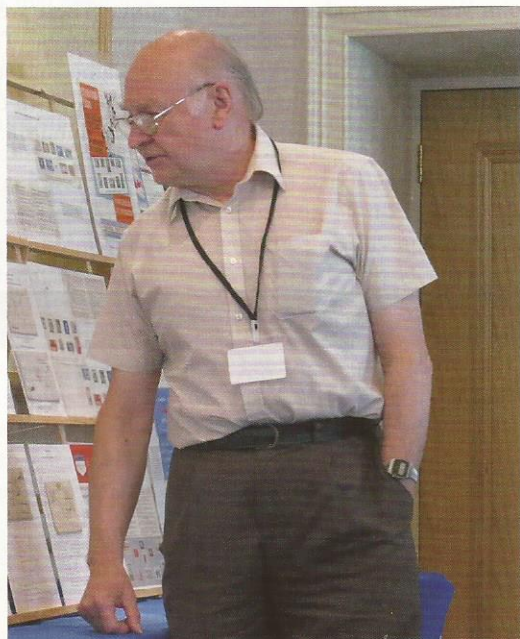
Birthday boy, John Parkin, showed us Postage Dues whilst Judith Viney displayed Airmails with a smile.



....but it was left to Derrick Scoot to explain the finer points of the philatelic toilet seat and the associated dangers of Belgian chocolate scented stamps.



That well known singing duo, the Thompson Twins, ran off with most of the silverware in the competitions and Malcolm Montgomery won so many trophies, wife Cathy had to be called upon to carry the really heavy one.



All of which leaves me just enough room to introduce our new President, Colin Lewis (left) and to thank Peter and Mavis Motson for organising a super week for all who attended... even if most of us are still trying to lose the pounds inadvertently gained from eating too many Devon Cream Teas!

CONVENTION 2013 - IN WORDS

The efforts of our President Peter Matson and his spouse, Mavis, resulted in a wonderful convention in Plymouth this year. In general, the weather held; the bus and boat tours, well attended, went off without a hitch and were enjoyed by all.

Twenty-five members, plus partners and guests enjoyed the Displays and Ladies' Events each day. Thanks to Brian Stalker, Graham Searle, John Parkin and Colin Banfield for sharing their knowledge on the diverse subjects and showing items coveted by many.

Each day saw an outing to savour the sights of the Plymouth area. We toured the Plymouth Gin Distillery situated close to where the Pilgrims embarked for America, drove through the Hoe where Drake bowled, spent much too short a time at the Naval Museums and the Dockyard, followed the next day by a boat tour around the huge harbour area. Each evening following the display, the Philaholic Study Group met to review auction lots and single malts.

The Members' 16-page displays were a success drawing a huge number of entries. As a result next year this slot may well be extended to allow more time for viewing and describing.

Saturday was a very busy day. The AGM was held and no ripe fruit was tossed at the Executive. Thanks to those who agreed to fill these positions. The Competition critique, with Graham Searle and John Watson as judges, was interesting. There were very close scores in all categories including some ties for second and third places. The Auction saw spirited bidding on lots. Thanks to Colin Lewis and Mike Slamo for their efforts. The Awards Banquet went well. The food was very good and mixed with the friendships formed at Convention, all are looking forward to next year in Edinburgh.

Respectfully submitted,
John Cooper

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Members may be aware that Malcolm Montgomery is planning to write an update of the Jack Arnell handbook on Transatlantic Mails.

TRANSATLANTIC HANDBOOK REVISION

Malcolm B. Montgomery, *MBE*

In the 1987 '*Handbook on Transatlantic Mail*' [1] the editor, Jack Arnell, included two rate handstamps used at Toronto, Upper Canada, that could be more accurately labelled as cross-border handstamps; however, since they appear to have been recorded only used on trans-Atlantic letters, they will also be listed in the planned revision, joined by another, similar, handstamp that could also be considered beyond the scope of the study, one used at Lewiston, New York.

All three refer to the twenty-five cents United States' postage that had to be prepaid on letters intended for the United States sailing packets out of New York. [2] The two Toronto handstamps show the Canadian postage from Toronto to the border, H.01, sevenpence Currency, the rate for 60-100 miles (by road), [3] plus twopence Currency, the ferriage charge for transit across the Niagara River that had been formalised in 1829 and was abolished on 6th March 1837. [4] It is of interest that during the period that these handstamps were in use the summer mails out of Toronto for the United States were carried across Lake Ontario by steamboat, a distance of less than 60 miles, and were thus charged only fourpence halfpenny Currency, but no handstamp is recorded for that situation.

The 'PAID 7 & 25' handstamp is recorded only until 1839. It is not known why it was taken out of service and may have continued in use until the introduction in 1840 of a uniform trans-Atlantic rate encouraged correspondents in Upper Canada to send their mails via Quebec for the British packets out of Halifax. Your assistance in providing examples of the use of these handstamps, especially the dates of use, and scans of exceptional examples that could be used for illustrations in the book (in colour, 300 d.p.i., front and back) would be greatly appreciated and would, of course, be acknowledged and attributed in the book.

The table overleaf is representative of the rate handstamps list that will appear in the book. I am particularly keen to narrow down the dates of use, both from surviving examples and from official contemporary sources. I am also compiling a list of examples in order to give some indication of rarity; the handstamps listed here are scarce, rather than especially rare. The dates given in brackets are those listed in the original handbook, those given in full are from actual examples.

My e-mail is m0bmontgomery@aol.com; my address is Cae Glas, Hendre Road, Conwy, LL32 8DX, UK.

Reference number/ Arnell	Postmark	Town	Earliest/ Latest	Features and Remarks
(H-00)			(--) 30 th Sept 1832 Nov 1833	Attributed to Lewiston, N.Y., this supported by common ink colour of date and rate stamp. No variants noted; recorded only in red.
H-01		Toronto	(1836) 11 th April 1836 1 st March 1837	Attributed to Toronto, C.W., most copies seen are on Canada Company correspondence to London. No variants noted; recorded only in red.
H-02		Toronto	(1837-1839) 1 st April 1837 6 th May 1839	Attributed to Toronto, C.W., all copies seen are on Canada Company correspondence to London. No variants noted; recorded in red and black.

Notes and Sources:

1. J.C. Arnell (Editor) *'Handbook on Transatlantic Mail'*, British North American Philatelic Society, Transatlantic Study Group Handbook #1, 1987.
2. Act of Congress 4 Stat. 105, 111, 112, 114, 3rd March 1825; the rate remained effective until repealed by Act of Congress 5 Stat. 733, 777, 3rd March 1845.
3. 5 Geo. III, Cap. 25, effective October 1765, the rate for a letter consisting of a single sheet, carried 61-100 miles; the rate remained in effect until 6th April 1851.
4. Ferriage was formalised by a Department Circular No. 6, General Post Office at Quebec, dated 12th January 1829, and abolished by a Department Notice dated 22nd February 1837.

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Special member section available on this award winning site

ANY QUESTIONS

SOME QUERIES ON MODERN POSTAL RATES

In this issue we look at some queries on modern postal rates from member John Cranmer. John was also instrumental in finding out the answers but we thought they might be of interest to a wider audience so have included them here.

John wrote... 'I have been reading John Watson's last two articles with interest and these caused me to look at some of the rate items I have. I have two questions triggered by the articles.

1. Special Delivery Rates: the only reference I have for the various QE II postage rates is Smith & Wawrukiewicz (S&W) (1). They that say on 01/01/1988 the charge for Special Delivery was split into Local = \$1.83 and Non-Local = \$2.63 categories. I recently got two covers illustrating this. One, dated 10/05/88, from Banff to Regina is clearly not local and has the correct postage of \$3.00 (\$0.37 + \$2.63). The other is from Hudson Bay to Regina (13/01/1988), both in Saskatchewan, has only \$2.20 postage on it which is the correct rate for "local" special delivery (\$.37 + \$1.83). According to Google Maps the town of Hudson Bay is 400 km from Regina. The obvious question is how was "local" officially defined in relation to special delivery (was it, as it appears, anywhere in the same Province, regardless of distance?)
2. Domestic Money Packet Rates: S&W have for Domestic Money Packet rates between 04/1978 and 04/1979 (table 2 page 9) 'Up to 8oz = \$2.25, 8 - 16 ounces + \$1.00 and then + \$1.25 for each additional 16 oz.' I have two tags from the Bank of Montreal both dated 28-02-1979. One has six \$1.00 stamps on it and the other stamps to the value of \$2.50. Based on the rates above both seem to be overpaid by 25 cents. I assume that either the bank clerk made a mistake or S & W is not correct (was the base rate actually \$2.50?) Both tags appear to be addressed to the Bank of Montreal St. Alban's, Newfoundland and there is no other address on either. However the tag with the \$6.00 stamps on it also has a hand stamp for St. John's dated 2nd March so it appears that the bags were actually FROM St. Alban's and I am assuming that the destination or destinations were on a separate address label.

Any thoughts or comments on any of the above would be most welcome'.

The answers come from Andrew Liptak and his Postal History Corner blog at <http://postalhistorycorner.blogspot.ca/2013/03/faster-than-regular-mail-1967-1993.html>

1. Special delivery local and non- local - apparently local in this context is that the first letter of the Canadian postal code is the same. So in a heavily populated area of say

Southern Ontario this could be a relatively small geographic area. In the wilds of Northern Saskatchewan it will be an area half the size of Europe! This definition of 'local' was used in a number of postal rates from the late 1980's onward.

2- Money Packets. These often used more than one tag and unless you have the complete set or one tag with the postage written on, it is not really possible to understand the rate. Of course many if not all of these sets of tags will have been broken up by dealers / collectors so we may expect further confusion in this area of postal history collecting!

References:-

1. Canada Domestic and International Postal Rates and Fees 1870 – 1999, by Dr. Robert C. Smith and Anthony S. Wawrukiewicz. Published by the The Press for Philately, 2000.

ACCIDENTAL TOURISTS IN NEWFOUNDLAND

David Piercey, *FRPSC*

Trans-Atlantic steamers, travelling between Great Britain and North America in the Nineteenth Century would, due to the vagaries and hazards of ocean travel, occasionally run into trouble. Quick passage could not be guaranteed, and passengers could find themselves arriving in unscheduled ports. Here are two such examples, illustrated by mail from such "accidental tourists" in Newfoundland in the 1880's. Often, the stories such mail conveys are of as much interest as its postal history.

In November 1881, the SS *Somerset*, en route between Bristol and New York experienced particularly bad weather on the passage, and had to put into the harbour at St. John's to replenish its depleting coal supplies. The St. John's *Evening Telegram* of Tuesday 6th November 1881 recounts the story. Reporting of "continuous gales, fearfully rough sea, and very boisterous weather" the SS *Somerset* (and the SS *Suavia* the same day too) arrived to "replenish their bunkers". The story speaks of "weary wanderers of the ocean", "in a state of complete exhaustion" and "the frightful experience of ocean steamships in making their usual Atlantic voyages".

A passenger on the *Somerset*, "J.W.S." took advantage of this unexpected detour to write a post card home that same Tuesday. Indicating the name of his vessel and that they were "coaling here", he related "stormy seas against us all the way – much discomfort", and "leave here at 5 p.m. tomorrow for New York – hope to reach it on the 12th".

This postal card (shown in fig 1 opposite), postmarked St. John's 7th December 1881 was subsequently conveyed by the Allan Line steamer SS *Nova Scotian*, on a scheduled stop at St. John's on 9th December 1881 en route from New York to Liverpool.

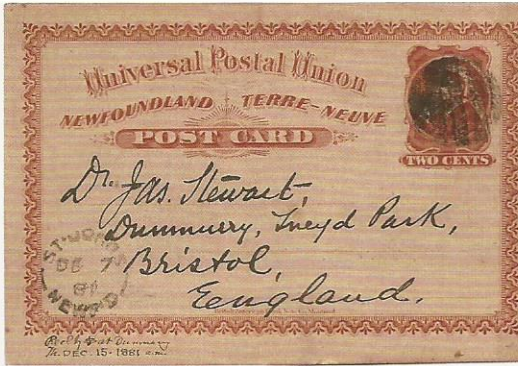


Fig 1 Front and back of the postal card mailed by the passenger from the SS Somerset

J. T. Somerset
 St. John's, New ^{found Land} ~~found Land~~
 Tuesday Dec 8th [Cooling here]

Storied agst us all
 the way - much dis-
 comfort - all well -
 no repining - leave
 at 5 P. M. tomorrow
 for New York - hope
 to reach it on the
 12th. Many thanks
 for all your kindness.
 Will write again.
 Regards to your family
 Yours Truly J.T.S.

The second card (shown in fig 2 on page 276) dates from 1883. In late September, the National Line steamer SS *Canada*, en route to New York from London, broke its propeller shaft during particularly heavy seas 300 miles off the Newfoundland coast. The St. John's Evening Telegram of 8th October 1883 recounts the story. Reporting of a "heavy swell and cross sea", it was "while pitching suddenly that the shaft snapped off". And while "sail was immediately got on and steerage way maintained", the vessel was later towed into St. John's harbour (by the SS *South Wales* bound from Montreal to Cardiff with a load of grain). There the vessel had to await the arrival of a new shaft from Liverpool by another National Line steamer, and where "the delay of the *Canada* in port here will not be less than three weeks; but her passengers will probably be transferred to her sister-steamer at an early day next week".

A passenger on the *Canada*, "W.A. Davie", had opportunity to write a post card to a friend in Germany, explaining his circumstances. He relates "after leaving London we experienced very bad weather and on the 1st we broke our shaft. After drifting and sailing about for four days we were taken in tow and brought here on Sunday, and am busy in seeing the island now which is horribly antiquated", and "probably two weeks more to NY".

This postal card, postmarked St. John's 10th October 1883 was subsequently conveyed by the Allan Line steamer SS *Hibernian*, on a scheduled stop at St. John's, on that day, en route from New York to Liverpool.

Both of these postal cards, in themselves relatively common and nondescript, thus serve to illustrate the fascinating social history lurking just beneath their surfaces.

Auction Announcement

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AIR MAIL MESSAGE

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I welcome correspondence on any aspect of Newfoundland philately, 1865-1910, and may be contacted at dpiercey@telus.net.



Fig 2 Front and back of the postal card from the passenger on the SS Canada

THOSE LONG SERVICE BADGES

Members may be aware that our Secretary, John Hillson, sends out long service badges to all those who have completed 25 years unbroken service with the Society (you even get a gold (coloured) one for 50 years!).

I know that John is always complaining that those of us old enough to have one always forget to wear it. So just to prove this is not always the case I thought I would share this picture of Rob Lunn proudly wearing his CPSGB badge at the 2013 BNAPEX dinner. Well done Rob!



LETTERS TO THE EDITOR

Ron McGuire found several items of interest in the last issue and sent in a 'mailbag' all of his own.....

Ron McGuire

SOME QUERIES ON WORLD WAR I COVERS

I refer to John Watson's Letter in the October issue.

Figure 1 below shows a cover postmarked (under the stamp) 17 July 1917, the last day postage was required on mail received in Canada from members of the Canadian Expeditionary Force.

Like John was with the cover he illustrated, I too was puzzled with mine in figure 2 overleaf which is similar to his. It also has a 'H.C. Lowther / Lieut. Colonel' handstamp and mailed without postage to England a few weeks earlier on 12 May 1912. It has a blind embossed crest with no identifying text on the flap, and a rare Montreal 'key hole' type 'FREE' postmark, unfortunately not tying the two cent Admiral that was added to cover the postage. There are no backstamps. Readers may be familiar with a similar but different version of the Montreal 'key hole' which is seen on mail sent by Canadians from South Africa during the Boer War period, see figure 3. Note the main distinguishing feature of the two versions is the difference in the size of 'MONTREAL'.

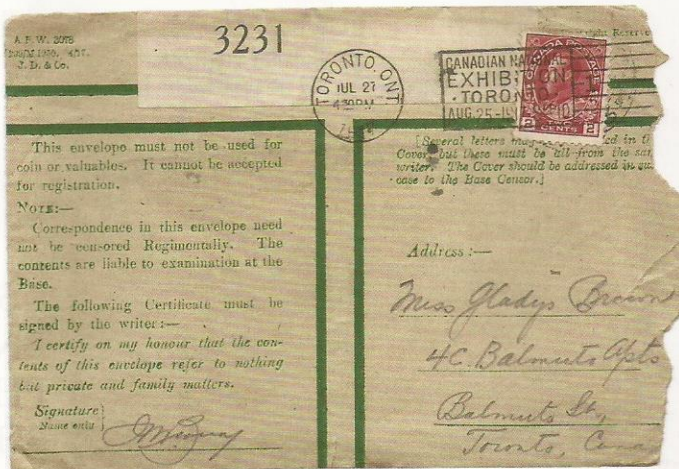


Fig 1

Lowther, CMG, MVO, DSO, a veteran of the Boer War eventually rose to the rank of Major General. In 1912 he was Military Secretary to the Duke of Connaught and

Hugo Deshaye (Philatelist) Inc.

DEALER IN CANADIAN POSTAL HISTORY

ms. 19 Oct. 1866

Colonel Courtenay



ms. W.P.

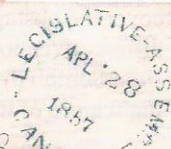
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Fig 2



Fig 3

Strathearn, Canada's Governor-General [1911 - 1916]. Point 118, under the 'Franking and Free Mail Matter' section of the 1912 Canada Post Office Guide confirms that "...correspondence hereinafter described is free of *Canadian Postage*". The list of those eligible includes the Governor-General's office with the following:

"All letters and other mailable matter addressed to, or sent by, the Governor-General of Canada or to or by his Secretary or other officers at Ottawa." This explains why Lowther had a free frank handstamp, which was only valid for mail to Canadian addresses. The post office added the necessary postage, no doubt because Lowther was recognized as a member of the GG's staff and they were not about to return his mail for him to add it.

Figure 4 is a cover posted with the free frank of Lowther's successor, Lt. Col. F. D. Farquhar, DSO. Like Lowther, Farquhar was seconded from a British Regiment, the Coldstream Guards. It has 'CITADEL / QUEBEC' embossed in black on the flap indicating Farquhar was in Quebec City with the Governor General, who traditionally resides there several weeks each year. It was not necessary to add postage to this cover because it was sent to an address in Canada. There are no backstamps.

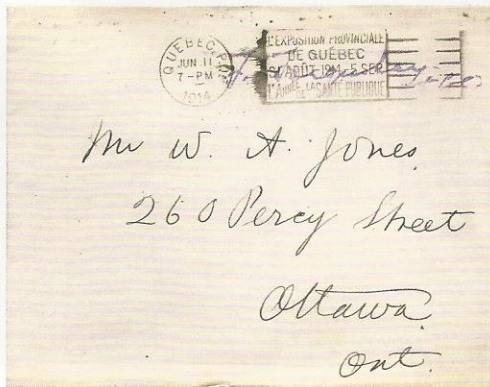


Fig 4

NEWFOUNDLAND 'PIKPOSTS'

In her article 'Newfoundland "Pikposts" ' Judith Edwards states that I referred to my postcard, in figure 5 below, as 'a presentation card'. While she has correctly quoted from my article [1] , I wish to clarify that I did not mean they were a 'presentation' in the normally accepted sense, for example, like the Newfoundland 'Dignitary Presentation Cards' listed in the NSSC [2]. In my article there were two cards illustrated, figure 5 also shows the second. One has the half cent and the other the one cent stamp of the 1897 Royal Family issue added, which indicates the cards are ca 1897-1901. My card with the half cent has the perforations cut off, like Judith's figure 6. Note that my pair have different groups of views than Judith's example. My cards are on very glossy photograph type stock with blank backs. According to my trusty micrometer, they are very thick, 19.5 mm versus 11 to 11.5 mm for the small and large size production cards. For this reason, I stated "The fact that postage stamps had been affixed to these essays, [which is what I considered them to be in 2001 and still do today] particularly one having the perforations cut off to resemble a postage imprint, leads me to think that Montgomery [his small double credit line appears on them as it does on both sizes of the production versions, which are on cream and white stock] may have prepared them for presentation to the Newfoundland Post Office in the hope that they would be issued as official postal stationary cards".

I would be interested to know if Judith's card is on the same photographic type and thickness of stock as my two examples. If so, it will be a third 'essay' card prepared for the Post Office presentation proposal. Maybe readers have additional examples to report.

Since my article was published, I have acquired another example of figure 3 in my 2001 article, which was used domestically and overpaid with the same two cent stamp on. Coincidentally this original illustration (shown here as figure 6 opposite), posted to Germany, like Judith's figures 3 and 4, also addressed to Germany, was also assessed '25' [in blue manuscript] indicating twenty five centimes postage due. This puzzles me, because like Judith's card to Belgium, [her figure 1], they are all franked two cents, the correct UPU post card rate and should not have been assessed postage due.

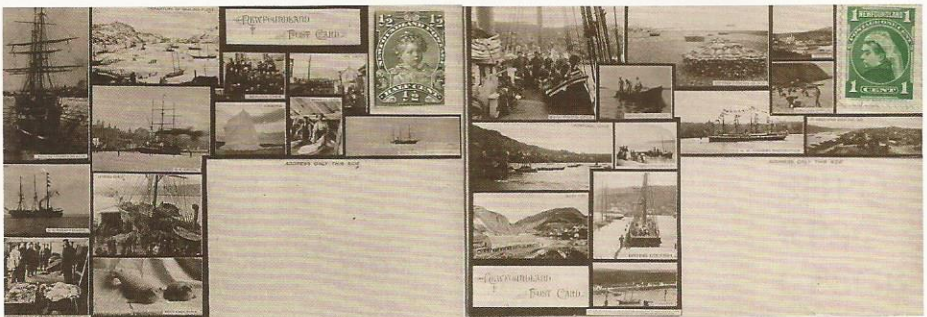


Fig 5

Judith refers to these postcards as "Pikposts". I think readers may be interested to know that Ed Richardson reported this term was first used in 1958 by Spencer Weeks in his article in *Covers*. Two decades later Ed also used 'Pikpost' to "define private postcards bearing pictures on the postage stamp side". [3]

[1] McGuire, C.R., *Newfoundland Illustrated No. 1*, PHSC Journal #105, March 2001, pp. 22-29.

[2] Walsh, John M., and Butt, John G., *Newfoundland Specialized Stamp Catalogue*, 8th Edition, Walsh Philatelic Service, St. John's, 2012, p. 64.

[3] Richardson, Edward A., *Early Pikposts*, American Philatelic Society, APS Handbook Series, 1978. pp. 57-8

NEWFOUNDLAND VIGNETTES

I always enjoy and look forward to my good friend Dean Mario's Newfoundland Vignettes. In his number 14 instalment, his cover with the misuse of the pair of customs duty stamps on the front was addressed by a philatelist to himself and passed by the postmaster at Cartwright, Labrador. I have seen several items to Mr. V. [Vivian] W. Groves, including envelopes he addressed to himself mailed from TPOs and other Labrador post offices.

My earliest Groves item is a wrapper, figure 8, in which the well known stamp dealer, Rev. E. A. Butler mailed his 1928 price list to him in December 1929. The earliest wrapper used by the Reverend, of which I am aware is posted in May 1929, the next is used in March 1930 (both shown in fig 9). Each wrapper is a distinctively different printing, on varying qualities of paper stock, but all featuring the 1910 two cent Map stamp. Much has been written on the Rev. Alfred Butler, without doubt, the greatest promoter of Newfoundland philately, and the man to do it consistently for the longest period of time. [1]

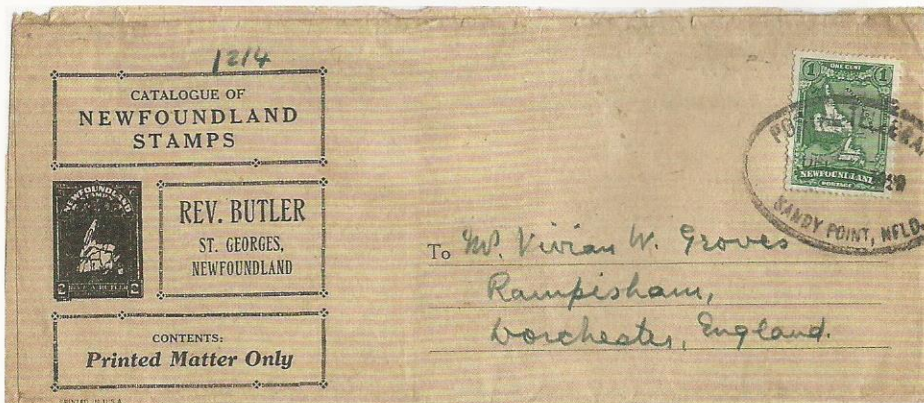


Fig 8



Fig 9

Figure 10 is another example of mail Groves sent to himself, and one of the most desirable I have seen, using the 1929 three cent provisional stamp on a letter 'posted at sea' aboard the 'S.S. Newfoundland' with two different Liverpool postmarks on 21 April 1930. Note the handwriting is similar to Dean's cover.

Figure 11, overleaf, shows the custom duty stamp in its two shades properly used on the reverse of unsealed envelopes by F.A. DeYoung Ltd. to mail their monthly wholesale fruit lists. The postcard has the stamp legitimately affixed on the front because, had it been on the back it would have covered part of Toronto stamp dealer, 'R. Stokes' advertisement for postage stamps. It is addressed to 'Rev. W.A. Butler'.



Fig 10



Fig 11

Initially, I thought there was a second Rev. Butler interested in stamps. However, the 'W' is probably an error for 'E'. I am only aware of mail addressed to Rev. E. A. Butler at Sandy Point, St. Georges, and/or Robinson, but he may well have been at Topsail as his work for the Anglican Church often took him away from his normal location for various periods of time.

Dean has a lovely and desirable cover, with the stamps tied which is rare and, an ideal example of the NPO circular's reference to the 'irregular use of Customs duty stamps', which they were endeavouring to curtail.

[1] McGuire, C.R., *Newfoundland Means Rev. Butler*, PHSC Journal, #50, June 1987, pp. 165-173; #51 had additions, pp. 43-4.

Norris R. Dyer has added considerably to my initial research on Butler, with numerous articles in BNA Topics and the BNAPS Newfoundland Study Group newsletter - The Newfie Newsletter and his award winning exhibit.

ST. JOHN'S NEWFOUNDLAND STREET CANCELS

Re--your Newfoundland Street postmarks.

I realise you cut off at 1918---but I have five covers with the St John West CDS postmark, 1936, 37 and 39---all of which have the indicia positioned incorrectly----with the month / year in full / date--a fact I am surprised was not picked up over that long a period by NPO inspectors and corrected. I have no examples of the others you requested.

Robert McGuinness

THE COST OF REDIRECTING MAIL

Regarding your query in the last issue of Maple Leaves, the rates charged for redirection and holding of mail in the period 1976 to 1990 can be found in the May-June 2006 issue of Corgi Times (available online via the BNAPS website).

The rates in force for your period of interest were as follows:-

	Permanent redirection of mail	Temporary redirection of mail	Holding mail
1/9/76	\$1 for 3 months	\$1 for 3 months	\$1 per month
1/1/82	\$1.50 for 3 months	\$1.50 for 3 months	\$1.50 per month
15/1/83	\$1.59 for 3 months	\$1.59 for 3 months	\$1.59 per month
24/6/85	\$9.50 for 4 months	\$12.50 for 4 months	\$2 per week

These last rates applied up to 1 January 1988.

PALMARES

Lack of space in this issue prevents us from giving a complete listing of those CPSGB members who won awards at recent shows. However, we can congratulate the following members who won awards at the recent BNAPEX show in Charlottetown:-

David McLaughlin who won Gold and the Grand Award for his display of the Maple Leaf issue of Canada 1897 - 1898 and

Martin Eichele who won Gold and the Myerson Award for his Nova Scotia to U.P.U.

Other awards in the multi frame class were won by members; John Cooper, Kevin O'Reilly and Richard Thompson (all Gold), David Bartlet and Colin Banfield (both Vermeil) and Ron Smith (Silver).

In the one frame class, Don Fraser won Gold and the Herb McNaught Award for his display of Early Mail Routes of the Red River Settlement.

Other awards in this class included; Rob Lunn (Gold), Hendrik Burgers, Richard Thompson and Colin Banfield (all Vermeil) and Ron Smith and Charles Livermore (both Silver).

As usual, we extend our apologies to anyone we have missed out.

BOOK REVIEWS

The following titles have 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 the 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, in colour, can be found in the Society Library so if you wish to sample before you buy, please contact Mike Slamo.

TRANSATLANTIC MAIL BETWEEN CANADA AND THE UNITED KINGDOM 1759 - 1851, by Malcolm B. Montgomery. 422 pages, 8.5 x 11, Spiral bound, 2013. ISBN: 978-1-927119-23-5 (colour), 978-1-927119-24-2 (b&w). Stock# B4h062.1.1 (colour) - \$C96.00, B4h062.1 (b&w) \$C57.95

In the period from 1970 through 2000 many BNA philatelists, notably the late Jack Arnell, the late Allan Steinhart and Malcolm Montgomery, studied the varied aspects of nineteenth century mail to and from British North America and England. This latest BNAPS handbook, "Trans-Atlantic Mail between Canada and the United Kingdom 1759 - 1851", the second of a trilogy of books, features 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 book has been prepared in the same format as Malcolm Montgomery's 2012 book, "Fines on Trans-Atlantic Mail between Canada and the United Kingdom 1859 - 1899". A chapter on postal events of the period and United Kingdom inland and coastal rates is followed by a chapter on Ship Letters and a chapter on Packet letters. The 250 plates then show covers from Malcolm's exhibit with full explanations. Annexes on Monarchs, rulers, postal regulations, treaties and related notes and United Kingdom mileage charts and a bibliography round out the book.

In his Foreword the author writes, "This book, originally intended as a contribution to the BNAPS 'Exhibits' series has changed somewhat in scope during its preparation and now forms part of a series of BNAPS publications covering British North American trans-Atlantic mail covering the period 1759-1899. I have enjoyed reading books that explain the history of the development of the mails and have found books illustrating other collectors' studies very helpful, but I have often been frustrated, despite being given the references for sources unfortunately often in far-distant archives or centuries old books, in not being able to read for myself the Acts, Warrants and Regulations that

determined the handling of the letters in my collection. Recognising that the majority of the readers of this book will themselves be trying to gather and describe collections of trans-Atlantic letters, often with a view to entertain or impress other postal historians, sometimes judges, I have attempted to provide quotations from as many sources contemporary to the letters as space will allow.”

This is a massive volume and not for the faint-hearted! It is, however, a superb reference work on Trans-Atlantic mail in this period and goes far beyond the normal scope of a book showing a gold medal exhibit. Any member with an interest in Trans-Atlantic mail will find this a fascinating read and an excellent source of information on rates and routes. Those members who may have a cover or two in their collection and have never been able to work out the various rate markings will almost certainly find the answers here. Highly recommended.

THE POSTAL HISTORY OF THE CANADIAN PARTICIPATION IN THE SOUTH AFRICAN WAR, 1899 – 1902; by Joachim Frank. 110 pages, 8.5 x 11, Spiral bound, 2013. ISBN: 978-1-927119-25-9 (colour), 978-1-927119-26-6 (b&w). Stock# B4h073.1.1 (colour) - \$C53.00, B4h073.1 (b&w) \$C34.95

This exhibit documents the complex involvement of some 8000 Canadian volunteers who served in South Africa during the conflict and its aftermath.

The First Contingent, consisting of the 2nd Battalion Royal Canadian Regiment, left from Quebec on 30 October 1899, on the “SS Sardinian”. It was followed on 27 January 1900 by the Second Contingent, which included the 1st and 2nd Battalions Canadian Mounted Rifles, the Royal Canadian Field Artillery, a Nurses group and the Canadian Postal Corps. Also in January 1900, the 3rd Battalion Royal Canadian Regiment was sent to Halifax, NS to relieve the Imperial garrison for service in South Africa.

Lord Strathcona's Horse, an Imperial unit raised in Canada, followed in March 1900. The Third Contingent, arriving in January 1902, involved the 2nd Regiment, Canadian Mounted Rifles and the 10th Canadian Field Hospital. The Fourth Contingent, consisting of the 3rd - 6th Regiments, Canadian Mounted Rifles, was in South Africa from June to July 1902. The Contingent for the South African Constabulary, the last of whom remained in South Africa till 1908, did not have a free franking privilege.

Among the rare or unusual items in the exhibit are a “Mail Service Suspended” cover returned to the sender only 12 days after war was declared, mid ocean mail transfer covers, the only recorded registered Canadian Contingent parcel label and an official mailbag tag, three en-route items and a rare SO Canadians cover. Letters from Canadians who participated in the relief of Mafeking are of great interest, as is the only known item from the 4th Regiment, Canadian Mounted Rifles, part of the Fourth Contingent. Patriotic covers used at home are complemented by patriotics used in South Africa.

Overall, this is a colourful and interesting display of rarely seen material and will be of interest to any member who collects military mails or who has an interest in the 1897 – 1903 period.

SOCIETY NEWS

FROM THE PRESIDENT

It was an honour for me to be installed as your President at the Plymouth Convention in September, eleven years after my first installation in 2002 at Dumfries, Scotland. Unlike previously, when I invited you all to attend my homeland at Porthcawl in Wales, the 2014 Convention will be held in Edinburgh, Scotland. The venue will be the well-appointed Kings Manor Hotel, Portobello, Edinburgh.

The hotel is close to the town of Musselburgh and just a 10 minute stroll to the beach. It is a 15 minute drive to the centre of Edinburgh whilst there is a bus service from directly outside the hotel. Those of you with web access can visit www.kingsmanor.com for further details. You can also visit tripadvisor.co.uk where you will find it has a high rating, assessed from customers' reviews. Rates are very competitive, for a large city, being £70 per night per person for double room occupancy and £80 for singles.

An important point to note is the date of the Convention as it will commence on Thursday 2nd October with departure on Monday 6th October. The change from the normal Wednesday start is necessary due to the commitments of the hotel and the ability to accommodate our requirements.

As is our custom, we will be making afternoon visits and one of these will be to the Royal Yacht "Britannia" that is moored at Leith, the port for Edinburgh. This will be a guided tour to one of the most iconic attractions in the UK. There will also be a range of presentations and displays, most of which have been agreed.

The booking form for the event along with a draft of the full programme will be included with the April issue of *Maple Leaves* but if you want to inform me of your intentions earlier just send me an email at colin.d.lewis@btinternet.com or drop me a line to my address inside the back cover.

Full details of travel options to and from the Convention can be found on the Society website but if you have any specific queries please contact me. The nearest airport is Edinburgh and the nearest mainline railway station is Edinburgh Waverley. Good rail connections are also available from Manchester Airport and from London Kings Cross for anyone flying into one of the London airports. The hotel is close to the A1 and the Edinburgh bypass and has excellent car parking facilities.

Wendy and I hope many of you will come to Edinburgh and we look forward to welcoming you to the beautiful capital of Scotland.

Colin Lewis F.C.P.S.

FROM THE PAST PRESIDENT

Mavis and I wish to thank everyone who attended the Plymouth Convention and whose companionship and input hugely contributed to the event and made it very rewarding and worthwhile for us. We trust that you will give Colin and Wendy similar support in Edinburgh next October and we look forward to meeting you all again.

Peter Motson

FROM THE TREASURER

The Society Annual Accounts appear on pages 290 and 291. 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 (note new e mail address – see inside back cover).

Whilst the overall financial position remains satisfactory, costs have continued to rise, in particular another steep rise in the mailing costs for the journal. In light of this, the recent AGM in Plymouth approved a small increase in subscription from £20 to £22 per annum (UK basis) which will take effect from 1 October 2014.

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

Karen Searle

FROM THE LIBRARIAN

The Library List will be updated on the Society website during January. Please check there for new titles added in the last year.

Mike Slamo

LONDON GROUP

Following Dave Armitage's illness, the London Group are hoping to recommence regular meetings from January. Details can be found on page 292. Meetings are held at 31 Barley Hills, Thorley Park, Bishops Stortford. Note that all meetings will in future run from 1pm to 3pm with a pub lunch involved. Contact Dave on 01279 503625 or 07985 961444 for confirmation and further details.

SCOTLAND AND NORTH OF ENGLAND GROUP

Our next meeting will be at the Buccleugh Arms Hotel in Moffat on Saturday 5th April at 1400 hours. All members are welcome. Please bring along a few sheets to display. Contact the Editor for more details.

**CONSOLIDATED INCOME AND EXPENDITURE ACCOUNT
TO YEAR ENDED 30 SEPTEMBER 2013**

£

INCOME

Subscriptions and donations	5259.73
Maple Leaves Advertising Revenue	644.33
Bank Interest	344.37
Handbooks etc surplus	0.00
Covermart closing surplus	37.28
Auction surplus	522.11
Convention Surplus	39.18

TOTAL INCOME

6847.00

EXPENDITURE

Maple Leaves printing and distribution	8321.70
Administration expenses	152.10
ABPS fee	169.40
Insurance	505.20
Devaluation of Handbooks	73.43
Publicity	50.00
Bank charges	55.00
Website running costs	238.80
Moving frames to Plymouth	33.56
Bank Charges/Currency Exchange on Draft	178.38
Overall deficit for year	-2930.57

TOTAL EXPENDITURE

6847.00

Notes:-

Canadian funds have been converted to sterling at C\$1.62 = £1

**CONSOLIDATED BALANCE SHEET FOR
YEAR ENDING 30 SEPTEMBER 2013**

	£	£
ASSETS		
Cash balances: RBS Current Account	7147.63	
RBS Savings Account	3137.50	
Meridian Bank	671.28	
Sub-total cash		10956.41
Investments at cost:		
General Fund New Star Fixed Interest Unit Trust	2000.00	
General Fund New Star High Yield Bond Unit Trust	1000.00	
Interest bearing Canadian bank bond	15718.38	
Sub-total investments at cost		18718.38
Stocks of books and ties etc:-		
Handbooks stock	73.40	
Society ties stock	46.53	
Sub - total		119.93
Library books as valued		4400.69
Auction catalogues prepaid (suspense a/c)		308.50
TOTAL ASSETS		<u><u>34503.91</u></u>
LIABILITIES		
General fund balance at 30/9/12	12370.75	
Sterling deficit 2012/13	-1167.41	
General fund balance at 30/9/13		11203.34
Canadian fund balance at 30/9/12	18553.67	
Exchange rate gain over 2012/13	-400.85	
Deficit 2012/13	-1763.16	
Canadian fund balance at as 30/9/13		16389.66
Library fund		4497.91
Subscriptions prepaid in sterling		1009.00
Convention payments in (suspense a/c)		1404.00
TOTAL LIABILITIES		<u><u>34503.91</u></u>

Notes:

For 2012/13 , Canadian funds have been converted to Sterling at the rate of C\$1.62 = £1

In 2011/12 , Canadian funds were converted to Sterling at the rate of C\$1.585 =£1.

This difference gives rise to a small exchange rate loss (expressed in Sterling) at 30/9/13.

Hon. Treasurer

Hon. Examiner

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