



Maple Leaves

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CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN**

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EDITORIAL

As I sit down to write this Editorial the spring bulbs are just starting to flower here in the North East of Scotland, a sure sign that warmer days are on the way. No doubt our members in Canada and the north eastern United States will be hoping for something similar after a spell of extreme cold weather over there.

The advent of spring means it is time to turn our thoughts to Convention which, this year, takes place in Carlisle between 28 September and 2 October. The usual booking forms and competition entry forms are to be found in this issue as part of the centre spread pull out. If you prefer to leave your journal intact, the forms can be downloaded from the Society website or you can always e mail the relevant details to John Hillson who will be happy to take your bookings by mail, e mail or phone. Details of the Convention programme etc can be found on page 116 or on the website. Please note that the deadline for bookings (to ensure the Convention rates at the hotel) is the 31st July.

I must extend my thanks to those members who participated in the recent auction of the Ged Taylor Military Mail. Virtually all of the lots were sold and most bidders went away with something to treasure. The small amount of remaining unsold material (all World War II) will be available at the Convention bourse but if you collect this material and have any specific wants for individual covers or cards let me know – first come, first served! It is also time to sort out any surplus material you may have for sale in the next Society Auction which will be a room sale at Convention in Carlisle on 1 October. Consignments for this sale must reach me by the end of May to guarantee inclusion in





the sale catalogue. Please contact me if you have material for sale and would like advice on what is required when consigning it. I already have a large lot of inter-provincial postal history from New Brunswick, Nova Scotia and Prince Edward Island on hand (see the article on page 63 to whet your appetite).

It seems that most of you were happy with the new style journal in January although the colour reproduction fell some way short of our usual standards. We will be working with the new printers over the coming issues to get this right and apologise if it spoilt your enjoyment of the articles.

Finally, I would like to ask for some help from any of our members who are IT/ website design literate. Over the coming months we would like to add some new features to our Society website but the skills and knowledge required go way beyond the capabilities of your editor/ website manager! Specifically, we are keen to add in a 'members only' section to the website (which would be password secured) to allow us to include some additional material which would be available only to members of the Society. In the longer term this would allow us to avoid reprinting costs for things such as the Members Handbook. We are also keen to investigate the inclusion of a members 'chatroom' to allow an online Q&A service for members. If you feel you may have some or all of the skills required to advise on these subjects please contact the Editor. I would stress that we do not need you to actually do the work involved - we merely need to pick your brains!

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THE NON-CONFORMIST POSTAL RATES OF NEW BRUNSWICK AND NOVA SCOTIA UP TO 1843

Michael Wedgwood

Way back in the last century, when I was a very new and inexperienced member of the Society, my collecting interest was the used stamps of Canada and the Provinces and in 1973, I decided to venture to the Annual Convention which was in Oxford that year.

I had no real idea what to expect at the Convention but I hoped to broaden my philatelic experience and decide upon something new to collect. In between sessions at the bar, sharing bottles of Glenmorangie malt whisky with other like-minded members (and the college barman), I did participate in the many Convention activities, though the auction turned out to be of the most significance for me.

During the Convention, I had decided to start collecting some Postal History, and so, without knowing anything about it, I bid for, and obtained, a lot of three stampless letters from Dalhousie to Fredericton, at the princely sum of £5. It was only when I got home and studied these early letters that I realised that they were at two different postal rates; a letter of 1841 at 1/3 (one shilling and three pence) and two later letters at 11½ pence. Intrigued by this I started to acquire further New Brunswick postal history and thus embarked on what has become my main interest.

Earlier articles I have written for *Maple Leaves* have concerned mail between the Maritimes and Boston, Mass. and the New Brunswick/ Maine exchange offices. Both articles made passing reference to the irregular postal rates of New Brunswick and Nova Scotia. This article is intended to enlarge upon the matter of these irregular rates.

Because my collection is primarily devoted to the postal history of New Brunswick, I would like to apologise to Nova Scotia collectors for the relatively few Nova Scotia items illustrated in the article.


Up to 1851, responsibility for postal matters in British North America lay with the British Post Office in London, and the official postal rates (per sheet), in accordance with distance to be travelled were:-

Distance	Postal Charge
Up to 60 miles	4d sterling, 4½d currency
61 – 100 miles	6d sterling, 7d currency
101 – 200 miles	8d sterling, 9d currency
201 – 300 miles	10d sterling, 11½d currency
301 – 400 miles	1/- sterling, 1/1½d currency
401 – 500 miles	1/2d sterling, 1/4d currency

and then 2d sterling, 2½d currency for each extra 100 miles or part thereof.









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The above sterling to currency conversions are those that applied in 1765, when the scale of charges was published. Over the following years there were fluctuations in the conversion rates, and there was a limited effect on the currency postal charges, but affecting only the longer distances.

When the post route from Halifax to Quebec was first opened in 1788, involving a crossing of the Bay of Fundy, there were only two post offices open in New Brunswick; St John, opened in 1783 and Fredericton, opened in 1785. The post route passed through both of these locations and an extract from a table of the postal rates was fully in accordance with the British regulations:-

From Halifax to St John was 189.5 miles, postal rate being 8d sterling or 9d currency.
From Halifax to Fredericton was 271.5 miles, postal rate being 10d sterling or 11½d currency.

From St John to Fredericton was 82 miles, postal rate being 6d sterling or 7d currency.
The early mails, when there were so few post offices in the province, fully conformed to the official rates, as illustrated in figs 1 to 6 below.

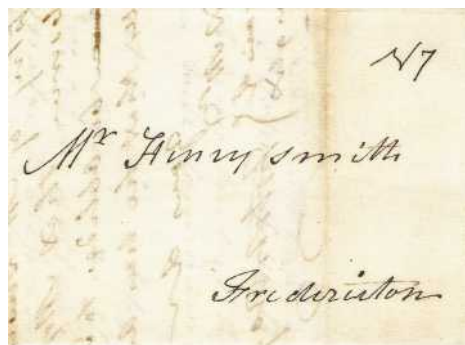


Fig 1. An 1802 letter from St John to Fredericton, rated 7 pence (currency)



Fig 2 An 1817 letter from Halifax NS to St John, rated 9 pence

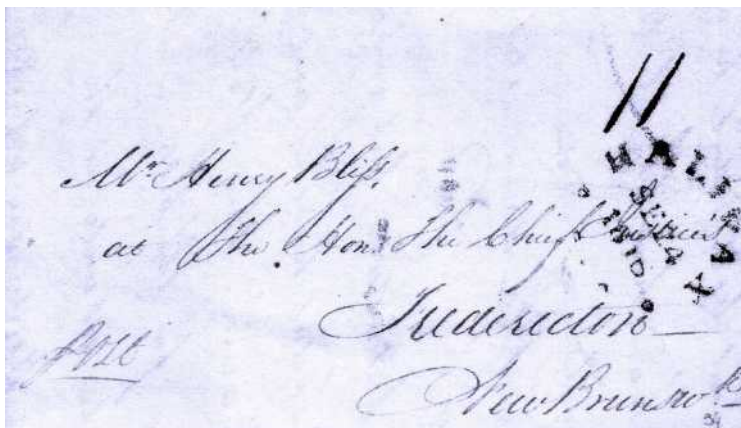


Fig 3 An 1816 letter from Halifax to Fredericton, rated 11 pence (currency)

An accurate conversion from sterling to currency at the time of the letter shown in fig 3 would have converted the 10 pence sterling charge for a distance of 201 – 300 miles to a currency charge marginally below $11\frac{1}{4}$ pence. This was rounded down to the 11 pence shown. For a double rate letter sent at this time, the charge was $1/10\frac{1}{2}$ pence and not 1/10 pence, as shown in fig 4 below.

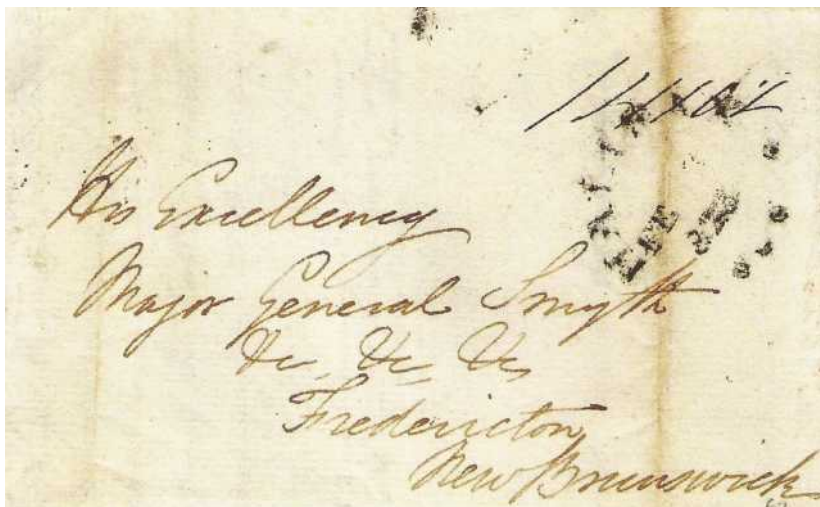


Fig 5 1823 double rate letter from Halifax NS to Fredericton, rated $1/10\frac{1}{2}d$

The next two letters show the same rates applied to mail going to and from the UK.

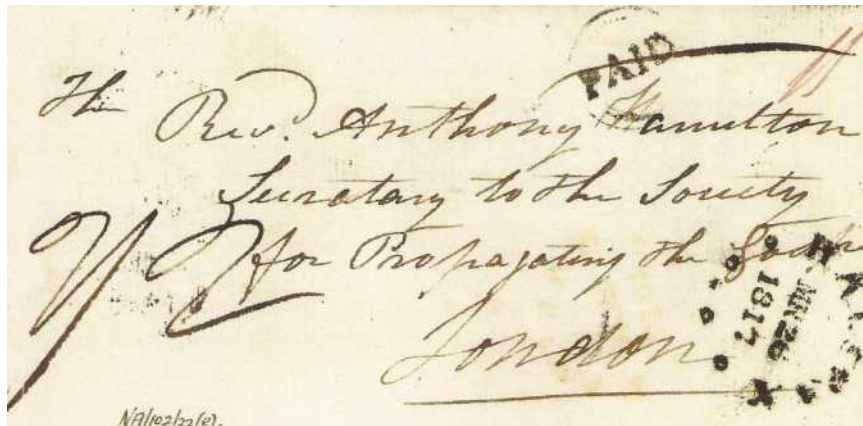


Fig 5 1814 single rate letter from Fredericton to London, England. The 2/2d rate (lower left) covers the 1/2d packet rate plus 1 shilling UK inland postage. The inland NB/NS rate of 11d (currency) is shown in red at top right.



Fig 6 1801 letter from London, England to Fredericton via Halifax NS, showing the 1/10½d double letter rate. The other charge of 3/8d covers UK inland postage of 1/8d plus 2 shillings packet fee.

During the War of 1812, American warships occupied the Bay of Fundy and provided the stimulus to open up an overland route between Halifax and New Brunswick. This first opened in 1813 but the poor condition of the post road made it a very slow route so it was not used regularly until 1817 following improvements. The distances between Halifax and the major New Brunswick post offices increased when this overland route was used but the official postage rates were not adjusted until 1843. For instance, the distance from Halifax to St John increased to 273 miles and the official postal rate



increased in 1843 from 9 to 11½ pence currency. The distance from Halifax to Fredericton increased to 311 miles and the postal rate, in 1843, from 11½ to 1/1½ pence currency.

Due to the difficulties of the terrain, the postal services in New Brunswick were very slow to be developed, and by 1818, only three more post offices had been opened; Westmoreland in 1801, Maudsland in 1801 (but closed in 1812) and St Andrews in 1817. Over the years from 1818 to 1835, a further eleven post offices opened, as well as several way offices. A further five offices were opened between 1835 and 1843. As the number of post offices gradually expanded, the postal rates applied between the offices seem to have been calculated and introduced on something of an ad hoc basis.

In 1817, when asked how the rates were arrived at, John Howe (the then Deputy Postmaster General of Nova Scotia) stated: *'I am at a loss to answer you. In adjusting any new route I have proportioned it as near as I could to the postage required from any old office at a similar distance – but I have long been of the opinion that these rates bear no proportion to each other.'*

For some routes, the rates happened to conform to the official imperial rates but in many cases they were significantly above or below the official rates and these non-conforming rates were used not only for internal mail but also for inter-provincial mail and for mail to and from the UK and the USA. A listing of the non-conformist rates in use between 1800 and 1843 is given in ref 1 but I would add that I have come across several other non-conforming rates not listed so it would seem that the unofficial rates continued to be added to and amended over the years.

A further complication with early New Brunswick and Nova Scotia postal history is that for letters which were not prepaid, the letter was often rated only to the next post office along the route. On arrival there it would be rated again for the next stage of the journey, with the outcome that the postage total to be collected from the addressee was often much greater than that for a prepaid letter to the same destination.

The next three illustrations show mail which travelled less than 60 miles and for which the official rate should have been 4½ pence currency. In these cases, local rates have been applied, some higher, some lower.

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Fig 7 An undated letter from St Andrews to St George. Distance 22 miles and rated 3 pence currency.



Fig 8 An 1840 letter from Richibucto to Chatham. Distance 40 miles but rated 5 pence currency.



Fig 9 An 1842 letter from St John to Kingston which contained an enclosure. The distance was 20 miles and the letter was rated 6 pence (2 x 3 pence) for a double rate letter.



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The next three examples show letters sent between 61 and 100 miles for which the official single letter rate was 7 pence currency.

The distance between St Andrews and Fredericton was 64 miles and the rate prescribed for a letter mailed from Fredericton to St Andrews was 7 pence, which happened to confirm to the official rate for that distance. However, if you sent the same letter in the opposite direction from St Andrews to Fredericton, the rate used was 9 pence currency!



Fig 10 An 1838 letter from St Andrews to Fredericton, rated 9 pence currency.

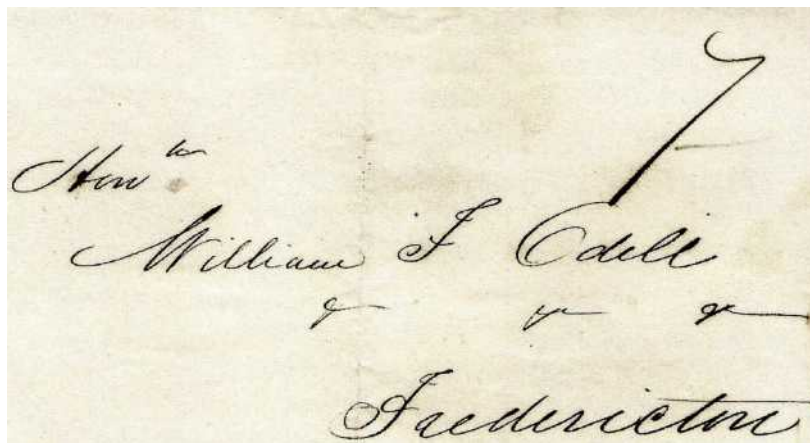


Fig 11 An 1841 letter from St Andrews to Fredericton, rated at only 7 pence – the correct official postal rate.

Fig 12 overleaf shows a letter sent from St Stephen to Fredericton, a distance of 90 miles. Being a prepaid letter, it should have been rated at 7 pence currency but it has





attracted a charge of $1\frac{1}{2}$ pence which appears to have been made up of $4\frac{1}{2}$ pence from St Stephen to St Andrews plus 9 pence from St Andrews to Fredericton.

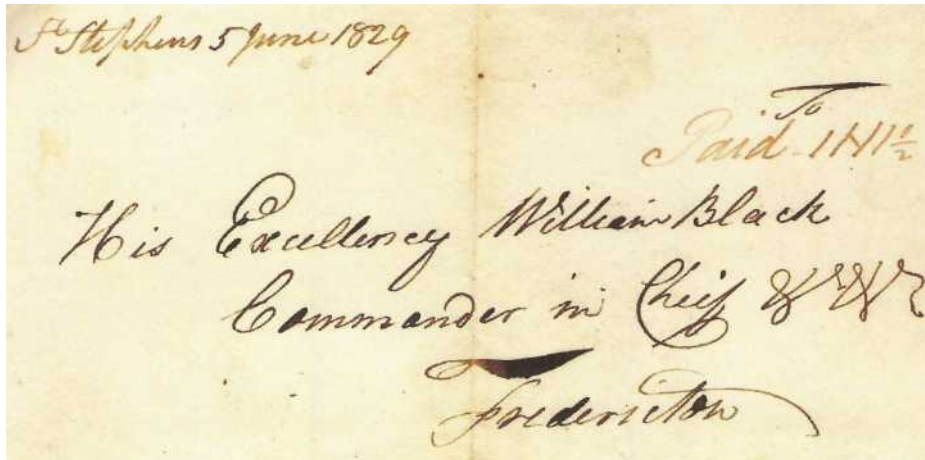


Fig 12 An 1829 letter from St Stephen to Fredericton via St Andrews, a distance of 90 miles but rated $1\frac{1}{2}$ d paid.

The next group of eight illustrations (figs 13 to 20) show examples of letters where the distance ranged from 101 to 200 miles, and for which the official rate was 9 pence currency. It will be noted that only one of the covers shows the correct, official, rate and even here the result seems to have been purely by chance!

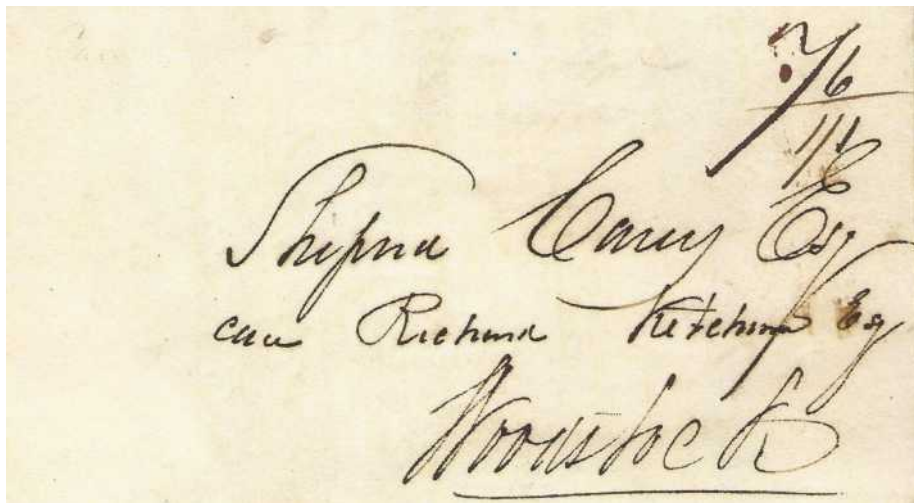


Fig 13 An 1833 letter from St John to Woodstock N.B., a distance of 146 miles. The letter, being unpaid, has been rated from St John to Fredericton and then rated again from Fredericton to Woodstock. The two stages were rated at 7 pence and 6 pence respectively; total $1\frac{1}{2}$ d to collect.



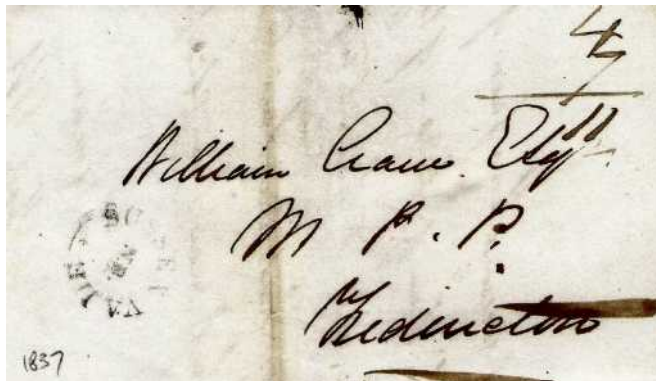


Fig 14 An 1836 letter from an unknown origin, via Sussex Vale, to Fredericton. Rated 4 pence from the place of origin to Sussex Vale, then a further 7 pence for a distance of 88 miles from Sussex Vale to Fredericton, to total 11 pence.

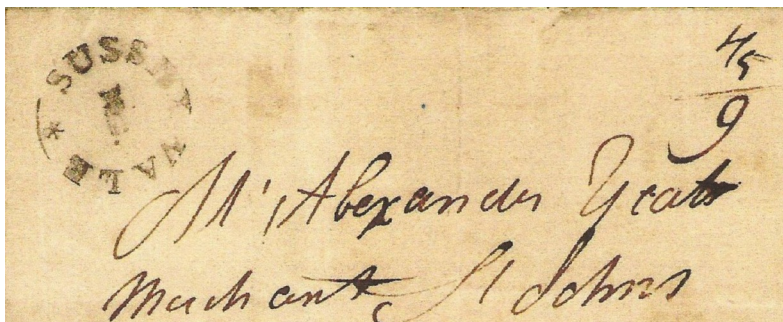


Fig 15 An 1838 letter from an unknown origin to St. John, via Sussex Vale. Rated 4 pence from the origin to Sussex Vale and then a further 5 pence from Sussex Vale to St. John, making a total of 9 pence collect.



Fig 16 Double rate letter of 1836 from Fredericton to Bathurst via Miramichi. Rated 2 x 1 shilling from Fredericton to Miramichi and 2 x 7 pence for the onward leg to Bathurst; total 3/2d currency collect. The official double rate for what was a journey of 159 miles would have been just 1/6d currency.



Fig 17 1833 letter from Fredericton to Miramichi, a distance of 101 miles. Rated 1 shilling (very faint at top right).

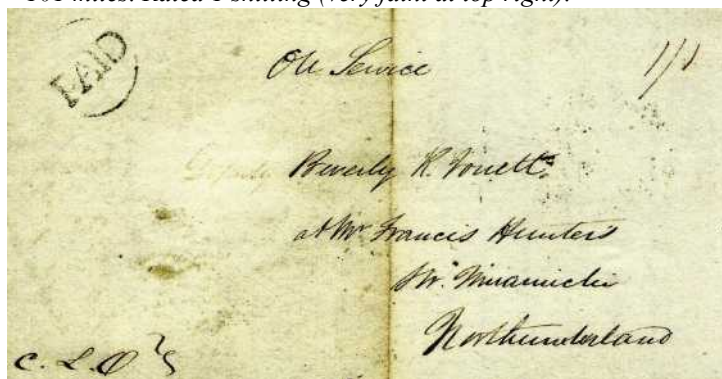


Fig 18 1837 letter from Fredericton to Miramichi via Dorchester. Rated 1/1d currency. This longer route, mainly used in winter, was an alternative to the more direct route used for the cover in fig 17.

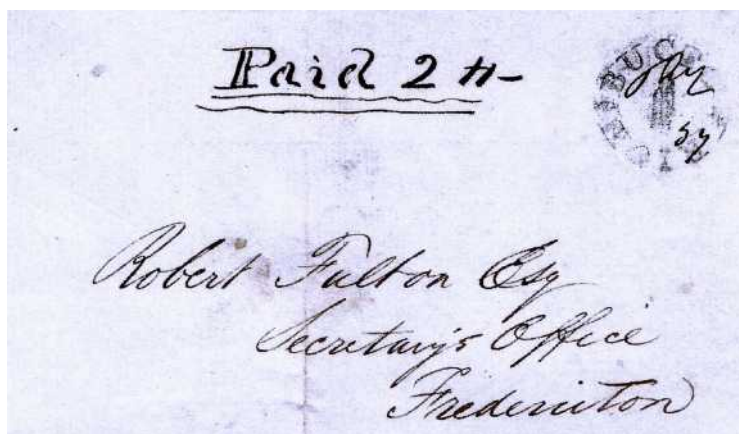


Fig 19 1837 double rate letter from Richibucto to Fredericton. The distance was 145 miles and the letter is rated 2 shillings (2 x 1 shilling rate).



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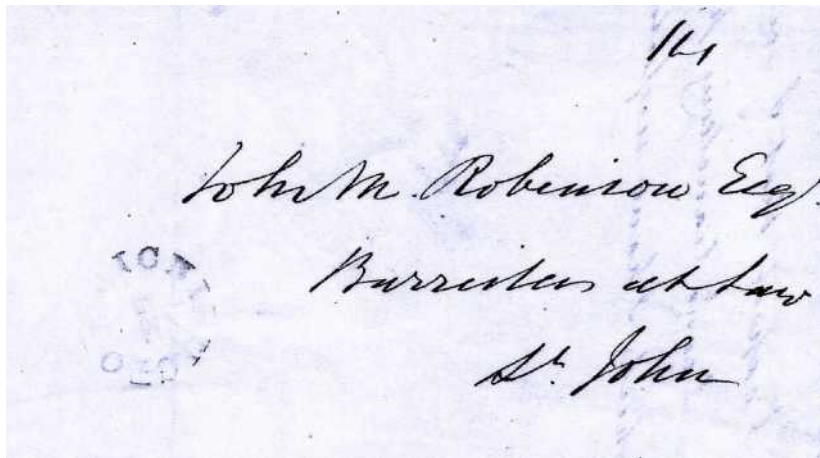


Fig 20 1838 letter from Richibucto to St John. The distance was 183 miles and the letter is rated 1 shilling currency.

The next grouping of four illustrations (figs 21 to 24) show examples of letters sent over distances from 201 to 300 miles. In these cases, the official postal rate was 11½ pence currency.

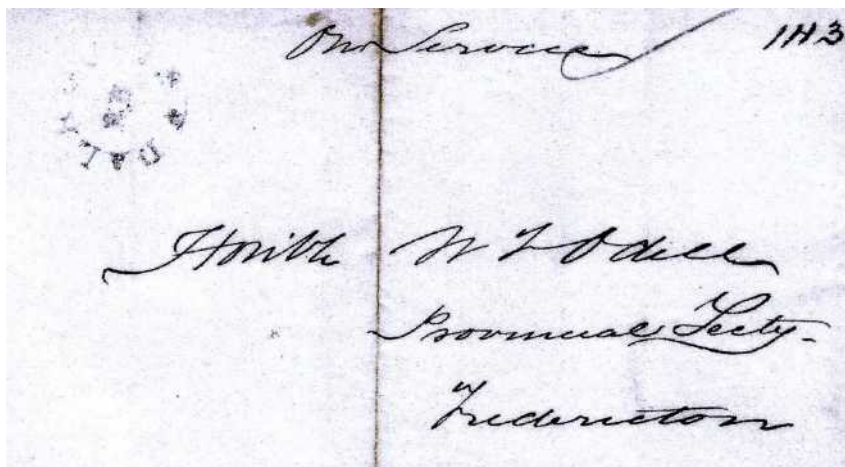


Fig 21 1841 letter from Dalhousie to Fredericton, a distance of 220 miles and rated 1/3d currency. This is the letter that first aroused my interest in New Brunswick postal history.

The next two letters illustrated overleaf are both from Halifax NS to Miramichi, a distance of some 250 miles for which the official rate was 11½ pence currency, but where the local rate in use was amended in 1835.

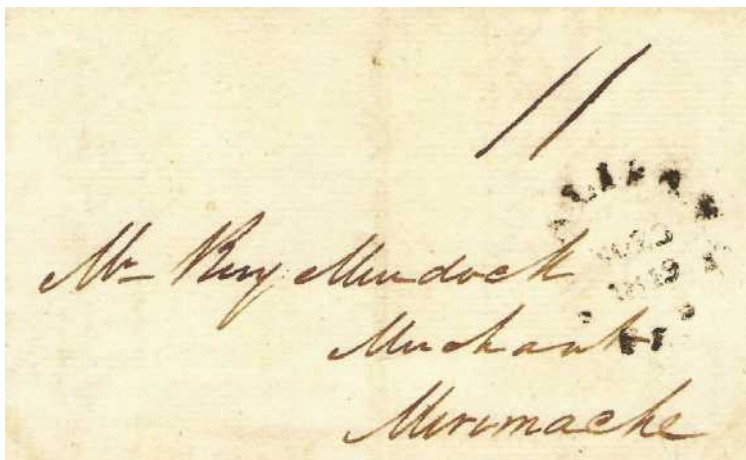


Fig 22 1819 letter from Halifax to Miramichi NB, rated 11 pence currency.



Fig 23 1840 letter from Halifax to Miramichi, rated at 1/1d currency.

Apparently such amendments to the local rate rarely resulted in rates reducing!

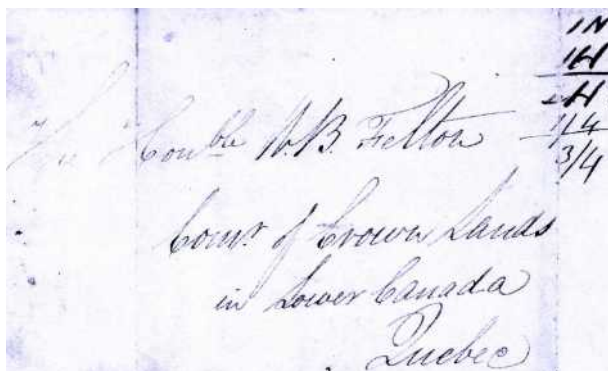
My next group of illustrations shows letters where the distance exceeded 300 miles. The first two of these (figures 25 and 26) are extreme examples of how the rates in use, together with the practice of re-rating letters at intermediate post offices, really penalised the recipient of unpaid mail.

Fig 24 1836 letter from Pictou NS to Fredericton, a distance of 291 miles. The letter was rated 1 shilling from Pictou to St John and then a further 7 pence from St John to Fredericton; total 1/7d currency.



Fig 25 An 1827 letter from Richibucto NB to Arichat NS, a distance of 307 miles. The letter was rated 1/3d from Richibucto to Halifax and a further 1/3d from Halifax to Arichat; total 2/6d currency. The official rate for the distance was only 1/1½d currency, less than half the total charged!

Fig 26 1833 letter from Dalhousie to Quebec via (most probably) Chatham and Fredericton, a distance of some 580 miles with an official rate of 1/6d currency. The letter was actually rated 1 shilling from Dalhousie to Chatham, a further 1 shilling from Chatham to Fredericton and 1/4d from Fredericton to Quebec; total 3 shilling and 4 pence currency.



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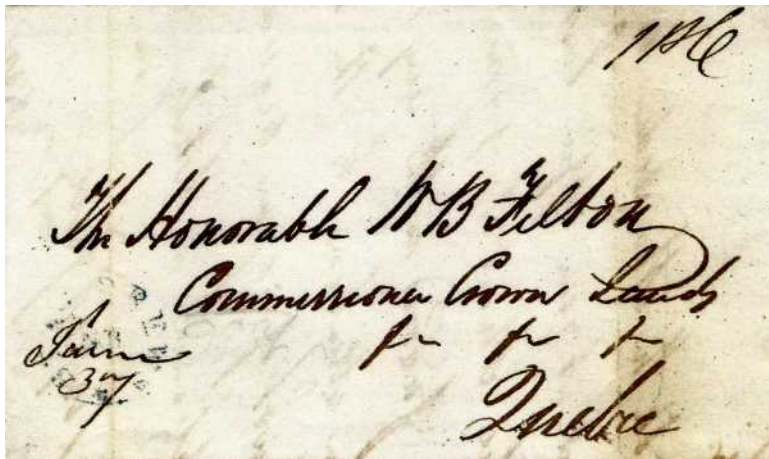


Fig 27 An 1837 letter from St Andrews to Quebec. This letter would have been routed via Fredericton making the distance some 427 miles, for which the official rate was 1/4d currency. The rate prescribed in the table of local rates laid down by the Nova Scotia/ New Brunswick postmasters was 1 shilling. This letter was actually rated at 1/6d currency which relates to neither the official nor the local rates!

My final group of illustrations shows a selection of letters from the USA to various New Brunswick and Nova Scotia destinations during this period.



Fig 28 1829 letter from Lubec, Maine to Newcastle, near Miramichi. Rated 6 cents US postage (paid to the lines), then 9 pence currency from St Andrews, the NB exchange office, to Fredericton and a further 1/6d from Fredericton to Miramichi, making 2/3d to collect. The distance between St Andrews and Miramichi was around 259 miles for which the official rate was just 11½d currency.



Fig 29 An 1835 letter from Boston, Mass to St John NB. The letter was rated $18\frac{3}{4}$ US cents postage not paid and converted to $11\frac{1}{2}$ pence currency to collect. To this was added a further 9 pence currency from the St Andrews exchange to St John giving a total rate of 1 shilling and $8\frac{1}{2}$ pence. The rate proscribed between St Andrews and St John was only 7 cents.



Fig 30 An 1839 letter from Philadelphia to Pictou, Nova Scotia and passing through New Brunswick. The US postage rate to the lines was 25 cents (unpaid) which was converted to $1/3d$ currency. To this was added 9 pence from St Andrews to St John and a further 1 shilling from St John to Pictou, giving a total rate of 3 shillings. The distance between St John and Pictou is 253 miles and the rate for this leg should have been just $11\frac{1}{2}$ pence currency.



Fig 31 An 1840 letter from Boston, Mass to Manndia (which I believe to be Main – a – dieu in Cumberland County Nova Scotia). The letter was rated 18¾ cents US postage to the lines, unpaid and converted to 11½ pence currency at St Andrews. The letter was then charged 9 pence from St Andrews to St John and a further 11 pence from St John to Manndia, giving a total of 2/7½ pence to collect. The distance from St Andrews to Manndia exceeded 500 miles so the rate should have been 1/6d plus the US postage (or a total of 2/5½ pence currency)

As can be seen from the various examples illustrated, the New Brunswick postal rates in this period can, at best, be mostly described as chaotic, with some rates complying with the official British rate (as converted into local currency), some rates complying with the locally established rates as calculated by the Postmaster General in the Provinces and some rates complying with neither.

In 1842, the situation in Nova Scotia and New Brunswick was investigated and shortly after the ensuing report was made to the General Post Office, an instruction was given to the effect that the official British rates per distance had to be adhered to and the new arrangement was to take effect from 5 January 1843.

However, old habits died hard and I end with two examples, shown overleaf, of incorrect rates still being used during 1843.

References:-

1. A listing of the non-conformist rates in use between 1800 and 1843 is given in the Appendices to the book entitled 'The Postal History of Nova Scotia and New Brunswick 1754 - 1867' by Jephcott, Greene and Young. Published by Sissons Publications Ltd, Toronto 1964.

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Fig 32 A June 1843 letter from St Andrews to Fredericton; a distance of 67 miles. The letter was originally charged as a single letter but was then re-rated as a double letter. One rate was charged at 7 pence and the other at 9 pence; total 1/4d. The correct double rate was 1/2d, so the rate charged was a mixture of the correct, official, rate and the banned local rate!

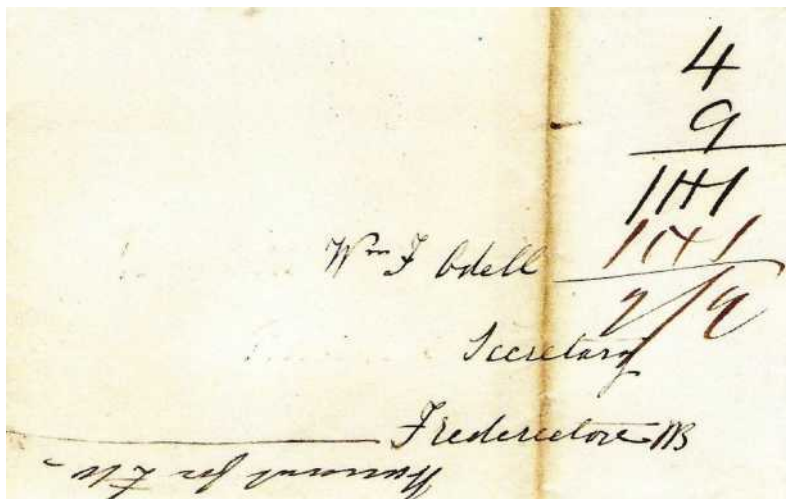


Fig 33 A letter dated 8 January 1843, only a few days after the official rates should have been complied with. The letter is from an unknown origin near Dorchester to Fredericton, a distance of less than 200 miles for which the correct rate was 9 pence currency. This letter has been rated 4 pence from origin to Dorchester and then rated again 9 pence from Dorchester to Fredericton. The rates were then doubled up as the letter was found to a double rate letter. Perhaps there was an excuse for the overcharge here as possibly the instructions had not reached the place of origin in time.



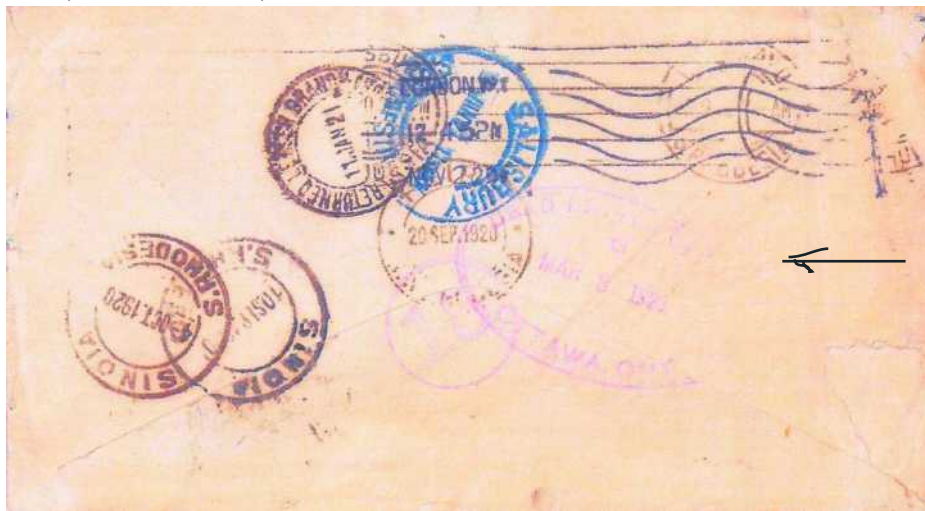
OTTAWA DEAD LETTER OFFICE DOUBLE OVAL “G” HANDSTAMP

Gary Steele

Proofs for many Dead Letter Office handstamps are not found in the Canada Post Office proof books. Until an actual item is found, catalogued and compared against others, there is no way to know of its existence. Except for a couple of listings, Ottawa oval DLO handstamps are scarce to rare. The double oval strike illustrated in this article carries on the tradition. At the time of writing it is the Only Known Copy (OKC).

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G
MAR 8 1921
OTTAWA, ONT.

This new device has “DEAD LETTER OFFICE” above the letter “G”, both in a seriffed font. The third and fourth lines, both in a non-serif font, read respectively, MAR 8 1921, and “OTTAWA, ONT.” The outer oval measures 53mm × 33mm.



The presence of the letter, “G” in this case, is not common among DLO oval postmarks. Most have either a numeral, or no alphanumeric character at all. We assume the “G” was added to separate it from similar devices used by other clerks in a large office such as Ottawa. This also suggests that handstamps with letters at least from “A” through “H” may also exist. Another point of interest is the size of this oval. I could find only one other double oval listing as large, a Montreal mark that is also the only one known.

There are several other philatelic points of interest on this cover. Not only was the original destination, Northern Rhodesia, uncommon, it was then forwarded to Southern Rhodesia as well. Franked by a trio of 3¢ Admiral coils, quite unusual is that part of the coil starting strip is showing on the left of the upper pair of stamps.





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The letter was mailed from Vancouver on 28 July 1920 to Peira, N. Rhodesia, where it arrived on 20 September 1920. Forwarded to Salisbury, Southern Rhodesia, it was held until January 1921 before being marked UNCLAIMED / ADVERTISED on the front and sent to the Returned Letter Branch of the



Southern Rhodesia post office. Forwarded to the Canadian Dead Letter Office on 21 January 1921, it was not received at the Ottawa DLO until 8 March 1921. There it was handstamped with the large double oval and a smaller "15" (a very high number) in a circle, opened and returned to the sender in a Canada Dead Letter Office return envelope. After reaching Ottawa no additional handstamps were placed on the cover. There would have been one or more cancellations on the DLO Return envelope, which, if we were to obtain it, would give us the "Rest of the Story".

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PART VI:

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(SEPTEMBER 19-20, 2015)

PART VII:

THE SMALL QUEEN ISSUE 1870-1897
(NOVEMBER 20-21, 2015)





ANNUAL CONVENTION AND EXHIBITION OFFICIAL COMPETITION ENTRY FORM - 2015

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Please enter the following exhibit subject to the approved Rules and Regulations of the Society, by which I agree to be bound.

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16 Sheets per exhibit – please number sheets on front or back to aid judges.

Exhibit will be sent by:

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If exhibit is to be returned by post please enclose return postage.

If exhibit is to be brought to Convention it must be handed over **during Monday or Tuesday**
28th or 29th September 2015.

Name (Mr. Mrs. Miss):

Address:

Telephone: Email: Date:

Signature:

NOTES: - All entry forms must reach the above address by 28th August 2015, and exhibits, unless brought personally to Convention, must reach the above address between 7th and 18th September 2015.

All exhibitors should make their own arrangements to ensure that the exhibits are fully covered by insurance, in transit, whilst in the possession of the Exhibition Convenor and at the Convention.





ONLY CONNECT – AMELIA PICKARD & JESSE HOYT

Frank Henry

On the face of it, there would seem to be little or no connection between Amelia Pickard and Jesse Hoyt. In 1870, the one was a young woman living with her parents in Halifax, NS; the other was a go-ahead married man in his mid-thirties and at that date General Manager of Acadia Coal Mines in Westville, NS. However, and as collectors and students of this period will be aware, these two individuals made – probably unwittingly – a significant contribution to Canadian philately by maintaining and preserving a large amount of correspondence, which was to form the basis of much of our knowledge about the stamps and postal cancellations of the early Dominion period. The purpose of this present article is two-fold: to provide some biographical details which may be of interest both to “old hands” and to those coming fresh to the subject; and to draw together and reference some of the key articles which have appeared in philatelic journals and newsletters in earlier years and which contain information of importance to collectors of the 1867-74 period in general and of the rare 3 cent Small Queen perforation 12.5 in particular.

Amelia Elizabeth Pickard was born at Sackville, NB on 10 March 1849, the younger daughter of the Reverend Dr Humphrey Pickard by his second wife, Mary Rowe Carr. Amelia’s father was the first principal of the Mount Allison Wesleyan Academy, a preparatory school for boys, which had opened in Sackville in 1843 and which was to become in 1862 the Mount Allison Wesleyan College (later Mount Allison University) with Pickard as president until 1869, when ill-health compelled him to step down from what was clearly a highly responsible and stressful position. Pickard, however, had no intention of retiring from public life at that point and with his customary “indomitable will and immense capacity for work” moved the family from Sackville to Halifax, NS where he took on both the role of editor (from 1869 to 1873) of the Wesleyan - Methodist newspaper - and book steward of the Wesleyan Methodist conference of Eastern British America. Pickard returned to Sackville late in life and died there in February 1890.

Internet searches reveal very little about Amelia herself until she becomes the wife of Alfred Stockton, so one can only assume that as a dutiful younger daughter growing up in a strict Methodist family, she had in accordance with the customs of the time a well-defined role in preparation for marriage and motherhood which was to be her lot in the future. Alfred, who was to become a well-known lawyer and politician in Saint John, would have met Amelia whilst he was a student at Mount Allison Academy and seems to have conducted much of his courtship by writing frequent letters to her from at least August 1867. The couple were married in Halifax on 5 September 1871 and had 10 children over the next 22 years. Alfred’s letters were to continue on and off until 1895, thereby spanning a period of almost 30 years – more than one a week in the early





days and periodically later on (presumably when his professional commitments took him elsewhere).

This then sets the scene for E A Smythies's landmark article on the "Amelia Pickard Covers" published in the May 1959 issue of BNA Topics (1) and which might, despite the passage of time since then and subsequent amendments or additions by later writers, be regarded almost as required reading for collectors and students alike. Smythies was able to study and make notes on some 80 covers, all of which were addressed in the same hand to Amelia (either at Sackville or at Halifax, and – after her marriage – as Mrs Stockton) over a four year period and posted primarily from Saint John, but occasionally from Fredericton or Sackville. Smythies recorded his findings in a table using the serial numbers allocated by Amelia on receipt of each letter (until August 1871) and recorded on the front of the envelope; this has proved very helpful to auction houses and collectors alike who can thereby check details such as dates, provenance and distinguishing features of the stamp(s) and cancellations. Smythies also noted some earliest dates at the time that he wrote his piece:

#42	06 April 1868	3 cent LQ
#127	28 May 1869	2-ring 7
#159	01 February 1870	3 cent SQ perf 12.5 (number 2 in Arfken's later list)

He also drew attention to the variety of shades employed with the 3 cent SQ stamps and to the many different types of postmarks, including some rare railway post office cancels, two of which are illustrated in figure 1 below. Jarrett lists the Intercolonial Railway cancel in his 1929 catalogue as 1602. Smythies points out that the "h" is missing in the spelling of Amherst, although it could perhaps be attributed to some unknown French influence? Duckworth illustrates one of these interesting covers which bears a 6 cents LQ and an H & AR/West/OC25/1871/NS cancel (cf Jarrett 1625); this particular cover was addressed to Mrs Stockton and carried across the Bay of Fundy by steamer (the *Empress*).



Fig 1

In his concluding remarks, Smythies pays tribute to Amelia for preserving "such an interesting and instructive series of covers" and expresses the hope that owners of items which he had not seen should "record and publish any new points of interest". He was for example unable to examine #160 to #167 and encouraged anyone holding covers in that sequence to check for perf 12.5. Three of these covers have since been identified



as the rare perforation and are detailed as such by George Arfken in his comprehensive list of perf 12.5 covers, published by the BNAPS Small Queens Study Circle in March 1988 (Vol 12, No 3). (3) An illustration of #166 appears in figure 2 below with thanks to Bruce Craw of Bow City Philatelics and the Jay Olsted Collection.



Fig 2

It's now time to move 150 kms north to the Black Diamond coal mines in Pictou County and to link up with Jesse Hoyt. Jesse was born on 18 September 1835, the son of James Frederick Hoyt, who farmed in the Annapolis Valley, and his wife Euphemia Avis Stewart Easson. He began his working life at the age of 16 as a telegraphist and clearly performed very well in that role, as in 1860 he was appointed Superintendent of the American Telegraph Company (ATC) in Nova Scotia. The following extract from the Halifax Morning Chronicle for 7 July 1864 provides a snapshot of his daily life at that time:

"Mr Hoyt, the Superintendent of the American Telegraph Company, has been in Pictou County during the past two weeks and is busily engaged in making preparations to construct first-class telegraph lines through the eastern part of Nova Scotia and Cape Breton. Large quantities of cedar timber for this work have been imported from New Brunswick and landed at various points between Wallace and Port Hood."

In February 1865, Jesse married Clara Jane Cogswell (1845-1922) daughter of Winckworth Allen and Caroline Elizabeth (Barnaby) Cogswell. The couple had one son called Oscar, who was to die on 13 January 1870 before he reached his first birthday. In this same year (1865), Jesse represented the ATC in negotiations concerning the laying of the Atlantic Cable and then in 1868, with the support of the Company, he applied successfully for the position of Manager at the Acadia Coal Mine at Westville (so named in order to distinguish it from the adjacent community at Albion Mines, later renamed Stellarton). Here too he seems to have been very successful, as from small beginnings the Acadia Mine's output during the years 1871/72/73 exceeded that of the

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other two mines in the area (Albion and Intercolonial). Jesse was to remain at Acadia until 1879, two years prior to his death at Dartmouth on 30 April 1881 at the age of 45.

In David W Hoyt's family history published in 1871, Jesse's career up to that point is spoken of in glowing terms and this is also reflected in contemporary documents in the Easson-Hoyt Collection at the Nova Scotia Archives and elsewhere. That he was an upright citizen is also shown by his stance during the Chesapeake Affair in 1863 when he acted with great diplomacy in support of his employers who were falsely accused by the Confederate sympathiser, William Almon. Jesse clearly had the same enthusiasm and capacity for work as Humphrey Pickard and may well have exhausted himself in the same manner. As an obituary, it could be said that he was the right man at the right time: witnessing and participating in the arrival of telecommunications in Nova Scotia and the rapid expansion in coal mining, both of which were vital to Nova Scotia's economic future.

Collectors specialising in this period of Canada's postal history are more than likely to have come across covers addressed to Jesse Hoyt at Acadia, as they are not that uncommon. Figure 3 below shows an example of an early 3 cent Small Queen printing



Fig 3

on one of these covers. However, the real rarities are those recorded by Arfken in his census of 3 cent SQ perf 12.5 covers: of the 61 items listed, 18 (possibly 19) covers are addressed to Jesse Hoyt and of these 7 or 8 bear an H & PR/East cancel (as per Jarrett 1611); furthermore, there are 5 registered covers with both a 3 cent SQ and a 2 cent LQ. Mouth-watering stuff! As if that isn't enough, Hoyt has the distinction of receiving the earliest known perf 12.5 cover, which is dated Halifax, 24 January 1870 (ex- Jarrett, according to Robson Lowe's November 1967 catalogue when it sold for £75!). An illustration of this cover was provided by George Arfken in a letter he wrote to the Editor of the Canadian Philatelist which appeared in Volume 38, No 3, dated May-June 1987. (see figure 4 overleaf; regrettably only a black and white image is available).





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Fig 4

Although this article is not specifically about the perf 12.5 covers, it is perhaps worthwhile devoting a concluding paragraph to consideration of some points concerning that rare variety. In 1952 Shoemaker estimated that there were 31 such covers. By 1978 Elliott was able to list 35 covers; this number increases to 61 on Arfken's 1988 list, which would seem to provide the latest available data. However, that list is now 26 years old and clearly needs updating to record transfers and additions since then. This, however, begs the question as to how it should be done and by whom. If such a recording mechanism is already in place, then it needs to be made known to the philatelic community in general so that we can use it and future generations profit from it. Here are two examples of auction lots listing previously unrecorded 12.5 covers:

Spinks (June 2007, Jura Sale) #2250: 1870 (24 Mar) Halifax to Stewiacke, NS "H" duplex. "... a very rare stamp on cover with only around 10 examples recorded".

Ebay (Oct 2014): 1870 (22 Mar) Huntingdon LC to Montreal, tied by target cancel. "Very Rare." RSPL Certificate (May 2013).

To a certain extent, of course, this perforation variety has achieved almost mythical status. No-one knows for sure how many sheets were produced, nor the post offices where they were issued, nor how many covers are still at large. It's clear, however, that many of us would pay good money to own one and would be happy to follow John Burnett's good advice in the January issue of this journal .. "if you got it flaunt it"!

References:

Philatelic

1. *The Amelia Pickard Covers* by E A Smythies (BNA Topics, May 1959)
2. *The Perf 12.5 3c SQ, 1870* by Keith Elliott (BNAPS SQ Study Group Newsletter Vol. 3 No 3, Nov 1978)



3. *3c Perf 12.5 Small Queen Covers* by George B Arfken (BNAPS SQ Study Circle Newsletter Vol. 12 No 3, Mar 1988)
4. *Early Small Queen Stamp Consumption* by R Leith (BNAPS SQ Study Circle Newsletter Vol. 16 No 2, Aug 1991)
5. *2-Ring Numeral Cancels on LQ's* by Wayne Smith (BNAPS Confederation Newsletter, Mar 2007)
6. *The Large Queens of Canada and their Use* by HE & HW Duckworth (1986, 2008)
7. *Canada's Small Queen Era 1870-1897* by George B Arfken (1989)
8. *Canada's Postage Stamps of the Small Queen Era 1870-1897* by Hillson & Nixon (2008)
9. Enthusiasts may also care to refer to early discussions about the 3 cent perf 12.5 in Maple Leaves, as follows:
 - a) January 1950 #14 v3 n2 (page 21)
 - b) April 1950 #15 v3 n3 (page 39)
 - c) October 1950 #17 v3 n5 (page 89, letter from de Volpi)

General

1. Dictionary of Canadian Biography, Vols XI (1881-90) & XIII (1901-10) - Pickard and Stockton respectively
2. The Nova Scotia Archives (The Eassons & the Hoyts)
<http://novascotia.ca/archives/virtual/easson/>
3. *A Genealogical History of the Hoyt, Haight & Hight Families* by David W. Hoyt (Boston, 1871)
4. *A History of the County of Pictou* by Patterson (1877) (Chapter VIII deals with Mining)
5. *The History of Westville* (Westville Heritage Group, 1986)

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LETTERS TO THE EDITOR

Stuart Henderson

WWI CINDERELLAS

With reference to the short article and plea for information about the WWI Cinderella labels (January 2015 Maple Leaves, page 27), they were produced by Gaston Fontanille commonly known as De Landre. Below is a short piece that I use as an intro into my display which deals with the many thousands of labels he produced during WWI. He produced quite a few Canadian labels as well as other Empire forces including; NZ, Australian, Indian, etc.

Gaston Fontanille was born in 1880, the son of a magistrate. He was an entrepreneur and conman. He sold Noble titles, created false companies and then sold shares in them. He was arrested and jailed many times.

With the outbreak of WWI, De Landre as he liked to be known started to produce patriotic labels for sale to collectors. Originally they depicted various units of the French army but were later extended to show all the allied armies as well. Tens of thousands of different labels were produced during 1914-17. He was asked by the French Red Cross to produce labels for them as a means to raise funds, this he did but typically never turned over any of the money raised to them. He was arrested for fraud in 1917 and it was stated that he died in prison in 1923.

Ralph Trimble

MEDITERRANEAN MAILS

In March of 1993, the Philatelic Specialists Society of Canada published "THE MEDITERRANEAN MAILS" - a study of the mails from, to and through the Mediterranean to the end of the nineteenth century. It is a compilation of articles written by various members, edited by Fred R. Stubens. The book sold out some years ago.

Interestingly enough, the Society occasionally still receives requests for information about acquiring a copy of this book and whether it is still available.

The PSSC executive decided some months ago to re-publish the book as an 'ebook' (electronic book). It has now been assembled into a PDF file, along with an interactive Contents page - clicking on the title of any article will take you directly to that article without having to scroll through the entire book to get to it - a great time-saver.

The Philatelic Specialists Society of Canada is extremely pleased to announce that "THE MEDITERRANEAN MAILS" is now available digitally for download on





our PSSC website COMPLETELY FREE OF CHARGE! There are links on our Home page, as well as our Publications page. It is about 13.5 MBs in size.

We do request that if any of the information contained within is used or quoted in any form, that the Society be given proper credit.

You can find the links at:- <http://www.philatelicspecialistssociety.com>

This is an exciting step and we encourage postal historians and collectors alike in the CPSGB to take advantage of it!

Mike Street, Bill Topping, Andrew Scott and Gray Scrimigeour (amongst others!)

VANCOUVER SPECIAL DELIVERY MARKINGS

The enquiry by Dave Armitage in the January issue of Maple Leaves (see page 51) brought forth a flurry of responses. I will do my best to precis them here.....

The letters shown by Dave were indeed applied in Vancouver. Starting in the spring of 1957, the Post Office Department introduced a series of both letters and numbers which were used on Special Delivery mail for delivery in Vancouver. The numbers/ letters were stamped in red or violet and examples are recorded from March 1957 up to February 1964 with strikes in 1958 and 1959 being the most numerous. In 1964, it would appear that the marks were replaced by an oval backstamp reading ‘ SPECIAL DELIVERY UNIT/ VANCOUVER B.C.’.

Collectors have reported the following letters and numbers:-

A, B, C, D, E, L, O and ‘S’
1, 2, 3, 4, 5, 6, 8, 13 and 14.

Apparently the number ‘3’ is the most commonly seen.

Several theories have been put forward as to the significance of the letters/ numbers. It was initially thought that they related to Vancouver’s postal stations. However, the fact that both letters and numbers were in use during the same time period appears to rule this theory out as the city can either be divided into numbered postal zones or it can be divided into lettered postal station districts. Either system would suffice for dividing up special delivery letters for the couriers to take out, which was done from the main PO. But on the 1957-64 examples under discussion, the numbers and letters were both used over the same time period. So there must be a different explanation, tempting though it is to connect the letters with the stations. Other suggestions put forward are that the marks relate to clerk numbers or coded dispatch times. The bottom line is that no-one has, thus far, come forward with a totally convincing rationale for the marks!





Needless to say, both Dave and the other members who have contributed to the story would be delighted to hear of other examples of these marks (particularly any not listed above or outside the time period noted) and if any of our other members really know what these marks were all about..... please let us know!

BOOK REVIEWS

Our first review is a new volume on Military Postal History being produced by the Postal History Society of Canada:-

A GUIDE TO CANADIAN MILITARY POSTAL HISTORY 1636 – 1970; Lt Col. Roland H. Webb, edited by Robert Toombs, Gray Scrimgeour and Brian Plain. Available to pre-order from the PHSC for \$79.69 plus P&P – see advert on page 104 for full details.

The author was a major collector of Canadian Military Postal History and wrote many articles on the subject in early issues of *Maple Leaves*. He had virtually completed the draft of this book just before he died in 1970 but it has taken some 45 years since then for a group of dedicated postal historians to pick up the baton and complete the work.

As the title suggests, the book covers, in one volume, the full range of the subject from the very earliest days of military activity in Canada through the various rebellions of the 19th century, the Boer War, and the two World Wars, right up to modern times. Whilst many books have been published on Military Postal History, this is the first, to this reviewer's knowledge, that conveniently covers the whole subject in one volume.

In addition to listing and illustrating all of the known Military PH cancels and cachets, the book also provides a wealth of historical background and detail and a full explanation of the workings of the Canadian Postal Corps.

As someone who had to take a crash course in Military Postal history in order to prepare the last Society auction catalogue, I can only wish that this book had been published a few months earlier – it would have made the job a lot easier! The text is clear and a joy to read.

An excellent reference volume for anyone with an interest in aspects of Military Postal History and essential reading for those who specialise in this area. My only complaint would be that the book provides no information on the relative scarcity of the various cancels and cachets illustrated.

Highly recommended.

The following books have all 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





LIMITED EDITION

A Guide to Canadian Military Postal History 1636-1970

by Lt. Col. Roland H. Webb; edited by Robert Toombs, Gray Scrimgeour, and Brian Plain.

This spring, the Postal History Society of Canada is publishing Roland Webb's encyclopedic story of Canada's military postal history. Webb was the major collector of and writer about Canadian military postal history in the 1950s and 1960s. He virtually completed the manuscript of this book just before he died in 1970. Since then—despite a promise by the National Postal Museum to publish the book—it has remained unpublished, until now.

The book tells in detail the story of how mail to and from soldiers, sailors, and airmen was delivered, from the earliest days to the end of the nation's first century—when Roland Webb was writing in 1970. During a decade when he served in Ottawa, Webb did research in the Archives there. He discovered much information to support his writing and collecting. His aim was to explain the operation of the Canadian Postal Corps. Many examples are shown to support his discussion. If Webb's own covers were not available, the editors have supplied, or sought from friends, suitable replacement illustrations.

The Introduction to this book (including the Table of Contents and lists of Plates of Postmarks and of Tables) and four sample chapters are available online at:

<http://www.postalhistorycanada.net/php/Library/Books/Webb/index.php>

There is also "The History of the project" at this website. An extensive Index is included in the book and online. A low-resolution electronic file of the book will be archived on the PHSC web site for members of the PHSC.

Book specifications: Casebound, 556 pages, 8½ x 11", 242 illustrations, black and white printing on 60 lb. text paper, weight of book 2 kg.

The cost of this book will be \$79.69 per copy plus shipping costs. To determine the shipping costs we need your postal code or zip code. Please contact Gus Knierim, jknierim@bmts.com with this information..

The printing of this book will be limited to the number of casebound books pre-ordered. Pre-paid orders will be taken until May 30, 2015. Payment can be sent by PayPal.

Please e-mail the completed order form information to Scott Traquair with PayPal payment to <treasurer@postalhistorycanada.net>. Or send a cheque (US or Cdn funds) payable to the "PHSC". If by cheque, please mail the form below and remittance to:

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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.

Our first two reviews relate to exhibits of single issue stamp series, very much in the traditional mode.

1937 – 1938 CANADIAN DEFINITIVE ISSUE; Gary Steele, BNAPS Exhibit Series no 76.

This excellent exhibit sets out to show the pre-production and production material and explain the usages, rates and routes of mail bearing the 1937 – 1938 Canadian Definitive stamps in use between 1937 and 1942.

The display starts with some Edward VIII tin plate essays and die proofs of the George VI issue. These are followed by large die proofs, plate proofs and imperforates and the regularly issued stamps including plate varieties. The exhibit goes on to show the booklets and booklet panes, coil stamps, OHMS perfins and precancels to be found from this issue.

The postal history includes single usage of the various values and a wealth of surface and airmail rates to a very wide range of destinations.

Apart from the proof material, much of which is very rare, the exhibit contains some other notable rarities such as two copies of the \$1 imperf horizontally error, a single use of the 8 cent value on cover and a number of rare and exotic rates and destinations.

However, the vast bulk of the material is available at fairly modest cost (albeit a great deal of hunting may be required to find it!) and the exhibit provides an excellent example of how to put together an award winning display of a modern stamp issue.

It is all beautifully presented and a joy to behold. The postal rate information contained within the display will be of particular interest to those members who collect rates from this period.

Highly recommended.

THE MAPLE LEAF ISSUE OF CANADA 1897 – 1898; David McLaughlin, BNAPS Exhibit Series no 77.





For many years the stamp issue that fell chronologically between the ever popular Small Queens and Admiral issues were largely ignored by many collectors. Thankfully, they have come back into favour and fashion in recent years and this display by David McLaughlin serves to show what many 'old time' collectors were missing.

Putting together an award winning display of a single stamp issue of just eight values which was in use for little over a year is something of a challenge but the fact that this display has won eight gold medals culminating in the Grand Award at BNAPEX 2013 may give members some idea of its outstanding quality.

The display follows along traditional lines with a variety of progressive die proofs, die proofs (including the very rare black die proofs), plate proofs and imperforate material. These are followed by an impressive array of the issued stamps including many plate imprint pieces, paper varieties, plate re-entries and varieties and even the set in used blocks of four (I know it sounds simple but you try finding them!). It also includes a section on the 1899 overprints which includes several examples of forged inverted overprints.

Also included are the UPU Specimen overprints, some private perfins and a range of precancels and typical cancellations of the period (including some Street Cancels!).

The final section deals with postal usages and includes examples of single usages of each value along with a wide range of colourful rates and routes.; many extremely hard to find.

All in all, this is a superb display (and book) and will be of interest both to students of this period and to other members who may be thinking of putting together a display on a single stamp issue.

FIRST DAY COVERS OF CANADA'S 1976 OLYMPIC GAMES ISSUES; Gary Dickinson

This is the latest in a series of books by Gary Dickinson featuring Canadian First Day Covers – a long over-looked aspect of the hobby,

As the title suggests, this book deals with the many FDC's issued as part of the seemingly never ending series of stamp issues for the 1976 Olympics in Montreal.

The book starts with a review of the Official Canada Post Office covers and cancels which accompanied the various stamp issues. It goes on to review other FDC's produced by Canadian Makers and then steps out to look at covers produced in the USA before closing with a review of other games held in 1976.

The breadth and variety of FDC's produced is even more impressive than the number of stamps issued and these highly colourful and decorative covers would provide a nice subject for a topical display. No doubt most are available for only nominal cost but many will require a lot of hunting down.

GS.





SMALL QUEENS – IMPERFORATE OR FAKE?

John Hillson *FRPSL FCPS*

It is surprising just how often a Small Queen, generally a 1 cent, 2 cent or 3 cent is offered with nicely trimmed sides as an imperforate single ‘as is’ – which of course suggests that the seller has no faith in its authenticity, so why the buyer should be expected to is something of a surprise.

The trouble started when the Post Office Department in their wisdom presented a Mr. Lauchlan Gibb of Montreal a complete set of Small Queens from the Half Cent up to and including the Widows Weeds in complete imperforate sheets. The facts are well documented. This had two unfortunate consequences. First Mr. Gibb actually used a few cut from his presentation sheets, although as far as I know, always in pairs, but I could be corrected on that point. Secondly an employee – or perhaps some employees – of the printers decided to take some of their work home. The Ten Cents value appears to have been a particular favourite as no less than ten imprint blocks exist imperforate.

In spite of admonishments bestowed on all and sundry to collect Imperforate Small Queens only in pairs, these wretched singles keep turning up – usually used, but not always. The first example I acquired, a good few years ago, in a Robson Lowe sale was an unused Half Cent. Offered, naturally ‘as is’ to be fair it was in a lot with a (genuine) single on cover and a mint side imprint block, secured for the bank busting sum of £17, and as far as I was concerned, the imperforate, or rather imperforated stamp cost nothing. Which is about the right price, even though it is unusually quite a good fake – so good in fact that two eminent judges at last years’ Convention couldn’t tell why I was so certain it is a wrong ‘un. Perhaps all judges should be forced to use magnifying glasses, even if their forte is Postal History. It is illustrated in figure 1 below. Close



Fig 1

examination reveals the presence of the vestiges of two perforation holes at the top, and two more on the left side; proof that an originally perforated specimen had been docked of its teeth. It is perhaps useful to remember that Small Queen perforations are not dead evenly spaced, and sometimes are not even in a dead straight line; it is always worth looking for the remains of perforation holes on doubtful imperfs.

Figure 2 overleaf shows a typical candidate stamp for conversion into an ‘imperf’; three huge margins and one rather smaller. Figure 3 alongside, shows a similar stamp after treatment. Three large margins, and one just a bit close – a





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Fig 2



Fig 3

typical faked 'imperf'. It is just as well they are shown in colour otherwise I might have been suspected of using the scissors myself, but as you can see the shades are quite different as well as the cancellations, Some specimens offered are so wretched that all four margins are cut close – usually because there is some other damage as well – really the fire is the only place for them.

You may be wondering if there is such a thing as a genuine imperforate single, and if so, how can one tell. Well there are. I have seen two; one Two Cents with an inch long side margin; the other, a Three Cents from my collection is illustrated alongside in figure 4.

Always assuming that some clever clogs like Alfred Frodel has not been at it! *Caveat Emptor*.



Fig 4

MONEY PACKETS

John Watson and Graham Searle *FCPS*

Figure 1 below shows a rarely seen modern postal rate from the Cameo period. The stamps here are paying the \$1.75 Money Packet rate which included the registration fee. The rate applied for any packet weighing up to 8oz. Above this weight, the charge was \$2.25 up to 16oz. and then an additional \$1 for every extra 16oz. or part thereof.

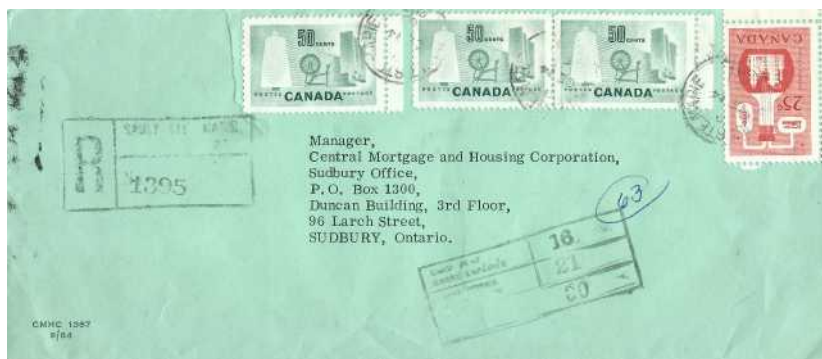


Fig 1

Although this \$1.75 rate was very long lived – it came into effect in August 1964 and remained the prevailing rate until July 1978 – the authors have seen very few examples of commercial covers showing its use. A second example, in fig 2 below, was sold in the last CPSGB Convention Auction in September 2014 as lot 233.



Fig 2

We wonder if any of our members have other examples of modern Money Letter rates or even collect these things? The rate shown here should, in theory, be one of the easier ones to find. If you like a real challenge you can try to find the \$2.70 rate on a Money Packet. This rate applied for only three months from April to June 1979.



SOME INTERESTING POSTAL USAGES ON THE SMALL QUEENS – PART 2

John Burnett, OTB

I continue my look at some interesting uses of the Small Queen stamps with the 5 cent value.

The 5 Cent Value:-

One of the postal history items I own is considered by many, to be a “Canadian Postal History Gem” with a really important story attached to it.

In April of 1884 British general Charles “Chinese” Gordon was under siege at Khartoum in the heart of Africa at the confluence of the White and Blue Nile Rivers. Located 1750 miles upstream from Cairo Gordon noted he had enough provisions to last for about five months. After some hesitation the British Government elected to relieve Gordon and assigned the job to Lord Wolseley. At an earlier time in his army career Wolseley had commanded the expeditionary force that marched 1200 miles to the Red River in Canada to put down Louis Reil’s rebellion.

Wolseley was faced with an even bigger problem as he had to march a relief column south through 1650 miles of the Sahara desert. Faced with this formidable challenge he chose to bring the same boatmen to Egypt that he had used to travel to the Red River,



Fig 1. One of the truly hard covers to find in the Small Queens, pays the 5¢ UPU rate to Egypt.





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known as the Canadian Voyageurs, and travel south on the Nile rather than march through the desert. The Voyageurs were a French Canadian lot who were all illiterate except for their doctor, Surgeon Major Hubert Neilson. Only seven covers are known to exist to the Canadian Voyageurs.

I have enjoyed the reaction of some knowledgeable judges when I show the cover in fig 1 with no comment beyond (5¢ rate to Egypt), they often ask, “do you know what you have here?” and I often reply, “A 5¢ rate to Egypt, I’m showing rates!”

Books were sent via third class mail and they could contain no written message beyond the senders return address. A package of book(s) could be tied with string but otherwise had to be unsealed for easy postal inspection. The Postmaster could cut the string but was required to re-tie the package after inspection. Fig 2 below shows a 5 cent Small Queen used to help make up the postage on such a ‘book rate’ wrapper.

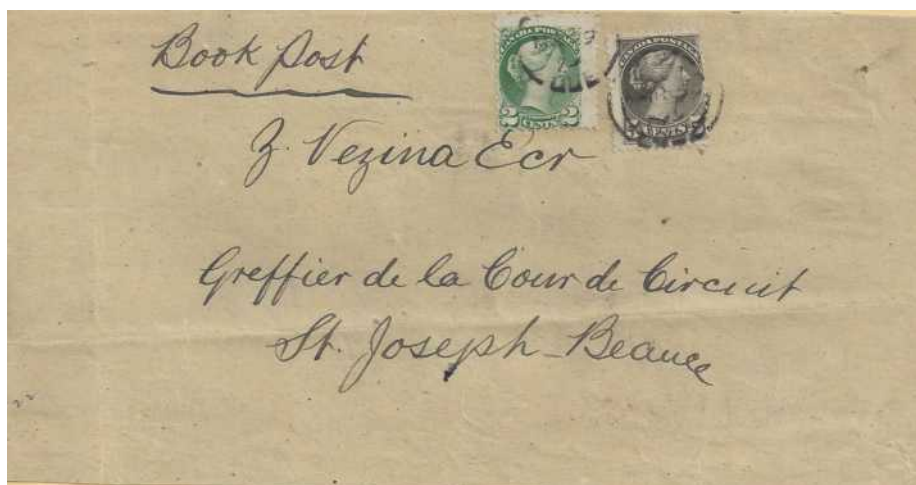


Fig 2. A 5¢ small queen helps to make up the postage on a “Book Rate” wrapper.

The rate for postage for books was 1¢ per 4 ounces. In my example shown in figure 2, a 5¢ dark olive green Small Queen stamp helps to make up the 7¢ postage required for up to 28 ounces. I have found that postage when used on a wrapper is really quite difficult to find. Think about the last time you unwrapped a package; did the wrapper survive the opening process?

As I continue to look for applications that are just a little different for this article I came across the item featured in fig 3 overleaf.

Mailed at the end of the Small Queen era this cover is addressed to Beyrout, Syria (present day Lebanon). This is an amazing cover as it has gone the entire distance, via London, England see the London transit strike on the reverse in figure 4.





Figs 3 and 4. It may be only a 5¢ destination piece but what a story; right hand picture shows the reverse of cover showing transit through London and receiver in Beyrouth

With transit through London and no other outbound markings except a receiving strike in Syria I can only assume one of two possible routes, I tend to believe the cover travelled to France, Italy to Brindizi and then via ship to Alexandria from where it travelled overland to Beyrouth. That would represent the fast route as rail to Brindizi was pretty good at the end of the 19th century. The other travel possibility was via ship to Alexandria from England and then overland to Beyrouth.

After this letter arrived in Syria it carries some Arabic delivery instructions. Living as I do in Alabama you can imagine there are very few Arabic speaking individuals near me and so with the kind help of a professor of Arabic Studies in British Columbia I got the following translation of the delivery instructions, as shown in fig 5 and from the look of the ink and hand writing I believe the sender did the instructions.

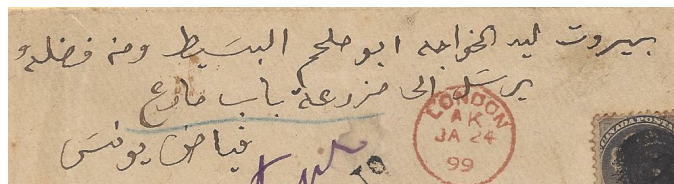


Fig 5. Delivery instructions in Arabic:

“To Al-Khwajah Abu Mulahim al basit of Beirut, maybe pleased to forward to the estate (farm) at Bab Mara, Fayaz Yunuu’s”.

So someone has tried to get this to a local farmer. The cover wasn’t delivered but carries a post office mark “Retour/RETURNED TO” and if you look at the front of the cover you will see another London transit strike (in red) and if you look at the back again you will see the cover made it all the way to the Dead Letter Office in Ottawa, Ontario. What a tremendous story we can attach to a 19th century cover.

My final example of something a little different in my 5¢ Small Queens is shown in figure 6 overleaf. Here is an example of a cover that really took it on the chin.



Fig 6. A 19th Century letter that was severely damaged enroute.

There are five and possibly six Royal Mail Officially Sealed, sealing labels holding the envelope together. I cannot read the dispatch date or city name sealing the labels but the Liverpool Colonial packet date is 7 July 1889 and so I would estimate my cover entered the Canadian postal system sometime around July 1 – 5. The cover is addressed to “General Post Office, Liverpool, England” and marked on the front at lower left “To be left till called for”. Also on the front is a Liverpool returned letter office strike dated 8 September 1890. It appears the letter was held in Liverpool General Post Office for a year. It has also been hand stamped with a boxed “Not called For / 466”. On the back of the envelope is written “Edges frayed in post xxxxxxxx xxxxxxxx?” which I deem a slight understatement of the condition of this letter.



Fig 7. The back of my “Frayed Edges” cover.

If anyone reading this can decipher the last two words on the manuscript marking I would appreciate hearing from you. There is a London transit strike dated 9 September 1890 showing one day to London from Liverpool and a diamond shaped hand-stamp I do not recognize.

The 5¢ stamp didn’t have very many exotic uses but the destinations can help create an interesting part of the collection as the 5¢ paid the UPU rate from Canada.

TO BE CONTINUED.

Maple Leaves

April 2015 - Volume 34

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SOCIETY NEWS

FROM THE PRESIDENT

Plans are progressing well for our Annual Convention which is being held at the Crown & Mitre Hotel in Carlisle from Monday 28th September to Friday 2nd October. The draft programme for the event is listed below. In addition, a full partner's programme is being prepared and this will be outlined in the July issue of *Maple Leaves*.

Members should note that following the success of the informal bourse at last year's event, we plan to continue this during the late evening sessions. Attendees are welcome to bring along material to sell in these sessions. A 10% commission charge on sales will be payable to the Society. Note that members will be responsible for their own material during the event.

I would also encourage attendees to bring along something to share and display at the Members Display sessions on the Tuesday. This can be anything for one sheet up to 18 sheets.

The Convention Booking Form and Competition Entry Form can be found inside this issue of *Maple Leaves*. They are also available for download from the Society website. Please note that the deadline for Completion and return of the booking form to secure the hotel rates is **31st July 2015**. Members who may wish to extend their stay in Carlisle by either arriving early or staying on after Convention should note that the hotel will offer their concessionary rates subject to prior notice and booking.

The draft programme currently looks as follows:-

Monday 28 September

3.30 pm Welcome Tea
5.00 pm Executive Committee Meeting
8.00 pm Display by **Brian Stalker - Mail by Rail to the Bruce.**
9.00 pm Display by **Colin Banfield - Canadian Letter Cards**
8.00 pm Ladies informal get-together
10.00 pm Informal Bourse and Auction Viewing

Tuesday 29 September

9.15 am **Members' Displays** – up to 18 sheets and up to 5 minutes presentation.
10.15 am Coffee
10.30 am **Members' Displays** continued
Afternoon at leisure to explore Carlisle
8.00 pm Display by **Jim Bissett - Canadian Classics**





9.15 pm Members Displays - final session.
10.00 pm Informal Bourse and Auction Viewing

Wednesday 30 September

8.45 am Fellows' Meeting
9.00 am Committee Meeting
10.15 am Coffee
10.30 am Display by **John Hillson - King George VI**
1.15 pm Coach trip to Hadrian's Wall (weather permitting)
8.00 pm Display by **Colin Lewis - Newfoundland 1825 - 1875**
10.00 pm Informal Bourse and Auction Viewing

Thursday 1 October

9.00 am Annual General Meeting
10.15 am Coffee
10.30 am Competition Entries on show with Judges' Critique
1.00 – 2.00 pm Final viewing of auction lots.
2.30 pm Auction
6.30 pm President's Reception
7.00 pm Banquet and Awards Presentation

Friday 2 October

Farewells until 2016 after breakfast

Brian Stalker FCPS

FROM THE SECRETARY

Annual General Meeting

In accordance with Rule 20, notice is hereby given of the Society's Annual General Meeting to be held at the Crown & Mitre Hotel, Carlisle on Thursday 1st October 2015, commencing at 0900hrs. In accordance with Rule 18, nominations are sought for the President, Vice Presidents, Secretary and Treasurer. Nominations and any proposed amendments to the Rules, should be sent to the Secretary before 31st May 2015.

Fellowship

Members of the Society are eligible for election as Fellows for:-

- outstanding research in the Postal History and/or Philately of British North America or:
- outstanding service in the advancement of the interests of the Society.





Nominations are sought for submission to the Fellowship sub-committee in accordance with Fellowship Rule 2. Such nominations must be on a prescribed form, which is available from the Secretary, and must be submitted to the Secretary by 31st May 2015.

Founders Trophy

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

A nomination for the award, which must be proposed and seconded, may be submitted in writing to the Secretary by 31st May 2015.

Proposed Rule changes.

Changes to the following rules of the Society have been proposed as outlined below.

Rule 23 The word 'member' to be changed to 'suitable person'

This is so that any proper person (e.g. bookkeeper, accountant etc) can examine and check the accounts. At present this is restricted to members.

EXCHANGE PACKET RULES. These read as if a physical packet is still circulated. 7 (ii) to be amended to read 'Place on the Society's website scanned sheets'

9 First line to read' On contacting the Packet Manager , a member must:
(Delete (iii) and renumber in sequence)

New (iii) As soon as possible advise the Packet Manager of his requirements, and send a cheque in sterling Payable to the Society, or pay by Paypal for those items still available.

New (iv) Check purchased items on receipt and returning any incorrectly described or with defects not apparent from the scan within 72 hours

Note Previous rules (v) (vi) &(vii) are redundant and will be deleted as is Rule 12. Rules 13 & 14 will be renumbered accordingly

COVERMART. This no longer exists and all of this section will be deleted. As this is the case the AGM will not be required to vote on this specific change

With the exception of this last item, the above changes will be put to the AGM in Carlisle for approval. If any member has comments on the proposals they are asked to contact me well in advance of the meeting.

John Hillson FCPS





FROM THE AUCTION MANAGER

Our next Society Auction will be held in conjunction with the Convention in Carlisle. Full details will appear in the July issue of *Maple Leaves*. At this time, I would like to invite members to provide material for sale in the auction. The deadline for receipt of lots is the **31st May 2015** to allow me time to lot the material and prepare the catalogue.

If you do have surplus material to dispose of, please consider the Society Auction. We only charge a 10% commission on sales (well below that charged by commercial auction houses) and your material will be seen by a core group of specialist collectors.

If you would like advice on what sells well (and what does not!) and how to present material for sale, please contact me in good time (contact details are on the inside back cover).

Graham Searle. FCPS

LONDON GROUP

The remaining programme for the current season is as follows:-

April 20	Stuart Henderson entertains with WWII, plus a few sheets on subject from all members
May 18	AGM and Beaver Cup

Members are requested to bring a few sheets to each meeting.

All meetings are held at 31 Barley Hills, Thorley Park, Bishops Stortford and all commence at approx. 1230pm for around 2 hours followed by a late pub lunch. Contact Dave on 01279 503625 or 07985 961444 for more details.

Dave Armitage.

SCOTLAND AND NORTH OF ENGLAND GROUP

Our next meeting will be held on Saturday 25th April at 2pm at the usual venue of the Buccleugh Arms Hotel in Moffat. All members are welcome. Please bring along a few sheets to display and/or some questions to which you are seeking answers. Please contact the Editor for more details.

Graham Searle FCPS





AMENDMENTS TO MEMBERSHIP

to 15th MARCH 2015

New Members / Rejoined:-

- 2987 TURMINE, Jan; 1305 Rang Huit, St Edmund de Grantham, QC Canada J0C 1K0; e mail yturmine@belisle.net
3032 OTTO HARRASSOWITZ GbmH & Co. KG; Buchhandlung & Zeittschr - Agentur, Kreuzberger Ring 7b - d, 65205 Wiesbaden, Germany

Change of Address and Corrections to Address:-

- 1999 WRIGHT, John; e mail johnmwright2014@gmail.com
2674 THOMPSON, Richard; new e mail address rpthompson1939@gmail.com
2724 COOPER, Tracy; 7236 Highcrest Terrace, Saanichton, BC, Canada V8M 1W5; e mail tracycooper100@shaw.ca
2884 PORTCH, Garfield; new e mail address garfield.portch@gmail.com

Resigned:-

- 2840 LAW, Derek (due to failing eyesight)
3014 THOMPSON, Dr. Anthony
3018 GOODWIN, Robert

Deceased:-

- 1159 LITTLETON, Harry
2013 MOUNTFORD, F.T.

Revised Total:- 286

FORTHCOMING EVENTS

2015

- Apr 17-18 Scottish Congress and Exhibition - Perth
Apr 20 CPSGB London Group Meeting, Bishops Stortford
Apr 25 CPSGB Scotland and North of England Group Meeting, Moffat
May 2 -3 ORAPEX, National Level Show, Ottawa
May 13 - 16 London 2015 FIP and FEPA Exhibition, BDC Islington
May 18 CPSGB London Group Meeting, Bishops Stortford
May 22 - 24 Royal 2015 Royale, National Philatelic Exhibition, London, Ontario
Jul 4 MIDPEX 2015, Leamington Spa
Aug 11 - 16 Singapore 2015 (FIP)
Sep 11 - 13 BNAPEX 2015 Ramada Plaza Hotel, Niagara Falls, Ontario
Sep 16 - 19 Autumn Stampex, BDC Islington, London
Sep 28 - Oct 2 CPSGB Convention, Crown & Mitre Hotel, Carlisle

Oct 24 CPSGB Scotland and North of England Group Meeting, Moffat.

2016

- Apr 15-16 Scottish Congress and Exhibition – Perth
May 28 – Jun 4 World Stamp Show – New York





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