



Maple Leaves

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

**ISSN
0951-5283**

April 2016



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MAPLE LEAVES

Journal of
THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN
INCORPORATED 1946

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

Published four times a year by the Canadian Philatelic Society of Great Britain
web address: www.canadianpsgb.org.uk

Annual Subscription £20.00 – Due 1st October

Vol. 34 No. 6**April 2016****Whole No. 340**

EDITORIAL

We start this issue with some congratulations to member David Piercey who has just been voted the co-winner of the prestigious Pratt Award for 2015 by the Collectors Club of Chicago. The other winner was John Walsh. The award is given for the best original article on Newfoundland postal history in the last year. David was rewarded for five articles he wrote, two of which appeared in recent issues of *Maple Leaves*, the others appeared in *Topics* and the *Canadian Philatelist*. Fans of all matters 'Newfie' will be delighted to learn that David's output of articles continues apace with a new one appearing in this issue of our journal.

I would like to thank all those members who bid in our recent 'mini-sale'. I should also thank the two members who donated all of the material on offer. Despite the small number of lots and the low lot values, the sale raised over £200 for Society funds. Our next auction will be our usual Convention room auction. If you have material to dispose of, please consider the Society auction. Our commission rates are very competitive at 10% and proceeds from the sales help to keep our subscriptions down. The closing date for consignments for the Convention auction is **30 June**. I already have a few lots on hand but many more are needed so it is time to sort out those duplicates and unwanted items!

Speaking of Convention, it is that time of year again when planning for the event is well in hand. You will find a booking form on page 329 and a Competition entry form on page 332. The deadline for your bookings to secure the Convention rates is **31 July 2016**. If you don't want to tear out the pages from this issue, you can download the form





from our website at www.canadianpsgb.org.uk or simply e mail the President the relevant information. It will be the first time we have met in the Midlands area for some years so I hope that many members can make it along to this central location – if only for the odd day or two – to enjoy the fun and see some super material which will be on show.

News has reached the Editorial desk of two new websites which may be of interest to members. The first has been established by the aforementioned Collectors Club of Chicago and is I quote... “dedicated specifically to provide the beginning and advanced collectors with a comprehensive resource that provides information for all aspects of philately and its related requirements”. The site can be found at www.collectorsclubchicago.org

The second site is the result of collaborative work by several of the worlds’ largest philatelic libraries. The site at www.globalphilateliclibrary.org has been designed to provide easy links to many of the greatest philatelic libraries including the RPSL etc. Access to digital versions of books and periodicals is available. The latest section of the library will be launched at the forthcoming NY2016 show in May and will contain a lot of BNA material.

Once again our editorial cupboard is starting to look a little bare so if members like the 64 page version of the journal please submit some new material – large or small, on any BNA subject – to ensure we can continue with the current output.

Finally my apologies (once again) for getting the names of Richard Thompson and Richard Johnson mixed up. For the record, the picture on page 272 of the last issue was most definitely that of Richard Thompson and not his namesake!

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EARLY PACKET STEAMER SERVICES ON PLACENTIA BAY: 1888-1900

David Piercey, *FRPSC*

This article discusses the small steamships that plied local routes around Placentia Bay (see figure 1) beginning in the late Nineteenth Century. Whereas the larger coastal steamships, operating from St. John's on a fortnightly schedule on the Coastal West route to Channel, would touch at the Bay's largest settlements (e.g., Placentia, Burin, St. Lawrence, Lamaline), these smaller steamers, based at Placentia, would make weekly trips to more of the settlements deep into and around Placentia Bay, carrying mail, passengers and freight. Unlike the Coastal West steamers of this time, these local steamers did not originally carry a post office employee, and consequently did not utilize T.P.O. handstamps (until 1899) which philatelists could otherwise utilise to identify carriage on these local routes. Nevertheless, the owners of these vessels received annual subsidies to provide such local services, it being the general opinion of the government that such subsidised services were important to the development and the economy of Placentia Bay, and the services came to be relied upon by the local population of the Bay for their postal and transportation needs.

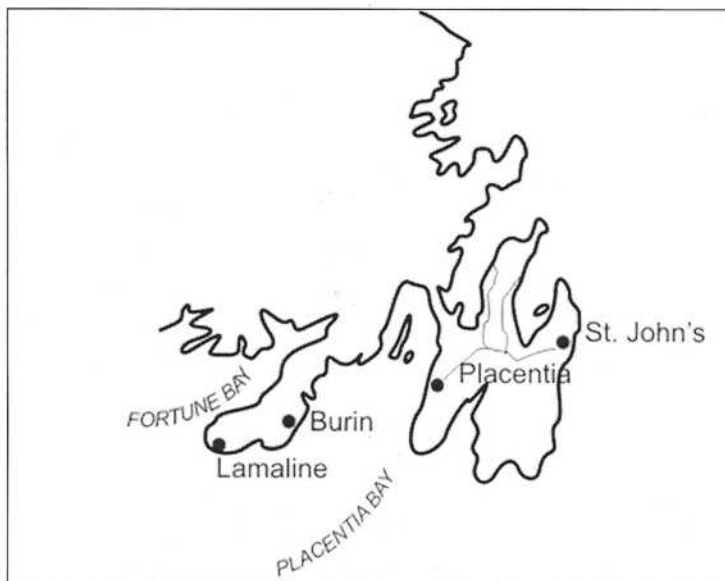


Fig 1

In the *Annual Report of the Postmaster General* for 1887, James O. Fraser had made a recommendation that, in anticipation of the completion of the Placentia Bay rail line, small steamers should be placed on each of Placentia and Fortune Bays “as feeders to



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the railway” for the distribution of the mails around each bay. It was his opinion, similarly voiced by George LeMessurier in previous *Annual Reports*, that “sailing packets” had been unsuitable for the efficient distribution of mail and passengers, owing to their dependence on the arrival of the coastal steamer for receipt of mails, and to the vagaries of the weather encountered each fall and winter by such sailing ships.

In the years just previous, Placentia Bay had been served each year by three sailing packets, each vessel with its own circumscribed route in a particular area of the Bay and mail was then distributed on an approximate every two weeks schedule contingent on the fortnightly arrival of the coastal steamer to the Bay ports.

With the completion of the Placentia rail line from Whitbourne Junction in 1888, local packet steam service was initiated on Placentia Bay. The service began on 2 November 1888 [1], when the steamship, *SS Hercules*, arrived at Placentia from St. John’s. Figure 2 shows the 29 October 1888 announcement, placed in the *Evening Telegram*, of the *Hercules*’ 31 October departure from St. John’s in taking up the new service.

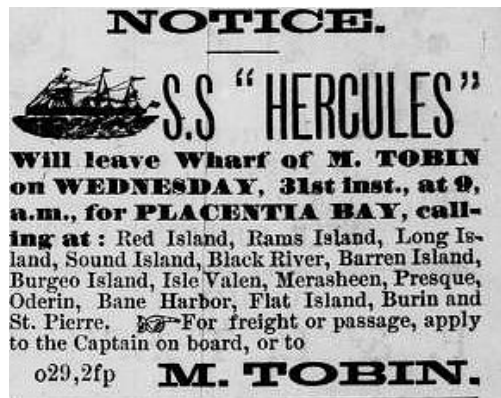


Fig 2

The *Hercules* had already had a long history in carrying Newfoundland’s mails. Arriving in Newfoundland in September 1873, she had been used to carry the mails on the Coastal West route (1873 and 1874), to Labrador (1874), around Conception Bay (1875 and 1876), on the Coastal North route (1875-1882), and on the Labrador North route variously between 1880 and 1886 [2] before then being contracted for the new Placentia Bay service.

Michael Tobin, as referred to in the announcement, was a St John’s merchant in the fishery supply business, a part owner of the vessel, and the secretary of the “Hercules Steamship Company, Ltd.” [3]. The *Hercules* had been built in South Shields (Durham, England) in 1873, and had been completely refitted in 1888 with a new boiler and steam apparatus, perhaps in preparation for this service.[4]

For this new service, the government paid the owners of the *Hercules* an annual subsidy of \$18,000 [5]. The contract expected two trips per week from Placentia – one departing each Monday to travel north as far as Black River, and one departing each Wednesday to travel west to Grand Bank on Fortune Bay. Both trips were expected to stop at important intermediate ports. St. Pierre, in the French islands of St. Pierre and Miquelon, was also included initially in the westward sailings, “but the claims of Grand Bank and Fortune were recognized, and St. Pierre was thereafter omitted”. [6]



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In fact, the initiation of this new service then garnered a spate of complaints from communities that had failed to receive the enhanced service, either because they were omitted from the new itinerary, or that had been passed by at the discretion of the ship's captain when circumstances warranted. In fact, it proved difficult to keep to a reliable schedule, often simply because of the exigencies of the tides and of the weather, and even whether other ships may be taking up space in the small harbours of many of the communities.

Like all vessels, the *Hercules* also required occasional maintenance and repairs. For example, in late July 1889 she had broken down while on her route, and had to be towed to St. John's for repairs. During the subsequent period August and September (and then probably through December) 1889, the steam tug, the SS *D.P. Ingraham*, substituted for her on Placentia Bay. [7] The *Ingraham*, owned by Captain John Greene of the "Steam Screw Tug Company", St. John's, was more typically used as a service vessel around the island, towing disabled ships back to harbour, but could also be engaged for other contract work.

The Post Office was forced to keep up with when the *Hercules* would make port in Placentia in order to make up a mail to send by train. I note, as examples, Post Office Announcements in the *Telegram* for mails to be conveyed on the western route to Grand Bank on a Wednesday (dated 25 May 1889), on a Thursday (dated 25 June 1889); on a Saturday (dated 23 January 1890), and on a Monday (dated 6 March 1890). Certainly, the expected schedule was proving difficult to maintain, and the Placentia branch rail line's conductor and mail officer, William Coughlan, was probably kept challenged in ensuring the mails were always ready for transshipment by the *Hercules* whenever it would arrive in port.

This all contributed to the Postmaster General then recommending in 1889 that "regularity in the appointed days for starting on the north and west trips could be observed" [8] and, by 1890, an official itinerary appeared in the *Almanac*, listing the expected ports of call:


A Steamer will leave Placentia every Wednesday morning for Presque, Paradise, Oderin, Baine Harbor, (where the Mail for Fortune Bay will be landed), Flat Islands, Burin, St. Lawrence, Lamaline, Fortune and Grand Bank. And the same Steamer will leave Placentia every Monday morning for Red Island, Ram's Island, Harbor Buffett, Haystack, Black River, Sound Island, Barren Island, Burgeo, Isle Valen and Merasheen. [9]

Figure 3 overleaf shows a Post Office Notice, published in the *Evening Telegram* of 20 September 1890, similarly describing the schedule and the two routes.

The section headed by "Provided However", mentioning a monthly trip to Sydney, Cape Breton, was in recognition of the need for the *Hercules* to recoal on a regular basis, and would also have afforded the Post Office an opportunity to send an additional mail



POST OFFICE NOTICE.



The s.s 'Hercules,'

Now employed in the Mail service, Placentia Bay, will leave Placentia every Monday morning, calling at Merasheen, Isle Valen, Burgeo, Baron's Island, Woody Island, Sound Island, Black River, Arnold's Cove, La Manche, Haystack, Harbor Buffett, Rams Island, Red Island, returning to Placentia.

On every Wednesday morning leave Placentia, calling going and returning, at Presque, Paradise, Oderin, Baine Harbor, Flat Islands, Beau Bois, Burin, St. Laurence, Lamaline, Fortune and Grand Bank.

Provided However,

That on the last Wednesday in each month, until further notice, the "Hercules" will proceed to Sydney, Cape Breton, taking a mail to go by Train on Tuesday, and will call at the usual Mail Ports going West, but not on return trip.

The "Hercules" will, on the Sydney trip, call at Harbor Breton going and returning.

J. O. FRASER, P.M.G.
 General Post Office,
 St. John's, Nfld., 20th Sept., 1890. 4i,fp,4sm

Fig 3

to Canada. This did not work out, however, and PMG Fraser stated:

A trial trip to Sydney was made, calling at Harbor Briton in addition to the usual mail ports; but it was found not to answer. This steamer should never be taken from her regular route, but ought to perform her usual trips north and west, alternately, without interruption.
 [10]

In March of 1890, the owners of the *Hercules* were given notice that their mail contract would terminate on 17 March [11], and in April 1890 the *Hercules* was instead commissioned by the government to assist the *Fiona*, the government's revenue vessel, with

the patrolling of the south shore to enforce the Bait Act. This was an act that attempted to prohibit the amount of bait that would be sold to foreign schooners, particularly those from St. Pierre and Miquelon, who were known to buy bait illegally, and without paying any Customs fee.

In her place, Harvey and Company's small steamer, the *SS Sharpshooter*, was then contracted at \$900 per month [12] to assume the Placentia Bay mail contract. This contract then continued, on a month by month basis, between April and September, though the *Sharpshooter* missed most of May, undergoing repairs in St. John's for a broken propeller blade. Figure 4 opposite, entitled "Postal Arrangements" is an announcement of the *Sharpshooter's* schedule, published in the *Evening Telegram* of 28 July 1890.

The *Hercules*, with a new contract for \$1250/month, terminable by one month's notice [13], once again returned in September 1890 in resumption of its mail services.

In July of 1891, the Newfoundland government was in negotiation with Pickford and Black, a steamship company out of Halifax NS, to initiate a south coast service from Halifax, following the petitions of residents of the south shore who had wanted to market their fish to Halifax. In consideration of this potential new service, the government then felt that the Placentia Bay steamer service provided by the *Hercules* could be eliminated. [14] (In fact, the *SS Havana* then commenced this new coastal service in January 1892, but with limited sailings and presumably unsatisfactory results [15].) It

appears that the *Hercules* nevertheless continued with her Placentia Bay service throughout the first half of 1892, but in May of 1892 the owners of the *Hercules* were then given one month's notice for termination of her services [16], the contract again being sent out to tender.

Job Brothers of St. John's was the successful bidder, offering to provide their vessel, the SS *Alert*, for a cost of \$100/trip [17], two trips a week. Built in 1880 as a small coaster of 63 tonnes net, the *Alert* (under her original name the *George J Stevens*), was bought by Arthur Job in 1883 from the Clark Steamship Company of New York, for service to the Job Brothers' subsidiary, the Newfoundland Guano Company, Ltd. Used by Job brothers regularly as a banker in their annual Grand Banks fishery from Bay Bulls, she had also occasionally been assigned to service in the Labrador fishery.

The Government expected a similar schedule and itinerary to be followed on the Placentia Bay routes by the *Alert*, keeping to its discretion to make any necessary changes, expected free passage of any postal officials, specified the service to be performed for a minimum of nine months, and required the *Alert* to first pass inspection by the Surveyor General before assuming the service. The *Alert* then began sailing from Placentia on this route probably sometime in late August 1891.

Figure 5 overleaf shows the Post Office's notification of the service by the *Alert* as published in the *Evening Telegram* of 8 October, 1892. Note that the same schedule of Saturday and Tuesday trains to Placentia with the mails (for sailings on Monday to the north of the Bay and Wednesday to the west of the Bay) continued to be maintained, though now Lamaline becomes the end point on the western route. Fortune and Grand Bank, formerly the last two stopping places on the route and at the head of Fortune Bay, fail to receive mention and have been dropped. Instead, the Postmaster general reported:

A change was made in the route omitting Fortune and Grand Bank, which are now connected with the Alert by a courier from Grand Bank. [18]

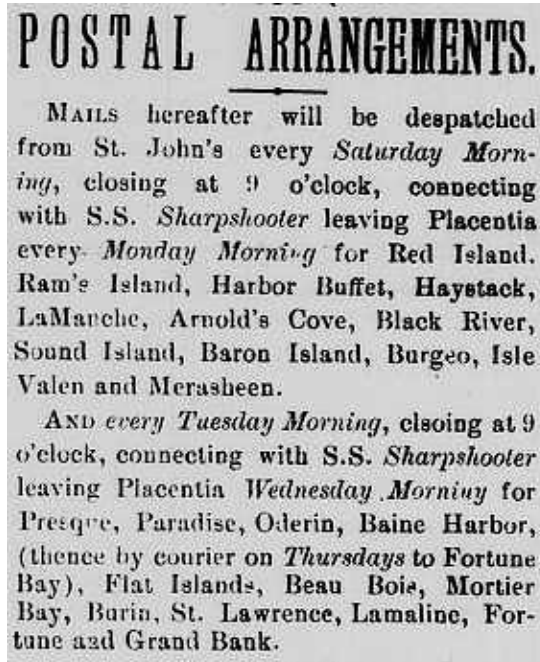


Fig 4

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Fig 5

came off Placentia Bay service briefly between about 23 February and 9 March 1894 for repairs in the St. John's dry dock, and was replaced by another of Job Brothers' vessels, the steam launch *SS Lance*, in the mail service. Sometime in this period her captain, Captain Bonia, resigned. She also came off again in June 1894 to return to St. John's for a full refitting of her passenger deck to accommodate more saloon passengers, but was back on service again by the end of June. Again, the *SS Lance* was used in temporary substitution.

In May of 1895 the government decided to give notice, cancelling the Job Brothers' contract immediately after the next sailing. This was at a time when the government was in retrenchment, attempting to control its expenses following the bank crash of December 1894, and as a result of the large public debt being assumed for railway construction [19]. The steam packet services had also never been cost-effective and there had been regular questions posed in the Legislative Assembly as to the utility of maintaining such subsidized services at such relatively high costs. Instead, the Post Office then advertised for tenders for two sailing schooners in replacement. Figure 6, on page 314, shows the resulting Post Office Request for Tenders announcements (one for each route), as found in the 22 May 1895 edition of the *Evening Telegram*.

I have as yet not found direct confirmation of who then assumed each of these routes [20], though the service was undoubtedly performed by sailing schooners in 1895 and 1896 as I note occasional complaints about the sailing packet service published in the *Telegram*. I even note the *Alert* (and the *Lance* and the *Dart*) were advertised for sale by Job Brothers in April 1896. [21]

By February 1897 the *Alert* was once again scheduled to be back on the route, Job Brothers having been successful in securing a new, one year, contract for \$825/month, and with the western route now extended to Grand Bank. [22] The first sailings, after some initial repairs on the dry dock in St. John's, then likely commenced in early March, under the command of Captain P.F. Power. In April-May of 1898, the *SS Dart*,

The *Alert* then provided service for the next three years, maintaining a fairly reliable and predictable schedule, her annual contract being renewed each year on much the same expectations as first negotiated in 1892. The 1893 contract stipulated she was to extend her voyages each week to Fortune and Grand Bank. The 1894 contract renegotiated a cost of \$900/month, and changed to fortnightly calls for Fortune and Grand Bank. Operationally, she

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POST OFFICE NOTICE.

TENDERS

Addressed to the Postmaster General will be received until SATURDAY, the 15th day of June, for the conveyance of **MAILS**, by a suitable Schooner, once a week, from Placentia to Presque, Paradise, Petit Port, Olerin, Baine Harbor, Flat Islands, Beau Bois and Burin, calling on her return to Placentia, at the same ports.

Tenders to state in dollars the amount required for each trip, and to be accompanied by the names of two responsible persons willing to become securities for the faithful performance of the service.

The service will be for 12 months, and may be terminated at any time by three months' notice.

The Postmaster General will not be bound to accept the lowest or any tender.

J. O. FRASER, P.M.C.
 General Post Office, St. John's } may 20
 15th May, 1895. } 6p,m,w,f

POST OFFICE NOTICE.

TENDERS

Addressed to the Postmaster General will be received until SATURDAY, the 15th day of June, for a Schooner, suitable to convey **MAILS**, once in every week, from Placentia to Merasheen, Isle Valen, Burgeo, Baron's Island, Woody Island, Sound Island, Black River, Haystack, Harbour Buffett, Ram's Island and Red Island.

Tenders to state in dollars the amount required for each trip, and to be accompanied by the names of two responsible persons willing to become securities for the faithful performance of the service.

The service will be for 12 months, and may be terminated at any time by three months' notice.

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J. O. FRASER, P.M.C.
 General Post Office, St. John's } may 20
 15th May, 1895. } 6p,m,w,f

Fig 6

another of Job Brothers' steam launches, provided a temporary substitute while the *Alert* was in St. John's for more repairs.

Captain Barron captained both the *Alert* and the *Dart* on the Placentia Bay route in 1898. Complaints were published in the paper during 1898 that the *Alert* was also selling "goods and groceries" at dockside in the ports she visited, and that this held up, or even omitted, the schedule of ports of call otherwise intended for mail delivery [23]. It appears some commercial interests in St. John's had found this a convenient method to get their goods before an outports audience. Service nevertheless continued through May 1899, though for much of January and February that year the *Alert* was frozen up, icebound in Placentia harbour.

1898 was otherwise the watershed year for Newfoundland's evolving mail service. In March the government had signed an agreement with Robert G. Reid, the contractor who had recently neared completion of the rail line west to Port aux Basques, and who had begun operating the SS *Bruce* between Newfoundland and Canada, to consolidate all mail and passenger services to integrated steamship and rail services provided through his company. Reid then immediately set about ordering the remainder of his fleet of small steamships (the so-called "alphabet fleet") from Scottish shipyards, intended then to provide dedicated steamer services on each of the six larger bays. Placentia Bay was to become the first beneficiary of such a steamer in the new fleet.

As part of this transition to the Reid services, and before the new steamer would eventually become available, in 1899 Reid had instead received permission to contract



Bowring's SS *Kite* to provide the mail service on Placentia Bay. The *Kite* had a long history in Newfoundland waters and was annually used as a sealer and also for occasional marine salvage. She had earlier been a mail ship on the Labrador North route, and had also had a brief tenure on the Coastal West route. Her service on Placentia Bay began in May of 1899, sailing under the command of Thomas Fitzpatrick from St. John's 13 May [24], to assume the normal Monday and Wednesday sailing schedules from Placentia. Service was then provided through to 20 January 1900, at which date the SS *Alert* arrived in Placentia in temporary relief. The *Alert* then carried the mails from 20 January to perhaps 20 February, she arrived home to port in St. John's on 22 February [25], with the new Reid coastal boat, the SS *Argyle*, then sailing to Placentia on this same date. Captain Fitzpatrick was once again assigned to the route with this new vessel.

At some time, most likely in May 1899, the *Kite* began to carry a mail officer aboard, J. David Coady, appointed 1 May 1899 [26] and, by November of 1899, a post office hammer reading "Placentia Bay T.P.O./ Newf'd" [27] began to be used on the route. Mr. Coady was most likely also the mail officer on the route during the brief tenure of the *Alert* in early 1900, and would continue on assignment as mail officer aboard the *Argyle* for many years to follow.

The *Almanac* for 1901 provides a full description of the *Argyle*'s service:

The SS Argyle, on Placentia Bay, leaves Placentia every Monday after the arrival of the train from St. John's for the following ports: Red Island, Ram's Island, Harbor Buffett, Haystack, Sound Island, Black River, Woody Island, Baron's Island, Burgeo, St. Leonard's, Isle-au-Valen, Merasheen, and Placentia. Mails are closed for the above ports every Monday morning at 7.30 o'clock. Leaving Placentia every Wednesday afternoon, the Argyle will proceed to Presque, Paradise, Petit Fort, Oderin, Baine Harbor, Flat Islands, Marystown, Beau Bois, Burin, St. Lawrence, Lawn, Lamaline. Mails close every Wednesday morning at 7.30 o'clock.

With such designation as a "travelling Post Office", Reid's *Argyle* would then provide many years of continuing service on the Bay, continuing with the same regular Monday and Wednesday sailings.

It is possible to identify mail that has been carried by a Placentia Bay packet steamer. One identifying feature, for example, is that the cover should not otherwise have any "Coastal West T.P.O." transit markings, as this would indicate carriage by the larger coastal steamer instead of by a bay steamer (which, of course, had no TPO handstamps before late 1899). This method is not definitive, however, so recourse must also be made to known (or likely) sailing dates of the bay steamer, as well as to knowledge of where the coastal steamer may have been along its route, in order to rule out the possibility of coastal steamer conveyance. Similarly, since the SS *Havana* (in the period 1892-1893), the SS *St. Pierre* (in the period 1894-1895) and the SS *Harlaw* (in the





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period 1895-1897) were occasionally all calling to Placentia with the mails, sailing dates of these vessels similarly too need to be determined in order to rule any of them out as well.

Shown with this article are two covers that can be attributed to conveyance by the *Alert*, one from each of the major periods of the *Alert*'s operation on Placentia Bay. The first of these, shown in figure 7, is postmarked Burin 8 June 1893, and backstamped St John's 10 June, and Leeds, 26 June. The cover could not have been carried to St. John's by the Coastal West steamer that season, the SS *Windsor Lake*, as newspaper accounts place the *Windsor Lake* far to the westward on 8 June, having sailed from St. John's 3 June 1893, and not returning to St. John's from its lengthy westward trip until 16 June 1893. June 8 was a Thursday, which is consistent with a letter mailed in anticipation of the regular Wednesday sailing from Placentia, and consequent likely Thursday arrival of the mail boat in Burin. Similarly June 10 is consistent with the date the *Alert* would have commonly arrived back to port in Placentia, and in time to then be placed on that day's train to St. John's.

That it was not carried by either by the *Havana* or the *St. Pierre* can be ascertained through the knowledge that the *Havana* had sunk earlier in 1893, and the *St. Pierre* had not yet assumed the south coast route at the time this cover was mailed.



Fig 7



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The second cover, illustrated in figure 8, is postmarked Lamaline in early July 1897 (the actual numerals in the date are illegible – apparently the date is somewhere between 10 July and 19 July). There is a St. John's backstamp of 19 July 1897, and a Halifax NS receiving backstamp of 23 July 1897. If the regular schedule was being followed, the *Alert* would have left Placentia Wednesday morning, 14 July, on its westward run to Burin. The cover was received in St. John's Monday, 19 July, and was then dispatched to Halifax (by SS *Barcelona*, leaving St. John's 20 July), and finally received in Halifax 23 July. In order for the cover to have been received in St. John's on 19 July, it would have had to have been at the train station in Placentia for dispatch that same Monday morning. This then indicates it had arrived in Placentia sometime earlier that weekend, which would have been quite normal for any mail carried by the *Alert* back to Placentia after its Wednesday westward trip.



Fig 8

That it was not carried back to St. John's by the Coastal West steamship (and thus had failed to receive its TPO marking through simple human error) can be otherwise ascertained through sailing dates that month. The Coastal West vessel that year was the SS *Grand Lake*. By inspecting newspaper accounts, it can be found that the *Grand Lake* had sailed from St. John's 12 July, was further west at the likely date of the mailing of this cover, and did not return to St. John's until 25 July, too late to have been carried by the *Barcelona* and for the cover's Halifax 23 July receiving date. That the cover too was not carried by the SS *Harlaw* can also be ruled out, as newspaper accounts place the *Harlaw* on the far west coast during this period of July.

Of additional interest, the cover bears five copies of the Cabot issue stamps which were issued 24 June 1897, and likely would not have arrived in Lamaline any earlier than the day of issue. So, we have an early usage of the Cabot issue from an outpost. Also, the

registration marking is different to the regular Post Office issue of this period, so it may be of local, or even private, origin.

Finally, figure 9 shows a cover, dated in 1901, that is a typical example of mail carried by the *Argyle*, and with its routine use of the “Placentia Bay T.P.O.” date stamp. This cover would have been mailed at dockside en route, so carries no outport postmark.



Fig 9

Notes and References

1. *Annual Report of the Postmaster General, 1889.* (Annual Reports referred to activities accomplished in the previous calendar year.)
2. Pratt, R.J. (1985) *The Nineteenth Century Postal History of Newfoundland*, Chicago: Collectors Club, p. 493.
3. Michael Tobin is identified as a “vessel owner” with an (unspecified) address on Water Street in the 1894-97 McAlpine’s *Newfoundland Directory*, p. 47. He had also previously served one year as a Member of the House of Assembly, elected in 1882, so perhaps he had political connections in the securing of his various contracts.
4. It was a requirement that vessels pass inspection by the Government Surveyor prior to being placed on such service and being allowed to carry passengers. Evidence of the refitting is found in the *Evening Telegram* of 31 October 1888, “Local Varieties”, p. 1.
5. “Proceedings of the Legislative Assembly (Tuesday 22 April 1890)” *Evening Telegram*, 5 May 1890, p. 3.
6. *Annual Report of the Postmaster General, 1889.* In fact, St. Pierre was in any case served fortnightly by the Coastal West mail boat, the SS *Volunteer*, during this period. Mention is also made of a sailing by the *Hercules* to St. Pierre with the mails occurring in December 1891 - “Local Varieties”, *Evening Telegram*, 7 December 1891.

7. Mention of the *D.P. Ingraham* replacing the *Hercules* is found in the *Evening Telegram* of 27 July 1889, "Local Varieties", p. 4. Repairs on the *Hercules* were completed in short order. However, before returning to the mail service on Placentia Bay, she was instead chartered by the government to assist candidates campaigning on the northern coast for the 1889 elections. Curiously, while at the same time the *Hercules* was still contracted for the Placentia Bay service, she was offered for sale at auction in St. John's in January 1890. Michael Tobin was the successful bidder, and presumably then became sole owner. Perhaps his partners had decided to recover their equity through this manner? *Evening Telegram* 9 January 1890, and 11 January 1890.
8. *Annual Report of the Postmaster General, 1889.*
9. "Packet Routes", *Year Book and Almanac of Newfoundland*, 1890, p. 70.
10. *Annual Report of the Postmaster General, 1890.*
11. *Minutes of the Newfoundland Executive Committee 1890-91* (14 March 1890), CO197/98, Colonial Office Records, UK Archives. I am indebted here to Brian Stalker for providing me with the comprehensive notes he has made of various Newfoundland postal matters as recorded in the Colonial Office Records of the UK Archives for much of the information contained in this paragraph. All other footnotes following which reference Colonial Office Records are also from information contained in his notes.
12. "Legislative Council (Thursday May 29)" *Evening Telegram*, 6 June 1890, p. 3.
13. *Minutes of the Newfoundland Executive Committee 1890-91* (30 August 1890), CO197/98, Colonial Office Records, UK Archives.
14. *Minutes of the Newfoundland Executive Committee 1890-91* (28 July 1891), CO197/98, Colonial Office Records, UK Archives.
15. See my article "Newfoundland's South Coast Mails 1892-1895: SS *Havana* and SS *St. Pierre*", *Maple Leaves: The Journal of the CPSGB*, Vol. 34. No 3 (July 2015) pp. 155-167 for further information on the SS *Havana*.
16. *Minutes of the Newfoundland Executive Committee 1892-93* (26 May 1892), CO197/103, Colonial Office Records, UK Archives.
17. *Minutes of the Newfoundland Executive Committee 1892-93* (30 June 1892), CO197/103, Colonial Office Records, UK Archives.
18. *Annual Report of the Postmaster General, 1892.*
19. Brian Stalker's notes indicated that the Executive Committee of the government had decided on 10 May 1895 that the Postmaster General was to notify the owners of the *Harlaw*, the *St. Pierre*, and the *Alert* that their respective services "will not be required after the present voyages". Thus all these supplemental steamer services (i.e., to the west and south coasts) were to be terminated at the same time. (*Minutes of the Executive Committee 1895* (10 May 1895), CO 197/111, Colonial Office Records, UK Archives. Also see my article "The SS *Harlaw* and the West Coast Mails", *PHSC Journal*, Spring 2014 (No.157), pp. 50-56; for a fuller description of this other vessel's services.
20. One, and perhaps both, of the successful tenders can perhaps be determined. A "Captain Power" sued the government in 1898 for dismissal. As the *Telegram* relates:

Mr. Power was under contract with the Government to carry the mails in Placentia Bay in his schooner. When the SS *Alert* was put on the bay he received his dismissal through the Postmaster General, with nine months' notice only. He now sues the Government for \$320.

("Supreme Court", *Evening Telegram*, 6 June 1898, p. 4.)

Mr. Power was successful and awarded \$160. Whether this was the same Mr. Power who then captained the *Alert* in 1897 I cannot say; Power was a very common surname throughout the island, particularly in the district of Placentia/St. Mary's. The other successful tender was possibly a Mr. Ryan. A Letter to the Editor from a resident of Flat



- Island PB, in the *Evening Telegram* of 23 January 1899, entitled “Faulty Mail Service”, mentions a Mr. Ryan had previously carried the Placentia Bay mails in his sailing packet, and had been paid \$900/year for the service.
21. Job Brothers advertisement, *Evening Telegram*, 9 April 1896, p. 1. In fact, she did not sell as *The Mercantile Navy List*, 1899, continues to list the *Alert* under Job Brothers ownership (“Alphabetical List of British Registered Steam Vessels”, P.11), and Job Brothers was to receive a new contract for the *Alert* in 1897.
 22. *Minutes of the Honourable Executive Council 1897* (8 February 1897), CO 197/117, Colonial Office Records, UK Archives. The ending of the route at Grand Bank is in conflict with the listing of ports in the *Almanacs* of 1897, 1898, and 1899, which all indicate Burin as the terminus instead. Also, newspaper accounts of the period all seem to indicate Lamaline, somewhat further to the west, was the end of the western route.
 23. See, for example, “About the Alert”, *Evening Telegram*, 6 April 1898; and “The Alert Service” *Evening Telegram*, 28 May 1898.
 24. “Marine Notes”, *Evening Telegram*, 13 May 1899, p. 4.
 25. The *Alert* would later then be assigned to mail service on Green Bay (part of Notre Dame Bay), sailing from St. John’s in early June to take up this service. “Marine Notes”, *Evening Telegram*, June 1, 1899, p. 4.
 26. *Annual report of the Postmaster General*, 1899-1900. David Coady was, I believe, a resident of Burin, so would have had a working knowledge of the communities along his route.
 27. The earliest reported date for the “Placentia Bay T.P.O.” hammer is reported as 11 November 1899 in Stalker, B.T. (2004), *Travelling Post Office Postmarks of Newfoundland and Labrador*, Calgary AB: Auxano Philatelic Services/British North America Philatelic Society. (An earlier date of 5 November 1899 has subsequently been reported.) These dates would thus lead to the conclusion that the hammer was used aboard the *Kite* and the *Alert*, as well as aboard the *Argyle*, by David Coady, the mail officer assigned in May 1899 to this route. As the hammer does not appear in Pritchard and Andrews proof books (i.e., it would have been struck in the “missing” period), it remains an open question as to what the earliest date of use in 1899 could conceivably have been.

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THE DIFFERENT TWO RING NUMERAL 57'S OF PARIS, ONTARIO

Graham Searle *FCPS*

One of the most popular collecting areas for those who collect 19th century Canadian cancels is the two ring numerals. These cancels were issued just after Confederation to the sixty largest (by turnover) post offices in the newly formed Dominion with the largest (Montreal) being assigned number 1 and the smallest (Newmarket) number 60. It remains a considerable challenge to try and complete a full set of the sixty cancels most of which can be found on both the Large Queen and Small Queen stamps and a few of which are very rare indeed.

For the majority of the sixty post offices, just one type of numeral cancel can be found. There are, of course, fancy types to be found from Toronto (number 2), Ottawa (number 8) and Kingston (number 9) but the official two ring types are remarkably uniform in their style and appearance; with one rather notable exception (*1*).

Exactly 50 years ago, the late Stanley Cohen wrote a series of articles in *Maple Leaves* about cancels. One of these articles (*2*) covered the various numeral 57 cancels to be found – most, if not all, thought to be from Paris, Ontario. Amongst other things, he showed that there were at least two different official 2 ring ‘57’ hammers used in Paris – one with a short horizontal stroke in the 7 and other with a long horizontal stroke. (see fig 1 below).

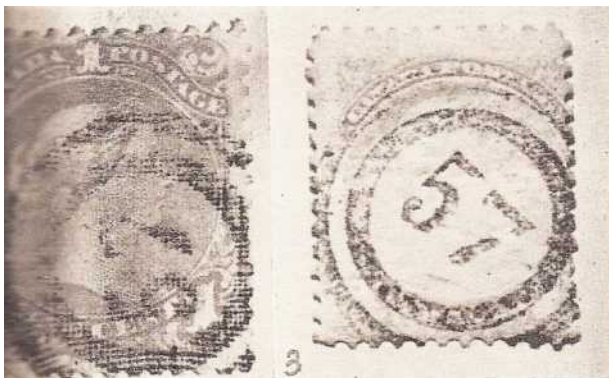




Fig 1 Two different 2 ring 57 cancels – note the length of the horizontal bar on the 7 (reproduced from ref 1).

That the post office in question should have been issued with two hammers is not so surprising. Recent study (*3*) has also highlighted the existence of two different hammers in use at London, Ontario which had the number 6 cancel.














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In his 1966 article, Cohen also illustrated a quite different 2 ring 57 which Jarrett had carried a picture of in his 1929 book – see fig 2 below. No example of this rather deformed cancel has ever been found on cover so it cannot be definitely placed in Paris but it has long been assumed to be a poor strike of a very worn example of one of the official 2 ring 57's above.



Fig 2 Deformed 2 ring 57 (re-produced from ref 1)

In the first edition of Dave Lacelle's book on Fancy Cancels (4) it is listed as type D89 with the following note:-

"Spurious, a poor strike of a worn two ring 57 cancel. Only one strike is known (on 3 cent LQ), it is smeared, and it is possible that the stamp was on an irregular surface when cancelled."

Recently, I came upon what I thought, at first sight, was this very stamp – a 3 cent Large Queen with a very deformed 2 ring 57 cancel. However, on a second look it became clear that this was not the same stamp as the one Cohen had illustrated back in 1966. It is shown in fig 3 and the cancel is clearly in a different position on the stamp. However, the deformed shape of the rings and of the numeral '5' in the fig 3 cancel are very similar to those in fig 2 leading one to suspect that these could be two examples of the same cancel were it not for the obviously shorter and squat numeral 7 in the fig 3 example compared to that in fig 2.



Fig 3 New example of deformed 2 ring 57 with squat numerals



Fig 4 Official 2 ring 57 also distorted but with much taller numerals

However, it has allowed me to undertake a more detailed, real life, comparison of this 'deformed' cancel and the 'deformed' version of the regular 2 ring 57. I show an example of the latter from my own collection in fig 4 alongside fig 3. Leaving aside the



deformations in both cancels, the most striking difference between the two is the size and shape of the numerals. Those in the 'official' cancel in fig 4 are relatively tall and thin (and comparable with the numerals in all of the other official two ring cancels). Those in fig 3 are much shorter and fatter. It is unclear to me how this difference can occur either from wear of the cancel or use on irregular surfaces (please let me know if you can work it out).

Wayne Smith in Canada kindly sent me a number of scans of distorted and unofficial '57' cancels from his own collection. The first of these, fig 5 opposite, appears to be identical to my own example in fig 3; having short and fat numerals. The two examples in fig 6 are similar to my fig 4 above and are probably distorted versions of the official 2 ring 57 with the distortions caused by the hammer being struck through cloth or struck with a wood rather than cork hammer. (I note that the Unitrade listing shows that the 2 ring 57 is known from both cork and wood strikes). (5)

So just how many different 2 ring 57's are there? Two, for sure. Three, quite probably. Four or even more, possibly. Good hunting!

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Fig 5



Fig 6

Oh, and for the record, there are at least two other 'fancy' 57 cancels that are believed to originate from Paris, Ontario. I show these in fig 7 below.

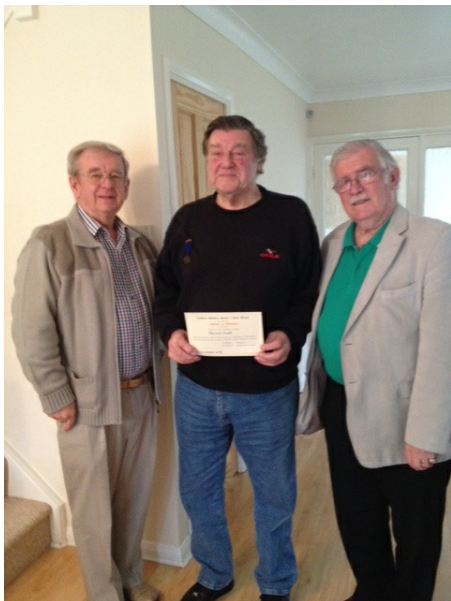


Fig 7 Two different 'fancy' 57's believed to be from Paris, Ontario. These are Lacelle types 160 and 161. (Images courtesy of Brian Hargreaves.)

Footnotes and References:-

1. There is also a second type of 'two-ring' 4 cancel known. The official cancel was issued to Halifax NS but a similar type with different numerals was created by the postmaster at Watson's Corner, Ontario.
2. Not So Much a Postage Stamp ... More a Way of Franking; S.F. Cohen, *Maple Leaves* Vol 11 No 5, June 1966 page 128.
3. Second type, 2 ring 6 London CW, Cancel Identified by Mike Halhed; *Confederation* Vol 55, Feb 2014, pp 4-5. *Confederation* is the Newsletter of the BNAPS Large and Small Queens Study Group.
4. Fancy Cancels on Canadian Stamps 1855 to 1950 by D.M. Lacelle , first edition April 2000.
5. Unitrade Specialized Catalogue of Canadian Stamps 2016 Edition, page 621. Published by The Unitrade Press, Toronto.

OUR NEW FELLOW



At our 2015 Convention in Carlisle, Derrick Scoot, our long serving Handbooks Manager, was elected a new Fellow of the Society. Unfortunately, Derrick could not be present for the award due to a family illness.

The picture on the left shows Derrick receiving his award from Past President, Brian Stalker and Chairman of the Fellows Committee, Colin Banfield who both caught up with him at a meeting of the London Group shortly after Convention.

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NEW TORONTO OVAL DEAD LETTER OFFICE HANDSTAMP

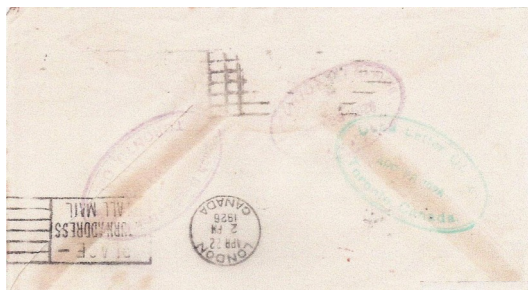
Gary Steele

**Dead Letter Office
APR 28 1926
Toronto, Canada.**



The proof date of the turquoise green oval Dead Letter Office (DLO) postmark in figure 1 above is not known. While there are many different oval Toronto DLO handstamps, only a few start with the words “Dead Letter Office”. Most start with the words “Branch Dead Letter Office”.

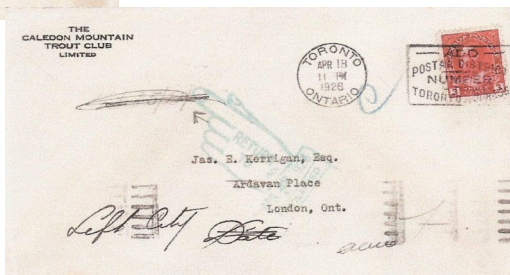
Of those that do start with “Dead Letter Office”, most have a letter or number above the date. Because this item has neither, we can conclude that a new handstamp has been discovered. The dimensions are 52mm x 31mm, double oval. All letters are sans-serif and mixed upper and lower case, with a period after “Canada”. To date, this is the only reported example of this handstamp. It has been assigned the Plain number TOR2b-q1.



Franked with a 3¢ Admiral stamp at Toronto on APR 18/1926, this letter was sent to London, Ont. where a manuscript “*Left City*” and “RE-TURN TO” pointing finger handstamp were applied. It was then sent back to Toronto on APR 22 after receiving a London machine mark-

ing. Received in the Toronto DLO on APR 24 1926, it was then processed before being mailed out on April 28 1926, likely in a Dead Letter Return envelope.

Members who have other examples of this handstamp, new DLO strikes, or examples of DLO postmarks previously know only from proof books, are asked to contact the author through the Editor of *Maple Leaves*. A scan or photocopy of both sides of any cover would be appreciated. Any new find will be illustrated in a future article.



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FINES ON TRANS-ATLANTIC LETTERS

Malcolm Montgomery

While re-arranging my collection of 'fined' British North American trans-Atlantic letters I realised that I had been remiss in not providing any articles on the subject to *'Maple Leaves'* for some time - this short article will, I hope, go some way towards rectifying that omission.

The first letter (shown in fig 1 overleaf) is an example of the British Post Office's determination to raise charges on the slightest pretext ... it is also, as far as I am aware, the only example of this practice on a letter to the Maritime Provinces. After a lengthy campaign, authority to raise fines on unpaid and underpaid trans-Atlantic letters was secured, at first only for Canada, effective 1st April 1859 (1); fines were first introduced on letters with New Brunswick and Nova Scotia the following year (2). A surcharge of sixpence was applied, in addition to the amount underpaid, to any letter found to be short paid.

This practice at first applied equally to letters correctly paid for one route, but re-routed by the Post Office under the first-packet-to-sail principle by a more expensive route. For instance, a letter correctly paid sixpence Sterling, or seven pence halfpenny Currency, twelve and a half cents, intended for a Canadian packet but carried by a British packet via the United States for which the charge was eight pence Sterling, or ten pence Currency, seventeen cents (3), would be charged the deficiency, twopence Sterling, plus a sixpence Sterling fine.

This fine was imposed even though the originator may have had no knowledge of how the letter might be routed. The public outrage was predictable and the procedure was quickly amended (4). However, the Post Office continued to fine those letters that were directed by the writers to a more expensive route, but prepaid only for a cheaper one (5). Since the vast majority of letters passing to and from the Maritime Provinces were carried by British packets to and from Halifax, Nova Scotia, for which the rate was only sixpence Sterling, to find one directed via New York, but paid only for the Halifax service is unusual, to say the least.

Figure 1 overleaf shows a letter from London, England to Sackville, New Brunswick, dated 9th November 1861, directed *'Via Queenstown per Asia via New York'* (6), for which the rate was eight pence Sterling, but prepaid only sixpence Sterling. The British Post Office has claimed five pence, the twopence deficiency plus half of the sixpence fine. From New York the letter was passed in a closed bag to St. John, New Brunswick, one of the New Brunswick exchange offices for British mails, where it is assumed the blue crayon charges were applied: at first '30' (cents, as thought it was a fully unpaid and fined letter, seventeen cents charge plus twelve and a half cents fine, rounded up),





Fig 1



Backstamps from fig 1.

corrected to '17c' (seventeen cents, five pence British claim, plus three pence, the other half of the fine).

The second cover, opposite, is rather more straightforward, and included more for the Irish rate handstamp than for its contribution to postal history. An unpaid letter carried by a

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Fig 2

Canadian (Allan Line) packet, due six pence Sterling, twelve and a half cents, and fined a further six pence, one shilling in all. On unpaid letters carried by Canadian Packets, the Canadian Post Office claimed eight pence Sterling, five pence for inland and ocean postage and three pence the half-fine. In the United Kingdom, such letters were charged

a shilling, including the other half of the fine; Dublin and possibly some other major offices in Ireland used a distinctive shilling handstamp (7).



Figure 2 shows a letter mailed from Kinkora, Canada West (8), to Dublin, Ireland, 17th December 1862. A letter posted unpaid and with a blue crayon '8' claim, sent to Portland, Maine, for a Canadian packet, the Allan Line 'North American' sailing on 20th December 1862 (9). It is not clear whether the letter was landed at Londonderry or Liverpool, probably the former as 'North American' was

scheduled to call there on 30th December and the letter arrived in Dublin on 31st December 1862, charged a shilling (10).

I have been unable to find a listing of the very distinctive Irish charge marks - James A. Mackay listed a penny and a shilling, both attributed to Dublin. I have seen two four penny handstamps (both well worn but seemingly different), three examples of six penny handstamps, of two distinct varieties, and three shilling handstamps all similar, two almost certainly Dublin, but one alongside a Derry transit mark. The one on the cover illustrated is missing part of its baseline, but that is probably not significant. I would be most grateful for more information and scans of other examples.



References:-

1. London Gazette, #22238, Friday, 11th March 1859, pp. 1090: Treasury Warrant, effective 1st April 1859.
2. London Gazette, #22288, Friday, 15th July 1859, pp. 2754-2755: Treasury Warrant effective 1st August 1859.
3. London Gazette #21565, Friday 23rd June 1854: Treasury Warrant, effective 1st August 1854. The breakdown of the rate was: United Kingdom inland, 1d; ocean, 4d; United States transit, 2d; Colonial inland 1d (Sterling). The exchange rate in this instance is 8d Sterling :10d Currency, 1 :1.25.
4. Packet Book Minute #564K, May 1859.
5. This procedure was regularised only some time later, in Packet Book Minute #195-0, 23rd February 1863 (after Treasury Warrants, 23rd March 1854 and 1st August 1859).
6. W. Hubbard & R.F. Winter, '*North Atlantic Mail Sailings*', p.47: '*Asia*' out of Liverpool 9th November calling at Queenstown 10th November, for New York 21st November 1861; the New York sailings no longer called at Halifax, N.S. If held for the sailing via Halifax the letter would have arrived at Sackville only on 10th December.
7. James A. Mackay, '*Surcharged Mail of the British Isles*', Plate XXII: a similar mark is attributed to Dublin; the example above, however is taller, and has a '~' lacking in Mackay's illustration; it may have been applied at Londonderry, the exchange office.
8. The postmark is indistinct, but no other post office seems to fit the recognisable letters; that said, it is slightly surprising that an 'Upper Canada' manuscript date hand-stamp was still in use. F.W. Campbell, '*Canada Post Offices 1755-1895*', p. 83.
9. W. Hubbard & R.F. Winter, '*North Atlantic Mail Sailings*', p. 140: Allan Line '*North American*', out of Portland 20th December, called Londonderry 31st December for Liverpool 31st December 1862.
10. London Gazette #21532, Friday, 17th March 1854, pp. 865-868: Treasury Warrant dated 15th March 1854, effective 23rd March 1854. London Gazette, #22238, Friday, 11th March 1859, pp. 1090: Treasury Warrant, dated 10th March 1859, effective 1st April 1859.

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CANADA PERFORATION VARIETIES ON FIRST-DECIMAL STAMPS

Richard Thompson

When I visited Geoffrey Whitworth in 1993 he showed me his 10¢ consort reference collection. In it he had one line for each printing order with six stamps/line generally three stamps of each colour when there were two colours for the printing order and two of each when there were three. Except there were only four stamps for the first printing order and there were three lines of six stamps each for the sixteenth printing order.

In his 10th printing order there were five red brown stamps and one bright clear brown red. This red stamp was perforated 11.9 X 11.8, the perforation you would expect for Printing Orders 10A to 18A but the colour really stood out as different.

Geoffrey published the explanation in an article in *Maple Leaves* Vol. 24 No. 2, April 1995 (1). In it he explained that during the perforating of printing 23A four perforating pins in a row on perforating Machine 'C' (average gauge 11.9) were broken, one at a time I presume, producing the stamps in fig. 1. Machine 'B' (average gauge 11.8) was brought out of retirement to perforate the remainder of printing 23 in the vertical direction.



Fig 1.

the four pins in a row on machine 'C' and the last few sheets perforated 11.8 in the horizontal direction and contributed a short article on this to *Maple Leaves* (2).

In 2008 I found a copy of a 2¢ Queen Victoria perforated 11.8 X 11.9, see fig. 2. My first thought was that it was from the second printing of the 2¢, but when compared, the colour was not right, so I went down the printings of the 2¢ until I found an exact colour match at the sixth Printing Order, normally perforated 11.9. Then I noticed that the sixth Printing Order had been ordered July 27, 1866, the same day as the 23rd

order for 10¢ stamps. Thus I concluded that all the 2¢ stamps of the 6th order had been perforated in the vertical direction and most in the horizontal direction before the breaking of



Fig 2



About five years ago a 10¢ Consort with four blind perforations in a row at the lower part of the west margin was offered in one of Dick Lamb's catalogues and described as being from printing 23, a duplicate of the stamps in fig 1. I immediately telephoned and asked for this lot. When the envelope arrived from Dick my first reaction was the colour is all wrong, fig. 3. I measured the perforations as 12.1 X 11.8, this did not fit with



Fig 3

printing 23A either. So I started comparing it with the stamps in printings 10A to 18A and found an exact match at printing 15B which is normally perforated 12.1 X 11.8. So the phenomenon of four broken perforating pins in a row had occurred earlier (in 1864) to Perforating Machine 'B' before it happened in 1866 to Perforating Machine 'C'.

References

- 1 Whitworth, Geoffrey, Perforation Variety on the 10c Consort, Maple Leaves, Vol. XXIV, No. 2, April, 1995.
- 2 Thompson, Richard, Perforation Variety on the 2c First Decimal, Maple Leaves, Vol. XXX No. 8, October 2008.

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SLOGAN POSTMARKS OF CANADA WORLD WAR II

PART 3 – PERSONAL BEHAVIOURAL CONTRIBUTIONS TO THE WAR EFFORT

Eldon C. Godfrey, FCA

As previously noted in Part 1, the ENLIST NOW slogan clearly encouraged young and fit Canadians to actively engage in the battlefields of war and many heeded the quiet call to duty; however, not all can be so engaged and so must turn to other means to support their country's efforts.

Part 2 looked at the financing of war and the raising of monies through personal savings.

In this Part 3, we are reminded that in times of war it is all the more important that citizens "waste not". The reminder to conserve resources and to turn the same to the war effort is found in the following slogans:

The first such slogan appeared in Ottawa on April 1, 1941 - SAVE METALS RAGS AND WASTE PAPER. This was reported in use for various periods during the years 1941 -1943 in ten (10) offices:-

Charlottetown, Edmonton, Halifax, New Westminster, Ottawa (2 dies),
Regina Term A, Saint John, Toronto, Vancouver and Winnipeg



*Fig 1 Previously unreported "blackout" cancellation used at Saint John, NB.
Censored by Canadian Censor #C. 325 (Saint John, N.B.), dated December 28, 1942*





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Fig 2 This is thought to be the first day of use of the 4¢ War Issue Definitive in Toronto. Unitrade states "There was no official first day in Ottawa." and notes "First issued at the Calgary main post office at 10:30 A.M. on April 9, 1943.

The bi-lingual companion slogan - SAVE YOUR SCRAP MATERIAL // CONSERVEZ VOS REBUTS – was reported in use for various periods during the years 1941 - 1943 in two (2) offices ; Montreal and Quebec.



Fig 3 Mailed from Montreal, P.Q. to London England on April 29, 1942. Censored by British Examiner

The next such slogan we see was one that looks rather odd in modern times - SAVE FAT FOR EXPLOSIVES – which was reported used in 1943 in Toronto



Fig 4 A 'drop letter' addressed to "City Hall, Toronto" on September 2, 1943

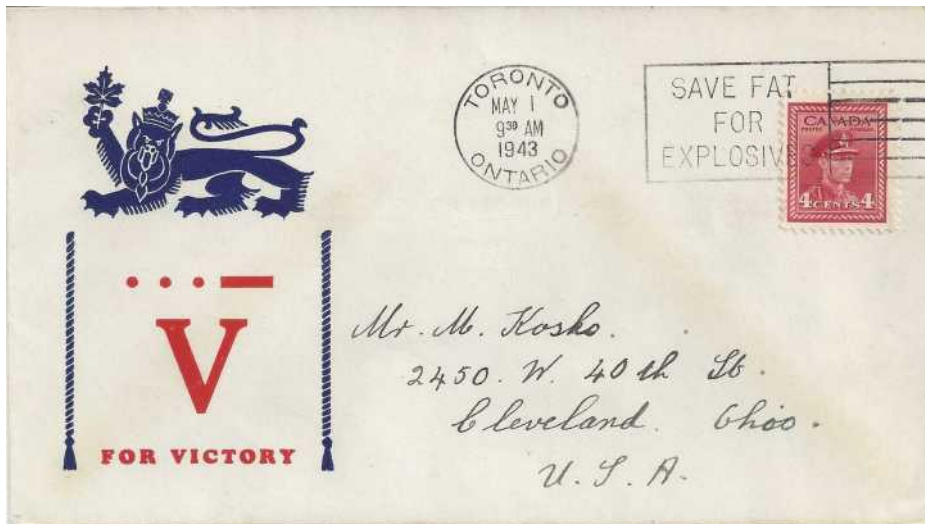


Fig 5 "Patriotic Cachet" emphasizes the need for support for the war effort. Mailed from Toronto to Cleveland, USA on May 1, 1943

Another scrap metal slogan appeared in Winnipeg in 1943. This was the - SUPPORT THE SCRAP METAL DRIVE JUNE 25 TO JULY 3 – slogan reported used only in 1943 in Winnipeg



Fig 6 Mailed from Winnipeg to Des Moines, Iowa on June 25, 1943, the Opening Day of the Drive.

The next widely used slogan was the - CONSERVE COAL SAVE ONE TON IN FIVE – type reported in use for various periods during the years 1943 to 1946 in sixteen (16) offices:-

Calgary	Charlottetown	Coleman	Edmonton
Halifax	Hamilton	London	New Westminster
Ottawa	Regina Term A	Saint John	Saskatoon
Toronto	Vancouver	Victoria and	Winnipeg

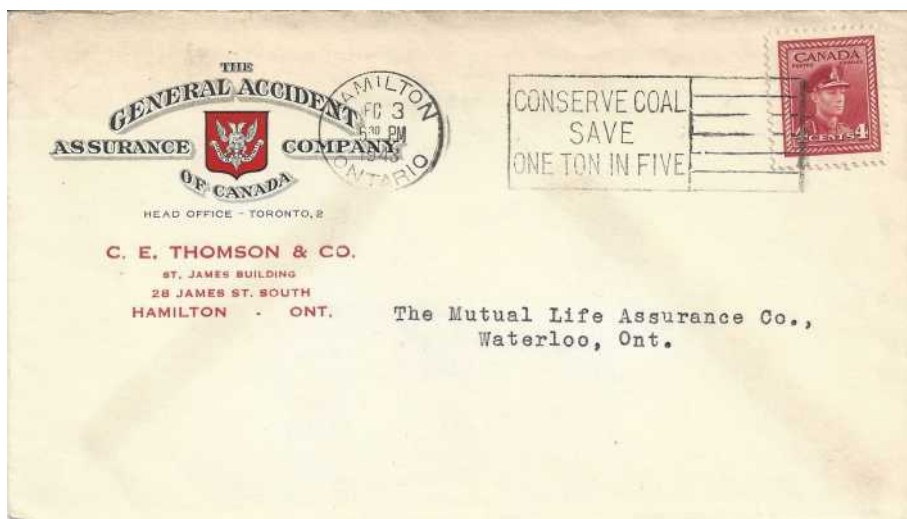


Fig 7 Mailed from Hamilton to Waterloo on December 3, 1943



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A bi-lingual version of this slogan can also be found, it reads - CONSERVE COAL // CONSERVEZ VOS CHARBONS – this type has been reported in use for various periods during the years 1943 – 1946 in two (2) offices; Montreal and Quebec.



Fig 8 Mailed from Quebec to Hainaut, Belgium on October 22, 1946

A uniquely Canadian slogan also appeared in this period. This was the - FILL A DITTY BAG – which was reported used in 1943 in Hamilton. A “Ditty Bag” is the term given to a small bag used to carry a person’s toiletries and other personal items.



Fig 9 Mailed from Hamilton to Bamberton, B.C. on September 16, 1943

As the war neared an end the government faced the problem of controlling inflation as manufacturing became less “war intensive” and goods and services became more readily available to the general public.

Through a postal slogan the public was reminded to - PAY NO MORE THAN CEILING PRICES – this type being reported in use for various periods during the years 1944 1947 in ten (10) offices:-

Charlottetown	Edmonton	Halifax	Ottawa
Regina Term A	Saint John	Sydney	Toronto
	Vancouver and	Winnipeg	



Fig 10 A ‘drop letter’ mailed in Vancouver on June 14, 1945. The use of the “black-out” dater hub is frustrated by commercial advertising.

The bi-lingual companion slogan - PAY NO MORE THAN CEILING PRICES / NE PAYEZ PAS PLUS QUE LE PRIX PLAFOND was reported in use for various periods during the years 1944 – 1947 in Montreal (see fig 11 opposite for an example).

Although the war had come to an end in Europe on May 7/8, 1945 (VE-DAY) and in Asia on August 14, 1945 (VJ-DAY) the continued requirement to provide for those in need remained. This gave rise to the slogan - SUPPORT NATIONAL CLOTHING COLLECTION OCT 1 – 20 – which has been reported in use during September and October 1945 in nine (9) offices (see fig 12 opposite)

Charlottetown	Calgary	Halifax
Ottawa	Regina	Saint John
Toronto	Vancouver and	Winnipeg

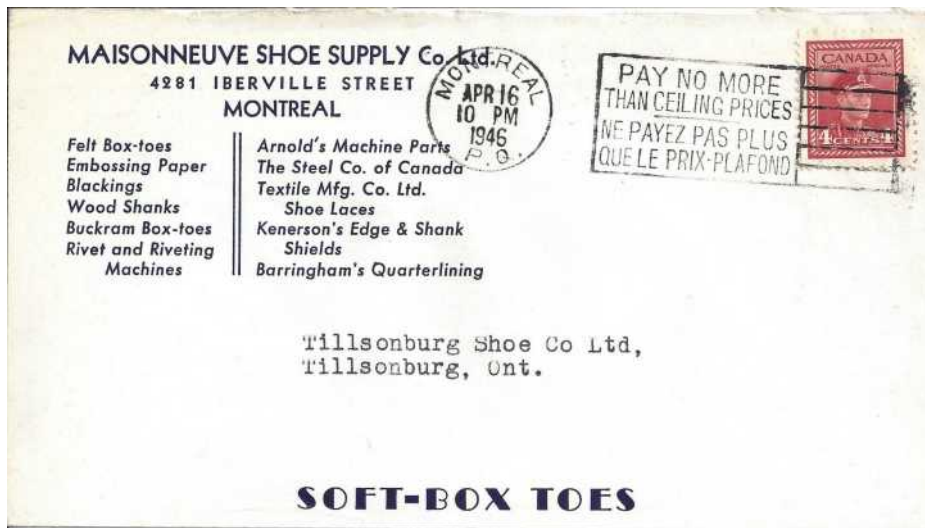


Fig 11 Mailed from Montreal to Tillsonburg, Ont. on April 16, 1946



Fig 12 Mailed from Vancouver to Hamilton, Ont. on October 4, 1945

The companion bi-lingual slogan - APPUYEZ NATIONAL CLOTHING COLLECTION OCT 1 - 20 SUPPORT - has been reported in use during the days of October 1 - 12 in Montreal



Fig 13 Mailed from Montreal to Tunbridge Wells, England on October 3, 1945

BNAPS 2016



The committee for BNAPS 2016 and the Fredericton District Stamp Club invite you to come to Fredericton in the fall of 2016. Located along the scenic Saint John River, this Capital City offers a wonderful mix of natural beauty, culture as well as the usual Maritime hospitality.

The spacious show venue will feature 160 exhibit frames and 20+ dealers. The dates for BNAPS 2016 are September 30 to October 2. A number of very special social events are being planned including a bus tour along the Saint John River to view the spectacular Fall Colours.

For more information, please visit the BNAPS 2016 FREDERICTON website at www.banps.org/bnapex2016/

or contact Ron Smith at +1 506 453 1792 ; rsmith0225@rogers.com



An ongoing reminder of the need to “waste not” was also found in the bi-lingual slogan - SAVE FOOD ECONOMISONS LES VIVRES – which has been reported in use during the period May 16 to August 8, 1946 in Montreal



Fig 14 Mailed from Montreal to Irvington, N.J., USA on May 31, 1946

The need to remain vigilant, as the experiences of World War II were replaced by the return to a “peace time” economy and lifestyle, emphasized the necessity of maintaining an effective armed force. This gave rise to the slogan - SERVE CANADA THROUGH CANADA’S ARMED SERVICES – which has been reported in use from August throughout 1948 in nine (9) offices

Charlottetown	Edmonton	Halifax
Ottawa	Regina	Saint John
Toronto	Vancouver	Winnipeg**

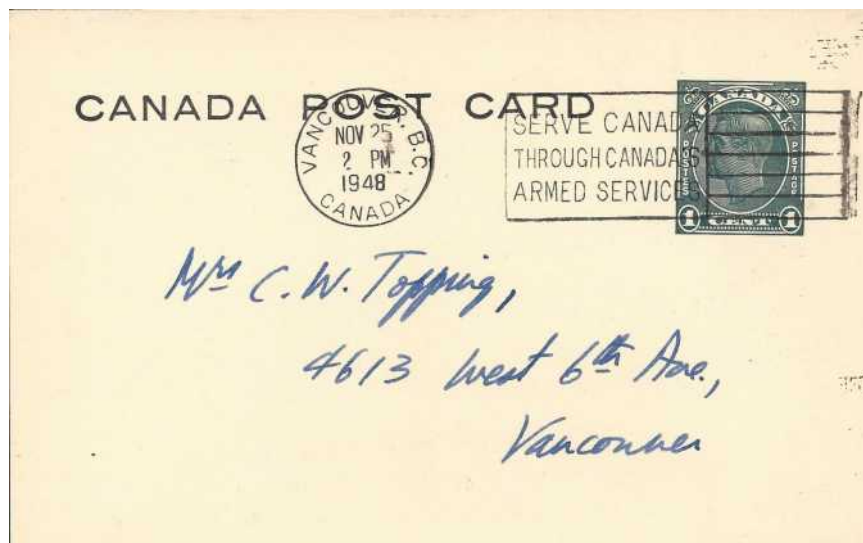
**Reported use in Winnipeg extends to January 11, 1949

See fig 15 overleaf for an example of this slogan.

References:

As to offices of use: Coutts Slogan Postmarks of Canada – Catalogue & Guidebook 3rd Edition – 2007 -- Cecil C. Coutts

As to reported periods and dates of use: The Coutts Detailed Slogan Database --- Postal History Society of Canada website



*Fig 15 Mailed within Vancouver on November 25, 1948
A post card reminder to "hear the candidates" in the forthcoming Civic Election*

LETTERS TO THE EDITOR

Nick Lazenby

QUEBEC TERCENTENARY STAMP WITH IMPERF MARGIN

Shown opposite in fig 1 is a 1908 picture postcard franked with a 2 cent Quebec Tercentenary stamp. It was in a box of mixed covers and quite unremarked. What caught my eye immediately, was the imperforate bottom margin. Such a thing is not supposed to exist on this stamp and I have never seen one before in some 45 years of collecting Canadian stamps.

An examination of other copies in my possession, both loose stamps and on cover, shows a fairly uniform vertical height of 25.5mm between the horizontal perforations. On the copy on this card, the distance between the imperforate bottom margin and the perforations on the top edge is some 28mm. The imperforate edge looks to have been guillotined, but not like a scissor cut, which would seem improbable on a copy attached to a card.

I wonder if our members have seen other copies with imperforate edges or can offer some explanations or comments on this example?



Fig 1

Andrew Lothian

POSTAL MARKING QUERY

Can you please give me some information regarding a postmark which reads:- "This was carried by the travelling letterbox to Toronto".

Can our members confirm what is a "travelling letterbox"? I would assume it to be similar to our T.P.O., where you could post a letter in Glasgow Central Station directly into the carriage, with a small premium paid. This was a service available a lot later in the day than any post box, or post office.

Mike Street

GLIMPSES OF CANADIANA

I greatly enjoyed John Courtis' "Glimpses of Canadiana through the eyes of Private Wrappers" in ML January 2016 and would like to add a few notes if I may.

a) The wrapper in Figure 3 was addressed to "West Kitsilano City". Kitsilano is a neighbourhood in the City of Vancouver, on the opposite side of Burrard Inlet from West Vancouver;



b) In addition to the Toronto flagship store, the Robert Simpson Company, figure 7, also had a major department store on St. Catherine Street in Montreal. (It was my favourite store when Christmas shopping in the 1950's and 60's.)

c) The Montreal BULLETIN D'HYGIENE - HEALTH BULLETIN, figure 10, was a bilingual, not French only, journal.

Nick Lazenby

5 CENT REGISTERED LETTER STAMPS WITH STRAIGHT EDGES

I have read, and been somewhat puzzled by, John Hillson's letter on pages 293 and 294 of the January issue of Maple Leaves - particularly what is said in the second paragraph concerning stamps with straight edges.

I enclose some photocopies from 'Registration Markings and the Registered Letter Stamps, an exhibit, plus ancillary material prepared and exhibited by Harry Lussey - BNAPS Exhibit series no 9, December 1998. (See fig 2 and 3 opposite for examples). This publication seems to tell a very different story regarding the stamps with guillo-tined margins from plate 2 of the 5 cents Registered Letter Stamp. Covers bearing these straight edge stamps do exist and some are illustrated on pages 194 to 198 of this same publication - all dating from 1892 and 1893.

I have kept my eyes open for these part imperforate 5 cents Registered Letter Stamps and have found six examples over a good many years, but they are hard to find.

(Editors note:- the magnum opus on these stamps - Canada's Registered Mail 1802 - 1909 by Harrison, Lussey and Arfken has a little more to say on these plate 2 straight edge stamps on pages 214 - 218. Having almost completed a plate reconstruction of plate 2, the authors confirmed that straight edges come from positions 6 - 10 and 86 to 90 (straight edge at bottom) and positions 21 - 25 and 91 to 95 (straight edge at top) but only from some printings made from plate 2, not all. They postulate that the straight edge stamps come from sheets printed at Montreal in 1892 when the Ottawa press had to be used for some more important work. A number of scenarios are provided which could explain the straight edged stamps but as to the exact reason..... as usual we will probably never know!)

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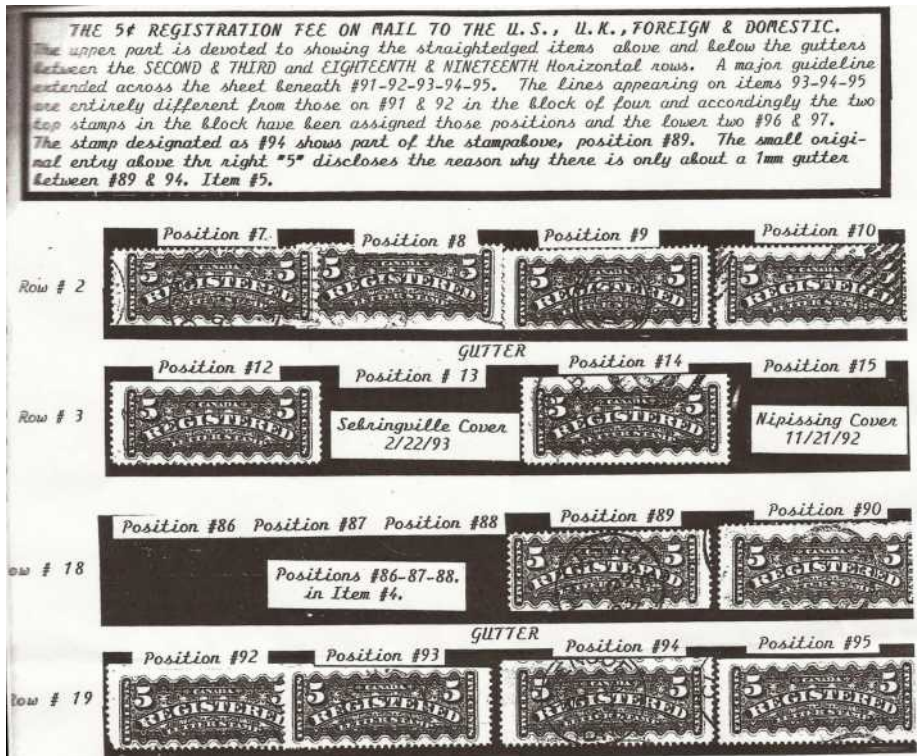


Fig 2

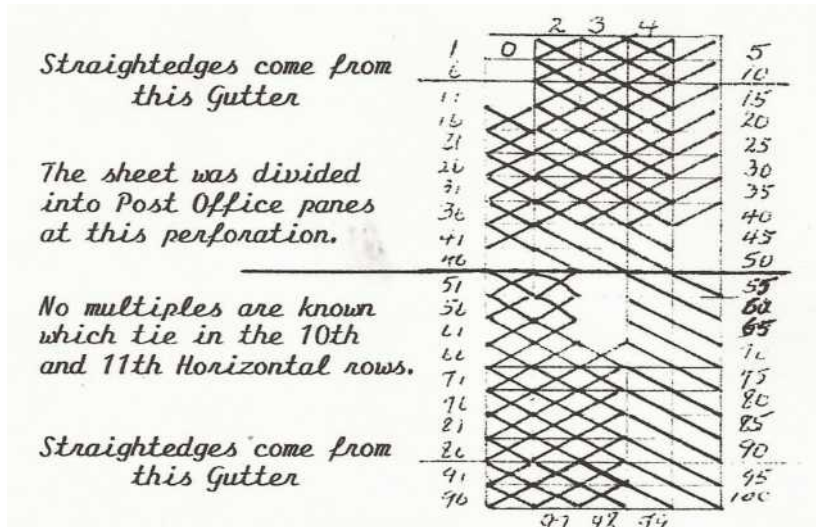


Fig 3 The 100 position 5 x 20 format of the plate 2 printings.



SOCIETY NEWS

FROM THE PRESIDENT

Plans are progressing well for our 70th Annual Convention at Kenilworth from Wednesday 19th October to Sunday 23rd. A draft programme for the event is listed below and I hope as many members as possible will be able to make it along for part or all of the event. A full partner's programme is being finalised and more details on that will be included in future issues.

We will once again be incorporating an informal bourse into the programme in the late evening sessions so if you have any material to sell please bring it along. A 10% commission charge, payable to the Society, applies to sales on an honesty basis and please note that members will be responsible for their own material during the event.

I would also encourage everyone attending to bring along something to share and display at the Members Display sessions on the Thursday. This is always a popular and highly varied event and displays can be anything from one sheet to 18 sheets maximum.

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 submitting your booking form to me to secure the Convention rates is **31st July 2016**. Extra nights, before and after the event, can be booked at these rates also.

The draft programme looks as follows:-

Wednesday 19th October

3.30 pm Welcome tea and coffee

6.00 pm Evening Meal

8.00 pm Display by **Peter Motson** - E R Krippner, from Saxony to San Francisco

8.00 pm Ladies informal get together

10.00 pm Informal Bourse and Auction Viewing

Thursday 20th October

8.30am Executive Committee Meeting

9.15 am **Member's Displays** – up to 18 sheets and up to 5 minutes presentation

10.30 am Coffee

10.45 am **Member's Displays** – 18 sheets continued

2.00 pm Visit to Warwick Castle

6.00 pm Evening Meal

8.00 pm Display by **Judith Edwards** – Labrador

8.00 pm Ladies meeting with presentation to be confirmed

10.00 pm Informal Bourse and Auction Viewing





Friday 21st October

8.45 am Fellows' Meeting
9.00 am Committee Meeting
10.15 am Coffee
10.30 am Display by **Colin Banfield** – Postal History of London, Ontario
2.00 pm Visit to Coventry with chance to explore the old and new Cathedrals, the shops and the Transport Museum
6.00 pm Evening Meal
8.00 pm Ladies meeting with presentation to be confirmed
8.00 pm Display by **Gareth Williams** – St Pierre and Miquelon
9.00 pm Display by **Iain Stevenson** – Postal Stationery of Canada
10.00 pm Informal Bourse and Auction Viewing

Saturday 22nd October

9.00 am Annual General Meeting
10.15 am Coffee
10.30 am Competition Entries and 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

Sunday 23rd October

Farewell after breakfast

Ken Flint

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 Holiday Inn, Kenilworth on Saturday 22nd October 2016, 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 22nd June 2016.

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 22nd June 2016.

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 22nd June 2016.

John Watson

FROM THE AUCTION MANAGER

Our next auction will be the Convention Auction in Kenilworth on 22nd October 2016. The deadline for receipt of consignments for sale in this auction is the **end of June 2016** and I would hope to have the Auction Catalogue online during August. As usual, paper copies of the catalogue (minus the pictures) can be mailed out on request to any member who does not have easy internet access. Commission rates for sellers are the usual 10% with no buyers premium. Recent sales have featured some impressive rarities and equally impressive selling prices so I would urge all members to hunt out their duplicates and unwanted material and to support the Society by placing this material for sale in the Society auction.

Graham Searle. FCPS

LONDON GROUP

Our 2015/16 season of meetings continues through to June. We meet monthly on the third Monday of the month with meetings commencing approx. 1230hrs for around 2 hours followed by a late pub lunch (see Forthcoming Events on page 360 for details). All meetings are held at 31 Barley Hills, Thorley Park, Bishops Stortford. All members are welcome and are requested to bring along a few sheets to each meeting. 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 9th 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.





MIDLANDS GROUP

The Midlands Group will be holding a get together at the WORPEX exhibition which is being held on Saturday 14 May at the Tudor Grange Academy in Worcester from 10am to 3.30pm. Details of the event can be obtained from **Ken Flint**.

NEW BOOKS

There is no room for book reviews in this issue so we confine ourselves to some news on new books that have been recently published that may be of interest to members.

Catalogue des marques postales du Québec, 1763-1867 by Cimon Morin and Jacques Poitras, Available from the Société d'histoire postale du Québec, 2016, xii, 157pp., 18 x 22 cm, ISBN 978-92067-50-3. This new volume details and illustrates all the recorded postmarks from the Province of Quebec from 1763 to 1867 along with details of all the post offices that were open in this period. The book will be launched at the Lakeshore stamp club exhibition on 2 April 2016 and will also be available at Orapex and from the Quebec PH Society. It is priced at a very reasonable \$10 plus postage. The text is in French.

Canada's Caricature and Landscape Issues – an exhibit prepared by Larry Margetish. (BNAPS Exhibit series no 85) 2015, 126pp, ISBN 978-1-927119-57-0 (colour edition). Available from Sparks Auctions in Ottawa. Covers what is probably the finest ever collection of these modern issues from the early 1970's. Priced at \$60 for the colour edition with the usual discounts for BNAPS members and postage to add on. The review copy is available to borrow from the CPSGB Library.

Canadian Mail by Rail 1853 – 1923 – an exhibit prepared by Peter McCarthy OTB (BNAPS Exhibit series no 86), 2015, 102pp, ISBN 978-1-927119-58-7 (colour edition). Available from Sparks Auctions in Ottawa. Covers the Railway Post Office Markings used on the Grand Trunk and Great Western Railways between Island Pond, Vermont and Sarnia and Windsor, Canada West/ Ontario. Priced at \$55 for the colour edition (other pricing info as above). Once again, the review copy is available to borrow from the CPSGB Library.

Unitrade Catalogue of Canadian Stamps 2016 published by the Unitrade Press in Toronto. 720pp. ISBN 1-894763-53-X. Suggested retail price is \$47.95, available from all good philatelic suppliers. This 2016 edition covers all issues up to July 2015 and includes a significant number of new stamp varieties, the majority of which are well illustrated. It remains the premier catalogue for the BNA collector. Don't expect too many price increases though there are several in the earlier (pre 1935) issues and even a couple of high profile price reductions - the 12d black and the Seaway invert have both been marked down since my last copy - the 2013 edition.





AMENDMENTS TO MEMBERSHIP to 15th MARCH 2016

New Members:-

- 3041 GODFREY, Alan Daniel; 33 Patrick Road, Caversham, Reading, Berks RG4 8DD;
e mail alan.godfrey4@btopenworld.com; N
3042 BAXTER, Peter; Woodcote, Ruspidge Road, Cinderford, Gloucestershire GL14 3AH;
e mail peebaxter@outlook.com; C
3043 TEYSSIER, Gregoire; 1316 Nelles, Quebec, QC, Canada G1W 3B6; e mail
gteyssier@videotron.ca; CAN PH
3044 PRESTON, Stephan; 426 Durham Street, Mount Airy, North Carolina, USA
27030- 4514

Change of Address and Corrections to Address:-

- 2966 HARRIS, Sarah Kate; 27 Parc Howard Avenue, Llanelli, SA15 3LQ

Resigned:-

- 2930 WHITE, Owen (illness)

Revised Total:- 282

FORTHCOMING EVENTS

2016

Apr 9 CPSGB Scotland and North of England Group Meeting, Moffat

Apr 15-16 Scottish Congress and Exhibition – Perth

Apr 18 CPSGB London Group Meeting

Apr 30 – May 1 ORAPEX National Stamp Show, RA Centre, Ottawa

May 14 CPSGB Midlands Group Meeting - WORPEX

May 16 CPSGB London Group Meeting

May 28 – Jun 4 FIP, World Stamp Show – New York

June 20 CPSGB London Group Meeting

Jul 15 – 16 York Stamp & Coin Fair, York Racecourse

Jul 21 – 24 Philatelic Congress of GB, Cambridge

Aug 19 – 21 Royale 2016 Royal, Kitchener, Ontario

Sept 14 – 17 Autumn Stampex, BDC Islington, London

Sept 30 – Oct 2 BNAPEX 2016, Fredericton, New Brunswick

Oct 8 ASPS Stamp & Postcard Fair and Convention, Ardingly

Oct 14 – 15 SCOTEX, Perth

Oct 15 - 16 CANPEX, London Ontario

Oct 19 – 23 CPSGB Convention, Holiday Inn, Kenilworth

Oct 29 CPSGB Scotland and North of England Group Meeting, Moffat.

2017

May 26 - 28 Royale 2017 Royal, Boucherville, Quebec

Jul 8 MIDPEX, Warwickshire Exhibition Centre

Oct 4 – 8 CPSGB Convention, Grant Arms Hotel, Grantown – on - Spey





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