



JOURNAL OF THE
CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN

Maple Leaves

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Whole No. 193

Vol. 19 No. 1

June, 1983



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MAPLE LEAVES

Journal of

THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

INCORPORATED 1946

Founder:

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Edited by L. F. Gillam, F.C.P.S.

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Vol. 19 No. 1

JUNE, 1983

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EDITORIAL

GOING, GOING, GONE!

The 358th sale of Cavendish Philatelic Auctions held on the 12th February last in their sale room in Derby was the scene of some frantic bidding which certainly nailed the belief that the stamp trade is in the doldrums. Of the 101 lots of Canadian material on offer no less than 74 exceeded the estimated prices, many to a degree which will certainly raise the eyebrows of our readers. Most of the lots were the property of our well-known member and Past President, Graham George, whose collection of pre-stamp covers, postal history and postmark material attracted bidding that left even Geoffrey Manton breathless, if not speechless, as he tried to keep up with the contestants. Hardened as he is to "spirited" bidding, this was certainly one auction sale that he will not forget. The "floor" carried him along. There was no question of coaxing. It was a matter of trying to control the frenetic activity below the rostrum where bidders vied with each other for the many delectable items on offer, with no holds barred! One lot of Canadian covers with "interesting markings" and estimated at £100 finally fell under the hammer at £525. Another, a 10 cents Small Queen on cover, modestly expected to fetch £35 found a new owner who considered £205 to be about the right price! These are but two of the many instances which reflect the demand for good Canadian material. Many more could be quoted if space

permitted. On reflection, to call Graham's collection "good" does him a grave injustice. For "good" substitute "superb", the right adjective and one that is a tribute to a discerning collector who over the years has undoubtedly derived considerable pleasure from his hobby, and his study of the wide field of Canadian philately and postal history. Without the latter none of this would have been possible. There is a moral here that we have no need to stress.

So much for those who have been telling us that the stamp market was "depressed". They ought to go to Derby, London, New York or Toronto for that matter. A letter from Bernard Harmer, which followed closely on the heels of the "good news from Derby" (kindly supplied by our member, Frank Laycock, the new proprietor of Cavendish Philatelic Auctions) informs us that Harmer's New York sales of January and London of February totalled almost one million pounds and "showed a remarkable increase in activity in bidding both by mail and in person". (All of which adds up to a considerable rebuff to the dismal Jimmies who cannot recognise a bull when they see one and who insist that it is a bear!) If that were not enough, a letter from Charles Shoemaker, of Jim A. Hennok Ltd., the well-known stamp dealers of Toronto, informs us that "the stamp trade in Canada is clearly flourishing despite the *RECENT* (our italics) depression". In testimony of that he goes on to say that "Downtown Toronto, at the corner of Adelaide and Victoria, is the site chosen for Canada's Postage Stamp Centre". Here, it will provide for the first time, a permanent location where stamp collectors can browse among the stock of many leading dealers. The Centre opens Monday to Saturday from 10 a.m. to 5.30 p.m. Things are clearly looking up!

AWARDS TO MEMBERS

We are pleased to announce that there is at least one reader of the editorial columns! We are much more pleased, however, to announce that our President and Secretary, David Sessions, was awarded a bronze-silver at "Stampex" for his recently-published book, "The early rapid cancelling machines of Canada" and a silver for the same entry in the Postal History Section.

INDEX TO VOLUME 18

We are indebted to Eric Killingley for the compilation of the above and which is inset in this issue. In this connection we should be grateful for any information which members might have of a binding service so that this can be publicised in our next issue.

CONVENTION AUCTION

Also inset with this issue is the Auction Catalogue. Convention auction takes place at the Grand Hotel, Bristol on Saturday, 20th August at 2 p.m. All members who intend to bid by post are requested to send the bidding form as soon as possible. In the event of 'tie' bids the first bid received will take precedence. For full details refer to the catalogue.

FROM THE PRESIDENT

With this issue of *Maple Leaves* you should receive your copy of the auction catalogue; it's full of 'goodies' and I hope every member can find something of interest in this extensive list of items. May I take this opportunity of publicly thanking those members, both here in the U.K. and from overseas, who took the trouble to submit material; I hope your effort will be well rewarded.

As experienced collectors will know, the best buying results come from being there in the room so, even if you cannot make it for the whole Convention, why not drop into the 'Grand' on Saturday, August 20? As you will see, postal viewing facilities are available to U.K. members for most lots and all lots will be on view on the Thursday and Friday of Convention. If you are planning to come to Convention and have not yet returned your booking form then please do so right away as our block reservation only holds until the end of June.

Any overseas members who have not yet contacted me but wish to join in please airmail or telephone straight away; the £/\$ relationship is still very much in your favour!

THE EXCHANGE PACKET from the PACKET SECRETARY

The 1982 packet sales were not unsatisfactory, and to date results indicate that this figure will at least be reached again. But this is not the whole picture by any means.

I think the wider view is the wiser one, and when I review the sources of material which give these results, I cannot escape the conclusion that the burden of contributing rests on too few willing shoulders.

The names of certain members keeps recurring, and frankly without them there would be no packet. They send not merely the once-a-year donation, but a number of books annually, and in some cases an almost unfailing supply of books. I feel this should be said, and read, for the society as a whole benefits quite considerably from their loyalty and industry.

I am well aware that many members may not have the surplus material to send, even on a modest scale, but I am also well aware that there are other members who could send in material for the Exchange Packet, but who choose to stand aside.

No words will be wasted in reference to the varying reasons for this, but from my viewpoint there are too few members who think it a worthwhile thing to take part in the active life of the society, and do so by contributing when they can to the Exchange Packet. It may be said that there will always be such members. That may be so, but my point, I think, loses nothing in the telling, and if you feel you should respond, the packet is waiting and at your service.

I need at least 400 books annually to a value exceeding £10,000. There is opportunity for all with surplus material to sell.

R. Grigson.

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ADMIRAL NOTEBOOK (Part 6)

by J. Hannah, F.C.P.S.

Since the last Note the late George C. Marler's new book on the Admirals has come to hand and, as was expected, it is undoubtedly the most advanced work of reference on the stamps of this fascinating issue. The detailed studies take us to the stage of the plate when a proof sheet was printed and there is a comprehensive listing of plate varieties as identified from this state of the printing plates. However as we know plate repairs were also undertaken, and other features could appear, at later stages in the life of the printing plates. These important, additional constant plate varieties have also to be recorded and identified as to plate and, if possible, position. We must therefore carry on George Marler's good work.

As to the identification of the various plates of the Original Die of the Two cents Carmine, which at the moment is the subject matter of these Notes, in the light of the new information, the plate type I have been following will be amended as necessary as these Notes proceed. I hope therefore, they will continue to be of interest to the Admiral enthusiast.

2 Cents — Plate 9

We can readily identify most of the subjects from this plate which have a series of three breaks in the upper third of the vertical line of the right numeral box. (Fig. 1)



Fig. 1)

Marler states that several subjects from the Lower Left Pane of Plate 15 also show these breaks in the numeral box which are so typical of Plate 9. It would appear that when the transfer roll subject was selected some four months later, the same subject was taken to engrave Plate 15 as had been used for Plate 9. The further use of this particular subject seems to have caused another break in the relief with the loss of the top dot of colour in the vertical line of the numeral box to give us the feature typical of Plates 15 and 16. This change in the state of the transfer roll subject will be referred to later.

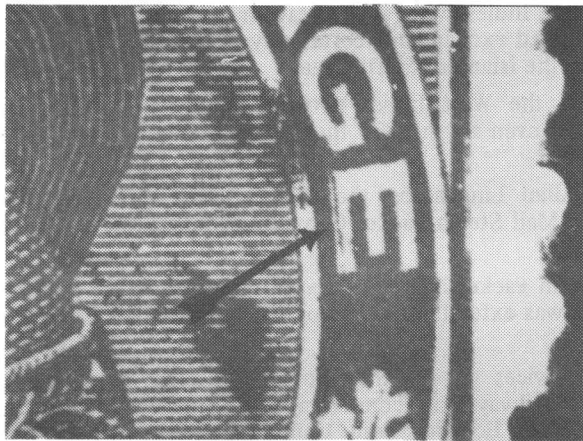
To return to Plate 9, I have this type in two imprint strips and a mint block. However, from the mass of used copies of this stamp examined by me I could find only 11 dated copies of this type from the period July to September 1912 and even undated copies were not numerous.

From the relatively few examples from this plate I was fortunate to find a worthwhile re-entry which is listed in the new book but is not illustrated. It is recorded as stamp 95 of the lower right pane with marks of colour in the letters CANADA, strongest in the letters CAN. There is also a series of dots of colour following the curve of the inner oval portrait border as shown — (Fig. 2).



(Fig. 2)

I also found two copies of a minor re-entry which may be of interest when illustrated. It is listed by Marler as stamp 89 of the Upper Right Pane. There are faint signs of doubling in the letters C and D of CANADA along with a strong line of colour in the bottom arm of E of POSTAGE. There is also a short line of colour to the right of the band of colour just below the E of POSTAGE as shown — (Fig. 3).



(Fig. 3)

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THE LETTER & POSTCARD RATES OF CANADA (Part 6) by Dr. M. W. Carstairs, F.C.P.S.

South American Rates

Fortunately the postal rates and routes to South America are less complex than those to the West Indies and Central America. Great Britain had always regarded the West Indies with special favour and in the late 18th Century had even considered exchanging "certain icy wastes called Canada" with France in return for the Island of Martinique.

In comparison with the West Indies network, the South American services were meagre, but even so, in 1875 there are a number of routes to consider.

First the familiar Allan Line across the Atlantic (Route A) and then back again by the Royal Mail Steam Packet Company from Southampton to Rio de Janeiro.

The Royal Mail Steam Packet had started a monthly service in January 1851. In June 1869 it was extended to Buenos Aires and in 1872 became fortnightly.

Other Royal Mail services ran via St. Thomas to Colon, crossing the isthmus by Aspinwall's railway and connecting with the Pacific Steam Navigation Company to reach Ecuador, Peru, Chile and Bolivia. All of these I will include under Route G, but it should be noted that letters carried on the English leg of the journey by the Cunard line instead of the Allan cost 2c extra per ½oz.

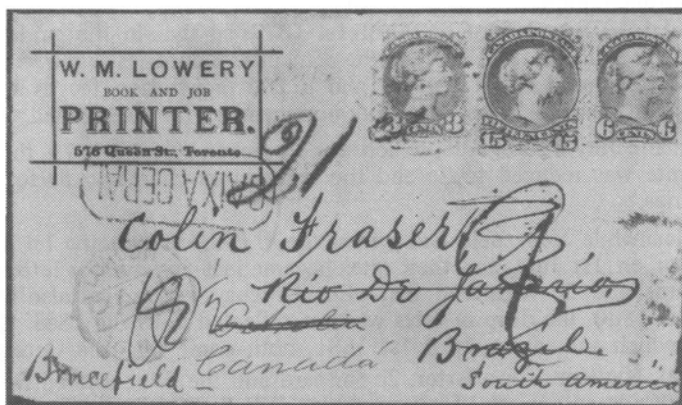
By route G the Eastern half of the Continent, Argentina, Brazil, Surinam, Uruguay and Venezuela could all be reached for 28c/½oz. in 1875 but registration was allowed only to Surinam and Venezuela for a fee of 20c.

For the longer route to the Western half of the Continent the rate was 40c/½oz. for Bolivia, Chile, Ecuador and Peru and no registered items were accepted.

In 1876 the rate for Brazil fell to 24c/½oz. and a registered letter service was introduced for 20c extra to Chile as well as Brazil. A cover of 1877 illustrating the 24c rate is shown as Fig (i). However the registration service was withdrawn to Venezuela, perhaps because of political unrest.

In the 1877 guide the rates have fallen again. Letters to Brazil and Surinam now cost 16c per ½oz. and a registration charge of 16c and from August 1st 1878 the U.P.U. rates started to come in and bring about even cheaper postage.

Paraguay does not appear in the Postal Guides of 1877 or 1878, but in the 1879 guide correct to 1st August 1878 mail was received via Brazil for 27c/½oz. which was reduced to 17c/½oz. from July 1st 1879. On joining the U.P.U. on July 1st 1881 the rate became 5c per ½oz., postcards were accepted for 2c and registered items allowed for 5c extra. In January 1885 the letter rate was raised to 10c per ½oz. but dropped again to 5c in January 1888.



(Fig. 1) Cover from Toronto to Brazil via England (routes A & G) May 1877. rates at 24c/½oz.

Sandy Point, Patagonia appears as a separate entity in the 1879 guide with a letter rate of 27c/½oz., which continues until January, 1886 when the rate dropped to 10c/½oz. for letters and cards were allowed at 2c and registered items for a fee of 5c. Sandy Point was part of Chile, and should have been included in the U.P.U. framework when Chile joined in 1881, but it would appear it was forgotten. It is now Punta Arenas.

In 1875 it was quicker and cheaper to send a letter to the Western side of the Continent by routing it overland to New York to catch the British packet for St. Thomas and Colon, across the isthmus and again connect with the Pacific Steam Navigation Co. for the voyage south. This I will call route H.

The Pacific Steam Navigation Company had been created by William Wheelwright from Massachusetts, who failing to get United States support, secured a Royal Charter of Incorporation from Britain in 1839.

His first two ships, the Paddle Steamers "Peru" and "Chile" reached Valparaiso after a long voyage from England via Cape Horn, and by 1865 he had twelve steamers providing a fortnightly service from Valparaiso to Panama. Later, in 1879, Bolivia lost her access to the Pacific and Peru lost a lot of territory in their disastrous war with Chile in 1879; but it did not appear to affect the Mail routes.

By route H, which cut out two Atlantic crossings, the rates in 1875 were only 20c per ½oz. with a registration fee of 12c to Bolivia, Chile, Ecuador and Peru.

With the birth of the U.P.U. and the enforced drops in postal charges of member states the picture in routes G & H changed dramatically as the countries joined the Union.

Surinam joined on May 1st 1877, Brazil on July 1st 1877, Argentina April 1st 1878 and Peru on April 1st 1879, so that in the guide of 1879 correct to August 1st 1878, all these member countries required a 10c per ½oz. letter rate, a 4c postcard and a 10c registration fee as they were considered remote areas, but the non-member rates remained the same.

In the July 1880 guide, which was correct to July 1st 1879, the 4c postcard rate was reduced to 2c and the registration charge to 5c for member countries.

Meanwhile Venezuela had joined the U.P.U. on January 1st 1880 and Ecuador on 1st July, and their rates became just 5c/½oz. for letters, 2c for postcards and 5c registered fee. For Uruguay which had also joined on July 1st 1880, the drop in rates was not reflected until the 1881 guide, and Chile which joined on April 1st 1881, both come into the October 1882 guide at 10c/½oz. for a letter, 2c for card and the 5c registered fee as they were considered remote. Uruguay which initially had dropped to a 5c letter rate in 1881 was back up to 10c/½oz. from 1885-1888.

On April 1st 1886 Bolivia, the last of the South American countries to stay outside the U.P.U. joined, and by 1888 all of them accepted letters at 5c per ½oz.

We have met route E, the Royal Mail Steamship route from New York to the West Indies before, and by 1875 its steamers were serving the Northern countries of the continent, French Guiana, Surinam and Venezuela for 16c per ½oz. for a letter and a 12c registration fee. There was also a closed mail to Ecuador via Panama for 23c per ½oz. which can fit in here and which lasted until July 1st 1879. But see under route H.

French Guiana joined the U.P.U. with the other French Colonies on July 1st 1876 and from 1st August 1878 both Surinam and French Guiana are quoted for a 10c per ½oz. letter rate, a 4c postcard and a 10c registration rate. Letters for Venezuela also went for 10c per ½ oz., but there were no postcards or registry service until it joined the U.P.U. (see under route H).

In 1875 the United States was running a packet of their own down the Eastern seaboard to Venezuela and Brazil direct, and then on to the Argentine, Paraguay and Uruguay. This I call route I.

For Venezuela the rate was 13c per ½oz., for Brazil 18c and for the Argentine, Paraguay and Uruguay 26c/½oz. Registered letters were accepted for Brazil for 12c. In 1876 the rate to Venezuela was increased to 16c/½oz. but in the 1877 guide there is no further mention of this route and it is presumed to have stopped.

Route J was a small feeder service to the Falkland Islands.

From 1873-1880 the Falklands Islands Company used a couple of schooners, the "Black Hawk" and the "Sparrow Hawk" to meet the Royal Mail steam packet of Route G at Montevideo, Uruguay, and transfer the mail to the Islands. From 1880 to 1900 the Germon Kosmos Line took over and called at Stanley on their monthly steamer from London to San Francisco via

Punta Arenas.

The rate was 16c per ½oz. for a letter plus a fee of 20c for registration in 1875 which dropped to 16c in 1877.

By a remarkable co-incidence a cover posted in Montreal on March 12th 1877 and passing through London on 29 March to arrive at the Falkland Islands on June 21st 1877 has survived and it is illustrated in Fig. 2.

From August 1st 1878 U.P.U. rates of 10c/½oz. for letters, 4c for cards and 10c registration applied, and as expected from July 1st 1879 2c for post-cards and 5c registration. The Falklands had joined the U.P.U. on January 1st 1879.

By 1891 the letter rate had fallen to 5c/½oz.

Lastly there was a short lived monthly service by the Cunard Line from Halifax, Nova Scotia to Rio de Janeiro in 1882 and 1883 which served only the Argentine, Brazil and Uruguay at cheap rates of postage of 5c/½oz., instead of the 10c/½oz. by route G, and it must have been quicker. However like route I it did not last, and the rates anyway were to come down to the uniform 5c/½oz. by 1888. I have called this route K.



(Fig. 2) Cover from Montreal 1877 to the Falkland Islands via London and Southampton and Montevideo. Marked "Too Late" probably at Halifax as it had to await the sailing of the "Caspian" on 17 March to reach Liverpool on 29 March.

(Both illustrations "Courtesy W. E. Lea Ltd.")

1906 POSTAGE DUE ISSUE — SOME NEW THOUGHTS by N. B. Lazenby

Having been accumulating Canadian Postage Due stamps for some ten years or more I have read with interest a number of recent articles by Mr. G. A. Wallace commencing with that in the August 1979 issue of *Maple Leaves*. There are a number of statements made by him with regard to several issues of Postage Due stamps that I might dispute having regard to my own collection, but would like, here, to draw attention to a number of points with regard to the 1 cent, 2 cents and 5 cents values of the first issue.

These three stamps, it seems to me, have to be viewed as running in parallel to the Admiral issue. It is already well known that both Postage Due stamps and the Admiral stamps were printed by both wet and dry printing methods and also that all three Postage Due stamps and three values of the Admiral stamps were for a while printed on a thinner inferior paper. It will be noted that the changeover from wet to dry printing method and the printing on the thinner paper both occurred in the early to mid 1920's. A study of the Admiral issue for this period would reveal one other major change i.e. new dies were made for the 1 cent and 3 cents values and the die of the 2 cents value was re-engraved. This change took place about 1924-1925. Having examined quite closely the copies I have acquired of the three values of the Postage Due issue it is clear to me that new dies were prepared for all three values at about the same time and that in all probability all printings by the wet method utilised plates made from the original dies and all printings by the dry method utilised plates made from the new dies.

Figs. 1, 2 and 3 illustrate stamps from each die and indicate the most easily seen differences between the new dies and the original ones. There are other minor differences. I do not, unfortunately, have access to plate block material of these stamps but if my thesis is correct a 5 cents stamp could not possibly be printed from plate A3 for both a wet printing on thinner paper and a dry printing in the 1928 dark violet shade as stated by Robson Lowe in Volume V of his Encyclopedia and referred to by Mr. Wallace in his article "Unrecorded Postage Due Re-entry" in the June 1982 *Maple Leaves*. All my copies printed on the thinner paper show the characteristics of DIE I and all my copies in the late shades printed by the dry method show the characteristics of DIE II.

Mr. Wallace in his article in the June 1982 *Maple Leaves* also refers to a sheet of 200 impressions being cut into two panes of 100 in a 10 by 10 format. This repeats exactly what is said by Robson Lowe in his Encyclopedia. However I think this statement is open to question. On page 225 of his Encyclopedia and referring to the Admiral issue Robson Lowe states :— "The printing plates produced sheets of 200 or 400 which were divided to yield the Post Office sheets of 100. There were four types :—

- A. 200 subjects 20 x 10 divided by a vertical gutter
- B. 400 subjects 20 x 20 divided by vertical and horizontal gutters
- C. 200 subjects 20 x 10
- D. 400 subjects 20 x 20

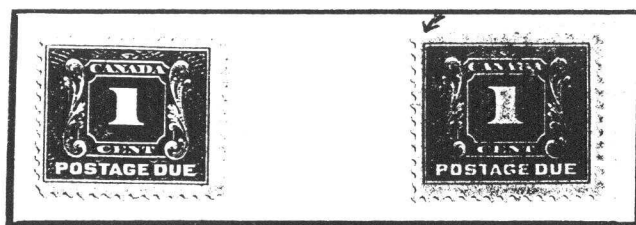
Type C was guillotined vertically and type D vertically and horizontally into the Post Office sheets thus producing stamps with one or two straight edges. Until January 1914 only types A and B were used."

An examination of the Postage Due stamps in my collection reveals examples with straight edges *both on horizontal and vertical sides and on adjacent sides*. The only inference I can make from this is that they came from a sheet of 200 impressions divided into four panes of 50 in a 10 x 5 format or from a sheet of 400 impressions divided into four panes of 100 in a 10 x 10 format, but not as stated by Robson Lowe in respect of the Postage Due stamps. It also appears that the straight edge copies are to be found amongst the DIE I copies in shades appearing to date from sometime during World War I onwards, and amongst the DIE II copies. If ever there was a demonstration of the importance and relevance of the often despised straight edge copies of Canadian sheet stamps, this is it, as such copies not only give an indication of overall sheet format but can also assist in dating shades at least approximately. It would seem probable that stamps produced during the first eight years (including some distinctive shades) came from sheets type A or B with no straight edges and that subsequently they came from sheets type C or D producing some stamps with straight edges. It is not inconceivable that both type C and D were used and guillotined into panes of 100 in which case stamps with a horizontal straight edge could only come from a sheet type D. Two other points with regard to Robson Lowe's listing arise. Firstly he states that the change from wet to dry printing took place in December 1922. In my view this change did not take place until at least 1925. Secondly in his listing of the 1928 issues (including the new 4 cents and 10 cents values) he omits completely a 1 cent value in dark violet. This stamp most certainly exists and together with the 2 cents and 5 cents values was probably issued before 1928 as I have a copy dated 8th December 1927.

Much more research is required on these stamps, particularly with regard to the dies, plates and shades (of which there are many) and I am sure both Mr. Wallace and I will be fascinated to see what further information members can provide from material in their collections or other knowledge. Mr. Wallace has already raised some interesting questions with regard to lathe-work on these stamps (*Maple Leaves*, January 1982) and further research is required in that area. Useful Postage Due material is hard to find as I know from long experience, so help from other members will be very welcome.

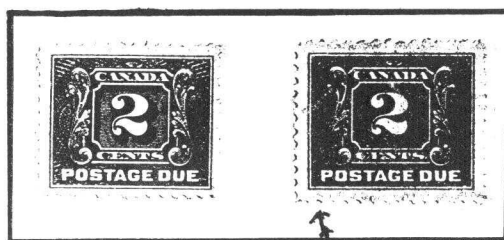
I will conclude, if I may, with a plea to the membership at large for more articles for publication in *Maple Leaves* on the subject of Postage Due stamps,

not only the stamps themselves but their usage. If any member has knowledge on the uses to which they were put, rates, methods of cancellation, Post Office instructions to staff using them etc. I for one would be very interested to know more as I have a number of covers in my collection which raise all sorts of questions.



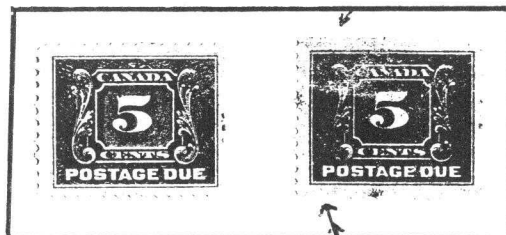
(a)

(b)



(c)

(d)



(e)

(f)

KEY TO VARIETIES

- (a) 1 cent, die 1
- (b) 1 cent, die 2 (Dot in U.L. corner longer and extends through inner frame line)
- (c) 2 cents, die 1
- (d) 2 cents, die 2 (Additional dot beside foot of 'P' of 'Postage')
- (e) 5 cents, die 1
- (f) 5 cents, die 2 (Kink in inner frame line and additional dot beside foot of 'P' of 'Postage')

OTTAWA CROWN POSTMARK

by "The Yellow Peril"

Mr. McConnell's letter in August issue of *Maple Leaves* (No. 189) has again aroused my curiosity in this postmark. It would indeed be interesting and informative to learn of the why's, when's and where's this attractive cancellation was used. It may even be useful to compile a list of stamps with this strike. To this end, I list my present meager stock:

3c SQ	1	
6c SQ yellow brown	1	
15c LQ later print	5	
15c LQ	31	— an irregular block with at least 31 strikes (illustrated in <i>Maple Leaves</i> No. 66 June/July 60)

Only genuine strikes are included in the above listing.

Hopefully the following account will contribute something to the overall picture of crown postmarks.

A couple of years ago I let myself be "hanged" with a horde of Small Queen covers with crown cancels. The fact that there have been similar covers from the same correspondence offered in two recent auctions implies that this horde was the remnants of a larger horde.

This horde of covers, however, do have some redeeming value and philatelic interest. A cursory examination reveals that most of the covers were franked with 3c SQ's; two with 1c and 2c SQ's; and one without any adhesive. The covers were addressed to a Dr. or Prof. Robert Bell, Geological Survey, Ottawa. Some have "FREE" rubber handstamps; some with manuscript "FREE" and/or "OHMS" markings; and some, plain. The covers (known return addressees are Toronto and Montreal commercial firms) were mailed during the period January 1884 — July 1888. All the stamps were cancelled by the Ottawa crown.

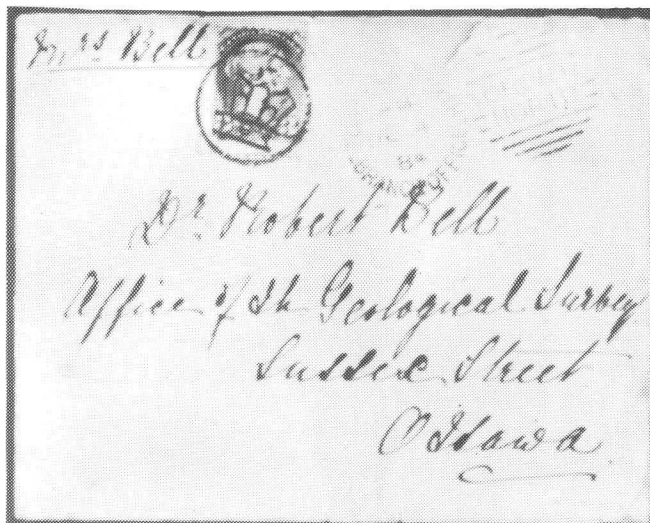
It would appear that senders of these letters and even the postmasters at Toronto, Montreal and at other points of despatch were under the impression that letters addressed to public departments in Ottawa could be sent free of postage. These letters, therefore, were posted without stamps and upon their arrival at Ottawa, the Department or someone (which or who is anyone's guess) affixed the correct postage on the letters after which the stamps were graced by the Ottawa crown. Because of the ambiguous postal regulations, the customary 3c fine was waived and only the 3c postage was charged.

It was not until 1887 that the Canada Official Postal Guide was amended to include Geological Survey in the list under Dept. of The Interior entitled free postage.

Since there are sufficient examples of these covers illustrating this usage, could it be conjectured that one of the uses of the Ottawa crown postmark was to cancel letters that required special handling? Are there any

registered covers from this correspondence? Would any of our learned members care to share their views?

From photos courtesy of Bill Edward.



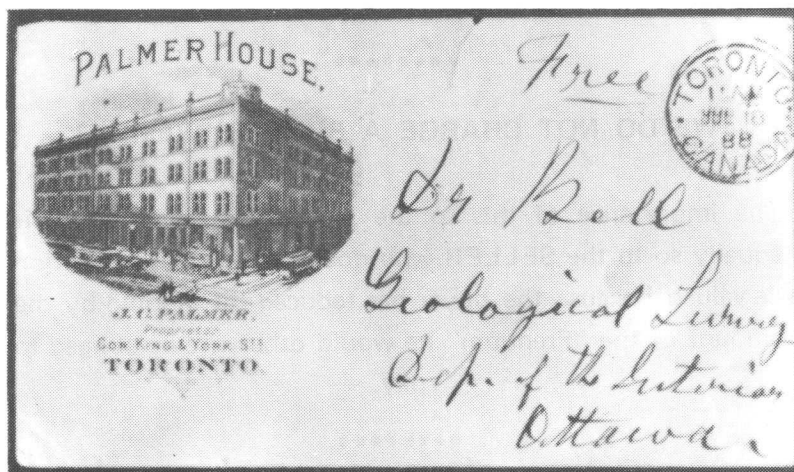
Cover postmarked with Toronto North Branch Office DE 4 84 duplex.



*Burland Litho Co. Montreal advertising corner card backstamped Ottawa
MR 7 85*



Envelope with "C.P.RY OTT & PT ARTHUR MC '12' E JU 30 87" rpo. Note OTTAWA-CANADA JY 2 87 FREE" cds – year Geological Survey was officially added to list of Dept. of Interior authorized free postage. Despite the Ottawa 'FREE' handstamp, postage was paid. Force of habit?



Toronto Palmer House advertising cover postmarked JY 18 1888 – free postage finally!



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BNA BOOKLET VARIETIES – TAB GUIDE LINES

by **W. J. McCann**

While preparing material for an exhibit at Orapex in Ottawa by chance the light reflected off a pane of the 2c green from the combination booklet at a different angle and revealed a partial guide line in the tab. After some diligent searching another was found.

The line is quite feint, extending from the top edge of the tab about 18mm. down and 11mm. from the left edge. Then two more turned up with the line running from the bottom edge of the tab up about 22mm. On the second two panes a tool mark or scratch was found at about a 45° angle. It extends from the upper left to lower right in both examples, stopping short of the third perf. hole above the centre line of the tab. The lines have been intensified in the photographs for clarity.

From personal observation of the proof sheets at the National Postal Museum it can be stated that the lines are not present on the proofs.

Now, there must be more copies of this variety in existence. Please check all panes in your possession for more examples and notify the editor or the writer of any luck. (*For illustration see page 23.*)

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LETTERS TO THE EDITOR

Major R. K. Malott writes:

RECENT NEW BOOKLETS AND STATIONERY

The following data may be of interest to your readers concerning recent Canada Post releases, 4 out of 5 of which did not receive first day of issue service.

Canada Post does not offer First Day of Issue Service for philatelic items that are the same design with only a value change, usually aerogrammes because of the difficulty in cancelling, and booklets with the cover attached to the envelope. Patrons at Post Office Philatelic Counters can obtain through the handback system examples of cancelled booklets and postal stationery on the first day of availability at the local philatelic outlet. The date obtained is not necessarily the first day of issue but it will be close if not the actual one.

Items recently obtained include the following:

- a) **15 February 1983:** A set of 10 fifty cent booklets were issued with the legislature buildings on separate booklets. The pane of stamps in the booklet contained one .32c Maple Leaf stamp, two .05c Maple Leaf Stamps, one .08c Maple Leaf stamp, and two advertising labels. The P.O.D. issued an official First Day cover with a pane of the aforementioned stamps but none depicting the booklet covers with the pane of stamps for the ten designs.
- b) **1 March 1983:** A .32c post card printed in brown depicting three horse-drawn stage coaches was released on 1 March 1983 replacing a similarly designed post card printed in rose red that was released on 2 March 1982. Both post cards are tagged at the left of the design. The description of the design of the post card is a new addition.
- c) **1 March 1983:** A .32c size 8 envelope printed in a light black depicting three express passenger engines of the Grand Trunk Railway, engine No. 93, 4-4-0 type, was released on 1 March 1983. This envelope, now including a description of the engine, replaced a similarly designed envelope printed in a light green that was released on 2 March 1982. Both envelopes are tagged to the left of the design.
- d) **1 March 1983:** A .32c size 10 envelope printed in a light and a dark blue depicting three stern-wheelers — Bonnington — that operated on the Arrow, Kootenay and Okanagan Lakes of British Columbia from 1911 to 1946, was released on 1 March 1983. This envelope, now including a description of the stern-wheeler, replaced a similarly designed envelope printed in light and dark green that was released on 2 March 1982. Both envelopes are tagged to the left of the design.
- e) **1 March 1983:** A newly designed .64c Canadian aerogramme in the regularly shaped aerogramme layout was released on 1 March 1983. The aerogramme is printed in various shades of blue on light grey paper,

unwatermarked, with "AEROGRAMME" and "64", printed in bright red. Will there be aerogrammes coming on the market without the red printing? I would bet a \$1.00 that some will be located eventually. The cloud design used so successfully in the last aerogramme releases has been replaced by the three design technique of a mode of transportation of the mail — an aircraft. The design depicts a Fairchild FC — 2 cabin monoplane, Canadian Airways Ltd. aircraft G-CANC, used extensively for first airmail flights in Canada from 1928 to 1930. A description of the aircraft is printed in the bottom panel in English and French. The aerogramme is tagged to the right of the value "64". There is one deficiency in this attractive design. The aircraft is presented in a flying mode as no propeller blade is seen as is proper for a flying propeller operated aircraft. Close inspection of the aircraft design will reveal that there is no pilot at the controls and pilots were needed in those days to maintain elevation. Perhaps when the next revision comes out with the yearly increase in postage costs the designer will place a pilot at the controls. Personally I like the design and hope that we will have a series of different aircraft on Canadian aerogrammes.

Anyone wishing further data on these specially cancelled items may contact the writer: Major R. K. Malott, R'td, 16 Harwick Crescent, Nepean, Ontario, K2H 6R1, Canada.

NEW STAMP NEWS

32 cents definitive

SHEET, issued 10.3.83, brick red on background of two shades of yellow brown, photogravure, B.A.B.N.Co., Perf. 13 x 13½, G.T., coated paper, little or no fluorescence.

COIL, issued 10.2.83, brick red, one colour intaglio, C.B.N.Co., Perf. 10 vertically.

BOOKLET (50 cents) issued 15.2.83, brick red, B.A.B.N.Co., Perf. 12 x 12½ G.T., uncoated paper with one 8 cents and two 5 cents purple (the 8 cents is a new stamp and the 5 cents is the same as in the 1982 booklet.) The latter is dated 1982 in the lower left corner; but the 32 cents and the 8 cents are dated 1983. Four stamps and two labels.

BOOKLET (\$8.00) issued 8.4.83. Printed by B.A.B.Co. using the same design as the sheet version and perf. 12 x 12½. All other technical detail as for sheet stamps. Booklet covers will continue the Library of Parliament design. Twenty-five 32 cents stamps.

SHEET (Queen Elizabeth II) issued 24.5.83 but it is not yet known whether or not the current Cameo design will be used.

(Our thanks, as usual, to Stuart Clark for the above information — Editor.)

BOOK REVIEW

TEACH YOURSELF STAMP COLLECTING

For anyone who wants to learn, young or old alike, or who needs to be reminded of things passed and forgotten, Arthur Blair's revised edition of F. J. Melville's classic work (first published in 1949!) this cannot be bettered, and no one has ever tried. That this book has seen three new editions since it was first published speaks for itself. It is the nearest thing to an encyclopaedia of stamp collecting that can be crammed into 200 pages in the inimitable style of the author — easy to read, understandable, interesting and uncondescending to the novice, revealing even to the expert. Fully indexed for reference purposes and with too many fine illustrations for this reviewer to count, it is priced at £2.50 with a semi-stiff cover that makes it a gift with a difference. It could be a birthday or Christmas present for the young budding collector, grandfather, grandmother or anyone in between, in fact for 'everyman', or woman, boy or girl. Published by Hodder & Stoughton, readers will find it at their local booksellers. But how they manage it at this price is a trade secret!

CANADIAN STAMP HANDBOOKS

A matching binder (price \$4.95) for the handbooks is available from Unitrade Associates who have been chosen as sole distributors of this and future handbooks.

A Unitrade Associates spokesman notes: "This handbook marks a new phase in Canadian philatelic literature. I see this as the counter-part to the fine Campbell-Patterson work which is available to the collector of New Zealand issues but which has been unavailable to the Canadian collector".

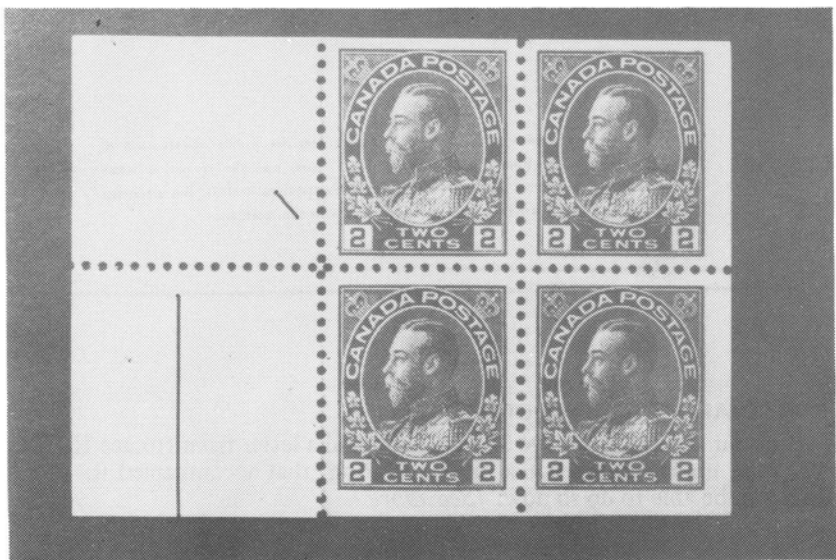
To ensure, receiving all editions of the handbook series, the publisher suggests collectors set up a standing order to receive all future releases.

(See page 330 of our last issue for details of the first part of this series of handbooks — Editor.)

EARLY AMERICAN PERFORATING MACHINES AND PERFORATIONS 1857-1867 by Winthrop S. Boggs

An important study by the eminent Winthrop S. Boggs, published originally in the Collectors Club Philatelist in 1954. Boggs not only collated what was known about early American perforations and perforating machines, but made many new and interesting discoveries. This important study is divided into three parts: 1) An examination of the early perforating machines used in America, their construction and mechanism; 2) An examination of the stamps perforated by such machines from 1857 to 1867 (including the stamps of the United States, Canada, New Brunswick, Newfoundland, Nova Scotia, Hawaii, Argentine Republic, Brazil, Chile, Costa Rica, Mexico, Nicaragua, Peru and Salvador); 3) The occurrence of varieties in the perforating done by the machines and the cause of such varieties. An

excellent work covering all aspects of this subject. Softcover, Retail \$3.95 and obtainable from Unitrade Press, 127, Cartwright Avenue, Toronto, Ont. M6A 1V4.



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ROBERT SPENCE,
P. M. Genl.

Post Office Department,
Quebec, 1st May, 1855.

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CANADIAN REGISTRATION SYSTEM

In our last issue on page 328 we published a letter from Horace Harrison, but were unable to reproduce the illustration that accompanied it. We are happy to be able to do so now. (*See above*)

THE SEVEN CENTS GEESE OF CANADA 1946 — Some Listed and Unlisted Varieties

by W. Smith

I believe that Hans Reiche has listed varieties on two stamps, numbers 10 and 39 of the upper right pane of Plate 2 of this issue and if other varieties have not been listed, this is difficult to understand as one or two are equally distinct.

All these varieties can be referred to as re-entries but some may prefer to call them shifted transfers, and the best one is on stamp No. 10 which is found in a plate block, being at the end of the second horizontal row. From the accompanying photographic enlargements, the doubling of left and right outer frames, of left hand side and bottom of left value tablet as also of right hand side of right value tablet, can be seen to be quite distinct and the space between the two impressions quite considerable. The little verticals in the border are also doubled in the four corners. How can you get a shift to the left and a shift to the right on the same stamp, as appears to be the case?

The other listed variety, on stamp No. 39, shows widely separated doubling of the right hand frame, the space between the two impressions narrowing towards the bottom. The verticals in top and bottom borders are doubled in the corners at right and each of the value tablets has a frame which is partly doubled or thickened.

With regard to other varieties which I have found and which apparently are unlisted, I had hoped to obtain mint sheets in order to establish positions but this has not proved possible, so I will record as much as I know.

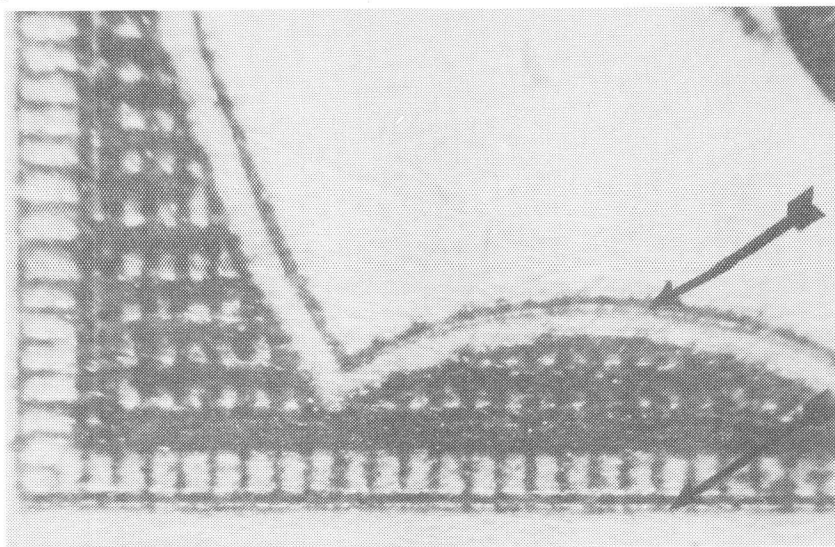
Fortunately I have one good variety in a block of four which can be positioned as it is immediately below No. 39 with the variety which has been described. How one has been recorded without the other is puzzling as No. 44 has very clear doubling of the right hand frame and the inner scroll border as well as the little verticals in the border above. Perhaps this variety has been confused with No. 39 as they are similar, a slight difference being that No. 44 shows the right hand frame of the right hand value tablet thickened, not doubled.

A further variety shows the left outer frame doubled (but closely), with a similar effect in the border verticals at top and bottom and also in the value tablet on that side. As I have two copies with narrow margins at right, it can be said that this will be found in the right hand vertical row of a left hand pane.

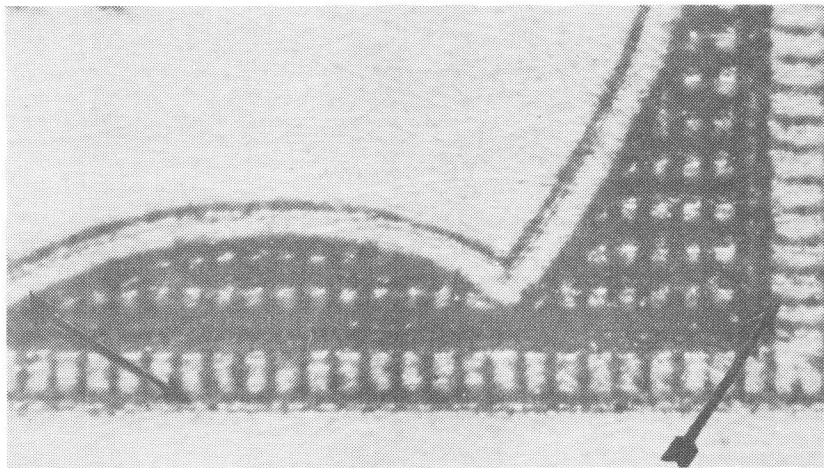
A different sort of variety which I cannot position is the thickening of the bottom frame, particularly towards the centre where it shows doubling under "1946".

Thickened vertical frames can be found elsewhere, and some broken frames, the latter perhaps being only printing imperfections.

No doubt there are other varieties which I have not found and as all four panes of both Plates 1 and 2 (which were issued simultaneously) were overprinted O.H.M.S. and G and at least some were perforated O.H.M.S., quite a collection of these varieties could be formed.



(Bottom left corner)



(Bottom right corner)

AMENDMENTS TO MEMBERSHIP TO 13th APRIL 1983

New Members

- 2384 MILLER, Michael G., 'Faverton', New Park Road, Cranleigh, Surrey, GU6 7HL.
C, PS, R, B, N.
2385 MOULD-GRAHAM, Andrew 'Keepers Cottage', Alton Pancras, Dorchester,
Dorset. C.
2386 ROBERTSON, K. M., Box 904, Victoria, Brit. Columbia, CANADA, V8W 2R9.
2387 CODRINGTON, Mrs. Cynthia D., 38 Dennon Park, Hengrove, Bristol, BS14 9BY
C, PC, Per.
2388 ARFKEN, George B., 5301 Hillcrest Drive, Oxford, Ohio, 45056, USA. CS.
2389 COLE, Jack, 11 Hedgewood Road, Willowdale, Ontario, CANADA, M2L 1L4.
C, B.
2390 POUNCY, J., 16 Cimla Crescent, Neath, W. Glamorgan.
2391 GARBETT, Richard D., Lymore House, Greenhill, Wombourne, Wolverhampton
WV5 0LD. SD, PH.
2392 LOHMAN, Garvin, 1541 Sacramento Street, Apt. 3, San Francisco, California
94109, USA. CS.
2393 DIXON, Kenneth F., Herons Way, Stump Lane, Chelmsford, Essex, CM1 5SJ.
CR-CGA.
2394 OSBORNE, John F., 236 Bexley Lane, Sidcup, Kent, DA14 4JH. CGE, PH.
2395 PERRY, Michael A., 32 High Street, Roade, Northampton, NN7 2NW. A, B,
PS, N.

Deceased

- 961 HUNT, H. R.

Resigned

- | | | | |
|------|-------------------|------|------------------|
| 2054 | ASH, B.G.V. | 2303 | SYLVESTER, V. F. |
| 1516 | MACPHERSON, I. G. | 1938 | WYSE, R. N. |
| 2340 | MASCIERI, R. S. | | |

Change of Address

- 2304 BARTLETT, D. W., 1 Laws Street, Toronto, Ont., CANADA, M6P 2Y8.
2272 COX, R. P., c/o Bank of Mobtreal, Finch, Ontario, CANADA, KOC 1KO.
675 FORTNUM, D. L., Sherwood, 64 Alton Road, Parkstone, Poole, Dorset BH14
8SP.
2307 HUGHES, J. W., 'Kimberley House', 2 Gordon Road, Horsham, W. Sussex.
1846 LAZENBY, N. B., Southlands, Ashford Road, High Halden, Kent, TN26 3BP.
392 MARSDEN, P. S. S. F., 4 Thorningdown, Chilton, Didcot, Oxfordshire, OX11
7LF.
2106 PARAMA, R., c/o 12224 - 126 Street, Edmonton, Alberta, CANADA, T5L
OW8.
2094 STAMP DEN, The 78 Richmond Street West, Toronto, Ont., CANADA, M5H
2A3.

Amendment to Address

- 1322 MALOTT, Major R. K., 16 Harwick Crescent, Nepean, Ont., CANADA, K2H
6R1.

Amendment to Interests

- 1846 LAZENBY, N. B. - C, PH, PD, SD.

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Maple Leaves

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Whole No. 194

Vol. 19 No. 2

August, 1983



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MAPLE LEAVES

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Vol. 19 No. 2

AUGUST, 1983

Whole No. 194

EDITORIAL

Contributions to MAPLE LEAVES

Readers will be so familiar with our perennial pleas for contributions to the Society's journal that we hesitate to repeat the obvious sob-story. Yet repeated it must be. So indeed must be the thanks that we extend to those who not only read our requests, but who take heed of them as well. Despite this help, to say that we lead a hand-to-mouth existence is an understatement. At the same time we feel that an explanation is due for the delays which sometimes occur between the receipt of articles and other contributions and their publication. Quite simply this is a matter of priorities and inescapable facts. As far as priorities are concerned, and we make no apologies for this, our advertisers come first for obvious reasons. Secondly "dated" material of an informative nature claims pride of place since it is solely through the medium of *MAPLE LEAVES* that the Society can keep its membership informed of its activities and services. In this category also fall those "news" items that in a bi-monthly publication could quickly become "old hat" and virtually useless if not released promptly. Thirdly, where contributions are serialised, we have to try to ensure that instalments appear on a continuous basis. This is a counsel of perfection and one that we try to observe without, as we are well aware, always being able to succeed in so doing. It is at this point that we come to the inescapable facts: the need to secure a balance in

which there is not too much of the same thing, but a variety of articles to cater for some of the manifold interests of our members. Nor is this all. With the best will in the world, and despite many years of earnest endeavour, we have never yet managed to squeeze a quart into a pint pot. Within the strait-jacket of twenty-eight pages twenty-eight and a bit of advertising and editorial matter just will not go. Members must take our word for it, or that of Eric Killingley, our Assistant Editor, for he has often tried to achieve the impossible as well. Those who feel that they have tears to shed for us need not prepare to shed them now. They would be "tears, idle tears", indeed. It would be better by far to do something more practical and provide the "bits and pieces". Sooner or later they will fit into the jig-saw puzzle that goes to the making of every issue of our journal. Now if this sounds like special pleading it most definitely is not. All we have to do is to extend the "jig-saw" metaphor and invite members to take two real jig-saw puzzles and to select from each an equal number of pieces at random. From these all that needs to be done is to make the pieces fit together with the help, of course, of a magic wand!

NEW STAMP NEWS

CANADIAN FORTS IN STAMP BOOKLET FORM

Historic Canadian forts that guarded settlements, survived sieges in colonial times, and played a vital role in commerce, were portrayed on ten commemorative stamps issued on June 30.

The ten commemorative stamps were issued in booklet form only. This was the first time that commemorative stamps have been issued in this form since the 1954 five-cent Beaver stamp.

The ten forts featured are: Fort Beausejour, New Brunswick; Fort Chambly, Quebec; Fort at Coteau-du-Lac, Quebec; the Halifax Citadel/Fort George, Nova Scotia; Fort Henry, Ontario; Fort No. 1, Point Levis, Quebec; Fort Prince of Wales, Manitoba; Fort Rodd Hill, British Columbia; Fort Wellington, Ontario, and Fort William, Ontario.

These forts defended Canadian borders and coasts, protected vital rivers and communications, and opened the interior of Canada to trade and commerce. Now obsolete as fortifications, many are national and provincial historical sites and are visited each year by thousands of tourists.

Canada Post and the Stamp Advisory Committee chose to depict ten forts to provide a selection from across the country and to illustrate a variety of functions, construction styles and overall physical appearance.

The booklet cover features a map of Canada showing the location of all ten forts, with a keyed legend inside the book cover. The stamp booklet contains a miniature pane of ten stamps, each featuring a different fort. There will be descriptive legends about each fort in the margins of the stamp pane adjacent to the respective fort stamp.

This is the first time that three different stamp sizes have been included in a booklet stamp pane. There will be two 48mm by 26mm stamps, four 40mm by 26mm stamps, and four 32mm by 26mm stamps, all in horizontal format.

The stamps were designed by Rolf Harder and the booklet by Jean Morin, both of Montreal.

A total of 2.65 million booklets have been produced by Ashton-Potter Limited of Toronto. The stamps are printed in four-colour lithography.

NEW DEFINITIVE STAMP

Canada Post Corporation issued a new 32-cent domestic letter stamp showing a profile of Queen Elizabeth II on May 24.

This particular stamp continues the Queen Elizabeth II definitive stamp design first introduced on March 1, 1977, during the Silver Jubilee, which marked the 25th anniversary of her accession to the throne.

Heather Cooper, internationally-known Toronto artist, based the design of the stamp on a bas-relief sculpture of the Queen produced especially for the postage stamp of Jaroslav Huta.

The stamp is printed on a continuous basis by the British American Bank Note Co. Ltd., using one-colour steel engraving with gravure in two colours.

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ADMIRAL NOTEBOOK (Part 7)

by J. Hannah, F.C.P.S.

2 Cents — Plates 10 (part), 11, 12 and 14 (part)

The identifying feature to look for in this group is a short break at the top of the vertical line in the right numeral box. (Fig. 1)



(Fig. 1)

As these Notes proceed I think it would be good to remind readers that where it is claimed a specific break in the stamp design is to be found in a certain plate or group of plates, it is however not claimed that every subject in that plate or group of plates may exhibit the variation from normal. In other words it must not be taken that when a relief break does occur in a transfer roll subject, that the happening conveniently takes place on laying down the first subject of the printing plate. The break usually develops somewhere during the course of laying down the plate.

For example in this group of plates we find according to Marler that after Plate 12 the next to be engraved was Plate 14. The stamps in both lower panes plus the first 8 in the 10th vertical row of the upper right pane of Plate 14 show the single break typical of this group. At this point a second break occurred in the vertical of the numeral box to produce the succeeding plate variety.

From several re-entries I would mention two examples. In the first, I have three copies and this is the classic re-entered subject with a strong line of colour in the inner white border of the portrait on the right next to the letters "GE" of POSTAGE with minor signs in the letter "E". There are also scars of colour in the letters "CA" of CANADA. This is stamp 32 from the lower left pane of Plate 14. (Fig. 2)

I have two copies of the second re-entry which is not illustrated in Marler's new book; but is recorded as stamp 78 from the Upper Right Pane of Plate 11. The signs are confined to the left centre of the design with doubling of the letters "CA" of CANADA and a clear line in the inner white border of the portrait as shown. (Fig. 3) *(see over)*



Fig. 2

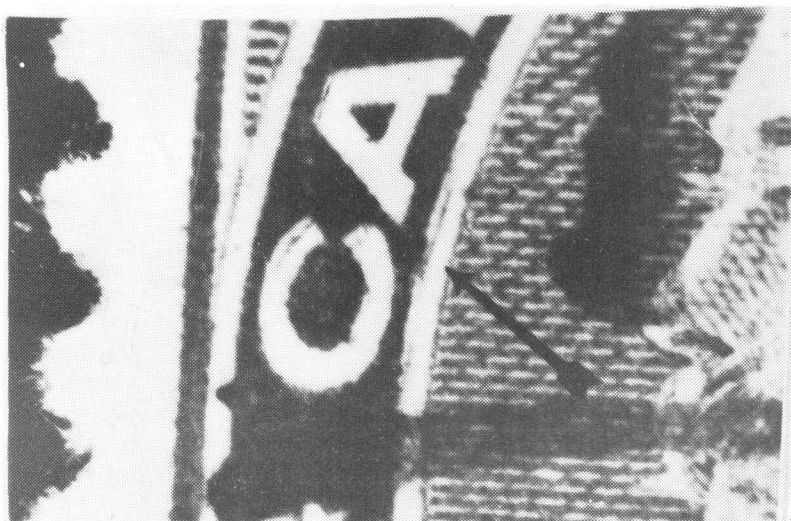


Fig. 3

CALGARY PHILATELIC SOCIETY

The annual Stamp exhibition and dealer bourse of the Calgary Philatelic Society will be held October 15th and 16th, 1983, at the Marlborough Inn, 1316 - 33rd Street N.E., Calgary, Canada.

A society sponsored stamp auction sale is scheduled for 7.30 p.m. October 14th at the same location.

Prospectus and additional information is available from Guy Boissoneault P.O. Box 1641, Calgary, Alberta, Canada T2P 2L6.

**SOUVENIR
FROM AN
ADMIRAL
COLLECTION**

by
The Yellow Peril



The great Harry Lussey collection of Admiral stamps has come and gone. It was indeed a magnificent study of these stamps which included rare gutter blocks, a unique imperforated corner block set, re-entries, R-GAUGES, scarce plate strips galore and a hoard of lathework that is second to none.

Although I cherry-picked several pieces from this fine collection — physically assisted in the bidding by none other than the great maestro himself — the item that fascinated me the most is this mint and hinged block of the 50c stamp. Being a variety enthusiast I was particularly delighted to acquire this item for this is the first time an Admiral crack plate has surfaced. Like the 3c Large Queen stamp, the cracks are on the actual stamps.

The block is stated to be from positions 9-10; 19-20. On stamp 9 the fine cracks are just outside the right frame line. On stamp 10, one prominent crack is in the left numeral box and the other is in the left upper spandrel just touching the crown.

I request members to examine their 50c stamps and report any findings to *Maple Leaves*.

For the purpose of illustration I have inked over the cracks.

LETTER & POSTCARD RATES OF CANADA (Part 7)

by Dr. M. W. Carstairs, F.C.P.S.

The Australasian & Pacific Island Rates

When I wrote down the Canadian packet rates to the Australian continent for the first time, a collector of these items could not understand them. Though this could well be partly due to my poor skills in communication, I feel that some of the blame must rest with the Canadian Postal Department of the nineteenth century. However it may well explain how even postal officials could make mistakes in costing a letter correctly.

If Australia is regarded, not as a single country, but as six separate colonies then many problems disappear. The Northern Territories are deliberately not included as they were under the administration of South Australia until 1953.

There were two main postal routes to the Australian Continent and Asia, but in this instalment we will be concerning ourselves only with the Australian routes and those to the Pacific Islands, though many of these had only very occasional contacts in the 19th century.

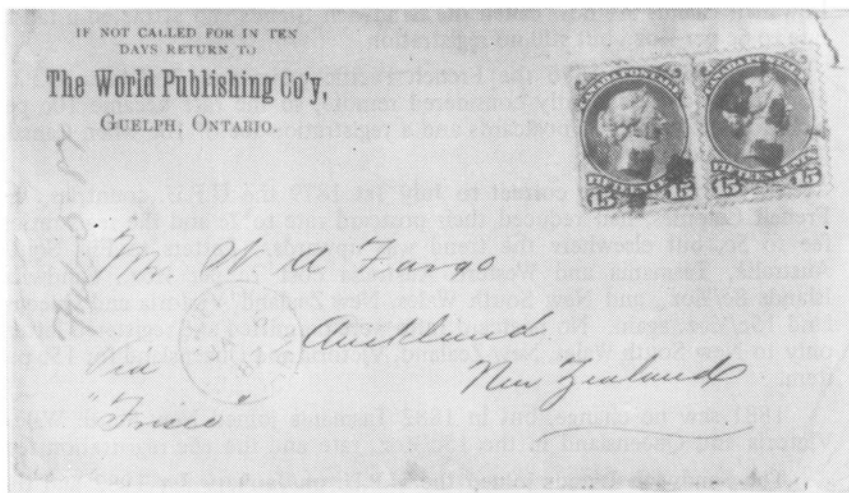
First *Route L* Overland from Canada to New York and San Francisco and from there by American owned Pacific Mail Line boats monthly to Australia, New Zealand, China, Japan, Fiji and the Hawaiian Islands.

The service was inaugurated in 1875 thanks to the efforts of Henry Parkes, Prime Minister of New Zealand, when the S.S. "Vasco de Gama" left San Francisco on October 9th of that year. The contract called for the use of seven steamers which at first were the "Vasco de Gama", "Colima", "Granada", "City of New York" and "City of San Francisco" of the Pacific Mail Company and two chartered boats the "Zealandia" and "Australia" of Elder & Co. of Scotland which were to provide a twenty six day passage between San Francisco and Sydney. The contract lasted ten years and was not renewed.

Before October 1875 a short lived service had been inaugurated in 1873 by the Australia and America Steamship Company. One of this line's boats the "M'Gregor" is said to have arrived on one trip with 2500 letters and 80,000 newspapers for New Zealand and 132 bags of mail for Australia.

The contract with the Pacific Mail Company expired in 1885 and from then on until the end of our period in 1898 mail carrying on this route was shared by the Oceanic Steam Ship Company of San Francisco and the Union Steam Ship Company of New Zealand, but in addition in 1893 an Australian ship owner, Mr. James Huddart of the Canadian Australian Royal Mail Line had secured a contract for a monthly mail service between Vancouver and Sydney calling at Brisbane, Honolulu and Victoria.

He used two steamers to commence the route, the "Miowera" and the "Warrimoo" and later added the "Aorangi". Supported financially by the New Zealand government for a while it made new calls at Wellington and Fiji but went into liquidation in 1897.



(Double rate letter from Guelph via San Francisco to New Zealand. Left Guelph January 6th 1887, on San Francisco steamer January 16th and reached Auckland 5th February. 20 day trans-Pacific crossing.)

I mention this last contract only because buried in the U.P.U. records is the information that between 8th June and 21st October 1893 this new line of steamers had carried 16,297 letters, 8260 newspapers and 2089 book packets and samples to Sydney from Vancouver, taking only twenty one days in the crossing.

In 1875 the rates by route L for letters were 8c per $\frac{1}{2}$ oz for Fiji, Queensland, South Australia, Western Australia, Tasmania and Victoria, but 9c per $\frac{1}{2}$ oz. for the Hawaiian Kingdom and 15c per $\frac{1}{2}$ oz. for New South Wales and New Zealand. Registration was allowed only to New South Wales and New Zealand for 12c per item. A fine cover illustrating the double 8c rate is illustrated in *B.N.A. Topics* of September-October 1982.

In the 1877 guide the French possessions in the Pacific are included at a rate of 13c per $\frac{1}{2}$ oz. for letters and a 12c registration fee. These colonies are listed as: North Caledonia, Tahiti, Marquesas Islands, Isle of Pines, Loyalty Islands and the Archipelagoes of Cubuai, Tuamotus or Pomoton (Low Islands) and Gambier (Eastern Oceania) under the protection of France. Of more importance the rate for Queensland was increased to 15c/ $\frac{1}{2}$ oz. and registration was allowed there for a fee of 12c.

The 1878 guide brought in registration for all the Australian colonies for 12c but no other changes.

The 1879 guide, correct to 1st August 1878, reduced the letter rate to Fiji, South Australia, Tasmania and Western Australia to 5c per $\frac{1}{2}$ oz., but withdrew registration facilities. New South Wales, New Zealand, Queensland and Victoria now come in at 12c per $\frac{1}{2}$ oz. and a 10c registration fee. The

Hawaiian Islands are now called the Sandwich Islands and attracted a fall in rate to 6c per ½oz., but still no registration.

From July 1st 1876 the French Pacific possessions had been U.P.U. members and were rightly considered remote, so the rate became 10c per ½oz. for letters, 4c for postcards and a registration fee of 10c when Canada herself joined.

In the 1880 guide correct to July 1st 1879 the U.P.U. countries, the French Colonies, had reduced their postcard rate to 2c and the registration fee to 5c, but elsewhere the trend was upwards. Letters to Fiji, South Australia, Tasmania and Western Australia cost 7c per ½oz., Sandwich Islands 8c/½oz., and New South Wales, New Zealand, Victoria and Queensland 15c/½oz. again. No postcard rates were permitted and registered letters only to New South Wales, New Zealand, Victoria and Queensland for 15c per item.

1881 saw no change, but in 1882 Tasmania joined New South Wales, Victoria and Queensland in the 15c/½oz. rate and the 15c registration fee.

The Sandwich Islands joined the U.P.U. on January 1st 1882 and the rates fell to 5c per ½oz. for letters, 2c for postcards and a 5c registration fee. Subsequently in August 1898 the Sandwich Islands were annexed by the United States and were incorporated into America on 30 April 1900. I would have expected domestic rates to have applied from August 1898.

In the January 1888 guide Northern New Guinea, the German Colony, appears for the first time with U.P.U. rates of 10c per ½oz. for letters, 2c for postcards and 5c registration as it had joined the U.P.U. on January 1st 1888. The German Marshall Islands joined the U.P.U. on October 1st and the same rates applied there from the 1889 guide. The Society Islands (Tahiti) and Navigator's Island (Samoa) were apparently not permitted to receive postcards for under the letter rate as late as 1898, nor were registered items accepted in Samoa, as neither were U.P.U. members. As regards Tahiti this seems to be a contradiction, as previously they had been regarded as U.P.U. members as a French possession.

So far as the British and German colonies are concerned it appears that they had to apply separately for U.P.U. membership to get the full benefit of reduced postal charges.

In January 1880 the rate to New South Wales, New Zealand, Tasmania, Victoria and Queensland fell to 12c per ½oz. for letters and in the January 1890 guide it was announced that letters to Western Australia would no longer be carried by this route.

Finally on October 1st 1891 the Australian states, Fiji, New Guinea and New Zealand joined the U.P.U. and on the supplement dated the same day the new reduced rates were announced, 5c per ½oz. for a letter, 2c for postcards, and a registration fee of 5c.



(Envelope from Hamilton June 9th 1891 via San Francisco 18th June to Invercargill, New Zealand forwarded to England with New Zealand stamps 13th August arriving in Kent 7th October. By the time the letter arrived in England, New Zealand had joined the U.P.U. and the rate had fallen.)

Second Route M. This can cover all the Transatlantic routes via England and by the Peninsular and Oriental Line to the East.

A monthly service had started in the mid sixties by Bombay and a transhipment at Galle, Ceylon to Australia. The Suez canal had opened in 1870 though until 1874 the mails were carried across Egypt by rail. Another way of saving a few hours was to route the mails across France to Brindisi in Italy and then by French steamer to Egypt, to catch an earlier P. & O. steamer one must suppose, but this called for more postage.

In 1870 the Southampton to Sydney trip took fifty seven days, the steamers calling at Albany, Adelaide and Melbourne. In 1880 the service became fortnightly and two years later Galle was replaced by Colombo and transhipment became unnecessary.

The Orient Line stepped into the picture in 1883 by winning a mail contract to New South Wales to rival the P. & O. but by 1888 the two lines had co-ordinated their sailings to provide a weekly service.

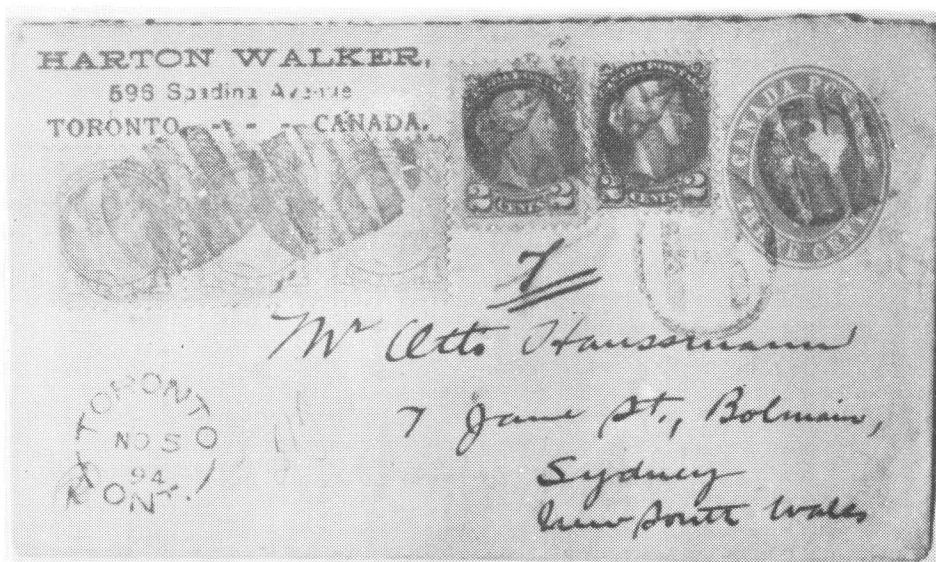
Letters sent by this route M cost a basic rate of 16c per ½oz. plus a registration fee of 20c to all the Australian colonies and New Zealand, but if

sent by Cunard or other steamers from New York or Boston add 2c per ½oz. for each letter, and if endorsed "via Brindisi" add 6c per ½oz. more, so it could get expensive.

A little simple mathematics will show that the sender had four choices with this route with single letter rates of 16c, 18c, 22c or 24c.

In the 1877 guide the registration fee was reduced to 16c, and the surcharge for the Brindisi route was dropped to 4c per ½oz. Thus the choices became 16c, 18c, 20c and 22c for a single rated letters.

From August 1st 1878 the surcharge for the New York and Boston steamers was abolished and the basic rate brought down to 15c per ½oz. letter and a fee for registration of ten cents. The Brindisi surcharge of 4c per ½oz. remained until a new contract was signed in April 1879 when all the mail was routed by Brindisi at no extra charge. However the 1880 guide correct to July 1st 1879 still maintains the 4c per ½oz. differential, 15c per ½oz. via Southampton and 19c per ½oz. via Brindisi. The registration fee had meantime been reduced to 7c per item.



(Registered cover from Toronto, November 5th 1894, via British Columbia, 11th November to New South Wales arriving at Balmain 10th December. A 29 day trans-Pacific crossing, but none the less probably carried by the Canadian-Australian Royal Mail Line from Vancouver. It had to wait eight days for a boat!)

In the 1881 guide the Australian Colonies are split up. For South Australia, Tasmania and Western Australia the rate is 15c per ½oz. for letters and a 15c registration fee but for New South Wales, Victoria and Queensland it was 19c per ½oz. for letters and a 7c registration fee. Fiji and New Zealand were not mentioned by this route.

In the 1882 guide Tasmania was increased to 19c/½oz. for letters and registration fee of 7c, and New Zealand pops up again at the same rate. The Colonies then remain at these rates until October 1st 1891 when they all joined the U.P.U.

Covers carried to Australia via England seem to be very scarce, no doubt because it was quicker and easier to send them via San Francisco, though as already mentioned letters to Western Australia had to go by Europe from 1890.

LETTER TO THE EDITOR

Mr. R. F. Winter writes:

CONSOLIDATED TREATY SERIES

I am writing to correct a misstatement in a recent issue of *Maple Leaves* which has confused some of your readers.

I wrote a letter, originally to the Editorial Director of the Philatelic Literature Review, to inform him of the Consolidated Treaty Series. My letter was subsequently sent by Mr. Harrison to a number of philatelic journal editors. You must have received a copy. I'm pleased you thought the information of interest to your readers. I certainly would agree. You did, however, mis-interpret one of my statements and passed the wrong information on to your readers. All 150+ volumes, and I am not really sure of the total number because it wasn't important to me, contain reprints of the treaties. They are arranged chronologically. Volume 1 starts in 1648 and it works to modern times from there. The postal treaties are scattered throughout the series wherever they appear in time, and not in one volume as you stated. In my letter, I stated that they were all in one publication, this particular series, as opposed to various other places, such as the British and Foreign State Papers, Hertslet's Commercial Treaties, U.S. Statutes at Large, etc. This fact makes the search for treaties much simpler than before the Consolidated Treaty Series was printed. If a Library owns a copy of this series, then all the information will be conveniently located in one place. I'm sorry that my words were written in such a manner as to be easily confusing. Had not one of your readers inquired as you instructed, and sent along a copy of your write-up, I would not have known there was a problem. I have had a few inquiries about the Consolidated Treaty Series, but didn't know the source of the confusion.

I hope you will find a convenient way to inform your readers that there is no single volume of this series with all the information of interest to postal historians.



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FIVE VERSIONS OF A SCARCE CANCELLATION CONFIRMED

by D. F. Sessions, F.C.P.S.

On page 16 of the handbook "The Early Rapid Cancelling Machines of Canada", published by the Society last year, reference is made to the introduction, in May 1896, of five additional Imperial machines at Montreal following the successful use of the initial machine since March.

It was stated that the initial machine, which was carrying wavy line die M2(b), went on to carry F1 flag die F from 6 June 1896 and that it was possible to pair off the newly introduced M3(a) dies with the lettered flags which replaced them. With a recorded period of use of only 8 days (29 May to 5 June) material is not easily come by but, thanks to the efforts of a small band of enthusiasts led by Geoff Newman in Canada, five different dies of M3(a) have now been identified. Dies which were superseded by F1 flags A, B, C and D have all been recorded from 29 May, whilst that which was replaced by flag die E has so far only been reported on 5 June.

F1 flag dies C and D have both now been recorded in use on 6 June, 1896, so owners of the handbook may care to amend page 25 accordingly.

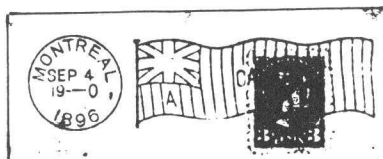
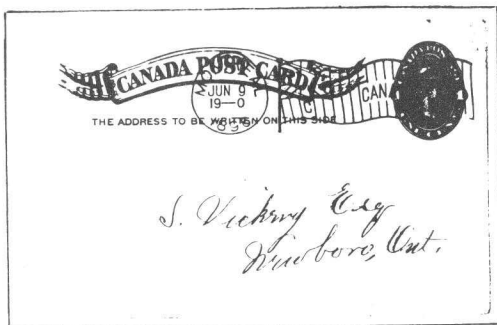
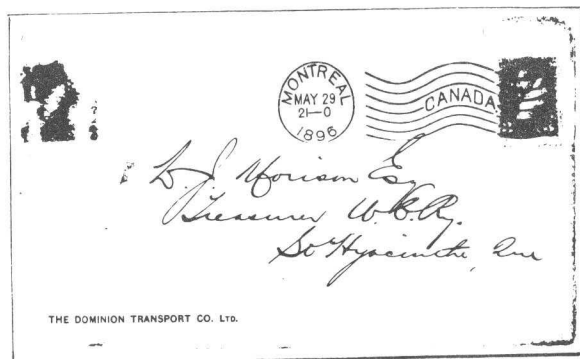
Illustrations of three of the M3(a) dies, along with their flag successors, are appended. Comparisons should be made between the dater portions of the postmarks, with particular reference to the construction of the letters in 'MONTREAL'. The letters 'O' and 'E' are the most fruitful letters to compare.

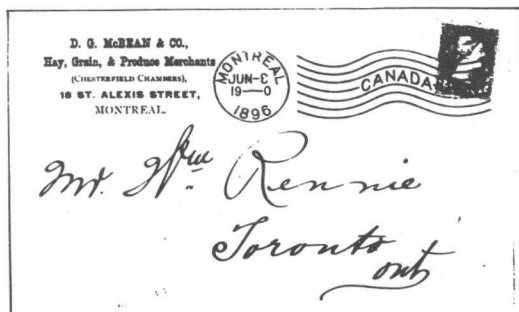
Any member, other than those affiliated to Geoff Newman's group, holding an example of M3(a) is urged to report it to the author; a photostat copy for record purposes would be greatly appreciated. Please remember the left edge of the M3(a) obliterator forms a vertical whereas M2(b) follows the curve of the dater. *(See over)*

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IN "MAPLE LEAVES"





AT HARMERS JUNE 7-10 AUCTIONS

"Specimen" overprints sales

An era ago stamps overprinted "SPECIMEN" were generally considered a side-line of philately, collected only by the specialist of a particular country to enhance and widen the scope of his collection.

A small number of philatelists however found these issues, officially distributed (to all of the U.P.U. members), a fascinating side-line — or as the Americans put it "back of the book" material — and they decided to specialise in them.

Later, British Commonwealth SPECIMEN overprints were listed in the Stanley Gibbons catalogue, and more recently an elaborate study was published, under the authorship of Marcus Samuel, of the Crown Agents issues.

All of this led to an increased interest which was strongly reflected in an auction of Harmers of London that occupied the first day of a four-day British Commonwealth sale held on June 7 through 10.

Unquestionably the largest group ever to be offered at auction, this collection of some 840 lots, realised £124,281 — 48% above the auctioneers' pre-sale estimates. Of these lots, an extensive range (125) of Canada brought strong competition, making £22,526 in all out of a total of £124,000, which represented 48% above estimated valuations.

STRATHROY REVISITED

by R. B. Winmill

In a 1981 article,¹ the preliminary results of research on the handstamps of Strathroy, was presented. Since that time, and with the co-operation of some Society members and others, the results of this research can be revised and extended. Owing to the discovery of new hammers, however, the numbering of hammers has been altered.

The following table summarizes some new information and reveals that two additional broken circles have been unearthed.²

The Broken Circle Hammers of Strathroy

Hammer Number	Type of Hammer	Proof Date	Size	Earliest Strike	Latest Strike	Notes
B2X	DbI. BC manuscript date	Apr 1852	25mm	MY 15 55	—	only one example recorded.
B2	DbI BC	unknown	25mm	DE 19 56	Ap 27 70	Known all years except 62-64 inverted 8 Fe 1 58.
A1/21	Single BC	unknown	21mm arcs 8 & 9mm	Ju 20 70	Ja 26 74	
A1/20	Single BC	unknown	20mm arcs 7 & 7½mm	Jy 14 75	Ap 6 76	
A1/21	Single BC	My 12 76	21mm arcs 6 & 7mm	Au 2 76	Sp 19 76	
A1/21	Single BC	My 12 76	21mm arcs 7 7½mm	Ap 17 77	Jy 9 78	lettering 2½mm.
A1/21	Single BC	Au 5 80	21mm arcs 7½mm	Ju 2 80 ³	Ju 26 82	lettering 3mm inverted 8 known My 1, Jy 1 81 and Oc 11 80.

This information would appear to demonstrate continuity in the use of each hammer. Moreover, the original speculation that manuscript pre-hammer markings ought to exist, is confirmed by the April 1852 proof date (the office opened November 6, 1851). The easiest means of distinguishing between the single broken circles, is by the size and arc length, although lettering will distinguish the first and last types quite readily, from each other and the middle three.

For ease of comparison, all five single broken circles are grouped together as hammers three through seven respectively, however, in actuality, the eighth hammer, a CDS reading Strathroy Ont. with Canada across the bottom, was proofed on JY 29/80, some eight days prior to the latest broken circle. The existence of this hammer was completely unsuspected by collectors of

Strathroy, until the chance discovery of a postcard with a strike dated OC 2/83. This led to a further check of the proof book and the subsequent discovery of the proof date.⁴

The ninth hammer, the first duplex, was well documented in the original article. The only new tit-bit to be added is that strikes are now known for every year from 1885-1900 except for 1898. This interesting fact fits in perfectly with data presented earlier concerning the usage of the square circle hammer.

The tenth strike, a CDS, is well documented earlier. The only notable modifications to the original information involve the extension of the period of usage to PM SP 1/13. This is the only instance where a timemark was employed with the CDS. From material studied, it can now be concluded that the CDS was regularly employed as both a receiving and dispatch mark until late 1897. It was then utilized on a sporadic basis, seemingly only on postcards, and as a receiving mark. Strikes are known in 1906-1908 and again in 1913.

The eleventh hammer, the square circle, has been well documented and no new information has come to light. Similarly, with the nine bar duplex, little new has been recorded, save that the date of latest usage has now been extended to AM SP 7/09, and that the earliest usage of a timemark is now extended by three days to AU 5/06. At least two sets of indicia were employed.

The thirteenth hammer, one of the oval registration cancels, is now definitely known to have been employed in late 1907.

In the original article, as pointed out by Dr. Joseph Caplan, the first Strathroy roller, was correctly identified as being of type IV. Regrettably, the illustration, due to the confusing numbering system employed in the Smythies book itself, was not of type IV. The roller cancel is known on a two cent Quebec ter-centenary but this is the only example reported.⁵

The fifteenth hammer, a duplex with an elongated eleven thick bar killer, was employed from at least AM SP 7/08. The latest date observed is PM AU 9/23. During this period, an interesting year date error occurs — PM DE 27/01. Backstamps confirm the fact that the date ought to read "10". Of course, the error is obvious as this is some years prior to the production of the hammer. When studying this hammer, one must exercise extreme care as there is a very similar duplex, with a narrower oval killer and a different positioning of the bars: These can be very easily mistaken for each other during the latter stages of use.

No further information became available concerning the oval parcel cancel, though one further example was uncovered, tying a two cent Edward to an envelope, probably carrying a price list from a local nursery.

The final pre World War I hammer known to exist was yet another registration oval, proofed on December 24, 1912. In the original article, it was stated that usage of this hammer was unrecorded. A solitary cover bearing several strikes of this hammer, in purple dated OCT. 6, 1919, recently surfaced. *(Continued on page 53)*

"ONLY FOOLS RUSH IN"

THE CANADIAN CENTENNIAL DEFINITIVE ISSUE 1967-1973

by Commander C. Scott-Fox, F.B.I.M., R.N.

To the unsuspecting novice like myself, perusing the Stanley Gibbons Commonwealth Catalogue, this issue appeared to be but a minor hurdle in my quest for a tolerably 'Complet Elizabethan' collection despite the scattering of phosphor bands and booklet panes amongst the listings. However when time permitted a more detailed examination of the stamps that I had already acquired and the wide (and often contradictory) variety of catalogue descriptions of this issue (not to mention a former, and far more erudite, article than this in this self-same magazine) the enormity of the task of assembling, mounting and writing-up an even partially complete collection of the Centennials, began to dawn.

From raw Centennialist novice to one with sufficient confidence that he dares put pen to paper and address his fellow members of the CPSGB is a matter of 2-3 years but I now firmly believe that this issue provides the philatelist with the most complex and the most challenging of all the Canadian definitives. Many specialists in earlier issues, such as the Queen's Head or Admiral addicts, would immediately challenge this brash statement but having dabbled in Canadian stamps for many years I base it on the fact that the Centennial issue embraces 4 kinds of paper (and some would even suggest 5), 2 types of gum, 3 forms of Winnipeg phosphorescent tagging apart from the fluorescent general or 'Ottawa' tagging, 3 entirely different perforations and with printings by both the Canadian and the British American Bank Note Companies. In addition to these variations there are of course the usual coils, partially imperforate and se-tenant booklet panes, sheetlets and of course such high priced varieties as printing on the gummed side and the use of fluorescent instead of normal printer's ink. To this seemingly inexhaustible supply of differing stamps must be added the usual crop of printer's errors — but these are beyond the scope of this article.

There is nothing new in this assessment to any devotee of Elizabethan Canada but the length of the list indicates the need for rather more careful examination of one's spare Centennial stamps than might, on that first perusal of the Commonwealth Catalogue, be apparent. The man of experience would no doubt suggest that a Stanley Gibbons Commonwealth Catalogue could only provide a pretty simple list and that anyone interested in delving a little deeper into Canadian issues should turn to the Canadian Catalogues for a more accurate listing. However, as so often occurs with complex issues, I have found that no single Catalogue, Canadian or British, is altogether accurate and some are positively misleading. The Canada Specialised (unfortunately no longer produced) seemed to have the best approach and the most comprehensive description of the issue, but even this is not complete.

Filling the gaps (or finding them), once the basic framework of the collection had been established has been in my experience like most other

rather more specialised aspects of philately, a hit and miss affair. Few dealers, other than the real Canadian specialists, have the time or inclination to classify stamps that with few exceptions are worth no more than a few pence. For some reason, and no-one has ever been able to give me a satisfactory explanation, Canadian stamps have never enjoyed the popularity and rapid appreciation in value of so many other Commonwealth countries e.g. Australia. This of course allows the collector of Elizabethan Canada to acquire his stamps at minimal cost but it also means that classification of stock is an unrewarding task for those who make their living from the philatelic trade. Similarly I have found that unless this particular issue has aroused their interest, Canadian collectors disposing of their surplus will invariably establish perforations, tagging and sometimes even gum but will rarely delve into the murky world of paper and printer's ink for it this variation that is the most difficult to classify and without an ultra-violet lamp it is of course impossible.

The UV light is the most essential piece of equipment in the Centennialist's quest for paper and printing classification but in my experience it is of limited use by itself for so often it is only by comparison with certain standard definitives that positive identification can be established to one's own complete satisfaction. To confuse the picture further the stamp that establishes a standard fluorescent CBN stamp may not necessarily be valid for verification of BABN issues. Indeed the range of fluorescence on the 'normal' fluorescent paper is so wide as to suggest that there are different qualities of fluorescence in the paper provided by the manufacturers to the printer and in the same way that normal paper is subdivided into 'toned' and 'white' so fluorescent paper can be either high or low. However any degree of fluorescence in the standard fluorescent paper must not be confused with the Highbrite (HB) paper for which the easiest test is whether it shines through the Hawid or Prinzgard type mounts (though this is not foolproof) nor should it be mistaken for fluorescent ink. This latter variety is initially the most difficult to identify, although once seen its bright surface glow is readily recognised and discovery is certainly financially rewarding.

From assembly to mounting and writing up. Every philatelist has firmly held views on this topic and whilst he may perhaps admire another's efforts he will usually believe his own system, if not his writing, to be the best for his collection. I therefore offer my solution as an alternative for consideration by anyone who has assembled but not yet mounted his Centennial collection.

Unlike so many earlier issues the difference between stamps of a particular value is often difficult if not impossible to see, certainly with the naked eye. I therefore considered that they required a system of displaying them that would immediately identify all the features that established a particular stamp as being different to the norm and to its fellows on the page. With up to 8 variations of tagging, gum and paper from a single printer and with a common perforation the system or coding had to be simple, unambiguous and take up a minimum of space. My solution has been to place circular coloured tags underneath each stamp with each colour representing a particular variation of paper, gum or tagging.

My collection requires 11 such discs:

Paper Variations

Fluorescent paper
Highbright or Hybrite (HB) fluorescent paper
Glazed paper
White paper

Postal Indicator Bands or Tagging

General fluorescent or 'Ottawa' tagging.
Single phosphor band or Winnipeg 1-Bar.
Double phosphor bands or Winnipeg 2-Bars.
(NB. plus single phosphor band 1 side)

Gum Variations

Dextrose gum (shiny)
Polyvinyl alcohol (PVA) gum (matt)
Printing on gummed side.

Printing without variation

Any stamp that omits the standard such as being without tagging or on normal instead of one of the fluorescent papers, etc.

A comprehensive key to all these variations is provided as an introduction to the collection. These coloured tags add a bit of variety to the page and satisfy the three conditions listed above; however they may appear a little commercial to those who prefer the more traditional written description.

I have not dared to venture into printer's errors although suspect that this is the next and inevitable step. I realise I have far to go but now, having played the fool, invite the angels to reply!

ALL CONTRIBUTIONS TO
MAPLE LEAVES
WILL BE WELCOMED
BY
THE EDITOR

THE NEW LONDON POST OFFICE, OPENED TUESDAY MAY 1 1860

On May 1, 1860 a new post office building was opened in the growing city of London, Canada West. The *London Free Press* and the *Daily Western Advertiser* had a lengthy article describing it, from which Max Rosenthal has selected the items reprinted here, showing how an urban post office looked and was run then.

This substantial building, which has been in progress for more than two years, is at length opened to the public, and as it forms one of the handsomest structures in the city, we purposely devote a considerable portion of our space today to a description of it.

The building is in the Italian style of architecture, and occupies a piece of ground on Richmond Street 60 feet by 70.

THE ENTRANCE

On ascending the flight of stone steps and entering the building, the first object that arrests the eye is a handsome plate-glass screen, divided into three compartments, each fitted with a sheet of enamelled plate-glass, richly wrought with appropriate designs. The screen, with the two swinging doors at either end, is intended to guard against the gusts of wind which swept the old Post Office entrance, shivering those who had to wait for their letters, and tendering the clerks subject to periodic attacks of sore throat. Passing through one of these doors, the visitor enters into a handsome room, which may be denominated the

GENERAL AND DELIVERY DEPARTMENT

This is the place where the public apply for the letters, papers and packages which may be lying at the London office. A handsome plate-glass screen runs directly across the room, behind which stand the clerks ready to wait upon the applicants for letters, and the plate-glass is divided into eight compartments, respectively distinguished by the letters A, B, C, D, E, F, G, H. On each of these divisions appear the numbers of the boxes, commencing with number 1 and proceeding consecutively to no. 140. These figures indicate the boxes which are ranged behind, but the arrangement is different from usual practice, as the numbers appear eight times repeated. The applicant for letters will therefore have to mention the latter division as well as the number of his box. The design of this arrangement is to prevent the inconvenience of the use of long numbers in discriminating the boxes. There are not quite 500 boxes in use, but space is left for 500 more should the demand be extended by the growth of the city. Under the boxes are arranged 80 drawers, each furnished with locks; these are likewise numbered. Those whose correspondence is extensive will find the drawers convenient, especially as no one can possess themselves of the contents without the pass key. There are two wickets for the box delivery, and one for the general delivery. To the right is the Postmaster's room and the Money Order Office.

Two “drop” boxes — the one for letters and the other for newspapers, are conveniently placed. We now enter the Postmaster’s room, which is a snug apartment, with a communication to the Delivery Clerks’ department. Passing through this room we enter the

DELIVERY OFFICE

Where the clerks are placed to attend to the thousand-and-one applications per day for letters, and reply to the numberless inquiries made as to the mails and other postal business. Here we get a sight at the back of the boxes, which are made of tin, thus occupying less space than if constructed of wood. To prevent mistakes, the names of the lessees of each box, together with the number, are printed and securely fixed to each. At the back are the compartments allotted to the “General” delivery letters — the correspondence of the public who don’t indulge in the luxury and convenience of boxes but who by their inquiries at the wicket, frequently drive the ever-patient clerks to the verge of desperation. The rent of the box is \$1.50 a year.

DISTRIBUTION AND SORTING ROOM

From the room the public is peremptorily excluded. The mails are here received and sorted, resorted and despatched. The utmost order, regularity, and business discipline is necessary to save confusion, prevent mistakes and get the allotted sorting performed, and the mails “made up” in time for the departure of trains and stages. Long tables are ranged for the sorting of letters and papers and the making up of parcels. On one side of the room are placed boxes with 180 divisions. These serve for 90 post offices — two boxes for each. The names of the post offices are printed and placed on each box. The letters and papers are thrown into the box bearing the name of the post office to which they are addressed. A new feature is, however, introduced into the sorting department — we allude to what we may term a circular newspaper distribution recess. This is simply a number of compartments one over the other to the number of 80, each bearing the name of a different post office. The sorting clerk stands in the centre with his basket of papers — and has the whole of the boxes at arm’s length and he stands on one spot till his task is completed. A marble-topped table, with a jet of gas above, is for use in sealing packages, another table has cork let into the top (we think India rubber would be better), on which the letters are stamped. The cork being elastic, and yielding to the blow of stamping clerk, a sharper impression of the die is secured.

INSPECTOR’S DEPARTMENT

The suite of rooms is on the first floor, and is approached by a separate entrance by the public. It should be here explained that this department is entirely disconnected from the London Post Office, but is located at London from its central position with the Western Post Offices. The duties of the office ably superintended by G. E. Griffin, Esq. are the management and oversight of the post offices in the west, north and south of London and the

letting of contracts. The first floor is divided into spacious and lofty rooms, two for the Inspector, for the Chief and Deputy Clerk, Messengers' room, and apartment for the use of the Mail Conductors (seven in number) travelling on the Great Western in charge of the mails.

Despatching a daily newspaper mail, and a heavy weekly mail on Thursdays — altogether some 200,000 newspapers a year from the Free Press office through the post alone — to say nothing of an extensive correspondence, including many hundreds of registered letters yearly, we are in a position to detect any irregularity or want of efficiency on the part of the Post Office employees here. It is with much relish, then, that we bear our testimony to the zeal, industry, and integrity displayed by the gentlemen on whom the labors of the London Post Office devolves.

(continued from page 47)

To conclude, while the final word can never be penned on any aspect of postal history, it is extremely doubtful whether any new hammers can appear during the era studied. Future research is far more likely to extend periods of usage, clarify minor points and note error indicia. If this and the previous article serve to foster and nurture interest in the postal history of Strathroy, or indeed of any other smaller centre, then the articles have served a useful purpose.

1. R. B. Winmill, "Some Preliminary Notes on The Various Handstamps of Strathroy Upper Canada (Ontario) 1851-1910", *Maple Leaves*, Vol. 18, #5, October 1981, p.126-132.
2. I am indebted to Mr. G. Bruce Graham for sorting out the intricacies of the Strathroy broken circles. He confirmed my suspicions about additional hammers and graciously employed his considerable expertise in this field, to aid my study. He also provided all measurements quoted. The numbers quoted for the hammers and additional proof dates are also through the courtesy of Mr. Graham.
3. As this date precedes the proof date, it is obviously in error. There is either an error in reporting or an indicia error. The second earliest reported date, is OC 11, 1880. A sixth broken circle was proofed SP 6, 1926 (21mm) and while this item is not within the period of this study it ought to be noted.
4. The author is indebted to Mr. Gary Arnold for this work.
5. This information is compliments of Dr. Caplan.

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October, 1983



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MAPLE LEAVES

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OCTOBER, 1983

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EDITORIAL

In our last issue we posed some of the practical problems involved in the production of the society's journal. At the time when those lines were penned, however, we omitted the most intractable difficulty of all: how to ensure that, as far as is humanly possible, we meet the needs of our members. Among them there must be some, if not many, who prefer to live simple philatelic lives and who collect Canada "generally" without involving themselves in the minutiae which delight the hearts of others. In modern jargon "in depth" studies are not to everyone's taste as letters which we occasionally receive will testify. Others will confine their interests to more recent issues, perhaps exclusively to the Elizabethan period which, after thirty years, is a wide enough field to engage the time and interest of dedicated philatelists to such an extent that nothing will tempt them to browse in other pastures. We know that too as well as we know the contempt which others hold for what they choose to call modern "wall-paper". Others find the postmark field in all its infinite variety of absorbing, if not exclusive, interest. The close affinity which postal markings have with postal history has often helped to foster the illusion that postmark collectors must be, of necessity, postal historians. That is a classical *non sequitur*; many postmark collectors have no such delusions of grandeur. Conversely, to some postal historians, postal markings are but signposts, purely incidental, or at the most, "prologues to the swelling theme".

In the broadest terms, therefore, we have to try to cater for stamp collectors who may in the fulness of time become "philatelists" or even "specialists", and postmark collectors who may ultimately graduate in postal history! All this is conjectural: it can be nothing else. It is the proud boast (if that is the word) of those whose business it is to promote our hobby that it has no rules; all are free to "do their own thing" and there are none to say "nay". For all we know some of our members may string their stamps on lengths of cotton as Victorian ladies are alleged to have done with their Penny Blacks. One member we definitely know of used to trim the perforations from common used stamps, cut off any remnants of postmarks and make a multi-coloured collage of the rest. The bits and pieces were glued to cardboard, covered with clear varnish to preserve the original colours and then framed. "A delight for sore eyes", was the way in which he described these pictures which were then hung on his study walls. We were given a detailed step-by-step description of the whole process and an open invitation to publish what was called "A New Approach to Stamp Collecting". Now if this was an elaborate leg-pull it was skilfully camouflaged. Reference to the society's handbook quickly established that surrealist philately was not numbered among the fifty-two varieties of interests which engage the attention of our members, apart, of course, from one who had hitherto hidden his light under a bushel. We mustered all our resources of tact and diplomacy and politely (we think) declined our member's kind offer on grounds of "minimal appeal" or words to that effect.

At this point we come (not too soon) to the meat of the matter. We have just referred to the fifty-two varieties of interests that our handbook compiler lists. A generous count in our last issue reveals that it covered ten of them to a greater or lesser degree, which means that many of our members must feel that their interests are being neglected. Perhaps Commander Scott-Fox was prompted by this feeling to "rush into" the Centennial field with his thought-provoking and novel article that we published in our last issue. If only those who have sought, but not found, what they would like to see in *Maple Leaves* would let us know we could publish a list of "neglected" topics and someone, somewhere, expert or novice, could help to remedy the situation. If the number of contributors could be swelled (optimistically) or doubled (realistically) that intractable difficulty mentioned earlier would be eased, and the editor's life made a little more tolerable. At this point we can do no better than echo the words of Dr. Robert C. Smith, the Editor of *The Postal History Society of Canada Journal* who in his June issue writes:

"Has there been an article on your favourite subject in the Journal recently? No? Well, how about telling us all about it? The only way to get articles in the Journal is to have knowledgeable people write them. Give it a try."

THE SEVEN CENTS GEESE OF CANADA, 1946 (CORRIGENDUM)

On page 26 of our June issue the captions under the illustrations used in the above article were unfortunately transposed. Moreover, the illustrations were shown horizontally and not vertically as intended. The top illustration is the bottom *RIGHT* corner (base at left as published) and the lower illustration is the bottom *LEFT* corner (base at right as published). This was entirely our fault and we wish to apologise to the author, Mr. G. W. Smith, and our readers for any inconvenience and confusion caused by these errors — Editor.

BINDING FOR MAPLE LEAVES

We are indebted to Mr. G. Thompson for reminding us that Mr. M. J. Martin is still willing to offer his services to those members who have their copies of *MAPLE LEAVES* bound. Those who are acquainted with Mr. Martin's work will know that it is excellent, and that his charges are most reasonable. The work is done in maroon, with gold lettering on the spine and two volumes of the journal are contained in one binding, together with indexes if these are also supplied. Mr. Martin can be contacted at: Solihull Bindery, 45 Thurlston Avenue, Solihull, West Midlands. Tel: 021-743-5454.

NEW STAMP NEWS

Abitibi-Price Inc., the only Canadian mill producing postage stamp paper in recent years, decided at very short notice to cease to do so and as a consequence Canada Post, beginning with the World Council of Churches issue on 22nd July, 1983, has been compelled to produce postage stamps on PVA, gummed, non-fluorescent paper coated for either gravure or litho printing supplied by well-known, quality, non-Canadian mills. Until a Canadian paper supplier can be obtained the supplier's name will appear bracketed on the paper specification line in the Philatelic Service bulletins which are issued with each new stamp. In the case of the World Council of Churches issue the suppliers were Harrisons as is the case with the subsequent Sir Humphrey Gilbert and Nickel Discovery issues of the 3rd and 12th August respectively.

FROM THE SECRETARY

Members are asked to note that their copies of *MAPLE LEAVES* are sent to addresses as they are known at the time of going to press, i.e. about six weeks *BEFORE* the due date of issue (the first week in the relevant month). It is, therefore, impossible to activate "last minute" notification of changes of address and members are earnestly requested to notify the secretary at the earliest possible date when their addresses are going to be changed. It would also help if the new addresses were typed or printed in bold capitals in order that the addressograph can be altered correctly and printed correctly in the list of amendments published in *MAPLE LEAVES*.

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THE SIX CENTS SMALL QUEEN 1872-1897

by N. J. A. Hillson

Date of issue

It is generally accepted that this, the third value of the series to appear, was first issued in January 1872, its arrival being chronicled in the February 1872 issue of the 'American Journal of Philately'.

Quantity issued

28,634,730 were issued between 1872 and 1897 of which 4,209,400 are from the 2nd Ottawa Period, 1889-1897.

Usage

The denomination's main purpose was the prepayment of cross-border mail and mail to the U.K. However on January 31, 1875 the letter rate to the U.S.A. was reduced from 6c to 3c, and on October 1, 1875 the rate to the U.K. was reduced to 5c, after which time its main use was for the double letter rate (Domestic and to the U.S.), and from 1879 for parcels not exceeding 4 oz.

After 1875 it was also used in combination with the 2c to prepay the letter rate (3c) plus Registration (5c) to the U.S., a combination that had a rather wider application from 1889, when the domestic registration rate per ½oz. was increased to 5 cents, until 1893 when the Eight Cents denomination was issued.

As can be seen, after 1875 demand fell to about a tenth of what it had been — 3 to 4 million a year. Usage built up from the middle 1880's to close on a million a year, but during the 2nd Ottawa period it fell again and rarely touched 400,000 in a year.

Proofs

Large Die Proofs probably do not exist. Small Die Proofs are known in Brown, Red-Brown, Black, Blue and Lilac. Plate proofs exist in Black and in Brown on India paper, on card, and on India paper mounted on card.

Holmes records a 6c Essay Die Proof with different frame ornaments from the issued design.

Colour of Issue

1872 — 1889 Yellow-Brown
1889 — 1897 Red-Brown

There is comparatively little difference in the Yellow Brown shades over the years. The early printings associated with the 1st Ottawa period are a little warmer in tone than the Montreal printings (Mid 1873-1889). Perhaps one of the red inks used in the colour mix was a little stronger than latterly. A distinct deep shade is noted from Aug./Sept. 1874, perforated 11½ x 12.

The 2nd Ottawa period shows a greater shade range in view of the comparatively short time involved, shades ranging from light Red-Brown to deep Red-Brown; a deep Chestnut coming from the end of the period, and a Chocolate-Brown in the middle, c. 1893.

The Plates

2 plates were used, both standard format arranged in 2 panes each 10x10 subjects separated by a central gutter, the sheets being guillotined into two halves before delivery to the Post Office Department.

The first plate must have been laid down toward the end of 1871. Type IV Imprint — BRITISH AMERICAN BANK NOTE CO., MONTREAL & OTTAWA (1mm high colourless lettering on a coloured background) was placed in the usual positions and in its original state it had the normal single lower left position dot on all subjects except those from the left hand vertical row. It had no letters above the top centre imprint. During one of the subsequent repairs to the plate the letter 'A' was added to the Left-Hand pane above the middle of the top imprint, and a reverse 'R' to the left of the 'SIX CENTS' counter, which on this pane is above the 1st - 3rd vertical rows.

All Yellow-Brown stamps were printed from this plate.

The second plate had the Type V Imprint — 'British American Bank Note Co., Montreal', a counter to the left of the L.H. pane and above the centre of its top imprint the letter 'B' upside down and reversed (so that at first glance it appears normal). The R.H. pane, naturally, had the counter to the right of the top imprint above which is the letter 'C' reversed. Position dots can occasionally be discerned at the 9 o'clock position on the rim of the medallion indicating the plate is from the 'late' Montreal group of plates, but is an early example laid down around 1880. (Later 'late' Montreal Plates, i.e. c.1886 have the position dot at 3 o'clock). A position dot and traces of a horizontal guide line bisecting all the dots in each horizontal row is to be seen in the selvage of the R.H. ('C') Pane.

This plate was used only for the red-brown Ottawa printings, and had been in store for so long before its commission that early printings from it show that it had become slightly corroded in places.

Plate Varieties

The 'Montreal & Ottawa' plate had one fresh entry with doubling throughout the design, which is illustrated in most handbooks concerned, and is known on cover as early as 28 March 1872. I do not believe its location on the plate has been properly established. Repairs to this plate gave rise to a number of other re-entries, while removing the original one, generally to be found in evidence of doubling to the numerals of value, or to the base line.

There must have been at least two general repairs, plus one or more particularised repairs, to this plate. In the second state of the plate, i.e. after the first general repair, carried out probably in the fall of 1874, 2 lower left position dots became the norm on this plate instead of the usual one. The second general repair gave yet a third dot to many of the vertical rows and it is recorded that in its 3rd state the L.H. Pane showed :—

1st stamp — no dot. 2nd stamp — 2 dots. 3rd-10th stamps — 3 dots.
(horizontal rows).

Unfortunately the R.H. Pane from this plate is so elusive that the author has no record of any positional pieces from it, so it is not even known if the L.H. vertical row had a L.L. position dot in its original state or not, a feature that some plates at least from the early period most certainly did have.

At some time subsequent to the 2nd general repair, and probably after 1890, position 24 L.H. Pane was extensively re-entered, noticeably to the left and base of the design. Curiously Position 35 in this late state actually has 4 position dots, and gives a strong clue as to why all these extra dots were punched in (by hand). The Position 24 Re-entry is not recorded in Yellow-Brown.

Two other varieties from the first plate are the 'Dot in 'P'' which is on stamp No. 2 L.H. Pane, and the 'Gash below the Neck' — plate damage similar to the 'Plume in Hair' flaw on the 5c, which is only known on stamps Perf $11\frac{1}{2}$ x 12, therefore must have occurred after the plate was commissioned, and then corrected fairly quickly.

The 'Montreal' Plate, repaired around 1892 which removed evidence of corrosion, in its 2nd state contained three major re-entries, all similar in that the left side of the stamps are strongly affected, and all three show considerable distortion to the word 'CENTS'. One from Pane 'B' is still not located, the other two from Pane 'C' are at Position 7 (one of the corroded positions in the 1st state) and at Position 81. All three are very scarce.

The most well documented variety from the plate came from a later repair, probably done in 1895. This is the 5c/6c Re-entry which may come from Position 25 Pane 'B'. The fifth vertical row shows the subjects 'jumped' at positions 25 and 35; unfortunately the phenomenon repeats itself at positions 85 and 95, so there is doubt as to its exact location. Readers are referred to *Maple Leaves* Vol. 18 No. 2 p.33/34 and No. 3 p.80 for a description of the variety and possible reasons for its cause. This is still not clearly understood, but the weight of evidence suggests that the wrong transfer roller was used by the operator in a moment of mental aberration.

Various minor re-entries are found on this plate and interested students are referred to Reiche's handbook on the subject.

Perforations

The usual pattern is followed. 1st Ottawa are found Perf 12 x 12, then Perf $11\frac{3}{4}$ x 12, occasionally $11\frac{3}{4}$ x $11\frac{1}{4}$.

Montreal printings appear mid 1873 Perf $11\frac{1}{2}$ x 12, later $11\frac{3}{4}$ x 12 again, and from 1876 Perf 12 x 12 concurrent for a while with the compound perforation. One example is known Perf 12 x $11\frac{1}{2}$.

2nd Ottawa printings are Perf 12 all round.

Paper

Again this follows the typical Small Queens pattern – good quality wove in the early years, poorer thinner quality from the 1880's, and very poor thin paper, rough on the reverse, from about 1888, but showing a slight improvement in quality around 1893.

Imperforates

These were produced from the 'Montreal & Ottawa' plate some time during, or just after, 1893, and possibly after this unusually long-lived plate had been finally taken out of service.

Bisects

A few examples exist prepaying the domestic letter rate, where a genuine need may have existed. Others, also few in number, are philatelic – all these are from the Maritime provinces where there was a tradition of allowing bisects through the post without penalty.

Conclusion

It is surprising that a stamp printed from just two plates during its entire 25 year span should present so many conundrums to the student, many of the answers to which even today are imperfectly understood. I suppose more than any other stamp in the series, this one indicates why the last word on the Small Queens will never be written.

CANADIAN STAMP HANDBOOKS

The 1967-73 Canadian Centennial Definitive Issue

Published by The Unitrade Press, Toronto.

Canadian Stamp Handbooks, edited by Michael Milos, has released the second in a series of handbooks for the advanced collector. The second release covers in depth one of the most popular definitive issues Canada has ever produced, the 1967-73 Definitive Issue, popularly known as "The Centennials".

This issue is, without doubt, the most complex issue produced during the Elizabethan Era. What began in 1967 as a single issue produced by the Canadian Bank Note Company, soon mushroomed into a plethora of varieties with the advent of the British American Bank Note Company on the printing scene. *The Centennials, 1967-1973* provides the collector with a clear understanding of this complex issue.

Prepared by five leading "Centennial" specialists; Richard Fournier, Murray Freedman, Peter Harris, Douglas Irwin and Ken Rose under the editorship of Michael Milos, this 44 page looseleaf handbook includes an up-to-date comprehensive price list of all the material listed.

The Centennials, 1967-1973 is printed on durable, quality paper and contains: information on the technical aspects of the Centennial Definitives separated into the three types of paper used during the life of the issue including the designs, format, coils, booklets, imprint, gum, perforations, phosphur tagging, precancels, dies, printing methods; a separate listing of the main varieties and their locations; and a comprehensive listing (using the primary Scott numbers) of the regular issues and varieties listing the paper fluorescence, texture, gum, tagging, plates, issue date and other pertinent data. The detailed nature of the regular issues has also been used in the listing of the coils and booklets (both complete booklets and booklet formats with integral panes). The latest up-to-date Tagging Varieties Chart by Ken Rose has been reproduced to complement the listings.

The comprehensive listing of the stamps is followed by several pages of illustrations using half-tone plates to clearly depict the major sheet, coil and booklet varieties as well as the re-entries of the 6c black noted in the listings.

Canadian Stamp Handbooks is planned as an on-going project over the next two to three years, and will culminate in a comprehensive work encompassing the whole of Canadian philately. The series will be published in compact 6x9" booklets in a loose-leaf format. A matching binder for the handbooks is also available from Unitrade Associates, the sole distributors of the handbooks (retail \$4.95).

The first handbook, *The First Cents Issue, 1859-1868* sold out the initial printing and the second edition is again available at \$2.95.

The second handbook, *The Centennials, 1967-1973* retails for \$5.95 (44 pages) and may be obtained from local stamp dealers or by writing directly to The Unitrade Press, 127 Cartwright Avenue, Toronto, Ontario M6A 1V4. Please note that all prices are in Canadian funds and orders should include \$1.00 for postage and handling. The Unitrade Press accepts VISA or Mastercard.

To ensure receiving all editions of the handbook series, the publisher suggests collectors set up a standing order to receive all future releases. The next planned handbook will cover the popular "Admiral Issue" and should be available in the early autumn.

AIR MAIL NOTES

Jack Knight Air Log & A.F.A. News

We are indebted to our well-known member Major R. K. Malott for the receipt of information (unfortunately far too copious to reproduce) which we are sure will be of interest to aerophilatelists. This is contained in the July-September issue (sub-titled above) and is available from Major Malott at 16 Harwick Crescent, Nepean, Ontario, K2H 6R1.

POSTAL HISTORY OF THE KLONDIKE GOLD RUSH

by A. E. Barlow

(The material in this article is based upon the author's study of various files in the Yukon Archives during July and August 1977. Permission to write on this subject and to reproduce copies of letters was given to the author verbally – Editor.)

Letters showing clearly some of the problems encountered when the postal service was being established, during the great Klondike Gold Rush, can now be seen by visitors to the Yukon Archives in Whitehorse, capital of the Yukon Territory of Canada.

The modern Archives Building stands beside the Public Library on Second Avenue in Whitehorse. It is open Monday to Friday, from 8.30 a.m. to 5.0 p.m. and holds many historical records of the Yukon since it became a Territory at the time of the Gold Rush. There are a number of files of official post office correspondence which may be consulted, on request.

Gold was discovered at Rabbit Creek, a tributary of the Klondike River in August, 1896, by George W. Carmack and his two Indian companions, Tagish Charlie and Skookum Jim. By 1897 the news had spread to prospectors in other parts of the Yukon and Alaska. They moved in to stake their claims, during that year, on the creeks flowing into the Klondike. Rabbit Creek was renamed Bonanza Creek. Dawson City was built near the junction of the Klondike and the mighty Yukon River. It was founded by Joseph Ladue in September, 1896.

The Great Stampede followed in 1898. Thousands of people moved north into the area of Dawson and the creeks of the Klondike. They turned Dawson into a tent city as they arrived. In that year it became the largest Canadian Community west of Winnipeg. It was then capital of the Yukon, an honour it lost to Whitehorse in 1951.

The letters in the Archives File No. 890 illustrate the role played by the North West Mounted Police, with Captain Harper of that Force as first Postmaster of Dawson. Later the responsibilities of the postal service were taken over by the Commissioner for the Territory, and the appointment of a civilian postmaster, Mr. Hartman. Finally, the Post Office in Ottawa took over responsibility, but by that time most of the great mass of stampedeers had moved on to new claims and new dreams.

A handwritten letter from Frank Harper of the N.W.M.P. is the earliest in the files. He wrote from Dawson on 23rd August, 1898,

“To whom it may concern –

The Yukon Mail and Express Delivery Company is going to endeavour to establish a service for the delivery of mail in the town of Dawson and on the creeks adjacent to Dawson. They have interviewed me regarding this service, and I have agreed to assist them in any way I can in giving them letters for those who may wish to avail themselves of this accommodation by a small charge.

This is entirely voluntary on any one's part who may wish to obtain their mail through this source and is done entirely for the PUBLIC BENEFIT. As a good deal of expense will be incurred in connection with this delivery, I have given the within mentioned the sole right of this delivery for the time being."

Signed — Frank Harper, Postmaster, Dawson.

The letter was headed "North West Mounted Police", also handwritten.

The second item in File No. 890 of the Yukon Archives is another handwritten letter from Frank Harper, Inspector N.W.M.P., Postmaster. On six foolscap-size pages, it is dated 7th September, 1898 and addressed to W. Ogilvie, Esq., Commissioner of the Yukon, Dawson. Harper writes very clearly of his efforts to establish a post office.

"Sir, I was sworn in as the post master at Dawson in Victoria on the 14th of August 1897, and then was caused to provide a guarantee of \$250 for the due performance of my duties, the premium for which guarantee they caused me to pay from my personal finances, and I have received no allowance whatever since being Postmaster of Dawson for any responsibilities or superintendence I have had in connection therewith. I arrived in Dawson on the 10th of October, 1897 with a small mail and \$100 worth of postage stamps. I reported to Supt. Constantine that I had been appointed Postmaster but he replied he could not see that I had anything to do with it as he had already sworn in a man named Sarsen as Postmaster. So for a short time I did not take any active part in the Post Office, but when I found that Sarsen was residing at Fortymile, I then assumed control. At this time the Post Office was in a tent in the town, on the main street near the Opera House. As it was necessary to move from there at once, Supt. Constantine erected a small building adjoining the Guard Room in the Barracks to be used as a Post Office. This was alright (*sic*) until the first mail arrived from the outside on the 26th February 1898, consisting of a ton or more, when it was quite inadequate for distribution purposes. So I obtained then, from James Kerry, the use of his saloon in town to distribute the mails. He had it closed at the time and allowed me to use it free of charge. I still used the building in Barracks for the distribution of the old mail and sale of stamps. I continued to use this building for quite a long time but when it was required I had to return to the small building in Barracks. I then handled the sorting of any new mail that came, and the Registered Mail and sale of stamps in the Hospital Building in the Barracks. This continued until it was simply impossible with the accommodation in Barracks to handle the crowd requiring their mail daily. I then obtained the loan of a building in town from Macdonald and Harrison for the distribution, which place is still being used, though we are likely to have to vacate the same at any time.

On the 1st mail leaving Dawson after my arrival, 4th January 1898, I sent a full report to the Post Office Inspector in Victoria, regarding having suitable buildings erected here and the great necessity for same, also a proper staff be supplied to carry on the Post Office duties and sundry other matters regarding the supply of stamps or etc."

Captain Harper goes on to say he received a reply that his report was being sent to Ottawa. He adds that he sent a similar report to Major Walsh "up the river". Then he goes on:

"When Major Walsh arrived at Dawson I explained to him the great necessity of having a proper building for a Post Office and he told me to get estimates, which I did. On learning the figures he said he would do nothing until he heard from Ottawa."

After explaining some of the frustrations in getting a new building started, Captain Harper notes that Major Walsh left "without giving any more instructions or authority to erect a building". The Major had, however, given Captain Harper authority to engage civilians, as required, for Post Office work, paying them 75 or 80 dollars a month, "they to board and lodge themselves". He goes on: "Under this authority, I have now 8 civilians employed. The hours that the Post Office has been open during the Summer months have been from 8 to 5, now from ½ past 8 to five, and a few days during the Summer, when the great rush was on, I kept it open until eleven o'clock at night, the police getting so much per hour extra for the extra hours. But the men thought they were not getting enough so I could get no volunteers for the night duty after a few nights. Further to accommodate the Public I allowed some of the Police under Const. Henson to obtain letters from the Post Office during closed hours, for friends of theirs."

He ends: "I allow ladies to enter by a side entrance and only give them their own mail and that of their husbands."

Mr. Ogilvie, the Commissioner for the Yukon Territory, was evidently dissatisfied with the postal arrangements being in the hands of the N.W.M.P., for on 27th September, 1898 he wrote from Dawson a letter to Hon. William Mulock, Postmaster General, Ottawa, a copy of his typed letter being the next item in the Archives. He writes: "Sir, As an opportunity has occurred by which I can send a few lines, I take advantage of the occasion to say that I found the Post Office here, to put it mildly, is in a disgraceful condition.

Who is to blame for this I cannot at present say, and would rather not make any remarks in that direction."

Ogilvie goes on to report that he has put the office on a different footing and rented a building at One thousand dollars a month.

"At present the Postmaster here, Capt. Harper is busily engaged in his police duties.

By an Act of Parliament erecting the Yukon Territory into a separate province, I, as Commissioner, am armed with Supervisory power over all the Departments, but I would ask you to make me Post Master or Post Office Inspector (or whatever title it is designated by) over the whole Yukon Territory, so that I may be able to deal promptly with any emergency that may arise."

The Postmaster General replied on 1st November, 1898. He told Ogilvie that he was pleased to learn that Ogilvie was putting post-office matters in Dawson "upon a more satisfactory footing, and in compliance with your suggestion will recommend that, as Administrator, you be clothed with the power of a post-office Inspector for the Yukon District."

Mulock went on to advise the Commissioner that Mr. I. J. Hartman had been appointed postmaster at Dawson.

"Mr. Hartman will show you his instructions", the P.M.G. adds, "and I am sure will work loyally with you in order to make the service a credit to the Department."

An Order in Council was then passed on 5th November, 1898. This gave the Commissioner for the Yukon the power to exercise supervision over postal matters in the Territory. Signed by H. G. LaMothe, Assistant Clerk of the Privy Council. A copy (unsigned) of the Order in Council, together with the original covering letter to Ogilvie from the Post Office Department, Ottawa, is in the Archives.

Mr. G. Hartman settled in as Postmaster. Six months after he took over the Commissioner asked him for a report. A copy is to be seen in the Archives file. Written 24th April, 1899 by Mr. Hartman it starts:

"Wm. Ogilvie Esq.,

Commissioner, Sir :— As requested in yours of 20th, I here give you a report of the work connected with the Post Office since my arrival on Oct. 17th 1898.

Three days previous to my arrival, the building which you had secured and had fitted up for a Post Office immediately after your arrival on 5th September was destroyed by fire on the 14th October. On the 17th, when I arrived here, you had secured the present building, and men were fitting up the interior as fast as it could be done, and in the best possible way for the distributing of the mail and for the convenience of the public.

On the 18th, you turned the superintending of the work over to myself and I had the work finished as you had planned, which I consider was to the best advantage that possibly could be considering the shape and size of the building.

I believe nearly all the mail was saved from the fire. The letters were all thrown into sacks from the pigeon holes, thus mixing them all up, and as there were tons of it, you had wisely set the staff at sorting the letters out alphabetically so as to have them ready by the time the office would be ready."

Hartman goes on to say he had eight people working, except that when a large quantity of mail arrived in March and April 1899 he employed two extra workers. During March 225,000 letters had arrived. He reported that no man had to wait in line over a half an hour to receive his letters!



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Before Hartman's appointment Dawsonites and miners on the surrounding creeks had been constantly complaining of bad service. They were tired of lining up for hours and sometimes days outside the post office to get their mail. So Hartman's efforts had evidently brought some improvement.

The building reported destroyed by the fire which scoured Dawson on 14th October, 1898 was that owned by Alex McDonald and which Harper had borrowed for use as a post office.

The establishment referred to as "the present building" in Hartman's letter was the Brewery Saloon. The Government had leased it and set up semi-permanent quarters. Until finally, in November, 1900 a new permanent post office building was opened in Dawson.

On 5th November, 1901 a letter was sent by the Deputy Postmaster General, Post Office Department, Ottawa to the Commissioner for the Yukon Territory, Dawson. It reads as follows :-

"Sir — The establishment of direct telegraphic communication with Dawson having made it possible for this Department to assume entire control of the Postal Service in Yukon Territory, it is no longer necessary to impose any responsibility upon you in respect to postal matters. And an Order in Council, copy of which I enclose for your information, has accordingly been passed withdrawing the authority which was conferred upon the late Commissioner for the Yukon by Order In Council passed on the 5th November 1898."

For the men who had been in Dawson from 1897 or 1898 the efficiency resulting from the construction and opening of the new post office in late 1900 was a miracle. It enabled families to communicate and businesses to expand. Without a settled and efficiently run postal service it is unlikely that Dawson could have developed into a modern city and centre of communications for the Yukon Territory for many years to follow.

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SAY YOU SAW IT

IN "MAPLE LEAVES"

POSTAGE DUE ON BUSINESS REPLY STATIONERY

by G. A. Wallace

It is 19 years, October 1964, since R. B. Hetherington wrote a series of articles on Permit and Business Reply Stationery for *MAPLE LEAVES*. The information he gave was accurate and well worth re-reading. I do not intend to try to better his articles, just to give a few aspects of Business Reply Cards and Envelopes a new lease of life. Personally, I think this form of Postal Stationery is about the dulllest form of philately, with regard to a long list of ELECTRO sizes and the tedious number of CHEVRONS; so, these will not be mentioned again.

I am interested in the use of Postage Due stamps on these envelopes and cards, having in mind the rates and methods of payment. To recap on previous articles, Business Reply Envelopes are a spin-off of Permit stamped envelopes; which in turn is an alternative form of pre-cancelled envelopes. The difference being, that the postal fee on Business Reply Cards and Envelopes was only charged if the item enclosed was returned by post. This service could save business firms huge amounts in postal wastage, which more than compensated the 1 cent per item extra charge.

A large firm sending out printed matter in thousands could expect to receive about a ten percent response on the advertising, order forms and reply envelopes despatched. During the 1930's, a thousand stamped envelopes for inclusion would cost \$30.00 in postage, of which approximately \$3.00 worth resulted in actual business, thereby constituting a postal waste of \$27.00 — not a very promising return on the initial outlay. This new service, which began early in 1930 (possibly February), would only cost the business the original \$3.00 plus the 1 cent per item, amounting to \$1.00, this keeping in mind the average response of ten percent. The saving of \$26.00 per thousand made this service a viable solution to postal wastage.

As this service was on a C.O.D. basis, and the majority of returned items were received within the first week following despatch, the system of payment could be arranged with the Postmaster in three different ways :—

1. By a special bank account with sufficient money deposited in advance.
2. By the purchase of sheets, or part sheets of the largest denomination Postage Due stamps, i.e. 10 cents — which were pre-cancelled and held in abeyance until the total had been used, (this is why cancelled sheets can be found with original gum). Many Postmasters used Postage Due stamps as a form of accounting.
3. By individually affixing Postage Due stamps to the straggling replies coming in after the initial surge of the first week's post; or for smaller firms with a lesser turnover.

The last method could be used to rectify any mistakes made, such as :— (a) old stationery used after a change in rate; (b) a drop letter reply mistakenly posted out of town; or (c) an enclosed addition causing an overweight reply. All three reasons are rare, but can occur. The first reason of which I have an example in my collection, is a 3 cent Reply Envelope of 1930, used in 1935 with a 4 cent Postage Due stamp. This could have been taxed double on the 1 cent deficiency, creating a 5 cent rate; or double taxed on the whole amount which is an 8 cent rate. The last two reasons have been reported, but to date they have eluded me.

Business Reply Cards and	Feb. ? 1930 — Apl. 01 1943	3c
City Rate Envelopes	Apl. 1 1943 —	1951 4c
Business Reply Envelopes	Feb. ? 1930 — July 01 1931	3c
at Domestic Rate	July 1 1931 — Apl. 01 1943	4c
	Apl. 1 1943 —	1951 5c

FORMER AIRMAN COVETED FAMOUS ADMIRAL by The Yellow Peril

The collection of Admiral stamps formed by the late George Marler — the best of the best Admiral collectors — contained fantastic sections of gorgeous plate strips, exotic engine turnings, and irresistible mouth-watering proofs. Viewing such rare items is commonplace for me. However, the Marler collection proved to be an exception. It was the first time since my youth that there was something that I coveted. More than any stamp, lathe-work, or proof that I longed for was that 10c (blue) “R-GAUGE”! For many years I harboured the thought that it would one day cross my path. An even greater surprise was that I encountered only token resistance during the skirmish to capture this little jewel. (*see below*)

Auctioneer Bill Maresch of Toronto did the honours on September 29th, 1982. Despite the fact that this was a very highly specialized sale the “floor” was larger than expected. The famous collection was broken down into fine lots thereby enabling anyone who was even remotely interested to buy some Admirals. Dealers’ stock purchases, as anticipated, were less than at general sales. Prices were seemingly a shade on the low side. There were more bargains than record prices. For example: the 29 volume reference collection was santa-claused to a deserving student for \$2,400 against an estimate of \$15,000. The six-volume study of Edwards, housing over 7,000 stamps, made \$1,000 against an estimate of \$3,500. Out of the forty-nine lots of booklets and panes, there were eight lots of the rare 2c squat die. Although the War Tax stamps represented only 15% of the overall Admiral issues, the fighting in this section was the fiercest. Two lots made over five thousand Canadian dollars. Lovers of plate material had a field day! Some plate strips were sold for less than the price of the ordinary stamps. The precancel R.P.O’s and Perfin collections averaged about double their estimates.



The lovely die proofs sold between \$600 to \$5,250 each. Amongst the engine turns, there were two rarities. A corner block of the 50c with an unmistakably type "D" turning (65%) was known down at \$7,000, a spectacular price for a truly spectacular piece. The block of the 3c brown with inverted "C" turning realized only \$1,700, yet this lathe design on this stamp is at least twice rarer than the 50c lathe.

A week preceding the above sale, Marler's second book on the Admiral Issue appeared. Like his first book, it was published by the American Philatelic Society. Member Horace Harrison is to be congratulated for his role in getting this excellent book to the printers.

(The above figures do not include the 10% buyer's privilege premium. The Yellow Peril served with the Royal Canadian Air Force, later the Canadian Armed Forces, until his retirement in 1975 — Editor.)



13



39

37



41

THE BROKEN PETALS OF THE PITCHER PLANT

by D. C. Speirs

On February 23, 1966, the Canadian Post Office issued a five-cent stamp depicting *Sarracenia purpurea*, the pitcher plant. This species is the floral emblem of Newfoundland, and the stamp was part of a series showing the floral emblems and coats-of-arms of the Canadian provinces and territories. The secret date "1966" is below the Latin inscription on the coat-of-arms, directly underneath the vertical bar of the cross.

This stamp was printed by a combination of intaglio and offset. The red flowers were printed by offset, requiring a litho plate. The plate was produced by a step-and-repeat machine, which repeated the stamp image fifty times to produce a sheet. The sheet image was in turn stepped and repeated to produce the final printing plate with 300 stamps on it, that is, six sheets. The sheet image was scratched before being put through on the step-and-repeat machine, and therefore all sheets have the same flaws on them, known as "broken petals".

Of the four constant broken petal varieties, only one is at all well known, that being the "5 o'clock break" on stamp number 41 on the sheet. (numbering is left to right, top to bottom). The 5 o'clock break is exactly as rare as the other three breaks, yet has achieved catalogue status when the other three are seldom discussed. One probable explanation for this peculiar state of affairs is that the 5 o'clock break is part of the lower left corner block. Collectors of matched plate blocks will therefore have this stamp. The other three breaks are dispersed over the sheet, and are more likely to have been used for postage.

Even a prominent Canadian dealer was unaware of the other broken petals, and put an advertisement in the June 7 1983 issue of *Canadian Stamp News* offering one of the breaks for sale. The advertisement speculated that the stamp was position 28. The photo was indistinct but was probably position 13 or 39.

The four broken petal flaws are as follows:

Position number 13 — Diagonal break on far left flower of the stamp. The break is a thin line just below the centre of the flower, running at an angle of about twenty degrees.

Position number 37 — 12 o'clock break on far left flower. Just above the centre of this flower is a vertical line. Where this line contacts the centre of the flower there is a break in it.

Position number 39 — Diagonal break on far left flower. This break is almost identical to the number 13 flaw, but is tilted upwards at a much steeper angle of about 45 degrees and is only about two-thirds the length.

Position number 41 — 5 o'clock break on far right flower. On this flower, just to the right of centre, is a broken line. The break is several times thicker in width than the other broken petal flaws, and is much more conspicuous. (see illustration opposite)

RIGHTS OF THE POST OFFICE DEPT. IN THE MATTER OF DIES, ROLLS AND PLATES USED BY BANK NOTE CO. by Hans Reiche, F.C.P.S.

An interesting philatelic sideline, which can be viewed as philatelic history, is revealed from correspondence between the Canadian Post Office and the Bank Note Co. The original correspondence between the British American Bank Note Co. and the government has been reviewed and studied. This information is now in the files of the Archives in Ottawa.

On 7th July, 1897 the Deputy Minister, Finance Dept. raised a question with the Deputy Minister of Justice regarding the ownership of the dies, rolls and plates which were used in connection with the work of the Finance Dept., the Dept. of Inland Revenue and the Post Office Dept., and which were manufactured under a contract with the B.A.B.N. Co. The Deputy Minister replied that these items should be delivered by the company to the government.

In the answer provided by the Deputy Minister of Justice he referred to Clause 5 in the contract which provided that all plates, dies and rolls specially used in connection with the said work or any part thereof, and which had been paid for by the government of Canada to the company should be reserved for the exclusive use of the said government of Canada as well as all plates from which the said work or any part thereof should be printed, and should be the property of the government, and the company should, on demand, deliver to the Minister of Finance of Canada for the time being or as he might direct, all said plates, dies and rolls which the company might hold after they had been prepared and paid for.

In connection with the question of payment it was suggested that under Clause 5 all plates which had been paid for and all plates prepared for the production of any stamps mentioned and which had been furnished to the government, were the property of the government, and it was the duty of the company under that clause to deliver the same to the Minister of Finance on demand. Mention was also made that with respect to dies and rolls there was no provision in the contract for payment, but that some had been paid for as part of the cost of engraving the plates. It was suggested that even those which were prepared for banknotes, but used for stamps, were also the property of the government.

Later on after some further enquiry by the Deputy Minister, Finance Dept., the Deputy Minister of Justice wrote that he wished to state that the advice given in the previous letter should be modified. Plates, dies and rolls which the government had paid for became under each contract the property of the government. Payment for plates did not, however, necessarily constitute payment for the dies and rolls with which the plate was produced.

But this did not end the correspondence. In April, 1898 the Deputy Postmaster General wrote to the Deputy Minister of Justice to clarify certain further points. The questions raised were the legal rights to the dies, rolls and plates, the right to destroy or cancel dies, rolls and plates for security reasons, and the company's persistent refusal to cancel these. The first questions were resolved by the previous correspondence with the Department of Finance. With regard to the question of destruction the Justice Dept. did not think that the government had any right to insist upon the destruction of items not under the provisions of the contract, but that all plates from which work had been printed were to be reserved for the exclusive use of the government.

In May, 1898 the Office of the Superintendent of the Postage Stamp Branch wrote to the Deputy Postmaster General. In this memorandum mention was made that on 2nd February, 1898 the department received from the B.A.B.N. Co. the final delivery of stamps (Small Queens) under the contract and that a small account remained outstanding against the department. This amount was withheld pending the surrender or cancellation of all dies, rolls and plates used. Mr. G. B. Burland, the President of the B.A.B.N. Co. was interviewed and he contended that only the plates, dies and rolls, for which the Dept. had paid, were the property of the government. The plates etc. paid for by the dept. were those used to print the 8, 20 and 50 cents stamps, the U.P.U. postcard of 1896 and the letter cards of the 1, 2 and 3 cents denominations. The other dies, rolls and plates which the B.A.B.N. Co. claimed to be the property of the company were those which had been used for the ½, 1, 2, 3, 5, 6, 10 and 15 cents stamps, the 1, 2 and 3 cents stamped envelopes, 1 cent postcard, the old U.P.U. and U.K. postcards, the 2 cents reply card and the 1 cent newspaper wrapper. He mentioned that the Deputy Minister of Justice was averse to the view that this dept. had any right under the contract to take such precautionary measures as previously suggested.

The reason for the concern of the Post Office was that it was noted that *certain material* (our italics), such as proofs and imperforated sheets appeared to come into the possession of unauthorised persons and that the unauthorised re-use of dies, rolls and plates must be prevented. The word 'rolls' is used frequently and in today's terms these would be called transfer rolls.

An interesting fact can be gleaned from all this: all catalogues, including the booklet on the Small Queens of Canada, quote the last date of stamps issued to postmasters as 1897, with the exception of the 8 cents. From the above information we now know that the last day the Post Office received from the B.A.B.N. Co. was 2nd February, 1898. This delivery included many other denominations for the printing of which the dept. had not yet paid.

LETTERS TO THE EDITOR

Commander C. Scott-Fox, F.B.I.M., R.N. writes:

Definitive Issue, 1977-83, Plate Numbers

I have been having a long correspondence with the Canadian Philatelic Bureau to ascertain the precise state of the Plate Numbers of the 1977-83 definitives and have now been sent their list. They themselves were very confused — not surprisingly — and said that they were surprised at one or two of their findings! If this would be of use to other members you may believe it to be worth space in *Maple Leaves*. All that I can say is that my readings of the various catalogues and brochures against stamps that I held did not tie up and I have found this to be useful.

Perf. 11.9 x 12.4

Flowers	1c — 10c	smooth background; printed CBN	Plate 1
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Perf. 12.9 x 13.25

Flowers	1c — 5c	rough background; printed BABN	Plate 2
	10c	smooth background; printed CBN	Plate 2
	10c	rough background; printed BABN	Plate 3
	12c, 15c	printed BABN	Plate 1
Parliament	12c, 17c	printed CBN	Plate 1,2
	14c	printed CBN (Plate 4 with wide and narrow selvage)	Plate 1-4
	12c	printed BABN	Plate 1
Queen Elizabeth	12c, 17c	printed BABA	Plate 1,2
	and 30c		
	14c	printed BABN	Plate 1

Perf. 13.25

Trees	15c-35c	printed BABN	Plate 1
Streets	50c	printed BABN	Plate 1
		printed CBN (1978)	Plate 2,3
	60c	printed CBN	Plate 1,2
	75c, 80c	printed BABN	Plate 1
Scenery	1 Dollar	printed CBN; tagged	Plate 1
		untagged	Plate 2
	1.50 Dollars	printed CBN; tagged	Plate 1
	2 Dollars	printed CBN; untagged	Plate 1,2

Precancels are all identified as being from Plate 1 printings although in some cases plate numbers have not been found on the sheets, except 12c Parliament which cannot be positively identified as being from Plate 1 alone.

Major R. K. Malott writes:

Souvenir Envelope for "The Loyal Americans"

The Canadian War Museum (CWM) has issued a souvenir envelope to commemorate the 200th anniversary of the immigration of the United Empire Loyalists to Canada commencing in 1783. A size 8 envelope with a Loyalist soldier in black on the left side with the wording "Canadian War Museum/National Museum of Man/Musee canadien de la Guerre/Musee National de l'Homme", in black print and "1783-1983 Loyalist Bicentennial/Bicentenaire loyaliste" in red print. On the right side one of ten of the new 32 cent, military and fur trading forts stamps is cancelled with a commemorative three-line die cancellation "The Loyal Americans/Les loyalistes/1783-1983" dated 1 July 1983, Canada's official birthday — Canada Day. Inside the envelope is a bilingual information insert concerning the United Empire Loyalist.

These envelopes are available from the Canadian War Museum at a price of \$1.25 Canadian each, post paid. In conjunction with the exhibition *The Loyal Americans* the Canadian War Museum which is part of the National Museum of Man/National Museums of Canada has published a 208 page book entitled *The Loyal Americans* by Robert Allen. This book is available from the Canadian War Museum at a price of \$14.95 Canadian. Orders should be addressed to The Chief Curator, Canadian War Museum, 330 Sussex Drive, Ottawa, Ontario, K1A 0M8, Canada. Money orders or cheques made payable to the Marketing Branch, National Museum of Man for the envelopes desired should be addressed as indicated above.

This is the fourth commemorative envelope issued by the Canadian War Museum. The last issued and still available at \$1.25 each also, was the souvenir envelope issued to commemorate the Dieppe Raid of 19th December, 1942.

Mr. H. W. Harrison, F.C.P.S., writes:

2 cents Edward VII envelope

Appended herewith is an actual count of the number of different dies in a lot of 1,438 Scotts Cut Squares of the 2c King Edward VII envelope, Webb #EN17 to EN17e.

Based upon this study, I suggest that the price scale for used entires be as listed below.

EN17	Die 1	\$ 2.00
EN17a	Die 2	10.00
EN17b	Die 3	20.00
EN17c	Die 4	6.00
EN17d	Die 5	40.00
EN17e	Die 6	25.00

Of course, I have no way of knowing whether these cut squares were accumulated over the entire period of use of the King Edward envelopes, since the prevalence of wavy line machine cancels is overwhelming. What dated cancels there are, seem to predominate in the period of 1906 and 1907, but this would be normal as the use of machine cancels became ubiquitous as the period of use of the envelope extended. Based on the fact that cut squares from this lot were accumulated from the 1870's to the Queen Elizabeth II era, I believe it is logical to assume that the accumulation of Edward VII envelopes does run for the entire period of their use, and therefore this study should be statistically valid.

My reasoning behind the pricing which does not reflect the real scarcity is because the demand for the scarce dies does not begin to approach the demand for the standard envelope which was in common use. Prices for the rarer dies could be raised as the demand increases due to the additional publicity recently generated by the inclusion of the die varieties in the Webb Catalog.

Cut Squares 2c King Edward VII:

Webb EN17	Die 1	1,375
Webb EN17a	Die 2	16
Webb EN17b	Die 3	8
Webb EN17c	Die 4	28
Webb EN17d	Die 5	4
Webb EN17e	Die 6	7
		<hr/> 1,438

THINGS NEVER CHANGE by R. B. Winmill

The printers of Canada's postage stamps have still not remedied the production problems which have plagued them in recent years. The writer has had the good fortune to locate three errors — a major colour error and two major tagging errors. The colour error occurs on the Canada Day, 1981 stamps. Entire sheets exist where the yellow in Ontario is totally replaced by the green of Saskatchewan. Thus far a used single and a mint block of four have been observed; but sheets have been reported. A philatelic clerk also confirms the existence of this error and reports others on these stamps as well.

The booklet containing 25 of the 17 cents Queen definitive has been found to exist untagged. Of course, as these were not found in philatelic stock, but rather in field stock, it is likely that any which were bought would be used.

Finally, once again in field stock, a quantity of the 17 cents Parliament stamps with error tagging were uncovered. Owing to mistagging these are all tagged down the centre of the stamps rather than on each side as intended. What will be seen next?

BOOK REVIEWS

LYMAN'S STANDARD CATALOGUE OF CANADA — B.N.A. POSTAGE STAMPS 36th EDITION, WINTER, 1983.

This edition includes the completely revised order of listings which was introduced in the 34th edition. All regularly issued postage stamps, including definitives, commemoratives, semi-postal, registration, airmail, special delivery, airmail special delivery and war tax issues are listed in chronological order by issue date. Booklet panes and miniature sheets are listed immediately following their corresponding regular issues. Postage due, official and officially-sealed stamps, which were not intended for public use, comprise a different category and are listed separately. The catalogue covers all issues for the Provinces and Dominion of Canada and for the pre-Confederation regions of British Columbia and Vancouver Island, New Brunswick, Nova Scotia, Prince Edward Island and Newfoundland. While this catalogue is basically a standard one, a semi-specialised listing of many early issues is included as usual. For the price (\$3.50) it must be about the "best buy" on the market and as up-to-date (April, 1982) as can reasonably be expected.

CANADIAN PHILATELY, BIBLIOGRAPHY & INDEX (Supplement)

This supplement to Cimon Morin's standard work covering the period 1864-1973 comprises publications which include monographs, brochures, specialised catalogues, auction catalogues and articles on B.N.A. philately and postal history that have appeared during the years 1974 to 1980. It also lists pre-1974 documents that were omitted in the original work. No references are given to the development of philately itself, nor are official publications from government sources listed with the notable exception of *The Postmark*, the official journal of the Canadian Post Office published during the years 1939 to 1969. Those who are acquainted with *The Postmark* will testify that this magazine frequently contained original articles on Canadian postal history, and its inclusion now in this supplement will be welcomed by researchers and students.

The supplement's value is considerably enhanced by the inclusion of an index listing all the stamps, aspects of postal history, postal markings and stationery as well as authors covered in the original work together with those dealt with in the present volume. The numbers in bold type refer to the previous edition, and there are also references (marked with an asterisk) which indicate additions and corrections to the original edition. In fact all of this supplement is a glowing testimonial to the painstaking work undertaken by Cimon Morin in order to provide as complete a guide to B.N.A. philately and postal history as is humanly possible.

For students, researchers, philatelic authors and journalists this work is as indispensable as the original. At the time of its publication the many favourable reviews which it attracted were so well merited that it would be superfluous to add that this 246 page supplement is equally deserving of commendation. It is obtainable from the Canadian Government Publishing Centre, Supply & Services, Ottawa KIA 0S9 or from booksellers at \$18.25 or \$21.90 from members in the U.K.

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Maple Leaves

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January, 1984



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JANUARY, 1984

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EDITORIAL

STAMP COLLECTING MONTH

The announcement of Canada Post that it was supporting a campaign to promote stamp collecting was, unfortunately, received too late for the inclusion of this news in our last issue. "October", they say, "is National Stamp Collecting Month." Apparently October is observed as stamp collecting month in many countries, apart from Canada, which is news for us, anyway. We were always under the impression that stamp collecting was an all-the-year-round hobby, with a possible lull during the summer months when the garden, the golf course and holidays prove to be compelling, irresistible alternative attractions, at least for older collectors. In the spring, according to Tennyson, fancies lightly turn to something else, at least for younger collectors. In the winter, we suspect that "Sportsnight", "Morecambe & Wise" or "Coronation Street" *et al* sometimes present alluring prospects that many, young or old, cannot resist. All of which leaves us with the autumn, and with the seasons being what they are, that means October, *STAMP COLLECTING MONTH*. So now we know! But there is more yet. According to Mr. R. M. Warren, President and Chief Executive Officer of Canada Post, "Five percent of Canadians aged 18 or over, about 765,000 persons, collect stamps". He was modest enough **NOT** to say "collect Canadian stamps", but we know what he meant! He will know what every-

one knows and that is that the stamps of any one country prove to be the most popular among collectors who are natives of that country. They are, of course, collected by "foreigners" as well, but by no means anywhere near to the same extent. So, out of those 765,000 Canadian collectors there must be, according to the pundits and polsters, at least half who "put Canada first". And so say all our members, or most of them, here in Great Britain, in Canada, the United States and at least half a dozen European countries. Which means, if our powers of elementary deduction have not atrophied with age, that there must be many *POTENTIAL* members of our Society in Canada who are just waiting for an invitation to join us . . . Members in North America (we make no invidious distinctions!) please note that supplies of application forms can be obtained from the Secretary, David Sessions.

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In view of the fact that it is expensive for overseas members to obtain sterling drafts and also expensive for the society to convert dollar cheques, the following two overseas members have kindly agreed to assist. Members in North America may now send dollar cheques to: Mr. W. R. Curtis, P.O. Box 74, Postal Station "A", Toronto, Ont. M5W 1A2 (if resident in Canada) or Mr. J. S. Siverts, Box 425, Wilmington, Delaware 19899 (if resident in the U.S.A.). Cheques for \$11.00 (Canada) or \$9.00 (U.S.A.) should be made payable to Mr. Curtis or Mr. Siverts respectively.

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CANADIAN PACKET SHORT PAID TRANS-ATLANTIC MAIL by Lt-Col D. M. C. Prichard, F.R.P.S.

By the beginning of the 1st Decimal Issue in July 1859 there were two different weekly trans-Atlantic mail services :—

- (a) Cunard every Wednesday alternately from New York and Boston to Liverpool.
- (b) Canadian Packet (Allan Line) each Saturday from Quebec in the summer and from Portland, Maine, U.S.A. in the winter to Liverpool.

The Cunard rate was more expensive (17c per ½oz.) as compared with 12½c Canadian Packet, because it was thought to be more reliable, although there is little to support this view. True, the Canadian packet had the rare wreck or breakdown, but in general both Canadian and Cunard ships took about 11 days for the eastward voyage and 12 for the westward (not much longer than the Air Mail today!).

It was customary for the senders to nominate on their letters which route they intended, but here arose a difference of opinion between Canada and the U.K. The latter thought that correspondents were or should be aware of the merits and the sailing days of each route and would have in mind the cost rather than the speed. Thus if a letter from the U.K. was endorsed for a specific route, the British postal authorities complied with this direction, even though it might mean a delay of up to a week before a ship of that line sailed. The Canadian P.O. Department, however, took a different view, maintaining that correspondents valued speed above cost and therefore wished their mail to go by the next available ship. This meant that if a letter franked with a 17c stamp was sent by Canadian Packet the writer had wasted 4½c, but if a 12½c letter went by Cunard the U.K. Post Office demanded extra payment. This led to a barrage of complaints from disgruntled recipients in the U.K. Arguments between Canada and the U.K. continued for some years before the U.K. finally agreed to drop the extra charge.

The Canadian P.O. Department, as a result of experience, decided that it could not trust local postmasters to rate the trans-Atlantic mail correctly. Consequently instructions were issued that such mail was to be forwarded to either Quebec, Montreal, Kingston, Toronto or Hamilton where more experienced clerks would check the rating before bundling up the mail for despatch to the ships.

Letters underpaid were subject to a fine of 6d (12½c) plus the deficient postage. Half of the fine (plus the deficient postage) was retained by Canada and the other half of the fine by the U.K. all of which was collected from the addressee on delivery in the U.K. This procedure, which was worked in reverse in Canada for mail from the U.K. entailed the complication of detailed cross-accounting between the two countries so that each received their exact dues. In the mid 1860's the total number of letters per year averaged only about half a million each way of which the proportion of underpaid was minute. Considering that the two accounts must have nearly balanced out, one wonders whether all this clerical labour was really worthwhile.

The method of indicating the sum due on short paid mail varied considerably. At first such mail was usually marked MORE-TO-PAY (which hammer had been in use since 1856) with the sum due marked in manuscript. Fig. 1 illustrates the markings on a letter two rates short, the sum due being 12d deficient postage + 6d fine = 1/6d.

MORE-TO-PAY

1-03
1/3 1/6

(Fig. 1)

In April 1862 the Canadian P.O. Department ordered from Berri of London eight hammers for use in the five rating offices. Figs. 2 & 3 are typical examples.

SHORT PAID $\frac{6}{3}$
HALF FINE $\frac{3}{9}$ 1/-
[CANADIAN MARKING] [UK MARKING]

(Fig. 2)

SHORT PAID $\frac{8}{3}$
HALF FINE $\frac{3}{9}$ (

(Fig. 3)

It will be noted that the Canadian postal clerks found it necessary to put the calculation in writing and add it up, but the U.K. did the sum in their heads and scrawled the result, sometimes crossing out the Canadian markings and sometimes not. One of the objects of the new hammer was to make it quite clear how and why the extra charge was being levied. Fig. 2 shows this plainly but the untidy squiggles in Fig. 3 could well have puzzled both the postman delivering the letter and the recipient from whom 1/- was due.

We have seen several letters dated before 1 January 1866 bearing three 12½c stamps and described as triple rate. This however is an impossibility. The internal Canadian domestic rates increased on a simple linear scale of 5c per ½oz; but the Canadian Packet rate was more complicated i.e. under ½oz. 1 rate (12½c); ½ to under 1oz. 2 rates; 1 to under 2oz. 4 rates. Not until 1

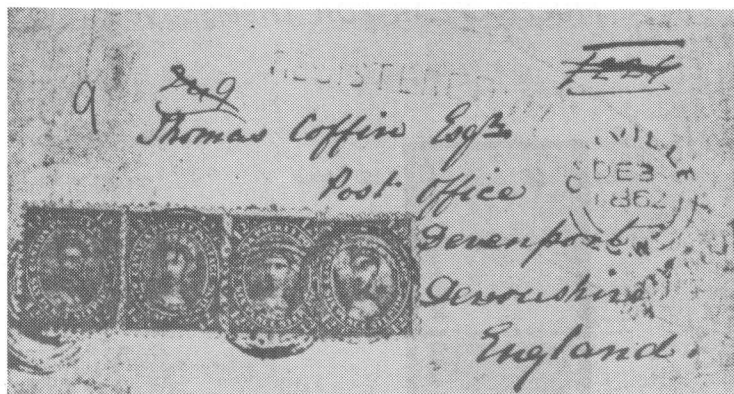



Fig. 4

Jan. 1866 was the Canadian Packet scale brought into line with the domestic rates i.e. in even steps of $\frac{1}{2}$ oz. (Boggs Vol. II 26B No. 37). Thus before this date there was no triple rate. When we see a letter so described, it can usually be seen on close inspection that either one stamp is missing or that in fact it has been rated for the missing postage. Fig. 4 is an example, being described as triple rate registered and dated 3 Dec. 1862. In fact it must be 4 times rate + $12\frac{1}{2}$ c registry = $62\frac{1}{2}$ c ($12\frac{1}{2}$ c underpaid). Perhaps the registry fee confused the issue but we can see that someone at some stage had his doubts and added a manuscript "9" which would tally with 6d due + 3d half fine = 9d. Presumably 1/- should have been collected but for once the U.K. Post Office seems to have slipped up.

I have only seen one cover with the correct use of the triple rate. This is dated FE 9 66, five weeks after the new rate came in.



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POSTAGE DUE HANDSTAMPS 1906-1930 (Part I)

by G. A. Wallace

The different types of handstamp markings pertaining to non-paid or shortpaid mail during the twenty five years of the first issue of Postage Due stamps are quite extensive but difficult to collect. The reason being that much material has been destroyed; such as: (a) many covers were soiled through being carried several times to make delivery, (b) the carrier's cancellation of the Postage Due stamps by indelible pencil showed a complete lack of artistry, and (c) totally unpaid letters, as well as having no postage stamps, received no Postage Due stamps and were considered uncollectable. The last reason is due to the fact that large firms had various agreements as to the method of payment for bulk amounts of mis-paid mail, with no Postage Due stamps being affixed.

Eastern Canada seems to have exclusively used black ink for handstamping, but the Prairie Provinces used various blue and violet inks. The directional markings such as RETURN TO SENDER and GENERAL DELIVERY, are often in pink or violet, but I do not class these as Postage Due handstamps. Roughly the 1906 to 1930 handstamps fall into four divisions :-

1. Single numerals.
2. Numerals with CENTS DUE.
3. Words in single or double lines.
4. Rectangles in three sections.

The single numerals constitute the largest proportion, with the large '2' in various forms being prolific. It can be seen thick or thin, serif or script and measuring anywhere between 21 to 25mm in height. All the other numerals measure 21 to 23mm except '4' which also comes as a short squat 19mm type and a tiny one only 11mm. Photos 1 and 2 show a script and serif '2', the latter being a late usage. I have a recent addition on a leather post card, Photo 3, which has an ornate '2'. This was used in Milton, Ont. and is an exact replica of Jarrett's No. 649f (first numeral) against which he says "No information".

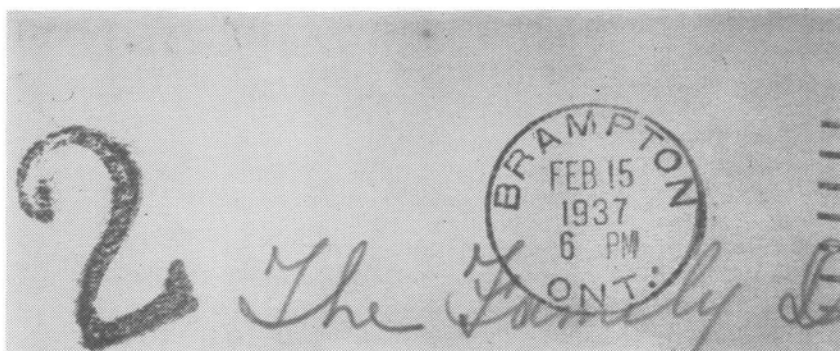
The numerals noted are 1, 2, 3, 4, 5, 6, 8, 10 and 0. The '0' was used in conjunction with another to make 10, 20, etc., but in Steinhart's book on Admiral Rates on page 43, there is an example of a '10' which looks too perfect to have been applied with two strikes. All other large denominations seen, so far, have been mis-aligned or with one numeral taller than the other. As there was no 3c rate, except for Returned Dead Letters, this seems impossible to find. A collector in Toronto recently sent me a photostat of one with two '3's' making up a rate of 33c for eleven Returned Dead Letters in one envelope. '5' is also very scarce, as it was mostly used on U.S. to Canada mail; where American postmasters, more often than not, stamped the deficiency not the double rate. The Canadian Post Office often allowed the single charge as a courtesy.

During 1929 the '2' and '4' of Toronto can be seen with two breaks, horizontally on '2' and vertically on '4'. This would appear to have been a whim of some postmaster as similar breaks or cuts often occur on later rectangular handstamps of the 1930's.

The second section has only four types, all stemming from Western Canada. The earliest is small and neat, Photo 4. The odd thing about this stamp is the script '2', serified 'CENTS' and 'DUE' in sanserif lettering. A slightly larger type, 2.5mm taller, was also used in Manitoba. This has serif lettering and numeral, Photo 5. A much larger third type, also used in Manitoba, has been seen with '2', '4' and '6' CENTS DUE, all having serif lettering except a sanserif 'DUE' on 6c handstamp. The last type has 'DUE' horizontal and 'CTS' vertical, Photo 6. This could be either Victoria or Vancouver as it was re-directed.



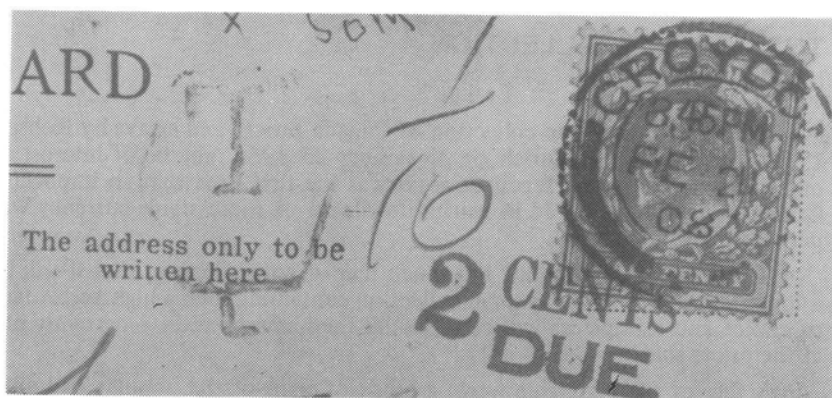
(1)



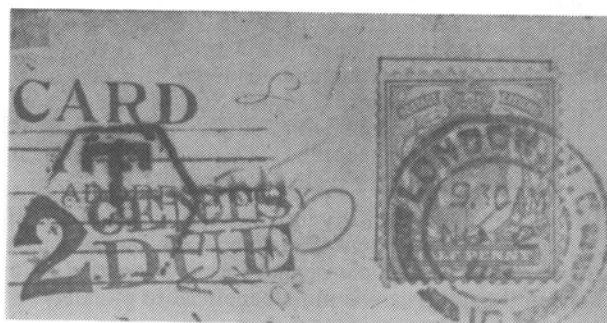
(2)



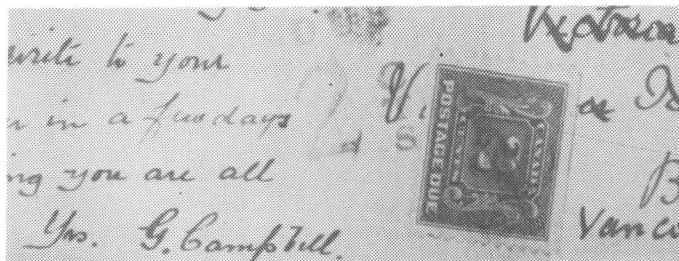
(3)



(4)



(5)



(6)

(to be continued)

THE "SENIC" COLLECTION by The Yellow Peril

The sale of the Senic collection of Canada proofs and essays by Robson Lowe International in Zurich on November 25 1982 may be of interest to our members. To my recollection, it was the first time that an important Canada collection was sold in neutral territory. A more stable currency was perhaps the rationale.

It can be stated, without too much fear of contradiction, that it will be a long time before another small collection containing such a high percentage of choice and rare pieces will come under the hammer again — certainly not at the prices sold.

A few of the highlights were: a block of eight of the popular 12d with the standard vertical red "specimen" fetched 11,000 Swiss francs. Even with the buyer's premium, it averaged only \$928 against a specialized catalogue listing of \$2500 each. The three scarred die proofs in violet, brown, and green colours averaged 2500 SF (\$1688) — just slightly over half the specialized listing for the common plate proof. A set of 1897 Jubilee plate proofs in block form was hammered down at 25,000 SF a difficult set to replace even at its valuation of 35,000 SF. Many lots sold over their valuations. The ½c SQ die proof with "British American Bank Note Co. Montreal" imprint (the only recorded SQ die proof with imprint) for example, made 11,000 SF against a realistic valuation of 5,000 SF.

The latter was only one of many lots that sold far in excess of valuation, however. It is the writer's view that moderate realisations are just as interesting as the record high prices being routinely reported. Furthermore, this deviation from the norm can be more beneficial to philately.

(All bidding was in Swiss francs and the buyers' premium 12½% — Editor.)

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ADMIRAL NOTEBOOK (Part 8)

by J. Hannah, F.C.P.S.

2 Cents — Plates 10(part), 11, 12, and 14(part)

In addition to the re-entered subjects mentioned in the previous part, there are also a number of other noteworthy plate varieties to be recorded. In the first of these the photo print of the stamp of which I have two copies, has been cut into two parts. In the top right we note clear retouching of the top two horizontal spandrel lines, and along with this repair work there is also a strengthening of the outer frame at the bottom right corner with a short extension to the vertical frame line as shown. (Figs 1 and 2).



Fig. 1



Fig. 2

The above is probably one of the retouches of the upper right pane of Plate 12 listed by Marler and from the varieties described this could be Stamp 50.

There is another repair of interest with retouching of the spandrel lines in the top right corner including strengthening of the outer frame as well. In addition there are clear traces of a line of colour across the stamp from the left through the letter "N" of CANADA across the brow of the portrait and extending through the letter "A" of POSTAGE as far as the outer frame line. (Fig. 3).



Fig. 3

This variety has been recorded as Stamp 18 of the Upper Right Pane of Plate 12. I have three copies one of which is in a used block of four and I find the adjacent stamp on the left has also been retouched in the upper right including the top outer frame line. (Fig. 4).

This stamp should be No. 8 in the Upper Right Pane of Plate 12 and should be added to the list of varieties.



(Fig. 4)

CANADA STAMP PROGRAMME 1984

1984

- March 15 one domestic rate stamp commemorating the 50th anniversary of Yellowknife.
- March 24 one domestic rate stamp in recognition of 1984 as the "Year of the Arts".
- April 20 one domestic rate stamp commemorating the 450th anniversary of the first voyage to Canada by Jacques Cartier
- May 18 one domestic rate stamp to mark the visit of a flotilla of "Tall Ships" to Atlantic Coast ports
- June 18 one domestic rate stamp for the bicentennial of the establishment of New Brunswick
- June 26 one domestic rate stamp marking the 25th anniversary of the opening of the St. Lawrence Seaway
- June 29 twelve different domestic rate stamps in a miniature sheet format for Canada Day
- July 3 one domestic rate stamp marking the 200th anniversary of the arrival of the United Empire Loyalists
- August 15 \$1.00 definitive showing Glacier National Park
- Sept. 21 four domestic rate stamps depicting Canadian lighthouses
- Oct. 2 two domestic rate, one U.S. rate and one international rate stamps showing different steam locomotives
- Nov. 2 one domestic rate, one U.S. rate and one international rate stamps for Christmas
- Nov. 9 one domestic rate stamp for the 60th anniversary of the Royal Canadian Air Force

It is interesting that the actual values for the "domestic rate", "U.S. rate" and "international rate" are not given. This suggests another rate increase in the coming year, and it is likely various definitive stamps will be added to the programme.

SMALL QUEENS STUDY CIRCLE

All member who are interested in the Small Queens issue and who would care to join the Small Queens Study Circle are asked to contact John Hillson, 52 Stamperland Gardens, Clarkston, Glasgow, G76 8HG. Mr. Hillson would be particularly interested in members' views about how the Study Circle should operate. A regular exchange of views and a newsletter is envisaged for which a charge of £1 (or dollar) would be made to cover postage and other expenses.

PRESIDENT'S MESSAGE

from John Parkin

Eash season, about this time, it is customary for some space in *Maple Leaves* to be devoted to your "President's Message", thus solving one of your Editor's main problems — that of filling a half or three-quarters of a page of your magazine. Perhaps if there were enough contributors of articles your President would not be expected to put pen to paper each year.

Personally it is with great pleasure that I assumed the role of President of the Society that I hold most dear and to which I devote a fair amount of time and energy. I am also sorry that I was unable to accept the honour in person at Bristol, but at that time I was fulfilling my ambition to actually visit Canada, the Country whose stamps and postal history have claimed my interests for so long. However I am reliably informed that my wife, Brenda, deputised very capably for me in several ways, even to the extent of giving some members prior notice that I should be asking for their support for next year's Convention, either by giving displays, working on the Auction, or one of the many other tasks that need doing if Convention is to be a success.

As mentioned I have already been to Canada and whilst there was busy spreading the Gospel according to the C.P.S. of G.B., at least as far as Winnipeg where I partook in displays and study groups and also conveyed our greetings to the British North American P.S. Members at their Convention. I have also agreed to give about a dozen Canadian displays to various Societies around the Country during my year in office.

This year will culminate with the 1984 Convention which will be held at the St. Anne's Hotel, Buxton, Derbyshire from Wednesday the 3rd to Sunday the 7th October, 1984. This is a beautiful old style hotel in the centre of Buxton, which is really the "Capital of the Peak District". The tariff includes bed, breakfast and evening meal and snacks at mid-day are obtainable at moderate prices where required. Further details of Convention will be issued in the April edition of *Maple Leaves* but in the meantime please sort out and send your Auction Lots to Derrick Avery at 20 North Street, Beeston, Nottingham, NG9 1FF as soon as possible. He has already started describing and collating the lots and the sooner he gets your material the easier will be his task in that he can spread the work as it comes in instead of having a mad rush at the last minute.

I am looking forward to meeting many of you at Buxton, whether you are a regular Conventioneer or not. If you have never attended Convention before why not make 1984 your first visit? I'm sure that once you have joined us you will be loathe to miss any future Conventions.

In the meantime Brenda and I extend our heartfelt greetings to you all for a Happy and Prosperous New Year — see you at Buxton.

THE SMALL QUEEN HALF-CENT VALUE OF 1882

by N. J. A. Hillson

An article which appeared recently in *BNAPS Topics* on the numerous re-entries to be found on this interesting little stamp led me to see what had been written in *Maple Leaves* about it over the years. In point of fact there was not a lot, so I thought the following notes might be of interest.

This value was issued in July 1882, although the earliest covers known are on circulars dated 1st Feb. 1883 which is a fair time later, perhaps not so surprising when one considers one of its main uses was to prepay postage on unsolicited circulars, most of which, like today's mail shots, would probably go straight into the bucket. It is the only miniature size stamp issued by the Canadian Postal Authorities — so far — measuring 15mm x 18.25mm. It was Black in colour.

Quantity Issued

According to the reports of the Postmasters General 3,833,000 were issued to June 1889 which would represent virtually the entire printing from the Montreal works. The new Ottawa premises were opened April/May 1889; a further 5,314,600 ½c. stamps were issued to June 1897, giving a grand total of 9,147,600.

Usage

- i) Newspaper rate internal postage — a few examples on newspaper wrappers still survive.
- ii) Unaddressed circular rate, i.e. for delivery to every house in a particular area. Surviving examples are probably even scarcer than the newspaper wrappers.
- iii) Unsealed envelopes containing printed matter — seems to have been confined to the Maritime Provinces whose postmasters seemed to enjoy bending Confederation rules.
- iv) To make up other rates. Multiples on cover are quite common, pairs, strips or blocks, whereas single usage is rare.

Proofs

Large Die Proofs are known and are of extreme rarity. Plate proofs exist on both India Paper and on card, and are scarce. Both Die and Plate proofs are in black but a plate proof is also known in brown.

The Plate

Only one plate was laid down in what at that time was the standard format, two panes consisting of 100 stamps each arranged 10 x 10 and separated by a central gutter margin. This was only 11.5mm wide, measuring to the edge of the stamps on either side, and separation was not done by guillotining as it was with the other Small Queen values which all had a wide gutter between the panes (and generally a guillotine guide line). In fact there

is some evidence to suggest that the ½ cent sheets were supplied to the Postal Authorities unseparated; at least one complete sheet with both panes intact is still in existence, as well as a few, very few, gutter pairs and blocks. Complete panes also exist, generally with a missing margin — it can now be understood why.

The Type V imprint (British American Bank Note Co. Montreal) appears centrally above each pane stamps 4-7, also centrally at the bottom, reading upright, and additionally on the left margin of the left pane, reading upwards, and the right margin of the right pane, reading downwards. There are no imprints in the central gutter, unlike normal practice. There was no room. The panes do not have counters at the top, again contrary to normal practice, but the left pane has a reversed '2' and the right pane a reversed '1' inscribed dead centre above the imprint in each case.

Constant plate markings consist of a position dot which is to be found just above the design at 12 o'clock, and a prominent dot is to be found in the 'G' of 'POSTAGE' and another in the 'H' of 'HALF'. Both the latter are almost certainly transfer roller flaws.

The plate was re-entered at least once. It is unlikely however that after its major repair in 1891 or 1892 any further work on the plate was necessary. It had about the same working life as the 10 cents Small Queen plate — 45,000 impressions as compared with the high value's 42,750 (in round figures). The 10c plate was never repaired and contains one fresh entry — i.e. the deepening of an impression by re-entry before production runs started. The ½c. plate shows a number of such fresh entries in its original state.

Comment has been made that re-entries are so numerous that it must indicate more than one repair job. This really does not follow. Examination of an 'across the board' block of 20 left pane in the re-entered state showed every subject had been re-entered, the lines of shading being coarse in comparison to the original state, and the white interstices almost non-existent. Of those 6 were coincident re-entries, that is there is no doubling, only deepening and coarsening of the shading, and 14 were non-coincident, either some minor, or on positions 10 and 20, major doubling of the design.

The reason that noticeable re-entries are so common on the Ottawa printings is probably because of the design of this stamp. On other values the scroll work round the vignettes is made up by numbers of curved lines, and any thickening which may in fact be due to re-entry is often put down to over inking, paper creep and what have you. The design round the vignette of the ½c. is made up by hundreds of thin straight lines, and a siderographer would have had a devil of a job getting the transfer roller exactly into place. Any slight deviation is therefore much more likely to show up as clear doubling than it was on the other values. I am not suggesting incidentally that overinking etc. did not cause thickening of the lines on an impression. I am only suggesting that perhaps the cause could be re-entering more commonly than is thought.

Perforations

All printings seem to be 12 x 12 dead. Because of the small size of the stamp the perforation wheels could not be fixed close enough together to perforate the entire panes vertically in one operation, so only half the vertical rows were perforated at a pass of the perforating head. This was achieved by removing 5 of the 11 wheels on the head, and running each pane twice vertically through the machine. This gave rise to a number of varieties, commonly wide/narrow/wide stamps, less commonly imperforate between when the second pass was inadvertently omitted altogether, and imperf. between, but with the perforated stamps with double perforations close together, when the second pass was totally misplaced.

There was no problem perforating the horizontal rows which was done in the normal manner.

Paper

From 1882-1887/8 Paper E was used, that is a medium to thick wove, poorish quality, grayish to white in colour, the paper sometimes showing a distinct quadrille mesh. A variant of this paper — Thick White is not too common. Around 1887/8, that is before the new premises were opened in Ottawa, Paper Gi, that is medium to thick poor quality paper, fibrous and rough in appearance under magnification, was introduced. This paper is associated with Ottawa printings but in fact was used in the last year or two at Montreal too. After 1893 Paper Gii which is a rather better quality version of Gi made its appearance. Gi and Gii tend to be yellowish and toned.

Imperforates

The stamp exists imperforate. There are quite a number of singles about which are probably all fakes. Anyone who is interested in collecting genuine imperforates would be wise to stick to pairs.

Conclusion

The writer has always had a fondness for Black stamps. It probably goes back to his early schooldays when the possession of a G.B. "Penny Black" was the absolute peak of philatelic desirability. However, unlike the British "Penny Black" and the rather exotically priced Canadian Classic Black, enough material exists of the Half Cent Small Queen, both used and unused, and if you insist, mint, to be able to make a fair study of it without risking the bankruptcy courts. It is perhaps still one of the 'fun' stamps of Canadian Philately.

LETTERS TO THE EDITOR

Mr. George W. Smith writes :—

The Seven Cents Geese of Canada 1946 — Some Listed and Unlisted Varieties

Readers who took an interest in my previous article with this title, which was published in the June 1983 issue of *Maple Leaves*, will have had difficulty in trying to relate the text to the illustrations as these have been printed incorrectly.

Both illustrations should have been shown vertically, not horizontally, the top illustration being the bottom *right* corner (base at left as published) and the lower illustration being of the bottom *left* corner (base at right, as published).

Hans Rieche, our member in Ottawa, who is referred to in my article, has written to me to say that he has listed three varieties in his book and that "there also exists a nice slanting line above the right 7". He gives further interesting details which have been discussed in *Topics* regarding the correct description of the double frame varieties, which he says are caused by "metal displacements from the subject roll and are not re-entries at all. But how can you tell a metal displacement from a re-entry? So it has become a re-entry."

This would explain a shift to left and to right on the same stamp which could not occur with a single re-entry, so perhaps one should be careful with the description of these varieties.

While referring to articles which I have contributed, may I take this opportunity of mentioning a confusion regarding illustrations to "The U.P.U. Centenary Issue of Canada 1974" on page 279 of the October 1982 *Maple Leaves*.

"Figure 3" should not exist and the text refers to Fig. 2 as being a "Miniature Sheet" and this had the two values one below the other, printed on a deep blue background. Unfortunately, "someone" decided to cut them out and place them side by side as singles. (*The "someone" was the editor who ought to have known better and can only apologise to the author and readers.*)

Mr. T. Almond writes:

River St. Dennis Paquebot

I have recently obtained four commercial Edwardian covers addressed to J. A. Macaulay, South Side, River Dennis, Cape Breton. These covers do not all emanate from the same source (three are from Hawkesbury and one from

In *Canada - B.N.A. Philately* Richardson states that such marks are fakes. I would appreciate it if any member could expand on this, e.g. Who prepared them? During which period? Why? How common are they?

Imperforate issues generally sold well. Keen interest in the 1897 Jubilee issue brought results ahead of expectations. The 1908 Quebec set in imperf. vertical pairs from corner of sheet o.g., made £1250 (Est. £750). Even more surprising was the £525 paid (Est. £150) by the same room bidder for an imperf. pair of the 1930-31 10c. olive-green.

HAVE YOU ENROLLED

A

NEW MEMBER

LATELY?

CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

Minutes of the 37th Annual General Meeting, held 20 August 1983 at the Grand Hotel, Bristol.

The *President*, Mr. David Sessions, welcomed members and then called for a moment's silence in memory of two Past Presidents, Bill Williams and Graham George, who had passed away during the year.

Officers' Reports:

The *Secretary*, David Sessions, reported that enrolments had increased from 44 to 49 over the year but these were more than offset by deaths, resignations and removals for non-payment of dues. The net result was a revised membership of 597 against 616 at the same time last year.

The *Librarian*, Colin Banfield, reported 49 books and 11 files borrowed over the year, a marginal increase over last year. A number of back issues of *Maple Leaves* had been sold during the year. Guidance was sought on future purchasing policy, and it was confirmed that a copy of each handbook handled by the Society should be passed to the Library.

The *Editor* made his usual plea for more contributions to *Maple Leaves*.

The *Packet Secretary* reported, via the President, that only 4 packets were sent out during the year; he has 6 circuits and very little material. The Committee had suggested that postal sales be held in place of the Exchange Packet and the meeting concurred with this suggestion. The matter is to be discussed with the Packet Secretary.

The *Handbooks Manager*, Matthew Carstairs, said that last year 162 books were sold totalling £900. This year, so far, 122 books had been sold for over £1200, the most popular were Ludlow's R.P.O. and Marler's Admiral Books.

The *Advertising Manager*, George Bellack, disclosed the Committee's agreement to giving members free classified adverts, and said that further details would be published.

The *Publicity Officer*, Dorothy Sanderson, said that professional calls had made it very difficult for her to carry out her duties and offered her resignation. She apologised for the fact that these same calls had prevented the organisation of a study circle at BPF Congress in October. The resignation was reluctantly accepted and the President thanked Dr. Sanderson on behalf of the Society.

Financial Statement

Accounts had been prepared and audited but were not circulated to members in view of cost. Copies are available upon request of the Treasurer. Against a forecast loss of £152 for year ended 30.9.82 the working loss had been just under £50 thanks to improved subscriptions and handbook sales income. A technical loss had also been made on the disposal of the Society's

holding of 3½% War Stock but re-investment in a dated gilt should make good the loss by maturity date (1988). A highly successful auction at the Carlisle Convention produced a surplus of £363 so the overall financial position is unimpaired.

The current year to 30.9.83 is expected to show a surplus of around £400, but increased costs envisaged for 1983/4, including production of the Members Handbook, will likely produce a deficit for the year. It was not felt to be necessary to raise subscriptions for the coming year, however.

The direct debit system launched last year has been well supported and has eased the administrative burden somewhat, nevertheless more participation would be welcome.

Election of Officers

The following nominees having been duly proposed and seconded as indicated, were elected.

Office	Nominee	Proposer	Seconder
President	J. Parkin	D. F. Sessions	L. F. Gillam
Vice-President	D. Avery	E. Killingley	J. Gatecliff
Secretary	D. F. Sessions	E. Killingley	D. Avery
Treasurer	J. Hillson	E. Killingley	C. W. Hollinsworth
Committee member			
Scotland	J. Hannah	J. Hillson	C. W. Hollingsworth
North	C. Hollingsworth	D. Avery	M. W. Carstairs
South	C. A. King	M. W. Carstairs	D. F. Sessions

Committee Appointments

Librarian — C. Banfield	Advertising Manager — L. G. Bellack;
Editor — L. F. Gillam	Publicity Officer — M. Cusworth;
Packet Secretary — R. Grigson	Assistant Treasurer — T. Almond
Handbooks Manager — M. W. Carstairs	Assistant Editor — E. Killingley

Auditor

Eric Killingley, having been duly proposed and seconded, was unanimously re-elected.

New Trophy

It was reported that the Committee had considered the kind offer of Mrs. M. Salmon, daughter of the late Bill Williams, to donate a trophy in memory of her father. The Committee had recommended a memorial medallion for retention by overseas cup winners, with the possibility of extending this to all winners if finances permitted. The Secretary would investigate costs and discuss with Mrs. Salmon.

1984 Members Handbook

The meeting was advised that the Committee had agreed to a new edition being published.

Life Membership

It was reported that, following several enquiries, the Committee had agreed to reinstate the status of Life Membership of the Society. The Treasurer stated that as the Society is taxed on investment income it was necessary to pitch the lump sum requirement at a fairly high level. The Committee had agreed that £120 was a realistic amount at the present time.

Venue of Next Convention

This was announced as the St. Anne's Hotel, Buxton to be held from 7-10 October, 1984.

Other Business

(i) The Committee had discussed the question of revenue material and post-cards in relation to the Society's Constitution and had agreed that both these subjects could be considered within the scope of the Society's activities without any formal amendment being made to the Rules.

(ii) The President said that a replacement should be sought as leader of the 'Small Queen' study group to follow the late Bill Williams and he proposed the name of John Hillson. Mr. Hillson agreed to accept the post and the proposal was carried unanimously.

(iii) It was reported that, following a suggestion from the Fellows, Committee had agreed that the period covered by entries for the Godden Trophy should be extended to the end of the Edwardian period (1911).

Competition Awards

- Class 1** 1. G. Whitworth — The First Decimal Issue of Canada.
 2. G. Manley — Precancelled Postal Stationery of Perth.

- Class 3a** 1. J. Donaldson — Free Markings.
 2. G. Whitworth — 17c Value of the 1859 Issue.

- Class 3b** 1. D. F. Sessions — 2c Value of the K.E.VII Definitive Series.
 2. L. Lockyer — 1977 Houses of Parliament Definitive.

- Trophies:** Godden J. Donaldson
 Bunny D. F. Sessions
 Lees-Jones M. Lockyer
 Members D. A. Fraser — Winnipeg Squared Circles
 Aikins J. Hillson — Small Queens
-

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SAY YOU SAW IT IN

"MAPLE LEAVES"

BOOK REVIEW

OFFICIAL CATALOGUE OF CANADA PRECANCELS

There can be no doubt that over the last years Canadian Precancels have increased in collecting popularity. Not only have such stamps been sold by dealers but they have appeared more frequently in major auctions. Prices have reflected this interest and many new finds have been made. Mr. H. G. Walburn, editor of this catalogue for many years, continues to be the main source of information for Canadian precancels. Not only does he probably own the most complete collection but his knowledge of many important facts allows him to represent a very accurate picture of this philatelic facet. Now a new edition, the fourteenth, has been prepared by him to make this catalogue an updated version of the previous one. Two facts can be noted when reviewing this new catalogue. The first is that a large number of new finds have been recorded, so that the total possible precancels must be around 3600. One of them is Perth 1c green Arch issue, 1930, Die II, with the Money Order number 4030 which can be confused with 4530 Toronto. The second one is that the prices better reflect the actual market, since the majority of sales reflect the prices quoted in this catalogue. With almost sixty pages of information it is amazing that the catalogue costs only four dollars in Canada. It is available from all dealers and distributors, as well as from Mr. Walburn.

FREE CLASSIFIED ANNOUNCEMENTS

At the Annual General Meeting of the Society, held on 20th August, 1983, it was decided that the classified announcements columns of *Maple Leaves* should, with effect from the April, 1984 issue, be made FREE to collector members on the following basis and subject to review at the end of the year at the discretion of the Advertising Manager:

- (a) each collector member to be allowed TWO free advertisements (either 'wanted' or 'for sale') per annum, with further insertions, if required, at the current rates.
- (b) no advertisement to exceed 30 words, excluding name and address, and
- (c) subject to availability of space. In the event of advertisements being refused because of lack of availability of space in one issue these to receive priority in the next issue.
- (d) the Advertising Manager reserves the right to refuse any advertisement submitted at his discretion and without providing reasons for such refusal.

The officers and committee of the society hope that members will take advantage of these facilities which are designed to further the range of services available.

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AMENDMENTS TO MEMBERSHIP TO 13 OCTOBER 1983

New Members

- 2402 SO, Miss Susan, 1014 Pape Avenue, Toronto, Ontario, Canada, M4K 3Q9. C, B.
 2403 PETERSON, James W., 4110 Bathurst Street, Apt. 301, Downsview, Ontario, Canada, M3H 3P2. C, V.
 2404 AVERILL, Guy C., 39 Palmer Close, Redhill, Surrey. C.
 2405 EATON, Daniel L., 6174 E. Boulevard, Vancouver, Br. Columbia, Canada, V6M 3V6.
 2406 MACPHERSON, Dr. L. B., Howe House, Maitland Hants, Nova Scotia, Canada, B0N 1T0. B-P, PH.
 2407 GEOFFROY, Peter, 35 Willow Road, Dundrum, Dublin 16, Ireland. C.
 2408 DOWER, Pierce, 15 Thomas Street, Waterford, Ireland. C, N, P, PH.
 2409 CRACKLES, William C., 51 Agecroft Road, Rudheath, Northwich, Cheshire, CW9 7HY. C.
 2410 REID, Clarence H., 55 Carpasian Road, St. Johns, Newfoundland, Canada, A1B 2R3. C, N.

Resigned

- | | |
|----------------------|-----------------------|
| 1548 Burnyeat, C. E. | 2315 Macdonald, D. A. |
| 1839 Clarke, A. R. | 1377 Warman, C. H. |

Change of Address

- 1619 Carr, G. C., 12599 Coach Lane, South Lyon, Michigan, 48178, USA.
 1688 Crew, S. A., 'Leeside', Square Drive, Kingsley Green, W. Sussex, GU27 3LW.
 1417 Kell, R., 'Birdwood', Harmby, Leyburn, N. Yorks.
 2328 Palmer, E. E., 277 Lynden Road, RR#8, Brantford, Ontario, Canada, N3T 5M1.
 2287 Payne, P. L., 68 Hamilton Place, Aberdeen, AB2 4BA.

Maple Leaves has been returned marked 'gone away' in respect of the following, if any member is aware of a new address please advise the Secretary.

- 1335 Bettin, F. formerly 2700 West Third Street, Los Angeles.
 637 Harris, M. A. formerly 'Marlins', Scotland Lane, Haslemere.
 2134 Kaasalainen, E. formerly PO Box 257, Postal Stn. 'B', Ottawa.

The following life members have not received *Maple Leaves* for some considerable time, addresses being unknown, they have accordingly been deleted from membership.

- | | |
|-------------------------|----------------------------|
| 888 Caldwell, N. D. | 334 Elton-Barratt, Mrs. S. |
| 1355 Ellis, Major W. F. | 808 Smith, J. R. |

Removed from membership for non-payment of dues :-

- | | | |
|-----------------------|------------------------|-----------------------|
| 1225 Asquith, L. G. | 2210 Ladd, M. S. | 1398 Pond, G. E. |
| 2345 Bailey, K. G. | 1481 LaFrance, L. J. | 1841 Pugh, K. W. |
| 2357 Baker, J. D. | 1863 Mark, K. Y. | 210 Richardson, E. A. |
| 2308 Brown, R. | 1930 Markell, E. K. | 2231 St. Martin, S. |
| 2352 Corbett, H. | 2099 Martel, M. | 2036 Simrak, R. |
| 613 Darnell, H. L. | 1880 Middlemas, J. R. | 1822 Singer, P. |
| 2187 Ellis, B. D. | 2291 Mills, A. | 2331 Sorenson, S. F. |
| 2169 Hudson, A. | 1762 Olivier, G. | 1740 Taylor, E. H. |
| 2197 Hughes, J. P. | 2238 Orphanoudakis, E. | 2355 Wainwright, D. |
| 2312 Hurtubise, P. L. | 2181 Pitt, J. C. | 1373 Wannerton, J. |
| | | 2147 Warr, K. |

Revised membership - 567.

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WANTED: Sunny Alberta. Alberta postal history — town cancels territorial period forward. Covers, post card views and stamps. Also Alberta Government Telephone stamps. Keith R. Spencer, 3659 — 109 Street. Edmonton, Alberta, T6J 1C2, Canada.

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WANTED: Eastern Arctic postal history — covers, postcards, collateral — pre, post, and "R.M.S. Nascope". Send Xerox for offer to D. J. Beagrie, Gen. Del, Yellowknife, N.W.T., Canada, X1A 2L8.

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SEE PAGE 109 FOR FUTURE
FREE ANNOUNCEMENTS!

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Canada 1859-64 Covers		£
1c + 2c pair from Montreal	1450
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Two 10c purple-brown on 1862 cover to Newfoundland	912
10c + 17c on wrapper from Quebec to Norway	1580
10c strip of three on 1861 cover from Montreal to Cuba	2188

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* * * * *



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THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN 1983/84

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plus £1.25 postage
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- Collect Canada Covers by Ed Richardson @ £3.95
- Constant Flaws of the Small Queen Issue 2nd Edition @ £2.50
- A Large Queen's Report by Hans Reiche @ £2.75
- The Canadian Map Stamp of 1898, Tomlinson reprinted @ £1.20
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JOURNAL OF THE
CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN

Maple Leaves

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Vol. 19 No. 5

April, 1984



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MAPLE LEAVES

Journal of

THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

INCORPORATED 1946

Founder:

A. E. Stephenson, F.C.P.S.

Edited by L. F. Gillam, F.C.P.S.

66 East Bawtry Road, Rotherham, Yorkshire

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

Published five times a year by the Canadian Philatelic Society of Great Britain

Vol. 19 No. 5

APRIL, 1984

Whole No. 197

FROM THE EDITOR

With effect from the June issue I shall be vacating the editorial chair and the new incumbent, Eric Killingley, will be taking my place. It is more than twenty years ago when "Stevie", our much-loved Founder President, asked me to take over the editorship of *Maple Leaves*. At that time I knew (or rather I *thought* that I knew) what I was letting myself in for if I said "yes". I had already had some experience in the "trade" and was aware of the work that was involved. I was accustomed to the occupational hazards: the slings and arrows of outraged contributors who found a spelling mistake that I had overlooked in the proofs, who demanded *instant* publication of their work, who challenged my bizarre notions about the rules of punctuation and who were profoundly convinced that I had been prematurely released from a detention centre for the mentally retarded. I was inured to all *that*, so that when I agreed to Stevie's "suggestion" I did so with my eyes partly open at least, and because "Stevie" had a way of twisting members' arms that made it impossible to say "no" to him. He did it in a way that endeared him to everyone, as those of our members who had the privilege and honour of knowing him will readily testify. What I did *not* know was that I was letting myself in for a long-term sentence with no remission for what I modestly claim to be good conduct! Nor did I know that along the way I would make so many good friends, many of whom I now know personally, and many, many more, literally scattered over the four corners of the globe, whom I

only know from their kind and encouraging correspondence. They too I count as friends and if I thank them first it is because they have provided the spice on the editorial cake without which it would have been very stodgy indeed. To the many contributors to *Maple Leaves* who have responded to my pleas I am equally grateful. The society has always aimed to produce a journal for members and written by members; in that we have largely succeeded with very few exceptions. But it is one thing to have a policy of that kind and another to be able to adhere to it. That I have so largely succeeded is no credit to me; that goes to our member contributors entirely. I must also thank the many society officers who have borne patiently with me, tolerated my idiosyncracies, my wayward habits, my sometimes pig-headed obstinacy and my clerical errors. I have to thank the various printers of our journal who have succumbed to my cajoling, or surrendered to my badgering with more good grace than I deserved. Last, but certainly not least, I have to express my gratitude to our advertisers who have supported our journal, not only materially in the financial sense, but more importantly, in the moral sense. Their contribution towards establishing *Maple Leaves* as one of the foremost journals of its kind cannot be measured in financial terms; balance sheets cannot evaluate that very special kind of "goodwill".

I owe then a lot to so many, and if Eric is accorded the same kind of help and support, as I am sure that he will, he will not be slow to recognise it. Members will know that for several years, behind the scenes, he has been acting in the role of assistant editor. But they would be mistaken if they think that his role has been a passive one. On the contrary he has been very active in many ways so that in taking over the editorial duties he does so with no illusions and a full knowledge of the work involved. That he will work efficiently and skilfully is unquestionable. I also have a shrewd idea that he will sweep away a few cobwebs, introduce new features and certainly bring to the task a new enthusiasm that only a fresh and lively mind can do. The society's officers and committee have always allowed editors of *Maple Leaves* complete freedom and independence to exercise their own judgement and discretion, unfettered by vetting committees, editorial boards and all the bureaucratic paraphernalia that can so easily stifle, "cabin, crib and confine" an editor within a straitjacket, and make him little more than a hack. That is not the way in which our society has ever operated. As a consequence an unerring instinct has developed whereby it selects the right man for the office and lets him get on with it. Let there be no doubt in anyone's mind that where Eric is concerned the society has chosen wisely and well.

POSTAGE DUE HANDSTAMPS 1906-1930 (Part 2)

(Continued from last issue)

by G. A. Wallace

The earliest straight line marking is MORE-TO-PAY 2. This is similar to Jarrett No. 715 on Boggs No. 11-PD7, first noted in 1863 but with a slightly larger '2' added. The '2' could possibly have been separately applied, but as this is on a leather post card it will not reproduce clearly. RETURNED FOR WAR TAX, stemming from April, 1915 and the HELD FOR POSTAGE in a single line are more common. Photo 7 shows a clear strike of what I always thought to be an American marking, but the ink of the Ayr circular date stamp is identical.

Double lined handstamps are less common except for INSUFFICIENTLY PREPAID. This measures 36mm and has been in use since 1877. Later in 1919, a similar type measuring 39mm was extensively used well into the 1930's. The original shown in Photo 8 is on a birch bark card. Two other double line stamps used for under or non-payment were RETURNED-FOR-POSTAGE and CANNOT BE FORWARDED UNPAID. The latter was only used for post cards, which until Aug. 21, 1921 had to have the correct postage. Post cards to United States and Mexico still had to be prepaid until the end of the issue.

Only three rectangular handstamps have been noted so far. From 1925 they are seen in Western Canada. All are in three sections with the lower left section blank for a written numeral. Photos 9, 10 and 11 display the three types, all the strikes in violet ink.

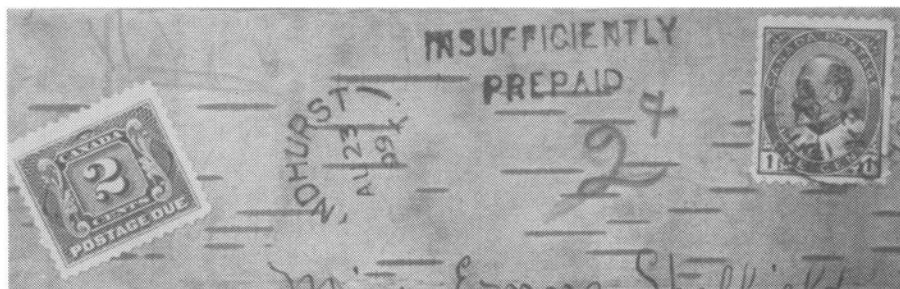
One handstamp which does not come within the four categories is a double oval measuring 52 by 31mm enclosing Postage Due, a large 3 and the initial of the city. This is only seen on Returned Dead Letter envelopes after the fee was increased from 2c to 3c on April 1, 1922; the first two printings not stating the amount. Photo 12 shows one with a 3c Admiral used as Postage Due.

Single Numerals	Height	Earliest	Latest
1	22-23mm	Nov. 1915	Oct. 1929
2	21-25	Aug. 1906	Feb. 1937
3	23-24	Jan. 1899	Mar. 1923
4	11-22.5	April 1920	Jan. 1934
5	25-26	July 1906	June 1926
6	22-23	Mar. 1923	Mar. 1943
8	22	June 1921	Mar. 1943
0	20	July 1925	Mar. 1940
2 of Milton, Ont.	22	Mar. 1906	July 1906
Numerals and Words			
2 Cents Due	7.5mm	Feb. 1908	(only one seen)
2 Cents Due	10	Nov. 1908	May 1911
2 Cents Due	15-16	Oct. 1925	?
4 Cents Due	15	June 1929	Nov. 1930

6 Cents Due	16	Feb. 1924	(only one seen)
Due 2 Cts	19	Dec. 1925	(only one seen)
Straight Line (single)		Length	
More-to-Pay 2	46mm	Mar. 1907	June 1921
Held for Postage	40	June 1914	(only one seen)
Returned for War Tax	?	1915	1917
Postage Due Cts.	44	Oct. 1910	(only one seen)
(Double)			
Insufficiently Prepaid	36-39	Aug. 1909	Aug. 1935
Returned for Postage	36	Jan. 1920	
Cannot Be Forwarded Unpaid	?	1910	
Rectangles			
TAX/Cents Due	43mm	Oct. 1925	(only one seen)
Postage Due/Cents	40	Nov. 1927	Feb. 1923
COLLECT/Cents Due	45	Feb. 1929	(only one seen)
Oval	52x31	June 1922	Dec. 1924



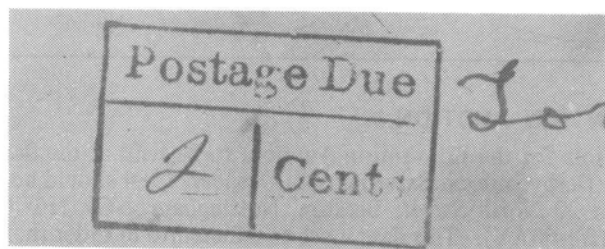
(7)



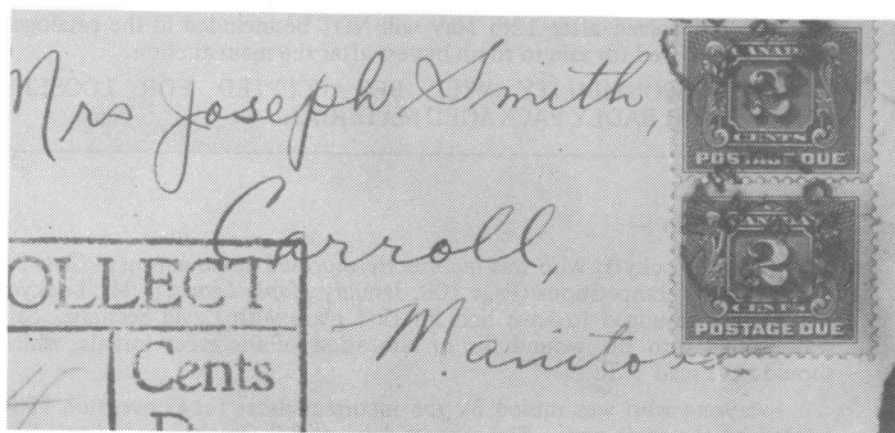
(8)



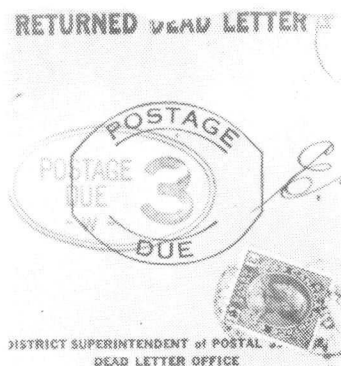
(9)



(10)



(11)



(12)

CONVENTION AUCTION

All lots for the Convention Auction, to be held at the St. Anne's Hotel, Buxton, Derbyshire on Saturday, 6th October, 1984 should be sent to Mr. D. Avery at 20 North Street, Beeston, Nottingham, NG9 1FF (NOT LATER THAN 12th MAY). This date must be adhered to in order that the catalogue may be prepared and despatched in time for overseas members to make their bids.

Only B.N.A. material is acceptable and lots must be accompanied by a brief description and estimate of value (minimum £5.00); any reserve should also be clearly shown. Single stamps or small lots should be mounted on card. Lots received after 12th May will NOT be included in the catalogue but will be offered for sale to room buyers after the main auction.

NO RESPONSIBILITY WILL BE ACCEPTED FOR LOOSELY MOUNTED OR BADLY PACKAGED MATERIAL.

APOLOGIES to :—

Richard Lockyer, who was incorrectly reported as runner-up in Class 3B of the annual competitions (Page 108, January *Maple Leaves*). Mr. Lockyer was in fact adjudged to have tied for first place with David Sessions. Salt was rubbed into the wound by an allocation of incorrect initials, which should have read 'F.R.'.

Everyone who was misled by the incorrect dates for Convention 1984 quoted on the same page. The correct dates at 3-7 October, as indicated by our President on page 100.

CONVENTION BRISTOL 1983

Observations on four enjoyable days, hopefully encouraging more members to join in at Buxton next October.

We arrived on Wednesday afternoon to start with scones, jam and cream and continued with the best of food through to Sunday.

A tour on a horse drawn wagonette on Thursday took us round the sights of Bristol. Further outings were organised to the beautiful city of Bath and to Harveys of Bristol Cream fame. For the ladies the evenings featured a talk on Bristol, lighting through the ages and the history of the playing card.

Stamps were of course the highlights for members. Military Postal History, Precancels, the 1897 Jubilees, General Postal History and the Small Queens were shown and the writer, though a mere Admiral collector, was spellbound by the stamps and filled with admiration for the high standard of presentation.

As usual Saturday was the day with a difference. The morning was occupied by the A.G.M. The afternoon we crowded the Auction room, Geoff Manton conducting the proceedings to sell off nearly 800 lots. In the evening we flocked to the banquet here all the weeks activities were finalised with toasts and prize giving and not the least enjoyable was the food and drink, the drink continued in the bars and in more than one bedroom into the small hours of Sunday.

A report of organised activities can always be embellished by off-stage scenarios. Bristol was no exception. One senior member arrived late at Breakfast sporting a gayly coloured garment — his wife lifted her eyes to behold this T-shirt, full at the front and not quite long enough to tuck in hubby's trousers at the back — the realisation came that it was her T-shirt and a prune just going in was swallowed whole. But it was from the ladies attending without a mate that our other stories come; one had three men in her bathroom trying to turn OFF her shower, another 'single' lady had three men trying to turn her shower ON. A Scottish member's wife offered her assistance, up and down she jerked the business end of the shower — and yes it came off — water everywhere!

Sixty-three members joined in for some part of our activities if not for the full four days. Eleven members attended for the first time; Don Fraser, Ian Gregory and Malcolm Newton joined our regular Canadian visitors Stan Lum and Dick and Kitty Lamb.

David and Pep presented the whole thing in the best of weather. Again Convention seemed even better than previous memories and we look forward to Buxton in 1984, where hubby can spend his hundred on Map Stamps and his wife forty pounds on sandals!



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British North America has always played an important part of our sales and we intend to continue to expand this policy. **BUYING** or **SELLING** it pays to consult Frank Laycock or Geoffrey Manton.

WE DO NOT CHARGE A BUYERS PREMIUM

The importance of this to the BUYER is obvious — it is equally so to the SELLER who does not have his realisation de-valued because the buyer has reduced his bidding by the amount of the "Premium" he would otherwise be obliged to pay.

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OBITUARY

FRANK W. CAMPBELL, F.C.P.S.

It is with very deep regret that the Society has to announce the death of its oldest, and one of its best-known members. Born in 1885, in Tilbury, Ontario, Frank will be best known for his magnificent contributions to B.N.A. postal history for which he was awarded a Fellowship of the Society in 1953, followed by a further honour, in 1977, when he was made a life member. His work will be his memorial; but he will also be remembered by many others for his less-known activities in the field of horticulture. In Royal Oak, Michigan, his home town since 1931, he was long considered to be its leading horticulturalist. He was not only an honorary member of the Royal Oak Garden Club, but also of the Shrine of the Little Flower. Frank was originally a printer by trade, and it was from his knowledge of printing techniques that his interest in early Canadian postmarks derived. From this knowledge, which he shared so freely with others, has developed an understanding of the manufacture of early handstamping equipment which would otherwise have remained a closed book to postmark collectors and postal historians. It will come as no surprise to members to learn that he was also a First World War veteran for, next to his home country, Canada, he loved the land of his forefathers. To know him was a privilege for he was a great man in all respects, great but humble in his greatness. As long as there are students of Canadian postal history Frank will be remembered as one who contributed the most.

TED KILISH

It is with great regret that I mark the passing of Ted Kilish who died on 29 September last. Ted will be known to many members for his fine illustrations in both Ed. Richardson's *Canadian Flag Cancellation Handbook* and my own *Early Rapid Cancelling Machines of Canada*. His knowledge and experience of the early machine cancellations was extensive and his collection of flag cancellations was among the front rank; it was all the more saddening therefore to learn that a fire at home, shortly before his death, resulted in the loss of some of this material and threw a great additional burden upon Lois, his wife. Ted had taken early retirement from his post as technical draughtsman at Massey Harris a few years back and suffered a severe heart attack some three years ago. It was typical of the man that he did not allow a further episode in 1983 to deter him from attending the BNAPS Convention in Winnipeg and that fellow collectors there found him in good spirits. His many friends and fellow students will wish to join me in offering our sympathy to Lois and their three daughters.

David Sessions.

THE CONVENTION EXHIBITION

The Annual Convention Exhibition provides an excellent opportunity for members to display their work in B.N.A. philately.

The competitive classes into which a display may be entered are as follows :-

- Class 1 Research and Study into any issue.
- Class 2 Displays entered by Regional or Study Groups.
- Class 3a Displays of B.N.A. up to 1911
- Class 3b Displays of B.N.A. after 1911

Members are urged to plan their exhibits and send in the Entry Form enclosed as soon as possible. Non-competitive displays will be welcome, subject to available space.

In addition the Society has several handsome trophies, which the judges can award, at their discretion, to displays entered in the above classes.

The rules applicable to the Exhibition awards are :-

1. Amateur collectors only are eligible to compete.
2. The trophy to be held by the winner for one year.
3. A previous winner is not eligible to win the trophy (with the same exhibit) until three years have elapsed.
4. Entries must not exceed the maximum of 18 sheet.
5. In making the award consideration will be given to Philatelic knowledge, presentation, condition and interest.

The STANLEY GODDEN Trophy

For the best display of the Classic issues, postal history or postal stationery of :-
Canada to 1911 (to end of Edwardian era)
Newfoundland to 1911 (up to S.G.127)
New Brunswick
Nova Scotia
British Columbia and Vancouver Island
Prince Edward Island

The BUNNY Cup

For the best exhibit of the stamp issues, postal history stationery of Canada or Newfoundland after 1911.

The ADMIRAL Cup

For the best exhibit of the Admiral issues 1912-27, with emphasis on original research, or for the postal history or postal stationery of this period.

The LEE-JONES Trophy

For the best exhibit of the stamp issues, postal history or postal stationery of the Elizabethan period. Nine sheets will be accepted.

The MEMBERS Trophy

For the best exhibit submitted by a member who has not previously been awarded a silver trophy at the Society's Annual Convention Exhibition. All B.N.A. material will be eligible but should contain some theme on any subject or period, postal history, postal stationery, postmarks, or stamps. (Nine sheets will be accepted). Only rules, 1, 2, 4 and 5 apply to this award.

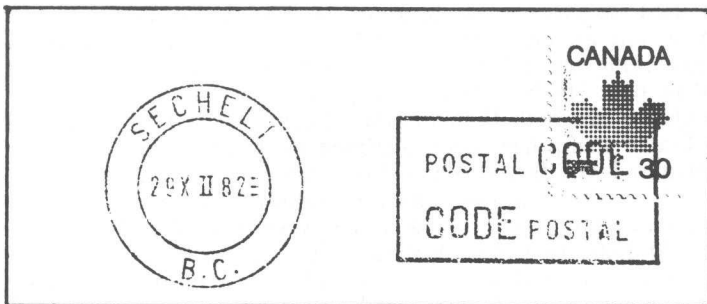
The AIKINS Trophy

For the best article of research in B.N.A. philately printed in *Maple Leaves* during the year prior to the Convention.

(Overseas members please note that entry forms will be enclosed with the June issue.)

SECHELT, B.C. MACHINE CANCELLATION

by K. Barlow



The machine currently used at SECHELT, B.C. to cancel mail produces an impression unlike any other machine in Canada or, to the best of my knowledge, anywhere else. This has been a puzzle to local collectors of B.C. postal history and to others interested in machine cancellations.

The nystery was solved on Wednesday October 26 when I visited that post office. The Postmaster, Mr. G. Sangster, kindly took the time to show me the machine, demonstrate its use and explain its advantages.

It is a Model HDM, Serial No. 5370, manufactured by the International Peripheral System Inc. of Lewistown PA USA. (Address P.O. Box 590, Zip Code 17044). It is currently being used on an experimental and trial basis, features of its operations being reported to K. MERSICH, Headquarters Branch, Testing and Evaluation Laboratory, Canada Post Corporation, Confederation Heights, Ottawa Ont. K1A 0B1.

Mr. Sangster feels that it is very suitable for a small office, being compact, light and readily relocated, depending only on a suitable plug-in 110 volt power supply. It can handle faced envelopes either No. 8 or No. 10 with consistently clear results. The speed is not yet known, but certainly adequate.

The dater die has a unique feature, the dates being of the wheel type, easily changed and not requiring insert slugs. This should eliminate the many weird arrangements of dater slugs emanating from other offices.

The slogan die, the ubiquitous POSTAL CODE is readily removable and could be used to house a local publicity die should the Canada Post authorities ever approve such a device, used by practically every western European country. The inking rollers are removable for infrequent inking, a simpler and cleaner task than with most models.

It is to be hoped that the results of this trial will result in the adoption of this model by Canada Post for use in other offices where the impressions produced are almost unrecognisable and the dates illegible.

The previous machine used at SECHELT was a Model HDZ Serial No. 5357 also produced by I.P.S.

NEW PAPER, NEW PLATES

In July, 1983 Canada Post decided to discontinue producing special paper used for postage stamps as supplied by Abitibi-Price Ltd. Since this company was the only Canadian mill producing this paper Canadian stamps are now being printed on postage stamp stock supplied by quality, non-Canadian paper mills. As a consequence three definitive stamps, the 32 cents Queen Elizabeth II stamp, the 32 cents Maple Leaf stamp and the 48 cents Cradle stamp have been reprinted on British paper. The gravure and steel-engraved Q.E.II and Maple Leaf stamps are reprinted on Harrison & Sons Ltd. paper, while the four-colour litho Cradle stamp is on Clark Paper International Ltd. stock. New plates were made for all three definitive stamps to indicate paper changes. The Queen Elizabeth II and Maple Leaf stamps bore a Plate No. 1 marginal inscription on their first printing, and the marginal inscription Plate No. 2 now appears on the re-prints. The Cradle stamp did not carry a plate number on its first printing, but the re-print bears a Plate No. 2 marginal inscription to distinguish it.

QUANTITIES ISSUED

Flag stamps of Canada (1979) 60 million (5 million of each stamp)
Map stamps (1981) 40 million (10 million of each stamp)
Canada Paintings (1982) 64.8 million (5.4 million of each stamp)
Canada Day Booklet (1983) (2.5 million of each stamp)

(We are indebted to Stuart Clark, our Winnipeg Contact Member, for the above interesting information – Editor.)

HELP

Required to assist in compiling a complete listing of Canadian picture postcards by VALENTINES.

Would members please send me details of any cards they have in their collections. The details required are the Serial Number followed by the title as shown on the card (also the title only of any un-numbered cards). I will then collate all the information and forward the final numerical list to the gentleman in Halifax N.S. who has taken on this mammoth task.

Please send details to :—

**John M. H. Parkin,
12, Lime Grove, ASHBOURNE, Derbyshire, DE6 1HP.**

CANADIAN PACKET SHORT PAID TRANSATLANTIC MAIL

(continued from last issue)

by Lt. Col. D. M. C. Prichard, F.R.P.S.

(We regret that owing to shortage of space in our last issue we were unable to include the following addendum to Colonel Prichard's article under the above title – Editor.)

There was a further complication when letters were underpaid by some odd amount not exactly 1 or 2 rates overweight. The P.O. Department circular of 20 April 1859 stated that if letters for the U.K. were forwarded unpaid or insufficiently paid, a fine of 6d would be charged in addition to the ordinary postage rate. This was loose wording capable of misinterpretation. When it was merely a normal case such as a double rate letter with a single 12½c stamp the procedure was simple i.e. 12½c postage due + 6d fine = 1/- due. But when a completely inappropriate and inadequate stamp was affixed, the practice seems to be that it was ignored, hard luck as it may seem, and no credit was given for it.

Two examples :-

AP 7 62	Montreal to Scotland by Cunard	10c stamp	1/2 due	i.e. 17c (8d) + 6d fine = 1/2d
OC 18 67	Belleville to U.K. by Canadian Pkt	5c stamp	1/- due	i.e. 12½c (6d) + 6d fine = 1/-

As regards underpaid letters, a certain amount of latitude prevailed. The general rule seems to have been that it was not worth while collecting very small sums. For instance we have recorded 8 instances of letters by Canadian Packet to U.K. franked with 12c only and one with 10c. In addition 5 instances of covers containing bisects (strictly illegal), but all were allowed to pass without comment. I have never seen a cover of this nature on which a charge was levied.

I have mentioned earlier that the U.K. reluctantly consented in the early or mid-1860's to waive the 4½c (2d) charge on letters franked with 12½c intended for the Canadian Packet but which actually went by Cunard. Although this was a tacit agreement, it does not appear that any official instruction was issued. Consequently, even as late as 1868, we find occasional examples of an officious clerk marking "2d due".

This article has only skimmed the surface. I have seen a number of enigmas in postage rates and claims for underpayment which I have been unable to resolve, but one must bear in mind that we cannot always expect a logical solution. Human error by the P.O. officials must sometimes be the only answer.

B.N.A. BOOKLET VARIETIES – NEWFOUNDLAND PASTE-UP PANES

by W. J. McCann

The fourth booklet issued by Newfoundland has been found with an oddity in the 2c green pane of George V, perf 14 combination. Somehow the panes were cut short at the top, removing part of the tab. Instead of being destroyed as printer's waste, the short tabs were repaired by pasting another tab over the original. The new portion is a cheaper grade of paper and of a different shade of white.

The original error in cutting was not constant as the first pane, Fig. 1, measures 68.5mm long and the pane in Fig. 2 is 67.0mm long. The tabs that were added on are not equal either, resulting in about 1mm difference in height.

Can these be classified as paste-up tabs? Or are they fakes? Who would fake an 8c pane? Do any members have similar panes?



(Fig. 1)



(Fig. 2)

ADMIRAL NOTEBOOK (Part 9)
by J. Hannah, F.C.P.S.

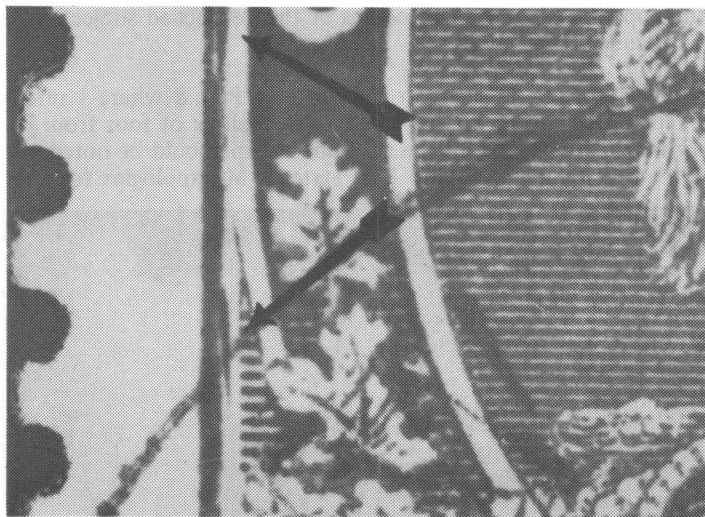
2 Cents – Plates 13 and 14 (part)

A pair of plates in which there are two clear breaks at the top of the vertical line of the right numeral box.

It is to be noted there are two similar breaks in the subjects in Plates 23 and 24 but in these plates this variety is associated with a nick in the outer frame in the upper right corner.

In this group of plates there are numerous retouches in the top right spandrel area. However I would refer to three particular plate repairs.

In the first, two short lines have been added to the outer frame at the left centre as illustrated, with the bottom heavy line breaking away from the weak frame at this point. My copy is dated September 1912, but the position of this variety is not known. (*Fig. 1*)



(*Fig. 1*)

In the next example there is a heavy line closing the top right spandrel from a point just below the top horizontal line downwards to below the pearls of the crown. (*Fig. 2*)

In the third variety to be mentioned in this Note while there is a short vertical line added at the top of the spandrel, there has also been an attempt to strengthen the top horizontal line with a line running off at a tangent



(Fig. 2)

from the top line. I have three copies of this retouched subject, two being dated September 1912. (Fig. 3)

I wish to correct an error in the notes in Part 8 where I refer to the recorded plate variety in Stamp 18 in a used block of four from Plate 12. The position of the variety in the adjacent stamp should be noted as occurring in Stamp 17 and not Stamp 8 as stated. My apologies for this error.



Fig. 3)

IMPORTANT NOTICE TO ALL MEMBERS

All members are respectfully asked to note that WITH IMMEDIATE EFFECT all contributions to *Maple Leaves* including articles, reports, notices and any other matter relating to the publication of the journal MUST be sent to the new Editor: Mr. E. Killingley at 16 St. James Road, Bridlington, North Humberside, YO15 3PF.

Communications regarding advertisements and small classified announcements are the only exceptions. These MUST be sent to the Advertising Manager. (For address see Officers Panel inside back cover of this issue.)

All subscriptions or communications regarding subscriptions MUST be sent to the Assistant Treasurer. (For address see Officers Panel inside back cover of this issue.)

All changes of address and communications relating to the general administration of the Society MUST be sent to the Secretary, Mr. D. Sessions. (For address see Officers Panel inside back cover of this issue.)

Careful adherence to these requests will not only obviate delay and inconvenience to members, but also assist the officers concerned and save the Society added expense in postage charges.

Overseas members are asked to note that all letters (whether sent to officers or fellow members in this country) should be fully addressed, including the postal code (where this is noted in the handbook). It is NOT necessary to specify the name of the country: England, Scotland, Wales or Northern Ireland. The postal code in itself is sufficient to enable correct delivery by the British Post Office, but the final line of the address should include the initial letters "U.K." (United Kingdom) in order to assist the Canadian, United States or other postal authorities.

THE POSTAL HISTORY SOCIETY OF CANADA

Crash covers, mail which has survived an aircraft mishap, have long fascinated collectors. In the September, 1983 issue of the *PHSC Journal*, Major R. K. Malott (Rtd.) chronicles fifty-five aircraft crashes known to have been carrying Canadian mail. The earliest of these flights was the 1919 attempt by Harry Hawker and Major K. MacKenzie Grieve to cross the Atlantic in a Sopwith biplane. Taking off from St. John's, Newfoundland, they crashed at sea after covering about 1100 miles of the distance to Ireland. The most recent crash listed was a 1978 Air Canada DC-9 flight which crashed on take-off at Toronto. Malott covers each of the flights in brief detail, describing the covers and any identifying markings applied to explain their condition or delay in delivery.

The *PHSC Journal* is a quarterly publication of the Postal History Society of Canada. A sample copy may be obtained from the secretary, Andy M. Palochik, Box 3461, Station C, Ottawa, Ontario, Canada K1Y 4J6. Membership information is available from the same address without charge.

ONE BORN EVERY MINUTE

by R. B. Winmill

A good philosophy to have is that knowledge is the key to enlightened collecting. Knowledge ought also to be tempered with a healthy degree of scepticism because where money is involved, there is always a rogue about who is prepared to go to some lengths to deprive the unwary collector of his.

In the past philately has witnessed an endless series of scares, ranging from repaired material to removed 'specimen' markings, especially on the 12d, and combined with clever rebacking, faked St. Lawrence Seaway inverts, and hundreds of others.

Regrettably some joker has decided to carry on the tradition and, at least on a local basis in one Canadian city, has begun selling bogus coil pairs of Canada's recent (1982) Christmas issue. Collectors ought to be alert to this (Canada has never produced Christmas coil stamps). The items appear quite acceptable, the perforations being carefully trimmed and the cutting of perforations is clean and exceptionally straight.

The price asked was not all that much — \$50 a pair; but the point is that not only were collectors lacking in knowledge, and gullible, they actually contributed to their own losses because of their greed. In each instance the seller emphasised that these 'coils' were rare and unavailable at the post office as so few were prepared for distribution. The vendor went on to tell prospective buyers that despite their 'great rarity' he had to (regrettably) part with them because he required cash in a hurry. Hence he was 'sacrificing' them to deserving collectors and stressed the potential profits that might be gleaned by the buyers. The nature of man being what it is, the vendor had easy 'suckers' and provided further supportive evidence for the validity of the old reminder: *CAVEAT EMPTOR!*

WARNING

Recently, there have been several advertisements of firms selling material to re-gum stamps. They claim that their product is for re-gumming investment quality vintage postage stamps of the 19th and 20th century. They say that the gum can be coloured to match shading of any original gum and/or natural ageing effect. Members should be on the lookout when purchasing, and only purchase from reputable dealers those "never hinged" stamps. Once a stamp is re-gummed, it is almost worthless. Be wary of people selling never hinged stamps at a high premium. Remember, all collectors used to use hinges to mount their stamps, so any very fine centered stamp was probably hinged when mounted. (*Or not so finely centered for that matter — Editor*).

ROBSON LOWE IN CANADA

Reported by The Yellow Peril

Early November 1983 collectors in Toronto saw what could well be the beginning of a series of auctions to be conducted by "Robson Lowe in Toronto". The appearance of Robson Lowe on the Toronto scene, especially on a regular basis, could have beneficial implications for both sellers and buyers. Sellers in the Sterling areas can sell through this auctioneer in Canada and benefit from the dollar currency. On the other hand, collectors in Canada can take full advantage of this world-famous auctioneer to sell their stamps without any fear of currency fluctuation. To the Canadian buyers, Robson Lowe represents a new source — certainly a different source with a different approach. Furthermore Canadian buyers will no longer have to travel to the UK to attend RL sales; Robbie brings the sales to Canada!

The British North American stamps were sold by the Robson Lowe team at the Toronto Park Plaza Hotel on the 2nd and 3rd of November. There were three sessions: 1859's, Large Queens and later issues, and the Provinces. The fabulous 1859 collection was formed by a distinguished philatelist living in Western Canada. The Large Queens etc. were from the stock of another distinguished western collector.

This first decimal collection, like many top collections, contained the usual portions of rare proofs, multiples, cancels, varieties and seldom-seen covers (including U.S. patriotics used in Canada) too numerous to describe. A few random samples, however, should be sufficient to give society members some indications of the high quality stamps sold as well as an up-to-date market. It is worth while noting that rare defective stamps are collectable, have value and can be sold. A superb block of six 1c with c.d.s. sold \$400 below the \$1000 valuation whereas a 5c block of the same size but with two tears sold for \$200 above the \$800 estimate. The unique block of thirteen of the 17c with the "burr" variety, which made \$4300 against a \$3000 valuation, was considered to be a very reasonable piece for such an appealing rarity.

In the postal history section an unusual but modestly described cover franked with a 1864 2c and two ½c Large Queens was hammered down for \$1600. Despite the fact that this cover fetched a thousand dollars over estimate; the price paid for this rarity was a gift! Another cover in a similar category but franked with 1859 1c(3) 5c and a pair of 10c, sent from Hamilton to Melbourne via Southampton, made \$3200 — almost double the estimate of \$1750. Co-incidentally the stamps on both covers were superbly overlapped. Is it possible that collecting rare mix-franked covers with overlapping stamps is now a fashionable trend?

In the later issues the two large blocks of the 2c Large Queens, severed from an original block of 18 and showing the "E&G BOTHWELL CLUTHA MILLS" watermark, was sold for almost valuation — \$19,000. Even if the

purchaser had to go to the \$20,000 estimate, it would still have been an enviable item to possess. A smaller stamp – the 6c Small Queen with the 5c re-entry, used, creased and torn was sold at 62% above the \$400 estimate. Just as some prices were spectacularly high, but not excessively, some were spectacularly low, for example, a set of the always popular 1897 Jubilees mounted but above average centering was “stolen” for \$1300.

Although the floor was small, probably due to the late delivery of the catalogues, its participation was anything but. The sale was well conducted; the visiting team, George Wegg (Robson Lowe's Canada representative) and the buyers seemed to have enjoyed the sale. According to the visitors, there will be an encore in '84.


(The above observations were based on attendance at only two sessions and prices do not include the obligatory 10% buyer's privilege premium – Editor)

NOTTS. & DERBYS. GROUP

Our meeting, held on 5th November 1983, proved that local interest in Canadian Philately is still very much alive.

The main subject, “Recent Acquisitions”, produced Tobacco revenues with some share certificates printed by the B.A.B.N. Co. showing exquisite engine turning, some sections of which, may have been used around the stamp printing plates (J. Parkin); Toronto ‘backstamps’, some of which, were also used for specific purposes when cancelling stamps (J. Reynolds). The recent “Forts” booklet upon which the P.O. literature and nomenclature regarding the location of the Forts and the position of the stamps agreed in two instances only. (W. Meakin); Our co-opted member, the Admiral King, armed with the Marler bible, showed that, with the aid of systematic listings, culled from the information contained in Marler, he could, in a matter of seconds, locate the reference to any particular stamp or variety (J. Bacon).

In addition Messrs. Avery, Gunby & McConnell showed an interesting variety of stamps and covers.




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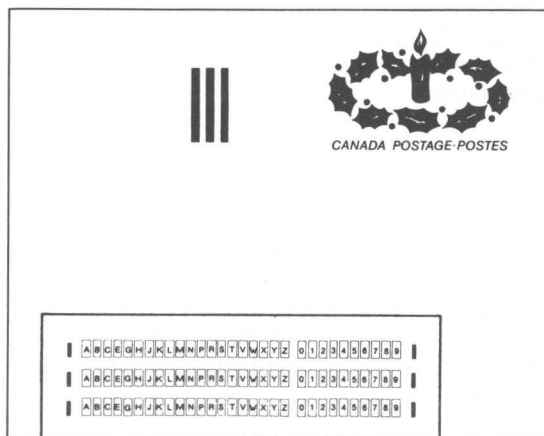
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REDUCED CHRISTMAS CARD MAIL RATE THROUGH USE OF "STICK 'N' TICK"

Canada Post Corporation market tested a new precode label for use as postage on Christmas greetings cards mailed in Winnipeg beginning November 21, 1983. (See below)



The purpose of this test was to determine the operational effectiveness of precode postage labels and customer attitudes towards a "special" Christmas card mailing rate for greeting cards mailed to Canadian destinations.

Stick 'N' Tick labels were sold at all Winnipeg post offices and sub post offices from November 21 to December 17 in kits of 12 for \$3.49 or 25 for \$6.89. This was a saving of 35c on a package of 12 and \$1.11 on a package of 25 as compared to the cost of regular first class postage stamps.

Customers were asked to affix the 110mm x 88mm label squarely at the upper right hand corner of the Christmas card envelope. They then addressed the envelope to the left of the label and transferred the postal code on to the label by "ticking" vertical lines through the appropriate letters and numerals printed on the label. Complete instructions on how to use Stick 'N' Tick were enclosed in all kits.

The Stick 'N' Tick postage label is a world first for postal operations. Its use was to assist the post office's handling efficiency while customers enjoyed a reduced postal rate for Christmas cards.

The postal label market test was introduced in co-operation with the Canadian Greeting Card Association. Stick 'N' Tick labels were for use during the 1983 Christmas season only.

PACKET SALES / POSTAL AUCTION

At the last Committee meeting the problem of insufficient material to meet the great demands for the Packet was discussed in depth. It was decided to offer members a more rapid turnover of material by instituting a postal sale. Such a sale will also enable our many overseas members to take part whereas they are unable to receive the Exchange Packet. The postal sale will be complementary to the auction held at Convention each year and is designed to accommodate smaller lots which can be easily and cheaply sent through the post. The Packet will continue to operate provided material is submitted and the Committee will assess the relative merits of the two schemes in due course.

The postal sale will be held subject to the following provisional conditions :-

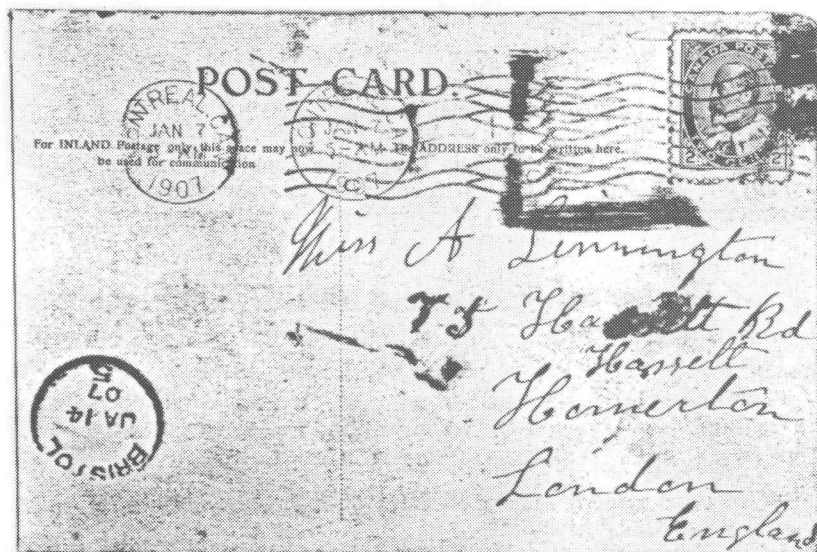
1. The sale will be postal only and there will be no postal or other viewing. Misdescribed lots may be returned.
2. All lots submitted for sale will be entered into the catalogue exactly as the vendor has described them and there will be no responsibility on the organiser for the descriptions although he retains discretion to correct obvious discrepancies.
3. There will be an overall charge of 10% to the vendor, which will include commission and insurance, with a minimum charge of 50 pence. Postage will be payable by purchasers.
4. Lots will be accepted from any member of the Society from Tokyo to Topeka, but BNA material only please.
5. Lots for the auction must be submitted together with description and valuation or reserve no later than 31 October 1984. Lots can be passed to the organiser at Convention this year. A minimum value of £2 is required for each lot which should be suitably mounted/protected for postal transmission.
6. The catalogue will be despatched with the January 85 *Maple Leaves* and all bids must be received by 1 April 85, the date of the sale.
7. Successful bidders will be notified by invoice.
8. Unsold lots will be sent to the organiser of the 1985 Convention auction unless otherwise instructed, small lots may be amalgamated for this purpose. All material and queries regarding this new venture to the organiser, Roger Grigson, 75 Clarence Road, Windsor, Berks, England.

LETTERS TO THE EDITOR

Mr. H. K. Dodwell writes:

CANADIAN MAIL TO ENGLAND ROUTED THROUGH BRISTOL

Bonsor, in *North Atlantic Seaway* states that the Canadian mail contract, previously held jointly by the Allan and Dominion Lines, was in July 1899 awarded to the Elder Dempster Line for a weekly service between Bristol (Avonmouth) and Canada, via Queenstown. Elder Dempster's North Atlantic interests were purchased in 1903 by Canadian Pacific and I cannot find any exact date for the ending of the Elder Dempster mail contract, but by January 1904 the Allan Line, with main line sailings from Liverpool and subsidiary sailings from Glasgow, were advertising themselves as "the only line with Government contract for Canadian mails".



I have in my collection two postcards and a registered cover, and have seen another registered cover, all posted in Canada from 1905 to 1907, to places in England far distant from Bristol, but with Bristol entry or transit datestamps. (See sample above) These Bristol transit items are too numerous for them all to have been mis-sent strays, and it seems likely that even during the period of the Allan Line monopoly, some mail was being sent from Canada in ships sailing to Bristol. It may be that such ships were only used when some delay, actual or anticipated, affected despatch by the Allan route, yet throughout the first decade of this century the Canadian P.O. had a policy of making regular use of the fast mailships that sailed so

frequently from New York for Liverpool or Southampton, and the use of slow Bristol-bound ships is not easily explained.

Our Secretary has somehow found time to search through the shipping information in back numbers of the *Western Daily Press* in Bristol City Library, and has shown that my items were almost certainly carried to Bristol by, in one case, the "Englishman", a Dominion Line steamer, and in the other cases on separate voyages of the "Montcalm" which was one of the Elder Dempster steamers taken over by the Canadian Pacific four years earlier. Before we can find out whether there was any pattern to the Canadian mails entering via Bristol we need more examples, I would like to appeal to anyone with a holding of Edwardian Atlantic Mail to check them for Bristol or Avonmouth transit marks. If any come to light David Sessions has offered to return to the fray in the Bristol Library, and try to establish exactly which ships were involved in the carriage of these mails.

In theory Bristol transit marks, especially on Registered items, should be fairly common from the years (1899 to ????) when Elder Dempster, with Bristol as their home port, had the mail contract, and again from 1913 when the Bristol based "Royal Line" (Canadian Northern Steamship) had a one-third share of the Canadian mail contract, together with the Canadian Pacific and White Star Lines (both Liverpool based). In practice Bristol entry marks seem rare, if not exceedingly rare, and I would be interested to hear from anyone with such material, particularly as to whether the marks are of Bristol or of Avonmouth.

Mr. G. Bellack writes:

B.C. NUMERAL CANCELLATIONS OF THE 19th CENTURY

In your recent editorial, you asked not only for appropriate contributions, but also for article-subject suggestions.

Would in your view an article or series on "B.C. Numeral Cancels in the 19th Century" be worthwhile and could you find someone to do it?

Unfortunately, I personally can't oblige in this instance.

(Any offers of contributions along the lines of Mr. Bellack's suggestion will be gratefully received – Editor.)

NEW STAMP NEWS

We are indebted to our member, Gerry Churley, for drawing our attention to the following shade varieties on the recent 32 cents Christmas and Sir Humphrey Gilbert issues. The former has many different shades varying from reddish at the top to a creamy shade at the bottom, while under a U.V. lamp the lettering can appear either blackish or yellow in colour. In the Sir Humphrey Gilbert issue the shades in the background are even more pronounced, varying from light to dark grey with an intermediate shade which might be described as greenish grey.

BOOK REVIEW

BRITISH COLUMBIA POST OFFICES

This is an up-to-date list of all post offices located in British Columbia. It is well-produced, easy to read and at \$8.00 certainly cannot be called dear. Edited by Wm. Topping and W. A. Robinson and, as far as we know the first checklist to be computerised in order that it can be up-dated, corrected or revised in the light of future needs without delay and far more cheaply than by conventional methods. We venture to suggest that this will be the first of many lists of this kind that lend themselves to such treatment so, if we call the computer a boon to philatelists, so be it. As long, of course, as those who do the programming don't go to sleep. Available from the Handbooks Manager, Dr. M. W. Carstairs (for address see officers panel inside back cover) at £5.50 postpaid, or from Mr. W. Topping at 1430 Angus Drive, Vancouver B.C., V6P 5K2 at \$8.00.

An Invitation

To Members of the Canadian Philatelic Society of Great Britain

If you are not already a member of The Royal Philatelic Society of Canada and you would be interested in joining the "Royal", please write to The National Secretary, Department C, The Royal Philatelic Society of Canada, National Office, P.O. Box 5320, Station "F", Ottawa, Ontario, K2C 3J1, Canada, for membership application forms or information.

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AMENDMENTS TO MEMBERSHIP TO 6th FEBRUARY 1984

New Members

- 2411 JAMIESON, Robert H., PO Box 2, Station A, Islington, Ontario, Canada M9A 4X1 A, 1893 Weeds.
 2412 BURTON, Lt. Col. John A. (Ret'd), 12 Beadon Drive, Salcombe, S. Devon, TQ8 8NU B, CR-CE
 2413 HOURIHAN, Robert (Bob), L., 6414 Lake Worth Road, No. 829, Lake Worth, Florida 33463, USA. CGE, R, N.
 2414 JONES, John E., 209 Newbrook Road, Atherton, Manchester, M29 9HA. CG, CGE.
 2415 CLARKE, Brian, 19 Kent Crescent, Pudsey, W. Yorks, LS28 9EE. C, MO.
 2416 THOMAS, Arthur L., 'Fairway', 13 Cherry Grove, Haverfordwest, Pems., SA61 2NT. B. C.
 2417 DICKINSON, Ernest, 26 Cowley Close, Benhall, Cheltenham, Glos., GL51 6NP. CGE, A, FF.

Reinstatements

- 210 RICHARDSON, Ed. A., 14 Royal Drive, PO Box 939, League City, Texas 77573, USA. C, Cov, CR-CQ, F, MPO, PC, PE, PH, PS, R.
 757 FENNING, James O'D, 12 Glenview, Rochestown Avenue, Dun Laoghaire, Co. Dublin, Ireland. FR-CGA
 1373 WANNERTON, John, 8 Pearson Avenue, 7700 Kenilworth, Cape Province, S. Africa. C, CL, CS, MPO, N.
 1430 GORDON, Robert J. C., 3 Cherrymount Park, Bangor, Co. Down, N. Ireland BT20 4PS. B, C.
 1724 SEAL, Paul J., 3 Laurel Road, Thorpe St. Andrews, Norwich, Norfolk. CGE, N.
 2308 BROWN, R. Box 442 Harriston, Ontario, Canada, N0G 1Z0. CG.

Deceased

- | | | | |
|-----|------------------|------|---------------|
| 179 | Campbell, F. W. | 1484 | Kilish, T. L. |
| 381 | Harris, H. C. A. | 1108 | Kirby, A. E. |
| 488 | Hurst, P. J. | | |

Resigned

- | | | | |
|------|-----------------|------|--------------|
| 1693 | Stulberg, F. C. | 1364 | Young, J. S. |
|------|-----------------|------|--------------|

Change of Address

- 1052 Bacon, J. L., 20 High Hill, Keswick, Cumbria, CA12 5NY.
 1802 Christian, H. R., 2034 Woodglen Crescent, Ottawa, Ontario, Canada, K1J 6G4.
 72 Cohen, S. F., La Alcazaba, Apt. 2431/2 Ctra Cadiz-Malaga Km181, Nueva Andalucia, Marbella (Malaga), Spain.
 1260 Dane, Lt. Cdr. P. P. R., 65 Sea View Drive, Hest Bank, Lancaster, Lancs, LA2 6BX.
 2201 Esaw, F. A., 24 Lincroft, Oakley, Beds, MK43 7SP.
 2301 Felton, J., Box 56371, Little Rock, Arkansas 72215, USA.
 1177 Harrison, H. W., 37 Olive Lane, Owings Mills, MD 21117, USA.
 928 Laycock, F., 118 Main Street, Sutton Bonnington, Notts.
 1885 Little, Mrs. H., 'Summerfield', Bull Lane, Waltham Chase, Hants, SO3 2LS.
 2290 McBriar, D. J., 31A Walter Street, Chester, Cheshire.
 973 McCusker, J. J., Dept. of History, Univ. of Maryland, College Park, MD 20742, USA.
 943 Pinion, G. R., 106 Cootes Avenue, Horsham, W. Sussex, RH12 2AG.
 1687 Spencer, A., 75 Berberry Close, Bournville, Birmingham.
 2012 Taylor, G. E., 38 Lumley Road, Horley, Surrey. FROM JULY 1984.
 2098 Watterson, J. A., 51 St. Dominic Close, St. Leonards-on-Sea, E. Sussex TN38 0PH.

Revised Membership - 573.

CLASSIFIED ANNOUNCEMENTS

Reserved for members' free classified advertisements.

Please note that these must not exceed 30 words.

Any excess wording will be charged at the rate of 4p per word.

WANTED

WANTED: Sunny Alberta. Alberta postal history — town cancels territorial period forward. Covers, post card views and stamps. Also Alberta Government Telephone stamps. Keith R. Spencer, 3659 — 109 Street, Edmonton, Alberta, T6J 1C2, Canada.

WANTED: Collections or accumulations of Canadian Precancels or Perfins. Offers to David Izzett, 7 Barberry Road, Hemel Hempstead, HP1 1SD.

CANADIAN 'FREE' or FRANKED markings on cover — all types, any period. Offers to John Donaldson, 23 Lingen Avenue, Hereford HR1 1BY.

WANTED: Cric d'Coeur — I need No. 1 of Vol. 5 *Maple Leaves*. Fair price offered. Tim S. Martin, 323 Chesterfield Road South, Mansfield, Notts, NG19 7ES.

WANTED: 'PEACE ISSUE' on cover, used to destination not in North America; Scott 268/SG 401/8c, or Scott 269/SG402/10c, or Scott 270/SG403/14c, or Scott C9/SG407/7c Air used alone on F.D.C. or other cover. Kim Dodwell, Middle House, Cruckmeole, Hanwood, Shrewsbury, SY5 8JN.

WANTED: Admiral covers showing interesting rates or destinations. Also other pieces showing use of Admirals e.g. AR, bulk mail, parcel labels. Offers to Tom Almond, 2 Filbert Drive, Tilehurst, Reading RG3 5DZ.

WANTED: Eastern Arctic postal history — covers, postcards, collateral — pre, post, and "R.M.S. Nascopie". Send Xerox for offer to D. J. Beagrie, Gen. Del, Yellowknife, N.W.T., Canada, X1A 2L8.

FOR SALE

Want lists solicited for Canada and Newfoundland. Large stock of mint, used, blocks, proofs, imperforates, varieties, covers, etc. Personal service. Satisfaction guaranteed. Write Gary J. Lyon (Philatelist) Ltd. (PTS), Box 450, Bathurst, N.B., Canada E2A 3Z4.

FOR SALE: *Maple Leaves* Numbers 1 to 158 and 160 (159 issues in one lot). Offers to A. P. Jackson, 14 Linden Way, Boston, Lincs, PE21 9DY.

EXCHANGE

EXCHANGE: Correspondent in GB to exchange new issues USED for Canada USED Stuart Clark 924 North Drive, Winnipeg, Canada R3T 0A8.



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CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

Books available January 1984

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British Columbia Post Offices, William Topping £5.50
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Canada & Newfoundland Postal Stationery Catalogue by J. F. Webb £7.50
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JOURNAL OF THE
CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN

Maple Leaves

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June, 1984



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MAPLE LEAVES
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INCORPORATED 1946

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A E. Stephenson, F.C.P.S.

Edited by: Eric Killingley,
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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

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Vol. 19 No. 6

JUNE, 1984

Whole No. 198

EDITORIAL

Having taken over as the Editor of *Maple Leaves* from Lionel Gillam after his long period of devoted service to the Society, I am only too aware of the obligation which devolved on me for the future publication of the magazine. My predecessor at least did have some knowledge of the printing industry, but I am afraid that my own knowledge of this side is very limited indeed and despite having read many books and articles on the subject, still find it difficult to recognise the various printing methods.

However, I have been well schooled in the art of putting the magazine together during the past few years and I am sure that with the co-operation of the printers, *Maple Leaves* will appear as usual.

It is not my intention to make any sweeping changes and for the time being everything will appear as usual. I do have some ideas of my own of course, which I hope to implement during the course of the coming year but think that it is most important to get the feel of the job before launching out into any new ideas.

I am sure that during the coming months, I shall have need to call on Lionel's knowledge and it is therefore gratifying that he has agreed to continue as Assistant Editor for the time being.

Finally, may I say thank you to all those members who have been kind enough to write and wish me well in this position, and all I can say is that I will endeavour to uphold the traditions and standards of *Maple Leaves* which members have come to expect.

FROM THE PRESIDENT

Elsewhere in this issue will be found the programme for this year's Convention at the St Ann's Hotel, Buxton, Derbyshire. I have endeavoured to select a varied programme and am hoping to suit most tastes. I am, of course, hoping for a good attendance, especially by "First-Timers" and, at the time of writing the Pound-Dollar situation is more in favour of our transatlantic colleagues than it has been for a long time. Let's hope it stays that way, at least until they have made up their minds to come.

The hotel is a very good one, right in the centre of Buxton and the prices are quite competitive. Please come and join us, if only for part of the time or on a daily commuting basis. See what the other members of your Society (Yes, it is your Society) get up to, both philatelically and socially. Brenda and I will do our very best to ensure that your visit will be a happy one.

By now, most U.K. members should already have sent me their hotel booking forms, if not please do so very soon as our block-booking soon expires. Overseas members should write direct stating dates of arrival and departure.

A number of trophies, including a new and recently donated one, are available for the winners of our Annual Competitions and the entry form is on the reverse of the Hotel Booking Form. Eighteen sheets, of your own choice, pre-stamp to modern, are required and an entry will surely fit into one of the various classes.

For members intending to travel to and from Convention by rail, I should inform you that Conference rates have been arranged and I have a supply of special booking forms. I close now looking forward to renewing old and making new acquaintances at Buxton in October.

SMALL QUEENS STUDY CIRCLE

Following the notice in the January issue of *Maple Leaves* the Small Queens study circle has been reformed and the first Newsletter has been circulated to all known interested members. The newsletter runs to both sides of a foolscap sheet and is full of usual information. Copies of this first newsletter can be had from contact member — John Hillson, 52 Stamperland Gardens, Clarkston, Glasgow, G76 8HG for a contribution of £1 (or equivalent) to defray postage.

ANNUAL GENERAL MEETING

In accordance with Rule 17, notice is hereby given of the Society's Annual General Meeting to be held at the St. Ann's Hotel, Buxton, on Saturday 6 October, 1984.

Nominations for the following offices are solicited :—

1. Vice-President.
2. Secretary.
3. Treasurer.
4. Three Committee members, one from each region.

The retiring Committee members are A. S. Mackie, FCPS (Scotland); D. G. Manton (North) and G. N. Prior (South). They, together with the retiring Secretary and Treasurer, are eligible for re-election.

Nominations to the Secretary please by 6 July, 1984.

FELLOWSHIP

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

- (a) Outstanding research, or
- (b) Outstanding service to the Society.

Nominations are solicited for submission to the Fellowship sub-committee in accordance with Fellowship Rule No. 2. Such nominations must be on the prescribed form which is obtainable from the Secretary.

Completed forms to be returned by 6 August, 1984.

LIONEL F. GILLAM, F.C.P.S.

For the past twenty years *Maple Leaves* has appeared regularly and on time under the editorship of Lionel Gillam. As readers will have seen in the last issue he has finally said "enough is enough" and has vacated the position of Editor. It is a tribute to him, and the previous Editors of *Maple Leaves* that the Society has only had four Editors of the magazine since the first issue in September 1946.

The membership as a whole appreciate the work which has been put in by Lionel over the years to ensure the success of the official organ of the Society, which is often the only contact some members have with the Society. Fortunately he has agreed to continue for the time being as Assistant Editor, which should help with the smooth transition over the coming months.

In addition to all the work he has put in over the last twenty years to ensure publication of the magazine, he has also found time to continue his study and research into Canadian R.P.O.'s writing a series of articles in *Maple Leaves*, culminating in the publication of his book "A History of Canadian R.P.O.'s".

All members of the Society will wish to thank Lionel for his loyalty and devotion to the job, and hope that probably he will now find time to write some more articles in *Maple Leaves* for the benefit of the members.

38th ANNUAL CONVENTION

St. Ann's Hotel, Buxton.

Wednesday, 3rd October to Saturday, 6th October, 1984.

PROVISIONAL PROGRAMME

Wednesday 3rd October

- Afternoon Arrivals and Registration.
Evening Display 'Canadian Cinderellas', J. L. Bacon.
Display 'Newfoundland Booklets', Bill McCann.
Ladies Informal.

Thursday 4th October

- Morning Display 'What makes Postal History', L. D. McConnell.
Afternoon Coach Tour to Josiah Wedgewood & Sons, Barlaston.
Evening Display 'R.P.O. & Other Trivia', L. F. Gillam, FCPS.
Ladies Talk with Slides and Postcards of Derbyshire
by W. C. Vann, Esq.

Friday 5th October

- Morning Display 'Why the Stamp was Issued', A. S. Mackie, FCPS.
Afternoon Coach Tour to Chatsworth House, home of the Duke and
Duchess of Devonshire.
Evening Display 'A Georgian Collection', Dr. M. W. Carstairs, FCPS.
Ladies Hopefully a theatre visit but this has still to be arranged.

Saturday 6th October

- Morning Committees and Annual General Meeting.
Afternoon Auction.
Evening Banquet.

PLEASE NOTE:

Auction lots will be on view after the Evening Displays on the Thursday and Friday evenings. It is not envisaged that they will be available for viewing on the Saturday morning.

LETTER AND POSTCARD RATES OF CANADA THE ASIATIC RATES (Part VIII) by Dr. M. W. Carstairs, F.C.P.S.

In 1875 there were just two mail routes to the Orient from Canada. Later two more were to be developed but of these one lasted a very short time.

The most direct way to Asia, "Route N", was via San Francisco. In January, 1867 a large wooden paddle steamer, the "Colorado" of 3,728 tons, pioneered the route by crossing to Yokohama in twenty-one days. By 1875 regular monthly sailings to Japan were in the hands of the Pacific Mail Company of the United States using the steamers "City of Tokyo" and "City of Peking" both of 5,000 tons which had both been completed in the previous years.

Surprisingly low postal rates were demanded so long as the letters were endorsed "via San Francisco". To Shanghai 8c/½oz. for letters and a registration fee of 12c (*Fig. 1*), to Japan 18c/½oz. and a similar registration fee, and to the Straits Settlements, Hong Kong and the dependent ports 13c/½oz., without registered facilities. The dependent ports of Hong Kong were the Treaty ports Amoy, Canton, Foo-Chow and Swatow.

No changes occurred until the guide of 1877 dropped the rate to Japan to 8c/½oz. and Siam and the Phillipine Islands were added at 13c/½oz.

The 1879 guide covered the entry of Canada into the Universal Postal Union and was correct to August 1st 1878, and so gave the lower rates of the Union and the new postcard rates.

Hong Kong and the Treaty ports could be reached for 10c/½oz. for letters, and 4c for postcards with a 10c registered fee, but the rest of China being outside the Union cost 15c/½oz. with no postcard or registration rates. (Note 1)

The letter rate to Siam was dropped to 10c/½oz. For the U.P.U. members the rates were as for Hong Kong above, but from now on the routes taken by mail were not specified as they were the same with the occasional exception. In the next year, 1880 postcard rates were dropped to 2c each, and registration fees to 5c, but letter rates stayed at 10c/½oz. except to Japan which fell to 5c/½oz. being no longer considered a remote country. For further details of rate changes the story is continued under the routes via England. (Route M)

In 1886 the Canadian Pacific Railway reached the Pacific Ocean and transformed the picture. Canada's mail no longer passed through the United States and Vancouver soon became the terminal of an "all red route" to China and Japan.

The "Abyssinia", "Batavia" and "Parthia" inaugurated the mail route "O" in May 1887 and were soon replaced by the renowned trio of graceful liners the "Empress of India", "Empress of China" and "Empress of Japan" who performed a service unrivalled in speed and efficiency. Scheduled to take twelve days to Yokohama, they usually took just ten and a half, and more important mail from England took two weeks less to reach China and Japan via Vancouver than Suez.

The alternative route to Asia was to go round the world the other way by route "M" again. The Atlantic crossing could be by Allan line or, if 2c/½oz. extra were paid, by Cunard or other New York steamer until August 1878 when all mail went at the cheaper price.

From England the Peninsular and Oriental Steam Navigation Company provided an excellent monthly service from 1840. In 1870 the Suez canal was in use, but because of existing mail contracts letters crossed Egypt by rail to Suez until 1874.

The service could be accelerated by sending the mails across France by train through the Mont Cenis tunnel and Italy to the port of Brindisi, where fast packets rushed it to Port Said to catch a P. & O. steamer.

If the letter was endorsed "via Brindisi" it was subject to a surcharge of 6c/½oz. in 1875 which was reduced to 4c/½oz. in 1877 but not completely abolished until 1883 though I understand all mail was being carried via Brindisi from 1879.

The P. & O. service was weekly as far as Bombay and fortnightly to Shanghai, Ceylon, Singapore and Hong Kong. The Far East direct mail by this route ended in April 1894 because of the successful competition of the Canadian Pacific across the Pacific from Vancouver.

In 1875 the letter rate by Allan line was 22c/½oz. to Aden, Ceylon and India and 28c/½oz. to Borneo, China, Hong Kong, Labuan, Penang and Singapore with a uniform 20c registration fee for everywhere except Borneo.

In 1877 the letter rates became a uniform 16c/½oz. (*Fig. 1*) and the registration fees were also reduced to 16c per letter. Java and the Philippines were included as possible destinations for the first time.

The 1879 guide, correct to August 1st 1878, showed the U.P.U. rates. All the Asian U.P.U. member countries were regarded as remote and so attracted a letter rate of 10c/½oz., a 4c postcard rate and a 10c registration fee. Listed specifically are: Aden, Borneo, Ceylon, Hong Kong and Treaty ports, India, Java, Labuan, Persia, Phillipines, Shanghai, Straits Settlements and Sumatra but it also included other Dutch, French, Portuguese and Spanish colonies, but unaccountably there was no reduced rate for post-cards to India. The Treaty ports then were Amoy, Canton, Foochow, Hankow, Kiung-Chow, Ning Po and Swatow and the same rates also applied to Cambodia, Formosa, Hanoi and Macau and "other places in China where foreigners reside".

Countries outside the U.P.U. remained at higher rates. China beyond the Treaty ports and Siam required 15c/½oz. for letters and a 10c registration fee.

The differential charges for the Atlantic crossing had been abolished by the U.P.U. in 1878, as had the surcharge for mail routed via Brindisi for U.P.U. countries, but for non-members the Brindisi surcharge of 4c/½oz. remained. Thus the rate to Shanghai, China and Siam was 19c/½oz.

At this point I must interpose a short lived mail route, "Route P" via Germany and Russia to Peking, Kalgan, Oruga, Tien-Tau in China and to Persia with a 5c/½oz. letter rate and 2c for postcards and a 5c registration fee.

The Trans-Siberian railway was not in existence and much of this route must have been over primitive roads and tracks and I cannot understand how this route could have competed with the P. & O. steamers. It is not mentioned in any succeeding guides. (Note 2)

In the 1880 guide the 4c postcard rate was reduced to 2c, and the registration fee to 5c for U.P.U. countries and at last postcards were accepted to India.

For non-U.P.U. China the letter rate was 12c/½oz. via Southampton, but 15c/½oz. via Brindisi with a 7c registration fee in both instances. India and the Phillipines cost 10c/½oz. via Southampton, but 15c/½oz. via Brindisi, while Siam required 15c/½oz. via Southampton and 19c/½oz. via Brindisi. There seems to be no reason for this anomaly as the other U.P.U. countries did not carry a Brindisi surcharge.

In 1881 there is little change but Sarawak joins Siam with 15c/½oz. or 19c/½oz. depending on route. In 1882 Ceylon joins India with 10c/½oz. via Southampton and 15c/½oz. via Brindisi.

The Brindisi surcharges are at last dropped from the 1883 guide, all Asiatic Countries being 10c/½oz. for letters (*Fig. 2*), 2c for postcards and a 5c registration fee via England by either route.

Siam and Sarawak remain at 19c/½oz. and China at 15c/½oz. both the higher Brindisi rates of the previous year.

On July 1st 1885 Siam joined the U.P.U. and so the rate fell to the uniform 10c/½oz., and so did the rate to Sarawak though she did not join the U.P.U. until July 1st 1897. New Guinea joined the U.P.U. on January 1st 1888 and North Borneo on 1st February 1891.

In January 1891 the rate to Hong Kong fell to 5c/½oz. and by the 1892 guide all postal rates were down to 5c/½oz. for letters. No postcard rates were quoted for non-U.P.U. Countries which in practice meant China outside the Treaty Ports and Afghanistan.

This situation continued beyond the end of the 1898 cut-off period as China did not join the U.P.U. until 1st September 1914.



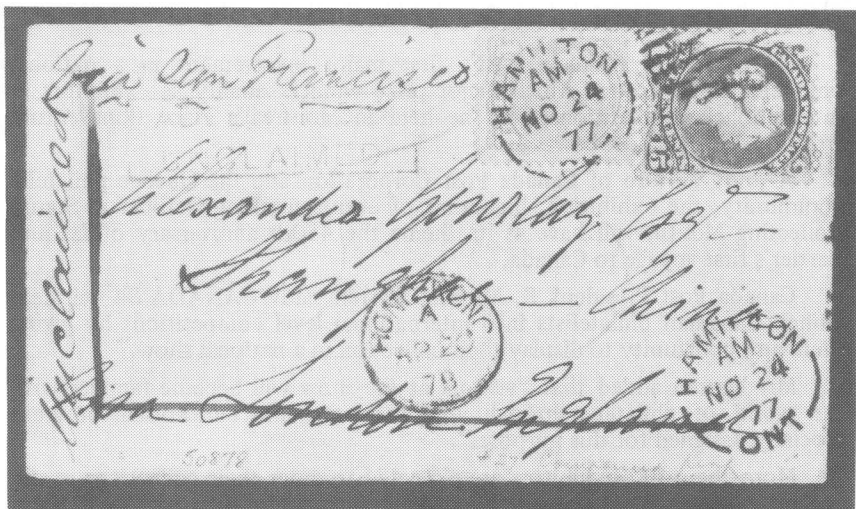
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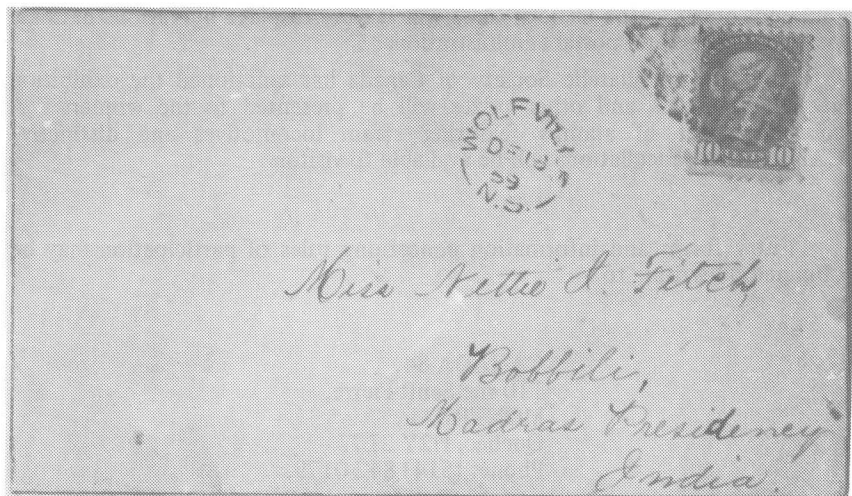
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(Fig. 1) Cover bearing 15c and 1c stamps from Hamilton November 1877 routed initially via England (16c/½oz.) but altered to via San Francisco at 8c/½oz., so perhaps it was over the ½oz. and the sender did not want to pay a double rate via England. Photograph courtesy W. E. Lea.



(Fig. 2) U.P.U. 10c rate cover to India from Wolfville 1889. Carried via England and the P. & O. but no definite indication on front of cover. Covers to India are the only pre-1890 Asiatic destinations which could be described as fairly common.

NATIONAL PHILATELIC EXHIBITION IN MONTREAL

CANADA 84, Canada Post's first major involvement in a national philatelic exhibition at which major prize winners qualify as exhibitors in international competitions, will be held in Montreal's Place Bonaventure from Oct. 25 to 28, 1984.

A joint venture of Canada Post Corporation and the Quebec philatelic community, the exhibition, highpoint of events marking October as Stamp Collecting Month, will have as its theme the 450th anniversary of Jacques Cartier's first voyage to Canada.

Canada Post President R. Michael Warren said "CANADA 84 will help launch Canadian philatelists into international level competitions by giving them an opportunity to display their collection in a national show."

Mr. Warren added that "visitors at the show will become familiar with the world of philately through an informative and educational program specially designed for this purpose."

More than 400 exhibitors are expected to enter their collections in the general open class which will be divided into junior (up to age 17) and senior sections. There will also be a non-competitive class where, by invitation or at the exhibition committee's discretion, individuals may display their collections.

In addition, the exhibition will feature a Court of Honour, an area set aside for the display of some of the world's most prized stamps and other philatelic items. The Official Class will feature displays by various national postal museums and postal administrations.

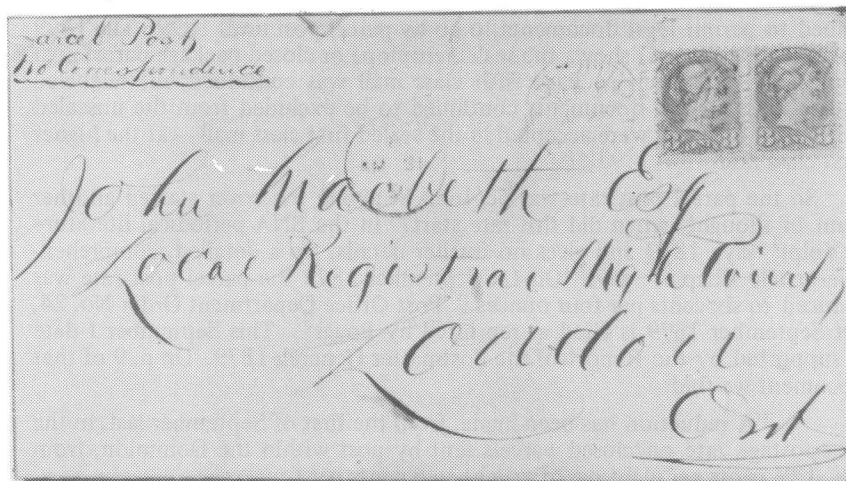
The Royal Philatelic Society of Canada has sanctioned the exhibition at which medals and other prizes will be presented to the winners. A souvenir sheet of stamps featuring steam locomotives and distinctive CANADA 84 cancellations will be available to visitors.

Entry forms and information concerning rules of participation may be obtained by writing to :-

CANADA 84,
110 rue Saint-Pierre,
MONTREAL,
Quebec, H2Y 2L7.
Phone: (514) 842-0179.

CANADIAN PARCEL POST
ACCEPTANCE OF LEGAL PAPERS AND THE DATE OF A
RATE REDUCTION

George B. Arfken



The cover shown above is postmarked TORONTO SP 8 85. There is a carrier stamp on the front and a LONDON SP 9 85 receiving mark on the rear. This is a moderately large envelope measuring 17.5cm by 9.9cm. Franked with a pair of 3c orange red perf 12 Small Queens it could be taken for an ordinary double rate letter. But in the upper left appear the words "Parcel Post, No Correspondence". The attempt to understand this parcel post cover led to two sets of questions.

First came a series: Why parcel post? When an envelope? What did this contain? Usually there is no way of answering such questions but in this case the docketing on the rear comes to the rescue. Written there is "12 Affidavits Rec. Sep 9th 1885 JM". This is consistent with the address — John Macbeth, Local Registrar, High Court.

Shouldn't 12 affidavits have gone as first class mail? The answer comes from the Official Postal Guide, January 1885, Section IX Parcels:

"7. Parcels sent under these regulations may contain books, daguerreotypes, photographs, written or printed matter, deeds, legal and commercial papers and all transmissions of a like character not being strictly letters."

The 12 affidavits qualified as legal papers and could legally go as parcel post. Sent by parcel post in 1885 they were sealed, just as in first class letter mail. The reason for choosing parcel post was undoubtedly the lower rate. The 6c shown would pay for up to 4 oz. For this 4 oz. the first class postage (3c/½oz.) would have been 24c, four times as much as the parcel post charge.

Postal regulations had permitted legal documents to go by parcel post (even if handwritten) since before Confederation. Postal regulations continued to permit legal documents to go by parcel post until 1899. The 1899 Postal Guide (p. xvi) shows the sealed envelope or closed package parcel post abolished. The open package fifth class mail was continued but relabeled fourth class. Legal documents continued to be excluded from the unsealed third class mail but were accepted in the sealed first class mail – at the higher first class rate.

So the parcel post rate was 6c/4oz. Studying the cover started another train of thought: when did this rate start? In the BNA periodical literature deVolpi¹ says 1879 and gives no further details. In a detailed, comprehensive article Chaplin² says “On 1st September 1879 the parcel post rate was reduced to six cents per four ounces.” Post Office Department Order No. 24, 1st September 1879 is cited as reprinted by Boggs³. This September 1 date is supported by the Report of the Postmaster General, 1879. On p. 9 of that document we find:

“A reduction has been made, from the first of September last, in the postage rate on closed parcels sent by post within the Dominion, from 12½ cents per eight oz. of weight to 6 cents per four oz.

(signed) A. Campbell
Postmaster General
10th January, 1880.”

This reference is also noted and cited by Howes⁴.

However, life is not this simple. Reference to the Canadian Official Postal Guide of April 1879 reveals the following two statements:

p. v “PRINCIPAL ALTERATIONS DURING THE QUARTER
The rate of Postage upon Parcels passing within the Dominion of Canada has been largely reduced.”

p. xv “For each parcel weighing not more than 4 oz 6 cents.”

Both of these statements are repeated in the July 1879 Postal Guide. So we have a contradiction. Postmaster General Campbell writing in January 1880 says the rate was reduced in September 1879. The Canadian Official Guide says April 1879 (or earlier).

To resolve this contradiction it should be noted that Department Order No. 24 did not announce the start of the new rate nor give any effective date. Department Order No. 24 employed the present tense and can be interpreted as calling attention to an ongoing, continuing rate. We can speculate that the Postmaster General had trouble getting the local post-

masters to read the Official Postal Guides. In further attempts to communicate with local postmasters the April 1879 principal alterations announcement was repeated in the October 1879, in the January 1880, in the April 1880, in the July 1880 and in the October 1880 Postal Guides.

What about Postmaster General Campbell's report? In all seriousness, it is just possible that a busy Postmaster General re-read his own department order and was no better at reading the Canadian Official Postal Guides than were his postmasters.

Despite Postmaster General Campbell the April 1879 and the July 1879 Postal Guides offer clear testimony that the parcel post rate reduction went into effect before 1 September 1879. Unless evidence can be found to discredit the April 1879 and the July 1879 Canadian Official Postal Guides it appears that the date of introduction of the 6c/4oz. parcel post rate must be advanced from 1 September 1879 at least to 1 April 1879.

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3. Boggs, W. S., "The Postage Stamps and Postal History of Canada", Vol. 2, p. 35-B, Chambers Publishing Company, Kalamazoo, Mich. U.S.A. (This page is not included in the Quarterman reprint.)
4. Howes, C. A., "Canadian Postage Stamps and Stationery" p. 133 (1911) Quarterman Publications, Inc., Laerence, Mass. U.S.A. (1974).

A COLLATERAL PIECE TO THE MAP COLLECTION by The Yellow Peril

A most interesting collateral addition to a map stamp collection is the Toronto Industrial Exhibition medal. It was issued by P. W. Ellis & Co. of Toronto in 1899. The design — a postman superimposed on the popular map stamp — was selected to commemorate Imperial Penny Postage. The reverse of the medal features the Arms of the City of Toronto Industrial Exhibition Association.

Normal E. Wells in his "Medals and Tokens of INDUSTRIAL EXHIBITION ASSOCIATION OF TORONTO" estimated that three Gold, sixty-six Silver and thirty-three Bronze medals have been awarded. Additional medals may have been presented to VIP's and special guests, or for events not listed in the official program.

Recently, this medal struck in pewter was discovered. Both the Canadian National Exhibition architect and a leading Toronto numismatist are of the opinion that this is a proof.



WAR "BLACKOUT" CANCELLATIONS on CANADA O.H.M.S. OFFICIAL STAMPS

by R. Wrigley

In view of heavy attacks on convoys of Allied shipping, in the North Atlantic, during World War II, the Canadian Government recognised the danger of mail falling into the hands of German submarines, that they could use to form a pattern of the ship movements out of Halifax. All mail was censored from Naval and Merchant ships before delivery by the Canada Post Office. All overseas mail was also censored.

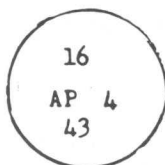
German submarines did appear off the Atlantic Coast, and in the St. Lawrence River. A Japanese submarine sent 25 shells at the Estevan Point Lighthouse, near Victoria, on Vancouver Island. This sub. was later captured in the New Zealand area. The writer was in Santa Barbara, California, when a Japanese submarine shelled oil installations there, and he was unable to get back to his hotel. The sub. was later captured, with a number of officers wearing University of California signet rings.

In December, 1942 the Canada Post Office provided special cancelling hammers showing no point of mailing, carrying only the month, day, and in cases the hour of cancelling. They were supplied to the Eastern ports of Halifax, St. John, and Quebec, and later (September 23-25) to Western ports of Vancouver, Victoria, and Prince Rupert. The earliest date reported was November, 1942, the latest September 4, 1945. Their use was discontinued September 4, 1945. There were six types of "blackout" cancellations (*see below*).



Type I

Light broken ring



Type II

Light Single ring



Type III

Light double ring



Type IV

Two light rings
centre ring broken



Type V

Single light outer
with heavy inner ring



Type VI

Single Heavy ring

The position of the breaks in the light ring, in Types I and IV indicate the hour and minute, by the office clock, of the mailing, or the postal clerks could file the light ring, at certain points, to represent, and identify the letter as being registered, or a special delivery.

While the use of "blackout" cancellations were essentially to preserve security, the fact was that the corner card on envelopes invariably showed the point of mailing, and the correspondence might also indicate this. Mail from smaller centres was frequently brought in to ports using the 'no point of mailing' cancellations.

Collectors of Canadian Postal History find great interest in these "blackout" cancellations as single items, or on cover. There are also the envelopes from the 51 Government Departments, previously carrying perforated O.H.M.S. stamps, and later stampless, having the privilege of waiving the use of stamps, and of paying their postage annually. During World War II many patriotic war slogans were used such as "Enlist Now", "Buy Victory Bonds", "Save Coal, 1 ton in 5", "Pay No More Than Ceiling Prices", "V—— for Victory". Then there are many dealing with the War effort through the Army, Naval and Air Services. Interesting also are the envelopes carrying labels which the Government produced on June 1, 1943 urging the public to "Save Paper, use your envelopes over again — Save paper, and Shipping". Many of these Wartime covers are available and make for an important adjunct to one's Canada collection.

SMALL QUEENS – GUIDE LINES, POSITION DOTS & THINGS by John Hillson

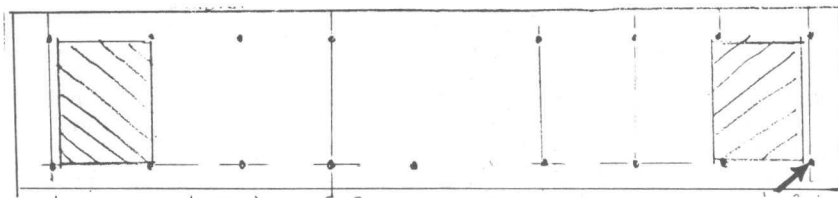
When I wrote the notes on the Six Cents Small Queen, published in the October 1983 issue of *Maple Leaves*, I was puzzled by an item in my collection – a Three Cents stamp attached to a bit of a left hand vertical imprint (Type IV) which shows a clear lower left position dot. As everyone knows, the early Small Queen plates have this feature of a dot visible under the lower left corner of all stamps printed except those from the left vertical row, Row 1. So it raised the question – is this true of all left hand panes, but not necessarily of all right hand panes? I hoped that the article might elicit the answer, one way or the other; but before it appeared we had our annual Convention. One of the advantages of such gatherings is the exchange of information that occurs. I was given the answer to the conundrum and it checked out.

Since the way in which plates were laid out, and the precise function of the guide lines and position dots is not clearly understood by everybody, these notes are intended to fill a gap in the published information.

Initially the plate, of polished mild steel, would be prepared by squaring it off in a manner similar to that described by Geoff Whitworth in his book on the 1859 Issue, but scribing in both horizontal and vertical guide lines to give two panes of 100 squares each, these lines extending beyond the areas that would be printed from. Position dots at this stage were periferal, their function being to assist the accuracy of 'squaring off'. The squares would be offset slightly to the right of what would be the position of each entry when the plate was finished. The RIGHT HAND lower corner of these squares and the extreme left vertical guide line where the horizontal guide lines cross it would be punched, leaving a small indentation at each such point. There were therefore 100 such indentations per pane. Their function was to serve as a positive locating point for the transfer roller sidepoint. At this stage the guide lines are redundant, and *might* be polished off the surface – more or less effectively since traces are not too common.

The siderographer would now apply the transfer roller to the plate using the position indentations, or dots, as the location point for each entry, working from the LEFT SIDE of the plate, vertical row by vertical row. Each position dot, which on the plate is under the right hand corner, serving as the location point, not for the stamp impression immediately above it, but of that to its immediate right. Thus the first vertical row to be laid down on the left of the plate would print the right hand vertical row, Row 10 right hand pane, and its position dots will appear in the selvedge. The position dot showing under the stamps printed from this row, i.e. below the left hand corner, are the guide dots for Row 9, and so on until as the dots for the left hand vertical row of stamps are to be found in Row 2, there was no need for points to be punched on the plate in the right hand corners of what would print as Row 1. "As everyone knows" stamps from the left hand vertical row do not show position dots.

Schematic Diagram



Position Dot In Selvedge.

Left Hand Side of the Plate Printing Right Hand Side of the Sheet.

Shaded area showing entry on plate/stamp on sheet/position which overlapped the guide lines.

Perhaps the best examples showing how the printed area of the stamp overlapped the guide lines can be found on the Two Cents Large Queen, to a lesser extent the equivalent Small Queen; the green ink used had more of a bite into the steel than any other.

That is the story for the 1870 group of plates, but of course it changed — twice. By approximately 1880 the plates were no longer squared off in the preparation stage. In fact the 1859 system returned. 10 horizontal guide lines, no vertical guide lines, were scribed on to the plate, and points were marked off and punched equidistantly along them. Each guide line bisected the row of entries horizontally. The position dot, as before, is the location point for the entry to its right, which would appear after printing as the stamp to its left. These dots can be found on some plates from this period at 9 o'clock on or near the rim of the vignette — on others it is totally hidden by the design.

The next change occurred about 1885 when the dot now appeared in the 3 o'clock area of the vignette rim on stamps from the plates made at that time and some time subsequently. Which means that either the plate was now entered from right to left — the reverse of all previous practice, so that the first row to be laid down would print Row 1 Left Pane, not Row 10 Right Pane, (and when the 200 subject plates came in, Vertical Row 1 not Vertical Row 20), or the entries were made with the design upside down. You may like to amuse yourself by guessing which — or does somebody out there know?

Two more points. The heavy position dot seen on the repaired state of the Five Cents value was caused almost certainly by pressure from the side-point on the transfer roller onto the plate when it was being re-entered. The multiplicity of dots on the repaired states of the first Six Cents plate is almost certainly due to an extra dot being punched in by hand as each re-entry was done. The enigmatic words 'Entry Indicated' appear in the printers' records of the time.

Oh yes, my left hand stamp with the position dot. Well, most Small Queen Imprints show position dots in line with their wording on the horizontal axis. The Type IV Imprint, however, has a dot almost directly, and a little below the 'T' of 'BANK NOTE Co'. Often this dot is removed by a perforation hole — but not on those stamps adjacent to that 'T' from the left vertical row. So ALL stamps, Vertical Row 1, Horizontal Row 5, both panes, from those plates with Type IV Imprint will have a lower left position dot — but it is there by accident as it were. And those of you who may have an example with a dot in both left and right lower corners will now realise that that must come from Vertical Row 10, Horizontal Row 5, same plate. They exist(!).

ADMIRAL NOTEBOOK (Part 10)

by J. Hannah, F.C.P.S.

2 Cents — Plates 15(part) and (16)

The plate feature for this group is fully described in Marler's book.

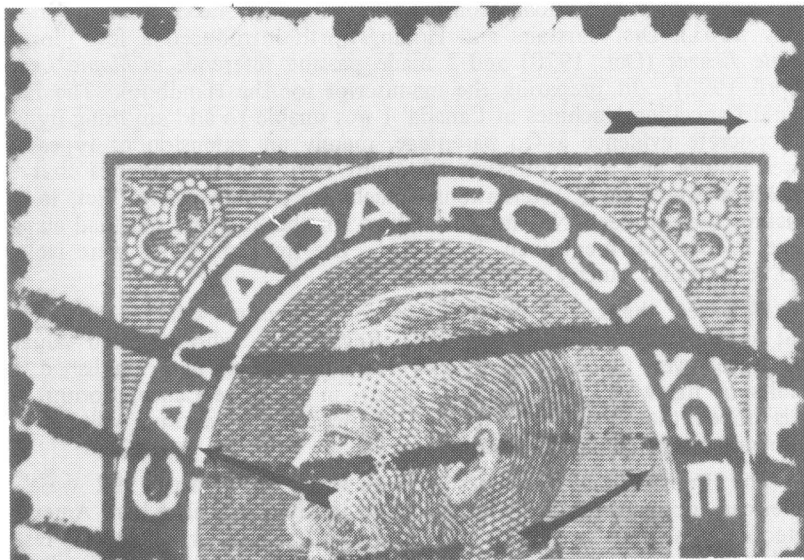
In this part I can illustrate three of the listed plate varieties to be found in Plate 15.

- (a) In the first which is the re-entry recorded as Stamp 3 in the Upper Left Pane, we see there is a strong line of colour and a guide dot in the inner white border at the letter "E" of POSTAGE. My copy also has two spots of colour on the outer white border to the portrait oval at the left centre position (Fig. 1).



(Fig. 1)

- (b) Another re-entry is recorded as Stamp 4 in the same Upper Left Pane of Plate 15 where there are two lines of colour in the inner white border at the letters "GE" of POSTAGE. There are also faint signs of doubling in the letters "CA" of CANADA at the left. In this subject there is also a small guide dot in the margin above the top right corner (Fig. 2).



(Fig. 2)

- (c) The third plate variety is one of three listed retouches in Plate 15 and is located in Stamp 61 of the Upper Left Pane. I have three copies with a strong vertical line drawn to close the upper right spandrel from above line 2 down to the junction line (Fig. 3).



(Fig. 3)


MYSTERY MONTREAL MARKINGS UNMASKED

by David F. Sessions, FCPS.

In 1902, around the time the Bickerdike cancelling machines were due for withdrawal, several rather unattractive machine cancellations made their brief appearance. Ed Richardson made reference to one of them in 'Topics' (May 1961), Drs. Carstairs and Hollingsworth introduced a few more in *Maple Leaves* (Oct. 1970) and I made passing reference in *Maple Leaves* (April 1972). In preparing the manuscript for the Handbook 'The Early Rapid Cancelling Machines of Canada' I was unable to add anything by way of concrete evidence as to parentage, merely an extension of types and dates of use and an expression of doubt regarding the theories that the markings were from International machines or emergency dies in the existing Bickerdikes. Not much to show for the 20 years that had elapsed since Richardson mentioned Type X4. The main problems were lack of P.O. records and paucity of material.

However, thanks to some very patient detective work, it now seems that a reasonable answer is to hand. Reg. Morris, who rendered valuable assistance over the aforementioned Handbook, has now published the results of his work, aided by Bob Payne, in 'Machine Cancel Forum' and it is hoped that members interested in these early markings will find the following brief summary of interest.

The International machines introduced in February 1902 were of American origin and the machines previously used also had American antecedents so it is reasonable to assume that any other machine(s) tested at that time were also either being tested in the U.S. or actually in use there. About a dozen machines came into this category, most could be quickly discounted for one reason or another, a few needed more careful consideration. To keep this report in bounds, the most likely choice appeared to be a machine patented by James Geary of Bradford, Pa. Trials had been carried out with this machine in Bradford, Pa. and Washington



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DC in 1901 and 1902; the rimmed daters were similar to the Type X daters and horizontal bar obliterations were amongst those used. Not too conclusive, but then came the piece of luck that all researchers hope for, Bob Payne turned up a Geary marking from Bradford, Pa., dated November 1901 with a rimless dater very similar to X2, this had not previously been recorded.

The U.S. post office would not permit any machine to be used unless covered by letters patent and this was probably true for Canada as well. A search of Canadian patents revealed little by way of mail marking machines except that Patent No. 84702 was filed on 24 Feb. 1903 and issued on 5 Jan. 1904 to James Geary of Bradford, Pa. This would not, of course, cover a machine used in 1902; Canadian patents are granted for 6 years so a search was made between 1896 and 1902 and it was revealed that Patent No. 55409 'Machine for Marking Letters etc.' was awarded on 25 Mar. 1897 to James Geary!

This now leaves the question of whether one or more Geary machines were used at Montreal. Relative scarcity of material suggests only one and, apart from the rimless dater, the dater seen with the other obliterations seems to be the same throughout. However, reference to the dates shown in the Handbook (Page 85) shows overlapping, indicative of more than one machine.

A check list of 'Geary' cancels from Montreal was prepared by Bob Payne, with assistance from members of the 'Line Cancel' study group conducted by Geoff Newman, including only items actually seen or where a photostat was available. This produced a most interesting result, a chronological sequence with no overlap which suggests one machine as postulated. The list is set out below and it calls into question one or two dates recorded without benefit of photostat. The dates are :- Type XI - 6 & 7 Jan. and 3 Jun. 1902; Type X2(b) - 11 Apr. 1902; Type X4 - 29 Jul. 1902. I should be most grateful if anyone holding these cancellations/dates, or indeed any others outside the parameters shown below, would forward a photocopy.

It is nice to know that there is still scope for philatelic research and it is salutary to learn that neither Reg nor Bob are collectors of Canadiana, the field of machine cancellations per se being their playground.

Checklist of extreme dates of use actually seen :-

Type	Earliest seen	Latest seen
X2a	6 Jan.	28 Jan.
X2b	4 Feb.	14 Feb.
X1	7 Mar.	25 Apr.
X3	1 May	— (2 copies noted)
X5A	2 May	—
X4	3 May	30 May
X4A	4 Jun.	—
X5	9 Jun.	16 Aug.

For those without access to the Handbook* the various types mentioned above are illustrated:—

GEARY CANCELLATIONS.



TYPE A

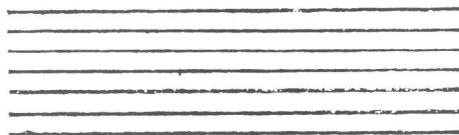


TYPE B

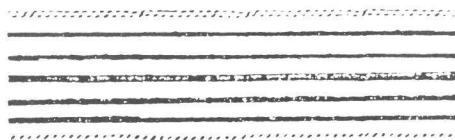
Dater Type A was used only with obliterators X2a and X2b, Type B was used with the rest.



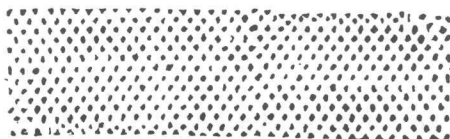
X1



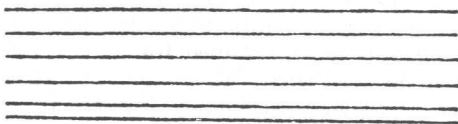
X2a



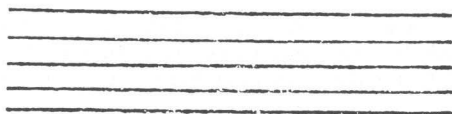
X2b



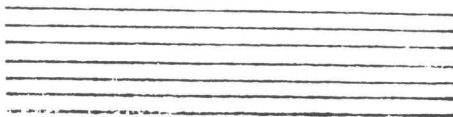
X3



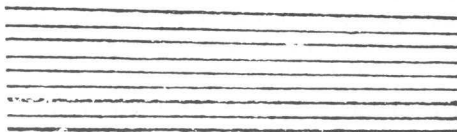
X4



X4a



X5



X5a

Two types (or sub-types) have been added to those shown in the Handbook, Type X5A is similar to Type X5 but shows 9 fine bars, Type X4A is similar to Type X4 with the lower bar removed.

**Copies still available from the Handbooks Manager.*

LETTERS TO THE EDITOR

Mrs. E. M. Drury writes:

POSTAGE DUE HANDSTAMPS 1906-1930 (Part 1)

In this Jan. '84 article, the statement "... American postmasters, more often than not, stamped the deficiency not the double rate" is somewhat misleading.

A unique arrangement existed between Canada and the United States and Mexico. First class mail could not be forwarded between them unless pre-paid at least one full rate, being returned for postage either to the sender or through the Dead Letter Office. Where one full rate was paid but more postage needed, ie. overweight mail, only the deficiency in postage was collected.

In 1923 a new postal convention was signed and from that time mail pre-paid less than one rate, or even unpaid mail, could be forwarded but double the deficiency was collected upon delivery.

This, of course, does not rule out mistakes having been made, or even courtesies extended, but the regulations required only the deficiency to be collected until 1923, and after that date double deficiency was due.

Mr. R. Holdeman writes:

EASTERN ARCTIC - N.W.T. POST OFFICES

During research into the establishment of post offices in the Eastern Arctic, a number of anomalies have appeared in relation to the Canadian Post Office published dates of opening and the actual dates of the post office agencies functioning. There also appears to be an apparent lapse between the establishment of some post office agencies and the first issue of a named cancelling date stamp (hammer).

It would be appreciated if members who have Eastern Arctic material could check through it and inform me of any cover(s) (commercial or philatelic) bearing dated c.d.s. emanating from the following settlement prior to the period shown, together with details of the type of postmark used. A photostated copy would also be appreciated.

Settlement	Prior to year:
Bache Peninsula	1931
Chesterfield Inlet	1934
Craig Harbour	1934
Dundas Harbour	1931
Lake Harbour	1934
Pangnirtung	1935
Pond's Inlet	1936

Any information please to: Robert Holdeman, 21 Nelson Road, Bognor Regis, West Sussex PO21 2RY. All correspondence will be acknowledged.

THE RPO STRIKE ON THE 1898 MAP STAMP

by R. B. Winmill

With the recent publication by Ludlow, of a new edition of the standard RPO reference work,¹ additional collector interest was bound to be rekindled. From a note in the BNAPS Map Stamp Study Group Newsletter,² it is apparent that there is some interest in these cancels, as they appear in conjunction with the map stamp. A listing of those recorded to the end of December, 1981, appears in Winmill.³ At the time the book was published information on covers recorded was available but was omitted due to a perceived lack of interest by collectors.

Listings in that book are based on catalogue numbers in the original RPO book.⁴ Below, using the old numbers with the new numbers in brackets, is a list of all RPO runs known to appear on map stamp covers.

Since the publication of the map stamp book only one RPO previously not known on map stamp has been recorded, that being R-96B (RR-108), which was found on cover.

M-30	(MA-62)	0-256	(0-256)
M-47	(MA-109)	0-269	(0-269)
M-50	(MA-115)	0-286A	(0-286)
M-63	(MA-137)	0-292	(0-292)
M-90	(MA-184)	0-302	(0-302)
M-127	(MA-251)	0-327	(0-327)
Q-21	(Q-21)	0-330	(0-330)
Q-165	(Q-165)	0-341	(0-341)
Q-174	(Q-174)	0-354	(0-354)
Q-188	(Q-188)	0-369	(0-369)
Q-290	(Q-290)	0-374	(0-374)
0-4	(0-4)	0-382	(0-382)
0-15	(0-15)	0-389	(0-389)
0-29	(0-29)	0-397	(0-397)
0-49	(0-49)	0-404	(0-404)
0-55	(0-55)	0-419	(0-419)
0-85	(0-85)	W-18	(W-19)
0-94	(0-94)	W-174	(W-174)
0-118	(0-118)	R-21	(RR-23)
0-119	(0-119)	R-24	(RR-28)
0-136	(0-136)	R-27	(RR-25)
0-156	(0-156)	R-80	(RR-97)
0-168	(0-168)	R-96B	(RR-108)
0-181	(0-181)	R-113	(RR-137)
0-199	(0-199)	R-114	(RR-135)
0-205	(0-205)	R-155	(RR-150)
0-211	(0-211)	R-163	(RR-152)
0-253	(0-253)	D-6	(DD-18)

(Continued on page 167)

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To conclude, it is probable that numerous additional RPO strikes will be found on map stamp. The RPO strike on map has not been subject to intense investigation such as occurred to the squared circle some ten to twenty years ago. This means therefore that the likelihood of new RPO discoveries on map stamp is extremely likely because only now are they appreciated and only now do we comprehend their true rarity and actively seek them out.

1. Ludlow, L. M., *Catalogue of Canadian Railway Cancellations and Related Transportation Postmarks*, Tokyo: privately published, 1982.
 2. Bradley, W. L., *Map Stamp Study Group BNAPS*, Volume 1, No. 4, Kitchener, Oct. 1983, p.2.
 3. Winmill, R. B., *The Evolution of Imperial Penny Postage and The Postal History of the Canadian 1898 Map Stamp*, Toronto: Mission Press, 1982.
 4. See Shaw, T. P. G., & L. M. Ludlow, *The Catalogue Section of Handbook of Canadian Transportation Postmarks*, (first edition), San Francisco: BNAPS, 1975.
-

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JOURNAL OF THE
CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN

Maple Leaves

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Whole No. 199

Vol. 19 No. 7

August 1984



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MAPLE LEAVES

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Whole No. 199

EDITORIAL

The majority of our members are no doubt also members of their local society, and if you do not have any other philatelic interests apart from CANADA, probably are lucky to have a display of Canadian material about once every three years. This is the case in my local society, and so it was with considerable pleasure that I saw from the syllabus that there was to be a display of Canada by a member of the C.P.S. of G.B.

Fortunately, we were able to arrange a meeting some half an hour before the scheduled one and in that time were able to discuss our respective collecting interests and also view some material.

The display was a general one from pre-stamp covers to the King Edward VII issue, and the fact that I was able to see two or three cancellations on cover, which had previously been only a number in Jarrett's, made my evening.

There are at least another five philatelic societies within a 40 mile radius of my home town, and this made me consider that I should be unaware of any display of Canada at any of these societies and this would deprive me of a chance to talk about and view material which interests me. There must be many of our members who are in a similar position and it is with them in mind, that I would like any member in the U.K. who is giving a display from October onwards to inform me of the date, venue and theme of the display. These would be shown in date order under a page of "MEMBERS DISPLAYS" and of course updated in each issue of *Maple Leaves*.

It is hoped that any members that are out on a limb or out of regular contact with other members of the society would take advantage of this list and go along and support a fellow member; he will be delighted to have you there and the odds are that you will find some interesting material.

FROM THE ASSISTANT EDITOR

I have received so many kind letters from members following my resignation as editor of *Maple Leaves* that I find it quite impossible to reply to everyone individually. I am, therefore, craving the indulgence of my successor, Eric Killingley, and asking him to publish this inadequate acknowledgement of the many expressions of appreciation and goodwill that have been sent to me. As members will see from the heading of this brief notice I hope to be able to continue to serve the society, albeit in a minor capacity, for some time to come. Or to put it another way, "I am down, but not yet out!" I hope that all members who have been kind enough to write to me will accept my grateful thanks and good wishes for the future.

CANADA BISECT ON COVER SELLS AT £7,500

In a British Commonwealth sale at Harmers in May, a 1856 envelope from Montreal to Barnard Castle, franked with a bisect of the Canada 1852-57 3d red on thin paper se-tenant with a pair to make the 7½d rate sold to an American buyer for £7,500.

SUBSCRIPTIONS

Members are reminded that the Annual Subscription to the Society is due on 1st October, 1984 and should be sent to the ASSISTANT TREASURER, Mr. T. Almond (for address see Officers Panel inside back cover).

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'CANADIAN PACKET' HANDSTAMP
by Lt-Col. D. M. C. Prichard, F.R.P.S.L.

On 14 April 1864 the Canadian Post Office Department wrote to D. G. Berri of London, U.K. :- "I am directed by the PMG to request that you will make and transmit, with the least possible delay, eight dated stamps of the size and pattern similar to that . . . annexed [Rough sketch as Fig. 1] substituting however the words 'CANADIAN PKT' for H & K Pact, and for the letter 'A' the letters 'E' and 'W' signifying East and West bound to be used, one at a time, as the Packet may be proceeding to or from Europe. As these stamps are to be for the use of the Ocean Mail Service you will please send a separate account for them."



(Fig. 1)

The rough sketch was based upon one in use on the Holyhead – Kingston Irish Channel ferry boats upon which some sorting was done. Canadian Packet Allen Line ships landed and took on mail at Moville near Londonderry using this cross channel route. The result was a handstamp (hereafter in this article referred to as 'the mark') as in Figs. 2 and 3.



(Fig. 2)

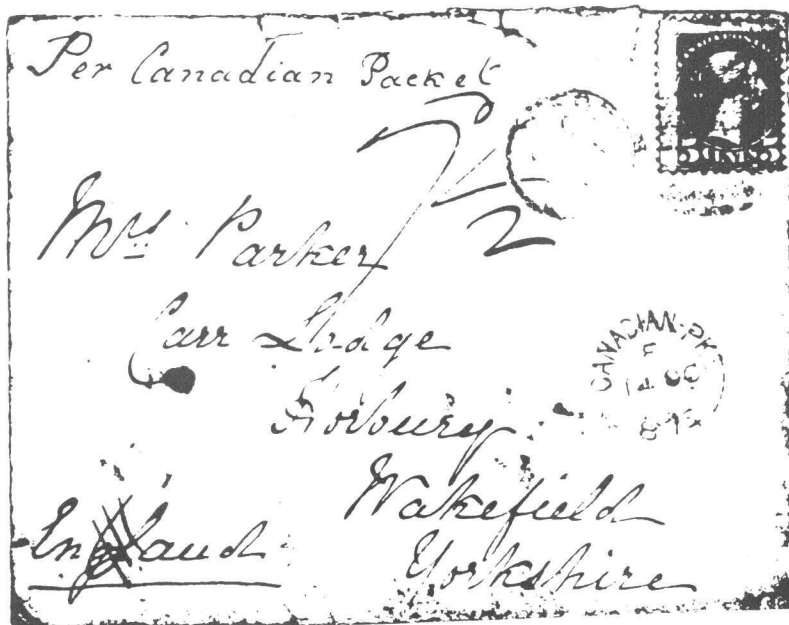


(Fig. 3)

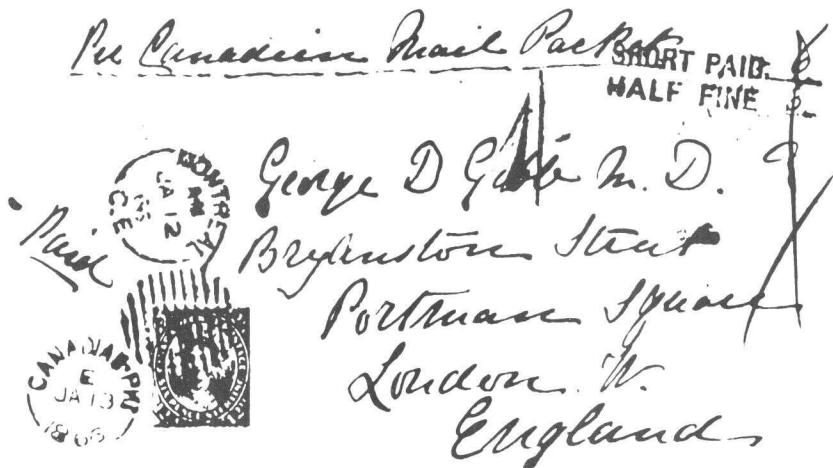
The Allan Line was a weekly service between Quebec (or Portland, Maine, USA in the winter) and Liverpool. For this service six regular ships were used with a couple more from other duties occasionally being substituted when necessary. There were therefore exactly enough handstamps for these eight ships. From about 1860 onwards each ship carried a Canadian Marine Mail Clerk for sorting of the mail en route.

So far so good, but now the puzzle begins. The 'mark' is briefly mentioned and illustrated in most of the text books (Boggs, Jarrett, R. Lowe's Encyclopaedia, Arnell, Staff, MacKenzie and Richardson) but none of them attempts any explanation of its purpose or use. It must be emphasised that the 'mark' is extremely rare. In my own and in other

peoples' collections and in old auction catalogues, after some years of investigation I have only been able to locate 13 examples (7 on cover and 6 off cover) as listed below, two of which are illustrated in Figs. 4 and 5. I should be glad to hear of more.



(Fig. 4)



(Fig. 5)

COVERS

Franking	Date	Canadian Pkt Date	Ship	Short Paid Marking
12½c 1859 (X 2)	Quebec JU 17 1864	JU 18 1864	DAMASCUS ex Quebec JU 18	1-03 1/6
12½c 1859 (X 3)	St Andrews SP 15 1864	SP 17 1864	BELGIAN ex Quebec SP 17	SHORT PAID 6 HALF FINE $\frac{3}{9}$ 1/-
Stampless Cover	?	FE 12 1865	PERUVIAN ex Portland FE 12	GLASGOW PACKET UNPAID 1/-
12½c 1859 (FIG 4)	Montreal JA 12 1866	JA 13 1866	BELGIAN ex Portland JA 13	SHORT PAID 6 HALF FINE $\frac{3}{9}$ 1/-
Stampless Cover	Sherbrooke JU 1 1866	JU 2 1866	BELGIAN ex Quebec JU 2	1/6
5c S.Q. (FIG 5)	Quebec OC 13 1876	14 OC 1876 (sic)	MORAVIAN ex Quebec OC 15	7½
3c S.Q. (X 2)	?	14 JY 1877 (sic)	SARMATHIAN ex Quebec JY 14	None visible but I only have a poor photostat.

Stamps off cover cancelled by 'the mark'

- 1c L.Q. (probably comes from a combination cover in conjunction with other stamps)
- 6c L.Q. 2 copies on small piece.
- 12½c L.Q.
- 6c S.Q. Also pen cancelled.
- 6c S.Q.
- 10c S.Q.

The stamps off cover do not help much with the investigation. A likely explanation, however, is that they were stamps which had missed cancellation in Canada and that the Marine Clerks remedied this with the only suitable instrument available.

From the covers it is noticeable that as a general rule 'the mark' was :—

- (a) Set to the date of the sailing and not altered during the voyage.
- (b) In all cases (except one doubtful case) associated with short paid letters. This is too much of a coincidence to ignore.

The Marine Mail Clerks must have been issued with 'the mark' in May or early June 1864, the earliest observed date being June 17 1864. W. H. Griffin, Deputy Postmaster General, with years of experience behind him, was accustomed to issue detailed instructions on all postal administrative matters both large and small so that nobody should be in any doubt about his duties. I was therefore confident that an explanation of 'the mark' could be found in the P.O.D. records, but it was not to be. Mr. T. A. Hillson, of

the Canadian Public Archives, took a great deal of trouble on my behalf searching through the records and was kind enough to send me photostats of all the relevant entries, but was unable to find any reference to the issue of 'the mark' or instructions for its use. Apart from letters ordering and acknowledging receipt of the instruments, there is only one oblique mention of 'the mark' in an instruction to the Marine Mail Clerks dated 12 June 1866:— ". . . any letters which you may find *missent* . . . or in the transmission of which there may be anything irregular, should be marked on the *back* with the date of receipt by Mail Officers and name of packet ship, nature of irregularity and should also bear the impression of the Canadian Packet date stamp. You will please be strictly attentive to these instructions." Despite this emphatic order, I have yet to discover any instance of it being obeyed.

The Marine Mail Clerks tended to be a law unto themselves and were difficult to discipline. There are several other examples in the P.O.D. records of instructions which were more or less ignored. By the mid 1860's each ship carried an average of 15,000 articles of mail (letters and newspapers). This was far beyond the sorting capacity of the clerk, so that a partial job was all that was ever achieved. Doubtless the amount of sorting done depended upon the conscientiousness and industry of individual clerks, but they were a mixed lot. One lost his life in an effort to salvage the mail after a wreck but others had to be reprimanded for misconduct and unseemly behaviour. There are several instances of pure carelessness. One is exemplified in the illustration on page 445 of Jarrett (Fig. 3 above) which is recorded as being found on a 6c L.Q. 1868. It is obviously impossible for a westward bound letter to be franked with a Canadian stamp and it is clear that the mail clerk had neglected to change the 'W' to 'E' after the last westward trip of the PRUSSIAN before it sailed again from Quebec to G.B. on 30 Sep. 1871.

Two other careless irregularities occur in the last two covers listed above. In both cases, contrary to the universal practice, the date slugs have been wrongly inserted (i.e. 14 OC and 14 JY instead of OC 14 and JY 14). On the other hand, sometimes the mail clerks were over-zealous. Late in 1864 they were issued with new and ingenious 3 or 4 beam ladder scales which enabled them to detect overweight letters without having to use weights. This new toy went to the heads of some clerks and led to complaints from the British P.O. that they had become over meticulous in surcharging letters only fractionally overweight.

I have heard several tentative suggestions as to the use of 'the mark'; for instance that it was applied to:—

- (a) The outside letter of each batch of mail bundled up by the five Atlantic mail forwarding offices at Quebec, Montreal, Kingston, Toronto, and Hamilton. This seems unlikely, as there would appear to be little purpose in this, although it might partially account for the rarity of 'the mark'.
- (b) Last minute letters or supplementary mails brought on board just before sailing.

- (c) Letters written and posted on board ship by passengers en voyage. Surely most sensible people would have kept such letters and posted them on landing at the inland letter rate rather than at the much more expensive trans-Atlantic rate.

None of these explanations are supported by any evidence nor, which is far more important, do they account for the significant fact that 'the mark' is invariably confined to short paid letters, their only common factor. However, there are many more short paid letters which do not bear 'the mark' than those that do.

I should have liked to have concluded this article with the solution to the problem, but the evidence is too scanty for me to be dogmatic. All I can do is to throw out a few ideas and hope that someone else will succeed where I have failed.

LETTERS TO THE EDITOR

Mr. L. G. Bellack writes :

1835 Montreal Postmark

Can anyone enlighten me and also perhaps other readers on the illustrated postmark (red strike) found on an 1835 Montreal cover addressed to Quebec. The manuscript 9d rating incidentally is in black.

A postmark of this type is in fact illustrated in Jarrett's book and identified as No. 287x. However, there is no date record and it is clearly stated that it found (only) in black. There is no mention of a red strike.

Can anyone please help?





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CANADA'S REGISTRY SYSTEM 1889-1893

by George B. Arfken



Figure 1 – 22 October 1890. Registered drop letter, postage and registration paid by Small Queens.

Recently a cover very similar to the 22 October 1890 cover shown in Figure 1 was sold in a Canadian auction. The auction catalogue described the lot as: “2c + 5c tied by grids to a registered court notice dated Toronto JY 23 92, paying 2c LOCAL CARRIER DELIVERY + 5c Reg. (Paid by stamp contrary to regulations), scarce usage.” The purpose of this article is to explore the basis for that “contrary to regulations”.

The evidence begins with an 8 May 1889 Notice to the Public reprinted by Howes¹ and also by Boggs². The relevant portion is:

The fee for the Registration of a letter or other article of mail matter, will be five cents upon all classes of correspondence passing within the Dominion. For the present and until further instructed, the registration fee may be prepaid by using the 2 cent Registration Stamps and Postage Stamps to make up the amount.

Since 1876 Canada had required registered letters to carry a registered letter stamp to prepay the registration fee. This notice of 8 May 1889 announced three changes: (1) the registration fee was raised to 5c; (2) registration was extended to all classes of mail; and (3) the 5c registration fee could be prepaid with a 2c registered letter stamp plus 3c in postage stamps. Clearly a registered letter stamp was still required on registered mail.

The second piece of evidence is the announcement of the 8c Small Queen. Referring again to Howes³ who here quotes Meekel's Weekly Stamp News, August 10, 1893:

The following orders were posted up in all the Canadian post-offices on August 1st:

"A new postage stamp of the value of 8c, is now being put into circulation. This stamp will be available for the prepayment either of registration fee and postage combined, or of postage only. The 5c registration stamp, when the present supply is exhausted, will be withdrawn."

With these two items before us let us assume that the registration regulations set forth in the 8 May 1889 Notice held until 1 August 1893 when the 8c Small Queen was issued. In the absence of other information this is a most natural and reasonable assumption. Presumably it is the basis for the statement in Harrison's classic text on Canadian registry:⁴

"The regulations still required that a Registered Letter Stamp be used upon Registered Letters, but the requirement that it be "the proper registration stamp", in force since Oct. 1 1876, had been abandoned."

This interpretation appears in the table on P.50:

"5c Registered Letter Stamp or 2c RLS plus 3c postage stamps"
(Domestic and US)

Our assumption is reasonable but it is not correct. With the establishment of the National Postal Museum Library in Ottawa and the assembling there of Department Orders and Official Postal Guides by Cimon Morin and others, more information is available. Our assumption needs to be reconsidered. We start with a paragraph of Department Order No. 35:

Ottawa, 20th May, 1889.

1. The Registration fee upon letters and upon all other matter transmissible by mail within the Dominion of Canada, to Newfoundland or the United States, will be five cents — to be prepaid by stamp.

Admittedly the "prepaid by stamp" in this limited portion of Department Order No. 35 is ambiguous. But nowhere in the entire Order is there any mention of registered letter stamps.

Turning to the 1890 Official Postal Guide, under the heading Registration, (p. xvii) referring to domestic mail, we find the unambiguous statement:

2. It is desirable that the stamp used in the prepayment of the registration fee should be a registration stamp, but the Department will not refuse to forward letters on which the registration fee is paid by ordinary stamp.

The Post Office Department obviously preferred that the registration fee be paid with a registered letter stamp but postage stamps, Small Queens, were acceptable. This "will not refuse to forward" terminology was repeated in the 1891, 1892 and 1893 Official Postal Guides. In 1891 this legitimacy of the Small Queens was reinforced by the statement under the heading LETTERS, (p. v):

8. Registered letters are subject, in addition to ordinary postage, to a special Registration fee of five cents to be prepaid by stamp. A special stamp has been provided for the purpose, which it is advisable to use, but ordinary stamps may be used instead.

These sentences reappear in the 1892 and 1893 Official Postal Guides.

The Canadian auctioneer's cover and the cover in Figure 1 are not "contrary to regulations". Payment of the 5c registry fee by the 5c Small Queen may not have been favoured but it clearly was acceptable, grudgingly in accord with regulations. Figure 2 shows a registered double rate domestic letter, 19 July 1890, with the registration fee paid by the 5c Small Queen, in accord with regulations.



Figure 2 – 19 July 1890. Registered double rate domestic letter, postage and registration paid by Small Queens.

In the 1884 Official Postal Guide all references to a preference for the registered letter stamps disappear. Instead on p.ii we have: NOTICE, Special attention is drawn to the following points: 1. Discontinuance of special registration stamp.

The discussion so far has pertained to domestic mail. Figure 3 shows a 21 December 1892 registered letter to the US with postage and registration paid by Small Queens. Turning again to the Postal Guides, the 1890 Official Postal Guide, p. xxxi carries the paragraph:

10. All classes of mail matter addressed to the United States may be registered. The fee is a uniform one of five cents, and it is desirable that the proper registration stamp be used for this purpose; though letters fully prepaid will not be detained on account of the use thereon of ordinary stamps in the payment of the registration fee.

Similar statements appear in corresponding sections of the 1891, 1892 and 1893 Official Postal Guides. The cover shown in Figure 3 is not “contrary to regulations”. “Desirable” or not, payment of the registration fee by “ordinary stamps” is clearly authorized.

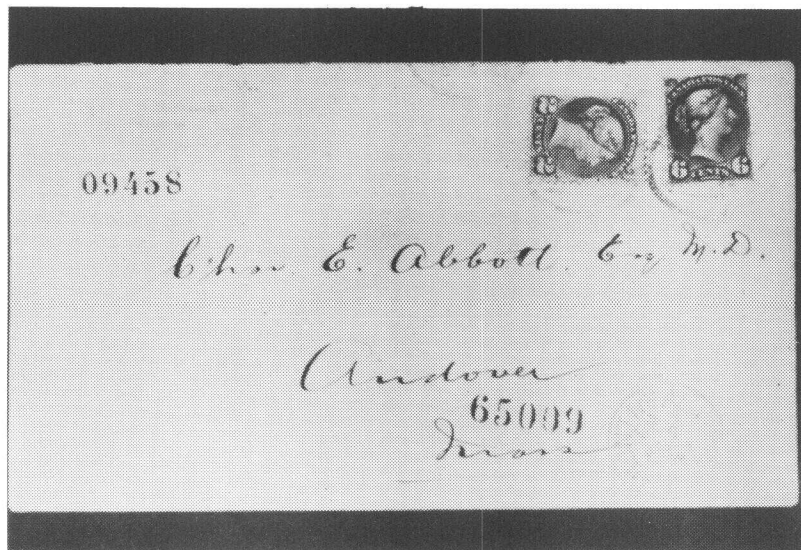


Figure 3 – 21 December 1892. Registered to the US, postage and registration paid by Small Queens.

Finally let us consider Universal Postal Union mail including the United Kingdom and Newfoundland. Here the picture is different. On p. xxix of the 1890 Official Postal Guide under the heading Registration we find:

1. All classes of matter addressed to Postal Union countries may be registered on payment by registration stamp of a registration fee of five cents.

This same sentence appears in the 1891, 1892 and 1893 Official Postal Guides. The assumption stated earlier in this article holds for registered mail to the United Kingdom and to other UPU countries. Registered letter stamps were required on registered UPU mail, at least until the introduction of the 8c Small Queen on 1 August 1893.

Summarizing this discussion, the Canadian Post Office began accepting postage stamps (the Small Queens) for prepayment of the 5c registration fee on domestic mail and on mail to the US at least as early as January 1890. In contrast, registered UPU letters were required to carry a registered letter stamp through 1890, 1891, 1892 and at least the first seven months of 1893. All statements mandating or preferring the use of the registered letter stamps disappeared from the 1894 Official Postal Guide.

The covers shown in Figures 1, 2 and 3 are all in accord with Canadian postal regulations. However a registered letter to a UPU country (excluding the US) prepaying the 5c registration fee with Small Queens in the period 8 May 1889 – 31 July 1893 would have been “contrary to regulations”.

A question of further detail or precision remains at each end of this 1889-1893 period. 1. Was any notice or order issued authorizing payment of the registration fee on domestic mail and mail to the US by postage stamps before the 1890 Official Postal Guide? 2. Was any notice or order issued authorizing payment of the registration fee on UPU mail by postage stamps before the 1894 Official Postal Guide?

Footnotes

1. Howes, C. A., Canadian Postage Stamps and Stationery (1911), Quarterman reprint, Lawrence, Mass. (1974), P.136.
 2. Boggs, W. S., The Postage Stamps and Postal History of Canada, Vol. II, Chambers Publishing Co., Kalamazoo, Mich. (1945), P. 37-B.
 3. Howes, C. A., P. 143.
 4. Harrison, H. W., Canada's Registry System: 1827-1911, The American Philatelic Society Inc., State College. Penn. (1971), P.40.
-

An Invitation

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If you are not already a member of The Royal Philatelic Society of Canada and you would be interested in joining the “Royal”, please write to The National Secretary, Department C, The Royal Philatelic Society of Canada, National Office, P.O. Box 5320, Station “F”, Ottawa, Ontario, K2C 3J1, Canada, for membership application forms or information.

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**DEALERS IN
FINE STAMPS
SINCE 1924**

THE IMPERIALS REVISITED

by David F. Sessions, F.C.P.S.

In case anyone is naive enough to believe that the publication of a handbook is the last word on a subject, let me disabuse them. Since publication of "The Early Rapid Cancelling Machines of Canada" (1) more light has been thrown on the wavy line cancel M3a (see M.L.194 — Aug. 83) and a reasonable solution has been found to the puzzle of the 'experimental' cancellations at Montreal in 1902 (see M.L.198 — June 1984). It was felt that members might be interested in the progress being made in other directions.

Let's concentrate here on the Imperial machines at Montreal and Ottawa

.....

Montreal

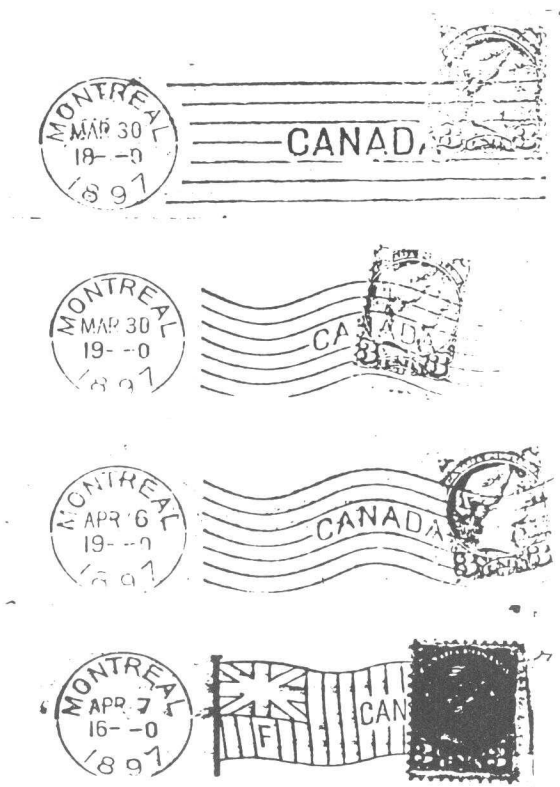
On page 17 of the Handbook, brief reference is made to the introduction of bar and wavy line dies M1(b) and M3(b) for a short period in 1897 in place of F1 flag dies F and (possibly) E. There was little doubt that M1(b) replaced flag F but the odd appearance of flag E during the apparent period of use of M3(b) was puzzling. Thanks to the co-operation of members of Geoff Newman's study group (2) an interesting and fairly complete picture has now emerged. The bars cancel M1(b) is not too rare and has been recorded on most days between 30 Jan. and 30 Mar. 1897, the latter as late as 18.00 hrs. The implication is continuous use and flag die F has not been noted at all in this period, my own notes show nothing between 20 Jan. and 7 April, 1897, the latter timed at 16.00 hrs.

The much scarcer wavy line cancel M3(b) replaced M1(b) on 30 Mar. 1897, the earliest impression being timed at 19.00 hrs, one hour after the last M1(b); the dater remained in situ. M3(b) was then used for only 8 days before being replaced by flag F, the same dater remaining in place. M3(b) is recorded up to 6 April (19.00) and flag F is noted at 16.00 hrs on 7 April. M3(b) had already made a brief appearance earlier in March; 4 examples have been verified between 10 Mar. (18.00) and 15 Mar. (19.00) with a further unconfirmed report dated 18 March. Flag die E has been noted as 14.00 hrs. on 10 Mar. and on 19 Mar. so it may well have been withdrawn for this short period although the other flags, apart from die B, have not yet been eliminated; furthermore the dater seen with flag E on 10 Mar. does not appear to match that seen with M3(b) 4 hours later. The dater is seen subsequently (25 Apr.) with flag die A. It follows that the dater used with M3(b) in mid-March is not the same as that used in early April. Thus we have M1(b) in continuous use from 30 Jan. to 30 Mar. 1897, as shown in the Handbook, whilst M3(b) was used in two short discrete periods, with different daters; as opposed to the unbroken period from 10 Mar. to 6 Apr. 1897 implied in the Handbook.

With regard to the rare flag die K, used 3-9 Sept. 1896, a fresh dater appears to have accompanied it, which is odd; so to decide which flag it replaced it is necessary to eliminate those recorded within this short period.

Flags A and F have so far been eliminated. Does anyone have examples of Type 1 flags B, C, D or E used within this period?

The solution to the various problems connected with the six machines at Montreal would be more readily found if the dater and obliterator combination remained constant but, as they were not interdependent, there are instances of differing combinations; for instance the dater used with flag F on 7 April when it replaced M3(b) was the one already in the machine but two days later, on the 9th, flag F is seen with a different dater. Daters would be removed when cancelling third class mail and obliterators when back-stamping. The transposing of daters/obliterators between machines was never more evident than in the short life of the Type 4 Jubilee Flags where private enterprise has produced most combinations of the three daters and obliterators used. This could warrant a short article in itself!



M1(b) 30 Mar (18-0) All with same dater –
M3(b) 30 Mar (19-0) note 'wide' 1897 and long mid bar to 'E' of
M3(b) 6 Apr (19-0) 'MONTREAL'.
F1 die F 7 Apr (16-0)



SONS
OODS,
enware.



DAYS

AL.



F1 die F 9 Apr (17-0) Different dater

F1 die F 15 Jun (19-0) Dater as 7 Apr.

M3(b) 10 Mar (22-0) Different dater from 30 Mar.

Ottawa

As expected, flag type 1 has now been reported on 19 June at 5-0. Ottawa used a 12-hour clock as opposed to Montreal which used the 24-hour reading; it is assumed that 5-0 was afternoon use; 20 June was a Sunday so 21 Jun 1897 now looks reasonably firm for the first day of use of the type 4 Jubilee Flag. This matches commercial use of the Jubilee Flags at Montreal. The Jubilee Flag at Ottawa has now been reported on 7 Aug at 2-0 (assumed to be afternoon) so, with 8 August falling on a Sunday, 9 August shown in the Handbook looks a reasonable bet for the first day of use of the type 1 flag in its second period. Richardson reported use of type 1 on 6 August but this has not yet been seen by the writer. Perhaps it should be mentioned that use of the Imperial machine at Ottawa does not appear to have been heavy and whilst use on Sundays is not ruled out, it is unusual.

Can You Help?

Anyone holding examples of the following is urged to contact the author, a photostat would be doubly welcome.

1. Montreal type F1 flags used between 3 and 9 September, 1896.
2. Montreal type F1 flags used between 10 and 18 March, 1897.
3. Montreal type F1 flag die A used February and early March, 1897.
4. Montreal type M1(b) or M3(b) used outside the dates indicated.

For those members with a Handbook, the following update might be useful, new data is underlined :—

Montreal

M3(a)	29 May 1896 (<u>17-0</u>)	to	5 Jun 1896 (<u>21-0</u>)
F1 die B	4 Jun 1896		9 Jul 1897 (<u>20-0</u>)
die C	<u>6 Jun 1896 (19-0)</u>		9 Jul 1897 (<u>24-0</u>)
die D	<u>6 Jun 1896</u>		8 Jul 1897
die E	6 Jun 1896 (17-0)		<u>21 Jun 1897 (5-0)</u>
M3(b)	10 Mar 1897 (18-0)		<u>15 Mar 1897 (19-0)</u>
M3(b)	<u>30 Mar 1897 (19-0)</u>		6 Apr 1897 (<u>19-0</u>)
F4 die 1 dater Y	21 Jun 97 (19-0)		10 Jul 1897 (<u>18-0</u>)
F4 die 3 dater X	21 Jun 97 (<u>15-0</u>)		10 Jul 1897 (<u>18-0</u>)
M3(c)	10 Mar 1899 (17-0)		5 Jul 1900 (18-0)

Ottawa

F1(a) dater X	1 Apr 1896 (6-0)	to	<u>19 Jun 1897 (5-0)</u>
F4 dater <u>Z</u> *	21 Jun 1897 (5-0)		<u>7 Aug 1897 (2-0)</u>
F1(b) dater <u>Z</u> *	9 Aug 1897 (<u>7-0</u>)		28 Oct 1897 (6-0)

**Reference to dater Y in the Handbook is incorrect.*

References:

1. "The Early Rapid Cancelling Machines of Canada", still available from the Handbooks Manager at £6.50 incl. inland postage.
2. Member Geoff Newman runs the study group through the auspices of BNAPS, enquiries to Geoff, address in Members Handbook.



HALF CENT LARGE QUEENS FLAW

by Dr. Z. M. Gordon

A comprehensive list of the plate flaws of the Half Cent Large Queen was made by Horace W. Harrison. (*Maple Leaves*, June 1966, pages 228-9); B.N.A. Topics, July-Aug. 1976, pages 17-8). In the latter article some questions concerning the "plate crack" through the word HALF were raised by him. This article will discuss this flaw with the view to describing its appearance, plating its position, and narrowing its time reference with respect to its date of origin.

A brief description of the flaw reveals two very fine parallel lines commencing from the extreme left hand margin of the stamp and passing through the lower third of the "H" of HALF and on through the middle third of the "A" of HALF where it disappears to the right of the "A". The lines are slightly under 5mm in length and their separation from each other is just discernible with a glass. They appear to me to be two fine scratches and definitely not a plate crack.

Of all the material that I have studied, a horizontal block of eight finally provided the answer to the plate position of this most interesting flaw. The scratch appears on the stamp in the lower row of the block at the extreme right hand position. Immediately above this stamp, in the upper row, at the extreme right hand position there is a stamp which has a dot in the "E" of CENT. This dot is a constant flaw and is well documented as position # 16. Therefore, it can be stated that the scratch flaw in HALF is plate position # 26.

To add further substance to this conclusion is the fact that the stamp in the lower row at the extreme left hand position, shows signs of the weak entry in the chignon and is position # 23.

Mr. Harrison is of the opinion that the scratch flaw was a "late occurrence . . . perhaps leading to its replacement" by the Small Queen half cent issue. He based this view on the fact that neither his examination of an early block of 42 stamps (perf 12), nor of a complete sheet of the late printing "(after September 1873)" showed the scratch in HALF. Of the three stamps that I have seen with the flaw on a single, a strip of three and on a block of eight), all were perfed $11\frac{1}{2} \times 12$. If it can be assumed that the late complete sheet was perfed $11\frac{1}{2} \times 12$, then it can be said that the scratch in HALF occurred at some point after the initiation of the compound perf, but not at its inception. This places it between 1873-1878. In as much as the half cent Large Queen lasted until the middle of 1882 I do not think this flaw was a reason for its replacement by the Small Queen half cent.

This article has described the flaw in HALF, plated its position and drawn some inferences as to the period in which it occurred. Correspondence is invited.

(see illustration on page 186)

AN UPDATE TO "THE EVOLUTION OF IMPERIAL PENNY POSTAGE AND THE POSTAL HISTORY OF THE CANADIAN 1898 MAP STAMP"


by R. B. Winmill

As with any book, there are errors and omissions to be found after publication. But even more importantly, in the case of this work, new discoveries have been reported and can now be written up. In any event, the compendium of changes which follows, represents an errata and addendum to the book.

- p.17 The caption under the first cover ought to read "Prescott FE 8 '00". A gremlin added an "AM" which does not belong.
- p.18 The caption to the lower photograph ought to read "Berlin C DE 8 '98. This item is overpaid by one cent." The latter portion of this caption was inadvertently omitted.
- p.24 The final sentence ought to read, "In addition, all five Montreal barred circle types are known on Map cover". ("Montreal" was inadvertently omitted.)
- p.28 A new type one squared circle was found. This was Beeton with a scarcity of A. The find was also on cover.
- p.31 Port Maitland (under the notes column) ought to read "FE 7 '98 known". As this stamp was not issued until DE 7 '98, this is a fine example of an indicia error.
- p.34 The lower cover is no longer unique — at least one other is now recorded.
- p.35 Arnprior is now recorded on cover.
In the note beside Goderich, "1898" ought to read "1899".
- p.36 The note beside Stirling ought to be removed.
- p.39 The note reading "During spring 1899, 66 is found" ought to be clarified by adding "— an error for '99".
Woodville ought to be omitted as it is not known. Upon his death, it was discovered that the late Nels Pelletier mistook a Wooler for Woodville. As this was the only strike recorded, it is apparent that no example of Woodville is known.
- p.42 The note ought to read "00" (not 00) known on OC 1 '99 and an inverted 8 known NO 18 '99. (the "and" was also omitted).
- p.52 R96B now known.
- p.70 Kemptville III I II ought to be appropriately inserted. This is a new discovery.
- p.71 Under Toronto notes, "5" and "8" should be added — they are new finds.

- p.72*Toronto Rusholme Rd, VC I II ought to be added. This too, is a new discovery.
- p.84 Collectors might be interested in a rather peculiar broken circle indicia error. Kualt B.C. FE 29 '99 can not exist — there is no such date!
- p.88 Oromocto, White Cove, Mahone and Shelburne grids are all known now, at least as late as 1898, hence all could exist on map. Little Glass Bay (1899) Maitland (May 3, 1899) and Victoria (N.B.) (1899) are all known on map cover. All were discovered in a horde of material sold by a prominent western collector.
- p.89 The following new discoveries ought to be added —
- | | | |
|-----------------|-----------|-----------------------|
| Bailieboro | Peterboro | Broken circle, blue |
| Bethesda | York | Broken circle, purple |
| Mill Bridge | Hastings | Broken circle, purple |
| Presque Isle | | Broken circle, purple |
| (note spelling) | | |


In future, it is certain that there will be new discoveries made in this most interesting field. Indeed, it ought to be noted that new finds in the fields of duplexes on map stamps have been omitted. This has been done because, due to access to the collection alluded to earlier and to a horde of other (non map) material, that duplex information can more properly be presented in a separate article. There still remains more than ample opportunity for the next generation to study and contribute to the field of map stamp postal history.



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THE DATE OF REDUCTION OF THE 8c REGISTRATION FEE TO THE U.K.

by Allan L. Steinhart

A question that has puzzled students of Canadian Postal History for many years is what was the date of the reduction from 8c to 5c of the registration fee on letters to Great Britain. Many references have been made as to the rate change. In Clifton Howes book "Canada: Its Postage Stamps and Postal Stationery", published in 1911, it is mentioned in a guide from the Postmaster-General's Report for 1877 that the registration charge on registered letters between the United Kingdom and Canada had been reduced from 8c to 5c per letter. It was further noted that an issue of the Stamp Journal noted that "After January, 1878 the cost of registering letters to Great Britain has been fixed at 5c."

Jarrett notes in his book that "In November, 1877, the rates were: To offices in the United Kingdom — 8c". Boggs gives no information on the subject except to say the rate was reduced in 1878. In the Smythies & Smith book on Canadian Registered Letter Stamps it is only noted that "Early in 1878 the rate of registration to the U.K. was reduced to 5 cents". They also observed "the notification changing the registration rate to the U.K. has not been traced . . ." The best reference to the reduction in the rate to 5c and the questioning of 8c registration rates to the U.K. dated between October 1, 1877 and January 1, 1878 is found in Horace W. Harrison's book on Canada's Registry System. He is on the mark but none of the above authorities has found documentary proof of this rate reduction.

The January 1, 1878 Canada Postal Guide noted in the registration section as follows :—

"4. On a letter addressed to any place in the United Kingdom, a registered letter stamp of the value of five cents."

The October 1, 1877 Postal Guide gave the rate for registration to the U.K. as 8c per letter. From this we can conclude the reduction to 5c registration for a letter to the U.K. occurred after October 1, 1877 and by January 1, 1878. Further to this the January 1, 1878 Guide, under the heading of "Principal Alterations during the Quarter", said that "The Registration fee upon Registered Letters addressed to the United Kingdom has been reduced from eight cents to five cents".

Further to add to the confusion and doubts the same January 1, 1878 Postal Guide noted in the Newspaper section that the registration rate to the U.K. was 8c for newspapers plus the newspaper rate while in the registration section the same rate is given as 5c. This tends to show that the Postal Guide was not always accurate.

To-day a new book came to hand which provides the answer to the question :— "When was the 8c registration fee to the U.K. reduced to 5c; October 1, 1877; January 1, 1878, or some date in between these dates. The answer is not a direct answer but an oblique one from which some suppositions must be made.

In James A. Mackay's new work "Registered Mail of the British Isles" privately printed and published by the author in 1982 is found a most interesting copy of a document. On page 95 of the book is a reprint copy of a document titled "Changes in the System of Registering Letters" issued "by Command of the Postmaster General" of Great Britain and dated at the General Post Office in December, 1877. The circular commenced "On and from the 1st of January, 1878, the following changes will be made in the system of Registering Letters :—

"1. The Registration fee will be reduced from 4d to 2d."

Generally rates of postage between two countries at this time were reciprocal and the countries agreed on the rates. As an example the letter rate from Canada to the U.K. was 5c single and from Great Britain to Canada 2½d equal to 5c. The 8c registration fee was equal to the U.K. internal registration fee of 4d. It would not be logical to have an internal registration fee higher than the fee to a foreign country. As the U.K. internal fee was reduced from 4d equal to 8c on January 1, 1878, consequently the registration fee from Great Britain to Canada was also reduced on the same date but not earlier or the fee to Canada would be less than the domestic fee. Since reductions in rates were generally reciprocal, it is logical to assume that the registration fee from Canada to the U.K. was also reduced on the same date.

Since the January 1, 1878 Official Postal Guide also agrees with this date and no documentary evidence has come to light over a number of years to suggest the October 1, 1877 date, nor any date between October 1, 1877 and January 1, 1878 we must conclude, from the above evidence, that January 1, 1878 is the effective date of the registration fee reduction from 8c to 5c each for letters from Canada to the United Kingdom.

BOOK REVIEWS

CANADA SPECIALIZED POSTAGE STAMP CATALOGUE, 1984

This latest edition continues the policy of the publishers (Canada Specialized Ltd.) of widening the scope of the catalogue which now includes new sections covering the plate proofs of the Cents issues of New Brunswick and Nova Scotia, rarity factors for the Two-Ring Numeral Cancellations on the 3 cents Large and Small Queens, together with a listing of the lathework found on the Admiral and postage due issues with rarity factors relating to each stamp. A cross index of Scott and Canada Specialized numbers has also been included. For good measure the Legislative Assembly postmark section has been revised and new markings added. Newfoundland collectors will find that this section has been re-numbered from the Revised Designs of the first cents issue onwards. This also applies to the Canada section from No. 670 onwards thus enabling the later issued values of the 1977 definitives to be added. New definitive values will also henceforward be added to the new series started in 1982. This is the tenth issue of Canada Specialized which now comprises 175 pages as opposed to the original 96, a positive indication

of the publishers' intention to provide collectors with an increasingly valuable guide to the many aspects of B.N.A. philately. Needless to say collectors will find that prices and premiums have been carefully revised to take account of the increasingly buoyant market. The catalogue is highly recommended to those who are strangers to its unrivalled quality and content. Those who are already aware that it is an indispensable feature of their philatelic library will need no recommendation. Obtainable from the publishers at the Editorial Offices, 330, Bay Street, Toronto, Ont. MSH 2S8 via First Class Airmail at \$5.00 (Canada) \$5.00 (U.S.A.) and overseas at \$8 (Canada). Members in the United Kingdom can obtain their copies from the Handbooks Manager (address inside back cover).

THE THIRD CANADIAN STAMP HANDBOOK: EDWARD VII ISSUE 1903-1912

The third release, *The Edward VII Issue, 1903-1912* has just been published by The Unitrade Press of Toronto. This release covering a very brief reign which, nevertheless, saw numerous plates produced for the common values, details the Edward VII definitives clearly and succinctly.

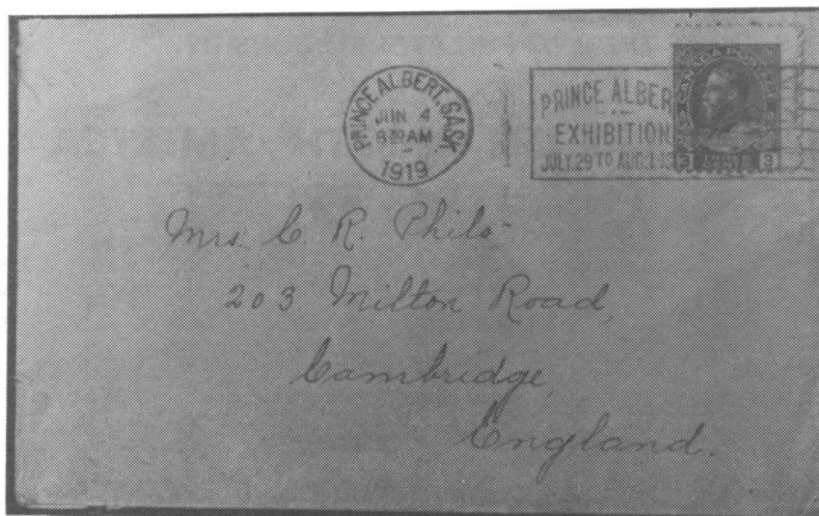
Prepared by David F. Sessions, the author of "The Early Rapid Cancellation Machines of Canada" (also published by The Unitrade Press) and a leading authority on flag cancellations. This loose-leaf handbook, under the editorship of Michael Milos, includes an up-to-date comprehensive price list of all the materials listed.

The Edward VII Issue 1903-1912 is printed on durable, quality paper and contains information on the technical aspects of the Edward VII issue including date of issue, imprints, gum, plates, dies and printers, as well as a comprehensive listing (using Scott numbers) of the regular issues and varieties. The listing of the stamps and their prices is followed by illustrations, using half-tone plates, to clearly depict the stamps and varieties enumerated in the detailed listings.

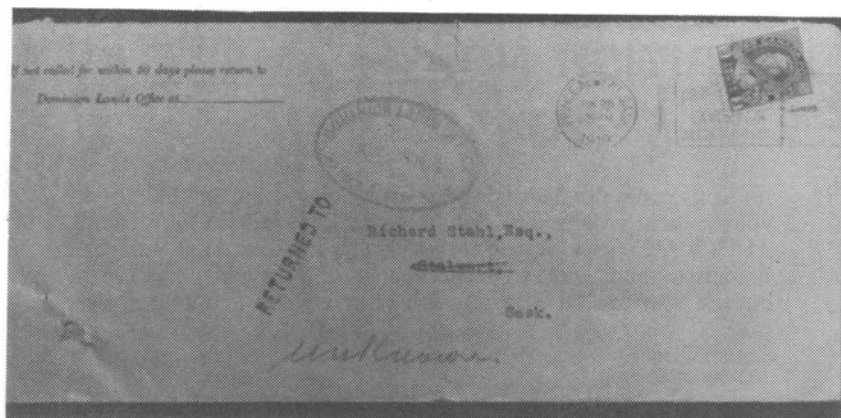
Now available, *The Edward VII Issue 1903-1912* retails at \$2.95 (Cdn.) and can be ordered directly from The Unitrade Press. Members in the U.K. can obtain their copies from the Handbooks Manager (address inside back cover).

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2421(L) BERKOVITS, Joseph, Ontario, Canada. C, PL.
2422 RUSSEL, Bob, 1749, 2nd Ave W., Prince Rupert, B. Columbia, Canada, V8J 1J5.
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2012 Taylor, G. E., 38 Lumley Road, Horley, Surrey.

Amendment to Address

- 1621 Smalley, G. F. — add postcode K7G 1A7
1687 Spencer, A. — add postcode B30 1TB
2347 Uznanski, W. — amend RR5 to read RR1
2356 Woodward, E. — amend zip code to read 92406

Amendment to Interests

- 2318 Davies, L. S. — amend to read C, N, Cov, Cen.
2012 Taylor, G. E. — add MPO, RPO.
2203 Winmill, R. B. — delete listed interests.

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October 1984



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EDITORIAL

When I took over the post of Editor last April, I inherited numerous articles from my predecessor and I have since received a number of articles from our regular contributors and I am pleased to say I have also received several articles from first timers.

In all, there appeared to be sufficient material for some time to come, but I soon found out that when the manuscripts were reduced to proofs I had far less material than I had anticipated.

In fact, at the time of writing this editorial and preparing the material for the October issue, apart from some copy which will appear over the next 12 months, I have virtually used all available material.

I therefore make an appeal to all members to see if you cannot write even a short article on your particular subject so that the continuity of *Maple Leaves* will be maintained. It had been mentioned to me that if we had sufficient articles for publication, the Society could increase the size of the magazine by four pages occasionally, but with the position as it is at the present moment and unless some more articles are forthcoming in the very near future it will be necessary to resort to publication of material which has also appeared elsewhere.

Forty-four years ago our local Post Office and Telephone Exchange suffered a direct hit by a bomb and in 1946 a new Post Office and Telephone Exchange were opened, the latter having the latest automatic equipment

which enabled us to be one of the first areas in the country to adopt the STD system. This equipment has now become obsolete and a new electronic telephone exchange has been installed. The result is that it is necessary to have a six figure number so that as from 3 September 1984 my telephone number will be Bridlington (0262) 673984. If you are contemplating writing an article and need any advice or information, why not give me a ring.

LONDON SECTION

At the Annual General Meeting of the London Section on 21st May, 1984, B. Stocker was elected Chairman; L. E. Warren was elected Secretary/Treasurer; and M. W. Carstairs and C. Banfield elected to the Council.

A provisional programme was drawn up commencing on 15th Oct. 1984 with a Bourse and new acquisitions.

The Treasurer reported a satisfactory year and it was agreed that subscriptions should remain as at present.

SUBSCRIPTIONS

U.K. members	£6.00
Overseas members (Canada)	\$11.00 (\$17.00 airmail)
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Members are asked to note that the annual subscription to the society is due on 1st October each year and should be sent to the ASSISTANT TREASURER, Mr. T. Almond (for address see Officers Panel inside back cover). New members who join the society during the course of the year (October to September inclusive) will automatically receive any back numbers of *Maple Leaves* to which they are entitled.

In view of the fact that it is expensive for overseas members to obtain sterling drafts and also expensive for the society to convert dollar cheques, the following two overseas members have kindly agreed to assist. Members in North America may now send dollar cheques to: Mr. W. R. Curtis, P.O. Box 74, Postal Station "A", Toronto, Ont. M5W 1A2 (if resident in Canada) or Mr. J. S. Siverts, Box 425, Wilmington, Delaware 19899 (if resident in the U.S.A.). Cheques for \$11.00 (Canada) or \$9.00 (U.S.A.) should be made payable to Mr. Curtis or Mr. Siverts respectively.

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THE STYLIZED MAPLE LEAF DEFINITIVES

by D. C. Speirs

Most collectors wishing to specialize in a modern Canadian stamp will usually pick a definitive issue. Commemoratives do not lend themselves to a multiplicity of varieties because of their short life and lithographic printing methods. Other than flyspecks, imperfs, and colour shades, little can be done with a commemorative issue. Definitives enjoy longer runs during which all manner of changes can occur, as demonstrated by the Centennial definitives.

The newest definitive series to date started in late 1981. A previous series of Canadian stamps has pre-empted the name 'Maple Leaf', so the new definitives must go as 'Stylized Maple Leaf'. This new stamp design was prepared by Raymond Bellemare, of Montreal. All of the stamps to be mentioned in this article have PVA gum and general tagging unless otherwise stated.

The Stylized Maple Leaf series began with a bit of confusion. The Canadian Post Office had applied for rate increases but was unsure of getting what it wanted. The first stamp therefore had no denomination but, like an American predecessor, carried the letter 'A'. Universal Postal Union rules require a numerical denomination and as a result the 'A' stamp was valid only for domestic postage. Undoubtedly it was used for international mail without protest, as were the American 'A', 'B', and 'C' stamps, but only as a courtesy by other postal administrations. The value of the 'A' stamp was eventually set at 30c, the new first-class domestic letter rate.

The 'A' stamp was released 1981-12-29 in both sheet and coil form. There were 100 stamps per sheet or coil roll. Coil rolls could, like other coil issues, be purchased as sticks of ten rolls. The 'A' stamp had a short life but was issued in sheet form with three plate numbers. Three plates were needed because a large quantity of stamps were required in a short period of time. The printing was done at both British American Bank Note (BABN) and at Canadian Bank Note (CBN) in order to speed up production (ref. Marin 1982). Details of these stamps are as follows. All 'A' stamps were printed in red on a white background. (*Fig. 1*)

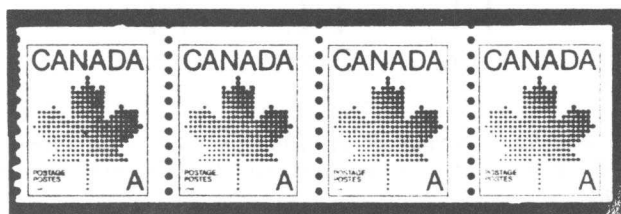




Fig. 1 Sheet and coil versions of the 'A' stamp. The coil strip shows the terminal stamp with three straight edges.

Sheet plate number 1 was printed on coated paper by BABN, with perf 12.8 x 13.2. Plate block selvage is 9mm wide on the sides and 7mm wide on the top and bottom of the sheet.

Sheet plates 2 and 3 were printed on uncoated paper by CBN, perf 12.8 x 13.2. Plate block selvage is 11.5mm wide on the sides and 4.5mm wide on top and bottom.

Coils have a vertical perf of 10. There is a design jump every 36th stamp. (Fig. 2)

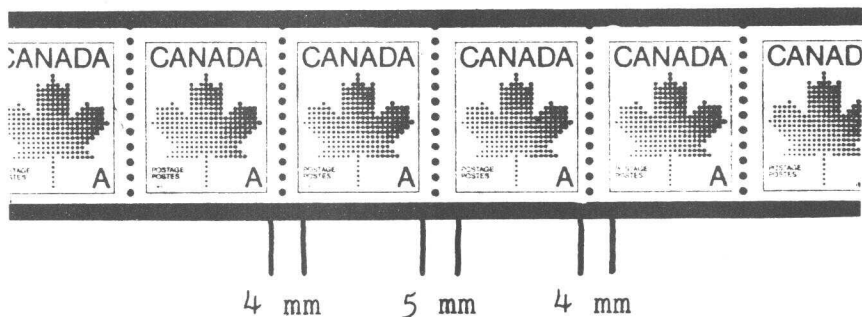


Fig. 2 The coil has a regular design jump on every 36th stamp. At the point of the jump, the design is 5mm from its neighbour instead of 4mm.

Fifty-cent booklets were released 1982-3-1 for use in vending machines. There were ten cover designs, depicting provincial capital buildings. The designs were line drawings printed with black ink. The inside back cover had a promotional message advising that:

- '30-cent stamps are also available
- in booklets of 20
- in rolls of 100'

This message was then repeated in French. (*Fig. 3*)

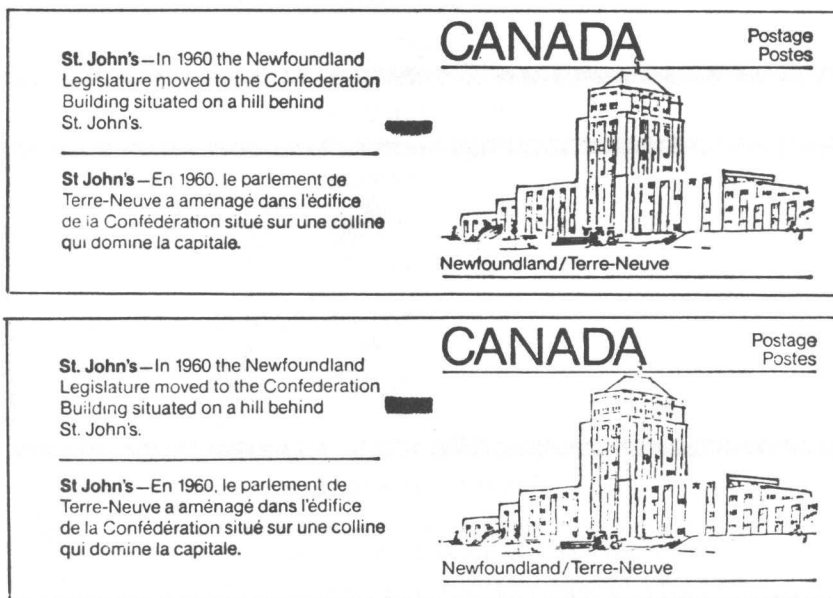
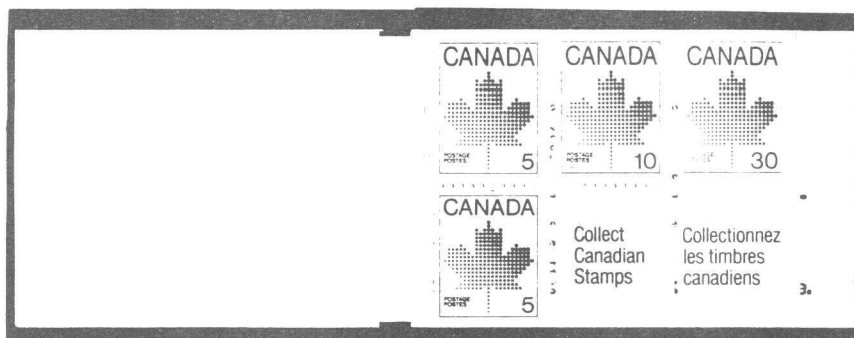
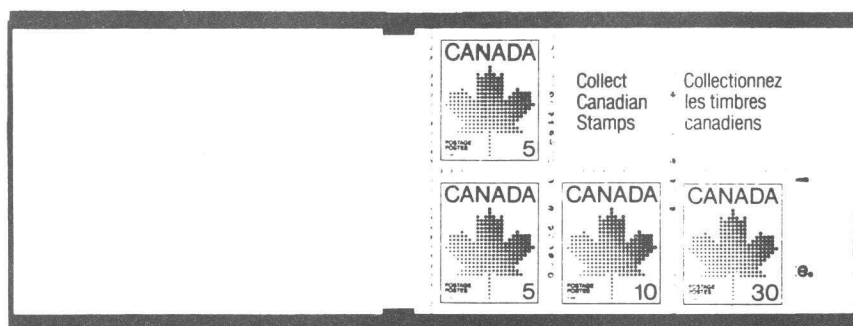


Fig. 3 A counting tab appears on every fiftieth booklet as a convenience for post office inventory. The tab is always on the Newfoundland booklet. The position of the tab may vary somewhat.

The stamps are perf 12 x 12.5, although each stamp had at least one straight edge. The makeup of the booklet resulted in two labels, a red 30c, a green 10c, and two purple 5c. The 10c and 5c stamps appeared only in booklet form and were not issued as sheets or coils. A study of constant printing varieties (Beaudet 1982) has led to the conclusion that the cylinder used for printing booklet panes was 4 panes wide and 18 panes long. In late 1982, a new plate had to be prepared due to damage to the original. The engraver of the new plate made a mistake and put cutting marks one row out of order. As a result, the second printing of the booklet has the two rows of stamps trading places. The value of the booklet pane was unchanged though, and therefore the booklet was released. Both the normal and the error booklets are found with either coated or uncoated paper. (*Fig. 4*)



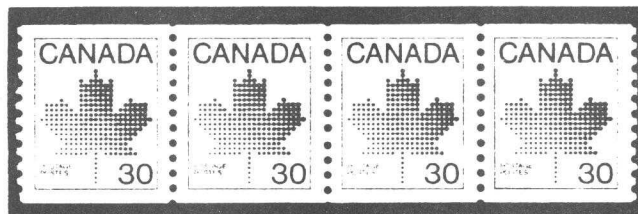
First printing



Second printing

Fig. 4 The two booklet printings, showing the reversed rows. The English labels are green and the French labels are red.

On 1982-5-11, a 30c value was released in both sheet and coil form. The sheet stamp was printed by BABN, using one-colour steel engraving and two-colour gravure. It was different from previous Stylized Maple Leaf stamps because the background was pale blue instead of white. Another difference was that the value was not the same colour as the Maple Leaf, in this case being medium blue. The Maple Leaf was red, but the word 'Canada' was the same medium blue colour as the value tablet. (Fig. 5)



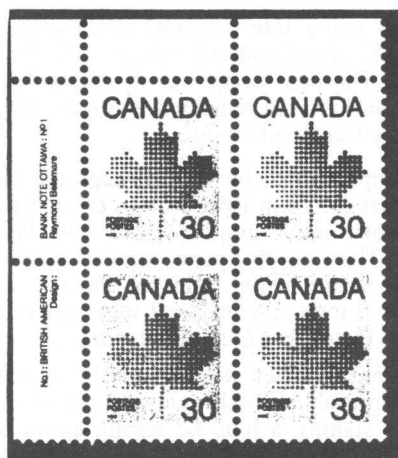


Fig. 5 Sheet and coil stamps released 1982-5-11.

The 30c coil was printed by CBN with one-colour steel engraving. The perf was 10 vertical. The stamp was identical in colour and appearance to the 'A' coil, excepting of course the value tablet, which read '30'.

A \$6.00 booklet was issued 1982-6-30, with perf 12 x 12.5. The cover showed the Parliament buildings, and was done in black ink. The booklet contained twenty 30c stamps and one label. The stamps were the same design and colour as the 30c sheet stamps. (Fig. 6)

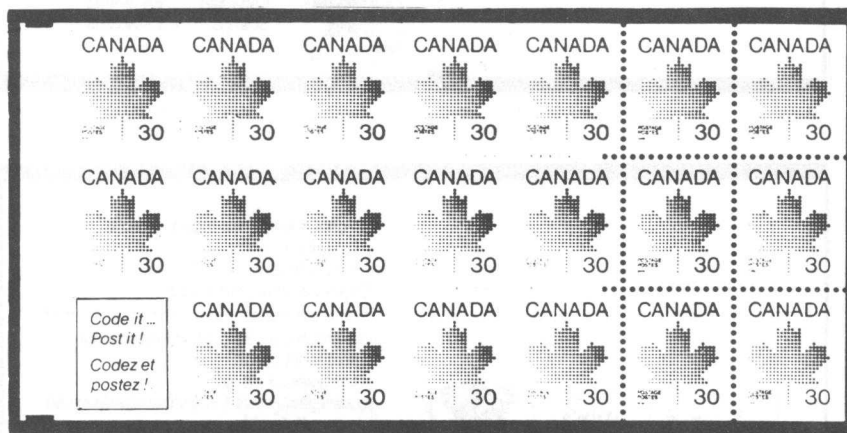


Fig. 6 \$6.00 booklet. The front cover has a drawing of the Parliament buildings, and the back cover has a paragraph discussing the 1916 fire.

The year 1983 saw a rate increase, which pushed domestic mail up to 32c on February 15. Sheet and coil stamps with the new value of 32c were issued 1983-2-10. The coil stamp was unchanged in design except for the value tablet. The background remained white but the colour was changed to what is best described as 'dried blood'.

The sheet stamp, printed by BABN, kept the red Maple Leaf, but the background was changed from light blue to cream yellow. 'Canada' and '32' were printed in brown ink. Jumping ahead a bit, Plate 2 of this stamp was issued 1983-8-31. The Canadian paper supplier for the Post Office discontinued production of stamp paper, and for Plate 2, the supply came from Harrisons of Great Britain. A major change was in the gum. Plate 1 has colourless gum, but Plate 2 has blue-tinted gum.

A new fifty-cent booklet was released for vending machine use on 1983-2-15. It was printed by BABN and had the usual perf 12 x 12.5. There are two purple 5c stamps, a blue 8c stamp, and a dried blood 32c value. There are two labels, the English version in blue and the French in dried blood. The cover designs were unchanged but now printed in red. The inside back cover was altered, as seen in Figure 7.

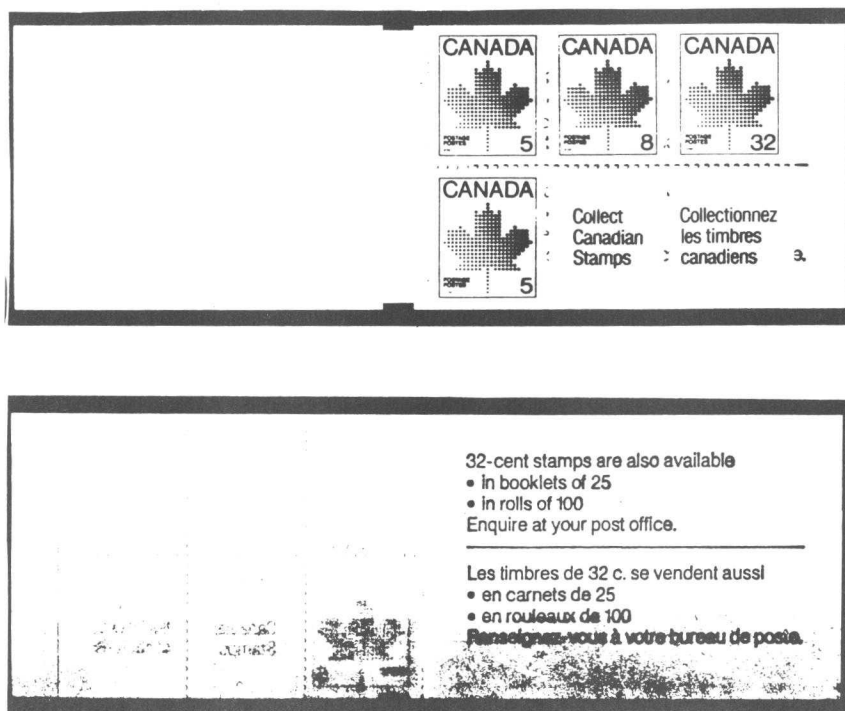


Fig. 7 The fifty-cent booklet of 1983.

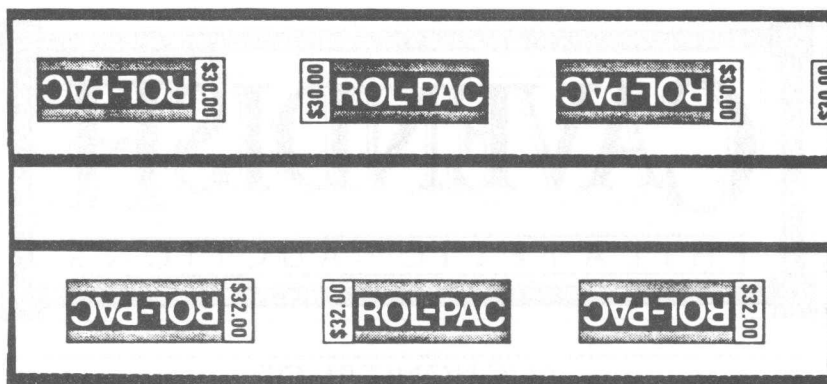


Fig. 8 Coil wrappers. The \$30.00 wrapper comes from a roll of 100 30c stamps and is printed in red. The \$32.00 wrapper is printed in the dried-blood colour of the 32c stamp.

An \$8.00 booklet appeared 1983-4-8, with twenty-five 32c stamps and two labels. The outside cover was unchanged from the \$6.00 booklet but was now in red ink. The inside cover of the \$6.00 booklet was blank, but the \$8.00 booklet carried a blurb in this space for postal stationery and stamp collecting. The two labels in this booklet were printed in red ink on a white background.

As of February 1984, no new stamps have been issued in this series.

REFERENCES

- Beaudet, L. (1982) Canadian stamp varieties — 9.
CAND. PHIL. 33(4): 210-219.
Marin, R. J. (1982) Commemorative vs definitives.
CAND. PHIL. 33(3): 139.

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SURVIVAL RATES

by Lt-Col. D. M. C. Prichard, F.R.P.S.

The proportion of early Canadian stamps still surviving is a fascinating subject about which little has been written, possibly because it is so speculative. In this attempt to arrive at an estimate, I have had to resort to a number of assumptions and analogies, all subject to challenge.

For the starting point of my calculations I am indebted to Charles G. Firby, who has compiled a record (which I have endeavoured to keep up to date) of all the recorded covers of the Canadian pence issues.* Taking this as a basis, we arrive at the following :—

TABLE A — PENCE ISSUES

Stamp	No. issued	Covers recorded	% surviving	Ratio
½d	3,389,960	106	.0031	1 in 31,000
3d	3,778,500	1115	.0295	1 in 3,400
6d	502,500	397	.079	1 in 1,265
7½d	82,100	60	.073	1 in 1,370
10d	141,000	87	.062	1 in 1,620
12d	1,450	4	.27	1 in 365
		or 5	or .34	or 1 in 192

The first point which jumps to the eye is that the lower values have a smaller percentage survival rate than the higher values. This is as might be expected. The ½d and 3d were mainly used for correspondence within Canada, the ½d on newspapers, local or drop letters and printed circulars, while the 3d paid the ordinary rate for domestic letters. The majority of such mail (particularly the ½d rate) was likely to be of ephemeral and fleeting interest and was thrown away. Hence the lower survival rate. The 6d stamp paid the single rate to U.S.A. the 7½d and 10d the Canadian packet and the Cunard trans-Atlantic postage and the 12d the double rate to U.S.A. Such letters tended to be of business or family interest and were therefore preserved.

The next step in the calculation is to translate the pence cover survival rates into their counterparts in the 1859 decimal issue on the possibly questionable assumption that they correspond. This gives us :—

TABLE B — FIRST DECIMAL ISSUE COVERS

Stamp	No. issued	Approx. No. of covers surviving	% surviving	Ratio
1c	27,155,000	850	.0031	1 in 32,000
5c	39,653,772	11,750	.0296	1 in 3,375
10c	5,639,048	4,450	.079	1 in 1,267
12½c	3,107,882	2,270	.073	1 in 1,369
17c	566,103	350	.062	1 in 1,617

The estimation of the total number of surviving stamps, including both on and off cover, is more speculative. I can only find two cases of anything in the nature of a census. Both of these are of necessity rare stamps and such small samples may be subject to distorting factors :—

TABLE C — TOTAL OF STAMPS

Stamp	No. issued	No. surviving	%
17c Burr on shoulder variety	c.300	c. 30	10
12d 1851	1,450	c.140	9.7

These estimates are taken from :—

- (a) 17c Burr. G. Whitworth; B.N.A. Topics No. 357 (Jan-Feb 1977).
- (b) 12d 1851. I have seen three estimates in The Canadian Philatelist, one of 130, another of 140 and finally one by Robson Lowe himself (what greater authority can we find?) who says "less than 150". I therefore take 140 as being the best estimate.

The fact that the estimates of both the 17c Burr and the 12d survival percentages agree gives us some confidence. Taking therefore 10% survival for the 17c, we now substitute the equivalent percentages appropriate to the other values as calculated from the ratio of surviving covers. This gives us :—

TABLE D — PENCE AND 1859 ISSUES — SURVIVAL RATES

%			Approx.			Approx. No.
Survival	Stamp	No. issued	number	Stamp	No. issued	surviving
0.5	½d	3,389,960	17,000	1c	27,155,500	136,000
4.75	3d	3,778,500	180,000	5c	39,155,500	2,000,000
12.7	6d	502,500	64,000	10c	5,639,148	716,000
11.8	7½d	82,110	10,000	12½c	3,107,882	367,000
10	10d	141,000	14,000	17c	566,123	57,000
9.7	12d	1,450	140	No decimal equivalent.		

It was to be expected that the proportion of 1c stamps would be smaller than the other values, but not to such a great extent as in Tables B and D above. Instinctively I thought that something was wrong. There are some possible explanations. The 1860's were a period of growing expansion of trade leading to an increase in local letters, circulars, prices current and registered letters all involving the use of 1c stamps. In addition, 5c covers franked with five 1c stamps are not uncommon because thrifty people gradually became aware that 1c stamps could be bought in quantities of not less than 20 at a discount of 5%. Times were changing and the analogy with the ½d stamp of the preceding decade might not be valid.

I therefore decided to check by a different approach. I went through 90 of the main Canadian sale catalogues over the last 25 years and recorded the number of 1859 issue covers. Such figures of course do not represent the true total of surviving covers for two reasons. First, they only show those

covers which have actually come under the hammer. Secondly, some of the covers appear more than once. In fact, when scanning through these catalogues, some covers became quite old friends, reappearing time and time again. Neither of these factors however affect the comparative ratios of the scarcity of the different values. It may be interesting to compare the empirical ratios resulting from sales with the purely theoretical ratios which would be expected if all values had the same survival ratio (which we know that they do not) :—

TABLE E — 1859 ISSUE COVERS

	1c	5c	10c	12½c	17c
Actual numbers in sales	465	1215	539	220	94
Ratio in sales	4.9	13	5.7	2.3	1
Theoretical ratio from stamps issued	48	70	6	5.5	1

The sales statistics, whilst confirming the finding in Tables B and D that the lower values have a much smaller survival ratio, bring the 1c more into line with what one feels is realistic.

One curious point emerges. In Maresch's Specialized Catalogue the 10c on cover is listed at 2-2½ times the price of the 1c, although the sales figures in Table E show that the 1c is actually scarcer.

It is interesting that pure chance plays a part in the number of surviving covers, particularly in the case of rare rates. For instance, there are not more than about 30 soldiers' letters at the concessional rate of 2c to the U.K. About half of them were written by 2nd Class Army Schoolmaster J. Chambers, 2nd Bn Scots Fusilier Guards to his wife (or mother?) in Dublin. Fortunately these were preserved. Again, had not a missionary in China kept the letters she received from Canada in the 1860's, there would be no surviving covers of the 35c rate to China. A significant proportion of the 6d, 10c and 12½c covers emanate from the offices of D. J. Kennedy, Thomas Prosser (both of New York) and the Royal Bank of Scotland respectively. This raises a curious question of office procedure. Why did these firms file their correspondence still enclosed in their envelopes? This must have made the filing system twice as bulky and the location of wanted letters more laborious. We should be grateful however for this habit as many years later these covers appeared in large batches, probably the result of office turn outs.

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**DEALERS IN
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WORLD WAR II COVERS FROM CANADA TO THE I.R.C.C. GENEVA

by H. K. Dodwell

Early in World War II the International Red Cross made arrangements for the sending of special Postal Messages between belligerent countries, from anxious relatives to the ever growing multitude of refugees, displaced persons and others separated by the war.

The International Red Cross Committee (I.R.C.C.) in Geneva was the clearing house for these messages, which had to be kept to 25 words written on a special form which also provided for the recipient's 25 word reply. Message and reply both had to be routed through the I.R.C.C., and the forms were subject to censorship by both sides on both outward and return journeys. (Fig. 1)



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I.R.C.C. GENEVE.

364/10 + 300 131

ANTRAG

an die *Agence Centrale des Prisonniers de Guerre, Genf*
— Internationales Komitee vom Roten Kreuz —
auf Nachrichtenvermittlung

REQUETE

de la *Croix-Rouge Allemande, Présidence, Service Etranger*
à l'*Agence Centrale des Prisonniers de Guerre, Genève*
— Comité International de la Croix-Rouge —
concernant la correspondance

1. Absender G. Adam,
Expéditeur Delle Vos, Gordier Hill, St P.P. GENEVE, G.I.
bittet, an
prie de bien vouloir faire parvenir à

brother

2. Empfänger Mr F. Wolfeld,
Destinataire 10 Myrtle Ave, Galt, Ontario, CANADA.

folgendes zu übermitteln / ce qui suit
(Höchstzahl 25 Worte!)
(25 mots au plus!)

Waiting news. Both well, good wishes for New Year.
Longing to write letter, send message often as
believe go astray. Love to friends Grace and Vic.

EXAMINED BY D. B. / 5

(Datum / Date) 9-1-44

3. Empfänger antwortet umkehrend
Destinataire répond au verso

I.R.C.C. GENEVE

(Unterschrift) G. Adam

Fig. 1 Example of the Postal Message Form. Recipient's 25 word reply is on reverse.

The Canadian Red Cross Civilian Message Scheme opened on 6.6.40, and before it closed, on 30.6.47 handled 122,142 messages. It was originally intended that the Canadian Society would forward messages in bulk, after collecting them at headquarters, but this proved slow and later many messages were posted direct to Geneva by their senders; it is the covers of these messages with which we are concerned now. The actual messages are scarce, but the envelopes in which they were forwarded from Canada have become common recently, and it seems that a mass of WWII covers enclosing messages to the I.R.C.C. from many countries were saved and released on to the philatelic market about three years ago.

These covers form a legitimate part of any general collection of WWII postal history, being of great interest to anyone studying the overall history of the war in Europe. Unfortunately most of their interest lies in their travels after leaving Canada, but as information on the subject seems scarce (Guertin, for instances, does not mention them in his otherwise comprehensive treatise on WWII), members may find these notes of use in writing up their own covers.

A. Details common to some or all covers throughout the period.

1. **Franking.** Correctly, seaml covers should have been prepaid at 5c, and transatlantic airmail covers at 30c. In fact many variations can be found. 3c, 10c and 6c are not uncommon. Although the last would have prepaid air service within Canada in the early war years, it and the incorrect rates often show 'tax' marks, but there is nothing to show that any postage due was ever collected, or that they did not go forward normally.
2. **Canadian censorship.** All but one of my covers have the sealing strips of the Civil Censorship authorities, in all their variations of paper, wording, format and ink.
3. **"COUPON RESPONSE".** This single line handstruck mark in red on the face of almost every cover after 18.10.40 was applied on arrival at I.R.C.C. It signifies that the mail clerk found the requisite International Postal Reply Coupon inside the cover. Some covers also have a single line handstruck date, also in red, on their face. The month portion of the date is in French words, and this mark, too, would have been applied as a receiving mark.
4. **"O.A.T."** The Onward Air Transmission handstamp, in varying shapes, sizes, and shades of red/purple is on about 5% of the airmail covers. Lee (Aerofield, 1975) states that this mark was only applied in the U.K. at this period, and this is borne out by some OAT covers showing British censorship. However, most of the airmail, especially in the early years, would have been carried direct to Lisbon by P.A.A., thereby avoiding the dangerous and delay-prone Bristol-Lisbon leg of the U.K. routed airmails.

5. **Transit Times.** Information is scarce due to lack of transit or receiver markings on most covers. Seamail was probably all via the UK to Lisbon, with the last leg subject to delays and irregular sailings, but my only receiver-dated cover shows 45 days (13.4.42), and compares well with airmail times. Five airmail covers with Lisbon transits average 35 days Canada-Lisbon, in the range 11-51 days. My only dated air cover with evidence of UK routing shows 285 days! (Fig. 2)



Fig. 2 Censored by Canadians, British and Germans. Nine months in transit!

- B. **Details found at certain periods only.**
(Dates in brackets are my earliest/last dates for Canadian posting.)
 1. **No German censorship – early covers.** While the Vichy regime existed in Southern France, mail was all routed Lisbon – Spain – Vichy France and avoided German censorship (24.9.42, seamail).
 2. **German army censoring with “y” code (Bordeaux)** on labels (seamail, 6-22.10.42). Following the Allied landings in North Africa of 8.11.42, Germany occupied the whole of Vichy France. For a very short period Lisbon-Geneva mail was censored by the Wehrmacht at Bordeaux. (Fig. 3)
 3. **Lisbon transit marks** on airmail covers (13.10.42 - 7.10.43). Found on about 25% of the airmail covers of this period only. No German censoring on these covers, so may indicate conveyance by the Italian Airline, Ala Littoria (see below).

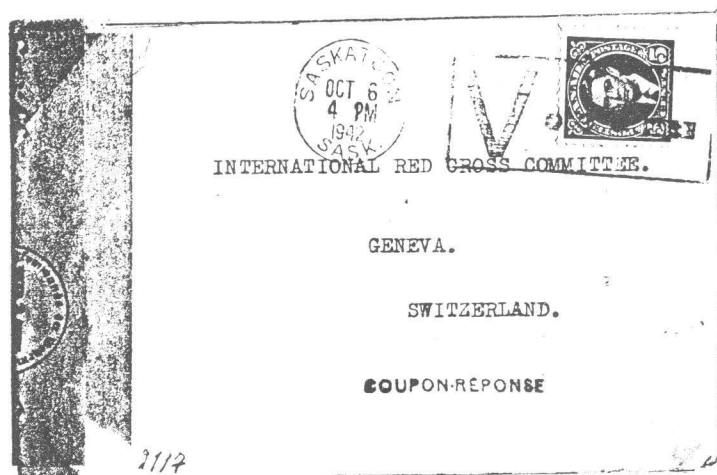


Fig. 3 Cover that reached Lisbon just after the German occupation of Vichy France, and censored by the Germans in Bordeaux.

4. German army censoring with "x" and "b" code marks. From Lisbon seamail went via Paris, where the Wehrmacht HQ there (code "x") censored it, but some airmail rated covers also show "x" markings. Airmail from Lisbon was carried by Lufthansa to Stuttgart, and on by rail via Berlin where code "b" censoring took place, before being released for Geneva (Fig. 4). Paris censoring was by the use of a horizontal slit across the back, while Berlin opened with a vertical slit down a side edge of the envelope. The strips used to seal these slits were tied with a variety of red handstamps that attract specialist study. Individual censors had their own pencil codemarks, usually seen on the bottom front of covers. Mail passing through headquarters uncensored was marked with a ringed "Ax" or "Ab", usually in reddish purple, as a transit mark.
5. No German censoring – middle period. (a) A small proportion of Red Cross mail reaching Lisbon was forwarded to Geneva by the Swiss ship which sailed infrequently from Lisbon to Genoa. (b) Airmails were carried by the weekly Ala Littoria flights to Rome, via Madrid and Barcelona. The Italians did not seem to censor mail to the I.R.C.C. (c) Some mail reaching Lisbon soon after the Italian surrender of 3.9.43 was allowed through uncensored by the Germans, until this gap in their security system could be closed.
6. German censoring taken over by the S.S. Following the abortive attempt on Hitler's life on 20.7.44, in which many high-ranking army officers were involved, the censorship of foreign mails was handed over to the more fanatical S.S. "Oberkommando der Wehrmacht" handstamps were replaced by ones reading "Zensurstelle", with a monogram "SS" in black. Some if not all, censoring was now done in Munich (seamail 11.5.44), code "d".

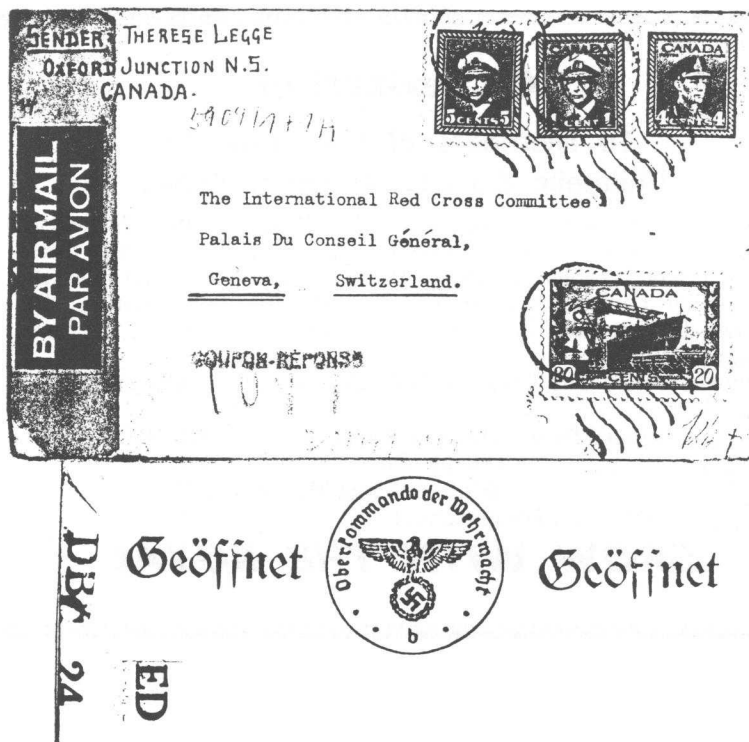


Fig. 4 Typical mid-period airmail cover, censored by Canadians and German army in Berlin.

7. **No German censorship – late period.** As France was liberated by the Allied advance, an overland route to Geneva was opened by 11.12.44 (airmail 15.11.44) and thereafter German markings no longer appear.

A friend in the Helvetia Study Circle has given me more detail on German censoring than there is space for here, and I would be glad to pass on this information to anyone interested. I have seen, or seen photocopies of, some 250 Canada-I.R.C.C. covers, but I do not claim that my study is complete, and I would welcome help from any member who can fill gaps or correct errors.

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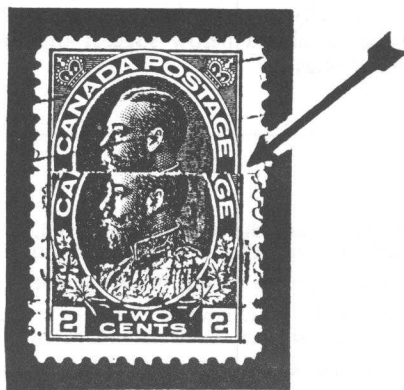
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THE 2 CENTS GREEN ADMIRAL by Hans Reiche, F.C.P.S.

One would not think that much can be written about the Admirals any more after three major works have been published plus numerous articles. This article deals with the question of wet and dry printings of the re-engraved die.

In the "Canada Notes on the 1911-1925 Series" published by G. C. Marler the following note appears: "the re-engraved die will be found printed by the latter process only". The word latter refers to the dry printing process. In "Canada The Admiral Stamps of 1911 to 1925" published by H. Reiche the following note appears: "Stamps from the re-engraved die have been found from the wet process". In his new book "The Admiral Issue of Canada" G. C. Marler writes: "Reiche reports that some stamps from the re-engraved die are known wet printed, but the author considers it likely that these originated from booklets and not post office sheets". In a private correspondence Mr. Marler writes to the writer: "there is no evidence from the proof sheets in the Bank Note Company that the re-engraved stamps were printed by the wet process".

After sorting 860,000 2c green stamps the result was that Marler Types RE1, RE2 and RE3 all from the re-engraved die exist printed on wet paper. All types show the typical slight extension of the lower right frame line and the fine dot in the left margin on Types RE1 and 3. The differences in horizontal width of the dry and the wet printed stamps is about 1mm with the wet printed stamps narrower than the dry one. The proof sheets were all printed by the dry method but the actual post office sheets by both methods. All stamps found and sorted were perforated on all four sides and did not come from the booklets. The quantities found were small with only one percent coming from the wet printings. The illustration hopefully shows the difference in size. The bottom stamp is a dry printed specimen cut to show the difference better.



THE PERTH STRAIGHT LINE

by R. B. Winmill

An abiding interest over the years, spurred on by the spending of childhood summers in Lanark County, has been the study of this areas postal history.

The principal settlement of this area, in early times, and later the county seat, was the town of Perth (surpassed in terms of size now, by Smiths Falls). Perth was the headquarters for the military settlement of 1816, one of the oldest in Upper Canada. By March 26, 1816, the first trail to Perth was blazed and by April of the same year settlers were pouring in. The first military settlers arrived in June 1816. These events necessitated the establishment of a Post Office, at an early date.¹

It has been repeatedly stated that from 1816-1820 a manuscript marking Perth-Upon-Tay was employed. However, in over twenty five years of research, this marking has not been noted, nor could the late Frank Campbell² recall having seen it. However, there is reason to believe that it may well exist on archival documents as letters dated at least as early as May 11, 1816, from Perth, are recorded.

Manuscript markings aside, the first postal instrument employed was a straight line device which left a marking 30mm in length and 4mm in height. Konwiser and Campbell³ recorded a period of usage from 1820-1827 and Maresch and Leggett claim in *Canada Specialized* that usage occurred from 1820 to 1829.⁴

During the past twenty five years, 23 covers have been personally inspected and another 17 have been noted but not personally examined. This number probably represents a hefty proportion of all of these extant in private hands. However, despite this study, no covers dated 1820 or 1821 were located and examined, though the existence of one 1820 cover was claimed. Another interesting point is that Konwiser and Campbell noted only black strikes, yet several prominent contemporary dealers suggest that both red and black are equally scarce while one argues that black ones are far scarcer. The results tabulated below suggest that black ones are far more common than the red ones.

REFERENCES

1. For a history of Perth (and the county), see McGill, J. S. *A Pioneer History of the County of Lanark*, Bewdley: Clay Publishing Company Ltd. 1968.
2. Personal communication from the late Frank Campbell.
3. Konwiser, H. M. and F. W. Campbell, *The Canada and Newfoundland Stampless Cover Catalog*, Verona: Stephen G. Rich, 1946, p.26.
4. See Maresch and Leggett's *Canada Specialized Postage Stamp Catalogue*.

Perth Straight Lines

(Bracketed numbers refer to those reported but not examined)

Year	Red	Black
1820	— (1)	—
1821	—	—
1822	1 —	—
1823	—	1 —
1824	—	— (1)
1825	—	3 —
1826	—	2 (2)
1827	1 —	5 (5)
1828	1 (1)	2 (5)
1829	5 (2)	—
No Date	—	2 —
<u>Totals</u>	<u>8 (4)</u>	<u>15 (13)</u>

Since Konwiser and Campbell have a report for 1820, yet no report of red strikes, presumably they must be aware of yet one more strike — a black 1820. In any event, 40 examples in all were examined or reported and black examples numbered 70% while red examples numbered 30% only, which suggests that some assessments of relative scarcity are to say the least, somewhat inaccurate. Red appears to have been employed throughout the period, though there are no reports from 1823-1826. The usage of black appears to begin in 1823 and cease in 1828. However, these remarks are definitely preliminary and subject to revision.

Early money letters are recorded from Perth, though all but one known to the author are endorsed "Cash" or "Cash Letter" while only one (dated JAN 23, 1828) is endorsed "money letter". Without much doubt, the straight line instrument was retired in mid to late 1829 as the small double broken circles were manufactured in England and shipped over in mid 1929 and examples of usage are recorded in 1829, as early as November 16.

All strikes examined or reported, were found on outgoing mail. With but few exceptions, all the letters whose contents were still legible, concerned magistrates and fines collected or the trials they presided over. Notable exceptions included a letter to a lawyer at Bytown seeking legal advice about suing a local physician, a letter to a religious order, a letter from a preacher (the Rev Michael Harris was the first Church of England preacher at Perth) to his family and one other personal letter.

This survey of the Perth straight line can by no means be construed as a definitive study due to the small sample size and several other considerations, however, with a scarce cancellation examples of which are widely scattered, it is almost impossible to assemble the material required for an in depth study.

THE CANADIAN NUMBERING SYSTEM

After extensive research, *Lyman's* and *Canada Specialized* have finalized the *Canadian Numbering System (CN)*. Years of consultation with leading experts and the Canadian philatelic community has yielded a system which is precise, logical and easy to use. Current numerical discrepancies will be resolved so that each stamp will have only one *Canadian Number (CN)*.

Lyman's and *Canada Specialized* would like to thank the stamp collecting fraternity for their help in developing the following policies and rules used in the *Canadian Numbering System (CN)*. The rationale is as follows :—

1. Stamps available for use by the public are assigned whole numbers in chronological order according to issue date, with the exception of definitives which are grouped and listed in denominational order
2. A stamp is assigned a new whole number only on the basis of a change in denomination, colour or design. Booklet Panes, Miniature Panes, Coils and other format changes are assigned suffixes, while shades, perforations and other varieties are given sub-numbers.
3. Postage due and other stamps not available to the public are listed separately at the back of the book.

(We are indebted to our member Stuart A. Clark of Winnipeg for this information.)

THEFT OF MATERIAL FROM UNIVERSITY ARCHIVES

Earlier this year, several thefts of material from university archives in Ontario were reported and on 9 June some of this material was offered to a London, Ontario dealer. Due to a discrepancy in his story, which was spotted by an assistant at the store, suspicions were aroused but the man got away leaving behind some of the material which was identified by a representative from the University Library.

Apparently he is still in business, and his latest strike was in New York. The man has now been identified and a warrant issued for his arrest.

Amongst the items offered to the dealer were 11 documents from the War of 1812, two of which were signed by Sir Isaac Brock. It is understood that there is a possibility of some of this material being unloaded in this country and both members and dealers are advised to use extreme caution when being offered any of this type of material.

(We are indebted to our member R. B. Winmill for this information — Editor.)

LETTERS TO THE EDITOR

Mr. N. J. A. Hillson writes:

I was a bit nonplussed by the illustration as it appeared in my article on Small Queens Position Dots etc. The left hand portion is supposed to represent the printed sheet, the shaded area being schematic of a stamp from the 1st vertical row. The right hand, which is a mirror image of the left is meant to represent the plate, the shaded part being the subject on it from which the stamp at the left was printed. Perhaps those interested might like to void the centre parts of the rectangle put round the illustration.

I note also that the first Small Queens Newsletter I put out is full of the 'usual' information. I had hoped the word used would be 'Useful' instead, but perhaps you are right!

Mr. David F. Sessions writes :—

3c Domestic Rate also applied to British Empire

A propos the above article on page 193 of the August *Maple Leaves* whilst no doubt the point which the author is making is an interesting one, even more interesting to a leading authority on flag cancellations (see page 192) is the fact that the two covers illustrated are the only known examples of the Prince Albert slogan flag (Richardson 40-3).

Richardson's handbook indicated this cancellation was "known only on proof sheet", my own book listed only the 4 Jun cover although the other had subsequently become known to me.

"An Apt Definition: A 'Generalist' collects something of everything. A 'Specialist' collects everything of something."

— Redfield's Stamp Weekly, August 29, 1907.

(From *The Buffalo, Journal of the Winnipeg Philatelic Society.*)

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2424 TOZER, Peter., 2138 Northcote Road, Armadale, Victoria, Australia 3143.
CR-CQ.

DECEASED

602 Howard, L.D.
507 Pole, Dr. W.

RESIGNED

1756 Dixon-Nuttall, Col. J. F.

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1610 Arrol, A. B. B., Crescent Cottage, White Horse Lane, Pontesbury, Shrewsbury,
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1512 Campbell, N. D., c/o Robson Lowe Ltd., 47 Duke St., St. James's, London, SW1Y
6QX.
2333 Harrison, D. A., Box 75, Saanichton, Brit. Columbia, Canada, VOS 1MO.
759 Lowe, R., 47 Duke Street, St. James's, London, SW1Y 6QX.
374 Roche, S. F. P., 4 Wyese, Whitney-on-Wye, Hereford, HR3 6ER.
2324 Watt, Dr. J., 843 Temperance Street, Saskatoon, Saskatchewan, Canada, S7N 0N2
1532 Wirth, E., 1234 Chancellor Drive, Winnipeg, Manitoba, Canada, R3T 4H9
2397 Vergne, J. de la, Apt. 712, 2770 Aquitaine Avenue, Mississauga, Ontario, Canada,
L5N 3K5

Revised Membership – 572.

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SEE OFFICERS PANEL INSIDE BACK
PAGE FOR ADDRESS.

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Reserved for members' free classified advertisements.

Please note that these must not exceed 30 words.

Any excess wording will be charged at the rate of 4p per word.

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WANTED: Canadian crash covers, to, from or within Canada and used Canadian aerogrammes. Pioneer and semi-official Canadian airmail flight covers. R. K. Malott, 16 Harwick Crescent, Nepean, Ontario, Canada, K2H 6R1.

WANTED: All Canadian Precancelled Postal Stationery eagerly sought. Please send descriptions and price of offers to George Manley, 11 Bonnets Lane, Wareham, Dorset BH20 4HB.

NOVA SCOTIA POSTAL HISTORY 1800-1900 in good condition required by specialist. Offers with photocopies please to: Nigel Wood, "Lingwood", 118 Commercial Street, Bitterne, Southampton, SO2 5AF, Hampshire, England.

WANTED: Ancaster cancellations and markings on cover. Especially need: Manuscript, 'Canada' Split Ring, Roller, Forward, Insufficiently Prepaid. Send photocopy if possible. Mike Street, Box 7230, Ancaster, Ontario, Canada L9G 3N6.

WANTED: 2 cent carmine QV numerals, Mint, unused, or used quantity for study. Offers please to L. E. Warren, 82 Cleveland Road, Worthing, Sussex BN13 2HE, England.

WANTED: Western R.P.O's on stamp, cover or piece. Will buy or exchange for Maritimes, Quebec or Ontario. L. F. Gillam, 66 East Bawtry Road, Rotherham, S. Yorks., S60 4BU.

WANTED: Canada pre 1920 picture post cards of small town views, post offices, photo views, patriotics, pioneers, ships and railway stations. Also Berlin, Ontario including covers. Send with asking prices. Joy Stamps Co., P.O. Box 2394, Kitchener, Ontario, Canada, N2H 6M3.

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Books available July 1984

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Canadian Specialised Postage Stamp Catalogue Maresch & Leggett 1984 £3.50
(I still have a few of 1982-83 edition at £2.00 to clear)

1984 Canada Meter & Permit postage stamp specialised catalogue Yan £7.00

Canadian Stamp Handbook (sectional) Milos. The Edward VII Issue 1903-12
— six pages for binder £2.00

British Columbia Post Offices by W. Topping £5.50

Nova Scotia Postal History Volume I Post Offices by L. B. Macpherson £9.00

The Canadian Revenue Stamp Catalogue 1984 edition by E. S. J. Van Dam £4.50

Catalogue of Canadian Railway Cancellations by Lewis Ludlow including
Annex No. 1 and No. 2 £17.50 plus £2 post
Annex No. 1 and Annex No. 2 of above book supplied separately at £1.00 each part
which brings the original book right up to date.

The Admiral Issue by C. C. Marler £22.00 plus £2 postage

Canada notes on the 1911-25 series by C. C. Marler (1980 reprint) £5.00

The semi-official Air Stamps of Canada 1924-34 by Longworth-Danes £4.95

The Canadian Postal Act and Post Offices 1878 and the "Canada" split ring proofs
by Brian H. Simmons £10.00 plus £1.50 postage

Canada and Newfoundland Postal Stationery Catalogue by J. F. Webb £7.50

The Early Rapid Cancelling Machines of Canada by D. Sessions £6.50

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JOURNAL OF THE
CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN

Maple Leaves

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Vol. 19 No. 9

January 1985



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MAPLE LEAVES

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FROM THE ASSISTANT EDITOR

Members will be sorry to learn that our editor has been confined to hospital following an operation. At the time of going to press I am glad to report that he is progressing favourably, although obviously unable for the time being to undertake the editorial duties that he has so recently assumed. In the interim, therefore, I am once more holding the fort, and will be grateful if articles, reports and other matters relating to *Maple Leaves* are sent to me at the address in the officers panel which appears on the inside of the back cover of this issue. In this connection I would stress that upon my resignation as editor I intimated that it was my intention to act as assistant editor *for a limited time only*. Eric's unfortunate illness, therefore, only serves to underline the urgent need for someone to offer his or her services as assistant editor. I need hardly add that every possible help and advice will be afforded to my successor, and I look forward to any enquiries from potential applicants who will receive full details of the work involved. In broad terms this means the preparation of material for publication, corrections, where necessary, of manuscripts, proof reading and the pasting-up (using a back number of the journal) of the prospective issue. In this, either Eric or myself, will supervise the work and I am confident that after a brief "apprenticeship" my successor will be fully equipped to undertake responsibility for the publication of *Maple Leaves* should any future emergency arise. Please give this matter your serious thought, bearing in mind that no one will be "thrown in at the deep end and left to sink or swim". By the time that this appears in print it is hoped that Eric will be

able to resume his duties within a reasonable period. All members, I know, will wish him a speedy recovery to full health and vigour. The best tonic for him will be the knowledge that someone with the best interests of the society at heart is ready, willing and able to help him through his convalescence. One last thought: when Eric was asked to undertake the duties of assistant editor he willingly agreed to do so, knowing how essential it was for the well-being of the society that its journal should continue to appear with the regularity that members have come to expect. *Now* is the time for someone to emulate his example.

FELLOWSHIPS

COLIN BANFIELD,

The award of a Fellowship of the Society to Mr. Colin Banfield at the Buxton Convention in October, 1984 was a fitting acknowledgement of the many services which he has rendered during the past fifteen years. As a stalwart of the London Group, acting as Secretary/Treasurer, as organiser of the very successful cocktail party held during the 1980 Earl's Court Exhibition and as an office-bearer in the successive capacities of Publicity and Librarian he has served the Society devotedly and well. Behind the scenes he has also been responsible for the handling of material for three Society Convention Auctions, an onerous and time-consuming task which no one without experience of such duties can fully appreciate in all its complexities and difficulties.

In 1975-1976 as President of the Society he organised the very successful Society Convention in Cambridge, and among his many collecting interests are included the Jubilee Issue, London, Ontario Postal History, Victorian Postal Stationery and Governmental and Official Postal History. The Society is also indebted to him for the provision of many Convention Competition Displays and Study Group Sessions. Colin continues to act as Society Librarian and the well-merited award of a Fellowship is a timely recognition of his many services to the Society.

MISS BETTY STEPHENSON

The award of a Fellowship of the society to Miss Betty Stephenson at Convention in Buxton was a well-merited one as those who have attended Convention over the years will readily testify. A Convention without Betty is unimaginable and numerous Presidents have had occasion to be thankful to her for her many services, *all* of them designed to ensure that everything is properly organised and runs smoothly. Coach parties, visits, theatre arrangements, banquet organisation, these and much else have fallen to Betty's lot. That she has undertaken the work willingly merely serves to underline her devotion to the interests of the society. "Never at rest," as the Porter said in "Macbeth"; while others are enjoying the delights of convention Betty is always there to see that they do so. One last thought: Betty was President of the society in 1976. How did she manage it all?

PRESIDENT'S MESSAGE FROM TOM ALMOND

I am writing this message on a windswept autumn morning in Reading and I cannot help thinking of those all too few happy and stimulating days spent at the 1984 Convention in Buxton. Those of us who were lucky enough to attend owe a great debt to Brenda and John Parkin who, together with their small band of helpers, were responsible for what was surely one of the most successful conventions ever.

One of my greatest pleasures in Buxton was in meeting the many new members attending, either for the duration or for just one day. If you have not come before why not come to the NEWBURY convention in 1985?

Convention will take place between 28th August and 1st September at the CHEQUERS HOTEL, NEWBURY, BERKSHIRE. The hotel is a small Trust House and Newbury is about 50 miles west of London with excellent road and rail links.

A booking form is enclosed in this copy of *Maple Leaves*, please complete it and return it to me as soon as possible. If you have any queries do not hesitate to write to me.

Preparation of the programme is well in hand. Provisionally, there will be displays of Maps (stamps and postal history), Pre-stamp material and the Registry System, together with other goodies. A full social programme is also being arranged. A full programme will appear in the April issue of *Maple Leaves*.

An important feature of convention each year is the competition. Full details of this will be found on the back of the enclosed booking form. Even if you have not entered before, why not begin preparation now? Entries are limited to eighteen sheets and they may be submitted by post.

For many people, our annual auction is the main event of the society year. Both you and the society will benefit if you support it by submitting lots and bidding. Details of how to submit material will be found elsewhere in this issue.

This seems a good opportunity to mention two other points.

Firstly, as you will have seen from *Maple Leaves*, our roll is slowly falling. It is crucial that this trend is arrested. I would like to think that each of us will seek to recruit at least one new member in the coming year. Blank application forms can be obtained from the secretary but, if you do not have one, send the prospective member's name and address to David Sessions who will take the necessary action.

Secondly, following popular request, we have re-introduced Life Membership. For details of this, contact our new Assistant Treasurer, Eric Burchell.

Finally Jean and I send you our best wishes for a happy and prosperous 1985. Do try and join us in NEWBURY.

FROM THE SECRETARY

The following are edited highlights from the Annual General Meeting held on 6 October, 1984, at the St. Anne's Hotel, Buxton. The full minutes have been sent to Officers and Committee Members and a copy will be on display at Convention 85, any member requiring a copy meanwhile should write to me.

Following a decision at the previous A.G.M. the Packet Secretary had agreed to run a postal sale and due announcement was made in *Maple Leaves*, requesting suitable material. At the date of his report, no material had been received; members present were asked to submit material by the end of October in order that the proposed sale could proceed.

A sample medallion, mounted on a marble plinth, was displayed; this being the agreed form of the "Bill Williams Medallion". A number had been cast following a donation by the late Bill Williams' daughter and it was agreed that Medallions should be presented as keepsakes to Trophy winners in the philatelic display competitions at Convention.

Lionel Gillam, Assistant Editor, agreed to produce the January and April issues of *Maple Leaves* following the sudden hospitalisation of Editor, Eric Killingley.

Packet Secretary, Roger Grigson, reported that he was quite unable to satisfy all the members desiring to receive the Packet as the amount of material submitted was quite inadequate. Matthew Carstairs, Handbooks Manager, reported sales of over 100 volumes, valued at approx. £760. Advertising Manager, George Bellack, reported revenue just in excess of £400 for the year.

Detailed accounts can be obtained from the Treasurer in exchange for a SAE. He was able to report a satisfactory surplus of £589 but forecast deficits for the next two years. As a result John Hillson recommended that Life Membership be increased from £120 to £140 from 1 March, thus allowing anyone contemplating taking such membership to do so at the old rate. Furthermore, the annual subscription should be raised from £6 to £7 from 1 October, 1985, with the proviso that £1 discount will be allowed for payment prior to 1 December, 1985. Thus, for prompt payers, the subscription will have been held at the same level for 4 years. It is suggested that U.K. members who have not already taken advantage of the direct debit facility ask the Treasurer or myself for a form of mandate. The recommendation was accepted by the meeting.

Officers were elected as follows :—

President — T. Almond	Secretary — D. F. Sessions
Vice-President — Dr. D. Sanderson	Treasurer — N. J. A. Hillson

Committee members elected were :—

A. S. Mackie (Scotland), D. G. Manton (North), G. N. Prior and L. Warren (South).

Committee appointments reported to the meeting were :—

Librarian — C. Banfield

Advertising Manager — L. G. Bellack

Editor — E. Killingley

Publicity Officer — M. Cusworth

Packet Secretary — R. Grigson

Asst. Treasurer — E. Burchell

Handbooks Manager —

Asst. Editor — L. F. Gillam

Dr. M. W. Carstairs

Members are particularly asked to note that Tom Almond has relinquished the post of Assistant Treasurer owing to business commitments, coupled with the Presidency; subscriptions should now be forwarded to Eric Burchell.

An announcement was made concerning 'MANPEX 85', a major provincial stamp show to be held in Manchester from 24-27 October, 1985. It was agreed that the Society should support the venture as far as possible and members are urged to consider submitting entries to the Competition to provide a good showing of B.N.A. material. Further details will be published in due course, meanwhile preliminary details can be obtained from me. It is planned that the Society will run a table at the Show for recruitment purposes and as a focal point for members attending; volunteers will be needed to operate a shift system so members likely to attend are asked to offer their services for a short spell. I should welcome a preliminary note from anyone prepared to help, it will greatly assist the forward planning.

With Stanley Cohen's departure to foreign shores it became necessary to reorganize the Handbooks Publications Sub-Committee and it was agreed that Geoffrey Whitworth and Matthew Carstairs should serve, with the power to co-opt additional qualified member(s) to consider specific manuscripts. If any member is working on or contemplating a manuscript likely to be suitable for publication in handbook form it would be worth while contacting Geoffrey Whitworth with brief details.

It was also agreed that a new Assistant Editor for *Maple Leaves* should be recruited in order that Lionel Gillam, after so many years of sterling service, may gracefully bow out. A notice appears elsewhere in this issue.

Competition Results :—

- | | | | |
|----------|--------------------|---|--|
| Class 1 | 1. G. Whitworth | — | 1859 Issue — Beaver Plating |
| | 2. R. Grigson | — | Registered Mail Rates. |
| Class 3a | 1. G. Whitworth | — | Postal Rates from 1859. |
| | 2. L. G. Bellack | — | Money and Registered Letters |
| Class 3b | 1. F. R. Lockyer | — | 1967 Centennial Issue — 6c Value. |
| | 2. J. M. H. Parkin | — | Varieties in the 1930-31 Definitive Issue. |

Trophies :—

Godden — G. Whitworth

Lees-Jones — F. R. Lockyer

Bunny — F. R. Lockyer

Members — R. Grigson

Admiral — J. L. Bacon

Aikens — G. Wallace

Founder's Trophy — N. J. A. Hillson Published work on the Small Queens Issue.

SUBSCRIPTIONS

A notice regarding subscriptions was published in our last issue (page 198). Members who have not yet paid their 1985 subscriptions are asked to note that these should be sent NOW to the new Assistant Treasurer: Mr. E. Burchell, 46 Russells Close, East Preston, Littlehampton, W. Sussex, BN16 1BT. Cheques or postal orders (£6) should be made payable to 'The Canadian Philatelic Society of G.B.'. Overseas members are reminded of the facilities available for payment in Canada and the U.S.A. (for details please refer to page 198 of the last issue). All members who have not yet paid their subscriptions are reminded that failure to do so will result in termination of membership with effect from April, 1985. Please help the society by paying outstanding subscriptions NOW, thus avoiding the need for reminders and the postage charges incurred by the Society.

THE EXCHANGE PACKET

Members are reminded that contributions to the exchange packet are urgently required by the Packet Secretary, Roger Grigson. These should be sent to him at the address in the officers panel on the inside of the back cover of this issue. Once more it is stressed that far more members wish to avail themselves of the packet than there are those who are prepared to contribute towards it. If you are one of the latter please make a New Year's resolution to send Roger at least one booklet a year. There is a ready market for good B.N.A. material, reasonably priced, and a few hours spent on making up a booklet from your surplus material can be rewarding in a dual sense: you help the society and help yourself at the same time. Please do not leave it to the few who alone make the limited circulation of the packet possible. The more contributions there are, the more packets Roger will be able to circulate, and do not forget that those who contribute have the first opportunity to see the packet in return. Needless to say, if you have no blank booklets, these will be readily and promptly supplied upon application. It is regretted that the packets can only be circulated within the United Kingdom; but overseas members are reminded that *contributions* from them will be gratefully received.

POSTAL SALES

Inset with this issue will be found the first postal sale list issued by the society. This is essentially an auction sale list and bids for the material offered should be sent to the Packet Secretary as indicated. It should be noted that, unlike the exchange packet, ALL members, at home or abroad, are eligible to participate in the auction. In the event of "tie bids" lots will be awarded on a "first come, first served" basis; the watchword, therefore, must be *send your bids in now!!*

CONVENTION AUCTION 1985

The annual auction will be held at the CHEQUERS HOTEL in Newbury on the afternoon of August 31st, 1985. Lots for inclusion should be sent to:— Mr. B. T. Stalker, 3 Rutherford Way, Tonbridge, Kent, TN10 4RH.

Lots should be accompanied by a description and a valuation and any reserves should be clearly shown. Note that only BNA material is acceptable.

Lots must be received before the middle of March to guarantee inclusion in the sale. Please send your lots as early as possible to smooth the considerable work load.

1985 STAMP PROGRAMME

Issue Date	Programme	Denomination
Feb. 8	International Youth Year	Domestic Rate
March 8	Therese Casgrain	Domestic Rate
March 15	Canadian Space Programme	Domestic Rate
May 6	Gabriel Dumont (Northwest Rebellion Centennial)	Domestic Rate
June 21	Definitive — Banff National Park	\$2.00
June 28	Canada Day — Forts Booklet	10 x Domestic Rate
Aug. 1	Additions	Domestic Rate
Sept. 4	Girl Guides — 75th Anniversary	Domestic Rate
Sept. 12	Trains — (Last Spike)	2 x Domestic Rate 1 x U.S. Rate 1 x International Rate
Oct. 3	Lighthouses	4 x Domestic Rate
Oct. 24	Christmas	1 x Domestic Rate 1 x U.S. Rate 1 x International Rate
Nov. 8	Royal Canadian Navy — 75th Anniversary	Domestic Rate
Nov. 22	Expo '86	Domestic Rate

CANADA POST MAIL ORDER SERVICE — CHANGE OF ADDRESS

Canada Post Corporation's Philatelic Mail Order Service moved from Ottawa to Antigonish, Nova Scotia on October 1, 1984.

The Antigonish Philatelic Mail Order Centre has been specifically designed and built to expand and improve its services to customers. This new building, equipped with the most up-to-date furnishings and equipment, will assist it in achieving its goal of client satisfaction.

NEW STAMP CANCELLATION DUE FOR NATIONAL POSTAL MUSEUM

The National Postal Museum, which opened in 1974, marked its 10th anniversary on September 27 last with the introduction of a new design for its stamp cancellation die.

The new design will be of particular interest to philatelists because of its unique reversal of the die-and-flag cancellation currently in use by the museum.

For the first time in the museum's history, the mechanical stamp cancellation will have the postmark to the right of the flag and advertising slogan.

The current cancellation, from a Pitney Bowes model DDU machine, was used for the last time on September 26. The museum's new cancellation machine is a Klussendorf model 280/5.



(Last day of usage (Pitney Bowes) 26th Sept., 1984)



(First day of usage (Klussendorf) 27th Sept., 1984)

ADMIRAL NOTEBOOK (Part 11)

by J. Hannah, F.C.P.S.

2 Cents — Plates 17(part) and 18

For this group in these Notes my remarks are confined to that part of Plate 17 with the subjects showing two breaks in the vertical line of the right numeral box along with a short spur line at the top (Fig. 1).

As stated in Marler, this plate variety first appears as illustrated above, in the first stamp of the 6th vertical row of the lower right pane of 100 and for the remainder of the subjects of that pane. It continues throughout the entire upper right pane and on into the upper left pane until the bottom subject of the 6th vertical row when thereafter, the short spur line disappears. From Marler's work we now know precisely the extent of this well-known plate variety in half the lower right pane, in the whole of the upper right, and in half of the upper left panes of Plate 17.

Marler reports to have found no re-entries in Plate 17 and four retouches. I would add a fifth minor retouch of which I have two examples with one dated December 3 1912, and which also comes within the part of Plate 17 referred to in this Note (Fig. 2).

I trust the enlarged print shows clearly that the vertical line in the left box has been redrawn with thickening of the line.



Fig. 1



Fig. 2



AUCTIONEERS OF
FINE STAMPS, COLLECTIONS AND ALL TYPES OF
PHILATELIC MATERIAL

British North America has always played an important part of our sales and we intend to continue to expand this policy. **BUYING** or **SELLING** it pays to consult Frank Laycock or Geoffrey Manton.

WE DO NOT CHARGE A BUYERS PREMIUM

The importance of this to the BUYER is obvious — it is equally so to the SELLER who does not have his realisation de-valued because the buyer has reduced his bidding by the amount of the "Premium" he would otherwise be obliged to pay.

SITWELL STREET, DERBY DE1 2JP.
TELEPHONE: (0332) 46753

SOME OBSERVATIONS ON THE PRESCOTT SQUARED CIRCLE

by R. B. Winmill

In a 1977 study by Dr. B. C. Plain, quoted by Dr. Moffatt, 137 Prescott, Ontario, squared circle cancellations were examined and certain conclusions were reached. At that time, Dr. Moffatt queried, "Can anyone add anything to this rather interesting, but limited study?"¹ This rather interesting research note had always proven intriguing, yet until recently, there was no opportunity to accept Dr. Moffatt's challenge.

However, when in December 1980, a horde of many tens of thousands of assorted stamps from the correspondence of a prominent deceased Eastern Ontario lawyer, came on the market, an irresistible opportunity to accept this challenge, arose! Regretably, some thoughtless individual had spent hundreds, perhaps even thousands of hours, removing these stamps from the correspondence and neatly bundling them. Nevertheless, this horde yielded thousands of legible, useful, often full strikes of unparalleled clarity. Amongst these thousands of strikes, was a fair portion of Prescott square circles.²

Due to the sheer numbers available, it is feasible to launch a specialized study of this cancellation, which, while not at all scarce, is nonetheless not normally available in sufficient quantities for a specialized in depth study to be conducted.

However, there are several limitations which circumscribe such a study. To begin this is a legal correspondence. While law offices and other businesses were invariably open on Saturday at the turn of the century, no business was conducted on Sundays — hence figures for Sunday usage may tend to be somewhat distorted. Moreover, those conducting business requiring the services of a lawyer would likely be skewed toward the higher classes, hence the mail (and thus stamps and attendant postmarks) would tend to reflect the mailing habits of business and the upper classes. These habits may in fact, differ considerably from the habits of the broader population. Of the entire sample of strikes, some 10-12% were from other sources, hence to some small extent, this bias in the sample may be minutely influenced. In any event, such potential difficulties are compensated for, by the availability of large numbers of strikes from a smaller centre. Such quantities of material as are required to conduct such a study are only infrequently available where a smaller centre is concerned and accepting these small limitations is justified.

While the student must be aware of the limitations imposed by the source of this material, he ought to also recognize and be prepared to accept the fact that by using such material, a superior understanding of the postal history of this small town, is possible. Such a further understanding would not be otherwise available to the student.

The sample utilised was as outlined below.

Fully dated	312
Partially dated	104
Undated	92
	<hr/>
Total	508

Obviously, all fully dated copies could be employed in all aspects of the study while a limited use could be made of some of the partially dated copies, dependent upon the extent of the missing indicia.

Moffatt and Hansen report usage from Au 2/93 to No 3/00. The earliest example located in this sample was Au 31/93 while the latest was dated February 23, 1901 — a surprising new late date. An indecipherable November 1900 double digit date was also observed: this too, postdates the previous late date. Since most strikes observed (85%) were from June 1897 onward, only a few were earlier, and this no doubt accounts for the relative scarcity of “AM” and “PM” timemarks. The examples studied tended to confirm the findings of Dr. Plain, that “AM” appeared to be particularly scarce.

Moffatt and Hansen’s efforts indicate that from at least March 3, 1894, Prescott invariably employed no time mark. During the course of these researches, two substantially later strikes, bearing timemarks were located. One was AM JY 23/95 and the other was dW OC 25/95 (note the inverted PM). These appear to be isolated revivals of timemark usage.

Five errors of indicia were observed an inverted 8 was observed on strikes of AU 17/98 and De 12/98. These are common enough as it was often difficult to distinguish between a normal and an inverted 8 due to there being only a minute difference. However, three other, more serious errors were observed. One, the inverted “PM” is noted above. On a one cent numeral, of unknown year and day, a clear strike of 00 (inverted October) was found. Finally, Ja 21/99 is obviously meant to be Ja 21/99. For a town not noted for its propensity for indicia errors, this appears to be an abnormally large number of these.

The table below demonstrates that for the last four years of use, this hammer was employed with great regularity as examples were found for most months.

PRESCOTT

	JA	FE	MR	AP	MY	JU	JY	AU	SP	OC	NO	DE
1897	★					★	★	★	★	★	★	★
1898	★	★	★	★	★	★	★	★	★	★	★	★
1899	★	★	★	★	★	★	★	★	★	★	★	★
1900	★	★	★	★	★	★	★	★	★	★	★	
1901		★										

Many collectors are intrigued by the frequency and patterns of usage on each day of the week. The following table demonstrates that aspect of this study.

Monday	15%
Tuesday	14%
Wednesday	22%
Thursday	17%
Friday	18%
Saturday	13%
Sunday	2%

No significant distortions of this pattern were observed, during individual years.

Three contemporary cancels were noted. A CDS was regularly employed until at least the end of 1901. From at least 1901, until at least 1911, a nine thick bar duplex was also used and a roller is found on Victorian and Edwardian material.

To conclude, this study was not able to confirm earlier findings of scarce indicia errors, though without doubt, they do exist. However, the sample was able to demonstrate the pattern of postage usage in Prescott at this time and proves beyond any shadow of a doubt that this hammer was employed consistently from 1897 onwards. The fact that literally hundreds of roller duplex and CDS strikes were also observed, demonstrates that the squared circle hammer was not used in isolation but rather in concert with other cancellation devices.

REFERENCES

1. G. F. Hansen and Dr. W. G. Moffatt, Excerpts From the Squared Circle Newsletter, in *BNA Topics*, Volume 34, Number 5, September-October 1977, p.33.
2. Curiously enough a second horde of similar material also originally from a lawyer, was disposed of by a London dealer in late 1982.

**CONTRIBUTIONS FOR
THE APRIL ISSUE ARE
URGENTLY REQUIRED BY
THE ASSISTANT EDITOR**

C.P.S. OF G.B. POSTAL SALE TO BE HELD ON 1.4.85. CONDITIONS AS IN MAPLE LEAVES APRIL 1984 PAGE 134 – ALL PRICES ARE IN POUNDS STERLING.

Lot	Price
1 Stampless cover to Quebec, manuscript 3 & St Paschal 18 Janvier 1852 B/s Quebec	3.00
2. Stampless cover, Paid 3D in circle in red, Chatham UC Mr 24 '54 broken circle c.d.s. B/s Port Sarnia Mr 24 8154 in red.	6.00
3. Stampless cover from Stratford to Toronto Ja 28 '65, straight line large type Unpaid 7 handstamp.	8.00
4. 1859 5c Beaver clear 4 ring numeral cancel of Bowmanville, scarce.	15.00
5. Cover, London UC My 6 1859, double split ring FREE v.f. strikes.	7.50
6. Cover, Vankleekhill CW Jy 29 1861, double ring broken circle, FREE v.f. Blue strikes. B/s Quebec Jy 31 '61. Attractive.	7.50
7. Cover, pair of 3c s.q. within Quebec. Purple No. 1886 cancel.	2.00
8. Cover, 5c s.q. somewhat tatty, Lindsay square circle cancelling the stamp, Little Current square circle b/s. Fe 12 1897.	3.00
9. Cover, three 1c s.q. cancel Halifax square circle, 4/Sp 14/93.	6.00
10. Cover, 2c s.q. drop letter, Halifax square circle, 2/No 22/93.	6.00
11. A similar cover, 2/Oc 4/97	3.50
12. A similar cover, 3/Jy 13/94	5.00
13. 1c s.q. strip of 5 cancelled fine Winnipeg square circle No. 23/95	10.00
14. 1c s.q. strip of 2 and a strip of 3, Winnipeg square circles Ap 10/95 and Jy 1/96.	5.00
15. 1c s.q. 4 pairs with square circle cancels, Winnipeg, Kingston Toronto and Prescott.	5.00
16. 2c s.q. pair cancelled Victoria square circle My 17/97	3.00
17. 3c s.q. strip of 3 and 2 pairs, with square circle cancels, Brandon, Winnipeg and Aylmer West.	5.00
18. 5c s.q. strip of 3 dated Jy 13/93.	10.00
19. 1c post card, London type I square cancel 5/No 27/97. v.f.	4.00
20. Square circle cancels, St John NB, 32 clear, fully dated copies.	6.00
21. Square circle cancels, Kingston Ont, 24 Clear, fully dated copies.	6.00
22. Square circle cancels, Hamilton Ont, 28 clear fully dated copies.	10.00
23. 1c blue postal stationery envelope, Selkirk square circle, NOT CALLED FOR & RETURN TO handstamps.	15.00
24. Cover, 3 x 1c s.q. to Toronto cancelled Winnipeg screwed duplex Jy 2/1882	20.00
25. Cover, 3c s.q. Kaslo square circle cancel Sp 3 1895, the cover has three faint ink splash stains.	45.00
26. 1c ps. card Annapolis NS square circle No 7 1896.	2.50
27. 1c ps. cards used in 1880, 1883 and 1884	4.50
28. Covers, 3c s.q. Brantford duplex My 19 1882	3.00
29. 3c s.q. Sydney Mills cancel in green, 5c s.q. Mont. Print. dated My 17/83, 5c s.q. Ottawa print. St. Catherines St West LCD Ja 10/95.	4.50
30. Cover, Stratford CW Mr 8/70 single split ring FREE, letter to MP.	5.00
31. Cover, Ottawa Sp 23/78, single ring FREE, facsimile signature & initialled. Black-embossed brown coat of arms - Dept. of Justice Canada. B/s Montreal 1 Sep 24 78. Attractive.	10.00
32. Cover, 3c s.q. with neat 2 ring cork cancel of Fenlon Falls and a neat carrier's mark of Toronto, Sep '85.	5.00
33. 3c s.q. 19 stamps and 1 piece with a selection of flag cancels.	2.00
34. Morris Street Halifax c.d.s., 14 different dates on s.q. and numerals	6.00
35. Jubilee Issue, SG 123/4, 1 & 2c lightly mounted mint copies.	4.00
36. Jubilee Issue, 1c and 3c precancel T31u & T33	10.00
37. Jubilee Issue, 1c and 3c 5-ring and 7-ring target cancels	6.00
38. Jubilee Issue, 1c and 3c both with GB square circle cancels (transit)	6.00
39. 1898 Map, 4 average used copies	4.00
40. 1898 Map, 3 used slightly better copies	5.00
41. 1898 Map, Picton square circle Ap 25 '99	4.00
42. 1898 Map, Goderich square circle Ja 24 '99	6.00
43. 1898 Map, Goderich square circle Ja 1 '99	3.00

Lot	Price:
44. 1898 Map, Merrickville square circle No 15 '99	7.00
45. 1898 Map, London East Square circle My 9 '99	4.00
46. 1898 Map, Plate 3 stamp no. 91, fine mint full vertical & horizontal sheet margins, tiny hinge mark	15.00
47. 1898 Map, Plate 1 stamp no. 5 margin and part plate no. f. unused margin has a thin.	10.00
48. 1898 Map, 3 used copies, Victoria BC 1899 dates AM, PM, Nt.	10.00
49. 1898 Map, 4 used copies, Vancouver BC c.d.s. indicia 2, 3, 4, 6.	12.00
50. 1898 Map, 4, Brockville, Cornwall, Sarnia, Victoria square circles	30.00
51. 1898 Map, 8 different Ontario c.d.s. cancels	30.00
52. 1898 Map, 3 St Catherine Ont. c.d.s. indicia 1, 5, 7.	9.00
53. 1898 Map, 9 misc. pmks. inc. streets and London 3 ring.	28.00
54. 1898 Map cover, Hamilton type 8 Flag, 24.1.99, die B fine strike.	12.00
55. 1898 Map cover, 6.3.99, stamp no. 76 plate 2, poor Toronto type 8 flag.	5.00
56. 1898 Map cover, 25.12.1928, commemorative cachet re restoration of the 2c rate to the British Empire	10.00
57. Maple Leaf issue, ½c black, mint blk. 4, hinged.	8.00
58. Maple Leaf issue, 5c blue, mint blk. 4, hinged, slightly off centre.	75.00
59. Maple Leaf issue, 6c brown, mint blk. 4, hinged.	80.00
60. Maple Leaf issue, 8c orange, mint strip of 4, hinged in margin, imprint plate no. 1	90.00
61. 1c Maple Leaf post card, North Bay square circle.	2.00
62. Maple Leaf issue, the set ½c to 10c used. (10c precancelled)	8.00
63. Numeral Issue, ½c black mint blk. 6, bottom marginal, 1/hinge	25.00
64. Numeral issue, 1c green, mint blk. 4, 1/hinge	18.00
65. Numeral issue, 1c green, imprint strip 4, plate 1, u/m	38.00
66. Numeral issue, 2c purple, mint strip 3, 1/hinge	9.00
67. Numeral issue, 2c purple, imprint strip 3, plate 2, no gum.	9.00
68. Numeral issue, 2c carmine, imprint pair, plate 8, 1/hinge	12.00
69. Numeral issue, 5c blue, mint blk. 4, 1/hinge	85.00
70. Numeral issue, 7c green yellow, imprint strip 4, plate 1, hinged	80.00
71. Numeral issue, 2c Rennie cover, Kagawong Ont. split ring, Fe 12 '00, Gore Bay square circle b/s Fe 12 '00	3.50
72. Numeral issue, the set ½c to 20c good used.	10.00
73. Numeral issue, 3c strip of 3, vertical, Calgary square circle.	1.00
74. Numeral issue, 20c value, used, Montreal, roller	5.00
75. 1899 cover, 'House of Commons Free Canada' Aug 2 1899, single ring, diam. 28mm blue, fine, also black Ottawa unboxed keyhole FREE initialed by MP. B/s Wiarten Ont.	15.00
76. Cover, Ottawa Sp 17 1899, black unboxed keyhole OHMS, Militia Headquarters Canada. Facsimile endorsement. V.fine.	10.00
77. P.P.C. 2c Edward to Somerset, Irvine Assa. broken circle Jy 8 1907, late use of Assa. Cancel.	4.00
78. P.P.C. 2c Edward Ju 28 1911. Government St. Victoria B.C.	2.00
79. Admiral issue, 1c yellow, fine Ganges c.d.s. Fe 8 '24.	1.00
80. P.P.C. Sir Donald peak Selkirk B.C. to G.B. 2c red Admiral, slogan cancel Jy 14 '13, Calgary Industrial Exhib.	5.00
81. Admiral issue, S.G. 229 2c War Tax mint pair	1.00
82. S.G. 340 13c Britannia, u/m	2.00
83. Small parcel label with 7c and 2c Admirals, large R in oval, purple registered np. handstamp, Gray Creek B.C. broken circle De 4 1914 plus 2 more as b/s. nice piece.	8.00
84. Cover, Ottawa Canada Free, My 22 1912 boxed keyhole, fine, initialed R.L. Borden P.M., black Red embossed coat of arms.	15.00
85. Cover, Ottawa Ont Fe 8 1915, Dead Letter Office OHMS, R. M. Coulter Dy.P.M.Gen. Duplex machine FREE, scarce.	12.50
86. Cover, 13c registered letter, Galt boxed reg. h/s 3c & 10c Admirals, Ja 15 1926	25.00
87. Admiral, 7c Oc 1912 early straw shade, registered cover	15.00

88.	Special delivery 20c stamp & 3c medallion from Victoria No. 10.34 . . .	24.00
89.	Cover 3c GVI & 10c on 20c special delivery drop letter in Quebec, Mr 1 1939 F.D.C. . . .	6.00
90.	Cover, 1945, Facsimile signature ASS. Sec to the Gov. Gen. 4c perfin. OHMS affixed, letter sent to UK, fine. . . .	15.00
91.	Cover, House of Commons Free Mr 11 1952, bi-lingual boxed, fine, initialled by L. St Laurent Prime min. back - black embossed coat of arms with Office of the Prime Minister, bi-lingual. . . .	12.50
92.	Cover, Moose Jaw & Calgary RPO No. 2 A W.86, scarce clerk A Ap 6 1955 .	14.00
93.	Cover, 16c special delivery Air stamp Halifax to GB My 24 1957 . . .	4.00
94.	QEII postal stationery envelopes 3, cards 6, inc. reply cards 1953-60, 9 items	2.00
95.	F.D.C's, 44 period 1957-71	8.00
96.	F.D.C's, 44 period 1958-71	8.00
97.	F.D.C. Expo 70 set of 4	2.50
98.	F.D.C. SG656 1970 UN 15c Phos. corner blk. 4	2.00
99.	F.D.C. 1969 Birds set on 3 covers	2.00
100.	F.D.C. 5c mining 5.9.55	1.00
101.	F.D.C. 5c gray Jay strip of 4 to Greece, 15.2.68.	1.00
102.	F.D.C. 5c Alberta 30.6.55	1.00
103.	F.D.C. 20c printing 7.6.56	2.00
104.	F.D.C. Airplanes blk. 1 11.10.80	2.00
105.	S.G. 477 Pl.blk. mint	5.00
106.	S.G. 478/9 Pl.blk. mint	2.00
107.	S.G. 480 Pl.blk. mint	1.00
108.	S.G. 481 Pl.blk. mint	1.50
109.	S.G. 482 Pl.blk. mint	1.50
110.	S.G. 486/7 Pl.blk. mint	2.00
111.	S.G. 488/9 Pl.blk. mint	18.00
112.	S.G. 490 Pl.blk. mint	1.00
113.	S.G. 491/4 Pl.blks mint	1.50
114.	S.G. 495 Pl.blk. mint	1.00
115.	S.G. 496 Pl.blk. mint	1.00
116.	S.G. 497/8 Pl.blks. mint	5.00
117.	S.G. 500 Pl.Blk. mint	1.00
118.	S.G. 501 Pl.blk. mint	1.50
119.	S.G. 505 Pl.blk. mint	2.00
120.	1953 EIIR 5c def. Pl.blk. mint.	1.00
121.	1954 Wildlife set pl.blks. of 6 mint	7.00
122.	1953 Coronation 4c, 5 plate blks. mint	5.00
123.	1973 Mounties set, pl.blks. mint	3.00
124.	1972 Kreighoff pl.blk. tagged mint	2.00
125.	One dollar totem, marginal copy with margin u/m	5.00
126.	One dollar export mint, very light hinge mark	8.00
127.	1971 Radio Canada cent. 15c pl.blk. 4 with another tagged blk.	7.00
128.	1972 Earth sciences plain and tagged ins.blks. u/m	7.00
129.	1970 25th Ann. U.N. 10c & 15c plain and tagged Pl.blks. u/m	7.00
130.	1953 QE defs. coils, 2c, 3c, 4c u/m strips of 3	5.00
131.	First Flight, Ft. Good Hope to Ft. Resolution, June 1929, Ft. Goodhope N.W.T. broken circle cancel, Western Airways Stamp cancelled Ft. Resolution	20.00
132.	First Flight, 1928 Special Air Mail Flight-Toronto-Ottawa, Canadian National Exhibition with cachet.	2.00
133.	First Flight, 1929 Hamilton-Detroit	2.00
134.	First Flight, 1930 Regina-Saskatoon	2.00

JOTTINGS FROM BUXTON

Our venue for this year's Convention was the St. Ann's Hotel, in a beautiful Georgian crescent in the Spa town of Buxton. There, waiting to greet us all, were John Parkin our President, and his wife Brenda.

On this Wednesday afternoon, the lounge with its large comfortable chairs, was soon full with members having a substantial afternoon tea — they needed this as it was all the peace they would get, as before long Betty was bombarding everyone for money for the Coach Tours etc. — As a good Scot she is never far away from the money!

While members watched Wednesday evening's display, the ladies caught up on each others' exploits during the past year.

On Thursday morning at breakfast, we found we had a culinary and numerical expert in the form of John Gatecliff, who discovered that if he disclaimed his wife Margaret, and became single again, he would receive more portions of toast than he would as one of a pair. He may be no Toast Master, but he was certainly a Master of Toast!

The hotel being a complete crescent, it made the corridors rather long, but the bedrooms interesting. I hope John and Jess Donaldson enjoyed their "Four-poster" and that Margaret McGregor eventually found her private bathroom which the management insisted on hiding from her!

Thursday afternoon saw a full coach load off to the Wedgwood Factory, this proving to be a most interesting visit, and a fair bit of "The housekeeping" was spent in the factory shop.

A very interesting slide-show on a unique Derbyshire Festival — that of Well Dressing — was seen by the Ladies on Thursday evening.

It was discovered at breakfast on Friday morning that we had yet another culinary expert: Colin Banfield had no difficulty in determining that he was eating Apricot Jam and not Marmalade. This was soon rectified by a kind waitress who penetrated the depths of the cellar to find the Marmalade. This done Colin was happy once more!

Members are now becoming experts on visiting Stately Homes. Friday was no exception, with a visit to Chatsworth, the home of the Duke of Devonshire. All but a few members went to Chatsworth, these few, four to be exact, tested the local Golf Course, Colin amongst them. But this time he was not to win as easily as at breakfast. The game was won by Neil Prior, and with hired clubs. What heights would he rise to with his own clubs? Well done! Are we soon to have a Society Challenge Cup?

On Friday evening the Ladies visited the recently refurbished Opera House, for a performance of "The Beaux Stratagem" — and on their return all 20 of them retired to Brenda's room for a glass of Sherry — No gentlemen invited — they had to content themselves with viewing the Auction lots.

Saturday morning was as usual very busy for some, with the Fellows Meeting, Committee Meeting and then the Annual General Meeting. The Members were told how sorry we all were to hear of the illness of our new Editor, Eric Killingley, and all expressed a wish for a quick recovery, to be sent to him and his wife Joyce.

Once again Geoffrey Manton ran a very efficient Auction, finishing precisely as he had predicted at 4.33 pm.

As usual the culmination of the Convention was the Reception and Banquet on Saturday evening. This proved a very successful evening with the President replying to the Toast to the Society by Mr. W. Holt, Chairman of the Matlock Society.

Dorothy Hollingsworth was quite a match for our ever versatile Geoffrey Manton who proposed the Toast to The Ladies. Jim Bacon welcomed all our Overseas (Canadian) Members in his own inimitable way, and was replied to by Wayne Curtis.

Our usual Trophies and Certificates were presented by our President's Lady, Brenda. There was also the introduction of two new Fellows, a very worthy recipient in our Librarian Colin Banfield, and a rather overwhelmed Betty Stephenson, though highly delighted by the honour.

Lionel Gillam was as usual our very good Toast Master, but he nearly brought on the dancing girls, and boys, before the handing over ceremony to the in-coming President, Tom Almond!

Sunday morning started wet but soon cleared up as we all loaded our cars for home. We shall all hope to meet again at Newbury, Berkshire, next year. We might even go to the races! Please do come and join us!

**ALL CONTRIBUTIONS TO
MAPLE LEAVES
WILL BE WELCOMED
BY
THE EDITOR**

THE TYPE 5 JUBILEE FLAG — A RE-APPRAISAL by D. F. Sessions, F.C.P.S.

The Type 5 Bickerdike flag cancellation used at Montreal in 1897 (Fig. 1) is a particularly attractive item and on page 46 of the Handbook (1) it is suggested that it is somewhat scarcer than the 5 weeks of apparent use implies. With material in short supply it is dangerous to draw too many conclusions but with 32 photostats or originals to hand and a couple of other reports, an interesting pattern emerges. Of the 34 examples reviewed, only 6 are reasonably certain to be commercial usage with one other possible, 11 are covers addressed to 'B. Baker' and the rest are cancellations on blocks or pairs of Jubilee stamps, some on piece some not.

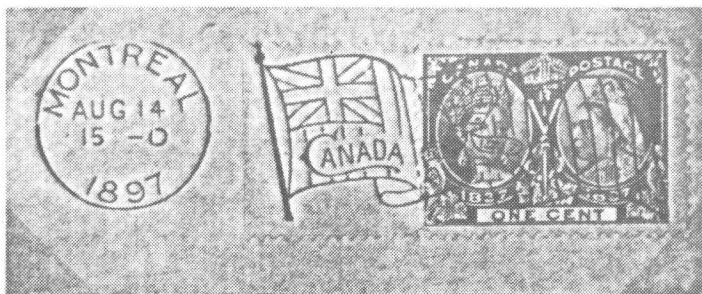


Fig. 1

Piece dated 14 August, almost certainly a 'Baker' item. Note the dater differs from the 'Baker' cover illustrated; it matches that which accompanied the Type 7 Die II flag. Main difference will be seen in the '8' and '9' of '1897'.

The 'Baker' covers (Fig. 2) are all confined to the short period 14 August and 16-18 August, 1897, 15 August was a Sunday. No commercial use has been noted in this period. The impressions on Jubilee stamps are confined to 13 and 23 July, no commercial use has been noted on 23 July. Commercial use, as presently recorded, is confined to one cover on 10 July, three on 13 July and two on 15 July. A front dated 17 July is something of an enigma as we shall see.

The flag due was obviously delivered with the first Bickerdike machines installed in Montreal P.O. on Saturday 10 July, 1897; one assumes that the balance of the six machines was installed on Monday 12 July and that a full complement of six Type 7 flag dies were made available. At least two of the Type 7 flags were in use on the Saturday, Dies I & IV having been recorded. The reference in the Handbook to Die III having been used on this date is incorrect at present, the cover in question being an example of Die IV. The earliest confirmed report of Die III is now 16 July (22-0) and reports of any

CONVENTION 1985

Overseas members intending to attend Convention are asked to notify the president of their proposed dates of arrival and departure, number and type of room returned (single, double or twin-bedded). Rate per person per day is £38.00 inclusive of V.A.T. and service. No booking forms are required from overseas members who are also asked to note that all rooms have bath, radio, colour T.V. and tea-making facilities.



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Fig. 2



'Baker' cover dated 16 August. Dater matches that seen with the early Type 5 flag and then Die III of the Type 7 flags.

earlier use are earnestly solicited. This is significant in that the dater accompanying the Type 5 flag (Fig. 3) between 10 and 15 July matches that in use with the Type 7 flag, Die III, from 16 July onwards.

Fig. 3

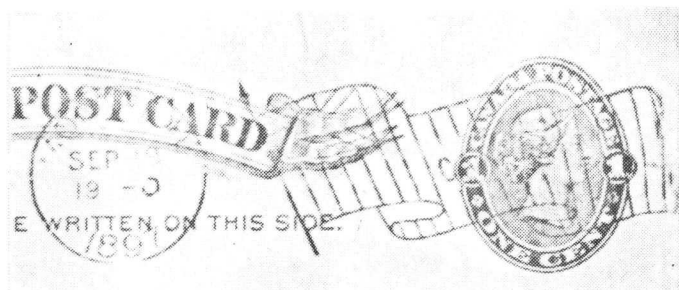


Commercial example of Type 5 flag dated 13 July. Dater matches that with Type 7 flag Die III.

The dater accompanying the isolated 17 July example appears to be that normally found with Type 7 flag Die V, whilst the 23 July examples accompany the original 'Die III' dater. All the 23 July examples seen carry the time mark 12—0, i.e. with an additional bar between the '12' and the '0'; this is not seen on any of the contemporary daters but the additional bar is assumed to be an integral part of the '12' slug. The 'Baker Era' commenced on 14 August with a Die II dater but from Monday to Wednesday of the following week (16-18 August) the 'Die III' dater was again in use.

On studying the available cancellations an interesting point emerges concerning the time marks. One would expect the majority to be evening marks, this expectation is strengthened by casual study of a number of Type 7 flag markings of 1897 which are nearly all evening cancellations with a peaking at 18-0 to 20-0 (Fig. 4). However, of the 29 recognisable time marks noted in conjunction with the Type 5 flag, all bar two are

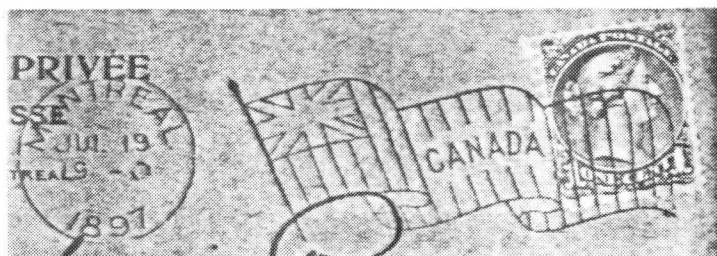
Fig. 4



Type 7 flag, Die III; dater matches that seen with early examples of Type 5 flag.

morning or afternoon marks! One of the exceptions is the commercial example here illustrated, timed at 19-0 on 13 July (Fig. 5) the other is 22-0 on the same day. This is not so surprising when one considers the high proportion of 'philatelic' examples; one would expect these to be run off during the slacker periods. The earliest of the Type 5 cancellations noted is timed at 15-0 on 10 July and is a Bank cover, this could well be from the initial run put through the newly-installed machine which would account for the 'early' time. The other 'commercial' covers noted are 16-0 on 13 July and 10-0 on 15 July (2), with the isolated example on 17 July (15-0) a possibility. The fact that the latter example has a different dater from the earlier ones suggests that the flag die had been removed — probably to be replaced by Type 7 flag Die III which is known to have been in use on 16 July, if not earlier. This could indicate an unauthorised replacement for philatelic purposes. Illustrations of the cover and piece from 15 July (10-0) indicate commercial use even if the early time mark is unusual.

Fig. 5



July 1897 example of Type 7 flag, Die II, dater of which matches the one which accompanied the Type 5 flag on 14 August.

According to official records the first Bickerdike machines (apart from the trial machine of December 1896) were not delivered to Montreal P.O. until 12 July :— Mr. W. Sweetnam, Chief P.O. Inspector, wrote to the P.M.G. on 21 October, 1897 :—

"Sir/—

I have the honor to state that, in compliance with your verbal instructions the 'Canadian Postal Supply Company', of Montreal, placed six of their Bickerdike Mail Marking Machines in the Montreal Post Office, on 12th July last; six in the Toronto Post Office on the 15th August; and two will be put in the Ottawa Post Office in the course of a few days"

(2)
One must assume that the Canadian Postal Supply Co. were quick off the mark for, not only were the first machines in operation at Montreal on 10 July, but all six machines were in operation at Toronto on 10 August!

So, in summary, we find that the fairly scarce Type 5 flag exists with three different daters, even the notorious 'Baker' covers exist with two different daters, whilst commercial use is probably confined to the period 10-15 July, given that the last Type 7 flag (Die III) was in use at least by 16 July. Of the period 10 to 15 July; 11 July was a Sunday and no usage has been reported, no reports have been confirmed for 12 July, two references to use on 14 July have been noted but the status of the covers has not been confirmed. It can fairly be said that true commercial covers bearing the Type 5 flag are very worthwhile items.

As always, if any member has anything to add to the above findings please drop me a line at 3 Langfield Close, Henbury, Bristol, BS10 7ND. In the case of covers or pieces, a photostat record would be welcomed.

REFERENCES:

- (1) "The Early Rapid Cancelling Machines of Canada" — available from the Handbooks Manager.
- (2) Full letter in National Archives, Canada; text published in 'The Line Cancellor' — Journal of the Line Cancel Study Group of BNAPS.



SHORT PAID TRANSATLANTIC MAIL (Part 1) by Geoffrey Whitworth, F.C.P.S., F.R.P.S.L.

Col. Pritchard has reminded readers that the Canadian Post Office did not use for the transatlantic mail a letter rate of a straight $\frac{1}{2}$ oz. per rate until January 1st 1866. Being so familiar with the simple rate per $\frac{1}{2}$ oz. for domestic letters many Canadians did not know that once a letter exceeded 1oz. a $\frac{1}{2}$ oz. difference was not allowed and the next full 1oz. rate was due.

A few covers will illustrate some of the points raised in recent issues of *Maple Leaves*.

Letters weighing between 1 and 2 ounces

A letter from Hamilton to London dated NO 9 1865

(For illustration see reverse, page 247 – Editor.)

This letter was marked '2 important letters' and prepaid 25 cents? At the post office it must have been weighed as 'over 1 oz. 9d' is written in the top left corner. Being winter the mail was sent to Portland and despatched to Liverpool on the Canadian Packet 'Damascus' on the 11th November.

After studying numerous short paid covers it would appear that the ship mail clerk kept account of these so that the correct amount of money could be recorded as due to Canada. Some appropriate mark appears on most of the earlier covers but not so on this one. The circular 'MORE TO PAY' and the handstamped 1/- are of the same greyish black ink and it is assumed they were added at Liverpool. The mark 9d would be cancelled at this time. The statement 'over 1 oz. 9d' would appear to be contrary to regulations if the letter was actually prepaid 25 cents. The only alternative answer is that it was originally prepaid 37½ cents and that one stamp has come off after delivery. There is certainly room for another stamp outside the horizontal duplex cancel lines but there are no indications that one was ever there.

A red ink London receiving mark is on the back dated NO 24 1865. The two letters inside must have caused the black wax seal to break open as it has been resealed with red wax and handstamped :—

*Received open & resealed
at E. C. Office*

BOOK REVIEW:

"NEWFOUNDLAND AIR MAILS. AIR STAMPS AND FLIGHT COVERS FROM 1919 THROUGH MARCH 31, 1949" by C. H. C. Harmer

(an update of 1953 Edition). Edited and Reviewed by Joseph L. Eisendrath. This reviewer has the unique distinction of both editing the book and preparing a review of it.

This is truly a scholarly work, done in a way to interest anyone who seeks a challenge for "something different" in philately. It serves as a bible for collectors of Canadian stamps and is a must for all aerophilatelists.

During the process of editing, the editor had need to refer to the original 1953 edition, and could not help noticing the careful revising done by Cyril Harmer. Our estimate is that no less than a third of the original edition had changes, to say nothing of the new material in this 1984 edition. The format is unchanged . . . the number of pages is the same (176), the chapters remain at thirty-eight, and many new illustrations (especially of stamps . . . such as proofs, essays, etc.) replace others from the 1953 volume. There are about 160 illustrations (photos, portraits, maps, stamps and covers) which are somewhat more in number than before.

The 38 chapters maintain the subject matter found before, and this reviewer finds them fascinating, thorough, explicit, and quite readable. Those on trans-oceanic flights receive complete overhauling. Inland flights get much more thorough coverage than before. Stamp illustrations tie in beautifully with the text and are well placed. New photos provided seem to be clearer and sharper than in the initial volume. (It was the editor's decision to maintain the English terms and spelling, rather than change to American-English — it lends a definite charm to the text, more in fitting with the activities of what was an autonomous dominion of the British Empire.)

The author, C. H. C. Harmer, is considered the number one authority both on the stamps and on the flight covers. His connection with Harmer's of London, one of the world's best known philatelic firms, has made available information not found elsewhere in such detail.

The book is an American Air Mail Society publication, and is available from Robert Outlaw, Post Office Box A3960, Chicago, Illinois 60690. Price is \$18.50 per copy (which includes postage anywhere in the world). Cheques and Money—orders should be payable to the "American Air Mail Society".

Complete information about the American Air Mail Society and the benefits of membership, also a pamphlet listing all American Air Mail Society publications can be obtained by sending a stamped return-addressed envelope to Samuel S. Goldsticker, (Past-President), 70-C Fremont Street, Bloomfield, New Jersey 07003.

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Maple Leaves

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April 1985



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MAPLE LEAVES

Journal of
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Founder:
A E. Stephenson, F.C.P.S.

Edited by: Eric Killingley,
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and are not necessarily endorsed by the Society

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Vol. 19 No. 10

APRIL 1985

Whole No. 202

FROM THE ASSISTANT EDITOR

Mr. E. Killingley

Members will be pleased to hear that our Editor continues to make satisfactory progress after his recent operation, and has been convalescing at home since January. He has every hope of being able to resume his duties in time for the June issue, and I know that everyone will want to join with us in wishing him a speedy and complete return to full health and vigour. In the confident expectation that by the time this issue reaches members he will be able to assume his editorial role once more I shall be grateful if all future communications, letters, reports and articles could be sent to him. May I also remind members that with effect from the June issue I shall no longer be able to serve as assistant editor, and in view of the lack of response to my appeal in the January issue for a volunteer to succeed me in this post, I have no alternative but to repeat it, as a matter of urgency. Any member who feels able and willing to offer his services is asked to write to the Secretary, Mr. D. Sessions, 3 Langfield Close, Henbury, Bristol, BS10 7ND.

Convention Auction 1985

Members are reminded that the deadline for the receipt of auction lots for the Convention Auction was the middle of March. This date was set in order to allow Mr. Stalker time to prepare the auction catalogue so that it could be sent out with the June issue of *Maple Leaves*. Any members who have material for sale and have not yet sent it to Mr. Stalker can still do so.

Such material, however, will NOT be included in the Auction Catalogue, but will be offered for sale to room bidders only after the lots that have been included in the catalogue have been disposed of. It will help Mr. Stalker if such lots could be sent as soon as possible. Please refer to page 231 of the January issue for full details.

British Philatelic Exhibition '84

Congratulations to Mr. E. Dickenson and Mr. D. Sessions on the award of bronze and silver medals at BPEX. '84. Mr. Dickenson, who exhibited B.C. Revenues and the Centennial Issue, received bronze-silver and bronze medals respectively, whilst our Secretary received a silver medal for his Early Machine Cancellations entry.

NEW STAMP NEWS

A note from Gerry Churley informs us that the following may be of interest to collectors of modern Canadian stamps who use their eyes and have a U.V. lamp. We are sure that these items will tempt many members "to have another look".

Jacques Cartier (20.4.84)

Under a U.V. lamp this stamp appears to have been printed on two papers: one, medium bright (green appearing bright) and one dull (green appearing low).

Tall Ships Visit (18.5.84)

The regular colour appears to be greenish blue, but I have discovered a number which appear contaminated, the colour of the sea appearing brownish blue.

Canadian Red Cross Society (28.5.84)

The regular stamp under U.V. lamp appears to have been printed from normal paper, but I have discovered many with what appears to be fluorescent golden fleck.

Canada Day Sheet (29.6.84)

I have some samples where the colour appears to be affected by the colour red and others by green. At this date I do not have sufficient samples to be more specific. This could be another ink problem similar to that of the 32 cents Christmas stamp.

United Empire Loyalists (3.7.84)

Here again there appears to be two papers, one dull and one flat (under U.V. lamp).

NATIONAL POSTAL MUSEUM CLOSURE

Canada Post Corporation has announced that the National Postal Museum, which has occupied space in the Wellington Building opposite the Parliament Buildings since 1980, closed March 1, 1985 for an indefinite period.

Arrangements are being made to ensure that the National Stamp Collection and the Philatelic Library located in the Museum will be available to the public at another Ottawa location in the near future.

The move from the Wellington Building, which is part of the Parliament Hill complex, is being made because the 3,000 square metres occupied by the Museum is needed to provide offices and other facilities for Parliamentarians.

The Museum is being closed on a temporary basis because Canada Post does not have the lead time and the resources required to provide a permanent home for the institution — a project requiring millions of dollars in capital and several years of planning and development.

In the meantime, arrangements are being made to house the National Stamp Collection — an extensive array of Canadian and foreign stamps — and the Philatelic Library — the largest collection in Canada of books and research materials on this subject — in another convenient location.

All other items now in the Museum will be placed in protected storage.

In announcing the decision, Andre Villeneuve, Vice-President, Corporate Communications, said, "Despite the need to close the Museum at this time, we want to ensure that the National Stamp Collection and the Philatelic Library, two elements of Canada's cultural and historical heritage, will continue to be available to the philatelic community and the public at large.

"We shall be preserving a nucleus of experts to plan for the re-opening of the Museum on a proper scale when this is possible. Consisting of approximately one-third of the present staff of 32, this nucleus will be required to provide the appropriate care for the Collection and Library during the transition period. The Corporation is committed to making every effort to redeploy surplus employees through the established corporate redeployment program."

CONVENTION 1985

It's later than you think! Booking forms for the next annual convention are enclosed with this issue, and members who intend to attend are asked to complete them and return to the President, Mr. T. Almond, as soon as possible. It must be emphasized that it is NOT necessary to stay for the whole period of the convention. Members are free to arrive and depart as they wish and, indeed, stay where they wish. But, please let Mr. Almond know what your intentions are NOW.

MARKET UPTURN AT MARESCH AUCTION

A definite upturn in the stamp market was evident in all sections at the MARESCH AUCTION held in their offices on Bay Street in Toronto, on January 30th and 31st when the "BURLINGTON" Collection and the properties of 44 other owners and estates came under the hammer. There was standing room only when Bill Maresch, the auctioneer, opened this first evening session where Canadian stamps of the Queen Victoria Era from PENCE to the NUMERAL issue were offered. After about 30 lots of POSTAL HISTORY virtually all bought competitively by the floor, the PENCE issues came up for sale.

The mint pair of the 3d on laid paper, once in the GENERAL GILL COLLECTION, opened at \$3,500 and sold for \$11,000. A mint single of the same stamp brought \$5,250 after opening at \$3,000. All realizations quoted here do not include the 10% buyers' premium. A very fine used pair of No. 1 (Lot 52), started at \$2,100 and fetched \$3,500, more than three times catalogue. The wove Three Pence which were well represented in all papers and shades, brought \$625 (Lot 75), \$600 (Lot 72 & 73), \$525 (Lot 65), \$425 (Lot 64), from two and one half to three times catalogue for very fine and better quality. A lovely but faulty block of the 3d (EX FIRTH) sold for \$2,000. A very fine Six-Pence on thick soft wove paper also brought \$2,000. A 7½d unused, in the deep green colour, opened at \$1,500 and fetched \$2,900. The 10d blue, mint, on thin paper from the CASPARY COLLECTION opened at \$1,700 and found a new home for \$3,250. A rich-coloured unused Six-pence brown violet, perforated, also EX CASPARY, opened at \$2,100 and sold for \$3,250. A used, mathematically centered, copy of the same stamp (Lot 105) brought \$2,600 despite a small fault.

The 1859 Issue of the "BURLINGTON" Collection was highlighted by an exceptional, centered block of the 2c that once graced the BERTRAM and CAREY FOX COLLECTIONS, started at \$2,000 and sold for \$2,700, over double catalogue. Whereas, a block of four of the 5c Beaver from the DALE-LICHTENSTEIN COLLECTION opened at \$105 and sold reasonably for \$250 to an aware floor bidder, surely one of the bargains in this auction. The LARGE QUEEN section offered many choice lots. A mint single copy of the 2c blue green on white paper, listed only in CANADA SPECIALIZED, sold for \$650 (Scott No. 24 \$300) to a mail buyer. An imprint block of four of the 12½c mint opened at \$1,100 and fetched \$2,100. The SMALL QUEEN section was particularly strong. A lovely pre-U.P.U. cover to Switzerland brought double estimate when it went for \$1,000, and a 3c copper red, perf 12½. on an R.P.O. cover sold for \$550. The IMPERFORATE PAIRS sold around full catalogue, as did lots of the 10c Montreal Printings, used. The JUBILEE stamps, probably the most depressed area in the recent slump, showed remarkable resilience in the auction. A 5c centered, n.h., block of four brought \$260 (Lot 233), over two and a half times catalogue. A superb used 6c with dated canc. opened at \$280 and closed at \$400, and a superb used 15c sold for \$350 as did a 50c in the same

quality (Lots 243 and 248). A lightly hinged \$2 in deep colour, brought \$1,900 after opening at \$1,000, and the same stamp in a centered block of 4 (the most difficult of all the dollar value blocks as far as centering is concerned), sold reasonably for \$4,750. A \$3 mint brought \$1,450 and a very fine, used copy \$1,300 (Lots 264 & 268). The star of the evening was Lot 278, a mint, n.h., superb \$5.00 which opened at \$2,100 and, after fierce competition, sold for \$4,750 to a mail bidder.

Taken with the results of the second and final sessions of this sale the overall total of prices realised amounted to 135% of the estimated prices as compared with 98.5% and 103% in the previous two sales. The next auction will be held on May 21st to May 23rd.

OBITUARY

RALPH KEMP

Sadly we must record the sudden death of Ralph Kemp on 26th October 1984 at the age of 71.

He joined the Society in 1971 and had been a staunch supporter of the London Group for some years. He was also well known as a great cricketer and latterly as an umpire. He had travelled widely round the world and had many philatelic interests besides British North America, most important of which was his collection of the Levant.

In B.N.A. philately his love was for the Large and Small Queen issues whose designs he much admired even though the stamps themselves were sometimes "cripples". We will all miss him especially his quiet and friendly presence at the London meetings.

G.R.C.S. & M.W.C.

MAPLE LEAVES ADVERTISING RATES

After several years of maintaining our advertising charges, despite regularly increasing printing and publication costs, a modest increase has now become inevitable.

Starting with our June issue, the rates will be raised from £17 to £18.50 per full page and from £9 to £10 per half-page.

THE CONVENTION EXHIBITION

The Annual Convention Exhibition provides an excellent opportunity for members to display their work in B.N.A. philately.

The competitive classes into which a display may be entered are as follows :—

- Class 1 Research and Study into any issue.
- Class 2 Displays entered by Regional or Study Groups.
- Class 3a Displays of B.N.A. up to 1911
- Class 3b Displays of B.N.A. after 1911

Members are urged to plan their exhibits and send in the Entry Form enclosed as soon as possible. Non-competitive displays will be welcome, subject to available space.

In addition the Society has several handsome trophies, which the judges can award, at their discretion, to displays entered in the above classes.

The rules applicable to the Exhibition awards are :—

1. Amateur collectors only are eligible to compete.
2. The trophy to be held by the winner for one year.
3. A previous winner is not eligible to win the trophy (with the same exhibit) until three years have elapsed.
4. Entries must not exceed the maximum of 18 sheet.
5. In making the award consideration will be given to Philatelic knowledge, presentation, condition and interest.

The STANLEY GODDEN Trophy

For the best display of the Classic issues, postal history or postal stationery of :—
Canada to 1911 (to end of Edwardian era)
Newfoundland to 1911 (up to S.G.127)
New Brunswick
Nova Scotia
British Columbia and Vancouver Island
Prince Edward Island

The BUNNY Cup

For the best exhibit of the stamp issues, postal history stationery of Canada or Newfoundland after 1911.

The ADMIRAL Cup

For the best exhibit of the Admiral issues 1912-27, with emphasis on original research, or for the postal history or postal stationery of this period.

The LEE-JONES Trophy

For the best exhibit of the stamp issues, postal history or postal stationery of the Elizabethan period. Nine sheets will be accepted.

The MEMBERS Trophy

For the best exhibit submitted by a member who has not previously been awarded a silver trophy at the Society's Annual Convention Exhibition. All B.N.A. material will be eligible but should contain some theme on any subject or period, postal history, postal stationery, postmarks, or stamps. (Nine sheets will be accepted). Only rules, 1, 2, 4 and 5 apply to this award.

The AIKINS Trophy

For the best article of research in B.N.A. philately printed in *Maple Leaves* during the year prior to the Convention.

(Overseas members please note that entry forms will be enclosed with the June issue.)

ADMIRAL NOTEBOOK (Part 12) by J. Hannah, F.C.P.S.

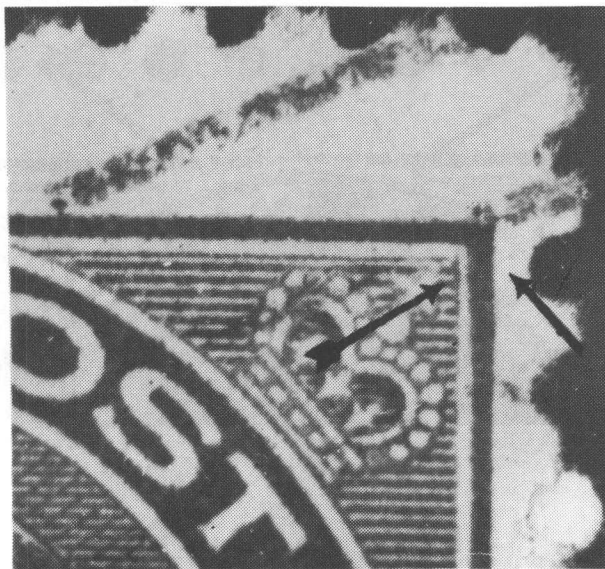
2 Cents – Plates 19 and 20

The characteristics of these plates are fully described by Marler and from the three large imprint pieces I have from the top and bottom of Plate 19, they confirm that all the subjects were retouched to eliminate the breaks in the vertical line of the right numeral box which are so typical of these plates.

The accumulated evidence seems to indicate that before being bent and put to press, the weak line in the numeral box was strengthened in all the subjects on the leading and trailing edges of the revolving printing plate of 400 subjects, as in the rapid printing process it is probable they would quickly have suffered further damage, making the elimination of the weak vertical line a distinct possibility.

No retouches are recorded in this group of plates, however I have two copies, one dated 16 December 1912, where a short vertical line has been drawn to close the first 5 lines in the upper right spandrel, along with re-touching of the outer frame to eliminate the nick usually to be found in this corner. The typical breaks are present in the vertical line of the box in both copies.

Presumably this repair work was done after the proof print was taken from the plate. (Fig. 1).



(Fig. 1)

The plate type of Plates 19 and 20 of the Original Die also appears in the coil plate of this period

It may be of interest to illustrate a retouch which is recorded as occurring in Stamp 12 of the upper right pane of the Coil Plate used for the Endwise Rolls, where the top left and right frame junction lines are retouched. This example comes from the middle stamp of a mint strip of three, perf. 12 horizontally. (Fig. 2)

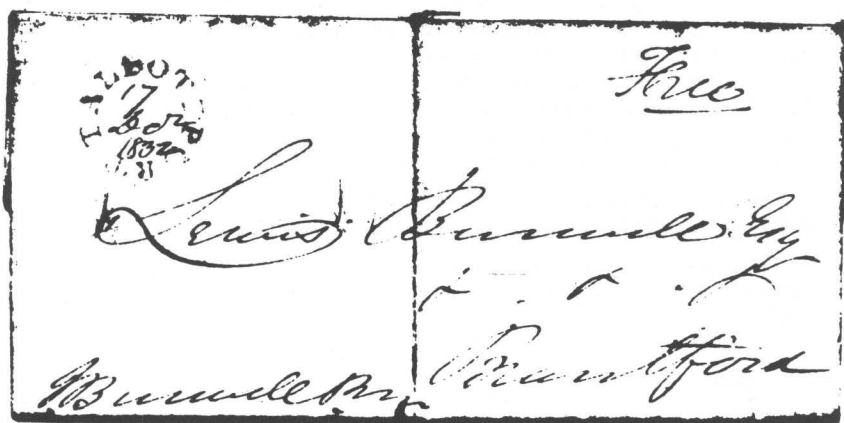


(Fig. 2)

POSTMASTERS' PERKS by John Donaldson

How would you like to have all your personal mail sent and received free of charge? This was a privilege or 'perk' enjoyed by Postmasters in Canada prior to 1844. The only requirements being that mail received had to be addressed to the postmaster and endorsed whilst those sent had to be endorsed by the postmaster.

Note:— Correspondence to and from postmasters and dealing with postal matters has always been and is still handled free.



Entire from Manwell BURWELL Postmaster PORT TALBOT to his brother Lewis dated 17 December 1832. Manuscript date and 'FREE'. Signed M. BURWELL P.M. Contents – a furious family row over his re-marriage! All this for 'FREE'!

Unfortunately research has failed to find when this right of free franking for personal mail or the actual regulations relating thereto were introduced. There is no record in the Canadian National Postal Museum. But almost certainly the introduction was made during the administration of Thomas Allen Steyner, Deputy Postmaster General of North America from 1827-1851. Tragically a disastrous fire on 29 November 1841 burnt the Quebec Post Office and destroyed every book, letter, authority, etc. for the time he was in office. This explains the great gaps in the early post office records which makes research so difficult.

This was no small 'perk' at the time, most postmasters carried on other businesses or professions at the same time, postage rates were high and the rate of their pay was small, being on a commission basis in most cases. The free privilege was looked upon as a condition of their employment. It was recognised that the privilege operated very materially as an inducement for persons to seek or to accept postmasterships.

There is an interesting letter dated 26 August 1836 in the Metropolitan Toronto Library Archives from a postmaster. In this he said he had deferred writing awaiting the confirmation of his appointment as postmaster so that he could send and receive his mail free. In a P.S. he added "when you reply add P.M. after my name so that it may come free".

In 1841 the Legislative Commission investigating the affairs of the Post Office wrote to postmasters asking for their opinions on postal affairs. The Port Hope postmaster replied re franking privilege that the number of letters sent averaged 800 per annum whilst the number received averaged 600 and added "If it was deemed necessary for the economy of the public service that the privilege of franking should be discontinued generally I should consider it my duty cheerfully to give up the privilege and would be willing to accept £50 per annum in lieu of same."

Every postmaster appointed between 9 December 1842 and 5 January 1844 was warned he or she could lose the privilege at any time.

The free franking privilege ceased on 5 January 1844 and compensation was paid to those postmasters who had been appointed prior to 19 December 1842.

HANDBOOKS MANAGER

We deeply regret that Dr. M. W. Carstairs died on 7th March and members are asked to note that all enquiries regarding handbooks should be sent to the President, Mr. T. Almond, at 2, Filbert Drive, Tilehurst, Reading, Berks, RG3 5DZ, until further notice. A tribute to Dr. Carstairs will be published in our June issue.



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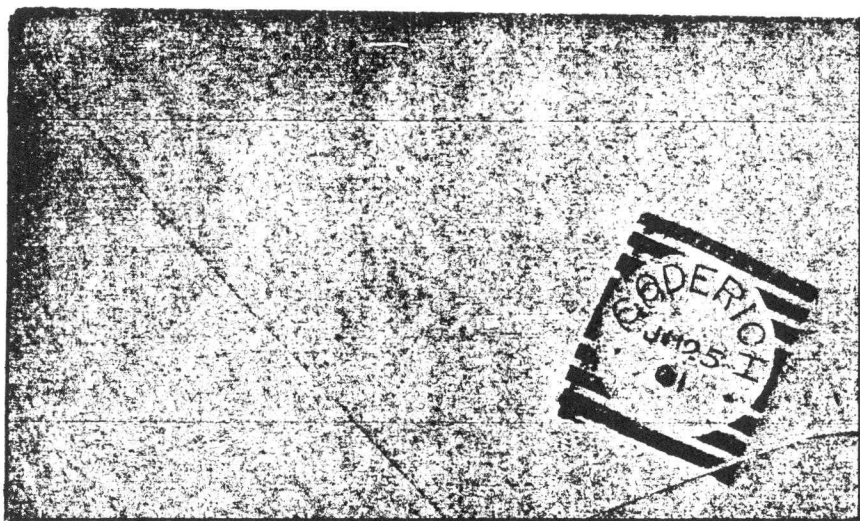
SOME SQUARED CIRCLE FINDS

by G. Newman

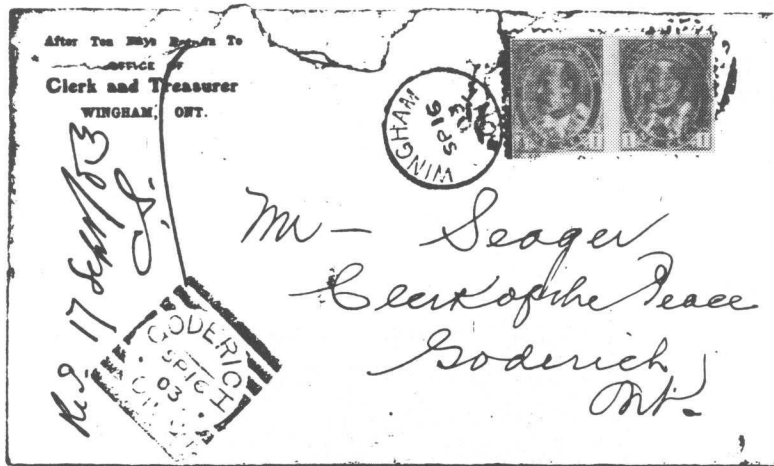
After the publication of Glen Hansen's and Dr. W. G. Moffatt's *The Squared Circle Postmarks of Canada* in 1981 I had expected a deluge of articles and items on squared circles. This does not appear to have happened, so I submit some recent finds which I have seen or acquired and which may be of interest to collectors of these interesting cancellations.

In a recent auction there was a lot described as "25 raggy covers or fronts". Included therein was a large, tatty envelope, sent from Auburn, Ontario on November 2nd, 1893 to Goderich with that town's receiving mark of November 3rd. This cover has a transit mark of much interest as it is of Blyth, Ontario. This is in the form of a squared circle postmark dated /No 2/93. A check of the handbook reveals that November 2nd was the proof date of this RF 120 hammer.

In that same auction lot there were two other squared circles. The interesting one is a receiving mark. It is a partial double strike of the Goderich squared circle which did not fully register (See Fig. 1 below). I don't understand why the lines above and below the date are missing. There is just a hint of part of the "O" of "ONT", no sign of the "N" and the very bottom of the "T". It is otherwise a clear, dark strike on blue paper. The other Goderich strike (see Fig. 2 below) is on a cover dated /SP 16/03, some two years and nine months later. This shows the "ONT." and the line above the date. Has anyone any ideas about the 1901 postmark impression.



(Fig. 1)



(Fig. 2)

I also recently found a Hawkesbury, Ontario squared circle on a 3 cents Jubilee stamp. The date of the postmark is /Au 22/97, a full five months and eleven days later than that previously recorded.

Lastly I recently saw a Terrebonne, Que., /FE 21/06 with a confirming receiving mark dated February 22nd., 06. This date is seven days later than that recorded in the handbook.

POSTAL SALE

Members are asked to note that the deadline for the receipt of bids for lots published in the January issue has been extended to May 1st. Please send your bids NOW if you have not already done so.

THE TWO CENTS SMALL QUEEN MISPLACED ENTRY

by N. J. A. Hillson

This outstanding and generally misdescribed variety comes from the Ottawa 10 x 20 Plate made about 1892. It is commonly known as the 'Latent Re-entry', but as this article hopes to show, it is not a *re-entry* but a misplaced original entry on the plate, immediately covered over by fresh entries in the correct positions, Vertical Row 8, the bottom two stamps.

Two stamps show evidence of the original error, identified by Hans Reiche in his work on Small Queen varieties as 'Reiche No. 2' and 'Reiche No. 3', and the major part of the variety is to be found in the margin between the two stamps. (*See below*)



(No. 2)

When W. S. Boggs originally described the variety, and illustrated 'No. 2' on Page 206 of 'The Postage Stamps and Postal History of Canada' he mentioned that the stamp below the one illustrated could show parts of the doubling in its top margin, and I must confess that until recently I had assumed that it was generally accepted that both 'No. 2' and 'No. 3' were part of the same variety. Due to Ralph Trimble raising the matter with me, I realised that a lot of collectors are under the impression one is dealing with



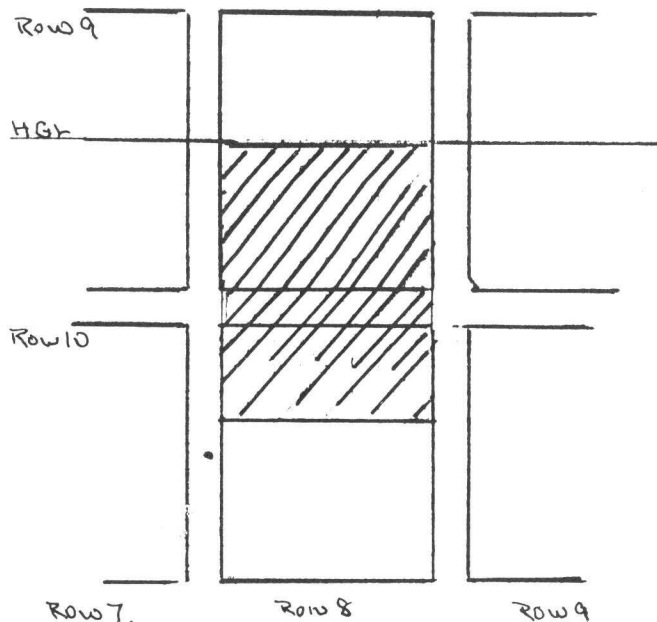
(No. 3)

two quite separate re-entries, and it was only with the help of some excellent photos from Bill Burden that I at last fully appreciated the extent of 'No. 3'. So I have had to rethink the whole thing out.

The 'No. 2' was positively identified as coming from Vertical Row 8, Horizontal Row 9 (i.e. Position 9/8) some years ago, and as I have an example which clearly shows the two top tips of the design at either side of the rim of the vignette just under dead centre — there is also a faint horizontal guide line visible exactly bisecting the stamp — I was able to determine the exact position of the misplacement. I reported this through *Maple Leaves* some time back, and in that note suggested that the variety might have been caused by over-rocking of the transfer roller. This idea is quite wrong.

What had mislead me was that knowing that plates are laid in from the bottom up I could not figure why a careless error would occur on the second row from the bottom, rather than on the bottom row itself, because if one gets the bottom stamp right, one is much more likely to get the next one up right and so on. Hence my suggestion of over-rocking, rather than laying in the impression in the wrong place.

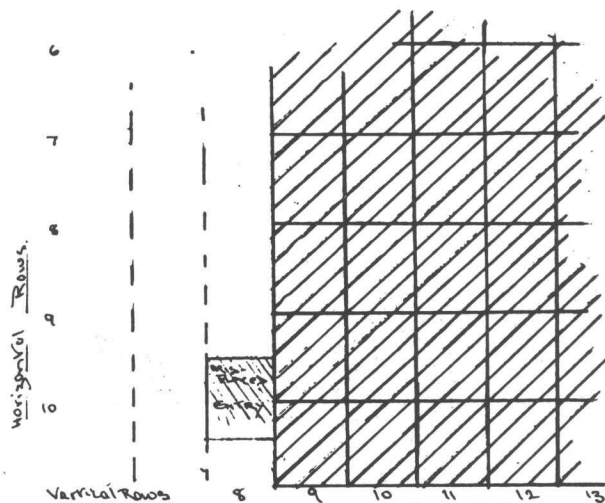
It has taken a long time, but the penny has dropped at least. From the illustration below it will be seen the variety covers two stamps – Positions 9/8 and 10/8.



To remind you, the first impression to be laid into any of these plates was the one at the bottom left, that is the impression that would print the right hand corner stamp, Position 10/20 on this particular 2 Cents plate. The next would print Position 9/20, next 8/20, and so on until the whole 20th Vertical Row was complete. On the plate it appears as the 1st vertical row. So the 2nd vertical row to be laid in, again from the bottom, would print the 19th Vertical Row of stamps – and so on until the very last subject to be laid in would be the one that will print Position 1/1.

We can therefore deduce that Vertical Rows 20 through to 9 were laid in the usual efficient manner. Then for some reason one may guess that the plate was put aside for a period, perhaps quite short. Possibly when work on it was resumed a different siderographer had taken over, but maybe it was the same craftsman – what is certain is that he had a mental block. He used the horizontal guide line bisecting the 9th horizontal row to locate the top of the impression he was about to transfer on to the plate, instead of using the equivalent guide line in the 10th row, on which he should have located

the centre of the impression. Result. Position 10/8 was rocked in, from the top, half a stamp too high, or slightly more than that taking account of the margin :—



No doubt he realised his mistake pretty quickly, and there is some evidence to suggest that an attempt was made to burnish off part of the misplaced entry, in particular the smudgy appearance of 'No. 3' and the incompleteness of the small portion of the vignette rim that appears below the right hand corner on 'No. 2' might support this.

Whatever, Position 10/8 and then Position 9/8 were impressed onto the plate over, and largely obliterating the original mistake, leaving the traces which have given rise to so much speculation over what is to my mind one of the two most interesting varieties to be found among the Small Queens issue.

One last point, some examples of 'No. 3' show a position dot in the centre of the left hand margin. The ones that don't have had it removed by the process of perforating. This dot has nothing to do with the variety or the eighth vertical row. It should be associated with the stamp on its left, in the seventh row, for which it would be the guide for the transfer roller sidepoint. It is so deep, that it looks as if the siderographer was taking no chances that he might make the same mistake twice!

(Photographs courtesy of Mr. W. G. Burden)

THE PLOT THICKENS! by D. F. Sessions, F.C.P.S.

As titular leader of the King Edward VII Definitives Study Group I have not had sufficient controversial material to justify the publication of newsletters. However, when something of general interest is uncovered I feel that *Maple Leaves* is the proper forum, even if the published article is not a fully researched paper with a neat conclusion. There follows just such a paper.

Following the publication of the Kind Edward VII section of 'Canadian Stamp Handbooks' (1), I received a most interesting letter from Dr. Alan Selby which led me to a closer encounter with Marler's epic study (2). Also the letter causes a fresh ripple in the pool of myth and legend surrounding the 2c imperforates of 1909.

Legend had long ago had it that the imperforates, made available to all through the Ottawa P.O. from 1909, had been specially prepared to prevent speculation following a 'find' of a part sheet of imperforate stamps outside the American Bank Note Co. in 1906. M. W. Cryderman recounted the legend in the 1948 Year Book of the British North America P.S. and it is quoted by Marler on p.133 of his study (2). Winthrop Boggs, in his 1945 book on Canadian philately (3), quite reasonably poured cold water over the whole story and made a strong case for the imperforates having been prepared for the benefit of manufacturers of newly developed stamp vending machines. Boggs doubted that any Administration would go to the trouble of preparing fresh plates to produce imperforates merely to prevent speculation :—

"... the theory that new plates numbered 13 & 14 were made to make a special supply of these stamps to agree with the found sheet is too fantastic to be worthy of serious consideration."

Marler too obviously had grave doubts concerning the legend but things had moved on significantly since Boggs wrote his book. The Lussey collection held plate strips from Plates 13 & 14, both perforate and imperforate, and inspection showed that the imperforate subjects were substantially different from the perforated ones. Marler, who had access to Harry Lussey's material, also aired the belief that the imperforates came from one plate only, the left hand pane being numbered 13 and the right 14; Lussey uncovered full panes of imperforates from Plate(s) 13 and 14 which appeared to fit together and confirm this belief.

At this stage we have either a barely credible legend or inexplicable behaviour on the part of the Canadian P.O. in having a special plate, numbered 13 *and* 14, prepared for the production of the imperforate stamps when surely the then current plates (numbered in the late 60's) could have served just as well; after all it was only a question of *not* perforating 250 sheets (each of 400 subjects). Marler left his readers to ponder upon this dilemma and who can blame him?

The greater part of Marler's work consists of identifying groups of plates by the various breaks and printing flaws inherent in the plates them-

selves and his 'Type 9' of the 2c value is assigned *only* to Plate 14 (perforated). In Dr. Selby's letter he refers to the discovery of a block of four imperforate 2c stamps in rather poor, creased, condition. The stamps, on vertical mesh paper, are Marler's Type 9 and the width of each is over 18.0mm (consistent with measured stamps from Plate 14 (perforated). Thus the stamps are not from the regularly issued imperforate sheets; Plates 1 or 2 (the proof sheets); the more recently discovered imperforate sheets from Plates 31/2 and 43; nor yet from an uncut booklet pane (which would be on horizontal mesh paper). Identifying the stamps as Type 9 ties them to the original Plate 14 so, bearing in mind their poor condition, could they possibly be from the 'mythical' find of 'a wet and crumpled part sheet'? The evidence to support the 'myth' seems to have grown in recent years!

In a subsequent article I should like to discuss the proposition made by Marler that the first experiments with dry printing were carried out in 1905 (Plate 14 features here too) although the variety is not formally recognised until 1923 when 'dry' printing became normal practice.

REFERENCES:

- (1) 'Canadian Stamp Handbooks' ed. Michael Milos. Binder and sections on 1859 issue, Centennials and K.E.VII definitives available from the Handbooks Manager.
- (2) 'The Edward VII Issue of Canada' by Hon. G. C. Marler. Published 1975 by the National Postal Museum (Canada).
- (3) 'The Postage Stamps and Postal History of Canada' by W. S. Boggs (1945).

PRISONER OF WAR FREE FRANK LABELS

by The Yellow Peril

On 1 February 1940 the Post Office Department authorized Prisoner of War Free Franking labels to be used on parcels originating in Canada and sent to prisoners of war interned in Canada. A label had to be affixed to each parcel otherwise full postage would be required. It appeared that there was no limit as to the number of parcels anyone could send provided that these parcels were franked with one of these labels. The use of Free Frank labels, which were available free from designated stores and societies, was discontinued 31 January 1947. On or after 1 February 1947 parcels mailed by or addressed to prisoners of war in Canada could be sent without postage.

Additional information came to light when a Prisoner of War Information Bureau cover, bearing a POW label and backstamped with Ottawa June 15 1943 "FREE" machine cancel, was recently acquired. This cover contained an interesting list of prohibited articles. (See below)

Further details of these fascinating POW FREE Frank labels can be found in Holmes' *Catalogue of Canada & B.N.A.* and in the Robson Lowe *Encyclopaedia of British Empire Postage Stamps*. There is also a comprehensive account in the 1960 American Philatelic Congress book by Lieutenant Colonel L. W. Sharpe.

(continued on page 276)

An Invitation

To Members of the Canadian Philatelic Society of Great Britain

If you are not already a member of The Royal Philatelic Society of Canada and you would be interested in joining the "Royal", please write to The National Secretary, Department C, The Royal Philatelic Society of Canada, National Office, P.O. Box 5320, Station "F", Ottawa, Ontario, K2C 3J1, Canada, for membership application forms or information.

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LETTERS TO THE EDITOR

Mr. D. F. Sessions writes:

The Type 5 Jubilee Flag

Since submitting to the Editor the article which appears in the January issue of *Maple Leaves*, I have received a batch of reports from Larry Paige and one from John Hannah, and have been fortunate enough to acquire a commercial cover dated 17 July.



(Note dater normally seen with Type 7 flag die 5)

The additional information serves to confirm the published notes but collectors of flag cancellations may be interested to learn that reports of commercial use of the Type 5 flag at Montreal now read :—

10 July (1 cover); 11 July — Sunday (1 cover); 12 July (1 piece); 13 July (3 covers); 14 July (1 cover); 15 July (2 covers); all with the dater that subsequently accompanied the Type 7 flag, die III; 17 July (2 covers, 1 front) with different dater — normally seen with Type 7 flag, die V. The three examples from 17 July are timed at either 14.00 or 15.00.

Whilst more examples of Type 5 use undoubtedly exist than are listed in my records, whether commercial or philatelic, the period of use, particularly commercial use, now seems fairly well established. It can also be safely said that somewhat less than 25% of surviving examples will be found to be of commercial origin.

An illustration of a commercial cover dated 17 July, with the 'different' dater, is shown above as an example did not accompany the original article.

Mr. A. F. Hobbs writes:

S.S. Lapland Postcard

I wonder if your readers can shed any light upon the story behind a picture postcard that I possess? It depicts the steamship "S.S. Lapland", flying the United States flag and appears to have an overprint or a cachet on the reverse reading "Returned Soldiers' Letter S.S. Lapland" in three lines. Part of the overprint is obscured by the stamp so I assume that it was on the card when it was purchased. The message on the card states that the writer is "still at Liverpool, just a little way out . . ." But the postmark dated 11th August 1919 is a Halifax N.S. slogan of the immediate postwar period.

Clearly it is not a paquebot item, as had it been, it would have had a G.B. stamp and presumably a Halifax paquebot postmark. I would greatly appreciate any suggestions which are forthcoming.

(We regret that we are unable to reproduce the photocopy of the postcard to which Mr. Hobbs refers; but his letter contains all the essential detail required. The postcard is franked with a 2 cents Admiral stamp – Editor.)

Mr. G. A. Wallace writes:

Postage Due Stamps

In reply to Mr. Lazenby's Postage Due article, a glut of material and stamps have come available since 1979. I did find out about the different dies made for the last plate of each value from Hans Reiche, but at the same time I discovered that the last plates produced stamps slightly larger. The measurement of the height of the 'wet' printings averaged between 17 to 17.5mm. The wet nature of the paper caused a variance in shrinkage upon drying. The original die on the 'dry' printings was quite constant at 17.6+ and the new die (Die 2) measured a hairline under 18mm. These distinct three types give rise to the span of overlapping and the length of use. In the Admiral Stamps by Reiche, he states that both methods of printing were in use between Dec. 26, 1922 and Jan. 1926, but as Mr. Lazenby says, this does not seem to apply to Postage Due. The earliest copy of a 'dry' printing I have is a 2c of Sept. 10 1925 (Die 1), but running very close to this is my first

Die 2 dated Dec. 13 1925. As the approval date of Plate 5 was March 13 1925, it would appear that both Plates 4 & 5 were in use at the same time.

I cannot agree with Mr. Lazenby about all 'dry' printings coming from Die 2 and the 'wet' printings from Die 1 as I have Die 1 stamps used until mid 1927 as listed below. The 1c of 1928 I have never seen, but I have a few covers in the deep reddish-violet shade (in use from 1920 to 1927), the first Die 2 is dated Oct. 9 1926 (1c Plate 3 approved Mar. 1 1925).

	LAST WET	FIRST DRY (die 1)	LAST DRY (Die 1)	FIRST DRY (die 2)
1c	Mar. 26 1923	July 12 1926	Sep. 22 1926	Oct. 09 1926
2c	Oct. 1925	Sep. 10 1925	June 23 1927	Dec. 13 1925
5c	Oct. 1924	Oct. 09 1926	no information	no information

REPORT ON THE 1984 AUCTION from D. Avery

In presenting this late report I am well aware that some vendors were not happy about the delay in receiving payment for sales. The reason for this was the decision to allow time for overseas buyers to receive their lots and to inspect same; not having had the opportunity prior to the Auction, and thus, hopefully, relieving the Society of any financial embarrassment.

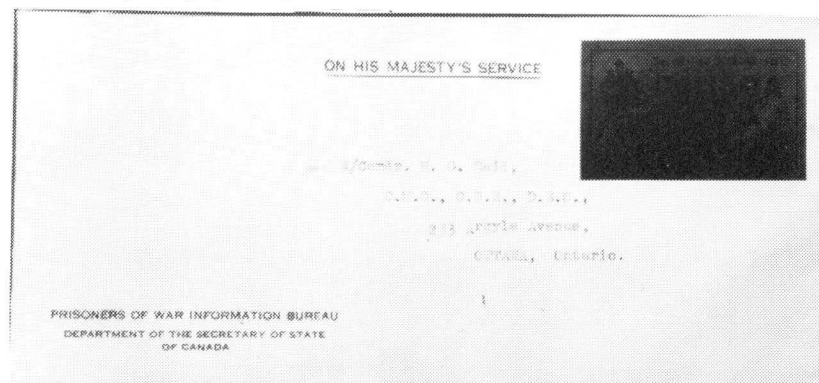
Adding further to the delay is the late payment of accounts rendered. At the time of writing, December 17th, 1984, I am awaiting receipt of the final payment. Herewith the facts and figures :—

Floor Sales	272 Lots	Sold at £3,669.00
U.K. Book Sales	107 Lots	Sold at £ 955.50
Overseas Book Sales	137 Lots	Sold at £2,044.50
	<u>516 Lots</u>	<u>Sold at £6,669.00</u>

Unsold 192 Lots — Valued at £2,555.00

These figures illustrate the keenness of members to acquire interesting material and they show that members who place "Postal Bids" stand a very good chance of beating the opposition and they also show that 'YOU' should become a "vendor member".

(continued from page 271)



List of Prohibited Articles

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The following articles are prohibited from inclusion in prisoners' parcels :—

- (a) Perishable food. (Chocolate is permissible.);
- (b) Cigarette papers or paper cigar or cigarette holders;
- (c) Photographic apparatus, field glasses, sextants, compasses, electric torches and other instruments for use of Military and Naval purposes;
- (d) Medical comforts, drugs and pharmaceutical products;
- (e) Written communications. Letters must be sent separately by letter post;
- (f) Printed matter, maps, pictorial illustrations and photographs;
- (g) Money;
- (h) Writing paper, notebooks, stationery, stamps and playing cards;
- (i) Fountain pens, pens and ink;
- (j) Telegraphic and telephonic materials;
- (k) Radios and radio materials;
- (l) Heating apparatus, inflammable materials, matches, spirits and solidified spirit;
- (m) Liquors or wines;
- (n) Tins and other receptacles which cannot be conveniently opened for inspection;
- (o) Weapons including also large pocket knives and scissors, other than nail scissors;
- (p) Newspapers or periodicals from abroad;
- (q) Outer civilian clothing, if sent in a parcel, will not be delivered to the prisoner until he is discharged. (New underclothing, socks, etc. may be sent.)

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 2432 CAMPBELL, J. Colin, 1450 Ross Road, Kelowna, B.C. CANADA, V1Z 1L6.
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 2434 GALLOP, W. John, 563 Grosvenor Avenue, Montreal, PQ, CANADA, H3Y 2S6.
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 2443 REDWOOD, Michael V., 90 Barford Road, Rexdale, ON, CANADA, M9W 4H9.
 CS.

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- 2242 PACY, R. C.

Deceased

- 422 ALLEN, J. Millar, FCPS.

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 2290 McBriar, D. - 25 St. Peters Way, Mickle Trafford, Chester, CH2 4EJ.
 2383 Minarsky, G. - 1986 Queen St. E., # 200, Toronto, ON, CANADA, M4L 1J2.
 1157 Ludlow, L. M. - 5001-102 Lane N.E., Kirkland, Washington 98033, USA.
 1574 Perkins, C. M. - c/o Mrs. J. Rogers, Baytree House, 11 Artillery St., Colchester,
 Essex.
 2426 Skrepnek, R. J. - Box 1364, Peace River, AB, CANADA, T0H 2X0.
 2284 Talman, J. H. - 211 Yonge St., Upper Mezzanine, Toronto, ON, CANADA,
 M5B 1M4.
 2263 Wilson, Dr. J. D. - 11 Elm Place, St. John's, NF, CANADA, A1B 2S4.

Amendments to Address

- 1802 Christian, H. R. - for 'Ottawa' read 'Gloucester'.
 2341 Frost, R. J. - PO Box 6454, Victoria, BC, CANADA, V8P 5M4
 2076 Jarrett, D. - Amend zip code to 10163.
 736 Kraemer, J. E. - for 'Ottawa' read 'Nepean'.
 2172 Lyon, G. J. - amend Box No. to 450.
 2347 Uznanski, W. - substitute 'Archer Ave' for 'Arthur'.
 1678 Whiting, E. J. - amend '23' to '25'.

Amendment to status

- 1354 Young, Miss J. E. - now Mrs. J. E. Harriss.

Addition of interests

- 1870 Salmon, Dr. A. - C, NWT, Cov, P(Numerals).

Revised membership 548.

CLASSIFIED ANNOUNCEMENTS

Reserved for members' free classified advertisements.

Please note that these must not exceed 30 words.

Any excess wording will be charged at the rate of 4p per word.

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B) Covers with clear numeral cancellations (2 or 4 ring) and town cancellation on front. Please send offers to Alan Salmon, 17 Lyons Lane, Appleton, Cheshire WA4 5SG, UK.

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CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

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JOURNAL OF THE
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OF GREAT BRITAIN

Maple Leaves

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Whole No. 203

Vol. 19 No. 11

June 1985



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MAPLE LEAVES

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Whole No. 203

EDITORIAL

As you will have gathered from the April issue of *Maple Leaves*, I am once again restored to good health and able to undertake the duties of Editor once again.

First of all I must thank all the members who were kind enough to write or enquire after me during the last six months, it has been impossible to acknowledge everyone but I trust that you will accept this general thank you.

Secondly, I must express my personal thanks to Lionel Gillam who stepped into my shoes at such short notice to publish both the January and April issues. Without his help the magazine would not have appeared and now that he has decided to withdraw as assistant editor, it is essential that we have a volunteer to take over immediately as the situation could arise again.

On page 255 of the April issue there appeared a notice regarding the closure of the National Postal Museum in Ottawa. The Secretary has written to the appropriate Minister for Canada Post expressing the dismay of the members of this society at the closure particularly those unable to visit the Museum and having to rely for their research on the co-operation of the Museum staff.

It is hoped that the combined protest of this society and the societies in Canada will produce a reversal of their decision for closure or at least ensure that adequate facilities are made available as soon as possible.

MANPEX '85

Reference was made to this proposed stamp show on page 229 of the January issue of *Maple Leaves*. Members should note that the show has been cancelled due to insufficient dealer support.

39th ANNUAL CONVENTION CHEQUERS HOTEL, NEWBURY.

Wednesday 28th August to Saturday 31st August 1985

PROVISIONAL PROGRAMME

Wednesday 28th August

Afternoon	Arrivals and Registration.
Evening	"Aspects of Postal History" – Dorothy Sanderson.
Ladies	Informal

Thursday 29th August

Morning	Study Circle on Edward VII. Leader: David Sessions. Please bring interesting material.
Afternoon	Canal Boat Trip.
Evening	"The Registration System" – Len Belle. "Maple Leaves and Numerals" – Len Warren
Ladies	Theatre Visit.

Friday 30th August

Morning	Competition – Judging, viewing and comments. Short Display to be arranged.
Afternoon	Mystery Coach Tour
Evening	"Study of the Map Stamp and its Postal History" – Fred Fawn.
Ladies	Talk on the History of Newbury.

Saturday 31st August

Morning	Committees and Annual General Meeting.
Afternoon	Auction
Evening	Banquet.

Note:

- (i) Auction Lots will be on view after the Thursday and Friday evening display.
- (ii) If you want to play golf one afternoon, please contact the President before Convention.
- (iii) PLEASE TRY AND ATTEND, EVEN IF IT IS JUST FOR ONE DAY.

STEAMBOAT MAIL by L. F. Gillam, F.C.P.S.

PART 1

On 1st November, 1809, twenty-seven years before the opening of the first steam railway in Canada, the steamboat *Accommodation* made her maiden voyage upon the St. Lawrence River between Montreal and Quebec. She was a tiny vessel of a mere forty tons burthen, eighty-five feet in length and powered by a six horse-power engine which drove two paddle wheels. She carried ten passengers and lay at anchor at night thus losing thirty hours on the one hundred and eighty mile voyage. She arrived in Quebec on the morning of the 4th, having enlisted the help of a team of oxen in order to be able to make any way at all against the St. Mary's Current below Montreal. Her appearance (two years before the more illustrious *Comet* first sailed upon the Clyde) quickly captured the imagination of the public, and her owner, John Molson, the Montreal brewer and proprietor of the St. Lawrence Steamboat Company, as he called his new venture, doubtless hoped that the novelty of such a means of transport, combined with its comparative comfort (if not speed) would offer considerable advantages over the post chaise road service between Canada's two principal cities.

In this he was ultimately successful, being by no means slow in taking advantage of the rapid developments in steamboat engineering which characterised the next two decades. Indeed, within three years, his company was able to introduce a new vessel, the *Swiftsure*, which was ten times the size of her predecessor and which carried one hundred and fifty passengers. By 1818 there were six other vessels of similar size plying on the lower St. Lawrence including the *Malsham*, the *Car of Commerce* and the *Lady Sherbrooke*. For the next eight years John Molson's vessels enjoyed an undisputed monopoly of the river traffic below Montreal, but when in 1826, the steamboat *Hercules* was placed in service between Quebec and Montreal by her owner, John Torrance, a fiercely-contested struggle for river traffic began, and which was only to end with the final eclipse of the steamboat and the establishment of the railroad in uncontested supremacy for the next hundred years.

But this lay in the future; during the following decade the two companies were successful in capturing the bulk of the passenger traffic between Montreal and Quebec, much to the detriment, during the navigation season, of the post chaise service (and later the stage coach services) on the traditional route of the Chemin Royal along the north bank of the river. It was not, however, only the post house and stage coach proprietors who suffered; the post office too began to experience an alarming decrease in its revenue because a practice developed of entrusting letters to the care of passengers or steamboat captains. By this means it was, of course, possible to evade postage charges. Such 'favour' letters had frequently been carried by travellers in the early days when courier services were either infrequent, invariably costly and sometimes non-existent in the more remote areas. What was new, however, was the scale of the practice, so much so, in fact, that the

Deputy Postmaster General, Daniel Sutherland, became so concerned that in 1820 he lodged a complaint with the Colonial Secretary, the Earl of Bathurst. The latter in turn referred the matter to the Governor General, the Earl of Dalhousie, after confirming Sutherland's allegation that the 'unofficial' carriage of mail was illegal. The Governor General could offer no remedy, however, and the matter was left to Sutherland's discretion. In view of the current agitation in Canada concerning the disposal of Post Office revenue, and political unrest, it was considered that the enforcement of post office regulations (even if this had been practicable) was inadvisable. Sutherland, therefore, was left to combat the practice as best he could.

In the following year he endeavoured to secure to the post office its legitimate dues by installing letter boxes on board the vessels; but this was of little avail. The purpose of the letter boxes was to enable post office contractors to collect their contents and deliver them to the post office at each port of call. Here they could be either collected, or distributed and, if necessary, paid for by the recipients. That Sutherland was unsuccessful in his attempts to establish 'official' carriage of mail by steamboat is obvious from a letter which he wrote to the Attorney General for Lower Canada in 1826:

"Ever since," he wrote, "the introduction of Steamboats into these Provinces, the Post Office revenue has diminished considerably during the season of navigation, as many people send their letters by them instead of through the Post Office, merely to avoid paying postage; and although I had letter boxes put on board of each for the convenience of the public, and safe conveyance of letters, yet they prefer to send them by persons on board these boats to the manifest injury of the Revenue."

He also, to secure the goodwill of the captains concerned, undertook to pay them twopence for each letter carried in the mail boxes, doubtless to recompense them for the loss of gratuities which they had been accustomed to receive from the senders or recipients of mail. That this too failed in its purpose is best illustrated by the paucity of "straight line" steamboat markings which are known to exist. These, apparently, were applied by those post offices from or to which letters had been despatched or received through official post office channels. The first known of these is dated 1817 and is illustrated in actual size below (Fig. 1). It emanated from Three Rivers, but it is important to note that similar markings are known to have been used at Quebec during the years 1824 and 1826 and probably both earlier and later. This Quebec marking is illustrated in a reduced form in Fig. 2. The actual length was about 30mm. Much more rarely a "boxed" marking is also known to have been used during the years 1830 to 1839. An example, considerably enlarged, is illustrated in Fig. 3. The actual measurement is about 42mm by 10mm.

STEAM BOAT

Fig. 1

STEAM BOAT

Fig. 2

Daniel Sutherland was succeeded in office in 1827 by Deputy Postmaster General, Thomas Allan Stayner, and he bequeathed to him, along with other cares of office, the intractable problem of "unofficial" mail which had pre-occupied him during the previous eleven years. For a time Stayner tried quite unavailingly to dissuade the public from what was now long-established custom, and was finally compelled to come to terms with the inevitable because of the increasingly critical political situation, and the extension of steamboat services to Upper Canada. The seriousness of the problem, however, is best illustrated by reports of post office officials, who as late as 1835, testified that some £2,500 was lost annually by their department through the illegal carriage of mail.

In 1841, however, Stayner was enabled to bring about important changes which did much to establish the carriage of mail by steamboat upon more satisfactory lines. In the past a regular mail service by steamboat had been impossible to maintain because vessels did not adhere to a regular timetable, but operated primarily for the benefit of shippers rather than passengers. In addition, at the beginning and towards the end of the navigation season, when cargoes were not always easily obtainable, sailings became even more irregular. Even at the height of the season a regular schedule was not always maintained if the vessel was required to wait for a full load before sailing. Moreover, apart from carrying cargo, the boats frequently towed strings of heavily laden barges as well.

These changes were twofold: in the first place Stayner, with the inauguration of an official steamboat mail service between Quebec and Montreal in the May of that year, appears to have secured from the owners of the vessels concerned guarantees of delivery and regularity which quickly led to an increase in Post Office revenue derived from the payment of postage on letters mailed on board ship, or conveyed thereto by contractors from the post offices at the various ports of call. The voyage from Montreal to Quebec now occupied only 19 hours, although the journey upstream, for obvious reasons, took a little longer. In addition to the two termini, Three Rivers, Port St. Francis and Sorel now exchanged mail regularly six times a week. As a result of the regularity, speed and security afforded to the mail public confidence increased, the number of letters carried "by favour" diminished and post office revenue mounted accordingly. By 1846 £650 had been collected during the current navigation season in postage upon letters carried on board steamboats plying between Quebec and Montreal.

The second change was of even more fundamental importance: a decision was made to appoint mail conductors on board what were now to be known as Government Mail Steamers. By their nature these were seasonal appointments lasting from about May to October (the so-called "navigation season") and the vessels' owners were required to supply conductors with a special cabin for the security of the mail. Another feature of the contract negotiated by Stayner stipulated that conductors should be provided with meals during the voyage. Apart from the supervision of the loading and unloading of mail at each port of call conductors were also required to empty the letter box on

board immediately after the vessel had left each port of call, to write on each letter so collected the name of the post office of origin and to sort them in order that they might be properly distributed en route or delivered to the receiving office at Montreal or Quebec at the end of the voyage. One other aspect of the conductors' duties was also emphasised: they were required to report upon the punctuality and efficiency of post office contractors whose duty it was to collect and deliver letters and newspapers from and to each port of call.

Such a radical departure from the old, haphazard and illegal method of piling letters and newspapers on a cabin table and allowing members of the public literally to "help themselves" is also underlined by the provision, for the first time, of official post office steamboat handstamps (Fig. 4). These markings about 40mm long are recorded as having been used during the years 1841 to 1850 at Quebec (designated "Q") in the oval datestamp and Montreal (designated "M"). The date of posting was completed in manuscript at the post office of origin, and it was not, apparently, until 1845 (the earliest recorded date) that conductors were furnished with handstamps for their own personal use (Fig. 5). These handstamps were numbered, and each conductor was assigned a personal number, although it is clear from numerous examples of postmarks that being a movable part of the indiciae, they were sometimes omitted. Numbers 1 to 6 are known to have been used in the case of the Montreal handstamps and they are known dated from 1845 to 1855. The Quebec handstamp is known with similar dates, and in this instance a postmark with the number "9" has been recorded. This may be, of course, an inverted "6", or it may be pre-supposed that similar high numbers were used in the Montreal handstamps. Both the Quebec and Montreal handstamps are known in two sizes, the larger being 29mm. in diameter and the smaller 23mm. It is clear from recorded examples that the first handstamps ordered (in March, 1845) were of the larger type. In his letter to John Francis, who was then official contractor to the British Post Office for handstamping equipment, it is interesting to note that Stayner, when requisitioning the handstamps stipulated that they should be made of steel. Apparently Francis had made the original handstamps of copper (Fig. 4) and these had deteriorated badly under constant use. It is not known when the smaller types of handstamps were ordered, but they are known to have been used during the years 1852 to 1854. It is very doubtful if later dates exist. In January, 1855 the Quebec and Richmond Railway commenced regular services and henceforward it was possible for mail to be transported by rail from Quebec to Montreal throughout the year. Thus, with the establishment of railway post offices, the era of steamboat mail came to an end, and with that end there passed into Canadian postal history one of its most interesting and fascinating chapters.

Note: *In conformity with contemporary practice some of the postal markings described can be found struck in either red or black ink.*



Fig. 3



Fig. 4



Fig. 5



ANNUAL GENERAL MEETING

In accordance with Rule 17, notice is hereby given of the Society's Annual General Meeting, to be held at the Chequers Hotel, Newbury, on Saturday 31st August 1985.

Nominations for the following offices are solicited :—

1. Vice-President.
2. Secretary.
3. Treasurer.
4. Three Committee members, one from each region.

The retiring Committee members are J. H. Bryce (Scotland), G. Whitworth (North), L. Warren (South). They, together with the retiring Secretary and Treasurer, are eligible for re-election.

Nominations to the Secretary please by 30th June 1985.

FELLOWSHIP

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

- (a) Outstanding research, or
- (b) Outstanding service to the Society.

Nominations are solicited for submission to the Fellowship sub-committee in accordance with the Fellowship Rule No. 2. Such nominations must be on the prescribed form which is obtainable from the Secretary. *Completed forms* to be returned by 30th June 1985.

NOTICE OF
2ND PUBLIC AUCTION



OUR *SECOND PUBLIC AUCTION* WILL BE HELD *IN MID-JUNE 1985*, ON OUR PREMISES AT 185 QUEEN STREET EAST. PLEASE CONTACT US FOR A COPY OF THE CATALOGUE.

AS ALWAYS OUR CHIEF INTEREST IS IN B.N.A. SINGLES, SETS, POSTAL HISTORY, COLLECTIONS AND WHOLESALE LOTS, BUT WE WILL SELL ANYTHING OF PHILATELIC INTEREST FROM THE WHOLE WORLD.

OUR RETAIL, WHOLESALE, PRIVATE TREATY AND PUBLISHING DEPARTMENTS WILL OF COURSE CONTINUE TO SERVE YOU AS BEFORE. WE BELIEVE THE ADDITION OF REGULAR AUCTION SALES WILL ROUND OUT AND EXPAND THE SERVICE WE PROVIDE TO BOTH BUYERS AND SELLERS.

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SHORT PAID TRANSATLANTIC MAIL (Part 2)
by Geoffrey Whitworth, F.C.P.S., F.R.P.S.L.

A large letter from St. Andrews to Hungerford dated SP 15 1864.

From a string of correspondence there are two identical covers prepaid 37½ cents and both are handstamped **SHORT PAID..**
HALF FINE..



A large letter from St. Andrews to Hungerford dated SP 15 1864.

This cover was collected at the Montreal post office where it was back-stamped SP 15 1864 and probably noted for its wrong rate. It left Quebec on September 17th on the Canadian Packet 'Belgian' arriving at Liverpool on SP 28 1864. The cover shows the Canadian Pkt. 'E' date stamp of the Quebec date which would be added by the mail clerk of the Belgian.

The rate deficiency was 12½ cents or 6d sterling and the half fine of 3d made a total of 9d due to Canada. This was cancelled when the 1/- hand-stamp was applied at Liverpool. Compare this handstamp with the one illustrated on the 1865 letter on page 247 of the January issue.

A large letter from Streetsville to Galway dated AU 16 1864.

Prepaid 37½ cents in stamps. Correct postage 50 cents. Dated Streetsville AU 17 1864 in light blue ink, bar cancel of stamps in same ink.

Backstamped Toronto AU 17 1864, weighed and handstamped 9 in black ink. This is in sterling for postage due to Canada, later cancelled and altered to 1/-.

Canadian Packet 'Hibernium' departed Quebec August 20, arrived Liverpool Aug. 30.

Irish mail taken off at either Derry in the north or Cobh in the south. Received Galway August 30 1864, delivered but re-directed to Derry and 4d

postage paid in British stamps, cancelled by Galway 232 hammer and dated August 31.

Received Derry September 1st.



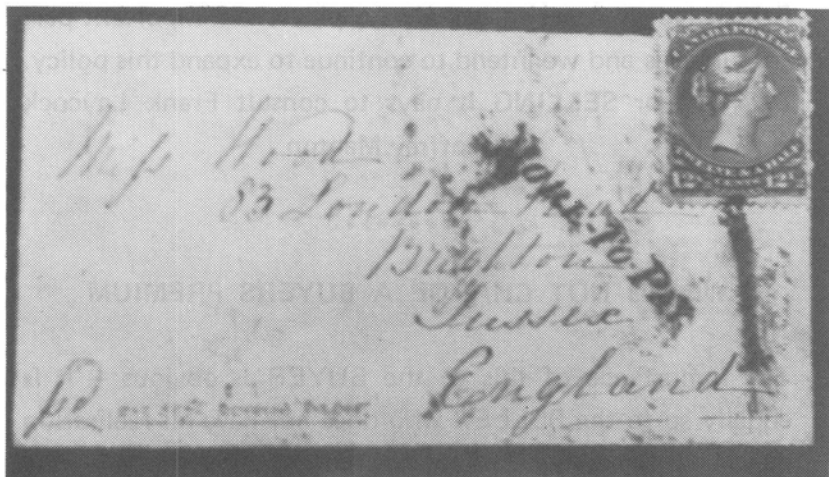
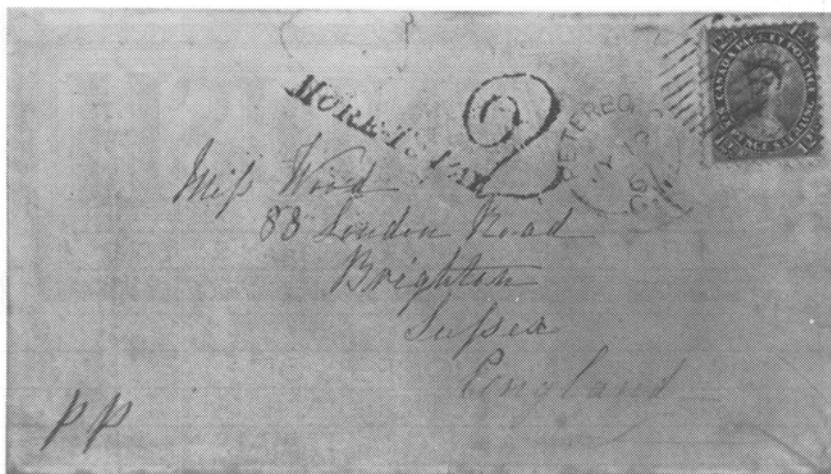
A large letter from Streetsville to Galway dated AU 16 1864.

Underpaid Transatlantic Mail

Another type of underpaid transatlantic mail was brought about by the Canadian Post Office instructions that mail must not be held up in Canada and that letters must be despatched on the first boat to sail. It was required that mail for the Canadian Packets must be so marked on the front of the envelope. The single letter rate for this route was 12½ cents. In 1867 the rate was 17 cents when sent by the British steamers via New York or Boston.

If the next mail bag for the United Kingdom was going to be for the British boat then unmarked letters were placed in the bag and upon arrival in Liverpool 2d, the sterling equivalent of the difference was demanded of the recipient. When a green stamp on a letter was seen going via America a 'MORE-TO-PAY' handstamp was applied along with a 2 to indicate the sterling amount due. The first illustration shows such a cover.

The second illustration is from the same correspondence but dated 1869 when the rate by Cunard ship had dropped to 15 cents and the amount then due to 1d.



Contributions for future issues

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will be welcomed by the Editor.



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ALLAN LINE PICTURE POSTCARDS

by Kim Dodwell

For anyone wishing to build up a collection illustrating the philatelic story of the Allan Line, the early years are fairly easy (although far from cheap!). The first fifteen years tell a fascinating story of daring enterprise, desperate struggle, tenacity in the face of adversity, and eventual success. The David and Goliath tale of the Canadian newcomer against the mighty established Cunard, the ensuing many wrecks and fewer rescues, and the eventual triumph of the band of dour Scottish captains was followed by the Canadian public with the same interest and sometimes fickle enthusiasm that in present times a country follows the fortunes of its national football team. It was Canadian history in the making, and as history it has received its due of research, articles and books.

Covers, especially from Eastern Canada, were frequently endorsed with the name of the ship that would carry them, and when this is lacking Arnell's invaluable tome supplies the name, provided the transatlantic crossing dates can be deduced from the postal marks. Thus, at a price, it is possible to make up a collection illustrating maiden voyages and wrecks, first/last date of rate and route changes, and so on.

It is not so simple however, for anyone wishing to continue such a collection into the Allan Line's later years. After the easy times of the late 1860's and 70's the Company seemed to lose its competitive edge and could no longer keep up with the wealthy companies on the profitable New York route and their expensive ocean greyhounds. The Canadian public lost interest and sent most of their mail via New York. Allans lost their mail contract monopoly and had to share with others. Even Arnell seems to have lost interest, and his tables stop at 1890.

For the Allan fan trying to follow the line's story into this century and up to its ingestion into the maw of the Canadian Pacific in 1917, the finding of covers carried on particular voyages by individual ships is almost impossible. They are not expensive; they just cannot be identified. Fortunately, in the humble postcard we have the solution.

The final 20 years of the Allan Line coincided with the golden age of the postcard. A manifestation of this was the sending of postcards depicting the ship that was to carry them, by travellers who wrote their farewells at the port of embarkation, wrote on the voyage, and wrote again to tell of their safe arrival on the other side. From such cards we can illustrate the old line's slow decline at very little cost. I started such a collection some ten years ago, and the following notes may help anyone else wishing to start.

1. THE SHIPS AND THE SERVICES:

Bonsor in "North Atlantic Seaway" tells us that in 1891, at the peak of the Company's activities, eight services were being maintained. Several were unprofitable and closed shortly after, and those such as Glasgow - United

States; Glasgow – River Plate and others offer only a very indirect connection with Canadian postal history. Our main interest must be in the mail services, i.e. the prestigious weekly Liverpool – Canada; the fortnightly Liverpool – St. John's – Halifax N.S., and (from 1905), the London – Harve – Canada contract services.

At the start of the postcard era the Allan premier service Liverpool – Canada was maintained by the "Ionian", "Pretorian", "Sicilian", "Bavarian" (fig. 1) and "Tunisian", and cards of and from these mailships are easy to find. Far less easy are 1899-1903 Boer War cards from the "Bavarian" and "Sicilian" when they were requisitioned as troopships.

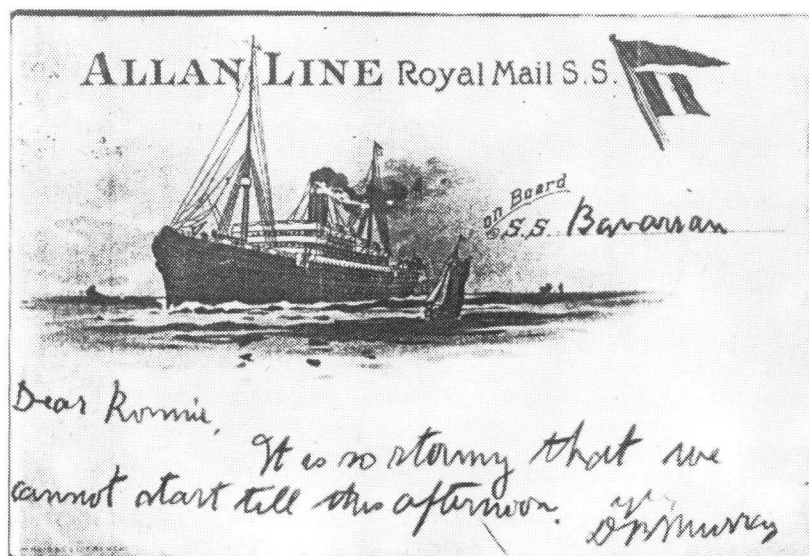


Fig. 1 An early one with undivided back. Posted Liverpool 19 DE 02, to Dunkeld, Scotland.

In spite of the downturn in the Company's fortunes and their having to share the mail contracts with the Dominion Line, and later the White Star, and having to sub-contract part of their share to the Canadian Pacific, Allans still kept trying. In 1905 they launched a pair of excellent liners, the first turbine steamers in the North Atlantic, the "Virginian" and "Victorian" (fig. 2) which between them must have carried millions of letters in their ten years in the premier service. They are depicted on numerous different postcards, and cards written by passengers just before, during and just after their voyages are easy to come by.

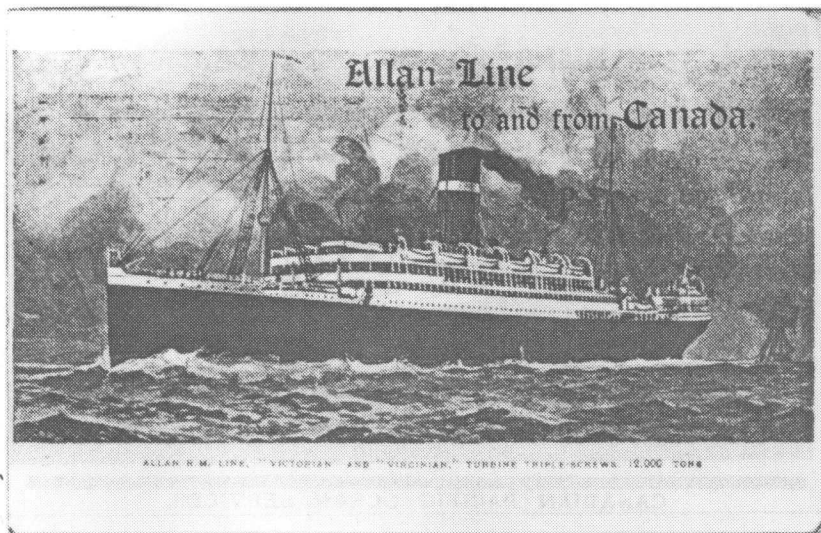


Fig. 2 Advertising card. Can be found with normal back for postal use or with printed advertisement for use by shipping agents

In 1914, the Allan Company again took a short-lived lead over their rivals by launching the "Alsation" and "Calgarian", which were second to none in the Canadian trade in size, speed and luxury. However their successful debut was cut short by the war and they were requisitioned for service as armed cruisers, during which the "Calgarian" was torpedoed. Her sister ship came through, and passing to the Canadian Pacific Ocean Service in the Allan sale of 1917, had a long career after the war as the "Empress of France". (fig. 3)

As new liners were introduced on the premier service, the older ships they replaced were relegated to the less important services. The various changes are too numerous and involved to detail here, but just before the 1914 war, the service Glasgow — Liverpool — St. John's — Halifax (shared with the Furness Line) was taken care of by the "Sardinian", "Mongolian", "Pomeranian" and "Carthaginian", while the "Scotian", "Ionian", "Corinthian" and "Sicilian" maintained the London — Le Harve — Canada route. Other than postcards, any mail that can be positively identified with either of these two routes is very difficult to find.

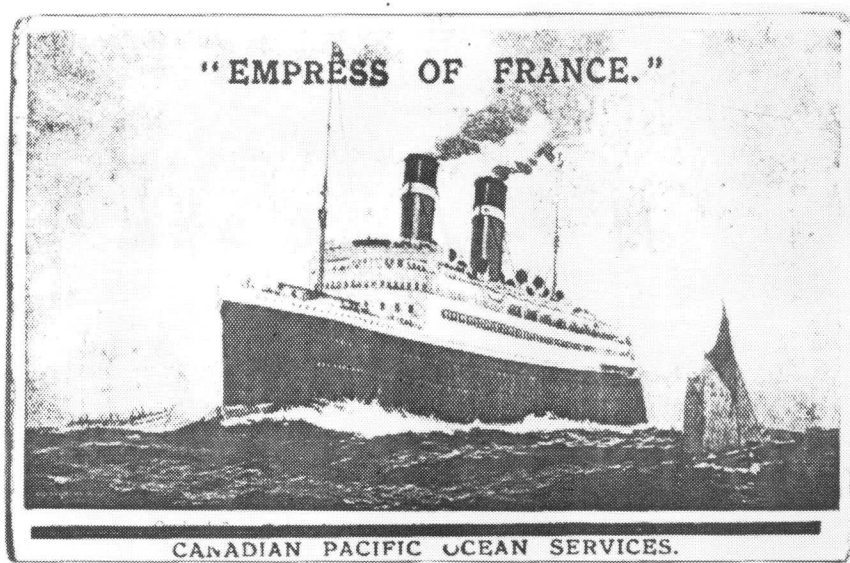


Fig. 3 The original Allan Line caption read "*Quadruple-screw Steamers "Alsation" and "Calgarian", 18,000 tons (building)"*", but the card has been overprinted by the Canadian Pacific. The funnel colours, however, remain unmistakably Allan Line!

2. THE POSTCARDS:

a) **The Users.** These can be grouped into three categories. Firstly, and least interesting for our purposes, are cards used within Great Britain for messages unconnected with any sea voyage. Common — unfortunately! Secondly, cards written by passengers or crew just before sailing or after landing. These are often most interesting, giving useful information on sailing dates and times. Thirdly, cards written on board during voyages are the most desirable of all, constituting 'paquebot mail' (or its forerunners), with interesting choice of national franking and cancellations.

Frequently in their messages both second and third categories give fascinating insight into conditions under which these voyages were made. The hopes and fears of emigrants setting out into the unknown, their reactions to the Atlantic weather, icebergs, the first sight of land, and the unexpectedly long passage up the St. Lawrence. All these come across vividly in many a card, together with occasional glimpses of shipboard romance, a little inter-class snobbery, and frequent praise for the ships, their crew, and the food — for those who could keep it down!

b) **The Cards.** First a word of warning; if you decide that the collection is to be primarily of postal history, on the subject of Allan Line mails, then do not be carried away by the minutiae of postcard collecting. Beware lest the tail wag the dog. It is easy, I find, to get sidetracked into the realms of esoteric postcard collecting, of different publishers, different artists, and so on. Fun, maybe, but a long way from Canadian Postal History. However, if this proviso is accepted, and (as with all collecting) paying due head to condition and quality have fun with :—

Publishers. There are many on both sides of the Atlantic. Apart from the official Allan Company's printed cards with advertising on the front, Tucks in their "Celebrated Liners" series, Valentines and a host of others, are enough to make up a sizeable sub-collection.

Artists. Less scope here because many of the illustrations of ships are unsigned, but Norman Wilkinson, Odin Rosenvinge, and other signed cards can be found.

Menu Cards. The printed dinner menus in the first (and second?) class saloons has a tear-off portion at the top which could be used as a postcard. I do not know whether there was a different picture for dinner each night, but I have found eight different so far, all with the ship's name inscribed either in manuscript or handstruck. I would be most interested to know what the total number of different cards were printed. Elusive and pricey, they are mostly beautifully coloured and are among the most attractive of the Allan cards. (fig. 4)

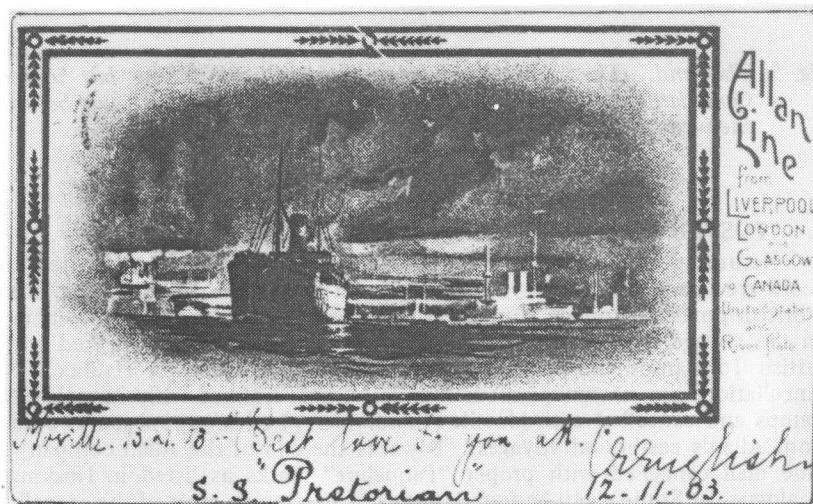


Fig. 4 Example of 'Menu Card'. Beautifully coloured tear-off postcards that formed the top part of the upper class dinner menus.

"Life after death". The Canadian Pacific finally took over Allans in 1917. The oldest ships were sold or scrapped as soon as the war was over, but the best were kept on, some for many years, and another sub-collection can be made of ex Allan ships under C.P. colours. (figs 3 and 5).

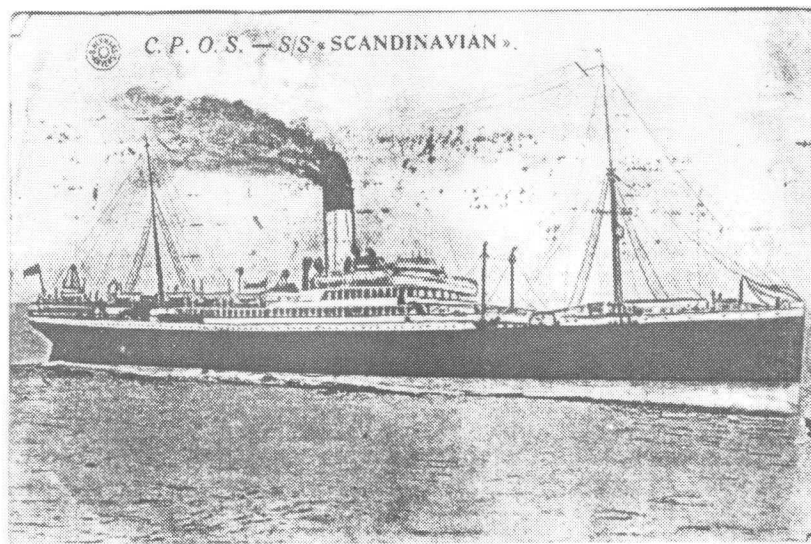


Fig. 5 The end. The old Allan "Scandinavian" still sailing but under Canadian Pacific Ocean Service colours in this 1923 card, just before she went to the breakers.

3. "POSTED ON BOARD" and "PAQUEBOT MARKS"

Returning to more philatelic matters, postcards written and posted on board are "paquebot mail". By international agreement, a ship sailing from a British port to a foreign country could post at a foreign port, mail written on the voyage franked with British stamps. Thus postcards, franked with British 1d stamps and cancelled with Rimouski, Quebec, or Halifax N.S. cancellations are not uncommon. Similarly, mail franked with Canadian 2c stamps and cancelled with Moville (Londonderry) or Liverpool marks come from Allan's eastbound voyages. Towards the end of the Allan company's time mail cancelled with proper "Paquebot" marks as listed in Hoskings catalogue (or Studd) is to be found, but until 1910 or so most of the cancellation was by the ordinary office circular datestamps or machines, as used on inland mails. However, when used as described, these marks can legitimately be classed as "Paquebot mark forerunners".

Although the mailships were scheduled to call at Merville and Rimouski (Father Point) a day out from Liverpool and Quebec respectively, a study of postcards written on board shows that this pick-up was not always made. Presumably if the ship was behind schedule, or perhaps due to bad weather, mail written in the Irish sea and addressed to Britain, was occasionally carried across to Rimouski, there to be transferred to the next eastbound ship for posting in Liverpool, instead of being put ashore at Merville. (fig. 6 or 7)

Another point of postal history brought out by postcards is that Allan mailships on the London — Le Harve — Canada run called in at Plymouth (at least on occasion) to drop off mail. This is not covered by Bonsor in his otherwise very full detail. (fig. 8)

4. CONCLUSION:

The inclusion of postcards in a postal history collection whether merely as a picture to illustrate the ship that carried a cover, or as a mail item in its own right, adds a new dimension to the collection. At a time when classical postal history is increasingly scarce and expensive, postcards that tell stories alive with interest can still be picked up for little more than £1.

There is so much detail to the subject that this text and illustrations can no more than outline the scope. I would welcome correspondence with exchange of ideas and information with anyone interested.



Fig. 6 Example of the Merville (Londonderry) call omitted. Card written the "Victorian" and not put off at Merville. The ship arrived at Montreal on the 2nd July, so this card must have been put off at Rimouski to catch the first Liverpool-bound ship.

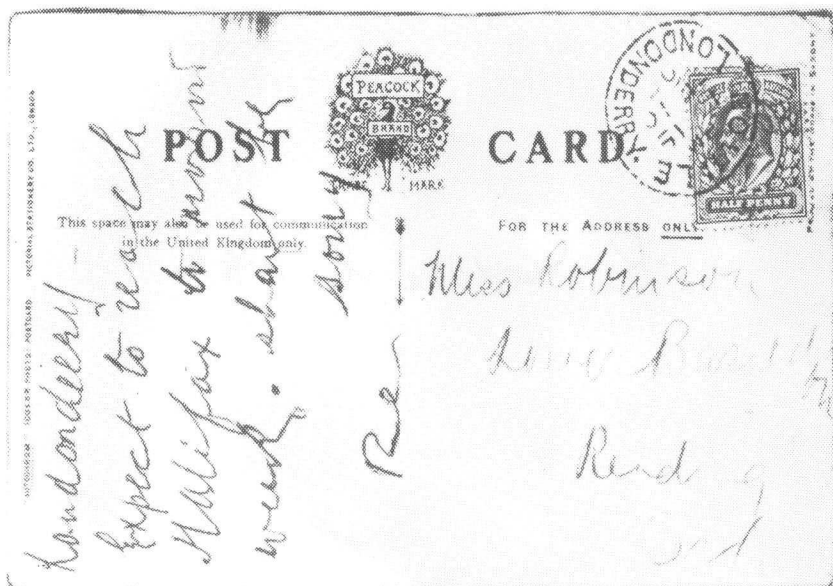


Fig. 7 Card (of the "Parisian" – one of the oldest in the fleet) put off at Moville and franked with paquebot mark forerunner.

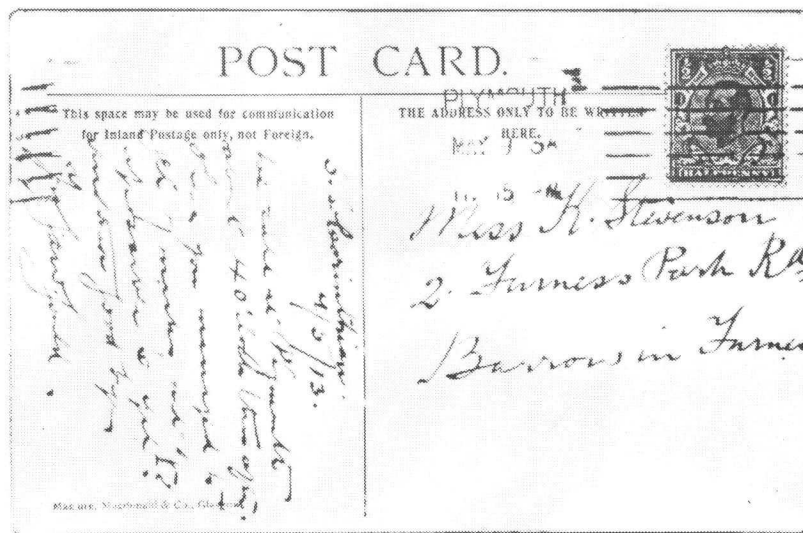



Fig. 8 Written on board the "Corinthian", on the London – Harve – Canada service, and cancelled at Plymouth.

D-DAY COMMEMORATIVE COVER

A committee has been formed at Canadian Forces Base Comox to establish an Air Force Museum. As part of our fund raising activities, a commemorative cover was commissioned to mark the fortieth anniversary of D-Day. The cover depicts a Hawker Typhoon in D-Day markings. The cancellation contains a miniature replica of the same Typhoon with the inscription "D-Day June 6, 1944". The 32 cent standard Queen Elizabeth stamp was cancelled June 6, 1984 at Lazo, B.C. Canada, home of CFB Comox.

Covers are being sold for \$2.50 (\$2.00 plus \$.50 postage/handling) and they can be obtained by writing to Chairman, Air Force Museum Committee, CFB Comox, Lazo, B.C. V0R 2K0.

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OBITUARY

Dr. Matthew Carstairs, F.C.P.S.

The Society and the whole of Canadian Philately has suffered a great loss with the death of Matthew Carstairs on 7th March. Matthew, joined the Society in April 1957, and it was characteristic of him that his first letter in *Maple Leaves* in July 1957 begins 'I came across 13 copies of the scarce Labrador TPO on Newfoundland 1890 3 cents'. Those of us who knew him believed that he had the knowledge, intuition and luck to be able to find collectible items, where others would go away empty handed.

Over the years *Maple Leaves* has published many interesting letters from him, on a great variety of subjects and articles beginning with 'Notes on Canadian Forces Postmarks 1914-1920' in October 1965. Other articles included 'Montreal Barred Circles Postmarks'; 'Machine Cancels' and a series on Postal rates, and one entitled 'How it strikes me'.

He first served on the Society Committee in 1965 and remained on it ever since. He was Exchange Packet Secretary for a number of years, and for the last few years has been the Handbooks Secretary. He was the Society President in 1972-1973 and ran a most enjoyable Convention at Queen's College, Oxford, in 1973. He was elected a Fellow of the Society in 1975.

He has given many displays at Conventions and over the years has won virtually all the Society's major awards with displays on a great variety of subjects. He won a Silver award at Capex in 1978.

Matthew's untimely death had been a very great blow to his family, friends and the Society and we express our great sympathy to Ann and their children.

C.W.H.

POSTAGE DUE STUDY GROUP

A new group in Canada and the United States has been formed to make an in depth study of all phases and directions concerning these issues from J-1 to J-51 (Scott Numbers), including usage, covers, Postage Due wrappers, Postage Due labels, Plate material, imperfs, Specimen o/p's, Pyramid lines, Lathework, on cover blocks, rates, Dies, etc.

A regular newsletter will be published and sent to all members of the Study Group. Articles are requested from members, along with a list of holdings in order to determine the scarcity of some Postage Due material.

Any member of this Society interested in becoming a member of the Study Group are asked to send their name and address together with a subscription of U.S. \$10 to Calvin L. Cole, 3839 Ezie Street, San Jose, / California 95111, U.S.A.

BOOK REVIEW

POSTMARK. TORONTO — 150 years of Postal Service

This new publication from Canada Post is a glossy 12" x 9" history of the growth of the Toronto postal system. The 45 pages give historical details, many of which are illustrated by the relative stamp issue in colour, and both black and white and colour photographs are used to illustrate much of the text. To the students of Toronto Postal History it sets out all the important dates and information, and to others it is very interesting reading and a useful addition to ones library. My only complaint is the size which seems just a bit too large to fit my bookcase.

Copies may be obtained by sending an international money order for \$9.95 (Canadian) to: Postmark: Toronto, Canada Post Corporation, Room / 456, 21 Front Street West, TORONTO, Ontario M5J 1A5.

The books are being sold at no profit to Canada Post Corporation. Three dollars from the sale of each volume goes to the Variety Club of Ontario for its charities in aid of needy children.

CANADIAN MAIL BY RAIL 1836 - 1867

by L. F. Gillam, F.C.P.S.

THIS WORK IS THE RESULT OF NEARLY TWENTY YEARS STUDY AND RESEARCH INTO THE HISTORY OF CANADA'S PRE-CONFEDERATION RAILWAYS AND THE DEVELOPMENT OF RAILWAY POST OFFICES.

BY THE FORMER EDITOR OF *MAPLE LEAVES*, AUTHOR OF "A HISTORY OF CANADIAN R.P.O.'s" (1967) AND MEMBER OF THE CANADIAN RAILROAD HISTORICAL ASSOCIATION, THIS WORK WILL BE PUBLISHED IN A LIMITED EDITION OF 500 COPIES, BOUND IN HARDBACK AND PRINTED ON ART PAPER, FULLY ILLUSTRATED WITH MAPS, REPRODUCTIONS OF ALL KNOWN RAILWAY POSTMARKS OF THE PERIOD ETC. WITH COMPLETE INDEX.

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3SL. C, N.
2446 THORNBURGH, William N., 19106 Olympic View Drive, Edmonds, WA.,
98020, USA. CG, Cen., CGE, V, PL.
2447 HOGAN, Stephen M., 3 Ward End Road, Ward End, Birmingham B8 2PU. C.
2448 WALKER, Miss A. S., 46 Chesterton Drive, Seaford, E. Sussex, BN25 3RH.
C, UO, O.
2449 ENG, Jim, #3-974 North Park St., Victoria, B.C., Canada, V8T 1C6. C, F, PH.

Reinstatement

- 1967 SHORT, William J., 52 Whitton Dene, Hounslow, TW3 2JT. B, C, N.

Deceased

- 1972 Bladon, N. E.
982 Carstairs, Dr. M. W. (FCPS)
1626 Thorp, S. D.

Change of Address

- 1260 Dane, P. P. R. - 23 Market Street, Buckfastleigh, Devon.
1763 Grimsdell, P. - 21 Little Snoring, Fakenham, Norfolk, NR21 0HX.
1825 Hennok, J. A. - 185 Queen St. East, Toronto, Ontario, Canada, M5A 1S2.
2276 Nicholson, J. H. D., 7 Chantry Road, Moseley, Birmingham, B13 8DL.

Amendment to Address

- 2403 Peterson, J. - PO Bpx 202, York-Toronto 1833, 260 Adelaide St. East, Toronto
Canada, M5A 1N0.

Address required

- 902 Chambers J. E. - formerly 31 Fore Street, Ivybridge, Devon.
1815 Johnson, A. J. - formerly Watersplash Road, Shepperton, Middx.

Maple Leaves returned, new address required

- 1972 Bladon, N. E. formerly Drakelow, St. Hilary's Road, Llanrhos, Llandudno.
2276 Nicholson, J. H. D. formerly 18 Pinfold Road, Solihull, W. Midlands.
1943 Purdon, A. J. formerly 1 Ludlow Court, Kingston Park, Kenton, Newcastle.

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- 2397 Vergne, J de la - Apt. 712, 2770 Aquitaine Avenue, Mississauga, Ontario,
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JOURNAL OF THE
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OF GREAT BRITAIN

Maple Leaves

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Whole No. 204

Vol. 19 No. 12

August 1985



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EDITORIAL

Members reading the article in the June *Maple Leaves* on the Allan Line Post Cards, who also receive the Cavendish auction catalogues may be forgiven for thinking that the article was placed in the June issue to co-incide with the lot of Allan Line covers offered for sale in the June 15th Cavendish auction. However, it was pure coincidence that the two should appear so close together, but at least it helped to reiterate the point made in the article about the scarcity and price of Allan Line covers.

For the benefit of members who did not see the catalogue we give below details of the lot :—

	Estimated Value	No. of Items
400 CANADA Fine Collection in Album of Mail carried by the ALLAN LINE between 1859-97 to and from Canada. Well written up with most ships identified and often illustrated. Includes scarce instructional marking. "More to Pay" etc. With 22 Covers and 1 Postal Stationery Card from Canada, 25 Covers G.B. to North America and 1 to Bermuda and 2 France to Canada. Also 6 stamps and a scarce early map showing the ALLAN LINE TRACKS.	£800	54 items

At the present time we are still without an assistant editor and unfortunately problems will arise with the October issue of *Maple Leaves* as the

Editor will be away on holiday for virtually the whole of September, and consequently the October issue will most probably not be sent out until November. Any offers of help in getting out just this issue would be appreciated without tying anyone to the job permanently.

SUBSCRIPTIONS

Members are reminded that the annual subscription of £7 is due on 1st October 1985. They are also reminded that dues received BEFORE 1st December 1985 will attract a discount of £1. Any UK member who wishes to ensure payment is made in good time may wish to pay by Direct Debit if he has not already done so, and can obtain a form from the Treasurer on receipt of an SAE.

Letter to the Editor:

Mr. C. Leigh Hogg writes:

Enclosed please find a photograph of three QV stamps, each cancelled with what appears to be an attractive miniature Ottawa Crown.

On close examination of these stamps, the 5c Leaf shows the best strike. Above and to the left of the crown appears the bottom two thirds of the letter "F". The clarity of the strikes indicate a metal cancelling device.

Can anyone shed any light on this cancellation? Does it exist on any other stamp? Does anyone have a cover?

(The cancellation appears to be the FREE/CROWN/OTTAWA Jarratt 1505xx – Editor.)



IMPERIAL FLAG CANCELLATIONS

by David F. Sessions, F.C.P.S.

New 'Jubilee' Discoveries

Collectors of flag cancellations will be aware that three different dies of the Type 4 Jubilee flag were used at Montreal in the summer of 1897, whilst a fourth die was used at Ottawa. The three Montreal dies are readily differentiated by the number of strokes in the first furl of the flag (5, 6 or 7), as shown by Ed Richardson in his Handbook¹ and in my own². The Ottawa flag has six strokes but can be readily distinguished from its Montreal counterpart by other differences in the flag itself.

Type 1 flags, lettered A, E and F, were withdrawn to make way for the new Jubilee dies at Montreal. Two new daters were also introduced, with the '1897' split and on the horizontal axis instead of at the bottom of the dater. The dater accompanying Type 1 flag, die A, appears to have been retained. The new daters can be differentiated, one has a seriffed 7 in '1897', the other a sanserif 7. In my Handbook the three flag dies are numbered 1 (5 strokes), 2 (6 strokes) and 3 (7 strokes), whilst the daters are referred to as X (1897 at base), Y (seriffed 7) and Z (sanserif 7).

Regular use of the Jubilee flags at Montreal seems confined to the period 21 June — 10 July and the pairings of dater/flag are 1Y, 2Z and 3X. All this would have been totally unremarkable had not someone (several people?) decided that the philatelic world would welcome a few more examples of these lovely cancellations than were produced in the normal course of events. This private enterprise was carried out on several different occasions, the dates are not terribly significant as it is quite likely that the majority were done after the Imperial machines were withdrawn on 10 July, 1897; any date/time combination could have been chosen. In fact a number are known dated 20 June, the actual anniversary of Queen Victoria's accession. This was a Sunday and the day before the Jubilee dies went into service.

In manufacturing the 'favour' covers, in some cases, different combinations of dater and flag from those normally seen were used, thus giving rise to the sort of variety beloved of collectors everywhere. It is not known whether this was deliberate, my own feeling is that it was probably not. Two such varieties are listed by Richardson¹ as 4-2 and 4-5, thus giving a number of collectors a headache in trying to locate them. These two varieties are combinations 2X and 3Y respectively; combinations 1X and 2Y are also known.

Having acquired an example of irregular combination (2Y) some years ago, which served to demonstrate the phenomenon, I did not subsequently seek other, different examples; the pursuit seemed to have little point and be very expensive. However, I did finally succumb to temptation when offered a particularly nice looking example of combination 2X (Richardson 4-2). Upon examining it closely, prior to mounting it, I discovered it was not what it purported to be.

Whilst the dater is *Type X* and the flag has the necessary 6 strokes in the first furl; it is not the 'normal' Type X dater, neither is it the Montreal die 2 flag! The dater is that seen with Type 1 flag, die F, in May and June, 1897, whilst the flag is the Ottawa version. A break at the top of the Jack in the flag suggested that the impression could not have been made before August, yet the cancellation is dated 22 June, 1897! It is apparent therefore that the flag die was sent from Ottawa to Montreal, after it had completed its service (c. 7 August, 1897), before the Imperial machines were removed from the Montreal office. The reverse could have happened, of course, particularly as Ottawa was the head post office, but most of the funny business seems to have occurred at Montreal.

Thus we have a brand new variety of the Type 4 flag coming to light after nearly 90 years, albeit a 'manufactured' one.

The discovery led to a thought; what about the other examples of combination die 2/dater X? Two examples were illustrated in a Maresch auction catalogue³ and these are undoubtedly similar to the example under discussion. In my files I had a note that a full set of Jubilee stamps on individual covers, each cancelled with this 'abnormal' combination and carrying the same date/time mark, were displayed by the Canadian Postal Museum at CAPEX in 1978. A note to Ron McGuire at the Museum brought forth the information that the set was privately owned but, fortunately, a photo record had been kept. Examination of a photocopy revealed yet another new combination! The dater is the same as that on my copy, i.e. that which accompanied Type 1 flag, die F, but the flag was the normal Montreal die 2 (6 stroke) version.

The 'Museum' covers were all self-addressed to one Owen N. Evans, a patent attorney, and I have seen another cover from this gentleman which apparently saw normal use. Our old friend B. Baker of Sherbrooke St, Montreal, who boosted the output of Type 5 Jubilee flags so nobly⁴, was also busy. I suspect that most examples of the Type 4 Jubilee flag, dated 30 June and timed at 10.00, are the results of his interference, there may of course be others.

Perhaps I should just reiterate a point made in my Handbook² — page 19; two examples of the 'abnormal' combination flag die 1/dater type X are known on 25 June. One is timed at 19.00 hrs, the other at 24.00 hrs and both appear to be normal commercial use. As stated in the book, the Type X dater is again not the normal one, it is that which normally accompanied Type 1 flag, die B; which flag was still in use alongside the Jubilees.

It may be of interest to the statistically minded to know that, in researching this article, I found that at least one of the three Type 4 flags was used at Montreal on every day between 21 June and 10 July, except Sundays 27 June and 4 July, which is probably not remarkable. What is interesting was the incidence of die 3 (7 strokes) compared with dies 1 and 2. Considering only the 'regular' combinations of dater and flag; of 65 examples, 44 of them were die 3, 12 were die 2 and 9 were die 1. Of the 44, 16 were

very likely 'favour' covers, a number being the work of B. Baker; only the odd one or two among the regular die 1 and die 2 examples appeared to be 'favour' items. Examination of the 'abnormal' combinations showed that a high proportion featured flag die 2, which probably accounts for its rating alongside die 3 in terms of price; die 1 is assuredly the least common.

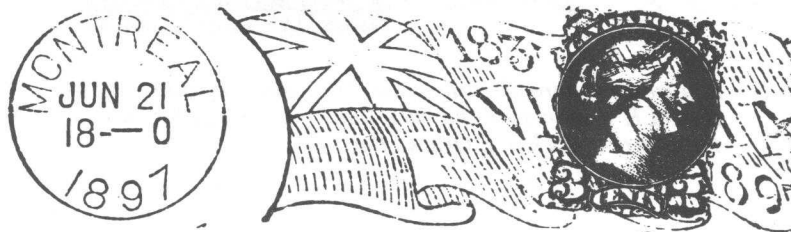
With the exception of the two examples dated 25 June, mentioned above, all the irregular combinations of dater and die that I have seen have been 'manufactured'.

Members holding examples of irregular combinations of flag die and dater, particularly die 2/dater X, are asked to report them to me, preferably with a photostat.

One other point, there seems to be little rhyme or reason to prices realised for these covers at auction. I should have thought that a decent 'commercial' cover was far more desirable than an obviously 'philatelic' one, although of course the latter is often cleaner and clearer. If you have any views on this perhaps a letter to the Editor would not come amiss.

REFERENCES:

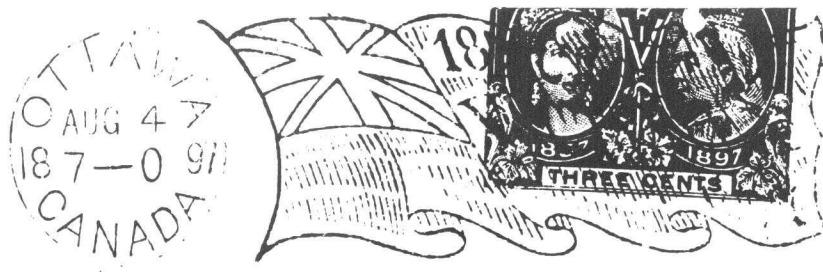
1. The Canadian Flag Cancellation Handbook – Ed Richardson.
2. The Early Rapid Cancelling Machines of Canada – David F. Sessions.
3. Auction catalogue, Sale 29/30 Sept., 1982, lots 1184 & 1187 – R. Maresch & Son.
4. *Maple Leaves* – Jan. 1985 p. 243.



A Montreal. 'normal' combination of dater X + flag die 3.
Note 'compact' 1897 in dater and the configuration of the '8'.



B Montreal. 'normal' combination of dater Z + flag die 2.
Note the LR diagonal of the Jack joins the horizontal bar.



- C Ottawa. Note the LR diagonal of the Jack joins the vertical bar.
Note also break at top centre of Jack.*



- D Montreal. 'abnormal' Note 'wide' 1897 and configuration of '8'.
Note LR diagonal of the Jack joins the vertical bar, note also break at
top centre of Jack. c.f. Ottawa flag.*

Contributions for future issues

of **MAPLE LEAVES**

will be welcomed by the Editor.

THE FIRST POSTAGE DUE ISSUE OF 1906/30

by G. A. Wallace

To keep a firm grip on finances concerning short or non-paid mail between Post Offices must have been an arduous task involving a great deal of bookwork as well as inter-office exchanges. To facilitate this problem a new method was implemented by the Postmaster General in 1906 in a report :—

A system of accounting for short paid postage collected by Postmasters, by means of special stamps known as "Postage Due" stamps, has been adopted by the Department. These stamps are to be affixed to short paid mail matter and cancelled by Postmasters when such matter is delivered to the addressee, and are not to be used for any other purpose. They cannot be used for payment of ordinary postage, nor are they to be sold to the public.

In a three point circular to Postmasters of accounting offices, the second point was :—

(2) The short paid postage must be collected from the addressee before postage due stamps are affixed; otherwise the Postmaster is liable to lose the amount of such postage.

Date of Issue

July 01, 1906.

Values Issued

There were three values issued immediately, 1c, 2c and 5c. Much later in July 1928, two more values were added as a further demand required; they were the 4c and 10c denominations.

Amount Issued

1c	18,870,000
2c	44,178,000
4c	1,487,000
5c	13,000,000
10c	1,000,000

Printers

The American Bank Note Company of Ottawa printed this twenty five year span with but a company name change in 1923 to the Canadian Bank Note Company. All stamps were line engraved with a separate die being prepared for each value. The plates were made of hardened steel. The method of printing initially was by the dampened paper process called the 'wet' method. Although a new method of printing using pre-gummed, almost dry paper was partially utilized in the production of the 'Admirals' as early as December 1922, there is a gap until 1925 before Postage Dues were printed by this method. During the latter part of 1925 new dies were prepared for the 1c and 2c values. These along with the new values of 1928 are between

.3 to .4mm taller than previous 'dry' printings. The 5c remained the same size and could possibly be a re-worked die.

The Design

Postage Due stamps throughout the world were basically a numeral of large proportions, to designate the tax levied, with an embellished surround. In this case, the encirclement of the numeral looks very similar to some of the lathe work featured in the margins of many 'Admirals' and the 1917 and 1924 Postage Due printings. An ornamental leaf design is superimposed over the engine turnings each side of the numeral. This is an Acanthus leaf which is a prickly leaf form used as a feature in Greek architecture. The overall effect is satisfactory for its purpose but mundane in appearance.

Lathework

The controversy over the reason for the introduction of lathework may go on for some considerable time, but the fact is, it does exist and cannot be ignored. It is only to be found in the left margin of the 2c. Two types of lathework were used, the one known as Type 'A' had two different printings between January 16 and March 24, 1917. One is a bright red-violet, rich in colour, while the other is very drab in almost a slate-purple. Type 'D' appeared on the thin paper printing of October 1924 in a deep reddish-violet shade, current at the time. Type 'D' can also be found on an ordinary wove paper, but until now this has escaped me. The date of this printing is somewhere between November 22, 1920 and December 16, 1924. I cannot confirm the shade but believe it to be similar to that of the thin paper.

Plates

Three plates were used for the 1c and 5c values, whilst greater demand necessitated the use of five for the 2c. Only one plate was produced for each of the new values of 1928, 4c and 10c. Although a second plate for the 4c is mentioned in both Boggs and Robson Lowe the author can find no trace of it having been used. Plate 2 of the 1c, Plate 5 of the 2c and Plate 1 of both the 4c and 10c were produced by a new die. The height of the 5c remains similar to the Plate 2 'dry' printings Die 1 of 1923 to 1925. The other four values are between .3 to .4mm taller. The approval date for each plate is as follows :—

1c	Plate 1	May 25 1906	4c	Plate 1A	June 13 1928
	Plate 2A	July 18 1923	5c	Plate 1	May 25 1906
	Plate 3A	Mar. 13 1925		Plate 2A	July 19 1923
2c	Plate 1	May 25 1906		Plate 3A	Mar. 13 1925
	Plate 2	May 25 1906	10c	Plate 1A	June 14 1928
	Plate 3A	Jan. 12 1917			
	Plate 4A	Jan. 29 1921			
	Plate 5A	Mar. 13 1925			

The plate inscription L.B.C. — OTTAWA — No A — 5 on the 2c of 1928. The L.B.C. stands for the initials of the transferrer, but these marks were discontinued on the 'Admirals' early in 1927. The 2c Postage Due plate 5 had been in use since 1925 in the deep reddish-violet shade. The plate inscriptions are usually in the right margin, but on lathework cut short to accommodate the inscription, it appears on the left.

Measurements

The height of the design is a qualifying factor, in conjunction with the shades, in dating material with no clear post marks. The 'wet' printings were shorter and more variable due to the uncontrollable rate of paper shrinkage. Generally they measure between 17.1 and 17.5mm. The Die 1 'dry' printings of 1925 onwards are more consistent. They average 17.7mm. All Die 2 stamps are from the 'dry' method, equally consistent but in a taller form. They measure :—

1c	18.2 x 21.6	10c	18.25 x 21.6
2c	18.25 x 21.4	5c	17.75 x 21.55
4c	18.25 x 21.6		

The 5c remained the same as Die 1 in dimensions but with the features of Die 2. One die out of five would hardly be made smaller than the others; therefore it would appear to be a re-worked die. The damage to the top inner frame could then be accounted for in the process of re-engraving.

Perforation

All stamps were perforated 12 x 12 by a line perforating machine. Any variance in measurement, particularly in the 'wet' printings, was due to the uncontrollable shrinkage of the paper.

Imperforates

There are in existence 200 subjects of the first three values, which consists of two panes of 100 or in other words, a sheet of 200 of plate layout Type 'A', of each. As these were printed without gum, it must be assumed that they are of plate proof status.

Gum

This is of a thin, smooth texture in a creamy to yellow colour.

Paper

The paper is quite consistent, but with a few exceptions. All stamps I have seen are on a horizontally woven paper; needless to say there are no watermarks. The earlier printings have a more marked grain, the thickness measuring between .09 to .105mm without gum, .11 to .125 with gum. The later 1928 printings are on a slightly thicker and whiter paper measuring .11 to .13mm without gum and .13 to .145 with gum. The often misnamed 'Experimental' paper of a poor, thin quality which shows a very marked grain. This paper measures, with gum, .095 to .1mm and is proportionately

thinner without gum. The bright red-violet shade of January 1917 with 'Lathework Type a' ungummed, is minutely thicker than any others, being .115mm.

Plate Layout

Of the four possible layouts, the earliest printings used type A, gradually changing to sheets of 400, the first confirmation of Type D is on a March 1919 cover.

- | | |
|--------|---|
| Type A | 200 subjects divided by a horizontal gutter (perforated both sides) to form two panes of 100. |
| Type B | 400 subjects divided by horizontal and vertical gutters (similarly perforated) to form four panes of 100. |
| Type C | 200 subjects arranged in 20 horizontal rows of 10. The division indicated by guide arrows, to be guillotined into two panes. |
| Type D | 400 subjects arranged in 20 rows of 20. The divisions similarly indicated by guide arrows, to be guillotined into four panes. |

Division Guides

The division of sheets into panes of 100 was facilitated by guide arrows measuring 8mm. These are to be found in the pertinent margins. They are also found superimposed over lathework margins of the October 1924 printing of the 2c. Another type of divisional marker used on the 5c value only is known as the Pyramid Guide. This only appears in the top margin between the 5th and 6th vertical columns.

Straight Edges

In theory this phenomena could occur as of January 15, 1914, which would coincide with the plate layout Type D used on the 'Admirals', but the author has only seen straight edges as of March 1919. All four sides of stamps can be found individually imperforated quite easily, but the four centre stamps of a sheet of 400 having two adjacent guillotined edges are very scarce.

Guide Lines

The term guide line is self explanatory, they are an aid to alignment and spacing of rows. The majority of these are to be found in conjunction with, or adjacent to straight edged stamps. The earlier plates must have been burnished better because the first appearance is not until March 1919. This is a 2c with a left straight edge and a guide line in the top margin.

Shades

The plate proofs came from the first printing run and, as such, must be considered the initial shade. Early material from 1906 and 1907 are identical and are, what I consider to be a deep reddish-lilac. Later, in 1907 appears what is called mauve. This is not a true mauve as seen in Stanley Gibbons

colour key, but in comparison with other stamps of this issue, it looks mauve. In reality, the solid portion of the design more clearly resembles plum, but the shading lines give a lighter and brighter effect akin to mauve. This was the basic colour until 1910. From 1910 to 1913 there seems to be a single printing in slate-lilac. The 2c with strong vertical hairlines shown by Dr. Carstairs must certainly be from this group, as it would coincide with the plate 4 Admiral 2 cent. 1913 to 1914 has another shade for 1c and 2c values, (the 5c if printed has eluded me) this is slate-violet and is quite distinctive. A greyish-lilac appears in 1915 but is rather scarce. At this point reddish-violet is in profusion until 1920. This is closely akin to the 1910 shade but with slightly more red. The most common shade is then a deep reddish-violet, which continued in use until after the 1928 issue was produced. The deep reddish-violet can be seen on both 'wet' and 'dry' printings. Extra printings of the 2c were printed with lathework in the left margin. Two distinctive shades are known; a bright reddish-violet and a drab slate-purple. They come from plate 3 between January and March 1917. From August 1927 the 2c appears in a very clear clean looking reddish-lilac, which had a short life of six months; also an extra printing. The last shade printed, along with the new values 4c and 10c, is dark violet. It can be seen on the three original values, but the 1c is quite rare.

Varieties

By far the most prominent variety is the 2c with vertical hairlines. These also exist on the 4c of 1928 in a very minor form in the right margin. In upper right pane No. 9 there is a re-entry to the top frame line. This exists on the thin paper of 1924 5c plate 2. This could possibly occur on any plate 2 'wet' or 'dry' printing in the deep reddish-violet shade. There is a minor re-entry to the lower half of the left frame line on the 2c Die 2 1928 printing.

Periodical Wrappers

If a publisher in Canada continues to send copies of a publication after having been twice notified that they have remained uncalled for or have been refused by the addressees, these copies after sufficient time has elapsed to allow the publishers to discontinue sending the paper, be marked with the reason of non-delivery and returned to the Postmaster at the office of publication under special wrapper, form No. 29B, which the Postmaster will date-stamp. The Postmaster at the office of publication will collect the postage due when affecting delivery to the publisher. After the postage has been collected a Postage Due stamp is to be affixed to the wrapper and cancelled. All that for 1 cent!! All listings of these wrappers have great gaps and therefore are incomplete. One not listed is October 21, 1921 with 75,000 printed. On the wrapper itself is a notice, "If the publisher refuses to pay the postage due, when the returned copy is presented to him, the Postmaster will specially collect the amount before accepting the next mailing of this at the privileged rates".

THE FIRST POSTAGE DUE ISSUE OF 1906-30

Printed by:	The American Bank Note Co. (name changed 1923 to Canadian Bank Note Co.)		
Perforation:	12 x 12	Paper:	Horizontal wove unless stated.
Amount issued:	1c 16,000,000	Plates:	1-3 Imperforate :- 200
	2c 44,178,000		1-5 Imperforate :- 200
	4c 1,487,000		1
	5c 13,000,000		1-3 Imperforate :- 200
	10c 1,000,000		1

PD 1	1c	Deep reddish-lilac	Plate 1	July 01	1906	Wet	Die 1	
	1a	Mauve	Plate 1	mid	1907	Wet	Die 1	
	1b	Slate-lilac	Plate 1	circa	1910	Wet	Die 1	
	1c	Slate-violet	Plate 1		1913	Wet	Die 1	
	1d	Grey-lilac	Plate 1		1915	Wet	Die 1	
	1e	Reddish-violet	Plate 1		1916	Wet	Die 1	
	1f	Deep reddish-violet	Plate 1-2		1920	Wet	Die 1	
	1g	Deep reddish-violet	Plate 2	October	1924	Wet	Die 1	Thin paper
	1h	Deep reddish-violet	Plate 2	1926 to	1927	Dry	Die 1	
	1i	Deep reddish-violet	Plate 3	October	1926	Dry	Die 2	
	1j	Dark violet	Plate 3	July 07	1928	Dry	Die 2	
PD 2	2c	Deep reddish-lilac	Plate 1-2	July 01	1906	Wet	Die 1	
	2a	Mauve	Plate 1-2	mid	1907	Wet	Die 1	
	2b	Slate-lilac	Plate 1-2	circa	1910	Wet	Die 1	
	2c	Slate-lilac	Plate ?		1912	Wet	Die 1	Vertical hairlines
	2d	Slate-violet	Plate 1-2		1913	Wet	Die 1	
	2e	Grey-lilac	Plate 1-2		1915	Wet	Die 1	
	2f	Reddish-violet	Plate 3		1917	Wet	Die 1	
	2g	Bright red-violet	Plate 3	January	1917	Wet	Die 1	Lathework 'A'
	2h	Slate-purple	Plate 3	March	1917	Wet	Die 1	Lathework 'A'
	2i	Deep reddish-violet	Plate 3		1920	Wet	Die 1	
	2j	Deep reddish-violet	Plate 4	October	1924	Wet	Die 1	Thin paper
	2k	Deep reddish-violet	Plate 4	October	1924	Wet	Die 1	Thin/Lathework 'D'
	2l	Deep reddish-violet	Plate 4			Die		Lathework 'D'
	2m	Deep reddish-violet	Plate 4	mid	1925	Dry	Die 1	
	2n	Deep reddish-violet	Plate 5	Dec.	1925	Dry	Die 2	
	2o	Reddish-lilac	Plate 5	mid	1927	Dry	Die 2	
	2p	Dark violet	Plate 5	July 07	1928	Dry	Die 2	
	2q	Dark violet	Plate 5	July 07	1928	Dry	Die 2	Re-entry left frame
PD 3	4c	Dark violet	Plate 1	July 07	1928	Dry	Die 2	
	3a	Dark violet	Plate 1	July 07	1928	Dry	Die 2	Minor hairlines
PD 4	5c	Deep reddish-lilac	Plate 1	July 01	1906	Wet	Die 1	
	4a	Mauve	Plate 1	mid	1907	Wet	Die 1	
	4b	Slate-lilac	Plate 1	circa	1910	Wet	Die 1	
	4c	Grey-lilac	Plate 1		1915	Wet	Die 1	
	4d	Reddish-violet	Plate 1		1917	Wet	Die 1	
	4e	Deep reddish-violet	Plate 1-2		1920	Wet	Die 1	
	4f	Deep reddish-violet	Plate 2	October	1924	Wet	Die 1	Thin paper
	4g	Deep reddish-violet	Plate 2	October	1924	Wet	Die 1	Thin paper/Re-entry
	4h	Deep reddish-violet	Plate 2-3		1926	Dry	Die 2	
	4i	Dark violet	Plate 3	July 07	1928	Dry	Die 2	
PD 5	10c	Dark violet	Plate 1	July 07	1928	Dry	Die 2	



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POSTAL CODE MARKINGS ON RECENT CANADIAN MAIL

by Dale Speirs

The introduction of automatic sorting machines has produced a new class of postal markings for collectors of Canadian covers. A series of phosphor bars across the bottom of an envelope enables sorting machines to sort out mail much faster than humans.

There are two types of phosphor bars, both visible to the human eye and not requiring an ultraviolet lamp in order to see the markings. The first type is the Group Desk Suite (GDS) marking, which is typed on to the envelope by humans. Letters are fed into the machine, and the typing is done while the letter is motionless. The markings are lemon-yellow in colour, and the bars are 6mm high and 1mm thick. The second type of phosphor marking is applied by a machine known as an Optical Character Reader (OCR). The machine reads the envelope while it is moving and sprays on the phosphor bars. These bars are not solid like GDS bars, but made of eight dots in a vertical line. Since the letter is moving when the OCR bars are sprayed on, the bars are usually curved. The OCR generally uses orange ink but I have one letter coded in pink bars.

On GDS-coded letters, there will be a phosphor code above and to the left of the bars. This code consists of a letter and a number, both lying on their side. A dot is sometimes found with this code. The code identifies the GDS operator. If the letter went through a GDS but was not coded because none was given on the envelope, then only the GDS code appears.

With machines, it is difficult for all letters to be read by them. Computer programmers have not yet succeeded in developing a machine that can read some of the wavy lines than people claim as handwriting. Commercial users such as utility companies or credit-card firms will have the postal code typed by computer in the proper location on the envelope. As a consequence, most OCR mail and all of the private mail will have GDS markings.

It is easy to imagine that sitting at a GDS station all day can be incredibly boring, and mistakes do occur. In order to verify the accuracy of postal code markings, inspectors will examine selected envelopes. An example is shown in Figure 1, where an envelope went through a GDS machine. The postcode shown is T4N 2M1 but the operator typed T2V 2M1. An inspector marked the incorrect portion of the code in ink and to the right of it put his/her identification chop. The chop is 13mm in diameter with the boldface letters 1-6 in the centre of a double circle. Around the circle is the phrase 'QUALITY INSPECTED' in both English and French.

In order to read the bar codes, the Post Office uses a bar code reader. This is a plastic card 98mm wide and 67mm high, and looks and feels much like a credit card. Figure 2 shows both the sides. The shading on the Bar Code to Postal Code side is lime-green, while the shaded area on the Bar Code Reader side is lemon-yellow. To read the phosphor bars on an envelope, the Bar Code Reader side is placed with the top edge against the phosphor bars.

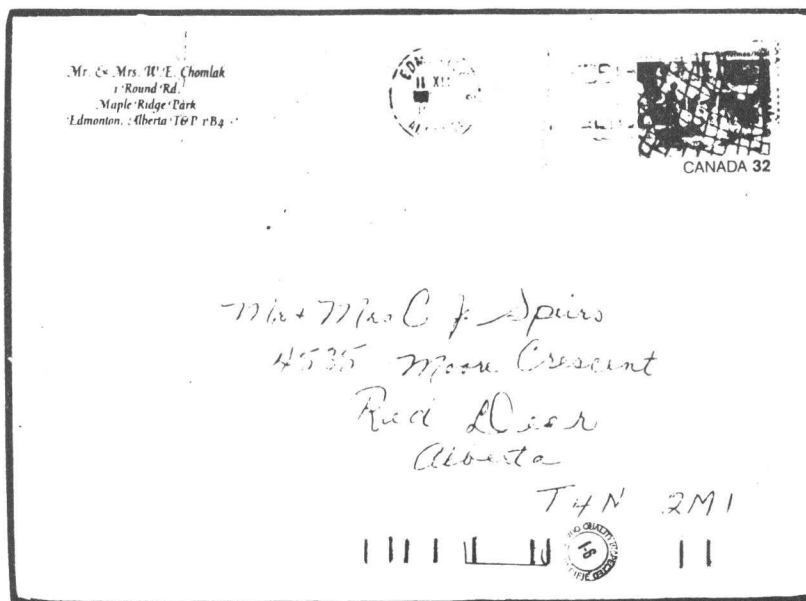



Fig. 1

The bar on the furthest right is lined up against the 'START READ DEBUT' column.

There are 27 possible positions for bars. The furthest right bar is always the Start Read bar. The furthest lefthand bar is a Parity bar, but it only appears when there is an even number of the other bars. The remaining 25 bars in the centre represent the postal code. The postcode is always in the form ANA NAN, where A is an alphabetical character and N is a number. The postcode is read left to right. The ANA is called the Area code and the NAN is the Local code. For most postcodes, reading the bar code is simple. A phosphor bar represents a '1', while a blank space where there is no bar is shown on the Bar Code Reader as '*'.
(to be continued)



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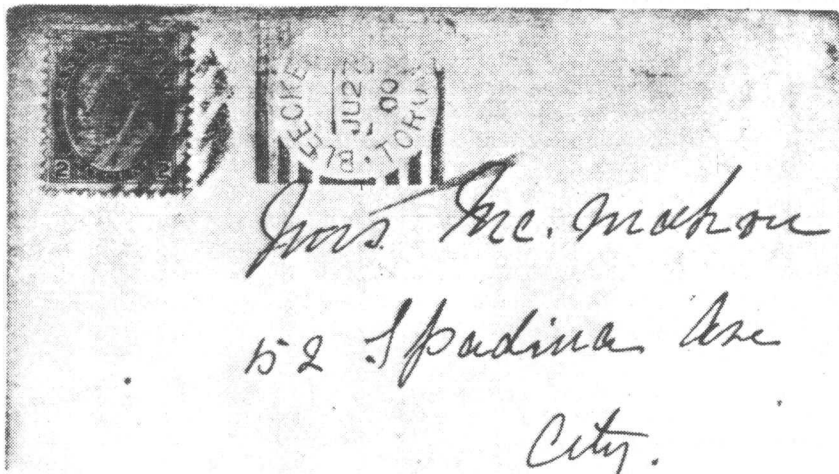
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SOME SQUARED CIRCLE FINDS

by G. Newman (continued from April issue)



A new late date for "Bleecker St./Toronto" of -/JU27/00. This is 36 days later than recorded in the handbook. The date is confirmed by a receive mark on the reverse of the cover which is a Toronto/Canada broken circle 20/JUN 27/00.



A nice clean strike of Dundas, Ontario, The date is PM/JU23/00. Note both zeros in the year date are the same size. There are two dates 25 and 26 July known with a large zero followed by a small zero.

IMPERFORATE MAP PLATE NUMBER BLOCKS

by The Yellow Peril

Photos by Fearless Fred

These startling findings are based on a preliminary survey of several private collections containing imperforate map stamps. Only one block of Plate 1 and one of Plate 2 were found in the collections surveyed. No imperforate Plate 3 blocks were uncovered, although some perforate Plate 3 blocks and pairs were seen. The National Postal Museum however, has three imperforate Plate 3 sheets: one black sheet, a second black sheet with typographed blue ocean and the third sheet in final colours of issue. The only example of Plate 4 (a full sheet in black only) was located in the Postal Museum. Plate 5 blocks, although the scarcest of the perforated plates are, surprisingly, the commonest amongst the imperforate stamps. Two Plate 5 blocks came to light during the search — one in black and the other, in full colour as issued.

Since there is renewed and growing interest in the study of the map stamp it would be appreciated if members who have imperforate map plate blocks or pairs, contribute to this survey.

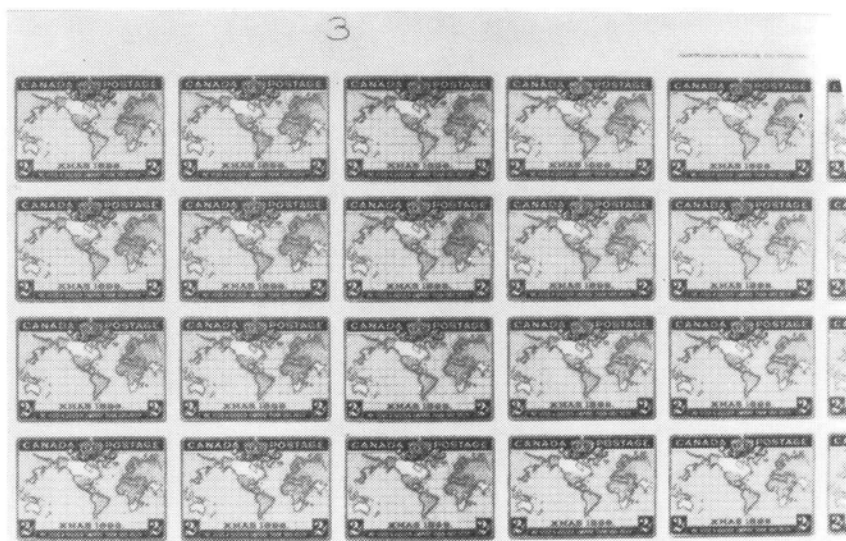
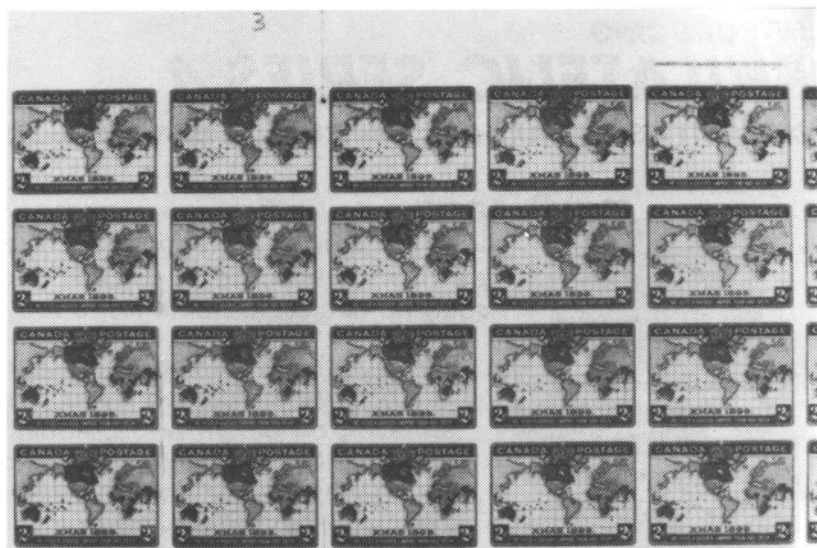


Plate 3 was engraved 2nd December 1898



Portion of a fascinating sheet in the final colours of issue – WITHOUT an engraved plate number. Manuscript “3” above stamp number 5.

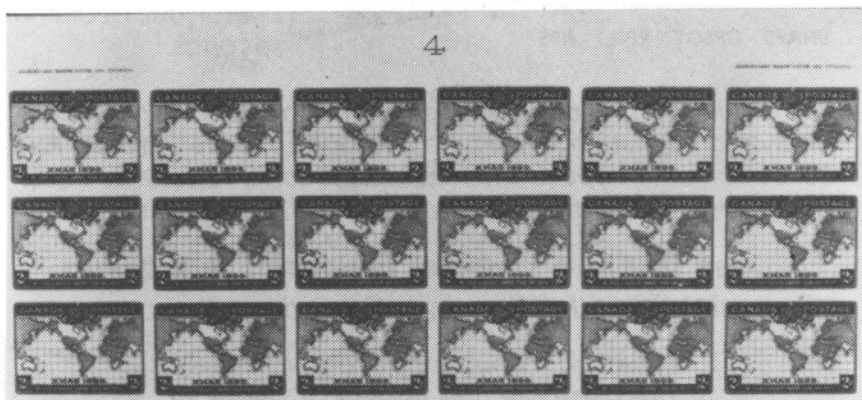


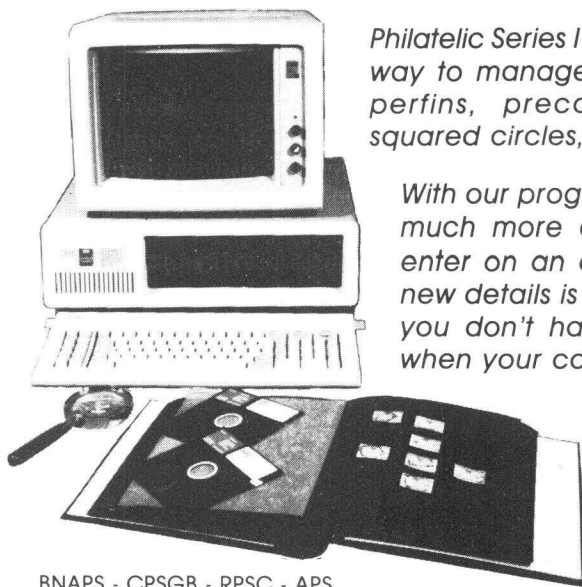
Plate 4 was engraved 10th December 1898 but it was found unsuitable for printing. Nevertheless a coveted Plate.

These photo delights are made possible through the courtesy of the National Postal Museum.

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Letter to the Editor

Messrs. H. E. & H. W. Duckworth write :—

We have read with much interest Lt-Col. D. M. C. Prichard's article in the August, 1984 issue of *Maple Leaves* on the "Canadian Packet" Handstamp, and have some comments to add. Our new data consist of three more covers, and five examples of strikes on Large Queens stamps.

The covers are as follows :—

Franking	Date	Canadian Pkt Date	Ship	Other markings
12½c 1859	OSHAWA AU ?? 1864/UC	E/AU 13/ 1864	St. David ex Quebec AU 13	SHORT PAID/HALF FINE; 1/- handstamp; GLASGOW PACKET UNPAID/ AU 26/1864
1c, 2c, 5c, 12½c (x2) 1859's	LONDON PM/JY 18 66/CW	E/JY 21/ 1866	St. David ex Quebec JY 21	REGISTERED; GLASGOW PACKET PAID/ AU 2/1866
3c, 6c (x3) L.Q.'s	TORONTO PM/FE 11 69/CW	E/13 FE/ 1869	Hibernian ex Portland FE 14	REGISTERED; London UK oval registered mark

The first of these is another example of a Short Paid letter, like the six definite examples listed by Prichard. The other two introduce a new use of the Canadian Packet handstamp, that is, on registered letters. Like the Short Paid letters, the registered examples bear this handstamp with the date set to the nominal day of sailing (the scheduled sailing date of the *Hibernian* was the 13th, a Saturday, and delays of the Portland sailings to Sunday were by no means uncommon). We do not know how consistently the Canadian Packet marking was used on registered transatlantic mail in the 1860's. We have seen registered covers to England in 1868, 1870 and 1871 which do not show the marking, however.

Off cover we have five examples of the Canadian Packet handstamp:

- (1) CANADIAN PKT/E/JV 10/1869 (Sunday) on 1c L.Q.
- (2) CANADIAN PKT/E/JY 2/1869 (Friday) on 12½c L.Q.
- (3) CANADIAN PKT/E/SP 25/1869 (Saturday) on 12½c L.Q.
- (4) CANADIAN PKT/J/JU 23/1870 (Thursday) on 6c L.Q.
- (5) CANADIAN PKT/W/SP 10/1871 (Sunday) on 2c L.Q.

Item (1) and item (2) or (3) may correspond to items mentioned by Prichard. His "2 copies on small piece" are obviously not in our listing, whereas our list includes at least 3 items not in his..

As will be elaborated in a forthcoming monograph on the Large Queens, we have assumed two uses for the Canadian Packet date stamp: (a) to cancel

mail brought late to the steamer; and (b) to cancel mail that was put into transatlantic mail bags in error. The second use is documented in Prichard's article and also by a couple of later references in correspondence from the Post Office Department to the Ocean Mail Clerks. We were not aware, however, until reading Prichard's article, that the 12 June, 1866 instructions concerning the second use specified that the handstamp was to be applied to the back of the cover. If these instructions were indeed followed, the "mis-sent" use could not account for any of the off-cover examples.

The first use is a logical method for handling last-minute mail. As readers will know, the Canadian Packets sailed from Quebec during the summer (May 1 – November 30) and from Portland, Maine during the winter (December 1 – April 30). For the Quebec sailings, there was always a Supplementary Mail, and the possibility (we assume) of taking letters directly to the dock-side – this system was certainly in use in the American port of New York. These opportunities would not have existed at Portland, where all of the mail from Canada would have arrived in closed bags. Thus, the fact that four of the five off-cover examples listed above coincide with the Quebec sailing period may be evidence for the use of the handstamp on Supplementary or dockside mail. Against this interpretation, on the other hand, is the fact that only one of the examples is stamped with an actual date of sailing.

Prichard's statement that the handstamp was "set to the date of sailing and not altered during the voyage", does not agree with our off-cover examples, since only Example (3) coincides with the eastward sailing of a Canadian Packet Steamer (the *Austrian*, from Quebec at 09:40 hours on Saturday, September 25, 1869). Unless we assume an unparalleled carelessness on the parts of several Ocean Mail Clerks, these examples surely indicate that the date in the handstamp was changed during the voyage, at least during the Large Queen period.

The fact that two of our five examples show inverted or reversed letters is further evidence of the "pure carelessness" that Prichard attributes to some of the Ocean Mail Clerks. On the whole, however, we feel that he is somewhat hard on them, given the arduous nature of their duties. They certainly were the subject of innumerable reprimands – usually based on complaints initiated by the British Post Office, an agency not known for its sympathy to the Canadian Packet service.

Finally – a small point – we suspect that the number of hammers was determined by the number of Ocean Mail Clerks, rather than by the number of different vessels employed in the service. For example, in the period 1868-1872 there were 7 Ocean Mail Clerks, which (with one spare) would account for the eight Canadian Packet handstamps ordered in 1864. We have seen in the Canadian Post Office records what appears to be a proof sheet for a number of new Canadian Packet hammers, of the same design as the originals; the proof dates are AU 18 1869.

We agree with Prichard that the subject of the Canadian Packet handstamps is far from closed.

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**DEALERS IN
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AN UPDATE TO "THE EVOLUTION OF IMPERIAL PENNY POSTAGE AND THE POSTAL HISTORY OF THE CANADIAN 1898 MAP STAMP"

by R. B. Winmill

As with any book, there are errors and omissions to be found after publication. But even more importantly, in the case of this work, new discoveries have been reported and can now be written up. In any event, the compendium of changes which follows, represents an errata and addendum to the book.

- p.17 The caption under the first cover ought to read "Prescott FE 8 '00". A gremlin added an "AM" which does not belong.
- p.18 The caption to the lower photograph ought to read "Berlin C DE 8 '90. This item is overpaid by one cent". The latter portion of this caption was inadvertently omitted.
- p.24 The final sentence ought to read, "In addition, all five Montreal barred circle types are known on Map cover". ("Montreal" was inadvertently omitted.)
- p.28 A new type one squared circle was found. This was Beeton with a scarcity of A. The find was also on cover (front).
- p.31 Port Maitland (under the notes column) ought to read "FE 7 '98 known". As this stamp was not issued until DE 7 '98, this is a fine example of an indicia error.
- p.34 The lower cover is no longer unique — at least one other is now recorded.
- p.35 Arnprior is now recorded on cover.
In the note beside Goderich, "1898" ought to read "1899".
- p.36 The note beside Stirling ought to be removed.
- p.39 The note reading "During spring 1899, 66 is found" ought to be clarified by adding "— an error for '99".
Woodville ought to be omitted as it is not known. Upon his death, it was discovered that the late Nels Pelletier mistook a Wooler for Woodville. As this was the only strike recorded, it is apparent that no example of Woodville is known.
- p.42 The note ought to read "00" (not 00) known on OC 1 '99 and an inverted 8 known NO 18 '99". (the "and" was also omitted).
- p.52 R96B now known.
- p.70 Kemptville III and II are now known and ought to be appropriately inserted. This is a new discovery.
- p.71 Under Toronto notes, "5" and "8" should be added — they are new finds.
- p.72 *Toronto Rusholme Rd, VC I II ought to be added. This too, is a new discovery.

- p.84 Collectors might be interested in a rather peculiar broken circle indicia error. Kualt B.C. FE 29 '99 can not exist — there is no such date!
- p.88 Oromocto, White Cove, Mahone and Shelburne grids are all known now, at least as late as 1898, hence all could exist on map. Little Glass Bay (1899) Maitland (May 3, 1899) and Victoria (N.B.) (1899) are all known on map cover. All were discovered in a horde of material sold by a prominent western collector.
- p.89 The following new discoveries ought to be added —
- | | | |
|------------------------------|-----------|-----------------------|
| Bailieboro | Peterboro | Broken circle, blue |
| Bethesda | York | Broken circle, purple |
| Mill Bridge | Hastings | Broken circle, purple |
| Presque Isle (note spelling) | | Broken circle, purple |

In future, it is certain that there will be new discoveries made in this most interesting field. Indeed, it ought to be noted that new finds in the fields of duplexes on map stamps have been omitted. This has been done because, owing to access to the collection alluded to earlier and to a horde of other (non map) material, that duplex information can more properly be presented in a separate article. There still remains more than ample opportunity for the next generation to study and contribute to the field of map stamp postal history.

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- 1656 Ferraro, W. H.
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 1657 Hewlett, M. R.

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 2333 Harrison, D. PO Box 2577, Sidney, BC, Canada, V8L 4C1.
 1177 Harrison, H. W. 122 Charlesbrook Road, Baltimore, MD., USA, 21212.
 2422 Russell, R. PO Box 1180, Prince Rupert, BC., Canada, V8J 4H6.

Maple Leaves Returned — New Address required

- 2201 Esaw, F. A. formerly 24 Lincroft, Oakley.
 1949 Potts, J. formerly The Roof House, Grosvenor Close.
 1011 Rorke, Fr. W. formerly #104, 13340, 706 Ave. Surrey, BC.
 1535 Rosenthal, M. formerly 160 Woodfield Road, Toronto.

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- 1815 Johnson, A. J. is still resident at 46 Watersplash Road, Shepperton.

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