



Maple Leaves

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OF GREAT BRITAIN**

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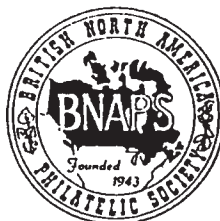
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EDITORIAL

Our congratulations go to member Malcolm Montgomery who won a Large Gold at the 2008 ABPS National show in Harrogate with his display of *British North America Trans-Atlantic Mail 1759 – 1851*. Well done, Malcolm! Several members also enjoyed success at the recent BNAPS Convention – a report on this can be found on page 21.

This issue is the first of Volume 31. For those of you who like to bind your Maple Leaves we plan to provide an index to Volume 30 in the near future in similar format to that published for all recent volumes.

Speaking of indexes, you may recall that some time ago we signalled the intention to produce a new Cumulative Index for Maple Leaves. Such an index is long overdue; the last one appeared in 1974 and covered Volumes 1 to 14. I am pleased to report that, thanks mainly to the efforts of Charles

Livermore, we now have a cumulative index covering Volumes 1 to 29. This new work is in the same format as that used for the BNAPS Topics index published in 1998 and provides comprehensive cross referencing to all articles published in Maple Leaves between 1947 and 2006.

The index will be available in two different formats; either:-

- a) as a hard copy, spiral bound A4 size book of some 160 pages or
- b) on CD for uploading to your computer. Files are in PDF format.

The content is exactly the same either way as is the cost of £15 plus p&p. Note, however, that the postage and packing cost for option b) will be substantially lower, particularly for overseas members. The book weighs around 450gms so expect p&p costs of a little over £1 inland UK and around £6 to North America for this option.

You can place your orders with our Handbooks Manager, Derrick Scoot. A small initial stock of the Cumulative Index will be in Derricks' cupboard by the end of February but thereafter we will produce the book, in either format, to order. Your Editor, who doubles as the Index production plant, will do his best to keep any delivery delays to a minimum.

Elsewhere in this issue you will find a plea for a volunteer to take on the role of Society Treasurer. John Hillson, who has held this post for an incredible 23 years in two stints, has signalled his intention to step down at the next Convention in September 2009. Under John's canny Scots management, the Society books have been kept on an even keel even through the turmoil of recent banking crises. The result, which we have all enjoyed, has been unchanged subscription rates for well over 10 years. Our thanks go out to John for his efforts over such a long time and a rest from the task is clearly very well earned. If you feel you can help the Society by taking on this role please contact our President, Derrick Scoot. You do not need to have an expert financial background to qualify – though an ability to add up is no doubt an asset!

I close on a sad note by reporting the death

of two well known members. The first is ex-President Mac McConnell. Mac died suddenly a few weeks ago. He was one of our few remaining members with a roll number in three figures having been a member of the Society since 1956. He was also that rare breed; a 'general' collector of Canada although his main interest had always been in postmarks and postal history. He was a frequent contributor to this journal and the diverse range of his contributions over the years is a testament to the breadth of his philatelic knowledge. He was also a regular attendee at Midlands Group meetings and will, no doubt, be sadly missed there. He was President of the Society in 2000/2001 and ran a very successful Convention in Shrewsbury which many of you will remember fondly. Our condolences go to his surviving family.

The second untimely death is that of Duncan MacDonald a.k.a. 'the Canadian Precanceller'. For those members who may have done business with Duncan on his E-bay site, his wife, Tina, has asked me to let you all know that she will be continuing his precancel business on E-bay in due course. Any existing orders and requests will be filled by her. Once again, our condolences go to Tina and the rest of her family.

**The CPS of GB wish all
our members a peaceful
and prosperous
New Year**



STREET CANCELS 1886 - 1918 (PART 4)

Graham Searle

Introduction.

This is the fourth in a series of articles that will attempt to list and illustrate the "Street" cancels used in Canada between 1886 and 1918. This part covers the story of the Street cancels from Winnipeg and Vancouver.

Before I started to research for this series of articles, I had no idea that there were any Street cancels from these two cities and I had never seen any of them 'in the flesh'; so my thanks go to Don Fraser, a long time collector of Winnipeg Postal History and to Bill Topping who has collected and written about Vancouver and British Columbia Postal History for an equally long time. Without them, this would have been a very short chapter indeed and I thank them for many of the

illustrations contained herein. I must also thank Bruce and Larry from Bow City – one of our regular advertisers – who put me in touch with Don and generally made this chapter possible by providing access to a number of other illustrations. Despite all this help, there are still several cancels that I am unable to illustrate because they do not appear in the Proof Books (3) and no actual example has come to light. Needless to say, I am eager to hear from any members who own examples of these elusive cancels.

The two western cities grew much later than their counterparts in the east so the Street cancels shown in this part are later than those from Toronto and Hamilton; they mostly date from the period 1900 to 1918. With one or two exceptions, they are also all very scarce, though possibly



Fig 125 View of Main Street, Winnipeg circa 1910.

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WINNIPEG:-

Winnipeg had grown sufficiently to require sub post offices by the turn of the 20th century and the first Street offices opened in 1900. However, the city moved to a series of Postal Stations and numbered sub-offices quite early so the period of the Street cancels was short lived.

Four Street offices opened in 1900 with a fifth following in 1901.

Main Street North

This office which opened in June 1900 was situated at 546 Main Street. The first postmaster was a J.W. Cockburn who remained in office till 1908. The office was renamed in August 1913, becoming Winnipeg Sub no. 4.

Despite the short life, this office produced at least three different cancels. The first is a split ring cancel shown in fig 126. This was in use from 1900 to 1909. Thereafter, two different full circle cancels were used. The first of these, shown in fig 127 was proofed in October 1909 and used through to 1912. The second type, shown in fig 128, has different wording at the base of the cancel, making clear it is a sub-office. This type was used only in 1912 and 1913 and must be very scarce.

Main Street South

This office opened in October 1901. It retained the Street name until March 1917 when it was renamed Winnipeg Sub No. 3. The first postmaster was a Edmund Taylor

No 6026

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 cents.

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Fig 126 Winnipeg Main Street North split ring cancel

who remained in office till 1906 and the office was located at 450 Portage Avenue on the corner of Main Street.

I have only been able to trace one cancel from this office which is shown in fig 129. However, this split ring type was only



Fig 127 *Winnipeg Main Street North*
full circle cancel – first type 1909 –
1912



Fig 129 *Winnipeg Main Street*
South split ring cancel



Fig 128 *Winnipeg Main Street*
North full circle cancel – second type
1912 - 1913

Isabel Street and Isabel Street North

Our only record of these two sub-offices comes from the National Library of Canada Archives (1). Both appear to have been short lived. Isabel Street office opened in June 1900 and was closed down in November 1905. Isabel Street North had an even shorter life; being opened in June 1900 and closed by October 1903.

I have not been able to trace any cancellations from either of these two offices although logic suggests that at least one from each office must have existed. I would be delighted to hear from anyone who has examples of cancels from these two offices.

Portage Avenue Centre

proofed in 1909 so it reasonable to assume that at least one more cancel must have been in use earlier. Maybe our members can throw some light on this 8 year time gap?

This office also opened in June 1900. It remained as a Street office until March 1917 when it was renamed Winnipeg Sub office no 2. The first postmaster was a



Fig 130 Portage Avenue Centre Winnipeg split ring cancel

William R. Austin who remained in office until 1906 and the office was located at 254 Watt on the corner of Portage Avenue (1). I have something of a soft spot for this office as it is the only Winnipeg Street office that I have ever found a cancel from – that, indeed, from the last CPSGB auction.

Two cancels were used from Portage Avenue Centre. The first is a split ring cancel shown in fig 130 which was in use up to late 1911. Thereafter, the office used a full circle cancel shown in fig 131.



Fig 131 Portage Avenue Centre Winnipeg full circle cancel

Later Winnipeg Street cancels

As noted above, Winnipeg moved quickly to numbered offices after World War 1 but there is at least one contender for a Street Cancel collection amongst the later cancels. This is from Morse Place which many will consider a 'Street'.

This sub office opened in January 1913. In the archives (1), the address is shown as 'Part of lots 92 – 93, East Kildonan Parish' so I guess we can surmise that the area was not fully built up in those days.

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It was renamed 'Winnipeg – Morse Place' in April 1923 by which time the address was 607 Munro. It remains open to this day and is now located at 525 London.

There is only one cancel from Morse Place in the period up to 1918, a split ring cancel shown in fig 132. This remained in use up to the name change in 1923.

VANCOUVER:-

Vancouver started to find the need for Branch Post Offices as early as 1897 when the East End Branch and West End Branch offices opened. These can be regarded as precursors of the later Street Cancels in much the same way as the Toronto Branch offices.

Vancouver East End Branch

This office opened in April 1897 and closed in June 1914. Its first postmaster was a John Woodward who held the post for only two years. In 1899, he was replaced by Mary Woodward, presumably a close relative. Mary lasted a little longer, until 1903 when she was removed for political partisanship – surely one of the more bizarre reasons for sacking a postmaster! The office was located at 626 Westminster Avenue.

There are two cancels to look out for from this Branch office. The first is a split ring cancel shown in fig 133. This type was replaced by a full circle cancel proofed in May 1913. This second type is shown in fig 134 and must be exceedingly rare

Vancouver West End Branch

This office which also, I believe, opened



*Fig 132 Morse Place,
Winnipeg split ring cancel*



*Fig 133 East End Branch,
Vancouver split ring cancel*

in 1897 is something of an enigma. It's existence is reported by Max Rosenthal in his 1957 article on Early Street and District Cancellations (12). It also provides some symmetry with the East End Branch. The post office records show that it was closed much earlier than it's Eastern neighbour being closed in



Fig 134 East End Branch, Vancouver full circle cancel

July 1908 as no person was willing to operate it. It was located at 1055 Burrard Street near the corner of Comox Street.

However, that is about all I can find out about it. It is not recorded in the Archives (1) and the proof books show no cancels from this office (3). Maybe one of our readers can throw some light on any cancels it may have used.

By 1910, Vancouver had expanded to the point that several branch or sub post offices were required to meet demand. Of these, three had street names. The first of these three to open was that at Janes Road.

Janes Road

This office opened in July 1910. It was located at the corner of Janes Road and 42nd Avenue East. (In 1918, the street address was 1918 East 42nd Avenue East). As a Street Post Office, it was

fairly long lived; keeping the Street name until 1931 when it became the less glamorous Vancouver Sub no. 43.

Its first postmaster was a William Janes who remained in office throughout our period. It would be nice to think the road and post office was named after him or, at least, his predecessors.

The first cancel used by this office was a split ring type shown in fig 135. This shows no association with Vancouver. In July 1918, this type was replaced by a full circle cancel clearly showing Janes Road to be a sub-office of Vancouver. This second type is shown in fig 136.

Fraser Avenue

This office opened in December 1910 and remained in operation until 1985. It has moved address several times over its long life although several of these address changes appear to be the result of street/ block renumbering. In 1910 it was located at 4105 Fraser Avenue but by 1915 this had become 4128 Fraser and then 4114 Fraser.

The first cancel used here was a split ring type shown in fig 137. Like its counterpart from Janes Road, it shows no association with Vancouver. It had a relatively short life; from 1910 to 1913.

Some collectors have suggested there is a duplex cancel from Fraser Avenue from this same period. I have seen two copies of this 'duplex' – one is shown in fig 138. They both have a very large gap between the cds and killer and crucially the gap is very different between the two examples. The cds portion of the 'duplex' is identical to the split ring cancel in fig 137 and I am inclined to believe that there is no actual duplex cancel; rather this split

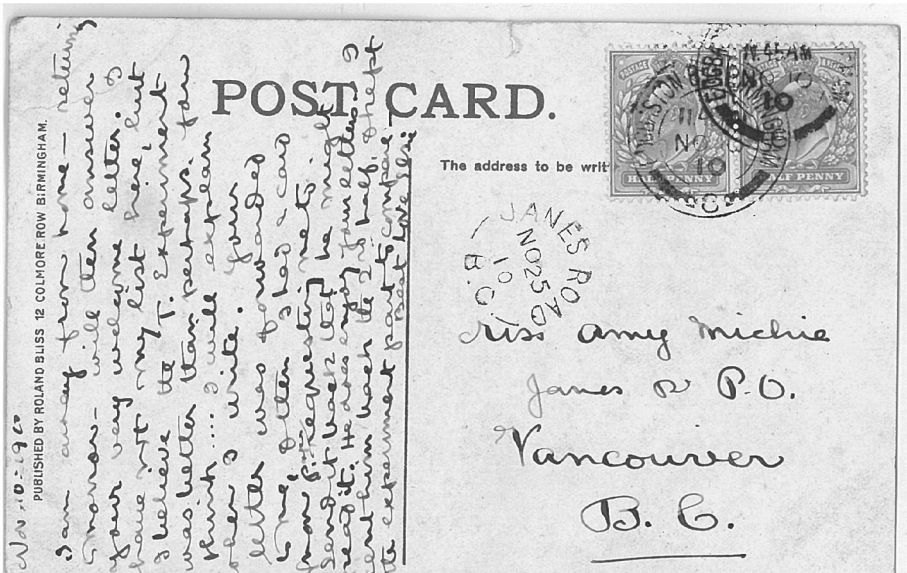


Fig 135 Janes Road, Vancouver split ring cancel



Fig 136 Janes Road, Vancouver full circle cancel

ring cancel was often used in association with a separate killer.

In December 1913, a full circle cancel was introduced showing Fraser Avenue to be a sub-office of Vancouver. This type is shown in fig 139. This coincided with a

change in the post office name in early 1914 when it became Vancouver S.O. Fraser Avenue.

Earls Road

This office opened in September 1912 and lasted only until April 1922 when it became Vancouver Sub-Office no 27. The postmaster here was E. Hickman throughout our period. The office was located at 386 Earls Road.

I have only identified one cancel from Earls Road in our period. This is a split ring type shown in fig 140. Again there is no association with Vancouver.

For completeness, I show a later cancel from Earls Road. This type, shown in fig 141 is outside our period and the records suggest that it may never have been used. However, ever the optimist and in the hope that this may be incorrect and that

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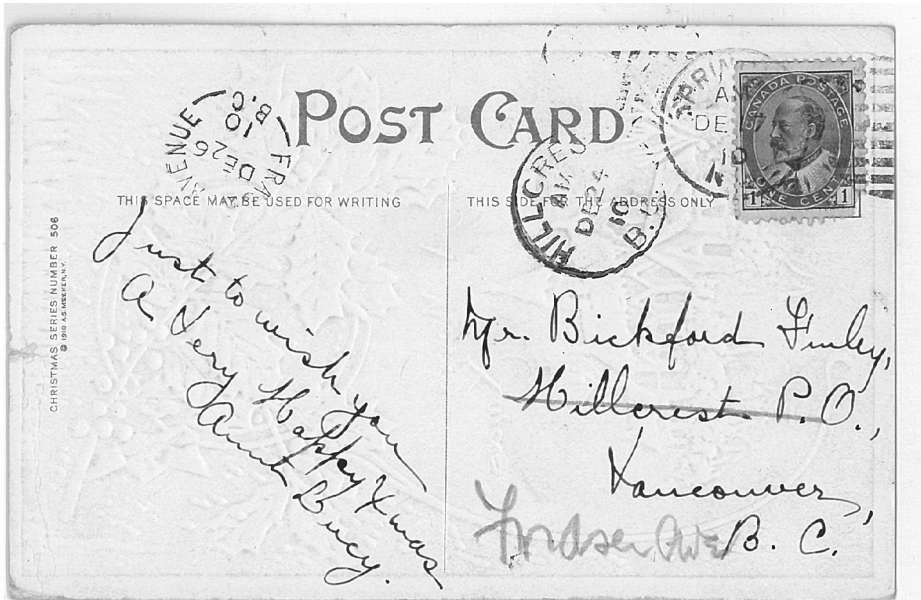


Fig 137 Fraser Avenue, Vancouver split ring cancel

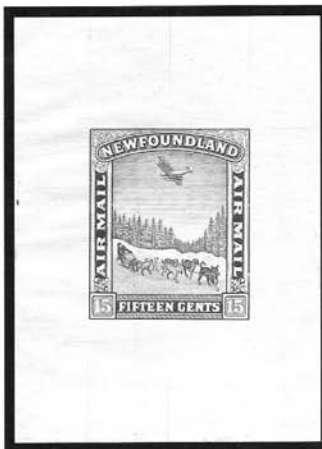
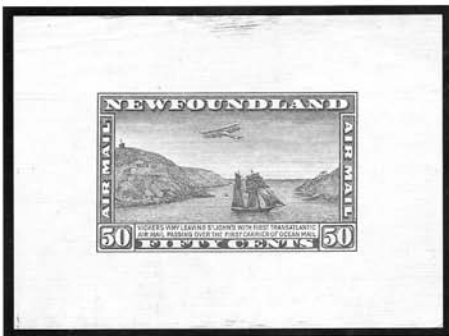


Fig 138 Fraser Avenue possible duplex cancel

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Fig 139 Fraser Avenue,
Vancouver full circle cancel

someone out there has a copy, I show it here. If someone does possess this cancel, you are the proud owner of what must be

one of the rarest of all Street Cancels – proofed in February 1922, less than two months before the office name was changed.

TO BE CONTINUED.

References:-

- (1) National Library of Canada and National Archives of Canada; available on-line at: <http://data4.collectionscanada.ca>
- (3) Series of books entitled 'Proof Strikes of Canada' edited by J. Paul Hughes and published by Robert Lee 1990 – 1994. The relevant volumes for this article are:-

- Volume 1 – Split Circle Proof Strikes of Western Canada
- Volume 8 – Full Circle Proof Strikes of Western Canada

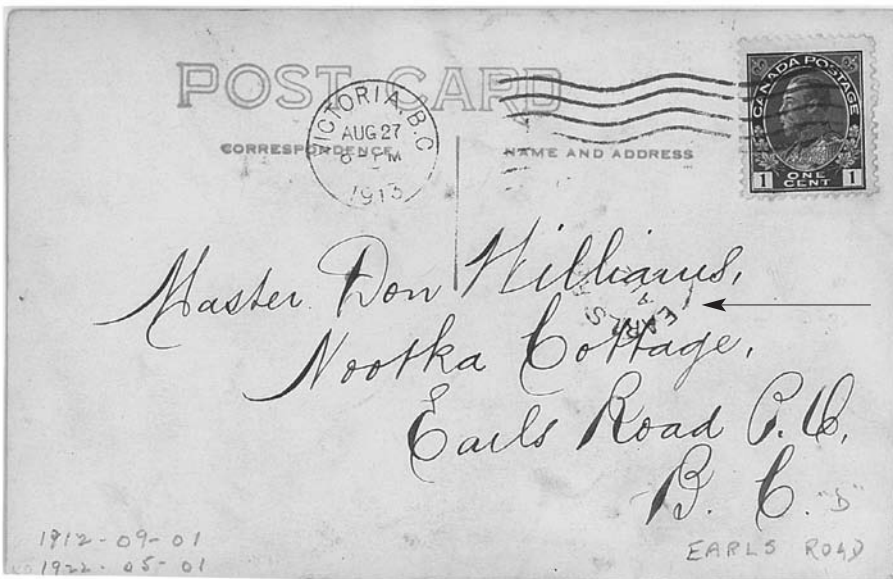


Fig 140 Earls Road, Vancouver split ring cancel

(4) Canadian Post Office, Postal Guides for October 1886, January 1887 and January of subsequent years up to 1900. Library and Archives Canada.

(8) Notes on Street Cancellations compiled by the late Dr. Charles Hollingsworth

(11) Street Cancellations – A Check List; Frank Waite BNA Topics July-August 1992 page 18

(12) Early Street and District Cancellations, Max Rosenthal BNA Topics, Vol 14. September 1957, pp 207 – 211.



Fig 141 Earls Road, Vancouver later type of full circle cancel.

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INCONSISTENCIES IN EARLY ROTARY PERFORATIONS

Richard A. Johnson

If one takes a pane of stamps, chooses a particular stamp, and then gauges its perforations - say on its right vertical side - then one would expect that the right sides of all stamps in that same column would have the same perforation gauge. For the current stamps of Canada (and most other countries) that expectation is certainly satisfied, the technology being so well developed that there is virtually no difference in the perforation process anywhere in such a pane - or even from pane to pane. Any variations in the perforation separations would be so minute that they could never be detected by use of any of the usual perforation gauges.

But not so for the perforations of stamps of earlier times in Canada (e.g. the Large Queens) and the United States (which countries shared the same rotary perforation technology). Because each pin-and-hole pair was produced in a separate operation, their positions varied. What follows here are the results of some tests designed to determine just how much variation one may expect.

Even if some could be released for use, multiples of the Large Queen stamps of Canada are too rare to subject to the possible accidents arising through the use of measurement machinery. But the Third Bill Issue of Canada which was produced in the same period as the Large Queens is not so rare. Indeed, full sheets still appear in today's market. So measurements were made of individual perforation positions

on strips from two full sheets of the Third Bills: a 3 cent and a 50 cent. Both carried the imprint "British American Bank Note Co. Montreal & Ottawa" and so come from printings contemporaneous with the Large Queens.

Three different runs of measurements were made using a traveling microscope to record the positions of sequential perforation holes along each strip:

- Run #1. 3 cent: 81 perforations alongside the bottom five stamps of the left-most column;
- Run #2. 3 cent: 81 perforations alongside the bottom five stamps of the right-most column; and
- Run #3. 50 cent: 160 perforations from the full left-most column.

Details of the measurement method and the ensuing calculations may be found in the Appendix below.

These measurements were converted into their equivalent gauges - for the entire strips and for then groups of 16 perforations that corresponded with the stamps themselves. The results are summarised below.

- Run #1: Equivalent number of stamps: 5
Gauge for the strip: 12.15
Individual stamp gauges
12.10, 12.13, 12.21, 12.04, 11.99
(Bottom upwards)
Lowest-Overall-Highest:
11.99 - 12.15 - 12.21

Run #2: Equivalent number of stamps: 5
 Gauge for the strip: 12.02
 Individual stamp gauges
 12.08, 11.95, 11.98, 12.02, 12.16
 (Bottom upwards) Lowest-
 Overall-Highest: 11.95 - 12.02 -
 12.16

Run #3: Equivalent number of stamps: 10
 Gauge for the strip: 12.00
 Individual stamp gauges
 12.09, 12.00, 12.02, 11.99, 11.98,
 12.00, 11.98, 12.02, 12.01, 12.19
 (Top downwards)
 Lowest-Overall-Highest:
 11.98 - 12.00 - 12.19

An illustration of the results of Run #2 is shown below.

All of these runs produce stamp-by-stamp a significant variation of (calculated) individual stamp gauges about the value for the entire strip. Even Run #3 which is otherwise very uniform has one 'outlier' at 12.19 against the overall figure of 12.00.

In the 1860s and 1870s, the manufacture of the wheels on which the perforation pins were mounted and the wheels that carried the corresponding holes were of limited accuracy. Individual pin-and-hole pairs had to correspond tightly; otherwise the pins would bend or break or the holes would wear rendering the perforation process ineffective. However, the separations of these pairs did vary around the periphery of the wheels, thereby causing local variations in the separation of sequential perforations. Since the gauge of a stamp is a combination of these perf-to-perf separations, the determination of the gauge of any particular stamp would not necessarily correspond to that of another from the same column (or row).

Evidence suggests that results of a manufacture carried out at one time of a

set of the pin and hole wheel pairs sufficient to perforate a complete pane or sheet may have been fairly uniform. Cases are known where it seems a pair from a different set was substituted producing a substantial perforation difference between adjacent columns or rows. But this investigation supports the conclusion that, even where there were no such substitutions, the perforation gauges will still vary.

The implication of this occurs when these small variations are deemed so significant as to justify differences in catalogue values as though they were stamps from differently-produced runs (e.g. the Large Queens). From sheet to sheet, and from column (row) to column (row, resp.) in a given sheet, there will be different spacing of holes produced by successive pin-and-hole pairs on a wheel. Some will occur less or more often than others and so be more or less 'rare' than others; but what the population distribution is of the resulting gauges no one as yet knows. (To estimate that distribution one might have to make measurements like those herein reported on all columns and rows of a great many sheets of stamps.) The only test now available is the relative occurrence of examples in the market place; and that bears significant statistical uncertainty.

To emphasise the point, the gauges determined for stamps of this era coming from a row or column of the same pane or sheet will vary. The moral of this tale is *Caveat Emptor*.

Appendix

Because of the optical properties of the traveling microscope used, transparent scans of the strips (with dark backing) were used. Each strip was selected because all its individual holes could be distinctly seen in the eyepiece of the



p.12.16

p.12.02

p.11.98

p.11.95

p.11.95

Run 2 results – overall perf is 12.02 for the strip

microscope. With a little care, the position of each perforation hole could be recorded to the nearest one one-hundredth of a millimeter.

These measurements were then subjected to standard regression analysis from which estimates of the mean perf-to-perf separation distance could be made for each strip or part thereof. These were then converted to the equivalent standard gauges. The analysis was applied for the

full run of measurements on each strip and then, because each stamp carries approximately 16 perforation holes, it was repeated for each such set. These latter produced gauge values which could then be compared with the gauges that one would get by applying one of the currently-available standard gauges to these stamps. For each strip, these individual ‘stamp’ gaugings also indicate just how much variation there could be in gauging stamps along the same column of the same pane or sheet.

The standard regression analysis gives the ‘best fit’ to the data by minimising the sum of the squares of all deviations of data points from the ‘best’ line. A criticism of it is that it gives too much weight to the larger deviations. This is not what one does in applying a standard gauge to a stamp. While practices vary with the collector, generally speaking the process of gauging is to match the first and last perforations on the side of a stamp with the gauge and then check to see that the intervening perforations match in number. The first and last perforation holes seem emphasised in such a procedure.

By using the microscope readings for the positions of the ‘first’ and ‘last’ perforation holes for each stamp, one may calculate the ‘ordinary’ average or mean value of the gauge for that stamp comparable to the results of the gauging described above. In 11 of the 23 calculations of these in all three runs, the difference in gauge with the regression results was .02 or less; in 8 other cases it ran .03 to .05. The remainders were .06, .07, .09 and .15 (the last of these being the middle stamp in Run #1.) It would seem then that the usual gauge measurements made of these stamps would correspond well with the results tabulated for the three runs. This may be fortuitous as it depends on the particular positions of the first and last holes for each stamp.



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combination of stamps. Single usages of any values other than 1c & 2c and these are still of interest if they carry nice clear postmarks of smaller Newfoundland towns. On this issue I'm a collector, not a dealer, so you don't have to be kind on pricing - Kind is you offering me the opportunity to acquire some neat items that will enhance the collection. Contact John Jamieson at Saskatoon Stamp Centre (see phone/fax numbers below) or email directly at ssc.john@saskatoonstamp.com

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UK INVASION OF HALIFAX 2008

Neil Prior, F.C.P.S., F.W.P.S.

There was a major invasion of Halifax, Nova Scotia, by 16 CPS of GB members and partners (surely a record in recent times) from this side of the pond in August for the 'BNAPEX 2008', the Annual Convention of the British North America Philatelic Society.

The show was hosted by the Atlantic Regional Group of BANPS, in conjunction with the Nova Scotia Stamp Club, who held their own 'NOVAPEX' show at the same time. The venue was the centrally located Lord Nelson Hotel in Halifax.

The members who ventured across the Atlantic were Colin and June Banfield, Colin and Wendy Lewis, Peter and Mavis Motson, Malcolm and Ann Newton, Brian and Freda Stalker, Judith and Bob Viney, David Armitage, Martyn Cusworth, Neil Prior and Derrick Scoot.

Whilst some considerable time was spent at the 17 dealer's tables, most of whom were new to our group, there was also great interest shown in the competitive exhibits, where the judges commented on the extremely high standard, 27 gold medals being awarded to the 47 entries.

Of the UK entrants, Martyn Cusworth topped the poll with 2 golds, one with the Felicitations of the jury. Colin Banfield received one gold and one vermeil (with felicitations) and Colin Lewis, Peter Motson and Brian Stalker all won golds.

In addition to these medals, Peter Motson received the 'Daniel Myerson Award' for the best exhibit of British Columbia, New Brunswick, Nova Scotia, Prince Edward Island or Newfoundland for his eight frame entry of 'Newfoundland Airmail Stamps and Airmail flights 1919 – 1948' and Brian Stalker with his five frame entry of 'Newfoundland's South Coast Travelling Post Offices, Routes, Postmarks, Steamships and Mail Clerks 1888 – 1968', was the recipient of the 'Ed & Mickey Richardson Award' for the exhibit that represents the highest level of achievement in research, originality, innovation or presentation.

Most of the group spent some time exploring Halifax and the surrounding area, whilst others ventured further out to Cape Breton Island, the Cabot Trail, Prince Edward Island or the Bay of Fundy, either before or after the Convention. It was good too to meet up with some regular attendees at our own Conventions, including Wayne and Ivy Curtis, Mike and Carol Street, John Cooper and Susan Upham, Charles Livermore and Jane Thiele and Bill Topping.

All in all, a very enjoyable week or two, although some were caught in thunderstorms or the tail end of Hurricane Hanna and some were caught up in the demise of Zoom Airlines both of which put a slight dampener on proceedings!

CONVENTION 2008 – PERTH

Bill Topping, F.R.P.S.C.

Those coming from the colonies, like myself, will find the Canadian Philatelic Society of G.B. convention much more of a social event than similar philatelic conventions held in North America. As usual on Wednesday afternoon most of the regulars arrived shortly after lunch and by mid afternoon the hotel lounge was filled with members catching up on events of the past year. The members are very gregarious and all the first time visitors were welcomed as long time friends.

This year's convention was held from September 24 to 27 in the Queens Hotel, across from the railway station, in Perth and thanks to five days of sunny weather the attendees were able to enjoy the sights of downtown Perth at their leisure. Most of the 40 guests arrived Wednesday afternoon in time for tea and a social get together, hosted by President Graham Searle and his good wife Karen. In addition to the regulars from all parts of the United Kingdom a number of visitors from Canada and the United States attended as well.

An excellent dinner was served in the hotel dining room following which the ladies departed to enjoy a social get-together with old friends as well as having a opportunity to welcome a number of newcomers attending their first convention. Unlike most stamp conventions CPS of GB always arranges partner events so that the non-collectors become active participants in the convention.

While the partners were enjoying their social evening the members were treated to a 200 plus page display of the "Postal History of Rural Mail in Canada" by long time collector Sandy Mackie. At age 89, Sandy became one of the oldest Convention exhibitors. The display explored in great detail the various mail rates that applied to mail from rural post offices in Canada, with a selection of superb covers to illustrate each of the postal rates.

Thursday morning started with a display by New Yorker, Charles Livermore, of the "Toronto Sub-post Offices" from the late 1800's to 1961+. The display is a work in progress as there have been well over 300 Sub Post Offices established in the Toronto region. The display was an excellent example of taking a limited topic, such as a study of regional sub-offices, and expanding it into a detailed study of the postal history of the region.

After a brief coffee break Peter Motson presented his award winning display of "Newfoundland Airmails" which featured the stamps and flown covers from the early flights within Newfoundland to the trans-Atlantic flights passing through Newfoundland prior to World War II. The display was augmented with projected photographs of many non-philatelic items that enhanced the display greatly.

After lunch members and spouses assembled for a bus trip to Glamis Castle, the childhood home of H.M. Queen



Julie Edwards and Wendy Lewis meet the locals



Colin Lewis takes home the silverware



Your editor removes a great weight from his shoulders



New President, Derek Scoot, seeks sustenance

Elizabeth, the Queen Mother. The present owner Michael, the 18th Earl of Strathmore and Kinghorne still resides there and he has done an outstanding job of retaining the flavour of the castle and grounds that date back to 1372.

The evening featured a display by John Cooper, from Montreal, of "The Scroll Issue of 1928". His display included die proofs, imperf and part perf stamps, multiples as well as part sheets depicting plate numbers and other unusual varieties. While the members were reveling in the Scroll Issue, the ladies were entertained by a very enjoyable film showing the wonders of Scottish scenery. Following the evening entertainment Colin Lewis made the auction lots available to members for examination, although some members preferred to head for the bar for a "Study Group Meeting".

Friday morning featured nine displays of

interesting items brought by members in the 16 page exhibits. John Parkin showed WWI Canadian forces mail; John Hillson, Registration stamp rate covers; Richard Thompson, bisects and other postal oddities; David Armitage, and Derrick Scoot joined forces in presenting postal souvenirs collected on their recent trip to BNA, Halifax; Neil Prior, cancellations on selected Canadian stamps; Colin Banfield, turn of the century Montreal hotel covers; Colin Bulloch, unusual Newfoundland items; and Graham Searle, Admiral registration rates. As usual the wide range of material meant that those present all found something of interest to look at.

The Friday afternoon outing presented a choice of venues, those who wanted to spend money, mainly the ladies, could go to the town of Crieff while those wishing to imbibe, mainly the men, could visit the nearby Glenturret Distillery for a wee snifter of fine scotch. The event did not go

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off without incident as the bus broke down in front of the Crieff Golf Course where those present were invited to enjoy a cup of tea. However, even before the tea was served a replacement bus arrived and the tour continued. Later in the evening it was alleged that some of the men had sabotaged the bus so their wives would have less time to shop at Crieff.

In the evening while the ladies learned how to build marshmallows towers and enjoyed a quiz night, the members were entertained by the President's display, a long standing tradition of CPS of GB conventions. The president, Graham Searle, showed a display of the "Canada 1851 and 1859 Issues" featuring die and plate proofs, varieties and covers. This display did the President proud and was much enjoyed by the members.

Saturday started with the Annual General meeting, the details of which are to be found in the Secretary's Report. After coffee the judges, David Sessions and John Hillson, presented the judges critique on the competitive entries. Class 1(a) – 'Canadian Stamps to 1902', was won by Richard Thompson for his display of the Canadian Beaver issue, while Class 1(b) - 'Canadian Stamps after 1902', was won by Graham Searle who showed the "Centennial Issue Stamp Booklets". He also won the Lees-Jones Trophy for the best exhibit of the "Elizabethan" period and the Aikens Trophy for the best article printed in "Maple Leaves"; the latter for his series on Street Cancells. There were three entries in Class 2 – 'Postal History', and after much consideration by the judges as to which of these outstanding displays should win the Stanley Godden Trophy for the best "Classic" issues the award went to Colin Lewis for his display of early Newfoundland. Second place went to Colin Banfield for his showing of the usage of the Canadian Registration

stamps, and Dave Armitage won third place for his exhibit of the usage of the Canadian Special Delivery stamps to 1931. In the afternoon Colin Lewis presided over the Society Auction that grossed over £12,000.

The closing banquet was held on Saturday evening and started with the President and his lady being piped into the Balmoral Suite where a Sherry Reception – courtesy of Bonhams Auctioneers, was held. Following a traditional Scottish banquet the usual toasts were presented. Tony Cochrane, President of the Perth Philatelic Society, welcomed the guests to Scotland and presented the toast to "The Canadian Philatelic Society of Great Britain" which was replied to by the President, Graham Searle. The usual "Toast to the Ladies" was presented by Colin Banfield with the response being made by Susan Upham. Malcolm Newton presented a toast to "Our Guests and Overseas Members" with the response being made by Charles Livermore. The evening ended with the installation of the incoming President Derrick Scoot who announced the 2009 convention will be held from September 23 to September 27 at the Homestead Court Hotel, Welwyn Garden City located off the A1(M) on the northern outskirts of London.

Sunday morning, as usual, was devoted to saying good-bye, first over breakfast and then in the hotel lobby. It is hoped that all those that attended this years "get-together" will join us again next year and those that have never quite made it to CPS convention will join us in Welwyn Garden City. In closing I would like to thank the organizers, and in particular Graham and Karen Searle, for an outstanding convention.

The accompanying photos are courtesy of Charles Livermore, Karen Searle and Colin Lewis.

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SUBSCRIPTIONS REMINDER

A reminder for those few members who have not paid their annual subscriptions for the 2008/9 season that these are now overdue.

Please make your payments of £16 or \$39 to Graham Searle or Mike Street – address details are in the panel on page 34.

Members who have not paid their dues by the end of February will be removed from the *Maple Leaves* circulation list.



Colin Banfield leads one of the study groups



Now, if only we hadn't eaten the marshmallows first! Mavis Motson and Rosemary Scoot get stuck into quiz night



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Peter Motson presents his Newfoundland Airmails

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TWO SIMILAR CROSS BORDER ENTIRES – 1844/45

John Wright

The first of the two entires illustrated below in fig 1 was purchased in the December 2007 Longley Auction. Sent to New York, it bears the red, J236, datestamp of Quebec, October 7 1844; the red crowned 'PAID AT QUEBEC', J525; red J587 'PAID; red m/s '3/10' and '75' and black m/s 'paid', 'Due 56¼' and a scrawl.

At this time, postage on a letter from Canada to the USA was made up of two parts; the Canadian (strictly British) postage to the Border and the USA postage from there to destination. Canada adopted a simplified charging system on 5th January 1844 in which a letter of not more than ½ ounce became 1 rate, ½ – 1 ounce, 2 rates; 1 – 2 ounce 4 rates; and so on. There were no 3 x and 5 x rates. For a

distance of between 201 and 300 miles, the distance from Quebec to the border, 1 rate was 10d sterling, 11½d currency, so the red '3/10' indicates prepayment for a letter of between 1 and 2 ounces (i.e. a 4 x rate. $4 \times 11 \frac{1}{2} \text{ d} = 46\text{d} = 3/10\text{d}$).

The USA did not introduce its own simplified system until 1st July 1845 and was still working on four rates for not more than 1 ounce with each additional ¼ ounce being an extra rate.

The Post Office clerk in Quebec wrongly thought 'Canadian postage is 4 x rate, so USA postage will also be 4 x rate'. The distance from the border to New York is between 150 and 400 miles so one rate would have been 18¾ cents with 4 x rate

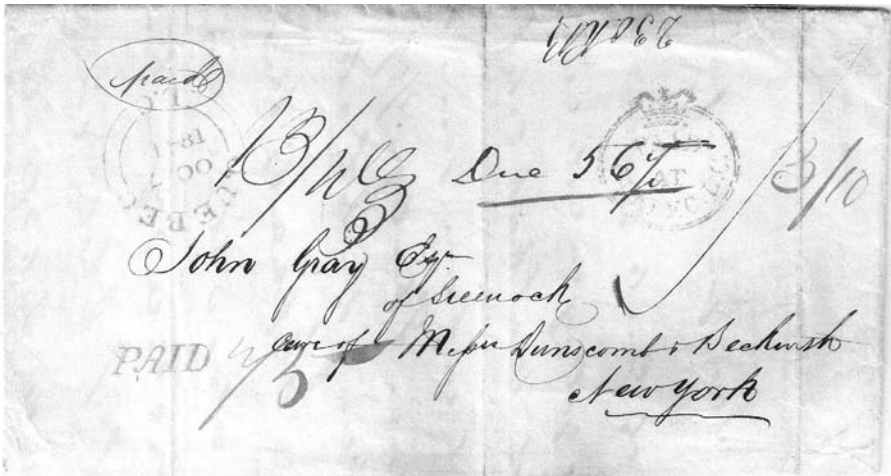


Fig 1

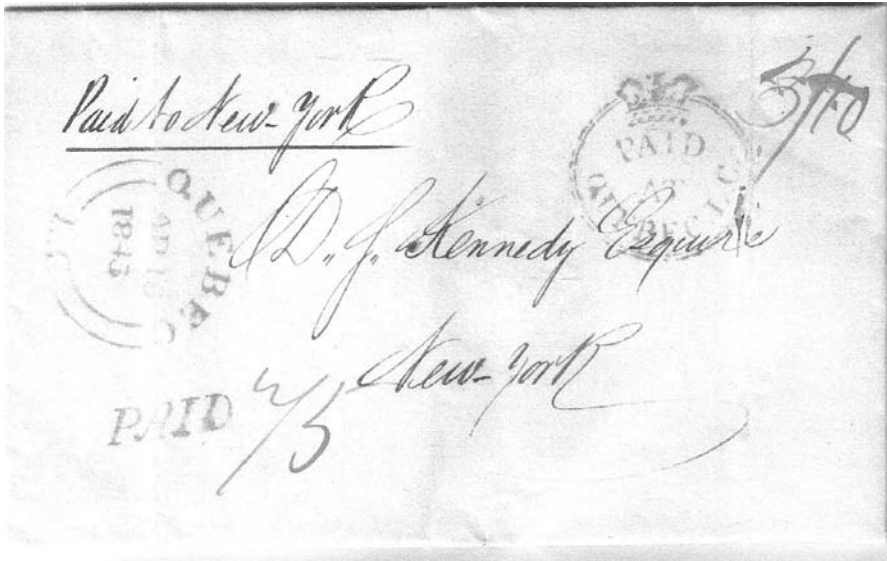


Fig 2

of 75 cents. The red '75' represents this postage which was prepaid.

At either the exchange office or New York, the letter was seen to be in the $1\frac{1}{2}$ - $1\frac{3}{4}$ oz range and so should have been 7 x rate, i.e. it was 3 x rate underpaid. ' $1\frac{3}{4}$ oz' was scrawled, and 'Due $56\frac{1}{4}$ ' added, being $3 \times 18\frac{3}{4}$ cents = $56\frac{1}{4}$ cents, the amount to be collected from the addressee. I will freely admit that it takes imagination to read the scrawl as ' $1\frac{3}{4}$ oz', but on the reasonable assumption that it is a postal marking, and means something, what else could it be?

The second entire (fig 2), from a Maresch sale of November 1999, bears similar

marks and is also from Quebec (16th April 1845) to New York. It is again rated 3/10 to the Border so must have been in the 1 - 2 ounce range. It must, therefore, have been underpaid on the USA postage. It should have been in at least the 1 - $1\frac{1}{4}$ ounce (i.e. 5 x rate) range, so was at least 1 rate ($18\frac{3}{4}$ cents) underpaid. It was, however, unpenalised. Perhaps this letter was only so slightly over the 1 ounce mark that it did not feel so obviously 'heavy' in the way that the earlier letter did, and so escaped checking.

It is interesting to note that the clerk at Quebec was, some 6 months after the first error, still not aware of the correct way of assessing the USA postage!

HAVE YOU TRIED TO ENROL A NEW MEMBER RECENTLY?

CANADA PAYS ITS DUES (3) -

David F. Sessions, FRPSL, FRPSC, FCPS

Illustrated below are two pre-cancelled private order envelopes, designed to carry the Marks Stamp Company's house journal. Both were returned to sender, both attracted postage due but the treatment was different.

In the first example (fig 1), Mr Edelson had upped sticks and left Maplewood, New Jersey, so the U.S. Post Office followed the request at upper left and returned the missive to sender. The cover acquired the ubiquitous pointing hand, 'personalised' by a 'From Maplewood N.J.' hand stamp, another hand stamp indicating he had departed without leaving a forwarding address and yet another indicating postage due of 1½ cents. This followed the practice of the Canadian Post Office, demonstrated in a previous article in this series of a single rate but no fine being payable on returned mail. The U.S. printed paper rate at the time was 1½ cents.

No postage due stamp was affixed and, yes, before you ask, the U.S. did have a half cent postage due stamp on issue during the 1930's. However, the postage due would have been paid back in Canada so a Canadian postage due stamp might be expected and, no, the Canadian Post Office did not have a half cent value available. However, I suspect that there was an arrangement between the Marks Stamp Company and the local post office for bulk settlement in connection with returned mail.

In the second example (fig 2), Mr Elgood, in Ladysmith British Columbia, had obviously had his fill of the Emco Journal so he either refused delivery or, more likely, posted it back marked 'not wanted'. This action meant that the missive was treated as unpaid. The printed paper rate in Canada was 1 cent so 2 cents of postage due were charged. Again we see no Canadian postage due stamp, which

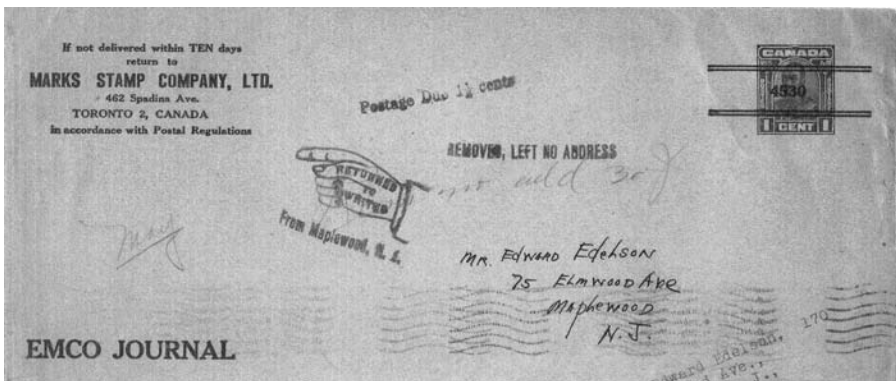


Fig 1

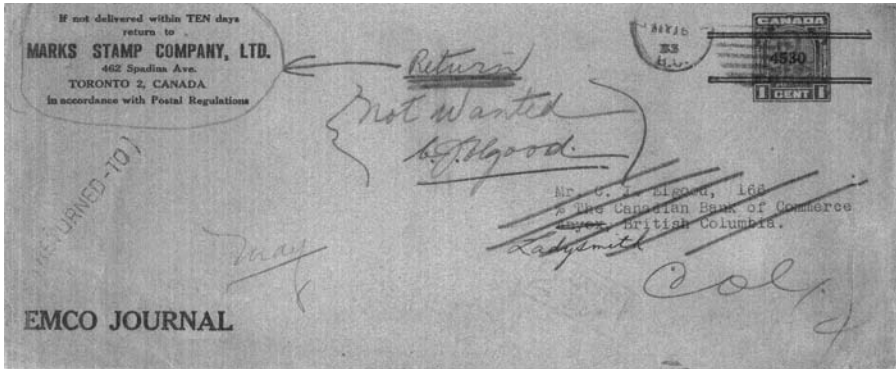


Fig 2

supports my theory of the existence of a Twin covers but certainly not identical! bulk settlement arrangement.

VOLUNTEER WANTED

The Society is seeking a volunteer to take up the position of Treasurer from September 2009.

The post does not require any specialist financial knowledge or background but an ability to work with numbers and balance income with outgoings would obviously be an advantage. The workload is not high but there are some important tasks involved and it is a highly responsible position.

This position is one that requires some continuity so ideally the Society is looking for a member to take on the role for a number of years rather than just for 12 months.

If you feel you may be able to help in this position or if you would simply like to know more about what is involved, please get in touch with the President, Derrick Scoot as soon as possible.

NEWFOUNDLAND VIGNETTES (10):- THE PENCE 'FAKED' ORIGINALS

Dean W. Mario

Many of Newfoundland's early Pence issues are more commonly found unused than used. Subsequently, 'legitimately' used stamps often command a fair premium – at least in the cataloguers eyes. No surprise then that these stamps have fallen under the forgers and fakers spell.

Collectors will obviously be familiar with the works of Jean de Sperati, Fournier and the Spiro Brothers when it comes to Newfoundland forgeries and fakes. Another interesting story relates to the existence of genuine Newfoundland pence stamps with genuine postmarks but with one important distinction; the postmarks are not contemporary with the stamps!

The primary reason for this situation was the existence of remainders. By the late 1880's, years after the Pence issues were introduced, the General Post Office in St. John's still had several thousand of these obsolete remainders in its stocks ⁽¹⁾. Naturally, speculators, dealers and collectors had a wonderful opportunity to avail themselves of reasonable quantities of these early stamps (at face value) and took full advantage. Robert Pratt noted that remainders of the later 1861 printings of the Rose Pence stamps were especially large. ⁽²⁾

Ed Wener noted that during the 1940's, a 'small hoard' of used high value Pence blocks came onto the market. ⁽³⁾ Suspicions arose because no contemporary postal rate required the use of these blocks. Wener wrote that someone



Fig 1

must have got hold of the original cancelling devices in the 1890's and reversed the '9' to make it a '6'. According to Wener, most of the postmarks are from St. John's and a few are known from Grand Falls. ⁽⁴⁾ Certainly, questions should have arisen immediately about the latter, given the fact that the Grand Falls office would not have a contemporary Pence – era 'large arc' postmark device as the office did not open until 1907! ⁽⁵⁾

Pratt wrote that these faked 'remainder' cancels from St. John's appear in '....a

deep black, watery ink never seen on covers of the period.....dates may be 4 Jy 1864, 9 Jy 1864, 6 Au 1864, Ap 1864.'⁽⁶⁾ He also noted that stamps were cancelled with the original dater from Greenspond and Kings Cove, and concluded that all of these stamps had been privately 'cancelled to order' at a later (i.e. 1894 +) date.⁽⁷⁾

The example illustrated above in fig 1 is a 6d Rose value, postmarked with the original device from the Greenspond office on 29th November 1865 (a Wednesday but more likely a Friday in 1895!). It is a later example than those quoted by Pratt. Presumably the change of date occurred in the 1894 period (if that is indeed when all of this took place), rather than a year later. The Greenspond office opened in 1851 and was a contemporary office during the Pence period.

Needless to say the full story concerning these 'faked originals' may never be

known. It is another interesting chapter in the volume on Newfoundland fakes and forgeries.

References:-

- (1) See B.W.H. Poole's 'The Stamps of Newfoundland' in W.S. Boggs 'The Postage stamps and Postal History of Newfoundland', Quarterman 1975. pp 23 – 24.
- (2) R.H. Pratt, 'the Pence Issues of Newfoundland: 1857 – 1866' 1982, pp 122 – 123
- (3) Indigo Stamps pricelist, September 1988
- (4) Ibid. Wener may have meant 'Greenspond'
- (5) J.M. Walsh and J.G. Butt, Eds: 'Newfoundland Specialised Stamp Catalogue' 5th Edition 2002.
- (6) Pratt, p. 124
- (7) Ibid p. 125

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Members who have not paid the 2008/9 subscription by the end of February 2009 will be removed from the *Maple Leaves* circulation list.

NORTH ATLANTIC AIR SERVICE

Martin Hopkinson

Illustrated are two covers with manuscript instructions for them to be sent via the North Atlantic Air Service – from NEEPAWA, MAN. to MANCHESTER on 24 May 1942 (figure 1) paid using five of the 6¢ air stamps from the George VI ‘Mufti’ series, and a letter addressed to PENZANCE in Cornwall (figure 2) with the 10¢ ‘War Effort’ and 20¢ ‘Mufti’ stamps cancelled with TIMMINS / ONT duplexes dated 18 September 1942. Both covers were censored on arrival in England.

In his monograph *‘Official Air Mail Rates to Foreign and Overseas Destinations as Established by the Canadian Post Office: 1926 – December 1942’* David H Whiteley includes the detail from the Canadian Post Office Weekly Bulletin for

2 May 1942, which announced the immediate resumption of the transatlantic airmail service over the northern route. There was a similar announcement in the June 1942 Supplement. Mail from Canada was to be routed via Newfoundland and Ireland, at a rate of 30¢ per ½ ounce. This rate included conveyance over Canadian domestic air services where necessary.

David Whiteley adds a footnote quoting Charles Entwistle’s *‘Wartime Airmails, Great Britain Transatlantic & Beyond’* which at page 15 states that this service was operated by Pan-American Airways from New York, via Canada and Newfoundland, to Foynes, (FAM 18). He adds that Jack Ince reports that Pan-American Airways commenced service on

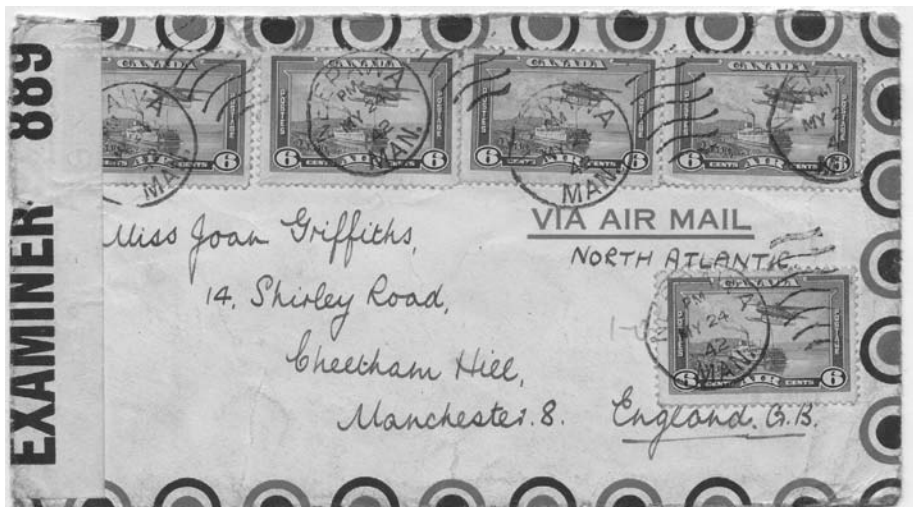


Fig 1

19 May 1942. However, he goes on to say that David Oliver in *Wings over Water* pp 56-57, quoting an unnamed Pan-American pilot, states that the Pan-American Northern Route was dropped and that flights on the Southern route continued on to Foynes from Lisbon.

Whilst the covers illustrated have no transit or receipt markings to confirm the exact route, they have been marked in manuscript 'NORTH ATLANTIC' which would seem to confirm routing via the northern route. Also though the manuscript note on the cover in fig 2 does not exactly match the writing of the address, it does match the hand written 'AIR MAIL', which is partly obscured by the censor tape. These two covers would seem to confirm that the Northern Atlantic

route did indeed resume in May 1942, and the cover at fig 1 appears to be an early user of the facility.

I wonder if anyone can shed any further light on the re-introduction of the northern transatlantic service in 1942.

References:

Whiteley, David H., *Official Air Mail Rates to Foreign and Overseas Destinations as Established by the Canadian Post Office: 1926 - December 1942*. Winnipeg: DHW Publications, 2000.

Entwistle, Charles R., *Wartime Airmails, Great Britain Transatlantic and Beyond*. Chavril Press.

Oliver, David, *Wings over Water*. London: The Apple Press, 1999.

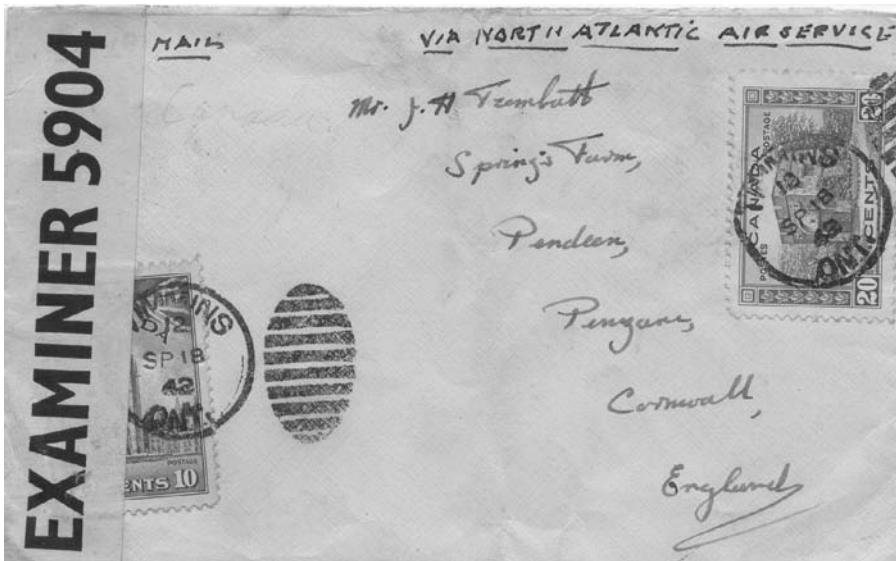


Fig 2

LETTERS TO THE EDITOR

Derrick Avery
OTTAWA R.C.

With reference to the OTTAWA R.C. date stamp on page 385 of the October 2008 issue of Maple Leaves. I would say that the so-called 'C' appears to have a pointed vertical serif at the bottom right which, to me, turns it into a 'G' which would be more logical.

Although not quite as distinct, figure 2 on page 386, also appears to have a short vertical serif.

Godfrey Townsend
OFFICIALLY SEALED COVERS

The letter from David Armitage in the October issue of Maple Leaves regarding the Yukon Officially Sealed cover acquired at a local society meeting reminds me of a similar cover I was fortunate to pick up recently at my own local club auction. This is shown below in figs 1 and 2.

The cover was sent registered from Indian Head Assa. to Bath, UK, around 20th May



Fig 1



Fig 2

1902 and franked only with a two cent numeral stamp. There is a transit mark of the CPRy Pt Arthur and Winnipeg MC of 21st May on the back. At Winnipeg, because it was inadequately franked it was held and picked up two Winnipeg Branch DLO cds marks for 22nd and 23rd May. Subsequently it was marked on the front 'Return for added Postage' and opened, presumably to find the senders address. It was subsequently resealed with two copies of the Officially sealed label OX2 on blue paper and additional numeral stamps to the value of seven cents all of which were cancelled May 30th with the Winnipeg DLO cds which also appears as a back stamp.

The letter reached London UK on 9th June; there is a black hooded registered

cds on the front. The letter finally arrived in Bath the following day as evidenced by the Bath Station cds back stamp.

There are a couple of anomalies. Why was the letter ever accepted for registration with inadequate postage and why is there no evidence of the letter having been returned to sender, the added stamps seem to have been put on at Winnipeg at the time the letter was opened and resealed. Who indeed paid the 7 cents additional postage?

The letter was eventually opened by the thoughtful recipient at the bottom of the envelope so the two officially sealed labels are in fact still intact though of course creased!

Gib Wallace
POSTAGE DUE MARKINGS

Whilst researching the Toronto Postage Due markings, I had cause to refer to an article I wrote on the Three Sectioned Rectangles (Maple Leaves October 2007, page 187). One of these cancels was used in Toronto during the 1930's, wherein I got confused. You might well ask how I got confused reading an article I wrote myself! Well, in the earlier article under Fig 13 showing type 'C' of the POSTAGE DUE/blank/Cents marking there are two sets of dates of use; the second of which should be deleted.

Also fig 16 has been erroneously used for type 'E', as it is type 'F', correctly used on the next page. The image below (fig 3) should be superimposed (or cut out and pasted over the existing one if you have a mind) with the correct dates 1953 – 1969. Hopefully, no more confusion!

Tony Cochrane
HELP WANTED

Tony is the President of the Perth Philatelic Society and was our guest of honour at the recent Convention. Whilst he was with us he left this question hoping one of our members may be able to help.

The cover illustrated overleaf in fig 4 is from the British Mission to South Russia in 1919. I am trying to find out more about the soldier who signed it at top right. The name appears to be Capt. McLennan but it may be Duncan with some initials. The letter is addressed to his wife or daughter

Do any of the CPSGB members have any other correspondence from this family and can they provide any information on them? Please respond to the Editor if you can help.

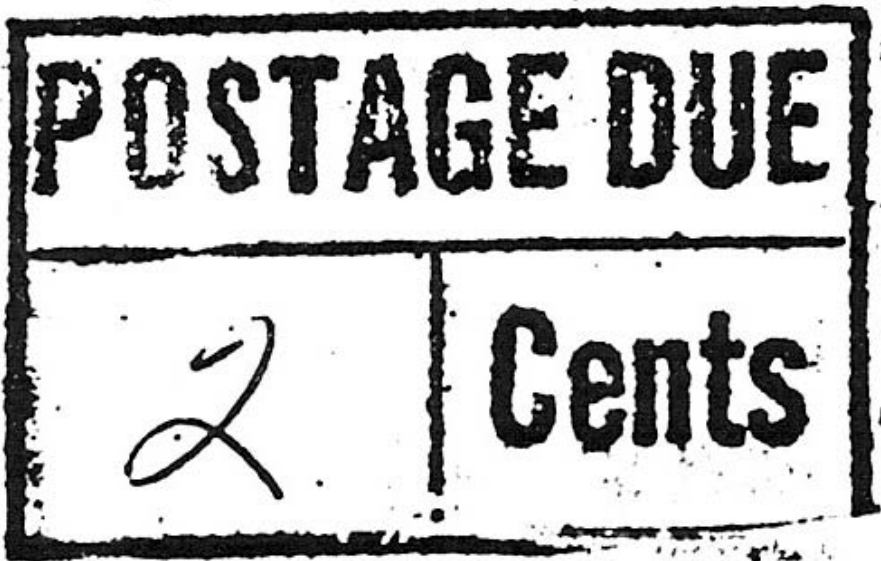


Fig 3

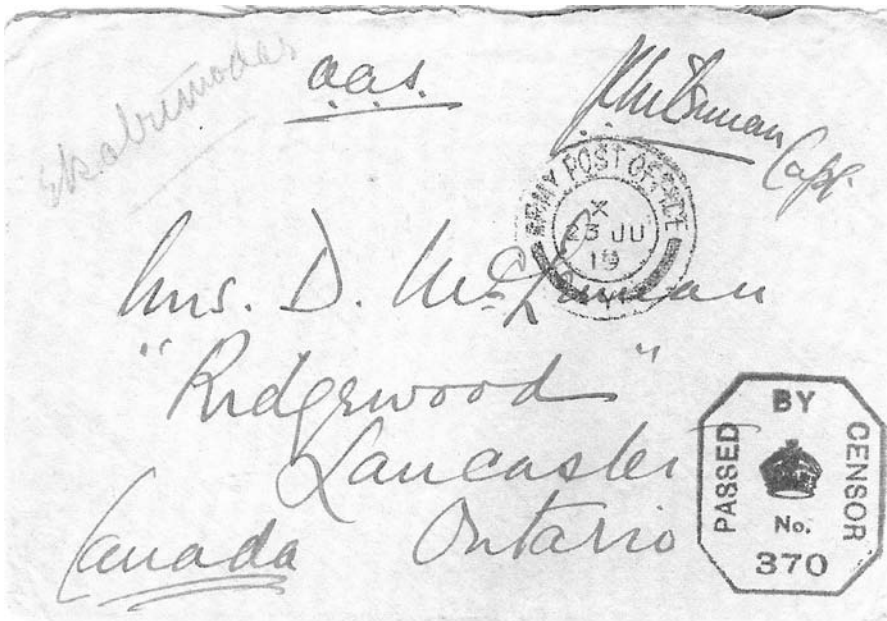


Fig 4

A special invitation to join...



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BOOK REVIEWS

The following titles have all been published by BNAPS. In most cases they are available from the Handbooks Manager. If not, they are all available from Ian Kimmerly Stamps, 112 Sparks Street, Ottawa, ON K1P 5B6, Canada. Phone: (001) 613 235-9119.

Internet orders can be placed at www.iankimmerly.com/books/

When ordering from this source, the prices given are the retail prices in Canadian Dollars. BNAPS members receive a 40% discount from retail prices. Shipping is extra. Credit card orders (Visa, MasterCard) will be billed for exact amount of shipping plus \$2 per order. For payment by cheque or money order, add 10% in Canada, 15% to the US, 20% overseas (overpayments exceeding 25 cents will be refunded in mint postage stamps). GST is payable for Canadian orders. No Ontario Retail Sales Tax applies.

Please note that the review copies of all the volumes listed (colour editions) are in the Society Library. Please contact Mike Slamo if you wish to look before you buy.

THE DOMINION OF CANADA: THE LARGE QUEENS 1868 - 1896

By Fred G. Fawn. ISBN: 978-1-897391-22-8 (b&w), 978-1-897391-21-1 (colour). 8.5x11, Spiral Bound, 172 pp. Stock # B4h923.47 (B&W) \$34.95, B4h923.471 (colour) \$115.00

Fred Fawn has been a collector and exhibitor of Canadian philately for many years. After his Map stamp collection became the first Canada/BNA single stamp exhibit to receive a Gold award at the Federation Internationale de Philatelie (FIP) World level he went on to study the

Large Queen issue. 'The Dominion of Canada: The Large Queens 1868-1896', the 47th volume in the BNAPS Exhibit series, is the result.

The Large Queen stamps were the first adhesives to be issued by Canada after Confederation in 1867. 'The Dominion of Canada: The Large Queens 1868-1896' shows the development of the stamps through the essay and proof stages. It then looks at all the stamps in the set, including varieties where they occurred as well as a special study of the colour variations of the 15¢ value, and into the postal history of each value. In recent years Fred has branched out into the field of single frame exhibiting. In a separate section this book includes his two exhibits in that category, one on the 15¢ value and the second on the postal history of the Large Queens.

EXPRESS MAIL COVERS

by Horace W. Harrison. BNAPS Exhibit Series #2 (revised). ISBN: 978-1-897391-22-8 (b&w), 978-1-897391-21-1 (colour). 8.5x11, Spiral Bound, 70 pp. Stock # B4h923.2 (b&w) \$27.95, B4h923.2c (colour) \$60.00

Horace Harrison was one of the preeminent philatelists in the field of British North America. Over more than 50 years he collected and researched many specialties, writing and exhibiting as his material and knowledge grew. One of the collections he continued to work on right up to his death in 2002 was 'Early Express Company Operations in Ontario and Quebec, Competing with the Post Office Department'. Early Express Mail was a field that intrigued Horace, and became a major passion in his last fifteen years. Unlike the British Columbia express

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Postage & packing is extra

Small Queens Re-appraised	John Hillson	£ 6.50
Canadian Revenue Stamp Catalogue	E.S.J.Van Dam	£11.00
Canadian Stamp Booklets – Dotted Cover Dies 1935 – 55	Peter Harris	£ 8.50
Canada Post Official First Day Covers (1st edition)	Chung & Narbonne	£ 7.50
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Post Offices of New Brunswick	G. MacManus	£ 16.00
Canadian Revenues Volume 1 – Federal and Law	E. Zaluski	£ 9.50
Canadian Revenues Volume 7 B.C., Yukon, Federal Franks, Seals	E. Zaluski	£ 9.50
Catalogue of Railway Cancellations – supplement no. 2	L. Ludlow	£ 6.50
Strike, Courier and Local Post of QE II Era	E. Covert	£ 7.50
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The Canadian Posted Letter Guide	C. Firby	£ 8.50

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companies, the eastern carriers had not been systematically studied, and no truly comprehensive collection had been developed. Horace went about both the research and the acquisition relentlessly, and very little passed him by. The results speak for themselves, and present an opportunity for interested collectors that simply will not come again.

In the end, it is the research and writing, the information shared, and the material assembled, that define the collector. This volume stands as a true testimonial to Horace's philatelic stature. It is comprehensive, and it is definitive. He had fun getting every piece, and was very

pleased to know that others would be able to continue the study.

'Express Company Operations in Ontario and Quebec, Competing with the Post Office Department' has been printed, as have been all Exhibit Series books produced since October 2002, from computer scanned originals instead of from the black and white photocopies used to produce the 1997 version of this exhibit. Digital scanning provides better defined images and allows the exhibits to be reproduced in colour or black and white. It also ensures that a lasting copy of the original is on file for later use in a variety of formats.

SOCIETY NEWS

FROM THE PRESIDENT

My thanks to you all. It is a privilege and indeed an honour to be the President of the Canadian Philatelic Society. My thanks also to the past President for a superb gathering in Perth.

The 2009 Convention will be held in **Welwyn Garden City**, Hertfordshire, at the **Homestead Court Hotel**, from **Wednesday 23rd September to Sunday 27th September**. Welwyn Garden City is situated just off junction 4 of the A1(M). It is about 1¼ hours from Gatwick Airport, about 1 hour from Heathrow Airport and 40 minutes from London Luton Airport. It is on the main east coast railway line north of London with an intercity stop at Stevenage some 15 minutes away. There is also a frequent coach service from all the main airports and from central London.

Welwyn Garden City is the world's second 'Garden City', laid out in a revolutionary

park like design; homes fit for heroes after World War I. All the houses have both front and back gardens and it now holds a reputation as a planned complete town.

It provides a great touring centre with nearby historic St. Albans Cathedral and Roman Amphitheatre, Hatfield House and the Air Museum at Hendon. Those who like to shop are well catered for with the outlet centre in the Galleria, Hatfield and the Howard Centre in Welwyn Garden City which includes a John Lewis. Even M.P.'s have been known to shop there!

Some notable gold medal standard displays have been arranged and the ladies programme is well in hand. Rates at the time of writing are £55 p.p.p.n for double sharing and £75 p.p.p.n for single occupancy. We are hoping to negotiate a reduction on this. Full details of the programme and final pricing will appear in the April issue of *Maple Leaves*.

Finally may I add my congratulations to those members who attended B.N.A.P.S. Halifax, Nova Scotia. It was a little like the Beijing Olympics with the Brits coming home laden with gold!

Derrick Scoot.

FROM THE SECRETARY

Members will recall that the AGM in Perth in September considered a number of changes to the Constitution and Rules of the Society. These proposed changes were detailed in full in the July 2008 issue of *Maple Leaves*.

I can report that all four of the proposed changes were approved by the AGM. That relating to the Competition Rule 2 was approved with a slightly revised wording as below. The other three changes were approved as previously proposed.

Competition Rule 2 will now read as follows:-

‘ Each competition entry must be 16 pages of approximate size 297mm high by 245mm wide, inclusive of a title page, if any. Double width pages, of approximate size 297mm high by 490mm wide, are acceptable, each to count as 2 standard pages, but must not replace pages 4 & 5, 8 & 9 or 12 & 13.’

A new Members Handbook is in the course of preparation. It is hoped to issue this with the April *Maple Leaves*. Please let the Secretary have, as soon as possible, any updates or corrections to your current entry, including changes to your e mail addresses. In view of the above rule changes, we will also be republishing the Members Handbook Part II this year.

John Wright

LONDON REGIONAL GROUP

The group programme for the first part of 2009 is as follows:-

January 19th – Display by Stuart Henderson on Semi-official airmails

February 16th – Leaf and Numeral Material

March 16th – Members Evening – sheets on any topic

April 20th – Display by Iain Stevenson on British Columbia Revenues

May 18th – AGM and Beaver Cup

All members are asked to bring a few sheets to each meeting. The venue for all meetings is now 31 Barley Hills, Bishops Stortford, Herts CM23 4DS. All meetings start at 6-30pm. For confirmation of meetings or for any other information please contact Dave Armitage on 01279 503625 or 07985 961444.

Dave Armitage.

SCOTLAND AND NORTH OF ENGLAND REGIONAL GROUP

Our latest group meeting took place at the Buccleuch Arms in Moffat on 8th November. Eight members were present for a splendid afternoon of displays. These featured British Columbia Law Stamps including several examples ‘on document’; a display of the 2 cents Small Queen value including many rare usages on cover; a display of the 1998-1999 issues of Canada; a thematic display of Canada’s Maritime History portrayed through ships on stamps; a pot pourri of modern military mail, postcards of the Canadian National Exhibition and stampless covers; a small display of large used blocks of Canadian stamps from 1896 to 1985; a display of domestic

registered covers from 1855 to 1875 including some very rare rates; a display of Elizabethan era stamp errors and varieties and a small display of registered letter stamps on cover and some Canada Company material from the 1830's. All in all, a most varied set of displays with something for everyone to admire.

Our next meeting will be at the same venue on Saturday 25th April 2009 at 2pm. All members are welcome. Please bring along a few sheets to display.

John Hillson.

FORTHCOMING EVENTS

2009

Jan 19 CPSGB London Group meeting

Feb 16 CPSGB London Group meeting

Feb 25 – 28 Spring Stampex, Islington, London

Feb 26 – 28 Philatex – Royal Horticultural Lawrence Hall, London

March 16 CPSGB London Group meeting

April 10 – 16 China 2009 – Luoyang City

April 20 CPSGB London Group meeting

April 25 CPSGB Scotland and North of

England Group meeting

May 2 -3 ORAPEX 2009 (National Level Exhibition), RA Centre, Ottawa

May 6 – 10 Essen 2009

May 18 CPSGB London Group meeting

July 11 MIDPEX and CPSGB Midlands Group meeting – Xcel Centre Canley

Sept 11 – 13 BNAPEX 2009, Kingston, Ontario

Sept 16 – 19 Stampex, Islington, London

Sept 23 – 27 CPSGB Convention, Homestead Court Hotel, Welwyn Garden City

Oct 21 – 25 Italia 2009, Rome

Nov 5 – 7 Philatex – Royal Horticultural Lawrence Hall, London

Dec 4 – 6 Monacophil 2009, Monte Carlo

2010

April 8 – 12 Antwerpen 2010

April 30 – May 3 CPSGB Convention, Chatsworth Hotel, Eastbourne

May 1 – 2 ORAPEX 2010 (National Level Exhibition), RA Centre, Ottawa

May 5 – 6 Philatex Extra, London

May 8 – 15 London 2010 Festival of Stamps

Oct 1 – 10 Portugal 2010, Lisbon

Oct 27 – 31 Jo'burg 2010, Johannesburg, South Africa

ANNUAL ACCOUNTS

The annual accounts of the Society appear on the following two pages in the normal format. Members should note that this year, the Canadian accounts have been consolidated into the main balance sheet at a nominal \$2 = £1 rate to provide a consolidated view of the Society finances.

Members may also like to be aware that our Treasurer has received a letter from Cater Allen bank who hold the bulk of the

Society's cash balances. Cater Allen are part of the Santander Group who also own, inter alia, Abbey National and Bradford & Bingley. In the light of recent banking crises, Santander have sought to reassure depositors with Cater Allen that their funds are backed by the full assets of the Santander Group. Santander are one of the 10 largest banking groups in the world and have an extremely strong financial position.

INCOME & EXPENDITURE ACCOUNT TO YEAR ENDED 30 SEPTEMBER 2008Income

Subscriptions for year (Sterling)	£ 5300.51	
Maple Leaves Advertising Revenue	1566.49	<u>6867.00</u>
Bank Interest		783.57
Handbooks Surplus	64.18	
C.P.S. Publication surplus	3.59	<u>67.77</u>
Tie sales surplus		0
Exchange Packet Surplus		5.00
Covermart Surplus		0.00
Auction Surplus - 2007 Worthing Convention	1487.39	
2008 postal auction surplus	721.72	<u>2209.11</u>
		<u>£ 9932.45</u>

Expenditure

Maple Leaves Printing and Distribution	8256.75
Administration Expenses	254.00
ABPS Fee	192.00
Insurance	105.00
Printing & Stationery	148.34
Publicity (BNAPS Insert)	60.29
Miscellaneous inc Bank (Direct debit) charges	57.67
Website running costs	70.51
Worthing Convention net expenses	377.80
Display Frames (3 sets)	262.50
Surplus for year	<u>147.59</u>
	<u>£9932.45</u>

Canadian Funds as at September 30 2008Income

Subscriptions for year	\$5,057.73
Interest received from maturing bonds	<u>280.50</u>
	<u>\$5,338.23</u>

Expenditure

Transfer of funds to Royal Bank of Scotland	2,015.00
-do-	2,600.00
Surplus for year	<u>723.23</u>
	<u>\$5,338.23</u>

Canadian Funds Balance Sheet at 30 September 2008Assets

Cash at bank	\$3,098.08
Interest bearing one year bond	<u>10,000.00</u>
	\$13,098.08

Liabilities

Dollar General Fund @ 1 Oct 2007	\$12,374.85
Surplus for year	<u>723.23</u>
	\$13,098.08

OVERALL BALANCE SHEET AS AT 30 SEPTEMBER 2008Assets

Cash Balances: Cater Allen Bank	£19,696.92	
Royal Bank of Scotland	5,831.98	
Royal Bank of Canada	1,549.04	£27,077.94
Investments at cost:		
General Fund New Star Fixed Interest Unit Trust	1,000.00	
General Fund New Star High Yield Bond Unit Trust	2,000.00	
Interest bearing One Year Canadian bank bond	5,000.00	£8,000.00
Handbooks Stock: General	326.10	
Small Queens Re-appraised	<u>372.48</u>	£ 698.58
Stock of Society Ties		82.72
Library Books as valued		4,400.69
Perth Auction Catalogues prepaid		347.82
		<u>£40,608.75</u>

Liabilities

General Fund Balance at 30 September 2007	£25,263.73	
Sterling surplus for 2007/2008	147.59	£25,411.32
Canadian Fund as at 1 Oct 2007	6,187.43	
Surplus for 2007/2008	<u>361.61</u>	£31,960.36
Library Fund		4,497.89
Subscriptions prepaid in sterling		852.00
Perth Auction Receipts (Suspense A/c)		3,297.50
		<u>£40,608.75</u>

Canadian Funds have been converted @ C\$2 = £1 Sterling

AMENDMENTS TO MEMBERSHIP TO 15TH DECEMBER 2008

New Members:-

2964 HARRIS, G.T., 10 Victoria Fields, Oswestry, Shropshire SY11 2BT, C
 2965 FISET, Louis 7554 Brooklyn Avenue NE, Seattle, WA 98115-4302 USA;
 email: fiset@u.washington.edu, POW(WWII), CGC

Re-joined:-

2479 HOB DEN, David, 203 Martin Street, Milton, Ontario, Canada L9T 2R5

Change of Address:-

2206 SERVAS, Frank, P.O. Box 10, Center Valley, PA 18034-0010 USA
 2251 NEWTON, Malcolm, Petit Houmet, 48 Mont Es Croix, La Rue de La Pointe,
 St.Brelade, Jersey JE3 8EN
 2467 Philatelic Collections, Library and Archives Canada, 550 Boulevard de la Cite,
 Gatineau, QC Canada, K1A 0N4
 2485 KAYE, Donald, P.O. Box 41133, RPO, S Lake Country, B.C. Canada V4V 1Z7

Deceased:-

0845 McCONNELL, L.D. 2821 MACDONALD, Duncan T.

Resigned:-

0839 FRANK, J.R. 2580 KIMPTON, L.J.
 2423 GRANGER, D.R. 2926 HOBRATH, N.

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Secretary:

John Wright, 12 Milchester House, Staveley Road, Meads, Eastbourne, Sussex BN20 7JX; tel 01323 438964

Treasurer:-

John Hillson, F.C.P.S., Westerlea, 5 Annanhill, Annan, Dumfriesshire, DG12 6TN

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Mike Slamo, 112 Poplar Avenue, Hove, Sussex BN3 8PS

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Colin Lewis, F.C.P.S., 62 Graiglwylld Road, Cockett, Swansea SA2 0XA; tel 01792 206518;
e mail colin.d.lewis@btinternet.com

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Advertising and Publicity Manager:

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David Sessions, F.R.P.S.L., F.R.P.S.C., F.C.P.S., 31 Eastergate Green, Rustington, Littlehampton, BN16 3EN



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K1L5M7, Canada
email: cloutier1967@sympatico.ca

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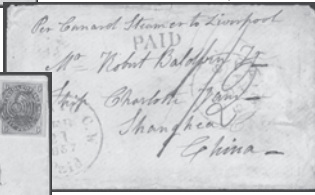


REALIZED \$172,500.00

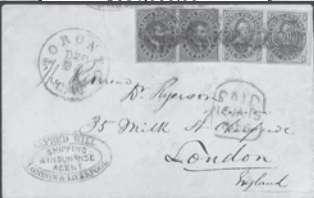


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Maple Leaves

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BNAPS – The Society for Canadian Philately

MAPLE LEAVES

Journal of

THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

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Edited by: Graham Searle

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Email: searle711@btinternet.com

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EDITORIAL

Well despite the snow outside my window as I write this Editorial, it will be Spring again when you read this and as a reminder this issue contains the usual booking forms and competition entry forms for the Society Annual Convention. This will be held in Welwyn Garden City this year between 23rd and 27th September and our President, Derrick Scoot, has laid on a mouth-watering programme of displays and trips. Full details appear on page 94. If you have sat at home and wondered what goes on at these annual events, this year may be the time to come along and find out! Don't delay with your bookings and note the deadline for getting these in to Derrick to secure the package prices – this is 31st July. Please also note the deadlines for the Competition entries if you are not attending Convention in person.

This issue also contains, as an insert, the Index for Volume 30 (2007/2008). Our

thanks, as usual, go to Charles Livermore for taking the time to compile the index and to Colin Lewis for organising the printing.

Speaking of indexes, I am pleased to report that our Handbooks Manager now has a supply of the newly published Cumulative Index for Maple Leaves which covers Volumes 1 to 29 (1946 to 2006). As previously reported, this is available in two formats – spiral bound book or CD. Full details of pricing, how and where to order etc appear on page 88.

Much has been made in the philatelic press of late of the impacts (real or imagined) of the global financial problems on our hobby. Logic suggests that falling interest rates and share prices must have impacted on the disposable wealth of many in the 50+ age group who make up a large percentage of the collector population. On the other hand,

firms like Stanley Gibbons report that stamps are the one form of collectible that is still increasing in value (well they would say that wouldn't they!) The truth, as ever, is somewhere between the two and probably mirrors what has happened in previous recessionary periods. That is to say that top quality classic philatelic material will continue to rise in price being pushed along both by collectors (who recognise the fact that such material comes onto the market very rarely) and by top end investors (who are told it is the thing to buy). At the same time, average material or material that is in plentiful supply will weaken in price. Recent auctions results both here and in North America would appear to support this dual market. The moral of the tale is that over the next year or two there may well be some bargains to be had but if it is really good material be prepared to dig as deep as ever!

Lastly, members will be saddened to learn of the death of one of our most distinguished elder statesmen, Harry Duckworth who died, aged 93, on 18th December last. Harry was widely known throughout Canada as an eminent scientist and University Professor and Administrator. He was elected to the Royal Society of Canada in 1954 and later became its President. He was also an Officer of the Order of Canada. Less well known to the general public was his interest in matters philatelic but for us he will always be remembered as the co-author of the seminal work on the Large Queens Issue. His knowledge of this issue and the cancellations of the period, most notably the fancy 2's, 8's and 9's was without equal and he was always happy to share this with others. He will be sadly missed and we extend our condolences to his wife Shirley and the family.

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CROSS BORDER LETTERS BETWEEN THE MARITIMES AND THE UNITED STATES 1835 - 1867.

Michael Wedgewood

(Editors note: the postal markings on the covers illustrated in this article have been strengthened to ensure they show clearly)

The article in *Maple Leaves*, April 2008, by George Arfken and Charles Firby regarding Canadian and Provincial mail to, and through, Boston in the 1850's and 1860's, prompted me to look through my own collection of cross border mail with the following results.

The initial development of the Maritime Provinces had been almost exclusively along the shores of the Atlantic, the Bay of Fundy, the Northumberland Strait and the

Bay of Chaleur and extending inland only along the major rivers. Consequently, communication tended to be along the coasts for trading and postal purposes and it was only many years later that overland stage routes, and eventually the railways, were developed.

My earliest cross border letter, dated 12th July 1799, from St John N.B. is addressed to the Honourable Thomas Dwight Esquire in Springfield, Massachusetts. It



Fig 1 November 1835 letter from Boston to St. John N.B.

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indicates that the writer had intended to send the letter via Boston but.. 'I do not yet find any vessel bound to Boston' and the letter was finally dispatched by the schooner 'Hopewell' to New York, whence it was sent overland to Springfield.

The following letters (illustrated in figs 1 to 17) are arranged chronologically to show the several ways in which mail between the Maritimes and USA were conveyed as well as the appropriate postal rates.

Figure 1 shows a letter dated in November 1835 from Boston to St. John N.B. which went by stagecoach from Boston to the US exchange office at Robbinston, Maine; that part of the journey taking seven days. The US postage to the lines of 18¾ cents was not prepaid. The letter was handstamped at St. Andrews, the New Brunswick exchange office and the US postage was converted to 11½ pence currency to which was added the 9 pence

currency for N.B. inland postage making a total of 1/8½ pence collect.

Figure 2 shows a slightly later letter sent in April 1840 from Boston to Maundia N.S. (which I believe to be Main-a-dieu). The US postage was rated at 18¾ cents, not prepaid and was converted to 11½ pence currency at the St. Andrews N.B. exchange office. To this were added 9 pence currency from St. Andrews to St. John N.B. and a further 11 pence currency from St. John to Main-a-dieu, totalling 2/7½ pence currency collect. For those unfamiliar with Maritime postal history, the postmasters of Nova Scotia and New Brunswick had fixed their own postal rates between towns, based roughly on distance and which, in many cases, did not comply with the scale of charges or rules laid down by the British Post Office. This practice was specifically forbidden with effect from January 1843. Under the British Post Office rules the British charge for this letter from St. Andrews to Main-



Fig 2 April 1840 letter from Boston to 'Maundia' N.S.

a-dieu should have been 1/6 pence currency vs the 1/8d charged.

Figure 3 shows a letter from the same period which took a very different route. This letter dated March 1841 from Boston to St. John N.B. was sent by ship direct to St. John where it was handstamped with the oval St. John Ship Letter handstamp. The normal gratuity paid to the ships master was 2 pence Sterling but this letter was charged a double amount of 4 pence. The text of the letter makes it clear that a second letter had been enclosed with the first.

Figure 4 shows a letter dated December 1844 from St. John to Boston which appears to have been carried by favour to Eastport, Maine, incurring no New Brunswick postal charges. It was put into the US postal system at Eastport and incurred a US postal charge of 18¾ cents. Many letters were carried by favour during

this and earlier periods given the very high postal charges based on distance.

Figure 5 shows a letter dated February 1845 sent from St. John N.B. to Boston which went by stagecoach by the overland route to the border. New Brunswick postage was, by now, at the reduced (correct British PO) rate of 7 pence from St. John to the exchange office at St Andrews and this was prepaid. The letter was handstamped at both the N.B. and US exchange offices and rated 18¾ cents collect for the US postage.

Figure 6 shows a further reduction in postal rates that occurred in 1845. This is a double rate letter dated November 1845 which was also sent from St. John to Boston. It was handstamped at both the St. Andrews N.B. and Robbinston, Maine exchange offices. The 1/2d New Brunswick postage was prepaid. Since the date of the letter shown in fig 5, US



Fig 3 March 1841 letter from Boston to St. John N.B.

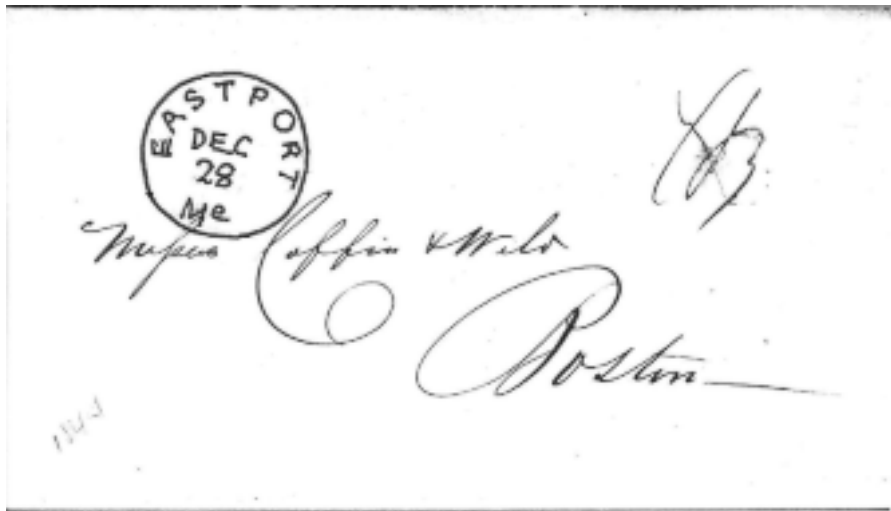


Fig 4 December 1844 letter from St. John N.B. to Boston

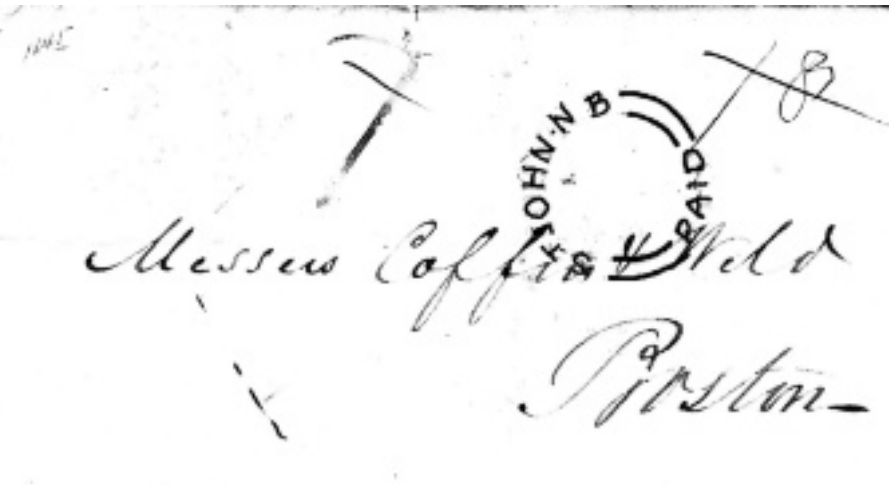


Fig 5 February 1845 letter from St. John N.B. to Boston

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Fig 6 November 1845 letter from St. John N.B. to Boston, double rated.

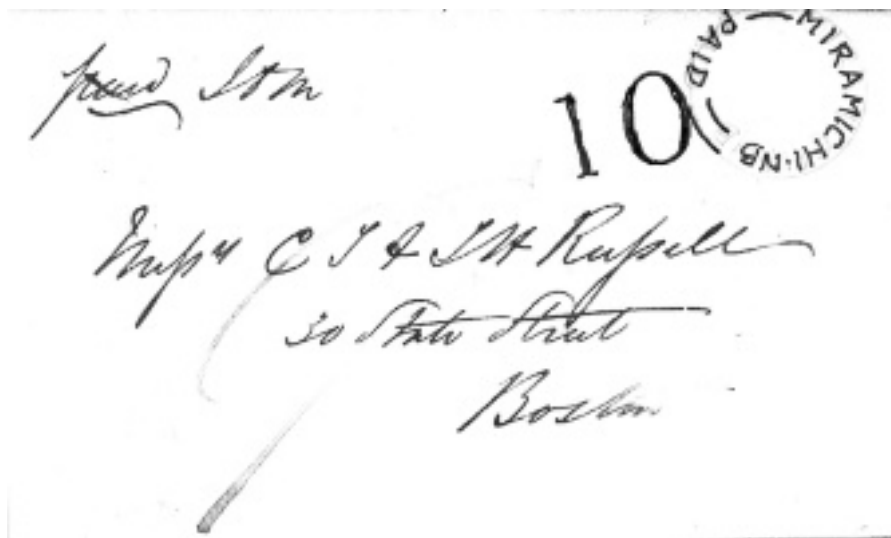


Fig 7 March 1848 letter from Miramichi N.B. to Boston

postage rates had been greatly simplified with one rate for distances below 300 miles and a higher rate for all distances over 300 miles. This letter was charged at twice the new 10 cents rate, making 20 cents collect.

Figure 7 shows a letter dated March 1848 from Miramichi N.B. (later renamed Chatham) to Boston. This letter went by the overland route to the border but instead of taking the more direct route from St. John and the St. Andrews exchange office, it was sent via the exchange offices at Woodstock N.B. and Moulton, Maine. The probable reason for this routing is that the New Brunswick postage was prepaid. The rate to Woodstock was only 9 pence currency compared to 11½ pence to St. Andrews. The US postage was the same either way, 10 cents collect. The comparatively high British postal charges in the 1830's and 1840's encouraged this type of route selection by canny residents.

Figure 8 shows a letter dated April 1848 from St. John N.B. to New York. This

letter was also carried privately to Boston and put in the US mail there, incurring a US postal fee of 10 cents collect. The letter was handstamped STEAM (in red), a mark which was applied in the receiving office to letters delivered by ships' captains who did not have a contract to carry mail.

Another letter from St. John N.B. to Boston is shown in figure 9. This one was sent in April 1849 and was carried over the regular overland route to St. Andrews. It was rated 7 pence paid to the lines and was handstamped in both the St. Andrews and Robbinston exchange offices where it was rated 10 cents US postage collect.

Figure 10 shows a letter dated September 1850 sent from Boston to Halifax N.S. This letter was originally endorsed to be carried by steamer, but this was deleted and the letter was sent by the overland route. US postage of 10 cents to the lines was prepaid, plus 1/1½ pence due for postage from St. Andrews to Halifax. The local currency value of the 1s Sterling British postal rate for a letter carried a



Fig 8 April 1848 letter from St. John N.B. to New York

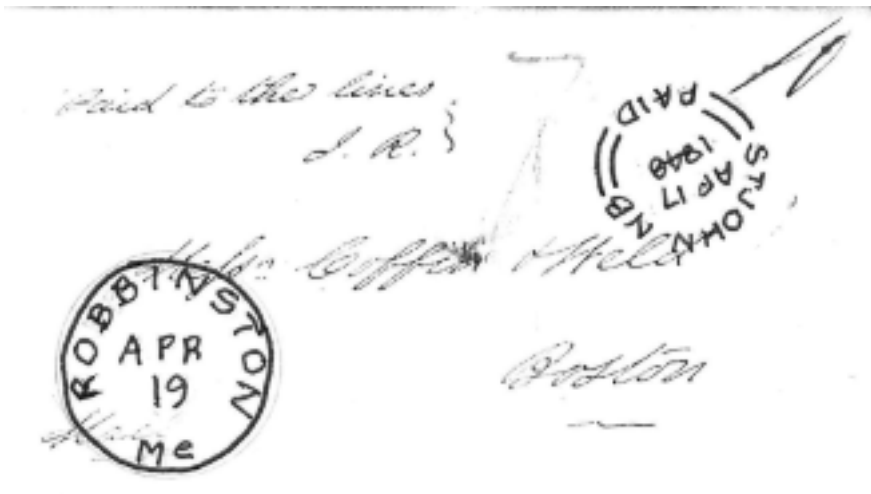


Fig 9 April 1849 letter from St. John N.B. to Boston

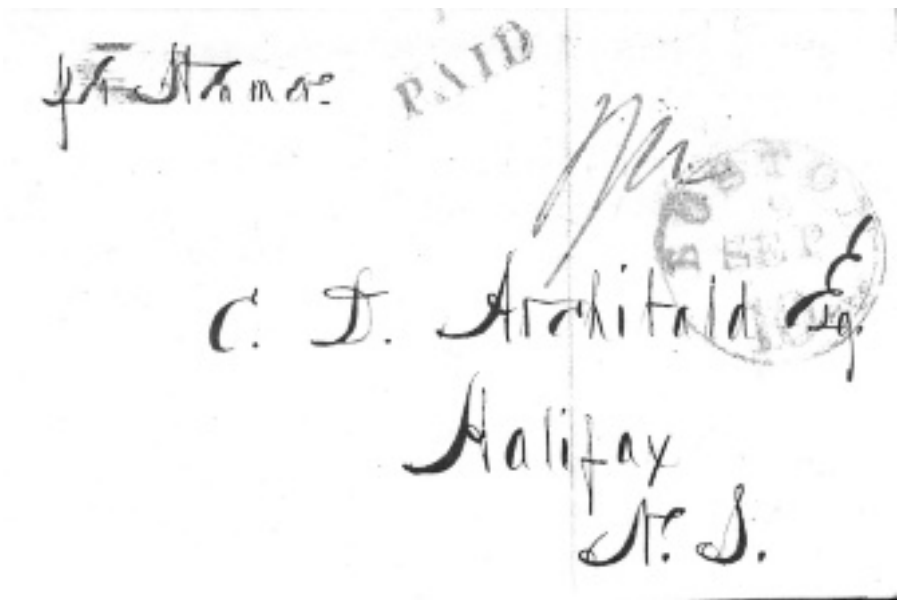


Fig 10 September 1850 letter from Boston to Halifax N.S.

distance of 301 – 400 miles changed a few times over the years and had been reduced from 1/2d Currency to 1/1½ d Currency in October 1843.

Figure 11 shows a letter dated April 1851 from St. John N.B. to Philadelphia. This letter was carried by favour to Boston and posted there where it was rated 10 cents US postage collect.

Figure 12 shows a letter dated a few months later in August 1851. This was also sent from St. John to Philadelphia a month after the introduction of a through postage rate between New Brunswick and the USA. On this letter, however, there are no New Brunswick postal charges or handstamps, so the letter appears to have been carried privately to Boston and posted there. In Boston it incurred a US postal fee of 5 cents collect. What is strange about this letter is that it bears a STEAM handstamp in black, this mark being applied to mail received at Boston from the steamer 'ADMIRAL'. However,

there is no indication of any fee or gratuity paid to the ships captain.

Figure 13 shows a letter dated May 1853 sent from St. John N.B. to New York. As with the previous letter, there are no New Brunswick postal charges or handstamps. In this case, however, there is a clear 'SHIP' handstamp and handstruck '7', applied at Boston. The charge is made up of 2 cents to the ships' captain and 5 cents US postage collect.

Figure 14 shows a letter dated March 1855 sent from St. John N.B. to Boston. The through postage was prepaid in St. John as indicated by the St. John dated handstamp, though there was no indication that the amount paid was 6 pence. There is a red 10 cents paid handstamp applied at St. John indicating to the US authorities that through postage had been prepaid. Earlier through letters from New Brunswick to the US had shown both the 6 pence prepaid rate and the US 10 cents equivalent. At some date, the showing of

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Fig 11 April 1851 letter from St. John N.B. to Philadelphia

STEAM

POST OFFICE
AUG 4

Wm. Grant Stone
Philadelphia

Fig 12 August 1851 letter from St. John N.B. to Philadelphia

SHIP

POST OFFICE
AUG 4

7

Edward T. Small Esq
157 Broad Way
New York

Fig 13 May 1853 letter from St. John N.B. to New York

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the 6 pence on prepaid through letters appears to have been abandoned, leaving the 10 cents US rate as the only rate marking. I am not aware of any authority for this omission and wonder if a similar habit was developed in other parts of Canada with regard to prepaid cross border mail in the period between 1851 and decimalisation.

(Editors note: I have in my own collection Canada/US letters as early as 1852 with the rate shown only in US cents. Equally, I have at least one cover dated 1857 which shows the rate only in Canadian currency. It appears that whatever the regulations said, postmasters were inclined to be a little lazy about applying these rate markings).

Figure 15 shows a letter dated October 1855 from Boston to Miramichi N.B. The letter was not prepaid and was sent by ship to St. John where it was handstamped St.

JOHN N.B. SHIP LETTER and rated 6 pence. This latter was the rate for incoming ship letters addressed to the interior of New Brunswick (Letters addressed to St. John incurred a charge of only 3 pence). The 6 pence (or 3 pence) charge included a 1½d fee paid to the ships' captain.

Figure 16 shows an August 1861 letter from St. John N.B. to Boston which shows the new decimal 10 cents through rate.

The final letter, in figure 17, shows this same 10 cents through rate on a September 1867 letter from St. John N.B. to New York. In this case, the rate was prepaid by a 10 cents postage stamp and the letter is endorsed by the writer 'per steamer via Boston'.

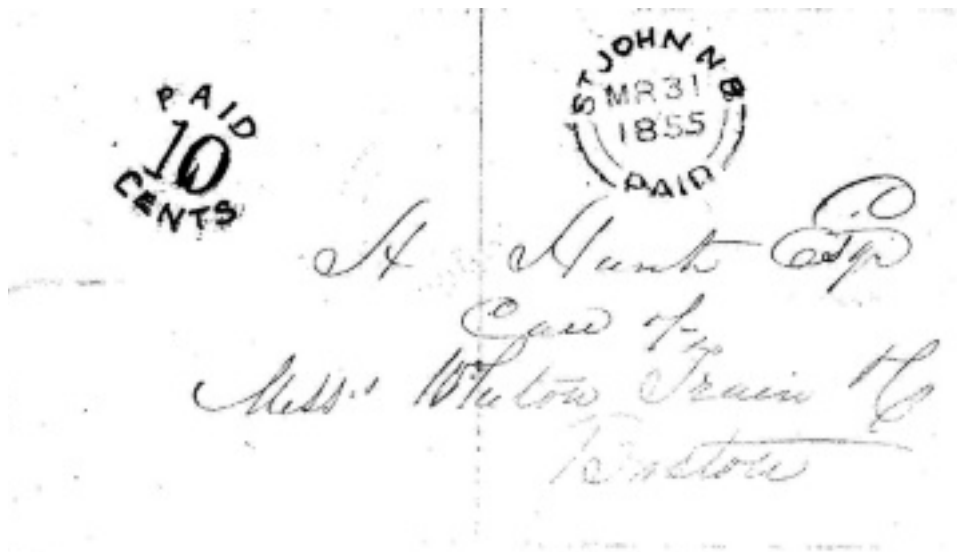


Fig 14 March 1855 letter from St. John N.B. to Boston

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Fig 15 October 1855 letter from Boston to Miramichi N.B.



Fig 16 August 1861 letter from St. John N.B. to Boston



Fig 17 September 1867 letter from St. John N.B. to New York

VOLUNTEER WANTED

The Society is seeking a volunteer to take up the position of Treasurer from September 2009.

The post does not require any specialist financial knowledge or background but an ability to work with numbers and balance income with outgoings would obviously be an advantage. The workload is not high but there are some important tasks involved and it is a highly responsible position.

This position is one that requires some continuity so ideally the Society is looking for a member to take on the role for a number of years rather than just for 12 months.

If you feel you may be able to help in this position or if you would simply like to know more about what is involved, please get in touch with the President, Derrick Scoot as soon as possible.

CANADA-SOUTH AFRICA: TWO MORE POSTAGE DUE COVERS

Richard Johnson

David Sessions' second cover shown recently in *Maple Leaves* reminded me of two other such covers in my collection.

The one shown - front and back in figs 1 and 2 - needs some describing as all the notations will not be clearly legible.

It was sent from Regina, Saskatchewan on Feb. 21, 1932 addressed to

Mr(s?). A. E. B. Mercer
3rd Class Passenger
S. S. Themistocles
Cape Town to London
Cape Town
South Africa.

In the upper left, the air route was specified as 'Regina-Quebec' but there are two penciled notes. One to the right and one angled below, stating 'Ship Sailed'. The 'Air Mail' direction is crossed with two purple Jusqu'a bars typical of New York. So the letter must have been forwarded from Quebec to New York and carried from there by surface to London.

Notwithstanding the Jusqu'a marking it was annotated T 9D (The curve of the 9 peaks out to the left of the two upper 3d postage due stamps.) to indicate the underpayment of 9 cents CDN of the international 15 cent CDN rate at the time. It was then forwarded by the Imperial



Fig 1

Airways flight (established only two months before) to Cape Town. Was the '9 D' annotation affixed in London or Cape Town? The cover bears the cds 'Cape Town / 2 Apr. 32'. The three 3d postage due stamps are cancelled 'Cape Town / 11 Apr 32'

There are three further ms annotations - all in red ink:

- to the left of the ship's name: 'Ship Sailed',
- beneath that 'Delivered by Postman' scored out, and
- beneath the address 'c/o Wm. Anderson/St. George Street'.

That this attempt to deliver was unsuccessful is borne out by

- the boxed, bi-lingual imprint in black partly covering the Regina-Quebec annotation reading 'UNCLAIMED / AT PRIVATE BOXES', and
- the smaller, rectangular box beneath the 'T' bearing the notice 'POSTAGE NOT COLLECTED'

There are, in addition, six backstamps:

- a two-ring 'CAPE TOWN KAAPSTAD / 21 MAR32- / 14' cds,
- a single ring (partial) cds '... 22MAR32',
- a '4' in a circle (presumably a delivery mark),
- two violet boxes bearing the bi-lingual notes: 'DUPLICATE / 22 MAR 1932 / DUPLIKAAT' and the second the same dated '23 MAR 1932'. (Presumably the meaning of the word in this case was 'double'; and, finally,
- the circular receiving stamp of the Canadian Dead Letter Office bearing the annotations 'INSPECTION DIVISION / DEAD LETTER OFFICE / MY 12 / 32 / OTTAWA-CANADA'.

Presumably, the letter was returned to the address on the back in Regina - BUT

Who paid the 9d postage due? and why is the Canadian DLO fee of 3 cents CDN for returning the letter not shown or, likely, collected ?



Fig 2

A second Canada-South Africa postage due is shown in figures 3 and 4. It is addressed from Winnipeg on Aug 15 / 1 pm / 1938 to Johannesburg. The rate at the time was the relatively short-lived 6 cent 'all-up Empire' airmail rate; so the deficiency was 3 cents CDN doubled to T / 30 gold centimes = T / 3D and, again, a 3d South Africa postage due stamp was affixed. That it was not delivered is confirmed by the ms notation in red near the stamp 'Gone Away', and a purple trilingual stamp obscuring the T / 30 circle 'PARTU / GONE AWAY / VERTRE(U)?'

There are four backstamps, one violet but illegible and:

- a Johannesburg cds dated 3 SEP 32,
- a 'RETURNED / 8 SEP38 / CAPE TOWN', and
- a 'INSPECTION DIVISION / DEAD LETTER OFFICE / OC 14 / 38 / OTTAWA-CANADA'

Lastly, on the front in addition to the usual notice 'PLEASE ADVISE YOUR CORRESPONDENT THAT THE LETTER RATE FROM CANADA IS SIX CENTS PER HALF OUNCE', there is in blue crayon the notation 'TAX 9 c'. The only rationale that I can give for this is that the sender was charged 6 cents CDN which was double the original deficiency plus the 3 cent DLO charge for returning the letter to the sender. **Does anyone have an alternative explanation ?**

And, while we are into questions, since David's cover bears a red Jusqu'a marking which is similar to one or two types listed by McQueen for London, **why would London both cancel the air mail and then send the cover on by air?**

Bibliography:-

- 1 Sessions, David F., Canada Pays Its Dues
- (2) - Some Overseas Dues, Maple



Fig 3

Leaves, October 2008, pp. 387 - 389.
2 Ian McQueen, Jusqu=a Airmail
Markings, 1995 Supplement, pub. By W.

A. Page, Dartford, Kent, UK., page 230;
see type 17.



Fig 4

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MORE ON BRITISH MAIL OFFICE CANCELLATIONS

Mike Street

On page 343 of *Maple Leaves*, October 2006, the late Stan Lum illustrated an oval 1915 'BRITISH MAIL BRANCH/TORONTO ONTARIO' cancellation on a very interesting WWI cover that appeared to have originated in a refugee camp in the Ukraine. In the next issue of *ML* a response from Nick Lazenby included illustrations of three similar cancellations, one a 1919 'BRITISH PARCEL POST/TORONTO POST OFFICE' mark, the second a 1953 bilingual 'DEPECHE BRITANNIQUES ET ETRANGERES / British & Fgn. Mail Brch.' mark from Quebec City, and the third a rectangular 'BRITISH MAIL OFFICE/ NIGHT STAFF /TORONTO, ONT.' rectangle on a post card to Germany. One *ML* later, April

2007, I showed the 'MONTREAL B&F – R' (registered) and 'MONTREAL B&F – A' (air mail) Barrel cancels of the late 1950s, commenting that it appeared the Montreal British & Foreign office may have stopped operating around the middle of 1960.

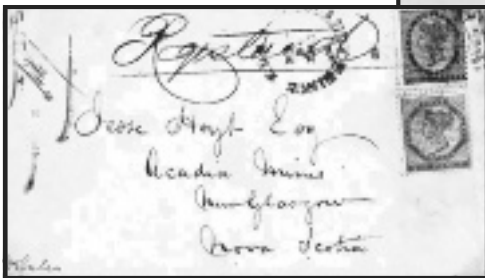
Two recent eBay acquisitions have continued my interest in these postmarks. Shown in Figure 1 is the second example of the 'BRITISH MAIL OFFICE/NIGHT STAFF/TORONTO, ONT.' rectangle previously reported by Nick Lazenby. My item, dated 'May 27 1957', is also on a postcard but to Switzerland instead of Germany. The card, with a painting of the Cunard ship *RMS Ivernia* on the front, was written by a traveller to student friends back home.



Figure 1. 1957 British Mail Office/Toronto postmark on a postcard to Germany. The 4¢ Wilding definitive paid the surface postcard rate to Europe.

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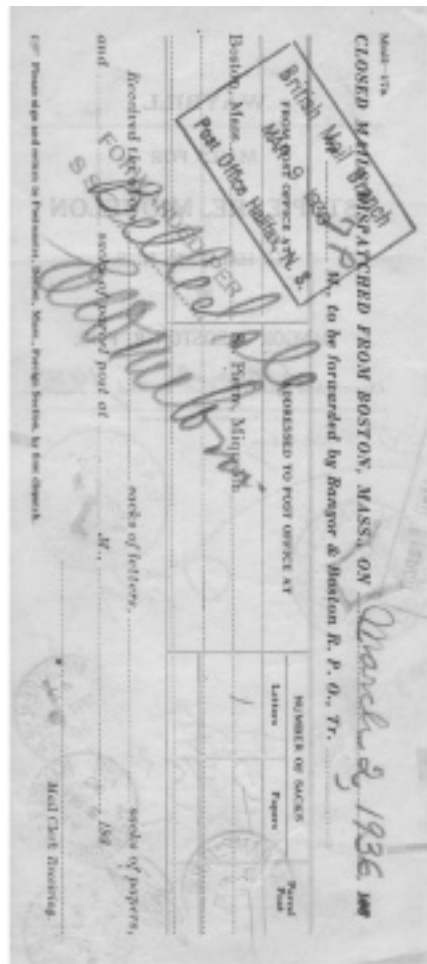
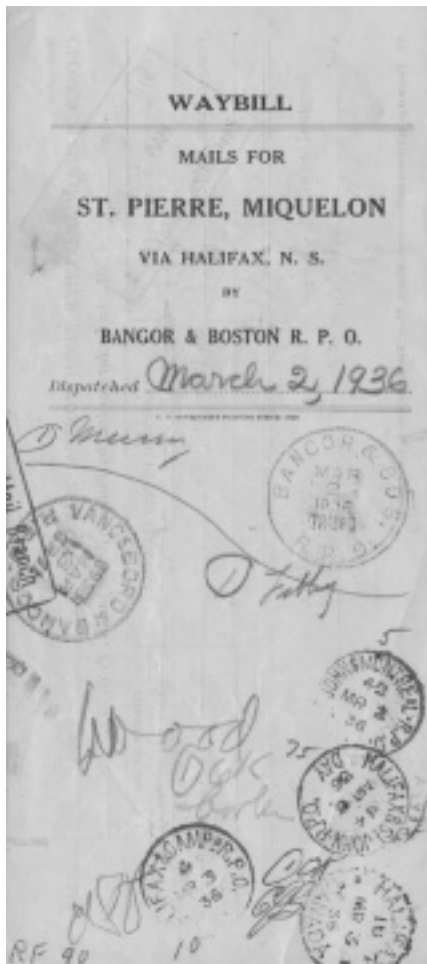


Figure 2. 'British Mail Branch/Post Office Halifax N.S.' postmark with American and Canadian RPO's on a way bill for a mail bag to St. Pierre & Miquelon

The second find, Figure 2, is a 1936 'British Mail Branch/Post Office Halifax, N.S.' rectangular handstamp on a United States Post Office Way Bill for a closed mail bag to St. Pierre & Miquelon via Halifax. The mail bag contained one letter.

The other postmarks, all but one

American and Canadian railway post office cancellations (RPOs) tell the story of its travels. The bag left Boston on 2 March 1936 via the "The Gull", the daily train from Boston, Massachusetts to Saint John, New Brunswick. As indicated on the way bill, the bag was first received on 2 March

1936 by the Bangor and Boston RPO attached to The Boston and Maine Rail Road's Train 183 [BANGOR & BOS./MAR/2/1936/TR 183/R.P.O]. which left Boston at 9:30PM and arrived at Bangor, Maine at 3:50AM on March 3. There the bag was transferred to the Vanceboro & Bangor RPO attached to the Maine Central Rail Road's Train 71 [VANCEBORO & BANGOR/1936/MAR /3/TR 71/R.P.O. from Bangor to the Canadian border.

When "The Gull" arrived at Vanceboro, Maine at 7:25AM the bag was transferred to the RPO car on the Canadian Pacific Railway's (CPR) Train 42 to Saint John [St. JOHN & MONTREAL · R.P.O/42/Mr 2/36/. (Ludlow MA-210)] Train 42 was the eastbound C.P.R. train from Montreal via Sherbrooke, Megantic, Vanceboro and McAdam Jct. to Saint John. The RPO canceller date was not changed after midnight by a perhaps sleepy clerk. Train 42 arrived in Saint John at 11.05AM where mail was transferred to the Halifax & St. John RPO on Train 14 for Moncton [HALIFAX & St. JOHN R.P.O./14/Mr

3/36/Day (Ludlow MA-117a)].

Train 14 reached Moncton at 3:15PM and the mail was transferred to the eastbound Train 4, the "Ocean Limited", for Halifax [HALIFAX & CAMP. · R.P.O./4/Mr 3/36/. (Ludlow MA-80)] Train 4 was scheduled to arrive in Halifax from Moncton at 9:50PM and be transferred to the main Halifax Post Office [Halifax/18/Mr 3 / 36 / Canada], so the time mark of 18 (6PM) is probably an error.

The mail bag was held until March 9 when the British Mail Branch/Post Office Halifax. N.S.' handstamp was applied and it was 'FORWARDED PER/S.S' Belle Isle (in manuscript). The S.S Belle Isle made regular trips from Halifax to St. John's, Newfoundland, stopping on the way at various ports, including St. Pierre & Miquelon. Unfortunately there is no St. Pierre & Miquelon receiver, which suggests that the way bill did not accompany the bag.

Acknowledgement: My thanks to Ross Gray for the train schedule information which helped tell this story.

REGISTERED EXPRESS AIR MAIL COVERTO USA

Martin Hopkinson

After many experimental air services had proved the need for faster communication, Western Canada Airways was authorized to fly a route some 1,270 miles connecting Winnipeg with Calgary via Regina, Moose Jaw and Medicine Hat, and a spur flight from Regina to Edmonton via

Saskatoon and North Battleford. This Registered Special Delivery First Flight envelope (fig 1) was carried on the inaugural flight on 3rd March 1930. Addressed to Shelton in USA, it was sent by air on the stage between REGINA in Saskatchewan and EDMONTON in



Fig 1

Alberta. Some 3,850 items of mail were carried on this flight stage.

Western Canada Airways Limited had started out with one Fokker Universal plane in the Red Lake district in December 1926, and from mid 1927 had issued their own stamps for use on a number of flights. In October 1927 a two way air link between Lac du Bonnet and Bisset was inaugurated, authorised by the Post Office, which meant that the company was paid by government mail contract rather than by the sale of its own stamps.

This cover was rated 5¢ air mail (with the 1928 air stamp) plus 10¢ registration (from 'Scroll' issue) in addition to the 20¢ Special Delivery stamp issued in August 1922. It was received in Shelton on 7 March – one of the many handstamps on the envelope back (fig 2). There is some confusion over the cancellation date, which in several cases appears to be 1929, but the flight took place in 1930.

What makes this particular cover unusual is the presence of the Special Delivery wrapper, which repeats the Regina registered number 1101. Originally attached to the top back of the envelope (where traces remain), it was wrapped around the cover (fig 3). It was printed in red on a buff manila, and unfolds to size 95 x 315 mm.

The instructions on the label imply that it should be retained for two months by the 'office of destination' – ie Shelton. The fact that it was left wrapped around the cover could be due to the unfamiliarity with the system in a US mail office, or that so many philatelic covers were received they were just left in situ. Whatever the reason, it adds something to the interest of the cover.

Reference: *The Air Mails of Canada and Newfoundland*. American Air Mail Society 1997; pp 59-61 & 119.

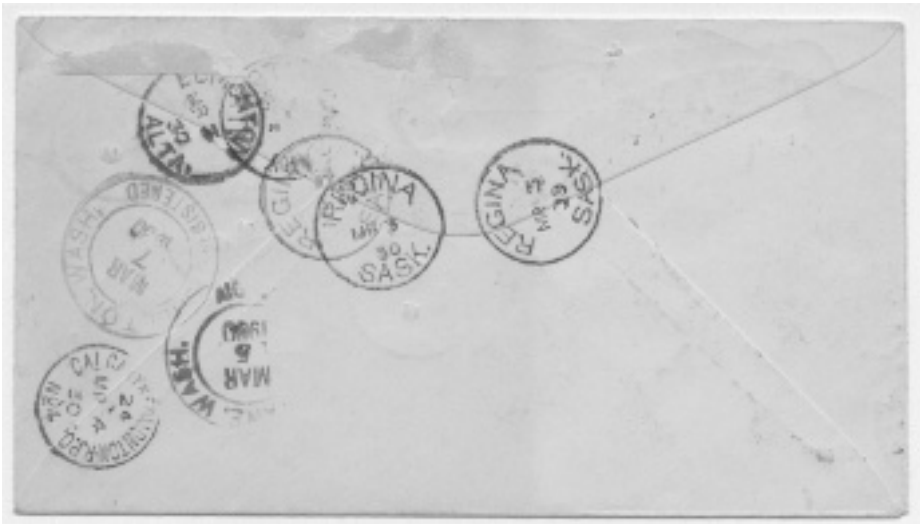


Fig 2



Fig 3

HAVE YOU TRIED TO ENROL A NEW MEMBER RECENTLY?

THE STORY BEHIND THE COVER (5) THE WINTER EXPRESS

Graham Searle

In these days of instant electronic communications, it is hard to believe that a mere 200 years ago the furthest west settlement in Canada with a postal service was Niagara. Even the term postal service is a bit grand as in the 1790's Niagara received mails just once a year from Montreal. This mail was carried on the so-called 'Winter Express'.

The Niagara post office had opened in 1789 but at that time had no regular postal services linking it with the main centres of Montreal and Quebec. For the most part, roads were impassable and letters were sent by whatever conveyance presented itself. However, a few years later this yearly Winter Express was introduced between Montreal and Niagara. In 1801

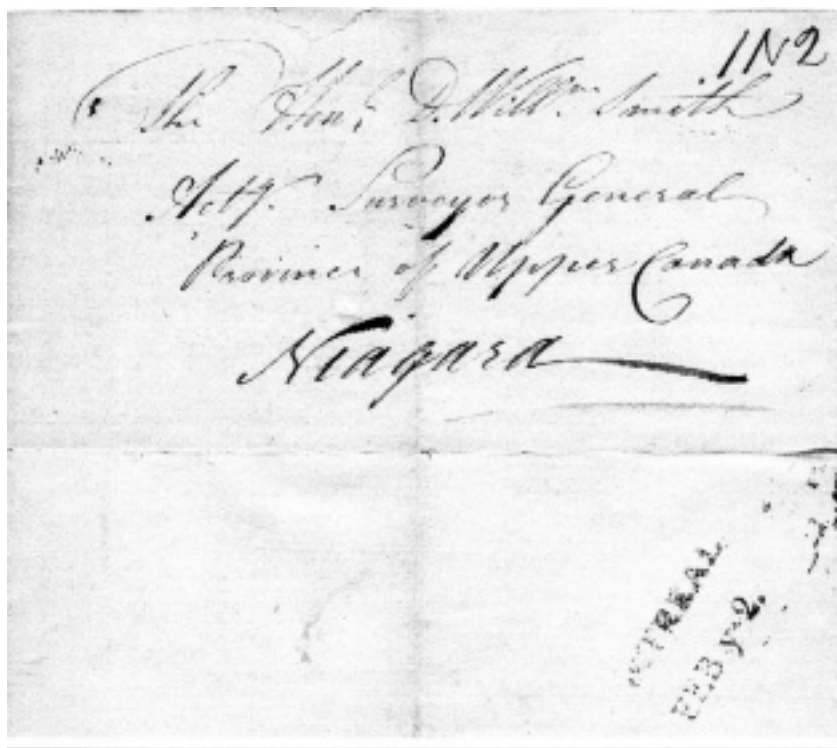


Fig 1

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this was replaced by a monthly service as the road system gradually improved.

We can only imagine the difficulties of travel between Montreal and Niagara in the 1790's but it was clearly not an easy journey. Not surprisingly, surviving examples of mail carried on this fledgling route into Upper Canada are rare. One such is shown above in figure 1.

This letter was sent on 22nd January 1797 from Montreal to Niagara. The reverse carries a nice strike of the Montreal straight line cancel type VIII which was in use from 1793 to 1797. The letter was rated 1N2 or 1sh/2d currency, the rate for a single sheet carried between 300 and 400 miles. This may sound a lot but compared to the 8d sterling (9d Currency) charge for a letter from Montreal to Quebec it was something of a bargain given the difficulty of travel.

The addressee was one David William Smith who in 1797 was the Acting Surveyor General for Upper Canada.

Smith was an Englishman, born in 1764, who had travelled to Canada as a soldier. He was commissioned an ensign with the 5th Regiment of Foot and was stationed at Fort Detroit and Fort Niagara for two years under the command of his father, Lieutenant Colonel John Smith, who died at Niagara in 1795. David proved himself a very able administrator in the regiment. He also acted as clerk for the Hesse District land board from 1791 to 1792 and helped establish a sound and systematic basis for settlement. His work there came to the attention of Lieutenant Governor John Graves Simcoe, the, then, Governor of Upper Canada. Simcoe was so impressed by Smith's work that he made him acting deputy surveyor general of the Province. Simcoe was to become quite

dependent on Smith and during the next 10 years Smith became one of his most trusted, capable and energetic subordinates.

In 1792, Smith took part in the first ever elections for the Legislative Assembly of Upper Canada and was elected for the riding of Suffolk and Essex. Despite there being no opposing candidate, Smith spent over £200 on providing food and drink for the voters. Clearly he was leaving nothing to chance! He was elected again in 1796 and in 1800 and served as elected Speaker of the Assembly from 1796 to 1802.

Smith had articulated with the Attorney General and was called to the bar in 1793. However, his intention was not to practice law but rather to open the doors to public office. In the army he was promoted to captain in 1795 but after the death of his father his regiment was to be transferred to Quebec. David resigned from the army and remained in civil life in Upper Canada.

Over the next few years, Smith's star continued to rise in the public offices of Upper Canada. He was appointed a special member of the Executive Council. He was also one of the three trustees appointed to regulate and monitor the sale of lands by the Six Nations Indians. He was designated Lieutenant of York County. At the same time, he maintained close ties with the militia, holding the rank of colonel with the second battalion of the York militia.

However, in 1802, the supremely ambitious Smith was overlooked for a permanent appointment to the Legislative Council. On learning of this decision, Smith resigned, in a fit of pique, from all

continued on page 92



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LETTERS TO THE EDITOR

Joe Smith

VANCOUVER WEST END BRANCH

I refer to the article on Street Cancels in the January issue of Maple Leaves.

My copy of the P.O. Directory for 1st January 1898 makes no reference to the West End Branch P.O. However, it does appear in the 1907 almanac. I have also never seen a copy of this strike. I quote from some notes by Tracey Cooper regarding this office which was opened on 1st July 1898 with postmaster D.G. McDonald and located on Burrard Street between Nelson and Helmeken.

'Revenues from the office are recorded as follows:-

1898	\$805
1899	\$841
1900	\$705
1901	No report
1902	\$1029
1903	\$1227
1904	\$1170
1905	\$1305
1906	\$509
1907	\$842
1908	\$195

The office closed on 22nd July 1898.

One unusual item regarding this Post Office is the rarity of reported cancels given the large volume of revenue in its period of operation. It is possible that regular mail was forwarded to the Vancouver Office for cancellation and that only registered mail matter received a West End Branch postmark. Additional research on this mystery is required'

I note also that the office became an accounting post office from 1st January 1901 (meaning they also processed money orders). Normally such offices would be reissued a full circle CDS.

Fred Marvin

NORTH ATLANTIC AIR SERVICE

I refer to the article on the North Atlantic Air Service by Martin Hopkinson in the January issue of Maple Leaves. Some additional information on this service is contained in the book 'Merchant Airmen' – British Air Ministry Civil Aviation 1939 – 1944 printed by H.M.S.O. in 1946.

On page 174, this lists bombers to Great Britain as follows:-

First Flight – November 10th 1940, six aircraft Lockheed bombers; Montreal to Gander to Aldergrove and Blackpool.

Second flight – November 29th, seven aircraft

Third flight – December 17th/18th, seven aircraft, 3 lost.

On pages 177-178 it further lists the following information:-

St. Huberts airfield, Montreal changed to Duval. Air crews return to Canada by sea.

March 1941 – Atlantic Air Ferry Organisation established. On July 20th Air Chief Marshall Sir Frederick Bowhill took control. Two years later in 1943 it became RAF Transport Command.

April 1941 – Liberator Bombers (USA) LB30's A/B adapted

May 1941 – east and west bound flights commenced.

June/July 1941 – 20 flights from Canada to UK, 128 passengers, 22,151lbs freight,

9598lbs of mail carried to UK.
 Sept 1941 – North Atlantic Ferry taken over by BOAC. Prestwick, Scotland became the UK airfield, returning ferry pilots, official freight and mail.
 The two way service was maintained during the winter of 1941/1942.

In summer 1942, Lancaster bombers flew a regular service which continued until 1945.

My own covers from this period are dated 5/3/1941, 2/4/1941, 7/5/1941, 17/5/1941, 20/6/1941, 15/7/1941, 22/9/1941, 23/11/1941 and 29/12/1941.

Mike Street

CANADIANS WHO SERVED IN WORLD WAR 1

Tony Cochranes letter in the January 2009 issue of Maple Leaves brought forth a number of replies which have been forwarded to him. The following short response from Mike Street may well be of general interest to students of postal history of this period.

Re. Tony Cochrane's letter on page 39 of the January issue of Maple Leaves. The officers name was Donald McLennan. His WWI attestation paper is attached (*not shown here*). You can see that the distinctive writing of the last name matches Tony's cover. Records of all Canadians who served in WWI are available at:-

<http://www.collectionscanada.gc.ca/databases/cef/001042-100.01-e.php>

Not every record has the attestation papers available yet.

Bruce Field

HELP WANTED

Bruce is co-editor with David Marasco of the Canadian Precancel Catalogue.

They are in the process of preparing a new edition of the catalogue and have found eight stamps listed in the catalogue of which they can find no evidence that they exist.

Bruce would like to hear from any members who own copies of the following Admiral die varieties:-

V – 126d – D (die 1)
 Halifax 2 – 105d – D (die 2)
 Hamilton 4 – 105d – I (die 2)
 Kingston 2 – 105 – D (die 1)
 Montreal 6 – 105d – D (die 2)
 Montreal 7 – 109 – D (die 1)
 Oshawa 1 – 105 – I (die 1)
 Oshawa 1 – 109 – I (die 1)

I guess if you do own one of these it is rarer than you thought! You can contact Bruce directly at a.b.field@sympatico.ca or indirectly via the Editor.

David Back

CONVENTION VENUE

A short note to correct a minor error seen in the Society News section of the January 2009 *Maple Leaves*.

On the site of the execution of the first British Christian Martyr, St. Alban, in A.D. 303, King Offa of Mercia founded, in A.D. 793, a monastery and in later years an abbey. The site overlooks the Roman town of Verulamium.

As an aside, I was born and bred in the 'Second Garden City' and our revered

President lives in the first – both, when designed and built apparently had no pubs. That might explain our longevity!

Brian Plain, Mike Street & Nicholas Lazenby

OFFICIALLY SEALED COVER

Geoffrey Townsend's spectacular Officially Sealed cover shown in the January issue of Maple Leaves brought forth a number of responses. Those from the three members noted above all provided the same basic information so I have taken the liberty of combining them into one response.

As Mr Townsend notes, the item was mailed at Indian Head on or about 20th May 1902. Correctly rated for surface mail but marked Register, it should not have proceeded in the absence of correct prepayment. The letter was almost certainly posted after hours at the Indian Head post office. It is possible that it was posted during normal hours and the manuscript 'Register' on the front was missed by the clerk but that is unlikely.

During handling, either on the RPO or at Winnipeg, postal staff noted the deficiency in payment and, in compliance with the regulations, applied a handstamp indicating the postage shortfall and sent the item to the Branch DLO in Winnipeg, an office authorized to process all classes of undeliverable mail including that with unpaid postage.

It arrived at the Winnipeg DLO on 22nd May 1902 (per one of the backstamps) where it was opened to ascertain the sender. A manuscript notation 'memo Indian Head Assa 23/5/02' bearing the initials 'JH' and the file code 4-47 appears, with a second DLO Winnipeg

marking confirming the memo dispatch date of 23rd. This memo, bearing the file code number, would have been mailed to the sender requesting additional payment either by coin or postage stamp. The partly obscured 'Returned for Postage' handstamp at the left on the front confirms this course of action.

By 30th May, Winnipeg had received the missing postage and the DLO sealed the letter with the Officially Sealed stamps, added the 'R' in oval and the registration number '4473' at the left. In this code, the '3' possibly refers to item 3 being returned to Indian Head and combined with all other items for Indian Head in file number 4-47. The memo notation was obliterated with a wavy line and the registration tracking number '967' was added. All the stamps were cancelled with the DLO Winnipeg cds of 30th May. The free strike of this cancel represents the completion of all DLO activity.

The letter was then transferred to the regular mail stream for delivery. The British Registered receiver on the front and the Bath receiver on the back show that the letter reached its destination on 10th June.

The only further information to add for Geoffrey is that if you ever wish to part with the cover there appears to be a long queue of members willing to offer large sums for it. No doubt Colin Lewis could oblige via the Society auctions!

Brian Plain

THAT OTHER OFFICIALLY SEALED COVER

In the October 2008 issue of Maple Leaves there is an item in *Letters to the Editor* by David Armitage. Having just

(belatedly) received my copy, I realize that this note is perhaps somewhat late in appearing however I have some corrections, comments, and a query related to his submission.

First, the corrections: Three dates listed in the article are not consistent with those that appear on the cover. The arrival marking at Dawson is June 24th rather than June 27th. The latest Dawson date is August 11th not July 11th, and the date of dispatch from the Dead Letter Office in Victoria is August 23rd, not August 31st. The circular DLO marking with the 'W' in the time slot is not mentioned, but bears the date August 31st.

Next, the comments: The correct dates are significant to the telling of the complete story behind this cover. Arriving in Dawson (June 24th) it was held in the post office while it was advertised in the local paper. The manuscripts 'paper out' and 'hold' support this contention. Although copies of the Dawson newspapers of this era have not been seen, Gray Scrimgeour has confirmed the probability that such advertising occurred. At the time, the gold creeks and streams in the Dawson area were home to many prospectors and miners, and as people made their way to gold claims, they would contact the post office and arrange delivery of their mail. I believe the July 3rd date represents a dispatch date from Dawson to Hunker, a post office point some 35km from Dawson at the junction of Gold Bottom and Hunker Creeks where an office was established in 1899. This is supported by the manuscript reading *not for Thompson at Hunk*. Obviously, another Mr. Thompson claimed and opened the letter before discovering it was not intended for him. An indistinct marking under this manuscript may be Hunker, but is more likely to be a Dawson date stamp offset.

The cover was probably returned to Dawson where it was held until being declared undelivered, and the appropriate handstamp applied. Returned to the Dawson office (August 11th), it was sent with other items to the Victoria Dead Letter Office, which by regulation, dealt with undelivered Yukon mail. It arrived there on August 23rd and received the VIC2b-b1 date stamp. From there, the cover was sent to Ottawa for return to England. It arrived at the Dead Letter Office in Ottawa and was date stamped with a DLO1-9 handstamp on August 31st. Where the OX2 label was applied is open to conjecture. If the DLO in Victoria determined the identity of the sender, then it was likely applied at that office, and an external instructional note sent to Ottawa. If not, then it was applied in Ottawa before being returned to England.

Lastly, my query: The circular date stamp applied at Ottawa on August 31st has a large 'W' in the time slot. The DLO, with one notable exception, did not use time marks. What does the "W" represent? Its presence is known from 1897 onwards and the strike on this cover is the latest of four known examples. In the past, I have postulated that it represented undeliverable mail from the West, but a recent find has shown the 'W' on a cover from Halifax. Does anyone have an idea about the 'W'?

John Davis

MORE HELP WANTED

John is the author of a forthcoming book on the War Tax Overprinted stamps of the West Indies due to be published by the RPSL later this year. He is now about to embark on Volume 2 of this work which will cover the other 10 countries in the British Commonwealth which issued War

Tax stamps. These, of course, include Canada.

John is seeking help from specialist collectors of this period. In addition to information on the stamps themselves (the formats, booklets, coils, lathework, imprint numbers, quantities printed, revenue generated, printers records etc), he is also interested in covering the legislation and any amendments, post office notices, normal and war tax rates, what was exempt from war tax for all the different types of mail and destinations

etc. Contemporary Newspaper and Philatelic Magazine articles and public reaction to the Tax would add further background to his studies.

If any members feel they may be able to help in this work they are asked to contact John via the Editor.

(Note that John is already aware of some of the standard philatelic texts covering this period such as Marler and Steinhart, Ed.)

BOOK REVIEWS

We start these reviews with updates to a couple of the most widely used Catalogues for BNA material.

STANLEY GIBBONS CANADA CATALOGUE – 3RD EDITION, October 2008

Published by Stanley Gibbons Ltd, ISBN – 10 0-85259-684-7. A4 perfect bound approx 100 pages. Priced at £16.95 and available from all major philatelic outlets.

This is a welcome update to the Gibbons ‘One Country’ Catalogue as the last edition was published in 2005.

Despite the name, the catalogue covers the stamps of British Columbia, Vancouver Island, Prince Edward Island, Nova Scotia, New Brunswick and Newfoundland as well as Canada. All issues up to mid 2008 are included along with a range of ‘back of the book’ material and stamp booklets. All the stamps (with the rather bizarre exception of the 3d Beaver of 1851) are

illustrated in colour.

Pricing for the earlier issues, up to 1970, is in line with the 2009 Gibbons Commonwealth catalogue with more modern issues being priced specifically for this publication. Issues up to around 1935 show some significant price increases from the previous edition as one might expect given the market conditions in the last 2 – 3 years. There are also a few new varieties listed for the first time. Although, in general, this catalogue lists fewer plate varieties and errors than the Unitrade Catalogue, there are a few that appear here but not in Unitrade such as the perforation varieties on the 6 cents Small Queen stamp.

The catalogue will be an essential addition to the bookshelf for those collectors who use the Gibbons numbering system. Overall an excellent listing, particularly for the 19th Century issues, although we note that several of the well known major errors in the Elizabethan era and most of

the well known plate varieties of the 1930 – 1935 era are not yet included.

GS.

CANADA SPECIALISED CATALOGUE 2009

Published by Unitrade Associates, November 2008. A4 spiral bound 632 pages. Priced at \$C42.95 and available from all major philatelic outlets.

This is the annual update to the Unitrade Specialised Catalogue which uses the Scott numbering system. There are a few changes to the format and contents from last year with uncut press sheet gutter

combinations on modern issues and Xmas Seals listed for the first time. To save on space and help hold the price at the same as last year all stamp images from CS301 onward are now shown at 80% of actual size. With all stamps shown in colour this does little to reduce the value of the catalogue.

This edition also includes a 2 page spread of illustrated classic stamp 'XF gems' that have appeared at auction over the last two years; something to admire even if they are well outside your price range and a useful guide to what dealers mean when they describe stamps in this way and what kind of price mark up they can achieve at auction.

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There is also a summary identification table of the Small Queen printings – a highly useful addition for collectors of this issue although the overall CS listing of the Small Queens still falls well short of that in the Gibbons Catalogue.

Prices show only minor changes from the 2008 catalogue. The editors have wisely adopted a cautious approach to price increases in the current economic conditions.

Overall, this catalogue remains the premier listing for BNA stamps for the specialist collector and most members will want to have a copy on their bookshelves. Unless you collect the most modern issues, however, you may decide that the limited changes from the 2008 edition do not warrant an annual replacement this year.

GS.

The following titles have all been published by BNAPS. In most cases they are available from the Handbooks Manager. If not, they are all available from Ian Kimmerly Stamps, 112 Sparks Street, Ottawa, ON K1P 5B6, Canada. Phone: (001) 613 235-9119.

Internet orders can be placed at www.iankimmerly.com/books/

When ordering from this source, the prices given are the retail prices in Canadian Dollars. BNAPS members receive a 40% discount from retail prices. Shipping is extra. Credit card orders (Visa, MasterCard) will be billed for exact amount of shipping plus \$2 per order. For payment by cheque or money order, add 10% in Canada, 15% to the US, 20% overseas (overpayments exceeding 25 cents will be refunded in mint postage stamps). GST is payable for Canadian orders. No Ontario Retail Sales Tax applies.

Please note that review copies of the volumes listed (colour editions) are in the Society Library. Please contact Mike Slamo if you wish to look before you buy.

CANADIAN MONEY-LETTERS – FORERUNNERS OF REGISTERED MAIL

by Horace W. Harrison. BNAPS Exhibit Series #49. ISBN: 978-1-897391-32-7 (b&w), 978-1-897391-31-0 (colour). 8.5x11, Spiral Bound, 204 pp. Stock # B4h923.49 (b&w) \$37.95, B4h923.49.1 (colour) \$114.00

The latest volume in the BNAPS Exhibit Series features this exhibit formed by the late Horace Harrison. Horace was one of the pre-eminent philatelists in the field of British North America. Over more than 50 years he collected and researched many specialties, writing and exhibiting as his material and knowledge grew. 'Canadian Money-Letters Forerunners of Registered Mail', a necessary companion to the three previously released Harrison Registered mail exhibit books, includes strikes of all the known money letter and money handstamps, as well as rare examples of divided payment money letters (paid in part by the sender and in part by the addressee). It also includes very rare examples of money letters to the United Kingdom and an interesting selection of money letters to the United States. Changes in rates (domestic and to the U.S.) are well represented, and a wonderful range of town and rate markings can be found. There is a truly unique cross-over cover, mailed on the last day of the money letter system, delivered on the first day of the registered mail system, which shows both a money letter and a registered handstamp. Indeed there are so many examples of Money Letters in the display one can be excused for thinking that every known copy must be here; certainly a significant percentage are

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with many very rare items all well researched and written up.

Much of the material in this exhibit is featured in the hardbound book 'Canada's Registered Mail 1802 – 1909', published by The Collectors Club of Chicago in 2002. For those who don't own a copy of this weighty tome and who have an interest in early registered mail this latest Exhibit Series volume will be a valuable reference.

CANADA – THE 1908 QUEBEC TERCENTENARY ISSUE

by Herbert L. McNaught.

BNAPS Exhibit Series #50 (revised).
ISBN: 978-1-897391-35-8 (b&w), 978-1-897391-34-1 (colour). 8.5x11, Spiral Bound, 128pp. Stock # B4h923.50 (b&w) \$33.95, B4h923.50.1 (colour) \$90.00

The eight values of the Quebec Tercentenary Issue, the first set of Canadian stamps issued to honour historic events rather than members of the Royal Family, were released on 16th July 1908. The different designs, very well displayed in the late Herb McNaught's exhibit Canada - The 1908 Quebec Tercentenary Issue, proved very popular with both collectors and the public. Herb's exhibit of the issue displayed in this volume is the finest to be formed since Rosemary Nickle's award winning collection was sold.

In the stamp section the viewer/reader will find replicas of some of the original artwork used in the designs, die proofs, imperforate pairs and blocks of four, as well as mint and used singles and blocks of four and plate blocks. The design pages, in particular are fascinating and add much to the display. Elsewhere there seemed to be a rather gratuitous amount of duplication but this is maybe to be expected in a display covering only eight stamps.

Well over half the display is taken up by postal usages of the stamps. These include an unofficial bisect, cancellations of all types, patriotic postcards issued for the celebrations, postcards and letters to both domestic and many foreign destinations – some of them very exotic indeed - and an interesting section showing usage from Savard Park, the encampment of the Canadian Militia units that took part in the Tercentenary ceremonies and events. Usage on cover of all the values is covered with many very rare rates. My only criticism would be that the rates themselves are not always explained but this notwithstanding the covers are a joy to behold.

As with Herb's previous exhibit books, this volume is definitely one to peruse in a quiet, comfortable chair with a cup of coffee or other libation.

The exhibit received a Vermeil award at the 2008 Edmonton Spring National show and was in the Court of Honour at ORAPEX 2008 in Ottawa. Finally, two weeks after the Ottawa showing, Herb and the exhibit were awarded Gold at the Royal Philatelic Society of Canada's ROYAL-ROYALE 2008, appropriately held in Quebec City as part of the celebration of the 400th anniversary of the founding of the city.

Sadly, Herb passed away on 19th June 2008. His family honoured his wish to have the Quebec Tercentenary exhibit shown at BNAPEX + 2008 + NOVAPEX in Halifax, Nova Scotia, where it received a Gold medal, the first ever posthumous award at a BNAPS exhibition.

This book will be a must for collectors of this issue and is a good read for anyone who wonders what it takes to form a 'Gold Medal' display of a single issue.

DEAD LETTER OFFICE HANDSTAMPS 1874 TO 1954

by Gary W. Steele.

BNAPS Exhibit Series #51. ISBN: 978-1-897391-37-2 (b&w), 978-1-897391-36-5 (colour). 8.5x11, Spiral Bound, 164pp. Stock # B4h923.51 (b&w) \$35.95, B4h923.51.1 (colour) \$115.00

Gary Steele started collecting stamps after a little girl in grade four brought her stamp album to school. Little did she know the impact this would have on her classmate. Following discussions in the 1970s with the late Ken MacDonald, a specialist of the Arch Issue, Gary moved on from single country collections of Canada and United States to specializing in Canada's 1937-1938 Mufti issue.

A specialization in King George VI postal history piqued Gary's interest in other areas such as Dead Letter Office handstamps and Canadian short-paid covers to foreign destinations. Conversations with Allan Steinhart and production of a short-lived DLO Study Group Newsletter brought together others with similar interests such as Brian Plain, Marc Eisenberg and Michael Rixon.

The first frame of this exhibit was entered in the single frame category at the Royal 2008 Royale show in Quebec City and received a Gold award. Gary then expanded the exhibit to 10 full frames for the BNAPEX 2008 NOVAPEX show in Halifax where it received a Gold award from the jury. At the BNAPEX 2008 NOVAPEX closing dinner on 31st August 2008 Gary was very surprised and pleased to learn that his exhibit had won the Horace Harrison Grand Award. As is BNAPS' custom, winners of Grand and Reserve Grand award at BNAPEX shows are automatically asked to permit their exhibits to be printed as part of the BNAPS Exhibit series of books. Gary agreed and this volume is the result.

The book includes covers bearing the

earliest DLO handstamps from 1874 up to the decentralisation of the Ottawa office in 1898. It then moves on through the various expansions and contractions of the service until the formation of the Undeliverable Mail Office in 1954.

Examples of virtually every known DLO marking are shown including earliest and latest known dates of many, several examples of only known covers and also several previously unrecorded types or types previously only known from the proof books. Each item is accompanied by copious write up leaving the sheets looking more like a text book than a normal exhibition display but making for an excellent reference work.

I have no idea if this is the finest display of DLO cancels ever formed but if it is not, I would dearly like to see the others! An excellent read and highly recommended to students of postal history.

GS.

BRITISH COLUMBIA AND VANCOUVER ISLAND

by John M. (Jack) Wallace.

BNAPS Exhibit Series #52. ISBN: 978-1-897391-39-6 (b&w), 978-1-897391-38-9 (colour). 8.5x11, Spiral Bound, 156pp. Stock # B4h923.52 (b&w) \$34.95, B4h923.52.1 (colour) \$110.00

While her colonies in eastern North America were relatively close to Great Britain, those in the west were not. For British Columbia and Vancouver Island the inconveniences of distance, geography and political boundaries - both between themselves and with the adjacent United States - also complicated their philately. At first mail arrived and departed more or less casually on ships, including vessels of the British Navy stopping at Victoria or Vancouver.

The gold rush in California resulted in

prospectors looking further north in British Columbia, bringing in their wake express companies that would take letters and parcels to San Francisco for onward mailing. This resulted in letters and packages bearing express company labels and Victoria or Vancouver postal franks, as well as then current stamps of the United States to pay for transmission through that country's postal system.

In 1860 the first postage stamp, a 2½d value, was issued for postage in both British Columbia and Vancouver Island. When dissension arose regarding use and payment for this stamp, each colony requested their own stamps - 5¢ and 10¢ values for Vancouver Island and a 3d value for British Columbia. After the two colonies united as British Columbia in 1866 it was thought economical to have the 3d plate used to print stamps in various colours with values indicated by surcharges ranging from two cents to 1 dollar.

A meeting in 1954 with the late Gerry Wellburn, the first collector to study the stamps and postal history of British Columbia and Vancouver Island, led Jack Wallace to a lifetime friendship and the two colonies becoming his major philatelic interest. The result was Jack's own award winning collection, the subject of this volume. In addition to full coverage of the stamps of the colonies, the Wallace British Columbia and Vancouver Island exhibit includes a strong selection of pre-colonial and colonial postal covers showing examples of the pre-stamp franks from Victoria, Nanaimo and New Westminster; mail carried by the various express companies and mail from (and occasionally to) people living in Victoria. Coverage of the stamps is comprehensive. The first 2½d stamp is shown in mint block, on several covers, both on its own and in combination with US stamps and with many different cancellations. Several

examples are also shown in combination with express company labels and handstamps on cover. The 1865 Vancouver Island issues receive similar treatment with examples of both the very rare imperforate types and the perforated stamps. Once again, many very scarce covers are included. The British Columbia issues are also well represented with many multiples, covers and cancels on show. The display ends with some examples of Canadian stamps used from British Columbia post 1871.

Also included in the display are examples of the different Express Company labels and many Express Company covers also some nice pictures of some of the notable persons mentioned on the covers.

All in all, this is one of the great collections of VI/BC and the book will be a must for any serious collector of this material.

GS

PLATING THE TWELVE AND A HALF CENTS YELLOW GREEN, SCOTT NO 18, 2009, Kenneth A Kershaw. Spiral Bound, 258 pages, 8.5 x 11, colour. ISBN: 978-1-897391-40-2. Published by the British North America Philatelic Society Ltd. (BNAPS). Stock # B4h037.1; \$156.00

Not content with having plated the Half Cent Maple Leaf, the 1898 Map Stamp, the 5¢ Beaver and five different stamps of Prince Edward Island, Ken Kershaw has now turned his attention to plating the Twelve and a Half Cents Yellow Green, Scott #18, issued in 1859. In this new work Ken has used today's technology to develop a new approach to this stamp, in the process taking the previous plating work of W. T. Lees-Jones and Geoffrey Whitworth to an entirely new level.

Those familiar with Ken's other books will

know what to expect here. In highly magnified colour Ken shows how each position on the sheet can be identified through the location of guide dots in a particular area of the stamp, and illustrates both previously known and many newly discovered varieties and re-entries.

An ideal text for those who collect the Cents issue or even for those who have an interest in plating line engraved stamps in general. Whilst the pictures of the distinguishing features and varieties are excellent, the magnification used to produce them is quite large so do not expect to see this level of detail on your copies with the naked eye. Purchase of a Stanley Gibbons 'Zoom' microscope may be required to further your own studies!

GS

THE STORY BEHIND THE COVER

continued from page 79

of his civil positions in Upper Canada and moved back to England. From the sale of his Canadian properties, Smith received sufficient money to purchase a handsome home near Alnwick. He became the estate manager of the Duke of Northumberland, one of the largest land owners in England and in 1821 he was made a baronet.

Sir David William Smith died at the age of 73 in 1837.

**THE INDEX TO VOLUME 30 OF MAPLE LEAVES
IS ENCLOSED WITH THIS ISSUE.**
Our thanks go to Charles Livermore for compiling it.

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CHINESE EXPEDITIONARY FORCE

The postcard illustrated below may be of interest to our many collectors of military mail. It was sent from Peking, China on 6th November 1900 to an address in New South Wales, Australia and is franked with two copies of the Chinese Expeditionary Force overprinted stamps of India. What has all that got to do with Maple Leaves you may well ask? Well look again.....it is a Canadian Post Card with the 1 cent Maple Leaf design of 1897.

Almost certainly philatelic in origin it still makes a most unusual and rare combination. For the record, both the stamps and the postcard are cancelled with the F.P.O. No 1 PEKING datestamp, dated 6 NO 00.

My thanks to Tony Cochrane who sent in this unusual item.



COVERMART USERS

Please ensure that Richard Hirst has an up to date record of your interests. Contact details are on the inside back cover or email at rhirstmag@aol.com

SOCIETY NEWS

FROM THE PRESIDENT

Convention 2009 Programme

Barring unforeseen events, the programme for our 63rd Annual Convention in the Homestead Court Hotel, Welwyn Garden City will look as follows:-

Wednesday 24th September:-

- 1530 Delegates arrival, tea/coffee etc
- 1700 Executive Committee Meeting
- 1815 Dinner
- 2000 Display by Brian Stalker 'Labrador Steamers'
Partners 'Get together' in the lounge/bar area
- 2200 Auction lots available for viewing and Study Group Meetings

Thursday 25th September:-

- 0900 Display by Colin Banfield – 'Victorian Postal Stationary'
- 1030 Coffee/ tea
- 1045 Display t.b.a.
- 1200 Optional light lunch
- 1330 Coach outing to Hatfield House
- 1815 Dinner
- 2000 Partners – 'Dolls Houses' with Freda Stalker.
Display by Professor Iain Stevenson 'C.P.R.'
- 2200 Auction lots available for viewing and Study Group Meetings

Friday 26th September:-

- 0845 Fellows Meeting
- 0900 Committee Meeting
- 1000 Coffee/ tea
- 1015 Members 16 sheets displays
- 1200 Optional light lunch
- 1315 Coach outing to Hendon Air

Museum

- 1815 Dinner
- 2000 Partners – 'John and Brenda Parkin entertain'
Display by Alan Griffiths 'P.E.I.'
- 2200 Auction lots available for viewing and Study Group Meetings

Saturday 27th September:-

- 0900 Annual General Meeting
- 1000 Coffee/ tea
- 1030 Competition Entries and Judging critique
- 1200 Society Auction (with suitable 1 hour break for lunch)
- 1900 Sherry Reception
- 1930 Banquet

Sunday 28th September:-

Fond farewells after breakfast.

Included with this issue of Maple Leaves should be a Competition Entry Form and a Conference Booking Form. The former should be returned to me no later than 11th September (see inside back cover for contact details) and the latter should be returned to me no later than 31st July to ensure your conference hotel reservations at the special rate.

Rosemary and I look forward to being able to offer you a very warm welcome in September.

Derrick Scoot.

FROM THE SECRETARY

It is hoped that with this Maple Leaves you will receive the 2009 editions of both Parts I and II of the Members' Handbook. Part I is the Membership Directory and

Part II (which has not been issued for several years) contains the Constitution and Rules and has been updated to include the amendments made at the 2008 AGM. Colin Lewis has arranged the printing (for which the Society offers thanks) but any errors are down to me. Please check your entry and advise me of any changes or additions.

Annual General Meeting

In accordance with Rule 20, notice is hereby given of the Society's Annual General Meeting to be held at the Homestead Court Hotel, Welwyn Garden City on Saturday 26th September, commencing at 0900hrs. In accordance with Rule 18, nominations are sought for the President, Vice Presidents, Secretary and Treasurer. Nominations and any proposed amendments to the Rules, should be sent to the Secretary before 26th May 2009.

Fellowship

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

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

Nominations are sought for submission to the Fellowship sub-committee in accordance with Fellowship Rule 2. Such nominations must be on a prescribed form, which is available from the Secretary, and must be submitted to the Secretary by 26th July 2009.

Founders Trophy

This trophy, awarded only to members of the Society, is awarded by the Judging Committee for work considered by them to be the best subject of ORIGINAL or

INTENSIVE RESEARCH in any branch of British North American Philately.

A nomination for the award, which must be proposed and seconded, may be submitted in writing to the Secretary by 26th July 2009.

John Wright

FROM THE COVERMART MANAGER

The covermart now has over 630 covers in stock at prices ranging from £2 up to £10 covering all topics.

Due to the death of the previous Cover Mart Manager I have not received the past list of members interests. Would members interested in the Covermart please send me by post (see inside back cover for address) or Email (RHirstMag@aol.com) their collecting interests and I will contact them by return with details and print outs of what is available.

Richard Hirst

BNAPS IN THE UK

Plans are currently in place for a BNAPS get together in the UK on Saturday June 20, 2009. This meeting will take place as part of the Yorkshire Philatelic Association Annual Convention at the Executive Hospitality Suite, Sheffield Wednesday Football Club, Hillsborough Conference Centre from 1:30 p.m. to 3:30 p.m. Members in the UK have been invited to attend and bring small displays (e.g. 10 – 15 sheets) or items of interest. We will try to fit in as much as we can in the time available over coffee and biscuits in an Executive Box overlooking the football grounds. An invitation is

continued on page 96

AMENDMENTS TO MEMBERSHIP to 15th MARCH 2008

New Members:-

- 2966 HARRIS, Ms SARAH KATE, 1 Church Street, Wing, Leighton Buzzard, Bedfordshire, LU7 0NY
- 2967 McLAUGHLIN, David, 388 Woodgrange Avenue, Pickering, ON Canada L1W 2B3; e mail david.mclaughlin@rogers.com, **CQ, Rts**
- 2968 LEIGH, Robert 2203 Scottsdale Drive, Champaign, IL 61822, USA; email rleigh@postalhistorycanada.net , **PH, ON**
- 2969 McGAVIN, Andrew, 4 The Old Coalyard, West End, Northleach, Glos. GL54 3HE, **C**

Change of Address:-

- 1599 REILLY, Norman, Nevis Wing, Lindsay Field Lodge, Rosaburn Avenue, East Kilbride G75 9DE

Deceased:-

- 1850 DUCKWORTH 2620 RICHTER

Resigned:-

- 1720 LEE 2659 GRATTON
2175 HOLTZ 2736 DRAVES
2233 CUSWORTH 2893 ARMSTRONG
2427 GOSS 2940 SOMERVILLE

Removed for Non-Payment of Dues:-

- 0736 KRAEMER 1373 WANNERTON
2046 MESSENGER 2491 WASHINGTON
2573 LEITH 2757 KRUCZYNSKI
2796 BRIGHAM 2803 GLINIECKI
2829 BROWN 2835 VEITCH
2846 SUSSEX 2876 DONALDSON
2909 COATES 2921 HANDELMANN
2934 COPLESTON

Revised Total:- 361

SOCIETY NEWS

continued from page 95

extended to all members of the Canadian Philatelic Society of Great Britain to also attend and participate to make this more of a CANADAPEX in the Heart of England. Also at the venue will be 50 exhibition frames of YPA Competition winners, 10 frames of material from the Royal Philatelic Society London collection (including displays of Canada 1897 Diamond Jubilee and 1908 Quebec Tercentenary material), a display of postal

history material from the British Postal Museum and Archives, Sheffield postal history, and a history of football in Sheffield, as well as stamp and postcard dealers, auction houses, raffles, and other specialist society meetings.

For more details see www.sheffielddps.org.uk/2009. If you would like to attend please contact Greg Spring at editor@sheffielddps.org.uk or 25 Kirkstall Road, Sheffield, S11 8XJ.

Greg Spring

THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN 2008/9

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Secretary:

John Wright, 12 Milchester House, Staveley Road, Meads, Eastbourne, Sussex BN20 7JX; tel 01323 438964

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e mail colin.d.lewis@btinternet.com

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THE POSTAL HISTORY SOCIETY OF CANADA INVITES APPLICATIONS FOR MEMBERSHIP

The Postal History Society of Canada publishes an award-winning quarterly journal, sponsors seminars on Canadian postal history, and awards prizes for the best postal history exhibit at philatelic shows across Canada.

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For further information or a membership application form, please write to the Secretary:




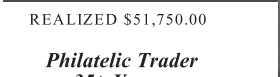

Stephane Cloutier
255 Shakespeare Street, Ottawa, Ontario
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Maple Leaves

**JOURNAL OF THE
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OF GREAT BRITAIN**

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BNAPS – The Society for Canadian Philately

MAPLE LEAVES

Journal of

THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

INCORPORATED 1946

Founder:

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Edited by: Graham Searle

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EDITORIAL

I start this issue with one of my occasional pleas for material for Maple Leaves. After a period of relative plenty, the editorial cupboard is now bare. I urgently need articles – large or small – for the October 2009 and subsequent issues. A number of new contributors have provided material in the last couple of years and I hope this may be an encouragement to others to put pen to paper. As usual I am happy to receive material in any form (though please note I do need to be able to decipher your handwriting and my increasingly aged computer apparently cannot deal with files in *wordperfect* format). I am happy to edit and check for spelling etc but I can't produce the raw material so please try to provide something.

This issue contains the auction catalogue for the Convention auction to be held on 26th September. Just under 1700 lots this time so I am sure there will something for everyone in the sale. Your bids should reach Colin Lewis in good time to ensure they are

entered. Deadlines are shown on the inside front cover of the catalogue.

Also enclosed with this issue is the annual subscription reminder for the season 2009/2010. Subscriptions should be sent to the usual places in the UK or Canada. UK subscriptions remain at the £16 rate for the seventh successive year (not much else has remained constant in this period!) and US/Canadian rates have actually reduced this year with the fall in the value of the £ in recent months. A number of North American members have asked why Canadian and US rates go up and down from year to year so I have included a brief explanation of how we determine these rates on page 142 for those interested.

The much publicised world economic woes have had an impact on the Society in terms of greatly reduced investment income following the dramatic fall in interest rates in the last 9 months. All this makes it likely that we will have to increase subscription

rates in the 2010/2011 season if there is no equally dramatic reversal of rates in the coming months. For those of you who like to 'hedge' against such future events, please note that Members can pay for future years subscriptions, at current rates, in addition to the current year. Just indicate on your form when you send your subscription in how many years you are paying for. There is only one caveat to note in relation to this; we don't give refunds!

You may recall that I indicated in the January issue that John Hillson was stepping down as Society Treasurer after some 23 years in the job so he can devote more time to family matters. Thus far, the Society has not found a volunteer to take on this role. We have received an offer of the services of an outside party to look after the books on a temporary basis and this has allowed John to relinquish the duties. It is clearly, not, however, a long term solution and we still urgently require a Society member to volunteer to take over this role. John Wright, our Secretary can provide full details of the role and the workload involved. Please get in touch with John Wright if you feel you can help the society in this way. Contact details can be found on the inside back cover.

Whilst the 2009 Convention is still ahead of us, it is timely to remind members that our normal timetable of Society events will be somewhat different in 2010. With the major International Stamp Exhibition taking place in London in early May, our 2010 Convention will take place in the Spring of 2010. Details of this Convention and booking forms will appear much earlier than usual in the October 2009 issue of *Maple Leaves*. With this early

Convention date, there will be no spring mail auction in 2010 (the Convention Auction will take place on 3rd May). Material permitting, our auction manager, Colin Lewis will plan to hold a mail auction in the autumn of 2010.

To facilitate the Convention timing, the April 2010 issue of *Maple Leaves* will be printed and issued about two weeks earlier than usual (in mid March) as it will contain the Convention Auction Catalogue.

Some congratulations to those members who received awards at the recent ORAPEX show in Ottawa in May. These include David Hobden who received the Grand award, E.R. Toop Best Military Postal History Award and the BNAPS Best Researched BNA Exhibit Award for his display entitled 'In Defence of the Border 1667 - 1885 Canadian Military Mails; Hank Narbonne who took a Gold Award and the PHSC Best BNA Postal History Award for his display of 'Postal History in the Bathurst district of Upper Canada' and David Handlemann who received a Vermeil Award for his display of US AR & RRR to 1945. My thanks to Doug Lingard for this Palmares information.

Finally our congratulations go to Brian Stalker who has just been awarded the 2009 Pratt Award by the Collectors Club of Chicago for his book 'Travelling Post Office Postmarks of Newfoundland and Labrador'. The Pratt Award is named for Robert H. Pratt, the eminent Newfoundland collector, researcher and author who bequeathed funds to the CCC for an award of \$1000 to be given to the author of the best philatelic article or book on Newfoundland philately published in a given year.

The article below originally appeared in the Journal of the West African Philatelic Society, Cameo. A slightly reduced version is reproduced here with the kind permission of the Editor of Cameo and the Author.

POSTAL SERVICES FOR THE CANADIAN CONTINGENT SERVING IN UNAMSIL, SIERRA LEONE.

Capt. Anthony J. Fulmes

The United Nations Mission in Sierra Leone (UNAMSIL) was established by the United Nations in 1999 to deal with the conflict that had been plaguing Sierra Leone for a decade. Small numbers of Canadian troops (groups of five serving for six months) took part in the mission as Military Observers (MilObs) from 1999 until the successful end of the mission in 2005. The job of the unarmed MilOb was to interview people, observe everything and report pertinent information on the local security situation to the UN's mission headquarters in Freetown, as opposed to the armed UN force that enforced compliance and security.

As a Canadian Army Signal officer, I served as a MilOb between June and December of 2003, at the climax of the related conflict that was continuing in neighboring Liberia. My post was in the small town of Zimmi, about 10 km from the Liberian border (fig 1). It is set beautifully in the jungle bordered by the hills of the Gola Forest Reserve, the Mahoi River and villages of small subsistence farming plots. My house was typical mud construction with the luxury of having a galvanized metal roof and a road grader destroyed during the war next to the house.

A philatelist for many years, my collecting interests had been focused on the Falkland Islands and British Columbia, but I saw this mission as a golden opportunity to explore a new country that would have personal significance to me. I was not disappointed.

Throughout the length of my tour, I never ceased to be surprised by the different and unique situations something as simple as posting a letter would bring me. This article will explain the various postal arrangements that were available for the Canadian contingent to send and receive mail in the immediate postwar period.

When initially posted to UNAMSIL, MilObs conduct an in-clearance where they receive mission briefings, register for pay, and conduct other administrative tasks which included a briefing and circular on the workings of the UN postal services. The UN postal service provided the deployed troops a facility to send and receive letters, aerogrammes and parcels while serving. MilObs were given a per diem and therefore not entitled to any free, UN services. Since the peacekeeping forces came from all over the world, the UN sent out all mail in diplomatic pouches to either their New York City, U.S. or Geneva offices for security and



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Fig 1.

expediency. Therefore, stamps from the New York and Geneva offices were sold. I took the opportunity to send mail home to Canada via both routes (figs. 2 and 3). This was not as easy as it sounds, as trying to explain why I would want to send a letter to North America via Europe was impossible as the staff had no idea of what the rate would be not to mention their being perplexed by my desire not to have my mail sent by the most direct route. After overfranking my first letter to ensure it would get to me, I finally found out the rates on the Geneva, UN website and could send letters with the correct rates. The cover in figure 3 carries the correct 1.80 Euro express rate.

The UN post office was co-located with the UN HQ in the old Mamy Yoko Hotel. This was where the unique world of minor UN bureaucrats and third world employment opportunities came together. A typical letter or postcard through the New York office cost .60¢. It always cost 60¢. However, each time you brought in a letter to mail it, the letter would be weighed and usually the rate written on it in manuscript. This slowed down the posting process and ensured continued high paying (relatively) employment for the Sierra Leonians hired to do this job. This over attention to detail would be displayed throughout the mission.

Troops serving who were part of the armed



Fig 2.

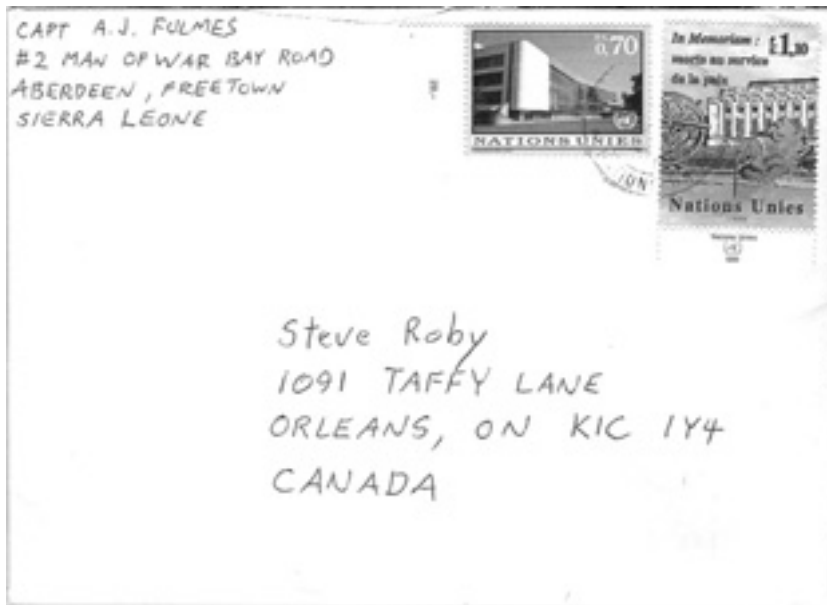


Fig 3.

contingents were entitled to send free aerogrammes. These were available at the UN post office or through the various contingents. Although not entitled to use the service, I acquired a mission aerogramme from the Pakistani contingent that was located in Zimmi. I used it to write a letter to my wife and daughter (fig. 4) and posted it at the UN HQ mailbox. It made it through the system and the markings illustrate how this mail was handled. The UN post office handstamped the "FREE MAIL" frank and from there it was sent to the Sierra Leonian post, or SALPOST, where it was cancelled with the Freetown Sorting Office hammer. From that point on it went through normal mail channels to Canada Post's final delivery.

With our per-diems we could also use SALPOST to send mail home through the post offices the country had managed to restore to service. This of course necessitated buying stamps which was not as simple as one would think. Aside from the post office in Freetown, most sub-offices, postal agents and those few offices outside of Freetown that had reopened

rarely had stamps available for sale. The nearest operating post office to Zimmi was 85 km away in Kenema, a small city in the heart of the diamond mining district; the control over which was a central reason for the war. It was here that I could post my items during my twice-monthly trips to buy food and visit the UN's district HQ. This short drive would take over two hours to make, crossing countless metre deep potholes and rudimentary log bridges. The Kenema office (fig. 5) was typical of those in the country having parcel and registration services.

Hill Station originated as the neighbourhood high on the hills above Freetown where during colonial times the British administrators lived and played at their clubs. It is magnificently described in Graham Greene's novel set in Sierra Leone; 'The Heart of the Matter'. The registered letter in fig. 6 was mailed there. Occasionally I required registration services to send items home that had value and trust was not easy in that corrupt post-war country. Registered mail was only available to us via SALPOST and was a

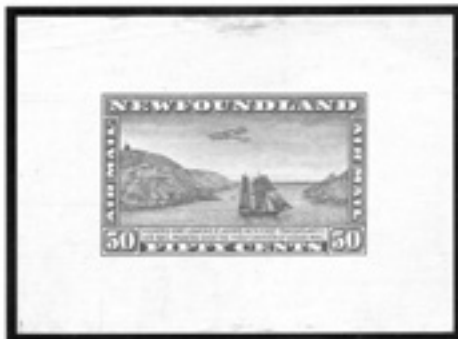


Fig 4.

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Fig 5.



Fig 6.

trustworthy service. Registration was advisable for any parcel or important items due to the frequent 'losses' within the system.

The final means of sending mail was through the Canadian Forces postal service. Normally Canadian Forces personnel on deployment are entitled to send free letter and postcard mail back to Canada. With such a small group we did not have the services of a military post office. The Canadian contingent was given funds to send out our free mail entitlement by using DHL as a contracted shipping agent. This was a very expensive service costing over \$200.00 US for a shipment of maybe six letters and postcards. Because of that I only utilized this service twice, preferring to use SALPOST or the UN system as a matter of economy. The mail went from DHL's Freetown office by air to Toronto, Ontario where it was then sent to the Canadian Forces mail depot at Canadian Forces Base Trenton, Ontario. At that point each shipment was treated differently. My first batch of mail received the Canadian Forces Mail free frank in blue and then the

postage was paid to Canada Post via a postage meter (fig.7). The second batch was given a 48¢ postage stamp and then sent off for final delivery by Canada Post (fig 8). This is almost exactly the same system used during World War one for mail sent home by troops on active service then. Fig. 9 is from 25th December 1915, sent by LCol E. Kidd, the Commanding Officer of No. 5 Canadian Stationary Hospital located in Cairo, Egypt. This was the only Canadian military unit that served in Africa during WW I and mail from it is extremely scarce. As with my mail in 2003, it received a stamp in Toronto, Canada before being forwarded to its destination of Trenton, Ontario too just as mine was 88 years later!

Unfortunately, just as the cover from 1915 is scarce, so too is the mail from this and other recent Canadian military missions.

The proliferation of computers and the nearly instantaneous e-mail they provide means that the mail I sent home was the only mail sent home on this specific mission. All other Canadians there used



Fig 7.

either phone services or e-mail. Hardship in theatre, combined with the scarcity of those comforting products from home means that there were plenty of letters and parcels going to the Canadians serving on this mission though.

Most mail that members of the Canadian contingent serving with UNAMSIL received came through the coordinating efforts of the Canadian Forces Postal Unit (CFPU) located in Canadian Forces Base Trenton in Belleville, Ontario, Canada.



Fig 8.

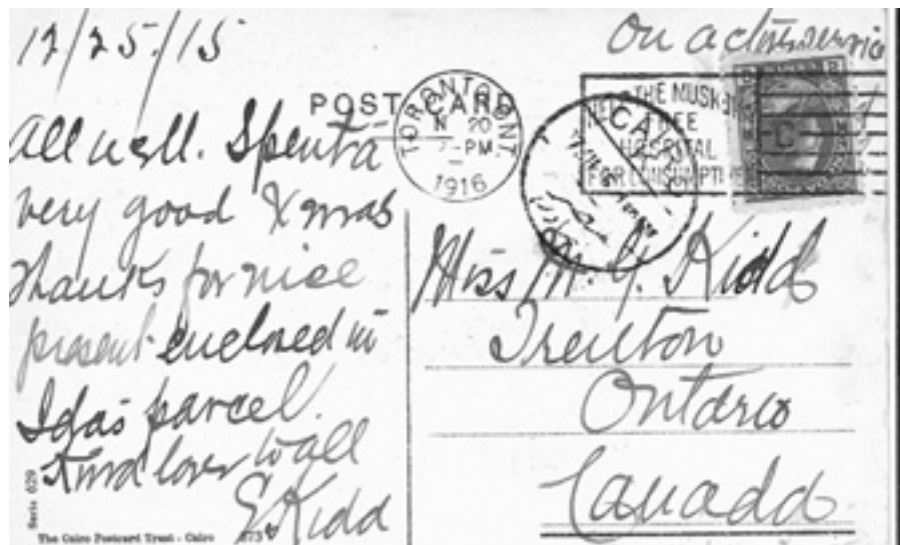


Fig 9.

Getting the mail to the CFPU is where variations can occur. Anyone sending mail to a Canadian Forces member on a deployment can send it to them using only the current domestic rates for letter, parcel or any other service offered. Mail was addressed to the individual, the Canadian operation name (UNAMSIL was named Operation REPTILE) and the address of the CFPU as shown in fig 10. This specific cover is special in that it has a receiving mark of the CFPU. No other piece of mail received by any member of the team had the receiving mark placed on it. This is an unfortunate philatelic loss caused most probably by too much mail being processed by the unit to allow for handstamping of each item. More details of mailing instructions to deployed Canadian Forces members can be found at this Canada Post website:

http://www.canadapost.ca/personal/offering/supplementary_services_pers/can/force-s-e.asp

Family or friends of a deployed member who live at or near a Canadian military base can also send mail postage free to the deployed member. They only have to take the letter or parcel to the Base's post office or a Canadian Forces Military Family Resource Centre, addressed as normal and drop it off. It will be shipped to the CFPU and then forwarded. Mail sent this way was unmarked in anyway making covers uninteresting at best. All mail whether from here or through Canada Post is gathered at the CFPU sorted and bagged and sent to Sierra Leone via DHL. DHL would deliver to the UN HQ where we would pick up the bags and take them to Canada house where our mail was left on our bed for pickup the next time we arrived in Freetown for work or leave. DHL also included an express envelope which contained the customs invoices so we could account for by quantity of bags, all mail

sent from Canada was received by us. I have saved many of the post bag invoices, customs invoices and canvas mail bags that give the complete records of shipments.

Mail could also come to us via the UN. Mail could be sent to UN offices in Geneva or New York where it would be forwarded via diplomatic pouch to UN HQ in Freetown, the reverse process of sending mail out. The UN post office in Freetown would then sort it, add in manuscript what team site the member was a part of, and then send it via helicopter to wherever you were working out of. Fig 11 illustrates this with a cover routed through Geneva to the Canadian contingent commander.

We could also receive letters through a combination of SALPOST and the UN mail service. Here you could address a letter to a member care of UNAMSIL HQ and send it off through your own national postal service. SALPOST would receive it and deliver it to the UN HQ. As before, the UN's Freetown post office would sort it and redirect it to the serving member. Here in figs. 12 and 13 are two covers that came through this means. Because most mail came through the Canadian Military, the letter in fig 12 was the only item of mail that I received directly to my working location in Zimmi. The letter in fig 13, however, was received in Sierra Leone after I had returned to Canada and carries a 12th January 2004, SALPOST receiving mark on the reverse. It was hand carried and delivered to me two months later when the Canadian contingent commander's tour ended and he returned home.

This was a remarkable and tragic time in the history of Sierra Leone. I feel I was privileged to be a part of the country's reconstruction and reconciliation efforts. Being able to utilize first hand a diverse range of rudimentary, third world, postal

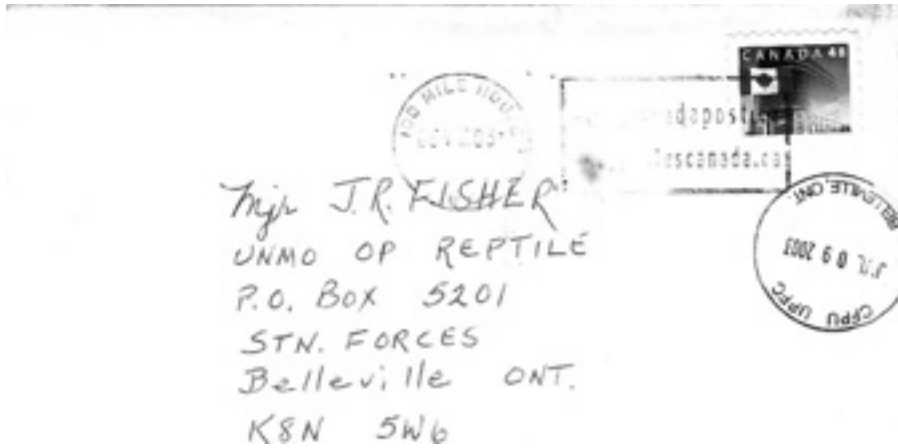


Fig 10.

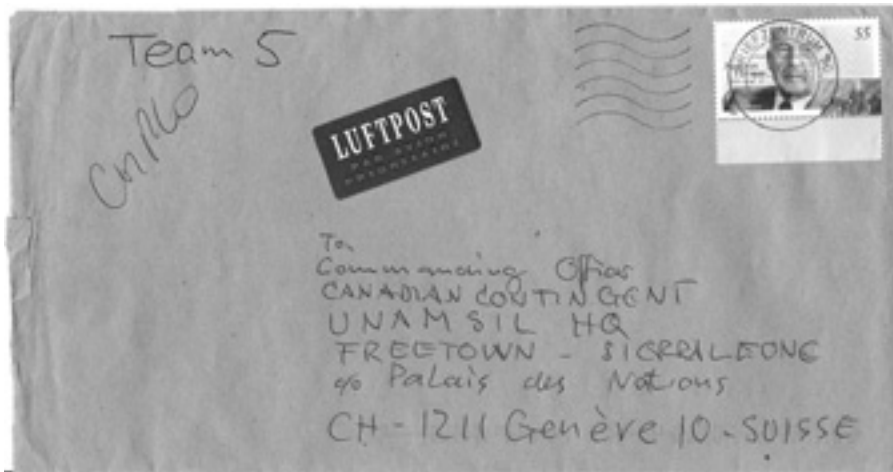


Fig 11.

services to develop this as an exhibit and most importantly keep contact with friends and family back home was great comfort to me in theatre.

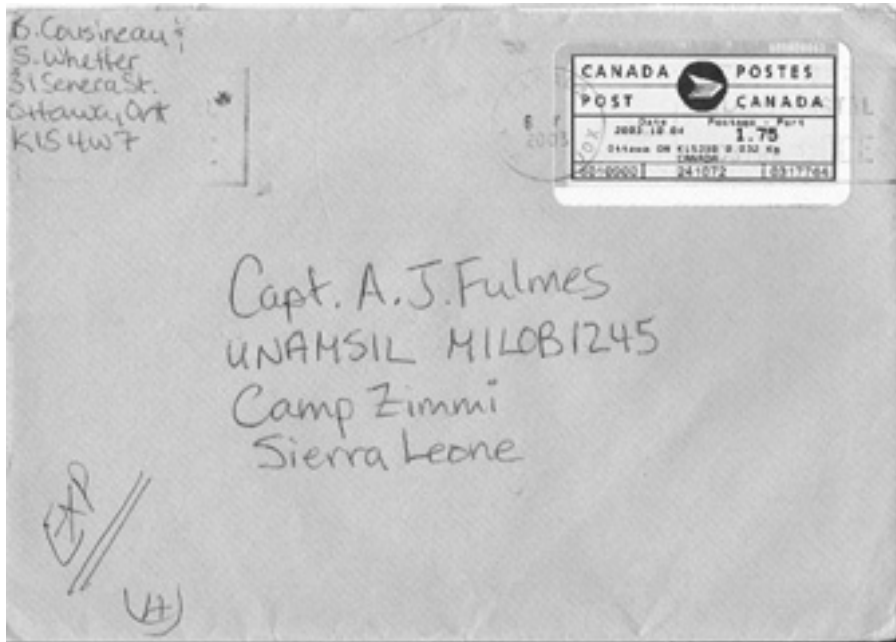


Fig 12.

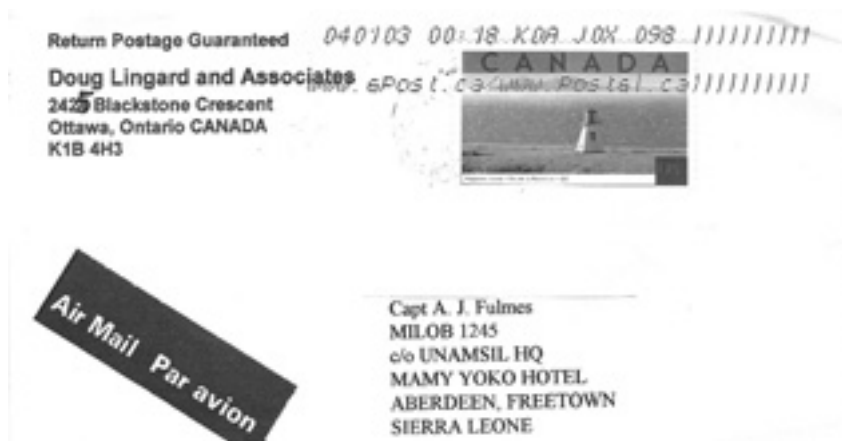


Fig 13.

'REG AND RPO'

The Yellow Peril

Photo by Susan So

Even though RPO's are a popular type of postmark, I must admit to having only a casual interest and zero knowledge. However, the illustrations of two registered RPO covers on pages 67 and 68 of the Q2 1997 issue of *BNA Topics* had aroused my curiosity so much that I not only read and enjoyed the story but I also went looking for such covers. The one I found, though not quite as interesting as those described in *Topics*, is still worth discussion.

The report referenced above was written by member William G. Robinson and it deals with registration markings applied to covers registered by railway mail clerks on a train. The article featured two covers. The first, addressed to Montreal, is franked with a 4 cent George VI and a 10 cent Parliament Building war issue stamp. Each stamp is tied by the 'Saskatoon & Eston Train 27, August 9, 1946' r.p.o. cancel. Its registration box shown in fig 1 is an improvised one.

The second item is a 'Ford Motel' advertising cover (point of origin Red Rock, Ontario). It is addressed to Dundas, Ontario. The postage and registration fee is prepaid by a single 14 cents 'Hydro-Electric' Peace issue stamp. The stamp is tied to the cover by a 'CAPREOL & ARMSTRONG STN OC 19 48' r.p.o. Its registration box, shown in fig 2, does not show a place of origin but is struck with the same r.p.o. cancel.

My only understanding of registered letters from this period is that when a letter was to be registered, it was first taken to a post office where the postal clerk stamped the left side of the envelope with a registry marking. This identifying marking was usually a rectangular handstamp approximately 50 x 22mm. It was divided vertically at the left to accommodate the letter 'R'; the rest of the oblong being divided horizontally. The top space housed the name of the city and province and the

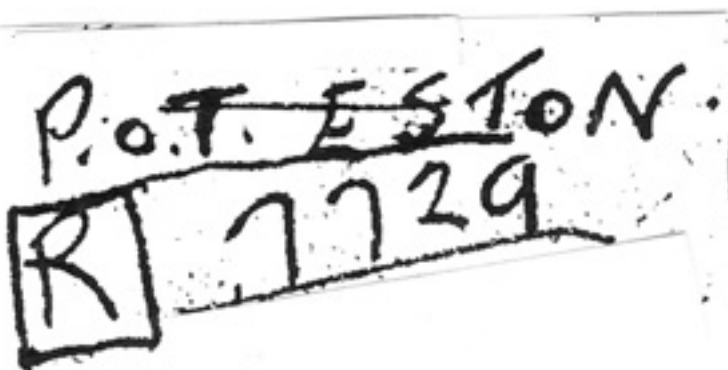
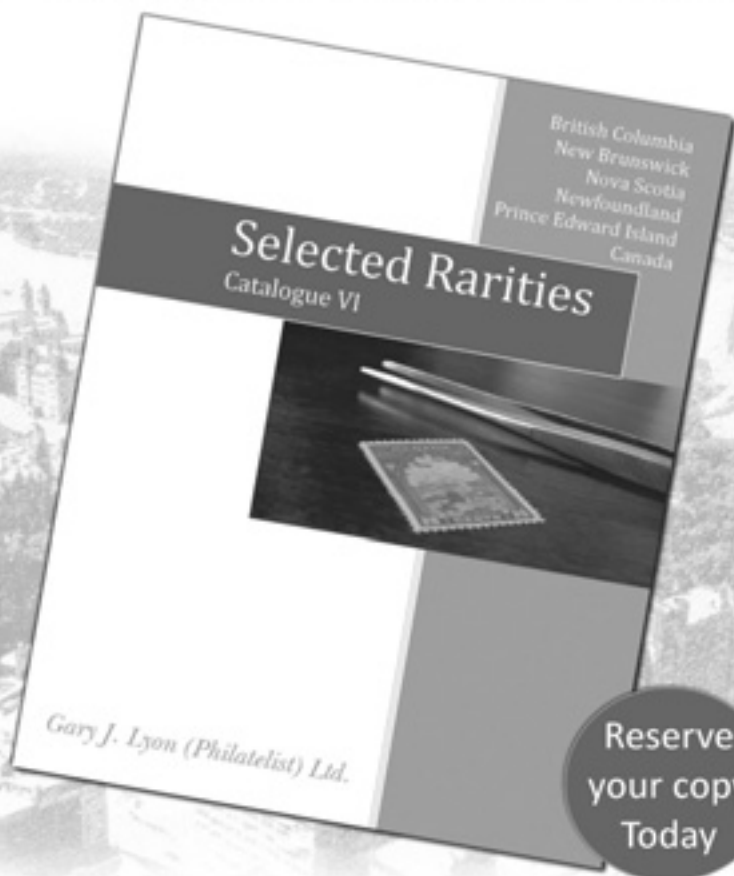


Fig 1. A hand drawn 'P.O.T. ESTON - R7729' registration box.

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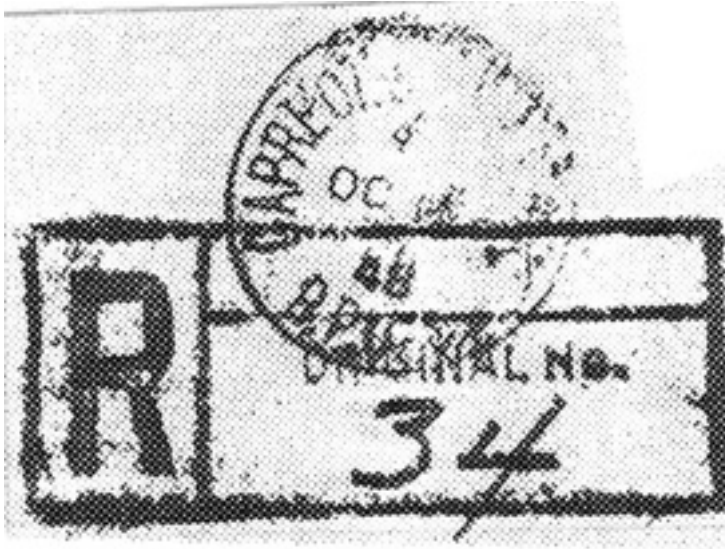


Fig 2 A regular handstamp registration box which shows 'ORIGINAL No 34'. In lieu of the place of origin, the 'Capreol - Armstrong STN' RPO has been applied.

bottom space, the 'Original No.' or just 'No.' It is in this bottom space that the clerk entered the registry number. After annotating the particulars in the registration record book, the clerk cancelled the stamps and backstamped the envelope. If the letter was to be transported by rail, the letter was placed on board where the railway mail clerk again backstamped the letter with the mail carriers 'MC' or 'RPO' circular date stamp.

Assuming that my understanding is correct, Mr. Robinson's report is particularly interesting because it suggests the possibility of exceptions to the rule of how such registered letters were handled. The cover shown in figs 3 is another example.

This cover, franked with a 1943, 4 cents George VI War Issue and a 1946 10 cents

Peace stamp, was registered at the Shillington Post Office on 19th June 1948. It was handstamped with a blue registration marker and allocated Original Number '762'. The stamps, however, are tied by two fine strikes of the 'N.BAY & TIMMINS JUN 19 48' r.p.o. cancel. The free strike of this cancel on the back of the cover is shown in fig 4.

The question is, why weren't the stamps cancelled with the Shillington hammer? Maybe oversight, or a broken handstamp or just a hurry to get the mail on board a waiting train?

Maybe our RPO experts can throw some more light on the practices involved with registered mail sent by train.



Fig 3 Registered cover from Shillington, Ontario to New York

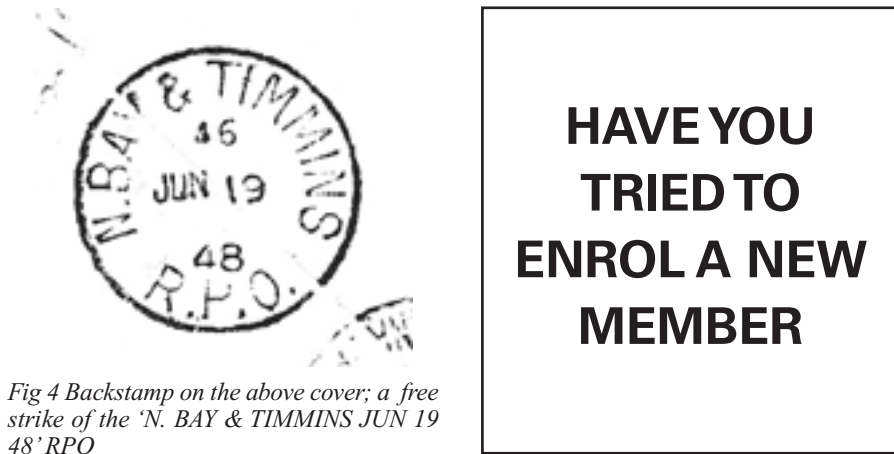


Fig 4 Backstamp on the above cover; a free strike of the 'N. BAY & TIMMINS JUN 19 48' RPO

STREET CANCELS 1886 - 1918 (PART 5)

Graham Searle

INTRODUCTION.

This is the fifth in a series of articles that will attempt to list and illustrate the "Street" cancels used in Canada between 1886 and 1918. This part covers the story of the Street cancels from the remaining eastern cities apart from Montreal. The latter city will feature in future articles. This part of the story starts with the Maritime Provinces.

The Maritimes include one of the best known and most researched Street Cancels of all – Morris Street, Halifax and also include what is probably the least known of all Street Cancels, Seaman Street, Annapolis. Apart from Halifax and

Annapolis, Street Cancels can also be found from St. John, New Brunswick.

HALIFAX, N.S.:

Halifax had grown sufficiently in size, with a population of over 40000, to require branch post offices by the mid 1890's and two of these carried Street names.

Morris Street:-

This self-accounting branch office opened on 1st May 1895 and was located at 38½ Morris Street at the southwest corner of Pleasant (later Barrington) Street. A Western Union Telegraph office was located at the same address. The first

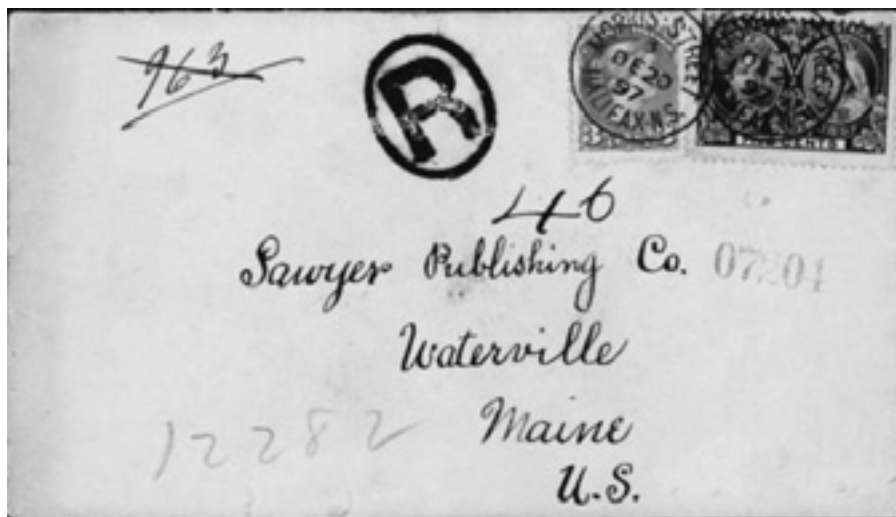


Fig 142 Morris Street cds cancel (courtesy of Bow City auctions)

postmaster was a Louis J. Mylius. Morris Street itself took its name from Charles Morris who was the Surveyor General of Nova Scotia for over 30 years.

I like to think that the rather bizarre street address of this office is one of the reasons for its undoubted popularity over the years but I suspect this has more to do with the neatness, alignment and clarity of almost every postmark you see from Morris Street. They are, indeed, a joy to collect.

The office originally remained open only until 30th September 1901 but cancels from Morris Street in this 1895 – 1901 period are fairly common (indeed Charles Hollingsworth once admitted to having well over 500 of them). They have also been subject to more research than cancels

from any other Street office (13, 14). The office did re-open in September 1902 at 23 Hollin Street (on the corner of Morris Street) under postmaster Henry Hollett. In August 1924 it was renamed Halifax Sub no 2. Surprisingly, no postmarks have been recorded from the period post 1902.

Three cancels can be found from Morris Street. The first, and most common, is a full circle c.d.s. cancel with 24mm dater shown in fig 142. This type is found with indicia 1,2,3,4,0 or blank. Of these, the last two are rare and '3' is, by far, the most common.

A roller cancel was also used from Morris Street. This type is shown in fig 143. Research has shown that this roller bore three distinct impressions showing minor

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differences to each other. (14)



Fig 143 Morris Street roller

Morris Street was also issued with a bag seal shown in fig 144. As with the Toronto bag seals, there is no evidence that this was ever used to cancel mail but there may well be examples out there.



Fig 144 Morris Street bag seal

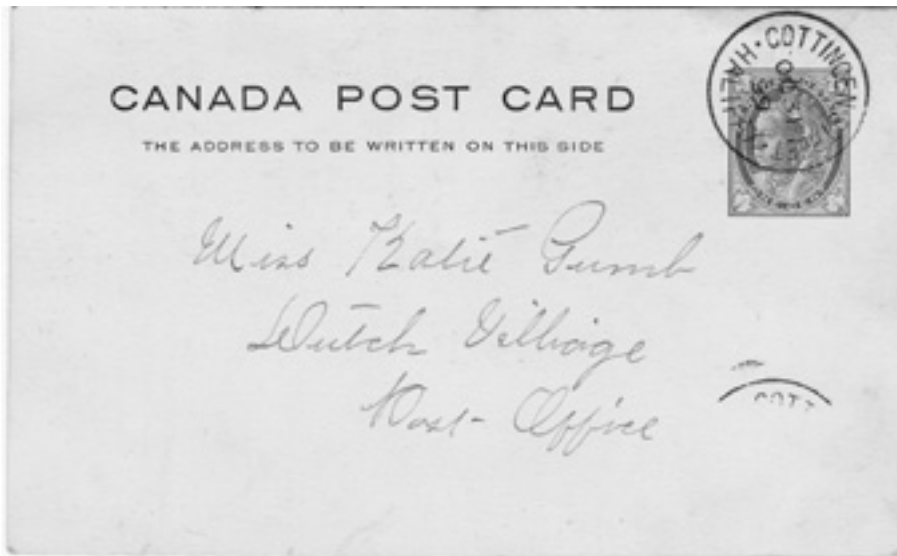


Fig 145 Gottingen Street cds cancel

Gottingen Street:

This branch office actually pre-dates Morris Street. It was opened on 1st March 1894 under postmaster George Kline who remained in office until 1903. The office remained open until October 1918 when it was renamed 'Halifax – North End'. I have been unable to trace the exact street address.

Two cancels can be found from Gottingen Street. The first is a full circle c.d.s. with 24mm dater shown in fig 145. This cancel is the only Street Cancel I know of that exists on a 'first day' cover. This cover (or postcard to be more precise), which was sold in a Bob Lee auction some years ago, is undoubtedly philatelic in nature but a great Street Cancel item none the less (shown in fig 146 opposite).

The second cancel is a roller shown in fig 147.



Fig 147 Gottingen Street roller

There is one other Halifax cancel that has a claim to be a 'Street' cancel; this is North Street Station. I can find no records pertaining to this (railway?) post office but there is a cancel bearing this name in the

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Halifax, N.S. 1/94
 Dear Will.
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 opens today, & wish to send this
 postal, & add to my collection.
 Kindly send it back when you write.
 Your letter recd. & will answer
 when I get time to send a lay me
 Yours & Harry

Fig 146 A rare Street Cancel first day cover from Gottingen Street dated 1st March 1894 (courtesy of Robert Lee Auctions).

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proof books (3) dated February 1910. I show this in fig 148. Maybe one of our members can throw more light on this office and its cancels?



Fig 148 North Street Station, Halifax, cds cancel

ANNAPOLIS, N.S.

Annapolis is probably the least likely of towns having a Street Cancel. In reality, it may just be chance that the post office concerned carries a Street name.

Seaman Street:

This office opened on 15th September 1911 and closed less than two years later on 31st January 1913. In this time, two postmasters came and went. The first, John Dixon, was dismissed for political partisanship (an odd reason for getting rid of a postmaster you may think!). The second, Harvey Downie remained in office until the post office closed.

I have seen only one cancel from this office and this one only from the proof books. It

is a split ring c.d.s. cancel with a very small 19mm dater, shown in fig 149. It shows no association with Annapolis. Given the short period of use this must be a very rare cancel.



Fig 149 Seaman Street split circle cancel

ST. JOHN, N.B.

St. John had grown sufficiently to require branch offices by the turn of the 20th century. Three of these offices had Street names; two of which remained open with these names into the modern era. The first and most important of these was Union Street.

UNION STREET:

This branch office opened in May 1900 but is something of an enigma as the earliest cancels I have seen were all proofed in 1909. Presumably, the office did have a specific cancel prior to this but no trace of it exists in the records. I would be interested if any of our members have seen correspondence from this office prior to 1909. Despite a brief closure in 1924/5, this office remains open today.

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The office was initially located at 171 Union Street and the first postmaster was a John Dwyer. Following his death in 1905, he was succeeded by his wife and she remained in office until 1924.

Three different cancellations were proofed for the Union Street office in 1909. The first of these is a split circle c.d.s. cancel with 20mm dater shown in fig 150. There was also a duplex cancel shown in fig 151 and a roller cancel shown in fig 152. This trio of cancels suggests that Union Street was a fairly important sub-office and makes it even more interesting that no cancel type has turned up in the first nine years of operation.



Fig 151 Union Street 1909 style duplex cancel



Fig 150 Union Street split circle cancel

One further cancel is found in our time period. This is a full circle c.d.s. cancel proofed in 1914 and shown in fig 153. The dater is larger than the earlier type and 22.5mm in diameter.

Union Street was also issued with a bag seal. The same comments apply here as for Morris Street above. The cancel is shown in fig 154.



Fig 152 Union Street roller cancel



Fig 153 Later Union Street cds cancel



Fig 154 Union Street bag seal

Several later types of c.d.s. cancel and duplex cancel exist from this office but these are all post 1918.

Garden Street:-

Garden Street is the most enigmatic of the St John branch offices. Records show (1)

that it opened in May 1900 and closed in September 1908. The only postmaster, Charles Short, died in 1906 so it apparently operated for the last two years without a postmaster.

I have seen no record of any cancels from this office. Given that the other St John 'Street' offices have no recorded specific postmarks prior to 1909 it may be that Garden Street never had postmarks of its own. As ever, I am anxious to hear of any member who possesses one or even has correspondence to or from this office during its short life.

Haymarket Square:-

The third of the St John 'Street' offices is Haymarket Square. This also opened in May 1900 and despite brief closures in 1946 and 1947 remained open until July 1964. It was located on the corner of Waterloo Street and Haymarket Square (initially at 22 Haymarket Square) and the first postmaster was a William Mowatt who ran things until 1909. He was succeeded by a Howard Mowatt (his son?) who remained in office until 1933.



Fig 155 Haymarket Square cds cancel

I have only seen one postmark from Haymarket Square in the pre 1918 period. This is a full circle c.d.s. cancel with 23mm dater illustrated in fig 155. You will note that it was not proofed until 1914 so the same comments apply here as for Union Street. It is hard to believe that this office operated for some 13½ years without a cancel so I presume an earlier type (probably a split ring c.d.s.) must exist. Once again, member input is required.

From the Maritimes we now move back west into Quebec Province and the city of Quebec.

QUEBEC

Quebec City had several branch post offices in the early part of the 20th century but only one of these had a Street name; Rue St Joseph.

Rue St. Joseph:-

This post office was initially located at 113 Rue St. Joseph and was opened on 13th January 1915. It remained in operation with this name until 1934 when the name was changed to Quebec Sub. No. 14. The first postmaster was a Maurice Dion who remained in office until late 1920. The street address changed several times after 1918, probably as the result of renumbering.

I am aware of two cancels from Rue St. Joseph. The first is a full circle c.d.s. cancel proofed for the opening of the office in January 1915. This type has a 22.5mm dater and is shown in fig 156. The office also used a roller cancel shown in fig 157. This roller was proofed in December 1915 and at least three types exist with indicia 1, 2, and 3 respectively.



Fig 156 Rue St Joseph cds cancel



Fig 157 Rue St Joseph roller cancel.
Three types exist with indicia 1, 2 and 3.

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DEALERS IN FINE STAMPS SINCE 1924

We now move back into Ontario and look at the Street cancels from Kingston and Ottawa.

KINGSTON

A bit like Annapolis, Kingston lays claim to a single Street post office.

Bath Road:-

The Bath Road branch office was opened in January 1912. It remained open well into the Elizabethan period but only got Kingston into its title from 1944 onward. The exact Street location of this office in its early days is unclear. By 1961 it was located at 357 Bath Road and at various previous stages it was located in a grocery store, a service station and a Clarkes drive-in so it appears to have had an interesting life! The first postmaster was C. Henry Coulter who remained in office until September 1941, a tenure only just short of 30 years.

I have seen only one cancel from this office during the pre-1918 period. This is a split



Fig 158 Bath Road split circle cancel

ring c.d.s. cancel with a very small, 19mm dater, shown in fig 158. Some care is required with this cancel as a virtually identical type was proofed in 1925. This later type has a larger, 21mm dater. Several later types of cancel exist from this office but the first one to show any allegiance to Kingston did not appear until 1952.

OTTAWA

Ottawa had grown sufficiently in size and importance to require branch post offices by the latter part of the 19th Century. Three of these bore Street names.

Bank Street:-

Bank Street was the longest lived of the Ottawa Street offices. It opened its doors for business on 1st February 1898 and remained with a Street name until April 1942 when it became the rather less glamorous Ottawa Sub no 33. The first postmaster was Alfred Jarvis who remained in office almost until the end of our time period, resigning in 1917. He was replaced by John Patton who, himself, only lasted to 1919. The office was located at 157 Bank Street.

I have seen only one cancel from this office in our time period. This is a full circle c.d.s. with a 24mm dater. All examples of this cancel I have seen have a blank indicia. It is shown in fig 159. I have examples dated 1898 but it is unclear how long this cancel remained in use. Similar cancels showing the street name at the bottom and Ottawa, Ont at the top are later, post 1918, types.

Bank Street South:-

This is a Street Post Office of almost legendary status. I well remember my very first visit to Toronto, many years ago. I visited a number of stamp dealers who, at



Fig 159 Bank Street cds cancel

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that time, operated in the centre of the city. When I inquired if they had any 'Street Cancels' they all got round to asking me the same question – did I own a Bank Street South? At the time I had never even heard of it. Some 20 years on I have still never seen a copy never mind owned one! All this is, however, quite strange as this post office was open, with this name, for over 20 years. Why its cancels are so rare is something of a mystery but rare they assuredly are. It is possible that the changing rules on city sub-offices introduced around 1900 were applied strictly in Ottawa and that this office only ever cancelled registered mail with all normal mail passing to the main post office for franking. Even so, with a life of 20 years, you might still expect a few registered letters to turn up!

The sub-office at Bank Street South was opened on 1st July 1901 and remained as such until October 1922 when it was renamed Ottawa-Glebe. It was initially located at 819 Bank Street and the first postmaster was H. Moreland who remained in office until 1918.



Fig 160 Bank Street South cds cancel

Even the proof books (3) only show one cancel from this office. This is a full circle c.d.s. cancel with 23mm dater shown in fig 160. It was proofed in 1916 so it would appear that at least one earlier cancel from Bank Street South must exist; most probably a split ring c.d.s. Once again, I would be grateful for confirmation of its existence.

King Street:-

King Street was the earliest of the Ottawa branch offices to bear a Street name. Located at 175 King Street, it opened for business on 1st November 1894 and remained operating under the Street name until January 1910 when it became Ottawa Sub no 5. The first postmaster here was A.L. Pinard who remained at post until October 1909 when he was replaced by a F. Schingh.

There are at least two cancels from King Street in our time period. The first is a split ring c.d.s. cancel shown in fig 161. This appears to have been used from the opening of the office up to at least 1900. It has a 22mm dater and all examples I have seen show a blank indicia. King Street was also issued with a bag seal, shown in fig



Fig 161 King Street cds cancel

162. The usual comments regarding bag seals apply.

Finally for this instalment, a look at some more Street cancels from Toronto, Vancouver and Winnipeg which I missed out in my earlier articles.

TORONTO

Yes amazingly there are even more Toronto Street cancels!

Firstly, I can illustrate one of them that was listed in my earlier articles. This is the P-Depot duplex cancel from Parkdale shown here in fig 163. The example shown here is the earliest reported date for this cancel.

There are also two other duplex cancels that I missed in my earlier listings. The first is from Bleecker Street and dates from 1900 – 1901. It is shown in fig 164 and is



Fig 162 King Street bag seal

found with both AM and PM indicia. It has a 23mm dater and a 9 bar killer. The second comes from Bloor Street. It has a 22.5mm

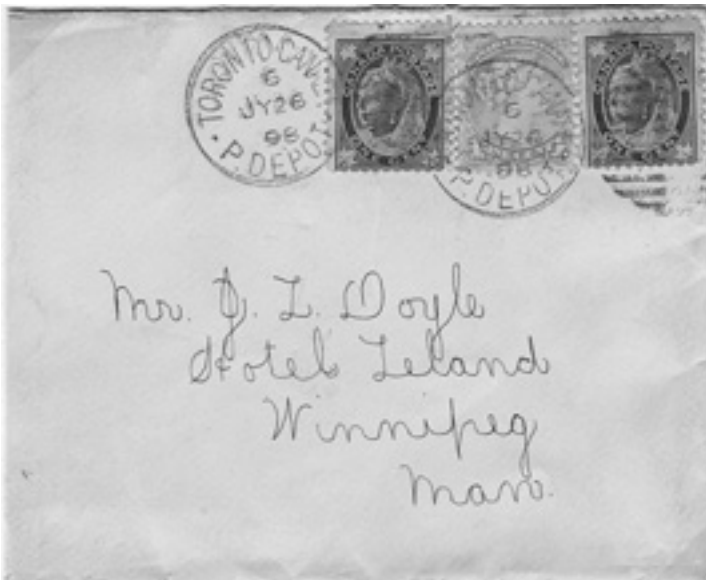


Fig 163 P – Depot duplex from Parkdale, Toronto (courtesy of Stephane Cloutier)

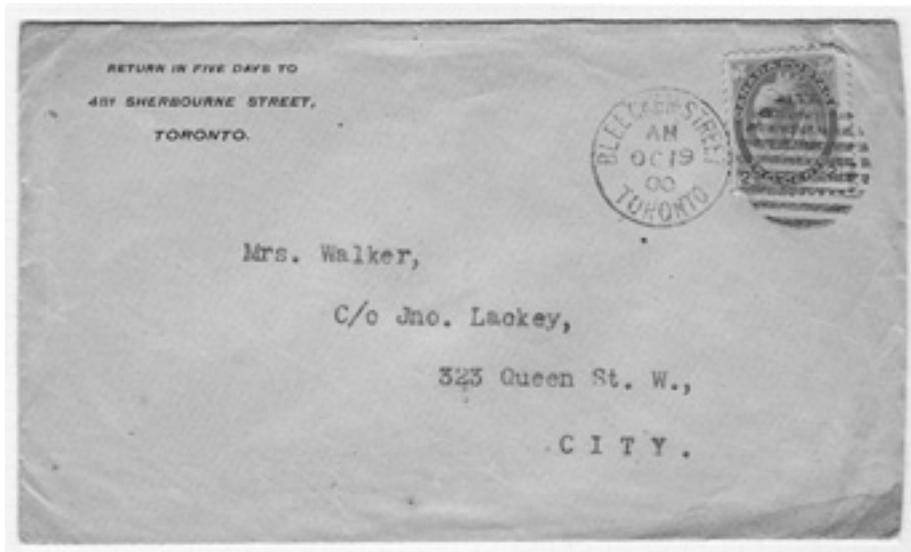


Fig 164 Blecker Street duplex – 1900 type (courtesy of Stephane Cloutier)



Fig 165 Bloor Street duplex – the rare 1901 type (courtesy of Stephane Cloutier)

dater and a 9 bar killer and is only known used between 18th February and 14th March 1901 so should be considered rare. It is illustrated in fig 165. My thanks go to Stephane Cloutier for all three of these duplex cancel pictures.

Lastly, I can add some more roller cancels to the listing. The first is from Bloor Street and is shown in fig 166. This came to me on a cover dated in 1923 but I am fairly confident that the cancel was used as early as 1898. Can anyone confirm an earlier usage?

Looking back through the hand written records made by the late Charles Hollingsworth, I can also confirm the existence of roller cancels from the following post offices:-

- Carlton Street on Numeral issue with indicia '1'
- Elm Street on Numeral issue with indicia '1'
- St Joseph Street – 1901 usage recorded

No pictures of these cancels are to hand so if anyone has one or more of these in their collections I would be grateful to receive the scans.

It would also be logical to assume that roller cancels were issued to both Parliament Street and Queen Street Centre post offices as they exist for all other Toronto Street offices open in the 1898 – 1901 period. Can anyone confirm roller cancels from either of these offices?

VANCOUVER & WINNIPEG

Finally for this instalment, I can list three Vancouver bag seal cancels and one from Winnipeg that I missed out in my earlier article. As with the other bag seals, there is no evidence that these were ever used to cancel stamps and they were certainly not intended for such use but you never know. Bag seals for Vancouver East End Branch, Janes Road and Fraser Avenue are shown in figs 167 - 169 below and one from

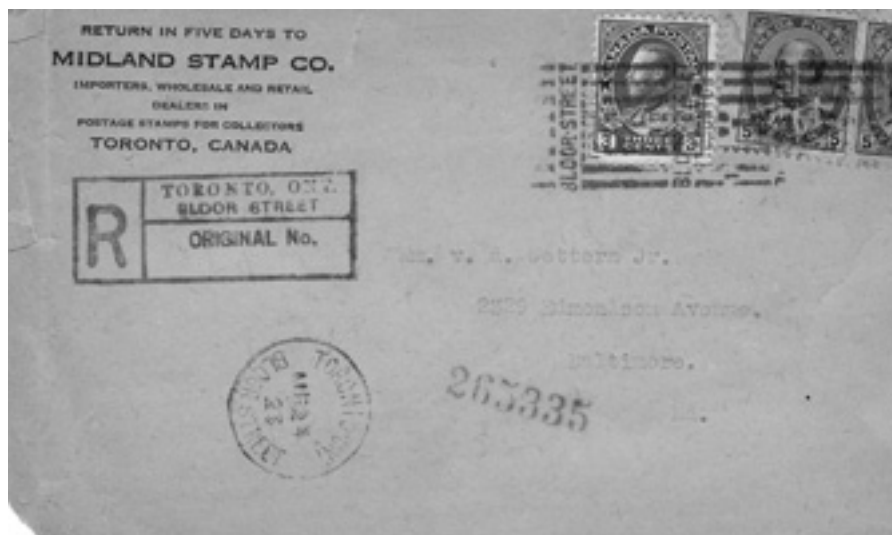


Fig 166 Bloor Street roller cancel

Winnipeg Main Street North is shown in fig 170.

TO BE CONTINUED.

REFERENCES:-

- (1) National Library of Canada and National Archives of Canada; available on-line at: <http://data4.collectionscanada.ca>
- (3) Series of books entitled 'Proof Strikes of Canada' edited by J. Paul Hughes and published by Robert Lee 1990 – 1994. The relevant volumes for this article are:-

Volume 2 – Split Circle Proof Strikes of Ontario

Volume 4 – Split Circle Proof Strikes of the Maritimes

Volume 7 - Duplex Proof Strikes of Quebec and the Maritimes

Volume 9 – Full Circle Proof Strikes of Ontario

Volume 10 – Full Circle Proof Strikes of Quebec

Volume 11 – Full Circle Proof Strikes of the Maritimes

Volume 29 – Roller Proof Strikes of Quebec and the Maritimes

Volume 38 – Supplementary Proof Strikes

- (13) Morris Street – Halifax N.S. 1895 – 1901, J. Colin Campbell Maple Leaves Aug 1990, vol 22 no 1 pages 30 – 32

- (14) Morris Street, Halifax, Dr. Charles Hollingsworth BNA Topics, Vol 34, no 4 July/August 1977 pages 14 – 16



Fig 167 Vancouver East End Branch bag seal



Fig 168 Janes Road bag seal



Fig 169 Fraser Avenue bag seal



Fig 170 Main Street North Winnipeg bag seal

Canadian Philatelic Society of Great Britain

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Members who have not paid the 2009/10 subscription by the end of February 2010 will be removed from the *Maple Leaves* circulation list.

CANADA PAYS ITS DUES (4) -

David F. Sessions, FRPSL, FRPSC, FCPS

This instalment in the series looks at some more international mail to and from Canada that incurred postage due.

The postal historian in us rejoices at the sight of a cover addressed to a 'rare' destination; rare that is in relation to the point of origin. Not too many covers have found their way from Canada to Iceland though I understand there is, or was, an enclave of settlers near Winnipeg.

The cover illustrated in fig 1 brings extra joy as it is a postage due cover, thanks to the mischievous sender who attempted to

make up the 5 cents rate by adding a 3 cents Excise stamp to the 2 cents postage stamp. I have assumed mischief here, it could have been ignorance but this seems unlikely. Either way, the postal authorities were not amused and the recipient had to stump up the equivalent of 6 cents Canadian to receive his 5 cents worth of letter.

Fig 2 shows an airmail letter from Canada to the USA. The airmail rate to the USA was increased from 6 cents to 8 cents on 1st August 1932. Perhaps unsurprisingly,

CONTINUED on page 141



Fig 1 December 1932 letter from Winnipeg to Iceland, short paid 3 cents.



Fig 2 August 1932 airmail letter from Yukon to Maine, USA paid at the 6 cents rate which had been recently increased to 8 cents.

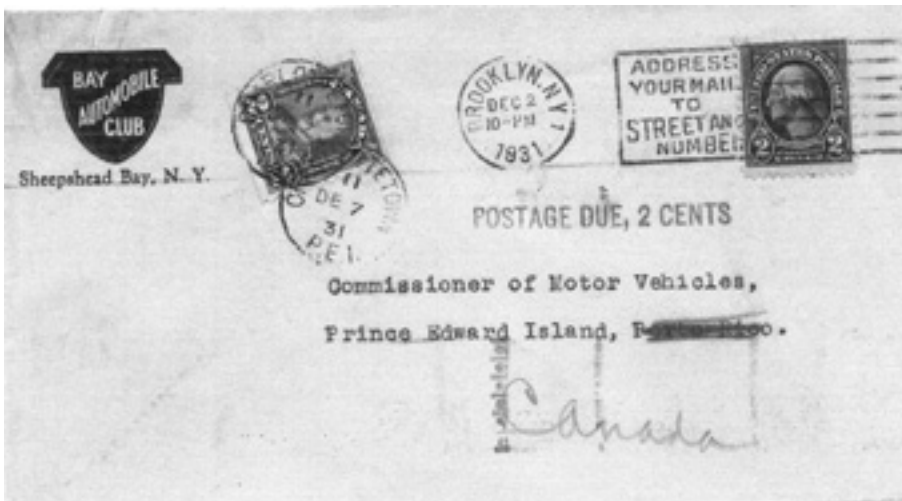


Fig 3 December 1931 letter from the USA to Prince Edward Island, underpaid and addressed to Puerto Rico.

BOOK REVIEWS

The following titles have all been published by BNAPS. In most cases they are available from the Handbooks Manager. If not, they are all available from Ian Kimmerly Stamps, 112 Sparks Street, Ottawa, ON K1P 5B6, Canada. Phone: (001) 613 235-9119.

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Please note that review copies of some of the volumes listed (colour editions) are in the Society Library. Please contact Mike Slamo if you wish to look before you buy.

**TRANSATLANTIC STAMPLESS
MAILS TO AND FROM NEW
BRUNSWICK, NOVA SCOTIA,
PRINCE EDWARD ISLAND 1757 TO
1859**, 2009, by Derek Smith. BNAPS Exhibit Series #53. ISBN: 978-1-897391-42-6 (b&w), 978-1-897391-41-9 (colour). 8.5x11, Spiral Bound, 104pp. Stock # B4h923.53 (b&w) \$34.95, B4h923.53.1 (colour) \$80.00

Derek Smith's 'Transatlantic Stampless Mails to and from New Brunswick, Nova Scotia, Prince Edward Island 1757 to 1859' exhibit studies the mail services between Europe and the three present "Maritime"

provinces of British North America - New Brunswick, Nova Scotia and Prince Edward Island - from 1757 until 1859. The exhibit specifically excludes mail to or from the Canadas - Upper and Lower - which merely passed through Halifax en route.

The age of 'stampless' transatlantic mails actually extends into the era of postage stamps. The exhibit covers postal rates and rate changes throughout the period and notes the ships which carried the mails on each crossing. Included are variants of normal postal routes and special rates, including FREE mail, soldier's and seaman's mail, as well as re-rated and re-routed mail. Also covered are unusual events such as perils at sea, winter routings via Bermuda, and 'maiden voyages' of some of the new Cunard ships.

The exhibit is divided into two parts. The first deals with the age of sail and shows examples of mail carried on packets as well as Ship Mail carried on private vessels. The second part of the display covers the age of steam and covers the Cunard contract sailings and the various handstamps that resulted from standardisation of rates in the 1840's.

A great deal of research has been undertaken on each of the covers displayed and the write ups are quite extensive making the book a useful reference work on rates and routes. Useful background information on addressees and ships are also included.

The exhibit received a gold medal and was one of three awarded equally the Allan Steinhart Reserve Grand Award at BNAPEX 2008 NOVAPEX in Halifax.

Whilst the colour edition has the benefit of showing the various postal markings in colour, not much is lost in this case by

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NEWFOUNDLAND AIRMAIL STAMPS AND AIR MAIL *an Exhibit by Peter Motson*, BNAPS Exhibit Series No. 54 April 2009, ISBN: 978-1-897391-44-0 (colour edition) \$105.00, 978-1-897391-45-7 (black & white edition) \$37.95 Spiral Bound, 122 pages

The latest in the BNAPS Exhibit Series is to your reviewer one of the most interesting publications. Having inherited an Alcock & Brown cover when a young collector the mystery and romance of the flights has always intrigued me and to put together a comprehensive display in ten frames is a difficult task, as what do you put in and what do you leave out? This is something which Peter has managed successfully.

The first frames contain the great classics of overseas mail: 'The Hawker', 'The Martinsyde', 'The Handley Page', and of course 'The Alcock & Brown', together with a little known flight of May 1919 – the U.S. Navy's Mass Atlantic Flight by NC.1, which was unsuccessful. The Cotton flights of 1921-23 are explained at great length including the anecdote that the return flight to Botwood was made in an 80 mph gale force wind.

In 1929 the Bluenose Flight by Archibald & Darrell took off and four covers are illustrated, plus two of the Stephenville Crossing flight.

A B Perlin who designed Newfoundland's first airmail stamps in 1931 is well represented with a wide range of die proofs, perforated specimen varieties and use of stamps on cover. The second Newfoundland airmail issue of 1933 is also well represented with specimens, imperfs and stamps on cover including the Wabush Katsao flights. Other famous flights shown are Columbia, De Pinedo, and the 1930 Zeppelin polar flight which is a little known Newfie flight.

On a point of criticism it is felt that fifteen pages devoted to the DO-X flight is somewhat excessive. The remainder of the book covers the period 1932 – 1948 and includes military air letters and flights within Canada.

All in all, an excellent and informative handbook for the enthusiast; the colour version is well worth the extra cost.

Judith Viney.

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LETTERS TO THE EDITOR

Peter Payne

3 CENTS BROWN ADMIRAL COIL RE-ENTRY

During the past few years I have been trying to illustrate Dan Rosenblat's 1989 article in *Maple Leaves* (whole no 222, Vol 21, no 6) devoted to an examination of the slogan cancel 'Help the Muskoka'.

To this end, I recently purchased, on e-bay, a window envelope (fig 1), containing a bill, sent on 19th December 1918 by the Canadian Consolidated Rubber Co., Toronto, to a customer in Springfield, Ontario. The letter is franked with a 3 cents brown Admiral coil stamp, perf 8 vertically,

CS 129 (Marler type SR1, from plates 1 and 2). The stamp is cancelled with the slogan 'Help the Toronto Free Hospital for Consumptives' (Proulx type 4530, die B).

Examination of the stamp itself revealed some heavy re-entering at 'ANA' and, particularly, 'AGE' (see fig 2). This appears to be totally different from the only re-entry Marler discovered for the type (Marler, *Admiral Issue*, page 513), but is it the 'major re-entry' which is listed but not described in the *Unitrade Specialized Catalogue* (edition 2009, page 80) of which, it is stated, 'only one (is) known'?

I would be grateful if our Admiral experts can shed any light on the matter.

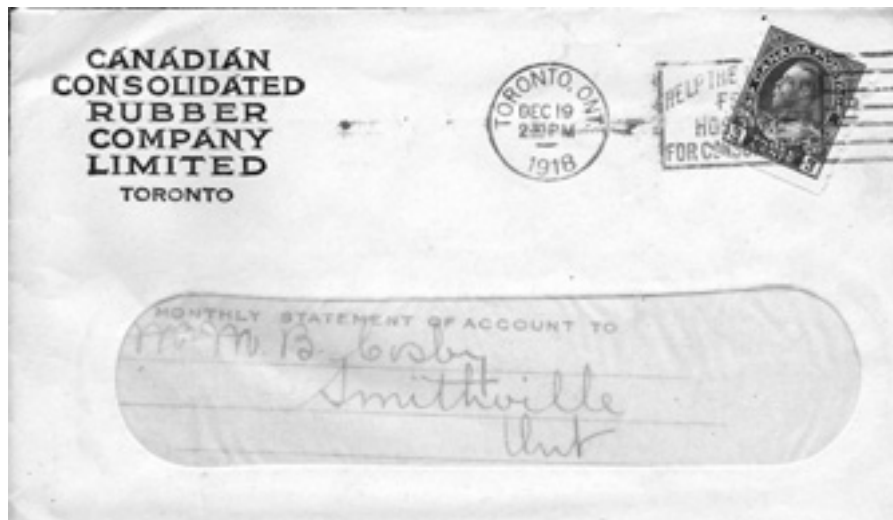


Fig 1.



Fig 2.

CANADA PAYS ITS DUES

continued from page 135

the news of this increase seems not to have reached the Yukon by the time this letter was posted on 18th August. The resultant 2 cents shortfall led to two 2 cents US postage due stamps being added to the cover.

Fig 3 shows a short paid letter coming in the opposite direction from the USA to Canada. Not only did the sender of this US

cover try to short change the Post Office by affixing a 2 cents stamp instead of a 3 cents stamp, his geography was not too hot either, placing Prince Edward Island in Puerto Rico! Despite this, the letter found its way to P.E.I. It was redirected at Varick St. Annex, New York and the fine was collected at Charlottetown. A fairly normal short payment but the cover appeals to my (warped) sense of humour. The slogan impresses on one the need to ensure that mail is addressed to street and number; it says nothing about getting the country right!

REMINDER

**63rd Convention of the
CANADIAN PHILATELIC SOCIETY
of GREAT BRITAIN**

**Wednesday 23rd September to Saturday 26 September 2009
at the Homestead Court Hotel, Welwyn Garden City
Registration forms should be returned to Derrick Scoot by
31 July to qualify for the package rates**

SOCIETY NEWS

FROM THE FIRST VICE-PRESIDENT

Advance information on the 2010 Convention:-

This will take place at the Chatsworth Hotel in Eastbourne between Wednesday 28th April and Sunday 2nd May. The cost has been confirmed at £70 p.p.p.n. for rooms with a sea view and £65 p.p.p.n. for rooms with a side view. There will be no supplement for single rooms.

The hotel will require a deposit of £25 per person when booking. They are currently working on a web page which will enable booking to be made on line. It is hoped to have this available together with booking forms at the 2009 Convention and further details will appear in the October issue of *Maple Leaves*.

Mike Slamo.

FROM THE SECRETARY

Annual General Meeting:-

The Annual General Meeting will be held at the Homestead Court Hotel, Welwyn Garden City, on Saturday 26th September 2009, commencing 0900hrs. No proposed amendments to Rules, or nominations for Officers, (by Rules 18, 28 respectively required by 26th May 2009) have been received.

John Wright

FROM THE SUBSCRIPTIONS MANAGER

Several of our North American members have asked why their subscription rates tend to go up and down each year whilst the UK rates have remained constant for several years.

The simple answer to this is that we try to take account of any significant changes in exchange rates in a fair and consistent way each year. The emphasis here is on the word 'try' and members will appreciate that such attempts leave one as a hostage to fortune in the current economic climate.

Members will be aware that subscriptions cover the period from 1 October to 30 September annually. UK subscription rates are approved by the Society AGM. This normally takes place in the September/October period and sets rates for the following year. Thus the AGM in September 2008 in Perth approved subscription rates for the forthcoming 2009/10 season. Around May of the following year, the Subscription Manager and Treasurer agree the appropriate US\$ and Canadian \$ rates based on the, then, current exchange rates. This allows time for the subscription reminders to be printed that go out with the July issue of *Maple Leaves*.

North American rates are determined by taking the UK subscription, adding on the approximate differential postage and packing costs for *Maple Leaves* for the year (currently between £5 and £6) and then making a deduction for the fact that some Society benefits (e.g. Library) are not available to overseas members. Current North American rates are based on a sterling rate of £20. We then convert to \$ using the recent average exchange rates. For 2009/10 we have used \$US1.65 to the £ and \$CAN 1.8 to the £. A year ago we used rates of \$1.95 for both US and Canada, hence the reduction in \$ subscription rates this year.

No doubt, by the time you read this, these exchange rates will already be a thing of the past; hence the hostage to fortune remark above.

SCOTLAND & NORTH OF ENGLAND GROUP

Due to members getting married, going on holiday, and other feeble excuses only seven regulars were able to attend the meeting on April 25th. However, we were able to meet one of our members from Perth, there for the first time with a friend and spouse who looked in for half an hour and who will hopefully become a regular.

In spite of the small numbers a wide variety of material was on view starting with Fancy cancels and duplexes of the Small Queens period from guess who, through to aeronautics, 2010 Olympic commemoratives, book and parcel post covers again bearing Small Queens, but not from guess who, a beautiful array of drop letters from the 'Cents' period with proofs included, and finally, perhaps the best left to the end, a staggering display of superb pence on and off cover (and what covers!) though, quite inexplicably, no Twelve Pence - though there was a proof - scarred die - cut from the composite proof. Next time perhaps?

The next time is booked for Saturday 7th November next, at the Buccleugh Arms Hotel, Moffat. Divorce will not be accepted as an excuse for non-attendance.

John Hillson

SOUTH WEST & WALES GROUP

There will be a group meeting on Sunday 9th August at 2pm as part of the Portishead 2009 Annual Convention organised by the Bristol and District Philatelic Societies. The event will be held at the Portishead Gordano School which is nearby Junction 19 of the M5 (full address is St Mary's Road, Portishead BS20 7QR). The overall Convention is being held over two days on August 8th and 9th from 10am to 5pm each day. Admission is 50p and over 25 dealers are expected to be in attendance.

All members are welcome to the CPSGB meeting and are asked to bring along a few sheets of material to show.

John Crocker

FORTHCOMING EVENTS

2009

July 11 MIDPEX and CPSGB Midlands Group meeting – Xcel Centre Canley

July 16 – 19 Philatelic Congress of GB, Salford Quays

August 9 CPSGB South West and Wales Group meeting, Portishead

Sept 11 – 13 BNAPEX 2009, Kingston, Ontario

Sept 16 – 19 Stampex, Islington, London

Sept 23 – 27 CPSGB Convention, Homestead Court Hotel, Welwyn Garden City

Oct 16 – 17 Scotex, Perth

Oct 21 – 25 Italia 2009, Rome

Nov 5 – 7 Philatex – Royal

Horticultural Lawrence Hall, London

Nov 7 CPSGB Scotland and North of England Group meeting, Moffat

Dec 4 – 6 Monacophil 2009, Monte Carlo

2010

February 24 – 27 Stampex, Islington, London

April 8 – 12 Antwerpen 2010

April 30 – May 3 CPSGB Convention, Chatsworth Hotel, Eastbourne

May 1 – 2 ORAPEX 2010 (National Level Exhibition), RA Centre, Ottawa

May 5 – 6 Philatex Extra, London

May 8 – 15 London 2010 Festival of Stamps

Sept 15 – 18 Stampex, Islington, London

Oct 1 – 10 Portugal 2010, Lisbon

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2457 GARTLAND, Trevor, 60 Sir Gilbert Scott Court, Williton, Somerset TA4 4RH
2629 MONTGOMERY, Malcolm B. *MBE*, e mail is now m0bmontgomery@aol.com
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Maple Leaves

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CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN**

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MAPLE LEAVES

Journal of

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EDITORIAL

My thanks to those members who responded to my call for new material for this and subsequent issues. Stocks of new material do, however, remain low and I would ask all members to try and find the time to contribute something over the coming winter months. This edition contains a couple of short items on 'Philatelic Terms Illustrated' and 'How did you start collecting BNA stamps' that lend themselves to follow ups from other members so don't be shy!

Despite the fact that, as I write this, Convention 2009 is yet to take place, planning for the 2010 Convention is already well in hand. Next years Convention is being held earlier in the year to coincide with the London 2010 International Exhibition and its related stamp shows in London. Consequently, members will find booking forms and exhibit entry forms for the 2010 event in this issue of Maple Leaves. Please note the deadlines for booking your places at the

group rates and also note that bookings for the hotel can be made direct on-line this year at www.chatsworth-hotel.com. More information on the 2010 Convention is to be found on page 187.

This issue also contains an update to the Society Library List which was published in December 2007. All new volumes added to the library since that date are listed on pages 187-191.

I must clarify the position regarding the Society Treasurer as my comments in the last issue have confused some members – myself included! The Society is still looking for a permanent replacement to take over this role from John Hillson. In the interim, John has not abandoned us (or run off with the money) and is continuing to manage the Society bank accounts and sign the cheques etc. To offload John's workload, we have found the services of a non-Society member to undertake the book-keeping and prepare the annual

accounts. For the current financial year, this service is very kindly being undertaken free of charge but the arrangement is clearly not a long term sustainable one and I would ask members once again to put themselves forward if they can help the Society in taking over the Treasurer role. Please contact the Secretary, John Wright, if you can help.

Finally, I must end on a sad note by reporting the untimely death of Christine Hillson in August. Many of you will know that Christine, who had been a regular attendee at Society Convention over many years, had been bravely fighting against cancer for some time and I can report that she remained her cheerful self until very close to the end. Our condolences go to John and the rest of his family.

WANTED:-

Privately/ commercially used covers used within Canada for the letter rate of the day. Specifically:-

Scott 237 3c carmine	GVI Coronation	Scott 274 4c blue	A.G. Bell
Scott 275 4c blue	Citizenship	Scott 276 4c blue	Marriage Elizabeth
Scott 317 4c blue and red	Red Cross	Scott 330 4c violet	Coronation QEII

Any other similar covers with commemoratives from the 1950 – 1967 period.
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CANADA – FRANCE CONCESSIONARY RATE ESTABLISHED IN 1929

Mike Street

While preparing my presentation on Peace Issue rates for the 2007 CPS convention in Worthing I decided to do a little more research on the cover shown in Figure 1, a triple rate (4¢ + 2¢ + 2¢) surface letter from Canada to France mailed in 1948.

I had known for some time from the Canada Postal Guide (*J*) that surface letters to France were charged the same postage as surface letters to British Empire countries, but did not know why France was treated differently from other non-Empire Universal Postal Union (UPU) countries. By digging into my Postal Guides I learned that this special rate had been in effect since at least 1930, but not why or when the rate was established. While discussing the cover in Fig 1 during the presentation at Worthing I mentioned this problem. After the talk both David Sessions and Brian Stalker came up and said, “I may have information for you on the special rate for France.” It pays to advertise!!

David soon wrote, “A concessionary rate of 2¢ was granted for postcards to France on 1st June 1929; this was equivalent to the domestic, US and Empire rate. Preferred status for letters to France seems to have been granted around this time, although I have not been able to clarify whether it was actually on 1st June. ... the preferential rate to France increased from 2¢ to 3¢ on 1st July 1931. This kept it in line with the Empire rate which

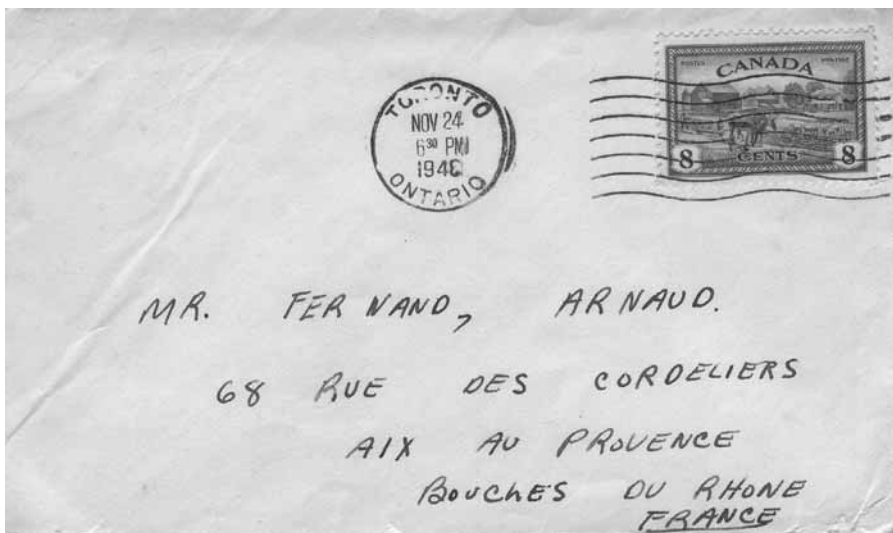
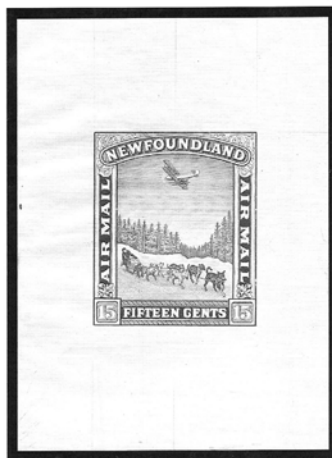
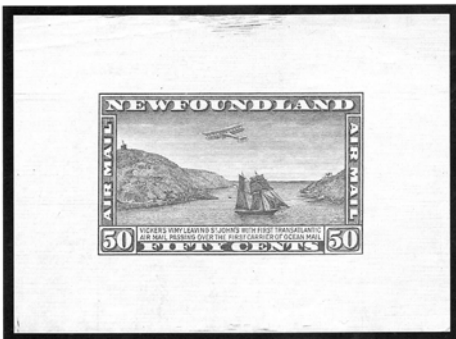


Fig 1 8¢ Peace Issue stamp paying 1948 triple surface rate from Canada to France

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held until 1943. On 1st April 1943 an additional 1c War Tax was applied and this held until 1954.”

Brian replied with a scan of a page from the *Canada Gazette* of 1 June 1929 (2). The pertinent portion, shown in Fig 2, confirms David’s rates and his partial answer to the ‘When?’ question by stating that a new rate was in effect. Brian also forwarded copies of an article (3) from the *Journal of the France and Colonies Philatelic Society (FCPS)* which discussed both the ‘Why?’ and ‘When?’ question for reciprocal action by France. On 23rd May 1929 officials of the governments of Canada and France had signed a postal agreement (4).

POST OFFICE DEPARTMENT, OTTAWA

PUBLIC Notice is hereby given that under and in virtue of the provisions of subsection (e) and (g) of section 7 of the Post Office Act, the rate of postage on letters from Canada to France has been fixed at 2 cents an ounce or fraction thereof. The rate on post cards has been fixed at 2 cents each.

48-1

Fig 2 Extract from Canada Gazette of 1st June 1929



Fig 3 Letter mailed Ju 14/29 at the correct new Canada to France rate but taxed as short paid because a postal clerk in France did not know about the changes. (Courtesy Gary Steele)

Corresponding to the *Canada Gazette* announcement, on 6th June 1929, the Administration des Postes, télégraphes et telephones of France, normally referred to as the ‘PTT’, announced that reduced rates for letters, postcards and business papers mailed to Canada were forthcoming, gave the new Canada to France rates, and admonished postal clerks not to tax such items as being insufficiently prepaid. Unfortunately for the recipient of the letter shown in Fig 3, mailed on the 14th June 1929 from Lacolle, Quebec to France, at least one clerk did not get that message.

The FCPS article quoted a further reference (5) which stated that the new reciprocal rates for mail from France to Canada came into effect on 11th September 1929. The pieces of the puzzle were slowly coming together, but the actual date the new rates took effect in Canada remained unknown until C.R. McGuire provided the spectacular cover in Fig 4. This letter consists of a 1¢-#10 postal stationery envelope, up-rated by the addition of a 1¢ Macdonald stamp from the 1927 issue. Addressed to “Mr. H.C. Champ/Care Post Office / Lyons / France”, it carries two separate typewritten cachets. The two lines just above and left of the address read, “*Inauguration of Canada-France / penny postage, May 23, 1929.*” (italics mine). The cachet at upper left reads, “The Postmaster, GREETINGS: Would you kindly back-cancel this letter and return to H.C. Champ [full address] & oblige.” The Postmaster in Lyons was very obliging. Thanks to him and Mr. Champ (and C.R. McGuire) today we have this cover, mailed on the very day the postal agreement between Canada and France was signed. So far I have been unable to find out how Mr. Champ learned about the new rate and the date it was going into effect. He must have seen either a newspaper announcement about the signing ceremony, or perhaps a Canada Post Office announcement of the new rate, possibly both.

The covers that follow in figs 5 to 10 illustrate both French and Canadian concessionary rates from their implementation in 1929 to 1940.

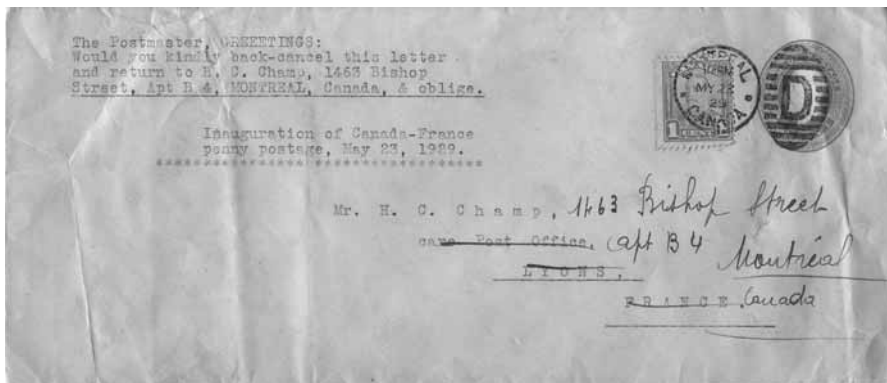


Fig 4 Letter to France mailed 23rd May 1929, the first day of the new preferred rate. (Courtesy C.R. McGuire)

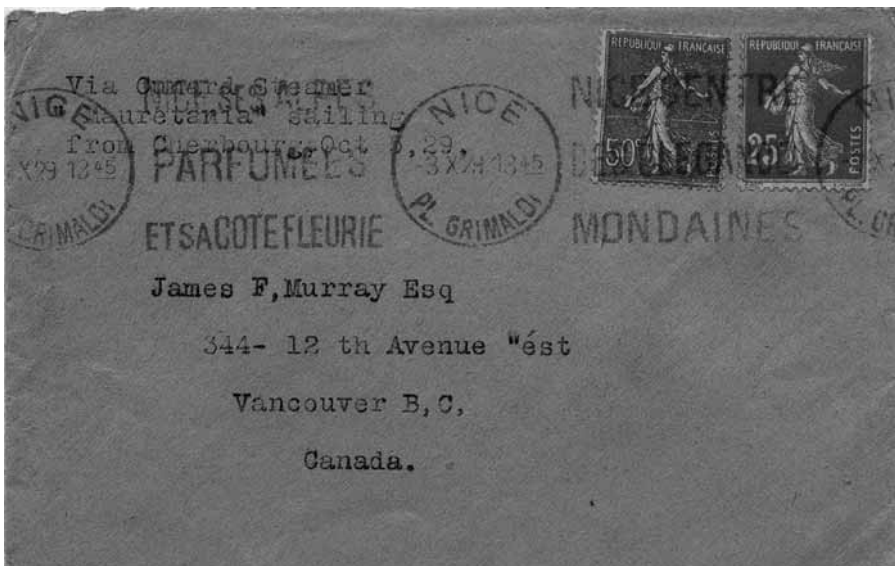


Fig 5 75 centime preferred rate letter from France to Canada mailed 3rd October 1929, less than a month after the new rates went into effect in France. (Courtesy Mick Bister)

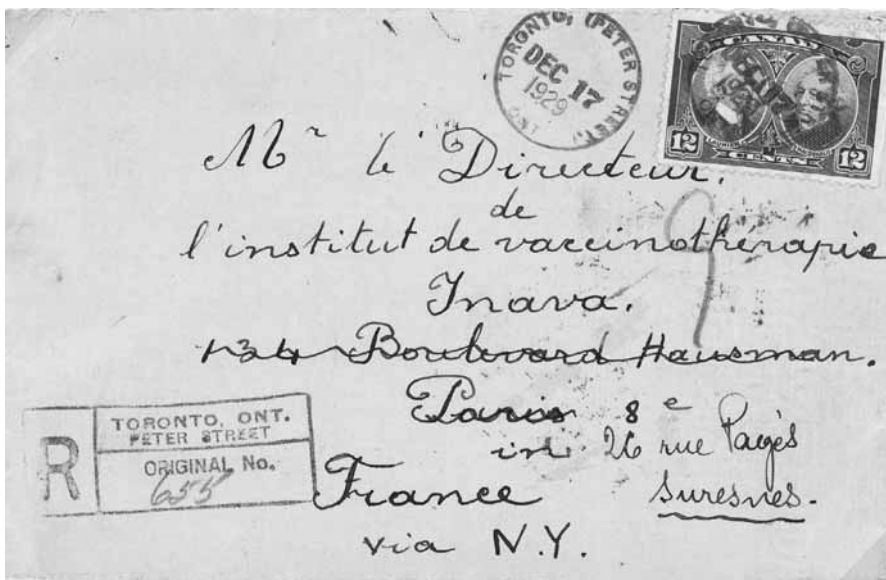


Fig 6 Registered single weight preferred rate letter from Canada to France mailed Dec 17/1929 (Courtesy Kimber Wald)



Fig 7 Single weight letter from Canada to France mailed OCT 17/1931, after the preferred rate had increased from 2¢ to 3¢ per ounce or fraction thereof.



Fig 8 75 centime preferred rate souvenir cover from France to Canada, mailed 26VII36 by a participant in the pilgrimage of several thousand Canadians to the official unveiling of the new Vimy Ridge monument honouring Canada's Soldiers who fell during World War I. (6)

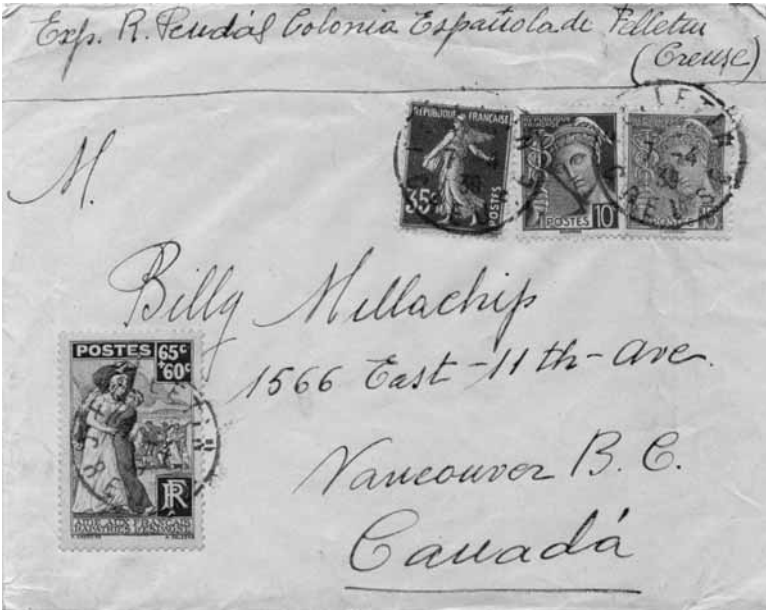


Fig 9 1½25 preferred rate letter from France to Canada mailed 7 -4/ 39, possibly with a Spanish Civil War connection. (7) (Courtesy Derek Richardson)

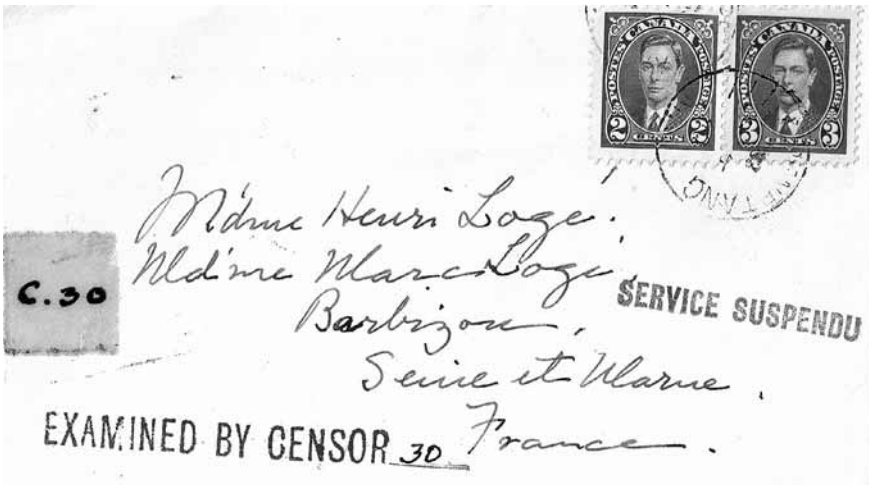


Fig 10 Double weight preferred rate letter from Canada to France mailed Sep 4/40, examined by a Canadian censor and held while postal operations were reorganized after the fall of France. (Courtesy Gary Steele)

Author's Note:

In the process of preparing this article the author learned that a preferred rate for Spain, similar to that for France, came into effect in late 1931 or early 1932. This will be the subject of a follow-up article. Neither the Canada-France nor Canada-Spain preferred surface rates are mentioned in *Canada Domestic and International Postal Rates and Fees 1870-1999*, by Anthony S. Wawrukiewicz and Robert C. Smith. The discoveries described in this article have been brought to their attention.

Acknowledgements:

Sincere thanks to Mick Bister and Derek Richardson of the France and Colonies Philatelic Society (GB), Christian Maltor of France, and to C.R. McGuire, David Sessions, Brian Stalker, Gary Steele and Victor Willson of the Canadian Philatelic Society of Great Britain (CPSofGB) and/or the British North America Philatelic Society (BNAPS). Without their help this article would not have been written.

References:

1. Canada *Official Postal Guide*, King's Printer, Ottawa, 1930-1951
2. *Canada Gazette*, King's Printer, Ottawa, 1 June 1929. The *Canada Gazette* is the official newspaper of the Government of Canada and has been published regularly by the Queen's Printer since 1841. Published within the *Canada Gazette* are new statutes and regulations, proposed regulations, decisions of administrative boards and an assortment of government notices. Private sector notices which are required by statute to be published to inform the public also appear in the *Canada Gazette*. For additional information see: <http://www.gazette.gc.ca/cg-gc/lm-sp-eng.html#i6>
3. Mick Bister, The Concessionary Franco-Canadian Rates, *Journal of the France and Colonies Philatelic Society (GB)*, March 2001, Volume 51, No. 217. The article mentions that the late Alan McKanna of Toronto, an avid collector of French postal history, knew that Canada's Empire rate had been extended to France and that France, in turn, had extended to Canada the principle of its 'frontier' rate, then applicable to destinations within 30km of France's border in Luxembourg, and subsequently to destinations in Belgium, Spain and Switzerland within 30km of their borders with France.
4. Ibid. The information is quoted from the 1929 *Bulletin Officiel* (Nos. 9 & 15) of the government of France's Department of Mail, Telegraphs and Telephones (*Postes, télégraphes et téléphones - PTT*).
5. Derek Richardson, *Tables of French Postal Rates 1849 to 2005*, France and Colonies Philatelic Society (GB) Brochure No 7.
6. For additional information see: <http://bnaps.org/philatelic/vimy.htm>
7. Derek Richardson, pers. comm. Re Fig 9 above: "The cover is postmarked Felletin (Creuse) 7-4-39, franked at the concessionary rate of 1f25 instead of the U.P.U. rate of 2f25, and contains correspondence, with photo, from a Spanish lady. Nearly half a million Spaniards, military and civilians, sought asylum in France towards the end of the Spanish Civil War in the spring of 1939. The soldiers were interned in camps in the south, while civilians were distributed in "colonies" in other parts of the country. I wonder how she met this Billy Millachip. Perhaps he had been a member of one of the International Brigades formed from volunteers fighting in Spain on the Republican side."

FREE FRANKING PRIVILEGES – CIVIL SERVANTS 1867 - 1892

Bill Pekonen

Information located in the National Archives reveals a sort of free franking scandal that has not, at least to my knowledge, been written about in philatelic literature. The story is about how civil servants in Ottawa had unintended free franking privileges for 25 years between 1867 and 1892. These people could send and receive personal mail “free of postage” if they followed the loosely worded “rules and regulations”. These civil servants had privileges that were not available to government employees living elsewhere in Canada, unless they were writing to friends in Ottawa.

The subsidized free franking rate is a legitimate subject, complicated by continued abuses in Canada despite attempts to prevent the same, and haunted by the abuses which occurred in Britain 160 or more years ago. The realities of some of the information found in the National Archives appear to be different from the perceptions held by most collectors.

These comments are in respect to free franking as the rules applied to Official Mail. The Ottawa Free Franking is part of the long history of Official Mail in Canada. The Ottawa Free Franked covers during the 1867- 1892 period are of a different character than earlier or later. This particular period has been divided into two groups for these purposes. The two groups are Official Mail and Private Mail. The reasons for separating these two groups is best explained by quoting from copies of

Orders In Council, Post Office Circulars and other information obtained from the National Archives during 1994.

It is important to remember that postage is a money matter. Any decisions in respect to money matters are decided ultimately by cabinet ministers through an Order In Council or by Parliament. The Privy Council can also establish the rules and regulations under which the Post Office operates. Anything that adversely affects the revenues of the Post Office is of concern to the Privy Council

The beginning of the story goes back many years to the customs and practices of the British Post Office. Two separate “free of postage” mailing privilege issues existed there:

1. Postmasters, and
2. other government officials and / or employees.

In 1848, an act was passed in Britain which had the effect of transferring the control of domestic rates and regulations to provinces and colonies in North America effective 1851. That act contained a clause which prohibited any form of franking - that is to say free mailing privileges.

In 1851, two important notices (copies on file at the National Postal Museum) cast some light on the subject. A Notice to Post Masters was issued 14th March 1851 [1851-3-14-1].

Item #10 states:

No Franking Privilege is allowed under the New Act except with regard to Letters and

Packets on the business of the Post Office, addressed to or transmitted by the Post Master General.

Item #16 states:

Letters and Documents to and from the Deputy Post Master General, connected with the closing of his Accounts are, until further notice, to pass free.

Department Circular No. 5 was issued on 20th June 1851 [1851-6-20a]. This circular confirmed that Postmasters were entitled to compensation for the loss of the Free Franking privilege starting on 6th January 1844. The compensation was a reimbursement of postage paid by them.

After the Dominion was established in 1867, free franking privileges were incorporated into the Post Office Act.

Department Order No. 2 was issued on 1st March 1868 [1868-3-1]. Regulation # 25 stated:

All letters or other mailable matter addressed to or sent by any Department of the Government at the Seat of Government at Ottawa, under such regulations as may from time to time be made by the Governor in Council (*.....may pass free of postage*)

Notice that there is no explicit direction as to the person to whom it may be addressed, nor whether or not the correspondence must be official in nature, although that was the general intention. This omission created a "loop-hole" that did not escape the attention of low salaried civil servants.

A more explicit definition of the Free Franking Privileges and the rules and regulations applicable was issued on 1st November 1875. This description was titled Department Order No. 16, (1868-11-

1a]. The interesting clauses that appear to be relevant are:

2. All letters and other mailable matter passing to or from the Public Departments at Ottawa, including all correspondence addressed to the Ministers in charge of the said Departments or to their Private Secretaries, or to the Deputy Heads or Secretaries of the same, as well as all mail matter on which the name or designation of one of the said Public Departments or of a branch thereof at Ottawa forms part of the address - and this without regard to the name or title of the person to whom the same be directed (*.....may pass free of postage*).

11. Prepayment is not required on letters On Her Majesty's Service posted in Canada and passing to the United Kingdom, addressed to the Imperial Departments of State, - civil, military and Naval, and such letters are to be forwarded unrated to the offices making up Mails for England.

Clause 12 provides Free Franking Privileges to letters On the Business of the Post Office addressed to Ottawa to the attention of the Postmaster General or the Deputy Postmaster General, and Secretary, Account Branch, Money Order Branch, Saving's Bank Branch, Dead Letter Branch, and Cashier.

Clause 13 states: The principal divisions or branches in the Public Departments at Ottawa, to which correspondence may occasionally be directed without adding in the address the title or designation of the Department of which the branch or division forms a part are as follows:

Division or Branch

Department of Justice
Finance Department

Secretary of State

Dept. of Interior

Dept. of Agriculture
Dept. of Marine & Fisheries
Post Office Department

1. The Inspector of Penitentiaries
 1. The Auditor General and Audit Office
 2. The Treasury Board
 3. The Superintendent of Insurance
 4. Departmental Contingencies
 1. Registry Branch
 2. Queen's Printer
 3. Government Stationery Office
 - 1 Indian Branch
 2. Ordnance Lands Branch
 - 3.. Dominion Lands Branch
 1. The Patent Office
 1. Fishery Branch
- The branches recited in section 12.

It is important to note that other branches of Public Departments not mentioned in the above list could, by omission, receive mail free of the duty of postage since the operative words in Clause 13 are "may occasionally".

Finally, Clause 14 states: *Postmasters will observe that, with the exceptions noted to sections 7, 8, 9, 10, 11, and 24-30, the free transmission authorized by this Department Order, applies only to the exemption from Canada postage of mail matter passing between places in Canada and the Executive and Parliamentary Branches of the Dominion Government, at Ottawa.*

A Circular was issued on 18th February, 1888 (1888-2-13d) regarding a Postal Convention with the USA. Clause #10 states

Official correspondence which is entitled to pass in the domestic mails of either country free of postage is likewise entitled to transmission free of postage between the United States and Canada.

The first item in the records that draws our

attention to the practice of civil servants using the above rules and regulations to apply to their own private mail is an extract from a copy of a Minute of a Meeting of the Committee of the Privy Council on 27th November, 1891. The matter under discussion was an extract from a 1888 confidential report "which relates to the practice which has been allowed since Confederation of permitting Civil Service employees to send and receive their private correspondence free of postage".

The meeting came to the following decision after considering the information.

The Minister, in consideration of the above, recommends that from and after the 1st of January, 1892, no employee of the Government be allowed to send private correspondence under frank and that the Treasury Board be authorized to frame the Regulations necessary to carry out the purposes of this recommendation."

Parts of the confidential report are quoted below to help explain the reasons for the two groupings mentioned earlier in this response.

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“Although it is impossible to arrive at any definite estimate of the amount of revenue lost to the Government owing to the use and abuse of the franking privilege by Civil Service employees, there is no doubt that it amounts to a very large sum each year.

After looking very thoroughly into the matter, the undersigned finds (1st) that as a rule Civil Service employees send and receive their personal and business letter correspondence and newspapers free, (2nd) that in some cases, added to this, parcel correspondence is sent and received free; (3rd) that added to this, is an enormous and indefinite amount of letter correspondence of the relatives and friends of Civil Service employees, which in one way or another avails itself of the privilege of the franks; and (4th) that correspondence and circulars of business concerns, get access in various ways and in considerable quantity to the same privilege.”

The Clerk of the Privy Council also remarked *“There seems to be no good reason, therefore, on general principals, why in addition to their salaries they should be allowed privileges which are denied to others in different departments of labour; and the allowance of which leads to a flagrant and expensive abuse and are very difficult of detection and remedy.”*

The next step was to implement the foregoing recommendation. The result is an important clue as to how the free franking system was supposed to operate. An Order in Council dated, 25th February 1892 (PC 2/477) explains the new rules and regulations. The free franking procedure is described in a clear manner. It is possible to conclude that this order was a restatement of existing practices - simply

because bureaucrats always look to precedents when crafting new regulations.

This is what the order stated:

FRANKING PRIVILEGES
AT OTTAWA

Order-in-Council, February 25, 1892. By an Order-in-Council, dated February 25, 1892, the following regulations governing the franking privilege were approved:-

REGULATIONS

1. In each Department there may be used one franking stamp, such stamp being a facsimile of the usual signature of the deputy head and to be kept in the custody of some officer or confidential clerk specially entrusted by the deputy head with that duty, and to be affixed by him upon official correspondence only.
2. When envelopes with a printed official address thereon are used, the name of the deputy head may be printed on such envelopes.
3. In addition to the printed stamp or printed signature as above provided, the head of the Department and the private secretary of the head of the Department in the name of the Minister, and the deputy head may frank by a written signature or initials; but no other method of franking except as above enumerated will be permitted.
4. No blank or unaddressed envelope shall in any case be franked.
5. The deputy head of each Department shall furnish the Postmaster General with an impression of the facsimile stamp which it is proposed to use in his department.

6. The general officer commanding the Militia of Canada, the Adjutant General of the Militia, the Auditor General and the Superintendent of Insurance shall, for the purpose of these rules, be respectively considered as deputy heads of departments.

7. All the official correspondence of the several departments except that of the heads of departments, the deputy heads and private secretaries of Ministers, shall be transmitted in envelopes having printed or written thereon the words "On Her Majesty's Service" ; and no envelopes bearing the superscription shall be used for any private correspondence.

8. From and after the 15th day of March, 1892, no private correspondence whatsoever shall be transmitted from any department of the Government at Ottawa or elsewhere, or any branch thereof, under frank nor shall the postage due thereon be charged against the Government.

9. All private correspondence addressed to any member of the Civil Service at Ottawa, or to the care of any civil servant, shall be liable to the same rates of postage as apply to the public generally.

10. Should any letter addressed to any Civil Servant at Ottawa upon which postage has been paid on delivery prove when opened to be on public business the amount so paid may be refunded on the certificate of the deputy head of the department to which the addressee belongs.

11. Any employee offending against any of these regulations shall be liable to suspension or such other punishment as the Governor General in Council may determine.

John J. McGee, C.P.C.

(Clerk of the Privy Council)

A Post Office Department Circular dated 12th March 1892 was issued shortly afterwards. It is titled "Change in Regulations Respecting Free Mail Matter". The first paragraph states

Postmasters are informed that a change has been made in regulations respecting the treatment of mail matter addressed TO the Government Departments at Ottawa"

The bulletin then advises the Postmasters about the changes made in the 25th February Order In Council mentioned above.

In future, only such correspondence is to be allowed to pass free as may be addressed

1. to a Minister or his Private Secretary
2. to a Deputy Head
3. to the Secretary of a Department

Note the use of "TO". It is also interesting to note that no mention is made about changes to regulations in respect to mail FROM Ottawa.

The next clue demonstrates how civil servants other than Deputy Ministers were able to legitimately use the Free Franking privilege. An Order in Council was issued naming them. The following is one example. There are other examples on file.

Copy

P.C. 56 / 2593

Privy Council, Canada

Certified Extract from the Minutes of a Meeting of the Treasury Board held on the 19th October, 1916, approved by His Excellency the Administrator in Council on the 21st October, 1916.

Post Office :-

The Board recommend that correspondence addressed to or sent from the Board of Pension Commissioners be allowed to pass free of Canada postage, in accordance with Section 75 of the Post Office Act, and that the usual Franking privilege exercised by Deputy Ministers be extended to the Chairman of the Board, subject to the conditions prescribed in the Order in Council of the 25th February, 1892.

(Sgd) Rodolphe Boudeau.

Clerk of the Privy Council

The 1892 procedure explains how the exception to the rule operates and why signatures other than that of a Deputy Minister appear on cover. Over time, to the end of 1963, FOR FREE FRANKING PRIVILEGE PURPOSES, by Order in Council, numerous officials were designated as having equivalent rank to that of a Deputy Minister. That explains, for instance, how the signatures of senior bureaucrats can be found on official envelopes during WWII. All free franking privileges were effectively changed in 1964 with the introduction of the Quarterly Bulk Payment System.

Looking back at the earlier 1868 regulations, it becomes clear that the intent had been the same throughout. Clause #25 in Department Order No. 2 qualifies the other clauses. Clause #25 states

All Letters or mailable material addressed to or sent by any Department of the Government, at the Seat of Government at Ottawa, under such regulations as from time to time be made by the Governor in Council. (underlining added for emphasis)

Upon careful reading, it becomes evident that clause #31 of this same Department Order no 2 applies to the foregoing clauses numbered 24 to 30. Clause 31 is perhaps the most important because it outlines the free franking procedure to be followed. Clause #31 reads:

Public documents and printed papers sent under the forgoing clauses should bear, as part of the address, the bona fide superscription of the Speaker, Chief Clerk, or officer specially deputed for this purpose to act for those functionaries, or the Member sending the same.

The obvious interpretation of the phrase “officer specially deputed” is the Deputy Minister, especially when matched with the terminology used in the 1892 order in council. Superscription was often used as a synonym for the franking signature in many of the earlier British Post Office acts.

A similar clause appears in both of the 1875 Department Order No. 16 as regulation #4 and in the 1878 Postal Guide as regulation #4.

“Letters and other mail matter sent from Ottawa under the above exemptions will be franked or certified as entitled to pass free in accordance with such regulations as may from time to time be made for the guidance of the Public departments and of the Ottawa Post Office on this head.” (The emphasis on the word from is in the Act.)

The “Head” refers to the Minister of a Department. Regulation #4 is almost the same as clause 162 in the 1941 Postal Guide, to demonstrate continuity of intent up to modern times.

For unknown reasons, Clause 31 of Department Order No. 2 is not repeated in Department Order No. 16 in 1875.

The use of the Free Franking privilege came to the attention of the Treasury Board. In time, apparently in the minds of the Privy Council, that lack of proper control and use of the free franking privilege was untenable. The 1892 Order in Council made it very clear that a Deputy Minister (or equivalent) only was responsible for the free franking handstamp. That responsibility remained with the Deputy Minister (or equivalent) until the end of 1963.

Unfortunately, civil servants still found ways to circumvent the 1892 regulations. The same issues continued to plague postal authorities even beyond 1964.

For those of you hoping to be able to match the names of authorized deputy ministers to any free franked material, a problem exists. A list exists showing all the

different government departments formed between 1867 and 1964. The names of the different Cabinet Ministers responsible for the departments are matched on this list. A list of all the deputy ministers matching these departments is still missing. Only sporadic information has been found.

CONCLUSIONS:

Every official cover from the 1867 - 1892 period needs to be carefully examined to determine if it is really official or whether it was personal in nature. Common sense can usually answer the question. It is possible, from a historical point of view, that the personal mail may be more scarce than official mail. Properly used official mail during the early years is scarce in it's own right.

Sources: National Archives RG3, Volume 2749, file 2/Pt1.

Others as noted above.

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'ALL'S WELL THAT ENDS WELL'

The Yellow Peril

Illustrations by Susan So

Ever went on a shopping spree to a stamp show but couldn't find anything to buy despite having a pocket full of money? Frustrating isn't it?

Finding nothing to spend my money on is not a new experience. The last time it happened to me was at the 1996 Toronto autumn show. I had made my rounds of my regular suppliers and was on my way to the 'EXIT' gate when I caught sight of a display system, flip unit on a dealer's table. Normally, I do not check them but the desperate hope of finding something made me look. My heart skipped a few beats when I saw the obscene cover in fig 1 staring at me.

At first glance, it has the appearance of a registered airmail special delivery letter to

the United States, prepaid by a Newfoundland \$1 Wayzata stamp that is tied by a 'Montreal PQ FEB 15 8PM 1950 CANADA' wavy line machine cancel. Upon a closer look, however, I noticed that there are some brown glue stains on the stamp, especially at the bottom right where a piece of the stamp was torn off and replaced. The postmark too, is interesting; the machine dater is fine whereas parts of the wavy bars are quite heavy. These signs told me that the Wayzata stamp (which is not a stamp to begin with) does not belong to the cover. The stamps that it replaced were probably a 10 cents and a 17 cents Airmail Special Delivery stamp paying the 10 cents registration, 10 cents Special Delivery and 7 cents airmail charges.

I would have added this questionable cover

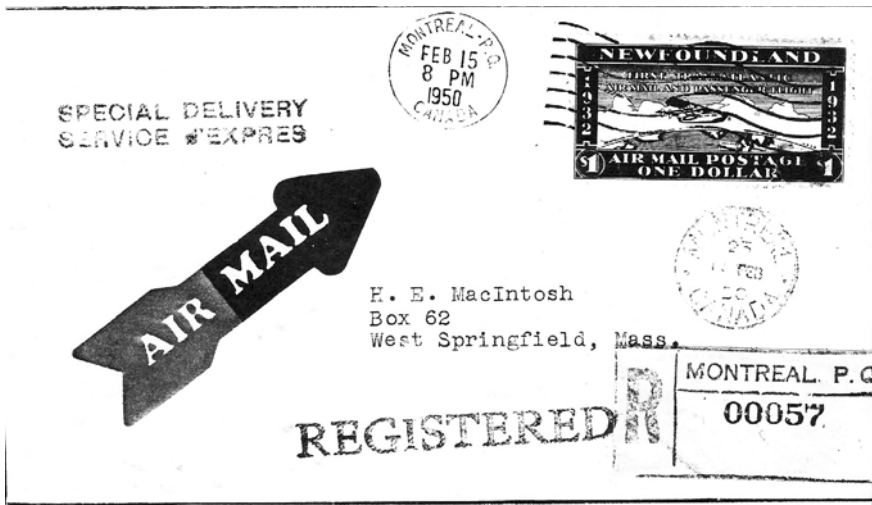


Fig 1

to my reference collection if it weren't for its insane price tag. I told the dealer that there is no way the cover could be genuine and his price is ridiculously high for such an obvious fake. The seller, who seemed irritated, half-heartedly acknowledged me but would not adjust his price saying 'I know someone whom I can hang it on!' Well, hang it he did, for the next day when I went back to check, the cover was gone. I left the show a second time without making a purchase and consoling myself that I still had my money!

The Toronto January 1998 stamp exhibition was almost a repeat performance of the 1996 show and when I asked a dealer if he had any covers he replied 'Just these'. With that he handed me an album of pricey covers, amongst them was the above item. This time I decided to use a more tactful approach by asking the seller if he would hold the cover for a short while whilst I

think about it. I zipped home to get my album of odd-ball covers; extracted my special delivery registered 'duck' stamp cover that was featured on page 347 of the April 1988 issue of *Maple Leaves* and returned to the show.

The dealer greeted me with 'You came back to buy the cover?' I told the seller that I wouldn't mind having it but repeated my earlier remarks and proved to him that such 'cooked up' covers are not so scarce by showing him my duck registered. The strategy worked as it aroused his curiosity. After a few more minutes of chatting about fake and philatelic covers, he was ready to talk turkey and after the usual 'What's it worth to you' and similar lines he said 'Take it'.

There is something to this western, 'All's well that ends well' saying after all.

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STREET CANCELS 1886 - 1918 (PART 6)

Graham Searle

Introduction.

This is the sixth in a series of articles that will attempt to list and illustrate the “Street” cancels used in Canada between 1886 and 1918. This part starts the story of the Street cancels from Montreal.

Some of our readers may have noticed that, in the preceding articles, I have skipped around Canada from east to west and back again studiously avoiding Montreal. I have left Montreal till last for a number of reasons. Montreal can lay claim to the largest number of Street Post Offices – at least 33 – so there is a lot of research involved. Research on the Montreal branch and sub offices is made more difficult by the tendency of the various authorities to switch from English to French street names (and sometimes a bit of both) and vice versa with gay abandon over the years. A modern day map of Montreal is of little use when researching post offices of 100 years ago. In addition to this bilingual problem, Montreal had a habit of joining up streets and boulevards as the city grew and totally renaming (and renumbering) parts of them – making the tracking of street addresses even more difficult. To compound the problems several of the Montreal Street offices changed their names during our time period.

All of this may explain why relatively little work has been done on the Montreal Street Cancels (compared to Toronto for example). To make matters worse, many of the Montreal Street cancels, particularly those from the post 1900 period are not

shown in the Proof Books (3).

This is all by way of an up front apology that this section of the story contains rather more gaps and omissions than I would like. Hopefully, somewhere amongst our membership there are some students of Montreal postal history who can fill in some of these gaps. As ever, your comments and additions are most welcome and if sufficient input is forthcoming a future article will try to fill in some of the missing bits of the story.

MONTREAL:-

The city of Montreal grew dramatically between 1870 and 1900 with the population rising from around 100,000 to over 260,000 in this period. By 1900, it had also started to subsume a number of neighbouring towns and villages into the enlarged city. Throughout this period, Montreal was Canada’s largest city and its most important commercial centre. This rapid growth in population was reflected postally by the opening of the first branch offices in Montreal in 1888. These branch and sub post offices grew rapidly in the period from 1895 to 1905. For convenience, I have split the Montreal Street offices into three groups; the earliest group where openings date from 1888 to 1892, a second group which opened from 1895 to 1899 and a third group which opened first from 1900 onward. This latter split is an important one as cancels from offices opening after 1900 are very scarce compared to those from the earlier offices. Most cancels from the pre-1900 Montreal

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offices are fairly common but the majority of those from post 1900 offices should be considered rare and some are exceedingly rare. All of this probably reflects the change in Post Office policy regarding mail cancelled at sub-offices in the big cities that I referred to in an earlier article on Toronto; post 1900, most of these Street offices only cancelled registered mail.

THE EARLY STREET POST OFFICES 1888 – 1895:-

Ontario Street and Ontario Street East:-

This was the first Street Post Office to be opened in Montreal, sometime in 1888 (the exact date is uncertain). The office was initially named Ontario Street and the earliest cancels carry this name. This office was initially located at 760 Ontario Street but was at 529 Ontario Street East in 1896 when its name was changed to Ontario Street East. It is unclear if this address change represents a physical move or some street renumbering.

I am aware of only one cancel from this office from the pre-1896 period. This is a full circle c.d.s. cancel with a 23.5mm dater. It is found with both AM and PM indicia and is shown in fig 171. This cancel was used until the office name was



Fig 171 Ontario Street c.d.s. cancel

changed in 1896. My latest dated copy is from 2nd April 1896 and Charles Hollingsworth noted an earliest recorded date for the Ontario Street East cancel of 11th May 1896 (8) so the name change must have taken place inside this time window.

Following the name change, the office used a full circle c.d.s. cancel with the Ontario Street East name. It has a 25mm dater and shows timed indicia. Examples post 1900 are far rarer than those dated before 1900 but fig 172 shows an example used on a registered cover sent in 1904. This is the latest date I have seen. It is unclear when this office either closed or changed name or, indeed, if it is still open. Different types of cancel from this office appear in the proof books (3) as late as 1953. Maybe one of our members can throw some light on this.

St. Catherine Street and Ste. Catherine Street Centre:-

These two offices are covered together here as they are one and the same. This branch office was opened at 230 Ste. Catherine Street East on 1st January 1889. The first and only postmaster was E.M. Renouf who remained in office until September 1909 when the office closed. St. Catherine Street (fig 173) was the main shopping and commercial thoroughfare of Montreal in the 1890's and this branch office was one of the busiest and most important of the Montreal Street offices.

The earliest cancel found from this office is a full circle c.d.s. cancel with 23.5mm dater shown in fig 174. This type is found with both AM and PM indicia.

When the St. Catherine Street West sub-office was opened in August 1892 (see below), the name of this earlier office was changed to Ste. Catherine Street Centre (including the correct feminine

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Fig 172 Ontario Street East c.d.s. cancel



Fig 173 Ste. Catherine Street, Montreal



Fig 174 St. Catherine Street c.d.s. cancel

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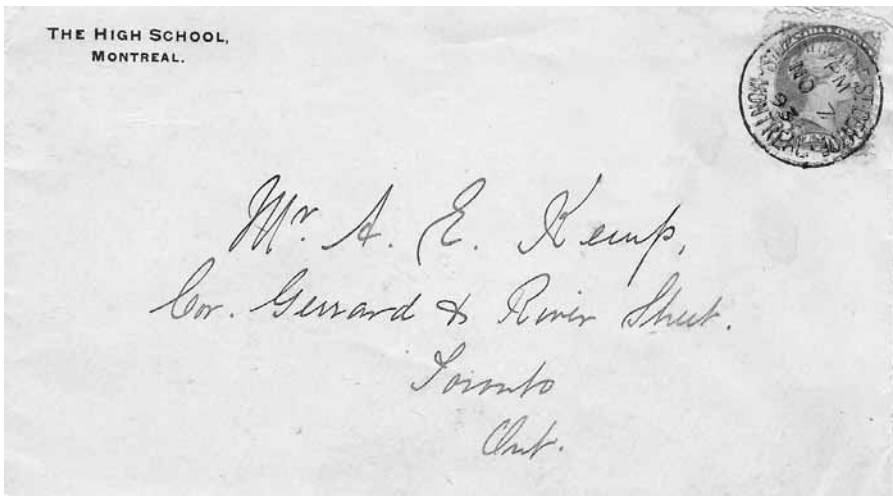


Fig 175 Ste. Catherine Street Centre c.d.s. cancel

abbreviation Ste.) The first cancel to show this changed name is a full circle c.d.s. cancel with a 24mm dater and indicia of AM or PM, shown in fig 175. Charles Hollingsworth (8) reported an e.r.d. for this cancel of December 1891 which, if correct, would suggest the name change was well planned up to a year ahead of the new office opening. The proof books (3), however, show a rather more likely 16th July 1892 date. There are a couple of later variants of this cancel. From 1896 to 1898, the indicia was changed to a timed mark as shown in fig 176 and later still an indicia of '500' appears. I have only seen this last type dated in 1899. An example is shown in fig 177. The significance of the '500' is unclear.

From 1899 onward, this office appears to have used only a duplex cancel. This has a 24mm dater and a circular killer with 9 bars. The earliest, and apparently short lived, version of this duplex has AM or PM indicia and is shown in fig 178. Later types (shown in fig 179) show timed indicia from

December 1899 until the closing of the office. One interesting feature of this duplex is that the Street name reverted to the, incorrect, masculine St. abbreviation.

Two other cancels can be found from this office. There is a roller cancel which has been reported (8) on the Numeral Issue (no picture available). There is also a rather unusual parcel oval found from this office. This type is shown in fig 180 and is found struck in both black, red and violet ink. This is the only parcel oval I have seen from a Montreal Street office.

St. Catherine Street West:-

This post office opened in August 1892 and remained in operation until May 1957. It was initially located at 1661 Ste Catherine Street West but the street address changed several times in later years. The opening of this office caused the renaming of the St Catherine Street office (see above). The first postmaster was James Mock who remained in office until 1901.



Fig 176 Ste. Catherine Street Centre c.d.s. cancel with timed indicia

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Fig 177 Ste. Catherine Street Centre c.d.s. cancel with '500' indicia



Fig 178 Ste. Catherine Street Centre duplex cancel

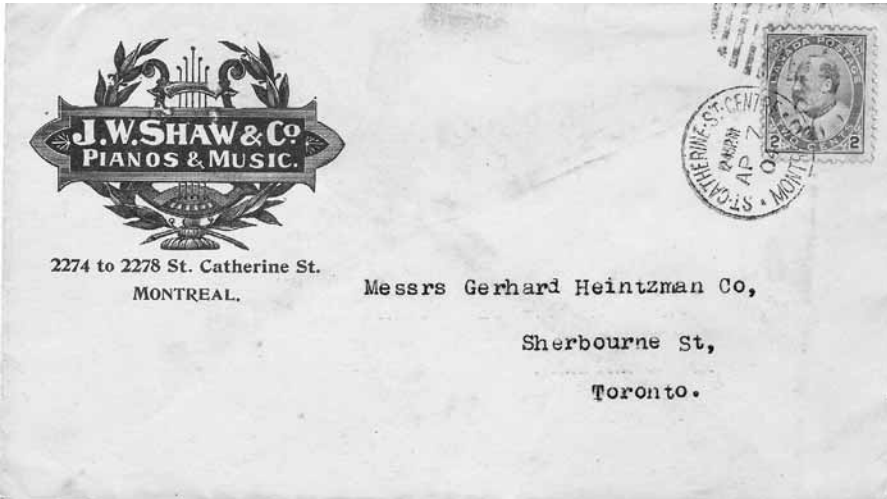


Fig 179 Ste. Catherine Street Centre duplex cancel with timed indicia

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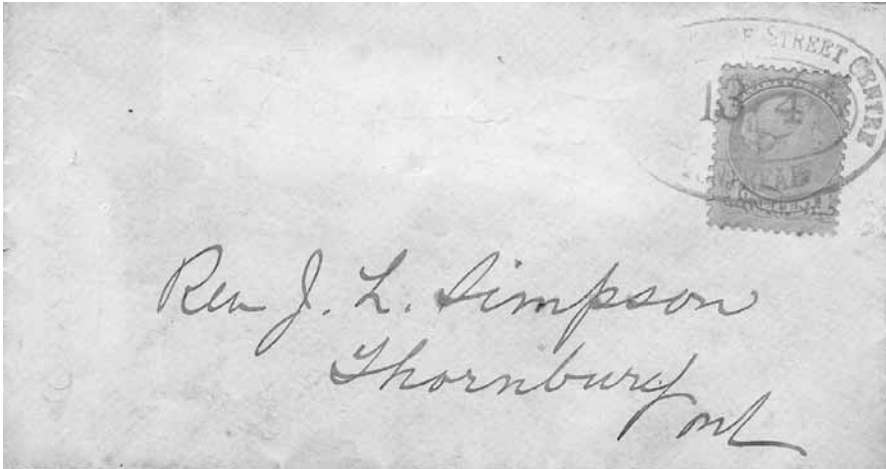


Fig 180 Ste. Catherine Street Centre parcel oval cancel

Four c.d.s. cancels can be found from this office. The earliest type, shown in fig 181 is a full circle type with a 24mm dater and with AM or PM indicia. This first type is the only cancel from this office to show the correct, feminine, Ste. abbreviation. This type appears to have been used from the opening of the office until early 1896 when it was replaced by a very similar type with timed indicia but with the St. abbreviation. This second type, shown in fig 182, has a



Fig 181 St. Catherine Street West; early type of c.d.s. cancel

different hammer and shows a 25mm dater. It was used from early 1896 until at least December 1899.

A third type of c.d.s. cancel is shown in fig 183. This has the full office name, including 'Montreal' around the top and the letters 'L.C.D.' at the bottom. The letters stand for 'Letter Carriers Depot'. This depot may have been separate from the branch office as records show it was located at 532 St. Catherine Street West. All the examples of this I have seen date from 1894 - 1895 but Hollingsworth reports usage up to 1900 (8) and Carr reports usage in 1893 (18). The proof books (3) show a date of 30th June 1893 for this cancel. Rosenthal (24) has suggested that LCD postmarks may have been used to cancel a kind of way letter mail handed by customers to postmen on their rounds.

From 1899 onward, this office used a duplex cancel. This has a full circle date stamp and a circular killer with 10 bars. It

CONTINUED ON PAGE 185

MAP STAMP BLOCK REDISCOVERED

Admiral doyen and long time member Sandy Mackie recently celebrated his 90th birthday. A birthday visit by relatives from down south brought an unexpected parcel in the form of a package of material from Dorothy Hollingsworth, widow of the late Charles Hollingsworth. Our older members will recall that Charles, in addition to his interests in Street Cancels, was a long time collector of the Map stamp of 1898 and, together with Sandy Mackie, had done a lot of the early work on plating of this popular stamp.

The unexpected package turned out to be a bundle of Charles' research material and a large quantity of his map stamps. Dorothy had found these when completing a clear out of part of her house. The star item in the stamp material was the block shown in figure 1. This is a complete half sheet of 50 the Map stamp from the left pane of plate 5. It is missing only the bottom selvedge and has some minor damage to the stamp at plate position 15 but is otherwise complete and intact and shows the top imprint and plate number. The sea colour is blue-green.

A remarkable block you may think but what makes it really interesting is that this block is from state 1 of the plate 5 printings and was made before much of the plate was re-entered. This block should normally contain the significant re-entries at plate positions 32, 42, 43, 44 and 92 and well as the major re-entry at plate position 91 and several other minor re-entries. In this case the re-entries at 32, 42, 43, 44 and 92 are not present nor are any of the minor re-entries; only the major at plate position 91 is there. The block is believed to be the only large mint multiple known of state 1 of plate 5.

This block first came to light in 1990 when the BNAPS Map Stamp study group under the leadership of Whitney Bradley gathered together the plate 5 holdings of a number of collectors to do some research work. Amongst a mass of material, Whit ended up with two left hand half sheets on the table, one from his own collection and the one illustrated from Charles Hollingsworth. Imagine his surprise to discover they were totally different. His was re-entered, the other was not. The resulting discovery of the two states of plate 5 was extensively written up in the Map Stamp Study Group Newsletter of November 1990 (1)

This unique block, together with a host of other large blocks and plated single stamps from Charles Hollingsworth's material will be auctioned in the coming months by Cavendish Auctions of Derby. Map stamp enthusiasts will no doubt be preparing their bids.

References:-

- 1) BNAPS Map Stamp Study Group Newsletter whole no 21 Nov-Dec 1990 pages 6 and 15 – 21.

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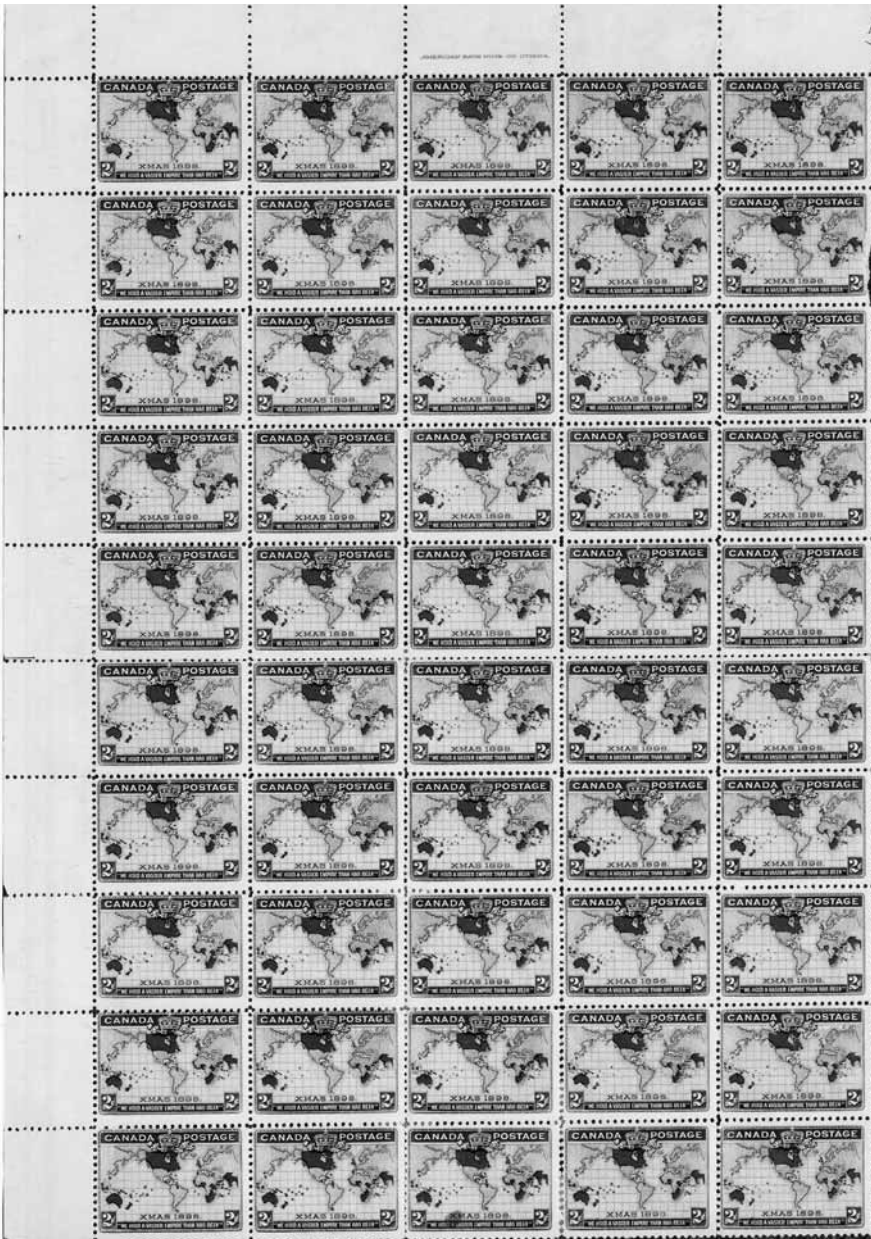


Fig 1. Unique block of 50 from the left pane of plate 5 – state 1, before re-entering.

HOW DID YOU START COLLECTING BNA STAMPS?

John Escott

I started during World War 2, over 60 years ago. My mothers' best friend, Queenie Mellis, married a Canadian serviceman, George Carson (from Fredericton, N.B.). Whenever he got mail or food parcels from home (I still remember 'Life Saver' sweets), I was the lucky recipient of the lovely stamps. My favourite stamp (and I still have it) was the \$1 Train Ferry stamp from the Peace Issue. It carries a Fredericton cancel in purple of square shape dated 11th August 1947. Coincidentally, I have since acquired the 10 cents Great Bear Lake stamp from the same series with the same hammer but applied several times at a nice rakish angle but date unclear.

For me, the most attractive thing about

Canadian philately has always been the evocative place names to be found on postmarks of usually older stamps. We are all lucky enough to have some in our collections and they allow us to dream about what these places must have been like years ago. Let your imagination run riot!

If you want some help, I suggest you read a book like 'Wilderness Man' the amazing true story of Grey Owl by Lovat Dickson.

Editors note:- Maybe some of our other members (particularly those who don't actually live there) might like to share with us why and how they first started collecting BNA stamps?



LETTERS TO THE EDITOR

Derrick Avery

ANOTHER BRITISH MAIL BRANCH CANCEL AND A QUERY

Please find below (in figs 1 and 2) my small contribution to the British Mail Branch story. This is a registered first day cover from 1937 that carries on the back a nice strike of a British Mail Branch cancel (fig 2).

I also have a query on the location of a post office which I hope our members can help with. Fig 3 overleaf shows an airmail letter from 1952 mailed from Fairview Island, Ontario. Try as I may, I have not been able to locate this place although it may be close by Bracebridge as the cover carries a machine cancel backstamp from this latter town. Can any of our members tell me where Fairview Island is or was located?



Fig 2.

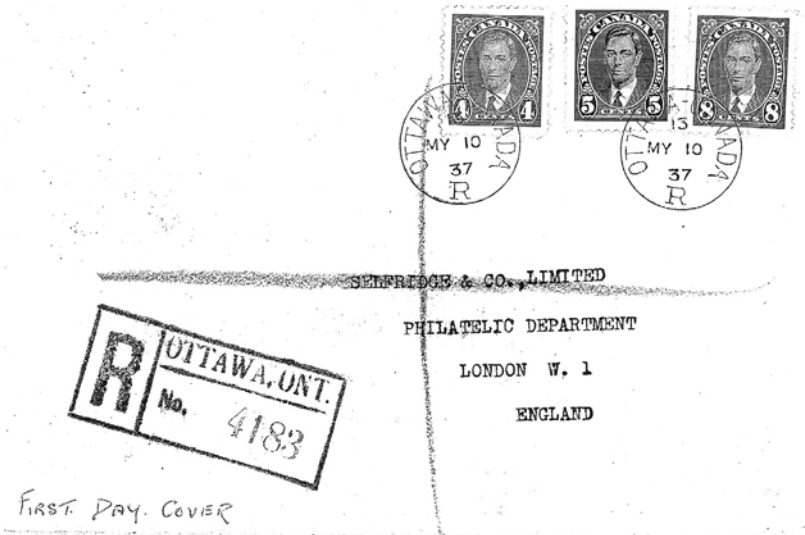



Fig 1.

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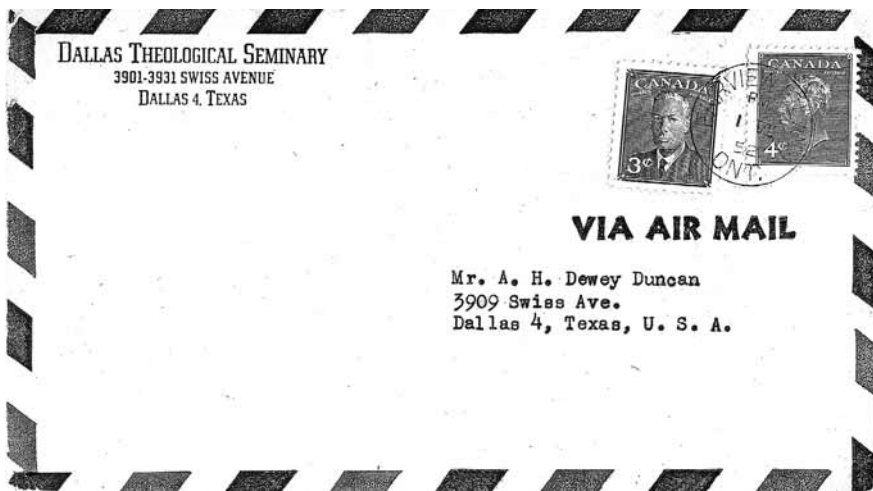


Fig 3.

Dr. Jim Watt

**3 CENT BROWN ADMIRAL COIL
RE-ENTRY**

I refer to the query from Peter Payne and the illustrations on pages 140-141 of the July 2009 issue of Maple Leaves.

I can confirm that the Unitrade listed 'only one known copy' of the major re-entry on this stamp is indeed in my collection. I can also congratulate Peter by confirming that his re-entry is a second recorded copy of this same major re-entry showing doubling in the 'CAN' of Canada, the 'AG' of Postage and also the outer white oval above the 'AG'. The re-entry is quite different

from anything Marler ever listed.

My copy was trimmed at the right and may well have been part of a paste up pair. In my opinion, the copy shown on cover, although it is only fine to very fine in centring, represents the finest copy known either on or off cover. There must be other copies out there waiting to be found and plate positioning is still unknown because Marler worked from the plate proofs which may or may not have had the re-entry applied in its initial state.

This is certainly the best re-entry to be found on the 3 cent brown vertical coil. Congratulations on your major find.

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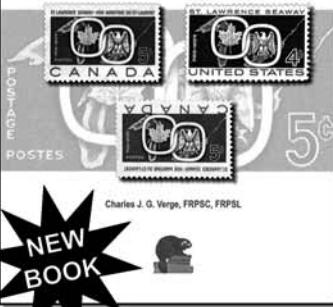


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BOOK REVIEWS

We start this set of reviews with two important new hardbound reference works on the 19th century stamps of Canada.

THE LARGE QUEEN STAMPS OF CANADA AND THEIR USE, 2nd edition; H.E. and H.W. Duckworth, 2008, published by the Vincent G. Greene Foundation, Toronto, 8.5 x 11, hardbound, 468 pages. Available from the publishers at 10, Summerhill Avenue, Toronto ON M4T 1A8 priced \$C125 plus p&p.

The Large Queen Stamps of Canada and their Use, by the Duckworths has been updated and re-issued after being out of print for many years. The 2nd edition now includes new colour illustrations and updated information on the stamps. The full period of printings and use of the Large Queen stamps from 1868 onward is covered - the 5 cents value is now included, and coverage of the 12½ and 15 cents is now extended beyond 1872. The chapters on postal history are maintained from the first edition. A major addition has been the inclusion of a colour section showing stamps with dated cancellations of the years of usage. This is a good guide to the various shades and their development although the colour reproduction is not at the same high standard as some books (most notably the Small Queen text reviewed below).

This is an essential reference work for anyone interested in collecting the Large Queens issue. The broader scope of this second edition even makes it worth considering for someone who owns the first edition book.

GS.

CANADA'S POSTAGE STAMPS OF THE SMALL QUEEN ERA 1870 – 1897; John Hillson and J. Edward Nixon, 2008, published by the Vincent G. Greene Foundation, Toronto, 8.5 x 11, hardbound, 240 pages. Available from the publishers, address as above, priced at \$C150 plus p&p.

The Postage Stamps of Canada in the Small Queen Era, 1870-1897 is a new book which builds on earlier works by John Hillson and adds research on the printing plates by Ted Nixon. It covers proofs and stamps of the Small Queen issue, plus the Widow Weeds and the 1891 essays by the Canada Bank Note Engraving and Printing Co.

The layout of the book follows that of the 1989 edition of 'The Small Queens of Canada' by John Hillson, with chapters covering the printers, preparation of the series, essays and proofs, the three main printing periods and separate chapters for each of the stamp values issued. There are also chapters covering the imperforate stamps and a summary of the wide range of cancellations to be found on these stamps. Appendices cover registration, rates of postage in the period, quantities issued, position dots, way letters and plate destruction records.

The content of the book is much expanded from the earlier works and includes excellent high magnification pictures of most of the major varieties to be found on the stamps.

Coverage of the postal history of the period is deliberately limited to showing some of

the earliest dated covers known and also some examples of the different postal rates of the period. The authors have recognised that the postal history of this period has been comprehensively covered by Arfken in his book 'Canada's Small Queen Era 1870 – 1897' and have wisely chosen not to duplicate this material.

For your reviewer, the main highlight of the book was the excellent colour pictures. These show the major shades of all the stamp values and the pages showing the shades of the 3 cents and 10 cents values, in particular, are a joy to behold. Overall, the quality of colour reproduction is the best I have ever seen in a philatelic handbook.

Overall, this is an excellent and comprehensive book for anyone thinking of making a collection of this stamp issue. For existing Small Queen experts it will quickly become the new 'bible' for the issue. An outstanding book and well worth the money.

GS.

The following title has been published by BNAPS. In most cases they are available from the Handbooks Manager. If not, they are all available from Ian Kimmerly Stamps, 112 Sparks Street, Ottawa, ON K1P 5B6, Canada. Phone: (001) 613 235-9119. Internet orders can be placed at www.iankimmerly.com/books/

When ordering from this source, the prices given are the retail prices in Canadian Dollars. BNAPS members receive a 40% discount from retail prices. Shipping is extra. Credit card orders (Visa, MasterCard) will be billed for exact amount of shipping plus \$2 per order. For payment by cheque or money order, add 10% in Canada, 15% to the US, 20% overseas (overpayments exceeding 25 cents will be refunded in mint postage stamps).

GST is payable for Canadian orders. No Ontario Retail Sales Tax applies.

Please note that the review copy of the volume listed (colour edition) is in the Society Library. Please contact Mike Slamo if you wish to look before you buy.

PRINCE EDWARD ISLAND – POSTAL RATES JULY 1, 1851 TO JUNE 30, 1873, 2009, by Warren S. Wilkinson. BNAPS Exhibit Series #55. ISBN: 978-1-897391-46-4 (colour), 978-1-897391-47-1 (b&w). 8.5x11, Spiral Bound, 152pp. Stock # B4h923.55 (b&w) \$37.95, B4h923.55.1 (colour) \$110.00

This latest volume in the BNAPS exhibit series covers the Gold Medal winning display on Prince Edward Island postal rates formed by Warren Wilkinson. The collection is being sold this autumn by Firby Auctions so this book is a timely record of what must be the finest such collection ever formed.

A smaller display covering only the period from 1860 to 1873 won a Gold at BNAPEX in Baltimore in 2004 and also a Gold and the Grand Award at the RPSC exhibition in Halifax. Since 2004, much earlier material from the Cusworth collection has been added to expand the exhibit's date range backward to July 1851. This larger exhibit won Gold and the Myerson Award at BNAPEX 2005 in Michigan. In 2007, it was awarded Gold and the PHSC and BNAPS awards at the Plymouth, MI show.

Despite the title of the book, the first 9 pages of the display cover the stamps of P.E. I. including die and plate proofs and a good range of the plate varieties.

The first part of the postal history covers the Pence denominated issues and is split

into sections covering respectively; rates within P.E.I., rates to the other B.N.A. Provinces, rates to the U.S.A. and rates to countries beyond North America. In each section, the display shows a range of rates by stamp issue with, in many cases different stamp combinations being used to make up the same rate. A separate section at the end covers the use of the Cents denominated stamps in a similar method.

The display includes countless unique

frankings and rates and is, I suspect, about as complete as it is possible to be. It will be many years before we see a similar collection again. A wonderful record of this collection, it will be a must for any collectors of P.E.I. and of interest to all students of early B.N.A. postal history. The colour edition is recommended to view the covers in their full glory.

GS.

'PHILATELIC TERMS ILLUSTRATED'

Some of you may be lucky enough to own a copy of the book of this name but we thought it may be nice to show a few of our own B.N.A. examples. The first one shown below was contributed by the late Mac McConnell. It is, of course, 'SOCKED ON NOSE'

Maybe our readers can send in some more examples?



STREET CANCELS

Contd from page 175

is found with both AM and PM indicia. Unfortunately, I do not have a scan of this duplex cancel to show here.

A fourth type of c.d.s cancel from this office is shown in fig 184. This type dates from 1913 and has a 23mm dater and either AM or PM indicia.

Finally, this office used a roller cancel. This type is shown in fig 185.

TO BE CONTINUED

Editor's note:-

Apologies that lack of space prevents the inclusion of figures 182 – 185 in this issue. These will appear at the start of the next instalment.

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SOCIETY NEWS

FROM THE FIRST VICE - PRESIDENT

Convention 2010:-

A booking form and competition entry form is enclosed with this copy of Maple Leaves. Apart from the information contained on the forms, the following points should be noted:-

- The hotel has a web page at www.chatsworth-hotel.com and bookings can be completed on line at this address as an alternative to the normal mailing of completed forms. This will, hopefully, be of special use for those booking from outside the U.K.
- Car parking is by a voucher scheme and the Hotel will provide vouchers to those arriving by car. Parking is in the immediate area of the hotel and vouchers will be provided on arrival.
- Those wishing to arrive before the start of the convention or to depart after the normal finish may book additional nights at the hotel at the rates applicable during the Convention.
- Breakfasts are cooked to order and the evening meal will be 4 courses each evening. The Saturday banquet will be 5 courses and a small additional charge of £5 per person will apply for the banquet.
- There will be the usual registration fee of £10 per member payable at the Convention. This does not apply to partners or guests.

Mike Slamo

FROM THE LIBRARIAN

Additions to the Library:-

The following items have been added to the Society Library since the last Library List was printed in December 2007.

(a) BNA PHILATELY GENERAL

BOOK NO	TITLE	AUTHOR	DATE	APPROX WEIGHT GRAMS
295	Pioneers of America on her stamps	Salmon, A.	2006	

(b) BNA STAMPS**POSTAGE STAMPS BY ISSUE**

296	The Five Cent Beaver – The Plate Proofs of States 10 -11	Kershaw, K.	2007	750
297	The Five Cent Beaver – Plating the more notable varieties and re-entries	Kershaw, K.	2007	1150
311	1908 Tercentenary Issue – Exhibit	McNaught H	2008	500
300	King Edward VII Issue 1902 – 1912 – Exhibit	Selby, A.	2007	600
310	Admiral Issue – Exhibit	Morris, R.M.	2008	600

POSTAL HISTORY

309	The Dead Letter Office in Canada 1830 – 2002	Plain, B.C.	2006	600
309A	Data bases 1, 2 &3 – update to item 309	Plain, B.C.	2008	250
312	Dead Letter Office Handstamps 1874 – 1954 – Exhibit	Steele, G.W.	2008	600
301	Canada 19th Century Non-Letter Mail – Exhibit	Willson, V.	2008	500
302	Express Mail Covers – Exhibit	Harrison, H.	2008	300

(c) CANADA POST OFFICE (& Associated Information)

303	Atlantic Provinces Post Offices 1990 – 2007	Topping, W.	2008	200
304	Alberta Post Offices 1990 – 2006	Topping, W.	2007	200
305	Saskatchewan Post Offices 1990 – 2006	Topping, W.	2007	200
306	Manitoba Post Offices 1990 – 2006 – including Northern Canada	Topping, W.	2007	200

(f) POSTMARKS & CANCELLATIONS

307	Slogan Postmarks of Canada 3 rd Edition – Guide book	Coutts	2007	1180
-----	--	--------	------	------

(g) PROVINCES**MARITIMES**

313	Transatlantic Stampless Mails to/from New Brunswick, Nova Scotia & Prince Edward Island 1757 – 1859 Exhibit	Smith D.	2009	400
315	Prince Edward Island Postal Rates 1851 – 1873 Exhibit	Wilkinson W.S.	2009	550

WESTERN

316	British Columbia and Vancouver Island – Exhibit	Wallace, J.	2008	500
-----	--	-------------	------	-----

(h) REGISTERED MAIL

314	Canadian Money Letters – Forerunners of Registered Mail – Exhibit	Harrison . H.W	2008	700
-----	--	-------------------	------	-----

(j) SOCIETY JOURNALS
MAPLE LEAVES

308 Cumulative Index 1946 – 2006 (Volumes
 1 – 29) Livermore P.C.2008 450

(k) NAMED SALE AUCTION CATALOGUES

A29	Newfoundland – Harvey Poole collection	Eastern	2008	300
A30	Jorge Mari BNA/A. Hutton BNA/ J Shelton Revenues	Firby	2002	400
A31	James Goss – Arch Issue	Firby	2003	200
A32	Martyn Cusworth – PEI Collection	Firby	2005	200
A33	G. Arfken and Al Cook Collections	Firby	2001	600
A34	‘Midland’ collection of Canada	Firby	2004	400
A35	Ain, Gillilan and Jamieson collections	Firby	1998	450
A36	Jack Arnell collection	Firby	1997	350
A37	‘Hamilton’ collection	Firby	2005	300
A38	Sir Gawaine Baillie Bt. Collection	Sotherby	2006	700
A39	S.J. Menich collection – Canada Large Queens	Firby	1997	250
A40	Dr. R.V.C. Carr collection – BC/VI	Firby	2000	200
A41	‘Astoc’ collection	Firby	2007	200
A42	Michael Roberts Collection	Eastern	2006	650
A43	Dr. Kenneth Rosenfeld collection	Firby	2005	400
A44	Robert Parsons – Steamboat Mail of Eastern Canada	Longley	2000	350
A45	Dale Lichtenstein/ Harmer/ Keech philatelic literature	Longley	2001	250
A46	Horace Harrison – Large Queens and Ken Kutz – Mining	Longley	2001	450
A47	Michael Rixon – Small Queens Postal History	Longley	2001	500
A48	Earl Palmer – Small Queens Postal History and John Wynn – Quebec Tercentenary	Longley	2002	400
A49	Earl Palmer – Hamilton Postal History	Longley	2003	500
A50	Ken Kershaw – Airmails and Colin Troop – Small Queens	Longley	2004	400
A51	Louis Sirois collection	Longley	2007	300
A52	Plomish (Flight Covers)/ Reaper (Mourning Covers)/ Goss (Arch part 1) / Phillips (Fancy Cancels)	Firby	1998	600
A53	Bailey/Blair/Willson/Evergeen (Newfoundland) collections	Firby	1999	450
A54	Charron/ Colacino/LaFontaine collections	Firby	2002	450
A55	Bathurst/Carr(PEI)/St. Clair (Newfoundland)/ Maritime (revenues) collections	Firby	1999	450

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A56	Loch collection (Pence Issue)	Firby	1999	300
A57	'Harbour' (Large Queens) and Arfken collections	Firby	1997	400
A58	Arfken – Pre-UPU Rates	Firby	1997	400
A59	Hubbard and Wilkinson collections	Firby	2004	450
A60	John J. Gaudio collection (Revenues)	Lee	2002	250
A61	S.J. Menich collection	Firby	2000	550
A62	John Siverts collection (Squared Circle Postmarks)	Laird	1982	150
A63	Bill Simpson – Small Queens	Gibbons	1980	450
A64	Nickle and Clifford – Jones collections	Christies	1993	750
A65	ABN Archives – BNA	Christies	1990	600
A66	Weill Brothers stock	Christies	1989	200
A67	Bayes (Special Delivery)/Heifetz (Airmails) / Sessions (Flag Cancels) collections	Firby	1999	500
A68	Rocklin Collection – Part 1 – Foreign	Eastern	2009	300

Mike Slamo.

SOUTH WEST & WALES GROUP

The South West and Wales Group met at Portishead on 9th August. Displays were given as follows:-

Newfoundland Revenues by Colin Bulloch

Halifax Disaster Postcards by Neil Prior

Nova Scotia Postal History by Colin Lewis

1937 Coronation Issue of Newfoundland by John Croker

The meeting has been taking place for a number of years at this venue and it is hoped to have a similar meeting in 2010.

John Croker.

FORTHCOMING EVENTS

2009

Oct 16 – 17 Scotex, Perth

Oct 21 – 25 Italia 2009, Rome

Nov 5 – 7 Philatex – Royal Horticultural Lawrence Hall, London

Nov 7 CPSGB Scotland and North of England Group meeting, Moffat

Dec 4 – 6 Monacophil 2009, Monte Carlo

2010

February 24 – 27 Stampex, Islington, London

April 8 – 12 Antwerpen 2010

April 28 – May 1 CPSGB Convention, Chatsworth Hotel, Eastbourne

May 1 – 2 ORAPEX 2010 (National Level Exhibition), RA Centre, Ottawa

May 5 – 6 Philatex Extra, London

May 8 – 15 London 2010 Festival of Stamps

Sept 15 – 18 Stampex, Islington, London

Oct 1 – 10 Portugal 2010, Lisbon

Oct 27 – 31 Jo'burg 2010, Johannesburg, South Africa

2011

Apr 30 – May 1 ORAPEX 2011 (National Level Exhibition), RA Centre, Ottawa

Sept 28 – Oct 1 CPSGB Convention, Ambassadeur Hotel, Jersey

AMENDMENTS TO MEMBERSHIP to 15th SEPTEMBER 2009

New Members:-

2974 STEELE, Gary 6 Braemont Court, Lower Sackville, Nova Scotia, Canada
B4E 3A1 email gary.steele@ns.sympatico.ca CGC, DLO

Change of Address:-

1817 WEDGWOOD, Michael add e mail m.wedgwood@live.co.uk
2195 STALKER, Brian new e mail address is brianstalker63@sky.com
2894 SUTHERLAND, Bill 2887 – 212 Street, Langley, British Columbia, Canada
V2Z 2E8
2928 CLAUGHTON, Simon Box 628, Streetsville, ON Canada L5M 2C1
2963 BURNETT, John T 127 Blue Belle Drive, Madison, AL, 35758 USA

Resigned:-

2377	WHITE, Fenwick	2836	MASON, Douglas
2395	PERRY, Mrs M.A.	2948	CARTER, N
2414	JONES, J. Eirwyn	2949	MACPHERSON

Deceased:-

2788 GARTH, P.
2947 FORGE, Carey

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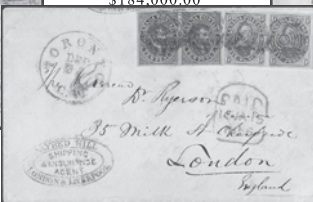


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Maple Leaves

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OF GREAT BRITAIN**

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MAPLE LEAVES

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EDITORIAL

I start the New Year with some congratulations to members who have won awards at recent exhibitions. Several members won prizes at the recent BNAPS Exhibition in Kingston. These included:-

Ted Nixon – Gold and Grand Award for the Small Queens Issue of Canada

Hank Narbonne – Gold and Reserve Grand Award for Postal Service in the Bathurst District of Upper Canada

Colin Banfield – Gold for Lot Number Postmarks of Prince Edward Island

Hendrik Burgers – Gold for Canadians in Russia. The Last Contingent of WW1

Earle Covert – Gold for Canadian Postal Stationery using the Karsh Portrait of QE2

John Cooper – Gold for the 1928 – 29 Scroll Issue

Brian Stalker – Gold for Newfoundland – Fortune Bay Mail Services and Routes 1873 – 1968 and Placentia Bay Mail Services and Routes.

Richard Thompson – Gold for the First Decimal Issue of Canada

Joe Smith – Vermeil for the Jubilee Postcard
Joe Smith – Silver for Jubilee Junque Jewels
Earle Covert – Silver for Canada Electronic Mail Services.

In addition, I can report that **Peter Motson** won Gold and a Special Prize for his Newfoundland Airmail Stamps and Flown Airmails 1919 – 1948 at the China 2009 International Exhibition and **David Armitage** has won a Vermeil award at the recent Dublin show for his Special Delivery stamps and covers.

As usual we extend our congratulations to all the above members and apologise if we have left anyone out.

No sooner has one Convention finished than we are preparing for another it would seem. A reminder therefore that your booking forms for the 2010 Convention should be with Mike Slamo by 28th February latest to ensure you get your

places at the published prices. The full programme for the Convention is included in this issue on page 244. Note also that there has been an important change to the booking arrangements noted in the last issue of *Maple Leaves*. A deposit is no longer required for bookings made by overseas members – only those based in the UK will be asked for a deposit. If you have any queries on this or any other aspect of the Convention please contact Mike on 01273 732956.

My thanks to all members who have paid their subscriptions for the 2009/10 season promptly (the vast majority of you I am pleased to report). If you are one of the small minority who has forgotten to mail your cheque you will find an 'X' on the mailing slip enclosed with this issue as a reminder. Subscriptions must be paid by 28th February latest or you will be removed from the *Maple Leaves* distribution list. I must apologise that

the previously announced PAYPAL option has taken rather longer to get up and running than we had anticipated. It should be operational by early 2010 and will hopefully be in place for the next season.

I must issue a tentative apology to any member who did not receive their October 2009 *Maple Leaves*. I say this as I received back a very large box of journals from the mailing house – far more than usual. Thus either the printers ran off more copies than usual or some of you did not get your copy. If this latter is the case please let me know as I have your copy here and will mail it by return.

I end on a sad note by reporting the death of two past Presidents and Fellows, Sandy Mackie and Alan Salmon. An obituary for Sandy appears on the next page and we hope to have an obituary for Alan in our next issue.

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SANDY MACKIE F.C.P.S.

It is with sadness that I must report the death of Sandy Mackie in October 2009 at the age of 90. Sandy was well known to many members of the Society both here in the UK and also in Canada. He served as President of the Society in 1970, organising a very successful Convention in Aberdeen and had been a Fellow of the Society since 1972. He and Marjory, his wife of 55 years, were regular attendees at CPS conventions where he gave his last display as recently as 2008. He was a co-founder of the infamous Philaholic Study Group and had lead many of us astray over the years with his late night tall tales and malt drinking. Over the years, he had also been honoured by both the Aberdeen Philatelic Society and the Association of Scottish Philatelic Societies.

Sandy was born in Inverurie in Aberdeenshire and had spent his whole working life in the North East of Scotland. He took an active role in World War 2 and completed distinguished service in France, Madagascar and Burma. In later years he was an active member of the Burma Star Association.

His early philatelic interests centred on the stamps and postal history of Zanzibar. It was only later that he switched his attention to Canada where he turned his attention to the Map Stamp of 1898 and most significantly to the Admiral Issue on which he became a world renowned expert. One dreads to imagine how many thousands of Admiral stamps passed under the Mackie glass but his stamp room was invariably full of bundles of them awaiting inspection. His work on the re-entries and retouches of this issue occupied many years of study and will form the backbone of some future books and articles on the subject as much of Sandy's material has been scanned in recent years to provide a lasting memorial to his work that many will come to see as the equal of Marler.

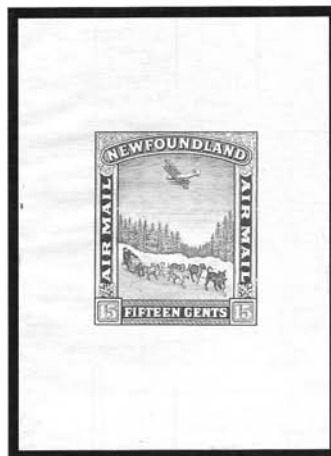
Above all else, he was simply a really nice guy; always with a smile on his face and never a cross word. Our condolences go to Marjory and the rest of his family. He will be sorely missed by us all.



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FREIGHT MONEY - A REPRISE

Malcolm Montgomery

One of my sixteen-page displays at Convention 2009 consisted of an assemblage of letters from Canada to the United Kingdom sharing a common feature: they had all been forwarded through New York during the period when some private shipping lines raised a charge on letters carried by their ships. Frank Staff quotes an 1817 guidebook to New York:

'... trading vessels to foreign points usually have a letter bag at the Tontine Coffee House in which letters may be put on paying one shilling each.'

However, outbound ship letters from this period bear no indication of such a practice and there is no record of how correspondents in Canada could have paid unofficial charges, except by means of forwarding agents and very few eastbound letters bear agent's cachets. In 1838 however, with the appearance of the first regular steam packets on the Atlantic service, some steam ship lines announced a twenty-five cents charge for letters carried by their ships. Some sailing ship lines followed suit, or reaffirmed an earlier practice, charging a lower fee, twelve and a half cents. The former was announced in advertisements in New York newspapers² and indirectly led to an instruction to Canadian postmasters in a circular of December 1838 signed by Stayner, the Deputy Postmaster General:³

'Freight-Money - The Proprietors of the lines of Sailing Packets between New York and Europe, having determined from henceforth to demand a Ship postage or tax of 12 and half Cents, or 7½d. for a single letter, and so on in proportion for double and treble letters and packets, sent from

this Country - there appears to be no other mode of maintaining our Post Communication with the other side of the Atlantic, via New York than by submitting to this new regulation, and explaining to those who choose to write by that Channel, that they must pay the above Ship charge in addition to the United States' and British Island postage.

This Ship postage therefore must be exacted upon all letters sent to Europe, via New York and the readiest, and indeed the only admissible way of doing it, is by sending the said money to the Office in immediate communication with the United States, thro' which you forward such letters. The Postmasters in communication with the United States thro' whom the letters are sent, will remit this Ship money to me on the 1st of each month, in their usual way of remitting Post Office monies.'

This practice was never favoured by the parent post office in the United Kingdom and was in any case rendered largely redundant by the commencement of the Cunard Line's regular and less expensive steam packet service in the second half of 1840. Freight money collection in Canada was stopped in December 1840. This subject, mentioned briefly by Alan Robertson and Frank Staff, was examined from a United States perspective by Charles Hahn in 1979; his account was followed by an explanation of the Canadian aspects of their history by Allan Steinhart in 1984.⁴ Further detail was added as more information came to light, but freight letters are scarce and, certainly from a Canadian perspective, a number of anomalies remain:

- Private ships sailing from United States ports were charging for carrying letters as early as 1817 and continued to do so after 1840. Canada correspondents were using these ships, but are only known to have paid freight charges from January 1839 to November 1840.

- Letters from Canada carried by private ships in the period when collection of freight money by Canadian postmasters was authorised do not always show prepayment of freight money.

- There was a lack of conformity in how freight money prepayment was recorded.

The great proportion of letters from Canada to the United Kingdom in the 1820s and 1830s was carried by private

sailing ships out of United States ports. For many correspondents, particularly those in Upper Canada, this was a quicker and cheaper option than sending their letters to ships sailing from Montreal and Quebec (in any case ice-bound in the winter months) or to the slower Admiralty packets out of Halifax or New York. Figure 1 shows such a letter, carried from New York to Liverpool by the Dramatic Line sailing ship 'Shakespeare', a line and ship known to have charged freight money. Lloyd's List records its arrival at Liverpool on 19th August 1838.

The first of the steamships to carry mail eastbound across the Atlantic (discounting the 1833 crossing by the first 'Royal William') was the British Steam Navigation Company's 'Sirius'. Although



Figure 1: Harvey, Upper Canada to Edinburgh, Scotland, 14th July 1838. A letter prepaid to New York: 1s 8½d halfpenny Currency, comprising 9d Currency inland postage the rate in Canada for 101-200 miles and 11½d the equivalent of 18¼c the U.S. rate for 151- 400 miles; no freight charge is shown. At Liverpool it was marked as a ship letter and charged a further 1s 7½d to Edinburgh, 8d ship letter fee, 11d inland postage for a single sheet carried 170-230 miles and ½d Scottish road tax.

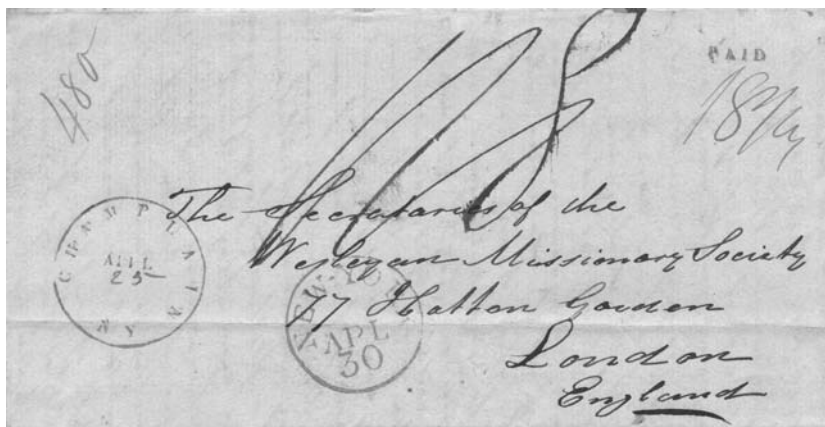


Figure 2: A letter from Odelltown, Lower Canada to London, England, dated 18th April 1838, carried privately to Champlain, N.Y., and paid just United States inland postage, 18¾ cents the rate for single sheet carried 151-400 miles. It was sent to New York to the 'Sirius' for the return leg of her maiden trans-Atlantic voyage. 'Sirius' sailed on 1st May and landed her mails at Falmouth on the 18th, having taken the mails from the Falmouth packet 'Tyrian' en route. No freight charges were raised for letters on this voyage and the letter was charged one shilling and eightpence Sterling, eightpence ship letter fee and a shilling inland postage to London; it arrived in London on the 18th May 1838.

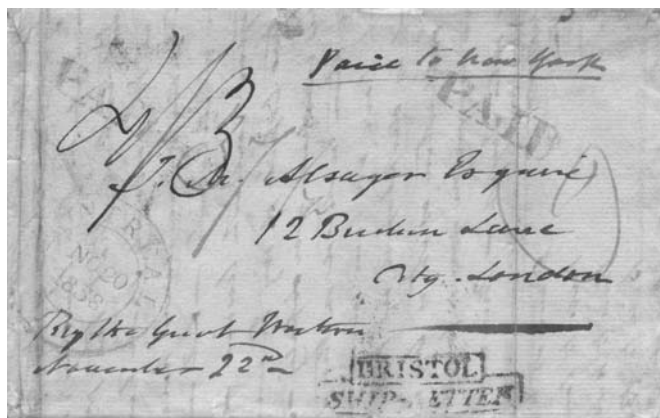



Figure 3: Montreal, Lower Canada to London, England, 20th November 1838. A letter prepaid Canadian inland, ninepence Currency, and United States inland, thirty-seven and a half cents, both at the double rate, endorsed 'By the Great Western November 22nd'. The letter was sent to New York with no indication of 'freight money' having been paid, and was carried by the Great Western to Bristol. At Bristol the letter was charged a further four shillings and threepence ship letter fee and inland postage to London.



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Figure 4: A letter from Dundas, Upper Canada to Kinross, Scotland dated 22nd April 1839 that shows sailing ship freight money. Prepaid $4\frac{1}{2}$ d Currency Canadian and 25c United States inland postage, a further $12\frac{1}{2}$ c has been paid for a United States sailing packet to England. Lloyd's List #7879 indicates that it was carried by the Black Ball Line 'Europe' from New York to Liverpool arriving on 7th June 1839; at Liverpool the letter has been charged a further 1s 7d ship fee and inland postage, plus a $\frac{1}{2}$ d Scottish road tax.

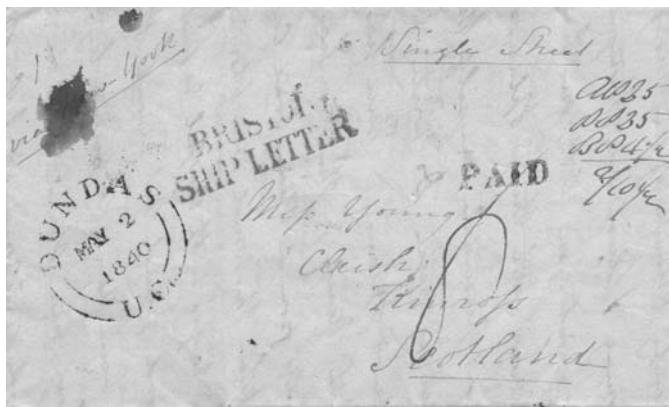


Figure 5: A letter from Dundas, Upper Canada to Kinross, Scotland, dated 2nd May 1840 showing steamship freight money. The rates prepaid in Canada are: American Postage 25 (cents, the rate in the United States for a single sheet carried over 400 miles), Packet Postage 25 (cents, the steam ship freight charge), British (Canadian) Postage $4\frac{1}{2}$ (pence Currency, the rate for a single sheet carried 0-60 miles); in total 2s $10\frac{1}{2}$ d Currency. Carried from New York to Bristol by the 'Great Western', at Bristol the letter was charged a further eightpence ship letter fee to Kinross.

'Sirius' carried a considerable amount of mail on her two voyages, no freight charges were levied on either United States' or Canadian letters. The Great Western Steamship Company, however, charged twenty-five cents (one shilling and threepence Currency) on the early eastbound crossings by the 'Great Western', as did the City of Dublin Steam Packet Company's 'Royal William'; there are only two Canadian letters recorded carried by these ships in 1838 and neither show prepayment of freight money. Unfortunately, both are from Montreal, an office which rarely showed such prepayments, even after Stayner's instruction had been circulated at the end of 1838.

It should be noted that, while providing a convenient indication of how a letter may have been carried, Lloyd's Lists do not provide certain proof of the identity of the ship. First, not all ships' arrivals were listed

in the lists; second, there were days, particularly for the larger ports like London and Liverpool, when more than one ship from the same port arrived on the same day; third, it was not unusual for mails to be sent ahead of the ship.

The next letter (Figure 6) was carried by a United States sailing packet five years after Canadian postmasters had been instructed to cease collecting freight money, but in the period where the practice is thought to have continued in the United States. The letter shows no freight charges, but was directed via New York and is believed to have been carried by the Black Ball Line sailing ship 'Yorkshire', a line known to have raised freight charges.

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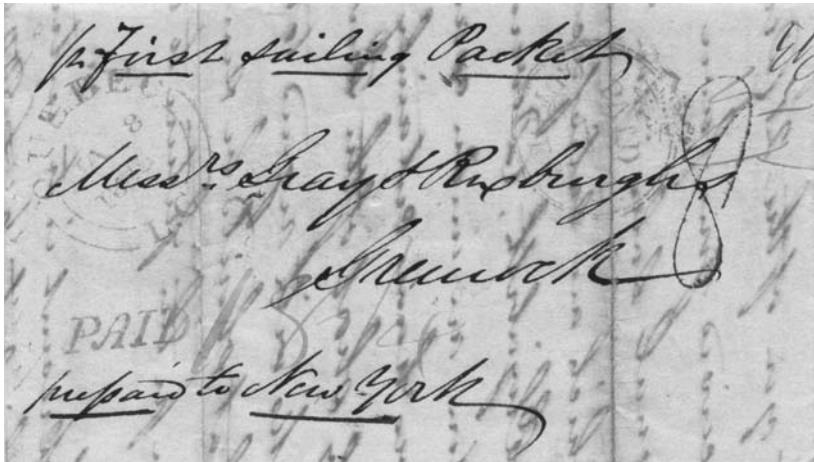
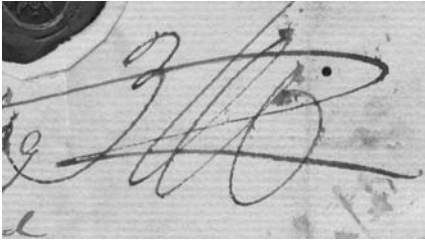


Figure 6: A letter from Quebec, Lower Canada to Greenock, Scotland, dated 8th January 1845, directed to New York paid $2\frac{1}{2}$ d Currency provincial postage from September 1840 on letters to the United Kingdom and $18\frac{3}{4}$ c the United States inland postage. At Liverpool it was charged a further 8d.



Figure 7: A letter of two sheets from Montreal, Lower Canada to London, England, dated 25th January 1839, prepaid Canadian inland, $2 \times 4\frac{1}{2}$ d, 9d; United States inland $2 \times 18\frac{3}{4}$ c, 1s 10d, both shown; not shown, freight money, $2 \times 12\frac{1}{2}$ c, 1s 3d Cy; total (on reverse) of 3s 10d Currency.



Manuscript rating on reverse of letter in Fig 7 proving that freight money had been charged.

The remaining part of this article illustrates how freight prepayment may be missed and gives examples of offices that are believed to have collected freight money but neglected to mark its prepayment on the letter. Letters from Montreal, many of which have been charged to accounts or box numbers, are worthy of closer

examination and may sometimes reveal indications that freight money, if not shown, had in fact been paid - at least two have pencil notations showing the sum in Currency of Colonial and United States' postage and freight money, another shows the sum on the reverse. While the pencil notations may have been added later by some postal historian, the marking on the reverse of Figure 7 appears to be contemporary. The letter was sent to New York for the 'Packet of the 1st Feb.' and, according to Lloyd's List #7788 was carried to Liverpool by the Black Ball Line ship 'Columbus', a regular service sailing on the first day of each month known to have charged freight money.

Niagara, Upper Canada was another office that is known to have collected freight money but without recording payments on the letters. Dorothy Sanderson's 'Cross-Border' collection contained a letter, dated 26th April 1839, from the postmaster at

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Niagara to Messrs Abraham Bell in New York, suggesting that Canadian postmasters enjoyed a degree of independence denied to their counterparts in the United Kingdom. It may also throw some light on procedures before and after the period during which Canadian postmasters were authorised to collect freight money.

'Dear Sirs - I have hitherto been in the habit of enclosing 25 cts in specie with every single letter for Europe by the Steam Ships to the Post Master at New York, but as this is very troublesome, without any benefit on my part, it occurs to me that some satisfactory arrangement might be made with yourselves.

Will you allow any percentage for collecting letters to go by the Steam Ships and packets, and will you allow the amount of Steam Ship and Packet Charges to be remitted in current bills at the end of the year?

I perceive the Liverpool is to leave New York on the 18th May. I suppose you are

also Agents for the Liverpool and London Packets.'

Figure 8 illustrates two other unusual features of Canadian cross-border mails at this time. Certain Canadian postmasters, principally those at the border offices exchanging mails with the United States, were designated as postmasters also of the United States and, following the arrangements of the June 1792 convention between Canada and the United States, were authorised to collect United States postage, of which they retained a proportion, usually understood to be twenty per cent. The offices known to have participated in this arrangement were: Brockville, Kingston, Montreal, Moose River, Niagara, Prescott, Quebec, Queenstown, Sandwich, Stanstead, Toronto, Windsor and Woodstock; it is worth noting that for some this was a lucrative arrangement, D.P.M.G. Stayner at Montreal collected over \$1600 in

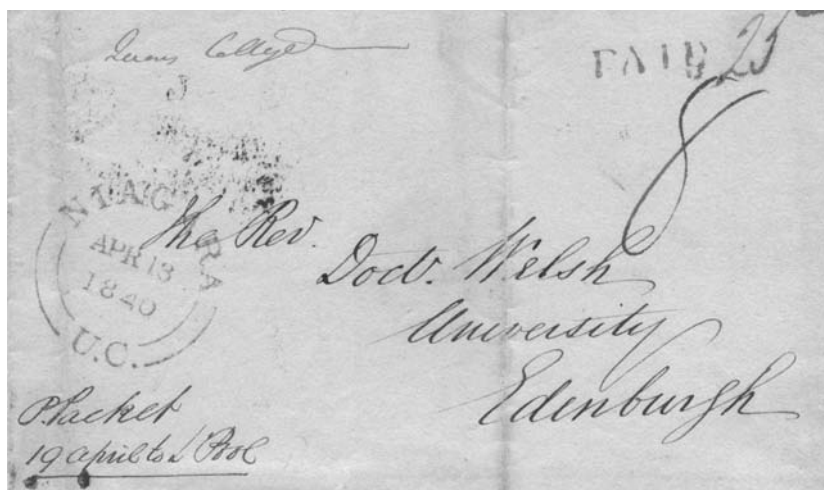


Figure 8: A letter from Niagara, Upper Canada to Edinburgh, Scotland dated 13th April 1840. No Canadian postage shown as Niagara was a border office; only United States postage 25c to New York; no freight money shown.

commission for nine months in 1840.⁵ The practice was stopped from 5th January 1844, after which time all such revenue was paid to the Imperial Post Office.

Also following from the 1792 Convention, letters for the United States posted at Canadian border offices were not liable to Canadian postage, although a ferriage charge was sometimes raised for transportation across the Niagara or St. Lawrence Rivers. Ferriage was officially stopped in 1837, but continued for some years at some offices.

Figure 8 shows a letter from Niagara. Lloyd's List #8163 indicates that the letter was carried to Liverpool by the 'Independence', departing New York on 20th April and reported 'off Liverpool' on 11th May 1840. Frank Staff lists 'Independence' as belonging to the Blue Swallowtail Line, a line known to have

charged freight money.

Some letters from Amherstburgh, Upper Canada, bear a notation in red ink on the reverse 'Ship Charge 1/3 Paid'. This can indicate either a single steam ship or a double sailing ship freight fee, the example in Figure 9 is of a double rate letter sent by the 'Patrick Henry' of the Blue Swallowtail Line, another line known to have carried charged freight money.

Two letters that underline the suggestion that freight money was not always recorded on the letters themselves are shown at Figures 10 and 11.

Figure 10, from Montreal shows no freight money prepayment, as was usual with Montreal. In the case of Figure 11, the freight money is not specified separately, but is contained in the United States postage: twenty-five cents, the rate for distances over 400 miles, one shilling and

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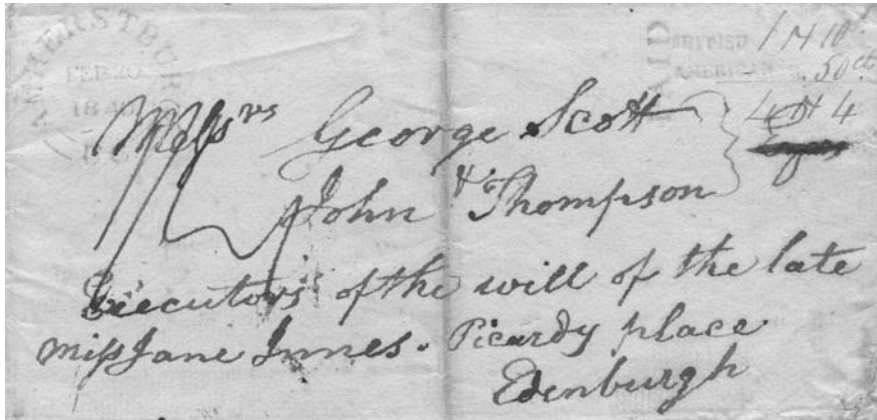


Figure 9: A letter of two sheets from Amherstburgh, Upper Canada to Edinburgh, Scotland dated 20th February 1840. showing 'BRITISH 1N 10d / AMERICAN 20ct.', with freight charge (reverse).



Manuscript 'Ship Charge' on reverse of letter in Fig 9.

threepence Currency, and twelve and a half cents for the sailing packet, sevenpence halfpenny Currency. It appears that both letters were carried out of New York by the Black Ball Line 'South America'⁶ for Liverpool but, for some reason yet to be explained, were landed on Ireland and have the distinctive Irish '8' handstamps and Dublin transit marks for 22nd February 1840.

The last illustration shows the only handstamp from this period indicating that freight money had been prepaid, a straight

line 'SHIP PAID'; only three letters showing this mark have been recorded, all from different towns but close to Sherbrooke, Lower Canada and all processed through Stanstead exchange office.

A preliminary list of the ships and shipping lines known to have carried Canadian freight money letters is shown on page 210. A more detailed list, of all known Canadian freight letters and showing the ships that carried the letters is shown on page 211 and will be amended as more information is

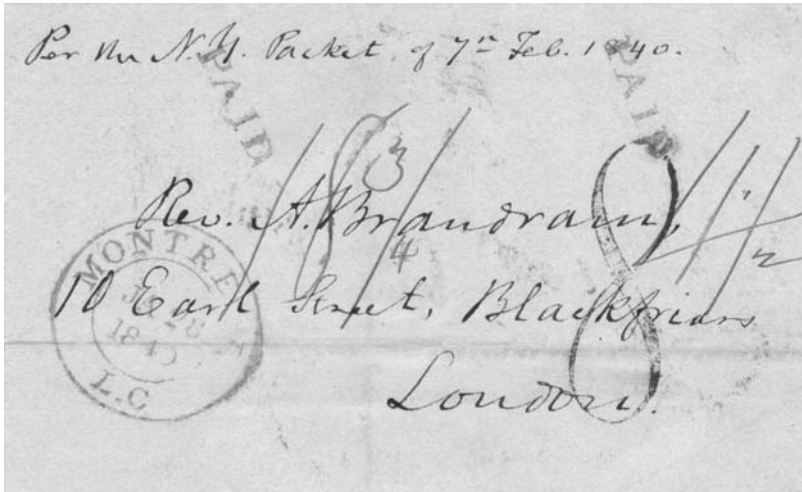


Figure 10: A letter from Montreal, Lower Canada to London, England, dated 22nd January 1840, prepaid Canadian and United States inland charges and directed 'Per the N. Y. Packet of 7th Feb, 1840.' No freight money prepayment shown.

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received. I would be grateful for details of any letters known to readers eastbound out of Canada carried by ships out of United States' ports, whether or not a freight

charge can be identified. Letters from the Maritime Provinces out of United States' ports would be of particular interest. Any information received will be copied to

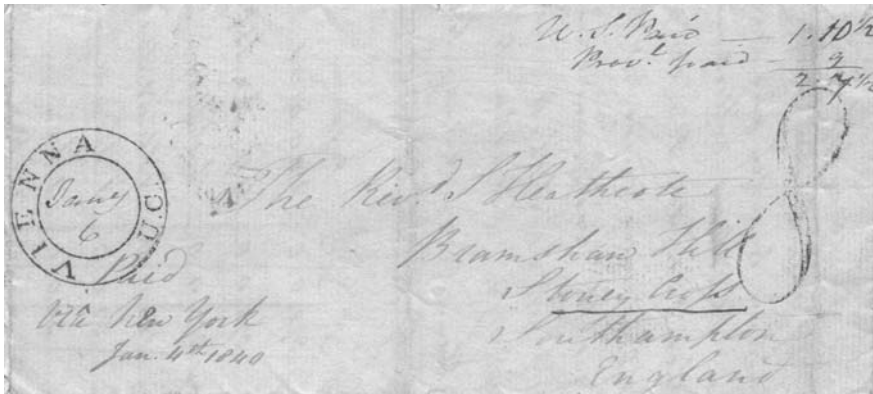


Figure 11: A letter from Vienna, Upper Canada to Stoney Cross, England dated 4th January 1840, prepaid 9 (pence Currency) Canadian and 1.10½ (pence Currency) United States combined postage and freight money.

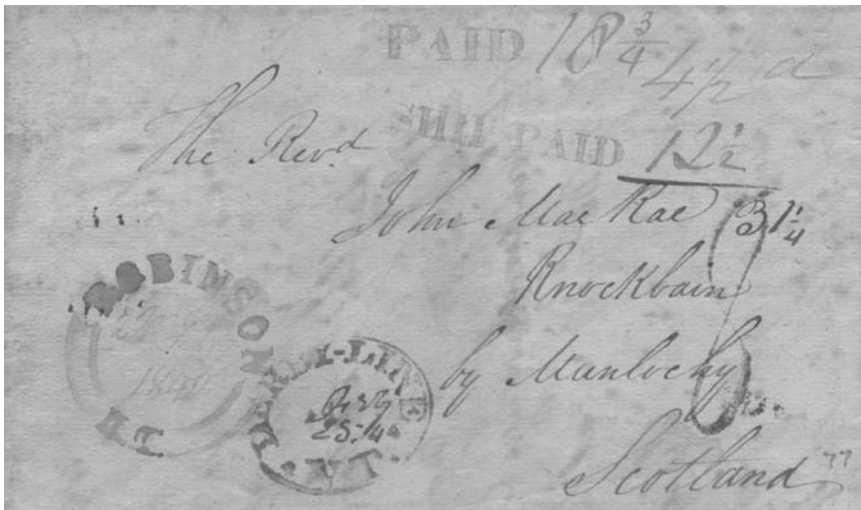


Figure 12: A letter from Robinson, Lower Canada to Knockbain, Scotland dated 22nd February 1840 prepaid 4½d Currency Canadian inland, 18¾ cents, United States' inland and 12½ cents freight money.

Richard Winter who has been consulted in the preparation of this article and who is collating data on all known freight covers.

REFERENCES:

¹ 'Blunt's Stranger's Guide to New York', 1817, in F. Staff, 'Transatlantic Mail', Adlard Coles, 1956, p. 66.

² Extracts from New York 'Albion' in Charles Hahn, 'Freight Money Covers', American Philatelist, September 1979; 'Freight Money Covers - A Reprise', American Philatelist, August 1980.

³ Quebec Post Office Circular, 26th December 1838. Ended by Post Office Circular, 4th December 1840. Until 1851

the Canadian post office was a part of the British post office and Canadian inland postal charges were often referred to as 'British'.

⁴ 'The American Philatelist', September 1979 and February 1984.

⁵ W.S. Boggs, 'The Postage Stamps and Postal History of Canada', 1945, Chambers, Kalamazoo.

⁶ Richard F. Winter has a letter that he has identified was carried by '*South America*' and landed at Cork on 21st February; it passed through Dublin on 22nd February. None of the letters have Cork ship letter marks.

Known Canadian Freight Letter Carriers, 1838-1845.

	Sail/Steam	Ship	Line
1.	Steam	'British Queen'.	British & American.
2.	Steam	'President'.	British & American.
3.	Steam	'Royal William'.	City of Dublin.
4.	Steam	'Great Western'.	Great Western.
5.	Steam	'Liverpool'.	Transatlantic.
6.	Sail	'Columbus'.	Black Ball.
7.	Sail	'Columbus'.	Black Ball.
8.	Sail	'Europe'.	Black Ball.
9.	Sail	'Montezuma'.	Black Ball.
10.	Sail	'South America'.	Black Ball.
11.	Sail	'Yorkshire'.	Black Ball.
12.	Sail	'George Washington'.	Blue Swallowtail
13.	Sail	'Independence'.	Blue Swallowtail
14.	Sail	'Patrick Henry'	Blue Swallowtail.
15.	Sail	'Roscoe'.	Blue Swallowtail.
16.	Sail	'Roscius'.	Dramatic
17.	Sail	'Sheridan'.	Dramatic
18.	Sail	'Shakespeare'.	Dramatic.
19.	Sail	'Sheffield'	Red Star
20.	Sail	'Virginian'.	Red Star
21.	Sail	'United States'.	Red Star.
22.	Sail	'Virginian'.	Red Star.

CANADIAN FREIGHT AND OTHER EASTBOUND SHIP LETTERS, 1838 - 1845

Ser	Date	Origin	Rate	Sail/Steam	Ship	Line	Reported by, and Remarks
1.	18 Apr 38	Odelltown, LC	18 ¹ / ₄ c	Steam	'Sirius'.	British & American	MBM. No freight charges raised on this voyage.
2.	23 Jun 38	Montreal, LC	4 ¹ / ₂ d + 18 ¹ / ₄ c	Steam	'Sirius'.	British & American	MBM. No freight charge shown.
3.	30 Jun 38	Montreal, LC	4 ¹ / ₂ d + 18 ¹ / ₄ c	Sail	Not known.	Not known.	MBM. Directed to 'Sirius', but too late; no freight charge.
4.	14 Jul 38	Harvey, UC	1s 8 ¹ / ₂ d (9d + 18 ¹ / ₄ c)	Sail	'Shakespeare'.	Dramatic Line.	MBM. No freight charge shown.
5.	16 Oct 38	Montreal, LC	4 ¹ / ₂ d + 18 ¹ / ₄ c	Steam	'Royal William'.	City of Dublin.	ALS.* No freight charge shown.
6.	20 Nov 38	Montreal LC	9d + 37 ¹ / ₂ c	Steam	'Great Western'.	Great Western.	MBM. No freight charge shown.
7.	1 Jan 39	Loughboro, UC	4 ¹ / ₂ d + 18 ¹ / ₄ c + 12 ¹ / ₂ c	Sail	Not known.	Not known.	CH.**
8.	3 Jan 39	Montreal, LC	4 ¹ / ₂ d + 18 ¹ / ₄ c	Steam	'Royal William'.	City of Dublin.	ALS.* No freight charge shown.
9.	25 Jan 39	Montreal, LC	9d + 37 ¹ / ₂ c	Sail	'Columbus'.	Black Ball.	MBM. Double rate; total on reverse of '3/10'.
10.	20 Feb 39	Guelph, UC	7d + 25c + 12 ¹ / ₂ c	Sail	Not known.	Not known.	CH.**
11.	22 Feb 39	Seymour East, UC	1s 2d + 18 ¹ / ₄ c + 12 ¹ / ₂ c	Sail	Not known.	Not known.	JCA.***
12.	27 Feb 39	Montreal, LC	9d + 37 ¹ / ₂ c	Steam	'Liverpool'.	Transatlantic.	ALS.* Double rate.
13.	31 Mar 39	London, UC	9d + 1s 3d + 7 ¹ / ₂ d = 2s 7 ¹ / ₂ d	Sail	Not known.	Not known.	ALS.* Rates in Currency.
14.	2 Apr 39	Raleigh, UC	9d + 25c + 12 ¹ / ₂ c	Sail	'Virginian'.	Red Star	ALS.*
15.	7 Apr 39	Guelph, LC	7d + 25c + 12 ¹ / ₂ c	Sail	Not known.	Not known.	JCA.***
16.	8 Apr 39	Toronto, UC	7d + 25c	Sail	'Virginian'.	Red Star.	MBM. No freight charge shown, 'Paid #39'.
17.	12 Apr 39	Guelph, UC	7d + 25c + 12 ¹ / ₂ c	Sail	Not known.	Not known.	CH.**
18.	12 Apr 39	Montreal LC	4 ¹ / ₂ d + 18 ¹ / ₄ c	Steam	'Great Western'.	Great Western.	MBM. No freight charge shown, but pencil 2/7'.
19.	19 Apr 39	Dunville, UC	4 ¹ / ₂ d + 18 ¹ / ₄ c	Steam	'Great Western'.	Great Western.	ALS.* Charged to Box #.
20.	22 Apr 39	Dundas, UC	4 ¹ / ₂ d + 25c + 12 ¹ / ₂ c	Sail	'Europe'.	Black Ball.	MBM. Via Hamilton, UC.
21.	22 Apr 39	Toronto, UC	4 ¹ / ₂ d + 25c	Sail	'Europe'.	Black Ball.	MBM. No freight charge shown, 'Paid No.39'.
22.	14 May 39	Montreal, LC	4 ¹ / ₂ d + 18 ¹ / ₄ c	Steam	'Liverpool'.	Transatlantic	ALS.* No freight charge shown.
23.	18 May 39	Guelph, UC	7d + 25c + 12 ¹ / ₂ c	Sail	'Sheridan'.	Dramatic	ALS.*
24.	20 May 39	Quebec, LC	11d + 18 ¹ / ₄ c + 12 ¹ / ₂ c	Sail	Not known.	Not known.	JCA.
25.	23 May 39	Goderich, UC	4s 6d + \$1 50c + 75c	Sail	'George Washington'.	Blue Swallowtail	ALS.* Sextuple rate.
26.	6 Jun 39	Quebec, LC	11d + 18 ¹ / ₄ c + 25c	Steam	'Great Western'.	Great Western	MBM.
27.	6 Jul 39	Montreal, LC	4 ¹ / ₂ d + 18 ¹ / ₄ c	Sail	Not known.	Not known.	ALS. No freight charge shown.
28.	13 Jul 39	Loughboro, UC	4 ¹ / ₂ d + 18 ¹ / ₄ c + 12 ¹ / ₂ c	Sail	'Roscius'.	Dramatic	ALS.*
29.	26 Jul 39	Darlington, UC	9d + 18 ¹ / ₄ c + 12 ¹ / ₂ c	Sail	'Independence'.	Blue Swallowtail	ALS.*

Ser	Date	Origin	Rate	Sail/Steam	Ship	Line	Reported by, and Remarks
30.	26 Jul 39	Montreal, LC	4/d + 18/c	Steam	'Great Western'	Great Western	ALS.* No freight charge shown.
31.	27 Jul 39	Chatham, UC	9d + 25c + 12/c	Sail	Not known.	Not known.	ALS.*
32.	27 Jul 39	Quebec, LC	None.	Not known.	Not known.	Not known.	MBM. Gravesend ship letter, possibly 'British Queen'.
33.	8 Aug 39	Hamilton, UC	4/d + 25c + 12/c	Sail	Not known.	Not known.	Ex MBM. ALS.*
34.	17 Sep 39	Queenston, UC	25c + 12/c	Sail	Not known.	Not known.	JCA. No Canadian postage.
35.	23 Sep 39	Quebec, LC	11d + 18/c + 25c	Steam	'British Queen'.	British & American.	ALS.*
36.	21 Oct 39	Drummondville, UC	4/d + 25c + 12/c	Sail	Not known.	Not known.	ALS.*
37.	2 Nov 39	Chambly, LC	4/d + 18/c + 25c	Steam	'British Queen'.	British & American.	CH.**
38.	7 Nov 39	Amherstburg, UC	11d + 25c + 25c	Sail	Not known.	Not known.	ALS.* For 'Great Western', but too late and carried by sailing ship. 'Steamer charge 1/3 Paid' on reverse.
39.	7 Nov 39	Amherstburg, UC	11d + 25c + 25c	Sail	Not known.	Not known.	ALS.* For 'Great Western', but too late and carried by 'Steamer charge 1/3 Paid' on reverse.
40.	20 Nov 39	Halifax, NS	None	Sail.	'Prince George'.	None.	MBM. Deal ship letter.
41.	22 Nov 39	Hamilton, UC	4/d + 25c + 25c	Steam	'British Queen'.	British & American.	ALS.*
42.	25 Nov 39	Toronto, UC	7d + 25c	Steam	'British Queen'.	British & American	ALS.* No freight charge shown. Paid account #39.
43.	29 Nov 39	Quebec, LC	11d + 18/c + 12/c	Sail	Not known.	Not known.	ALS.*
44.	11 Dec 39	Chambly, LC	4/d + 18/c + 12/c	Sail	Not known.	Not known.	ALS.* Shows '1/1 1/2 the sum in Currency including 12/c freight charge.
45.	23 Dec 39	Montreal, LC	4/d + 18/c	Sail	'Sheffield'	Red Star	MBM. No freight charge shown.
46.	21 Dec 39	Vitroia, UC	9d + 25c + 12/c	Sail	Not known.	Not known.	ALS.*
47.	1 Jan 40	Hamilton, UC	4/d + 25c + 12/c	Sail	Not known.	Not known.	CH.**
48.	4 Jan 40	Vienma, UC	9d + 1s 10/d	Sail	'South America'.	Black Ball.	MBM. Freight charge in US postage, but all in Currency. Landed in Ireland.
49.	7 Jan 40	Quebec, LC	11d + 18/c + 12/c	Sail	'Columbus'.	Black Ball.	MBM. Landed at Liverpool.
50.	15 Jan 40	Melbourne, LC	4/d + 18/c + 12/c	Sail	'Sheridan'.	Dramatic.	ALS.* SHIP PAID' h/s.
51.	22 Jan 40	Montreal, LC	4/d + 18/c	Sail	'South America'	Black Ball.	MBM. No freight charge shown. Landed in Ireland.
52.	28 Jan 40	Prescott, UC	18/c + 25c	Steam	'British Queen'.	British & American.	CH.** OHMS, no Canadian charge.
53.	5 Feb 40	Dunville UC	4/d + 25c + 12/c	Sail	'United States'.	Red Star.	MBM.
54.	8 Feb 40	Guelph, UC	7d + 25c + 12/c	Sail	Not known.	Not known.	EER.
55.	12 Feb 40	London, UC	9d + 25c + 12/c	Sail	Not known.	Not known.	TANEWS #17, Maresch Sale 1989.
56.	13 Feb 40	Toronto, UC	2s 4d + \$1	Sail	Not known.	Not known.	MBM. Directed 'p. "Liverpool" Steamer via New York'. No freight charge shown; apparently carried by sail.
57.	20 Feb 40	Amherstburg, UC	1s 10d + 50c	Sail	'Patrick Henry'	Blue Swallowtail.	MBM. Double rate, no freight charge shown but on reverse 'Ship charge 1/3 Paid'.

Ser	Date	Origin	Rate	Sail/Stream	Ship	Line	Reported by, and Remarks
58.	22 Feb 40	Robinson, LC	4½/d + 18¼/c + 12½/c	Sail	'Patrick Henry'	Blue Swallowtail.	MBM. 'SHIP PAID' h/s. (ex J Young).
59.	24 Feb 40	London, UC	9d + 25c + 12½/c	Sail	Not Known.	Not Known.	TANEWS #17, Maresch Sale 1989.
60.	24 Feb 40	London, UC	9d + 25c + 12½/c	Sail	Not Known.	Not Known.	ALS* (Duplicate?)
61.	24 Feb 40	Toronto, UC	7d + 25c	Sail	'Patrick Henry'	Blue Swallowtail.	MBM. No freight charge shown.
62.	24 Mar 40	Montreal, LC	4½/d + 18¼/c	Steam	'British Queen'	British & American.	MBM. No freight charge shown.
63.	25 Mar 40	Belleville, UC	4½/d + 18¼/c + 12½/c	Sail	Not Known.	Not Known.	ALS*
64.	2 Apr 40	Loughboro, UC	4½/d + 18¼/c + 12½/c	Sail	Not Known.	Not Known.	LDMcC.
65.	3 Apr 40	Kingston, UC	18¼/c + 12½/c	Sail	Not Known.	Not Known.	JCA. No Canadian postage shown.
66.	7 Apr 40	Quebec, LC	11d + 18¼/c + 12½/c	Sail	Not Known.	Not Known.	JCA.
67.	13 Apr 40	Niagara, UC	25c	Sail	'Independence'	Blue Swallowtail.	MBM. No Canadian postage or freight charges shown.
68.	15 Apr 40	Peace River, Assa.	None.	Sail	'Prince Rupert'	Hudson's Bay Co.	MBM. No Canadian postage or freight charges shown.
69.	29 Apr 40	Galt, UC	7d + 25c + 12½/c	Sail	'Roscoe'	Blue Swallowtail.	MBM.
70.	29 Apr 40	Chatham, LC	7d + 18¼/c + 12½/c	Sail	Not Known.	Not Known.	ALS.* Written in transit to Rupert's Land.
71.	1 May 40	Kingston, UC	18¼/c + 25c	Steam	Not Known.	Not Known.	JCA. No Canadian postage shown.
72.	2 May 40	Dundas, UC	4½/d + 25c + 25c	Steam	'Great Western'	Great Western.	MBM.
73.	4 May 40	Belleville, UC	7d + 18¼/c + 12½/c	Sail	Not Known.	Not Known.	JCA.
74.	6 May 40	Sherbrooke, LC	4½/d + 18¼/c + 12½/c	Sail	Not Known.	Not Known.	ALS.* 'SHIP PAID' h/s.
75.	21 May 40	Belleville, UC	7d + 18¼/c + 12½/c	Sail	Not Known.	Not Known.	ALS.* JCA.
76.	25 May 40	Toronto, UC	4½/d + 25c	Steam	'British Queen'	British & American.	ALS.* No freight charge shown.
77.	27 May 40	Montreal, LC	4½/d + 18¼/c	Steam	'British Queen'	British & American	ALS.* No freight charge shown.
78.	2 Jun 40	Katesville, UC	9d + 25c + 12½/c	Sail	Not Known.	Not Known.	ALS.*
79.	24 Jun 40	Dunville, UC	4½/d + 25c + 25c	Steam	'Great Western'	Great Western.	ALS.*
80.	24 Jun 40	Quebec, LC	1s 10d + 37½/c + 50c	Steam	'Great Western'	Great Western	ALS.* Double rate.
81.	25 Jun 40	Quebec, LC	25c + 18¼/c + 11d	Steam	'Great Western'	Great Western	ALS.* JCA.
82.	25 Jun 40	Hamilton, UC	4½/d + 25c + 25c	Steam	'Great Western'	Greta Western	JCA.
83.	14 Jul 40	London, UC	9d + 25c + 12½/c	Sail	Not Known.	Not Known.	Maresch 1998 (ex J Young).
84.	21 Jul 40	St. Andrews, NB	50c	Sail	'Virginian'	Red Star.	MBM. Double; no freight charge shown.
85.	26 Jul 40	Cobourg, UC	9d + 18¼/c + 12½/c	Sail	'Virginian'	Red Star.	MBM.
86.	28 Jul 40	Montreal, LC	4½/d + 18¼/c	Steam	'British Queen'	British & American.	ALS.* No freight charge shown.

Ser	Date	Origin	Rate	Sail/Steam	Ship	Line	Reported by, and Remarks
87.	31 Jul 40	Colchester, UC	3s 8d+ \$1.00 + 50c	Sail	Not Known.	Not Known.	ALS.* Quadruple rate.
88.	16 Aug 40	Drummondville, UC	4½d + 25c + 12½c	Sail	Not Known.	Not Known.	ALS.*
89.	27 Aug 40	Montreal, LC	4½d + 18½c	Steam	'President'	British & American.	ALS.* No freight charge shown.
90.	26 Oct 40	Toronto, UC	7d + 25c	Steam	'President'	British & American.	JCA. No Canadian postage or freight charge shown. Paid account #39.
91.	17 Sep 40	Queenston, UC	25c + 12½c	Sail	Not Known.	Not Known.	JCA. No Canadian postage shown.
92.	9 Nov 40	Toronto, UC	25c	Sail	'Virginian'	Red Star.	MBM. No Canadian postage or freight charge shown.
93.	17 Nov 40	London, UC	9d + 25c + 25c	Steam	'British Queen'	British & American.	TANNEWS #17, Maresch 1989.
94.	24 Nov 40	London, UC	9d + 25c + 25c	Steam	'British Queen'	British & American.	MBM.
95.	2 Dec 40	London, UC	1s 6d + 50c + 50c	Steam	'British Queen' (?)	British & American.	WS Boggs. Double rate.
96.	14 Dec 40	London, UC	9d + 25c + 12½c	Sail	Not Known.	Not Known.	TANNEWS #17, Maresch 1989.
97.	10 Mar 42	Montreal, LC	9d + 37½d	Sail	'Sheffield'	Red Star.	MBM. No freight charge shown.
98.	7 Mar 43	Montreal, LC	9d + 37½d	Steam	'Great Western'	Great Western.	ALS.* No freight charge, but pencil '50' at lower left.
99.	5 Mar 44	Montreal, LC	2½d + 18½c	Sail	'Montezuma'	Black Ball.	MBM. No freight charge shown.
100.	8 Jan 45	Quebec, LC	2½d + 18½c	Sail	'Yorkshire'	Black Ball.	MBM. No freight charge shown.

Notes and Sources:

- * Allan L. Steinhart, 'Freight Money from Canada on Covers to Great Britain', privately published, undated; 'Freight Money from Canada', American Philatelist, February 1984.
 ** Charles Hahn, 'Freight Money Covers', American Philatelist, September 1979; 'Freight Money Covers - A Reprise', American Philatelist, August 1980.
 A.L. Steinhart, 'British North America and Great Britain, 1838-65', privately published, 1991.
 Frank Staff, 'The Transatlantic Mail', Adlard Coles, Ltd., 1957 (Freight Money: pp. 155-157; ships and shipping Lines: pp. 121-128).
 J.C. Arnell, 'Steam and the North Atlantic Mails', Unitrade Press, 1986, Chapter 3.
 J.C. Arnell, 'Transatlantic Mail to and from British North America', author/BNAPS, 1996, Chapter 6.
 M.B. Montgomery (Ed.), 'Transatlantic Newsletter', Issue 65, October 1998.

HOW PEOPLE TRIED TO DEFRAUD THE POST OFFICE – AND WHAT THE POST OFFICE DID ABOUT IT

Richard A. Johnson

The first illustration in David Sessions' latest article on postage due usages (Maple Leaves, July 2009 page 135) reminded me of how many different uses there have been of Postage Due stamps (1); and how many mis-uses have been the cause. This article summarises a half dozen of these instances.

Perhaps the most obvious attempt to defraud the Post Office is the use of already used stamps. Figure 1 shows the attempted re-use of two Victoria 1 cent Leaf stamps previously cancelled. Note the cancels at the top of the stamps do not tie them to the cover. It carries the annotation 'Stamps previously used' and a postage due large '2'. It was dated 3rd February 1899 and addressed to the 'Reverende Mere

Superieure Generale' at the Asile au Bon Pac (?) in Quebec but apparently was refused and sent to the Montreal Dead Letter Branch Office on 4th February 1899 (b/s) from the Quebec and Lake St John railway. Ultimately, someone must have paid the 2 cents to release the letter or it was opened by the DLO and returned to the sender.

Figure 2 shows a letter mailed in Canada addressed to England but carrying a 5 cents US stamp. This is an example of the correct treatment of improperly stamped mail in Canada. While the envelope, bearing a return address on the reverse, carries an Amherstberg, Ontario duplex impression, the stamp itself is not obliterated.



Fig 1 Cover using previously used stamps sent via the Quebec and Lake St. John/ M.C. on 3rd February 1899 to a religious order in Quebec, refused and sent to the Dead Letter Office.

Apparently, obliteration would have been viewed as an official acceptance of payment (by the Canadian Post Office). It was assessed as short 3 cents (the full Canadian rate), doubled to 6 cents due which were equivalent to 30 gold centimes.

On the other hand, figure 3 shows a similar mailing in Canada of a letter carrying a 2 cents US stamp addressed to California. In this case, the stamp was incorrectly cancelled in Vancouver B.C. on 24th June 1928 but the error was caught and the double deficiency postage due, large '4' was imprinted. What is curious about this 'cut' number is that it was typically used in Toronto (2). Was this envelope given some special routing because of the stamp and initial error?

Figure 4 shows the attempted use of a bisected Canadian 4 cent George V Arch stamp to pay the 2 cent rate. Once again,

the stamp was cancelled but, in this case, to show that this was an error and not received as payment, a large '0' was stamped alongside as per regulations and another '4' imprinted for double the deficiency.

Figures 5 through 8 illustrate attempts to use various revenue stamps for postage. Figure 5 shows a drop letter mailed in Victoria B.C. in 1943 carrying three 1 cent Third Bill stamps. These bill stamps were demonetised in June 1882! (3) It was assessed at double the 1 cent drop letter rate.

Figures 6 and 7 show two uses of the blue 2 cent Excise stamp (apparently a favourite for this sort of mis-representation) – neither successful. The first, mailed from Montreal on 5th April 1928 to Philadelphia, was initially cancelled in error. This was then corrected by inscribing a box in crayon

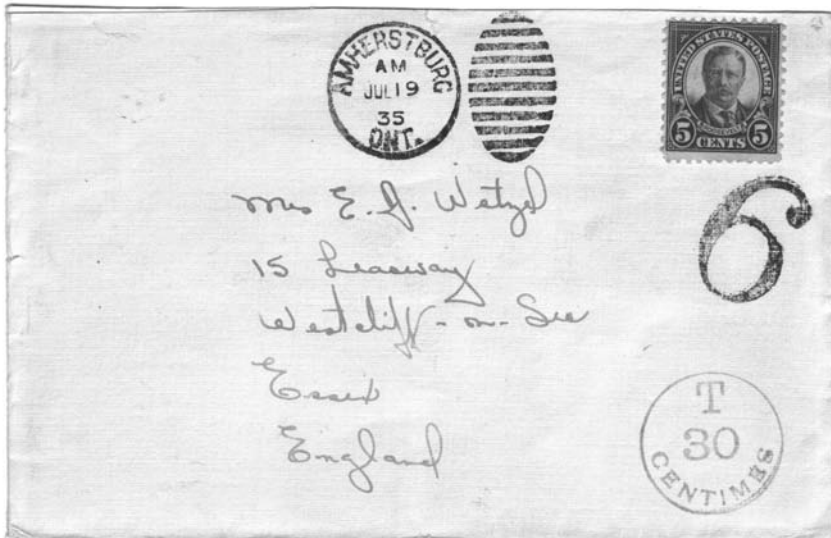


Fig 2 Cover mailed in Canada carrying a US stamp, not cancelled, assessed double rate of 6 cents Canadian or 30 gold centimes.

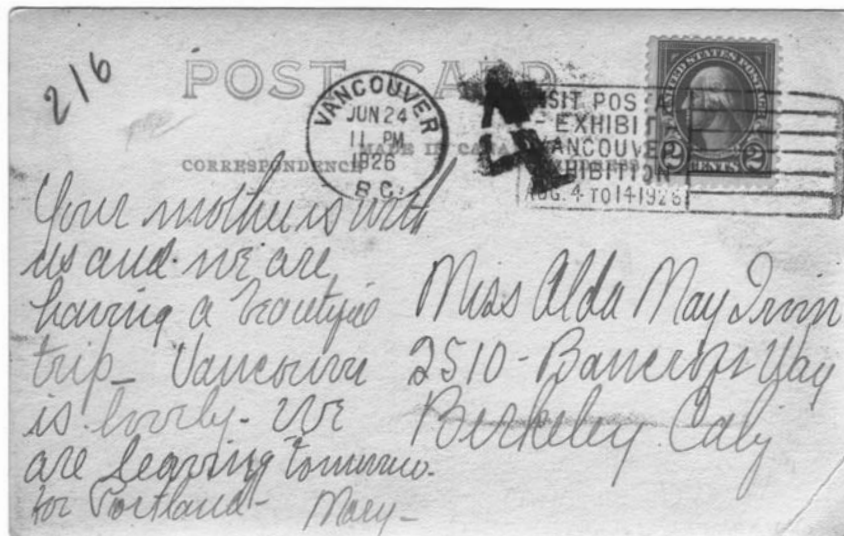


Fig 3 Another US stamp used on mail from Vancouver to Berkeley, CA on 24th June 1926, incorrectly cancelled but corrected by imposition of the double rate '4'.

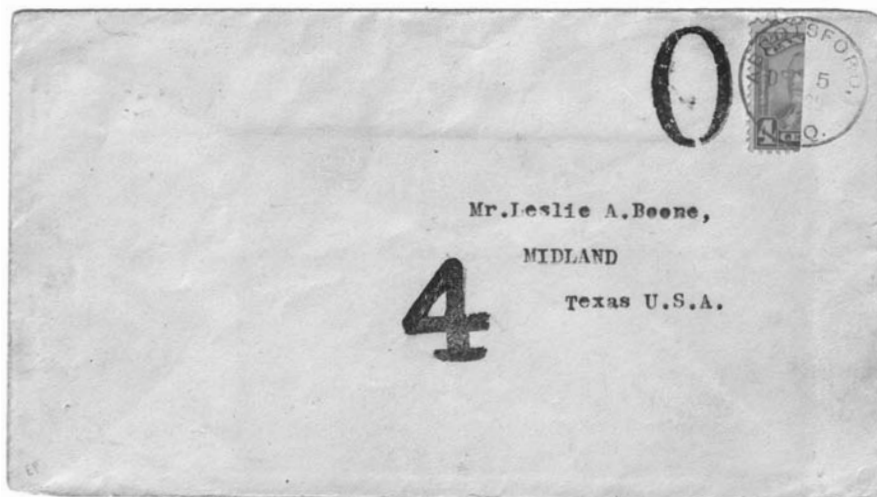


Fig 4 Attempted use of a bisected 4 cent Arch stamp (to pay the 2 cent rate) from Abbotsford P.Q. to Midland, Texas on 5th December 1929, initially incorrectly cancelled but adjusted by imposition of the large '0' and the double rate postage due '4'.



Fig 5 A drop letter in Victoria B.C. dated 10th April 1943 carrying three 1 cent Third Bill stamps, correctly not cancelled and assessed double the 1 cent rate.

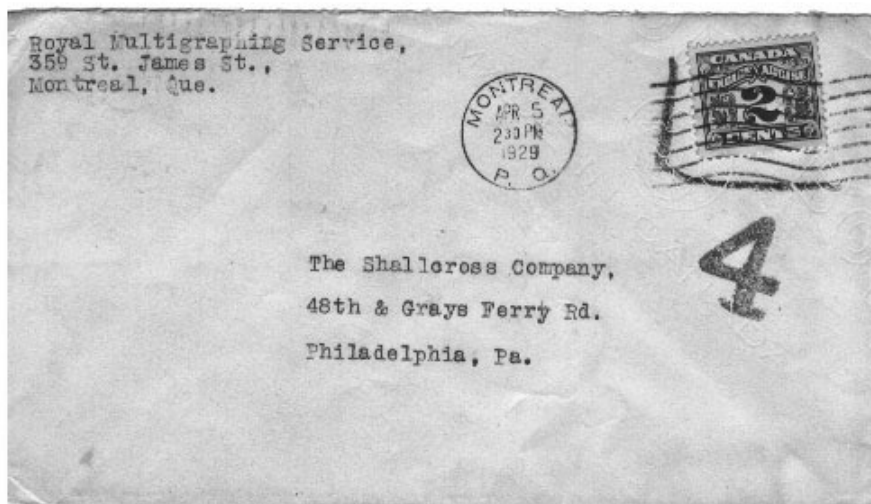


Fig 6 Attempted use of a 2 cent Excise stamp from Montreal to Philadelphia PA, 5th April 1928, initially incorrectly cancelled, then designated by a crayon border as invalid and charged double rate at '4' cents.



Fig 7 Another Excise stamp incorrectly cancelled in Inglis, MB on 30th July 1928 to Winnipeg and assessed the double rate of 4 cents.

around it (as specified by Post Office regulations) and imprinting the large postage due '4'. As it also carries a Montreal transit stamp on the reverse, the CDS cancellation and the crayon mark may have been put on by two different clerks or departments in Montreal. The second cover, in figure 7, shows another 2 cent Excise stamp cancelled in Inglis, Manitoba (4) on 30th July 1928 and addressed to Winnipeg. It too was caught and, although cancelled, was assessed 4 cents due, paid by two 2 cent postage due stamps (type J2).

Figure 8, on the other hand, shows a successful substitution of such an Excise stamp cancelled in Quebec (City) on 22nd February 1928 and addressed elsewhere in the city. All three of these Excise stamp uses occurred in 1928; another example in the writer's collection is dated 1930 in Toronto.

The reduced illustration in figure 9 is of an 'ambulance' letter used on 18th July 1927 by the Dead Letter Office in Vancouver to return a presumably undeliverable mail item to lawyers in Winnipeg. It carries a large '3' indicating the charge to be paid for the return of mail service. This was paid by 1 cent and 2 cent postage due stamps (type J1 and J2). This is another example of the use of these stamps outside of the normal doubling rule.

To end with, I show an unusual assessment of a 2 cent postage due cover. Figure 10 shows a post card mailed from Thurso, Quebec on 15th July 1908 and received in Ottawa on the same day. It carried a 1 cent Edward VII stamp in full payment of the postcard rate at that time. However, it was assessed at the double rate using an old-fashioned large '2' and paid by a 2 cent postage due stamp. Why was this item

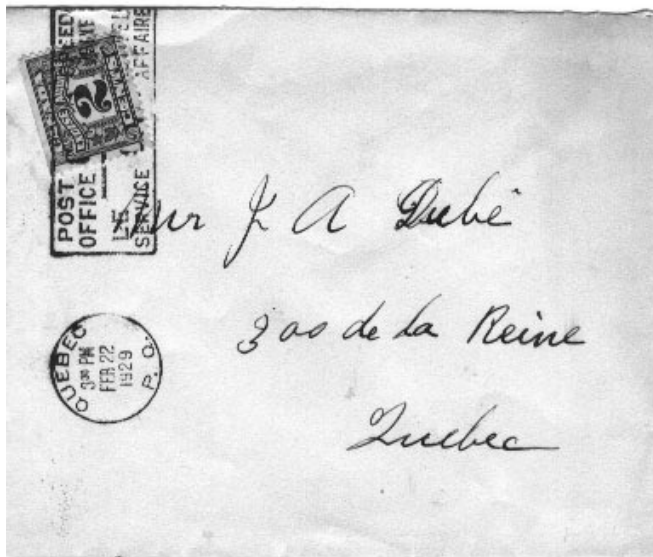


Fig 8 A successful use of a 2 cent Excise stamp for a local letter in Quebec.



Fig 9 An undeliverable letter sent to the DLO and from there under the cover of an 'ambulance' letter sent back to the lawyers in Winnipeg on 18th July 1927 with the charge for the service of 3 cents paid by postage due stamps.

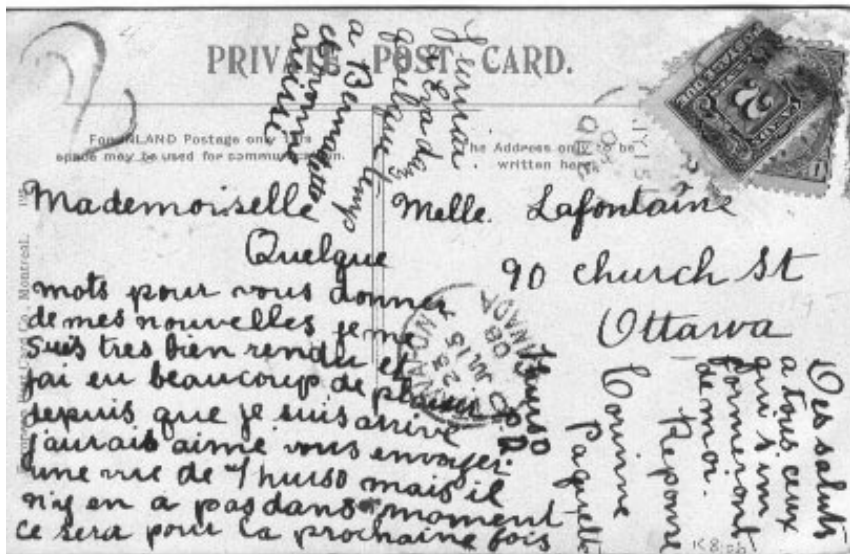


Fig 10 An early postcard mailed from Thurso P.Q. to Ottawa on 15th July 1908 and carrying the 1 cent stamp required of such postcards. However, the writing infringes on the area reserved by regulations for the address, and thus determined to be a letter costing 2 cents and imposed double the deficiency of 2 cents for delivery.

viewed as being 1 cent underpaid? The answer is rather arcane. In the early days of the split area postcards, i.e. the non-illustrated side was divided between the message half and the address half, there were regulations (5) requiring very specific margins around the area used for the stamp and the address. The writing on this card encroached on the address side to such an extent that the clerk decided that it no longer qualified as a postcard but rather assessed it as a letter at the 2 cent rate!

REFERENCES:-

- (1) Sessions David F., *Canada Pays Its Dues*, Maple Leaves, 31, No 3. July 2009, pp 135 – 136.
- (2) Johnson, R.A., *Canadian Postage Due Markings; The 'Cut' Numbers*, BNA Topics, 66 no 3 July – Sept 2009.

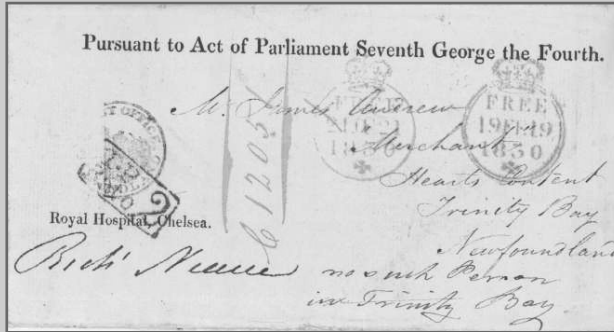
(3) Dominion of Canada Statutes, 45 Victoria 1882, *An act to repeal the duty on Promissory Notes, Drafts and Bills of Exchange*, assented to 3rd March 1882. To the writer's knowledge, these were the only Canadian stamps other than the Pence issues to be so demonetised.

(4) Inglis, MB is close to the border with Saskatchewan west of the Riding Mountain National Park.

(5) For example, the 'Notice to the Public' issued by the Post Office Department on 9th December 1897, required, in part.....

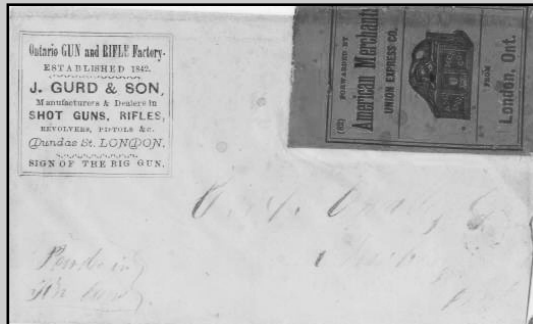
1. A clear space of, at least, a quarter of an inch shall be left along each of the four sides of the postage stamp.
2. There shall be reserved for the address a clear space at the lower right hand corner on the 'address' side of the card

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immediately below the words 'The space below is deserved (sic) for address only', such space so reserved for the address being at least 3¼ inches long by 1½ inches wide.

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spaces in question should be unconditionally reserved for the purposes intended. If any printing, engraving or other matter appears on the space thus reserved, the Post Cards cannot be permitted to pass through the mails' (Presumably, that is as postcards at the postcard rate).

CONVENTION 2009 – WELWYN GARDEN CITY

For the third year running the CPSGB Convention was blessed with several days of sunshine suggesting that the Presidents have some friends in high places. The hotel proved to be very good and the food was the best any of us could remember so our basic needs were well catered for. The Philaholic study group, lead astray, on this occasion by co-President Banfield (Sandy Mackie was alas unwell in hospital) accomplished much – studying late into the night and a good deal of fun was had by all.

In between the philatelic sessions, members enjoyed a trip to the nearby Hatfield House and another to the Hendon RAF museum. Hatfield House is one of the finest surviving Elizabethan mansions in England and often appears in films. It turned out they were filming an episode of the 'Miss Marple' TV series during our visit but don't expect any sudden appearances by CPSGB members as the actors and actresses were all well out of sight. Touring the house is a bit like getting a crash lesson in English History and the interior was quite splendid with much to admire amongst the furniture, tapestries and paintings. The gardens were also most enjoyable.

The RAF Museum at Hendon was a totally different diversion with its huge collection of aircraft of all shapes, sizes and ages. The

modern fighter jets managed to look suitably sinister but the real attractions proved to be the early flying machines several of which looked as though they had been designed by a chap called Heath-Robinson and built with the aid of Meccano!

On the philatelic front, Brian Stalker got us off to a great start on the Wednesday evening with a display on Labrador Steamers. This was the first time Brian had shown the material. It provided a fascinating insight into the history and development of Labrador – one of the least populated areas of Canada – and the postal services therein. The display covered coastal postal services and routes from 1882 to 1968 with the first half showing the routes north of Battle Harbour and the second half concentrating on the routes south and west from Battle Harbour in the straights between Labrador and Newfoundland. As one has come to expect from Brian, the presentation of the material was superb and contained a wealth of social history and well as the philatelic material. The latter contained many rare, very rare and some unique cancellations.

Thursday morning saw two displays. The first, from Colin Banfield, was of Victorian Postal Stationery; specifically postcards. As well as showing us all the many types

issued, Colin had put together an amazing collection of uses and rates including many rare destinations and several overpaid and underpaid uses. I think I counted three very rare registered postcards in the display which probably explains why I have never managed to find one for my RLS collection!

After coffee, Joe Smith showed a small display of Private Postcards from the 1890's. These served to show the many ways in which folk managed to 'bend' the rather restrictive post office rules regarding these private postcards to produce some very elaborate and colourful designs. Taken together the two displays served to highlight the potential for postal stationery; an often neglected area of BNA philately.

With the ladies occupied finding out how dolls houses are made (including miniature garden flowers constructed petal by petal which made looking for re-entries on Admirals look easy!), Iain Stevenson took the floor on Thursday evening with a colourful display on the Canadian Pacific Railway. Iain explained how much of Canadian history had been shaped by the CPR which he described as the 'glue that held the country together'. His display, a bit like Brian's on the previous evening, contained a lot of social history. The first part covered everything but shipping and the second showed the CPR involvement in various shipping lines at home and abroad. The display included all of the different CPR railway lines with some explanation of the rationale behind the formation of the railways. It also included masses of ephemera including tickets, posters and even a railwayman's hat (which unfortunately didn't fit the presenter). The large amount of stamps and covers included a lot of Royal Train material and hotel covers in addition to the various RPO marks. The display also included a lot of telegrams, Dominion Express Company

material, passenger lists and menus. No train appeared in the room but we rather suspect Iain has a couple in his garage!

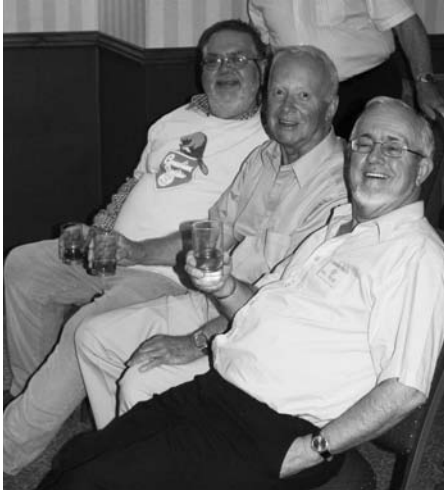
Friday morning brought the ever popular Members displays of up to 16 sheets. Once again we were treated to an amazing diversity of material, including; Tobacco Tax Labels, Registered covers from 1855 to 1900, Union Steamship Special Envelopes, Money Letters, Papers and Printings of the 1 cent Large and Small Queen stamps 1868 – 1872, the Concessionary rate to/from France, the Vimy Ridge Memorial, 19th Century mail to Newfoundland, Klondyke Gold Rush Postcards, Transatlantic ship letters 1838 – 1842 showing the freight money period and some more Transatlantic covers showing the transition from sail to steam in the late 1830's. A great display which was enjoyed by all participants.

Friday evening saw the ladies being entertained by Mr and Mrs Parkin who showed a few of the other things they collect apart from stamps. For the philatelists, it was the turn of Alan Griffiths to take the floor and show us his award winning display of Prince Edward Island. His display started in 1774 with the earliest known cover from PEI and ended in 1873 when PEI joined the Confederation. In between, Alan has put together a quite breathtaking collection of stamps and postal history including many unique items that resulted in some extended viewing. In addition to the marvellous material, Alan proved to be his usual entertaining self with some excellent tales of how he had acquired some of the material.

Saturday morning saw the AGM completed and then a review by the judges of the Competition entries. It also gave us all an opportunity to view the material and some very fine material indeed was on show. Our congratulations go to Brian Stalker, John



Joe Smith showing one of his Jubilee gems



The philaholic group in session.



Rumours of cut backs at Air Canada appear well founded and this is business class!

Wright, Richard Thompson and your reviewer who between them took away the prizes. Saturday also brought the traditional society auction. Colin Lewis our auctioneer raced through the usual 1700 lots by mid afternoon with a break for lunch and managed to keep a lot of buyers and sellers happy in the process. Overall sales were over £10000 providing a much appreciated boost to Society funds.

Around 50 members and guests sat down for the closing Banquet on the Saturday evening with Alan Moorcroft, President of the Royal Philatelic Society of London giving a most entertaining speech. In addition to the competition awards, your Editor was a surprised winner of the Founders Trophy for his research work on

the Street Cancels (the series of articles will end eventually, I promise!). The Presidential badge was handed over to Mike Slamo for the next 7 months and he extended a warm welcome to everyone to meet again in Eastbourne in April 2010.

Overall, it was a most enjoyable four days. It was good to see some new members and also to see a strong contingent from North America once again.

Finally our thanks go to Derrick and Rosemary Scoot who were excellent hosts and had clearly put a lot of effort and organisation into making it such an enjoyable time for us all.

GS



The members 16 sheets draw a crowd



Mike Slamo looks quite happy to take on the Presidents role but Derrick Scoot looks happier!

TWO CROSS BORDER COVERS WITH APPARENTLY INCONSISTENT RATES

John Wright

Items which seem 'different' appeal to me, as they do to many collectors. Two such are illustrated below. Each is from the period when rating of a letter, both in Canada and in the United States, was based on the number of sheets or enclosures.

The first shown in fig 1, bought from Bow City in April, is from 'MONTREAL L.C. JU 16 1843', to Seth Low & Co. in New York. It has a red manuscript '9' and red 'PAID', this latter deleted in blue and blue manuscript '18 $\frac{3}{4}$ ' added. Strange. The single rate from Montreal to the Border at this time was 4d sterling = 4 $\frac{1}{2}$ d currency, so the item was charged double rate in Canada, but the U.S. charged single rate collect. This U.S. charge seems correct as

there is no sign of there having been an enclosure or a second sheet.

A couple of weeks after receiving this item, I saw the second cover shown in fig 2 described in a Longley catalogue (Nixon Private Treaty sale). This was from 'MONTREAL L.C. OC 10 1839' and also addressed to Seth Low in New York. This one shows a red manuscript '4 $\frac{1}{2}$ ' and red manuscript '18 $\frac{3}{4}$ ', and two red strikes of 'PAID'. Single rate, fully prepaid, so no problem. But there was additionally a black manuscript 'Due 18 $\frac{3}{4}$ ' (alright imagination is needed to interpret the squiggle as '3/4', but what else could it be?). So the United States was treating this as '1 sheet + 1 enclosure' or double rate. Again, this is



Fig 1. 1843 letter from Montreal to New York charged double rate in Canada but only single rate in the U.S.

correct, as a draft for \$185 had been enclosed. So, single rate in Canada but double rate in the U.S! This should have been sent as a 'Money Letter' but it is not unusual for Cross Border mail, containing money, not to be so marked as there was no special treatment for such items in the U.S. at that time.

Presumably, the Post Office in Canada did not realise (or was not told) of the

enclosure, but it is of interest that on each occasion the U.S. Post Office did not rely on how its neighbour had rated an item but checked. Was this done with all mail from Canada? The answer might perhaps be in the name of the addressee, in each case Seth Low, a large company probably known as often receiving money. It might be that the rating of not all mail was checked but only that of large companies, of which Seth Low was one.

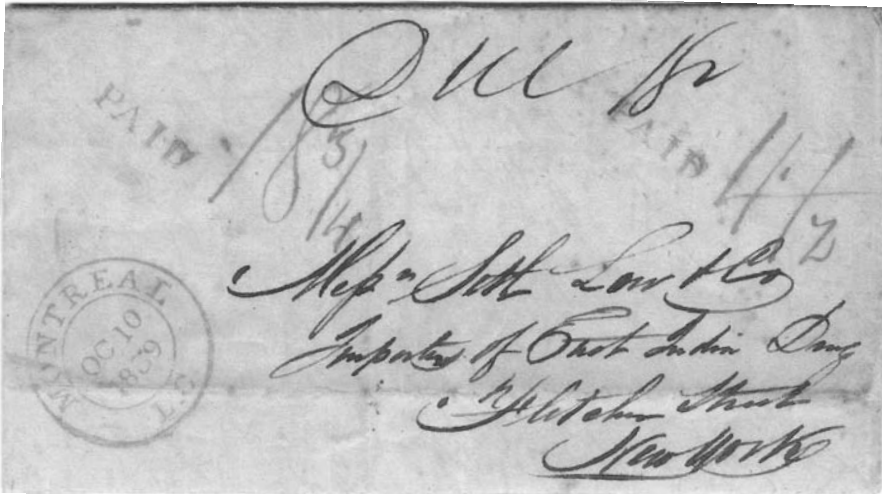


Fig 2 1839 letter from Montreal to New York charged single rate in Canada but double rate in the U.S.

**The CPS of GB wish all
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and prosperous
New Year**



NEWFOUNDLAND INTAGLIO CANCELS

David Piercey

The illustrated intaglio cancellations, shown below in fig 1, are occasionally found on Newfoundland stamps issued in the late 1870's to the late 1880's. I am attempting to do a survey of what may be in collectors' hands, particularly on cover, in order to determine under what circumstances they were used and how they may be attributed.

- Cancel 1, the "N", is well-known, and exists in reasonable numbers on loose stamps, and can also be found, though much less commonly, on cover. There are several varieties, including wider or thicker bars that make up the "N", and with or without an outer ring encircling the entire cancel. (Lacelle shows three versions as types 631, 632 and 633). It is found on the roulette issue of the American printings of the late 1870's, and on the first Canadian issue of 1880. Pratt (1985) attributes this cancel to the Labrador mail boat, but he is most certainly mistaken, as extant covers seem all to have a St. John's connection. Consequently, it has been attributed by others (e.g., Stalker, 2004) to the Coastal North mail boat, or otherwise as a routing mark applied in St. John's. Because of the several known varieties and its relative availability, it is speculated that it was used over a period of at least a few years. (It is also possible, though less likely, that several

"N's" were independently produced at different times for different purposes.)

- Cancel 2 is either a "W" or an "M". This is Lacelle type 881. Pratt believes this is a "W" and attributes this, somewhat speculatively, to the Coastal West mail boat, and thus in complementary fashion to the "N". This cancel is only very rarely seen, and has not been reported on cover. Because of its scarcity, it may be unreasonable to assume it is a Coastal West marking, as Coastal West was a well-established mail route. The one copy I have is on the 1880 CBNC issue.

- Cancel 3 is apparently a "NFL", perhaps standing for Newfoundland. All cancels I have seen are only on loose stamp, and the "N" of "NFL" is only vaguely present at best. No one, other than myself, appears to have reported this cancel in the past, and its attribution remains a mystery. Probably it was used only in a very short period during the early 1880's.

- Cancel 4 is a "VOL", and Pratt attributes this to the mail boat *Volunteer*, which operated between 1888 and 1891, before its sinking. He relates that it was not known to him on cover. Both my loose copies are on the 1887 CBNC printing. This cancel is also listed in Lacelle as type 858.

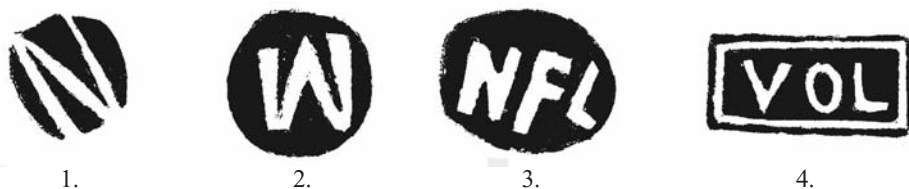


Fig 1.

Because all are intaglio markings and stylistically similar, it would be nice to speculate that all these cancels are forerunners of the steel TPO hammers, and that each could be attributed to a coastal mail run (i.e., Coastal North, Coastal West, and the Western mail boats), but this would only be speculation. Similarly, it would be nice to think they were the product of one or just a few mail clerks, who decided to create his/their own distinctive cancellations, depending on the route. But all this too would be speculation because we just do not

yet know much at all about these markings.

Collectors who may have these markings in their collection are invited to report them to me, at dpiercey@telus.net. Scans would be appreciated, particularly if on cover.

References:-

Fancy Cancels on Canadian Stamps 1855 to 1950 by D. M. Lacelle , published by BNAPS. April 2000.

LETTERS TO THE EDITOR

David Buttimore

A POSSIBLE EXAMPLE OF USC 69i

Many years ago, a friend of mine worked for an auctioneer in London, and, from time to time would pass me certain job lots for assessment and possible purchase. The stamp shown in fig 1 was amongst a motley Victorian collection, and at that time I regarded it as an inexplicable oddity. This situation prevailed until my first purchase of a "Unitrade Specialised Catalogue ", when idly browsing I espied USC 69i. No information was available as to the origin of this item. (Although the current edition notes that 'the editors have only recorded one example although it is thought that ten should exist').

I throw open an invitation for information, speculation, postulation etc. The paper is whiter, the gum paler, and colour slightly paler than the only other mint example that I have, a marginal block of the 2 cent overprint. On the reverse, the gum does not extend into the margin, but stops just short

of the oval design .The margin is un gummed, except for a sharply defined band of gum about 16mm. in from the imperforate edge, and 2.5mm wide. The perforation is 12, with no sign of gum on the torn edges.

David has asked that any responses to this item be routed via the Editor.



Fig 1.

Mike Street

FAIRVIEW ISLAND

My thanks to Derrick Avery for sending another British Office cancellation (ANOTHER

BRITISH MAIL BRANCH CANCEL AND A QUERY) in the Oct. 09 ML.

In reply to Derrick's query, Fairview Island was a Summer Office in Muskoka. According to Robert C. Smith's 'Ontario Post Offices', it operated from 2 June 1952 to 17 Sept 1962.

Harold Gordon

STREET CANCELS

Just a word of thanks for your articles concerning street names, especially those of my home town, Montreal.

It's a joy to see corner cards with the added line "Westmount, near Montreal" or "Cote des Neiges, near Montreal"

I once had a cover bearing the cancel Mile End, Que. and thereby hangs a tale. Mile End was a post office and train station, at Bernard and St. Lawrence avenues. Trains going north originated at Place Viger (one of those baronial, manorial railway hotels/stations). If you just missed your train, you could hop on the 55 St. Lawrence streetcar, and board your train at Mile End, since trains were restricted to 8 m.p.h. within city limits.

I also enjoy turn -of-the- century postcards, street scenes and the mountains of snow that lingered until April.

Again my thanks and best wishes for your continued scholarship.

Nicholas Lazenby

FREE FRANKING PRIVILEGES

I read, with interest, Bill Pekonen's article in the recent edition of Maple Leaves. Enclosed is a photocopy of an 1889 cover in my collection (fig 2 overleaf) together with a photocopy of its enclosure (fig 3 above), which amazingly has survived with it.

Ottawa Nov 18/89
 Dear Cog Alice
 My Aunt writes
 me to know who is Redfield
 Proctor of Pres. Harrington's
 Cabinet.
 I am under the impression
 that one of our Uncle's sisters
 married a Proctor. It has
 a son & therefore a nephew of
 Aunt Helen's?
 All quite well -
 Beautiful Spring weather -
 You have not yet signified
 the time when we may
 expect to see you or some
 of you. Much love to all -
 I am yours affly
 W. J. P. P. P.

Fig 3.

Although the handwriting of the enclosure is very hard to decipher, they appear to illustrate the point Mr Pekonen is making very well as the content of the letter is clearly not 'official'.

I agree with the point in the concluding sentence of Mr Pekonen's article; an examination of my own collection reveals a paucity of material of an official nature from this period.

Next, two letters relating to Competition judging which is always a contentious (some may say subjective) matter. A number of issues were raised following the last Society competition and the letters provide both sides of the argument. The two judges actually submitted separate letters but to avoid unnecessary repetition, I have taken the liberty of combining them into one. Hopefully, these two lengthy items on the subject will allow us to consider the matter closed. (Ed)

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Fig 2.

Malcolm Montgomery

JUDGING OF SOCIETY COMPETITIONS

Following the judges' briefing on the competition entries at the recent CPSGB Convention I thought that I should address some of the comments made, both formally during the briefing and informally immediately afterwards.

My first point is that I was surprised that the judges should have chosen to use the open forum to announce that one of the entries (on revenue stamp postal history) was in some way invalid. Surely, this could have been done when the applications to enter the competition were first received or privately before the results were announced in public? If the judges felt bound by the intentionally semi-formal rules of the Society's competitions, they could have invoked rule six, re-classified the entry into a nominal class and awarded a special

diploma, acknowledging publicly the undoubted excellence of the entry.

Secondly, there appears to be a lack of clarity over the more subtle issue of the relationship, if any, between the Society's competition and the rules of the International Federation (which in 10-point run to some 34 pages on my computer). I am particularly conscious that the intent of the Society's annual competitions (at least since 1968 when I first joined the Society) is to encourage participation and to provide a friendly environment in which all manner of material may be exhibited. The Society's rules are, I believe, intended to guide and facilitate preparation and participation, not to inhibit members' presentational style unnecessarily.

The introduction of the 16-page competitive exhibit (Rule 2) in the Society's competition was, I understand, driven mainly by the need to encourage greater participation - a member able to

field only sixteen pages of material should not feel at a disadvantage competing against another who had accumulated a large collection over many years. But, unlike the FIP, the Society does not (in my view quite appropriately) include in its competitions classes for 5-, 8- or 10-frame exhibits, so CPS members with large collections, even should they prefer to enter a class for larger or more comprehensive exhibits, do not have that choice. That said, as far as I am aware, the introduction of the single frame competition was not intended to discourage entries from any particular group of members. Members with larger collections, sometimes only one collection, are obliged and expected to extract material to create a single-frame subset. Herein lies a subtle difference with the FIP, where it was thought necessary to discourage some exhibitors from entering the single frame class using a frame from an established exhibit to pick up a cheap medal.

I was surprised to hear that at one FIP competition the judges' panel decided unilaterally to award a fine of ten points against any one-frame exhibit that they judged might have been taken from a larger collection. Of course, the judges' panel must ensure an even standard of marking, but the action described constitutes a summary punishment, with no basis in the FIP rules, applied in a court against which there is no appeal. It would be extremely difficult, within the CPSGB, to formulate clear guidance as to how would-be competitors could convince judges that their submission did not come from a larger collection; as almost all of them will do so. Furthermore, to allow our judges to award such summary punishments as the FIP panel did would surely discourage all but the most thick-skinned from risking an entry. It is fortunate that it fell to me to be the first and hopefully only victim of this unannounced imposition, for I am thicker-skinned than most.

Lastly, the judges' presentation included a number of other points which were not entirely in accord with the Society's competition rules; I would advise extreme caution here, for some suggestions had the mark of an autocratic hand that I believe would be inappropriate for our competitions.

Some exhibits did not include a title page: correct, but unlike FIP rules the CPSGB rules do not require a title page (Rule 2: 'if any').

Exhibitors would gain credit from including sources on the title page: possibly, but caution is required. The CPSGB rules offer credit for 'research', most other rules refer to 'original research'. It is doubtful whether listing a couple of books at the beginning would persuade judges to give extra marks, although exhibitors should obviously give credit to others' works to avoid the accusation of plagiarism. The sources of 'original research', usually primary sources, are likely to be slightly different for each item in the exhibit, and therefore might be best placed as a footnote below the item to which they refer.

The letters displayed would have been enhanced if they had been mounted on a coloured backing: I disagree, strongly (and so do a number of other members). This is dangerous territory, being a matter of personal preference, even of 'taste', and one which could lead to damage to the exhibited material. It is also outside the scope of the rules, and any advice given should be very guarded. Judges opinions vary – the late Dorothy Sanderson and others have been criticised for having used coloured backings. At Harrogate 2008 (under FIP rules) I was advised by one judge to do so, but by the chief judge not to do so under any circumstances. I have also been criticised on a couple of occasions for drawing lines around the pages.

The brief discussion at the meeting was important but incomplete - regarding paper, acid neutral paper/card is (depending on definition) relatively easy to find; acid free not so. I have never found any coloured acid free card and have been advised by the British Museum archivist that it is not available and that the pigments and dyes used to colour 'acid neutral' papers/cards are not to be trusted, especially in humid conditions. I would hope that the Society stands apart from this discussion and leaves the decision on how to mount their exhibits, and many other issues, entirely to the individual entrant.

I hope that these comments may be helpful to any future discussion.

Professor Iain Stevenson FRPSL and Dave Armitage

JUDGING SOCIETY COMPETITIONS.

As the judges who judged the Society's 2009 competition at Welwyn and who are the subject of Mr Montgomery's comments, we are grateful for the opportunity to respond.

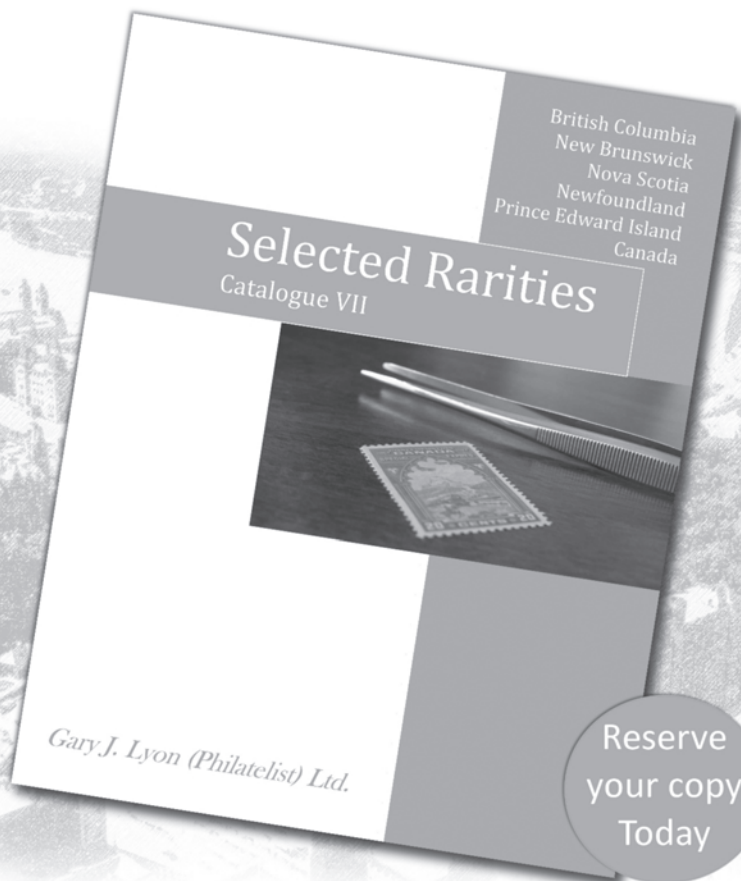
Before we get into any detailed response, we should state that we feel that this type of correspondence threatens to put back relations between competitors and judges by many years to the point where neither will trust the other to get a fair result. The Society Convention attendees have, over the past decade, become a much friendlier group and we would hate this trend to stop because of any bickering about competitions.

That said, Mr Montgomery is of course entitled to his opinion but he does make a number of assertions that are wrong in fact and interpretation and which cannot pass

unchallenged. Judges are used to having their work criticized and disagreed with and all regard this as an occupational hazard but wilful distortions of their markings and comments serve no useful purpose. All judges wish to encourage competitors to higher efforts and all markings and comments are offered in the spirit of recognising quality and suggesting where improvements might be made to achieve better results. All judging is voluntary as is of course competing but by volunteering both judges and competitors accept that they are bound by the rules of the competition (in this case the competition rules of the CPSGB). We all like to win but there can be only one winner and all other entrants normally accept the result and hopefully improve next time.

Mr Montgomery's first assertion was that we should not have announced in open forum that the outstanding revenue display could not strictly be judged under the competition rules. This remark was unarguably true since the competition rules refer to 'postal material' and this can under no interpretation be stretched to mean 'revenues'. Mr Montgomery suggests that the judging team should have awarded the exhibit a 'special diploma', effectively placing it hors concours. We did discuss this option but our experience has been that competitors do not like this so we judged it according to the mark scheme provided for 'postal' entries which is in any case close to those for revenue entries in other competitions and it achieved a deserved excellent mark. Incidentally the competitor concerned expressed himself pleased with the result and thanked us for our comments. We used the critique to suggest that for a country with as important a field of revenue philately as Canada (probably the best-collected and studied

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revenue stamps in the world outside the USA and GB), that the Society should consider establishing a separate revenue class to avoid this problem in the future. This suggestion has been welcomed and arrangements are under way to set up such a class. In case readers of Mr Montgomery's letter may think that the judges somehow undervalued revenues we should add that we both are avid collectors of Canadian revenues and look forward to entering society competitions in the field once the class is established.

Mr Montgomery provides a red herring when he implies that our judging somehow imposed FIP judging regulations on the 'friendly' rules of the CPSGB. While one of us is indeed an FIP accredited judge who has served on the juries of international exhibitions in two continents and has acted as a team leader, most of the judging that we do is at local and specialist society, federation and national level, and in every case we follow the judging rules and marking schemes provided at those levels.

We would add that we enjoy judging at local and specialist society level most of all because it is there that one sees the most interesting and enjoyable exhibits.

We would further comment that Mr Montgomery appears to misunderstand how FIP judging rules work and what their structure requires from exhibitors. The general FIP rules (GREX in the jargon) set a context but every FIP international exhibit has its own set of rules, appropriate to what classes are being shown and these vary considerably. Furthermore, FIP does NOT simply require large multiple frame exhibits: in fact the fastest growing international class is the 16 sheet 'one frame' that is precisely the size of exhibit that the CPSGB requires and which Mr Montgomery lauds. In any case, discussion of FIP rules is irrelevant since the competition at Welwyn was judged

according to CPSGB rules.

Turning to Mr Montgomery's comments about the judging of his own entry; his exhibit contained first-class material, of considerable rarity, in finest-quality condition, well-explained and presented. He achieved high marks in all these categories. However, it was clear to the judging team that these sixteen sheets were extracted from a larger collection and there was no discernible narrative linking the sheets. This was a selection (of very good, very rare material) but in no way a coherent, complete entity, 16 page exhibit. Unfortunately for Mr Montgomery the CPSGB marking scheme obliges the judges to award marks for 'treatment'. To score highly in the category, there is a basic need for an Introduction and Plan and it is helpful to have a relevant title; all this to ensure that the judges get to know what the exhibitor is trying to present. In this case, none of these aspects were present so the treatment mark was reduced. Our point is that a 16 sheet exhibit is an exacting discipline and to obtain high marks, exhibitors should read the rules carefully and especially the balance between the marks. Marks cannot be awarded for what is not there.

Exhibitors should note that a strategy of selecting 16 of the best pages (more or less at random) from a larger collection is never likely to win a 1 frame competition either in the CPSGB competition or elsewhere.

Mr Montgomery's other criticisms of the judges' comments centre on our remark that there was no title page. He notes that the rules do not require one. Fair enough: but if there is one it does make it clearer what is being shown and this is an element of 'treatment'. Other competitors included one. He also objects to our suggestion that the inclusion of references is desirable saying that it might be construed as 'plagiarism'. One of us is a teacher at a major British university and would remark

if that excuse were tendered by a student for the lack of references in their work it would lead to an automatic fail. Plagiarism is *un-attributed* copying. He also disputes the assertion we made that covers look better if backed on coloured card. He can of course reject this advice but his grounds for doing so, that there is no such thing as acid-free (actually we said 'low acidity' or pH) card are pure nonsense. Archival standard materials are widely available from specialist providers like Sercol, who incidentally supply the British Museum, so his authority there is clearly not up to date or unaware of what his colleagues are doing.

The CPSGB is a friendly society and the competitions are meant to be fun. However, they are competitions and need to be judged fairly and we believe that is what we did according the CPSGB rules. Exhibiting is competitive and on the day the best exhibits won which is surely the right result. All the other exhibitors as well as CPSGB officers expressed their

appreciation of our efforts and received our critique with a good spirit and gratitude.

and finally.....

A letter from a collector in Denmark who is seeking some help. Any replies to the Editor please and I will make sure they get back to Mr Rasmussen.

Leif Rasmussen

DOG SLED MAIL

Winter mail in Northern rural parts of Canada was often carried by dog teams in the past because there was no other possible way due to harsh winter conditions. I am very much interested in a cover carried this way. I know that there will probably not be any indication on the cover that it has actually been carried by dog teams but the fact that there was no other way is good enough for me if the routing of the mail is described. Can anyone in your society help me?

A SPECTACULAR BRITISH MAIL OFFICE COVER

Mike Street

Readers of Maple Leaves may recall that on page 71 of the April 2009 issue I illustrated the second reported example of a rectangular BRITISH MAIL OFFICE / NIGHT SHIFT / TORONTO, ONT. cancellation.

During preparation of that article I knew of a third example of this mark but could not include it because I was still researching details of the cover, now shown in Figure 1. The British Mail Office postmark was added to this cover before it went into the mail stream because the NOV 14/1955 Toronto slogan machine cancel had missed the stamp. In addition to obvious charring at the top of

the envelope, the envelope carries the two line handstamp 'DAMAGED IN SHIP FIRE / AT SEATTLE' in bright red ink. (A clearer example of the British Mail Office mark, from the April article, is shown in Figure 2.)

I first spotted the cover in Figure 1 in Jeffrey Arndt's nicely done single frame exhibit on the 5¢ Wilding issue while judging the BNAPEX 2008 show in Halifax. Despite much Internet searching via Google, using terms like 'ship + fire + Seattle', 'Seattle 1955 fire', 'Seattle disaster' and the like, neither Jeff nor I had been able to find a single reference to any such event.

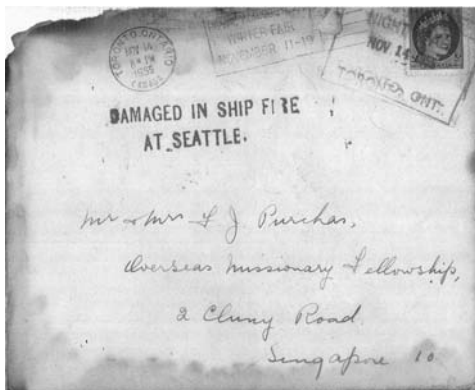


Fig 1. 1955 envelope mailed from Toronto to Malaysia damaged in ship fire at Seattle, USA

Last September, while enjoying a nice lunch and discussion at Judith and Bob Viney's home prior to the CPS convention in Welwyn Garden City, the conversation turned to the tremendous amount of information now readily available via the Internet. We all had examples of helpful items found online, and I mentioned this cover and its 'Seattle Ship Fire' handstamp as an example of how seldom a search turns up dry. Bob asked for the date on the cover, went away and returned with a copy of *Maritime Disaster Mail* opened to a page showing the exact handstamp we had been discussing! The text read:

"The [6586 ton gross American Mail Lines] motor vessel MV Ocean Mail was in collision with the 7642 ton Arizona in the Columbia River [in Washington State, USA] on 22 November 1955, sustaining damage to the port side. While undergoing repair on 30 November a fire broke out in the mail room when an adjacent bulkhead was being welded. The fire was quickly extinguished and the vessel was able to resume its voyage to Penang, Malaysia on 1 December, but without the fire damaged mail."



Fig 2. British Mail Office cancellation from previous article.

"The Canadian mail damaged by the fire was returned to Vancouver, where the Post Office sorted it out and applied the "Damaged" cachets in red." (1)

It pays to advertise! A subsequent Internet search for 'MV Ocean Mail' turned up the fact that a similar cover had been offered as lot 366 in the 6 December 2006 Spink Auction of the John Woolfe collection of Maritime Wreck Covers of the World. It is estimated that only 25-35 Seattle Ship Fire covers are known.

Reference: (1) Norman Hoggarth and Robyn Gwynn, *Maritime Disaster Mail*, 2003, published by the Stuart Rossiter Trust Fund. Hardcover, 362 pages, £37.50 + p&p. ISBN-10: 0953000443, ISBN-13: 978-0953000449. Available from the Stuart Rossiter Trust, c/o David Tett, PO Box 34 Wheathampstead, Hertfordshire AL4 8JY, United Kingdom or online at: http://www.rossitertrust.com/book_order.shtml

Acknowledgement: My thanks to Jeffrey Arndt for the illustration of the cover and especially to Bob Viney for his help solving the mystery.

BOOK REVIEWS

The following titles have all been published by BNAPS. In most cases they are available from the Handbooks Manager. If not, they are all available from Ian Kimmerly Stamps, 112 Sparks Street, Ottawa, ON K1P 5B6, Canada. Phone: (001) 613 235-9119.

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Please note that review copies of some of the volumes listed (colour editions) are in the Society Library. Please contact Mike Slamo if you wish to look before you buy.

CANADIAN INTERRUPTED FLIGHT COVERS, Richard K. Malott, 138 pages, 8.5 x 11. BNAPS Exhibit Series #56. ISBN: 978-1-897391-52-5 (Colour), 978-1-897391-53-2 (B&W). Published by the British North America Philatelic Society (BNAPS) 2009. Stock # B4h923.56.1 (Colour) - C\$105.00; B4h923.56 (Black & White) - C\$39.95

From the very beginning of manned flight, the ability of aircraft to carry mail faster than other methods of conveyance has been recognized and utilized. Inevitably, some of these airplanes, and the mail they were

carrying, did not reach their destination, or did not arrive intact. Over the last 30 years Richard K. (Dick) Malott has developed a postal history exhibit, 'Canadian Interrupted Flight Covers', of mail carried on planes within, to or from Canada, which crashed at some point during the flight. This exhibit is the subject of the newest book in the BNAPS exhibit series. Included in the collection, among many others, are examples of mail salvaged from interrupted flights at Moose Jaw, Saskatchewan, Toronto, Ontario, Tokyo, Japan and Prestwick, Scotland.

Dick Malott has specialized in Canadian aerophilately and was the moving force in the formation of the Canadian Aerophilatelic Society, serving for many years as its President. He has exhibited extensively at the national and international level winning numerous Gold and Large Vermeil medals for his air mail exhibits. Dick was the Coordinating Editor of The Air Mails of Canada and Newfoundland volume of the 1997 catalogue of the American Air Mail Society (AAMS).

Among other awards, in 2006 Dick's efforts on behalf of Canadian philately in general, and aerophilately in particular, were recognized when he was awarded a Lifetime Achievement Award by the members of the Order of the Beaver of the British North America Philatelic Society (BNAPS). He was elected to the American Air Mail Society's Aerophilatelic Hall of Fame in 1996.

Dick's 'Canadian Interrupted Flight Covers' exhibit, the subject of this book, first shown internationally at ITALIA '85, has progressed from Large Silver to Large

Vermeil awards at FIP exhibitions, including the most recent, China 2009. It also received a Gold and the Grand Award at ORAPEX 2006 in Ottawa.

The display includes a nice array of ephemera including photos and old newspaper articles recording the crashes which add a good deal of colour to the stories behind the philatelic material.

An excellent display and one which will be of interest to all who collect airmails.
GS

CATALOGUE OF CANADIAN RAILWAY CANCELLATIONS AND RELATED RAILWAY POSTMARKS INCLUDING SELECTED WATERWAY POSTMARKS, 2009, Ross D. Gray. Spiral Bound, 336 pages, 8.5 x 11. ISBN: 978-1-897391-54-9. Published by the British North America Philatelic Society Ltd. (BNAPS). Stock # B4h041.1; \$67.75

This long-awaited successor to Ludlow's catalogue of 1982 marks the beginning of a new phase in the fascinating world of Canadian Railway Philately, and is the result of a year of intense activity by Ross Gray, assisted by a small group of fellow enthusiasts, including the reviewer. Starting from Ludlow's catalogue and its twenty-two annexes, Gray has included all readily identifiable hammers for each listing. At first sight, Gray appears to have used a similar format to that adopted by Ludlow, but there are many substantial changes;-

Headings describe each route in full, thereby explaining the multitude of abbreviations;

All listings have been renumbered, sub-listings appear in date rather than alphabetic order;

Clerk's Hammers appear at the end of each

main listing;

Postmark 'types' are simplified and significantly reduced in number;

Train Numbers and Direction Indicia are included in the main table;

Periods of use are quoted in YYYY/MM/DD format;

Rarity Factors are simplified to seven categories, 'A' (most common) to 'G' (rarest);

Cross references are given to Ludlow's listing numbers; and

Water routes are separated from, and follow, the railway routes.

All in all, this represents a major restructuring which some might find daunting initially but most will welcome, particularly with growing familiarity. Furthermore, the new format should make it easier to incorporate updates.

In view of an increasingly specialised interest in coastal, lake and river steamer hand-stamps and date-stamps, many of which were 'Purser' rather than 'Mail Officer' markings, the decision was taken to omit named-steamer markings from this catalogue. Separate volumes are currently being prepared which will give comprehensive data for West Coast and East Coast / Great Lakes / NWT steamer markings.

Gray's catalogue includes Waterway Routes, where the route is given, but not the steamer name. Regrettably however, the opportunity has not been taken to include the St. Lawrence /Lake Ontario Steamboat postmarks, circa 1845-1855. Postal officials served on mail contract

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January 2010

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vessels and, as such, were Canada's first TPO mail officers, preceding the Railway Post Office mail clerks by a decade. Hopefully this minor omission will be corrected in the Second Edition of this very welcome catalogue with its 300+ pages of clearly set-out listings.

Another task for the future is that of tabulating those listings where multiple

hammers are known but whose identification requires detailed chordal measurement. It is to be hoped that this catalogue will stimulate sufficient interest in RPO postmark hammer study to warrant that analysis being undertaken sooner rather than later.

Brian T Stalker. FCPS.

HOW I BEGAN COLLECTING BNA STAMPS (2)

David Piercey

In 1953, when I was thirteen and living in Baltimore, Maryland, my best friend showed me the stamp collection that he had just begun, and I asked my aunt, who had begun her collection in the 1930s, to show me how to follow in her footsteps with a USA collection. A year or two later our family spent a summer holiday in Ontario and Quebec. We stopped at a post office in Ontario for stamps for our postcards, and my aunt suggested that I ask one of the clerks for stamps to begin a collection of Canadian stamps.

That gentleman was perhaps the kindest I have ever met. He sold me examples of all the commemorative stamps he had on hand, and then broke up sheets of definitives to give me a corner block of each of the low values. Then he gave me his name and address so that I could order more from him. I remember that the first words of his address were 'Stamp Wicket,' a term I had never heard before.

Later I added all the new issues to my Canadian collection, and eventually I opened an account with the National Philatelic Centre. Four times each year I still receive a packet from them. I expanded a bit after perhaps ten years: for many years I had a standing order for Rosecraft first day covers, until the business was closed. Perhaps ten years ago I decided to pick an older specialty, and chose the 1897 Diamond Jubilee issue. Today I add advertising covers and other interesting uses to my Jubilees. For several years I had a similar cover collection of the Map issue of 1898, but I recently decided to narrow my focus and have disposed of the Maps.

I do not exhibit, but I enjoy looking at newly acquired Jubilee covers from colleagues in Canada, the United States, and, yes, the auctions of the CPS of GB!

HAVE YOU TRIED TO ENROL A NEW MEMBER RECENTLY?

SOCIETY NEWS

FROM THE PRESIDENT

Convention 2010:-

Barring unforeseen events, the draft programme for our 64th Annual Convention in the Chatsworth Hotel, Eastbourne will look as follows:-

Wednesday 28th April:-

- 1500 Delegates arrival, registration, tea/coffee etc
- 1700 Executive Committee Meeting
- 1800 Dinner
- 2000 Display by John Wright on Money Letters
Partners 'Get together' in the lounge/bar area
- 2200 Auction lots available for viewing and Study Group Meetings

Thursday 29th April:-

- 0730 Breakfast (to 0930 for late risers)
- 0900 Presidents display of the Stamps and Postal History of St. Pierre and Miquelon 1892 – 1945 with break for Coffee/ Tea at around 1030hrs.
- 1200 Optional light lunch
- 1300 Coach outing to Sheffield Park for Gardens or Bluebell Railway, return circa 1700hrs
- 1800 Dinner
- 2000 Partners – programme t.b.a.
Display – t.b.a.
- 2200 Auction lots available for viewing and Study Group Meetings

Friday 30th April:-

- 0730 – 0930 Breakfast
- 0845 Fellows Meeting
- 0900 Committee Meeting
- 1000 Coffee/ tea
- 1015 Members 16 sheets displays
- 1200 Optional light lunch
- 1300 Coach outing to Battle, return circa 1715hrs
- 1800 Dinner
- 2000 Partners – programme t.b.a.
Display by Hugh Johnson of Pre-stamp Postal History and Maritime Mail
- 2200 Auction lots available for viewing and Study Group Meetings

Saturday 1st May:-

0730 – 0930 Breakfast
 0900 Annual General Meeting
 1000 Coffee/ tea
 1030 Competition Entries and Judging critique
 1200 Society Auction (with suitable 1 hour break for lunch)
 1900 Sherry Reception
 1930 Banquet

Sunday 2nd May:-

Fond farewells after breakfast.

Please ensure your booking forms are with me by 28th February latest to qualify for the group rates. (The booking form was enclosed with the last issue of Maple Leaves but if you have lost yours it can be downloaded from the Society website or you can contact me or the Editor for a replacement). Note that you can book online at www.chatsworth-hotel.com. Note that the hotel rates will apply for extended stays for those of you wishing to combine a visit to Convention with the various stamp exhibitions taking place in London the following week. The hotel have asked that members pay a deposit of £25 per person on booking, however, they have confirmed that this is only required from UK members. If booking on-line, the hotel will contact you by phone to take card details for the deposit.

Sue and I look forward to welcoming you to Eastbourne.

Mike Slamo

FROM THE SECRETARY

Annual General Meeting

In accordance with Rule 20, notice is hereby given of the Society's Annual General Meeting to be held at the Chatsworth Hotel, Eastbourne on Saturday 1st May 2010, commencing at 0900hrs. In accordance with Rule 18, nominations are sought for the President, Vice Presidents, Secretary and Treasurer. Nominations and any proposed amendments to the Rules, should be sent to the Secretary before 15th January 2010.

Fellowship

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

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

Nominations are sought for submission to the Fellowship sub-committee in accordance with Fellowship Rule 2. Such nominations must be on a prescribed form, which is available from the Secretary, and must be submitted to the Secretary by 1st March 2010.

We hold three major auctions per year, with an abundance of Canada, Provinces, British Commonwealth and Foreign, from classic singles and sets, to country collections and large estate lots.



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Founders Trophy

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

A nomination for the award, which must be proposed and seconded, may be submitted in writing to the Secretary by 1st March 2010.

PLEASE NOTE THAT THE CUT OFF DATES ARE MUCH EARLIER THAN USUAL BECAUSE OF THE EARLIER DATE FOR CONVENTION.

John Wright

FROM THE TREASURER

This issue of Maple Leaves contains the Annual Accounts for the period up to 30 September 2009. Following on from the practice started in 2008 we are now presenting here consolidated accounts in sterling only. (All Canadian transactions have been converted to £ at the exchange rate applying on 30th September). This provides members with a clearer picture of overall income and expenditure in a world where virtually all of our expenses are in the UK but a large part of our income is in Canada and the US.

I would like to thank the outgoing Treasurer, John Hillson, for his help in preparing these accounts and in the job handover generally and also for leaving the Society finances in such good health.

Karen Searle

FROM THE COVERMART MANAGER

The Covermart is a service to all members to buy Canadian covers at a modest price or to sell unwanted covers to other members. A fee of 10% is deducted from the price of each cover sold for the benefit of Society funds.

Covers for sale are held by the Covermart Manager with a Reference Number and on receiving an enquiry computer scans in colour can be supplied either by postal mail or by e mail complete with details and price which usually ranges from £2 to £10 per cover.

The condition of the covers is usually fair to good and sometimes pristine but full details are always supplied with each cover image.

For the Covermart to function properly it is essential for interested members to send details of their collecting interests to the Covermart Manager so that they can be notified as to what is available and of fresh covers when they occur. Please include your full address, telephone number and e mail address if you have one.

Adding covers to your collection will enhance its value and depth.

Examples of some of the covers available can be seen on the Society website.

Covermant Manager
Richard Hirst
 (contact address on inside back cover)
 Tel 01550 777856
 e mail rhirstmag@aol.com

LONDON GROUP

The programme of meetings for early 2010 is as follows:-

January 18th – Display by Tony Hoad – Newfoundland

February 15th – King Edward VII material

March 15th – Chairman’s evening

April 19th – Display by Iain Stevenson – Canadian Pacific Railway

May 17th – AGM and Beaver Cup. New Acquisitions from Convention and Festival of Stamps.

All members are requested to bring along a few sheets to each meeting.

Meetings of the group are held on the third Monday of each month from October through to May. The venue in all cases is 31 Barley Hills, Bishiop’s Stortford, Essex CM23 4DS and meetings commence at 6.30PM.

For confirmation of meetings or for any further information contact Dave Armitage on 01279 503625 or 07985 96144.

Dave Armitage.

Canadian Philatelic Society of Great Britain

Annual subscription, due on 1 October 2009, £16.00*, payable to the Society,
 To: Graham Searle, Subscription Manager, 11 Riverside, Banchory, AB31 6PS.
 The dollar equivalents are \$36CAN or \$33US, both for airmail delivery.

*If your subscriptions are still due an ‘X’ will be on the mailing slip of this issue.

It would help the Society considerably if Canadian and US members
 pay in \$CAN/US via Mike Street as we are liable to a bank handling
 charge of £6. Please make your cheques payable to the Society.
 Mike’s address is 73 Hatton Drive, Ancaster, Ontario, Canada L9G 2H5.

Members who have not paid the 2009/10 subscription by the end of
 February 2010 will be removed from the *Maple Leaves* circulation list.

SCOTLAND AND NORTH OF ENGLAND GROUP

Ten local members plus one spouse and a guest appearance by Ted Nixon from Canada made for a full house at the groups recent meeting in Moffat.

With both Ted and John Hillson present we had both authors of the recent book on the Small Queens in the room so it was no surprise that the displays started with some 1 cent and 3 cent Small Queens and some Fancy cancels on this issue. The two authors even sold a couple of signed copies of the book as early Xmas presents!

The other members gave us a nice mixture of old and new with displays on the Mammals definitive issue of 1988 – 1992 showing the many perfs, printings and papers; QV Postcards 1871 – 1896; Registered Covers to the UK from 1862 to 1896; the Canadian Forts issue of 1983 (including some extensive history of the forts); Registered Letter Stamps and covers (including not one but two 8 cent covers); 1859 issue 5 cent and 10 cent covers and proofs and a selection of 1999 – 2001 issues.

The next time is booked for Saturday 10th April 2010, at the Buccleugh Arms Hotel, Moffat. All members are welcome.

Graham Searle.

FORTHCOMING EVENTS

2010

January 18 CPSGB London Group meeting

February 15 CPSGB London Group Meeting

February 24 – 27 Stampex, Islington, London

March 15 CPSGB London Group meeting

April 9 – 12 Antverpia 2010

April 10 Scotland and North of England Group meeting, Moffat

April 16 – 17 Scottish Congress, Perth

April 19 CPSGB London Group meeting

April 30 – May 3 CPSGB Convention, Chatsworth Hotel, Eastbourne

May 1 – 2 ORAPEX 2010 (National Level Exhibition), RA Centre, Ottawa

May 5 – 6 Philatex Extra, London

May 6 -7 RPSL Exhibition

May 8 – 15 London 2010 Festival of Stamps

May 17 CPSGB London Group Meeting

May 21 – 23 North East Philatelic weekend, Washington

July 22 – 25 Philatelic Congress of Great Britain, Kenilworth

Sept 2 – 5 BNAPEX 2010, Victoria, B.C.

Sept 15 – 18 Stampex, Islington, London

Oct 1 – 10 Portugal 2010, Lisbon

Oct 27 – 31 Jo'burg 2010, Johannesburg, South Africa

2011

Apr 30 – May 1 ORAPEX 2011 (National Level Exhibition), RA Centre, Ottawa

May 6 – 7 ABPS National Exhibition, Sheffield

Sept 28 – Oct 1 CPSGB Convention, Ambassadeur Hotel, Jersey

**CONSOLIDATED INCOME AND EXPENDITURE ACCOUNT
TO YEAR ENDED 30 SEPTEMBER 2009**

£

INCOME

Subscriptions	5709.65
Maple Leaves Advertising Revenue	1414.98
Bank Interest	271.39
Handbook and ties surplus	39.15
CPSGB publication surplus - SQ	9.18
CPSGB publication surplus - ML Index	9.00
Exchange packet and Covermart surplus	8.77
Auction surplus - 2008 Perth Convention	1080.97
Auction surplus - 2009 postal auction	377.23
Perth Convention net surplus	116.95

TOTAL INCOME**9037.27****EXPENDITURE**

Maple Leaves printing and distribution	7318.37
Administration expenses	229.76
ABPS fee	190.00
Insurance	105.00
Printing and stationery	183.52
Publicity	57.50
Miscellaneous (incl bank charges)	86.95
Website running costs	57.58
Donation of ML Index	15.50
Deposit for Welwyn Convention	500.00
Surplus/ (deficit) for year	293.09

TOTAL EXPENDITURE**9037.27****Notes:-**

Canadian funds have been converted to sterling at C\$1.72 = £1

**CONSOLIDATED BALANCE SHEET FOR
YEAR ENDING 30 SEPTEMBER 2009**

	£
ASSETS	
Cash balances: Cater Allen Bank	18274.96
Royal Bank of Scotland	2302.79
Royal Bank of Canada	2493.42
Sub-total cash	23071.17
Investments at cost:	
General Fund New Star Fixed Interest Unit Trust	2000.00
General Fund New Star High Yield Bond Unit Trust	1000.00
Interest bearing one year Canadian bank bond	8139.53
Sub-total investments at cost	11139.53
Stocks of books and ties etc:-	
Handbooks stock	306.25
Society publications stock - Small Queens Revisited	366.66
Society publications stock - Maple Leaves Index	230.00
Society ties stock	82.72
Sub - total	985.63
Library books as valued	4400.69
Welwyn auction catalogues prepaid (suspense a/c)	298.44
TOTAL ASSETS	39895.46
LIABILITIES	
General fund balance at 30/9/08	25411.32
Sterling deficit 2008/9	-2724.70
General fund balance at 30/9/09	22686.62
Canadian fund balance at 30/9/08	6549.04
Exchange rate gain over 2008/9	1066.12
Surplus 2008/9	3017.79
Canadian fund balance at as 30/9/09	10632.95
Library fund	4497.89
Subscriptions prepaid in sterling	748.00
Welwyn auction receipts (suspense a/c)	1330.00
TOTAL LIABILITIES	39895.46

Notes:

For 2009, Canadian funds have been converted to Sterling at the rate of C\$1.72 = £1
In 2008, Canadian funds were converted to Sterling at the rate of C\$2 =£1.
This difference gives rise to an exchange rate gain (expressed in Sterling) at 30/9/09.

WE ARE STILL NUMBER ONE **in the record setting business.**

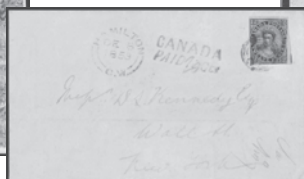
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with your collection we can do it again

After 20+ years of being the top British North American philatelic auction firm, our recent offering of the Warren S. Wilkinson **Canadian Pence Period Postal Rates** collection once again, affirms our leadership status.

In fact, this 344 lot auction, conducted June 14, 2007, which realized in excess of US\$2.5 million, exceeded all of our previous auction realizations and was **the highest grossing Canadian Philatelic auction ever conducted.**



REALIZED \$34,500.00

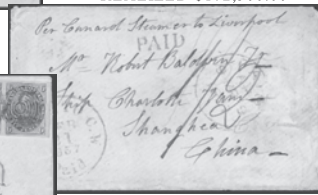


REALIZED \$172,500.00

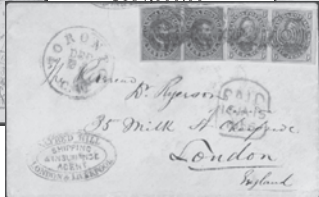


REALIZED \$51,750.00

REALIZED
\$184,000.00



REALIZED \$16,100.00



REALIZED \$86,250.00

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Maple Leaves

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

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BNAPS – The Society for Canadian Philately

MAPLE LEAVES

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INCORPORATED 1946

Founder:

A. E. Stephenson, FCPS

Edited by: Graham Searle

Ryvoan, 11 Riverside, Banchory, Aberdeenshire, AB31 6PS

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EDITORIAL

This issue of *Maple Leaves* is reaching you slightly earlier than usual so that we can mail out the Auction Catalogue for the Convention Auction on 1st May in good time for members to submit their bids. With well over 1000 lots to read through there is hopefully something of interest for everyone. As usual, Colin Lewis is on hand to provide more information or scans on any lots of particular interest. We will be back on our normal schedule for the July issue of *Maple Leaves*.

My apologies to any members who had been waiting for the arrival of the PAYPAL facility on the Society website to pay their annual subscriptions for 2009/10. Various delays and a general lack of competence on the part of your Editor and Subscriptions Manager have contributed to this taking far longer than originally expected and it is clear that we will not have the facility in place in time for the current season. Thus, if you have not paid your 2009/10 dues yet please do so by

the normal method promptly to avoid being removed for non-payment. We will be exercising slightly more leeway in this respect than normal. Thanks to some recent help from member Charles Livermore, I am more confident the PAYPAL facility will be in place for the coming 2010/11 season. I hope to have more information in the next issue of *Maple Leaves*.

It is still not too late to book your place at the Society Convention in Eastbourne. The event takes place from Wednesday 28th April to Saturday 1st May although it is not compulsory to attend the full event, you can pop in and out as required. The Convention provides an excellent aperitif for the major London stamp shows the following week and the venue of Eastbourne allows for easy access into London for day trips by rail or road. President, Mike Slamo, can provide full details of the event and venue; a final programme for the Convention is included here on page 301.

The Society is looking for some help with updating and modifying our Website. We do have a webmaster but he has limited time to devote to the task and we could do with some additional assistance in this area so that we can make more use of the website as a growing resource for members. If you have some IT experience and some time to spare please contact the Secretary or the Editor either of whom will be able to provide some more details of the tasks involved.

The Vincent Graves Greene Foundation (see advert on page 256) have asked me to

tell members that anyone wishing to purchase one of their books can now make payments using PAYPAL. Just visit their website at www.greenefoundation.ca and follow the links.

Finally I must report the death of another of our past- Presidents who appear to be becoming something of an endangered species. Members will be saddened to hear of the death of Frank Laycock in January 2010. An obituary appears elsewhere in this issue along with the promised obituary for Alan Salmon.

WANTED:-

For future Maple Leaves article..... Registered Admiral period cover showing 11 cents rate (most obvious example is a triple rate domestic registered cover from the 1912 -1915 period pre War Tax). Author is willing to purchase or alternatively receive scan of such cover. Full credits will be given in the article. If you can help, please contact the Editor.

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Dr Alan Salmon F.C.P.S. 1923-2009

Dr Alan Salmon, a Fellow, Past President and ex-Treasurer of the Society, died unexpectedly at the age of 86 in Spring 2009. The Society has lost another stalwart who supported it in many ways over many years and we, as members, have lost a warm-hearted kind friend whose generous smile brightened every gathering.

Alan's education was interrupted while he trained as a pilot in New Brunswick and served as a RAF Coastal Command pilot in World War II, often flying with a mixed crew of Canadians and British. After cessation of hostilities Alan returned to university to complete a PhD in Physics following which he held senior posts, including directorships, in research, engineering and management. He authored numerous papers on physics, nuclear physics and engineering.

In the world of philately, Alan's main interests were Canada's North West Territories and stamps depicting those who had most strongly influenced Canada's development. His series of thirty six articles on 'The People on the Stamps' which appeared in 'Maple Leaves' between October 1989 and April 1998 demonstrated his flair for telling a good story, based on extensive research. That series was published in book form under the title 'Pioneers of Canada, The People on Her Stamps' by The Unitrade Press in 1998. More recently Alan prepared two volumes on Pioneers of America and he was a regular speaker on both subjects at Probus meetings.

Alan joined the Society in 1972 and served as Treasurer from late 1990 to mid 1996; he became President in October 1992 and hosted a most enjoyable Convention in Chester in 1993. In 1998 he was appointed a Fellow.



Both Alan and Nan were regular attendees at Convention and we will miss him. It was our privilege to share the company of a charming, eloquent, gentle-man.

Our belated but sincere condolences go to Nan and their family.

Brian T Stalker

Frank Laycock, M.C. 1932 – 2010

Frank Laycock died on 8th January 2010, aged 78. He was a dedicated supporter of the Canadian Philatelic Society and had been President in 1996/97. His Convention in Harrogate in September 1997 was an enormous success.

Frank had formed major collections of the Canada Small Queens and 1859 issues which were subsequently sold in separate sales at Robson Lowe. He also formed Gold Medal collections of the Falkland Islands and Malaya.

He was awarded the Military Cross in 1951 for gallant service in Malaya. He leaves his wife, Pat, a son and two daughters to whom we extend our condolences.



Judith Viney

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STREET CANCELS 1886 - 1918 (PART 7)

Graham Searle

Introduction

This is the seventh in a series of articles that will attempt to list and illustrate the "Street" cancels used in Canada between 1886 and 1918. This part continues the story of the Street cancels from Montreal.



Fig 182. St. Catherine Street West;
1896 style of c.d.s. cancel



Fig 184. St. Catherine Street West;
1913 style of c.d.s. cancel



Fig 183. St. Catherine Street West;
L.C.D. cancel



Fig 185. St. Catherine Street West;
roller cancel



Dorchester Street:-

This supposed post office is a real problem child. It is listed as a Street Office of Montreal in a number of early references and checklists (8, 11, 12, 18, 22). I suspect all of these references derive from a single source as they all show the same record of a c.d.s. cancel dated 15th July 1892.

Suffice to say that there is no official record of any such post office ever existing (1, 4) and I can find no confirmation of the cancel in proof books or elsewhere. It is possible that this office did open in 1892 and remained open for only a few months (thereby failing to appear in any of the Post Office Year Books) but it also possible that the cancel was misread (Dorchester Station, Ontario is a possible though quite how this would be connected to Montreal is unclear).

Needless to say, if one of our members is in possession of the above mentioned c.d.s. cancel and can confirm the existence of the office, a scan of the item would be much appreciated.

THE INITIAL GROWTH YEARS 1895 – 1900:-

In this period the postal network in Montreal grew rapidly and a large number of branch and sub post offices opened of which a further 14 carry Street names. The first two of these, St. Lawrence Street and Notre Dame Street West opened in 1895.

St. Lawrence Street and Prince Arthur Street:-

I have lumped these two offices together as, once again, they are one and the same. This branch office opened at 50 Prince Arthur Street East (on the corner of Boulevard St. Laurent) on 1st August 1895. It was

renamed Prince Arthur Street a little under a year later on 1st July 1896. It remained in operation through most of our period, being renamed again as Montreal Sub no 98 in October 1915. The first and only postmaster of the St. Lawrence Street incarnation was Chas Stroud who also returned in 1897 to run the renamed Prince Arthur Street office for a short while. As Prince Arthur Street, the office got through five postmasters by the end of 1903 before Daniel Furlong came into office and remained until 1912.

I have seen only one cancel from the St. Lawrence Street period. This is a full circle c.d.s with 24mm dater. It can be found with both AM, PM and timed indicia. It is shown in fig 186. It would appear that the AM and PM indicia were in use first and that sometime in early April 1896, the indicia was changed to specific timings. Hollingsworth (8) suggested that this change over took place between the 1st and the 8th April 1896 making the timed indicia type quite scarce.



Fig 186. St. Lawrence Street c.d.s cancel



Fig 187 Prince Arthur Street c.d.s. cancels

A similar c.d.s cancel is found from the Prince Arthur Street period (see fig 187) although this has a slightly larger dater (25mm) and I have only seen this one with timed indicia. I have only seen this cancel used in the 1896 – 1898 period which suggests that a later cancel may well exist.

I also have a record of a roller cancel from Prince Arthur Street used in the 1897-1898 period (25) but have never seen this cancel myself. If anyone has a copy please send in a scan so we can illustrate it in a future article.

Notre Dame Street West:-

This important branch office was first opened on 1st May 1895 and was located at 1190 Notre Dame Street West. It remained in operation until October 1905 when it was closed. The first postmaster was a W. Robertson who remained in office until 1899.

This branch office is best known for an amazing array of Fancy Cancels produced between 1895 and 1897. Lacelle (23) lists no fewer than eight types and there may well be many more. Indeed, if it were not for the fact that Dave Lacelle's book was first published in 2000 it would be tempting to believe that Mr Robertson had taken a sneak preview and copied one of each main chapter type in producing his fancy cancels. Quite why this office needed so many is unclear; it may be that the postmaster simply had an artistic bent. Figs 188 – 196 show these fancy cancel types at least one of which was used as part of a duplex cancel.

Fig 197 shows another fancy cancel that is often attributed to Notre Dame Street West, indeed a cover is known from this office. The cancel is, however, regarded by experts as a rather poor fake (23). Fig 198 shows another fancy cancel which, I believe, may also be from Notre Dame Street West. This



Fig 188. Notre Dame Street West fancy cancel – Lacelle type 1241



Fig 191. Notre Dame Street West fancy cancel – Lacelle type 1381

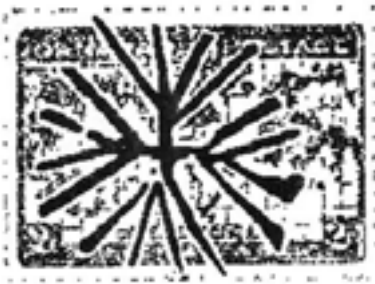


Fig 189. Notre Dame Street West fancy cancel – Lacelle type 1250



Fig 192. Notre Dame Street West fancy cancel – Lacelle type 1390. This type was specially designed for use with the Jubilee issue of stamps and, if correctly applied, would cancel the stamp without defacing the portraits of the Queen (courtesy of Joe Smith.)



Fig 190. Notre Dame Street West fancy cancel – Lacelle type 1367

'diamond J' cancel is only ever found used on Diamond Jubilee stamps and has also spawned some rather poor imitations one of which is shown in fig 199.

In addition to the fancy types, Notre Dame Street West used a number of other postmarks.

There are two types of c.d.s cancel to look out for. The first has a 23mm dater and a simple numeric indicia (showing 16, 18, 19 etc). This type was used from the opening of the office until early 1896 and an example is shown in fig 200. Around April 1896, this first type was replaced by another c.d.s. cancel with a larger, 24.5mm,



Fig 193. Notre Dame Street West fancy cancel – Lacelle type 1403. This type was used in several post offices over a wide time period.



Fig 197. Fake fancy cancel known on cover from Notre Dame Street West – Lacelle type D638 (courtesy of Joe Smith)



Fig 194. Notre Dame Street West fancy cancel – Lacelle type 1462.



Fig 198. Fancy cancel believed to be from Notre Dame Street West, Lacelle type 508 (courtesy of Joe Smith)



Fig 195. Notre Dame Street West fancy cancel – Lacelle type 1470. Opinions differ over whether this was used as a duplex cancel but it is listed in the Duplex Handbook as type DPQ-706A.



Fig 199. A rather poor fake of the cancel in fig 198 (courtesy of Joe Smith)

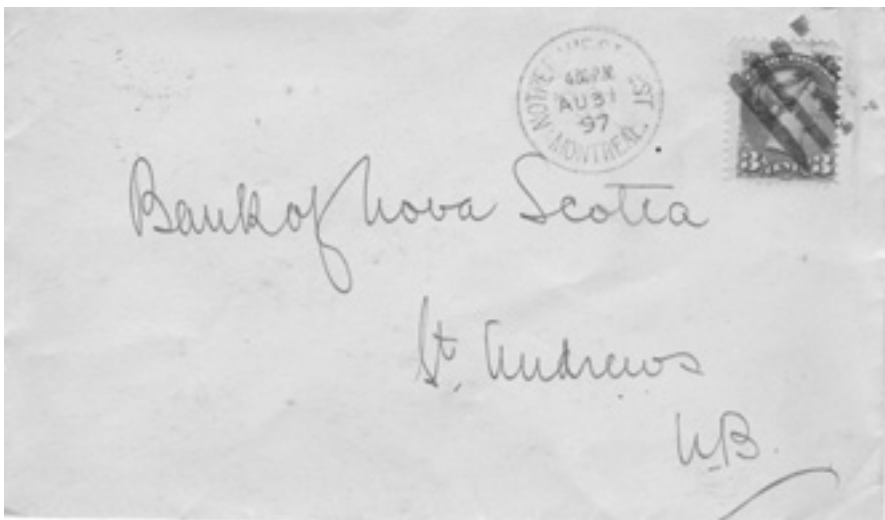


Fig 196. Notre Dame Street West – another fancy cancel type not listed by Lacelle. I have seen two copies of this on cover, both dated in August 1897.



Fig 200. Notre Dame Street West; early type of c.d.s. cancel

dater and indicia which read 4.30PM etc. An example of this second type, which remained in use at least until 1899, is shown in fig 201. One thing to watch out for is that the second, larger, type shows an indicia of simply '12' for midday making confusion with the first type a distinct possibility. Of these two types, I have

found the smaller, earlier, type to be more elusive and given its short period of use it is certainly one worth looking out for.

There is also a squared circle postmark to be found from this office – the only one from a Montreal street office. This cancel is elusive and missing from many squared circle collections and it sports a rather bizarre set of indicia being reported with 8, 12, 15, 16, 18, 19 and 39. The first six of these are doubtless hours of the day but the last one is anybody's guess! An example of this cancel is shown in fig 202 with indicia 19. Examples of this squared circle cancel can be found dated from mid 1895 to mid 1898.

Hollingsworth (8) also reports a roller cancel from this office used on the Numeral issue. I do not have a picture of this cancel to show you so if any member has a copy, a scan would be most welcome.



Fig 201. Notre Dame Street West; 1896 style of c.d.s. cancel

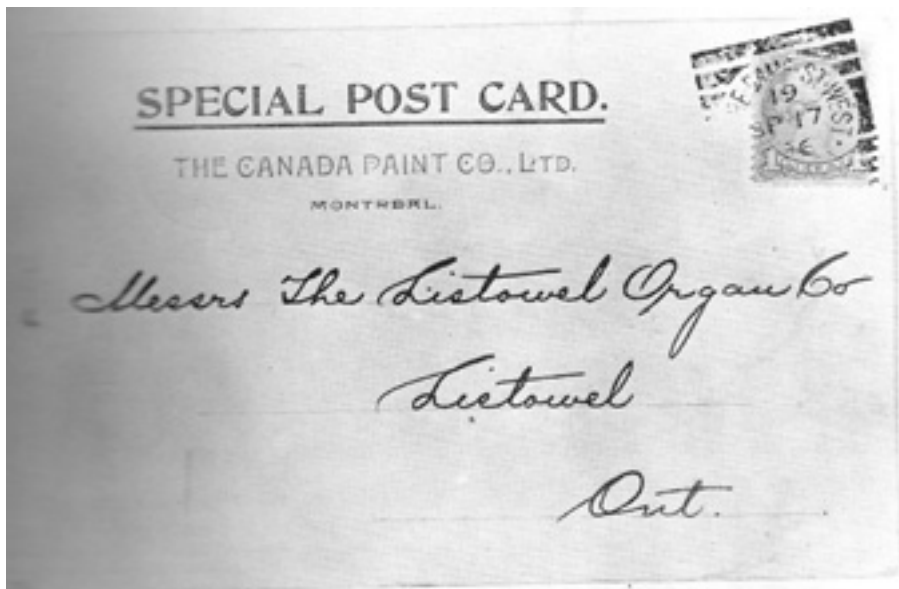


Fig 202. Notre Dame Street West squared circle cancel

From late 1899, Notre Dame Street West used a duplex cancel. This type has a 23mm dater and a 9 bar circular killer. It is known used from December 1899 until May 1902 and shows timed indicia. The latest reported dated copy is illustrated in fig 203.

Interestingly, no cancel type has been reported for this office after mid 1902. Logic suggests that one must exist or that the last use of the duplex cancel must be much later than recorded (6).

1896 turned out to be boom year for Street post offices in Montreal with no fewer than eight opening in addition to the two re-namings already mentioned above. A further three Street offices opened in 1898 – 1899.

Boulevard St. Denis:-

This office has a complicated story (17). It was originally opened on 1st January 1896 as an independent office, later to be annexed by the City of Montreal. The cancel shown in fig 204 provides some

clues to this as it shows the designation of region at the bottom of the postmark as QUE rather than Montreal. It was a non-accounting office, as evidenced by the broken circle hammer. The office was located roughly five miles northwest of Montreal centre in the eastern half of Montreal Island, in the electoral riding of Laval. The postmaster was M. Morin.

Soon after the establishment of this office, the village of Villeray was incorporated into the area. From 1st August 1897, postmaster Morin's office was renamed Villeray and a second post office under the name Boulevard St. Denis was opened elsewhere in the area shortly thereafter. This second office was in the electoral riding of Maisonneuve under the stewardship of postmaster Mathias Gibeault. It became a sub post office of Montreal in 1899 and by 1910 was located at 350 Beaubien Street.

Given the date of the cancel in fig 204 it is clearly from the second Boulevard St. Denis office. We don't know if this cancel was also used at the earlier office but it may

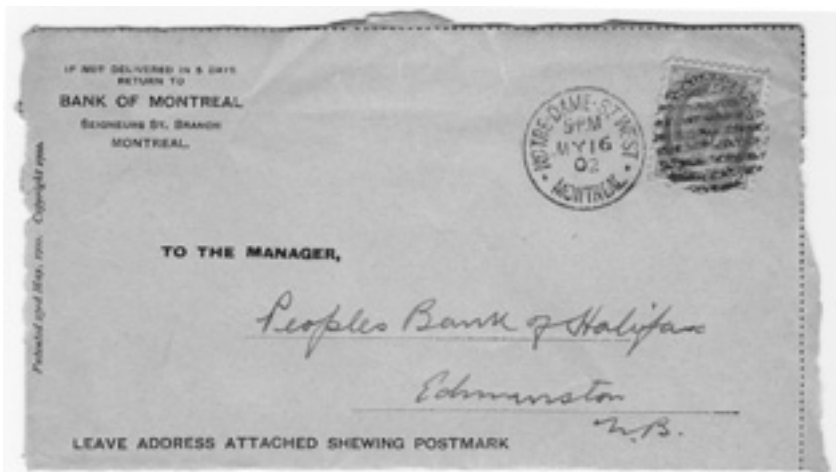


Fig 203. Notre Dame Street West duplex cancel (courtesy of Stephane Cloutier)



Fig 204. Boulevard St. Denis broken circle cancel (courtesy of Joe Smith)

well have been. There is no record of when the Boulevard St. Denis office closed.

Finally, note that this office should not be confused with St. Denis Street, Montreal (see below).

Chaboillez Square:-

This office was opened in June 1896 and was located at 456 Notre Dame Street West. It remained in operation until April

1918. The first postmaster was a Henry Hedge who lasted only a few months before being replaced by Dr. J. Leduc who remained in office until his death in 1907 only to be succeeded by his son Dr. T. Leduc who held the post until the office closed.

I believe that this office used three different cancels during its life. The first is a split ring c.d.s. cancel shown in fig 205. This is one of the commonest of all Street cancels. It has a 21mm dater and the indicia is blank on all copies I have seen. It is known used from the opening of the office until late 1901. Hollingsworth (8) listed a second type of cancel from this office with a 23mm dater with dates of use from 1899 to 1909. I have never seen a copy of this second cancel. Maybe one of our members can oblige?

The second cancel was probably used up to 1913 as in this year a third c.d.s cancel was proofed. This type is shown in fig 206. It

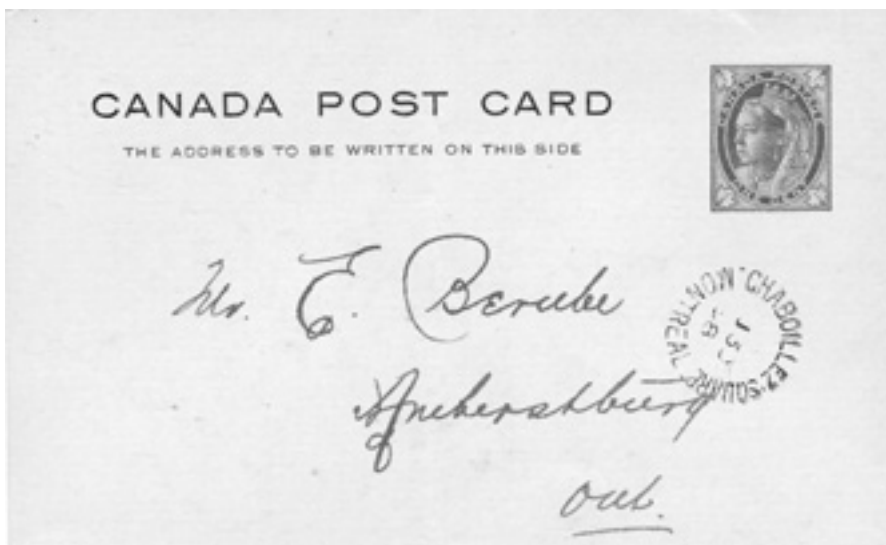


Fig 205. Chaboillez Square split ring c.d.s.cancel



*Fig 206. Chaboillez Square;
1913 style c.d.s.cancel*

has a 22mm dater and comes with both AM and PM indicia. It would appear to have been used until the office closed in 1918.

Cherrier Street and St. Louis Square:-

This is another Street post office that changed its name. The original office opened as Cherrier Street in February 1896, based at 549 St. Denis Street. In June 1902 the name was changed to St. Louis Square. It is unclear when or if the office closed but the proof books show cancels from St. Louis Square well into the 1930's. In its life as Cherrier Street, the first postmaster was D.J. Ouimet who held office until 1900.

Two cancels are found from the Cherrier Street office. The first is a split ring c.d.s. cancel with 21mm dater. This type was used for a short period when the office was opened in early 1896 and is scarce. I don't have a scan of this cancel so if any member has a copy I would be grateful for the scan to show in future issues. The second type is more common and is a full circle c.d.s. with 24mm dater shown in fig 207. Early examples of this type, in 1896, show timed indicia but from early 1897 it is found with the indicia blank. The latest date I have seen for this cancel is 1899 but I assume it was in use until the name change in 1902.

I have only seen one cancel from St. Louis Square in the period prior to 1918. This is a full circle c.d.s cancel with 23mm dater and either AM or PM indicia, shown in fig 208. This cancel was proofed in 1917 so at least one earlier type – most probably a split ring c.d.s. cancel must exist.

Care should be taken not to confuse this office with Cote St. Louis an independent post office in the area which became a sub-office of Montreal around 1918. Partial strikes of postmarks from these two offices can be easily confused.

Mount Royal Avenue:-

This office, which was located at 308 Mount Royal Avenue, opened in June 1896 and remained in operation until December 1912. This was one of those offices that got through a large number of postmasters – a total of seven in 16 years – all of whom resigned. Maybe this office had some difficult customers?

I am only aware of two cancels from this office. The first is a split ring c.d.s. cancel with a 21mm dater shown in fig 209. The indicia is always blank. I have only seen records of this cancel used up to 1899 so it is possible that a later type exists.



*Fig 208 St. Louis Square
full circle c.d.s.cancel*

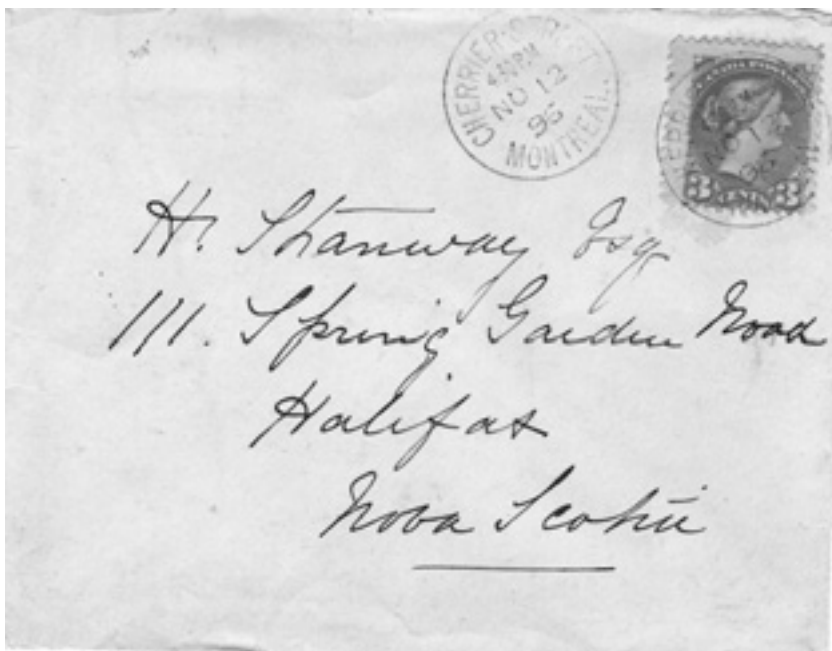


Fig 207. Cherrier Street full circle c.d.s. cancel

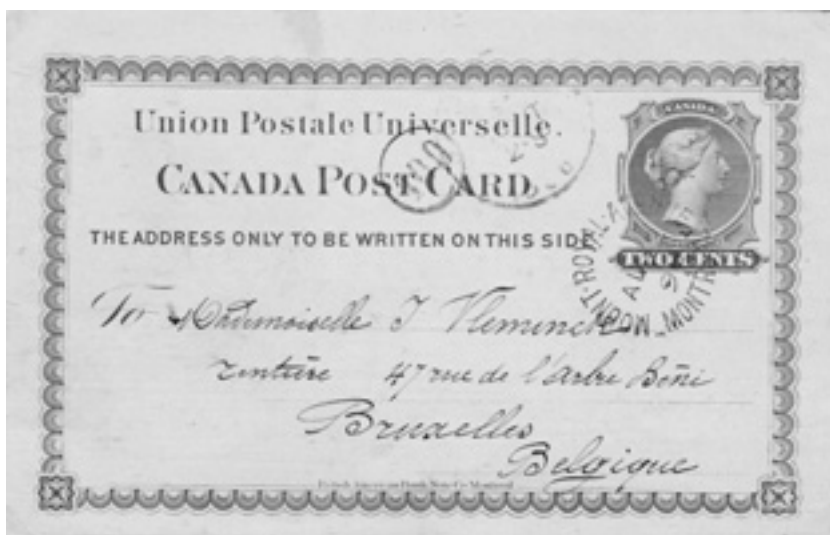


Fig 209. Mount Royal Avenue split ring c.d.s. cancel



Fig 210. Mount Royal Avenue
full circle c.d.s.cancel

The second cancel was proofed in 1912 and is a full circle c.d.s. type with 22mm dater and AM or PM indicia. This cancel is shown in fig 210.

Peel Street:-

This office opened in June 1896 and remained open only until 1905. It was located at 321 Peel Street. Only one postmaster served here; a N.E. Hamilton who acted from opening to closing.

I am aware of only one cancel from this small office. This is a full circle c.d.s. cancel with 25mm dater shown in fig 211. My copies all have blank indicia but Hollingsworth (8) reports timed indicia as well. The latest reported date for this cancel is 1900 so it is possible that a second type exists.

St. Denis Street:-

This office was located at 212 Cartier Street East when it opened in June 1896. By 1912 its' street address was 282 Ste Catherine Street. Records (1) show that there was a relocation of this office in 1900. The office remained in operation with this name until 1929 when it became Montreal Sub no. 4. It was, however, closed for a period from October 1905 to June



Fig 211. Peel Street c.d.s.cancel

1907. The first postmaster was L.R. Baridon who remained in office until the change of location in 1900. Thereafter half a dozen postmasters held the position in our period and it would appear that the post office had some difficulty in staffing this office. The two year closure in 1905 - 1907 was caused by lack of a postmaster.

Several postmarks can be found from this office. The first, and most common, is a split ring c.d.s. cancel with 21mm dater and blank indicia shown in fig 212. This cancel appears to have been used up to mid 1899. Thereafter, Hollingsworth (8) reports a full circle c.d.s. cancel with 23mm dater used in the period 1899 - 1901. I have never seen a copy of this cancel and would welcome a scan if any of our members own one. It is possible that the latest use of this second type may be much later than reported as a third c.d.s. cancel was proofed in 1913. This late type has a 23mm dater and shows either AM or PM indicia. It is shown in fig 213. It is also possible that the second type of c.d.s. cancel above may be partial strikes of a duplex cancel which was in use from late 1899 to around 1901. This type has a 22mm dater and a 9 bar killer. No picture is to hand of this duplex type so, again, I would be grateful for a scan if anyone has a copy.



Fig 212. *St. Denis Street split ring c.d.s.cancel*



Fig 213. *St. Denis Street; 1913 style c.d.s.cancel*



Fig 214. *St. Denis Street roller cancel*

A roller cancel can also be found from St. Denis Street. This type is shown in fig 214 and dates from the 1898 period.

St. Lawrence Street Centre:-

This office opened in June 1896. A few weeks later, the St. Lawrence Street office was renamed Prince Arthur Street (see above) presumably to avoid confusion. The initial location of the St. Lawrence Street Centre office is unclear but from 1904 to 1915 it was located at 473 Boulevard St. Laurent. (For the avoidance of confusion and for those members who do not speak French, Boulevard St. Laurent and St. Lawrence Street are one and the same).

St. Lawrence Street Centre remained in operation for a very long time; not closing until 1952 although it was closed for a brief time in 1918 – 1919. For most of our period, this office had a postmistress. The first was a Mrs Ulric Brosseau which held the position until 1904. She was replaced by Mrs Josephine Brosseau (a daughter in law?) who remained in post until 1915.

In our time period, I am aware of three cancels used from this office. The first type is a split ring c.d.s. cancel with a 21mm dater and blank indicia. This type is known used at least up to 1903 but was probably in use much longer. It is shown in fig 215. Contemporary with the split ring cancel is a roller cancel shown in fig 216. Fig 217 shows an interesting example of these two cancels used together on a cover to France sent in January 1901.

A later full circle c.d.s. cancel, proofed in 1913 is shown in fig 218. This type has a 23mm dater and is found with both AM and PM indicia.

Some care should be exercised with the



Fig 215. St. Lawrence Street Centre split ring c.d.s.cancel

early split ring cancel from this office. Many years ago, the well known collectors Fred Jarrett and Walter Bayley were in the habit of creating fakes of philatelic items not, it must be stressed, with any malice in mind but rather to try and test the others knowledge and entertain their local stamp club. (I have a very nice fake of the St Lawrence Seaway invert created by Jarrett in my collection). Now, Walter Bayley owned the hammers for St Lawrence St Centre and another Montreal sub-office called Mile End and amongst the Jarrett/Bayley fakes are a few spectacular covers with cancels from these two Montreal offices. At the time these items were well known and several have certificates showing them to be fabrications. Over the years, however, several of these items have found their way onto the philatelic market and their provenance has become lost in the mists of time so *caveat emptor* applies if you see a 'too good to be true' cover with the St. Lawrence Street Centre cancel. The

stamps will be genuine as will the cancels but the cover will never have passed through the mails.



Fig 216. St. Lawrence Street Centre roller cancel

TO BE CONTINUED

Figures 217 and 218 will appear in the next part along with a full set of references.

PRE - UPU CANADA'S THREE 5 CENT PREFERRED RATES

George B. Arfken and William S. Pawluk

In the 1870's Canada had three 5 cent preferred rates. Table 1 lists the three preferred rates and gives the period for which each was in effect.

Table 1. The 5 cent Preferred Rates of the 1870s

To	Started	Ended
United Kingdom	1st Oct 1875	31st July 1878
Newfoundland	1st Jan 1877	1st Jan 1879
Germany	1st Apr 1877	31st July 1878

On 1st August 1878 Canada adhered to the UPU rate schedule and the preferred rates to the U.K. and Germany became the 5¢ UPU rate. Newfoundland joined the UPU on 1st January 1879. The 5¢ rate to Newfoundland continued beyond 1st January 1879 as a bilateral (non UPU) rate.

1. 5 cents per ½ oz. to the U.K.

Department Order No. 15, 1 September 1875 announced:

It has been arranged that the postage rate on letters passing between Canada and the United Kingdom shall from and after 1st October, 1875 be an uniform rate of 2 pence halfpenny sterling, equal to five cents Canadian currency, per half ounce, by whatever route sent or received whether

by Canadian Packet direct, or by closed mails via the United States.

This new 5 cent rate was a preferred rate, a special arrangement between Canada and the U.K. The postal rates from Britain to the other British colonies continued at 6d (Bermuda) or higher (Jamaica 1/0) [1]. The background for this preferred rate goes back some 13 years for proposals and negotiations for regulations for handling international mails. These efforts culminated in the 1874 Conference at Berne and the resulting Treaty of Berne establishing a Postal Union. This treaty encouraged an international letter postage of 5¢ per ½ oz. (or per 15 grams). Further details will be found in Canada's Small Queen Era [2].

The Berne conference was attended by the major nations of the world. Being a colony Canada was not invited. Britain's attempts to have Canada admitted were blocked by France and Spain with their concern over voting rights. Britain responded to this by granting Canada a 5¢ rate for letter mail to Britain, the same as the 5¢ Postal Union rate.

Department Order No. 15 also promised:

A five cent postage stamp for the convenience of the public in prepaying the five cent rate on letters addressed to the United Kingdom after 1st October is being prepared and will be issued as soon as ready.

The printers were probably notified of the need for a 5¢ stamp somewhat before 1st September 1875 but engraving a new die, getting the design approved, making a



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transfer wheel, laying down a plate, printing the stamps, gumming, perforating and distributing the stamps would take a few months. 1st October was an impossible deadline for a new 5¢ Small Queen. But there was an alternative. Seven years earlier in 1868 a die for a 5¢ Large Queen had been engraved. A plate had been laid down but corrosion probably made the plate unusable. From this 1868 die and transfer roll, a new plate was made. The 5¢ Large Queens were ready in late September. Canada's Postage Stamps of the Small Queen Era [3] shows a mourning cover dated 28th September 1875 franked with a 5¢ Large Queen and a 3¢ Small Queen paying the 8¢ Cunard rate to the U.K.

An over ½ ounce cover with two 5¢ Large Queens paying double the 5¢ preferred rate is shown in Figure 1. The writer was George Brown, one of the Fathers of

Confederation and Editor of the Toronto Globe. He was writing to his wife who was visiting her mother in Scotland.

Canada's printers (the British American Bank Note Co.) probably began work on a 5 cent Small Queen even before Department Order No. 15. Engraving the die, laying down the plate, etc. took about six months. The earliest known 5 cent Small Queen cover, shown in Figure 2, is dated 22nd February 1876.

The Figure 2 cover's posting date, Feb. 22, 1876, was a Tuesday. The Too Late marking meant that the cover missed the train to New York for the Cunard steamer sailing on Wednesday, 23rd February. In the absence of a Liverpool transit stamp, it appears that the cover was held for the Allan packet Peruvian that sailed from Portland on Sunday, 27th February.



Figure 1. A double 5¢ Large Queen preferred rate cover to Scotland. Posted in Toronto, November 22, 1875, and addressed to Edinburgh, Scotland. Edinburgh DE 4 75 b/s. The cover was sent to New York and carried by the Cunard Bothnia that sailed on Nov. 24. Courtesy of Firby Auctions, Arfken collection.

We have focused on the 5¢ Large Queen and the 5¢ Small Queen because they were issued so that Canadians could pay the new 5¢ rate with a single stamp. Of course, the 5¢ rate could be paid by any combination of other stamps adding up to 5¢. and the two 5¢ stamps could be used to pay or help pay any postal charge.

Registration.

All preferred rate covers could be registered. We look at registration here because there was a drastic reduction in the registry fee during the preferred rate period. Since 1st February 1866, the registry fee had been 8¢. When registered letter stamps were issued in late 1875, the blue 8¢ RLS was required to pay this fee on registered letters to the U.K. The earliest example of an 8¢ RLS on a letter to the U.K. is 2nd March 1876. Figure 3 shows a registered mourning cover with the preferred rate postage paid with a 5¢ Small Queen and the registry fee paid with an 8¢ RLS.

The registry fee on letters to the U.K. had been reduced to 5¢ but when did this 5¢ rate start? The available Canadian postal documents did not specify the exact date. Allan Steinhart realized that the starting date for Canadian letters to the U.K. would have been the same date as for British letters to Canada. He went to British postal literature and came up with the date [4]. The Canadian registry fee was reduced to 5¢ on 1st January 1878. The fee was to be paid with the green 5¢ RLS.

For the seven month period, 1st January 1878 – 31st July 1878, a cover to the U.K. would pay the preferred rate and could be registered with a 5¢ RLS. Only two examples of a preferred rate cover to the U.K. registered with a 5¢ RLS have been reported. Both of them are shown in Canada's Registered Mail [5, 300]. Figure 4 shows one of these rare

covers. The horizontal and vertical blue crayon lines are British markings calling attention to the registration.

2. 5 cents per ½ oz. to Newfoundland.

Department Order No. 20, 12 December, 1876, ended with the brief statement:

From 1st January 1877, the rate of letter postage from Canada to Newfoundland will be 5 cents per ½ oz., prepayment by stamp compulsory.

Neither Canada nor Newfoundland were in the UPU at this time. While the rate was equal in amount to the UPU rate, the conditions were different. Under UPU regulations letters could be sent completely unpaid. Here, prepayment by stamp was compulsory.

Negotiations for this rate had an unusual start. On 29th August 1876, Newfoundland Postmaster General Delaney issued a Notice that the rate on letters to Canada (and to the U.S.) was reduced to 5¢ per ½ oz. effective immediately. Canada probably received the announcement and negotiations over the details followed. The brief statement in Department Order No. 20 was Canada's response.

Canadian covers to Newfoundland during the 1870s are at least scarce regardless of the period and the rate paid. Covers illustrating this 5¢ preferred rate for the two-year period 1877 through 1878 are among the rarest of Small Queen covers. A preferred rate cover to Harbor Grace, Nfld. is illustrated in Figure 5. The authors believe that this is the only Canadian 5¢ preferred rate cover to Newfoundland.

As a preferred rate, this rate lasted until Newfoundland joined the UPU on 1st January 1879. With both countries in the UPU, the element of preference was gone.

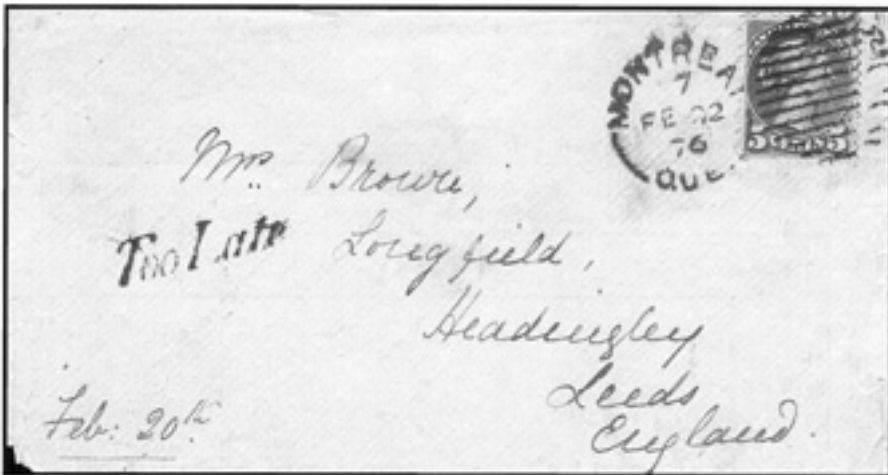


Figure 2. The earliest reported 5¢ Small Queen preferred rate cover. Posted in Montreal, February 22, 1876, and addressed to Leeds, England. Carried by the Allan Peruvian out of Portland Feb. 27. Courtesy of Canada's Postage Stamps of the Small Queen Era [3].



Figure 3. An 8¢ registered 5¢ preferred rate mourning cover. The cover was mailed in London, C.W., January 6, 1877, and addressed to Dublin, Ireland. Sent to Hamilton, Ont., where it was placed in a closed bag for Dublin. JA 21 77 Dublin b/s. The cover was sent to New York for the Cunard steamer. Courtesy of Lee Auctions, Harrison collection.



Figure 4. A 5¢ RLS registered preferred rate cover. Posted in Toronto, May 1, 1878, and addressed to Edinburgh, Scotland. MY 15 78 b/s. The cover was carried by the Allan Polynesian out of Halifax May 4. Courtesy of Lee Auctions, Harrison collection.

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The 5¢ rate did continue until 30th June 1893 as a bilateral (non UPU) rate between Canada and Newfoundland.

3. 5 cents per ½ oz. to Germany.

The announcement of a 5¢ per ½ oz. rate for letters to Germany came in Department Order No. 21, of 31st March 1877 effective the next day, 1st April 1877. The preferred rates to the U.K. and to Newfoundland can be understood in terms of Britain's desire to have Canada admitted to the Postal Union and to the proximity of Newfoundland. So how did Germany get into this? We don't know but can guess that Britain had a major role in arranging this preferred rate.

Two other points in Department Order No. 21 are worth noting. Firstly, mails to

Germany could go via Allan Line packets or via the Hamburg-American Line steamers sailing from New York every Thursday. Secondly, totally unpaid letters could be forwarded but would be charged at double rate collect. There are questions here also. A letter going on an Allan Line packet would have to go through England for either a Hamburg-American steamer or a British packet to Germany. A letter going via New York for a Hamburg-American steamer would have to cross the U.S. How were transit fees arranged? Again we don't know but we can guess that they were handled under Postal Union rules even though these preferred rate letters were not Postal Union mail.

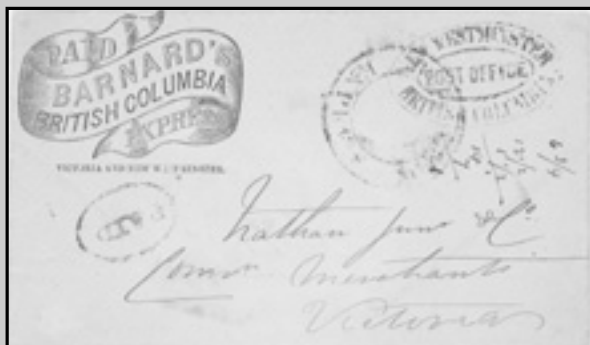
An example of this 5¢ preferred rate is shown in Figure 6. The cover, from



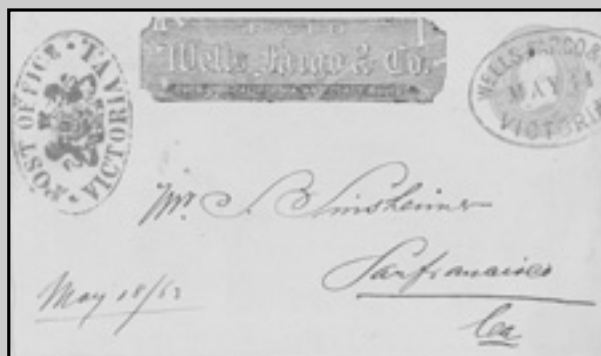
Figure 5. A possibly unique 5¢ preferred rate cover to Newfoundland. Mailed in Halifax, April 12, 1877 to Harbor Grace, Nfld. St. John's, Nfld. transit AP 15 77 b/s.



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Figure 6. Posted in Montreal, February 8, 1878, and addressed to Klingenthal, Saxony, Germany. There is a Klin(genthal) 21 II 78 b/s. The cover was carried by the Allan Sarmatian out of Halifax Feb. 10. Courtesy of Firby Auctions, Arfken collection.

Montreal, 8th February 1878, is franked with two 5¢ Small Queens paying for up to 1 oz. The date falls within the April 1877 - July 1878 period and identifies the cover as a preferred rate cover. The cover is probably not unique but it is rare.

The authors thank J. Edward Nixon for permission to use the cover shown on p.137 of reference [3] for our Figure 2.

References

[1] *British Letter Mail to Overseas Destinations, 1840 - 1875*, Jane and Michael Moubray, The Royal Philatelic Society London, 1992.

[2] *Canada's Small Queen Era, 1870 - 1897*, George B. Arfken, Vincent Graves Greene Philatelic Research Foundation, 1989.

[3] *Canada's Postage Stamps of the Small Queen Era., 1870 - 1897*, John Hillson and J. Edward Nixon, Vincent Graves Greene Philatelic Reference Foundation, 2008.

[4] *The Date of Reduction of the 8¢ Registration Fee to the U.K.*, Allan L. Steinhart, Maple Leaves 19, pp. 190-191, Aug. 1984.

[5] *Canada's Registered Mail, 1802 - 1909*, Horace W. Harrison, George B. Arfken, Harry W. Lussey, Collectors Club of Chicago, 2002.



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The following article appeared as part of a larger article in the April 2002 issue of the British Columbia Postal History Research Group Newsletter and is reproduced here with their kind permission. The author is a retired R.P.O. mail clerk.

'TRAVELLING POST OFFICES IN THE OKANAGAN VALLEY'

R.F. Marriage

Nature was not kind to southern British Columbia in pre-historic times. When the Cordilleran ice sheet retreated ten or twelve thousand years ago, it left the topography of the country pretty much as it is now, except for vegetation cover. The glaciers had gouged deep, narrow, valleys, most of them aligned roughly north and south. It is not on record how inconvenient the aboriginal people found this to be but old trails indicate they did cope with the problem. But when the impatient Europeans took over this part of the country and wanted to travel and trade east and west, the difficulties became obvious. High divides (passes), snowbound for much of the year, required long detours, often of hundreds of miles. This problem was further aggravated in Canada, when the Oregon Treaty of 1846 fixed the boundary on the 49th parallel, although it was a few years before people on either side of the line paid much attention to it.

However, nature had provided some convenient routes of travel and trade which would cater to local and regional business for over half a century. The retreating glaciers had filled the valleys with water and while the steep shorelines made railway and wagon road construction difficult, steamboats provided a free right-of-way needing no maintenance except at landing points. Many ports of call did not even require a wharf. Shallow draft vessels simply nosed on to a beach to discharge

and load freight and passengers. Only the occasional severe winter caused any trouble. Deep water cools very slowly and thick ice seldom formed before the end of January.

Soon after the completion of the Shuswap & Okanagan Railway in 1892, the growth of settlement and business in the Okanagan Valley warranted use of a postal car to make up the mail for local exchange on the railway line and for despatch south via steamer on Okanagan Lake. (see fig 1)

In 1894, R.P.O. service was established between Sicamous and Okanagan Landing. At that time, the term 'M.C.' (Mail Clerk) was still in use to designate such an office. The earliest cancel type from this route is shown in fig 2. It was used between 1894 and 1901.

In 1901, a new dater was issued reading 'Okanagan Landing & Sicamous R.P.O.'. As a matter of passing interest, the engines and other equipment on the S. & O. Railway were always lettered 'Canadian Pacific'. The parent company made a lease agreement in 1915 for 999 years with the S. & O. the signing secretary being the same for both companies. The 1901 dater was the first of a series used through to 1935. These are shown in fig 3 below.

Mail service on Okanagan Lake appears to have started with the establishment of an

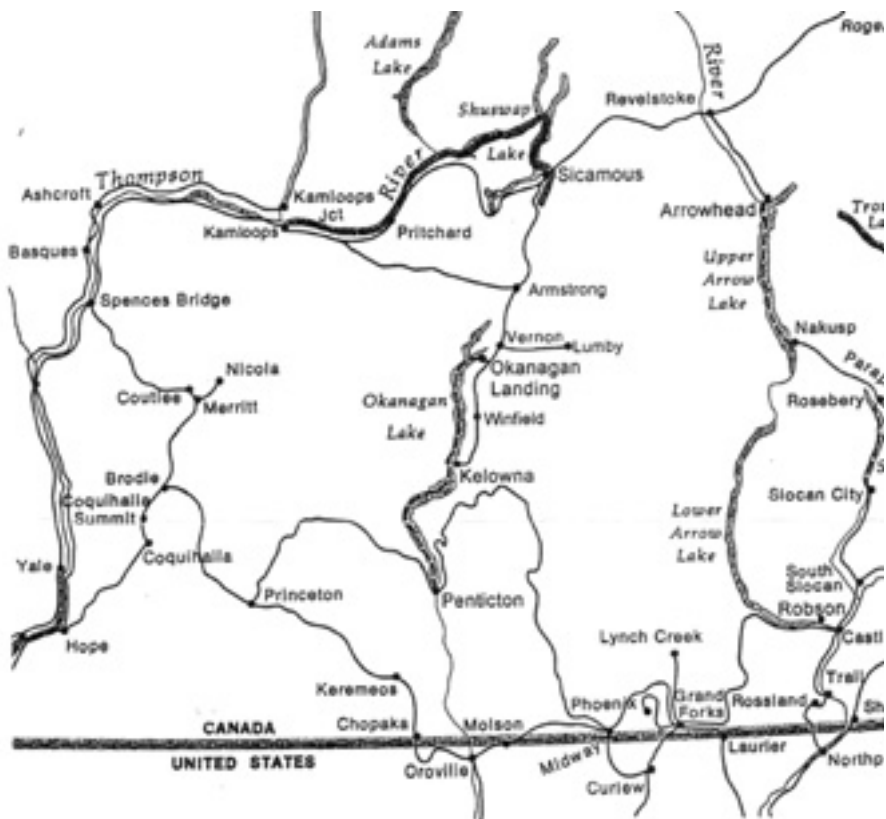


Fig 1. Map of the area

RPO mail service on the Steamer 'Aberdeen' in about 1901. Prior to that, Way Mail on the interior lakes had been carried by ships captains as a courtesy to the early settlers. Only one cover with the STEAMER ABERDEEN postal marking (fig 4) has been reported, dated 25th June 1901. A second example of the mark is known on stamp dated 8th July 1902. The CPR Steamer 'Aberdeen' served on Okanagan Lake from 1893 to 1916. Fig 5 shows a picture of the Steamer 'Aberdeen' taken in 1916 at the Pentlcton wharf just prior to the vessel being scrapped. The



Fig 2. Earliest type of S.O. Railway dater proofed in 1894

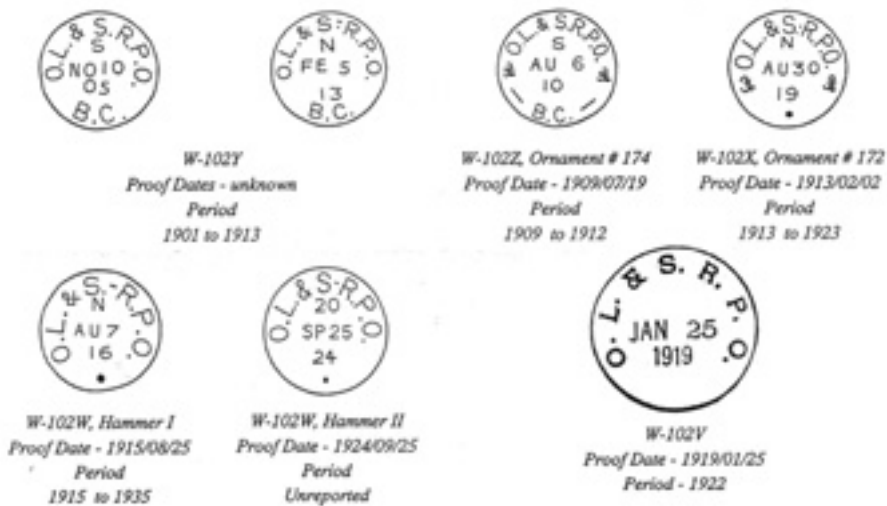


Fig 3. Range of Okanagan Landing & Sicamous R.P.O. cancels used in the period 1901 to 1935.

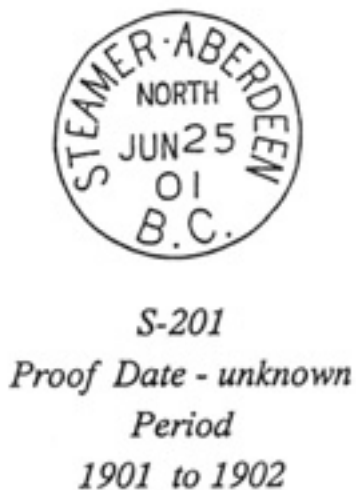


Fig 4. Steamer Aberdeen dater from 1901

recently constructed Incola Hotel can be seen at back right and the buildings on the left are the Kettle Valley offices and station building.

In 1907, the steamer 'Okanagan' was added to the CPR fleet serving Okanagan Lake and on 20th April 1909 a rubber hammer was proofed reading 'PEN. & OK. LDG. R.P.O. / Str. Okanagan' (see fig 6). This dater was used for about a year. In June 1911, the first of a series of 'PEN. & O.L. - R.P.O.' daters were introduced (see below) and the daters bearing the ships names were withdrawn.

Early in the 20th century, it was obvious that the closed mail service on the lake steamers was inadequate and Ottawa was urged to supply a R.P.O. type service. In 1911, the 'Aberdeen' and the 'Okanagan'



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Fig 5. The steamer 'Aberdeen' at Penticton wharf in 1916



Fig 6. Steamer Okanagan dater from 1909

were fitted with mail rooms on their freight decks. The deckhands continued to exchange mails with side service couriers at each landing, as was done at railway stations. Although it was a water service, the route was designated Penticton & Okanagan Landing R.P.O. Plans of the third steamship 'Sicamous', launched in 1914, included a proper mail room. The combined operation of the trains and boats, with resorting of mails en route, offered a quality of service which has never been equalled. The highways of the day, although crude, forced the C.P.R. to withdraw the 'Sicamous' from service in 1934 as she was incurring a loss of \$14000 monthly; a large sum in the 1930's and the use of the mail steamers ceased.

A range of daters, all carrying the 'PEN. & O.L. - R.P.O.' title, were used on this service between 1911 and 1934. Some of these are shown in fig 7. A number of hammers exist for some types and those interested should refer to the standard R.P.O. texts (4). Fig 8 shows contemporary use of two of the cancels on a 1931 cover to

the USA. One of these cancels carries the name of the mail clerk, J.Z. Johnson and this would have been his private handstamp. Johnson came to British Columbia from the Moose Jaw postal district. One day in December 1934, he was taken sick going south. A doctor was called to the wharf at Kelowna and wanted to put him in the hospital there but he begged to be allowed to get home to Penticton. Captain Weeks helped him work the way offices and tie out the dispatches and he made it home. He died in the Penticton hospital a few days after.

The Canadian Pacific Railway which already held running rights on the C.N.R., from Vernon to Kelowna, extended its mixed passenger run to Kelowna in January 1935 and the new Kelowna & Sicamous R.P.O. was established. D. Chapman Company held a contract to carry closed mails beyond Kelowna to Penticton and they also served the intermediate offices.

In the 1940's, the Kelowna and Sicamous



W-106a, Ornament # 176

Proof Date - 1911/06/29

Period

1912 to 1915



W-106b, Ornament # 178

Proof Date - 1911/06/29

Period

1916 to 1918

Fig 7. Range of Penticton and Okanagan Landing R.P.O. cancels used between 1912 and 1934.

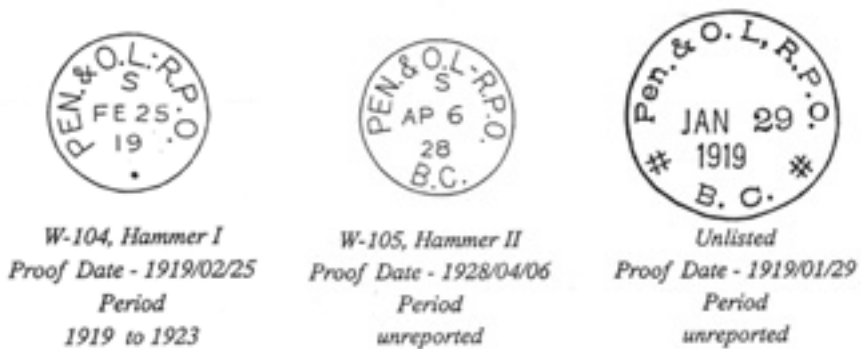


Fig 7. Range of Penticton and Okanagan Landing R.P.O. cancels used between 1912 and 1934.



Fig 8. June 1931 cover to the United States showing two different PEN & O.L. R.P.O. cancels



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R.P.O. was augmented by a baggage car service on the C.N.R. from Kamloops to Armstrong, Vernon, Winfield and Kelowna, southbound only.

Finally, in 1954, the Post Office cancelled its contracts with the railways and established highway services between Kamloops and Okanagan Valley points, hauling closed mails. The writer was employed on the trains 707 and 708 on the last day the mail car operated – 30th September 1954.

A range of daters from the period of the

Kelowna and Sicamous R.P.O. are shown in fig 9. Again, a number of other hammers exist. Fig 10 shows a cover from the last year of operation of the R.P.O. in 1954.

References

1. *Kelowna Daily Courier*
2. 'Okanagan History' 63rd report of the Okanagan historical Society 1999.
3. 'Why a Century of Sternwheel Boats' by Captain O.L. Estabrooks, 1998
4. *Catalogue of Canadian Railway Cancellations & Related Transportation Postmarks* by L.M. Ludlow.

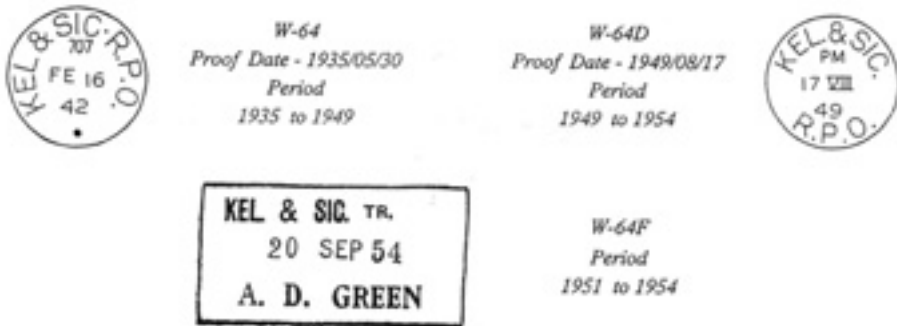


Fig 9. Range of Kelowna and Sicamous R.P.O. cancels used between 1935 and 1954

MEMBERS WISHING TO BUY FROM COVERMART

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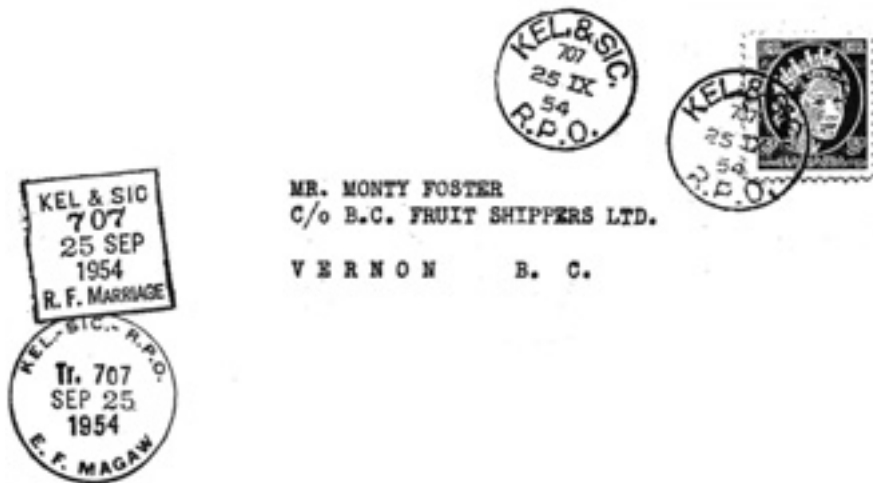


Fig 10. Cover carried in the last week of operation of the KEL & SIC railway in September 1954

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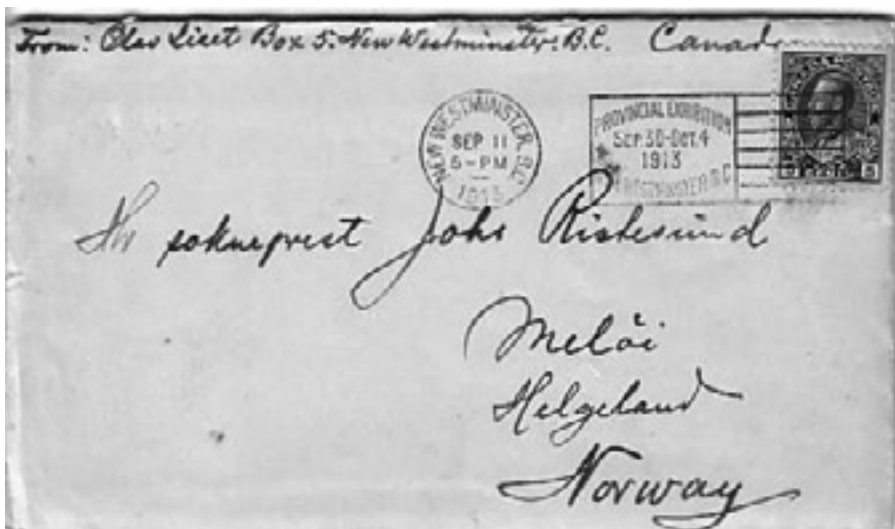
HOW I BEGAN COLLECTING BNA STAMPS (3)

Malcolm Newton

Although I have been collecting stamps since the age of 8 or 9 (I still have the original whole world SG album taped together) and then with a particular interest in Canada in my 20's due to the superb printing of KGVI and early QE, it was a lot later that my interest turned to postal slogans. As secretary of our local philatelic society, one receives queries from overseas about Jersey stamps and also from a few islanders. It was a local telephone call one day some 20 or more years ago, that a certain lady wished to know if anyone would be interested in some stamps of Canada which her husband had not sorted. I took up the challenge and found to my surprise that these stamps were not only kept in the garden shed, but that most were 'housed' in the Annual Accounts books issued to shareholder's by publicly quoted firms and were beginning to form a thin layer of mildew! There were thousands of 4

by 2 slogan cut-outs with much duplication and 1960's town postmarks of, in particular Saskatchewan, collected by a deceased member of the CPSGB who along with a number of other members, were virtually the pioneering group to study and publish their findings in *Maple Leaves* over a number of years commencing in 1956.

It took a long time to dry out the material thoroughly and with the aid of a light pencil eraser, to remove the mildew. Many were damaged beyond saving, but this accumulation formed the basis of my collection for many years until I narrowed down this aspect of postal history to the classic period of 1912 to 1919 on entires together with 'Flag' cancellations whenever they are obtainable. Over the years, I have been fortunate to acquire several collections which have given me substance to my earlier cut-outs.



Over the years, my wife Ann and I have visited some interesting parts of the world and of course, one always seeks out the local stamp shop in the city which we are visiting. On the occasion when we were in Stavanger, Norway some years ago, Ann was inspecting a box of covers alongside me, accumulating a small pile of items for my inspection, which gets thinned out and most discarded. However, there was an extremely clean cover together with it's contents written in Norwegian, dated September 1913 and bearing a 5c blue Admiral with the slogan 'Provincial Exhibition, Sep. 30-Oct. 4 1913 New Westminster B.C.' (SG 205b, Coultts P-770). We asked the proprietor who was deeply in conversation with several of his

townsfolk, for a price and without looking at the cover, said NKR10. At the time this equated to £1 and after we were outside, I told Ann that she had found a little gem. A few years later, I had the contents translated and a lovely story emerges about the writer wishing an old friend to become the priest in Helgeland, Norway, rather than someone from a big city and that when he returns from Canada, he hopes that his wish will be fulfilled. A scan of the cover is shown above.

Little did I realise all those years ago when I joined our society and despite not being able to get to conventions, that there are a lot of like minded collectors out there who later become good friends.

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LETTERS TO (AND FROM) THE EDITOR

Graham Searle

1967 CENTENNIAL POSTMARKS

I wonder if one of our members can help me with a query on the first date of use of the 1967 Centennial Postmarks. Robin Harris, in his excellent book on the Centennial Definitives, quotes a date of 8th February

1967 for their introduction but he goes on to illustrate a copy of the Victoria B.C. cancel dated 2nd February. I have seen an even earlier use of this cancel on 1st February.

My earliest example of one of these Centennial postmarks is a Toronto cancel dated 20th January 1967 (see fig 1) but does anyone know when they were first used?



Fig 1.

FORTHCOMING EVENTS

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April 19 CPSGB London Group meeting

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May 1 – 2 ORAPEX 2010 (National Level Exhibition), RA Centre, Ottawa

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May 6 -7 RPSL Exhibition

May 8 – 15 London 2010 Festival of Stamps

May 17 CPSGB London Group Meeting

May 21 – 23 North East Philatelic weekend, Washington

July 16 – 17 York Stamp Fair – York Racecourse

July 22 – 25 Philatelic Congress of Great Britain, Kenilworth

Sept 2 – 5 BNAPEX 2010, Victoria, B.C.

Sept 10 Nephilex 2010, Newcastle upon Tyne

Sept 15 – 18 Stampex, Islington, London

Oct 1 – 10 Portugal 2010, Lisbon

Oct 27 – 31 Jo'burg 2010, Johannesburg, South Africa

Nov 4 – 6 Philatex, London

2011

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Sept 28 – Oct 1 CPSGB Convention, Hotel Ambassadeur, Jersey



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Please note that review copies of some of the volumes listed (colour editions) are in the Society Library. Please contact Mike Slamo if you wish to look before you buy.

STAMP PERFORATIONS WITH PARTICULAR EMPHASIS ON CANADIAN STAMPS, Richard A. Johnson, 100 pages, 8.5 × 11, spiral bound. ISBN: 978-1-897391-48-8 Published by the British North America Philatelic Society (BNAPS). Stock # B4h039.1 - C\$56.95

This spiral bound book, published by BNAPS, by Professor Richard A. Johnson has much to recommend it to students who are interested in the background to early perforating machines, to perforation gauges and to modern perforation varieties and how they arose.

Divided into seven chapters with a Preface describing what each chapter covers and including an Introduction as Chapter 1 which describes the various types of perforation that can be found, perhaps it is the first five that are the most interesting and easily read. The long Chapter 3 "Perforations: Methods, Ranges and Varieties" is most illuminating, particularly in showing the reasons for varieties on modern Elizabethan stamps.

In Chapter 4 the development of various types of gauge is discussed. Surprisingly the major drawback of the Kiusalas gauge is not mentioned. It cannot be used for stamps on cover - as it is printed on aluminium and is therefore not transparent, and indeed is not practical for measuring stamps in large blocks, other than those at the edges - providing there is no selvage. It is also probable that they were designed on a false premise, namely that Canadian and American engineers used only imperial measurements. But more of that later; as with many generalisations it tends to overstate the case.

Chapter 6 'An Application' discusses the Third Bill issue in relation to studies done by the Duckworths on papers used, where the author took the perforation measurements to see if any particular gauge fitted any particular period. By chance your reviewer has done the same thing thanks to the help and co-operation of Mr Erling Van Dam and found that the range corresponds in period virtually exactly with the Large and Small Queens issues. Also shared is the characteristic that the spacing between perforations is inconstant; occasionally the pins were clearly out of line. These phenomena can

be seen on the illustrations of Bill stamps on pages 26, 27 and 95 - perhaps most clearly on the two lower images on p.27. Since Professor Johnson describes how sheets were perforated in machines where an upper roller carried pins, and the lower corresponding holes, one has to ask, in the case of nineteenth century Canadian postage and bill stamps, how on earth did they manage it? If the teeth in the upper roller are erratically spaced it would take an engineering genius to build the same variance into the female roller - and it would be a fitters' nightmare. Your reviewer postulated elsewhere that the female roller Bemrose made for rouletting stamps was probably adapted by the printers to be used, consisting as it did of a hollow groove, instead of a roller with holes, particularly as this meant the male rollers could be made to tool room standards rather than instrument makers standards. It was interesting to learn that Toppan Carpenter who imported a Bemrose perforating machine had it set up originally as a rouletter, but changed it to using perforating heads when it was found that rouletting did not work. It is surprising that although these perforation discrepancies are discussed in some detail, no attempt is made as to consider the engineering implication.

Another statement that caused a slight rise of the eyebrow is the statement on p.90, that 'All measurements of perforations.....are in fact averages'. If this had been applied only to early Canadian stamps it would have been a perfectly reasonable statement in view of the aforementioned irregularities in spacing. But Henry Archer who produced the first viable perforating machine in 1850 using a comb type measuring precisely 16 pins to 2cm, reduced a few years later to 14 pins to 2cm -2 cm because the subjects of British line engraved postage stamp plates

were ostensibly at 2cm (i.e. 0.7874in) centres. Gauges give exact measurements on these as on most modern stamps - at least up to the KGVI period.

In spite of the fact that British, Canadian and American engineers used imperial measurements as a rule, one really must wonder if in laying down the plates of 'normal' size stamps, the impressions were really measured in 16ths, 32nds or 64ths of an inch rather than the convenient 17mm x 22mm at 2cm centres. 2cm nearest reasonable equivalent, 13/16in is 0.8125in. It would have been so much simpler to use metric.

Some naivety is also shown in the statement on page 92, that the 3rd Bill stamps were printed at the same period as the Large Queens because of the imprint (Montreal & Ottawa) the Bill stamps carried. Since only one plate per denomination was made, all 3rd Bill sheets carried that imprint - 4 per sheet, whether printed in 1868 or 1888.

To sum up this is an interesting and useful, though in places flawed, book. I do not think it will be the last word on the subject.

John Hillson F.C.P.S.

POSTAL SERVICE IN THE BATHURST DISTRICT OF UPPER CANADA (UPPER OTTAWA VALLEY), R.F. (Hank) Narbonne, 132 pages, 8.5 x 11. BNAPS Exhibit Series #57. ISBN: 978-1-897391-55-6 (Colour), 978-1-897391-56-3 (B&W). Published by the British North America Philatelic Society (BNAPS). Stock # B4h923.57.1 (Colour) - \$C105.00; B4h923.57 (Black & White) - \$C39.95

Since acquiring this exhibit, originally

formed by Eric Manchee of Ottawa, Hank Narbonne has added three frames of new material, the product of many years of research, bringing the exhibit to its present seven-frame size.

Included in the exhibit are all of the known postmarks, including the four known manuscript cancels, used by each office in the Bathurst District from 1818 to 1850, when the district was reorganized into the present counties of Carleton, Lanark and Renfrew. Included are cancels from well-known towns Perth, Carleton Place, Smith('s) Falls and Bytown, the future Ottawa, and not-so-well known locations such as Admaston, Bellamy's Mills and South Westmeath. Featured are covers with social and/or historical content, attesting to the many hardships endured by our early pioneers. Of special interest is a letter from Archibald McNab, the 'Laird of McNab', who tried unsuccessfully to set up a feudal system in the district.

Items of special interest are highlighted throughout the exhibit. One minor criticism is that this highlighting has been used rather too freely. Several of the earliest and latest known dates which have been highlighted may well be shown, by further research, to not be as claimed (one example is the 'earliest known strike' of the Perth straight line mark shown on page 86. The reviewer has one in his collection which is a full 2 years earlier).

Although the exhibit is an on-going study, it has been rightly praised for setting the standard on how county and district postal history exhibits should be presented in the future and, as such, will be of interest to any postal historian thinking of putting together a similar exhibit

GS.

A HISTORY OF CROSS BORDER POSTAL COMMUNICATION BETWEEN CANADA AND THE UNITED STATES OF AMERICA 1761 - 1875, Dorothy Sanderson and Malcolm Montgomery. 410 pages, 8.5 x 11, 2010. ISBN: 978-1-897391-57-0 (Colour), 978-1-897391-58-7 (B&W). Published by the British North America Philatelic Society (BNAPS). Stock # B4h042.1.1 (Colour) \$C175.00; B4h042.1 (Black & White) - \$C62.95

In 1998 a photocopied version of Dorothy Sanderson's exhibit, 'Cross-Border Mail: Canada - United States of America 1800-1860', was released as Volume 7 in the BNAPS Exhibit Series. With the advent of more affordable colour printing and improvements in home computer applications, Dorothy considered that it might be possible to re-publish the exhibit, enhanced with more recent acquisitions in the form of a postal history book, this time with colour illustrations. She approached her friend and colleague, Malcolm Montgomery, with her idea and he agreed to help with the preparation, including scanning her collection.

While mail between Canada and the United States has been addressed before, for example in the Boggs and Jephcott, Greene & Young books, and also in several published collections, the history of cross-border mail and authorities for the information that accompanied the illustrations has often been neglected.

With his background in Trans-Atlantic postal history, Malcolm recognized this and persuaded Dorothy that the new book would be much more worthwhile if it included sections explaining the postal history of the services, with detailed references, to complement the notes that had accompanied her original collection.

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Over time the original project expanded to cover the cross-border mails of Canada, the Maritime Provinces, Newfoundland and British Columbia.

Sadly, Dorothy passed away in 2006, not long after the work was started. Malcolm carried on with the project and this new volume is the result. It is the first book, that your reviewer is aware of, to treat the history of cross-border mail as a subject in its own right, encompassing all BNA provinces and covering:

- the history of border relations between the Canada and the United States (with detailed sources, where known);
- an examination of the border itself, how it changed and developed;
- the routes along and across the border;
- the exchange offices;
- the postal rates of all the nations and provinces involved, to 1875;
- the postal marks employed on both sides of the border;
- a preliminary survey of the express companies (to encourage a more comprehensive study);
- cross-border elements important to trans-Atlantic mail and inter-Provincial mails

The volume's colour illustrations include extracts from contemporary maps showing the routes, accurate reproductions of the pertinent postal markings, and over 220 colour plates illustrating covers drawn from a number of different collections. A further 73 pages of Appendices contain the original text of extracts from treaties and other papers of relevance to borders.

Malcolm says that the book is "likely the first written by somebody who does not collect" the material covered. Anyone reading the volume will find it difficult to believe that statement.

The book looks set to become the key

reference work on this popular collecting area and as such is essential reading for anyone with an interest in Cross- Border mails.

GS.

The last new title has been published by the Quebec Society of Postal History.

HISTORIQUE DU BUREAU POSTAL DE L'ASSOMPTION (1809-2009) by Jacques Nolet. La Société d'histoire postale du Québec, 2009. 302 pages. ISBN 978-2-920267-40-4 (glue bound, \$35), ISBN 978-2-920267-41-1 (prestige edition, \$ 85). Distributor : Fédération québécoise de philatélie, 4545, avenue Pierre-de-Coubertin, Case postale 1000, Succursale M, Montréal H1V 3R2 or fqp@philatelie.qc.ca

This exhaustive study includes a history of the different postmasters at L'Assomption, the different locations of the post office, and the postmarks used there in over two centuries of existence. With nearly 175 illustrations and numerous bibliographical references, this work is a reference for historians, postal history buffs and postmark collectors alike. In the preface Cimon Morin, the president of the Société d'histoire postale du Québec, writes "this book on the history of the L'Assomption post office enables us to understand better the beginnings of the postal system and its development through the years using an example so representative of many others like it in Québec, and shows the importance of the people involved in the postal system as well as the postmasters themselves".

A retired history professor from the Collège Notre-Dame in Montréal, Jacques Nolet now spends much of his spare time researching Québec postal history. Native of Trois-Rivières, he has published over a

hundred philatelic articles both on postal history and on the designs of Canadian postage stamps. Past president of the *Société d'histoire postale du Québec* and founder of the *Académie québécoise d'études philatéliques* he is now working on reference books on the history of the first post offices of the lower St. Lawrence Seaway Valley.

The publication of *Historique du bureau postal de L'Assomption* also marks an occasion for the Société d'histoire postale du Québec to launch a new series, titled *Collection du bicentenaire*. The author has promised many more titles, including Berthier, Montréal, Trois-Rivières and Québec, all due out by 2013, the 250th Anniversary of the creation of the first postal route in Canada, the basis of today's postal system.

This work is available in two formats: a regular letter-sized glued edition with colour cover, and a prestige bound edition which includes a reproduction of George Heriot's watercolour on L'Assomption. Heriot was one of the major contributors to the colonial mail system in British North America. Accompanying this reproduction is a picture stamp of this watercolour cancelled by an official datestamp commemorating the anniversary of the opening of the L'Assomption post office, dated September 4, 2009. The latter is a limited edition of 30, printed on 28 lb. white paper, numbered 1 to 30.

For additional information on the Société d'histoire postale du Québec and its publications, please visit the Society's website at www.shpq.org

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SOCIETY NEWS

FROM THE PRESIDENT

Convention 2010:-

The final programme for this years Convention is as follows:-

Wednesday 28th April:-

- 1500 Delegates arrival, registration, tea/coffee etc
- 1700 Executive Committee Meeting
- 1800 Dinner
- 2000 Display by John Wright on Money Letters
Partners 'Get together' in the lounge/bar area
- 2200 Auction lots available for viewing and Study Group Meetings

Thursday 29th April:-

- 0730 Breakfast (to 0930 for late risers)
- 0900 Presidents display of the Stamps and Postal History of St. Pierre and Miquelon 1892 – 1945 with break for Coffee/ Tea at around 1030hrs.
- 1200 Optional light lunch
- 1300 Coach outing to Sheffield Park for Gardens or Bluebell Railway, return circa 1700hrs
- 1800 Dinner
- 2000 Partners meeting
Display – t.b.a.
- 2200 Auction lots available for viewing and Study Group Meetings

Friday 30th April:-

- 0730 – 0930 Breakfast
- 0845 Fellows Meeting
- 0900 Committee Meeting
- 1000 Coffee/ tea
- 1015 Members 16 sheets displays
- 1200 Optional light lunch
- 1300 Coach outing to Battle, return circa 1715hrs
- 1800 Dinner
- 2000 Partners meeting
Display by Hugh Johnson of Pre-stamp Postal History and Maritime Mail
- 2200 Auction lots available for viewing and Study Group Meetings



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Saturday 1st May:-

0730 – 0930 Breakfast
 0900 Annual General Meeting
 1000 Coffee/ tea
 1030 Competition Entries and Judging critique
 1200 Society Auction (with suitable 1 hour break for lunch)
 1900 Sherry Reception
 1930 Banquet

Sunday 2nd May:-

Fond farewells after breakfast.

It is not too late to book if you have not already done so but please contact me as soon as possible if you do want to come as it will be first come, first served for any remaining places.

Mike Slamo

FROM THE SECRETARY

Annual General Meeting

In accordance with Rule 20, notice is hereby given of the Society's Annual General Meeting to be held at the Chatsworth Hotel, Eastbourne on Saturday 1st May 2010, commencing at 0900hrs.

No nominations have been received for proposed amendments to the Rules.

No nominations have been received for the positions of President, Vice Presidents, Secretary or Treasurer. This means that the A.G.M. will make its own appointments.

John Wright

LONDON GROUP

The remaining programme of meetings for the first half of 2010 is as follows:-

April 19th – Display by Iain Stevenson – Election envelopes

May 17th – AGM and Beaver Cup. New Acquisitions from Convention and Festival of Stamps.

All members are requested to bring along a few sheets to each meeting.

Meetings of the group are held on the third Monday of each month from October through to May. The venue in all cases is 31 Barley Hills, Bishop's Stortford, Essex CM23 4DS and meetings commence at 6.30PM.

For confirmation of meetings or for any further information contact Dave Armitage on 01279 503625 or 07985 96144.

Dave Armitage.

CONTINUED OVERLEAF

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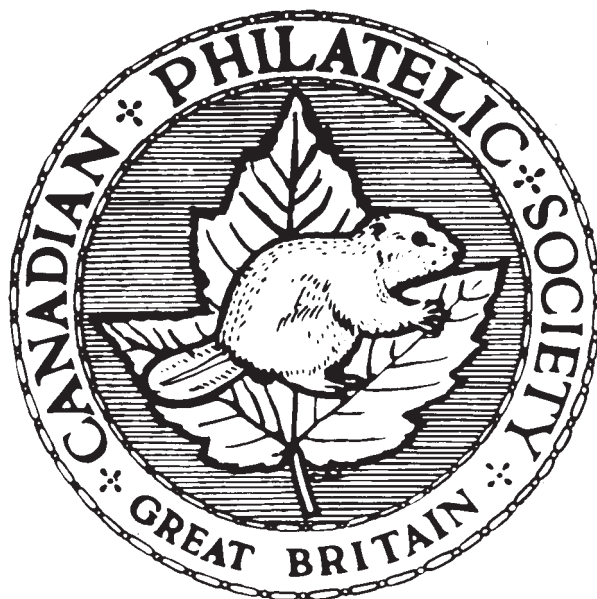
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Maple Leaves

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

**ISSN
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July 2010



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EDITORIAL

I must start this Editorial with a personal apology to member Maurice Bursey. The article entitled 'How I Began Collecting BNA Stamps (2)' on page 243 of the January 2010 issue was incorrectly credited to David Piercey when it was, in fact, contributed by Maurice. I could offer all sorts of technical reasons for the error but I suspect it was actually a case of simple editorial incompetence. Hopefully the first and last time I manage to get an author wrong!

On a happier note, we extend our congratulations to Peter Motson who was the recipient of the 2009 Pratt Award given by the Chicago Collectors Club for his book on Newfoundland Airmail Stamps and Air Mail Flights 1918 – 1949. Members who are interested in seeing this prize winning book can find a copy in the Society library.

The Society website is currently being updated with a revised Library List, Officers List and Handbooks listing. Members should also note that over the coming months we will be uploading to the website all past issues of *Maple Leaves* from Volume 1 no 1 to the end of Volume 28. This significant research resource will become available to all who have web access. (Note also that the Cumulative Index covering all of these issues can be obtained from our Handbooks Manager – see page 352). More recent issues from Volume 29 onward will remain available to members only. Members who are interested should visit the website at www.canadianpsgb.co.uk and click on the 'Maple Leaves' tab.

Our 2010 Convention in Eastbourne has come and gone and was judged a huge success by all present. A full report can be found on page 323. It is a long wait to our next Convention but well worth it as we will be meeting 'overseas' for the first time, in Jersey





in September 2011. Convention was closely followed by the 2010 London Festival of Stamps. The International Class competition here drew the cream of world philately. I am delighted to report that the following CPSGB members won awards for their exhibits:-

Jill Hare – Silver for her ‘Admirals and Old Lace – Lathework’

Colin Lewis – Large Vermeil for his ‘Newfoundland Postal History 1857 – 1893’

David Hobden – Gold for his ‘In Defence of the Border – Canadian Military Mails 1667 – 1885’

Malcolm Montgomery – Gold for his ‘Transatlantic Mail between the United Kingdom and British North America 1759 – 1851’

Peter Motson – Large Gold and Best in the Aerophilately Class for his ‘Newfoundland Airmail Stamps and Airmail Flights 1919 – 1948’

Members **Ted Nixon** and **John Hillson** also won a Large Vermeil award for their new book on the Small Queens.

The month of May also saw the ORAPEX 2010 National Exhibition in Ottawa and the following CPSGB members were successful:-

David Handelman – 2 Golds for ‘International Avis de Reception in the British Empire to 1950’ and ‘US Return receipt and Avis de Reception to 1945’ (also won OPS – best Overall Postal History)

Dan Hunka – Vermeil with Felicitations for Canadian Machine Cancels Then to Now (also won the PHSC – Best BNA Postal History and AAPE – Best Novice)

Dave Bartlett – Vermeil for his one frame exhibit on Christmas Stick ‘n’ Tick Labels of 1983 and 1984 (also won APS – Medal of Excellence for post 1980 material, John Hillmer Award and BNAPS Elizabethan II Study Group Award)

Member **John Jamieson** also showed his Newfoundland Tercentenary Issue display in the Court of Honour.

Our congratulations to one and all and, as usual, my apologies to anyone I have missed out.

This issue of *Maple Leaves* contains the Subscription reminder for season 2010/2011. I am pleased to report that the long awaited PAYPAL option for Subscriptions is now up and running on the Society website. Full details of this and other changes in Subscriptions for the 2010/11 season can be found on page 354.

Colin Lewis has asked me to report that the next Society auction will be a mail auction in November 2010. Catalogues will be circulated with the October 2010 issue of *Maple Leaves*. Thinking further ahead, the Society is looking for someone to take on the role of Assistant Auction Manager with a view to taking on the Auction Manager role in due course when Colin finally retires. Any member who is interested in taking on this role or would even like more information should please contact either Colin Lewis or John Wright (contact details are on the inside back cover).

CONTINUED on page 320



BRITISH NORTH AMERICAN SHIP LETTER MARKINGS PART ONE: MANUSCRIPT MARKS AND A PRELIMINARY TABLE OF HANDSTAMPS Malcolm Montgomery M.B.E.

'Ship letters' are those carried by private ships rather than Post-Office and Admiralty packets, or other contract vessels. From 1711, the Act of Queen Anne (1), a small charge was raised against addressees of letters landed from private ships to cover post office handling expenses (occasionally to increase the revenue, but not in Canada); at times gratuities were paid to ships' masters to encourage them to deliver letters to the post office at the port of arrival, failure to do so could result in fines, even the confiscation of the ship. To explain the extra charges, ship letters were marked as such; the purpose of this series of articles is to collate and examine the marks used in British North America.

Early marks consisted only of a manuscript 'Ship' or the abbreviation 'Sh.' From the 1770s handstamps were used at the larger ports (earlier in the British Isles, but the earliest recorded ship handstamp in British North America is dated 1781); the smaller ports were obliged to continue marking ship letters in manuscript.



Figure 1: A letter from London, England to Quebec dated 10th December 1763. It was carried by private ship to New York (backstamp). From there it was charged Sh(ip) 7dwt 16gr collect (comprising 7 pennyweight postage + 16 grains ship letter fee). This rate applied only from 1763 to October 1765 (3) when it was reduced to 5dwt 8gr. The Montreal post office had only opened in August 1763.

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The "St. Aylott" Collection
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In 1763 Canada was ceded by the French to Great Britain under the Treaty of Paris. It was not at first treated as a distinct colony, but as an extension of the existing British Colonies in America. In August that year Benjamin Franklin opened post offices at Quebec, Three Rivers and Montreal, under the charge of Hugh Finlay. The earliest manuscript ship letter mark and charge yet recorded on a letter to Canada is shown in fig 1. This letter is datelined in London, U.K. on 10th December 1763 and was sent by private ship to New York and then overland to Quebec. A second letter of this type is shown in fig 2. It is dated September 1764 on a letter addressed to the first Governor General (2); it was landed at New York (2-line, reverse) and passed through Albany to Quebec.

Two further examples of these early manuscript marks are shown in Figures 3 and 4 overleaf.

A brief expansion of the explanation of the rates charged on ship letters, in-bound and out-bound, is necessary. In theory this is a simple matter for British North America, but in practice and application it is often confusing and it will be necessary to discuss the rates, and their interpretation in North American currency later, hopefully with input from

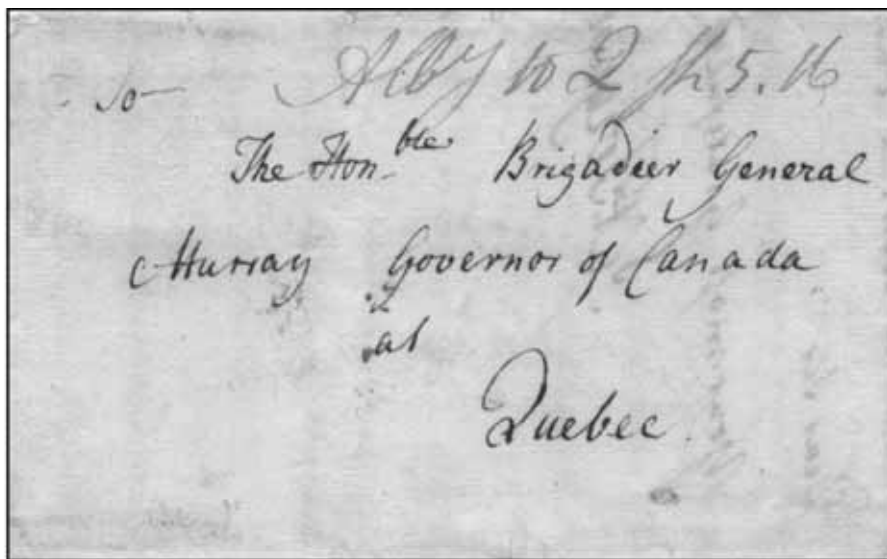


Figure 2: A letter from Edinburgh, Scotland to Quebec, dated 24th September 1764, carried privately and handed to the post office at New York, where it was treated as a ship letter. There is no indication of the charge from New York to Albany, but the notation 'Alby to Q Sh 5.16' is consistent with a table published in 1763 as an augmentation to the rates established under 9 Anne, Cap. 10: specifically, ship fee 16 grains and Albany to Quebec 5 pennyweight. (3) This rate for inbound ship letters in British North America remained at twopence Sterling (sixteen grains silverweight), twopence halfpenny Currency until the middle of the nineteenth century. Outbound ship letters rarely show any ship fee.

James Douglass Esq
Compt of the Customs
Island of St. John's Gulf of
Lawrence
care of Joshua Newton Esq
Custom house
Halifax N. America

Halifax N. S.
Nov 11 1796

Figure 3: A letter from Edinburgh, Scotland to Charlottetown, St. John's Island, 19th September 1796, paid one shilling and seven pence Sterling (4) for the Falmouth Packet 'Swallow' to Halifax. (5) The letter took a further four months to reach Charlottetown. The letter has been charged four-pence halfpenny Currency for inland postage in Nova Scotia and a further two pence halfpenny Currency, probably for a private ship passage from Pictou to the Island. (6)

readers and more examples. As stated earlier, the first mention of ship letter rates in a North American context was in the Post Office Act of Queen Anne (7): 'And for the Port of all and every the Letters and Packets of Letters directed on board or brought from on board any Ship or Vessel, riding or stopping in any Port within Her Majesty's Dominions, the Sum of One Penny, over and above the Rates Granted in and by this Act.'

This rate was reiterated in the 1765 Act of King George III (8): 'And be it further enacted by the Authority aforesaid, That it shall and may be lawful to and for the said Deputy or



Figure 4: A letter from St. John's, Newfoundland to Miramichi, New Brunswick, 4th August 1830. An account for cargo carried by the schooner 'Grasshopper', charged twopence halfpenny Currency at the post office in Miramichi, New Brunswick.

Deputies to demand, have, receive, and take, for every such Letter and Packet so delivered from any Ship or Vessel, other than Packet Boats, to such Deputy or Deputies at the Posts in his Majesty's Dominions, as shall be directed to any Place within the Town belonging to such Post, or within the Limits of the Delivery of Letters and Packets by such Deputy and Deputies, the Rate or Sum of One Penny, over and above what may now be received for the same.'

The same Act published penalties for anyone failing to deliver inbound ship letters to the post offices at the first port of call and added a rate for inter-colonial postage by sea in North America: *'For all Letters and Packets conveyed by Sea from any Port in the British Dominions in America, to any Port within the said Dominions, for every Single Letter Four Pence; for every Double Letter Eight Pence; for every Treble Letter One Shilling; and for every Ounce One Shilling and Four Pence; and so in Proportion for every Packet of Deeds, Writs, or other Things.'*

A difficulty arises from two broadsides by Benjamin Franklin and John Foxcroft, Deputy Postmasters General. The first (9) was dated 1763, and included: *'II. All Ship-Letters and Packets must be charged, over and above the Rates set down in these Tables, with 16 Grains Weight of Silver, for such as are received from on Board; and with 8 Grains Weight, for such as are directed on Board any Ship or Vessel. And the whole Postage of these last Sort, must be paid down at the Post-Office where such Letters and Packets are delivered in.'*



An amended broadside (10) was published in late 1765 or early 1766, purporting to be authorised by the 1765 Act. The ship letter rates remained unchanged from the earlier broadside. For a reason that remains to be explained, at sixteen grains of silver, the rate for inbound ship letters in both broadsides was higher than that in the Acts, increased from a penny to twopence Sterling, approximately twopence halfpenny in local currencies, and a charge of eight grains of silver, a penny Sterling, had been introduced for letters directed to private ships. There is no mention of the fourpence Sterling inter-colonial sea rate introduced in the second Act. It is hoped that this anomaly may be resolved in a later article ... your views would be helpful.

The final section of this part is a first draft listing of the known Ship Letter handstamps. The table has been assembled from a number of sources, including several collections, and is intended to provide a draft information base for a number of subsequent articles explaining the use of these British North American ship letter markings. The illustrations have been taken from examples (and some published works), and are less than perfect; it is hoped that readers will submit details of similar markings in their own collections to enable the detail of the table to be improved. With the Editor's agreement, the listing has also been made available to societies in North America in the hope that it may provoke corrections and illustrations of examples - the latter appear to be in short supply.

Canadian Philatelic Society of Great Britain

Annual subscriptions are due on 1 October 2010. For the coming season, subscription levels are:-
 £18 for members resident in the UK
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










Graham Searle, Subscription Manager, 11 Riverside, Banchory, AB31 6PS (**sterling cheques only**) or to:-

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

Members who have not paid the 2010/11 subscription by the end of February 2011 will be removed from the *Maple Leaves* circulation list.










Ref. #	Illustration	Dates	Size mm.	Notes
CANADA – Quebec				
CA01		1781	8 x 4	Quebec. Recorded in black. Only two reported, one in Ottawa Archives. (11)
CA02a		1782-(?)	14 x 14.5	Quebec. Recorded in black. Robson Lowe suggests this handstamp may have originated in London. (12)
CA02b		1790	17 x 5	Quebec (25 th July 1790 & 24 th October 1791). Recorded in black. CA02b-d are similar handstamps of slightly varying sizes, which may be the effect of loose type.
CA02c		1796	17 x 5	Quebec (20 th and 25 th April 1796). Recorded in black. See above.
CA02d		1796		Quebec. Recorded in black. See above.
CA02e		1804		Quebec. Recorded in black. Only recorded example in Steinhart sale dated 1804. (13)
CA03		1801-1815 (?)	39 x 29	Recorded in black. Similar to handstamps used in UK, e.g. Bristol (1803), Chatham (1803), Deal (1800), Dover 1800), Greenock, 1800, Harwich (1804), Hastings (1800), London (1799) and others.
CA04		1815 – 1818	33 x 23	Recorded in black
CA05		1829 - 1831	31 x 24	Recorded in red.
CA06		1835 - 1843	31 x 24	Recorded in red. Similar handstamps used in UK, e.g. Gravesend (1814), Portsmouth (1815), Rochester (1812), Ramsgate (1847).
CA07		1839 – (?)	30	G.P.O. Proof Books (4/23) 11 th July 1843. Similar handstamps known used in UK, e.g. Liverpool (1838) , London (1839).













CANADA - Montreal				
Ref. #	Illustration	Dates	Size mm.	Notes
CA08		1803-1828	39 x 29	Recorded in black and red. Four examples recorded. Similar handstamps used in the UK, e.g. Barnstaple (1802), Plymouth Dock (1800), Eastbourne (1801), Falmouth (1802), Greenock (1808), Plymouth (1800).
CA09		1827	39 x 29 (approx)	Recorded in red. Size is approximate only. One example recorded. Used in conjunction with MONTREAL straight-line 'SHIP', type CA11. (14)
CA10		1819 - 1824	34 x 24	Recorded in black.
CA11	SHIP	1827 - 1838	24 x 6	Recorded in red. Montreal. Four examples recorded.
CA12		1839 - 1848	30	Recorded in red. Only one example seen, without date, ex Steinhart (15). G.P.O. Proof Books (4/23) 11 th July 1839. Similar handstamps used in UK, e.g. London (1839-1846) and Liverpool (1838-1855).
CA13	SHIP PAID	1840	35 x 4	Recorded in red. Sherbrooke (?) Three examples recorded. Not strictly a ship-letter handstamp, used to indicate freight money paid for sailing packets out of United States.
NEW BRUNSWICK - St. John				
NB01	Ship-letter.	1804	41 x 6.5	St. John. Recorded in black.
NB02	Ship-letter.	1803-1810	42 x 7	St. John. Recorded in black.
NB03	ShiPLETTR	1820	50 x 7	St. John. Recorded in black. One example recorded. (16)
NB04		1840-1841	36 x 28	Recorded in black.
NB05	ST JOHN N.B SHIP LETTER	1841 - 1867 (17)	40 x 13	Recorded in black. G.P.O. Proof Books (5/43) 12 th November 1841.
NB06	SHIP-LETTER	1849	34.5 x 4.5	St. John. Recorded as proofed in G.P.O. Proof Books. (18)





NEW BRUNSWICK - Others				
Ref. #	Illustration	Dates	Size mm.	Notes
NB07	BATHURST-N-B SHIP LETTER	1841 - (?)	40 x 13	Not seen. G.P.O. Proof Books (5/43) 12 th November 1841. Not recorded.
NB08	DALHOUSIE-N-B SHIP LETTER	1841 - (?)	40 x 13	Not seen. G.P.O. Proof Books (5/43) 12 th November 1841.
N/A	<i>Ship 2 1/2</i>	1830		Manuscript.
NB09	MIRAMICHI-N-B SHIP LETTER	1841 - (?)	40 x 13	G.P.O. Proof Books (5/45-6) 17 th November 1841.
NB10	NEWCASTLE-N-B SHIP LETTER	1841 - (?)	40 x 13	G.P.O. Proof Books (5/43) 12 th November 1841.
NB11	S^TANDREWS N-B SHIP LETTER	1841 - (?)	40 x 13	G.P.O. Proof Books (5/43) 12 th November 1841.
NB12	S^TSTEPHENS-N-B SHIP LETTER	1841 - (?)	40 x 13	G.P.O. Proof Books (5/43) 12 th November 1841.
NEWFOUNDLAND – St. John's				
NF01		1815 - (?)	40 x 32	Recorded in black. Only one example recorded. (19) Similar to Aberdeen (1815), Colchester (1815), Cromarty (1815), Greenock (1814), Leith (1819), Port Glasgow (1815), Weymouth (1815)
NF02	SHIP-LETTER NEWFOUNDLAND	1841 – 1881	39 x 12	Recorded in black. G.P.O. Proof Books (5/11) 19 th July 1841. Pratt III. P.95, p.243, 'to 1881'. (20)
NEWFOUNDLAND - Others				
NF03	BAY-BULLS SHIP-LETTER	1851 - (?)	38 x 12 (?)	Recorded in black. Pratt p.258, 'G.P.O. 1851'. (21)
NF04	HARBOR-BRITAIN SHIP-LETTER	1851 - (?)	40 x 12 (?)	Recorded in black Two examples recorded. Pratt p.248 (Ill.) & 258 'G.P.O. 1851'. (22)
NOVA SCOTIA - Halifax				
NS01		1786-1830	50 x 10	Halifax. Recorded in black. (23)
NS02	HALIFAX SHIP LRE.	1792-1799	42 x 13	Recorded in black and red. (24)



Ref. #	Illustration	Dates	Size mm.	Notes
NS03		1800-1837	40 x 29	Recorded in black. Similar handstamps in use in a number of ports in the United Kingdom, see CA03 above.
NS04		1841-1848	29 mm	Recorded in black and red. (25)
NS05	SHIP-LETTER	1843-(?)	46 x 5.5	Halifax. Recorded in red. G.P.O. Proof Books (5/162) to Halifax, N.S. 3 rd June 1843. (26). Recorded as used at Barrington, N.S. (27)
NS06		1844-1854	24 x 20	Recorded in black. (28)
NS07		1864-1870	41 x 16	Recorded in black. (29)
NOVA SCOTIA - Others				
NS08		1841	40 x 32	Recorded in black. One example recorded - no accurate illustration available. (30)
NS09	ANNAPOLIS-N-S SHIP LETTER	1841 - (?)	40 x 13	One example recorded. (31) G.P.O. Proof Books (5/43) 12 th November 1841.
NS10	SHIP	1801	13 x 5	Digby. Recorded in black. One example recorded, however, also described only as 'rare'. (32)
NS11	DIGBY-N-S SHIP LETTER	1841 - (?)	40 x 13	Not seen. G.P.O. Proof Books (5/43) 12 th November 1841.
NS12		1824	30 x 21 (?)	Recorded in black. Size uncertain. One example recorded. (33)
NS13	LIVERPOOL-N-S SHIP LETTER	1841 - (?)	40 x 13	Recorded in red. G.P.O. Proof Books (5/43) 12 th November 1841.

Ref. #	Illustration	Dates	Size mm.	Notes
NS14	LUNENBURG-N-S SHIP LETTER	1841 - (?)	40 x 13	Not seen. G.P.O. Proof Books (5/43) 12 th November 1841.
NS15	PARRSBOROUGH SHIP LETTER	1848 - (?)	39 x 13	Not seen. (34)
NS16	PICTOU-N-S SHIP LETTER	1841 - (?)	40 x 13	One example recorded. G.P.O. Proof Books (5/45-6) 17 th November 1841.
NS17	SHIP LETTER S ^T MARGARETS BAY-N-S	1845 - (?)	43 x 9	Not seen. (35)
NS18	SHELBURNE-N-S SHIP LETTER	1841 - (?)	40 x 13	G.P.O. Proof Books (5/43) 12 th November 1841.
NS19	WINDSOR-N-S SHIP LETTER	1841 - (?)	40 x 13	G.P.O. Proof Books (5/43) 12 th November 1841.
NS20	YARMOUTH-N-S SHIP LETTER	1841 - (?)	40 x 13	Recorded in red. G.P.O. Proof Books (5/43) 12 th November 1841.
NS21	ARICHAT-C-B SHIP LETTER	1841 - (?)	40 x 13	One example recorded. G.P.O. Proof Books (5/43) 12 th November 1841.
NS22	SYDNEY-C-B SHIP LETTER	1841 - (?)	40 x 13	G.P.O. Proof Books (5/43) 12 th November 1841.
PRINCE EDWARD ISLAND - Charlottetown				
PE101	Prince Edward Island SHIP LETTER	1841 - (?)	13 x 40	Recorded in black. Four examples recorded. (36). G.P.O. Proof Books (5/43) 12 th November 1841.

It would be most helpful if readers would provide the author with supplementary information, ideally with photocopies or scans of covers in their possession; the table will then be amended and re-published in the last article of this series.

TO BE CONTINUED

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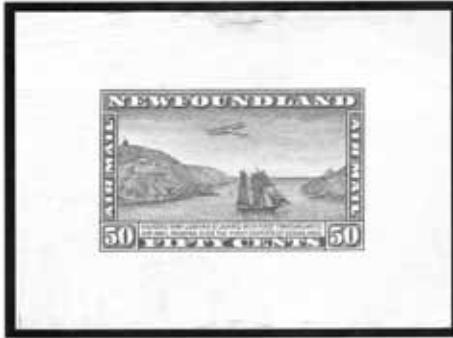
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- (1) 9 Anne, Cap. 10, 1st June 1711 (sometimes shown as Cap. 11).
- (2) Brig. Gen. Murray, served under Wolfe at Louisbourg and Quebec and with Amherst at the capitulation of Montreal.
- (3) Table (with inset for New York to Quebec) published by D.P.M.G.s Franklin and Foxcroft.
- (4) 24 George III, Cap. 37, 31st August 1784, Edinburgh to London, 7d Sterling; 5 George III, Cap. 25, 10th October 1765, London to North America, 1s Sterling.
- (5) J.C. Arnell (Ed.), *'Transatlantic Handbook'*, p.22: out of Falmouth 15th October for Halifax 11th November.
- (6) 5 George III, Cap. 25, 10th October 1765: inland postage 0-61 miles, 4d Stg, ship fee should be 1d Stg, but appears to have been amended by Franklin & Foxcroft.
- (7) 9 Anne, Cap. 10, 1st June 1711.
- (8) 5 George III, Cap. 25, 10th October 1765.
- (9) Tables of the Port of all Single Letters, carried by Post in North-America, as establish'd by Act of Parliament, in the Ninth Year of Her late Majesty Queen ANNE, Entitled, An Act of Establishing a General Post-Office, for all her Majesty's Dominions': Rates were given '...in Penny-Weights and Grains of Silver, at Three-Pence Sterling for each Penny-weight'.
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Please note that our Covermart Manager, Richard Hirst has a new e mail address. You can reach him at rhirstmag@talktalk.net. Apologies to any member who has been trying his old e mail with no success, problems with the AOL server have caused him to make the change.

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EDITORIAL – continued from page 306

Please note that our Covermart Manager, Richard Hirst has a new e mail address. You can reach him at rhirstmag@talktalk.net. Apologies to any member who has been trying his old e mail with no success, problems with the AOL server have caused him to make the change.

I close with one of my pleas for material for future editions but in this case it is a rather specific request. 2011 will mark the centenary of two popular stamp issues, the Admiral issue of Canada and the Royal Family issue of Newfoundland. To mark the centenary, I would like to publish a series of articles on the stamps or postal history of these two issues. These can be articles for beginners or experts or both. Any contributions gratefully received and, of course, I am always happy to receive and publish material on other subjects as well!



OFFICIALLY SEALED TOO BUT ALASNO STAMPS!

Dean Mario

Having greatly enjoyed two previous articles related to the usage of Canada's Officially Sealed stamps on cover (ML, October 2008 and January 2009), and subsequent comments by members, I hope that the cover shown below in figs 1 and 2 may also be of some interest.

Regrettably, in this instance, postal officials failed to use the more attractive Officially Sealed adhesives and perhaps thought it more prudent to simply use paper tape (or stamp sheet selvage) to re-seal the damaged cover.

The cover was posted from the coastal city of Oamaru on New Zealand's South Island,

and despatched on 10th April 1901. It was addressed to the well known Charlottetown, P.E.I. stamp dealer firm of 'Bartlett & King'.

It was sent short-paid and assessed due 10 centimes, which was subsequently converted to four cents when it arrived in Canada. This may have occurred when it arrived in transit in Ontario (as shown by the indistinguishable backstamp). A manuscript notation 'Found open/ closed by' at the left was initialled by a postal official. The Charlottetown 9th June 1901 duplex was struck on the repair tape one day after the receiver CDS on the reverse.



Fig 1. 1901 letter from New Zealand to Charlottetown, short paid and opened and resealed apparently after arrival in P.E.I.

I wonder if this was an example of someone's 'sticky fingers' in the post office? Did the cover contain stamps for sale or payment for the same? We will

never know. One is still left regretting the fact that an 'inconsiderate' postal clerk failed to use an O.S. adhesive for the enjoyment of future postal historians!

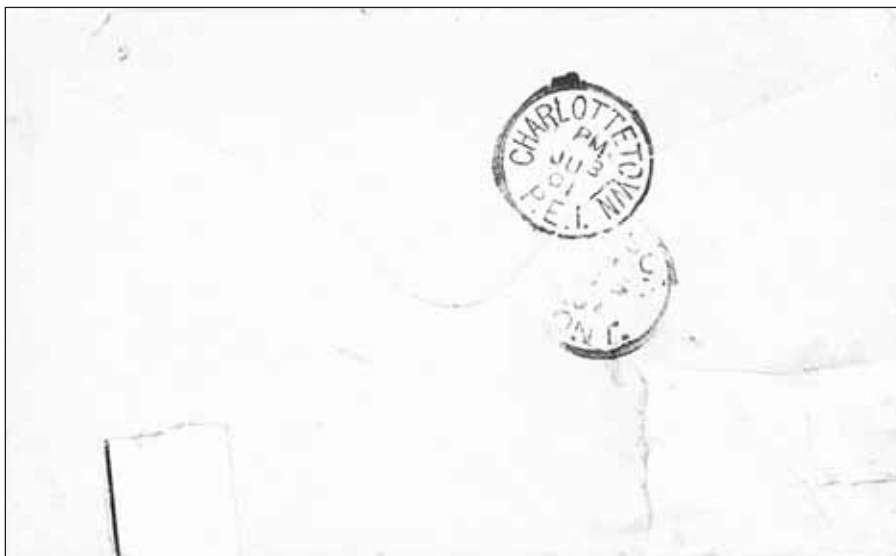


Fig 2. Reverse of the letter in fig 1 with the tell tale arrival date stamp of 8th June.

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CONVENTION 2010 – EASTBOURNE

With the change in our annual timetables to fit in with the London 2010 International exhibition, it seemed that we had barely unpacked our cases from the last Convention and it was time to set off again; this time to the seaside and Eastbourne where Mike and Sue Slamo were our hosts.

As is now usual, the CPSGB Convention was blessed with good weather – the heavens opened on the Sunday as we departed! The hotel proved to be very good – right beside the sea and the food was excellent. The Philaholic study group were caught infringing a hotel bylaw on the first evening by imbibing our own liquor. However, such trifles did not deter and thanks to the hospitality of our President we were able to study long into the night in his suite. Colin Banfield's collection of empty malt containers must now be reaching Gold Medal standard – we only await the introduction of an 'Open' class in the Society competition and we will see them in all their glory!

In between the philatelic sessions, members enjoyed a trip to Battle where most of us took a tour of the Abbey and the famous battleground of 1066. Battle is a charming village. Your author was last there 40 years ago and it hardly seems to have changed in that time, apart from the traffic jams that is!

We also enjoyed an outing to Sheffield Park where the group split, some partaking of a ride on the famous Bluebell Railway while others went round the Sheffield Park gardens. Bluebells were much in evidence in both places!

On the philatelic front, our Secretary John Wright got us off to a great start on the

Wednesday evening with a display of Money Letters and Registered Mail to 1910. The display included a bewildering array of rates and postal markings including some very rare items. Your editor was overjoyed to find a Peter Street roller cancel on a registered cover.

Thursday morning saw our President stepping forward to display his St Pierre and Miquelon stamps and postal history. Whilst strictly speaking not BNA, this material proved very popular and is, I believe, the first time we have seen St Pierre and Miquelon featured at the CPSGB Convention. The display included many very rare covers and lots of overprints from the many occasions when the islands ran out of stamps (which were all printed in France). In 1926, they actually managed to run out altogether for a few weeks and used some provisional handstamps, some types being in use for only one day or less.

With the ladies occupied making flower arrangements in the shape of small handbags, Colin Banfield took the floor on Thursday evening with a display of rates and cancellations on the 1897 Jubilee issue. The first part of the display featured squared circle cancels on the 1 cent and 3 cent values for all the provinces apart from Ontario. We were treated here to several very rare strikes plus some interesting indicia varieties. The second part of the display featured postal rates on Jubilee covers and once again included some real gems. Once again your Editor was delighted to find a couple of Street Cancel covers including what must be one of the best of its kind, a 6 cent Jubilee on a registered drop letter from Parkdale, Toronto.



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Colin also treated us to a bonus display; a part of his 'Use of 1 cent rates in Canada 1859 to 1900'. There were, of course, some drop letters and printed matter but so much else besides that seemingly qualified for the reduced rate.

Friday morning brought the ever popular Members displays of up to 16 sheets. Once again we were treated to an amazing diversity of material, including; Acknowledgement of Receipt sheets and cards, the 6 cents Small Queen value, World War 2 Canada, Post Office handstamps used when the stamps are missing from a letter, Newfoundland Bonavista Bay Coastal mail services and routes 1899 – 1931, Canadian RPO's, Prince Edward Island, Eastern Arctic Mail and some early Canadian Military Mails from the War of 1812 from David Hobden's London 2010 Exhibit. A great display which was enjoyed by all participants.

Friday evening saw the ladies being entertained by Dawn Johnson who gave a tour of Eastbourne in postcards. For the philatelists, it was husband Hugh Johnson who took the floor to give us four displays; Transatlantic Mail from 1815 – 1840, Cross Border mails 1817 – 1860, Canadian Airlines and Maritime Mails. Hugh's pre-stamp material contained several interesting family letters which provided a marvellous insight into life and conditions in early Canada.

Saturday morning saw the AGM completed and then a review by the judges of the Competition entries. It also gave us all an opportunity to view the material and some very fine material indeed was on show. Our congratulations go to Colin Banfield, Dave Armitage, John Wright, Brian Stalker and Colin Lewis who between them took away the prizes. Saturday also brought the

traditional society auction. Colin Lewis our auctioneer raced through the usual 1700 lots by mid afternoon with a break for lunch and managed to keep a lot of buyers and sellers happy in the process. Overall sales topped £17000 with some very high prices paid for some quality material providing a much appreciated boost to Society funds.

Around 40 members and guests sat down for the closing Banquet on the Saturday evening with Colin Lewis, President of the Sussex Philatelic Societies giving a most entertaining speech. (Yes, there really are two Colin Lewis's, amazing!) In addition to the competition awards, Graham Searle was a recipient of Fellowship of the Society and Malcolm Montgomery was awarded the Founders Trophy for his research on the Cross Border Mails and Freight Letters. The Presidential badge was handed over to Malcolm Newton who gets to wear it for 17 months and he extended a warm welcome to everyone to meet again in Jersey, in the Channel Islands, in September 2011 – our first ever 'overseas' trip!

Overall, it was a most enjoyable four days. It was good to see some new members and also to see a strong contingent from North America once again.

Finally our thanks go to Mike and Sue Slamo who were excellent hosts and had clearly put a lot of effort and organisation into making it such an enjoyable time for us all.

GS





President Mike Slamo addresses the banquet



A moment of panic as we discover there are really two Colin Lewis's



Malcolm Newton takes over the Presidential reins for 2010/11



Our New Fellow, Graham Searle, signs the book under the watchful eye of Colin Banfield.





Our Hon. Secretary, John Wright, President, Mike Slamo and Hon. Treasurer, Karen Searle prepare for the AGM. Hear no evil, speak no evil, see no evil!



The Members 16 sheets displays drew the usual large crowd for viewing



Colin Banfield explains to a sceptical Bill Longley the value of those Jubilee covers



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STREET CANCELS 1886 - 1918 (PART 8)

Graham Searle F.C.P.S.

Introduction

This is the eighth in a series of articles that will attempt to list and illustrate the "Street" cancels used in Canada between 1886 and 1918. This part completes the story of the Street cancels from Montreal.

Victoria Avenue:-

This post office opened in December 1898 and was one of Montreal longest lived Street offices not closing until March 1956. It was initially located in the town of Westmount at 4826 Sherbrooke Street West on the corner of Victoria Avenue but the street location seems to have changed

several times after 1918. Westmount itself was a small settlement on Montreal island that was gradually subsumed by the larger adjacent City of Montreal but in recent years has 'fought back' and is now a city in its own right. Sherbrooke Street was the main arterial thoroughfare running into Westmount from Montreal. The first postmaster here was E.H. Lawson who lasted only 15 months in office before resigning. He was replaced by Charles Scarff who held the post for five years until late 1905. He, in turn, was succeeded by Stafford Fry who remained in office from 1909 to 1931. Interestingly, the office does not seem to have had a postmaster from late 1905 until August 1909 so it may possibly



Fig 217. 1901 cover from St. Lawrence Street Centre to France showing use of the split ring c.d.s. and roller cancels in tandem.



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Fig 218. St. Lawrence Street Centre;
1913 style c.d.s.cancel



Fig 220. Victoria Avenue full circle
c.d.s.cancel

have been closed during this period.

I have seen only two cancels from this office in our time period and they leave a huge time gap. The first is a split ring c.d.s cancel proofed in 1909. This has a 20mm dater with blank indicia and is shown in fig 219. The second is a full circle c.d.s. cancel with a 23mm dater proofed in 1913 which

presumably replaced the first type. This second type has a blank indicia and is shown in fig 220. This second cancel was in use up to the end of our time period. The cover in fig 221 which also shows this cancel is dated 1922.

Quite what this office used by way of cancels in the 11 years from 1898 to 1909 is something of a mystery. If any member has examples of cancels from this time period I would be delighted to hear of them.

Visitation Street:-

The Visitation Street (fig 222) branch office was opened in May 1898 and remained in operation only until 1908. It was located at 784 Mount Royal Street in the tobacconist shop of Paul Couture. Couture himself was postmaster until 1904. He was replaced by John Rousseau who remained in office until 1908. The resignation of Rousseau appears to have sounded the death knell for this office.



Fig 219. Victoria Avenue split ring c.d.s.
cancel

The first postmark found from Visitation Street is a split ring c.d.s cancel with 21mm



Fig 221. Use of the Victoria Avenue full circle cancel on a 1922 registered letter.

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Fig 222. Visitation Street, Montreal

dater and blank indicia. (fig 223). I have only seen records of this used in 1898 – 1899 but I suspect it remained in use much longer as the other main cancels I have seen for this office were not proofed until 1907. Visitation Street was also issued with a roller cancel which is shown in fig 224.

In 1907 the office was issued with a further two cancels, both of which must be very rare. The first is a full circle c.d.s. type with 24mm dater and AM or PM indicia. This type is shown in fig 225. The second type is a duplex cancel shown in fig 226. The duplex appears to use exactly the same dater as that in fig 225 and has a 9 bar circular killer. As the office closed only 6 months after these two cancels were proofed it has to be questionable if they



Fig 223. Visitation Street split ring c.d.s. cancel (courtesy of Saskatoon Stamp Company).



Fig 224. Visitation Street roller cancel



Fig 225. Visitation Street; 1907 style
c.d.s.cancel



Fig 226. Visitation Street; 1907 style
duplex cancel

were ever used. I would be interested to hear if any member has seen a copy of either of these cancels used in anger

City Councillor Street:-

This office was opened in September 1899 and remained under this name until July 1916 when it became Montreal Sub no 99. It was originally located at 941 Ste Catherine Street West on the corner of City Councillor Street inside a grocers shop but by 1906 it had moved to 283 Bleury Street. The first postmaster was called Achille (it is unclear if this was also the name of the

grocers) and he remained in post until 1905.

I have only ever seen one cancel from this office. This is a split ring c.d.s cancel with 20mm dater and blank indicia shown in fig 227. Apart from this copy which is dated 1908, I have seen only one other example of this cancel dated in November 1907 so it is possible that an earlier type exists although the scarcity of strikes suggests that this was an office that handled very little mail.

FURTHER GROWTH 1900 – 1910:-

The first decade of the 20th century saw a period of further growth in the Montreal postal system. A large number of branch and sub-post offices opened in these years of which a further 12 had Street names in addition to the two re-namings mentioned above.

Montreal Street offices from this period are the most difficult of all to research and find cancels from. Most, if not all, of these offices franked very little mail in this period (probably only registered mail) so examples of cancels from these offices are very scarce at best. To make matters worse almost none of these offices have postmarks in the proof books (3) so in many cases there are no records of any cancels and we are left to guess at what might exist.

Amherst Street:-

This branch office opened in July 1900 in the drug store of R. McNichols at the corner of Amherst Street and Ste. Catherine Street East (the street address was 542 Ste. Catherine East). It remained in operation for a relatively short time, closing in May 1905. McNichols was postmaster for a little under two years and was succeeded by three other



Fig 227. City Councillor Street c.d.s. cancel

incumbents before the office finally closed.

That, as they say, is about all we know of this office. There must have been at least one cancel used from Amherst Street but I have never seen one and apparently, neither have any of the other researchers into Street cancels. There is no cancel in the proof books (3) from this office. As usual, if any member has a copy of a cancel from this office a scan would be very welcome.

Bleury Street:-

This office opened in June 1903 in a builders and grocery store at 120 Bleury Street. It was another relatively short lived office closing in November 1908. The first postmaster was a John Weinfeld who lasted only two years.

I have seen only one cancel from this office but a second must exist. The one is

a full circle c.d.s. cancel with 23mm dater proofed in May 1908 and shown in fig 228. This must be a very rare cancel indeed given its short period of use. Logic suggests an earlier cancel (most likely a split ring c.d.s.) must exist but I have seen no record of it.



Fig 228. Bleury Street c.d.s. cancel

Boulevard St. Paul:-

This office opened in December 1902 and remained in operation until April 1914. I can find no record of the exact street address of this office but the first postmistress was Mrs T. Poirier who lasted a mere three months in the job before being replaced by Amediee Daoust.

As with Bleury Street, I have seen only one cancel from this office but others must exist. The one I am aware of is shown in fig 229. It is a full circle c.d.s. cancel with 23mm dater proofed in 1910. At least one earlier type must exist; again most likely a split ring c.d.s. cancel.

Commissioners Street:-

This office opened in July 1901 and closed just 8 months later in March 1902. It was

located a little southeast of Place Royale but I have not been able to locate the exact street address. The one and only postmaster was S. Paxton.

Any cancel from this office must be exceedingly rare given the very short life and it is perhaps no surprise that no examples have been reported to date. There is also no example of a cancel from this office in the proof books (3). As ever, if you own one, a scan would be much appreciated.

Fairmount Avenue:-

This is another relatively short lived sub-office. It was opened in July 1901 in Ville St. Louis and had closed permanently by May 1905. I have not been able to trace the exact street address. Despite the short life, it still managed to get through three

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Fig 229. Boulevard St. Paul c.d.s. cancel

postmasters. J.Laurier was the first postmaster but he lasted only until 1902. He was replaced by a Dr. Ouimet who also lasted less than a year before the final incumbent Jos Michaud took office.

Fairmount Avenue is another office for which there is no record of any cancels, either in the proof books or in the literature and I have never seen an example. Logic suggests that a split ring c.d.s., at least, should exist.

Fullum Street:-

This office opened in May 1900 and remained in operation until February 1910. It was located at 1243 Ontario Street East at the corner of Fullum Street.

I have records of two cancels from this office. The first, reported by Hollingsworth (8), is a split ring c.d.s. cancel with 21mm dater. Hollingsworth reported a copy with a date of 6th October 1900 so we can assume that this cancel was the first issued to the office. I suspect that this cancel was in use throughout the life of the office. I have no picture of this cancel to show you, so if any member



Fig 230. Fullum Street roller cancel

owns a copy I would welcome a scan to include in a future issue. The second cancel I am aware of is a roller cancel shown in fig 230.

McGill Street:-

This office holds the record for the shortest life of any Street post office. Opened in February 1901, it had closed permanently by August of the same year. There is no record of the exact street address but the first and only postmaster was Emil Hart. I have never seen a cancel from this office but I did once come across the postcard in fig 231. If the picture therein is any indication of the weather in 1901 it may explain why the post office didn't last long!

It is reasonable to assume that at least one postmark device was issued to this office



Fig 231. McGill Street, Montreal

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so if anyone has a copy let me know – you are the proud owner of what is one of the rarest of all Street cancels.

Ontario Street Centre:-

This long lived office was opened in April 1900 and remained in operation until 1949 albeit with a brief closure between 1946 and 1948. I can find no record its exact street location when it was first opened but in the 1940's it was located at 803 Ontario Street East. The first postmaster was a T. Barbeau who was in office for only a year before he died. He was replaced by Dr. C. Loiseau who held the post until 1908 and thereafter by Achille Roy who held the post until 1932.

I have not been able to locate any cancels from this office in the period prior to 1918 although, no doubt, at least one must exist. The earliest example I have seen is on a cover dated 1926 and is a cancel proofed in 1925 (3). If any member has a cancel from this office earlier than this I would welcome a scan.

Rachel Street:-

This is another relatively short lived office which opened in June 1900 and closed in June 1908. It was located in a drug store at 394 Rachel Street. The first postmaster was L. Verner who held the post until late 1904.

Charles Hollingsworth (8) reported a split ring c.d.s. cancel with 21mm dater and blank indicia. I have seen reports of this cancel dated as early as October 1900 so we can assume it was in use from the opening of the office and I believe it may be the only cancel used from Rachel Street. Unfortunately, I don't have a picture to show you so if anyone has a copy a scan would be welcomed.

Roy Street:-

This office was also opened in the summer of 1900, It was located at 662 St. Denis Street, on the corner of Roy Street, and remained in service until March 1918. The first postmaster was J. Prevost who remained in office until 1914.

I have seen record of only one cancel from Roy Street. This is a split ring c.d.s. cancel with 21mm dater and blank indicia. The example recorded (8) had a date of July 1916 but I suspect this type was in use throughout the life of this office. Again, I don't have a picture of this cancel to show so if anyone has a copy a scan would be welcome.

Ste. Catherine Street East

This is another of the enigmatic Montreal Street offices. It is variously shown in the records as both Ste. Catherine Street and Ste. Catherine Street East. I choose to use the latter name here as the only cancel I have ever seen from this office carries this name.

The office opened in April 1900 and finally closed in April 1913. I say finally as it seems to have been closed more often than open in the intervening years. No fewer than six postmasters served in the 13 year period and it would seem that the post office had more than a little difficulty in staffing this office. It was closed for a period in 1901 and again from 1904 to 1907. It seems to have effectively closed in late 1912 as no postmaster served after this date.

I have seen no postal cancellations from this office in the 1900 to 1913 period but presumably at least one must exist so I issue my usual plea for a scan if anyone has a copy. There is a bag seal in the proof books from this office (see fig 237) but



even this is a little bizarre as it was proofed in March 1913 only a few days before the office was formally closed and several weeks after it must have closed its doors for business.

Wellington Street:-

This post office is yet another Montreal enigma. Records (1) show that an office of this name was opened in November 1900 located in a stationary store at 591 Wellington Street. It remained in operation only until January 1904. The first postmaster was a Hanson Borrie who lasted only about a year and was replaced by Thomas Wilson who held the post until shortly before the office closed.

The enigma is that I can find no record of any cancels from the period this office was open. There is, however, a Wellington Street cancel from 1907; after the office itself closed. This is a L.C.D. (Letter Carrier Depot) cancel shown in fig 232. This is a full circle c.d.s. cancel with 23.5mm dater. Whether the depot was located at the same site as the closed post office is unclear.

Presumably, at least one cancel from the Wellington Street post office itself must exist. If anyone has a copy please let me know.

Beaudoin Street:-

This office opened in December 1905 at 2097 Notre Dame Street West on the corner of Beaudoin Avenue. It operated under the Beaudoin Street name until 1937 when it became Montreal Sub no 132. The first postmaster was Dr. Oswald Letourneau who held office from the opening date until 1926.

I have seen two cancels from this office in



Fig 232. Wellington Street L.C.D. full circle c.d.s. cancel



Fig 233. Beaudoin Street full circle c.d.s. cancel

the pre-1918 period. The first is a full circle c.d.s. cancel proofed in 1908 and shown in fig 233. This has a 23mm dater and is found with AM or PM indicia. The fact that this type was not proofed until 1908 suggests that an earlier type should exist; most likely a split ring c.d.s. cancel. The office also used a roller cancel shown in fig 234.



Fig 234. Beaudoin Street roller cancel



Fig 235. Park Avenue; 1912 style c.d.s. cancel



Fig 236. Park Avenue; 1913 style c.d.s. cancel

Park Avenue:-

Although some sources show this office opening in 1902 (16, 18), the official records (1) confirm that this office was opened in October 1910 and was fairly long lived, not closing until April 1931. It was located at 271 Park Avenue. The first postmaster was Mrs M. Trottier who held the post until 1912. She was succeeded by W. A. Parnell who held the post through to 1918.

I am aware of two cancels from this office

in the period prior to 1918. The first type actually shows the office name as 'Park Avenue Extension' which I have always assumed is the same office as Park Avenue (maybe one of our members can correct me?). This full circle c.d.s. cancel, shown in fig 235 has a 22.5mm dater and AM or PM indicia. It was proofed in 1912, so again an earlier type should exist. It is also, in all probability, rare, as a second type showing the office name as simply 'Park Avenue' was proofed a year later in 1913.



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This second type has a slightly smaller, 22mm, dater and also AM or PM indicia. It is shown in fig 236. This type was in use up to and beyond 1918 although at least one post 1918 type also exists.

BAG SEALS

Many of the Montreal branch and sub offices were issued with bag seals. As with the other bag seal cancels these were not intended for cancelling stamps but it is possible that some were used in this way. Bag seals exist for several of the Street offices and a selection of those issued are shown in fig 237.

MORE MONTREAL STREET CANCELS

It is likely that several more Montreal street cancels exist and remain unrecorded. Apart from the specific ones alluded to in the text above, it is highly probable that a number of other roller cancels exist from branch offices that were operating in the 1898 – 1900 period.

OTHER MONTREAL SUB OFFICES OF THE PERIOD

Montreal had a large number of other sub offices in this period which did not have 'Street' names. Amongst these are:- Bellerive, Mile End, Cote St. Louis, De Lorimer, Notre Dame de Grace, St. Henri de Montreal, St. Gabriel de Montreal, St. Cunegonde, Hochelaga Branch, St. Jean Baptiste de Montreal, St. Jean de la Croix, St. Paul, Verdun, Parc Lafontaine and Pointe St. Charles. There are also a couple of interesting sub-offices which were named after their postmasters; Drysdale and Leduc.

20TH CENTURY MONTREAL 'STREET' OFFICES

For completeness, it is worth mentioning a number of other Montreal 'Street' offices that did not open until after 1918. Four of these; St. Catherine Street East (re-opened), Pine Avenue West, University Street and Centre Street, all feature in a series of 'letter' duplex cancels used in the 1920's and 1930's. An example is shown in fig 238. Another 20th century Street office to look out for is Place D'Armes.

TO BE CONTINUED

References:-

(1) National Library of Canada and National Archives of Canada; available online at: <http://data4.collectionscanada.ca>

(3) Series of books entitled 'Proof Strikes of Canada' edited by J. Paul Hughes and published by Robert Lee 1990 – 1994. The relevant volumes for this article are:-

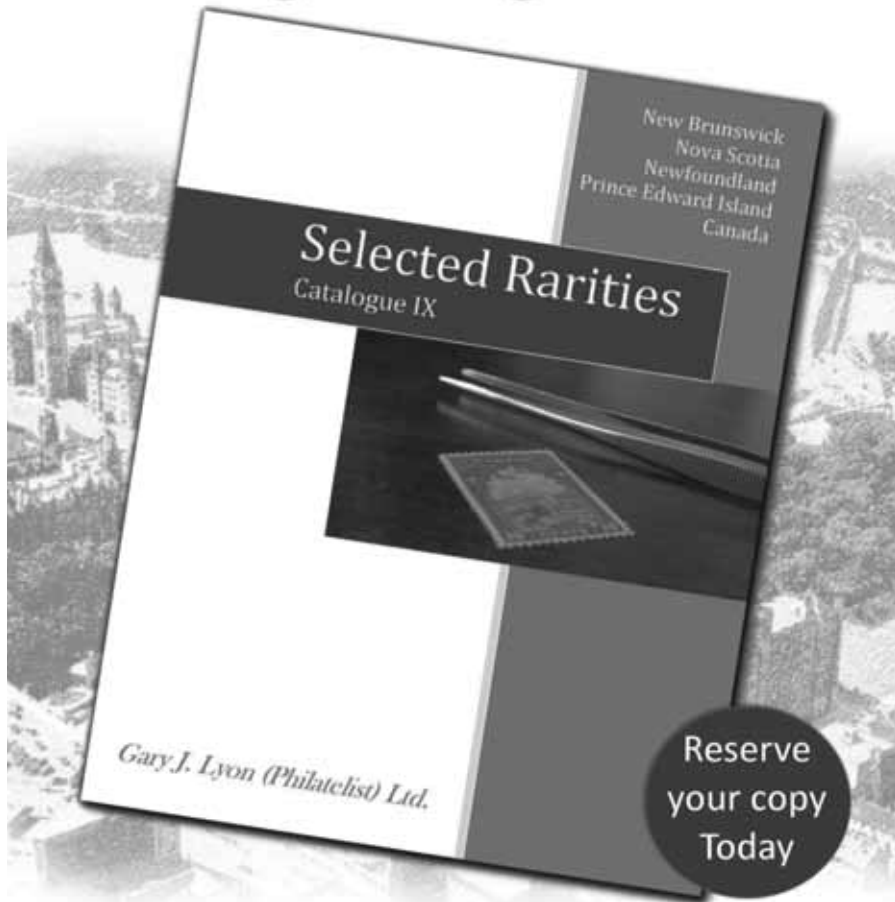
- Volume 3 – Split Circle Proof Strikes of Quebec
- Volume 7 - Duplex Proof Strikes of Quebec and the Maritimes
- Volume 10 – Full Circle Proof Strikes of Quebec
- Volume 24 – Bag Seal Proof Strikes of Canada
- Volume 29 – Roller Proof Strikes of Quebec and the Maritimes
- Volume 36 – Supplementary Proof Strikes
- Volume 38 – Supplementary Proof Strikes

(4) Canadian Post Office, Postal Guides for October 1886, January 1887 and January of subsequent years up to 1900. Library and Archives Canada.





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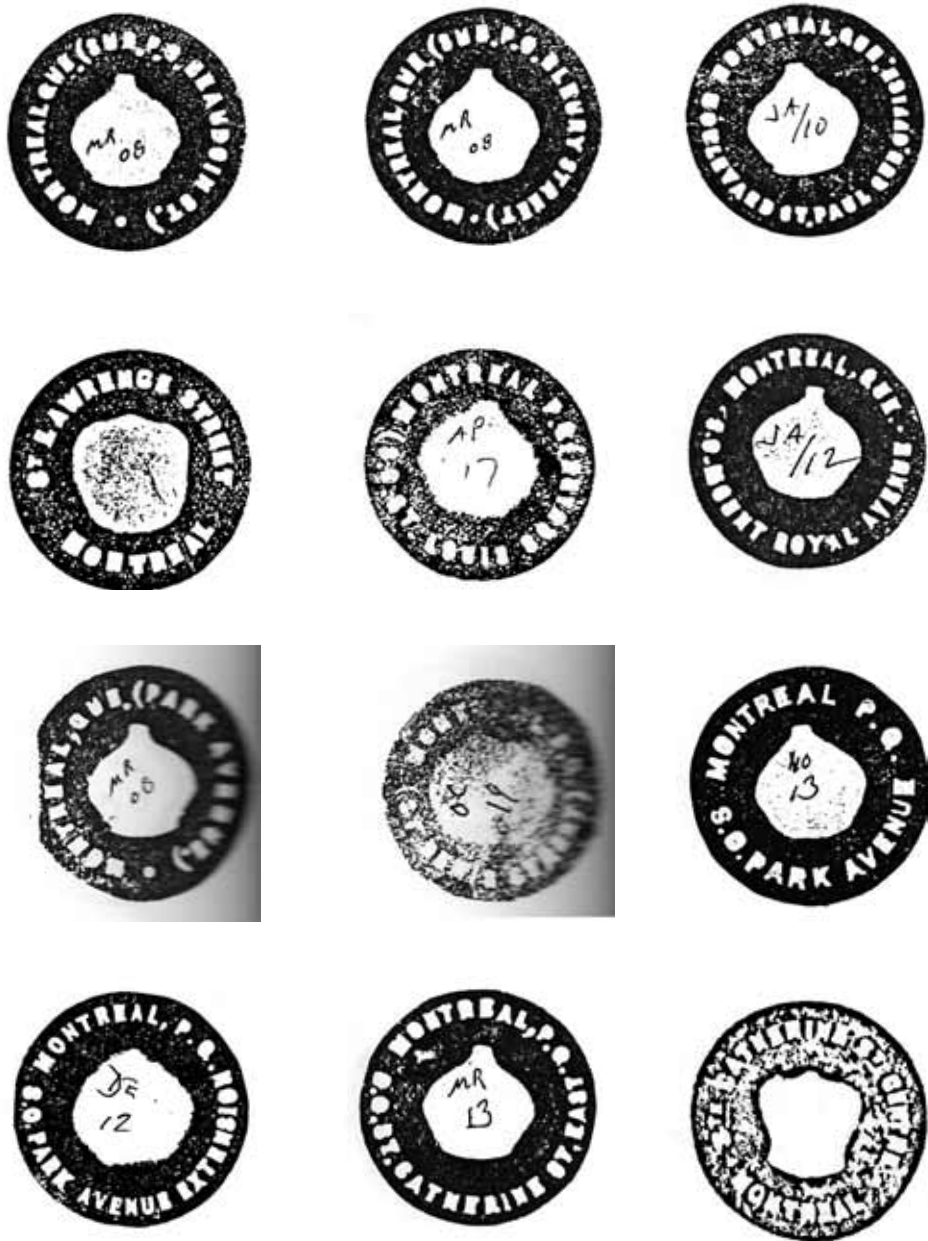


Fig 237. Montreal Street Office bag seals





Fig 238. Letter 'D' duplex cancel from Montreal Centre Street; one of a group used in the 1920's and 1930's

- (6) Catalogue of Canadian Duplex Cancellations, Robert Lee, 1987 plus updated information obtained from the present editor Stephane Cloutier in December 2007.
- (8) Notes on Street Cancellations compiled by the late Dr. Charles Hollingsworth
- (11) Street Cancellations – A Check List; Frank Waite BNA Topics July-August 1992 page 18
- (12) Early Street and District Cancellations, Max Rosenthal BNA Topics, Vol 14. September 1957, pp 207 – 211.
- (16) Branch, Sub and Suburban Post Offices of Montreal, Max Rosenthal, PHSC Journal no 25, March 1981, pages 4 - 10
- (17) Boulevard St. Denis, Quebec; a Little Mystery, Joseph M. Smith, PHSC Journal no 110, June 2002, page 37.
- (18) Notes on the Street Cancellations of Canada compiled by Jim Carr – provided courtesy of Bow City Philatelics.
- (22) Street Cancellations of Canada – Additions by C.F. Waite, BNA Topics September 1957, page 207.
- (23) Fancy Cancels on Canadian Stamps 1855 to 1950 by D.M. Lacelle published by BNAPS, April 2000.
- (25) Listing of Street Cancellations During the Jubilee Era compiled by Frank White (Waite?) (provided to the author by Joe Smith in private correspondence).

SHORT PAID COVER TO THE UK IN 1871

John Hillson F.C.P.S.

When working my way through the Society's latest auction catalogue, in the description of lot 611, I noticed the town name 'Girvan'. That word immediately arouses my interest as I spent a good number of my earliest years there, from being Christened, to learning to read and write, and naturally contracting practically every childhood disease that I was not inoculated against - the exception was mumps - I got that down south.

Anyway I thought I had better have a go at what turned out to be a very interesting cover indeed (see fig 1). Addressed "To the Executors of the late Martha Annet, Wife of Hugh Annet Deceased/ Colmonell, Ayrshire/ Scotland" the cover is franked with a 3c. pale rose Small Queen and was posted at Sandy Point U.C. on 16th January

1871. The rate to the United Kingdom at that time was of course six cents per half ounce so the letter was short paid; short paid letters to this country from Canada at that time are by no means common.

On arrival at Glasgow the cover was stamped "GLASGOW PACKET /UNPAID/FE 2/1871" . Not seen very often. The postal clerks then stamped the cover further "SHORT PAID" and "HALF FINE" against both of which were handwritten in ink "1½" that is 3d. in all. This was the British method of calculating the amount levied on short paid letters, double the deficiency.

Then somebody had second thoughts and scrubbed the "1½'s" and wrote in "4½d" in their place.



Fig 1.



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The previous owner assumed this was because the cover was redirected from Colmonell to Girvan, but since the usual redirection charge was one penny - the same charge as universal postage in the U.K. - this was clearly wrong and in any case I do not believe the letter ever reached Colmonell, which was a sub office of Girvan; it is only a few miles to the south, and there is no local handstamp marking; Colmonell sub post office certainly had a handstamp.

As far as the increased charge from 3d to 4½d is concerned it will be remembered that until 1875 prepayment of postage was not compulsory in Canada - though it had long been so in Britain. Underpaid letters in Canada were treated as totally unpaid by the Dominion post office and then given credit for whatever had been paid. The amount that should have been paid was 6c. Double that to 12c and then deduct the 3c evidenced by the stamp (printed incidentally on very white paper). That gives one 9c - equals 4½d. Somebody in Girvan had clearly had second thoughts about incoming as opposed to domestic mail and had looked up the regulations.

Why in Girvan and not in Glasgow? The ink of the 4½d is the same as the strong line with which 'Colmonell' was crossed out.

As to why I do not believe it ever went to Colmonell, the only receiving stamp on the reverse is that of the Girvan P.O. where it was received the same day it had arrived in Glasgow - 2nd February 1871. It is possible the postal officials knew who the 'Executors' of the late lady were - Colmonell is still, today, pretty tiny, and in those days much of what happened there of any moment would be known in Girvan, but as doing so was strictly against the rules it may not be so. Nevertheless the ink of the re-address is different from any other on the front. And as stated above the canny Girvan postmaster was wise to the correct method of charging short paid Canadian letters. From this it seems unlikely that whoever posted the letter altered the destination to W & D. Andrews at the Union Bank*, Girvan, him/herself. Whatever the truth, luckily for us he or she was short of another 3 cent stamp.

*The Union Bank was absorbed by the Bank of Scotland in the early 1950's

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Sept 10 Nephilex 2010, Newcastle upon Tyne

Sept 15 – 18 Stampex, Islington, London

Oct 1 – 10 Portugal 2010, Lisbon

Oct 18 CPSGB London Group meeting, Bishops Stortford

Oct 27 – 31 Jo'burg 2010, Johannesburg, South Africa

Nov 4 – 6 Philatex, London

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LETTERS TO THE EDITOR

John Jamieson

A POSSIBLE EXAMPLE OF USC69i

I refer to David Buttimore's letter in the January 2010 issue, page 230.

I was responsible for the Unitrade C.S. catalogue listing many years ago based on an example bought from a fellow in Texas in April 1987. We sold it to a prominent Canadian collector in 1988 and I expect it is still in his collection. Comparing our file photo of the lot and David's picture in Maple Leaves, it is definitely not the same piece that David describes.

I do recall there being another example sold in a Toronto auction some time between

1995 and 2003 whether this is the same as David's or the earlier piece I don't know.

Regardless of this they are very rare and the most there would be is 10 as noted in the catalogue. I will have Robin Harris change the note in the USC to state that the editors have now recorded '2 copies'.

Gerry Byrne

MONTREAL DUPLEX CANCEL

I wonder if you or one of your members can help with the meaning of the large 'E' in the duplex cancel on the cover in fig 1. I also have examples showing the letters 'A' and 'H'.



Editors note:-

I have replied to Gerry with the following information but maybe our members can add further details or correct my listing.

'The large letter duplex cancel you enclosed from Montreal is one of three types of duplex used by Montreal post offices in the 20th Century. These were:-

a) 11 bar duplex cancels showing numbers in the killer. Used in the 1915 – 1918 period, numbers 1 to 13 are known.

b) 11 bar duplex cancels showing letters in the killer (the type you illustrate). This type was used in the 1920 – 1930 period. Letters A to J are known.

c) 7 bar duplex cancels with wavy lines showing letters in the killer. These date from about 1935 onward into the 1950's. Letters D,E,G,H and S are known.

The different letters refer to different post offices in Montreal. For the type you illustrate, the letters relate to:-

A – Public service department at the Main Post Office 571 St James Street

B – Post office at the corner of University Street and St Catherine St. West

C – Post office at St. Catherine Street East

D – Post office at 317 Centre Street

E – Post office at the corner of St. Lawrence Street and Main Street

F – Post office at Pine Street West

G – location unknown to me

H – Post office at 688 St. Catherine Street West

I – Main Post Office (as A) but only appears to have been used 1920 – 1922

J – Main Post Office (as A)

Some of these types are quite rare. 'H' is the commonest and 'I' the hardest to find. All three groups make for an interesting collection as they are all quite hard to complete in my experience.'



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Malcolm Montgomery

FOUNDERS TROPHY

Many thanks to John Wright for his kind letter informing me that I had been awarded the Founder's Trophy by the Fellow's Committee at it's meeting in Eastbourne. I was surprised (having been unaware that I was even being considered) and delighted that the Fellows considered the research justified an award.

I wish that Dorothy Sanderson had lived long enough to see her book published, and I am always mindful that it was her desire to encourage other collectors that provided the initial spark, and her collection of Canadian cross-border mail that formed the baseline for the early work and provided many of the illustrations. I would also like to acknowledge the contributions made by many other collectors, the British North American Philatelic Society, and several auctioneers, who provided illustrations and information without which I could not have completed the book. In particular I should mention Mike Street, who encouraged me to broaden the scope of the work beyond Dorothy's original intention, embracing all of the BNA provinces that now form the Dominion, and who then wielded the whip to make sure that I completed the task! He also organised the publication of the book.

I have asked the Editor to include this letter as I would like other Members of the Society to understand how grateful and flattered I am to receive the award but also that there were a great many others involved in the work.

Hugh Johnson

JUDGING COMMENTS

Following the recent exchange of letters on

the subject of competition judging, I thought the following notes may be helpful to any member who is entering local or National competitions.

Both Dawn and I are nationally accredited Judges and did our training some years ago under the tutorage of Francis Kiddle.

Here are some comments which give an unbiased view re competition entries:-

1 Initially a Competition Secretary on receiving an entry should check it and consult the entrant if they think an entry does not easily fit its entered Class requirements, and if necessary advise on which Class it should be entered. I have had this advice a few years ago in a competition and changed the Class of the entry

2 Ideally an entry of 16 pages should have an introductory page, even if it is taken from a larger display. I just use a paragraph to introduce the exhibit and I regularly redo my first pages for competitions, to match the following pages, and especially when newly purchased items are being included.

3 If a main title is used for the display it should ideally appear on either just the first page or all the pages, not just some. If an introductory page has headings for what follows then the relevant heading can be used on its relevant section. What does not work are headings which are not relevant and merely show that items come from more than one display.

4 Judges should in the first instance judge a competition entry by the Club's Competition Class rules, using their discretion and experience for the items that may not easily fit the class criteria.

CONTINUED on page 356



SOCIETY NEWS

FROM THE SUBSCRIPTIONS MANAGER

The annual subscriptions reminder for the coming season October 2010 – September 2011 is contained with this issue of Maple Leaves.

There are a number of important changes to subscriptions this year.

The first is a small increase in annual subscriptions, our first for 7 years, as approved by the 2009 AGM. From 1st October 2010, subscription levels will be:-
£18 per annum for members living in the UK
£20 per annum for members living in Europe and
£22 per annum for members living in the Rest of the World, including North America

Members in North America paying by cheque may pay in \$US or \$CAN at the rate of \$US33 or \$CAN34.

All subscription levels are subject to a discount of £3 (or \$5) if paid by **1st November 2010**. Early payers may thus pay at £15 (for UK), £17 (for Europe) or £19 (for Rest of World)

Members who pay by direct debit will automatically qualify for the discount as payments are taken on 1st October. The 20p direct debit charge levied in past years has now been removed.

Members now have three options for paying their subscriptions:-

- a) Members with Sterling bank accounts may pay by direct debit. If you wish to pay this way and don't currently have a direct debit arrangement with the Society please contact me for a direct debit form.
- b) Members can pay by cheque in either £ (to Graham Searle) or in \$CAN or \$US (to Mike Street). Contact details are on the Subscriptions Reminder form. Members may pay for 3 years subscriptions by cheque and may take a 10% discount on the full subscription rates if doing this.
- c) Members can pay on line using PAYPAL. Visit the Society website at www.canadianpsgb.org.uk and follow the links from the Membership page. PAYPAL payments are set in Sterling but your credit or debit card will be charged in local currency at the banks prevailing rates on the day of the transaction. PAYPAL gives you the option to pay either one years subscription or three years subscriptions. The latter option gives a 10% discount on the normal rate. The PAYPAL option also allows members to make a donation to the Society. Any donations made will be acknowledged in my report to the AGM. If paying via PAYPAL it will be a great help to me if members can give their membership number in the comments field.



Finally, each year I get a small number of 'double' payments from members who send their subscriptions in twice. These are always credited against future years. If your mailing slip with this issue shows a large **PD** in the lower right corner you have already paid for the 2010/11 season and no action is required. If any member would like to know their Subscriptions status please e mail me giving your membership number and I will let you know. This option is also available via the Society website.

Graham Searle

LONDON GROUP

Meetings of the group are held on the third Monday of each month from October through to May. The venue in all cases is 31 Barley Hills, Bishop's Stortford, Essex CM23 4DS and meetings commence at 6.30PM.

For confirmation of meetings or for any further information contact Dave Armitage on 01279 503625 or 07985 96144.

Dave Armitage.

SCOTLAND AND NORTH OF ENGLAND GROUP

Our April meeting drew a full room with 10 members and one partner present. It was a particular pleasure to welcome a new attendee, Gordon Moir. As usual we were treated to a great variety of material with something to suit all interests. Displays included 19th Century duplex cancels, the rose carmine and late Ottawa printings of the 3 cents Small Queens, Large Queen covers, stamps from the 2003 and 2004 issues, the 1859 10 cents stamp including some rare rate covers, a wide range of revenue stamps, the Millennium issues of 2000, Hidden Dates on Canadian stamps, the first postage due issue of 1906-28 and proofs of the Pence issue.

Our next meeting will be held on Saturday 6th November at 1400hrs at the Buccleuch Arms Hotel in Moffat. All members are welcome, please bring along a few sheets to display.

John Hillson

SOUTH WEST AND WALES GROUP

There will be a meeting of the group at the Portishead 2010 Annual Convention to be held at Gordano School on Sunday 15th August at 2pm. Over 25 dealers will be present at the Convention and there is an auction taking place on the Sunday as well. If any member would like to bring along some material to show or just attend to meet other collectors they would be most welcome. The venue is close by Junction 19 on the M5. Further details can be obtained from John Croker.

John Croker





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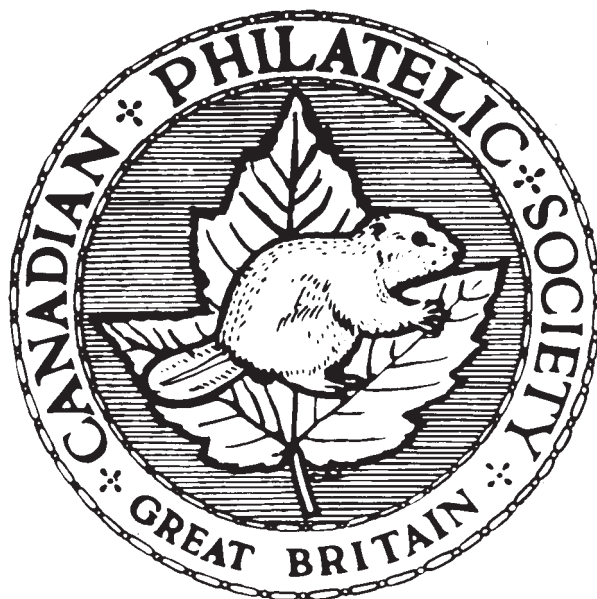
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Maple Leaves

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OF GREAT BRITAIN**

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EDITORIAL

The use of the internet seems to become ever more prevalent in our lives. Whether it be to provide speedy access to research resources or to allow easy access to buy or sell via auction or ebay, the majority of members will now make frequent use of the internet in the pursuit of their chosen hobby. With these thoughts in mind, we have embarked upon a fairly major upgrade to the Society website at www.canadianpsgb.org.uk. Members will now be able to find the following new features at the website:-

- details of our Society auctions, including bidders and sellers terms and conditions and details of our next sale, including the catalogue plus pictures of some of the better lots a few weeks ahead of the sale date.
- an archive of old Society Auction catalogues back to 2006.
- details of the next Society Convention in Jersey including travel details etc
- an archive of all issues of *Maple Leaves* from Volume 1, No 1 to the end of Volume 28. These are available as downloadable pdf files. Volume 29 will be added shortly.

Our thanks go to Charles Livermore who undertook the mind-numbing task of scanning in every old issue of *Maple Leaves* so the rest of us can enjoy them.

Over the coming months, we plan to add an archive of all of our old Convention photos. These go back to the early 1950's and are currently cluttering up the Editor's study floor. If anyone really doesn't want to see what they looked like 30 years ago, I am prepared to consider bribes to kill the scanner.

Hopefully, all of this will give a flavour of what is possible and there may well be other things members would like to see on the website. If so, please let me know and we will do our best to get them added over the coming months.





If nothing else, please give the site a look if you have internet access and please let me know about the typos and if anything doesn't work as it should.

Members in the south of England, or those who may be visiting London on or around the 28th October, should be aware that Jane Moubray will be giving a display to the Royal Philatelic Society of London on 'The Dominion of Canada 1868 – 1928'. The display will be in the frames from 1pm and Jane will be giving her talk at 5pm. RPSL President, Alan Moorcroft, has kindly extended an open invitation to all CPSGB members (whether you are a member of the Royal or not) to attend the event. He only asks that you contact the Royal in advance to let them know you are coming. The event is taking place at 41 Devonshire Place, London W1G 6JY. You can contact Alan at 02074861044 or by e mail at president@rpsl.org.uk

Members will be saddened to learn that Charles Firby has decided to 'retire' from the regular auction scene. Whilst auction houses come and go, it seems we are losing rather more than we are gaining in the world of BNA philately over recent years. I am not sure what this tells us about the state of our hobby. Chuck is not retiring completely. He is continuing as a philatelic consultant but we take this opportunity to thank him for some truly wonderful sales over the years. Many of us are much poorer (cash wise) as a result but at least have some nice things in our collections to show for it.

Finally, my thanks to those who responded to my plea for material on the Admirals. So much material is now to hand that I am starting the centenary articles an issue early! However, there has been no response from our more shy Newfoundland collectors so I repeat my plea for articles (long or short) on the Royal Family issue.

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SPECIAL DELIVERY DURING THE ADMIRAL PERIOD

John Watson

This is a summary and illustration of the rates mentioned by Allan Steinhart in his book "The Admiral Era : A Rate Study 1912 – 1928". For further information, such as the cities in Canada where special delivery was available or the post office regulations relating to special delivery, the reader is directed to Steinhart's book (1).

Basically, special delivery was a service whereby letters would be delivered by special messenger (rather than wait for the next postal round) on arrival at the post office in certain cities. At the beginning of the Admiral era the fee for special delivery was 10 cents in addition to normal postage. Figure 1 shows the special delivery fee applied to a drop letter. Note that this cover has a handwritten annotation "Out 3.40 pm" and is initialed, presumably by the special messenger.

When War Tax was imposed (15th April 1915), the tax only applied to the postage, not to the special delivery fee. Figure 2 shows a special delivery cover with the additional war tax paid on 16th April 1915, the second day of war tax and figure 3 shows the war tax imposed on a drop letter in 1920. Incidentally, the war tax was never lifted from the drop letter rate during the rest of the Admiral period, so this 2 cent rate continued through to 1928 and beyond.

On 1st August 1921, the special delivery fee was raised to 20 cents. However, the new 20 cents special delivery stamp was not issued until 21st August 1922, so during this short period it was permissible to use 2 x 10 cent special delivery stamps. Figure 4 shows this on a double weight letter (Note that the war tax was only applicable to the first ounce of the postage, and not the extra

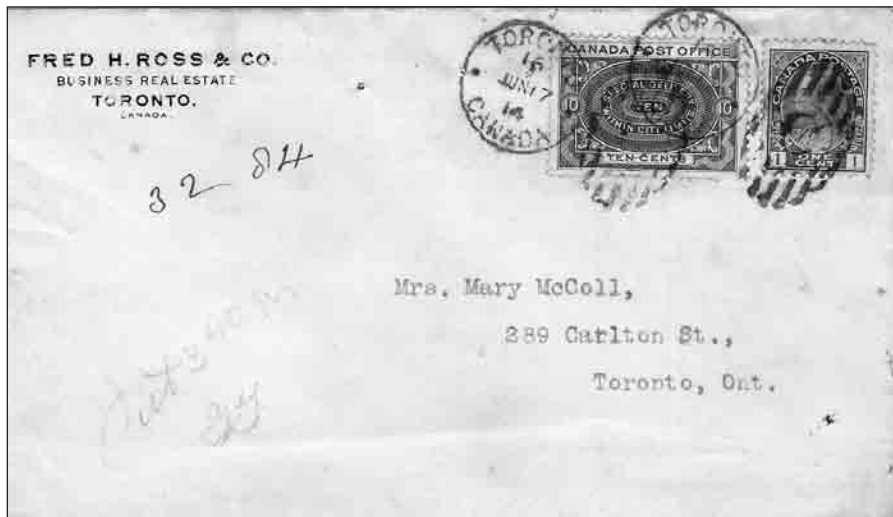


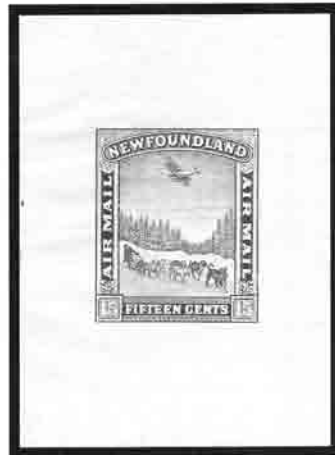
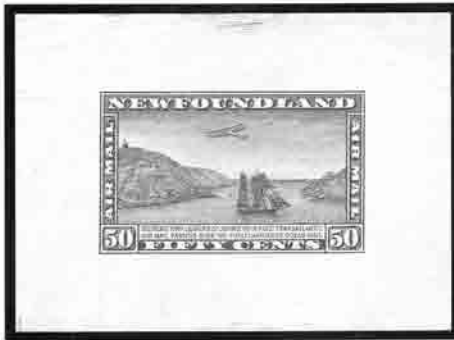
Fig 1 1914 drop letter mailed in Toronto and sent Special Delivery.



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Fig 2 Domestic letter sent Special Delivery on 16th April 1915, the second day of war tax (courtesy of David Armitage).



Fig 3 February 1920 drop letter mailed in Toronto and sent Special Delivery

ounce) of May 1922. Of course people continued to use 2 x 10 cent stamps even when the 20 cent stamp became available, but this was its classic period of use. Figure 5 shows a letter of this period with only 1 x 10 cent special delivery stamp. It is obviously underpaid.

Most of my special delivery covers have been assigned a number which I take to be a reference number applied when given to the special messenger. The cover in figure 5 has such a number (412), so appears to have been treated as a special delivery item but rated 20 cents (double deficiency) postage due. Note also that the number 412 appears again slightly overlapping the postage due stamp at top left of the block, which suggests that the postage due was collected by, and the postage due stamps applied by, the special messenger.

War tax was abolished on forward first class letters on 30th June 1926. Figure 6 shows the 20 cent special delivery stamp on this revised rate. So long as the special delivery fee was paid with any Canadian stamps totalling the correct amount it was given special delivery treatment, although it was supposed to have "Special Delivery" clearly written on the envelope. The letter in figure 7 paid the special delivery fee with a 20 cents Historical Issue stamp, but not only did it not have "Special Delivery" written on it, it was also missing the 2 cents required for forward delivery. However it was given special delivery and 4 cents was charged for the missing postage.

When the Confederation commemorative stamps were issued in 1927 they included a special delivery stamp which falls within the dates encompassed by this article.



Fig 4 Example of the increased 20 cent Special Delivery fee prepaid by two 10 cent stamps on a May 1922 double rate letter from Montreal to St Hyacinthe.



Fig 5 March 1922 letter from Toronto to Ottawa sent Special Delivery but underpaid with only one 10 cents SD stamp. The letter was charged double deficiency, due 20 cents paid by a block of four of the 5 cents postage due stamp.

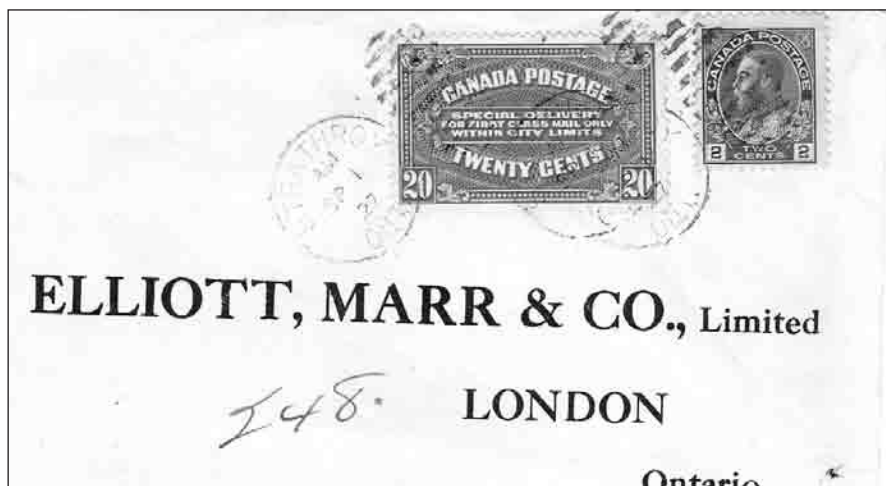


Fig 6 September 1927 letter sent after the abolition of War Tax.

Figure 8 shows it being used to send a letter to a passenger on a liner due to arrive from Liverpool. It appears to have been given special delivery but was annotated "arrived too late" and was presumably returned to sender.

At the beginning of the Admiral period special delivery prepaid wholly with Canadian stamps was not possible outside of Canada, however there was an agreement with the USA whereby letters originating in Canada would be given special delivery in the USA by affixing an American special delivery stamp (available at certain post offices in Canada) in addition to normal Canadian postage, and vice versa. Figure 9 shows this arrangement on a letter sent to America from Canada, (note that the Canadian stamp was cancelled in Canada but the American stamp was cancelled in

the USA) and figure 10 shows the reciprocal arrangement. Figure 11 shows a Canadian special delivery stamp applied to an American postcard. However, Steinhart quotes a postal guide supplement of April 1920 which reminds postmasters that special delivery was restricted to letters or mail prepaid at the letter rate of postage. It is doubtful, therefore, that this postcard received special delivery – it certainly was not assigned a number.

Up to the end of 1922, letters sent to the USA with Canadian SD stamps affixed would only be carried Special Delivery as far as the border. An example of this is shown in fig 12.

Effective from 1st January 1923, Canadians were permitted to send letters using Canadian postage only, for special delivery



Fig 7 July 1927 letter from Toronto to London sent Special Delivery but not marked as such it was also missing any stamps to pay the postage. Charged 4 cents double deficiency for the missing postage.



Fig 8 Confederation issue SD stamp used on a September 1927 letter from Winnipeg to Montreal.



Fig 9 Example of the Canada/USA bilateral agreement on Special Delivery mail. This letter from Canada to the USA was franked with a USA Special Delivery stamp in Canada.



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Fig 10 An example of the reciprocal arrangement – a Special Delivery letter from the USA to Canada franked in the US with a Canadian SD stamp.



Fig 11 USA postcard, sent to Canada in March 1914, with a Canadian Special Delivery stamp affixed. It is doubtful that this item received Special Delivery service.

in the USA. Figure 13 shows this new arrangement. Figure 14 shows a very early special delivery air mail cover to the USA using the correct Canadian postage in addition to USA postage required at this time for air mail service in America. Air mail rates were complicated in this period but, as far as I can make out, the air mail rate for this cover is 10 cents for travel over a Contract Air Mail route + 5 cents for one zone on the Transcontinental route, overpaid 1 cent with a 16 cent USA airmail stamp.

The June 1927 Postal Guide Supplement stated that Canadian special delivery stamps must be used on special delivery letters addressed to the USA, however this was not always adhered to. Figure 15 shows such a letter. The 5 cents paid the Canada – USA airmail rate at this time and the sender

saved 10 cents by using a USA special delivery stamp to pay for special delivery in America since the USA fee was still only 10 cents. Note that the special delivery stamp was cancelled in Seattle.

In 1916 arrangements were made between Canada and the Bahamas whereby Canadians could buy 5d Bahamian special delivery stamps for 10 cents at some Canadian post offices to secure special delivery in Nassau. Figure 16 shows an example of this with the Bahamas SD stamp cancelled in Winnipeg. The agreement was short lived as it was found that most of the mail was philatelic. It appears to have ended late in 1916 or early 1917. Later examples can be found, see figure 17, but the Bahamas Special Delivery stamps were no longer recognised in Canada and were cancelled in Nassau on arrival in the Bahamas.

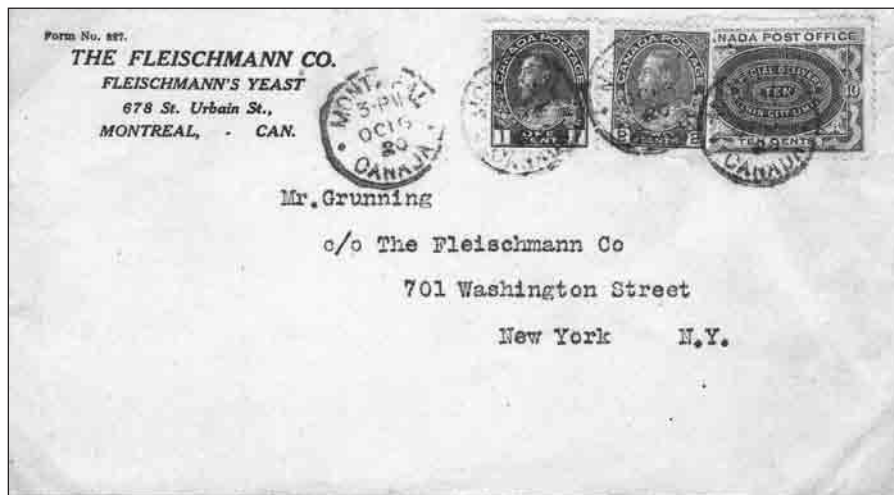


Fig 12 October 1920 letter from Montreal to New York sent Special Delivery but franked with a Canadian SD stamp. This would have been treated as Special Delivery only as far as the border (courtesy of David Armitage).

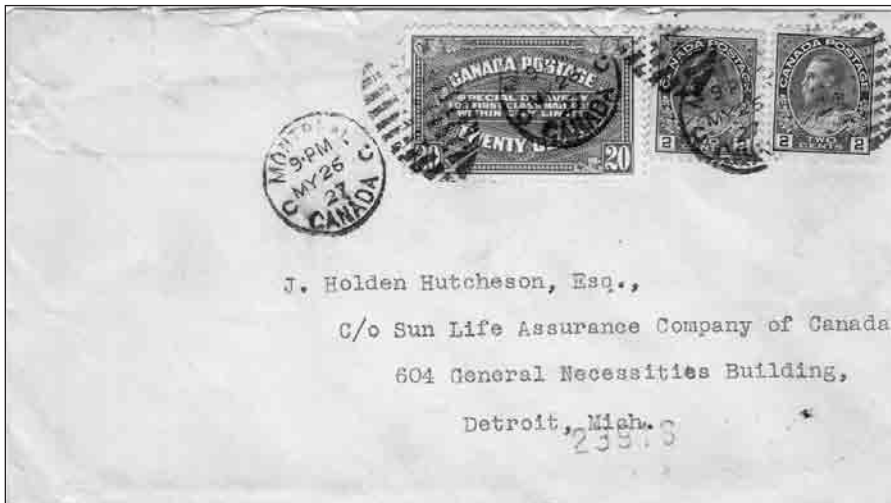


Fig 13 Double weight letter from Montreal to Detroit sent in May 1927 by Special Delivery with the Canadian SD stamp paying for the service in the USA.



Fig 14 Example of a very early airmail letter from Canada to the USA (sent airmail only within the US) mailed Special Delivery.

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Fig 15 September 1928 airmail letter from Vancouver to the USA, sent Special Delivery. The thrifty sender has saved 10 cents by using a USA Special Delivery stamp, contrary to Canadian P.O. regulations.



Fig 16 Registered letter from Winnipeg to Nassau, Bahamas, mailed Special Delivery in December 1916 and showing use of the Bahamas SD stamp cancelled in Canada (courtesy of Graham Searle).



Fig 17 Letter from Toronto to the Bahamas sent in July 1917 showing the use of the Bahamas SD stamp. Although applied in Canada it was not postmarked until arrival in Nassau.

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e.mail: lex.dement@sympatico.ca, www.lexdement.com

Steinhart also mentions an arrangement with the UK post office whereby urgent mail (letters and parcels) could be delivered by special messenger after arrival at the office of destination. The fee was 3d per mile for letters (not pre-payable – to be collected from addressee), 5d per mile for parcels (pre-payable as 10 cents in Canada). I have never seen one of these and would be delighted to hear from anyone who has.

My final cover, shown in fig 18, is a semi-official airmail letter from 1927 sent by Special Delivery; almost certainly philatelic but very pretty nonetheless!

Bibliography:-

1. *The Admiral Era: A Rate Study 1912 – 1928* by Allan L. Steinhart, published by Jim Hennok, Toronto 1981.

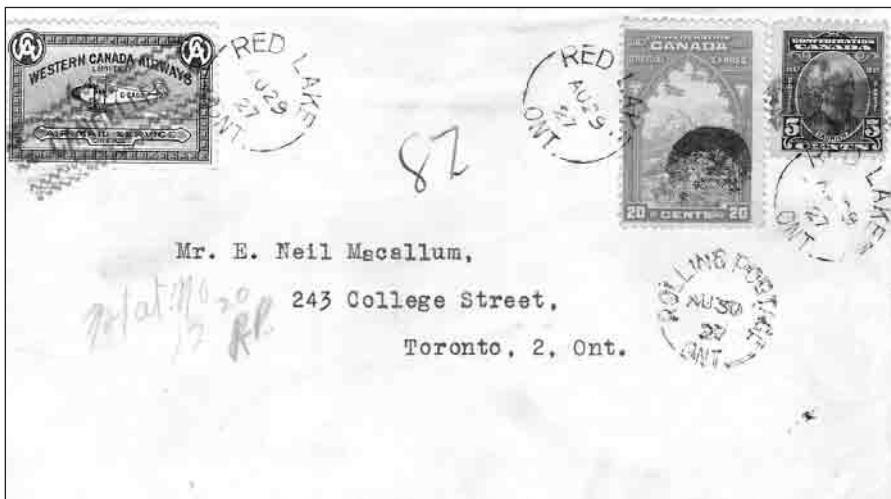


Fig 18 August 1927 letter from Red Lake to Toronto sent by Special Delivery and showing use of the Western Canada airways semi-official airmail stamp.

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NEWFOUNDLAND VIGNETTES (11):- THE 1946 TB CHRISTMAS SEAL

Dean W. Mario

Tuberculosis may have been present in Newfoundland from the very early days of European settlement. A letter from Cupids, written by colonist John Guy in 1611, recorded one of the earliest deaths which may have been TB related.

In the first decade of the twentieth century, efforts were made by concerned citizens and the medical profession to help combat the disease. In 1909, the Association for the Prevention of Consumption was organised, and a camp for consumptive women was opened near Mundy Pond in 1910.

The Great War also contributed to increased pressures on the government's health efforts, as many returning soldiers from Europe had contracted the disease. In 1916, a special TB centre, the Jensen Camp, was opened for the treatment of ex-servicemen. In 1917, the Mundy Pond Camp was closed and a new St. John's Sanatorium was opened with fifty two beds. In 1921, the facility was expanded to accommodate more ex-soldiers from Europe.

In 1937, health officials organised a widespread field TB testing survey. The death rate from TB at this time was approximately two hundred residents per annum. In 1944, a branch of the National Tuberculosis Association was formed in St. John's under the direction of the Rotary Club. A greater social awareness of the disease was developed throughout Newfoundland.

The Newfoundland Tuberculosis Association purchased the motor vessel 'Christmas Seal' which carried diagnostic equipment and testing services to residents living in the

outports. While the service was seasonal, it still saved many lives. In 1946 – 47, the St. John's Sanatorium was enlarged and a new centre began construction at Corner Brook.

The Newfoundland Tuberculosis Association obtained a supply of the 1946 TB Christmas Seal to distribute for fund raising efforts (see fig 1). The quantities released are unknown. The seal's original designers were Mary Louise Estes and Lloyd Coe from the United States. Total USA sales amounted to a little over \$17 million and Newfoundland officials were hoping for a similar positive reception from fellow residents (albeit with lower sales projections). Seals without the 'U.S.A.' designation were shipped for use and sale in Canada and Bermuda. Presumably the Newfoundland representatives obtained



Fig 1.



quantities from their counterparts in Canada and subsequently had the seals overprinted in red ink with 'Newfoundland'.

It seems that not all of the overprinted seals were used. Figures 2 and 3 illustrate a cover from the Newfoundland Tuberculosis Association, presumably from 1946. It has a tied seal on the reverse which does not have the 'Newfoundland' overprint. The cover also bears the interesting third class or printed matter rate machine slogan utilized by authorised companies during the late 1930's and late 1940's.

References:-

Hon. James McGrath M.D. and E.S. Peters M.D. 'We Have Almost Conquered TB', the Book of Newfoundland, Vol IV (1967). St. John's, Newfoundland Book Publishers 273 – 274.

Dean Mario : 'Newfoundland's 'Paid All' and 'Postage Paid' markings – 1897 to 1948', BNA Topics Vol 58 (3), whole number 488, Jul – Sept 2001.

Scott U.S. Specialised Stamp Catalogue (2008) page 779.

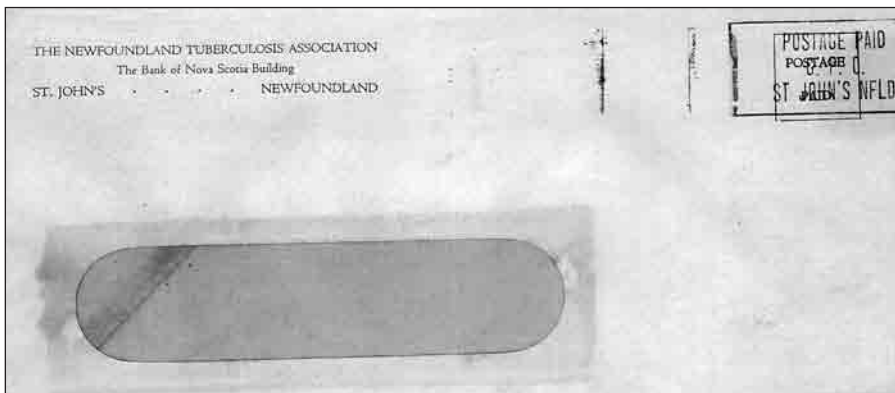


Fig 2.

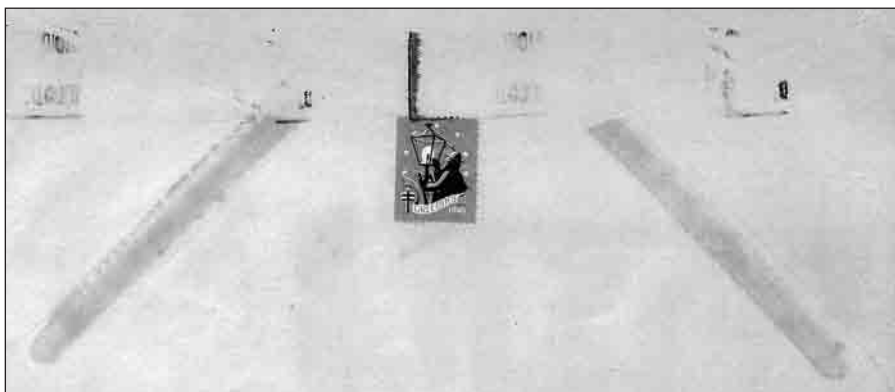


Fig 3.



REGISTERED MAIL 1875 – 1893; USAGE NOT IN ACCORDANCE WITH REGULATIONS?

John Wright

The first Post Office Official Postal Guide (of October 1875) said, in part:

1. On every letter or packet, posted for registration, should be affixed, in addition to a stamp or stamps defining the postage, a registered letter stamp as follows:-

2. On a letter addressed to any place in Canada, a registered letter stamp of the value of two cents.

(3. and 4. dealt with the registration of letters to the United States and to the United Kingdom).

This wording clearly implied that the Post Office Department expected the registered letter stamps (RLS) to be ready at some time in October. That they were not is made clear by Department Order No. 17, issued 8th November 1875, which said (again in part):

For the convenience of the prepayment of the registration charges on letters posted in Canada for registration Registered Stamps..... have been prepared and are now ready to be issued for use by the public.

Department Order No. 17 goes on to say:

Postmasters will be expected to promote these stamps upon all letters posted for registration at their office.

In reality, the earliest known dated copy of the 2 cent RLS is in December 1875 so, for

a few weeks at least, it was not possible to comply with the October Postal Guide instructions. It appears, but is far from certain, that the first RLS were issued about the middle of November 1875.

At this distance in time, it may seem a little strange that, having gone to the expense of preparing RLS, the Post Office Department did not make their use mandatory. This may well have been the intention but it was thwarted by both the somewhat vague wording 'should' in the Guide and 'expected to promote' in the Department Order and by the delayed availability of the stamps themselves.

Two Post Office communications of 1876 attempted to clarify the situation. Department Order No 18 of 7th January said:-

'With respect to the use of the Registration Stamps recently issued, Postmasters are warned that these Stamps should be used exclusively in prepayment of the Registration charges, and are not intended to be used under any circumstances for prepaying any ordinary postage rate'

In a Notice to the Public dated 1st October 1876, these regulations were repeated and expanded:

'All Postage rates on Letters posted for Registration must be prepaid by Postage Stamp. The Registration charge must be prepaid by the proper Registration Stamp. REGISTRATION STAMPS CANNOT BE ACCEPTED IN PAYMENT OF POSTAGE

RATES, nor can Registration charges be prepaid by Postage Stamp'

Clear enough you would think but by then, one suspects, the damage was already done.

This article illustrates a number of registered covers where the RLS was either not used or was incorrectly used.

Fig 1 shows a registered letter from Toronto to Berlin, Ontario sent on 10th November 1875. The combined postage and registration fee is paid by a 5 cent Large Queen stamp which, at the time, was the only available single stamp franking. It is unlikely that the 2 cents RLS was available to be used on this letter.

Fig 2 shows a registered drop letter posted within Toronto a month later on 31st

December 1875. By this time, the RLS was almost certainly available to the postmaster but it was still not used, the combined postage and registration being paid by a 3 cents Small Queen stamp.

This practice clearly continued for some time as fig 3 shows a similar franking on a registered drop letter sent within Toronto in March 1877. By this time, the use of the RLS was clearly required and the RLS were certainly available.

A more impressive franking example of this continued malpractice is shown in fig 4 which is a quadruple rate registered letter charged at 12 cents postage plus 2 cents registration. Mailed from Toronto to Madoc, Ontario in October 1876, this is again franked exclusively by Small Queen stamps.

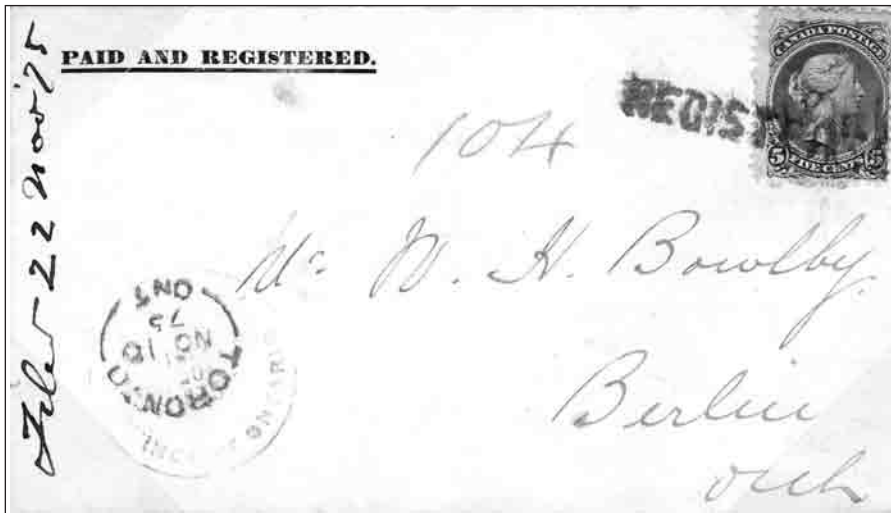


Fig 1 Toronto to Berlin, 10th November 1875 – RLS not yet available (courtesy of Graham Searle).

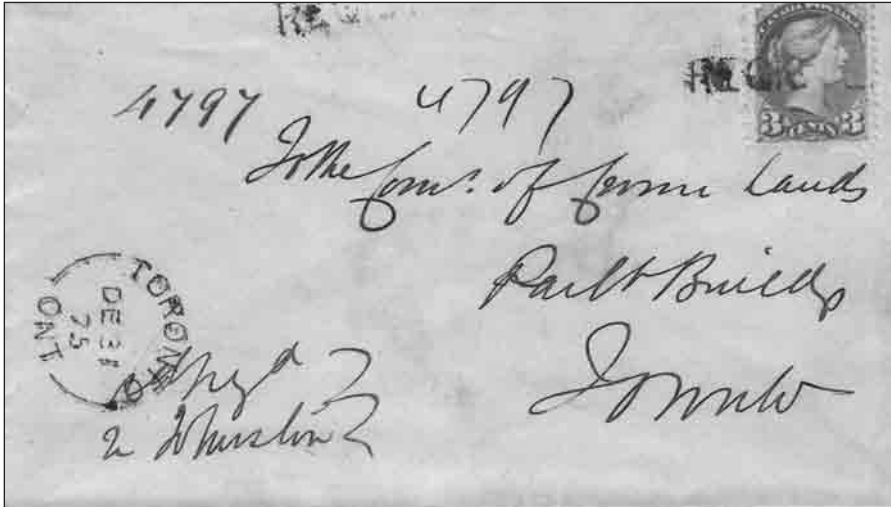


Fig 2 Toronto drop letter, 31st December 1875 – RLS available but not used.

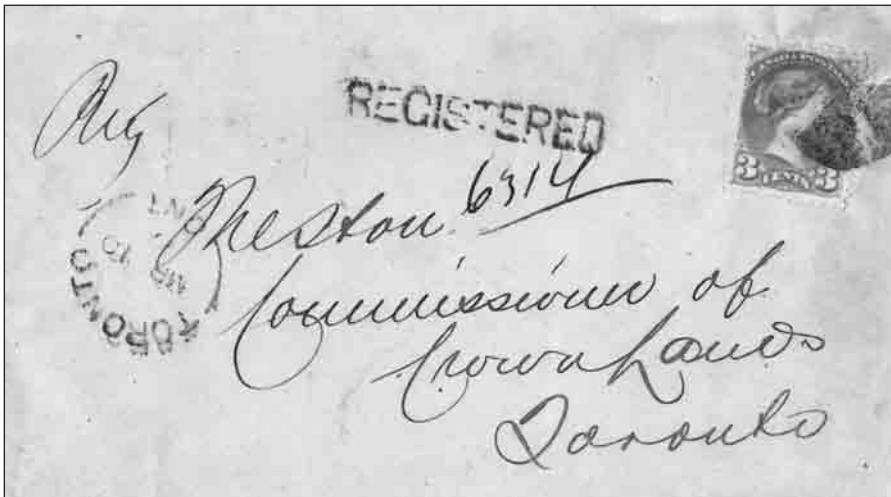


Fig 3 Toronto drop letter, 10th March 1877 – RLS not used despite requirement to do so.



Fig 4 Toronto to Madoc, 17th October 1876 – RLS not used, despite requirement to do so.



Fig 5 Toronto to Ottawa, 10th April 1877 – RLS not used, despite requirement to do so.

Fig 5 shows another example of this practice from Toronto; this time a domestic registered letter from Toronto to Ottawa sent in April 1877. The combined 5 cents postage and registration is paid by a Small Queen stamp.

These few examples, all from one of the major post offices in the Dominion, suggest that the registered letter stamps took a good while to become established in use; even once they were made available and well after the regulations had been clarified. Available statistics seem to back this up. Harrison, Arfken and Lussey (1) recorded only 15 covers employing the domestic 2 cent RLS prior to the end of April 1876. The data for the 5 cent RLS value are even more striking with only 16 recorded covers to the USA prior to the end of 1877.

Eventually, it seems, the practice changed as fig 6 shows a registered drop letter similar to that in fig 3, this time posted in

Toronto in April 1879 where the RLS has been correctly used alongside a 1 cent Small Queen to pay the postage.

Confusion in the minds of postmasters over the use of RLS and postage stamps was, however, far from over. Fig 7 shows a registered letter from Port Williams to Cornwallis sent in March 1882. The combined postage and registration fee has been paid by a 5 cents RLS, intended (at that time) only to pay the registration fee on letters to the USA and UK. The use of a RLS to prepay postage was quite clearly prohibited but this example got through the mails probably because the offices concerned were relatively small and both in the Maritime Provinces, long accustomed to taking a rather liberal view of Post Office instructions.

More surprising is the example shown in fig 8. This is a double weight registered letter sent from Hamilton to London,



Fig 6 Toronto drop letter, 14th April 1879 – RLS used, as required.



Fig 7 Port Williams to Cornwallis, 2nd March 1882 – 5 cent RLS used to pay both registration fee and postage.



Fig 8 Hamilton to London, 15th March 1885 – 5 cent RLS used to pay registration and part postage

Ontario in March 1885. The 5 cents RLS here pays the registration fee and part of the postage; again strictly against regulations. Maybe the postmaster got confused with London, England or maybe he had simply run out of 2 cent RLS?

Just to prove that the original problem had not been completely resolved, fig 9 shows another example of a 5 cent Small Queen being used to pay both postage and registration. This one dates from October 1888 by which time you might have thought the correct procedures would have become established.

The rules governing registered parcels were slightly different to those for letters. The Official Postal Guide, section XI, paragraph 6, said:

Parcels may be registered on affixing thereto a 5 cent RLS in addition to stamps representing the postage

While section XIV said:

Registration stamps are only to be used in payment of Registration Fees, and must not be used in payment of postage.

Section XV of the Official Postal Guide for January 1878 reiterated this. Department Order No 24, of 1st September 1879, paraphrased, said:

The rates for parcels posted for delivery in the Dominion shall be 6 cents for every 4oz or part.

The Official Postal Guide of July 1882 clarified that the 5 cent parcel registration fee had to be paid by a 5 cent RLS.

Fig 10 shows a rare example of a registered parcel. This is a sheet of headed stationery folded to make a wrapper open at both ends. The weight was in the 4 to 8oz range, so parcel post would have cost 2 x 6 cents

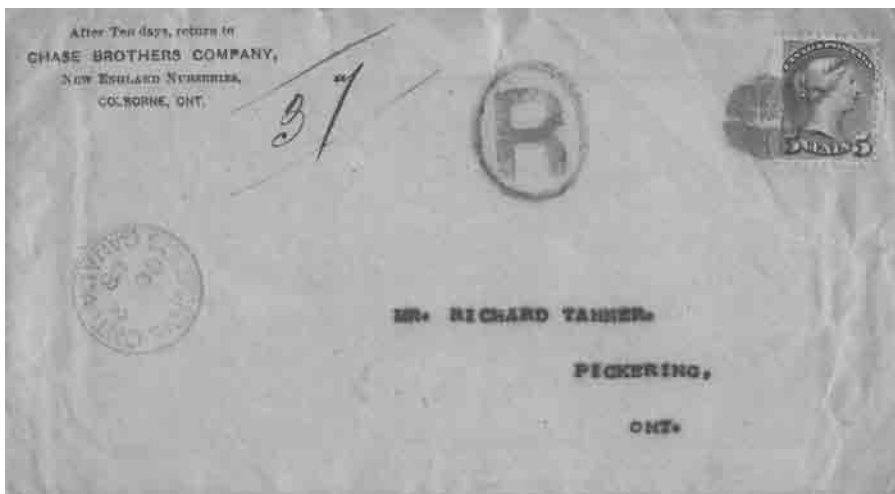
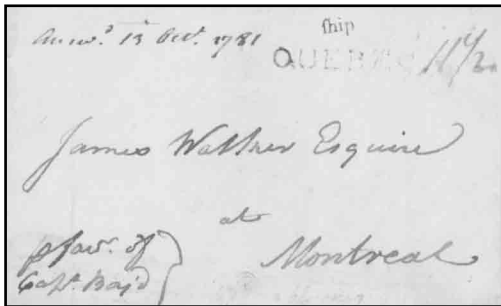


Fig 9 Colborne to Pickering, 2nd October 1888 – RLS not used, despite requirement to do so.

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= 12 cents. Presumably, the sender added a 2 cent RLS being unaware that the correct parcel registration fee was 5 cents. At the Post Office he was not allowed to add a fifth 3 cent Small Queen to make up the difference in the registration fee, so he bought a 5 cent RLS which was affixed and partially covered the 2 cent RLS which would have been unusable if removed. In case you are wondering, the parcel would have been at least 4½oz in weight, so if sent as a letter would have cost at least 9 x 3 cents + 2 cents registration = 29 cents against the 19 cents actually spent sending it as a parcel.

On 8th May 1889, the registration fee for a letter or other article of mail matter, passing within the Dominion, was increased from 2 cents to 5 cents and there was, as a result, no use for the considerable remaining stock of 2 cent RLS. A 'Notice to the Public' of that date stated:

'For the present, and until further

instructed, the registration fee may be paid by using the 2 cent RLS and postage stamps to make up the amount'

Once again, rather vague wording seems to have been a cue for confusion over the usage of the two types of stamp. It is not totally clear whether the intention of the public notice was solely to permit the use of 2 x 2 cent RLS plus 1 cent in postage stamps to pay the increased registration fee, but this was frequently done. Fig 11 shows a good example of this on an August 1889 letter from Caledonia to London, Ontario where the stamps making up the registration fee are nicely separated from the postage stamp by placing them, correctly, at top left.

In reality, however, all kinds of postage stamp/ RLS combinations start to make an appearance and it is unclear if these were within or without the regulations. Fig 12 shows the combined 8 cents fee on a December 1889 domestic registered letter



Fig 10 Quebec to St. Joseph, Beauce, 19th May 1887 – 5 cent RLS used on top of 2 cent RLS on a rare registered parcel post item.



Fig 11 Caledonia to London, 5th August 1889 – pair of 2 cent RLS used in combination with 1 cent postage stamp to pay the increased registration fee.



Fig 12 Greenock to Clinton, 26th December 1889 – single 2 cent RLS used with three 2 cent postage stamps to pay the 8 cent combined rate (courtesy of Graham Searle).



Fig 13 Argyle N.S. to Toronto, 2nd June 1893 - Illegal use of four 2 cent RLS to pay postage and registration; returned for postage (courtesy of Graham Searle).

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paid by 3x 2 cent Small Queens and a 2 cent RLS; a more suspect combination.

Fig 13 shows one option that was definitely not allowed. This is a June 1893 registered letter from Argyle N.S. to Toronto where the 8 cents postage plus registration fee has been paid by four copies of the 2 cent RLS. The letter was correctly 'returned for postage'.

Even this last practice did, however, sometimes work. Fig 14 shows a registered letter from Codrington, Ontario sent to New York in May 1893. The 8 cents postage plus registration rate was paid by a single 8 cent RLS. That the letter got through to destination unscathed is almost

certainly the result of the destination. United States postmasters would have been even less familiar with the small print of the Canadian regulations and just accepted this letter at 'face value'.

The issuance of the 8 cent Small Queen stamp in August 1893 brought to an end this fascinating period.

References:-

(1) *Much use has been made in the preparation of this article of the book 'Canada's Registered Mail 1802 - 1909' by Harrison, Arfken and Lussey published by the Collector's Club of Chicago in 2002.*

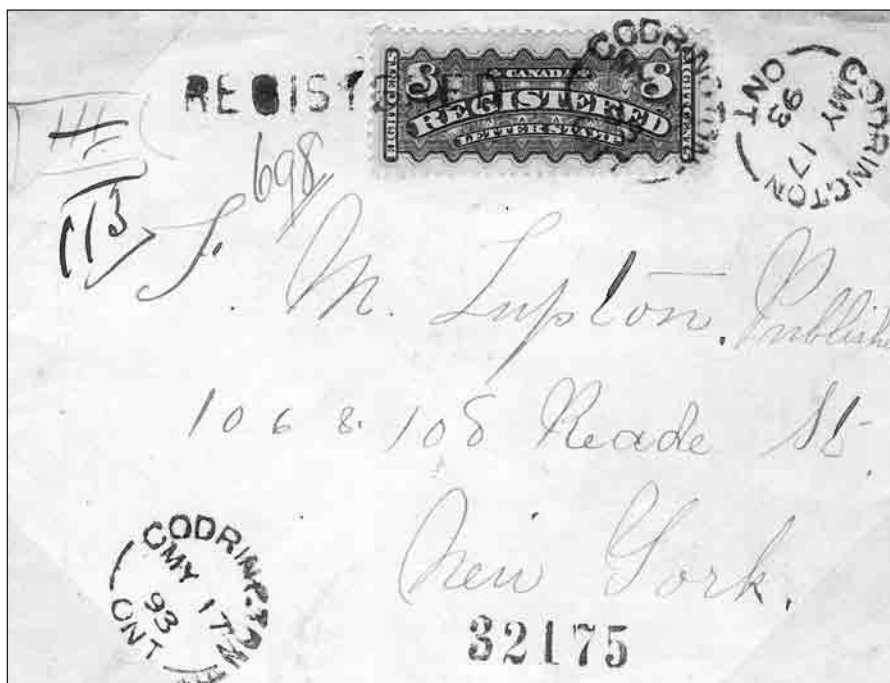


Fig 14 Codrington to New York, USA, 17th May 1893 – Illegal use of 8 cent RLS to pay postage and registration; passed through the mails (courtesy of Graham Searle).

ART STAMPS

The Yellow Peril

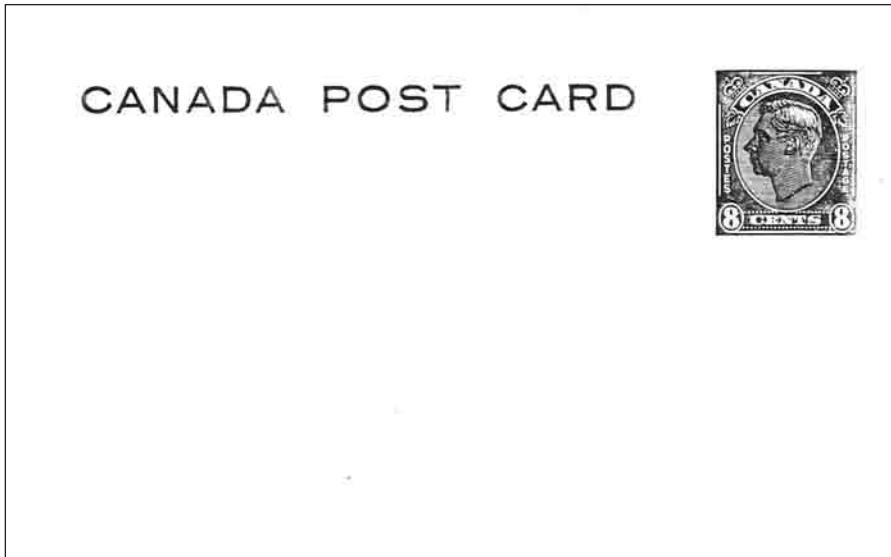


Fig 1. An excellent but fictitious 8 cent George VI stationery post card that is a spitting image of the 1 cent card. The effigy is in blue instead of green.

According to an unconfirmed source, a quantity of the above 8 cent George VI postal stationery post cards (figure 1) were produced about forty years ago in Vancouver by an artist and his associate. These Cinderella cards, which were referred to as 'Art Stamps', were intended for the European market.

Several years ago, the artist died. His brother, who lives in Ontario, inherited the estate. Amongst the personal effects were twenty of the 8 cent cards.

In the spring of 1996, the brother consigned one of these cards to an auction house. The auctioneer described it, in the catalogue, as

an 'as is' cinderella with an estimate of \$25. The card, together with the rest of the auction lots, was made available for viewing at ORAPEX (the Ottawa spring show) and again at CAPEX 96. At the big show I left what I thought was a more than adequate break – tie bid of \$100 with the auction firm. Much to my surprise, an on the floor agent secured the lot for a prominent postal stationery collector with a winning bid of eleven times the estimate! The knock – down figure was \$275 plus buyers premium, goods and services tax and postal charges. A high price indeed given that the genuine, 1 cent, card (see figure 2 below) has a catalogue value of a few cents.



The following comments on this card are made by our foremost collector of BNA Cinderella – David Sessions:-

'I was most intrigued by the fake stationery card, particularly as cards didn't reach 8 cents until the 1970's. The card stock looks realistic and the image of the stamp must have been scanned in and manipulated by computer; the design is very accurate. The 'Hidden date' does not show but then that can be taken to indicate a typographed card. If I peer at it long enough under a x 20 glass I could even

convince myself there is a feint '43' in the lower right corner! The stamp design is fractionally larger than the correct 1 cent image. The words 'CANADA POST CARD' on the fake are, if anything, better than on the genuine. If it were not for the impossible face value, no-one would give the card a second glance; it is horribly good. One has to wonder why it was done, and by whom. It looks to be quite an expensive job for a 'bit of fun', even if a number were done. It does show the awful possibilities of modern technology.'



Fig 2. 1938 – 1954 1 cent stationary post card (Webb P66d)

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STREET CANCELS 1886 - 1918 (PART 9)

Graham Searle F.C.P.S.

Introduction.

This is the ninth in a series of articles that will attempt to list and illustrate the "Street" cancels used in Canada between 1886 and 1918. This part looks at some other 'Street' cancels from the Maritime Provinces and Ontario and yet more Toronto, Hamilton and Montreal Street cancels.

THE OTHER 'STREETS':-

My inclusion of Seaman Street, Annapolis in an earlier part of this series gave rise to a number of comments. Several writers suggested that this office was probably not a sub-office of Annapolis but rather a separate post office in the Annapolis district which just happened to have a 'Street' name. Well, you are right. In our time period, the same is true of Bath Road which only became a suburb of Kingston much later.

I included these in the listing as they had been regularly included in lists of Street cancels in the past. However, having opened the box, it is necessary to draw attention to other post offices of this era that had 'Street' names. In truth, this is something of a 'Pandora's' box as there are well over 60 of them in the Maritime Provinces alone!

Many of the early Maritime offices were Way Offices or situated in fairly remote rural areas. When they became established post offices they were often named after the roads they were situated on. Hence a lot of 'Road' and 'Street' post offices. A few such offices can also be found from Ontario.

Despite the relatively long period of operation of many of these offices, cancels from them are rarely seen suggesting that the volume of mail handled was quite low. Although they are not 'Street Cancels' in the strict definition usually applied, they make an interesting addition to any collection of Street cancels and are well worth hunting down. They include the following offices:-

NOVA SCOTIA:-

In addition to **Seaman Street**, you can find:-

Base Line Road – open from 1913 to 1938 and having at least one split ring cds cancel in our time period.

Bay Valley Road – open from 1895 to 1960. No cancels have been recorded prior to 1918 but it is reasonable to assume that at least one split ring cds cancel must exist.

Belcher Street – open from July 1911 to April 1913 and having a single split ring cds cancel.

Catalone Road – open from 1892 and did not close until late 1967. At least one split ring cds cancel in our time period.

Canaan Road – open from 1894, this office changed name to South Fremont in 1903. One split ring cds cancel can be found.

Church Street - open prior to 1868 and remained open until 1915 apart from a brief closure in late 1884/ early 1885. Two different split ring cds cancels are known from this office. (see figure 239 for one of them).

Clairmont Road – open from 1894 to 1899 and again from 1913 to 1919. Two different split ring cds cancels can be found.



Fig 239 Postcard from Bermuda to Church Street, Cornwallis, Nova Scotia showing the later of two different split ring cancels from the Church Street office.

Cole Harbour Road – open from 1899 to 1913. No cancels have been reported from this office but it is reasonable to assume that at least one split ring cds cancel must exist.

Dawson Street – at least one split ring cds cancel is known from this office but I can find no records of when the office opened or closed.

Denmark Road – open from 1888, this office was renamed Denmark in 1898. A single split ring cds cancel is known.

Douglas Road – open from 1911 to 1917. A single split ring cds cancel is known.

East Hall's Harbour Road – open from 1881 to 1924. No cancels have been reported from this office but it is reasonable to assume that at least one split ring cds cancel must exist.

Harbour Road – open prior to 1868 and remained so until 1936. At least two different split ring cds cancels can be found

in our time period.

Harrison Road – open from 1889 to 1916. One split ring cds cancel is known.

Indian Road – open prior to 1868 and remained open until 1934 with two short closures between 1877 and 1883 and again between 1887 and 1891. One split ring cds cancel is known in the period to 1918.

Kempt Road – open prior to 1868 and remained so until 1970 apart from a brief closure in 1888. Three different split ring cds cancels are known in the period prior to 1918.

Lacy Road – open from 1908 to 1932. One split ring cds cancel is known.

Lingan Road – open from 1892, this office was renamed River Ryan in 1916. One split ring cds cancel is known.

Louisburg Road – open from 1910 to 1922. No cancel has been recorded from this office but it is reasonable to assume that at least one split ring cds cancel must exist.

Lower Church Street - open from 1894 to 1913 (it was open earlier under the name 'Town Plot'). One split ring cds cancel is known (see fig 240).



Fig 240 Lower Church Street, Nova Scotia, split ring c.d.s. cancel

Mains Road – open only from January 1892 to February 1894. One split ring cds cancel is known.

Marion Bridge Road – open under this name from 1886 to 1923. One split ring cds cancel is known.

Meadows Road – open from 1892 until 1958. Two different split ring cds cancels are known in the period prior to 1918.

Melvorn Square – open prior to 1868 and did not close until 1970. Four different split ring cds cancels have been recorded in the period prior to 1918.

Mira Road – open from 1916 to 1920. One split ring cds cancel is known.

New Ross Road – at least one split ring cds cancel can be found but I have no record of opening and closing dates for this office. It was, however, open in 1916.

Paradise Lane – open prior to 1868, the office was renamed as Paradise in 1901. One split ring cds cancel is known.

Pictou Road – open from 1888 to 1913. One split ring cds cancel is known.

Preston Road – open from 1872 to 1885 and again from 1895 onward. The office was renamed Westphal in 1937. One split ring cds cancel has been recorded.

Sheet Harbor Road – open from 1905 to 1924. No cancels have been recorded but it is reasonable to assume that at least one split ring cds cancel must exist.

Stake Road – open from 1887, the office was renamed as Malagash in 1953. Two different split ring cds cancels have been recorded in the period prior to 1918.

Valley Road – open from 1909 to 1916. One split ring cds cancel is known.

West Bay Road – open from 1892 (and possibly still operating). One split ring cds cancel has been recorded in the period prior to 1918.

NEW BRUNSWICK:-

Base Line Road – open from 1891 to 1896. One split ring cds cancel is known. Note that this is a different office to the Nova Scotia Base Line Road.

Canaan Road – open from 1909 to 1912. One split ring cds cancel is known. Note that this is a different office to the Nova Scotia Canaan Road.

Chaplin Road – open from 1910 to 1957. One split ring cds cancel is known in the period prior to 1918.

Creek Road – open from 1907 to 1925. One split ring cds cancel is known.

Despres Road – open from 1915 to 1927. One split ring cds cancel is known.

Ferry Road – open from 1908 to 1959. One split ring cds cancel is known prior to 1918.

Murray Road – open from 1876 to 1968. One split ring cds cancel is known prior to 1918.

New Ireland Road – open prior to 1868 as a Way Office but only became a regular post office in 1876, this office closed in 1903. Two different split ring cds cancels have been recorded.

Porter Cove Road – open from 1912 to 1928. One split ring cds cancel has been recorded (see fig 241).



Fig 241 Porter Cove Road, New Brunswick, c.d.s. cancel.

Shepody Road – open prior to 1868 as a Way Office but only became a regular post office in 1876, this office was closed in 1923. One split ring cds cancel is known from our time period.

Sherman Road – open from 1889 to 1913. One split ring cancel has been recorded.

Upper Tilley Road – open from 1915 to 1969. One split ring cancel is known prior to 1918.

Youngs Cove Road - open in 1898 and may still be open. One split ring cds cancel is known in the period prior to 1918.

Wards Creek Road – open prior to 1868 as a Way Office and closed in 1915, this office only became a regular post office in 1876. No cancels have been recorded from this office but it is reasonable to assume that at least one split ring cds type must exist.

PRINCE EDWARD ISLAND:-

Afton Road – open from 1894 to 1913. One split ring cds cancel is known.

Appin Road – open from 1887 to 1913.

One split ring cds cancel is known.

Baldwins Road – open from 1882 to 1919. One split ring cds cancel is known.

Beaton Road – open from 1909 to 1925. One split ring cds cancel is known.

Brackley Point Road – open from 1874 to 1912. One split ring cds cancel is known.

Byrne's Road – open from 1880 to 1919. Two different split ring cds cancels are known.

Cambridge Road – this office was originally opened in 1885 under the name of Mink River Road. The name changed to Cambridge Road in 1891 and the office closed in 1914. One split ring cds cancel has been recorded with the Cambridge Road name but no cancel is known with the earlier name although logic suggests that one must exist.

Cardigan Road – open from 1874 to 1891 when it was renamed St. Teresa. One split ring cds cancel is known.

Cavendish Road – open from 1874 to 1897 when it was renamed as Mayfield. One split ring cds cancel is known.

Graham's Road – open from 1868 to 1913. Two different cds cancels are known (one is shown in fig 242).



Fig 242 Later type of Graham's Road, Prince Edward Island, c.d.s. cancel – the nearest thing to the authors personal Street cancel – if anyone finds a copy you know where to send it!

Higgins Road – open prior to 1874 and closed in 1914. One split ring cds cancel is known.

Locke Road – open from 1892 to 1911. One split ring cds cancel is known.

Mink River Road – see Cambridge Road above.

Palmer Road – open from 1878 to 1913. One split ring cds cancel is known.

Palmer Road North – open from September 1912 to May 1914. No cancel has been recorded for this office but it is reasonable to assume that at least one split ring cancel must exist.

Peter's Road – open from 1874 to 1914. One split ring cds cancel is known.

Pisquid Road – open from 1868 to 1901 when it was renamed Avondale. One split ring cds cancel is known.

Princetown Road – open from 1862 to 1897 when it was renamed Brookfield. One split ring cds cancel is known.

St Mary's Road – open from 1874 to 1969. Sometimes called St Mary's Road East. One

split ring cds cancel from our period has been recorded with this latter naming.

Selkirk Road – open from 1874 to 1918. Two different split ring cds cancels have been recorded.

Union Road – open from 1875 until 1968. One split ring cds cancel is known from the period up to 1918.

Western Road – open from 1869 to 1912 apart from a brief closure in 1875. One split ring cds cancel has been recorded.

Whim Road – open from 1908 to 1913. One split ring cds cancel has been recorded.

ONTARIO:-

Blue Church Road – open from 1906 to 1913. One split ring cds cancel is known (see fig 243)

Perth Road - open under this name from 1874 (previously known as Lapum), this office was still open in the 1960's. One split ring cancel is known in our period.

Victoria Road - open from 1876 to 1970. One split ring cancel is known in our period.

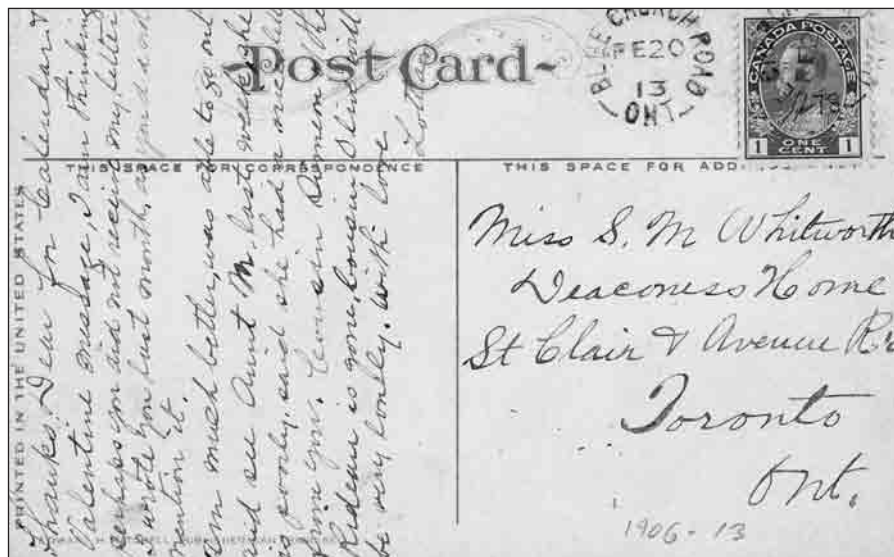


Fig 243 Blue Church Road, Ontario, split ring c.d.s.cancel

ST. JOHN'S, NEWFOUNDLAND:-

There is also one other town in the Maritimes that had sub-offices with Street names. This is St. John's, Newfoundland. I had omitted St. John's from my earlier listings on the Maritimes for two reasons. Firstly, Newfoundland was not technically part of Canada prior to 1918 and secondly, having never collected any Newfie material I did not feel sufficiently qualified to write about it. However, some brief notes are appropriate.

An old check list from Frank Waite (11) gives the following 'Street' offices for St. John's:-

Allandale Road
Duckworth Street
Duckworth Street East

Freshwater Road
Harvey Road
Mundy Pond Road
Pleasant Street
Prescott Street
Quidi Vidi Road
Thorburn Road
Water Street West

Suffice to say that a check of the post offices archives (1) and the proof books (3) suggests that none of these offices were using Street Cancels or open before 1918, although the records are far from complete. One of the later Street Cancels from Harvey Road is shown in fig 244.

Hopefully, one of our many Newfoundland collectors can add some more detail to this and maybe even contribute an article on the St. John's sub-offices?

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Fig 244 Harvey Road, St. John's Newfoundland, c.d.s. cancel



Fig 245 Gerrard Street, Toronto, fancy parcel oval.

And lastly some follow up items,

TORONTO:-

I had imagined that there could not possibly be more Street cancels from Toronto as well over 130 have featured in earlier articles. However, a trawl through some early material produced by Fred Stulberg (26) has revealed another fancy parcel oval similar to the type from Bleecker Street illustrated in fig 22 on page 169 of the October 2007 issue of *Maple Leaves*. This new type is from Gerrard Street and is illustrated in fig 245. I have never seen a copy of this cancel and would be interested if any member can confirm its existence on cover or piece. It may well be that examples of this type exist from some of the other Toronto sub-offices.

A review of my own material has also highlighted another c.d.s. cancel from Queen Street East which I missed in my earlier articles. This type is shown in fig 246 and can be readily distinguished from other contemporary cancels by its small dater (21.5mm) and the fact that the indicia is always blank. This type appears to have been in use from 1895 to 1898 and is

contemporary with a squared circle cancel from the same office.



Fig 246 Queen Street East 1895 style c.d.s. cancel

I can also confirm a much later use of the Toronto Junction c.d.s. cancel (fig 7 in the October 2007 issue of *Maple Leaves*). Although my earlier narrative said this cancel was used throughout the life of the office, most examples date from 1892 to 1900. Thereafter, the duplex cancel was used until 1905. Fig 247 shows the cds cancel used again in 1907 a year before the office closed. This example shows an 'AM' indicia which is unique to this late

use – none of the earlier Toronto Junction cancels had an indicia. In all other respects, it appears to be identical to the early c.d.s cancel which appears to have been pressed back into service (in this case as a receiving cancel) when the duplex cancel was retired.

I can also update and correct some information given in an earlier article on Peter Street. The c.d.s. cancel shown in fig 47 on page 180 of the October 2007 issue of *Maple Leaves* appears to be the only such cancel used from this office prior to 1918. Whilst I originally indicated an e.r.d. for this cancel of 1918, I can now confirm a much earlier use of this cancel in 1908 – see fig 248 and member Brian Hargreaves has shown me a copy dated 1904 which suggests that this cancel took over directly from the duplex type. At the same time, I can confirm that the other c.d.s cancel shown in this same article in fig 46 is, in fact, a later type not used before 1925. My thanks to Bill Walton for his help in correcting these earlier errors.



Fig 248 Peter Street – c.d.s. cancel from 1908.

Bill has also sent me some comments regarding the duplex cancel from Peter Street shown in fig 45. Apart from the 'hyphen' and 'no hyphen' types alluded to earlier, Bill has confirmed that he has seen 2 or 3 different varieties of the 'no-hyphen' type. It would appear that Peter Street had at least three different duplex hammers in use concurrently in the late 1890's.



Fig 247 Toronto Junction 1907 c.d.s. cancel

Courtesy of member, Keith MacKay I can also confirm the existence of the Parliament Street roller cancel which I surmised should exist in an earlier article. Keith was able to show me two copies, one of which is illustrated here in fig 249. Both were on high value stamps suggesting that this cancel may have been used only on parcels and packages.

Keith also produced a nice pair of the 3 cent Small Queen showing a fine strike of the St Joseph Street cds cancel dated JY 18 93. This is some three months before the office opened according to Post Office records so it is likely to be an indicia error. However, just in case the records themselves are wrong I would ask members to check dates on their own copies of this cancel.



Fig 249 Parliament Street roller cancel

Finally for Toronto, Brian Hargreaves has provided pictures of two more, previously unmentioned, roller cancels; from Clinton Street and Yorkville. These are shown in figs 250 and 251.



Fig 250 Clinton Street roller cancel (courtesy of Brian Hargreaves)



Fig 251 Yorkville roller cancel (courtesy of Brian Hargreaves)

HAMILTON:-

I can also report a blank indicia variety on the later (common) type of James Street cds cancel. This is the only one I have ever seen with blank indicia and it is dated July 1899.

MONTREAL:-

In my last article, I indicated that an earlier type of cancel should exist from Park Avenue than the ones shown in figs 235 and 236. I can now show this earlier type,

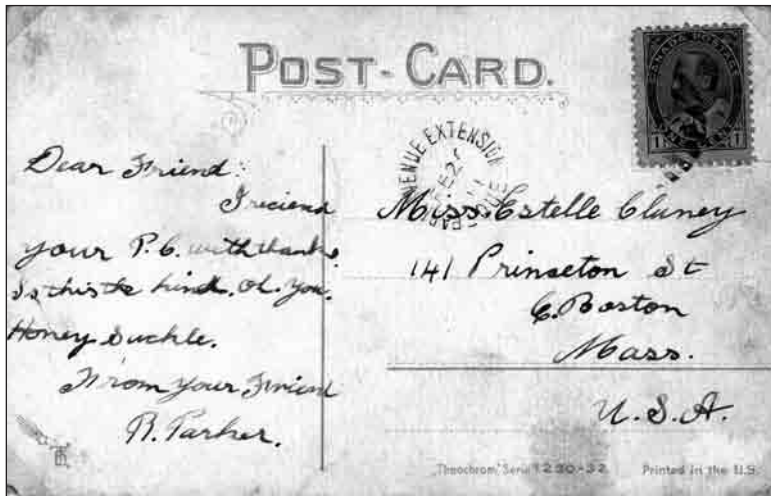


Fig 252 Park Avenue Extension, Montreal, split ring cancel.

Canadian Philatelic Society of Great Britain

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Members who have not paid the 2010/11 subscription by the end of February 2011 will be removed from the *Maple Leaves* circulation list.

it is a split ring cancel which also shows the office name as Park Avenue Extension but in this case shows no allegiance to Montreal (see fig 252). The example shown here has a date of February 1911 but I assume it was in use from the opening of the office until late 1912/ early 1913.

I can also confirm that Park Avenue and Park Avenue Extension were one and the same post office. I should, however, correct the location I gave for this office. It was located at 271 Avenue Beaumont at its junction with Park Avenue Extension.

Keith MacKay has also confirmed yet another indicia variety on the St Catherine Street Centre cds cancel. This one shows a blank indicia and is dated in December 1899.

Brian Hargreaves has also provided pictures of three cancels I had mentioned but not been able to illustrate in earlier articles. These are the roller cancels from St. Catherine Street Centre and Prince Arthur Street and the 1900 – 1901 full circle cds cancel from St Denis Street. These three cancels are illustrated here in figs 253 – 255.



Fig 253 St. Catherine Street Centre roller cancel (courtesy of Brian Hargreaves)

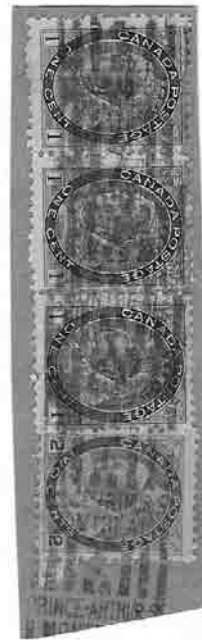


Fig 254 Prince Arthur Street roller cancel (courtesy of Brian Hargreaves)



Fig 255 St. Denis Street full circle cds cancel (courtesy of Brian Hargreaves)

THE END?

This is the last main part of this series of articles (relief all round!). After allowing some time for feedback, I do intend to publish a final part 10 which will comprise

two tables, one listing the Street Offices and the other the cancels.

Despite the 100 year time gap and the large number of articles written on these cancels over the years, new types are still turning up – witness the Toronto and Montreal items described above – so there remains much to be discovered about these early sub-office cancels. I have little doubt that this series of articles will not be the final word on the subject.

Whilst researching this series of articles I have discovered some amazing stamps and covers with Street Cancels. As a fitting finale, two of the very best are shown in figs 256 and 257, courtesy of Colin Banfield. Fig 256 shows the rare 6 cents

Jubilee stamp of 1897 used to pay the triple drop letter rate for a letter weighing between 2 and 3 oz. Given the stamp/ rate combination, the Parkdale duplex cancel seems almost incidental. Fig 257 is, if anything, even more remarkable. Franked with an 8 cent and a 1 cent Jubilee stamp it shows the 9 cents registered printed matter rate to the UK. The printed matter and book post rate was 1 cent per two ounces so the package must have weighed between six and eight ounces. It was mailed from Toronto Junction and shows the early cds cancel.

Maybe you have an even better Street Cancel item in your collection? If so, send me a scan and I will show it in a future issue.



Fig 256 Triple rate drop letter franked with a 6 cent Jubilee stamp of 1897, mailed from Toronto Parkdale in April 1898 and showing the '2' duplex (courtesy of Colin Benfield).



Fig 257 Quadruple rate registered printed matter sent to the UK from Toronto Junction in June 1897. Rated at 9 cents it is franked with 1 cent and 8 cent Jubilee stamps. (courtesy of Colin Benfield).

For convenience I have included a listing of all the references with this part.

References:-

- (1) National Library of Canada and National Archives of Canada; available on-line at: <http://data4.collectionscanada.ca>
- (2) Toronto Named and Numbered Post Offices – Livermore and Walton; on the web at <http://charleslivermore.com/streets/0streets.html>
- (3) Series of books entitled 'Proof Strikes of Canada' edited by J. Paul Hughes and published by Robert Lee 1990 – 1994.
- (4) Canadian Post Office, Postal Guides for October 1886, January 1887 and January of subsequent years up to 1900. Library and Archives Canada.
- (5) The Squared Circle Cancellations of Canada, 5th Edition, BNAPS, 2001.
- (6) Catalogue of Canadian Duplex Cancellations, Robert Lee, 1987 plus updated information obtained from the present editor Stephane Cloutier in December 2007.



- (7) Toronto Branch and Street Post Offices, Dr. Fred Stulberg, BNA Topics March, April and May 1970.
- (8) Notes on Street Cancellations compiled by the late Dr. Charles Hollingsworth
- (9) Private correspondence from Stephane Cloutier.
- (10) The Duplex Corner – James Street/Hamilton: A New Duplex Discovery by Stéphane Cloutier. PHSC Journal March 2006.
- (11) Street Cancellations – A Check List; Frank Waite BNA Topics July-August 1992 page 18
- (12) Early Street and District Cancellations, Max Rosenthal BNA Topics, Vol 14, September 1957, pp 207 – 211.
- (13) Morris Street, Halifax by Dr. Charles Hollingsworth BNA Topics vol 34, no 4 pp 14 – 16 (July/August 1977)
- (14) Morris Street – Halifax, NS 1895 – 1901 by J. Colin Campbell Maple Leaves
- (15) Morris Street, Halifax and the Sea Captain/Postmaster by J. Colin Campbell BNA Topics vol 50, no 4 pp 14 – 15 (July/August 1993)
- (16) Branch, Sub and Suburban Post Offices of Montreal, Max Rosenthal, PHSC Journal no 25, March 1981, pages 4 - 10
- (17) Boulevard St. Denis, Quebec; a Little Mystery, Joseph M. Smith, PHSC Journal no 110, June 2002, page 37.
- (18) Notes on the Street Cancellations of Canada compiled by Jim Carr – provided courtesy of Bow City Philatelics.
- (19) Street Cancellations of Canada by C.F. Waite BNA Topics February 1956, pages 41 - 44
- (20) Additional Notes on Street and District Cancellations by J. Millar Allen, BNA Topics May 1956, pages 106 – 107.
- (21) Letter to the Editor by W.L. Gutzman entitled Street Cancellations in BNA Topics May 1956 page 118.
- (22) Street Cancellations of Canada – Additions by C.F. Waite, BNA Topics September 1957, page 207.
- (23) Fancy Cancels on Canadian Stamps 1855 to 1950 by D.M. Lacelle published by BNAPS, April 2000.
- (24) The Varied Field of Postmarks by Max Rosenthal, BNA Topics February 1972 pages 32-34.
- (25) Listing of Street Cancellations During the Jubilee Era compiled by Frank White (Waite?) (provided to the author by Joe Smith in private correspondence).
- (26) What's New in Old Canada, Fred Stulberg, Canadian Philatelist March/April 1971, pages 65 – 68.



BOOK REVIEWS

GIBBONS STAMP MONTHLY – ARCHIVE EDITION 1890 – 2009. ISBN 10 : 0-85259-777-6, A5 slipcase containing 5 archive DVD's and a bonus DVD. Available from Stanley Gibbons Ltd, 7 Parkside, Christchurch Road, Ringwood, Hampshire BH24 3SH, orders@stanleygibbons.co.uk Price £199.95.

Our first 'book' in this set of reviews is, in fact, a set of computer DVD's. The archive offers 120 years of articles from the popular Gibbons Stamp Monthly. This comprises over 40,000 pages of the best philatelic material available, delivered to you in searchable digital format. It covers all issues of GSM from 1890 to 2009 and allows you to search the database by author, subject, volume number or keyword, with full reproduction of each page as originally printed.

An impressive philatelic research resource (who owns a complete run of GSM?) but the price will put most of us off – particularly when you can access a similar *Maple Leaves* or *Topics* database for nothing! However, it may well prove popular with local stamp clubs.

HISTOIRE POSTALE DE BOUCHERVILLE 1828-2009 by Michel Gagné. La Société d'histoire postale du Québec et la Société d'histoire des Îles-Percées, 2010, 139 pages, ISBN 978-2-920267-42-8. \$25. Sold through : Fédération québécoise de philatélie, 4545, avenue Pierre-de-Coubertin, P.O. Box 1000, Station M, Montréal H1V 3R2 or at fqp@philatelie.qc.ca

This in-depth study includes an account of the different postmasters of Boucherville, the location of the post offices throughout time as well as a study of the postmarks used there

since its opening in 1828. With nearly 340 illustrations and several bibliographical references, this book is an excellent reference for historians and postal historians as well as postmark specialists. In his preface, Cimon Morin, president of the Société d'histoire postale du Québec mentions that "this in-depth work will enable historians as well as postal history buffs not only to familiarise themselves with this subject, but also to profit from the author's rigorous research, and with the addition of several references to learn the rich history of the Boucherville post office".

Michel Gagné, who is a resident of Boucherville and a retired employee of the Commission scolaire de Montréal is now devoted to Québec's postal history and its rich local history. Past president of the Société d'histoire postale du Québec, the Académie québécoise d'études philatéliques and secretary of the Société d'histoire des Îles-Percées, he spends his time these days researching and documenting the history of Boucherville. This native of Montreal has recently published over 80 articles, both in postal history and philately.

For further information on the Société d'histoire postale du Québec and its publications, please visit their website at www.shpq.org

NO ENGLISHMAN NEED APPLY, Gordon Mallett. 160 pages, 8.5 x 11, 2010. ISBN: 978-1-897391-59-4 (Colour), 978-1-897391-60-0 (B&W). Published by the British North America Philatelic Society (BNAPS). Stock # B4h043.1.1 (Colour) - \$C99.00; B4h043.1 (Black & White) - \$C49.95 Available from Ian Kimmerly Stamps, 112 Sparks Street, Ottawa, ON K1P 5B6, Canada. Phone: (001) 613 235-9119.



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No Englishmen Need Apply is a detailed study of the career of Major R. W. (Walter) Hale with the Canada Post Office Department and the events that led to him becoming widely known as the flying postal inspector. The British émigré's early life adventures and military service in both World Wars also receive mention. Special attention is paid to the active role he played in the inauguration of air mail service throughout his adopted country's vast northlands, most particularly the Great Bear Lake region and the 'Mackenzie River corridor' (the Athabaska/Slave/Mackenzie waterway linking Fort McMurray and Aklavik).

By the end of his lengthy career District Postal Superintendent Hale had logged more than seven hundred hours in the air, often flying to far-northern outposts in hazardous winter weather. He flew with many of the pioneer aviators including legendary bush pilots W. R. 'Wop' May, C. H. 'Punch' Dickins and G.W.G. (Grant) McConachie. Their signatures appear alongside his on a number of air mail covers illustrated in the book.

The biography's storyline is presented in two formats: a 160-page text and photo narrative supported by material taken from primary references, and a parallel account recorded on a companion DVD. The signed covers and the human interest stories linked to their carriage are the main focus of the study. Reference numbers in the narrative direct the reader to

supporting textual and pictorial material in the Appendices and Additional Notes sections and on the disc. The rationale for the choice of the biography's unusual title is explained. Foremost among the more than 300 files on the disc are scans of vintage photographs in an album entitled Mackenzie River District Air Mail Service that Hale assembled in the mid-1930s. Scans of the biography's collection of Hale-signed covers are also included.

Gordon Mallett's interest in philately and aviation dates back to his youth when he was an enthusiastic stamp collector. One day his father showed him a number of black-and-white snapshots he had taken of pioneer air mail pilot W. R. 'Wop' May perched atop his Loughheed Vega monoplane, CF-AAL. Gordon was soon reading everything he could find about early aviation. These interests heightened in his adult years and by the early 1980s he had become an avid aerophilatelist.

CATALOGUE OF WESTERN CANADIAN SHIP WAY LETTER CANCELLATIONS by William Topping.

Available from Bill Topping 7430 Angus Drive, Vancouver, B.C. Canada V6P 5K2, price \$20 plus postage.

This new catalogue of Western Canadian Ship Way Letter Cancellations is an update of the ship section of the earlier Catalogue of Canadian Railway Cancellations produced in 1982 by Lewis M. Ludlow and it is intended to be used in conjunction with the recently published updated Catalogue of Canadian Railway Cancellations edited by Ross Gray. It includes close to 350 separate listings, almost double the number of listings appearing in the 1982 work.

The ship markings are arranged alphabetically by ship's name, followed by the name of the operating company. For





added interest a one or two line entry providing background information on the ship is included. The wording on each handstamp is provided and the markings are assigned an alpha/numeric identification number based on the date of introduction and the shape of the marking. A cross reference to the earlier Ludlow numbers is provided.

Where two or more markings have identical wording, measurements are used to distinguish between what may appear to be identical hand stamps. The listing includes the period of use of each handstamp, based on 40 years of records and also includes a five step ('A' through 'E') rarity factor. Where less than five

copies of a marking have been recorded, the number of reported marks is provided after the letter 'E'.

After the main listings, the catalogue shows pictures of the main cancellation types which will be helpful to the beginner in this field.

A companion work for Eastern Canada is reaching the final stages of preparation and will hopefully be published in the near future. This book will be an invaluable aid to those who collect ship way mail or paquebot marks and is a useful addition to the earlier work by Gray et al on RPO's.

GS.

HOW I STARTED COLLECTING BNA (4)

Hugh Johnson

I had a childhood general stamp album but never did much with it after my father died when I was 8. I then had little further interest in stamps until I got married to Dawn who was a GB collector. One Saturday we visited London and wandered into George Korels stamp shop near Leicester Square, I wasn't sure which country to look at, but he had a reasonable collection of Canada for sale and as I have some relatives out there I bought it.

I extended this collection to the provinces when I bought some early Newfoundland from a young John Auld – in the days when he was still under Charing Cross station. My collection now fills over a dozen albums and stock books including revenues and cinderellas and I have boxes and books of Small Queens and Admirals to sort and write up one day. I stopped collecting new issues in 2000, and my main area of

collecting for the past few years has been pre-stamp material, mainly Cross border and Transatlantic. I have written up much material for competition and display to local clubs, and was pleased to be able to give a display at this years CPS Convention.

Following the purchase of the Understanding Transatlantic Mails book by Fred Winter a couple of years ago, I have now accumulated an extensive pre stamp World Maritime mail collection with much Transatlantic content, again some of it was shown at Convention.

A past President of Gravesend Stamp club once said – “Stamps are made to be used and seen – not put in a bank vault”. I always encourage people to show their collections to enthuse others and to exchange knowledge.



LETTERS TO THE EDITOR

Dean W. Mario

BRITISH MAIL BRANCH OFFICE REVISITED

Members will recall Mike Street's interesting articles (ML, April 2009, Jan 2010), and Derrick Avery's related follow-up (ML, Oct 2009) concerning these unusual and seldom-seen cancellations.

Here is another one (shown in fig 1 below),

dated 24th March 1963, from the 'BRITISH MAIL BRANCH / SAINT JOHN, N.B.'. The writer informs his grandparents in Scotland of his travel woes encountered on his trip (at least he wasn't requesting money!). He noted 'AIRMAIL' on the card but only used a 4 cent Wilding definitive. The rate was short paid, hence the black straight line 'IN-SUFFICIENTLY PREPAID FOR AIRMAIL' instructional marking struck at the bottom of the card.



Fig 1.

SOCIETY NEWS

FROM THE PRESIDENT

I would like to invite you to the island of Jersey for our 65th Anniversary and 65th Annual Convention which will take place between Wednesday 28th September 2011 and Sunday 1st October 2011 at the Hotel Ambassadeur. It will be the first time such an event has been held other than on the UK mainland.

I can promise you the usual mix of social and philatelic events ensuring something for everyone. The draft Convention programme will be included with the January issue of *Maple Leaves*.



Whilst the Convention is still a long way off – booking forms and competition entry forms will be enclosed with the April 2011 issue of *Maple Leaves* – the location means that some members may wish to do some early planning. There is plenty to see and do in Jersey, so why not plan to turn the Convention into a longer holiday by adding on extra days at preferential rates (bed and breakfast basis) at the hotel. If you have never been to Jersey before, a visit to www.jersey.com will show you what you have been missing.

The quickest way to get to Jersey is by air. Direct flights to and from are available from most UK regional airports. The main carrier is Flybe, see www.flybe.com. For those coming to Convention from overseas, connecting flights are available to Jersey from London Gatwick and Manchester airports. You can also get to Jersey by sea on a conventional ferry from Portsmouth (12 hours) or by fast car ferry from Poole or Weymouth (4-5 hours). Details of the ferry options can be found at www.condorferries.co.uk

Given the location, we plan to offer some additional options for Convention booking in 2011, including package deals which will include transport to and from the UK mainland by air or ferry. The package costs will include; return flights or ferry to and from Jersey, meet, greet on arrival at Jersey, return transfers from Jersey airport to the hotel, 4 nights accommodation at the hotel based on twin/ double share with breakfast and dinner daily plus the banquet dinner. More details are available at our website www.canadianpsgb.org.uk and we expect to be able to post firm prices for these package options in the early 2011.

Malcolm Newton

LONDON GROUP

Meetings of the group are held on the third Monday of each month from October through to May. The venue in all cases is 31 Barley Hills, Bishop's Stortford, Essex CM23 4DS and meetings commence at 6.30PM.

For confirmation of meetings or for any further information contact Dave Armitage on 01279 503625 or 07985 96144.

Dave Armitage.

SCOTLAND AND NORTH OF ENGLAND GROUP

Our next meeting will be held on Saturday 6th November at 1400hrs at the Buccleuch Arms Hotel in Moffat. All members are welcome, please bring along a few sheets to display.

John Hillson.

WALES & SOUTH WEST GROUP

The group had a successful meeting at the Portishead convention with nine members present. The following displays were on show: Hay River N.W.T., Prince Edward Island, Canadian RPO's, Newfoundland Postal Stationary and Canadian War Tax issues.

John Croker.



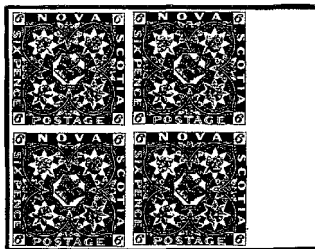
Charles G. Firby

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