

# Maple Leaves

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

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# MAPLE LEAVES

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**Founder:-**

A.E. Stephenson, FCPS

**Edited by: Graham Searle, FCPS**

Ryvoan, 11 Riverside, Banchory, Aberdeenshire, AB31 6PS

e mail: searle711@btinternet.com

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## EDITORIAL

May I start this issue by wishing all of our members a very Happy New Year and trust that 2015 will bring you both good health and some good acquisitions for your collection. This issue marks the start of a new Volume as well as a New Year. For those, like me, who still prefer to bind their copies of the journal we will try to produce an Index for Volume 33 in the coming months.

Now is a good time to check the mailing slip/ envelope in which this issue arrived. If it is marked with a large 'X' you had not paid your subscriptions for the current year by the time we went to press in mid December. If this is the case, please get your money to either Malcolm Montgomery (UK) or Mike Street (North America) as soon as possible or you risk not receiving future issues. See page 57 for details.

We have also moved to a new printer and distributor with this issue. This change is driven by our continuing desire to reduce costs – particularly for mailing – so we can hold down subscription levels. Whilst there will no doubt be a few teething problems as the new system beds in we hope the quality and timeliness of the issue are up to our normal standards. Either way, we welcome your feedback.

Our next web based auction is now online at [www.canadianpsgb.org.uk](http://www.canadianpsgb.org.uk) with a closing date of 15th February. It features the Military Mail collections of the late Ged Taylor (see advert on page 54). If any member who does not have easy internet access would like to see the sale listing, please contact me and I can run you off a paper copy. The





online version has all lots illustrated but I can also provide scans of individual lots on request. For those of you with an interest in Military Mail this sale marks a golden opportunity to acquire some seldom seen material. For anyone seeking a new collecting interest during this centenary of World War I, this could just be the opportunity you have been waiting for.

Speaking of seldom seen material, members may be interested to learn that the newly discovered copy of the 2 cent Large Queen on laid paper which we featured in our October 2013 issue, sold for \$215000 plus all the usual add ons in the recent Eastern Auctions sale. Guess most of us will have to put up with that annoying space on the album page for a bit longer!

My apologies to any residents of Dundas or its environs for getting the location of this early settlement hopelessly wrong in the article on Straight Line cancels in the October issue. I should never have given up geography in the third year at school all those years ago! It is, of course, part of modern day Hamilton. My thanks to Mike Street for putting me right.

Finally, I note that the Editorial cupboard is very bare as we go into the New Year, so I issue one of my regular pleas for articles, long or short, for future issues.

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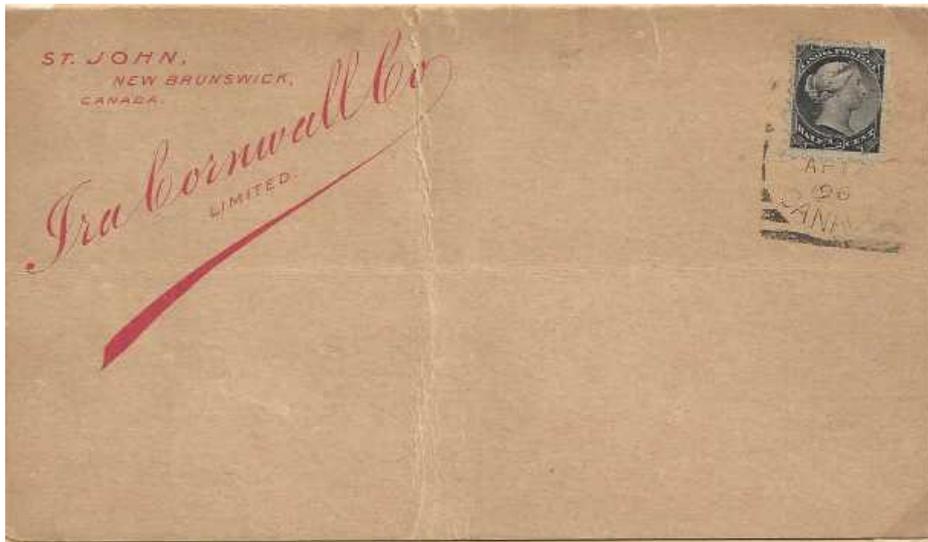
## SOME INTERESTING POSTAL USAGES OF THE SMALL QUEENS – PART 1

**John Burnett, *OTB***

I have written a number of articles on modern postal history over the past year for *Maple Leaves* and I thought I would take a look at my other love, the postal history of the Small Queens. With this article I'm going to look at a few uses of the lower values from the ½¢ to the 3¢.

### **The Half Cent Value:-**

My first example of the ½¢ used in an interesting way is the rate for which the stamp was issued. This is an unaddressed circular, shown in figure 1, and was to be delivered to every householder at the rate of ½¢ each.



*Fig 1 The “unaddressed circular rate” was the primary rate the stamp was issued to pay*

This rate did not require the post office to cancel the stamp (to prove when it received postal service) but this example did receive a nice squared circle cancel from St. John, New Brunswick on 17 April 1896. This “Ira Cornwall Company, Ltd” corner card is a fold out card and I show a reduced scan of the folded out advertisement in figure 2 overleaf.

Considering that this piece is going to every householder within the delivery area of the sending post office (St. John, NB) I wonder what executive thought advertising indus-





Fig 2 An interesting advertisement for every householder.

one of only three known covers using a gutter pair of the ½¢ (see fig 4 opposite).

Judges at the critique will usually dun me for showing this cover in a duplex cancel exhibit when it should be part of a much more important Small Queen exhibit (which it often is). I am sometimes surprised at how many judges simply don't notice the thing even when the synopsis draws their attention to the cover. I happen to think the more you can enhance an exhibit piece in another subject the better the exhibit piece is!



Fig 3 A block of eight ½¢ stamps showing the separating gutter.

Another ½¢ cover in my collection is a double rate registered cover mailed from St. John, New Brunswick on 15 July 1893 (the rate was 6¢ postage and 5¢ registration fee) where one of the registration stamps, in this case the 8¢ has been used in a “make up” mode (see fig 5 opposite). The post office told their branches to use up the registration stamps as postage once the 8¢ Small Queen stamp had been issued in 1893. The 8¢ registration stamp is extremely rare when used in period and for registration. The stamp

trial bearings to everyone in St. John was a great idea?

My next example is one I have a lot of fun with when I exhibit some of my duplex cancels. Most collectors of Small Queens know that the diminutive ½¢ stamp was printed in sheets of 200 separated by a gutter; these stamps were then split into panes of 100 by separating the two halves and losing the gutter. A few sheets got separated differently and gutter panes are known to exist, I show a gutter block in fig 3.

If I get a knowledgeable BNA judge in a USA National show (which is rare) it is fun to see his or her reaction to my example of a “Berlin, Ontario” duplex when they notice the cancellation is on





Fig 4 One of only three known examples of a gutter pair used on cover.



Fig 5 The 8¢ registration stamp used in make-up mode is still a very difficult application to find.





is also quite rare when used as a make up for postage just because there weren't very many of them.

My final example of an interesting application of the ½¢ small queen is a very late use of the stamp. With the introduction of the Imperial Penny Post rate on 25 December 1898 (1d = 2¢) Canada was caught flat footed and found herself seriously short of 2¢ stamps. Smaller post offices quickly ran out of the 2¢ stamp and by January 1899 the post office gave these small post offices permission to cut a 3¢ stamp in half (1½¢) and add a ½¢ stamp to make up the 2¢.

There was a ½¢ stamp issued with the Maple Leaf issue and a year later with the Numeral issue but many small post offices had not brought them in as they still had stock of the ½¢ Small Queen. The Jubilee Issue of 1897 also had a ½¢ stamp but most of those were sold as sets, usually the low values to 50¢ as the dollar values were just too expensive for folks in 1897. Canada does not demonetize its old stamps and so existing inventories of older stamps were still valid for postage. Figure 6 shows a cover mailed from the very small Souris East, Prince Edward Island post office utilizing a 3¢ numeral issue cut in half vertically and a ½¢ Small Queen stamp added to make up the 2¢ postage rate.



*Fig 6 Late but proper use of the ½¢ Small Queen stamp.*





### The One Cent Value:-

My first example of the 1¢ isn't particularly interesting as it just looks like a 3¢ first class letter. Shown in figure 7 is a cover addressed to Prince Edward Island that I bought for a nominal amount but I knew that the cancellation on this cover predated PEI's joining Canadian Confederation and so it becomes an example of Pre Confederation Colonial mail in my collection. Added to this is a very faint duplex cancel, the date is legible but the killer is very faint. The date seems to make this a duplex cancel number DNS - 125 which makes it a new latest recorded date for this cancel which further enhances the piece.



*Fig 7 A nice pre confederation colonial mail piece to Prince Edward Island with an enlarged picture of the cancellation*

It really pays to know a little bit about the history around what you are mounting up. In this case, knowing that Prince Edward Island didn't join confederation until 22 June 1873, identifies it as pre confederation. Knowing that the Post Office Act of 1868 granted a concession rate to PEI, that was the same as Canadian domestic mail, makes the 3¢ postage appropriate and makes this an above average piece of postal history.

My next example shown in figure 8 opposite is a post card of the First Division Court, County of Middlesex mailed in December 1883, the card is registered. Hmmm, registration of post cards was forbidden by Dept. Order 26 on 11 April 1882 and not allowed again until May 1889, and so what do I have? Here a post card has been sent as a first class non carrier drop letter and as a first class letter it could be registered. I have seen several "registered post cards" in exhibits but they are not; either they have been used as first class mail or they are using up registered letter stamps and carry a much later date.





*Fig 8 It may look like a post card but it is being sent as a first class drop letter so it can be registered.*

A real gem is shown in figure 9; this ratty wrapper piece is one of only a few known registered “Printed Matter” (or Third Class) rate which was available only for voters lists in Ontario. My example is a double rate, up to 8 oz, to Goderich, Ontario, docketed 1 July 1882. I used the term “ratty” but is an item ratty when there are only a handful known? (*Editors note: as a double rate item this may well be unique and ratty!*)



*Figure 9 Double rate registered voters list.*





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How do we know it's a voters list? The address provides the answer the "Clerk of the Peace, Huron" is what you need to see on this piece. Once again it is so important to look and understand everything that is on a postal history item.

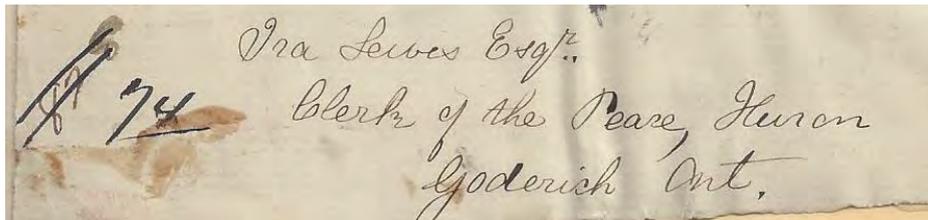


Figure 10 Look and see if you understand where something is going then ask yourself why it is franked the way it is.

My next example of an interesting use of the 1¢ is found quite easily but its rate is often misinterpreted and that is the one often referred to as the "Adjacent Post Office" rate. First of all, no such rate existed! It was an informal agreement between Postmasters and was against postal regulations. The Postmasters of both Ottawa, Ontario and Hull, Quebec handled mail addressed to each other's cities as drop letters, mainly because the cities are contiguous. Shown in figure 11 is such an example and most of the examples I have seen are addressed to or from the E. B. Eddy Company, the large match manufacturer located in Hull.



Figure 11 Addressed to the E.B. Eddy Company (Hull, Quebec) and mailed from Ottawa, Ontario at the 1¢ drop letter rate

This letter not only goes outside the boundary of Ottawa, which is all a drop letter was authorized to travel, it even moves from one province to another, Ontario to Quebec. The letter should have moved as a 3¢ first class letter. I have never been able to find any





reference to this mail being authorized by the Canadian Post Office but I can imagine something happening because it is mail concerning a major employer in the area. I refer to it as “closing a blind eye” to the rate.

Figure 12 shows an example that just may be unique. The rules for printed matter did not allow for forwarding of the piece except in one instance and that was for printed matter addressed to military officers. This example was found by a friend of mine from Texas and was part of his collection on “Non Letter Mail”. The item is addressed to Niagara Falls, Ontario which has been crossed out and the notation “Try Ft. Erie” added as the forwarding location.



Figure 12 A printed matter item sent to a serving military officer was entitled to forwarding. Showing a close up of the address to show that the addressee' title is the only thing qualifying this piece to postal forwarding.

My final example in the 1¢ material is a 5<sup>th</sup> class item (5<sup>th</sup> class was a kind of catch all class) also not entitled to forwarding but it did get forwarded but was not recognized in the USA and so a USA definitive was added to allow the forwarding to take place. This item might be much scarcer than anyone knows; I have never seen another example of one of these. (See fig 13 opposite)

The cover is addressed to Drummondville (I assume, Ontario although there was a Drummondville in Quebec) which has been scribed out and Mifflintown, Pennsylvania written in as the forwarding location. There is no way to know if the USA stamp was added after receipt of the letter, making this one fine example of a postage due item or if it was added by someone while it was en route. I tend to think it was added as postage due.





Figure 13 A USA definitive added to a Canadian 5<sup>th</sup> class item to facilitate forwarding.

### **The Two Cent Value:-**

The Canadian Post Office has always had a rule that does not allow the use of bisected stamps on envelopes. There have been small exceptions and that is what I show in figure 14.

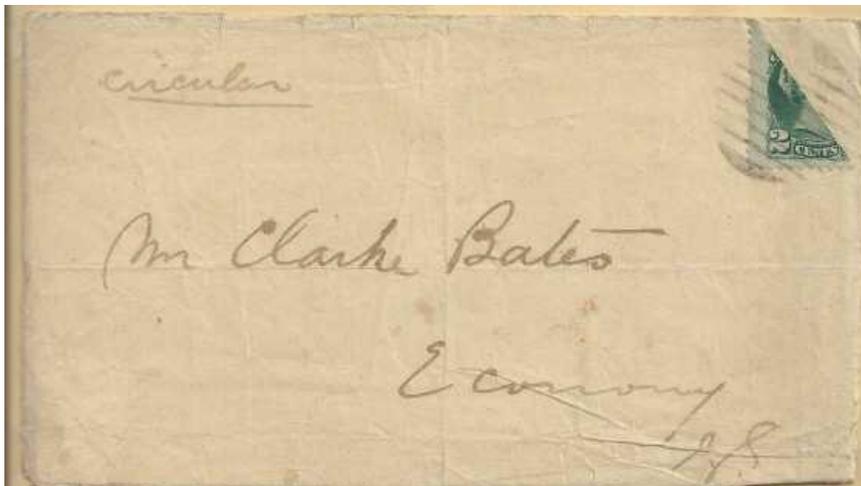


Fig 14 Maybe one of only a very few authorized bisected 2¢ Small Queen stamps.

Small Post offices, especially in the Maritime Provinces, placed very small orders for stamps and those supplies sometimes were slow in arriving which could cause shortages





of stamps in the office. Figure 14 is an example of just these shortages. In his "Report of the Postmaster" for October 1872 the Postmaster of the tiny town of Economy made this notation "*I have run out of 1¢ stamps and am awaiting a supply of the new smaller 1¢ stamps*" he further went on to report that he was cutting 2¢ stamps in half to use on the 1¢ rates. The cover illustrated is a 1¢ circular rated cover utilizing one of his "cut in half" stamps. Because it is a circular there is no date stamp in the killer, just some bars killing the stamp. I conclude I have an 1872 cover because the stamp is a very nice emerald green stamp that was issued in 1872.

The reason I describe this as one of only a very few examples is because not many covers actually get saved and of that even fewer that pay circular rate, they get thrown in the garbage!

My second example is shown in figure 15 and I think this one is contrived and was created for philatelic reasons.



*Fig 15 Two distinct shades of the 2¢ used on cover from a reasonably large post office.*

This cover has a "Pale Green" of 1872 and a bisected Emerald green making up the 3¢ first class letter rate. This cover was mailed from Smithville, Ontario (CW) in either 1872 or 73; the year date is very hard to read. I keep it in my exhibit because it is a great comparable piece to the cover shown in figure 14 and because it did get accepted by the local post office and did go through the mail system.

Smithville Post Office was established in 1831 and continues to this day. This small town on the Niagara River is located on the Post Road from Ottawa and would have had regular delivery of supplies.



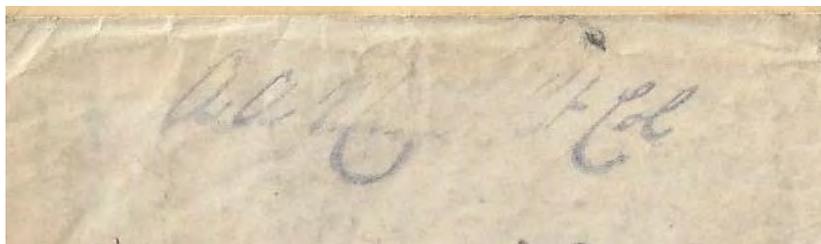


My third example of an interesting use of a 2¢ small queen is shown in figure 16 and with it came a very valuable lesson in purchasing material for your collection. Mailed from Winnipeg on 16 July 1885 this cover is one of only 24 known soldier's letter rate covers utilizing a Small Queen stamp.



*Fig 16 A 2¢ Small Queen used to pay the Soldiers and Sailors rate.*

The soldiers and sailors rate was a reduced letter rate to 2¢ per ½ ounce for letters to or from soldiers, seamen, and non-commissioned officers serving in the field. This special rate came into effect in the late 18th century and stayed effective until 7 May 1889 when it was made applicable for a letter up to one ounce. On 1 January 1865 the rate was extended to include members of the Canadian Volunteer Militia. This cover is just that, it is a letter from a soldier in the Volunteer Militia on the second search for Louis Riel the infamous Métis rebel leader. There were strict restrictions for this rate, they were, 2¢ per ½ ounce postage affixed. The letter had to be certified by the commanding officer that the letter is from a serving soldier and with his signature he also certified that the letter was from a non commissioned individual.



*Fig 17 The signature of A.A Mallor, Lt. Col. The Commanding Officer.*





This letter is further enhanced by the addition at top left of the notation: “*QOR*” (meaning Queens Own Rifles) *On Active Service*”

I was attending BNAPEX in Toronto many years ago when the late Allan Steinhart, at the time, one of the premier dealers of Canadian postal history, came up to me and said “here you need this in your collection”. For those of you who remember Allan, you may rest assured he did not give the cover to me! The lesson I learned was when you have a good dealer make sure he knows what you are collecting and a rough idea of what you might be able to afford to pay. Allan had held that cover for me for a number of months until he saw me at that BNAPEX meeting. I continue the practice of dealing with a limited number of stamp and cover dealers in whom I can place my trust; most know just exactly what I’m looking for.

Figure 18 shows a very rare example of the “Sample rate”. There are numerous examples of sample rated envelopes from the 19th century but to date only two have been found going to a foreign destination. The rate was 2¢ per 1 ounce. The destination is England and is clearly marked with a manuscript “*Sample Asbestos*”.

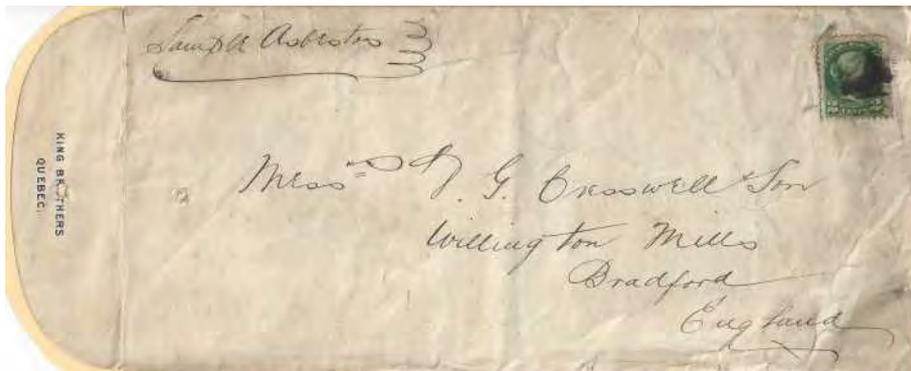


Fig 18 One of only two known sample rated covers from Canada to a foreign destination.

The cover is undated but I put it in the 1872-3 timeframe as it is franked with an emerald green shade of stamp that was issued in 1872. One must note that does not preclude the potential of the stamp being used at a much later date. I show the cover with the flap open as postal regulations were very specific that a sample had to be available for postal inspectors to ensure that the contents were indeed samples.

My final example of interesting uses of the 2¢ Small Queen comes with a little bit of a funny if not an embarrassing story.

I have had the cover (front only) shown in figure 19 opposite for the better part of twenty years, I bought it out of a junk box at a show here in the USA. Try as I might I could never figure out a rate structure that fit this cover. One day a fellow collector was visiting me and going through a shoe box full of Victorian era covers which in my mind





Fig 19 The only quadruple drop letter rate I have ever seen.

were pretty much valueless. He simply said, “That’s the first quadruple drop letter I have ever seen”. It immediately went into my exhibit. I had been trying to figure out something that fit a higher rate (8¢) instead of looking for something that fit a very low rate (4x2¢) so learn my lesson don’t lose sight of the trees for the forest!

### **The Three Cent Value:-**

I guess, if you got it flaunt it! Shown in figure 20 is my only copy of the famous gauge perforated 12½. I was recently brought to ground when our little BNAPS regional group (The Dixie Beavers) had a regional get together at the stamp show in Charlotte, North Carolina and one member put up a show and tell in which he had five perf 12½ covers.



Fig 20 My lone example of the famous perf 12½ sent from Maitland County, Nova Scotia on 8 April 1870.





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There are two credible explanations about the perf 12½ stamps that I have heard. One states that the perforation was an experimental run of a few hundred copies to try out a new perforating machine. When the run was complete the sheets were buried in an order destined for the Maritime Provinces. A sharp eyed philatelist saw the perforation variety and reported it. Another theory recently put forth that a run of as many as 7,000 perf 12½ stamps was done by the printer of the Canadian revenue stamps during a time when the BABNC had orders but was down for maintenance and rather than not deliver on time they sub-contracted to the other printer, this makes some sense to me but as yet it is unproven. As I write this, only about 150 stamps and very few covers are known to exist. I dare say this will increase with time as more people seriously look for this variety.

Featured in figure 21 is a cover I love, the rate is bad but the story behind the cover is great and it required some interesting research by a fellow member of the CPS of GB.



Fig 21 *The rate is bad but the story is great!*

The pre Confederation rate for mail from Canada to British Columbia was 10¢ per ½ ounce, reducing to 6¢ per ½ ounce in October 1870 and to 3¢ per ½ ounce when BC joined the Confederation. This cover is dated as being from Cornwall, Ontario in October 1871 (the day date is not readable). British Columbia joined Confederation on 20 July 1871 and so this cover overpays the domestic letter rate of 3¢ per ½ ounce by 7¢. My guess is the sender was just used to the old 10¢ rate. Now comes the very interesting story that attaches to this cover. It is addressed to Germanson Creek, Ominica, British Columbia. First one needs to know where Ominica is, it's the area in British Columbia that was part of what was called the "Klondike Gold Rush" area. On today's map it is east and north of Vancouver. You must also know that at the mailing of this letter Vancouver didn't even exist. Figure 22 overleaf shows a map with the approximate route of travel of this cover in the late fall of 1871 (it being late fall is important to the story).





Fig 22 Mail routes from Eastern Canada to the Ominica region; red shows the summer route and black the winter route.

The cover would have travelled from Cornwall, through Detroit and via rail to Sacramento, California, coach to San Francisco and then steamer north to New Westminister, then the principle city in British Columbia. In the summer the letter would then have travelled on the Fraser River to Boston Bar and after that overland by coach or cart to Germanson Creek. Now enters an interesting issue, the cover gets to New Westminister and it receives a transit strike, see figure 23.



Fig 23 The quite difficult to find colonial era New Westminister Oval used as a transit strike.

A number of people had missed this strike on the envelope, including the auction house I bought it from. A friend who is an expert on New Westminister postal history told me just the existence of this oval cancel on the back of the cover makes this a gem!

Now to why the “late fall” is important. The road out of Boston Bar would have been closed at Cache Creek, less than half way to Germanson Creek because of the heavy snows that start in that part of the world in about mid-October, believe me I know because I was raised just a hundred

miles from Cache Creek. The postmaster in New Westminister knew the road was closed, he also knew most of the Placer miners (that’s the type of mining being done in the Ominica area) went to Skeena on the coast to work in the fish canneries there during the winter months when no water flowed. The Postmaster took it upon himself to forward the letter to “Via Skeena” as seen on the front of the cover. In checking sailing





schedules out of New Westminster I find the S.S. Otter left for Skeena the day after the New Westminster transit strike was applied and I assume my cover made that trip. I just love this cover and its story, it may be a bad rate but it stays in my collection.

I have another cover which I call “territorial mail” I want to share with you. Figure 24 shows a somewhat ratty 3¢ cover mailed from Ingersoll, Ontario in March of 1882 (it has a transit strike from Windsor, Ontario dated 17 March 1882) and is addressed to Major James Walker, Bow River, NWT (North West Territories).



Fig 24 A somewhat ratty cover with postal direction via Ft. Benton, Montana.

Major Walker was the Commanding officer of the North West Mounted Police (the forerunner to today’s RCMP) stationed at Ft. Calgary on the Bow River in present day Alberta. The Trans Canada rail system had not gotten past Winnipeg at the time this letter was sent and so the letter was routed via Ft. Benton, in Montana, USA. The route of travel was by rail to St. Louis via Detroit, Chicago, and Omaha thence by river boat sailing the Missouri River to Ft. Benton, where it was transferred to an ox cart to make its way to Ft. Calgary.

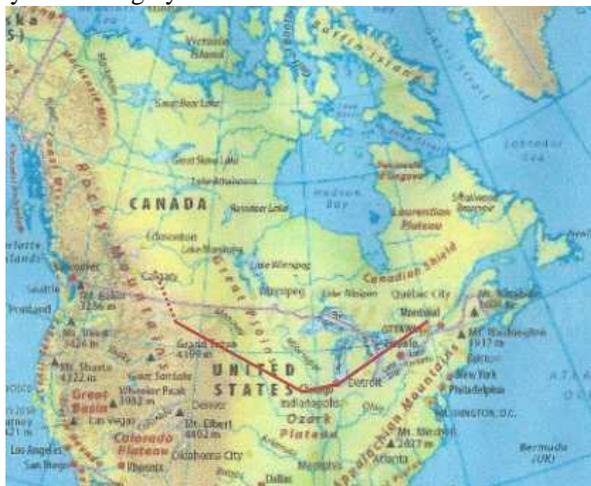


Fig 25 A really rare routing to a famous Canadian.





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I have a number of “territorial” covers, many of them going to USA territories and figuring out the route of travel is always a challenge. One of the big issues was created in the western territories (Arizona, Western Texas, and New Mexico) as they were using some different gauge rail systems and so mail coming from Canada and through other parts of the USA had to be routed as far as possible on rail systems that used a common gauge.

Another cover I have in my collection is shown in figure 26, an oversized envelope, so easy to classify as a “double rate” first class letter but not true!

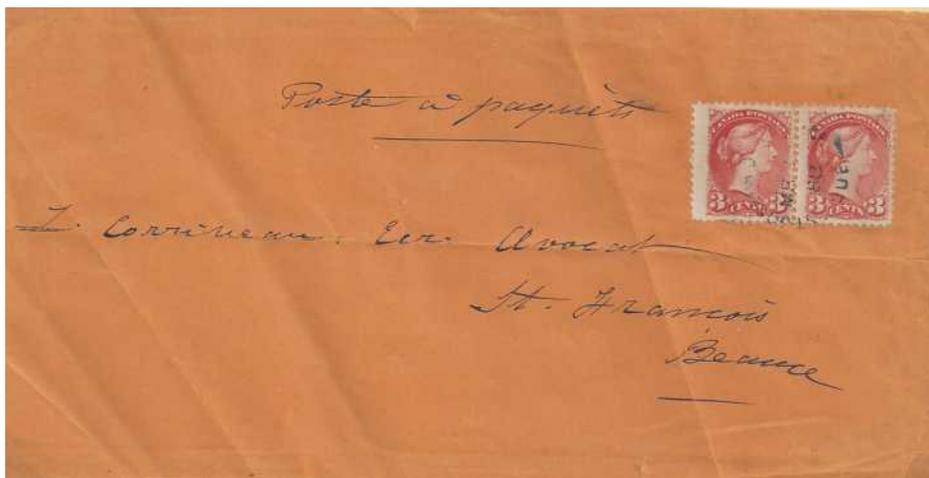


Fig 26 Could easily be mistaken for a double rate first class letter.

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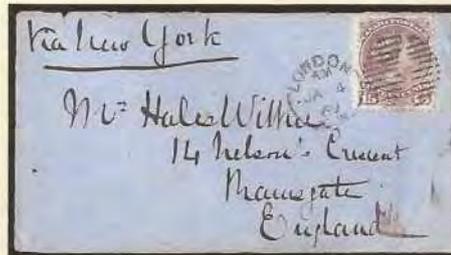
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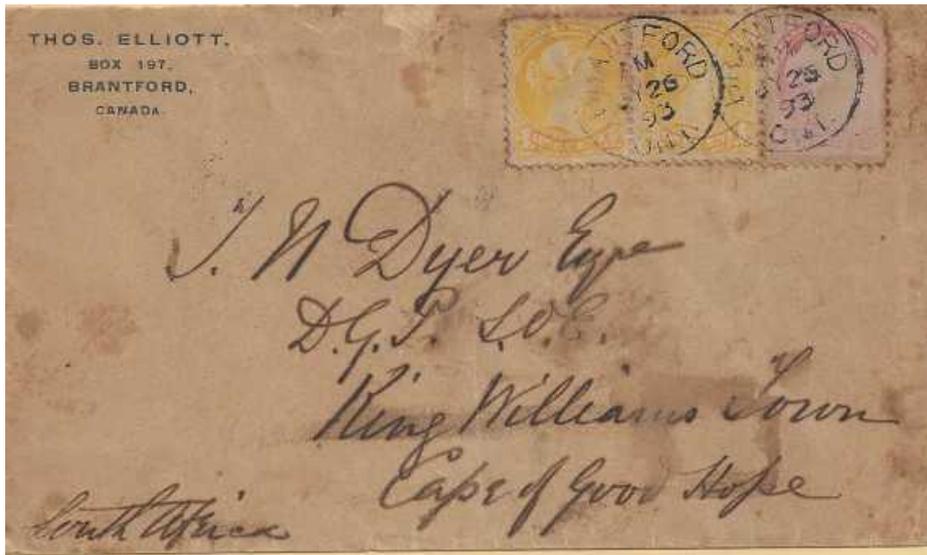


Fig 27 It may be ugly but it stays in my collection until I can find a better copy.

Mailed from St. Joseph de Beauce, Quebec in March 1888 it is critical to note the manuscript “*Poste a paquets*” on the front of the envelope, indicating parcel post.

This is actually a fourth class parcel post envelope paying the rate of 6¢ for up to four ounces. The envelope is slightly cut down at left and probably contained legal documents such as an insurance policy or something similar. I have always found it interesting how many people don't take the time to understand everything on the envelope that so many times really changes what you think you have to something in many instances very much more valuable.

My final example of a 3¢ being used in the mails is just a 5¢ rated cover to a UPU destination - see fig 27 above. The stamps are in terrible condition; the cover is once again ratty but look at that destination!

This cover is addressed to the Cape of Good Hope and to date is one of only a couple I have seen utilizing Small Queen stamps. I asked a friend, who is an internationally rated philatelic judge, would he show this in an exhibit of Small Queens; his reply was a classic, “if you don't, sell it to me and I will”.

In future articles we will look at the 5¢, 6¢, 8¢, and 10¢ Small Queens where they have different uses some of which are very hard to find. Perhaps you have some interesting uses of stamps you would be willing to share with members? I would certainly be interested in reading about them.

**TO BE CONTINUED**



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## WORLD WAR I CINDERELLAS

Interest in collecting 'cinderellas' has grown greatly in recent years and prominent amongst this material are the large number of poster stamps produced in the first half of the 20th century – mainly in Europe.

I wonder if any of our members can throw light on the Canadian poster stamps illustrated below which depict regiments that fought in World War I? I have no idea how many of these poster stamps exist but they make a colourful addition to any display on the World War.



---

### HALF CENT LARGE QUEEN ON SOFT FIBROUS WOVE PAPER

Members may recall the Letter to the Editor on this subject from Frank Henry in the October issue of *Maple Leaves* (page 446). Following the letter Frank was in touch with a couple of our Large Queen experts, Richard Thompson and Brian Hargreaves, both of whom were planning to attend the Society Convention in Edinburgh. Whilst Frank himself could not attend Convention he was able to get the stamp there for the experts to view it and pronounce judgement.; which was as follows:-

Perf 11.9, Paper 8b, thickness 0.0037inches. Paper surface rough and perf holes hairy Unitrade no 21i. Richard believes from the shade that it is the second printing (consistent with a 1870 date) - a very distinctive deep shade. Although the paper is medium to thick this one is often confused with the thin paper variety because the design shows through so well from the back - nothing to do with the thickness, just the ink colour.

A comprehensive answer if ever there was one!

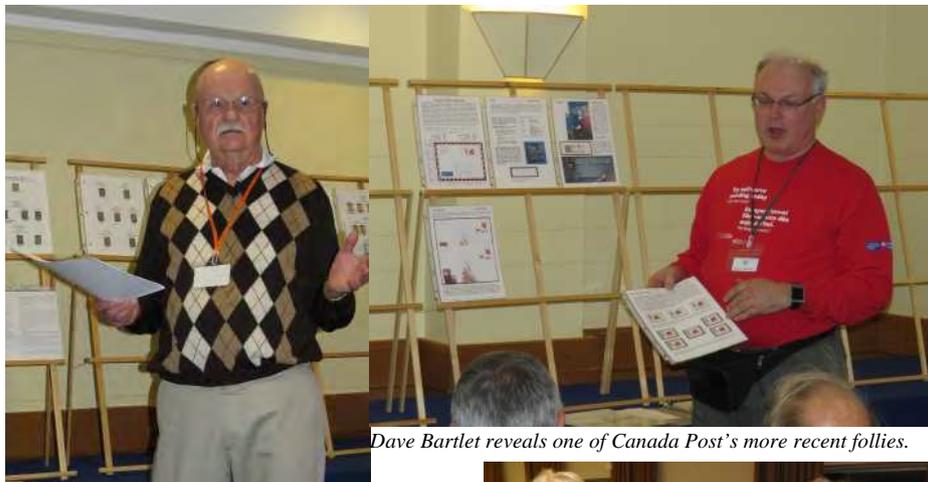




## CONVENTION 2014

Our 2014 Convention in Edinburgh proved to have something of a Royal theme with visits to the Palace of Holyroodhouse (in the rain) and the Royal Yacht Britannia (in the sunshine). In between there was plenty of time for some super philatelic displays on things as diverse as Large, Small and even Tiny Queens, War Savings Stamps, Censored Mail from WWI, Newfoundland stamp Booklets, the recent Canada Post Vending Machine Stamps, the Role of Canada Post in Foreign Exchange Control, a POW cover from the War of 1812 and many many more. In addition to the usual room auction, the Convention this year featured a bourse for the first time which proved a popular late evening diversion - though not so popular that it drew us away from the famous 'philaholic' study group meetings. The hotel did us proud with excellent facilities, some good food and friendly staff.

Hopefully, we have managed to capture some of the atmosphere in the pictures below which come courtesy of Malcolm Newton and your Editor.



*Dave Bartlet reveals one of Canada Post's more recent follies.*

*Richard Thompson explains the difference between Large, Small and Tiny Queens.*



*Not sure what the collective noun is for 'Fellows' but here are a few of them.*



*Susan Upham, June Banfield and Anne Newton enjoying the pre-banquet drinks.*





*Yes, it is just like the living room at home but this one is on a Royal Yacht.*



*John Cooper displaying his WW2 Saving Stamps material.*



*A 'circle' of folk all studying furiously.*



*Members viewing the auction and bourse material.*



*Mike Slamo showed us his St Pierre & Miquelon*



*Whilst Eldon Godfrey explained the role of Canada Post in controlling Foreign Exchange movements during and after WW2*





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*Some of our trophy winners; from left to right, Derrick Scoot, David Hobden and Ken Flint.*



*Our banquet guest, Bob Murray gave us food for thought on the future of the hobby ... and a few laughs along the way.*



*and finally, Colin Lewis managed to get rid of the Presidents chain of office to our new President, Brian Stalker.*

If you have never come along to Convention, worried that there would be nothing to interest your partner, then the following note from Helen Watson (wife of John) who was a first time attendee in 2014 may put your mind to rest. We hope to see you all in Carlisle in 2015!

*Let me assure anybody attending the convention for the first time that a very warm welcome awaits them. My baptism this year was at Edinburgh at a great hotel within walking distance of Portobello beach and with frequent bus connections to Edinburgh city centre. The whole weekend was a friendly and well organised event. From name tags and outings to Holyrood Palace and Royal Yacht Britannia to good food and evening social events for the ladies while the men did "stampy things". A visit to the evening study group is a must for all first-timers! The banquet on the last evening was a fitting end end to an enjoyable stay. Many thanks to everybody for your friendliness and to all those who worked very hard to make it a success.*

**Helen Watson**





## STRAIGHT LINE POSTMARKS - (PART 3, UPPER CANADA CONTINUED)

Graham Searle *F.C.P.S.* and Bill Longley

**Lancaster:-** this was another early settlement on the St Lawrence, north east of Cornwall. A post office opened there in 1816. Just one type of straight line cancel is found from Lancaster and this is shown in fig 19. This simple one line mark, normally with the date written in manuscript below, is known used from 1819 to 1829. We have only seen this mark struck in black although some examples appear in a brownish shade of black which may possibly have been red originally. The postmark measures approx. 44 x 5 mm.

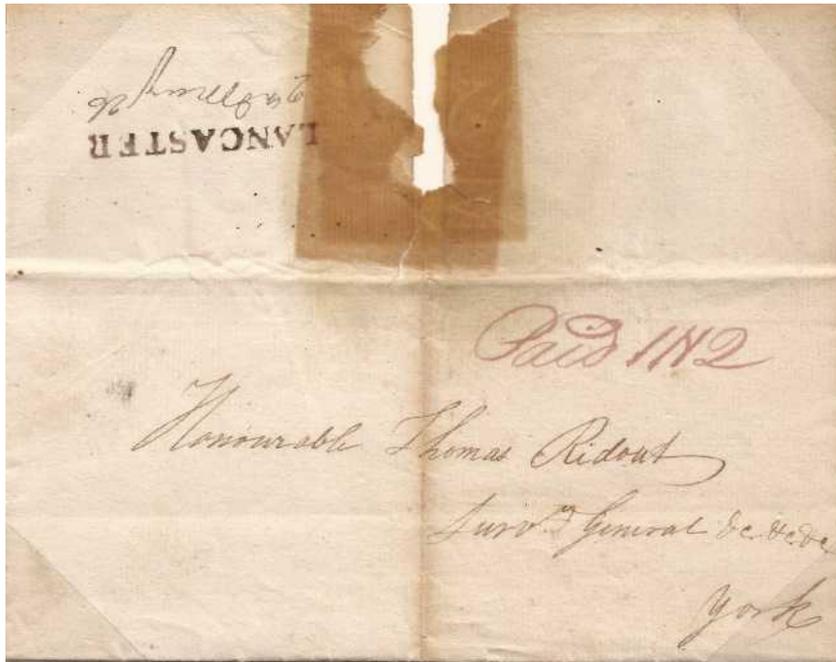


Fig 19 Lancaster straight line mark on the back of a 1826 letter to York.

**Matilda:-** this was another early settlement along the St. Lawrence, midway between Cornwall and Brockville. A post office opened there in 1790. In 1857, the name of Matilda was changed to Iroquois. Only one type of straight line postmark is known from Matilda. This is a simple one line type, shown in fig 20 overleaf. It measures approx. 40 x 5mm and is known used between 1820 and 1822. Four copies of this rare mark have been reported and it has been recorded struck in both black and red although the copy shown below in black is the only one we have seen.





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Fig 20 The rare straight line mark of Matilda struck on the front of a transatlantic letter.

**Niagara:-** straight line marks from Niagara are potentially confusing as they exist from both the Canadian Niagara and the USA town of the same name on the other side of the river. The Canadian straight line marks always show the town name in full whilst the American counterparts often have it abbreviated (e.g. as Niag.a.). For the avoidance of doubt, types unlike those shown below may be assumed to be US marks. The (Canadian) post office here opened in 1790.

Two straight line postmarks are recorded from the Canadian side of the border, both being uncommon. The first, shown in fig 21 below, has both the town name and month in lower case. This type has been recorded used between 1792 and 1817. It measures approx. 24 x 5 mm and is only known struck in black.

A second type, also shown in fig 21, has the town name in capitals and has the day written in manuscript. This type measures approx. 25 x 4mm and is also known only in black. It has been recorded used only in 1802.

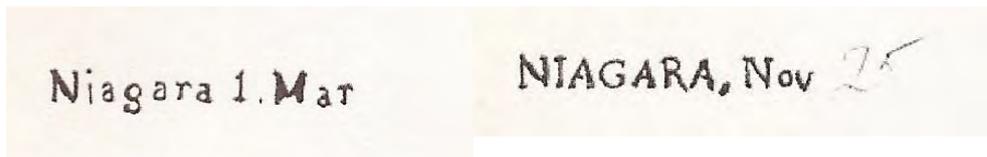


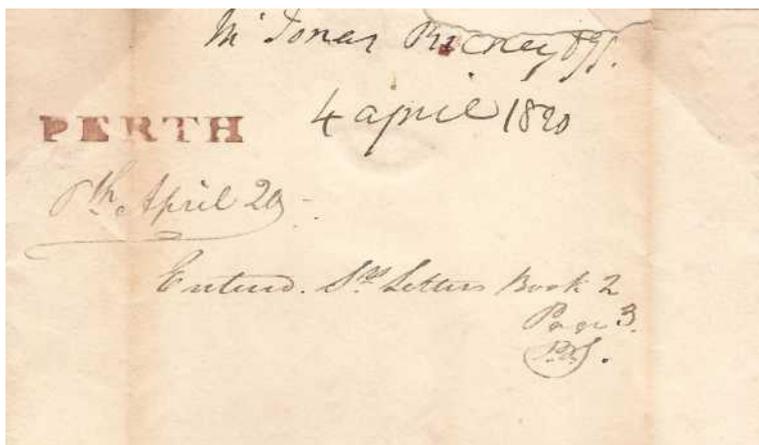
Fig 21 The two types of straight line cancel found from the Canadian Niagara. The earlier type is shown on the left. Both types are elusive. Pictures are taken from ref 1.

**Perth:-** this was an important early settlement north of Brockville on the route to Richmond Landing on the Ottawa river; a post office opened there in 1816. One type of straight line postmark is known from Perth. This is a simple single line mark, measuring



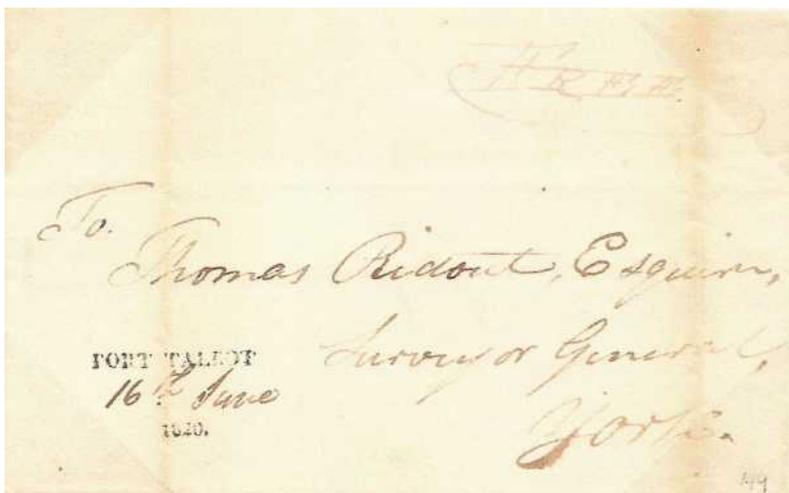


approx. 32 x 5mm. (see fig 22). It is found struck in both red and black; the latter being more common. The known period of use is 1820 to 1829. This is one of the more commonly seen Upper Canada marks.



*Fig 22 Straight line cancel from Perth - one of the few that is regularly seen struck on the front of letters. This 1820 letter is believed to be the earliest known use of the cancel.*

**Port Talbot:-** this small early settlement was situated on the north shore of Lake Erie midway between Brantford and Windsor; a post office opened there in 1820. One straight line postmark is known from this office. This is an unusual three line mark with the centre, date, line written in manuscript, see fig 23. Only three examples of this mark have been recorded of which the one shown is the only one we know of struck on the



*Fig 23 The rare straight line mark from Port Talbot*





front of a letter. The mark is smaller than most; the town name measures approx. 26 x 3 mm. We have only ever seen this mark struck in black.

**Prescott:**- this early settlement on the St. Lawrence north east of Brockville had a post office from 1814. One straight line postmark is known from Prescott, shown in fig 24. This simple one line mark measures approx. 37 x 4mm and is only known struck in black. It is one of the rarest Upper Canada marks and we are aware of only this one copy; a weak strike dated in June 1819, outside of the archives.



*Fig 24 The only recorded example of the Prescott straight line cancel.*

**Queenston:**- this early settlement on the US border was close to the first frontier bridge over the Niagara river; a post office opened there in 1801. At least three different straight line postmarks are found from Queenston.

The first type, shown in fig 25 overleaf, is a two line postmark with both the town name and the month in capitals. The town name is approx. 42 x 5mm in size (total size is approx. 42 x 16mm). We have only seen this mark struck in black. It appears to have only been in use in late 1817 (the earliest date we have seen is September 1817) and 1818.

The second type, shown in fig 26 overleaf, is a two line postmark with the town name and month in lower case. Several variants of this cancel exist with different punctuation on the date line (we have seen at least three variants). This cancel was in used between 1819 and 1828 and we have only seen this one struck in red. The town name measures approx. 29 x 3mm with a date line of approx. 38 x 5mm.

The third type, shown in fig 27 overleaf, is another two line postmark; similar to the second type but with the provincial designation U.C. after the town name. This type has only been reported used in 1828 and only in black. We have not been able to handle a copy of this mark to confirm the dimensions and it is possible that it only exists in the archives.

None of the Queenston straight line marks are common but the third type is certainly the most elusive.





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Fig 25 The first type of straight line mark from Queenston (type I).

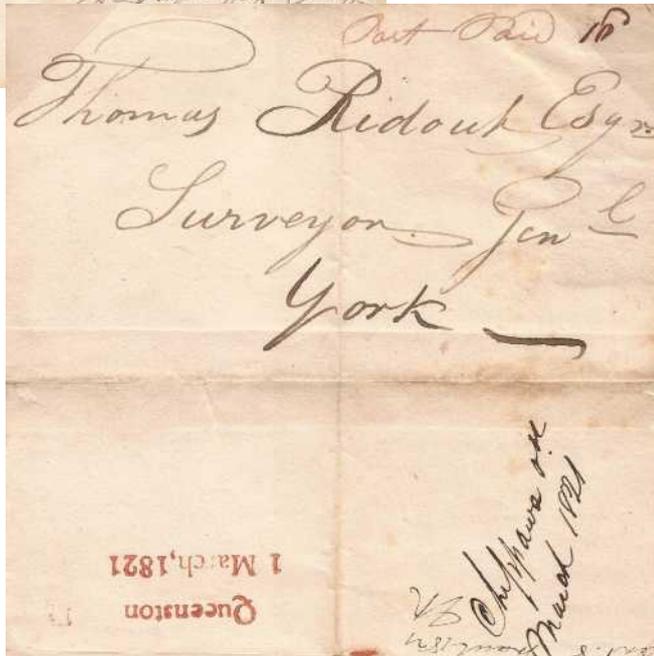


Fig 26 Second type of Queenston straight line postmark with lower case lettering. (type II)

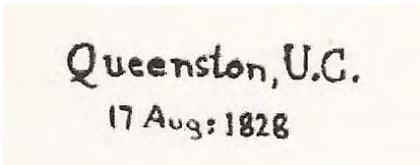


Fig 27 Third type of Queenston straight line postmark from 1828 (type III) – taken from ref 1.





**St. Catherines:-** only one type of straight line postmark is recorded from this early settlement west of Niagara. A post office opened there in 1817. The St. Catherines mark is shown in fig 28 and is one of the most elusive of the Upper Canada postmarks. Whilst we know that other examples exist (indeed some were stolen from the archives), the example shown is the only one we have records of; it was sold in the Sanderson sale in 2006 (3) and is the same as the illustration in the early CS catalogues. It is only recorded used in 1819 in black. The approx. size of the town name in the mark is 56 x 5mm.

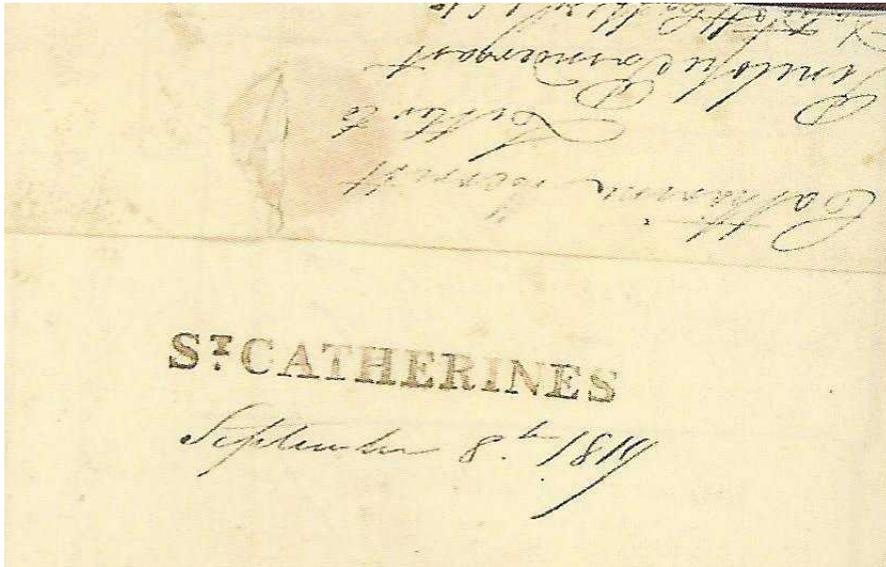


Fig 28 The St. Catherines straight line postmark. (courtesy of Cavendish Auctions)

**Sandwich:-** this was an early settlement in the far south west of Upper Canada. It became part of Windsor, Ontario in 1857. A post office was opened in Sandwich in 1801. Three different straight line cancels have been reported from Sandwich although careful comparison of the types suggests these are just one basic type with three different date line variants.

The first type is shown in fig 29 and shows a dateline with day/month/year in four digits. This type has been recorded used from 1804 to 1817, always struck in black. The town name on this type (and the others) measures approx. 38 x 4.5mm.

The second type, shown in fig 30, is essentially identical to the first but shows the year date in two digits only. We have only seen this one example from 1812 but suspect that others must exist in this format.

The third type, shown in fig 31, shows just the town name and month with the day and year being written in manuscript. Once again, we have only seen one copy of this type, dated 1816.

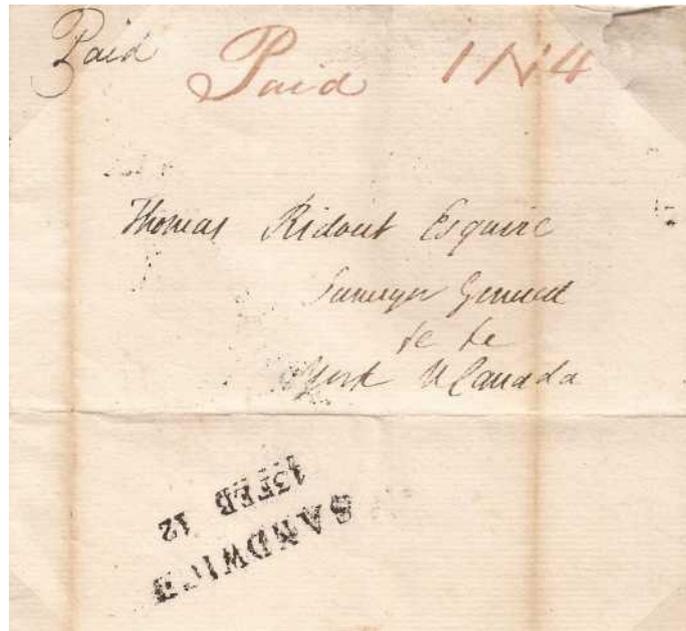




Fig 29 Early type of Sandwich straight line used on an 1807 letter to the UK (type I)



Fig 30 Later type from Sandwich showing the year date as two digits only (type Ia).





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Fig 31 Third type from Sandwich showing much of the date line in manuscript (type 1b).

**Vittoria:**- this was an early settlement on the north shore of Lake Erie just west of Port Dover; a post office opened there in 1816. Only one straight line cancel is known from Vittoria and this is another of the Upper Canada cancels with only one copy known in private hands. It is a simple one line handstamp with no date line (see fig 32 below). For the record, the approx. size is 36 x 5mm and it is struck in black. This copy was part of the John E. Young collection and was sold in the Maresch sale of his collection in 1992 (6) for \$1700.

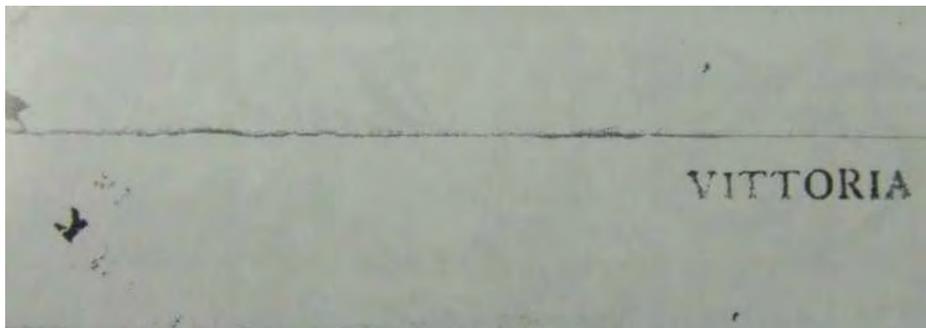


Fig 32 The unique Vittoria straight line postmark (courtesy of Maresch & Sons auctions)



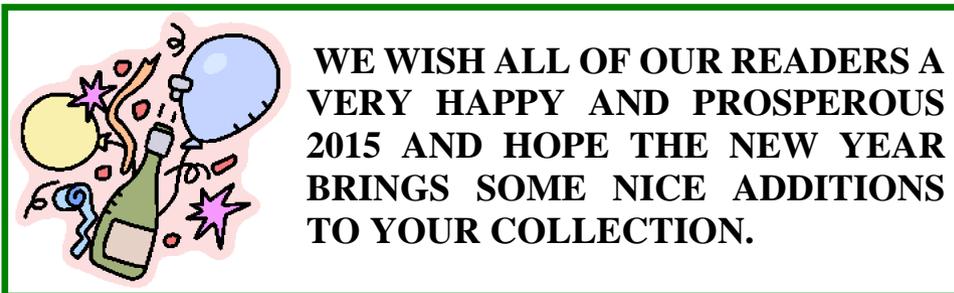


**Williamsburg:-** this was an early settlement in the east of Upper Canada between Cornwall and Brockville; a post office was opened there in 1822. Only one straight line cancel is recorded from this office and only one copy of this rare mark is known, shown in fig 33 below. This simple one line town name with manuscript date under measures approx. 50 x 4 mm and is struck in black. The one known copy is on the back of a rather tatty folded letter to Easton, New York mailed in December 1822. It was last sold in a Longley Auction in 2011 (7) when it fetched \$1800.



*Fig 33 Another of the unique Upper Canada postmarks – the straight line mark from Williamsburg*

**Windsor:-** one straight line cancel is known from Windsor but it is in a different category to the other cancels listed in this article; being a mark used, normally on cross border mail, in the 1840's. An example is shown in fig 34 opposite. This tiny mark is invariably struck in red and is known used from 1842 to 1845. Giving accurate measurements is difficult as the mark usually shows a curved effect but the town name is approx. 25 x 2.5 mm. Whilst not as scarce as some Upper Canada straight line marks, it is far from common.



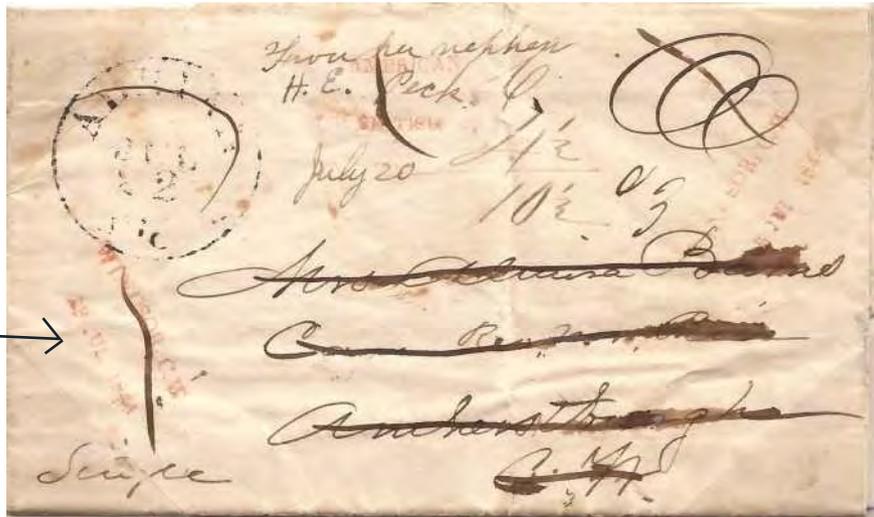


Fig 34 Unusual 1844 cross border letter that crossed the Windsor/ Detroit exchange twice and shows two strikes of the tiny Windsor straight line mark on the front; one dated 23 July, the other 25 July. One mark highlighted by an arrow.

**York:-** was the early settlement that became Toronto in 1834. It is believed a post office opened at York around 1800. Two distinctly different types of straight line cancel are found from York and both are found with several variants in the date line giving rise to as many as eight different postmark types.

The first type of postmark from York is shown in fig 35 overleaf. This two line handstamp has a town name which is approx. 26 x 5mm. At least four variants of this postmark can be found and the other three are shown in fig 36. All four types are found struck in black and one type (showing month/date/year in four digits) has been recorded struck in red although examples in red are rare. These types were in use between 1803 and 1818; some of the variants appear to be restricted to individual years.

The second type of postmark is shown in fig 37. This is also a two line handstamp but in this case the size of the town name is smaller; approx. 25 x 4mm (this difference may be small but if you have examples of the two types side by side it is obvious). Again, at least three variants of this type can be found, one of which has the date line totally in manuscript. These types were in use between 1818 and 1829. As before, some of the date line variants appear to be specific to individual years. All of these second types are found struck in black and the type illustrated in fig 37 has also been recorded in brownish red. The variants are shown in fig 38. Note that despite the appearance in the pictures, type IIb has the day as a handstamp and month in manuscript. Type IIc has the entire second line in manuscript.





Fig 35 The earliest type of straight line cancel from York (type 1)

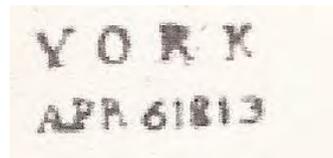
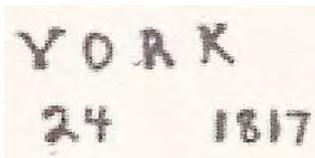
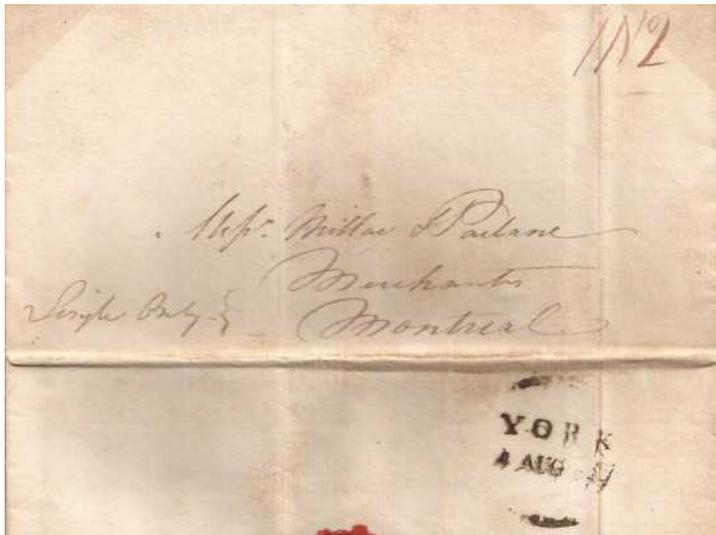


Fig 36 Three variants of the type I straight line mark from York; types Ia, Ib and Ic - the two lower illustrations are taken from ref 1.

The York straight line postmarks are generally amongst the more common of the Upper Canada marks although some of the date line variants are hard to find and, as noted, examples of the first, larger, type struck in red are rare.





Fig 38 Second type of York straight line postmark with smaller town name (type II).

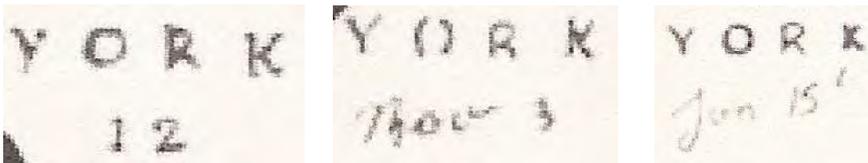


Fig 39 Variants of the type II York straight line postmark (from left to right, type IIa, type IIb and type IIc) –taken from ref 1

#### References:-

1. *Canada Specialized Postage Stamp Catalogue*, Toronto, W. Maresch and A.W. Leggett, 1987
2. *Straight Line Postmarks of Lower Canada*; Cimon Morin and Jacques Poitras, *Maple Leaves*, Jan 2013 pp 3 - 14
3. *Cavendish Philatelic Auctions sale June 8/9<sup>th</sup> 2006*, lot 169.
4. *Ibid.* Lot 312
5. *Harmers sale of the Allan L. Steinhart collection of Prestamp and Stampless Covers to, from and through British North America 1685 – 1865*, 28<sup>th</sup> May 2005, Geneva .Lot 1203.
6. *R. Maresch & Son sale of the John E. Young collection*, December 1992, lot127
7. *Ibid*, lot 157.
8. *Longley Auctions sale 20, May 2011*, lot 1221.

Note that available space prevents us from including the promised table of Upper Canada marks in this instalment. This table will appear in a future issue.





## BOOK NEWS AND REVIEWS

First up in this issue we have some important news for those members who like to acquire books from BNAPS. With immediate effect, the source for all BNAPS books has changed and is now:-

Sparks Auctions, 1550 Carling Avenue, Suite 202, Ottawa, ON K1Z 8S8, Canada.

Email: [BNAPS@sparks-auctions.com](mailto:BNAPS@sparks-auctions.com)

Phone: (613) 567-3336. (If no answer, please leave a voicemail. Your call will be returned.)

Internet orders can be placed at <http://sparks-auctions.com/bnapsbooks/>

Just one review this time but an important one with a new edition of the SG catalogue for Canada and Provinces.

### **Stanley Gibbons Commonwealth Stamp Catalogue – Canada & Provinces 5<sup>th</sup> Edition**

It is three years since the fourth edition of this catalogue was issued. The cover of this 2014 edition announces 'Thousands of Price Changes – New Varieties listed and priced – Up to date listing of recent issues'.

The first price change to be noted is the catalogue itself which now costs £24.95 as against its predecessor's £19.95 but with inflation and the fact it has some 20 more pages an increased price is to be expected. Certainly there has been considerable revision to stamp prices in a modest upward direction in most cases, particularly in respect of complete sets up to and including quite recent Elizabethan issues and much 'back of the book material, both mint and used.

However, what this reviewer was particularly pleased to see was the addition of many well known varieties, from Small Queens, through to the Admiral 1¢ re-entry and on to the 1935 Dated Die Mountie with a broken leg, Daedelus with his moulting wing feather and the major re-entry on the 50¢. I was delighted at the inclusion of the Small Queen 2¢ Latent Entries, though it is a pity they are described, in error, as 'Latent Re-entries' – the latent bits being the original misplaced entries, but perhaps the influence of our transatlantic cousins was too strong. One of the major re-entries of the 6¢ Small Queen from the Montreal plate is illustrated; the list simply says 'major re-entry'. The price given though not unfair for the major from the 'A' plate Row 3/4 is way out of line for the majors from the Montreal plate, as indeed is Unitrade's valuation. The two occasions when one of these came up for auction, used, in the States in recent years, the hammer price was some \$2000.

The catalogue is in full colour as was its predecessor, and with the various additions and repricing is well worth adding to one's library.

NJH





## LETTERS TO THE EDITOR

**Richard Johnson**

### **'ROYAL HUDSON' LOCOMOTIVES**

The recent exchanges on the locomotives used to take King George VI and Queen Elizabeth across Canada in 1939 caught my attention (see *Maple Leaves* January 2014, pages 235 – 251). The visit, itself, conjures up one of those images that seem permanently etched in one's memory. To this day I could go to the square metre of pavement on which I stood as they passed in their open motor car.

But, more to the point. indeed the locomotives that pulled the royal train were of the Hudson class. However, they were given a special insignia in the form of a royal crest which was mounted on either side of the boiler close to the front of the train and, as a result, were designated "Royal Hudsons".

My brother was a railway memorabilia collector and the photograph below is of an unused ("mint, full original gum"?) enamelled aluminium crest which he obtained from the Canadian Pacific Railway many years ago.



**Richard Johnson**

### **WHY ARE THE LARGE QUEENS SO LARGE?**

All the early Canadian stamps from the 3 pence Beaver through the 1859 issue and, later the Second Bill and Small Queen issues are either the same shape and size or nearly so. Not so the Third Bill stamps or the Large Queens. Despite the narrow margins on all early stamps, presumably to save paper, these are of a larger size. One can imagine the argument from the legal/commerce sector that the Bill stamps should be larger because of their important role in validating legal documents, etc. But what of the Large Queens? The only possibility that I can think of is that, since this was the first issue of the new Dominion, the stamp size should reflect that. Does anyone know of any





reference to this or any other reason for the increase in size? (Whatever it was, it didn't last long!)

## John Watson

### QEII RATES

Since writing my article on the postal rates of the QEII era I have acquired a few examples of rates that I was not able to illustrate in the original article. The first two covers (see figs 2 and 3 below) show the double 10 cents per ounce other articles airmail rate to South America and the double 20 cents per ounce other articles airmail rate to Africa. The third cover (fig 4) does not look very special, but it is quite a scarce item. Normally a short paid item is charged double the deficiency, but short paid registered mail is only charged at single deficiency (presumably because it is the duty of the postal clerk to check the postage when entering the article into the registration system - a guess, if anyone knows a better reason please write and tell me). This letter pays the 35 cents registration fee, but not the 5 cents forward letter fee, hence the 5 cent postage due marking.



Fig 2 Double rate printed matter to South America charged at 20 cents

Fig 3 Double rate printed matter to Africa charged at 40 cents





Fig 4 Unusual example of an underpaid registered letter, charged single deficiency.

## Dave Armitage

### ODD LETTERS ON SPECIAL DELIVERY MAIL

I wonder if any of our members can explain the significance of the letters (C and D) on the special delivery covers shown in figs 5 and 6 below? I also have an example showing the letter 'E'. All come from, or were sent to, Vancouver and it may be that the marks originate from there?



Fig 5

Fig 6





**Stéphane Cloutier**

## **ONTARIO STRAIGHT LINE CANCELS**

I always read with great anticipation my latest issues of Maple Leaves and enjoy my membership. In this latest issue (October 2014) there is an article authored by yourself and Bill Longley on straight-line cancels of Upper Canada. The article starts by explaining that no listings of straight-line cancels have been done since the "Early editions of the Canada Specialised Catalogue". In fact, in 1999 Bruce Graham published, through the Postal History Society of Canada, a book titled "Ontario Broken Circles" which included all Upper Canada straight-lines. Several years back, this publication's enormous data were transferred to the PHSC's online searchable database, and over 75% of all the postmarks in it have since been updated with either new early or late dates of usage and even many new findings. This, of course also includes a complete listing of straight-line cancels with up-to-date earliest and latest reported dates of use. I should also mention for Maple Leaves readers that the PHSC online databases also include all the Lower Canada and Maritimes straight-line cancels, as well as a wealth of other postmark and post office databases including duplex, broken circles, slogan cancels, and much more. Electronic membership costs a mere \$15 per year worldwide, which gives you full access to our website, including online access to four full-colour *PHSC Journals* a year. *(Editor's note: as ever we stand corrected!)*



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## PALMARES

Our congratulations go to the following members who won awards at the recent BNAPS show in Baltimore.

Multi-Frame Exhibits		
Award(s)	Exhibitor	Exhibit
Gold, Horace W. Harrison Grand Award; Meyerson Award for the Best Exhibit of the Provinces before Confederation or the Territories	Kevin O'Reilly	A Postal History of the Yukon
Gold, Allan Steinhart Reserve Grand Award	George Dresser	The King Edward VII Issue of Canada July 1, 1903 - October 6, 1908
Gold & Ed and Mickey Richardson Award for one or more of research, originality, innovativeness or presentation	Colin Banfield	Canada Postal Stationery Letter Cards of the Victorian Period, 1893 - 1899.
Gold	Earle L. Covert	Canadian Airlitters: Unstamped in 1945 to prestamped ending in 1996
Gold & Sam Nickle Award for the Best Military Postal History Exhibit	J. Michael Powell	Canadian Prisoners and Civilian Internees in Europe During the Great War
Gold	Richard Thompson	The First Decimal Issue of Canada 1859-68
Bronze (Hon) non competitive	Charles Livermore	Thanks for the Smokes
Single Frame Exhibits		
Silver	Earle L. Covert	RCMP - The Postcard Factory® Cards

We also offer our congratulations to the following members who won awards at the recent CPSGB Convention in Edinburgh:-

- John Hillson - 1<sup>st</sup> in Class 1a (Stamps and PS prior to 1902) and the Stanley Godden Trophy for exhibit of the ½ cent Small Queen.
- Derrick Scoot - 1<sup>st</sup> in Class 4 (Revenues) and the Revenue Trophy for his exhibit of Gas and Electricity Stamps
- David Hobden - 1<sup>st</sup> in Class 2 (Postal History) and the Henderson Quaich for best exhibit of research on any BNA subject for his exhibit on the War of 1812.
- Ken Flint - the Aikens - Hillson Trophy for the best article of research printed in *Maple Leaves* in the previous 12 months for his article 'One Man's War'

As usual we extend our apologies to anyone we have inadvertently omitted.





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## SOCIETY NEWS

### FROM THE PRESIDENT

It is an honour to be elected President for 2014/15 for a second time, some 24 years after my first appointment to that office. There have been many changes during that period but our annual Convention remains our primary philatelic and social gathering of the year and I am pleased to invite you to join us at The Crown & Mitre Hotel, Carlisle, Cumbria where we will gather on Monday 28th September and go our separate ways on Friday 2nd October 2015.

The Great Border City of Carlisle, about ten miles south of the Scottish border, is on the main west coast railway line between London Euston and Glasgow, and is skirted by the M6 motorway. The Lake District, Solway Firth, Scottish Borders and Hadrian's Wall are all within an hour's drive; Wensleydale and Newcastle slightly over an hour. Carlisle itself is steeped in history, having been the location of two Roman forts, repeatedly fought over and sometimes occupied by the Scots and witness to the brutal activities of the Border Reivers. The Crown & Mitre Hotel is in the centre of the City, facing on to the now-pedestrianized old market square, and within quarter of a mile of the Cathedral, the Castle and Tullie House Museum – the shops are even closer! Because of the major attractions on the door-step we are planning only one organised outing which, weather permitting, will be to the World Heritage Site at Hadrian's Wall - alternative arrangements are in hand should the weather be inclement.

John Hillson has kindly offered to take charge of accommodation booking and other local arrangements and he has negotiated an attractive rate of £60 per person dinner, bed and breakfast (single and double occupancy) for the period of Convention. Extended stays can be at the same half board rate, alternatively on Bed & Breakfast terms for those who wish to explore further afield at £40 a head. A booking form and provisional details of the philatelic and social events will be included in the April issue of *Maple Leaves*, and also published on the Society website, but in the meantime I can be contacted by e-mail at [briantalker63@sky.com](mailto:briantalker63@sky.com) should you want further information. Some additional information on travel options to and from Carlisle can be found on the Society website and a brief summary is as follows:-

#### **By air:-**

**Domestic** : - Fly to either Manchester or Glasgow airports. There are regular train services to Carlisle from both places (see below).

**International**:- Fly into either Glasgow, Manchester or London airports. Manchester airport offers direct rail links to Carlisle every 30 minutes, the journey time is approx 2 ¼ hours. There is also a good train service from Glasgow city centre with trains every 30 minutes taking 1 to 1½ hours to reach Carlisle. If flying into London, you will need to transfer to Euston mainline station from where trains depart to Carlisle every hour. The journey time is approx 3¼ hours.





**By rail:-**

Regular direct rail services to Carlisle are available from London Euston, Birmingham, Manchester, Glasgow and Edinburgh and most other major cities in the UK.

In addition to the services noted above, trains run to Carlisle from Newcastle once an hour (journey time approx 1½ hours) for connections to and from all locations on the east coast.

From Carlisle station you can reach the hotel by foot (approx 10 mins walk) or a short taxi ride.

**By car:-**

Carlisle is just off the main M6 motorway at junctions 42/44. Detailed instructions on how to reach the hotel from the motorway can be found at the hotel website (see above). The hotel has a large car park. For those with SATNAV, the location of the hotel carpark is CA3 8HB.

This will be our first ‘weekdays-only’ Convention but I am sure that many will wish to extend your visit to include the weekend before or the weekend after and Freda and I look forward to welcoming you to Carlisle – our birthplace and where we were raised.

At the close of our Edinburgh Convention we had only one vice president in place, Karen Searle, but I am delighted to announce that Ken Flint has offered to become another vice president and that he has made preliminary arrangements for our 2016 Convention to be held in the Midlands. It is therefore my pleasure, as President, to appoint Ken Flint as our senior vice president and I am grateful to Karen Searle who has graciously offered to defer her seniority to become second vice president. We continue to have a vacancy for a third vice president, preferably from someone based in the south of England, and I am hoping that a volunteer will come forward by the time we meet in Carlisle.

**Brian Stalker *F.C.P.S.***

**FROM THE TREASURER**

The Society Annual Accounts appear on pages 58 and 59. Copies of the signed accounts will be available for members to view at the annual Convention but if members have any questions relating to the accounts they can contact me beforehand (see e mail address – inside back cover).

The accounts this year show, for the first time, the results of the recent valuation exercise on the Society trophies and medals many of which are made of precious metals and have a material value. We have also undertaken a full review of the value of the Library and thank John Jamieson for his considerable help in this exercise. Note that for both the trophies and the library books, the value shown in the Assets section of the Balance Sheet represents a best estimate of the current disposal value of these assets. The insurance (replacement) values are much higher and are shown in a footnote for information.





Whilst costs, in particular mailing costs, continue to rise well above the rate of inflation, the overall financial position of the society remains stable and Subscriptions will be held at the current levels for a further year.

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

**Karen Searle**

### **FROM THE SUBSCRIPTIONS MANAGER**

Subscriptions for the current 2014/15 year are now overdue. If you had not paid by the time this journal went to press there will be a large 'X' on the mailing slip of your copy. If so, please pay promptly, either by cheque to me or Mike Street or via PAYPAL. If you are uncertain whether you have paid or not, please contact me (see inside back cover for details) and I will let you know your status by return .

**Malcolm Montgomery**

### **FROM THE LIBRARIAN**

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

**Mike Slamo**

### **LONDON GROUP**

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

January 19	Brian Hargreaves entertains
February 16	Queen Victoria material pre 1898
March 16	Visitor
April 20	Stuart Henderson entertains with WWII, plus a few sheets on subject from all members
May 18	AGM and Beaver Cup

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

**Dave Armitage.**





**CONSOLIDATED INCOME AND EXPENDITURE ACCOUNT  
 TO YEAR ENDED 30 SEPTEMBER 2014**

<b>INCOME</b>		<b>£</b>
Subscriptions		6178.38
Donations		58.79
Maple Leaves Advertising Revenue		2841.29
Bank Interest		338.18
Bank Goodwill		500.00
Handbooks etc surplus		34.40
Exchange Packet Surplus		9.00
* Adjustment to Library Fund		97.22
Convention Auction Surplus		184.50
Internet Auction Surplus		101.70
<b>TOTAL INCOME</b>		<b><u>10343.46</u></b>

<b>EXPENDITURE</b>	Maple Leaves Printing and Distribution	7707.54
	Administration Expenses	118.95
	ABPS fee	137.50
	Insurance	405.20
	Devaluation of Handbooks	73.40
	Publicity	60.00
	Bank charges	61.40
	Website running costs	252.00
	Valuation of Trophies	194.00
	Engraving	27.00
	Convention Deficit	117.17
	Members Handbook	186.80
	Overall surplus for year	<b>1002.50</b>
<b>TOTAL EXPENDITURE</b>		<b><u>10343.46</u></b>

**Notes:-** Canadian funds have been converted to sterling at C\$1.79 = £1

\* This is a one off adjustment to equalise the value of the Library with that of the Library Fund

**Hon. Treasurer**

**Hon. Examiner**





**CONSOLIDATED BALANCE SHEET FOR  
 YEAR ENDING 30 SEPTEMBER 2014**

	£	£
<b>ASSETS</b>		
Cash balances: RBS Special Interest Account	3 529.53	
RBS Savings Account	2 374.88	
RBS Treasurer's Account	1 287.12	
Meridian Bank	3 909.38	
Sub-total cash		11100.71
Investments at cost:		
General Fund New Star Fixed Interest Unit Trust	2000.00	
General Fund New Star High Yield Bond Unit Trust	1000.00	
Interest bearing Canadian bank bond	14 510.08	17510.08
Sub-total investments at cost		
Stocks of books and ties etc:-		
Handbooks stock	0.00	
Society ties stock	46.53	
Sub - total		46.53
* Library books as valued		3315.00
* Trophies as valued		3609.00
<b>TOTAL ASSETS</b>		<u><u>35581.32</u></u>
<b>LIABILITIES</b>		
General fund balance at 30/9/13	11203.34	
Sterling deficit 2013/14	2583.87	
General fund balance at 30/9/14		8619.47
Canadian fund balance at 30/9/13	16389.66	
Exchange rate loss over 2013/14	-1556.57	
Canadian \$ surplus 2013/14	3586.37	
Canadian fund balance at as 30/9/14		18419.46
Library fund		3315.00
Trophy Fund		3609.00
Subscriptions prepaid in sterling		1592.00
Private Treaty Sales (Suspense a/c)	24.75	
Exchange Packet (Suspense a/c)	1.64	26.39
<b>TOTAL LIABILITIES</b>		<u><u>35581.32</u></u>

**Notes:**

For 2013/14 , Canadian funds have been converted to Sterling at the rate of C\$1.79= £1, whilst in 2012/13 Canadian funds were converted to Sterling at the rate of C\$1.62=£1 This difference gives rise to a small exchange rate loss (expressed in Sterling) at 30/9/14.

\*These are disposal values. Insurance (Replacement) values are £9,000 and £23,720 respectively.

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## AMENDMENTS TO MEMBERSHIP to 10<sup>th</sup> DECEMBER 2014

### New Members:-

3031 SMITH, Michael D.; 100 Paine Lane, Oak Ridge, TN 37830-7571, USA; e mail  
[miked\\_smith@hotmail.com](mailto:miked_smith@hotmail.com)

### Rejoined:-

0839 FRANK, Dr. Joachim, *RDPSA, FRPSL*; 14 Chessington Court, Charter Way, London  
N3 3DT; e mail [frankfam2@gmail.com](mailto:frankfam2@gmail.com) **CQ(Boer War)**

### Change of Address and Corrections to Address:-

2402 SO, Susan; Suite 3506 – 33 Harbour Square, Toronto, ON, Canada M5J 2G2; e mail  
[susan.so333@gmail.com](mailto:susan.so333@gmail.com)

2960 KELLETT, Harold; e mail [hkstampsandcovers@shaw.ca](mailto:hkstampsandcovers@shaw.ca)

### Resigned:-

2388 ARFKEN, George, *FRPSC, OTB*

3009 RICKETTS, Cliff

### Deceased:-

1905 KERZNER, Ted

2838 BUTTIMORE, David

Revised Total:- 289

---

## FORTHCOMING EVENTS

### 2015

**Jan 19 CPSGB London Group Meeting, Bishops Stortford**

**Feb 16 CPSGB London Group Meeting, Bishops Stortford**

Feb 18 - 21 Spring Stampex, BDC Islington, London

**Mar 16 CPSGB London Group Meeting, Bishops Stortford**

**Apr 20 CPSGB London Group Meeting, Bishops Stortford**

**Apr 25 CPSGB Scotland and North of England Group Meeting, Moffat**

May 2 -3 ORAPEX, National Level Show, Ottawa

May 13 - 16 London 2015 FIP and FEPA Exhibition, BDC Islington

**May 18 CPSGB London Group Meeting, Bishops Stortford**

May 22 - 24 Royal 2015 Royale, National Philatelic Exhibition, London, Ontario

**Jul 4 MIDPEX 2015, Leamington Spa**

Aug 14 - 19 Singapore 2015 (FIP)

Sep 11 - 13 BNAPEX 2015 Ramada Plaza Hotel, Niagara Falls, Ontario

Sept 16 - 19 Autumn Stampex, BDC Islington, London

**Sept 28 - Oct 2 CPSGB Convention, Crown & Mitre Hotel, Carlisle**

**Oct 25 CPSGB Scotland and North of England Group Meeting, Moffat**





## THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN 2014/15

### President:

Brian Stalker, *FCPS*, 7 Larch Close, Heathfield, East Sussex, TN21 8YW  
e mail brianstalker63@sky.com

### Secretary:

John Hillson, *FRPSL, FCPS*, Westerlea, 5 Annanhill, Annan, Dumfriesshire DG12 6TN  
Tel 01461 205656 e mail: john@stampbuffjohn.plus.com

### Treasurer:

Karen Searle, Ryvoan, 11 Riverside, Banchory, Aberdeenshire, AB31 6PS  
e mail: karensearle28@btinternet.com

### Editor, Website Manager and Auction Manager:

Graham Searle *FCPS*, Ryvoan, 11 Riverside, Banchory, Aberdeenshire, AB31 6PS  
Tel: 01330 820659 e mail: searle711@btinternet.com

### Subscription Manager and Assistant Editor:

Malcolm Montgomery *MBE*, Cae Glas, Llechwed, Conwy, North Wales LL32 8DX  
e mail: m0bmontgomery@aol.com

### Handbooks Manager:

Derrick Scoot, 63 Jackmans Place, Letchworth, Herts, SG6 1RG  
e mail: derrick.scoot@sky.com

### Librarian :

Mike Slamo, 112 Poplar Avenue, Hove, Sussex BN3 8PS  
e mail: m.slamo171@btinternet.com

### Exchange Packet Manager:

Hugh Johnson, 27 Ridgeway Avenue, Gravesend, Kent DA12 5BD  
e mail: hughrjohnson@yahoo.co.uk

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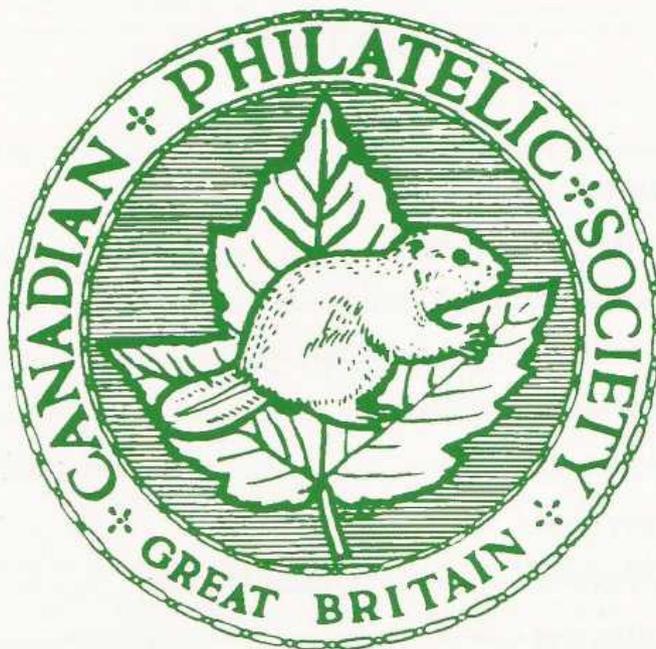
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- 2 The Ernest Wall Collection**  
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# Maple Leaves

**JOURNAL OF THE  
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OF GREAT BRITAIN**

**ISSN  
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*April 2015*



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INCORPORATED 1946

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Ryvoan, 11 Riverside, Banchory, Aberdeenshire, AB31 6PS

e mail: searle711@btinternet.com

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**Whole No. 336**

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### EDITORIAL

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

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

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





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

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

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

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

**Michael Wedgwood**

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

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

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

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

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

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

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

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





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

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

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

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

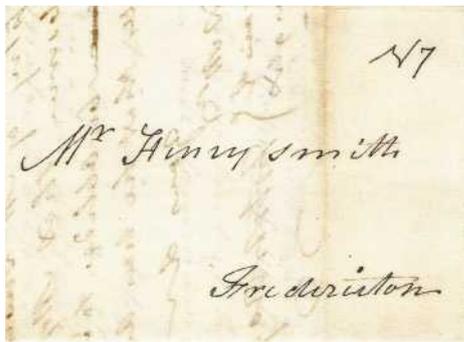


Fig 1. An 1802 letter from St John to Fredericton, rated 7 pence (currency)

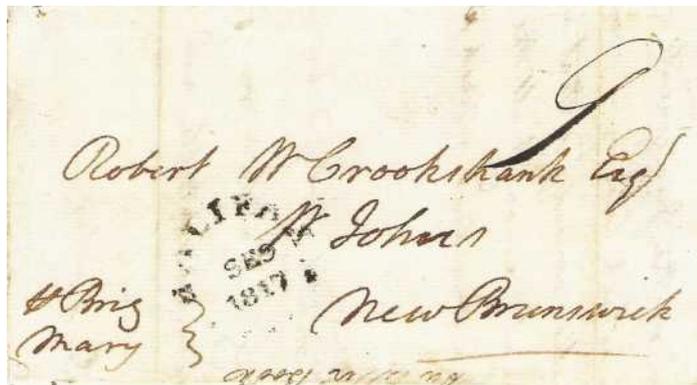


Fig 2 An 1817 letter from Halifax NS to St John, rated 9 pence



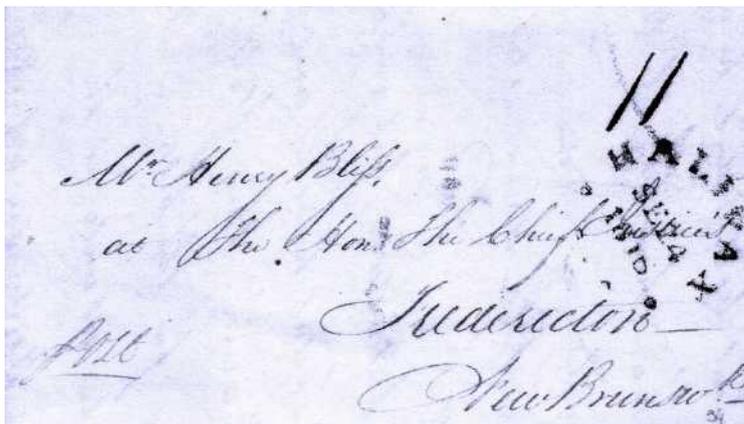


Fig 3 An 1816 letter from Halifax to Fredericton, rated 11 pence (currency)

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



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

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

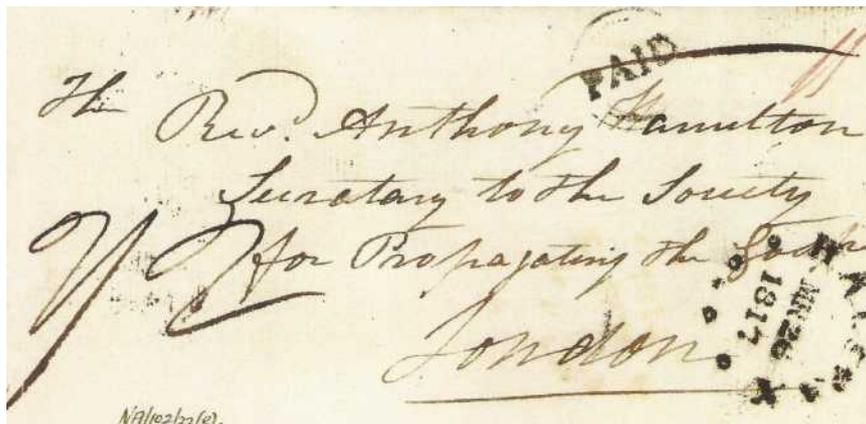


Fig 5 1814 single rate letter from Fredericton to London, England. The 2/2d rate (lower left) covers the 1/2d packet rate plus 1 shilling UK inland postage. The inland NB/NS rate of 11d (currency) is shown in red at top right.

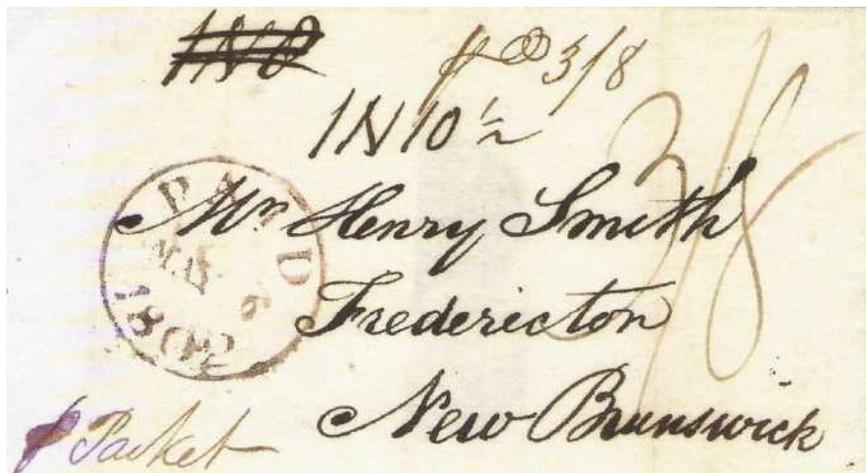


Fig 6 1801 letter from London, England to Fredericton via Halifax NS, showing the 1/10 1/2d double letter rate. The other charge of 3/8d covers UK inland postage of 1/8d plus 2 shillings packet fee.

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



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

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

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

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

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

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

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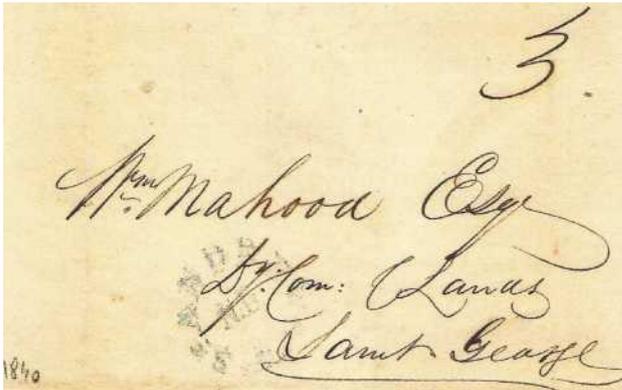


Fig 7 An undated letter from St Andrews to St George. Distance 22 miles and rated 3 pence currency.

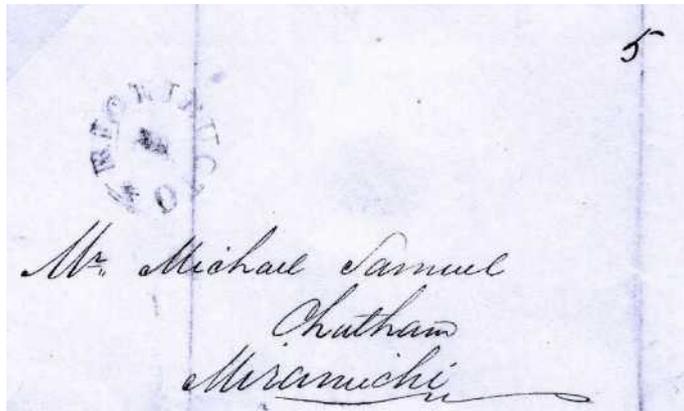


Fig 8 An 1840 letter from Richibucto to Chatham. Distance 40 miles but rated 5 pence currency.



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



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

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

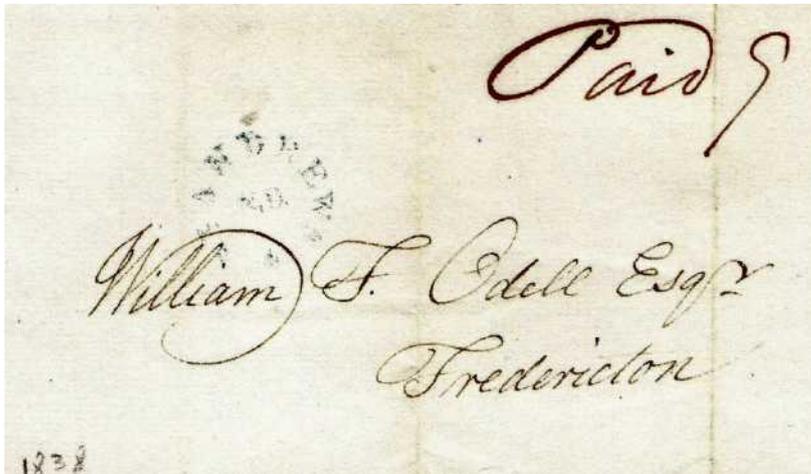


Fig 10 An 1838 letter from St Andrews to Fredericton, rated 9 pence currency.

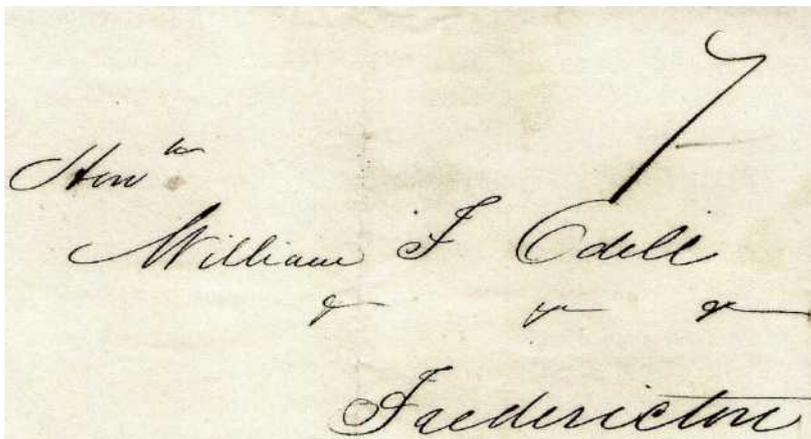


Fig 11 An 1841 letter from St Andrews to Fredericton, rated at only 7 pence – the correct official postal rate.

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





attracted a charge of 1/1½ pence which appears to have been made up of 4½ pence from St Stephen to St Andrews plus 9 pence from St Andrews to Fredericton.

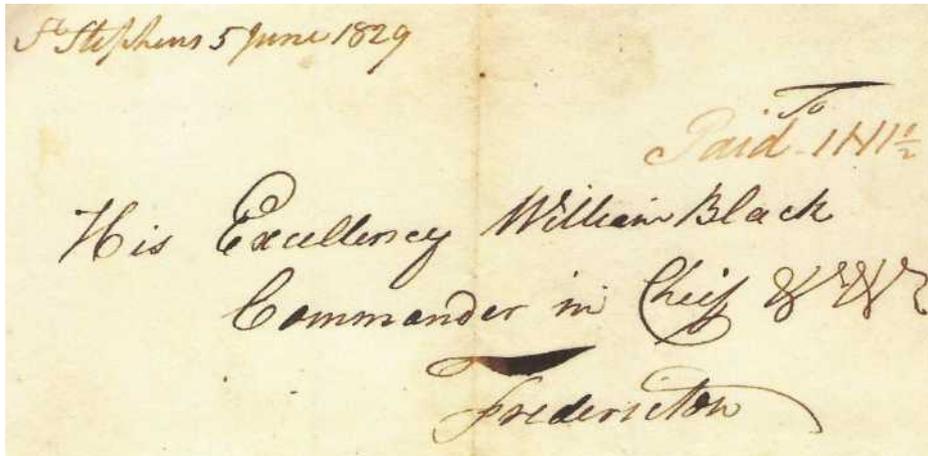


Fig 12 An 1829 letter from St Stephen to Fredericton via St Andrews, a distance of 90 miles but rated 1 /1½ d paid.

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

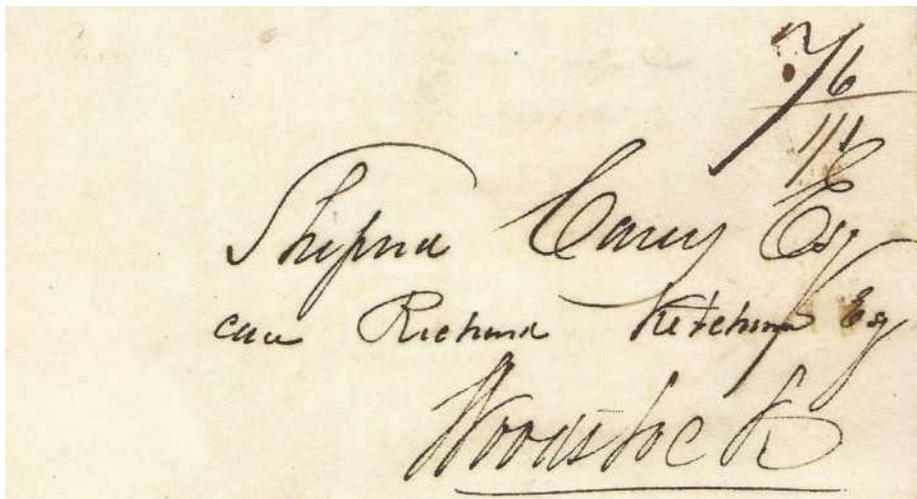


Fig 13 An 1833 letter from St John to Woodstock N.B., a distance of 146 miles. The letter, being unpaid, has been rated from St John to Fredericton and then rated again from Fredericton to Woodstock. The two stages were rated at 7 pence and 6 pence respectively; total 1/1d to collect.



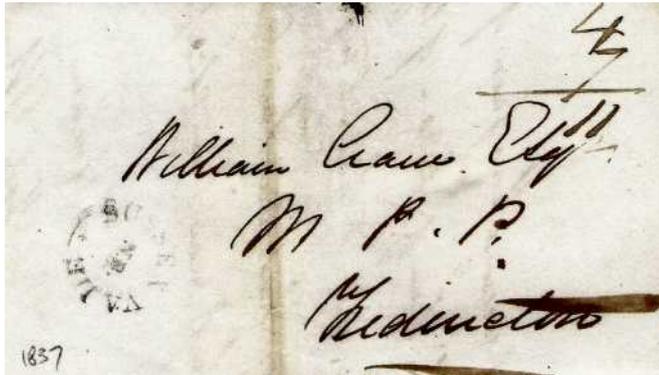


Fig 14 An 1836 letter from an unknown origin, via Sussex Vale, to Fredericton. Rated 4 pence from the place of origin to Sussex Vale, then a further 7 pence for a distance of 88 miles from Sussex Vale to Fredericton, to total 11 pence.

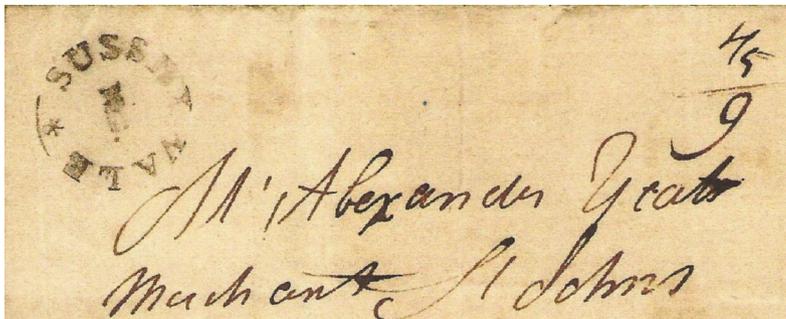


Fig 15 An 1838 letter from an unknown origin to St. John, via Sussex Vale. Rated 4 pence from the origin to Sussex Vale and then a further 5 pence from Sussex Vale to St. John, making a total of 9 pence collect.



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



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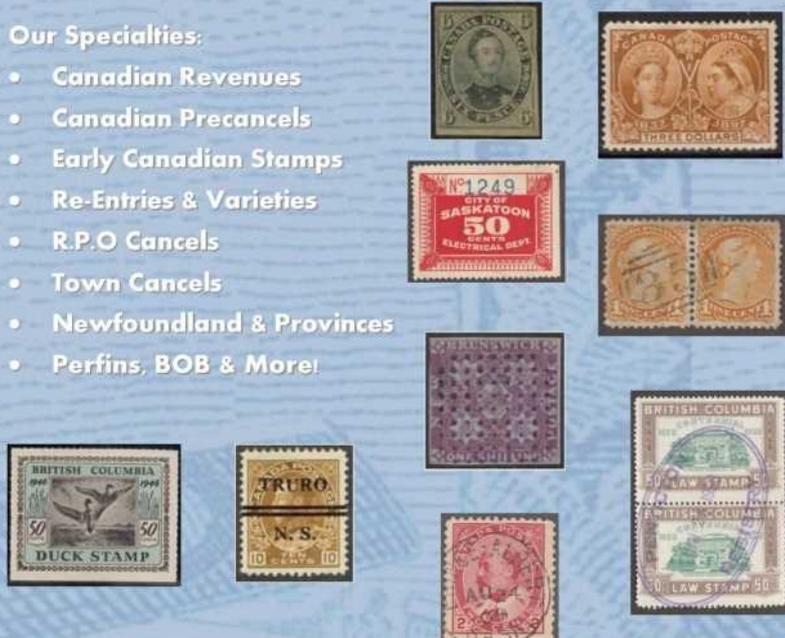
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Fig 17 1833 letter from Fredericton to Miramichi, a distance of 101 miles. Rated 1 shilling (very faint at top right).

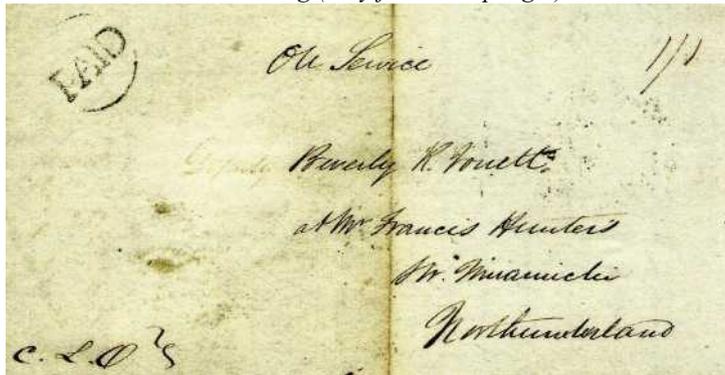


Fig 18 1837 letter from Fredericton to Miramichi via Dorchester. Rated 1/1d currency. This longer route, mainly used in winter, was an alternative to the more direct route used for the cover in fig 17.

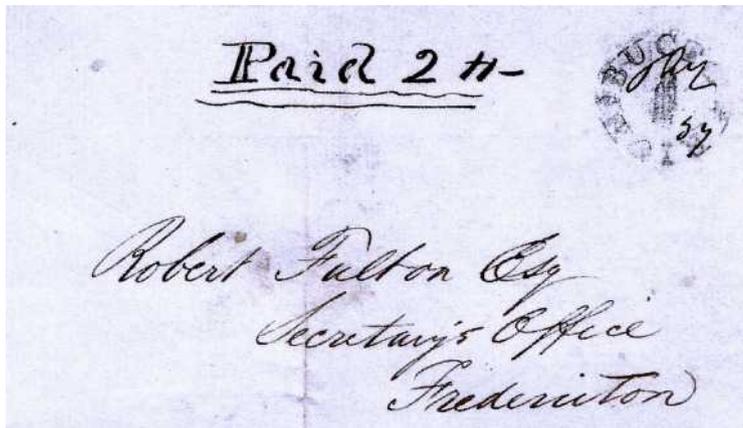


Fig 19 1837 double rate letter from Richibucto to Fredericton. The distance was 145 miles and the letter is rated 2 shillings (2 x 1 shilling rate).





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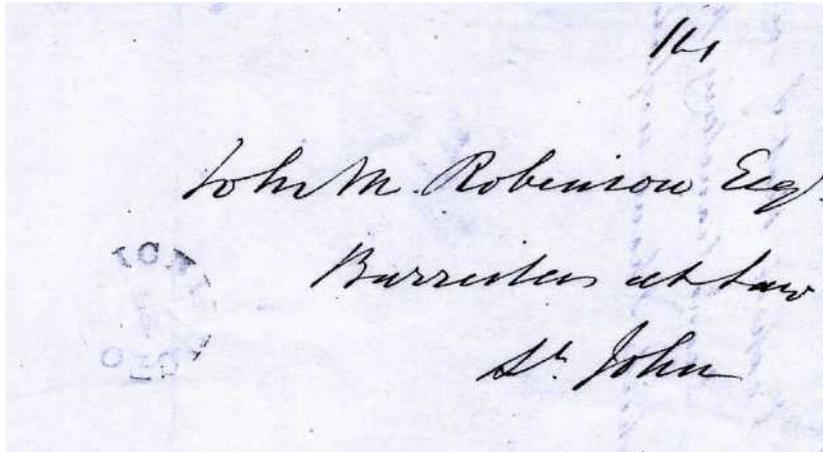


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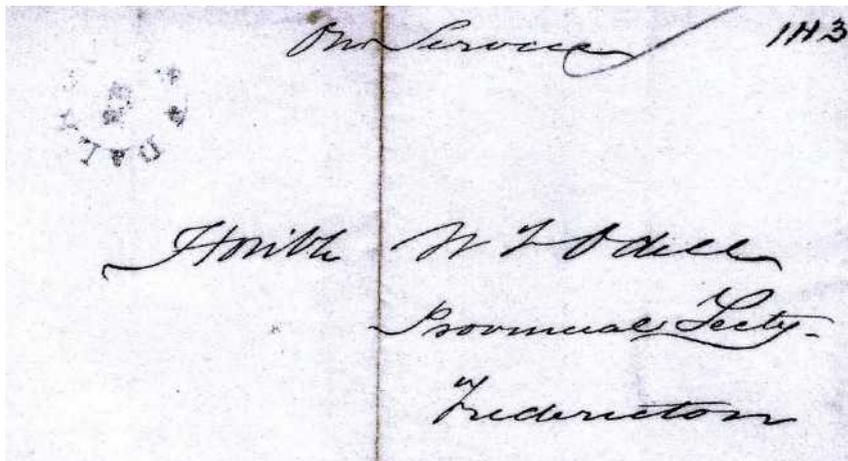
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*Fig 20 1838 letter from Richibucto to St John. The distance was 183 miles and the letter is rated 1 shilling currency.*

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



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

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



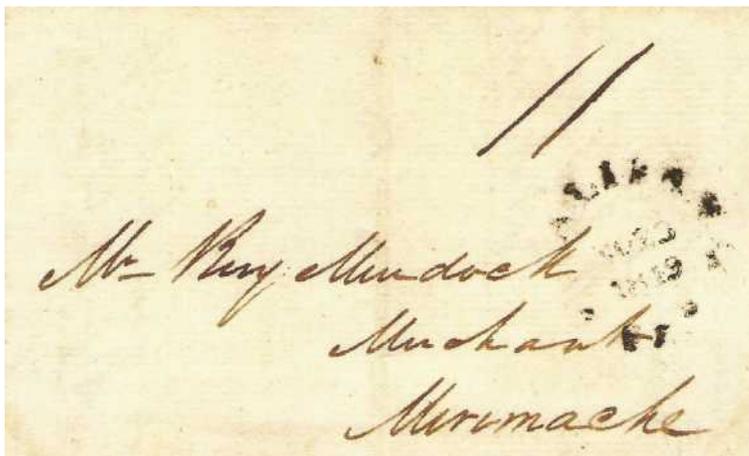


Fig 22 1819 letter from Halifax to Miramichi NB, rated 11 pence currency.

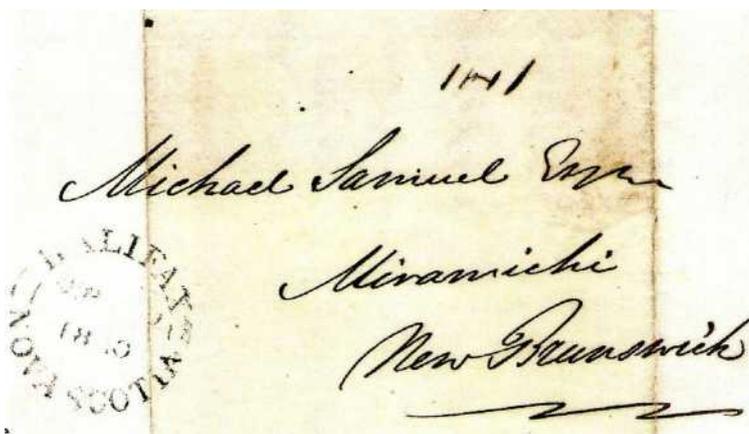


Fig 23 1840 letter from Halifax to Miramichi, rated at 1/1d currency.

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

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

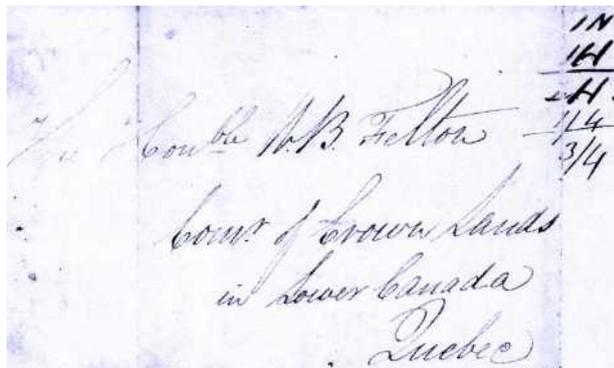


Fig 24 1836 letter from Pictou NS to Fredericton, a distance of 291 miles. The letter was rated 1 shilling from Pictou to St John and then a further 7 pence from St John to Fredericton; total 1/7d currency.



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

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





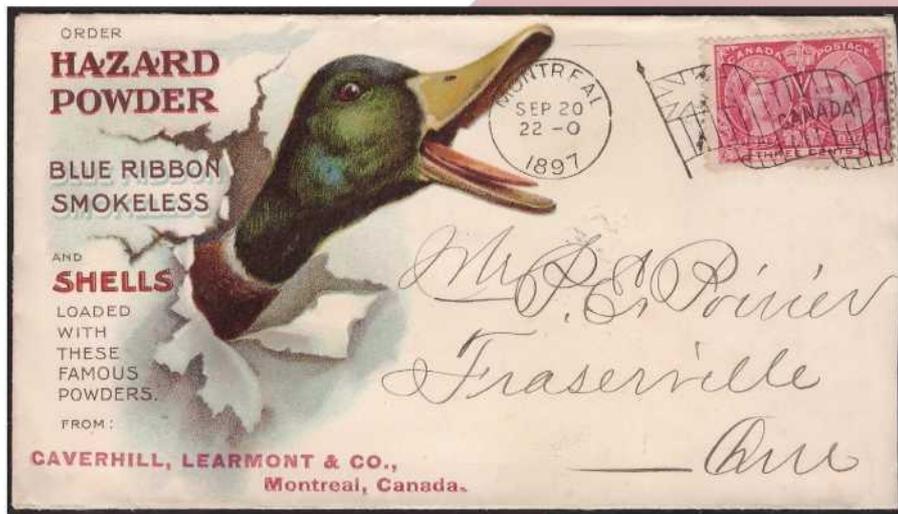
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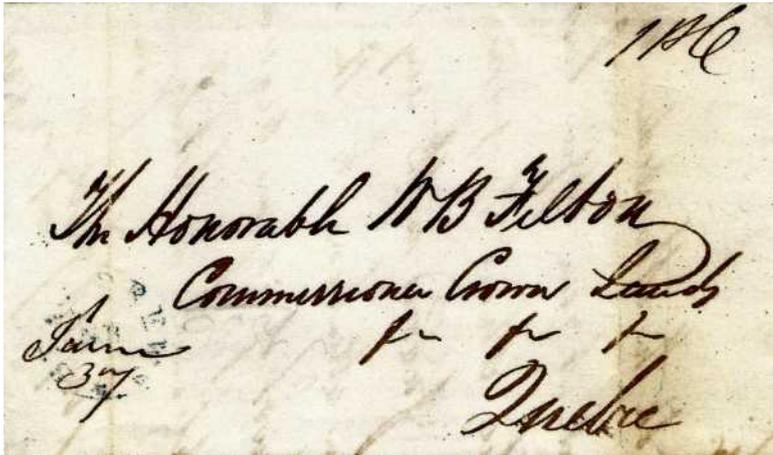


Fig 27 An 1837 letter from St Andrews to Quebec. This letter would have been routed via Fredericton making the distance some 427 miles, for which the official rate was 1/4d currency. The rate prescribed in the table of local rates laid down by the Nova Scotia/ New Brunswick postmasters was 1 shilling.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

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

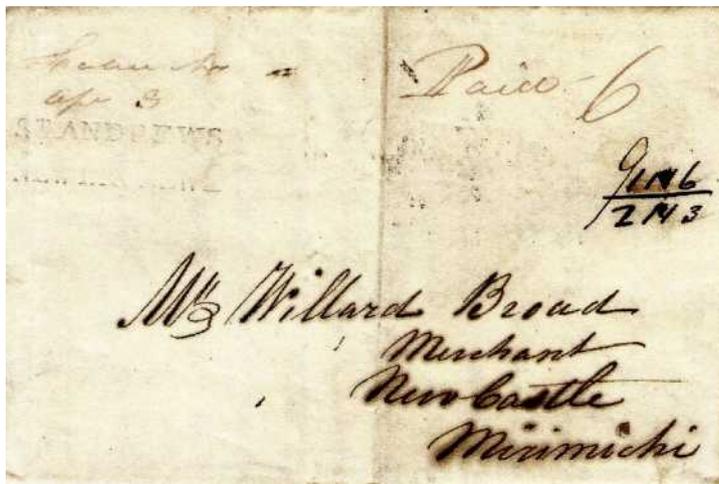


Fig 28 1829 letter from Lubec, Maine to Newcastle, near Miramichi. Rated 6 cents US postage (paid to the lines), then 9 pence currency from St Andrews, the NB exchange office, to Fredericton and a further 1/6d from Fredericton to Miramichi, making 2/3d to collect. The distance between St Andrews and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



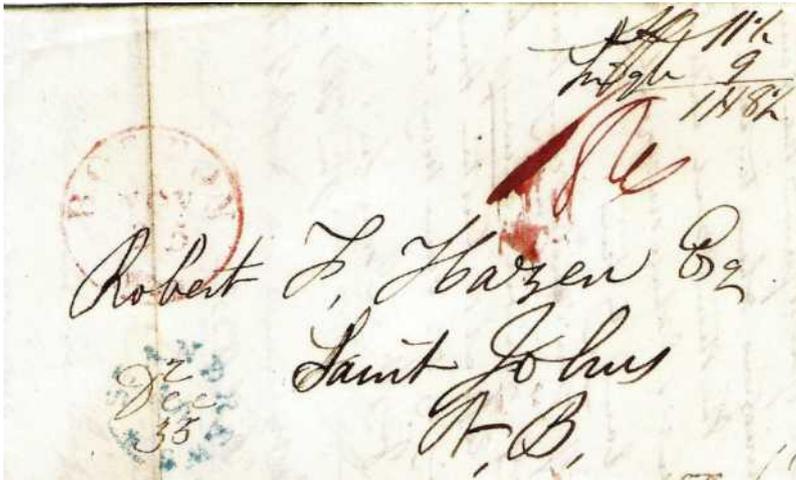


Fig 29 An 1835 letter from Boston, Mass to St John NB. The letter was rated 18¾ US cents postage not paid and converted to 11½ pence currency to collect. To this was added a further 9 pence currency from the St Andrews exchange to St John giving a total rate of 1 shilling and 8½ pence. The rate proscribed between St Andrews and St John was only 7 cents.



Fig 30 An 1839 letter from Philadelphia to Pictou, Nova Scotia and passing through New Brunswick. The US postage rate to the lines was 25 cents (unpaid) which was converted to 1/3d currency. To this was added 9 pence from St Andrews to St John and a further 1 shilling from St John to Pictou, giving a total rate of 3 shillings. The distance between St John and Pictou is 253 miles and the rate for this leg should have been just 11½ pence currency.



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

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

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

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

References:-

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

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

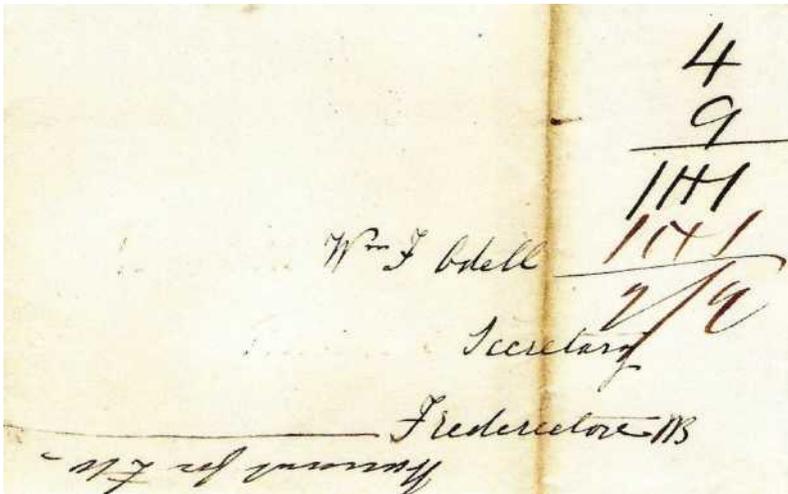


Fig 33 A letter dated 8 January 1843, only a few days after the official rates should have been complied with. The letter is from an unknown origin near Dorchester to Fredericton, a distance of less than 200 miles for which the correct rate was 9 pence currency. This letter has been rated 4 pence from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





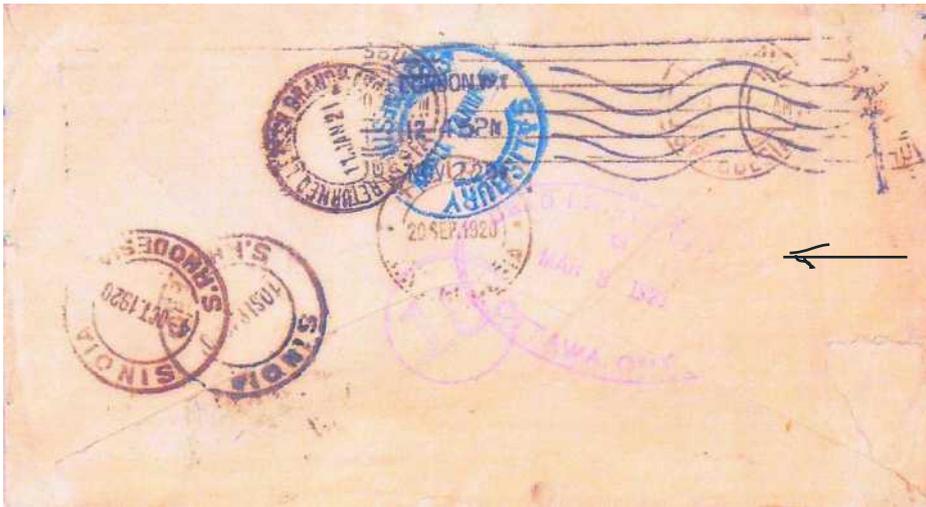
## OTTAWA DEAD LETTER OFFICE DOUBLE OVAL “G” HANDSTAMP

Gary Steele

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

DEAD LETTER OFFICE  
G  
MAR 8 1921  
OTTAWA, ONT.

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



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

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





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



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

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**PART VII:**  
**THE SMALL QUEEN ISSUE 1870-1897**  
**(NOVEMBER 20-21, 2015)**





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(a) Issues up to and including 1902	Class 3	Thematic
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**NOTES: - All entry forms must reach the above address by 28th August 2015, and exhibits, unless brought personally to Convention, must reach the above address between 7<sup>th</sup> and 18<sup>th</sup> September 2015.**

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





## ONLY CONNECT – AMELIA PICKARD & JESSE HOYT

### Frank Henry

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

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

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





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

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

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

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



Fig 1

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





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



Fig 2

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

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

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





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

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

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



Fig 3

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





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Fig 4

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

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

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

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

#### References:

##### Philatelic

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





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

#### General

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



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## LETTERS TO THE EDITOR

**Stuart Henderson**

### WWI CINDERELLAS

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

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

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

**Ralph Trimble**

### MEDITERRANEAN MAILS

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

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

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

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





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

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

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

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

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

### **VANCOUVER SPECIAL DELIVERY MARKINGS**

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

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

Collectors have reported the following letters and numbers:-

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

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

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





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

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## BOOK REVIEWS

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

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

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

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

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

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

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

Highly recommended.

The following books have all been published by BNAPS. All BNAPS books are available from: Ian Kimmerly Stamps, 62 Sparks Street, Ottawa, ON K1P 5A8, Canada. Phone: (613) 235-9119. Internet orders can be placed at





LIMITED EDITION

## **A Guide to Canadian Military Postal History 1636-1970**

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

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

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

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

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

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

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

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

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

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

**Scott Traquair**, Secretary-Treasurer, PHSC  
P.O. Box 25061, RPO Hiway, Kitchener, ON N2A 4A5 Canada.



ORDER FORM [please email or mail this information to Secretary-Treasurer, PHSC]

I would like to order \_\_\_\_ copy (copies) of **A Guide to Canadian Military Postal History** for delivery when this book is printed. Attached is my payment of \$\_\_\_\_\_.

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Prices given below are the retail prices in Canadian Dollars. BNAPS members receive a 40% discount from retail prices. Shipping is extra. Credit card orders (Visa, MasterCard) will be billed for exact amount of shipping plus \$2 per order. To pay by cheque, please contact Ian Kimmerly Stamps directly for a total. For US\$ or £ cheque payments, amounts will be calculated at the current rate of exchange. Applicable taxes are payable for Canadian orders.

As usual, review copies of these books, in colour, can be found in the Society Library so if you wish to sample before you buy, please contact Mike Slamo.

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

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

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

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

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

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

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

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

Highly recommended.

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





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

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

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

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

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

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

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

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

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

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

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

GS.





## SMALL QUEENS – IMPERFORATE OR FAKE?

**John Hillson *FRPSL FCPS***

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

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

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



Fig 1

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

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





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Fig 2



Fig 3

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

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

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



Fig 4





## MONEY PACKETS

### John Watson and Graham Searle *FCPS*

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



Fig 1

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



Fig 2

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





## SOME INTERESTING POSTAL USAGES ON THE SMALL QUEENS – PART 2

**John Burnett, OTB**

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

### The 5 Cent Value:-

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

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

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



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





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

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

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

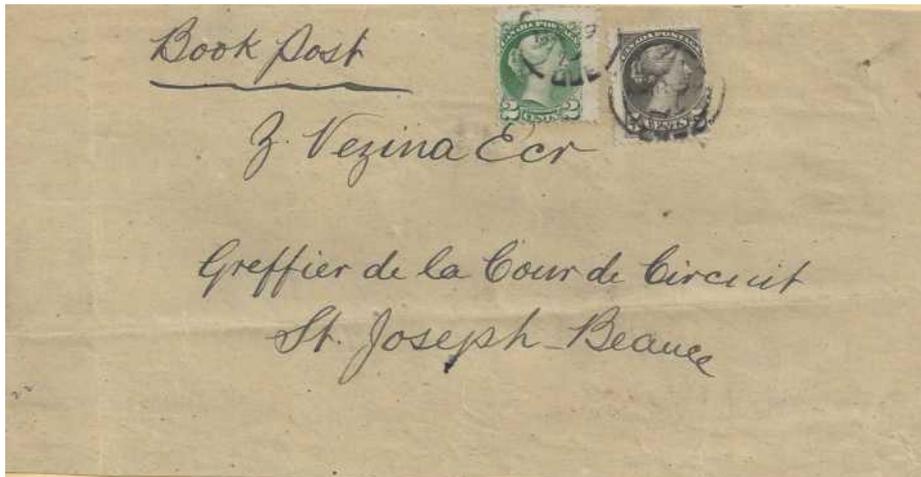


Fig 2. A 5¢ small queen helps to make up the postage on a “Book Rate” wrapper.

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

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

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





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

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

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

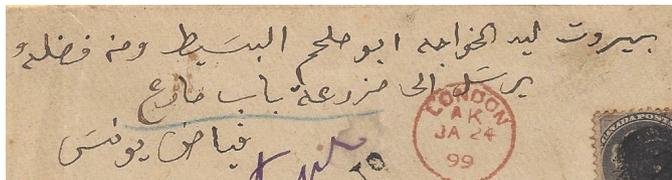


Fig 5. Delivery instructions in Arabic:

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

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

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



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

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



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

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

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

**TO BE CONTINUED.**

Maple Leaves

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## SOCIETY NEWS

### FROM THE PRESIDENT

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

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

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

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

The draft programme currently looks as follows:-

#### Monday 28 September

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

#### Tuesday 29 September

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





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

### **Wednesday 30 September**

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

### **Thursday 1 October**

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

### **Friday 2 October**

Farewells until 2016 after breakfast

**Brian Stalker FCPS**

## **FROM THE SECRETARY**

### **Annual General Meeting**

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

### **Fellowship**

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

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





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

### **Founders Trophy**

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

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

### **Proposed Rule changes.**

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

**Rule 23** The word ‘member’ to be changed to ‘suitable person’

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

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

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

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

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

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

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

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

**John Hillson FCPS**





## **FROM THE AUCTION MANAGER**

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

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

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

**Graham Searle. FCPS**

## **LONDON GROUP**

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

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

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

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

**Dave Armitage.**

## **SCOTLAND AND NORTH OF ENGLAND GROUP**

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

**Graham Searle FCPS**





## AMENDMENTS TO MEMBERSHIP

to 15<sup>th</sup> MARCH 2015

### New Members / Rejoined:-

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

### Change of Address and Corrections to Address:-

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

### Resigned:-

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

### Deceased:-

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

Revised Total:- 286

---

## FORTHCOMING EVENTS

### 2015

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

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

### 2016

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





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**President:**

Brian Stalker, *FCPS*, 7 Larch Close, Heathfield, East Sussex, TN21 8YW  
e mail brianstalker63@sky.com

**Secretary:**

John Hillson, *FRPSL, FCPS*, Westerlea, 5 Annanhill, Annan, Dumfriesshire DG12 6TN  
Tel 01461 205656 e mail: john@stampbuffjohn.plus.com

**Treasurer:**

Karen Searle, Ryvoan, 11 Riverside, Banchory, Aberdeenshire, AB31 6PS  
e mail: karensearle28@btinternet.com

**Editor, Website Manager and Auction Manager:**

Graham Searle *FCPS*, Ryvoan, 11 Riverside, Banchory, Aberdeenshire, AB31 6PS  
Tel: 01330 820659 e mail: searle711@btinternet.com

**Subscription Manager and Assistant Editor:**

Malcolm Montgomery *MBE*, Cae Glas, Llechwed, Conwy, North Wales LL32 8DX  
e mail: m0bmontgomery@aol.com

**North American Subscriptions:**

Mike Street, *OTB, FCPS*, 73 Hatton Drive, Ancaster, ON Canada L9G 2H5  
e mail: mikestreet1@gmail.com

**Handbooks Manager:**

Derrick Scoot, 63 Jackmans Place, Letchworth, Herts, SG6 1RG  
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Mike Slamo, 112 Poplar Avenue, Hove, Sussex BN3 8PS  
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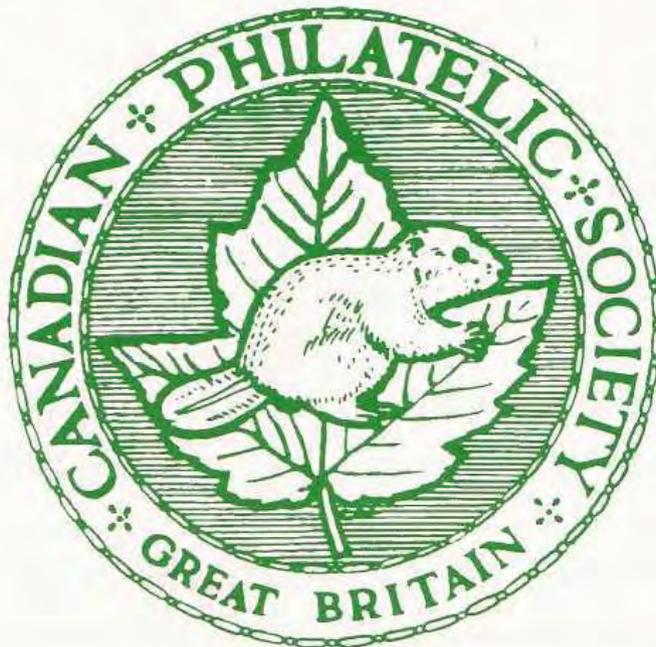
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# Maple Leaves

**JOURNAL OF THE  
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OF GREAT BRITAIN**

**ISSN  
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*July 2015*



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## MAPLE LEAVES

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Edited by: **Graham Searle, FCPS**

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e mail: searle711@btinternet.com

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### EDITORIAL



I am writing this Editorial having just returned from the London 2015 International Stamp Exhibition. For those of us in the UK this is a once in five years opportunity to view some of the most outstanding philatelic material in the world. In amongst the earliest recorded letter in the world (from 1190), more penny black first day covers than I had imagined could exist and the famous and unique 3 skilling error of colour stamp from Sweden, it was nice to see some world class displays from our own members. My congratulations go to Colin Banfield, Brian Stalker, Colin Lewis, Joachim Frank and Peter Motson who all had superb material on show in the main exhibition. For more details see the *Palmares* on page 176. It was also a pleasure to meet several of our members there – on both sides of the dealers booths!

This edition of *Maple Leaves* contains a couple of inserts, namely; the index for Volume 33 for those of you who like to bind your journals and also the annual reminder about Subscriptions which become due on 1st October. Subscription rates are unchanged from last year (and even a bit lower for those of you paying in \$US given the exchange rate movements) – please see pages 152 and 178 for full details.

The deadline is fast approaching for getting in your booking forms for this years' Convention which will be held in Carlisle between 28th September and 2nd October (our first experiment with a midweek event). The deadline for the special Convention rates is **31st July** so if you have not already booked get your forms or details in to John Hillson quickly! Full information on the event can be found in the April issue of *Maple Leaves* and on the Society website.





By the time this issue reaches most of you, or shortly thereafter, the Convention Auction catalogue should be available on the website. As usual we will have photos of all small lots and most of the larger lots there too. If you can't easily access the website and would like a paper copy of the catalogue (without photos) please contact me and I can print one off for you and mail it out. The sale contains a very wide range of material with lots estimated from £3 up to £2500 – so something for all pockets! A lot more details can be found on page 178 and, of course, on the website. The sale is open to all members and lots can be paid for either with a sterling cheque or by PAYPAL so take a look – that elusive item you have been hunting for may just be there and, of course, there is NO BUYERS PREMIUM in our sales.

Once again, the Editorial cupboard is looking a little bare so I would ask all readers to try and submit something for the rest of us to read. It can be long or short just as long as it is about BNA philately - I will even correct the spelling and grammar for you (or sometimes introduce some mistakes of my own!)

Finally may I thank our members and in particular our advertisers for their forbearance whilst we fine tune the printing settings with our new printers. The colour reproduction in the April issue was certainly better than our first attempt in January but a couple of the adverts were still not quite right. Hopefully it is third time lucky in this issue!



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## REDIRECTED MAIL

John Watson



Fig 1

Figure 1 above looks very impressive, but it is a wrong'n; not in the sense that it is in any way bogus or displays a wrong rate payment from Canada, but simply because the added Danish stamp for redirection to Sweden is totally unnecessary. This article attempts to explain and illustrate what is a basically simple rule, but which contains many twists depending on the circumstances in which it is applied. I have also tried to show some interesting usages and destinations to give as wide an interest base as possible.

The rules concerning redirection of mail are universal, not just Canadian internal rules, and are stated clearly in the 1912 Canada Official Postal Guide:

*“Redirected letters are not liable to any additional postage, if handed back to the post office with a changed address at the moment of delivery or as soon as possible thereafter, provided always the change of address does not require the letter to be sent to any place to which the postage rate is higher than was at first payable.”*

So figure 1 is incorrect because the rate to Sweden was, and still is, the same as the rate to Denmark and so no additional postage was required. The number of different ways that the postage rate was constant between the original address and the forwarding address, and the types of mail that were classed as “letters” under the interpretation of this rule are illustrated in the group of nine covers that follow in this article.



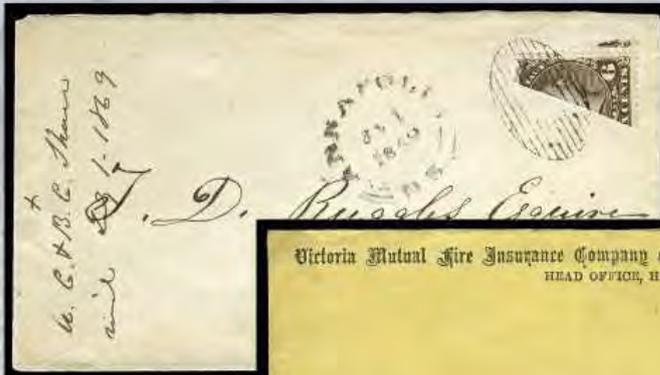


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Figure 2 below shows a very simple example of redirected domestic mail. It is an OHMS envelope bearing two 4 cent stamps, sent to Trail BC in 1952 and paying the 4 cent first ounce and 2 x 2 cents for a further 2 ounces. It was promptly redirected to Vancouver BC and transmitted at no extra cost. The more remarkable aspect of this cover is that it is franked with a pair of official stamps, the top one of which has a misplaced G overprint. However the lower stamp is missing the overprint. The lower stamp missed being cancelled both by the original Nelson cds and also by the Trail cds, so a second double ringed Trail canceller was used to cancel the lower stamp - this makes it appear that the second stamp has been added at Trail, but I have looked at this cover under high magnification and unless somebody found a perfectly matched perforation and took extreme care to stick it on the envelope perfectly aligned with the top stamp, I am convinced that this is a joined pair of stamps.

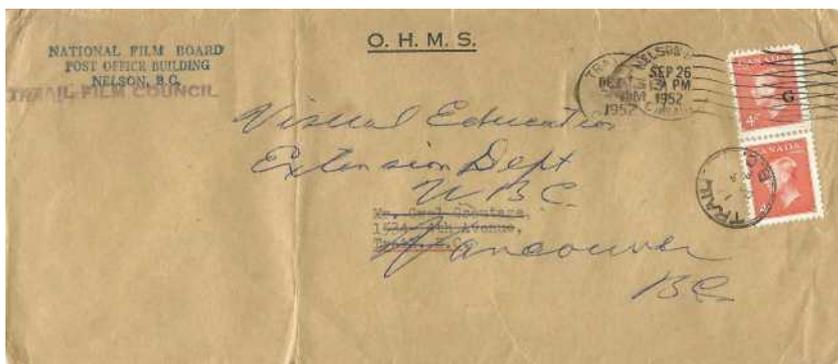


Fig 2

Figure 3 shows a 1924 registered cover paying 10 cents registration, plus 2 x 3 cents Empire first class rate and 1 cent war tax. It was originally addressed to England and redirected to Ireland. Even though the Republic of Ireland was not in the British Empire at this time it was still allowed the same preferential rate. This cover also shows that registered mail could be redirected.



Fig 3





Figure 4 is a well travelled cover to three different countries - initially sent to Hong Kong in 1911 then redirected to The Philippines, and from there on to Thomas Cook and Son in Shanghai, China. It was franked with a 2 cent Edward, paying the Empire rate to Hong Kong. It did not need extra postage when redirected to Manila because The Philippines were at that time a USA possession and the letter rate was at the same rate as for letters to the USA (that is 2 cents per ounce). When it was redirected to China it did not need extra postage either because Shanghai was a Treaty Port and had the same preferential rate as the Empire countries.

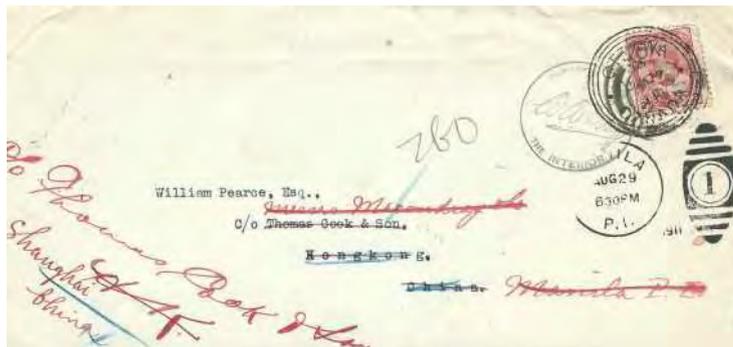


Fig 4

Figure 5 shows a post card mailed in 1904 to St Helena in the South Atlantic. The post card rate to anywhere in the world (other than Canada, USA and Mexico) was 2 cents, so when it was redirected to Ascension it did not need extra payment. I have included this cover because it demonstrates that, as far as redirection was concerned, a post card was classed as a letter.



Fig 5





Another type of mail is shown in figure 6. Here we have an unsealed letter addressed to England and paid 2 cents - for up to two ounces third class matter to UPU countries in 1929. It was redirected to Mallorca in The Balearic Isles (part of Spain, also entitled to UPU third class rates), so once again there was no need for extra payment. This item shows that like post cards, third class mail was also classed as a letter for the purposes of redirection.



Fig 6

The next pair of covers (figures 7 and 8) show mail redirected into Canada under circumstances already discussed. They are respectively third class and first class mail from Britain sent to Tientsin (another Treaty Port in China) which was the same postal rate from Britain as the postal rate to Canada, hence no charge for redirection.



Fig 7



Fig 8



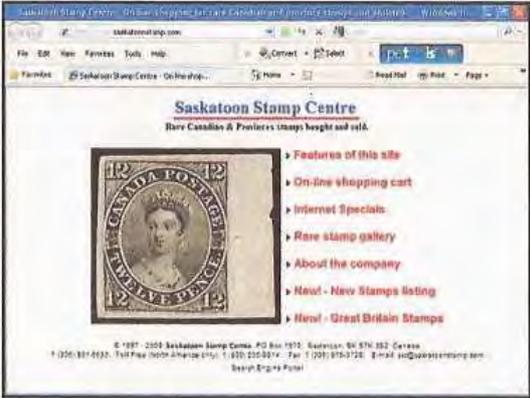


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Figure 9 is a very simple interpretation of the rules. It is a letter sent from the Ivory Coast to Canada at the UPU first class letter rate and redirected to the USA also at the UPU first class letter rate (it is the rate from dispatching country to receiving country which matters, not the rate from intermediate country to receiving country - a subject which will be developed later).



Fig 9

Sometimes the rate to the final destination country is lower than the rate to the original destination. Obviously there was no charge for redirection but, sadly, there was no refund either! Figure 10 illustrates an example of this. It shows a 1965 airmail cover to Mexico at the then current rate of 10 cents, redirected to the USA which in 1965 only cost 8 cents.



Fig 10



So that illustrates some of the different ways the rule applies on mail out of, into and through Canada which did not require additional payment. What of mail that did? The rule continues as follows:

*“In the case of an article re-directed to an address requiring a higher rate of postage than its first address, additional postage must either be prepaid when the letter is re-directed or collected on delivery. Only the simple deficiency in pre-payment is to be rated or collected, the deficiency in this case not being doubled. After the amount in each case has been collected from the addressee, postage due stamps to the amount collected are to be affixed to the letter and cancelled by the Postmaster.”*

This seems a very straightforward rule, but as will be seen from the following items the different ways in which payment at a higher rate was necessary were quite varied and, needless to say, it wasn't always correctly complied with.

Figure 11 demonstrates the rule applied correctly, being a letter to a local address and correctly paid at the local or drop letter rate of 1 cent. It was redirected out of the postal area which now meant that it was a forward letter and subject to a postal rate of 2 cents. It was rated 1 on arrival at its new destination, being the simple deficiency in postage, a 1 cent postage due stamp was applied and cancelled by the Postmaster - all by the book.

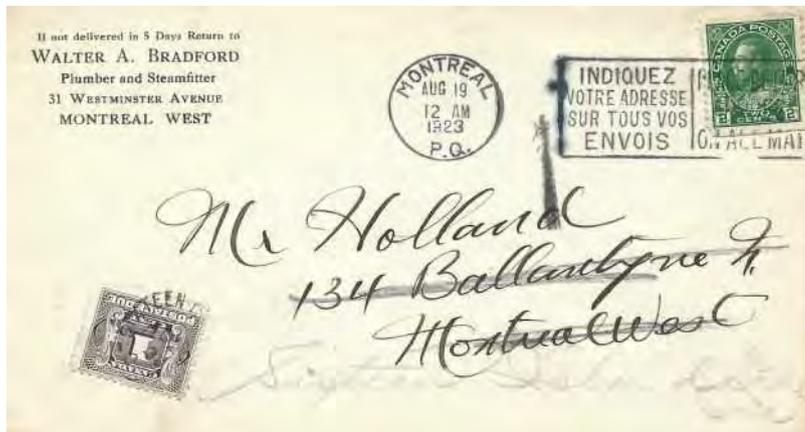


Fig 11

Superficially, figure 12, opposite, looks very similar to the previous item, mail addressed locally and redirected out of the area. However, this piece of mail is a post card and the price of sending a post card was at this time 1 cent within Canada, no matter whether it was local or to the other end of Canada. What I like about postal history is that we will never know for sure what the intention was of the person who redirected this card all those years ago, but what we do know is that by adding a 1 cent stamp to the card, they effectively upgraded it to a letter.





Fig 12

Figure 13 shows an example of a letter sent at the 2 cent Empire Preferred rate to the UK. It was redirected to Italy, which required the UPU rate of 5 cents. A 1 penny and a ½ penny UK stamp were added (½ penny being the equivalent at that time of 1 cent) to make up the 3 cent deficit.



Fig 13

The next two illustrations also show preferred rates being upgraded, but are much less common examples than the UK to Continental Europe route. The first (figure 14 overleaf) is a 1912 letter to the USA when the letter rate was the same to America as it was domestically - that is 2 cents. This letter was firstly redirected within the States so no extra fee was required, but it was then redirected to Peru so, once again, the UPU fee of 5 cents applied. A 3 cent USA stamp was affixed to make up the deficit and the letter was sent on to Peru. The story doesn't quite end there, though, because the letter was redirected within Peru, but no further payment was necessary because the full UPU rate



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had already been paid. The second (figure 15) is also a letter to the USA, this time in 1920 when, with the introduction of war tax in 1915, the letter rate had gone up to 3 cents. This letter was redirected to Belgium where the rate was still 5 cents. That means, of course, that this letter had a deficit of 2 cents. However, the person who sent this



Fig 14



Fig 15

letter on to Belgium made the very common mistake of adding the whole of the 5 cents UPU fee.

The following two examples (shown overleaf) illustrate rather unusual reasons for upgrading redirected mail. Figure 16 shows a free franked letter to the USA, redirected to a different addressee also in California. The full domestic US postage has been applied. Figure 17 is a letter from the UK to the USA, carried into Canada and redirected back to America. Once again the full Canada - USA postage has been applied. It could be argued that these are actually re-mailed rather than redirected, but the ruling of the 1917 postal guide states "Correspondence of all kinds ... which, being wrongly or insufficiently addressed, is returned to the senders in order that they may rectify or complete the address, is not, when posted with the address rectified or completed, regarded as redirected correspondence, but as being really fresh correspondence; and it is consequently liable to fresh postage". Since neither of these letters



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have been returned, technically they must be regarded as redirected. However, the normal rules of redirection probably wouldn't apply, and were certainly not applied in either case.



Fig 16



Fig 17

The following four examples (see overleaf) show incoming mail sent on from Canada to destinations requiring a higher rate of postage. Figure 18 shows a letter to Canada from the UK dated 1916. It is paid at the correct Empire rate of 1 penny, but in 1915 Canada had imposed a War Tax of one cent on domestic letter rates so when this was redirected to the USA it required an extra cent for the tax. Unfortunately the person who reposted it added the whole 2 cents + 1 cent tax, thus overpaying by 2 cents. Figures 19 and 20 show third class mail from the USA in 1923, initially paid at the domestic rate of 1 cent (permissible under agreement between the Canadian and American post offices). Upon redirection to England the rate changed to the current UPU charge for third class mail, which was 2 cents. In the first example the full 2 cents was erroneously added, but by the time the second card arrived the interim addressee (it's a box number so I guess it would be a postal worker who dealt with it) had realised that only the deficiency was required and only a 1 cent stamp was added. Figure 21 shows a 1949 airmail letter from the USA franked 6 cents, the correct rate for domestic and USA





Fig 18



Fig 19



Fig 20

airmail. Redirected to Holland, it now became liable for the European group of airmail rates - 15 cents - and had 9 cents added to make up the deficiency.

The next three examples have been bracketed together because they all show roughly the same requirement in terms of added postage, but all fail in some way to provide it.



Fig 21

The first (figure 22 below) is an Empire rate letter to England, correctly paid 2 cents + 1 cent war tax on letters to The British Empire. Redirected to France it was now liable for the 5 cent UPU rate applicable at the time of mailing, so required an additional 2 cents or 1 penny sterling. However, only a ½ penny stamp was added. In France a blue crayon 222 was added - I assume that this is some kind of postage due marking, though not conforming to any figure I have seen before. There is no evidence of postage due having been collected, but this is not unusual. Figure 23, overleaf, is an airmail letter to England correctly paid 7 cents. The addressee had moved on to France and the letter was redirected to a Poste Restante in Cannes, with a 1 penny British stamp added. The airmail rate to most mainland European countries was 15 cents from 1 March 1931, so as an airmail item it was 8 cents underpaid. However jusqu'a marks had been applied on leaving North America because onward transmission was by sea at this time, so it is



Fig 22



Fig 23

quite possible that this was now regarded as a surface rate item in which case it was liable to a 1 cent or ½ penny top up to make it up to the 8 cent UPU surface rate. In fact a 1 penny stamp was added, an overpayment of ½d - so whichever way you look at it this cover it was wrongly franked. It still got to France, though! (Cannes backstamp).

Figure 24 below, is an airmail letter from the same period (a few days later in early April 1931) to the same addressee as the previous letter. This time she had obviously used Canada House in London as a forwarding address and the letter was duly redirected there - no problem as this, obviously, was the same rate. However, from Canada House the letter was redirected to Italy and so all the if's and but's of the previous cover apply to this letter (apart from there being no jusqu'a marks - a mere trifle). This time though,

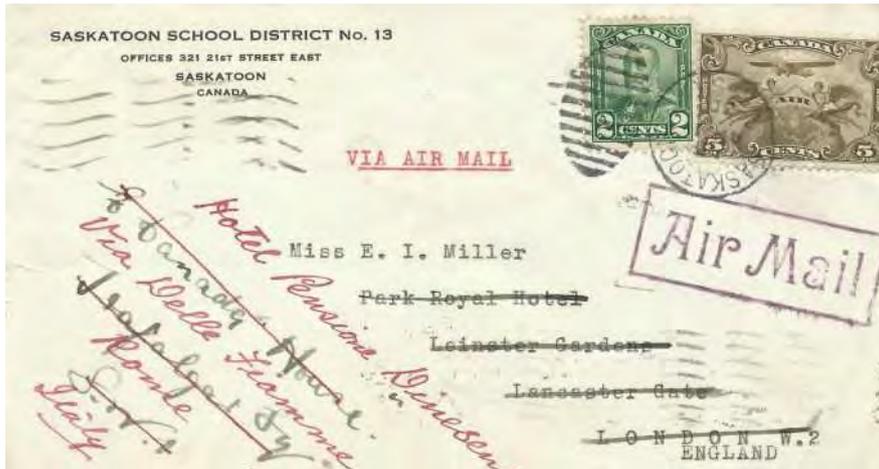


Fig 24





no additional postage was added but the letter was still delivered to Italy (Rome backstamp).

Finally in this section, figure 25 is an earlier letter to England redirected to mainland Europe, but this time no extra postage was added. The letter is 3 cents short - the difference between 2 cents Empire rate and 5 cents UPU rate in 1909. On arrival in Rotterdam (the first attempt to deliver the letter) a 7½ cent Dutch postage due stamp was added and postmarked Rotterdam. This was a correct charge for the single deficiency as 2½ centimes was the Dutch equivalent of 1 cent Canadian at this time. In Rotterdam the letter was once again redirected to Amsterdam, and here a second 7½ cent stamp was applied and cancelled. I'm not sure whether the first Dutch addressee reclaimed the extra postage or whether the second simply refused to pay it, but I'm sure it shouldn't have been claimed twice. At any rate the letter was refused in Amsterdam (Inconnu and rebut hand stamps) and the letter was presumably returned to Canada. No further postage due was indicated in Canada.



Fig 25

Now how about mail that was sent short paid in the first place? Well the postage due had to be paid somewhere, but circumstances seem to dictate where and by whom. Figure 26, overleaf, is quite complicated and what follows is my interpretation, but I am not on sure ground with this cover so welcome any challenge, especially from anyone with any knowledge of Czech postage stamps and/or postage rates for this period. What is certain is that this cover was sent from Montreal in October 1926 to Europe. It is a 2 cent postal stationery envelope with no additional franking and therefore underpaid the current UPU rate of 8 cents by 6 cents. It received a pencilled T/38 which was the reduced Canadian charge equivalent to 12 cents Canadian (double 6 cent deficiency for short paid mail). Now it starts getting complicated; it was incompletely addressed to Nurnberg, Saaz and intended for Germany, but was sent to Zatec, also known as Saaz in Czechoslovakia. A Czech stamp was added (to pay for the postage due? Or as I





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suspect, a payment at the UPU rate from Czechoslovakia to Germany?). An umlaut was added in red to Nurnberg and Saaz was crossed out. In the same red crayon an address in Nurnberg was written, complete with street and number (How did they know? Was this a regular mistake?). There is no Nurnberg receiver, but I assume it got there because there are two faint boxed “nachgebuhrt” similar to that on the cover shown in figure 30, and which I believe roughly translates as postage owing. A large 15T has been added in blue crayon, so presumably there was still some postage required. A long winded explanation and not very conclusive, but it shows, at least that the various post offices were determined that someone was going to pay for the underpayment!



Fig 26

Figures 27 and 28 opposite show the front and back of a cover with an equally eventful journey through the world’s postal systems, but this one can be more easily explained. Sent to Taiwan, it was underpaid 1 cent and marked T/10 double deficiency. It was addressed to a box number but annotated “kindly forward if not there”. However it was refused and marked “return to/retournez a”. A Taiwan postage due stamp was applied and the letter duly returned. On arrival back in Canada the return address was scribbled out and a new address in America was indicated, so off the letter went again. This time I think it was regarded as a re-mailing as it was assessed 5 cents due, which was the full postal rate for a first class letter to the USA. A US 5 cent postage due stamp was affixed and presumably paid for by the original sender.

Figure 29 opposite shows a postcard to England short paid 1 cent. It was handstamped 1d (partly under the left hand postage due stamp), but no British postage due stamps were applied. The card was redirected back to an address in Canada. At some point, either before leaving Canada or on its return, it was handstamped ‘2’. On its return to Canada it was assessed liable to postage due and 2 x 1 cent postage due stamps were applied. There is a July 9 10.15AM London receiver and a July 9 2PM London dispatching cancel, and it looks as though the 1d has been scribbled out, so I speculate that the new Canadian address was written out in the presence of the delivering postal delivery man in London and handed straight back to him with no payment of the postage due.





Fig 27



Fig 28



Fig 29

This also seems to be the case with the letter shown in figure 30 below. Here an 8 cent UPU letter was under paid 5 cents. It has a blue crayon T/31, the Canadian reduced UPU charge equivalent to 10 cents, being double the deficiency. It also has a blue crayon 25. I can't explain why the supposedly Canadian tax mark T/31 and the supposedly German tax mark 25 seem to be written in the same crayon, nor why one says 31 and the other says 25. I have seen mail to Germany marked T/13 in Canada and rounded to 15 in Germany, but one would have expected T/31 to have been rounded to 30. In any event the letter received the "nachgebuhr" handstamp mentioned in the discussion of figure 26, but this appears to have been crossed out and the letter was redirected to England, where there was no postage due levied because, since the abolition of war tax in 1926, this letter was correctly paid 3 cents Empire rate.



Fig 30

The following two letters were both redirected in similar circumstances, but received totally different treatment. It has been well documented that for most of World War 1, Canadian soldiers' mail was free, but that the Canadian Post Office franked it on receipt in Canada - at the time of these covers, 2 cents for post cards and drop letters and 3 cents for forward first class mail. On arrival in Canada, the letters in figures 31 and 32 overleaf were both franked 2 cents, having local addresses within the receiving offices of Quebec and Vancouver respectively. The Quebec letter was redirected out of the local area to Montreal. Strictly speaking, the Canadian Post Office should have applied a 1 cent stamp to make up the difference in postage, but they didn't bother, just sent it on with no extra charge to the redirector. The letter to Vancouver, on the other hand, was charged to the redirector because this one was redirected to the USA. Initially franked with a 2 cents stamp and postmarked 15 March 1916, it was readdressed and had a 1 cent stamp added and postmarked 16 March 1916. This was because Canadian soldiers' mail was free to Canada, but had to be paid for on mail to America. The Canada Post Office was happy enough to pay for the letter as far as Vancouver, but the



Fig 31



Fig 32

difference to make the letter up to a first class forward letter had to be paid for. Of course, there is no real way of telling who actually paid for the 1 cent stamp, but as I have explained it is what should have happened.

To finish off I show two covers which show that it wasn't just the public who weren't sure of the rules. These are mistakes made by postal workers. In figure 33 opposite an air letter sheet was sent to England in 1951 at the correct rate of 10 cents. It was redirected to Holland. At this time the air letter sheet rate to Holland was 15 cents so it was 5 cents short. The exchange rate at this time was 1 cent Canadian = 4 centimes so to pay the deficiency should have been 20 centimes, but it was charged at double the deficiency, 40 centimes. The letter shown in figure 34 is another example of the drop letter being redirected out of the local area. It was initially correctly rated at 1 cent to make up to the forward first class rate, but subsequently changed to 2 cents double deficiency - in this case it makes no difference that the letter was redirected to America as the postage was the same as that to Canada. There is nothing to show how much postage due was actually collected in California.



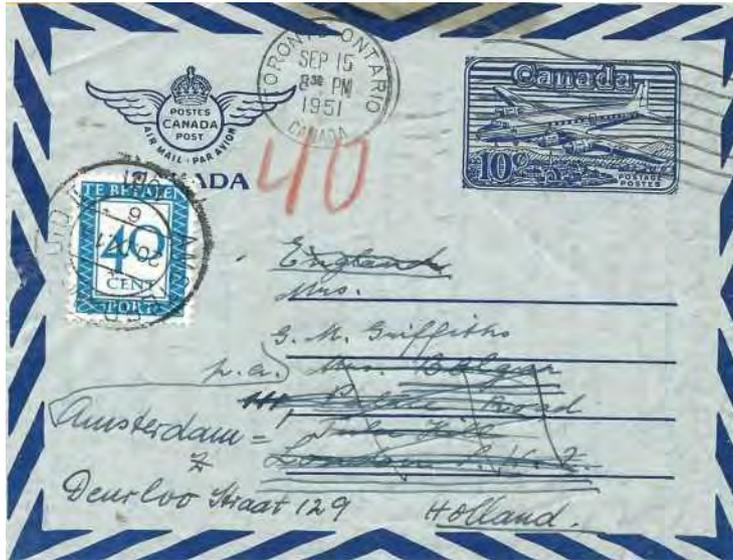


Fig 33



Fig 34

There has been a fair amount of speculation in this article, largely because interpretation of people's intentions, and knowing who actually paid for what is always going to be a less than exact science, and if anybody knows for sure that any of my interpretations are incorrect then please feel free to give your alternative view.



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## ADMIRAL 2 CENT THIN PAPER – ONE ANSWER BUT MANY QUESTIONS

Graham Searle *FCPS*

One of things that has always fascinated me about the Canadian Admiral series of stamps is that despite it being one of the most widely collected and studied stamp issues of the 20th century, we are still, some 100 years on, finding out new things about it. It would be tempting to imagine that the massive tomes produced by Reiche (1) and Marler (2) provided the 'last word' on this issue but every year or two something turns up that casts new light on things or raises new questions.

The so-called 'thin paper' varieties found on the 2 cent green and 5 cent violet values have been well known since the 1920's. For many years this paper was referred to as 'thin experimental' paper (Jarrett appears to have been responsible for this (3)). This term proved to be a misnomer on two counts as there is no evidence of any experiment and the paper in question is not even particularly thin. It does, however, display a very characteristic grain, readily visible when the stamp is held up to the light or viewed from the back and this leads one to believe that the paper is thin (in much the same way as the first printings of the Large Queen stamps appear to be on thin paper as the grain is clearly visible from the back when in fact the paper thickness is fairly average for the issue). Some of the contemporary postage due stamps can also be found on this same paper. At least two other Admiral values occur on 'thin' paper; the 1 cent green and the 7 cent red-brown, but in both of these cases it is generally accepted that whilst the paper in question is thin is it not the same as that found on the 2 cent and 5 cent values and the postage dues.

Examination of plate material and dated copies on this 'thin experimental' paper lead Marler to conclude that the paper dated from late 1924. In response to a letter from Marler regarding the origin of the thin paper varieties, officials at the Post Office Department replied as follows:-

*The is no official record of the 2 cent green and 5 cent violet stamps having been printed on thin paper, and the existence of these stamps appears to be due to a small quantity of stock being furnished to the Canadian Bank Note Company by the paper manufacturers which was not up to specifications, although the stamps have frequently been described unofficially as 'experimental printings'*

So far, so good. However, there has always been a problem with Marler's analysis of the 2 cent green value on thin paper. He, and Reiche, concluded from their examinations of plate material that this value was printed on the thin paper from plates 181 to 186 and dated from September 1924 onward. However, collectors of Admiral lathework have subsequently discovered examples of this value on the thin paper with both lathework type D and type D inverted (you will find both these types listed in the Unitrade





catalogue) and this implies that stamps from other plates must have been printed on this paper. Plates 182 to 186 had no lathework. Plate 181 did have lathework type D but none of the plates Marler identified had lathework type D inverted.

It was as recently as 2009 that the solution (or part of it) to this problem first came to light. The Firby sale of April 2009 included a lot of the 2 cent green on thin paper in a plate imprint strip from plate 167 (4). This same strip was sold again recently in the Brigham sale of March 2015 and is shown below. There is no question that the paper used to print these stamps from plate 167 is the 'thin experimental' paper and as plate



167 had lathework type D inverted this strip also provides evidence of at least one source for such a lathework variety.

However, as happens so often with the Admirals, the answer to one question merely throws up a number of others. Plate 167 of the 2 cent green was laid down in 1921, some three years earlier than all the other 'thin paper' plates. Does this suggest that the 'thin' paper had been provided to the printers earlier or on two separate occasions? Or was plate 167 put back into use in late 1924 to cover some emergency – at just the time that this paper was being used? It also raises the question of why the 'thin' paper variety only exists on some of the stamp values current in 1924. Clearly, other values were being printed in the same time frame that plates 181 – 186 of the 2 cent green and plates 21 and 22 of the 5 cent violet were in use but whilst the 2 cent and 5 cent stamps appear on this paper, values such as the 1 cent yellow and 3 cent red do not (or at least no-one has yet found one!)

I am hopeful that our many Admiral 'experts' will, one day, find the answers to all these questions as well.

#### References:-

1. The Admirals of 1911 – 1925 by Hans Reiche 1965.
2. The Admirals Issue of Canada by George C. Marler, APS 1982
3. Ibid page 331.
4. The Admirals Log (BNAPS Study Group Newsletter) Vol 12, No 1 Dec 2010,

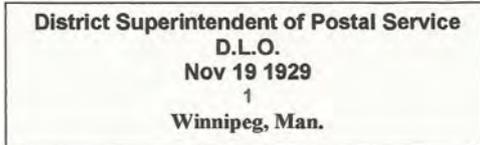




## WINNIPEG DOUBLE CIRCLE DEAD LETTER OFFICE HANDSTAMP #1

Gary Steele

Collectors tend to gravitate toward different stamp and postal history collections for a variety of reasons. I like Dead Letter Office (DLO) covers because almost all of them tell a good story. The



study of DLO markings is still a subject in the maturing stage. Even though they have been in use for over 140 years, there are still new items to be found.

Last year I obtained my first example of a “Winnipeg District Superintendent of Postal Service / D.L.O. (#)2” double circle handstamp. The circles are 37 & 27 mm in diameter. The Winnipeg (#)2 and (#)4 double circle DLO handstamps were proofed on 4 December 1924 and 7 November 1924 respectively. They appear to be a rubber handstamp as the inside circles are usually irregular. However, until the actual hammer device is found, if ever, this is not concrete. Although it made sense, at the time it did not occur to me that (#)1 and (#)3 devices might exist as none had been reported, nor were there proof strikes of either, and only two examples of the (#)2 hammer had by then surfaced. Note that these are not “Barrel” handstamps. Barrel Cancels, in service between 1955 and 1962, used a device called a ‘Barrel Assembly’ with five different wheels. See Robert Smith’s book *Canada’s Barrel Postmarks*.

Always surprised by new postal history material popping up, I then came across the “Winnipeg District Superintendent of Postal Service / D.L.O. (#)1” double circle handstamp shown in the accompanying figures. The letters in the upper half of the outer circle and in the centre are sans-serif, those in the lower half of the outer circle are serified. Lettering is upper and lower case as required, except for the “D.L.O.” which is all upper case, as is normal for the acronym of Dead Letter Office.

The 3¢ postal stationery envelope (shown on page 157), postmarked at Winnipeg, Man. on 7 August 1929, paid the first class letter rate to Ocean Grove, N.J. The machine cancel on the reverse shows it was received in Ocean Grove on 10 Aug 1929. The original address was crossed out and the cover was redirected in pencil to **201 E24 W./ NYC**. Held somewhere for over for two months, the cover was then returned to the “MADISON SQ(uare) STA(tion)” on 9 Oct 1929, leaving there on 9 Oct 1929 for delivery to the New York Dead Letter Office. There it was opened to determine the sender’s information and delayed again until 14 Nov 1929, dated by a “NEW YORK N.Y. DEAD LETTER OFFICE” handstamp, then forwarded to the Winnipeg Dead Letter Office, where it was received on 19 Nov 1929. Because the letter would have been returned to the sender in a Dead Letter Office Return envelope (Ambulance cover),





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no additional information about the addressee or any other DLO handstamps used are known.



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## STREET CANCELS AND EVEN A STREET POST OFFICE

### Graham Searle FCPS

Over the course of the last five years we have illustrated literally hundreds of Street Cancels in *Maple Leaves*. However, thanks to our friends who produce the BC Postal History Newsletter (*I*), I can now show our readers a picture of one of the actual Street Post Offices.



This picture of the Janes Road Post Office in Vancouver would have been taken around 1911. The Janes Road post office and grocery was run by William Janes at the corner of 41st Ave and Nanaimo Street. The office was opened in 1910 and became a sub-office of Vancouver in 1918 (if you are hunting on Google Maps, note that Janes Road no longer exists!). The family patriarch, Thomas John Janes (1855 – 1926), was a pioneer settler in South Vancouver. He was born in Cornwall and moved to British Columbia in 1883, first working as a butcher in Granville (Gastown) and later running an early stage coach service between Vancouver and New Westminster.

The picture will be quite typical of many of the early Street offices which were housed within grocers, tobacconists and other retail outlets.





Just so the cancel collectors amongst you don't feel left out by this drift off into social history, I can also illustrate one of the rarer Montreal cancels which I was unable to find a picture of in my earlier articles. This is the cancel from Roy Street – shown below.



References:-

1. The picture and details about Janes Road Post Office are reproduced from the BC Postal History Newsletter # 93, page 856.

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## NEWFOUNDLAND'S SOUTH COAST MAILS 1892 – 1895: S.S. Havana and S.S. St Pierre

David Piercey *FRPSC*

This article discusses two steamers, both out of home port in Halifax Nova Scotia, which provided mail, freight and passenger service for a brief period during the 1890's from Placentia, Newfoundland. Travelling Newfoundland's south coast to Channel, and then across the Gulf of St. Lawrence to Halifax, each of these two steamers, the SS *Havana* and the SS *St. Pierre*, operating independently, provided enhanced communication between the south coast of Newfoundland and Halifax, bolstering trade between the island Colony and Nova Scotia.

Although mentioned briefly in Pratt's 1985 opus "The Nineteenth Century Postal History of Newfoundland", each of their short histories can be expanded upon through recourse to newspaper accounts of the day, primarily in the St. John's daily newspaper, the *Evening Telegram*, and a more complete story can now be told (1).

In May of 1891 the residents of Placentia Bay and the south coast petitioned the government of Newfoundland to extend the sailings of the SS *Harlaw* from its route along the west coast also east to Placentia for the benefit of their herring trade, especially with Halifax, where the prices paid for their fish were higher than received in St. John's. The firm of Pickford and Black of Halifax, the operators of the *Harlaw*, then wrote to the government of Newfoundland, suggesting they could provide a fortnightly service with a boat similar to the *Harlaw*, for an annual subsidy of \$4000. After much discussion and due consideration, a contract was approved with Pickford and Black, with the vessel supplied then to be their newly purchased SS *Havana*.

Built in 1890 by E. Churchill and Sons, Hantsport Nova Scotia, the *Havana* was a wooden vessel of 245 tons nett, in fact somewhat larger than the *Harlaw*, and with a capacity of 4000 barrels of cargo and 40 passengers in total between saloon and steerage.(2) With publication announcing this new service came an entreaty from the *Telegram* - "We ask the postal authorities to waste no time in arranging to have our mails come by this shortest and most direct route"(3)

Like other steamship subsidies of the day, the annual subsidy for the services of the *Havana* was provided as a general subsidy to Pickford and Black to conduct freight and passenger service for the south coast with Halifax. The subsidy Pickford and Black were to receive for the *Havana* was reportedly to be \$4000 in the 1892 year of service (4). In 1893 it was then indicated as being \$5000/year (5). The possibility of using this service also to carry the mails was a beneficial and important supplemental consequence, at least for the few mail trips that then resulted.





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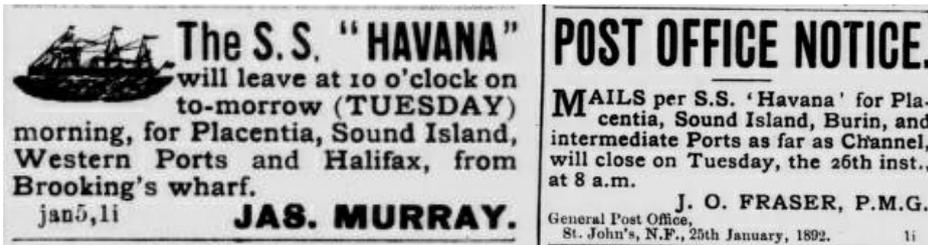
The Postmaster General, J.O. Fraser, took his earliest opportunity to plan to convey mail off-island by the *Havana*, making such an announcement in the *Evening Telegram* of 24 December 1891 [see figure 1].



Fig 1

arrived 22 January, after again being detained several days more by heavy fog along the coastline.

The Post Office took this opportunity to send a mail to south coast ports as far as Channel on her return trip from St. John's, on 26 January 1892 [see figures 2 and 3].



Figs 2 and 3

Indications are this first trip to Newfoundland was not a resounding success, as "in spite of the unfavourable impression she left here on her first trip" (6), it "seems that the owners of the SS *Havana* have reconsidered their plans and decided to send her on another trip to these shores" (7).

She then returned to Placentia on 3 March, 8 April (after being held up in the ice at Sydney for two weeks) and 3 May (after a three-week lay-up in Halifax for general inspection). However, it is likely she was not used to carry mails on these occasions, as she was awaiting government acceptance "for mail service on the South Coast upon certification by Government Surveyor of Shipping" (8), which was not then formally ratified by the government until 21 December 1892, and after significant refitting of the vessel had occurred. In fact, the *Havana* also reappeared in Newfoundland in July





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1892, bringing relief supplies to St. John's after the great fire of 8 July 1892; Pickford and Black having given use of the *Havana* free of charge to bring relief, though she had been under charter to the West Indies at the time.

The *Havana* then once again recommenced its contracted mail service, sailing from Halifax on 8 November 1892.

Fraser, however, in his Annual Report, notes that service began on 7 December 1892:

*Steamship Havana This steamer was subsidized by the Government to convey mails between Halifax and Newfoundland, connecting at Channel, and thence to Placentia, calling at Rose Blanche, La Poile, Burgeo, Gaultois, Harbor Briton, Grand Bank, Fortune, St. Lawrence, Burin, and another two ports in Placentia Bay. The service was commenced on the 26th January, but the **Havana** requiring further fittings, was withdrawn until the 7th of December, when the regular service was commenced, which is intended to be fortnightly, winter months inclusive. This steamer supplies the missing link in the mail service on the southwest coast.(9)*

It is unclear to this writer why the discrepancy in the two reported dates of resumption exists.

In 1893, various Post Office Notices indicate the *Havana* once again carried mails to western ports. I note such notices posted on 11 January [see fig 4], 25 January, 9 February, 23 March, 28 April, and 11 May in the *Evening Telegram*, and there may have been a few other trips I have failed to notice.

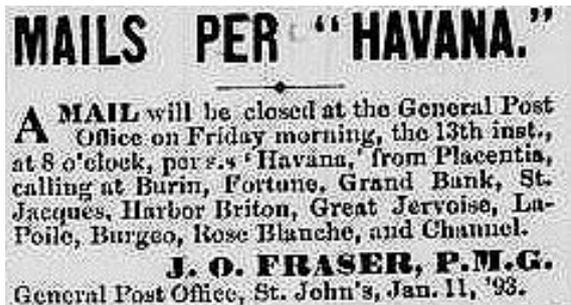


Fig 4

Each of these notices or announcements reads as if the service was only intended for mail to destinations along the southern coast to ports as far west as Channel. Certainly there was a sworn postal officer, the ship's purser William Montionguette, paid \$15 in 1893 (i.e., for a partial year) for his services, and likely em-

employed for mail collection and distribution along the route.

None of the announcements indicate that mails to Canada, the United States, or even Great Britain were also to be carried by the *Havana* (as the 24 December 1891 Post Office Notice had indicated would occur), though this would still seem to have been a possibility should the *Havana* have been expected to pick up mails en route.





On the evening of 14 May 1893, while sailing from Placentia to Channel with the south coast mails, the *Havana* was wrecked on the rocks in Burgeo Harbour. According to Captain Delaney, who arrived there on his Coastal West route in the *Grand Lake* a few days later (10), the *Havana* while making for the wharf, had its propeller entangled in a rope from a schooner, and as the tide was receding fell over and grounded on the rocks, where she then lay on her side until the next incoming tide gradually filled the vessel with water. While the mails were safely offloaded, the ship was presumably lost as I have been unable to find any further mention of service by the *Havana* after this date.

While the SS *Havana* was awaiting approval of its south coast mail contract, the SS *St. Pierre* began mail service from Placentia for Halifax on 16 September 1892 [see figure 5].

The SS *St. Pierre* was owned by F.D. Corbett and Company of Halifax, which had been using this steamer to supply and provision the French islands of St. Pierre and Miquelon. In August of 1892, the Newfoundland government offered Corbett and Co. \$100 per round trip to extend the *St. Pierre's* voyage onward to Placentia in order to carry the Newfoundland mails to and from Halifax.

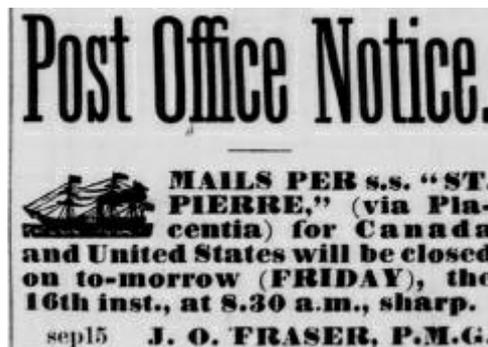


Fig 5

Operating as the Anglo-French Steamship Company, the *St. Pierre* was intended to sail weekly from Placentia to Halifax, with stops to include St. Pierre, and Sydney CB, en route to Halifax. Figure 6 shows the initial advertisement from the *Evening Telegram* of 9 September 1892, introducing the new service.



Fig 6

The Postmaster General's *Annual Report* of 1892 indicates the following:

*SS St. Pierre.* An arrangement was made by the Government that this steamer should extend her fortnightly voyages between Halifax and the Island of St. Pierre, Miquelon, to Placentia, there connecting with the Placentia Railroad. This service was commenced from Halifax on the 29th of August, and arriving at





*Placentia on the 2nd of September, eight fortnightly trips being performed during the season. Unquestionably this service will grow in favour and be appreciated, especially by passengers who are troubled with that peculiar sensation at sea which cannot be described, and must be felt to be realised.*

For the next two years, the *St. Pierre*, under the command of Captain (and part owner) J. P. Angrove, provided fairly regular service on the Placentia-Halifax route. I note Post Office Notices in the *Evening Telegram* for the closing of the outbound North American mails via Placentia and the *St. Pierre* on 15 September, 30 September, 23 November, 22 December 1892; 5 January, 9 November, 12 December 1893; 31 March, 18 April, 27 August, 7 December, 21 December 1894; and 4 January, 19 January, 18 February, 1 April and 27 April 1895. Presumably mails were also carried on a few other dates, assuming the fortnightly schedule during the sailing season was reasonably maintained. However, outbound mails were also contingent on the *St. Pierre* arriving sufficiently early in the day for the GPO to send a mail out by the regular Monday morning train to Placentia.

As well, occasional comments were made on the quantities of the inbound mails brought from Halifax for Newfoundland by the *St. Pierre* throughout this period. Given the quantities reported (e.g., “30 bags”, “75 bags and one basket”, even “100 bags”), it is apparent that this service was quite well utilised and had become an expedient way to send and receive the North American mails.



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In the 12 December 1893 announcement, first mention is made of mails to the south coast (“intermediate ports”) also being distributed en route by the *St. Pierre*. It appears that the ship’s purser, Arthur K. Joliffe, was charged with distributing the mails to such scheduled stops, as it is reported that he was paid \$40/annum for this service.(11)

This new routing may have been a consequence of the loss of the *Havana* in May of 1893. That is, and once again because of the herring trade (frozen herring from the South Coast were by then being also transported from Halifax to Montreal by rail – a lucrative business), a vessel was required to replace the *Havana* in this function. Corbett and Co. offered to perform the service as previously provided by the *Havana* for an annual subsidy of \$6000.(12)

In support of the subsidy, even a Montreal merchant, Stewart Munn and Co. (a large fish wholesaler, and with an agent in St. John’s) wrote to the *Telegram*:

*We have always been greatly in favour of a steamboat service between the South coast of Newfoundland and Halifax. There is every chance of immeasurable benefit to be derived by your fishermen from this service. Dealers who cannot make up a whole cargo of produce can ship a smaller quantity. There is no reason why your fishermen should sell their herrings to the Yankees for a mere bagatelle, when opportunities of the best kind are before their eyes at such small expense. We trust your Government will give the S.S. St. Pierre the \$6000 subsidy asked for, and make the route a permanent one.*(13)

The subsidy was approved, allowing for the distribution of mails along a new route from Placentia through St. Pierre and then to ports along to Channel, before crossing the Gulf to Sydney with the outgoing mails.

The *St Pierre* thus entered into a short period of mail service along the southern coast from Placentia on its trips to and from Halifax. It was then anecdotally reported that “you can buy a single barrel of flour, or a tub of butter, and many other things on board, cheaper than the merchant can sell to his people...”(14), indicating that not only was the vessel carrying fish out from its various ports, it was also supplying some provisions into the outport residents, probably as supplied by the Halifax merchants in speculation of potential trade.

All this was quite legal, of course, and as long as duties were paid such trade was permitted. But this did bring up the spectre of possible smuggling, an activity which the south coast was well-known for, especially for luxury goods (mostly alcohol) from St. Pierre and Miquelon.

In May 1895, the government had decided to end the subsidy provided for the *St. Pierre*.(15) This was probably in response to the bank crash of December 1894 and the large public debt already assumed, particularly in respect to the continuing railway





construction projects occurring at this time. However, there was also quite likely an aspect of politicking in this as well, as more than a few members of the governing party were also prominent merchants in St. John's, and anxious to reinforce their traditional trade with the outports on the south and west coasts which had enjoyed more favourable rates in their trade with Halifax than they had with St. John's in the period of the *St. Pierre's* (and *Harlaw's*) sailings.

This decision, although perhaps fiscally prudent, did lead to protests from the residents of Burin, of Placentia, and Rose Blanche, and even to attempts by the Halifax Board of Trade to procure a subsidy instead from the Nova Scotia government (16). Even Captain Angrove, in a farewell letter, mentioned that:

*It is unfortunate for the enterprise that it should have commenced at a time when the island is passing through so many embarrassments, and it is particularly inconvenient for those who availed of the SS St. Pierre to establish trade relations with Halifax to have the service brought to such a sudden termination.*

and

*...the saving effected will be very doubtful, the duties regularly paid by the SS St. Pierre more than compensate for the small subsidy; and, should the trade go back to the old time mode, the revenue will certainly suffer by smuggling more than the present service costs*  
(17)

With the *St. Pierre* then withdrawn from its Newfoundland route, Pickford and Black of Halifax then decided to use their vessel, the SS *Harlaw*, on alternating trips to the west coast and the south coast. Although the service was then unsubsidised, the *Harlaw* would take occasional mails from Placentia, perhaps being reimbursed the "two cents per letter" that was at the discretion of the Postmaster General for "occasional" steamship service. Such mail service continued through to the end of 1897, as evidenced by occasional Post Office Notices in the period 1895-1897.

Final mention of the *St. Pierre* occurs in January 1896. The 31 January edition of the *Evening Telegram*, quoting from an article published in an earlier edition of the *Halifax Acadian Recorder*, mentions that the "steamer *St. Pierre* has been sold to the Canadian Pacific Railway Co., for service on the Pacific coast", and with Captain Angrove leaving in "about a week" to hand her over to the Company. Thus ended this interesting story of the *St. Pierre's* involvement in Newfoundland.

Shown with this article are two covers that can be attributed to carriage by the SS *St. Pierre*.

Figure 7 opposite is a card mailed from Spaniards Bay, 19 January 1895 and carried from Newfoundland to Canada by the SS *St. Pierre*. There is a very faint Frelighsburgh Que 28 January 1895 receiving postmark on the front (almost superimposed over the





Spaniards Bay postmark), and with backstamps of Railway T.P.O. Newf'd, 19 January, and St John's Newf'd, 19 January 1895. The cover was carried by train from Spaniards Bay to St. John's, then placed by the GPO into the mail bags scheduled to be sent out on the Placentia branch rail line intended for the *St. Pierre*.

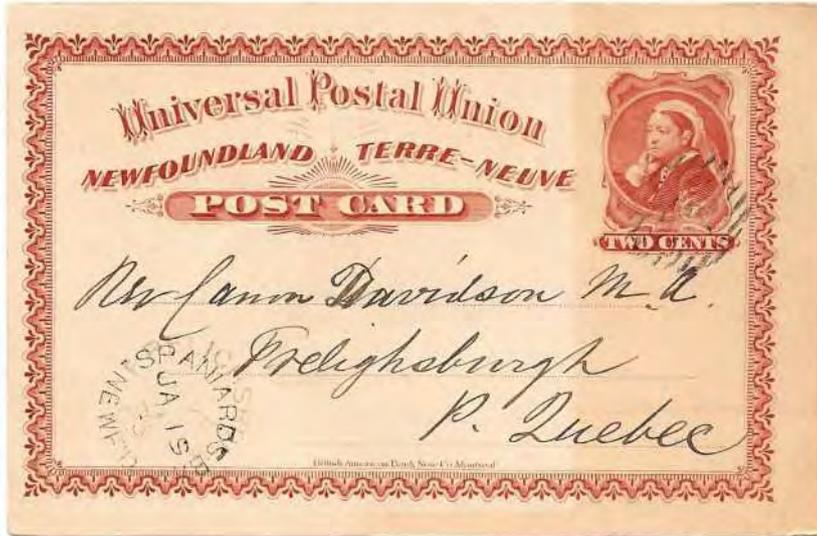


Fig 7

In confirmation this cover was sent by this route, figure 8 is the Post Office Notice from the *Evening Telegram* of Saturday 19 January, indicating mails were to be sent out by the *St. Pierre* on the following Monday, 21 January 1895.



Fig 8





The cover in figure 9 below was carried by the *St. Pierre* on a trip that left Placentia on 4 February 1895 (18). Addressed to New York, it was most likely posted at Harbor Britain on 7 February 1895 (19), part way along the westbound trip from Placentia to Channel. Although there is no postmark on the cover front, it is backstamped Harbor Britain 7 February and Channel 9 February [see figure 10]. There are no other postal markings.

The Channel postmark strongly suggests the mail collected en route was put ashore for sorting by the Channel postmaster, according to whatever rules he was supposed to apply in sorting the foreign mails.(20)



Fig 9



Fig 10 Backstamps on cover in fig 9 above.

#### Notes and References

- 1 This article also clarifies and expands upon information I have previously mentioned, only in passing, within my article “The SS *Harlaw* and the Newfoundland West Coast Mails”, (*PHSC Journal*, Spring 2014 (no. 157) pp. 50-56.)
- 2 “The New Steamer for our Southwest Coast”, *Evening Telegram*, 28 November 1891.
- 3 “The New Steamer Halifax and Southwest Ports”, *Evening Telegram*, 26 November 1891.





- 4 “Legislative Proceedings, House of Assembly” (May 18, 1892), *Evening Telegram*, 23 May 1892
- 5 “Notes of the Day”, *Evening Telegram*, 4 March 1892
- 6 “Notes of the Day”, *Evening Telegram*, 27 February 1892
- 7 *Minutes of the Newfoundland Executive Committee 1892-1893*, CO197-103, Colonial Office Records, UK Archives. I am indebted to Brian Stalker of England for providing me with the comprehensive notes he has made of various Newfoundland postal matters as recorded in the Colonial Office Records of the UK Archives.
- 8 “Speech of Hon Receiver General – On Committee of the Whole – On Ways and Means” (6 April 1893), *Evening Telegram*, 10 April 1893.
- 9 *Annual Report of the Postmaster General*, 1892
- 10 “The Grand Lake Back from the Western Route”, *Evening Telegram*, 19 May 1893
- 11 *Minutes of the Assembly 1894-1895*, CO197-109, Colonial Office Records, UK Archives
- 12 \$5290 is reported as being paid as the *St. Pierre* subsidy in 1894. “Statement F: Legislative Proceedings, House of Assembly (Thursday 16 May)”, *Evening Telegram*, 3 June 1895.
- 13 “Steam between our South Coast and Halifax”, *Evening Telegram*, 24 November 1893.
- 14 “Pencilings from the West Coast”, *Evening Telegram*, 1 June 1895
- 15 Pratt (1985) says that a letter, sent on 15 May, was provided in notice to Corbett and Co that the services of the *St. Pierre* were to terminate at the end of her current voyage. A similar letter was sent to Pickford and Black, owners of the SS *Harlaw*, on this same date. Thus both subsidies were removed at the same time.
- 16 Various: “Burin Strongly Objects” *Evening Telegram*, 28 May 1895; “Copy of Address to Captain J.P. Angrove, SS *St. Pierre*”, *Evening Telegram*, 30 May 1895; “Legislative Proceedings, House of Assembly (13 June)”, *Evening Telegram*, 19 June 1895;
- 17 “Copy of Reply, SS *St. Pierre*”, *Evening Telegram*, 30 May 1895
- 18 “Latest from Channel”, *Evening Telegram*, 2 February 1895. No Post Office announcement was apparently made of this mail trip in the *Telegram*, demonstrating that not every mail trip can be easily documented by reliance upon such Notices as were published.
- 19 I have another cover, also attributable to Harbor Britain, which is similarly only postmarked on the back. Perhaps this was the habit of the Harbor Britain postmistress in this period?
- 20 Alternatively, it could have been put ashore to await pick up by the next available vessel, which happened to be the SS *Virginia Lake*, which departed St. John’s 11 February along the Coastal T.P.O. West route to Channel, and then crossed from Channel to Sydney to coal on 15 February 1895.





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## LETTERS TO THE EDITOR

**John Cranmer**

### QE2 POSTAL HISTORY QUERIES

I have two QE2 era covers which I would like members help with.

The first one is shown in fig 1 below. My question for this one is why was the registered postage apparently paid twice? It is difficult to see how it could be an error. Even if the letter was over weight it does not make sense. The postage meter is dated on day earlier than the Vancouver CDS. The reverse has only two more of the Vancouver CDS hand stamps with the same 15-01-71 date plus a Victoria CDS with an indistinct date of 16-01-71. The 56¢ rate is right for the period



*Fig 1*

The second cover is shown in fig 2 overleaf and here the question is simply why was this charged postage due when it was clearly marked POSTAGE PAID? The 20¢ charge suggests that it was treated as totally unpaid by the post office. Was it overweight i.e. 1-2 ounces, which should have had 10¢ postage, but was then treated as totally unpaid with no allowance for the postage paid envelope. If so was this standard practice and if so you know the period when this applied?

*Can any of our postal historians provide some answers for John?*

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





Fig 2

## Charles Verge

### CANADIAN VOYAGEUR COVERS TO AND FROM EGYPT

In the latest *Maple Leaves*, John Burnett in his article, [Some Interesting Postal Usages on The Small Queens, Part 2](#), shows a cover addressed to Surgeon-Major Hubert Neilson and claims that “only seven covers are known to exist to the Canadian Voyageurs”.

A record of the surviving covers and post cards sent to and from the Voyageur Contingent was prepared by J. H. E. Gilbert for a paper he read before the Royal Philatelic Society, London, on 12 April 1962. This was subsequently published as a two-part article in *The London Philatelist* (Vol. 71, October 1962, pp. 159-163 and November 1962, pp. 186-190). In it Gilbert indicates that 12 covers have been identified and recorded. Four of these mailed by members of the expedition to Canada and eight from Canada to Egypt. Subsequent to Gilbert’s report, six more covers to Egypt have been found.

All the mail to Egypt was sent to one man, Surgeon-Major John Louis Hubert Neilson. Four of the fourteen surviving covers were sent to him by his wife, Willie, who then lived in Quebec City. Neilson, a Red River veteran, was at the time a member of AB Battery of the Canadian Artillery and was appointed medical officer of the Contingent. He was the Gordon Relief Expedition’s correspondent for the *Toronto Star* and the *Nouvelliste* of Trois-Rivières. In 1898, he was appointed the first Director of the Canadian militia’s medical services. Of the six covers not listed by Gilbert, two were from Neilsonville, Quebec (November 21 & 27, 1884), one from St-John, New Brunswick (December 2, 1884) and three from Kingston, Ontario (September 20 & December 11, 1884 and the other with an indistinct date). The September 20 cover is the earliest recorded and in is now in The Small Queen collection of Ron Brigham and should be available in a forthcoming auction of The Brigham Collection. Only one cover to





Neilson was underpaid bearing a 3 cents Small Queen rather than the 5 cents which paid the UPU rate for letters overseas weighing less than 2 ounce. That cover was to be auctioned by Corinphila on May 28, 2015 as part of the late Dr. Peter A. S. Smith Collection of Egypt and Sudan.

No new covers addressed from Egypt have been discovered since 1962. This is quite remarkable since many of the boatmen and officers must have written home. One of these, an Egyptian postal card, was used by the sender, Fred C. Denison as a Christmas card. Lt. Col. Frederick C. Denison was placed in command of the Contingent. A veteran of the Riel Rebellion he was a member of the Governor General's Body Guard and a Toronto alderman and barrister. Only one boatman's letter has survived. It was from a C. Nofallum and was sent to a Winnipeg lawyer, Henry Nason. Based on handwriting samples, this boatman's letter was written for him by Neilson. Was he illiterate or had he injured his hands? Illiteracy was definitely a factor in the small amount of correspondence from Egypt found but this is certainly an area of Canadian postal history still open for more discoveries since the officers were literate as well, some of the boatmen were very literate. Ed Richardson in his article, Canada's Voyageurs Contingent On the Nile B 1884 - 1885 found in *BNA Topics* (March-April 1983, pp. 40-47) mentions the name of two boatmen who were far from illiterate: Alexander McLaurin, a boatmen foreman, was the *Ottawa Free Press* correspondent and William Robinson, a wheelman who operated the steamers pulling the whalers, later became a prominent businessman and banker in Winnipeg. Good searching and let me know if you find anything.

The information above was updated from articles I wrote for *Scott Stamp Monthly* and the *PHSC Journal* in 1999 and the *American Philatelist* in March 2003.

*(Editor's note: I am delighted to report that the Society will be offering one of these rare Voyageur covers from Canada to Surgeon Major Neilson in Egypt for sale in our forthcoming Convention Auction – the cover in question is illustrated below in fig 3)*



Fig 3 Voyageur cover that features as lot 50 in our 2015 Convention Auction.





## Mike Street

### CANADIAN VOYAGEUR COVERS TO AND FROM EGYPT

In his article on the Nile Expedition in the April 2015 Maple Leaves John Burnett mentioned the Voyageurs who paddled the canoes on the Nile as being "a French Canadian lot". While most of the Voyageurs were French Canadians, some were not.

The day before the 1983 BNAPEX convention in Winnipeg, the late Colin Campbell took me to the town of Selkirk, on the Red River downstream from Winnipeg, to see the graves of four of the Voyageurs. These men were members of the Saulteaux (Ojibway) First Nation that had migrated westward from Ontario earlier in the 19th century to create an agricultural community. Under the leadership of the well known Chief Peguis, they had helped the early Scottish immigrants who came to the Red River Settlement. The graves in the picture are those of Adam Cochrane (left) and his brother, Alexander (right). The inscription on Alexander's grave reads: "BOATMAN ALEXANDER COCHRANE / 1815-1887 / EGYPTIAN EXPED. FORCE 1884-85 / LEST WE FORGET". The Red River can be seen in the background. They are buried in the churchyard of the parish of St. Peter, Dynevor, shown in the second picture, which was built before 1870 and is still in use seasonally. Chief Peguis is also buried in the cemetery.



**BNAPEX 2015 - 11 TO 15 SEPTEMBER**

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*Despite the authors name on this article, he is not (as far as we know) a relative of your Editor. He is, in fact, the Editor of the Newsletter of the Malta Study Circle. He is also a collector of Philatelic Congress of GB material – hence this article.*

## CANADA LAW STAMPS – QUEEN ELIZABETH II REVENUE ESSAYS

**Colin Searle**

The 2000 Philatelic Congress of Great Britain was held in London, and was hosted by The Revenue Society of Great Britain., now called just The Revenue Society.

In 1867 the Canadian Provinces of Quebec, Ontario, Nova Scotia and New Brunswick united to form the Dominion of Canada. From time to time other provinces joined the Dominion, the last being Newfoundland in 1949.

Federal Law Stamps were needed to replace the various provincial Law stamps and the authorities awarded the contract to the British American Bank Note Company of Montreal, who were already printing the Dominion's postage stamps.

Young Queen Victoria was on the throne and a new portrait was specially commissioned for the first issue of these new stamps.



The dies were beautifully engraved and used to make intaglio plates for six values 10¢, 20¢, 25¢, 50¢, \$1 and \$5. They were first issued in 1876 and affixed to documents to show that certain legal fees had been paid. Law Stamps continued in use for 90 years.

National Treasuries can be careful with their money, and do not always see the need to replace revenue stamps just because the monarch or ruler had died. This was certainly true of Canada - new plates were made only for new denominations or when stocks of old values ran out, in either case the stamp designs being changed to incorporate the reigning monarch. Only nineteen different designs were made, the original six, a trio in 1897 showing the then elderly Queen, six showing King George V (three in 1915 and three in 1935, repeating the young/old pattern.) and four showing King George VI. The stamps showing Queen Victoria were used throughout the reign of King Edward VII and a combination of 'old' stamps were used from the accession of our present Queen until the stamps were discontinued and replaced by meter marks in 1966.

The 20¢ Young Queen Victoria stamps were in use throughout the 90 year period. The





Revenue Society commissioned an 'essay', designed and produced by Gerald King, to show how that stamp might have appeared had it been updated to show Queen Elizabeth II.

Gerald is well known for his 'lateral' thinking and a number of trials were done concerning the general format. This example below shows the Annigoni portrait shaded and unshaded in comparison with Queen Victoria's head.



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A sheet showing various colour trials was also printed and was made available at the Congress. This is shown below along with colour trials in red and black.





## PALMARES

We offer our congratulations to the following members of the Society who have won awards at recent National and International Exhibitions. As usual, we also offer profuse apologies to anyone we have missed out!

### STAMPEX – National Exhibition, London February 2015

**Dr. W. Iain Stevenson *FRPSL***:- Great Britain Parcel Post 1883 – 1908 – Vermeil Award

### ORAPEX – National Stamp Exhibition, Ottawa 2-3 May 2015.

**J. Michael Powell**:- Interned in Canada – Gold Award and also the PHSC E.R. Toop Award for the Best Military Postal History Exhibit.

**Jill Hare**:- Mr ZIP and the Implementation of the Zone Improvement Plan – Silver-Bronze Award.

**David Bartlet**:- The Baby Sisters – Gold Award in the One Frame Class and also the APS Research Medal and the BNAPS ‘White Queen’ Award.

**Stéphane Cloutier**:- The Bickerdike Machine Cancellations of Hamilton, Ontario – Gold Award in the One Frame Class

### EUROPHILEX LONDON 2015 – International Stamp Exhibition, London 2015

**Colin Banfield *FCPS***:- Canadian Postal Stationery Cards of the Victorian Period – Vermeil Award

**Joachim Frank, *RDPSA, FRPSL***:- The Canadian Participation in the South African War 1899 – 1902 – Large Vermeil Award

**Colin Lewis *FCPS***:- The Postal History of Newfoundland 1825 – 1875 – Large Vermeil Award

**Peter Motson**:- E.R. Krippner – From Saxony to San Francisco – Vermeil Award

**Brian Stalker *FCPS***:- North Labrador Mail Steamer Service 1880 – 1968 – Vermeil Award

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**28TH SEPTEMBER - 2ND OCTOBER**





## SOCIETY NEWS

### FROM THE PRESIDENT

This is the last issue of *Maple Leaves* before we hold our Convention in Carlisle in late September. Members considering attending are reminded, that in order to receive the special Convention rate, bookings must be made by the **31st of July**.

A draft programme for the event was listed in the April issue but some additional details regarding the ladies/ partners programme are as follows:-

Monday evening: Welcome 'get-together' and Quiz.

Tuesday evening: Linton Tweeds – the 'Chanel connection' - Mrs Walker

Wednesday evening: My Quilting Journey - Eileen Blood

Thursday morning / afternoon: **subject to there being sufficient interest** - informal visits to Linton Tweeds showroom / coffee shop and to Stead McAlpin print-works fabric warehouse. Not tourist guide destinations but well frequented by locals – these should appeal to anyone interested in fabrics and/or looking for 'end-of-run' bargains. Freda will organise these visits on a car-sharing or taxi-sharing basis.

Carlisle was a major textile centre from the beginning of the 19th Century and some manufacturing and fabric printing activity remains to this day.

**Linton Tweeds** specialises in small-batch, haute-couture tweeds and **Mrs Walker**, widow of the late managing director, will talk about the manufacture of tweeds and Linton's connections with famous fashion houses such as Coco Chanel, Karl Lagerfeld and others.

**Eileen Blood** is a professional quilter and quilt designer living in Carlisle – she attends major exhibitions and runs workshops.

**Stead McAlpin**, until recently part of the John Lewis consortium, produced chintz fabrics for RMS Titanic – and was able to recreate some 'limited-run' reproductions from the original patterns to commemorate the centenary of Titanic's sinking.

One of the most enjoyable sessions during convention is the member's up to 18 sheets display. If you are able to bring along a small exhibit (can be as little as a single sheet!), be it material or simply colour photocopies, this would be to everyone's enjoyment.

Also note that we will be repeating the successful 'bourse' sessions this year. If you have material to sell please bring it along – a commission of 10% applies on an honesty basis.

**Brian Stalker FCPS**

*Maple Leaves*

*July 2015 - Volume 34*

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## **FROM THE SECRETARY**

The Society AGM will be held on Thursday 1st October 2015 at 0900hrs at the Crown & Mitre Hotel in Carlisle. If any member has agenda items they wish to raise at the meeting under 'AOCB' can they please contact me no later than 24th September with details so that the items can be added to the agenda.

**John Hillson FCPS**

## **FROM THE SUBSCRIPTION MANAGER**

Enclosed with this issue of *Maple Leaves* is the reminder regarding subscriptions for the coming year. Subscriptions fall due on 1st October 2015 and, as usual, a discount applies to those who get their payments in before 1st November. Payments can be made by cheque (in £ to me or in \$US or \$CAN to Mike Street) or via PAYPAL on the Society website.

No action is required if you have a direct debit arrangement with the Society unless you have changed your bank account details in the last year, in which case please contact me as soon as possible with the new details so that we can update the Direct Debit.

Members who have paid in advance for 2015/16, have a life membership or have been a member for over 50 years continuously also need take no action. If you are unsure if one or any of these apply to you please contact me or Mike Street by e mail or phone and we can confirm your status. Contact details can be found on the inside of the back cover.

**Malcolm Montgomery**

## **FROM THE AUCTION MANAGER**

My thanks to the members who have contributed some excellent material for the upcoming Convention Auction on 1st October. By the time you read this, the Auction Catalogue should be on the Society Website – just click on the 'Auction' key and follow the links. As is now usual, we are not circulating the Catalogue in paper form to all members but it can be viewed or downloaded from the website where it is available in pdf format, either with or without the lot photos (the former is a large file – be warned). Virtually all of the lots (apart from some of the bulk lots and literature) have photos online to aid postal bidders. Any member who cannot easily access the website can request a paper copy of the catalogue (no photos I am afraid) by contacting me.

The sale contains a very wide range of material but noteworthy items include:-

- A large range of prestamp covers from the Maritime Provinces
- Some nice Edward VII plate material on cover





- Admiral re-entries, including what is possibly a unique block of four of the 5 cent blue containing the major re-entry from plate 8
- A 5 cent Small Queen cover to Egypt (Voyageur cover)
- Small Queen bisects on cover
- A fine selection of fancy and numeral cancellations and a large collection of Squared Circle cancels broken down into lots by province.
- A fine selection of WWII Military Mail in bulk lots
- Some rarely seen Newfoundland stamp varieties and
- Some unusual Newfoundland postage due covers

Lot estimates vary from £3 to £2500 so there should be something for all pockets and, hopefully, all interests.

As usual, the sale is open to all members as you can pay either by sterling cheque or via PAYPAL in any currency you choose.

**Graham Searle. FCPS**

## **LONDON GROUP**

Our 2015/16 season of meetings will recommence in October. We meet monthly on the third Monday of the month with meetings commencing approx. 1230hrs for around 2 hours followed by a late pub lunch. All meetings are held at 31 Barley Hills, Thorley Park, Bishops Stortford. All members are welcome and are requested to bring along a few sheets to each meeting. Contact Dave on 01279 503625 or 07985 961444 for more details.

**Dave Armitage FRPSL**

## **SCOTLAND AND NORTH OF ENGLAND GROUP**

Our recent meeting attracted the usual eclectic mix of displays which included some Cross Border Mail from the 1800 – 1850 period, a display of the Souvenir Cards issued by Canada Post between 1959 and 1972, an array of Fancy Cancels from the Small Queens era, a display of G6 and QE2 plate blocks, a display of early airmail services from Canada to Africa and the Far East in the 1931 – 1941 period and a display of stamps having a connection with the Province of Alberta.

Our next meeting will be held on Saturday 24th October at 2pm at the usual venue of the Buccleugh Arms Hotel in Moffat. All members are welcome. Please bring along a few sheets to display and/or some questions to which you are seeking answers. Please contact the Editor for more details.

**Graham Searle FCPS**





## AMENDMENTS TO MEMBERSHIP to 15<sup>th</sup> JUNE 2015

### New Members:-

- 3033 COTTENDEN, David G.; PO Box 449, Bridgetown, Nova Scotia, Canada B0S 1C0,  
e mail: [dcottenden@ns.sympatico.ca](mailto:dcottenden@ns.sympatico.ca)  
3034 HALPERT, Art; 14 Foxhound Court, North York, Ontario, Canada M2H 1W4, e  
mail: [halpert@rogers.com](mailto:halpert@rogers.com) **CG, R, PC**

### Change of Address and Corrections to Address:-

- 0973 McCUSKER, Prof John J.; 119 West Huisache, Monte Vista, San Antonio, Texas,  
USA 78212-2942  
2749 LOFFSTADT, David; new e mail address: [davidloffstadt.stamps@gmail.com](mailto:davidloffstadt.stamps@gmail.com)  
2937 DESHAYE, Hugo; PO Box 1000, Station Forces Box 1, Courcelette, QC, Canada  
G0A 4Z0 (note change of Box Number only)

### Deceased:-

- 1462 CURTIS, Wayne *FCPS*  
2863 BURGERS, Hendrik

**Revised Total:- 286**

---

## FORTHCOMING EVENTS

### 2015

- Jul 4 MIDPEX 2015, Leamington Spa  
Jul 17 - 18 York Stamp Fair - York Racecourse  
Aug 11 - 16 Singapore 2015 (FIP)  
Sep 11 - 13 BNAPEX 2015 Ramada Plaza Hotel, Niagara Falls, Ontario  
Sep 16 - 19 Autumn Stampex, BDC Islington, London  
**Sep 28 - Oct 2 CPSGB Convention, Crown & Mitre Hotel, Carlisle**  
Oct 16 - 17 SCOTEX, Perth  
**Oct 19 CPSGB London Group Meeting**  
**Oct 24 CPSGB Scotland and North of England Meeting, Moffat**  
**Nov 16 CPSGB London Group Meeting**  
**Dec 21 CPSGB London Group Meeting**

### 2016

- Feb 17 - 20 Spring Stampex, BDC Islington, London  
Apr 15-16 Scottish Congress and Exhibition - Perth  
May 28 - Jun 4 World Stamp Show - New York  
Sept 14 - 17 Autumn Stampex, BDC Islington, London  
Sept 30 - Oct 2 BNAPEX 2016, Fredericton New Brunswick  
**Oct 19 - 23 CPSGB Convention, Holiday Inn, Kenilworth**





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e mail brianstalker63@sky.com

### Secretary:

John Hillson, *FRPSL, FCPS*, Westerlea, 5 Annanhill, Annan, Dumfriesshire DG12 6TN  
Tel 01461 205656 e mail: john@stampbuffjohn.plus.com

### Treasurer:

Karen Searle, Ryvoan, 11 Riverside, Banchory, Aberdeenshire, AB31 6PS  
e mail: karensearle28@btinternet.com

### Editor, Website Manager and Auction Manager:

Graham Searle *FCPS*, Ryvoan, 11 Riverside, Banchory, Aberdeenshire, AB31 6PS  
Tel: 01330 820659 e mail: searle711@btinternet.com

### Subscription Manager and Assistant Editor:

Malcolm Montgomery *MBE*, Cae Glas, Llechwed, Conwy, North Wales LL32 8DX  
e mail: m0bmontgomery@aol.com

### North American Subscriptions:

Mike Street, *OTB, FCPS*, 73 Hatton Drive, Ancaster, ON Canada L9G 2H5  
e mail: mikestreet1@gmail.com

### Handbooks Manager:

Derrick Scoot, 63 Jackmans Place, Letchworth, Herts, SG6 1RG  
e mail: derrick.scoot@sky.com

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Hugh Johnson, 27 Ridgeway Avenue, Gravesend, Kent DA12 5BD  
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# Auction Announcement

## October 2015 Public Auction

### Nova Scotia

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Exceptionally choice cover to France.  
1964 RPSL cert. ex. Argenti

Extremely rare mixed issue  
franking postmarked on third day of  
Large Queen issue; 1993 Greene cert.



Rare bisect cover that once graced  
the famous Argenti collection.  
1967 RPSL cert.



Important group of  
Cents Issue covers  
including elusive rates,  
frankings, bisect usages,  
stampless rarities, etc.



Striking forwarded double letter rate to UK.  
1969 BPA cert. ex. Dale-Lichtenstein



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# Maple Leaves

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

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## MAPLE LEAVES

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Ryvoan, 11 Riverside, Banchory, Aberdeenshire, AB31 6PS  
e mail: searle711@btinternet.com

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### EDITORIAL

We start this issue by offering our warmest congratulations to member Hugh Jefferies who was awarded the MBE in the recent Queens Birthday Honours List. Hugh joins a very short list of people to have been awarded an MBE for services to philately. I am sure that most members will have come across Hugh's work – either as the past editor of Gibbons Stamp Monthly or as the editor of the many Gibbon's Stamp Catalogues. From one editor to another...well done Hugh!

By the time this issue reaches you the Society social gathering that is Convention in Carlisle will have come and gone. However, it is not too early to plan your diary for 2016 when we will be making a long overdue return to the Midlands with our Convention in Kenilworth. I hope this may allow many of our members who live in that area to attend for part or all of the time – if only to see what you have been missing! More details on the 2016 event will appear in our January and April issues next year.

News is reaching these shores of an interesting modern 'error' to look out for. This occurred in the 3 July 2015 Canada Post issue to celebrate Canadian UNESCO World Heritage Sites. Both the booklet containing six x \$1.20 stamps and the souvenir sheet were affected as both contained the stamp shown overleaf. This stamp which is labelled as Dinosaur Provincial Park actually depicts a picture of a hoodoo rock formation found in Drumheller, Alberta. Soon after release, Canada Post started receiving calls from customers letting them know about the picture error and the booklets and sheets affected were recalled. Not however, before a few had been sold and used. Apparently the





stamp has been reissued with the correct picture but in the meantime you may want to double check any mail from Canada!



*A very modern error!*

I realise with some incredulity that it is 11 years since I took on the job of Maple Leaves editor (how time flies!). In all that time I cannot recall a moment when the editorial cupboard has looked quite as bare as it does now and I am sorely in need of material for future issues if we are to maintain the size and quality of the journal. I note that over the last few years we have been indebted to a few (thankfully prolific) members for much of the content and it would be nice to see some new authors appearing in 2016. So I would ask all mem-

bers to consider making a contribution over the coming year. It can be long or short; written in longhand, typed or digital. Your editor can even correct the spelling and grammar for you (or sometimes make it worse!) What I can't do is write it for you and what is really important is that we get some articles on topics that interest you ..... and there is no-one better qualified to write them than yourselves!



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## POSTAL ADVERTISING DIE SLUGS DURING WORLD WAR I - PART 1

**Malcolm Newton**

With the war not over by Christmas 1914 as most British and their allies predicted six months earlier, it was inevitable that the demand on resources – both natural and human – would impact on Canada and especially the postal services.

In early 1912, the post office authorities had authorised the manufacture and use of 'Postal Advertising Die Slugs', or slogans as we have subsequently called them. Over the next three years, the numbers in use increased and during 1914, there were 34 offices using 40 different messages. These were used not only to advertise numerous exhibitions, carnivals and fairs, but also as a means to raise funds for good causes.

With no end to the conflict in sight, 1915 saw a sharp decline in the number of slogans used to only 24 from 19 offices. Several annual events were probably cancelled as they were no longer advertised, but despite the hardships, many prevailed.

In this article and in subsequent parts, I will illustrate a number of slogans that appeared during WW1. This is not intended to be a comprehensive listing of all slogans, as space would not be available and besides, there are publications devoted to this purpose such as the catalogue compiled by Cec Coutts with his third and last edition appearing in 2007. All these slogans were used in machines manufactured by the International Postal Supply Co. (International) unless otherwise mentioned.

1915 saw the use of Canada's first obviously war-oriented slogan at Winnipeg (Two examples are shown below). This was used between 12 June and 12 July. This slogan





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for National Patriotic Week in Winnipeg was not used again.

Hamilton, which had a fund raising slogan 'Help the Hamilton Mountain Sanatorium for Consumptives' in use since 1913, continued throughout the war, as did the sanatorium at Muskoka, near Toronto.



Fig 2 Late 1915 usage of the 'Help the Muskoka Free Hospital for Consumptives' showing die 'D'.

As mentioned previously, the use of postal slogans to promote fairs and exhibitions were seen by the sponsors to be worthwhile. Having paid for the manufacture of the die, it was found that by altering the dates for the following year (and sometimes subsequent

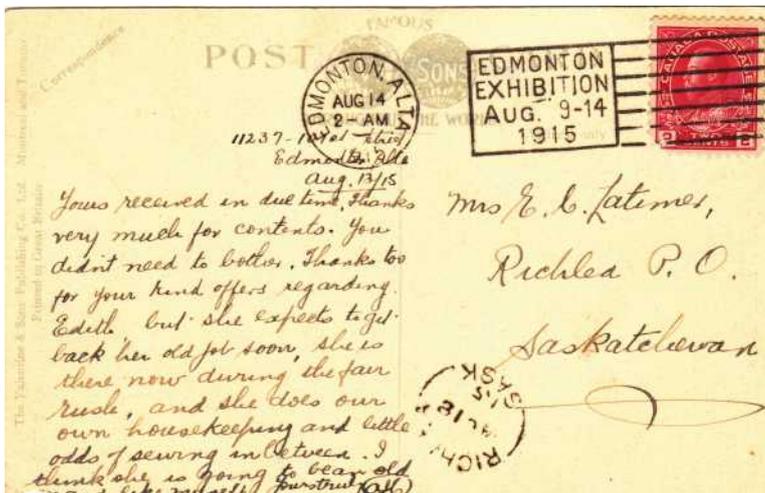


Fig 3 'Edmonton Exhibition Aug. 9 - 14 1915.' This was the 1914 die altered to reflect the new dates.





# Auction Announcement

## October 2015 Public Auction

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1929 (August) Bank of Nova Scotia  
canvas mailing tag franked solely  
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Pristine NH imperforate pair with  
"Man on the Mast" plate variety



Superb NH Plate A2  
upper left block



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ones), it was a very effective means of keeping costs down. Figs 3 to 8 show several examples of such slogans used in 1915.



Fig 4 'Western Fair London Canada Sept. 10 -18 1915.' Another altered 1914 die reissued from the 20th March.



Fig 5 Saskatoon Industrial Exhibition Aug. 3-4-5-6 1915.' A 1914 Universal machine die altered with new dates.





Fig 6 'Alberta Winter Fair Calgary Dec. 14 – 17 – 1915.' This was an altered 1913 die, Calgary did not promote this fair during 1914.

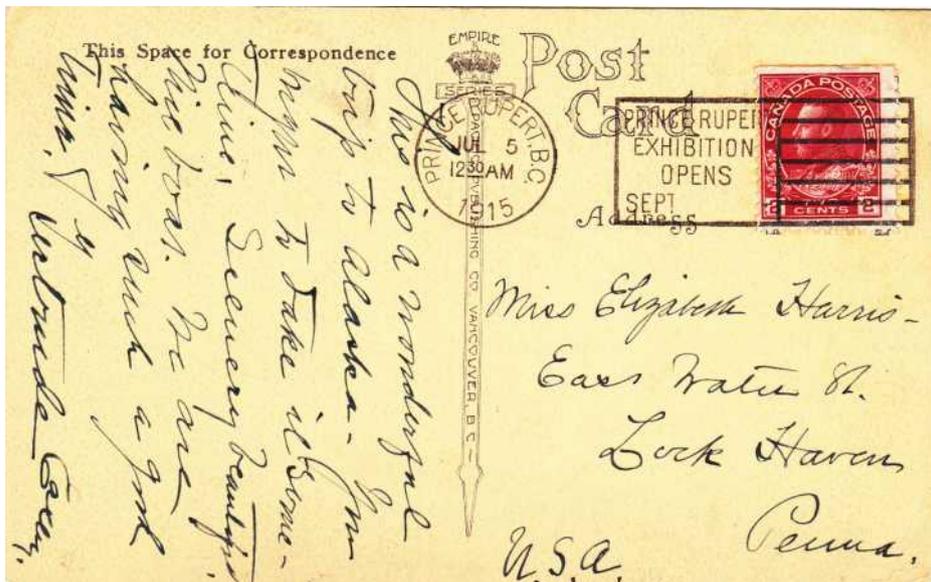
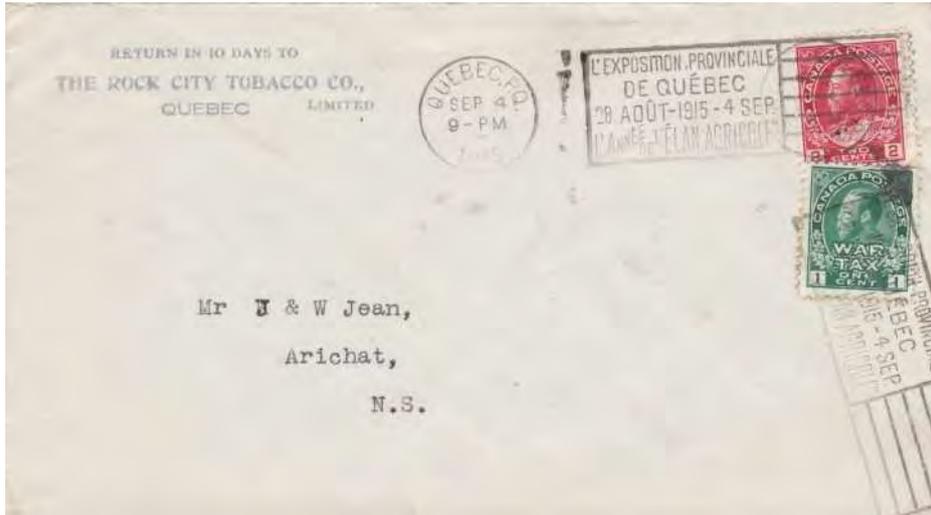


Fig 7 'Prince Rupert Exhibition opens Sept.' This was the classic means of saving money. Used between 6 June and 29 August but with the event dates removed, thereby saving a few more dollars! It was reused again in 1916 in a similar fashion.



'Fig 8 'L'Exposition Provinciale de Québec 28 Août-1915-4 Sep. L'Année de l'Élan Agricole.' This is the 1914 die redated and reworded from 'L'Année de la Santé Publique.'

Two offices promoted fairs for the first time during 1915.

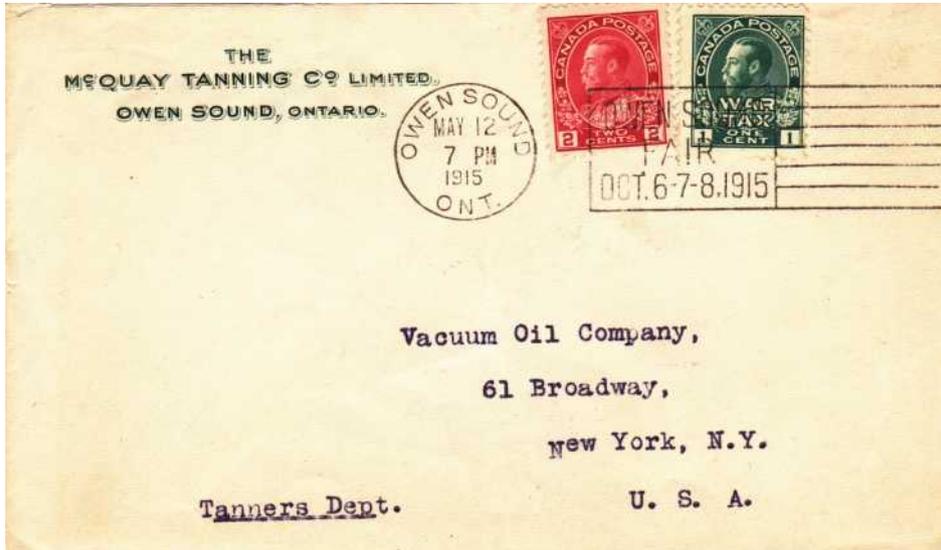


Fig 9 'Owen Sound Fair Oct.6-7-8, 1915'. A Universal machine die in use from 29 April.

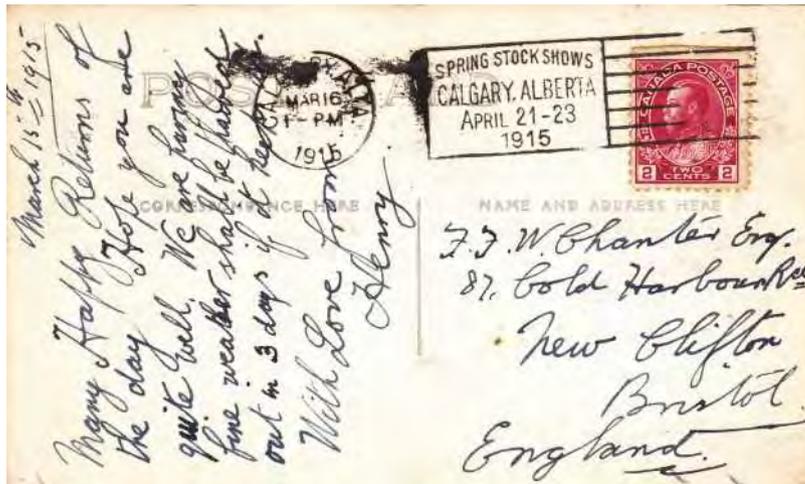


Fig 10 'Spring Stock Shows Calgary, Alberta April 21 - 23 1915'. Used between 10 March and 28 April. This slogan was not used again.

This is only a sample of the slogans used. Readers will be familiar with the other very common Toronto ones, advertising the Canadian National Exhibition and Broadview Boy's Fall Fair Toronto YMCA, which were altered each year between 1912 and the early 1920's to reflect the different calendar dates. In the next part, I will continue with some examples from 1916.

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## SOME INTERESTING POSTAL USAGES ON THE SMALL QUEENS – PART 3

**John Burnett, OTB**

With this article I want to continue looking at some of my 6¢ small queens used postally in sometimes hard to find or rarely seen postal applications.

### The 6 Cent Value:-

The 6¢ stamp initially paid the first class letter rate to the USA and the rate to Great Britain via the Allan Line, direct from Canada versus the 8¢ rate via the Cunard Line through New York. Finding a 6¢ single letter use to the USA is not difficult unless you are looking to add a western or territorial destination. My first two covers are just that, to the west, both used via the same route to their destinations.



Fig 1

Fig 2

Figure 1 is a cover mailed from Nova Scotia (location taken from the back of the envelope) in June 1872 and addressed to Portland, Oregon. Figure 2 is an 1873 cover mailed from Hammond River, New Brunswick and addressed to Nevada City, California. I dare say that Nevada City cover might well be unique as far as a small town mailing point and an even smaller town receiving point.

The route of travel for these two covers was the same and is shown in figure 3 overleaf.

Departing Eastern Canada by rail to Detroit, Michigan then transferring to the Union Pacific to Sacramento, California where both were transferred to the Central Pacific railway to Portland with its first stop in Nevada City enroute.

I add these to this article only to emphasize just how few western and territorial 6¢ covers I have found in my many years of collecting Small Queens.





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Fig 3

Figure 4 below is a really different use of the 6¢ as it is a quadruple rate and to date is the only recorded quadruple rate to the USA.



Fig 4

The envelope appears to be one from an American travelling in Canada and carrying his own envelopes on his trip. I have a background in international travel and I used to carry good looking envelopes with me on my travels to mail home from various exotic ports of call. I suspect the same here. The envelope is slightly cut down at left but still a very difficult rate to find and I question it as it pays for a full two ounces, and this envelope shows no evidence of being stuffed to make up two ounces. Perhaps this was the final letter home and the sender just wanted to use up his stamps, we will never know, but, it is a quadruple rated envelope and it did go through the mails and so stays in my collection.



# Auction Announcement

## October 2015 Public Auction

### Modern Errors

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2003 \$5 "Missing Moose"  
pane of four in pristine  
condition.



1969 (6c) Christmas mint  
block with black colour  
omitted.



1971 (7c) Maple Leaves in  
Autumn mint block with grey  
inscriptions omitted.



1959 5c Invert Seaway,  
choice mint NH



1995 \$2 Provincial School,  
inverted inscriptions



1978 14c "White Queen"  
mint block with red colour  
omitted.



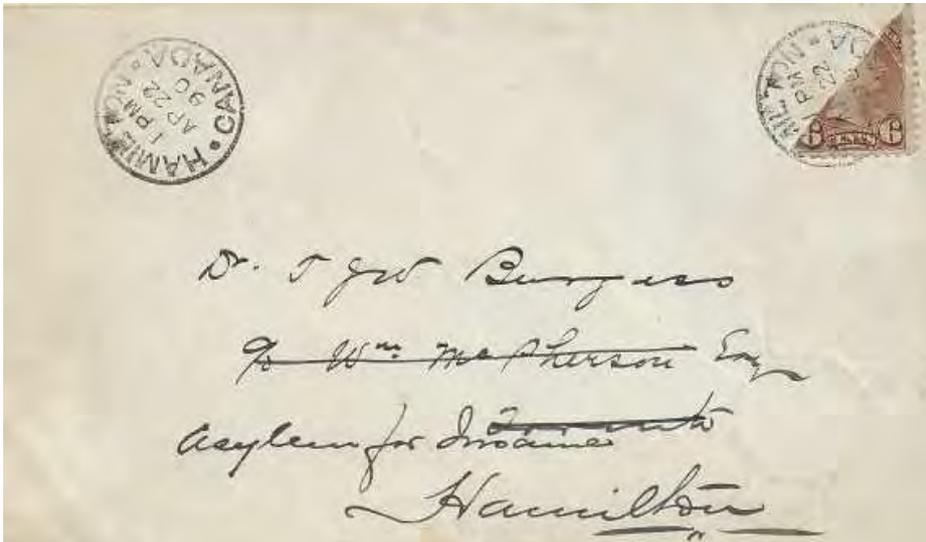
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Figure 5 is yet another example of a bisected Small Queen stamp used on cover.



*Fig 5 Probably a collector contrived envelope but it was still used in the mails.*

As has been stated before as concerns bisected stamps, they were strictly forbidden by the Canadian Post Office with very few exceptions and those being in very small Post Offices where there was a lack of supplies of a particular stamp. Hamilton, Ontario is the source of this bisect and I cannot imagine them being out of stamps at any time.

I make the assumption that this cover is of philatelic origin (actually aren't all covers?) but I note that the cover has received forwarding service from Toronto back to Hamilton and so this contrived cover has been used in the mails. I also note that the forwarding address is "The Asylum for the Insane" in Hamilton, in very similar handwriting which leads me to wonder if I'm not the proud owner of a great hoax cover?

Figure 6 overleaf is a great little cover I picked up at a local show here in the USA. The envelope carries 30¢ in postage and was questioned by the dealer who had it in his "Wells Fargo" material. Although the cover is not dated with a legible cancellation, all the stamps are tied with a Wells Fargo killer.

When I took a close look at the back I saw the reason for the postage, this envelope was covered in glue remnants which is evidence that the envelope was used as a facing slip on a package. I make the assumption that it was used in the 1896/7 time frame as that was during the Klondike Gold Rush and the time when Wells Fargo was very active in Victoria. This cover has gone from one questioned by a dealer who lacked knowledge to one of being a very scarce use of the 6¢ Small Queen and one that is historically important.





Fig 6: 30¢ postage used on a Wells Fargo envelope that was used as a facing slip.

My final example of interesting uses of the 6¢ small queens is one of only two known examples of both halves of a bisected stamp being found.



Fig 7

Fig 8

These covers have a very interesting history; one of them was owned by the late Ed Richardson who wrote about the one he owned in a small book he wrote called "Collect Canada Covers" published by American Philatelic Society in 1978. The second half was owned by a friend also located in Texas. Ed had written about the origin of his cover and Vic had researched his cover and now I'm putting the two stories together to complete the circle.

In 1893 there lived a young lady in Gaspereaux, Nova Scotia; a very small town of approximately 200 people. Gaspereaux is located about five miles south of Wolfville a reasonably large town of some 1,000 people which sat on the rail line and had excellent





postal service. Gaspereaux on the other hand had questionable postal service. This young lady was secretly in love with a gentleman from Wolfville and wanted to invite him to a party and so she sent two invitations, (not uncommon to send multiple copies of mail in those days when delivery might be an issue). A friend was travelling to Wolfville and so the young lady prevailed upon her to mail her letters in Wolfville rather than take a chance on the Gaspereaux service, hence the Wolfville cancellations. Now the story grows, these two did get married and the gentleman, a sentimental type, saved his two letters. Eventually this couple had a son who inherited all his parents goods, this son would eventually move to Houston, Texas where he would work with Ed Richardson in the oil business. Later he would be in a retirement home and learning of Ed's interest in the postal history of Canada showed him one of the two letters his father had saved. Ed was able to get the letter for his collection and learning the story from the son he wrote it up for his book. The second cover ended up with my friend Vic in a very similar manner.

I was starting to get a reasonably good Small Queen postal history collection put together and Ed, now near retirement himself elected to sell it to me and hence I became the owner of a recognized postal use of a bisected 6¢ small queen. About a year or so later when Vic and I were visiting and he was going through my Small Queen material he saw the cover, immediately went to a cabinet and handed me the other half simply saying these belong together.

I have had the two halves photographed and photographically joined as shown in figure 9 below and as you can clearly see these are the correct two halves of the stamp.



*Fig 9 Two halves of a bisected 6¢ Small Queen photographically joined to show that they are the same stamp.*





# Auction Announcement

## October 2015 Public Auction

### Nova Scotia

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Exceptionally choice cover to France.  
1964 RPSL cert. ex. Argenti

Extremely rare mixed issue  
franking postmarked on third day of  
Large Queen issue; 1993 Greene cert.



Rare bisect cover that once graced  
the famous Argenti collection.  
1967 RPSL cert.



Important group of  
Cents Issue covers  
including elusive rates,  
frankings, bisect usages,  
stampless rarities, etc.



Striking forwarded double letter rate to UK.  
1969 BPA cert. ex. Dale-Lichtenstein



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## MAIL FROM HER MAJESTY'S NAVY IN NEWFOUNDLAND: 1893 AND 1898

David Piercey *FRPSC*

In the late Nineteenth Century vessels of the British Royal Navy would be assigned to fisheries patrol along Newfoundland's west and north coasts. This area of Newfoundland, called the French Shore, had been granted to France by treaty – the Treaty of Utrecht in 1713, the Treaty of Paris in 1763, and reaffirmed in the Treaty of Versailles in 1783 - after France had lost the island to Great Britain in the final battles of 1762. The treaties nevertheless allowed the French to maintain a fisheries presence on the French Shore, and to erect temporary shore facilities (“rooms”) for the curing and preservation of their fisheries harvests each fishing season. Both French and British (i.e., Newfoundlander) fishermen were then expected to coexist along this shore, neither usurping or interfering with each other's fishing rights.

In practice this made for strong feelings on the part of the Newfoundlanders and regular attempts by the French to force the upper hand, often claiming they really had exclusive rights along the shore. Consequently, and much to the consternation of the Newfoundlanders, the Royal Navy arrived each fishing season in an attempt to manage and arbitrate the fishery disputes of both parties and to ensure that Britain was seen, on the diplomatic stage, to be fully respecting French fishing rights. (The French similarly sent their naval vessels too to Newfoundland, also to patrol fishery activities and check for infractions.)

The Royal Navy's North American and West Indies Station, headquartered in Halifax for the summer months and otherwise Bermuda for the remainder of year, was responsible during this period to provide naval vessels from its dockyard for Newfoundland fisheries patrol. Thus, from mid-May through mid-October each year, it would send a few (often three) warships to Newfoundland, assigned to fishery patrol for the season. Of course, it is possible to document these vessels in Newfoundland waters through examples of mail originating from the officers or sailors aboard. This article shows two such examples.

Figure 1 overleaf is a postal card sent home to England by a junior officer aboard the HMS *Cleopatra* while docked in St. John's harbour in October 1893. Figure 2, depicting the back of the card's written message, establishes the naval origin for the card.

The HMS *Cleopatra*, built in 1878 in Glasgow, was classified as a screw cruiser (third class), and carried a full armament and a complement of 285 officers and men. In September 1892 she was commissioned for a three-year service tour on the North American and West Indies Station and to act as Commodore's ship during the Newfoundland fishery season. Under the command of Commodore (Captain) Assheton G.



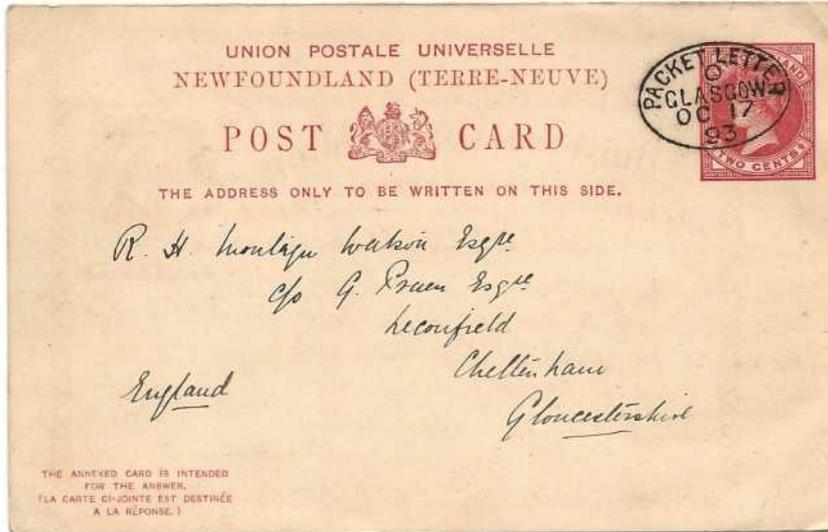


Fig 1: Postal Card sent from HMS Cleopatra while at St. John's harbour, 7 October 1893

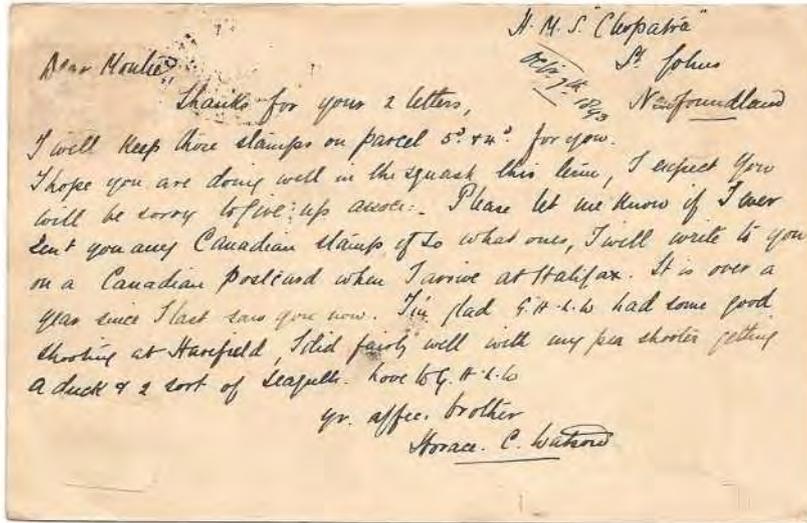


Fig 2: Message side of same postal card, confirming naval origin

Curzon-Howe, she began her tour, leaving from Plymouth on 3 November 1892 for the West Indies. On 20 May 1893 she first arrived to St. John's, sailing from Bermuda with the two other fisheries protection vessels assigned that season, HMS *Pelican* and HMS *Buzzard*, to Newfoundland where she was to remain cruising the water's for the fishing season, and then departed 13 October 1893 from St. John's for Halifax (1).



The message was written by Horace C. Watson, midshipman on the *Cleopatra*, on 7 October 1893, after the *Cleopatra* had returned to St. John's from finishing her last patrol, and in preparation to return to Halifax.

It is interesting to discover how the letter may have then been posted. The mail ship in the harbour at that time was the Allan vessel, SS *Corean*, which departed for Glasgow 10:00 p.m., 8 October 1893. Figure 3 below depicts the Post Office Notice published in the *Evening Telegram* of 7 October 1893, indicating the time of the closure of the mails as 8:00 p.m. that same evening. With midshipman Watson's message being written 7 October (perhaps during unassigned time in the evening?), and as there is no St. John's dispatching postmark, it was likely handed over as ship's mail to the purser of the *Corean* the day of its departure. The postal card thus travelled uncanceled until the *Corean*'s arrival to Glasgow on 17 October 1893, when it then received the "Packet



Letter /Glasgow" (Type P5) oval dates-tamp as regularly applied to such incoming ship's mail.(2)

The *Cleopatra* was subsequently to return to Newfound-

Fig 3: Post Office Notice, *Evening Telegram*, 7 October 1893

land for each of the next two fishing seasons of 1894 and 1895, and eventually arrived home to port in Devonport, the Plymouth naval station, on 11 November 1895, completing her three-year cruise. As was an occasional courtesy of British naval vessels, she would also carry mail between intermediate ports. For example, on each season's arrival, she brought 29 bags of the Newfoundland mails from Halifax to St. John's on 22 May 1893; four bags on 14 May 1894; and 22 bags on 7 May 1895 (3).

Sometime later, about 1905, the *Cleopatra* was assigned to harbour service to Royal Navy shipyards in Britain, and was eventually sold for breaking up in 1931.

Figure 4, the next cover of interest (shown overleaf), shows an envelope sent home to England by a non-commissioned offer aboard the HMS *Pelican* while patrolling the west coast in October 1898. Written by Petty Officer 1st. Class J.T. Corsam at St. Georges Bay, it was postmarked "Bay Islands" 17 October 1898. Backstamps include "N.N. & W. Railway T.P.O." 17 October 1898; and "Teignmouth", 29 October 1898. The cover was carried by train from Bay Islands to St. John's, where it was then transferred to the foreign mails leaving St. John's by Allan vessel SS *Acadian*, 22 October 1898.

The HMS *Pelican* was launched in Devonport in April 1877 and commissioned into the Royal Navy in November 1877. Classified as an Osprey-class sloop-of-war, its comple-





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Fig 4: Sailor's Concessionary Rate cover, HMS Pelican, sent from St. George's Bay, 17 October 1898

ment consisted of about 140 officers and men. The *Pelican* made annual trips to Newfoundland from Bermuda or Halifax in the period 1890-1898 for fisheries patrol on the west coast (except for the 1896 season, when she was replaced by the HMS *Mohawk*). Decommissioned in 1899, she was sold in January 1901 as a supply ship to the Hudson's Bay Company. The depicted cover is from the *Pelican's* last year of fisheries patrol.

This cover pays the special soldiers' and seamen's concessionary rate of two cents (i.e., one penny), which is mentioned in Newfoundland's *Postal Act* of 1891:

26. Every non-commissioned officer, soldier or seaman actually employed in the service of Her Majesty the Queen of Great Britain is entitled to send and receive letters not exceeding the weight of half an ounce for a postage of one penny sterling throughout the British Empire...

A long-standing British concessionary rate for soldiers and seamen on active service, this *Postal Act* clause implies that Newfoundland postage stamps could now also be



used to pay the rate. Regulations required the name of the soldier or seaman, his class or description, and the name of the ship, regiment or detachment to which he belonged to all be specified on the face of the envelope. The officer in command was also required to sign his approval to the cover.

Pratt (1985) mentions that only four seamen's letters were known when posted from Newfoundland – three from HMS *Rambler* in 1898, and one from HMS *Pelican* in 1897. This cover, being instead from 1898, is thus only the second reported *Pelican* concessionary rate cover. The concessionary rate would disappear on 25 December 1898 with the adoption of universal penny postage throughout the Empire.

The British Navy's presence for fisheries patrol in Newfoundland would continue until the final resolution of the French Shore issue in 1904, when France, in exchange for some territorial concessions in West Africa, agreed to give up its rights for a seasonal fishery along the shore. Although occasional visits by British warships would nevertheless continue, their era of active engagement in Newfoundland's affairs came to a temporary end - until the exigencies of the subsequent Great War caused further necessary involvements.

#### Notes and References

1. Tait, W., *Cruise of H.M.S. Cleopatra 1892-1895*. Plymouth: Mansfield, 1895. William Tait was the Royal Navy staff surgeon aboard the *Cleopatra* for this commission, and wrote a lengthy account of the cruise, and included many historical observations and anecdotal reports on each of the locations visited.
2. Additionally, this postal card, catalogued as "P6" in Webb's *Postal Stationery Catalogue*, is, as a postally used item, one of the scarcer stationery issues of Newfoundland.
3. "Local Occurrences" *Evening Telegram* May 22, 1893; "Cleopatra in Port", *Evening Telegram*, May 14, 1894; and "Local Occurrences", *Evening Telegram*, May 7, 1895. Similarly, naval vessels would also be engaged, on a very occasional basis, to take Newfoundland mails to Halifax or even to Great Britain. I even note an instance where one vessel, the HMS *Buzzard*, brought a "French mail" from Conche (on the far north coast) down to St. John's for forwarding to Paris. ("Local Occurrences", *Evening Telegram*, September 6, 1895.)

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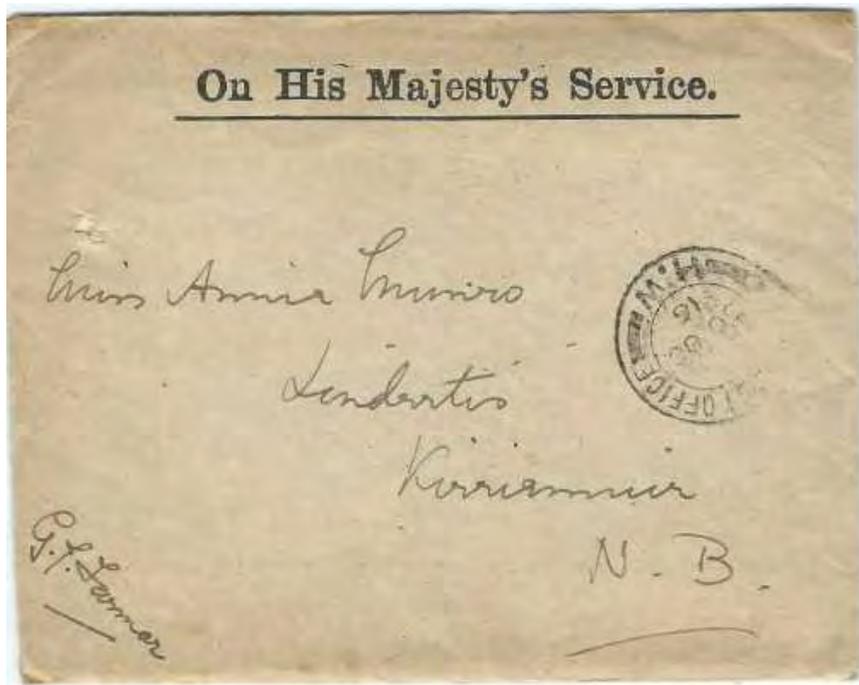




## NOT WHAT IT SEEMS

**John Watson**

One may be forgiven for thinking that the cover illustrated in fig 1 below was a rather dodgy use of an OHMS envelope by a soldier writing home to his girlfriend in New Brunswick during WW1. That is certainly what I thought and so did the dealer I bought it from who described it as a letter from a soldier to Canada. One may also surmise from the title of this little article that it is nothing of the sort.



*Fig 1*

So, what do we really have? Well, to start with it is a letter from Canadian Corps HQ in France - FPO HW. There is a letter enclosed (illustrated overleaf). I asked a friend who is not a philatelist nor a postal historian, but who is a knowledgeable military historian, for his opinion of the letter because it was self-censored and contained information that I wondered about. He said he thought it sounded as though it were written by a staff officer and said he would check out a few of the names mentioned in the letter. After several hours research on the internet a very interesting story has emerged.

First to the addressee: we couldn't find any reference to Kirriemuir in New Brunswick, but I remembered reading somewhere that N.B. was sometimes used old fashionedly to





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refer to Scotland (North Britain). From then on it was relatively easy to discover that the lady in question was Miss Annie Munro, daughter of Sir Campbell Munro of Lindertis (3rd Bart), and sister of Sir Hugh Munro (4th Bart) most generally known as one of the founding members of the Scottish Mountaineering Club, and after whom the Scottish Mountains over 3,000 ft are called Munros (he reached the summit of all of them except three).

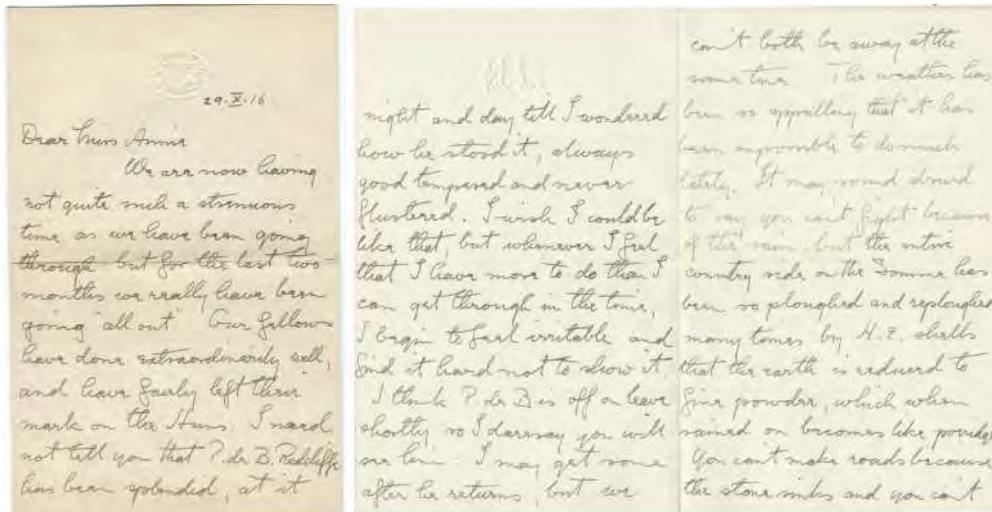


Fig 2 The enclosed letter

Kind bottom. Condroy and planks are the only thing. We had the Duke of Devonshire, the new Governor General of Canada, here last week, but he has gone home now, in a destroyer on the roughest day! I am not sure whether I ever told you that I have left the 2<sup>nd</sup> Army and joined P de B. in the Canadian Corps. I wish we had been under you, Sutton's Army on the Somme, but we have nothing to do with him and I never saw him. Mind you don't try to do too much, I want to see you well when I come home yours very much G. J. Farmar

The P de B Radcliffe mentioned in the letter is Brigadier General Percy Pollexfeu de Blaquiére Radcliffe (later Sir Percy), Brigadier General, General Staff of the Canadian Corps. He was one of the Generals loaned to the Canadian Corps owing to a shortage of suitably experienced Canadian staff officers.

The writer of the letter was General George Jasper Farmar (sic), who as can be seen from the letter also transferred from an English regiment to the Canadian Corps. In fact he was Deputy Adjutant and Quarter Master General, a very pivotal position. In the book *Vimy Ridge: A Canadian Reassessment* [ 1 ] he is rather disparagingly described as “pretty much a glorified clerk”, although he is credited with

brilliantly masterminding the logistical support for the Vimy Ridge attack on 9 April 1917.

From the letter it is obvious that Farmar and Radcliffe were not only colleagues, but moved in the same social circle which included the Munros. Note that he addresses



Annie Munro as Miss Annie, a respectful address which reflects that she is a generation older than Farmar and Radcliffe. I have not been able to find out the nature of the social connection, but it could have been an army connection (the male Munros served in the army), or possibly a school connection or simply that people of that class would have moved in the same circle.

This little story helps to explain why a seemingly Canadian soldier was writing on official stationery and sending it in an OHMS envelope - well you'd hardly expect a General to nip down to the NAFFI for a Salvation Army envelope, and in any case did not gain any financial advantage by sending his letter by this means since all On Active Service mail was free to the UK in any case.

A photograph of the letter sender is shown in fig 3 below. A few other near contemporary photographs of George Farmar can be found in a very useful booklet called Canadian Corps Championships, France, Dominion Day 1918 which can be found at: [https://archive.org/stream/canadiancorpscha00unse\\_o/c](https://archive.org/stream/canadiancorpscha00unse_o/c)



The booklet can be viewed by clicking on the spyglass (centre) icon to the right of booklet, then by navigating with the symbols at bottom right. Among some very interesting photos it lists all the winners of the various events and even has photos of some of them. It is a very useful research tool for anybody interested in Canadian military history.

#### References:

[ 1 ] Vimy Ridge: a Canadian Reassessment: Hayes G, Iarocci A, Bechthold M; Wilfred Laurier University Press 2009

*Fig 3 George Farmar (courtesy of the National Portrait Gallery).*



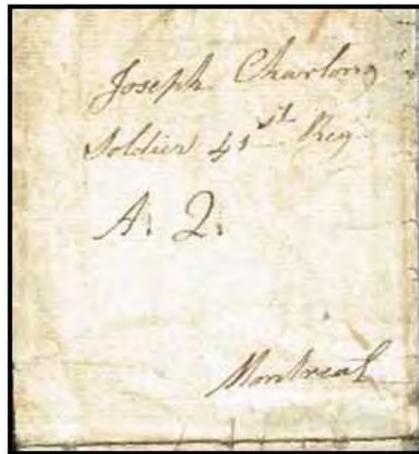


## CANADA'S SECOND OLDEST SOLDIER'S LETTER – MORE THAN MEETS THE EYE

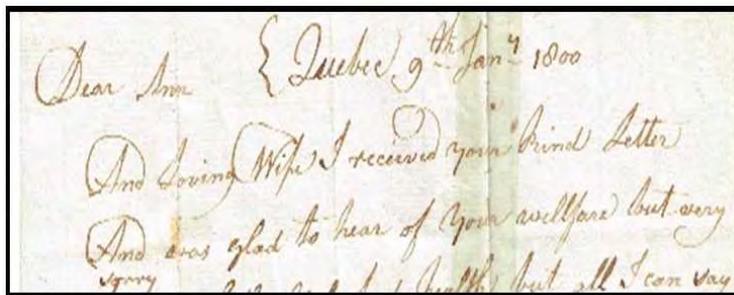
David Hobden

Being a soldier in the British army has never been a high paying occupation. In 1800 an enlisted soldier in the British army was paid 6d (1) per day, cavalry were paid slightly better at 9d. It is interesting to note that a horse without rider, albeit complete with forage and bedding for the day was remunerated at 1s 6d per day, double the pay for a soldier. By the last part of the 18th century another general change was taking place in

British society in general – people were learning to read and write! As a result, parliament enacted a bill in 1796 allowing concessionary postage rates for enlisted men, effectively allowing non-commissioned personnel (ie. all but officers) to send, or receive prepaid letters up to ½ ounce anywhere within the British empire at a rate of 1d per letter. At a time when the rate for a single letter from Upper Canada to Scotland was 4 shillings (48 pence) the cost saving is evident.



The image alongside is the address panel to Canada's second oldest reported Soldiers letter, and, at first glance the oldest letter to a soldier. Dated January 9, 1800 it was sent from Francis Quin in Québec to Joseph Charlong in Montréal. Both men were of the 41st Regiment of Foot, Quin an officer and Charlong a private. Hence, being *to* an enlisted man, in this case private Charlong, the letter was allowed to pass at the concessionary rate. It is interesting to note that unlike later soldiers letters there was no countersignature on the face of the letter. Such was a later requirement enacted to prevent just such as this type of fraud. The letter is rated





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Full set of Canada postage stamps of the issue issued at St. John Field Post Office No. 1, Canada House, August 1897. Set was finished including the one-half cent stamp which was discontinued by Act of Parliament, passed in 1897, May, 1897.  
DORIS ROY,  
Chief Post Office Superintendent, Canada.





prepaid 1d as noted by the somewhat faded red (for prepaid – black for due) manuscript 1d in the upper right. Also of note, and unexplained, at least until the cover is opened are the initials on the address panel - A.Q. The A.Q. is explained when the letter is opened being headed “Dear Ann....Loving Wife I received your kind letter...” and concludes, “Your loving husband till Death, Francis Quin”. The A.Q. on the address panel was a cryptic warning to the receiver, Joseph Charlong that the letter was to be passed along to the officer’s wife, saving Mr. Quin the difference in postage being 9d for 100-200 miles Québec to Montréal vs 1d expended postage, a savings of 8d!

To put the value of 8d in perspective, a soldier was only receiving 6d per day, Quin, as an officer (2) received better remunerated but Junior Officers were required to pay their own mess and accoutrement costs. Quin further bore the cost of keeping his wife and baby daughter in lodgings in Montreal. Direct comparisons are difficult as unlike our economy of today cash was always in short supply and much of the economy was trade and barter. In the inflated wartime economy during the War of 1812, labourers were being paid about 2s 6d per day in the shipyard at Kingston. This rate was probably double a prewar labourer’s rate. Compared to a current labourers rate of \$200 per day Mr. Quinn saved himself half a day’s pay, or \$100 in today’s currency!

One further note on the concessionary rates of the period. I remember seeing the results of a survey of trans-Atlantic mails in the middle part of the 19th century (3). I was astounded to see what a large percentage of the mails at the time were comprised of soldiers letters, it was somewhere in the 35-40% range. While I have not conducted a survey of the percentage of *existing* covers from the period that are Soldiers letters I would suggest that 1-2% would not be inaccurate, perhaps far less. So what has happened to all these soldiers’ letters? Stuck away in archives? Well a few but not too many. After much consideration the only conclusion I have been able to draw is that the relative scarcity of existing material is a reflection of the social stability of the persons receiving the letters. If you were an enlisted man in the British Army or Navy in the 1840’s you and your families social economic status was such that you wouldn’t have tended to keep things for generations. You were poor, your needs were far more utilitarian than we are used to now. You either had a greater use for the paper after having read the letter, perhaps in the little house with the hole in the seat out in the back garden, or starting a fire, or simply lost over the numerous moves and relocations.

So concludes a quick look at not only Canada’s second earliest Concessionary rate cover, but the first of such to a Soldier, and an 8d defraudment as well!

- (1) 6 pence Sterling, British currency - 12 pence (d) to a shilling (s), 20 shillings to a pound hence 240 pence to a pound
- (2) Quin further notes that the letters shortness is due to his attention to Regimental duties, hence Quin was an Officer, should he have been an enlisted man the letter could have been sent at a Soldiers rate without all the skulduggery.
- (3) Teach me to keep better notes – I believe it was Arnell but can’t seem to find it. The author would appreciate any information regarding said survey.





## LETTERS TO THE EDITOR

**Richard Thompson**

### **ADMIRAL 2 CENT GREEN ON THIN PAPER**

In your second paragraph of your recent article (July 2015 issue page 147) you say "It does, however, display a very characteristic grain, readily visible when the stamp is held up to the light or viewed from the back and this leads one to believe that the paper is thin (in much the same way as the first printings of the Large Queen stamps appear to be thin as the grain is clearly visible from the back when in fact the paper thickness is fairly average for the issue)."

In the case of the early Large Queens the characteristic that leads people to think Duckworth paper 1 is thin, is that the image of the stamp can be readily seen from the back, not that the grain can be seen from the back.

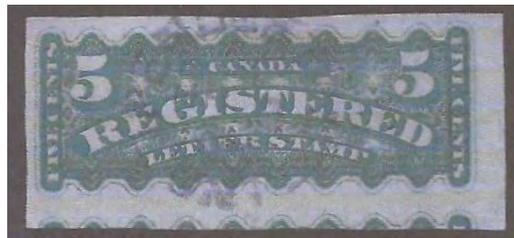
This particular Admiral paper may well have a characteristic grain which would assist in identifying it but the fact that grain is readily visible from the back on a particular stamp is not remarkable, after all that is where you look for grain, and it is certainly not an indication of thinness.

**John Wright**

### **IMPERFORATE OR FAKE?**

The interesting article by John Hillson 'Small Queens – Imperforate or Fake (pages 107 – 109 Maple Leaves, April 2015) made me think of a 5 cent Registered Letter Stamp I have. This was in a small collection I purchased a good number of years ago, and gives every appearance of being imperforate (see fig 1 below).

It is a large copy, with no trace visible of remnants of perforations which might once have existed and has a BPA Certificate dated 16th December 1948. Unfortunately, the certificate says 'cannot be certified as imperforate'! I have shown this stamp on many



*Fig 1*





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occasions and invited opinions and comments – without exception, all who have commented have said ‘It looks alright to me’.

Then, shortly before he died, Dick Lamb sold me a few 5 cent RLS’s. One of these was a really huge copy (shown in fig 2 below) and to my astonishment my ‘large imperforate’ copy fitted entirely within the perforations of this new purchase. This removed all doubts I had about the genuineness of my ‘imperf’ copy. It is well known that the printer of these stamps had difficulty in perforating them, clearly shown by another stamp (fig 3) which is very narrow.



Fig 2



Fig 3

*(Editors Note: I suspect John may have to think again. If you look closely at fig 1 you can clearly see at the bottom of the picture, part of the design of the adjoining stamp proving that the stamp in question was, at the very least, imperforate along the bottom!)*

## Robert Toombs

### QE2 POSTAL HISTORY QUERIES

I refer to the queries from John Cranmer in the last issue of Maple Leaves and I can offer the following possible / partial answers:-

Figure 1 – the cover showing meter marks plus added stamps:-

There are a number of possible explanations for a total rate of \$1.12. It appears that the letter was initially franked in a private business office using a postal meter and rated as a registered letter of standard weight (up to 1oz giving 6 cents postage plus 50 cents registration). Knowing how some businesses work it is quite possible that this standard rate postage was applied to all letters regardless. The stamps appear to have added the following day at the post office when the actual weight of the letter may have been checked. The first thought one has is that the letter was found to be slightly overweight when checked at the post office but a double registration rate (10 cents postage plus 50 cents registration) does not fit the \$1.12 so is discounted.

There are two higher weight + registered combinations that would result in a \$1.12 rate or close to it. The first is if the letter actually weighed 9oz and they decided to register it for the second tier of value (registered for between \$50 and \$100). This gives postage of 38 cents plus registration fee of 75 cents = \$1.13. The front of the letter does carry a





manuscript \$1.13 mark possibly supporting this theory but overall this explanation sounds a little tenuous.

More possible is that the letter actually weighed up to 15oz requiring postage of 62 cents plus the 50 cents registration fee giving a total of exactly \$1.12. John Cranmer can no doubt judge if the envelope was big enough to have ever carried up to 15oz of papers.

Another possibility is that the letter weighed up to 5oz requiring postage of 22 cents and was sent by Special Delivery (40 cents) as well as registered (50 cents). The letter is not marked for Special Delivery but could have been bagged up as such. This combination also results in the \$1.12.

Figure 2 – the POSTAGE PAID – PORT PAYE letter:-

The mark was used on official covers after 1 January 1964 when all departments of the government began to pay postage annually on a bulk mail basis. I suspect that, in this case, the Post Office looked at the OHMS envelope mailed in Surrey BC in December 1970 and the red manuscript address to a local, Surrey, newspaper and decided it was not an official letter. Thus double deficiency (6 cents plus 4 cents for under 2oz all times two) = 20 cents due.

*(Editors Note:- John has since confirmed the following for the figure 1 letter:- 'the envelope looks pristine and tightly closed no sign of having to force papers into it. It may have been possible to get 1 - 2 ounces of paper in but probably not more. I wonder if it could have weighed under 1 ounce and been registered to a value of \$100 - \$200 for a charge of 6 cents plus \$1.10 = \$1.16. The total being underpaid by 4 cents which the PO clerk missed - unlikely I would think.' )*

**John Cranmer**

## **14 CENT PARLIAMENT STAMP OF 1978**

Re Unitrade 715 the 14 cent red parliament stamp which was printed from plates 1 to 4. On all the plate block examples I have seen (which is obviously a minuscule sample) from plates 1 and 2 the tagging bands are very obvious visually as pale buff coloured bands. On all the examples from plates 3 and 4 they cannot easily be seen except under UV light and look completely different. I assume that these come from two completely separate print runs. Were they issued like this (I would be very surprised if this was the case) or have the plate 1 & 2 stamps discoloured over time. In that case there must have been a change in the formulation of the printing ink used for tagging between the two print runs.

Other CBNC printings previous to the 14 cent stamp also show coloured tagging bands but later ones do not. BABNC printings have visually colourless tagging in this period.



I see no reason that the tagging ink formulation used by the two printers should be the same.

Are my limited observations correct and if so has the cause / change been documented. Is there any info as to when plates 3 and 4 for CS715 were used?

## John Watson

### REDIRECTION

Since submitting my article on redirection (see July 2015 issue of Maple Leaves), I have acquired a couple of covers which I think add to the story.

In the article, I showed in figure 3 a registered letter redirected from England to Ireland and stated that registered mail could be redirected, but what I have found out since is that registration ceases at first destination so that although the letter was redirected to Ireland, it was not registered to Ireland. This is a rule that most of the general public probably did not know. However the registered letter shown in fig 4 below was sent by the Canadian Post Office and forwarded by the US Post Office, who obviously did know the rule and so they re-registered it before forwarding it to Japan.



Fig 4 Front and back.



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The second cover (fig 5) shows a letter sent to Switzerland. From there the letter was forwarded to France. Whoever forwarded it obviously thought it was important and urgent enough to send express, hence the Vevey EXP LETTR. postmark and the charge in blue crayon of 40 centimes.



Fig 5

**John Watson**

### **REPLY PAID CARDS**

I am attaching a scan of a reply paid US postcard used in Canada (shown in fig 6 overleaf). I have a few cards from around the world similar to this. In most cases the sender hasn't realised what reply postage paid means or at least is not aware that if fully paid, then no additional postage is necessary even when sending back to a foreign country, and so has added Canadian postage unnecessarily. With all my other examples either the correct postage is covered by the postcard itself or a make-up amount has been added in stamps of the originating country, and so any additional postage using Canadian stamps is an overpayment. In the case of the postcard illustrated the postcard is underpaid 1 cent for a postcard to the USA from Canada. I am assuming that the sender of the card overpaid by adding the entire postage. However, I am not sure of the rules regarding reply paid cards and my question is: should only the make-up 1 cent have been paid or does a short payment invalidate the value of the card and therefore require full postage?

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





Fig 6

## Canadian Philatelic Society of Great Britain

Annual subscriptions for the 2015/16 year were due on 1<sup>st</sup> October 2015.

Subscription levels are:-

£22 for members resident in the UK

£25 for members resident in Europe (airmail delivery) and

£28 for members residing in the rest of the world (airmail delivery)

For members living in North America, the dollar equivalents are currently \$50

CAN or \$42 US. These \$ rates will be reviewed after 1 November 2015 and adjusted should exchange rates have moved significantly.

Payments made prior to 1<sup>st</sup> November 2015 will be eligible for a 'prompt payment' discount of **£2 or \$CAN4 or \$US3** from the above amounts (these discounts automatically apply to payments made via Direct Debit arrangements).

Members may pay subscriptions by PAYPAL in any local currency via the Society website or by cheque from a UK, Canadian or US bank. If paying by PAYPAL you will be offered the option to pay for 3 years subscriptions at a 10% discount.

Cheques should be made **payable to the Society** and sent to:-

Malcolm Montgomery, Subscription Manager, Cae Glas, Llechwed, Conwy, North Wales LL32 8DX (**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 2015/16 subscriptions by the end of February 2016 will be removed from the *Maple Leaves* circulation list.





## BOOK REVIEWS

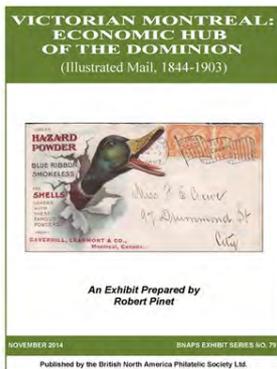
With Xmas fast approaching, it is time to take a look at the many new books that have arrived on the Editorial desk over the last 12 months.

All of these books have all been published by BNAPS. All BNAPS books are available from: Ian Kimmerly Stamps, 62 Sparks Street, Ottawa, ON K1P 5A8, Canada. Phone: (613) 235-9119. Internet orders can be placed at [www.iankimmerly.com/books/](http://www.iankimmerly.com/books/)

Prices given below are the retail prices in Canadian Dollars. BNAPS members receive a 40% discount from retail prices. Shipping is extra. Credit card orders (Visa, MasterCard) will be billed for exact amount of shipping plus \$2 per order. To pay by cheque, please contact Ian Kimmerly Stamps directly for a total. For US\$ or £ cheque payments, amounts will be calculated at the current rate of exchange. Applicable taxes are payable for Canadian orders.

As usual, review copies of these books, in colour, can be found in the Society Library so if you wish to sample before you buy, please contact Mike Slamo.

**Victorian Montreal: Economic Hub of the Dominion (Illustrated Mail, 1844-1903) Robert Pinet** Released November 2014. 88 pages, 8.5x11, spiral bound. Colour C\$ 51.00 [ISBN 978-1-927119-43-3].



Robert Pinet's Victorian Montreal: Economic Hub of the Dominion (Illustrated Mail, 1844-1903) has grown from one to three to five to eight - and then back to five – frames, starting with an APS Vermeil at ROPEX 2009, through to the version presented in this volume which was awarded Gold at BNAPEX 2014 BALPEX and an International Large Vermeil in St. Pierre and Miquelon, also in 2014.

The exhibit features illustrated mail (advertising covers, corner cards and postal cards) from 1844 to 1903 and is designed to tell the story of Montreal's role

as the economic hub of the Dominion during the Victorian period.

The term Social Philately has become quite topical in our hobby and this exhibit probably falls into this category as it provides details of the various companies who advertised on the covers as well as showing some outstanding philatelic material. The exhibit covers everything from Agriculture to Hotels through Manufacturing, Construction, Transportation and Retail amongst others.

Philatelically, the exhibit covers everything from stampless covers to flag cancels – even the odd Street Cancel makes an appearance!





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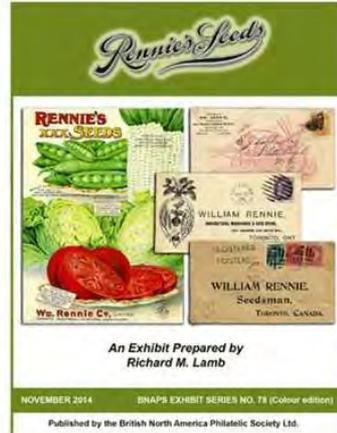
However, the real joys of the exhibit are the many multi coloured adverts themselves, which provide a flavour of the businesses and activities of a bygone age.

Well worth a read.

**Rennie's Seeds : Richard Lamb** Released November 2014. 90 pages, 8.5x11, spiral bound. Colour C\$ 51.00 [ISBN 978-1-927119-42-6].

In a similar vein to the last title, this book focuses on a bit of social history – this time concentrating on just one company – Rennies Seeds. At one time or another, I would guess that most of us have come across a cover from or to Rennies Seeds as there are seemingly thousands of them which survived. But who were Rennies Seeds?

Perhaps sparked by the many William Rennie Seed covers he handled during his long career, Richard (Dick) Lamb, one of Canada's most respected philatelists, had a special interest not only in the postal history aspects of the covers themselves, but also in the history of the William Rennie Seed



Company and the Rennie family. This interest extended to the history of other seed companies that operated in Ontario and in Canada in the Queen Victoria, King Edward VII and King George V eras. His research efforts took him to the Royal Botanical Garden in Burlington, the Toronto City Archives, the Toronto Harbour Commission, the Annex to the University of Guelph Library, where the Ontario Farm Museum archives were transferred when it closed, and also to the McLaughlin Library at the University of Guelph. "The William Rennie Correspondence, a Personal Recollection" was published in the November 2000 issue of *Confederation*, the newsletter of the BNAPS Large and Small Queens Study Group.

Dick's interest and research in the subject led him to prepare Rennie's Seeds, the exhibit depicted in this volume of the BNAPS Exhibit Series. The exhibit received a Gold medal and the BNAPS Novice Exhibitor Award at BNAPEX 2003 in London, ON, and Vermeil at ORAPEX 2004 in Ottawa. The exhibit includes corner cards, private postcards, illustrated envelopes and perforated initial stamps used by the Rennie Company. There is also biographical material about the philatelic and military activities of members of the Rennie Family, including a section entitled, "General Rennie's Raid on the Provincial Archives." For this book Dick's daughter Jennifer scanned the exhibit pages and then designed the cover from material in the exhibit.

In addition to the philatelic material, the exhibit also includes photocopies of many of the very colourful Seed Catalogues produced by Rennies.





## Auction Announcement

### October 2015 Public Auction



Spectacular 8c RLS plate imprint block with full pristine original gum, NEVER HINGED. Also shows documented plate variety (Pos. 32)  
*ex. Bill Simpson*



Remarkable set of die proofs on india paper; 2c in dark rose carmine, the 5c & 8c in reversed colour of issue.



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1893 5c RLS cover to Mexico.  
Unrecorded in Harrison census  
(2001 update)



In-period usage of the 8c RLS  
on cover to UK postmarked  
AU 28, 1877; 1959 PF cert.  
ex. John Siverts



ICR Perfin 3c Small Queen & 5c RLS on clean Intercolonial Railway  
of Canada. Less than five covers with this perfin exist. ex. Arfken

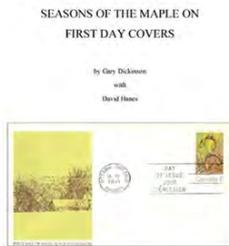
An impressive collection with proofs, intact sheets, plate multiples,  
varieties, specialized cancellations, important postal history from  
early dates to unusual frankings and rates.





An outstanding exhibit and a highly colourful book that will hopefully provide some inspiration to members seeking a new collecting idea. Highly recommended.

**Seasons of the Maple on First Day Covers: Gary Dickinson** Released November 2014. 52 pages, 8.5x11, spiral bound. Colour C\$ 40.95 [ISBN 978-1-927119-41-9].



Published by the British North America Philatelic Society November 2014

In his latest BNAPS handbook, *Seasons of the Maple on First Day Covers*, Gary Dickinson describes how the Maple Leaf, Canada's other national symbol along with the Beaver, has appeared on Canadian postage stamps. The first use was as a decorative element in the design of the Diamond Jubilee issue of 1897, followed shortly by the Queen Victoria Maple Leaf and subsequent issues well into the 20th Century. With the adoption of the new Canadian flag in 1965 the Maple Leaf began to appear more frequently as a major element on stamps because of its central presence on the flag, and continues to do so right up until the present. With the release of the "Maple

Leaves in Season" series in 1971, the Canada Post Office (CPO) also entered into full scale production of First Day Covers. The main part of this volume focuses on the great variety in CPO's products and those of competitors.

Gary has produced a number of volumes recently on the neglected theme of First Day Covers and one hopes these might help to rekindle some interest in this field amongst collectors. The material is available at little cost although some of it is quite hard to find. If you do have an interest in this field then this book will prove invaluable.

**Overseas Mailers First Day Covers of Canada: Jan Pieter van der Ven and Mark Lerner** Released December 2014. 158 pages, 8.5x11, spiral bound. Colour C\$ 66.95 [ISBN 978-1-927119-47-1].

This is another book covering the general field of First Day Covers. Between 1954 and 1977 a small family owned business in New York called Overseas Mailers produced over 130 first day covers, each containing an informational insert, for 144 Canadian stamps of the era.

In the new BNAPS handbook, *Overseas Mailers First Day Covers of Canada*, Jan Pieter van der Ven and Mark Lerner describe how for almost 30 years a small family-owned company, Overseas Mailers of Flushing, New York created original first day cover cachets, or enhanced the cachets produced by others, for the stamps of 111 different countries worldwide.





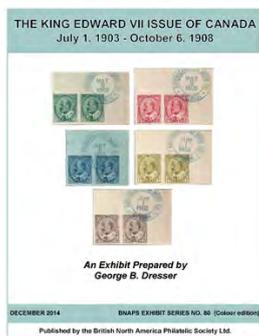
Virtually all the original and many of the enhanced cachets were hand painted. Illustrated in this volume are 134 different Overseas Mailers first day covers created for 144 Canadian stamp issues in the period 1954-1977. Where Overseas Mailers enhanced a cachet created by another company, both the original and the Overseas Mailers version are shown. John's and Mark's purpose in preparing this book was to illustrate the entire known Overseas Mailers production of Canadian cachets in order to help collectors recognize and obtain them, and in this they have certainly succeeded.

These FDC's are particularly colourful and highly decorative so if you have a mind to start collecting FDC's this may be a good place to start. Of particular use to the collector are the 'Market Level' price ratings given against each of the designs with some of the early FDC's being rated in the band \$60 - \$100 each. Who would have thought a humble FDC could cost you \$100?

Next come a trio of books from the Exhibit series.....

### **The King Edward VII Issue of Canada July 1, 1903 - October 6, 1908**

**George Dresser** Released December 2014. Exhibit series # 80. 136 pages, 8.5x11, spiral bound. Colour C\$ 62.00 [ISBN 978-1-927119-44-0].



*The King Edward VII Issue of Canada July 1, 1903 - October 6, 1908*, George Dresser's first ever exhibit, was well rewarded at BNAPEX 2014 BALPEX in Baltimore with a Gold medal, the Allan Steinhart Reserve Grand Award, the Order of the Beaver Novice Award and the American Philatelic Society 1900-1940 Medal of Excellence. George's exhibit more than compliments BNAPS' previously published Edward VII exhibit of the late Alan Selby, with more than 95% different material, as well as more and in some cases much rarer Edward VII postal history.

The exhibit follows a fairly classic approach to a one issue display covering essay and proofs, the issued stamps including imprints, coils, booklets and imperforates, precancels and then an extensive range of postal history.

The Essay and Proof section includes a set of plate proofs from the American Bank Note Company believed to be unique along with an array of die proofs, essays and specimen overprints which would do justice to any exhibit. The issued stamp section contains a large number of blocks and imprint pieces right up to the 50 cent value. The booklet section shows the tete beche imperforate plate proof along with several examples of the booklet pane both mint and used whilst the coil section includes examples of all of the rare experimental coil types. An interesting section presents examples of the precancels used on Edward VII stamps by all 23 cities in Canada that





# SPARKS

## ★ AUCTIONS

How glorious it is as you view an auction catalogue and on every page **WOW**.

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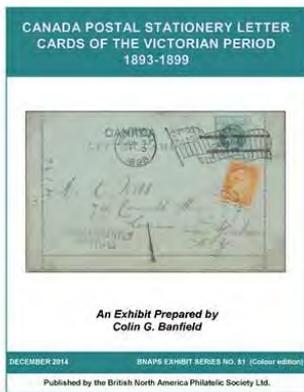


used precancels in the period. Reflecting the custom of the times, many very colourful illustrated covers are shown, along with letters going to unusual destinations such as Aden, Rhodesia and Tasmania. Among the rarest covers are a group of four registered letters carrying “INSURED” labels, a third-class rate newspaper and two parcel wrappers, one to England and one to Belgium. Your reviewer also admired a first day cover of the issue featuring all of the values up to the 10 cent.

Overall this is an outstanding exhibit of the issue and one that any collector of the Edward VII material will want to read. Highly recommended.

## **Canada Postal Stationery Letter Cards of the Victorian Period, 1893 – 1899**

**Colin G Banfield** Released December 2014. Exhibit series # 81. 74 pages, 8.5x11, spiral bound. Colour C\$ 47.00 [ISBN 978-1-927119-45-7].



In the latter part of the Victorian era letter cards became quite popular. Their many variations, rates and destinations are illustrated in this exhibit.

Colin Banfield's *Canada Postal Stationery Letter Cards of the Victorian Period, 1893 - 1899* is the first Postal Stationery exhibit in many years to be included in the BNAPS Exhibit Series. At BNAPEX 2014 BALPEX in Baltimore, it was awarded Gold and received the Ed and Mickey Richardson Award for one or more of research, originality, innovativeness or presentation. The exhibit shows how the letter cards of the 1890's evolved, with

different printings and perforations, different rates for different domestic services, and how cards were uprated with adhesive stamps for other services, both domestic, including registration and special delivery, and foreign.

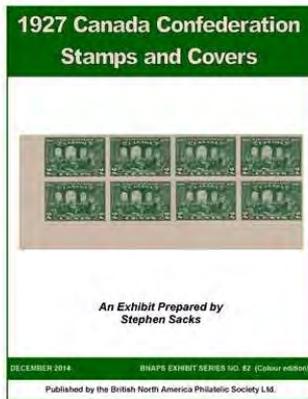
Among the unusual destinations are Moscow, Russia, Istanbul, Turkey and Grand Turk Island. A large section of the exhibit is devoted to the 3¢ cards that were revalued to 2¢ after the Christmas 1898 lowering of postal rates for destinations in Canada and the British Empire.

Postal Stationery is another area of our hobby that has been long neglected and this exhibit serves to show how an outstanding display can be achieved for relatively modest outlay by choosing a subject that others have spurned. The book is a must for those who collect this material and also for those members who have an interest in the postal rates and cancellations of this period.





**1927 Canada Confederation Stamps and Covers: Stephen Sacks** Released December 2014. Exhibit series # 82. 92 pages, 8.5x11, spiral bound. Colour C\$ 53.00 [ISBN 978-1-927119-46-4].



One issue stamp exhibits have become very popular over the years but forming such an exhibit for many of the 19th century issues of BNA is well beyond the financial scope of most members. This particular exhibit sets out to prove that such a display can be just as effective and less painful on the bank balance when a 20th century stamp issue is chosen. The first Canadian issue after the Admiral era was a colourful set of stamps honouring the 60th Anniversary of Confederation. This was the first series of commemorative stamps issued by Canada for many years.

The exhibit covers only the five stamps of the Confederation issue plus the Special Delivery stamp issued at the same time. The three historical issue stamps are excluded.

The exhibit follows fairly classic lines and covers pre-production material such as die proofs, trial colour and issued colour plate proofs followed by the issued stamps, including plate blocks and sheets. These are followed by imperforate and part perforate varieties, other plate varieties, OHMS perfins and precancels. The exhibit concludes with a wide array of postal usages of the stamps. The exhibit includes some research into the number released of the imperforate and part perforate stamps of this issue.

Soon after starting to collect stamps Stephen Sacks attended FIPEX, the Fifth International Philatelic Exhibition, in New York City in 1956. It was eye opening. With the usual breaks for school, family and career he continued his interest over the years and in the early 2000s began to collect both the 1917 and 1927 issues of Canadian Confederation stamps. He then focused on the 1927 Confederation series, showing them at BNAPEX 2008 NOVAPEX in Halifax, BNAPEX 2011 North Bay, BNAPEX 2013 Charlottetown, and again last year at BNAPEX 2014 BALPEX in Baltimore, where the exhibit received a Vermeil.

Once again this is a nice example of a high class exhibit that has been formed for a relatively modest outlay given that the stamps themselves are not particularly rare (albeit some of the large multiples of the imperf and part perf varieties would not have come cheap!) An essential read for anyone who collects this issue and good general read for anyone interested in forming a world class exhibit.





## The Larry Paige Collection of Canadian Flag Cancellations (1896-1996) and Early Machine Cancellations (1896-1902)

**Larry R. Paige** Released November 2014. 406 pages, 8.5x11, spiral bound. Colour C\$ 116.00 [ISBN 978-1-927119-40-2].

*The Larry Paige Collection of Canadian Flag Cancellations (1896-1996) and Early Machine Cancellations (1896-1902)* is not an “exhibit” book in the normal BNAPS sense. Instead, although the material is presented in exhibit layout format, it is actually a record of Larry’s collecting efforts in the fields of Canadian Flag Cancellations and Early Machine Cancellations both before and after he stopped actively exhibiting the Flag Cancels in 1987.

Larry first showed his Flag Cancels at BALPEX 1972 in Baltimore, where he received a Bronze award. Four years later he won Gold and the Grand

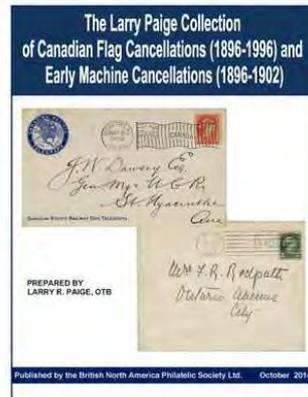
Award at ROPEX, which qualified the exhibit to compete for the American Philatelic Society World Series of Philately Champion of Champions award in 1977 at San Francisco. In 1987 Larry’s exhibit received an International level Silver award at the CAPEX '87 FIP Exhibition in Toronto. After CAPEX '87 Larry continued to add to his Flag Cancel collection and expanded into early Canadian Machine Cancellations. These two collections which together formed what is probably the finest ever assembly of this material are the subject of this book.

The book covers all of the early machine cancels from the first Montreal type of March 1896 through to the Victoria Provincial Exposition hand cancel of 1901. It concludes with examples of all of the later machine or slogan cancels which featured flags, covering a range from the 1927 Confederation Diamond Jubilee to the Capex 1996 cancels.

The early material includes all of the great rarities – many with multiple examples and also many earliest and latest recorded dates, Also included are a large number of inverted flags, double strikes and hubless flags – all set amongst some very colourful advertising covers.

The book serves as a wonderful reference volume for anyone who collects early flag and machine cancels and is a very interesting read to any member who collects material from this era. Highly recommended.

GS





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## AND FINALLY..... FAME AT LAST

I am indebted to Bruce Crow at Bow City Philatelics for the picture below which shows Ukranian farmers unloading hay from a train at Krydor, Saskatchewan in 1947.



The key thing, of course, is the grain elevator in the background. Apparently some long lost arm of the Searle family were in the grain business long ago.....

The picture brought to mind a cover that someone (maybe also Bruce) sent me several years ago that was tucked away safely in the bottom of a drawer in my desk. This rather ordinary meter mail cover shown overleaf in fig 1 is from the 'Searle Grain Company Limited' of Winnipeg - no doubt the very same company who had their name emblazoned on the elevator in the picture above.

A quick search amongst messrs Google and Google revealed the following courtesy of The Encyclopaedia of Saskatchewan.....

*In 1921 Stewart A. Searle, newly graduated from Yale University, and his father Augustus Searle formed the Searle Grain Company Ltd; Stewart became vice-president and general manager. The headquarters were initially in Melfort, Saskatchewan. The company began operations in 1921-22 with twenty-five elevators, all located on Canadian Northern Lines in northeastern Saskatchewan. Starting as an inexperienced grain buyer, Augustus Searle had by 1895 become chief executive officer of several grain companies. When the Canadian Northern Railway owners looked for investors to build elevators on their newly constructed lines, they invited the Peaveys, then an established*





Fig 1

grain family in Minneapolis, to tour the west. The Peaveys took with them Augustus Searle, and the tour led to the formation of several individual companies, all on different rail lines.

Augustus Searle, along with Peavey associates, purchased two existing elevator companies. In 1914 Searle formed the Home Grain Company Ltd; starting with fifteen elevators, it grew to seventy-three by 1923—all of them were in Alberta. With H. Sellers and J.C. Gage, the Searles formed the Northland Elevator Company to lease and operate the 7.5 million-bushel terminal at Fort William; later they were involved in terminal ownership and operations on the West Coast. In 1929 the Searles moved to consolidate their operations, merging the Saskatchewan Elevator Company, the Liberty Elevator Company and the Home Elevator Company with the Searle Elevator Company. This made the Searle Grain Company, with 277 elevators, the third largest non-farmer-owned company.

Between 1929 and 1948, Searle acquired the Malden Elevator Company, the Standard Elevator Company, and the Quaker Oats Company; and in 1948 it purchased fifty-one elevators left over from the dispersal sale of the Reliance Elevator Company to the three Pools and UNITED GRAIN GROWERS a year earlier. With 417 elevators, this made Searle the largest of the private companies. In the 1960s, with the growing concern over duplication of facilities and competition, private companies began to consider mergers. In 1967 the Searle Grain Company amalgamated with the Federal Grain Company, Alberta Pacific being included in the merger. The new company, named Federal Grain Company Ltd, was sold to the Pools five years later, in 1972.

To the best of my knowledge this particular bunch of Searle's – originating from New York state in the USA – bear no relation to your editor (although I confess I have not





gone back as far as the Pilgrim Fathers to check this out!)

Not content with this one cover, I also recently turned up the advertising cover shown in fig 2 below on ebay. This one features what is obviously the 'posh' arm of the family tree as it features a double barrelled name 'Brown-Searle'. This particular printing



Fig 2

company were prominent book publishers in Toronto in the early years of the 20th century but I have been unable to find out what happened to them in more modern times.

I wonder if any of our other members can provide us with some philatelic 'family links'?

*A special invitation to join...*



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Mention this ad & receive a \$5.00 discount on new memberships only





## **SOCIETY NEWS**

### **FROM THE TREASURER**

The Society Accounts for the nine month period up to 30 June 2015 appear on pages 238 and 239. Copies of the signed accounts will be available for members to view at the annual Convention in Carlisle but if members have any questions relating to the accounts they can contact me beforehand (see e mail address – inside back cover).

Members should note that following the resolution, approved at the last AGM, to move the end date of the Annual Accounts to 30 June, these accounts cover only a nine month period. Anyone wishing to make comparisons with previous, full year, accounts should take this into account. (Note, for example, that these accounts show no income from Maple Leaves advertising as this income source normally arrives in the third quarter of the year).

Two items of note have impacted on our Income and Expenditure Account. The continuing reduction in the membership roll has resulted in a further decline in subscriptions; our largest source of income. This has, however, been more than offset by some substantial reductions in Maple Leaves distribution costs resulting from our new printing and distribution contract which commenced in January 2015.

Two factors outwith our immediate control have had a negative impact on the Balance Sheet. A further substantial fall in the value of the Canadian \$ against the £ over the first half of 2015 has reduced the sterling value of our assets held in Canada. There has also been a significant fall in the commodity prices of precious metals over the last year and this has been reflected in a fall in the book value of the Society trophies.

The overall financial position of the Society remains stable. I once again extend my thanks to Mike Street who has managed the Canadian accounts for the Society and to Jim Bisset who has acted as our Honorary Examiner.

**Karen Searle**

### **FROM THE SUBSCRIPTION MANAGER**

A reminder that subscriptions for the year 2015/16 are now due. The reminder form was enclosed in the July issue of Maple Leaves but the relevant information can be found in the advert on page 220 if you have mislaid the original. Subscriptions fall due on 1st October 2015 and, as usual, a discount applies to those who get their payments in before 1st November. Payments can be made by cheque (in £ to me or in \$US or \$CAN to Mike Street) or via PAYPAL on the Society website.

Members who have paid in advance for 2015/16, have a life membership or have been a member for over 50 years need take no action. If you are unsure if one or any of these





apply to you please contact me or Mike Street by e mail or phone and we can confirm your status. Contact details can be found on the inside of the back cover.

### **Malcolm Montgomery**

#### **FROM THE AUCTION MANAGER**

By the time this reaches members, the Convention Auction will have been completed. Any unsold lots will be available, at reserve, up to 24th October so please contact me if you are interested in anything.

I will hold another postal/ web auction in Q1 2016 if sufficient material is consigned. The deadline for receipt of material for sale is **end November 2015**. If you have any material to dispose of via the auction please contact me at the earliest convenience to plan your material into this or a future sale. Our commission rates are the lowest in the business (10%) and we reach directly into a specialist group of buyers so why not give the Society Auction a try to dispose of any surplus material?

### **Graham Searle. FCPS**

#### **LONDON GROUP**

Our 2015/16 season of meetings will recommence in October. We meet monthly on the third Monday of the month with meetings commencing approx. 1230hrs for around 2 hours followed by a late pub lunch. All meetings are held at 31 Barley Hills, Thorley Park, Bishops Stortford. All members are welcome and are requested to bring along a few sheets to each meeting. Contact Dave on 01279 503625 or 07985 961444 for more details. The full programme for 2015/16 is as follows:-

October 19	New Acquisitions
November 16	Subjects J, K, and/or L
December 21	Committee Entertains
January 18	Visitors Entertain
February 15	Queen Victoria material post 1897
March 21	Newfoundland TPO's - Brian Stalker
April 18	King George V material - John Watson
May 16	AGM and Beaver Cup
June 20	Something different - e.g. non-Canadian

### **Dave Armitage.**

#### **SCOTLAND AND NORTH OF ENGLAND GROUP**

Our next meeting will be held on Saturday 24th October at 2pm at the usual venue of the Buccleugh Arms Hotel in Moffat. All members are welcome. Please bring along a





few sheets to display and/or some questions to which you are seeking answers. Please contact the Editor for more details.

### Graham Searle *FCPS*

<b>CONSOLIDATED INCOME AND EXPENDITURE ACCOUNT TO YEAR ENDED 30 JUNE 2015</b>		
<b>INCOME</b>		<b>£</b>
	Subscriptions and Donations	4354.64
	Bank Interest	339.08
	Handbooks etc surplus	10.00
	Exchange Packet Surplus	1.64
	Convention Auction Surplus	435.60
	JT Auction Surplus	374.58
	JT Other Sales	177.45
	Convention Surplus	69.21
	Bank Goodwill	150.00
	PPT Test	0.01
<b>TOTAL INCOME</b>		<b><u>5912.21</u></b>
<b>EXPENDITURE</b>		
	Maple Leaves Printing and Distribution	4627.32
	Administration Expenses	91.39
	ABPS fee	135.30
	Insurance	330.20
	Bank charges	54.89
	Website running costs	238.80
	New Founders Trophy	155.95
	Re-engraving	25.00
	Overall surplus for year	253.36
<b>TOTAL EXPENDITURE</b>		<b><u>5912.21</u></b>
<b>Notes:-</b>	<b>Canadian funds have been converted to sterling at C\$1.95 = £1</b>	





**CONSOLIDATED BALANCE SHEET FOR  
 YEAR ENDING 30 JUNE 2015**

	£	£
<b>ASSETS</b>		
Cash balance - RBS	5023.67	
Meridian Bank	4058.26	
Sub-total cash		9081.93
Investments at cost:		
General Fund New Star Fixed Interest Unit Trust	2000.00	
General Fund New Star High Yield Bond Unit Trust	1000.00	
interest bearing Canadian bank bond	13652.5	
Sub-total investments at cost		16652.50
Society ties stock	46.53	46.53
* Library books as valued		3315.00
* Trophies as valued		1965.20
<b>TOTAL ASSETS</b>		<u><u>31061.16</u></u>
<b>LIABILITIES</b>		
General fund balance at 30/9/14	8619.47	
Sterling deficit 2014/15	-549.27	
General fund balance at 30/6/15		8070.20
Canadian fund balance at 30/9/14	18419.46	
Exchange rate loss over 2014/15	-1511.34	
Canadian \$ surplus 2014/15	802.64	
Canadian fund balance at as 30/6/15		17710.76
Library fund		3315.00
Trophy Fund		1965.20
<b>TOTAL LIABILITIES</b>		<u><u>31061.16</u></u>

Notes:  
 For 2014/15, Canadian funds have been converted to Sterling at the rate of C\$1.95= £1,  
 whilst in 2013/14 Canadian funds were converted to Sterling at the rate of C\$1.79=£1  
 This difference gives rise to an exchange rate loss (expressed in Sterling) at 30/6/15.

\*These are disposal values. Insurance (Replacement) values are £9,000 and £23,720 respectively.

Hon. Treasurer

Hon. Examiner





## AMENDMENTS TO MEMBERSHIP to 15th SEPTEMBER 2015

### New Members:-

- 3035 GLOBE, Alexander; 1041 Lee Street, White Rock BC, Canada V4B 4P2; e mail  
[a.globe@ubc.ca](mailto:a.globe@ubc.ca)  
3036 FRIESEN, Rick; 49 Hazelnut Street, Kirkland, Quebec, Canada H9H 4R8; e mail  
[rickfriesen5@gmail.com](mailto:rickfriesen5@gmail.com) Map

### Change of Address and Corrections to Address:-

- 1322 MALLOTT, Richard; new e mail address [toysoldier@bell.net](mailto:toysoldier@bell.net)  
2482 MARIO, Dean; PO Box 342, Station Main, Saskatoon, SK, Canada S7K 3L3  
2855 SPENCER, Peter; new e mail address [peterspencer@xplornet.com](mailto:peterspencer@xplornet.com)  
3021 HAMMOND, Rob; corrected e mail address [robhammond@hammondmfg.com](mailto:robhammond@hammondmfg.com)

### Resigned:-

- 2609 DOYLE, Mel (change of collecting interests)  
2834 ESCOTT, John (failing eyesight)  
2858 NESBITT, Bruce

### Deceased:-

- 2072 BAKER, Rodney

### Removed for non-payment of dues:-

- |      |                  |      |               |
|------|------------------|------|---------------|
| 2199 | GENDRON, Raynald | 2503 | STURUP, Svend |
| 2701 | WHITELEY, David  | 2912 | ABEL, Don     |
| 2989 | DENOBILE, Louis  |      |               |

Revised Total:- 279

---

## FORTHCOMING EVENTS

### 2015

- Oct 10 South of England Fair and Convention, Ardingly  
**Oct 19 CPSGB London Group Meeting**  
**Oct 25 CPSGB Scotland and North of England Group Meeting, Moffat.**  
**Nov 16 CPSGB London Group Meeting**  
**Dec 21 CPSGB London Group Meeting**

### 2016

- Jan 18 CPSGB London Group Meeting**  
**Feb 15 CPSGB London Group Meeting**  
Feb 17 – 20 Spring Stampex, BDC Islington, London  
Apr 15-16 Scottish Congress and Exhibition – Perth  
Apr 30 – May 1 ORAPEX National Stamp Show, RA Centre, Ottawa  
May 28 – Jun 4 World Stamp Show – New York  
Sept 14 – 17 Autumn Stampex, BDC Islington, London  
Sept 30 – Oct 2 BNAPEX 2016, Fredericton, New Brunswick  
**Oct 19 – 23 CPSGB Convention, Holiday Inn, Kenilworth**

### 2017

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





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### President:

Brian Stalker, *FCPS*, 7 Larch Close, Heathfield, East Sussex, TN21 8YW  
e mail brianstalker63@sky.com

### Secretary:

John Hillson, *FRPSL, FCPS*, Westerlea, 5 Annanhill, Annan, Dumfriesshire DG12 6TN  
Tel 01461 205656 e mail: john@stampbuffjohn.plus.com

### Treasurer:

Karen Searle, Ryvoan, 11 Riverside, Banchory, Aberdeenshire, AB31 6PS  
e mail: karensearle28@btinternet.com

### Editor, Website Manager and Auction Manager:

Graham Searle *FCPS*, Ryvoan, 11 Riverside, Banchory, Aberdeenshire, AB31 6PS  
Tel: 01330 820659 e mail: searle711@btinternet.com

### Subscription Manager and Assistant Editor:

Malcolm Montgomery *MBE*, Cae Glas, Llechwed, Conwy, North Wales LL32 8DX  
e mail: m0bmontgomery@aol.com

### North American Subscriptions:

Mike Street, *OTB, FCPS*, 73 Hatton Drive, Ancaster, ON Canada L9G 2H5  
e mail: mikestreet1@gmail.com

### Handbooks Manager:

Derrick Scoot, 63 Jackmans Place, Letchworth, Herts, SG6 1RG  
e mail: derrick.scoot@sky.com

### Librarian :

Mike Slamo, 112 Poplar Avenue, Hove, Sussex BN3 8PS  
e mail: m.slamo171@btinternet.com

### Exchange Packet Manager:

Hugh Johnson, 27 Ridgeway Avenue, Gravesend, Kent DA12 5BD  
e mail: hughrjohnson@yahoo.co.uk

### Advertising and Publicity Manager:

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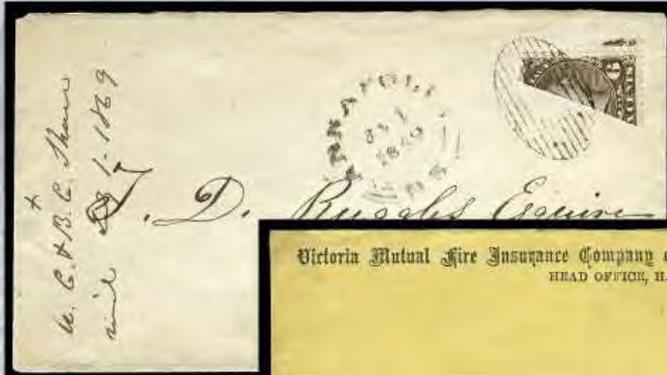


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# Maple Leaves

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# MAPLE LEAVES

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INCORPORATED 1946

**Founder:-**

A.E. Stephenson, *FCPS*

**Edited by: Graham Searle, *FCPS***

Ryvoan, 11 Riverside, Banchory, Aberdeenshire, AB31 6PS  
e mail: searle711@btinternet.com

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## EDITORIAL



Well another year has come and gone and I would like to wish all our members a very Happy New Year full of good health and even better acquisitions for your collections. Despite the continuing economic woes in many parts of the world, I note that quality philatelic material is still regularly fetching record prices at auction – both here in the UK and in North America - suggesting that our hobby remains in generally good health itself. It would be nice to think that the fall in the value of the Canadian \$ against the £ in the last year would have helped collectors here in the UK to acquire a few bargains but the strength of the market has ensured that such dreams remain on hold!

I would like to thank the several members who responded to my plea for new material for *Maple Leaves* in the last issue. Suffice to say that the editorial cupboard is back to a slightly more comfortable stock level but please don't let this deter you all from submitting articles large and small as the stock of material does not extend beyond the next issue.

I would like to draw members' attention to the piece on page 265 of this issue regarding the Exchange Packet. Despite many efforts to resuscitate the packet in recent years it has remained largely dormant primarily through a lack of material being supplied for sale. The Committee have decided that it is now time for a 'Use It or Lose It' policy to apply so if you value the Exchange Packet (as either a buyer or a seller) please read the article and take action.





On a related topic, I have had no significant offers of consignments for a full scale postal auction in Q1 2016 so I have decided we will hold our next Society Auction at the 2016 Convention (see page 296 for consignment details). In the meantime, I do have a few low value lots of material, many of which were donated to the Society, which I will offer in a mini-sale closing in February 2016. Full details will appear on the Society website in early January so please look there for updates.

Members living in or around the East Midlands area may wish to take advantage of an offer from member Greg Spring to use meeting facilities, free of charge, at the Cavendish Auctions offices in Derby for Regional Group Meetings. If anyone is interested in setting up a local group in the area please contact Greg and our thanks go to Cavendish for the very kind offer.

Finally, we extend our congratulations to our past President, Brian Stalker, who was presented with the BNAPS 'Order of the Beaver' award during our Carlisle Convention event (see page 272 for a photo). I think I am right in saying that Brian is the very first UK based philatelist to receive this prestigious honour - a fitting tribute to the extensive research he has carried out - particularly in the field of RPO's. Well done, Brian!



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## GLIMPSES OF CANADIANA THROUGH THE EYES OF PRIVATE WRAPPERS

DR. JOHN K. COURTIS, *FRPSL*

In a moment of apparent madness, the author made a momentous decision to hand-collect the images of daily listings of worldwide private wrappers that have been listed on eBay. Since December 2009 the database has grown to 5,200 different images. Of these, 78 represent wrappers of Canada. The author has subjectively selected 11 of these that seemingly possess some interest if not visual attraction. The purpose of this paper is to identify and examine these non-post office wrappers used by Canadian organizations and so enrich our knowledge of their part in postal history through an examination of their role in social philately.

A relatively neglected area of philately is non-post office wrappers. Post office post bands and wrappers with denominated indicia are defined as postal stationery. Commercial wrappers bearing adhesives or prepaid inscriptions or meters bear no imprinted postal denomination and fall within the area of postal history. These wrappers would normally be studied as examples of this class of concessionary mail for their rates and routes. In addition though, wrappers such as these can be examined for their social philately attributes and so add insights about the social history tapestry of Canada. These wrappers are paper sleeves that wrap enclosures bearing printed matter, the nature of which disseminates news, information, intelligence, facts and advertising. The content of these wrappers are directed through the mail systems at concessionary rates to those who possess a special interest in such matters.

Commercial or private non-post office wrappers commence their lives as mere paper ephemera. They are then transformed into a philatelic item through the addition of prepaid postage and addressee instructions. The generic technical term “printed matter” encompasses newspapers, magazines, catalogues, price lists, reports, books, advertising, samples, patterns, photographs, clippings and other approved printed materials that qualify for the concessionary mailing rate. This sheet of paper folded around printed matter facilitates the sending of communication via this class of mail in a cost-effective and timely manner.

What would motivate organizations to spend money on the private printing of their own stationery when prepaid post office postal stationery wrappers and post bands could be purchased conveniently? One reason would be to self-advertise the organization’s name and business address as well as the name of the contents. The fancier the illustration the more eye-appealing and recognizable it is to the recipient. Hence, it increases the likelihood that the item will not be treated as junk mail and thrown away. A more pragmatic reason is that there is better control over the dimensions and quality of the wrapper’s paper to accommodate the width and strength specifications in accord with the size and weight requirements of the intended contents. Another reason may be





bound up in the timing of ensuring requisite stock is readily available. The purchase of post office stock would require a second stage of private printing. This two stage process may take longer and have less control by the user than in actually detailing the paper specifications to the printer with delivery times and quantities. A user of wrappers with a time sensitive enclosure to mail would not wish to be caught in a situation without any stock on hand.

The majority of the items illustrated in this article would have been carried in the posts at the Third Class mail rate applying to various types of printed matter. The rates applying to such mail over the period from 1870 to 1967 are shown in table 1 below (*sourced from Smith and Wawrukiewicz*).

**TABLE 1 – THIRD CLASS MATTER RATES**

Date	Domestic Rate	Rate to the USA	Rate to UPU
1870	1¢ per oz	1¢ per oz	n/a
15/7/1873	1¢ per 2 oz	1¢ per 2 oz	n/a
1/10/1875	1¢ per 4 oz	1¢ per 4 oz	n/a
1/8/1878			2¢ per 2 oz or 4¢ per 2 oz (I)
1/4/1879			1¢ per 2 oz or 2¢ per 2 oz (I)
1/1/1892			1¢ per 2 oz
1/10/1921			2¢ per 2 oz
1/7/1926		2¢ per 4 oz	
1/7/1930		1¢ per 4 oz	1¢ per 2 oz
2/4/1951	2¢ per 2 oz plus 1¢ per 2 oz additional	2¢ per 2 oz plus 1¢ per 2 oz additional	2¢ per 2 oz plus 1¢ per 2 oz additional
1/4/1964 to 1967	3¢ per 2 oz plus 1¢ per 2 oz additional	3¢ per 2 oz plus 1¢ per 2 oz additional	3¢ per 2 oz plus 1¢ per 2 oz additional

(1) Prior to 1892, Canada listed UPU countries in two categories 'A' and 'B' with different rates applying.

The other type of mail that could be enclosed in private wrappers was newspapers. The domestic rate for these between 1870 and May 1909 was ½¢ for transient newspapers up to 2 ounces. A 1¢ rate was set for transient newspapers for the second weight scale of 2-4 ounces. In May 1909 the ½¢ rate was abolished and was replaced by a rate of 1¢ per 4 ounces. In 1903 the rate for newspapers mailed in bulk from the publishers was set at ¼¢ per pound up to 300 miles. In 1908 the distance restriction was dropped in favour of delivery anywhere in Canada at this very favorable concessionary bulk mailing rate, however, by the 20th century fewer and fewer newspapers were being carried in the mails in this way.

The 11 wrappers chosen for study here are presented in chronological order of imputed usage date and include the period circa 1870 through circa 1967. Determining the actual usage date of a wrapper is often impossible from the wrapper itself because it does not bear dated postmarks. Bulk mailing permits and roller cancellations convey no identifying mailing dates. Heavily inked obliterations likewise rely on the contents themselves to identify dating for the recipient.

A major contribution of the paper is to demonstrate how the use of Internet resources can tease out information reflecting the backstory of a wrapper and position its place





within a social and business dimension. Once upon a time, research into postal history and social philately required long hours of diligent library and archival investigation. It still does in many cases, but the use of the Internet as a significant resource of information is increasingly attainable. Patient searching provides a much enhanced scope for advancing postal history and social philately. The algorithms of a search engine such as *Google* now empower the spread and depth of philatelic research.

### Phoenix Fire Insurance

The wrapper shown in fig 1 is headed PHOENIX FIRE INSURANCE OFFICE in upper-casing sans-serif font and underlined. This is followed beneath by an address line. The return address identifies Montreal as the source of the sender: If not called for in Ten Days, please return to P.O. Box 2002, Montreal. Below this are the words PER BOOK POST identifying the qualification of contents to be carried at the third class mail rate. The wrapper is stamped with an 1870 1¢ yellow Queen Victoria Montreal printing (Sc35) canceled with a fancy intaglio cross relief cut from a cork. The wrapper is addressed to Mr. F. C. Martin, Woodstock, Ontario. There is a filing note on the wrapper: 'Policy on Residence on Graham Street' underlined in green crayon and '\$4000 for 3 years' added. The 1¢ rate was correctly paid.



Fig 1

The Phoenix Fire Insurance Company established its agency in Canada in 1804 and 'insured all kinds of property against loss or damage by fire on reasonable terms. The Montreal agents for Canada were Gillespie, Moffat & Co., August 1832' (*The Patriot and Farmer's Monitor*, August 1832). The company was established as the Phoenix Fire Office in 1782 by London sugar refiners discontented with the rates of premium charged by the established fire insurance offices. By 1783 it had 58 agencies, and the early success of the company meant that by 1790 it was able to establish minimum rates for insuring London riverside wharves and warehouses against fire. From 1782 the company started to insure overseas properties belonging to English merchants. Agents were appointed in France, Germany and Portugal in 1786-1787, and in New York and Montreal in 1804.





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### Cliff-Wardlaw Acetylene Gas Company

The illustration at left on the wrapper shown in fig 2 is a picture of three acetylene tanks of gas set against a black background with the name of the company and Dundas, Ontario beneath. The same illustration appears in a number of advertisements that appeared in *The Dry Good Review* (1899), an example of which appears as fig 2a. The postage is paid with an 1898 1¢ blue green Queen Victoria Numeral issue (Sc 75) and canceled with a barred obliterator. The wrapper is addressed to Mr. L. P. Tauton, Charlottetown, Prince Edward Island. The 1¢ stamp paid the rate up to 4 ounces.

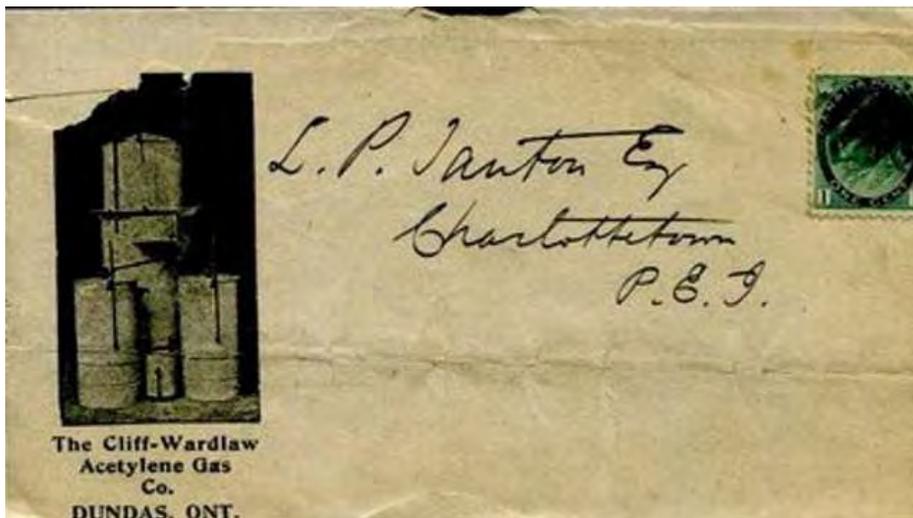


Fig 2



Fig 2a

The three proprietors of this business: John Herbert Cliff, George Henry Cliff and Thomas David Wardlaw who all resided in Dundas, Hamilton, Ontario were granted a patent on 7 November 1899 for an acetylene gas generator. There were a number of advertisements placed in the *Canadian Hardware and Metal Merchant* and *Canadian Grocer* for their products all based on some type of gas burner. They were the owners of the Safety Light and Heat Company and manufacturers of the Cliff-Wardlaw Generator in Dundas.





### Port Mann Chronicle

Above the wording *The Port Mann Chronicle* there is a 1912 Type B2-1 (*Staecker 1987*) black boxed bulk mailing permit POSTAGE PAID IN CASH// AT VANCOUVER CANADA above the Royal coat of arms with G R in each top corner (the initials are for King George V) and Authorized under Permit No. 2411 beneath. Below the box is the wording: Anybody using this stamp without authority// will render himself liable to prosecution. Port Mann, B. C. is printed above the address details, the wrapper being addressed to Mrs. E. D. Gibson, West Kitsilano City (West Vancouver). There is a pair of double underlines beneath the postage paid detail and the address. This wrapper is shown in fig 3.

Bulk mailing permits were introduced in Canada in 1903. In lieu of affixing postage stamps users could print a permit on their own stationery by obtaining an electro for printing the permit after payment of a refundable deposit. Items to be printed in this way had to be uniform in weight, bundled for easy counting and addressed in a standardised fashion (*Staecker 1987*). The 1912 usage date of this type of bulk mailing permit coincided with the concessionary bulk mailing rate of  $\frac{1}{4}\text{¢}$  per pound weight that was applicable for newspapers. The absolute amount paid in cash would have depended on the total weight of the Port Mann Chronicles mailed in this way. As discussed below, the lack of available information about this provincial newspaper suggests that the circulation was low

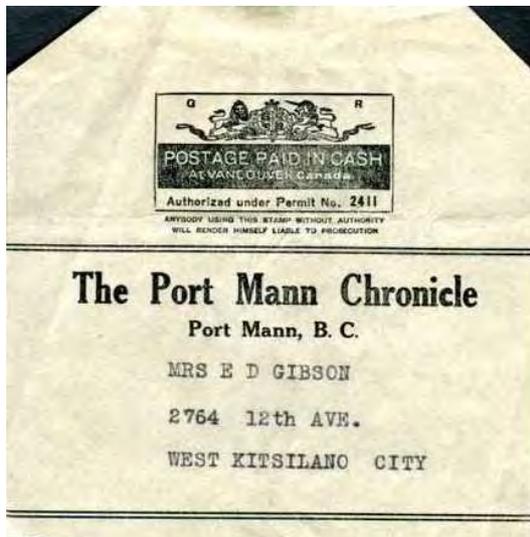


Fig 3

Port Mann townsite was created in 1911 in the municipality of Surrey, British Columbia. It had previously been known as Bon Accord and was a landing for steamboats taking on cordwood as they traveled up the Fraser River to Yale. Bon Accord was one of the primary connections with the outside world. It was also a centre of operation for fishermen. The new town was to adjoin the new railway yard and roundhouse forming the terminus of the new transnational rail-line operated by the Canadian Northern Railway. Newspapers quoted that Port Mann was intended to be a model town. Purchase of sections had been completed by 1911 and clearing of the forest

had begun. The sale of lots began in March 1912 and by June 1912 all land in the town site had been sold. Four million dollars' worth of land was sold in Port Mann. The town was laid out with streets radiating from a central circus in the residential section. However, the model town of Port Mann was never fully realised. Population declined significantly and the railway never terminated in Port Mann.





Information about the *Port Mann Chronicle* is elusive. Extensive *Google* searching failed to locate its holding in newspaper archives and libraries. The sole verification of the existence of this newspaper appears in *The Daily Colonist* (19 August 1913) where it was stated: “*The Port Mann Chronicle* is the latest addition to the list of Provincial newspapers. It is very neatly printed and altogether a very creditable publication. Mr. David Wilson is the manager”. Given the lack of information about this early newspaper of which there may be no extant copies, this particular *Port Mann Chronicle* newspaper wrapper may be unique.

### **Gananoque: Gateway to the Thousand Islands**

This Gananoque wrapper shown as fig 4 took the author on a nostalgic trip to when he worked at the University of Waterloo. A residential neighbour granted permission to use their caravan and canoe at Gananoque national park and it was on this lake that I had my first (and last) successful experience with a canoe. Given the beauty of this area of the world it seems a pity that the wrapper has not sought to illustrate some of the scenery. The printed wording on the wrapper is Gananoque in lower casing and gently arced with ONTARIO CANADA beneath and then The Gateway to the Thousand Islands. The wrapper shows a paper tape sealing the left-hand side of the sleeve (against postal regulations) with the wording GANANOQUE in green and PRINTER in red. There are two stamps paying 5¢ postage: a 1930 2¢ green and 3¢ dark carmine King George V (Sc150,151) obliterated with a type 4 roller cancel GANANOQUE, first issued in 1927 (*Smythies 1965*).

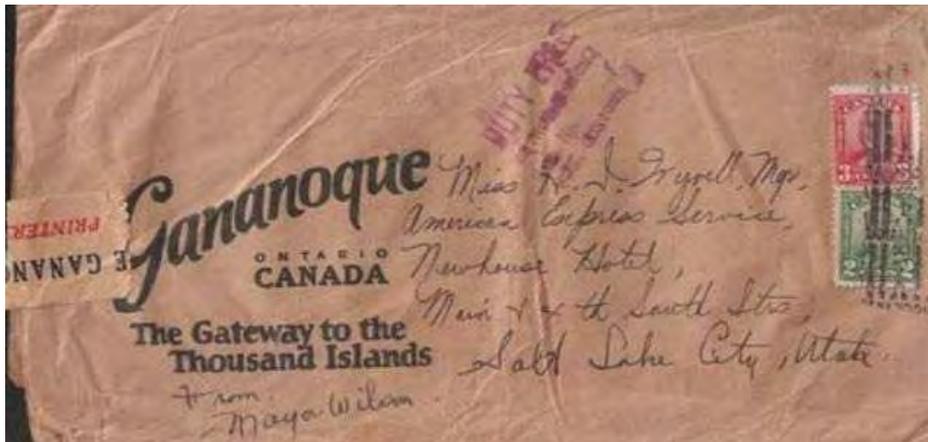


Fig 4

This 5¢ rate paid in circa 1930 would have paid for a package of some 10 – 20 oz (dependent on exact date of mailing) and suggests the content could have been some kind of advertising booklet, and sealed with tape at the left hand side to reduce the risk of loss in transit. The wrapper is addressed to Miss H. I. Tyrell, America Express Service, Newhouse Hotel, Salt Lake City, Utah, USA. There is a purple handstamp applied in the USA, DUTY FREE US CUSTOMS. The sender is identified as Maya Wilson.





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Gananoque is referred to as the "Gateway to the Thousand Islands," which are located next to it in the St. Lawrence River. The name "Gananoque" has the distinction of having several meanings: "Water Rising over Rocks" or "Garden of the Great Spirit". Equally colourful is the life of the founder, Joel Stone who arrived in 1793, a refugee Loyalist, who became a prosperous entrepreneur, who started with 700 acres and a flour mill, and then saw potential to develop an industrial foundation. Lumbering, mining and milling, the Gananoque River was lined with factories on both banks from its mouth to the upper falls, and these establishments depended on water as a prime source of energy. By the early 19th century numerous mills, a tannery, tool manufacturing plant and harness and carriage factory were thriving industries. Gananoque also played an essential role as a forwarding point on the supply line moving up the St Lawrence River from Montreal and Cornwall to Kingston.

The 'Thousand Islands' actually number 1,865 in a 50 mile span between Kingston and Brockville. Some of these islands are not much more than rocky shoals, while others are very large, such as Wolfe Island, 27 miles long by 9 miles wide; and Howe Island, 9 miles long by 3 miles wide. Both of these islands have year round residents and are serviced by ferry boats from the mainland. Even some of the smaller islands have year round residents who gain access to their islands in winter by air boats and snowmobiles.

The beauty of the area was noted by many who went through the area in the 17th and 18th centuries. The Islands' accessibility to prosperous urban areas such as New York, Boston, Montreal and Toronto soon led to the development of the Islands as a prime summer vacation area. Many of the area's first visitors were American governors, senators, presidents and legislators. Once families came to the area, large luxurious hotels were built. On the American side, as many as 20 trains a day were required to bring all the summer visitors. On the Canadian side, a railway connected Gananoque to the main Canadian National Line, a few miles north of the town. The influx of visitors wanting to see the Islands grew and this led to boats carrying passengers. The first tour boat operator in Gananoque was a local mailman who delivered mail to the island residents and took passengers as a sideline to his mail delivery business. Soon the sideline outgrew the mail route and he started what is now the Gananoque Boat Line ([www.gananoque.com/history.html](http://www.gananoque.com/history.html)).

### **The Writers' Studio**

The wrapper shown in figure 5 overleaf is paid with a Woodstock 4970 precancel 1932 1¢ dark green King George V (Sc195) being type 2-195 (*Walburn 2000*). The wrapper is headed THE WRITERS' STUDIO in seriffed upper-casing font and underlined. DONALD G. FRENCH and the address 36 Castlefield Avenue, Toronto 12, Canada appears beneath. The wrapper is addressed to Mrs. Mary Seiburth, Vancouver, B.C. There is a boxed illustration in maroon showing a lit candle to the left of an open book. The 1¢ rate in circa 1932 was correct for a weight up to 4 ounces.

*The Writers' Studio* was the name of an English language monthly mimeographed periodical edited by Donald Graham French between 1873 and 1945. Donald French,



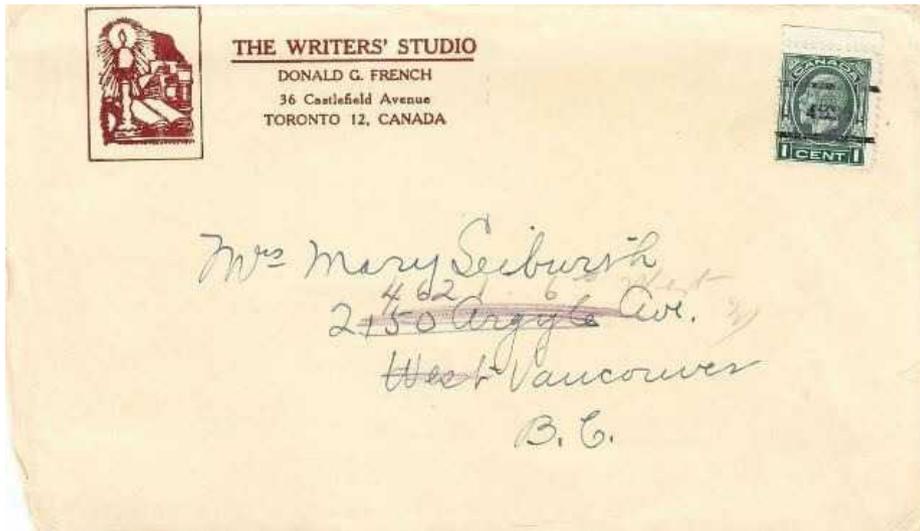


Fig 5

originally from Beaverton, Ontario was a one-time teacher who had trained at Normal School. He was the author of a slim monograph titled *Points about Poetry*. This was the first of three books he authored on poetic technique. At some point in his past, French had also worked as a newspaperman, initially in Sault Ste. Marie, and by 1909 he was the literary editor of the *Toronto World* and responsible for editing (and in large part writing) that section of the Sunday edition of the paper.

French was 41 when he developed his plan for a Canadian Literature Club. He was eventually chosen to be the first literary editor at McClelland and Stewart. He edited, published, and largely authored, a long-running journal titled *The Writers' Studio: A Monthly Aid for All Who Write - Amateurs, Professionals, or Beginners*. *The Writer's Studio* magazine offered French's characteristically fine-tuned observations on writing technique, notices of markets and literary competitions, reviews of books of interest to authors, and some publication of original works. It is of particular interest for its columns of correspondence, as depression-era writers, often in remote rural communities or settlements, used *The Writers' Studio* as a way to maintain cultural and intellectual connections and keep up their creative spirits. The magazine also ran annual poetry and short-story writing competitions, with judging by the editor and cash prizes awarded (Murray 2008).

#### **Halifax Herald and Halifax Mail**

A photographic boxed illustration of Peggy's Cove, Halifax "where the Atlantic meets a Rock-bound Coast" appears to the left of the heading in red, upper-casing sans-serif font: HALIFAX HERALD and HALIFAX MAIL above three solid address lines. The illustration may be based on a painting but appears to have taken licence insofar as Google images did not identify this exact location with lighthouse and the juxtaposition





of houses and coastline. There is a 1935 2¢ brown King George V (Sc218) with HALIFAX roller cancellation (*Smythies, Appendix 2*). The 2¢ rate to the USA in circa 1935 was for a weight not exceeding 8 ounces which would be consistent with the contents being two newspapers. The wrapper is addressed to Mr. Gus Greische, Berkeley, California, U.S.A. This wrapper is shown in figure 6 below.

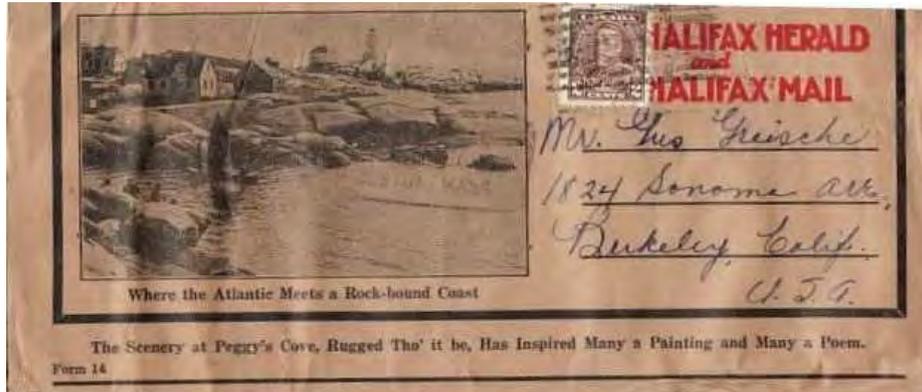


Fig 6

The *Halifax Herald* Limited is one of Canada's oldest and largest independent newspapers, based in Halifax, Nova Scotia, and dating from 1875. The Halifax Herald Limited published two daily newspapers until 1 March 2004. *The Halifax Herald* (a morning paper) was the older of the two, started on 14 January 1875; *The Halifax Mail* (an evening paper) started on 23 October 1879. By December 1930 these papers attained a net paid daily circulation of 50,000 becoming one of the largest dailies in Eastern Canada.

William Dennis, who had emigrated from England to Nova Scotia in the early 1870's as a penniless boy, was able by 1875 to commit \$50 to the purchase of one share in the firm and was also the junior of two reporters. In 1907 Dennis acquired the remainder of the shares from the estate of Mr. John James Stewart, first Publisher of *The Herald*. William provided the leadership in the establishment of the city in the successful effort to build circulation. Upon Dennis' death in 1920, a majority interest in the company passed to a nephew, William Henry Dennis. He believed his first duty to be the production of more attractive newspapers than offered for sale by competitors. He conducted the affairs of the company until his death in 1954 when control passed to his son Graham William Dennis.

### **Robert Simpson Western Limited**

This illustrated bi-coloured wrapper (see figure 7 overleaf) advertises the 'Spring and Summer 1936 Catalogue' of Simpson's with wording in green against a white unfurled ribbon, all superimposed on a red circle. There is quite a bit of wording but the important part advises potential customers who shop from the catalogue that Simpson's will "pay the postage, guarantee satisfaction, quality with economy, fast service."





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Fig 7

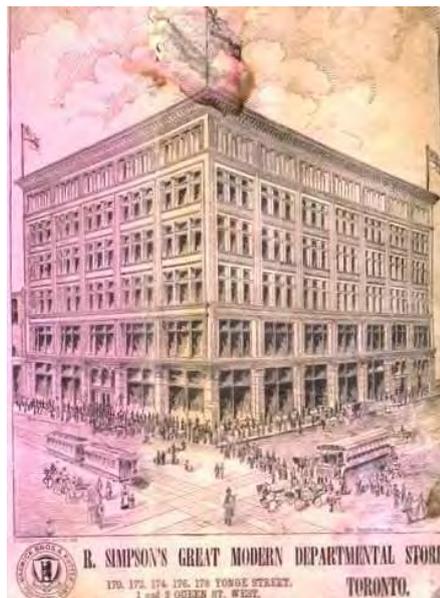


Fig 7a

There is a message at the top of the wrapper stating: 'An Order from this Book assures your Receiving Our Next Catalogue'.

The prepaid bulk mailing permit postage is shown within a Type B9 (Staecker 1987, p.13) horizontal rectangular three section boxed G R with arcs (King George V) CANADA POSTAGE PAID// 8¢// PERMIT No (unreadable) TORONTO. There is also a seven line message to the POSTMASTER, but unreadable from the Internet image. The wrapper is addressed to Mrs. J. M. Legal, St. Mary's Rd., Norwood Grove, (Winnipeg), Manitoba.

The catalogue fixes the date of the wrapper as 1936. The 8¢ payment represents a total weight of around two pounds which is consistent with the size and weight of a catalogue of this nature.

The dry goods store that later became the Robert Simpson Company opened in 1858 in Newmarket, Ontario. A fire destroyed the store in 1870 which reopened two years later, in Toronto (see figure 7a). The company was renamed the Robert Simpson Company Limited in May 1896 shortly before Robert Simpson's sudden death on 14 December 1897, at the age of 63. With no male heir, Simpson's death placed a heavy burden on his wife, Mary, and daughter, Margaret, who sold the business for \$135,000 in March 1898 to a syndicate of three Toronto businessmen. Throughout its history Simpsons was the traditional carriage trade department store in Toronto, competing with T. Eaton Co. The motto "You'll enjoy shopping at Simpson's" was conceived by Robert Simpson



and remained the company's slogan until its acquisition by the Hudson's Bay Company in 1978 (*Wikipedia*).

By 1872, Simpson was hand delivering "dodgers" - handbills, or flyers - to houses in Toronto. Simpson's published its first catalogue in 1893. Its 82 pages were filled with fabrics and notions; women's drawers, hosiery, mantles, and jackets; men's ties and suspenders; valises; and, perfumes and other fancy goods. By the 1930s, the catalogue's printing plant took up an entire floor of the building and soon became one of Canada's largest publishing enterprises. By 1943, 1,000 people worked in the Simpson's mail-order division. The Toronto store employed 5,500 workers - undoubtedly one of the city's largest employers. Simpson's had 149 order offices across the country, 298 delivery trucks, and 66 horses. Its switchboard handled two million telephone orders a year, in a nation of 12 million people (*Canadian Museum of History*).

### Vancouver Sun

The wrapper shown in figure 8 heralds itself as containing a Souvenir issue of the Golden Jubilee Opening 1936 of *The Vancouver Sun*. There are two globes beneath the wording; the first says VANCOUVER GOLDEN JUBILEE 1936 beneath the Vancouver Coat of Arms, the second is a lion and a locomotive both facing right superimposed on the outline of an anchor.

The wrapper is paid with a 1935 5¢ blue King George V (Sc221) obliterated with a horizontal roller cancellation VANCOUVER BC repeated. The 5¢ rate in circa 1936 paid for the fifth weight scale or 10 ounces being 1¢ per 2 ounces. This weight would be consistent with a Jubilee souvenir copy of the paper. The wrapper is addressed to Mr. Georg Heness, Weinar, Germany and the sender was V. G. Shane, Cedar Crescent, Vancouver, B.C.

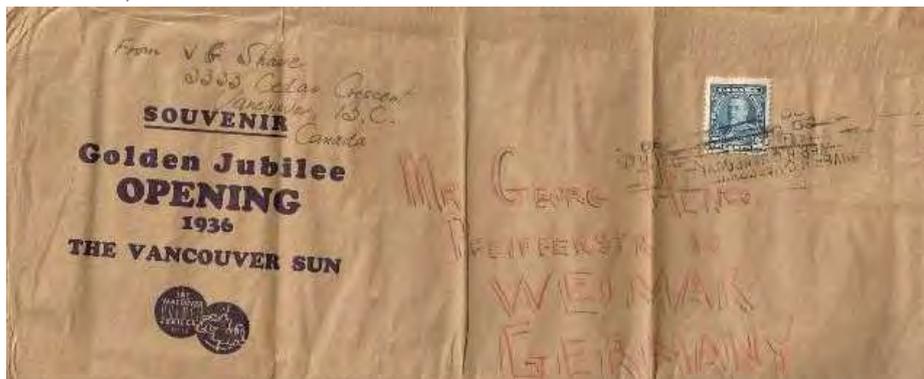


Fig 8

*The Vancouver Sun* is a daily newspaper first published on 12 February 1912 in the Canadian province of British Columbia. When *The Vancouver Sun* began operation, it was published at 125 West Pender Street, just around the corner from *The Province*, its rival at the time. In 1924, the Sun bought the *Vancouver World* newspaper, which had





Fig 8a

been in financial difficulty for some time. In March 1937, a fire destroyed the Sun's business and editorial offices. The only casualty was the janitor, who suffered minor burns and smoke inhalation. The Sun promptly moved across the street into the World Building, where the World had been published. The building was accordingly renamed the Sun Tower. In 1958, the Sun and the Province joined to create the Pacific Press in response to the rising costs of producing newspapers. First the papers merged their mechanical and financial departments, and then they both moved into the Pacific Press Building on 27 December 1965.

To celebrate Vancouver's 50th birthday, *The Vancouver Sun* put together a special "Jubilee Edition" on 25 April 1936. That was almost three weeks after the actual anniversary on 6

April. The "Only Evening Newspaper Owned, Controlled and Operated by Vancouver Men" made up for its tardiness with 24 pages of stories, photos and facts, both historical and contemporary. The cover showed the city's dramatic transformation from forest to metropolis and a facsimile of the first page of the souvenir edition is shown in figure 8a. One side featured an illustration of giant Douglas firs, the other side was skyscrapers. "Fifty Years of Growth," trumpeted the headline: "From Towering Trees to Towering Buildings." Underneath the headline were Vancouver facts, circa 1936. The population at that time was 310,117; there were 124 hotels, and the city was served by 53 steamship lines.

### Halliday Homes

This 110x250mm buff wrapper in the author's collection, shown in figure 9 overleaf, bears an illustration of three flags tethered to a flag pole: 1888 on an unfurled pennant flag at top, HALLIDAYS, JUBILEE SALE on an unfurled flag and the year 1938 on an unfurled pennant flag beneath and HALLIDAYS HAMILTON within a panel beneath the address label. At left of the wrapper reads vertically: POSTMASTER: If not delivered within 10 days please return to The HALLIDAY COMPANY Limited HAMILTON, ONTARIO. There is a CANADA POSTAGE PAID 36x24mm three horizontally lines paneled box 1¢. No. 323, HAMILTON. This type of bulk mailing permit was introduced in 1918 where the value of the postage was to be indicated as well as the permit number assigned to the user (*Staecker 1987*). The 1¢ rate at this time was for up to 4 ounces. The wrapper is addressed to Wm O. Glass, Courtright, Ontario W2.

Canada's pre-cut housing industry consisted of three principals. Halliday Homes and Canadian Aladdin Homes, both manufacturers of pre-cut homes, and Eaton's, which





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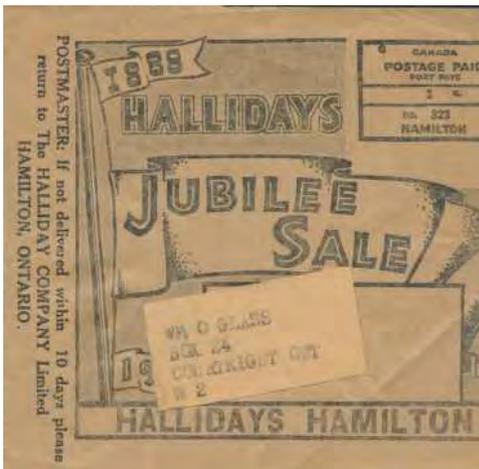


Fig 9

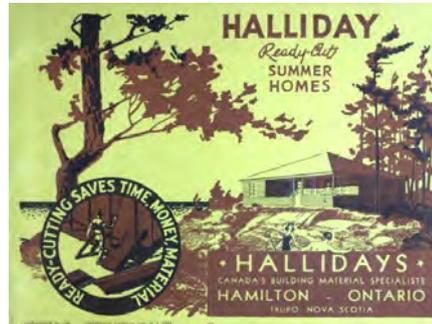


Fig 9a

issued mail-order catalogues, including Plan Books from which customers could purchase blueprints and building materials. Halliday was the largest general merchandise catalogue company in Canada and evidence suggests it was the largest manufacturer of pre-cut homes in Canada. Halliday issued its first catalogue of pre-cut homes in 1919, expecting a surge in residential construction as soldiers returned home from the First World War and immigrants settled into central and western Canada. An example of its catalogue cover is shown in figure 9a.

Halliday Homes Canada, Ltd. was formerly known as the Halliday Company. The company was founded in 1888 and is now based in Carleton Place, Canada. Halliday Homes pioneered the custom manufactured home industry in Canada. In the early days, Halliday was a mail-order building supply business. It was the first company of its kind to merchandise and deliver such products throughout Ontario. In the 1920s, Halliday added pre-cut homes, cottages, and garages to its line of products. Everything required to complete the job - from lumber to laundry tubs - was shipped by rail to the nearest train station. It is said that hundreds of these homes still provide comfortable living for homeowners throughout Ontario.

### Health Bulletin

The bilingual *Bulletin D'Hygiène* Health Bulletin in upper casing sans-serif font wrapper is shown in figure 10 overleaf. A crest is centered between the bilingual Service de Santé// Annexe de l'Hotel de Ville// CITÉ DE MONTREAL and Department of Health// City Hall Annex// CITY OF MONTREAL. The concessionary rate is paid with a precancelled 1942 1¢ green King George VI (Sc249) 0700 between twin pairs of horizontal lines Type 10-249 (Walburn, 2000). The number 0700 is the number of the city in the Dominion Post Office Money order system, namely, Montreal, P.Q. The 1¢ paid for contents up to 2 ounces. The wrapper is addressed to the Medical Officer of Health, Newcastle-upon-Tyne, England.



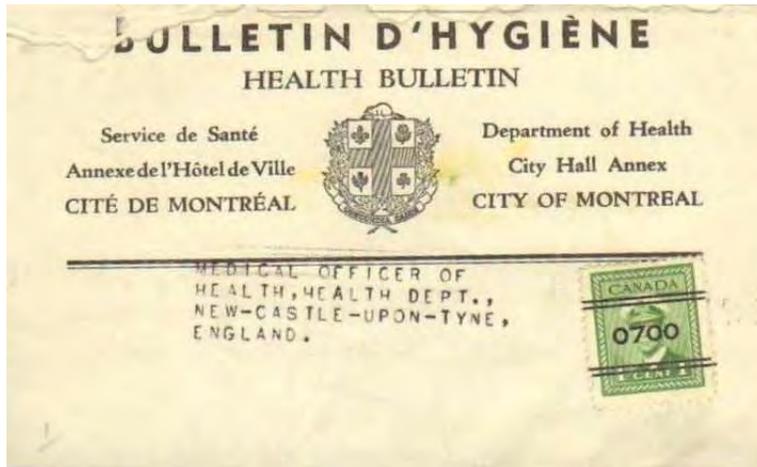


Fig 10

The *Bulletin d'Hygiène* was a government publication published by the Montreal Department of health between 1914 and 1971. It was a monthly French journal dealing with sanitary affairs and statistics.

### The Beaver

There is a slogan meter cancel on the wide yellowish wrapper shown in figure 11. The WINNIPEG 24 VII '67 MANITOBA and 3¢ postage rate has the slogan at left PAN-AM// GAMES// 1967// WINNIPEG// CANADA together with the Pan-Am athlete within circle symbol. *The Beaver*, MAGAZINE OF THE NORTH in brown is printed at top left. The added wording reads: Authorized as second class mail by the Post Office Department, Ottawa, and for payment of postage in cash. If undelivered in ten days return to Box No. 4010, Winnipeg, Canada. No address is shown on the wrapper. The rate for concessionary mail at this time was 3¢ for an item up to 2 ounces



Fig 11

The founding of *The Beaver* in 1920 was one of the many activities in celebration of the Hudson's Bay Company 250th anniversary. It was seen as a staff publication "devoted to The Interests of Those Who Serve the Hudson's Bay Company". Subject matter included all aspects of Canadian history. The first issue appeared in October 1920, under the banner, *The Beaver*, A Journal of Progress — being the successful name in





a staff competition'. Five thousand copies were printed and distributed at a total cost of \$570. Beginning with the December 1923 issue, the company began offering the magazine to non-Hudson's Bay employees at a rate of one dollar a year. The following year, the magazine ceased being a monthly publication and became a quarterly. Significant changes took place in September 1933 with the replacement of the original digest format by a standard magazine design. The magazine also refocused its content, transitioning from "A Journal of Progress" to "A Magazine of the North."

The content of the new Beaver was broadened to "...include the whole field of travel, exploration and the trade in the Canadian North as well as the current activities and historical background of the Hudson's Bay Company and all its departments throughout Canada." Staff news was shifted to other company publications. Over the next fifty years, the Beaver developed into a magazine about Canada's social, cultural, economic and commercial past (*Wikipedia*).

### **Conclusion**

This sub-set of non-post office wrappers provides glimpses of Canadiana through uncovering the back-stories behind the users of these private wrappers. The eleven wrappers examined encompass such diverse themes as early newspapers from British Columbia to Nova Scotia; the role played by catalogues in the growth of department stores and pre-cut housing; government health reports on sanitary matters; a scenic beauty spot for tourists; the origins of Canada's literature club; Canadian history especially regarding the Hudson Bay Company; and inventions such as acetylene gas generators.

When the printing quantities of post office wrappers and postal sleeves are known it may be possible to calculate crude estimates of survival rates. With regard to private wrappers there are no such statistics available. Survival rates are likely to be low because destruction of wrappers at the hands of the addressee was the norm. It was the contents that were sought, not the wrapper per se. From those isolated examples of wrappers that have survived it is possible to research their users for aspects of postal history and social philately. While it would be a mistake to underestimate the time involved in sleuthing these aspects, the ability to use Internet searching with the help of a good search engine such as *Google* can uncover snippets of information that can be harvested, evaluated and organised into a vignette to produce a social philately story. These stories add a sense of historical timeliness and thereby facilitate a better understanding about the roots of a community in particular and society in general.

The various users who managed the production and printing of their own wrappers provide examples of bulk mailing permits, precancelled stamps, roller cancellations, meters and stamps in paying for this concessionary class of mail. By relating the postage paid to the rates applicable at the time it is possible to reconstruct the likely weight and infer the nature of the contents.





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I extend my sincere thanks to the editor Graham Searle for his assistance in adding the third class mail rate table and ensuring that the postage shown on each wrapper was consistent with ratings in this table. His help was invaluable.

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*At our 2015 Convention in Carlisle, Jim Bisset displayed an outstanding collection of the classic issues of Canada including many superb covers. This short article provides those who could not attend the Convention with a taste of what was on display.*

## THE 15 CENT CUNARD RATE TO THE UNITED KINGDOM

**Jim Bisset**

A Post Office Department Circular dated 16 January 1868, stated that, under a recent Postal Convention between the British and United States Post Offices, the United States transit charge on letters passing via the United States between Canada and the United Kingdom was reduced and thereafter the rate for letters passing between Canada and the UK would be 15 cents per half ounce, instead of 17 cents per half ounce, as previously. This short lived rate was further reduced to 8 cents per half ounce on 1 January 1870.

The following two covers show this rating.

Fig 1 Toronto to Glasgow dated March 1868. The cover was carried on Cunard Line "Java" which departed New York on 1 April 1868 and arrived at Queenstown, Ireland, at 9.10am on 10 April. From there it went by rail and Irish Sea Packet, with a Glasgow arrival stamp for 11 April.



*Fig 1 Toronto to Glasgow*

The cover was posted at the very end of the first Decimal issue and has a 5 cent deep red Beaver and 10 cent bright red–purple Consort to pay the 15 cent rate. The Large





Queen issue officially came into use on 1 April 1868, but examples of some values are known with late March 1868 postmarks. Prior to this the only way to pay the reduced rate was with a combination of the Cents issue stamps.

Fig 2 Montreal to Weymouth dated 12 October 1868. This cover was also carried on Cunard Line "Java" which departed New York on 14 October and arrived in Queens-town on 23 October. The reverse has a Portsmouth 24 October transit stamp and Weymouth 25 October arrival mark. By this time the use of the new 15 cent Large Queen stamp was well established and the pre-payment of this Cunard rate was its' primary use in the period up to 1870.



Fig 2 Montreal to Weymouth

### A MESSAGE FROM OUR NEWEST FELLOW

**I wish to thank and express our gratitude to all the many friends in the Society who have sent get well wishes and cards to Rosemary. A course of treatment is now in progress and we are looking good for next year. Bless you all.**

**Derrick & Rosemary Scoot.**





## THE SOCIETY EXCHANGE PACKET – USE IT OR LOSE IT!

During our recent Convention in Carlisle, there were a number of discussions over the Society Exchange Packet. The Packet has been largely dormant for a number of years despite attempts to revive it and make it available to all of the membership by placing it on the Society website and allowing payments via PAYPAL as well as by cheque.

Despite this, many members, in particular those who have recently joined, have expressed an interest in the packet so the Committee would like to see it continue in active use if at all possible.

The discussions at Convention can best be summarised by laying out two conflicting views. These are:-

- a) That the increased use of *ebay* has rendered exchange packets, particularly in specialist philatelic societies, redundant as it is quicker and easier to buy and sell material on the web than it is via a packet. If you are a seller you get paid quicker and buyers are offered a much wider choice. Given the realities of this new digital world, we should retire the packet forthwith or.....
- b) Not all of our members have access to the internet or *ebay* and many prefer not to use electronic payment methods such as PAYPAL for security reasons so will not make use of *ebay* even if they have access. Alongside this, many members have expressed a desire to use a packet so we should continue to offer the service.

The reasons for the demise of the exchange packet in recent years are doubtless many and complex but one clear and over-riding reason is that the Exchange Packet Manager has received little or no material to offer for sale. If the packet is to continue and to compete with the likes of *ebay* it will clearly only do so if a steady stream of new material is coming forward for sale. Only then can the packet manager alert members with specific interests of new material which may interest them. Only then will members looking to buy material view our website on a regular basis to see what new goodies are on offer.

The conclusion of the Convention discussions was an agreement to give the Exchange Packet one last promotional push and see if we can get it working in a way which is sustainable and of interest to a significant number of members. The Committee will review the situation in Q2 2016 and if no significant progress has been made will submit a recommendation to the 2016 AGM that the packet be disbanded. If it is clear that the packet is starting to work again as intended then it will continue. So it really is a matter of 'USE IT OR LOSE IT' !!

To get things moving forward in a positive way, the **first priority** is for the Packet Manager to receive some significant amounts of new material for sale. With this in





mind, we are setting out below the basic rules of the Exchange Packet and how material can be put into the packet for sale and how members can purchase material from the packet.

The commission charges on sales via the packet are a flat 10% which is very competitive with other options for disposal of surplus material and you will be helping your Society by selling material this way. Any BNA material is acceptable – stamps, cancels or covers – to any value from 1p to £1000's! So, if you have material to dispose of, please think of the Exchange Packet as an option.

## **EXCHANGE PACKET – THE RULES AND HOW IT WORKS**

### **HOW DO I PUT MATERIAL INTO THE PACKET FOR SALE?**

1. Pages of stamps or covers, beneficially owned by a member, may be sent to the Packet Manager at any time for sale. The Packet Manager shall be, for all purposes, deemed to be the vendor's agent in respect of such material.
2. Only BNA material can be accepted for sale and the Packet Manager reserves the right to refuse any material which he considers to be undesirable.
3. Vendors should mount stamps or covers on plain A4 or A5 sheets with a price (in £ sterling) and clear description in ink below each item. Please keep stamps and covers on separate sheets. The descriptions should include the SG and/or Scott/UCS catalogue number and a note of any defects which will not be apparent from a scan or photocopy of the item. Each stamp or cover on the page should be numbered, starting with 1.
4. Package the sheets up and mail them to the Packet Manager. Each sheet sent to the Packet Manager should be accompanied by a photocopy (black and white or colour at the vendor's preference). If you require acknowledgement of receipt and do not have an e mail address, please also enclose a S.A.E.
5. Note that material is only insured by the Society once it is in the Society's possession.
6. Commission is charged on sales at the rate of 10%. Deductions will also be made in respect of postage and packing for returning any unsold material. Material valued in excess of £50 will be mailed by 'Signed For' service or equivalent.

### **HOW DO I PURCHASE MATERIAL FROM THE PACKET?**

It is envisaged that the majority of members will nowadays be able to view the packet via the Society website, however it is still possible to view material and purchase from





the packet even if you cannot access the website.

Members who have specific collecting interests can notify the Packet Manager of these interests. He will then contact them (by e mail or by mailing out photocopy sheets) if and when material of that type becomes available. Alternatively, members can opt to view all packet material on the website (no prompt provided).

When you view the sheets, if you see something you would like to purchase then:-

1. Contact the Packet Manager (by phone, e mail or post) to confirm that the item(s) is still available and, if so, whether you wish to pay by cheque or PAYPAL. As with the Society Auctions, a small premium (normally 5%) will be charged for using the PAYPAL option to cover PAYPAL charges.
2. The Packet Manager will provide an invoice by e mail or post covering the cost of the chosen item(s) plus p&p. Note that material valued in excess of £50 will be mailed by 'Signed For' service or equivalent.
3. Make the required payment by either sterling cheque (payable to the Society) or by PAYPAL. The items will be shipped promptly on receipt of payment.
4. Check purchased items on receipt from the Packet Manager, returning any incorrectly described material for refund within 72 hours.

### **WHAT IS THE ROLE OF THE PACKET MANAGER?**

The Packet Manager is responsible for all aspects of administration of the packet. Inter alia this includes:-

- a) Maintaining a list of member's interests in respect of the Packet and notifying them when new material in their area of interest becomes available.
- b) Receiving new material for the packet and making sure scans of the sheets are sent promptly to the Website Manager to be posted on the website.
- c) Sending out photocopy sheets to members as requested,
- d) Receiving payments, mailing out purchases and payments to vendors.
- e) Providing accounts to the Society Treasurer at least once a year (in line with the 30th June accounting year end)
- f) Providing updates to the Website Manager on items sold so that the website information can be updated regularly.
- g) 'Retiring' sheets from the packet after a reasonable time (normally 3 months but can vary at the Packet Managers discretion or be shorter if all material on the sheet is sold) and returning unsold material to the vendors.





## **WHAT IS THE ROLE OF THE WEBSITE MANAGER?**

The website manager is responsible for posting scans of new material on the Society website (Exchange Packet page).

On receipt of updates from the Packet Manager, he will also update the information on this page to highlight items that are already sold and to remove pages that the Packet Manager has 'retired'.

## **AND FINALLY.....IF YOU WANT MORE INFORMATION OR HAVE OTHER QUESTIONS**

If you have any other questions relating to the packet or need more information please contact Hugh Johnson – contact details are:-

### **Hugh Johnson**

27 Ridgeway Avenue, Gravesend, Kent DA12 5HD

e mail : [hughrjohnson@yahoo.co.uk](mailto:hughrjohnson@yahoo.co.uk)

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## CONVENTION 2015 - CARLISLE

Lack of space precludes a full report so just a few pictures this year to give you a flavour of the endless sunshine, excellent company and great philatelic material. If you decided not to come, this is what you missed!



*Jim Bisset gave a memorable display of early Canadian stamps and covers.*



*Not sure of the collective noun for Fellows but here they all are anyway.*



*Late evening session with auction viewing, display viewing and the bourse all in action.*



*Iain Stevenson shows some BC.*



*The CPSGB team at the Roman fort of Vindalandum - astonished to be shown something older than them selves!*





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*Retiring Secretary, John Hillson receives a small gift from Scotland*



*Our Guest Speaker, Stephen Parkin, dishes the dirt on his dad.*



*Malcolm Montgomery trying to work out where all the whisky has gone.*



*Richard Johnson receives a well deserved prize*



*New President, Ken Flint receives the badge of office.*



*Our outgoing President, Brian Stalker, receives the BNAPS Order of the Beaver from Mike Street*





## POSTAL ADVERTISING DIE SLUGS DURING WORLD WAR 1 – PART 2

Malcolm Newton

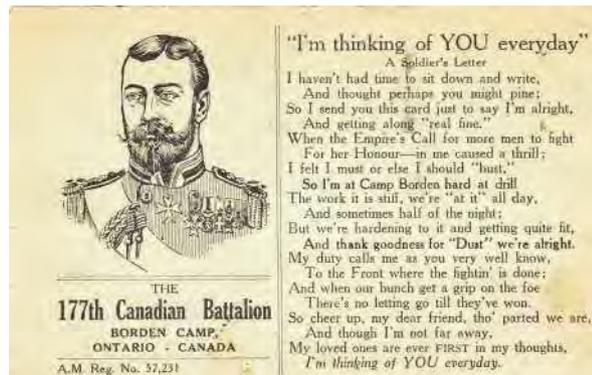
As the war moved into 1916, the Canadian Expeditionary Force were still involved in fighting. The 1st Newfoundland Regiment suffered over 700 casualties in just 30 minutes on the 1st July at Beaumont-Hamel, but it was the Battle of the Somme, in which the CEF were engaged between September and November before the winter brought the battles to a muddy halt, which is best remembered. With the nation's attention on Europe, it was not surprising that postal slogans were further reduced with only 18 offices using a total of 25 slogans in 1916, all of which were by private sponsors who were, no doubt, desperate for funds and visitors to their fairs and exhibitions.

In my previous article (*J*) I commented upon the money saving techniques of altering the dies to reflect the different dates and this practice continued in 1916 at a number of offices. One such location – Lindsay in Ontario – held another exhibition in September, whilst Sydney in Nova Scotia, held their exhibition again in October.



Figure 1a. 'Lindsay Central Exhibition Sep. 21.22.23 1916'. A 1912 die which was altered each subsequent year. In use from the 28th June, 1916.

Figure 1b. The reverse of the above card with a "Soldiers message" from the 177th Canadian Battalion based at Borden Camp, Ontario.



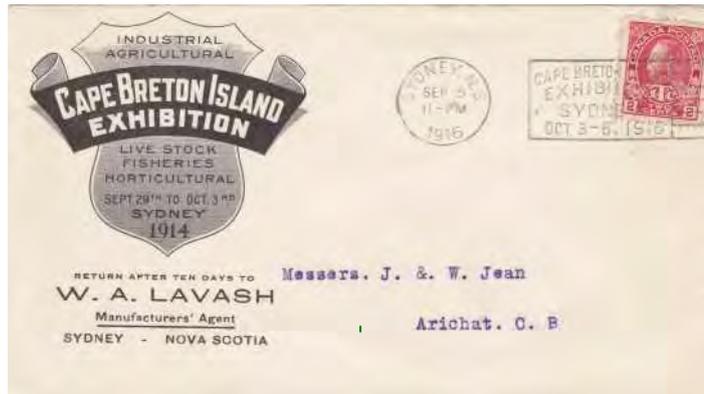


Figure 2. 'Cape Breton Island Exhibition Sydney Oct. 3 – 6, 1916'. Another well used and altered die with an earliest use of 31st July. Note the printed date on the envelope of 1914, again another sign of wartime economy.

Guelph first began advertising their Winter Fair in 1914 and continued into 1916 with amended dates.

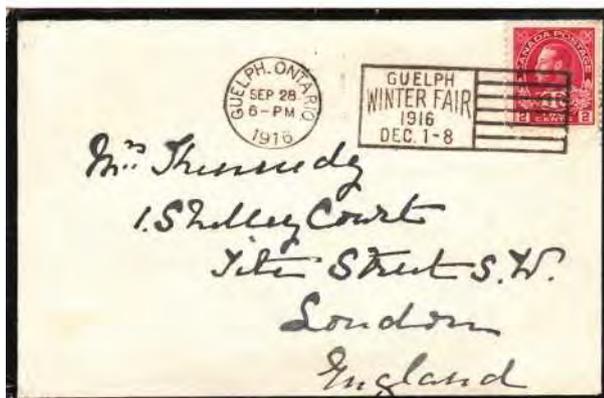


Figure 3. 'Guelph Winter Fair 1916 Dec. 1 – 8'. A neat mourning cover to England posted two days after the earliest recorded date for this year.

1916 also saw reissued International dies at Edmonton, London Ontario, Saskatoon, Prince Rupert and Owen Sound (all of which were illustrated in my article of October 2015), a Universal die at Ottawa for their Central Canada Exhibition, along with the ubiquitous Canadian National Exhibition in Toronto. Calgary, however, produced three different dies during 1916. Figure 4 is a one-off and was used between 26th February and possibly the end of the event, whilst figure 5 (overleaf) replaced the 'Spring Stock Shows' slogan which was also illustrated in part 1 of this series. It was used, with amended dates, until 1918. Not shown, is a slogan advertising the 'Alberta Winter Fair' held in December.

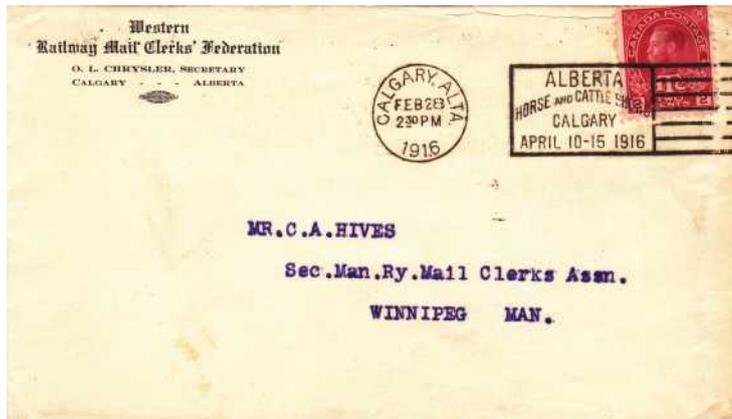


Figure 4. 'Alberta Horse and Cattle Show Calgary April 10-15 1916'. Another cover which was sent two days after the first recorded date for 1916.



Figure 5. 'Calgary Industrial Exhibition Calgary Alberta June 29-1916-July 5'. An example for which the slogan was in use from the 26th April.

With the exception of the Guelph and Alberta winter fairs, all such events and exhibition slogans were finished by October 6th. However, on the 'Western Front', Canadian forces were being slaughtered with 24,000 (2) dead or injured in a space of just three months, until the carnage came to a temporary halt. This loss in terms of personnel and material costs caused the government to give some serious thoughts to raising funds for the war effort, which were to have an effect on the Canadian P.O. during 1917, as we will find out in the next instalment.

References:-

- (1) Part 1 of this series of articles; Maple Leaves Vol. 34 No. 4 October 2015.
- (2) [Wikipedia.org/Battle of the Ancre Heights/Casualties](http://Wikipedia.org/Battle_of_the_Ancre_Heights/Casualties)



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*A version of this article was originally published in the August 2015 issue of Gibbons Stamp Monthly and it is reproduced here with the kind permission of GSM and the authors. I have credited the article to two of our ex Secretaries; the article was written by John Hillson but the majority of the illustrations were provided by John Wright.*

## KINGSTON, ONTARIO POSTMARKS FROM 1851 TO 1897

**John Hillson FRPSL, FCPS with illustrations by John Wright**

A retired mathematics master who used to teach at a well-known school in Kingston upon Thames in Surrey asked me if he supplied the material would I write an article on the early postmarks of Kingston, Ontario. Since the elder of my two daughters was born in the hospital there, how could I refuse! Most of the material illustrated in this article belongs to John (Wright, that very same school teacher), the words, such as they are, are mine.

Our story begins in 1851, the year the first postage stamps of the Colony of Canada made their appearance, when the former Colonies of Upper and Lower Canada, now the Provinces of Ontario and Quebec, were issued with a set of fifty -two four ring numeral killer cancellations. The primary purpose of these cancellations was to prevent reuse of the newly issued stamps. The cancels were issued to the main post offices in alphabetical order, with Kingston being 16th in the pecking order. However, it was given the number 18 (see fig 1). To avoid confusion the numbers 6 and 9 were not used as it was thought it would be impossible to tell one from the other, hence the apparent inconsistency. There is another inconsistency in the series in as much as the regular numbers stop at 52 (Clifton), which will be seen as two short of the total. Montreal, however was issued with an extra handstamp - 516, as was Ottawa – 627, in addition to their regular numbers 21 and 27 respectively.



*Fig 1 The number '18' four ring numeral killer cancellation issued to Kingston in 1851*

It is perhaps a little ironic, when after Confederation in 1867, new two ring numeral handstamps were introduced in 1869, this time in the order of importance of the post office (so that Montreal was issued with '1', Toronto with '2' etc) that Kingston was issued with the number '9'. This time the '6' and '9' handstamps were distinguished one from the other by a small disc being removed between the two rings at the base of the number. The two ring '6' of London is shown in fig 2 overleaf.





Fig 2 A postmark from the number '6' two ring numeral handstamp issued to London Ontario in 1869



Fig 3 Kingston's original number '9' two ring numeral handstamp

### Mutilated handstamps:-

In its' original state, the two ring '9' was not substantially different from any others in the series, apart from the distinguishing piece removed from between the two rings at its' base. (see fig 3 above).

Either the clerks in the Kingston post office did not much care for the handstamp, or perhaps they thought it ought to be distinguished from all the others, so they mutilated it – and quite early in its' life (see fig 4). This mutilated type is known used in this state by September 1869. Incidentally, the distinguishing hole at the base can still be seen on clear, complete strikes.

Apparently not satisfied with their handiwork, further cuts were made in it shortly afterwards (see fig 5). It was in this state by November of the same year. If one examines the rarity table of these handstamps, on the Large Queens it is not particularly scarce, even in its original form. On Small Queens it can only exist in its' later state, and it carries the highest category of rarity – I have never seen it on a Small Queen nor can I remember in 60 years of collecting Small Queens to have ever seen one offered for sale.



Fig 4 A cancel from a mutilated Kingston two ring numeral handstamp which was used in Kingston by September 1869



Fig 5 A November 1869 cancel from the further modified Kingston handstamp





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## **Handmade handstamps:-**

Kingston, even in those days, was a busy office. One handstamp was hardly enough – particularly, one might suppose, if the staff kept mucking around with it – a practice, incidentally, not confined to that office. Hamilton, to take one other example, also mutilated their early duplex. Anyway, to meet demand a series of some eleven (or more) homemade handstamps were produced over a period of time, These are illustrated in figs 6 to 16 below and overleaf together with the dates in which it is known they were in existence. All continued to feature the numeral ‘9’. While described as ‘homemade’ one cannot be certain if it was the post office staff that made all or any of them, or whether or not some at least were produced by artistic friends of the staff.

Perhaps I should mention here that these homemade cancels, which are often described as ‘corks’ could be made from wood, rubber, or from sheets of cork supplied by manufacturers to postmasters in both Canada and the United States. Other media could also be used – signet rings, out of date rate stamps, even mailbag seals, but not, as far as I know, in the case of Kingston, which largely used the more fragile materials described; their homemade cancellers, therefore, did not last long.



*Fig 6 This square homemade Kingston ‘9’ handstamp is known as being used in September and October 1869*



*Fig 7 Kingston ‘9’ from September 1869*



*Fig 8 .... October 1869*



*Fig 9 ....October 1869*



*Fig 10 .... November 1869*



*Fig 11 .... January 1870*



*Fig 12 .... February 1870*



*Fig 13 .... April 1870*





Fig 14 ..... April 1870



Fig 15 .... May 1870



Fig 16 .....and February 1871

**Kingston crosses:-**

As the numbering system fell into disuse, the office began to use a series of handstamps in various shapes of crosses. The thick cross illustrated in fig 17 is probably the earliest one used in the office, certainly no earlier one has turned up so far. Of the remainder, which are by no means a complete record, (figs 18 – 25), comments are only necessary on one or two.



Fig 17 One of the earliest cross cancels used in Kingston from February to November 1871 after the numbering system fell into disuse.



Fig 18 A cover sent 24 July 1871 bearing a Kingston cross cancel. The type shown here is known used from July to October 1871



Fig 19 Kingston cross cancel in use in July 1872.



Fig 20 A registered cover dated 8 January 1873 with a Kingston cross cancel



The cover shown in fig 20, dated 8 January 1873, is of particular interest to me as the 3 cent stamp is perforated  $11\frac{1}{2} \times 12$ , which means it is a Montreal printing, whilst the 2 cent stamp is perforated  $11\frac{3}{4}$  approximately, making it a first Ottawa printing. I already had a 3 cent perf  $11\frac{1}{2} \times 12$  on a Priceville, Ontario cover dated 19 January 1873 but the Kingston cover was the proof I needed that the move to printing in Montreal started at least at the end of 1872, and not during 1874, as was the conventional wisdom at the time.

Fig 21 shows a Kingston cross used in January 1873. Later a similar but larger version of this cross was introduced. Fig 22 shows the mutilated version of that later handstamp. The last comment on the crosses concerns the cover shown in fig 24, a fairly early strike – this handstamp was used for a longer period of time than any of the others and was the most ornate. It seems that this particular hammer was probably made of rubber, which would be why it lasted so long. Fig 25 overleaf shows what is possibly a worn or distorted version of the cancel in fig 24. I am a little worried about the authenticity of this cross, the shape of which is not consistent with that in fig 24. On the other hand, the owner of most of the material shown here also has a cover where the cross is slightly different again and that cover too was used in 1874.



Fig 21 Another type of Kingston cross cancel in use in January 1873.



Fig 22 A mutilated cross cancel from 1874.



Fig 23 A Kingston cross cancel on a postcard sent in March 1873.



Fig 24 This ornate cross cancel saw the longest period of use of any of the Kingston crosses – from January 1874 to May 1876.





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Fig 25 A Kingston cross cancel – or is it?

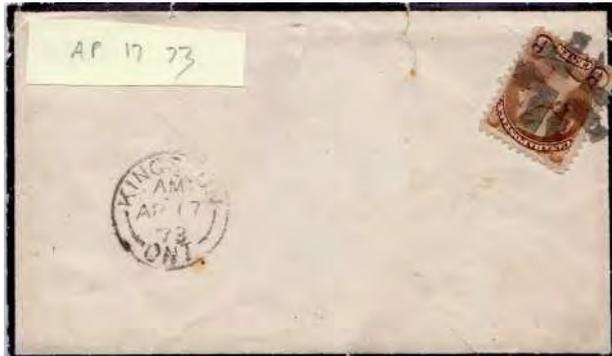


Fig 26 A 'crossroads' fancy cancel applied in April 1873.

### Fancy Cancels:-

After the crosses, Kingston reverted to the more usual type of geometric fancy cancels used in the period from 1868 to 1880 or thereabouts. Some examples of these are shown in figs 26 – 30.

At first they could be quite ornate, as in the earlier examples, but after 1876 the bulk of the handstamps used at Kingston were pretty run of the mill types that could have been found anywhere in any Canadian Post Office during the period above mentioned.

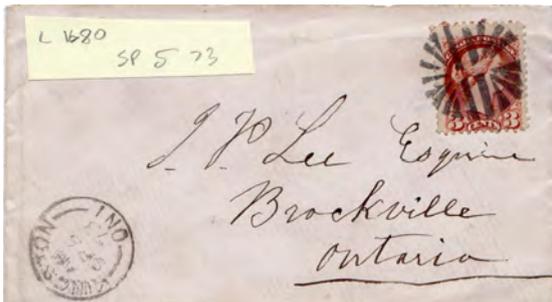


Fig 27 A fancy geometric design cancel used in September 1873



Fig 28 A Kingston fancy cancel known used from September to November 1875 using what could either be a Masonic design or a 'Pumpkin Head' for Halloween.



Fig 29 A Kingston fancy cancel with intricate geometric design used in June 1876.





*Fig 30 An 1880 Kingston fancy cancel.*

### **Duplex Cancels:-**

Another type of official cancelling device in common use in the 1860 – 1880 period was the duplex cancel. As a main post office it would be reasonable to suppose that a fair number of these labour saving devices would have been issued to Kingston. London (Ontario) for example had some 13 or 14 different duplex handstamps issued to it in the period from 1860 to 1897, including its first one by Berri of London (UK). Toronto had something like 100 different types. In 1860, Kingston also was issued with a Berri duplex. During the succeeding 37 years, however, just two more were issued. I can only illustrate an example of the second one issued to the office in fig 31. Note that it is dated 1885. Two years later this cancel was substantially repaired, altering the killer portion of the hammer and a few years after that it was repaired again. None of the Kingston duplex handstamps are highly rated as to scarcity – perhaps that should be reappraised, or maybe I just haven't been looking!



*Fig 31 An 1885 Kingston duplex postmark*



*Fig 32 A Type II Kingston Squared Circle cancel.*

### **Squared Circles:-**

The last labour saving device used in Victorian times was the Type II Squared Circle (Type II has thick bars, Type I thin). Just to finish off, a nice example of this cancel is illustrated on a block of four of the 3 cent Small Queens in fig 32.



## WELCOME TO WINDSOR?

Jim Felton

During the latter years of World War I, huge numbers of troops were being mobilized across the USA prior to shipping out to Europe. The normal mode of transport for these troops was the railway network. At places where the trains stopped, service organisations handed out post cards by the million to the soldiers in transit to be mailed back to family and friends assuring them things were going well.

Like most of the surviving cards I've seen, the one shown below in fig 1 was provided by the American Red Cross through its Canteen Service. The Waterloo, Iowa, source was rubber stamped on a Waterloo picture post card. In a few scrawled lines the sender tells his wife back in Oskaloosa, Iowa, he was "all o.k.," that he left camp the previous Wednesday morning, and he was leaving Kalamazoo, Michigan, as he wrote the message. The card then entered the mail stream at Detroit, Michigan on 3 August 1918. That made it 31 July 31 1918, when he left camp, presumed to be Camp Dodge at Des Moines.



Fig 1

Checking an old railroad atlas, one can see two possible routes taken from Camp Dodge to Detroit. The journey would have started on the Chicago Great Western (CGW) as it was a direct line between Des Moines and Waterloo where the card was acquired. Then, staying on the CGW, he could have continued on to Chicago by way of Oelwein, Iowa.



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A shorter routing would have been to change at Waterloo and take the Illinois Central to Chicago. From Chicago the only way to Kalamazoo was via the New York Central subsidiary Michigan Central, which continued to Detroit as the post mark indicates.

A bit more informative than most such cards but all in all pretty typical. Until, that is, one notices the second rubber stamp shown in more detail in fig 2. It reads COMMITTEE OF WELCOME / BORDER CITIES / Windsor, Walkerville, Sandwich, Ford & Ojibway / WINDSOR, ONT., CANADA which is surrounded by an ornamental border. What is this and what is going on with this post card?



Fig 2

An Internet search led to the WARTIME CANADA site put up by the University of Western Ontario with three photos showing civilians receiving American soldiers in a railroad context. One of these is shown in fig 3.



Fig 3

Women from the Border Cities Welfare League of Windsor, Ontario, provided cigarettes and writing materials to American soldiers who passed through the city on their way to Europe.

What I imagine is when this troop train stopped at Windsor the Committee members gladly collected any mail the soldiers had ready and someone took it to Detroit because of the affixed US postage.







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Digging still further, it was the 88th Division that prepared at Camp Dodge and shipped out in late July 1918. Passages from *History of the Three-hundred-fiftieth Infantry A.E.F.*, compiled and edited by Proctor M. Fiske (Cedar Rapids: Laurance Press, 1919) confirm the routing across southern Ontario. Of the many trains needed to transport this unit eastward, two trains took that routing, one carrying the Regimental Headquarters, the Headquarters Company, and the Band, the other taking Companies G and H. They went by way of Waterloo, Dubuque, Chicago, Detroit, St. Thomas [Ontario, Canada], Buffalo, Utica, and Albany to Weehawken, NJ, where they ferried to Camp Upton. After a brief rest, the division left for Europe on 10 August.

I didn't find our George Darland's name in that 350th Infantry history; for sure he was not listed among those killed in action. Nor did I find him in a very faint copy of the history of the 351st Infantry. But, anyway, thanks for the card you sent, George!

I wonder if our members can throw any more light on the 'Welcome to Windsor' handstamp?

---

## BOOK REVIEWS

With Xmas past and not knowing what to do with that book token/ cheque Great Aunt Mabel sent you it is time to take a look at the latest batch of new books that have passed over the Editorial desk.

All of these books have all been published by BNAPS. BNAPS books are now available from: Sparks Auctions 1550 Carling Avenue, Suite 202 Ottawa, ON K1Z 8S8 Canada Tel: 613-567-3336 FAX: 613-567-2972 Email: [bnaps@sparks-auctions.com](mailto:bnaps@sparks-auctions.com) Website <http://sparks-auctions.com/bnapsbooks/>

The price quoted below for each book is the retail price in Canadian dollars. Usual terms apply with the usual 40% discount for BNAPS members.

There is only room for one review this time so I have simply listed the remaining new volumes. Review copies of the following eight books, in colour, can be found in the Society Library so if you wish to sample before you buy, please contact Mike Slamo.

**The Joy of Panes - Plating the Stamps of Canada's First Booklet Pane** by Peter Spencer Released March 2015. 100 pages, 8.5x11, spiral bound. Colour C\$ 53.00 [ISBN 978-1-927119-48-8].

**Catalogue of Canadian Railway Cancellations and Related Railway Postmarks including Selected Waterway Postmarks Second edition** Ross Gray, editor. Released April 2015. 368 pages, 8.5x11, spiral bound. Colour C\$ 80.00 [ISBN 978-1-927119-49-5].

**Blackout Postal Markings of Canada** by Cecil (Cec) Coutts Released September 2015. Exhibit series # 84. 170 pages, 8.5x11, spiral bound. Colour C\$ 68.00 [ISBN 978-1-927119-51-8].





**A Postal History of the Yukon** by Kevin O'Reilly Released September 2015. Exhibit series # 83. 142 pages, 8.5x11, spiral bound. Colour C\$ 62.00 [ISBN 978-1-927119-50-1].

**The Rates and Postal History of Canada's Peace Issue 1946-1952** by H.M. (Mike) Street Released September 2015. 282 pages, 8.5x11, spiral bound. Colour C\$ 92.00 [ISBN 978-1-927119-56-3].

**First Day Covers of the King George VI Definitive Issues of 1949-50** by Gary Dickinson. Released September 2015. 62 pages, 8.5x11, spiral bound. Colour C\$ 44.00 [ISBN 978-1-927119-54-9].

**Explorers of Canada on First Day Covers** by Gary Dickinson Released September 2015. 118 pages, 8.5x11, spiral bound. Colour C\$ 57.00 [ISBN 978-1-927119-53-2].

**Catalogue of Canadian Hunting and Fishing Revenue Stamps** by Clayton Rubec and Dale Stover Released September 2015. 174 pages, 8.5x11, spiral bound. B&W C\$ 58.00 [ISBN 978-1-927119-52-5].

The one brief review covers the following important new work:-

**Handbook on the Transatlantic Mail of British North America** by Malcolm B. Montgomery and Steven M. Mulvey Released September 2015. 434 pages, 8.5x11, spiral bound. Colour C\$ 116.00 [ISBN 978-1-927119-55-6].

Jack Arnell's 1987 Handbook on Transatlantic Mail has been the 'bible' for collectors of this material for some 30 years. However, in that time much new information has come to light and an update of the handbook was long overdue. This book by Malcolm Montgomery and Steven Mulvey has made full use of the incredible advancements in technology that have occurred in the same period; particularly to illustrate the many rate handstamps used on transatlantic mail.

In addition to extensive reference quotations, the book features a full history of the ships and shipping lines employed to carry the mails (including dates of voyage) as well as detailed tables of postal rates for inland UK, transatlantic, USA and all of the BNA provinces. These will prove invaluable in sorting out the often confusing rates to be found on transatlantic covers. A large part of the book is taken up with a significantly expanded section on the handstamps used on transatlantic mail, and some 250 colour plates are included illustrating the covers that carried these handstamps. For the first time, the book also includes some idea of rarity for these handstamps whilst noting that many are probably under-reported.

All in all, this will be a 'must have' for any serious collector of transatlantic mail and will also be an excellent reference tool to any member who has a few such covers that they wish to write up accurately. Highly recommended.





## LETTERS TO THE EDITOR

**John Hillson**

### IMPERFORATE OR FAKE?

I was not surprised by your challenge below John Wright's interesting letter regarding his 5cent R.L.S fake illustrated in the October 2015 issue. It looks very convincing. Of course the s.o.b. who ruined what would have been an interesting stamp had a bit of help from the printers. Actually I suppose he had a lot of help from the printers because of the mess they made of this stamp's second plate, so well illustrated by the copies of 'David and Goliath' in the same letter. The positioning of the impressions on the plate were all over the place, so that it is notorious for producing overlarge freaks and half-starved copies as pictured.

You may remember that a former member who used to attend our Moffat meetings, specialised in Registered Letter Stamps (*he is very poorly now, hooked up to oxygen*). It was from him I learned that in various attempts to try to make perforation of sheets from the second plate a bit ....better, shall we say, at one point the bottom row was guillotined off, another try was to guillotine the bottom of row 16 if I remember correctly. Thus one can occasionally find 5cent RLS with a bottom straight edge; never one, genuine, with a top straight edge, because the guillotined bits were scrapped.

What we have here is a straight edge stamp, which would have been a jumbo if left alone, but no, some unmentionable took a pair of scissors to the three perforated sides and produced an abomination. The cuts, under extreme magnification, if John Wright wants to spend money on a certificate, will turn out to be different in character to that of the bottom edge.



Fig 1





You may be interested in a straight edged 5cent RLS on cover, as it one of the supposedly only five I.C.R perfin registered covers now extant. Whether the other survivors also have straight edges I have no idea, but a picture is shown in fig 1 opposite.

A final word, a well known and knowledgeable member living in B.C suggested that the single 3 cent Small Queen imperforate illustrated in my recent article is also a fake, courtesy of one Mr. Frodel. He may be correct; I have yet to examine it closely. However, if it is, it is a work of art and perhaps proves that there is no such thing as a genuine Small Queen imperforate single – or R.L.S. for that matter. (*Editors note: until, of course, you see the picture on page 299!!*)

## Luc Legault

### METER MAIL PIONEER

I wonder if any of our members can provide any information on a pioneer of Meter Mail collecting, one Albert Harris who was a publisher based in London UK.

Harris published a philatelic magazine as early as 1922 which featured examples of early meter marks but I have been unable to find out any more information about him.

Any help members can offer would be much appreciated.



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## SOCIETY NEWS

### FROM THE PRESIDENT

It is a great honour to be elected your President for the 2015/16 season and I am pleased to invite all members to our 2016 Convention which will be held at the Holiday Inn at Kenilworth between 19th and 23rd October. We have timed the event a little later this year in order to avoid a clash with BNAPS and, for this year at least, we are returning to our usual Wednesday to Sunday timing.

Kenilworth lies roughly midway between Coventry and Warwick a little south east of Birmingham and is ideally situated to explore the many tourist attractions of the area including Warwick Castle and Stratford upon Avon. 2016 marks a number of important historical milestones in and around Kenilworth and a number of these special events will be ongoing during our Convention. Our hotel is situated in the centre of the town which has a population of around 20000. More details can be found at [www.holidayinn.com](http://www.holidayinn.com)

We have negotiated a Convention rate of £60 pppn for dinner, bed and breakfast (single or double occupancy) for the period of Convention. Extended stays can be at the same half board rate for those who wish to explore further afield.

A booking form and provisional details of the full philatelic and social programme will be included with the April issue of Maple Leaves and also published on the Society website. In the meantime, if you have any questions, I can be contacted by e mail at [kenflint@btinterenet.com](mailto:kenflint@btinterenet.com)

Full details on travel options to and from Convention can be found on the Society website. A summary of these is as follows:-

### **BY AIR**

The nearest international airport is Birmingham some 13 miles away. Direct flights to Birmingham are available from most UK regional airports (though note not from London) and from Dublin, Paris, Amsterdam and New York. Members flying in from Canada would need to either fly into London and change onto rail (see below) or fly via one of the European hub airports or New York.

### **BY RAIL**

The nearest mainline rail station is Coventry which is only 6 miles from the hotel.





There is a frequent rail service from London Euston to Coventry (every 20 mins, journey time 1 hour) and also direct services from North West England, Glasgow and Edinburgh. There are also good services from most other regions of the UK but many will involve a change at Birmingham New Street. See the National Rail website for full details ([www.nationalrail.co.uk](http://www.nationalrail.co.uk))

### **BY CAR**

Kenilworth lies close the west midlands motorway network and can be reached easily from the M40, M5, M42, M6 or M1.

The hotel has good parking facilities. For those with SATNAV, the postcode is CV8 1ED.

If anyone needs more information on travel options or any other aspect of Convention, please don't hesitate to contact me. Jenny and I look forward to welcoming you all to Kenilworth in October.

### **Ken Flint**

#### **FROM THE SUBSCRIPTION MANAGER**

A reminder that subscriptions for the year 2015/16 are now overdue. If you are one of the few members yet to pay, you will have been contacted by myself or Mike Street in recent weeks. If you are in any doubt about your subscription status please contact either me or Mike ( e mail is easiest) to get an update.

Please note that members who have not paid their subscriptions for the current year by the end of February 2016 will be removed from the Maple Leaves circulation list so make sure this is not your last issue!

### **Malcolm Montgomery**

#### **FROM THE AUCTION MANAGER**

Our next full auction will be the Convention Auction in Kenilworth on or around 22nd October 2016. The deadline for receipt of consignments for sale in this auction is the end of May 2016. Commission rates for sellers are the usual 10% with no buyers premium. Recent sales have featured some impressive rarities and equally impressive selling prices so I would urge all members to hunt out their duplicates and unwanted material and to support the Society by placing this material for sale in the Society auction.

### **Graham Searle. FCPS**





## **FROM THE LIBRARIAN**

Members should note that the Library List has been updated recently to include the many new books added to the Library over the last two years. A full listing (along with rules on how to borrow material from the Library) can be found at the Society website. If any UK based member would like a copy of the updated Library List and does not have easy internet access please contact either myself or the Editor and we will happily print you off a copy and mail it out.

**Mike Slamo**

## **LONDON GROUP**

Our 2015/16 season of meetings continues through to June. We meet monthly on the third Monday of the month with meetings commencing approx. 1230hrs for around 2 hours followed by a late pub lunch. Our full programme for the first half of 2016 is as follows:-

- 18 January - Visitors entertain
- 15 February - Queen Victoria material post 1897
- 21 March - Brian Stalker - Newfoundland TPO's
- 18 April - John Watson - KGV Material
- 16 May - AGM and Beaver Cup
- 20 June - Something different - e.g. non Canadian

All meetings are held at 31 Barley Hills, Thorley Park, Bishops Stortford. All members are welcome and are requested to bring along a few sheets to each meeting. Contact Dave on 01279 503625 or 07985 961444 for more details.

**Dave Armitage.**

## **SCOTLAND AND NORTH OF ENGLAND GROUP**

Our next meeting will be held on Saturday 9th April at 2pm at the usual venue of the Buccleugh Arms Hotel in Moffat. All members are welcome. Please bring along a few sheets to display and/or some questions to which you are seeking answers. Please contact the Editor for more details.

**Graham Searle FCPS**

## **MIDLANDS GROUP**

The Midlands Group will hold a meeting at the WORPEX event in May 2016. Please contact Ken Flint for details. The event is being held on Saturday 14 May from 1000 to 1530hrs at the Tudor Grange Academy in Worcester.

**Ken Flint**

*Maple Leaves*

*January 2016 - Volume 34*

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## AND FINALLY .....

For one reason or another, quite a lot of pages in recent issues have been taken up with articles on postmarks. Over the last 20 years, postmark collecting has become increasingly popular; indeed there are now Societies devoted entirely to this branch of philately. I suspect the rise in popularity of postmark collecting has been driven by two things. Firstly, it is an area that is still open to a lot of original research unlike many other aspects of our hobby which have been pored over by generations of experts and non-experts alike. Secondly, the material is relatively cheap, making it an area of collecting which is open to just about all of us.

That is not to say that all postmark material is cheap. Occasionally one comes across something that makes the humble postmark collector wish he or she were on slightly better terms with their bank manager. My own research area of recent years, the Street Cancels, rarely throws up anything, however rare, that will set you back more than \$50. The items below, however, will probably have cost you a fair bit more than that but then I would venture to guess that none of these cards and covers have ever been purchased or collected for their postmarks. Enjoy!

My thanks go to our friends at Eastern Auctions for providing all of the pictures below.



*Fig 1 QV postal stationery envelope uprated with Small Queen stamps and cancelled by the fairly common Peter Street, Toronto, duplex. Just how many registered letters were mailed from Peter Street to Java in the Dutch East Indies is, however, another matter!*





Fig 2 Remember all those Letters to the Editor about single imperforate stamps? Well here is one that appears to be totally genuine. An imperf 5 cent RLS (complete with partial imprint) used on a QV postal stationery envelope and cancelled at St Catherines Street Centre in Montreal. Once again, the cancel is fairly common, the franking is probably unique.



Fig 3 QV 1 cent postcard uprated with a 6 cent Small Queen to pay the registered rate to the UK. Showing excellent strikes of the fairly common Gottingen Street, Halifax cancel. As an aside, the card shows a triple impression, with one inverted; a combination which is probably not quite so common.



## AMENDMENTS TO MEMBERSHIP to 15th DECEMBER 2015

### New Members:-

- 3037 TEITELBAUM, Matthew; 27 Walnut Place, Brookline, Massachusetts 02445, USA; e mail [matthewdavidteitelbaum@gmail.com](mailto:matthewdavidteitelbaum@gmail.com); **PH**  
3038 BURNS, Patrick J.; Casilla 201, Salta, Argentina 4400; e mail [condorresources@yahoo.com](mailto:condorresources@yahoo.com)  
3039 SODERO, Jane; 15 Rue General Leclerc, Chalon sur Saone 71100, France; e mail [jmsodero@hotmail.com](mailto:jmsodero@hotmail.com); **CGE (Sc 351), M (Vimy), NS**  
3040 WATKINS, Tom; 1573 MAynew Terrace, North Saanich, BC, Canada V8L 5E5; e mail: [twatkins@crd.bc.ca](mailto:twatkins@crd.bc.ca); **PH (Western Canada), SOA**

### Re-joined:-

- 2654 WALTON, William *OTB*; 125 Turtleback Road, Califon, New Jersey 07830 USA; e mail [waltonwmc@aol.com](mailto:waltonwmc@aol.com); **PS, R (Tobacco), Branch office cancels**

### Change of Address and Corrections to Address:-

- 2297 McLEAVE, Graham; 137 Sarahs Lane, Fredericton, NB, Canada E3B 0P2  
2307 HUGHES, John; 37F, Norwich Road, Fakenham, Norfolk, NR21 8AU; e mail [ladyliane@hotmail.com](mailto:ladyliane@hotmail.com)  
2485 KAYE, Don; new e mail [dlk@uniserve.com](mailto:dlk@uniserve.com)  
2725 FABIAN, Goerge; e mail address [gfabian2@sbcglobal.net](mailto:gfabian2@sbcglobal.net)

### Resigned:-

- 1803 FRASER, Don  
2922 LUM, Roberta  
2999 MOLINEAUX, Mike  
3016 MASSON, Gordon

### Deceased:-

- 2592 GORDON, Harold  
2608 GOVIER, Albert  
2857 WILKINSON, Warren

Revised Total:- 277

---

## FORTHCOMING EVENTS

### 2016

- Jan 15 – 16 York Stamp & Coin Fair, York Racecourse  
**Jan 18 CPSGB London Group Meeting**  
**Feb 15 CPSGB London Group Meeting**  
Feb 17 – 20 Spring Stampex, BDC Islington, London  
**Mar 21 CPSGB London Group Meeting**  
**Apr 9 CPSGB Scotland and North of England Group Meeting, Moffat**  
Apr 15-16 Scottish Congress and Exhibition – Perth  
**Apr 18 CPSGB London Group Meeting**  
Apr 30 – May 1 ORAPEX National Stamp Show, RA Centre, Ottawa  
**May 14 CPSGB Midlands Group Meeting - WORPEX**  
**May 16 CPSGB London Group Meeting**  
May 28 – Jun 4 World Stamp Show – New York  
**June 20 CPSGB London Group Meeting**  
Jul 15 – 16 York Stamp & Coin Fair, York Racecourse  
Jul 21 – 24 Philatelic Congress of GB, Cambridge  
Sept 14 – 17 Autumn Stampex, BDC Islington, London  
Sept 30 – Oct 2 BNAPEX 2016, Fredericton, New Brunswick  
Oct 14 – 15 SCOTEX, Perth  
**Oct 19 – 23 CPSGB Convention, Holiday Inn, Kenilworth**  
**Oct 29 CPSGB Scotland and North of England Group Meeting, Moffat.**

### 2017

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





## THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN 2014/15

**President:**

Dr. Kenneth Flint, 73 Montalt Road, Cheylesmore, Coventry CV3 5LS  
e mail kenflint@btinternet.com

**Secretary:**

John Watson, Lyngarth, 106 Huddersfield Road, Penistone, South Yorkshire S36 7BX  
e mail: john.watson1949@btinternet.com

**Treasurer:**

Karen Searle, Ryvoan, 11 Riverside, Banchory, Aberdeenshire, AB31 6PS  
e mail: karensearle28@btinternet.com

**Editor, Website Manager and Auction Manager:**

Graham Searle *FCPS*, Ryvoan, 11 Riverside, Banchory, Aberdeenshire, AB31 6PS  
Tel: 01330 820659 e mail: searle711@btinternet.com

**Subscription Manager and Assistant Editor:**

Malcolm Montgomery *MBE*, Cae Glas, Llechwed, Conwy, North Wales LL32 8DX  
e mail: m0bmontgomery@aol.com

**North American Subscriptions:**

Mike Street, *OTB, FCPS*, 73 Hatton Drive, Ancaster, ON Canada L9G 2H5  
e mail: mikestreet1@gmail.com

**Handbooks Manager:**

Derrick Scoot, 63 Jackmans Place, Letchworth, Herts, SG6 1RG  
e mail: derrick.scoot@sky.com

**Librarian :**

Mike Slamo, 112 Poplar Avenue, Hove, Sussex BN3 8PS  
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**Exchange Packet Manager:**

Hugh Johnson, 27 Ridgeway Avenue, Gravesend, Kent DA12 5BD  
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# Maple Leaves

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### EDITORIAL

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

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

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





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

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

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

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

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



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## EARLY PACKET STEAMER SERVICES ON PLACENTIA BAY: 1888-1900

David Piercey, *FRPSC*

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

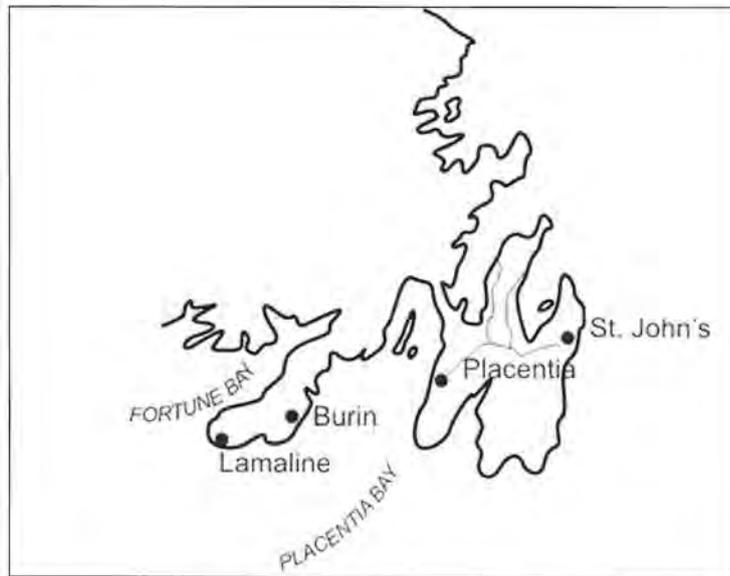


Fig 1

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





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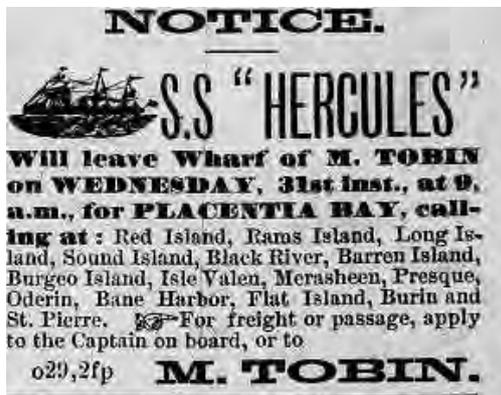




the railway” for the distribution of the mails around each bay. It was his opinion, similarly voiced by George LeMessurier in previous *Annual Reports*, that “sailing packets” had been unsuitable for the efficient distribution of mail and passengers, owing to their dependence on the arrival of the coastal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

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

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



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

Fig 2

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

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





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

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

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

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

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

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

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





**POST OFFICE NOTICE.**



**The s.s. 'Hercules,'**

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

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

**Provided However,**

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

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

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

Fig 3

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

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

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

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

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

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

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





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

Job Brothers of St. John's was the successful bidder, offering to provide their vessel, the SS *Alert*, for a cost of \$100/trip [17], two trips a week. Built in 1880 as a small coaster of 63 tonnes net, the *Alert* (under her original name the *George J Stevens*), was bought by Arthur Job in 1883 from the Clark Steamship Company of New York, for service to the Job Brothers' subsidiary, the Newfoundland Guano Company,

Ltd. Used by Job brothers regularly as a banker in their annual Grand Banks fishery from Bay Bulls, she had also occasionally been assigned to service in the Labrador fishery.

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

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

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

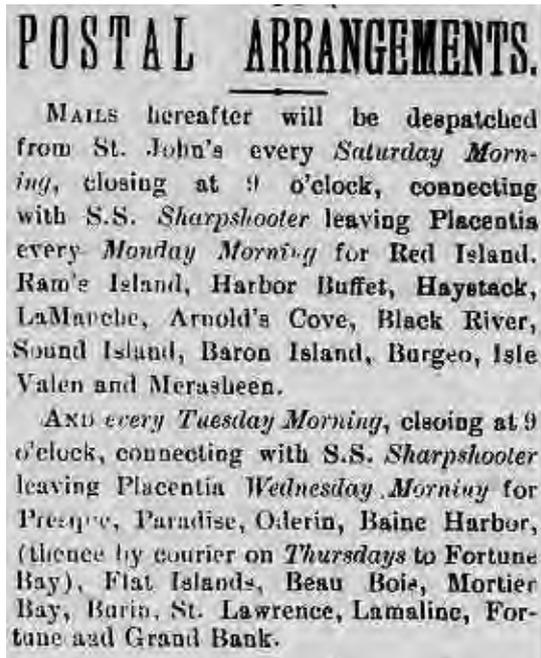


Fig 4





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Fig 5

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

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

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

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

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





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**TENDERS**

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

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

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

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

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

**POST OFFICE NOTICE.**  
**TENDERS**

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

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

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

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

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

Fig 6

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

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

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

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



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

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

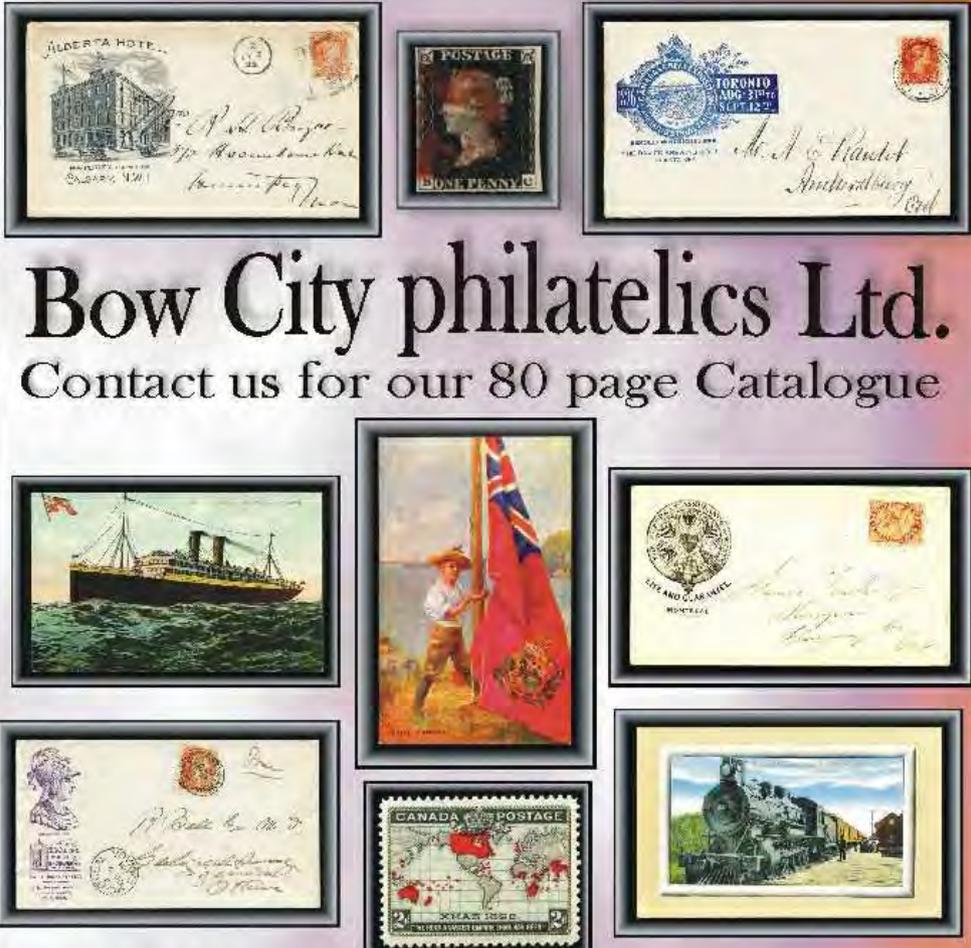
The *Almanac* for 1901 provides a full description of the *Argyle*'s service:

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

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

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





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

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

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



Fig 7



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



Fig 8

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

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



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

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



Fig 9

#### Notes and References

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





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

Mr. Power was under contract with the Government to carry the mails in Placentia Bay in his schooner. When the SS *Alert* was put on the bay he received his dismissal through the Postmaster General, with nine months' notice only. He now sues the Government for \$320.  
(*"Supreme Court"*, *Evening Telegram*, 6 June 1898, p. 4.)

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





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

---

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

Graham Searle *FCPS*

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

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

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



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

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





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



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

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

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

Recently, I came upon what I thought, at first sight, was this very stamp – a 3 cent Large Queen with a very deformed 2 ring 57 cancel. However, on a second look it became clear that this was not the same stamp as the one Cohen had illustrated back in 1966. It is shown in fig 3 and the cancel is

clearly in a different position on the stamp. However, the deformed shape of the rings and of the numeral '5' in the fig 3 cancel are very similar to those in fig 2 leading one to suspect that these could be two examples of the same cancel were it not for the obviously shorter and squat numeral 7 in the fig 3 example compared to that in fig 2.



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



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

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





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

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

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

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Fig 5



Fig 6

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



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

Footnotes and References:-

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





## OUR NEW FELLOW



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

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



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**NOTES: - All entry forms must reach the above address by 1<sup>st</sup> October 2016, and exhibits, unless brought personally to Convention, must reach the above address between 12<sup>th</sup> and 15<sup>th</sup> October 2016.**

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





## NEW TORONTO OVAL DEAD LETTER OFFICE HANDSTAMP

Gary Steele

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



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

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



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

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



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

Any new find will be illustrated in a future article.





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## FINES ON TRANS-ATLANTIC LETTERS

**Malcolm Montgomery**

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

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

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

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

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



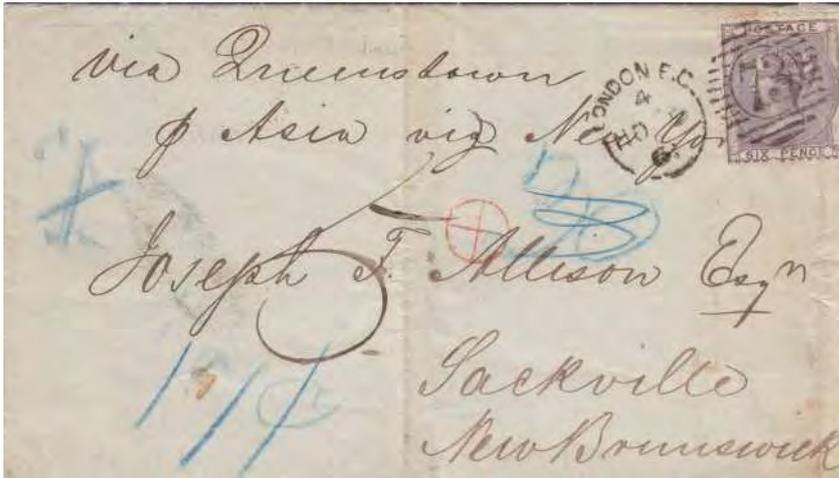


Fig 1



Backstamps from fig 1.

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

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

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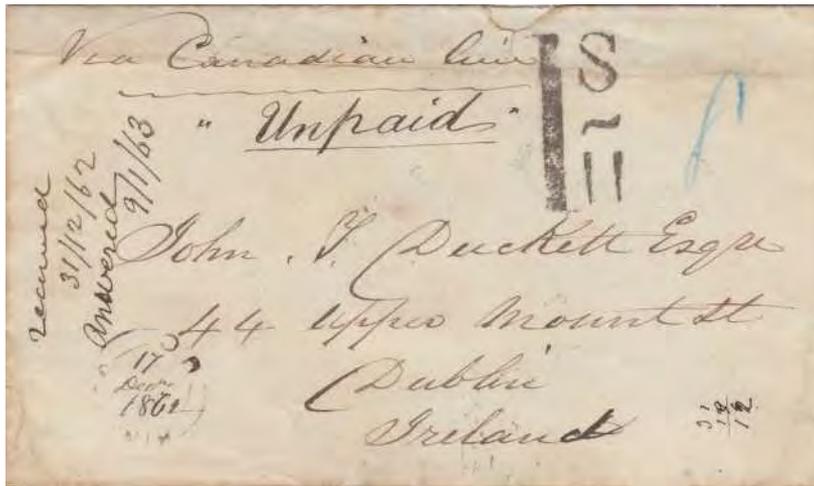


Fig 2

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

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



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

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

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



References:-

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

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## CANADA PERFORATION VARIETIES ON FIRST-DECIMAL STAMPS

Richard Thompson

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

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

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



Fig 1.

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

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

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



Fig 2





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



Fig 3

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

#### References

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

## A CHANCE TO VISIT SHAKESPEARE COUNTRY AND SEE SOME OUTSTANDING PHILATELIC MATERIAL



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## SLOGAN POSTMARKS OF CANADA WORLD WAR II

### PART 3 – PERSONAL BEHAVIOURAL CONTRIBUTIONS TO THE WAR EFFORT

**Eldon C. Godfrey, FCA**

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

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

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

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

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



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





## Auction Announcement

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

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



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



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



Fig 4 A ‘drop letter’ addressed to “City Hall, Toronto” on September 2, 1943



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

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



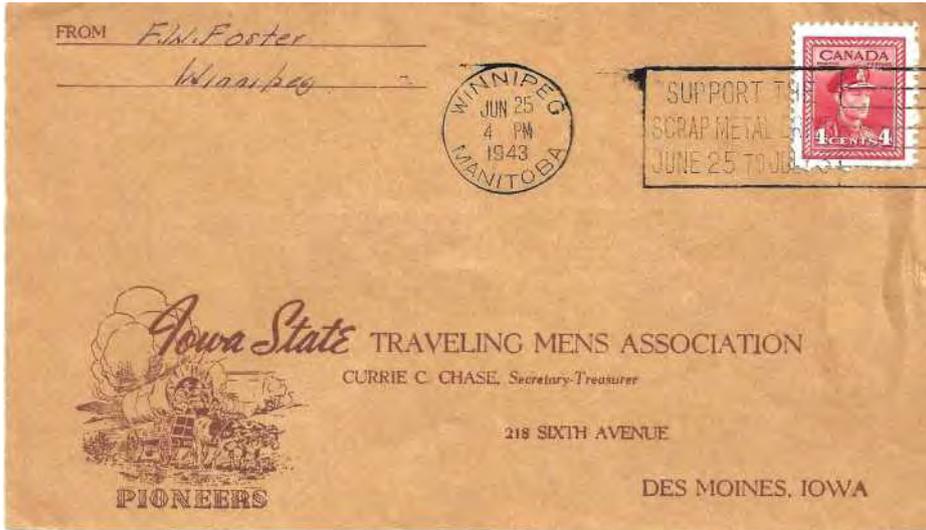


Fig 6 Mailed from Winnipeg to Des Moines, Iowa on June 25, 1943, the Opening Day of the Drive.

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

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

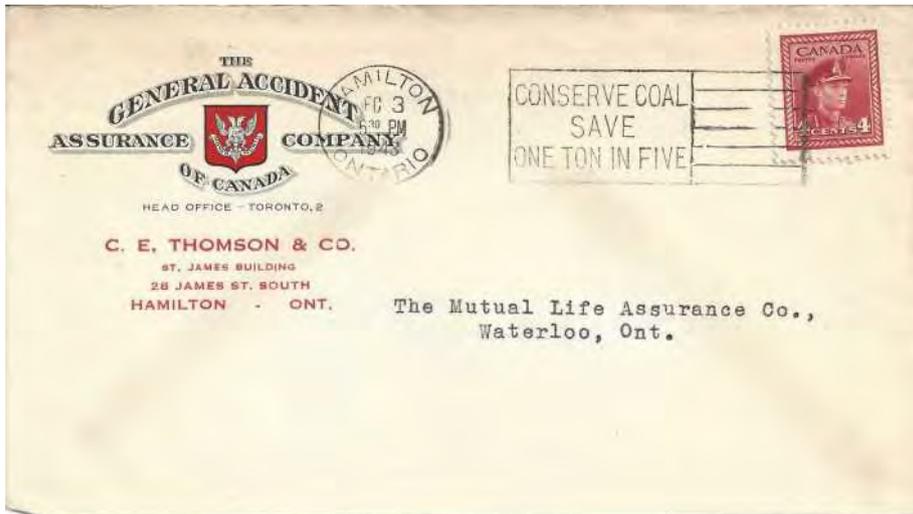


Fig 7 Mailed from Hamilton to Waterloo on December 3, 1943





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**Canada Scott #158iv, 50c Bluenose Imperforate Pair.** The famous "Man on the Mast" plate variety from Position 58 showing on right-hand stamp of an imperforate pair, in superb condition, surrounded by large margins and exceptionally fresh on pristine paper with full immaculate original gum, never hinged. An absolute showpiece of utmost rarity, SUPERB NH; one of the highlights of this important collection. 2000 Greene Foundation cert. 1 of only 3 recorded example and possibly only 1 of 2 NH example. **Net: \$24,500.00 CAD**

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



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

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

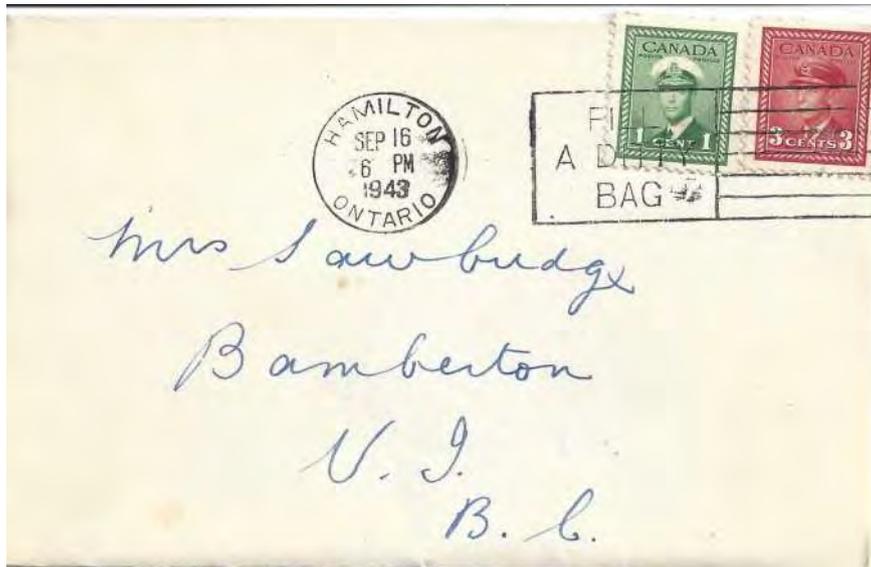


Fig 9 Mailed from Hamilton to Bamberton, B.C. on September 16, 1943

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

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

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



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

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

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

Charlottetown	Calgary	Halifax
Ottawa	Regina	Saint John
Toronto	Vancouver and	Winnipeg

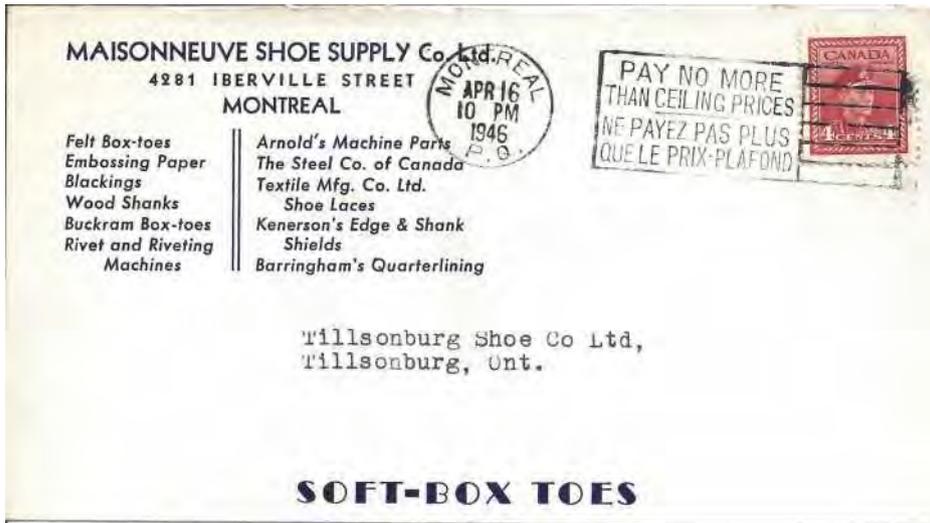


Fig 11 Mailed from Montreal to Tillsonburg, Ont. on April 16, 1946



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

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



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

## BNAPS 2016



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

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

For more information, please visit the BNAPS 2016 FREDERICTON website at [www.banps.org/bnapex2016/](http://www.banps.org/bnapex2016/)

or contact Ron Smith at +1 506 453 1792 ; [rsmith0225@rogers.com](mailto:rsmith0225@rogers.com)





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



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

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

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

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

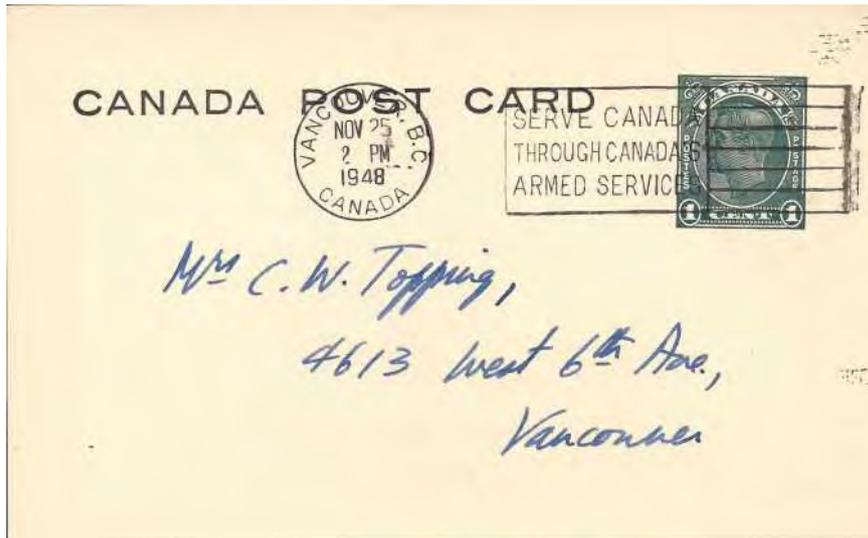
See fig 15 overleaf for an example of this slogan.

### **References:**

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

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





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

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## LETTERS TO THE EDITOR

**Nick Lazenby**

### **QUEBEC TERCENTENARY STAMP WITH IMPERF MARGIN**

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

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

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





Fig 1

**Andrew Lothian**

### POSTAL MARKING QUERY

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

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

**Mike Street**

### GLIMPSES OF CANADIANA

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

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



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

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

### **Nick Lazenby**

#### **5 CENT REGISTERED LETTER STAMPS WITH STRAIGHT EDGES**

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

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

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

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

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



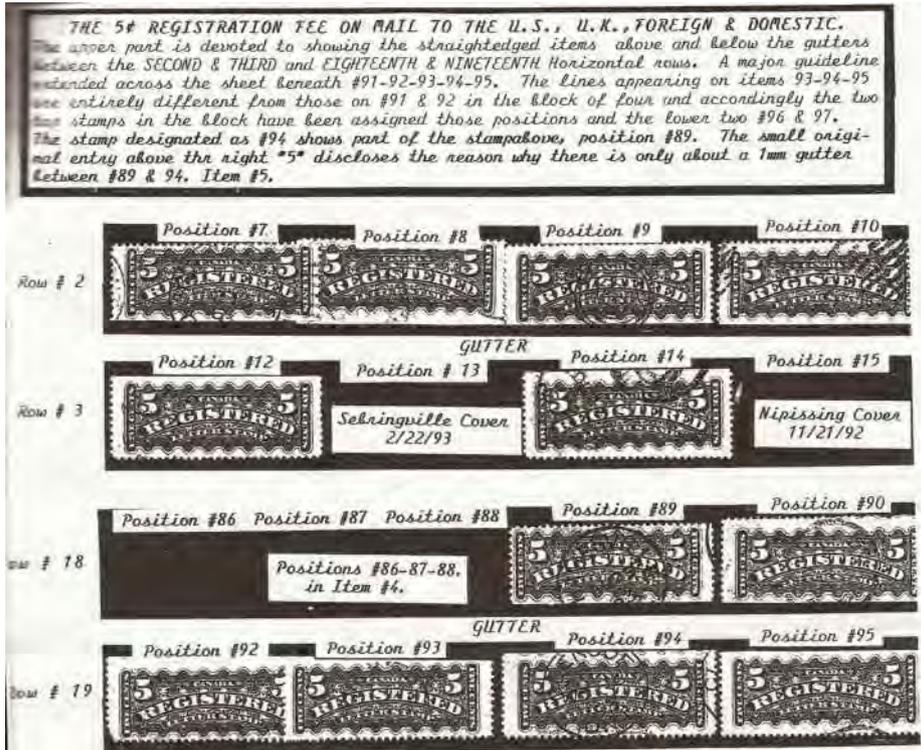


Fig 2

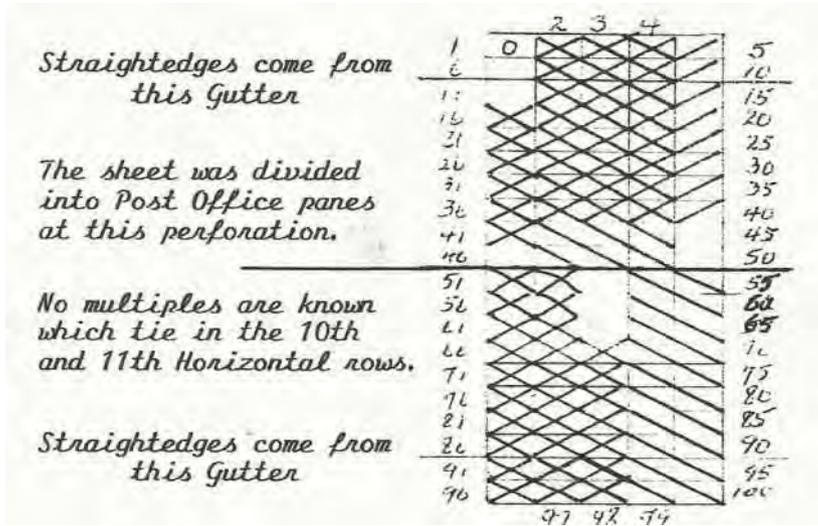


Fig 3 The 100 position 5 x 20 format of the plate 2 printings.



## SOCIETY NEWS

### FROM THE PRESIDENT

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

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

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

The Convention Booking Form and Competition Entry Form can be found inside this issue of Maple Leaves. They are also available for download from the Society website. Please note that the deadline for submitting your booking form to me to secure the Convention rates is **31st July 2016**. Extra nights, before and after the event, can be booked at these rates also.

The draft programme looks as follows:-

#### **Wednesday 19<sup>th</sup> October**

3.30 pm Welcome tea and coffee

6.00 pm Evening Meal

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

8.00 pm Ladies informal get together

10.00 pm Informal Bourse and Auction Viewing

#### **Thursday 20<sup>th</sup> October**

8.30am Executive Committee Meeting

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

10.30 am Coffee

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

2.00 pm Visit to Warwick Castle

6.00 pm Evening Meal

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

8.00 pm Ladies meeting with presentation to be confirmed

10.00 pm Informal Bourse and Auction Viewing





### **Friday 21st October**

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

### **Saturday 22nd October**

9.00 am Annual General Meeting  
10.15 am Coffee  
10.30 am Competition Entries and Judges' Critique  
1.00 – 2.00 pm Final Viewing of Auction Lots  
2.30 pm Auction  
6.30 pm President's Reception  
7.00 pm Banquet and Awards Presentation

### **Sunday 23rd October**

Farewell after breakfast

### **Ken Flint**

## **FROM THE SECRETARY**

### **Annual General Meeting**

In accordance with Rule 20, notice is hereby given of the Society's Annual General Meeting to be held at the Holiday Inn, Kenilworth on Saturday 22nd October 2016, commencing at 0900hrs. In accordance with Rule 18, nominations are sought for the President, Vice Presidents, Secretary and Treasurer. Nominations and any proposed amendments to the Rules, should be sent to the Secretary before 22nd June 2016.

### **Fellowship**

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

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

Nominations are sought for submission to the Fellowship sub-committee in accordance





with Fellowship Rule 2. Such nominations must be on a prescribed form, which is available from the Secretary, and must be submitted to the Secretary by 22nd June 2016.

### **Founders Trophy**

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

A nomination for the award, which must be proposed and seconded, may be submitted in writing to the Secretary by 22nd June 2016.

### **John Watson**

#### **FROM THE AUCTION MANAGER**

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

### **Graham Searle. FCPS**

#### **LONDON GROUP**

Our 2015/16 season of meetings continues through to June. We meet monthly on the third Monday of the month with meetings commencing approx. 1230hrs for around 2 hours followed by a late pub lunch (see Forthcoming Events on page 360 for details). All meetings are held at 31 Barley Hills, Thorley Park, Bishops Stortford. All members are welcome and are requested to bring along a few sheets to each meeting. Contact Dave on 01279 503625 or 07985 961444 for more details.

### **Dave Armitage.**

#### **SCOTLAND AND NORTH OF ENGLAND GROUP**

Our next meeting will be held on Saturday 9th April at 2pm at the usual venue of the Buccleugh Arms Hotel in Moffat. All members are welcome. Please bring along a few sheets to display and/or some questions to which you are seeking answers. Please contact the Editor for more details.





## MIDLANDS GROUP

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

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## NEW BOOKS

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

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

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

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

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





## AMENDMENTS TO MEMBERSHIP to 15th MARCH 2016

### New Members:-

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

### Change of Address and Corrections to Address:-

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

### Resigned:-

- 2930 WHITE, Owen (illness)

**Revised Total:- 282**

---

## FORTHCOMING EVENTS

### 2016

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

Apr 15-16 Scottish Congress and Exhibition – Perth

**Apr 18 CPSGB London Group Meeting**

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

**May 14 CPSGB Midlands Group Meeting - WORPEX**

**May 16 CPSGB London Group Meeting**

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

**June 20 CPSGB London Group Meeting**

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

Jul 21 – 24 Philatelic Congress of GB, Cambridge

Aug 19 - 21 Royale 2016 Royal, Kitchener, Ontario

Sept 14 – 17 Autumn Stampex, BDC Islington, London

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

Oct 8 ASPS Stamp & Postcard Fair and Convention, Ardingly

Oct 14 – 15 SCOTEX, Perth

Oct 15 - 16 CANPEX, London Ontario

**Oct 19 – 23 CPSGB Convention, Holiday Inn, Kenilworth**

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

### 2017

May 26 - 28 Royale 2017 Royal, Boucherville, Quebec

Jul 8 MIDPEX, Warwickshire Exhibition Centre

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





## THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN 2014/15

**President:**

Dr. Kenneth Flint, 73 Montalt Road, Cheylesmore, Coventry CV3 5LS  
e mail kenflint@btinternet.com

**Secretary:**

John Watson, Lyngarth, 106 Huddersfield Road, Penistone, South Yorkshire S36 7BX  
e mail: john.watson1949@btinternet.com

**Treasurer:**

Karen Searle, Ryvoan, 11 Riverside, Banchory, Aberdeenshire, AB31 6PS  
e mail: karensearle28@btinternet.com

**Editor, Website Manager and Auction Manager:**

Graham Searle *FCPS*, Ryvoan, 11 Riverside, Banchory, Aberdeenshire, AB31 6PS  
Tel: 01330 820659 e mail: searle711@btinternet.com

**Subscription Manager and Assistant Editor:**

Malcolm Montgomery *MBE*, Cae Glas, Llechwed, Conwy, North Wales LL32 8DX  
e mail: m0bmontgomery@aol.com

**North American Subscriptions:**

Mike Street, *OTB, FCPS*, 73 Hatton Drive, Ancaster, ON Canada L9G 2H5  
e mail: mikestreet1@gmail.com

**Handbooks Manager:**

Derrick Scoot, 63 Jackmans Place, Letchworth, Herts, SG6 1RG  
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**Librarian :**

Mike Slamo, 112 Poplar Avenue, Hove, Sussex BN3 8PS  
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**Exchange Packet Manager:**

Hugh Johnson, 27 Ridgeway Avenue, Gravesend, Kent DA12 5BD  
e mail: hughrjohnson@yahoo.co.uk

**Advertising and Publicity Manager:**

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# Maple Leaves

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Founder:-

A.E. Stephenson, *FCPS*

Edited by: **Graham Searle, *FCPS***

Ryvoan, 11 Riverside, Banchory, Aberdeenshire, AB31 6PS

e mail: searle711@btinternet.com

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## EDITORIAL



With this issue of *Maple Leaves* you will find your annual subscription reminder – at least you will if you need to take action re your subscriptions. Those who pay by direct debit, have pre-paid for the coming year, are life members or have been members for 50 continuous years will not find the insert as you don't have to do anything! If you are worried that you might not have pre-paid or wonder why you don't have the form when you think you should have it, please contact either Malcolm Montgomery (in the UK) or Mike Street (in North America) and they can clarify your status. Contact details are on the inside of the back cover.

The good news for most of us is that Subscriptions have gone **down** this year. Yes, they have really gone down! Following our success in dramatically reducing our mailing costs for *Maple Leaves*, particularly to North America, we have been able to reduce UK subs from £22 to £20 and overseas subs to £25 for all regardless of domicile. Coupled with a fall in the value of the £ against the \$ in the last year this has resulted in a significant reduction in Subscription levels for those members in the USA and Canada making CPSGB an even bigger bargain than usual!

This is the last issue of *Maple Leaves* before our Annual Convention in Kenilworth and it is timely to remind all those who may be thinking of attending that **you need to get your booking forms in to Ken Flint by 31st July to take advantage of the special rates**. More details on the event can be found on page xxx of this issue or on the Society website. Please also note that there is a small error on the Convention Booking Form. Whilst the dates are correct, the heading should read Wednesday to Sunday not Saturday.





Following our plea re the Exchange Packet in the January issue, I am pleased to report that Hugh Johnson has had a nice lot of new material coming in for sale. The packet can be found on the website at [www.canadianpsgb.org.uk](http://www.canadianpsgb.org.uk) where all the old packet sheets have been removed and a completely new batch of both cover sheets and stamp sheets can be found. To keep the packet fresh, however, Hugh is always keen to receive new material for sale – the more the merrier. Commission charges for the Society are a flat 10% - the same as for the auctions and the bourse so if you have some surplus stamps or covers in the drawer, package them up and send them off to Hugh.

In a similar vein, I find myself very short of material for the Convention Auction in October. With summer holidays coming up, I am extending the deadline for receipt of consignments to the **end of July** so if you do have some spare material to dispose of, please send it in this month or contact me to discuss it. My thanks go out to those members who have already sent material in.

For fear of sounding like a broken record, I remain desperately short of material for future issues of the journal and would welcome contributions - both large and small - on any subject pertaining to BNA philately.

And finally..... our thoughts go out to the residents of Fort McMurray and surrounding areas and, in particular, to any members who may have friends or family affected by the extensive wildfires. Stay safe.





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## THE EARLY DEVELOPMENT OF POSTAL STATIONS IN TORONTO: 1900 - 1918

Graham Searle *FCPS*

My long running series of articles on Street Cancels left more than a few loose ends and unanswered questions. Amongst these questions were such things as ...why are Street cancels used after 1900 so much harder to find than those used before 1900? ..... and..... why did the Toronto York Street office, clearly the most important and busy sub-office in the city, close suddenly in 1901 less than nine years after being opened?

The answer to both these questions lies in the development of the Postal Stations in the big Canadian cities. Today, postal stations are a familiar part of the Canadian Post Office system. These postal stations are effectively branch offices of the main town or city post office and are normally designated by a letter (e.g. Postal Station B). I won't attempt in this article to go into the complexities of the Canada Post definitions of its various types of postal outlet over the years but those who are interested can find some more information in ref 1.

What is clear is that by 1900, the expansion of postal services in cities such as Toronto had grown to the point where the authorities found it necessary to develop a new hierarchy of post offices. In large part, this was driven by the ongoing and rapid development of machine cancelling devices, first introduced in 1896. It must have been clear to all that it was neither practical nor necessary to install such machines in every postal outlet. By 1900, Toronto had well over twenty such outlets.

The solution it seems was to fall back on the tried and tested. Back in the 1880's Toronto had introduced a small network of three Branch Offices to support the main post office, later these had been replaced by a network of four 'branch' offices (Riverside, Yorkville, Spadina Avenue and Parkdale). In 1901, the post office introduced a remarkably similar concept with the opening of the first Postal Station (Station B). It would appear that the original concept of the Postal Station was very similar to that of the old Branch Offices; that they should offer the full range of post office services to a designated area of the city in support of the main office. This would include such things as having letter carriers operating from them and even having machine cancelling devices installed to cancel the mail (though as we shall see below this latter feature was rather short lived). As the network of Postal Stations was opened, the other outlets (mainly 'Street' offices but also including the old branch offices) became sub-offices and undertook only limited services. When it came to cancelling the mail, all normal mail was routed to the Postal Stations or main post office and the 'Street' or sub-offices handled only registered and special delivery mail and money orders. (So if you are searching for Street cancels after 1900 you need to look mostly at registered mail or money orders to find them).



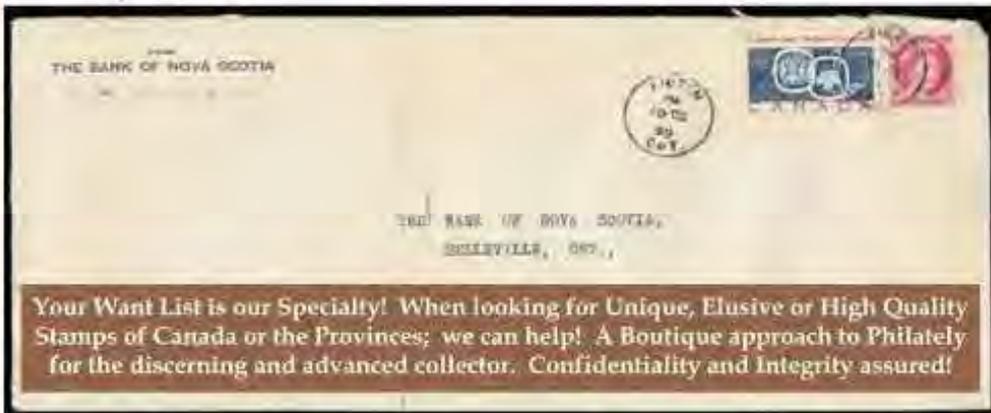


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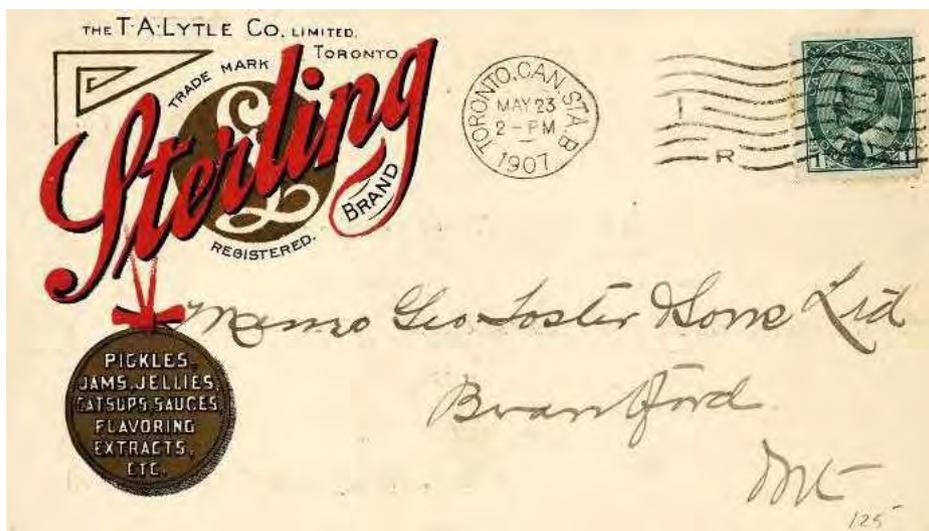


It is possible to form a very large collection of Postal Station cancels from Toronto as over the years the city has opened a large number of these offices and as we will see below they have all been very long lived. For the purpose of this article, I will limit myself to those Postal Stations that opened for business prior to 1918 (although some of the cancels I will illustrate from these offices are much later).

### **TORONTO POSTAL STATION 'B'**

This was the first Postal Station to open on 1 November 1900. It was located at 117 King Street West at the corner of York Street and directly replaced the old York Street post office. The office has relocated a few times but a Postal Station 'B' is still open today.

It was the first and only Postal Station to be issued with a machine canceller (it is possible that the original intent behind these Postal Stations was that they all have such equipment but the impracticality of this soon became apparent). An example of this machine cancel is shown in fig 1 below. Whilst this machine cancel was relatively short lived (I have not seen an example dated later than 1908) it is far from uncommon giving an insight into the volume of mail handled by this new office.



*Fig 1 Toronto Postal Station 'B' machine cancel (courtesy of Bow City Auctions)*

In addition to this machine cancel, I have recorded two different cds cancels and a duplex cancel from this office prior to 1918. The two cds cancels appear to have been in concurrent use in the early years of the office. One is a regular full circle cancel – an early example from 1901 is shown in fig 2 overleaf. The other is a three ring 'orb' cancel shown in fig 3 overleaf. These 'orb' cancels first introduced in the 1890's are a feature of these early Postal Stations and many of the rarest 'orb' cancels come from the postal stations. This one from Toronto Station B is however, relatively common.



Fig 2 Postal Station 'B' cds cancel

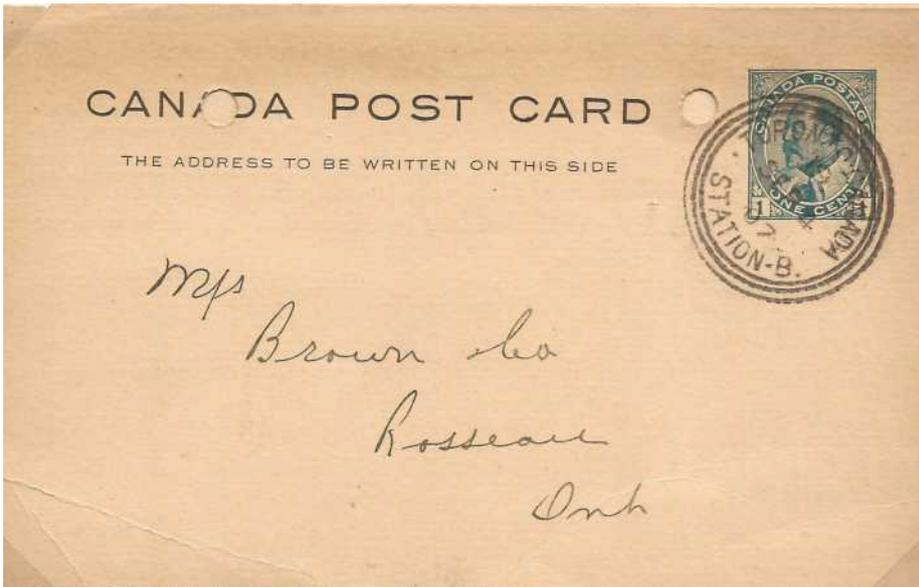


Fig 3 Postal Station 'B' orb cancel

The duplex cancel is shown in fig 4 opposite. This type has only been seen on third class mail (undated) and is known used from around 1901.

Before we look at the other Toronto Postal Stations it is interesting to reflect on why the first such office was given the letter 'B' and not 'A'. It would appear that, initially at

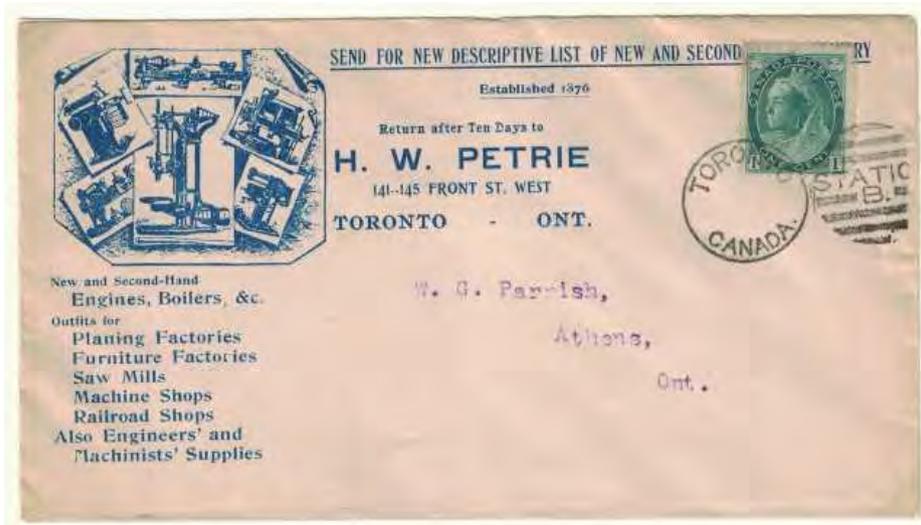


Fig 4 Toronto Station 'B' duplex (courtesy of Stéphane Cloutier)

least, the authorities decided to retain the letter 'A' for the main post office. Records show that a 'Station A' was opened in the Union Station complex in Toronto in 1903. This building gradually housed all of the electric machine cancellers in the city. None, however, prior to 1918 carried the 'Station A' name as they produced postmarks simply inscribed 'Toronto'. By the early 1920's we start to see cancels with 'Station A' in the name – see fig 5 for an example from 1921.

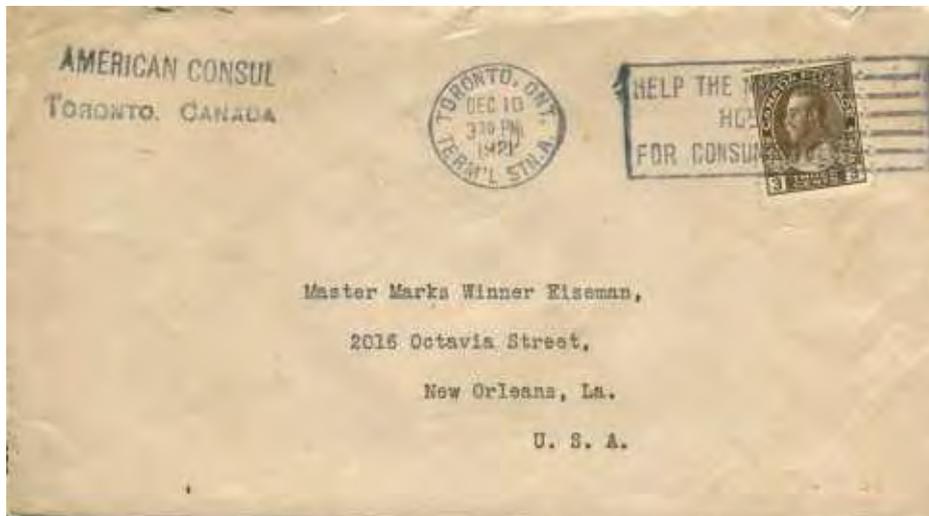
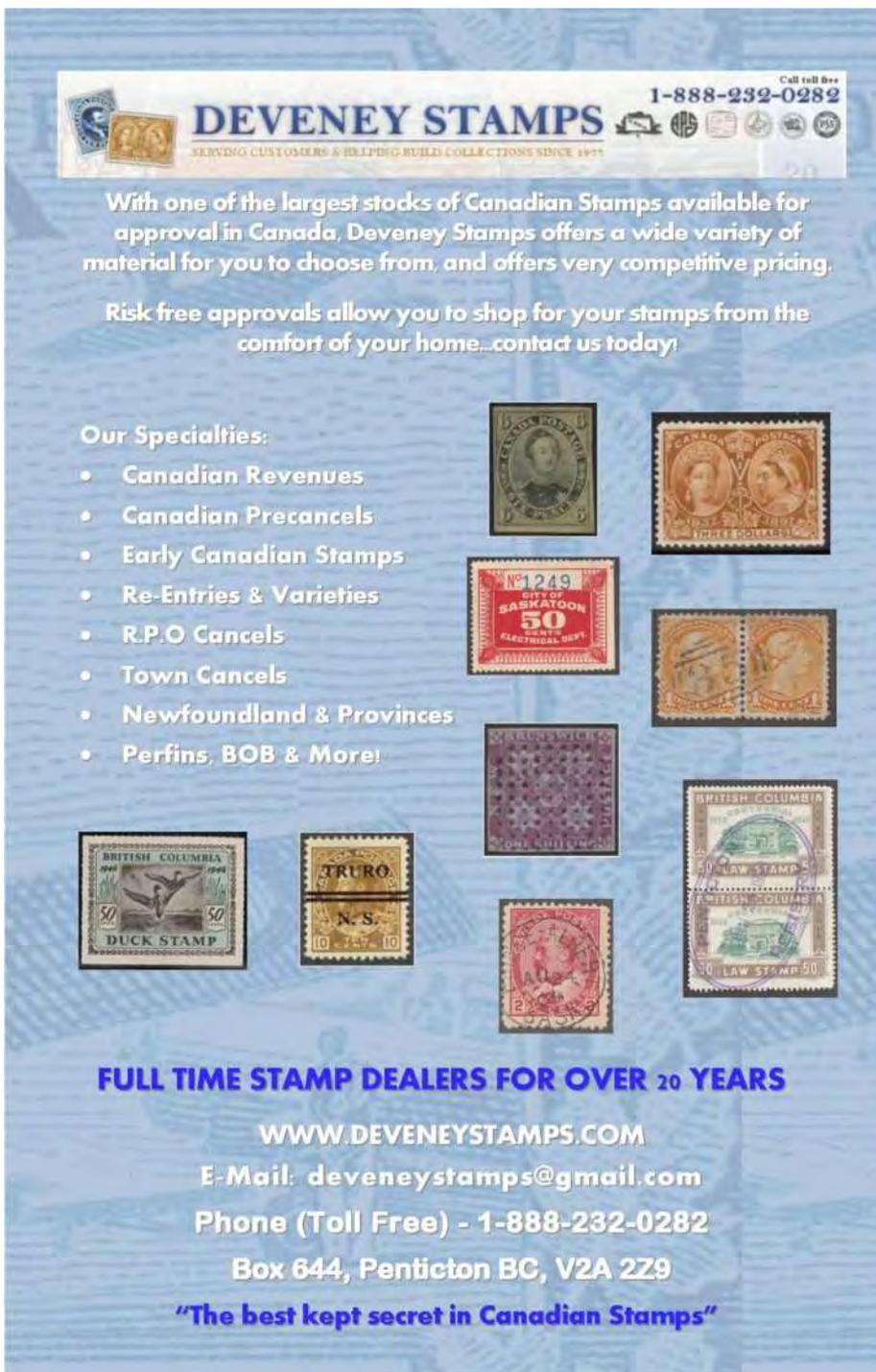


Fig 5



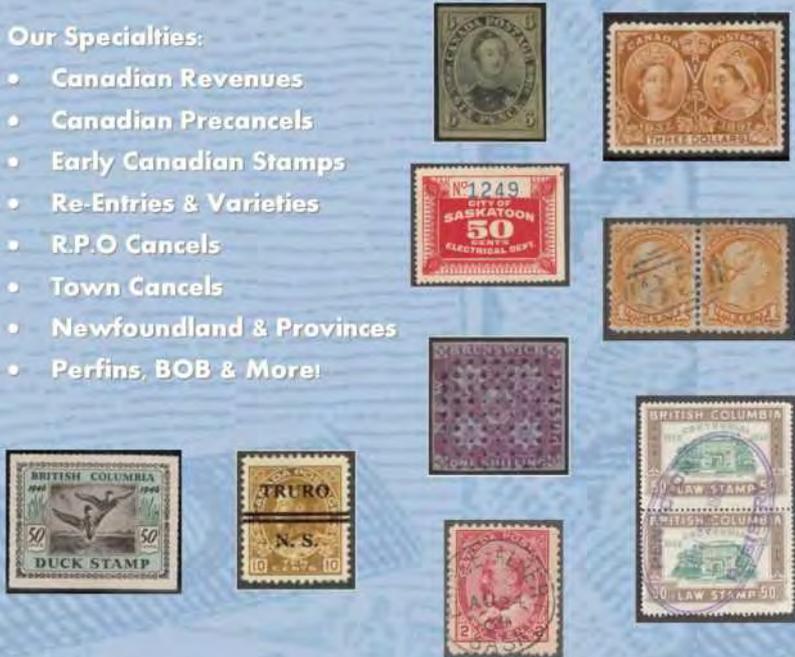
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## TORONTO POSTAL STATION 'C'

Postal Station C was opened in 1903 on Queen Street east of Dufferin Avenue. The old Parkdale office was based on Queen Street and had been an important branch office of Toronto until this time but after the opening of Postal Station C it seems to have become a sub-post office. An office with the name Postal Station 'C' was still open for business in 2008.

I have noted at least six different cancels from this office in the period up to 1918. The first two are both three ring orb cancels which would appear to have been in concurrent use. They show very different ring spacing and are easily told apart – see figs 6 and 7 for examples. The one with the closely spaced rings (fig 7) is, by far, the more common of the two and in fact is probably the commonest of all the Postal Station orb cancels.



Fig 6



Fig 7





This office also employed a full circle cds cancel (an example is shown in fig 8 below) from February 1913. I have never seen an example of this cancel earlier than June 1910, so it is possible that this type replaced the orb cancels. In addition, Postal Station C made use of two very different duplex cancels. The first type is similar to that used at Station B and is shown in fig 9 opposite. As with the Station B type, this cancel appears to have been used primarily on third class mail without any date information although the example shown here has a receiver cancel dated in September 1906.

The second type of duplex is something of a mystery. I say, second type of duplex, but the duplex cancel database (ref 2) lists no fewer than 13 different variants of this cancel in use prior to 1918 (types DON 1736 – 1754 inclusive are all of this general type); a couple of these are shown in fig 10 opposite. The earliest recorded date of this type of duplex is February 1904. It appears to have been either copied from or created from one of the earlier branch office duplexes from the 1890's which had numbers in the centre of the killer; this type having the letter 'C' in place of a number. Previous writers (ref 3) have always attributed this cancel to Postal Station C and a similar type to Postal Station D. As we shall see below, however, there are some doubts over this attribution and I would welcome any examples members can show which definitely prove these types to have been struck from Postal Station C.

It is worth noting that these duplex cancels appear to have been used only on 'special mail' such as registered, special delivery or odd sized. Differentiating between the various types listed in the database is not for the faint hearted and is best done by using transparency overlays. Ref 2 provides full details of the differences between the types.



Fig 8 Toronto Postal Station 'C' full circle cds cancel from 1913





Fig 9 Early type of Postal Station 'C' duplex. (Courtesy Stéphane Cloutier)



Fig 10 Two examples of the many types of later duplex cancel attributed to Toronto Postal Station 'C'. The post card at top is a leather type.



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The final type of cancel from Postal Station C is a roller type, shown below in fig 11. This example shows an indicia '2' so it is reasonable to assume that there may also be one with a '1' but I have never seen this. It is also probable that similar roller cancels were in use from some of the other Toronto Postal Stations but, again, I have never seen any. Maybe our members can show us other examples?



Fig 11

### **TORONTO POSTAL STATION 'D'**

Records show that Postal Station D was opened in West Toronto in 1909 (after Stations F and G suggesting that some grand scheme was afoot). It was located at 1675 Dundas Street on the corner of Keele and Dundas Streets and replaced the old Toronto Junction sub-office. Postal Station 'D' closed in 1992.

The commonly seen cancel from this office is a full circle cds type shown in fig 12 below. Early



Fig 12 Full circle cds cancel from Postal Station D

examples of this cancel from 1909 show an AM or PM indicia. Those from late 1909 onward show a numeric indicia. The early type (see fig 13 overleaf) are quite hard to find.

This office may also have used a duplex cancel similar to the type described above for Postal Station C. Examples are shown in fig 14 overleaf. As with the Station C duplex, many variants of this cancel exist. The duplex handbook lists some 15 types in the





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period up to 1918. The problem with this cancel being attributed to Postal Station D is that the earliest recorded date of this type is December 1903 and five or six of the variant types have proof dates or earliest recorded dates that fall well before the date which records show Postal Station D was opened so whilst some of the variants may originate from Postal Station D it is clear that they do not all do so (unless of course, the opening date of Station D, as recorded in the archives, is itself incorrect and was much earlier).



Fig 13 Early type of Postal Station 'D' cds with PM indicia

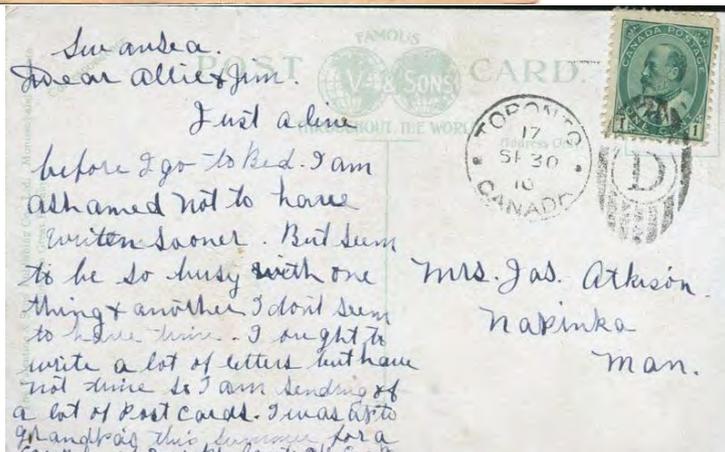


Fig 14 Two examples of the many types of 'D' duplex attributed to Postal Station D. Note that the top one is dated in 1904, prior to the recorded opening of the office.



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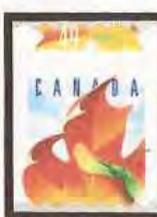
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### **TORONTO POSTAL STATION 'E'**

Postal Station E was opened in 1909 and was situated on Bloor Street, a block west of Bathurst Street. The old Bloor Street sub-office had originally been on the corner of Bathurst Street but by this time had moved a few blocks east. An office of this name was still open for business in 2008.

This Postal Station appears to have handled less mail than many of the others as examples of cancels from this office are scarce. The only one I can definitely say was in use prior to 1918 is a three ring orb type shown in fig 15. This is, by some distance,



*Fig 15 Toronto Postal Station 'E' orb cancel - this one is hard to find!*

the scarcest of the Toronto orbs. This office also used a full circle cds cancel similar to the types shown for Postal Stations B, C and D above but I have never seen a copy used any earlier than 1929 (see fig 16 overleaf) and it is unclear if this cancel was in use prior to 1918. The proof books also show a duplex cancel similar to those shown above for Postal Stations C and D but with an E in the centre of the killer. This cancel was proofed in April 1910 so may well have been for Postal Station E. Unfortunately, to date, no copy of this cancel has been recorded in use.

### **TORONTO POSTAL STATION 'F'**

Postal Station F was opened in 1907 (somewhat out of chronological / alphabetic order) and was situated on the corner of Yonge and Charles Streets, a block south of Bloor Street. Two blocks north of here on Yonge Street was the old Yorkville branch office which following the opening of Postal Station F became a sub-post office. Postal Station 'F' lasted at least until 1993.

I have seen two different cancels from this office in the period prior to 1918. The first





Fig 16 Postal Station 'E' cds cancel used in 1929 but was it in use earlier?

is a two ring orb cancel shown in fig 17 below. This appears to be the only two ring orb type used in the Toronto Postal Stations. This type was in use until at least 1914 but later examples are often very smudged in appearance suggesting the cancel may have been getting rather worn by this time.

Postal Station F also used a full circle cds cancel. The example shown in fig 18 opposite is from 1910 showing that the two cancel types were in concurrent use at this office.

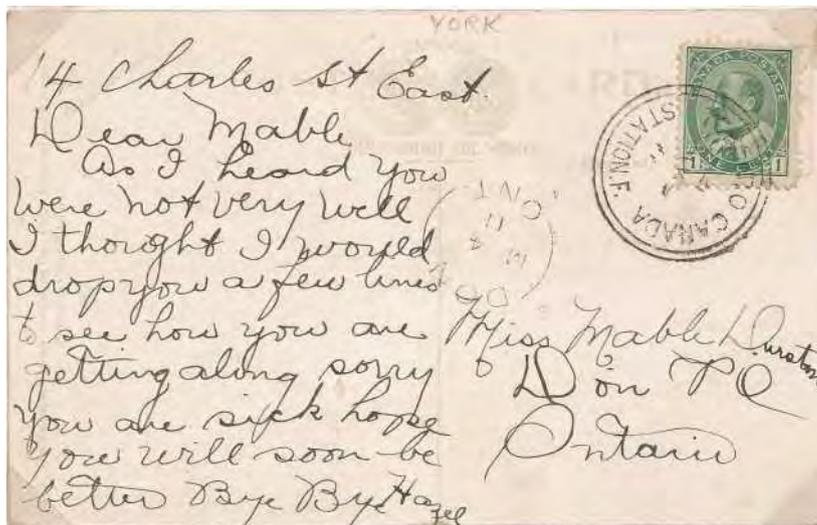


Fig 17 Postal Station 'F' two ring orb cancel

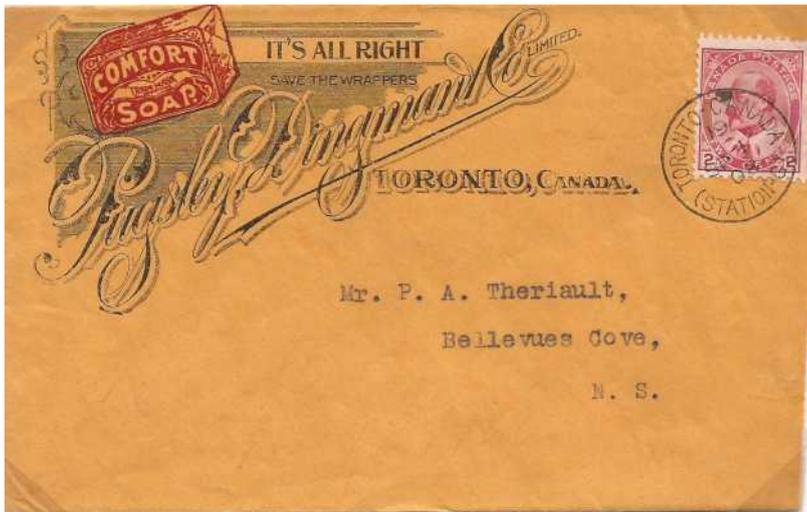


*Fig 18 Postal Station 'F' cds cancel*

### **TORONTO POSTAL STATION 'G'**

Postal Station G was also opened in 1907 on Queen Street East near Broadview Avenue. It effectively replaced the old Riverside Branch office. It remained in use until at least 1993.

I have only seen one cancel from this office prior to 1918, a full circle cds cancel shown in fig 19. It differs from some of the similar types from other postal stations in having the words 'Station G' enclosed in brackets.



*Fig 19 Toronto Postal Station 'G' cds cancel*



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## **TORONTO POSTAL STATIONS 'H' and 'K'**

These two postal stations opened in December 1913. Station H was located at 2315 Danforth Avenue and Station K initially on the corner of Yonge and Montgomery Streets (although by May 1914 it had been relocated to 2384 Yonge Street). Postal Station 'H' remained open until at least 1993 and Postal Station 'K' is still open today. I have yet to find any cancels from these two offices in the period up to 1918 though I suspect that full circle cds cancels of the type shown in figs 17 and 18 must exist from these offices. Maybe one of our members can show us an example?

Station 'H' in particular is very elusive suggesting this this particular Postal Station handled less mail than the others. An example of a 1927 cancel from this office is shown in fig 20 below. I show a couple of post 1918 cancels from Postal Station 'K' in fig 21 overleaf.



*Fig 20 Example of a later cancel from Postal Station 'H' - this one from 1927.*

## **AND ONE THAT IS NOT A POSTAL STATION.....**

I finish this article with a cancel which is often mis-described as a Postal Station, probably because it carries a letter 'X'. This is the Toronto Sub-Office X cancel shown here on a postcard in fig 22 overleaf. This sub post office was opened each year for the duration of the Toronto Exhibition up to 1918 (I have not been able to determine the first year it was used). Given that the office was only open for the days of the exhibition, this is a difficult to find cancel but it is not from a Postal Station! Incidentally, an office with the same name was opened for the duration of the 1951 CAPEX stamp show.

My thanks go to Stéphane Cloutier who provided much of the information and some of the pictures relating to duplex cancels in this article.





Fig 21 Two much later cancels from Toronto Postal Station 'K' - one from 1941 and the other from 1958



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Fig 22 Card showing the scarce Toronto Sub-Office 'X' cancel used annually for a few days at the Toronto Exhibition.

### **References:-**

1. CPC Category and Classification Codes, Hugh Rathbun published in Bull.MOOSE in 1998
2. PHSC database of Duplex Cancels which can be found at the PHSC website (members only) [www.postalhistorycanada.net](http://www.postalhistorycanada.net)
3. Orbs and Postal Stations, Max Rosenthal, BNA topics, Vol 27 n 11 p 318; December 1970

### **Postscript:-**

Whilst I was doing the final edit of this article, two new (to me) Postal Station cancels appeared on e bay. I have little doubt that many more cancel types from these offices exist and this remains a fertile area for further study.

Members should note that although Toronto was the first city to introduce Postal Stations, it was not the only one to do so in this time period. Montreal, Hamilton and Winnipeg all had Postal Stations prior to 1910 although cancels from these last two cities are much harder to find than those of Toronto and Montreal. Good hunting!





*This article first appeared in the Newsletter of the British Columbia Postal History Research Group (1) and is reproduced here with their kind permission as we felt it deserved a wider audience.*

## **EARLY POST OFFICE MAIL FROM THE BRITISH COLUMBIA MAINLAND**

**Bob and Dale Forster**

The gold rush to the Fraser River began in the spring of 1858, a few months before British Columbia became a British crown colony in August. Vancouver Island had been a crown colony since 1849. The gold rush established an immediate need for postal facilities. *Figure 1* below shows a 15 May 1858, letter from Fort Hope addressed to Olympia, Washington Territory. It went into the US mail at Whatcom (now Bellingham), Washington Territory, on 28 May and is believed to be the earliest surviving gold-rush letter from the BC mines. The writer states: "The miners are making modest wages—3 to 7 dollars per day. I wouldn't advise anybody to come here until the last of July for the river will be very high till that time. Send your letters by some person that is coming up here and tell him to leave them at Fort Hope." This letter predates the establishment of express companies or a government postal system in British Columbia.

Freeman's Express and Wells Fargo arrived at Victoria from California in July 1858



*Fig 1 Fort Hope to Olympia, Washington Territory, May 1858*





with plans to establish private mail and express service to the mainland mines. Both companies made the decision to establish Victoria offices and to access the mines through agents. Billy Ballou had already been operating Ballou's Express on the mainland since June 1858. He became Freeman's agent. Wells Fargo first employed Kent & Smith, then switched to Ballou after taking over Freeman's Express in November 1859. When Ballou sold to Dietz & Nelson in 1862, Wells Fargo would establish a partnership with that company. Jeffrey's Express also operated a private mail service to the mines and would sell out to Barnard's Express in 1861.

This article will not discuss the express companies in detail but will concentrate on the establishment of a government postal system. In order to have a workable postal service, three things are necessary. 1) Physical post offices need to be established. 2) Postmasters need to be hired, be informed of postal rates and keep accounts on outgoing mail. 3) Carriers need to be hired to carry outgoing and incoming mail. As we will see, in its first days British Columbia's infant government did not make provisions for mail carriers, which meant that express companies carried the great majority of early mail.

*The Post Offices of British Columbia 1858-1970*, by George Melvin (2), lists the first postmasters of the three earliest BC post offices. The information was taken from the *Victoria Gazette* notice of 24 Nov 1858 (reproduced on page 45 of *The Colonial Postal Systems and Postage Stamps of Vancouver Island and British Columbia 1849-1871*, by A S Deaville (3)). These three offices were supposedly operational by November 1858:

Fort Langley: Wm H Bevis 1858, W W Gibbs 1861  
Fort Hope: Robt T Smith  
Fort Yale: Peter B Whannell

Melvin lists the New Westminster post office opening date as 23 April 1859, with Capt W R Spalding as first postmaster. The provisional capital was Fort Langley, but being on the south side of the Fraser River it was thought to be susceptible to takeover by Americans, so a new site was established a few miles below on the north side of the Fraser. It was first known as Queenborough or Queensborough, but the name was soon changed, by Queen Victoria, to New Westminster. Apparently no early post office was established at Queenborough, but *Figure 2* overleaf shows an August 1859 incoming cover from Quebec. The 15-cent rate applied to mail to the west coast from eastern Canada, and the "5" represents a 5-cent arrival charge (although British Columbia did not officially adopt decimal currency until 1866). Routing was via New York and the US mails via Panama and San Francisco to Victoria. No carriers had been hired to carry mail between Victoria and the mainland so the letter apparently waited for a volunteer to take it up the Fraser River to the officially renamed town of New Westminster.

There is no question that, despite the 50-cent express charge versus the 5-cent charge for government mail, most 1858, 1859 and 1860 mail from the mainland mines was carried by express. Both Vancouver Island and British Columbia instituted statutes requiring express companies to pay the 5-cent government charge for every letter



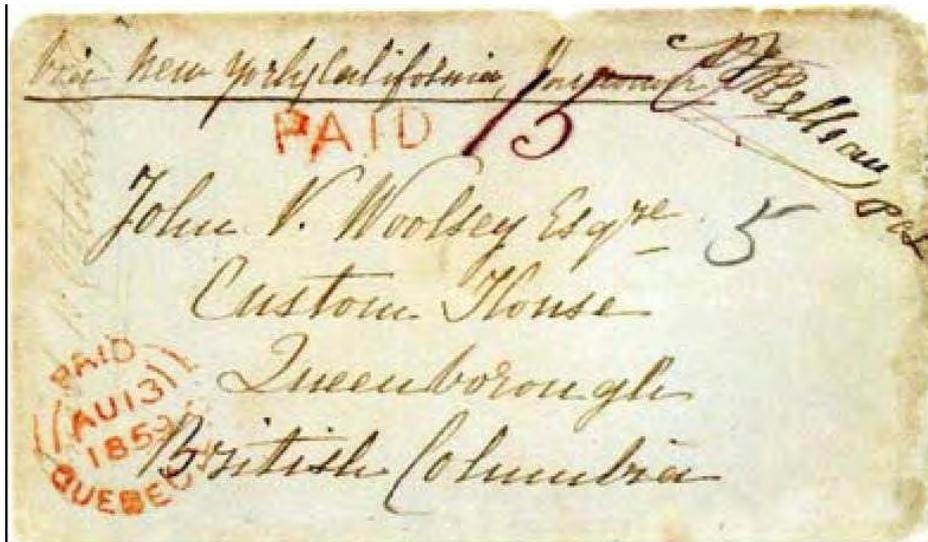


Fig 2 Quebec to 'Queenborough' (New Westminster), August 1859

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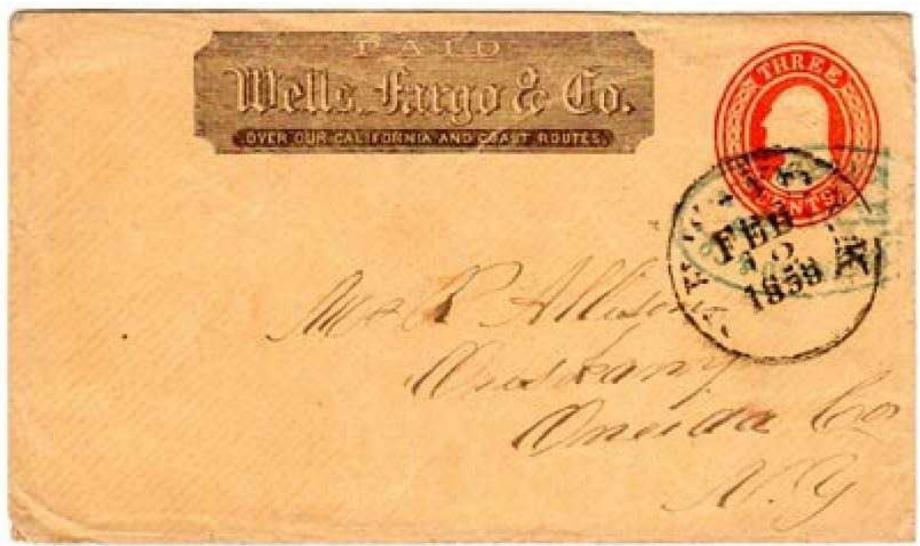




carried by express. The United States had passed similar statutes during the California gold rush, and US expresses were required to use government postal stationery envelopes to ensure that the express statutes were observed. Vancouver Island and British Columbia did not have access to postal stationery envelopes, so expressmen took their franked envelopes to the post office, paid the 5-cent charge per envelope, and had the clerk use a handstamp frank to show that the fee had been paid.

The post office did not hire carriers, and the government mail service was terrible. Deaville (3) on page 48 quotes a 20 Feb 1859, letter from Fort Yale to Lieutenant Governor Moody in Victoria about the utter unreliability of the mails. The writer suggested that Indians be hired to carry mail between Fort Yale and Victoria. The suggestion fell on deaf ears. There is evidence that, for a time, expressman Billy Ballou had volunteered to carry government mail free of charge. Deaville (on page 80) says, "In the winter of 1860-61 William T Ballou, the pioneer express operator, suddenly objected to carrying the Government mails to Fraser River points 'without a contract or an equivalent for doing the work.' He had been accommodating the Colonial authorities and increasing his own prestige by carrying the official mail-bags free of charge."

We will examine a correspondence that makes up a significant proportion of the surviving mainland government mail from 1859 and 1860, both before and after the 2½-pence BC adhesive stamp was issued. A number of envelopes sent to Mr R Allison in Oriskany, New York, have survived. Although the letters are missing, the addressee docketed the envelopes on the reverse with the date the letters were written; that date precedes the San Francisco or New York datestamp in every case. *Figure 3* shows a 3-cent Wells Fargo envelope with an oval Wells Fargo Victoria handstamp and a New



*Fig 3 BC Mainland to Oriskany, New York, December 1858(?)*





York City post office datestamp of 12 Feb 1859. Note that no colonial postage was paid in Victoria, as required, and that a 3-cent envelope was used. (Wells Fargo was supposed to use 10-cent envelopes on transcontinental mail, even if they entered the mail at New York or did not enter the mail at all.) On the back is written "Dec 6, 1859," obviously a mistake for 1858. This envelope was carried by Wells Fargo to San Francisco, where it left on the PMSS *Sonora* on 20 Jan, reached Panama City on 2 Feb, crossed the isthmus by rail, then on 3 Feb went aboard the USMC *Moses Taylor* at Aspinwall and reached New York on 11 Feb. There is no evidence that this letter was written on the mainland; it appears the writer wintered in Victoria before going to the mainland after 10 April 1859.

Figure 4 shows another Allison cover with no evidence of originating in BC or on Vancouver Island, except that it is docketed on the back 10 April 1859, ten days before the San Francisco datestamp of 20 April, the day of departure of the *Sonora* for Panama City. It seems likely the writer gave it to a ship captain or passenger in Victoria with instructions to mail it in San Francisco. On page 17 of *The Stamps & Postal History of Vancouver Island & British Columbia*, by Gerald Wellburn (4), an envelope is shown from another correspondence that appears to be of San Francisco origin. It has a letter

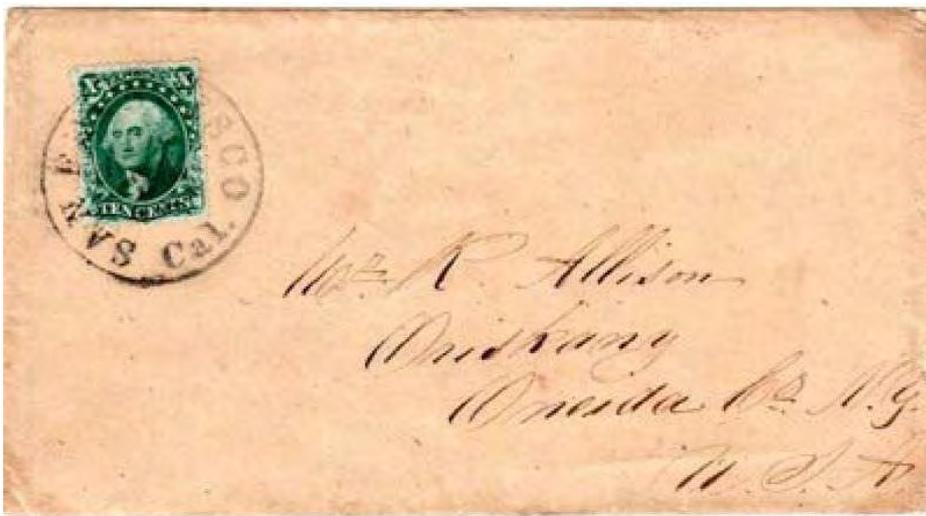
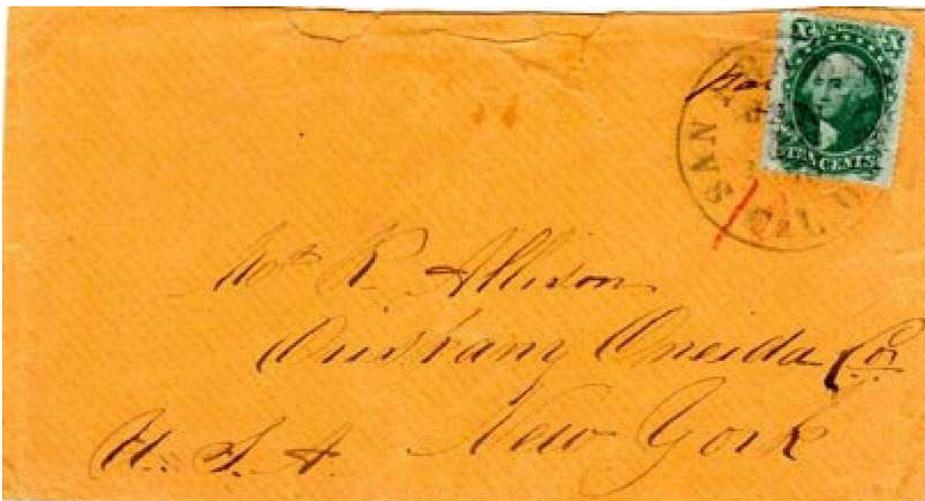


Fig 4 BC Mainland to Oriskany, New York, April 1859 (?)

enclosure headed Victoria, however, dated nine days before the San Francisco datestamp. That cover later appeared in Spink London's 2007 sale of the Tom Fleming collection, at which time the enclosure was not mentioned and may have no longer been present. There are almost certainly other early envelopes originating in BC or on Vancouver Island that were carried privately to San Francisco but, without enclosures, there is no way to determine that they originated in the British colonies.

Figure 5 opposite shows an Allison envelope docketed on the back 23 Oct 1859, with





*Fig 5 BC Mainland to Oriskany, New York, October 1859*

a San Francisco datestamp of 13 Jan 1860. There is evidence that this cover was mailed on the mainland: a red "10" in manuscript and a black "paid" (probably "paid 5") partly under the US stamp. The manuscript "paid" indicates a mainland origin because Victoria was using handstamp franks to designate payment of colonial postage. As we will see, colonial adhesive stamps would not be available until about March 1860, and mainland towns did not have handstamp devices until some months after adhesive stamps were issued. The red "10" represents the US postage, which was available for purchase at the New Westminster post office. If the cover had originated above New Westminster, coin would have accompanied the letter until US postage was applied at New Westminster. At this date British Columbia had not yet hired postal carriers, which may explain the considerable time lag between the writing of the letter and the San Francisco datestamp.

*Figure 6* ( on page 392) shows another Allison Wells Fargo envelope, this time a properly used 10-cent red frank envelope with colonial postage paid with the oval Victoria Post Office frank. That frank replaced the round Customs seal in late 1859, so the docketing on the back of this cover of "Feb 1859" must be a mistake for 1860. It appears the writer was in Victoria, although the letter could possibly have been written on the mainland, carried privately to Victoria and given there to Wells Fargo.

*Figure 7* (also on page 392) shows an Allison envelope docketed 25 Feb 1860, with a San Francisco datestamp of 5 March 1860. The manuscript "Paid 5 Cts" indicates it was mailed on the mainland. The strip of the old imperforate 3-cent US stamps may be the only use of imperforate US stamps in BC or on Vancouver Island. Perforated US stamps had been available since 1857, and it is not known if the writer had purchased these years before or if a few were available at the New Westminster post office.





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Fig 6 BC Mainland to Oriskany, New York, February 1860



Fig 7 BC Mainland to Oriskany, New York, February 1860

Apparently there is no postal record of the exact date the 2½-pence stamp was issued to post offices in the two independent British colonies. *Figures 8 and 9 opposite* seem to be the earliest uses of the 2½-pence stamp. These scans are courtesy of the Philatelic Foundation, where each cover received a certificate of genuineness. Both covers originated on the mainland. It is worth noting that Victoria did not use the new adhesive stamps for a considerable period, preferring to continue using handstamp franks. The infamous John D'Ewes and possibly other Vancouver Island postmasters lined their





Fig 8 BC Mainland to Oriskany, New York, March 1860

pockets with postal revenues garnered by selling envelopes with handstamp franks (for which there was no accounting). Note that the covers in Figures 8 and 9 have the stamps cancelled by manuscript—numeral cancel devices would not arrive from England for about six months, the earliest recorded use being New Westminster's "1" in bars in blue ink used about 1 Sep 1860 (Wellburn book, page 57). We do not know the docketing date on the reverse of Figure 8, which has an 5 April 1860, San Francisco datestamp. Therefore the stamp would have been applied in mid to late-March 1860, and is the earliest recorded date of use of the 2½-pence adhesive. The certificate does not note that



Fig 9 BC Mainland to Oriskany, New York, April 1860



the cover is underpaid for the US 10-cent transcontinental rate; there is no obvious missing stamp, but it seems unlikely that San Francisco would not have noted the deficiency. Figure 9 (illustrated in the Wellburn book (4), page 56) was listed by Wellburn as the earliest recorded stamp use, though it is now the second earliest. Wellburn gave the docketing date as 10 April 1860, and the San Francisco datestamp is 30 April 1860. The covers in figures 8 and 9 originated on the mainland, probably at New Westminster.

### The letter writer

We assumed that the author of the letters once contained in the Allison correspondence envelopes was writing home to family, so would also have the last name of Allison. A Google search revealed that John Falls Allison, born in England in 1825, came to British Columbia in 1858 after seeking gold in California. In *Papers Relating to the Affairs of British Columbia*, Part IV, pages 13-14, is a letter written by Allison from "Shimilkomeen" (now Similkameen) to Peter O'Reilly in Victoria on 27 July 1860, about gold strikes in Similkameen. It turns out that Allison became a well-known rancher in the Similkameen area and in 1876 was appointed justice of the peace at Vermilion Forks. In 1895, when gold was discovered on the Tulameen River at Granite Creek, Allison was made gold commissioner of the Similkameen area. John Falls Allison died in 1897.



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*Fig 10 John Falls Allison, about 1870. (B.C. Archives photo A-01961)*

### **Rarity of early British Columbia post office mail**

Steve Walske has compiled an unpublished census of BC and Vancouver Island post office covers transiting San Francisco. All Walske's covers dated before March 1860 seem to have originated in Victoria—although the gold rush on the mainland had been going on since the summer of 1858. Possibly a few of these covers could have been carried privately from the mainland to Victoria for mailing. We must conclude, however, that the post office on the mainland was either completely or effectively non-operational. We do know that express companies carried mail from the mainland in this period and, as cited above, Ballou carried some government mail without charge. Walske's census records only five covers bearing pen-cancelled 2½-pence stamps in the period between March

and August 1860, before the numeral cancels began to be used. We believe these five covers were all used from the mainland and originated or passed through New Westminster before being put aboard ships at Victoria. We have not seen any local mail used during this period with pen-cancelled 2½-pence stamps, although there must have been correspondence between New Westminster and Victoria. Is the envelope for the 27 July 1860, Allison letter to Peter O'Reilly held in the government archives? Other local letters with pen-cancelled stamps should exist. The authors would be interested in seeing scans of any early local mail bearing 2½-pence BC&VI adhesive stamps or any other Allison covers not referred to in this article.

#### **References:-**

1. Newsletter of the British Columbia Postal History Research Group, no 97 pp 913 – 918
2. The Post Offices of British Columbia 1858 - 1970, George Melvin, published by Wayside Press 1972.
3. The Colonial Postal Systems and Postal Stamps of Vancouver Island and British Columbia 1849 - 1871, A.S. Deaville, published by Banfield, 1928
4. The Stamps and Postal History of Vancouver Island and British Columbia, Gerald Wellburn, published by Eaton & Sons, Vancouver 1987.



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## PERFORATION VARIETIES ON EARLY CANADIAN STAMPS

**Richard Thompson**

I would like to take the opportunity in this short article to canvas our members on two perforation varieties reported to exist on early Canadian stamps. The first of these is the famous perf 12 variety on the 5 cent Large Queen stamp.

### THE FIVE CENT LARGE QUEEN

The Unitrade catalogue lists a number of perforation varieties on this stamp, first issued in 1875.

The first type is listed as perf  $11\frac{1}{2} \times 12$  and can be found on vertical mesh paper (cat no 26) and horizontal mesh paper (cat no 26v). I have found stamps perforated both  $11.6 \times 11.9$  and  $11.6 \times 12.1$ ; each on both vertical and horizontal mesh paper with the vertical, by far, the more common. Gibbons list this type as SG63.

Unitrade also lists a perf  $11\frac{3}{4} \times 12$  variety (cat no 26iv). I have found stamps perforated  $11.75 \times 11.9$  and  $11.75 \times 12.1$  again both types have been found on both vertical and horizontal mesh papers, with the vertical being by far the most common. Gibbons include this type in their SG63 listing.

Unitrade also lists a perf  $12 \times 12$  variety (cat no 26a). Gibbons list this type as SG63a. In a footnote, Unitrade explains that this variety must measure at least 12.1 on the perf gauge and should be the same perf on all edges. Here I have found stamps with perf  $11.9 \times 11.9$  (see fig 1), perf  $11.9 \times 12.1$  (see fig 2) and perf  $12.1 \times 11.9$  (see fig 3). All of these examples are on vertical mesh paper. I have yet to find a copy which is perf  $12.1 \times 12.1$ .



Fig 1



Fig 2



Fig 3





In my quest for a copy perforated 12.1 all round, I estimate that I have measured more than 1000 copies of this stamp (although some undoubtedly were repeats). From this significant sample I have found only three copies perf 11.9, two copies perf 11.9 x 12.1 and a single copy perf 12.1 x 11.9. From the overall sample, around 33% were perforated 11.6 x 11.9, 66% were perforated 11.75 x 11.9 and less than 1% were perforated any combination of 11.9 and 12.1. Additionally, I would estimate that around 99% of all stamps had vertical mesh and less than 1% had horizontal mesh. The percentage breakdown of the perforation types is similar to that noted by Unitrade (33/60/6) although they apparently found far more examples qualifying at perf 12 than I did.

In a 2013 email exchange with Ted Nixon of the VGG Foundation, Ted stated that if the Foundation was presented with a stamp perforated 11.9, 11.9x12.1 or 12.1 x 11.9 he believed all would receive a clean certificate as 26a. He also stated that he had never seen a copy perforated 12.1 all around. This despite a persistent rumour that when Steve Menich, the well-known collector of Large Queens, was a member of the VGG expert committee he would not let them issue a certificate as 26a unless it met the specifics of the Unitrade footnote, i.e. '26a must measure at least 12.1 on the perf gauge and should be the same on all edges'. More recently, I have been put in contact with Lawrence Pinkney, a Large Queen collector of some 50 years, and he states that a 5 cent Large Queen perf 12.1 all around has been certified by the Green Foundation fairly recently. So it does exist!

I would ask all members who have holdings of this stamp to double check the perforations accurately against the above backdrop. If you think you have a copy that measures 12.1 x 12.1, I would love to see it – maybe at the Kenilworth Convention?

I should probably note that allowing for the general accuracy of perforation gauge measurements (often undertaken by different people using different gauges), I am using the measurements quoted above to cover the following ranges:-

- 11.6 covers 11.55 to 11.65
- 11.75 covers 11.7 to 11.8
- 11.9 covers 11.85 to 11.95
- 12.1 covers 12.05 to 12.15

### **THE SIX CENT SMALL QUEEN**

There have been a number of reports (ref 1 – 4) regarding an early printing of the 6 cent Small Queen stamp with a perforation of 12 x 11½ (the exact opposite of the early Montreal perforations of 11½ x 12). Gibbons list this type as SG 86c, Unitrade list it as cat no 39v.

The various references quote slightly different exact perforations for the variety. Maple Leaves of June 1965 quotes 12 x 11½, Confederation of Jan 1997 quotes 11.95 x 11.6, Hillson and Nixon 2008 quote 11.85 x 11.6 as does Maple Leaves of Jan 2014.





Two covers are reported with this variety. One was sold in the Danny Cantor Small Queens sale (ref 5), the other belongs to member John Hillson. Both are dated 1873 suggesting that this odd perforation variety dates from this time. In addition to the two covers, Hillson and Nixon (ref 3) report two or three off paper copies.

The nearest I have come to finding this variety is the off-cover stamp in fig 4. This is dated MR/28/73 and is perforated 11.85 x 11.75. I have often wondered if this is, indeed, the same variety. If any member has a copy they believe is truly 11.85 x 11.6 (or any other variation on 12 x 11½ ) I would love to see it and be able to compare it with my own copy. Once again, our Annual Convention may provide the ideal opportunity to do such a comparison.



Fig 4

#### References:-

1. Maple Leaves Volume 10, pp 273 – 278, April 1965
2. Confederation, Newsletter of the BNAPS Large and Small Queen Study Group, Jan 1997.
3. Canada's Postage Stamps of the Small Queen Era, 1870 – 1897; John Hillson and J. Edward Nixon, VGG Philatelic Research Foundation 2008, page 151.
4. Look Out For The Unusual, Maple Leaves, January 2015, Vol 33 pp 258 -261
5. Sparks Auctions Sale November 25 2015, lot 156. Sold for \$3600 plus the usual add on's. This cover is also illustrated on Canada's Small Queen Era 1870 – 1897 by Arfken et al on page 254 and in Canada's Registered Mail 1802 – 1909 by Harrison et al on page 126. When sold in November 2015, it was accompanied by a 2013 Greene Foundation certificate and an expert committee technical report.

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## FROM THE ARCHIVES – PART 6

### STEAMBOAT MAIL

Collectors of Steamboat Mail may find the following Post Office notice of 1847 of interest. The covers illustrated are from the Editor's collection.

#### INSTRUCTIONS FOR THE CONDUCTORS OF THE MAILS BY STEAMBOAT BETWEEN THE CITIES OF MONTREAL AND TORONTO.

GENERAL POST OFFICE  
Montreal, September 1847

SIR,

You have been appointed one of the Conductors in charge of Her Majesty's Mails between \_\_\_\_\_ and \_\_\_\_\_ (No. \_\_\_\_\_), and you will observe attentively the following instructions in regard to your duty:-

1. You are to consider yourself solely the servant of this Department, and you cannot be allowed, whilst travelling in the execution of your duty, to be engaged in any business, or to become the Agent or Employee of any party whatsoever,
2. A chief object in placing you on board the Mail Steamers is, that you may be a check on the Contractor for the due and proper discharge of his Contract, and as I must in all cases of dispute be guided by your report, you will be careful in noting everything, which, in your opinion argues want of care and attention to the interests of this Department, on the part of the Steamboat servants.

That you may be fully acquainted with the nature of the service, I annex the particulars of the Contract for the conveyance of the Mail by water, between \_\_\_\_\_ and \_\_\_\_\_,

3. You will have entire charge of the Mail bags whilst *en route*, and you will be responsible for their safety, so far as your power of protection extends,
4. Should any accident happen to the Steamer on board of which you may be in charge of the Mails, in consequence of which she is prevented from Proceeding to her destination, you will procure some means of conveyance for the bags, either by land or by water, and immediately report to me the expense incurred, in order that I may recover the amount from the Contractor. In the employment of special conveyances, however, you must exercise your own





judgement – hiring them only in those cases where you can do so at reasonable cost, and where the service would suffer by a detention of your Mails.

5. You will be furnished with a Book or Journal, showing on each page the names of every Office on your route.

You will carefully enter in this Book, on each upward and downward trip, the time of arrival at, and departure from, each Post Office; the number of bags in your charge, and the time consumed between each intermediate Post Office, and on the whole trip. Under the head of 'General Observations' you will remark anything you may observe with reference to the performance of the Contract. In case of delays, you will state fully from what cause they have arisen, whether from accident, obstacles in the navigation, overloading of the Steamer, defective machinery, or otherwise.

6. A principle part of your duty, will consist in receiving, at the different stopping places on your route, unpaid Letters and Newspapers – and in mailing them to their destination in the manner hereinafter pointed out.
7. On leaving a Port, you will immediately examine the Letter Box of the Steamer, and take out all the Letters etc, you may find therein, handing to the Purser or Captain any addressed on the outside 'Consignee Letter', and accompanying Goods or Freight on board, but none other.

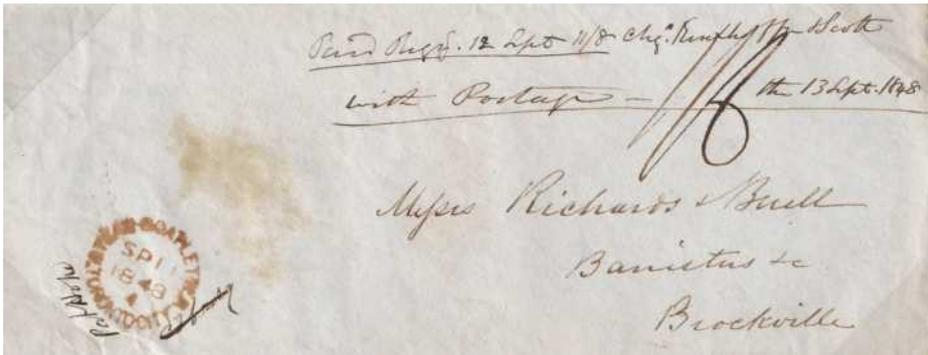


*Fig 1 Example of one of the early types of official contract datestamps which were issued to the Conductors on Steamboats carrying mails under contract.*





8. You will then write on the face of each Letter at the left hand lower corner, the name of the place at which you received it – and Stamp it with your Office Stamp (which will be supplied shortly).



*Fig 2 A rare surviving example of the practice referred to in point 8. This letter was placed on the Toronto to Kingston Steamboat at Port Hope. The conductor initially wrote the name 'Cobourg' under the Toronto City Steamboat cancel in error but then corrected it to Port Hope. On arrival in Kingston, the letter would have been transferred to the St Lawrence River Steamboat for transit to Brockville. Rated 1/6d currency for a two sheet letter carried in excess of 100 miles.*

9. You will be furnished with a Blue Book, containing a List of all the Post Offices in the Provinces, with a column showing for which Offices you make up Mails (termed 'Corresponding Offices'), and to which of these Corresponding Offices you should transmit Letters destined for other places. It also contains a Table of the distances between each Office on your route, and the rates of Postage in use in this Province.
10. All Letters and Papers for the delivery of either of your Corresponding Offices you will rate with the proper Postage – enter the number and amount of Postage thereon, in your Letter Bill, under the head of 'Letters for delivery,' and fold or tie the Bill round them. Letters destined for places beyond either of your Corresponding Offices you will not rate with Postage, but merely enter the *number* in your Letter Bill under the head 'Letters for distribution,' placing them outside the Bill – separate from the 'Letters for delivery,' then wrap the Letters up securely in a parcel – and seal and address it plainly to the Office for which intended.
11. You will carefully enter the amount of Postage contained in each Letter Bill in your Monthly Sheet. This Monthly Sheet has two sides, one for the Mails which you make up on your *upward* trip, the other for the Mails on your *downward* trip. It also has a column for each Office with which you corre-





spend, and a date for each day in the month. Your Corresponding Offices should be entered on this Sheet in alphabetical order.

12. You must be very careful to enter your Postage correctly – as each Post Master will be charged with the amounts entered against him in your Sheet.
13. At the end of each month you will add up the Columns of your Monthly Sheet, and send it in to this Office, addressed to ‘The Accountant’.
14. You will be furnished with a Book called a ‘Register of Steamboat Letters’ and in it you will enter, in the proper columns, the proceedings of each trip, that is, - The number of Letters you have received and made up for each place *en route*, whether for ‘delivery’ or ‘distribution’, the amount of Postage on the former, and the address of all Money Letters which have passed through your hands on the trip. This Book is, in fact, a List of the Mails and Letter Bills that you have made up whilst on the passage, and must therefore be kept very carefully.
15. All Newspapers found in the Letter Box must be rated and dealt with precisely in the same manner as Letters, excepting that they need not be stamped with your Steamboat Stamp.
16. You will receive from this Department a set of Scales and Weights, to enable you to ascertain correctly the proper rates to be charged on Letters. You will also be supplied with the necessary wrapping paper, pens, ink, twine and wax, for making up your Mails.
17. On arriving at your destination on every trip, you will, after delivering your Mail Bags to the Post Office, report yourself to the Post Master at \_\_\_\_\_ and get your Journal and Register examined and certified. You will always be in attendance at the Post Office in good time before the despatch of the Mail of which you are to proceed in charge.
18. You will be entitled, whilst engaged, during the season of Navigation, to free Cabin passage on board the Steamboat conveying the Mails, with Cabin fare – you will have a room furnished to you for an Office, under lock and key, in which you will keep your Bags, and in the door of which will be cut a slit, with a Box inside for the reception of Letters. You will be diligent, active, and attentive whilst in the discharge of your duty, which is one of a most responsible nature, and endeavour in your capacity as Mail Conductor, to forward in every possible manner the interests of the Department. Lastly, you will at the close of the Navigation deliver over to the Postmaster at \_\_\_\_\_ all the Post Office property in your possession – and before the opening of the Navigation you will address me in





good time, setting forth your readiness to commence operations, and placing yourself under my orders for your Summer's service.

19. Your Salary is fixed at the rate of £50 currency for each season of Navigation, which you will receive at the termination of the service in each year.

I am Sir, Your obedient Servant.....

T.A. STAYNER, Deputy Postmaster General.

## Canadian Philatelic Society of Great Britain

Annual subscriptions for the 2016/17 year will fall due on 1<sup>st</sup> October 2016.

Subscription levels are:-

£20 for members resident in the UK

£25 for members resident overseas (airmail delivery)

For members living in North America, the dollar equivalents are currently \$46 CAN or \$36 US. These \$ rates will reviewed after 1 November 2016 and adjusted should exchange rates have moved significantly.

Payments made prior to 1<sup>st</sup> November 2016 will be eligible for a 'prompt payment' discount of **£2 or \$3** from the above amounts (these discounts automatically apply to payments made via Direct Debit arrangements).

Members may pay subscriptions by PAYPAL in any local currency via the Society website or by cheque from a UK, Canadian or US bank. If paying by PAYPAL you will be offered the option to pay for 3 years subscriptions at a 10% discount.

Cheques should be made payable to the Society and sent to:-

Malcolm Montgomery, Subscription Manager, Cae Glas, Llechwed, Conwy, North Wales LL32 8DX (**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 2016/17 subscriptions by the end of February 2017 will be removed from the *Maple Leaves* circulation list.





## NEW BOOKS

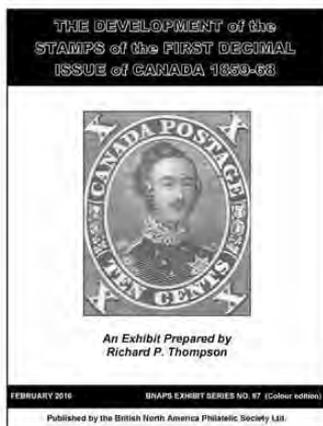
The following books have all been published by BNAPS. They are available from: Sparks Auctions 1550 Carling Avenue, Suite 202, Ottawa, ON K1Z 8S8, Canada Tel 613 – 567 – 3336, FAX: 613 – 567 – 2972; e mail [bnaps@sparks-auctions.com](mailto:bnaps@sparks-auctions.com). Website <http://sparks-auctions.com/bnapsbooks/>

The price quoted below for each book is the retail price in Canadian dollars. Usual terms apply with the usual 40% discount for BNAPS members.

As usual, review copies of these books will be finding their way into the Society Library so if you would like to have a closer look please get in touch with Mike Slamo.

### **The Development of the Stamps of the First Decimal Issue of Canada 1859-68**

**Richard P. Thompson;** Released **March 2016**. Exhibit series # 87. 58 pages, 8.5x11, spiral bound. Colour C\$ 43.00 [ISBN 978-1-927119-59-4].



In *The Development of the Stamps of the First Decimal Issue of Canada 1859-68*, Richard Thompson presents a very interesting study focused on the printing aspects of Canada's second stamp issue, the Decimals of 1859. Illustrated and discussed in careful detail are plate proofs, perforations, colours, watermarks, papers, printing orders, plate imprints and varieties for each of the six values.

The collection in this book started out as a one-frame exhibit of the ten cents Prince Albert stamp, but was quickly converted to a collection of all six values of the First Decimal Issue of Canada. It has

been awarded a BNAPS Vermeil in 1999, 2003 and 2007, and a BNAPS Gold in 2009, 2012 and 2014. Now retired, Richard lives in Victoria, BC and will be well-known to members attending our CPSGB Convention where he is a regular attendee and exhibitor. His study of perforations, papers and shades on this issue and the subsequent Large and Small Queens has resulted in many prize winning competition entries at Conventions.

This book will be a highly useful addition to the library of any member interested in these early stamps but struggling, as most of us do, with sorting out the many shades and printings.





## Postal Beginnings at Niagara Falls, Canada 1801 – 1904

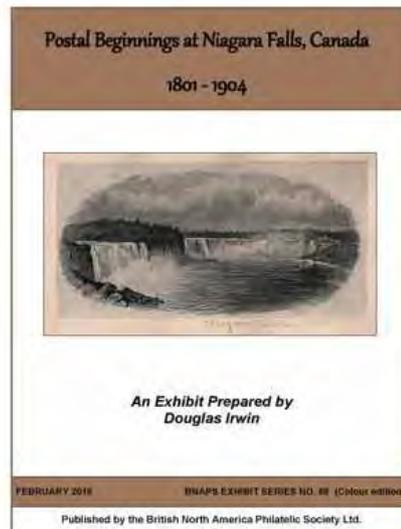
**Douglas Irwin**; Released **March 2016**. Exhibit series # 88. 136 pages, 8.5x11, spiral bound. Colour C\$ 60.00 [ISBN 978-1-927119-60-0].

Douglas Irwin's *Postal Beginnings at Niagara Falls, Canada 1801 – 1904*, the 88th volume in the BNAPS Exhibit Book Series, is the result of many years of research into the history of one of Canada's best known cities and home of a tourist attraction that draws millions of visitors every year. Careful searching in dealers' stocks and auction catalogues has produced a postal history collection that, appropriately, won the Allan Steinhart Reserve Grand Award at BNAPEX 2015 in Niagara Falls.

Over the years, the exhibit has also been awarded a Large Vermeil internationally, at SESCAL/AMERICAS 08, and nine national level gold medals. In 2007, it competed in the APS Champion of Champions class after winning the Grand Award at the Philatelic Show in Boston. The exhibit won the Grand Award at NOVAPEX 2006 and the Reserve Grand Award at ORAPEX 2008. It has been awarded three American Philatelic Congress awards and has been shown twice in the Court of Honour at the annual Royal Philatelic Society of Canada (RPSC) convention and exhibition.

Doug became interested in the postal history of the Niagara Falls area about 20 years ago, first collecting the county of Welland, and then becoming more specialized with material relating to the Niagara Falls area. In addition to domestic mail, the exhibit includes many examples of cross border and transatlantic mail as one might expect from an area so close to the USA border. This volume provides an excellent example of a prize winning postal history display on a particular town or local

area and will be a useful model to any member planning such a collection.



## Lower St. Lawrence and Gaspé Peninsula Postal History :

**Christiane Faucher and Jacques Poitras**; Released **March 2016**. Exhibit series # 89. 88 pages, 8.5x11, spiral bound. Colour C\$ 51.00 [ISBN B4h923-89-1].

Christiane Faucher's and Jacques Poitras's *Lower St. Lawrence and Gaspé Peninsula Postal History* was shown for the first time at FILEX 2015, where it received not only a Gold medal but also the Reserve Grand Award. This is the couple's second BNAPS



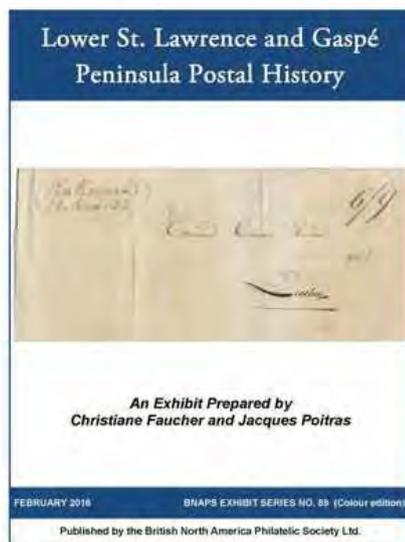


Exhibit Series book, following on their *Postal Usages in the Province of Quebec and Lower Canada until 1831*, published in 2013. This volume illustrates the fascinating postal history of the difficult routes along the lower St. Lawrence River and around the Gaspé peninsula.

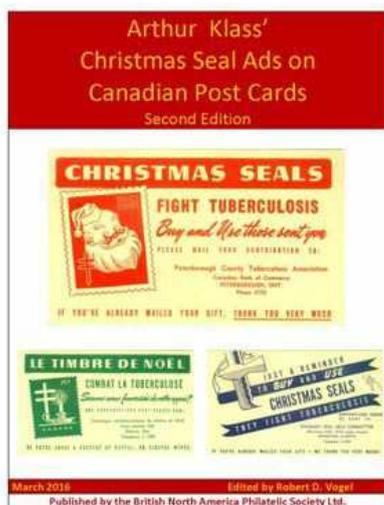
Much of the material on display in this book is very scarce and it is beautifully presented with accompanying maps and points of interest highlighted including much research into the people and places involved in the various early letters.

It covers the various overland routes from Quebec to Halifax, the Kempt road to Gaspé and postal offices around the Gaspé peninsula. The exhibit ends with a few ship letters and Steamboat covers.

Overall this is a very well researched and presented exhibit and well worth a look if you are interested in early BNA postal history.



## Arthur Klass' Christmas Seal Ads on Canadian Post Cards **Second edition**



**Robert Vogel, editor; Released March 2016.** 80 pages, 8.5x11, spiral bound. Colour C\$ 47.95 [ISBN 978-1-927119-65-5].

The first edition of Art Klass's *Christmas Seal Ads on Canadian Post Cards* was published in 2003. BNAPS was just getting into preparing and printing books from digital files and had not started printing books in full colour.

With Art's encouragement and the help of many collectors, Bob Vogel prepared a second edition of the book. From his and his helpers' collections, Bob has obtained information on new cards and new varieties and also colour scans of many cards.





Among the many improvements in the second edition are full colour reproduction of almost all known cards, four new card types, 39 new listings and a new decimal numbering system adopted to allow sequential insertion of new finds in the future.

The scope covers all cards issued between 1917 and 1964 and all types are fully illustrated for ease of identification. The only thing lacking is some idea of rarity of the various types but this book will be a useful aid to any member interested in these colourful cinderella items and is highly recommended.

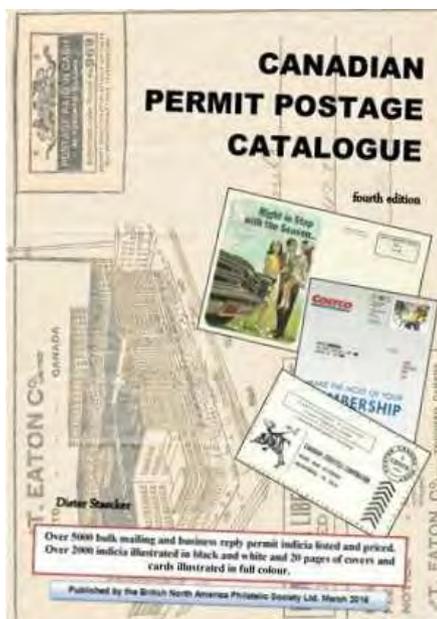
## Canadian Permit Postage Stamp Catalogue **Fourth edition**

**Dieter (Dick) Staecker**; Released **March 2016**. 243 pages, 8.5x11, spiral bound.  
Colour C\$ **55.95** [ISBN 978-1-927119-64-8].

*The Canadian Permit Postage Stamp Catalogue*, fourth edition, is a major enhancement of the third edition released in 2007. Continuing to build on the improvements brought about by advances in computer technology that characterized the huge differences between the second and third editions, the fourth edition continues the excellent layout work and includes a significant number of new illustrations. A special feature of the fourth edition is a 20-page section showing complete covers, cards and wrappers in full colour. Some catalogue numbers of the more recent permits listed in the third edition have been changed in the fourth edition to improve and simplify the catalogue. No further renumbering is anticipated in the future. The catalogue has grown from the 178 pages of the third edition to 243 pages in the fourth.

As in the previous editions, all main permit types have been priced and many valuations have increased. All information obtained in dealer stock and auctions has been considered. Earlier items on complete cover or card are extremely scarce. In addition to the permit indicia many old envelopes, cards and catalogue covers have advertising illustrations and/or text and are thus of increased interest to postal history and social history collectors.

After immigrating to Canada from Germany via Australia and settling down, Dick Staecker resumed his childhood hobby of stamp collecting. While looking





over some postal stationery at a stamp show, a dealer gave him a box of Canadian permit mail for free, saying he could not sell 'this junk'. The 'junk' looked quite interesting since it was properly used through the mail with postage paid, the denomination in the indicia and old advertising on the covers. Finding that there was no detailed listing of permit indicia, Dick decided to do the job himself. By 1987 he was able to publish his first *Canadian Permit Postage Stamp Catalogue*, 84 pages of information essentially new to Canadian philately. Almost 30 years later, the fourth edition is three times the size. Recent changes in permit mail styles and mail type names have generated significant interest among collectors and make it very likely that a fifth edition of the catalogue will appear in due course.

The book will be an invaluable aid to any member interested in these permit mail items which remain a relatively inexpensive and poorly researched area of our hobby.

GS.

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## UNITED STATES PACKETS

### Malcolm Montgomery *MBE*

The postage rate for letters between the United Kingdom and British North America remained at the 1848/1849 Anglo/United States' Postal Convention rate until 1854 (1), when the rate by British packet was reduced to eight pence Sterling, ten pence Currency, if via the United States' ports, sixpence Sterling, seven pence halfpenny Currency if via Halifax, Nova Scotia. The rate by Canadian packet, whether directly to Quebec, Canada East, or Portland, Maine, was also reduced, from a shilling to sixpence Sterling. The rates by British packets to the Maritime Provinces were similarly reduced effective 1st August 1854 (2). The rate by United States' packets remained unchanged at one shilling and twopence Sterling, one shilling and four pence Currency, until 1st January 1868.

It is worth noting the rate reductions were accompanied by changes in the exchange rate between Sterling and the British North American currencies, for Canada, Nova Scotia, New Brunswick, and Newfoundland, from the earlier rate of 1:1.16, to 1:1.25; for Prince Edward Island the new rate was 1:1.5. No change was made the exchange rate for letters carried by United States' packets to and from Canada at this time, but the few letters carried by United States' packets to and from the Maritime Provinces were charged at the new exchange rate, one shilling and five pence halfpenny Currency.

The first letter shown overleaf, carried to New York by the Collins Line, was exchanged at St. Andrews, New Brunswick and charged with that office's one shilling and five pence Currency handstamp, retained in service, albeit with a slightly different shade of ink, but now only for letters carried by United States' packets (3).

The second letter, also shown overleaf, is five years later and carried by the Vanderbilt Line. An American-owned company, the Vanderbilt Line was awarded a series of contracts by the United States' Postmaster General between New York and Bremen calling at Southampton, commencing in June 1857 (5). Very few British North American letters are known carried by Vanderbilt vessels, which were chartered by the Federal Government during the Civil War and did not resume the European service after the war (6). The example shown here was carried on the last scheduled sailing.

#### References:-

1. Augmented for British North America by London Gazette, #20965, Friday, 6th April 1849, pp. 1116-1117, Treasury Warrant, dated 3rd April 1849, effective 15th April 1849. London Gazette, #21532, Friday, 17th March 1854, pp. 865-868, Treasury Warrant, effective 23rd March 1854. (For Canada & Prince Edward Island.).

2. London Gazette, #21565, Friday, 23rd June 1854, pp. 1950-1953, Treasury Warrant, effective 1st August 1854. (For New Brunswick and Nova Scotia.) London Gazette,



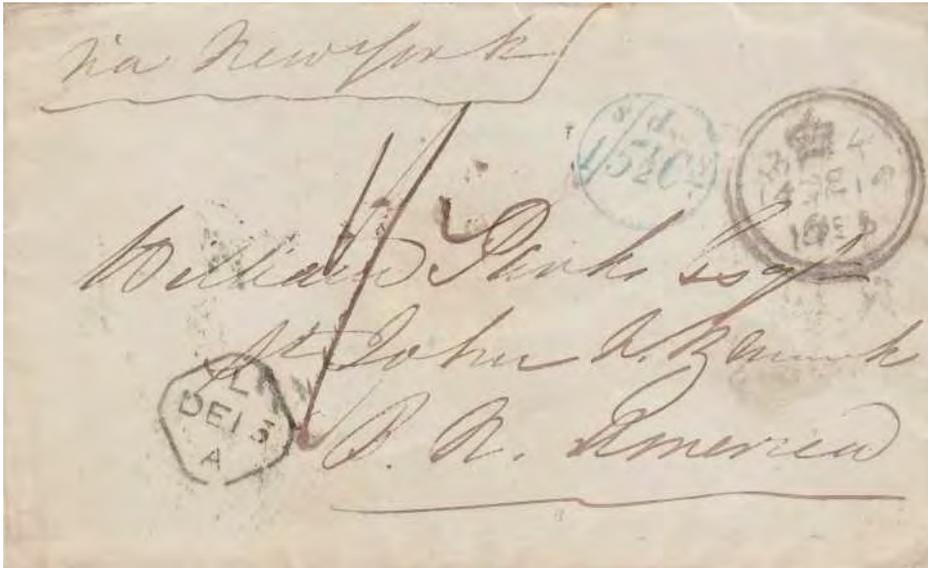


Figure 1: London, England to St. John, New Brunswick, 14th December 1855. A letter posted unpaid and directed 'p Steamer 'Via New York' in the period when the Cunard service to New York had been curtailed in order to provide ships to support the campaign in Crimea. The letter was carried by a United States' packet the Collins Line 'Pacific', (4) on which the British Post Office has claimed a shilling Sterling from New Brunswick. The letter reached St. Andrews on 3rd January and St. John on 3rd January; the St. Andrews' datestamp, reverse, is the same colour as the charge handstamp.

#21565, Friday, 23rd June 1854, pp. 2081-2083, Treasury Warrant, effective 1st August 1854. (For Newfoundland).

3. J.C. Arnell, (Editor), 'Transatlantic Handbook', this handstamp was not listed, now allocated C.18.

4. W. Hubbard & R.F. Winter, 'North Atlantic Mail Sailings', p. 105: Collins Line 'Pacific' departed Liverpool 15th December 1855 and made New York 28th December 1856. The letter reached St. Andrews, N.B. on 3rd January and St. John on 3rd January 1856.

5. N.R.P. Bonsor, 'North Atlantic Seaway', pp. 104-105.

6. W. Hubbard & R.F. Winter, 'North Atlantic Mail Sailings', Chapter Nine, pp. 160-166.

7. W. Hubbard & R.F. Winter, 'North Atlantic Mail Sailings', p. 165: 'Vanderbilt' out of Southampton 7th November for New York 18th November 1860.



Figure Two: Glasgow, Scotland to Hamilton, Canada West, 5<sup>th</sup> November 1860. The envelope of a letter prepaid one shilling and twopence, directed 'Per Vanderbilt via Southampton' (an usual direction from Scotland). It was carried to New York by 'Vanderbilt' on the return leg of her last trans-Atlantic voyage, out of Southampton on 7<sup>th</sup> November for New York on 18<sup>th</sup> November 1860.(7) The letter reached Montreal, Canada East on 20<sup>th</sup> November and Hamilton, Canada West, on 21<sup>st</sup> November 1860;

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## LETTERS TO THE EDITOR

**Brian Hargreaves**

### CARRIED IN TRAVELLING LETTER BOX MARK

Regarding the recent enquiry published in the April 2016 issue of 'Maple Leaves' :-

Most, if not all, Canadian railway mail cars would have had an external 'post-box-aperture' where mail could be posted whenever a train was at a station. Normally the RPO mail clerk would have processed that mail in transit. However on some services, at some times of the day, the mail car might have been manned in one direction only – for instance a train making two return trips a day might have been manned by a mail clerk on the outbound leg in the morning and the inbound leg in the evening and unmanned on the two intermediate trips (bear in mind that on many routes the vehicle would have been a composite mail car and baggage car so removing it from the consist would not have been an option). Posting letters through the 'post-box-aperture' would have been possible on the unmanned legs, but all such mail would have been collected





from the mail car at the terminal station and then taken to the local post office for processing – and stamped with the ‘Carried by Travelling Letter Box’ mark.

In Canada, such markings are known on mail received at Toronto, North Bay, Halifax and Yarmouth – the latter being exceptionally rare.

## **Graham Searle**

### **IMPERFORATE OR FAKE?**

I refer to the long running series of letters on this subject in recent issues of *Maple Leaves*.

I thought our readers may be interested in the copy of the 5 cent RLS shown below in fig 1. This was purchased recently on e bay for the re-entry it has but it also neatly shows the potential for creating an imperforate variety. Trim the perfs of this one and you are left with a copy almost identical to the one John Wright showed us in his original letter.

It seems that if you buy single copies of imperforate stamps of this era it is very much a case of buyer beware!



*Fig 1*

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





## MISS A.E. STEPHENSON, *FCPS*

It is with great sadness that we report the death of Past-President, Elizabeth Stephenson, *FCPS* earlier this year.

Betty was the last direct link to our founding members as her father was both the founder and first President of the Society back in 1946. Despite having no direct interest in stamp collecting she came along to many of the early Society conventions with her parents and thus became part of the CPSGB family.



Her involvement in organising Conventions and helping them run smoothly was recognised in 1984 when she was made a Fellow of the Society, just the third lady to be so honoured. She went on to become President of the Society in 1995/6 holding a most enjoyable Convention in Perth. She remains the only non-BNA collector to ever hold the office of President.

A life-long resident of St. Andrews in Fife, Betty had suffered from declining health in recent years but was still able to attend the Society Convention in Edinburgh in 2014. She will be sadly missed by all who regularly attend the Society Conventions and we extend our condolences to her family and friends.





## SOCIETY NEWS

### FROM THE PRESIDENT

A reminder to all members that the deadline for getting your booking forms in to me for the Convention is **31 July**.

There have been no changes to the draft philatelic programme for the event as published in the April issue but the draft partners/ ladies programme has now been developed and is as follows:-

Wednesday evening – informal chat and Craft

Thursday evening - Reflexology and Aromatherapy

Friday evening - Jewellery making and Flower arranging.

I hope as many of you as possible can make it along to all or part of the event and to whet your appetite I add below some details on the venue. Fuller details can be found on the Society website.

### Some Information on Kenilworth and the surrounding area

Kenilworth is an ancient town mentioned in the Domesday survey with the remains of its famous castle dominating the older part of the town. The area where the Holiday Inn is situated is the newer part of the town with shops (large and small), cafes and pubs. The older part of the town close to the castle is well worth wandering round with the castle grounds open all year round and the castle open most days (although in the autumn they do change to weekend only opening – last year that did not happen until November).

#### The Castle

The castle was founded in the early 12th Century and there are good exhibitions in the restored areas detailing its history. The Castle is in the care of English Heritage and is free to members. This year it is celebrating the 750th anniversary of the famous siege by King Henry III in the English Civil War of the mid-13th century.

#### Abbey Fields

Abbey Fields, situated just behind the hotel, are the site for the remains of the 12th century Abbey. The Abbey was dissolved in the 16th Century by King Henry VIII. The land was given to the town and the buildings eventually demolished. Now only the ground plan and some of the walls are visible. The fields are well worth a walk but are steep in places. The opposite side of Abbey Fields to the hotel is the original town of Kenilworth – High Street runs from the corner of the fields to the castle and is lined with half timbered and thatched cottages in places.





### Shopping

Kenilworth has many small shops well worth pottering around. For major shopping a bus trip to Leamington Spa or Coventry is required. The drive to Leamington and parking is easy but to Coventry avoid driving into the city and use the Kenilworth Road Park and Ride.

### Surrounding area

Leamington Spa and Coventry are easily accessible from the Hotel. The buses to both stop outside the Hotel. Tickets can be bought on the bus but the Centro services require correct change. The other services will give change on the bus. Both have good parking should you wish to visit by car but for Coventry it is best to park in the park and ride on Kenilworth Road at the War Memorial Park to avoid having to navigate Coventry's notorious ring road. The bus will take you direct to the shops and the area around the Cathedrals. Both Coventry and Leamington have very good shopping centres with Coventry dominated by the large chains and Leamington having many smaller boutique type shops as well. Both have more than enough visitor sites to keep you amused for a full day.

Further afield Warwick and Stratford can be reached by bus from Kenilworth and Birmingham is easily reached via Coventry Railway Station. The buses from the hotel to Coventry all stop at the Railway Station.

### Ken Flint

## FROM THE SECRETARY

The Society AGM will be held on Saturday 22nd October at 0900hours at the Holiday Inn, Kenilworth. The following changes to the Constitution and Rules of the Society are to be put to the AGM for approval:-

#### 1. Subscription Year:-

It is proposed that from January 2018, the Subscription Year of the Society be changed from the current 1 October to 30 September to be 1 January to 31 December. This change will allow future AGM's to consider and approve any changes to future subscriptions much nearer to the date of change.

The following changes to the Rules are involved (changes are highlighted in **red**):-

Rule 6: to be changed to read..... 'The annual subscription shall be such sum as the Annual General Meeting may approve, payable in advance on the first day of **January**.'





Rule 8: to be changed to read....'Any member who shall fail to pay the subscription by the **30th June** following the date it fell due, shall be liable to forfeit membership. The Secretary and the Treasurer acting together shall have discretion to apply this rule. A Member who has forfeited membership for non-payment of subscription may be restored to the Roll on payment of the arrears outstanding'.

Rule 9: to be changed to read..... 'Every Member shall be deemed Liable for the subscription for the ensuing year unless his or her resignation has been tendered in writing to the Secretary on or before **31st December**'.

Members should note that, if approved, this change would mean the 2016 AGM would not be required to approve any future change to Subscriptions; the next such consideration would be at the 2017 AGM. Options for handling the transition year of 2017/18 will be discussed and agreed with members during the 2016 AGM.

If any member has comments on the above proposals they are asked to contact me well in advance of the meeting.

**John Watson**

## **FROM THE SUBSCRIPTION MANAGER**

Enclosed with this issue of Maple Leaves is the reminder regarding subscriptions for the coming year. These fall due on 1st October 2016 and the good news this year is that subscriptions for most members have been reduced. As usual, a discount applies to those who get their payments in before 1st November so if you want a discount on an already reduced price, act now! Payments can be made by cheque (on £ to me or in \$US or \$CAN to Mike Street) or via PAYPAL on the Society website.

No action is required if you have a direct debit arrangement with the Society unless you have changed your bank account details in the last year, in which case please contact me as soon as possible with the new details so that we can update the Direct Debit.

Members who have paid in advance for 2016/17, have a life membership or have been a member for over 50 years continuously also need take no action (you will not have the reminder insert in your copy of the journal). If you are unsure if one or any of these apply to you please contact me or Mike Street by e mail or phone and we can confirm your status. Contact details can be found on the inside of the back cover.

**Malcolm Montgomery**





## **FROM THE AUCTION MANAGER**

My thanks to the members who have contributed material for the Convention Auction which will be a room sale on Saturday 22nd October at the Holiday Inn in Kenilworth. I hope to have the auction catalogue finalised and on the website by the end of August – members will find it in the usual place on the site. As in recent years we will not be circulating paper Catalogues to all members but if you do not have easy internet access and would like a paper copy (no photos I am afraid) please let me know and I will put one in the post to you. (No need to ask again if you have had this service in the past).

As I write this, only a few lots have arrived in Riverside but I already have some very nice and rare Admiral material and a large accumulation of Meter Mail. As usual I anticipate there will be something for most interest groups and a wide range of prices to suit all pockets. The sale is open to all members as you can pay either by sterling cheque or by PAYPAL in any currency you choose.

**Graham Searle FCPS**

## **LONDON GROUP**

Our 2016/17 season of meetings will recommence in November this year as Convention is later than usual. We meet monthly on the third Monday of the month with meetings commencing approx. 1230hrs for around 2 hours followed by a late pub lunch. All meetings are held at 31 Barley Hills, Thorley Park, Bishops Stortford. All members are welcome and are requested to bring along a few sheets to each meeting. Contact Dave on 01279 503625 or 07985 961444 for more details.

**Dave Armitage. FRPSL**

## **SCOTLAND AND NORTH OF ENGLAND GROUP**

Our April meeting in Moffat was attended by seven members who were treated to a wide variety of displays including: stamps from the 1934 – 1942 period, coil stamps from 1930 to 2000, early airmail covers to the Caribbean and South America from the 1930's and 1940's, NWT first flight covers on the Fort McMurray to Aklavik route, the 1928 Scroll issue, some big blocks of stamps from around the world, 1977 – 1986 postal history and a couple of displays of early GB material including Mulready's, 1d black and 2d blues, Maltese cross cancels, early Greenock postal history and some combination covers including many transatlantic types. All in all, a wonderful variety and, for once, not all BNA!

Our next meeting will be held on Saturday 29th October at the usual venue of the Buccleugh Arms Hotel in Moffat from 2pm. All members are welcome and please bring along a few sheets to display or questions to which answers are sought.

**Graham Searle FCPS**





## AMENDMENTS TO MEMBERSHIP

to 15<sup>th</sup> JUNE 2016

### New Members:-

- 3044 PRESTON, Stephan; 426 Durham Street, Mount Airy, North Carolina, USA 27030-4514; e mail [ddrstephan56@yahoo.com](mailto:ddrstephan56@yahoo.com); **CR – CGE, N**
- 3045 PINKNEY, Lawrence; 1695 Lincolnshire Blvd, Mississauga, Ontario , Canada L5E 2T2; e mail [lawpin@rogers.com](mailto:lawpin@rogers.com); **CL, PC**
- 3046 NORRIS, Andrew; Camellia PLC, Duncan Lawrie Ltd, 1 Hobart Place, London SW1W 0HU; e mail [afnorris@btopenworld.com](mailto:afnorris@btopenworld.com)
- 3047 ALLEN, Keith; 11 Sherwood Close, Bexley, Kent DA5 3EB; e mail [not\\_quite\\_a\\_nurse@hotmail.com](mailto:not_quite_a_nurse@hotmail.com); **C**

### Change of Address and Corrections to Address:-

- 0637 HARRIS, Michael, A.; 1900 Thames Street, Apt 301, Baltimore, Maryland, USA 21231-3526
- 3025 TAYLOR – YOUNG, Simon; Little Knelle Farm, Beckley, East Sussex, TN31 6UA

### Removed for Non-Payment of Dues:-

- |                |                |                 |
|----------------|----------------|-----------------|
| 1652 McPhilemy | 2593 Laws      | 2645 Soule      |
| 2823 De Ment   | 2826 Warrender | 2894 Sutherland |
| 2907 Beasley   | 2916 Collop    | 2993 Anderton   |

**Revised Total:- 276**

---

## FORTHCOMING EVENTS

### 2016

- Jul 15 – 16 York Stamp & Coin Fair, York Racecourse  
Jul 21 – 24 Philatelic Congress of GB, Cambridge  
Aug 19 - 21 Royale 2016 Royal, Kitchener, Ontario  
Sept 14 – 17 Autumn Stampex, BDC Islington, London  
Sept 30 – Oct 2 BNAPEX 2016, Fredericton, New Brunswick  
Oct 8 ASPS Stamp & Postcard Fair and Convention, Ardingly  
Oct 14 – 15 SCOTEX, Perth  
Oct 15 - 16 CANPEX, London Ontario  
**Oct 19 – 23 CPSGB Convention, Holiday Inn, Kenilworth**  
**Oct 29 CPSGB Scotland and North of England Group Meeting, Moffat.**  
**Nov 21 CPSGB London Group Meeting**  
**Dec 19 CPSGB London Group Meeting**

### 2017

- Jan 20 - 21 York Stamp & Coin Fair, York Racecourse  
Feb 15 - 18 Spring Stampex, BDC Islington, London  
Apr 21 - 22 Scottish Congress, Perth  
May 26 - 28 Royale 2017 Royal, Boucherville, Quebec  
Jul 8 MIDPEX, Warwickshire Exhibition Centre  
Sept 1 - 3 BNAPEX 2017, Calgary, Alberta  
Sept 12 - 16 Autumn Stampex, BDC Islington, London  
**Oct 4 – 8 CPSGB Convention, Grant Arms Hotel, Grantown – on - Spey**





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**Secretary:**

John Watson, Lyngarth, 106 Huddersfield Road, Penistone, South Yorkshire S36 7BX  
e mail: john.watson1949@btinternet.com

**Treasurer:**

Karen Searle, Ryvoan, 11 Riverside, Banchory, Aberdeenshire, AB31 6PS  
e mail: karensearle28@btinternet.com

**Editor, Website Manager and Auction Manager:**

Graham Searle *FCPS*, Ryvoan, 11 Riverside, Banchory, Aberdeenshire, AB31 6PS  
Tel: 01330 820659 e mail: searle711@btinternet.com

**Subscription Manager and Assistant Editor:**

Malcolm Montgomery *MBE*, Cae Glas, Llechwed, Conwy, North Wales LL32 8DX  
e mail: m0bmontgomery@aol.com

**North American Subscriptions:**

Mike Street, *OTB, FCPS*, 73 Hatton Drive, Ancaster, ON Canada L9G 2H5  
e mail: mikestreet1@gmail.com

**Handbooks Manager:**

Derrick Scoot *FCPS*, 63 Jackmans Place, Letchworth, Herts, SG6 1RG  
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Mike Slamo, 112 Poplar Avenue, Hove, Sussex BN3 8PS  
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**Exchange Packet Manager:**

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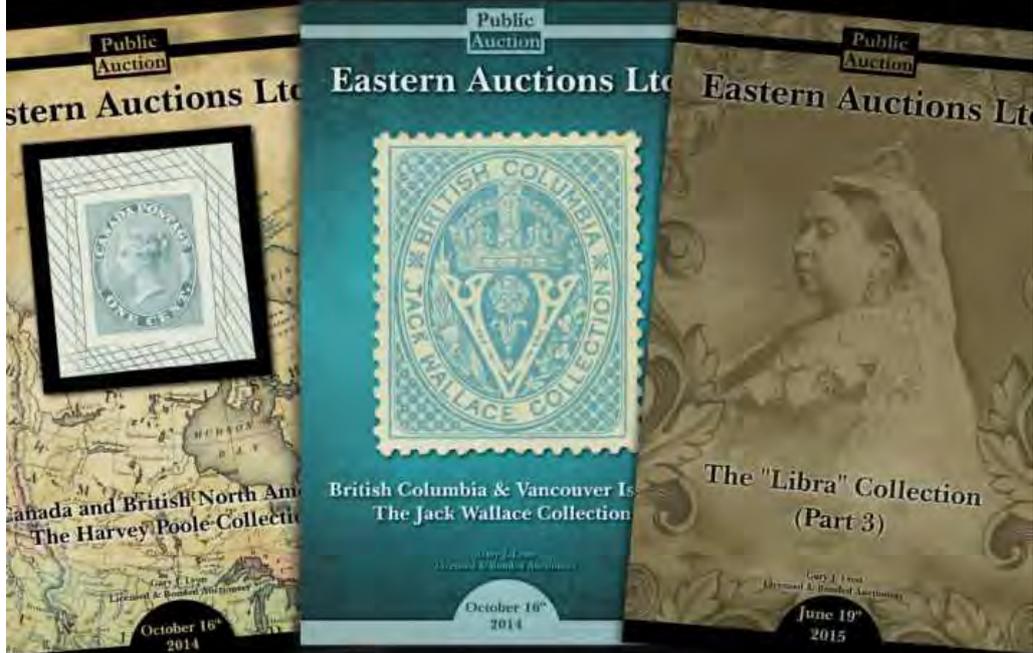
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# Maple Leaves

**JOURNAL OF THE  
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OF GREAT BRITAIN**

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# MAPLE LEAVES

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**Edited by: Graham Searle, *FCPS***

Ryvoan, 11 Riverside, Banchory, Aberdeenshire, AB31 6PS  
e mail: searle711@btinternet.com

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**October 2016**

**Whole No. 342**

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## EDITORIAL

This issue of *Maple Leaves* completes Volume 34 and we will be making arrangements for a volume index to be produced in early 2017. In the meantime, members may wish to take advantage of a new index feature available via the BNAPS website. The Horace Harrison online library feature on this site now includes a searchable index covering all issues of *BNA Topics* and *Maple Leaves* from Volume 1 no 1 to 2016. The feature allows you to search by keyword and will provide locations for any articles of relevance. This considerable undertaking comes courtesy of member and fellow Charles Livermore to whom we are most grateful. Charles is in the process of adding the journal of the PHSC into this system and hopes to have this complete later this year. All of these old journals are a treasure trove of philatelic knowledge and having the tools to find topics of interest quickly is a major boom to research.

With Convention coming somewhat later than usual this year, this issue of *Maple Leaves* will reach most of you before the event. Whilst the date for hotel bookings is long past, members living in the Midlands area should take advantage of the venue and come along for a day or evening out to enjoy the event – you will be made most welcome. Also note that the Society Auction which takes place on the Saturday of Convention (22nd October). Bids can be accepted up to Wednesday 19th October by e mail (I can't guarantee receipt and entry of bids after this date so if later they are at your own risk!) or why not come along and bid in person?

This issue also includes a reminder for those of you who have not paid your 2016/17 subscriptions yet that the deadline for the discounted rate (just £18 for UK members,





£23 for overseas) is fast approaching. Leave it till 1st November and you have to pay the full amount - still a bargain but .....

I extend my thanks to those members who have submitted material for inclusion in *Maple Leaves* in recent months following my rather repetitive requests. Some of the offerings can be found in this issue. However, we are still living from hand to mouth as far as a backlog of material for future issues is concerned so I remain ready and able to receive new articles, both long or short, for inclusion. For some reason - I have never worked out why - we always seem to be lacking articles relating to Newfoundland.; this despite many of our members being Newfie collectors. Well, if you are one of these Newfie collectors, you know what to do if you like to read about your chosen subject - get writing - your Editor can do the rest!

One feature we will be running in 2017 is a short article highlighting stamp varieties included in catalogue listings that may not actually exist. If you have been hunting for years for a particular stamp variety with no success and are starting to doubt if it is really out there, drop me a line and let me know and I will include it in the series. It is hoped that by highlighting such varieties we may just be able to find someone who has one - or alternatively prove that they really don't exist!



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*This article was originally published in The London Philatelist, the Journal of the Royal Philatelic Society of London, and is reproduced here with the kind permission of the Royal and also the author. Given the recent correspondence in Maple Leaves on imperforate RLS we thought the article may be of interest to a wider audience.*

## **THE REGISTERED LETTER STAMPS OF CANADA - NEW DISCOVERIES**

**Stefan Hejtz FRPSL**

One may be excused for thinking that this area has been fully researched with the publication of "Canada's Registered Mail 1802-1909" (CRM) (1) in 2002. However, recent studies of these stamps, and, in particular, the 5 cents value, has unearthed important previously unknown details.

The Registered Letter Stamps of Canada consist of three values, 2 cents red, 5 cents green, and 8 cents blue, and they were in use between 1875 and 1893.

The 2 cents value was printed from two different plates. Plate 1 consisted of 5 x 10 stamps, and Plate 2 of two panes, each of which had 5 x 10 stamps.

The 5 cents value was printed from three different plates. Plate 1 consisted of 5 x 10 stamps, Plate 2 had 5 x 20 stamps, and Plate 3 had two panes, each of which had 5 x 10 stamps.

The 8 cents value was printed from one printing plate only and this consisted of 5 x 10 stamps.

The most interesting of all the plates is 5 cents Plate 2, and the study of this plate is the main part of this article. This is the only plate that had a larger pane layout than 5 x 10 stamps, and to be able to print and perforate the larger sheets of 5 x 20 stamps, the space between the individual stamp clichés was reduced vertically by 1mm, and for some reason the horizontal space was increased by 1mm between the clichés. For these reasons it is quite easy to identify stamps from Plate 2, if the space between the stamp images can be seen, either in a multiple (see fig 1 overleaf), or if the image of a second stamp is seen in one of the margins on a single stamp, something that is relatively common. In addition to this, almost every position in Plate 2 can be plated by studying small flaws in or between the stamp images. Some positions show major flaws and are very obvious (two of them are listed in the Unitrade Catalogue (2): pos.77 F2ii, pos.85 F2iv), whereas others are not quite so obvious. These individual plate flaws are described in detail in CRM (1).



PLATE 1



PLATE 2

Distance between stamps different, 1mm more horizontally, 1mm less vertically.



PLATE 3



Fig 1 Blocks showing the differences between the three 5 cent plates.

The first discovery described in this study concerns the entirely imperforate 5 cents stamps (SG R6a, Unitrade F2c). It is well known that a number of entirely imperforate mint sheets, all from Plate 1, were given by the Post Office to a stamp collector (Lauchlan Gibb) in the early 1890's. Some sources suggest that there were eight such sheets (200 pairs) (Unitrade and Scott catalogues), but CRM (*J*) suggests that it seems more likely that there were four sheets (100 pairs). A study of existing imprint or sheet corner examples may establish the truth about that.

The literature suggests that no other entirely imperforate stamps were issued. However, a used imperforate top right hand corner margin copy (pos.5) with large margins (see

fig 2 below) suggests otherwise because this particular stamp is clearly from Plate 2, showing all the flaws that characterise position 5 in Plate 2: "a guide dot under the R of LETTER and a clear vertical and horizontal guide line through the dot" (see CRM page 208-209). An imperforate mint example from the same position in Plate 1 (see fig 3) does not show any of these plate flaws.

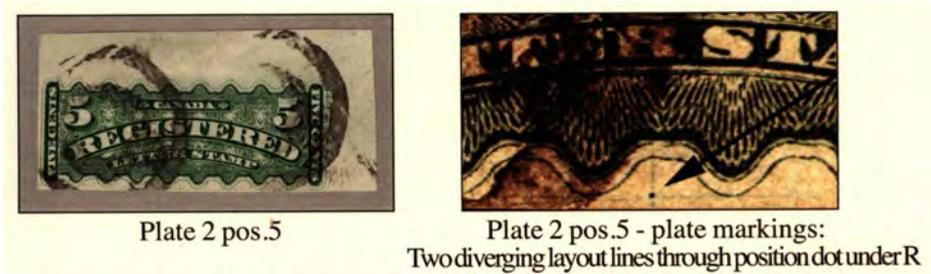


Fig 2

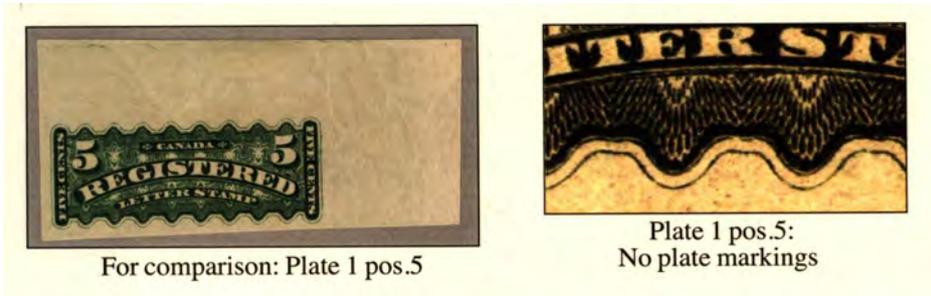


Fig 3

So the conclusion must be that at least part of one sheet from Plate 2 was issued imperforate, and that some or all of these stamps were used.

A number of other imperforate used examples are also known (see fig 4 below) again showing the vertical or horizontal spacing which identify them as coming from Plate 2,

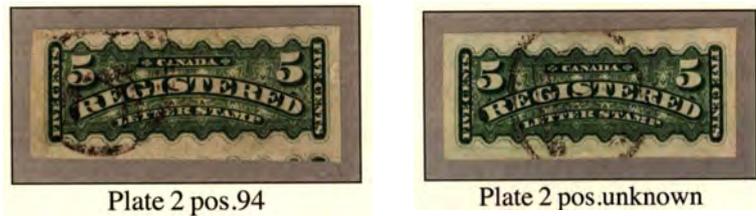


Fig 4 Possible imperforate singles from plate 2.



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but since it is difficult to prove with certainty that non-marginal singles come from an imperforate sheet rather than having been trimmed, although they have large margins, they cannot be used as conclusive evidence. However, they do suggest that a number of imperforate stamps from Plate 2 were issued and used.

The next discovery concerns 5 cents Registered Letter Stamps with offsets of 2 cents Small Queen stamps, and 2 cents Small Queen stamps with offsets of 5 cents Registered Letter Stamps. These are also described in CRM (*I*) but there is no suggestion as to which plate they came from. A close study of several examples of these varieties (see fig 5, below) confirms that all these stamps come from Plate 2, because of the horizontal or vertical spacing between the images of the 5 cents stamp.



*Fig 5 Examples of the 5 cent RLS from plate 2 with offsets of 2 cent Small Queens and vice versa.*

The final discovery concerns a major variety on the 5 cents stamp which is probably not generally known. The 2 cents stamp is listed in the Unitrade Catalogue with the variety "imperf bottom margin" (F1ii) (see fig 6 overleaf) and several examples are known. The 5 cents stamp exists with a similar variety "imperf top margin" (see fig 7, also overleaf) from Plate 1, but this variety has not yet made it into the Unitrade or any other catalogue. It is of equal status and should of course be catalogued, for consistency if nothing else. It is not known if more than one example exists but neither Horace





Fig 6 The 2 cent RLS with variety imperforate between stamp and bottom margin.



Fig 7 Unreported variety on the 5 cent RLS showing imperforate between stamp and top margin.

Harrison, nor Harry Lussey, appear to have had an example of this variety in their collections.

Another interesting variety is the 2 cents stamp imperforate vertically, and at least two examples are known. Again however, both of these examples are singles only (see fig 8, the other example is illustrated in CRM page 177), and although they both have large margins, they cannot be used as conclusive evidence.



Fig 8 2 cent RLS with variety imperforate vertically.

I hope the above analysis will be of interest to CPSGB members, and if anybody has comments or additional information, I would be most interested in hearing them. I can be contacted by e-mail to [stefan@novastamps.com](mailto:stefan@novastamps.com)

#### References:

- 1: "Canada's Registered Mail 1802-1909", Horace Harrison, George Arfken, Harry Lussey, published by the Chicago Collectors Club 2002
- 2: "Unitrade Specialised Catalogue of Canada", 2014

## TRANS-ATLANTIC AIR MAIL

### Malcolm Montgomery

Since my BNA trans-Atlantic collection is focused on nineteenth century maritime letters, it should come as little surprise that I don't own very many air-mail covers. I did buy one once, but when I brought it out for display, a very senior member of our society was quick to assert: "... of course, all early trans-Atlantic flight covers are philatelic!"

The letter concerned, attractive to me because it was a family letter, has not made many public appearances since, but I believe it deserves an airing. I first noticed it in a sale in London because of the addressees' names, Montgomery (and nobody else bid). Coincidental ... as I am fairly certain that our families were not connected. The writer, Flight Sergeant (Retd.) Gordon Montgomery had served in the Royal Flying Corps in the First World War, joined Vickers after the war and was appointed Chief Engineer for the trans-Atlantic flight attempt in 1919. He writes:

*'Via Trans-Atlantic Aerial Post Vickers Vimy Rolls'*

*St. Johns, Newfoundland, Wed. 11th.*

*My Dear Dad,*

*Just a few lines by 'Aerial Post'. Have just been told we can send two letters by the machine. I am sending one to May in France, & one to you.*

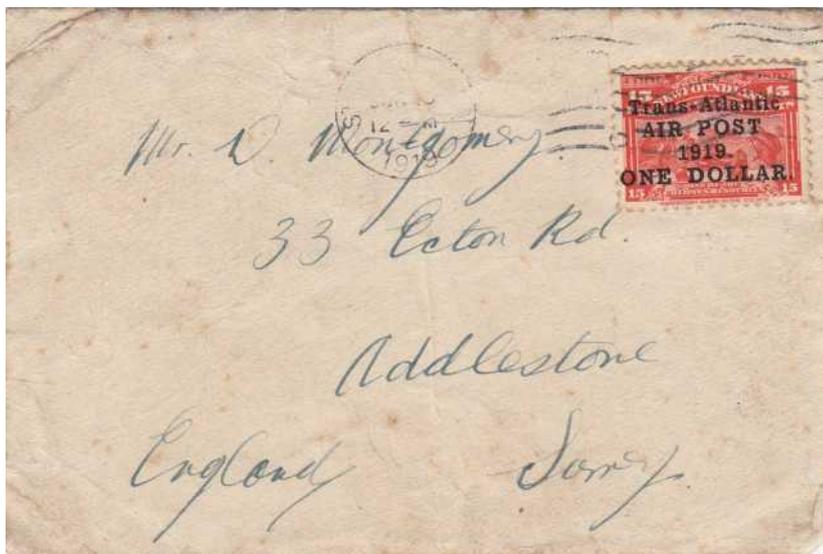


Figure 1: The envelope of a letter from St. John's, Newfoundland, to Addlestone, Surrey, posted on 13th June 1919, paid one dollar.

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*I have put a note in May's letter for you & Maude, in case we are only able to send one. I expect we shall be looking for a boat to come home on, by the time you get this.*

*Have just received a letter from Maude today, saying the Jazz Banjo was a great success.*

*Must close now, as we are limited to weight.*

*Note the stamp on the envelope. Best of luck to the first Trans-Atlantic Aerial Post.*

*Goodbye, Love to all, Your affectionate Son, Gordon.'*

I found it particularly interesting to read that he mentions the weight issue twice in a very brief note - clearly something of great concern to the team although, as is turned out, fuel was not the principal issue. Captain John Alcock and Lieutenant Arthur Whitten Brown completed the first non-stop trans-Atlantic flight on 14th-15th June 1919. They used a Vickers Vimy twin-engine biplane, crossing from St. John's, Newfoundland to Clifden, County Galway, Ireland, a distance of some 1900 miles, in 16 hours and 28 minutes. Some 190 pieces of mail were carried, each franked with the specially overprinted one dollar stamp, and the letters are recorded as arriving in London on 17th June 1919. The arrival of this letter in Addlestone was of sufficient note to earn a mention in a local paper;

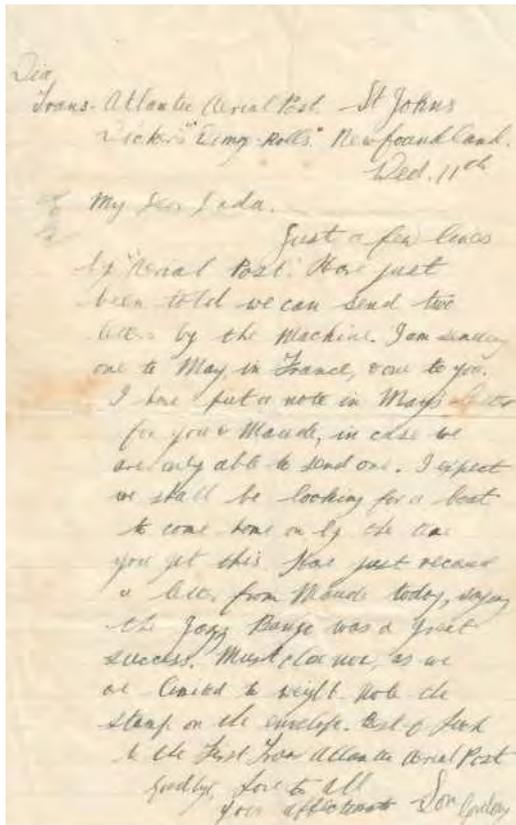


Figure 2: The letter, from Flt. Sgt. (Retd.) Gordon Montgomery, chief engineer for the Vickers-Vimy team in Newfoundland, to his parents.



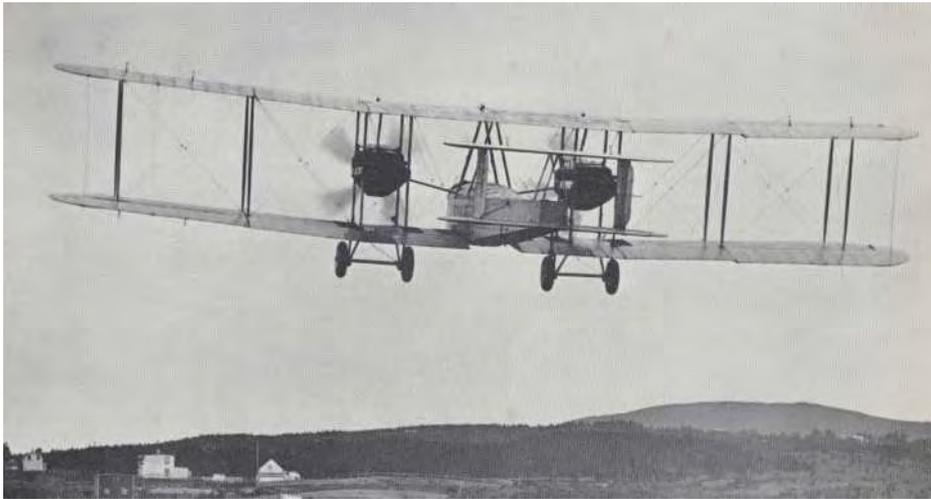
Figure 3: Assembling the aircraft at St. John's, Newfoundland (Gordon Montgomery is likely one of the figures by the machine).

unfortunately, the clipping was enclosed in the lot without reference to the name of the paper. Neither, have I been unable to find any reference to Gordon Montgomery, the writer, and would be most grateful if anyone could supply details ... he seems to have been rather neglected in published accounts.

A footnote: I have always been curious about the aircraft crashing on arrival in Ireland (excepting that they mistook a bog for a meadow), despite having a considerable amount of fuel remaining. It appears, from Lieutenant Brown's account, that Captain Alcock decided to land at Clifden:

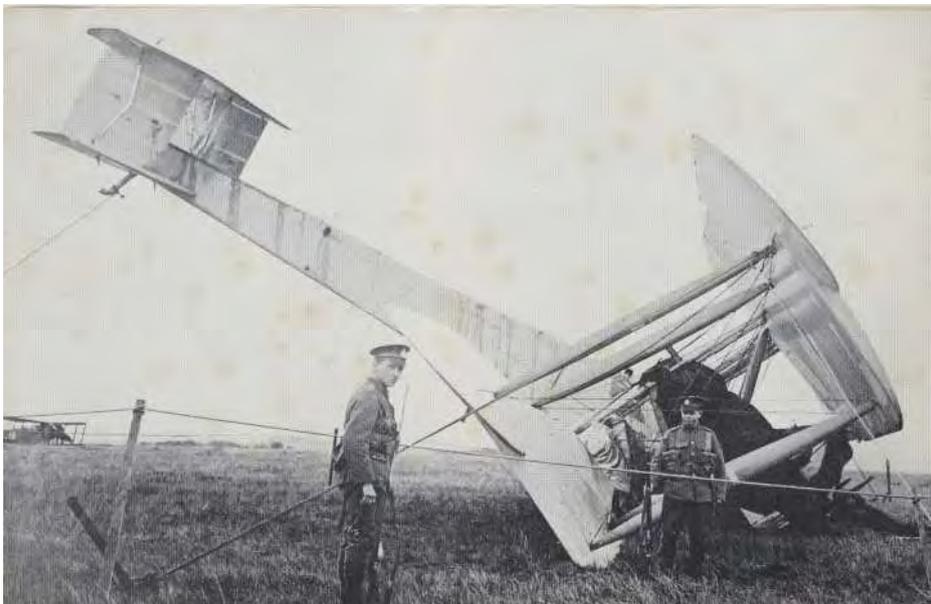
*'Not far ahead we could see a cluster of hills, with their tops lost in low-lying clouds. Here and elsewhere the danger of running into high ground hidden from sight by the mist would have been great, had we continued to fly across Ireland. Alcock, therefore, decided to land. Had the atmosphere been clearer, we should have found no difficulty in flying to London before we landed; for the tanks of the Vickers-Vimy still contained enough petrol to keep the machine in the air for ten hours longer. Thus there would have been a useful margin of time for cruising about in search of ships, in case we had lost our way over the ocean. Having made up our minds to land at once, we searched below for a smooth area of ground. The most likely-looking place in the neighbourhood of Clifden was a field near the wireless station. With engines shut off, we glided towards it, heading into the wind.*

*Alcock flattened out at exactly the right moment. The machine sank gently, the wheels touched earth, and began to run smoothly over the surface. Already I was indulging in the comforting reflection that the anxious flight had ended in a perfect landing. Then, so softly as not be noticed at first, the front of the*



*Figure 4: The Vickers-Vimy taking off from St. John's.*

*Vickers-Vimy tilted inexplicably, while the tail rose. Suddenly the craft stopped with an unpleasant squelch, tipped forward, shook itself, and remained poised*



*Figure 5: The 'landing' at Clifden, Ireland.*

References:-

1. *Sir John Alcock and Sir Arthur Whitten Brown. 'Our Trans-Atlantic Flight', pp. 99-100.*

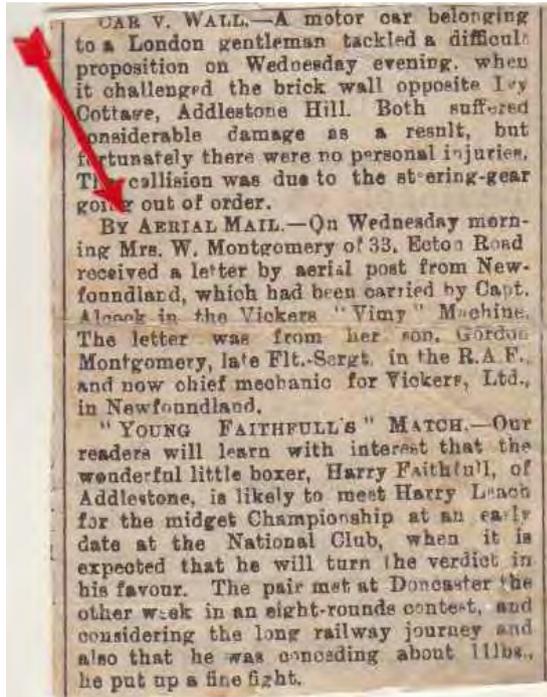


Figure 6: A newspaper cutting announcing the receipt of the letter in Addlestone.

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## LETTERS TO THE EDITOR

### ST LAURENT, MONTREAL

**Guy Jeffery**

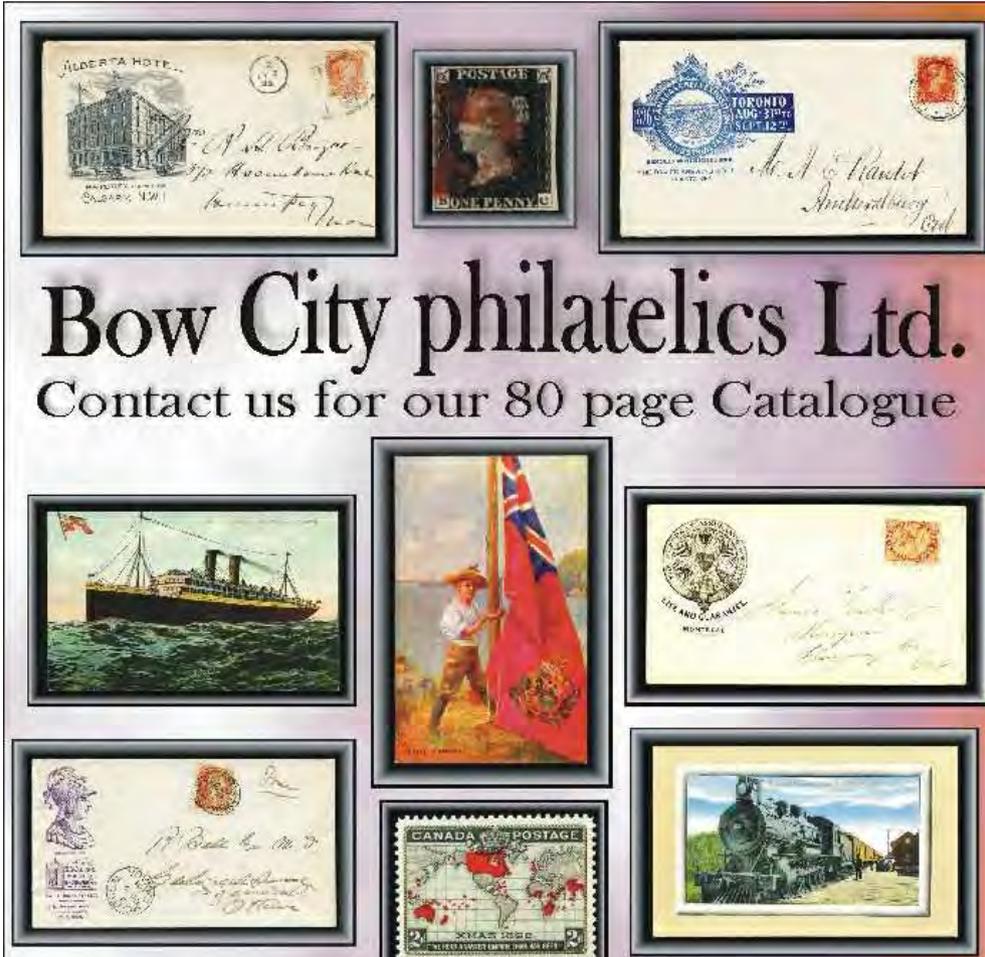
I recently came across the card shown in fig 1 below. The Cancel reads St Laurent Montreal Que and the card is dated Feb 24, 1898. I think that Ville St Laurent only became part of Montreal in 2002. The card says "College of St Laurent near Montreal" in the header with the date.

I don't think it is a St Lawrence Street cancel. (St Laurent in French). I don't know why it would be St Laurent Montreal in the cancel if it is just near Montreal.

I wonder if one of our Canadian members can help explain the cancel.



Fig 1 Front and back of card from St Laurent, Montreal



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## TORONTO POSTAL STATIONS

### Mike Street

I refer to your article in the July 2016 issue of *Maple Leaves*. I can add some additional cancel types to the ones you illustrated there. These are the 'double circle' types. Examples are shown below and overleaf in figs 2 and 3 from Toronto Postal Station C in 1918 and Toronto Postal Station F in 1916. Many of these 'double circle' type cancels were used in the Edward and Admiral eras on mail that required special handling (e.g. registered mail, redirection, postage due and dead letter office mail) although it is unclear if they were only used on such mail.

Whilst I have only seen these types from the two Postal Stations illustrated, it is reasonable to assume that they may exist from all of the Postal Stations in operation around this time. Maybe other members have other examples from this period?



*Fig 2 Front and back of registered letter from July 1918 showing the double circle cancel from Toronto Postal Station C*



*Fig 3 Reverse side of two 1916 letters showing receiving cancels from Toronto Postal Station F of the double circle type struck in purple and blue respectively.*

## **ELIZABETH STEPHENSON FCPS**

### **Major (Retd) Richard Malott**

I was indeed saddened to read of the demise of Elizabeth Stephenson in the July 2016 issue of "Maple Leaves". I met her only once when I attended a CPSGB convention in Brighton so many years ago when I was in the RCAF serving at Langar-on-Trent, near Nottingham. I believe it was 1961. At this convention I had the honour of showing my Canadian Pioneer and Semi-Official Air Mail collection. I also remember the Mayor of Brighton telling us of how wonderful their beaches were as they had no sand to bother the bathers. I must say I found the little stones bothersome.

Both Betty and her highly respected father and our founder, A.E. Stephenson, FCPS, were an inspiration to all of our members by founding and developing the Canadian Philatelic Society of Great Britain. How many philatelists throughout the world have benefited by their philatelic labour of love? All of their successors in maintaining our Society, including yourself, President Flint, must be very proud of their accomplishments for the CPSGB.

I wish all attending the pending Annual Convention in Kenilworth a most enjoyable gathering.

## **BNAPS PRECANCEL STUDY GROUP**

### **Larry Goldberg**

I am the editor of "Precancels Canada, the quarterly newsletter of the Precancel Study Group of BNAPS. The study group shut down some years ago but re-established early last year under the chairmanship of Andy Elwood.

While I know enough about publicity to know this is not the best way to get a mention in other publications, I have elected to forward a set of the first year's issues for your perusal and, hopefully, mention in your publication. Feel free to seek reciprocity.

*(Editor's note: as Larry mentions above he has sent me electronic version of their first four newsletters as pdf files. If any member is interested in seeing these, just drop me an e mail and I can forward them to you.)*

---

## SOME MORE POSTAL STATION ORB CANCELS

### Graham Searle FCPS

My recent article on the early years of the Toronto Postal Stations gave rise to a few comments about the 'orb' type cancels to be found from some of these offices.

Most of these 'orb' cancels had a relatively short life in the Edwardian period and as there are only a limited number of such cancels they have been a popular collecting area for cancel enthusiasts over the years. In addition to the Toronto Postal Station cancels, 'orbs' can also be found from at least two of the early Montreal Postal Stations.

For reasons I don't totally understand, these Montreal Postal Station types are very rare – probably the rarest of all 'orb' cancels and one of our members suggested I might illustrate them in the hope that more examples of these cancels may come to light.

The first example is from Montreal Postal Station C which was located on Amherst Street and opened in 1907 (a previous sub post-office on Amherst Street had closed in 1905). My records indicate that only five examples of the 3 ring orb cancel from this office have been recorded. This is probably an under-estimate but it is certainly a rare cancel. Fig 1 below shows the only example I have in my own collection; an off cover single 5 cent Edward stamp with a partial strike. Fig 2 overleaf shows some complete



*Fig 1 Montreal Postal Station C 3 ring orb cancel on a 5 cent Edward stamp*

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*Fig 2 Montreal Postal Station C orb cancels tying a complete Quebec Tercentenary set to a local cover - philatelic but still nice!*

strikes on cover. This philatelic and rather spectacular Quebec Tercentenary cover was sold in auction over the last 12 months and I must apologise to the auction house concerned that I can't recall who sold it. What is almost certain is that the person who bought it did not do so for the cancels – however rare they may be!

Probably even rarer than the above is the orb cancel from Montreal Postal Station B which was located on St. Catherine Street and opened in 1904. The three ring orb cancel shown in fig 3 overleaf and used as a receiver on an incoming postcard from Germany in 1908 is the only example I have ever seen. I wonder if all strikes of this cancel have the year date and indicia reversed?

Can any of our members explain why these orb cancels are so scarce? Or maybe show us other examples?

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Fig 3 Three ring orb cancel from Montreal Postal Station B used as a receiving mark on a 1908 postcard from Germany.

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## POSTAL BEGINNINGS AT TEMPLETON POST OFFICE, QUEBEC

### Cimon Morin

Templeton post office was located three miles east of Bytown (now Ottawa) and was a neighbour of Hull on the Ottawa river (1). This office changed its name to Pointe-Gatineau in 1887 (2).

<i>Postmaster</i>	<i>Period</i>
James O'Hagan	6 July 1846 – 26 December 1879

### JAMES O'HAGAN (or HAGAN)

James O'Hagan was one of the first major settlers in the township of Templeton. He was born about 1815 in Derry County in Ireland. His family emigrated to Montréal in 1820 and his father was Hugh O'Hagan, a school teacher. In the late 1830s, we find James O'Hagan in the township of Templeton. Over the years he became the secretary of the village of Templeton, but above all he was an entrepreneur and a businessman, especially in the timber trade. He was also a merchant and owned an inn. Later he became the mayor of the township of Templeton (1861-1867, 1880-1881, 1882-1883) and the first mayor of Pointe-Gatineau (1876-1877).

From 1843 and until 1870, he operated a ferry service between Pointe-Gatineau and the McKay Bay in New Edinburg, a suburb of Bytown. As of 1850 it had the contract to carry mail from Pointe-Gatineau to Bytown (3). He was also justice of peace and became a lieutenant and captain in the local Templeton militia.

He was first married to Catherine Cullen (1821-1856) in November 1846 and they had five children. He married his second wife, Elizabeth Crosby (1833-1877) in 1859 and had a further six children. On the death of his second wife, he married Bridget Theresa FitzMaurice. James O'Hagan died at Pointe-Gatineau on 24 November 1893 (4).



*Fig 1 Signature of postmaster, James Hagan*

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Fig 2 Letter sent by Thomas McCoy with manuscript marking « Templeton 12th July 1846 », thus only one week after the opening of Templeton post office.

(BAnQ, Fonds Jean-Baptiste Meilleur, E-13, Vol 291, N° 15)

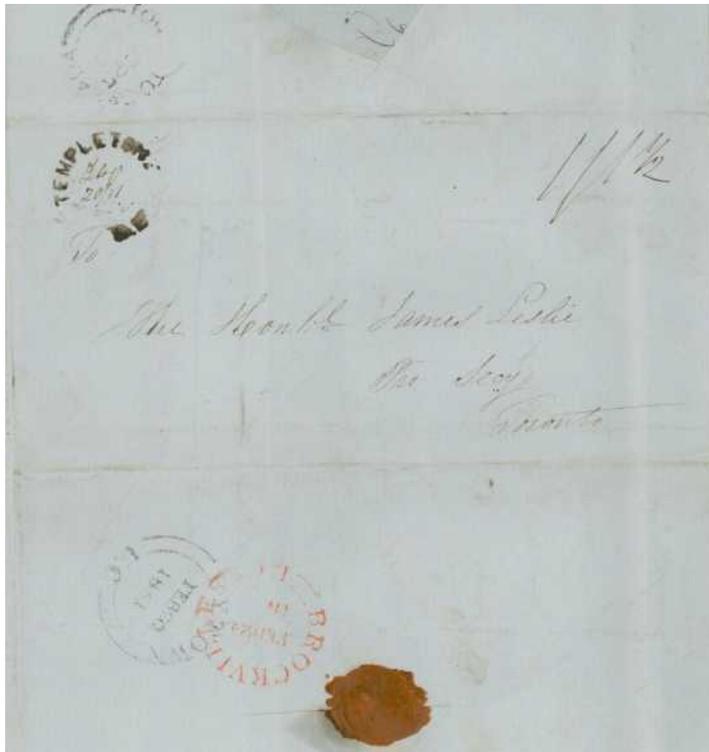
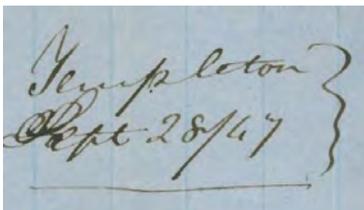


Fig 3 Letter sent from Templeton using the double broken circle postmark dated 20 February 1851.

[LAC, RG4-C1, Vol. 272, N° 3370]

In the archives of the Post Office, the first application to open a post office at Templeton is found in January 1845, followed by a second application in June 1845 (5). On 23 February 1846, T.A. Stayner, the Deputy Postmaster General, notified the Governor that he wanted to open an office in Templeton (6). The latter, under the recommendation of Denis-Benjamin Papineau, member of the provincial parliament, recommended James O'Hagan (7) and on 6 July 1846 James O'Hagan was appointed the postmaster of Templeton. (8) The post office must have been located in one of its' stores.



Manuscript type

Used 1846 - 1853

LAC, RG4-C1, Vol. 190, N° 2108



Used 1850 - 1859

Postmark ordered on  
24 February 1847  
Proof



Never used

Proof

In the proof impression book, preserved in the archives of the General Post Office in London, there is a proof of an 1839 order for a double split circle with serified letters for Templeton. This postmark, although received, was never used. Most likely, T.A. Stayner had planned to open this office on or around this date, but it was not opened until much later. This cancelling instrument was most likely destroyed in the great fire of the Québec post office in November 1841.

### NUMBER OF LETTERS RECEIVED EACH WEEK

Records (9) show the volume of mail at Templeton averaged just 12 items per week in 1847 and 1848.

References:-

1. LAC, RG3, v. 1171 (circular); 1995-156.1848-5-6.
2. Ferdinand Bélanger et Claude Martel, *Répertoire des bureaux de poste du Québec (1763-1981)*, Société d'histoire postale du Québec, 2013, p. 303.
3. LAC, RG3, Vol. 685, B-12.
4. <http://www.cullenancestry.ca/cullenchap2path.php>
5. LAC, RG3, Vol. 912, p. 17.
6. LAC, RG4-C1, Vol.146, 1846, Report 501.
7. LAC, RG4-C1, Vol.759, 1846 – Index.
8. LAC, RG3, Vol. 1171 (circular); 1995-156.1848-5-6
9. LAC, MG44B. Various statistical reports found from Vol. 14 (1842) to 58 (1848).

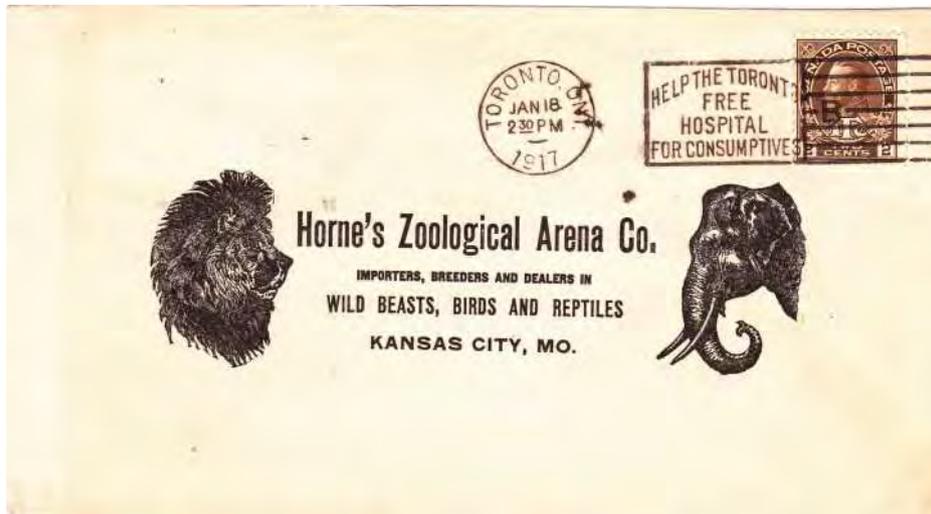
## POSTAL ADVERTISING DIE SLUGS DURING WORLD WAR 1 – PART 3

**Malcolm Newton**

The images of the events during 1916, either from the television or perhaps personal reflection at one of the cemeteries, of the centenary of the Battle of the Somme, will be fresh in most reader's memories. The horror lasted five months by which time the opposing forces virtually came to a standstill due to the winter conditions and reduced manpower. As the months passed into 1917, the Germans recalled men from the Eastern Front to bolster their forces facing the French and British, which included Canadians.

Many of the Canadian Corps, as they became to be known, were still volunteers. The Military Service Act was not enacted until August 1917 (which brought many of its own problems at home, especially in Quebec Province). In Europe, the Germans dug in and over the winter of 1916-1917, built a defensive line which the Allies called the Hindenburg Line. It was on this fortified border, 175 kilometres north of Paris, that a high, long hill known as Vimy Ridge, was targeted by all four divisions of the Canadian Corps. The battle commenced on 9th April and as readers will recall, the offensive proved a great success but at a cost of 11,000 casualties of which 3,600 lost their lives.

Meanwhile, the advertising of fairs and exhibitions by means of proprietary slogan cancels continued into 1917. A 'carry-over' from December 1916, was the annual Toronto Hospital for Consumptives (see fig 1 below), together with a 1917 use only,



*Fig 1*

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the Hamilton Patriotic Fund which saw use from the 2nd January to the 25th January (see fig 2 below). This slogan seemed to run concurrently with the annual Help the Hamilton Mountain Sanatorium for Consumptives, although the latter lasted until the 18th February 1917. It was also the last time that this die was used in an International machine.



Fig 2

Ottawa commenced the year with advertising the Patriotic Motor Show (the second war-orientated slogan after that of the Winnipeg slogan of 1915, illustrated in part 1 of this mini-series) due to be held between the 15th and 19th January. (See fig 3).



Fig 3 (courtesy of Bob Thorne)

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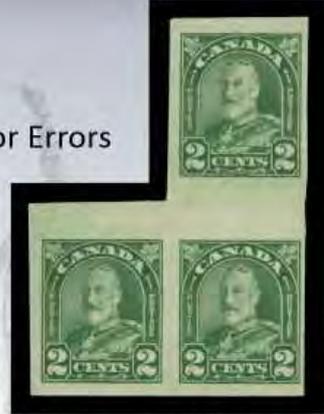
### Selected Imperforates and Major Errors



1963 4c Cameo, coil strip  
imperforate between:  
One of two known examples



1930 1c orange, the only  
known imperforate multiple  
of this stamp



1930 2c green, the unique interpanneau  
imperforate multiple



1943 3c rose violet, mint NH gutter margin  
mint pair



1916 2c+1c brown, the rare Die II  
imperforate pair



1967 1c Centennial block of four, printed  
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1943 17c airmail special delivery, mint NH lower left plate inscription block



1932 3c Medallion, the unique Die II imperforate block



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Over the following months, Brockville repeated its slogan with changed dates, Toronto advertised the Canadian National Exhibition commencing the 25th August, Calgary with its Industrial Exhibition from the 28th June, Lindsay's Central Exhibition, Toronto's Broadview Boys' Fair (see fig 4 below) and Sherbrooke with Canada's Great Eastern Exhibition, amongst others. Halifax commissioned a one-off slogan of Red Cross Exhibit War Trophies at their armouries ( see fig 5 below)

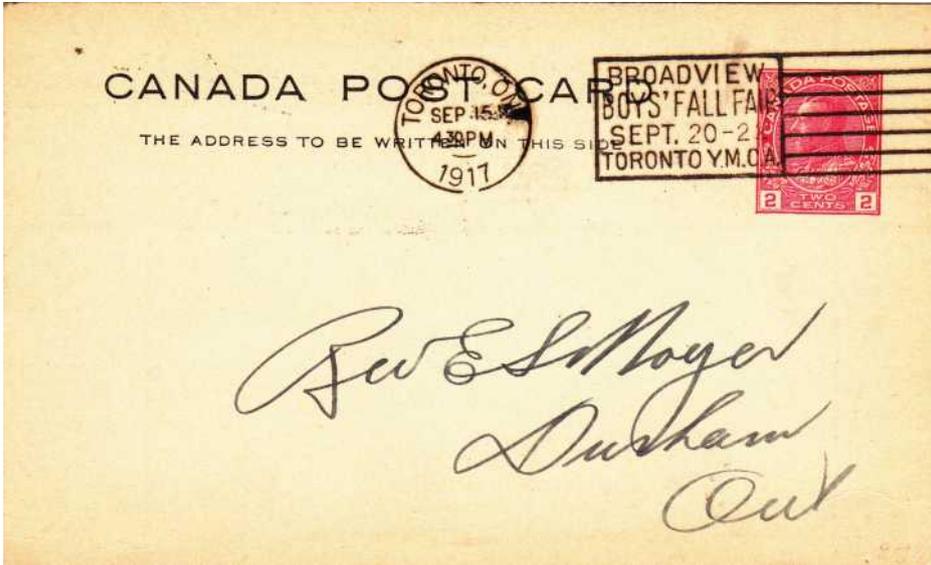


Fig 4



Fig 5

Regina also commissioned a single usage die, advertising their Winter Fair for November 27th to 30th. ( see fig 6)



Fig 6

followed by the now annual Alberta Winter Fair from Calgary commencing December 11th. ( see fig 7)

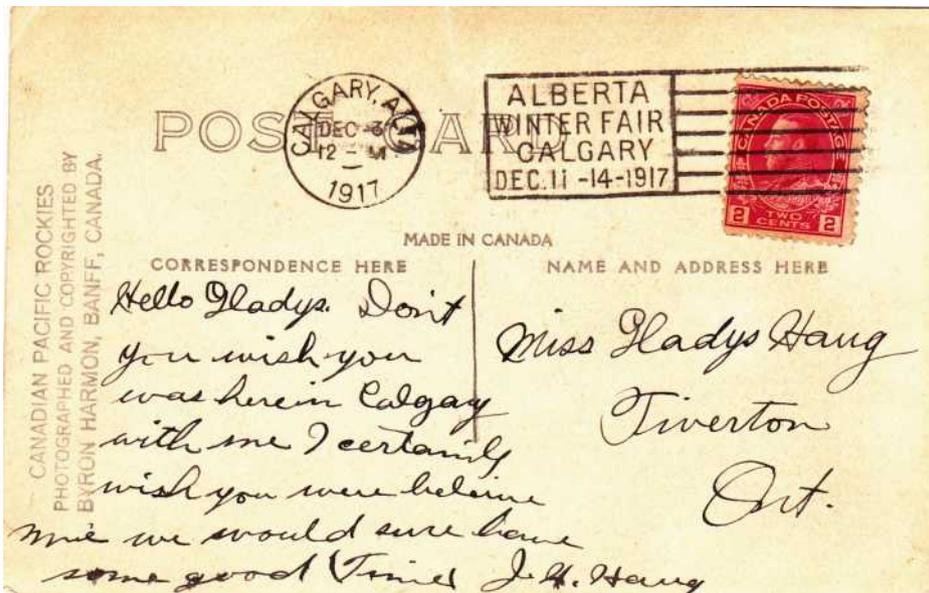


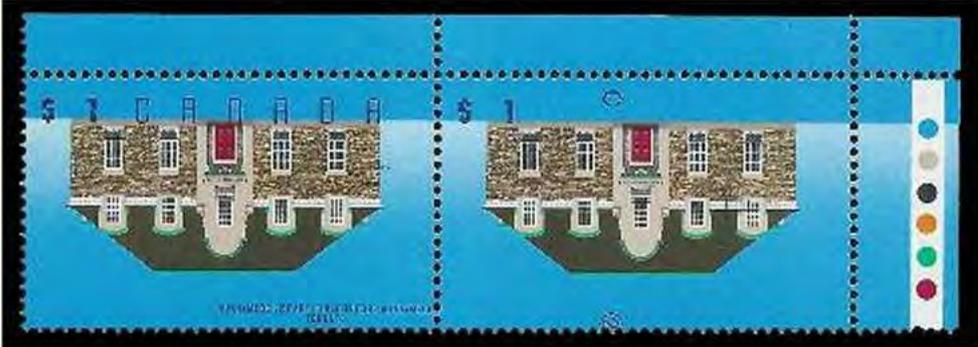
Fig 7



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Before long, another major battle on the Western front took place. Known as the Third Battle of Ypres or the Battle of Passchendaele, it was carried out between July and November 1917 when eventually the four divisions of the Canadian Corps captured the area in West Flanders, Belgium.

All the announcements of fairs and exhibitions, seem to provide a sense of normality, which of course, was far from reality. The financial cost to the Dominion Government of this long lasting conflict was enormous and means of raising funds (as did the British and other countries) was given serious thought. War Saving Certificates became the answer and how to advertise these, brought on board the Canadian Post Office. It was agreed between the departments that the cheapest and widest form of reaching the public, would be a patriotic slogan, but to be used extensively across the entire country. The P.O. would be responsible for the designs and after an absence of 15 years, cancels incorporating the Union flag, would make an appearance.

At this juncture, I should mention that the following sequence is roughly based upon the recognised numbering system introduced by the late Ed Richardson. Whilst he was not the first to attempt a listing and publication of these attractive non-proprietary (i.e. multi-office) slogans, it is Richardson's 1973 handbook, published by the British North America Philatelic Society, which has stood the test of time. It is from this that all collectors refer and from which I will quote his numbers.

The majority of this flurry of new International dies appeared in February 1917 with Montreal being credited as having the earliest recorded date of any WW1 Flag Cancel. This was a one-off die which showed all the lettering to the right of the Union Jack. (see fig 8)

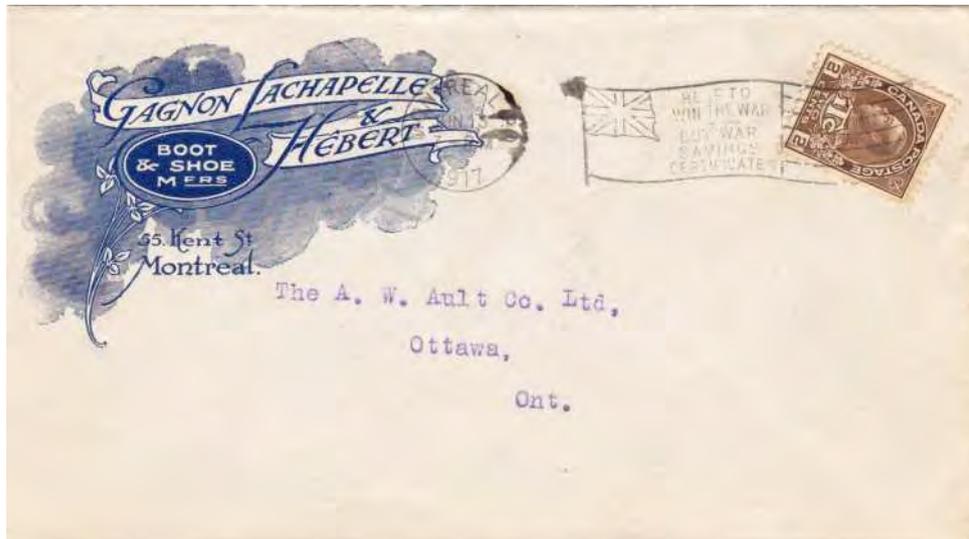


Fig 8

Quickly following, was a slightly different design from Regina and Halifax, whereby the wording of 'savings certificates' appeared beneath the flag. ( see fig 9).

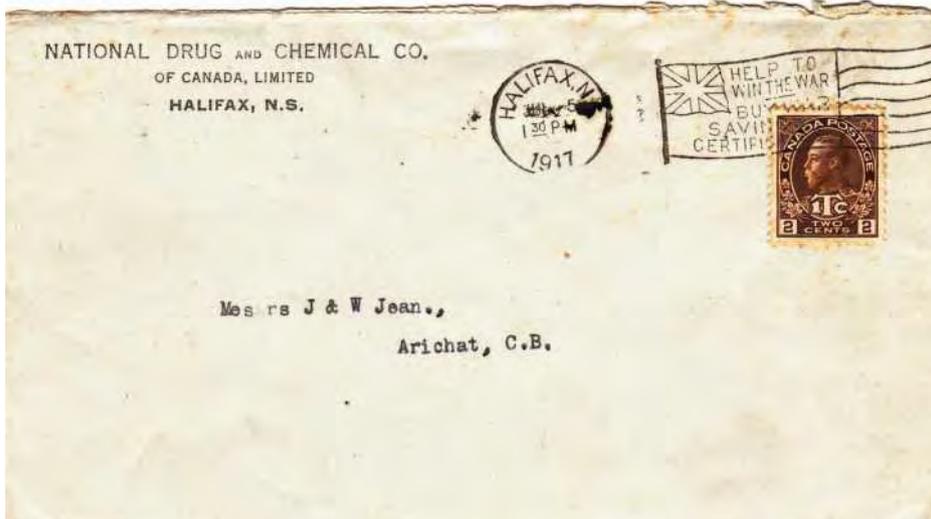


Fig 9

A completely different layout also utilised the same wording, being used across the dominion at 18 offices. This format appeared in several different varieties and it is hoped that the writer will be able to illustrate these differences. The first of these (sub type 'A'), which has a horizontal line under 'THE', appeared at Charlottetown ( see fig 10), after which the die was sent to Sherbrooke for use in early April. (see fig 11 overleaf)



Fig 10

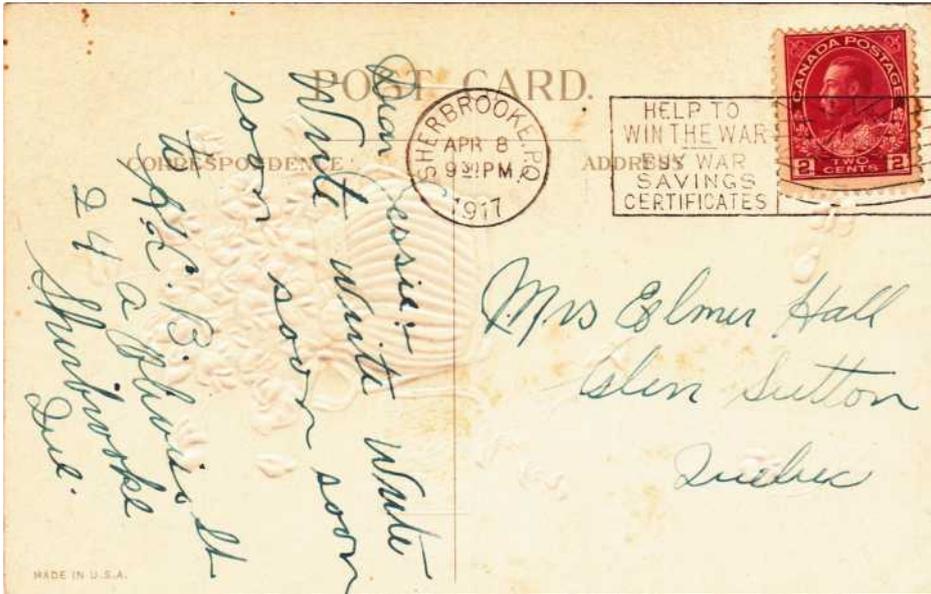
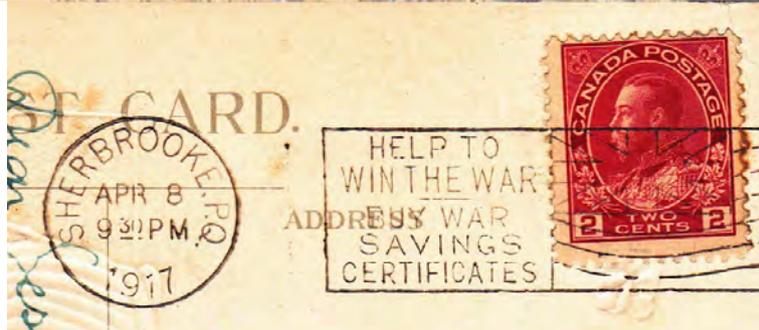


Fig 11 including blow up of the cancel to show the underline under 'THE'



The next sub-variety 'B', omitted the horizontal line, but had 2 wavy lines to the right of the Union Jack. This only appeared at Toronto. (See fig 12 overleaf and detail of cancel below).



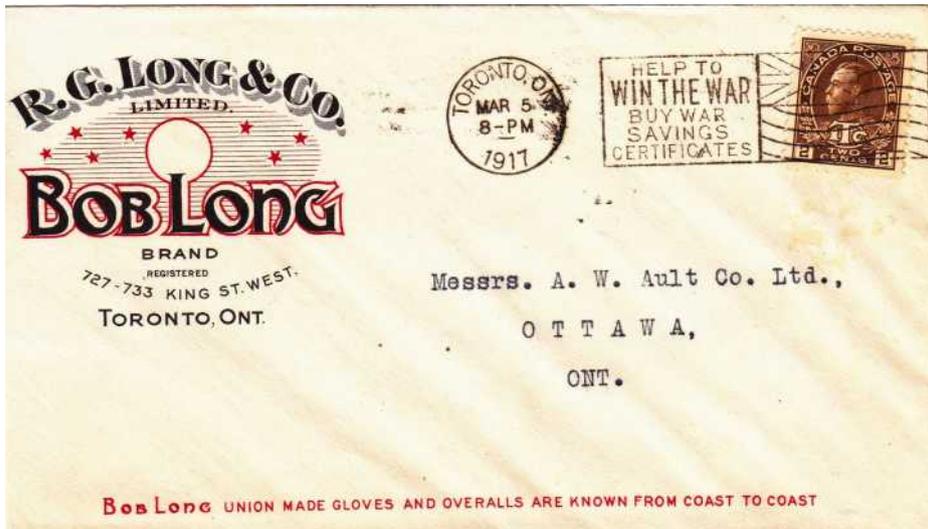


Fig 12

Unlike the die which was used at Charlottetown and Sherbrooke, sub-variety 'C' has no horizontal line, but has 3 way lines to the right of the Union Jack. This single die was issued to London, Ont. (see fig 13 below) before it was sent to Gananoque in late April, 1917. (see fig 14 opposite)

The most common format of this Flag Cancel (designated as sub-variety 'D') appeared at no less than 10 locations. The earliest recorded use is from Winnipeg on the 26th

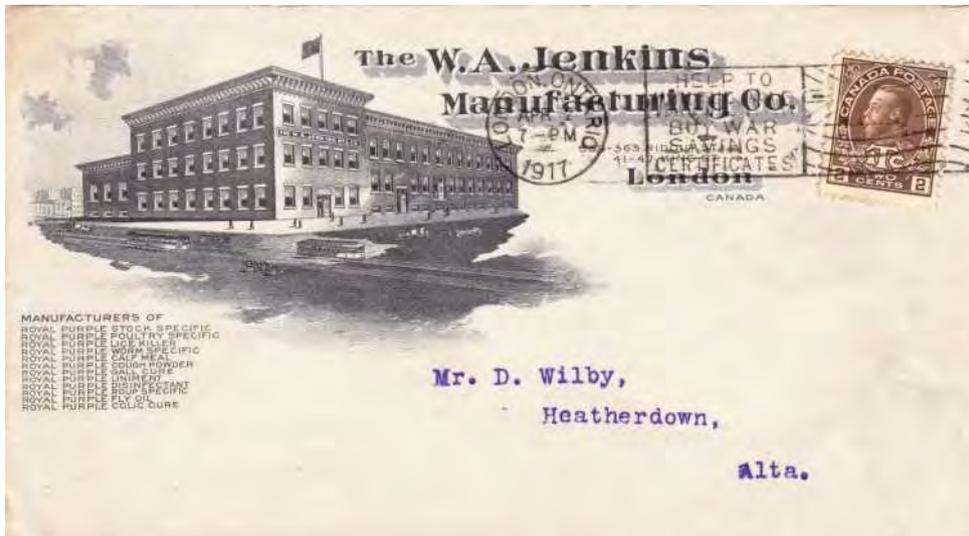


Fig 13

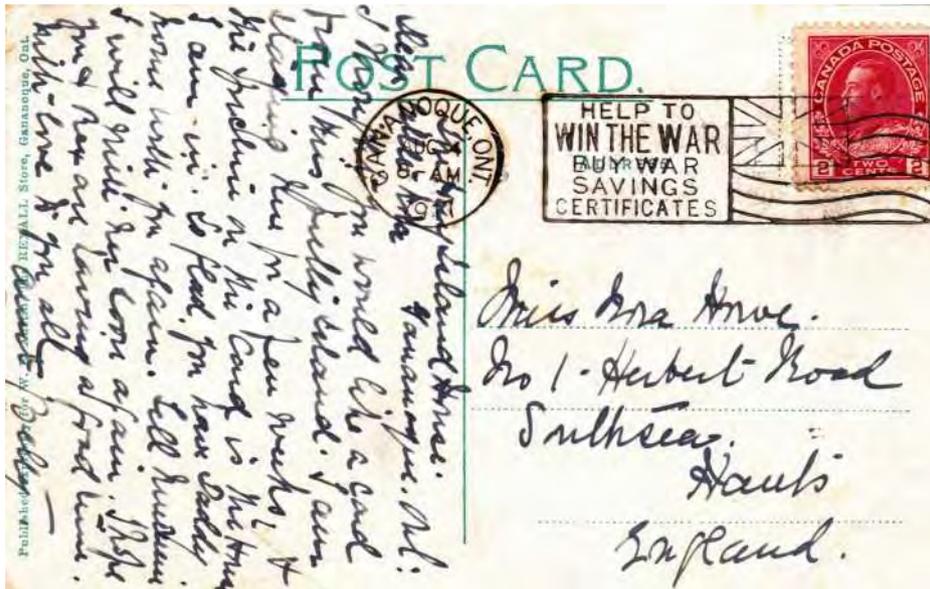


Fig 14 War Savings Certificate flag cancel sub type C from Gananoque clearly showing the three curved lines to the right of the Union Jack.

February, 1917 (see fig 15 below). This city also used the 'Save your Money' flag cancel (see later), alternating between three different dies and thereby limiting the amount of use of any one of them.

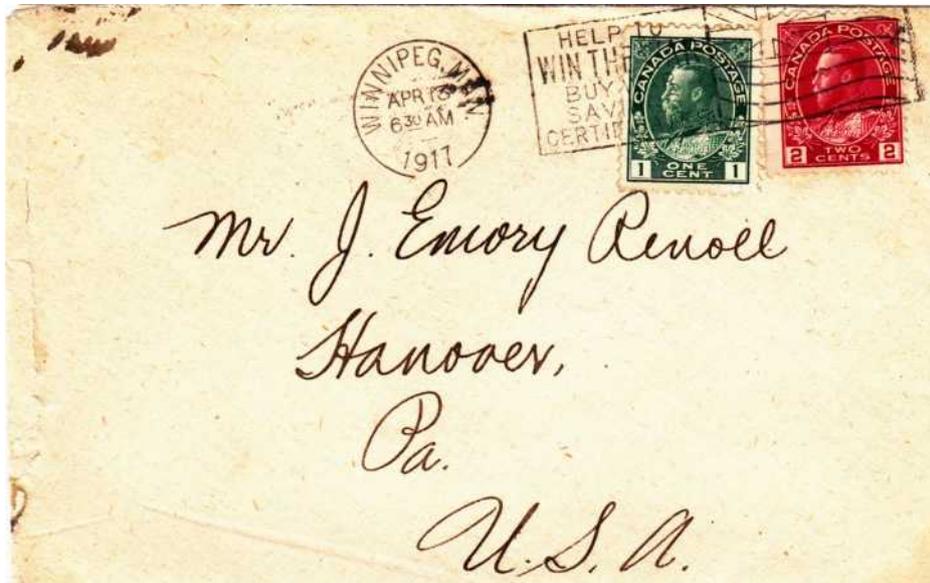


Fig 15

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Calgary also had a February start to their die, being in use for six weeks before it was sent to Regina in April (see figs 16 and 17 below).

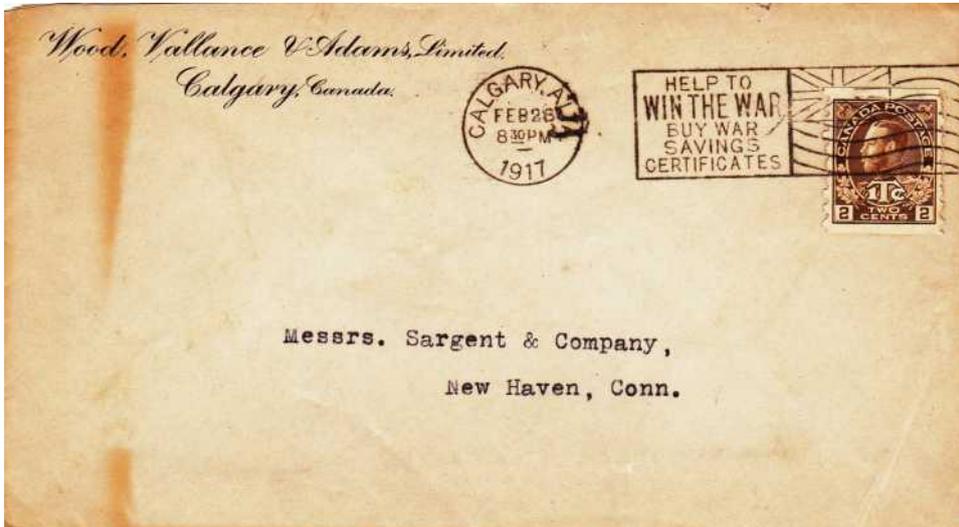


Fig 16

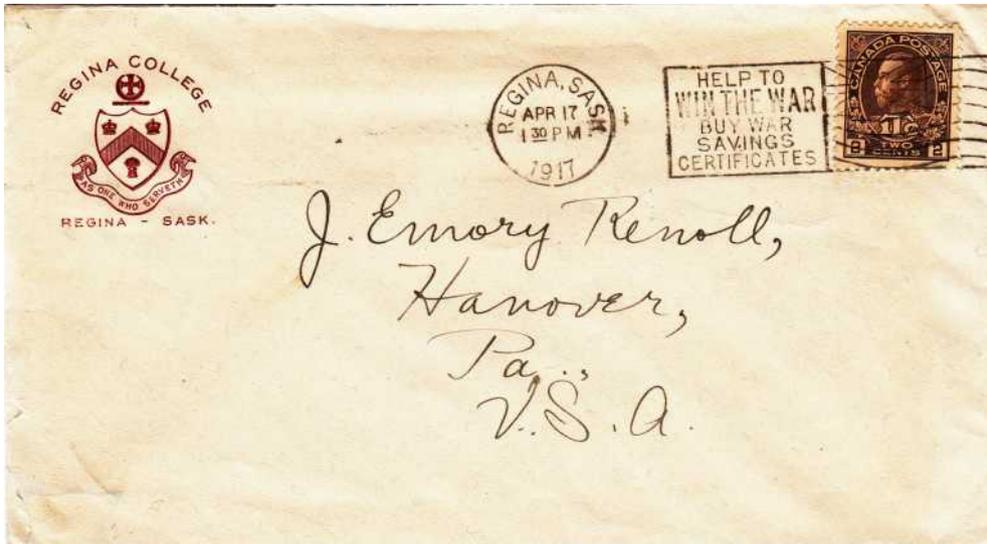


Fig 17

In addition to Charlottetown (my copy is not clear enough for publishing), other offices were Lethbridge (see fig 18 overleaf), Prince Rupert, Toronto, Sydney, Vancouver (see fig 19 overleaf) and Windsor (see fig 20 overleaf),

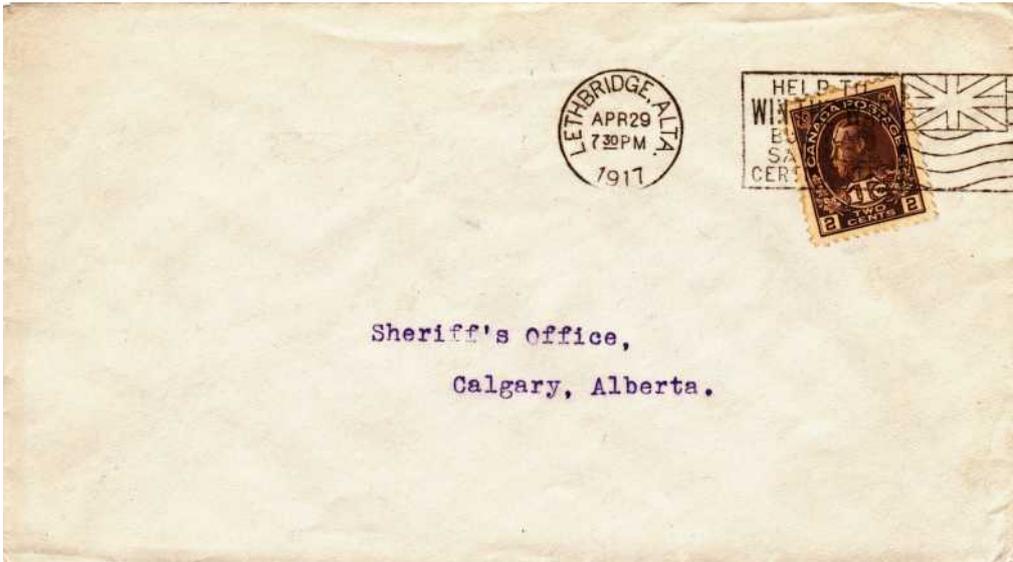


Fig 18



Fig 19

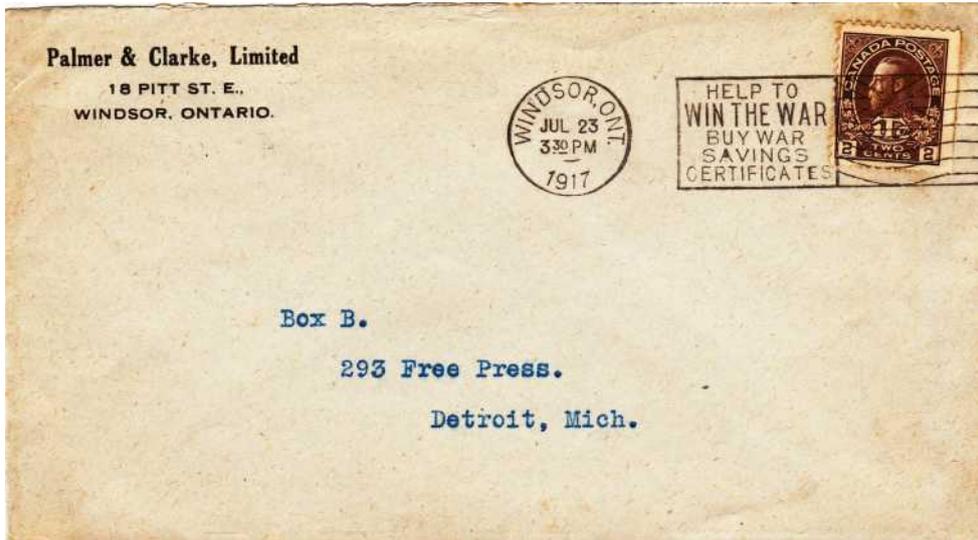


Fig 20

The type 24 flag cancel differed from the previous ones in that there were seven wavy lines in the design. It was first issued to Hamilton (see fig 21 below) and then in April, passed to Renfrew (see fig 22 overleaf).

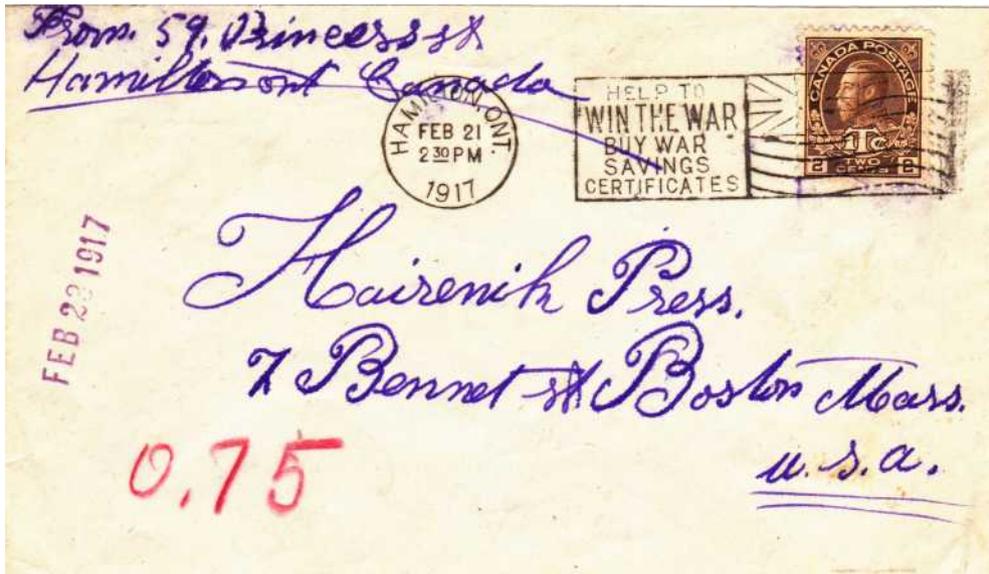


Fig 21 Type 24 flag cancel from Hamilton - February 1917.



Fig 22 The same cancel used later in 1917 from Renfrew Ont.

## Canadian Philatelic Society of Great Britain

Annual subscriptions for the 2016/17 year were due on 1<sup>st</sup> October 2016.

Subscription levels are:-

£20 for members resident in the UK

£25 for members resident overseas (airmail delivery)

For members living in North America, the dollar equivalents are currently \$46 CAN or \$36 US. These \$ rates will be reviewed after 1 November 2016 and adjusted should exchange rates have moved significantly.

Payments made prior to 1<sup>st</sup> November 2016 will be eligible for a 'prompt payment' discount of **£2 or \$3** from the above amounts (these discounts automatically apply to payments made via Direct Debit arrangements).

Members may pay subscriptions by PAYPAL in any local currency via the Society website or by cheque from a UK, Canadian or US bank. If paying by PAYPAL you will be offered the option to pay for 3 years subscriptions at a 10% discount.

Cheques should be made payable to the Society and sent to:-

**Malcolm Montgomery**, Subscription Manager, Cae Glas, Llechwed, Conwy, North Wales LL32 8DX (**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 2016/17 subscriptions by the end of February 2017 will be removed from the *Maple Leaves* circulation list.

Similar to the International machine die type 'D', were the Universal machine dies. These appeared at Brantford, (see fig 23 below) Kingston (fig 24 below), Ottawa (fig 25 overleaf) and eventually Port Arthur (fig 26 overleaf) who received theirs from Ottawa for use from August, 1917 until it was withdrawn.

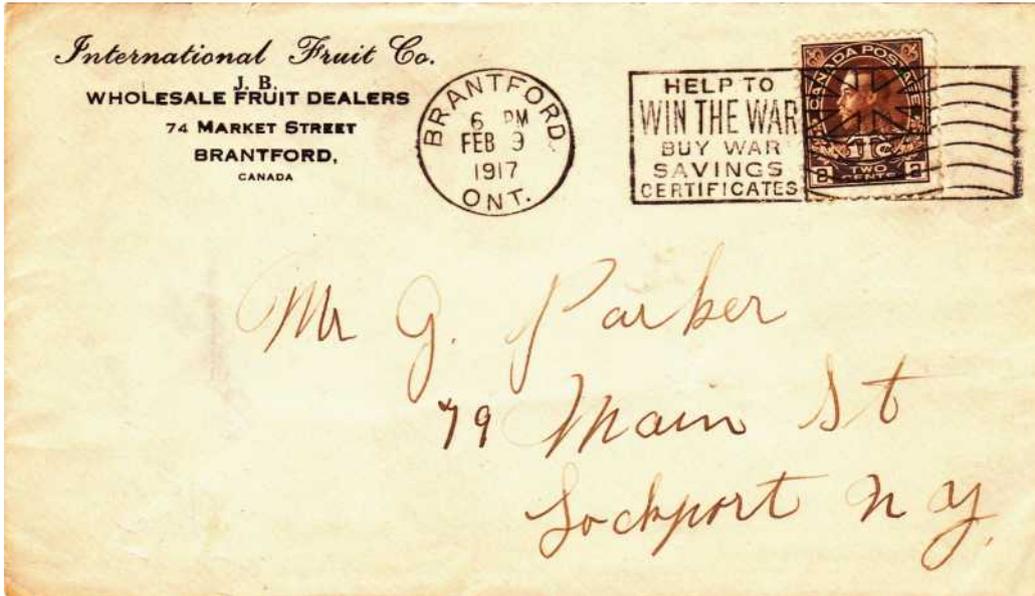


Fig 23



Fig 24



Fig 25



Fig 26

Next up, came a complete change of wording. This new design came in two varieties, one with five horizontal lines, the other with six. The former was used in February at Victoria before it was sent to Edmonton (see fig 27 opposite), whereas the latter had two dies made for use at Saint John ( see fig 28 opposite) and Toronto.



Fig 27



Fig 28

We next see a series of similar flag cancels with a slightly different message reading '\$25.00 for \$21.50 HOW? Ask your bank or postmaster'. In this mini-series of the 'HOW?' cancel, there are three distinct types. First we have six wavy lines, next there are seven lines and finally, seven straight lines with HOW? underlined. The six line type appeared at Montreal in a Universal machine ( see fig 29 overleaf), whereas those at Orilla, Saulte Ste. Marie ( see fig 30 overleaf) and Toronto were all International machines . Note the name of the province at Montreal compared to the year 1917 appearing at the base of the dater hub.

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Fig 29

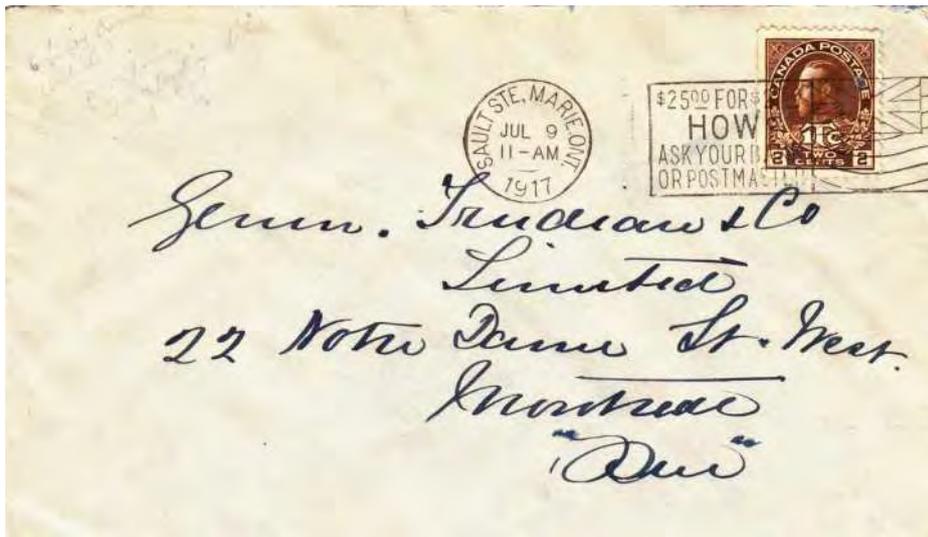


Fig 30

**TO BE CONTINUED.**

## A NEW STREET POST OFFICE ..... OR A NICE FAKE CANCEL?

### LATEST UPDATES TO THE STREET CANCEL SAGA

Graham Searle *FCPS* and Joe Smith

I extend my thanks to member Joe Smith who drew my attention to the stamp shown below in fig 1 which was offered for sale on e bay recently.

The 6 cent Jubilee stamp is not the best for showing cancels clearly but close examination of this copy reveals a split circle cancel from 'Elizabeth Street North' dated in 1901. The cancel shows no indication of the town or province or origin although, as with many split circle cancels of the day from offices with long names, there is hardly room for either.



Fig 1

evidence of such a post office but again these are far from complete.

So where does this cancel come from? Well there is an Elizabeth Street in Toronto and another in Ottawa (and maybe more in other cities that had sub post offices in 1901) but the Post Office Archives contain no reference to such a post office in either of these cities (or any other for that matter).

This, in itself, is not conclusive as the archives are far from complete. The cancel proof books also show no

So could this be an entirely new 'Street' Post Office?

Well, Joe and I have studied the cancel closely using high magnification scans etc. and we are both agreed that it is almost certainly a fake. Close examination suggests that the font of the 'R' and the 'T' in both 'North' and 'Street' appear to be different. Our best guess is that the cancel is supposed to be from Elizabeth Street North in Toronto and is a creation of the late Walter Bailey who lived in Toronto and was a great Jubilee collector. Walter had a reputation for 'creating' imaginary cancels and varieties to test the knowledge and skills of his friends during the 1950's and 1960's.

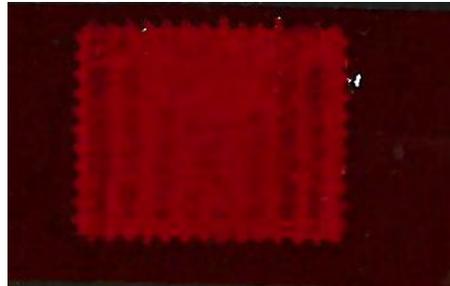
If so, it seems that Walter is still testing us ... even after all these years!

Joe has also drawn my attention to another potentially new cancel. This is a roller cancel from Bathurst Street in Toronto which appears to differ from the normal type originally shown in fig 14 on page 165 in the October 2007 issue of Maple Leaves. Another example of this 'normal' type is shown below in fig 2 and clearly shows 'BATHURST ST/ TORONTO' as a two line entry at the top of the cancel. The new type found by Joe is shown in fig 3 and whilst it has proven very hard to get a good clear scan of this cancel, the picture does clearly show that the word TORONTO is missing from this type. Is this a different cancel or is it a fake and, if the latter, why would anyone go to the trouble of faking a cancel which is not all that rare?

If you collect roller cancels it may be worth checking through your holdings to see if you have any similar examples.



*Fig 2 'Normal' type of Bathurst Street roller cancel*



*Fig 3 New type without 'Toronto' - scanned through filter in vain attempt to improve image - cancel is on a 8 cent Numeral stamp.*

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

## NEW BOOKS

With the Xmas season fast approaching it is a good time to take a look at some of the new titles which have appeared over the summer months.

The first of these is a new Edition of the popular Stanley Gibbons Canada catalogue.

**CANADA & PROVINCES CATALOGUE - 6TH EDITION; Published by Stanley Gibbons Ltd, Summer 2016;** 240 x 170mm limp bind, 232 pages in full colour. ISBN 10: 0-85259-976 - 5. Retail price £25.95. Available from Gibbons and also from most UK based Stamp dealer outlets.

The catalogue covers all the early colonial stamps of British Columbia and Vancouver Island, New Brunswick, Nova Scotia, Newfoundland and Prince Edward Island as well as the stamps of Canada from 1851 to May 2016 including all of the various 'back of the book' types including the booklets, 'OHMS' pefins and the Crowned Circle 'Paid At' handstamps used in BNA.

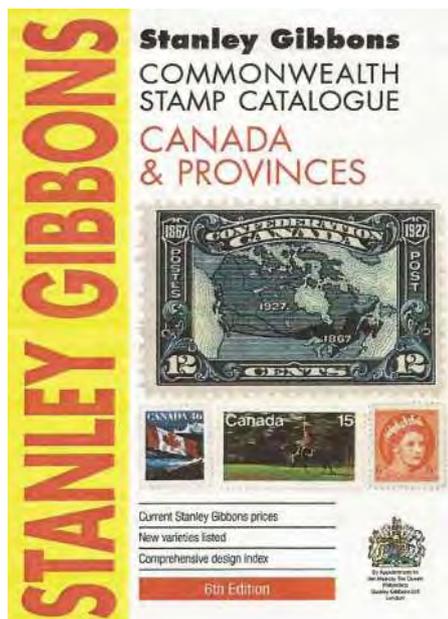
It is only just over two years since the last edition of this catalogue was published but with that edition sold out and many new issues and price revisions this new issue is timely.

Listings up to 1970 are extracted from the forthcoming 2017 'Part 1' catalogue and there have been a number of revisions to the listings of subsequent issues. New listings include another 'imperf between' variety on the 'long' Coronation set of Newfoundland and the 'overprint double' variety on the 1 cent Cameo Official stamp. Several new errors and varieties have also been listed on more modern issues for the first time.

One nice innovation is the inclusion of 'on cover multipliers' for all stamps up to 1945 to allow for calculation of prices for stamps on cover.

Prices have been revised throughout with increases to the Provinces, Canada up to 1950 and errors and varieties being the most notable.

For the majority of UK based collectors this remains the premier catalogue reference and it's listing of the 19th century issues of Canada remains the best in the business. Each new edition adds more listed varieties bringing it closer to the comprehensive



specialised listing to be found in the Unitrade catalogue produced in Canada. This is a volume that will be finding its way into many members Xmas stockings!

The following three books have all been published by BNAPS. They are available from: Sparks Auctions 1550 Carling Avenue, Suite 202, Ottawa, ON K1Z 8S8, Canada Tel 613 – 567 – 3336, FAX: 613 – 567 – 2972; e mail [bnaps@sparks-auctions.com](mailto:bnaps@sparks-auctions.com). Website <http://sparks-auctions.com/bnapsbooks/>

The price quoted below for each book is the retails price in Canadian dollars. Usual terms apply with a 40% discount for BNAPS members.

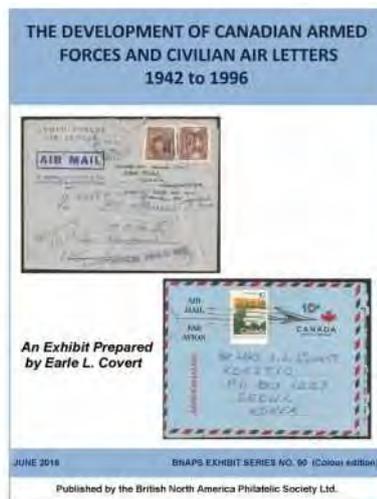
As usual, review copies of these books will be finding their way into the Society Library so if you would like to have a closer look please get in touch with Mike Slamo.

### **The Development of Canadian Armed Forces and Civilian Air Letters 1942 to 1996 :**

**Earle L. Covert;** Released **June 2016.** Exhibit series # 90. 104 pages, 11x17, spiral bound.

Colour C\$ 110.00 [ISBN 978-1-927119-66-2].

Invented during World War II to save weight on mail to and from Canadian Servicemen and women overseas, the Air Letter in its many colourful civilian forms remained in service until 1996. Earle Covert's *The Development of Canadian Armed Forces and Civilian Air Letters 1942 to 1996*, the 90th volume in the BNAPS Exhibit Book Series, is also the first BNAPS exhibit book to be published in 11x17" landscape format. Many years of research and collecting have resulted in a collection of Armed Forces and Civilian Postal Stationery Air Letters that is unrivalled. The Civilian Air Letter section received a Gold award at BNAPEX 2014 BALPEX, while the Armed Forces Air Letter section received a Gold award at BNAPEX 2015 NIAGARA FALLS.



Earle has been involved in the British North America Philatelic Society (BNAPS) as Secretary, Member of the Board, Chairman of the Board and President, and is currently Chairman of the Convention Committee and Chairman of the Postal Stationery Study Group. He has shown over 60 different exhibits of Canadian Postal Stationery, Revenues, and modern postal history. He published *Strike Courier and*

*Local Post of the Elizabethan Era*, and wrote over 20 articles for *BNA Topics* and for *Postal Stationery*, the journal of the United Postal Stationery Society.

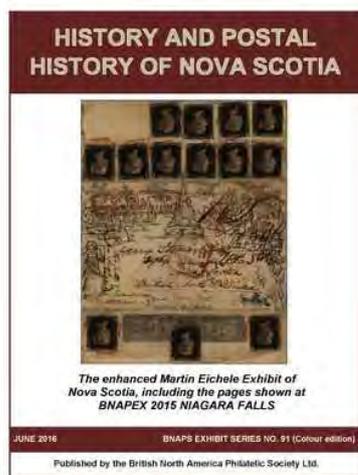
Postal Stationery has been something of a neglected area amongst BNA collectors but this exhibit shows what can be achieved with this modern material and may serve as an inspiration to others to take up this area of collecting.

Whilst the unusual format of this book has no doubt impacted on the price, it will be an excellent reference work for anyone interested in this field.

## History and Postal History of Nova Scotia

**Martin Eichele**; Released **June 2016**. Exhibit series # 91. 276 pages, 8.5x11, spiral bound.

Colour C\$ **95.00** [ISBN 978-1-927119-68-6].



Martin Eichele's *History and Postal History of Nova Scotia* is not a traditional BNAPS Exhibit series book. In this volume, he is showing his complete collection of Nova Scotia material in a historical context to tell the full story of Nova Scotia. In competitive exhibiting, the material would have to be split into a traditional collection, at least one postal history exhibit and a thematic exhibit. In addition to full coverage of the stamps of Nova Scotia and their use on mail, there are extensive sections showing overland and maritime mail between Nova Scotia, the adjacent postal entities of New Brunswick, Prince Edward Island, Newfoundland and St. Pierre & Miquelon, Upper and Lower Canada,

and the United States and the United Kingdom. Among the many covers are historic items from the capture and return of Louisbourg in 1748-1751 and the "Aroostook War" of 1839.

Part of Martin's Nova Scotia collection, shown at BNAPEX 2013 CHARLOTTETOWN, received a Gold award, the Meyerson Award for an Exhibit of the Provinces and Territories before Confederation, and the Order of the Beaver Novice Award. A different version received a Gold and the Horace Harrison Grand Award for the Best Exhibit at BNAPEX 2015 Niagara Falls. All pages shown at either or both BNAPEX 2013 and 2015 are included in this volume.

In addition to some outstanding Nova Scotia prestamp covers and stamped mail, the exhibit includes several examples of incoming mail (including one outstanding

Mulready envelope from the UK franked with 13 copies of the Penny Black) and mail from Nova Scotia post Confederation franked with Canadian stamps. All of the rare Nova Scotia ship letter marks can be found here along with some marvelous Nova Scotia pence covers including bisects. One nice feature of this exhibit is the inclusion of many modern stamps and covers featuring issues pertaining to Nova Scotia.

Overall this is quite probably the finest collection of its kind ever formed and for any member interested in the Maritime Provinces it will provide many hours of enjoyment. It also provides a very comprehensive history of the Province and its interactions with its neighbours.

Whilst this is no 91 in the exhibit series, our review copy is incorrectly numbered 89 – no doubt making it something of a collector's item!

### Philatelic Views of the Peace Tower

**Gary Dickinson**; Released **June 2016**. 74 pages, 8.5x11, spiral bound. Colour C\$ 46.00 [ISBN 978-1-927119-67-9].

The Peace Tower in the Centre Block of Ottawa's Parliament Buildings is one of Canada's four best known national symbols, along with the Maple Leaf, the Beaver and the distinctive red and white flag. In his latest BNAPS handbook, *Philatelic Views of the Peace Tower*, Gary Dickinson describes and analyzes the various uses that have been made of the Peace Tower image on philatelic material, with particular attention to its appearances on first day covers (FDCs) over the years. The Peace Tower has been featured on at least 16 stamp designs issued by the

PHILATELIC VIEWS OF  
THE PEACE TOWER  
by Gary Dickinson



Published by the British North America Philatelic Society June 2016

Canada Post Office. In some cases it appears as part of an overall view of Parliament Hill, while in others it is either the primary focus of the design or a portion is shown. The earliest stamp showing the Peace Tower was the 3¢ denomination of the 60th Anniversary of Confederation issue in 1927. The Tower has also been featured in first flight cachets, on the covers of stamp booklets, in first day cancellations and, of course, on a great number of first day covers.

A fascinating book which provides a good example of how one might form a thematic collection or display around the subject of a well-known landmark. A highly recommended read.

GS



## **SOCIETY NEWS**

### **FROM THE TREASURER**

The Society Accounts for the twelve month period up to 30th June 2016 appear on pages 478 and 479. Copies of the signed accounts will be available for members to view at the Annual Convention in Kenilworth but if members have any questions relating to the accounts they can contact me beforehand (see e mail address – inside back cover).

This has been the first full year with our reduced production and distribution costs for Maple Leaves and the result has been an operating surplus for the year helped by income from the two Society auctions. This will easily allow the reduction in Subscription rates approved at last year's AGM to be accommodated .

A significant fall in the value of the £ against the Canadian \$ has also reversed the exchange rate loss of last year.

We continue to hold the bulk of the Society bank reserves in Canada given the higher interest rates that can be achieved on deposits there compared to the UK.

The overall financial position of the Society remains satisfactory. I once again extend my thanks to Mike Street who has managed the Canadian accounts for the Society and to Jim Bisset who has acted as our Honorary Examiner.

**Karen Searle**

### **FROM THE SUBSCRIPTION MANAGER**

A reminder that subscriptions for the year 2016/17 are now due. My thanks to all those who have already paid. The reminder form was enclosed in the July issue of Maple Leaves but the relevant information can be found in the advert on page 464 if you have mislaid the original. Subscriptions fell due on 1st October 2016 and, as usual, a discount applies to those who get their payments in before 1st November. Even better is the news that Subscriptions have been reduced this year. Payments can be made by cheque (in £ to me or in \$US or \$CAN to Mike Street) or via PAYPAL on the Society website.

Members who have paid in advance for 2016/17, have a life membership or have been a member for over 50 years need take no action – you will not have received the Subscription Reminder in July. If you are unsure if one or any of these apply to you please contact me or Mike Street by e mail or phone and we can confirm your status. Contact details can be found on the inside of the back cover.

**Malcolm Montgomery**





## FROM THE AUCTION MANAGER

By the time this reaches members, the Convention Auction will be imminent but be aware that last minute bids can be accepted by e mail up to **Wednesday 19th October**. Any unsold lots will be available, at reserve, up to **5th November** so please contact me if you are interested in anything.

I will hold another postal/ web auction in late Q1 2017 if sufficient material is consigned. The deadline for receipt of material for such a sale is end December 2016. If you have any material to dispose of via the auction please contact me at the earliest convenience to plan your material into this or a future sale. Our commission rates are the lowest in the business (10%) and we reach directly into a specialist group of buyers so why not give the Society Auction a try to dispose of any surplus material?

**Graham Searle. FCPS**

## LONDON GROUP

Our 2016/17 season of meetings will recommence in November. We meet monthly on the third Monday of the month with meetings commencing approx. 1230hrs for around two hours followed by a late pub lunch. All meetings are held at 31 Barley Hills, Thorley Park, Bishops Stortford. All members are welcome and are requested to bring along a few sheets to each meeting. Contact Dave on 01279 503625 or 07985 961444 for more details. Also see the Forthcoming Events box on page 480 for details of dates etc.

**Dave Armitage.**

## SCOTLAND AND NORTH OF ENGLAND GROUP

Our next meeting will be held on Saturday 29th October at 2pm at the usual venue of the Buccleugh Arms Hotel in Moffat. All members are welcome. Please bring along a few sheets to display and/or some questions to which you are seeking answers. Please contact the Editor for more details.

**Graham Searle FCPS**

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**CONSOLIDATED INCOME AND EXPENDITURE ACCOUNT  
 TO YEAR ENDED 30 June 2016**

INCOME	£
Subscriptions and Donations	6072.83
Maple Leaves Advertising Revenue	2626.92
Bank Interest	263.32
Handbooks etc surplus	2.84
Exchange Packet Surplus	7.10
Convention Surplus	71.70
Convention Auction Surplus	822.83
Internet Auction Surplus	220.76
K Dodwell Sales Surplus	36.05
Share Refund	13.75
<b>TOTAL INCOME</b>	<b><u>10138.10</u></b>
EXPENDITURE	
Maple Leaves Printing and Distribution	4956.00
Administration Expenses	156.66
ABPS fee	141.25
Insurance	418.10
Payment re Jed Taylor Sales	154.35
Bank charges	54.84
Website running costs	252.00
Engraving (Miscellaneous)	49.00
Book Purchase	45.67
Overall surplus for year	3910.23
<b>TOTAL EXPENDITURE</b>	<b><u>10138.10</u></b>

Notes:- Canadian funds have been converted to sterling at C\$1.745= £1

Hon. Treasurer

*[Signature]*  
 25/8/16

Hon. Examiner

*[Signature]* C.A.  
 23/8/16.



## AMENDMENTS TO MEMBERSHIP

to 15<sup>th</sup> SEPTEMBER 2016

### New Members:-

- 3048 FLETT, David E.; 806 McDowell Road W, RR1 Langton, Ontario, Canada N0E 1G0; e mail [bichonlover@sympatico.ca](mailto:bichonlover@sympatico.ca); PH (Norfolk County)
- 3049 LEIGH, Robert G; 2203 Scottsdale Drive, Champaign, Illinois, USA 61822; e mail [phscdb@postalhistorycanada.net](mailto:phscdb@postalhistorycanada.net)
- 3050 GEOFFROY, Peter; Collectibles Corner, 8 Cathedral Street, Dublin 1, Ireland; e mail [petergeoffroy@gmail.com](mailto:petergeoffroy@gmail.com)

### Re-instated:-

- 2561 LUNN, Robert
- 2823 DEMENT, Lex

### Change of Address and Corrections to Address:-

- 1844 SPENCER, Keith; 96 Rehwinkel Road NW, Edmonton, Alberta, Canada T6R 1Z8; e mail [keithspencer41@gmail.com](mailto:keithspencer41@gmail.com)
- 2615 HASID, Ariel; PO Box 547068, Surfside, Florida 33154, USA
- 2727 DEVENEY, David; new e mail [info@deveneystamps.com](mailto:info@deveneystamps.com)
- 3023 WOENSDREGT, Jonathon; 2509 Brule Drive, Sooke, BC, Canada, V9Z 0X8

### Resigned:-

- 2890 LATCHFORD, David (due to ill health)
- 2900 BODDY, Michael (due to ill health)

**Revised Total:- 271**

---

## FORTHCOMING EVENTS

### 2016

- Oct 8 ASPS Stamp & Postcard Fair and Convention, Ardingly
- Oct 14 – 15 SCOTEX, Perth
- Oct 15 - 16 CANPEX, London Ontario
- Oct 19 – 23 CPSGB Convention, Holiday Inn, Kenilworth**
- Oct 29 CPSGB Scotland and North of England Group Meeting, Moffat.**
- Nov 21 CPSGB London Group Meeting**
- Dec 19 CPSGB London Group Meeting**

### 2017

- Jan 16 CPSGB London Group Meeting**
- Jan 20 - 21 York Stamp & Coin Fair, York Racecourse
- Feb 15 - 18 Spring Stampex, BDC Islington, London
- Feb 20 CPSGB London Group Meeting**
- Mar 20 CPSGB London Group Meeting**
- Apr 17 CPSGB London Group Meeting**
- Apr 21 - 22 Scottish Congress, Perth
- May 6 - 7 ORAPEX 2017, Ottawa
- May 15 CPSGB London Group Meeting**
- May 26 - 28 ROYALE 2017 ROYAL, Boucherville, Quebec
- Jul 8 MIDPEX, Warwickshire Exhibition Centre
- Sept 1 - 3 BNAPEX 2017, Calgary, Alberta
- Sept 12 - 16 Autumn Stampex, BDC Islington, London
- Oct 4 – 8 CPSGB Convention, Grant Arms Hotel, Grantown – on - Spey**

## THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN 2014/15

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e mail kenflint@btinternet.com

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**Treasurer:**

Karen Searle, Ryvoan, 11 Riverside, Banchory, Aberdeenshire, AB31 6PS  
e mail: karensearle28@btinternet.com

**Editor, Website Manager and Auction Manager:**

Graham Searle *FCPS*, Ryvoan, 11 Riverside, Banchory, Aberdeenshire, AB31 6PS  
Tel: 01330 820659 e mail: searle711@btinternet.com

**Subscription Manager and Assistant Editor:**

Malcolm Montgomery *MBE*, Cae Glas, Llechwed, Conwy, North Wales LL32 8DX  
e mail: m0bmontgomery@aol.com

**North American Subscriptions:**

Mike Street, *OTB, FCPS*, 73 Hatton Drive, Ancaster, ON Canada L9G 2H5  
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**Advertising and Publicity Manager:**

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