



JOURNAL OF THE  
CANADIAN PHILATELIC SOCIETY  
OF GREAT BRITAIN

# Maple Leaves

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Whole No. 179

Vol. 17 No. 11

August, 1980

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# MAPLE LEAVES

Journal of

THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

INCORPORATED 1946

**Founder:**

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

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

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## EDITORIAL

### LOCAL GROUPS

We have just received a timely reminder from our Vice-President, Jim Bacon, that the Lancashire and Cheshire Group resumed its meetings in January. In his letter Jim asks us to publicise the dates of future meetings, on September 9th and October 14th and we are, of course, only too willing to draw these dates to members' attention. He does not say, because it scarcely needs saying, that all are welcome to take advantage of this opportunity to meet fellow members, to talk 'shop', to exchange ideas, to discuss common interests, to answer questions and to pose them, to display 'treasures' (and possibly to acquire some!) and generally to participate in friendly social intercourse. It is on such occasions that new members can meet old, and newcomers to the hobby can rub shoulders with 'old hands', all secure in the knowledge that there are common interests to be shared and much to be gained by so doing. At such times when the hobby is brought out of the solitary confinement of the study, is allowed to breathe and walk abroad, if only for a few hours, fresh enthusiasm can be engendered. There is nothing splendid about the isolation in which all of us spend most of our collecting lives; but some of it is self-imposed and the main purpose of the Society, indeed of any society, is to remind its members that no one is an island. All

are a part of a continent, a complex of common interests which are best served when they are shared. And as far as the Lancashire and Cheshire Group is concerned they are to be shared at the Bull's Head, Hale Barns, near Altrincham at 8 p.m. on the above mentioned dates. Knowing Jim Bacon as we do we can say with confidence that he is providing an opportunity for enjoyable and profitable evenings that ought not to be missed. Incidentally, despite the geographical titles attached to 'local' groups, there are NO residential qualifications. 'Foreigners' will be equally welcomed!

#### **O.H.M.S. COLLECTORS -- WARNING**

Reports are that 20,000 copies of used Canadian stamps (bought for \$1,000.00) ranging from the Admiral issue of 1911-25 and 1931 to the stamps of the 1950's, have been perforated with faked O.H.M.S. perforations. These "perfins" have been made up from the listing in Roy Wrigley's book "The Catalogue & Guidebook of Canadian Official Stamps", and include varieties, positions, and multiple perfs.

Apparently, all of this material originated on the West Coast. Of the 20,000 originally faked, 5,000 are in the hands of the Royal Canadian Mounted Police but 15,000 are still at large with a resale value of some \$750,000.

If buying any O.H.M.S. material of this type, BE WARY, and know what you are buying.

The 14c **QUEEN ELIZABETH Definitive** has been found with the red colour missing. It seems that some sheets have been found in eastern Canada with 22 stamps in the middle of the sheet with this missing colour.

*(Reproduced with acknowledgements and thanks to the Editor of the Buffalo, the journal of the Winnipeg Philatelic Society - Editor.)*

#### **MR. J. E. KRAEMER**

Mr. James E. Kraemer, Manager and most recently Curator of the National Postal Museum, has been appointed to a new position with the Post Office Department. Mr. Kraemer, in almost ten years of dedicated service to the Museum organized and guided it through its formative years, to the point where it is within months of opening at a new, expanded site in the heart of downtown Ottawa. The new location which expands the museum to 4 times the present size, is at 180 Wellington Street.

A new Curator will be named as soon as possible, following normal Civil Service staffing procedure. Meanwhile Mr. C. R. McGuire has been named acting Curator.

Mr. Kraemer is a fellow of the Royal Philatelic Society of Canada and a fellow of the Royal Philatelic Society of London. He is also a member of the British North America Society's Order of the Beaver.

## CONVENTION PROGRAMME 1980

### WEDNESDAY 1st OCTOBER

- 8.15 p.m. Arrival of Members.  
Display – Canadian Postal Rates 1900-1950 – Dr. M. Carstairs  
8.15 p.m. Ladies – at leisure.

### THURSDAY 2nd OCTOBER

- 10.00 a.m. Study Circle – to be arranged.  
2.00 p.m. Coach Tour – Traquair House – The oldest inhabited house in Scotland.  
7.30 p.m. Ladies – Talk on Edinburgh.  
8.00 p.m. Display – Canadian Covers – E. Killingley.  
10.00 p.m. Auction material on view.

### FRIDAY 3rd OCTOBER

- 10.00 a.m. Study Circle – to be arranged.  
*Afternoon free for sightseeing.*  
8.00 p.m. Ladies – Theatre Outing.  
8.00 p.m. Display – Cross Border Mail – Dr. D. Sanderson.  
10.00 p.m. Auction material on view.

### SATURDAY 4th OCTOBER

- 9.15 a.m. Meeting of Fellows.  
9.30 a.m. Meeting of Committee.  
11.15 a.m. Annual General Meeting.  
2.30 p.m. Auction to be conducted by Geoffrey Manton.  
7.00 p.m. Reception by President.  
7.30 p.m. Annual Banquet and Presentation of Awards.

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## MESSAGE FROM THE PRESIDENT

Things are coming along well for this year's Convention. In this issue the Convention programme is included and I hope you will find it interesting. As you will see, the two Study Circle mornings are unfilled owing to a lack of response to invitations to fill these. I will make further attempts but if there are any volunteers please let me know.

John Hannah tells me that the Auction Lots are pouring in and he now has over 500. This will make for a big sale and, I hope, a successful one.

Unfortunately, because of business pressure, Sandy Mackie will be unable to attend this year's Convention. We will certainly miss him and Marjorie. Convention Exhibition entries should be sent to LESLIE TAYLOR, 13 KILMAURS ROAD, EDINBURGH, who has stepped in to fill the gap.

By the time this issue reaches you, all booking forms for accommodation at the Carlton Hotel should be in my hands. However, if there are any last minute requests, I will try to fill them.

# CAVENDISH

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## CANADIAN STAMPS USED IN SOUTH AFRICA DURING THE BOER WAR

by Kenneth Rowe

The Boer War was the first major conflict to involve citizen soldiers who were also stamp collectors. The results are apparent not only in the various "emergency" issues but also in the many delightful frankings which can be found.

Stephen G. Rich in his handbook "The Philately of the Anglo Boer War" assembled a comprehensive list of foreign frankings which included Canadian stamps. Various authors writing in the Anglo Boer War Philatelist have added to the list. Most such frankings must be considered to be philatelic in nature as only the current issues of G.B., Cape, Orange Free State, Transvaal or Natal could be used officially in the war zones.

As far as I can determine, the only two recorded entries bearing Canadian postage have actually had the postage paid by an additional adhesive postage stamp of one of the regular issues. (Figures 1 and 2).

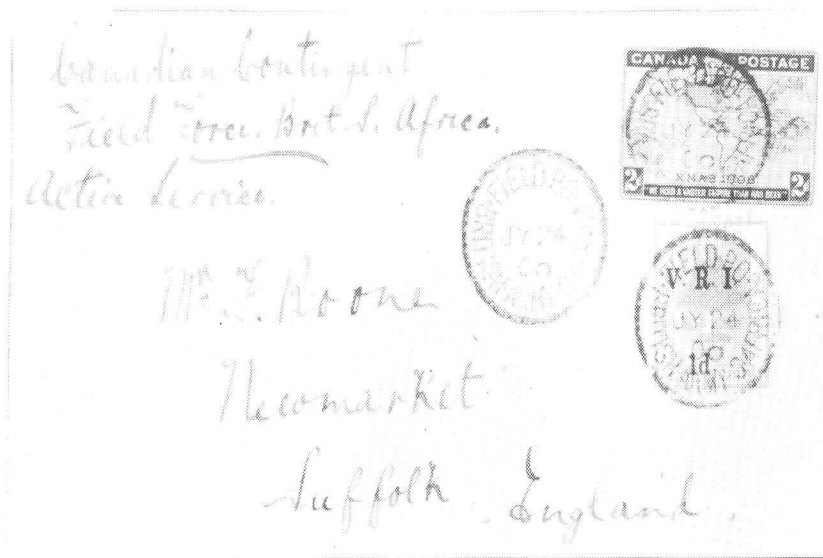
Rich also reported on the status of a fake APO cancel which to date has only been found on single Canadian stamps. (Figure 3).

The following list includes all recorded Canadian postage used in South Africa and lists the recorded cancellations.

S.G.	Scott	Stamp	Postmark
121	50	½c Jubilee	APO 55
141	66	½c Black	?
141	66	½c Black	Fake
150	74	½c Black	Fake
151	75	1c Green	?
151	75	1c Green	Fake
154	76	2c Red	APO 55
154	76	2c Red	Fake
154	76	2c Red	Ficksburg O.V.S.
157	79	5c Blue	?
166	85	2c Map	FPO (Rich 7-13)
166	85	2c Map	Fake
Webb	P17	Postcard	APO 55

The postcard (Figure 2) seems to have been genuinely used. It was written by a member of Strathcona's Horse as follows :-

"Nearing Pretoria Oct 16 1900  
Will be in Pretoria tonight after 2 days and nights on flat cars and  
have 4 more ahead of us perhaps more. Am fairly comfortable



(Fig. 1)

(illegible) . . . . . However I guess we are the best off of any on the train. Don't know yet where we are off to but don't think it is for home. They say we are to have 4 months more campaigning. Train is very hot in fact we have an awning up and lots of ox blankets on the floor. Lots of rum but not much to eat. How I long for home. Passing Canadians all the way down the line. Left . . . . . (illegible) and am ½ way between Machadodorp and Heidelberg.

Jack"

The writer was Pte. J. Harte of Strathcona's Horse. They had handed over their horses to the 6th Dragoon Guards when the Natal Field Force was disbanded at Machadodorp. They were remounted at Pretoria. The card itself was difficult to read for in order to get all the message on the card Pte. Harte resorted to cross writing.

It would seem therefore that the use of the card was not inspired by philately but merely the use of what was available.

It is entirely possible that non-philatelic usage of Canadian stamps can exist. Such items would be Paquebot usage at Capetown or Durban after landing from incoming Canadian troopships.

The author would welcome additions to the list.





(Fig. 2)



(Fig. 3)

*The Fake Cancellation – It is known for this date only and can be found on the stamps of Newfoundland, India and New Zealand! No covers are known.*

## CANADIAN RAILWAY POSTMARKS

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

Part 4



The last two decades of the nineteenth century witnessed an enormous expansion of railway services, particularly in Ontario and Quebec. The completion of the first transcontinental line from Montreal to Vancouver by the Canadian Pacific Railway led to the acquisition of many of these existing lines and the building of others in order to act as "feeders" to the main line. The great rival and competitor of the C.P.R., the Grand Trunk Railway, (Riviere du Loup in Quebec to Windsor and Sarnia in Ontario) also built or acquired a similar network of lines. The opening up of previously isolated communities and the rapid increase in population brought about a need for better postal facilities, and the latter were provided by the establishment of railway post offices on a vastly greater scale than hitherto.

The years 1880-1900 also saw the introduction of a new type of postmark to replace those used on the older railways (types 4C and 4D) or for use on the new railways as they were opened for traffic. This type 9E (illustrated in the heading) is, therefore, principally found on the Small Queens issue.

Out of a total of approximately 170 different postmarks of this type that have been recorded about 70 were used in R.P.O.'s originating in Ontario, 35 were used in R.P.O.'s originating in Quebec, 22 were used in the Maritime Provinces and 4 in the western provinces. All of these incorporated the names of the two termini between which the R.P.O. operated. This, as we have noted earlier, had previously been exceptional; with the introduction of type 9E, subsequent railway postmarks it became standard practice as the older postmarks incorporating the names of railways were gradually phased out. The remainder, about 37, maintained the tradition of incorporating the name of the railway over which the R.P.O. operated with no indication of the termini of the R.P.O.'s (see list appended).

At this juncture it should be pointed out that the use of the term 'R.P.O.' in this series so far actually ante-dates its official adoption. Type 9E postmarks continued the use of the term 'Mail Car' which had been originally adopted in the earliest days of Canadian railway history, and it is principally characterised by the abbreviation 'M.C.' (for mail car) which always appears at the base with the name of the railway or names of the termini above in a circular date stamp of normal size (20 to 24mm. in diameter). The last feature of this postmark type which needs to be noted is that, in common with most of its predecessors, a direction mark north, south, east or west (or abbreviations thereof) appears above the date in the indicia as opposed to the time marks or 'A.M.' or 'P.M.' used in 'ordinary' postmarks. Alternatively, and exclusively on the long-distance R.P.O.'s, the terms 'night' or 'day' are to be found instead of a compass direction. These direction marks or the terms

'night' or 'day' (night is sometimes abbreviated 'N.T.' or 'N') and the letters 'M.C.' at the base of the postmark are therefore key factors in identifying railway postmarks of this era, and it should be noted in this connection that the abbreviations 'AM' or 'PM' were never incorporated in the indicia of any known railway postmarks. In fact the letters 'P.M.' only appear in one known railway postmark and these appear at the base, in immovable type, of a hammer used on the Ottawa & Brockville Mail Car. The wording is abbreviated 'Ott. & Brock. M.C.' and the postmark has been designated type 9B. It is, in fact, unique and why or how it came to be ordered in such an unusual way from the manufacturers, Pritchard & Andrews, remains an intriguing mystery.

The presence, therefore, of direction marks, or NIGHT, NT., N. or DAY above the date in a partial or poorly-struck postmark is an important factor in identifying railway postmarks of this period, and indeed those of earlier times. Conversely, the presence of a time mark or 'AM' or 'PM' in a postmark precludes the possibility of it being a railway postmark, despite apparent evidence to the contrary in both Shaw's and Ludlow's catalogues. It is our experience that where such time marks 'AM' or 'PM' are listed they are due to misreporting as a result of misreading a poor strike, or the postmark concerned is the manufacturer's proof copy. Such hammers, when received by the post office were adapted to accommodate moveable type incorporating direction marks, NIGHT, DAY etc. or train numbers in the indicia, according to the practice current at the time. (The only known exception to this being postmarks used on T.P.O's operating on the St. Lawrence River.) In this connection it should also be noted, however, that time marks based on the 24 hour clock should not be confused with the later train numbers mentioned above, and which were incorporated in the indicia of 'modern' railway postmarks which we shall consider later.

Finally, it is interesting to note that although type 9E postmarks were beginning to be phased out of use by the turn of the century they continued to be used in at least three railway post offices (Charlottetown & Tignish, Moncton & Campbellton and Palmerston & Kincardine) until well into the 1950's. The worn appearance of the latter postmark during the final twenty years of its long life points to the use of a hammer or hammers long after it or they should have been replaced. On the other hand the Moncton & Campbellton railway postmark in type 9E appears to have survived a long period of usage (some sixty years or more) until it is realised that a number of different hammers were ordered from the manufacturers during this time. Why, or how, the new hammers continued to be in type 9E and were not replaced by 'modern' types raises another interesting question, and one which will almost certainly never be answered. But this is a part of the fascination of postmark collecting and of railway postmarks in particular.

### **Railway postmarks in type 9E incorporating the names of railways or abbreviations thereof:**

Canada Atlantic, Canada Atlantic Ry., C.P.Ry. B. & O. Div. (Canadian Pacific Rwy. Brockville & Ottawa Division). C.O.Ry. (Central Ontario Rwy.). G.B. & L.E.Ry. (Georgian Bay & Lake Erie Rwy.). H. & N.W.Ry. (Hamilton & North Western Rwy.). Huron & Erie Rwy. Intercolonial Ry., L.H. & B.Ry. (London, Huron & Bruce Rwy.). Man. & N.W. Rwy. (Manitoba & North Western Rwy.). Mass. Valley Ry. (Massawippi Valley Rwy.). Midland Ry., N. & Pac.Jct.Ry. (Northern & Pacific Junction Rwy.). P.D. & L.H.Ry. (Port Dover & Lake Huron Rwy.). P.E.I.Ry. (Prince Edward Island Rwy.). P.E.Cty.Ry. (Prince Edward County Rwy.). P.E. Island Boat (Prince Edward Island T.P.O.). P.&P.Jn.Rwy. (Pontiac & Pacific Junction Rwy.). Quebec Cntl. (Quebec Central Rwy.). Shefford Rwy. (Stanstead, Shefford & Chambly Rwy.). Souris C.P.R. Section, T.G. & B.Ry. (Toronto, Grey & Bruce Rwy.). Temiscouata Ry., Vermont Jct. Ry. (Montreal & Vermont Junction Rwy.). W. Ont. Ry. (Western Ontario Rwy.). Welland Ry.

---

### **WILD FLOWER DEFINITIVES**

The changeover of printers of the Canadian "floral" definitives, affecting the 3 cents, 5 cents and 10 cents values took place early in 1979. During April, plate 2 was released of the 3 cents denomination, printed by the British American Bank Note Co. As with the previously released 5 cents value, the change has been made from lithographic printing to photogravure. The result is not so attractive in either case in so far as the photogravure method cannot produce a uniformly printed background colour in a solid tone. The effect is one of mottling. The sharp-eyed collector will also note that the green background colour of the B.A.B.N.C. printing has a duller appearance, and the brown intaglio colour chosen by the B.A.B.N.C. has less red to it than the Canadian Bank Note Co's, making for a less pleasing stamp overall. Moreover, all plate 2 printings are perforated 13 by 13½ as opposed to the 12 by 12½ perforations of the plate 1 issues.

*(We are indebted to our Contact Member, Stuart A. Clark, of Winnipeg Manitoba, for this information – Editor.)*

## OBITUARY

### J. N. SISSONS

It is with profound regrets that I report the passing of Canada's number one philatelist and auctioneer – Jim Sissons. He died in Florida on February 18 at the age of 65 after a brief illness.

Jim began dealing in stamps in 1927 while at Westtown Boarding School, Pennsylvania. He was so successful that by the time he was in second year law he prudently abandoned his legal aspirations for a career in philately. In 1946 the subsidiary Company of Sissons and Wegg conducted their first auction. It was the first public stamp auction ever held in Canada.

Sissons BNA Catalogue was the forerunner to the present Lyman's. Another of his great works is the Standard Catalogue of Canada Revenues. One of his numerous philatelic affiliations was the Canadian Stamp Dealers' Association of which he was its founder and first president. He was also an honorary member of the American Stamp Dealers' Association to which he was a consultant.

His favourite non-philatelic activities included golf, horses and bridge. Jim was an outstanding bridge player. Moreover, he frequently enjoyed Chinese food although he was unable to manipulate chopsticks with the same degree of dexterity as stamp tweezers!

Big Jim's untimely death was a serious loss to B.N.A. philately and a great personal loss for it was due to his guidance that I overcame my shyness when entering into auction combat. Going to his auction was like attending a social function – refreshments, audience participation, witty exchanges and the occasional ovation.

On behalf of the Canadian Philatelic Society of Great Britain I extend to his family our deepest sympathy.

Stan Lum.

*FUTURE CONTRIBUTIONS TO  
"MAPLE LEAVES" WILL BE  
GRATEFULLY RECEIVED BY  
THE EDITOR.*

## COVER QUESTION TIME!

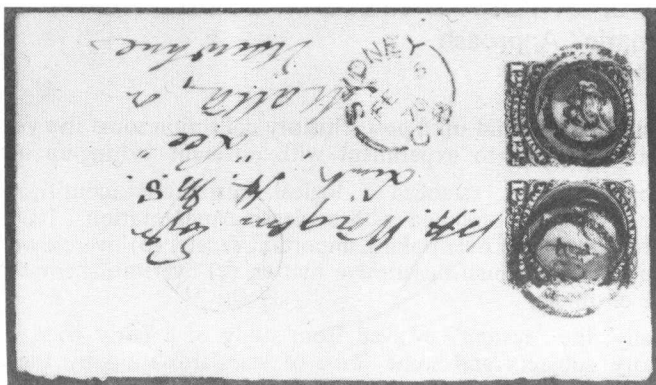
by W. E. Lea

An interesting new correspondence has recently come to light in Canada. It is addressed to P. H. Morgan who was a Lieutenant in the Royal Navy serving on H.M.S. Lion and H.M.S. Lee.

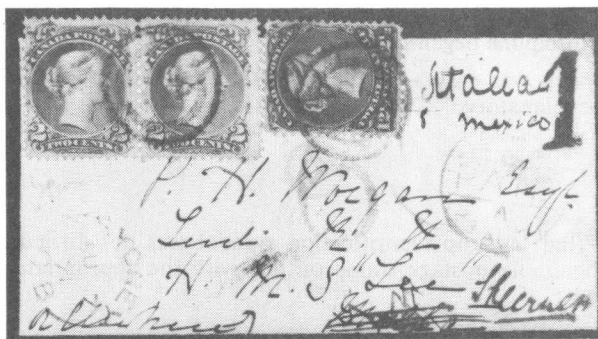


The bulk of the correspondence was sent to England and the first cover illustrated is addressed to Plymouth and then forwarded to Sheerness. (*See above*). The 12½c stamp pays the straightforward Canadian Packet rate to the U.K. and the '1' due mark pays the forwarding charge to Sheerness. Note also the change of ship at this time. The dates are Sydney C. B. May 31, 1869, Halifax N.S. June 3, Liverpool June 15, London June 16, Devonport June 16 and Sheerness June 17.

The next cover is addressed to Malta or elsewhere and left Sydney on February 5 1870. It arrived at Halifax on Feb. 8 and then London on Feb. 22. Regrettably there is no arrival mark in Malta but I assume the rate paid to be 23c. Colonial rate with two cents overpaid as the cover bears a pair of the 12½c. (*See opposite Fig. 1*)



(Fig. 1)



Finally, the mystery cover. (See above). Here the cover is franked with a 12½c stamp and two 2c emerald green copies. This time the cover is also addressed to Malta or elsewhere, but Malta has been crossed out and Sheerness substituted. The rate is 16c – ½c overpaid and can either be 8c double rate to the U.K. via British packet or the Colonial rate to Malta. What is clear by the postmarks is that the cover never went to Malta – Sydney Au 7 1871, Halifax Au 9, London Au 23, Devonport Au 27, London Au 28 and Sheerness indcipherable. Now the mystery – what does the manuscript ‘Italian and Mexico’ mean. Possible change of ship? and the ‘1’ due? Why the long delay from London Au 23 to Devonport Au 27? Probably finding Morgan’s ship and location. What a shame the envelopes lack the enclosures for more information about the letter writer and the recipient!

(N.B. The stamps on all three covers are cancelled with the two-ring “10” postmark of Sydney, N.S.)

## WRITING-UP A POSTAL HISTORY COLLECTION

### A "Systematic" Approach

by L. G. Bellack

After starting to build up a postal history collection some five years ago, I began more recently to experiment with different writing-up methods.

My object was to establish a logical, systematic identification or description discipline, combined with a pleasing presentation. Its purpose should be to prevent (a) overlooking important facets, (b) overcrowding the album page with too much descriptive matter, (c) overstating some data at the expense of others.

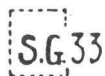
Gradually, the "system" evolved from study of a fairly wide range of postal history subjects and some form of standardisation by the use of symbols looked feasible for general application.

In building up my collection I had concentrated on Routes, Rates, Stamps and Postmarks, with different degrees of emphasis and not always in the same order. Thus, my first experiments were directed towards a simple symbol sequence, acting as signposts for exhibit identification or description. Soon the new discipline began to work.

The first step was easy – finding a suitable symbol for Postmarks that would be self-explanatory.



Next, to find a stamp identification symbol was not difficult either – an easily recognisable postage stamp outline with the appropriate catalogue number inside it:



The Postage Rate symbol came a good deal later – that was not such an obvious choice. Eventually, I came up with two alternatives and, frankly, I am still not sure which is preferable:



Finally, I hit upon my "Route" symbol. It is meant to convey sea as well as land transport:





The illustration of a complete album page with a not untypical postal history exhibit demonstrates how the reported systematic writing-up approach works in practice. (*See below*).

Of course, my "solution" to the writing-up problem is probably no more than a simple starting point for readers' suggestions for further and perhaps more imaginative improvements.

**1898 Yorkton, Assa. Cover to Augusta, Maine, U.S.A.**



Via Winnipeg, St. Paul, Chicago – Jan. 11 – Jan. 17.

95 + 144 + 145 – Small Queen and Maple Leaf stamps, i.e. "Mixed Franking"



1889 Regd. Rate – single letter rate + 5c reg. fee.



1. c.d.s. of despatch 25mm – Jarrett type 316.

2. Reg. mark – Jarrett type 1474.

3. Backstamps: (a) c.d.s. of despatch (Jan. 11)  
(b) Winnipeg transit ds (Jan. 12)  
(c) St. Paul, Minn. Reg. stp. (Jan. 14)  
(d) Augusta, Maine Reg. stp. (Jan. 17)



*(We are grateful to the Editor of the journal of the France & Colonies Philatelic Society for permission to reproduce this article – Editor.)*

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*(Letters to the Editor, continued from page 306)*

Mr. J. Donaldson writes:

#### **'FREE' MARKS**

Recently I acquired a number of 'Free' Marks ranging from 1837 to 1953. I am hoping to research the different uses, even the abuses, and types of Free Marks.

I wrote to Roland Greenhill asking if he had any information in the Library on the subject. Besides Jarrett he sent me the April, 1964 issue of *Maple Leaves* in which appeared a letter by the late Sir George Williamson asking for information on Free Marks. He mentioned he had in his possession a Jarrett type 1504 from Hamilton to Vittoria in 1837. Strangely enough I had purchased this cover from Canada the week before receiving the *Maple Leaves* – it's a small world!

I should be grateful if any member could supply me with any information on this topic. I am anxious to purchase Free Markings on cover or piece for any period, alternatively to borrow for examination.

**RANDOM THOUGHTS ON  
THE CANADA 1859  
DECIMAL ISSUE  
by Lt-Col D. M. C. Prichard**

The recent reprint in *Maple Leaves* of Donald A. King's articles from *Stanley Gibbons Monthly* of 1896 contained a mine of information, even though some of the conclusions and speculations are now outdated. Obviously King did not have access to the voluminous correspondence between the Canadian Post Office department and the American Bank Note Company, who printed the stamps, which is published in *Boggs Vol. II Appendix H*. Otherwise he would not have made such heavy weather speculating whether the perforated pence issues were perforated by the printers or by the Canadian P.O. Dept. and why the 7½d and 10d were never perforated. It is quite clear from the correspondence that the perforation was carried out by the printers, and that the one order for the 7½d and the two orders for the 10d had all been delivered before the perforating machinery was ready.

The tables of receipts and issues of the 1859 decimal issue are invaluable but hardly easy to comprehend in the form set out in the P.O. Dept. annual reports. For the collector the primary use of these figures is to assist in allocating a dated stamp or cover to its correct printing. I have therefore recast the tables into a more practical form as shown at the end of this article. (*These will appear in our next issue – Editor.*)

It must be remembered, however, that the date of usage is not necessarily a conclusive indication of a particular printing because :—

- (a) In the small post offices the demand for stamps was extremely limited. This applies particularly to the higher values, of which a sheet or even part of a sheet might satisfy requirements for several years.
- (b) In the larger post offices there was always the possibility that the sheets of new supplies might be placed on top of existing stocks, so upsetting the normal sequence of issue.

As regards the remainders, these do not necessarily all belong to the last orders as they must have contained some of the earlier orders not yet sold to the public. When the large queens were issued in April 1868, postmasters had the choice of keeping their existing stocks, disposing of them in the normal course of business, or returning them to the P.O. Dept., in which case they were presumably reckoned in with the remainders, but we do not know to what extent the old stamps were returned. As the new issue coincided with a general reduction in postal rates, the 17c became practically useless and the 5c and 10c no longer represented any normal usage. On the other hand the 1c, 2c and 12½c had their counterparts in the new issue, and there would have been little point in returning them.

Contemplation of the tables and the correspondence between the P.O. Dept. and the American Bank Note Company quoted in Boggs Vol. II gives food for much speculation.

It is puzzling why the 10c was allowed to drift in colour from practically black (not at all resembling the 6d as specified) through shades of purple, brown and violet, ending up as a bright red-lilac without exciting any comment from the normally critical P.O. Dept. Why did the 10c, alone of all the values, exhibit this chameleon-like characteristic?

One wonders why the P.O. Dept. persisted in ordering in such small quantities. This policy sometimes caused critical situations. For example, on 28 March 1862 an urgent demand had to be sent to the printers to speed up deliveries of the 5c stamp. This must have been the 12th order of 13 February 62 for 1 million stamps. In response, a consignment of 700,000 was delivered early in April, but the balance was not received until after the next stocktaking on 30 September 62, by which time the stock in hand had fallen to the dangerously low level of 299,400, only one month's supply at the current rate of issue. The printers explained that the holdup was due to the necessity for reorganising their machinery to cope with the increased demand not only for Canada, but Nova Scotia and New Brunswick as well.

It was apparently the practice of the American Bank Note Company to despatch the various orders piecemeal and not to wait till the total order had been completed. For instance, in the case of the first two orders for the 1c and 5c (totalling 1½ million) each value was delivered in no less than ten separate instalments. These two orders gave rise to one of the rare occasions when the experienced W. H. Griffin, who entered the postal service in 1831 and was Deputy PMG from 1857-88, was caught out. He complained that these orders had been delivered 50,000 short, but the printers pointed out that the orders included 50,000 stamps in books, which had possibly not been taken into account. Griffin had gracefully to admit that a clerical error had occurred.

These books (originally suggested by Griffin himself) contained a varying number of sheets. A consignment despatched on 26 Sept. 59 contained (as well as loose sheets) the following books of sheets :—

50,000 1c :- 1 book of 100 sheets, 2 of 50, 8 of 20 and 14 of 10.

50,000 5c :- 1 book of 50 sheets, 1 of 40, 5 of 30, 8 of 20 and 10 of 10.

I wonder whether any of the empty covers of these books survive. Described by the printers as being bound in thick marbled paper, they must have been quite attractive. It seems that not many were supplied. Perhaps the extra cost of 15 or 20 cents per book may have deterred the thrifty P.O. Dept., which always kept a sharp eye on expenditure.

When at the end of 1864 the American Banknote Company asked for a modest increase in their printing charges from 20c to 25c per 1000 stamps, the P.O. Dept. demurred on the grounds that they were informed that the National Bank Note Company [rivals of the American Bank Note Co.] were paid only 12c by the U.S. Government. A.B.N. Co. pointed out the National Bank Note Co. had already asked the U.S. Government to increase the charge by 13 cents to 25 cents to recoup their losses from the old contract price of 1861. [One senses collusion between the two firms.] Furthermore, it was added, the two cases were not comparable, the U.S. contract being worth 40,000 dollars a year [nearly 25 times the Canadian contract.]

Shortly afterwards the printers demand for an increase in price for the embossed Nesbitt envelopes led to the abandonment of the whole idea. These envelopes, though widely used in the U.S.A., had never caught on in Canada. First ordered in 1859, they had been a drug on the market and even a reduction in the bulk selling price in 1864 failed to boost sales. Only 225,000 5c and 100,000 10c were ever ordered and although in the end practically all of the 5c were got rid of, more than half of the 10c remained unsold.

The training of the Canadian public to use postage stamps was a slow business. From 1851 to June 1859 there were three options. Letters could be sent :—

- (a) Unpaid (postage to be collected from the addressee).
- or (b) Prepaid in cash.
- or (c) Prepaid by postage stamp.

In the early days unpaid or prepaid in cash predominated. Between 1851 and June 1859 54 million letters were carried but only 7½ million stamps sold. The collection of unpaid postage from the addressees must have been a great nuisance and concurrently with the decimal currency issue in July 1859 it was virtually killed by the introduction of a 2 cent surcharge on unpaid letters. The option of prepayment in cash, however, still remained and more than a third of all letters continued to be sent in this way. It was not until 1875 that prepayment by postage stamp became compulsory.

During the period 1859-68 the American Bank Note Company made dies, transfer rollers and plates (including repairs) to produce 6 different values of stamps, and printed, gummed, perforated and despatched 77 million stamps, not to mention two dies and equipment to produce 325,000 Nesbitt envelopes. For all this, their total remuneration over the 9 years only amounted to about 17,000 dollars. There could not have been much profit left.

Finally a piece of useless but possibly interesting information. The total number of stamps of the 1859 decimal issue over a period of 9 years would suffice for only 2½ days requirements in Great Britain today.

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The Hotel Booking/Competition Entry Forms inset with this issue should be sent to The President (address inside back cover) or to Mr. L. Taylor respectively. For Mr. Taylor's address see page 283.

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## BLACK DIE PROOFS by "The Yellow Peril"



*(Illustration by courtesy of Bill Edward)*

Although these proofs are listed in "THE ESSAYS AND PROOFS OF BRITISH NORTH AMERICA" (Minuse & Pratt) as "Trial Color small die proof on card, stamp size, black" little is known about them other than they were part of a presentation type booklet that was made posthumously. The booklet contained sets of Queen Victoria Leaf, Numeral – including the two essays, Map, Edward, Quebec, Admiral, Special Delivery, Officially Sealed and perhaps others. All were glued to their pages. The last intact book was sold in an U.K. auction about fifteen years ago. Consensus is that there were three of these presentation booklets issued. One may have been in the Lichtenstein collection; the second in the Canada Post Office (to be confirmed) and the third in the Royal Collection. According to the late Jim Sissons, there may be as many as five booklets for he remembered handling two, but he may have sold the same one (s) twice.

Can any member residing in the U.K. verify that there is, in fact, one in the Royal Collection? Any information on these off-beaten proofs such as date of issue, the occasion and the quantity produced etc. will not only be appreciated but will be of immense interest to our members.



## BOOK REVIEW

### CANADA/B.N.A. POSTAGE STAMP CATALOGUE

The 10th edition or special anniversary issue of the Canada/BNA Postage Stamp Catalogue by W. Gandley and D. Stanley has just been published. Again in full colour the catalogue not only lists information on the designer of each issue but also the printer, the amount of stamps ordered for each issue, date of issue and extensive information about each stamp issue. Mint and Used in fine and good condition including on cover are listed. Starting from the 1927 Confederation issue the major plates for each stamp are identified and priced. The prices reflect the present market but as has been said before this fluctuates so fast that it is almost impossible for any catalogue to keep updated. A good example is the last flag souvenir sheet listed at a sales price of \$4.50. The price quoted by the majority of dealers is around \$3.25. Interesting is the note about the OHMS perforated stamps with no price changes until the question of the many forged stamps has been clarified. By now it is well known that one of the largest official perfin collections contained extensive numbers of forged stamps and for this reason one retail catalogue has eliminated these from their list. The catalogue is well bound, printed very attractively and with almost no editorial errors, which is not often found in other catalogues. One can only recommend this catalogue to all dealers and collectors as a good reference book, even though the colour reproduction is far from perfect.

Hans Reiche

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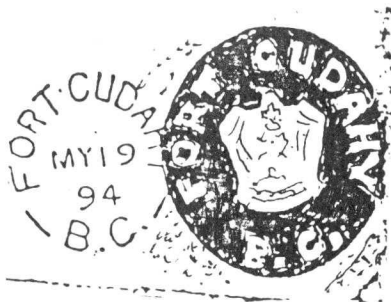
### ROBSON LOWE SALES DIARY

September	3/4	Bournemouth	General Sale
	5	Bournemouth	Postal History
	9/10	London	British Empire
	23/24	London	Overseas
October	1/2	Bournemouth	General Sale
	7	London	Revenue Stamps
	8	London	Great Britain
	21	Basle	Europe
	22	Basle	Great Britain, British Empire.
	23	Basle	Latin America
	24	Basle	Near East

## THE 1876 – 1895

### POSTMARK PROOFS

by F. W. Campbell, F.C.P.S.



About thirty years ago the Canadian Post Office Department discarded a large book of proofs of handstamp strikes of material they had ordered from Pritchard & Andrews, Ottawa, a firm that was, and is, a large supplier of metal handstamps.

The large book soon found its way to a New York collector, and in November 1978 a microfilm copy of it was sent to the Canada Postal Museum in Ottawa. Photostat copies were made from the film, of which I obtained one. It consists of 711 pages each 14 inches long and contains some 25,000 postmark illustrations of the original handstamp proofs. Apart from 'ordinary' postmark proofs it contains those of other postal control material such as registration markings, railway postmarks, money order, banking blanks and even customs department square design markings for the use of the many postal employees who managed the customs in the smaller townships. For no apparent reason proofs for 1884 and 1885 are missing.



Many misspellings are evident (see the three Coquitlam postmarks illustrated above with the correct version on the right), while some places with a postmark can not be located in the printed lists of post offices of the period.

Fort Cudahy B.C. (illustrated in the heading) was a surprise as it is actually in the Yukon (former N.W.T.) a few miles east of where the Yukon River enters Alaska. It was the first headquarters of the Canadian Mounted Police before the Klondyke gold strike was made near Dawson City. About a year later a correct Ford Cudahy, N.W.T. handstamp was made. This, however, was short-lived for soon afterwards the nomenclature "N.W.T." was changed to "Yukon".

The first handstamp for Vancouver also appears on the proof sheets. Originally this had been called Granville, in which a post office was opened in 1874. The name was changed to Vancouver on 5th January, 1886. The Port Moody Post Office opened on 10th January, 1882 about 12 miles east



of Vancouver. (See illustration above).

It is also interesting to note that proofs of the squared circle postmarks were all illustrated until mid 1895, Sudbury being the last. After 1895 there are, therefore, no illustrations of any proofs of handstamps that were made later.

Finally, it is quite a coincidence, but the squared circle postmarks for Mansonville-Que-JU9-93 with thin lines, and Laurentides-Que-JU9-93 with heavy bars are both proofed on the same page about half an inch apart. Both, it will be noted, bear the same date.

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## STAMP BOOKLETS

Most students of Canadian philately are aware of an officially sanctioned experiment that occurred during 1970.

Opal Manufacturing Company Limited of Toronto, which had supplied Canada Post with stamp booklet vending machines since 1955, was permitted to place on sale from vending machines in Toronto a 20-cent booklet that sold for 25 cents. This booklet contained a pane arrangement of four two-cent and four three-cent stamps with a gutter in between — a pane arrangement that does not exist in any official booklet. These booklets were printed by Canadian Bank Note Company and went on sale on 26 October 1970.

It was discovered, after the fact, that approximately 225,000 of the total 2,200,000 booklets printed appeared with a perforation along the centrefold. This practice was discontinued, as it was felt to be unnecessary.

A lesser known officially sanctioned booklet experiment occurred early in 1972. For this experiment, the 25-cent booklets were stacked back-to-back and rubber-stamped on the face “2 booklets of”. It is estimated that approximately 3,200 of these double booklets were sold from vending machines — 6,400 single 25-cent booklets in total. These double booklets were never made available from the Philatelic Service and are not to be confused with the 25-cent booklets that were sold containing two panes of 25-cent value, with a sticker that read “50c”. These were released in August 1971 and sold through the Philatelic Service.

## LETTERS TO THE EDITOR

Mr. L. G. Asquith writes:

### Montreal Registration Marking

In the course of collecting 'barrel' cancellations I came across a cover which may be of interest to members. It is a registered cover (airmail) franked with a pair of the 15 cents 'gannet' stamp of 1954 (S.G.474). The sender was J. R. Reynolds, 713-5 Avenue S.W., Calgary, and the cover mailed from Calgary, Alberta Sub. No. 3 according to the usual rectangular registration mark in the bottom left corner. However, the stamps themselves do not appear to have been cancelled at Calgary. They are cancelled with an oval postmark reading at the base (under the date Feb. 15, 1957) "Montreal Registration, British & Foreign Mail" in three lines. Above the date appears the French version in two lines. On the reverse are two back-stamps, one illegible, the other a Montreal P.Q.B. & F.R. barrel cancellation. The oval marking cancelling the stamps appears to be unusual, to say the least, and if any readers can throw any light on its usual purpose and period of usage I would be pleased to hear from them.

*(See also page 295)*

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2272 COX, Richard P., c/o Bank of Montreal, Smiths Falls, Ontario, CANADA K7A  
4T1. B, C, PBL, R  
2273 CANADA POST OFFICE, The Manager, Sales and Marketing Development,  
Retail Marketing Branch, Ottawa, Ontario, CANADA K1A 0B1.  
2274 DeLACY-SPENCER, Rev. R., Rose Cottage, Newchurch, Kingston, Hereford-  
shire HR5 3QF. RPO, A  
2275 TILLEY, Giles E., 27 Hornton Street, London, W.8. CR-CS

### Deceased

- 1320 Fletcher, J. R.  
2024 Gilmore, J. A.

### Resigned

- |      |                |      |                   |      |                  |
|------|----------------|------|-------------------|------|------------------|
| 1584 | Brown D. E.    | 1698 | Cross, I. F.      | 1430 | Gordon, R. J. C. |
| 2149 | Hale, M. B. S. | 2047 | MacPherson, V. A. | 1463 | Proud, E.        |

### Change of Address

- 1469 Aitken, H. D., 1426 Oxford Street, Regina, Sask, CANADA S4N 4G5.  
1933 Beaupre, M., 937 Ave des Erables, Apt. 3, Quebec, Que., CANADA G1R 2M8  
2216 Curtis, D., 3916 Westview Drive, Terrace, Brit. Col., CANADA V8G 2S5.  
2159 Grenier, G., 48 Les Chenaux, Vandreuil, Que, CANADA J7V 1G3  
2265 Hayne, N. A., P.O. Box 220, Bath, Ontario, CANADA K0H 1G0.  
1110 Kanee, S., Apt. 18B, 200 Tuxedo Blvd., Winnipeg, Man., CANADA R3P 0R3.  
2231 St. Martin, S., P.O. Box 550, Barberton, Ohio, U.S.A. 44203  
587 Thompson, Capt. J. E. R., 47 Clover Way, Gunton, Lowestoft, Suffolk.

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