



JOURNAL OF THE  
CANADIAN PHILATELIC SOCIETY  
OF GREAT BRITAIN

# Maple Leaves

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Whole No. 194

Vol. 19 No. 2

August, 1983



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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

### Contributions to MAPLE LEAVES

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

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

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## **NEW STAMP NEWS**

### **CANADIAN FORTS IN STAMP BOOKLET FORM**

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

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

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

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

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

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

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

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

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

#### **NEW DEFINITIVE STAMP**

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

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

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

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

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## ADMIRAL NOTEBOOK (Part 7)

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

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

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



(Fig. 1)

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

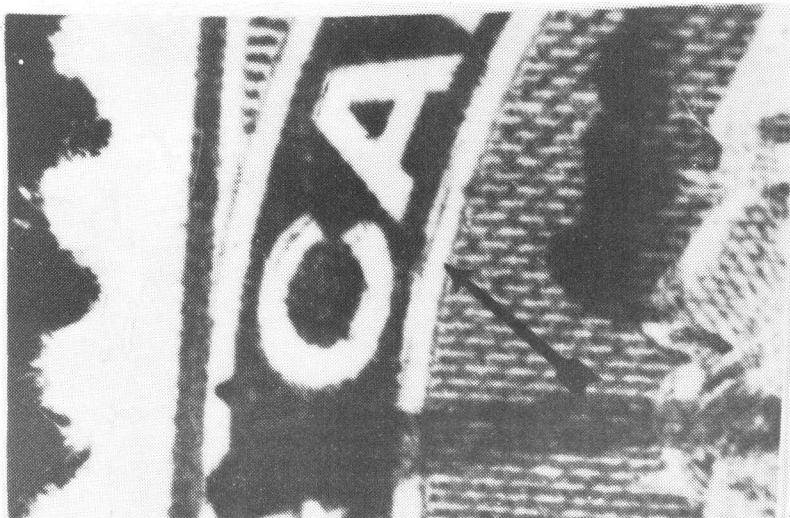
For example in this group of plates we find according to Marler that after Plate 12 the next to be engraved was Plate 14. The stamps in both lower panes plus the first 8 in the 10th vertical row of the upper right pane of Plate 14 show the single break typical of this group. At this point a second break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

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

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



*Fig. 2*



*Fig. 3*

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#### **CALGARY PHILATELIC SOCIETY**

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

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

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



**SOUVENIR  
FROM AN  
ADMIRAL  
COLLECTION**

by  
**The Yellow Peril**



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

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

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

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

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

## LETTER & POSTCARD RATES OF CANADA (Part 7) by Dr. M. W. Carstairs, F.C.P.S.

### The Australasian & Pacific Island Rates

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

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

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

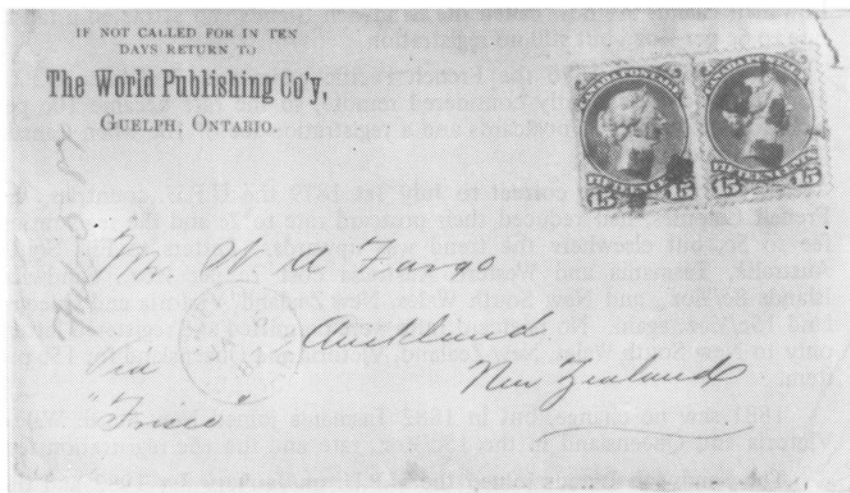
First *Route L* Overland from Canada to New York and San Francisco and from there by American owned Pacific Mail Line boats monthly to Australia, New Zealand, China, Japan, Fiji and the Hawaiian Islands.

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

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

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

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



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

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

In 1875 the rates by route L for letters were 8c per ½oz for Fiji, Queensland, South Australia, Western Australia, Tasmania and Victoria, but 9c per ½oz. for the Hawaiian Kingdom and 15c per ½oz. for New South Wales and New Zealand. Registration was allowed only to New South Wales and New Zealand for 12c per item. A fine cover illustrating the double 8c rate is illustrated in *B.N.A. Topics* of September-October 1982.

In the 1877 guide the French possessions in the Pacific are included at a rate of 13c per ½oz. for letters and a 12c registration fee. These colonies are listed as: North Caledonia, Tahiti, Marquesas Islands, Isle of Pines, Loyalty Islands and the Archipelagoes of Cubuai, Tuamotus or Pomoton (Low Islands) and Gambier (Eastern Oceania) under the protection of France. Of more importance the rate for Queensland was increased to 15c/½oz. and registration was allowed there for a fee of 12c.

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

The 1879 guide, correct to 1st August 1878, reduced the letter rate to Fiji, South Australia, Tasmania and Western Australia to 5c per ½oz., but withdrew registration facilities. New South Wales, New Zealand, Queensland and Victoria now come in at 12c per ½oz. and a 10c registration fee. The

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

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

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

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

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

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

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

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

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



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

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

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

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

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

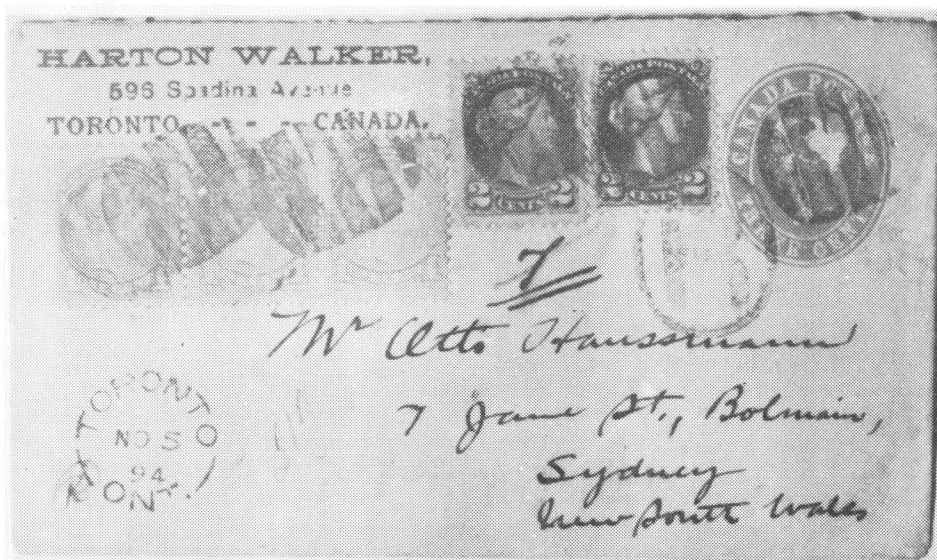
Letters sent by this route M cost a basic rate of 16c per ½oz. plus a registration fee of 20c to all the Australian colonies and New Zealand, but if

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

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

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

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



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

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

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

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

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## LETTER TO THE EDITOR

Mr. R. F. Winter writes:

### CONSOLIDATED TREATY SERIES

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

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

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



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## FIVE VERSIONS OF A SCARCE CANCELLATION CONFIRMED

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

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

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

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

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

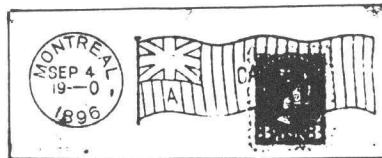
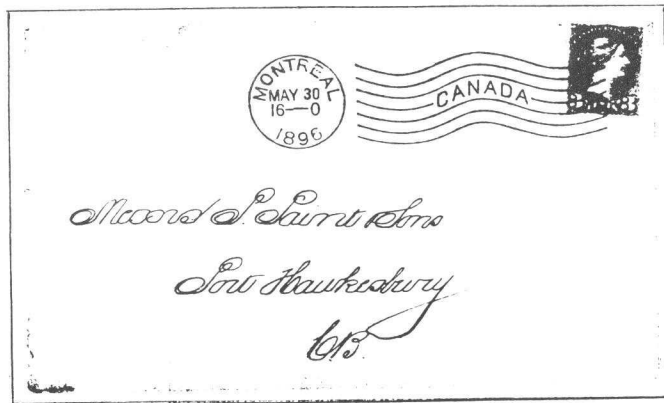
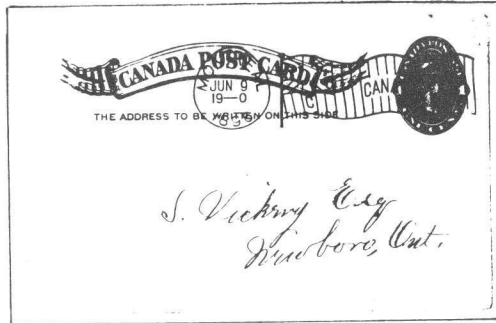
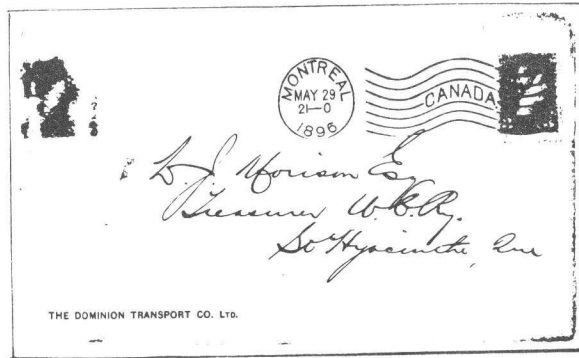
Any member, other than those affiliated to Geoff Newman's group, holding an example of M3(a) is urged to report it to the author; a photostat copy for record purposes would be greatly appreciated. Please remember the left edge of the M3(a) obliterator forms a vertical whereas M2(b) follows the curve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

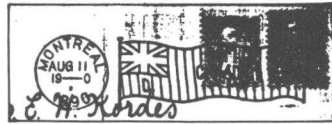
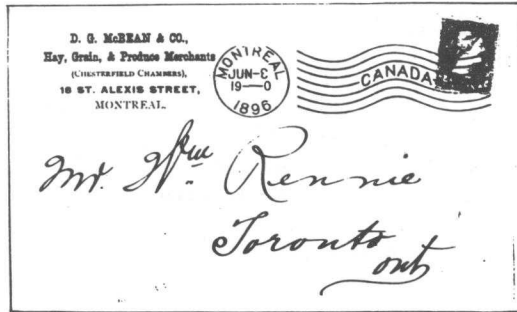
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## AT HARMERS JUNE 7-10 AUCTIONS

### “Specimen” overprints sales

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

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

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

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

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

## STRATHROY REVISITED

by R. B. Winmill

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

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

**The Broken Circle Hammers of Strathroy**

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

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

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

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

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

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

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

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

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

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

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

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

## **"ONLY FOOLS RUSH IN . . . ."**

### **THE CANADIAN CENTENNIAL DEFINITIVE ISSUE 1967-1973**

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

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

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

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

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

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

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

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

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

My collection requires 11 such discs:

**Paper Variations**

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

**Postal Indicator Bands or Tagging**

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

**Gum Variations**

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

**Printing without variation**

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

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

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

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ALL CONTRIBUTIONS TO  
MAPLE LEAVES  
WILL BE WELCOMED  
BY  
THE EDITOR



## THE NEW LONDON POST OFFICE, OPENED TUESDAY MAY 1 1860

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

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

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

### THE ENTRANCE

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

### GENERAL AND DELIVERY DEPARTMENT

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

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

#### **DELIVERY OFFICE**

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

#### **DISTRIBUTION AND SORTING ROOM**

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

#### **INSPECTOR’S DEPARTMENT**

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

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

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

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*(continued from page 47)*

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

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

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