

Maple Leaves

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

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MAPLE LEAVES

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EDITORIAL

I must start this Editorial with some long overdue congratulations. Firstly, to Ken Lewis from Wales. Some of you may remember Ken from a recent CPSGB Convention. He was the 2008 recipient of the Geldorf Medal from the R.P.S.C. for his articles in the Canadian Philatelist. Ken received his award at a meeting of the Lakeshore Stamp Club in Ontario back in March.

Secondly, I must congratulate the following CPSGB members who won major awards at the ORAPEX 2008 show in Ottawa in May. John Cooper ran off with a Gold Medal and the Grand Award for his exhibit of the 1928-9 Scroll Issue (those of you clever enough to have booked for this years Convention will get to see it there!). David Handlemann also won a Gold and the Best BNA Postal History Award for his study of Mail between BNA and UK between 1766 and

1875. Well done to you both and all the other winners.

By the time you read this, Convention 2008 will have come and gone and your Editor will be relaxing with a cold beer (or something stronger) and thankfully minus one job! It is, of course, not too early to be thinking about 2009 and 2010. Convention next year is at the usual time of year in Welwyn Garden City. However, following the query from Mike Slamo in the last issue of Maple Leaves, I can also report that the overwhelming feedback supported having the 2010 event in the Spring of the year to coincide with the London 2010 international exhibition. Accordingly, the 2010 Convention will run at the unusual dates of 30th April to 3rd May in Eastbourne. More details of both events will appear nearer the time. Full date and location details of these and other CPSGB events can be found in the *Forthcoming Events* section on page 416.



Those older members amongst you may be amused (and a little chastened) to see the record prices being paid in the last two years for the imperforate and part perforate stamps of Canada issued between 1920 and 1945. Most of these stamps were, of course, never officially 'issued' ; rather handed out in somewhat dubious circumstances to preferred recipients. For many years these stamps carried a big stigma and many collectors refused to have them in their collections.

However, the passage of time has ensured that the origins of these stamps has been largely forgotten and, as they say, 'every dog has his day!'

Finally, a reminder that subscriptions for the 2008/2009 season are now due. Those who have not yet paid still have a few days in hand to pay at the discount rate of £13 or \$33 – which applies up to 31st October. Thereafter the full subscription of £16 or \$39 is applicable.

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The Society benefits when subscriptions are paid promptly and so do members as it helps to keep rises in the level at bay. Because this is so, a discount is offered to all members who pay their dues before 1st November each year. To make sure you take advantage of this, if you have not already done so, and you have a U.K. bank account, why not pay in future by direct debit?

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NEWFOUNDLAND: THE MYSTERY OF THE RUBBER HAMMER 'ST. J. & P.A.B.' HAND STAMPS, 1936 – 1949.

Brian T. Stalker F.C.P.S.

Introduction: Newfoundland's 'cross-country' railway, built to a three foot six inch gauge and completed in 1898, ran 497 miles from St. John's to Port aux Basques at the south-western tip of the island, where connection was made with a steamer service across the 100 miles wide Cabot Strait, to connect with Canada's Intercolonial Railway at North Sydney. This rail / sea route, about 27 hours by train plus 8 hours by steamer, was Newfoundland's main mail artery throughout the first half of the twentieth century.

Travelling Post Offices operated on both the railway and on the Cabot Strait steamers.

Main Line Steel Postmark Hammers 1930-1949: In 1930 the first of three batches of 'standard' single circle steel hammers (~24mm diameter) were introduced for use on the St. John's & Port

aux Basques RPO: four hammers of Type A (small 'T' in ST.) were followed by three of Type B (large 'T' in ST, and side dot either side of NEWF'D.) and six of Type C (large 'T', no side dots). Proof strikes of one from each batch are illustrated in Figure 1.

Main Line Rubber Handstamps 1936-1949: From mid-1936 a series of rubber hammer hand-stamps, generally around 30mm diameter, were also used; these are illustrated in Figure 2.

Early use of the first of these hand-stamps was on 'facing-slips' and other official documentation, rather than on mail. Indeed a Post Office Circular of 26th October 1939 specifically banned their use for cancelling stamps :-

Date Stamping of Mail

Complaint has been made that certain officials are in the habit of cancelling Postage Stamps with rubber handstamps and coloured inks. This practice is wrong



Type A



Type B



Type C

Fig 1



Fig 2

and must be discontinued forthwith. The complaint also mentions that there is considerable carelessness in date stamping at many offices, with the result that stamps are spoiled from the collector's point of view.

Official steel stamps, black stamp pad ink and rubber mats are supplied to all offices. Postmasters must take steps to see that these stamps are used for all mail, and the rubber mat should be placed under the mail being obliterated to ensure a clear impression of the date stamp. Steel stamps must be kept clean in the manner laid down on Page 434 of the Post Office Circular.

Despite this instruction, several cases have come to light recently of Postmasters cancelling Postage Stamps with coloured inks. Postmasters are advised that if further cases of this nature come to light

disciplinary action will be taken against the offenders.

By way of explanation, Messrs Robinson and Topping informed me that stamps had to be cancelled with carbon-based ink which necessitated the use of steel hammers, but postal orders, other documents and transit marks could be dated by rubber hammers using an ink-pad with non-carbon based ink...carbon rotted the rubber. Figure 3 illustrates the rapidity with which the rubber hand-stamps deteriorated; a combination of rotting and distortion of the rubber, compounded by over-inking and / or smudged striking...it is scarcely credible that these were produced by the same instrument. Various colours of ink were used; red, blue, various shades of purple, and black being most common.

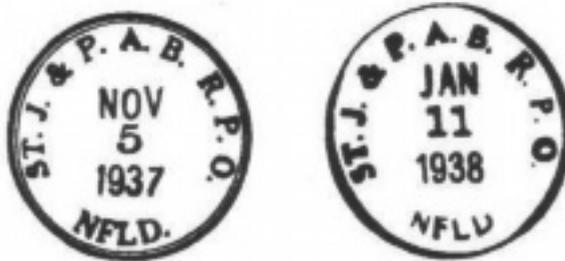


Fig 3

Thus from 1936-1949 we had a series of 'official steel stamps' being used concurrently with another series of possibly un-official rubber hand-stamps. On the basis of almost thirty strikes on covers in my collection, the prohibition on using rubber hand-stamps for cancelling postage stamps was generally adhered to until mid-1946, after which it is commonplace to find stamps cancelled by the rubber hammers and coloured ink.

After that introduction and preamble we arrive at the mystery in the title of this article...

When and where were the rubber hand-stamps used? Considering first the 'when', an analysis of my covers reveals:-

1. None emanated from St. John's; all were mailed at out-ports or on the train.
2. 18 of 19 strikes before June 1946 are transit marks on registered letters addressed to Canada or the USA, the other is addressed to the UK, none are on internal mail.
3. 5 of 9 strikes from June 1946 onward are on registered letters.
4. 4 of 5 strikes from June / July / August 1946 are on registered letters from East Coast outports addressed to St John's,

the other is an ordinary letter addressed to Sandy Point.

5. The 4 strikes from 1947 are on letters addressed to Canada (2) and the UK (2).
6. I have no strikes dated 1948 and only two on stamp / piece from 1949.

Although not conclusive, and there are the odd exceptions not fitting the norm, it would seem that the rubber hand-stamps were used primarily:-

- (a) as transit marks on registered letters from outports addressed abroad from 1937 up to mid 1946;
- (b) as transit marks on internal registered mail, mainly addressed to St John's during summer 1946;
- (c) as cancelling marks and transit marks on outport mail addressed abroad during 1947.

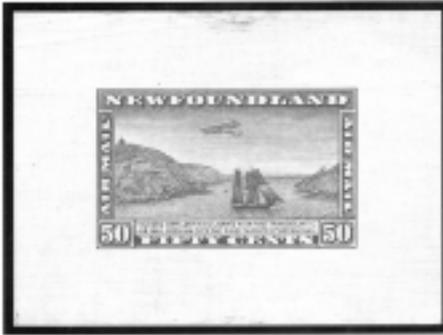
As for the 'where', clearly that would be on the train...but there were at least two trains, and apart from possible concurrent use of two hammers during summer 1946, only one hammer at a time appears to have been used during the rest of the twelve - thirteen years of use. To gain a better insight it is necessary to appreciate that the 547 mile line from St. John's to Port aux Basques was split into several operating divisions



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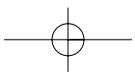
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for refuelling, taking on water, changing locomotives and crew. Initially the main line service was tri-weekly and the postal authorities decided to divide the journey into four postal runs, not coincident with the operating divisions, and in June 1898 the following mail clerk appointments were recorded:-

St. John's to Brigus Junction *
43 miles 2¼ hrs
James Cox

Brigus Junction to Norris Arm
212 miles 11¼ hrs
John Mesher

Norris Arm to Bay of Islands
148 miles 7½ hrs
Mark Davis

Bay of Islands to Port aux Basques
144 miles 7 hrs
Charles Nichol.

* The St. John's to Brigus Junction section was over the original 1880's track, known by 1898 as the Conception Bay Railway, with a TPO service dating from 1885, and James Cox's run continued on from Brigus Junction to Harbour Grace and Carbonear.

Executive Minutes and Postmaster General Reports after that date do not specify which runs were manned by which mail clerks. However it was not long before the workload necessitated having two clerks on each run and in June 1900 Messrs James Gushue, Isaac Evely and Thomas Vavasour were appointed. The Postmaster General's Annual Report for 1908/09 recorded that '*clerks on cross country express trains...are engaged from 28 to 35 hours each trip, without rest or sleep*'. That implies major changes to the

original arrangements, even after allowing for 'double-tripping'. The introduction of a six trips per week schedule in June 1912 through into World War I necessitated the use of four mail cars, and two steamers on the Cabot Strait service, and by 1914/15 twelve mail clerks were engaged on the main line RPOs. Furthermore, examination of timetables suggests that Whitbourne, Grand Falls and Humbermouth became regular change-over points for the postal runs, with Clarendville and Badger also being used from time to time.

During the mid to late 1930s, the period when the rubber hand-stamps were introduced, a tri-weekly main line service operated during the summer season (mid May to end of December) and a twice-weekly service from January to mid-May. Even the twice-weekly winter service necessitated the use of two trains, hence two mail cars, but as noted earlier, only one rubber hand-stamp appears to have been in use at any time. So, on which mail car were the rubber hand-stamps used? Or, perhaps more relevantly, on which section of the line were they used? And was one particular mail clerk responsible?

Since all the rubber hammer strikes during the period up to 1946 were on registered mail heading away from St John's to overseas destinations, it seems reasonable to assume that bundles of overseas registered mail would be made up, probably by the senior clerk, as the train approached Port aux Basques. After hand-over, the mail clerk on SS Caribou on the Cabot Strait service, would combine the registered mail from the train with those collected by the coastal mail steamer SS Glencoe travelling along the South Coast. To date, I have not been able to identify the railway mail clerks, or the clerk-in-charge, on the western run terminating at Port aux Basques, so for convenience let



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me call him 'Weston McTrain'. Was Mr McTrain temporarily transferred to the eastern section of the main-line during the summer of 1946? If so, that would account for the batch of strikes on mail headed to St. John's, and it would also suggest that only one clerk was using the rubber hand-stamps. In the absence of data to confirm or disprove that hypothesis let me progress to a registered first day cover mailed at Channel Post Office on 12th May 1938, Channel being the community adjacent to Port aux Basques.

That cover with back-stamp postmarks is shown in Figure 4.

All at Sea, a tragedy and frosty reception: This cover has puzzled me for some time. Why should a registered cover to Halifax posted at Channel have a **ST. J. & P.A.B. R.P.O.** postmark? Why wasn't it separately bundled with a 'Canada' slip by the postmaster at Channel and handed direct to the mail clerk on the SS Caribou? Why did it go on the train?



Fig 4



Bonhams¹⁷⁹³

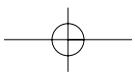
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In trying to understand what had happened, it occurred to me that the 'railway' rubber-hammer might have been used by Mail Clerk William Thistle on SS Caribou rather than the train. Usually he used a **PORT AUX BASQUES & NORTH SYDNEY / T.P.O.** rubber hammer... but was that temporarily unavailable?

Another trawl through the Post Office Circulars found the following sad news in the Circular of 12th May 1938:

... William J Thistle died at North Sydney on 6 May. Born on 7 Nov 1891, Mr Thistle entered service as a Letter Carrier on June 8 1906. In June 1911 he was promoted to Assorter at St John's GPO. From Aug 1912 to Jan 1922 he was a TPO Mail Clerk. From Jan 1922 to Oct 1925 he was Clerk in Charge of the Night Shift at St John's GPO. From October 1925 until his death, Mr Thistle was Mail Clerk on SS Caribou.

Further, the Circular of 2nd June 1938 reported that :

Owing to the death of the late Mr W. J. Thistle, Mail Clerk on SS Caribou on May 6th, the following changes have been made:

Mr H Cutler Mail Clerk on SS Glencoe to be Mail Clerk on SS Caribou;

Mr A LeDrew, Mail Clerk on SS Home to be Mail Clerk on SS Glencoe;

Mr W Hart, Mail Clerk on Conception Bay Railway to be Mail Clerk on SS Home;

Duties of Mail Clerk on Conception Bay Rwy will be performed by Mr Giles Smith for the time being.

Unfortunately neither statement indicates who was mail clerk on SS Caribou on 12/13 May. Could it have been Howard Cutler off SS Glencoe? Perhaps it was one of the assorters from the North Sydney office, most of whom had served as TPO mail clerks previously, possibly Daniel Ferguson, Heber Williams or Onslow

Brown? One of them would probably have undertaken the return trip from North Sydney to Port aux Basques during the week of William Thistle's death. Or was it Weston McTrain, and if so, might he have taken his rubber hammer hand-stamp with him?

A 'Google' search came up with 'www.icedata.ca/icedb/st_lawrence/G1938May.htm'... a treasure trove of ice reports from newspapers and vessels in the Gulf of St Lawrence, month by month dating back to the nineteenth century, a must-visit site for anyone interested in the steamer and ferry services of Prince Edward Island and the other islands and ports in the Gulf. Of particular relevance to my quest was:

31st Mar 1938: North Sydney: The steamship Caribou, specially equipped to battle ice, seemed to be winning a five-day battle with close-packed ice off Sydney harbour, tonight. After fighting helplessly against the pack since Sunday night without moving more than 2½ miles off the coast, the Caribou had battled her way out of sight of land tonight, with grinding floes still surrounding her, but clear water in sight. As the Caribou forged slowly outward toward Port aux Basques, the ice-breaker Montcalm was gradually breaking her way toward port, conquering one of the worst jams in recent years. (HH 01/04/1938 p9#7)

27th Apr 1938: North Sydney: For the second time this week the SS Kyle was delayed in reaching this port from Port aux Basques and the steamer was over six hours behind schedule arriving here Saturday. Running into ice when ten miles off Channel Head the ship was forced to plow through loose ice until off Flat Point. (HH 28/04/1938 p15#7).

No answer, just more questions, but those reports suggest that *SS Kyle*, relieving *SS Caribou* either for regular maintenance or for ice-damage repairs, might still have been on the Cabot Strait service on May 12/13. Thus we can't be sure which steamer carried my cover, neither do we know who the mail clerk was.

Or maybe he got it wrong? Another scenario could be that the Channel Postmaster put the first day cover in the wrong bundle on 12th May, sending it to the St. John's bound train departing at 6pm rather than holding it over for the next day's departure of the Cabot Strait steamer? That being so, it could have travelled north with Weston McTrain, perhaps as far as 253 miles to Badger on Express No2, and transferred with him there to south-bound Express No1 at 7.20am on Friday May 13th, transit date-

stamped accordingly, and returned to Channel / Port aux Basques in time for the 9pm sailing of the steamer.

Or maybe I'm chasing shadows! We probably will never know the answer to all or even some of these questions...but please let me know if you are able to add another piece to the jigsaw.

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OTTAWA R.C.

The Yellow Peril

Illustrations by Susan So

The picture below (fig 1) shows the front of an 1899 registered letter, sent to the USA.

The OTTAWA R.C. FE 6 99 circular date stamp was applied twice to the front of the registered cover; on the upper right and again to its left. The impression on the right is partly obscured by the 6 cents and 3 cents Numeral stamps. Both stamps are also graced by the House of Commons 'C' cancel. There is also a trace of an Ottawa Free Registered oval beneath the stamps. The reverse of the cover bears several back stamps, including a fine Boston Feb 8 99 transit/ receiver.

Figs 2 and 3 show the front and back respectively of a second cover. This one was sent from Inglewood, Ontario to the Department of Marine & Fisheries in Ottawa. It is backstamped with the OTTAWA R.C. datestamp as a receiver on 28th March 1899.

The only thing known about this intriguing mark is that it was used on letters to and from Government departments during 1898 and 1899; as a date stamp (front and back) on both registered and non-registered letters.

As none of the knowledgeable collectors I consulted could provide an answer, it is up



Fig 1. A double weight registered cover to USA paid by 6 cents and 3 cents QV Numerals; each stamp graced by the House of Commons 'C' in two rings.

to CPSGB members who may have any information on the R.C. marking to advise our editor. It would be particularly

interesting to know if this mark was ever used to cancel stamps and what the earliest and latest dates of use were.

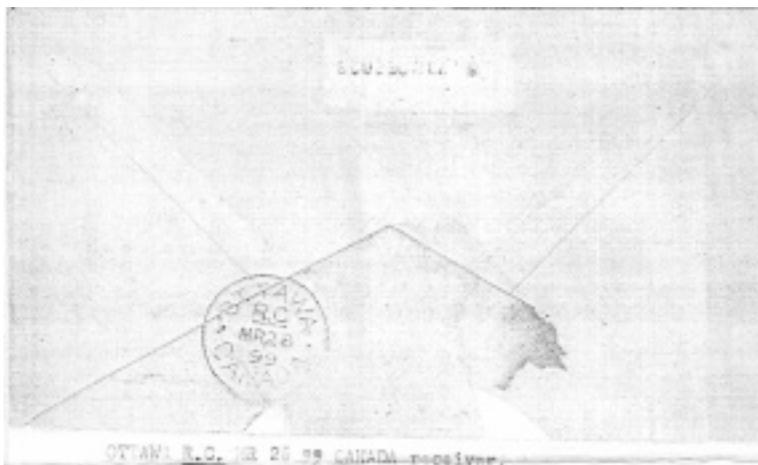


Fig 2 Ottawa R.C. MR 28 99 used as a receiver. Reverse of the cover in fig 3.

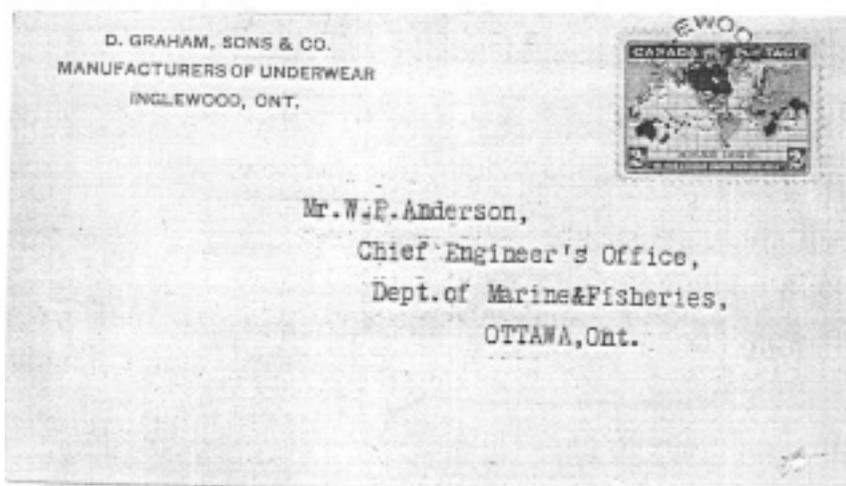


Fig 3 2 cent Map tied with Inglewood split ring to a cover to the Dept of Marine & Fisheries, Ottawa. From the Rob Lunn collection.

CANADA PAYS ITS DUES (2) - SOME OVERSEAS DUES

David F. Sessions, FRPSL, FRPSC, FCPS

Shown in this instalment are a couple of international letters from Canada which incurred postage due on arrival.

The first is a cover to France (see fig 1) which bears a 30 centimes postage due stamp. With the rate to Europe in 1932 being 5 cents and the missive having been stamped 3 cents, one might have expected 20 centimes (4 cents Canadian) as postage due. However, a 2 cents concessionary rate for post cards to France was granted from 1 June 1929 and subsequently extended to letters. When the domestic letter rate was increased to 3 cents on 1st

July 1931, the rate to France was also increased to 3 cents. When this article originally appeared in the Journal of the 'Postage Due Mail Study Group' I had speculated that the postage due charge arose because the letter was overweight, even though the rating did not quite fit. A Group member, Keith Lloyd, kindly put me right. The cover is addressed 'poste restante' and the 30 centimes charge related to the levy made by the French Post Office for this service. Thanks to my sheltered philatelic upbringing, I was totally unaware of such charges. The levy was apparently introduced in France on 1st May 1920 at 20 centimes for a letter.



Fig 1 April 1932 letter to France addressed 'Poste Restante' and charged 30 centimes

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The rate was increased to 30 centimes on 1st May 1926 and remained so until 5th January 1942 when it was increased again to 50 centimes.

The second cover (fig 2) is addressed to South Africa and also gave rise to conjecture. In November 1932, when the cover was posted, the airmail rate to South Africa was 15 cents for the first half ounce. This rate covered fees for all airmail services available en route and in the country of destination. The likely route would have been by rail from Vancouver to Seattle, by air to New York, boat to London and then by air to South Africa.

Imperial Airways had inaugurated a regular air service from London to Cape Town on 20th January 1932. The 'jusqu'a' marking, two red lines through 'Air Mail' suggests that the cover was to be carried by air only as far as New York; the date in the receiving handstamp is illegible. The cover was short paid by 9 cents Canadian, which gave rise to postage due of 18 cents = 90 centimes. This, in turn, was translated to 9d in Johannesburg where it was to be collected. It may be that the sender was aware that the internal airmail rate was 6 cents and stamped the letter accordingly. Even so, this was still a shortfall as an additional 3 cents would have required for the surface rate to South Africa.



Fig 2 November 1932 letter to South Africa sent by airmail and charged 9d on arrival.

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DEALERS IN FINE STAMPS SINCE 1924

PENALTY CHARGE

John Wright

Lot 554 in the Society's March 2007 Postal Auction was a 'Group of 5 Canada covers or Cards to the USA all taxed'. It included the cover illustrated below which bears an 8 cent Caricature, machine postmarked '4 vi 1976'; boxed '4 CENTS DUE'; 'POSTAGE DUE __ c', with manuscript '24' inserted; and a block of 4 US postage dues, cds cancelled 'JUN 11 1976'.

On 1st March 1976, the 1 oz. rate to the USA was increased from 8 cents to 10 cents, presumably not known to the sender of this letter which was charged 4 cents postage due (double the deficiency) by Canada Post.

The 'POSTAGE DUE __ c' was added on

arrival in the USA as were the four postage due stamps. Mike Street, whose help is gratefully acknowledged, advises that starting on 1st January 1976, the USA made a 20 cents charge for short paid mail. What is less certain is whether the 'double deficiency' charge was added to this flat rate charge (in which case the cover is correctly rated) or if they added only a single deficiency to the flat rate charge (in which case there is an error). The latter seems more likely as Mike says that 'charge + single deficiency' applied when a similar system was introduced in Canada and also, later, when applicable in the U.K.

The USA flat rate charge increased to 42 cents on 1st July 1981.



Fig 1

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STREET CANCELS 1886 - 1918 (PART 3)

Graham Searle

Introduction.

This is the third in a series of articles that will attempt to list and illustrate the "Street" cancels used in Canada between 1886 and 1918. This part covers the story of the Hamilton, Ontario Street cancels.

My thanks go to member, Stéphane Cloutier, author of the *Catalogue of Canadian Duplex Cancellations third revised edition 2005* and long time collector of Hamilton postal history. Stéphane has helped with much of the detail in this article and has provided some of the pictures from his collection.

Hamilton had three well known 'Street' offices, operating in the period 1887 to 1904. The first of these to open was the office at James Street.

James Street

The James Street sub office in the west of Hamilton opened in August 1897 at 302 James Street North. The first postmaster was Arthur Vincent who remained in office until May 1902. On 1st September 1904, James Street was renamed as the Hamilton sub-office # 4, thereby giving it the distinction of being both the first and last Hamilton Street office.



Fig 114 View of James and King Streets, Hamilton circa 1900

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The regular cancel seen from James Street is a full circle CDS type shown in fig 115. It has a diameter of 24mm and is found with indicia AM, PM and NT. I have seen records of dates from October 1890 when it was proofed to January 1901. Much rarer is an earlier CDS type shown in fig 116. This is superficially similar to the later type but has two dots between the office name and 'Hamilton' and lacks the period after 'Hamilton'. This type was proofed in August 1887 and was probably in use until late 1890. I am aware of only three copies of this rare cancel with the earliest date in August 1887 and the latest in November 1889.

It seems likely that the CDS cancels were retired from use in 1901. A very rare duplex cancel was used thereafter (10). I am aware of only one copy of this cancel illustrated in fig 117, it is dated July 1901. It seems probable that this cancel

was in use up to the renaming of the office in 1904.

James Street also produced a unique straight line type of cancel shown in fig 118. The example illustrated is the only one I have ever seen. It is possible that this type was used on parcel post. Any further information that members may have on this cancel would be welcomed.

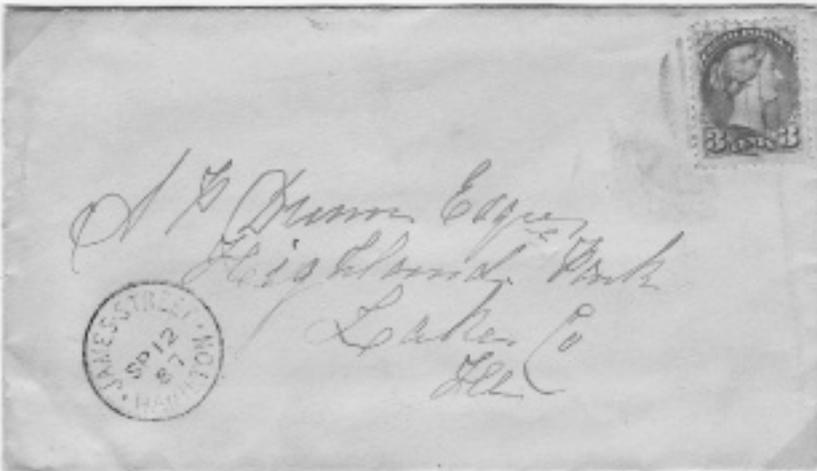
Two further 'Street' offices were opened in Hamilton in 1891 at Pearl Street and Steven Street.

Pearl Street

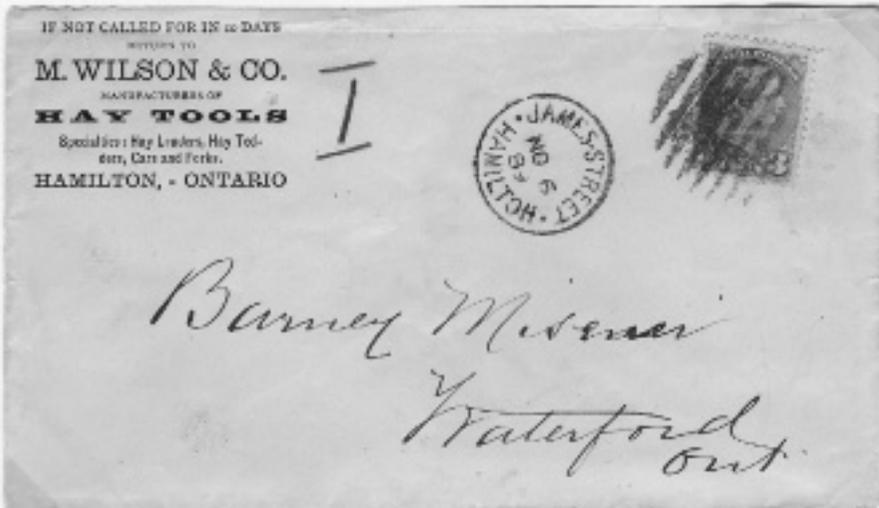
The Pearl Street office opened in April 1891, initially as a branch office. It became a sub-office in 1903. The first postmaster was Arthur Doherty who lasted only a year before being replaced by



Fig 115 James Street CDS cancel Later, common, type in use from 1890



This is the EARLIEST KNOWN example of this cds



This is the LATEST KNOWN example of this cds

Fig 116 Early type of James Street CDS cancel (courtesy of Stephane Cloutier)

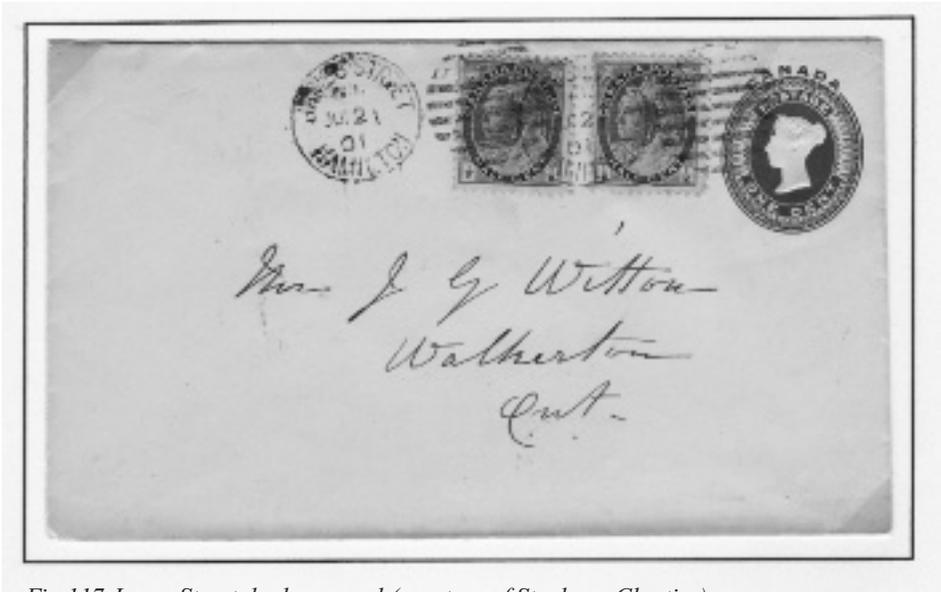


Fig 117 James Street duplex cancel (courtesy of Stephane Cloutier)



Fig 118 Unusual straight line cancel from James Street



Fig 119 Pearl Street CDS cancel

William Hull who remained in office to 1901. On 1st April 1903, the name of the Pearl Street office became Hamilton sub-office # 5.

Pearl Street used only one type of cancel. This is full circle CDS type with a 23.5mm dater, shown in fig 119. It is found with indicia AM, PM and blank. I have seen records of dates from April 1891 (9) to April 1901 (8) but I assume that this cancel was in use for the whole life of the office.

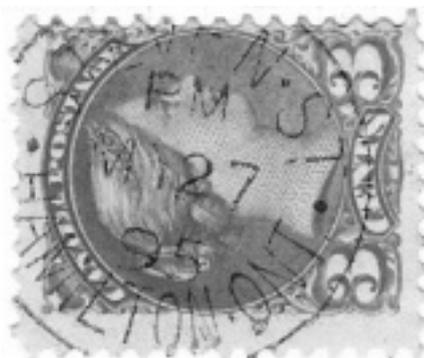


Fig 120 Steven Street CDS cancel

Steven Street

The Steven Street office also opened in April 1891. The first postmaster was a Henry Taylor who remained in office until 1902. On 1st April 1903, the name of the office was changed to Hamilton Sub # 1. This office seems to have been less used than the other two as cancels from Steven Street are far rarer than the other Hamilton types.

The office used only one type of cancel. This is a full circle CDS type with a 23.5mm dater, shown in fig 120. It is found with AM and PM indicia. Once again, I have seen records of dates from April 1891 (8) to April 1901 (9) but I assume that it was, in reality, in use throughout the life of the office.



Fig 121 Strachan Avenue CDS cancel with AM indicia

TO BE CONTINUED.

and now.....AN UPDATE ON THE TORONTO CANCELS

Some further information on these cancels has reached me courtesy of members Brian Hargreaves and Dean Mario.

Firstly, Brian confirms the existence of the AM indicia on the Strachan Avenue CDS cancel (see Maple Leaves July 2008 page 328). This is shown in fig 121 on the previous page.

He has also sent me a couple of scans of the Parkdale '2' parcel oval cancel which I was not able to illustrate in the July issue. These are shown below as fig 122 and replace fig 91 on page 334 of the earlier issue.

Brian has also sent me a scan of a Strachan Avenue roller cancel (fig 123) which is a new type not listed in my earlier article.

Finally, Dean Mario has confirmed the existence of the Parkdale '2' duplex with an AM indicia. This is shown in fig 124.



Fig 123 Strachan Avenue roller cancel



Fig 122 Parkdale parcel oval cancel

References:-

- (1) National Library of Canada and National Archives of Canada; available online at: <http://data4.collectionscanada.ca>
- (8) Notes on Street Cancellations compiled by the late Dr. Charles Hollingsworth
- (9) Private correspondence from Stéphane Cloutier.
- (10) The Duplex Corner – James Street/Hamilton: A New Duplex Discovery by Stéphane Cloutier. PHSC Journal March 2006.



Fig 124 Parkdale '2' duplex with AM indicia

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THE 1859 CENTS ISSUE (PART 3)

Richard Thompson

Recently I came across a copy of the 2c decimal of 1864 perforated 11.8 X 11.9. When it was compared to a reference collection it was found not to be from printing 2 brown lake, which is normally perforated 11.8 X 11.9 but rather from printing 6 carmine red, which is normally perforated 11.9.

Printing 6 of the 2c stamp and printing 23 of the 10c were both ordered on July 27 1866. Geoffrey Whitworth wrote an article published in the April 1995 Issue of Maple Leaves in which he outlined that the 23rd order of 10c stamps were perforated 11.85 to 11.95 horizontally and some were so perforated vertically when at a certain point in time four perforating pins in a row were absent (presumably this occurred one at a time as I have an example with two missing pins in a row). Geoffrey observed that eight stamps were known perforated 12 X 11 3/4 (I would call them 11.9 X 11.8) and he theorized that perforating machine B (11.8) had been brought out of retirement to complete the vertical perforating while perforating machine C (11.9) was repaired.



It is possible that while this was occurring with the 10c stamps the 2c stamps of printing order 6 were perforated 11.9 vertically and some 11.9 horizontally when machine C was taken out of service for repairs and the rest of 2c printing 6 was perforated 11.8 horizontally by machine B (11.8).

SOCIETY NEWS

SOUTH WEST AND WALES REGIONAL GROUP

The group held its annual get-together at the Portishead Stamp and Postcard fair on Sunday 10th August. There were 5 members and 2 guests present and the members provided four mini-displays of Newfoundland stamps and proofs; Canada booklet panes, QV to GVI; a Canadian postal history and postcard miscellany and Newfoundland 'Pence Period' covers.

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The article below reached the editorial desk by e mail from Canada and is from a source who prefers to remain anonymous, writing under the 'nom de plume' of 'David in Canada'. It contains details of a number of modern stamp varieties not listed in the current edition of the Canada Specialised Catalogue.

NEW VARIETIES

The first variety is a modern day stamp with a nice double impression error. Several such errors are listed in the catalogue but this is a new one. It occurs on Scott 1991b, the first stamp out of the gate to commemorate the awarding to Canada of the 2010 Winter Olympic Games. This particular example comes from a booklet (BK 251A) of 30 stamps. This will be a good error to look for as the stamp was produced and released in July 2003 and the print run was limited. Fig 1 shows the stamp in question and a close up of the double impression of the red printing which is best seen in the maple leaf on the flag.

The illustration in fig 2 shows a se-tenant, untagged error on an official first day cover of the Algonkian Indians issue of 1973. The fact that these stamps exist

untagged has been known for some time but this is the first time I have seen the errors turn up on a FDC. I have no idea how many members collect untagged errors on modern stamps but I guess this type of item would be your idea of heaven if you do!

The next two varieties are both on the 2007 Beneficial Insects Low Value definitives. The first of these is on the three cents 'Chrysopa Oculata' stamp (Scott 2235). This variety is shown in fig 3 and has been found on at least two panes of the stamp in identical positions so it may well be constant. The figure shows the stamps position in the pane of 50 charted through to the position of the flaw on the stamp itself. The variety appears as a light coloured dot in the blue background colour under the 'Ca' of Canada.



Fig 1 Double red impression on Scott 1991b



Fig 2 Untagged error on the se-tenant pair of Scott 566-567 on a first day cover

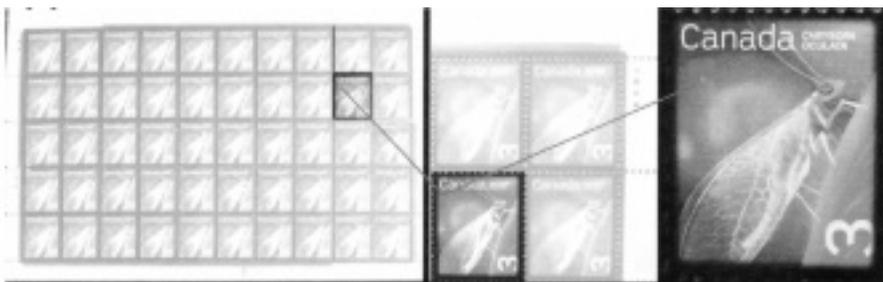


Fig 3 Flaw on Scott 2235

A similar variety has been found on the five cents 'Bumbus Polaris' stamp (Scott 2236). Fig 4 shows this one which has also been found in identical positions on at least two panes so may well be constant. The layout of the figure is the same as the earlier variety. The trail ends in a detailed view of the variety which appears as a light coloured dot in the green background colour under the left hand arm of the 'n' in Canada.

Even more recent is the stamp in fig 5. This is the Audrey Hepburn stamp issued in May 2008 (Scott 2272a). This stamp was issued in a self adhesive booklet of 8 containing two panes of 4 of the stamp. The variety occurs in the lower right stamp of one of the panes and appears to be constant. The variety stamp shows a black circular dot in the left part of the design. The dot appears to be in the direct eye sight of the actress. It is common practice

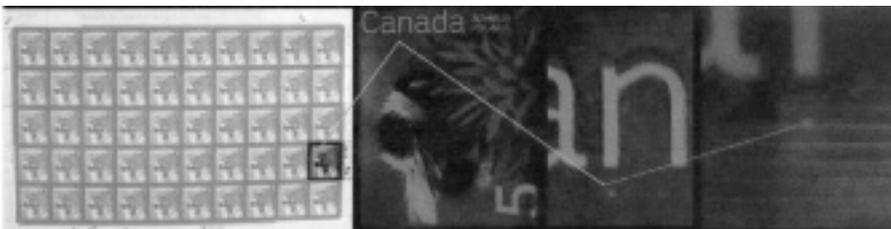


Fig 4 Flaw on Scott 2236



Fig 5 'Audrey's focal point' variety. Scott 2272a

for portrait photographers to either advise their client to keep an eye on a particular object ahead of them, or alternatively distract the subject in some way in order for the photographer to achieve a more natural, candid, result in the viewfinder. In this case, Audrey Hepburn appears to be mesmerised by the small black dot as the focal point of her concentration so the variety is already being dubbed 'Audrey's focal point'.

The next two varieties both occur on the 17 cents Queen Elizabeth stamp of 1979 (Scott 789). The first of these is shown in figure 6 and is a new constant tagging flaw. For tagging specialists, this variety is similar to the 'hook tag' flaws listed in the catalogue

(see page 212 of the 2008 Edition of the Unitrade Catalogue). In this case, however, the flaw appears as a 'horseshoe' shape to the left of the right tag bar. Like the 'hook tag' flaw it is found on several stamps and moves position vertically. (*Editors note. Can any of our members explain the origin of these tagging varieties?*)

The second variety on this same stamp is shown in fig 7. This is a vertical line through the tip of the Queens nose – similar to a 'doctor blade' flaw. It has been found on a large number of stamps in a block but does not appear to be constant in any way. The exact position of the line relative to the Queens head does vary quite a lot from stamp to stamp.

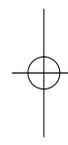
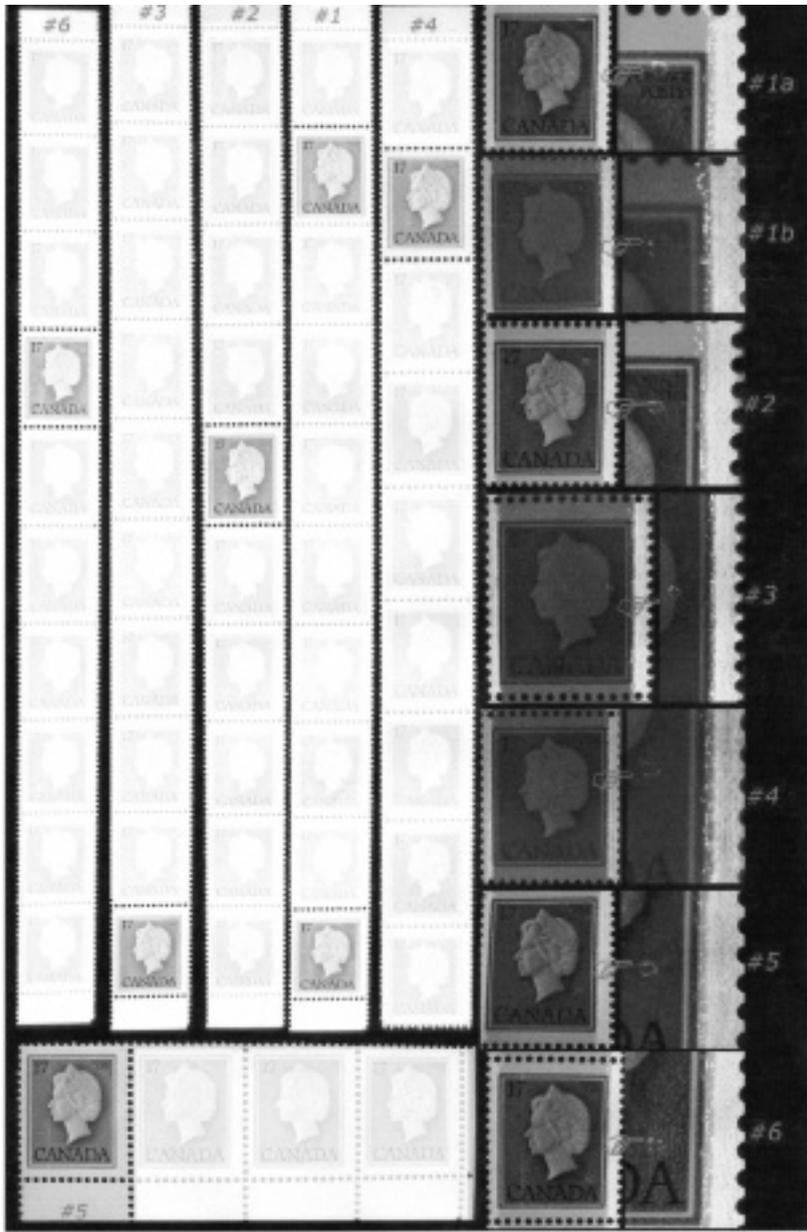


Fig 6 'Horseshoe' tagging flaw – Scott 789

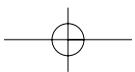




Fig 7 Vertical line flaw – Scott 789

The last of these modern varieties is found on the Silver Jubilee stamp of 1977 (Scott 704). The variety has been labelled the 'Star Spangled Pearl' as the variety stamp shows the pearl in the Queens left ear (right as you look at the stamp) to be coloured red, white and blue in vertical stripes rather than the normal all white.

The variety also shows soft, blue-green vertical 'lace effect' lines running down from the pearl through the area of the Queens cheek and neck down to the area where the dress and cross sash begin. This variety is hard to illustrate well – I can only hope that the large magnification blow up in fig 8 shows the essence. Suffice to say that the variety is more obvious when seen in the 'flesh'.

Good hunting!



Fig 8 'Star Spangled Pearl' and 'Lace Effect' flaws. Scott 704

LETTERS TO THE EDITOR

David Armitage

YUKON OFFICIALLY SEALED COVER

Now that Colin Banfield has formally retired (well part time anyway) we decided to hold the London Group meetings at my house in Bishop's Stortford. Colin, Derrick Scoot, Iain Stevenson and myself live within a few miles of each other so it is reasonably convenient. For our March meeting, I invited three friends from our local Society along to boost numbers. One of them is a collector of 'Instructional Marks' and has a casual interest in matters Canadian as he has relatives in Ontario. To participate in our evening, and mainly as a wind up for me, he brought along the cover below (fig 1).

The cover was initially purchased for the 'Not Called For' handstamp and the dead

letter office marks, from a fellow collector who had taken a table at his Societies Annual Fair – to dispose of some of his accumulated 'rubbish'. My friend thought the cover was interesting enough to part with his hard earned pension and he purchased it. Ten minutes later, our Club Secretary, (who had first spotted the item and directed my friend to the dealers) the buyer and I sat down for a coffee and a chat with an opportunity to show off our purchases and I was shown the cover. After the initial surprise that such a cover would turn up at a local fair, I explained the rarity of the item (and have sulked ever since!!) My friend has said that I can make the first offer should he ever decide to sell the item. Well that was before Colin Banfield came on the scene!

Figs 1 and 2 below show the front and back of the cover which was sent from



Fig 1



Fig 2

Sale, Manchester on 2nd June 1905. The Empire surface letter rate of 1d per _ oz. was paid by a King Edward VII definitive. It was addressed to Mr James Thompson at Dawson City, Klondyke, Alaska, Canada with the notation 'Post Office till called for'.

The reverse shows a Dawson City receiver of 27th June 1905. Two further (different) Dawson City cds cancels appear on the front dated 3rd July and 11th July. The 'Not Called For' handstamp was probably applied in Dawson prior to the letter being forwarded to the Dead Letter Office. An oval violet Branch Dead Letter Office stamp from Victoria, British Columbia appears on the reverse, dated 31st August 1905. It is here that the letter would have been opened and the Officially Sealed label (OX2) applied.

I hope our members will be as interested in seeing this cover as we were (*and will no doubt look closer in future at other folks accumulated rubbish!* Ed.)

Mike Street

BABNCo ITEM

The picture below (fig 3) may assist in answering Derek Law's question on page 362 of ML July 2008. This is playing card revenue stamp Van Dam no FPC1. They were printed by the American Bank Note Company in 1947. As can be seen, the size and shape are close to Derek's example although the design shows many differences.

Richard Johnson

MONTREAL POSTAGE DUE MARKINGS

In the first of his two interesting articles on the subject [Maple Leaves, January and July 2008], Gib Wallace states (p. 207) that the use of these markings for post cards



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were 'not applicable'. The illustration in fig 4 below is an example of one such use. The cancel is a variation on Gib's Type 3. It reads:

'Montreal, Canada/ 21/ GRATTON / AUG / No. 818'.

Since 'Gratton' is not a postal district in Montreal (such as 'N. D. G.' which is described in Gib's second article), the name is likely that of a clerk. The sending date from Anglesey in Great Britain to Bangor, Saskatchewan seems to be 1930.



Fig 3

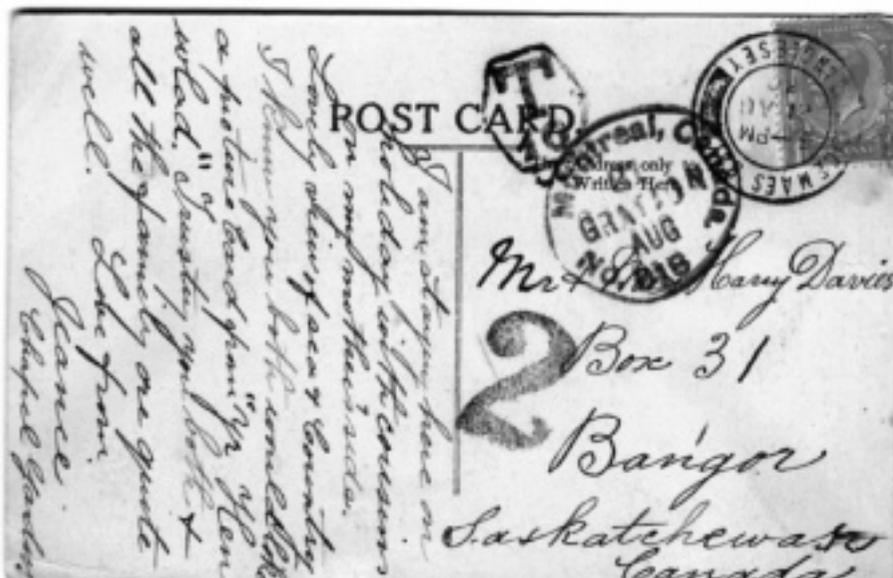


Fig 4

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BOOK REVIEWS

ATLANTIC PROVINCES POST OFFICES 1990 – 2007

by **William Topping, 2008** Available from Topping Books, 7430 Angus Drive, Vancouver, B.C. V6P 5K2, Canada. Priced at \$12.00 plus postage.

This is the latest title in a series of booklets covering modern post offices. The earlier booklets published in 2007 covered the post offices of Western Canada and this new title is in the same format. The book covers the post offices of New Brunswick, Newfoundland and Labrador, Nova Scotia and Prince Edward Island. Each of these provinces is treated in a separate section with the postal outlets being listed in alphabetical order followed by a second listing of the 'RC'

numbers in numerical order. The alphabetical listing provides the RC number, outlet name, business, address, city, postal code, old RC number and both opening and closing dates. The second listing matches RC number against outlet name. The information has been taken directly from the Post Office data base and the only problem appears to be that this database started life in the early 1980's. All outlets which were open at that time are listed as opening in 1981. The result is that it is necessary to refer to earlier works for information on those postal facilities established prior to 1980.

To keep costs down the book, of some 60 pages, has been held together with a single staple and is designed to be mounted in a loose leaf folder.

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As with the earlier titles, this book will prove an excellent reference for students of modern postal history and represents good value for money. The review copy is in the Society Library.

GS.

THE POSTAL HISTORY OF WORLD WAR II MAIL BETWEEN CANADA AND SWITZERLAND

by **Charles J. LaBlonde and John Tyacke**. The American Helvetia Philatelic Society, 2008, 8.5x11', spiral bound, 250 Pages. Available through Ian Kimmerly Stamps, Ottawa, at \$Cdn26.95 + GST + shipping and postage <www.iankimmerly.com/books/>, or airmail postpaid overseas for \$US40/£20/€25 directly from Charles Lablonde, 15091 Ridgefield Lane, Colorado Springs, CO 80921-3554 USA <clablonde@aol.com>

The events of World War II created massive disruptions not only in the lives of people all over the globe but also in international mail operations. While restrictions placed on the weight and transportation of private mail because of military realities or requirements reduced volume, the displacement of millions of people created a huge quantity of mail from and to those trying to locate relatives. Switzerland became the focal point of this mail because it was a neutral country, trustee of the Geneva Convention and home of the International Committee of the Red Cross (ICRC).

The Postal History of World War II Mail between Canada and Switzerland is a new book in Charles Lablonde's ongoing review of postal operations between various countries and Switzerland during

the conflict and for some time after it ended. In this volume he was ably assisted by Canadian postal historian John Tyacke. On page 2 the authors state, "This is a status report of a work in progress." At 250 pages, it is a compilation in one location of the most important information currently known on the subject, gathered from many sources including the large number of CPSofGB members and several BNAPS study groups mentioned in the Acknowledgements and extensive nine page bibliography.

Section 1 covers routing of surface and air mail from Canada to Switzerland, which was constantly being affected by the ebb and flow of the war, for instance the December 1942 suspension of all mail – except for Prisoners of War (POWs) or the Red Cross – to Switzerland, which lasted for several months. Among the section's 39 illustrations of mostly covers, with some official correspondence included, is one collected in Lisbon by a Red Cross ship, thus allowing it to escape German censorship.

Section 2 looks at how and where censorship by civilians was carried out in Canada and the handstamps and labels used by the censors, as well as handling of mail to and from POWs and foreign nationals - mainly German - interned in Canada, and Canadian internees of Japanese descent. Pertinent documents and censorship aspects of covers are illustrated, highlighted by a hard to recognize letter from a Canadian Japanese sent to Manitoba as a farmer. In a philatelic coincidence, one illustrated letter was written by Major G.W. Ross, then the Canadian Army's Liaison Officer with the Postal Censorship Department; Ross supervised the Royal Train post office during the 1939 visit of the King and Queen to Canada.

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The ICRC's enquiry service is the subject of Section 3. Initially the service handled only enquiries about POWs held by both sides but, with the agreement of the belligerent countries, was extended in late 1939 to cover civil internees in Canada, Canadians interned overseas, and people interned in other countries with relatives in Canada. Pertinent articles from the Geneva Convention of 1929 are quoted, and a smaller but equally interesting selection of covers shown.

The fascinating story of the Canadian Personal Postal Message Scheme, gleaned from extensive new discoveries in Canada's Archives, highlights Section 4. Replacing services offered by both Thomas Cook and Sons and the Canadian Red Cross, it allowed Canadians to send brief – 25 words maximum - private messages to relatives in countries with which Canada was at war. An intriguing aspect of the story is the attempt by the British Red Cross to pressure Canada into using the Red Cross personal message scheme. Canada, wanting to ensure censorship of all mail going to enemy or enemy-held territory, went ahead with its own program. A few rare covers and many documents are illustrated.

Sections 5 and 6, well illustrated by many very interesting covers, mirror Sections 1 and 2 by telling the story from the other direction - routing of mail from Switzerland to Canada and how this was affected by wartime events, as well as Swiss censorship of mail in both directions.

The 63 pages of Appendices include additional documentation on and illustrations of World War II postal rates for both Canada and Switzerland, postage due calculations on mail to Switzerland, postal stationery used to Switzerland, as

well as Canadian Blackout postmarks, POW mail regulations and Personal Postal Message Scheme. Blackout covers worth noting are two examples of scarification where the post office name was scraped out of the postmark, and one where a thick ring made by black marker accomplished the same end.

In this reviewer's opinion, *The Postal History of World War II Mail between Canada and Switzerland* is a must read for collectors interested in any aspect of Canadian postal history during World War II, not just those attracted by the Swiss aspect. On the negative side, illustrations have been placed at the end of each section instead of near the text where they are described; this means flipping back and forth, which can be a bit annoying. In lieu of a detailed index – which would not be easy given the broad range of subjects covered – the 'How to use the book' text could be expanded or, at the very least, every subheading in each section listed and paginated on the Contents page. Chief among the many positives are the fact that all this information is available in one place, printed on good thick paper and spiral bound so it can lay flat while being used. Because there is still work to be done and much material yet to be found, this is a field offering lots of opportunity for any collector looking to get involved in something new.

Mike Street

AMENDMENTS TO MEMBERSHIP TO 15 SEPTEMBER 2008

New Members:-

- 2960 KELLETT, Hal 412-106 Armistice Way, Saskatoon, SK Canada S7J 2H4
 2961 BEATTY, Richard H. 168 Metcalfe Street, Suite 606 Guelph, ON, Canada N1E 6W3
 2962 BOUTIN, Denis 162 Avenue Ste-Brigitte, Ste Brigitte-de-Laval, Quebec,
 Canada G0A 3K0; e mail philatelie@live.ca; N,NB
 2963 BURNETT, John 754 SW 10th Court, Oak Harbor, WA 98277, USA

Change of Address:-

- 1322 MALLOTT, Major R.K. new e mail address toysoldiers@sympatico.ca
 2106 PARAMA, Rick 210 Yamate Homes, 143-6 Yamate-Cho, Naka-Ku, Yokohama 231-0862,
 Japan. e mail rickdparama@sbcglobal.net
 2336 BURDEN, Bill 1325 St. Joseph Avenue, Bathurst, New Brunswick Canada E2A 3R6;
 e mail wgburden@mac.com
 2402 SO, Susan Suite 1835, 33 Harbour Square, Toronto, Ontario, Canada M5J 2G2
 2674 THOMPSON, Richard new e mail address : rpthompson1574@shaw.ca
 2823 DeMENT, Lex P.O. Box 1836 Niagara-on-the-Lake, Ontario, Canada L0R 1J0
 2951 ELY, Robert new e mail address: rdely@tiscali.co.uk

Address Correction:-

- 2959 TAYLOR, Ronald F. town should be CORRINGHAM

Deceased:-

- 1281 MARESCH, W.H.P.

Resigned:-

- 2370 JUDD
 2456 WILBY

Revised Total:- 386

FORTHCOMING EVENTS

2008

- Oct 17 – 19 Stampex '08, Exhibition Place,
 Toronto
 Oct 17 – 18 Scotex, Perth
 Oct 30 – Nov 1 Philatex, London
**Nov 8 CPSGB Scotland and North of
 England Group meeting, Moffat**

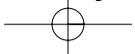
2009

- Feb 25 – 28 Spring Stampex, Islington, London
 April 10 – 16 China 2009 – Luoyang City

- May 2 -3 ORAPEX 2009 (National Level
 Exhibition), RA Centre, Ottawa
 May 6 – 10 Essen 2009
 Sept 16 – 19 Stampex, Islington, London
**Sept 23 – 27 CPSGB Convention, Homestead
 Court Hotel, Welwyn
 Garden City**

2010

- April 8 – 12 Antwerpen 2010
**April 30 – May 3 CPSGB Convention,
 Chatsworth Hotel, Eastbourne**
 May 1 – 2 ORAPEX 2010 (National Level
 Exhibition), RA Centre, Ottawa
 May 5 – 6 Philatex Extra, London
 May 8 – 15 London 2010 Festival of Stamps
 Oct 1 – 10 Portugal 2010



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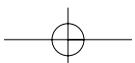
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K1L5M7, Canada
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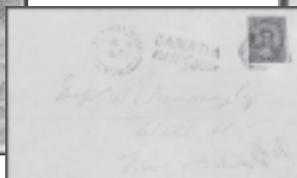
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