



# Maple Leaves

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

**ISSN  
0951-5283**

*July 2013*



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## MAPLE LEAVES

**Journal of**  
**THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN**  
INCORPORATED 1946

**Founder:-**

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Opinions expressed in the various articles in this journal are those of the writers and are not necessarily endorsed by the Society

**Published four times a year by the Canadian Philatelic Society of Great Britain**

**web address:** [www.canadianpsgb.org.uk](http://www.canadianpsgb.org.uk)

Annual Subscription £20.00 – Due 1<sup>st</sup> October

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**Vol.33 No. 3**

**July 2013**

**Whole No. 329**

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## EDITORIAL

I write this Editorial having just returned from a trip to Canada. Whilst over there, Karen and I were able to make a visit to ORAPEX, the annual stamp show held in Ottawa in early May. Stamps apart, this was a great opportunity to meet up with several of our CPSGB members; some old friends and many we had only ever communicated with by e mail or phone. Our thanks go to everyone we met there - in particular Cimon Morin and David Hobden for their hospitality. Our congratulations also go to Doug Lingard and his team for a great show and the various CPSGB members who put in exhibits for us all to enjoy. Lack of space prevents me from including the Palmars from this show in this issue but members can find this information at the ORAPEX website.

Whilst we were in Canada, the editorial e mail was hacked (from the Philippines!). My apologies to any of you who received distressing news from Manila and thanks to our Canadian friends for providing early warning. Suffice to say we were never near Manila and trust you did no more than think of reaching for your wallets! It seems that none of us are immune from the electronic bandits but it was a timely reminder to beef up the password protection.

This issue contains the annual Subscription reminder. Subs are due by 1st October. Several members have paid in advance and if you see a large PD on the mailing slip with this issue you either have a direct debit arrangement or have already paid for 2013/14 - no action is required. We have been forced to raise subscriptions this year following big postal rate increases in the UK. See the note on page 168 for more details on this and also the impact of further postal rate increases in 2013.





Also enclosed with this issue is the catalogue for the Society Auction to be held at the Plymouth Convention in September. This catalogue will also be available on the Society website from early July and we plan to upload photos of many of the lots from that time so please check there.

I would draw members attention to a new display available on the Society website. This covers Air Mail Covers from Canada to Overseas Destinations between 1927 and 1946 and contains much background information on rates and routes etc. A further display on Money Letters will be added soon.

Finally, for those of you unable to attend, a flavour of the ORAPEX show can be found in the photo below.



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## AIRMAIL COVERS BETWEEN CANADA AND THE UNITED STATES 1926 – 1928

**David Whiteley**

The earliest reference by the Canadian Post Office to the availability of airmail services to the United States can be found in the 1926 Official Guide to Postmasters. This announcement informed Canadians that airmail service between New York and San Francisco (1) was available on the payment of appropriate fees. Air mail fees had to be prepaid with United States postage stamps and the Canadian surface rate to the nearest United States Post Office had to be prepaid at the first class rate (3 cents per ounce for letters, reduced to 2 cents from July 1926). The text of this announcement read as follows:-

### **Notice to Postmasters (2)**

*(395) Letters and other articles may be posted in Canada for transmission between New York and San Francisco provided such articles are endorsed 'VIA AIR MAIL' in the upper right hand corner immediately below the space reserved for postage stamps; that the articles are properly prepaid as regards Canadian postage and that the air mail postage is pre-paid in United States postage either by ordinary United States postage stamps or by special air mail stamps issued by the United States Postal Authorities.*

*The New York San Francisco air route is divided into three zones terminating at Chicago, Cheyenne and San Francisco. The aerial postage for each zone is 8 cents per ounce or fraction thereof.*

*Postmasters at places of mailing should not cancel United States postage stamps on articles intended for transmission by this air service but should cancel Canadian Postage stamps only.*

These regulations applied to all mail matter being sent by airmail over United States Government or Contract routes.

Notwithstanding these rather explicit instructions, mail intended for transmission by United States airmail was often incorrectly handled at Canadian Post Offices. An announcement in the August 1927 Monthly Supplement instructed Postmasters to be more diligent in the packaging, forwarding and cancelling of such mail matter. It read:-

*(9) United States Air Mail Fee should be prepaid by United States postage stamps. It has been reported that various post offices in the United States are receiving mail from Canadian post offices air mail marked for transmission by United States air mail service on which United States air mail has been prepaid by Canadian postage stamps contrary to the instructions contained in Section 394 of*





*the 1927 Postal Guide. Such letters are endorsed by the United States postal service 'Insufficient payment for airmail service' and are forwarded as ordinary mail.*

*Postmasters are requested to instruct persons wishing to send mail from Canada for transport on United States air mail services to prepay the United States air mail fee by means of United States air mail stamps (which are available at U.S. Consulates). (3)*

Early in 1926, a number of additional air mail routes started to open up in the United States. These routes were operated and financed by private companies which received a fee for the mails carried and a licence to operate over a certain route. (Note that the Government trans-continental route described above was paid for and operated by the United States Government/Post Office). On 15th February 1926, the Contract Airmail rate was set at 10 cents per ounce on routes not exceeding 1000 miles and 15 cents per ounce on routes between 1000 miles and 1500 miles and 20 cents per ounce for routes exceeding 2000 miles. These rates remained in effect until 31st January 1927. (It is worth noting that the 20 cent rate was purely academic as no airmail route in excess of 1500 miles was in operation in this period).

Canadians were obliged to pay the regular domestic postage fee to the United States plus the United States Airmail fees; the latter with United States postage stamps.

If all the above was not complicated enough, special rates applied in the period 15th February 1926 to 31st January 1927 to mail that was carried on both Government and Contract routes. Table 1 opposite provides a summary of all the US airmail rates in effect during this period.

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**Table 1. United States Domestic Airmail Rates: Government Zone- Contract Period, 30<sup>th</sup> June 1924 – 31<sup>st</sup> January 1927 (4)**

<b>GOVERNMENT ZONE RATE</b>		
TIME PERIOD	ZONES	RATES
30 June 1924 to 31 January 1927	Three zones:- New York to Chicago Chicago to Cheyenne Cheyenne to San Francisco	8 cents per ounce or fraction thereof per zone or part zone.  8 cents postcard rate per zone or part zone.
<b>OVERNIGHT GOVERNMENT ZONE RATE</b>		
TIME PERIOD	ZONES	RATES
1 July 1925 to 31 January 1927	One zone only:- New York to Chicago Service stopped at Bellefonte, Penn, Bryan, Cleveland Ohio	10 cents per ounce or fraction thereof.  10 cents postcard rate.
<b>CONTRACT AIRMAIL RATES</b>		
TIME PERIOD	DISTANCE	RATES
15 February 1926 to 31 January 1927	Not exceeding 1000 miles 1000 – 1500 miles In excess of 1500 miles (note that no route actually exceeded this distance during the rate period)	Per ounce or fraction thereof 10 cents 15 cents 20 cents  Postcard rates same as letter rate.
<b>COMBINATION GOVERNMENT AND CONTRACT RATES</b>		
TIME PERIOD	GOVERNMENT ZONE RATE	CONTRACT RATE
15 February 1926 to 31 January 1927	5 cents per ounce or fraction thereof per zone when used in conjunction with one or more Contract routes. Postcard rate same as letter rate.	For each Contract route or partial route flown, per ounce or fraction thereof:- 10 cents on routes less than 1000 miles or 15 cents on routes exceeding 1000 miles but not exceeding 1500 miles. Postcard rates same as letter rates.

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Only a limited number of contract routes were in operation during this period. Table 2 below lists all the routes in service that figure in this combination period from 15th February 1926 to 31st January 1927.

**Table 2 United States Contract Air Mail routes in operation during the period 15th February 1926 to 31st January 1927.**

FIRST FLIGHT	ROUTE NUMBER	ROUTE WITH INTERMEDIATE STOPS
15 Feb 1926	CAM 6	Detroit – Cleveland – Dearborn
15 Feb 1926	CAM 7	Detroit – Chicago – Jacksonville – Miami (Tampa) via Fort Myers
1 April 1926	CAM 10	Jacksonville – Miami (Tampa) via Fort Myers
6 April 1926	CAM 5	Elko NV – Pasco WA (Boise ID)
15 April 1926	CAM 2	Chicago – St. Louis (Peroria IL) via Springfield IL
17 April 1926	CAM 4	Salt Lake City – Los Angeles via Las Vegas
12 May 1926	CAM 3	Chicago – Dallas (via Molina, St. Joseph Mo, Kansas City, Wichita, Oklahoma City, Fort Worth)
31 May 1926	CAM 12	Cheyenne – Pueblo (Denver via Colorado Springs)
7 June 1926	CAM 9	Chicago – Minneapolis (Milwaukee, via La Crosse, via St Paul)
1 July 1926	CAM 1	New York – Boston (Hartford)
6 July 1926	CAM 13	Philadelphia – Washington DC Note that between 4 Sept and 11 Sept 1926 CAM 13 ran a special service from Philadelphia to New York for National Air Race Week
15 September 1926	CAM 10	Atlanta – Miami (Macon GA, inbound to Jacksonville via Tampa and Fort Myers)
15 September 1926	CAM 8 *	Seattle – Los Angeles (Portland via Medford or via San Francisco, via Fresno, via Bakersfield)
27 September 1926	CAM 10	Macon – first dispatches from this city
1 October 1926	CAM 5	Change of terminal from Elko to Salt Lake City
10 October 1926	CAM 15	Philadelphia – Norfolk (via Washington DC)

\*Note that CAM 8 was the only route to require the 15 cent rate; Seattle to Los Angeles was 1099 miles.

During this period, mail carried on the above sixteen contract routes (CAM) was 10 cents but if it connected with a Government route it was then assessed a further 5 cents per zone. An example of this can be seen in fig 1 which shows a cover sent from Victoria B.C. to New York on 9th April 1926. The letter was routed via Victoria and Seattle (5 April 1926 backstamp). From there it was routed via Elko and Pasco to connect with the government trans-continental airmail route running between San Francisco and New York via Cheyenne and Chicago. Apart from the 3 cent Canadian letter charge to get it



to the border, the letter was charged for two full zones and one part zone on the Government air service (3 x 5 cents = 15 cents) plus one contract route rate of 10 cents for the Elko to Pasco leg (CAM 5). Total US postage due was 25 cents and the letter is overpaid by 1 cent. The letter travelled on the first contract flight on the CAM 5 service on 6 April 1926.



Fig 1 Example of the complex rating on letters routed by both Government and Contract airmail services in the USA. Letter from Victoria B.C. to New York mailed in April 1926 and routed via Seattle, Elko and Pasco.

A map showing the air mail routes available in this period is shown in fig 2.



Fig 2 Available airmail routes in the 1926 – 1928 period.



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In many cases the actual routing of letters sent by air mail in this period is something of an educated guess. An example of this is shown in fig 3. This Special Delivery letter from Red Lake, Ontario to East Orange, New Jersey carries a wide range of endorsements. In addition to the purple handstamp 'SPECIAL DELIVERY No 11' and 'FEE CLAIMED BY OFFICE OF FIRST INSTANCE' is also carries manuscript inscriptions 'From Wm Brown Red Lake Ont. LETTER ENCLOSED' and 'Via Minneapolis Air Route'. Finally it is endorsed with 'CARRY ON ONE ZONE ONLY BY AIR'. The Special Delivery and Canadian first class postage were paid with Canadian postage and the U.S. airmail fee with U.S. postage as per regulations.



Fig 3 Letter from Red Lake, Ontario to East Orange, N.J. 22/7/26.

The probable routing of this letter was from Red Lake to Sioux Lookout by Patricia Airways (see fig 4 overleaf for the back of this letter which shows the Canadian Semi-Official airmail stamp) then from Sioux Lookout to Minneapolis by train. It then most likely went by train to Chicago as the CAM 9 Chicago – Minneapolis service inaugurated on 7th June 1926 had been suspended due to a fatal crash caused by bad weather on the First Flight from Minneapolis and flights were not resumed until 1st October 1926. From Chicago it would have passed by air to New York by the Government air service (and was thus technically 2 cents overpaid).

Fig 5 shows a nice example of the only Contract air mail route in this period that required a 15 cent rate. This letter sent from Vancouver to Los Angeles in August 1926 was routed via Seattle. It travelled on the first flight of the CAM 8 service from Seattle to Los Angeles which was just over 1000 miles and required the 15 cent rate.

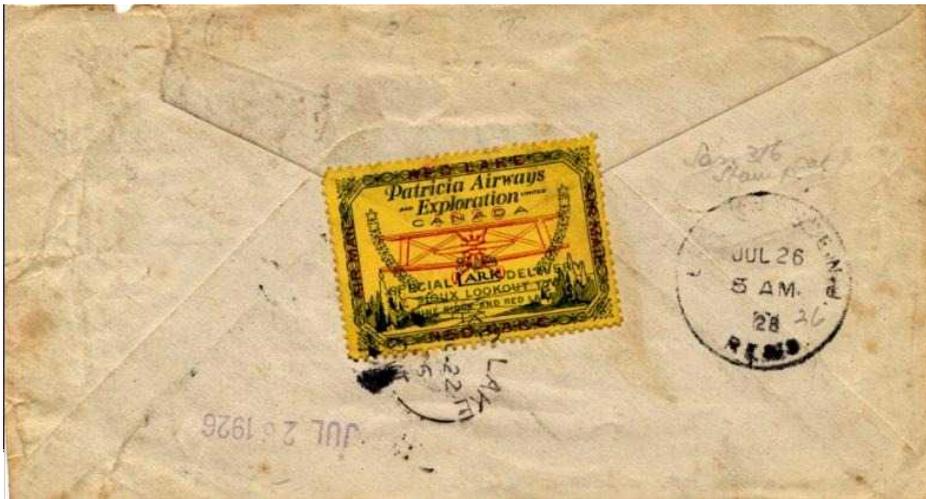


Fig 4 Back of the letter shown in fig 3 above.



Fig 5 Letter from Vancouver to Los Angeles 5/8/26.

On 1st February 1927, a single uniform rate (applying to both Government and Contract services and regardless of distance) of 10 cents per half ounce was introduced, greatly simplifying the postage rate structure.

An example of an air mail letter from this 'single uniform rate' period is shown in fig 6. This shows a letter from Vancouver to New York mailed in May 1927. The 2 cent Admiral pays the first class letter rate to Seattle and is cancelled, in accordance with regulations, at Vancouver. The U.S. airmail fee is prepaid with U.S. stamps cancelled in Seattle. The letter would have been routed from Vancouver to Seattle by rail and then



Fig 6 Letter from Vancouver to New York 12/5/27.

onward by air to San Francisco on CAM 8, then Chicago on CAM 18 and finally New York on CAM 17. It is worth noting that had this letter been mailed four months earlier it would have cost 20 cents more to reach its destination!

Even with a simplified rating structure, it is still necessary to apply intelligent guesswork to the routing of some letters from this period. Two further examples requiring such guesswork are shown in figs 7 and 8. Fig 7 shows a letter sent from Windsor, Ontario to Youngstown, Ohio in July 1927. The letter is endorsed 'Special Delivery' although no



Fig 7 Letter from Windsor, Ontario to Youngstown, Ohio 18/7/27





Special Delivery postage was paid in Canada. Interestingly, the letter carries a purple circular Youngstown Special Delivery backstamp suggesting it may well have received SD service even though it was not paid for! The front of the cover carries a nice handstamp in purple reading 'Received too late for Air Mail. Dispatched by Train to save delay'. Thus although franked for airmail service it never got on a plane – this is maybe why it received Special Delivery service on arrival!

Fig 8 shows a similar but different handstamp. This letter sent from Sault St. Marie, Ontario to Ann Arbor in Michigan in July 1927 shows a purple handstamp reading 'Air Service not available. Dispatched by train from Detroit'. The cover was prepaid for air mail transmission in the U.S. so it is possible that the handstamp is simply indicating that no air service was available from Detroit to Ann Arbor. The cover possibly travelled by train from Sault St Marie to Chicago and then by air to Detroit on CAM 7.



Fig 8. Letter from Sault St. Marie, Ontario to Ann Arbor, Michigan 16/7/27.

Clearly the cost of these early air mail services was high, albeit it reduced dramatically in 1927 and 1928. However, bargains could still be had as we can see from fig 9. This shows a letter mailed from Victoria, B.C. to Havana in Cuba in July 1928 and then redirected back to Portland, Oregon. The letter was charged the 2 cents first class letter rate plus the 10 cent US single uniform airmail rate. Interestingly, there was no additional airmail charge for letters to Cuba. The probable routing of this letter (as far as Havana) was by surface mail from Victoria to Seattle, then by air to San Francisco (CAM 8), air from San Francisco to Chicago (CAM 18), air from Chicago to New York via Detroit, Toledo and Cleveland (CAM 17), air from New York to Atlanta (CAM 19), surface mail from Atlanta to Key West and finally air mail again from Key West to Havana (FAM 4). All that and then a similar return journey to Portland. Of course, had the sender waited a few weeks it would have been 5 cents cheaper still!

The final chapter of this story came on 7th August 1928 when the United States Post Office consented to accept airmail material from Canada franked with Canadian postage stamps only and this short period of dual franked air mail letters came to an end.





Fig 9 Letter from Victoria B.C. to Havana, Cuba, redirected back to Portland, Oregon 12/7/28.

Also in August 1928, the United States postal authorities reduced its domestic airmail fees; the uniform rate was further reduced to 5 cents for the first ounce and 10 cents for each subsequent ounce or part thereof.

In September 1928, the Canadian Post Office announced the issue of a special airmail stamp. This was followed in October with a detailed description of the stamp and its usage. The October bulletin also announced the inauguration (1st October 1928) of the first cross-border daily (except Sundays) airmail service. The September bulletin read:-

**(9) Air Mail Fee to United States reduced:** -Postmasters are informed that by agreement with the United States Postal Administration the air mail fee for all classes of mail matter posted in Canada intended for transmission over any United States air mail route has been reduced to 5 cents for first ounce, and 10 cents for each additional ounce or fraction thereof.

A 5 cent Canadian air mail stamp will be issued shortly but ordinary Canadian postage stamps may also be used in Canada to prepay air mail for conveyance over any United States air mail route. In all cases covers should be conspicuously endorsed "Via Air Mail." The above rate prepaid by Canadian postage stamps includes both the postage and the air mail fee.

Postmasters will please amend section 396, page 79 of the 1928 Postal Guide accordingly.

The October 1928 bulletin read as follows:-

**(1) Air Mail Stamp:** - Postmasters are informed that a 5 cent Canadian Air mail postage stamp was issued at City post offices on the 21st September, 1928, and will be ready for issue at other post offices as soon thereafter as possible. The stamp is printed in Sepia and bears a design as follows: - Map of Canada on a





globe with two female figures joining hands over a panel bearing the word “air”; at the top an airplane; at the bottom figures 5 with the word ‘cents’ between.

This special air mail stamp should be used to prepay all classes of air mail at the rate of 5 cents for the first ounce and 10 cents for each additional ounce for conveyance over the following air mail routes: -

Montreal – Toronto (inaugurated 1 Oct. 1928) daily, except Sunday. Montreal – Albany, USA daily, except Sunday and over any air mail route in the United States.

With the introduction of Canada's first airmail stamp in September 1928 and the inauguration of the Montreal to Albany, New York Foreign Air Mail contact (FAM 2) an all inclusive airmail rate of 5 cents was agreed upon between the two countries. Fig 10 shows the first Canadian airmail stamp used on a letter carried on the inaugural Montreal to Albany flight.



Fig 10 Commercial letter from Montreal to New York mailed 1 October 1928 carried at the all inclusive 5 cent rate on the inaugural Montreal to Albany flight.

#### Footnotes and References:-

1. The United States Post Office had commenced regular service over the trans-continental, New York – San Francisco Air Mail route on 30th June 1924.
2. The Official Guide Post Office Guide for Postmasters 1926 (The Kings Printers, Ottawa 1926). Section 395, page 78.
3. These US stamps were also available at most main post offices in Canada.
4. The tables used for the United States air mail rates have been taken from an article by James R. Adams ‘United States Domestic Airmail Rates’ in *Via Airmail, An Aerophilatelic Survey of Events, Routes and Rates*, Ed. Simine Short, (The American Air Mail Society; Chicago 1992, p. 11 – 27). The Complete list of contract routes which were flown between 1925 and 1927 can be found on p. 23 of this article.





## NEWFOUNDLAND VIGNETTES (13) An Unrecorded Photographic Postcard "Essay"

Dean W. Mario

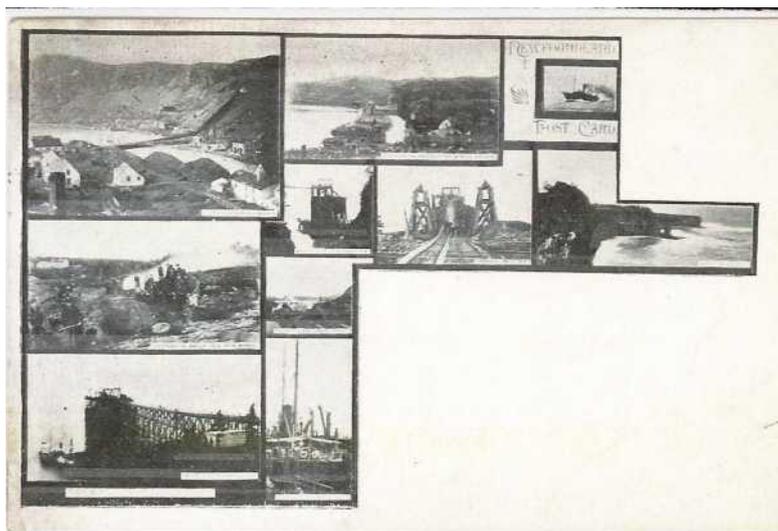
Publishers of Newfoundland postcards were always seeking new and innovative ways to showcase the island's many scenic attributes. Such was the case of little-known publisher J.W. Montgomery and his efforts in the late-nineteenth and early-twentieth centuries.

Noted author, postal historian, and CPSGB member C. Ron McGuire, *FRPSC, OTB*, has done much of the initial research on Montgomery and his series of so-called postcard "essays"; apparently first produced in 1899. Three photographic cards have been previously illustrated (one having been used postally in 1903).

However, while all of these cards have similar traits, the 134mm x 89mm blank-back example, shown below bears a series of ten different scenes. It is arguably a very poor attempt and the accompanying photograph captions are virtually illegible. Those familiar with early turn-of-the-century Newfoundland scenes may be able to identify the photos. At least one can be determined as the upper right illustration is a popular view of the Reid Newfoundland Company's "S.S. Bruce". Given the rarity of these "essay" examples, one wonders if Montgomery became discouraged with his attempts or if they were simply unpopular with customers.

### Reference:-

McGuire, C.R. "Newfoundland Illustrated #1". *PHSC Journal* #105 (31 March 2001), 22-29.





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## SLOGAN POSTMARKS OF CANADA WORLD WAR II PART 1 – INTRODUCTION AND “ENLIST NOW”

Eldon C. Godfrey, FCA

### INTRODUCTION

Recent articles by John Burnett [1] and Malcolm Newton [2] have spurred me on to make the following observations with regard to slogan postmarks used by Canada Post during World War II.

World War II plays a prominent role when dealing with the postal history of the period of the reign of King George VI. Postal censorship, foreign exchange controls and interruption/suspension of services have each attracted the attention of collectors; however, in my opinion, the stories and social issues that can be told by slogan postmarks tend to lie quietly in the darkness of the “back room”.

In planning my own collection of World War II slogan postmarks I have placed them in four categories:

Part 1	ENLIST NOW
Part 2	Financing the War Effort
Part 3	Personal Behavioural Contributions to the War Effort
Part 4	V●●●—

ENLIST NOW and V●●●— might be considered the “alpha” and “omega” of the collection; however, as will quickly be noted, the V●●●— was withdrawn in 1943, considerably prior to the end of the war.

“Canada declared war upon Germany on September 10, 1939 and sent one division to Europe which had no chance for combat before France was completely overrun by Germany. In 1940, Prime Minister William Lyon Mackenzie King pledged to limit Canada’s direct involvement in the war. Many Canadians supported Mackenzie King’s pledge even as it became obvious the war would not be quickly resolved”. [3]



Fig 1

Fig 2





The government of the day appears to have been wary of the divisions which arose between Canadians in wake of the enactment of The Military Service Act (6th July 1917) during World War I. In general, it can be said French Canadians largely opposed conscription while English Canada was generally supportive of the Act.

“In June 1940, the government adopted conscription for home service in the National Resources Mobilization Act (NRMA) which allowed the government to register men and women and move them into jobs considered necessary for wartime production but did not allow them to be conscripted for overseas service”. [3]

Against this backdrop, it is interesting to note Canada Post became engaged in the encouragement of voluntary military recruitment in 1941 with the introduction of two recruitment slogans in the form of “flag cancellations” being ENLIST NOW (Figure 1) and the bi-lingual slogan ENLIST NOW / N’ATTENDEZ PAS ENROLEZ-VOUS (Figure 2).

### ENLIST NOW

The ENLIST NOW slogan has been the subject of extensive research in prior years by the Flag Cancellation Study Group of British North America Philatelic Society (BNAPS) and findings of such stalwarts as Richardson, Paige, Rosenblatt, Lingard, Almond, Thorne, Rixon, Robertson and others have been published in the Study Group Newsletters “Canadian Flag Cancel Bulletin” (1975 – 1980) [4] and “The Flag Pole” (1987 – 2001) [5], [6] & [7]; however, in recent years the subject has remained relatively dormant and for this reason, with an encouraging boost from Cecil Coutts and Doug Lingard, I re-introduce ENLIST NOW to present day readers.

“Slogan Postmarks of Canada” Catalogue and Guidebook, 3rd Edition by Cecil Coutts provides basic information. A significant detailed database regarding period-of-usage for those with greater interest in further study of these slogans is again provided by Coutts on the website of the Postal History Society of Canada (PHSC).

From this latter source we are able to track rotation of the ENLIST NOW dies between neighbouring cities, as will be shown later, and also provide the earliest known dates (EKD) of use (at date of publication) of ENLIST NOW to be in Ottawa on 29th July 1941 and ENLIST NOW / N’ATTENDEZ PAS ENROLEZ-VOUS to be in Montreal on 1st August 1941.

Early reporters of ENLIST NOW identified 11 “Perfect” dies and 5 “Universal/Pitney Bowes” dies and the need to rotate these dies between the 29 offices which used the dies. In preparing this article, I have made extensive use of the work of Doug Lingard [5]. In his work, Lingard identifies 11 English dies (A - K) and 1 Bilingual die (L) initially placed in use and subsequently 3 additional English dies (M, N & O) and 1 additional Bilingual die (P), being 16 dies in total, and also provides “a rotational





linkage”, details of “die deterioration” and details of “dater hubs” used in various offices.

In this article it is not my intention to dwell upon “die deterioration” or the various “dater hubs”; rather, my purpose is to rekindle interest in the slogan and hopefully uncover more information from readers whose slogan cancellations are tucked away in darkness.

Although the “English” slogan ENLIST NOW was used in 26 offices, initially only 11 dies were used thereby requiring rotational use of the dies between “neighbouring offices”.

25 offices used the “English” slogan in 1941 and 1942; a further office (North Bay) was the sole office to use the slogan in 1943.

An original ENLIST NOW / N’ATTENDEZ PAS ENROLEZ-VOUS die was used in 3 offices; the additional bilingual die (P) was used in Quebec (City).

An initial reporting of the rotations of the dies in respect of all 29 offices appeared in “The Flag Pole” [5] updated [6] and, after reports contributed by various members, a compilation by Dan Rosenblat was published later in “The Flag Pole” [7]. I have prepared my own analysis of rotations and earliest and latest known dates noted in this article from the “Coutts PHSC database” together with some yet to be reported from my holdings and those of Doug Lingard. In dealing with the “rotations” some caution is required because on occasion local slogans or other national campaigns may have taken precedence over the patriotic slogans of WW II.

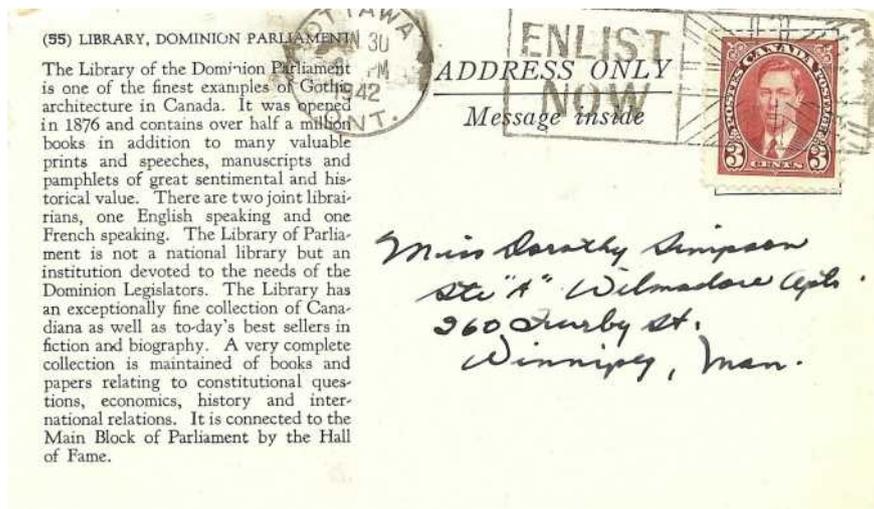


Fig 3 The Ottawa Slogan - the only one of the Enlist Now types that was not subject to rotation between offices.





In this article, to avoid confusion, I have designated the die used with the Lingard classification [5].

**Ottawa** did not participate in rotational sharing.

The earliest known use in Ottawa (Die A) is 29th July 1941(EKD); the latest on 6th July 1942(LKD). (See fig 3 on previous page).

I am presenting the usage and rotations from West to East as follows:

**Vancouver, Victoria and New Westminster (Die K)**

Commencing in Vancouver on 4th August 1941(EKD), 13 rotations of the original die K ended in Victoria on 6th July 1942(LKD) and Vancouver on 4th July 1942. (The overlap of use of the original “Perfect” die K at Victoria (22nd June – 6th July) with the new “Universal” die O at Vancouver (22nd June – 4th July) is evident here.) See figures 4 to 7 below.



Fig 4 Vancouver - die K



Fig 5 Vancouver - Universal die O

*(Editors note: all of the cancel scans in this article were provided on cover but several are shown as ‘cut-outs’ for reasons of available space).*

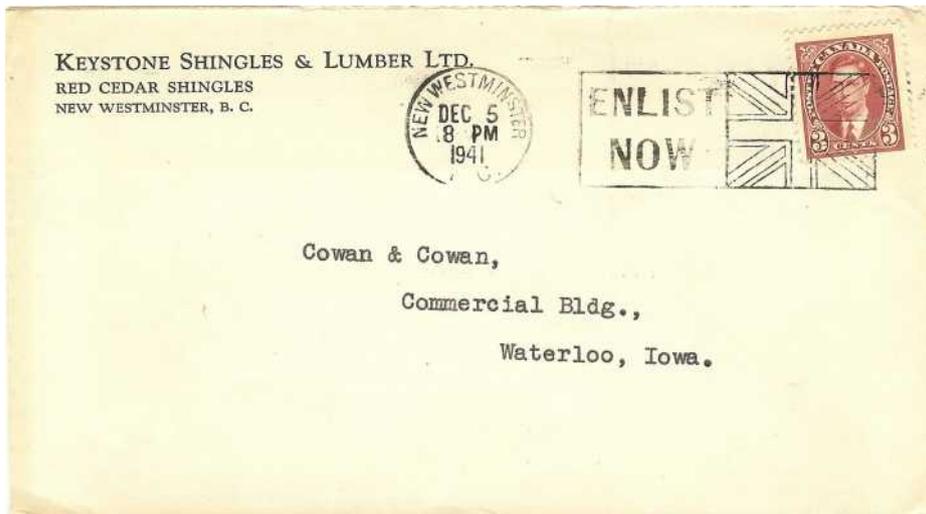


Fig 6 ‘Enlist Now’ slogan from New Westminster



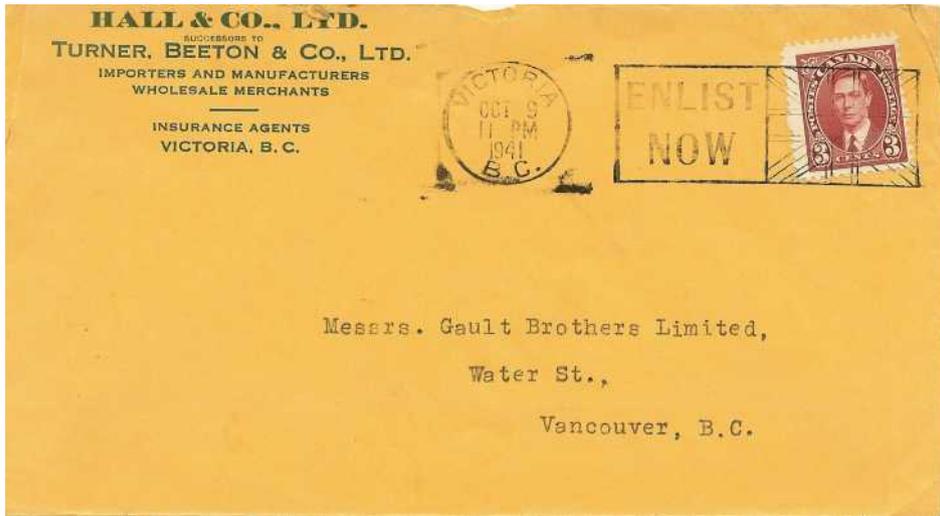


Fig 7 'Enlist now' slogan from Victoria B.C.

### Calgary and Lethbridge (Die I)

Commencing in Calgary on 4th August 1941(EKD), 20 exchanges ended in Calgary on 23rd July 1942(LKD). See figures 8 and 9 below.

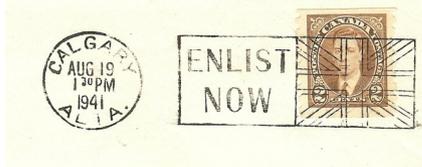


Fig 8 Calgary 'Enlist Now' slogan



Fig 9 'Enlist Now' slogan from Lethbridge, Alberta.



### Edmonton and Prince Albert (Die J)

Commencing in Edmonton on 14th August 1941(EKD), 16 exchanges ended in Edmonton on 5th July 1942(LKD). See figures 10 and 11 below.



Fig 10 Edmonton 'Enlist Now' slogan



Fig 11 One of the rarer 'Enlist Now' slogans from Prince Albert, Sask.

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### Saskatoon and North Battleford (Die H)

Commencing in Saskatoon on 2nd August 1941(EKD), 12 exchanges ended in Saskatoon on 4th July 1942(LKD). See figures 12 and 13 below.

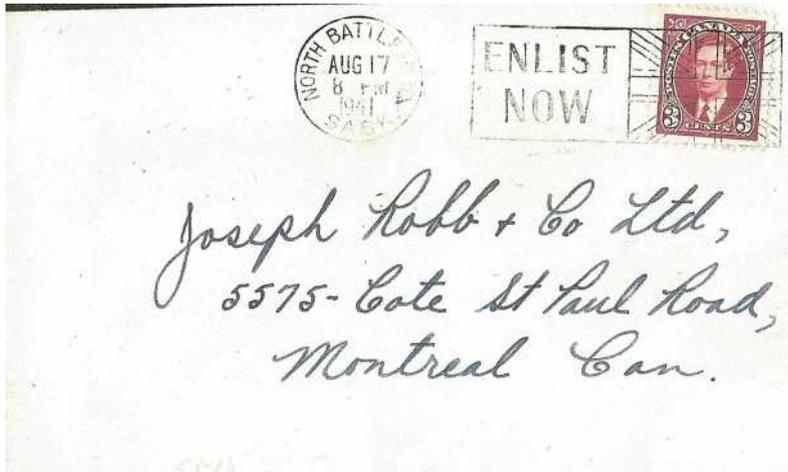


Fig 12 North Battleford - the rarest of the 'Enlist Now' types. (Courtesy of Doug Lingard)

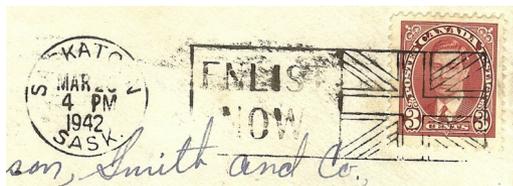


Fig 13 Saskatoon 'Enlist Now' slogan

### Regina Terminal A, and Moose Jaw (Die G)

(A different dater hub "Regina Sask." appears only in the fourth rotation of 1942)

Commencing at Regina Terminal A on 5th August 1941(EKD), 18 exchanges ended in Regina Terminal A on 6th July 1942(LKD). See figures 14 and 15 below and on the next page.

### Winnipeg and Brandon (Die F)

Commencing in Winnipeg on 5th August 1941(EKD), 12 exchanges ended in Winnipeg on 6th July 1942(LKD). See figures 16 and 17 on the next page.



Fig 14 'Enlist Now' slogan from Regina Terminal A



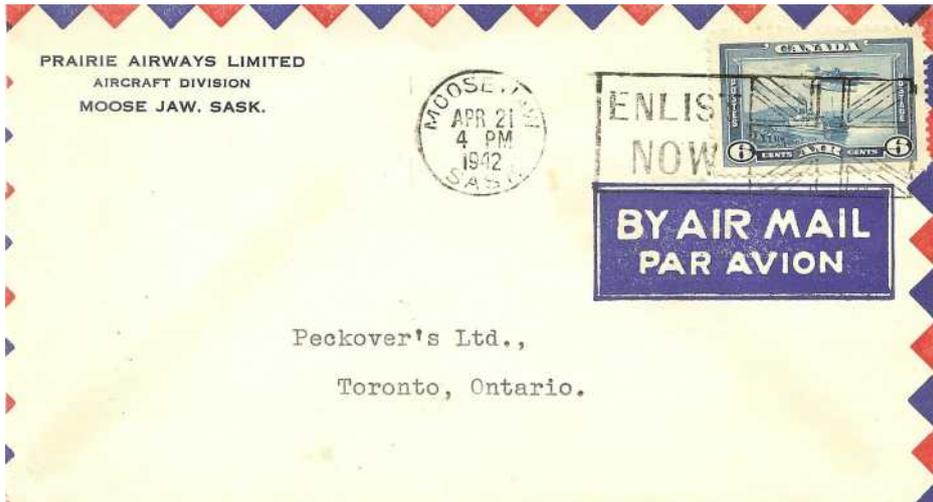


Fig 15 Moose Jaw 'Enlist Now' slogan



Fig 16 Winnipeg 'Enlist Now' slogan

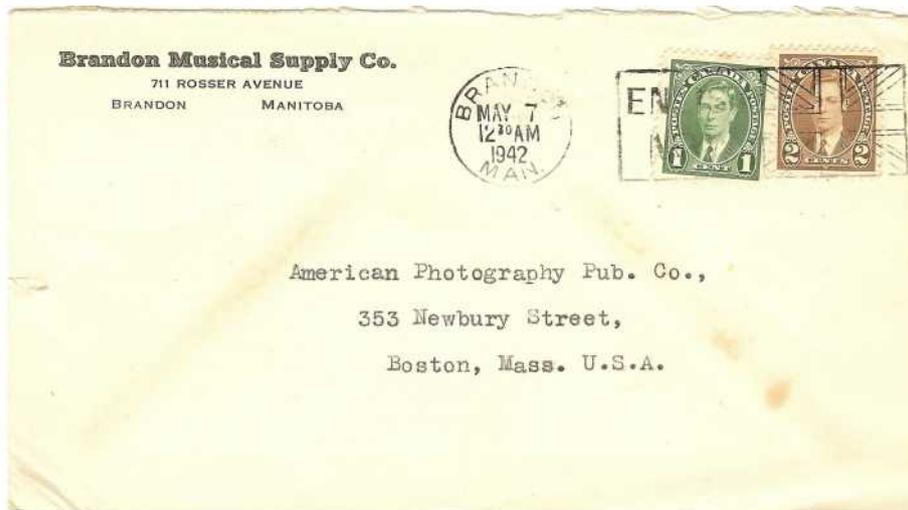


Fig 17 Another of the rare 'Enlist Now' slogans - this one is from Brandon, Man.





### Toronto and Hamilton (Die B)

Commencing in Toronto on 30th July 1941(EKD), 14 exchanges ended in Toronto on 6th July 1942(LKD) and Hamilton 5th July 1942 (LKD). (The overlap of use of the original “Perfect” die B at Toronto (15th June – 6th July) with the new “Universal” die M at Hamilton (22nd June – 4th July) is evident here.) See figures 18 to 20 below.



Fig 18 Two ‘Enlist Now’ slogans used on the same day - 4 July 1942. The left hand picture shows the Toronto ‘Perfect’ die B; the right hand picture shows the Hamilton ‘Universal’ die M.



Fig 19 New LKD for the Hamilton die M cancel - 5 July 1942.

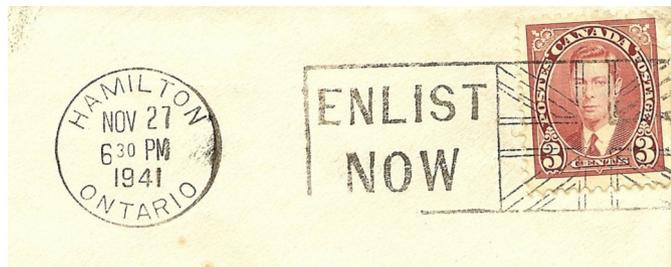


Fig 20 Earlier ‘Enlist Now’ slogan from Hamilton showing the die B type.





### London, Windsor and Kitchener (Die E)

Commencing in London on 1st August 1941(EKD), 11 exchanges ended in London (“Perfect” die) on 4th July 1942 (LKD) and Windsor (“Universal” die) on 6th July 1942(LKD). (The overlap of use of the original “Perfect” die E at London (22nd June – 4th July) with the new “Universal” die N at Windsor (24th June – 6th July) is evident here.) See figures 21 to 23 below.



*Fig 21 Two different dies used from Windsor, Ont. The left hand picture shows the die E slogan used for most of the period. The right hand picture shows the die N cancel used for two weeks in 1942.*



*Fig 22 'Enlist Now' slogan from London, Ont.*



*Fig 23 'Enlist Now' slogan from Kitchener, Ont., The hardest to find of this group.*



**Halifax, Sydney and Truro (Die C)**

Commencing in Halifax on 4th August 1941(EKD) 12 exchanges ended in Halifax on 5th July 1942(LKD). See figures 24 to 26 below.



Fig 24 'Enlist Now' slogan from Truro N.S. Both this and the Sydney N.S. cancel from this group are amongst the rarities of the World War 2 slogans.



Fig 25 Halifax N.S. 'Enlist Now' slogan



Fig 26 The rare Sydney N.S. slogan

**Saint John, Charlottetown and Moncton (Die D)**

Commencing in Saint John on 5th August 1941(EKD) 10 exchanges ended in Saint John on 4th July 1942(LKD). See figures 27 to 29 below and overleaf.



Fig 27 St. John N.B. 'Enlist Now' slogan



Fig 28 Charlottetown 'Enlist Now' slogan



Fig 29 'Enlist Now' slogan from Moncton N.B.

**North Bay** only appeared in 1943 using Die D (formerly used at Saint John, Charlottetown and Moncton.) The earliest known use in North Bay is 1st March 1943; the latest on 1st April 1943. See fig 30 below.



Fig 30 The 'Enlist Now' slogan from North Bay Ont. This is one of the rarest of all the World War 2 slogans and had only a one month usage in 1943.



## ENLIST NOW / N'ATTENDEZ PAS ENROLEZ-VOUS

### Montreal, Quebec and Trois Rivieres (Die L)

Commencing in Montreal on 1st August 1941(EKD), 10 exchanges ended in Montreal on 4th July 1942(LKD) and Quebec on 5th July 1942 (LKD). (The overlap of use of the original "Perfect" die L at Montreal (22nd June – 4th July) with a new "Perfect" die P at Quebec (22nd June – 5th July) is evident here.) See figures 31 to 34 below.



Fig 31 Slogan from Trois Rivieres, die L Fig 32 Example of the Universal die P slogan used from Quebec City in late June 1942.



Fig 33 Bilingual slogan from Montreal



Fig 34 Earlier bilingual 'Enlist Now' slogan from Quebec City showing the die L type.





## AN INTERESTING COMBINATION CORRESPONDENCE

An interesting correspondence written from aboard ship addressed to Calgary and cleared through Victoria combines a naval censorship slogan and a Victory cachet and ENLIST NOW as both a cancelling device and also a receiving mark. See figure 35 below.



*Fig 35 Front and back of an August 1941 letter from Victoria B.C. to Calgary showing use of the 'Enlist Now' slogans as both cancelling and receiving marks.*

## ACKNOWLEDGEMENT

I wish to acknowledge Doug Lingard for his invaluable encouragement, direction and comments provided as I prepared this article.

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(“The Flag Pole” – Vol. 1 No. 3 – pp. 3 – 20 -- December 1987)
- [6] "World War II ENLIST NOW Flag Cancels  
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- [7] "World War II ENLIST NOW Flag Cancels  
(“The Flag Pole” -- Vol. 9 No. 4 pp.5 – 8 -- June 1996)





## **POSTAGE RATES DURING THE EARLY QE II ERA (1953 – 1966) PART 1 – DOMESTIC MAIL**

**John Watson**

The purpose of writing this article is to show the scope and diversity of this era of Canadian Postal History. I hope to show that it is as complex and rewarding as studying any of the classical collecting areas (and much kinder on the pockets). The time period coincides with that of the first three Definitive issues of the Queen's reign but is not confined to post franked with these issues. It does not include any new research into rates or regulations, rather it brings together what is already available but very widely scattered, spread across different books, publications, and sometimes only to be found on the Internet. For this reason I do not necessarily remember exactly where I have seen some of the information and so rather than include footnotes I shall append at the end of the article a list of sources that I have found useful and which could be referred to for further information. Thus, this is intended as a general interest article and perhaps as a collecting area suggestion for newer members or those looking to diversifying collecting interests without having to involve themselves in too much extra expense.

Some aspects of postal rates have been ignored completely as being too specialized for a general article (for example Military rates), and some areas have been touched on briefly, either when they add to the story of a particular cover or illustrate an interesting side aspect to the study of the period (for example Postage Due). Further information on most of these topics can be found in the source material at the end of the articles. There is one area which I have regrettably been unable to uncover any information whatsoever and that is rates for parcel post, particularly to foreign countries. Such material is rarely found, and so is possibly considered of little importance, but if anybody has access to this information (and not just for this era) I for one would be eternally grateful if they would share it!

I have found it convenient to split the information into two broad areas - domestic post (covered here) and foreign post (to be covered in a future article). The categories of postal material follow a similar pattern to those of other periods, however I am assuming that not everybody is familiar with some of the terminology so I will explain where I consider it necessary.

### **Part 1 Domestic Mail (including mail to the USA and Mexico)**

#### **First class forward mail.**

Domestic first class forward mail includes mail to the USA and Mexico, and is mail sent outside the area covered by the office of posting. In May 1953 when the Karsh definitives were issued this stood at 4 cents for the first ounce and 2 cents for each





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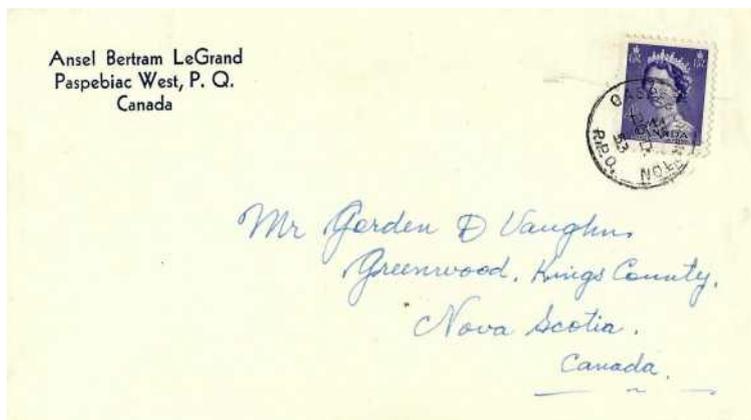


Fig 1

subsequent ounce (see fig 1 . The only change to this class of postage occurred on 1st April 1954 when the charge was increased to 5 cents for the first ounce and 3 cents for each subsequent ounce (see fig 2 - this cover shows 5 cents for the first ounce + 18 cents for a further 6 ounces + 20 cents registration ).



Fig 2

### Drop Letter or Local Rate.

This paid for a letter posted in and delivered in the same postal district. At the start of the Karsh era the cost of sending a drop letter was 3 cents for the first ounce and 1 cent for each subsequent ounce. Figure 3 overleaf shows a 1 - 2 oz registered letter using a combination of Karsh definitives and George V1 definitives. On 1st April 1954 the rate increased to 4 cents for the first ounce and 2 cents for each subsequent ounce (see fig 4, an official letter with 4 x 1 cent G overprints).





Fig 3

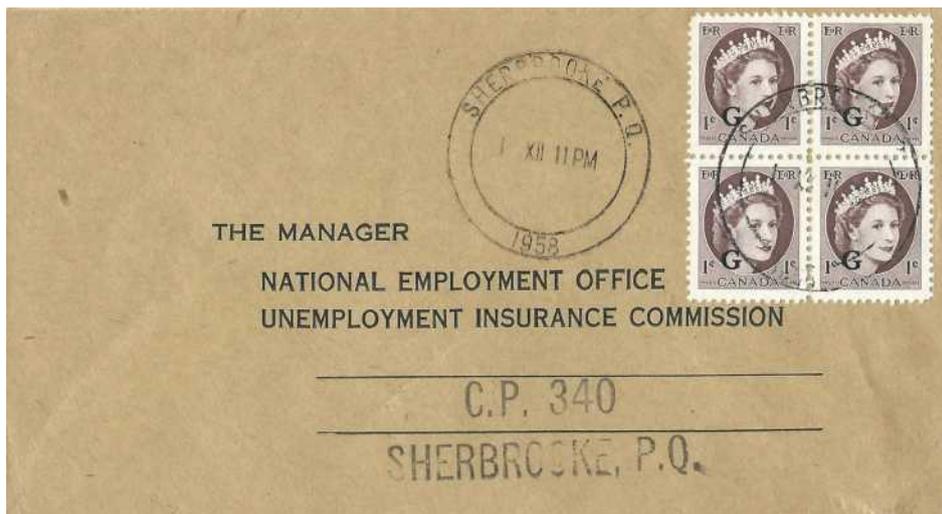


Fig 4

### Post Card Rates

The cost of sending a postcard by surface mail was the same wherever it was sent, be it to a local, domestic forward or international destination and was 3 cents until 1st April 1954, when it became 4 cents (see fig 5 opposite). This changed again on 1st January 1966 when the postcard rate to UPU countries became 6 cents. (The rate to preferred countries remained at 4 cents. I will discuss which countries were preferred when describing overseas rates in a later article).

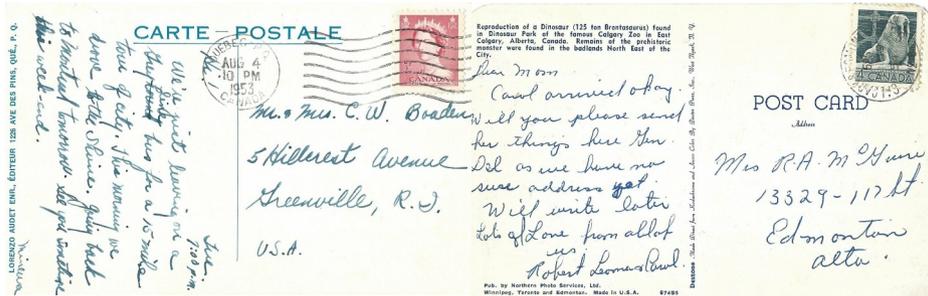


Fig 5 Two examples of the domestic postcard rate; one at the 3 cent rate (mailed in 1953) and the other at the 4 cent rate (mailed in 1954)

### Third Class Matter

Third class matter is quite complicated and the best way of describing it simply is to say that it consists of printed matter (except regularly published newspapers) and certain other articles which do not include hand written or typed communications, such as commercial samples and photographs. In May 1953 the cost of sending third class matter was 2 cents for the first 2 ounces and 1 cent per 2 ounces or part thereof. I have chosen to illustrate this rate with a cover which reinforces Graham Searle's point made a few issues ago about the inaccessibility, even relatively recently, of Northern Canadian settlements. This cover (see fig 6 below) was sent in 1958 to Old Crow, Yukon Territory. No Post Office was established there until 1959, so this cover was sent to Fort Yukon Post Office, Alaska, USA from where it was carried by plane to Old Crow.

The domestic third class rate increased on 1st April 1964 to 3 cents per 2 ounces and 1 cent for subsequent steps of 2 ounces.

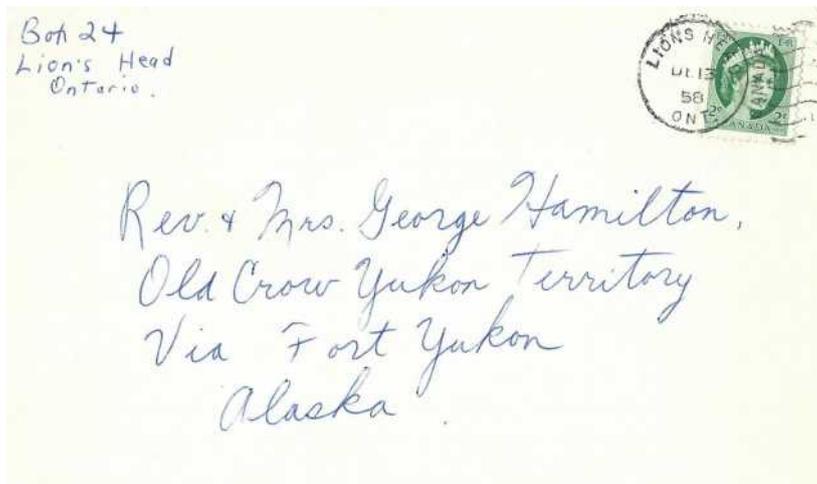


Fig 6



Newspapers could be sent at a different rate variously called newspaper rate, or 2nd class matter. I cannot find any details of this rate (for this period) in any of the books or articles I have seen, but it obviously still existed as evidenced by fig 7 below. Historically the 2nd class rate was the same as the 3rd class rate except that the weight steps were doubled to 4 ounces per rate, so I am assuming that this still applied. Harris shows an example dated 1958 and quotes a rate of 2 cents for the first 4 ounces + 1¢/2oz, but doesn't give a timescale for this charge. He also quotes it as the "Rate for the public" which seems to suggest that there was a different rate for publishers. (comments and corrections are invited!)

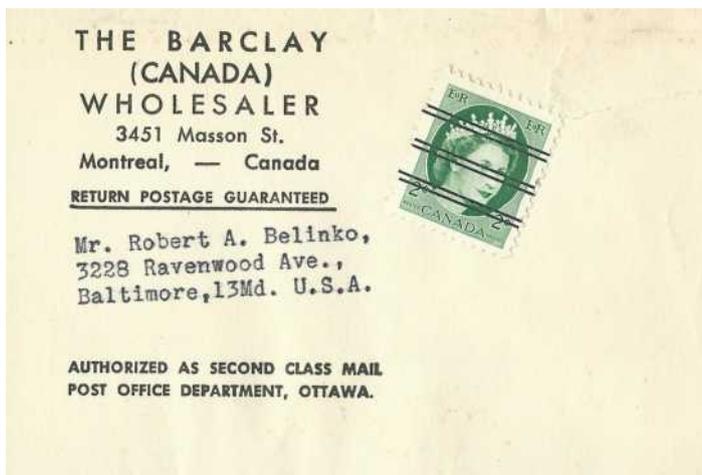


Fig 7

**Summary of Basic Domestic Postal Rates**

Date	First Class Forward	Local/ Drop	Postcard	Third Class
May 1953	4¢ first ounce then 2¢ per oz	3¢ first ounce then 1¢ per oz	3¢	2¢ first 2oz then 1¢ per 2 oz
1 <sup>st</sup> April 1954	5¢ first ounce then 3¢ per oz	4¢ first ounce then 2¢ per oz	4¢	
1 <sup>st</sup> April 1964				3¢ first 2 oz then 1¢ per 2 oz

In addition to these basic postal services, a range of supplementary services was available:





## Airmail

Unlike surface mail, domestic airmail only meant letters sent within Canada. In 1948 “All Up” airmail had been introduced for domestic mail. Mail posted at surface letter rates was sent by air if such a service was available, but a specific request for airmail service required payment of the airmail rate (7 cents for the first ounce, then 5 cents per subsequent ounce). Figure 8 below shows an airmail cover of 1953 paid in total 11 cents. This was 1 cent short for the second ounce and was charged double the deficiency - 2 cents. Had it not been specifically marked for airmail, the 7 cents airmail stamp would have covered the second ounce.

On 1st April 1954 “All Up” service was changed, so that all domestic mail, not exceeding 8 ounces was carried by air, provided air transmission expedited delivery. Over 8 ounces was sent by surface unless air service was requested (still at 7 cents per first oz then 5 cents per oz).

The airmail rate to USA had to be paid if air service was required. In 1953 it was exactly the same as the Canadian rate, but there was no ‘All Up’ option available. On 15th July 1964 this was raised to 8 cents for the first ounce and 6 cents per subsequent ounce. Alaska had the same airmail rate as the rest of the USA, but the airmail rate to Hawaii was 15 cents per quarter ounce until July 1953, then 15 cents per half ounce, even though surface rate was the same as mainland USA. Figure 9 (on page 152) shows a 1958 airmail cover to Hawaii paid 7 cents for the USA rate, but marked short paid for air conveyance, air service stopped by jusqu’a marks and conveyed to Hawaii by surface mail.



Fig 8





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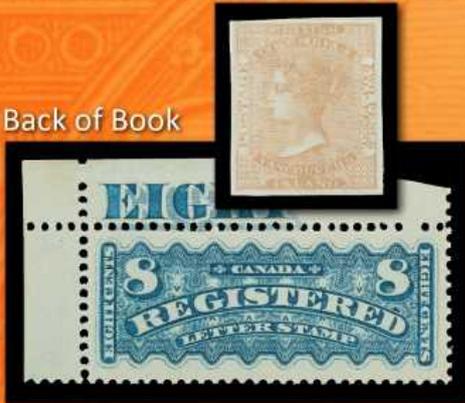
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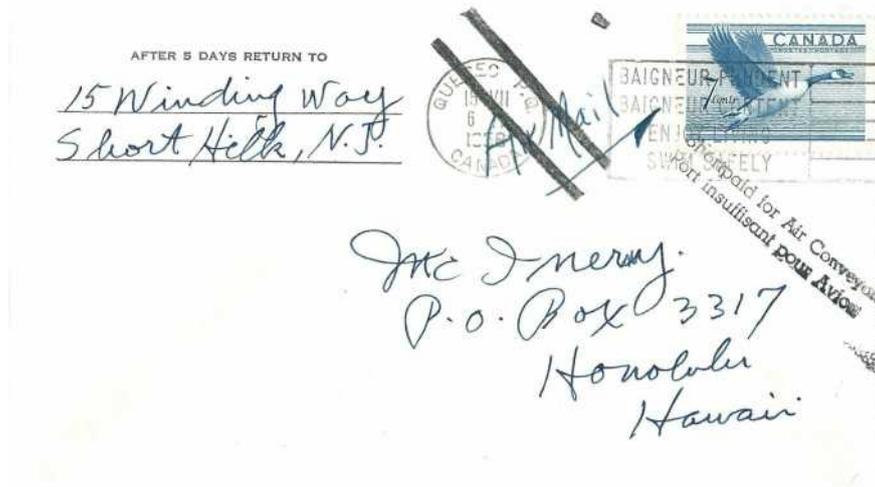


Fig 9

The airmail rate to Mexico was the same as that for Central America which will be discussed in the Overseas Rates article.

#### DLO Return Fee

If a letter could not be delivered for any reason, it was returned to sender at no charge if a return address was written or printed on the envelope. However, if no address was visible then the letter was sent to a Dead Letter Office where it was opened, and if a return address was found on the letter it was enclosed in an official ambulance envelope and returned to sender for a fee. Figure 10 shows such an envelope charged at 3 cents, the fee up to 31st March 1954, and the 5 cent fee in effect from 1st April 1954

#### Reply Paid Fee

When a business sent out a mail shot it would often offer a free reply service to customers or potential customers (as they still do today). Envelopes and cards sent for this purpose did not have a stamp affixed, but had a message to the effect that the postage would be paid by the business, thus saving a huge loss of money if they were not used. However, when a customer did use the service, then the cost to the business was slightly higher than normal postage. At the beginning of the Karsh era this fee was 5 cents for a business reply envelope and 4 cent for a business reply card. Figure 11 shows an example where the sender registered the reply envelope at their own cost, but the reply fee was paid by the company which sent out the mail shot.

When the postage rates were increased on 1st April 1954, so were the Business Reply fees to 6 cents and 5 cents respectively. This fee was often paid as a single fee for





Fig 10



Fig 11

multiple items, and figure 12 overleaf shows a fee for 88 cents, being a mixture of reply envelopes and cards.

### Other Services and Postage Due

I will discuss registration, special delivery and acknowledgement of receipt in the Overseas Rates section to avoid repetition as these services remained constant wherever mail was sent.

There was one registration service, however, which had its own set of charges and that was the sending of Money Packets, usually between banks. The fee for this service at the beginning of this study period was 7 cents for the first ounce and 5 cents for each subsequent ounce. Figure 13 overleaf shows such a packet from 1954 from 'The Canadian Bank of Commerce' from its Toronto office to its Moncton branch paying the registration fee + 7¢ for the first ounce + \$1.15 for another 23 ounces. The basic fee did not change until 1964, although there was a registration fee increase during this time. On 10th August 1964 the cost of sending a Registered Money Packet became \$1.75 for up to 8 ounces, this included the registration fee. This 8 ounce figure was also the weight step.





Fig 12.



Fig 13

Figure 14 shows a money order fee levied to cover the cost of collecting COD money in 1962, in this case a fee of 18 cents was charged for collecting \$24.96. The scale of fees can be clearly seen on the tag, as can various instructions to postal employees. This is the only tag I have seen so I can give no further information as to changes to fees or scale of charges during the rest of this study period.

Next, a free service, at least in Canada, USA and Mexico. This was a change of address card, in this case sent to the USA (see fig 15 on page 156).

To finish this section I will illustrate a few of the less obvious instances of Postage Due which occurred, not only in this period, but over the course of many years;

- When 3rd class mail could not be delivered, if a return address was supplied on the envelope then the item was returned to sender at the cost of a single 3rd class rate. Figure 16 on page 157 shows a 1954 example, when the 3rd class rate was 2 cents.

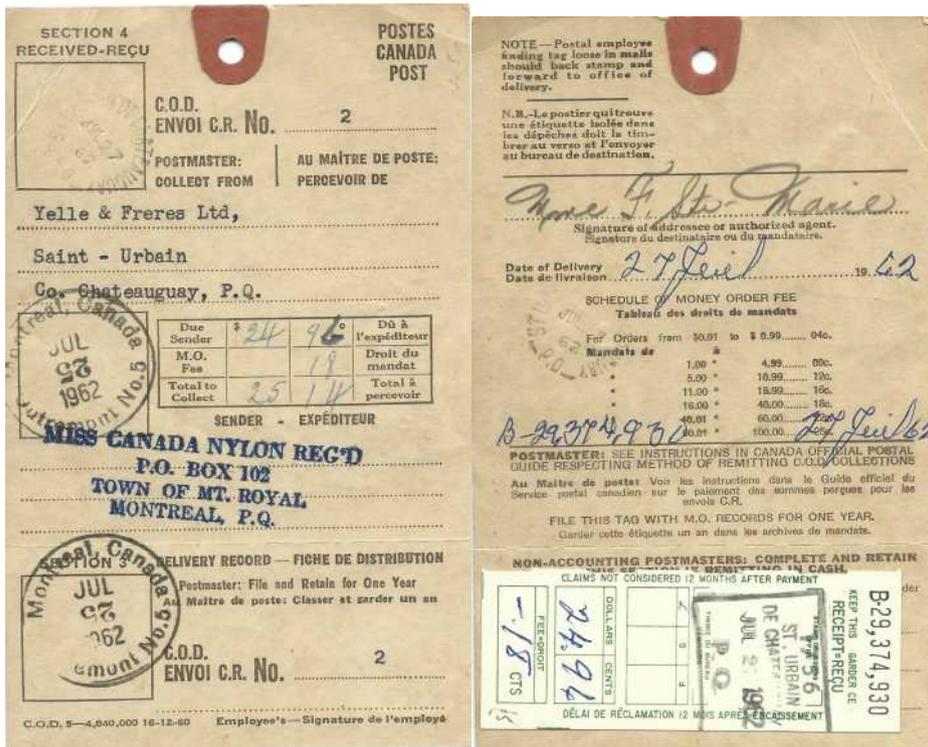


Fig 14

- Redirection was free under UPU rules if the postal rate to the new destination was equal to or less than the original destination, but where it was more, the addressee was charged postage due at single deficiency. Thus the cover in figure 17, which was sent correctly at the local rate of 4 cents was redirected to a Rural Route and so became liable to first class forward rate of 5 cents, hence the 1 cent postage due charge.
- Figure 18, on page 157, shows a service offered by Canada Post, whereby a publisher was informed of redirection of a magazine because the addressee had moved. For this the publisher received a postage due charge of 2 cents.
- Finally, figure 19 shows what appears to be a third class package, but sealed. It is difficult to tell whether it was rated as a local letter at 4 cents or as a 2-4 oz 3rd class mailing, also at 4 cents. Whichever it was, it was assessed as being underpaid 1 cent and charged 2 cents double deficiency postage due. The interesting thing about this cover, however, is that the postage due has been paid using a pair of 1 cent Cameos which appear to have been (pre)cancelled with a circular Jan 1963 dater and then re-cancelled with a 1965 "Letter Carrier Branch Stn S Vancouver BC" postmark. It looks to me as though old stock, possibly intended for FDC mailings, was being used up for postage due.



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(City — Ville) (Zone) (Province)

Fig 15



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Fig 16



Fig 17

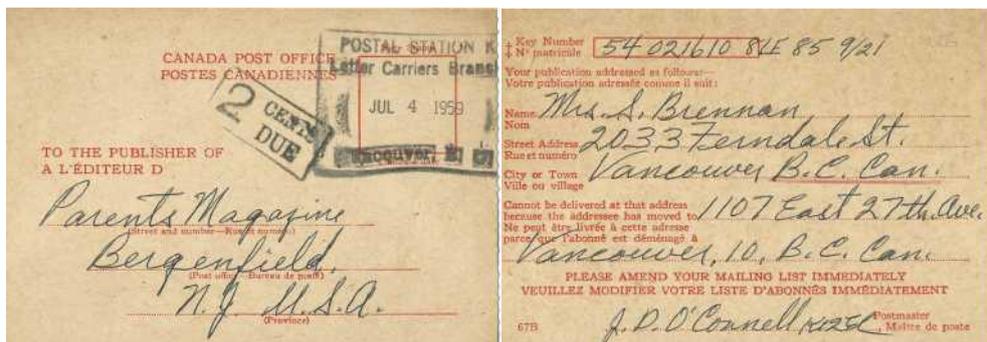


Fig 18



Fig 19

**TO BE CONTINUED.**

## Canadian Philatelic Society of Great Britain

**Annual subscriptions for the 2013/14 year are due on 1<sup>st</sup> October 2013.**

Subscription levels for 2013/14 are:-

£20 for members resident in the UK

£24 for members resident in Europe (airmail delivery) and

£26 for members residing in the rest of the world (airmail delivery)

For members living in North America, the dollar equivalents are \$40 CAN or \$40 US

Payments made prior to 1st November 2013 will be eligible for a 'prompt payment' discount of £3 or \$5 from the above amounts (these discounts automatically apply to payments made via Direct Debit arrangements).

Members may pay subscriptions by PAYPAL in any local currency via the Society website or by cheque from a UK, Canadian or US bank. If paying by PAYPAL or cheque you have the option to pay for 3 years subscriptions at a 10% discount.

Cheques should be made payable to the Society and sent to:-

Malcolm Montgomery, Subscription Manager, Cae Glas, Llechwed, Conwy, North Wales LL32 8DX (**sterling cheques only**)

or to:-

Mike Street, 73 Hatton Drive, Ancaster, ON L9G 2H5, Canada (**for cheques in CAN or US dollars**).

Members who have not paid the 2013/14 subscriptions by the end of February 2014 will be removed from the *Maple Leaves* circulation list.





*The short article below is the latest in an occasional series on modern stamps and opportunities for forming interesting and challenging collections involving them.*

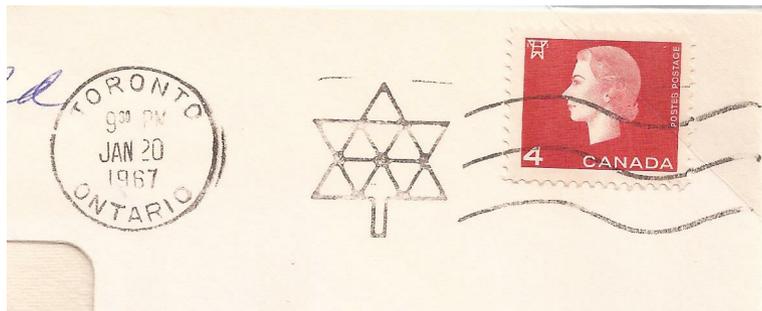
## SOME DIFFERENT CENTENNIALS

**Graham Searle F.C.P.S.**

At first sight the Centennial issue of 1967 may not seem a likely candidate for any beginner wanting to form a small but interesting collection of modern stamps or postal history. The plethora of paper and tagging varieties not to mention the different perforations, gums, printers and dies are a challenge for even the most experienced of us. In the spirit of this series of articles, however, I would point you toward one often overlooked aspect of 'Centennial' collecting, the Centennial postmarks.

These slogan type cancels were provided to 22 major post offices across Canada as part of the Centennial celebrations in 1967. They actually pre-date the Centennial stamps themselves. I have not been able to ascertain the actual release date of the dies to the post offices concerned. Harris (*I*) quotes the introduction date as 8th February 1967 but my earliest example is from Toronto and is dated 20th January 1967 – see fig 1 below. One suspects that they may have been issued in the early days of January 1967 and it would be interesting to hear if any member has an earlier example. They remained in use throughout 1967; fig 2 shows an example from Edmonton dated 20th December. Once again, logic suggests that it should be possible to find examples used right up to 31st December.

What makes these cancels a nice subject for a small collection is their discreet time period of use (one year only) and the fact that there are only 24 of them (two different types can be found from both Montreal and Vancouver – see fig 3 for the Montreal ones). Some are easy to find, some very hard, making for a bit of a challenge to complete a collection. For the record they can be found from the following towns and cities:-



*Fig 1 My earliest date for a Centennial cancel*





Fig 2 My latest date for a Centennial cancel

- B.C. - Vancouver (2 types; one reading Vancouver B.C. the other Vancouver B.C. Canada), and Victoria
- Alberta - Edmonton, Calgary
- Saskatchewan - Regina, Saskatoon and Winnipeg
- Ontario - London, Ottawa, Toronto, Goderich, Hamilton and Windsor
- Quebec - Quebec, Citie de Jacques Cartier and Montreal (2 types)
- New Brunswick - Fredericton, Moncton and St. John
- Nova Scotia - Halifax
- P.E.I. - Charlottetown
- Newfoundland - St. Johns

References:-

1. Centennial Definitive Series 1967 – 1973 by Robin D. Harris, July 2000.



Fig 3 The two types of cancel to be found from Montreal





## LETTERS TO THE EDITOR

**Alan Spencer**

### SOME QUERIES ON WORLD WAR I COVERS

At a recent meeting of my local Society I was posed a question which, as a student of the Admiral period I should have known, but I am ashamed to say I do not. I am hoping that someone will be able to enlighten me so I that I can try to reclaim some vestige of dignity!

Fig 1 below shows a typical example of a letter sent back to Canada by a soldier on Active Service in World War I. The stamp (or in this case stamp and a quarter) has been applied on arrival in Canada by the Post Office to pay the domestic postage from Toronto to Guelph.

Fig 2 overleaf shows a similar letter from the Canadian Expeditionary Force but this time mailed to an address in England. This letter did not require postage. Does any member know why this letter could be sent without postage but the first required it (albeit paid for by the Canadian Government)?

Even more confusing (to me) is the cover shown in fig 3. This cover was sent officially unpaid, probably in the diplomatic bag, from London. It has a facsimile signature of Lord Kitchener, who was at this time the Secretary of State for War. On receipt in Canada a 1cent Green adhesive was added and cancelled at Winnipeg to pay the drop letter rate. The question posed is who paid for and applied the adhesive stamp? Was it the British Consulate in Winnipeg or the Canadian Post Office and why was this letter treated in this way?



*Fig 1*





Fig 2



Fig 3

## Yohann Tanguay

### MISSING 'G' VARIETY ON COVER

I refer to the letter from Ron McGuire in the April issue of *Maple Leaves* showing a cover with an example of O26a, the 'Missing G' variety. I can confirm that a number of these covers do exist. At Eastern Auctions we are aware of at least 12 such covers in one holding, in addition to the one Ron showed. An example of one of these others is shown below in fig 4. This cover carries a VGG certificate.



Fig 4





## **Dean Mario**

### **MISSING 'G' VARIETY ON COVER**

You may have already heard from a few members related to Ron McGuire's very interesting "The Official Pitfalls" Letter to the Editor in the April issue (Vol.33, No.2, #328, p. 101) related to his "missing overprint" (#026a on cover with the missing "G").

In R. Maresch & Son's Sale #489 (February 27/13), lot 1276 contained a similar source cover to that of Ron's but with a used block of six with #026a tied to a large registered cover by a Sackville, NB 4 AP 53 CDS to the same addressee in Moncton, NB. It was estimated at \$500 and sold for \$525 (not including the 15% buyer's premium, taxes, shipping etc.).

While Ron's is not now the only piece recorded, one may also wonder if this was one of the major sources for these "Missing G" overprints!

## **Mike Street**

### **SPECIAL DELIVERY**

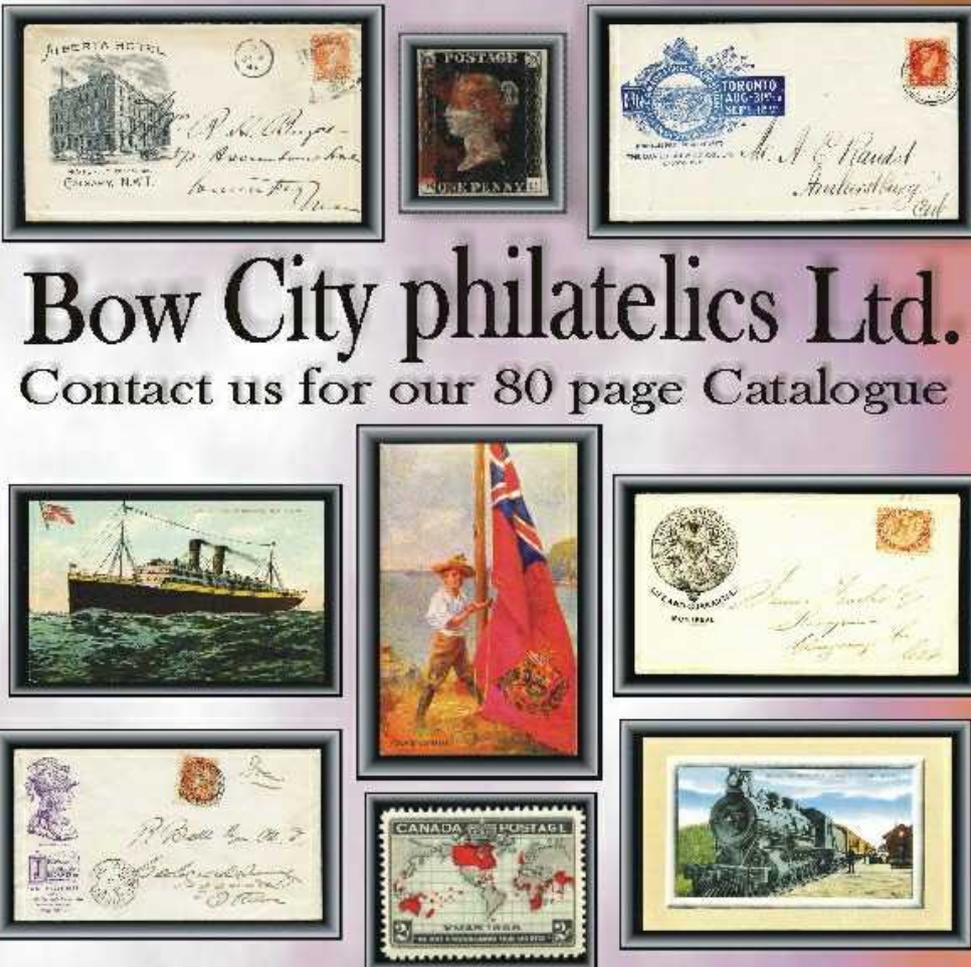
The reply to Question 1 of 'Any Questions' - Special Delivery' on page 89 of the April ML needs a bit of amplification.

Jim Bisset asked, "Was the requirement to have the ordinary postage in addition to the special delivery stamp ever relaxed to allow mail to be paid with only the special delivery stamps."

While the reply, "the requirement to pay ordinary postage was adhered to" was correct, it only applied until printing and issue of the 10¢ special delivery stamp was discontinued (Canada Official Postal Guide Weekly Bulletin, 22 December 1951, Item 6). In that notice Postmasters were instructed that remaining stocks of the Peace Issue special delivery stamp, Scott #E11, were to be used up and customers then advised to use ordinary 10¢ stamps to pay for special delivery service. At that point privately held 10¢ special delivery stamps essentially became 'ordinary' stamps and could be used to pay for all or part of any service or rate that cost 10¢ or more, including the registration fee, multiple weight domestic or single or multiple weight foreign postage.

Examples of such use are not common but they are known, as can be seen in the single weight airmail letter to Denmark shown in fig 5, courtesy of Brian Murphy. It should also be noted that after Newfoundland joined Canada in 1949 extra stocks of Newfoundland stamps were distributed to various Canadian Post offices for sale and general use. Whether postmasters used remainders of the 10¢ Peace Issue special delivery stamp in this way is not known.





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Fig 5

Mike Street

### DLO COVERS

The forthcoming 3rd edition of Brian C. Plain's "The Dead Letter Office in Canada 1830 - 2012" will contain, for the first time, a chapter on Canada's Dead Letter Office Officially Sealed labels. These 'stamps' are catalogued by Unitrade as #OX 1 to 4 and the Walsh British North America Specialized as #OS 1 to 3. The new chapter will be prepared by C. R. [Ron] McGuire, *OTB, FRPSC*. For this chapter Ron is conducting a census of existing used examples of these labels with full or partial postmarks, and of covers sealed with these labels. Ron is requesting readers to send him scans @ 300 DPI of examples they own, of which they are aware and/or may have seen in old auction catalogues. He would also like to make contact with anyone who has a specialized collection of the labels themselves.

Despite several decades of searching, Ron has not been able to locate any Canada Post Office Department regulations for the criteria to be followed by DLO employees for the use of these labels. If anyone knows of or has a copy of such a regulation, he would welcome information and/or a scan of it to include in this chapter.

For a future article he also requests the same input for used examples with postmarks and on cover, of Newfoundland's Dead Letter Office 'stamps': Unitrade - #OX - 1 and Walsh - #OS - 1.

Ron's e-mail is [crm\\_cpmh5@sympatico.ca](mailto:crm_cpmh5@sympatico.ca). Colour photocopies are also welcome. They can be mailed to 485 Hillcrest Ave., Ottawa, ON K2A 2M8. He will gladly reimburse photocopy and postage costs, if requested. All assistance will be acknowledged unless otherwise requested by a contributor.





## BOOK REVIEWS

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

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

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

**CANADA RED POSTAGE DUE ISSUES – THE STAMPS AND THEIR USAGE, John Arn, 2012, BNAPS Exhibit Series no 69**, 170 pages, 8.5×11, Spiral bound, 2012. ISBN: 978-1-927119-12-9 (colour), 978-1-927119-13-6 (B&W). BNAPS Exhibit Series #69. Published by BNAPS. Stock # B4h923.69.1.1 (Colour) - \$C66.00; B4h923.69.1 (Black & White) - \$C41.95

Members familiar with John Arn's earlier exhibits of QE2 material (notably his outstanding exhibit of the Cameo definitives) will know what to expect from this book. Sadly, John died in April 2012 and this, his last major exhibit, is a fitting memorial to one of the pioneers of QE2 philately.

The exhibit shows the various printings of the red dues from the first series in 1967 to their final withdrawal in the early 1980's. In addition to the types and varieties to be found in the catalogues, the exhibit contains some previously unrecorded paper varieties (for those who like to collect the various degrees of fluorescence in paper) and some nice printing flaws and plate varieties. The major part of the exhibit is, however, taken up by the postal history showing the uses of the various values, including some very rare and obscure uses such as the correct single use of the 1 cent value on a redirected 1968 drop letter and two of the six known examples of the 4 cent 'returned key' rate. Indeed the exhibit appears to contain examples of all the red dues used on cover both singly and in combinations. The overall result is surely the definitive exhibit of this issue that may never be bettered.

This is a remarkable exhibit, the more so because almost all of the material on display could have been obtained relatively cheaply (albeit it may have taken an age to find some of the items!), proving that you do not need a big bank balance to put together an award winning display. Even if you do not collect these modern postage due stamps, the exhibit is worth a look to gain some inspiration on what is possible by picking a modern, relatively cheap, issue and putting together a world class display of it. Those who do collect modern issues will no doubt wish to own their own copy.





**THE RE-ENTRIES AND VARIETIES IN THE 3 CENT SMALL QUEEN**, by Kenneth A. Kershaw, 2013, Spiral bound, 448 pages,  $8.5 \times 11$ . Published by the British North America Philatelic Society. ISBN 978-1-927119-16-7; Stock # B4h061.1.1 \$C128.00

One always approaches a book on Small Queens with anticipation and hope, and in the case of this volume one cannot but admire the sheer hard work and dedication of the author. Having said that, it is a rather disappointing work.

There are two ways in which it could have been improved without too much effort, first more attention to editing and errors in the text, and secondly, even more importantly, some attempt to show into which of the three main printing Small Queen periods each variety described fell.

To deal with editing and fact first. There is no attempt to describe how a re-entry comes about. Even the most dedicated re-entry enthusiast was not born with the knowledge, let alone the novice reader. There are also many minor typographical errors. For example, attention is drawn in the introduction to an illustration on page 3. It is on page 6. We are informed that “the printing plate for the 3¢ plate (sic) contained two panes of 100 positions each.” The first six 3¢ plates were single pane 100 subject plates, and the last eight made were single pane 200 subject plates, Guide dots in the page 6 illustration are described as being lower right, while they are clearly lower left. A further introduction to entries is listed as being on page 42-44. It is on page 45 – where one might have found an explanation of their cause; alas no.

Nicely illustrated are the various imprints to be found on these stamps, though the writer falls into the trap of assuming Type III on Plate 1 preceded Type IV on Plate 2, overlooking the fact that both were in use when making Large Queen plates in 1868. No other imprint is given its recognised type number except the statement that Type V was introduced “by 1880”. It was, in fact, introduced in 1874 on the 10¢ value.

There are some nice illustrations of guide lines, which are not that common as most were burnished off during plate cleaning before commissioning any plate but there is a lovely example of double lines on page 29 where the author, who assiduously rings all the varieties he mentions, seems to have missed one. Also surprise is expressed at a horizontal line through the centre of a stamp, unaware perhaps that this was the norm from about 1880 when guide dots were placed in the rim of the vignette at either 3 or 9 o'clock and were joined by lines running through. Most were burnished off pre-commissioning and they are more readily found on the 2¢ value.

A considerable amount of space is devoted to ‘so called’ guide dots. Guide dots are there when placed deliberately in laying down the plate prior to entering. Many of the dots shown are in odd places and are most likely caused by corrosion. There is also a nice variety on pages 335/6 described as a “long irregular tool scratch...” It is clearly a crack in the plate.





When we get on to what should be the most important section of the book, i.e. on re-entries, the main criticism is that many of the illustrations are awfully fuzzy, but again the author does evince quite astonishing naivety at times. Extensive Re-Entry #7 and extensive Re-Entry # 8 are described as duplicating each other; that they come from different plates or positions. The fact that one is dated 1893, the other 1894 does not preclude them from being the same re-entry, same plate/ position, but from a different sheet. There is much talk of kiss prints and how one may confuse them with re-entries. True kiss prints are not that common where the sheet falls back on to the plate when being lifted. Two points seem to have been overlooked. Over-inking, which seems to be the cause of some of the varieties shown, and the fact the operatives get tired towards the end of the working day and instead of lifting the printed sheet cleanly, sometimes might just pull it a little causing the smudging being discussed.

To be brutally frank, if one wants a book that shows the sort of varieties that can be found on the 3¢ Small Queen, it could be done in a much slimmer volume – I cannot honestly see what other use the book serves.

John Hillson

## IMPORTANT NOTICE REGARDING ANNUAL SUBSCRIPTIONS

Members will note that we have been obliged to increase subscriptions for the 2013/14 year. This increase, approved at last years AGM, is a direct result of the very substantial increases in all UK postal rates introduced in April 2012.

Since that time, however, we have been subjected to another large increase in postal rates in April 2013, this time affecting only mailings to overseas members. As well as increasing rates, the GPO have altered the weight bands for printed papers. Our usual format comes in just above one of the new bands giving us postage rates that effectively result in the entire Annual Subscription for a member in North America being used up by the mailing costs of *Maple Leaves*. This before we even pay to get the journal printed!

The Committee will be considering a number of alternatives to allow us to maintain Subscriptions at a reasonable level into the future and these will be discussed at the Plymouth Convention. In the meantime, we are experimenting, for this issue, with a different paper stock which would allow us to retain the 64 page format of recent times but with a weight that comes in just below the postal weight band. (To achieve the same result with the old paper we would need to drop to a 48 page issue size). We welcome members feedback on the impact this new paper has on the quality of the journal.





## SOCIETY NEWS

### FROM THE PRESIDENT

By the time this issue of *Maple Leaves* is delivered to you, the 67th Convention Programme will have been finalised, as shown below. The CPS Convention hotel preferential rates will be held open for all Members to book, **until 31st July** which, is the closing date “deadline” for completed Booking forms to be have been received by me. All Plymouth Hotel Rooms for September are now at a premium due to the city being such a popular tourist resort plus, visitors overstaying from Plymouth events of the previous week, ie : ‘Plymouth Seafood Festival’, Plymouth University “Graduation Ceremonies” and the, “Marine City” Annual Festival. So please book early. Details of the Hotel Accommodation Rates, etc. are available from : [www.canadianpsgb.org.uk](http://www.canadianpsgb.org.uk). Travel directions to Plymouth are also available on the website but, for further assistance, you can ask for my advice : [p.motson@btopenworld.com](mailto:p.motson@btopenworld.com) or 01297 20392.

Those members who may wish to either arrive early or, extend their stay after Convention, should note that the Hotel will offer their Concessionary B&B Rate subject to, prior notice and booking.

Although the hotel does have some secure storage facilities and, some rooms have a safe, please remember that the security of your valuables is best arranged by you. Your insurers may require notice of items temporarily removed from your home.

In addition to philatelic displays and competitions by Members, there are alternative options outside the hotel ranging from the National Marine Aquarium through to the usual City Centre shops with restaurants and eateries specialising in Continental fare and delicacies. There are of course, numerous Art Galleries, Museums and historic buildings of interest.

The Convention Programme is as follows :-

#### **Wednesday 25<sup>th</sup> September**

1500 hrs - 1700 hrs           Registration and, Devon Cream Tea  
1630 hrs                    Executive Committee Meeting  
1800 hrs                    Dinner  
2000 hrs                    Display : “*Newfoundland Bay Mail Steamer Services*” by Brian Stalker  
                                  Partners : informal meeting in the Regency Lounge  
2200 hrs                    Study Groups and Auction Viewing

#### **Thursday 26<sup>th</sup> September**

0700 - 0900 hrs           Breakfast  
0900 hrs                    Display : “*Early Development of Registered Mail in Canada 1802-1897*” by Graham Searle  
1015 hrs                    Coffee  
1030 hrs                    Display : “*It Took a Long Time to Stop Collecting Canada*”  
                                  by Graham Searle





1230 hrs Lunch  
1330 hrs Bus Tour of the City + *Plymouth Gin* Distillery Tour  
1800 hrs Dinner  
2000 hrs Display : “*Canadian Postage Dues and their Usages*” by John  
Parkin  
Partners : informal meeting in the Regency Lounge  
2200 hrs Study Groups and Auction Viewing

#### **Friday 27<sup>th</sup> September**

0700 - 0900 hrs Breakfast  
0845 hrs Fellows Meeting  
0900 hrs Committee Meeting  
1030 hrs Member’s 16 Sheet Displays  
1230 hrs Lunch  
1330 hrs Tour of the *Royal Naval Heritage Centre*  
1800 hrs Dinner  
2000 hrs Display : “*Canada Drop Letters 1836 - 1968*” by Colin Banfield  
Partners : informal meeting in the Regency Lounge  
2200 hrs Study Groups and Auction Viewing

#### **Saturday 28<sup>th</sup> September**

0700 - 0900 hrs Breakfast  
0900 hrs AGM  
1015 hrs Coffee  
1030 hrs Competition Critique and viewing  
1230 hrs Lunch  
1330 hrs Auction  
1530 hrs Boat Cruise round Plymouth Harbour  
1900 hrs Drinks Reception  
1930 hrs Awards Dinner

#### **Sunday 29<sup>th</sup> September**

0800 – 1000 hrs Breakfast  
1000 hrs Checkout and “Fond Farewells”

As an Ex-Royal Navy *Fleet Air Arm* Aircraft Engineer, I sailed out of Plymouth dockyard on various aircraft carriers, several times in my younger days. Later, my civilian career brought me back to Plymouth for 2 years but, we now live in east Devon and have done for over 35 years. Our youngest son Stuart was awarded his Science and Physics Degree here at Plymouth University and, as a sports sub-aqua diver he has enjoyed many dives in this area. We are looking forward to returning to Plymouth and perhaps a few of our “old haunts” but, we also hope you will enjoy a stopover, or longer, “dun yer” in the West Country, too. As always, we look forward to meeting you all.

PS If you haven’t already - send me your Booking Form – SOON.

**Peter Motson**





## FROM THE SECRETARY

I have been advised there will be 1400 frames available for competitive exhibits at the London 2015 International Exhibition. Members should note that applications to exhibit must be submitted to the national Commissioner by 1 January 2014, which being a bank holiday really means before Xmas 2013. The UK Commissioner is John Jackson who can be contacted at [john.w.jackson@care4free.net](mailto:john.w.jackson@care4free.net) or by phone at 01664 568956. The standard required is at least vermeil at National level.

**John Hillson FCPS**

## FROM THE SUBSCRIPTION MANAGER

Enclosed with this issue of Maple Leaves is the reminder regarding subscriptions for the coming year. Subscriptions fall due on 1st October 2013 and, as usual, a discount applies to those who get their payments in before 1st November. Payment can be made by cheque (in £ to me or in \$US or \$CAN to Mike Street) or via PAYPAL online at the Society website. Please note in particular the new Subscription Manager and address to send your money to!

**Please check the mailing address slip which came with this issue of Maple Leaves. If this shows a large PD you have already paid for 2013/14, have a life membership, have been a member for over 50 years or have a direct debit arrangement in place. If any of these apply, no action is required!**

If you are unsure whether you have paid for 2013/14 in advance or if any of the other categories above apply to you, please contact me by e mail or post and I can let you know. Contact details can be found on the inside back cover.

**Malcolm Montgomery**

## SCOTLAND AND NORTH OF ENGLAND GROUP

The 'Northern' Group met in Moffat on 6th April and in spite of the absence of several regulars there was a most interesting series of displays from those present, ranging from Small Queen covers and Fancy Cancels through the 1897 – 1915 issues to modern issues including the 1977 – 1984 definitive series and the Locomotive issues of 1984 - 1986. A number of questions raised by members were also able to be answered. Arrangements have been made with the Buccleugh Arms Hotel, the usual venue, for our next meeting to take place at 1400hrs on Saturday 26th October 2013. All members of the Society are welcome, please bring along a few sheets to display.

**Graham Searle**





## AMENDMENTS TO MEMBERSHIP

to 15<sup>th</sup> JUNE 2013

### New Members:-

- 3015 BOOTH, Kathleen; 1219 Belavista Cres. SW, Calgary, Alberta, Canada T2V  
e mail: [bkbooth@telus.net](mailto:bkbooth@telus.net) C Mo  
3016 MASSON, Gordon Douglas, 17a Cloughs Road, Ringwood, Hants BH24 1UU  
e mail: [anneandgordon@btinternet.com](mailto:anneandgordon@btinternet.com) C, B  
3017 O'HARA, Cathal, 14 East Street, Warrenpoint, Co. Down, Northern Ireland  
BT34 3JE e mail: [Cabover50@aol.com](mailto:Cabover50@aol.com) C, B

### Change of Address:-

- 2593 LAWS, Peter; Bow City Philatelics, PO Box 78103, 383 Heritage Drive S.E. ,  
Calgary AB, Canada T2H 2Y1  
2718 JOHNSON, Richard; 233 – 3161 Grant Avenue, Winnipeg, Manitoba, Canada  
R3R 3R1

### Resigned:-

- 2935 HIRST, Richard (due to ill health)

### Deceased:-

- 1952 TAYLOR, Les

### Removed for Non-Payment of Dues:-

- |      |          |      |          |
|------|----------|------|----------|
| 2704 | WALKER   | 2815 | SASS     |
| 2841 | ELLIS    | 2854 | GLAZE    |
| 2973 | NIEFORTH | 2977 | MUNDEN   |
| 2984 | SOLIS    | 2987 | TURMINE  |
| 2996 | MAGNAN   | 2998 | McDONALD |
| 3002 | SCOTT    |      |          |

**Revised Total:- 310**

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## FORTHCOMING EVENTS

### 2013

#### July 6 MIDPEX, Leamington Spa CPSGB Midlands Group Meeting

Aug 2 – 8 Thailand 2013 Bangkok

Aug 30 – Sep 2 BNAPEX, Charlottetown, P.E.I.

Sep 18 – 21 Autumn Stampex, Islington London

#### Sep 25 – 29 CPSGB Convention, Plymouth

Oct 12 Association of Sussex Philatelic Societies Stamp & Postcard Fair, South of  
England Showground, Ardingly 10am to 4.30pm

#### Oct 26 CPSGB Scotland and North of England Group Meeting, Moffat

Nov 11 – 17 Brasiliana 2013 Rio de Janeiro

### 2014

Feb 19 - 22 Spring Stampex, Islington London

May 3 - 4 ORAPEX, National Level Show, Ottawa

Aug 29 – 31 BNAPEX, Baltimore, Maryland

Sept 17 - 20 Autumn Stampex, Islington London





## THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN 2012/13

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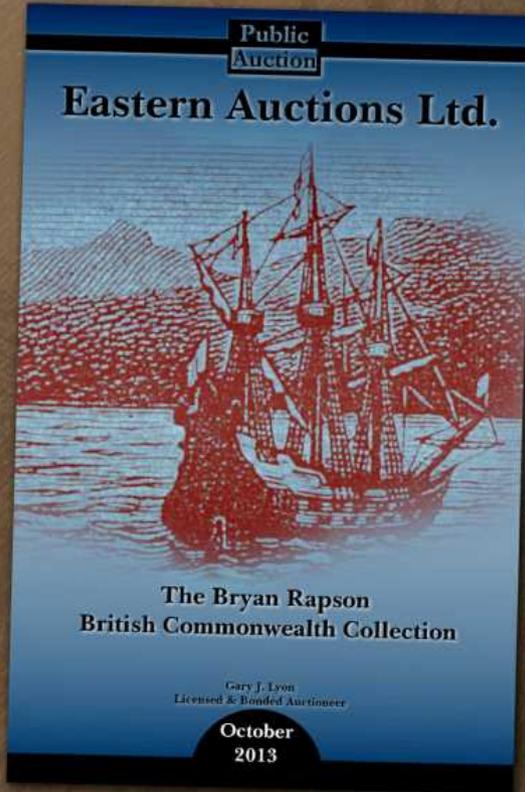
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