

Maple Leaves

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

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EDITORIAL



With this issue of *Maple Leaves* you will find your annual subscription reminder – at least you will if you need to take action re your subscriptions. Those who pay by direct debit, have pre-paid for the coming year, are life members or have been members for 50 continuous years will not find the insert as you don't have to do anything! If you are worried that you might not have pre-paid or wonder why you don't have the form when you think you should have it, please contact either Malcolm Montgomery (in the UK) or Mike Street (in North America) and they can clarify your status. Contact details are on the inside of the back cover.

The good news for most of us is that Subscriptions have gone **down** this year. Yes, they have really gone down! Following our success in dramatically reducing our mailing costs for *Maple Leaves*, particularly to North America, we have been able to reduce UK subs from £22 to £20 and overseas subs to £25 for all regardless of domicile. Coupled with a fall in the value of the £ against the \$ in the last year this has resulted in a significant reduction in Subscription levels for those members in the USA and Canada making CPSGB an even bigger bargain than usual!

This is the last issue of *Maple Leaves* before our Annual Convention in Kenilworth and it is timely to remind all those who may be thinking of attending that **you need to get your booking forms in to Ken Flint by 31st July to take advantage of the special rates**. More details on the event can be found on page xxx of this issue or on the Society website. Please also note that there is a small error on the Convention Booking Form. Whilst the dates are correct, the heading should read Wednesday to Sunday not Saturday.





Following our plea re the Exchange Packet in the January issue, I am pleased to report that Hugh Johnson has had a nice lot of new material coming in for sale. The packet can be found on the website at www.canadianpsgb.org.uk where all the old packet sheets have been removed and a completely new batch of both cover sheets and stamp sheets can be found. To keep the packet fresh, however, Hugh is always keen to receive new material for sale – the more the merrier. Commission charges for the Society are a flat 10% - the same as for the auctions and the bourse so if you have some surplus stamps or covers in the drawer, package them up and send them off to Hugh.

In a similar vein, I find myself very short of material for the Convention Auction in October. With summer holidays coming up, I am extending the deadline for receipt of consignments to the **end of July** so if you do have some spare material to dispose of, please send it in this month or contact me to discuss it. My thanks go out to those members who have already sent material in.

For fear of sounding like a broken record, I remain desperately short of material for future issues of the journal and would welcome contributions - both large and small - on any subject pertaining to BNA philately.

And finally..... our thoughts go out to the residents of Fort McMurray and surrounding areas and, in particular, to any members who may have friends or family affected by the extensive wildfires. Stay safe.





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THE EARLY DEVELOPMENT OF POSTAL STATIONS IN TORONTO: 1900 - 1918

Graham Searle *FCPS*

My long running series of articles on Street Cancels left more than a few loose ends and unanswered questions. Amongst these questions were such things as ...why are Street cancels used after 1900 so much harder to find than those used before 1900? and..... why did the Toronto York Street office, clearly the most important and busy sub-office in the city, close suddenly in 1901 less than nine years after being opened?

The answer to both these questions lies in the development of the Postal Stations in the big Canadian cities. Today, postal stations are a familiar part of the Canadian Post Office system. These postal stations are effectively branch offices of the main town or city post office and are normally designated by a letter (e.g. Postal Station B). I won't attempt in this article to go into the complexities of the Canada Post definitions of its various types of postal outlet over the years but those who are interested can find some more information in ref 1.

What is clear is that by 1900, the expansion of postal services in cities such as Toronto had grown to the point where the authorities found it necessary to develop a new hierarchy of post offices. In large part, this was driven by the ongoing and rapid development of machine cancelling devices, first introduced in 1896. It must have been clear to all that it was neither practical nor necessary to install such machines in every postal outlet. By 1900, Toronto had well over twenty such outlets.

The solution it seems was to fall back on the tried and tested. Back in the 1880's Toronto had introduced a small network of three Branch Offices to support the main post office, later these had been replaced by a network of four 'branch' offices (Riverside, Yorkville, Spadina Avenue and Parkdale). In 1901, the post office introduced a remarkably similar concept with the opening of the first Postal Station (Station B). It would appear that the original concept of the Postal Station was very similar to that of the old Branch Offices; that they should offer the full range of post office services to a designated area of the city in support of the main office. This would include such things as having letter carriers operating from them and even having machine cancelling devices installed to cancel the mail (though as we shall see below this latter feature was rather short lived). As the network of Postal Stations was opened, the other outlets (mainly 'Street' offices but also including the old branch offices) became sub-offices and undertook only limited services. When it came to cancelling the mail, all normal mail was routed to the Postal Stations or main post office and the 'Street' or sub-offices handled only registered and special delivery mail and money orders. (So if you are searching for Street cancels after 1900 you need to look mostly at registered mail or money orders to find them).



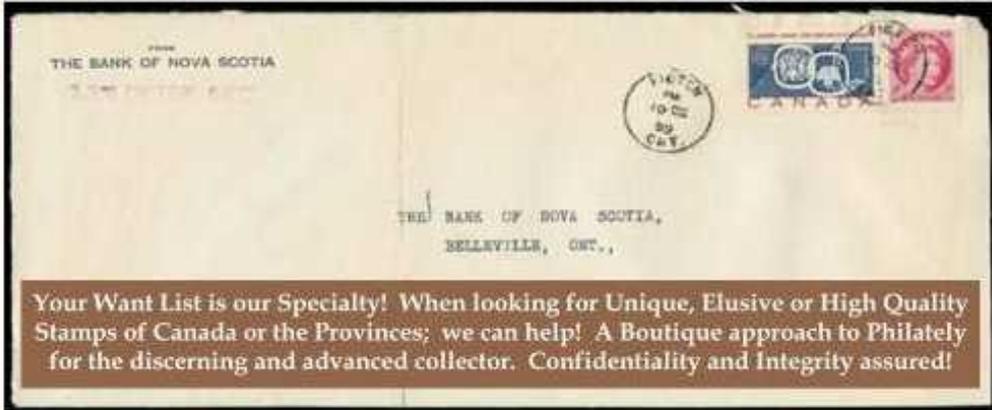


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It is possible to form a very large collection of Postal Station cancels from Toronto as over the years the city has opened a large number of these offices and as we will see below they have all been very long lived. For the purpose of this article, I will limit myself to those Postal Stations that opened for business prior to 1918 (although some of the cancels I will illustrate from these offices are much later).

TORONTO POSTAL STATION 'B'

This was the first Postal Station to open on 1 November 1900. It was located at 117 King Street West at the corner of York Street and directly replaced the old York Street post office. The office has relocated a few times but a Postal Station 'B' is still open today.

It was the first and only Postal Station to be issued with a machine canceller (it is possible that the original intent behind these Postal Stations was that they all have such equipment but the impracticality of this soon became apparent). An example of this machine cancel is shown in fig 1 below. Whilst this machine cancel was relatively short lived (I have not seen an example dated later than 1908) it is far from uncommon giving an insight into the volume of mail handled by this new office.

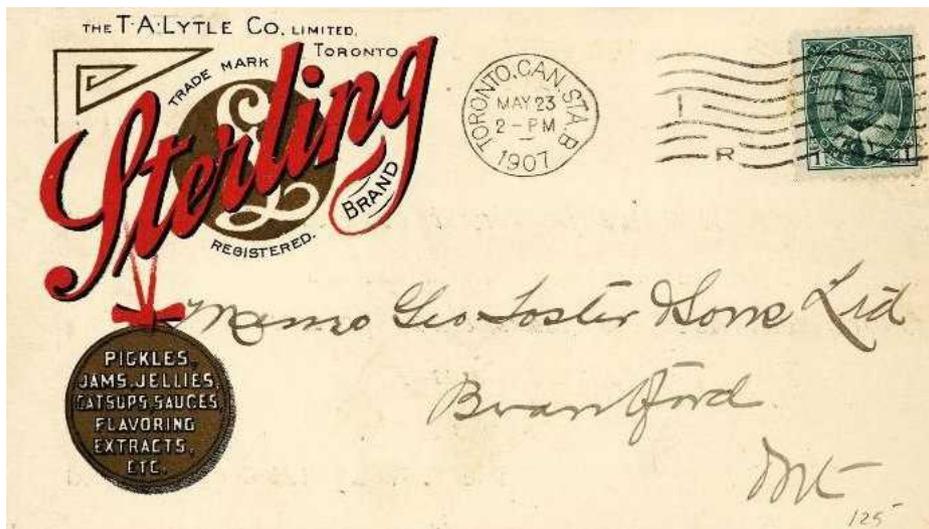


Fig 1 Toronto Postal Station 'B' machine cancel (courtesy of Bow City Auctions)

In addition to this machine cancel, I have recorded two different cds cancels and a duplex cancel from this office prior to 1918. The two cds cancels appear to have been in concurrent use in the early years of the office. One is a regular full circle cancel – an early example from 1901 is shown in fig 2 overleaf. The other is a three ring 'orb' cancel shown in fig 3 overleaf. These 'orb' cancels first introduced in the 1890's are a feature of these early Postal Stations and many of the rarest 'orb' cancels come from the postal stations. This one from Toronto Station B is however, relatively common.





Fig 2 Postal Station 'B' cds cancel

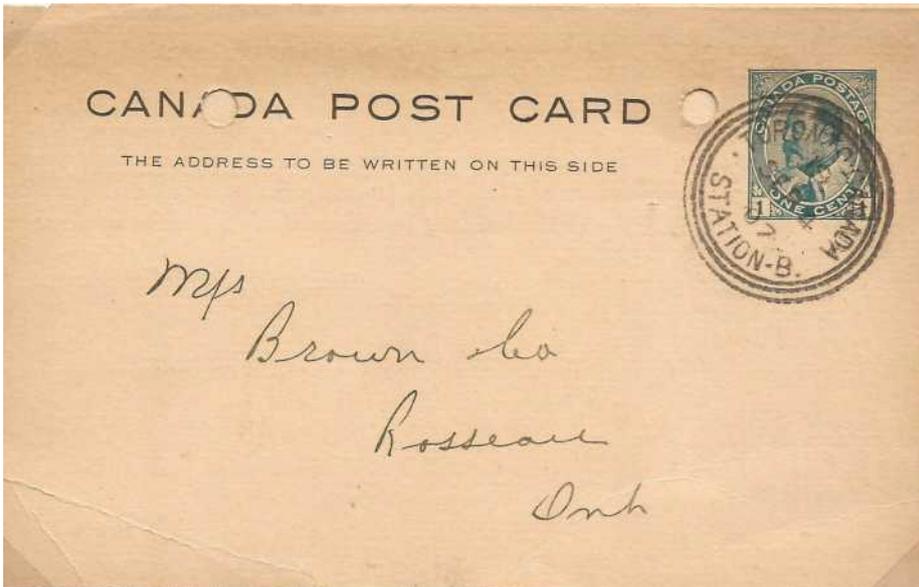


Fig 3 Postal Station 'B' orb cancel

The duplex cancel is shown in fig 4 opposite. This type has only been seen on third class mail (undated) and is known used from around 1901.

Before we look at the other Toronto Postal Stations it is interesting to reflect on why the first such office was given the letter 'B' and not 'A'. It would appear that, initially at

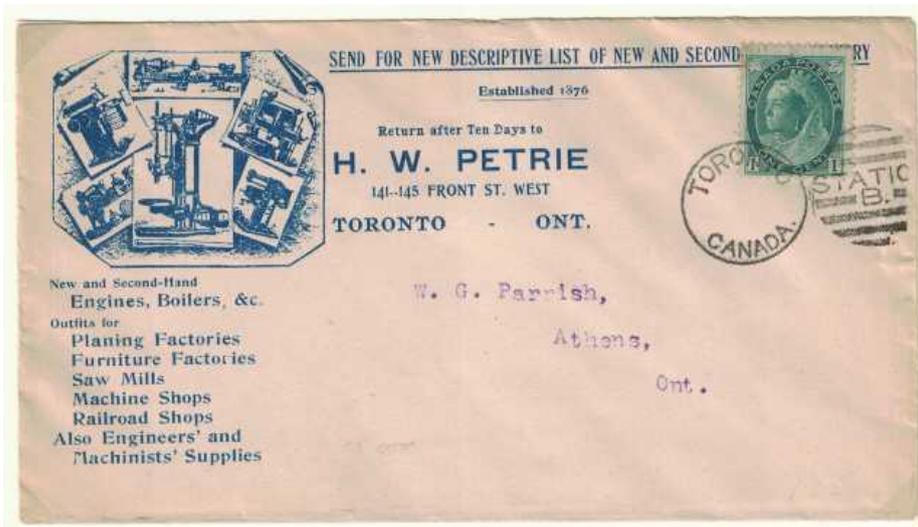


Fig 4 Toronto Station 'B' duplex (courtesy of Stéphane Cloutier)

least, the authorities decided to retain the letter 'A' for the main post office. Records show that a 'Station A' was opened in the Union Station complex in Toronto in 1903. This building gradually housed all of the electric machine cancellers in the city. None, however, prior to 1918 carried the 'Station A' name as they produced postmarks simply inscribed 'Toronto'. By the early 1920's we start to see cancels with 'Station A' in the name – see fig 5 for an example from 1921.



Fig 5



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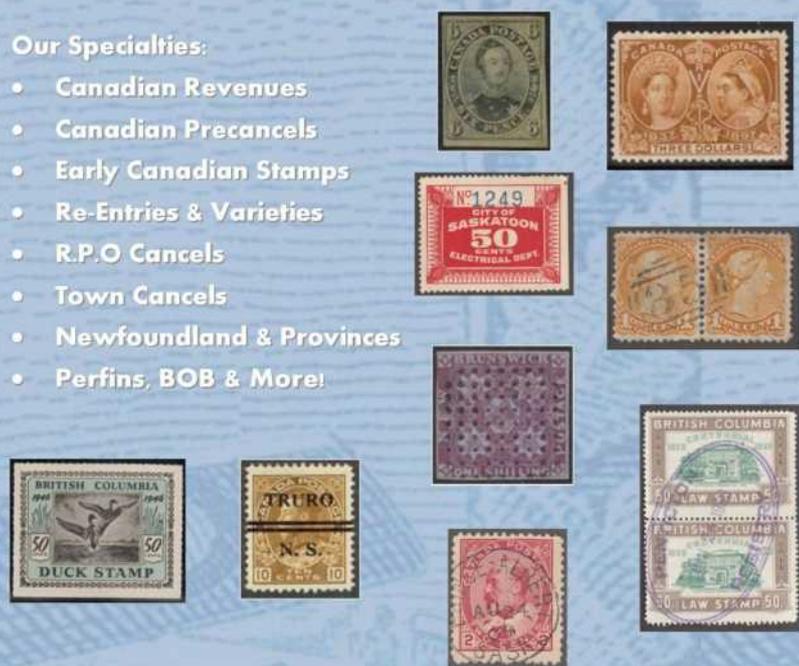
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TORONTO POSTAL STATION 'C'

Postal Station C was opened in 1903 on Queen Street east of Dufferin Avenue. The old Parkdale office was based on Queen Street and had been an important branch office of Toronto until this time but after the opening of Postal Station C it seems to have become a sub-post office. An office with the name Postal Station 'C' was still open for business in 2008.

I have noted at least six different cancels from this office in the period up to 1918. The first two are both three ring orb cancels which would appear to have been in concurrent use. They show very different ring spacing and are easily told apart – see figs 6 and 7 for examples. The one with the closely spaced rings (fig 7) is, by far, the more common of the two and in fact is probably the commonest of all the Postal Station orb cancels.



Fig 6

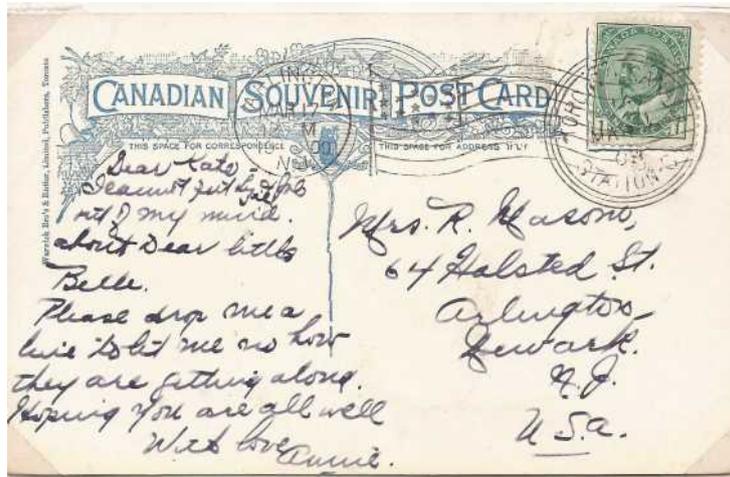


Fig 7





This office also employed a full circle cds cancel (an example is shown in fig 8 below) from February 1913. I have never seen an example of this cancel earlier than June 1910, so it is possible that this type replaced the orb cancels. In addition, Postal Station C made use of two very different duplex cancels. The first type is similar to that used at Station B and is shown in fig 9 opposite. As with the Station B type, this cancel appears to have been used primarily on third class mail without any date information although the example shown here has a receiver cancel dated in September 1906.

The second type of duplex is something of a mystery. I say, second type of duplex, but the duplex cancel database (ref 2) lists no fewer than 13 different variants of this cancel in use prior to 1918 (types DON 1736 – 1754 inclusive are all of this general type); a couple of these are shown in fig 10 opposite. The earliest recorded date of this type of duplex is February 1904. It appears to have been either copied from or created from one of the earlier branch office duplexes from the 1890's which had numbers in the centre of the killer; this type having the letter 'C' in place of a number. Previous writers (ref 3) have always attributed this cancel to Postal Station C and a similar type to Postal Station D. As we shall see below, however, there are some doubts over this attribution and I would welcome any examples members can show which definitely prove these types to have been struck from Postal Station C.

It is worth noting that these duplex cancels appear to have been used only on 'special mail' such as registered, special delivery or odd sized. Differentiating between the various types listed in the database is not for the faint hearted and is best done by using transparency overlays. Ref 2 provides full details of the differences between the types.



Fig 8 Toronto Postal Station 'C' full circle cds cancel from 1913



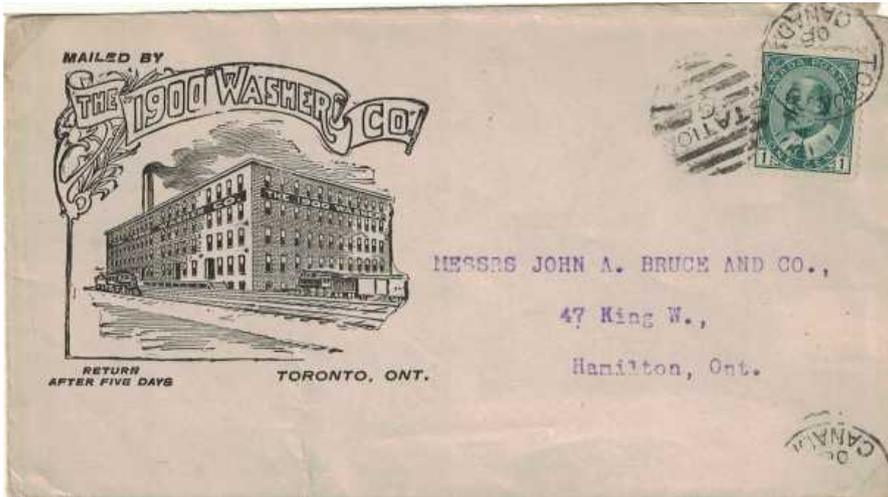


Fig 9 Early type of Postal Station 'C' duplex. (Courtesy Stéphane Cloutier)



Fig 10 Two examples of the many types of later duplex cancel attributed to Toronto Postal Station 'C'. The post card at top is a leather type.



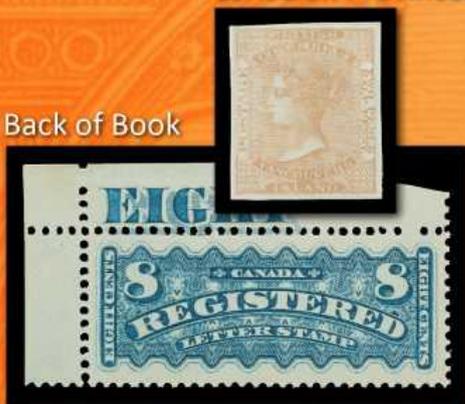
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The final type of cancel from Postal Station C is a roller type, shown below in fig 11. This example shows an indicia '2' so it is reasonable to assume that there may also be one with a '1' but I have never seen this. It is also probable that similar roller cancels were in use from some of the other Toronto Postal Stations but, again, I have never seen any. Maybe our members can show us other examples?



Fig 11

TORONTO POSTAL STATION 'D'

Records show that Postal Station D was opened in West Toronto in 1909 (after Stations F and G suggesting that some grand scheme was afoot). It was located at 1675 Dundas Street on the corner of Keele and Dundas Streets and replaced the old Toronto Junction sub-office. Postal Station 'D' closed in 1992.

The commonly seen cancel from this office is a full circle cds type shown in fig 12 below. Early

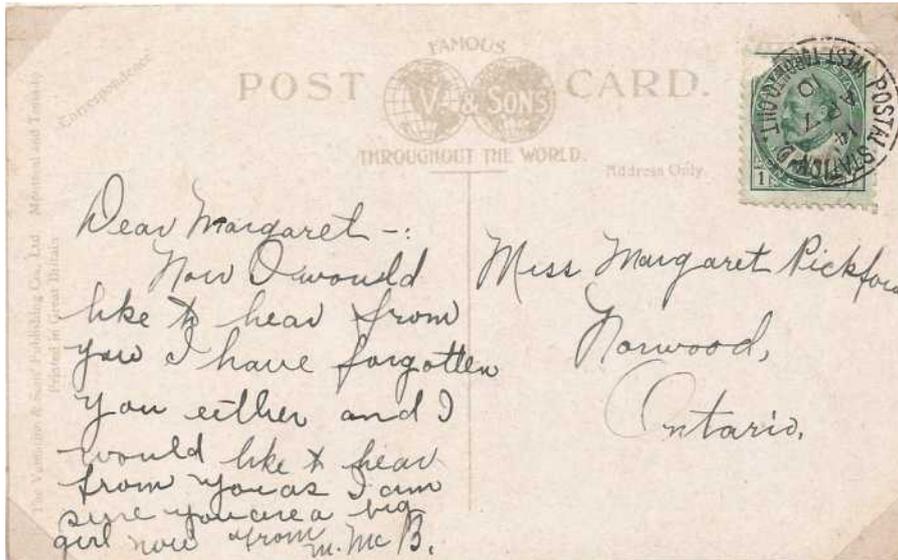


Fig 12 Full circle cds cancel from Postal Station D

examples of this cancel from 1909 show an AM or PM indicia. Those from late 1909 onward show a numeric indicia. The early type (see fig 13 overleaf) are quite hard to find.

This office may also have used a duplex cancel similar to the type described above for Postal Station C. Examples are shown in fig 14 overleaf. As with the Station C duplex, many variants of this cancel exist. The duplex handbook lists some 15 types in the



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period up to 1918. The problem with this cancel being attributed to Postal Station D is that the earliest recorded date of this type is December 1903 and five or six of the variant types have proof dates or earliest recorded dates that fall well before the date which records show Postal Station D was opened so whilst some of the variants may originate from Postal Station D it is clear that they do not all do so (unless of course, the opening date of Station D, as recorded in the archives, is itself incorrect and was much earlier).



Fig 13 Early type of Postal Station 'D' cds with PM indicia

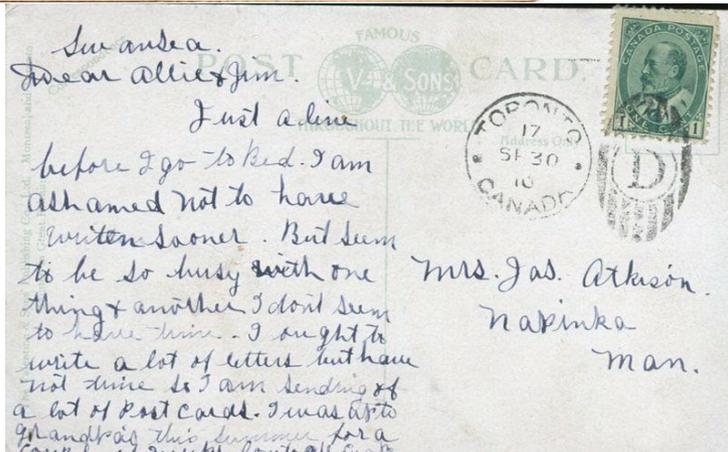


Fig 14 Two examples of the many types of 'D' duplex attributed to Postal Station D. Note that the top one is dated in 1904, prior to the recorded opening of the office.



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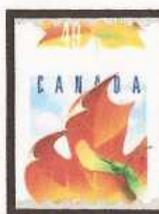
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TORONTO POSTAL STATION 'E'

Postal Station E was opened in 1909 and was situated on Bloor Street, a block west of Bathurst Street. The old Bloor Street sub-office had originally been on the corner of Bathurst Street but by this time had moved a few blocks east. An office of this name was still open for business in 2008.

This Postal Station appears to have handled less mail than many of the others as examples of cancels from this office are scarce. The only one I can definitely say was in use prior to 1918 is a three ring orb type shown in fig 15. This is, by some distance,

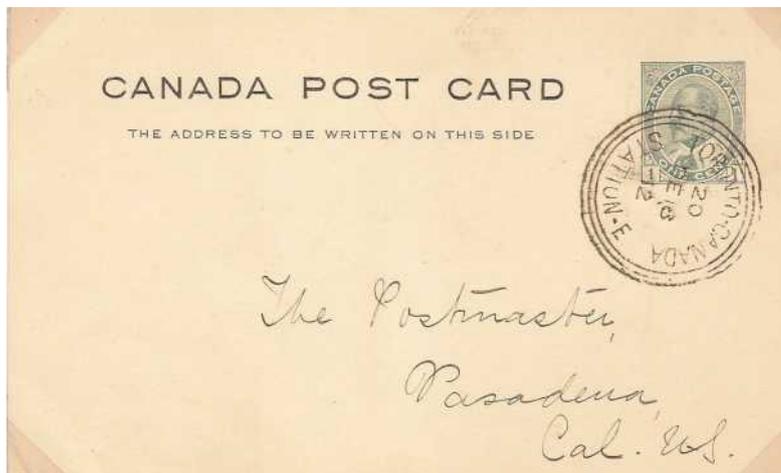


Fig 15 Toronto Postal Station 'E' orb cancel - this one is hard to find!

the scarcest of the Toronto orbs. This office also used a full circle cds cancel similar to the types shown for Postal Stations B, C and D above but I have never seen a copy used any earlier than 1929 (see fig 16 overleaf) and it is unclear if this cancel was in use prior to 1918. The proof books also show a duplex cancel similar to those shown above for Postal Stations C and D but with an E in the centre of the killer. This cancel was proofed in April 1910 so may well have been for Postal Station E. Unfortunately, to date, no copy of this cancel has been recorded in use.

TORONTO POSTAL STATION 'F'

Postal Station F was opened in 1907 (somewhat out of chronological / alphabetic order) and was situated on the corner of Yonge and Charles Streets, a block south of Bloor Street. Two blocks north of here on Yonge Street was the old Yorkville branch office which following the opening of Postal Station F became a sub-post office. Postal Station 'F' lasted at least until 1993.

I have seen two different cancels from this office in the period prior to 1918. The first





Fig 16 Postal Station 'E' cds cancel used in 1929 but was it in use earlier?

is a two ring orb cancel shown in fig 17 below. This appears to be the only two ring orb type used in the Toronto Postal Stations. This type was in use until at least 1914 but later examples are often very smudged in appearance suggesting the cancel may have been getting rather worn by this time.

Postal Station F also used a full circle cds cancel. The example shown in fig 18 opposite is from 1910 showing that the two cancel types were in concurrent use at this office.

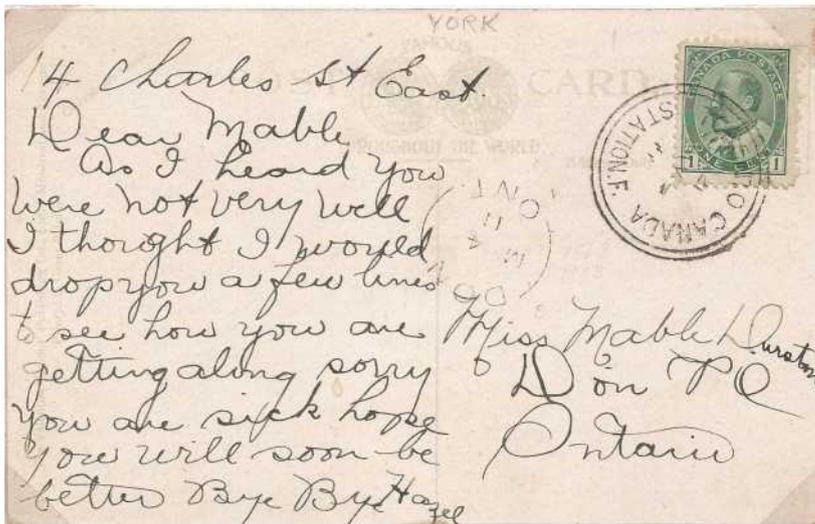


Fig 17 Postal Station 'F' two ring orb cancel



Fig 18 Postal Station 'F' cds cancel

TORONTO POSTAL STATION 'G'

Postal Station G was also opened in 1907 on Queen Street East near Broadview Avenue. It effectively replaced the old Riverside Branch office. It remained in use until at least 1993.

I have only seen one cancel from this office prior to 1918, a full circle cds cancel shown in fig 19. It differs from some of the similar types from other postal stations in having the words 'Station G' enclosed in brackets.

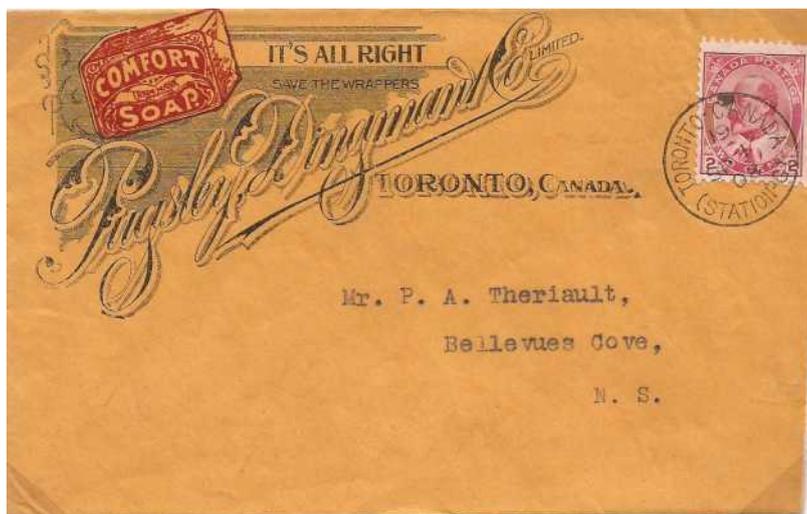


Fig 19 Toronto Postal Station 'G' cds cancel





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TORONTO POSTAL STATIONS 'H' and 'K'

These two postal stations opened in December 1913. Station H was located at 2315 Danforth Avenue and Station K initially on the corner of Yonge and Montgomery Streets (although by May 1914 it had been relocated to 2384 Yonge Street). Postal Station 'H' remained open until at least 1993 and Postal Station 'K' is still open today. I have yet to find any cancels from these two offices in the period up to 1918 though I suspect that full circle cds cancels of the type shown in figs 17 and 18 must exist from these offices. Maybe one of our members can show us an example?

Station 'H' in particular is very elusive suggesting this this particular Postal Station handled less mail than the others. An example of a 1927 cancel from this office is shown in fig 20 below. I show a couple of post 1918 cancels from Postal Station 'K' in fig 21 overleaf.



Fig 20 Example of a later cancel from Postal Station 'H' - this one from 1927.

AND ONE THAT IS NOT A POSTAL STATION.....

I finish this article with a cancel which is often mis-described as a Postal Station, probably because it carries a letter 'X'. This is the Toronto Sub-Office X cancel shown here on a postcard in fig 22 overleaf. This sub post office was opened each year for the duration of the Toronto Exhibition up to 1918 (I have not been able to determine the first year it was used). Given that the office was only open for the days of the exhibition, this is a difficult to find cancel but it is not from a Postal Station! Incidentally, an office with the same name was opened for the duration of the 1951 CAPEX stamp show.

My thanks go to Stéphane Cloutier who provided much of the information and some of the pictures relating to duplex cancels in this article.





Fig 21 Two much later cancels from Toronto Postal Station 'K' - one from 1941 and the other from 1958



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Fig 22 Card showing the scarce Toronto Sub-Office 'X' cancel used annually for a few days at the Toronto Exhibition.

References:-

1. CPC Category and Classification Codes, Hugh Rathbun published in Bull.MOOSE in 1998
2. PHSC database of Duplex Cancels which can be found at the PHSC website (members only) www.postalhistorycanada.net
3. Orbs and Postal Stations, Max Rosenthal, BNA topics, Vol 27 n 11 p 318; December 1970

Postscript:-

Whilst I was doing the final edit of this article, two new (to me) Postal Station cancels appeared on e bay. I have little doubt that many more cancel types from these offices exist and this remains a fertile area for further study.

Members should note that although Toronto was the first city to introduce Postal Stations, it was not the only one to do so in this time period. Montreal, Hamilton and Winnipeg all had Postal Stations prior to 1910 although cancels from these last two cities are much harder to find than those of Toronto and Montreal. Good hunting!





This article first appeared in the Newsletter of the British Columbia Postal History Research Group (1) and is reproduced here with their kind permission as we felt it deserved a wider audience.

EARLY POST OFFICE MAIL FROM THE BRITISH COLUMBIA MAINLAND

Bob and Dale Forster

The gold rush to the Fraser River began in the spring of 1858, a few months before British Columbia became a British crown colony in August. Vancouver Island had been a crown colony since 1849. The gold rush established an immediate need for postal facilities. *Figure 1* below shows a 15 May 1858, letter from Fort Hope addressed to Olympia, Washington Territory. It went into the US mail at Whatcom (now Bellingham), Washington Territory, on 28 May and is believed to be the earliest surviving gold-rush letter from the BC mines. The writer states: "The miners are making modest wages—3 to 7 dollars per day. I wouldn't advise anybody to come here until the last of July for the river will be very high till that time. Send your letters by some person that is coming up here and tell him to leave them at Fort Hope." This letter predates the establishment of express companies or a government postal system in British Columbia.

Freeman's Express and Wells Fargo arrived at Victoria from California in July 1858



Fig 1 Fort Hope to Olympia, Washington Territory, May 1858





with plans to establish private mail and express service to the mainland mines. Both companies made the decision to establish Victoria offices and to access the mines through agents. Billy Ballou had already been operating Ballou's Express on the mainland since June 1858. He became Freeman's agent. Wells Fargo first employed Kent & Smith, then switched to Ballou after taking over Freeman's Express in November 1859. When Ballou sold to Dietz & Nelson in 1862, Wells Fargo would establish a partnership with that company. Jeffrey's Express also operated a private mail service to the mines and would sell out to Barnard's Express in 1861.

This article will not discuss the express companies in detail but will concentrate on the establishment of a government postal system. In order to have a workable postal service, three things are necessary. 1) Physical post offices need to be established. 2) Postmasters need to be hired, be informed of postal rates and keep accounts on outgoing mail. 3) Carriers need to be hired to carry outgoing and incoming mail. As we will see, in its first days British Columbia's infant government did not make provisions for mail carriers, which meant that express companies carried the great majority of early mail.

The Post Offices of British Columbia 1858-1970, by George Melvin (2), lists the first postmasters of the three earliest BC post offices. The information was taken from the *Victoria Gazette* notice of 24 Nov 1858 (reproduced on page 45 of *The Colonial Postal Systems and Postage Stamps of Vancouver Island and British Columbia 1849-1871*, by A S Deaville (3)). These three offices were supposedly operational by November 1858:

Fort Langley: Wm H Bevis 1858, W W Gibbs 1861
Fort Hope: Robt T Smith
Fort Yale: Peter B Whannell

Melvin lists the New Westminster post office opening date as 23 April 1859, with Capt W R Spalding as first postmaster. The provisional capital was Fort Langley, but being on the south side of the Fraser River it was thought to be susceptible to takeover by Americans, so a new site was established a few miles below on the north side of the Fraser. It was first known as Queenborough or Queensborough, but the name was soon changed, by Queen Victoria, to New Westminster. Apparently no early post office was established at Queenborough, but *Figure 2* overleaf shows an August 1859 incoming cover from Quebec. The 15-cent rate applied to mail to the west coast from eastern Canada, and the "5" represents a 5-cent arrival charge (although British Columbia did not officially adopt decimal currency until 1866). Routing was via New York and the US mails via Panama and San Francisco to Victoria. No carriers had been hired to carry mail between Victoria and the mainland so the letter apparently waited for a volunteer to take it up the Fraser River to the officially renamed town of New Westminster.

There is no question that, despite the 50-cent express charge versus the 5-cent charge for government mail, most 1858, 1859 and 1860 mail from the mainland mines was carried by express. Both Vancouver Island and British Columbia instituted statutes requiring express companies to pay the 5-cent government charge for every letter



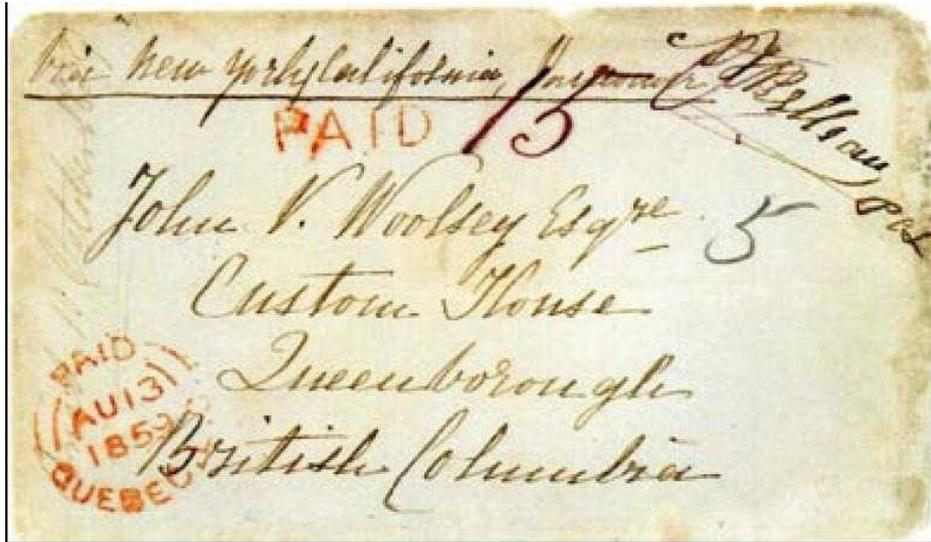


Fig 2 Quebec to 'Queenborough' (New Westminster), August 1859

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carried by express. The United States had passed similar statutes during the California gold rush, and US expresses were required to use government postal stationery envelopes to ensure that the express statutes were observed. Vancouver Island and British Columbia did not have access to postal stationery envelopes, so expressmen took their franked envelopes to the post office, paid the 5-cent charge per envelope, and had the clerk use a handstamp frank to show that the fee had been paid.

The post office did not hire carriers, and the government mail service was terrible. Deaville (3) on page 48 quotes a 20 Feb 1859, letter from Fort Yale to Lieutenant Governor Moody in Victoria about the utter unreliability of the mails. The writer suggested that Indians be hired to carry mail between Fort Yale and Victoria. The suggestion fell on deaf ears. There is evidence that, for a time, expressman Billy Ballou had volunteered to carry government mail free of charge. Deaville (on page 80) says, "In the winter of 1860-61 William T Ballou, the pioneer express operator, suddenly objected to carrying the Government mails to Fraser River points 'without a contract or an equivalent for doing the work.' He had been accommodating the Colonial authorities and increasing his own prestige by carrying the official mail-bags free of charge."

We will examine a correspondence that makes up a significant proportion of the surviving mainland government mail from 1859 and 1860, both before and after the 2½-pence BC adhesive stamp was issued. A number of envelopes sent to Mr R Allison in Oriskany, New York, have survived. Although the letters are missing, the addressee docketed the envelopes on the reverse with the date the letters were written; that date precedes the San Francisco or New York datestamp in every case. *Figure 3* shows a 3-cent Wells Fargo envelope with an oval Wells Fargo Victoria handstamp and a New

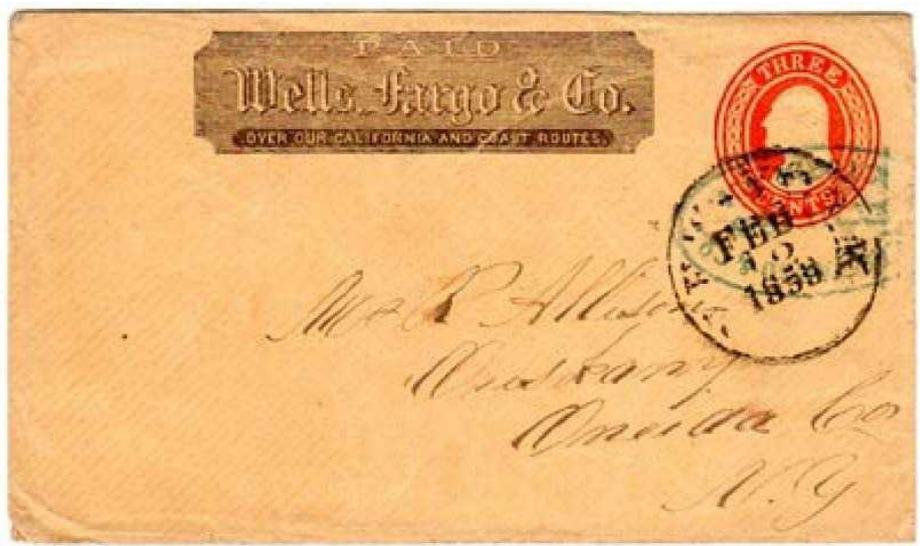


Fig 3 BC Mainland to Oriskany, New York, December 1858(?)





York City post office datestamp of 12 Feb 1859. Note that no colonial postage was paid in Victoria, as required, and that a 3-cent envelope was used. (Wells Fargo was supposed to use 10-cent envelopes on transcontinental mail, even if they entered the mail at New York or did not enter the mail at all.) On the back is written "Dec 6, 1859," obviously a mistake for 1858. This envelope was carried by Wells Fargo to San Francisco, where it left on the PMSS *Sonora* on 20 Jan, reached Panama City on 2 Feb, crossed the isthmus by rail, then on 3 Feb went aboard the USMC *Moses Taylor* at Aspinwall and reached New York on 11 Feb. There is no evidence that this letter was written on the mainland; it appears the writer wintered in Victoria before going to the mainland after 10 April 1859.

Figure 4 shows another Allison cover with no evidence of originating in BC or on Vancouver Island, except that it is docketed on the back 10 April 1859, ten days before the San Francisco datestamp of 20 April, the day of departure of the *Sonora* for Panama City. It seems likely the writer gave it to a ship captain or passenger in Victoria with instructions to mail it in San Francisco. On page 17 of *The Stamps & Postal History of Vancouver Island & British Columbia*, by Gerald Wellburn (4), an envelope is shown from another correspondence that appears to be of San Francisco origin. It has a letter

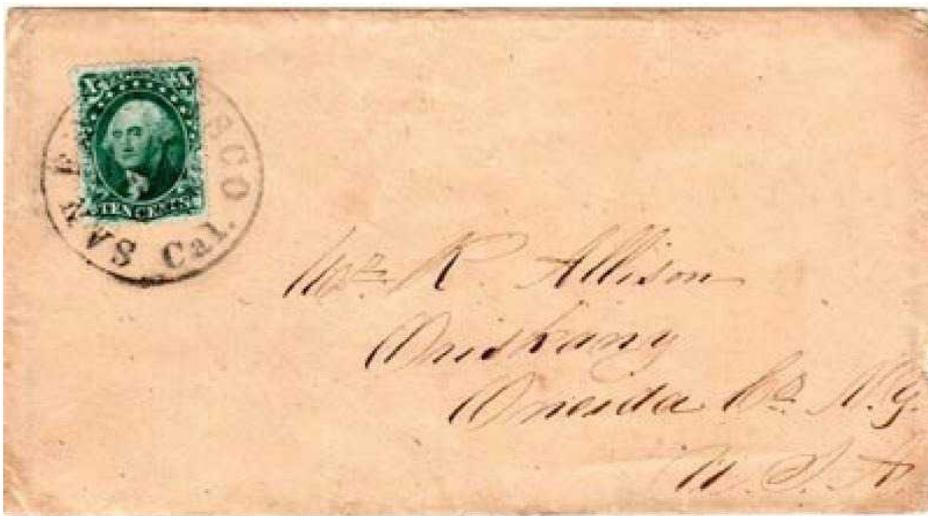


Fig 4 BC Mainland to Oriskany, New York, April 1859 (?)

enclosure headed Victoria, however, dated nine days before the San Francisco datestamp. That cover later appeared in Spink London's 2007 sale of the Tom Fleming collection, at which time the enclosure was not mentioned and may have no longer been present. There are almost certainly other early envelopes originating in BC or on Vancouver Island that were carried privately to San Francisco but, without enclosures, there is no way to determine that they originated in the British colonies.

Figure 5 opposite shows an Allison envelope docketed on the back 23 Oct 1859, with



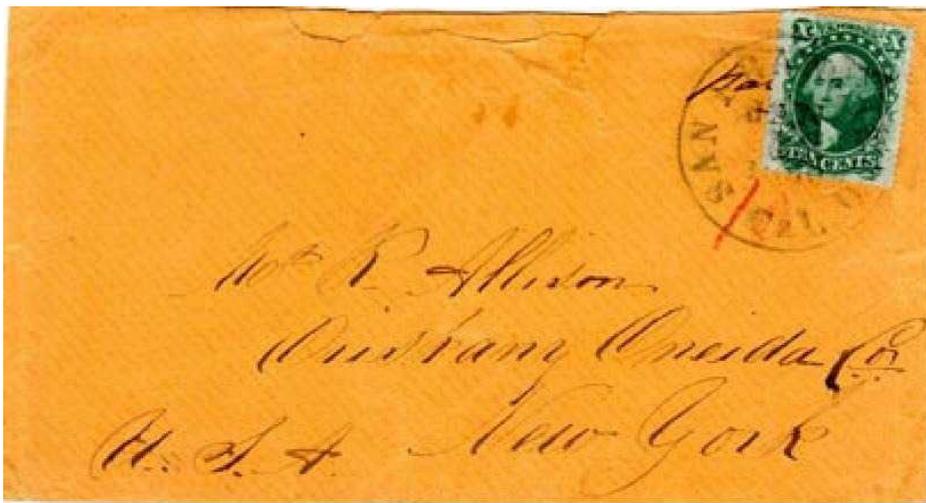


Fig 5 BC Mainland to Oriskany, New York, October 1859

a San Francisco datestamp of 13 Jan 1860. There is evidence that this cover was mailed on the mainland: a red "10" in manuscript and a black "paid" (probably "paid 5") partly under the US stamp. The manuscript "paid" indicates a mainland origin because Victoria was using handstamp franks to designate payment of colonial postage. As we will see, colonial adhesive stamps would not be available until about March 1860, and mainland towns did not have handstamp devices until some months after adhesive stamps were issued. The red "10" represents the US postage, which was available for purchase at the New Westminster post office. If the cover had originated above New Westminster, coin would have accompanied the letter until US postage was applied at New Westminster. At this date British Columbia had not yet hired postal carriers, which may explain the considerable time lag between the writing of the letter and the San Francisco datestamp.

Figure 6 (on page 392) shows another Allison Wells Fargo envelope, this time a properly used 10-cent red frank envelope with colonial postage paid with the oval Victoria Post Office frank. That frank replaced the round Customs seal in late 1859, so the docketing on the back of this cover of "Feb 1859" must be a mistake for 1860. It appears the writer was in Victoria, although the letter could possibly have been written on the mainland, carried privately to Victoria and given there to Wells Fargo.

Figure 7 (also on page 392) shows an Allison envelope docketed 25 Feb 1860, with a San Francisco datestamp of 5 March 1860. The manuscript "Paid 5 Cts" indicates it was mailed on the mainland. The strip of the old imperforate 3-cent US stamps may be the only use of imperforate US stamps in BC or on Vancouver Island. Perforated US stamps had been available since 1857, and it is not known if the writer had purchased these years before or if a few were available at the New Westminster post office.





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Fig 6 BC Mainland to Oriskany, New York, February 1860



Fig 7 BC Mainland to Oriskany, New York, February 1860

Apparently there is no postal record of the exact date the 2½-pence stamp was issued to post offices in the two independent British colonies. *Figures 8 and 9 opposite* seem to be the earliest uses of the 2½-pence stamp. These scans are courtesy of the Philatelic Foundation, where each cover received a certificate of genuineness. Both covers originated on the mainland. It is worth noting that Victoria did not use the new adhesive stamps for a considerable period, preferring to continue using handstamp franks. The infamous John D'Ewes and possibly other Vancouver Island postmasters lined their



Fig 8 BC Mainland to Oriskany, New York, March 1860

pockets with postal revenues garnered by selling envelopes with handstamp franks (for which there was no accounting). Note that the covers in Figures 8 and 9 have the stamps cancelled by manuscript—numeral cancel devices would not arrive from England for about six months, the earliest recorded use being New Westminster's "1" in bars in blue ink used about 1 Sep 1860 (Wellburn book, page 57). We do not know the docketing date on the reverse of Figure 8, which has an 5 April 1860, San Francisco datestamp. Therefore the stamp would have been applied in mid to late-March 1860, and is the earliest recorded date of use of the 2½-pence adhesive. The certificate does not note that



Fig 9 BC Mainland to Oriskany, New York, April 1860



the cover is underpaid for the US 10-cent transcontinental rate; there is no obvious missing stamp, but it seems unlikely that San Francisco would not have noted the deficiency. Figure 9 (illustrated in the Wellburn book (4), page 56) was listed by Wellburn as the earliest recorded stamp use, though it is now the second earliest. Wellburn gave the docketing date as 10 April 1860, and the San Francisco datestamp is 30 April 1860. The covers in figures 8 and 9 originated on the mainland, probably at New Westminster.

The letter writer

We assumed that the author of the letters once contained in the Allison correspondence envelopes was writing home to family, so would also have the last name of Allison. A Google search revealed that John Falls Allison, born in England in 1825, came to British Columbia in 1858 after seeking gold in California. In *Papers Relating to the Affairs of British Columbia*, Part IV, pages 13-14, is a letter written by Allison from "Shimilkomeen" (now Similkameen) to Peter O'Reilly in Victoria on 27 July 1860, about gold strikes in Similkameen. It turns out that Allison became a well-known rancher in the Similkameen area and in 1876 was appointed justice of the peace at Vermilion Forks. In 1895, when gold was discovered on the Tulameen River at Granite Creek, Allison was made gold commissioner of the Similkameen area. John Falls Allison died in 1897.



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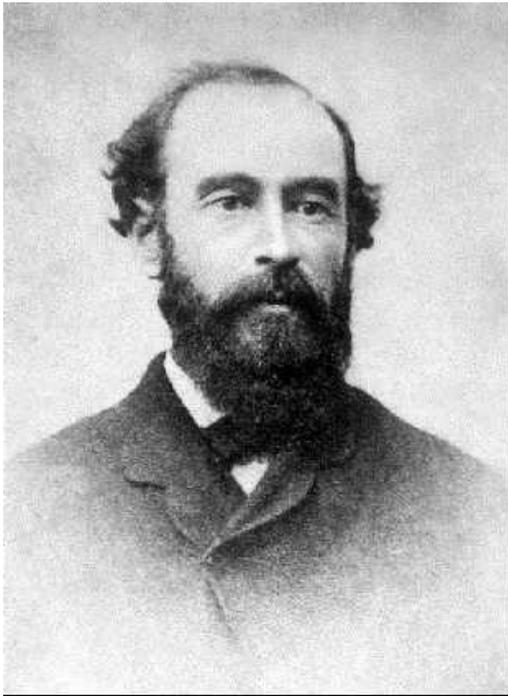


Fig 10 John Falls Allison, about 1870. (B.C. Archives photo A-01961)

Rarity of early British Columbia post office mail

Steve Walske has compiled an unpublished census of BC and Vancouver Island post office covers transiting San Francisco. All Walske's covers dated before March 1860 seem to have originated in Victoria—although the gold rush on the mainland had been going on since the summer of 1858. Possibly a few of these covers could have been carried privately from the mainland to Victoria for mailing. We must conclude, however, that the post office on the mainland was either completely or effectively non-operational. We do know that express companies carried mail from the mainland in this period and, as cited above, Ballou carried some government mail without charge. Walske's census records only five covers bearing pen-cancelled 2½-pence stamps in the period between March

and August 1860, before the numeral cancels began to be used. We believe these five covers were all used from the mainland and originated or passed through New Westminster before being put aboard ships at Victoria. We have not seen any local mail used during this period with pen-cancelled 2½-pence stamps, although there must have been correspondence between New Westminster and Victoria. Is the envelope for the 27 July 1860, Allison letter to Peter O'Reilly held in the government archives? Other local letters with pen-cancelled stamps should exist. The authors would be interested in seeing scans of any early local mail bearing 2½-pence BC&VI adhesive stamps or any other Allison covers not referred to in this article.

References:-

1. Newsletter of the British Columbia Postal History Research Group, no 97 pp 913 – 918
2. The Post Offices of British Columbia 1858 - 1970, George Melvin, published by Wayside Press 1972.
3. The Colonial Postal Systems and Postal Stamps of Vancouver Island and British Columbia 1849 - 1871, A.S. Deaville, published by Banfield, 1928
4. The Stamps and Postal History of Vancouver Island and British Columbia, Gerald Wellburn, published by Eaton & Sons, Vancouver 1987.



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PERFORATION VARIETIES ON EARLY CANADIAN STAMPS

Richard Thompson

I would like to take the opportunity in this short article to canvas our members on two perforation varieties reported to exist on early Canadian stamps. The first of these is the famous perf 12 variety on the 5 cent Large Queen stamp.

THE FIVE CENT LARGE QUEEN

The Unitrade catalogue lists a number of perforation varieties on this stamp, first issued in 1875.

The first type is listed as perf $11\frac{1}{2} \times 12$ and can be found on vertical mesh paper (cat no 26) and horizontal mesh paper (cat no 26v). I have found stamps perforated both 11.6×11.9 and 11.6×12.1 ; each on both vertical and horizontal mesh paper with the vertical, by far, the more common. Gibbons list this type as SG63.

Unitrade also lists a perf $11\frac{3}{4} \times 12$ variety (cat no 26iv). I have found stamps perforated 11.75×11.9 and 11.75×12.1 again both types have been found on both vertical and horizontal mesh papers, with the vertical being by far the most common. Gibbons include this type in their SG63 listing.

Unitrade also lists a perf 12×12 variety (cat no 26a). Gibbons list this type as SG63a. In a footnote, Unitrade explains that this variety must measure at least 12.1 on the perf gauge and should be the same perf on all edges. Here I have found stamps with perf 11.9×11.9 (see fig 1), perf 11.9×12.1 (see fig 2) and perf 12.1×11.9 (see fig 3). All of these examples are on vertical mesh paper. I have yet to find a copy which is perf 12.1×12.1 .



Fig 1



Fig 2



Fig 3





In my quest for a copy perforated 12.1 all round, I estimate that I have measured more than 1000 copies of this stamp (although some undoubtedly were repeats). From this significant sample I have found only three copies perf 11.9, two copies perf 11.9 x 12.1 and a single copy perf 12.1 x 11.9. From the overall sample, around 33% were perforated 11.6 x 11.9, 66% were perforated 11.75 x 11.9 and less than 1% were perforated any combination of 11.9 and 12.1. Additionally, I would estimate that around 99% of all stamps had vertical mesh and less than 1% had horizontal mesh. The percentage breakdown of the perforation types is similar to that noted by Unitrade (33/60/6) although they apparently found far more examples qualifying at perf 12 than I did.

In a 2013 email exchange with Ted Nixon of the VGG Foundation, Ted stated that if the Foundation was presented with a stamp perforated 11.9, 11.9x12.1 or 12.1 x 11.9 he believed all would receive a clean certificate as 26a. He also stated that he had never seen a copy perforated 12.1 all around. This despite a persistent rumour that when Steve Menich, the well-known collector of Large Queens, was a member of the VGG expert committee he would not let them issue a certificate as 26a unless it met the specifics of the Unitrade footnote, i.e. '26a must measure at least 12.1 on the perf gauge and should be the same on all edges'. More recently, I have been put in contact with Lawrence Pinkney, a Large Queen collector of some 50 years, and he states that a 5 cent Large Queen perf 12.1 all around has been certified by the Green Foundation fairly recently. So it does exist!

I would ask all members who have holdings of this stamp to double check the perforations accurately against the above backdrop. If you think you have a copy that measures 12.1 x 12.1, I would love to see it – maybe at the Kenilworth Convention?

I should probably note that allowing for the general accuracy of perforation gauge measurements (often undertaken by different people using different gauges), I am using the measurements quoted above to cover the following ranges:-

- 11.6 covers 11.55 to 11.65
- 11.75 covers 11.7 to 11.8
- 11.9 covers 11.85 to 11.95
- 12.1 covers 12.05 to 12.15

THE SIX CENT SMALL QUEEN

There have been a number of reports (ref 1 – 4) regarding an early printing of the 6 cent Small Queen stamp with a perforation of 12 x 11½ (the exact opposite of the early Montreal perforations of 11½ x 12). Gibbons list this type as SG 86c, Unitrade list it as cat no 39v.

The various references quote slightly different exact perforations for the variety. Maple Leaves of June 1965 quotes 12 x 11½, Confederation of Jan 1997 quotes 11.95 x 11.6, Hillson and Nixon 2008 quote 11.85 x 11.6 as does Maple Leaves of Jan 2014.





Two covers are reported with this variety. One was sold in the Danny Cantor Small Queens sale (ref 5), the other belongs to member John Hillson. Both are dated 1873 suggesting that this odd perforation variety dates from this time. In addition to the two covers, Hillson and Nixon (ref 3) report two or three off paper copies.

The nearest I have come to finding this variety is the off-cover stamp in fig 4. This is dated MR/28/73 and is perforated 11.85 x 11.75. I have often wondered if this is, indeed, the same variety. If any member has a copy they believe is truly 11.85 x 11.6 (or any other variation on 12 x 11½) I would love to see it and be able to compare it with my own copy. Once again, our Annual Convention may provide the ideal opportunity to do such a comparison.



Fig 4

References:-

1. Maple Leaves Volume 10, pp 273 – 278, April 1965
2. Confederation, Newsletter of the BNAPS Large and Small Queen Study Group, Jan 1997.
3. Canada's Postage Stamps of the Small Queen Era, 1870 – 1897; John Hillson and J. Edward Nixon, VGG Philatelic Research Foundation 2008, page 151.
4. Look Out For The Unusual, Maple Leaves, January 2015, Vol 33 pp 258 -261
5. Sparks Auctions Sale November 25 2015, lot 156. Sold for \$3600 plus the usual add on's. This cover is also illustrated on Canada's Small Queen Era 1870 – 1897 by Arfken et al on page 254 and in Canada's Registered Mail 1802 – 1909 by Harrison et al on page 126. When sold in November 2015, it was accompanied by a 2013 Greene Foundation certificate and an expert committee technical report.

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FROM THE ARCHIVES – PART 6

STEAMBOAT MAIL

Collectors of Steamboat Mail may find the following Post Office notice of 1847 of interest. The covers illustrated are from the Editor's collection.

INSTRUCTIONS FOR THE CONDUCTORS OF THE MAILS BY STEAMBOAT BETWEEN THE CITIES OF MONTREAL AND TORONTO.

GENERAL POST OFFICE
Montreal, September 1847

SIR,

You have been appointed one of the Conductors in charge of Her Majesty's Mails between _____ and _____ (No. _____), and you will observe attentively the following instructions in regard to your duty:-

1. You are to consider yourself solely the servant of this Department, and you cannot be allowed, whilst travelling in the execution of your duty, to be engaged in any business, or to become the Agent or Employee of any party whatsoever,
2. A chief object in placing you on board the Mail Steamers is, that you may be a check on the Contractor for the due and proper discharge of his Contract, and as I must in all cases of dispute be guided by your report, you will be careful in noting everything, which, in your opinion argues want of care and attention to the interests of this Department, on the part of the Steamboat servants.

That you may be fully acquainted with the nature of the service, I annex the particulars of the Contract for the conveyance of the Mail by water, between _____ and _____,

3. You will have entire charge of the Mail bags whilst *en route*, and you will be responsible for their safety, so far as your power of protection extends,
4. Should any accident happen to the Steamer on board of which you may be in charge of the Mails, in consequence of which she is prevented from Proceeding to her destination, you will procure some means of conveyance for the bags, either by land or by water, and immediately report to me the expense incurred, in order that I may recover the amount from the Contractor. In the employment of special conveyances, however, you must exercise your own





judgement – hiring them only in those cases where you can do so at reasonable cost, and where the service would suffer by a detention of your Mails.

5. You will be furnished with a Book or Journal, showing on each page the names of every Office on your route.

You will carefully enter in this Book, on each upward and downward trip, the time of arrival at, and departure from, each Post Office; the number of bags in your charge, and the time consumed between each intermediate Post Office, and on the whole trip. Under the head of 'General Observations' you will remark anything you may observe with reference to the performance of the Contract. In case of delays, you will state fully from what cause they have arisen, whether from accident, obstacles in the navigation, overloading of the Steamer, defective machinery, or otherwise.

6. A principle part of your duty, will consist in receiving, at the different stopping places on your route, unpaid Letters and Newspapers – and in mailing them to their destination in the manner hereinafter pointed out.
7. On leaving a Port, you will immediately examine the Letter Box of the Steamer, and take out all the Letters etc, you may find therein, handing to the Purser or Captain any addressed on the outside 'Consignee Letter', and accompanying Goods or Freight on board, but none other.



Fig 1 Example of one of the early types of official contract datestamps which were issued to the Conductors on Steamboats carrying mails under contract.





8. You will then write on the face of each Letter at the left hand lower corner, the name of the place at which you received it – and Stamp it with your Office Stamp (which will be supplied shortly).

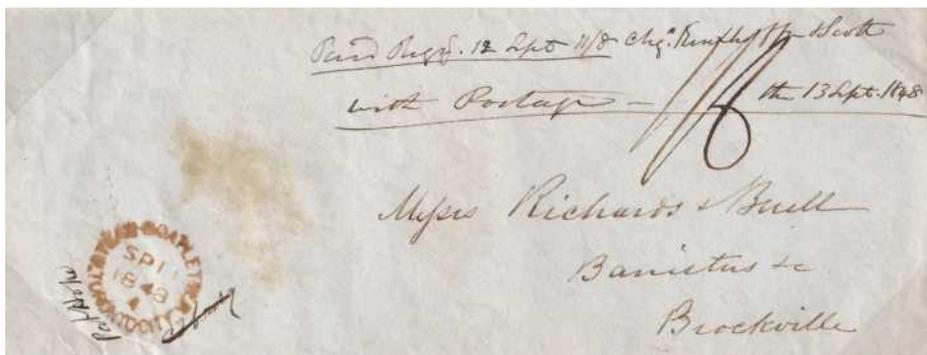


Fig 2 A rare surviving example of the practice referred to in point 8. This letter was placed on the Toronto to Kingston Steamboat at Port Hope. The conductor initially wrote the name 'Cobourg' under the Toronto City Steamboat cancel in error but then corrected it to Port Hope. On arrival in Kingston, the letter would have been transferred to the St Lawrence River Steamboat for transit to Brockville. Rated 1/6d currency for a two sheet letter carried in excess of 100 miles.

9. You will be furnished with a Blue Book, containing a List of all the Post Offices in the Provinces, with a column showing for which Offices you make up Mails (termed 'Corresponding Offices'), and to which of these Corresponding Offices you should transmit Letters destined for other places. It also contains a Table of the distances between each Office on your route, and the rates of Postage in use in this Province.
10. All Letters and Papers for the delivery of either of your Corresponding Offices you will rate with the proper Postage – enter the number and amount of Postage thereon, in your Letter Bill, under the head of 'Letters for delivery,' and fold or tie the Bill round them. Letters destined for places beyond either of your Corresponding Offices you will not rate with Postage, but merely enter the *number* in your Letter Bill under the head 'Letters for distribution,' placing them outside the Bill – separate from the 'Letters for delivery,' then wrap the Letters up securely in a parcel – and seal and address it plainly to the Office for which intended.
11. You will carefully enter the amount of Postage contained in each Letter Bill in your Monthly Sheet. This Monthly Sheet has two sides, one for the Mails which you make up on your *upward* trip, the other for the Mails on your *downward* trip. It also has a column for each Office with which you corre-





spond, and a date for each day in the month. Your Corresponding Offices should be entered on this Sheet in alphabetical order.

12. You must be very careful to enter your Postage correctly – as each Post Master will be charged with the amounts entered against him in your Sheet.
13. At the end of each month you will add up the Columns of your Monthly Sheet, and send it in to this Office, addressed to ‘The Accountant’.
14. You will be furnished with a Book called a ‘Register of Steamboat Letters’ and in it you will enter, in the proper columns, the proceedings of each trip, that is, - The number of Letters you have received and made up for each place *en route*, whether for ‘delivery’ or ‘distribution’, the amount of Postage on the former, and the address of all Money Letters which have passed through your hands on the trip. This Book is, in fact, a List of the Mails and Letter Bills that you have made up whilst on the passage, and must therefore be kept very carefully.
15. All Newspapers found in the Letter Box must be rated and dealt with precisely in the same manner as Letters, excepting that they need not be stamped with your Steamboat Stamp.
16. You will receive from this Department a set of Scales and Weights, to enable you to ascertain correctly the proper rates to be charged on Letters. You will also be supplied with the necessary wrapping paper, pens, ink, twine and wax, for making up your Mails.
17. On arriving at your destination on every trip, you will, after delivering your Mail Bags to the Post Office, report yourself to the Post Master at _____ and get your Journal and Register examined and certified. You will always be in attendance at the Post Office in good time before the despatch of the Mail of which you are to proceed in charge.
18. You will be entitled, whilst engaged, during the season of Navigation, to free Cabin passage on board the Steamboat conveying the Mails, with Cabin fare – you will have a room furnished to you for an Office, under lock and key, in which you will keep your Bags, and in the door of which will be cut a slit, with a Box inside for the reception of Letters. You will be diligent, active, and attentive whilst in the discharge of your duty, which is one of a most responsible nature, and endeavour in your capacity as Mail Conductor, to forward in every possible manner the interests of the Department. Lastly, you will at the close of the Navigation deliver over to the Postmaster at _____ all the Post Office property in your possession – and before the opening of the Navigation you will address me in





good time, setting forth your readiness to commence operations, and placing yourself under my orders for your Summer's service.

19. Your Salary is fixed at the rate of £50 currency for each season of Navigation, which you will receive at the termination of the service in each year.

I am Sir, Your obedient Servant.....

T.A. STAYNER, Deputy Postmaster General.

Canadian Philatelic Society of Great Britain

Annual subscriptions for the 2016/17 year will fall due on 1st October 2016.

Subscription levels are:-

£20 for members resident in the UK

£25 for members resident overseas (airmail delivery)

For members living in North America, the dollar equivalents are currently \$46 CAN or \$36 US. These \$ rates will reviewed after 1 November 2016 and adjusted should exchange rates have moved significantly.

Payments made prior to 1st November 2016 will be eligible for a 'prompt payment' discount of **£2 or \$3** from the above amounts (these discounts automatically apply to payments made via Direct Debit arrangements).

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

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

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

or to:-

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

Members who have not paid the 2016/17 subscriptions by the end of February 2017 will be removed from the *Maple Leaves* circulation list.





NEW BOOKS

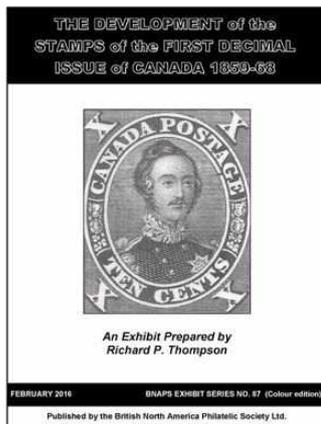
The following books have all been published by BNAPS. They are available from: Sparks Auctions 1550 Carling Avenue, Suite 202, Ottawa, ON K1Z 8S8, Canada Tel 613 – 567 – 3336, FAX: 613 – 567 – 2972; e mail bnaps@sparks-auctions.com. Website <http://sparks-auctions.com/bnapsbooks/>

The price quoted below for each book is the retail price in Canadian dollars. Usual terms apply with the usual 40% discount for BNAPS members.

As usual, review copies of these books will be finding their way into the Society Library so if you would like to have a closer look please get in touch with Mike Slamo.

The Development of the Stamps of the First Decimal Issue of Canada 1859-68

Richard P. Thompson; Released **March 2016**. Exhibit series # 87. 58 pages, 8.5x11, spiral bound. Colour C\$ 43.00 [ISBN 978-1-927119-59-4].



In *The Development of the Stamps of the First Decimal Issue of Canada 1859-68*, Richard Thompson presents a very interesting study focused on the printing aspects of Canada's second stamp issue, the Decimals of 1859. Illustrated and discussed in careful detail are plate proofs, perforations, colours, watermarks, papers, printing orders, plate imprints and varieties for each of the six values.

The collection in this book started out as a one-frame exhibit of the ten cents Prince Albert stamp, but was quickly converted to a collection of all six values of the First Decimal Issue of Canada. It has

been awarded a BNAPS Vermeil in 1999, 2003 and 2007, and a BNAPS Gold in 2009, 2012 and 2014. Now retired, Richard lives in Victoria, BC and will be well-known to members attending our CPSGB Convention where he is a regular attendee and exhibitor. His study of perforations, papers and shades on this issue and the subsequent Large and Small Queens has resulted in many prize winning competition entries at Conventions.

This book will be a highly useful addition to the library of any member interested in these early stamps but struggling, as most of us do, with sorting out the many shades and printings.





Postal Beginnings at Niagara Falls, Canada 1801 – 1904

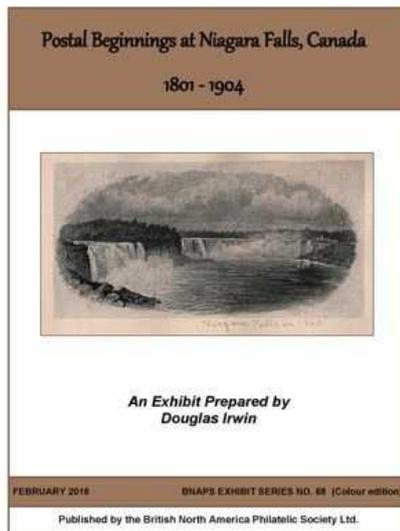
Douglas Irwin; Released **March 2016**. Exhibit series # 88. 136 pages, 8.5x11, spiral bound. Colour C\$ 60.00 [ISBN 978-1-927119-60-0].

Douglas Irwin's *Postal Beginnings at Niagara Falls, Canada 1801 – 1904*, the 88th volume in the BNAPS Exhibit Book Series, is the result of many years of research into the history of one of Canada's best known cities and home of a tourist attraction that draws millions of visitors every year. Careful searching in dealers' stocks and auction catalogues has produced a postal history collection that, appropriately, won the Allan Steinhart Reserve Grand Award at BNAPEX 2015 in Niagara Falls.

Over the years, the exhibit has also been awarded a Large Vermeil internationally, at SESCAL/AMERICAS 08, and nine national level gold medals. In 2007, it competed in the APS Champion of Champions class after winning the Grand Award at the Philatelic Show in Boston. The exhibit won the Grand Award at NOVAPEX 2006 and the Reserve Grand Award at ORAPEX 2008. It has been awarded three American Philatelic Congress awards and has been shown twice in the Court of Honour at the annual Royal Philatelic Society of Canada (RPSC) convention and exhibition.

Doug became interested in the postal history of the Niagara Falls area about 20 years ago, first collecting the county of Welland, and then becoming more specialized with material relating to the Niagara Falls area. In addition to domestic mail, the exhibit includes many examples of cross border and transatlantic mail as one might expect from an area so close to the USA border. This volume provides an excellent example of a prize winning postal history display on a particular town or local

area and will be a useful model to any member planning such a collection.



Lower St. Lawrence and Gaspé Peninsula Postal History :

Christiane Faucher and Jacques Poitras; Released **March 2016**. Exhibit series # 89. 88 pages, 8.5x11, spiral bound. Colour C\$ 51.00 [ISBN B4h923-89-1].

Christiane Faucher's and Jacques Poitras's *Lower St. Lawrence and Gaspé Peninsula Postal History* was shown for the first time at FILEX 2015, where it received not only a Gold medal but also the Reserve Grand Award. This is the couple's second BNAPS



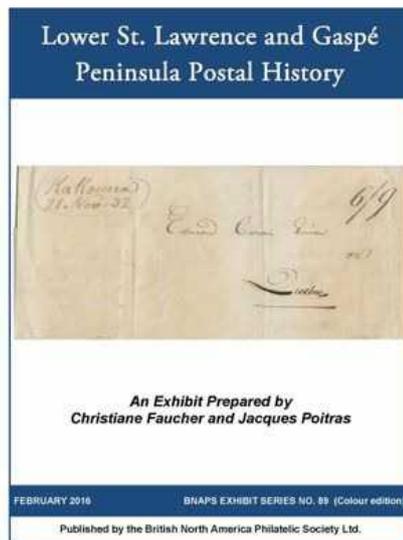


Exhibit Series book, following on their *Postal Usages in the Province of Quebec and Lower Canada until 1831*, published in 2013. This volume illustrates the fascinating postal history of the difficult routes along the lower St. Lawrence River and around the Gaspé peninsula.

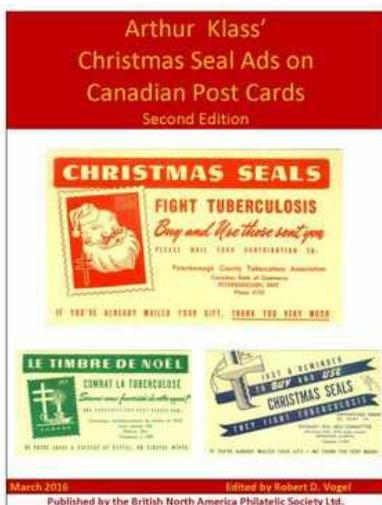
Much of the material on display in this book is very scarce and it is beautifully presented with accompanying maps and points of interest highlighted including much research into the people and places involved in the various early letters.

It covers the various overland routes from Quebec to Halifax, the Kempt road to Gaspé and postal offices around the Gaspé peninsula. The exhibit ends with a few ship letters and Steamboat covers.

Overall this is a very well researched and presented exhibit and well worth a look if you are interested in early BNA postal history.



Arthur Klass' Christmas Seal Ads on Canadian Post Cards **Second edition**



Robert Vogel, editor; Released **March 2016**. 80 pages, 8.5x11, spiral bound. Colour C\$ **47.95** [ISBN 978-1-927119-65-5].

The first edition of Art Klass's *Christmas Seal Ads on Canadian Post Cards* was published in 2003. BNAPS was just getting into preparing and printing books from digital files and had not started printing books in full colour.

With Art's encouragement and the help of many collectors, Bob Vogel prepared a second edition of the book. From his and his helpers' collections, Bob has obtained information on new cards and new varieties and also colour scans of many cards.





Among the many improvements in the second edition are full colour reproduction of almost all known cards, four new card types, 39 new listings and a new decimal numbering system adopted to allow sequential insertion of new finds in the future.

The scope covers all cards issued between 1917 and 1964 and all types are fully illustrated for ease of identification. The only thing lacking is some idea of rarity of the various types but this book will be a useful aid to any member interested in these colourful cinderella items and is highly recommended.

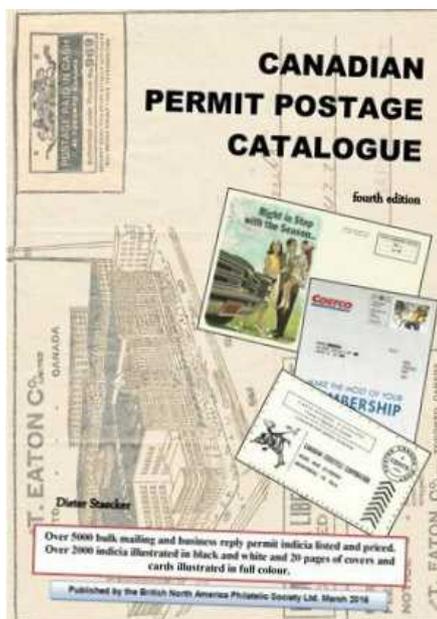
Canadian Permit Postage Stamp Catalogue **Fourth edition**

Dieter (Dick) Staecker; Released **March 2016**. 243 pages, 8.5x11, spiral bound.
Colour C\$ **55.95** [ISBN 978-1-927119-64-8].

The Canadian Permit Postage Stamp Catalogue, fourth edition, is a major enhancement of the third edition released in 2007. Continuing to build on the improvements brought about by advances in computer technology that characterized the huge differences between the second and third editions, the fourth edition continues the excellent layout work and includes a significant number of new illustrations. A special feature of the fourth edition is a 20-page section showing complete covers, cards and wrappers in full colour. Some catalogue numbers of the more recent permits listed in the third edition have been changed in the fourth edition to improve and simplify the catalogue. No further renumbering is anticipated in the future. The catalogue has grown from the 178 pages of the third edition to 243 pages in the fourth.

As in the previous editions, all main permit types have been priced and many valuations have increased. All information obtained in dealer stock and auctions has been considered. Earlier items on complete cover or card are extremely scarce. In addition to the permit indicia many old envelopes, cards and catalogue covers have advertising illustrations and/or text and are thus of increased interest to postal history and social history collectors.

After immigrating to Canada from Germany via Australia and settling down, Dick Staecker resumed his childhood hobby of stamp collecting. While looking



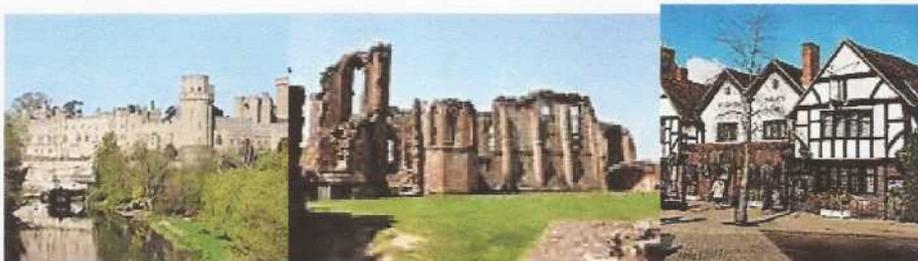


over some postal stationery at a stamp show, a dealer gave him a box of Canadian permit mail for free, saying he could not sell 'this junk'. The 'junk' looked quite interesting since it was properly used through the mail with postage paid, the denomination in the indicia and old advertising on the covers. Finding that there was no detailed listing of permit indicia, Dick decided to do the job himself. By 1987 he was able to publish his first *Canadian Permit Postage Stamp Catalogue*, 84 pages of information essentially new to Canadian philately. Almost 30 years later, the fourth edition is three times the size. Recent changes in permit mail styles and mail type names have generated significant interest among collectors and make it very likely that a fifth edition of the catalogue will appear in due course.

The book will be an invaluable aid to any member interested in these permit mail items which remain a relatively inexpensive and poorly researched area of our hobby.

GS.

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UNITED STATES PACKETS

Malcolm Montgomery *MBE*

The postage rate for letters between the United Kingdom and British North America remained at the 1848/1849 Anglo/United States' Postal Convention rate until 1854 (1), when the rate by British packet was reduced to eight pence Sterling, ten pence Currency, if via the United States' ports, sixpence Sterling, seven pence halfpenny Currency if via Halifax, Nova Scotia. The rate by Canadian packet, whether directly to Quebec, Canada East, or Portland, Maine, was also reduced, from a shilling to sixpence Sterling. The rates by British packets to the Maritime Provinces were similarly reduced effective 1st August 1854 (2). The rate by United States' packets remained unchanged at one shilling and twopence Sterling, one shilling and four pence Currency, until 1st January 1868.

It is worth noting the rate reductions were accompanied by changes in the exchange rate between Sterling and the British North American currencies, for Canada, Nova Scotia, New Brunswick, and Newfoundland, from the earlier rate of 1:1.16, to 1:1.25; for Prince Edward Island the new rate was 1:1.5. No change was made the exchange rate for letters carried by United States' packets to and from Canada at this time, but the few letters carried by United States' packets to and from the Maritime Provinces were charged at the new exchange rate, one shilling and five pence halfpenny Currency.

The first letter shown overleaf, carried to New York by the Collins Line, was exchanged at St. Andrews, New Brunswick and charged with that office's one shilling and five pence Currency handstamp, retained in service, albeit with a slightly different shade of ink, but now only for letters carried by United States' packets (3).

The second letter, also shown overleaf, is five years later and carried by the Vanderbilt Line. An American-owned company, the Vanderbilt Line was awarded a series of contracts by the United States' Postmaster General between New York and Bremen calling at Southampton, commencing in June 1857 (5). Very few British North American letters are known carried by Vanderbilt vessels, which were chartered by the Federal Government during the Civil War and did not resume the European service after the war (6). The example shown here was carried on the last scheduled sailing.

References:-

1. Augmented for British North America by London Gazette, #20965, Friday, 6th April 1849, pp. 1116-1117, Treasury Warrant, dated 3rd April 1849, effective 15th April 1849. London Gazette, #21532, Friday, 17th March 1854, pp. 865-868, Treasury Warrant, effective 23rd March 1854. (For Canada & Prince Edward Island.).

2. London Gazette, #21565, Friday, 23rd June 1854, pp. 1950-1953, Treasury Warrant, effective 1st August 1854. (For New Brunswick and Nova Scotia.) London Gazette,





Figure 1: London, England to St. John, New Brunswick, 14th December 1855. A letter posted unpaid and directed 'p Steamer 'Via New York' in the period when the Cunard service to New York had been curtailed in order to provide ships to support the campaign in Crimea. The letter was carried by a United States' packet the Collins Line 'Pacific', (4) on which the British Post Office has claimed a shilling Sterling from New Brunswick. The letter reached St. Andrews on 3rd January and St. John on 3rd January; the St. Andrews' datestamp, reverse, is the same colour as the charge handstamp.

#21565, Friday, 23rd June 1854, pp. 2081-2083, Treasury Warrant, effective 1st August 1854. (For Newfoundland).

3. J.C. Arnell, (Editor), 'Transatlantic Handbook', this handstamp was not listed, now allocated C.18.

4. W. Hubbard & R.F. Winter, 'North Atlantic Mail Sailings', p. 105: Collins Line 'Pacific' departed Liverpool 15th December 1855 and made New York 28th December 1856. The letter reached St. Andrews, N.B. on 3rd January and St. John on 3rd January 1856.

5. N.R.P. Bonsor, 'North Atlantic Seaway', pp. 104-105.

6. W. Hubbard & R.F. Winter, 'North Atlantic Mail Sailings', Chapter Nine, pp. 160-166.

7. W. Hubbard & R.F. Winter, 'North Atlantic Mail Sailings', p. 165: 'Vanderbilt' out of Southampton 7th November for New York 18th November 1860.





Figure Two: Glasgow, Scotland to Hamilton, Canada West, 5th November 1860. The envelope of a letter prepaid one shilling and twopence, directed 'Per Vanderbilt via Southampton' (an usual direction from Scotland). It was carried to New York by 'Vanderbilt' on the return leg of her last trans-Atlantic voyage, out of Southampton on 7th November for New York on 18th November 1860.(7) The letter reached Montreal, Canada East on 20th November and Hamilton, Canada West, on 21st November 1860;

LETTERS TO THE EDITOR

Brian Hargreaves

CARRIED IN TRAVELLING LETTER BOX MARK

Regarding the recent enquiry published in the April 2016 issue of 'Maple Leaves' :-

Most, if not all, Canadian railway mail cars would have had an external 'post-box-aperture' where mail could be posted whenever a train was at a station. Normally the RPO mail clerk would have processed that mail in transit. However on some services, at some times of the day, the mail car might have been manned in one direction only – for instance a train making two return trips a day might have been manned by a mail clerk on the outbound leg in the morning and the inbound leg in the evening and unmanned on the two intermediate trips (bear in mind that on many routes the vehicle would have been a composite mail car and baggage car so removing it from the consist would not have been an option). Posting letters through the 'post-box-aperture' would have been possible on the unmanned legs, but all such mail would have been collected





from the mail car at the terminal station and then taken to the local post office for processing – and stamped with the ‘Carried by Travelling Letter Box’ mark.

In Canada, such markings are known on mail received at Toronto, North Bay, Halifax and Yarmouth – the latter being exceptionally rare.

Graham Searle

IMPERFORATE OR FAKE?

I refer to the long running series of letters on this subject in recent issues of *Maple Leaves*.

I thought our readers may be interested in the copy of the 5 cent RLS shown below in fig 1. This was purchased recently on e bay for the re-entry it has but it also neatly shows the potential for creating an imperforate variety. Trim the perfs of this one and you are left with a copy almost identical to the one John Wright showed us in his original letter.

It seems that if you buy single copies of imperforate stamps of this era it is very much a case of buyer beware!



Fig 1

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





MISS A.E. STEPHENSON, *FCPS*

It is with great sadness that we report the death of Past-President, Elizabeth Stephenson, *FCPS* earlier this year.

Betty was the last direct link to our founding members as her father was both the founder and first President of the Society back in 1946. Despite having no direct interest in stamp collecting she came along to many of the early Society conventions with her parents and thus became part of the CPSGB family.



Her involvement in organising Conventions and helping them run smoothly was recognised in 1984 when she was made a Fellow of the Society, just the third lady to be so honoured. She went on to become President of the Society in 1995/6 holding a most enjoyable Convention in Perth. She remains the only non-BNA collector to ever hold the office of President.

A life-long resident of St. Andrews in Fife, Betty had suffered from declining health in recent years but was still able to attend the Society Convention in Edinburgh in 2014. She will be sadly missed by all who regularly attend the Society Conventions and we extend our condolences to her family and friends.





SOCIETY NEWS

FROM THE PRESIDENT

A reminder to all members that the deadline for getting your booking forms in to me for the Convention is **31 July**.

There have been no changes to the draft philatelic programme for the event as published in the April issue but the draft partners/ ladies programme has now been developed and is as follows:-

Wednesday evening – informal chat and Craft
Thursday evening - Reflexology and Aromatherapy
Friday evening - Jewellery making and Flower arranging.

I hope as many of you as possible can make it along to all or part of the event and to whet your appetite I add below some details on the venue. Fuller details can be found on the Society website.

Some Information on Kenilworth and the surrounding area

Kenilworth is an ancient town mentioned in the Domesday survey with the remains of its famous castle dominating the older part of the town. The area where the Holiday Inn is situated is the newer part of the town with shops (large and small), cafes and pubs. The older part of the town close to the castle is well worth wandering round with the castle grounds open all year round and the castle open most days (although in the autumn they do change to weekend only opening – last year that did not happen until November).

The Castle

The castle was founded in the early 12th Century and there are good exhibitions in the restored areas detailing its history. The Castle is in the care of English Heritage and is free to members. This year it is celebrating the 750th anniversary of the famous siege by King Henry III in the English Civil War of the mid-13th century.

Abbey Fields

Abbey Fields, situated just behind the hotel, are the site for the remains of the 12th century Abbey. The Abbey was dissolved in the 16th Century by King Henry VIII. The land was given to the town and the buildings eventually demolished. Now only the ground plan and some of the walls are visible. The fields are well worth a walk but are steep in places. The opposite side of Abbey Fields to the hotel is the original town of Kenilworth – High Street runs from the corner of the fields to the castle and is lined with half timbered and thatched cottages in places.





Shopping

Kenilworth has many small shops well worth pottering around. For major shopping a bus trip to Leamington Spa or Coventry is required. The drive to Leamington and parking is easy but to Coventry avoid driving into the city and use the Kenilworth Road Park and Ride.

Surrounding area

Leamington Spa and Coventry are easily accessible from the Hotel. The buses to both stop outside the Hotel. Tickets can be bought on the bus but the Centro services require correct change. The other services will give change on the bus. Both have good parking should you wish to visit by car but for Coventry it is best to park in the park and ride on Kenilworth Road at the War Memorial Park to avoid having to navigate Coventry's notorious ring road. The bus will take you direct to the shops and the area around the Cathedrals. Both Coventry and Leamington have very good shopping centres with Coventry dominated by the large chains and Leamington having many smaller boutique type shops as well. Both have more than enough visitor sites to keep you amused for a full day.

Further afield Warwick and Stratford can be reached by bus from Kenilworth and Birmingham is easily reached via Coventry Railway Station. The buses from the hotel to Coventry all stop at the Railway Station.

Ken Flint

FROM THE SECRETARY

The Society AGM will be held on Saturday 22nd October at 0900hours at the Holiday Inn, Kenilworth. The following changes to the Constitution and Rules of the Society are to be put to the AGM for approval:-

1. Subscription Year:-

It is proposed that from January 2018, the Subscription Year of the Society be changed from the current 1 October to 30 September to be 1 January to 31 December. This change will allow future AGM's to consider and approve any changes to future subscriptions much nearer to the date of change.

The following changes to the Rules are involved (changes are highlighted in **red**):-

Rule 6: to be changed to read..... 'The annual subscription shall be such sum as the Annual General Meeting may approve, payable in advance on the first day of **January**.'





Rule 8: to be changed to read....'Any member who shall fail to pay the subscription by the **30th June** following the date it fell due, shall be liable to forfeit membership. The Secretary and the Treasurer acting together shall have discretion to apply this rule. A Member who has forfeited membership for non-payment of subscription may be restored to the Roll on payment of the arrears outstanding'.

Rule 9: to be changed to read..... 'Every Member shall be deemed Liable for the subscription for the ensuing year unless his or her resignation has been tendered in writing to the Secretary on or before **31st December**'.

Members should note that, if approved, this change would mean the 2016 AGM would not be required to approve any future change to Subscriptions; the next such consideration would be at the 2017 AGM. Options for handling the transition year of 2017/18 will be discussed and agreed with members during the 2016 AGM.

If any member has comments on the above proposals they are asked to contact me well in advance of the meeting.

John Watson

FROM THE SUBSCRIPTION MANAGER

Enclosed with this issue of Maple Leaves is the reminder regarding subscriptions for the coming year. These fall due on 1st October 2016 and the good news this year is that subscriptions for most members have been reduced. As usual, a discount applies to those who get their payments in before 1st November so if you want a discount on an already reduced price, act now! Payments can be made by cheque (on £ to me or in \$US or \$CAN to Mike Street) or via PAYPAL on the Society website.

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

Members who have paid in advance for 2016/17, have a life membership or have been a member for over 50 years continuously also need take no action (you will not have the reminder insert in your copy of the journal). If you are unsure if one or any of these apply to you please contact me or Mike Street by e mail or phone and we can confirm your status. Contact details can be found on the inside of the back cover.

Malcolm Montgomery





FROM THE AUCTION MANAGER

My thanks to the members who have contributed material for the Convention Auction which will be a room sale on Saturday 22nd October at the Holiday Inn in Kenilworth. I hope to have the auction catalogue finalised and on the website by the end of August – members will find it in the usual place on the site. As in recent years we will not be circulating paper Catalogues to all members but if you do not have easy internet access and would like a paper copy (no photos I am afraid) please let me know and I will put one in the post to you. (No need to ask again if you have had this service in the past).

As I write this, only a few lots have arrived in Riverside but I already have some very nice and rare Admiral material and a large accumulation of Meter Mail. As usual I anticipate there will be something for most interest groups and a wide range of prices to suit all pockets. The sale is open to all members as you can pay either by sterling cheque or by PAYPAL in any currency you choose.

Graham Searle *FCPS*

LONDON GROUP

Our 2016/17 season of meetings will recommence in November this year as Convention is later than usual. We meet monthly on the third Monday of the month with meetings commencing approx. 1230hrs for around 2 hours followed by a late pub lunch. All meetings are held at 31 Barley Hills, Thorley Park, Bishops Stortford. All members are welcome and are requested to bring along a few sheets to each meeting. Contact Dave on 01279 503625 or 07985 961444 for more details.

Dave Armitage. *FRPSL*

SCOTLAND AND NORTH OF ENGLAND GROUP

Our April meeting in Moffat was attended by seven members who were treated to a wide variety of displays including: stamps from the 1934 – 1942 period, coil stamps from 1930 to 2000, early airmail covers to the Caribbean and South America from the 1930's and 1940's, NWT first flight covers on the Fort McMurray to Aklavik route, the 1928 Scroll issue, some big blocks of stamps from around the world, 1977 – 1986 postal history and a couple of displays of early GB material including Mulready's, 1d black and 2d blues, Maltese cross cancels, early Greenock postal history and some combination covers including many transatlantic types. All in all, a wonderful variety and, for once, not all BNA!

Our next meeting will be held on Saturday 29th October at the usual venue of the Buccleugh Arms Hotel in Moffat from 2pm. All members are welcome and please bring along a few sheets to display or questions to which answers are sought.

Graham Searle *FCPS*





AMENDMENTS TO MEMBERSHIP to 15th JUNE 2016

New Members:-

- 3044 PRESTON, Stephan; 426 Durham Street, Mount Airy, North Carolina, USA 27030-4514; e mail ddrstephan56@yahoo.com; CR – CGE, N
3045 PINKNEY, Lawrence; 1695 Lincolnshire Blvd, Mississauga, Ontario , Canada L5E 2T2; e mail lawpin@rogers.com; CL, PC
3046 NORRIS, Andrew; Camellia PLC, Duncan Lawrie Ltd, 1 Hobart Place, London SW1W 0HU; e mail afnorris@btopenworld.com
3047 ALLEN, Keith; 11 Sherwood Close, Bexley, Kent DA5 3EB; e mail not quite a nurse@hotmail.com; C

Change of Address and Corrections to Address:-

- 0637 HARRIS, Michael, A.; 1900 Thames Street, Apt 301, Baltimore, Maryland, USA 21231-3526
3025 TAYLOR – YOUNG, Simon; Little Knelle Farm, Beckley, East Sussex, TN31 6UA

Removed for Non-Payment of Dues:-

- | | | |
|----------------|----------------|-----------------|
| 1652 McPhilemy | 2593 Laws | 2645 Soule |
| 2823 De Ment | 2826 Warrender | 2894 Sutherland |
| 2907 Beasley | 2916 Collop | 2993 Anderton |

Revised Total:- 276

FORTHCOMING EVENTS

2016

- Jul 15 – 16 York Stamp & Coin Fair, York Racecourse
Jul 21 – 24 Philatelic Congress of GB, Cambridge
Aug 19 - 21 Royale 2016 Royal, Kitchener, Ontario
Sept 14 – 17 Autumn Stampex, BDC Islington, London
Sept 30 – Oct 2 BNAPEX 2016, Fredericton, New Brunswick
Oct 8 ASPS Stamp & Postcard Fair and Convention, Ardingly
Oct 14 – 15 SCOTEX, Perth
Oct 15 - 16 CANPEX, London Ontario
Oct 19 – 23 CPSGB Convention, Holiday Inn, Kenilworth
Oct 29 CPSGB Scotland and North of England Group Meeting, Moffat.
Nov 21 CPSGB London Group Meeting
Dec 19 CPSGB London Group Meeting

2017

- Jan 20 - 21 York Stamp & Coin Fair, York Racecourse
Feb 15 - 18 Spring Stampex, BDC Islington, London
Apr 21 - 22 Scottish Congress, Perth
May 26 - 28 Royale 2017 Royal, Boucherville, Quebec
Jul 8 MIDPEX, Warwickshire Exhibition Centre
Sept 1 - 3 BNAPEX 2017, Calgary, Alberta
Sept 12 - 16 Autumn Stampex, BDC Islington, London
Oct 4 – 8 CPSGB Convention, Grant Arms Hotel, Grantown – on - Spey





THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN 2014/15

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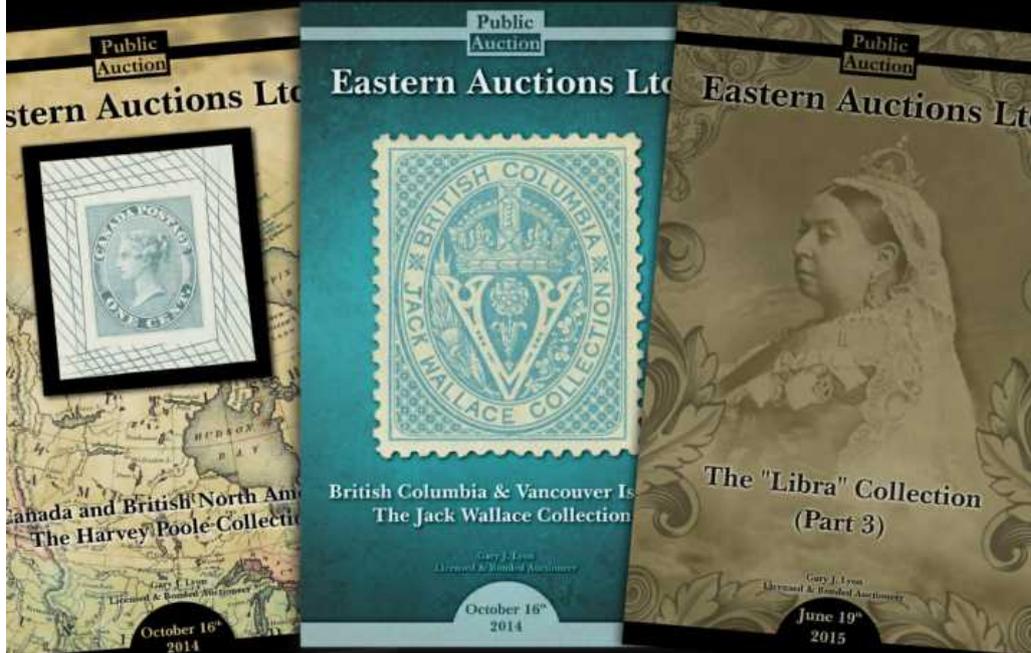
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