



Maple Leaves

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CANADIAN PHILATELIC SOCIETY
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MAPLE LEAVES

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EDITORIAL

We start this issue by wishing all our members a very happy New Year and hope that 2017 brings you some nice new material for your collections. With this in mind, our Exchange Packet Manager, Hugh Johnson, tells me that he has a good supply of new material for the packet and will be loading a batch of new sheets onto the website each month for the new few months. This process started in late November so members should make a point of visiting the site regularly to check for the new material.

This issue is also the first in a new volume. We hope to have an index for Volume 34 ready to go out with the April issue of the journal. The April issue will also be accompanied by updates of the Members Handbook, both volumes 1 and 2. With this in mind, our Secretary, John Watson has asked me to remind all members to check their current entries (particularly the e mail addresses which change more often than most other bits) and let him know of any changes over the coming month to ensure the new edition of the Handbook is fully up to date.

I would like to thank all those members who participated, either as vendors or buyers, in our Convention auction. Gross sales were well over £7000 and, with the help of some donated lots, the auction raised over £820 towards Society funds. We will be holding another, smaller, auction closing on 28 February 2017. Full details on this can be found on page 56 and on the website.

Any members living in the Amersham area may wish to make a note of a forthcoming meeting of the Amersham and District P.S. on 30 March. Our very own Dave Armitage and Derrick Scoot will be presenting Canadian material to the local society that evening and all of our members are most welcome to attend. This may be a rare opportunity to see the ‘chocolate toilet seat’ and other philatelic wonders in Dave and Derrick’s repertoire. Whatever is shown, I can guarantee a most entertaining evening. Full details can be obtained from Dave or Derrick or from Chris Marsh at the Amersham P.S.

I know that a few members have expressed an interest in the past to receive *Maple Leaves* in electronic format. Following a specific request from one of our UK based members we did a trial with the last issue of providing him *Maple Leaves* via a web link to a cloud based server. The trial was successful and I am happy to offer this same service to any other member on request as an alternative to having your copy of *Maple Leaves* shipped out to you by post. Just let me know by e mail if you are interested. The file provided is exactly the same as that sent to the printers so the quality will be as per the printed version. You would receive an e mail from me with the web link allowing you to download a *pdf* file. Note that we cannot simply e mail the journal file as it is too large for most e mail providers to handle.

Mike Street has asked me to note the help he received from Ron McGuire in providing some of the scans used in his ‘Letter to the Editor’ on Toronto Postal Stations in the last issue of *Maple Leaves*. For the record fig 3 on page 438 was courtesy of Ron.

Our congratulations go to David Sessions who was elected an Honorary Life Member of the Society at our Kenilworth Convention. The award is given to, quote “individuals of outstanding merit for reasons of exceptional service in the field of BNA philately”. David is the first recipient of the award since 1999 so it is clearly not given away lightly but I can only think that whoever penned those words must have had David in mind.

Finally, the sharp eyed of you may have noticed that next year’s subscriptions are not due until 1 January 2018. This follows a resolution passed at the recent AGM to change the subscription year to January to December. One impact of this change is that we will all get 15 months of membership (and 5 issues of *Maple Leaves*) for the price of 12 months this year. **Yet another reason to tell all your friends to join CPSGB right away!**

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COVERS THAT WE NEED FOR OUR COLLECTIONS.*

A TOOL OF THE POSTAL TRADE

Jim Felton

Besides the postmarks and ink pads, what could be a tool of the postal trade? How about a finger knife? And what's a finger knife anyway? What follows is a letter that proves the finger knife is indeed a tool of the postal trade and after that an explanation of what a finger knife is.

The Letter

8th April 1934

To :
Handy Twine Knife Co.
Upper Sandusky, Ohio, USA

Gentlemen,

Thanks for the four handy (sic) knives which I ordered and received from you last week. They are giving us all full satisfaction in the performance of our Postal duties here. I enclose herein an American dollar bill, you can send me another four, #7 (number seven). We pay 10 cents duty on each knife, to the Dept. of National Revenue here on entry, but I wouldn't be without them if the duty were as much again.

Yours very truly,
David Denholm
Postal Clerk, dispatch branch
Saskatoon, Sask
Canada

The Explanation

As you can see in the illustration overleaf, a Handy Twine Knife is most simply a ring knife, a blade attached to a curved strip of metal and made in a range of standard ring sizes. The sharp edge is on the inside curve of the blade so cutting would be through a pull towards the wearer, and the outside edge is dulled for safety. It would likely be worn on the little finger since worn there the knife would interfere the least with use of the hand -- and maybe less likely to poke out an eye scratching your nose or something.

The postal duties Clerk Denholm and his co-workers performed with their ring knives were snipping the string tying a bundle of letters or snipping the string when they tied off a bundle or cutting the twine around bundles of newspapers and magazines. With the blade always right there, there was no need to reach for, then set back down, a conventional knife or scissors, and it wouldn't be dropped and lost.



The **HANDY TWINE KNIFE**



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ANY MANNER

Fig 1 Picture of the 'Handy' twine knife as ordered by the postal clerks in Saskatoon and a contemporary advert for the same knife.

This bit of practicality was developed in 1897 by James R. Caldwell, an American Railway Mail Clerk working the Pittsburgh to Chicago run, for his own use. It soon turned into a business, Handy Twine Knife, to satisfy the requests coming in from other mail clerks. In the time before rubber bands, Scotch tape, and plastic sacks, the market for a gadget like this was large: from store clerks who had to tie and wrap purchases to farm workers handling bales of hay and straw. These knives were even sold to hair-dressers for cutting curls. The list of applications for the Handy Twine Knife is a long and varied one.



Fig 2 Front and back of the letter which first drew the authors' attention to the 'Handy Knife'

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Caldwell remained with the Railway Mail Service until 1935, yet still operated his business with the help of partners. As he was a road clerk Caldwell filled orders in his down time. He would eventually serve as clerk in charge of a mail transfer office.

More than a century later the company is still in business though it is now HTK Company, having dropped the direct reference to “twine” which could lead some to overlook their products that can cut so much more than the string and twine as originally intended. See the website www.HTKCompany.com.


And it is still in the family. James' great-grandson Brian is the current President and CEO.

Conclusion

Surely Clerk Denholm and his mates in Saskatoon were not the only Canadian postal workers who used Handy Twine Knives. Can anyone cite other examples?

PS. Can you see two bits of selvage used to seal the envelope in fig 2? Did the clerk do this to get the advantage of registered mail without paying for it?

The illustrations are from the HTK Company archives by courtesy of Brian Caldwell, President and CEO.



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This article first appeared in the September 2016 issue of the BC Postal History Newsletter and is reproduced here with the kind permission of the author and Editor of that Newsletter.

VANCOUVER'S FIRST POST OFFICE

Andrew Scott

Vancouver's first post office was not located in Gastown, nor anywhere near today's urban centre, but in the kitchen of a remote pioneer hotel at the end of the city's first wagon road. Early postal patrons had to hike, ride or row to this spot, which was originally known as New Brighton. New Westminster residents—who had enjoyed postal service since 1859—could bounce out by daily stagecoach to two simple hostleries in order to refresh themselves in the ocean and at the bar or take a primitive ferry to Burrard Inlet's nearby lumber mills.

The office on the inlet was the only postal outlet in colonial times within Vancouver's current boundaries. Postmaster Maximilian Michaud, who bought the Brighton Hotel early in 1869 and changed its name to the Hastings, was appointed postmaster on 1 June 1869, according to Gerald Wellburn. (An official opening date of 2 July 1869, is often seen for this office, but an earlier cover is known—see details below.) Michaud used a grid-lined hammer enclosing the number "28" to cancel the mail. While many individual BC colonial stamps are known with the "28" postmark, only a few covers have survived; most of them are illustrated in this article (see figs 1 to 3 opposite and overleaf).

After BC joined Confederation in 1871 the post office's unofficial name, Burrard Inlet, was made official. The split-ring cancel, introduced in 1872, is quite scarce; most reported strikes are very light receiving marks on the backs of covers or cards. Another, completely different Burrard Inlet post office, located aboard a series of boats, served the outlying communities of Indian Arm between 1908 and 1970. Today, east Vancouver's New Brighton Park occupies the site of Michaud's old hotel; the Alberta Wheat Pool elevators loom nearby. The original Burrard Inlet post office was renamed Hastings in 1897.

Most historians and collectors consider Granville, situated near Gastown, to be the forerunner of the present-day Vancouver post office. Granville post office, however, located in the Hastings Mill store, at the foot of Dunlevy Street, did not open until 1 April 1874, almost five years after Burrard Inlet. Another early post office in the area was Moodyville, which began service on the north shore of Burrard Inlet on 1 March 1874. The Hastings Mill was built in 1865 by Captain Edward Stamp; its name has caused confusion for postal history buffs, leading some to assume that the Hastings post office must have been at the Hastings Mill. But that is not the case.

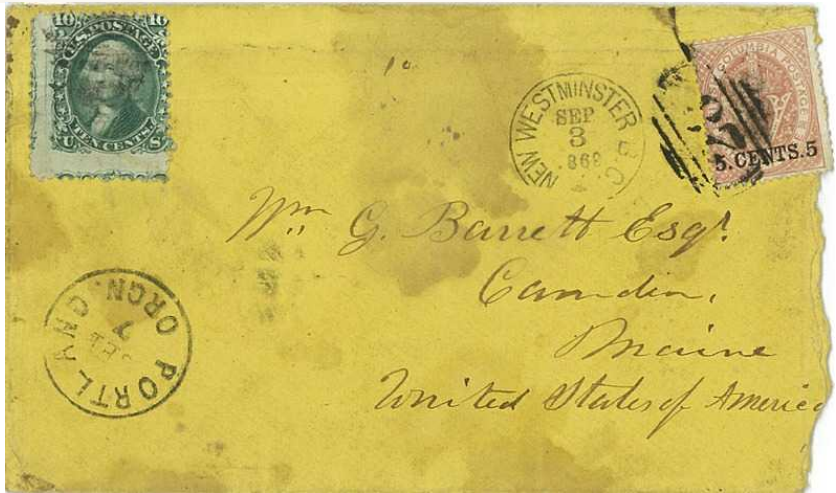


Fig 1 and 2. Both of these #28 covers were addressed, to Camden, Maine, by the same hand (though to different addressees). Perf 14 5c BC stamps pay the colonial tax on both covers; off-centre “F grill” 10c stamps (probably from the same sheet) pay the rate to the eastern US; both travelled via Portland, Oregon. The top cover is dated New Westminster 7 Sept 1869. Image courtesy Bob and Dale Forster.

The bottom cover is dated New Westminster 3 Sept 1869, and Portland 7 Sept. Ex Dale/Lichtenstein. Image courtesy Malcolm Leitch. A third, very early #28 cover exists with similar franking, addressed to Bowmanville, Ontario. It is illustrated on page 149 of *The Stamps & Postal History of Vancouver Island and British Columbia* (the Gerald Wellburn collection). Datestamps are New Westminster 2 June 1869; Portland 11 June; and Ottawa, CW (on back), 24 June.



Fig 3 After BC joined Confederation on 20 July 1871, post office patrons were supposed to bring in their colonial stamps and redeem them for Canadian issues, which first became available in BC on 20 Aug. This unusual #28 cover, cancelled 6 Oct 1871, with the scarce New Westminster money order datestamp (14 Oct San Francisco receiving CDS), was mailed during a brief, confused period when colonial stamps were still accepted by the Canadian post office. The 3d BC stamp paid the 6 cent letter rate to the US. Image courtesy Tracy Cooper.

The original Burrard Inlet/Hastings site was known by the local native people as Khanamoot. An old trail led from the waterfront to Deer and Burnaby lakes, where the hunting and berry-picking were excellent, and onward to the Kwantlen settlements on the Fraser River. In 1863, Col. Richard Moody of the Royal Engineers decided that the new colony of British Columbia needed a saltwater port and that the port should be connected to New Westminster, the capital, by a decent road. He chose Khanamoot as the most likely spot, established a large government reserve there and named it, in 1869, after Rear Admiral George Fowler Hastings, commander-in-chief of the Royal Navy's Pacific Station, based at Esquimalt. Hastings had honoured the region with his presence in 1867. Hastings Mill and Hastings Street, in turn, were named after the new government tract.

The reserve became known as Hastings Townsite. The trail was upgraded and named Douglas Road, and the first subdivision lots were laid out. The townsite was richly timbered with giant cedar and fir trees, and several sawmills and shingle mills soon appeared. But residential and commercial development in the area was very slow, even after the CPR laid tracks right through the reserve en route to Gastown, and the province, in 1888, set aside 65 nearby hectares as Hastings Park, destined to become Vancouver's main sports and recreation venue.



Fig 4 and 5 Early Burrard Inlet cover, dated 11 Aug 1873, to Montreal, with a fancy flag cork cancel. Backstamps are New Westminister, Brit Col 11 Aug; Victoria, Brit Col 13 Aug; Windsor, Ont 26 Aug; and Montreal 28 Aug. The two Montreal letter carrier marks are dated 28 Aug and 30 Aug. The cover would have travelled overland via San Francisco.

Note the return address on back: Mr W. F. Frost, Hastings Mills. The Granville post office, located at the Hastings Mill store, did not open until 1 April 1874.

The name of the Burrard Inlet post office was changed to Hastings on 1 March 1897. Mrs. M Magee was the postmaster. The new office did not last long. It was closed on 1 July 1900, after accumulating a mere \$89 in revenue over the course of its existence. According to Tracy Cooper's *British Columbia Post Office Revenues 1871-1921*,

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Hastings closed "owing to mismanagement and the impossibility of obtaining the services of a suitable person to act as Postmaster" (memo from post office inspector W H Dorman). Hastings covers from this early period are rare indeed. Many collectors, in fact, have wondered if any existed at all; I had not seen an example of the first Hastings split-ring on cover or piece in more than 50 years of searching. That changed earlier this year, when a rather dog-eared example (see fig 6) showed up on the All Nations bidboard (auction #1066, lot 93, July 2, 2016). As we might have guessed, it had been squirreled away all these years in one of Gerry Wellburn's historic collections. The lot, which included a newspaper clipping and black-and-white view card, (see figs 7 and 8 overleaf) sold for a staggering \$5,500 (far more, for instance, than any of the rare colonial covers realised).

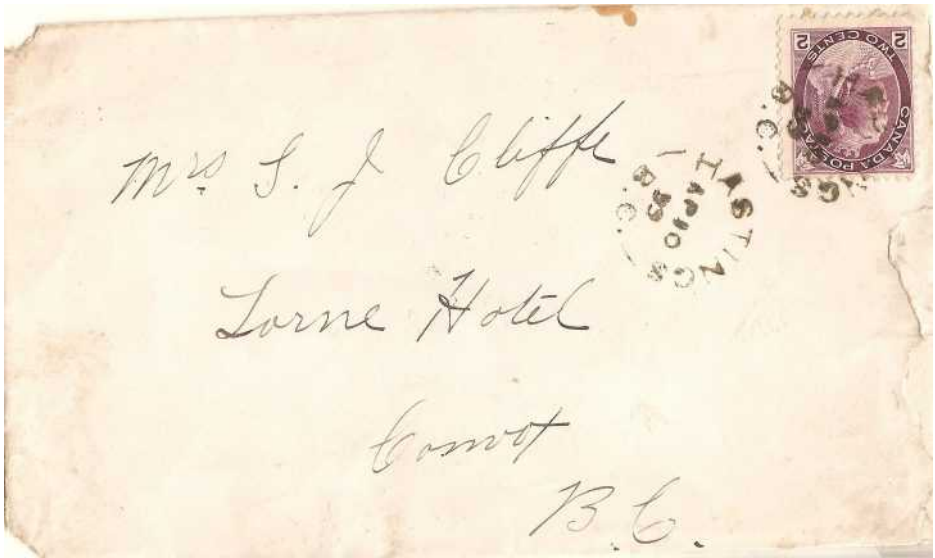


Fig 6 The only reported cover from the first period of operation of the Hastings post office (1897-1900). The split-ring is dated 10 April 1899. Addressed to the Lorne Hotel in Comox, which was operated for many years by the pioneer Cliffe family.

Development of Hastings Townsite didn't really take off until the pre-World War I years. In 1911, landowners voted to amalgamate with the city of Vancouver. Many large land holdings were subdivided, and hundreds of blue-collar workers bought lots and built modest homes. The post office, under W. McGavin, reopened in 1908 using a different, smaller split-ring hammer. It was located at 148 Clinton Street (now Penticton Street). Cancels from Hastings' second period do not really deserve the "E" rarity factor given them in Bill Topping's *British Columbia Post Offices* checklist; I've recorded more than 30 examples, though most, admittedly, are on postcards and many are receiving strikes. Nice covers are scarce (see fig 9 overleaf)

Much rarer are covers bearing the circular datestamp of Vancouver sub office Hastings. I've only recorded three examples of this dater, which was not proofed until 3 Dec 1913.



SALE BY AUCTION OF LOTS.
 IN THE
TOWN OF HASTINGS,
 NEW WESTMINSTER DISTRICT.

NOTICE IS HEREBY GIVEN, that Mr. James Morrison will sell by public auction at the Land Office, New Westminster, by order of the Provincial Government, on Wednesday, the 28th November, 1877, at 12 o'clock, noon, the under-mentioned lots in the Town of Hastings, Burrard Inlet—

Lots—10, 11, 12, 13, 14, 15, 16, 17, 45, 47, 48, 49, 50, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 66, 67, 68, 69, 70, 73, 74, 75, 76, 77, 78, 79, 80, 82, 83, 86, 88, 90, 91, 93, 94, 95, 97, 98, 99, 101, 102, 103, 105, 106, 107, 109, 110, 112, 113, 114, 115, 116, 117, 119, 120, 121, 122, 123, 131, 132, 133, 135, 136, 137, 138, 139, 140, 142, 143, 144, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 288, 239, 240, 241, 242, 243, 244, 245.

Maps may be seen at the office of the Government Agent, New Westminster, and at the Land Office, Victoria.

F. GEO. VERNON,
 Chief Commissioner of Lands & Works,
 Lands and Works Dept.,
 Victoria, Sept. 29th, 1877. sc80

Fig 7 and 8 The Hastings image above and the newspaper clipping at right were included with the Hastings cover shown in fig 6 in the All Nations auction lot.

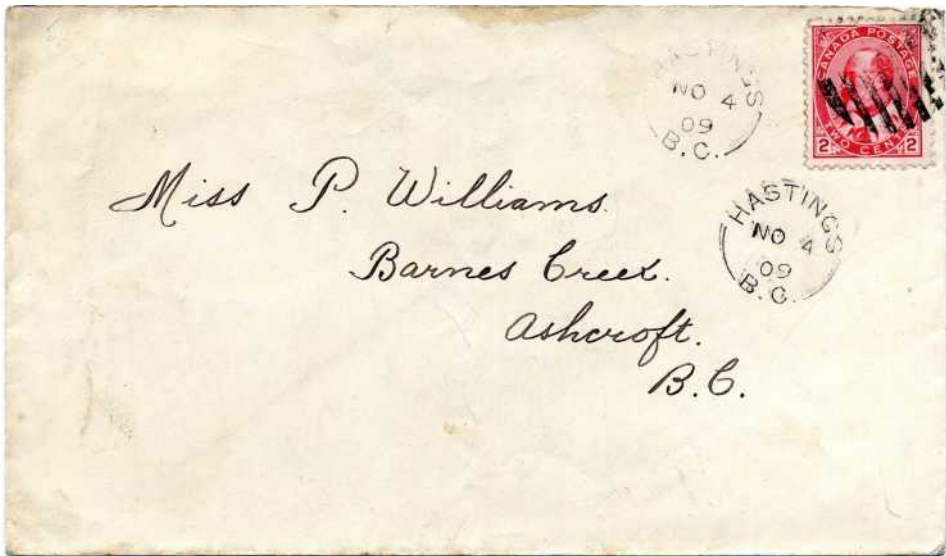


Fig 9 Edwardian cover dated 4 Nov 1909, to Barnes Creek, BC. 5 Nov Ashcroft split-ring receiver on back.

It's likely, however, that the official conversion of Hastings to a sub post office occurred sometime late in 1912. The second Hastings split-ring has been noted in use until March 1913. The sub office operated from several different locations on Eton Street until 1934, so it's somewhat surprising that its datestamp is so uncommon.



Fig 10 The scarce Vancouver S.O. Hastings CDS, dated 15 Jan 1930, as a receiving cancel on the face of a cover from Dollarton (14 Jan split-ring) in North Vancouver. No backstamps.

Sources:

1. *British Columbia Post Office Revenues 1871-1921*, by Tracy Cooper
2. *The Greater Vancouver Book*, ed Chuck Davis
3. *Vancouver, A Visual History*, by Bruce Macdonald
4. *The Post Offices of British Columbia 1858-1970*, by George Melvin
5. *British Columbia Post Offices*, by William Topping.

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MIXED FRANKING, CONTRACT AIRMAIL BETWEEN CANADA AND THE UNITED STATES

Jim Bisset

The United States had successfully implemented a Transcontinental air plane service by the summer of 1921. The route was split into three sections, taking three days to go from coast to coast;

Day 1	New York to Omaha.
Day 2	Omaha to Reno
Day 3	Reno to San Francisco.

During the next three years the service was strengthened by provision of lighting for emergency landing sites and approval of night flying. By July 1924 the time for coast to coast flying had been reduced to about 33 hours.

Consideration was now given to “feeder” routes – routes which would link into the transcontinental line. Two such routes were established – Chicago to Minneapolis, and Washington to New York, but, these routes were abandoned within months because Congress declined to appropriate funds, arguing that over short distances of some 300 miles slow planes could not compete with fast trains.

In 1925 Congress decided to try a different approach by authorising the Post Office Department to contract with private parties to establish air mail routes. A total of ten such Contract Air Mail (CAM) routes were established in 1926. The postage rate on these routes was:-

10 cents per oz.	up to 1000 miles
15 cents per oz.	for 1000 to 1500 miles and
20 cents per oz.	over 2000 miles.

Canada did not have a regular airmail service at this time, although there had been some promotional and experimental flights and the “semi-official” airmail service provided some routes, mainly to rural and remote locations. Thus, the Postal Authorities came under pressure for Canadians to be allowed to use the United States transcontinental air mail service. The agreement which was reached stipulated that, in addition to being properly prepaid with Canadian stamps, US airmail or regular postage stamps must be used to prepay the US air mail service. To meet this requirement, larger Canadian post offices held a supply of US airmail stamps. Figs 1 and 2 overleaf show the front and back of an early airmail cover making use of this arrangement.



Fig 1 22 July 1926, Red Lake, Ontario, to East Orange, New Jersey. Receiver – Air mail Field Chicago 27 July 1926. Arrival back stamp Newark, NJ. 28 July 1926. A 25 cent Patricia Airways Exploration semi-official stamp (on reverse) pays airmail from Red Lake to Sioux Lookout; 3 cent Admiral pays the regular surface rate from Canada to US; and 10 cent US airmail stamp pays the contract rate of up to 1000 miles. Route – Detroit to Chicago (CAM 6), 284 miles approximately and Chicago to Newark (CAM 17) 697 miles approximately.



Fig 2. The reverse of Fig 1 showing the Patricia Airways Exploration stamp.

Two further examples of these early Canada/USA mixed franking airmail covers are shown in figs 3 and 4 opposite.



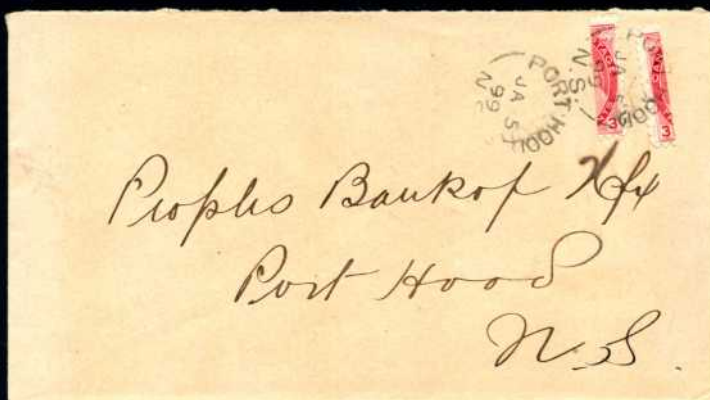
Fig 3. First Flight cover from Victoria, BC., to Los Angeles, California, receiver back stamp Los Angeles, Calif. Arcade St. 15 SEP 1926. 3 cent Admiral pays the regular postage to US and two 10 cent US airmail stamps pay the contract rate from Seattle to Los Angeles (CAM 8) for a zone exceeding 1000 miles. (The cover is overpaid by 5 cents – the rate for Seattle Los Angeles was 15 cents.)



Fig 4 Another First Flight cover dated 15 September 1926 from Seattle to Los Angeles. This time from Vancouver, BC., to Tia Juana, Mexico. Receiver back stamps, Los Angeles, Calif. 15 Sep 1926 and Zaragosa 16 SEP 26. 1 and 2 cent Admirals pay the preferred surface postage from Canada to Mexico and 10 cent airmail and 5 cent regular US stamps pay the 15 cent rate for a zone exceeding 1000 miles.

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The Contract rate of 10 cents per zone was found to be confusing, so on 1 February 1927 the US Post Office announced a major simplification. In future the airmail rate would be 10 cents all inclusive, still payable in US stamps for transport over all of the transcontinental and contract routes. Two examples of this reduced all-inclusive rate are shown in figs 5 below and fig 6 overleaf.



Fig 5 16 December 1927. Welland, Ontario, to St. Paul, Minnesota. Receiver back stamp St. Paul Commercial Station, Minn. 20 December 1927. Probable route for this letter was: Welland to Buffalo by rail, Buffalo to Dunkirk by air (CAM 20), Dunkirk to Cleveland by rail, Cleveland to Chicago by air (CAM 17) and then Chicago to Minneapolis by air (CAM 9)

In April 1928, the Canadian Deputy Postmaster General commenced a discussion with his opposite number in the US Postal Administration which resulted in an agreement that each country would accept each others' stamps in payment of airmail postage. The rate agreed, which came into effect on 1 August 1928 was 5 cents for the first oz. and 10 cents for each additional oz. This meant that a 5 cent Canadian airmail cover could go to any place in Canada and the United States utilising air service where available.

The first Canadian air mail route to the United States was Montreal to Albany, New York. This service commenced on 1 October 1928 and was described as a "hook up" since it connected with US air mail services. Figure 7 overleaf shows a first day cover from 21 September 1928 going from Montreal to New York, utilising the 5 cent airmail stamp which was released on that day.

Over the next ten years a network of airmail routes was established across Canada, each new route being accompanied by the avalanche of First Flight cachets which we have all come to know and love so well.



Fig 6 23 May 1928 Quebec City to Detroit, Michigan. Receiver back stamp Michigan May 25 1928, The 2 cent Map stamp pays the regular postage from Canada to US and the 10 cent US airmail stamp pays the all inclusive US airmail rate. Probable route for this letter was:- Quebec City to New York by rail, New York to Cleveland by air (CAM 17) and then Cleveland to Detroit by air (CAM 6).



Fig 7 shows a first day cover from Montreal to New York City (FAM 1), utilising the 5 cent airmail stamp which was released on 21 September 1928.

CPSGB MEMBERS ENJOY A VISIT TO BNAPEX

Our thanks go to Malcolm Newton for the photos below showing some of the CPSGB members who enjoyed a trip to Fredericton for the 2016 BNAPEX show. CPSGB members enjoyed great success at the show - see the Palmares on page 51.



Brian Stalker received the William G. Robinson award and a Gold for the best Railway post Office exhibit.



Neil Prior enjoying a sunny afternoon on the St John river.



Brian and Freda Stalker, Ann Newton, Neil Prior and Susan Upham setting out on a coach trip to the St. John's River.



John Cooper with the Alan Steinhart Reserve Grand award for his exhibit of Way Mails of New Brunswick.

POSTAL ADVERTISING DIE SLUGS DURING WORLD WAR 1 – PART 4

Malcolm Newton

In the October 2016 edition of *Maple Leaves*, we endeavoured to illustrate many of the Government backed advertising die slugs, particularly the promotion of the sale of War Savings Certificates. In this concluding part for 1917 (with the exception of some illusive proprietary dies which I mention at the end of this part), we continue with the HOW? Campaign.

The seven wavy lined version saw use at Gananoque and Vancouver. I have chosen an example from my collection which best illustrates this with the small curve at the very top of the die, adjacent to the Union Jack (see fig 31 below).

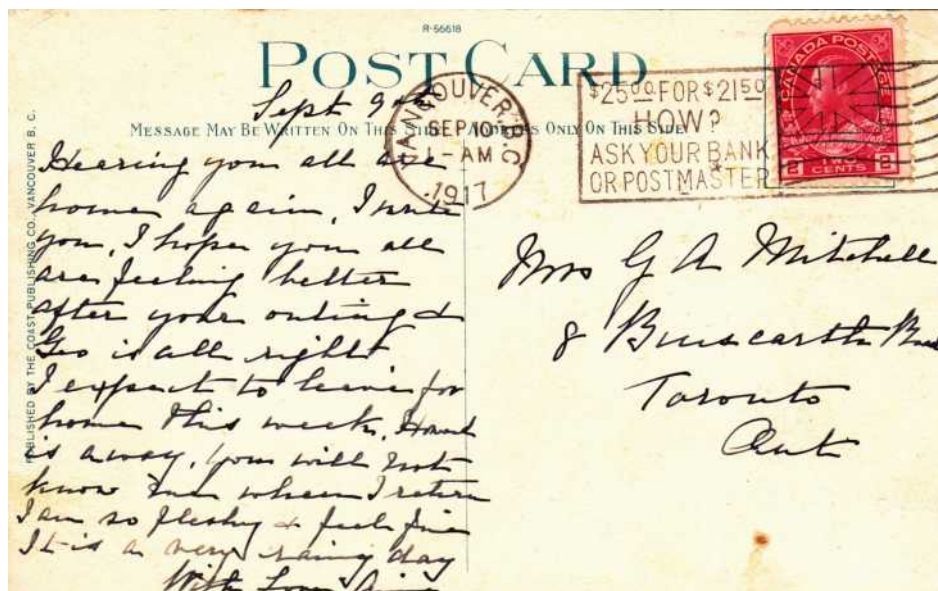


Fig 31

The final straight lined version appeared at Fort William, Kitchener and New Westminster (see figs 32 and 33 opposite)

Not to be out done, the French speaking offices of Quebec produced their own version. There were two types – five or six wavy lined. The first was only used at Montreal (see fig 34 overleaf) whilst the latter was produced in three dies for use at Trois Rivieres, Quebec City and St. Hyacinthe. (See figs 35 and 36 overleaf)

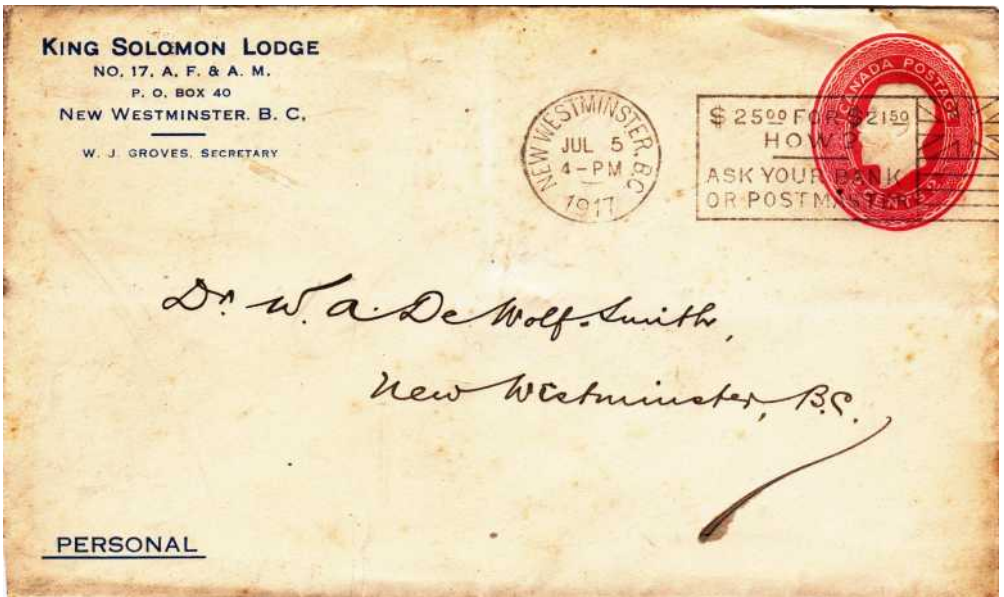


Fig 32



Fig 33

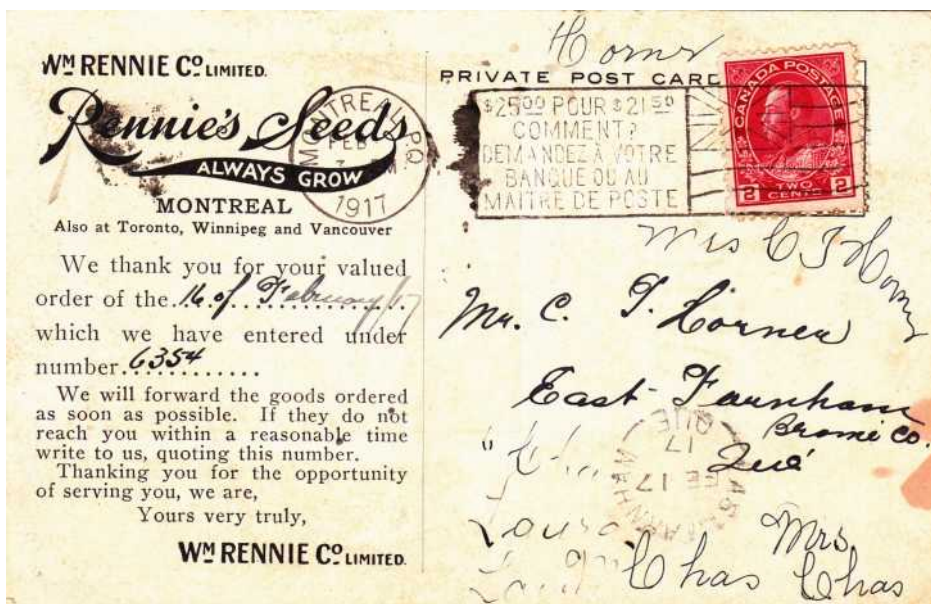


Fig 34

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Fig 35



Fig 36

The 'Save your money – lend it to your country' campaign also commenced in February 1917. A single die appeared at Vancouver (and later at Victoria with use through to October), which consisted of six wavy lines, the top one continuing over the top of the Union Jack (see fig 37 overleaf). The second type had no line over the flag, but came in two varieties which showed either two or five short lines to the left of the flag. This former type appeared at Edmonton and Calgary (see figs 38 and 39 overleaf), whilst the five lined version was used at Guelph, Montreal and Toronto (see fig 40 overleaf).



Fig 37



Fig 38

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

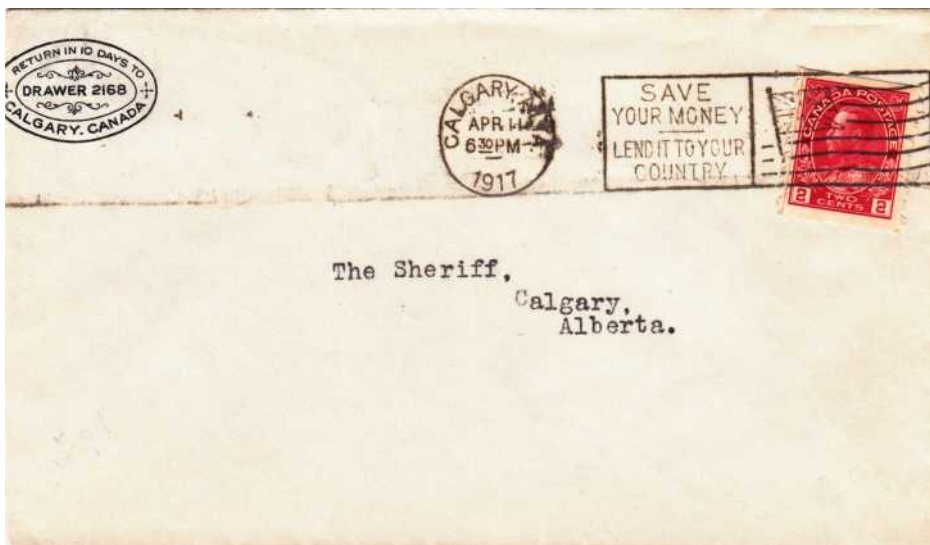


Fig 39

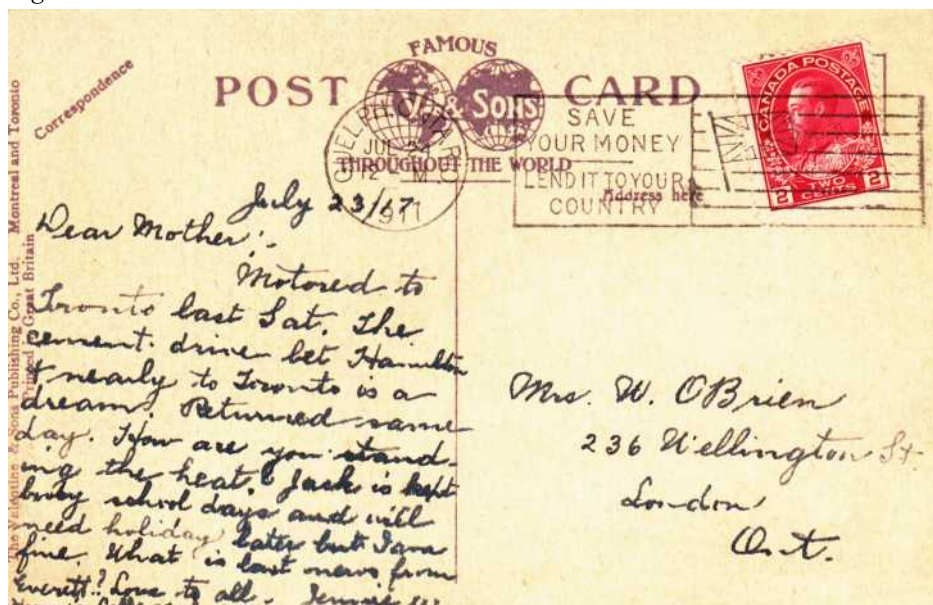


Fig 40

In March 1917, a new message was used with the wording 'Save your money buy war savings certificates'. Saskatoon used a Universal die which showed the province at the base of the dater hub (see fig 41 on page 32), whilst Brockville, Fredericton, Medicine Hat, Moncton, Nelson, North Bay, Stratford, Winnipeg and Brandon were International machine dies with the year at the base (see figs 42 - 44 on pages 32 and 33). There were

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seven of the International dies manufactured with the Stratford die being used at Brockville from April and similarly, the Brandon die was passed to Winnipeg and used there from April.

A variation on the previous theme, was the 'Save, save, save and – buy war savings certificates'. Winnipeg (see fig 45 opposite) and later at Hamilton, had a line under the word 'and' whilst another die used initially at Renfrew omitted the line (see fig 46 overleaf). This die was also used at London from April (see fig 47 overleaf).

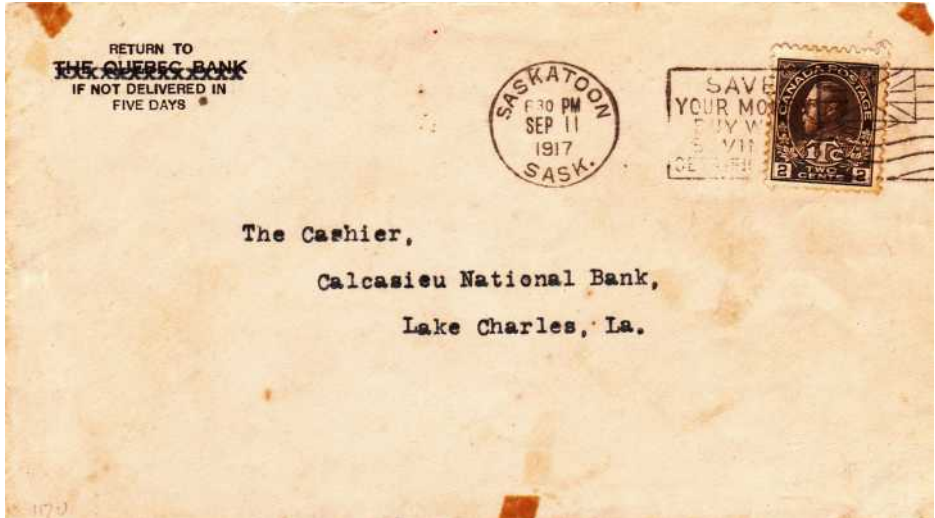


Fig 41



Fig 42

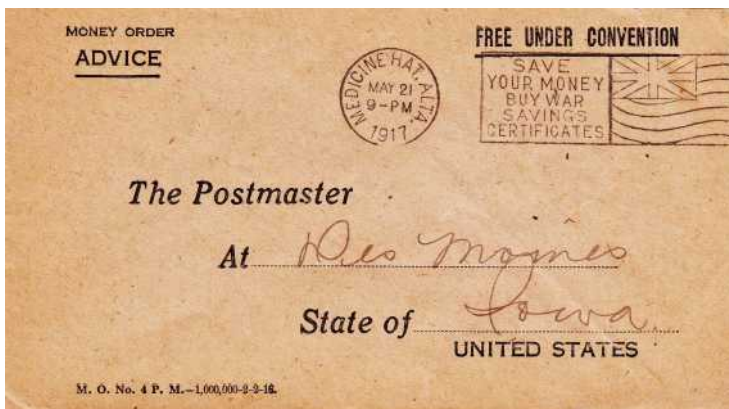


Fig 43

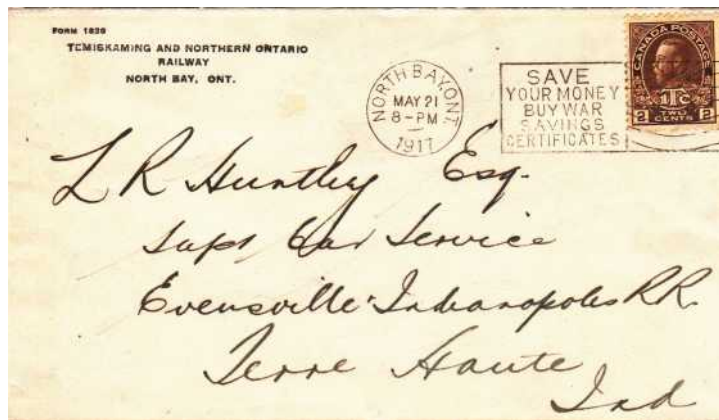


Fig 44

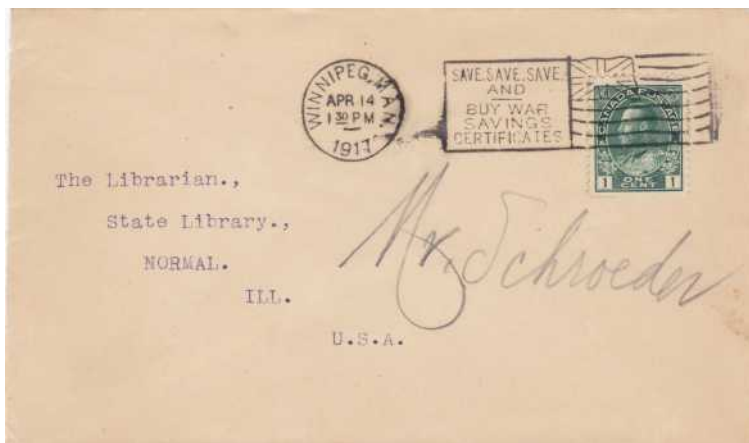


Fig 45



Fig 46

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Fig 47

In finalising this lengthy account of the efforts to raise funds for the war campaign, it is interesting to record that offices stopped using these flag cancels by the 10th October, with the dies being returned to Ottawa a few days later. Whilst these very collectable flag cancellations had not yet met their demise, the amount produced by the Postal authorities reduced considerably thereafter, as will be found in the 1918 record. In addition, there were three proprietary dies prepared to advertise exhibitions or fairs used initially in 1917, but also appeared during 1918 and 1919, which I will reserve for the concluding part.

At the beginning of each part, I have mentioned some of the horrors of WWI and the approximate casualties suffered. However, it would be remiss of me not to mention another disaster at Halifax, Nova Scotia. On the 6th December, 1917 at 7.30 am, the French ship *SS Mont-Blanc* left her anchorage in Halifax harbour to join a convoy. She was carrying 200 tons of TNT, 35 tons of benzol and 2,300 tons of picric acid along with other materials for the war effort. At the same time, the Norwegian vessel *SS Imo* set off towards the harbour exit, bound for New York. At The Narrows, a lack of proper communication, coupled with ill-judged manoeuvres, resulted in a fairly small collision. However, fire immediately broke out on the *Mont-Blanc*, the crew abandoned their vessel and it drifted until it came to rest in the industrial north end of Halifax. Only a few officers knew of her cargo and with no means to spread the word, the *Mont-Blanc* exploded at 9.05 am. It was the largest man-made explosion until the atomic bombs on Japan in WWII. The city was devastated with 2,000 people killed and 9,000 more injured.

Finally, all these impressions are taken from the authors collection with the exception of one cover where due acknowledgement has been given. As mentioned in Part 1 of October, 2015, these articles are not intended to be a catalogue, but to provide an illustrative philatelic journey through WWI. Consequently, devotees of these cancellations may find an omission for which I apologise in advance, should this be the case.

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LETTERS TO THE EDITOR

ST LAURENT, MONTREAL

Luc Legault

I refer to the query from Guy Jeffery in the October issue of *Maple Leaves*.

In the province of Québec there are two locations with the name of Saint Laurent. The first is Saint-Laurent d'Orléans, located near Québec City in l'Isle d'Orléans. This post office opened in July 1836 and it is still in operation.

Another Saint Laurent, located in the northern part of Isle of Montréal which opened around 1853 is the one that your reader got his postcard from with the postmark St-Laurent Montreal / Que. You may understand that they add 'Montreal' in the postmark simply to distinguish from the other post office near Québec City. A picture of this post office from circa 1950 is shown in fig 1 below.



Fig 1

Fig 2 overleaf shows a range of postmarks from this office; starting in 1857 on a stampless cover, followed by a 1904 strike of the cancel shown in Guy Jeffrey's original letter, a meter mark from 1957, a MOON cancel from 1960 and lastly a modern franchise postmark from 1999.



Fig 2 A variety of postmarks from St Laurent through the ages.

In modern times, with the growth of Montréal, a number of the smaller localities located on the Island have become a part of the greater Montréal.

Also, you should note that Saint Laurent Blvd. is the axis (South-North) which splits the island from east to west. In other words all addresses west of Saint-Laurent bear the word Ouest (West) and the same for east side (Est). A sub post office or street post office opened in 1895 with the name St. Lawrence Street (this office was renamed Prince Arthur Street in 1896), and another from 1896 to 1952 with the name St. Lawrence Street Centre. This post office was located at 333 St. Laurent Street, between Ste-Catherine and De Montigny streets. In addition, the Northern Receiving House (NRH) was located in the same place. The postmaster was J.A. Valeur.

To improve your understanding, an additional Saint-Laurent (mail processing plant) also bears the name. It is not a conventional post office, but a Canada post plant to dispatch bulked up mail. Fig 3 opposite shows a range of cancels from this processing plant – all of them modern from the 1983 to 1999 period.

The college of Saint Laurent that is mentioned on the card is still in operation under the name of CÉGEP de Saint Laurent, a French acronym which means College. Fig 4 opposite shows a picture of the college from the 1940's. After High School, students keep going to the college (CEGEP) for two years before going on to a University or for three years to complete a collegial level degree.



Fig 3 modern cancels from the St Laurent processing plant.



Fig 4 St. Laurent college circa 1940.

ST LAURENT, MONTREAL

Rick Parama

I hope Mr. Jeffery will find this useful. On January 1st 1898, St. Laurent was a separate post office to St. Lawrence Street Centre, Montreal; according to the 1898 Postal Guide (pages 94 and 130). St. Laurent was in the electoral district of Jacques Cartier, and not a sub office of Montreal; whereas St. Lawrence Street Centre was a sub office of Montreal in the electoral district of St. Lawrence.

This Postal Guide and all those before and including 1900 are available on line on Canada Library & Archives website.

POSTAL STATION CANCELS

Jim Felton

Your recent articles on the early Postal Station cancels from Toronto and Montreal (July and October 2016 issues of *Maple Leaves*) motivated me to look out and scan some items from a long inactive collection of orb cancels, namely Toronto Stations E and F, and Montreal Station C. (see figs 5 to 7 below and opposite).

I don't think you included the second Toronto Station F two ring orb. My example has its faults, yet I am certain if not for the poor overall condition of the postcard, it would have been snatched up long before. It shows an early Toronto baseball stadium with game in process.

The two hammers are distinguished by no stop after STATION in hammer I whereas hammer II does have a stop after STATION. The proof strike may show more distinctions.



Fig 5



Fig 6 The two hammers used at Toronto Station F



Fig 7

Circa 1990 I prepared an exhibit of orb cancels and the info on dates, etc was current back then. I did later acquire a second Montreal Station C and a Toronto Station F hammer I dated later than my page showed.

It is a puzzle to me why the orbs have not been more popular, as this is a compact, well-defined topic, with some rarities as you have observed, yet some very common for study, during the period of the Small Queens, Jubilees, Edwards and Admirals, with Winnipeg using their orb cancel well into the QEII period.

ORB CANCELS

Joe Smith

Following the recent articles on Postal Stations, Joe sent me a number of papers written by Jim Miller back in the 1990's concerning the Orb cancels. The key points arising from these notes in relation to the Postal Stations and Street Post Offices are as follows:-

Toronto Station F – 2 ring orb cancel:-

Two hammers were in use from this office (*see also Jim Felton letter above*)

Toronto Station A – 3 ring orb cancel:-

It seems that Station A, housed in the Union Station complex, did employ a 3 ring orb cancel . Miller noted five copies ranging from 1907 to 1917. An example is shown in fig 8 overleaf. This is a scarce cancel and appears to have been used very sparingly over the 10 year period. Miller had a theory that the cancel may have been used primarily as a transit marking for Way Mail.



Fig 8

Toronto Station C – 3 ring orb cancel:-

At least seven different hammers have been identified for this office although they all fall into the two broad categories shown in the original article in *Maple Leaves*. Orb cancels from this office and from Toronto Postal Station B are relatively common although the latter office only used one hammer.

Montreal Postal Station B – 3 ring orb cancel:-

The plethora of other cancel types in use in Montreal around the turn of the century may explain the scarcity of these two Postal Station orb cancels neither of which were long lived and both of which appear to have been used sporadically and little. It is worth noting that the Montreal main post office never had an orb cancel. Miller reported just five known copies of this cancel with an ERD of February 1905 and LKD of April 1908. The year and time indicia were reversed on all known examples from April 1908. The example illustrated in the October 2016 issue is different to those recorded by Miller so at least six are now known. A very clear example is shown in fig 9 opposite.

Montreal Postal Station C – 3 ring orb cancel:-

Comments as above. Again only a handful of copies have been recorded all in the date range August 1908 to November 1910. A nice clear example from 1910 is shown in fig 10 opposite.

Vancouver Postal Station A – 3 ring orb cancel:-

This is one of the very few orb cancels for which proof strikes exist but no strikes on stamp or cover have ever been reported – see fig 11. The proof cancel is dated July 1914



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MONTREAL ORB CANCELS

Jim Miller

Jim, himself, followed up with this additional information on the Montreal Postal Station orb cancels.

Now I see you have written an article on the Montreal station orbs. As a serious collector of orbs, I should let you know what I have on Montreal:

STATION B: I have recorded 7 examples (including yours on the card to Germany). five are in my collection and two are in others (including yours). Dates on mine range 10/FEB 28/05 (ERD) to 08/APL 20/7 (LRD and year/tm reversed). One of mine is a dispatching cancel, the other four are forwarding transit cancels on covers.

STATION C: I have recorded 10 examples (including yours on the 5 cent Edward and the philatelic Tercentenary cover you illustrated). Five are in my collection, with dates ranging -/SEP 12/08 to -/NO 19/10 (LRD). The -/AUG 4/08 example you illustrate would be the ERD. Four of my examples are on Edward stamps, and one is a dispatching cancel on a registered cover (the LRD).

As for rarities, both of these Montreal orbs are certainly very scarce, but I hesitate to say rare, because they did have a reasonably long time of usage, and nobody has seriously collected orbs thus some may exist in other non-orb collections (for example Montreal and Quebec postal history collections, and Edward period collections) waiting to be discovered.

POSTAGE DUE QUERY

Bob Medland

Bob is a member of the Helvetia Philatelic Society of GB and is a keen collector of postage due items particularly on international mail. He has contacted us via ABPS with a query on a Canadian cover.

I wonder if someone within CPSGB could help me on a personal note? For some years I have specialised in studying postage due, particularly on international mail. Recently I acquired a cover (fig 13 overleaf) that is of interest for various reasons. I cannot understand why it was taxed – but have found an almost identical cover from the same era shown in fig 14.

The Canadian foreign letter rate was 4 cents but I don't know the airmail surcharge. I was wondering if you have an airmail/postal rates specialist within your society who would be willing to correspond with me?



Fig 13



Fig 14

If anyone can help throw light on the rates on these two covers please contact Bob via our Secretary, John Watson or via the Editor.

THE POWYS-KECK CONNECTION

Brian T Stalker, FCPS, OTB

I have five Newfoundland covers dating between 26 December 1901 and 8 April 1902 addressed to H J Powys Keck Esq, Ripple Hall, Tewkesbury, Gloucestershire, England, and have seen several more in UK dealer's stock boxes. All are written in the same distinctive handwriting as shown below in fig 1:-



Fig 1

As far as I can recollect, most are numbered and date-stamped on the front with railway travelling post office postmarks – mine are as follows:-

1	DE 26 01	D	N.N. & W. RAILWAY T.P.O. / NEWF'D	via
			Boston and New York	
Extra	MR 16 02	E	N. & W. RAILWAY. T.P.O. / NEWF'D	via
			Boston	
32	MR 20 02	E	N. & W. RAILWAY. T.P.O. / NEWF'D	via
			Boston	
Extra	MR 30 02	A	N.N. & W. RAILWAY T.P.O. / NEWF'D	via
			Boston	
Extra	AP 8 02	E	N. & W. RAILWAY. T.P.O. / NEWF'D	via
			New York	

None of the above carry any other Newfoundland transit marks implying that they were handed in to a railway mail clerk or posted in a railway station letter box, for carriage

by the westbound train from St. John's to Port aux Basques where it was sorted and bundled for transmission by SS *Bruce* to North Sydney, Cape Breton, Nova Scotia. There it went forward by Canada's Intercolonial Railway connecting with American rail routes for the trans-Atlantic mail steamer services at Boston or New York. But who was H J Powys Keck? Who would be writing to him on such a regular basis and from where?



Fig 2

Horace James Powys Keck (1873-1952) was born in France on March 7th 1873. The family home was at Ripple Hall near Tewkesbury, and Horace served as an officer in the 5th King's Royal Rifles. In June 1900 he was seconded as Aide-de-Camp to Sir H.E. McCallum, K.C.M.G, Governor and Commander-in-Chief of Newfoundland. After returning to England 'Horatio' played cricket as a left-arm bowler for Worcestershire – perhaps restricted to only nine first class matches because of his military duties. The 1911 Census for England and Wales shows him residing in a flat with eight rooms at 26 Albert Court, London SW. He is listed as being a late-Lieutenant having his own business in the motor trade, living with his wife **Edith Mary** (born St. John's, Newfoundland), a four year old daughter Clodagh Betty, a cook, a servant and a nurse. Additional information found in "ancestry.co.uk" reveals that Edith Mary was **Edith Mary Harvey**.

Edith Mary Harvey (1882-1971) was the daughter of Alexander John McRae Harvey – founder of A.J. Harvey and Company, also of the Newfoundland Coastal Steamship Company which operated coastal mail steamers during the latter part of the 19th century. Harvey's remains a household name in Newfoundland and the A. Harvey Group celebrated its 150th Anniversary in 2015.

Turning to the St. John's *Evening Telegram* for further information, we find:-

Oct 17 1902: "Capt. Powys-Keck and Miss Edith Harvey is (sic) to be married at St. Thomas's Church at 2.30 p.m. tomorrow. This will be the society wedding of the season."

Oct 18 1902:"The wedding of Capt. H. Powys-Keck and Miss Edith Harvey took place at 2.30 today at St Thomas' Church in presence of a large number of friends of the bride. Upwards of a thousand people were present, most of them of course were the usual curious-minded folk who wanted to see "how she looked" and "what she had on". The ceremony was performed by the Lord Bishop of Newfoundland, assisted by Rev. Canon Dunfield. The bride, who looked very well, was attended by Misses G. Harvey, May McCowen, M. McKay, L. Outerbridge, D. Rendell, and M. Gosling. The groom was supported by Mr. J. L. Munn. Messrs. John Harvey, E. Harvey, G. Harvey and H. Outerbridge acted as ushers. The church was beautifully decorated for the occasion."

Oct 18 1902: 'To Miss Edith Harvey on her Marriage to Capt. H. Powys-Keck:

A greeting on thy bridal morn – a wreath to deck thy brow !
A pathway ever bright with flowers – is what we wish thee now.
A sunny life, as free from care - as Life can well nigh be !
Earth's choicest blessings round thy hearth - our wish today for thee !
We fain would keep thee here at home – thou flow'r serene and fair !
But Love decides you travel far - to favour'd climes and rare;
And tho' enamoured by the glare of scenes across the foam,
Your heart will turn with yearning love – to the little land called "Home!"
"Belair" will miss your presence bright – "Belair" your lovely home !
For the gayest flow'r within its walls, stands 'neath Love's dazzling dome.
The sweetest flow'r within its walls, in spotless white array,
Serene and happy in her dream, goes forth a bride today!
A voyage bright, a peaceful sea, to India's coral strand !
A handclasp that will waver not, be thine in every land !
A sunny life as free from care – as Life can well nigh be,
Heav'n's choicest blessings 'round thy hearth – our wish today for thee !
E.C. '

(note: I have taken the liberty of reformatting the original 32 lines to 16 lines and deleting almost half of the exclamation marks!).

Oct 21 1902: "The employees of Mr. A J. Harvey will be entertained by him at Wood's West End restaurant tomorrow at 7 p.m. in honour of the marriage of his daughter, Miss Edith, to Capt. Powys-Keck. The choir of St. Thomas's Church will also be entertained at a later date."

Oct 27 1902: "The R.M.S. *Siberian*, Capt. Outram, arrived here on Saturday at 8p.m. from Philadelphia and Halifax, after a good passage of 5 days ... she sails again at 7p.m. today, taking 400 tons of cargo, and as passengers – Capt. H. G .Powys-Keck and wife ..."

Having established the identity of H. J. Powys Keck, recipient of the letters, and of Miss Edith Harvey, the writer, the question of “where from” remains to be answered. The wedding day poem refers to “Belair” – clearly the Harvey family residence. John M Walsh, *FRPSC*, of St. John’s kindly provided a link to Alexander John McRae Harvey’s Last Will and Testament, dated June 12th 1924 and published in probate year 1930, from which we have ascertained that “Belair” was on Kings Bridge Road, St. John’s. Amongst the beneficiaries of Harvey’s estate (valued at \$426,147.20 on 27th March 1930) were his wife Amy Constance Harvey, his three sons Gerald Cockburn Harvey, Harold Cockburn Harvey and Reginald Cockburn Harvey, his daughter Edith Mary Cockburn Powys-Keck, also his business partners Sir Joseph Outerbridge and the Honourable John Harvey.

From the covers observed, it can be shown that Edith wrote three letters a week to Horace Powys Keck (one by each of the tri-weekly trains) during the first quarter of 1902 and that they were posted in the letter box at St. John’s railway station (cleared a quarter of an hour before departure) or in the mail car letter box of the trans-island train to Port aux Basques. If Edith maintained that frequency of correspondence up to the date of her wedding in October then more than one hundred such covers might exist.

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

PALMARES

CPSGB members have enjoyed a good deal of success at exhibitions during 2016. Here is a short list of some of the winners showing BNA material. As usual, we apologise to anyone we have missed out:-

ORAPEX National Exhibition, Ottawa – May 2016:-

Luc Legault – Gold and Best Postal History Exhibit for ‘L’Introduction du Premier Modèle de Compteur Postal au Canada’

Earle Covert – Gold and Best Military Postal History for ‘Armed Forces Air Letter Sheets’

Robert Lemire – Silver and BNAPS ‘White Queen’ Award for ‘Postal Stationery Printed to Private Order for Use by the Ontario Hydro Electric Power Commission’.

David Bartlet – Silver for ‘1913 Winnipeg Stampede’

Darcy Hickson – Vermeil and BNAPS Best One Frame Award for ‘Sewell Camp’

BNAPEX – Fredericton – September 2016:-

Grégoire Teyssier – Gold and Horace Harrison Grand Award for ‘Québec 1763 – 1867. Un Siècle d’Histoire Postale et de Marcophilie’

John Cooper – Gold, Allan Steinhart Reserve Grand Award and Myerson Award for ‘Way Mails of New Brunswick’

Brian Stalker – Gold and William G. Robinson Award for ‘Newfoundland’s Notre Dame Bay Travelling Post Office Services 1899 – 1955’

Earle Covert – Gold and John D. Arn Award for ‘Canadian Postal Stationery using the Wilding Portrait of Queen Elizabeth II’

Gary Steele – Gold and Ed and Mickey Richardson Award for ‘Ottawa Dead Letter Office Handstamps 1872 – 1950’

Jean Claude Michaud – Gold and Herb McNaught One-Frame Award for ‘Newfoundland Postage Due Usages’

Earle Covert – Gold for ‘Registered Mail of the Elizabethan Era in Canada and to and from the USA’

George Dresser – Gold for ‘Canada’s Queen Victoria Special Delivery Issue’.

Richard Thompson – Gold for ‘The Development of the First Decimal Issue of Canada 1859 – 1868’

Luc Legault – Vermeil for ‘L’Introduction du Premier Modèle du Compteur Postal au Canada’

Robert Lemire – Vermeil for ‘Postal Stationery Issues Printed by the Canadian Bank Note Company 1935 – 38’

Ron Smith – Vermeil for ‘Not all fancy cancels are created equal’

Ron Smith – Vermeil for ‘Letters, Initials and Place Name Cancels on Small Queens’

Grégoire Teyssier – Vermeil for ‘Ville de Québec 1867 – 1914, Histoire Postale et Marcophilie’

Ken Lemke – Silver for ‘Grand Trunk Railway System Pictorial Postcards Queen Victoria & Edward VII Eras’

Keith MacKay – Silver for ‘The Streets of Halifax: Gottingen & Morris Street Post Offices 1894 – 1903’

Graham McCleave – Silver for ‘Postal Rates & Usages of the New Brunswick Decimal Issue’

Graham McCleave – Silver for ‘New Brunswick Straightline Cancels’

Garfield Porth – Silver for ‘The Expansion of the Post Office in Toronto 1880 – 1899’

Richard Thompson – Silver for ‘Development of the 1 cent Small Queen’

Dave Bartlet – Silver-Bronze for ‘1913 Winnipeg Stampede’

Guy Jeffery – Silver-Bronze for ‘Toronto & Montreal Street and Neighbourhood Cancels in the Small Queen Era’

Keith MacKay – Bronze for ‘Halifax Buildings Illustrated on Victoria & Edward Advertising Covers’

CPSGB CONVENTION – Kenilworth, October 2016:-

Richard Thompson – First in Class 1a and Henderson Quaiche for ‘Development of the 1 cent Small Queen’

John Wright – First in Class 1b and Admiral Cup for ‘The Red Admirals’

Graham Searle – Second in Class 1b and Lees-Jones Trophy for ‘Centennial Issue Booklets 1967 – 1970’

Brian Stalker – First in Class 2 and the Stanley Godden Trophy for ‘St. Lawrence & Atlantic Railroad 1853 – 1861’

Malcolm Montgomery – Second in Class 2 for ‘Fines on Trans-Atlantic Underpaid Mail: Anomalies’

Colin Banfield – won the Bunny Cup for his display of ‘Canadian Steamship Letter Cards’

In addition, the Aikens- Hillson Trophy was awarded to **Graham Searle** for his article on the Early Postal Stations of Toronto.

CONVENTION 2016

Our 2016 Convention proved to be a most pleasant experience for all attendees. That is, once we had overcome the vagaries of the M6/M5/M40/M42 experience involved in arriving at Kenilworth from any direction.

The hotel proved to be excellent with super food and ideal meeting rooms. The weather stayed fine and dry for the whole week and the local shops and watering holes were but a short walk away. Trips out to Anne Hathaways Cottage and Coventry (Cathedral and Motor Museum) were enjoyed by all as were the super array of philatelic displays which covered topics as varied as Labrador, St. Pierre & Miquelon, Postal History of London, Ontario, Postal Stationery and the Life and Times of E.R. Krippner.

The philatelic programme also included the ever popular ‘Members 18 sheets’ session which produced the usual eclectic and highly varied mix of material even including a ‘spot the genuine item amongst the forgeries’ display which succeeded in baffling the assembled cream of BNA wisdom!

The bourse and auction were well attended as were the now traditional ‘Scottish beverage’ tasting sessions late into the nights. The Competition drew more entries than we had seen in many years with some very high quality material on show. As a result the majority of the many Society trophies found a home for the coming year.

Our thanks go to Ken and Jenny Flint who organised the event and made a super job of it.

If you are wondering what you missed, the photos on the following two pages will give you a flavour of the event. If you did miss it, why not come and join the fun in 2017 at Grantown on Spey?



Peter Motson and his colourful E.R. Krippner covers



Our Secretary, John Watson



Above: ever the non-conformist, Peter Edwards shows his Members sheets from a table rather than display boards.

Right: President, Ken Flint, Guest of Honour, John Davies and Brian Stalker share a top table joke.



Anne Hathaway's cottage





Judith Viney displays Labrador



Charles Livermore



Gareth Williams with his St Pierre & Miquelon



Your Editor receives the Aikens Hillson trophy from Jenny Flint whilst husband Ken and John Watson check he has been given the right thing!



Left: Colin Banfield receives the Bunny Cup from Jenny Flint

Right: Ken Flint hands over the Presidents badge of office to Karen Searle for 2017



SOCIETY NEWS

FROM THE PRESIDENT

A WARM WELCOME TO THE HIGHLANDS OF SCOTLAND

It was a great honour for me to be installed as your President at the October Convention in Kenilworth. I would like to extend a very warm welcome to all our members to attend our 2017 Convention which will be held at The Grant Arms Hotel, Grantown on Spey from Wednesday 4th October until Sunday 8th October.

The hotel itself is an 18th century residence which has been upgraded to offer all modern comforts whilst retaining a traditional character. It is situated on The Square in the centre of Grantown, which is a small town situated on the edge of the spectacular Cairngorms National Park, the largest in the UK. Grantown was built as a planned settlement in 1765, twenty years after the Battle of Culloden, the last battle to be fought on British soil, and has a population of under 2,500. It is also at the heart of Speyside Whisky Country.

I have negotiated a rate of £70 per person per night, regardless of room preferences. If you wish to stay longer, outwith the Convention dates, then the charge is just £65 ppn. The rate during the Convention includes exclusive use of their lecture theatre and other meeting rooms for the philatelic displays etc.

The philatelic displays will include “Peace Issue Rates” by Mike Street, “Canada Air Mail 1925-1945” by Jim Bisset and “In Defence of The Border - Canadian Military Mails 1667-1885”, an International Large Gold award display by David Hobden.

We will have our usual two afternoon trips. One will be on the Strathspey Steam railway, which runs between Aviemore and Broomhill, the station that was used as ‘Glenbogle’ in the popular TV series ‘Monarch of the Glen’. The second planned trip is rather more weather dependent so we will have an alternative lined up and make the final choice in the week of Convention.

The Convention will conclude with a banquet which will be a traditional Scottish meal including a piper and the Address and Toast to The Haggis. A full draft programme will be included in the next issue of *Maple Leaves* along with the usual booking forms.

Grantown is the furthest north we have ever ventured in the UK for Convention so I hope that many of you will take the opportunity to enjoy the spectacular scenery around the area and on the journey north by extending your trip and taking some extra days in Scotland. Full travel details on how to get to and from Grantown are listed out on the Society website but if you do require any information on this or any other aspect of Convention please contact me (see inside back cover for contact details).

Graham and I look forward to welcoming you all to the wonderful Highlands of Scotland.
Karen Searle

FROM THE SECRETARY

We are planning to republish the Members Handbook (both parts) in Q2 2017, so I would ask all members to check their own entries and contact me if any updates are required. In particular, please check your e mail address as these tend to change more often than other aspects of the entry.

John Watson

FROM THE SUBSCRIPTIONS MANAGER

A reminder that Subscriptions for the 2016 – 2017 season are now overdue. As usual you can pay by cheque to me (in £ sterling) or to Mike Street (in \$US or \$CAN) or via the Society website using PAYPAL. Anyone who has not paid their subs by the end of February will be taken off the *Maple Leaves* circulation list so don't leave it too late! If any member is unsure if you have paid or not for this year please contact me by e mail and I can confirm (contact details on inside of back cover).

Malcolm Montgomery

FROM THE AUCTION MANAGER

Our next Society Auction will be a postal/ website based sale which closes at 1200hrs GMT on **Tuesday 28th February 2017**. The catalogue for this sale will be on the Society website in the first half of January. If any member would prefer to receive a paper copy of the catalogue (without the pictures) please let me know and I can mail one out to you. (If you have requested such in the past there is no need to re-apply). The last sale had quite a few tied bids so if you see something you like, please bid early as the earlier bid wins in such situations.

Graham Searle FCPS

FROM THE LIBRARIAN

A number of new titles have been added to the Society Library over the last year. A fully updated Library List (correct as at December 2016) can be found at the Society website – just follow the Library link. Any member wishing to have a paper copy of the Library List, please contact either myself or the Editor and we will print you one off.

Mike Slamo

LONDON GROUP

The London Group programme for the balance of the season is as follows:-

16 January	Edward VII Material
20 February	Iain Stevenson entertains

20 March	Derrick Scoot entertains
10 April	Postcards – front or back
22 May	AGM and Beaver Cup
19 June	Ken Flint entertains
17 July	Something different – e.g. non-Canadian

All members are requested to bring along a few sheets or items to query, to each meeting. All meetings are held at 31 Barley Hills, Bishop's Stortford, Herts CM23 4DS and will commence around 12 noon.

For confirmation of meetings, or for any further information, or if in doubt due to weather etc. please contact Dave on 01279 503625 (home) or 07985 961444 (mobile).
Dave Armitage *FRPSL*

SCOTLAND AND NORTH OF ENGLAND GROUP

The next meeting of the Scotland and North of England Group will be held on Saturday 15 May 2017 at the Buccleugh Arms Hotel in Moffat, commencing at 1400hrs. All members are welcome to attend, please bring along a few sheets to display or any items you need help with identifying. Please contact the Editor for any further details.

Graham Searle *FCPS*

AND FINALLY..... DO THEY REALLY EXIST?

Graham Searle *FCPS*

Who would be a stamp catalogue editor?

Experts tell you your listings are incorrect. Collectors constantly point out the varieties you have failed to list (presumably the ones they own!) and everyone and his granny has an opinion about the pricing!

But what about those odd occasions when the catalogue lists varieties that don't actually exist? You can see how this might happen. The Editor comes under pressure to list something and even though he or she has never actually seen one the 'experts' persuade them to include it in the catalogue. Once in there, it becomes much harder to remove. The Editor would look foolish in the extreme if they removed the item only to be provided with proof positive that it does exist the day after.

The result is that some varieties languish in catalogue listings for years even though they don't actually exist. A good example of this is some of the booklet pane varieties of the Canada Medallion issue of 1932. Research done a few years back by my predecessor in the *Maple Leaves* job, David Sessions, showed that a few of the listed 'PLATE no on tab' varieties could not exist as they had never been printed from those

plates. Although even here, many years on, it is sobering to see that the Unitrade catalogue still lists one of these varieties with a footnote saying ‘Confirmation of this item is requested’. Caution, it seems, remains uppermost on the mind of the harassed catalogue editor.

Which leads me to the point of this little piece.

I have listed out below three, modern, stamp varieties which have been listed for many years in the Unitrade Catalogue (and in some cases elsewhere as well). All of these are things I have been hunting for assiduously for a long time with no luck at all. I have never seen one offered for sale in auction or on e bay or on any dealers list. Maybe I am not very good at looking for stuff but maybe, just maybe, they don’t exist at all. So, do any of our members own a copy of any of these things? Or have any of our dealer members had one pass through their stock? In the case of the rarer items have our expert committees such as VGG ever issued a certificate for one?

Let us know if you have. Oh, and feel free to send in some examples of your own if you think I have missed some other non-existent listings!



Fig 1

1. My first teaser is a booklet pane from the Centennial issue of 1967. This issue, of course, produced more varieties than just about any other so the presence of the odd ‘rogue’ one in the listings would not be a big surprise. The one I have failed to track down anywhere is a variety of the 6 cent black booklet pane of 25 with perf 12½ x 12 (see fig 1). The listed variety shows a cutting error on the top row of the pane which should be ‘label- label- stamp’ as illustrated but on the error is ‘stamp – label – label’. Listed (as BK 64a) with a catalogue price of \$3000 this is clearly not something you are going to come across every day.

There is a similar cutting error variety to be found on the 6 cent orange booklet pane of 25 which definitely does exist but I have yet to come across the black one. Although listed in Unitrade for many years it is interesting that this variety is not listed in the seminal work on the Centennial issue by Robin Harris.

Given the price tag, I would assume that if one has been sold since 1970 a certificate may well have been issued with it. So have any of our Centennial experts ever seen one?



Fig 2

2. My next item is a much lower value stamp. This is a paper variety on one of the Landscape Definitives of 1972. Several of these stamps are found on a vertically ribbed paper in addition to the normal smooth paper which can itself be found in a number of fluorescent types. The specific variety in question is the 20 cent value illustrated in fig 2 on vertically ribbed paper with 4mm wide general tagging type OP2 (listed in Unitrade as 596v).

A number of types of this value can definitely be found on ribbed paper. The first general tag type OP4 can be found on vertically ribbed paper and the early OP2 types with

3mm bars can be found with both vertical and horizontal ribbing. Even the Winnipeg tagged types can be found with vertically ribbed paper.

However, in years of searching I have never come across the 596v variety. I can even recall asking a couple of QE2 specialists at my first visit to ORAPEX some years ago if they had ever seen such a variety and the answer was ‘no’.

I suspect the listing may simply be the result of someone measuring the tag band width incorrectly or confusing the several tagging types. If it does exist then the \$8 catalogue price is way too low – indeed I would happily pay several times this for a certified copy.

3. My last choice carries an even lower catalogue value – just \$1 for a mint copy or 50 cents for used. At that price you would be excused for thinking this would be an easy item to track down. Not so!

It is another ribbed paper variety. This time of the 17 cent Houses of Parliament definitive of 1979 (see fig 3) where the catalogue lists a variety on horizontally ribbed paper (as 790i).

I have made something of a study of this definitive issue over many years as it was the last set I ever collected as ‘new issues’ and I have tracked down every listed type and variety apart from this humble one. I used to think it didn’t get to appear in dealer’s



Fig 3

lists as it was too common and cheap but the fact that I have never seen one offered on e bay either makes me suspicious that it may not exist at all. If anyone has a copy let me know – I will happily pay five times catalogue value for a genuine example!

AMENDMENTS TO MEMBERSHIP to 15th DECEMBER 2016

Change of Address and Corrections to Address:-

- 2188 BULLOCH, Dr. Colin; new e mail gillbulloch11@gmail.com
2297 McCLEAVE, Dr. Graham; 137 Sarahs Lane, Fredericton, NB Canada E3B 0P2
2514 ARMSTRONG, Paul; new e mail pfarmstrong@btinternet.com
2903 YOUNG, Paul; new e mail youngers01@sympatico.ca
3050 GEOFFROY, Peter; 35 Willow Road, Dundrum, Dublin 16, Ireland, D16 AV24

Resigned:-

- 1577 DAVIDSON, Lawrence (due to ill health)
1912 GATECLIFF, John FCPS (due to ill health)
2274 DE LACY-SPENCER, Rev. Roger
2297 McCLEAVE, Dr. Graham (due to ill health)
2899 NEWMAN, Alan
2964 HARRIS, G. T.
2991 COX, Michael

Revised Total:- 264



WE WISH ALL OF OUR READERS A VERY
HAPPY AND PROSPEROUS 2017 AND HOPE
THE NEW YEAR BRINGS SOME NICE
ADDITIONS TO YOUR COLLECTION.

FORTHCOMING EVENTS

2017

Jan 16 CPSGB London Group Meeting

Jan 20 – 21 York Stamp & Coin Fair, York Racecourse

Feb 15 – 18 Spring Stampex, BDC Islington, London

Feb 20 CPSGB London Group Meeting

Mar 20 CPSGB London Group Meeting

Mar 25 – 26 Edmonton Spring National Show, Edmonton, Alberta (contact dpiercey@telus.net)

Apr 17 CPSGB London Group Meeting

Apr 21 – 22 Scottish Congress, Perth

May 6 – 7 ORAPEX 2017, Ottawa

May 13 Scotland and North of England Group Meeting, Moffat

May 15 CPSGB London Group Meeting

May 26 – 28 ROYALE 2017 ROYAL, Boucherville, Quebec

Jun 10 SWINPEX, St Joseph's RC College, Swindon

Jul 8 MIDPEX, Warwickshire Exhibition Centre

Jul 21 – 22 York Stamp & Coin Fair, York Racecourse

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

Oct 14 Association of Sussex Philatelic Societies Stamp Fair & Convention, Ardingly

Oct 28 Scotland and North of England Group Meeting, Moffat

THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN 2014/15

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Canadian Fancy Cancels

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Kingston "9"



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Very rare "1889"



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Belleville "13" single-ring numeral on clean 1870 cover



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