



Maple Leaves

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

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MAPLE LEAVES

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EDITORIAL

This issue of *Maple Leaves* comes with a couple of enclosures. Firstly, you will find the index for Volume 34 covering the issues from 2015 and 2016. Also enclosed is the updated edition of the Members Handbook. This replaces the old Handbook Volume 1, providing a listing of members and their collecting interests. The contents of the old Volume 2 (Constitution and Rules of the Society) can now be found on the Society website along with some of the historical information we used to incorporate in the front of the Volume 1 Handbook such as lists of past Presidents and Convention venues etc. We have moved all of this information to the website to make it easier to maintain prompt updates but if any member without easy access to the internet would like a hard copy of the information, please contact me and I can print one off for you.

Our congratulations go to member, David Piercey who has been awarded the prestigious Pratt Award for 2016 by the Collectors Club of Chicago. The award was given for a series of articles written by David during the year. These included his article on *Early Packet Steamer Services on Placentia Bay* which we featured in the April 2016 issue of *Maple Leaves*.

It is that time of year again and this issue contains booking forms etc for our annual Convention, which, this year, is being held in the Highlands of Scotland at Grantown on Spey. Full details of an exciting programme can be found on page 115 and also on the website where you can download the booking form and competition entry form if you don't want to pull out the centre page spread from this issue.

Our thanks go to all those members who participated, either as sellers or buyers, in the recent postal auction. Some very active bidding pushed prices up on many of the lots and the sale realised £2650. Given a few donated lots, the nett return to the Society was a little over £300. Our next auction will be the room sale at Convention in early October. Details on consignments for this sale can be found on page 117.

Members may be interested in a new philatelic event being organised by our 'sister' Society, the Postal History Society of Canada. Their first ever Postal History Symposium is being held in Hamilton, Ontario from 20th to 23rd July and will include a series of talks on BNA Postal History along with visits to some local historic sites. Dealers will also be in attendance. Full details can be found at the PHSC website and it is hoped this will become an annual event in the philatelic calendar.

It seems that the renewed interest in postmarks seen in recent articles to this journal has spread into the auction rooms. The recent Sparks sale of the Ted Kerzner Squared Circle collection and the recent Eastern sale of Fancy Cancels both recorded some impressive (probably record) results. Humble 3 cent Small Queens (some even with faults) fetched over \$2000 a piece in the Sparks sale and well over \$700 in the Eastern sale - all because of the postmarks on them.

After several years of serious under-representation, I am pleased to report that Newfoundland features well in both this issue and the next. Please keep the Newfie articles coming and maybe those members who collect the Maritimes (and even St Pierre and Miquelon) may wish to rise to the challenge!



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THE RANDLE – FORD WATERCOLOUR WRAPPER CORRESPONDENCE

Dr John K. Courtis *FRPSL*

Attention-getting Great Britain wrappers are the hand-painted Randle Ford wrappers with images depicting English landscapes, buildings, animals and wartime ships. There are 97 known watercolours of this type signed A. J. Randle Ford and each wrapper has been addressed to Mr. N. R. Randle Ford, (Christies Corner), West Flamboro Post Office, Ontario, Canada. This paper unravels details about the artist and the addressee and illustrates some of these hand-painted watercolours-on-wrappers. They are remarkable in so much as while there are many examples of illustrated covers these are the only known recorded cases where post office newspaper wrappers have been utilized in this way.

The wrappers are post office postal stationery wrappers issued between 1902 and 1916 bearing indicia of King Edward VII and King George VI. All but three wrappers show a date written by the artist and postmarked on the same date. The wrapper size is 127x300mm. They have been folded around an assumed enclosure and have avoided tears and creases over the illustrated section of the wrapper.

In the past couple of years there have been several watercolour illustrated GB wrappers listed and sold on eBay and these piqued the interest of the author. Co-incidentally, sometime earlier the author stumbled upon Bill Barrell's Great Britain stamps and postal history website and noticed several different images of watercolour-painted wrappers by the same artist. Bill was contacted for information about these wrappers and in subsequent email correspondence he sent 58 images scanned at 300dpi together with permission to use the illustrated wrappers in an article on this correspondence. He added that he had bought all but a handful of these wrappers from a stamp dealer at a show in Toronto and that he had been told there were no more.

In all 97 wrappers have been identified with 86 images supplied to the author together with 11 images captured from the eBay site. The dates of these wrappers and the titles of scenes given them by the artist are summarised in the Appendix. They cover the period 30 June 1911 to 16 June 1916 almost exactly five years. There are no examples of wrappers between June 1916 and September 1920. An illustrated non-post office wrapper is recorded at 20 September 1920; the question is whether wrappers exist for the four-year gap that have not yet come to light. The distribution of the 97 post office wrappers is five in 1911, 19 in 1912, 25 in 1913, 21 in 1914, 16 in 1915, eight in 1916 and three wrappers with no date. The simple explanation why the watercolour illustrations ceased in 1921 is because A.J. died in 1922 at age 70.

The extant correspondence of 97 recorded wrappers is made up of three sources: 58 wrappers were purchased by a London stamp dealer from another dealer in Toronto;

another 28 wrappers were purchased mainly on eBay by a collector specialising in illustrations on cover, and another four wrappers were sold on eBay to other collectors (the eBay sales originated mostly from a dealer located on Hayling Island, England who formerly lived in Canada – he told the author he bought about 30 from a much larger stack of illustrated wrappers at an antique show in Toronto). Another seven wrappers are the stock of a dealer located near Toronto. There are another 13 or so tatty wrappers known to exist from an auction sale by a “buy and sell” dealer in Dundas, Ontario (the present owner of these wrappers is not known and they are not included here).

We do not know how many illustrated wrappers were painted by A.J. nor why these watercolours appear to have ceased between June 1916 and 1921. It is possible that some of his paintings could have been copied from commercial postcards; perhaps most of them as there is no evidence he actually painted outside.

The Source

One could be excused for thinking that the sender A. J. Randle Ford (A.J.) was an accomplished artist and that A.J.’s work would appear on web sites. A Google search failed to reveal any details of the artist who signed and dated all the watercolour works of southern England, especially the county of Kent, on wrappers.

The author made contact with a former university colleague Sheila Mackenzie, a Tuppence in spirit (as in Agatha Christie’s Tommy and Tuppence) who lives in Waterloo, Ontario and asked her whether she could find out anything about the artist Randle Ford and the addressee Norman Randle Ford.

“Tuppence” searched extensively the on-line census of England for Arthur John (Randle) Ford as well as genealogy sites (especially www.myheritage.com) and discovered that he was born in 1852 in Saltford, Bath, Somerset. Saltford is a village and civil parish in Bath. A.J.’s occupation was listed as House Decorator. Further searching revealed he had five children: a daughter Henrietta Francis M. Ford (1881-1893) born in North Nibley, Gloucester, and sons – Mervyn Charlesworth Randle Ford (1883-?) born in North Nibley, **Norman Renwick Randle Ford** (5 March 1886-1944) born in Barton Regis, St. George, Gloucester, John Noel Randle Ford (1888-1893) born in Bristol, Somerset and Donald Arthur Randle Ford (1891-?) born in North Nibley. In the 1901 census A. J. Ford is listed as a carpenter living in Saltford, Somerset. He was married in 1880 in district Wareham in the county of Dorset to Sarah Henrietta Bloxsome (1849-1919).

All readable postmarks on the wrappers are from KENNINGTON, all show 7.15PM as the mailing time and all readable dates are identical to the manuscript dating next to the addressee. Kennington is a village in Kent. It is located about a mile from Ashford, close to the west side of the high road from Canterbury. A.J. probably lived within walking distance of the Kennington Post Office. Almost all of the mailing dates occur on a Friday. This phenomenon can be no coincidence. It implies A.J. was either a

creature of habit or the mailing was deliberate to coincide with *Royal Mail Steamship* sailings leaving on Saturdays from London to New York to connect with rail to Toronto and Hamilton, Canada.

The date of the first extant illustrated wrapper from A.J. is 30 June 1911. This wrapper is shown as Illustration 1: The Great House, N. Nibley. If this wrapper is the first illustrated wrapper by A. J. to his son, then Norman Randle Ford was aged 25 at this time. Canadian census records show that Norman arrived as an immigrant at age 20 in 1906.

Nibley House in North Nibley, Dursley in the south of Gloucestershire, is one of the few Georgian great houses that is still a private family home, and is surrounded on all sides by gardens, farmland and glorious Cotswold views. A 2016 photo of the entrance to Nibley House is almost identical to the watercolor illustration. Two of A.J.'s children were born in North Nibley so he obviously knew the area well.

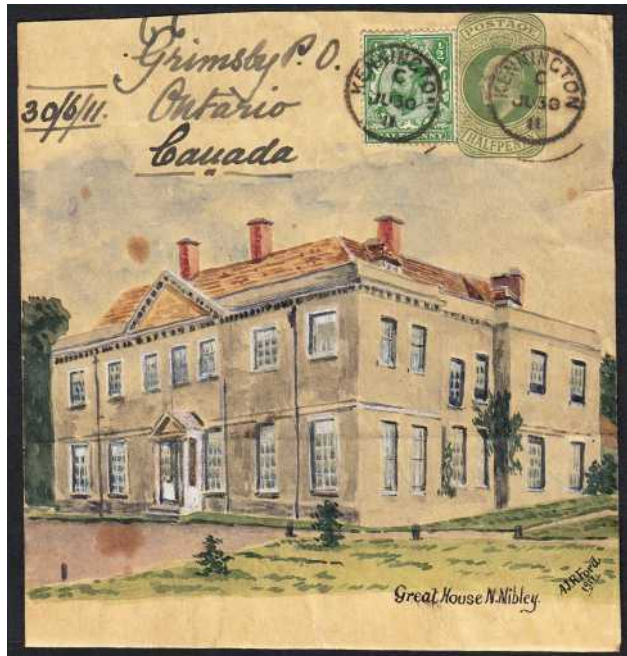


Illustration 1: The Great House, North Nibley, 30 June 1911

Groups of Illustrations

The author asked an Art History graduate about the quality of the watercolour works and was told the following (edited). “It is, of course, possible to simply wet the brush, swish it on the color tablet, and apply it to a dry canvas. This is the way kids paint with watercolour. A.J. could have done this, but he gets too much softness and blending, particularly in the cottages, to have used this simpler technique. Also, he seems to be too talented to use this basic technique. The whole point of watercolour is to blend, otherwise use a different medium.” Further comments: “I think A.J. is a talented amateur. His figures are not good, but Tito is a charming painting. He’s good at perspective, but mostly he paints structures (cottages, ships, castles). He has some skill in getting the essence of the thing across - even without titles, it is apparent that he is painting lovely English cottages or imposing stone churches. He doesn’t mess about with his ship paintings. They are grey and as stark as he can get with watercolour. He knows his country is at war.” And again: “He is fairly comfortable with his medium.

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He paints nostalgic images of Kent (mostly), and they are pretty. He is probably self-taught. He doesn't branch out into any message or big idea in his painting, other than to say, 'Here are some pretty scenes from Kent to remind you of home.' Or, 'We are at war.' Or, 'Here's our pet dog or cat that I've told you about.' What was in the artist's mind as he painted is fairly self-evident. He seemed to be painting with his audience (Norman) in mind." And finally, "He wanted Norman to remember the beautiful English countryside and keep his emotional ties with him, not through the words he wrote, but the images he sent. It is very clear to me that he had a strong love for his son."

It is not possible to illustrate all 97 watercolour wrappers. A.J. had a particular love of the Kent countryside and wrappers bearing watercolour illustrations are evident. He painted the likeness of a number of churches, some waterscapes, grand houses and at the outset of WWI some battleships and submarines. A difficult task was in arbitrarily selecting which wrappers to illustrate and discuss given quality reproduction requires scanning at 300dpi. This constraint ruled out the eBay images.

Kent-based Watercolours

Illustration 2-1 is of the hospital of St. John's situated on the west side of Northgate Street, Canterbury and is entered by a fine wooden arch, under an interesting house. The ancient walls still remaining enclose a considerable area of ground to the north-



Illustrations 2-1 and 2-2: Kent-based Watercolours on Wrappers



Illustrations 2-3 and 2-4: Kent-based Watercolours on Wrappers

west of the present chapel. They are very massive, of rude early Norman masonry, with round-headed doors and windows, only slightly ornamented with the common chevron molding, coarsely cut. The entrance to the chapel is a doorway of the same style (www.machadoink.com/StJohnsHospital.htm).

The village of Kennington (A.J.'s post office) is situated on rising ground, at a small distance from the Canterbury road, with the church at the further end, close to the edge of the leas, or heath, called Kennington Lees (Illustration 2-2). Tudor Cottage is located on Lenacre Street, Eastwell (Illustration 2-3). The Old Mill used to be home to Kennington Mills, which were powered by steam, wind and water (from Kennington Stream). The windmill was built in 1813 by Messrs. Hill, the Ashford millwrights. After the mills closed, the sails from the windmill were taken to Pluckley windmill. Now all that remains is the base of the windmill and the Mill House, the mill pond also having gone a long while ago. A.J.'s watercolour captures the Mill and pond as it was (Illustration 2-4). An almost exact black and white photograph of A.J.'s watercolour can be found on the Kennington Mills website (www.downthelane.net/mills.php).

Churches

The artist was fond of painting the likeness of churches which can be found on 11 wrappers. This interest in churches may indicate that he was a religious man. Illustration 3-1 is a watercolour of All Saints' Church, also known as Lydd Church or The Cathedral on the Marsh located in Lydd, Kent. Illustration 3-2 shows Saint Nicholas the New Romney medieval church. A.J. painted the nave section with its original low Norman arcades with alternating round and octagonal Caen stone piers. Illustration 3-3 depicts Minster-in-Thanelt (also known as Minster) which is a village in the Thanet district of Kent. St. Mary the Virgin Church, is known as the "Cathedral of the



Illustration 3: A Selection of Churches

Marshes.” Illustration 3-4 is All Saints' Church, a 13th-century pilgrims’ Grade I listed church in Boughton Aluph near Ashford, Kent (close to A.J.’s surmised home). It is a parish of the Church of England.

Shipping

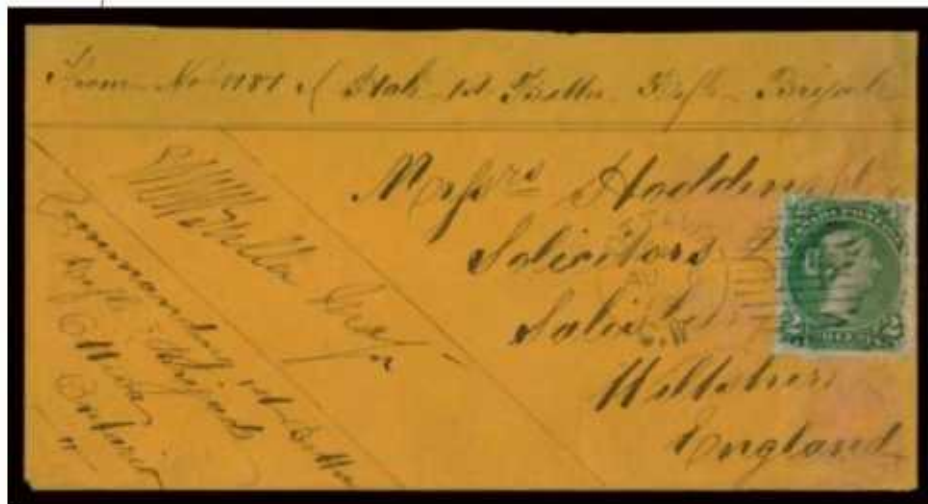
The parents of A.J. were Lt. Col. John Randle Ford and Elizabeth Frances Browne. The father was in Army Regiment 95. A.J.’s siblings included Major Charles William who



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in turn had two sons Vincent Tennyson Randle Ford DSO and Sir Wilbraham Thomas Randle Ford who had been an Admiral. A.J. came from a military background which might underlie his painting of warships and submarines. In addition to the four illustrations of war ships shown below there are illustrations of four submarines. There is a good chance that these ships and submarines were painted from postcard photographs.



Illustration 4: A Sample of Warships at the onset of WWI

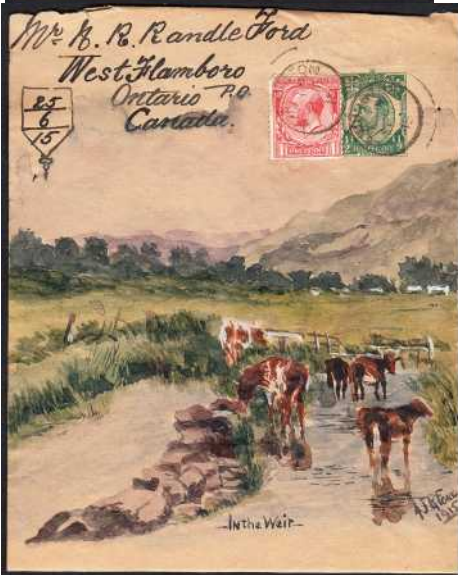


Illustration 5: Views of Water

The four ships shown in Illustration 4 are H.M.S. Birmingham, Iron Duke, Blonde and Tigress. The three submarines are C, D and E classes.

Views of Water

The caption of Illustration 5-1 above is the first two lines of *The Downs*, a poem by Robert Bridges which reads: *O bold majestic downs, smooth, fair and lonely; O still*

solitude, only matched in the skies... The Downs, in this case, is an area of sea near the English Channel off the east Kent coast. Illustration 5-2 is a marked departure from the locations that appear in other watercolors. “Meeting of the Waters” Killarney is in County Kerry in Ireland. It comprises 13 miles of water covering the three lakes of Killarney and includes some of the best scenery in Ireland. Illustration 5-3 “In the weir” appears to be an illustration of a rural scene encountered by A.J. perhaps during rambling around the south-east countryside. Illustration 5-4 is of Land’s End, a headland in western Cornwall. It is the most westerly point of mainland Cornwall and England. Tourists have been visiting Land’s End for over two hundred years.

Buildings



Illustration 6: Buildings Scattered around Kent and Southern England



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Surrenden House, Pluckley, Ashford is the subject of Illustration 6-1. In 1952 it was demolished because of fire. A.J. unwittingly recorded this English country house in watercolour while it was in full glory. Headcorn, shown as Illustration 6-2 is an attractive village eight miles from Maidstone, Kent with many half-timbered houses one of which is the subject of the illustrated wrapper. The Moat, village of Charing, Ashford is the subject of Illustration 6-3. The Moat lake approximately three quarters of an acre in area and between three and fifteen feet in depth, supports a variety of water birds and pond life. Bybrook House, Canterbury Road, Kennington, Ashford is depicted as Illustration 6-4. This has been a family home since 1216 and is Elizabethan in appearance. It was once part of the manor of Ulley.

We know very little about A.J.'s personal day-to-day life. Two of his children died in Cardiff, Wales in 1893 possibly due to an outbreak of cholera. Norman emigrated to Canada leaving A.J. with two sons Mervyn and Donald, both of whom were born in North Nibley. "A.J. took great care and time (and even expense regarding postage) to keep very closely in touch with Norman. He did much, much more than simply mail off news from home to his son; he tenderly painted scenes. This cannot be completely explained away by A.J. being a person who loved to paint. He seems to have added



Illustration 7: Watercolors of Family Pets & Greetings

another layer of keeping one's child close to his heart" (art history major, private correspondence).

Three of the four watercolour illustrations in ill. 7 were painted during the winter months of late November through December when watercolour painting outdoors was impractical. One could easily understand why this was a time when A.J. turned to indoor painting of family pets: Tito the cat, the dog begging, and a nightingale heralding happy new year greetings. The nightingale is symbolised as the bird of love. The father is likely sending a message of love to his son Norman with this choice of bird.

What can be deduced from a study of the 97 watercolour wrapper illustrations? A.J. was an aesthetic man who obviously enjoyed village life and the history of their churches and buildings. His interest centered around the area of Kent and Sussex south of London; if he painted in situ then all of these destinations were within a day's return rail travel. However, his travelling would not have been limited to the Kentish district for he painted in Gloucestershire, Cornwall and in Ireland. As a relaxation from working as a carpenter A.J. could have enjoyed rambling around the English countryside and in sketching the more appealing landscapes, churches and buildings encountered. Whether he painted for a hobby when rambling, or copied from postcards there was an underlying connection of love for his son in identifying and recreating the images to remind him of the English countryside.

The Destination

I asked "Tuppence" to try and find information about Mr. Norman Renwick Randle-Ford. All wrappers are addressed to Mr. N. R. Randle Ford, [Christies Corner], West Flamboro, Ontario, Canada. The last known illustrated item is the 1921 non-post office item and has a minor variation in the address to Greensville, which is a community within Flamborough. In the period 1911-1921 Flamboro (or Flamborough, later spelling) was a farming area and small village on the outskirts of Hamilton, Ontario. This item is not a post office postal stationery wrapper and is not illustrated in the paper.

"Tuppence," inter alia, visited Flamborough West and Dundas, made phone calls to historical societies, emailed the Chair of the Cemetery Board and met with Mr. Martin of the auction firm of Martin & Sons, Dundas. She attended also the 88th Annual Convention and Exhibition of the Royal Philatelic Society of Canada and spoke to dealers about these illustrated watercolor wrappers.

One of the first contacts she made was Mr. Martin who remembered that someone sold "the Ford cards" to him, that the surname was Ford not Randle Ford, and added that "there was a pocket knife with the cards with the same name on it as the artist and I don't think a woman would have a pocket knife". Mr. Martin's conversation made it clear that the illustrated wrappers did not come from a house removal; the likely surname was Ford not Randle Ford and the gender of the artist was male.

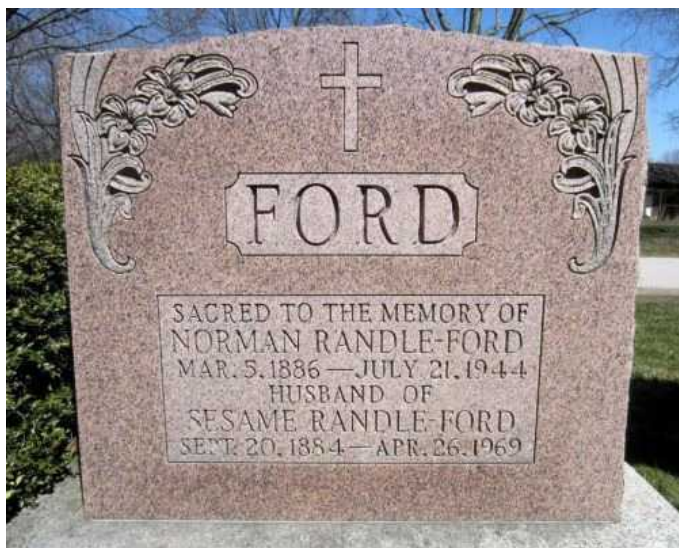


Illustration 8: Headstone of Norman Randle-Ford, Grove Cemetery

Norman Renwick Randle-Ford was listed in the 1921 Canada census. As mentioned earlier, he was born in 1886 in England and emigrated to Ancaster, Ontario, Canada in 1906. He married Sesame Gertrude Young aged 23 in 1908 (born 1884) who was a resident of Hamilton, born in England and emigrated from England to Canada in 1908. They were married 29 April 1908. Norman died 21 July 1944 at age 58; Sesame died 26 April 1969 at age 84. They are both buried in the Grove Cemetery, Dundas, Ontario. Norman's occupation is listed as a blacksmith and forge owner. His religion was Church of England. In 1921 his address was Greensville, West Flamborough township, Ontario, Canada, being the address on the sole example of a 1921 illustrated non-post office wrapper.

"Tuppence" was not yet finished. The 88th Annual Convention and Exhibition of the Royal Philatelic Society of Canada was held in August 2016 in Waterloo, Ontario, Canada. Living nearby, Tuppence went off for a look and to chat with the dealers about "hand-painted watercolors on wrappers by A.J. Ford". She was astonished to find that the dealer Peter Piszko had seven of these in stock. Peter granted her permission to take photographs of each, the titles and dates of which have been added to the Appendix. Two dealers located side-by-side at the Show, one of whom was Bill Barrell revealed the source of these seven additional wrappers and those that Bill had bought previously, posted on his web site and subsequently sent me in 300 dpi images. Peter said in a lengthy discussion with Tuppence that "He bought them from a lady who he met at a stamp show in 2015. He bought a couple from her and then liked them so much that he thought he'd buy more, so the next day he bought all that she had for sale and sold them - all but the seven remaining here". He has looked for her at shows and once or twice seen her, but "she doesn't wear a name tag like the rest of us, so I don't even know her

name!” Peter added that she had mentioned that she bought them at an auction. She was not a Randle Ford or a relative. So the end of the story has not yet been told as we do not know how they came to be offered at an auction near Toronto in the first place.

Philatelically these post office wrappers are a part of postal stationery. Three post office types were used by A.J.: 1902 King Edward VII ½d bluish green (five wrappers), 1904 King Edward VII yellow-green (five wrappers) and 1912 King George VI green (87 wrappers). All 97 wrappers were uprated: 36 instances of the 1911 ½d yellow-green KGV (Sc151); 41 instances of the ½d green KGV (Sc159) and 20 instances of 1911 1d scarlet KGV (Sc160). It is worth observing that A.J. chose to illustrate and uprate ½d Post Office wrappers when 1d wrappers were available. It is possible that the wrappers were sent at the letter rate of 1d because the watercolour represented more than the address details.

The watercolour illustrations as a corpus reflect the sights of village life in the countryside of southern England before and during the early stages of WWI. The watercolours are distinctive on wrappers. The illustrations were applied privately to post office wrapper stock and comprise a rich tapestry of social philately, thematics and social history.

Acknowledgements

Without the friendly co-operation of others this paper could never have been written in its present style. Alan Gory read and commented on an earlier draft. Sheila Mackenzie (a.k.a. Tuppence) did the gumshoe work in Flamborough and Dundas, Ontario, spent countless hours searching on-line census and genealogy data, and iterated with me many times by email about the artist and his son (116 emails from Tuppence and others). Her enthusiasm and efforts added factual accuracy to the genealogical aspects and overall made a significant contribution to the robustness of the paper. Patrick Fitches, an eBay dealer with the ID Paperpat, gave me information about the provenance of his wrappers and put me in touch with Ray Barton, the purchaser of most of the eBay sales and who provided 300 dpi scans of all in his possession. Bill Barrell kindly sent me 58 images in 300dpi of the wrappers he had bought from a dealer in Toronto. Peter Piszko allowed his stock of seven illustrated wrappers to be photographed. Wendy Hils, Chair, Christchurch Flamborough Cemetery Board provided salient genealogy facts about Norman and his wife and their burial location; so too did Lyn Lunsted, volunteer archivist, Flamborough Archives; more specific burial information was provided by Elizabeth Manneke, Hamilton Municipal Cemeteries. My sincere thanks to all those who contributed to the story.

Appendix: List of Known GB PO Wrappers Illustrated by A. J. Randle Ford

Date Written on Wrapper	Subject Matter Written Beneath Illustration	Date Written on Wrapper	Subject Matter Written Beneath Illustration
30/06/1911	Great House N. Nibley	9/01/1914	Brewer Street, Bletchingley, Surrey
29/09/1911	Maidstone	16/01/1914	Old Cottages Bletchingley Surrey
27/10/1911	St. Mary's Ashford	13/02/1914	Kennington Lees, Kent
15/12/1911	Boulagne Boat leaving Folkstone	27/02/1914	Home Farm Hothfield Kent
22/12/1911	(untitled) - Monkey in a barrel	13/03/1914	S.S. Peter and Paul Church, Bilsington, Kent
19/02/1912	Lych Gate, St. Just-in-Roseland, Cornwall	27/03/1914	The Moat, Charing, Kent
23/02/1912	Wye. Church Street	29/05/1914	The Street, Brook
22/03/1912	(untitled) - Thatched cottages	5/06/1914	Court Lodge Brook Kent
19/04/1912	St. Johns, Redhill, Kent	19/06/1914	Littlehampton, Sussex
26/04/1912	Surrenden Pluckley	3/07/1914	Chilham Church, Kent
17/5/1912	A Welk Harvest	10/07/1914	The Old Mill, Kennington, Kent
5/07/1912	A Hunting we will go	30/7/1914	Submarine "B" Class
12/07/1912	Nightingale	7/08/1914	Conway Castle
19/07/1912	Nottingham Castle	14/08/1914	Windmill Willesborough
26/07/1912	"What Do I See"	2/10/1914	H. M. S. Minotaur
2/08/1912	Cleveland Woodhall Spa Lincolnshire	9/10/1914	H. M. S. Cressy
16/08/1912	Deal Castle	16/10/1914	A Submarine of "C" Class
30/8/1912	West Gate, Canterbury	23/10/1914	H. M. S. Highflyer
4/10/1912	The Newport Arch Lincoln	20/11/1914	H. M. S. Iron Duke
8/11/1912	Admiralty Pier Dover	4/12/1914	Submarine of "D" Class
15/11/1912	signpost K-ton Wye (not watercolour)	11/12/1914	H. M. S. Birmingham
29/11/1912	UP (Dog sitting up)	8/01/1915	H. M. S. Blonde
20/12/1912	Wishing You a Happy New Year	15/01/1915	H. M. S. Devonshire
27/12/1912	Tito (cat)	16/04/1915	St. Martin's Church Canterbury
10/01/1913	Boughton, Blean	30/04/1915	St. John's Hospital Canterbury
31/01/1913	Pilly New Forest	1/05/1915	Submarine E.9
7/02/1913	Boughton Aluph Church	25/06/1915	In the Weir
14/02/1913	Whitstable Church, Kent	2/07/1915	Cooling Waters
21/02/1913	South Barracks Walmer	16/07/1915	Lands' End, Cornwall
14/03/1913	Trent Cottage, Blean	3/09/1915	Westwell Church (back), Kent
28/03/1913	Boughton-Blean Kent	10/09/1915	Hothfield Kent
25/04/1913	Cottage and Church, Westwell, Kent	28/09/1915	Hothfield Schools
9/05/1913	Beaver Pond, Asford	19/10/1915	Off the Isle of Wight
12/05/1913	Ivy Church, Kent	25/10/1915	Lydd Church
16/5/1913	A Bit of Devon	23/11/1915	Meeting of the Waters. Killamey
23/05/1913	Church & Old Vicarage, Headcom	31/12/15	Old Romney
30/05/1913	Lympne Church & Caste, Kent	7/01/1916	Compton Chamberlain Salisbury
4/06/1913	Tudor cottage, Eastwell	4/02/1916	O Bold Majestic Downs...
6/06/1913	Cottage Hospital, Ashford	11/02/1916	Tower of London
18/07/1913	Headcom	25/02/1916	St. Saviours Church, Warwick Avenue, Paddington
23/07/1913	Wild and Shaggy	2/06/1916	The Bridge Chewton Glen Highcliffe, Salisbury
1/08/1913	Post Office Chipstead Surrey	9/06/1916	By Brook Kennington
22/08/1913	Fishing boats	14/06/1916	New Romney Church
19/09/1913	Willesborough Church Kent	16/06/1916	Saltwood Church
7/11/1913	By Brook Ashford	20/09/1921	(untitled) - horses drinking in stream
14/11/1913	High Street Hedcorn (sic)	0/0/1914*	H. M. S. Tigress
21/11/1913	Kingsgate Castle, Broadstairs	0/0/1914*	H. M. S. Warrior
28/11/1913	Minster Church Kent	0/0/1915*	Gainsborough Lane, Ipswich
19/12/1913	Lydd Church, Kent	0/0/0000*	Lady Jane (Collie dog)
			*no date recorded on the wrapper; unreadable postmark

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*ASDA * APS * PTS * RPSC*

Earlier this year CPSGB member Peter Payne died suddenly. Shortly before his death, Peter had sent me this article for inclusion in *Maple Leaves* and it is included here as a small memorial to his memory.

FINES ON TRANS-ATLANTIC LETTERS: AN INTERESTING EXAMPLE

Prof. Peter L. Payne

While conducting my regular search of the offerings on eBay, I noticed a cover sent in 1873 from London, England, to London, Ontario, with an intriguing handstamp of a kind I had never previously encountered (see fig 1 below).

I could not resist bidding but having successfully purchased the item, I realised that I was quite incapable of understanding its various markings. The following interpretation was kindly provided by Malcolm Montgomery, to whom I am greatly indebted.

It is first appropriate to examine the rate. It would appear that the ‘exceeding ½ oz’ entered at the left end of the handstamp is correct but misleading. The rate for a letter exceeding ½ oz but below 1 oz carried by Canadian Packet out of Liverpool or Londonderry was (from 6 January 1870) six pence sterling. This sum *was* fully paid by the pair of Queen Victoria three pence reds (plate 9) of the 1867 – 1870 issue (SG no 103).



Fig 1

However, by stating that their letter be carried 'via Cork', the correspondents had rendered themselves liable to an underpayment of two pence and (since 6 January 1870) a fine of three pence. The latter had been imposed by the Postmaster General on all letters pre-paid for the Canadian Packet but directed to be sent by the more expensive British Packet service via the United States, the charge for which (for a ½ oz to 1 oz letter) was eight pence sterling.

Thus, the accountancy marks become comprehensible. The amount of postage due to the British Post Office was two pence and this was the sum entered into the handstamp box as 'Deficient Postage'. But there was also the fine of three pence, making the total sum chargeable as 5d or 10 cents ('10' handstamp). As the fine was split equally between Canada and Britain, the figure of '1/2' was entered as 'British Share of Fine'. This amounted to one pence halfpenny. The total British claim was thus 2d plus 1½ d or three pence halfpenny, shown as '3½' in manuscript.

Because improperly routed letters are comparatively rare and the use of boxed surcharge handstamps thereon even more so, it is believed that this note may be of interest to our readers.

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THE STORY BEHIND A HUMBLE POSTCARD

John Wright

I recently bought a Newfoundland 1 cent green postcard, #P3, written (according to a manuscript note by the sender) at Shoal Boy on 11th April 1898 and postmarked “NEW HARBOR NEWF’D AP 12 98”. There was a St. John’s transit of 13th April, a Toronto receiver of 18th April., and a capital “T” in 18mm diameter circle (see fig 1 below and fig 2 overleaf).

The card was purchased as it was 1 cent underpaid, the postcard rate at that time to Canada being 2 cents, and the card bears a bold black crayon “2” for double the 1 cent deficiency. There was also an unclear transit mark which I read as “RAILWAY T. P. O. NEWF’D AP 13 98”. Wanting to know a little more about this card, I asked Brian Stalker, *OTB, FCPS*, who kindly provided the following information.

Everything which follows is taken from *TRAVELLING POST OFFICE POSTMARKS OF NEWFOUNDLAND AND LABRADOR* Second Edition: A Study of the Postmark Hammers - compiled by Brian T. Stalker and edited by Ross Gray which was published by BNAPS in November 2016.

Despite its somewhat ordinary appearance, the interesting story associated with this underpaid postcard gives substance to the aphorism that every cover (and postcard) has a story to tell – and some carry more interest than others!



Fig 1

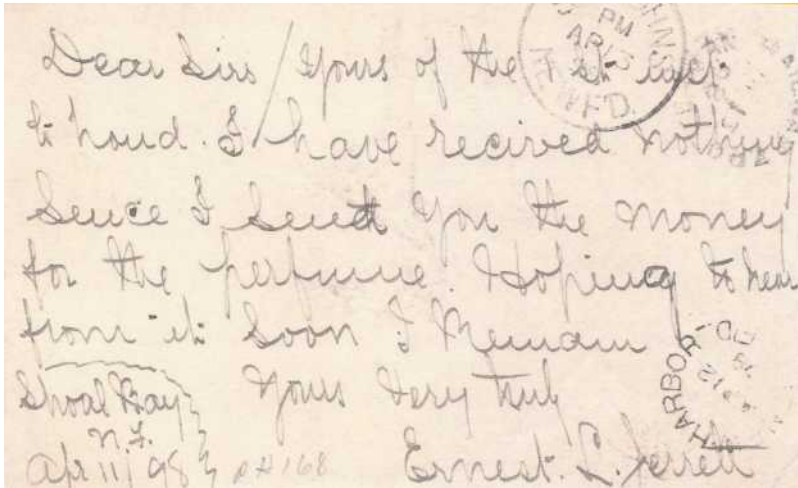


Fig 2 The reverse of the card

Shoal Bay, a small outpost in Trinity Bay, population around 100, was renamed **Cavendish** in mid-1904. A Way Office was established in 1889 with Elias Jerrett as the way-master. It became a Post Office in 1891, Jerrett being postmaster until 1903. No postmarks are known for Shoal Bay (1) and its ‘Post-Town’ was New Harbour, about 10 miles to the south. **New Harbour**, a more significant outpost, population about 600, was close to the original route of the Newfoundland Railway between St. John’s and Harbour Grace.

Edward Woodward was the mail courier between Shoal Bay, New Harbour and the railway, probably making three return trips a week – for which task he was paid \$276.10 in 1894 and \$259.60 for the financial year 1898/99 (2) .

In 1898, the St. John’s – Harbour Grace railway line was extended a few miles north to Carbonear and the Brigus Branch was opened. By then the St. John’s – Carbonear railway was known as the **Conception Bay Railway** – with both the Brigus Branch and the Broad Cove Branch. A **C. B. RAILWAY** date-stamp was introduced in February 1897 but two hammers of the earlier **RAILWAY TPO** date-stamp continued in use until mid-1898 (3) . The worn and bounced strike on this card means it cannot be positively identified but it is likely to be hammer 4 (NL-43.04). **James J Cox** and **James Coughlan** were mail clerks on the Conception Bay Railway during the early part of 1898 (4) .

Winter 1897-98 was unusual in that two regular rail routes operated between Newfoundland and Canada.

1. Under the terms of the Joseph Wood Contract of 1887, the Newfoundland Coastal Steamship Company Limited (Messrs Harvey & Company) operated seven fortnightly trips, circa January – April, between St. John’s and Halifax, connecting with the

Intercolonial Railway. **SS Grand Lake** arrived at St. John's at noon on April 15th (5) and did not depart for Halifax until April 19th, so this card was not carried by that route.

2. Expecting that the **Newfoundland Northern & Western Railway** (crossing Newfoundland between St. John's and Port aux Basques) would be completed by the end of 1897, the contractor **R G Reid** ordered the first of his seven coastal mail steamers built by A J Inglis of Glasgow to be delivered in October 1897. The **SS Bruce** arrived from Scotland on October 17th but the railway was not completed until mid-1898 so as an interim measure she ran twice weekly between Placentia and North Sydney, Nova Scotia, again connecting with Canada's Intercolonial Railway on Cape Breton Island. Special trains ran between St. John's and Placentia carrying mail and passengers. **This card was almost certainly carried on the 'Special' which left St. John's at 4:15 pm on April 14th (6).** The 'Special' would have reached Placentia late evening; **SS Bruce** would have departed around midnight and reached North Sydney on the morning of April 16th.

References

1. Post Offices of Pre-Confederation Newfoundland Carl Munden, circa 2010
2. Postal Department Expenditure and Estimates; Journal of House of Assembly, 1895 and 1899.
3. Travelling Post Office Postmarks of Newfoundland & Labrador (2nd Edition), Stalker & Gray, BNAPS 2016.
4. Year Book & Almanac of Newfoundland, 1898, J W Withers, St. John's, N. F.
5. & 6. St. John's *Evening Telegram*, April 15 1898.

TRANS-ATLANTIC SEA POST OFFICES

Malcolm Montgomery

My display at the Kenilworth Convention, I had to admit, had very little direct relevance with Canadian postal history, its purpose being to alert other collectors to the possibility that a couple of handstamps usually associated with Southampton sailings, could be 'buried' in Canadian collections and, if uncovered, might prove to be more desirable than previously thought.

The two handstamps were used by British Post Office officials on board White Star Line and American Line vessels operating between Southampton and New York. The first, Hosking Type 2, was used between July 1907 and July 1908, and was replaced by the second, Hosking Type 3, in service until the outbreak of the First World War.

I can supply more information if asked, but that is not my purpose here ... as I said, few of the covers and cards in my display at Kenilworth had Canadian connections,



Type 2



Type 3

however, unrealised at the time one, a card mounted for the display with its illustration hidden, grew in importance during the meeting's activities. I will confess that the connection is still a trifle obscure, nevertheless ... at Convention 2016, the Canadian Philatelic Society of Great Britain visited Anne Hathaway's cottage; the cottage, woven in silk on the card, is illustrated below (*Figure 1*).



Figure 1: Ann (sic) Hathaway's Cottage.

*Anne Hathaway (1555/56 – 6th August 1623)
wife of William Shakespeare, playwright, poet, and actor.*

Of more relevance to postal historians is that the card was written at sea on Wednesday, 22nd December 1908, by a passenger on board the White Star Line 'Oceanic' returning from New York. Although these handstamps have index numbers, the numbers are notoriously difficult to associate with ships, however, #4, is fairly certain to have been used only on 'Oceanic' (*Figure 2 overleaf*.)



Figure 2: White Star Line 'Oceanic' left New York on Wednesday 16th December, for Southampton on Wednesday 23rd December, having called at Plymouth, where the mails were normally landed, the previous day. The card is postmarked 22nd December 1908, and the writer informs the addressee in London that he will be home at 'about 8 o'clock on Wednesday evening'.

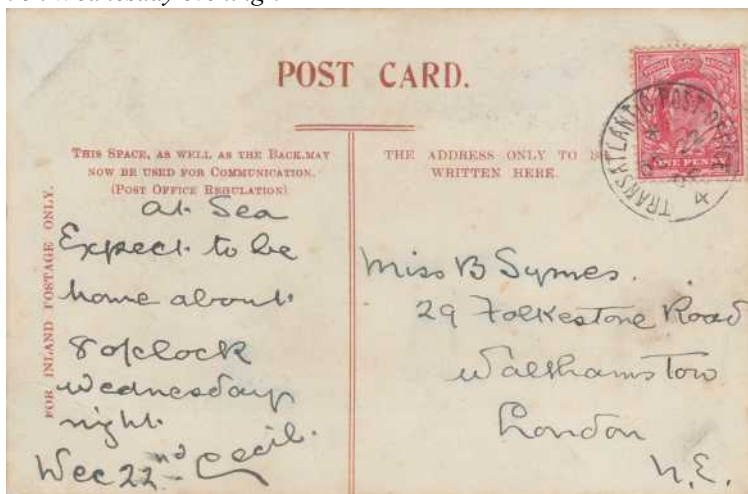


Fig 3 Reverse of the card showing the postmark.

References:-

1. Roger Hosking, 'The Transatlantic Post Office', 1979 (copies usually available on e-bay). An update, written by Graham Booth has been published recently by the TPO Society.
2. 'The Times', Friday, 18th December 1908; pg. 14; Issue 38833.
3. 'The Times', Thursday, 24th December 1908; pg. 10; Issue 38838.

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LETTERS TO THE EDITOR

John Hillson

DO THEY REALLY EXIST?

Following your interesting piece in the last issue of *Maple Leaves*, I don't suppose the listing of Small Queens in the Unitrade/Scott catalogues will ever make complete sense until the unlikely event that the first Ottawa printings are recognised. They still list # 41i, the 3cents Rose Carmine as a second Ottawa printing, in spite of the fact that it was printed in 1888 in the Montreal Gazette building, and the new Ottawa premises were not opened officially till May 1889 (although there is evidence of printing starting there as early as March of that year). Not so long ago they listed an imperforate 3 cent of 1888, which was interesting as it was printed from 1892 plates, but I see that one has now disappeared to be replaced by # 41b imperf 'orange, (1891) rose'. Again printed from an 1892 plate, but what do they mean – two different colours, orange and also rose, or do they mean 'orange-rose' which is a bit of an impossibility as orange is a mix of yellow and red, and rose, with some blue in it. If one mixes yellow, blue and red, one gets brown. Maybe there is a mix up with the 6 cent?

John Cranmer

COIL FORGERY

I recently obtained the cover shown in fig 1 overleaf and I could not find anything in journals about these. I thought it may be of interest in your letters section.

The stamp is the well known forgery of the 43 cent coil definitive. This cover appears to have gone through the post undetected. However I was intrigued by the address. The window envelope appears to have been sent from Laval, Quebec to the MINISTERE DU REVENU which would seem to be a strange place to post a forged cover to.

A possibility may be that it was sent by the Ministry themselves as a test to see if these stamps would be detected under normal mail conditions. However, an enquiry to an on-line forum obtained one reply from someone who lives near the return address on the cover. He pointed out that this is a small butchers' shop that has been there for years so I guess that answers my question. I looked on Google Earth and found the actual shop. Even the name is still the same. I think I can conclude that it was not sent out as a trial but as a fraudulent post. Though maybe not the best address to send such mail to!

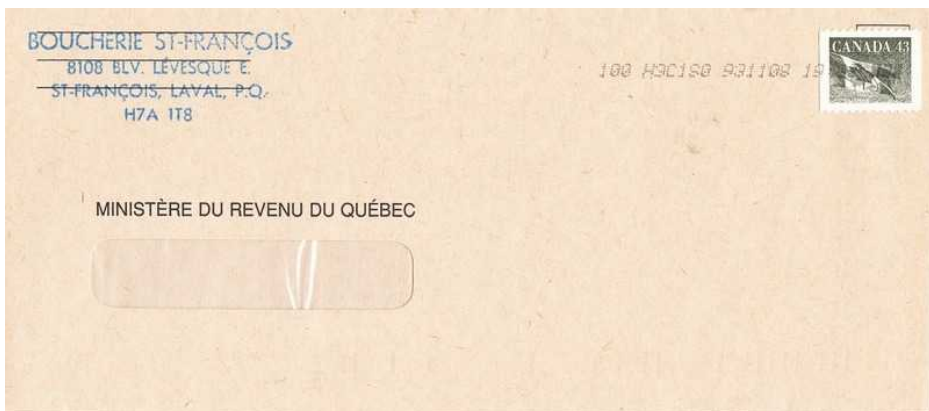


Fig 1

Dean Mario

TOOL OF THE TRADE

My congratulations to Jim Felton on an excellent and most interesting article (*Jan 2017 Maple Leaves*). I was, however, curious as to why you think that the cover was registered? The cover paid the 3 cents rate to the U.S./1 oz. and there was no sign of registry. Perhaps I missed something?

Perhaps the sender, because he was sending a U.S. dollar bill, wished to use the extra selvage as a form of "seal" to prevent tampering of the cover. He made certain to either hand stamp or have hand stamped the selvage to denote that the sender used the extra bits of paper and not by anyone else who may have tried to open the cover. Even postal employees were suspicious of others!

The registry, I think, would have been an extra 10 cents so perhaps the sender (given the middle of the Great Depression) thought that he'd take a chance for the loss of a US\$1 but added the selvage/duplex hand stamps as an extra precaution.

In any event a wonderful piece of true postal history. I had not seen this product in previous literature but it makes sense to have something handy.

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

THE SIX CENT SMALL QUEEN CONTROVERSY

John Hillson *FRPSL, FCPS.*

It is true to say that the six cents Small Queen value has presented more difficulties and more controversy than any other in the series, and yet even I was surprised to find written on page 189 of the 16 April 2016 Brigham Auction catalogue that the ‘repair position dots....added by the engraver each time the plate was repaired’ – subscribing to the view that only one plate was used during the entire first Ottawa and Montreal periods, when some 25 million of these stamps were printed.

The reason for my surprise was that I, myself, had come up with that nugget of wisdom many years ago, I think in the Small Queens newsletter I was editing and largely writing at the time, early in my long Small Queens journey. At that time I believed that all Small Queen plates, apart from the ten cents, made before the final move to Ottawa in 1889 were twin plates, and I wondered why there was no trace of a ‘B’ pane (with type IV Imprint). Of course, it did not exist, but at the time I thought there was only the one 6 cent plate. However, even at that time I had my doubts about the reason for those extra position dots, wondering why if they were added to indicate impression repairs for the 6 cent plate, it was not done on other denomination plates too. The reason the idea does not stand water is that if indicating repair were the reason, then the left hand vertical row would have those indicating dots too. On the ‘A’ plate however, that row shows not a one. Nor any other plate for that matter.

So the question that niggled was quite simply, why would a commercial enterprise, with routines, and a clear contract as to what they could do as regards repairs and additional plates, treat this one value so differently to every other denomination in either the Large or Small Queens series – perfectly possible of course, but, since once paid for, the Post Office Department owned the plates, where was the commercial advantage in soldiering on with just one 100 subject plate, made in 1871 and to which, according to fiercely held opinion by many, the check letter ‘A’ was added at some indeterminate time in the plates’ later history.

It is a fact that to meet demand, the printers had to make two Large Queen plates, distinguished not by check letters, but by the positioning of the lower left guide dot. It is also a fact that in 1871 two 2 cent Small Queen plates were made, initially with no identifying check letters, but to which the letters ‘A’ & ‘B’ were subsequently added – we know this because the plate to which the letter ‘A’ was added has a distinct slope to the top imprint descending from left to right, as to the more normal parallel to the stamp area position. Plate pieces exist in both states. Demand for the 2 cent value at the time was broadly similar to that of the 6 cent. So why would the printers be dumb enough to make only one 6 cent Small Queen plate?

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Well they were not, because records show that by the report to 30 June 1871 four 6 cent plates had been invoiced and paid for. Two were the Large Queen plates, the other two had to have been Small Queens. It is of interest to note that the report of 30 June 1872, by which time over five million 6 cents had been printed, records one of the plates had been repaired, entirely in accordance with the contract terms. It is likely that the vast majority of the stamps printed to that point had been produced by the original 1871 plate – or it would not have needed to be repaired. So was the second plate the ‘A’ plate, or was it, as might be contended, the rejected, or ‘Ghostly Head’ plate? Well, if you ordered two suits from your tailor and one were a perfect fit and the other not only did not fit properly but was also bursting at the seams, would you pay for it? The ‘Ghostly Head’ plate is the equivalent of that second suit. I had the privilege in 1889 of examining a large block, I think of 20, from that plate owned then by the late Bill Simpson and I remember remarking to him that the plate had never been finished as the spaces between the stamps had never been burnished off. I believe the block was subsequently broken up into blocks of four, which if it had been a positional block would have been an act of philatelic vandalism; I’m not sure it wasn’t since it was a unique block. However let us suppose the Post Office did pay for the dodgy plate. This would have sanctioned its use, and therefore its use would not have been confined to a small window at the end of 1873. All of this is possible though highly unlikely.

Now turn to the check letter ‘A’. Was it added to the 1871 plate, or as I believe, is it the second plate invoiced as mentioned above? A good time to add it would have been when check letters were added to the two 2 cent plates, perhaps in anticipation of plates yet to be made. But there are difficulties. First the check letters added to the 2 cent plates were not stamped centrally above the top imprint, but to the side by the counters – would not the same thing have been done to the 6 cent plate? Secondly there is no other case, in either the Large Queens - even those in use long into the Small Queens years, or the Small Queens where a single denomination plate received a check letter. This never happened with the ten cents Small Queen, and surprisingly, not even with the first two five cents Small Queen plates. So why would this, allegedly, single plate be given a check letter? It is not logical, but it is still possible.

In my collection is a strip of three, postmarked (unfortunately) in 1875, and which, given the date, should be a normal two dot Montreal printing perf 11½ x 12. But it isn’t, its perf gauges 11.85 all around which means it is a first Ottawa printing as that gauge is peculiar only to first Ottawa printings of whichever denomination one is examining but it does have the two dots (see fig 1 overleaf). A BNAPS Newsletter editor informed me that the strip has no significance whatsoever. Obviously, he knows more about the subject than I, so I had better not mention I have one or two other similarly perforated examples. Of course you might think differently, but to me it indicates a plate with two lower position dots was in operation before the printers move to Montreal.

But so far we really have not got anywhere beyond conjecture and possibility to resolve the matter. So let us examine some hard physical facts.



Fig 1 'A' plate strip from first Ottawa printing

The top imprint of the 1871 6 cents plate, just like the 2 cents 'A' plate is at an angle to the stamps; the angle is not so acute but similarly slopes down from left to right, noticeable to the naked eye, but easily verifiable with a straight edge. The 'A' plate top imprint is, however, parallel to the stamp printed area (see fig 2). This should be enough to show that we have two distinct plates. But there is more.



Fig 2 Top imprint blocks from the 1871 plate (above) and the 'A' plate (right)



It is a well-documented fact that while the right hand end stamps of both rows on the only extant right hand imprint block of 10 from the 1871 plate are directly above one another, the 10th stamp of the 2nd row of the 'A' plate is located well to the right of the same stamp on row 1. (See fig 3 below). This in itself should be proof that these are different plates, but to the die-hard one plate aficionado it isn't. In spite of the years of intense scrutiny, it is perhaps extraordinary that no one seems to have noticed the reason for the displacement. The fact is the whole of the 10th vertical row, apart from Row 1/10 was entered at an angle from the other nine rows which are all parallel to one another. Almost imperceptible at the bottom of the extant sheet, the slight cant becomes more obvious the further to the top one goes. I believe the phenomenon is unique to the Small Queen series, if not to all other Canadian plates. What I did not know, until recently, was what the balance of the 10th vertical row on the 1871 plate was like, but luckily my attention was recently drawn to a right hand block of four from that plate which has a large portion of the imprint in the selvage attached to the top right hand stamp which proves that 10th vertical row is quite normal and parallel to all its neighbours.



Fig 3 UR corner blocks from the 1871 plate (left) and the 'A' plate (right)

And there is more. A bottom imprint block from the 1871 plate also exists which shows the imprint noticeably closer to the stamp area than does its counterpart on the 'A'. (See fig 4 overleaf). Ah, you may say, that is because when re-entered all of the 'A' plate stamps shifted upwards. It seems to be a belief by some that an original re-entry on a stamp is obliterated by a further re-entry. This is not so. Examples on the 5 cent Beaver of 1859 are known with double and even triple re-entries. I don't collect them, but can show an example from my GB Line Engraved collection. The first 1d black plate was not originally hardened, and has four well known re-entries in it. Known as plate 1a it



Fig 4 Two blocks showing the relative positions of the base imprints from the 1871 plate (top left) and the 'A' plate (lower right).

wore so rapidly it had to be completely re-entered, and in spite of being now in a worn state, all four re-entries survived (see fig 5). I have often wondered why there is absolutely no trace of the major re-entry from the 1871 plate on the 'A' plate; none at all, when it is supposed to be the same plate.

The OA Fresh Entry Plate 1(a) shows a vertical G.L. in N.E. Sq & re-entry; & 'A' corner, also a horizontal G.L. below 'ONE'. The guide lines are missing from Plate 1b, but not the re-entry



Fig 5 'OA' re-entry on the 1d black from plates 1a and 1b

Still not convinced? Oh yes, positioning of the dots on the two plates is similar. A big surprise considering the preparation work on the plates was identical, but the fact is that on the 1871 plate dots either impinge on the stamp design, or are very close to it, while on the 'A' plate they are well away from the stamps. If that had been the result of re-entering then the plate would abound in thickened baselines and/or doubled base lines. It doesn't.

A word more about those dots is appropriate. There is a grain of truth in the notion that extra dots indicate plate repair. Remember that the two Large Queen 6 cent plates were identified by the different positioning of the lower left guide dots. One can be certain that the siderographer responsible for this tried the same gimmick on the first two Small Queen plates. The 1871 plate had the dots placed in the same position as the first Large Queen plate and the 'Ghostly Head' plate dots approximated to the positioning of the second Large Queen. But something went seriously wrong in making that plate – we do not even know if it had imprints. A second serviceable plate was needed, that really ought to be obvious, and so the 'A' plate was made, but in the same way that the 1859 12½ cents value has extra guide dots, apparently because of a loose sidepoint that sprung when under pressure, I believe the same thing happened when laying down the 'A' plate so that in its original state it had two dots from the outset – see figure 1 again. When it was repaired it acquired a third and occasionally a fourth dot, while the 1871 plate got its second dot when it too was repaired.

Now if all the easily verifiable hard evidence does not convince you that the 1871 and 'A' plates are quite separate entities, then I will give up and take up knitting – or even worse – postal history.

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ONES, ALL IN THE HEART OF
THE SCOTTISH HIGHLANDS**



**AND THE LOCALS
PICTURED HERE WOULD
LOVE TO MEET YOU TOO!**

NEWFOUNDLAND'S HALL'S BAY RAILWAY – A POSTAL HISTORY - (PART 1)

Brian T Stalker, *FCPS, OTB*

Introduction

Hall's Bay, a modest, sparsely populated inlet off north western Notre Dame Bay, figured large in the politics of Newfoundland in the late 1870's. The interest seems not to have been in Hall's Bay itself but in its potential as a gateway to northern Notre Dame Bay's copper mining area. The northern bays were usually ice-bound and not open to coastal navigation between January and early May each winter so a rail link between St. John's and Hall's Bay could provide year-round communication.

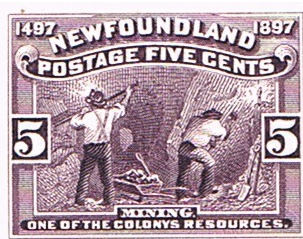
This postal history of the Hall's Bay Railway begins with a brief outline of Notre Dame Bay's copper mining industry before progressing onto the abortive attempt by the Newfoundland Railway to build a railway to Hall's Bay in the early 1880's. We then introduce the 1890 Contract with Messrs Reid & Middleton and explain how the Hall's Bay Railway morphed into, and was subsumed by, the Newfoundland Northern & Western Railway – with the result that the line never reached Hall's Bay at all!

Where possible, we use covers addressed to or from R.G. Reid, the main contractor, or to his employees, to illustrate the construction and postal history of the Hall's Bay Railway.

Railway Travelling Post Office postmark numbers are those used in "Travelling Post Office Postmarks of Newfoundland & Labrador" (1) and this account includes extracts from the "Travelling Post Office Postmarks of Newfoundland & Labrador – Compendium of Related Information" (2) which uses House of Assembly Journals, Minutes of Newfoundland's Executive Council and Annual Reports by the Postmaster General along with contemporary newspaper reports as primary sources of information.

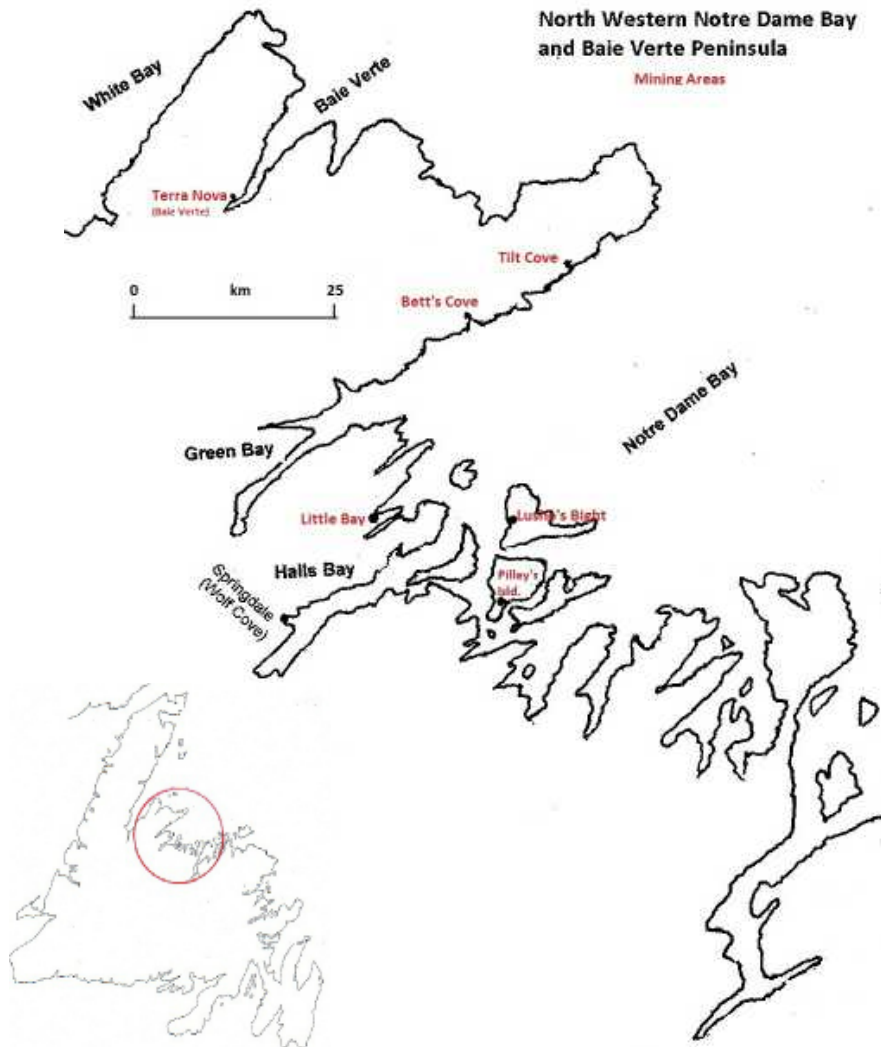
Mining in Notre Dame Bay North and the Baie Verte Peninsula

In 1857, copper was discovered at Tilt Cove, a fishing village on the northern shore of Notre Dame Bay and the "Union Mine" was opened in 1864. It produced about 50,000 tons of copper ore annually for the next fifty years. An even richer deposit was found at Little Bay in 1878 and other copper mines were opened at Bett's Cove, Lush's Bight and Terra Nova (close to present-day Baie Verte).



Mining at Tilt Cove

Gold was also found in the Little Bay and Terra Nova deposits and between 1896 and 1906 it is estimated



that over 47,000 ounces of gold were refined from the copper ore. Other minerals mined in northern Notre Dame Bay included iron pyrites, magnetite, and antimony, also sulphur from Pilley's Island.

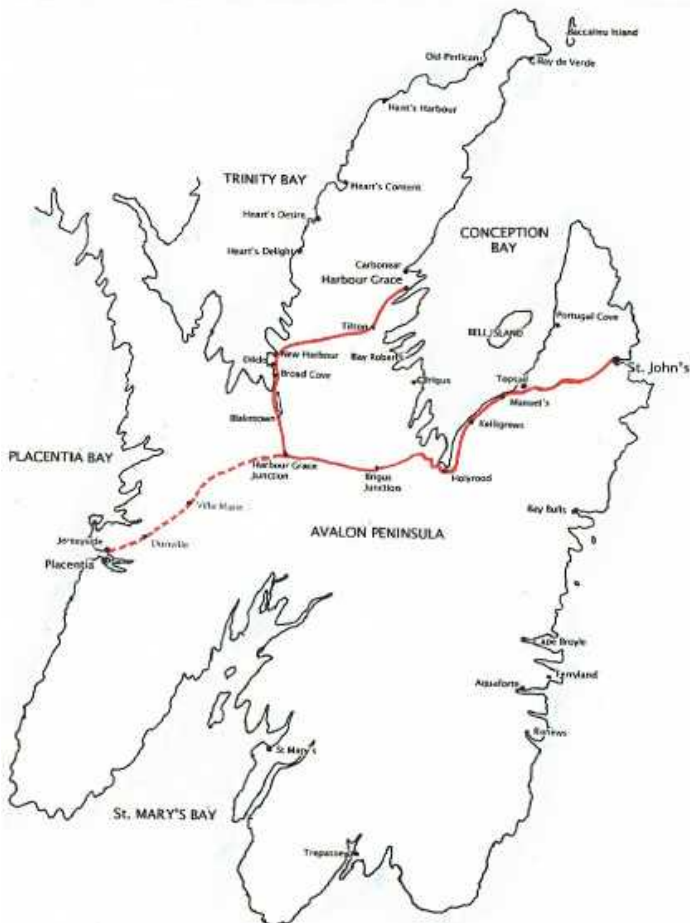
Professor Stuart, an American mining expert, reported (circa 1900) that "The copper ore of Newfoundland is a beautiful yellow sulphuret, free from arsenic or any other undesirable ingredient, with a little iron, and containing from 8 to 12 % copper. Finer copper is nowhere to be found." (3).

According to J.P. Howley, F.G.S., Director of the Geological Survey (4), in the period up to March 1909, Newfoundland produced over 1.3 million tons of high grade ore,

78,000 tons of regulus (smelted slag) and 5,400 tons of ingot copper - the sixth largest source of copper in the world.

The Newfoundland Railway Company (1880).

The Railway Act of April 1880 authorized up to \$5 million being raised to construct a railway from St. John's to Hall's Bay (about 303 miles), together with branch lines to Harbour Grace (26 miles) and Clarke's Beach or Brigus (11 miles). A tender for construction of a 3 foot 6 inch gauge line was won by a syndicate headed by A L Blackman, a New York lawyer. **"The Newfoundland Railway Company"** was to build the line, supply the rolling stock, **carry the mails** and operate the railway for 35 years for an annual subsidy of \$180,000 and a land grant of 5,000 acres per mile



Newfoundland Railway to Harbour Grace and Placentia Railway, 1888.

(equivalent to an eight mile deep by one mile wide tract of land on alternate sections of track). Clause 12 of the Agreement related to **Mails**, as follows:-

“The Syndicate Company to provide the Government with all necessary facilities for transporting the Government mails, when required, over the said line and branch lines of Railway, in such quantities and tonnage as the Government may require; the Syndicate Company to prepare and fit up mail cars or sectional combination cars to carry the mails; the Government mail agents to have exclusive use and possession of such car or section set apart for carrying the mails; the said Syndicate Company to attach one of such postal or mail cars to each through daily passenger train each way, and shall transport the mails to each station along the line and branch lines of Railway, and upon arrival the mail agent of the Government may receive and deliver the mails ... The mail agents shall not interfere with or delay the trains in any way in receiving or delivering the mails. The said postal or mail cars shall only be used for the purposes of the Government mails, and as to the amount to be paid by the Government for such services, and the arrangements to be made respecting the mails, the term shall be equitable and fair, and based upon mail arrangements in Great Britain, the United States and the Dominion, under similar condition of surrounding circumstances.”

The Newfoundland Railway Company was incorporated on 1st June 1881 and commenced clearing and grading a track-bed between Fort William (St. John’s) and Manuels on 16th August. It soon became evident that the project was under-funded and with only 57 miles of track laid to Harbour Grace Junction (Whitbourne), the Company filed for bankruptcy in April 1884. Building north to Hall’s Bay was deferred and the

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Government and bond-holders concentrated on completing the last 27 miles of the branch line to Harbour Grace. Despite the unfinished state of the line, Governor, Sir John Glover, drove ‘the last spike’ on the St. John’s and Harbour Grace railway on 11th October 1884 and a regular train service began on 1st November.

Newfoundland’s first railway travelling post office, manned by mail clerks James and William Coughlan, commenced operation in January 1885, and the Postmaster General’s Report for 1884 stated:

‘Letters forwarded from any part of Conception Bay, by train in the morning are, as a rule, delivered to the person addressed during business hours in St. John’s on the same day; a great improvement over the old system.’

The first of five RAILWAY · T.P.O. / NEWF’D. datestamps for use on the Harbour Grace line were introduced in mid-1886.



From R. Logan, Harbour Grace, to Nils Ohman, St. John’s.

The Placentia Railway

In 1885 the newly elected Reform Party decided that a branch line, 26 miles long, would be built from Harbour Grace Junction (Whitbourne) to Placentia. Enabling legislation was passed on 18th May 1887 and Government Engineer, H.C. Burchell, supervised the project which was opened to traffic on 2nd October 1888. Placentia Bay was relatively ice-free during most winters so the Placentia – Whitbourne – St. John’s railway proved to be particularly useful as an alternative route to the sea whenever St. John’s Narrows was blocked by ice. In 1889, a tri-weekly service over the government-managed Placentia Railway operated between January and May, and from 1st June a daily service commenced, connecting with the Newfoundland Railway trains at Whitbourne. Conductor William Coughlan (ex-Harbour Grace Railway) also served as mail

officer on the Placentia Railway.

The Hall's Bay Railway

The intention of taking the railway to Hall's Bay was resurrected in 1889 and tenders were invited in February 1889. Around fifteen tenders were received, including one for a Mr. McGibbon who undertook to complete the line within five years and fully equip it for \$20,000 per mile.

However Sir Robert Thorburn's cabinet was divided in their support for the project – indeed it was suggested that the tender had been issued as a way of obtaining evidence to support the Government's claim against the Newfoundland Railway Company, a case which took until 1897 to resolve. Eventually, after several sessions of acrimonious debate in the House of Assembly during May 1889, the issue was deferred until after the next general election by passing the **Railway Act 1889** on 1st June which made provision for the appointment of a Board of six Railway Commissioners who were charged with making "a full and complete survey of the line or route of the said Railway."

The Act also granted powers for the Receiver General of the Colony to raise \$4¼ million for the project.

Later in 1889 Sir William Whiteway's Liberal Party was returned to power and Sir William, a keen supporter of railway construction as a means of providing employment while opening up access to hitherto inaccessible agricultural land, also mineral and timber resources, took up the premiership for the second time.

Minutes of the Executive Council of 27th February 1890 approved advertising in the *New York Herald*, *Montreal Star* and *The Standard*, London, England ... also the *Engineering News* of New York, *The Empire* of Toronto and *The Engineer* of London another tender notice for the Hall's Bay Railway and Brigus Branch, as follows:-



Colony of Newfoundland
TO RAILWAY CONTRACTORS

The Government of Newfoundland invite Tenders for the construction and operation of a line of railway in the Colony of about

250 MILES IN LENGTH.

Such tenders addressed to the Colonial Secretary, St. John's, Newfoundland, will be received up to the 18th MARCH, 1889.

Full particulars and other information as to conditions of proposed contract can be obtained on application to

Messrs. O'CONNOR & HOGG,
Barristers, Ottawa, Ont.

Toronto Globe, February 1889

The Colonial Secretary of Newfoundland is prepared to receive tenders for

- 1st - the construction and equipment of a narrow gauge (3ft 6in) Railway from Placentia Junction to Hall's Bay, about 260 miles, and of a branch from Brigus Junction to Clarke's Beach or Brigus, about 12 miles;
- 2nd - the maintenance and operation thereof,
- 3rd - the construction, equipment and maintenance and operation thereof.

Plans, sections, specifications and other information usually required by contractors, may be seen at the office of the Government Engineer, St. John's, Newfoundland, and tenders are to be delivered at the office of the Colonial Secretary before 12 o'clock noon on the 10th day of April next, addressed to The Honourable Colonial Secretary, and marked on the outside Newfoundland Government Railway Tender.

Signed, R. Bond, Col Sec'y. St. John's, Nfld.

On 16th June 1890 a contract was signed with R.G. Reid and G.H. Middleton for construction of a railway “from a point on the line of railway between Placentia and Whitbourne to Hall’s Bay (*about 260 miles*) ... with a branch line to Clarke’s Beach or Brigus (*about 12 miles*)” within four years. The contract stipulated that **“During the period of construction, the contractors will afford to any mail officer with mails, appointed by the Government to convey mail matter for or from persons employed by the contractors, free passage on their construction trains.”**

The contract stipulated completion of the line within five years with payment of \$15,600 per mile being payable in 3½% debenture bonds of the Colony – it also included operation of the Placentia Railway without subsidy.

Robert Gillespie Reid, a Scottish stone mason, had extensive experience of bridge building and railway construction in Canada, furthermore he was highly regarded and brought with him three sons and a team of foremen and gangers who were similarly experienced. His partner, George Middleton, another Scot, played a significant role in getting the project up and running, but by early 1892 the Reid / Middleton partnership had, by mutual agreement, dissolved and R. G. Reid’s sons took a more senior role in building the Hall’s Bay Railway.

Reid established a headquarters at Whitbourne and began recruiting 1,500 men. Supplies were brought in over the Placentia Railway and north-bound construction began seven miles west of Whitbourne at what then became Placentia Junction. By the end of 1890 track had been laid to Long Harbour Station. In January 1891 George Gushue was appointed as Postmaster and Government Agent (presumably preparing regular

progress reports) on the Hall's Bay Railway at the somewhat princely salary of \$800 plus board and lodging. There was then a pause – snow and ice prevented any work between January and April – but another fifty miles were completed in 1891, bringing the rail-head close to Clarenville. Unfortunately, the year ended with a tragic accident in which foreman John Saunders was killed and one of Reid's sons, William, was blinded in one eye.

The Postmaster General's Report for 1891 stated:

“RAILWAY TRAVELLING POST OFFICE: Temporary arrangements were made with the Hall's Bay Railway contractors to forward mail matter by their railway to the employees along the line. It is desirable to have it arranged that during construction of the railway the contractors undertake to convey mails from point to point as far as the rails permit, and that a representative of the postal department should be in charge of the mails on board the train. The new railroad is now graded and rails laid to within a few miles of Shoal Harbour; before the close of 1892 the road will be graded and railed as far as Gambo ... after the first of May (1892), mails probably will be forwarded by train to Shoal Harbour in Random Sound, when a new arrangement will require to be entered into for the distribution thereof.”

During the 1892 construction season the workforce increased to 2,200 and the rail-head moved another 80 miles to Benton. On 7th October Reid proposed carrying mails twice a week to Gambo and six times a week to Placentia. That offer was accepted and on 1st November 1892 the Executive Council noted *“\$15,000 is to be paid semi-annually for the conveyance of mails between Whitbourne and Gambo on the Hall's Bay Railway, twice each way per week, also between Whitbourne and Placentia six times each way per week ... to commence on December 1st 1892.”* H.F. Shortis was appointed as mail officer on the Hall's Bay Railway Travelling Post Office.



**HALLS · BAY · R.T.P.O / N° 1
DE 14 92**

(NL-21.011)

Two weeks after introduction
of mail service.

Back-stamped
**RAILWAY · T.P.O / NEWF'D
DE 16 92**
(NL-43.03)

and St. John's receiver,
DE 16 92.

Two weeks later, Postmaster General Fraser published a Post Office Notice -

Post Office Notice

On and after Monday 5th day of December, mails will be despatched from this Office, closing at 9am on Mondays and Thursdays, for Random and Smith's Sounds, Trinity, Catalina, Bonavista, King's Cove and adjacent places, for Clode Sound, Alexander Bay and Gambo. For the last three named places, mails will be despatched weekly, to the South side of Bonavista Bay, as far as Indian Arm, to Salvage, and thence to Gooseberry Islands and neighbouring settlements, and to the North side of Bonavista Bay, calling at Fair Island, Chamberlers Cove and Greenspond. Mails will be despatched to Pools Island, and all settlements to Cape Freels and Cat Harbour, and to Musgrave Harbour, in the district of Fogo.

A Mail Officer will be on board the Hall's Bay Train in charge of mails and for the transaction of Postal business.

J.O. Fraser Post Master General.

The *Twillingate Sun* of Dec 3rd 1892 reported: "On Saturday a mail was despatched from Gambo by the Hall's Bay Railroad early in the morning, and was delivered at the General Post Office in St. John's at half past three o'clock of the same day ... 202½ miles in 11 hours, including stoppages!"

The Postmaster General's Report for 1892 stated:-

"Hall's Bay Railroad:- Mails were despatched by this conveyance, extending north as the construction of the road progressed. The first regular mail under the charge of a post office official was despatched on 30th November 1892, extending to Gambo with mails for all intermediate post offices along the line. This service being, for the present time, bi-weekly. Mr. H.F. Shortis was appointed mail officer on the Hall's Bay train ... and temporarily performed for a few weeks by Mr. Michael F. Aylward of the General Post Office. The Hall's Bay Railway will be furnished next summer with a well-equipped postal car, enabling the official in charge to handle all mail matter in a satisfactory manner. Railway trains will cross the head of Gander River early next summer at a point within twenty-five miles of Gander Bay, and will subsequently extend to Norris' Arm at the head of Exploits River. The mail service would be greatly improved by the employment of a small steamer to connect with the train by couriers to the points named. Were this facility perfected, bi-weekly mails could be delivered throughout Notre Dame Bay".

The Hall's Bay RTPO datestamps.

Four split-ring date-stamps lettered **HALLS · BAY · R.T.P.O.** were proofed on 2nd April 1891; two had N^o1 at the base the other two had N^o2. The proof strikes are of poor

quality but the following enhanced copies illustrate all the key characteristics:-



NL-21.011



NL-21.012



NL-21.021



NL-21.022

NL-21.021 appeared in three states: originally it had two dots under the 'o' of 'No', one dot disappeared around early August 1896, and that disappeared a few weeks later, as shown below.



NL-21.021: the disappearing dots under the 'o' of 'No'

There were other variations in the punctuation over time, as detailed in the following chart which also shows how to differentiate between the pairs of hammers by chordal measurement (using a loupe or optical comparator with a scale graduated to an accuracy of 0.1 millimetre).

oN / HALLS · BAY · R.T.P.O. / N°

 [a] [b]

Hammer	N°	a	b	Punctuation
NL-21.011	N° 1	4.4	5.5	S · BAY · R.T.P.O.
NL-21.012	N° 1	4.7	4.8	S · BAY · R.T.P.O. → S BAY R.T.P.O.
NL-21.021	N° 2	4.0	5.3	S · BAY · R T.P.O. → S · BAY · R T.P.O
NL-21.022	N° 2	5.8	4.4	S · BAY. R.T.P.O. → S · BAY. R.T.P.O

Earliest and Latest Recorded Dates of use are tabulated overleaf along with a month-by-month analysis which illustrates the relative scarcity of the N° 1 hammers (NL-21.011 and NL-21.012).

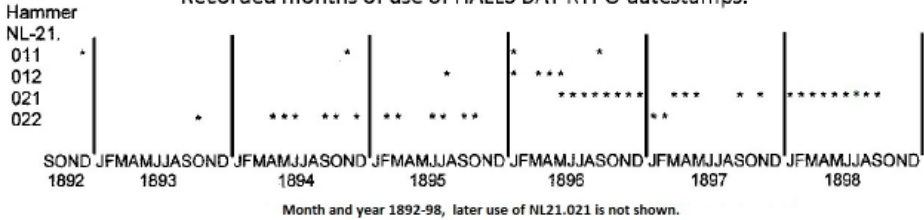
In 'The Nineteenth Century Postal History of Newfoundland' (5), R H Pratt states there were two hammers for this postmark, No 1 being used on the 'up-train' (north-bound) and No 2 on the 'down-train' (south-bound). There were four hammers and both of the No 2 hammers were used in-bound and out-bound relative to St. John's. However nine out of ten recorded strikes on cover of the No 1 hammers were used in-bound to St. John's – but that is too small a sample from which to draw a firm conclusion.

Hammer	Proof Date	ERD	LRD
NL-21.011	1891/04/02	1892/12/12	1896/09/04
NL-21.012	1891/04/02	1895/08/16	1896/05/06
NL-21.021	1891/04/02	1896/05/21	1901/04/19*
NL-21.022	1891/04/02	1893/10/03	1897/02/16
period 1		1913/02/23+	1913/05/21+
period 2			

* use after 1898 was intermittent.

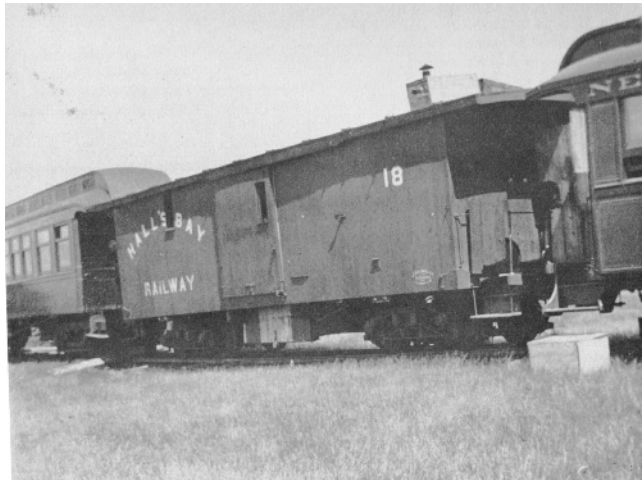
+ only one strike shows the year 1913; others are without any year and are assumed to be 1913.

Recorded months of use of HALLS BAY RTPO datestamps.



Month and year 1892-98, later use of NL21.021 is not shown.

Thought to be the earliest
Halls Bay Railway Mail
and Baggage Car



Construction from 1893

Having introduced the HALLS BAY RTPO datestamps we return to the construction phase - and a major change of tack by the government. The Executive Council Minutes of 5th January 1893 recorded:- *“Resolved that a survey for a line of railway to Bay St. Georges via Grand Lake and Harry’s Brook as per preliminary survey of 1891 by Mr. Howley be undertaken. Mr. Reid to be asked what proposal he is prepared to make in this matter.”*

We have no record of Reid’s response but on 25th March the Executive Council *“resolved that if Mr. R.G. Reid will enter into a contract for the construction and*

equipment of a railway to the West Coast via Grand Lake, Deer Lake and Harry's Brook, as per Mr. Howley's survey of 1891, on the same terms as (the) previous contract, the same to be agreed to."

In the meantime Reid's proposals for the route of the railway from Gander River to Norris Arm to be undertaken at the commencement of the 1893 construction season were submitted and approved in February. In addition, the Executive Council, responding to a recommendation made by the Government Engineer on 16th February requested " *Mr. Reid ... to furnish three 1st class cars with smoking compartment at end, two 1st and 2nd class combined, **two mail and baggage cars**, two 2nd class cars divided and two 2nd class undivided, and one caboose car.*"

Reid must have responded favourably to the request of 5th January because the Executive minutes of 16th May recorded "*The contract with Mr. R.G. Reid for the construction of a railway from a point on the Exploits River to Port aux Basques and for operating the Government Railways was submitted and approved. It was resolved that Bills be introduced for ratifying the said contract.*"

The Hall's Bay Railway was no longer destined for Hall's Bay – it was to go instead to Port aux Basques at the south-western tip of Newfoundland (adjacent to the coastal community of Channel), from where a steamer would cross the Cabot Strait to North Sydney on Cape Breton, Nova Scotia, a distance of almost 100 miles, connecting there with Canada's Intercolonial Railway – thereby gaining access to the Canadian and North American railway network. The extended route was to be known as the **Newfoundland Northern & Western Railway** and the contract included building and equipping it within three to four years under the same terms and conditions as the 1890 contract. A separate contract provided for Reid to maintain and operate the Placentia Railway (20 miles) and the N.N. & W. Railway between Placentia Junction and Port aux Basques (484 miles) for ten years in exchange for a land grant of 5,000 acres of land per mile.



R.G. Reid and Construction Crew

TO BE CONTINUED.

SOCIETY NEWS

FROM THE PRESIDENT

Plans are progressing well for our 71st Annual Convention at Grantown on Spey from Wednesday 4th October to Sunday 8th. A draft programme for the event is listed below and I hope as many members as possible will be able to make it along for part, or all, of the event.

We will once again be incorporating an informal bourse into the programme in the late evening sessions so if you have any material to sell please bring it along. A 10% commission charge, payable to the Society, applies to sales on an honesty basis and please note that members will be responsible for their own material during the event.

I would also encourage everyone attending to bring along something to share and display at the Members Display sessions on the Thursday. This is always a popular and highly varied event and displays can be anything from one sheet to 18 sheets maximum.

The Convention Booking Form and Competition Entry Form can be found inside this issue of Maple Leaves. They are also available for download from the Society website or failing that you can simply e mail me the details. Please note that the deadline for submitting your booking form to me to secure the Convention rates is **31st July 2017**. Extra nights, before and after the event, can be booked at the same time.

The draft programme looks as follows :-

Wednesday 4th October

PM Welcome tea and coffee
EVENING Display by **David Hobden** –
“In Defence of the Border – Canadian Military Mails 1667 – 1885”
Ladies informal get together
LATER Informal Bourse and Auction Viewing

Thursday 5th October

AM Executive Committee Meeting
Member’s Displays – up to 18 sheets and up to 5 minutes presentation
PM Trip on the Strathspey Steam Railway
EVENING Display by **Jim Bissett** – **“Canada Air Mail 1925 – 1945”**
Display by **Graham Searle** - **“Large Queen Postal History”**
- **featuring material from the Camellia PLC collection**
Ladies meeting with presentation of “A Virtual Walkaround Grantown”.
LATER Informal Bourse and Auction Viewing

Friday 6th October

- AM Fellows' Meeting
Committee Meeting
Display by **Mike Street** – “**Peace Issue Rates**”
- PM Trip - venue tbc on the Wednesday afternoon as the preferred destination is very weather dependant.
- EVENING Display by **Malcolm Montgomery** – “**The Postal History of the Solent**” - as an illustration of British Postal history and parallels in the development of postal services in British North America.
- LATER Ladies meeting with presentation on “Cairngorms National Park”
Informal Bourse and Auction Viewing

Saturday 7th October

- AM Annual General Meeting
Competition Entries and Judges' Critique
- PM Final Viewing of Auction Lots
Auction
- EVENING President's Reception
Banquet and Awards Presentation

Sunday 8th October

Farewell after breakfast

Karen Searle

FROM THE SECRETARY

Annual General Meeting

In accordance with Rule 20, notice is hereby given of the Society's Annual General Meeting to be held at the Grant Arms Hotel, Granttown on Spey on Saturday 7th October 2017, commencing at 0900hrs. In accordance with Rule 18, nominations are sought for the President, Vice Presidents, Secretary and Treasurer. Nominations and any proposed amendments to the Rules, should be sent to the Secretary before 7th July 2017.

Fellowship

Members of the Society are eligible for election as Fellows for:-

- outstanding research in the Postal History and/or Philately of British North America or:
- outstanding service in the advancement of the interests of the Society.

Nominations are sought for submission to the Fellowship sub-committee in accordance with Fellowship Rule 2. Such nominations must be on a prescribed form, which is available from the Secretary, and must be submitted to the Secretary by 7th July 2017.

Founders Trophy

This trophy, awarded only to members of the Society, is awarded by the Judging Committee for work considered by them to be the best subject of ORIGINAL or INTENSIVE RESEARCH in any branch of British North American Philately.

A nomination for the award, which must be proposed and seconded, may be submitted in writing to the Secretary by 7th July 2017.

John Watson

FROM THE AUCTION MANAGER

Our next Society Auction will be a room sale to be held in conjunction with Convention at the Grant Arms Hotel in Grantown on Spey on Saturday 7th October 2017.

The Catalogue for this sale will be online during August. As usual, if you don't have easy internet access please request a paper copy (those who have done this in the past need not ask again – you will get one automatically).

Members who have material to consign for this sale are asked to get the material to me no later than 16th June to allow time for the catalogue to be prepared. If you have any questions regarding the suitability of material for the sale or any other matter relating to consignment please contact me at your earliest convenience (see inside back cover for contact details).

Graham Searle *FCPS*

LONDON GROUP

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

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*

NEWFOUNDLAND: A MOST TELLING AND ILLUSTRATIVE 10 CENT MIRROR IMAGE

John M Walsh, *FRPSC*

The other day at our local stamp club meeting the stamp in fig 1 was shown to me by Andrew Hussey; and it is a most intriguing Newfoundland stamp item. It is Newfoundland NSSC 243 which is the black 10¢ Salmon, jumping the water falls, having 12.5 x 12.5 perforation.

..

Upon examining the front of the stamp (Figure 2) it can be seen that a vertical indented line somewhat slanting to the right is visible from the margin below the N of TEN up



Fig 1

Fig 2 at right shows indent into paper



through the tip of the salmon nose and into the **O** of POSTAGE and into the left half of the **O** in NEWFOUNDLAND. Gentle caressing of the surface shows that the paper is pushed inward as if embossed.

An examination of the back is presented (see figs 3 and 4) and what a fine visible presentation is found!



Fig 3

What is seen is nearly a complete mirror image similar to that of the front design. However the striking clear visual shows that part of the image is missing. At the very least the top half of the salmon is not present. At this time I will not present the imaginative theory that a bear got part of it. But doesn't it fit!

As well there is a part from another image design seen on the left side. Deeper delving into the imagery shows that a vertical image line break is presented that somewhat slants to the left

proceeding from the lower margin perforation into the top margin perforation. Looking at the missing area it becomes obvious that the part of this design that is missing occupies the space as shown by the left side partial image. Visible, because this image size is much smaller than the copied front side image.

Within the missing area the vertical line demonstrates that this sheet with its still wet inked surface image is observed to definitely have had a paper fold. This foldover has manifested itself onto the following sheet that descended next.

Because this folded paper problem was not corrected at this time more printed sheets continued to cascade onto the previously printed sheets creating an unintentional but reasonable paper weight. This proficient weight was sufficient to force the sheet of paper lying on top of that paper fold to depress into the ridge fold. This is demonstrated as having occurred by observing the indent seen on the face of the image in figure 1 especially its close up in figure 2.

A most outstanding printing variety demonstrating a foldover impression complete with a fabulous mirror image.



Fig 4

AMENDMENTS TO MEMBERSHIP to 15th MARCH 2017

Change of Address and Corrections to Address:-

- 2332 ROCHELEAU, Michael; 475 Chartand, Apt 202, Terrebonne, QC, Canada
J6W 2L7
- 2937 DESHAYE, Hugo; PO Box 88250, Quebec City, QC, Canada G3J 1Y9
- 3046 NORRIS, Andrew; 5 Hobart Place, London SW1W 0HU

Deceased:-

- 1912 GATECLIFF, Dr. John *FCPS*
- 2287 PAYNE, Prof Peter
- 2851 BARNES, Donald
- 2877 STEVENSON, Prof Iain *FRPSL*
- 2995 SPICER, John

Resigned:-

- 2823 DEMENT, Lex
- 3037 TEITELBAUM, Matthew

Revised Total:- 259

FORTHCOMING EVENTS

2017

- 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 20 - 23 PHSC Symposium, Hamilton, Ontario
- Jul 21 – 22 York Stamp & Coin Fair, York Racecourse
- Jul 27 - 30 Philatelic Congress of GB, Cardiff
- Sept 1 – 3 BNAPEX 2017, Calgary, Alberta
- Sept 13 – 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 24 - 29 FIP Exhibition, Brasilia, Brazil
- Oct 28** **Scotland and North of England Group Meeting, Moffat**
-
- 2018**
- Feb 14 - 17 Spring Stampex, BDC Islington, London

THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN 2014/15

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For a membership application form please visit our website or contact the Secretary:

Charles J. G. Verge, FRPSC, FRPSL, PHSC, 10 Summerhill Ave., Toronto, ON M4T 1A8 Canada

EMAIL: secretary@postalhistorycanada.net

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