



# Maple Leaves

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

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# MAPLE LEAVES

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## EDITORIAL

Enclosed with this issue of *Maple Leaves* is the Subscription Reminder for 2018. Subs are due on 1st January and if you get your payment in by the end of January you will qualify for the prompt payment discount so it pays to act sooner rather than later. Full details can be found on page 236 or on the form itself. If you have not received the insert with your copy of *Maple Leaves* this will be because you need to take no action – you have either already paid, are a Life Member or have a Direct Debit arrangement with the Society. If you have any doubts about your status in this regard please contact the Subscription Manager – see inside back cover for contact details.

As I was starting to put this issue together, news reached the editorial desk of the untimely death of John Hillson. John had been a member of the Society for over 60 years and was both Past President and stalwart of the Society. A full obituary appears in this issue on page 208.

We continue our Confederation theme in this issue with a couple more articles and a special one-off front cover. Our Canadian members may well recognise the Calgary skyline and we trust that they, in particular, have enjoyed the many celebrations that accompanied the 150th anniversary this year.

I extend my thanks to those members who have supported the Convention Auction, either as sellers or buyers, making it the largest sale we have conducted in recent years both in terms of lots and value. This sale has once again proved that quality material and

the unusual remain in strong demand and if you have specialist material to dispose of the Society auction is an excellent place to sell. We will be holding another web based sale in February 2018. The deadline for consignment of lots for this sale is the end of November.

I am finishing this Editorial off after Karen and I return from some well earned holidays in Canada and the USA. During our travels we were able to take in the BNAPEX show in Calgary where it was a pleasure to meet up with many old friends and also many folk I have corresponded with over the years but never actually met in person. Suffice to say that BNAPS and the Calgary PS put on an excellent event and it was nice to see a few CPSGB members amongst the competition winners. In this regard we extend our congratulations to members; Earle Covert, Hal Kellett, Kevin O'Reilly (winner of the Daniel Myerson Award), David Piercey (winner of the Reserve Grand Award), Richard Thompson, Dave Bartlett (winner of the Ed and Mickey Richardson Award) and Leopold Beudet whilst extending the usual apologies to anyone I have missed off the list. A full list of Palmares from the show can be found at the BNAPS website.



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# NEWFOUNDLAND'S HALL'S BAY RAILWAY - A POSTAL HISTORY - (PART 2)

Brian T. Stalker, *FCPS, OTB*

## The Newfoundland Northern & Western Railway

Despite the change of name, the Hall's Bay Railway title continued to be used for quite some time and the HALLS BAY RTPO date-stamps remained in use throughout the construction period.

A priority during the early part of the 1893 construction season was that of building about fifty miles of access roads from the coast to the intended route of the railway to enable materials and supplies to be brought in by sea. By then, some 2,000 men were engaged on construction and good progress was made. The St. John's *Evening Telegram* of September 25th included the following Post Office Notice:-

Mails will be dispatched from the General Post Office every Friday, for Arnold's Cove, also via Norris Arm per **SS Matilda** to the following ports in Notre Dame Bay, viz: Laurencetown, Exploits, Morton's Harbor, Twillingate, Herring Neck, Fortune Harbor, Leading Tickles, Triton, Pilley's Island, Wards Harbor, Little Bay Islands, Little Bay, Three Arms, New Arm, Nippers Harbor, Tilt Cove and Shoe Cove.

Letters for this mail must be posted at St. John's not later than 8.30am on Friday.

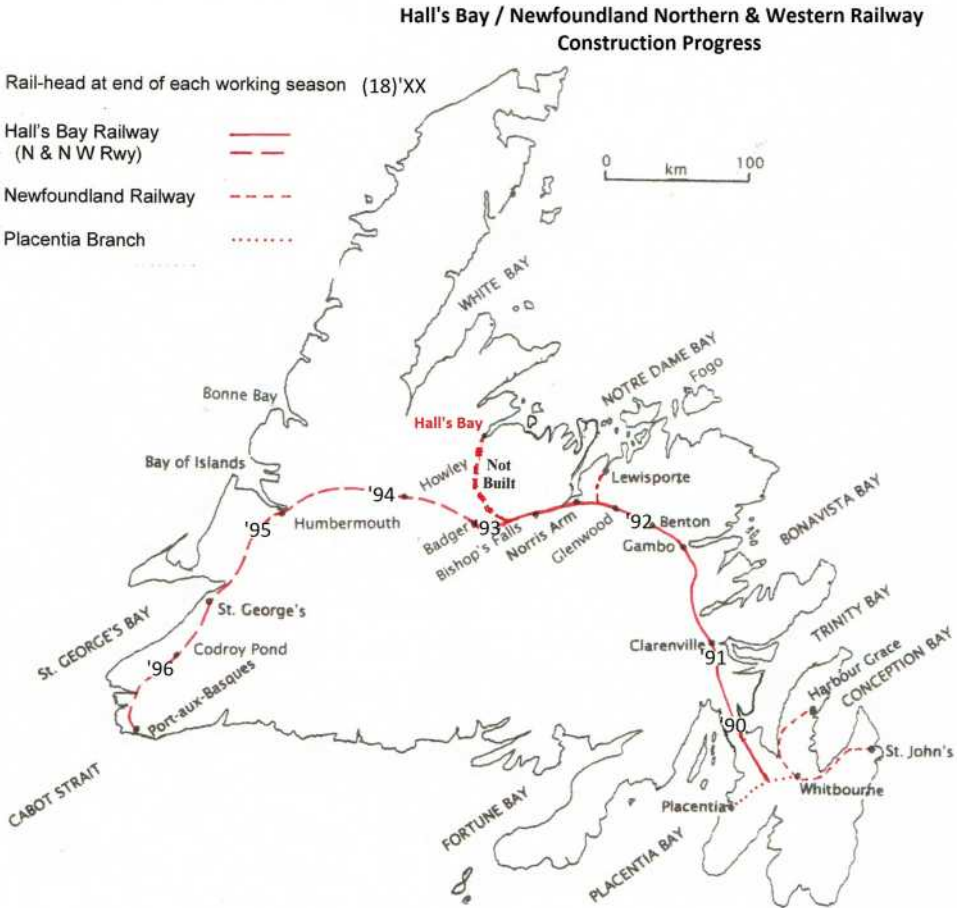
J O Fraser, Postmaster General,      GPO St John's,      Sept 25<sup>th</sup> 1893.

The Postmaster General's Report for 1893 stated:-

*"The Newfoundland Northern and Western Railroad now carries mails north as far as Botwoodville in Notre Dame Bay. On the 12th September mails per railroad were extended north as far as Norris' Arm where they connected with the SS Matilda, and were distributed in Notre Dame Bay. Mr William White was appointed mail officer on the Newfoundland Northern and Western Railway, the duties of which he has performed assiduously and most efficiently (replacing Mr. Shortis who had been suspended for drunkenness and inattention to duty). Before the end of 1894 this new railroad will connect more closely with the west, affording an improved means for the conveyance of mails. It may also be anticipated that before the end of 1895 this line shall be fully completed. The iron horse will then convey our mails to Port-au-Basque, distant about ninety miles from Sydney, Cape Breton. A fast ferry between Port-au-Basque and a port in Cape Breton would give us daily communication with Canada and the United States, thereby placing our postal system within reach of the quickest mail service to the United Kingdom and to the great world. On the Newfoundland Northern and Western Railroad the post office accommodation provided is all that could be desired; without a fault."*

A feature not mentioned in that report was the introduction in mid-September of postal order services on the Halls Bay RTPO, enabling workers to send money home in a more secure manner – it seems to have been a well-used service with 275 orders to a value of \$8,709.26 being issued during 1894, and three orders to a value of \$11.28 being received.

By the end of the 1893 season the railhead reached Badger (Brook) – some 232 miles from Placentia Junction, and as close to Hall’s Bay as the line ever went!



## 1894

Executive Council minutes for 1894, surprisingly, include few references to work on the Newfoundland Northern & Western Railway. It seems that a late start was made, or an interruption occurred, on at least one section of the line – enquiries being made of W.D. Reid, one of R.G.'s sons, on June 16th “when railway work will recommence?”

The cover shown below addressed to Mr. McCelop, Pay Master, Halls Bay Line - In Haste – and dated May 7th suggests that work was in progress by then..



Another reference involved George W Gushue, Mail Officer and Government Agent on the Railway, who on July 25th was “removed forthwith - his position as Agent is useless; his salary as mail officer is excessive; his evidence to the Trinity Election case shows him to have neglected his duties by acting as a partisan agent in a polling booth – contrary to his position as a public official.” (Note – it seems likely that Gushue was mail officer at the railhead rather than on the train, also his salary had been increased to \$1,200 pa in September 1893 – about three times the rate of other all-year-round mail clerks).









backstamp



NL-21.022



back-stamp



NL-21.022

Probably from Reid's headquarters at Whitbourne to wherever he was along the line.

Note an unexplained 5 cent surcharge.

(See also a similar item dated MR 5 95)

The following two covers show the usual 3¢ letter rate with 3¢ registration and double rate postage.

HALLS-BAY, R.T.P.O.  
NO 29  
94  
LON

NL-21.011



A patched-up R.G. Reid corner cover, single-rate registered to Harbor Grace.

From Harbor Buffett

backstamp

HALLS-BAY, R.T.P.O.  
DE 7  
94  
NO 2

NL-21.022



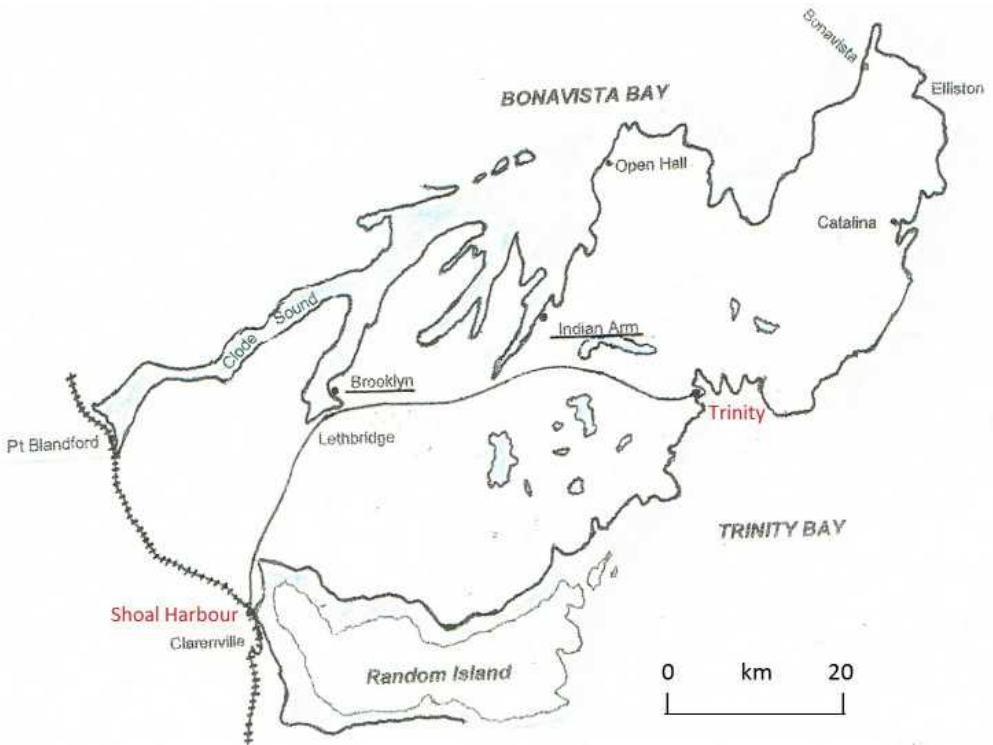
In addition to the access roads for bringing in supplies and materials, Reid also built a 40 mile road linking Trinity (Newfoundland's third largest town) to the railway at Shoal Harbour. The cover shown opposite was probably carried on that road.



INDIAN-ARM  
NEWFOUND  
DE 13  
94

BROOKLYN  
NEWFOUND  
DE 15  
94

back-stamp



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The Postmaster General's Report for 1894 stated "*the Newfoundland Northern and Western Railway's rails (are) laid as far as Sandy Pond, near the head of Grand Lake, distant 289 miles from Placentia Junction ... (but) mails have not been conveyed by train beyond Norris Arm ... The great financial crash of December 8th, 1894, involving the suspension of the Commercial and Union Banks and the closing of the doors of the principal supplying houses in the country, will delay the completion of the railway.*"

The financial crash of December 1894 certainly had a profound impact on Newfoundland's treasury and on many of its businesses and politicians. In some respects the crash was a long time coming – the Colonial Office was aware that the Colony was hopelessly insolvent a year earlier. Many leading politicians were directors of the banks that failed and, more significantly, those banks were indebted to the Newfoundland Savings Bank for \$1½ million. Thanks in no small part to R. G. Reid's influence with Montreal financiers the Bank of Montreal opened a branch in St. John's in January 1895. They advanced \$400,000 to the Government which enabled it to pay the half yearly interest on debentures, thereby stabilizing the situation while alternative support was arranged (6). The short-lived Government of Augustus Goodridge resigned on December 12th 1894 and a new Government under the premiership of Sir William Whiteway (for the third time) took over in 1895.

## 1895

Shortly before completing a six year period in office, Governor Sir Terence O'Brien wrote in dispatches in mid-1895 "*I certainly thought that the discredit brought on this unfortunate Colony by its politicians had last year reached its climax, when 17 out of 36 representatives were had up for gross bribery and corruption, but I now fancy 1895 will beat this record as, three out of fifteen members of the Legislative Council, and one member of the House of Assembly, have been arrested for fraud ...*" (7). Governor O'Brien was not entirely blameless – he was fond of the pomp and glory of his official status, and he seems to have done little to tackle the high levels of corruption during his six years in office. However he did belatedly protest about some political dismissals – including that of **George Gushue**, "*a most excellent official, from the office of postmaster on the Halls Bay railway – such dismissals and appointments were without precedent in the government of this Colony.*"

During the summer of 1895 slow, but steady, progress was made building the line along the bank of the Humber River and on July 3rd instructions were given that the "*Railway contractor to be directed to erect as soon as possible a combined section and station house at the North East end of Grand Lake*" –probably at what is now Howley.

A few weeks earlier, on June 20th, the Executive Council approved the following:-

- (i) **Mr. White** to be appointed, for the present, as officer in charge of mails from Whitbourne to Benton or Norris Arm;
- (ii) **William Campbell** to be appointed, for the present, as officer in charge of mails from Benton or Norris Arm to the Headquarters of the railway works, and



NL-21.022



Another example of the 5 cent surcharge on mail addressed to R. G. Reid.

(iii) **John Gushue** to be appointed mail officer there and for distributing the letters along the line. The office at Headquarters is to be constituted a Money Office Order and **Mr. Gushue is to be paid by the Railway Contractors.**

(iv) Time for completion of the Brigus Branch railway (*the cut-off to Harbour Grace*) to be extended by two years.

The 'Headquarters' referred to appears to be that at the rail-head and it is of note that John Gushue's salary was to be paid by the Reid's – could it be that a 5¢ surcharge was levied on company correspondence mailed at Whitbourne and / or at the rail-head to cover his salary?

Another result of the new appointments seems to be the long-delayed use of the second N° 1 datestamp (NL-21.012) - the earliest recorded date being August 16th 1895.

By the end of 1895 the railhead was at Cook's Brook, about 12 miles south of Bay of Islands, but general mail services continued to be provided only as far as Norris Arm (Notre Dame Bay) with a twice weekly mail for northern outports for the winter season closing at the St. John's General Post Office at 8am on Mondays and Thursdays for despatch on Tuesdays and Fridays.

The year ended with **John Mesher** being appointed as mail officer on the Northern & Western Railway at a salary of \$540pa while **William Campbell** was transferred back to his original position as a city mail carrier in St. John's.



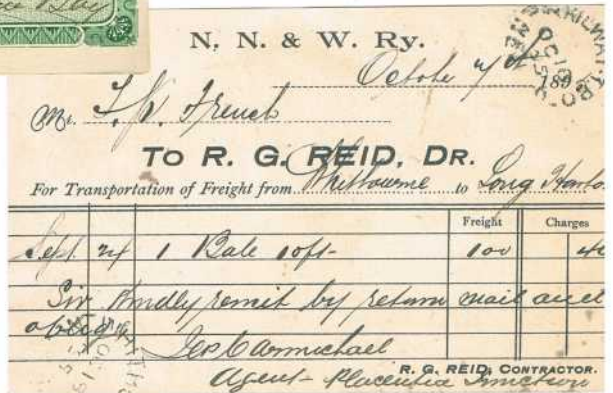
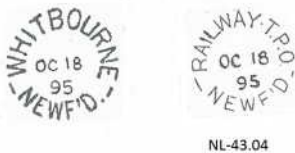
Georges' Brook (Trinity Bay) connecting with the Halls Bay RTPO at Shoal Harbor, for St. John's Southside.



Datestamps on front: both NL-21.022



Datestamps on back (back shown at 100%)



From N. N. & W. Railway Station Agent at Placentia Junction to Long Harbour, Placentia Bay, redirected to Norman's Cove, Trinity Bay.

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The hazards of winter travel by rail are illustrated by reports in the St. John's *Evening Telegram* of December 14th and 17th 1895:-

**N. N. & W RAILWAY NOTES**  
**Forcing a Way Through Snow**

The train from Norris' Arm arrived at Clode Sound (Port Blandford) yesterday morning where it remained until this morning ... fortunately, there is a good hotel nearby to feed the "hands".

An engine from the North arrived at Whitbourne at 7.20am today.

A snow-plough, with two engines attached, left Rantam at three o'clock this morning, for the northward and is having a contest with snow that is twenty feet high in places ...

Dec 17<sup>th</sup> ... Mr Pickering's design of snow-plough has proved a great success. Regular engine No.11, had started from Clode Sound without cars and without plough – the head-light and cab windows were shattered to atoms by contact with the snow drifts.."

**1896**

Geological surveys had established the existence of coal deposits around Grand Lake and Bay St. George and as the railhead was approaching those areas R.G. Reid made proposals to the Government about working those deposits. His sons subsequently undertook some mining but the quality of the coal was generally inferior and commercially unattractive. Executive Council minutes from 1896 refer to approval of stage payments for completion of various sections of the line regarding the railway, and on March 16th it was noted that \$4,000 was to be paid for the erection of snow fences, station and terminal facilities at Norris Arm.



**NL-21.021 (state 1 with two dots) to Premier Sir William Whiteway, a major supporter of the railway.**

# POSTAL HISTORY, COVERS & POSTCARDS



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 EASTERN ONTARIO PC SHOW Sept 9, 2017  
 CANPEX Oct 14-15, 2017

OTTAWA FALL STAMP FAIR Oct 21-22, 2017  
 NATIONAL POSTAGE STAMP SHOW Oct 28-29 2017  
 POSTALIA Nov 11-12 2017

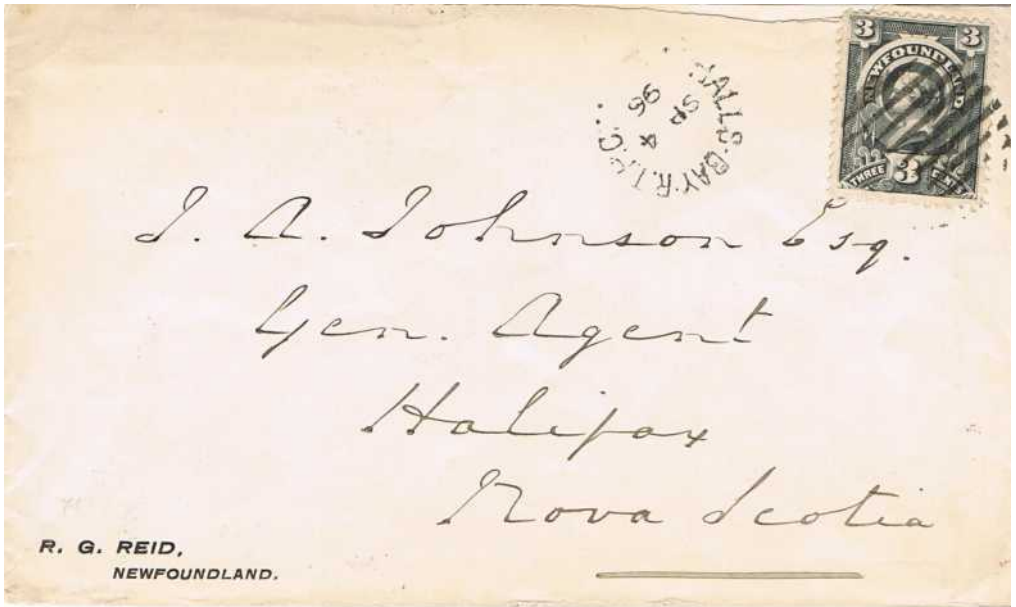
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John Mesher and William White continued serving as mail clerks on the Newfoundland Northern & Western Railway throughout 1896, again using the Hall's Bay RTPO date-stamps.



NL-21.011  
partial strike  
on front

back-stamps



NL-21.021  
state 3, no dots

Although the period of use of NL-21.011 spanned almost four years, only a handful of strikes are recorded – the one shown above is the latest.

The absence of any St. John's transit mark and the three day interval between leaving Newfoundland and arriving at Halifax suggests that this item might have been carried between Bay of Islands and Halifax or between Placentia and Halifax. *SS Harlaw* is known to have been at Burin on September 5th on her way to Placentia so a Placentia – Halifax routing by *Harlaw* seems likely.

Once again the official records and the Postmaster General's Annual Report for 1896 include very little relating to postal services over the Northern & Western Railway.

However, between July 27<sup>th</sup> and 29<sup>th</sup> “*An Act for the maintenance and operation of the lines of railway from Whitbourne to Port aux Basques and of the Branches thereof*” progressed through three readings in the House of Assembly and was passed without amendment by the Legislative Council.

By close of the 1896 construction season the railhead was at Codroy Pond, about 50 miles from Port aux Basques. December 1896 also saw the Government finally resolving the long-standing dispute over the Newfoundland Railway Company line between St John’s and Whitbourne. It gained full ownership of the line by purchasing the bond-holders interests for £325,000 Sterling, paid in 50 year bonds at 3% interest.

## 1897

The year began with William White on the twice weekly trains carrying regular mail and passengers between Whitbourne and Norris Arm. John Mesher was on the construction trains between Norris Arm and the railhead ‘headquarters’, and John Gushue was employed as mail officer at the ‘headquarters’.

In June, William White resigned and was replaced by Mortimer Lash; John Mesher was transferred to the Labrador TPO and replaced by William Lampen.

The Northern & Western Railway was expected to be completed to Port aux Basques before the end of 1897 but on April 28th a 75-foot span and a 200-foot span of the Bishop’s Falls Bridge were carried away by rafted ice. Work on the Port aux Basques end of the line was delayed until late summer and Reid was subsequently granted a one year extension for completion of the cross-country main-line.

**The Railway Act 1897** provided for “*the Construction, Completion, Equipment, Maintenance and Operation of Certain Lines of Railway, and for other purposes.*” The Governor in Council was empowered to enter into contracts for the construction, completion, and equipment of:-

- (a) The Brigus Branch between Brigus Junction, Brigus, Bay Roberts and Tilton (26 miles) – thereby providing a second route to Harbour Grace;
- (b) a line from Harbour Grace to Carbonear (7 miles) and from Carbonear to Heart’s Content (14 miles);
- (c) a line from a point on the Newfoundland Northern and Western Railway to Burnt Bay (7 miles) or **Hall’s Bay** (35-40 miles).

The Act also provided for fencing the Newfoundland Railway (~\$35,000), equipping it with rails of the same weight and quality as those on the Newfoundland Northern and Western Railway (~ \$10,000), maintaining and operating the Newfoundland Railway and its branch lines and entering into contracts “*for the maintenance and operation of the said railway and of all other railways or branch lines of railway in this colony ... all payments ... shall be made in ... Debenture Bonds of the Colony.*”

The distances and costs are those noted in a despatch (8) of May 10th from Governor Sir Herbert Murray to The Right Honourable Joseph Chamberlain MP, at the Colonial Office, London. Governor Murray recognized the need to create employment once construction of the main line was complete but he was concerned by the expenditure of not less than \$600,000 on an already over-indebted treasury. In the event, the branch line to Heart's Content was deferred until 1909 and **the Hall's Bay branch was never built**. On July 14th R.G. Reid's tender for construction of the Brigus Branch, the extension from Harbour Grace to Carbonear, and the 9 miles long spur from Notre Dame Bay Junction on the N.N. & W. Railway to Lewisporte, a deep-water port in Burnt Bay, at the rate of \$15,600 per mile was accepted. The Burnt Bay Branch was completed early in 1900 and Lewisporte then replaced Norris Arm as the home-port for the Notre Dame Bay mail steamer.

Further changes of mail officers occurred towards the end of 1897 – in late November M.G. Lash was 'removed from office' and replaced by Mark Davis. By the end of the construction season Charles Nichol was mail officer on the Whitbourne to Clode Sound (Port Blandford) section of the line and Mark Davis was on the Clode Sound to Norris Arm section, each receiving a salary of \$540pa – the same as was paid to John Coughlan and James Cox on the St. John's – Harbour Grace trains.



**Gander Bay to St. John's:**  
probably carried from Gander Bay to Glenwood to connect  
with the southbound Hall's Bay / N. N. & W. Railway

Mid-November 1897 saw a general election and a change of government from Liberal to Tory with Sir James Winter replacing Sir William Whiteway as Premier. Newspaper reports varied according to their political affiliation and ownership but it was generally agreed that Sir William's greatest achievement was bringing the trans-island railway to the threshold of completion and the consequent opening up of the interior.

Despite the change of government, Newfoundland's underlying economic problems remained, and late 1897 and early 1898 saw Sir James Winter grappling with several inter-related problems:-

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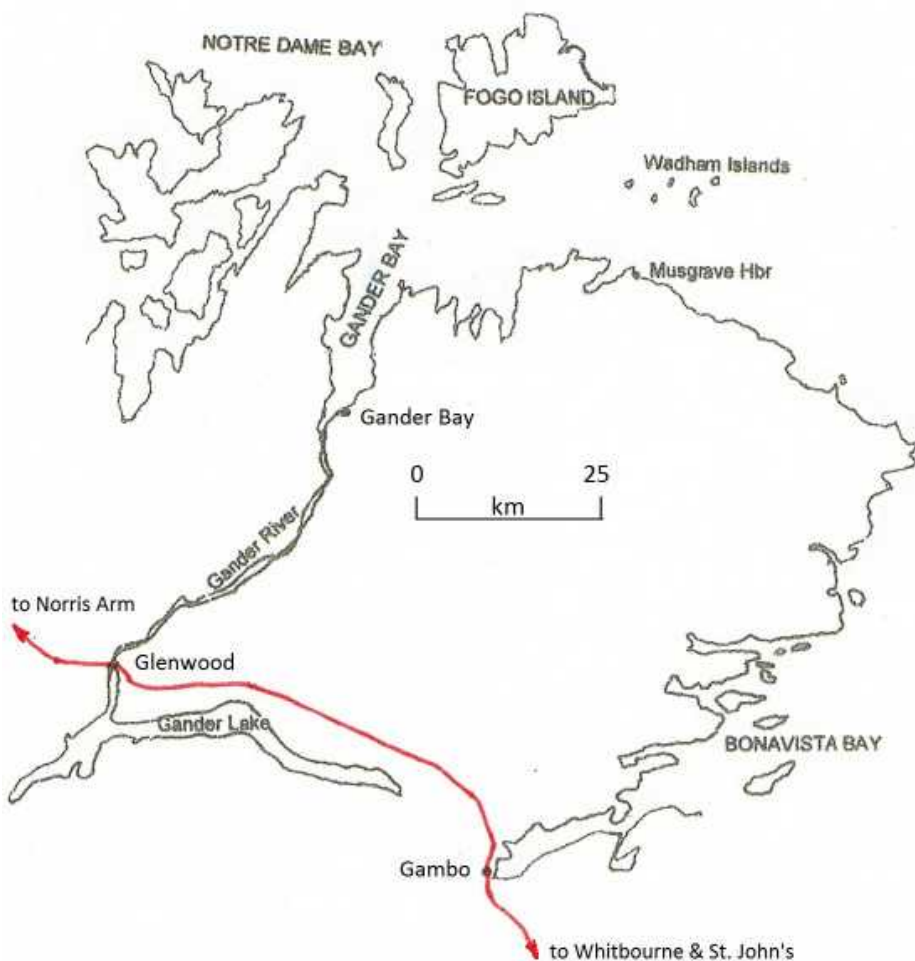
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- Newfoundland was struggling to recover from the financial crash of 1894, the economy remained fragile and fishing in 1897 was very poor;
- The Government owned railway lines to Harbour Grace and Placentia but didn't want to operate and maintain them;
- Construction of the Newfoundland Northern & Western Railway was nearing completion and 2,000 construction workers would soon be jobless;
- Entrepreneurial development of land and other natural resources was desperately needed;
- The Government was keen to remove immediate and longer term liabilities from the public accounts

Map showing Gander Bay in relation to Hall's Bay Railway



## 1898

**“The Reid Contract”** The most readily achievable solution to the government’s dilemma involved greater involvement of Robert Gillespie Reid. His influence with Montreal bankers played a significant role in gaining credit for the Government after the financial crash of December 1894; he was an honest businessman and a well-respected Contractor, so a contract was negotiated and signed on March 3rd 1898, whereby (inter-alia) R G Reid undertook to provide **an integrated rail and mail steamer system**, including:-

- operating the whole railway system for 50 years, after which Reid’s would become owner;
- providing eight coastal boats and operating them for an annual mail subsidy of \$91,000;
- paying \$1 million cash within a year and returning half of the 1893 Contract land.

In return, Reid would receive 3 million acres of land to add to the 1¼ million acres from the 1893 contract, giving him a total land grant of 4¼ million acres (6,500 square miles). Full implementation of the integrated rail and mail steamer services was to be achieved by May 1st 1900.

“The Reid Contract” was approved by the Newfoundland Railway Act, 1898 (61 Vic. Cap.6.) which was passed on 15th March 1898. It was passed without dissent but it proved to be the most contentious and divisive piece of legislation ever approved in the history of Newfoundland and Labrador.

Spring of 1898 saw Reid’s workforce repairing further washouts and damaged bridges and it was mid-year before the main line between St. John’s and Port aux Basques (547 miles) was ready to carry through passengers.

A Special Excursion left St. John’s at 7.20pm on 29th June and arrived at Port aux Basques at 10.45pm on 30th June where SS Bruce was waiting to carry the excursionists 100 miles across the Cabot Strait to North Sydney, arriving in time for them to enjoy horse racing and other festivities on 1st July.

A regular tri-weekly trans-island service commenced on July 24th 1898 but the ‘Sailor’s Letter’ shown opposite, probably from HMS Columbine, then on fishery protection duty off St. George, indicates that other trains ran in the intervening three week period. The HALLS BAY RTPO No 2 date-stamp remained in use until early September, possibly later, before being replaced by N. N. & W. RAILWAY TPO hammers.

Final appointments, approved on June 24th 1898, indicate that the 27 hour run between St. John’s and Port aux Basques was worked in four sections, as follows:-

St. John’s - Brigus Junction James Cox as part of the Conception Bay Railway route.

Brigus Junction - Norris Arm John Mesher Newfoundland Northern & Western Railway.





back-stamps  
 NL-21.021 JY 8 98, also  
 St. John's JY 9 98 transit mark



**\$14.00.**  
**EXCURSION**  
**To North SYDNEY**  
**AND RETURN,**  
**JUNE 29th.**

Tickets, good to return on July 1st, or July 5th, will be issued from all Stations on the Newfoundland Rail'wy to North Sydney and return for **\$14.**

The people of North Sydney propose holding a big demonstration, horse-racing, etc., on July 1st.

Excursionists will be in time to witness this.

Je22, fp **R. G. REID.**

Norris Arm - Bay of Islands      Mark Davis  
 Newfoundland Northern & Western Railway.  
 Bay of Islands - Port aux Basques    Charles Nichol  
 Newfoundland Northern & Western Railway.

The **HALLS BAY RTPO N<sup>o</sup> 2** date-stamp (NL-21.021) is recorded in intermittent use until April 1901, suggesting that it was held in reserve, but its companion **HALLS BAY RTPO N<sup>o</sup> 2** (NL-21.022) made a surprising return in 1913 when it is recorded in use between February and May, possibly being used after mail / baggage car 511 and its contents was destroyed by fire on December 21st 1912.



NL-21.022  
 AP 17 (13)



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## **Postscript – The “Short Line Railway”**

No railway was ever built to Hall’s Bay but another proposal, initially recorded in August 1906, might indirectly have resulted in a railway line passing the south western tip of Hall’s Bay en-route to South West Arm, a few miles further north. Extracts from Executive Council minutes (9) outline the proposal for a “Short Line Railway” between deep water ports each side of Newfoundland’s Northern Peninsula:-

August 7th 1906: “The Committee of Council had under consideration an application made by H C. Thomson, Esq., of London, England, on behalf of the British Newfoundland Railway and Steamship Company Limited ... applying for a charter to enable them to establish a speedier means of communication between Great Britain, Ireland and the Continent of North America, by way of and through the Island of Newfoundland ...”

January 11th 1907: “The Committee of Council have had under consideration a draft agreement between the Government of this Colony and Messrs. Ochs Brothers, Merchants, of London and Paris, and Harry Craufuird Thomson, Barrister, of London, for a short line steam service between this Colony, Great Britain, Canada, and the United States of America, and the construction of a railway between Green Bay and the West Coast of this Colony.”

March 7th 1907: “...the Bill entitled “An Act respecting the Establishment of Speedier Communication between Great Britain and the Continent of America” (the Atlantic Steam Service Act) was read a third time and passed, and it was ordered that it be engrossed, being entitled as above, and that it be sent to the Legislative Council with a message requesting their concurrence with its provisions.

January 1908: (Minutes of Assembly (10)) map and preliminary survey of the “Short Line Railway” prepared by R Elliott Cooper for Ochs Brothers received – route of 88 miles from Kings Point, South West Arm, Green Bay to South East Arm, Bonne Bay, plus 4 miles extension to Little Barachois in Bonne Bay (92 miles total). Estimated construction cost of \$2,155,000.

The “Short Line Railway” proposal appears to have become embroiled in the political in-fighting of the 1908 general election and it was never developed further. Neither were subsequent, even more ambitious (hare-brained?), proposals to build a tunnel under the Strait of Belle Isle or a causeway (~10 mile) across it, linked by railway lines on each side of the Strait.

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## **THE USE OF THE FOUR RING NUMERAL CANCELS POST CONFEDERATION – A FOLLOW UP**

**Graham Searle *FCPS***

My short article on this subject in the July 2017 issue of Maple Leaves drew a welter of responses – clearly, we have a lot of members who collect this material!

Probably the most important response was confirmation from John Hillson that the official 2 ring cancels did not appear until early 1869. Mike Halhed of the PHSC confirms an earliest known date of the 23rd March 1869 for a two ring cancel from Kingston. This is almost a year after the release of the Large Queen stamps so it is possible that all of the 4 ring numeral cancels (with the exception of the short-lived number 16 cancel of Hamilton) may, at least, occur on early printings of the Large Queen stamps.

My thanks go to Brian Hargreaves, Richard Thompson, Paul Young, Rod MacLennan Mark Berner, Jeremy Martin and Mike Halhed who have, between them, confirmed the existence of the following additional numbers on Large Queen stamps:-

4, 11, 12, 13, 14, 21, 25, 26, 28, 29, 37, 38, 40, 42, 44, 45, 49, 50, 52, 627

Of these, it would appear that numbers 28 and 37 are rare with only one or two examples recorded. The only 4 ring Numerals (apart from 16) that definitely do not appear to have ever been recorded are 3 and 31; so if you have one of these tucked away in the loft let us know!



*Some more 4 ring Numerals on Large Queens - courtesy of Mike Halhed.*

Mike Halhed has indicated to me that the commonest 4 ring Numerals on the Large Queens appear to be number 27 of Ottawa (288 examples recorded) and 627 of Ottawa (160 copies recorded). This latter is interesting as this is a scarce cancel on the 1859 series stamps (rarity factor of 9) but apparently much more common on the Large Queens. As a result it is often overpriced in auction and on e bay.

On the Small Queen stamps, our correspondents have reported the following additional 4 ring Numerals to add to my original listing:-

7, 14 and 33

Finally, it is worth noting that the very long lived 4 ring 45 of Stanstead is at least one example of a 4 ring cancel that can be found on the 1897 Maple Leaf and 1898 Numeral issues.

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

## NOEL JOHN AUSTIN HILLSON 1933 – 2017

N.J.A. (John) Hillson joined the Canadian Philatelic Society of GB in 1955 less than 10 years after its' inception. He opted to take up, the then available option of, Life Membership which probably established his reputation as a 'canny Scot' from day one given his 60+ years of membership. It may come as a surprise to some who knew him in later life that his first entry in the CPSGB Yearbook listed his interest as the Admiral Issue. In truth, his early forays into BNA collecting were quite widespread and only the pressures of a growing family and mortgage caused him to sell up large parts of his collection and decide to later specialise on the Small Queen issue. As he himself said, it looked straight-forward and relatively inexpensive to collect – no doubt he proved himself wrong on both counts!

Over the years the name of John Hillson and the CPS-GB have become synonymous to many. He has served as President twice and on two other occasions helped organise Annual Conventions. He has also served as Publicity Manager, Subscriptions Manager, Treasurer (twice) and Secretary at various times. Many of the articles you will find on the Society website were written by John. He set up and ran the



Scotland and North of England Group meetings in Moffat for many years and was a regular attendee right up to his death. He was made a Fellow of the Society in 1989 primarily for his extensive research work on the Small Queens issue and in recent years was also made a Fellow of the Royal Philatelic Society of London. In 2006 John received a Lifetime Achievement Award from the Order of the Beaver, the Fellowship of the British North America Philatelic Society. He was a regular and prolific writer on his chosen subjects, producing several books on the Small Queens issue and many articles and letters in both *Maple Leaves* and *Topics*. If you look in the Gibbons Catalogue at the listings for the Large and Small Queen issues, these are largely the work of one 'John Hillson' and they remain the best such listing in the business.

He was also a regular contributor to *Gibbons Stamp Monthly*, writing a series of introductory articles on matters Canadian to help encourage new collectors into the BNA area. Fittingly, his last such contribution, to be published in the September 2017 issue of GSM, was about the Admiral Issue.

Whilst he will be remembered best for his Small Queens work and the several books he published on this subject, the last along with Ted Nixon, John also had excellent collections of King George VI Canada (in particular the official overprints and their many forgeries) and early GB Line Engraved stamps which attendees at the Moffat meetings have enjoyed over the years.

John was, first and foremost a stamp collector. Yes, there were a few covers in his collections but only to show the use the stamps were put to. Not for him the complexities of rates and routes and obscure destinations and definitely not pre-stamp covers which he rather disparagingly described to me once as ‘just so many squiggles’! He was also a collector who prized quality over quantity. It seemed that every stamp and cover in his collections was hand-picked and as perfect as one could find. So much so that even the postal historians amongst us could envy his material.

People did not always find John the easiest person to get on with. He did not suffer fools easily, hated sloppy philatelic research and many failed to grasp his very dry sense of humour; once described to me by a colleague as like sharing a joke with the Sahara! He once joked with me that he thought he had, at one time or another, upset every member of CPSGB – he expressed this is a kind of ‘badge of honour’. When I told him, he had never upset me he was taken aback and demanded to know why. I told him it was because I never took any notice of anything he said – and he roared with laughter! Underneath his rather gruff exterior, John was a kind and thoughtful man who was always willing to help others with their collections and share his research. Yes, he could be obstinate and argumentative



(particularly on matters Small Queen) but as Ted Nixon has observed, the thing that made this character trait so annoying was that he was almost always right!

To say he will be missed is a massive understatement. He leaves a large gap in our chosen hobby that may take many years for others to fill.

We extend our sincere condolences to his daughter Justine and the rest of his family and friends.

**GS.**

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Nova Scotia 2 cent bisect use  
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domestic rate. According to  
Nicholas Argenti no more  
than ten bisect covers exist;  
1968 BPA cert.



Newfoundland 1927 De Pinedo Flight, bearing well centered three-line overprint airmail stamp on 1927 (May 31) flown cover from Trepassy to Rome, Italy, forwarded to England; 2005 Alberto Bolaffi cert.



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1895 advertising cover bearing three-colour franking mailed registered to the Seychelles Islands (Africa). Exceedingly rare destination and especially desirable being an advertng envelope, postmarked with squared circle dispatch and also unusually franked with an 8 cent stamp.

Very scarce in-period and legitimate usage of the 20 cent Numeral on cover – one of the many interesting and often rare Leaf & Numeral covers to be offered.



1918 (August 26) Second Experimental Toronto – Ottawa Flight, a very scarce and appealing registered rated envelope. A nice cover among several elusive semi-official covers to be offered.

# CANADA'S 1927 JUBILEE POSTMARKS

**Malcolm Newton**

John Watson's entertaining article in the July 2017 journal, prompted me to look at an element of the 1927 issue which he did not cover and that was in relation to the machine postmarks which were produced in connection with the 60th anniversary celebrations. Looking through my collection, there does not appear to be the nation-wide plethora of slogans which one might have expected, although nine large cities did subscribe to a "flag" cancellation of a common design. This was issued in seven English speaking cities and two from the province of Quebec. Collectors have designated them as Flag types 43 and 44 with the latter being the bi-lingual version.

This common design first appeared on the 27th June 1927 and had varying periods of use. Vancouver and Regina had the shortest, whilst Ottawa and Winnipeg continued their 'flags' through to December 1927.



*Fig. 1. Use in Vancouver lasted only four days until the 30th June.*

Toronto had a surprisingly, but perhaps not unexpected, brief period of use due to their annual commitment in advertising the Canadian National Exhibition, the Broadview Boys' Fall Fair and the Royal Winter Fair for that year.



Fig. 2. An example posted in Toronto on the first day.

A relatively scarce use of the Charlottetown flag cancel used with 2 x 1 cent MacDonald stamps paying the drop letter rate is shown in figure 3.



Fig. 3. Charlottetown with a feint June cancellation.

An interesting and colourful feature of this issue, is the series of covers issued by George Eppstadt and posted across the country at the same time. This prolific producer

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**Bryan Dunne:** expert philatelist

**Andy Ellwood:** OTB (Order of the Beaver – Fellowship of the British North America Philatelic Society)

**David Giles:** Past Treasurer, V/P and President of the Ottawa Philatelic Society, Director of the Costa Rica Collectors Society

**Chris Green:** Past Secretary and currently Director of the PHSC, past webmaster of the Ottawa Philatelic Society

**Matt Johnston:** Over twenty years with philately

**Ian Kimmerly:** Past manager of BNAPS Book Department, Past President of CSDA, Past member of the Stamp Advisory Committee, Exhibitor, Honoured at ORAPEX as "Philatelist of the Year"

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of commemorative envelopes has, no doubt, been widely written about in the philatelic journals but I will show a couple from my own collection.



Fig. 4 and 5. Figure 5 is interesting in that there do not appear to be many covers with the 5 cent Laurier in combination with the 20 cent Express Delivery stamp.

The French speaking province of Quebec followed a similar design, but being bi-lingual read 'Diamond Jubilee of Confederation 1867 – 1927 Soixantenaire de la Confederation'.



Fig. 6. 'Flag #44' from Quebec showing the inverted year 1927. This error lasted from 4th July to approximately 10.30 pm on the 7th July.



Fig. 7. Montreal cover with the bi-lingual text cancelling a pre-cancelled 2 cent Admiral paying the drop letter rate for the city.

As far as I can ascertain, there were only five other 'Confederation' type cancellations produced. The earliest of these came into use in March 1927 from Hamilton and read 'Hamilton Ontario celebrates Jubilee of Confederation June 29th to July 4th'.

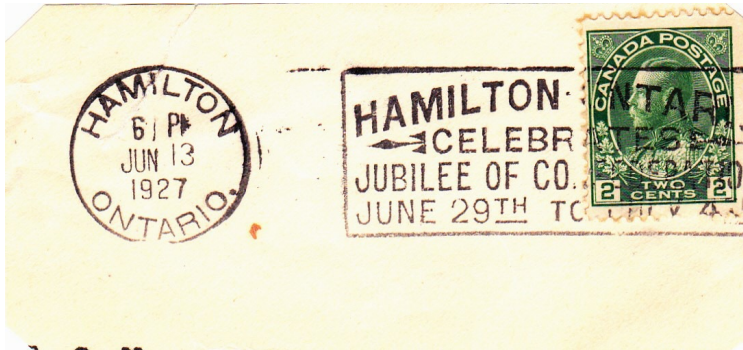


Fig. 8. A cut-out of the Hamilton slogan.

Vancouver issued another related slogan which read 'Confederation Pageant Exhibition August 10 to 20 – 1927'

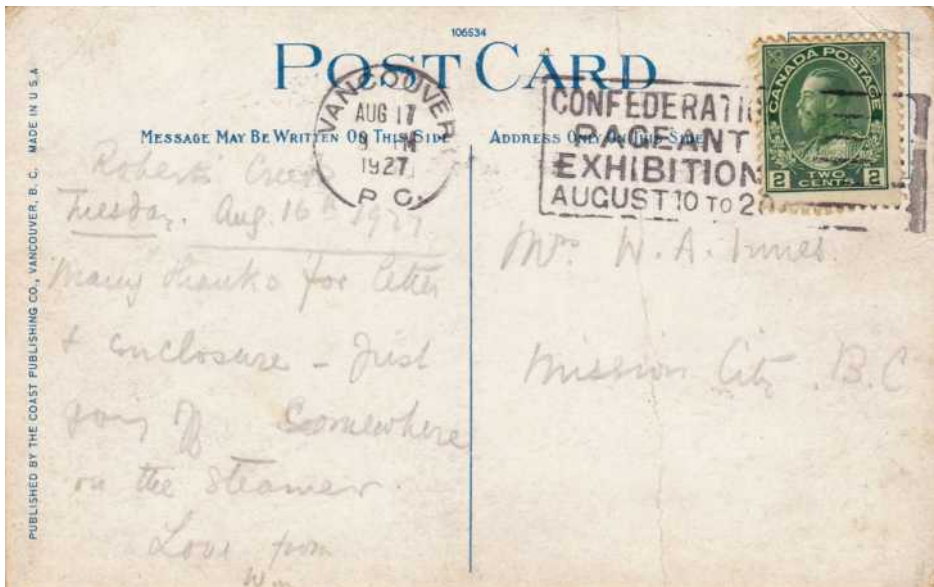


Fig. 9. A postcard showing period cars lined up in Stanley Park, appears of the picture side.

Lindsay also issued a postmark which read 'Spend Jubilee Day July 1st at Lindsay Parade Sports Pageant', whilst Prince Rupert had a proprietary cancellation which read 'Diamond Jubilee Celebration Prince Rupert B.C. July 1st, 2nd and 3rd, 1927'. However, I have left to the end, perhaps the most attractive cancellation produced. Ottawa's simple message read 'Confederation 1867 – 1927', together with an outline of the Parliament buildings. This type had an extended period of use between 2nd July and 30th December 1927 (illustrated overleaf)



Fig. 10. Cover, bearing an 8 cent Admiral, addressed to France.

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# CANADA 1926 PROVISIONAL 2 CENTS SURCHARGES ON KING GEORGE V - ADMIRAL ISSUE

Julian J. Goldberg and John M. Walsh, *FRPSC*

On 1 July 1926 a reduction in Canada domestic prepaid postage rates came into effect, going from 3¢ to 2¢ per ounce. At the time, the Canada Post Office Department (POD) had a stock of some 130,000,000 carmine 3¢ postage stamps in 1,300,000 panes of 100 subjects leftover from the 18 December 1923 issue.

Even though the POD was not short of 2 cents stamps (the 2¢ yellow green Admiral issue was in stock) they could see that they would have a massive surplus of 3¢ stamps. They needed to find a solution to enable them to get rid of the surplus 3¢ stock. The method decided on was to surcharge these 3¢ with 2¢ overprints and sell them off over the post office counter. However, this plan failed because of the unsuccessful overprinting method that occurred.



Marler (1) offers his opinion that this surplus stock of 3¢ stamps would have been enough to last for 25 years and represented a \$15,000 investment. Boggs (2) states: ‘*that 140,000 post office sheets were given to the Government Public Printing Office to be overprinted*’. This would be 14,000,000 stamps. The POD had determined that the solution to maximise this massive stock was to overprint these 3¢ with a 2¢ surcharge. Marler says that the Government Printer in their overprinting attempt made use of several overprint format types. The initial overprint consisted of a **2 CENTS** as a straight single line overprint. Three sizes were used in the development of this overprint.

1) **2 CENTS** (black) **one line surcharge on 3¢** carmine, sans serif capitals, on Die I stamps,

4 mm height with a length of 19 mm.

- 2) **2 CENTS** (black) **one line surcharge on 3¢** carmine, sans serif capitals, on Die I stamps, having the **2** at 3 mm height and the **CENTS** at 2.5 mm height; length of 16 mm.
  
- 3) **2 CENTS** (black) **one line surcharge on 3¢** carmine, sans serif capitals, on Die I stamps, having the **2** at 3.3 mm height and the **CENTS** at 2.5 mm height; length of 15.5 mm.

Eventually this third design size was used to do the overprinting. The known first day cancel is 12 October 1926. These stamps were from Die I printings and came from plate #s 115, 116, 117. The known quantity initially surcharged is 49.8 M. The catalogue listing is SG 264, UCS 139, or NSSC 114.

Examples of some of the overprint essays are known showing two different surcharge sizes se-tenant (see fig. 1 below).

This same size surcharge was utilized to print onto a very small quantity of the 3¢ carmine Die II stamps. These stamps come from plates 162 and 163. The known quantity surcharged is just 200 stamps, making it one of the rarest of the Admiral varieties. The known first day cancel (from a single known plate block FDC) is once again 12 October 1926 having plate # 163 on it. The catalogue listing is SG 264b, UCS 139c or NSSC 115. (see fig. 2 below).



*Fig 1. The surcharge essays*



*Fig 2. The rare die II overprint.*

It is known that the Government Printing Office employed different overprint formats in their efforts to determine the best style it wished to use. Their existence is seen in the marketplace. While doing this experimenting a plethora of varieties were made: shifted surcharge; pair with one missing the surcharge; double surcharge; pair showing black large and small surcharge; pair showing black large and small surcharge and with the same two sizes printed in orange.

The third single line overprint surcharge in black was settled on and made ready for overprinting by the Government

Public Printing Office. They used two 100 subject stereotypes [stereotype; a printing plate which is made from a solid plate of metal, cast from a mould] to overprint the 140,000 panes of 100 postage stamps to yield 14,000,000 stamps.

As happens, problems occur when operating printing presses. With this overprinting job, poor sheet alignment reared its temperamental head. The badly shifted misalignment of the sheets happened because the overprinting onto the smooth dry printed, gummed and perforated stamp sheets of 100 subjects required great stability. This stability was necessary due to the amount of pressure that had to be applied to imprint the overprint onto those slippery pre-stamped surfaces. Also, the panes were not of consistent sizing.

Information as reported by Patrick (3) states *'the Printer did not do the printing to POD satisfaction. The overprinted sheets were ordered to be destroyed. This was done in the presence of authorised representatives of the Post Office Department and the Department of Finance. The cause was mostly due to the sheets having various selvedge margins.'* Some panes of 100 had margins while others had straight edges. Positioning of the panes into the press would be most awkward. He confirms, *'500 sheets were preserved for sale in limited quantities to philatelists through the Postage Stamp Division in Ottawa. The stamps sold in this way were fully valid for postage purposes.'* The POD said it officially destroyed 139,500 overprinted panes representing 13,950,000 stamps; a big loss of inventory and money. However, the POD said it kept and released for public consumption 500 of the 'best' overprinted panes. A most uncommon manner of selling to 'all the general public'!

Marler states that these 50,000 stamps were put on sale *only* in the Canada Post Office Philatelic Agency in Ottawa. Again, a most peculiar development or process for the release of valid postage stamps for public consumption! As this Philatelic Agency catered almost exclusively to stamp collectors, the POD could supply their client needs without causing a philatelic fury. The stamp collectors acquiring them knew they were postally valid from the statements made by the POD when it publicly released their issued stamps. The first day of release is 12 October 1926 as stated by A. S. Deaville Superintendent of the Postage Stamp Division, Ottawa. Confirmation is seen on covers addressed to T. R. Legault, Accountant in Charge, Postage Stamp Division of Canada Post Office Department (POD).

In the *Maple Leaves* journal of 1975 is this statement *'the stamps were put on sale on 16 August 1926 at the Philatelic Agency, but while valid for postage none were sold to the public in post offices'*. This stated date certainly conflicts with that of the POD officials.

There are several varieties of this single line **issued** overprint surcharge such as: a badly slanted or shifted surcharge; a horizontal pair having one stamp without surcharge; a vertical pair having one stamp without surcharge and double surcharge. How pairs

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1851 3p red with socked-on-nose  
concentric rings in RED



1859 10c black brown  
with concentric rings  
in BLUE



1927 25c green & yellow London to London  
airmail, unused; 2006 Greene cert.



1900 20c olive green,  
superb mint NH



1930 7c Arch, BABN die proof of  
the unissued denomination on  
large size card



Newfoundland 1861-1862  
1p reddish brown, unused;  
2015 BPA cert.



1917 50c silver black, wet  
printing, exceptional mint  
NH; rarely seen this nice.



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1942 10c Parliament KGV1 War Effort, mint NH, imperforate between stamps and right sheet margin; the only one known to exist.



1911-1912 2c pink, remarkably choice mint NH block of this elusive shade



1911 50c deep purple, mint NH Plate 1 imprint strip of four; ex. Vincent Greene collection

could exist with and without the overprint is understood by viewing the overprint placement on the sheet. The vertical placement is 33 mm below the top of the pane. This was done to allow for the presence of the top margin selvedge containing the plate number imprint. When a pane having a straight edge on top (and no selvedge) was positioned into the press the overprint missed the top row. In addition, the overprint onto the stamps in the pane was at a different position up or down the stamp face. The horizontal missed overprint was caused when panes having no side selvedge were placed into the press.

Robson Lowe in 1973 (4) says *'the Canadian PO stated (Nov. 1963) that these varieties were printer's waste, illegally sold'*. Lowe is quoting from an Official Notice issued by the POD in 1963 (see appendix 1). This statement seems to be slightly contrary to the events because these overprinted surcharged stamps were only available through the Philatelic Agency and only after they were selectively quality control chosen as the best surcharged panes made! To have been released, only the Post Office Department could have done it. This would confirm that such produced varieties had to be released directly by the POD.

Even Marler (1) in 1982 opines *'the author finds it difficult to understand how material that departed so obviously from the normal could have been made available by the Philatelic Agency to collectors, only a few of whom would have been privileged to buy it.'*

Whether these varieties were released to the philatelic world intentionally (via the back door) or by error (by very poor quality control) is not the question. They were released through / from the owner. Thus, they are not forgeries. It would seem that the manner of how to accomplish the previous 1899 overprint (a relatively successful effort) was lost to the POD. It was not remembered that the previous overprinted Victoria era stamp sheets had consistent pane sizes having been made from 200 subject sheets with consistent top margins. Whereas the Admirals, having been printed in 400 subject sheets having four panes of 100 stamps, had varying straight edges for the top and sides.

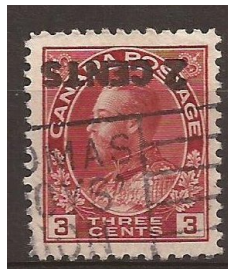


*Fig 3 Varieties of the single-line surcharge; double overprint (above) and pair one without surcharge (right)*

These differences caused major inconsistencies and made successful overprinting virtually impossible.

It is worth noting, however, that fakes and forgeries do exist of varieties on these overprints and collectors should take care when buying them. Fig 4 shows a used copy of the single line overprint with the surcharge inverted. No such 'genuine' variety is known to exist and this is a philatelic creation; albeit a rather convincing one.

With the failure of the one-line overprint surcharge, the POD turned for help from the original printer of this stamp, the Canadian Bank Note Company (CBNCo) in Ottawa. To distinguish their company's overprint from the earlier POD Government Public Printing Office product, the CBNCo made their surcharge format into a two-line overprint.



*Fig 4 A variety that does not exist - at least in genuine form*

- 4) **2 CENTS (black) two-line surcharge on 3¢** carmine, on Die I stamps.

This overprint type is only found on die I stamps from plates 115, 116, 117, 135, 136. The known first day cancel is 4 November 1926. The catalogue listing is SG 265, UCS 140 or NSSC 116.

The POD supplied the CBNCo with 1100 panes of 100 stamps representing 110,000 stamps for overprinting. Similar problems as encountered by the Government Printer happened.

The CBNCo did manage to do a better job because less misprinted panes occurred. They realised that the panes had to be properly gripped and the overprint plate applied with greater pressure. Out of the 1100 panes the printer, CBNCo, returned 1036 overprinted panes to the POD. From the returned panes the POD found that 808 overprinted panes, 80,800 overprinted stamps, were deemed to be fine and were put on sale *only* in the Canada Post Office Philatelic Agency in Ottawa. They were intended for stamp collectors to buy even though the POD stated that they were valid for postal use by the 'general public'.

The first day of release is 4 November 1926 as stated by A. S. Deaville Superintendent of the Postage Stamp Division, Ottawa. Confirmation is seen on covers addressed to T. R. Legault, Accountant in Charge, Postage Stamp Division of Canada Post Office Department (POD). The 1968 Holmes Catalogue (5) has the date of issue being 26 October 1926. This stated date certainly conflicts with that of the POD officials.

There are several varieties of this overprint such as double surcharge, triple surcharge, double surcharge with one inverted surcharge, shifted two-line surcharge etc. How did



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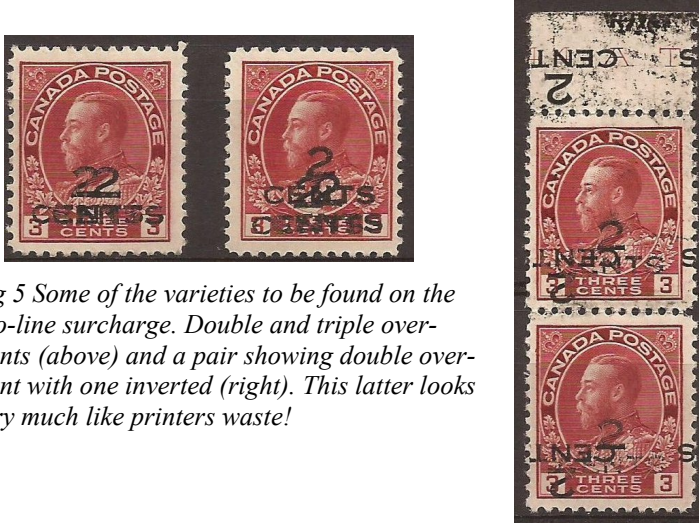




these errors get out since they were only available through the Philatelic Agency and only after they were selectively chosen by quality control as the best surcharged panes made? Robson Lowe in 1973 says "*The Canadian PO stated (Nov. 1963) that these varieties were printer's waste, illegally sold.*"

Lowe is quoting from the Official Notice by the POD in 1963 (see appendix 1). This statement seems to be slightly contrary to the events because these overprinted surcharged stamps were only available through the Philatelic Agency and only after they were selectively quality control chosen as the best surcharged panes made! To have been released, only the Post Office Department could have done it. This would confirm that such produced varieties had to be released directly by the POD.

Once again, whether by intention or by error is not the question. They were released through / from the owner. They are certainly not forgeries.



*Fig 5 Some of the varieties to be found on the two-line surcharge. Double and triple overprints (above) and a pair showing double overprint with one inverted (right). This latter looks very much like printers waste!*

This overprinted surcharge was short lived. It seems that the POD quickly realized the false economy of trying to make use of these surplus 3¢ stamps. To meet the demand more dry printed 2¢ yellow green Admiral stamps were printed instead of continuing with the overprinting.

References:

1. The Admiral Issue of Canada, George C. Marler, American Philatelic Society, 1982.
2. The Postage Stamps and Postal History of Canada by Winthrop S. Boggs;
3. Canada's Postage Stamps by Doug and Mary Patrick;
4. The Encyclopaedia of British Empire Postage Stamps 1639-1952, Vol. V: The Empire in North America. London, Robson Lowe, Robson Lowe Ltd., 1973.
- 5 Holmes' Specialized Philatelic Catalogue of Canada and British North America, 11th edition, 1968.

## General References:

Standard British North America Catalogue (1929) by Fred Jarrett;

Scotts Postage Stamp Catalogue Volume I, (1975).

## Appendix 1:-

### Official Notice\*

*Essays, die-proofs, imperforate stamps, experimental items, etc.*

In the course of developing new postage stamp issues, several designs and layouts of the subject to be illustrated are prepared. The selected design is referred to the engraver who must interpret it on a soft steel master die. In the course of engraving this die, the engraver will apply ink to the lines and dots he has engraved and print this work on a piece of paper in order to study the quality of his work. These are referred to as progress die proofs. Imperforate stamp sheets of several panes on each sheet are set aside as proofs of the printing plates and also as colour samples for matching. On occasion some postage stamps are printed or finished experimentally on a trial basis. Many years ago some of these items were released and, unfortunately, they eventually found their way into the philatelic trade. Since these items were not manufactured in quantity for sale to the public to prepay for postal service, they are not classified as official Canadian postage stamp issues.

Exceptions to the above principle are the following issues which were sold in quantity to the public:

- 1 The 2-cent Carmine King Edward VII issue of 1903 was issued imperforate in July, 1909, 100,000 imperforate stamps were sold in this way.
- 2 In 1924 the Post Office Department decided to release a limited number of the then current 1-cent, 2-cent and 3-cent stamps in sheets without perforations.

These were sold to stamp collectors through the Postage Stamp Division in Ottawa. The quantities sold are as follows:

1-cent Yellow — 50,000.

2-cent Green — 50,000.

3-cent Red — 100,000.

\* The Post Office Department of Canada, November, 1963.

In the course of over-printing postage stamps, printing errors were made and material which should have been destroyed as printers' waste apparently was released. This material includes the inverted over-print 1899 Provisional Stamps and the double and triple surcharged postage stamps which include the 1926 Provisionals and the 1932 Air Mail Provisional.

Since 1948 considerable effort has been expended to prevent specially manufactured items, printers' waste, proofs and other material that cannot be construed as official postage releases of the Government, from escaping to the philatelic trade. These efforts appear to have met with success because there has been no evidence of limited items being offered for sale in philatelic circles since that year, with the single exception of the Inverted Seaway error of 1959.

## A special invitation to join...



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# EXPERIMENTAL PRINTINGS OF THE 2 CENT EDWARD VII STAMP

Graham Searle *FCPS*

I was re-reading the excellent article by Julian Goldberg and John Walsh in the last issue of *Maple Leaves* at about the same time as I was lotting up the Convention Auction. A couple of lots consigned for the auction reminded me that a small part of the story on the development of dry printing techniques had been omitted from the earlier piece.

Back in 1905, the Canadian arm of the American Bank Note Company based in Ottawa who were printing the Edward VII definitive stamps, started to undertake some experimental printings of the heavily used 2 cent value. Students of this issue have long recognised the existence of some stamps which are noticeably wider than the norm and, also, show an unusual clarity of impression. Marler (*I*) referred to first observing these in the 1950's in his 1974 treatise on the Edward VII issue and drew a comparison between these stamps and the dry paper printings of the Admirals. A number of defaced imperforate proofs exist from printings made at this time. One of these, first highlighted by Ed Richardson has written on the bottom margin 'Experimental Dec 05 Gum put on before printing'.

It is clear that the ABNCo were undertaking some limited trials in this time period using pre-gummed paper and a version of the dry printing process. The greater pressure required to print on dry paper would explain the clarity of impression. Examples of these wider stamps are known from plates 13 – 22, and 29 – 36 and date from mid 1905 to late 1907. It would appear that at least two separate experimental printings were made as some stamps are wider (18.5mm) than others (18.0mm) albeit both types are wider than the normal 17.5mm.

It would seem that the experiment was fairly short-lived as the wear on the plates and printing presses from the much higher pressure required to print on the dry or drier paper was considered unacceptable. As we saw in the earlier article, the printers did not perfect this dry printing technique until much later in the 1920's.

Given that these experimental dry printings can be told apart from the normal wet printed stamps by the sharpness of impression and greater width of design – exactly the same differences used to distinguish dry from wet printed Admirals, it has always seemed odd to me that the leading catalogues make no reference to them.

So, are they very rare? Probably not. Remember that over 2 billion of the 2 cent Edward stamps were printed in total. Back in 1974, Marler reported finding some 200 examples in a lot of 30,000 – a little under 1% of the population. So a challenge to find for sure and an interesting variety – as much for the story that lies behind their creation as for their scarcity.



*Group of plate imprint pieces from plates 31 to 34 of the 2 cent Edward stamp - all are from the experimental 'dry' printings. Lot 43 from our 2017 Convention Auction.*

References:-

1. The Edward VII Issue of Canada; George Marler, published by the National Postal Museum 1975. Pages 128 – 130.

Shortly after writing this piece, I received the following letter from Julian and John, the authors of the original article:-

*'Thank you very much for publishing our article entitled "Innovations By Canadian Stamp Printing Companies CBNC and BABNC Revolutionize The Stamp Printing Press" in **Maple Leaves**, Volume 35, Number 3, Whole Number 345, July 2017, pp. 147-167. Since the writing of this article some new things have come to light that help to clarify things in the article as based on the book **The Edward VII Issue of Canada** by George C. Marler, National Postal Museum, 1975.*

*From 1897 to 1907, the ABNC (Ottawa, Ontario, Canada) used sheet-fed rotary plate wet printing presses that used up to two 200 subject plates in addition to sheet-fed flat plate wet printing presses that used up to two 200 subject plates which were used up until 1913. The ABNC started to experiment with the dry printing of some of the two cent denominated postage stamps of the 1903 - 1908 Edward VII Issue in 1905 and in 1907, but it was unsuccessful and a failure due to excessive printing press and printing plate wear from the greater printing pressure needed for dry printing.*

*Printing plate wear was very much reduced and printing plate life was very much extended with printing plate chroming after all the CBNC printing plates were chromed (chrome plated) with chromium from 1928 onwards to make them stronger to last longer. Thus, 1928 instead of 1926 would better mark the starting point when all of the CBNC stamps were dry printed.'*

# LETTERS TO THE EDITOR

**Ted Nixon**

**JOHN HILLSON**

I received a message from Graham Searle on Saturday July 15 that John Hillson had passed away unexpectedly that same day and ever since have been thinking about how important John was to me in my collecting the Small Queen Issue of Canada.

Clearly, there would never have been the book produced on this issue by the Greene Foundation in 2008 without John's enormous help and persistence in getting the job done. I could never have done this alone without him. Much of the content of our book came from earlier work by John. It was a perfect complement for the focus I had on printing plates and the operations of the British American Bank Note Co. We had extensive discussions about the subjects that should and should not be covered by our book on this issue which has such an enormous scope for collecting and specialist interest. On a personal level this project has been my most satisfying accomplishment and I will be forever grateful to him.

I loved to say (with my best Scottish accent) that John was a " wee bit stubborn" to which he always replied "that's because I am usually right Ted"!!

John and I did not actually meet face to face until early November 2009. It was Dick Lamb who had proposed that the two of us should combine to write a book on the Small Queen Issue. So we did the entire preparation (except editing and printing) by email and telephone. In November 2009 I went to Scotland, got off a train to an empty platform in Lockerbie, looked across to the other side to see a lone figure who was John. We spent several enjoyable days together and attended a regional meeting of CPSofGB in Moffat.

John gave a huge amount of himself over a very long time to CPSofGB. He challenged lots of us on specialist subjects- not just the 6 cent Small Queen printings, he also wrote about the challenges of OHMS perfins for instance, and collected early GB in detail.

I certainly will miss him and never forget him.

**Jim Bisset**

**JOHN HILLSON**

I was very saddened to hear of John Hillsons passing. I first met John over 25 years ago when I first attended a meeting at Abington and it was he who encouraged me to take a closer interest in the activities of the Society. His expertise will be sadly missed by the Canadian Philatelic Society of GB and Small Queen specialists around the world.

## NEW BOOKS

It is that time of year again and with Xmas coming we thought it would be timely to take a quick look at the many new philatelic books to have passed over the Editorial desk during the year.

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

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

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

### **Postal History of the Great War Internment Camps in Canada**

**J. Michael Powell**, Released **September 2016**. 676 pages, 8.5x11, spiral bound. Colour C\$ **175.00**

*Postal History of the Great War Internment Camps in Canada* by J. Michael Powell is an extensive study of Canadian internment mail and the 25 camps established in Canada during World War I. After combining his own collection of pertinent material with those of several prominent collectors, the author embarked on an incredible research effort culminating in this massive volume. In addition to the large number of letters and postcards to and from internees – mostly enemy alien civilians but including some Prisoners of War – the book features excellent reproductions of hand-stamps and postmarks and extensive use of contemporary postcards and photographs of the various camps, adding tremendous additional context to the philatelic material. Mike Powell's earlier 2011 book *Notes through Barbed Wire*, also published by BNAPS, studied internment mail during World War II.

The book will be of interest to all those who collect military or WW1 period mail but members should note that this is a very heavy volume – weighing in at over 2kg.

### **International Rapid Cancelling Machines**

**Cecil Coutts**, , 8.5x11, spiral bound.

**Volume 1 Western Canada – published August 2016**, Colour C\$ 58, 124 pages.

**Volume 2 Ontario – published November 2016**, Colour C\$ 68, 164 pages

**Volume 3 Province of Quebec, the Maritimes and Newfoundland – published February 2017, Colour C\$ 59, 124 pages**

In the almost 35 years since David Sessions' *Early Rapid Cancelling Machines of Canada* was published, a considerable amount of new early/late postmark dates and other data have been reported. In these three new handbooks, Cec Coutts has completely updated the International machines portion of David's work. All data for each town or city that had an International machine is presented in table form. On their own, these tables would not take many pages, but Cec has added many covers illustrating not only line cancellations but also Flag cancellations for the locations that had Flags, as well as contemporary postcards – almost all in colour - of virtually every town or city, providing a most interesting view of the 1902-1920 period.

These volumes will be an essential reference work for all those who collect these early machine cancels. Highly recommended.

**The Stories of the Riel Uprising at Fort Garry and the Northwest Rebellion in Saskatchewan**

**Donald W. Thompson**, Released **September 2016**. Exhibit series # 92. 98 pages, 8.5x11, spiral bound. Colour C\$ 52.00 [ISBN 978-1-927119-61-7].

Donald Thompson's exhibit "The Stories of the Riel Uprising at Fort Garry in the Red River Settlement, 1869-71, and the Northwest Rebellion in Saskatchewan, March-August, 1885" is an interesting combination of rare postal history and equally or even rarer historical documents he was able to acquire over a 50 year collecting period. After a five-frame version was exhibited in the Court of Honour at BNAPEX 2010 VICTORIA, the author added more material before his passing in 2014. This volume combines the Victoria exhibit and that new material.

Don's keen interest in history stemmed from documents relating to his ancestors' involvement in the colonization of Connecticut, Long Island and New Jersey from the mid-1600s and Loyalist settlements in New Brunswick and Ontario in the 1780s. In 2003 he co-authored, with Norman Wagner, *Emerging Saskatchewan*, a comprehensive study of the postal history of the District of Assiniboia from 1882 to 1905, and the transfer of post offices to the newly established provinces of Saskatchewan and Alberta.

This exhibit is a good example of quality over quantity. The amount of actual philatelic material in this exhibit is far less than is usual but what strikes one is both the extreme rarity of much of this material and also the amount of research Don had done into the history and people behind each of the letters or cards. Notable philatelic gems include some early letters from England with the RR designation for Red River, the famous Pembina Twins pair of 7½ pence stamps, a unique promissory note for \$10000 signed by John A Macdonald bearing a \$3 bill stamp, a 2 cent Large Queen used on a soldier's letter and many many more of similar scarcity.

The book will be of interest to anyone interested in the early history of the Canadian prairie provinces and all those with an interest in Military history.

**Travelling Post Office Postmarks of Newfoundland & Labrador – A Study of the Postmark Hammers. This second edition includes over 300 updates, a completely new numbering system, and a new format.**

Brian Stalker, compiler. Ross Gray, editor. Released **December 2016**. 136 pages, 8.5x11 landscape format, spiral bound. Colour C\$ **47.00** [ISBN 978-1-927119-74-7].

This second edition of *Travelling Post Office Postmarks Newfoundland & Labrador - A Study of the Postmark Hammers* is a companion volume to Ross Gray's *Catalogue of Canadian Railway Cancellations* (second edition, 2015). Being aware that Newfoundland and Labrador, with a much higher proportion of coastal mail steamer services, tended to be a discrete area of study, it was agreed that a separate catalogue would be produced. That also enabled more illustrations and hammer data to be included in the 'Rest-of-Canada' catalogue, while maintaining a manageable size. Consistency of style and format between the two catalogues has been achieved under Ross Gray's editorship.

The second edition incorporates around 300 updates reported during the twelve years since publication of the first edition. It has been completely reformatted using new listing numbers with railway postmarks numbered from NL-1 and coastal steamer postmarks numbered from NL-100, and with Ron McGuire's assistance a new section has been added on the Newfoundland Post Office Assorting Office, North Sydney, Nova Scotia. Examples of almost all postmark hammer strikes are included and each section is preceded by a short résumé of general background information. The Study of the Postmark Hammers is accompanied by a sister volume, *Travelling Post Office Postmarks of Newfoundland & Labrador Compendium of Related Information*.

**Travelling Post Office Postmarks of Newfoundland & Labrador Compendium of Related Information**

Brian Stalker, compiler. Ross Gray, editor. Released **December 2016**. 388 pages, 8.5x11, landscape format, spiral bound. Colour C\$ **78.00** [ISBN 978-1-927119-75-4].

This Compendium tells the story behind the Railway and Travelling Post Office postmarks of Newfoundland. While studying Newfoundland and Labrador's Railway and Coastal Travelling Post Office postmark hammers, Brian Stalker researched the operation of the TPOs, delving into the postal, social and maritime history associated with the postmarks. Breaking new ground by its breadth and depth of coverage of the story behind the RPO and TPO postmarks, the Compendium summarizes twenty years of research and will aid anyone wishing to identify the routes taken, the vessels and the mail officers who handled mail to and from outports around the coastlines of Newfoundland and Labrador. Route maps showing ports of call are accompanied by a



selection of timetables and schedules from the period between 1880 and 1968. Other chapters include chronological summaries, mail contract terms and conditions, railway mail cars, mail steamer data, mail subsidies, treatment of late letters and registered mail, 20th Century motor boat and water services and a listing of railway mail clerks and coastal steamer mail officers, summarizing their postal careers. Some chapters include illustrations of mail carried and photographs.

Data for the period 1880 to around 1930 is comprehensive, but is less so from 1930 onwards. Despite that limitation, this Compendium breaks new ground by its breadth and depth of coverage of the story behind Newfoundland and Labrador's RPO and TPO postmarks.

These two books will be essential reading for anyone interested in RPO's.

### **Emerging Saskatchewan: The Postal History of Territorial Assiniboia 1882-1905**

Donald W. Thompson and Norman E. Wagner, Released **February 2017**. 342 pages, 8.5x11, spiral bound. Colour C\$ **82.00** [ISBN 978-1-927119-76-1].

In 2003, Donald Thompson and Norman Wagner published a very small quantity of *Emerging Saskatchewan: The Postal History of Territorial Assiniboia 1882-1905*, intending to gather new information generated by the book and produce an updated edition in 2006 or 2007. Unfortunately this did not happen due to Norm Wagner's passing in December 2004 and Don Thompson's later illness. This new book features 218 pages of very detailed information on all post offices known in Territorial Assiniboia before it was absorbed into Saskatchewan and Alberta when they became provinces of Canada in 1905, as well as over 120 pages of supporting material. The bulk of the book is taken up by tables showing every known postmark from Assiniboia together with information on earliest and latest known dates of use and rarity factors.

A treasure trove of information for anyone interested in this aspect of early Canadian postal history.

Available space precludes us from adding any more reviews into this issue but we hope to review another group of BNAPS books in our January 2018 issue.

## **SURPLUS MATERIAL TO DISPOSE OF?**

PLEASE CONSIDER THE SOCIETY AUCTION OR EXCHANGE PACKET. THESE OFFER COMPETITIVE COMMISSION RATES AND REACH AN AUDIENCE OF SPECIALIST COLLECTORS.

# SOCIETY NEWS

## FROM THE TREASURER

The Society Accounts for the twelve months period up to 30th June 2017 appear on pages 238 and 239. Copies of the signed accounts will be available for inspection at the Annual Convention in Grantown on Spey but if members have any queries on the accounts please contact me (see inside back cover for contact details).

A further small fall in the value of the £ against the Canadian \$ has generated an exchange rate gain for the year and we continue to hold the bulk of the Society bank reserves in Canada given the higher interest rates that can be achieved on deposits there compared to the UK.

The overall financial position of the Society remains healthy. I once again extend my thanks to Mike Street who has managed the Canadian accounts for the Society and to Jim Bisset who has acted as our Honorary Examiner.

**Karen Searle**

## FROM THE SUBSCRIPTION MANAGER

All good things come to an end and the 15 months for 12 we have enjoyed in 2017 is indeed about to end. Enclosed with this issue of *Maple Leaves* is the reminder regarding subscriptions for 2018 for those members who need to act regarding payment. Subscriptions fall due on 1st January 2018. As usual, a discount applies to those who get their payments in promptly, in this case before 1st February. A further fall in the value of the £ against the US and Canadian \$'s means that our North American members will enjoy a further reduction in subscriptions for this coming year. Payments can be made by cheque (in £ mailed to me or in \$US or \$CAN mailed to Mike Street) or via PAYPAL on the Society website.

No action is required if you have a direct debit arrangement with the Society unless you have changed your bank account details in the last year, in which case please contact me as soon as possible with the new details so that we can update the Direct Debit. Debits will be taken from your account during the month of January 2018.

Members who have paid in advance for 2018, have a life membership or have been a member for over 50 years continuously also need take no action and will not have received the reminder with this issue. If you are unsure if one or any of these apply to you please contact me or Mike Street by e mail or phone and we can confirm your status. Contact details can be found on the inside of the back cover.

**Malcolm Montgomery**

## **FROM THE AUCTION MANAGER**

By the time you read this our Convention Auction will be completed but unsold lots will remain available at reserve prices on a first come, first served basis until 22nd October. Please contact me by e mail or phone for information on these.

Our next sale will be an internet based auction to be held in February 2018. Any consignments for this sale should be with me no later than the end of November and I would hope to have the Auction Catalogue on line early in the new year.

If you do have material to dispose of please consider the Society Auction as an option. Our commission rates remain amongst the lowest in the business at a flat 10% and we reach directly into a specialist group of buyers.

**Graham Searle *FCPS***

## **LONDON GROUP**

The London Group programme for the 2017 / 18 season is as follows:-

- 16 October - New Acquaiitions
- 20 November - Subjects P, Q &/or R
- 18 December - Sandy Parker Entertains
- 15 January - King George V material 1911 – 1929
- 19 February - Chairman entertains
- 19 March - Back of the book material e.g. Airmails, Special Delivery, Postage Due, War Tax etc.
- 16 April - Neil Prior entertains with Yukon and Klondike material
- 21 May - Secretary entertains
- 18 June - Something different – e.g. non Canadian
- 16 July - AGM and Beaver Cup

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 28 October 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**

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**ANNUAL ACCOUNTS FOR YEAR ENDING 30 JUNE 2017**

**CONSOLIDATED INCOME AND EXPENDITURE ACCOUNT  
TO YEAR ENDED 30 June 2017**

INCOME	£
Subscriptions and Donations	5392.35
Maple Leaves Advertising Revenue	2673.18
Bank Interest	437.02
1 Exchange Packet	30.66
Convention Auction Surplus	826.75
Internet Auction Surplus	318.26
2 Convention Surplus	289.12
<b>TOTAL INCOME</b>	<b><u>9967.34</u></b>

<b>EXPENDITURE</b>	Maple Leaves Printing and Distribution	5049.54
	Administration Expenses	105.06
	ABPS fee	127.50
	Insurance	409.66
	Bank charges	59.63
	Website running costs	238.80
	Engraving (Miscellaneous)	40.00
	3 Repayment of Subscription	59.35
	Overall surplus for year	3877.80
<b>TOTAL EXPENDITURE</b>		<b><u>9967.34</u></b>

Notes:- Canadian funds have been converted to sterling at C\$1.685= £1

- 1 Not a surplus but money held from paypal payments
- 2 Undercharged by hotel who did not want to know!
- 3 Inadvertently paid twice for 3 years!

Hon. Treasurer

 9/8/17

Hon. Examiner

 7/8/17.

**CONSOLIDATED BALANCE SHEET FOR  
YEAR ENDING 30 JUNE 20**

	£	£
<b>ASSETS</b>		
Cash balances:RBS Special Interest Account	6653.27	
RBS Savings Account	1.00	
RBS Business Account	21.52	
Meridian Bank	4352.23	
Sub-total cash		11028.02
Investments at cost:		
General Fund New Star Fixed Interest Unit Trust	2000.00	
General Fund New Star High Yield Bond Unit Trust	1000.00	
Interest bearing Canadian bank bond	22407.99	
Sub-total investments at cost		25407.99
Handbooks stock	0.00	
Society ties stock	46.53	
Sub - total		46.53
* Library books as valued		3534.45
* Trophies as valued		2366.64
<b>TOTAL ASSETS</b>		<u><u>42383.63</u></u>
<b>LIABILITIES</b>		
General fund balance at 30/6/16	8397.51	
Sterling surplus 2016/17	1324.81	
General fund balance at 30/6/17		9722.32
Canadian fund balance at 30/6/16	23374.89	
Exchange rate gain over 2016/17	832.34	
Canadian \$ surplus 2016/17	2552.99	
Canadian fund balance at as 30/6/16		26760.22
Library fund		3534.45
Trophy Fund		2366.64
<b>TOTAL LIABILITIES</b>		<u><u>42383.63</u></u>

**Notes:**

For 2016/17 , Canadian funds have been converted to Sterling at the rate of C\$1.685 = £1, whilst in 2015/16 Canadian funds were converted to Sterling at the rate of C\$1.745=£1 This difference gives rise to an exchange rate gain (expressed in Sterling) at 30/6/17

\*These are disposal values. Insurance (Replacement) values are £9,000 and £23,720 respectively.

Hon. Treasurer

*KBJS* 9/8/17

Hon. Examiner

*Jan? Beal* 7/8/17

# AMENDMENTS TO MEMBERSHIP

## to 15th SEPTEMBER 2017

### New Members:-

- 3052 JONES, J. Eirwyn; 10 Low Green, Atherton, Manchester M46 9HS; e mail [eirwyn.jones@gmail.com](mailto:eirwyn.jones@gmail.com); **CG, CGE on definitives.**
- 3053 WALSH, John M.; 9 Guy Street, St. John's, Newfoundland, Canada A1B 1P4; e mail [nsscat@nf.sympatico.ca](mailto:nsscat@nf.sympatico.ca)

### Change of Address and Corrections to Address:-

- 2332 ROCHELEAU, Michel; 610 Piche, Apt 4, Terrebonne, Quebec, Canada J4W 4C4
- 2336 BURDEN, Bill; 184 Briancrest Road, Windsor Junction, Nova Scotia, Canada B2T 2A1; e mail [wgburden@mac.com](mailto:wgburden@mac.com)

**Revised Total:- 254**

## FORTHCOMING EVENTS

**2017**

**Oct 4 – 8** **CPSGB Convention, Grant Arms Hotel, Grantown – on – Spey**

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

**Oct 16 London Group Meeting - Bishops Stortford**

Oct 24 - 29 FIP Exhibition, Brasilia, Brazil

**Oct 28 Scotland and North of England Group Meeting, Moffat**

**Nov 20 London Group Meeting - Bishops Stortford**

**Dec 18 London Group Meeting - Bishops Stortford**

**2018**

**Jan 15 London Group Meeting - Bishops Stortford**

Jan 19-20 York Stamp & Coin Fair - York Racecourse

Feb 14 - 17 Spring Stampex, BDC Islington, London

**Feb 19 London Group Meeting - Bishops Stortford**

**Mar 19 London Group Meeting - Bishops Stortford**

**Apr 16 London Group Meeting - Bishops Stortford**

Apr 20 - 21 Scottish Congress - Perth

**May 21 London Group Meeting - Bishops Stortford**

**June 18 London Group Meeting - Bishops Stortford**

**July 16 London Group Meeting - Bishops Stortford**

Aug 15 - 18 PRAGA 2018 - Prague

Sep 12 - 15 Autumn Stampex, BDC Islington, London

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