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CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN

Maple Leaves

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MAPLE LEAVES

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EDITORIAL

At the last AGM a question was raised concerning availability of past issues of 'Maple Leaves' and an index to the contents.

Members should be aware that a complete run of 'Maple Leaves' is held by the Librarian and that some back numbers are available for purchase. An index, by volume, is distributed to members free of charge, the index to volume 20 is enclosed. A cumulative index to volumes 1 to 14 was published in 1974 but this sold out several years ago. It is felt that completion of the first 20 volumes of 'Maple Leaves' is a suitable time to prepare and publish a new index. Assistant Editor Jed Taylor, to whom we are indebted for the enclosed index, has kindly agreed to prepare the new cumulative index and we hope to publish it later in the year at a price to be announced. While on the subject of indexes, we would remind student members of the invaluable bibliography and index to Canadian Philately produced in two parts by Cimon Morin; this is a most useful reference tool and should be on every collector's shelf.

It's good to hear of activity around the country. Lew Warren tells us that the London Group gave nine displays to other societies in 1987. Not to be missed, if you can help it, is their annual one-day seminar please see the details elsewhere in this issue. Scottish members are reminded that, thanks to Jim McLaren, we shall be represented at

Scottish Congress, in Falkirk Town Hall, on Sunday, 1 May from 10am to 4pm; please give him your support. For members within reach of Bristol we have a preliminary notice that the successful one-day seminar at Portishead last August will be repeated this year on 21 August, a further note will appear in the June issue, meanwhile the Editor will endeavour to answer any queries.

ATTENTION PRE-CANCEL COLLECTORS

Mr H. G. Walburn, editor of the Standard Pre-cancel Catalogue, is planning an up-date of the Canadian pre-cancel count which has not been published for some years. If your collection exceeds 1,000 different pre-cancels then perhaps you would like to help by sending in a straight count, regardless of type, value, etc., of the number of bar, city, number and 3rd Class Matter styles that you hold. All communications please to:

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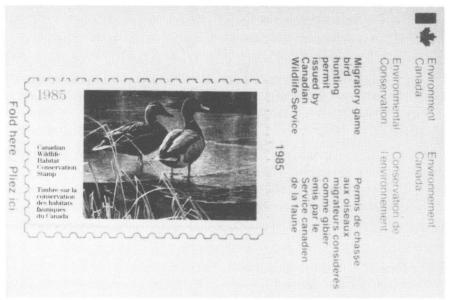


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DUCK, ANYONE? by The Yellow Peril

Photos by Kimo

At the time of commencing this report (cold winter of '87) the hottest "issue" in stamp current events is Canada's first Wildlife Habitat Conservation stamps. On 1 August, 1985, Environment Canada produced 1,200,000 "duck" stamps. These attractive stamps were sold to migratory bird hunters to be affixed to their hunting licences. They were also available to conservationists and stamp collectors through Canada Post philatelic outlets. Since February of 1987 there have been at least four newspaper reports and much discussion amongst the stamp trade about these stamps.



The duck stamp affixed to a 1985 Migratory game bird hunting permit

Interesting and concise details of these stamps were provided by Wildlife Habitat Canada in their letter dated 24 August, 1987. The following are excerpts:

"Canada's Wildlife Habitat Conservation Stamp program began in 1985 and involves an agreement among Environment Canada, Canada Post Corporation and Wildlife Habitat Canada. The stamp is issued August 1st of each year by Environment Canada. Funds generated from the sales of the stamp are turned over to Wildlife Habitat Canada. We are an independent non-profit foundation, that works with government and non-government agencies to develop projects for the conservation, restoration and enhancement of wildlife habitat.

Every year the stamp portrays a painting by a different Canadian wildlife artist, selected by Wildlife Habitat Canada. The 1985 stamp featured "Mallard Pair – Early Winter" by Robert Bateman.

Migratory waterfowl hunters must purchase the stamp in order to validate their hunting permit. The hunting permits are issued by the Canadian Wildlife Service (Environment Canada) and are sold through all Canada Post outlets for \$3.50. In 1985, hunters purchased the stamp separately for \$4.00 (also from Canada Post) and affixed it themselves.

As well, each year the stamp is sold in a souvenir booklet to collectors from August 1 to March 31 of the following year. It is available only from Canada Post Philatelic Centres at face value. From April 1 to July 31 of each year, the stamp in souvenir booklets is sold by Wildlife Habitat Canada or its designated agent, at or above face value. This is part of the agreement among Environment Canada, Canada Post and Wildlife Habitat Canada.

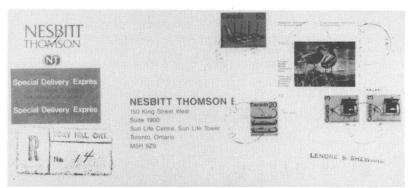
In the case of the 1985 stamp, the original inventory in booklets was re-issued from December 1986 to June 21, 1987. The stamp was sold exclusively by: Maison Darnell, Montreal, Quebec.

Maison Darnell was not chosen in its capacity as a retail dealer, but rather, in its capacity as a stamp distributor. At that time it was the only stamp distributor available in Canada. After June 21, 1987, all unsold 1985 souvenir booklets were destroyed."

Obviously the "Last Day of Sale – 31 March 1986" as stipulated on the Canada Post order form for the 1985 duck stamps caused terrible, terrible confusion. Normal Canada Post practice is to destroy unsold stamps after its stamps are taken off sale. Collectors, therefore, naturally assumed that after the last day of sale, these duck stamps would be cremated. This was not the case. Canada Post reportedly returned 700,000 unsold stamps to Wildlife Habitat Canada with an opinion that they were not to be sold. Despite this advice a dealer was given exclusive rights to market the duck stamps until 21 June 1987 for \$6.00 plus a \$2.00 handling charge each. It was also rumoured that wholesale quantities of these stamps were sold for only \$6.00 – without the \$2.00 handling charge. Because collectors and dealers believed that the 1985 issue was sold out on the last day, the price of the duck stamp

rose and they were traded around \$12.00 with highs of \$20.00 in the United States.

Patrick Donovan, head of Conservation Pledge Canada, Ste Anne de Bellevue, Que., purchased a large stock of these duck stamps – paying as much as \$6.30 each. He had planned to sell them to collectors at a future date to raise money for conservation projects. Fearing that Wildlife Habitat Canada's arrangement to continue selling the duck stamps after the cut-off date would not only jeopardise his market, but attack the conservation stamp program's integrity and erode demand and value as well, Donovan appealed to the foundation to stop the sale of the duck stamps. Widlife Habitat Canada was not sympathetic to his pleas. Having tried everything from petitions to letters to Wildlife Habitat Canada and members of parliament, he was left with no alternative but to seek legal assistance. On 10 July, he filed a statement of claim to seek a permanent injunction to stop the sale of the undestroyed remainders. On 10 September 1987 counsel for the defendant Wildlife Habitat Canada filed a defense, but the court hearing date could be as much as three years away.



A complete pane of the 1985 \$4 duck stamp + 1982 50¢, 20¢ 3¢(2) postal stamps totalling \$4.76 paying the \$2.46 registration fee, \$1.96 special delivery charge and .34 postage, are each tied to the above cover with "TORY HILL 14 III 86 ONT" cds to Toronto. There are several backstamps, two of which are "TORONTO 15 MARCH 1986" money order handstamp receivers.

Because these stamps were available through Canada Post outlets, some conservationists apparently thought they were valid for postage. A few duck stamps were used to send letters. There are no first day covers, however.*

The mallard is the best known and most plentiful of all North American waterfowl and has the widest distribution. It is known in every continent, but is probably most abundant in Asia; it is highly valued as an important food item in China. Like many puddle ducks, the mallard is capable of jumping from the water to instant flight, and often climbs almost straight upwards for several feet, at an incredible speed for so large and heavy a bird. The drake and duck are the same size, their average weight is three pounds. The normal diet of the mallard is 90 per cent vegetable and ten per cent insects. This duck is an avid destroyer of insects, especially mosquitoes. As its food is mostly vegetable, there is nothing finer than roasted, grain-fed, mallard. A mallard serves three.

Recipe. Wash and clean the duck thoroughly. Put a few slices of onion in the body cavity to remove some of the gamey taste. Keep the bird under refrigeration for several days. When ready to cook, remove the onion slices and place duck in a salt water brine (about 2 tbsp. salt per quart of water) and leave in a cool place overnight.

½ tsp salt

1 small peeled apple, quartered and

(

1/4 tsp pepper

1 small onion, peeled and quartered

1 tbsp butter 2 tbsp poultry seasoning 1 stalk celery ½ cup hot water

1 tbsp vinegar

Rub inside and out with salt, pepper, and poultry seasoning. Place apple, onion and celery inside the duck. Put in a heavy roaster, breast down. Melt butter in hot water, add vinegar and pour over duck. Cover and place in hot oven for 20 minutes. Reduce heat to 300°F. and cook until tender, about two hours. Season gravy highly. Bon appetit!

* Editor's Note: Beautiful cacheted envelopes franked with a Canadian definitive stamp and a duck stamp, cancelled with an Ottawa Aug 1, 1985 handstamp, are currently being traded by dealers in the United States at \$25 each. These are only pseudo first day covers as the duck stamps do not pay any postal charge.

CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

Annual Subscription £7, payable to Treasurer John Hillson.

Canadian members may settle in \$CAN (\$15) via Wayne Curtis and US members in \$US (\$11.50) via John Siverts. North American members requiring airmail service should add \$5CAN or \$3.75US. Please make your cheques payable to Wayne or John respectively.

Members who have not paid the current year's subscription by 31 December will be removed from the *Maple Leaves* circulation list and reinstatement will incur an additional fee of £1 or its \$ equivalent.

THE LARGE QUEENS ISSUE (Part 2) By Dr Dorothy Sanderson, FRPSL



Eight 2c L.Q. stamps pay 16c rate for half ounce letter to France, via Allan Line, 26 Feb 1872.

ΓWC		

Issued 1 April 1868 and printed until 1870, superseded by the 2c Small Queen in Feb-

ruary 1872.

About 10,300,000 stamps were issued

Papers:

Thin, hard, semi-transparent

Thicker medium soft

Thick, soft, white absorbent (blotting paper

type)

'Bothwell' watermarked, medium thick and 'Bothwell' paper

12x12

Perforations: Shades:

Deep green and blue green; grass green;

emerald and yellow green

Varieties:

Two major re-entries:

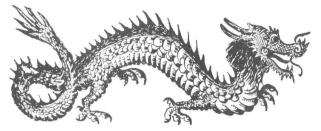
1) a doubling in 'ADA PO' of Canada Postage – found in first printing and never corrected – plate position 7.

2) re-entry in 'TWO' seen in emerald

green printings

Various minor re-entries are known. Also quite a number of stamps show plate dots,

plate scratches and minor flaws.



WANTED! CANADA FIRST DAY COVERS

Up till now I have done very little advertising. The results from previous attempts were just too discouraging. Either the covers I want are non-existent or collectors would not part with them. The response to an unplanned advertisement for cinderellas in the April 1987 Maple Leaves, however, was such a surprise that it has encouraged me to launch this all-out effort!

Twenty-two years ago I began a reference collection of first day covers. This project is now 75% complete and I am anxious to put the finishing touches to it. FDC's of the following issues – especially higher values – are urgently needed:

Queen Victoria Jubilees, Leaves and Numerals 1898 Maps Edwards Quebecs Admirals

Covers should be in good condition but not necessarily with cachets just as long as the postmarks are clear and authentic.

If any lucky readers have any of the above and will swap them for money, please do not hesitate to take advantage of me. Even if your treasures are not for sale, you can still contribute to the project by letting me record them. If, in the unlikely event, someone has a substantial holding to sell, please provide me with the ablibi to travel (stopping over in gaie Paree)!

STANLEY LUM, 19 BAMBER COURT,
CITY OF NORTH YORK, ONT.,
CANADA M3A 2N5

THREE CENTS

Papers:

The date of issue was 1 April 1868 but several copies are known dated earlier, unofficially used. The Small Queen 3c was first used in Japanery 1870.

first used in January 1870.

Despite the short period of use of the Large

Queen, about 22,000,000 were issued.

Very thin, hard, semi-transparent and thin,

hard to soft semi-transparent

Medium soft

Medium soft, coarse and yellowish toned Thick, soft white absorbent (blotting) 'Bothwell' watermarked, medium to thick, and unwatermarked paper of this type

Laid paper



Two pairs of 3c L.Q. stamps pay double 6c rate to USA, 18 Apr 1870.

Perforations:

12x12

Shades:

Deep red-brown, then lighter shades; rosered shades on laid paper; orange; red shades

are commonest

Varieties:

Plate cracks

1) in upper right vignette

2) in left margin

3) through CENTS and lower part of vignette

Major re-entry – doubling of 'OSTAGE' 'NTS' and upper and lower right '3's

Other re-entries are known

Various plate scratches, guide dots and

flaws have been found

FIVE CENTS Date of issue: 1 October 1875, though die

was engraved in 1867 and possibly plate was laid down then. About 1,250,000 were issued before February 1876 when the 5c

Small Queen was issued.

Papers: Thick, medium, soft

Thick, yellowish-toned, wove paper with

vertical mesh

Perforations: 11.6x11.9

Rare perforations is 12.1x12.1 Shades: Only known in olive-green

Varieties: None known

SIX CENTS Issued 1 April 1868 and used until January

1872 when the 6c Small Queen was issued. Total issued approximately 9,400,000. Two plates known, the first had a guide dot at the extreme lower left, below the foliate ornament. This plate became damaged and a second plate was made in April 1869. Stamps from the second plate have a guide

dot below the 'S' of 'SIX'

Papers: Plate 1. Very thin, hard, semi-transparent

Medium soft

Thicker than medium, coarse,

yellow-toned

Thick, soft, white, absorbent

(blotting)

Medium thick 'Bothwell', watermarked, and paper of this type

unwatermarked.

Plate 2. Medium soft

Thicker than medium, coarse,

vellow-toned

Thick, soft, white absorbent

(blotting)

Perforations: 12x12

Shades:

Plate 1. Black-brown, dark-brown, dullbrown, red-brown and orangebrown

Plate 2. Dull-brown, light-brown and orange-brown

Watermarked varieties are black-

Varieties:

Many exist, mostly Plate 1. Re-entries chiefly occur at the top of the stamp with doubling of frame lines, scroll lines and of letters of 'POSTAGE' and 'CANADA' Plate flaws, gravers' slips and position dots

are known chiefly on Plate 2.

TWELVE AND ONE HALF CENTS

Issued 1 April 1868, and distributed until 1888. Number issued was 1.950,000 approxi-

mately. It was never superseded by a Small Queen, value, though a die for one was

prepared.

Papers:

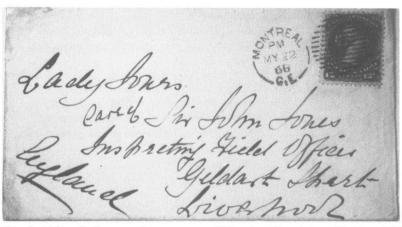
Thin, hard, semi-transparent

Medium thick

Medium to thick soft

Thicker than medium, coarse, vellowish Thick, soft, white absorbent (blotting) 'Bothwell' watermarked, medium thick and

paper of this type unwatermarked



Single 12½c L.Q. pays letter rate to UK, via Allan Line, 22 May 1868.

Perforations: Usually 12x12. A few known with 11.5x12

perforation

Shades: Dark blue-early and watermarked copies

Light blue and milky blue shades later

Varieties: No re-entries known. Various flaws have

been found, including missing frame line at the lower left and outer frame line missing from the right value tablet, flaw in vignette frame under 'PO' of 'POSTAGE' and a flaw in the 'A' of 'HALF'. Various dots are known on the stamp in the left and right

value tablet numerals

FIFTEEN CENTS Issued 1 April 1868, though known used in

March 1868. Continued in use until 1900.

Total issued was 2,370,000

Papers: Many different types used because of long

life, including both watermarked varieties. Later printings were on poor quality paper

with a greyish or yellowish tinge.

Perforation: 12x12 up to June 1869

11.5x12 – Montreal printings from late

1874-1879

12x12 1879–1881 11.5x12 1881

12x12 1887 onwards

Shades: Reddish purple, pale to dull purple

Grev violet and grev

Red lilac

Grey, blue grey, grey blue and slate (for a full account of Shades and printings see

Firth's book)

Varieties: One major re-entry with doubling of the

numerals of the left value tablet, in 'FIFTE', inside the vignette frame at the left, and in

'CANADA P'. (May be a kiss-print)

Plate flaw in right margin at plate position 10, the 'pawn-broker variety' – three dots

opposite top of '5'.

Other minor flaws have been reported.

Postal Marking

In addition to the study of the stamps themselves, this issue presents many other fascinating aspects for the philatelist and postal historian. A collection of the stamps on cover is difficult to complete and very costly



Single 15c L.Q. pays letter rate to UK, via Cunard Line, dated 22 Feb 1869.

nowadays, apart from the 3c internal rate. There were various rate changes even during the short life of these stamps and the 15c value on cover is uncommon, although it had a very long period of use. However, the postmarks on these stamps also were of great variety and interest. One can form a collection of these, such as numerals officially issued: the four-ring numerals used in the 1857–68 period, assigned to post offices in alphabetical order; and the two-ring numerals issued in 1868 to the 60 largest post offices in order of volume of mail handled. Fancy cork cancellations were used widely in the Large Queens' period and an interesting collection of these including leaves, over 70 Toronto '2' types, geometric and other designs, can be made. Railway cancellations were used in this period and various other types of obliterator such as duplex, roller and squared-circles can all be found on these stamps.

There is a considerable literature of articles and books on this issue. For those wishing to study further I would recommend:

The Large Queen Stamps of Canada and Their Use 1868–1872 by H.E. and H.W. Duckworth

Canada the Fifteen Cents of 1868 by L. Gerald Firth

A Large Queens Report by Hans Reiche and the appropriate sections in Canada by Boggs and 'The Encyclopaedia of British Empire Postage Stamps' vol. V. North America, Robson Lowe.

ACKNOWLEDGMENT: Stamp and cover illustrations for this article were kindly provided by Geoffrey Whitworth, FCPS.



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Selling? — Think Cavendish

The following article was published in 'The Canadian Philatelist' (Journal of the Royal P.S. of Canada) in its original French. Your Editor felt it was sufficiently important to warrant translation and publication in 'Maple Leaves'. Our thanks go to author Richard Gratton and the Royal P.S. of Canada for permission to reproduce the article and to Ken Campbell for kindly translating it for us.

The author, a chemist with Rolland Inc paper mill in Canada, is French editor of 'The Canadian Philatelist' and one of his specialities is the forgeries of Canada and the Provinces. Since the story broke, in January 1987, Richard has been interviewed on radio and has been assisting the RCMP in their enquiries. The faker has had all his stock seized by the police, but an appreciable amount has gone into circulation, with the result that several dealers have been visited by the RCMP. Anyone who has purchased such material is advised to try to return it to the dealer concerned and seek reimbursement. If this fails and you are satisfied that the material is faked then Canadian members are recommended to advise the police (commercial fraud section).

Richard Gratton (CP2078, Sainte Adele, Quebec, Canada, J0R 1LO) has kindly offered to give advice on any doubtful stamps, free of charge, but please enclose a stamped, self-addressed envelope.

THE QUEBEC CITY FAKES By Richard Gratton (Académie Québecoise d'Etudes Philatéliques) with the assistance of Claude Beaulac

The story which follow is authentic, the authors have kept quiet the names of those implicated in order not to soil their reputations.

The discovery of a major philatelic fraud in the Quebec City Area About mid-April, 1986, I received a telephone call and the caller asked me to give my advice on a group of stamps which seemed rather bizarre. This collector, well known in the Quebec area, proposed that he would send some items by courier in a few days. About a week later I received the lot and with a very quick examination concluded that they were genuine stamps which had been altered chemically.

I contacted my caller in Quebec and gave him my opinion, he asked me to meet with him personally to give him an explanation of my opinion and to return the lot. We agreed to meet at the Quofilex '86 philatelic show which was to be held a few days later in Montreal.

During the interval I recalled that my good friend Claude Beaulac had already mentioned that he had seen similar items, and this some time ago. I called him and he agreed to visit at my home the next day. Claude confirmed that they were falsified and that he had seen similar items at the EXUP XV philatelic show in Montreal in 1983. It appears that there was a forger active and that he had been practising his art for almost three years.

A few days later I met my caller and he told me that these pieces had been bought by a Quebec area philatelist who preferred to remain anonymous. The stamp dealer who had sold these items possessed a certificate of authenticity for similar items of which the famous "CANADA 7" from the four seasons Maple Leaf series (Scott 537) was one. These certificates had been issued by a well known Canadian expertising firm and he showed me photocopies of these certificates.

I do not wish to throw doubt on the judgement of the expertising firm, actually it is always most important to be certain that the item photographed on the authenticity certificate is the same item as that offered to you and particularly if it is a photocopy of the certificate.

I then told him the tests I had made on these stamps and showed him why they were forgeries, he quickly understood and agreed with my conclusions. He asked me to keep quiet about the whole thing and to write him a letter explaining my tests and observations.

Many other collectors could be victims of this forger! He then explained to me that the philatelist in question wanted to see if he should or should not advise the RCMP, the police or his lawyer, because he could have the intention of taking legal action against the merchant who sold him the lot. He also wanted to contact the Royal P.S. of Canada's anti-theft committee in Ottawa to ask their assistance and advice. I then gave him my agreement to keep the story to myself five months passed and I heard nothing.

Towards the end of September Claude Beaulac told me that someone had arranged a meeting with him in Montreal, to ask his opinion on a group of Canadian stamps which had a strange appearance. He asked me to attend at the Complex Desjardins, for expert assistance. It did not surprise us at all when we saw the same type of items, chemically altered, as we had seen some five months earlier.

We attempted to obtain details of the source of these items, but our young visitor, accompanied by a friend, was reluctant to give us any more information.

After much discussion we finally came to the conclusion that it was he who was the Quebec area dealer who had purchased one of the first lots of these stamps. He agreed that he did not know how to distinguish a genuine item from a falsified one because he was just starting in business and he was seeking our expertise on these stamps and our advice as to what he should do in a similar case.

Many similar items, he told us, had been sold through auction sales in the USA and throughout Canada by well known firms and several of these were with certificates of authenticity. He also knew that several other dealers had purchased similar items and had sold them at a very good profit.

We advised him to try to recover all that he had already sold, explaining the whole affair to his clients, and asking their indulgence. He was good enough to say that he would do so and also attempt to be reimbursed by the person who had sold the items to him. We also asked him if we might publish the story so that no one else might be caught by this fraud. He agreed but asked for a delay of two months so that he could straighten things out with his clients and the one who had sold them to him.

He seemed to be an honest dealer who had paid to learn and was humble enough to permit us to write this and so warn other potential buyers of this type of thing.

To be continued

NEW BRUNSWICK POSTAL RATE TO UNITED KINGDOM VIA U.S.A. 1860–1868 By Eric Quinn

The publication by Messrs Duckworth of "THE LARGE QUEEN STAMPS OF CANADA" has revealed a hitherto unknown source concerning the above postal rate. On page 129 we read of a document in the Public Archives of Canada which throws new light on postal rates just prior to Confederation. It seems that in the three provinces various mail matter rates differed and were not unified until the coming into operation of the POST OFFICE ACT passed 21 December 1867 and coming into force 1 April 1868.

According to this document ½ oz letters for the UK via Portland were charged 5 cents in addition to the Canadian rate. This means a rate of 17½ cents and presumably this applies to letters via New York, where the Canadian letters were charged via Cunard 17 cents. Argenti says the New Brunswick rate was 17 cents and, of course, there was a stamp issued for that purpose. Argenti mentions a specific letter routed via St John and St Stephen via Portland in 1864 at 17 cents, paid 10, 5, and 2 cents for that purpose. So how is it that 12½ cents plus 5 cents is stated to be the rate in this archive document?

In the sale of the late Dr Matthew Carstairs was a cover bearing this rate, viz 12½ cents ship plus 5 cents sap green; that was amended¹ to go via the USA. I acquired this cover and believed it to be ½ cent overpaid. I thought it likely that the sender put on the usual 12½ cent stamp for the Halifax–Liverpool service, but found on putting the letter into the post that he was too late and added the nearest stamp value to make up the rate via USA.



Perhaps this was not the case at all, maybe he knew the rate was 17½ cents and stamped it accordingly. The letter is dated 8 December 1865 St John's; at this date the Cunard ship CHINA left Halifax for Liverpool, so the letter would have to wait until 22 December for another by that route. The letter next received the transit stamp of St Stephen on 9 December; this was an exchange office with the USA. On the 9th the Allan Line Steamer NORTH AMERICAN left Portland for the UK and the letter could not, I think, have made that sailing. However on the 13th the SCOTIA of the Cunard Line left New York and arrived at Liverpool on the 23rd. The letter received the LEAM-INGTON arrival mark of 25 December and must therefore have sailed in her. I should be glad to hear of any other 17½ cents or even 17 cents covers at this period from New Brunswick via USA to Great Britain.

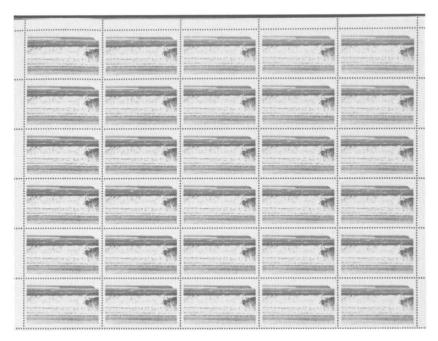
 The endorsement 'via New York', top left, appears to have been written over an earlier endorsement. It may be the same route and just heavier ink. We are indebted to John Jamieson of the Saskatoon Stamp Centre for the following information on the

\$1 FUNDY NATIONAL PARK Missing Black Inscriptions

A complete sheet of 50 was discovered in a Hamilton sub post office in 1982. This sheet had been hidden away for six years, only to reach the philatelic market in September of 1987.

This is the fourth pane reported and, after this length of time, is certainly the last. These stamps are printed in sheets of 200 stamps and then cut into four post office panes of 50 for distribution to the post offices across the country. It is not unusual for one pane to end up in Eastern Canada and another to be found in the West as was certainly the case with this error

The first report was a 'couple' of stamps that were found in an unkown post office in Ontario and sold to a Toronto area dealer. The



Block from the Hamilton 'Find' of \$1 Fundy with missing black printing.

office has subsequently been identified as having been Elmira, ON. Seven copies from this sheet were sold and assumed 'USED' on parcels. The other 43 were split up among postal employees and sold to local collectors. No individual ended up with more than a block of four.

Next reported was 'most' of a pane of 50 that was discovered by a collector in the Delta B.C. area. We have seen four 'USED' copies which came from two registered envelopes used in the area and, presumably, these came from this sheet.

The third report was a sheet found in Kamloops, B.C. That pane was somewhat mishandled with a number of stamps showing very noticeable fingerprints on the gum. The sheet has been broken up and also copies sold to collectors.

Finally the fourth sheet which was found in Hamilton, ON. This has been purchased by Saskatoon Stamp Centre and has been split up so that more collectors will have the opportunity to add an example of this modern rarity to their collections.

Thus there are fewer than 200 examples known of this error, about the same as thought to exist of the famous Seaway Invert. When the fingerprints on the Kamloops sheet, several counting creases and corner creases are considered, there are fewer than 150 very fine unhinged examples to satisfy the thousands of serious collectors of Canadian stamps throughout the world.

ONE DAY SEMINAR - LONDON

The London Group invites all members to join them at the third annual seminar, to be held on Saturday 28 May at the Victory Services Club, 63/79 Seymour St., London W2 2HF (as previously). Members are urged to participate by giving a small display (say 20–50 sheets) coupled with a short commentary (not exceeding 40 minutes) on any aspect of BNA philately. The display material does not have to be of exhibition standard, this is a seminar not a competition. If you feel unable to show any material you will still be made very welcome.

The meeting starts at 10.30am and finishes around 4.30pm. It offers a rare chance to see a wide variety of interesting material in a relatively short space of time. There will be a charge of £3 per head to defray expenses, this includes coffee/tea and biscuits.

If you think you can make it, PLEASE CONTACT LEW WARREN AS SOON AS POSSIBLE: 82 Cleveland Rd., Worthing, Sussex, BN13 2NE (Tel. 0903 64170)

LETTERS TO THE EDITOR



Hans Reiche

A New Admiral Marginal Guide Arrow.

When examing a large holding of the 4¢ bistre Admirals in multiples, a new unrecorded marginal guide arrow was noted. This guide arrow looks like the sketch, with a guide dot below it. The stamp with the arrow comes from position No. 80 UR pane and from either Plate 3 or 4. It is not an offset of the usual pyramid guide but an entirely different type. It would be interesting to know if the left pane shows a similar guide.

The following is an extract from a letter received from our Small Queens man, following a careful reading of the fine book on the Large Queens by H E & H W Duckworth (reviewed ML209 p. 137). We felt the points raised should give rise to some discussion among students of this issue.....

John Hillson

It is clearly of particular value to postal historians. However, I must confess that certain of the assertions made in the early parts of the book, as they relate to the actual production of the stamps, give rise to misgivings and, as they raise matters that may be of general interest, perhaps I could air them in the columns of 'Maple Leaves'. They are:

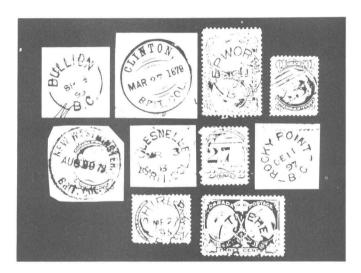
- 1. The statement that the W.C. Smillie 'group' had acquired premises in Ottawa before amalgamating with Burland and L'Africain to form the British American Bank Note Co., if correct (page 20), would make the proposal by that firm to the Government that if they were required to print in Ottawa, suitable premises free of cost were to be provided by the said government a piece of almost breath-taking impudence. Can the Duckworths substantiate their assertion?
- 2. In the sections on laying out the plates it is stated that after establishing the corners, four 'Centre Points' were located 'as reference points for the . . . guide lines'. My difficulty here is that,



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as drawn on the illustration on p. 42, they seem to have nothing to do with the guide lines. I of course have no knowledge of how Large Queen plates were laid down, but since there are similar dots – except at the bottom, on most Small Queen plates up to and including the 1892 Ottawas which were used to locate the imprints, I wonder if the Large Queen 'Centre Points' were for the same purpose. The bottom imprint locating point is to be found in the selvedge, I think without exception.

- 3. My main difficulty is with the claim that the early denomination Small Queen plates were laid down as early as April 1869. The writers may be correct, but it raises problems:
- a. If the plates were made in Spring 1869, why did the printers go on printing Large Queens? It was cheaper to produce Small Queens, even from a 100 subject plate, than Large, and while plate material is scarce, there is no doubt that the two cents S.Q. made first was a twin pane plate (i.e. 200 subjects)

b. In displaying their wares by means of the Trade Sample Sheet, illustrated on p. 40, if the Small Queen plates were ready in April, why is only the one cent value displayed – and five of them at that?

c. How did the printers manage to preserve the two and six cents plates free of corrosion for almost three years? The five cents Large Queen plate was rendered useless from disuse.

d. În spite of its first appearance in March 1870, and the sample of dated Large Queens cited (Note 19 - p. 88) the one cent Small Queen is extremely elusive until the last quarter of 1870 when it becomes the norm, unlike the 3ϕ . S.Q. which was the norm from the word go. Until then the Large Queen is the norm.

Apart from my own collection, which was easy as I don't have a 1¢ S.Q. earlier than Sept 70 (professional members please note!) I searched through every catalogue and price list I have, including Firth's sale where half the 1c. L.Q. covers were post March 1870, looking for the incidence of one to the other. Large Queens came up not infrequently with post March 1870 dates but not after Sept/Oct. Against them was one solitary Small Queen, the Mar 10 cover in the Simpson sale.

We do know that the P.O.D. did not issue on the basis of 'first in, first out' but 'last in, first out'. A prime example is the 15¢. L.Q., see Firth's excellent book. It would be quite consistent with the facts if the Dec 69 printing of 300,000 – Small Queens – were stacked on top of the Large Queen stock, issued, and then the L.Q. stock was again worked through – there was no further delivery until July.

Further, if one takes the postulated 'real' and 'notional' plates and repairs invoiced – a valuable piece of work by the Duckworths that

highlights the difficulties of establishing exact numbers of actual plates made in the Small Queen era – it exactly squares with 12 million Large Queens as previously supposed. It also removes some of the difficulties the authors experienced with the theory with other denominations.

If their theory of April 1869 plates is wrong, as I believe it is, then one can identify the invoices for the first Small Queen plates as under:

1¢	July 31 1870	(Remember the printers had a running				
	*	contract	and	this	almost	exactly
		squares	with	the	'real/ı	notional'
		sequence)			

2¢.	March 31 1872	ditto
3¢.	January 25 1870	ditto
6¢.	June 23 1871	A little in advance.

I trust it will not be thought too presumptious of me to tread on the preserves of the Large Queen enthusiast, but where the book touches the Small Queen series I do feel it has gone a little astray. Others may disagree.

Dr J. Caplan

In reply to Mr Wilbur Jonsson's letter in the October issue, enquiring about the Lachine Locks roller cancellation, I can supply some information.

The late Mr Smythies' handbook was the first attempt to classify these cancellations, and there are several hundred unlisted.

I have two covers in my collection, both with c.d.s. The rollers are Type III, that is, the Province is below the post office name.

#1 is "Que", on a KE VII 2¢. dated June 1st 1910

#2 is "P.Q.", on three Admiral 2¢ red (to the U.S.), and dated Jan 17, 1921.

About 1914, on most rollers, the abbreviation changed from Que to P. Q., and frequently a new number was used.

Jim Karr

The October '87 issue of "MAPLE LEAVES" arrived yesterday. I read with interest, the letter to the Editor regarding the Lachine Locks roller cancel. This reminded me of an example of one that I have had for several years.

My copy appears to be a Smythies illustration 4, type III.

A CDS of Lachine Locks with date NO 12 (presumably 07) appears to be struck over the roller, as well as a receiving date postmark, split ring type of Pointe Gatineau / QUE. dated NO 13/07.

FROM THE PRESIDENT....

The booking form for Convention is enclosed with this copy of "Maple Leaves", in the case of U.K. members. I do hope you will try to attend, please book early. Overseas members who are thinking of joining us should contact me direct, as quickly as possible.

Members will be interested to learn that we are having displays of the Postal History of the Post Card; The Maple Leaf and Numeral Issues of Queen Victoria; Flag Cancellations; The Admiral Issue and The North West Territories. I hope to reveal the full programme in the June issue.

The social programme will include events for the ladies and the usual two coach tours, one to Portsmouth for visits to "HMS Victory", "The Mary Rose" and the D-Day Museum amongst other attractions; the other to Wilton House near Salisbury. John Marriott, LVO, RDP, FRPSL, Keeper of the Queen's Stamps, will be the guest of honour at the banquet on the Saturday evening.

I look forward to a good attendance at the Convention and trust we shall all have a pleasant few days of fun and philately together.

Dorothy Sanderson

THE DATA PROTECTION ACT 1984

The Act establishes new legal rights for individuals with regard to personal data processed by the use of all types of computing equipment including word processors. At present, personal data held on computing equipment either by, or on behalf of, the Society consists of Members names, addresses, Membership Number and collecting interests, and are as follows:

- 1. for compilation of the Members Handbook (held and controlled by the Secretary);
- 2. mailing list (held by mailing agent but controlled by the Editor of 'Maple Leaves');
- 3. Packet mailing list (held and controlled by the Packet Secretary).

In order to comply with the legal requirements for the Society to hold such data and claim 'conditional exemption' from the Act it is necessary for all members to be asked whether they object to the defined uses of the data. Accordingly, any Member objecting to the Society holding on a computer their personal data as listed above, is requested to inform the Secretary of their objection not later than 31 May 1988.



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BOOK REVIEWS

CANADIAN "HIDDEN DATE" STAMPS by J.J. Johnston

Canadian stamp printers first began engraving a hidden date in the design of their stamps in 1935 and the practice has continued to this day, with some exceptions. This foible was probably first referred to, in print, in Mekeel's Weekly Stamp News in 1937 when W. L. Babcock wrote about the hidden dates on the 1935 issue. In 1938 Mekeel's was reporting the hidden dates on the 'new' stamps.

Since that time collectors have pored over Canadian stamps with high powered glasses in an effort to locate these sometimes very elusive 'secret marks'. For a period in the late 50's and early 60's the engraver's initial was also similarly hidden. A number of articles, illustrating the various locations, have appeared in the philatelic press and, in 1966, Garret Satfield published a complete listing up to that time. 'Jack' Johnston has now picked up the baton and produced a complete listing up to the end of 1987, he's also included the 1988 37c Queen's Head definitive.

The new book is an 80-page, soft covered, saddle-stitched production which provides a simple listing of all the postage stamps and semi-postals, with an enlarged black and white illustration showing the hidden date and, where applicable, the designer's initial. The illustrations are of photostat quality but are perfectly adequate for their purpose. The author has thus been able to produce the handbook for the remarkably low price of \$5CAN for Canada and USA and \$7CAN for other countries – airmail post paid!

The subject may be regarded as philatelic trivia but it has excited interest over the years and, at this price, the book should be welcomed by many. If you feel that this publication has taken away some of the fun, there's always postal stationery to apply your glass to and, I believe, some revenue stamps also carry such marks!

The book may be purchased direct from : J. J. Johnston, #27, 2315 198th Street, Langley, B.C. Canada, V3A 4P4

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THE NINETEENTH CENTURY POSTAL HISTORY OF NEWFOUNDLAND by Robert H. Pratt

Colonel Pratt has compiled an encyclopaedic volume amounting to over 770 pages of information, listings, plates and photographs and to say that his coverage of the subject is comprehensive is a gross understatement. This magnum opus brings together information from a vast range of sources, much of it hitherto unpublished. Not only are we presented with facts, but very often the story behind the facts, and Colonel Pratt's crisp narrative style breathes life into the dusty records from official sources such as the Journals of the Council and the House of Assembly, the Incoming and Outgoing Letter Files of the Colonial Secretary and the Governor, the Reports of the Postmaster General and others.

Twelve main chapters cover the following subject areas:- Precolonial Postal System; the Postmasters General; the Commission of Inquiry 1900; St. John's Post Office; the Outport, Way and Post Offices; Ocean Steam; Inland Mail; the Railway; Coastal Steam; Colonial Currency; Postal Rates and Postal History Mail 1851–1900. Detailed bibliographies and sources of reference accompany each of the many sub-chapters. The text is enhanced by numerous photographs, engravings and plates of postal markings. However, the plates are largely free-hand sketches of the postal markings and it is disappointing that a more professional standard of drawing was not employed. Other minor irritants such as the lack of an index and many mis-spellings do not detract greatly from what is otherwise an excellent publication.

The book is beautifully produced in an $8'' \times 10''$ format and costs US\$140.00 post paid from the publisher 'The Collectors Club', 22 East 35th Street, New York, N.Y. 10016. Despite its price and the reservations noted above, it is a book that can be read, re-read with pleasure and used as a source of reference. Whilst its main appeal will be to students of Newfoundland Postal History it can be recommended to a much wider audience.

B.T.S.

NEWFOUNDLAND STUDY CIRCLE

Mrs Judith Edwards has expressed her willingness to reactivate and organise the Newfoundland Study Circle. Members wishing to participate are invited to contact Mrs Edwards at the address given below. An indication of particular interests and suggested subjects for group study would be appreciated.

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2554	KRISTIANSEN, R., PO Box 19, N-1652 Torp, N			CR-CE, C
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2550	Tyne & Wear NE29 8LW	17		R2-CGA,O
2558 2559	BURN, M.E., 52 Wear Bay Crescent, Folkestone			Def's RPO
2339	CHUNG, A., Postal Station "E", PO Box 5071, ON, Canada L8S4K9	, папп	non,	C/N PD
2560	ROBB, J.W., 2985 E 41st Ave., Vancouver, B.C.	Canac	la V5D 2V7	PS
2561	LUNN, R., 145 Eastbourne Ave., Toronto, ON,			Map
2562	WINTERBURN, R.F., 9 Mancroft, Haxby, York			C, PH
Do in	nstatements	-,		-,
2405	EATON, D.L. Ste #1860-505 Burrard St., One	Rantal	Centra Vanco	nuver P.C
2403	Canada V7X 1M6	Dentai	i Centre, vance	buver, B.C.
1953	THORNTON, H., 86 Wootton Road, King's Ly	nn. No	orfolk PE30 4B	S
1373	WANNERTON, J., 8 Pearson Ave., 7700 Kenil			
Poci	gnations			
1713	FLACK, G.M.	557	McNAMARA	G
2256	ROBERTSON, D.C.	2186	FRANCIS, W	/ S
2436	HOLYOAK, Dr. B.	2417	DICKINSON,	
	nge of Address			
2240	GATTIKER, W., c/o Leo Baresch Ltd., Mar	field I	Joues 376/0 T	The Strand
2240	London WC2R OLR	meia i	10use, 570/9 1	ne stranu,
2388	ARFKEN, G.B. World Parkway Blvd., Apt #16	. Clear	water, Florida	34623 USA
2261	BRADLEY, W.L., PO Box 6, Honey Harbour,			
2148	GRAY, L.A., Deer Run, R.R. No 2., King Cit			
2500	JACOBSON, Dr C., 2721 Olive Hwy., Suite #8,	Orovi	lle, California 9	5966, USA
1061	KENYON, S.S., 411 Country Gardens, 14810-	51 Ave	enue, Edmonto	n, Alberta,
	Canada T6H 5G5			
1370	WOLFF, A.W., PO Box 2589, Aptos, Californi			200
2443	REDWOOD, M., 52 Harold Court, Hamilton,			
2319 1177	BEAGRIE, D.J., PO Box/CP1478, Lethbridge, HARRISON, H.W., 1802 Indian Head Rd, Ru			
2106	PARAMA, R., Unit 6, 2 Mears Court, Karrath			
2424	TOZER, P., 30 Tallawong Rd., Riverstone, N.S.			14
1984	MARRION, H.J., c/o 2830 Seaview Rd., Victor			1 1K8
2208	McCUTCHEON, J., 47 Peter St., Kitchener, O			
1935	BELLACK, L.G., Rushmere, The Green, Hartfi			East Sussex
	RH18 5NN		,	
1905	KERZNER, T., Suite 605, 19 Lower Village Gate	e, Toro	onto, Ontario, C	Canada M5P
	3L7			
Rem	oved From Membership Non payment of	f Subsc	cription	
2449	ENG, J.	2383		G.

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WANTED: 1930 ARCH and LEAF ISSUE on pioneer flight covers flown by Mattern, Hawks, Von Gronau, Balbo, etc. Airmail covers with postage due and/or special delivery from 1930–35 also of interest. James W. Goss, Suite 200, 25 North Gratiot, Mt. Clemens, MI 48043 USA

WANTED: Sunny Alberta. Alberta town cancels and postal history on cover, card or stamp. Territorial period forward. also Edmonton and Alberta small town views, advertising covers, corner cards – everything Alberta. Keith R. Spencer 5005 – Whitemud Road, Edmonton, Alberta, Canada T6H 5L2

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HELP WANTED

Jacques Nolet is preparing an article on the postal history of Three Rivers, Quebec, and is seeking access to straight line postmarks (Canada Specialised Type Nos. II, III, IV & VII). If anyone is able to help, please send photocopies to Jacques at; Case Postale 558, Succursale Postale 'A', Montreal, Quebec, Canada, H3C 2T6.

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Maple Leaves

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MAPLE LEAVES

Journal of

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INCORPORATED 1946

Founder:

A. E. Stephenson, F.C.P.S.

Edited by: David Sessions, FRPSL, FCPS. 36 The Chimes, Nailsea, Bristol, BS19 2NH.

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

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Vol. 21 No. 2

JUNE 1988

Whole No. 218

EDITORIAL

In the January issue we carried a review of a new book, 'Newfoundland T.P.O. Cancellations,' by Messrs Kidd and Cockrill. We have since received from Lew Ludlow, an acknowledged authority on Canadian railway postmarks, a detailed criticism of this book.

The Editor's knowledge of these markings is negligible and refuge is taken behind the disclaimer at the front of every issue of 'Maple Leaves' concerning the opinions expressed therein. In defence of the reviewer it should be said that the book in question was published on behalf of the TPO & Seapost Society, whose interests encompass the whole world and, in the absence of any comparable publication at the present time it must serve as a useful primer. We understand that Lew, in conjunction with members of the RPO Study Group of BNAPS, proposes publication of a definitive work on the Newfoundland TPO's within the next year or so.

Having said this, we are summarizing the points that Lew has made in his letter in order that students may be aware of the position where, otherwise, confusion might reign.

The historical section of the book has apparently been available to Newfoundland specialists for some time and is not under discussion here. In the catalogue section of the book, the numbering system used by Meyerson, who published the research (on which the new book is based) in 'Topics' in 1962, is retained. T.P.G. Shaw, who did sterling

work on RPO's in the 60's and early 70's, devised a new numbering system (with Meyerson's agreement) and this has been utilized by Ludlow who followed in Shaw's footsteps. Reversion to the old system will cause confusion among collectors in this field. A number of items listed by Shaw in 1963 have been 'de-listed' by Ludlow as unverified while others have been added. Some of the 'de-listed' items appear in the new work. Many early/late dates, verified and reported by Ludlow, have not been picked up while a number of new dates are reported; authenticity of these reports has not yet been established.

Two specific points are challenged. The addenda infers that 82A is a very recent discovery whereas it was reported by Meyerson in 1962 and included in Shaw's 1963 catalogue. Number 127A is stated as added only in June 1986, this too was listed by Shaw in 1963 (albeit incorrectly as to type) and Ludlow confirmed the first recorded strike in 1983. It was included in Annex 1 of his own book in the same year.

As an introduction to Newfoundland TPO's the new book remains a most interesting read and provides a useful basis for collecting the material, but anyone venturing into the field should bear in mind the reservation expressed by Lew Ludlow.



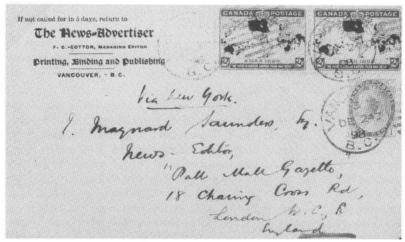
WHY I COLLECT THE MAP STAMP by Fred Fawn

Photos courtesy of Canadian Stamp News.

The 1898 Map stamp, a nineteenth-century large format, picturesque stamp, was printed in three colours: black, blue (or lavender) and red. The engraved portion was black; the oceans in blue and the Empire, red. The oceans and the Empire were typograph-printed. Although five plates were prepared, only plates 1, 2, 3 and 5 were used. Plate 4 was defective and was never utilized. The only example of plate 4 is in the Canadian Postal Museum.

Being a single-issue stamp, low catalogue valuation and the abundance of this stamp make it very popular. Twenty million were ordered and 19,927,500 stamps were delivered to the Post Office Department by the American Bank Note Co., Ottawa. Not only is it pursued by collectors of Canadian stamps but is also appeals to the many thematic "map" and "Christmas" stamp collectors as well.

Because of the combination of the printing methods with four plates, there are varieties in abundance. On the black plate, for example, there are the plate markings: plate numbers, imprints, marginal markings and the elusive center crosses. There are also numerous



Dec 24 1898. Last day of the 5¢ Empire rate. Although this rate was in effect for the period Dec 7–24, it is difficult to find map covers with this rate.

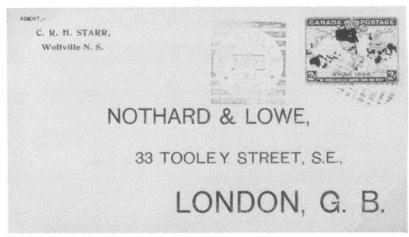
retouches and re-entries, some major. There are colour differences in the oceans: various shades of blue, an oxidized "muddy water" shade, as well as a so-called "true lavender". Among the red printing varieties are numerous island shifts, missing islands, etc. For the variety enthusiast who has 20–20 vision and a knowledge of geography, the Map stamp is ideal to collect.

Moreover, the Map stamp has probably produced the third most plentiful imperfs. These vary from full colours to black only; black with blue, missing red and black with red but missing blue. In used stamps, the maps offer a tremendous range of postmarks. Some of the more studied cancellation are: fancy corks, numerals, grids, RPO's, squared circles, flags, military, etc. There are also scarce perfins and pre-cancels of which none are known on cover. There are map-related cinderellas such as the scarce litho forgery with its unmistakably fake MONTREAL 24/12/98 postmark and the S.P.G. stamp. This item bears a close likeness to the Map stamp. It was issued by the Society for the Propagation of the Gospel, as part of fund raising. Then there is the Pan Am "stamp" issued to promote the Pan American Exposition held in 1901 in Buffalo. Both the S.P.G. and Pan Am stamps have red colour schemes. The former shows the S.P.G. world and the latter indicates the U.S. possessions.

The Map stamp was issued on 7 December, 1898. This is the first day for the stamp and only those covers which are postmarked this date can qualify as first day covers. First days of the many rate changes are NOT 'first days'.

I have a stamp that is postmarked Kingston 6 Dec 1898. However, on closer examination, this date could be a 9 Dec with "9" inverted, giving the appearance of a "6". It could also be a December "16" with the "1" of the "16" missing.

Because the purpose of the Map stamp was to bring the Empire closer together by lowering postal rates, Map stamp postal history is fascinating. For example, on 25 December, 1898 the Empire rate was reduced from 5 to 2¢ while the domestic rate was 3¢. This means that on Christmas Day 1898, a letter could be sent from Toronto to London, England for 2¢ but the same letter from Toronto to Hamilton (only 30 miles away) would cost 3¢. It was not until 1 January, 1899 that the domestic rate was reduced to 2¢. Interestingly enough, the 2¢ postcard rate remained unchanged. A challenge for lovers of Map postal history is to find a domestic cover with a single 2¢ map during the period 25–31 Dec, 1898, shortpaid by 1¢ but rated as postage due. These rate changes combined with services such as special delivery, registration, as well as shortpaid letters, multiple rates, etc., offer endless hours of pleasure



Dec 25 1898. First day of the 2ϕ rate (a 60% reduction). A comparatively common map stamp rate.

and research. In short, during the Map period two rates were involved for every destination. In Canada it was 3¢ and after 1 Jan, 1899 it was 2¢ and so on. To make matters even more interesting not every colony was a member of the Imperial Penny Postage scheme on 25 December, 1898. For example, Australia did not became a member until 25 May, 1905.

I am grateful to Mr. Frederick Tomlinson for his pioneer work on the Map, his many excellent articles in Maple Leaves and his subsequent book.

References:

Maple Leaves

The Canadian Map Stamp of 1898 by Frederick Tomlinson, F.C.P.S. A Handbook of the Canadian Philatelic Society of Great Britain, 1960

The Postage Stamps and Postal History of Canada by Winthrop S. Boggs. Published by Chambers Publishing Co. Kalamazoo, Michigan, U.S.A.. 1945

The Evolution of Imperial Penny Postage and The Postal History of the Canadian 1898 Map Stamp by R.B. Winmill. Published by Jim A. Hennok Ltd., Toronto, Canada, 1982

ANNUAL GENERAL MEETING

In accordance with Rule 19, notice is hereby given of the Society's Annual General Meeting, to be held at the Post House Hotel, Southampton, on Saturday 8th October 1988, commencing at 11.00am.

In accordance with Rule 17, nominations for the following offices are solicited:-

- 1. Vice President (from Scotland)
- 2. Secretary
- 3. Treasurer
- 4. Three Committee Members, one from each region.

The retiring Committee Members are:-

Miss A.E. Stephenson FCPS (Scotland), Mr. G. Whitworth FRPSL, FCPS (North) and Mr. G.N. Prior (South).

Nominations and any proposed amendments to the Rules should be sent to the Secretary by 8th July 1988.

FROM THE PRESIDENT

I regret that I am unable yet to provide full details of the Convention programme. However, for the ladies, I have arranged a talk on 'The Restoration of Paintings' and a walking tour around historic parts of Southampton. The coach tours will be as previously advised, namely to Portsmouth and to Wilton House.

For philatelists there will be displays, broadly as indicated in the April 'Maple Leaves'. I do not yet have final confirmation of all of these so cannot give a detailed programme. I hope there will be a special display by one of our Canadian members. Do try to come; I look forward to meeting old and new friends in Southampton and will try to make sure everyone has a good time.

Dorothy Sanderson

FELLOWSHIP

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

- (a) Outstanding research in the Postal History and/or Philately of British North America, or
- (b) Outstanding services in the advancement of the interests of the Society.

Nominations are solicited for submission to the Fellowship subcommittee in accordance with Fellowship Rule No. 2. Such nominations must be on the prescribed form which is available from the Secretary, and must be submitted by 8th August 1988.

THE S.P.G. "MAP" STAMP by The Yellow Peril

Photo by Fearless Fred

This amazing S.P.G. (Society for the Propagation of the Gospel) map stamp is a "spitting" image of the Canada 1898 map stamp! The stamps are about the same size and colour and have parallel red colour schemes; the one for the S.P.G. World and the other for the British Empire. Some of the major differences are:



Fig. 1 The S.P.G. and Canada Map Stamps.

S.P.G. Stamp

Canada Stamp

Wording:

THE S.P.G. WORLD

FOUNDED 1701 UPON WHICH THE SUN NEVER SETS 1d CANADA POSTAGE. Crown and Maple Leaves

XMAS 1898

WE HOLD A VASTER EMPIRE THAN HAS BEEN

2¢

Oceans:

Atlantic - To the left

Indian - Entire ocean at right

Pacific - At left and at right

More to the right

Portions at left and right

Entire ocean at left

Continents:

"Rotated" about 180 degrees

(Australia at right)

As normally seen in Mercator's

Projection

(Australia at left)

Longitude and Latitude lines:

Lines are bold

Lines are fine

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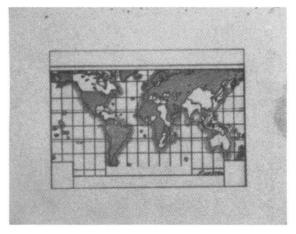


Fig. 2 A proof of the black portion of the S.P.G. stamp.

It was thought that the S.P.G. stamp was printed by the De La Rue Company and the above proof surfaced as the result of the bombing of Bunhill Row during the War. Unfortunately, the De La Rue Company cannot verify these points as much of the Company's records were destroyed during the Blitz.

In 1965 the S.P.G. became the United Society for the Propagation of the Gospel, (U.S.P.G.). It is one of the major Anglican voluntary mission societies. Dating from a Royal Charter in 1701 it now serves Anglican and united churches in 51 countries.

Help and information provided by The Reverend Ian Pearson, Archivist and by Miss Catharine Ingram, Assistant Archivist, U.S.P.G. is gratefully acknowledged. Without their assistance and understanding this report could not have been produced.

Editor's note: The Yellow Peril would appreciate receiving offers of S.P.G. stamps. If several could be purchased, one will be donated to the U.S.P.G.

This stamp shows the

S.P.G. WORLD.

The parts printed **red** show where the S.P.G. is now at work.

The parts shaded **red over black** show where the S.P.G. maintains Chaplains for British people.

The parts shaded black with a red line round them show where the S.P.G. has worked in the past, but has now handed over to another Missionary Society (e.g., U.M.C.A.), or to a self-supporting Church (e.g., in U.S.A.).

The parts shaded **black** show countries, whether Christian or pagan, where the S.P.G. does not work.



Each stamp bought means a penny given to the work of the S.P.G.

The stamps may be bought at Id. each, or in booklets of thirty (price 2s. 6d.) from the Publications Department, S.P.G. House.

[Note.—For teaching a large class, use might be made of a coloured map of the world, 28-in. by 14-in., showing all the dioceses of the Anglican Communion overseas, price 6d. (by post 9d.), published by S.P.G.]

B. B Skirner & Co., S.E.

2500/2-2574 Mar. 227. Fig. 3 A brochure (courtesy U.S.P.G.) dated March 1925 publicizing the S.P.G. World and its stamp. Until this brochure's discovery by The Reverend Pearson on 8 August, 1985 it was believed that the stamp was made in 1951 – the 250th Anniversary of the S.P.G. The "H.B. Skinner & Co., S.E." imprint may well be the printers of this stamp but neither the British Consulate nor the library in Toronto have any listings of this Company.

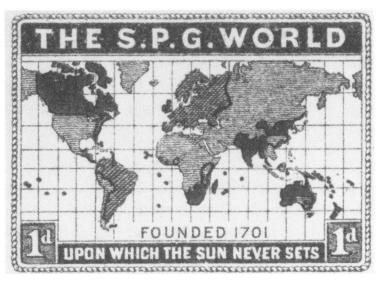


Fig. 4 Enlargement of the stamp in the Brochure. Courtesy U.S.P.G.

The parts printed in red:

Canada India Burma Mongolia Australia, except New South Wales British Isles South Africa and Madagascar Central America

The parts shaded red over black:

South America except Peru & Chile Europe including Norway, Sweden, Finland and parts of Western Russia

The parts shaded black with a red line around them:

Eastern United States Kenya and Tanganyika New South Wales New Zealand



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THE QUEBEC CITY FAKES (Part 2) By Richard Gratton (Académie Québecoise de la Philatéliques) with the assistance of Claude Beaulac

The items which were falsified

We reproduce in this second part, several typical items which have been sold as there is not sufficient space in this magazine to illustrate them all. One must understand that all Canadian stamps printed by lithography (offset) can be altered. In all cases it consists of the removal of all or part of the lithographic image.

We have classified the items in four major categories:

- I) Complete removal of the lithographic image
- a) on stamps produced entirely by lithography
- b) on stamps produced by both steel engraving and lithography.
- II) Partial removal of the lithographic image
- a) on stamps produced entirely by lithography
- b) on stamps produced by both steel engraving and lithography.

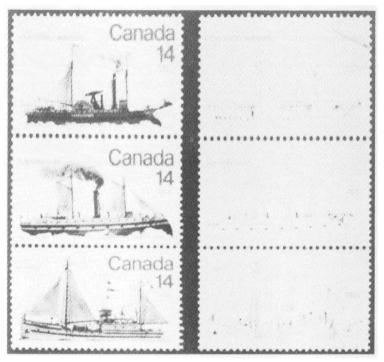
1a. Complete removal of the lithographic (offset) image on stamps printed solely by the lithographic process. The total removal may be only on a part of the stamp.



Marconi (1974)

It is only the stamps which are printed by lithography which fall victim to the forger, the inks used in the other printing processes such as gravure or photogravure are not affected by the chemical products used by the forger.

Ib. Total removal of the lithography on stamps printed by lithography (offset) and by gravure. This type is the most spectacular.



14 cent Boat (1978)

The tests which enabled us to confirm that these items were falsified Many collectors buy items for their strange attraction without really knowing the nature of what they acquire.

There is an old Latin expression: "caveat emptor" which can be translated "buyer beware". It is not only nowadays that some purchasers are fooled by wily villains. Sound knowledge will protect us against philatelic fakers of this type.

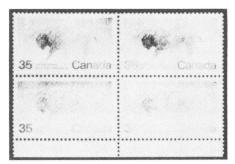
In the cases mentioned here, one must say that one does not often see this kind of item and buyers are very impulsive and snatch them up as they appear unique and rare. It is also true that little information is available regarding this type of falsification. That is why we have decided to give some rudimentary dodges at the end of this article so that the reader may himself test items which are offered to him or may already be in his collection.

The only tools necessary are a good glass (7 to 10 x magnification) aided by a good light and a long wave ultraviolet lamp. One must first have some idea of the basic paper, colours and some idea of the printing of a postage stamp.

These days, the paper whether coated or not, arrives at the printer pre-gummed. This is then printed by lithography and then, if necessary, by gravure. The luminescent bands usually are applied after the printing and then the stamps are perforated and the press sheet is cut into smaller sheets.

When one examines an item such as described here one can see that the luminescent bands are partially affected. That is to say that under the UV lamp these are either fainter than normal and often almost absent. This shows that the falsification has been done after it has come from the printing plant.

When one examines the surface of the paper of a coated paper stamp with the glass one sees that part of the lustre of the paper has gone which confirms that a mechanical action has aided the falsification.



IIa. Partial removal of the lithographic image on stamps printed only by the lithographic process.

IIb. Partial removal of the lithographic image on stamps which have been printed by lithography and gravure.



Buffalo (1981)

The current series \$1.00 (1984)

Note: The photographs were taken by Mr Marcel LaPorte of Le Cercle Philatelique Castor Laurentiem

T.A.STAYNER – Canada's remarkable Deputy Post Master General from 1827 to 1851 by L.G. Bellack

Over the years, my interest in Canadian postal history has frequently fastened on T.A. Stayner's quite exceptional influence on the development of the postal system during the crucial growth period in the first half of the 19th century.

Born in Halifax on 16 December 1788, Thomas Stayner became Post Master at Quebec in 1824. In 1827, he succeeded his father-in-law, Daniel Sutherland as Post Master General of Upper and Lower Canada. Under his administration the battle with London over the gaining for Canada of control of all postal services became a constant pre-occupation, to be crowned with success only at the end of his career in 1851.

Among his major achievements are:-

the dramatic expansion of the post office and postal route network; the introduction of letter postage rates based on weight;

the creation of a standard rate of mail from Canada to any part of the British Isles:

the successful campaign for a British-subsidised transatlantic mail packet service;

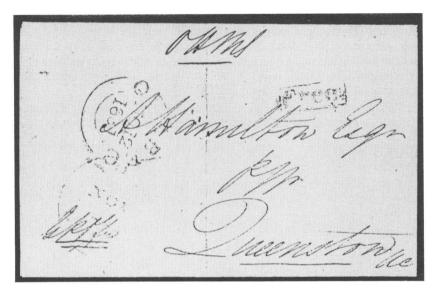
the application of "Ferriage Postage" between Canadian and U.S. border towns;

the operation of a "coach-and-steamboat" service between Montreal and Kingston;

the first orders for steel-die circular mail-cancelling devices; about these, T.A.S. is reported to have written in 1828: "the use of stamps (i.e. c.d.s's) I find to be one of the utmost advantage as they tend to create in the Post Masters habits of regularity and good order which are essential to the safety of the correspondence and to the character of the Department".

To be able to add a letter from this remarkable man to my postal history collection had for long been one of my priorities and when the opportunity arose to aquire not just one, but two of the early Stayner letters, I grasped it with both hands!

As it happens, both are of historical and philatelic interest. The first, dated 12 November 1831, (Fig. 1) addressed to the Post Master of Queenston, deals with a claim for American Postage. In this context, it is interesting to note that Queenston's P.M. acted as agent for both the Canadian and U.S. post offices. The second Stayner letter, dated 18



T.A. Stayner to A. Hamilton P.M. QueenstonMS endorsement: OHMS G. Post Office 12 Nov. 1831

Sir, I will thank you to inform me what is the exact amount of your claim against Mr. Cameron of the Hamilton Office for American postage up to the 5th of Oct. the form of this from the office.

I am Sir yours very

Figure 1

October 1832, (Fig. 2) addressed to the Post Master at Sandwich, makes two historical points. First, it deals with his father-in-law's (his predecessor as D.P.M.G., Daniel Sutherland) death from cholera and comments on that dreadful and fast-spreading disease; then the letter goes on to deal with an obviously private land purchase. In other words, here is a perfect example of the franking privilege granted to Post Masters (until Jan. 1844) extending beyond official Post Office business.

Then there is the philatelic interest of these Stayner letters. Both letters have a c.d.s and "Free" handstamp in common. The former, an early type is identified by Jarrett as No. 249a, with the remark "Quebec Nov. 28, 1831", whereas the example shown here is clearly dated Nov. 12, 1831.

Although no "FREE" handstamps are listed in reference books prior to 1840, two red strikes of a "boxed" type are here in evidence. This brings to mind John Donaldson's article on such marks in the August 1981 issue of Maple Leaves, where he refers to having seen "a red straight-line "Free" mark from Quebec in 1832", one illustrated here is even earlier, i.e. November 1831.

We surely cannot be surprised to see that, as befits Canada's "Master of Posts" from 1827 to 1851, his letters have "early" postmarks!



T.A. Stayner to William Hands P.M. Sandwich, U.C. Quebec 18 Oct 1832.

My dear Sir,

Thank you for your letter of 1st inst. conveying expressions of sympathy and condolences on the death of our mutual friend Mr. Sutherland. Contrary to your idea Mr. S. was a victim to cholera in its most frightful form - his illness was of but a few hours duration. His eldest daughter Mrs Halbrook died in about a fortnight after her father of the same malady.

You have cause to be very thankful that your sister of the Rivers has escaped so well - the disease is wonderfully capricious in its action, attacking some places (?) virulently and sparing others in the same neighbourhood. Thus baffling all the theories attempted (?) by medical men and others to trace its laws.

I lament to say it still lingers about this city though it has disappeared in almost every other part of the province and I fancy I should be within

bounds if I were to say that even now the weekly deaths by cholera in Quebec and the suburbs amounts to twenty.

May I take the liberty of enquiring when your next public sale of Lands for ? takes place in your district - and whether the quantity sold will probably be great and as to be worth the attention of speculators?

If you think it would be worth my while to lay out a hundred or two Pounds in this way I would engage someone to attend the sales on my behalf to purchase for me. I am aware that the golden opportunity for doing much to advantage in this way has passed but still it strikes me that in your district Lands may still be bought to advantage at those sales.

Begging you to excuse this frank ,

Figure 2

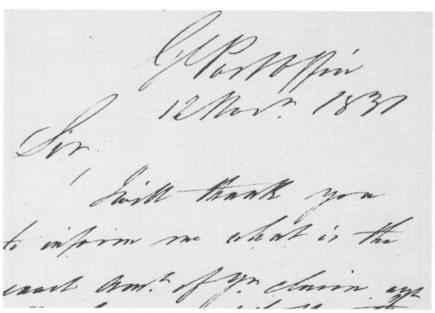


Figure 3 Fragment of letter at Figure 1

References.

Encyclopedia Canadiana Vol. 9

B.N.A. Topics March-April 1983

J. Donaldson Maple Leaves Vol. 18, No. 4

F. Jarrett Stamps of British North America.



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LATE MONTREAL 10 CENTS SMALL QUEEN ON COVER By John Hillson

During the course of a conversation with one of the Society's Fellows, Sandy Mackie, on the subject of the 10c Small Queen and its scarcity on commercial cover, Sandy mentioned that he had recently acquired two covers from the same correspondence, one of which was franked by a Montreal 10c to a destination in France; the other a 5c paying the normal letter rate to U.K. On both, the legend 'Free Melgund' had been handstamped in red. His interest was aroused by this and the following article is largely based on that research.

By chance the writer was subsequently offered two 10c covers with the same handstamp, both double rated letters to the U.K. and one of which was purchased – at great expense as seems inevitable these days. It is shown here as figure 1.



Figure 1

As can be seen it is dated at Ottawa, NO 10 1985, is addressed to The Hon. Mrs Grey, as are the other covers, and has the 'Free Melgund' handstamp clearly visible.

As the destination of all the correspondence involved was abroad from Canada, clearly the Free handstamp was invalid; one presumes that 'Melgund' had simply stamped all his supply of envelopes in this way in readiness for their eventual use. But who was he?

It turns out that he was, at that time, Lord Melgund, then military secretary to the Governor General, Lord Lansdowne, who had acted as Chief of Staff to General Middleton during the second Riel Rebellion in 1885, that is between the dates of the two covers illustrated.

Gilbert John Elliott, Lord Melgund, was born in 1845 in London, England, although the Elliotts are an ancient Scottish Borders family, was educated at Eton and Trinity College, Cambridge, and then served in the Scots Guards from 1867–1870. He went to Canada in 1883 as military secretary, returning to Scotland in 1886.

In 1891 he succeeded his father to become the fourth Earl Minto. Seven years later he was back in Canada, this time as Governor General himself, a post he held until 1904, thus covering the second Boer War period, when Sir Wilfred Laurier was Prime Minister of Canada.

He was a keen sportsman; he and his wife, Mary Caroline Grey (her maiden name), introduced lessons in figure skating in Canada, and instituted the Minto Cup for Lacrosse.

A year after his stint as Governor General of Canada had ended, he was appointed Viceroy of India, in which capacity he served until 1910. He died in 1914.

The 'Hon. Mrs. Grey' to whom the correspondence is addressed is undoubtedly his mother-in-law. His father-in-law was the Honourable Charles Grey, the younger brother of Earl Grey who was the first British statesman to pursue a policy of self government for the Colonies as far as was possible in the 19th Century.

Members of the Small Queens study circle will have already seen much of the above text in the Newsletter. Members of the Society interested in the 1870 issue, who have not already joined, are cordially invited to do so. The only cost to them is that of posting out the Newsletter.

CONVENTION 88 – Southampton, 5 – 8 October. SEE YOU THERE?

MAILBOAT NUMERAL CANCELS ON BNA MATERIAL by Dave Lacelle

British type numeral cancels with numerals A90 to A98, B17 to B31, as well as a few others, are occasionally found on BNA material. Most of these numbers were assigned to British ocean mail clerks serving on mailboats, or Naval Stations. The cancels are thus usually found on letters posted on board such as sailors' letters, or other correspondence of a maritime nature. The cancels are most commonly found on the pre-confederation stamps of Nova Scotia, although usage on Canadian, British Columbia, Newfoundland, and on Prince Edward Island issues is known.

The cancels were used from 1859 to approximately 1870. On the Allen Line, the British ocean mail clerks were replaced by Canadians between 1861 and 1864. The "Canadian Packet" stamp was used soon after. On the Cunard line, the replacement of the British clerks did not take place until 1869. The old hammers may have continued in sporadic use. After March of 1871, mails were no longer sorted on board either line. Most of these cancels are still listed "unofficially" in the British postal list of 1874 as presented by Brumell, however the list from 1887 indicates that almost all of these numerals were by then reassigned to British post offices in England. Any usage associated with Canadian material after late 1870 would appear very unlikely.



The following is a summary of the known information: 1859 List¹ unless otherwise stated.

Number	Ship (or Country)	Line	Cancel Detail
A90 ² A91 A91	(Mailboat, "probably Atlantic") SS Canada (Virgin Isles – List of 1874) ⁴	Cunard ³	ON N.S. & CANADA
A92	SS Asia	Cunard	ON N.S.
A92	SS Arabia	Cunard ⁵	ON N.S. & NFLD
A92	(Nova Scotia, Halifax – List of 1874) ⁶		ON N.S. & NFLD
A93	SS Java	Cunard	ON N.S.
A94	Mailboat, Name Unknown		ON N.S.
A95	SS Africa	Cunard	ON N.S. & NFLD
A96	SS Persia	Cunard	
A97	SS Europa	Cunard	ON N.S.
A98	SS Arabia	Cunard ⁵	ON N.S.

$B17^{7}$	SS North American	Allen	
B18	SS North Britain	Allen	
B19 to	B26, British Post Offices, not Mailboats.		
B27	SS Hungarian	Allen ⁵	
B27	(Gold Coast, Quitta – List of 1887)		
B28	SS Hungarian	Allen	
B29	SS Anglo-Saxon	Allen	
B30	Mailboat, Name Unknown	Allen	
B31	Mailboat, Name Unknown	Allen8	ON PEI ⁹
B31	(Freetown, Sierra Leone - List of 1874)	4	
B61	SS China	Cunard	ON N.S.
A01	(Jamaica, Kingston - List of 1874)		ON B.C. 10
A12	(St. Kitts, B.W.I List of 1874)		ON CANADA ¹¹

If anyone has dated material with A90, A94, B30 or B31, please report them as it may be possible to determine the 'missing' mailboat names by comparing these dates to the recorded sailing and arrival dates in Arnell's publication.

References

- 1. From D. Marshall.
- 2. A 79 to A89 are Pacific Naval Stations (mainly in China), and are not known as cancels on BNA items.
- A91, not used as a mailboat cancel, used only in the Virgin Islands (Marshall).
- 4. A91, the Virgin Islands, this designation occurred before most of the other numbers were reassigned. B31, Sierra Leone, appears to be the same situation.
- 5. A92, A98, were both assigned to the SS Arabia, this assignment is probably to two different clerks. B27, B28, the SS Hungarian, appears to be the same situation.
- A92, Halifax was a major British navy base at that time, and as such rated a separate cancel numeral. According to Jarrett, this number was assigned in 1863.
- 7. B17 etc., these "B" cancels were issued sometime after 1859.
- 8. B31, not a mailboat (Marshall, Vallency).
- 9. B31, a fake cancel applied to PEI remainders, possibly re-using the old hammer. (Murray in Topics May '76). Smythies in "Fakes and Forgeries . . ." Agrees.
- 10. A01, Jamaica, this is probably a receiving or accidental cancel.
- 11. A12, St. Kitts, this is on a "U.P.U. Reply Card", and may thus be an example of Canada "Used Abroad".

Sources:

Jarrett (p. 384), Brumell (pp. 53, 93), Vallency (p. 54), Arnell (p. 169), Duckworth (pp. 333, 346), Smythies (p. 99), and others.

LETTERS TO THE EDITOR

The Yellow Peril

Re: Homer Hilton Jr's letter in the October 1987 (No 215) Maple Leaves.

My recollection of the sale of the Firth Large Queen collection is that it took place at the King Edward Hotel's Hampton Court room, Toronto at 1400 hours on November 17, 1971. At that Sissons sale there were only five lots (261–265) of the 15¢ LQs sold. Immediately following the catalogue description of lot 265 there was a note to the effect that Mr. Firth has decided to continue collecting the 15¢ LQ.

According to informed sources the Firth 15¢ LQ collection was sold intact to Stanley Gibbons at a later date. Gibbons sold it but around 1981 this world-renowned firm had the chore of selling this 15¢ LQ collection again. When the Gibbons team made a stopover in Toronto during their North American tour on March 24, 1982, a friend and I viewed the stock of the Firth 15¢ LQs. At that time there was just the one gorgeous 15¢ script watermark in their stock. A few months later I re-examined this stamp in the Gibbons London office. This time I capitulated for its quality was truly one of those stamps that I simply couldn't live without.

As to the reconstructing of the script watermark, I am sure that Mr. Mark Harvey, the big wheel of Stanley Gibbons' BNA department, is in a position to set the record straight.

Re: Dr. Gordon's inquiry in the January 1988 (No 216) Maple Leaves.

I regret to say that I do not know the quantity of ½¢ Large Queen covers that exist. I dare guess that there could be as many genuine in-period ½¢ LQ covers paying the rate as outlined in the Dominion Post Office Act of 1867 (and 1875) as there are 12d covers. Questionable wrappers with single ½¢ LQs affixed are comparatively plentiful, however. Perhaps a dealer or auctioneer can shed further light on this subject.

Dean Mario

I have often seen advertisements in *Maple Leaves* offering ties with the Society's logo for sale but I have not seen any offers of lapel pins to the membership. Are lapel pins available at a nominal cost? If not, do you think members would be interested in obtaining pins?



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Following our successful seminar last year we are running another, on similar lines, on Sunday 21 August at the same venue – Somerset Hall, Portishead. This is only a mile or so off the M5 at Junction 19.

The event is being run, as before, in conjunction with the Bristol & District Federation's Annual Convention, thus members attending the seminar in the afternoon, from 2pm to 5.45pm, will have the opportunity to visit dealers' stands beforehand as well as to inspect the Federation's competition entries. The Convention itself is a two-day event and will be open on both Saturday (20th) and Sunday (21st) from 10am to 6pm. Light refreshments will be available and we understand 40 dealers will be in attendance.

Members are asked to bring along a short display (maximum 40 sheets) though failure to do so will not disbar anyone! Further details from your Editor who would welcome an advance note from members who are likely to bring material.

I feel pins would be very beneficial and the sale of them would (a) increase the Society's visibility (they do act as a great form of advertising); (b) inspire pride of members in the Society; and (c) provide the Society with added revenue. Other philatelic societies have lapel pins, why not ours? I am sure cost would only be £2 or £3.

Perhaps it is not financially viable but I believe with member support we could make it work. What do other members think of this idea?

EXCHANGE PACKET

Contributors to the Exchange Packet have dwindled to a regular handful during the last three or more years and repeated appeals for more contributors appear to have gone unheard. In view of this situation, Roger Grigson has indicated that he wishes to relinquish the Office of Exchange Packet Secretary with effect from October this year. Roger has been Packet Secretary since 1972 and his decision to stand down has not been taken lightly.

In order to achieve an orderly termination of his responsibility no new packets will be sent out after the end of April 1988. Packets already in circulation should be forwarded as usual and the remittances should be sent to Roger in the usual way.

Further information on the Exchange Packet will be published in the January 1989 issue of "Maple Leaves" and potential contributors are asked to retain their material pending that announcement.

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BOOK REVIEWS

CANADIAN MILITARY POST OFFICES TO 1896 by W.J. Bailey and E.R. Toop

This latest handbook from Unitrade Press up-dates Bill Bailey's 1978 publication, 'Canadian Military Postmarks'. Even so it is regarded as a staging post to a further authoritative publication. Bill Bailey and Ritch Toop are already responsible for volume 1 of 'Canadian Military Posts' in a series being published by Edward Proud; volumes 2 and 3 are in preparation. Collectors of Military Postal History are indeed fortunate to have such dedicated students prepared to marshall and edit the available information, not least of which is that discovered via the BNAPS Military Mail Study Group.

The book runs to around 100 pages and the first 60 or so show the various camps with, in most cases, the opening and closing dates. The sequence is roughly chronological, by campaign where applicable, and the detailed listings are accompanied by 70 very clear illustrations of the various postmarks.

As well as a bibliography and list of abbreviations, the book contains a 25-page checklist of all the postmarks (except varieties) which will enable serious students to appraise their collections most readily and should prove invaluable when taken to a stamp show.

Collectors of military mail will need no encouragement but general postmark/postal history collectors will find the handbook very clearly laid out in such a manner as to make collecting easy. All you have to do is find the material!

The book is soft covered, perfect bound and retails at \$14.95 CAN. Copies can be obtained from the Handbooks Manager at £6, including inland postage.

OLYMPEX 88

In conjunction with the Winter Olympics at Calgary this year, an international thematic stamp exhibition was held; all entries related to the Olympic theme.

The catalogue for this event contains 50 pages and includes articles on winter sports and olympics as represented on stamps; designing the winter olympics stamps and Calgary postal history. It is a nicely produced, saddle-stitched publication on good quality paper and can be obtained direct from the Calgary Philatelic Society, Box 1478, Stn. M, Calgary, Alberta, Canada, T2P 2L6. The price is \$6 CAN which includes postage within Canada.

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HELP WANTED

Jacques Nolet is preparing an article on the postal history of Three Rivers, Quebec, and is seeking access to straight line postmarks (Canada Specialised Type Nos. II, III, IV & VII). If anyone is able to help, please send photocopies to Jacques at; Case Postale 558, Succursale Postale 'A'. Montreal, Quebec, Canada, H3C 2T6.

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Maple Leaves

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MAPLE LEAVES

Journal of

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A. E. Stephenson, F.C.P.S.

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Vol. 21 No. 3

AUGUST 1988

Whole No. 219

EDITORIAL

In this issue we feature an article on stamp production by Jacques Nolet which originally appeared, in French, in the Canadian Philatelist. Following closely upon the translation of the article by Richard Gratton on the Quebec Fakes it might seem that we are instituting a policy of reproducing articles first published elsewhere. This is not the case. Our policy remains the publication of original articles by members. However, we do occasionally come across articles which we feel are important and not available in English. Without wishing to upset our French-speaking members, we feel it part of our duty to bring such articles to the wider attention of our members. We are grateful to the authors, to the Canadian Philatelist and to translator Ken Campbell for allowing us to do so.

Jim McLaren reports that he represented the Society with a table at Scottish Congress on 1 May, ably supported by Bill McVey. We gather that one or two visitors took away 'membership packs', having expressed serious interest in joining. Our thanks to Jim and Bill for showing the flag like this. The publicity gained cannot be measured in new members 'signed up' on the spot, it is the repeated presentation of the Society's name and activities before collectors that is of long term value. We understand that plans are afoot to arrange a meeting at SCOTEX in Glasgow at the weekend of 12/13 November.

As we go to print we learn that Scott's new BNA catalogue shows substantial reductions in the price of many Canadian stamps and we gather Canada Specialised may well show reductions too, although their prices are in general lower, and therefore more realistic, than Scott. It will be interesting to see whether Gibbons, who revised their prices downward in August 1986, will have seen the need for any further adjustment in that direction. A number of auction houses and dealers have claimed that stamp prices are picking up; the dichotomy may appear puzzling. It is our experience that top quality, scarce, material continues to fetch good prices, as always, but the 'average' material has not really picked itself up off the floor. Postal history continues to sell well.

S.W. GROUP SEMINAR - Last reminder

As previously announced, the S.W. Group is running an afternoon seminar on Sunday 21 August in conjunction with a two day Convention, organised by the Bristol Federation of Philatelic Societies.

Details will be found in the June issue of Maple Leaves (p. 59). If you are planning to attend please advise the Editor beforehand, with a note of what, if any, material you would like to bring along. NO CHARGE is being made for the seminar although a nominal entrance fee will be levied to gain admission to the Convention where some 40 dealers are scheduled to be in attendance.

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THOSE FAMOUS (Infamous?) "REVERSED ESSAYS" AGAIN! by The Yellow Peril Foto by Favourite

Maple Leaves whole number 31 (April 1954) was received shortly after my enlistment in the CPS of GB. This issue featured a block of the Admiral reversed essay which was supported by no less than five distinguished specialists including Canada's Admiral authority, author and bilingual golfer, Hans Reiche. This reversed essay aroused my curiosity to such a pitch that it opened up a new and exciting field for me to pursue – "fantasy philately!"

G.A. Williamson's tale of these essays is about as interesting, acceptable and popular as any. . . . "They were done by the German Government Printer when it was thought there was trouble between the Canadian G.P.O. and their printer, and were submitted as a specimen of what the German Government Printer could do. They were not made the right way round as they might fall into wrong hands and they would be accused of forging current stamps."



Fig. 1. Pair of recently acquired Admiral 'reversed essay'.

Although the opinions expressed on these reversed essays varied from "fakes" to "an unacceptable essay or something similar got into unofficial hands, was duplicated, made into a block and reproduced by the blue print photographic method," there was some consensus that they were made in Germany. The place where they were made may never be established but the back of this reversed essay (Fig 1 and 2) carries portions of what appear to be Hungarian stamps. This implies that they could well have been produced in Europe, if not in Germany.



Fig. 2. The back of Fig. 1. 'Stamps' on both sides are in the same red colour.

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Members who have not paid the current year's subscription by 31 December will be removed from the *Maple Leaves* circulation list and reinstatement will incur an additional fee of £1 or its \$ equivalent.

DAWSON MAIL DURING THE WINTER OF 1898 – NO STAMPS by Harry Dingenthal

The severe winter of 1898–99 brought many problems to the prospectors of the Klondike gold rush, including getting mail to loved ones. Woodall, in his book, *The Postal History of the Yukon Territory* gives the following account:

"The gold rush to Dawson had reached its peak, and the last river boat taking mail outside had recently left in October, which no doubt caused a rush at the post office for stamps to post Christmas mail before freeze-up. Travel was at a standstill until the river was frozen solid, as there was no overland route then, and any replacement of stocks would be impossible for some time. Meanwhile, mail was being despatched (sic) up river as opportunity occurred, often to be held up for weeks enroute through lack of dog-teams."



Figure 1

The cover shown in Figure 1 is of particular interest. It is addressed to a lady in Kingwood, West Virginia. On the face there is a fair impression of the single-ring Dawson date stamp of 18 November, 1898, struck toward the top right hand corner where it would have tied a stamp had

one been there. To the left of the post mark above the address is an eight cents "numerals" adhesive which was then the correct postage for a first class letter with registration fee. This stamp is not tied to the cover. The stamp was cancelled with a horizontal roller of Victoria B.C. before being stuck on the cover, and is partially over the left part of the Dawson cancel. It is back-stamped Victoria, 6 January, 1899, Winnipeg, 9 January and St. Paul, Minnesota, 16 January, 1899.

Since on 14 October, 1898 the post office burned down (Woodall, p. 65 and 99), it seems reasonable to assume that the letter was written at the time of posting, but a lack of stamps caused the Dawson postmaster to send the mail out with a covering letter of explanation. On arrival at postal headquarters in Victoria, 8 cent stamps, possibly in sheets, were roller precancelled horizontally. One stamp was placed on each registered letter to frank it through the mails and to keep account of the money collected for these letters at Dawson. Woodall (p. 67) shows a 3-cent numeral vertically precancelled and reaches the same conclusion.



Figure 2

As some sheets of 3-cent numeral stamps were also precancelled vertically for first class mail, it could be possible, if more covers are found, that precancelled sheets for this purpose may have been roller cancelled horizontally and vertically on the same value. It is also possible that other denominations, including leaf issue, were used as available at the time in the Victoria post office.



Figure 3

Another cover, Figure 2, addressed to the same lady in Kingwood, West Virginia, was posted earlier on 8 May, 1898, at Lake Bennett, using a broken circle post mark. The cover arrived at Kingwood on 9 June, 1898. The Lake Bennett Post Office was opened 1 May, 1898. Both of the covers shown in Figures 1 and 2 are of the same slate-blue shade paper.

A third cover from Dawson, Figure 3, with a single ring date stamp was postmarked 28 February, 1899 to Fairmount, West Virginia. The cover is registered with a 5 cent leaf and 3 cent numeral, an overpayment of one cent. Perhaps the postmaster at Dawson was unaware of the reduction in first class rate to 2 cents from 1 January, 1899. The cover is back-stamped Dawson, 28 February, 1899; Victoria, 17 March, 1899; St. Paul, Minnesota, 3 April, 1899; and received in Fairmount, West Virginia as noted on the front on 11 April, 1899, about one-half the time it took the first letter (Fig. 1) to come from Dawson. The 'R' in oval is over five years ahead of the date recorded for it in Woodall (p. 220), but it is unclear if it was applied in Dawson or Victoria.

I would appreciate information from anyone having letters or other postal material from Dawson during mid November to early December 1898.

References:

Woodall, R.G. (1976), The Postal History of Yukon Territory, Canada, Quarterman Pub., Lawrence, Mass.

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CANADIAN RAILWAY POSTMARK ERRORS (Part 2) By L.F. Gillam, F.C.P.S.

"Is this a postmark which I see before me? (Or is it but) a postmark of the mind, A false creation, proceeding from The heat-oppressed brain?"

Shakespearian scholars will have to forgive me for the parody above; but it expresses my own feelings about the subject of this article so aptly that I cannot resist it. Men, I know, have been hanged for less. It is a risk that I must take in the R.P.O. cause.



When considering the subject of this series I decided that it would be logical to deal with each separate postmark in chronological order, or as near to that as current information would permit. This decision immediately led to the question of just exactly where in the order of things the "tombstone" postmark illustrated should be placed. Its date obviously suggests that it should have appeared first, and this was my original intention until its questionable status led me to the conclusion that it ought to be relegated to a lower order, if not excluded altogether. Having been in limbo for about sixty years ought it not to remain there? Since no one, apart from the original reporter, has ever claimed knowledge of it, is it the product of someone's imagination? Is it bogus or fictitious or (perish the thought!) is it a hoax perpetrated by a perverted humorist who is now almost certainly beyond our reach? Is it the postmark equivalent of the Piltdown Man?

An Enigma

Such questions have often exercised my mind because the aura of mystery that surrounds it has a fascination that is always associated with an enigma. That I have finally decided to dismiss these unworthy

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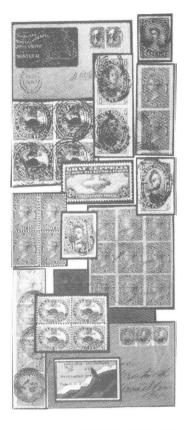
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suggestions is obvious. As an incurable romantic I would like to think that somewhere, in a proverbial attic or, more sensibly, in someone's treasure chest, there is a cover bearing this postmark awaiting the day when its fortunate owner reveals it to more than one pair of startled eyes. To put it another way, as an inveterate optimist, I hope that the "tombstone" will eventually be resurrected!

This, therefore, is the reason why what may be the first Canadian railway postmark error appears out of the order that I originally set. I have had second thoughts because the case for the proposition that it is authentic appears to be a formidable one. To start with it has a remarkable pedigree. It was first recorded by the Reverend F.W. Gedye, a prominent member of a small band of railway postmark collectors who, in the early 1920's, began to collect and study them at a time when such a pursuit was regarded by most stamp collectors as mildly eccentric, to say the least.

It was Gedye who first attempted to classify Canadian railway postmarks into various types, and it was from him and a few other collectors that Fred Jarrett gleaned a great deal of information that led him to incorporate and illustrate these postmarks in his famous 1929 catalogue. That Jarrett's work gave a considerable impetus to the collection of Canadian postmarks in general, and railway postmarks in particular, there can be no doubt, and it was in his catalogue that the unique Montreal & Brockville "tombstone" postmark made its début. Subsequently this, and many other early railway postmarks, were illustrated (without acknowledgement) by Boggs in 1944. It was T.P.G. Shaw, however, who in the same year, published his first work solely devoted to Canadian railway postmarks, and who abandoned the cumbrous (and imperfect) numbering system of classification adopted by Jarrett. Shaw replaced it with a logical system of type classification which survives to this day.

Type 1 Reprieved

Probably because of its exceptional character he accorded the postmark which is the subject of this article, the designation "Type 1", and as such it appears in his later, 1963, work, and in Lewis Ludlow's 1975 and 1982 catalogues. At the time when the latter was preparing his latest catalogue he must have been sorely tempted to give it the final "coup de grace". In the end it was reprieved, and now hangs by a tenuous thread (along with a few other postmarks) with the laconic comment "No report. Listed by Jarrett." Now members of the R.P.O. Study Group of the B.N.A.P.S. will know that giving a postmark such a curt dismissal is tantamount to awarding it the kiss of death. Superficially this would not appear to be unreasonable. To start with Gedye



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was not always wholly consistent in his manner of reporting postmarks. Sometimes he would list a newly-discovered one exactly as the wording appeared; unfortunately at other times, especially when the termini were abbreviated, he would report his interpretation of the abbreviations in full, doubtless with the good intentions of helping those whose knowledge of the geography of Canada was rather shaky. He then sometimes compounded the confusion by abbreviating in his reports the wording of well known cities that even the most ignorant would recognise. Thus it was that Shaw in his first catalogue included "postmarks" that were entirely, but not intentionally, fictitious. To some extent this can be said to apply to his second, 1963, catalogue, although by this time some alleged "postmarks" had been eliminated.

By 1975, in collaboration with Shaw, Lewis Ludlow had established the principle that no postmark would appear in his catalogue unless he had actually inspected it or had seen a clear photograph, or photo-copy of it. By this time hundreds of newly discovered postmarks were eligible for inclusion; but new or not, all had to pass the acid test. By 1982 when Lewis Ludlow published his latest catalogue very few 'doubtful' postmarks remained, and of these few the 'tombstone' still figured prominently. The reason why it did so can only be postulated. The postmark is obviously hand-drawn or crudely traced. It is possible, although unlikely, that the erroneous lettering "G.R.T." instead of "G.T.R." was accidentally transposed.

Local Product

Whether this was so will never be established; but there can be no doubt that the hammer from which it was struck was a local product, possibly inspired by the earlier official "Montreal" tombstone postmark. It may even have been the handiwork of an enthusiastic mail conductor on the Montreal and Brockville postal car who used it pending the delivery of the official handstamp. The section of the Grand Trunk Railway between Montreal and Brockville was opened for traffic on 29 November, 1855 and it is known from extant correspondence between W.H. Griffin, the Secretary to the Postmaster General, and the Vice-President of the Grand Trunk that the Canadian Post Office was anxious to take advantage of the railway for the carriage of mail as soon as possible. There is no reason to suppose, therefore, that postal car facilities were not introduced on 29 November, 1855 or shortly afterwards. By this time a postal car service had been in operation on the St. Lawrence & Atlantic Railroad for more than two years. This too used an "unofficial" handstamp pending the delivery of official instruments; there was, therefore, a precedent for the subject of this article. It had been done before, although in the earlier instance the postmarks struck were of the conventional circular type.

All this is obviously supposition with not the slightest evidence, apart from the phantom "tombstone" to substantiate it. There is only one thing we can be certain about: the "tombstone" was not "invented" by Gedye. He was a serious student and collector of railway postmarks and a keen local historian who wrote a history of the Parish of Brome, a village in the Eastern Townships from where he may have originated. As we have seen his one failing was the inconsistency of his manner of recording postmarks; but that he should perpetrate an outrageous hoax is inconceivable.

If this article prompts postal historians or postmark collectors to search for this veritable treasure, and it is found, it will not have been written in vain. Of early Canadian railway postmarks there are a few of which only one or two examples on cover are known, or at least have been reported. By mere chance they have survived the fate which has befallen countless early covers with interesting postmarks: they have not had their adhesive stamps cut out of them by eager collectors, and their remains thrown in the waste-paper basket. Such an untimely end may have been the lot of the "tombstone". "Oh, philately, what crimes have been committed in thy name!"



The following article first appeared, in French, in the 'Canadian Philatelist' (May/June 1986) and we are grateful to the Royal Philatelic Society of Canada for permission to use it. We are grateful too for the translation provided by Ken Campbell and to the author for making helpful adjustments to the translation.

THE PRODUCTION OF CANADIAN POSTAGE STAMPS (1950–1970) (Part 1) by Jacques Nolet of the Académie Québecoise d'Etudes Philatéliques

Nearly every Canadian philatelist collects stamps issued by Canada, but very few fully understand the exact steps which lead to their production.

Many reasons explain this: the almost complete absence of information from the Ministry of Post, the almost complete silence on the part of the Canadian Bank Note Company of Ottawa and the enormous difficulty which one encounters when seeking a full understanding of the technical processes involved.

We will attempt in this article to describe the principal stages in the production of engraved Canadian stamps in the period 1950 to 1970 in order that philatelists may better appreciate the various stamps in their collections.

Perhaps this article will inspire ordinary philatelists, the backbone of our hobby, to delve deeper into the wonderful world of philately.

In order to better understand the complex processes which lead from the preliminary steps to the final postage stamp we have divided this article into five major parts: I. The Preliminary Stages; II. The Work of the Artist; III The Engraving of the Original Design; IV. The Technical Impression of this Engraving; and V. The Various Supplementary Aspects, which always accompany the issuing of a stamp. In simplifying the processes in this fashion we believe that most philatelists will better understand the complexities of issuing a Canadian stamp.

I. THE PRELIMINARY STAGES

In most cases, it was the Ministry of Post in Ottawa which decided that a stamp was to be issued to honour a person or a place or an important event. Moreover, social groups exerted political pressure to obtain such and such a stamp, but the ultimate decision rested with the Minister himself or his principal officers (deputy minister or service directors).

When the Minister had decided to issue a special stamp a number of preliminary stages led to its production. Generally the director of Financial Services for the Ministry of Post was directly involved at every step from the start to the completion of the project, assisted by the Director of Postal Services.

The Director of Financial Services (D of FS) originally fixed the limits of the issue (number of stamps, method of production, face values), set a production schedule (particularly the issue date), advised the plant which was to handle the production (generally the Canadian Bank Note Company Ltd. of Ottawa during this period) and invited certain artists to submit preliminary sketches.

Already, with this preliminary work of the D of FS, the parameters of the issue had been set and generally remained fixed until the project was completed.



The postal design by Gerald Trottier to honour the major French explorer La Vérendrye, issued during 1958.

II. THE WORK OF THE ARTIST

Beginning with an official proposition from the D of FS or his assistant or the Director of Postal Services, one or several artists were put to work for this specific order. They were artists who had already worked for the Ministry of Post or people specially recommended. The number of artists engaged in the process varied from two (normally) to eight (in exceptional cases).

a) Original Research

When an artist was asked to do this type of work he had first to learn as much as possible about the project envisioned by the Ministry in order to avoid any error, historic or artistic.

According to several postage stamp designers whom we have contacted on this subject, this initial research was extremely important and constituted the major part of the preliminary work which was done at the initial stage.

Once the artist had completed his initial research, which usually took several weeks, he could begin his preliminary sketches as he already had a good idea of the subject.

b) Preliminary Sketches

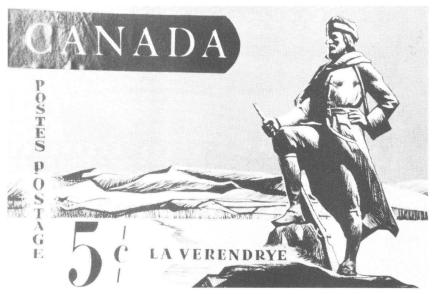
This consists of putting down on paper the ideas which have developed on the project which has been defined in line with the proposed theme.

These preliminary sketches may be well developed or simply outlines, depending on the intention of the artist and his personal researches.

Gerald Trottier, who designed six Canadian postage stamps at the beginning of this period told us that this work seldom takes more than a few days if the artist has really thought about the subject and has



First preliminary design by Gerald Trottier intended for the stamp to honour la Vérendrye.



Second preliminary sketch by Gerald Trottier.

obtained precise ideas of his design. The number of preliminary sketches may vary, depending on the artist, from one to several, all depending on his approach and the fertility of his imagination.

c) Presentation of his Work

Immediately on completing his preliminary sketches the artist submitted them to the D of FS. He then gave an opinion which definitely fixed the appearance of the projected stamp.

Then the Director submitted the preliminary sketches to other competent people: the National Archives specializing in history; the National Gallery in the artistic layout; etc. The relevant opinions from these outside sources enabled him to come to a decision.

This decision enabled the Minister to decide, in principle, to follow up on the artist's ideas, suggested by the preliminary sketches, or simply end the work on the part of the artist whose sketches were rejected by the D of FS.

d) Reactions of the Minister

Many factors determined whether the Minister would accept or reject a preliminary sketch.

The first criterium: was the design one which could be produced by

Right:
Third preliminary design



Below: The fourth preliminary sketch



steel engraving? Almost all postage stamps of this period, without exception, were printed by this process. In examining the files of the Minister, it seems that the major design modifications requested, to definitely approve an original design created by an artist, hinged on this one main point. Our personal opinion is inclined to the belief that the decisive point in acceptance or rejection of a project was the preliminaries submitted by the artist.

(to be continued)



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NEW SQUARED CIRCLE DISCOVERIES by J.L. and R.B. Winmill

With each new collection which reaches the market, or with each new major find of these cancellations, it seems that new strikes appear which extend periods of use, demonstrate hitherto unknown indicia or bring to light new errors of assorted types. Some old time collectors have been known to claim that the squared circle field has been exhausted. However, not only are new finds of secondary importance being reported, but so too are major finds such as strikes which were previously unknown on particular stamps, like maps or jubilees, and covers bearing strikes previously unrecorded on cover etc.

Intensified research activity during the past few years has, even after all this time, led to the discovery of new and previously unrecorded hammers. The squared circle field is not barren as the list of appended new discoveries adequately demonstrates. This listing, with but a single exception, has been gleaned from the offerings of the prominent Canadian dealer and auctioneer, Bob Lee (1).

BEETON MY 4/98.

Earliest recorded use of this hammer and first recorded example of the Beeton squared circle on a Jubilee

stamp.

BROCKVILLE MR/PM 14/99.

DUTTON JU 23/93.

BAIE VERTE AU 14/12.

PETITCODIAC AU 12/97.

CHARLOTTETOWN

2/JU7/94. CLARENCEVILLE

NO 8/00.

MONTREAL 5/AP 17/97

(Hammer 1).

NOTRE DAME ST. WEST MONTREAL 16/JY 9/98.

Entire indicia inverted.

New late date.

An obvious error.

New late date and first recorded strike

on 3c Jubilee. JU is inverted.

New late date.

Earliest date known with indicia.

New late date for this hammer.

RIVIERE DU LOUP STATION AM/12 MY/1913. Contrary to Lee's comment, at least one other strike exists on an Admiral. but this does confirm previous example.

ST. ANNE DE BEAUPRE (date not known). STE CUNEGONDE SP13/93.

Now recorded on the Map stamp.

SHERBROOKE

New early date.

Obvious year date error.

PM/AP 11/4. WINDSOR MILLS 5/MR 14/?.

First recorded use of any time mark.

BRANTFORD AM/DE 45/94.

BELLEVILLE 5/MY 9/95.

Second day this time mark is now known, first being MY 1/95. An obvious error.

BRANTFORD 18/FE 22/09. CHELTENHAM MR 23/10 and DE 23/22. FOREST JA 8/88.

First known 1909 strike.

GORE BAY JUL 9/14.

Both dates demonstrate use in years previously unknown for this hammer. This is an obvious year date error as no squared circle hammers were proofed prior to 1893 (apart of course from the Ottawa precursor).

GORE BAY AU 20/28. KINGSTON 11/DE26/03 (Hammer 1).

This date demonstrates the use of substituted indicia and use in a year for which it had not previously been reported.

LAKEFIELD 2/AU 40/97.

New late date. The only reported example Hammer 1 on an Edwardian era item. the only indicia beyond '4' known in conjunction with Hammer 1 and, by ten years, the latest known strike.

MARKDALE JU 21/49. **MERRICKVILLE** AM/OC 20/94. MOUNT BRYDGES DE 23/14 and AU 26/24.

A quaint error of a type previously recorded in several offices including Waterloo, Quebec and Perth.

Interesting year date error. Earliest record of a time mark at Merickville.

Strikes were not previously recorded from Mount Brydges in either 1914 or 1924.

PARIS 2 JY 26, 1893.

Latest recorded us of a numerical time

PERTH ON 20/99.

mark from Paris. Several indicia errors from Perth have

been unearthed in recent years, this is

one more example.

PICTON 2/DE 2/58.

The inverted '5' was previously known only as a '2' for a time mark, but not in

the year date.

PORT ARTHUR AM/DE10/01. SMITHS FALLS NO 4/66. Latest recorded use of this time mark.

New late date for this well known error.

ST. THOMAS PM/AU 10/95. ST. THOMAS PM/DE 13/95. 'PM' is inverted.

This is struck through cloth and, while that in itself is unusual, occasional similar strikes are known, dating back to the Large Queen era.

WINDSOR PM/NO 20/94.

'PM' is inverted, this is three years earlier than the previous earliest known example.

MORDEN JY 21/05, JU ?/10, JA 21/14, JU 1/15 and SP 14/20.

All these strikes demonstrate use during years in which usage has not previously been recorded. The pattern of use of this hammer suggests regular, though sporadic, usage for many years.

(1) See private treaty offering of December 1984 and auction number 34 of 26 January 1985 – Robert A. Lee Philatelist Ltd., Vernon, B.C., Canada.

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FREDERICTON, NEW BRUNSWICK Timemark Practices during the Late Victorian Era by Jim Felton

Fredericton, capital of New Brunswick, is rather common to find on stamps of the Small Queen and late Victorian issues. Though having much less population than other maritime cities like Halifax, Sydney, Saint John, or Truro, Fredericton nonetheless had a sizable volume of mail as the postmarks today suggest.

The squared circle is easily found, with better than 2,000 known examples. It was proofed the morning of January 19, 1894¹ and went into use the next morning.² The latest date recorded presently is the afternoon of August 28, 1898.³ The timemarks used in the squared circle were AM and PM. I have three matched sets out of 69 total copies. Within my collection I have 23 AM and 46 PM examples.

Much more interesting timemarks were in use before the squared circle and came back in the later years of the squared circle; during its lifetime, however, the squared circle is the dominant postal marking used at Fredericton. What we find are hourly markings.

Catterick reported this fact in his September–October, 1982 *Topics* article "Indicia in Towns Cancellation in the Small Queen Era, Part 1." He listed morning hours 6 and 9 through 12, and afternoon/evening hours 1 through 8 and 12. These are in the form number and either A or P for AM and PM, we presume: 6A meaning 6AM, 2P meaning 2PM. He also lists additional markings having the letter A or P preceding the number: 1, 3, 5, 6, 8 through 12 after A, and 1 through 9, 11, and 12 following P. I have never seen any of these and would like to see them confirmed. Timemarks 6A, 9A, 10A, 11A, 2P through 8P are represented in my collection.

That collection begins with 6P/AP 6/92. In 1892 I have copies throughout the rest of the year (6 in all), with 3 examples of 6A, 1 of 9A, 2P, and 9P. In 1893 examples are much more numerous, 42 in all. On four different dates I have two different timemarks. The timemarks are distributed like this:

The morning/afternoon distribution resembles that of the squared circle, you will note.

In 1894 I have only a single example: 6P/JA 13/94. The squared circle soon came into use and appears to have replaced the CDS that we have been discussing.

The CDS re-emerges with the earliest example in my collection being 3P/JU 9/96. I have further examples in August, September and December. Of these 4 cancels, 3 are 3P and 1 is 4P. In 1897 I have only 3P/SP 9 and 4P/NO 19. In 1898 within the known period of the squared circle I have 3P/MY 30 and 5P/AU 8, and later in the year 4P/SP 8/86, (for 98) and 2P/OC 10.

The device we have been reporting so far is a 24mm CDS with letter 4mm tall. 'N.B.' appears across the bottom of the dater. In 1898 a new CDS comes into use. It is slightly smaller, about 23.5mm with 2mm lettering. The wording is FREDERICTON·N.B. across the top with CANADA at the bottom. There are no side dots. The earliest date I have is PM/SP 1/98. The new device brings a new timemark into use but does not replace the earlier CDS. It may have been a replacement for the squared circle though.

In 1899 another event occurs: elimination of the hourly marking. The older CDS remains in use but with just the letter A or P above the date. The newer CDS is still used with PM only. Of 12 copies of the old CDS only 2 are A.

In 1899 I have only one copy of the new 'CANADA' CDS.

The situtaion in 1900 is much the same. I have 10 of the older CDS with only one A, and 4 copies of the newer CDS, all PM. For MY 17 I have an example of each, P in the old and PM in the new CDS. The latest date I show for the old CDS is OC 2.

I mention that because by FE 16/01 the older CDS is used with AM and PM instead of single letters. For 1901 I have five copies of the old 'N.B.' CDS, only one being AM, and I have only one of the 'CANADA' cancels, dated SP 15. I can't make out the timemark for that example. I noticed that copies of the older CDS during May and June, though well struck, show only 1 instead of 01 for the year.

In 1902 AM and PM are abandoned for numeric timemarks representing the 24 hour clock. A new CDS of about 23.5mm and 'N.B.' at the bottom is the reason for this, and the older one seems to have been retired. Timemarks seen are 6, 15, and 17.

By March 1903 a new duplex cancel comes into use. The dater is about 23.5mm in diameter, has 'N.B.' at the base, and the letters are 3mm high. The obliterator consists of 9 bars within a circular outline. This device is not listed by Smythies, nor by Dalpé and Walker. The latter do list an A9 type duplex in use 1904–06 but having a diameter of 23mm.⁴

Additional material in the collections of others will flesh out the brief information presented here. If anything the information here

presents not answers but a number of questions. When did the hourly timemark style begin and what was used before? How late did the style last before the squared circle? Did the squared circle become the exclusive device in use, at least until mid 1896? Was the squared circle used as heavily during the last two years of its life as during the first $2-2\frac{1}{2}$ years? What was being used for receiving marks? What and when were different devices in concurrent use?

One question answered, though: Can ordinary material be interesting? Sure can!

References

- 1. W.G. Moffat and G.F. Hansen, *The Squared Circle Postmarks of Canada*, 1981, p. 54.
- 2. J.L. Winmill and R.B. Winmill, "New Squared Circle Discoveries," *Maple Leaves*, Volume 20 number 2 (January 1986), p. 38.
- 3. Moffatt and Hansen, op. cit., p. 54.
- 4. Jean-Guy Dalpé and Lawrence A. Walker, "New Brunswick Duplex Postmarks," *PHSC Journal*, Number 31 (September 1982), p. 43.

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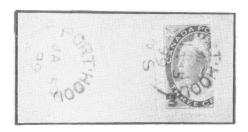
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THE LONDON SEMINAR

Another highly entertaining feast of philately was laid on by the London Group, on 28 May, for the benefit of all members able and willing to attend.

Having attended two of the three seminars held so far, I should dearly love to see the event firmly established as an annual meeting in the CPS calendar. The latest was well run, as usual, and the variety of material on show should have been wide-ranging enough to please anyone. One or two members produced displays of material not usually shown by them and a few eyebrows were raised.

It is a greaty pity that the organisers and exhibitors were not better supported in terms of general attendance; I am sure that the Group will be pleased to run further seminars but let us all show it is worth their while by turning up in force. Our thanks go to Lew Warren and his team on behalf of all those who did attend.

For the record the following subjects were displayed:

Registration – George Bellack Odds and S—s – Alan Judd Canada & BC Forgeries – David Sessions Squared Circles on Jubilees – Colin Banfield The Allan Line – Martyn Cusworth The Canadian National Steamship Co. – Dorothy Sanderson The Map Stamp – Charles King Postal History of Belleville – Len Belle

JOHN SIVERTS

It is with great sadness that we report the death, on 14 April, of John Siverts (698), a CPS member of some 35 years standing. Well known, and greatly respected, in his own country (USA) and overseas, his philatelic knowledge and kindly guidance will be greatly missed. An active member of both CPS of GB and BNAPS, John was also a member of the expert committee of the APS and was to have been one of the US judges on the Finlandia International Jury at Helsinki this year. He was looking forward to this event following a successful apprenticeship at Melbourne in 1984.

John acted as collecting agent for the Society in the USA and we are very grateful for the service he has rendered.

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- 2572 LEE, Allen T., Warsaw Bag, c/o Australian High Commission, Australia House, The Strand, London WC7 4LA
 CL,CS

Deceased

- 698 SIVERTS, John S.
- 2101 CSUCS, A.
- 2406 MACPHERSON, Dr. L.B.

Resignations

- 1847 ARMSTRONG, H.
- 1702 LINDER, J.L.

Change of Address

- 1720 LEE, Robert A., #203-1139 Sutherland Ave., Kelowna, B.C. Canada V1Y 5Y2
- 1984 MARRION, H.J., 983 Waverley Terrace, Brentwood Bay, B.C. Canada VOS 1AO
- 2274 de LACY-SPENCER, Rev. R., St. Tudwal's, King Edward St., Barnmouth, Gwynedd LL42 1PE
- 2324 WATT, Dr. J.H., 188 Pacific Ave., Toronto, Ontario, Canada M6P 2P5
- 2240 GATTIKER, W., Leo Baresch Ltd., PO Box 791, Hassocks, W. Sussex BN6 8PZ

Corrections to Members Handbook

- 2381 SPEIRS, Dale, Box 6830, Station 'D', Calgary, Alberta, Canada T2P 2E7
- 190 SMITH, George W., 153 Chignall Rd., Chelmsford, Essex, CM1 2JD

Change of Interest

1574 PERKINS, C.M.

now CO,CE,CG,RPO

Removed from Membership, non-payment of subscription

- 1830 BROWN, H.W. 2306 PENZER, B.T. 2438 DRUMMOND, Mrs. S.A. 943 PINION, G.R.
- 2419 DUNN, R.A. 2510 STEUART-POWNALL, D.
- 2276 NICHOLSON, J.H.D. 2472 WHITTAKER, A.
- 2518 OVERSON, D.J.

Revised Total:- 564

Fancy Cancellations

Dave Lacelle is reviving the BNAPS Fancy Cancel study group that operated in the 1960's and early '70's and culminated in the Day/Smythies handbook on the subject. The prime objective is a new book, to be published within the next two or three years. As the group is affiliated to our sister society, BNAPS, only members of that society will be able to participate fully. However, if you have an interest in such material (and a collection) and are not a member of BNAPS, please contact Dave direct. Every potential author values that vital snippet of information *before* he goes to press, not afterwards! The address is: 369 Fullerton Ave., Ottawa, ON, K1K 1K1, CANADA.

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Maple Leaves

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MAPLE LEAVES

Journal of

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INCORPORATED 1946

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OCTOBER 1988

Whole No. 220

EDITORIAL

Shortly after a distinguished philatelic party to celebrate his 95th birthday, Vincent (Vinnie) Greene, RDP, passed away. With Vinnie's passing Canadian philately lost one of its all-time greats; an all-too-brief obituary appears elsewhere. The note is based on a fuller tribute paid by Ian Robertson, to whom we are also indebted for the photograph.

Most members will be aware of the birth of the Canadian Postal Museum and its early closure amidst clouds of controversy. North American members no doubt followed the saga with dismay and shared our own doubts over Canada Post's talk of a new centre when suitable premises could be found. For the benefit of UK and other members, who may not be familiar with recent developments, we report that the Museum has now been broken up. The library and philatelic collections become part of the National Archive of Canada, under the sub-head 'National Postal Archives', while artifacts go to the Canadian Museum of Civilization and will be known as the 'National Postal Museum'.

Collectors will generally be more concerned with the archive section and it is good to hear that such die proofs, essays etc., held by Canada Post and not by the former Postal Museum, are also being transferred to the Archive. One can only hope that, once the dust has settled, collectors will again have reasonable access to the wealth of archival material in store.

SOUTH WEST SEMINAR

Following our initial meeting last year, the South West group ran another afternoon seminar on Sunday, 21 August, in conjunction with the Bristol Federation's Convention. A number of dealers' stands provided plenty of diversion for those who made the journey.

We were indeed pleased to see the small London delegation, without whose material the afternoon might have seemed unnecessarily long! George Bellack showed registered covers and Lew Warren weighed in with a delightful display of the ever-popular fancy cancellations. David Sessions showed some Newfoundland forgeries and followed later with forgeries of Canada and British Columbia.

Ted Lewis from Bath made his CPS debut with a few sheets illustrating his broad approach to the collecting of Canadian material. This was supplemented by another debutante, Alex Round, who displayed the 1949/50 'Mufti' issues and Christmas stamps. We wondered whether some sort of record had been set up with these displays. Alex has been a junior member of the CPS in her father's name but, having now reached the age of eighteen, qualifies in her own right; was Alex the youngest member ever to display to a CPS gathering? Incidentally, it was nice to hear one member (who is somewhat more than 18) comment, "I didn't know that before", on looking at Alex's display. Such comment from one's elders is always pleasing – it also epitomises what such a meeting, and perhaps even the Society, is all about.

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MAP STAMP QUESTIONS Answered by J.L. and R.B. Winmill

When one has produced a volume on a particular subject and become reasonably well known, one tends to attract numerous enquiries related to this field of expertise. Over the years, three questions have been fielded more frequently than any others:

- i) Is this a long or a short centre line cross?
- ii) How can I distinguish a small die proof from other similar matter?
- iii) What does the forgery look like? What is the forged cancel on it like?

These questions can best be answered with illustrations. While imperf blocks would show the centre crosses far more clearly, the temptation to employ them has been resisted as perforated examples are the more normal subject of enquiry. The obvious difference can be noted in figure 1.

Fig. 1
Top: long centre cross
Bottom: short centre cross



Photo courtesy of Jim Hennok Ltd.



Fig. 2 Small die proof on 0.009" thick card

The subject of the small die proof has been dealt with in a previous article, however, to clarify the matter, the item is illustrated as figure 2. This example most probably can be attributed to the presentation book, once in the possession of the late Dr. Clare Jephcott. The one formerly in the Winmill collection may have been the Lichtenstein example, both attributions are a matter of educated conjecture. While there are differences in clarity relating to the Indian Ocean island group and the Tropics of Cancer and Capricorn, the easiest way to distinguish these, from any possible forgeries and stamps, is by the tiny line from the cable and past the value tablet, roughly bisecting the 90° angle formed by the value tablet and the frame line, see figure 3.

The forgery has previously been illustrated by Fred Tomlinson, FCPS, in his fine book but, for the benefit of those lacking that volume, it is reproduced as figure 4.

Hopefully these illustrations will suffice to answer queries members may have about these items.

Fig. 3 Enlargement of portion of small die proof showing fine diagonal line from cable across corner of value tablet.





Fig. 4 Forged Map Stamp bearing forged Montreal postmark.

Photo courtesy of W.L. Bradley



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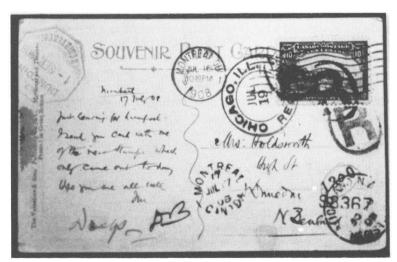
Photo by P. Prude

A somewhat baffling item that has given me more pleasure than all my forgeries, fakes and fantasies (philatelic), is this Quebec Tercentenary post card depicting "Chateau from Laval University" and franked with a 10¢ Quebec stamp.

The card is dated Montreal 17 July 08 and it is sent to Mrs Holdsworth, High Street, Dunedin, New Zealand. The message: "Just leaving for Liverpool. I send you card with one of the new stamps which only came out today. Hope you are well. Jim". The card is also signed "Drags" and "D B".

It would appear that Jim, who was not a collector, wrote the card on Thursday afternoon of July 16, 1908 but dated it the next day. (The practice of post dating correspondence the next working day is not too uncommon, especially when it is written on a weekend, holiday or late in the day). Jim then took the card to the post office where the registration clerk stamped the card with registration number 1300.

The clerk, however, did not postmark the card until later that evening probably just before finishing his shift when he machine-



10¢ Quebec tied to registered first day post card to New Zealand. Note smudged manuscript "11" in MONTREAL JUL 17 cds.

cancelled all the registered mail received during the afternoon. The machine hub reads "MONTREAL QUE JUL 16 (10:30 PM) 1908." The stamp is further tied to the card by three R's. The next morning, shortly after 11:00 a.m. the card left Montreal on its merry way to "down-under" via Chicago. There it was stamped with a double circle rubber Chicago transit marking – JUL 19 and registration number 98367. The colour of the Chicago marking coincidentally matches the violet colour of the stamp. The card, which received the Auckland registration transit handstamp 30 Aug 08, arrived at Dunedin 1 Sept 1908 (octagonal bluish arrival marking at UL). Five postmarks (four different cities) three R's and two registration numbers are all on the address side.

As the post card rate was only 2¢ and the registration fee 5¢ the reason for a 10¢ stamp is most intriguing. Could it be that a misinformed postal clerk "dinged" Jim 5¢ (the first-class letter rate) for the divided-back post card and another 5¢ for the registration fee? The 2¢ divided back post card rate to New Zealand was authorized 5 April 1906. Another not too far-fetched possibility was that before embarking Jim had a Canadian dime (10¢ piece) left but rather than buy a 2¢ stamp to mail the card, only to have four more coins (a 5¢ and three 1¢ pieces) which he could not spend in Liverpool, blew the entire dime on the postage. In so doing, he not only solved the excess coins problem but he also ensured the delivery of the card by registering it.

Whatever Jim's reasons were for using the 10¢ Quebec stamp he, unknowingly, created a rarity that is rarer than rare: a registered picture post card franked with a high value Quebec stamp, sent to a rare destination, cancelled with all transit markings, and on the stamp's first day of issue! Notwithstanding the above, the extremely remote possibility that Jim could have sent other first day post cards to friends and relatives dare not be ruled out. Any fortunate reader, therefore, who has such Quebec first day covers or cards, and they need neither be registered nor addressed to New Zealand, can, on his or her terms, enjoy "open season" on the Y.P.!

Allan L. Steinhart, THE POSTAL HISTORY OF THE POST CARD IN CANADA 1871–1911, p. 52

BPF/SG Affiliated Societies Discount Scheme

Stanley Gibbons are offering a discount of 10% off normal retail prices for purchases of most publications and accessories by mail order to members of societies affiliated to the British Philatelic Federation. Details of this discount scheme, which applies to mail order business only, are available from the Secretary on receipt of SAE.

THE PRODUCTION OF CANADIAN POSTAGE STAMPS (1950–1970) (Part 2) by Jacques Nolet of the Académie Québecoise d'Etudes Philatéliques

The second point may be assumed to be: was it sufficiently significant to Canadians in line with the theme selected by the Ministry for the event to be commemorated. Unfortunately, projects presented by good Canadian designers were often rejected because they did not conform to this requirement.

The third factor which came into play was the reaction of the Minister to the preliminary sketches presented: that is the ability of the selected artist to complete on time the task entrusted to him. Even if a preliminary sketch was accepted, changes would be needed to bring it to the final stage: was the artist capable of responding to all the requirements of the ministry? Many artists have abandoned designing postage stamps because they find the requirements too restrictive for their creative talents.



The postage stamp issued to celebrate the 350th anniversary of the founding of Quebec city (1958), final work of Gerald Trottier.

e) Follow up on the Work

The ministry strictly judged the preliminary sketches submitted by the artists following an official request or those submitted informally. This was probably why the D of FS requested only those artists whose previous postal work has been in line with departmental needs.

When an artist had the privilege of a green light from the D of FS he was not at the end of his labour – his work had just begun.

Usually many major changes had to be made to the original design in order that it may conform to the requirements of the Ministry or to the wishes of the powerful D of FS.

This latter insisted, first of all, that the graphic design of the project be compatible with the engraving method chosen, then he turned his attention to the lettering of the stamp which had to be in balance within its limitations in order that the face value of this future issue could be easily determined.

There were then delays while the steel engraving was made of the original design while it was being approved for printing, this made a great deal of supplementary work for the engraver.

A number of artists selected by the Ministry have told us that this was the most harrassing part of their artistic work as it was very seldom that the Ministry accepted their artistic preliminaries as is! Many retouchings of the original were demanded by the top brass.

Graphic illustration which aided Gerald Trottier in drawing the portrait of Champlain which was included in the final design of the postage stamp.



f) The Final Work

The changes made to the selected project took at least three months on the part of its creator. When the designer had responded to all the requirements he saw his preliminary sketches "retouched" before the suggestion was definitely accepted.

Each time there was one final step to climb, this was at the insistence of the Ministry of Post, the Associate Minister (usually) or the Minister (when he took the responsibility himself).

This final and definite approval translated into a payment (between three and four hundred dollars) by the Ministry to the artist. We believe that this amount is a mockery of the artist considering the innumerable hours of work he had devoted, first to the preliminary sketches, then to the changes, until the finalization of the project.

The artist had then completed his creative work having turned over an original on which the highest authorities had made decisions.

III THE ENGRAVING OF THE ACCEPTED DESIGN

The Minister of Post immediately sent the original design to the firm to which its production was entrusted and the D of FS ordered the production of the work.

a) The Official Order

The D of FS sent a letter to the Vice-President of the Canadian Bank Note Company indicating that the Minister wished to have a stamp as per the design enclosed.

Moreover he indicated the printing method selected (in this case steel engraving), the number of units foreseen (that is the quantity expected) and the approximate date of issue (this required first delivery a little earlier).

These then were all the elements required in the official order from the Ministry to the company entrusted with the technical production.



Second preliminary sketch by Gerald Trottier.

b) Photographic Proofs

On receipt of the official order from the Ministry, the Canadian Bank Note Company reduced the original photographically to the actual size of the projected stamp. It was these reduced black and white photographic proofs which the CBNC produced which were later submitted in duplicate to the Minister prior to the actual engraving.

The D of FS, at this period, J.A. MacDonald, has explained that the precise object of these photographic proofs was only to show exactly the various graphic elements making up the original design.

When the responsible authority of the Ministry, in this case the Associate Minister, gave his approval in signing the reduced photographic proofs, the company began the actual engraving. This official approval was generally given within seven days.

c) The Definite Start

When the photographic proof was returned to the CBNC, approved by the Ministry, the D of FS asked the company to begin the actual production of the item.

We should add that this photographic proof constitutes the actual official order which the Ministry gives to the CBNC and authorized the company to begin the actual engraving on steel.

d) The Steel Engraving

Contrary to what happened in France, where one master engraver did the lettering and the design, the CBNC usually called on two of its specialists to do the engraving.

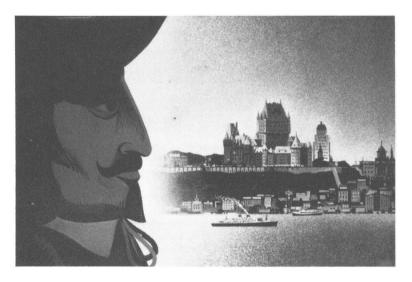
The CBNC first entrusted the original engraving to its specialist in lettering (the Marsh family). He would engrave all the lettering (including the value) on the die, which was about a week's work. When he had finished he turned the die over to the company.

Once the lettering had been done the CBNC turned the die over to its only engraver specializing in portraiture at this time, Yves Baril. Recently this master engraver confided in us that he had engraved more than 150 Canadian postage stamps.

He immediately got to work, as an "easy" engraving on steel required at least four weeks of intensive work while a "difficult" one required as much as three months to complete.

Starting with the reduced photographic proof he asked for a negative proof which was the basis of his engraving. It is important to note that all engraving specialists engrave the design submitted to them in reverse.

Following intensive and very delicate work he turned the completed die over to his superiors. There was a delay varying from one to three months depending on the complexity of the design.



Final original design.

e) Approval of the Engraving

The company pulled die proofs in black which were mounted in an official presentation folder. Two copies were sent to the Ministry for official approval of the engraving.

The original die was not, at that stage, hardened or acid etched by the CBNC because it may have been subject to final changes by the authorities.

Following a minute study of the die proofs the D of FS recommended approval to the Deputy Minister or the Minister.

The official authorized signature was then placed at the bottom of the proof in the appropriate spot and this proof was returned to the CBNC who would then temper (harden) the original die.

(to be continued)



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The following article is, to some extent, exploratory in nature. The postal service which existed at Camp Borden during World War One and to the beginning of World War Two presents the possibility of a most interesting story for military postal history collectors. Perhaps the most significant point in the story is the number of different postal cancelling devices which were manufactured, and put into service, during the period. The first task is to gather these together in order of their appearance on the scene. Information from readers is solicited in order to accomplish the job.

CAMP BORDEN AND ITS MILITARY POSTMARKS 1916–1940 (Part 1) By Colin Campbell

By the month of February, 1916 there were 16 military camps in Canada of which a few had served the Militia for some years. The remainder however were hastily built to handle the large number of recruits gathering for the Canadian Expeditionary Force which was Canada's contribution to the Allied cause in the First World War. Some of these campsites are still serving the military today.

The need for yet one more training camp resulted from the inadequacy of the camps at Niagara, and Carling Heights (London, Ontario) for handling the training needs of the C.E.F. The site chosen, some 17000 acres, a few miles west of Barrie, Ontario was to be named Camp Borden after Frederick William Borden, cousin of R.L. Borden, Canada's Prime Minister from 1911 to 1920. Camp activity began 15 June, 1916 but the official opening was staged on 11 July with thousands of soldiers on parade. It is interesting to note that the first battalion to



go into camp on the Plains, or Angus Plains, as the area was known locally, was the 157th (Simcoe Foresters) under Lt. Col. D.H. MacLaren followed by the 166th, 180th and 198th Battalions.

From the accounts one reads of Borden's early days the sandy soil on which the entire camp was built, and ashes, the result of burning thousands of pine stumps after clearing the land, was the first "enemy" the recruits were to encounter. Especially trying during a route march on a hot, windy day!

The high concentration of troops was short lived however as after little more than one year the huge camp had fulfilled its primary purpose. One reference is quoted . . . "Unfortunately by this year (1917) the flood of recruits had become a mere rivulet and as trained battalions went overseas few infantry units were left for accommodation at Camp Borden".

As we shall see this period of intense activity brought with it the greatest number and variety of postmarks of any of the camps referred to above and the scarcity, with one exception, of these can be attested to by today's military mail collectors whose diligent search for cancellations bearing the Camp Borden name, is not often enough satisfied.

It seems evident that a Canada Militia type cancellation was the first to be proofed (see 1) and that date was May 12, 1916. To this writer's knowledge no example of usage of this hammer has yet been reported.



Figure 1



Figure 2

A second hammer (see 2) of the same type is known to have been used to cancel mail in 1916 and 1917. The proofing date of the hammer is not known at this time.

A third hammer (3) of the same type is on record and known to have seen "active service" in 1918. Here again the proofing date is as yet unknown. Notice the rim break at the nine o'clock position. The original hammer is in the custody of the National Postal Museum.

A fourth hammer of the same type, proofed 7 July, 1916 is shown at (4) and reports of usage for cancelling mail are on record for the 1917 period only.



DEDELLO BOWN

Figure 3

Figure 4

The numbers 1 to 4 identifying the Canada Militia hammers above match those used in earlier correspondence with staff at the National Postal Museum. They *do not* match the identifying *letters* used in Canadian Military Posts, Volume I by W.J. Bailey and E.R. Toop of 1984.

Over the past five years a fair quantity of the subject cancels have come onto the market and it is hoped that some earlier dates of usage (e.d.u.) can be established, especially for hammers 2 and 3. Readers are requested to report their findings in this regard and to report all Borden CM strikes so our total numbers can be increased. There surely are more than 17 strikes in collections at this time. In identifying your strikes note the periods (dots) between BORDEN and ONT. in hammers 1 and 2. These are not present in the other two hammers. Hammer 3 exhibits the rim break previously mentioned although the break was not there when the hammer was first made. Hammer 4 exhibits the indented "C" of CANADA. Here is some data on which to base your reports. . .please send photocopies. . . .

HAMMER	year/years used	number of reports	earliest date reported
1	no reports		
2	1916 and 1917	4	AM JU (JUNE) 10, 1916
3	1917 and 1918	9	APRIL 2, 1917
4	1917	4	MARCH 28, 1917

No January, February or December dates have yet been reported. The year most reported is 1918.

While no Post Office Record Card has yet been found recording the opening date of the Field Post Office at Camp Borden other sources available at the Postal Museum suggest 22 May, 1916 as the first operational day. Closings and re-openings followed at various intervals until World War Two.

The next cancelling device, the first of three machine cancels to appear bearing the Camp Borden title, is shown at 5 with a modest number of examples reported. 3 July, 1916 is, so far, the earliest date reported. It is possible that a late June date exists for this cancellation. If a reader has this card/cover please let me know.



Figure 5

The second machine cancel is shown at 6 with 3 August, 1916 the earliest reported date. This one has proved to be the most prolific of the three and is of the Universal type. Note ONT. abbreviated.



The third machine (see 7) is unique among Internationals with the two radial dashes at year date. 4 August, 1916 is the earliest date reported at this time. This is much the toughest of the three machines to add to a collection. Notice ONTARIO in full.



Figure 7

Also in 1916, 15 July to be exact, two cancelling hammers were proofed. See 8 and 9. No dates of usage are known to this writer.

military camp A

Figure 8



military camp B

Figure 9

August 24, 1916 was the day the double ring cancel was proofed and is shown here at 10. No examples of usage have yet been reported. The next (11) whose proofing date is unknown at this time has been seen on covers with its unique "pie crust" centre. The inscription is in script. Please report any dates in your collection. Two very clear examples of #11 have been seen dated SEP 18, 1916 and AUG 29, 1917; both sent at the Registered rate.



Figure 10



Figure 12



Figure 11

A roller type cancelling device (12) was manufactured for use at Camp Borden and is recorded in the late E.A. Smythies' Canadian Roller Cancellations handbook, 1894–1930, 2nd edition.

Quite recently, a properly applied example of the Borden roller has been found cancelling two Admiral stamps. No date, of course, is in evidence but August, 1916, or afterward, is a likely date of usage.

(to be continued)

What's Up?

In a long-standing tradition of excellence, Charles G. Firby Auctions brings under the hammer three of the finest collections of their kind...



The Sam and Rosemary Nickle Collections of Canada Pence and Quebec Issues Saturday, October 29, 1988



Much can be said, about these wonderful collections, but suffice it to say that the greatest piece in all of Canadian Philately (the 1.2d pair) resides in Sam's Pence Collection.

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the essays for the 1914 Macdonald Cartier Issue, which are seldom offered.

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This sale will include a broad range of material including country collections as well as specialized material as diverse as the Golumbian 1920 Airs Complete (Scott #C2 10, CV \$26,000), etc. This set is seldom seen complete and, with other items, was consigned by the grand son of the company's founder. It has never before been offered to the public. A truly "something for everyone" auction.



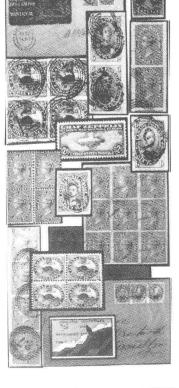
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TYPESET AND PLASTIC OFFICIAL SEALS by Dale Speirs

Most philatelists who pay any attention to official seals generally think only of the catalogue-listed labels which bear resemblance to postage stamps. When searching boxes of old covers however, the odds are that any official seals seen will be non-catalogue. There are several types: typeset (Label 39), plastic baggies (the modern procedure), and a few oddities such as election seals.

The typeset seals, known within the post office as 'Label 39', are small squares which are folded over the tear in the envelope. There is an inscription explaining the damage, space for two signatures of postal employees, and a square for the postmark. These seals are rouletted on one or more sides and frequently have straight edges. They are usually bilingual, but not always so. The most common inscription is "Found damaged, torn/ or open and officially/ repaired.". The French translation reads "Trouve endommage, dechire ou ouvert et/repare d'office.".

During the Second World War, another type of seal used was for the purpose of currency control. The inscription reads "Opened to verify contents in/ accordance with requirements of/Foreign Exchange Control Board/ and officially sealed by/ / Examiner".

In recent years, most damaged mail is placed in plastic baggies, about which more later. However, typeset seals are still being used. The older seals are printed in black ink on cream paper; the newer seals are printed in purple ink on white paper.



Figure 1

Canada Post Postes Canada

Figure 2

Typeset official seals have printing job numbers on them. There are seals which are blank, but most will bear some kind of marking. A very preliminary list of these numbers is given below. Readers who can add additional numbers are requested to send them to me; I would appreciate clear photocopies if possible, but otherwise copy the numbers exactly as they appear on the seal. (Send to Dale Speirs, Box 6830, Stn D, Calgary, Alberta, Canada, T2P 2E7).

I.D.L. (a) - 5,000 -10-8-23	39-18,000-23-3-48
39–20,000—sheets–12–8–27	39-25M-31-5-56
391/2-4,000-31-8-28	39-25M-14-3-57
39-25,000-sheets-18-9-35	39–10–12–63
39-20,000-sheets-24-12-36	33-85-027 (1-66)
I-B20,000-15-2-40	24-86-040 (3-68)
I-B20,000-18-7-40	33–86–040 (9–68)
I-B25,000 Sheets-4-10-40	33-86-040 (8-69)
I-B50,000 Sheets-3-4-41	33-86-040 (8-70)
I-B80,000 Sheets-18-7-41	33-86-040 (9-71)
I-B125,000 Sheets-18-2-42	33–86–040 (8–73)
I-B100,000 Sheets-4-8-43	33-086-040 (2-75)
I-B100,000 Sheets-11-5-44	X 9

The seals whose job number is prefixed by I–B. are Foreign Exchange Control Board seals. The first set of numbers or letters appears to identify the type of seal, the next number indicates how many sheets of seals were printed, and the final characters are the date of printing or ordering. The later seals appear to have only the inventory number of the seal and the date ordered or printed.

Most Label 39 or Foreign Exchange seals are postmarked within a few years after the job number date. Some seals were apparently used over an extended period, as shown in Figure 1, which has a job order date of 1957 but is postmarked 1967. It may have been that the seals were left in storage and forgotten, but a better explanation suggests itself from the postmark. Registered mail is handled better than ordinary mail, and is thus less likely to be damaged. Because such mail must be signed for at each stage, the postal employees are careful to avoid damage, which they would have to explain if the next person refused to accept it. The volume of registered mail is lower than other types of mail, also reducing the need for official seals. Consequently, a batch of seals can last for quite a few years.

Modern procedure is to wrap damaged mail in plastic baggies, although the typeset seals are still used. Figure 2 shows a purple-on-white seal with a job order date of 1975, used in 1987.

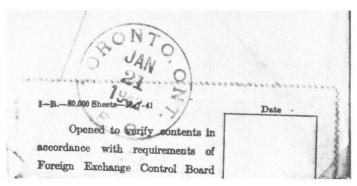


Figure 3

The Foreign Control seals are shown in figures 3 and 4, as cut pieces wrapped around the edge of envelopes. The postmarks were supposed to go on the 'Date' square, but instead are used to tie the seals to the covers as a precaution against tampering.

The plastic baggies are variable in size, and are often trimmed to fit the envelope. The ones that I have seen are of standard format, being printed in pink ink and of a design as shown in figure 5. The inscription is a bit misleading, as the damaged envelope is not repaired but simply placed into the baggie as is. The advantage of baggies is that there is no need for postmarking, signatures, and other accounting procedures as long as the envelope address is still readable. The baggies are clear. I have one baggie from Calgary, Alberta, with a manufacturer's name at the top (unreadable except for the first letter, 'P') and the number 11–81. The number could be the job order date date, or it could be just the manufacturer's inventory number.

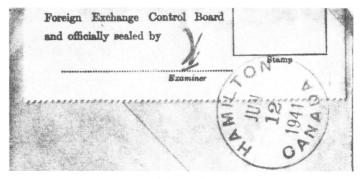


Figure 4



PUBLIC AUCTIONS CATALOGUE ON REQUEST

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The rarest type of official seal is the elections seal. After a federal election in Canada, all the poll results are mailed to each candidate. There are usually about four or five candidates per constituency, several hundred polls, and between 250 and 300 ridings. This means that anywhere from 125,000 to 400,000 poll-result envelopes may be mailed out. Those that are torn will be sealed; Figure 6 shows an example from the 1980 general election. Unless the returns were close, and a recount demanded, most candidates discarded their envelopes unopened, since they already knew the results. Up to six signatures may appear on an election official seal. Two are election officers, and up to four may be party scrutineers. These seals are scarce for two reasons, the first as

POSTES CANADA POST

Réparer EDMONTON,	ALBERTA

Donaired at

Figure 5

already mentioned, and the second because the poll results are mailed in long, #10 business-size envelopes, unpopular with collectors.

References.

Christiansen, J. (1984) Canadian typeset official seals. CAND. PHILATELIST 35:346–352

Christiansen, J. (1987) Canadian typeset official seals. OFFICIALLY SEALED NOTES 21:10–14

OFFICIAL SEAL	SCEAU OFFICIEL SIGNATURES ANADA
Mary Barran DEPUTY RETURNING OFFICER/SCRUTATEUR	POLL CLERK/GREFFIER DU SCRUTIN
AGENT/REPRÉSENTANT	AGENT/REPRÉSENTANT
AGENT/REPRÉSENTANT	AGENT/REPRÉSENTANT
TO BE AFFIXED TO THE ENVELOPES SO MARKE AFTER THE COUNT IS COMPLETE	D APPOSER SUR LES ENVELOPPES PORTANT DES INDICATIONS À CET EFFET APRÈS LE COMPTAGE DES VOTES

Figure 6



WEBB'S POSTAL STATIONERY CATALOGUE, 5th EDTN. 1988

Thoughts on Precancelled Special Order Envelopes by George E.L. Manley

The new authors should be justly proud of this monumental catalogue of the whole field of Postal Stationery. From the point of view of precancel collectors, two great advantages over previous editions are introduced. Firstly the precancelled envelopes have been separated from the ordinary issues, and secondly two standard precancelled post cards (not being discussed here) are now set apart from the private precancelled cards.

Now for a few thoughts on the listings of the Special Order envelopes: only those precancelled are now being considered. The writer much appreciates the various references to his Handbook on the subject, but it does seem a pity that no mention is made of the Postal Stationery Notes, Special Issue No. 2, 1986, published by BNAPS Postal Stationery Study Group. This up-dates the whole section of the Handbook on precancelled envelopes with over 300 detailed entries.

The heading "Bar Precancels" on page 27 of the catalogue is rather vague. Type E refers to one particular item, but there are two other bar precancels not mentioned against "Precancel Types" under the Dominion Envelope OVAL Issue.

To obtain a clear view of what is covered by the precancel listings, the following definitions (and codes applied) are suggested for clarity:

Priced Samples – P.S. Only 14 examples are recorded, all of which except one are in the Postal Museum, Ottawa. They cannot be classed as either 'Unused' nor 'Used'.





Examples of 'specimen only' hand stamped.

Left: Double oval in violet, found on KG VI stationery. Right: Toothed oval in blue, found on KG V stationery.

- "Specimen Only" S.O. handstamps. Envelopes were produced bearing the name of the prospective customer, to whom a few samples were offered for his consideration. Only two or three copies of each (if that) are known to exist in most cases. Seven examples only (all different) of the EN 503 entries are recorded. They are neither 'Unused' nor 'Used'.
- **Unused UN.** This is when the order has been placed and a delivery made. The bulk are used and a few remainders have survived. They should not be confused with *S.O.* envelopes.
- **Used U.** The order of several thousand envelopes has now been received and distributed through the mails to various addressees. They should not be confused with *S.O.* envelopes.

From the above it can be deduced that the *S.O.* items are many times rarer than the purchased delivery. This point is confused in the Catalogue – see page 28 'Other Important Notes' item 4, where it states "These SPECIMEN markings do NOT command a premium." As a result several inconsistencies occur in the price listings as follows:

- **P.S. only reported**. (Both records only from the Postal Museum). EN 502–37 and –50j listed as 'U'.
- S.O. only reported.

EN 502–54 and –60b listed as 'U'. *But*EN 519–36 and EN 522–35l listed as 'UN'.

As these listings are inconsistent, surely it would have been more appropriate to leave both price columns blank? One further item of interest is EN 525–40c: a very common Marks Stamp Co. envelope priced at \$3. There is only one copy of a *S.O.* known of this envelope and that is in the Postal Museum. Is this also to be valued at \$3 should another one become available?

With regard to the pricing of these envelopes, it would appear to be very understated considering the scarcity of so many of them. This is especially so when compared to the equivalent precancelled post cards. In several instances envelopes priced at \$5 include some of the rarest items recorded – so good hunting to all!

Two old catalogue numbers have been changed for the better: N 502–65 becomes –75, and EN 519–47 becomes –57.

BOOK REVIEW

CANADIAN REVENUES – Vol.1, Federal Bill and Law Stamps by Edward Zaluski

The collection and study of Canadian Revenue stamps has never really taken off in Britain, whereas the 'Revenuers' have always seemed to flourish in the home country. Perhaps it's the lack of available literature over here; apart from the standard catalogues of Sissons and Van Dam there has been very little.

Perhaps Edward Zaluski is going to change all this. The volume under review is the first of a proposed series of seven volumes, we are promised one a year, a formidable project. As the title implies, volume one covers the federal bill and law stamps and with 140 pages at his disposal the author deals with them in some depth, including proofs. Obviously it is a book for the revenue enthusiast but there is much else besides. An interesting glossary includes, among other things, an extended dissertation on colour identification while a useful addendum covers the Articles of Agreement of the British American Bank Note Co. The stamps are covered in narrative form supported by a multitude of tables, no valuations are offered and this, in my opinion, is right in view of the available catalogues.

The book is $8\frac{1}{2}" \times 7"$ with plastic spiral binding and runs to some 140 pages of good substance. Text appears to originate from a personal computer, an increasingly popular method of producing short run books which would otherwise be outrageously expensive. The black and white illustrations suffer badly in some cases in the translation to print but this is a working handbook, not a coffee table volume, and I am sure most collectors will be grateful for a wealth of information at a reasonable price.

Copies can be obtained from the author, Edward Zaluski, 2777 Springland Drive, Ottawa, Ontario, Canada, K1V 9X2 at \$17.95 CAN + \$1.75 p & p to addresses outside Canada.

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DEALERS IN FINE STAMPS SINCE 1924

VINCENT G. GREENE, RDP.

One of the best known of Canadian philatelists has died. Vincent Graves 'Vinnie' Greene, a veritable dean of collectors and researchers, died in a Toronto hospital on 22 July; he was 95.

Born in 1893 he inherited an interest in stamps from his father and at the age of 11 was advertising in 'Brown's Advertiser', offering to exchange Canadian, Newfoundland and US stamps for foreign ones. Interest faded during his teens and the first World War intervened, Vinnie was wounded in 1918 at the Battle of Amiens. Interest in stamps was re-kindled in 1925 when an uncle offered him 25 covers for \$20, most bearing Cape triangulars. The offer was refused! Uncle subsequently sold them for \$500. Vincent Greene learned his lesson and began a lifelong pursuit of knowledge pertaining to stamps and postal history.

Vincent Graves Greene, RDP



Photo courtesy of Ian Robertson

Co-author of 'The Stamps of New Brunswick and Nova Scotia', with Clare Jephcott and John Young, Vincent Greene received many philatelic honours. A Fellow of the Royal P.S. of London, he was a signatory of the Roll of Distinguished Philatelists, the philatelic world's supreme accolade, and received the Alfred F. Lichtenstein Memorial Award, the top honour in the US. He was chairman of the only three international stamp exhibitions held in Canada, in 1951, 1978 and 1987.

He was a past president of BNAPS, the Toronto Stamp Collectors Club and the Canadian Numismatic Association. Concerned that Canada was one of the few western countries without a centre for philatelic studies Vinnie Greene, in 1975, used \$50,000 from the sale of his major collection to form the Vincent Graves Greene Philatelic Research Foundation in Toronto. The Foundation offers one of the foremost expertising services in Canada.

Vincent Greene was a member of the Canadian PS of GB for over 40 years and it is perhaps fitting that collectors from around the world attended his 95th birthday party in the Spring.

CLASSIFIED ANNOUNCEMENTS

Reserved for members' free classified advertisements.

Please note that these must not exceed 30 words.

Any excess wording will be charged at the rate of 4p per word.

FOR SALE

FOR SALE: Catalogue of Canadian Duplex Cancellations, lists all known hammers, some 6000, for all Provinces and includes hammer details, earliest and latest known periods of use etc. $8^{1/2} \times 11$ 3-ring punched, post-paid without binder £7.60, U.S.A. \$12.75, Canadian \$15.95; with lettered binder £11.90, U.S.A. \$19.50, Canadian \$24.95; deluxe library bound £12.40, U.S.A. \$20.00, Canadian \$25.95. Supplements will be available annually. Available only from the publisher Robert Lee, 203–1139 Sutherland Ave., Kelowna, B.C., V1Y 5Y2.

FOR SALE: Bought, sold, want lists, approvals, starter collections. For all your precancel needs. Robert Lee, 203–1139 Sutherland Ave., Kelowna, B.C., V1Y 5Y2.

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WANTED: 1930 CANADA LEAF and ARCH issue on cover or on postcard to foreign destination postmarked prior to July 1, 1930. James Goss, Suite 500, 801 W Big Beaver Rd., Troy, MI 48084, U.S.A.

WANTED: 1898 Map stamp to England Dec 25 to 31st 1898. Also Classic BNA issues to England Europe or anywhere via Europe. E. Quinn 23 Spen Lane, York, England YO1 2BS.

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Deceased

2157 TAYLOR-YOUNG, Dr. H.S. 239 GREENE, V.G. (R.D.P.)

Change of Address

1792 PEKONEN, W., Ste. 207–7300 Moffat Road, Richmond, B.C., Canada V6Y 1X8

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Address Required

1949 POTTS, J., formerly of Grosvenor Close, Ringwood, Hants.

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HANDBOOKS FOR SALE OCTOBER 1988

All prices include inland postage unless otherwise stated.

* STAMPS *

1988 Canada Specialized Catalogue, Scott	£5.00
J.J. Johnston. Canadian Hidden Dates (see review	
in April Maple Leaves)	£2.50
Canadian Stamps with Perforated Initials,	
Johnson and Tomasson	£5.50
The Standard Precancel Catalogue 1988, Walburn	£3.50
The Canadian Postage Due Stamps, Chung and Reiche	
Standard Catalogue of Canadian Booklet Stamps, McCann	
The 1967–73 Definitive Issue, Irwin & Freedman	
Varieties of QEII, 2 volumes, Pugh	
The Admiral Issue of Canada, Marler £22.00 + £2.00	post
The Pence Issues of Newfoundland, Pratt £28.00 + £2.00	post
Meter and Permit Stamps, Yan	£7.00
The Canadian Revenue Stamp Catalogue, Van Dam	£4.50

* CANCELLATIONS *

Catalogue of Canadian Duplex Cancellations, Library bound	00 post Lee. 00 post nnexes, 00 post th £1.00 £6.00 £12.50 . £6.50 £11.50
* POSTAL HISTORY *	
Postal Stationery Catalogue of Canada and Newford 5th. Edition, 1988 Precancelled Postal Stationery, Manley Civil Censorship in Canada during World War I, Steinhart The Admiral Era, a Rate Study, Steinhart The Postal History of the Postcard in Canada, Steinhart The Canadian Patriotic Postcard Handbook, Gutzman The Canadian Picture Postcard Catalogue, Gutzman The Postal History of Assiniboia, Kell The Nova Scotia Post: Its Offices, Masters and MacDonald Nova Scotia Postal History, McPherson The Nova Scotia Postal History, McPherson	. £7.00 . £7.00 . £6.50 £11.50 . £3.50 . £7.50 . £6.00 £10.00 Marks,

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Maple Leaves

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Journal of

THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

INCORPORATED 1946

Founder:

A. E. Stephenson, F.C.P.S.

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

Published five times a year by the Canadian Philatelic Society of Great Britain Annual Subscription $£8.50 - Due\ 1st\ October$

Vol. 21 No. 5

JANUARY 1989

Whole No. 221

EDITORIAL

Our thanks go to Past President, Dr. Dorothy Sanderson, for hosting another fine Convention, a report appears on page 146. Already thoughts turn to our 43rd Convention which John Hillson will be running at Ayr. Scottish venues are always popular, particularly with our North American members, one is never sure whether it's the return to one's roots or just the golf courses that form the attraction!

In the Secretary's report you will see that the Exchange Packet has had to be suspended so the annual auction takes on greater significance as the main method of disposal and acquisition of material within the Society. Good, interesting material, reasonably priced, usually finds a new home and where better to place it than in front of over 500 collectors of BNA material? Please see the notice regarding deadline on page 153.

In the August issue we commented upon Scott's decision to reduce many of their prices for Canadian stamps. The move has caused considerable upset in North America, with several dealers refusing to acknowledge the revised quotations. However, with a new record price for a Canadian item being set in October (see p. 145) our final comment was justified, there is still a sound market for fine material.

SCOTEX 88

Jim McLaren reports that a small but enthusiastic bunch gathered at SCOTEX on Sunday, 13 November, for an afternoon seminar. Four members displayed as follows:

John Hillson – Semi-official Airs and ½¢ & 10¢ Small Queen

Chris Moffat – Small Queens and Admirals

Bill McVey - Pot pourri - modern varieties

Jim McLaren - Machine and flag cancellations

Two house group meetings have already been convened in Glasgow, thanks to the initiative of John Hillson and Bill McVey. It is intended to hold a meeting on the second day of Scottish Congress at Falkirk Town Hall, Sunday 9 April. Members within striking distance are urged to contact Jim McLaren for further details and to go along and support the event.

Activities in London . . .

London Section meetings this season are being held at 8 Trinity St., Southwark, commencing 6.30pm. Remaining meetings this season:

16 Jan – Special Order Stationery

20 Feb – Members' non-BNA interests (12 sheets)

20 Mar - The Provinces

17 Apr – Beaver Cup Competition 15 May – AGM and subjects H, I & J

Preliminary notice. The annual one day seminar will again be held at the Victory Services Club, on Saturday 3 June, 1989. Please mark your diary now; an interesting and varied programme is assured.

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may be rectified by the forgers, I will not state what other points of difference there are. The color and engraving is very well imitated, as is the postmark. I noticed another extremely valuable (if genuine) stamp among his duplicates, also surrounded by a neat black frame and valued at 500 francs, which I would also not have accepted as the real thing, but reserve description of this for the present."



\$5 Jubilee – forgery



\$5 Jubilee – genuine

Prior to the two works cited earlier and one obscure one by Alden Johnston, there were few other early references to BNA forgeries. One of these follows.⁴

FORGERY 3d BLUE BRITISH COLUMBIA

P.L.D. Rankin describes a dangerous forgery as appearing in a pale blue shade on yellowish paper unwatermarked, but with fourteen distinguishing features. The B of British resembles an 8; the C of Columbia is

ALBUM WEEDS by R.B. Winmill

Fakes, forgeries, bogus items and the like have plagued philately since its earliest years; human nature is such that, if there is an 'easy way' to earn a dollar, somebody will always try it.

Collectors of Canadian material are blessed with two works devoted exclusively to the subject of fakes and forgeries. Regrettably, Pugh never did deal with the problems of the Jubilee forgeries and, while Smythies did so, even he admitted: "There were at least three sets, probably four, (of Jubilee forgeries) made by different forgers from different dies with different postmarks at different times." To these sets can be added a set of crude imitations of the plate proofs (to call them forgeries would be to dignify them beyond all bounds of reason) and another possible set of stamp forgeries. This latter set, referred to below, appears to be on thicker paper, to which Smythies makes no reference.

Appended is an article reprinted from material originally published in 1912 and reported in 1913.

WITH THE PUBLISHERS³

Ewen's Weekly prints an interesting letter from an English dealer which we pass on to our readers without comment:—

"Kindly warn your readers that some dangerous forgeries of the high value Canada Jubilee of 1897 are being offered from Paris. A young Frenchman, age about 22 to 24, who states he is a collector living in Paris, calls and wants to sell his "doubles." These so-called duplicates consist of cheap genuine, mostly South American stamps, worth, perhaps 1d. to 4d. each. Among these cheap genuine stamps, is placed in a prominent position, surrounded by a frame, a rarity or two, the latter, however, forged. I noticed specially the 5 dollars Canada, beautifully engraved, which I specially examined. It was surrounded by a neat black handdrawn frame in the exercise book in which the collector offers his "doubles." Above the stamp is marked the price, 20 francs, but he is willing to accept about a third of that amount. On conversing with him he mentioned the fact that he was offered a dozen of these rare stamps in Paris and bought three, hence his wishing to get rid of one. Having a set of the genuine dollar values at hand, I compared the forgery with the genuine, and can say that the easiest test at present is the quality of the paper, which is much thicker in the forgery than in the genuine. As that more open, and the M is broad. The P in Postage has a larger loop and the A crossbar is lower, the G has the bar turned in, and the E crossbar is above the center. The P of Pence has a large loop.

The origin of this forgery is interesting. When the late Arthur A. Bartlett was disposing of quantities of N.S. & P.E.I. remainders he had a letterhead printed in Germany showing various stamps grouped above the name, and across the letterhead. From left to right these were the 3d B.C., $8^{1/2} \notin N.S.$, $1 \notin N.S.$, $2 \notin N.S.$, $12^{1/2} \notin N.S.$, $10 \notin N.S.$, and 6d P.E.I. The color of these stamps was reproduced faithfully. The letterhead was the subject of considerable correspondence with the P.O. Department, Ottawa, and was withdrawn from use shortly after its appearance. Later, the individual stamps from this letterhead appeared as forgeries, emanating, it is understood, from Europe.

Another early reference occurred in a bulletin of the Canadian Philatelic Society.⁵

COUNTERFEIT CANADIAN AIRMAILS

Authorities are on the lookout for the party circulating forged overprints of Scotts C3. Over 30 copies of the various invert and double and triple printings were disposed of in Seattle & Vancouver. The stamps are also marked as being sold and guaranteed by Stanley Gibbons, London, Eng. This guarantee is also a forgery. There would appear to be two different



Forgery of the double overprint 6¢ on 5¢; Scott C3, SG313.

prints of the overprint and two different types of rubber stamp of the guarantee on the back of the stamp. Chief differences of fakes and real surcharges are: (1) Fake is much finer and accurate printing; (2) The horizontal lines are finer; (3) the blob on end of 6 in fake is a circle, on real one a blob with erratic edge; (4) on one without the fake form of guarantee, the inner edge of six is jagged.

This ought to serve as a warning to contemporary collectors; some of these are still in circulation and have been passed off, unwittingly, as genuine. The same items and others were once again mentioned some 11 years later.⁶

B.N.A. AIR MAILS FORGED

The Expert Committee of the British Philatelic Association issue the warning that dangerous forgeries have been seen by them of the British North American air mail provisionals of various dates. The forgeries have been not only of the normal stamps but of inverted double and triple overprints and of overprints on the wrong side.

The most dangerous of these appear to be the Canadian 6ϕ on 5ϕ , and the Newfoundland DO-X and Balbo stamps.

Each of these forgeries bears on the back forged guarantees of two of the leading New York dealers who specialise in air mail stamps.

Of course, it may well be that these forgeries exist without the forged guarantee marks as well, and both collectors and dealers are advised to seek a competent opinion on any of these stamps they are offered.

Today, the study of fakes and forgeries has advanced steadily and there are numerous periodical references to them, the two sources cited earlier and Captain Mitchell's two works. Early collectors had to rely on their own intuition, knowledge and word of mouth. This frequently resulted in ignorance which saw even the better collector occasionally finding an album weed in his holding.

References:

- 1. 'BNA Fakes and Forgeries' by E.A. Smythies FRPSL, FCPS. 'Reference Manual of BNA Fakes, Forgeries and Counterfeits' by K. Pugh.
- 2. 'BNA Fakes and Forgeries', p. 24.
- 3. 'With the Publishers', from THE HOBBYIST, vol. v no. 7; Feb 1913, pp. 191/2.
- 4. 'Jarrett's BNA Record', F. Jarrett (Ed), March 1931, p. 2.
- 5. 'Canadian Philatelic Society Official Bulletin', 1938, No. 4 p. 1.
- 6. 'The Canadian Philatelic Society Bulletin', July 1949, Vol. 3 no. 3, p. 6.

THE 7¢ ADMIRAL "SAGE GREEN" by The Yellow Peril

The 7¢ Admiral sage green stamp is a most interesting and unique colour and both dealers and collectors seem to have varying concepts as to what this colour is. It was noted that during a seven-month period (May to November, 1987) four auction firms, ranging from the North American Pacific to the Atlantic coasts, listed Admiral sage green stamps in their catalogues. All four lots were examined but only one of the stamps in the four lots was correctly identified; the colour of the stamps in the other three lots was olive bistre.

It is appalling to see so many olive bistres being offered as sage greens! Unfortunately, the olive bistre shade in less-than-ideal lighting conditions, and especially when seen by itself, can be mistaken for sage green as the colours are quite close. Even the sage green stamp featured in a prize winning Admiral display during a recent major exhibition was actually an olive bistre. The difference between the sage green and olive bistre is that the olive bistre has very little green in it.

The 7ϕ Admiral sage green comes in two distinct shades – the more plentiful pale sage green and the deep sage green. In the used state the sage green is not common but in mint, scarce. The deep sage green shade is very rare. Moreover, this deep sage green is the type of colour that is so vivid, especially in a centered mint block, that once seen it will always be remembered!

The sage green stamps were printed around 1914 from plates #3 and #4. The olive bistres and yellow ochres were also printed from these same plates. A plate strip (or a single) with a plate number "3" or "4" on its selvedge has only a 5% chance of being a sage green and less than half of 1% chance of it being the deep sage green.

It is interesting to note that several leading specialized catalogues of Canadian stamps list both the 7ϕ and 20ϕ Admiral stamps in sage green. The listing of these two stamps in the same colour, has caused more confusion than any other Canadian stamp. The colour of the 20ϕ sage green just does not resemble that of the 7ϕ sage. As a matter of fact they are two distinctly different shades of green. The question is "which is sage green – the 7ϕ or the 20ϕ stamp?"

The "Shorter Oxford English Dictionary" definition of sage is "wise, discreet, judicious" and the definition of sage-green is a "dull greyish green" – resembling that of the foliage of the sage-plant. Accordingly, anyone wanting this stamp should be very sage when buying the Admiral 7c sage green stamp.

Editor's note: A 7¢ Admiral sage green stamp, together with the other related main colours, has been donated to the Society library by the Yellow Peril. The gesture is greatly appreciated.

MESSAGE FROM THE PRESIDENT

I am proud and honoured to have been elected President of the Society and I hope not only to uphold the traditions of my predecessors, but to see a halt in the long decline of membership and to begin to reverse the trend. A Committee has been formed, headed by Tom Almond, whose address you will find in the officers' panel. Their task is to examine every aspect of the Society to see in what ways we can attract new members and keep them. I understand it is their intention to send out a reply-paid questionnaire to all UK members in due course, and it goes without saying that any constructive suggestions that can be made, both by home and overseas members, are more than welcome.

The Convention next year will be held between Wednesday, 4 October and Sunday, 8 October at the Station Hotel, Ayr, when a varied programme of philatelic treasures will be on display. It is also intended to arrange trips to the Burrell Collection in Glasgow and Culzean Castle, the ancestral home of the Kennedys. The hotel's terms are £29 per head per night, half board, based on two people sharing. Booking forms will be sent out with the next Maple Leaves but it is anticipated that the Convention will be a popular one as it follows BNAPS Convention in Hamilton, Ontario, and does not clash with the autumn Stampex. Those coming from abroad will be happy to learn that the hotel is exactly four miles from Prestwick International Airport.

If you have not been to a Convention before, make a note in your diary to come to this one, even for a day or so. You will be given a hearty Scottish welcome.

John Hillson

Query Answered

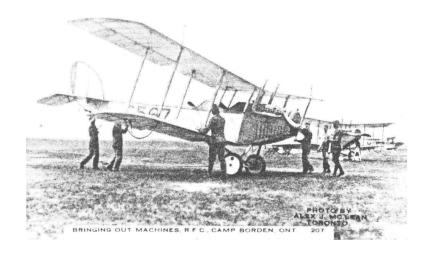
In the January issue, John Pilkington raised a query concerning a flaw on a 34¢ stamp from the \$8.50 booklet of July 1985. Member Leopold Beaudet of Ottawa came to the rescue with a copy of his article on the booklet, published in the 'Canadian Philatelist', supplemented by 19 pages of notes! Regretfully we cannot cope with such detail but interested members should drop John Pilkington a line, he will be happy to share his new knowledge.

In Part 1 of this article we listed the postmarks which were used at Camp Borden on the mail which soldiers of the Canadian Expeditionary Force were sending out of the camp. This took us through to the end of the First World War. A most important event took place, however, in 1917 and Part 2 begins with that story.

CAMP BORDEN AND ITS MILITARY POSTMARKS 1916–1940 (Part 2) by Colin Campbell

Events in France in 1916 made it clear that the Royal Flying Corps was desperately in need of more squadrons for active duty. These would be required early in 1917. It was decided that Canada could provide the materials, space and the manpower so, in January 1917, Lt. Col. C.G. Hoare arrived in Canada to get this training started. One thousand acres of land adjoining the C.E.F. camp at Borden was allocated for an aerodrome and construction of buildings began immediately. Flying training began in late March early April as cadets began to arrive from England and recruiting started in Canada. The Royal Flying Corps formally took over the camp on 2 May, 1917.

The military mail collector's interest in the foregoing is to find a cover or post card posted from the RFC camp during its two-year life. Such an item is shown hereunder, a fine view of activity in preparation



for the day's flying. The card bears a partial type 4 Canada Militia postmark (see Oct ML p. 113) dated AU 18 17. An RFC cover has been seen by the writer with a type 3 Canada Militia cancel dated OC 30 18.

- NOTE 1: For aviation buffs the aircraft shown are JN-4As of which 48 were in use at Borden in addition to the more numerous JN-4s. The 4As can be identified by their disc wheels and vertically aimed exhaust stacks. They were built in Buffalo, N.Y.
 - 2: The Royal Naval Air Service and the R.F.C. joined on 1 April, 1918 to become the Royal Air Force.
 - 3: A number of excellent reference books are obtainable which will provide the entire story of the RFCs stay in Canada. One is CANADIAN AIRMEN AND THE FIRST WORLD WAR by S.F. Wise (1980).

The air training scheme was pretty well dismantled by the end of 1918 and, according to one reference, the FPO at Borden closed 6 January, 1919.

In July 1920 the air training facilities at Camp Borden were taken over by the Canadian Air Force and a post office was opened 21 December, 1920. It would appear from the post office record card that Capt. F.J. Mawdesley assumed responsibility for the office 22 September, 1922. The Commanding Officer of the camp, for part of the first year was Air Marshall G.O. Johnson, C.R., M.C., C.D.

Possibly the first postal cancelling hammer to appear after the war was the broken circle Camp Borden with proofing date 16 November, 1920; it is quite common. A second postal marking, likely made of rubber, is illustrated and is unique with its stars at 5 and 7 o'clock positions. A recent issue of the PHSC Journal, in an article by R.F. Narbonne, suggests this type of cancel was intended for use on money orders and registration receipts and that proofing is traced to 1928. Our illustration shows its use on a registered letter and four other examples are known to the writer where stamps are cancelled. Readers are alerted to this rather scarce postmark and requested to report other usage. It measures about 23mm.

A third postmark is known but the proofing date is unknown at this time. Note absence of dots in sketch at 3 and 9 o'clock positions unlike a very similar cancel proofed in 1940.





Scarce Camp Borden postmark, note stars flanking 'ONT'.

The writer is not aware of any other postmarks used at Camp Borden in the period "between the wars". If readers know of any would they please advise. The office which had opened in 1920 received a new designation, M.P.O. 202, on 25 April, 1940 at which time it was staffed by members of the Canadian Postal Corps.

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THE PRODUCTION OF CANADIAN POSTAGE STAMPS (1950–1970) (Part 3) by Jacques Nolet of the Académie Québecoise d'Etudes Philatéliques

f) Hardening the Die

This was the final stage in the engraving process as, before the tempering, it was always possible to make small last-minute changes to the original; afterwards it was impossible.

Generally the original die was hardened by means of strong acid such as *hydrocyanic* acid, usually called prussic acid, which fixed the engraving in its final state.

This very dangerous operation was done at the works of the CBNC plant which is in the suburbs of the federal capital.

IV PRINTING THE STAMP

From the receipt and after the final hardening of the engraved die the CBNC began to pull proofs.

a) Colour Proofs

The number of colour proofs varied from one to a dozen, each of a different colour depending on the interest shown by the Ministry in a restricted or wide range of shades.

On some occasions the Ministry itself asked the company to pull proofs of a specific shade, but in most cases it was the CBNC itself which proposed the various shades.

For example various shades of blue would be used: Blue 2, Blue 7 and blue 79, each number corresponds to a different shade of blue.

To digress from the article: in the latter part of this period standard colours began to be used by all printing ink manufacturers and today all manufacturers (in North America at least) have adopted the industry standard colours; in the 1950's every manufacturer had its own colour scales.

The postal administration chose the final colour of the stamp which may have been one shade of a particular colour which was submitted or a different colour entirely.

It was the same for the printing of stamps in two colours: the CBNC used at this time bicolour proofs using the same notation (Blue 7 and Green 42, for example).

The company also submitted these proofs to the Minister of Posts who chose the appropriate colour for the printed stamp. It was usually the deputy minister, occasionally the Minister, who signed the "OK to print".

b) The Manufacture of the Plates

Once the official colour had been officially decided by the Ministry the printers then proceeded to the manufacture of the plates necessary for printing by steel engraving in one colour.

The original die having already been hardened by the acid bath they made a plate of 200 impressions (for a large size stamp) or of 400 (for a small stamp) of the design "engraved" onto steel by a transfer of the original die onto a steel plate with the aid of a 25-ton hydraulic press.

Translators Note:-

The author has accidentally missed a step here: the original die is impressed by a hydraulic press onto a molette which is itself hardened and used to impress the actual printing plate, the molette consists of only a few actual impressions and the impression is 'right way round' when it is used to impress the actual printing plate, this is then impressed 'in reverse' so the stamp appears 'right way round'. Each of these plates is hardened in its turn otherwise it would not be possible to impress the image from the molette (or intermediate die) to the printing plate which must stand up to thousands of impressions.

If it was a two-or three-colour stamp the CBNC would also make other plates, as many as there were colours, each designed to print one colour only.

The manufacturing work required about two months for each complete transfer from the original die to the printing plate.

When the plates were complete the CBNC prepared two press proofs in the colour chosen by the Ministry so that it may give official approval to the work. One of these proofs (a sheet of 50 stamps for a large stamp or of 100 for a small size) was punched and returned to the company, while the other press proof, which was not punched, was kept by the Ministry for its archives. The official approval of the Ministry was given by the D of FS who signed the press proof, adding the date of approval.

c) The Printing

Everything was then ready for the printing of the stamp as all the technical steps had been completed and, above all, officially approved.

1) Choosing the Paper

To produce a stamp one must, first of all, select a paper on which one may print by steel engraving. In spite of diligent search we are still ignorant of the supplier(s) and above all what type of paper was used by the CBNC.

2) Technical Operation

Only one plate was made for a monochrome stamp (which is the case with the majority of Canadian stamps), the number of units usually printed in this operation was 200 (large size) or 400 (small format).

When a design was printed in two or three colours the plant had to have one or two additional press runs, depending on the number of colours in the stamp being issued.



Gerald Trottier presents an original preliminary design to the Minister of Post, William Hamilton.

3) Sundry Details

Until January 1958 each press sheet carried information relating to the postal issue concerned, whether it was a value of the current series or a special commemorative issue.

This special information indicated, first, the name of the company which had printed this postage stamp, then the number of the plate related to this printing. If there was only one plate the number would be indicated as Plate 1, in the case of several plates the number would correspond to the plate.

One would find this special information at the four corners of the press sheet which, by Canadian practice, was always cut into a regular sheet which carried only one of these marginal inscriptions, positioned according to its location on the master sheet.

That is to say that one could only obtain one corner block with inscription on a small sheet as cut by the CBNC and sold by the Philatelic Service of the Post Office in Ottawa.

(to be continued)

Auction Record for Canadian Pair



When Sam Nickle's pence collection went under the hammer of Charles Firby at Birmingham, Michigan in October, all eyes were on the fabulous mint marginal pair of 12d blacks, shown here. The pair was knocked down to John Jamieson of Saskatoon, on behalf of a Toronto collector, at \$165,000 US (\$203,000 CAN), which is a new record price for a Canadian item. Jamieson still considers the price to be a bargain.

The pair was last offered in 1968 and was purchased jointly by Jim Sissons and Bob Lyman for \$39,000 US, at that time also a record. The two dealers had decided to split the pair into two singles and take one each, however a last minute call to Sam Nickle in Calgary resulted in a sale and the superb pair remained intact.

The 450 lots realized \$903,402.50 US. Copies of this important catalogue with prices realised, can be obtained at \$10 US from Charles Firby Auctions, 390 East Maple, Birmingham, MI, USA 48009. On the same day Firby also sold Rosemary Nickle's collection of the Quebec issue, probably the finest extant, for a total of \$136,886.75 US. Catalogue also available, as above. (Prices quoted above include the buyers' premium (10%).)



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invites applications for membership

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A SOJOURN IN SOUTHAMPTON

The venue for this year's convention was the Post House Hotel in Southampton.

When we arrived on a wet and windy afternoon, we were greeted by chaos in reception, a Christmas tree and our President, Dorothy Sanderson. I never did find out whether the tree was left over from last year or erected early for this year. But what I did find, was the inexhaustable supply of tea and biscuits that Dorothy had provided to welcome us in the hotel lounge. This pleasant room provided an excellent opportunity to meet new friends for the first time and to find out what old friends had been doing since we last met.

After dinner on the first evening, Lew Warren entertained us with his fine display of Maple Leaves and Numerals. This was presented in the classic manner, progressing from proofs, via stamps, to postal history. Later that night, Lew was on duty once more when the auction lots were on display.

Thursday morning was initially cold, wet and windy. Fortunately by mid morning, when seven brave ladies embarked on their guided tour of mediaeval Southampton, it was merely cold and windy. However those that lived to tell the tale agreed that the walking tour had been most interesting. They were able to see various locations not normally accessible to tourists, with the assistance of a most knowledgeable guide. In addition, their spouses seemed pleased to learn that shopping had been put off until tomorrow.

The morning display was given by Sandie Mackie. His display, 'Postal History of the Post Card', opened our eyes to the complexities of this fascinating subject. Needless to say, his material was beautifully presented.

After lunch, a coach tour went to Portsmouth to allow individual visits to Mary Rose, HMS Victory, HMS Warrior and the D-Day Museum. I am not aware of anybody completing the full course and there are rumours that some did not even make it to the starting line.

And so to the evening. David Sessions regaled the collectors with a superb display of his Flag Cancellations which contained at least two unique items as well as many other rarities and beautiful covers. Meanwhile, Nicholas Boyer from the Southampton Art Gallery gave an illustrated talk on the restoration of paintings. Apparently this gave several ladies ideas as to what to do with their Old Masters.

Friday morning's philatelic programme was a double header. Alan Salmon presented 'North Western Territories' Postal History', setting it firmly within the social and economic history of this huge area. Tom Almond showed 'Postal History of the Admiral Period'.



Tom Almond takes the casual approach

The afternoon trip was to Wilton House near Salisbury. This beautiful and interesting house was the prime location for filming the TV series "By the Sword Divided" and, coincidentally, the owner of the house directed the filming.

Friday evening featured the highlight of the Convention for many members. Art Leggett showed his Gold Medal winning display of Canada's 1859 issue. This was surely *the* definitive display of the stamps and postal history of this issue.

Not to be outdone by the collectors, the spouses, chaperoned by an ex-secretary of the Society, saw the superb West End production of 'Oklahoma' at the local theatre.

The auction room on Saturday was full, as usual, and Geoffrey Manton was his normal witty and efficient self, finding homes for most of the lots at prices which would not disappoint vendors or purchasers.

In one respect he was too efficient as, for the first time in my recollection, he finished somewhat earlier than he had predicted.



Art Leggett shows his treasures

That evening about sixty people sat down to the Convention Banquet. The toast to the Canadian Philatelic Society of Great Britain was proposed by John Marriott LVO, RDP, Keeper of the Royal Collection and the President replied. Colin Banfield proposed the toast to the Ladies. This contained the slanderous suggestion that one officer's marriage had been arranged so that his collection could be written up legibly in his wife's hand. Freda Stalker replied, making what is reputed to be her maiden speech. Finally Lew Warren, ably hindered by his friends(?), proposed the toast to Guests and Overseas Members and John Stockley, President of the Southampton Philatelic Society replied.

The installation of the new President, John Hillson, followed the speeches. He will certainly have high standards to live up to.

Do try and come next year, even if it is only for half a day. I can promise that once you have come, you will want to return again and again for what is an outstanding social event with more than a smattering of first class BNA philately.

T.E.A.

THE CPSGB AND YOU

Elsewhere in this issue you will see reports of the Southampton Convention and the meetings that took place there. One of the subjects discussed was "the society" – where it is now and where it should be heading. During these discussions many criticisms and suggestions were made by those present. At the conclusion, it was decided that a small sub-committee should be set up to investigate these matters further.

The members of this sub-committee are Charles King, Roger Grigson and myself, as chairman. Recognising that you, the members, are the Society, we feel that it is important to determine your thoughts on the Society. We therefore need your views on such topics as:—

- The importance to you of the services offered now. Which do you rank highest? Which do you rank lowest? How effective are these services?
- How can new members be attracted to the society?
- How can we promote British North American philately more widely?
- What do you think of Maple Leaves? What should it contain? Are your favourite topics omitted? Does it have too strong a bias towards any particular topic?
- How can the packet be improved? What would encourage you to contribute to it? Should packets of non-BNA material be established?
- What do you think about the traditional form of Convention? Is it too long, too short, too specialised, too frequent . . . ?
- Do you find the one day seminars useful? Should more be arranged? Do you have ideas for new locations and venues?
- What changes would you like to see in the way that the Society is run?
- What do you think the aims and objectives of our society should be? Please contact me if you have grouses, plaudits or suggestions. My address is in the officers' panel at the back of Maple Leaves. Your letters will not be published without your expressed permission, so please be frank.

Remember without our involvement there is no Canadian Philatelic Society of Great Britain.

Tom Almond



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LETTERS TO THE EDITOR

Robert Lunn

Approximately ten years ago, I was given a copy of Frederick Tomlinson's work on the Canadian Map Stamp. His work has encouraged me to further study this most interesting stamp.

Recently I uncovered a discrepancy regarding the rate to countries adhering to the Imperial Penny Postage scheme of December 25, 1898. In particular, the weight of letter that could be posted for two cents.

Winthrop Boggs' work, "The Postage Stamps and Postal History of Canada", Volume II, states on page 55–M:

"In every case in which a country adheres to the Imperial postage scheme, the postage rate on letters originating in Canada addressed to the country in question is reduced to two cents *per half ounce*."

Similar references to this rate are made on pages 4–O and 10–O.

However, Ron Winmill's very informative work, "The Evolution of Imperial Penny Postage and The Postal History of the Canadian 1898 Map Stamp", states on page 7:

"December 25, 1898: This date was selected for the introduction of the Imperial Penny Postage Scheme and the rate to Britain and colonies which concurred, was reduced to one penny (two cents) per ounce."

I would greatly appreciate clarification of this weight discrepancy from fellow readers.

Editor's Note: This looked a simple enough question but, upon referring to four different sources, I came up with two in favour of half ounce and two in favour of one ounce! An error seems to have crept in and reference to an original source is called for; any offers?

Sandy Mackie

A recent interesting article on the usage of the Registered Letter Stamps in our sister society, B.N.A.P.S., journal brings me to write of a cover that may not, as yet, have been recorded. George Arfken has recorded 17 covers with the 8 cents R.L.S. to the U.K. used in the correct period.

This year, whilst talking to an old collector friend, he mentioned that he had a Canadian cover which may be of interest to me which had been in his possession for over 30 years, surprising as he is not a

Canadian collector but likes nice covers. A photocopy duly arrived and, needless to say, I was surprised to see it was a double rate Registered cover with a 10 cents Small Queen and an 8 cents R.L.S. stamp used in the right period.

As can be seen from the illustration, it was mailed from Chatham, New Brunswick, postmarked 21 MA 1877 Registered, which may be an error of month slug, as it was backstamped at Halifax Nova Scotia on 22.3.77, arriving in the U.K. where it received the Liverpool registered cancellation of 4 AP 77; it was also backstamped Carlisle 4.4.77 and Abbeytown 5.4.77. Are there any more such gems to be discovered?



Tom Almond

Can anybody provide some background to the 1954 Royal Tour of Canada? Thanks to the generosity of a CPSGB member I have obtained a set of fifteen covers commemorating the Duke of Edinburgh's Canadian Tour of 1954. Each of the covers is similar to that shown below, with an endorsement in the top left hand corner appropriate to the CDS.

The dates are between 29 July 1954 and 17 August 1954. The locations are:— Goose Airport Lab., Ottawa Ont., Chalk River Ont., Victoria BC., Rivers Man., Vancouver BC., Kitimat BC., White Horse Yuk., Fort Simpson NWT., Port Radium NWT., Yellowknife NWT., Coppermine NWT., Churchill Man., Quebec Que, and Goose Airport Lab.

The dates encompass the period, 3 to 9 August, of the British Empire and Commonwealth Games in Vancouver. I believe that the Queen and Duke attended the Games, but I can find no reference to the Tour in philatelic literature.

Was there really a Royal Tour? What was its timetable? Is there any other philatelic material in existence that relates to this Tour?



1989 CONVENTION AUCTION

The auction will be held at the Station Hotel, Ayr, on Saturday 7 October. Material for sale should be sent to Mr James C. McLaren, 15 Murray Place, Viewlands, Perth, PH1 1BP, to arrive before 1 April. Only BNA material is acceptable; it should be mounted, include a brief description and an estimated value. Any reserve should also be advised, lots should not be of a value less than £2. A stamped, addressed postcard will ensure prompt acknowledgement of receipt.

No responsibility can be accepted for material which is either loosely mounted or badly packaged. Material received after the deadline cannot be included in the catalogue but may be offered for sale 'in the room'.

BOOK REVIEWS

NEWFOUNDLAND SPECIALIZED STAMP CATALOGUE 1988

by John M. Walsh & John S. Butt

This long overdue little book (14×25.5 cm) for Newfoundland collectors is billed as a catalogue but it is rather more of a checklist of items (complete with spaces) and is without prices. Listings of postage stamps (including inland revenue, custom duty, and war savings stamps), postal stationery, first flight covers, reply coupons, postage meter machines, postage paid handstamps, perfins, plate numbers, postal rates, and post offices are included.

For the new or intermediate collector the book offers a very good introduction to Newfoundland material. Advanced collectors will no doubt see it as a complement to Boggs' 'The Postage Stamps and Postal History of Newfoundland'; specialists will, however, find various errors which will hopefully be corrected in a subsequent edition.

The book, however, is not without some problems. One may wonder why light blue print (hard on the eyes) and not black print was chosen. The work also reveals printing sloppiness for my copy has numerous pages offset onto each other.

There is a severe shortage of illustrations (only the 1897 Provisional overprints and postal slogans are shown) which detracts from its usefulness. Also disappointing for postal historians is the omission of opening and closing dates in the list of Newfoundland post offices and the lack of a bibliography.

Despite these errors there is still a need for more specialist material on the subject of Newfoundland. This book is, without doubt, a tremendous undertaking. However if its aim is to build upon Boggs' great work, as a specialized book should do, it unfortunately falls short of the mark.

DWM

Published by Walsh's Philatelic Service, 9 Guy Street, St. John's, Newfoundland, Canada A1B 1P4. Soft cover, 70 pp, price \$27 CAN including inland postage.

Your Opinions Please - See page 149

THE CANADIAN MILITARY POSTS Vol. 2 (1920–1946) by W.J. Bailey & E.R. Toop

In the June issue we commented upon the amount of study of military mail being made available by Bill Bailey and Rich Toop. Hot on the heels of their checklist, 'Canadian Military PO's to 1896', comes the fat tome that represents the second in a trilogy being published in the UK by Edward Proud.

This hardback volume of over 360 pages covers the interbellum period and the Second World War in great detail. The first nine chapters sketch the history of the military posts in the period, while the remaining nine form a catalogue of the markings with a brave attempt at pricing. A points system is employed and a value of 10p is placed on each point, as at the time of going to press, this being the basis of pricing by Proud Bailey, the publishers.

The historical section is well sprinkled with illustrations, while in the 'catalogue' section all the markings seen by the authors have been illustrated with clear line drawings. The amount of data contained between the covers is phenomenal and no one with more than a passing interest in military mail can afford to be without it.

As one with an interest in the 1939 Royal Tour, I was pleased to see that Major Ross, the postmaster on the Royal Train, achieved the rank of colonel as Director of Army Postal services here in Manchester during the early part of the War. It was also intriguing to learn that free postage facilities for interned aliens in Canada were largely withdrawn due to abuse of the service – P.O.W.'s were sending their laundry out post free!

If there is a criticism then it must be levelled at the printers/publishers. Text has been prepared by typewriter, this is clear and therefore excusable, but the lack of uniformity in text area from page to page, poor captioning and the eccentric introduction of adverts within the textual pages, instead of the end papers, lends a slightly amateur air to an otherwise very fine publication.

Available in the UK from Vera Trinder Ltd. at £25 and in Canada from G.S. Wegg Ltd and F.E. Eaton & Sons at \$60 CAN.

DFS

FROM THE SECRETARY

The following are the main points from the 1988 AGM, minutes of which are available on request from the Secretary (SAE appreciated).

The President, Dr. Dorothy Sanderson, opened the meeting by welcoming the 35 members in attendance and she thanked everyone for the help she had received during her Presidential Year.

Officers' Reports were a mixture of good news and disappointments, the latter being a fall in membership to less than 550, also the continuing lack of support for the exchange packet. Good news included the increased use of the library facilities, a steady number of customers using the handbooks service, a higher level of display advertising and reactivation of the West of Scotland Group. Treasurer, John Hillson, was pleased to be able to hold the subscription to £8.50 for 1988/89, slightly lower than the £9.00 sanctioned by the Committee. David Sessions asked for a continuing inflow of articles for publication in "Maple Leaves" and recommended that members use the forum of 'Letters to the Editor' as a means of announcing discoveries or to enlist help with philatelic problems.

With regard to the Exchange Packet it was announced that, owing to the continued lack of new contributors, the Packet was no longer viable and the Committee had decided to suspend the service but to review the situation next year. In the meantime, it was suggested that members make greater use of the free Classified Advertising service to announce their 'wants and sales'.

The meeting was informed that an Action Committee, chaired by Tom Almond, has been set up to consider how to reverse the trend of declining membership and to identify services required by members. Tom's call for views and suggestions will be found elsewhere in this issue.

In conclusion, the President-Elect, John Hillson, advised the A.G.M. that 1989 Convention will be held at the Station Hotel, Ayr, from 4-7 October 1989. Geoffrey Manton, Vice-President, announced that the 1990 Convention was being planned for 3-6 October 1990 and will be held at Chesterfield.

The following Officers were elected at the A.G.M.:-

President & Treasurer N.J.A. Hillson J.C. McLaren Vice-President B.T. Stalker Secretary Committee Members: Scotland J.C. McLaren

North England G. Whitworth F.C.P.S.

South England R.S. Grigson Officers elected by the Committee are as listed inside the back cover.

Competition Awards:-

Class 1 1. A.S. Mackie 3¢ Brown Admiral Plate 23 retouches Class 2 1. London Section Parliamentary Mail 1840–67

Class 3a 1. B.T. Stalker Postal History of the Great Western Railway

2. C.W.R. Wheatley Transatlantic Mail 1759–1840

Class 3b 1. J.E. Pilkington 5¢ Centennial 2. C.W.R. Wheatley Semi-Official Airmail 1924–34

Trophies:-

Stanley Godden Trophy B.T. Stalker Postal History of the Great Western Railway

Admiral Cup A.S. Mackie 3¢ Brown Admiral Plate 23

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 1975 FOX, G., c/o D Lawrie Ltd., 1 Hobart Place, London SW1 2048 ELLERTON, H.S., 244 Station Rd., Winsford, Cheshire CW7 3DF 2397 VERGNE, John N de la, 55 Lombard St, Apt 203, Toronto, ON, Canada M5C 2R7 		
2467 National Postal Museum name & address changed to:— Canadian Postal Archives Library, 365 Laurier Avenue West, Ottawa, ON, Canada K1A ON3		
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Change of Interest 2343 McLaren, James C. F, C		

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EXCHANGE: The Editor has an offer of mint or used Canadian stamps in exchange for used Great Britain. Interested members please reply to David Sessions, 36 The Chimes, Nailsea, Bristol, BS19 2NH.

HANDBOOKS

If your nearest and dearest failed to take the hint and buy you the Handbook you wanted for Christmas there's only one thing left to do – buy it yourself. All Handbooks advertised on the back cover of the last issue of Maple Leaves are still available from the Handbooks Manager:

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2528 GORDON, M.L. 2124 WENER, E. Revised Total: – 545

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OF GREAT BRITAIN

Maple Leaves

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MAPLE LEAVES

Journal of

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INCORPORATED 1946

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

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APRIL 1989

Whole No. 222

EDITORIAL

It's a funny old game, as one of TV's soccer pundits is sometimes heard to say. We entered 'Maple Leaves' in the literature class at the Autumn Stampex, a national show, and were awarded a bronze. Around the same time we sent off a run of 'Maple Leaves' to 'Prenfil 88', an international exhibition of philatelic literature held in Argentina at the end of November, and the reward was a large silver! Exactly the same run of issues was entered in each competition. The Stampex award seemed a little niggardly whereas the Prenfil award, as an international, was, we felt, generous.

The frailty of subjective judgement was further brought home to us when speaking to a collector colleague freshly returned from the international in India in February. While, as usual, there was some superb material on display, a number of the higher awards, particularly in the national (i.e. India) class, were substantially over marked, in his opinion. What a contrast to the many comments we heard at Capex in 1987!

Your attention is drawn to the notice, elsewhere in this journal, of the London Group's fourth annual one-day seminar. Members are urged to support this venture wherever possible; a small group has gone to some trouble to provide a fine and varied show for fellow members and an opportunity to make and renew acquaintances; please help to make it worthwhile. Members north of the border are reminded that Jim McLaren and his merry men will be at Scottish Congress on 9 April in the Falkirk Town Hall.

ONE DAY SEMINAR - LONDON

The London Group invites all members to join them at the fourth annual seminar, to be held on Saturday 3 June at the Victory Services Club, 63/79 Seymour St., London W2 2HF (as previously). Members are urged to participate by giving a small display (say 20–50 sheets) coupled with a short commentary (not exceeding 40 minutes) on any aspect of BNA philately. The display material does not have to be of exhibition standard, this is a seminar not a competition. If you feel unable to show any material you will still be made very welcome.

The meeting starts at 10.30am and finishes around 4.30pm. It offers a rare chance to see a wide variety of interesting material in a relatively short space of time. There will be a charge of £4 per head to defray expenses, this includes coffee/tea and biscuits.

If you think you can make it, PLEASE CONTACT CHARLES KING AS SOON AS POSSIBLE: 10 St Leonard's Rd., Claygate, Esher, Surrey KT10 0EL (Tel. 0372 64730)

MESSAGE FROM THE PRESIDENT

Our UK members will find enclosed a booking form for THIS year's Convention, to be held in Ayr, Scotland. There have been a lot of preliminary enquiries already from our overseas members; if you are even thinking about coming and have not already been in touch, please write to me as soon as possible. Whether you are a UK or overseas member please BOOK EARLY – don't leave it till the last minute. If you have never been to a CPS Convention before; do yourself a favour, make it to this one, if only for a day or two.

John Hillson

CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

Annual subscription, due 1 October, £8.50, payable to the Society, to John Hillson, Treasurer

The dollar equivalents are \$18 CAN (+ \$4.50 if airmail delivery required) and \$15 US (+ \$3.50 if airmail delivery required).

Canadian members may pay in \$CAN via Wayne Curtis, please make your cheque payable to him.

Members who have not paid the current year's subscription by 31 December will be removed from the *Maple Leaves* circulation list and reinstatement will incur an additional fee of £1 or its \$ equivalent.

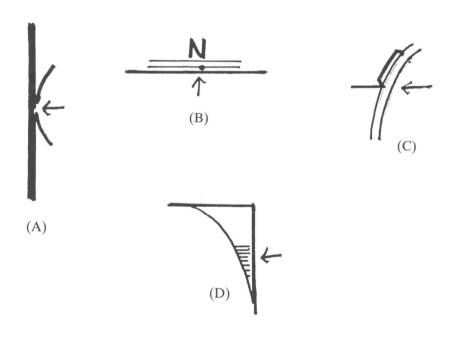
THE 5 CENTS BLUE ADMIRAL by Hans Reiche

The 5 Cents blue Admiral has been listed by Marler and this writer as coming from three different types, with the first one divided into two sub-types. These are described in the Admiral handbooks. A study of the 5 Cents value shows some peculiar features which have not been listed before, but may be of interest to specialists.

The outer left frame line is indented where the lower junction line meets the frame (A). In many cases the junction line does not completely meet the frame line.

Below the N of Cents is a fine dot, just above the bottom frame line (B). The horizontal shading line on the top left side which meets the bottom of the crown shows a very slight extension into the oval (C).

Shading lines seven and eight, counted from the bottom, on the upper right spandrel are shorter than the other shading lines (D). The left outer frame line is normally slightly wider than the right one.



A SECULAR RATE

by The Yellow Peril Photo by Canadian Stamp News

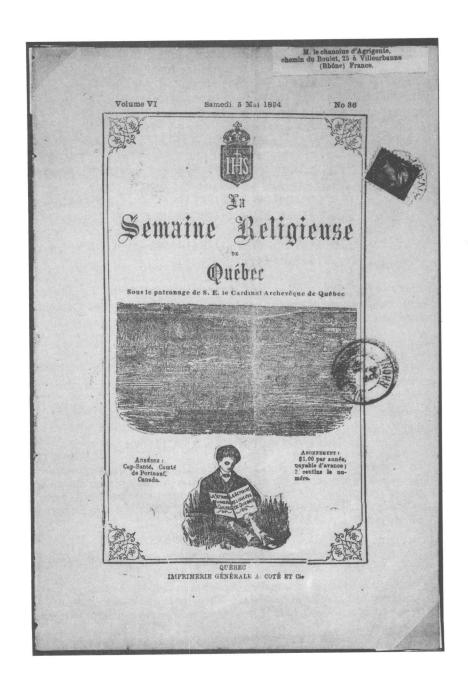
During my search for covers with a single ½¢ Large Queen stamp I unexpectedly stumbled upon a small bundle of "La Semaine Religieuse de Quebec" that were franked with single ½¢ Small Queens and label-addressed to Monsieur le chanoiue* d'Agrigente, chemin de Roulet, 25 à Villeurbanne (Rhone), France. These La Semaines were religious newspapers published under the patronage of his Eminence Cardinal Archbishop of Quebec (the first issue was probably launched on 2 September, 1877). They were printed in pamphlet form on 6½″ × 9½″ newsprint. Each issue consisted of 16 pages, was stitchbound and weighed 16 grams.

My initial reaction was that of great disappointment for they were not Large Queen frankings. However, after having spent the weekend agonizing over the matter and having suffered the frustrations of not being able to spend any money to buy stamps, I returned to the owner and very meekly asked him if he would still sell me his batch of "Semaines" – most likely only a sampling of a find.

According to postal regulations these religious newspapers, quite conceivably, could have been sent to the various archdioceses and dioceses throughout Quebec, or for that matter, to anywhere in the Dominion, Prince Edward Island, Newfoundland, or the United States for ½¢ even though these newspapers were in pamphlet form but weighing less than one ounce (16 grams equal .5648 ounce). Although no such ½¢ rate to France could be found in the postal guides, there are sufficient copies of these weeklies dating from 19 December 1893 to 23 December 1894 to conclude that they were mailed from Quebec to Villeurbanne for ½¢.

Perhaps the small quantity addressed to France was not noticed or the people who prepared these weekly newspapers for mailing affixed a ½¢ stamp to each number without regard to its destination. The postal clerks too would likewise cancel the stamps. Even if the clerks did notice the addresses they would let them pass in view of their ecclesiastical authority.

Illustrated opposite: ½ SQ tied to 5 May 1894 issue of 'La Semaine Religieuse de Quebec' with light Quebec cds. Villeurbanne cds receiver at centre right. Blurred picture on cover depicts several sailing ships in harbour against the Quebec City background.



Whether there ever was a half-cent rate to France, these Semaines Religieuse are nevertheless unusually inspiring for they bring to mind the teachings of the Holy Gospel according to Matthew (Mt 22: 1–14) "For many are called, but few are chosen" – only one Semaine was blessed with dispatching and arrival circular date stamps. The rest were postmarked with bull's-eye postmarks.

* le Chanouine is equivalent to a Canon (but not a weapon)

References: THE DOMINION POST OFFICE ACT 1867 – BOGGS

Volume II page 11-A para: 24 & 25

REGULATIONS ISSUED UNDER THE DOMINION POST OFFICE ACT – BOGGS Volume II page 29–B

para: 18

THE POST OFFICE ACT OF 1875 – BOGGS Volume II

page 13-A para: 6

Editor's note: Any readers who have copies of these "La Semaine Religieuse de Quebec" and/or readers who are conversant with rates are invited to send in their comments.

HARMERS

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CANADIAN RAILWAY POSTMARK ERRORS (PART 3) by L.F. Gillam, F.C.P.S.

"When people agree with me I always feel that I must be wrong."

(Oscar Wilde)

I was reminded of this "Wilde witticism" by a reader of my last article who kindly wrote to tell me that he agreed with everything that I had said! Now, as most writers on esoteric subjects will appreciate, this was a pleasurable experience for me, and most unexpected. My pleasure, however, was tinged with disappointment; I had hoped that my correspondent was going to throw some light on the very dark places that the subject of the article contained. As we shall see, however, darkness rather than light, uncertainty rather than confident assertions are the hallmarks of railway postmark errors. Their story resembles an Agatha Christie novel in so far as there are many possible culprits; but here the comparison ceases. In the end we find that "who done it" remains a mystery. Perhaps one day someone will write a "thriller", lead his readers up many a tortuous garden path and finally leave them in suspense. The mystery of who committed the foul deed will be left to readers to unravel. Maybe such a detective story has already been written; if not I shall be delighted. I shall be able to claim, at long last, that I have had an original thought!

The Story Starts

With that introduction over I shall proceed to the strange story of the ST. JOHN & AMERST postmark aberration, the first railway postmark crime to be committed in the Maritime Provinces. I start with the sole question that some readers will, perhaps, ask themselves: why did it take so long for the Maritime Provinces postal authorities to emulate their brethren in "the Canadas"? The answer is a simple one, and one in which I can take much pride. It is the only question which this article poses that can be answered with complete assurance: railway post offices were not introduced on the Maritime railway systems (such as they were) until after Confederation in 1867 when the provincial postal authorities became subordinate to the Postmaster General of the newly-formed Dominion of Canada. Thus it is that the earliest known date for a Maritime railway postmark is 1869; although earlier dates in 1868, or even in the latter part of 1867 may yet be found, they will certainly NOT be discovered before 1 July, 1867 when the British North America Act came into effect.

Before this, as independent provincial postal authorities with but a few hundred miles of railway to use in the distribution of mail (and, incidentally, much better roads than those in the Province of Canada), neither Arthur Woodgate, the Postmaster General of Nova Scotia, nor his colleague in New Brunswick had looked upon railway post offices with favourable eyes. In the first place the latter were very expensive luxuries, and secondly the sparse populations which they might have served did not generate the volume of mail that would justify their introduction. While it is true that a "mail clerk" was employed on the European & North America Railway, between St. John and Shediac in New Brunswick in 1862 (H.W. Baldwin), it is clear from the Postmaster General's Report for that year that his duties were those of a guard for the mail, and were by no means commensurate with those of a railway mail clerk as they are properly understood. Indeed, since there are no further references to this innovation in subsequent reports, it is highly probable that Mr. Baldwin's tenure in office proved to be a short one. Certainly, if he survived, or was succeeded by others, they have left no lasting memorial in the form of railway postmarks to suggest that they did anything other than sit on the mail bags in a baggage wagon, and receive and throw them off, as and when necessary.

Post Confederation Pressure

The sky changed after Confederation, however. Acting on the principle of what was good enough for Ontario and Quebec could scarcely be denied to New Brunswick and Nova Scotia (and later Prince Edward Island), the federal postal authority either freely granted the boon and blessing of railway post offices to the Maritime Provinces or, which is a distinct possibility, it yielded to the importunities of Maritime politicians who were keenly aware that from henceforth the Dominion Government would pick up the bills. Railway post offices were a drain on resources, their mail clerks, because of the arduous physical and mental nature of their duties could command high wages and railway companies were strident in their demands for the highest rates that they could possibly squeeze out of the Postmaster General.

Not surprisingly, in view of its previous history, the first New Brunswick railway post office operated over the European & North America Railway, and during the years 1869 to 1873 a postmark reading E. & N.A.R. was used. This is listed by Ludlow under serial number RR.47 in his 1982 catalogue and, although earlier dates *MAY* be found, it is extremely unlikely that ones later than 1874 will be discovered for the following reason: in the latter year a new railway post office between St. John, New Brunswick and Amherst, just three miles over the

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330 BAY ST., SUITE 703 TORONTO, ONTARIO, CANADA M5H 2S9 (416) 363-7777 Province Line in Nova Scotia, was brought into operation. This clearly superseded the original railway post office since the route followed that of the former European & North America Railway (which by 1874 had become a part of the Intercolonial Railway, then under construction) as far as Painsec Junction where the line turned southeast to Amherst.

The first postmark to be used, which is illustrated below, had, for obvious reasons, a very short life. It made a fleeting appearance upon the railway post office stage in 1874 and 1875 and then was seen no more. Someone had blundered, and the offending handstamp was quickly withdrawn from use and probably destroyed, either in 1875 or 1876. It was replaced by a postmark reading correctly ST. JOHN & AMHERST, INTER. COL. RWY. either in the latter year or possibly 1875. Both postmarks are listed by Ludlow under serial numbers MA.193 and MA.194 respectively, and I am indebted to him for permission to use his catalogue illustration* for the purposes of this article, or saga if that is the more appropriate word!



"The first railway postmark crime in the Maritime Provinces"

* (Enlarged: actual dimension 28mm. diameter)

Who Dunnit?

The 64,000 dollar questions follow. Was the requisition for the original handstamp written in an unclerkly hand in the Deputy Postmaster General's office in Halifax, Nova Scotia? If so it would be in accordance with the example set by Arthur Woodgate who, during his long tenure of office before Confederation, frequently wrote his own orders for handstamps in scarcely legible handwriting, and indeed sometimes illustrated his requirements with little pen-drawings in the margins. This is most unlikely, however. Amherst was a sizeable community in 1874 with a population upwards of 2,000 at that time, and second only to Truro in importance in the isthmus that separated Nova Scotia from New Brunswick. Up until 1867 at least six circular datestamps had been in use at one time or another in the Amherst post office during the

previous 25 years or so. None of these was misspelt, nor was there any good reason why they should be. Any clerk who could spell WHYCO-COMAGH correctly could spell anything!

We must turn then to a much more likely suspect: the New Brunswick Deputy Postmaster General's office in St. John, or Saint John as the purists would have it. By rail Amherst was 123 miles from St. John, and as far as the official who MAY have written out the requisition for the defective handstamp was concerned, Amherst might well have been in those days "a far away place of which he knew nothing." This, of course, may be casting unworthy aspersions upon an innocent soul, in which case we must again turn elsewhere. Perhaps the order was sent to the fount of all postal authority at St. Martin-le-Grand in London, England where requisitions for handstamps for thousands of outposts of the far-flung British Empire, as well as Great Britain, poured in every year. Here the order might well have been wrongly transcribed before being sent on to the handstamp manufacturers. On the other hand the order may have been sent to the firm of Pritchard & Andrews who, at some time after Confederation, became official contractors for Canadian handstamping equipment. If one of their craftsmen wrongly lettered a handstamp it seldom escaped detection, however. Before the handstamp was despatched it was invariably proofed and compared with the wording of the order. If it was wrong, a new handstamp was promptly made. Nor was this applicable solely to Pritchard & Andrews. Proof books in the General Post Office archives in London, as well as those of Pritchard & Andrews in New York bear testimony to the fact that orders were carried out meticulously. Theirs was not to reason why AMHERST was spelt incorrectly even if they had known that it was. Their responsibility was to do as they were told. Their bread and butter and reputations depended upon it. On the other hand if a civil service clerk made a mistake it could always be remedied – with taxpayers' money. And thereby hangs a very long tale!

SLOGAN STUDY GROUP

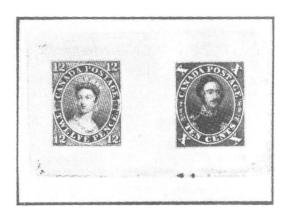
On pages 173 to 179 readers will find a most interesting article on one of Canada's longest running slogans, by Dan Rosenblat. Dan is Editor of the Newsletter published by the BNAPS Slogan Study Group. The Group is, of course, open to all BNAPS members; any CPS of GB members who are interested in slogans but are not BNAPS members are invited to contact Dan direct, the address is:

D.G. Rosenblat, 3612 Wood Duck Circle, Stockton, CA 95207, USA.



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"HELP THE MUSKOKA" by Daniel G. Rosenblat

The mendicancy of many Canadian slogan cancels is apparent if one looks at the standard reference, 'Slogan Postal Cancels of Canada' by David H. Proulx. Slogans are arranged alphabetically and the quantity of those soliciting funds for various charitable purposes is obvious from the number beginning with 'buy, fight, give, help, remember, share, support or use', in addition to such bilinguals as 'aidez, achetez and souscrivons'.

Nor were all appeals restricted to private charitable organizations, since many governmental slogans, including the popular W.W. I flags of 1917–18, were also monetary pleas to lend money to your country.

While earlier slogans of 1912 solicited no more than attendance at events, by December of 1912 the first fund appeal was made with the issue of a short-lived HELP THE KING EDWARD MEMORIAL FUND FOR CONSUMPTIVES slogan, with only two months use in late 1912 and early 1913.

December of 1913 saw first use of probably the longest continuous plea for funds in Canadian postal history, the Toronto HELP THE MUSKOKA appeal that was repeated relentlessly, unremittingly and unbroken from 1913 to 1945, 33 years encompassing a great depression and two major wars. This continuity, though in several related formats, offers considerable appeal to specialized slogan collectors.

As the use was always in paired-years, from the late portion of one until the early part of the next, there were really two separate periods of use in all except the first and the last of the 33 years, totalling 64 such collectable datings. Since the number of dies used varied from three to six in each year, a combined die and use period collection can consist of well over 200 separable items.



Slogan 4485 First format, 1913–16 Five identified dies A to E

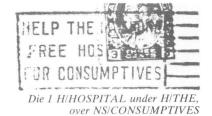


Slogan 4530 1916–19 Five identified dies A to E First use, for late 1913 until early 1916, was in a four-line format reading HELP THE MUSKOKA FREE HOSPITAL FOR CONSUMPTIVES, Proulx slogan 4485. Four International dies were issued, identified by letters A to D in the grid, and since there were no dates in the slogan, these could readily be re-issued in a following year. Introduction of a fifth International machine at Toronto in mid-1915 resulted in a fifth die, identified E, used only in the paired-years of 1915–16.

In late 1916 these five dies were retired, but clearly replaced by five similar dies reading HELP THE TORONTO FREE HOSPITAL FOR CONSUMPTIVES, Proulx slogan 4530, with identification A to E in the grid. It is interesting to conjecture what provoked this change, especially since it proved to be only temporary. It probably had some connection with the war, the Muskoka Hospital possibly having been taken over for military purposes and its functions transferred to the Toronto Hospital.

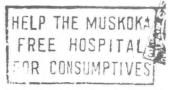
Slogan 4530 dies were re-issued in 1917–19, but were then retired because Toronto replaced its five International machines with five Universals, which were probably not able to make use of International dies. The slogan was replaced in 1919 by five Universal dies, resuming the wording HELP THE MUSKOKA FREE HOSPITAL FOR CONSUMPTIVES, in a second format of slogan 4485, with three lines. This was possibly because with the war over, the Muskoka Hospital could be re-opened. The new dies no longer carried identification, but can be separated by letter position differences.

Slogan 4485, Second format 1919–21 Fives dies without identification, designated 1 to 5





Die 3 H/HOSPITAL under HE/THE, over NS/CONSUMPTIVES



Die 2 H/HOSPITAL under E/THE, over NS/CONSUMPTIVES







Die 5 H/HOSPITAL under H/THE, over ON/CONSUMPTIVES

These new dies were re-issued in 1920–21, but in late 1921 the same dies were altered by removing FREE, leaving a gap, to read HELP THE MUSKOKA HOSPITAL FOR CONSUMPTIVES, the first format of slogan 4486. They continued to be separable by the original letter differences, excluding those involving the word FREE. Again, it is interesting to conjecture as to the reasons for this change, very possibly having to do with a fiscal strain that required imposing fees for services previously provided without cost.

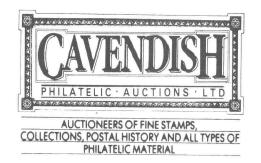
Slogan 4486, First format, is second format 4485 with FREE removed, otherwise the same five dies of second format, 4485. 1921–23



Die 3 of first format 4486, was retained in reserve and re-issued in 1929–31 and again in 1938–44.

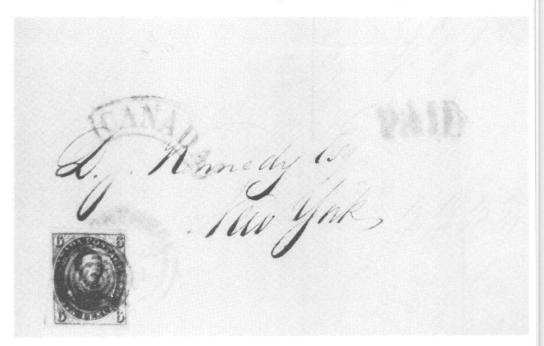
These five dies were re-issued in 1922–23, but by late 1923 all of them were withdrawn, however one is known to have been retained in reserve for future re-issue. Their 1923 replacements were five new dies in a second format of slogan 4486, with the same HELP THE MUSKOKA HOSPITAL FOR CONSUMPTIVES three line wording, but with FREE omitted rather than just removed, the word HOSPITAL then being centered between dashes rather than offset right as a result of removing FREE. As with all prior usage of the Universal dies, they had no identification, but were separable by letter positions.

The five dies of slogan 4486, second format, remained in use until 1930–31, but a sixth machine was probably introduced in Toronto in late 1929, since at that time the single reserve die of slogan 4486, first format, with FREE removed, was re-issued as a sixth die from late 1929 until early 1931, the only period when the usage reached that number.



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Slogan 4486, Second format First use 1923–31, re-issue of dies 1 and 2 1938–44. Five dies without identification, designated 1 to 5



Die 1 Tall THE and FOR, H/ HOSPITAL under PT/HELP THE L/ HOSPITAL under first K/MUSKOKA



Die 2 Tall THE and FOR, H/HOSPITAL under P/HELP L/HOSPITAL under S/ MUSKOKA



Die 3 Tall THE and FOR, H/HOSPITAL under P/HELP L/HOSPITAL under first K/MUSKOKA



Die 4 Short THE and FOR, H/ HOSPITAL under P/HELP L/ HOSPITAL under first K/MUSKOKA



Die 5 Short THE and FOR, H/ HOSPITAL under LP/HELP L/ HOSPITAL under first K/MUSKOKA

These six dies were retired after early 1931 usage and replaced by only three new dies, reading HELP THE MUSKOKA HOSPITAL FOR CONSUMPTIVES in four lines, the third format of slogan 4486. These were again without identification, but separable by letter positions. Of the six replaced dies, two of slogan 4486 second format and the single re-issued first format die were known to have been retained in reserve for further re-issue.

The three new slogan 4486, third format, dies had use without additions until early 1938, when all three were retired. Rather oddly, usage continued without new replacement dies but with the re-issue of two of the reserve slogan 4486, second format, dies and the second re-issue of the single first format die. This latter die had originally been issued in 1919 in the slogan 4485, second format, altered to slogan 4486, first format, by removing FREE in 1921, used until 1922, held in reserve

until first re-issued in 1929, with use until 1931 and then re-issued once more, 20 years after its first issue and used for another seven years thereafter.

Slogan 4486, Third format, three dies without identification, designated 1 to 3 1931–38



Die 1 Normal FOR, round bottomed S/ HOSPITAL left of P/CONSUMPTIVES



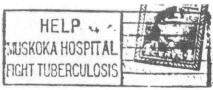
Die 2 Normal FOR, flat bottomed S/ HOSPITAL over P/CONSUMPTIVES



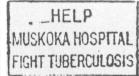
Die 3 Narrow FOR, round bottomed S/ HOSPITAL left of P/CONSUMPTIVES

The three re-issues listed above were the only ones used from late 1938 until early 1944, when they were all finally retired and replaced by three new dies with the wording changed by substituting the more modern term of 'tuberculosis' for the now outmoded term 'consumptives'. These three dies, again without identification, read HELP THE MUSKOKA HOSPITAL FIGHT TUBERCULOSIS, slogan 4380. Use of these three was in 1944–45 only, the final usage of the related slogans involving HELP THE MUSKOKA.

Slogan 4380 Proof book indicates three dies, but only two recorded. 1944–45 only



Die 1, narrow lettering



Die 2, similar to die 1 but wider lettering

Slogans of this nature, soliciting funds for a private charity, were not initiated by the Postal Department, but at the request of a sponsoring group. The Department had authority to approve or disapprove requests, but, if approved, they charged sponsors for the cost of each new die, \$15.00 originally but decreasing over the years to \$11.27. Re-issues were without charge unless a date was altered, which involved an additional \$3.00 cost. Whether a charge was made for removing FREE from the five early Muskoka dies is not known, but probable.

MANUSCRIPT CANCELLATIONS

Christie's Robson Lowe are selling a collection of manuscript cancellations on 26 April and Robson Lowe has kindly sent us notes on some of the items which may prove of interest to postal history students. . . .

A rare and interesting cover started from Woodstock on 21 April 1848 and was addressed 'Paid to the lines – The Officer of the U.S. Custom House, Boston U.S.', the sender paying '9d. Cy' (9d currency = 8d sterling) and applying a U.S. 1847 10c to pay the U.S. postage, the last being pen-cancelled at Woodstock; the letter passed through the Exchange Offices of Queenstown (in Canada) and Lewiston (in U.S.) on 23 April.

An exceptional cover from W.O. Hillsborough, NB with the date 'Janry 16/52' in mss. in the middle of the red handstamp, is addressed to the 'Way Office, Hopewell, the Cape'. In this case the 3d adhesive is not cancelled but another copy on piece is cancelled 'obliterated R.E.S.' in the same hand as the datestamp. R.E. Steeves was the Way Office keeper at Hillsborough. While with New Brunswick, mention should be made of the rare 'St. John N.B/Ship Letter' handstamp, three impressions of which are found on a cover from St. Lucia whose $2\frac{1}{2}$ d stamp was cancelled in manuscript '26/5/94 Ships Letter' on arrival.

A Newfoundland cover with the 1887 5c, used to Scotland, has a hand-drawn datestamp 'L.W. April 30th 92'. The place of origin must be near Little Bay for the letter passed through that town before being put on the Coastal T.P.O. for St. John's.

A nice PEI registered cover of 8 November 1869 to Summerside carries one 6d and two 2d stamps which are cancelled 'Burr, Giles & Co.'. They were forwarding agents and Express Mail Carriers.

NOTES ON MAP STAMP PLATE PROOFS by J.L. & R.B. Winmill

Discussions frequently arise covering the map stamp imperfs (plate proofs) and one frequently debated point relates to their origin. Are they from plate 1, 2, 3 or 5? Putting aside archival material for the moment, the following table summarizes the information known to the authors.

Imperf, fully printed

Plates 1, 2 & 5 (a plate 5 block was shown to one of the authors by the late Revd. John Bain, while the other two were seen in 1975 at a Detroit show.)

Imperf, black & blue only Imperf, black & red only Imperf, black only

Plate 2 Plates 2 & 5 Plate 5

These are the only items of this sort known to the authors; however, it is highly probable that similar material exists from plates other than those recorded above. All the observations were made from plate pieces only and none through plating the stamps.





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The Postal Archives in Ottawa are reputed to include a considerable quantity of plate proof material, including the plate proofs for the unused black plate 4, which allegedly bears flaws rendering it unsuitable for the printing of stamps. However, the authors have never had an opportunity to examine this material.



Plate 2 block in blue & black only.



Plate 5 block in black only.

TYPESET OFFICIAL SEALS Some Additional Notes

by Jeffrey Switt

I read with interest Dale Speirs' article, TYPESET AND PLASTIC OFFICIAL SEALS, in the October issue of *Maple Leaves*, and offer the following comments and additional information.

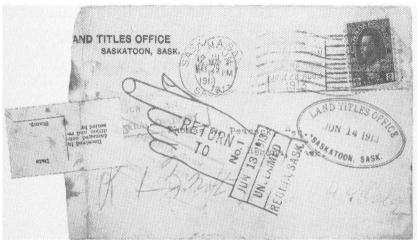


Figure 1

The earliest recorded use of a typeset seal (known to me) is June, 1913 which is illustrated in Figure 1. This cover originated at Saskatoon (May 29, 1913) and is addressed to Regina, where delivery was unsuccessful. At some time the envelope was opened and sealed with a typeset seal that measures 48 mm by 28 mm, rouletted at top, bottom and right. While there are no postal markings tying the seal to the cover, it is, in the words of a Toronto auctioneer, "tied by crease." It was, in fact, sealed (sans contents) when I acquired it, and subsequently opened to display the typeset seal. The seal bears no "job number" imprint as with the later issues. A more detailed examination of this early seal can be made by Figure 2.

Recent covers bearing copies of Seal 33– are more likely to show damage from automated postmarking equipment (Figure 3) than from postal employee mishandling. Moreover, there is a preponderance of damaged covers being repaired with ordinary celophane tape with accompanying handstamps such as "RECEIVED IN DAMAGED CONDITION" or "DAMAGED IN CANCELLING MACHINE." A selection of these markings is reproduced in Figure 4.

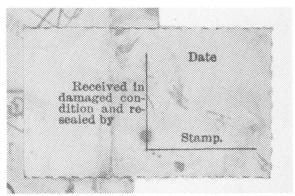


Figure 2

I am familiar with the writings of John Christiansen, referred to by Speirs. It was Christiansen who originally grouped the Foreign Exchange Control Board (FECB) seals, or labels, together with the typeset "official seals", a philosophy with which I disagree. The FECB seals were issued for a specific censorship function, under strict government supervision, for a definite period of time. Their use was, in my opinion, much like that of the many censor tapes found used during the same period of time. They are to my thinking, however, much more interesting than the usual censor tapes, and are a study all of their own.



Figure 3



Figure 4

While the FECB seals themselves have been well documented, the author is interested in the actual use of the seals; the cities in which they were used and the various types of date-stamps used in conjunction with them. Correspondence may be directed to Jeffrey Switt, 3962 Belford Av., Fort Worth, TX 76103 USA.

As to the topic of "official seals" in general, Christiansen had for a time headed the Officially Sealed Study Group, a private group whose interests lie in worldwide seals of this type. He has since disposed of his collection. The reins of the study group are now in the hands of John Weigle and Fred Scheuer. Interested collectors can contact Weigle at P.O. Box 6536, Ventura, CA 93006, USA for more information about the group.

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THE PRODUCTION OF CANADIAN POSTAGE STAMPS (1950–1970) (Part 4) by Jacques Nolet of the Académie Québecoise d'Etudes Philatéliques

4) Perforation

An employee of the CBNC would place this master sheet in a special machine called a perforator to perforate the stamps on each side.

Unfortunately the perforations, like many other things done during this period, were not regular, the holes were seldom located exactly and so created an uneven perforation (line perforation). It was not long after this that electronic positioning arrived which enabled perfect perforations (Comb perforation).

5) Cutting

As each press sheet contained a large number of individual impressions (either 200 or 400) it was necessary to cut them into smaller parts or sections.

The CBNC used a manually operated cutter to cut the master sheet into four parts each carrying the same number of stamps (50 or 100).

It is thus that one sees only the sheets of 50 or 100 stamps in Canadian post offices as all the master sheets, without exception, were cut in the plant of the CBNC before being delivered to the Ministry.

6) Final Check

As postage stamps are negotiable pieces of paper it is important to check carefully each sheet before final delivery to the Ministry.

One must remark that this checking is well done as we have not seen any major errors listed in specialized catalogues devoted to our stamps during these two decades, except for that issued on the occasion of the opening of the St. Lawrence Seaway.

7) Shipping

After this final inspection the stamps were prepared for the various shipping methods specified in the delivery instructions which were usually the same. These deliveries generally commenced about a month before the date of issue of the particular stamp.

The entire delivery was made to the Ministry which was responsible for delivery throughout all of Canada. The first ten per cent of the total issue is delivered to the Philatelic Service, following common practice.

8) Actual count

In accordance with the purchase order from the Ministry, which was sent to the company charged with the printing of the stamp, there was always a precise number of stamps ordered.

It seems, according to information provided by the Ministry, that a variation of five per cent over or under the quantity ordered was acceptable.

V COMPLEMENTARY ASPECTS

To complete this study of postage stamps, engraved between 1950 and 1970, we shall attempt to present, briefly, all the complementary aspects which always accompanied a postal issue in Canada.

a) Issue Date

Examination of several Ministry files showed that the date of (first) sale of a postal item was defined little by little as production proceeded.

The management of the Ministry first determined the probable issue date, sometimes two or three years in advance because, as we have seen, a large number of steps were necessary before the completion of a postage stamp.

Then generally the month of issue was fixed, a date which may be changed a month or two beforehand. The correspondence showed clearly the problems which arose and which resulted in a change of date.

Nonetheless, several months before the issue date the Ministry officials fixed a definite date, bearing in mind the various factors which may affect their decision or more simply the political decisions which may be paramount.

b) Publicity

The Ministry had to concern itself with the publicity concerning the issue so that it could be sold in sufficient quantities to at least cover the cost.

1) Coated Reproductions

Four or five months in advance the Ministry officials asked the vicepresident of the CBNC to supply four special proofs on coated paper from the original die engraved by the company. It was from these proofs that the Ministry developed its promotional campaign.

2) Publicity Folder

On receipt of these reproductions the publicity campaign was developed, it was generally approved in the days following. In the publicity folder, printed on coated paper and known as PS 14, one finds the following information: a reproduction of the steel engraving, the name and date of the issue, the name of the designer, the stamp colour, its precise dimensions, the plate numbers if more than one, the quantity and sundry information regarding first day covers.

Approximately 9,500 PS 14's were printed in this preliminary project according to J.R. Carpenter, then responsible for this sector of the Ministry. Of this quantity usually 500 were bilingual. Later they began to produce PS 14's entirely in French.

3) Glossy Prints.

Using these coated prints of the engraving, furnished by the CBNC, the Ministry had glossy prints prepared by the National Film Board which were produced in large numbers: 550 copies, one half of which went to J.R. Carpenter.

In addition to these glossy prints, David Adamson, the Director of External Relations of the Ministry also requested, from the same special printings, two additional photographs one $6'' \times 8\frac{1}{2}''$, and one $7'' \times 9''$.

4) Large Posters

The director of the postage stamp section of the Ministry requested, four months in advance, 9,500 posters. Only 500 of these were bilingual. It was not until much later that we saw posters only in French. These posters, as well as the PS 14's, were delivered to the postage stamp section of the Ministry at least two months before the stamps were to be placed on sale.

5) The D of FS asked the administrative director of the same governmental department that the publicity campaign be launched two and a half months before the issue date. Having given the principal information regarding this postal issue he asked that the new issues bulletin of the Ministry of Posts announce the details of the issue in order that it may be approved and ready for release in the newspapers of the same date.

(to be continued)

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THE YELLOW PERIL

by Abe Charkow Photo by Canadian Stamp News

A collector of both post cards and stamps can sometimes enjoy the best of both worlds. A case in point is the above post card. A 2¢ Edward stamp is tied to the picture side of this card with a "BRANDON NO 13 05 MAN" circular date stamp. The "5" of the year date "05" is inverted. It is addressed to London, England and the 2¢ adhesive paid the 2¢ Empire post card rate. Around the turn of the century when the exchange of post cards was at its height, senders of postcards would often affix stamps to the picture (back) side of the post cards.



The card titled "THE YELLOW PERIL" depicts a handsome young gentleman and a pretty young lass. The question, however, is "Which is The Yellow Peril – the gentleman with the yellow straw hat or the lass in the yellow frock and the yellow bonnet?"

Editor's Notes:

- 1. Neither person resembles the Yellow Peril that we know so well!
- 2. Although cards are occasionally seen with the stamp on the picture side before 1906, it was not until June 1906 that the sixth Postal Union Congress, in Rome, agreed to allow stamps to be affixed to the picture side of the postcard.

LETTERS TO THE EDITOR

Harry Lambe

7¢ Admiral Sage Green

The Yellow Peril has brought up a very important point* as I am frequently asked to verify this colour. This so-called 7¢ Admiral sage green colour would be more appropriate if it were re-labelled "apple green." I favour this term because apple green is both the colour of a green apple as well as the colour of this stamp in question.

The Stanley Gibbons Stamp Colour Key (from my experience) is the best guide for Admiral stamps. For example, the apple green as provided by the Gibbons colour key is, in fact, the colour of the 7ϕ Admiral sage green.

As for the 20¢ Admiral sage green, this shade is an early printing from Plate 1 which was also used to produce this stamp in a pale greyish green. This 20¢ sage green (a darkish greyish green) is the colour of the sage plant and it is, therefore, the true sage green. The Gibbons colour key sage green is the exact colour of the 20¢ Admiral sage green.

I hope that other Admiral enthusiasts will forward their opinions on this colour to the editor of our fine journal.

* 'Maple Leaves' January 1989, p. 135.

The Yellow Peril

At the December 17, 1988 John Talman sale, lot 281 – a prices current with a ½¢ Large Queen stamp affixed and addressed to Harbour Grace, Newfoundland – was hammered down to an agent for \$550.* Although \$550 was not an awful lot of money it was, nevertheless, a high price for a "sold as is" cover. The sale of this cover in Toronto was a big surprise, indeed. When I was doing research for "A ½¢ LARGE QUEEN ON-COVER?" I became the temporary custodian of this cover when I acquired it from an auction in California. I rejected this item after the Greene Foundation issued certificate 0638 on May 31, 1985 stating that "Canada, Scott No. 21, does not belong to the circular on which it now appears."

I recall asking the auctioneer at the time for permission to illustrate this cover in my article.** The item was described without its picture.

** Maple Leaves August 1987.

^{* \$550} was the net price as Mr. Talman does not charge the customary 10% buyer's premium.



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(See also page 191)

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JOURNAL OF THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

Maple Leaves

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Journal of

THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN INCORPORATED 1946

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Edited by: David Sessions, FRPSL, FCPS. 36 The Chimes, Nailsea, Bristol, BS19 2NH.

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Vol. 21 No. 7

JUNE 1989

Whole No. 223

EDITORIAL

In this issue we feature letters from four members, together with a composite response from three further members. So what's unusual about that? Well, it's more than we usually get for a start!

However, the point here is that several members have taken the trouble to answer queries raised in previous letters, or to enlarge upon a published article. Surely this is one of the prime functions of a journal such as this? Not only do members contribute articles for the benefit of others, they ought to expect some feedback. Similarly, 'Maple Leaves' should be a forum where members can raise their queries or publish their current research in the hope of receiving informed comment.

We realise that many members do not feel able to contribute a full and definitive article but surely a number have a few questions they would like answered. Similarly, if you can throw light on a topic being aired then we want to hear from you. Having said all that, one or two articles would not come amiss either!

USA CONTACT MEMBER

Mr. Horace W. Harrison FCPS has kindly offered to act as the Contact Member for the United States of America. His offer has been gratefully accepted with immediate effect.

ANNUAL GENERAL MEETING

In accordance with Rule 19, notice is hereby given of the Society's Annual General Meeting, to be held at the Station Hotel, Ayr, Scotland, on Saturday 7 October 1989, commencing at 11.00 a.m.

In accordance with Rule 17, nominations are sought for the following offices: -

- 1. President
- 2. Vice-President (from North of England & Wales)
- 3. Secretary
- 4. Treasurer
- 5. Three Committee Members, one from each region.

The retiring Committee Members are: -

Mr. J. Hannah FCPS (Scotland), Dr. C. W. Hollingsworth FCPS (North) and Mr. C. A. King (South).

Nominations and any proposed amendments to the Rules should be sent to the Secretary to be received by 7 July 1989.

FELLOWSHIP

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

- (a) Outstanding research in the Postal History and/or Philately of British North America, or
 - (b) Outstanding services in the advancement of the interests of the Society.

Nominations are sought for submission to the Fellowship sub-committee in accordance with Fellowship Rule No.2. Such nominations must be on the prescribed form which is available from the Secretary, and must be submitted by 7 August 1989.

CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

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The dollar equivalents are \$18 CAN (+ \$4.50 if airmail delivery required) and \$15 US (+ \$3.50 if airmail delivery required).

Canadian members may pay in \$CAN via Wayne Curtis, please make your cheque payable to him.

Members who have not paid the current year's subscription by 31 December will be removed from the *Maple Leaves* circulation list and reinstatement will incur an additional fee of £1 or its \$ equivalent.

EARLY NWT CANCELLATIONS by Alan Salmon

A few years ago my philatelic interest began to concentrate on the postal history of the Northwest Territories. This region has undergone many modifications to its boundaries over the years, resulting in great changes to its area and its population. In 1871, when British Columbia joined the Confederation, the region included the old North Western Territory and Rupert's Land, over three-quarters of Canada as we know it today. But it contained only a small fraction of Canada's people, about 2% in 1890 when that fraction was near its maximum. Today it is the clearly defined Northwest Territory, now enclosing about one-third of the land area but with less than 1% of Canada's population.

Fur Traders' Province

One of the interesting, and at times frustrating, aspects of the postal history of the region is that it was in a state of flux for much of the postal era. It was, until 1868, essentially the province of the fur-trading companies; in 1868 this meant the Hudson's Bay Company. That year the Rupert's Land Act was passed by Parliament, in London, authorising the acquisition of the region by the newly-formed Dominion. The Territories then included large parts of Ontario and Quebec and all of Manitoba, Saskatchewan, Alberta and the Yukon. In 1870 the NWT formally came under the jurisdiction of Canada and Manitoba was formed. In 1876 the District of Keewatin was created – outside the NWT. In 1880 the Arctic Islands were placed under Canadian jurisdiction. In 1881 Manitoba was extended westwards and northwards. In 1898 the Yukon was separated from the NWT. In 1905 Keewatin rejoined the NWT, Manitoba was extended, Alberta and Saskatchewan were elevated to provincial status and lost to the NWT. In 1912 Ontario, Quebec and Manitoba took further portions of the NWT. Finally, in 1920, with minor adjustments around Hudson Bay, the NWT assumed the form we know today.

This variable region has the considerable attraction that it has an adventurous past and not too many post offices (POs). That past adds interest to the region and adds a wider dimension to its postal history. The relatively small number of POs allows each to be given an interesting, separate identity in a collection and fosters the hope that one might, eventually, have a collection containing at least one cancellation from each office.

The first POs which included NWT in their hammers opened in 1876. As most of present-day Canada was at some time in the NWT it is possible to find such NWT postmarks from towns which are now in the

Yukon, Alberta, Saskatchewan, Manitoba and Ontario. However, at present, there are only some 60 POs in the NWT so it is possible to obtain a complete collection of these POs at a tolerable cost. The reader will notice that the word "some" is often used; this is because the number of POs still changes as new POs are created and as previously unknown hammers are discovered, also it camouflages, to some extent, the undoubted uncertainty of the author. The study can be extended to include all those POs which have ever included NWT in their hammers, this extends the number of POs from 60 to some 150. However to complete that collection would be, as we shall see, a difficult task.

Ambitious Study

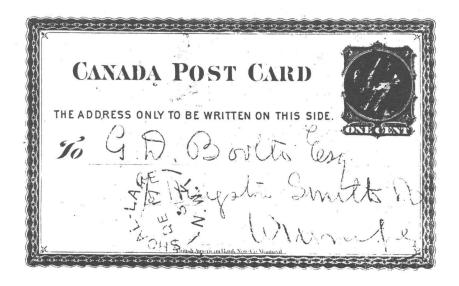
If one is even more ambitious the study can be extended further to include all the POs which have ever been in the NWT. This would include the POs in the old Provincial Districts of Alberta, Assiniboia, Athabaska, Keewatin and Saskatchewan. The number of POs then increases considerably to some 800. This would include some 310 in Alberta, some 250 in Assiniboia, two in Athabaska, six in Keewatin and some 50 in Saskatchewan. Parallel collections covering the Eastern Arctic Patrol and the Military POs could also be accumulated. Thus the postal history of the NWT can readily be tailored to suit one's ambitions and one's pocket.

This article is concerned with those POs which included NWT in their hammers and which were in operation before September 1905, when the Provinces of Alberta and Saskatchewan were created. POs in operation after this date have been very well described, and their cancellations detailed, by O'Reilly (1).

The work reported arose because of a need to have some appreciation of the rarity factors for NWT cancellations – always of interest when forming a collection. The information is not available in the literature and none seems to be available elsewhere (2). Hence a model was required which would provide some guidance, albeit approximate, to the factors. The classical approach to determine the relative use made of the PO would be to use the revenue income, as developed by Dr J C Goodwin. However it might be possible, bearing in mind that the period of interest is centered on 1890, to produce a more comprehensive model based on the population served by the PO, with several necessary refinements. This model is being developed – having learnt how to use a word-processor I will now have to learn how to program a computer! However a parallel approach was necessary to determine the periods when the hammers were in use. This also could provide an experimental check on the model, eventually. Hence the pertinent literature and some 150 auction catalogues, published over the last five years, have been searched for information on the number of early NWT cancellations and their dates of use. Of particular value, in this search, was Stewart Kenyon's collection of the pioneer mail of Western Canada (3).

Table 1 lists the 58 pertinent POs, together with their opening dates. This appears to be the first such list of all early POs with NWT in their cancellations. The literature is not always consistent with regard to opening dates; this list is believed to be as accurate as possible, taking into account the information available; in this I am particularly indebted to Boggs, Campbell and the paper by Scrimgeour on the broken circle postmarks of the Northwest Territories (4), (5) and (6).

The Table gives the proof dates of the hammers which included NWT; also the earliest and latest dates noted for their use either as dispatching; transit or receiving cancellations. The cancels are circular with three additions: Moose Jaw, Fort McLeod and Macleod used registry hammers with NWT included (7) (8). Fort McLeod thus had two hammers with NWT included, one for registration and one for normal use; Macleod and Moose Jaw had only registration hammers with NWT included.



Early NWT cancellation, Shoal Lake Dec 17, 1881. Although Shoal Lake had already been absorbed into Manitoba, the card is cancelled with a NWT hammer.

A Changing Scene

Without exception the locations of all these POs are now outside the present NWT, having been absorbed in either the newly-formed or the expanding Provinces and the Yukon Territory. Some of the POs were absorbed in the new Districts, which were formed on 5 August 1882, before they were eventually further absorbed into a Province, e.g. Battleford and Fort Saskatchewan. The names of some of the POs changed e.g. Hallsford became Minnedosa. Some of the POs using the NWT hammers were already outside the NWT when the PO opened, e.g. Indian Head and Moosomin. Indeed the hammers for both these towns were proofed, with NWT incorporated, after the opening of the PO in Assiniboia. The District/Province, or the new town, which became responsible for each PO, and the dates of change, are noted, as is the earliest replacement cancellation observed from that postal authority. It will be seen that at some of the POs the NWT hammer and the new hammer were in use at the same time, e.g. Regina and Dawson.

Kell's fine postal history of Assiniboia is a mine of information on the POs in that District (9). He also provides information on the earliest and latest recorded dates of use; but in seven of the eight POs in Assiniboia which had NWT cancellations, the 'earliest' date provided is the proof date. This is unlikely to be the date of operational postal use; hence in Table 1 the other information that has been uncovered has been used. The NWT postmark for the eighth PO (Broadview) is not recorded by Kell.

A total of 133 NWT cancellations, from 58 POs, was found. The scarcity of some of the cancellations is clear – the use of 28 of the cancellations, as distinct from proof impressions, was found neither in the literature searched nor in recent catalogues, even though some major collections have appeared at auctions. Thus although early NWT cancellations as a group are not rare, they are scarce; many specific town cancellations seem to be rare.

R.P.O. Cancel?

A doubt must exist about one of the POs – Grand Junction. The 1888 cancellation reported by Campbell (5) could be a RPO cancel of the Grand Junction Railway; the railway was operating a post office in 1888 and the hammers are almost similar except that NWT is replaced by RWY, see Boggs p 676 (4). Nevertheless, for want of further information, Grand Junction has been retained in the list of NWT cancellations.

Table 2 shows the numbers of cancellations observed, by PO. The notes provide further reported information on the cancellations. Rarity factors, 1 to 10, have been allocated simply by giving Dawson and

Moosomin a rarity factor of 1, Regina and Indian Head a factor of 2, and then giving each of the remaining groups a factor increasing as the number observed decreases. The resultant rarity factors seem to be in reasonable accord with the other information available. For example, 14 of the 28 POs with a rarity factor of 10 were open, with their original name, for only nine years or less. Although based on a small number of observations the Table does provide a starting point for an eventual, more robust list as further information becomes available.

The author would be delighted to receive any information, on the use of the NWT cancellations, which would improve the preliminary results shown in the Tables.

Table 1

EARLY NWT CANCELLATIONS

Post Office	Hammer Proofed	PO Open	NWT Earliest	NWT Latest	Next Earliest	Town/ District/ Province	
Battleford	9/4/77	1/7/76	20/6/77	16/12/77	17/11/85	Sask*	
Birtle	8/10/79	1/9/79			24/4/98	Man‡	
Blake	2/1/80	1/10/79				Man‡	
Brandon	3/1/81	1/7/81			28/11/81	Man‡	
Bridge Creek	6/12/79	1/11/79				Man‡	
Broadview	2/1/83	1/11/82	16/7/83	13/4/94	4/4/03	Assa*	
Carducis	5/2/81	1/2/81				Man‡	
Carleton	9/4/77	1/8/76	28/1/79	8/8/82		Sask*	
		Closed	1 31/7/85				
Crystal City	?	1/11/79			6/7/88	Man‡	
Dawson	?	15/10/97	2/3/98	24/2/02	16/2/99	YT†	
Eden	2/1/80	1/10/79				Man‡	
Edmonton I	9/4/77	1/8/76			11/7/94	Fort Sask	
	Becan	ne Fort Sa	skatchewa	n 1/3/78			
Edmonton II	5/7/78	1/3/78	11/3/91	19/2/92	8/9/86	Alta*	
Fairview	5/8/80	1/7/80				Man‡	
Fort Cudahy	26/4/95	1/10/94	11/6/96	23/3/00		YT‡	
Closed 1/12/03							
Fort Edmonton	12/2/79	1/2/77	4/4/83		8/9/86	Edmonton	
Became Edmonton 1/3/78 (10)							
Fort Ellice	8/10/79	1/9/79	-/7/81		9/8/95	Man‡	
Fort Francis	3/4/76	1/1/76			20/11/90	Kee	
Became in Keewatin 1/10/76							
Fort McLeod	?	1/10/83	6/10/84	24/3/99	-/-/83	Alta*	
Became Macleod 1/10/92							
Fort Saskatchewan	12/2/79	1/3/78			11/7/94	Alta*	
Forty Mile	?	1/6/96			_	-	
Creek			d 1/3/97				
Grandin	26/11/77	1/8/77	19/12/88			Sask*	
Closed 1896							

Post Office	Hammer Proofed	PO Open	NWT Earliest	NWT Latest	Next Earliest	Town/ District/ Province
Grand Junction	?		3/4/88		_	_
	(CPR Trav	elling Offic			
Grand Valley	2/1/80	1/10/79		-/5/82		Man‡
00.00.0			sed 1883		115101	
Hallsford	?	1/8/79		11/00	4/5/81	Minnedosa
** 11			nnedosa 1/1	11/80	12/0/15	C4 411. *
Hazeldean	6/12/79	1/11/79		0/00	13/8/15	Strathclair
T 1' TT 1			athclair 1/1	29/5/91	12/2/02	Assa*
Indian Head	2/1/83	1/11/82		29/3/91	12/3/92	Hallsford
Little Saskatchewan	9/4/77	1/10/76		C		Hallstord
¥ 1. 1.			came Halls	ford		
Livingstone	9/4/77	1/8/76	d 30/9/79			_
Mal and (Dan)	?			2/4/04		Alta*
McLeod (Reg)	3/1/81	1/10/92		2/4/04	-/-/07	
McGregor		1/11/80	fekiwin 1/7	102	-/-/0/	Man‡
Milford	3/1/81	1/11/81		103		Man‡
Willord	3/1/61		ed 1892			wian+
Minnedosa	3/1/81	1/11/80			28/9/88	Man‡
Moose Jaw (Reg)	?	1/6/83			20/2/00	Assa*
Moosomin	2/1/83	1/11/82		4/3/96	8/3/97	Assa*
Newdale	5/2/81	1/2/81		113170	3/9/13	Man‡
Oak River	6/12/79	1/11/79			9/10/93	Man‡
Oberon	5/8/80	1/7/80			27 10/20	Man±
Odanah	26/11/80	1/10/80				Man‡
O dunian	20/11/00		ed 1886			
Osprey	5/8/80	1/7/80			-/4/94	Man‡
		Clos	ed 1894			31-000000000000000 0 0
Petrel	5/8/80	1/7/80			16/7/95	Man‡
Prince Albert	17/3/79	1/1/79	29/4/84	16/3/87	19/8/90	Sask*
Qu'Appelle	5/8/80	1/7/80	22/11/81	3/10/82	21/9/86	Assa*
Rapid City	8/10/79	1/9/79	6/5/81		2/7/84	Man‡
Regina	19/12/82	1/11/82		12/3/96	25/11/85	Assa*
Richmond	2/1/80	1/10/79				Man‡
			lumas 1/12			
Rossburn	26/11/80	1/10/80		6/3/82	26/11/87	Man‡
Salisbury	8/10/79	1/9/79				Man‡
Shell River	3/1/81	1/11/80				Man‡
at and radio			ecame Russ		10/10/100	3.6
Shoal Lake	9/4/77	1/8/76		3/5/82	19/12/88	Man‡
0 - 1 1/ - 1			me Raven	Lake		Mand
Souris Mouth	3/1/81	1/11/80		10/02		Man‡
Ct. Albort			o Rivers 1/	10/83	10/11/92	Alta*
St. Albert	5/8/80	1/7/80				
Stobart	6/4/79	1/5/79	ame Duck l	Lako	10/12/88	Sask*
Strathclair	26/11/80	1/10/80		Lake	13/8/15	Man‡
Strattician	20/11/80	1/10/00			13/0/13	Iviaii+

Post Office	Hammer Proofed	PO Open	NWT Earliest	NWT Latest	Next Earliest	Town/ District/ Province
Tagish Lake	?	5/10/97	8/6/98	17/11/99	25/11/99	YT†
		Closed	1/10/01			
Touchwood Hills	8/10/79	1/9/79			14/12/96	Assa*
Troy	9/10/82	1/8/82	-/-/82	29/6/93	7/7/85	Qu'A Stn
Became Qu'Appelle Station 1/6/84						
Wolf Creek	9/12/82	1/10/82	16/2/84	17/3/84	26/4/89	Wolseley
Became Wolseley 1/5/87						

^{*}From 8/5/82. †From 13/6/98. ‡From 1/7/81.

Table 2

NWT CANCELLATIONS OBSERVED BY THE AUTHOR AND RARITY FACTOR

		Rarity
Number	Post Office	Factor
0	Birtle, Blake, Brandon, Bridge Creek, Carducis, Crystal City, Eden, Edmonton I, Fairview, Fort Francis (a), Fort Saskatchewan, Forty Mile Creek (b), Hallsford, Hazeldean, Little Saskatchewan, Livingstone, McGregor, Milford, Newdale, Oberon, Osprey, Petrel, Richmond, Salisbury, Shell River, Stobart, Strathclair, Touchwood Hills	10
1	Fort Edmonton, Fort Ellice, Grandin, Grand Junction, Minnedosa, Moose Jaw, Oak River, Odanah, Rapid City, St. Albert, Souris Mouth.	9
2 3	Rossburn	8
3	Edmonton II, Ford McLeod (c), Grand Valley, Qu'Appelle, Wolf Creek.	7
4	Battleford, Carleton, Macleod (d), Shoal Lake	6
5	Prince Albert, Tagish Lake.	5
6	Broadview, Fort Cudahy.	4
7	Troy.	3
8	Regina.	5 4 3 2 2 1 1
9	Indian Head.	2
20	Dawson.	1
23	Moosomin.	1
(b) (c)	Never observed (11) Never observed (12) One registered included in number observed Six reported (7)	

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- 1 O'Reilly, K, Northwest Territories Postal Cancellations 1907-1986, Unitrade, 1987.
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P.R.O. WANTED

Our Publicity Officer, Martyn Cusworth, has indicated that he wishes to step down at the forthcoming AGM. How would you like to get a little more involved in the Society's affairs?

The hours are very short, the budget low and the pay worse but the Society can only function satisfactorily with the willing help of the members. If you feel able to help, or would like a little more information, please contact the President, John Hillson, or Secretary, Brian Stalker, as soon as possible.

FROM THE TREASURER

'MAKE IT EASY ON YOURSELF' runs a current TV ad on how to pay the new Community Charge painlessly. 'USE SOMETHING CALLED A DIRECT DEBIT', it goes on to say. Well, a large proportion of UK members pay the Society's annual subscription using this simple and safe method. So they don't have to worry about missing issues, paying reinstatement fees and all the hassle. They don't even have to pay postage. If you have a British current bank account (or in some cases a Building Society cheque account) and don't already have a direct debit mandate in force, then why don't you make it easy on yourself. Send a SAE to the Treasurer, John Hillson, address on the back panel. He will be only too happy to help put one in force for you. Remember, it will remain in force for only as long as you want it to.

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UNIQUE ADMIRAL PLATE BLOCK SURFACES By The Yellow Peril Photo by Canadian Stamp News

At the 1989 year opening auction (11 January) member Bill Maresch of Toronto offered so many choice Admiral stamps that it was really 'unreal!' Some of the highlights of the sale were: a couple of major reentries on the 1c (one of the re—entries is on a precancelled stamp), a 2c red booklet pane with 'OTTAWA TOP' imprint, a dozen elusive engine turning pieces and a unique plate block of the 2c red Admiral single line surcharged stamp.



A registered drop letter prepaid by a block of six of the 2c single line surcharged stamp (10c registration fee + 2c postage = 12c). Note unusual Ottawa registration circular date stamp 'OC 12 26'.

According to 'The Canada Plate Block Catalogue' (7th Editon) by K. Bileski, five hundred sheets (50,000 stamps) of the 3c red Admiral Stamps were surcharged '2 CENTS'. Of the five hundred sheets thus overprinted, four hundred & ninety-eight sheets (49,800 stamps) were die I – Plates 115,116 and 117 but only two sheets (200 stamps) were die II – Plates 162 and 163. The fact that Plate 163 was used by T. R. Legault to send himself a registered letter on the first day is, indeed, an added bonus. Apparently, Legault, who was the Chief Accountant in the Post Office Department's Financial Branch, would send one or two first day covers every time a stamp was issued. Since there was no announcement of first days, these covers addressed to him or to his friend, Allard Brophy of Montreal, are the only first day covers in existence.

The whereabouts of Plate 162 is not known, however. Assuming that Legault sent two covers, which of the four plate number blocks – 115, 116, 117 or 162 – would he have used on the second cover? Could Legault possibly have known that there was just the one example of Plate 162 and Plate 163?

Perhaps our readers will help solve the mystery.

B.N.A. DESIGN ERRORS by Dale Speirs

Many things can go wrong between the time that a proposal for a stamp issue is made and the time it is sold across the counter. This article looks at design errors, which occur during the preparation of the stamp design before the printing plate is made up. Design errors should not be confused with production errors, which occur any time after the design is sent to the printing shop floor for plate makeup and printing. Imperfs, misperfs, wrong or omitted colours, inverted centers, retouches, reentries and inking faults are all production errors. Design errors include such things as spelling mistakes, incorrect portraits, names, ranks, or dates, omissions, anachronisms, incorrect quantities, and mirror images.

Omissions

The 36c stamp of 1987 honouring Air Canada showed a Boeing 767 without any engines on it, making it the world's largest production glider. In a way, this is closer to the truth than many people outside Canada realize. A few years prior to the stamp being issued, an Air Canada Boeing 767 ran out of fuel in midflight while passing over Red Lake, Ontario. The pilots of this flight had miscalculated the amount of fuel on board, and had to make an emergency landing at an auto racetrack at Gimli, Manitoba (since renamed Gimli International Airport in jest).

Incorrect quantities

In 1947, a 4c commemorative was issued on the theme of Canadian citizenship. It depicted a man with his right hand raised in the air. He must have had some kind of industrial accident on the shop floor, or perhaps a congenital defect, as his hand only bears three fingers.

The 9c Newfoundland stamp of 1933 honoured Sir Humphrey Gilbert, and showed five of his ships in the harbour at St. John's. In actual fact, one of the ships had turned back at the start of Gilbert's voyage, thus only four ships arrived.

Transpositions

The 1984 Canada Day sheet showed twelve paintings, one for each province or territory. After the sheet was released, it was discovered that the captions for the Yukon and Northwest Territories stamps were reversed. The Yukon stamp shows a church in the Northwest Territories and the NWT stamp depicts a Yukon landscape.

Mirror images

Queen Victoria never allowed her right side to be photographed or painted. Any stamps depicting her right side are mirror images.

Incorrectly-Drawn Map

The British never knew how vast their empire was until Canada issued the Map Stamp in 1898. The map shows as British territory the countries of Orange Free State, Transvaal, and South West Africa. None of these were part of the Empire at the time the stamp was issued. The stamp also claims Dutch Borneo and Mozambique, neither of which have been part of the Empire.

In 1928, Newfoundland issued a 1c stamp showing a map of the island. On this map, the northern tip of the island showed Cape Bauld north of Cape Norman. This stamp was re-issued in 1929 with Cape Norman correctly shown above Cape Bauld.

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Incorrect portraits, names, and ranks

No contemporary portraits of the explorers Cartier, Champlain, or Kelsey were ever made. The Canadian stamps which portray these men all use artistic licence.

The 1897 John Cabot stamp of Newfoundland actually depicts his son Sebastian. In 1910, Newfoundland got the face right for the 6c Lord Bacon stamp, but unfortunately he was never a Lord. His correct title was Sir Francis Bacon, Baron Verulam, Viscount St. Albans.

Incorrect dates

Again with Newfoundland. The 8c stamp of 1928 bore the inscription 'First Trans Atlantic Cable Landed 1866'. The first such cable was brought in during 1858.

Spelling mistakes

The 4c Canadian stamp of 1949 depicted Cabot's ship. The inscription calls it the 'Matthew' but it was known as 'Mathew' or 'Mathewe'. Newfoundland's 1947 5c stamp on the same subject had the same error.

Newfoundland's 1919 series of stamps commemorated World War One actions in which her soldiers took part. The Steenbeck stamp should be Steenbeke.

In the late 1970s, Canada issued a long set of stamps honouring the Eskimo tribes, who refer to themselves as Inuit, meaning 'the people'. The singular of this word is Inuk. Eight of the sixteen stamps in this set have the French translation reading 'Les Inuits', a double plural. The other eight stamps have the correct translation of 'Les Inuit'.

Canada had trouble with plate blocks from the British American Bank Note company. The 8c Frontenac stamp of 1972 had an inscription on the plate block giving the stamp designer's name as Marquard instead of Marquart. In that same year, the 8c Krieghoff stamp appeared with the artist's name incorrectly spelled on the plate block margin as Kreighoff, mixing up the 'e' and 'i' (this is an error that I take to heart, as people are constantly doing the same thing to me).

Canada issued a 32c prestamped envelope depicting trains, with a paragraph on the back explaining a bit about the train shown on the stationery. As first issued, the fifth line of both the English and French versions mentioned that the engine of the train weighed 4452 kg (9800 lb). A corrected version of the envelope had the proper metric weight of 44545 kg.

Another Canadian postal stationery problem arose in a set issued in the early 1970s showing the floral emblems of the country. All of the envelopes had an incorrect translation of 'Poste'. The envelope showing the NWT flower had the name as 'North West Territories'. A second set of envelopes was issued correcting the French translation to 'Postes' and the territorial name to 'Northwest Territories'.

The trouble with bilingualism can be very subtle. The Canada 1946 17c stamp for special delivery had the French word with the wrong accent over the second E in EXPRES. The error stamp had a circumflex accent, which looks like an upside-down V. A corrected stamp issued in 1947 put the proper grave accent, which looks like an apostrophe tilted to the left.

Multiple errors

The 1980 Christmas stamps of Canada were properly done, but the printers muffed up the plate block inscriptions. The 15c value was attributed to J. S. Hallam, but the artist was really Frank Hennessey. The 17c stamp was the one designed by Hallam, but credited to Heennessy, not only failing to give credit where due but spelling Frank's name wrong into the bargain.

The Canada 3c stamp of 1917 commemorated Confederation by showing a portrait of the Fathers of Confederation at the Quebec Conference of 1864. Besides deleting eight of the Fathers from the design and showing everyone as they looked in later life (not as they were during the events), the artist put them in a room with arched windows, which was not accurate. In 1927, Canada issued another Confederation commemorative with the same basic design; the missing Fathers were rounded up and back in the design, but the other errors remained.

Miscellaneous errors

Look at the shadow on the 1939 2c War Memorial stamp of Canada. The shadows on the inside of the arch indicates that the sun is to the right. The shadows on the outside of the arch and at the base of the statue indicate that the sun is to the left of the stamp.

A 5c stamp issued by Canada in 1959 showed an early aircraft fluttering along in the foreground while three delta-wing supersonic aircraft climbed vertically in the background. The only Canadian-built aircraft with delta wings was the Avro Arrow, which was scrapped by the Canadian government three days before the stamp was released. It was subsequently denied that the three planes were Arrows but few, if any, people have ever been convinced that it was all coincidence.

THE PRODUCTION OF CANADIAN POSTAGE STAMPS (1950–1970) (Part 5 – Conclusion) by Jacques Nolet of the Académie Québecoise d'Etudes Philatéliques

(c) Distribution of the Stamps

In accordance with the instructions given by the Ministry to the CBNC the first delivery was one month in advance of the first day the issue was to be placed on sale. All deliveries were made directly to the Ministry which was responsible for the usual distribution throughout Canada.

In a communique dated, normally, one month in advance the D of FS informed the district directors or the postmasters that there was soon to be a new stamp issued and that delivery would be made "to your office" this week and that these stamps were to be made available "as close as possible" to the first day of issue.

This is the principal information on the delivery according to the D of FS: (a) all post offices receive a quantity of these new stamps at a date as close as possible before or after the issue date; (b) the stamps are delivered to the urban offices one or two days before the issue date; (c) those for the commission agencies or small branches the issue date or later.

(d) Special Postmarks

For a good number of years Canada has used a special postmark saying "First Day of Issue" when all new commemorative stamps were issued. We read in the philatelic notices authorized by the Ministry of Posts, or PS 14, published on these occasions under the heading "First Day Covers" that they 'are to be forwarded to the Post master, Ottawa 2 (Ontario) so that they may arrive no later than two days in advance. In the present case × cents to cover handling must be included for each cover, this must be included in the money order'.

(e) Gifts of Stamps

Each time a stamp is issued in Canada the Ministry sends complimentary copies to certain international organizations such as the UPU, important political personages in Canada and to sections of the Ministry itself. Approximately 639 complimentary copies were sent for each new postal issue during the period under review.

Here, briefly, is the official list: The Prime Minister (a sheet); The Governor General (a sheet); The Queen (block of four); Minister of

Posts (4 stamps); the album of the Director (one stamp); the collection of the Ministry (one stamp); New York Exposition (9 stamps); the displays of the Ministry (16 stamps); Universal Postal Union (385 stamps); the Spanish and American Postal Union (3 copies). First day covers (20 stamps; 20 blocks of four and 20 singles) for those not already listed and, finally, for the stamp's designer (16 copies).

(f) Cost of the Issue

It is very difficult in Canada to find the exact cost of a specific stamp for several reasons: (1) the almost complete absence of information made available by the Ministry; (2) the jealously guarded secrecy of all its operations by the CBNC. We have, unfortunately, been unable to find the exact or even approximate cost of printing a specific stamp.

(1) The General Contract

When a monochrome stamp was involved it came under the general contract, between the CBNC and the Ministry, which was renegotiated often during this period.

This general contract specified exactly the cost of printing an issue if it involved, for example, twenty million copies. For an issue of fifty million the cost (per copy) was obviously reduced. The price was stated as so much per thousand copies.

(2) Special Provisions

Provision was made to add to the general charges the additional costs required for some special issues by the Ministry. For example, one might request a specific preparation for the Philatelic Section: well perforated (centered) sheets, a stock of blocks with marginal inscriptions, etc. These special requests, which always involve additional charges, were specified in the general contract and were set out in correspondence between the Ministry and the CBNC.

(3) The Original Die

When a monochrome stamp was involved only one master die was engraved in the plant, when a stamp was in two colours, two dies were required before printing. For each die the CBNC charged \$825 of which \$750 was for the die plus 10% tax.

(4) The Artists' Designs

We understand that the official policy of the Ministry regarding the artists who made the original sketches was as follows: \$300 to £\$400 for an approved project; \$100 to \$150 for one refused. One must refer to the Ministry files for this period to find the number of artists who

worked on a specific project and thus the total amount paid by the Ministry to the artists.

(5) The Total Cost

In adding up all these items (artists, original die, special requirements and the printing itself) one may arrive at the total amount paid out for a specific issue. This total includes only the production costs.

(g) Comments on the Issue

At the end of the Ministerial files one finds various comments which have been received regarding the stamp issued.

(l) The Ministry

For certain stamps we have been able to locate the opinions of the Ministry thanks to the personal comments of those responsible: Minister, Deputy Minister, service directors, consultants, etc. For most of these we have been able to obtain only indications but were permitted to obtain the official comments of the Ministry.

(2) Artists Involved

It is most difficult to find the specific comments the artists received on their labours. It is difficult, first because there is not even a hint of who they are. It is simple to find the name of the actual designer as his name is given in the PS 14. If he is alive one may obtain an indication. In the case of a deceased person or an unknown there is a problem.

As to the engraver, the situation is even more difficult as his name is never given in the official publications and the printers categorically refuse to identify him. If one finds out it is by extraordinary chance.

(3) Consultants

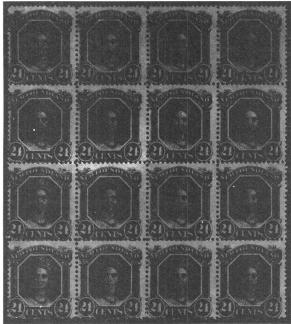
Habitually, the Ministry has consulted various specialists, artistic and historic, in order to end up with a product which is as uncontroversial as possible. We have obtained the comments of these consultants in inspecting the voluminous correspondence contained in the relevant files of the Ministry.

(4) Associations

Sometimes certain associations are consulted regarding a projected postal issue which concerns them in particular. Some of these have managed to have an official respondent in the Ministry in order to submit their specific recommendations. It is through this mutual collaboration that they generally comment favourably on a new postal issue, rarely negatively.

(Concluded on page 223)





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Sooner or later, postal historians find the need to refer back to original documents, which may not fall readily to hand. Ron Winmill has provided copies of several broadly relating to the 1898 Map Stamp, which will be of interest to rate students as well as 'Map' enthusiasts. Photocopies of the actual documents have been provided but, in the interests of space economy and legibility, we have chosen to re-set them.

IMPERIAL PENNY POSTAGE by Ron Winmill

At the time 'The Evolution of Imperial Penny Postage and the Postal History of the Canadian 1898 Map Stamp' (1) was written, it was known that numerous related documents did exist and ought to be published as an appendix to the book; however they were not all available to the author. Now these various documents, all of which relate to either the stamp itself, or associated rates, can be reproduced thanks to the cooperation of public institutions (2). The appended material is not necessarily complete as no complete file could be located for study. Where other matters are also dealt with in a circular, they are included in their entirety to render the reprint faithful to the original.

The following circular was the initial one noted. The entire country knew of the Imperial Penny Scheme and news of the stamp itself had leaked out long before. As a consequence, the public clamoured for the early release of this stamp.

DEPARTMENT CIRCULAR

Post Office Department, Canada,

Ottawa, 2nd December, 1898.

Introduction of New 2c. Postage Stamp.

Postmasters are informed that, in connection with the reduction of the postage on letters passing between Canada, Great Britain, and certain British Possessions, of which they were notified in the November Supplement to the Postal Guide, a new 2c. postage stamp has been prepared, which will be supplied direct from the Department to all accounting offices, and which non-accounting offices can obtain on requisition in the usual manner.

- 1. See R. B. Winmill, 'The Evolution of Imperial Penny Postage and the Postal History of the Canadian 1988 Map Stamp', Toronto: Jim A. Hennok Limited, 1982.
- 2. Acknowledgement is made to the Smithsonian Institute of Washington D.C. and to Mr. Cimon Morin, acting director of the Canadian Postal Museum, for their courteous and graciously provided help.

The stamp in question may be applied for as the '2c. Imperial Stamp,' this term being used simply to enable Postmasters in their requisitions to make known to the Department which of the 2c. stamps in use – the Imperial or the ordinary – they require. The new stamp will be available, forthwith, to the extent of its value, for the prepayment of postage on all classes of mail matter to all destinations, whether Domestic, British or foreign.

Postmasters are also informed that, in this case, the new stamp may be sold to the public as soon as supplies of it are received.

The countries which, in addition to Canada, have given their adhesion to the scheme for reduced inter-Imperial postage up to the present date, and to which, consequently, letters may be sent from Canada prepaid at the rate of 2c. per half-ounce, are:

The United Kingdom of Great Britain and Ireland British India,
Newfoundland,
British East Africa
Uganda,
British Central Africa,
The Niger Coast Protectorate,
The Niger Company's Territory,
Jamaica,
Bahama Islands,

Parcel Post Packages

The attention of Postmasters is further called to the fact that no parcel can be sent from Canada to any other country by Parcel Post unless it bear a Customs Declaration setting forth the nature of its contents and its value. As the acceptance by a Postmaster of a parcel addressed to any other country, and not provided with a Customs Declaration, will result in its being sent to the Dead Letter Office, Postmasters are specially directed not to accept such parcels without the Customs Declaration.

Dutiable Articles Received by Mail

In order to prevent the delivery of dutiable parcels and packages through the mails without payment of Customs Duty, Postmasters are instructed to forward to the nearest Custom House all Postal Packages or Parcels (Letters and newspapers excepted) arriving from any place outside of Canada when not marked with the proper Customs Stamp and the words 'Duty Paid' or 'Duty Free'.

Letters supposed to contain dutiable articles are also to be submitted by Postmasters to Customs Officers for examination as to liability to duty.

R. M. Coulter Deputy Postmaster General

A second notice was despatched the following day.

Post Office Department, Canada, Postage Stamp Branch

Ottawa, December, 1898.

Although a supply of the new 2c. stamp, of which Postmasters were advised in the Departmental Circular, dated 2nd instant, is herewith transmitted, and although this stamp may be used forthwith, if preferred, instead of the 2c. stamp for all postage purposes whatever, the Postmaster must distinctly understand and warn purchasers to the effect that the inter-Imperial 2c. rate does not become operative until the 25th December instant (Christmas Day).

E. P. Stanton Superintendent

While the Imperial rate had been reduced to two cents with effect from 25, December, 1898, the domestic and U.S. rates had remained at three cents. This anomaly irritated the public and intensive pressure was applied to the Government to induce a further reduction affecting domestic and U.S. rates. When the domestic rate was reduced, because of treaty obligations, the U.S. rate also had to be reduced. From the list of adherents to the Imperial Penny Postage Scheme, it must be concluded that it was embraced strongly by the Empire.

DEPARTMENT CIRCULAR

Post Office Department, Canada,

Ottawa, 31st December, 1898.

Postmasters are hereby informed that by Proclamation of His Excellency the Governor General, published in the *Canada Gazette* of this day's date, in conformity with the provisions of Section 1 of 61 Victoria, Chapter 20, entitled 'An Act to further amend the Post Office Act,' the rate of postage on *letters transmitted by mail within Canada* has been *reduced*, dating from the first day of January, 1899, from Three Cents per ounce to

Two Cents per ounce

or fraction of an ounce, the same to be prepaid by postage stamp.

This rate will apply also to letters addressed to the United States.

The Three Cent stamp hitherto commonly used for the prepayment of correspondence addressed to places in Canada and the United States will, of course, still serve to prepay any letter or other article on which postage to that amount is required, and Postmasters will retain the supplies they have on hand and sell them to the public as they may be applied for.

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The United Kingdom of Great Britain and Ireland,

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British Central Africa

British East Africa British Guiana, British Honduras,

British India, Ceylon, Cyprus,

Falkland Islands,

Fiji, Gambia, Gibraltar,

Gold Coast Colony,

Hong Kong, Jamaica, Johore, Lagos,

Leeward Islands, Malay States, Natal,

Newfoundland,

Niger Coast Proctectorate, Niger Company's Territories,

Sarawak, Seychelles, Sierra Leone, Straits Settlements,

St. Helena, Tobago, Trinidad, Turks Islands, Uganda,

Windward Islands.

R. M. Coulter Deputy Postmaster General.

When the rates were lowered there were extensive stocks of the three cent numeral issue and leaf issue in the hands of the public. With the advent of the lowered rate, the three cent stamp was of rather limited usefulness. The solution, as outlined below, was to redeem those stamps held by the public which they were unable to use.

DEPARTMENT CIRCULAR

Post Office Department, Canada,

Ottawa, 10th Janauary, 1899.

Exchange of three cent stamps.

Postmasters are hereby informed that, in connection with the reduction of the domestic postage rate (which is also the rate of the United States) from Three Cents per ounce Two Cents per ounce, and the reduction also from Five Cents per half ounce to Two Cents per half ounce of the rate to Great Britain and certain British Possessions, it has been decided to withdraw from use the Three Cent Postage stamps hereofore issued by this Department, and to relieve the public of any stamps of that denomination which they cannot conveniently use by exchanging them for stamps equal in value of any other denominations that may be preferred.

LETTERS TO THE EDITOR

Ron McGuire

This letter refers to Tom Almond's query about the 1954 visit to Canada of Prince Philip, in the January issue.

I have a copy of the itinerary for this visit. It is a small $(5'' \times 6^{1/2''})$ 58 page booklet similar to others prepared for various Royal Visits. Because I collect Royal-related things I have a fairly complete collection of these booklets. Most are scarce; the one for 1954 is rare, I have only seen the one I have.

I will be happy to provide photocopies to anyone sending me an addressed envelope (minimum size $7'' \times 10''$) and \$3 plus \$3.30 postage to cover the weight of 30 photocopies via airmail/printed paper rate to the UK.

I've seen nothing but the set of 15 covers for this visit. Normally there are booklets, menus and other souvenirs. I'm sure something exists but to date I've not seen anything. The tour took place from 29 July to 17 August 1954. One of the tour's purposes was to attend the Commonwealth Games held in Vancouver, 3-7 August. The Queen did not accompany Prince Philip as Almond suggests in his letter.

Julien K. Brown,

For the first time in my eight or so years membership in CPSGB I have been moved to write to 'Maple Leaves'. It is, unfortunately, to express my disappointment at the suspension of the exchange packet service, especially as I was about to submit a booklet for inclusion in the next packet. To me this is a service I have so far ranked highest amongst those offered by CPSGB.

Have other members found themselves in the same situation, and if so, is there sufficient material around to persuade the committee to reverse their decision?

Editor's Note: The committee would like nothing better than a flourishing packet and it ought to be possible. Moves are afoot to revive it but a substantial number of worthwhile books are required to make it viable. Reg Lyon has written to all UK members on the subject and will supervise the circuit if sufficient members pledge support and then follow through with the material.

Hans Reiche

The article by The Yellow Peril on the 7c Admiral is long overdue. His observations fall in line with mine. His comments on the percentages found in sage green or deep sage green are a bit optimistic. Having sorted now 68,200 of these stamps I find the percentages of sage greens to be 1.6% and deep sage green 0.39%! Practically all catalogues undervalue these shades because often misidentified stocks indicate larger quantities to be available. The difference between the 7c and the

20c is usually described in German auction catalogues as Salbeigruen and Graugruen, which means the green for a sage leaf for the 7c and the greyish green for the 20c. Again the 20c is, in most cases, misidentified as only the very first early printings are in this shade which show a very sharp unblurred impression.

A response to Robert Lunn's letter (January issue).

Roberts Lunn's letter in the January issue, concerning the 2c rate in 1898, brought three very full replies, from Len Belle, Stan Lum and Ron McGuire. The replies included a copy of a Departmental Circular dated 31 December 1898 and extracts from the Post Office Guide of January 1899.

The Editor has attempted to précis the position.

Prior to 25 December, 1898, the Canadian domestic rate and rates to USA and Newfoundland was 3c per ounce; the rate to the UK and Empire countries was 5c per half ounce.

On 25 December the rate to the UK and Empire countries, including Newfoundland, was reduced to 2c per half ounce. It should be noted here that the change, as far as Newfoundland was concerned, was in fact an increase from 3c per ounce to 2c per half ounce. As Ron McGuire says, "Newfoundlanders will undoubtedly think that this was typical of the poor treatment many would later feel they received from the 'Mainlanders' after they joined Confederation in 1949"!

On 1 January, 1899, the Canadian domestic rate and the rate to USA was reduced to 2c per ounce.

The co-existence of a 2c per ounce domestic/USA rate with a 2c per half ounce UK/Empire rate has obviously given rise to the confusion.

Our thanks to the three respondents for sorting out that mess!

Whit Bradley

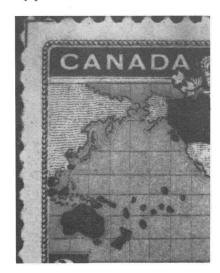
I read with interest the article in the October issue of Maple Leaves, by J.L. & R.B. Winmill, on the Map stamp of 1898 with illustrations by Jim Hennok Ltd. Ron Winmill, of course, is perhaps the leading authority at present on this philatelic item and Jim Hennok is a prominent Canadian dealer.

However, more should be said about the 'center cross' that appears on any map stamp center-line block of plate positions 45-46 and 55-

56, at the common corner. It is quite true to say that well-centered copies cut out the lines forming the cross and it can only be seen (two half-arms) on off-center copies and then on only one of the four plate positions. On some copies where it is cut out, minute portions of the lines can be seen at the edge of the perforations. Ron points out, rightly so, that there is both a long and a short center cross. The total length of the arms of the cross is 9mm and 4mm. This means that the portion on any one stamp is 4½mm and 2mm in both the vertical and horizontal directions. For this information, I am referring to Chapter IV Black Plate Engraving, of 'THE CANADIAN MAP STAMP OF 1898 – A PLATING STUDY', a handbook of BNAPS, by the writer, which is ready for publication. The length of the arm, either 4½mm or 2mm from the intersection, can be a valuable feature in establishing the plate number and plate position of any specimen. The long arm, 9mm (or 4½mm on any stamp) comes from plate #1, while the short arm 4mm (or 2mm on any stamp) comes from plates 2, 3 or 5. The colour of ocean is an ally also. With the long arm, the ocean may be lavender (or grey), light blue or deep blue (often with vertical bars visible). The 'short arm' oceans can be lavender (or grey) from plates 2, 3 & 5; if the ocean colour is a very deep blue – much as if it had been applied by a child's water colour brush (solid), it is definitely plate #2.



Above: Black plate 1, Red plate 'A', position 46. Long cross at L.L. Note position of Pacific Island No 1.



Above: Black plate 2, Red plate 'A', position 56. Short cross at U.L.

If the oceans are a bright blue green (irridescent?), the plate is #5. However a further hint in helping to decide plate 5 is the 'black' engraving. On plate 5 the black is a deep black and the lines of latitude and longitude tend to be blacker and perhaps heavier, while the black on plates 2 & 3 is 'greyer' and lighter. Another feature of plate 5 on position #46, is the size and location of Isld #1 in the Pacific Island group — on plates 1, 2 & 3 it is large and out of place (lower), while on plate 5 it is of normal size and in the right location.

Hopefully my handbook on the Canadian Map stamp will successfully negotiate the publishing procedures here soon, and be available to Map enthusiasts. Meanwhile I thought this tid bit of information would be of interest to members.



Black plate 5, Red plate 'B', position 46. Short cross at L.L. Note position of Pacific Island No 1.

43rd Annual Convention Ayr 4 – 7 October

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AMENDMENTS TO MEMBERSHIP to 4 APRIL 1989

New	Mem	bers

2587 PHILLIPS Dr. C. G., 112–230 Menzies, Victoria, B.C.,
Canada V8V 2G7
C2588 MOBBS M. A., 99 St. Leonards Road, Far Cotton,
Northampton, NH4 9DN
C

Reinstated

2018 DICKSON, G. S., 1 Grange Terrace, Letham, Perth, Scotland PH1 2JR

Resigned

1197 BRINDLE, K. S. 2363 JAQUES, P. A. 2207 OAKLAND. R.

Change of Address

701 HINGE, C. A., 'Roslyn', 3 Western Road, Margate, Kent CT19 3QP 1718 CHINN, S. W., Graywalls, 1 Heath Hey Woolton, Liverpool, L25 4TJ 2071 LEIGH HOGG, C., Box 1000, Waterloo, ON, Canada N2J 4S1

Deceased

1778 HUFF, C.

Revised Total: 550

STAMP PRODUCTION (Continued from page 211)

(5) The Public

It was only in the late fifties that the public at large began to write to the Ministry giving personal comments. Some are critical (poor design, poor production quality, poorly chosen subject) but the majority of these express the approval of Canadians on the new postal designs.

CONCLUSION

We have seen in detail all that is involved in producing the steel engraved Canadian stamps for the 1950–1970 period.

Having taken the decision to issue a stamp the Ministry hired a Canadian artist to create an original design which was engraved on a mild steel die and subsequently printed by the CBNC Ltd. of Ottawa. During the production of this stamp the Ministry set out the parameters, prepared a publicity campaign and completed all the necessary steps which accompany the stamp.

CLASSIFIED ANNOUNCEMENTS

Reserved for members' free classified advertisements.

Please note that these must not exceed 30 words.

Any excess wording will be charged at the rate of 4p per word.

WANTED

WANTED: 10c. Small Queen Covers any destination except India. Photoprints and Prices please to George Bellack, Rushmere, The Green, Hartfield Rd., Forest Row, RH18 5NN England.

WANTED: Canadian member willing to exchange used Canadian stamps for Australian, current and earlier issues. If interested, please contact W.E. Anderson, 6 Shirley St., Mooroolbark, Victoria 3138, Australia.

WANTED: Auction catalogues, Christies, Harmers, Gibbons, Phillips, Sotheby's, Cavendish. With or without prices realized. Write: Paul M. Burega, Box 15765 Stn F, Ottawa Ont. K2C 3s7 Canada.

"DELAYED TRANSMISSION / FOR PURPOSES OF SECURITY" WW11 handstruck marking on cover. Trying to establish dates of use. Would be most grateful for descriptions from holders of dated copies (not necessarily intending sellers!). Kim Dodwell, Middle House, Cruckmeole, Hanwood, Shrewsbury, SY5 8JN.

WANTED: 1870-1880 Toronto and Ottawa cork cancellations on cover. Ron Leith, P.O. Box 430, Abbotsford, BC, Canada, V2s-5z5.

FOR SALE

FOR SALE: Collections of Ionian Is., Boer War postal history; Canadian postal stationery etc. write for details. D. Mario, P.O. Box 342, M.P.O., Saskatoon, Sask. Canada S7K 3L3.

Calling Aerophilatelists

The American Air Mail Society has commenced the sixth revision of the American Air Mail Catalogue. Dick Malott is Chairman of the committee revising the Canada & Newfoundland sections. Any recommendations for changes to these two sections should be directed to Dick before 1 August. Also sought are photographs of prominent past aerophilatelists, James N. Sissons, Major Ian C. Morgan, W. R. Patton, Narcisse Pelletier and O. W. R. Smith. Please write to: R. K. Malott, Chairman AAMC Revision Committee, Canada & Newfoundland Section, 16 Harwick Crescent, Nepean, ON, Canada, K2H 6R1.

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CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN HAND BOOKS FOR SALE, JUNE 1989

All prices include inland postage unless otherwise stated.

*** NEW PUBLICATIONS ***

The Canada Precancel Handbook, Walburn, Kraemer, Reiche & Stott 183pp £8.	50
1988 Newfoundland Specialized Catalogue, Walsh£10.	00

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I have many other publications in stock, for details see the previous copy of Maple Leaves.

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Maple Leaves

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Journal of

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INCORPORATED 1946

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Edited by: David Sessions, FRPSL, FCPS. 36 The Chimes, Nailsea, Bristol, BS19 2NH.

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

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Vol. 21 No. 8

AUGUST 1989

Whole No. 224

EDITORIAL

Tom Almond has been gathering responses to his plea for your views on the Society and its services, the sub-committee will consider them well before Convention. Numerically the replies have been disappointing although it might indicate a high degree of satisfaction among members. As far as 'Maple Leaves' is concerned, the replies were contradictory but this was not a revelation to your Editor! It has been said many times before that the Editor does not (usually) write the articles; he only edits them and tries to present them in a way that encourages members to read them. Your Editor would love to print articles on some of the subjects requested but authors are not forthcoming; as is so often the case there is only a limited number of members contributing material for the greater good.

Elsewhere in this issue will be found a review of John Hillson's new book on the Small Queens. While, in essence, it is a revision of his original work, there is much additional material and the production (Robson Lowe) is handsome indeed. Yes the price is steep, as with most hardback philatelic publications. Good quality short print runs are an expensive proposition. We must be grateful to authors and publishers who are prepared to put a lot into a publication for a very limited market – the financial returns are not great. However, if you cannot afford it then you can always pester the Librarian!

The South West Group is holding its third annual seminar at Portishead, near Bristol, on Sunday 13 August (2 p.m.), in conjunction with the Bristol Federation's Convention and Stamp Fair. Any member able to get along will be very welcome and if a few sheets for display are brought then so much the better; a telephone call (0272 852323) to the Editor will elicit further details.

MESSAGE FROM THE PRESIDENT

CONVENTION AT AYR FROM WEDNESDAY, 4 OCTOBER

It is not too late to get to Ayr – but hurry – block booking ends at the end of August.

Ayrshire is a golfer's paradise and, additionally, trips have been laid on to Culzean Castle, which has one of the finest gardens in Britain, and to the world famous Burrell Collection in Glasgow.

For those members who actually want to look at some stamps, it is expected that there will be displays on Small Queens by Bill Simpson, Large Queens by Harry Duckworth, Classics by Bill Lea, Admirals by John Hannah, and Fakes and Forgeries by David Sessions. No, I am not going to tell you in which order – be there on Wednesday night!

Looking forward to seeing you all at Ayr.

John Hillson

CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

Annual subscription, due 1 October, £8.50, payable to the Society, to John Hillson, Treasurer

The dollar equivalents are \$18 CAN (+ \$4.50 if airmail delivery required) and \$15 US (+ \$3.50 if airmail delivery required).

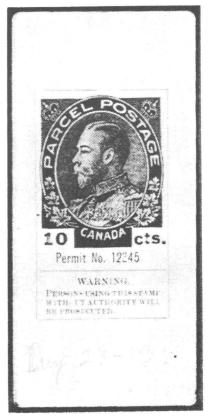
Canadian members may pay in \$CAN via Wayne Curtis, please make your cheque payable to him.

Members who have not paid the current year's subscription by 31 December will be removed from the *Maple Leaves* circulation list and reinstatement will incur an additional fee of £1 or its \$ equivalent.

PARCEL POSTAGE by The Yellow Peril

Photo by Canadian Stamp News

Just after hearing again and for the umpteenth time that everything pertaining to the ever popular Admirals has been written about in one publication or another, a couple of Admiral Parcel Postage "stamps" pop up in a Toronto auction. The only information the auctioneer could provide was that they were found in a dealer's estate. There is, however, a similar item in another Admiral collection but it hasn't been seen by the writer.





Regular 2c Admiral stamp

10c Admiral parcel postage stamp

This parcel postage stamp is printed in black on a light card measuring $1^3/4'' \times 5^3/4''$. Its design is very similar to that of the regular Admiral stamp. The obvious major difference is in the wording:

'PARCEL POSTAGE' in lieu of 'CANADA POSTAGE' '10 CANADA Cts' instead of '2c TWO CENTS 2c'

Immediately below the word "CANADA" is:
'PERMIT No 12345 / WARNING / PERSONS USING THIS STAMP / WITHOUT AUTHORITY WILL / BE PROSECUTED'.

The back of this stamp is annotated "Printed Aug 18 1915".

This 10c parcel postage stamp appears to be an essay for a stamp label for use on 1 lb parcels addressed to any post office beyond 20 miles, within Ontario, any post office in Quebec or Manitoba, or for 5 lb parcels to any post office within 20 miles including place of mailing.

The following information (and rate tables) was provided by the Canada Post (Ottawa) philatelic librarian:

"The arrangements for a Parcel Post Service providing for the transmission within the Dominion of parcels up to eleven pounds in weight, which was authorized by Parliament at the close of the Session of 1912–1913 were completed, and this Service was inaugurated on the 10th February, 1914." (Deputy Postmaster General Report dated November 16, 1914.)

The *Parcel Post System* was inaugurated in 1914 and the rates were based on six zones as follows:

For delivery within 20 miles of mailing.

For delivery beyond 20 miles but within the same province.

For delivery in the province adjoining the province of mailing.

For delivery in the second province from the province of mailing.

For delivery in the third province from the province of mailing.

For delivery in the fourth and subsequent provinces from the provinces of mailing.

The provinces of Nova Scotia, New Brunswick and Prince Edward Island are considered as one province as regards the parcel post system.

The following schedule of parcel post rates from 1914 shows the application of those rates for parcels mailed in the province of Ontario for delivery in Canada.

SOUTH WEST GROUP SEMINAR

Somerset Hall, Portishead, nr. Bristol Sunday 13 August, 2.00 – 5.45 p.m.

Bring along some sheets for display (max 40) if you can, but come anyway.

Further details from David Sessions (0272 852323)

PARCEL POST

PARCEL POST Rates of Postage on Parcels Mailed in the Province of Ontario

Any post office but within 20 miles \$0.05 \$0.06 \$0.07 \$0.08 Any post office beyond 20 miles but within the province of Ontario .10 .14 .18 .22 Any post office in Quebec or Manitoba .10 .16 .22 .28 Any post office in Saskatchewan or Maritime Provinces .22		\$0.10	5				
.10 .14 .18 .22 .20 .20 .22	.22		\$0.12	\$0.14	\$0.16	\$0.18	\$0.20
.10 .16 .22	00	.26	.30	.34	.38	.42	.46
12 20 38	07.	.34	.40	.46	.52	.58	.64
07: 07: 71:	.36	4	.52	09.	.68	.76	.84
Any post office in Alberta	44.	.54	.64	.74	.84	.94	1.04
Any post office in British Columbia .12 .24 .36 .48	.48	09.	.72	.84	96.	1.08	1.20

Maximum charge on any parcel shall not exceed 1 cent an ounce. This rate also obtains in cases where the 20 mile area extends into an adjacent province.

RATES IN EFFECT 1914-1920



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CANADA POST SOUVENIR CARDS By Major R.K. Malott

An interesting area of Canadiana philatelic collecting is the collection of the souvenir cards produced and issued by Canada Post Corporation since 1981. Their cards are available in mint condition only from Canada Post Corporation's philatelic counters at \$1.00 each plus tax where applicable for stationery items. Since 1981 there have been eleven souvenir cards issued. Used examples that normally have cancelled stamps on them, as depicted on the souvenir card, are available only at and during the time of the exhibition. Other nations, such as the USA, have their souvenir cards available, for sale after the applicable exhibition is over, in mint and used condition.

Since very few Canadian collectors are able to attend FIP world or international philatelic exhibitions, as a service to interested collectors, Canada Post Corporation should have cancelled souvenir cards available for a six month period after a FIP exhibition closes.

The June 1988 Product Catalogue of Canada Post Corporation lists the exhibition cards as being available mint at \$1.00 each plus any applicable provincial sales tax.

- a) Product No. 65607 ITALIA '85 issued 25 October 1985;
- b) Product No. 66407 CAPEX '87 issued 13 June 1987; and
- c) Product No. 88601 FINLANDIA '88 issued 1 June 1988.

Canada Post Corporation decided, for whatever reason, not to issue an exhibition card for the very important FIP World Exhibition PRAGA '88. Although they plan to issue an exhibition card for PHILEXFRANCE '89 (7 to 17 July 1989), they did not plan to issue one for INDIA '89 (29 to 29 January 1989) nor for BULGARIA '89 (21 to 31 May 1989). The reasons for this action by Canada Post Corporation are not known at this time.

There have been eleven exhibition cards issued since 1981, one of which was issued for a Canadian exhibition, CAPEX '87. These eleven exhibition cards are:

- a) 1981 01 WIPA 1981. Issued for the FIP world international exhibition in Vienna, Austria, 22 to 31 May 1981. Depicted is the 17 cent commemorative stamp to Antique Instruments on the occasion of an antique instrument exhibition opened in Vancouver on 19 January 1981.
- b) 1982 02 ESSEN '82. Issued for the 4th International Philatelic Publication Exhibition in Essen, Federal Republic of Germany, 28 April to 2 May 1982. Depicted is the 7 cent commemorative stamp of the autumn maple leaf design by Alma Duncan.

LE CANADA SALUE PHILEXFRANCE 82 Exposition philatélique internationale 11-21 juin 1982 – CNIT Paris La Défense



Jacques Cartier, navigateur français, prit possession du Canada en 1534 au nom du roi de France, François Ier. Le timbre, montrant l'arrivée de sa flottille à la hauteur de Québec lors d'un second voyage en 1535, fait partie d'une série de huit émis en 1908 pour commémorer le tricentenaire de fondation de la ville de Québec par Samuel de



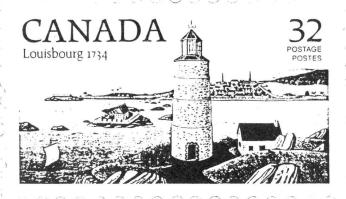
82-03

Card issued for PHILEXFRANCE 82.

c) 1982 – 03 PHILEXFRANCE '82. Issued for PHILEXFRANCE '82, an FIP world international exhibition in Paris, France, 11 to 21 June 1982. Depicted is the 20 cent commemorative stamp of the 1908 Tricentenary of the founding of Quebec City, which shows the arrival of Jacques Cartier at Quebec in 1535.

- d) 1984 04 HAMBURG '84. Issued for the 19th World Philatelic Congress in Hamburg, Federal Republic of Germany. Depicted is the 32 cent 1984 commemorative stamp depicting the visit of the tall ships to Canada in 1984.
- e) 1984 05 AUSIPEX '84. Issued for the FIP world philatelic exhibition, AUSIPEX '84 held in Melbourne, Australia, 21 to 30 September 1984. Depicted is one of four stamps issued to commemorate the 250th anniversary of the building of the first lighthouse in Canada the one depicted on the exhibition card is the lighthouse located off the Fortress of Louisberg, on Canada's east coast.
- f) 1985 06 ITALIA '85. Issued for the FIP world philatelic exhibition, ITALIA '85, held in Rome, Italy, 25 October to 3 November 1985. The 34 cent commemorative stamp depicted was one of four issued to commemorate the 80th anniversary of the Toronto Santa Claus Parade.
- g) 1986 07 AMERIPEX '86. Issued for the FIP world philatelic exhibition AMERIPEX '86 held in Chicago, Illinois, USA, 22 May to 1 June 1986. The 34 cent commemorative stamp depicting the Snow Goose, was one of four stamps showing well-known birds of Canada in honour of the XIX International Ornithological Congress in Ottawa, 22 to 29 June 1986.
- h) 1986 08 STOCKHOLMIA '86. Issued for the FIP world philatelic exhibition STOCKHOLMIA '86, held in Stockholm, Sweden, 28 August to 7 September 1986. The 34 cent commemorative stamp depicting the "Vikings Sail Westward", was one of four issued to honour the earliest discoverers of Canada.
- i) 1987 09 CAPEX '87. Issued for the FIP world philatelic exhibition CAPEX '87, held in Toronto, Ontario, 13 to 21 June 1987. Depicted is the 34 cent commemorative stamp showing Toronto's first post office opened at 260 Adelaide Street East, Toronto in 1834.
- j) 1987 10 HAFNIA '87. Issued for the FIP world philatelic exhibition HAFNIA '87, held in Copenhagen, Denmark, 16 to 25 October 1987. Depicted is the 36 cent commemorative stamp to the 50th anniversary of the founding of Trans-Canada Air Lines, later to be named Air Canada, on 1 September 1937. A stylized jet aircraft without any engines, is depicted flying above the world, apparently gliding from Canada to Europe.
- k) 1988 11 FINLANDIA '88. Issued for the FIP world international exhibition FINLANDIA '88, held in Helsinki, Finland, 1 to 12 June 1988. Depicted are the two 37 cent commemorative stamps issued to draw attention to the need to conserve wildlife and its habitat, as well as to mark the 100th anniversary of Grey Owl's birth and the 50th anniversary of Ducks Unlimited Canada.

CANADA SALUTES AUSIPEX 84 MELBOURNE, AUSTRALIA 21-30 September 1984



The lighthouse featured above is part of a set of 4 se tenant stamps issued on 21 September 1984 to commemorate the 250th anniversary of the completion of the first Canadian lighthouse. This first lighthouse built on Canadian shores was located off the Fortress of Louisbourg on Canada's east coast.

Canadä

84-05

Card issued for AUSIPEX 84.

The eleven souvenir exhibition cards, normally printed in English, French, and the language of the foreign country concerned, are a fascinating segment of Canadian postal history. Let us hope that Canada Post Corporation officials will reconsider their decision to restrict the use of these good-will philatelic ambassadors to FIP world and international philatelic exhibitions.

Anyone having a supply of used copies of these exhibition cards is invited to write to me. If I may be of assistance to anyone on this subject, I can be contacted at the following address: Major Dick Malott, Retired; 16 Harwick Crescent; Nepean, Ontario; Canada; K2H 6R1.

THE 4 CENTS ADMIRAL DIES I AND II Hans Reiche

In his Admiral handbook, Marler describes the die which was used originally for Plates 1 to 4 and which was approved 31 May 1922. Around 1925 the manufacturer decided to print the 4 cents by the dry printing process and, in his book, Marler suggests that the die was reworked. Although this reworked die was approved, additional work was carried out after approval and changes to the die were made. This required a new transfer roll for laying down Plates 5 to 7. A new transfer roll would not have been needed if the old die could have been used to prepare the new plates.

A careful examination now shows that the original die may not have been used at all but that a new die was prepared; this is also evident from guidelines on the die proofs which do not appear on the original die proofs. The two illustrations may not show all the differences but they are as follows:

The spacing between OU and the oval is wide on the original die and almost non-existent on the second die.

The stem of the bottom left leaf, close to the numeral box, is slightly crooked in the original die; it is straight in the second die.

The right tip of the left leaf touches the inside oval in the original die, but does not do so in the second die.

Other minor variations can be noted.

Comments would be appreciated; if this can be confirmed, it would be the first time that two different dies have been identified for the 4 cents value.



Original die.



Second die.



SHOWING AT 1990? BEFORETHOUGHT

Intending vendors would be wise to consider the merits of offering their collections (or individual rarities) for sale by Private Treaty while the international philatelic exhibition – Stampworld 1990 – is in progress at Alexandra Palace on May 3 to 13 next year. Harmers International's presence will be a major one – we are one of the very few 'Superbooth' standholders. Bring your collection before the world's most prestigious philatelists by arranging for it to be featured in our 1990 Private Treaty Brochure.

AFTERTHOUGHT

If you are exhibiting at Stampworld '90 we wish you all success in achieving the award you desire . . . and after 1990? You may be one of a number thinking of disposal after the Exhibition – either to tackle a fresh challenge or to hang up your philatelic hat. Whatever your reasoning we shall be pleased to make the most of your collection both as a tribute to your endeavours and to achieve the fullest possible monetary result. Planning is the key and early discussions enable us to reserve a date or space that will ensure the maximum advantage. Subject to value a special souvenir catalogue can be produced as a visual memento of a treasured collection. Early contact with one of our directors is advised. Speak to Christopher Harmer, Fred Twining, Ray Haffner or Graham Childs.

BRITISH AMERICATHOUGHT

The superb Dale-Lichtenstein Australasia will be offered in London on Tuesday May 15 1990 i.e. within a day of Stampworld '90 closing, allowing for overseas visitor participation uncomplicated by the 'pull' of the exhibition.

A BRITISH COMMONWEALTH sale is scheduled for the following day (May 16) thus offering an outstanding opportunity to offer material, especially of a British America flavour. While properties for inclusion need not reach us much before the end of this year, would-be vendors are recommended to make their intentions known to us as soon as possible.

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LONDON ZURICH NEW YORK

SHERBROOKE, QUEBEC Timemark Practices During the Late Victorian Era by Jim Felton

Fully dated socked-on-the nose cancels from Sherbrooke, Quebec, during the late Victorian era are fairly common. The collector may discard extra copies without noticing the varied timemarks used at this busy post office. Three styles of postmark were used: circular date stamp(s), squared circle, and split ring. Perhaps two different CDS were used.

Presented below are examples from my collection, with additions from other sources. We hope others will supply more dates to tell the story more completely. The timemarks used in the CDS are the most varied, to which the squared circle may be considered accompaniment instead of lead instrument.

CDS^1

- 1892 AM/JY 18, PM/DE 3
- 1893 PM/JY 15, PM/MY 1, 1/NO 6
- 1894 AM/FE 6, 1/FE 24, AM/MR 3, PM/MR 13, PM/MR 23, PM/AP 25, PM/MY 5, PM/MY 28, PM/JU 14, PM/JU 26, PM/JY 4, PM/ JY 18, PM/AU 1, PM/SP 11, ?/OC 10, 6/DE 4
- 1895 NT/FE 16, NT/FE 27, AM/AP 5, 6/AP 15, 6/JY 23, 6/JY 31, 6/AU 1, PM/SP 9, PM/OC 24, AM/NO 27, PM/DE 31
- 1896 NT/JA 13, PM/FE 15, PM/MR 9, NT/MR 16, PM/JY 16, PM/OC 22, PM/NO 14
- 1897 PM/JA 12, PM/MR 22, PM/JU 15, PM/JY 21, NT/JY 31, PM/OC 4, PM/NO 9, PM/NO 18, PM/DE 30
- 1898 PM/JA 12, NT/JU 25, PM/DE 12
- 1899 PM/JU 6, PM/SP 27, PM/NO 7, AM/DE 18, PM/DE 21
- 1900 NT/DE 13
- 1901 NT/JY 17

Split ring

1899 AM/JU 1

Squared circle (Hammer I)² proofed: AM/JU 20/93

- 1893 ?/JU 22, PM/NO 2
- 1894 PM/AP 11, PM/AP 12, PM/AP 13, 1/SP 10
- 1895 1/AU 18, 1/AU 19, 1/OC 31, 1/NO 9, 1/NO 28
- 1896 1/JA 25, 1/MY 23, 1/AU 31
- 1897 1/MY 29, 1/JU 30, 1/OC 14
- 1898 1/JA 16
- 1899 1/AP 19, 1/AP 20, 1/AP 29, ?/NO 23
- 1900 1/JA 4, 1/JY 7

So far I have no absolute evidence of concurrent usage of devices. It seems likely that additional copies would soon yield proof of more than one of these cancellers used on the same date.

This data raises questions, many more than it answers. What is the significance of the NT timemark? Could it mean noontime instead of nighttime since PM is in use, or does PM mean the afternoon and NT mean nighttime? Are AM and 1 in use on the same day? What is being used as receiving marks and with what time marks? Additional copies are the only way to decide. On the other hand, it may well be that more data will raise even more questions.

1. Five dates were supplied by Victor L. Willson. W. James Catterick reports the timemarks 1, 4, 6, and 8 in "Indicia in Town Cancellations in the Small Queen Era", *TOPICS*, Volume 39 number 5 (September–October 1982), pp.48–51.

2. The proof date, earliest and latest dates come from W. G. Moffat and G. F. Hansen, *The Squared Circle Postmarks of Canada*, 1981, p. 85. Additional dates were taken from *The Round-Up Annex* (BNAPS Squared Circle Study Group Newsletter), Volume 8 number 1 (January 1985),p. 316, and Volume 10 number 1 (January 1987), p. 357; also from *Private Treaty Lists* from Jim Hennok (July 1983) and John Sheffield (January 1987).

[An earlier version of this article appeared in *Beaver Chatter*, the newsletter of the Prairie Beaver Regional Group of BNAPS, Volume 11 number 6 (December 1986), p. 11.]

UNUSUAL USAGE OF LARGE AND SMALL QUEENS AS REVENUES by Zane M. Gordon.

The background information for this article was taken from the *Holmes* 1943 Handbook and Catalogue of Canada and BNA (p. 354).



Fig 1: 2c LQ paying tax on duplicate document-pen cancelled Aug. 1 TL.

A tax on promissory notes, drafts and bills of exchange came into effect on 1 August 1864, and special "Revenue" or "Bill" stamps were issued for that purpose. It would seem, however, that these stamps were not always readily at hand. Fig. 1 illustrates a 2c LQ paying the tax on a promissory note. Figs, 2 and 3 show respectively, a 3c SQ and 2c SQ affixed to promissory notes.

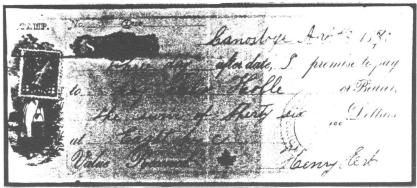


Fig 2: 3c SQ paying tax on original document - pen cancelled Apr. 8/80.

The basic tax rate for a single draft, note or bill of exchange was 3c for the first \$100 and 3c for each subsequent \$100 or fraction thereof. An interesting aspect of this tax structure was that duplicates were taxed at 2c for each \$100 or a portion thereof and triplicates or any further copies 1c for each copy for each \$100 or fraction thereof. I wonder if this double taxation would have been charged if carbon duplicating paper had been invented at that time?

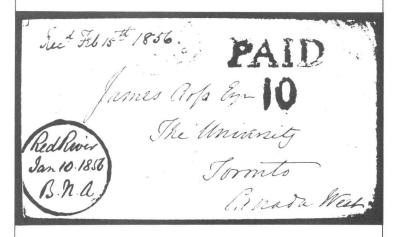
The regulations also stipulated that the stamp was to be affixed and cancelled by signature, part of signature or initials. This explains why most of the bill stamps are pen cancelled.



Fig 3: 2c SQ paying tax on duplicate document – pen cancelled 1873.



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TELEPHONE: (0332) 46753 FAX: (0332) 294440: FAX An editorial lapse allowed Ron Winmill's contribution in the June issue to end in mid-air, with an uncorrected paragraph and no continuation note. The article continues here with apologies . . .

IMPERIAL PENNY POSTAGE (Continued) by Ron Winmill

Postmasters generally are therefore authorized and instructed to receive from the public and exchange at face value such Three Cent Stamps as may be presented for exchange, and to give in their place their value in such other

stamps as may be applied for.

Postmasters of *non-accounting* offices may in like manner send to the City Offices from which they respectively receive their supplies any Three Cent Stamps which they may wish to exchange for an equal value of other stamps. Stamps so sent in for exchange should be arranged in a manner to facilitate counting and checking, and should be accompanied by a statement indicating the amount claimed to be sent.

Postmasters of *accounting* offices may send their surplus of Three Cent Stamps to the Department, making requisition at the same time for such other denominations as they may require in their place; and they will receive credit in the books of the Department for the amounts so returned.

It is specially requested that in sending stamps direct to the Department, under this authority, Postmasters will be so good as to observe the following

points:-

(1.) An advice should accompany each transmission, plainly stamped with the Date Stamp of the Post Office, and indicating the number of stamps claimed to be enclosed.

(2.) Stamps that are not in complete sheets should be arranged in rows of

ten upon sheets of paper, with not more than 10 rows to the sheet.

It must be distinctly understood that in dealing with the public, it is simply an exchange of Three Cent Stamps for other denominations that is authorized, and not the redemption of any stamps in money; also that such exchange is only authorized in the case of Threes and not of any other denomination.

R. M. Coulter Deputy Postmaster General.

Note.—A notice for the information of the public accompanies this Circular, and is to be put up in a prominent position in the Post Office.

The following notice explains the departmental need to provide the 1899 provisionals on the three cent leaf and numeral issues.

DEPARTMENT CIRCULAR

Surcharge of Unisssued Remant of 3c. Stamps Post Office Department, Canada,

Ottawa, 1st July, 1899.

Owing to the reduction in the domestic letter rate of postage, the issue of the 3c. letter-card, the 3c. stamped envelope and the 3c. postage stamp from the Department has ceased. Any unused 3c. letter-cards, 3c. stamped envelopes or 3c. stamps, still extant, will, however, continue available for postage purposes, or may be exchanged at any Post Office, at their full face value, for postage stamps of other denominations.

The colour of the domestic-rate postage stamp, as prescribed by the Universal Postal Union is red, and it is intended to discontinue the issue of the ordinary two cent purple coloured stamps as soon as the present supply on hand is exhausted. This will be about the 20th July, 1899. Thereafter the department will issue two-cent stamps in red, first, however, surcharging down to two cents the unissued remnant of three-cent stamps in red, now in the possession of the Department, and as soon as the supply of such surcharged *threes* is exhausted, the issue of two-cent stamps in red will begin. The surcharged stamps will be issued to Postmasters as 2c. postage stamps and be recognized as stamps of that denomination.

Postmasters are requested to exchange, as above mentioned, all unused 3c. lettercards, 3c. stamped envelopes and 3c. stamps which may be offered them to be exchanged for other postage stamps of an equal value.

Postmasters, who as a result of such exchange, may find the 3c. stamps, & c., unsaleable, are at liberty, in the case of an *Accounting Post Office*, to send them direct to the department for credit; and in the case of a *Non-Accounting Post Office*, to send them to the City Post Office from which it obtains its supplies, asking in lieu of those returned other stamps to an equal value.

It is especially requested that, in the case of the stamps sent direct to the Department, under this authority, that is to say, *Accounting Post Offices*, – Postmasters will be so good as to carry out the following instructions:-

- (1) Each transmission should be registered, and accompanied with a brief memorandum, plainly stamped with the date stamp of the Post Office, and indicating the number and value of the 3c. stamps, & c., claimed to be enclosed. If other stamps are required to replace those returned, a separate requisition therefor (not enclosed in the package) should be sent direct to the Department in the usual way.
- (2) Single stamps, and stamps that are not in complete sheets, should be pasted on alternate pages of separate sheets of paper with *not more than one hundred stamps on each page*. Any stamps that have stuck together whilst in the possession of the Postmaster must be taken apart (which can easily be done by immersing them for a few minutes in water) and then pasted on sheets of paper as above directed.

Postmasters of *Non-Accounting* Offices are particularly asked to bear in mind that any 3c. letter-cards, 3c. stamped envelopes or 3c. postage stamps which, conformably to this instruction, they may receive from the public in exchange for other stamps and find unsaleable, *must be returned, as above directed, to the City Post Offices from which they respectively obtain their supplies*, and not to the Department.

As only the unissued remnant of 3c. stamps now in the Department will be

surcharged, Postmasters must not send in, with a view to their surcharge, any 3c. stamps in their possession, nor accept 3c. stamps from the public for that purpose.

Postmasters must distinctly understand that the exchange of stamps herein permitted applies *only* to the 3c. letter-card, the 3c. stamped envelope and the 3c. postage stamp.

R. M. Coulter, Deputy Postmaster General.

The following notice, actually issued on 11 November, 1899, would appear to indicate that even a year after the fact, the old three cent stamps were creating problems.

POST OFFICE DEPARTMENT, CANADA, Postage Stamp Branch,

Ottawa, 1899

Memorandum for Postmasters of Accounting Offices

To facilitate the sale of 3c stamps still in the hands of the Postmasters, the issue of the 5c, 6c and 8c has been temporarily suspended. For registered letters, threes, with the necessary additional stamps in the lower values, should be sold, as in every other case in which the 3c stamp readily lends itself to pay either part or the whole of the postage required.

Postal Union cards (2c.) are still available and Postmasters should not, at once, return them. The recent reduction in letter rates – Inter-Imperial and Domestic – does not affect the rate of the Postal Union card, which is 2c.

Whilst a Postmaster is at liberty to return any 3c letter cards or 3c stamped envelopes which he may find absolutely unsaleable, it might yet be well for him to retain them for a month or two, as the number of such cards and envelopes in the hands of Postmasters is limited, and there may be a demand for them on the part of stamp collectors.

The same may be said of the 8c stamp, which, of course, will continue to be recognized as a postage stamp to the extent of its face-value, and which could conveniently be used on any article of mailable matter, involving, at least, that amount of postage.

Postmasters are not permitted to redeem or exchange stamps, and enquiries from the public as to whether the Department does so should be answered in the negative.

E. P. STANTON, Superintendent.

The final notice, appended, was effectively the final chapter in the story of the Imperial Penny Postage Scheme. The reduction in the rate was accomplished by doubling the weight permitted for the same fee. The only other changes to occur, related to the Australian conformation to the one penny rate (in 1911) and of course the domestic imposition of the war tax in 1915, which raised rates to 3c once again. Eventually all the colonies except Pitcairn Island, adhered to the scheme.

POST OFFICE DEPARTMENT, CANADA,

Ottawa, 17th September, 1907.

MEMORANDUM FOR POSTMASTERS

On the 1st October, 1907, the Postal Convention adopted by the Universal Postal Union Congress, which was held in Rome last year, will come into force, and on the same date an important alteration will be made in the Imperial Penny Postage scheme.

As a consequence of the foregoing, the following changes will become operative on the 1st October, 1907:—

LETTER POSTAGE

The postage on letters to Great Britain, Egypt and all parts of the British Empire, except Australia and Rhodesia, which has hitherto been 2 cents per ½ ounce or fraction thereof, will be 2 cents per ounce or fraction thereof. Since Australia and Rhodesia have not yet signified their adhesion to this change in the unit of weight, the rate on letters to those colonies will be as hitherto, 2 cents per ½ ounce or fraction thereof.

The postage on letters to all Postal Union Countries, with the exception of Great Britain and the British Colonies mentioned in the foregoing paragraph, and of the United States, Mexico and Egypt, will be 5 cents for each letter weighing one ounce or less. On letters weighing more than an ounce, the postage will be 5 cents for the first ounce, and 3 cents for each subsequent ounce or fraction of an ounce.

POST CARDS

(Page xliii of Postal Guide for 1907.)

The Postal rate on Post Cards remains unchanged, but the following changes have been made in the regulations concerning Post Cards circulating within the territory of the Postal Union:

- (1.) The heading "Post Card' or its equivalent is no longer obligatory for single (that is, not reply paid) post cards of private manufacture.
- (2.) Minimum dimensions are 4 inches and $2\frac{3}{4}$ inches. The maximum dimensions are unchanged. Cards must be made of card board or paper sufficiently stout not to hinder their manipulation.
- (3.) The right hand half of the face is reserved for the postal directions and address. The left hand is available for the purposes of the sender, subject to restrictions as to attaching articles, which are noted in paragraphs 4 and 5 hereunder.

- (4.) In addition to the stamps for pre-payment, post cards may bear small labels (not exceeding ³/₄ inch and 2 inches) showing the name and address of the sender and the addressee.
- (5.) Engravings and photographs on very thin paper may be affixed to the back and left hand half of the address side, provided that they adhere completely to the card.
- (6.) Cards bearing the title "Post Card" or its equivalent are admitted at the rate for printed matter, provided that they conform to the general regulations respecting printed papers; that is, that they contain no handwriting or typewriting not authorized by the regulations respecting printed papers. If they do not conform to these regulations or to the rules applicable to post cards, they are treated as letters.
- (7.) The prepayment of the reply half of a double card is not valid, unless that half is despatched from the country in which it has first been received by post. Thus where a reply post card was received in the United States from another Postal Union country, it would not be permissible to return the reply half from a post office in Canada, unless fresh postage were paid.

COMMERCIAL PAPERS

(Page xlvi of Postal Guide for 1907.)

The category of articles entitled to pass as Commercial Papers have been extended to include open letters and post cards of ancient date, which have already fulfilled their original purpose: and pupils exercises in original as well as in corrected form, but without any comment on the work.

SAMPLES

(Page xlv of Postal Guide for 1907.)

The following changes are made in the regulations respecting packing:—

Articles of glass can only be packed in boxes of metal or wood. Leather or cardboard boxes may no longer be used for this purpose.

Dry colouring powders must be placed in bags of leather, rubber dress linen or stout oiled paper, whilst non-colouring powders may be placed in boxes of metal, wood or cardboard. These bags or boxes must themselves be enclosed in a bag of linen or parchment.

The scope of Sample Post has been enlarged to include in addition to the articles now embraced in the category, keys (sent singly), fresh cut flowers, tubes of serum, and pathological objects rendered innocuous by their preparation and packing. These articles must not be sent for a commercial purpose and the packing must be in accordance with the general regulations concerning samples of merchandise.

PRINTED MATTER

(Page xliii of the Postal Guide for 1907.)

(I.) Papers for the use of the blind may be impressed with characters, as well as with points.

- (II.) Under the headings mentioned below it is now permissible, in the case of printed papers, to add the following by handwriting or typewriting:—
 - (a.) The profession of the sender.
- (b.) On Christmas and New Year's cards, as well as on visiting cards, greetings, thanks or other forms of courtesy expressed in five words at most, or by means of conventional initials.
- (c.) The signature, or the commercial style, and the profession, and the address of the addressees as well as of the sender.
- (d.) On notices of the arrival and departure of ships, the dates of the departure and arrivals, as well as the names of the ships.
 - (e.) In advices of the despatch of goods, the dates of their despatches.

COIN PROHIBITED

All coin (not only current coin, as heretofore) is prohibited in correspondence between Postal Union Countries.

PERFORATED POSTAGE STAMPS

The domestic regulations, (No. 173, page xxx of Postal Guide of 1907) permitting postage stamps to be perforated with the initials of the individual or firm using them, has been extended to cover stamps used for correspondence with countries within the Postal Union.

Advices for Delivery of Registered Articles.

(A. R. Forms.)

In the second paragraph of Regulation 142, page xxv of the Canada Postal Guide for 1907, it is stated that a form for Acknowledgment of Receipt prepaid 5 cents by stamp affixed to the form may be sent forward after the registered article has been despatched, if the sender desires. In such a case, the Postmaster, after filling in the form with the complete address of the person for whom the registered article is intended, as well as the other information indicated by the form, as necessary, will send the form to the Post Office Inspector of his district.

R. M. Coulter Deputy Postmaster General.

43rd Annual Convention Ayr 4 – 7 October

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Continuing our 'primer' series of articles for the benefit of newer members. . . .

THE KING EDWARD VII DEFINITIVE SERIES 1903–1911 by David Sessions, FRPSL, FCPS.

A definitive issue of just seven monochrome stamps, bearing a uniform design featuring a portrait of the Monarch, does not reach out and grab the casual collector. A period of issue of less than eight years does not suggest fertile soil for research. So what does this issue hold in terms of interest for the, as yet, unaware collector?

The 1c and 2c values are still sufficiently plentiful to provide the searcher after re-entries and retouches with relatively cheap entertainment; nearly $1\frac{1}{2}$ billion of the former and over 2 billion of the latter stamps were printed. A large number of plates were laid down, 72 and 86 respectively, though one or two were not apparently used.

The first few plate numbers in each case are printed finely whereas later plates show solid plate numbers. About half way through the life of the issue the plate size was doubled to accommodate 400 subjects instead of 200. These larger plates were almost square so a period was placed after the plate numbers at the top to distinguish top from bottom. On plates 33 and 34 of the 1c value a spinning top was depicted at the top for easier identification then someone hit on a better solution; on subsequent plates the word 'TOP' was engraved at the top of the plate! It was also engraved on the 2c plates from 65 onwards. Actually, on plates 31/2 (1c) and 61/2 (2c) the word 'TOP' had been punched in but the 'P' was reversed, this was after the plate had been approved; a correct 'TOP' was added to plates 63/4 (2c), also after the proofs had been pulled. From April, 1911, the printing order number was punched onto the top margin of the plates. So, with imprints at top and bottom there are a number of varieties of plate markings to be acquired.

The 5c value is interesting in that early printings are on paper with a horizontal mesh while, in later printings, the paper shows a vertical mesh in common with the sheet stamps of the other values. Furthermore, early printings of the 5c value show a ragged edge to the bottom of the oval, whereas later printings of the 5c value show a clear line framing the cross-hatching. It seems likely that the later plates were prepared from a different impression on the transfer roller than the early ones.

Only six plates were laid down for the 5c value and the aforementioned points allow a preliminary sortation of stamps into early and later printings; the strong colour allows re-entries to be easily seen and makes plating a possibility (but only a possibility so far!). A major



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12th September 1989

From the Bradbury Wilkinson printings there is the imperforate set perforated "SPECIMEN" for Newfoundland





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re-entry can be found on the 5c value, as can a dramatic retouch of the cross-hatching between the A and P of CANADA POSTAGE (Plate 4). The 5c value also displays a distinct 'worn plate' variety, giving rise to a fairly bright blue looking stamp; this is believed to have been caused (in part at least) by the action of the ink on the plate.

Only two plates were laid down for the 7c value and the colour makes the search for re-entries etc. a tire-some business. Several distinct shades can be recognised. In the lower values the many shades are, in the writer's opinion, of no philatelic significance but there is one distinct shade of the 7c that can be tied down. Nearly all copies of the 7c will be seen to have a greenish hue but the very last printing



Early and later printings of the 5c value. Note the ragged cross-hatching under 'CE' of 'CENTS' in lower example.

is a true bistre (straw) without a hint of green. The interesting point here is that the printing order (No. 93) was fulfilled in December 1911, after the first Admiral 7c values were printed. The colour equates closely to the initial straw shade of the 7c Admiral when account is taken of the deeper lines of engraving on the latter, giving rise to a darker hue.

Of the higher values, the only real item of interest is the 20c with 'Specimen' overprint. This is the only value so listed in the catalogue although the set occasionally turns up with an 'Ultramar' overprint.

Apart from the sheet stamps there are booklets to consider. Although 10.6 million booklets were issued, most were broken up and they are now scarcer than the preceding Victorian booklet of which far fewer were printed. All booklet stamps are on a horizontal mesh paper whereas most 2c stamps are on vertical mesh. There are a few fake booklet panes about, in view of their scarcity, so check the direction of the mesh if you are in doubt about your prize pane. There were 13 special plates of the 2c booklet stamps prepared but individual plates cannot readily be identified. However, six plates for the covers can be identified and there are a number of changes to the information pages inside the booklets; this gives rise to a number of collectable booklet variations, so if you really want a challenge . . .

Also within the Edward definitive series we have the vexed question of the 100,000 imperfs officially issued by the Post Office in 1909. Much has been written about this unusual event and there is

insufficient space here to reiterate it all. Suffice it to say that the values 1c to 10c all exist imperf from the initial plates (a sheet from each). The 'official' imperfs of 1909 were printed from a specially prepared plate with the left hand pane numbered 13 and the right, 14. They are still quite easy to acquire and can be readily differentiated from the considerably scarcer imperfs from plates 1 and 2. Imperf stamps from plates 13 and 14 have a crisp outline to the oval whereas the stamps from plates 1 and 2 do not; the phenomenon is most noticeable at the top of the oval.

It was during the Edwardian period that the Post Office commenced trials for stamp vending machines and the imperf 2c stamps can be found (but not often!) with various trial separations. Strips of precancelled 1c and 2c stamps are also believed to relate to vending machine trials. Some examples of paste-up pairs are known where the sheets have been torn into vertical strips and joined by the selvedge to produce long strips for coiling.

We have here considered only the stamps themselves, essays and proofs enhance the collection of course and there's a range of postal stationery and a wealth of precancels. Then, of course, there is the postal history of the period. There is still much of it about that can be obtained quite cheaply but the collection can be enhanced by exotic rates/destinations and attractive advertising covers and cards. As in most collecting areas there are the challenges of course; you may have to look long and hard for a first day cover of 1 July 1903. It was a national holiday and most post offices were closed, not much commercial business was done, but there are a few covers about. That's just one problem, there are others!

The eight years covered by this issue provide a compact and clearly defined period for study; material in general is quite plentiful but there are sufficient challenges to make a study and the ultimate collection worthwhile.

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See also subsequent articles in *Maple Leaves*. Nos. 137, 164 and 202. The above bibliography is intended merely as an introductory guide.

BOOK REVIEW

THE SMALL QUEENS OF CANADA by John Hillson

In 1980 John Hillson produced a 28-page monograph on the Small Queens which included a few theories not totally in line with previous thinking. The publication was very well received and now we have a 112 page ($10'' \times 8''$) hardback version. John's broad thinking remains unchanged but there is much additional information and the new edition is beautifully produced on good quality paper.

Having discussed the printers and the putative printing locations in Chapter One, John gives a most instructive dissertation on line engraving in describing the preparation of the series. Members who are not wholly conversant with this method of printing would do well to read the second chapter carefully, it contains good background knowledge.

Essays and proofs and the three printing periods have their own chapters, while Chapter Eight covers each individual value; giving all the basic information that any reasonably specialised collector would ever need to know. In discussing the various papers, John (or the publishers) has wisely refrained from illustrating the backs of the stamps but, in one or two cases, could not resist the temptation to include photographs of re-entries – these tired old eyes could not cope! (See note.)

In addition to detailed appraisal of the stamps, a chapter has been included summarising the main cancellations to be found on the Small Queens, and another includes tables of postal rates.

As a major collecting area the Small Queen issue has long needed a full and definitive handbook to stand alongside the Duckworths' *Large Queens* and Marler's *Edwards* and *Admirals*. Although slimmer than these major reference works, *The Small Queens of Canada* contains a concise and logical survey of the issue and satisfies the need in a most comprehensive manner.

Note: The worst offenders are the latent re-entries shown on page 53, better illustrations can be seen in John's article in 'Maple Leaves' of April 1985, pages 266–7.

The Small Queens of Canada is published by Christies Robson Lowe at £30 and will no doubt be available from our Handbooks Manager.

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LETTERS TO THE EDITOR

Dean Mario

On this side of the Atlantic there seems to be a flurry of activity regarding the recent RPOs (retail post offices **not** railway post offices). Many members will be aware of the recent decisions by the Canada Post Corporation to open more private outlets and transfer or close existing postal stations/offices. Members who are associated with the PHSC will also know that numerous offices across the country are popping up faster than they can be assigned a number.

To date there have been several reported strikes obtained by collectors but I do not believe that RPO 3 has been made available. It is located within a stationery/greeting card shop. Other offices that have been reported include:

RPO 45 - Saskatoon, Sask.

RPO 1 – Alma, Ont.

RPO 111 - Calgary, Alta.

RPO 3 - Charlottetown, PEI.

RPO 1 – Warspite, Alta.

RPO 1 – Nevis, Alta.

751422 R.P.O. 3 1989 13 IV SASKATOON, SASK S7K 5X0

Some offices have hammers which do not give a number but still designate the office as an RPO. Most are of the type POCON with several variations. This new series is bound to have an effect on RPO collectors in the future (railway post offices).

Dale Speirs

Recently Canada Post has introduced a new type of postmark bearing an old type of initials, specifically RPO. The new postmarks with RPO in them indicate a Retail Postal Outlet. For many decades, of course, philatelists have collected RPOs from railroad post offices.

Since the old RPOs are extinct, Canada Post has no concern over any possible confusion that might arise with the new RPOs. For postal historians, it is equally unlikely that a new RPO would be mistaken for an old RPO.

In day-to-day conversation, a group of collectors talking over matters such as these might run into a bit of difficulty. I would like to suggest that postmarks from Retail Postal Outlets be known as REPOs (pronounced 'reap-oh'), so as to separate them from the original RPOs. This would not only make conversation clearer but also ease life for indexers of philatelic literature.

REPOs are part of an effort by Canada Post to privatise most of its branches, thereby improving service and reducing costs. As a result, postal historians will be scrambling to keep up with all the changes over the next decade. For those who collect Canada postal history, this field would be an excellent opportunity to jump in and collect while there is still time to get the early material at reasonable cost. REPOs will be the squared-circles of the future.

THE JOHN SIVERTS COLLECTION (Part 1)

The late John Siverts was known to many CPS of GB members, many of whom probably had no idea of the extent of his collection. The first part was auctioned by R. Maresch & Son in May and some interesting prices were realised. The second part of the collection, featuring fancy cancellations, will go under the hammer in September.

Among the more interesting items were:

Fine straight line WOODSTOCK (NB) on 1841 cover Fine straight line ANNAPOLIS of 1816 Superb used sheet margin copy of N. Scotia 1d Fine N. Scotia 1/– with watermark	\$775 900 2600 3500	Fine mint 1c LQ brown red Used 12½c LQ on soft white paper (Scott 28 cat \$50) unpriced in Canada Specialised 15c LQ in Studd's Blue (Scott 30b \$45) Fine strike of 2 ring 20 on 3c LQ Two strikes of 2 ring 42 on 6c LQ 400 &	1250 2700 1450 500 450
Prices for Newfoundland were strong throughout with the first booklet fetching over double cat.	1550	Mint 1c SQ on thick white paper Major re-entry on 6c SQ red brown (1t corner crease)	425 2100
Hitherto unrecorded Bishop Mark of Canada pre-dating any other by two years Fine mint 5c Beaver Mint 10c Consort in violet brown	8500 600 1200	Three used copies of $10c$ SQ with unrecorded perfs 12.4×12.25 $1500, 450$ $10c$ magenta SQ perf $11\frac{1}{2} \times 12$ on cover to Jamaica	500 4000
The rare ½c LQ with watermark was found to have a pinhole; book bids cancelled, still went to	7250	8c RLS on 1877 cover 8c Jubilee on FDC Single franking of 6c Numeral on cover	8250 1250 1150

Prices quoted are in Canadian dollars and exclude the 10% buyers premium.

AMENDMENTS TO MEMBERSHIP (to 15 June 1989)

	(to 15 June 1989)				
I	New N	Members			
2	2589	THORP, A. V., 53 Selwood Road, Old Woking, Surrey GU22 9HS CGE, Cen.			
2	2590	SMITH, K. W., PO Box 659, Don Mills, ON, Canada M3C 2T6			
2	2591	WHARTON, P. R., Box 183, Waterford, ON, Canada N0E 1YO Cov, Nesbit			
2	2592	GORDON, H. B., 5507 Elgin Ave., Montreal, PQ, Canada H4V 2G7			
2	2593	LAWS, P. Bow Philatelics Ltd., PO Box 6444, Stn D, Calgary, AB, Canada T2P 2E1			
2	2594	FOURNELLE R., PO Box 152, Snowdon Branch, Montreal, PQ, Canada H3X 3T4 CS, Map			
2	2595	McCREA., J. M., PO Box 172, Monroeville, PA 15146–0172, USA RLS, RPO			
1	Reinst	ated Membership			
	1840	FIRBY, C. G., 390 East Maple, Birmingham, Michigan, USA 48001 CR, CR2, CL			
	210	RICHARDSON, E. A., 114 Royal Dr, PO Box 939, League City, Texas 77573 USA			
]	Resigi	ned			
	1061	KENYON, S. S.			
2	2530 737	PRICE, H. A.			
	131	COPP, D. A.			
	Decea				
	1487	BRYCE, J. H.			
100	~*	0.4.333			

Change of Address

2045 MORIN, C., 95 Maple Grove, Aylmer, Quebec, Canada J9H 2E3.

2397 De La VERGNE, J., Cooks Mills Road, RR2, North Bay, ON., Canada P1B 8G3.

Removed from Membership . . . non-payment of subscription.

2409 CRACKLES, W. C. 2153 MILLS, G. R.

2569 GASKELL, W. G. 1949 POTTS, J.

2367 HART, T. D. 2555 REES, D. T.

2447 HOGAN, S. M. 2166 TERRY, S. Mrs.

2552 KETTLEWOOD, B. 1686 WASSELL, P. R.

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OF GREAT BRITAIN

Maple Leaves

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Journal of

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Vol. 21 No. 9

OCTOBER 1989

Whole No. 225

EDITORIAL

Patience is a virtue that is not always readily practised but philatelists have to be patient as they seek the missing items that turn the collection into something a bit special. In this issue, by coincidence, we see two examples of patience bringing its reward.

It was twelve years ago that an article appeared in 'Maple Leaves' concerning Map stamps on Mulready type envelopes. Only recently a dealer presented one of the authors with a definitive answer to the questions raised and Ron Winmill passes on the information elsewhere in this issue.

In the same year, (was it really twelve years ago Betty?) Betty Stephenson suggested that 'Maple Leaves' might benefit from a series of articles on the exploration of Canada as illustrated by its stamps. We know that a number of collectors like to take a thematic approach and it seemed like a good idea at the time (1977). Alan Salmon thought so too for, twelve years later, we commence an occasional series on the exploration of Canada.

Inspired by such response the Editor would now like to make his pitch; the in-tray is looking thin, so it is time to remind members that articles, queries, comments, letters on all aspects of BNA philately are welcome. He would prefer not to wait twelve years for the avalanche to

descend. In addition to subjects of your own choosing, keen readers will know that we have been featuring a series for newer members in which we try to summarise the aspects of a particular issue to give less experienced collectors some idea of what concentration on that particular issue might entail. Chronologically we reached the Edward VII issue (1903) last time and in this issue we cover the first postage dues (1906). We hold an article on the Admirals and have a long-standing promise of something on the Maple Leaf and Numeral issues. Perhaps some members would like to volunteer something on the later George V issues and George VI; then there are the Special Delivery and Registration stamps to consider. It's not a specialised research article that we seek, merely a summary with any interesting points highlighted, plus a list of recommended further reading.

A number of collectors must join the Society to further their knowledge of Canadian philately and it is up to experienced members to pass on some of their accumulated knowledge to the next generation in readily digestible form; a whole series of highly specialised articles can be very off-putting. The Editor would welcome a note in the first instance from members prepared to produce a 'primer' article; two submissions on the same subject could prove embarrassing!

Just before going to press we learned of the death of Ed Richardson, a brief appreciation will be found elsewhere in this issue.

CONTRIBUTIONS FOR FUTURE ISSUES OF 'MAPLE LEAVES' ARE URGENTLY SOUGHT.

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Canadian members may pay in \$CAN via Wayne Curtis, please make your cheque payable to him.

Members who have not paid the current year's subscription by 31 December will be removed from the *Maple Leaves* circulation list and reinstatement will incur an additional fee of £1 or its \$ equivalent.

The then President of the Society, Betty Stephenson, suggested, way back in 1977, that someone should provide, for 'Maple Leaves', the stories of the characters on Canadian stamps. There follows an attempt to correct this omission. The narratives will have to be severely condensed, but will be as accurate as the limited abilities of the author allow.

For those who wish to push back, even further, the boundaries of their knowledge, each narrative will include a short list of worthy references. All of them will be entertaining, almost all of them will be authoritative. But beware, history is just like philately, even the experts don't always agree!

THE PEOPLE ON THE STAMPS – THE FIRST PEOPLES by Alan Salmon

The ice was here, the ice was there, The ice was all around; It cracked and growled, and roared and howled, Like noises in a swound!

Coleridge. The Ancient Mariner



So must the world have appeared to many of the first people to have set foot on America. The first stamp (SG 1198, Sc Sp 1104) in the *Exploration of Canada* series depicts tents and artifacts, caribou and the sea or the lakes – all part of the history of these people. They arrived in America, from Asia, about 30,000 years ago. Before, the whole of the continent was empty of people.



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How did they get to America and what do we know of their subsequent story, especially in Canada? The last Ice Age lasted from over 100,000 to about 10,000 years ago. (The reader will appreciate that all the dates in this history are subject to some uncertainty, even those which have been measured by the best scientific methods available, hence I hope I will be excused if I drop the "about" in the dates; I will simply give what appears to be the best date available.) During this period the world was very different to our world today – usually the ice encompassed most of North America, covering all of Canada and all of the Great Lakes. One consequence of the production of this great mass of ice, and the general lowering of the temperature of the seas, was that the sea level was some 300 feet lower than today. Thus the UK was joined to the mainland of Europe; Greenland and the Arctic Islands were joined to Canada; Siberia was joined to Alaska.

Ice Free Passage

The junction between Siberia and Alaska was unusual, periodically it was not covered by ice. There was an ice mass over the Pacific coast of America and, as might be expected, over the Rockies; there was also ice over most of Canada. However, because of lower precipitation in the region, the Siberia/Alaska land bridge was not covered. This bridge, some hundreds of miles wide, is known as Beringia and was commemorated by the establishment, in 1978 by the USA, of the Bering Land Bridge National Preserve.

Of equal significance for the first peoples was the continuation of this corridor into the heartland of North America. The corridor was not always open but 40,000 years ago, and again 20,000 years ago, there was probably an ice-free route along the Arctic coast and down the Mackenzie River. In 8000 BC the ice-free passage was along the coast and down the Laird and Peace River systems. Thus the early approaches would have been along the Arctic coast and then, southwards, across Western Canada. After 8000 BC the ice began to retreat, eventually opening the Bering Straits again, today it is 50 miles wide, thus closing the access route via Beringia. However another travel route would have been made easier – along the Arctic coast of Canada.

The First Migrants

The earliest evidence of these migrating people, dating back to 25000 BC, was discovered at Old Crow in the Yukon. In the Aleutians there are the remains of a people which lived there in 6000 BC. Remains also show that there were men hunting in Utah, Arizona and New Mexico by 8000 BC. However we must leave these people so far south, as our story is of the early peoples of Canada.

Why these peoples emigrated to Canada is not known. Presumably they simply followed the animals, their main source of food, which were



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using Beringia as a transit route between the continents long before its use by man. Apparently the animals moved in both directions across the bridge. One result of these movements was that the early ancestors of the horse arrived in Asia from America, the horse family then became extinct in America, for some unknown reason – possibly it was overhunted for food – and was not seen there again until the Spaniards reintroduced it a few hundred years ago.

The early Canadians were probably two distinct groups, the ancestors of the present-day Indians and of the modern Inuit. For convenience I will refer to them as Indians and Inuit, notwithstanding their state of development. However, beware, some experts believe that the Inuit evolved from a northern group of Indians. The Indians migrated southwards throughout America. Estimates of their numbers are uncertain, however it is believed that in 1700 AD there were about 200,000 in Canada. The geographical distribution then is thought-provoking: approximately 800,000 in the USA, 5,000,000 in Mexico and Central America, and 20,000,000 in South America! Probably climate was a major factor in producing such a result, as it had been in the initial influx into the continent.

Four Groups of Indians

In Canada there were four main groups of Indians: Northern Forest, Coastal, Plains and Eastern. 10,000 years ago they were all hunters, with those who had reached the coast supplementing their food from the abundant supplies of salmon. They lived in a variety of environments, from valleys and passes in the west to the grasslands of the Great Plains and to the forests of the north and east. Their tools indicate that their major food supply was animals, the hides providing clothing. A food supplement, for all the groups, was fish from the rivers and lakes. All would be somewhat nomadic, as each small unit moved either after the animals or to a better site for their camp, or simply because they were forced away by a stronger unit. For most, life would have been hard, because of the climate, and brutal, because of the almost constant conflict for the best hunting and fishing areas.

Little is known about the next few thousand years but some evidence remains to tell us about the development of the Indian people. In the northern forests the number of Indians was small; although some tribes had moved back from the Plains, as the climate became warmer, reaching the NWT in 3000 BC. All these tribes were hunters, fishers and gatherers of wild plant foods. The largest cohesive group was a band or village of related families, their territory was quite small; a number of such groups would combine into a tribe; some became wide-ranging, for example the Cree. Bark canoes, bark wigwams, snowshoes and toboggans were in use.

In British Columbia the coastal tribes, e.g. the Bella Coola, made great use of salmon as their food and of cedar for their buildings. As the natural resources were more abundant here the density of population was greater than in other parts of Canada. The Great Plains were almost empty, until the return of the horse revolutionised the hunting of 60,000,000 buffalo. This great animal provided most of the needs of tribes such as the Assiniboin and Blackfoot. In Eastern Canada the tribes developed agriculture 4000 years ago, they lived in villages with the forests adding game and fish to their diet; a village of a few hundred people was the social group, with several villages forming the tribe. Later still, some of these tribes, e.g. the Huron, became very powerful.

The Inuit

Whilst this development, and spreading, of the Indians was taking place there was another movement occurring – that of the ancestors of the Inuit along the Arctic coast. Information about them is recent, almost nothing was known before 1950, and is as yet not fully understood. There were several distinct cultures prior to that of the modern Inuit. 5,000 years ago there was a people using small flint tools, now called the Denbigh culture; most of their sites have been found in Alaska, the first evidence of them was found near Cape Denbigh in Alaska, but some sites are in the Yukon. They hunted on the land and, possibly, on the sea. In eastern Canada there is evidence of another people, called the Pre-Dorset; they reached Greenland 4000 years ago and most of their sites are along the coast. Then came the people of the Dorset culture, arising sometime in the first millenium BC and surviving, in Labrador, to 1000 AD. They were first discovered at Cape Dorset on Baffin Island. Their contribution to Inuit culture appears to have been rather small and their fate is unknown. The Thule people followed, possibly having exterminated the Dorset people. Evidence of their migration across the Arctic, to Greenland, exists in their sites; they provided the bases for the culture of the modern Inuit. There was no agriculture, they hunted the seal, using harpoons, and the caribou, using bows and arrows. There were, as now, no tribes; the family, including relations, was the major social unit. The Thule people reached the eastern Arctic Islands in 1000, at about the same time as the Vikings – but the Vikings are the subject of our next story!

Further Reading

The Arctic, Encyclopaedia Britannica, 1985.
The American Indians, ibid.
Davies, N., Voyagers to the New World, Macmillan, 1979.
Leakey, R. E., The Making of Mankind, Joseph, 1981.
Brebner, J. B., Canada, University of Michigan, 1970.

THE FIRST ISSUE POSTAGE DUE STAMPS by E.M. Drury Photo by Canadian Stamp News

When I began buying pieces of the first postage due stamps twenty years ago it was mainly because of my interest in the Admiral issue, and curiosity to see if there was any similarity between the dues and the postage stamps. What began as a sideline became a major interest which even now is far from being complete.

The first issue spans the Edward and Admiral periods and nicely centred mint copies are quite hard to find, especially from the earliest plates. But the real challenge is in the pieces with plate markings. There are order numbers to be found, many more than are to be found on the postage stamps, because the first plates continued in use for at least eleven years with many printings. On later plates are found two kinds of lathework, pyramid guides and R-gauge, and some markings which seem to be unique to the dues.

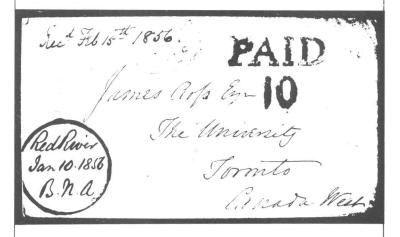
Many single stamps can be identified as to the plate from which they were printed, and even mint and used singles provide an impressive list of major varieties. There were retouches to the dies, plate cracks, wet and dry printings, thin paper printings, and two plate layouts which make the straight-edged stamps of some importance. Three of the values also exist imperforate. The many retouches and re-entries which add interest to the postage stamps of the period will not be found on the dues however. There are a few re-entries but they are of a very minor nature. There are many shades though, some of them very beautiful.

The used stamp on cover is of great interest also. The many rate changes during the life of the issue give rise to many different uses for the dues, and it is also sometimes necessary to have some knowledge of foreign rates to interpret correctly the amount of postage collected in Canada. I have found much interest in the postcard rates. It was an era of postcard use and the regulations governing what could be accepted at the postcard rate were many. Violation of the regulations sometimes resulted in the postcard being rated at the letter rate and postage due being collected. It is very interesting to figure out which regulation was "not" followed. Many covers are found with the postage due stamp pencil-cancelled but these should not necessarily be rejected. The postage due stamp was to be cancelled when the money was collected and, where there was home delivery, it was of necessity pencilcancelled. There is much variety in the postage due markings themselves and as far as I know no one has linked them to their post offices. These could perhaps prove to be as interesting as the cancelling devices.

There is even a small amount of "postal stationery" available to the collector of the first issue. There were several issues of the postage due



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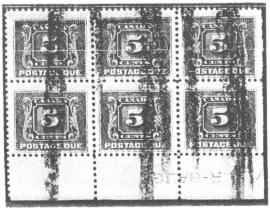
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Type D Lathework.



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wrapper during the life of the first dues but these seem very hard to find. Then there are the covers used to return a dead letter to the sender. Here again there are rate changes, and many different versions of the covers, with the fee being collected by postage due stamps.

The postage due collector must have infinite patience, months may go by before anything new can be found to add to the collection. During the last several years though, interest seems to be rising. Many fine articles have been printed in the philatelic press and there is now a handbook published. It is to be hoped that the current interest will remain high so that the whole story of this most interesting issue may finally be told.

SOUTH WEST SEMINAR

The South West Group held its third annual seminar, in conjunction with the Bristol Federation's Convention at Portishead, near Bristol, on Sunday 13 August.

Once again we were pleased to welcome a contingent from the London Group who brought along some material to keep the afternoon moving. Early arrivals had the opportunity to browse among the dealers' stands and study the Federation's competitive exhibition before we all gathered to create our own entertainment.

Len Belle showed his collection of Belleville postmarks and Lew Warren produced a nice array of Pence issues. Brian Stalker, the third London Group exhibitor, showed a section of his Newfoundland TPO collection. Local boy, John Croker, gave his maiden CPS display, Newfoundland 1897–1920, and Neil Prior, having made the Severn crossing from South Wales, entertained with North West Territory postmarks. With Neil came Eric Needs and here we should like to claim another record. Last year we claimed the youngest exhibitor, this year it's the newest. Eric came with his application for membership, duly completed; it was handed to the Society's Secretary a few minutes before rising to his feet to show 30 sheets of Transatlantic Mail. Any takers? Contact member. David Sessions, made up the number with a selection of the later flag cancellations which otherwise do not often see the light of day.

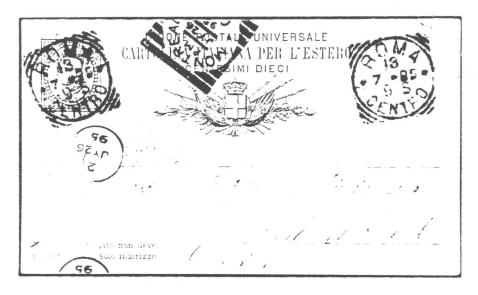
After three such seminars and some 20-odd different displays, it is already becoming difficult to attract new material for the members' enjoyment. Those who attend all seem to enjoy the meetings and the chance to gossip as well as study material. However, if the format is to be maintained, we shall need one or two more volunteers to display their treasures.

DFS.

THE "BETTER HALF" by The Yellow Peril

Photo by Kimo

In buying philatelic material, whether stamps or postal history, it is not uncommon to realize afterwards that the purchase is not what it was expected to be or it is not as good as it first appeared. On the other hand, there is the rare occasion when the item acquired proves to be better and much more interesting than originally thought. One such isolated pleasantry was the acquisition of the Italian UPU reply post card illustrated.



Italian UPU card postmarked with "ROMA 13 JULY 95" square circles and addressed to Montreal. Receiver markings include complete and partial "26 JY 95" Montreal carrier date stamps and a same date Montreal fake square circle.

The card was purchased only on the guarantee by the seller that the postmark was forged! As it turned out, a squared circle specialist confirmed that the marking is, indeed, a forgery of the second Montreal squared circle postmark. The joy of finally owning a real forged squared circle postmark, however, was only the anti-climax. The coup de grace came a year later.

While sorting a mess of stamp journals, a copy of "Topics" fell opened to the floor at the page where there was a picture and a report of



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Intending vendors would be wise to consider the merits of offering their collections (or individual rarities) for sale by Private Treaty while the international philatelic exhibition - Stampworld 1990 - is in progress at Alexandra Palace on May 3 to 13 next year. Harmers International's presence will be a major one - we are one of the very few 'Superbooth' standholders. Bring your collection before the world's most prestigious philatelists by arranging for it to be featured in our 1990 Private Treaty Brochure.

AFTERTHOUGHT

If you are exhibiting at Stampworld '90 we wish you all success in achieving the award you desire . . . and after 1990? You may be one of a number thinking of disposal after the Exhibition - either to tackle a fresh challenge or to hang up your philatelic hat. Whatever your reasoning we shall be pleased to make the most of your collection both as a tribute to your endeavours and to achieve the fullest possible monetary result. Planning is the key and early discussions enable us to reserve a date or space that will ensure the maximum advantage. Subject to value a special souvenir catalogue can be produced as a visual memento of a treasured collection. Early contact with one of our directors is advised. Speak to Christopher Harmer, Fred Twining, Ray Haffner or Graham Childs.

BRITISH AMERICATHOUGHT

The superb Dale-Lichtenstein Australasia will be offered in London on Tuesday May 15 1990 i.e. within a day of Stampworld '90 closing, allowing for overseas visitor participation uncomplicated by the 'pull' of the exhibition.

A BRITISH COMMONWEALTH sale is scheduled for the following day (May 16) thus offering an outstanding opportunity to offer material, especially of a British America flavour. While properties for inclusion need not reach us much before the end of this year, would-be vendors are recommended to make their intentions known to us as soon as possible.

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this very same post card. The article gave only the card's July 13 1895 message, details of the ROMA square circle and a casual mention of the Montreal marking. The accidental and surprise finding of this Roma postmark story in the 1966 (February) issue of B.N.A. TOPICS (pages 38–41) is indeed, its 'better half'.

Editor's Note: The Yellow Peril is obviously too modest to make the point that the report, from R.M. Doull, appeared in Dr Alfred Whitehead's Squared Circle column. Neither the reporter nor the good doctor seem to have realised that the Montreal Squared Circle was a fake.

EDWARD A. RICHARDSON

It was with great sadness that we learned of the death of Ed Richardson, in his 81st year, just before we went to press.

A member of the Canadian PS of GB for over 40 years, Ed was well known throughout the BNA collecting fraternity, whose cause he promoted energetically through his writing, which spanned almost 50 years, and his activities at local, national and international level. Ed was, from 1947–49, the second President of BNAPS and became a member of the elite Order of the Beaver in 1948; he was awarded a Fellowship of the Royal PS of Canada in 1968. Neither award is easily won.

Beyond the confines of BNA philately, Ed was founder and past president of the New York Federation of Stamp Clubs, in 1940, and a past president of the Texas Philatelic Association. He was involved in CIPEX 47 and Interphil 76 and was a jury member at CAPEX 78, all international exhibitions. I was possibly unfortunate in making my international exhibiting debut at CAPEX in 1978 and having Ed Richardson, author of the Flag Handbook (1974) in the jury. The modest entry of flag cancels got its just deserts, a modest medal, and Ed explained why. It has taken many years to appreciate that he was almost certainly right!

Ed Richardson spent his working life in New York and moved to Texas in the early 1970's on taking early retirement. He was probably not well known personally to many members in the UK but his prolific writing; apart from the aforementioned Flag Handbook, he was responsible for the excellent 'Collect Canada Covers' in 1978 and scores of articles in a number of different publications, means he will long be remembered and many students of Canadian philately owe him a great deal.

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DEALERS IN FINE STAMPS SINCE 1924

RAILWAY POSTMARK ERRORS (PART 4) by L.F. Gillam, F.C.P.S.

"The cautious seldom err." (Confucius)

Of all the sayings attributed to the famous Chinese philosopher this must rank as one of the least inspired. I was reminded of it at the time when I sought to find explanations for the many misspellings which occur in Canadian railway postmarks, and which form the subject of this series of articles. The answer, as indicated previously, is that there is no answer; there are only possible answers incapable of proof, mere assumptions that may or may not be groundless. All that can be said is that "someone" was not cautious. Now many will dismiss this idle speculation as pointless, and of course they would be right in so doing. It is not a matter that has even caused the writer sleepless nights; but what has exercised my mind is not how but why it came about that railway postmarks should be so "accident prone" when the many hundreds of other types of postmark are singularly free from error.

Apart from a few very early "ordinary" postmarks that were misspelt because neither the postal authorities nor the postmasters who requisitioned their handstamping equipment really knew how the place name of their office *SHOULD* be spelt, and were subsequently deemed to be wrong, I can only think of those other early postmarks which designated the wong province because no one could be certain as to where the boundary line had been drawn! Even in these instances the mistakes were due to justifiable ignorance; their perpetrators certainly did not deserve to have the wrath of Confucius poured down upon their heads. Indeed, apart from a very few misspellings in very much later slogan postmarks, and one precancel, I do not know of any others. Doubtless I shall be told that there are some that have escaped me; but their sum total cannot possibly measure up to the railway postmark "record."

For that matter no other railway postmark errors can equal the record achieved in one case where a place name occurs in full (there are also numerous abbreviations) in at least forty different postmarks, out of which three have been misspelt in various ways over a period of time dating from 1880, and very possibly earlier, until 1917 when present knowledge suggests that the last incorrectly spelt hammer was brought into use. Appropriately enough the three postmarks were used in railway post offices (or mail cars as they were originally called) operating over the Intercolonial Railway to which reference has been made in part three of this series.

The Intercolonial – A Murky History

I use the word "appropriately" advisedly for, as every Canadian railway historian knows, this railway, the first to be government-owned and operated in the Dominion of Canada, was susceptible to incomparably more serious "errors" for at least the first thirty years of its existence: section foremen who forgot to replace rails, station agents who charged their friends "sweetheart" rates for the carriage of their freight, booking clerks who "confused" their personal cash with the railway's money, conductors who for a small "consideration" accepted any scrap of paper from passengers in lieu of a proper ticket, timber merchants who could make a hundred "sleepers" (the size of beanpoles) out of one small tree, employees of all kinds who turned up for work regularly (on pay-day) and not least of all provincial politicians who welcomed weddings and funerals alike as an excuse to order special trains for their numerous guests and "mourners" as the case might be. Such are but a few of the "errors" which plagued the Intercolonial.

Indeed, about the only good thing that could be said about it was that it was well and truly built, in the face of incredible difficulties, by Canada's most famous adopted son, Sandford Fleming, who surely needs no introduction. This versatile genius whose intellectual capacity was only matched by his powers of physical endurance and, some would say, remembering the cheeky little grinning sun that he incorporated into the design of the threepenny "Beaver", his sense of humour, which stands out like a shining beacon in the murky history of the Intercolonial.

The "Wedding Band of Confederation"

Despite its administrative and organisational deficiencies, however, it served the purposes of the Dominion Government well. After the opening, throughout its entire length of 560 miles, at the beginning of July, 1876, the Maritime Provinces were linked to Quebec and Ontario by a continuous line extending from Sarnia at the western extremity of the latter province to Halifax, Nova Scotia, on the Atlantic coast. For the first time Canada had an outlet for its international freight and passenger traffic all the year round, and was no longer dependent upon American railways during the long winter months when the St. Lawrence was ice-bound. This "Wedding Band of Confederation" as it has been called ran from Truro, where connection with Halifax was effected over the line of the former Nova Scotia Government Railway, to Rivière du Loup, Quebec, the eastern terminus of the Grand Trunk Railway.

Needless to say the Intercolonial also provided the Canadian Post Office with carriage facilities for the "English" mail via Halifax. In addition it served to expedite the distribution of mail to hundreds of communities, both large and small, in southern Quebec and New Brunswick which had previously been dependent upon stage or courier services since the dawn of their existence. Postmark evidence strongly suggests that immediately after the railway was opened the Canadian postal authorities introduced three main railway post offices between Halifax and Rivière du Loup: one between the latter and Campbellton (188 miles) the second between Moncton and Campbellton (185 miles) and the third between Halifax and Moncton (186 miles).

The earliest known date of a postmark reading RIVIERE DU LOUP & CAMPBELLTON RY. is 1879; it is almost certain, however, that the railway post office operating between these two points was established along with the other two in 1876. This would be in accordance with time-honoured practice where important (and not so important) railways were concerned. The second and third mail cars used postmarks reading MONCTON & CAMPBELTON (sic) I.C.R. and HALIFAX & MONCTON M.C. respectively. The earliest known date of the former is 1880, and that of the latter, 1882.

Correct Proof Rejected!

However, the assumption that earlier dates may exist is based on more substantive evidence than that provided by former post office practices: in 1876 a postmark was proofed with CAMPBELLTON spelt correctly and in all other respects identical with the aberrant one referred to in the previous paragraph. We thus have the extraordinary situation of the correctly-spelt hammer being, apparently, rejected by the manufacturers and replaced by one that is spelt wrongly. This did not prevent the latter from being used for at least eleven years, however. (See Ludlow's Serial Numbers MA–148 and MA–159).

About the turn of the century (it is impossible to be more precise) the railway postal services between Levis (opposite Quebec) and Halifax appear to have been re-organised. Henceforward two principal railway post offices (as they were now officially called) were introduced, one operating between Halifax and Campbellton, and the other between Campbellton and Levis. By this time a huge volume of mail matter was being processed and distributed by these two offices. A typical daily "run" of the Halifax and Campbellton R.P.O. for example processed and distributed an average of about 1,000 direct letter packages, 500 registered letters, 600 to 700 letter packages and 250 to 300 bags of parcels, newspapers, circulars, mail order catalogues



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and magazines. The Campbellton and Levis R.P.O. was at times almost equally busy. The introduction of these two new railway post offices also marked the introduction of new handstamping equipment reading HALIFAX & CAMPBELLTON R.P.O. (MA–71) and, in the course of time, a variety of hammers with abbreviated forms of lettering, some of which remained in use until 1971 when railway post office services were abandoned. The connecting railway post office which operated between Campbellton and Levis saw a similar variety of hammers brought into use over the same period.

Lucky Thirteen?

In all at least thirteen different types of postmark were used over the period of at least seventy years during which the Halifax and Campbellton R.P.O. operated. Those who are superstitious by nature will be gratified to learn that of these thirteen different postmarks two of them contain misspellings of CAMPBELLTON. One, in a particularly bizarre form, CAMBLLETON (MA-72), does not appear to have given rise to any misgivings since the hammer concerned was accepted and used during a period which lasted at least thirty-eight years (1912 to 1950). This may well have been a case of the eye seeing what it thought it saw, the eye being a great deceiver as every proof-reader knows. On the other hand it may have been a question of no one being bothered to do anything about the matter, least of all the busy mail clerks; in which case how did it come about that another hammer with the misspelling CAMPELLTON (MA-79) appears to have been issued in 1917 and then promptly withdrawn? As Alice said in another context, "curiouser and curiouser."



LETTER TO THE EDITOR

Len Harris

I feel I must put pen to paper, and congratulate our worthy member Reg Lyon on the magnificent effort and, I am sure, success of the new Covermart Circuits he has started. I have obtained a number of items with which I am extremely pleased, and I hope members of our Society will back him to the hilt. By this means they can pass on their duplicates so that other members can acquire and benefit.

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SQUARED CIRCLES: THE MISSING YEARS by James Felton

Not all towns using squared circle cancels used these postmarks continuously. This article lists the 85 squared circle towns for which gaps in usage of at least a year are known. While reports continue to be made that eliminate those years for which no strikes are recorded, another approach to the topic of interrupted usage is to take note of other cancelling devices used during those gaps. If no other cancelling device can be found used or manufactured, one is more confident in thinking the cancel had continuous use, while the knowledge of those other devices leads one to feel confident that there were indeed distinct periods of use. In neither case can we be absolutely certain, unfortunately, but at least we would be better informed.

Not present but worthy of similar research are those squared circles with what might be termed minor interruptions of less than a year. In either the minor or major interruption, something was used for postmarking or else the office was not open – a possibility hardly considered within the literature of the Canadian squared circles. An eventual objective of studying the postmarks of Canada should be to present the sequence and context of the markings, their serial or concurrent use in particular offices. The squared circles were not used in a vacuum yet we treat them as if they had been. Despite the fact that these cancels have received intensive attention for over 35 years there are yet a good many unanswered yet answerable questions about them, which will continue to make these cancels the most intriguing for a good many years.

Your response will be welcomed at Box 56371, Little Rock, AR 72215, USA.

Canadian Squared Circles - Years Having No Strikes Recorded

ALDERGROVE	94,98,00	MAITLAND	95
	01,04	NEWPORT LANDING	00,02-06
DUTTON	09,10	NORTHPORT	04
NEW GERMANY	99,02	PORT MAITLAND	00-04
OTTAWA	02	WOLFVILLE	00
POINT ST. CHARLES	96,97,98	BAIE VERTE	02,04,07
ST. ANN'S	00	INDIANTOWN	03,04
SHANNONVILLE	01,02	MILLTOWN	00
SPRINGHILL MINES		NEWCASTLE CREEK	00-03,05
BADDECK	95,96,97	RIVER LOUISON	02,11

SHEDIAC	01,02	SARNIA	98
CHARLOTTETOWN	99	SCHREIBER	05,07–22
DANVILLE	96–02,05,	SEELYS BAY	01
	06,12,13	STIRLING	00
FARNHAM	02-07	SUDBURY	02
IBERVILLE	00-02,06	THAMESFORD	01
LAURENTIDES	01–05,	THORNHILL	01,04,
	14,16		05,06
LEVIS	96,98,99	VIENNA	01,03,04
MELBOURNE	01,02,09	WATERLOO/ONT	98–05,
MELBOURNE		WATERLOOTONI	
	14–16		07–11,16,
POINTE A PIC	94-97		18–21
RIVIERE DU LOUP		WATFORD	99,00,02
STATION	01-13	WHITY	95–98.
		VV I I I I I	
SUTTON	97–01		01–03
ALMA	00,02	WIARTON	95–98
ANGUS	97	WOODSTOCK	96,97
AYLMER WEST	00	WOODVILLE	96-01.
		WOODVIELE	,
BRANTFORD	99,01,02,		02–03,
	04-07		05-14
CACHE BAY	97	WOOLER	02
CHELTENHAM	01,05-07,	DELORAINE	00-02,04,
	11–13,		05,07
	15–19,22	GRETNA	96
TOP! (OC.)			
FORMOSA	00,02,	MINNEDOSA	99–02
	03,05	MORDEN	04,06,14,
FORT WILLIAM WEST	96		16,18,19,
GORE BAY	11		21,22
HAMILTON	97–13	SELKIRK	00–18.
		SELKIKK	
HARRISTON	02,03		20–25
KINKARDINE	96,97,98	SOURIS	95
LISTOWEL	96	ESTEVAN	96,00
LONDON	01,03-11,	GRENFELL	01,02
LONDON	16,19	MAPLE CREEK	95
MADEDALE			96,00,
MARKDALE	98	MEDICINE HAT	
NIAGARA	98		01,02
NIAGARA FALLS		MOOSE JAW	00,01
SOUTH	00	REGINA	99-03
PARLIAMENT STREET		PRINCE ALBERT	97,99-02,
		TRINCE REBERT	04-09,11,
PETERBOROUGH	99–02,		
	04,05		12,14,18
PORT ARTHUR	10–13	KAMLOOPS	96,97,98
PORT DOVER	95,97,98	NANAIMO	11,19-21,
PORT PERRY	99–02,	10 January (1905) 100 February (1905) 100 Febr	23,25–27,
I OIN I LIMI	04,05		29,31,34,
DIDLEM			
RIPLEY	02-06		36,40,44,
ROCKTON	04,06,07,		45,51
	09,15	ROTHESAY	03

THE 'MULREADY COVERS' REVISITED by R.B. Winmill

In October 1977, an article appeared in 'Maple Leaves' (1) on the subject of these beautiful yet mysterious covers. At that time considerable research had led to the publication of several new facts, explanations and speculation.

Recently a brief note, accompanied by photocopies, was received by one of the authors of the original article from John Talman, the well-known Toronto auctioneer and dealer. Regrettably the copies are not sufficiently clear to reproduce here; however an enclosure, hitherto unrecorded in the literature, evidently accompanied these attractive covers. This enclosure, printed in both German and English, was entitled, 'To Commemorate Imperial Penny Postage' and is reproduced below.

To Penny

On Christmas day 1898 the Canadian government inaugurated Imperial Penny Postage. To commemorate the event this postage stamp was issued. To accompany it, the Review Printing Co., a business firm, issued the envelope to which this stamp is attached. Envelope and stamp bear the imprint "Christmas 1898," with which date also the postmark corresponds, the whole thus forming a unique postal rarity which was obtainable on Christmas day 1808 only. The pretty and artistic design of the envelope is an allegorical representation of the British Empire and in keeping with the comprehensive conception of the stamp. "Raiferlicher Bennn"=Bofts verfehr.

Um Weihnachtstage 1898 führte Die Regierung ber Dominion Canaba ben "Raiferlichen Benny" - Boftvertebr ein. Bur Erinnerung an bas Ereigniß erichien biefes neue Boftwerthzeichen, "Raiferliche Benny Boftmarte" genannt. Die Beichaftefirma Review Brtg. Co. ließ gur Begleitung ber Boftmarte biejes nett und fünfilerisch ausgeführte Couvert gur Musgabe gelangen; baffelbe zeigt auf fei ner Borberfeite eine allegorifd e Darftellung bes britifchen Reiches, und fteht in Barmonie mit bem umfaffenben Character ber Briefmarte. Couvert und Marte tragen bas Datum Beihnachten (Christmas) 1898, und bamit ftimmt auch bie Abftempelung überein, jo bağ biefer Brief eine intereffante, poftalifche Geltenbeit bilbet, bie nur am Beihnachtstage 1898 in Canaba gu erlangen mar.

Of course, not all such covers were dated 25 December, 1898. One is known, commercially used, at a later date, from Listowel, Ontario, and another was posted from Peterborough (2). However, the vast majority, in either rose or green, were philatelically inspired and were unaddressed but bore a Berlin, Ontario, CDS.

This is the only example of the enclosure known to the authors of the original article and appears to be the only authentic explanation of the covers, their purpose and design, to have surfaced.

References: (1) 'The 1898 Map Stamp and the 'Mulready' Covers' by A.D. Hanes, J.E. Winmill and R.B. Winmill in 'Maple Leaves', Vol.16 No.9, October 1977 pp235-8; (2) This cover, while dated 25 December, 1898, probably passed through the mails to Ireland, used commercially.

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- 2426 SKREPNEK, R. J., Box 2226, Fairview, Alberta, Canada T0H 1L0.
- 2162 KRAWEC, T. J., 43 Edcath Road, NW. Calgary, Alberta, Canada T3A 4A2.
- 2541 PUTMAN, A. R. B., 33 Talman Grove, Du Cros Drive, Stanmore, Middlesex HA7 4UQ.
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CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN

Maple Leaves

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MAPLE LEAVES

Journal of

THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN INCORPORATED 1946

Founder:

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Edited by: David Sessions, FRPSL, FCPS. 36 The Chimes, Nailsea, Bristol, BS19 2NH

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

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Vol. 21 No. 10

JANUARY 1990

Whole No. 226

EDITORIAL

Scotland has once again lived up to its reputation for fine conventions, as all who attended can vouchsafe. We were particularly pleased to welcome no less than fourteen members and wives from overseas. Our thanks go to John and Christine Hillson for hosting a fine show; report and pictures will be found elsewhere in this issue.

One of the many highlights was the investiture of two new Fellows, John Hillson and Stan Lum, each of whom has been a member of the Society for some 34 years. John's work on the Small Queen issue, his service as Treasurer and latterly as President, will be known to most U.K. members. Stan is one of the few overseas members to gain the distinction of Fellowship; his service as our prime recruiting agent in Canada and long-time major supporter of our auction will be known to only a few but most members will appreciate the depth of knowledge, and willingness to share it, that flows from the pen of the ubiquitous "Yellow Peril".

Next year is the 150th anniversary of the issue of the Penny Black and is the occasion of the decennial International Stamp Exhibition in London. Against this background Geoff Manton will be putting on the 44th Annual Convention at Chesterfield, in October, and the regular conventioneers will be looking forward to it already. Those same conventioneers will however be saddened to hear that Mary Manton's illness, that kept Geoff away from the Ayr Convention, proved to be terminal.

STAMPWORLD 1990

At the forthcoming International Exhibition in London, the Society is hosting a cold buffet lunch for members attending the Show. Our overseas members are particularly invited and we extend the invitation to fellow collectors who are members of BNAPS but not yet members of CPS of GB.

Venue is the El Alamein Room of the Victory Services Club, 63/79 Seymour St, London, W2 2HF; the club is only a few minutes walk from Marble Arch.

Date is Sunday, 6 May and the time 12.30p.m. The date coincides with the 150th Anniversary of the official introduction of the Penny Black.

Colin Banfield is masterminding the operation and you are asked to write to him as soon as possible if you hope to be there. Colin needs to have an idea of numbers in order to organise the catering so PLEASE CONTACT HIM at:

32 Coolgardie Ave; Chigwell, Essex, England IG7 5AY (Tel; 01-500-5615)

Convention Auction - See page 311

CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

Annual subscription, due 1 October, £8.50, payable to the Society, to John Hillson, Treasurer

The dollar equivalents are \$18 CAN (+ \$4.50 if airmail delivery required) and \$15 US (+ \$3.50 if airmail delivery required).

Canadian members may pay in \$CAN via Wayne Curtis, please make your cheque payable to him.

Members who have not paid the current year's subscription by 31 December will be removed from the *Maple Leaves* circulation list and reinstatement will incur an additional fee of £1 or its \$ equivalent.

BOTH HALVES by The Yellow Peril Photos by Canadian Stamp News

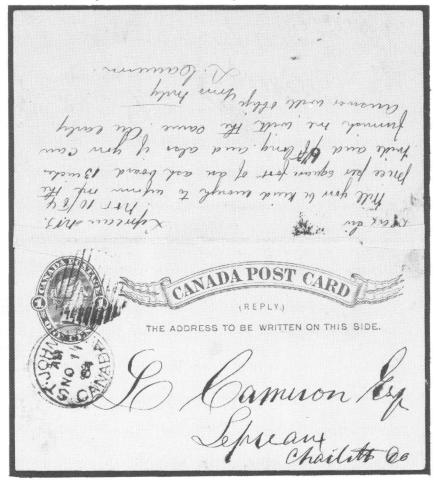


Fig. 1 Webb's P6A Reply Card, stamp at left, both halves used; unsevered.

Noting the price remarks concerning entire unsevered reply post cards with message half used and the attached reply half unused as compared to the valuation for unsevered cards with both halves used, during a persual of the fifth edition of Webb's (much improved) postal stationery catalogue, has prompted me to search for the one I acquired fifteen



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years ago (Fig. 1). Although I had no interest in postal stationery at the time, I was suckered into it because the seller led me to believe that the stamp was printed on the wrong side of the card – left instead of the right side. Later, when a stationery collector proved to me that cards with stamp printed on the left side of the card are common, I threw it into my 'WISH I NEVER BOUGHT' box.

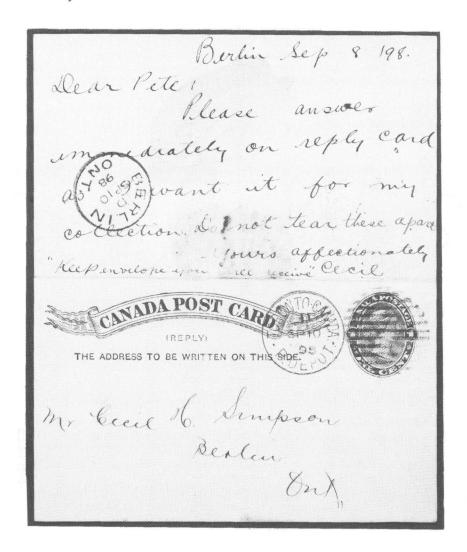


Fig. 2 Webb's P6 Reply Card, stamp at right, both halves used, unsevered.

I not only found the cast-off readily but I found another reply card with the stamp at right (Fig.2). Lo and behold when I unfold this card, its reply half too was used! The fact that I had these fascinating cards for such a long time without knowing what they were is enough justification for this report.

The message on the first card (stamp at left) dated at Lepreaux, N.B. Nov 10/84 and addressed to Mr. N. Irvine, Carleton reads:

Dear Sir: Will you be kind enough to inform me the price per square foot of an ash board 13 inches wide and 6 ft long and also if you can furnish me with the same. An early answer will oblige. Your truly, L. Cameron

This card went through the post uncancelled as mail sometimes does – even today.

The reply was dated at St.John Nov 11/84 and addressed to L. Cameron Esq, Lepreaux, Charlott Co. It was postmarked St. John N.B. Nov 11 / 84.

Dear Sir: You can get ash at two to ten cents per square foot. It will depend what kind of work you require it for. If you will let me know any time this week, I will send it to you. I can get at five cents will answer any purpose. Yours, N.H. Irvine.

The above card dated and postmarked Berlin Sp 8/98 is addressed to Miss Edith Simpson care Mrs. J. Rough, Termanagh Ave., Parkdale, Ont.

Dear Pete: Please answer immediately on reply card as I want it for my collection. Do not tear these apart. Yours affectionately, Cecil. Keep envelope you will receive.

The reply half dated at Parkdale, Sept 10 98 and addressed to Mr. Cecil H. Simpson, Berlin, Ont. is postmarked at Toronto P. Depot Sp 10/98.

Dear Cecil: Will be home Monday evening so have the band out. Am going down to see Normal today. Yours, Pete

This second card (stamp at right) is almost as interesting as the first card as the importance of keeping both halves intact is emphasised by the sender. As there are also Edward and Admiral reply post cards, I would recommend that members watch for these unsevered used reply cards. Good hunting!

Continuing our series for relative newcomers to Canadian philately, we cover the very popular Admiral issues. No short article could hope to do more than offer a taste of the various collecting opportunities offered.

THE ADMIRAL ISSUE by A.S. Mackie FCPS

What can one say to new collectors of Canadian stamps about the appeal of the Admiral Issue? No matter what area of collecting they may be interested in it will surely be found in the Admirals. Let us see what is on offer, be it cancellations, here one can still find cork cancels, squared circles, machine and flag cancellations, duplex type including the interesting letter and numeral ones of Montreal, plus those of military camps. In postal rates one has a large field to choose from, as there are numerous changes due to war tax and related to registered and special delivery rates, also there is mail to empire and foreign countries, be it postcards or letters. If the interest lies in postal stationery then this too offers a large scope for study in those of the Admiral period. As World War 1 was during the issue of the Admirals, here one finds letters to and from soldiers on active service, not forgetting prisoner of war mail, even stampless covers can be found. The 1920s saw the pioneer air mail services and later regular ones where many first flight covers are around today. The stamps, themselves provide precancels, perfins, booklets, coils, imperfs, surcharges and colour changes. Should one be inclined to study the stamps, a wide field is open for the student, this need not be expensive if only the lower values are covered, as these are still cheap.

An interesting collection can be formed illustrating the wet and dry printings and, after study, the various groups of plates these were printed from can be identified. Further expansion can be achieved by seeking the numerous re-entries and retouches that exist. The war tax issue can also be expanded on similar lines. Do not be afraid to tackle any of these areas mentioned, for they are most fully covered in excellent publications which are available from the Society's Library.

BIBLIOGRAPHY

Canada 1911-25 Admiral Issue (1982 Edition) Marler The Admiral Era, A Rate Study 1912-28 Steinhart Flag Cancellations 1896-1973 Richardson Canadian Railway Cancellations (1982) Ludlow Early Rapid Cancelling Machines of Canada Sessions Slogan Cancellations Proulx Civil Censorship in Canada during World War 1 Steinhart Canada Pre-cancels Noble Canadian Stamps with Perforated Initials BNAPS

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THE PEOPLE ON THE STAMPS - THE VIKINGS. by Alan Salmon.

A wild Viking from Icelandic water
Had to leave because of manslaughter.
He sailed to the West,
Seeking a place to rest,
But found America, as he ought'a.
Anon. The Saga of Eric the Red II.

The Vikings are on the second stamp in the "Exploration of Canada" series (SG 1199, SS 1105); it shows their ships sailing westwards towards Canada.



No excuse is made for beginning this narrative with a quotation about Eric the Red. Although he never reached Canada he did colonise Greenland - the first certain impact of Europeans on America. Also, as we shall see, he was the father of a family which produced many 'firsts' in the history of American exploration. Indeed most of the written evidence for what follows is contained in two Norse sagas, that of the Greenlanders, written about 1200, and that of Eric the Red, written about 1260. The reader should note that almost all the dates in this story are somewhat uncertain - plus or minus several years.

The Irish Monks

The Vikings are generally assumed to be the first Europeans to discover Canada, but there are counter-claims that Irish monks were there before them. This claim cannot be lightly dismissed; texts, dating back to 800, suggest that a St Brendan visited America in 550. He was the leader of a community of 3000 monks on the west coast of Ireland. His voyages are reported to be from Ireland, to the Hebrides, the Faeroes, Iceland, Greenland and eventually to Canada. His ship, with a wooden frame and a leather skin, had a crew of 14. Using the winds, between Ireland and the Faeroes, then the East Greenland and Labrador currents, between Iceland and Canada, he could have made the journey. The most difficult part may have been between the Faeroes and Iceland, but Norse legends tell that Irish monks were in Iceland when the Vikings arrived in 860. Proof that the journey was possible was Severin's voyage in 1976, in a boat similar to that used by the Irish. He, with a crew of only three, sailed by the same route from Western Ireland arriving at Pickford Island, off Newfoundland, after 15 weeks of sailing. The legend of St Brendan is intriguing; but no material evidence has been found to show that Irish monks were in either Iceland or Canada. Possibly a betting man would lay odds of five to one against them having reached Canada, but not much greater odds than that.

Without Doubt

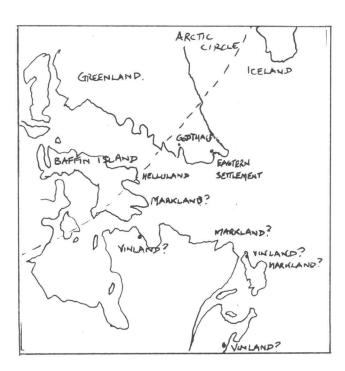
There is no such doubt that the Vikings reached Canada, by much the same route as suggested for St. Brendan. When the Vikings burst out of Scandinavia upon a startled Europe they were raiders - raping, looting and pillaging. However their excursions were not all malevolent, some were for trade and some for colonisation. In Eric we have a mixture of the wild and colonising facets of the Viking - he was banished from Iceland for three years for killing two men and he sailed away to another land to the west which had recently been discovered. In 982 he arrived there, then spent his years of banishment establishing a base and exploring the coastline. On his return to Iceland he organised an expedition of 25 ships and 500 migrants to this new land, he called it Greenland to attract colonists. Fourteen of the ships arrived in 986 and eventually two main settlements were established. The 'East Settlement' was just north of Cape Farewell, here Eric built his home; the 'West Settlement' was about 350 miles further to the northwest at Godthab.

That same year, 986, Bjarni Herjolfsson set out, following Eric, to Greenland but was blown west of his course. He saw land, the first certain sight of America by Europeans, but he didn't land. Perhaps he

felt he had had enough adventures for that voyage. Some years later Leif Ericsson, the son of Eric, left Greenland to investigate this western land that Bjarni had reported. Leif was fine sailor, outstanding even amongst this race of superb sailors, once he had sailed directly from Greenland to Norway. He set out with a crew of 35 and made three landings. The first landfall is accepted as being on Baffin Island, the first time that Europeans are known to have set foot on Canada; Leif called it Helluland (Slabrock Land) because of its barren, rocky features. The date given in the literature varies, ranging between 992 and 1003 with most estimates being around 1000; 1000 seems a reasonable and unforgettable date for this memorable event.

Vinland

The second landfall he called Markland (Forest Land) because it was a wooded, flat country. The location of Markland is uncertain, some say they were still on Baffin Island, on Hall Peninsula; others forward claims for Labrador and for the main island of Newfoundland. Possibly we will never know the position. The third landing was the most important; a winter, which was relatively mild, was spent there. They called the settlement Vinland; initially this was supposed to mean





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Wineland but more recent interpretations tend to favour Meadowland. The location of Vinland is even more uncertain, ranging from Delaware, to Maine, to Newfoundland and to the west coast of Ungava Bay. No natives were seen during their sojourn in Vinland; but there was abundant salmon, plenty of grass and they are reported to have found grapes. This was in accord with the translation of Vinland as Wineland; whether the 'grapes' were wild grapes or some type of berry is still debated by the experts.

Some years passed before the next expedition to the mainland; Thorvald, Leif's brother, sailed with a crew of 30 to explore Vinland. He found Leif's huts and spent two summers and a winter exploring both north and south of the base. Thorvald became the first European to meet the natives of America when he found nine men sleeping under three boats, possibly Indians. Unfortunately the Vikings killed most of them; this resulted in the Vikings being attacked by a large force; in the battle Thorvald was killed and was buried on the battleground - more firsts for Eric's family!

A colonising attempt followed in 1020; Thorfinn Kalsefni, who married the widow of Eric's third son, led 200 colonists in three ships to Vinland. Whilst there Thorfinn was presented with a son, Snorri, the first child to be born of European parents in America; I suppose we can be fairly sure of that, even if Irish monks had been there before. The colonists spent three winters inVinland but eventually returned to Greenland after fighting, successfully but unnervingly, with the natives. There was one further expedition to Vinland by the Vikings, led by Freyis a bastard daughter of Eric, but this time they fought amongst themselves. Freyis distinguished herself by killing the five other women in the party, after her men had refused the woeful task.

That unfortunate episode may have been the last landing by the Vikings on the mainland. However, the Iceland Annals record that a small Greenland boat, with 18 men on board, arrived there in 1347 having been blown out of its way when returning from a voyage to America for timber. There are theories that the Vikings explored along the Arctic coast as far as the Bering Straits, but no conclusive evidence of such travels has been found. However there is firm evidence in Newfoundland; in 1961 the remains of a Viking settlement were found at L'Anse aux Meadows (local pronunciation: Lancy Meadows). Carbon -14 analyses indicate a date of about 1000 for the settlement, fitting well with our voyages; there is also evidence of women colonists in the remains.

Myths and legends

One cannot leave the Vikings without reporting two outstanding embellishments of their story. In 1898 a large, inscribed, stone slab was found on a farm in Kensington, Douglas County, Minnesota; it is famous as the Kensington stone. The inscription purports to describe an incident, in which ten men were slain, on a Viking expedition westwards from Vinland in 1362. It is now generally regarded as a hoax; but the stone has its supporters: in 1949 it was exhibited at the Smithsonian Institution in Washington, and at Alexandria, the seat of Douglas County, there is a large sculpture of a Viking on whose shield is emblazoned - 'Alexandria, Birthplace of America' - readers of Maple Leaves may think differently. Another revision of history was the celebrated Vinland Map; appearing in 1957 in Barcelona, it was bought for Yale University in 1959 and published by Yale in 1965. There were always doubts about its authenticity, eventually it was found to be a forgery drawn after 1920, modern ink had been used.

The latest, solid evidence we have of the Vikings in North America is dated 1480 when the terminal reports came from the dying settlement in Greenland. As with Vinland, the Vikings had not been able to sustain their colony without adequate support from their home base, their lines of communication were overstretched. There are dubious reports of the Vikings in Greenland about 1500, but by then our next hero, John Cabot, had rediscovered North America!

FURTHER READING.

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- 2. Severin, T, The Brendan Voyage, Hutchinson, 1978.
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THE AYR CONVENTION by Harry Duckworth

About 40 collectors and 25 spouses converged on the Station Hotel, Ayr on Wednesday, 4 October, to begin a remarkable four days of philately, special events and socializing, arranged by our outstanding hosts, John and Christine Hillson.

The philately comprised the convention auction, the informal discussions, the exhibits, the displays and, of course, the Annual

General Meeting. In the absence of Geoffrey Manton, Frank Laycock presided over the auction and coaxed us into bidding on most of the 580 lots. There was general satisfaction with the result, especially on the part of the Society's Treasurer. The informal discussions defy detailed description, but usually took place over coffee or other liquid in the hotel's commodious public rooms. The exhibition covered most aspects of Canadian philately, and well repaid close study. Unfortunately, not all could be mounted at the same time in the cramped space that was allocated to them. The five Displays were: Fakes and Forgeries (David Sessions), Classics of Newfoundland (Bill Lea), Large Queens (Harry Duckworth), Small Queens (Bill Simpson) and Postal History (John Hannah). The displays are, to me, a unique feature of the CPSGB Conventions. I know of no similar opportunity to examine and discuss such high quality Canadian collections and to enjoy the comments thereon by their owners and other knowledgeable members. The AGM revealed a healthy surplus, a re-born packet circuit and a willingness by many to further the interests of the Society.

Special events included: for spouses - a lecture on Old Ayr by Mrs S. Andrew, a visit to Burns' Cottage at Alloway, a performance in the Gaiety Theatre of the Dance School of Scotland; and for everyone - a tour of the splendid Burrell Collection in Glasgow (opened in 1983) and the magnificent Culzean Castle, located a few miles south of Ayr. Several paid homage to the game of golf, whose shrines abound in the region.

Socializing culminated on the Saturday evening when 50 of us assembled for the Convention Reception and Banquet. The haggis was piped in and harangued by a kilted figure who later proved not to be a man of few words. Following an excellent meal and greetings from Dr. Thomas Phillips, President of the Ayrshire Philatelic Society, President Hillson led us through the Presentation of Awards, a toast to the Ladies by Charles Hollingsworth, a reply by Nan Salmon, a toast to Guests and Overseas Members (nine from Canada, two from the USA and one each from Eire, Oman and South Africa) by Jim McLaren and a reply by Lewis Ludlow. Amongst the most popular awards were Fellowships to John Hillson and Stan Lum (alias the "Yellow Peril"). Remarks, without exception, were felicitous and lacked solemnity.

As the tired, but happy, group baled out of the hotel on Sunday morning, the Hillsons were warmly congratulated on the success of the 43rd Convention, and cries of "See you next year at Chesterfield" filled the air.



Lew Ludlow



John Hannah



Bill Simpson



Bill Lea



Harry D

The Ayı Co



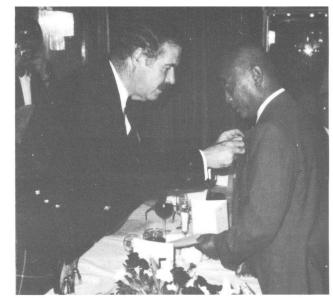
Piping in the Haggis

An at





kworth



Two new Fellows: President John Hillson invests Stan Lum

vention

Nan Salmon



ntive audience



John Wannerton with the Bunny Cup



Charles Hollingsworth



FROM THE SECRETARY

The following are the main points from the 1989 AGM, minutes of which are available on request from the Secretary (SAE appreciated).

The President, John Hillson, was pleased to report a number of successful initiatives taken during the last year and the prospect of more to follow in the coming year. Of particular note was the re-establishment of the Exchange Packet and the higher publicity profile to be adopted.

A continued decline in membership was reported by the Secretary and all members were encouraged to make greater efforts with recruitment.

The Editor, David Sessions, reported that a change of printer had resulted in more timely production of 'Maple Leaves'. More articles were sought to help maintain the balance of depth and breadth of content.

Reg Lyon, Exchange Packet Secretary, had received an almost 80% response to the questionnaire circulated earlier in the year. Forty seven members have contributed material and 17 packets and six Covermart lists have been put into circulation. More contributions are needed to keep up the momentum now achieved.

Low utilisation of the free Classified Advertising service was reported by George Bellack but support from trade advertisers continued at a high level.

More than 70 members had used the Handbooks service during the year and Tom Almond was pleased to be handing over a thriving service to his successor, Derrick Scoot.

The Treasurer's Report indicated that the Society's finances were in a healthy state with satisfactory reserves; subscriptions for both the coming year and for 1990/91 could therefore continue at £8.50.

Charles King, the incoming Publicity Officer, outlined the initiatives he intended to take to raise the publicity profile of the Society and thereby encourage a higher level of recruitment. It was suggested by Bill Simpson that twinning new members with longer serving members might help to reduce the loss of membership.

It was announced that in recognition of his involvement in Canadian Philately and membership of the Scottish Canadian Study Circle dating back to 1939, Charles Jockel had been elected an Honorary Life Member of the Society.

Mr G Whitworth announced that the Fellowship Sub-Committee had approved the award of Fellowship of the Society to:-Stanley Lum - The Yellow Peril - for his long-standing contributions to the advancement of the Society. also to:

John Hillson - for his involvement in the advancement of the Society and his study of the "Small Queens" stamps of Canada.

In conclusion, it was announced that the 1990 Convention would be held at The Chesterfield Hotel, Chesterfield from 3-6 October 1990.

The following Officers were elected at the A.G.M.:-

President
Vice President (South)
Vice President (North)
Vice President (North)
Secretary
Treasurer
Committee Members:
D G Manton
B T Stalker
Dr A Salmon
B T Stalker
N J A Hillson
J Hannah F.C.P.S.

North Dr C W Hollingsworth F.C.P.S.

Dr J Gatecliff South C A King

Officers elected by the Committee are as listed inside the back cover.

Competition Awards:-

Class 1	1.	M Perry	Montreal Postal Markings
	2.	L M Ludlow	Hamilton Squared Circles
Class 3a	1.	B T Stalker	Buffalo Lake Huron R.P.O.
	2.	G Whitworth	10 c Consort
Class 3b	1.	J Wannerton	1918 Canadian Tans-Siberian Expedition

Trophies:-

Stanley Godden Trophy	B T Stalker	Buffalo & Lake Huron R.P.O.
Bunny Cup	J Wannerton	1918 Canadian Trans-Siberian Expedition
Members Trophy	M Perry	Montreal Postal Markings
Aikens Trophy	C Campbell	Camp Borden and its Military Postmarks
Founders Trophy	Dr H Duckworth	Large Queens



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BOOK REVIEW

The Canadian Map Stamp of 1898. A Plating Study by W.L. Bradley

Over a decade of research and study by Whitney L. Bradley has gone into the preparation of this book. All those who had written on various aspects on the Map Stamp in the past are acknowledged, especially Frederick Tomlinson FCPS, to whom the book is dedicated, and the officers of BNAPS and study group members.

An outline of the printing process is followed by a page in beautiful colour of the ocean colours to be found on the four plates used to produce the stamp. The red plates A and B, which are broken down to cover ten areas, with their primary outstanding features, are again illustrated in colour; here I must say that throughout, the illustrations which are hand drawn, are truly excellent and leave no question as to what is meant. A chart of 100 subjects for red plates A and B which states the outstanding feature of each position with a cross reference, will prove to be a quick guide to students. The chapter on the laying down of the black plates 1-2-3 by the dots and arcs in the Tonkin Gulf are explained and illustrated, again with a most useful summary. Reentries, cable retouches and recuts, centre line cross, dots and lines, which are illustrated later, are detailed.

The preparation of black plate 5 and speculation regarding the two states are discussed, which leaves an area for future study. The illustrations of black plate varieties previously mentioned, with the island varieties in colour, follow. Chapter five presents the essential reason for the publication of the book: "Sequence of Examination of a Stamp to be Plated". As Bradley says, "Let's look at a Map Stamp". He takes us step by step through the process of elimination by the use of primary outstanding features and secondary outstanding features, which is most useful when a postmark may cover one of these. Plate 4 is discussed and illustrated by courtsey of the National Postal Archives.

The appendix is the largest and most useful part of the book. Here the ten various areas of red plates A and B show the outstanding features. Each stamp's island features and black plate features are illustrated, along with the Tonkin Gulf detail for the plates 1, 2 and 3. Plate 5 is similarly treated. This book, with its outstanding illustrations, will make plating so much easier for those who were shy of doing so.

With a basic 400 positions, excluding ocean colours, will we see the trade offer copies by plate and number, in the future?

Whit, you have done a monumental work for Canadian philately, which will be appreciated by generations to come.

A.S.M.

LETTERS TO THE EDITOR

John E. Milks

SMALL QUEEN SHADES

This letter refers to the wide variations in shade of the 3c Small Queens between 1870 and 1873, and to the misidentification of a reference stamp used in a study of the various shades produced between 1870 and 1897, as reported in a compilation of articles on colour published by the Philatelic Foundation in New York (1).

Stamps for the 3 c letter rate, following Confederation, were issued in the Small Queen size when it was realized that the printing capacity was too restrictive to meet the rapid increase in demand (2).

The wide variations in shade which began about the middle of 1870 and continued until early 1873 are really not trivial when compared with the relative uniformity in shade of letter-rate stamps starting in 1851. Mr. John Hillson has suggested through a series of very informative articlesin Maple Leaves and in a monograph (3) that a change in the printing works venue from Ottawa to Montreal was responsible for the significant change in physical characteristics of early printings.

Considering the large increase in printings of the 3c Large and Small Queens from 1868 to 1873, there must have been an equal concern that supplies of the naturally occurring components used in the recipe for the ink might also ultimately limit production.

In 1869, Sir William Henry Perkin developed a commercial method for synthesizing the organic dye alizarin, a constituent of the madder root, extracts of which were applicable for red shades. Accordingly, various attempts to solve the supply problem by incorporating a single dye into the prescribed formulation in place of the naturally occurring mixture may not have been successful, as exemplified by the large variation in shades observed for this period. It is possible that the

change in formulation of the recipe recorded by Boggs (2) occurred at this time through elimination of some of the Rose Pink which is thought to contain alizarin (1), the Venetian Red, a form of iron oxide, and the charcoal. Support for this alternative explanation for the variation in shades would be expected to be found in the metal content of the dyes using x-ray spectra of authentic, dated stamps issued in early 1870 as compared to 1873 and later. No unambiguous method exists to characterize differences in the organic content.

The advantage of using spectroscopic methods to study the 3c Small Queen issue has been discussed by T.A. Holmes (1). It is unfortunate, however, that greater care was not taken in selecting the stamps for study. A picture shown in the article of the reference stamps clearly reveals that stamp #2 was not an early rose red (1870 - 1872) but rather like stamp #1 was another rose carmine of the 1888 - 1889 printings. This can be seen, not from the colour of the stamp, but from the L type cancellation with seven vertical bars and a (1) in the middle. The killer used for the cancellation was part of a Toronto duplex hammer which did not come into use until 1888 (4). Accordingly, an inference cannot be drawn about similarities in pigment composition for early rose reds and later rose carmine printings. The data does show, however, that a new formulation to a mercury based vermilion did transpire after 1888.

References

- 1. Color in Philately, 1979. R.H. White editor
- 2. The Postage Stamps and Postal History of Canada by Winthrop S. Boggs, 1945. John Hillson, in his latest (1989) edition of (3) points out that the 'change in formulation' shown by Boggs was not a change at all but a case of miscopying and subsequent correction.
- 3. The Small Queens of Canada by John Hillson, 1981.
- 4. Canadian Duplex Cancellations of the Victorian Era 1860 1902 by E.A. Smythies, 1963, a handbook of the Canadian Philatelic Society of Great Britain.

Colin Campbell

YORKTON STAMP EXHIBITION

A few years ago I put together a six page exhibit on the Canadian Beaver in postal cancellations. I ended up with five, of which the style illustrated was common to 1924 and 1925. These two were tied to the Second and third Canadian Philatelic Exhibitions. What, if anything, was used for the first exhibition has until now been a mystery.



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An enquiry of May 1986 has just revealed the slogan cancel proofed in September 1923 for use at Yorkton, Sask., for their exhibition from 19 to 22 of that month. Little time would have been available to use the slogan for its intended purpose so it is likely to be a very scarce item.

A question comes to mind; would a little town like Yorkton have had a rapid cancelling machine capable of using the slug illustrated? Another question, has anyone ever seen a cover bearing the Yorkton slogan?



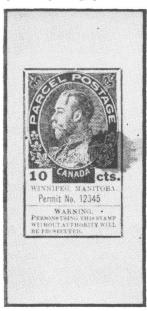
Editor's note: The slogan was listed by the CPS Slogan Study Group in M.L. of April 1957 so it is likely to have been used. No doubt Dan Rosenblat, Jeff Switt et al from the BNAPS Slogan Study Group will swamp us with replies! In the meantime I can confirm that a Universal machine was installed at Yorkton on 23 Jan. 1917, the rental of \$105p.a. being paid by the postmaster. By 1929 records show that the rental was only \$100 and that the P.O. Dept. were picking up the tab.

Harry Lambe ADMIRAL PARCEL POSTAGE

The other parcel postage lithographed essay, to which the Yellow Peril refers (Maple Leaves Aug. 89), was sold by J.N.Sissons twenty four years ago; it was lot 294 of Sissons' 18 August 1965 sale. The enclosed photograph is taken from this sale catalogue.

The essay is identical to the one illustrated (by the Y.P.) except for the words "WINNIPEG, MANITOBA" immediately above the permit number.

Footnote: David Negus of Vancouver also kindly wrote to draw attention to the item in the Sissons' sale of '65. Our thanks to all readers who take the trouble to come up with answers to points raised in "Maple Leaves"



George Bellack

SMALL QUEEN BISECT

I have recently come across an interesting and arguably unusual 'Small Queen' bisect cover. Legibly addressed and properly, albeit illegally, conveyed by the postal system (Lindsay squared circle is the receiving mark on the back), it looks like a 'prompted error'. Comments will be greatly appreciated!



The details are: despatched from a small place in Quebec (Richmond) on 19 June 1897 to Lindsay, Ont., where the letter arrived on 21 June. There are no signs of any 'manipulation' on stamps or cancel.

I wonder what prompted the sender to challenge the post office with a 1/2c + 5c bisect combination to make up the (correct) 3c rate?

Editor's comment, for what it's worth. As George implies, it looks as though the sender was trying it on with the Post Office just as others have done, with revenue stamps, green shield stamps etc. If the sender was genuinely trying to save half a 5c stamp for the next letter, his aim with the scissors was not very good! Perhaps he would have done better to go into the local post office on Saturday 19 June and buy one of those new-fangled Jubilee stamps, then we should have had a nice FDC!

CONVENTION AUCTION - 1990

Members should note that all lots for this year's Convention Auction, to be held at Chesterfield on Saturday 6 October, should be sent to John M.H.Parkin at his home 10 Alsfeld Way, New Mills, STOCKPORT, SK12 3DD, not later than 5 May, 1990. Please note John's new address.

This date must be adhered to in order that the catalogue may be prepared and despatched in good time for our overseas members to make their bids.

Only B.N.A. material is acceptable and lots must be accompanied by a brief description and estimate (preferably not under £4). Any reserve should be clearly shown. Single stamps or small lots should be mounted on card. No responsibility will be accepted for loosely mounted or badly packaged material.

Should any lots be received after 5 May, they will NOT be included in the catalogue but will be offered for sale to room buyers after the main auction, if time permits.

Hans Reiche

ADMIRAL FIRST DAY COVERS

The interesting article by The Yellow Peril about the unique Admiral plate block find (M.L. June 1989, P.204) brings some additional information to mind.

Both Marler and the writer have indicated before that plate 162 as well as 163 of the one line surcharge on the 3c have been overprinted. Plate 163, which was sold at the Maresch auction in January on a first day cover, certainly is a unique item. The cover is addressed to Mr T.E. Legault of the Post Office Department. Mr. Legault did prepare a number of other Admiral first day covers including a similar plate block of the one line surcharge with the plate number 162. In addition he prepared the following first day covers, 5c violet, 10c blue, 10c bistre plus one cover of the 3c perforated 8 x 12. The last one was sent by him to one of his friends, and is now in the writer's collection. The other



SHOWING AT 1990? **BEFORETHOUGHT**

Intending vendors would be wise to consider the merits of offering their collections (or individual rarities) for sale by Private Treaty while the international philatelic exhibition - Stampworld 1990 - is in progress at Alexandra Palace on May 3 to 13 next year. Harmers International's presence will be a major one - we are one of the very few 'Superbooth' standholders. Bring your collection before the world's most prestigious philatelists by arranging for it to be featured in our 1990 Private Treaty Brochure.

AFTERTHOUGHT

If you are exhibiting at Stampworld '90 we wish you all success in achieving the award you desire . . . and after 1990? You may be one of a number thinking of disposal after the Exhibition - either to tackle a fresh challenge or to hang up your philatelic hat. Whatever your reasoning we shall be pleased to make the most of your collection both as a tribute to your endeavours and to achieve the fullest possible monetary result. Planning is the key and early discussions enable us to reserve a date or space that will ensure the maximum advantage. Subject to value a special souvenir catalogue can be produced as a visual memento of a treasured collection. Early contact with one of our directors is advised. Speak to Christopher Harmer, Fred Twining, Ray Haffner or Graham Childs.

BRITISH AMERICATHOUGHT

The superb Dale-Lichtenstein Australasia will be offered in London on Tuesday May 15 1990 i.e. within a day of Stampworld '90 closing, allowing for overseas visitor participation uncomplicated by the 'pull' of the exhibition.

A BRITISH COMMONWEALTH sale is scheduled for the following day (May 16) thus offering an outstanding opportunity to offer material, especially of a British America flavour. While properties for inclusion need not reach us much before the end of this year, would-be vendors are recommended to make their intentions known to us as soon as possible.

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covers were once owned by Mr. Ray Kelley of Ottawa who sold them later on to someone in San Francisco. Their whereabouts at this time is not known. How many covers were made by Legault is not known either but most likely just one of each except for the last mentioned where may be a couple exist.

Jim Pilkington

CENTENNIAL PORTRAIT

The Centennial definitives originally appeared in 1967 with a portrait of the Queen shown as illustration 'A'. All denominations from 1c to 7c used the same portrait.

On 30 December, 1971, the 8c stamp appeared and, as will be seen in illustration 'B', it was issued with either a rejuventated portrait or a completely new portrait of the Queen.



Portrait A



Portrait B

I should be grateful for any information in reference to this change. None of the handbooks or articles that I have read seem to mention this particular feature

THE BRITISH LIBRARY

Our secretary, Brian Stalker, has a few leaflets giving details of the philatelic collections held by the British Library and how to gain access to them.

Members can obtain a leaflet by writing to Brian and enclosing a S.A.E.

AMENDMENTS TO MEMBERSHIP to 10 November 1989

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0H0 C
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Reserved for members' free classified advertisements.

Please note that these must not exceed 30 words.

Any excess wording will be charged at the rate of 4p per word.

WANTED: THREEPENNY BEAVER. Collector seeks plate varieties, reentries, etc. – condition fair to fine. Roger Ordish, 49 Morley Road, Twickenham, Middx. TW1 2HG.

WANTED: To purchase Canadian Precancels – In collections, bulk or rare individual items. David Izzett, 1 Barberry Road, Hemel Hampstead HP1 1SD.

WANTED: MORRIS STREET, HALIFAX, N.S. cancel. Time mark "BLANK", 1895–98 period. On stamp/ cover, buy or trade. J. C. Campbell, 1450 Ross Road, Kelowna, B.C. Canada V1Z 1L6. WANTED: Flag covers from all periods, Meter Marks incorporating Flags, Royal Tour and Admiral covers bearing Slogans. Details and asking price to Tom Almond, 2 Filbert Drive, Tilehurst, Reading RG3 5DZ.

LITERATURE FOR SALE – Proof strikes of Canada Vol. 1 – Split Circles of Western Canada", the first in a series of books illustrating all proof strikes in the Canadian Postal Archives: £9.50 post paid. Robert Lee 203-1139 Sutherland Ave., Kelowna, Canada, BC V1Y 5Y2.

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OF GREAT BRITAIN

Maple Leaves

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MAPLE LEAVES

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APRIL 1990

Whole No. 227

EDITORIAL

With several snippets of information to impart, the Editor has chosen to forgo the opportunity in this issue to impose gratuitously his views and comments on the long-suffering membership.

Remember 6 May, 1990

Yes, it's the 150th anniversary of the first official day of use of the penny black. More importantly, on that Sunday at 12.30pm the Society is hosting a buffet lunch at the Victory Services Club, near Marble Arch. All members are invited and, as it is being held during Stamp World London 1990, we do hope that many of our overseas members will be able to join us. Details were given in the January issue. And what is the cost to members for this prestige affair - nothing, so there's no excuse! Just one thing, please tell Colin Banfield that you wish to attend; we should hate to run short of food!

BNAPS Convention 1991

What are we doing advertising BNAPS conventions? Well, each year a few CPS members do manage to attend and, in 1991, the event will be held in Vancouver. Several people have indicated they would like to go, so Charles King has undertaken to run a feasibilty study on a group booking. The dates are 29-31 August, 1991 and Charles has made preliminary enquiries. No commitment is required at this stage but, if you are interested, please write to Charles as soon as possible.

Civil Censorship

The Civil Censorship Study Group is holding its annual conference on Saturday, 15 September, 1990, at the Royal Agricultural College, Cirencester. Many of our postal historians could find much to interest them; members of the group also belong to other specialist societies so a wide range of material is likely to be on show. CPS members are cordially invited to attend. Further details can be obtained from the conference organiser, Derek Page, Beggars Roost, Wells Rd., Eastcombe, Stroud, Glos. GL6 7EE.

The Other Pair of 12d Blacks

In the January 1989 issue of 'Maple Leaves' we reported the sale of the mint marginal pair of 12d blacks from the Sam Nickle collection. In November last the only other mint pair in private hands was sold for US \$119,00 when the well known 'John Foxbridge' BNA collection went under the Christie Robson Lowe hammer in Zurich. Visitors to international exhibitions will be familiar with this triple Grand Prix BNA collection of superb quality and will not be surprised that a number of high prices were realised.

Ian Taylor's Day

We do not normally chronicle the non-philatelic activities of our members but it is not often that one has a day named after him. Hardened conventioneers will know of Dr Ian Taylor's deep involvement with the Lions Club. In October last, Ian was awarded Congressional Honours for his 'work with the Lions Club and his outstanding contribution to his community and country'. On top of this his home village of Wheeling, Illinois, has declared 21 March 'Dr Ian W. Taylor Day'. While we were delighted to hear of such honours we were sorry to learn that ill health had finally forced Ian into retirement.

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Canadian members may pay in \$CAN via Wayne Curtis, please make your cheque payable to him.

Members who have not paid the current year's subscription by 31 December will be removed from the *Maple Leaves* circulation list and reinstatement will incur an additional fee of £1 or its \$ equivalent.

UNIT POST OFFICE MARKINGS - World War II Canadian Army FPO Covers. by Kim Dodwell

The 50th anniversary of the outbreak of WWII has received much attention during the past year, and it is opportune to recall that December 1939 saw the arrival of the 1st Canadian Infantry Division in Britain, eager to play their part in the war against Hitler. They were the first of an army that strengthened steadily until by early 1943 there were 200,00 Canadian soldiers, volunteers all, in Britain. From June of that year numbers lessened as Division after Division left Britain to land on enemy shores.

After an earlier false start, from 12 July, 1940 free mail concessions were allowed for Canadian servicemen writing home. Stamps were no longer required provided they wrote 'C.A.S.F.' (Canadian Active Service Force) or later variations of these words on the top front of the envelope, and their name, rank and number on the back flap. The



Postally worded Orderly Room handstamps of the 1st Canadian Infantry Division, which was in southern England 1940-43. After landing in Sicily and fighting their way up Italy, they ended the war in Holland.



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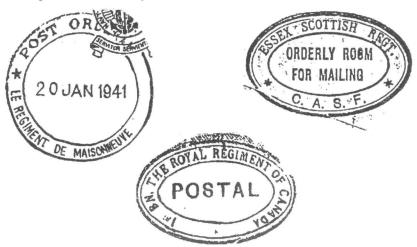
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sealed letter was then handed into the unit's Orderly Room, where the sender's entitlement to free postage was then authenticated by the Postal Orderly (alias the Post Corporal) applying the Orderly Room handstamp, which some collectors call the Unit Cachet, to the back of the cover.

No Uniformity of Design

In a strangely unmilitary way, these Orderly Room handstamps show no uniformity of design and can be found in a great variety of format, shape, size, wording, and colour of ink. Less than 5% of those that I have seen have been purposly made for the use of the Post Corporal, to include such words as 'Post Office', 'Post Orderly' and the like; it is some of these that I illustrate. The cachets used by the Postal Orderlies in most units, however, give no hint of their postal function, and their claim to serious philatelic consideration has been questioned by some purists. My feeling is that their vital part in the movement of soldiers' mail cannot be gainsaid - without these cachets the mail would not have moved - and because of their variety in design it is possible to make an interesting collection.

The Post Corporal not only handstamped the outgoing mail, bundled it and sent it to the Field Post Office serving his unit, he also sorted and distributed the incoming mail and looked after registered correspondence. Wealthy and erudite collectors have formed famous

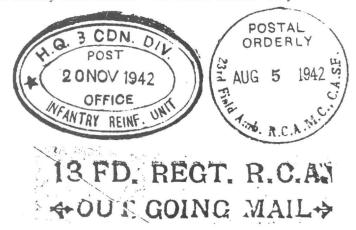


Handstamps of the 2nd Canadian Infantry Division. Apart from one day of too-dearly won glory at Dieppe, they were in England 1940-44. From July 1944 they played a full part in the N.W. Europe campaign.

'name' collections of the old-time Forwarding Agents; for me the Post

Corporal is a 'poor man's Forwarding Agent'.

When the five Canadian Army Divisions (plus two independent Armoured Brigades) came under orders to move overseas from Britain, security considerations stopped the use of identifying unit cachets on their mail. Instead letters were censored at unit level, with the censoring officer signing the front of the cover. The Unit Censor's handstamp was then struck across his signature. These handstamps, unlike the Orderly Room handstamps, were uniform in design, with a crown over a circle (later a shield) enclosing the words 'CENSORED BY' and the Unit's security serial number - but that is another story!



Handstamps of the 3rd Canadian Infantry Division, in England 1940-44. They were the only formation in any Allied army to reach their full objective on the D-Day seaborne landing. After further amphibious operations on the Scheldt and the Rhine they were nicknamed 'The Water Rats'

The Post Corporal

To end, a word about my friend the Post Corporal. Safe behind his table in the Orderly Room, he escaped most of the rigours of training, and had nothing more than the occasional 'smartening up' by the Company Sergeant Major of Headquarter Company to worry about. Once units went into battle, however, many Commanding Officers looked around for ways of relieving the Rifle Company Corporals before they reached breaking point in the deadly business, worse than Russian roulette, of leading reconnaisance patrols and commanding the point section in an advance. They started a roster, by which the most deserving Section

Commanders were given a few weeks rest as Post Corporal, while the earlier incumbent changed his handstamp for a sten gun. Looking at the infantry battalion Orderly Room marks in my collection, I sometimes wonder how many of those who wielded the handstamps in England in 1940-43 came through the war. Take as a fairly typical example the Essex Scottish Regiment, of the 2nd Division. Mostly Ontario men, 553 embarked for Dieppe; 52 returned. After being virtually reconstituted, the battalion went into Normandy where it lost over 200 men in two days fighting for the Verrieres Ridge: over 100 casualties in the Battle of the Scheldt, and more than this in the Reichswald. Not all the Post Corporals came through, that is very certain.

With the passage of more than 50 years since the outbreak of World War II, perhaps the postal history of the period will begin to have more appeal to a wider audience. Military mail enthusiasts have been tapping the vein of material for many years but it's surprising how the patina of age attracts a far broader band of collectors. You have been warned!

Just to whet the appetite, Kim Dodwell is presenting a series of glimpses at those troubled times as illustrated by the postal services.

FIFTY YEARS BACK - 6 APRIL, 1940 By Kim Dodwell

The German 'U' Boat blockade of the British Isles, which began as soon as World War II was declared, resulted in severe rationing of petrol, clothing and food. This last hardship was from time to time alleviated for some by gifts of foodstuffs from overseas. Canadians, for instance, were allowed to send gift parcels to the U.K., by surface mail only, provided that (1) they were unsolicited, (2) occasional, (3) did not exceed 5lbs weight, out of which no more than 2lbs could be of any one commodity and, (4) carried a complete customs declaration.

Throughout the war, and on into the almost equally lean years of early peace, generous Canadians sent many thousands of parcels, but few wrappings have survived. The example shown overleaf enclosed 2lbs of sugar - the ration for someone for two months, at a time when sugar formed a more important part of the shopping basket than it does now. The 42c franking paid the correct parcel rate for 2lbs to the U.K.; the cancellation is a philatelist's nightmare. The manuscript 'Passed for Export' appears to have sufficed in place of the more usual rubber

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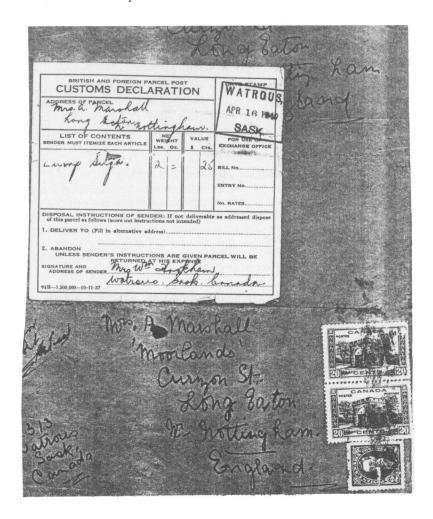
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330 BAY ST., SUITE 703, TORONTO, ONTARIO, CANADA M5H 2S9 (416) 363-7777 DEALERS IN FINE STAMPS SINCE 1924 stamp with authorising signature of the 'money censor'. The 'WATROUS' boxed date stamp on the customs form is of a fiscal type; I do not think it is found used postally, as the somewhat similar M.O.O.N. handstamps sometimes were later.



Parcel Post to Great Britain - 42c for 2lbs. This was the seamail rate, which varied from 24c for 1lb to \$3.00 for a 20lb parcel. Duty was not payable on food sent from Canada to Britain during the war.

DISTRIBUTION OF THE 1898 MAP STAMP by R.B.Winmill

Frequently it has been stated that the Map Stamp was a Christmas stamp only; in fact, the stamp was issued to commemorate the advent of Imperial Penny Postage and the date selected for commencement happened to be 25 December, 1898. The stamp is not and was never contemplated as a Christmas issue.

Collectors enjoy forming map stamp calendar collections and studying patterns of usage. In many quarters it has long been assumed that this stamp was dispensed only in late 1898 and early 1899; in fact the Map Stamp was available from December 1898 to early 1900 in many post offices.

The following commentary appeared in October, 1899: During the last month we notice that several correspondents are expressing wonder that the 2c map stamps are being placed on sale. This should not cause any surprise because we announced some time ago, that the department at Ottawa, had no intention, whatever, of discontinuing the issue. We may as well say that we received this news from Hon. Wm.Mulock, himself, not from his deputies, so collectors may be sure they can rely upon our former statement.(1)

This statement lends credibility to claims that the stamp was available long after early 1899.

(1) Anonymous 'Editorial Comment' in 'The Philatelic Advocate', vol.7, number 4, October 1899, pp54/5

CPS Reunion

We look forward to seeing you at the buffet lunch on Sunday 6 May.

It's Penny Black day so you can't forget the date!

But don't forget to tell Colin Banfield that you will be there.

See page 286 of the January ML for details.

A FREAK DUPLEX FREAK!

by The Yellow Peril

Photos by Canadian Stamp News

The freak duplex postmark of New Glasgow (Fig.1) with its misplaced barred killer is described and illustrated in chapter V of our Society handbook 'Canadian Duplex Cancellations of the Victorian Era 1860 - 1920.' The reason this intriguing postmark is labelled a 'freak' duplex is due to the killer habitually coming in three hours late - at 6 o'clock instead of the usual 3 o'clock. Furthermore, this cancellation differs distinctly from that of a normal official duplex ... It was designed and made by the local postmaster. The antique style of the dater is not found in any other duplex and the killer consists of eight bars enclosed in a truncated circle.



Fig 1. Freak New Glasgow duplex (in red) 31 JUL 1874 - killer at 6 o'clock. Although most of these postmarks shows the killer at 6 o'clock, a picture of one was seen with the killer at almost 3 o'clock, and another at 4:30 (Fig 2)

A possible excuse for the second freak (Fig 3) was that another card (or cover) was on top of the card to be postmarked during postmarking. In such a freakish situation, it can be seen that when the hammer was struck, the freak duplex freak occurred when the strike was shared by two cards - the dater on the above card (Fig 3) and the killer bars on the guest card. Another probable excuse was the removal of the killer, accidentally or otherwise.

Are there other covers postmarked with just this dater, or other excuses for the freak duplex freak?



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Fig 2. Freak New Glasgow duplex (black) 16 MAR 1874 - killer in earlier at 4:30 o'clock



Fig 3. Freak New Glasgow duplex freak (black) 14 MAY 1874 - killer not in at all!

MESSAGE FROM THE PRESIDENT

When Mary and I attended the 1968 Harrogate Convention, at Eric Bielby's invitation, little did I think that one day the honour of being your President would be accorded to me.

To me also falls the privilege of organising CONVENTION 1990 which will be held between Wednesday 3 October and Sunday 8 October, at the CHESTERFIELD HOTEL, CHESTERFIELD, Derbyshire. This is the town's premier hotel which is not only fully equipped for conferences but also boasts a new leisure centre with swimming pool, sauna, solarium, gymnasium and other facilities which are available to us as part of the package.

The hotel is adjacent to the railway station which is on the main London - Leeds line. There is also no lack of parking space. Chesterfield is arguably one of the most interesting Derbyshire towns, with a large Friday market and an extensive antique market - perhaps flea-market would be a fairer term - on Thursdays.

The Parish Church has the celebrated 'twisted spire', claimed locally as one of the wonders of the world, venerated by cartoonists, and the subject of countless ribald jokes. Many stately homes are near at hand, there are several golf-courses within a few miles radius and, at Matlock Bath, Britain's only cable-car railway ascends the Heights of Abraham - this alone should rouse the curiosity of our Canadian friends.

Convention is our annual opportunity for renewing old friendships. Hopefully many of you who have not yet been before will join us - if only for a day or two. I am trying hard to arrange a varried and interesting programme which will include something for everyone.

Geoffrey Manton.

Convention Auction

Material must be in John Parkin's hands by 5 May See p. 311 of January ML for full details.

Have you sent your material in?

THE PEOPLE ON THE STAMPS - JOHN CABOT by Alan Salmon

We are the Pilgrims, master; we shall go
Always a little further: it may be
Beyond that last blue mountain barred with snow
Across that angry or that glimmering sea.
James Elroy Flecker.

Hassan.

John Cabot was a shooting star in the sight of world history - his memorable achievements encompassed little more than one year. Nevertheless he has a lasting place in the story of Canada and of the World. Canada recognised this by displaying his ship, the Matthew, on the 4c commemorative of 1949 (SG 412 SS 282) which was issued when Newfoundland entered the Confederation as Canada's tenth province. The Matthew is also shown on the third stamp in the 'Exploration of Canada' series (SG 1200, SS 1106). His ship appears because there is probably no authentic portrait of him - such was the speed of his passage before the recorders of history.



Cabot's 'Matthew' on SG412

Nothing is known about the boyhood of Giovanni Caboto; it is believed that he was born about 1450, possibly in Genoa. By 1461 his family had moved to Venice and in 1476 he became a naturalised Venetian. For some 20 years he was employed by Venetian spice merchants trading eastwards; during this period he became a skilled navigator. His reading and his journeys, as far as Mecca, took him within the influences of the writings of Marco Polo, another Venetian, and of the fabled riches of Cathay (Northern China). His navigational knowledge

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6695 Highland Road, Pontiac, MI 48054 Phone 313-666-3946 FAX 313-666-2992 and these influences may have led to him envisaging, quite independently of Columbus, a way to Cathay by going westwards.

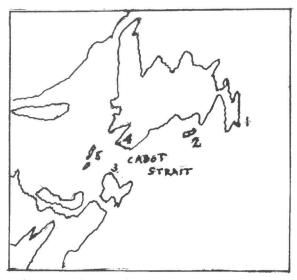
To England

Cabot got no support for his ideas from Venice, which had a nice monopoly of the existing spice trade and was not interested in competition; nor was any help available from Spain and Portugal. Hence he came to England; about 1484 he was living in London and by 1494 he had settled in Bristol, a rich city ambitious to replace Southampton as the prime port in England for the spice trade. An additional attraction of Bristol may have been that the port had been engaged in trade with Iceland for over a century thus news of the travels, even further west, of the Vikings may have filtered back in the stories of seamen. Or, and possibly more probably, fishermen of Bristol were already aware of Newfoundland; indeed a letter from an Englishman, John Day, written near the end of 1497 to Spain, says that the men of Bristol had already discovered the island of Brasil, ie Newfoundland, before Cabot's voyage. Whatever the cause, by March 1496 Cabot, together with his three sons, had obtained letters patent from King Henry VII of England (1485-1509) to '...seeke out, discover, and finde whatsoever isles, countreys, regions or provinces of the heathens and infidels whatsoever they may be, and in what part of the world soever they be, which before this time have been unknowen to all Christians'. The same letters gave Bristol the privilege of being the only port which could trade with the new lands.

That same year Giovanni, now to be known to history as John Cabot, sailed from Bristol westwards to reach Cathay, supported by funds from the merchants of Bristol. The departure may have been too hasty; he was soon back in port because of a shortage of food and arguments with his crew, compounded by bad weather. On 2 May 1497 he was off again in the small ship Matthew with a crew of 18 men. This time he had a successful and fast voyage; he coasted for some time before making a landfall on 24 June. He "...planted, on the lands he found, a large cross with one flag of England and one of St. Mark (parton saint of Venice), on account of his being a Venetian,...".

Ashore he saw no one, but he did see signs of people: felled trees and snares. He thought he had reached 'the territory of the Great Khan'. His landing place has never been established, but whilst coasting he named various prominent landmarks. The possible positions of his placenames are shown on the map - all in the vicinity of Cabot Strait. Cabot quickly returned to Bristol with his news, arriving on 6 August.

The voyage home was blessed with good weather and a fair wind, it only took 15 days.



Cabot's placenames are shown by their possible locations: 1 England's Cape, 2 The Trinity Islands, 3 Cape Discovery, 4 St. Georges Cape, 5 Island of St. John.

Four days after his return he had an audience with King Henry who gave him a gift of £10 (about £2500 in today's money values) and a pension of £20 a year. A Venetian, in Bristol at the time, wrote home "... he is called the Grand Admiral. Great honour is paid to him; he dresses in silk, and these English run after him like madmen, so that he can enlist as many as he pleases and a number of our rogues besides."

Disaster

Cabot's third voyage was a fully equipped expedition of five ships, provisioned for one year. The King furnished one ship, the merchants of Bristol and London provided the other four ships and their supplies. The plan was to sail directly to his previous landfall and then to follow the coast southwards to the tropics, there to carry on a profitable trade with Cathay and with Cipango (Japan). The fleet set sail from Bristol in May 1498. Little is known about the voyage except that one ship was damaged in a storm and had to put into an Irish port for a time. After that there is no direct news at all about Cabot and his five ships. Considering the support that Cabot had, and his standing in England, it

is amazing that there is no record of the outcome of the expedition. Perhaps the correct conclusion is that a storm sank the fleet. Where it went and what became of it we do not know; perhaps there is a document somewhere, still to be discovered, which tells of its fate.

Thus John Cabot disappeared from the sight of history. A man with a vision, with the persistence and persuasive ability eventually to obtain support for it, and with the technical ability to achieve it. Unfortunately the geography was wrong, the seas were unkind and the records of his achievements sparse. Nevertheless he skippered the first English ship to make a landing on Canada and was the first to explore the coast of North America - a worthy subject for the stamps of Canada. One final and disturbing thought - is there an error on the 4c green of 1949? Was the name of the ship not the Matthew (nor the Mathew nor even the Mathewe; see Speirs, Maple leaves, WN 223, p 205, 1989) but the Mattea - the name of Cabot's wife? Could be!

FURTHER READING

Cumming, Skelton and Quinn, *The Discovery of North America*, Elek, 1971. Brebner, J.B. *The Explorers of North America*, Doubleday, 1955.



COVER STORY - Part 1

Cross-Border Mail: Canada to (and from) U.S. by George Bellack

Arguably the most important development in 19th Century in transborder mail conveyance was the April 1851 Convention between the two countries. The 'before-and-after' is I believe, a worthy subject for study and I shall try to make a modest start with the help of half-a-dozen of my covers, to highlight the postage rates and regulations preceding the Convention and the changes it brought about.

Basically, it is a story of reduction in mailing costs and complications - substitution of separate Canadian and U.S. postage charges by a single (combined) rate.

My objective here is to show - for the pre-Convention period - the key role of the official Mail Exchange Offices along the border, the 'Paid to the Lines' concept and the relevant postmarks and rate markings.

The official designation of the first seven pairs of Mail Exchange Offices (MEO's), goes back to 1829 (P.O. Dept. Order of 5 Feb.), effectively taking over from previous, informal, arrangements between postmasters on either side of the border. The sketch map (Figure 1)

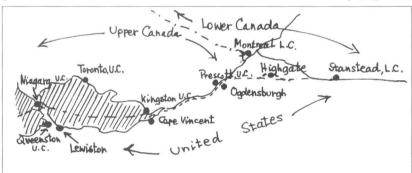


Figure 1

shows the seven Canadian M.E.O.'s that were operational by April 1851. It will be noted that five were located in Upper Canada and just two in Lower Canada. Additional offices followed, first at Sault Ste Marie (Canada West) and Mansonville (Canada East), 'partnered' by U.S. offices opposite, some more were to follow later. By 1837, the

British/Canadian 'Ferriage' surcharge for over-the-water crossings had come and gone and the Canadian inland postage, which had to be prepaid, reverted again to the old-established Canadian rate for 1/2 oz, letters, i.e. 4 1/2 d for up to 60 miles, 7d up to 100 m. and 9d up to 200m. etc.

Figure 2 illustrates a Montreal cover, mailed in Feb. 1850 to Burlington, Vermont. The MS figure '4 1/2' (in red meaning pre-paid) represents the Canadian postage from despatch to the Mail Exchange Office at Highgate Vermont, on the U.S. side of the border. The 'Paid to the Lines' (i.e. to the U.S. border) endorsement confirms this. The 'Paid' handstamp refers to the Canadian part of the route and was duly obliterated at Highgate, where the U.S. postage of 5c (boxed '5 - also struck in red) was recorded by handstamp. Completing the picture, there are the Montreal and Highgate cds postmarks and, on the back, the receiving mark of Burlington.

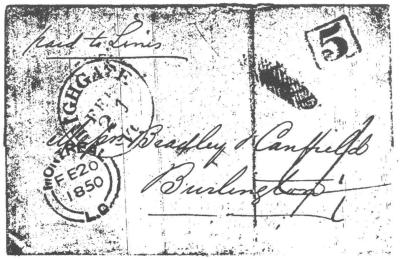


Figure 2

The next cover (Figure 3) also emanates from Montreal, in the same year, but this time addressed to New York. Endorsed with the 'Paid' and '4 1/2' it shows similar pre-payment 'to the lines'. However there is no exchange office handstamp and the only U.S. postmark of any kind is the '10' (in circle) rate mark. This 10c rating is explained by the greater distance between the border and the final U.S. destination.

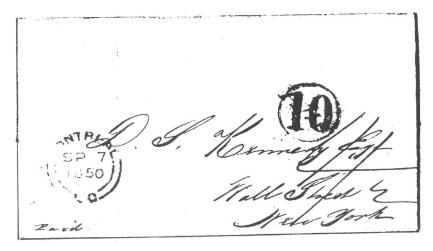


Figure 3



The third cover in this pre-1851 category (Figure 4) demonstrates the conveyance of letters in the reverse direction - from U.S. to Canada. Despatched from Rochester, N.Y. in Nov. 1836 to Toronto (C.W.) this letter passed through the Queenston Exchange Office, on the Canadian side of the border. It bears the MS rating figures '10' (U.S. cents) and '9' (Canadian Pence). The (U.S.) Rochester cds is somewhat 'overshadowed' by no less that three strikes of the Queenston cds!

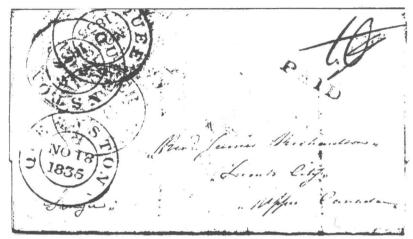


Figure 4

Turning now to the post-Convention period we shall see how the disappearance of the cumbersome, complicated and costly 'a + b rating system' had affected trans-border letter conveyance in terms of postage rates, currency conversion and characteristic postmarks.

Figure 5 illustrates a Bowmanville, U.C. cover addressed to New York. All that was needed to pre-pay the letter was 6d, equivalent to 10 cents (U.S). Two rating handstamps (both struck in red - signifying pre-payment) demonstrate postmarks characteristic of the period. Incidentally, it is worth noting that, after April 1851, Canadian single-weight letters sent to U.S. destinations were rated 6d, except for Oregon and California where the charge was 9d.

Figure 6 shows a somewhat unusual 1852 cover from Bytown (later to become Ottawa) to a commercial company in New York State. On the back there is the cds of the Canadian mail exchange office at Prescott, U.C./C.W., whereas the U.S. office opposite, at Ogdensburgh,











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Figure 5

N.Y. is represented by its cds on the front. In addition to the appropriate rating marks - 6d and its equivalent 10c - there is also a part-strike of the arc-shaped 'Canada' handstamp. The relevant regulation (25 May 1851) decreed that 'offices designated for the despatch and receipt of U.S. mails on the side of Canada will stamp 'Canada' upon all letters sent into the U.S. for delivery.' The handstamp 'Canada 10 cts' of course also comes under this heading.

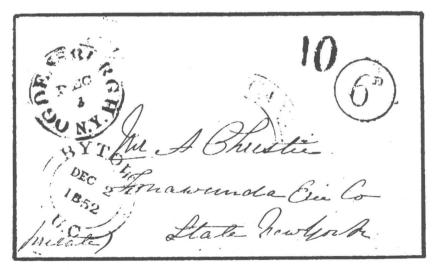


Figure 6

The 1853 Kingston cover, addressed to Philadelphia, featured in *Figure* 7, clearly shows this mark, in addition to the Kingston cds (representing both despatch point and Can. Exchange office!) and its U.S. border Office counterpart, the St. Vincent exchange office across the St. Lawrence.

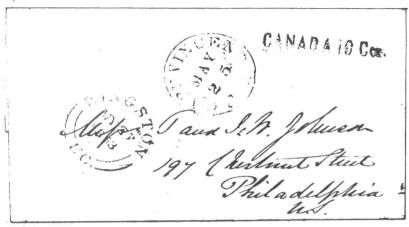
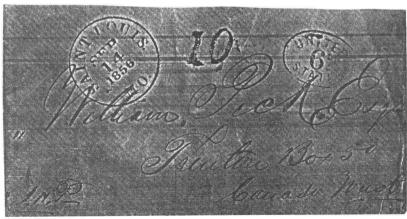


Figure 7

Conversely, letters from the U.S. to Canada - see example in *Figure* 8 - in conformity with the May 1851 regulation were to have been stamped with a 'United States 6d' postmark, representing the currency conversion from 10 Cents (U.S). The 1856 St. Louis, Montana cover, addressed to Trenton, C.W. otherwise shows no record of any Border Exchange Office, either front or back!





CANADIAN RAILWAY POSTMARK ERRORS (PART 5)

By L.F.Gillam. F.C.P.S.

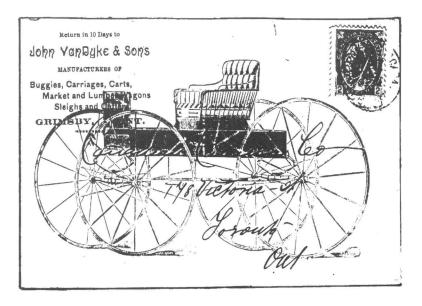
Only the least observant who study a political map of North America can fail to be struck by the extraordinary shape of the State of Maine. This, the largest and most sparsely-populated of the New England States, thrusts itself like a huge misshapen thumb northwards until only a narrow corridor of territory south of the upper St. Lawrence River separates the Maritime States from the rest of Canada. Until 1820 this "Pine Tree State" had been a part of Massachusetts, and for many years afterwards its boundaries with New Brunswick and what is now the Province of Quebec had been so ill-defined that the heavily forested areas both north and west of the St. John River were a perpetual source of friction between the two Canadian colonies and the United States.

A Bloodless War

Matters were brought to a head in 1836 when the ambitious citizens of the flourishing little seaport of St. Andrews on the Bay of Fundy secured the support of Sir Archibald Campbell and the Colonial Secretary, Lord Glenelg, for a railway project that would link St. Andrews with Quebec City. The survey of a possible route was undertaken by a Captain Yule of the Royal Engineers who firmly believed in the proposition that the shortest distance between two points was a straight line. He also believed that the route which he proposed from Levis (opposite Quebec) to St. Andrews ran entirely through British territory. He was quickly disabused. Immediately the details of his survey became known the American press raised such a clamour that in 1837, the United States entered an official protest. As a result the British Government withdrew its support for the scheme and the railway project was abandoned. This American "Victory" went to the heads of a band of lumbermen in the vicinity of the Aroostook River, a tributary of the St. John. They raided some New Brunswick farmsteads, evicted their tenants and put their poor, wooden shacks to the torch. This bloodless war, for such it was if a few bleeding noses are discounted, has gone down in history as the Aroostook War; but it was sufficiently serious to persuade both the British and American governments that the time had come to settle the issue of the disputed territory once and for all. The resulting Ashburton-Webster Treaty of 1842, much to the disgust of French Canadians and New Brunswickers, awarded huge tracts of "their" valuable forest land to the State of Maine, especially to the north of the St. John River where it flows westwards from Edmundston for some forty miles before turning south and losing itself eventually in the foothills of the Appalachian Mountains.



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SITWELL STREET, DERBY DE1 2JP TELEPHONE: (0332) 46753 FAX: (0332) 294440: FAX It is at Edmundston, at the junction of the Madawaska and St. John Rivers that the latter turns westward, and for some forty miles winds it way until it meets the St. Francis River. It is here in the extreme northwest of New Brunswick that both rivers form the boundary with Maine. Thus it is that the small peninsula of territory bounded by the Madawaska and St. Francis Rivers on the east and west respectively, and the St. John River to the south lies within New Brunswick before it widens out to embrace the huge wedge of heavily forested land between the St. John River and the Baie des Chaleurs.

French Canadians Snubbed

Both historically and geographically most of northern New Brunswick could rightfully claim to be a part of the Province of Quebec. Most of the original inhabitants were Acadians, or their descendants, most of the villages, rivers and lakes have names of French derivation and most of the small settlements have predominantly French-speaking inhabitants. But there was no thought of pleasing French-Canadians when the Province of New Brunswick was formed in 1784 any more than Lord Ashburton and Daniel Webster thought of them in 1842. For that matter there was no thought of pleasing them when in 1856 the French place name of Pétit Sault (Little Falls) was changed to Edmundston, in honour of Sir Edmund Head, the Governor-General of New Brunswick.

Despite the fact that Edmundston was, apart from Fredericton and Saint John, the largest community on the St. John River, it was not until 1878 that its citizens first heard the whistle of a steam locomotive. In that year the New Brunswick Railway completed its line from Woodstock via the Provincial Capital, Fredericton, thus providing connection with Saint John, St. Andrews and St. Stephen on the Bay of Fundy. Another 13 years were to elapse, however, before, with the opening of the Temiscouata Railway on January, 1890, between Edmundston and Rivière du Loup on the south shore of the St. Lawrence, that the former had a direct rail connection with the Province of Quebec. In the following year the Temiscouata Railway completed its branch line along the north bank of the St. John River to Connors, a frontier settlement opposite St. John in Maine.

New Postmark

Although Connors, like other settlements on the middle reaches of the St.John River, both in New Brunswick and Maine, were only tiny villages the absence of good roads inevitably led the Dominion Post Office to establish railway post offices to serve their needs. Until 1904 the postmark (or postmarks) used to read TEMISCOUATA RY. M.C. (RR-152). In this year, however, a new postmark appears to have been

brought into use reading CONNORS & RIV. DU LOUP R.P.O. which remained in use until 1948 when railway post office services appear to have been abandoned. It is unlikely that, over a period of forty years, only one hammer was used; but in 1915, or thereabouts, possibly because one hammer was badly worn, or had been lost, a new one reading CONNERS & RIVIERE DU LOUP R.P.O. (MA-56) was brought into use. This too was used contemporaneously with the correctly spelt hammer (MA-57) referred to above. Thus, over a period of at least 33 years, the wrongly-spelt postmark continued to be applied to mail, either because it escaped notice or, more probably, because the expense of supplying a new hammer was not considered to be warranted. This also probably applies to a postmark used at least between the years 1903 and 1909 when the railway post office operating between McAdam and Edmundston used a hammer reading McADAM & EDMUNSTON R.P.O. (MA-157).

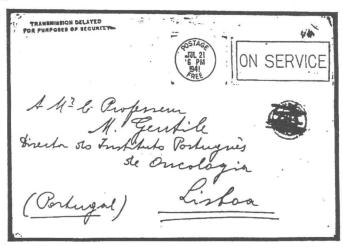
Reference has already been made to the predominantly French-speaking inhabitants of northern New Brunswick; but it is not to be supposed that there were not, and are not, other elements in the population. Some are of native Quebecois origin, as opposed to true Acadians; others are of Indian descent, or English, American or Irish. The place name Connors obviously has Irish connotations, and it may be that one of the original settlers was one O'Connor, or the less common Connor, after whom the little village was named. Certainly many Irish immigrants in search of free land settled in northern New Brunswick, as elsewhere in North America, during the first half of the nineteenth century. Unlike Edmundston, however, there is certainly no assurance about this. As Mrs. Page said in 'The Merry Wives of Windsor': "I cannot tell what the dickens his name is."!

MILITARY MAIL

A sub group of the BNAPS Canadian Military Mail Study Group has been formed to study and report their findings, on the subject of Canadian Blackout Cancellations. Members are Ken Barlow, Ron Leith, Bill Thorne and Herb Williams. Two meetings have already been held and are scheduled to be held monthly. Already an extensive topic breakdown has been prepared, and a file with bibliography of all articles on the subject is well under way. Short preliminary articles are being prepared for publication to stimulate interest and to start a feed back process of much wanted data. The assistance of others interested in this topic would be greatly appreciated. Correspondence is invited, to be addressed to: Ken Barlow, 1055 Ottawa Ave, West Vancouver BC V7S 2J2.

A CANADIAN BLACKOUT PRECURSOR Bill Thorne

Have you a Canadian wartime cover like the one shown below. Every collector of Canadian Blackout markings should include this as a precursor since it is an obvious non-information strike, possible from Halifax.



H.E. Guertin describes this as a city type electric canceller "... the most efficient from the point of view of concealing the origin of the letter. It occurred most often on mail from the armed forces and was often accompanied by the handstamp TRANSMISSION DELAYED FOR PURPOSES OF SECURITY." His earliest recorded date was 24November, 1941 and this cover predates this by four months (21 July, 1941). Guertin also said that this cancellation was only seen on mail from service personnel on the East coast. The cover shown has no return address to confirm his observations. What is most unusual is the cover destination. It is addressed to Professor Gentil of the Portuguese Institute of Medical Science in Lisbon. Note the postage due marking has been crossed out and apparently no dues fee was raised. The reverse has a British #C-63 censor tape showing the routing via England.

The cancellation also has a place in a Free Franking collection as well as a Slogan collection. The author is interested in any information about this marking, particularly related to the blackout use. Members interested in blackout cancellations or who have any further information on the marking discussed, are urged to write to Ken Barlow, 1055 Ave;. W Vancouver, B.C. Canada, V7S 2J2.





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LETTERS TO THE EDITOR

Leonard Harris

SLOGAN STUDY CIRCLE

Great strides have been made in the study of this branch of Canadian philately by the publication of 'Slogan Postal Markings of Canada in the Classic Early Period from 1912-1919' edited by Daniel G. Rosenblat; a presentation of the Slogan Study Group of BNAPS and to which our own Study Circle is closely linked. Dan has now intimated that he wishes to continue from 1920 - 1927 to complete the 'Admiral Era', and has asked our help in this venture by checking the validity of the multitude of slogan strikes which abound over this period. Will any member interested and enthusiastic enough to help please write to me and I will forward the necessary sheets for verification. Leonard Harris, Bowcot Rise, Bowcot Hill, Headley, Bordon, Hants, GU35 8DE.

The Yellow Peril

Book Review, "The Canadian Map Stamp of 1898" by W.L. Bradley (M.L. Jan 1990)

A.S.M.'s innocent remark that 'All those who had written on various aspects on the Map Stamp in the past are acknowledged' etc. has inspired me to comment on this review.

This 'monumental work' is marred by a serious short-coming. On page 38, Mr. Bradley states, "In any case, there is no recorded instance of anyone ever having found Map Stamps printed from Plate 4." While this very misleading statement is ridiculously true, simply because Plate 4 was never used to print stamps, it has resulted in at least two other erroneous literature reviews. One, Mr. Mike Street's "The final brief chapter proves, apparently for the first time in print, that there was a Plate 4 of the Map Stamp" (BNA Topics-Vol. 46, No 5); and the second, Mr. Tony Shaman's "the author waits until the closing chapters before he discloses, for the first time ever, the existence of a Plate 4" (Canadian Stamp News, January 2, 1990).

The facts are: Plate 4 was reported and illustrated by me in the August 1985 issue of Maple Leaves (pages 328-9). As the 1984/85 CPS GB membership handbook lists Whitney L. Bradley and Mike H. Street and probably "A.S.M." as members, these gentlemen are certain to have received a copy of 'Maple Leaves' containing my report.

It is likely that Bradley just failed to express himself clearly - leading to subsequent misunderstanding. However, I would like to see some acknowledgement of the problem.

Whit Bradley

SQUARED CIRCLES ON MAP STAMPS

I really ought to buy a lottery ticket when I consider the odds on the following set of circumstances! I'm always on the lookout for squared circles on Map Stamps, particulary Halifax, with various time marks, for a calendar collection. Recently I aquired a few at auction and when cleaning them for plating and mounting, I noticed that on one the date etc. was the same as on a stamp already on the page: time mark 2, Fe3, '99.

I had already plated the copy as one having a major re-entry i.e. position 17 on black plate 2, with red plate A. This caused me to glance at the plating information on the one already in the album - I couldn't believe my eyes - the same plate position 17 on black plate 2, red plate A - the major re-entry again!

One wonders what combination of circumstances contrived to bring these two stamps together on that album page after 90 years; where had they been in the intervening period?

THE EXCHANGE PACKET

Following the resuscitation of the exchange packet, Reg Lyon reports that he has received £4122 of material from 35 members which has been made up into 31 circuits and 7 covermant lists last year and 5 further circuits this year. From this material, £2778 worth has been sold.

One or two packets went astray last year and recipient members are reminded that a certificate of posting should be obtained and forwardedto Reg with payment, otherwise we cannot claim under our insurance policy.

The initial influx of material following the revival of the packet was good but, perhaps inevitably, the flow has slowed down. The packet can only flourish if members maintain their contribution of material, so please let Reg have some booklets of your unwanted stamps or a batch of covers. A number of members were disappointed when the packet was suspended but it can only be maintained by members. Reg Lyon is doing his bit, how about you?

AMENDMENTS TO MEMBERSHIP to 18th February 1990

New Members

2614 NEELIN John K., 2465 Queens Ave., West Vancouver, B.C. Canada V7V 2Y9 CR-CS,P
2615 HASID Ariel G., 1117 St. Catherine St. West., Suite #215 Montreal P.Q. Canada H3B 1H9 CR
2616 NOBLE, Brian., 11 Trailsmoke Cres., Etobicoke, ON Canada M9C 1L9 N,RPO,AD,Met
2617 BAUER, Bruce D., 4941 Long Ave, White Bear Lake, MN 55110, USA. DLO,R
2618 Van BERGEYK, Art.C., 19921 19th Ave, NE # 101, Seattle, WA
98155 U S A

Reinstated

2549 GOUL Tom W., 724 Sunnypoint Drive, Newmarket, ON, Canada L3Y 2ZB
1878 METROPOLITAN TORONTO LIBRARY BOARD, Fine Art Dept, 789 Yonge St, Toronto. ON Canada M4W 2GB
2473 LeMESURIER Dr G.H.W., PO Box 5083, Stn F, Ottawa, ON,

Canada K2C 3H3

2138 BARLOW, Allan., 21 Mill Lane, Enderby, Leicester LE9 5NW

Mo

1566 MORGAN Gordon, Charnwood Cottage, Charlton, Shaftesbury, Dorset SP7 9LZ C,PH

Resigned

1628 BOSCH Dr. W.L. 1553 CHESHIRE R.S. 2499 WHEATCROFT A.A. 1682 DONALDSON, J.

Change of Address

2262 BOGIE Niall H.R. 2/2 St. Teresa Place, Ettrick Road, Edinburgh, Scotland

1608 HOLDEMAN Robert, 21 Nelson Road, Bognor Regis, West Sussex PO21 2RY

1687 SPENCER A., 25 Hawthorne Rd., Kings Norton, Birmingham, W. Midlands B30 1EQ

2488 WEGMAN W.G., Box 281, Manotick, ON, Canada KOA 2NO

2535 McVEY, Bill., 9 MacLaren Place, Glasgow, G44 3RZ

2177 SELBY, Dr Alan., 1371 Neilson Rd., Scarborough, ON, Canada M1B 4Z8

2556 DAVIS, G.H., 682 Totten Way, Cincinnati, Ohio 45226 U S A

1633 GRIGSON R., 9 Station Flats, Halfpenny Lane, Sunningdale, Berks SL5 0EH

Revised Total:- 542

CLASSIFIED ANNOUNCEMENTS

Reserved for members' free classified advertisements.

Please note that these must not exceed 30 words.

Any excess wording will be charged at the rate of 4p per word.

WANTED: THREEPENNY BEAVER. Collector seeks plate varieties, reentries, etc. – condition fair to fine. Roger Ordish, 49 Morley Road, Twickenham, Middx. TW1 2HG.

WANTED: 'SMALL HEADS' for study purposes (used) mainly for postmarks, but also shades, printings, perfs, paper etc. _ Peter Grimsdell, 14 Capel Close, Troston, Nr Bury St. Edmunds, Suffolk 1P31 1EP.

WANTED: ALLAN LINE SHIPPING MATERIAL - Postcards, Menus, Leaflets, Share Certificates Etc. Details and price to: C. Jockel, 183 Station Road, West Drayton, Mddx. UB7 7NQ

LITERATURE FOR SALE – Proof strikes of Canada Vol. 1 – Split Circles of Western Canada", the first in a series of books illustrating all proof strikes in the Canadian Postal Archives: £9.50 post paid. Robert Lee 203-1139 Sutherland Ave., Kelowna, Canada, BC V1Y 5Y2.



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Maple Leaves

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MAPLE LEAVES

Journal of

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TOOM ORTHER

Founder:

A. E. Stephenson, F.C.P.S.

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Vol. 21 No. 12

JUNE 1990

Whole No. 228

EDITORIAL

This note is written on the eve of departure to London for the International, a decennial event in the London Philatelic calendar. We hope that many members were able to visit the Show and that they found it worthwhile, perhaps a comment or two will find its way into the next issue.

Given prominence in this issue are the facilities offered by the Canadian Postal Archives. We realise that they may not be readily accessible to non-Canadian members but the staff are prepared to deal with reasonable questions by post. They are there to help collectors/students of Canadian philately so why not take advantage of this offer? A great deal of fuss was created when the Postal Museum was closed down; it is up to collectors to show that the archive is a real resource that is both needed and appreciated.

While on the subject of research, a most generous offer has been received from Ron Winmill, a frequent contributor to 'Maple Leaves'. Ron is a keen bibliophile and researcher and has access to a colossal amount of material essential to the keen student. Most of the articles etc. quoted by Cimon Morin in his two tremendous bibliographies of Canadian philatelic literature are on Ron's own database and he has

access to all available PMG Reports and Sessional Papers, as well as many PO Dept. files which are on film. Ron is prepared to tap into this huge resource and provide copies of documents or microfilms at cost (currently 20c photocopy & 50c microfilm copy). This could save hours of fruitless endeavour. Ron can be contacted through R.B. Winmill Associates, PO Box 27222, Station B, London, ON, Canada.

It is wholly appropriate, at the time of London 1990, to offer our congratulations to Jane Moubray who has been nominated for jury membership at FIP Exhibitions following her successful 'apprenticeship' at PhilexFrance in 1989.

Autumn Stampex 16 - 21 October 1990

The Society has a unique opportunity to put on one of its largest displays ever during the above show. We have been given a room and 120 frames holding 16 sheets each (not nine as originally notified). It has not been possible to write to UK members individually in the time available but I have contacted about 25 members known to have material available. It is hoped to mount a very wide-ranging exhibit covering stamps, postal history, postmarks etc. to indicate the varied interests that can be pursued in Canadian Philately.

The Stampex Catalogue will carry an illustrated article about the Society plus a ½ page advertisement, while the October issue of Stamp Magazine (published mid-September) will carry two articles about Canadian Philately and editorial mention of the exhibition.

Members willing to lend material for display (16 or 32 sheets) who have not already been in touch with me are asked to do so immediately so that the exhibit can be finalised.

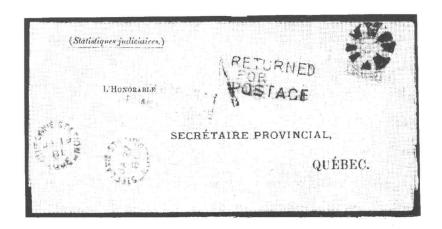
The Society has to provide two stewards each day and volunteers are urgently required to help out. If you are visiting Stampex, why not give half a day to manning (and viewing) probably the biggest public display of Canada seen in the UK. One passport photograph will be required for security passes (name on the back please). Post to me with details of the time(s) you will be available.

If you have display material or can assist with stewarding please contact me. Help your Society to grow!

Charles King

STATISTIQUES JUDICIAIRES

(Statistical Returns of Judicial Matters.)
By The Yellow Peril - Photos by Canadian Stamp News



Statistiques Judiciaires with 1c SQ tied by fancy cork. Postmarked 'STE FLAVIE STATION JA 19 and JA 27 81 QUE and handstamped 'RETURNED FOR POSTAGE, RETURNED FOR DEFICIENT POSTAGE,' and rated '1.' Backstamp QUEBEC JA 21 81 QUE and DEAD LETTER OFFICE JA 25 1881 CANADA.

Even though 'A ¹/₂c LARGE QUEEN ON-COVER?' was published nearly three years ago ('Maple Leaves' August 1987) I am still getting feed-back. A letter dated December 1988 was sent by a prominent Large Queen collector who has very strong convictions that Statistiques Judiciaires qualify for the ¹/₂c rate. The following extracts from his letter show his rationale:

Your article on the $^{1}/_{2}c$ L.Q. on cover was very interesting and thought provoking. It provided the stimulus that I needed to do some research, and from this form an opinion that a 'Statistiques Judiciaires' qualified for the $^{1}/_{2}c$ rate when weighing less than 1oz., because it was rated as a 'Periodical Publication' in para 133 of the General Regulations contained within the Post Office Act of 1867: 'Periodical Publications are publications issued at regular intervals, but less frequently than once per week. An Almanac or any work of



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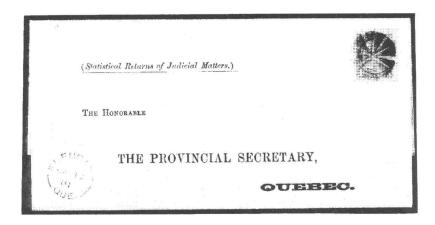
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a like character published at stated periods, and containing matter of general interest, is deemed to be a Periodical.'

A dictionary tells us that an Almanac contains useful and interesting facts including statistical information.

The crux of the matter is whether judicial returns are general interest matters that can be included in an almanac and qualify as periodicals. Evidently not, as all the Statistiques Judiciaires that I have seen are franked with 1c Small Queens, mostly in 1881. I did see, however, a convincing 'Rapport des Statistiques Judiciaires' franked with two $^1/_2$ c Large Queens postmarked 'ST GERVAIS 31 JAN 80' in a sale (lot 458 Maresch Auction 190, 4 September 1986).



Statistical Returns of Judicial Matters with 1c SQ tied by fancy cork. Postmarked FLEURANT JA 10 81 QUE and backstamped ESCUMINAC JA 10 81 QUE and QUEBEC JA 12 81 CANADA. Note the meticulous postmarking of these 1c SQ returns as compared with other 1c SQ letters.

As specific mention of Statistiques Judiciaires or Statistical Returns of Judicial Matters cannot be found in the postal guides or in any other publications, I appeal to any reader who has information on this subject to please assist in this workshop.

CONVENTION 1990 - CHESTERFIELD

Booking forms and competition entry forms were sent out with the April issue of 'Maple Leaves' and members are urged to make their bookings as soon as possible. If you have mislaid your form then please write to Geoff Manton.

The provisional programme is as follows:

Wednesday 3 October:

Tea from 3.00pm

8.00pm Display or displays (to be finalised).

Thursday 4 October:

10.00am Dr. Dorothy Sanderson - 'Cross-Border Mail between Canada and U.S.A. in

the pre-stamp and stampless period'

10.30am LADIES - to the TREBOR Sweet Factory (near hotel) - and explore

Chesterfield.

2.00pm COACH OUTING

8.00pm James Brown (of Br. Columbia). - 'QV and Edward VII Precancels' with both

slides and display.

8.00pm LADIES - Dr. Desmond Stoker 'Early doctoring' in Derbyshire'. Dr. Stoker

walked from Burma to India, a journey of several weeks, after his Field Ambulance had been over-run by the Japanese. I hope I can persuade him to

talk a little about this 'epic'.

Friday 5 October:

10.00am L.D. McConnell - 'Canada as a transit country'.

2.00pm COACH OUTING

8.00pm Members AND Ladies: Stan Lum 'The Yellow Peril in British North

America and the Stone of Heaven'.

Saturday 6 October

9.00am Fellows Meeting.9.30am Committee Meeting.

11.00am A.G.M.

1.30pm AUCTION.

7.00 for

7.30pm ANNUAL BANQUET.

The President's Guest: A. Ronald Butler Esq., R.D.P., F.R.P.S.L

THE PEOPLE ON THE STAMPS - JACQUES CARTIER by Alan Salmon.

And now the years have gone like wasted toil, So many things we might have done, But still the land is dear and still the wheat, Waves like a golden banner in the sun. (But he went out today with shining sails, To pioneer new worlds...and make new trails) Edna Jacques.

The Pioneer.

The pioneering achievements of Jacques Cartier in the new world of Canada were neglected - his new trails were not followed for over two generations. Nevertheless he was a great explorer, suitably remembered on the stamps of Canada. Indeed he is the only person, not a member of the Royal Family, to appear on the stamps of Canada from 1855 until 1908 - when he reappears, with Champlain. His memory is also commemorated on more Canadian issues than any other commoner. Depicted below is the first, and most famous, of these issues - the tenpence blue of 1855 (SG 13, SS 7). The original of the portrait on the stamp was in the Hotel de Ville, St. Malo, France; where he was born in 1491.*



Jacques Cartier became a skilled navigator and a fine seaman, eventually a 'maitre pilote' of St. Malo. It is probable that he was with Verrazano, an Italian in the employ of France, in 1524 when New York harbour was discovered, thus having a preliminary experience of transatlantic travel. His first expedition in command was at the behest of Francis I (King from 1515 to 1547); his orders were to go 'to the new lands to discover certain islands and countries where it is said he should find great quantity of gold and other valuable things'.

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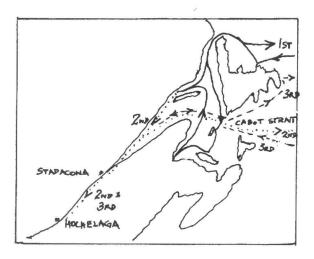
He sailed from St. Malo in April 1534, with two ships and 61 men; one of his objectives, as he related, being to find a passage to Cathay (north China). Quickly reaching the north coast of Newfoundland he entered the Strait of Belle Isle; on 27 May he went south from Labrador, which he described 'as the land God gave to Cain' and where the expedition saw (Beothuk) Indians. He landed on the Iles de la Madeleine and Prince Edward Island; on 10 July he tried but failed, naturally, to exit Chaleur Bay to the west. He then turned north but missed finding the main channel of the St. Lawrence. The channel between Ile d'Anticosti and the mainland, now the Detroit de Jacques Cartier, was then explored, from east to west against the current. On 1 August a council was held at which it was decided to return home; this they did taking with them two Indians. These were the sons of Donnacona, an Iroquois chief, on a summer expedition to the Gulf from Hochelaga (Montreal). The return route was also by Belle Isle; Cartier appears not to have known of Cabot Strait (commercial secrecy by the English?) thus not appreciating that Newfoundland was an island.

Back to Canada.

Cartier reported that he had found many fertile lands, marvellous fishing and invariably friendly people, who were eager for European goods. Also, the two Indians had told of the great river and the Kingdoms of Hochelaga, Saguenay and (around Quebec) Canada. With the King's support he set sail again on 19 May 1535 to explore this river. The precise objective of the expedition is not clear; it may have been to find the passage to Cathay, or a way into the heartland of this new world, or the kingdoms which might be rich like those the Spaniards had found to the south.

This second expedition consisted of three ships and 110 men; for five weeks it coasted down the north shore of the Gulf, finding no way westwards. Cartier then entered the St. Lawrence, visiting the town of Stadacona (Quebec) the capital of the Kingdom of Canada. In September the river valley appeared 'the finest land it is possible to see', delighting the French, however they wished to press on to Hochelaga. The Iroquois were loath to see them leave, not wishing to see another kingdom trading with their benefactors. However Cartier, with one ship, set out on 19 September; they arrived at the impressive, fortified town of Hochelaga on 2 October. They were met by about 1000 inhabitants; Cartier presented gifts, said prayers, and climbed a nearby hill which he named Mont Royal. The guides indicated the rapids, and more rapids, and told of another great river from the west (the Ottawa);

after several hours he departed. He had then travelled 1000 miles from the Atlantic, to find a series of rapids on the river and to hear that the waterway extended for, at least, hundreds of miles beyond the rapids. There was no 'passage' and no immediate riches, only rumours of gold and silver further west, but there was a beautiful land. Cartier returned to near Quebec to winter; there 25 men died of scurvy and relations with the Indians deteriorated. Eventually in May, as soon as the ice permitted departure, he kidnapped Donnacona, the Iroquois chief, plus nine other Indians and sailed for St. Malo. On this return journey he found Cabot Strait; from there he took only 17 days to reach Brittany, arriving on 16 July.



The three voyages are shown; the first exploring the Gulf of St.Lawrence, the second and third to Hochelaga (Montreal).

Disappointments

Francis I was keen to exploit these reported riches but was not able to mount another expedition, due to a strained money supply, until 1541. Roberval, a rich man, nobleman and soldier, helped with the finances and was placed in command with Cartier as his deputy. The objectives were to colonise the Kingdom of Canada and then to conquer Saguenay. Cartier sailed first, in May, with five ships; but Roberval, with another three ships and 200 colonists, was not able to depart until the spring of 1542. Cartier was in Montreal by 23 August, again he remained only a few hours and did not proceed beyond the rapids.

Winter that year at Quebec was again severe; again it brought trouble with the Indians and, this time, with his own men. In the spring Cartier abandoned the base and set sail for home, taking what he thought to be gold and diamonds. He met Roberval, at St.Johns's in June, and reported that 'he could not with his small company withstand the Savages'. Roberval ordered him back to Quebec. Disobeying this order Cartier slipped away at night for Brittany; where his treasure was found to be only Laurentian dross. Roberval was also unsuccessful; after one winter near Quebec, during which 50 of his people died of scurvy, he gave up the idea of a colony and followed Cartier to France. In 1545 there were no Frenchmen left in Canada.

The total failure of this expedition was a great disappointment to Francis I. This was compounded by war with Spain and by civil war. The net effect was there was no further interest by France in that part of the new world for over 50 years. Cartier received no more commissions from the crown; he spent the rest of his life, until his death in 1557, on his estate near St. Malo.

Cartier was by no means perfect; he could not maintain good relations with the Indians, twice he turned back at the rapids above Montreal and he failed to support Roberval in the first effort to establish a French colony in the new world. Nevertheless he is established, rightly, in history as a great explorer leading the vanguard of the French march into Canada. He did make new trails; which were followed by his countrymen many years later.

Further Reading.

Cumming, Skelton & Quinn, The Discovery of North America, Elek, 1971. Brebner, J B, The Explorers of North America, Doubleday, 1933.,

*Editor's Note: The painting was lost during World War II. One of several copies by other artists is held in the National Archives in Ottawa. The original, by Russian painter Francois Riss, was painted in the nineteenth century, no contemporary portrait of Cartier is known.

SCOTEX 1990.

There will be a SCOTEX in Glasgow on 3/4 November, 1990. Jim McLaren will be seeking the use of a table or room on behalf of the CPS of GB. Scottish members please mark your diary and if proposing to attend then please let Jim know well in advance.



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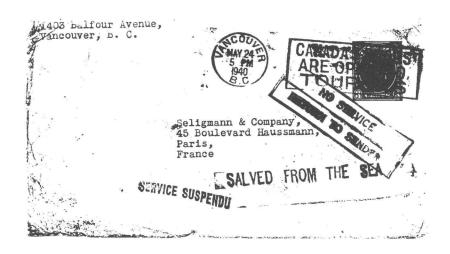
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FIFTY YEARS BACK - JUNE 1940 by Kim Dodwell

On 7 June, 1940, the cover shown here was lying in a mailbag in the forward hold of a ship eight days out from Montreal and Liverpool bound. Suddenly there was a tremendous explosion: a torpedo from a lurking German 'U' boat had struck, causing severe damage. Her crew managed to beach the ship on the coast, but a heavy swell swept the mailbags out of her hold. Some were washed ashore, recovered by the authorities, opened up and their contents handstruck with a distinctive mark, 'SALVED FROM THE SEA', a mark that differs from the numerous other marks used on recovered wreck mails.



Cover salvaged from the good ship 'EROS'?

Most of the mail recovered had originated in Canada, but there was at least one bag from Japan (not then at war) for British addresses, which had come through Canada. Apart from some mail for France, most was for Britain, but among the latter was some for forwarding to distant outposts of the Commonwealth. We know all this because a good number of these covers have survived. Hardly a year passes without one or two appearing at an auction or in a dealer's stock, recognisable as having a common chapter in their history by virtue of the distinctive wreck mark.

A.E. Hopkins, in his admirable classic 'A History of Wreck Covers', illustrates one and describes several of the covers from this wreck, but he did not know the name of the ship from which they came, nor the exact date or place of her misfortune. In the same chapter he illustrates a different mark, 'Recovered from the Sea', which he had seen on a cover with a Dublin GPO sealing strip on the back and the date 26 Jul.40. From the nearness of the dates he surmises that this cover is from the same wreck as those marked 'SALVED FROM THE SEA', and that a portion of the mail recovered from this wreck was landed in Ireland.

CPS member and shipping postal history expert Colin Campbell, of British Columbia, has kindly found for me more information on this wreck, in an article by Norman Hogarth in the (Canadian) Postal History Society's Sept.1987 Journal. The article illustrates another French mail cover, similar to mine, and tells us that the ship carrying the mail was The Morant Steamship Company's 'EROS', and goes on to give the detail recounted in my first paragraph above.

With this information it was possible to find details of the 'EROS' in the 'Vessels Damaged' section of H.M.S.O's 'British Vessels Lost at sea, 1939-45'. It gives her tonnage (5,888), the fact that she was turboelectric, and, most important, the co-ordinates of the torpedoing, 55 33°N. 08' 26°W, that is some 10 miles NNW of Tory Island, not far from Bloody Foreland on the Donegal (Irish Free State) coast, and at least 40 miles from the nearest Ulster shore.

Even with help from these three sources, questions still remain. If 'EROS' was torpedoed 40 miles from British shores, how does the great majority of the salved mail come to have a (presumably) British marking? Did she limp on after being struck; was she towed? If so, why did part of her mail go through Dublin? I have seen details of only one other Dublin-routed cover, dated 23 July, in addition to Hopkins's 26 July item, against some 25 'SALVED FROM THE SEA' covers. Some of the latter are water-stained and/or have had stamps floated off; some have the British 'Found Open/Damaged and Officially Resealed' gummed label tied to their backs.

It is apparent from details of other ships in 'British Vessels Lost at Sea 1939-45', and taking into account the foreign and allied ships sunk ('U'Boat captains were no respecters of flags), that other ships sailing from Canadian ports to Britain must have been sunk around the time that the 'EROS' was hit. Any of these ships could have been carrying the

Dublin covers: we know that under wartime conditions mails were loaded onto the first available ship (tankers excepted - they were too dirty) regardless of nationality. My own feeling is that Hopkins was wrong (for once) and that the 'SALVED FROM THE SEA' and the 'Recovered from the Sea' covers did not come from the same vessel. If any member can prove me wrong, or add more information, I would be delighted to hear of it.

Finally, the three 'EROS' covers addressed to France that I have seen all have the purple boxed 'NO SERVICE RETURN TO SENDER' (which I think is a British mark - can any member confirm?) and the blue 'SERVICE SUSPENDU', which is Canadian, applied at the Inspection Division of the Ottawa Dead Letter Office, because of the German attack on France - Paris fell on 14 June. On other occasions the D.L.O. used, variously, this French version, an English 'MAIL SERVICE SUSPENDED', or a bi-lingual handstamp, presumably depending on which they considered appropriate, although the reasoning behind their choice is not always apparent. Perhaps they were overworked: the Germans, and later the Japanese, between them gave the D.L.O. only too much to do in 1940-42.



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THE CANADIAN POSTAL ARCHIVES

Members will recall the despondency that was generated by the closure of the Canadian Postal Museum. Following widespread protests, promises were made concerning the continuing availability, to collectors and students, of the National Stamp Collection and the substantial philatelic archive.

The Canadian Postal Archives (CPA) was created on 1 April, 1988, and a brochure has now been published giving outline details of the CPA's holdings, which are available for research and consultation either direct or by correspondence.

Any member able to visit Ottawa should not miss the opportunity to visit the Archives. Those unable to visit may well find that a letter seeking advice or asking a specific question will result in further leads or an answer. If you propose a research visit then a prior letter or telephone call might save time on the day.

We cannot do justice to the wealth of material available but, as a taster, consider: the Philatelic Collections - apart from issued stamps, which include a number of rarities, the collections are very strong on proof material. As well as stamps in essay and proof form there are proof books containing 5,000 pages of post office cancellation proofs from 1839 to the present. The basic collection has been augmented by some outstanding specialised private collections, including Military Mail (Guertin, Webb); Postal Stationery (French); Steamboat Mails (Stulberg); Newfoundland Essays & Proofs (Pratt).

Artwork - for at least 20 years the CPA (and predecessors) have received the artwork both for accepted and unaccepted stamp designs. There is a very full showing from the 1950's while pre-1950 material is constantly being sought and acquired.

Photographs - approximately 40,000 prints and negatives plus a collection of 35mm slides covering postal operations, postal history and philately.

Broadsides, Circulars & Posters - a unique collection of 19th century postal notices, circulars sent by the PMG to postmasters, pre-dating the P.O. Official Guide which commenced in 1875.

Library - some 20,000 publications on all aspects of Canadian and international philately. These include just about all Canadian philatelic and postal history handbooks and catalogues, as well as complete runs of all the leading journals. On a topical note we see that the Library has a catalogue of the oldest Canadian Stamp Exhibition, held in Yorkton in 1923 - see p382 of this issue!

OANADA OFFICIAL

POSTAL GUIDE:

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THE CHIEF REGULATIONS OF THE POST OFFICE, RATES OF POSTAGE AND OTHER INFORMATION,

POGRTHER WITH AN

ALPHABETICAL LIST OF POST OFFICES

IN CANADA.

REVISED AND PUBLISHED QUARTERLY
BY AUTHORITY OF THE POSTMASTER GENERAL

1st OCTOBER, 1886.



OTTAWA:
PRINTED BY MACLEAN, ROGER & Co. WILLINGTON STREET.

PRICE PER COPT, SO CRETE.

Canada Official Postal Guide, October 1886.

CANADIAN PO



Plate proof, on laid paper, of Newfoundland one shilling orange. Believed to be from block of six printed as a colour trial. (See Pratt: 'The Pence Issues of Newfoundland' p105).

A chance to study original material at first hand.

National Archives of Canada





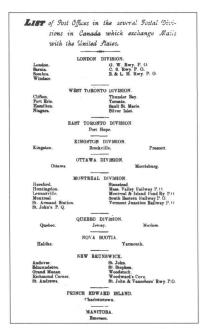
For details, co Postal Arch Archives of Laurier Avenu ON., Canada, Telephone: (61 Opening hours closed Sunday

TAL ARCHIVES

A few examples of the treasure trove buried (but not hidden) in the Canadian Postal Archives.



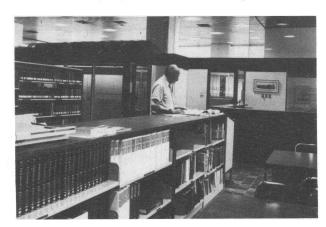
Unused 3d Beaver on laid paper.



P.O. notice providing a 'List of Post Offices in the several Postal Divisions in Canada which exchange Mails with the United States - 26 May 1879.

The CPA Library. © National Archives of Canada.

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CANADIAN RAILWAY POSTMARK ERRORS (Part 6) by L.F. Gillam, F.C.P.S.

On 23 October, 1849, a ceremony that was unique in the annals of Canada West took place on a vacant lot on Richmond Street in an upand-coming little town called London. A tall, grey-haired old man in an ill-fitting suit of home-spun wool, cut a small square of turf with a silverbladed spade and lifted it into an elaborately-carved wooden wheelbarrow. The accompanying cheers from a large crowd of American and Canadian notables seated in a specially-erected grandstand, and the more exuberant hat-throwing and capers of the hoi polloi gathered at a respectful distance from their betters, appeared to be a rather extravagant response to what was, after all, a not very entertaining spectacle. Appearances, however, were deceptive. The 'turning of the first sod' marked the beginning of the fulfilment of a long-cherished dream: the construction of the Great Western Railroad which would link the American mid-western states with that of New York and indeed New York City itself. A band of iron (steel rails lay in the future) would stretch from Chicago and Detroit via Windsor, London, Hamilton, Niagara Falls and Buffalo to the very commercial and financial heart of the mighty United States. 'At a stroke', the railway propagandists said (or words to that effect!) 'freight charges would be cut by half'; while the more optimistic among them opted for two thirds. In any event the Great Western Railroad would provide a short cut across the southwestern peninsula of what is now Ontario, and lessen the distance between Chicago and New York by hundreds of miles.

Colonel Thomas Talbot - a generous man

At a banquet in the evening of that momentous day, the old gentleman, still in his baggy suit, made a speech, 'at popular request'. Despite appearances he was the most important figure at that convivial gathering. He was none other than Colonel Thomas Talbot, a veteran of the 1812-1814 war with the United States, and owner of some 500,000 acres of land in that part of Canada where this scene is set. This vast tract of fertile farmland, stretching from the Detroit River to east of London, along the north shore of Lake Erie, had been awarded to him by a grateful British government for his valiant services during that wretched conflict. It was, in fact, a veritable fiefdom and it has been estimated that at one time he could number some 50,000 settlers among his subjects. He was a generous man, especially to his numerous children and relatives. A cousin was granted many thousands of acres of fruitful land along the banks of a little winding river, and it was on this river

that the village of London was founded in 1826. Appropriately enough the little river was promptly named the Thames. This may sound inordinately pretentious on the part of a handful of farmers in a remote Canadian hamlet; but London actually owes its name to Lieutenant-Governor John Graves Simcoe who fondly believed that it would be a suitable site for the future capital of Canada. Colonel Talbot whole-heartedly endorsed this view, for obvious reasons. His name lives on in Talbot Street which ran between London and Port Stanley, in Port Talbot (no more than a little anchorage for fishing boats), in the site of his ornate residence (now a tourist attraction), a strangely-named village with the high-sounding name of Talbotville Royal, and above all in St. Thomas which was destined to become, at the end of the nineteenth century, the railway hub of southwestern Ontario.

St Thomas - a railway centre.

Just how the Great Western Railroad became the Great Western Railway and was finally absorbed into the mighty Grand Trunk Railway has no place here. Neither has the Canadian Pacific Railway, the London & Port Stanley Railway, the Canada Southern and its



branch line to Lake St. Clair nor the Lake Erie & Detroit River Railway, all of which by the turn of the nineteenth century converged upon St. Thomas. Its obvious importance as a railway centre is reflected in the number of railway post offices which operated from it and, of those which concern us here, the St. Thomas & Windsor must, in chronological terms, be the first. About 1887 the Canadian Post Office abandoned the use of postmarks reading, in abbreviated form, 'Canada Southern Railway', in favour of more specific wording indicating the termini between which the post offices operated. Two handstamps were ordered in identical form reading ST.THOMAS & WINDSOR RY.P.O. (O-312 and O-312A). One of these remained in use between 1887 and 1897 after which, either through loss or wear, it was replaced. The other (O-312A) had a much longer life since it is known to have been used for at least twenty-one years, between 1888 and 1909. It reads ST.THOMAS & WINOSOR RY.P.O. and thus, must have escaped the supposedly eagle-eyed manufacturer's proof reader, the notice of the post office officials who received it and that of the clerks who used it. Of these, the latter were the least to be blamed. In a lurching, wooden, almost windowless mail car, in which artificial lighting was by means of oil lamps, or so-called 'gas' made from crude petroleum, straining eyes were more intent upon addresses than a hastily struck postmark.

Windsor - a spelling error.

Windsor, on the south bank of the Detroit River opposite its twin city in Michigan, seems to have posed peculiar difficulties for pantograph operators. In precisely the same year that the St. Thomas & Windsor R.P.O. was established, two handstamps were also ordered for use on the Grand Trunk Railway between London and Windsor. Both were intended to read LONDON & WINDSOR RY.P.O. (O-166 and O-166A) and while the former, which reads correctly, was in use between 1887 and 1908 at least, the latter, reading LONDON & WINOSOR RY.P.O. appears only to have been used in 1909. The supposition is that the correct hammer was lost or withdrawn from use because of wear in 1908 or 1909, and the incorrectly-spelt hammer, having been kept in reserve for just such a contingency, was brought into use and then promptly withdrawn upon the discovery that it was faulty. At that time there was already an additional handstamp in use (O-165) reading LONDON & WINDSOR R.P.O. and a frugal post office official decided that one hammer would suffice. Circumstantial evidence points strongly to this. By the time Colonel Talbot performed his last public duty, London was the fifth largest urban community in Canada West after Kingston, Brockville, Toronto and Hamilton. Following the opening of the Great Western Railway throughout its entire length

between Niagara Falls and Windsor in 1854 its growth became phenomenal. Under the stimulus of railway communications, agricultural, commercial and industrial activity proceeded apace; following the construction of a branch line from Hamilton to Toronto in 1855 the status of 'city' was conferred upon it. Such a transformation in a space of thirty years is probably without parallel in Canadian history. A contributory factor, for such mushroom growth may be that London was roughly equidistant from both Windsor and Niagara Falls. Certainly it became an important divisional point as far as the railway and the post office were concerned. It was here at the general post office, conveniently adjacent to the railway station, that the railway clerks signed on for duty before entraining for Windsor or Niagara Falls and, in and after 1855, Toronto. Their work was hard, the trains were slow and their hours were long. Having reached their destinations, after a brief stopover, they worked their way back to London. There was method in this madness: it saved the Canadian Post Office lodging allowances!

They had no time to stand and stare, least of all at the impressions of their handstamps. If this was typical of pioneer railway mail clerks, it

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GROW WITH THE ROYAL

also applied to their successors down, as we shall see, until recent times. Here, however, we must pause; but not before a further reference to London.

London - an anagram.

In 1858 the Great Western Railway built a branch line from Komoka, near that flourishing city, to Sarnia on Lake St. Clair. For the next ninety years at least, generations of railway mail clerks served on that 49 miles of line, and during that time, no less than ten different handstamps were used.

Two of these, which were probably ordered in the early years of this century (O-155 and O-155A) were intended to read LONDON & SARNIA R.P.O. and both probably remained in use until the 1950's, when railway post office reorganisation led to the establishment of a through service between Toronto, London and Sarnia. One of these long-lived handstamps (O-155A) read LONODN & SARNIA R.P.O. Despite this bizarre spelling of 'London' it remained in use until at least 1947, a minimum period of 29 years, and possibly at least 46. Truly, as Machiavelli said (in a very different context) 'All men have eyes, but few have the gift of penetration.' That excludes railway postmark collectors of course!

THE SCOTTISH PHILATELIC CONGRESS 24/25 MARCH 1990.

A few Scottish members were at Falkirk - Sandy Mackie, Albert Govier, Bill McVey, Robert McLeish and Jim McLaren - all representative of the C.P.S. of G.B.

The practice of joining the various specialist societies on THE COLLECTORS' DAY' was continued and, whilst it is difficult to gauge the recruitment value, nevertheless this PR' exercise was felt to be worthwhile.

Many enquiries arose, material and handbooks were displayed and several application packs were given out.

The atrocious wintry weather over Friday/Saturday made members wonder about who had got their priorities right when contemplating John Hannah and his wife on holiday in sunny Majorca.

With The Perth Philatelic Society hosting Congress at Falkirk on 13 April, 1991 their delegate, Jim McLaren, was installed as Association President at the AGM held on 24 March, 1990.

JMcL.

THE RIGHT PLACE AT THE RIGHT TIME by Robert Lunn

At a recent stamp show I happened to come upon a dealer who was experiencing some difficulty in trying to decipher a Department of the Interior memorandum, dated December 20, 1898. The dealer asked if I was able to read poor handwriting. I mentioned that I was used to reading my father's handwriting which is very difficult to understand. Within a half hour I returned to the dealer with the memo 'translated'. It reads:

You will note the difference in colour of the Sea in the new edition of stamp placed on sale in Ottawa today. It is a great improvement I think. The splashes of Red were seen to be more carefully laid on, but the perforation was carelessly done! i.e.the 'centering' of the stamp is defective.

The dealer was so impressed with the speed with which the 'translation' was done that he gave me the opportunity to acquire it at the 'right price'

The writer of this memo was obviously impressed with the accurate placement of the red plate as compared to earlier lavender coloured issues he had seen. He also shows his preference for the deeper bluegreen coloured oceans as compared to the earlier lavender coloured oceans. He seemed concerned, however, with the centering of the stamp to the point of calling it 'defective'. The term 'defective' would seem to be rather harsh.

Having seriously collected the map stamp for two years, the unexpected finding of this memo is very important to me. It is not only my first map stamp document but I was also able to acquire it at a price that made it virtually a gift. More important however, this memo supports Holmes' account (p.114) that the first printing of the stamp was with lavender oceans. F.Tomlinson first substantiates the deep bluegreen printing as being later by listing the earliest date as December, 1898 (p.8). The memorandum dates the issue of the deep blue-green printing in Ottawa as 20 December, 1898.

As you can see, this was really a case of being in the 'right place at the right time'. There are a great number of map stamp collectors dying for a few choice pieces and had I not appeared at the dealer's booth at that particular time, I would likely not have had the opportunity to purchase this important piece of map stamp postal history.

REFERENCES

Holmes Handbook of Canada and British North America, Second Edition, 1945. Holmes, L. Seale

The Canadian Map Stamp of 1898, 1960. Tomlinson, Frederick

BOOK REVIEW

The Watson Postcards by Robson Lowe

This most unusual little book has Robson Lowe adopting an almost dilettantish approach. G.H. Watson, an American collector, formed a postcard collection towards the end of the nineteenth century and published two catalogues, in 1889 (Europe) and 1891 (World). R.L. has selected items of particular interest and they are described and illustrated in the 24 page monograph on good quality A5 paper.

The selections all emanate from the British Commonwealth; most strongly featured are the $^{1}/_{2}$ d stamped-to-order postcards of Great Britain, together with British Africa and Ceylon.

The 1c Canadian postcard of 1887 (cf Webb P7e & P7f) is listed with three proofs printed in grey, in tête bêche pairs, with (a) normal impressions, (b) double impressions and (c) one double and one treble impression. It is interesting to note that Watson claims the slate green shade to be the most common, this is not today's experience. The Newfoundland 2 CENTS surcharge of 1889, on the 1c green postcard of 1880, is shown with double surcharge (not listed in Webb).

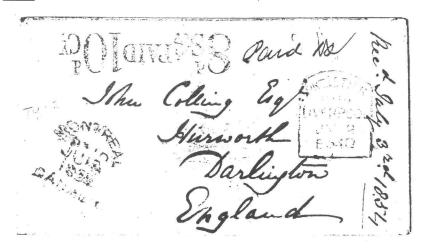
Within the 24 pages there are no less than 156 illustrations so text is minimal, however, anyone with an interest in postal stationery will find much to fascinate in exchange for an outlay of £4. The items selected are, in the main, most unusual and one can quite see why R.L. felt them worth reproducing for the benefit of collectors.

DFS.

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ANNUAL GENERAL MEETING

In accordance with Rule 19, notice is hereby given of the Society's Annual General Meeting, to be held at the Chesterfield Hotel, Chesterfield, on Saturday 6 October 1990, commencing at 11.00am.

In accordance with Rule 17, nominations are sought for the following offices:-

- 1. President
- 2. Vice-President (South of England)
- 3. Secretary
- 4. Treasurer
- 5. Three Committee Members, one from each region.

The three retiring Committee Members are:-

Mr A.S. Mackie F.C.P.S., (Scotland), Dr J Gatecliff (North), Mr A E Jones (South)

Nominations and any proposed amendments to the Rules should be sent to the Secretary to be received by 6 July 1990.

FELLOWSHIP

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

- (A) Outstanding research in the Postal History and/or Philately of British North Amercia, or
- (b) Outstanding services in the advancement of the interests of the Society.

Nominations are sought for submission to the Fellowship sub-committee in accordance with Fellowship Rule No. 2 Such nominations must be on a prescribed form which is available from the Secretary, and must be submitted by 6 August 1990.

CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

Annual subscription, due 1 October, £8.50, payable to the Society, to John Hillson, Treasurer

The dollar equivalents are \$18 CAN (+ \$4.50 if airmail delivery required) and \$15 US (+ \$3.50 if airmail delivery required).

Canadian members may pay in \$CAN via Wayne Curtis, please make your cheque payable to him.

Members who have not paid the current year's subscription by 31 December will be removed from the *Maple Leaves* circulation list and reinstatement will incur an additional fee of £1 or its \$ equivalent.

LETTERS TO THE EDITOR

Ron Winmill

'WORLD'S FIRST CHRISTMAS STAMP'

In a wide variety of published sources, repeated references are made to 'Canada's First Christmas Stamp' or 'the World's First Christmas Stamp' or words to this effect. The Map Stamp was never intended to commemorate the festive season. To quote an official source*.

'During the fiscal year under review (1898-1899) a new postage stamp of the 2c denomination, known as the 2c Canadian Imperial Stamp, and intended to commemorate the inauguration, on Christmas Day, 1898, of the inter-Imperial scheme of penny postage, was prepared, and the first instalment thereof was sent out to postmasters sufficiently early for use on that date.'

Repeatedly, it has proved to be impossible, citing this or other contemporary sources, to convince people that the stamp was not a Christmas stamp. Nowhere in the above statement (reproduced in full) is there any mention whatever of the Map stamp commemorating Christmas, but rather only that it commemorated an event the date of which happened to coincide with Christmas.

This may represent a subtle distinction to some, but it is very important from the point of view of accuracy. It must be added that the words were published over the signature of William Mulock himself and must therefore be regarded as representing the definitive statement on this matter.

*CANADA, Report of the Postmaster General for the Year Ended June 30, 1899, Ottawa; S.E.Dawson,1900 (p.433).

YORKTON STAMP EXHIBITION

We published, in the January 'Maple Leaves', a letter from Colin Campbell, asking whether anyone had seen a cover bearing the 1923 slogan advertising the 'Yorkton Stamp Exhibition'. We were not exactly swamped with replies, which bears out Colin's belief that it is a scarce item. However, he reports that he has now been shown such a cover, dated Sep 7, 1923. The accompanying photocopy would not reproduce well in 'M.L.' but the slogan is illustrated on p309 of the January issue and we can all now rest assured that the slogan did see commercial use.

Dean Mario

ILLEGAL COVER

George Bellack's interesting article on the bisected 5c Small Queen prompted me to write with my own curious, albeit illegal, cover as well. This time it is from Newfoundland, where an ingenious photographer (or accomplice) Robert Brown, has used a cut piece from the 3c brown stationery wrapper to pay for postage to Miss Brown, a teacher in Fogo.



Like Bellack's cover, this one does not show signs of manipulation and is tied (barely). One wonders if the time (over a month) for delivery, as the backstamps illustrate, was spent in a postal officer's office as the legality of use was debated.

Although the 3c letter rate was adhered to, like George, I too wonder what prompted the sender to use this unusual payment method. Further examples are also solicited.





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Robert Lunn

THE VIKINGS

Shortly after reading Alan Salmon's informative article entitled 'The People on the Stamps - The Vikings', I read an article in EQUINOX, Number 49, January/February 1990 that I think would be of interest to the readers of Maple Leaves. The author, John Barber, states in his article 'Oriental Enigma' that the peoples of the Orient may have been visiting North America as long ago as 3000 B.C. and that they may have set up trading posts along the North Pacific rim. Actual ancient Chinese coins have been found incorporated into the artifact designs produced by the native peoples of Canada. Perhaps the Canadian Government should now consider producing a stamp to honour the people of the Orient as the earliest explorers of Canada?

Sandy Mackie

'THE CANADIAN MAP STAMP OF 1898' A PLATING STUDY

I would like to point out to the Yellow Peril, regarding his letter in 'Maple Leaves' Vol 21 No 11 on my review of this work, that it states it is a Plating Study and as he correctly states, no stamps were printed from Plate 4, so it does not enter into the field of plating. As he feels to have been omitted from those who had written on aspects of the Map Stamp I wish to bring to his attention several facts regarding Plate 4. In 1973, a special display of the Map Stamp from the Canadian Postal Museum was due to be given. We learnt from the late Bob Woolley, who was to be the presenter on behalf of the Museum, that it would include the sheet from Plate 4. Unfortunately Bob took ill and was unable to bring the display over. After CAPEX 1978, at the invitation of James Kraemer the curator of the Museum, I saw the sheet from Plate 4 myself. Amongst the Map material seen was a plate without a plate no. which I readily identified for the authorities as Plate 3. As shown in your article in Maple Leaves of August 1985 page 328, it carried a '3' in pencil; this was done on my identification. Regarding Plate 4 you were I admit, the first to illustrate it, but not to report it as, from the above, the existence of Plate 4 had been known some 12 years before your article. It was reported in B.N.A.P.S. Map Stamp Study Group Newsletter Vol 1 No 4 of October 1983, so all those interested enough in the Map Stamp to become members had this information.



Horrace Harrison

A REGISTRATION QUERY

The cover illustrated was sent from Thunder Bay on 25 April, 1872, via Pidgeon River, Duluth and Detroit and through the USA in a closed bag(1), arriving at Windsor on 22 May, 1872, - four weeks en route. Is the boxed 'Registered' at Windsor an altered state of boxed 'Registered/ G.T.R.', the G.T.R. having been removed? Does anyone have an RG7(2) later than 21 May, 1872 or a boxed 'Registered' at Windsor(3) earlier than 22 May, 1872?

References:

1. Arfken, p43; 2. Ludlow, p157; 3. Harrison p60.



AMENDMENTS TO MEMBERSHIP to 16 April 1990

New Members

2619 PLANTE Jacques, PO BOX 1413, CFPO 5056, 7570 Baden Baden, West Germany
Mo
2620 RICHTER Martin, Fasanenweg 22, 6237 Liederbach/TS, West Germany
2621 FRETWELL John, RR#1, Callander, Ontario, Canada POH 1HO Co, Reg, C
2622 GOODWIN Elaine M., 11 Hemingway Close, Carlton, Nottingham NG4 1FH C
2623 TUDOR Malcolm E., Woodlands, Bryn Gardens, Newton, Powys SY16 2DR C
2624 WHITE S N., 69 Roakes Ave., Addlestone, Weybridge, Surrey KT15 2HF
CR-CGC
2625 DALES J. Barry., 84 Willowbridge Rd., Weston, ON, Canada M9R 3Z4
CL,CS,RLS

Resigned

2577 LUNN D A

Deceased

456 FOWLES G.

Change of Address

Change of Interest

1600 LODGE W J H

A,FF

Revised Membership - 547

SOUTH WEST GROUP SEMINAR

Somerset Hall, Portishead, nr. Bristol Sunday 12 August, 2.00 - 5.45 p.m.

Bring along some sheets for display (max 40) if you can, but come anyway.

Further details from David Sessions (0272) 852323

CLASSIFIED ANNOUNCEMENTS

Reserved for members' free classified advertisements.

Please note that these must not exceed 30 words.

Any excess wording will be charged at the rate of 4p per word.

WANTED: THREEPENNY BEAVER. Collector seeks plate varieties, reentries, etc. – condition fair to fine. Roger Ordish, 49 Morley Road, Twickenham, Middx. TW1 2HG.

WANTED: 'SMALL HEADS' for study purposes (used) mainly for postmarks, but also shades, printings, perfs, paper etc. _ Peter Grimsdell, 14 Capel Close, Troston, Nr Bury St. Edmunds, Suffolk 1P31 1EP.

WANTED: CANADIAN SALVATION ARMY POSTAL HISTORY 'BNA Topics' Numbers 1-125, 'Postmark', 'Essay Proof Journals'. R. Winmill, PO Box 2722, Station B, London, ON, Canada.

LITERATURE FOR SALE – Proof strikes of Canada Vol. 1 – Split Circles of Western Canada", the first in a series of books illustrating all proof strikes in the Canadian Postal Archives: £9.50 post paid. Robert Lee 203-1139 Sutherland Ave., Kelowna, Canada, BC V1Y 5Y2.



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